

# PLANNING PROPOSAL



**4-12 Railway Street, Lidcombe**

**PP4-2017**

August 2019

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# 1 Introduction

## 1.1 Overview

The purpose of this Planning Proposal is to seek an amendment to the Auburn Local Environmental Plan 2010 (Auburn LEP 2010) for the property at 4-12 Railway Street Lidcombe (the site).

The Planning Proposal seeks to increase the maximum height of buildings control that applies to the site from the existing 32m to:

- 55m for a limited portion in the north east corner of the site.
- 48m for a limited portion in the south east corner of the site.
- 45m for the remainder of the site.

The Planning Proposal also seeks to add an additional provision to clause 4.4 of Auburn LEP 2010 to:

- apply a minimum non-residential FSR of 0.4:1 to the site.
- a bonus FSR of 0.3:1 to the site, if a minimum non-residential FSR of 0.6:1 is provided.

The amended planning controls seek to enable the future redevelopment of the site for a mixed use development comprising ground floor commercial and residential development above (approximately 320 units). No specific types of retail or commercial businesses have been nominated at this time.

## 1.2 Public Benefit Offer

A public benefit offer has been tabled with this Planning Proposal that proposes to dedicate the land within the site, that is currently zoned RE1 Public Recreation, to Council, to enable the future Friends Park extension. A Voluntary Planning Agreement (VPA) will be prepared concurrently with this Planning Proposal to facilitate the dedication of this land to Council.

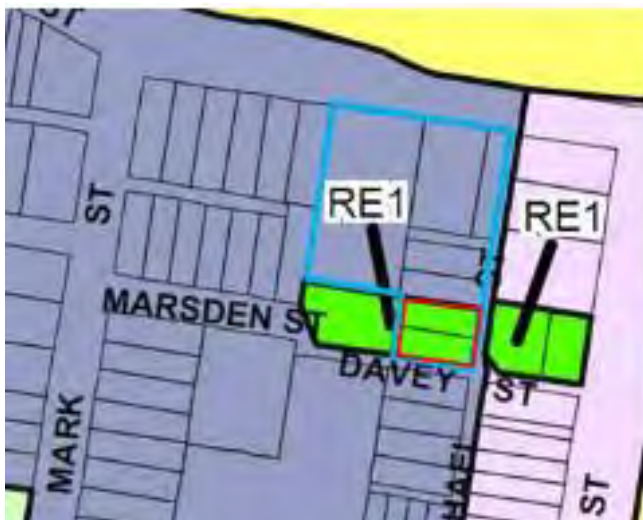


Figure 1: Land to be dedicated to Council via VPA (area bound in red).

### 1.3 Background

The site is located at 4-12 Railway Street Lidcombe, having frontages to Railway, Raphael and (part) Davey Streets. It is located approximately 200m from the Lidcombe Railway Station. The site is currently zoned for B4 Mixed Use and RE1 Public Recreation. The current occupants of the site include a memorial / stone mason business (per the previous industrial zoning) and training/office buildings with associated carpark. The Rookwood Cemetery State Heritage item is located to the east.

A Planning Proposal Request (PPR) for the site was lodged by the landowner with Council in September 2017. This PPR was placed on preliminary public exhibition in October-November 2017. This PPR sought to increase the maximum building height from 32m to 62m and to increase the FSR from 5.0:1 to 5.65:1 over the majority of the site (being over the B4 Mixed Use zoned portion of the site).

### 1.4 Consideration by Cumberland Local Planning Panel

The PPR was initially considered by the Cumberland Local Planning Panel (Cumberland LPP) on 22 August 2018. The Cumberland LPP recommended that:

1. *A maximum FSR of 5.65:1 not be supported, and the existing maximum FSR of 5:1 under Auburn LEP 2010 be retained for the B4 zoned part of the subject site.*
2. *A maximum building height of 62m not be supported, and instead the following maximum building heights be proposed for the B4 zoned part of the subject site:*
  - i) *A maximum building height of 45m for the site generally;*
  - ii) *A taller element up to 55m for a limited (33m x 33m) portion in the north eastern corner of the site to be shown on the LEP Height of Buildings Map;*
  - iii) *The taller element be offset by a corresponding area in the south western part of the site having a lower maximum building height to minimise overshadowing of Friend Park and properties to the south, via a DCP control; and*
3. *More detailed modelling be undertaken prior to any submission for a Gateway Determination, to confirm the building heights approach outlined in 2 above and to determine the DCP controls to minimise overshadowing of Friend Park in mid-winter. The Panel recommends that a better mix of dwellings be incorporated into any future development modelling.*
4. *That the proposal include a minimum non-residential FSR component of 0.4:1, and this be considered in more detail with further modelling and testing and further work on the draft Strategy.*
5. *That Council continue negotiations with the landowner as to both the extent of public benefit, and the mechanism for any dedication of the RE1 zoned portion of the site to Council.*
6. *That Council give consideration to a lower FSR on sites on the periphery of the Lidcombe Town Centre as the maximum FSR of 5:1 is difficult to achieve having regard to appropriate built form outcomes. This would achieve a better transition from the commercial core to the periphery of the Lidcombe Town Centre.*

Following the Cumberland LPP meeting the proponent accepted the LPP recommendations but also nominated the following additional controls for the B4 zoned portion, being:

- Building height of 48m on the south-east corner of the site
- FSR bonus of 0.3:1 if non-residential FSR of 0.6:1 is provided

### **1.5 Council Resolution for this Planning Proposal**

The matter was subsequently reported to Council on 17 October 2018 (Item C10/18-204) addressing the controls as recommended by the LPP on 22 August 2018 as well as additional controls as nominated by the proponent following the Cumberland LPP meeting. Council resolved the following:

*That Council:*

- 1. Proceed to Gateway submission and formal community consultation with a planning proposal and associated public benefit offer as per Option A, being:
    - a. the existing maximum FSR of 5:1 under Auburn LEP 2010 being retained for the B4 zoned part of the subject site, with a minimum of 0.4:1 non-residential FSR to be provided;*
    - b. a provision for a bonus FSR of 0.3:1 for a minimum of 0.6:1 non-residential FSR, subject to the dedication of the RE1 zoned land to Council at no cost, and with an offset of section 7.11 contributions in lieu of this land dedication;*
    - c. a maximum building height of 45m apply to the site generally, with:
      - i) a taller element up to a maximum of 55m for a limited portion in the north eastern corner of the site to be shown on the LEP Height of Buildings Map;*
      - and,*
      - ii) a maximum building height of 48m for a limited portion of the south eastern corner of the site.***
- 2. Develop site specific DCP controls which include setback and sunlight access controls to ensure the taller element is offset by a corresponding area in the south western part of the site that has lower height, minimising overshadowing of Friends Park and properties to the south.*
  - 3. Require the proponent to submit updated Planning Proposal documentation including a revised concept and shadow diagrams, suitable for public exhibition.*
  - 4. Require that further detailed modelling be undertaken to help determine site specific DCP controls for building massing.*
  - 5. Request that the proponent provide a draft voluntary planning agreement consistent with the public benefit offer outlined in this report to be publicly exhibited with the planning proposal.*

Site specific development controls to form an amendment to the Auburn Development Control Plan (DCP) 2010, will be prepared in accordance with the Council resolution. These site specific controls will address as a minimum the building height for the south west element and the building form generally so as to minimise overshadowing to Friends Park (existing and future extension) in mid-winter. These site specific controls would be publicly exhibited concurrent with the Planning Proposal following the Gateway Determination.

**1.6 Internal configuration of site**

The proponent has provided plans to show the four (4) potential buildings on the site.

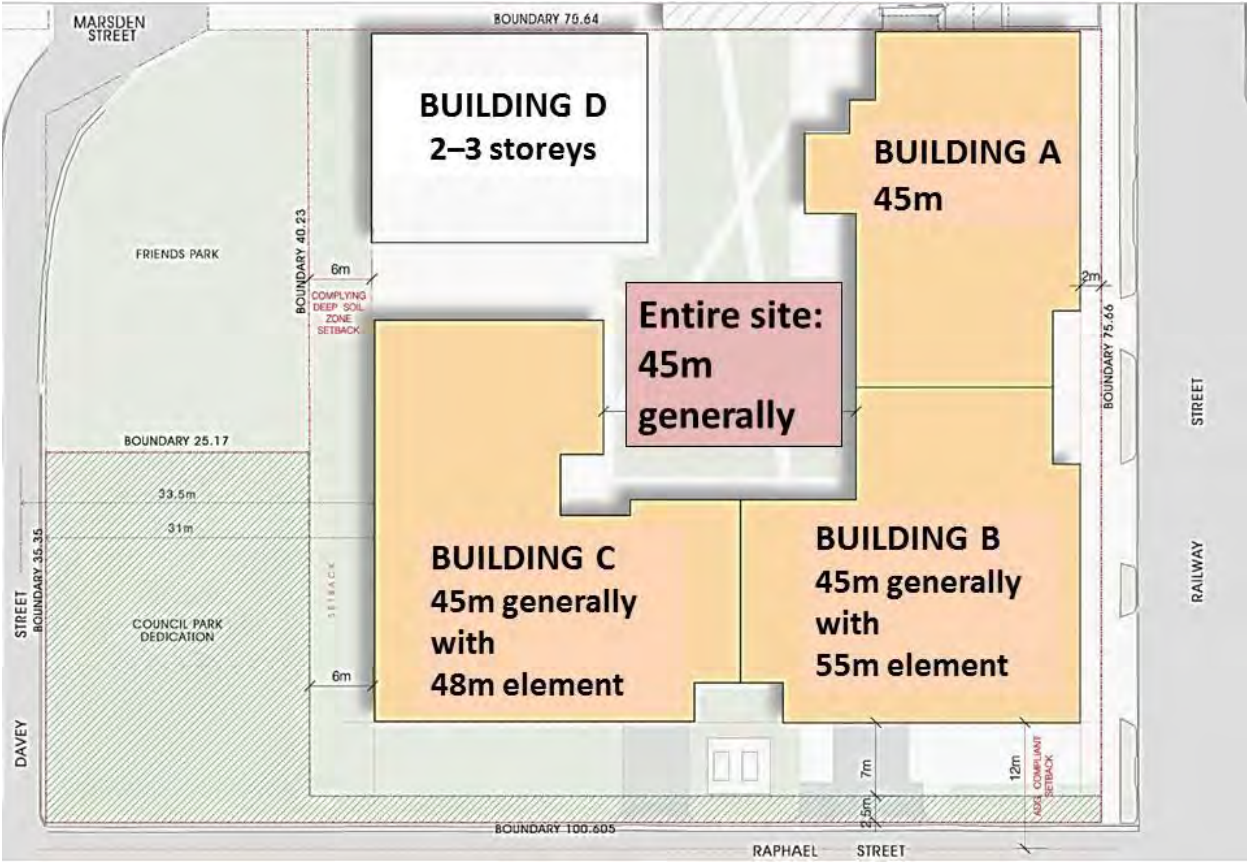


Figure 2: Concept building designations and proposed building height controls.

### 1.7 Land to which this Planning Proposal applies

The site has the street address of 4-12 Railway Street Lidcombe. It is bound by Railway Street to the north, Raphael Street to the east, Davey Street and Friends Park open space to the south, and developed properties to the west.



Figure 3: Locality Map of subject site

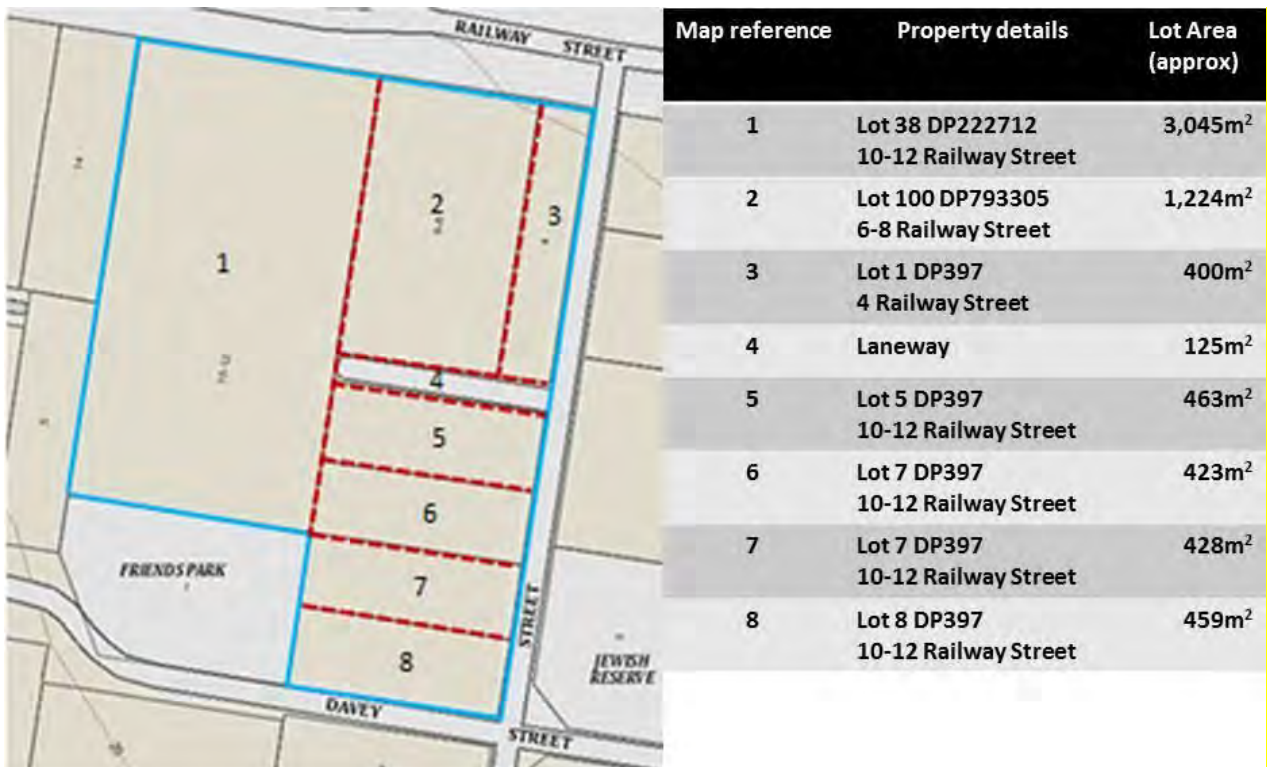


Figure 4: Lots comprising the subject site

The site is currently occupied by a memorials / stone mason business, which has synergies with the nearby Rookwood Cemetery, a training centre, and the CFMEU offices. The floor space of these existing uses is given as about 5,760m<sup>2</sup> and provides about 128 jobs (full time equivalent) in the PPR.

The site is located about 200m to the south-east of the Lidcombe Railway Station. Bus stops are also located in the vicinity of the railway station.

Existing land uses of the immediate surrounding area are:

- North: Railway Street and the T1 Western Line and T2 Inner West and Leppington suburban railway line, and the Lidcombe Railway Station (about 280m to the north-east).
- East: Raphael Street, property of 2 Railway Street with East Street and Rookwood Cemetery beyond. Currently used for a manufacturing business with associated car parking and stone mason / memorial business.
- South: Friends Park public open space, which contains a children playground and covered seating area, Davey Street and residential units.
- South-west: Residential dwellings. This area consists of a mix of older low density and newer high density residential buildings.
- West: Light industrial and commercial uses. To note that this area was rezoned from IN2 Light Industrial to B4 Mixed Use in 2014 under the Marsden Street precinct Planning Proposal.

It is also proposed that specific development controls, as an amendment to the Auburn Development Control Plan (DCP) 2010, will be prepared and implemented for the site. These development controls are primarily in regards to protecting solar access and sunlight to the existing and extension of Friends Park, and to manage the built form and massing configuration.

## 1.8 Current Planning Controls - Auburn Local Environmental Plan 2010

### 1.8.1 Summary

The current planning controls applicable the subject site are provided below.

**Table 1: Existing Planning Controls for 4-12 Railway Street Lidcombe**

Zoning	B4 Mixed Use RE1 Public Recreation
Maximum Building Height	32m
Floor Space Ratio (FSR)	5.0 :1



### 1.8.2 Zoning

Two (2) land use zones currently apply to the site as follows:

- B4 Mixed Use. This zoning applies to the majority of the site.
- RE1 Public Recreation. This zoning applies to the southern portion of the site within 10-12 Railway Street (fronting Davey and Raphael Streets). This land is zoned to provide for a future area of open space – as an extension of the existing adjacent park (Friends Park). This land is currently used for a carpark.

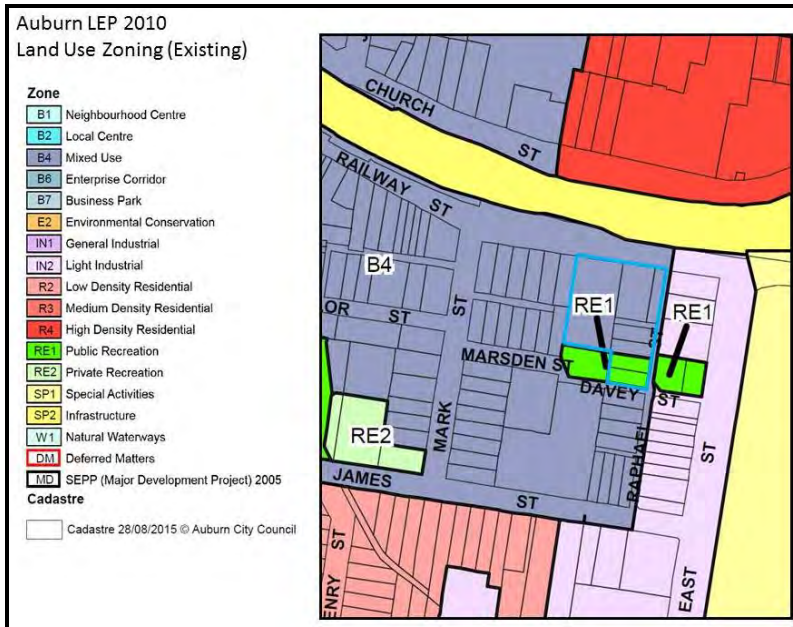


Figure 5: Existing land use zoning map showing subject site (bound in blue)

### 1.8.3 Height of Buildings

The site is affected by a maximum height of buildings of 32m, as are the properties to the west, south and south-west. No height control is imposed for the properties to the east, which have an industrial zoning.

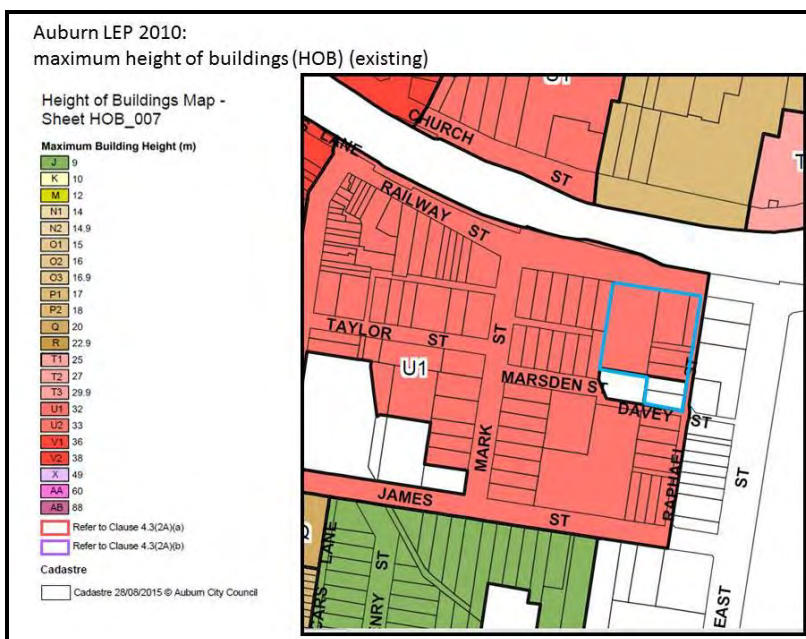


Figure 6: Existing maximum height of buildings map showing subject site (bound in blue)

### 1.8.4 Floor Space Ratio

The current maximum permissible FSR for the subject site is 5.0:1. The FSR for the sites to the west, south-west and south, of the Lidcombe town centre is also 5.0:1, excluding the recreation zoned land which has no FSR value. The FSR for the adjacent property to the east is 1:1, associated with the existing industrial zoning.

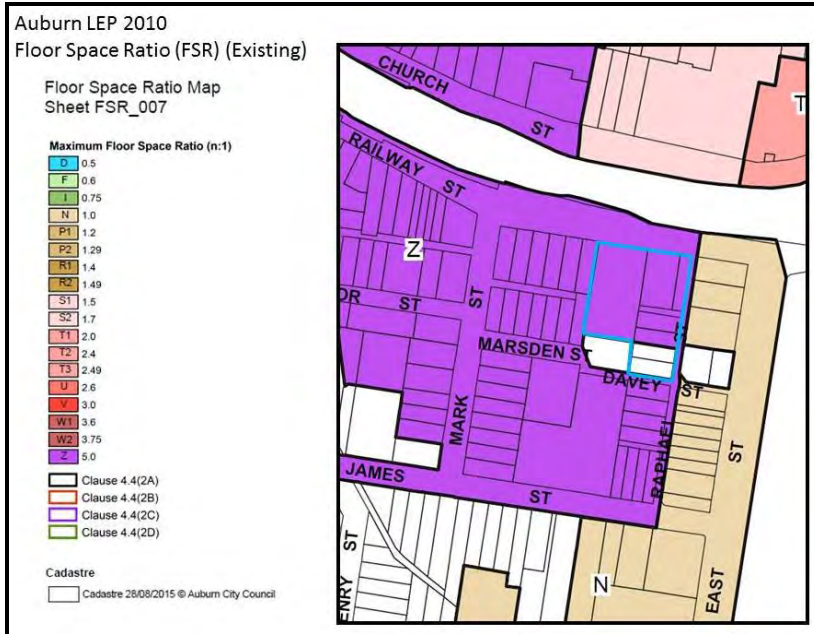


Figure 7: Existing FSR map showing subject site (bound in blue)

### 1.8.5 Minimum Lot Size Provisions

There is no current minimum lot size for the subject property.

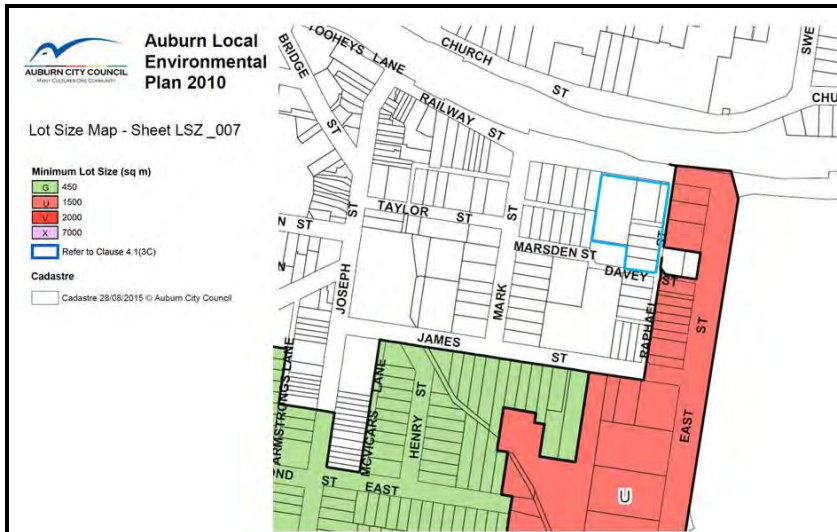


Figure 8: Minimum lot size for subject site (bound in blue)

### 1.9 Land Reservation Acquisition

Two (2) lots on the site are zoned RE1 Public Recreation to allow for the extension of the Friends Park. These lots are identified on the Land Reservation Acquisition map of the Auburn LEP 2010 for acquisition by Council for the purpose of open space. These acquisitions may be achieved by direct acquisition or through a planning agreement.

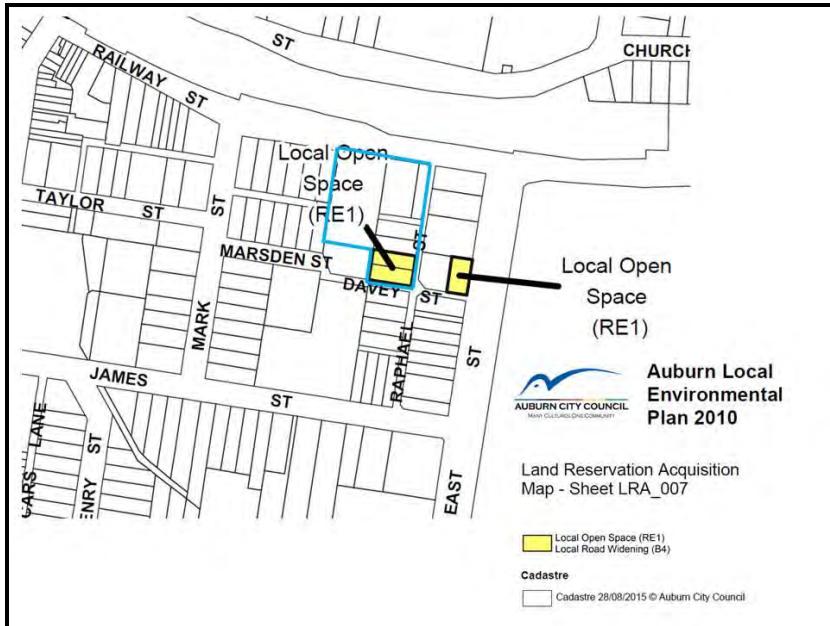


Figure 9: LRA map for subject site (bound in blue)

### 1.10 Heritage

The site does not contain an item of environmental heritage nor is it within a heritage conservation area.

However, the site is located approximately 60m west of Rookwood Cemetery. The part of Rookwood Cemetery that is closest to the site is a State listed heritage item. The remainder of Rookwood Cemetery is a local heritage item listed on the Auburn LEP 2010.

The site is also located in the vicinity of other items of environmental heritage as listed at Schedule 5 of the LEP. These items are noted in Table 1 below and as shown on Figure 10).

Table 1: Listed heritage items in vicinity of subject site

Item number	Item name	Item address	Distance to site (closest points)
A00718	Rookwood Cemetery or Necropolis No 1 Section buildings, relics and place.	Bound by East and Railway Streets	60m
A56	Lidcombe Signal Box	Railway Street, between Mark and East Streets (south side of railway).	20m

		The signal box is located at the western end of the address.	
I28	Dwelling	24 James Street Lidcombe	150m
I38	Royal Oak Hotel	46-50 Railway Street	200m
I37	Lidcombe Railway Hotel	4 Joseph Street (corner with Railway Street) Lidcombe	250m
I34	Lidcombe Post Office	1A Taylor Street Lidcombe	330m
A58	Lidcombe War Memorial Statute	Wellington Park (corner of James and Joseph Streets) Lidcombe	400m
I30	Fenton House	35-47 Joseph Street Lidcombe	400m
I39	St Joachims Catholic Church, Parish Hall and School	These items are located north of the railway line. There is an elevation difference highest at the railway overpass (road) Street and hence physically and visually separated from the subject site.	
I32	Lidcombe Fire Station		
I31	Hotel Lidcombe		
I33	Lidcombe Police Station		



Figure 10: Heritage in vicinity of Subject Site (bound in blue)

### **1.11 Review of planning controls – Lidcombe Town Centre**

The draft *Auburn and Lidcombe Town Centres Strategy* (Strategy) was prepared in 2016 as development was not achieving the desired aesthetic and built form outcomes. This was due to disconnection between the maximum building heights and FSR values. The Strategy identifies opportunities, through increasing the maximum building heights, to improve the built form and public domain outcomes in the town centre.

The exhibited draft Strategy proposed to apply a 45 metre height of building control, a minimum non-residential FSR of 0.5:1 and maintain the existing FSR of 5.0:1.

Following the public exhibition of the draft Strategy, and further modelling and testing by Council, a review of the draft Strategy is in progress and as a result some proposed controls may be adjusted. The revised Strategy is to be considered by Council in the near future.

## 2 PLANNING PROPOSAL

### 2.1 Objectives or Intended Outcomes – LEP amendment

The objectives or intended outcomes of the proposed amendments to Auburn LEP 2010 are:

- To change the height and FSR planning controls for the site to enable the development of a mixed use building.
- Change the maximum building height planning control to:
  - Increase the maximum building height to 55m for a specified portion in the north-east corner of the site (within nominal Building B). This additional height recognises that a significantly lower building height will be achievable on the south-west corner associated with the overshadowing impacts to the park.
  - Increase the maximum building height to 48m for a specified portion of the south-east corner of the site (within nominal Building C). This modest increase in height recognises that a significantly lower building height will be achievable on the south-west corner of the site associated with overshadowing impacts to the park.
  - Apply a maximum building height of 45m to the remainder of the site.
- Implement a minimum non-residential floor space FSR control of 0.4:1 over the site.
- Provide for a bonus FSR of 0.3:1 to the overall development, if a non-residential floor space of 0.6:1 is achieved. This incentive is to encourage employment opportunities and ensure future development contributes to the retail / commercial needs of the local population. The bonus FSR may be used for the residential and/or non-residential components of the development.

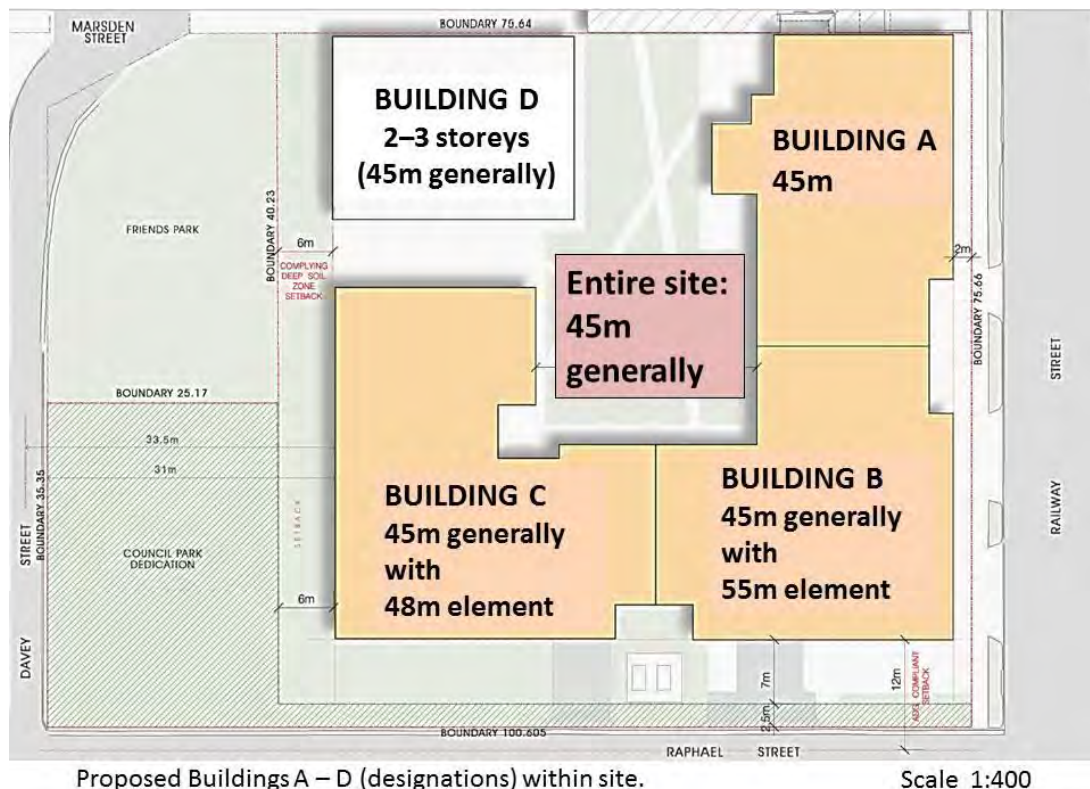


Figure 11: Designations of concept buildings and height controls under planning proposals

## 2.2 Explanation of provisions

### 2.2.1 Proposed amendments to Auburn LEP 2010

- a. Amend the **Height of Building (HOB) Map** (Sheet HOB\_007) from 32m to:
  - i. 55m for a limited portion in the north-east corner of the site (portion dimensions nominated as approximately 33m by 20m).
  - ii. 48m for a limited portion in the south-east corner of the site (portion dimensions not yet nominated).
  - iii. 45m for the remaining part of the site.
  
- b. Amend Clause 4.4 Floor Space Ratio and the associated Floor Space Ratio (FSR) Map (Sheet FSR\_007). The clause and map is to identify the minimum non-residential FSR of 0.4:1 for the site. The clause is also to identify a potential bonus FSR of 0.3:1 should a non-residential FSR of 0.6:1 be provided. Refer to Figure 12.

Figures of the above proposed amendments in the context of the existing controls in the local area are provided below.

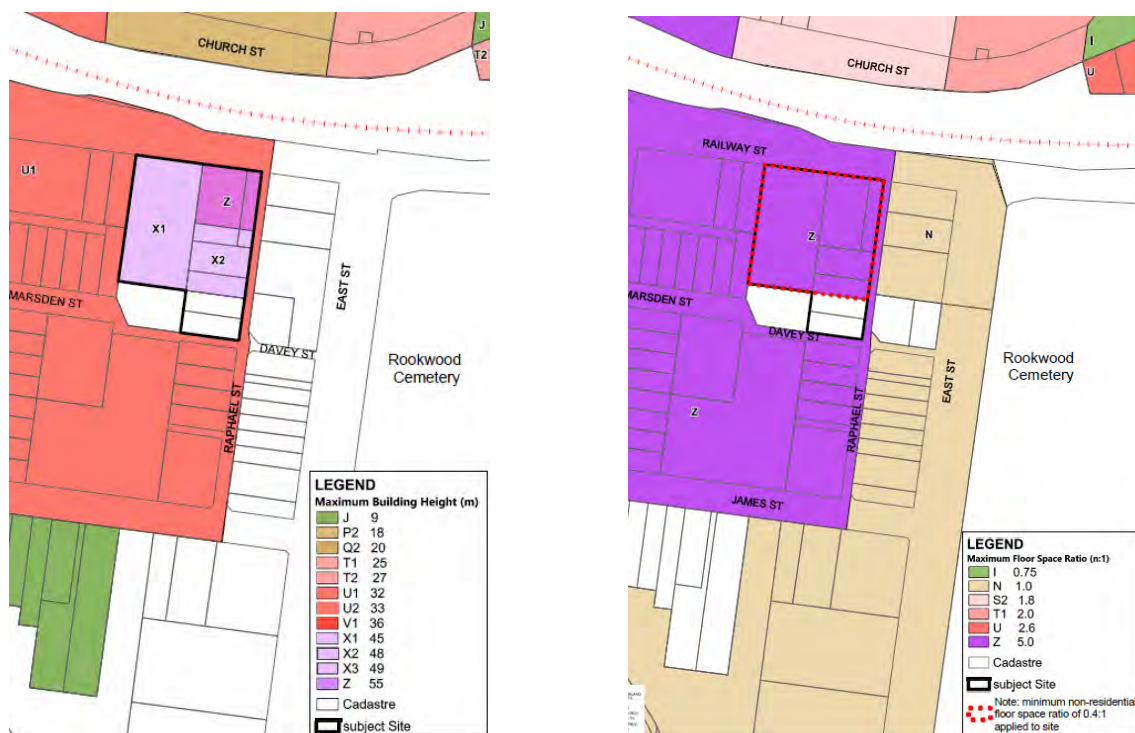


Figure 12: Proposed Height of Building and FSR Maps

## **2.3 Justification**

### **2.3.1 Need for the Planning Proposal**

#### **Q1: Is the Planning Proposal a result of any strategic study or report?**

No, this Planning Proposal is the result of a PPR made by the property owner as the proponent. The proponent has prepared the following reports, in support of the PPR:

- Massing Study (Concept designs / plans and urban design elements) prepared by Architecture & Building Works. Version dated 20 December 2018.
- Traffic impact assessment prepared by Traffix. Revision 05 dated 17 December 2018.

However, the Planning Proposal has been prepared as a result of the Cumberland LPP recommendation and of the Council resolution to proceed with the Planning Proposal.

#### **Q2: Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?**

Yes. A Planning Proposal is the appropriate and most effective means of amending the Auburn LEP 2010. The amendments are in respect of the FSR and height of buildings controls of the Auburn LEP 2010.

The Planning Proposal is to facilitate the proposed change in the planning controls for building height and FSR (minimum non-residential FSR and bonus FSR provision) for the site. In particular the changes to the height of building control are to manage the location of taller elements, be appropriate to position within the site and its' relationship to the town centre, and to protect solar access, and so overshadowing of, parkland and properties to the south.

The minimum non-residential of FSR of 0.4:1 to be imposed is generally consistent with the intent of the draft Strategy (Lidcombe town centre component) which nominated a non-residential FSR of 0.5:1, but recognises the specific location of the site on the edge of the Lidcombe centre and therefore a lower minimum FSR may be appropriate. This control is the most effective means of ensuring commercial and retail activities are provided on the site and that the site provides employment opportunities for the local population and that the commercial floor space will contribute to create a vibrant town centre.

The bonus FSR of 0.3:1 is considered to be an effective incentive to provide additional commercial floor space that will contribute to the employment potential and investment in the economic activities of the town centre.

### **2.3.2 Relationship to strategic planning framework**

#### **Q3: Is the Planning Proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy?**

The Greater Sydney Region Plan, titled *A Metropolis of Three Cities*, is NSW's principal strategic plan to guide the future growth and development of Greater Sydney to 2056. The three (3) cities of the Plan are the Eastern Harbour City focused on the traditional Sydney



CBD and eastern suburbs; the Central River City focusses on Greater Parramatta and the surrounding areas including the Cumberland LGA; and the Western Parkland City focussed on the greater west and south-west areas including Penrith, Badgerys Creek aerotropolis, and Campbelltown-Macarthur.

Achieving the vision and intent of the Greater Sydney Region Plan focuses on the elements of infrastructure and collaboration, liveability, productivity and sustainability; and identifies ten (10) directions or outcomes, being:

<b>Infrastructure</b>	<b>Liveability</b>	<b>Productivity</b>	<b>Sustainability</b>
A city supported by infrastructure	A city for people	A well connected city	A city in its landscape
A collaborative city	Housing the city	Jobs and skills for the city	An efficient city
	A city of great places		A resilient city

The Planning Proposal is consistent with the aims and objectives of the Greater Sydney Region Plan by:

- Providing additional jobs and dwellings in a location that is accessible by train services to Merrylands, Parramatta CBD, Bankstown, Sydney Olympic Park precinct, and beyond including to the Sydney City CBD; and bus services to Parramatta CBD and Bankstown.
- Improving housing choice and affordability by providing a broad mix of dwelling sizes.
- The additional commercial floor space that would result from the changed controls under the Planning Proposal will contribute to the offerings of the Lidcombe Town Centre and support the increasing resident population of the area and so may encourage residents to utilise those local businesses. This additional commercial floor space will also provide increased employment opportunities.

### **Central City District Plan**

The Greater Sydney Region Plan is supported by the Central City District Plan, which is the District encompassing the Cumberland LGA. The Central City District Plan seeks to implement a strategic and integrated approach to managing Greater Sydney’s growth by linking State and regional level aspirations with LEPs, aligning land use decisions and infrastructure planning, and monitoring and reporting on the Plan’s implementation. At a more local level, a primary focus of the draft Plan is to promote significant infrastructure investment and growth with Parramatta identified as Sydney’s second CBD. Under the District Plan, Lidcombe is identified as a Local Centre.

The Planning Proposal is consistent with the District Plan in the same ways in that it is consistent with the Greater Sydney Metropolitan Plan as noted above. In summary, the Planning Proposal would enable the redevelopment of the site for mixed residential and

commercial uses providing housing and job opportunities and economic activity in a location in proximity to major public transport routes and an existing urban centre.

Specific key relevant planning priorities and actions of the District Plan, and a response to these, are provided below.

**Table 2: District Plan Priorities and Actions**

<b>Planning Priorities and Actions of the District Plan</b>	<b>Response</b>
<p><b>Planning Priority C4 Fostering healthy, creative, culturally rich and socially connected communities</b></p> <p>Action 10. Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected</p>	<p>The development enabled by the Planning Proposal will provide commercial uses on the ground floor to support street activation and passive surveillance; be in proximity to the town centre and public transport to encourage walking and cycling to these places; and will enable the realisation of the extension to the adjacent Friends Park.</p>
<p><b>Planning Priority C6 Creating and renewing great places and local centres, and respecting the District's heritage</b></p> <p>Action 18. Using a place-based and collaborative approach throughout planning, design, development and management, deliver great places</p>	<p>The development that would be enabled by the Planning Proposal will enable the reinvestment and redevelopment of the site; may (in conjunction with other local redevelopment) encourage other investment in the centre; provide commercial uses on the ground floor to support street activation and passive surveillance, be in proximity to the town centre and public transport to encourage walking and cycling to these destinations, will enable the realisation of the Friends Park extension space.</p>
<p>Action 20. Use place-based planning to support the role of centres as a focus for connected neighbourhoods.</p>	<p>The subject site is located on the fringe of the Lidcombe town centre.</p> <p>The redevelopment of this site, with a development of the scale enabled by the Planning Proposal, will support, reinforce and help reinvigorate, the existing Lidcombe centre.</p>
<p><b>Planning Priority C6 Creating and renewing great places and local centres, and respecting the District's heritage</b></p>	<p>Redevelopment of this site, with a mixed use building, will reinforce and invest in Lidcombe as a local centre.</p>
<p><b>Planning Priority C9 Delivering integrated land use and transport planning and a 30-minute city</b></p> <p>Action 32. Integrate land use and transport plans to deliver the 30-minute city.</p>	<p>The subject site is located about 300m from the Lidcombe railway station and bus stops, and the core of the Lidcombe centre. As such it supports the potential for a 30minute city for these residents and on-site workers.</p>

#### **Q4: Is the Planning Proposal consistent with a Council's local strategic or other local strategic plan?**

##### **Community Strategic Plan**

Council's Community Strategic Plan 2017-27 *Welcome, Belong, Succeed* provides a 10-year strategic vision and planning framework for balancing its commitment to social cohesion, the local economy, the natural and built environments and the wider community.

The key strategies relevant to the Planning Proposal are:

- Strategic Goal 1 – A great place to live
- Strategic Goal 2 – A safe accessible community
- Strategic Goal 3 – A clean and green community
- Strategic Goal 4 – A strong local community
- Strategic Goal 5 – A resilient built environment

The Planning Proposal is consistent with these strategies by:

- Supporting a future development that will provide housing and commercial floor space as an extension of the existing town centre.
- Is located in proximity to rail and bus (public transport) services that provide direct access to the Merrylands centre, Parramatta CBD, and the Sydney CBD.
- Will support the extension of the existing open space known as the Jewish Reserve and as part of the proposed future green link to Friends Park. Overshadowing of the park by the future development has been mitigated by the reduction of the FSR from that sought initially, in combination with the proposed building height.
- The commercial (minimum requirement) floor space nominated for the site will contribute to the economic activity of the overall town centre and would likely have minor competitiveness with the core of that centre. The increase in local resident population on the subject site, combined with the anticipated increase in population within and surrounding the town centre, will increase the customer base for commercial business on this site and the town centre.
- Will support the future expansion of the existing open space (Friends Park) as well as the future green linkage to the expanded park to the east (Jewish Reserve) and beyond to the Rookwood Cemetery open space area.
- The redevelopment of this site from an industrial use to a mixed use, and the associated change in built forms, will encourage pedestrian activity and perceptions of safety through greater human movement and passive surveillance within and accessing the site, and also for those pedestrians and cyclist moving between the town centre and Rookwood Cemetery area via Railway Street or Davey Street.
- The change in land use and building form from an industrial to mixed use typology, with associated landscaping of the property, would be expected to improve the street appearance and overall community perceptions of visual appeal and personal safety. The redevelopment of the site will align the new land uses on the site with the current land zoning and so intention for the future of this site and the locality.

### **Auburn and Lidcombe Town Centre Strategy (Draft)**

As noted in Section 1.5, the subject site is on the eastern edge of the area of the Lidcombe Town Centre as considered under the draft *Auburn and Lidcombe Town Centre Strategy* (Strategy). The draft Strategy retains the existing land use zonings applicable to the site. The draft Strategy proposes to retain the existing FSR of 5:1 and a new maximum height control of 45m for the subject site. The draft Strategy also proposed a minimum non-residential FSR of 0.5:1 for a number of precincts within the centre, with the subject site located within one of those precincts identified for the 0.5:1 minimum non-residential FSR.

The Planning Proposal is broadly consistent with the draft Strategy in that:

- The PPR does not seek to increase the draft Strategies FSR of 5.0:1.
- Imposes a minimum non-residential FSR of 0.4:1. While this slightly below that nominated under the draft Strategy (at 0.5:1), the location of this site on the edge of the town centre was noted and therefore a slightly lower minimum FSR is considered appropriate. However, the proponent has suggested they may achieve 0.6:1 non-residential FSR on the site, and a bonus FSR (of 0.3:1) if the 0.6:1 non-residential FSR is achieved is nominated under this Planning Proposal. This bonus incentivises the provision of additional employment opportunities and services for the local community at this site.
- It proposed a height for the subject site generally of 45m, although two higher elements at 55m and 48m within the site are nominated. These are to offset the height that cannot be achieved on the south-western corner of the site, being the potential 2-3 storey building, due to overshadowing and solar access requirements to the park and other properties to the south.

### **Cumberland Planning Agreement Policy and Interim Affordable Housing Policy**

Council adopted an Interim Affordable Housing Policy on 5 July 2017, which applies to future development in its Local Government Area (LGA), to support the provision of affordable housing in the LGA. Under the policy a target of 15% of any additional residential floor space resulting from a Planning Proposal is to be provided as affordable housing.

Council adopted the Planning Agreements Policy on 6 September 2017. This policy applies to Planning Proposals for land within the LGA lodged after this policy was adopted. This policy is to capture benefits for the community as a result of value uplift of land that would be achieved.

As the PPR was lodged with Council in 20 September 2017, and so after the Planning Agreement Policy and the interim Affordable Housing Policy came into effect, these policies are applicable to this Planning Proposal. The application of these policies will be undertaken as part of the negotiations for the voluntary planning agreement separate to this Planning Proposal.

It is noted that the Central City District Plan, which covers the Cumberland LGA, also recognises the need for affordable housing to be provided in the District and nominated a target for affordable rental housing.

### **Auburn Residential Development Strategy**

The Auburn Residential Development Strategy (ARDS) (March 2015) was prepared to guide the planning for the provision of housing within the (then) Auburn LGA over the next 20 years. Key recommendations of the ARDS, relevant to this Planning Proposal, are:

- To focus new housing within walking distance of an existing centre.
- To balance increased (residential) densities with employment uses to provide local services and local employment.
- Open space with active transport connections to be provided to support residential population growth.
- Development to be encouraged through incentives - which may include floorspace bonuses.
- Assess capacity of local infrastructure to support population growth.

The Planning Proposal, and the location of the subject site, addresses and positively responds to each of the above recommendations. The site is located on the edge of the Lidcombe Town Centre with its public transport connections, is adjacent to existing areas of local open space (Jewish Reserve and Friends Park), both of which are planned for extension. The Planning Proposal requires a minimum non-residential floorspace component on the site with a bonus FSR available if non-residential floorspace above the minimum is provided.

The Planning Proposal will, with a favourable Gateway Determination, will be made available to public authorities to consider the implications to the demand and capacity on their respective services and to take this into account in future planning.

### **Cumberland Employment and Innovation Lands Strategy**

The Cumberland Employment and Innovation Lands Strategy (EILS) presents a strategic and coordinated approach to support future economic opportunities for the LGA. The Strategy outlines the land use approach for employment and innovation land precincts across the LGA as well as other actions and services that complement land use development for these areas. The EILS identifies 10 Employment and Innovation Precincts within the LGA, with these areas to support targeted employment and innovation needs related to their strategic focus.

The subject site, the Lidcombe Town Centre, and the existing industrial zoned land to the immediate east and south-east, are not identified within the EILS as being one of these Precincts.

The PPR advised that the existing land uses on this site provide approximately 128 jobs (full time equivalent). The majority of these jobs (122 jobs) are associated with the training and education related uses and the CFMEU office building.

The Planning Proposal retains the existing B4 Mixed Use zoning for the site. The Planning Proposal will facilitate other employment opportunities on the site through the commercial floorspace to be provided – through the proposed minimum non-residential FSR as well as the proposed incentive bonus FSR if above the minimum non-residential FSR is provided.

**Q5: Is the Planning Proposal consistent with applicable State Environmental Planning Policies?**

Table 3 addresses the State Environmental Planning Policies (SEPPs) relevant to this Planning Proposal.

**Table 3: Consistency of Planning Proposal with relevant SEPPs**

SEPP	Comment
SEPP No. 55 – Remediation of Land	<p>The Planning Proposal only seeks to amend the built form controls for the site.</p> <p>Given the sites previous industrial zoning and development, an assessment of potential contamination, as a Stage 1 Desktop Site Assessment, will need to be undertaken and any subsequent studies or remediation works undertaken to make the site suitable and appropriate for residential land uses. This can be done as part of a future development application process.</p>
SEPP No 65 - Design Quality of Residential Flat Development	The Planning Proposal is consistent with this SEPP.
SEPP (Building Sustainability Index: BASIX) 2004	This SEPP requires residential development to achieve mandated levels of energy and water efficiency. The requirements of this SEPP will be applied and considered more appropriately at any future Development Application (DA) stage when more detailed architectural plans and other documentation are prepared.
SEPP (Infrastructure) 2007	<p>The Planning Proposal is consistent with this Policy and should support the use of existing local public transport modes and of existing utilities that service the site and area.</p> <p>The Planning Proposal does not restrict the application of this SEPP on the site or local area.</p>
SEPP (Affordable Rental Housing) 2009	The SEPP facilitates the provision of affordable rental housing, the retention of existing affordable rentals and expands the role of housing providers.

	<p>The Planning Proposal and associated request documents do not contain any provisions that will contradict the application of this SEPP. This SEPP will be considered further for any future Development Application (DA) if affordable rental housing is proposed or required.</p> <p>The subject site, being in close proximity to the Lidcombe Town Centre and public transport modes (including a railway station) is an appropriate location for affordable rental housing.</p>
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**Q6: Is the Planning Proposal consistent with applicable Ministerial Directions (s9.1 directions)?**

The Ministerial Local Planning Directions considered relevant to this Planning Proposal are identified and addressed in the Table below (taken from the full list of s117 Directions issued by the Minister). These s117 Directions are now known to as the s9.1 Directions in accordance with the amendment to the EPA Act that came into force in March 2018.

**Table 4: Response to relevant s9.1 Ministerial Directions**

<b>Section 9.1 Direction</b>	
<b>1. Employment and Industrial Zones</b>	<b>Comment</b>
<p><b>1.1 Business and Industrial Zones</b></p> <p>The objectives of this direction are to:</p> <p>encourage employment growth in suitable locations,</p> <p>protect employment land in business and industrial zones,</p> <p>and</p> <p>support the viability of identified strategic centres.</p>	<p>The Planning Proposal is consistent with this Direction as it contains provisions to encourage employment activities on the site through the inclusion of a minimum commercial floor space of 0.4:1 and incentive residential floor space ratio 0.3:1 if a minimum commercial floor space of 0.6:1 is achieved.</p>
<b>2. Environment and Heritage</b>	<b>Comment</b>
<p><b>2.3 Heritage Conservation</b></p> <p>The objective of this direction is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.</p>	<p>The Planning Proposal is consistent with this Direction as the subject site does not contain a listed heritage item nor is it within a heritage conservation area.</p> <p>The subject site is in the vicinity of a number of heritage items, however an assessment of the impacts to heritage items from any future redevelopment of the subject site can be undertaken as part of the development application process when the design of the building is refined.</p>
<b>3. Housing Infrastructure and Urban Development</b>	<b>Comment</b>

<p><b>3.1 Residential Zones</b></p> <p>The objectives of this direction are:</p> <p>a) to encourage a variety and choice of housing types to provide for existing and future housing needs,</p> <p>b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and</p> <p>c) to minimise the impact of residential development on the environment and resource lands.</p>	<p>Whilst this Planning Proposal is not located on residential zoned land, the Planning Proposal would be consistent with this Direction as:</p> <ul style="list-style-type: none"> <li>• The PPR indicates that approximately 320 dwellings (apartments) could result from the proposed residential component of the redevelopment.</li> <li>• The site is in proximity (about 200m) to local bus services and the Lidcombe Railway Station and hence has potential for use of active and public transport modes by residents and commercial floorspace occupants (business owners / employees).</li> <li>• The property is in similar proximity to the Lidcombe town centre which has existing retail and commercial services and therefore the increase in local resident population may increase the utilisation of these businesses and services.</li> <li>• The site is also adjacent to existing and planned future areas of open space - being Friends Park and Jewish Reserve. Further areas of open space are in walking distance including within the Lidcombe Town Centre and Rookwood Cemetery.</li> </ul>
<p><b>3.4 Integrating Land Use and Transport</b></p> <p>The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</p> <p>improving access to housing, jobs and services by walking, cycling and public transport,</p> <p>increasing the choice of available transport and reducing dependence on cars,</p> <p>reducing travel demand including the number of trips generated by development and the distances travelled, especially by car,</p> <p>supporting the efficient and viable operation of public transport services, and</p> <p>providing for the efficient movement of freight.</p>	<p>The Planning Proposal is consistent with this Direction as the change in controls for the site will provide increased housing (approx. 320 units) and employment opportunities (with approx. 4,500m<sup>2</sup> commercial floorspace – based on non-residential FSR of 0.6:1 achieved) in close proximity and walking distance to the Lidcombe train station and local bus services (bus stops).</p>
<p><b>Hazard and Risk</b></p>	<p><b>Comment</b></p>
<p><b>4.1 Acid Sulfate Soils</b></p> <p>The objective of this direction</p>	<p>This Planning Proposal is consistent with this Direction as it does not</p>



<p>is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils</p>	<p>proposed a change to the land uses that a permit on the site.</p> <p>The subject site is identified as being affected by Acid Sulfate Soils Class 5. An Acid Sulfate Soils assessment will need to be undertaken to establish if an Acid Sulfate Soils Management Plan will be required. This can be done as part of any future Development Application documentation.</p>
<p><b>4.3 Flood Prone Land</b></p>	<p>The Planning Proposal is consistent with this Direction as the subject site is not identified as being flood prone on Council's flood map.</p>
<p><b>6 Local Plan Making</b></p>	<p><b>Comment</b></p>
<p><b>6.1 Approval and Referral Requirements</b> The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.</p>	<p>Following Gateway Determination, public authorities will be consulted concurrent with the public exhibition of the Planning Proposal.</p>
<p><b>6.2 Reserving Land for Public Purposes</b> The objectives of this direction are: a) to facilitate the provision of public services and facilities by reserving land for public purposes, and b) to facilitate the removal of reservations of land for public purposes where the land is no longer required for acquisition.</p>	<p>This Planning Proposal is consistent with this Direction as the Planning Proposal provides an opportunity, through the voluntary planning agreement that is proposed, of land being dedicated to Council that was previously identified for acquisition. This will facilitate the provision of public services and facilities through the extension to Friends Park.</p>
<p><b>6.3 Site Specific Provisions</b></p>	<p>Site specific provisions, as a future amendment to the Auburn DCP 2010, will need to be prepared per the Council resolution of 17 October 2018 and Cumberland LPP recommendations. These provisions are to address matters including but not limited to:</p> <ul style="list-style-type: none"> <li>• Solar access to and overshadowing of the current and future (extension) of Friends Park.</li> <li>• Confirm maximum building height for the south western portion of the site so as to minimise overshadowing of the park in mid-winter.</li> <li>• Inform and nominate the dimensions of the 55m and 48m elements in the north-east corner and south-east corner of the B4 zoned portion respectively, with consideration of the overshadowing implications and solar access to Friends Park (current and future extended areas).</li> </ul> <p>Therefore these provisions are directly related and guide the changes in planning controls and associated redevelopment of the site as would be</p>

	enabled by this planning proposal and subsequent LEP amendment. The existing requirement for the laneway within the site, as stipulated in the Auburn DCP 2010, will be revoked as part of the site specific provisions for the subject site associated with this planning proposal.
<b>7 Metropolitan Planning</b>	<b>Comment</b>
<b>7.1 Implementation of A Metropolis of Three Cities – the Greater Sydney Region Plan</b>	The Planning Proposal is consistent with the directions and actions contained in A Metropolis of Three Cities as discussed in Section 2.3.2.
<b>7.3 Parramatta Road Corridor Urban Transformation Strategy</b>	The subject site is not located within the area of the Parramatta Road Corridor.  Therefore this Direction is not triggered by the Planning Proposal.
<b>7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan</b>	The subject site is not located within the area of the Greater Parramatta Priority Growth Area.  Therefore this Direction is not triggered by the Planning Proposal.

### 2.3.3 Environmental, social and economic impact

**Q7: Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?**

No. The site does not contain any identified critical habitat or threatened species, populations or ecological communities.

The site is located in a highly modified urban environment supports light industrial and commercial uses with associated vehicle parking areas. The subject site contains some planted shrubs and trees particularly along property boundaries.

The Planning Proposal notes the potential dedication of land zoned RE1 within the subject site to Council. This area is currently used as a carpark which was associated with its previous industrial land use zoning. Future works to transition this site from a carpark to a park (community open space), with the realisation of the greenspace with vegetation plantings and grass, would also contribute to the setting of the existing Friends Park and a connection (green link) to the adjacent Jewish Reserve (existing and extended) and the Rookwood Cemetery open space.

**Q8: Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?**

Yes.

Desktop investigations undertaken to date have not identified any major environmental constraints to the proposed changes in planning controls and the potential development on the site that would be enabled by those changes.

The environmental implications of the Planning Proposal on specific matters including heritage items, amenity and streetscape in the locality and traffic movements in the local area, have been considered in Section 3 below.

**Q9: Has the Planning Proposal adequately addressed any social and economic effects?**

Yes. The proposed development will provide employment opportunities, business activity, and additional housing supply in the Lidcombe Town Centre. The increase in local resident population will support and encourage investment in businesses in the Lidcombe Town Centre. Being located in proximity to public transport modes (bus and train) that provide connections to Parramatta centre and the Sydney CBD areas would encourage use of these transport modes.

The dedication of the RE1 Public Recreation land to Council would assist Council to realise the planned expansion of Friends Park over this land, for the benefit of the local community.

**2.3.4 State and Commonwealth interests**

**Q: Is there adequate public infrastructure for the Planning Proposal?**

Yes. The site has previously been developed for urban uses and therefore is serviced by public utilities infrastructure (water, electricity etc). Any requirements for upgrades to meet the expected increase in demand associated with the changed use for residential and commercial purposes would be expected to be assessed by relevant public agencies through the public exhibition and as expected in the Gateway Determination. It is considered the development that may result from the changes in planning controls, in terms of the number of new dwellings and non-residential floor space, is relatively modest and would contribute to overall increased demand associated with development occurring in the overall town centre.

The site is in proximity the Lidcombe train station which services lines connecting Western Sydney, Parramatta, Sydney CBD to the North Shore, as well as being the origin of services to Bankstown and the Sydney Olympic Park precinct. Sydney Trains would need to consider the capacity of this station and the services utilising it, to support the additional people under this Planning Proposal in conjunction with growth projections and of the potential increase in urban density in the Lidcombe Town Centre.

The site is also in proximity to local bus service, including a metro bus service between Bankstown and Parramatta via Parramatta Road. It is considered unlikely that a development resulting from this Planning Proposal alone would require upgrades to the local bus services but would contribute to the overall demand for these services.

Being within an existing urban centre, the site has access to a range of education, health/medical and social services infrastructure. It is also serviced by public utilities. The capacity of those services and infrastructure to support the potential development on this site will need to be assessed by relevant agencies, in the context of other development currently and planned to occur in the Lidcombe centre and its surrounds. The public exhibition of this Planning Proposal (following Gateway Determination), and referral to public authorities, is a component of that assessment process.

**Q: What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway Determination?**

The Gateway Determination for this Planning Proposal has not yet been received. The Gateway Determination typically nominates public authorities that will need to be consulted. This will be undertaken concurrently with wider community consultation process following a Gateway Determination to proceed with the Planning Proposal and addressing any imposed conditions as required prior to that exhibition.

**2.4 Mapping**

All relevant map amendments, being the amendments for FSR and building height, to the Auburn LEP 2010 are provided in Attachment A.

**2.5 Community Consultation**

**Preliminary Consultation**

Following its receipt by Council the Planning Proposal was placed on preliminary public exhibition from 10 October 2017 until 7 November 2017. The submissions received were addressed in the Cumberland Local Planning Panel report ELPP037/18 of 22 August 2018 and subsequently noted under Council report C10/18-204 of 17 October 2018 (Attachments C and D respectively to this Planning Proposal)

**Post Gateway Consultation**

Public consultation would be undertaken in accordance with the requirements of the Gateway Determination (when received). As a minimum, all documentation will be publicly exhibited for a period of 28 days. The exhibition material will comprise a copy of the Planning Proposal, including all of its attachments, and the Gateway Determination.

The proposed consultation process includes, but is not limited to, the following activities, and in accordance with Council's adopted Planning Proposal Notification Policy:

- Provide access to the Planning Proposal documentation and the Gateway Determination to those State and Commonwealth public authorities as identified in the Gateway Determination.
- Giving notice of the public exhibition in the local newspapers circulating in the area and for the LGA, being the Auburn Review and the Parramatta Advertiser.
- Notifying the exhibition of the Planning Proposal on Council's website and including supporting documentation.

- Exhibiting a copy of the Planning Proposal and supporting documentation at Council's Customer Service buildings in Auburn and Merrylands and in the Auburn Library.
- Notifying all adjoining and surrounding property owners, being those owners of properties within 200m of the subject site.

## 2.6 Project Timeline

It is estimated the respective Auburn LEP 2010 amendments will be finalised in early 2020.

Tasks	Time frame
Planning Proposal submitted to DP&E for Gateway Determination	February 2019
Receive Gateway Determination	May 2019
Public exhibition process and consultation (draft development controls (DCP amendment) for site proposed to be held concurrently)	July 2019 Dependant on addressing any conditions imposed with the Gateway Determination
Consideration of submissions	August - September 2019
Post exhibition report to Cumberland Local Planning Panel (if required)	October / November 2019
Post Exhibition report to Council	November / December 2019
Council forward final Planning Proposal and supporting documentation to DP&E for notification	January 2020
Notification of LEP amendment made	March 2020

## 3 Assessment of technical planning matters

### 3.1 Amenity, Urban Design and Built Form

The key interrelated amenity, urban design, and built form aspects of this Planning Proposal are identified below, with details of each following.

- Future extension to the existing Friends Park (RE1 zoned land) and connecting with Jewish Reserve to form a linear greenspace.
- Built forms on the B4 zoned land under the proposed height and the FSR controls, affecting the site and the locality.

Solar access to the existing and future extension of Friends Park has been considered. The location of the park on the southern boundary of the subject site means that some part of the park will not receive direct sunlight with almost any redevelopment of the site. However, the Planning Proposal and supporting request acknowledges the need to ensure an amount of direct sunlight for the park, as well as to the properties south of Davey Street, achieved in particular with the proposed 2-3 storey building in the south-west corner (nominal Building

D), the height of which will be guided by the site specific development controls to be prepared with consideration of solar access provision.

The development concept plans and the associated solar access diagrams for mid-winter, show that the majority of the park (existing and extension) will receive at least 2 hours of direct sunlight. For the eastern (extension) portion this sunlight is either mid-morning or mid-afternoon. The location of the existing children's playground within the park, and the existing park (western portion) generally, will receive about 2.5 hours of direct sunlight in the early to mid-afternoon.

Further modelling and testing will be undertaken as part of the preparation of the site specific development controls to determine the maximum building height at the south-west corner of the site. This testing is also to define the dimensions of the 55m and 48m height portions with respect of ensuring an optimal level of direct sunlight (reduce potential overshadowing) into the park and properties to the south from future development on the site.

Overshadowing implications to the park from future developments to the east and west of the subject site will be considered as part of the assessment of development applications for those sites. Conceptual building mass models for these adjacent sites have been provided as part of the overshadowing diagrams associated with this Planning Proposal.

#### Built form of site and within locality

As noted previously the dimensions of the 55m and 48m portions will be defined in modelling and testing to be undertaken for the site specific development controls.

The Planning Proposal retains the existing FSR of 5:1 for the subject site. Allowing additional height for some portions within the site will enable for built forms that can allow light to reach land at the south as well as enable building designs of visual interest, variation in form and minimal appearance of bulk. This outcome in building design could contribute to the quality of the streetscape and overall regeneration appeal of the Lidcombe centre.

The current FSR of 5:1 for the subject site could result in about 28,450m<sup>2</sup> of floor space (total). This is based on the entire of the B4 zoned land area of 5,690m<sup>2</sup>. This land area includes the existing laneway within the site (laneway reference to be removed from the Auburn DCP 2010).

The proposed bonus FSR of 0.3:1 could result in up to an additional 1,700m<sup>2</sup> of floor space to be incorporated into the future development. This additional floor space is able to be accommodated within the building height controls nominated under this Planning Proposal without detrimentally affecting flexibility of built form outcomes and protecting sunlight access to the south. This is demonstrated in the building massing plans provided in the PPR.

The proposed building height of 45m (approximately 13 storeys) generally is consistent with Council's draft *Auburn and Lidcombe Town Centre Strategy* and the principle of transitioning

heights from the core to the outer areas of a centre. In terms of the higher elements (portions) within the site, the 55m height portion, being about an additional 3 storeys, may create a point of interest along Railway Street on the edge of the centre. The 48m height portion, being about an additional 1-2 storeys; is located behind (south to ) the 55m building portion on Railway Street and so would be visually mitigated in some lines of sight.

The height of the lower element located in the south west corner of the site (nominally Building D) is to be tested and identified within the site specific development controls that are to be prepared. It has been foreshadowed that a building in this corner would have a height of around 2-3 storeys (ie 9 to 12m). Those development controls are to consider and manage building heights to protect light access into the park and properties to the south, and so to minimise the overshadowing impacts of a future development notably at mid-winter. Part of the rationale for the 55m and 48m portions within a 45m generally height control is to recognise the building height that cannot be achieved in this south-west corner.

### **3.2 Traffic Movements**

The following provides an assessment of the active travel, private vehicle and commercial vehicle movement requirements that could result through the changes in controls under the Planning Proposal and as indicated by the development concept of the PPR.

#### **3.2.1 Pedestrian movement, bicycle, public transport**

The subject site is from the Lidcombe Railway Station entry. Lidcombe Station is a major station between the Parramatta and Sydney city centres, as well connecting to Bankstown and Olympic Park. Stops for bus services connecting Lidcombe to Parramatta CBD via Parramatta Road, Bankstown, Olympic Park, and suburban Lidcombe are co-located with the railway station.

It is anticipated that there will be pedestrian and some bicycle movements between the subject site and key local places including Lidcombe Town Centre, the railway station and bus stops, and Rookwood Cemetery open space. There is also expected to be increased activity going past the subject site by people moving between the above local places and as well as to the extended parks adjacent the site.

#### **3.2.2 Vehicle Movements**

The Traffic Impact Assessment undertaken to support this Planning Proposal indicates that, under the proposed controls yielding 320 residential apartments, the development would result in a total of 61 morning peak and 48 afternoon peak resident' trips.

It is expected this generation will have a negligible impact on the operation of any one intersection on the surrounding network in the vicinity of site. Whilst a number of intersections in the Lidcombe area are currently operating at capacity, particularly on Olympic Drive. The large residential component of the proposal results in only minimal increase in delay with most intersections retaining the current level of service. The largest

increase in delay was recorded at the intersection of Olympic Drive and Church Street in the AM Peak period with an average increase in delay of only 6 seconds.

Council and the RMS have identified the current capacity constraints of key intersections in the Lidcombe Town Centre and acknowledge these intersections will require upgrading to address growth in the Lidcombe Town Centre. Section 7.11 Contributions from this growth, will assist to finance key intersection upgrades.

### **3.2.3 Parking**

Parking for private vehicles for residents, their visitors, and associated with the commercial uses will need to be provided in the Auburn DCP 2010.

## **3.3 Roadways and access**

### **3.3.1 Raphael Street**

The Auburn DCP 2010 identifies that Raphael Street is to be widened by 2.5m with that land to be taken from the properties located on the western side of the street. As such Raphael Street would increase in width from about 4.5m (current) to about 7m (post widening). This widening is to support the additional traffic anticipated as to utilise this street due to growth within the Lidcombe Town Centre.

### **3.3.2 East Street and Railway Street Intersection**

Whilst this Planning Proposal does not create the immediate need, the need to upgrade the East and Railway Streets intersection to support projected traffic growth in the Lidcombe Town Centre has been recognised by Council. The preferred outcome for that upgrade is for a 2-lane roundabout. Council's traffic engineers have advised that a 2-lane roundabout would provide an improved traffic movement outcome that will better support future growth in traffic than a signalised (traffic light) option in terms of the level of service. Council is currently working with landowners in the Lidcombe Town Centre to facilitate the upgrade of this intersection.

## **3.4 Environmental Considerations**

### **3.4.1 Heritage**

As noted previously, the subject site is in proximity to the state listed heritage item of the Rookwood Cemetery / Necropolis as well as a number of other local heritage items in the Lidcombe centre

The relationship and potential impacts of the Planning Proposal on the State heritage item of Rookwood was considered by the Cumberland LPP and Council. It is noted that this site is physically separated, by roads and/or other buildings, from this heritage item. No concerns have been raised in respect of the proposed new planning controls and this heritage item.



However these are physically and / or visually separated from the subject site, with other redevelopment proposed or occurring nearer those items. Therefore, it is considered there will be minimal impact on these heritage items as a result of this Planning Proposal.

**3.5 Economic and Social Effects**

The key economic and social implications of the Planning Proposal, and resulting development of the subject site, are noted below. Noting that the Planning Proposal seeks to amend the maximum height of buildings and details of the FSR (the non-residential and bonus FSRs) applicable, and that the zoning will not change from the existing B4 Mixed Use.

Extension to Friends Park: The Planning Proposal will result in the dedication of the RE1 zoned land to Council to the negotiation of a VPA. This will then enable Council to extend Friends Park as an additional area of open space in the local area and as part of a linear green space connecting with the Jewish Reserve (and its future extension) to benefit the community and local amenity.

Additional housing stock: The Planning Proposal will support the future redevelopment of the site which nominates a mixed use building on the site. As a result housing, as residential units, will be constructed contributing to market supply that typically has a lower median price point than houses, and so would be more affordable. This additional dwelling stock is located in proximity to public transport and existing town centre.

Non-residential floorspace: The existing mixed use zoning of the site is to enable provision of commercial / retail land uses at this location as part of the growing Lidcombe Town Centre.

Future employment: The development resulting from the Planning Proposal will provide ongoing employment opportunities associated with the commercial / retail land use component.

The minimum no-residential FSR and the bonus FSR proposed by this Planning Proposal aims to encourage additional employment opportunities in the Lidcombe Town Centre.

## **Attachments**

The following documents are provided in support of the Planning Proposal:

Attachment A: Proposed LEP mapping excerpts for:

- Floor Space Ratio
- Height of Buildings

Attachment B

- Massing Study (concept designs / plans and urban design elements) prepared by Architecture & Building Works (20 December 2018)
- Traffic impact assessment prepared by Traffix (17 December 2018)

Attachment C: Cumberland Local Planning Panel CLPP037/18 (22 August 2018)

Attachment D: Council Report C10/18-204 (17 October 2018)