

**planning proposal & vpa to rezone  
3-7 east st & 2 railway st  
lidcombe**



Prepared for  
**Automation Feeding Devices Pty Ltd**

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**Cover image:**

Sign outside No2 Railway St  
Shanahan Planning, 20/08/15

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## **Attachments:**

- 1. Council's previous assessment of proposal**  
(Extract – Executive Manager Planning's Report 17/06/15)
- 2. Traffic Impact Assessment** by APEX Consulting Engineers
- 3. Stage 1 Environmental Site Assessment** by Environmental Investigation Services (Jeffrey & Katauskas Pty Ltd)
- 4. Review of consistency with strategic policy framework**

## ***Executive Summary***

This report presents a Planning Proposal for rezoning of 2 Railway St and 3-7 East St, Lidcombe (the site) from industrial to mixed use to enable its redevelopment for commercial, retail and multi-storey residential apartments.

The Planning Proposal is submitted to Cumberland Council under Section 55 of the *Environmental Planning & Assessment Act 1979* (the Act) and has been prepared in accordance with the State government guidelines for planning proposals.<sup>1</sup>

### ***Section 1 - Introduction***

Section 1 of the report introduces the site and its recent planning history. It notes that the site is presently part of a larger, mostly industrial area (the Marsden Street Precinct) adjoining the eastern side of Lidcombe town centre, one of the major centres of the former Auburn City local government area.<sup>2</sup> Much of this precinct was rezoned from industrial to mixed use in September 2015 to provide for an extension of the town centre.

The current planning proposal is also introduced in Section 1. In general terms, it seeks to apply to the site the same planning controls that were recently applied to the adjacent part of the Marsden Street Precinct: zoning B4 - Mixed Use; maximum floor space ratio (FSR) of 5:1, and maximum building height of 32m (10 storeys).

The proposal also includes the offer of a voluntary planning agreement (VPA) whereby the owner will dedicate to Council the southernmost part of the site which has already been rezoned from industrial to Public Recreation as part of the Marsden Street Precinct initiative. Developed and proposed in accordance with Council's *Voluntary Planning Agreements Policy*, the VPA will enable the early realisation of Council's plan for a corridor of parkland running through the town centre to East Street and to Rookwood Cemetery parklands on the opposite side of East Street.

### ***Section 2 – Existing situation***

In Section 2 of this report, the site is described in more detail, together with the planning framework which currently applies to the site under Auburn Local Environmental Plan 2010 and Auburn Development Control Plan 2010.

A key point discussed in Section 2 is that the initial rezoning study for the Marsden Street Precinct by Council's independent planning consultants had recommended that the Mixed Use rezoning extend across the site to East St, a logical eastern boundary for the town centre. However Council officers developed an alternative scheme which retained a strip of industrial development along East St (including the site), ostensibly as a buffer between the town centre and Rookwood Cemetery on the other side of the road.

### ***Section 3 - Objectives and intended outcomes***

This section of the report outlines the objectives and intended outcomes of the proposed rezoning. The primary strategic objective is to utilise the potential of the site to provide additional employment and housing in a town centre location well serviced by public transport and close to a wide range of services and facilities.

A number of secondary, site-specific objectives are also outlined in Section 3.

### ***Section 4 – Explanation of the provisions***

In Section 4 of the report, the planning proposal is outlined in greater detail, including the specific changes proposed to be made to Auburn LEP 2010 and DCP.

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<sup>1</sup> *A Guide to Preparing Planning Proposals*, NSW Department of Planning & Infrastructure, October 2012

<sup>2</sup> On 12/05/16, parts of the former Auburn, Parramatta and Holroyd City Councils were amalgamated to form Cumberland Council. Unless otherwise indicated, references to "the Council" in this report mean Cumberland Council.

As requested by Council's strategic planning team, the proposal is accompanied by:

- a concept development scheme to illustrate the potential form of mixed use development on the site;
- a traffic study to identify the potential impact of the proposal on the road network and any required upgrading works;
- a Phase 1 investigation to identify potential sources of soil contamination.

The concept development scheme illustrates how the site could be developed with a two-storey podium base containing 3,860m<sup>2</sup> of retail/commercial floorspace and 144 apartments in two 8-storey towers above. Basement parking is provided in accordance with Council's standards.

The general terms of the VPA by which the future parkland is proposed to be dedicated to Council are also outlined in this section of the report. It is intended that in exchange for dedicating the park, future development on No3-7 East St (which is in the same ownership as the park) will be exempted from the requirement to pay Section 94 and Section 94A development contributions.

This provides a substantial net benefit to the community, as the value of the park is estimated to exceed the value of development contributions. Independent valuation of the park will be undertaken in accordance with the procedures set out in Council's VPA Policy and the *Land Acquisition (Just Terms Compensation) Act*.

If this planning proposal is supported by Council and receives gateway approval to go to formal exhibition, the VPA instrument will be drafted so that it can be included in the formal exhibition.

### **Section 5 - Justification**

The justification for the proposal is detailed in Section 5 of this report. This includes a comprehensive review of State and local planning strategies including *A Plan for Growing Sydney*, the West Central Draft Subregional Strategy, the Auburn Employment Lands Strategy, the Marsden Street Precinct Zoning Review, the Auburn City Residential Development Strategy, the Auburn City Community Strategic Plan and all relevant State Environmental Planning Policies (SEPPs) and planning directions issued under Section 117 of the Act.

The potential environmental impacts of the proposal and its consistency with State and Commonwealth interests are also reviewed in Section 5.

Section 5 analyses the reasons why the former Auburn Council did not support rezoning of the site in the manner originally recommended by AECOM. This analysis shows that those reasons were of little weight or have now been overcome by the proposal.

From this review, Section 5 concludes that the proposal has both strong strategic planning merit and site-specific planning merit which justifies its support.

The primary strategic merit is providing additional employment and housing in a town centre location well serviced by public transport and a wide range of services and facilities.

The site specific merits are consistent with the site-specific objectives of the proposal:

- To enhance the presentation of Lidcombe Town Centre from the railway line and principal eastern and southern road approaches (Railway St & East St) by providing for a form and quality of development consistent with the rest of the Marsden St precinct and appropriate for a key gateway site;
- To provide opportunity for a large floorplate supermarket (currently not provided in Lidcombe Town Centre);

- To improve the amenity of future adjoining residential development by enabling the cost-effective replacement of ageing industrial structures and eliminating adverse amenity impacts associated with their form and use;
- To capitalise on the site's proximity to Rookwood Cemetery parklands and the Cemetery Trust's strategy to promote community use of the parklands, by increasing the number of residents living in close proximity to the parklands and by facilitating pedestrian access to the parklands by town centre residents and workers;
- To enhance and activate the public domain of Railway St, Raphael St, East St, the Town Centre laneway network, the Jewish Reserve and the proposed park;
- To provide for future road widening of Raphael St and Davey St to enhance local traffic safety and efficiency;
- To provide for an upgraded cycleway along East St by providing a building setback that can accommodate future road widening;
- To negate the potentially adverse impacts that the large telecommunications tower on the western part of the site could have on future development of the precinct.

### **Section 6 – Mapping**

Section 6 summarises the mapping provided throughout the report in support of the proposal.

### **Section 7 – Community consultation**

This section of the report addresses community consultation requirements.

### **Conclusion**

This planning proposal will enable redevelopment of a key gateway site in a manner consistent with future development planned for the adjoining Marsden Street Precinct. This will ensure that the town centre will achieve a cohesive, contemporary, high quality presentation to its major approaches by rail and road, thereby supporting the vision of the Marsden Street Precinct strategy for the revitalisation of Lidcombe.



# 1. Introduction

## 1.1 Background

This Planning Proposal relates to 2 Railway St and 3-7 East St, Lidcombe (the site). Presently zoned industrial and public recreation under *Auburn Local Environmental Plan 2010* (ALEP2010), the site is within an area adjacent to Lidcombe Town Centre which for planning purposes, is known as the Marsden Street Precinct (**Figure 1**).



Figure 1: Locality plan

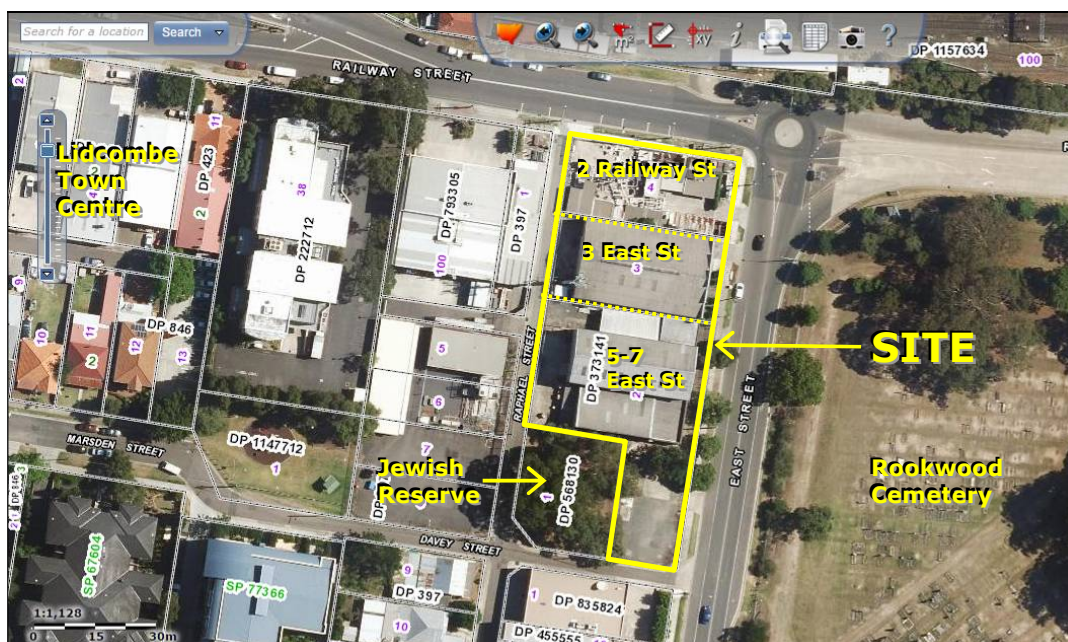
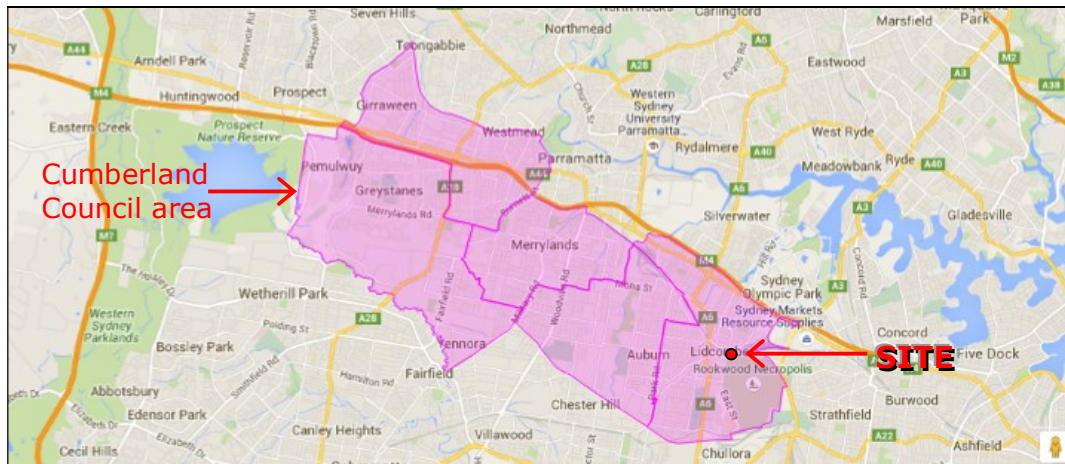


Figure 2: The site (SIX Maps, 20/05/15)





**Figure 3: Regional context**

In September 2015, the former Auburn City Council<sup>3</sup> exhibited and adopted a planning proposal to rezone the majority of the Marsden Street Precinct from industrial to multi storey mixed use development to provide for growth of the adjacent Lidcombe Town Centre.

This rezoning came into effect on 18/09/15 with the commencement of ALEP2010 Amendment No14. It rezoned the southern part of the site from industrial to public recreation but retained the industrial zoning of the remainder of the site.

The site had been identified by Auburn Council's planning consultants (AECOM) as suitable for rezoning to B4 – Mixed Use and RE1 – Public Recreation on strategic planning grounds. However, Auburn Council developed and exhibited a modified zoning scheme which retained industrial zoning for the site and other properties along East St (apart from the southernmost part of the site to be rezoned to public recreation).

On behalf of the owners of 3-7 East St, Shanahan Planning made a submission during the exhibition of the Marsden Street Precinct Planning Proposal seeking the full implementation of AECOM's preferred option (in so far as it related to the site).

That request was not supported by the former Councillors. However in subsequent discussions with Council's strategic planning team, it was indicated that the submission had planning merit and could be considered by Council as a separate planning proposal (this submission).

The rationale for retaining a strip of industrial development along East St (including the site) is unclear. It was sometimes described as a "buffer" between the expanded town centre and Rookwood Cemetery on the other side of East Street. Why a buffer would be required or how it would work was not clear.

Other documents referred to the benefit of preserving an association between the monumental stonemason business on the site (No2 Railway St, corner East St) and Rookwood Cemetery opposite. For reasons set out later in this report, that is also considered to be no basis for retaining the industrial zoning.

## 1.2 Current proposal

This Planning Proposal seeks rezoning of the remainder of the site in a manner consistent with the rest of the Marsden Street Precinct: zoning B4 – Mixed Use, floor space ratio of 5:1 and maximum building height of 32m.

<sup>3</sup> On 12/05/16, parts of the former Holroyd, Parramatta and Auburn City Councils were amalgamated to form the new Cumberland Council. Unless otherwise indicated, references to "the Council" in this report mean Cumberland Council.

Accompanying with submission is a concept development scheme prepared by Prescott Architects illustrating a possible development of the site in accordance with these proposed controls. The concept scheme indicates that a development could achieve an estimated 144 dwellings and 3,860m<sup>2</sup> of retail/commercial floorspace.

The proposal has significant strategic benefit in terms of more effective utilisation of the site's excellent access to public transport and Lidcombe town centre, providing more housing and jobs close to transport and facilities.

It also has major site-specific benefits, including a substantial improvement in the presentation of the town centre from the train line and the principal eastern and southern road approaches of Railway St and East St.

The site-specific benefits of the proposal also include:

- the early provision of new parkland in place of an existing industrial carpark;
- improvement in the amenity of future residential apartments on adjacent sites (which were recently rezoned to B4 – Mixed Use);
- the large site area provides opportunity for development of a supermarket, the absence of which has long been recognised as a serious limitation on the competitiveness of the Lidcombe town centre;
- improved presentation to, and activation of, the site's park and street frontages;
- relocation of a large telecommunications tower on the site which may otherwise inhibit development in the locality;
- potential improvements in traffic safety and efficiency through early implementation of planned widening of surrounding streets and lanes.

As part of this planning proposal, it is proposed that the part of the site zoned RE1 – Public Recreation will be dedicated to Cumberland Council as public parkland through the mechanism of a voluntary planning agreement (VPA). This planning proposal sets out the general terms of the VPA, including that Section 94 and Section 94A of the Act will not apply to future development on 3-7 East St.

Should this planning proposal and the general VPA terms be acceptable to Council, it is intended that the VPA be prepared and publicly exhibited in the statutory exhibition of the proposed instrument change, in accordance with Council's *Voluntary Planning Agreements Policy* adopted 21 July 2010.

This Planning Proposal is submitted under Section 55 of the *Environmental Planning & Assessment Act 1979* (the Act) and has been prepared in accordance with *A guide to preparing planning proposals*, NSW Department of Planning & Infrastructure, October 2012 ('the Guide'). Following a description of the site and local planning framework in Section 2, this Planning Proposal addresses the matters identified in Section 55(2) of the Act and the Guide as follows:

- Section 3: A statement of the objectives and intended outcomes of the proposed instrument;
- Section 4: An explanation of the provisions that are to be included in the proposed instrument (including general terms of the VPA);
- Section 5: The justification for those objectives, outcomes and the process for their implementation;
- Section 6: Maps, where relevant, to identify the intent of the planning proposal and the area to which it applies;
- Section 7: Details of the community consultation that is to be undertaken on the planning proposal.

The proposed rezoning has clear strategic and site specific planning merit and together with the VPA, will enable Council to realise an important and beneficial element of the Marsden Street Precinct scheme in a timely manner at no upfront cost to the community.

## 2. Existing situation

### 2.1 The site

The site is identified in **Figure 2** and comprises the following properties:

Address	Legal identification	Owner	Area (approx)
2 Railway St	Lot 4, DP373141	Larcombe Memorials P/L	798m <sup>2</sup>
3 East St	Lot 3, DP373141	Automation Feeding Devices P/L	882m <sup>2</sup>
5-7 East St	Lot 2, DP373141	Automation Feeding Devices P/L	1,866m <sup>2</sup>
TOTAL			3,546m <sup>2</sup>

The southern section of No5-7 Railway St (an area of 522m<sup>2</sup>) is zoned RE1 – Public Recreation. The remainder of the site (3,024m<sup>2</sup>) is zoned IN2 – Light Industrial.

No2 Railway St has several small scale buildings occupied by a monumental stonemason, Larcombe Memorials.

The combined area of No3-7 East St was identified in the Marsden Street Precinct Zoning Review<sup>4</sup> as the second largest landholding in single ownership in the Precinct.

The southern part of the site is a paved employee carparking area fronting Davey St. Apart from service yards fronting Raphael St and minor setbacks to East St, most of No3-7 East St is occupied by large metal framed and brick/metal/asbestos clad industrial buildings. Identified by AECOM as “buildings old or in disrepair” (AECOM Figure 10, pg18), these are presently used for the production and printing of plastic food & drink container seals and associated storage, a highly mechanised operation run by a handful of employees.

Also on the site, near the south-western corner of Lot 3, is a large telecommunications tower approximately 25m in height supporting an active array of communications equipment. The tower lease is in force to 2025.

Adjoining the site to the south-west, on the corner of Davey St and Raphael St, is parkland owned by Council that was established as a private Jewish burial ground and is known as the Jewish Reserve.



1. Site viewed from roundabout cnr East St & Railway St (Nearmap 18/08/15)

<sup>4</sup> Marsden Street Precinct Lidcombe Zoning Review, AECOM, May 2014 (Figure 9, pg17).





2. Site viewed from Railway St corner Raphael St (Nearmap 18/08/15)



3. Site viewed from cnr East St & Davey St (Nearmap 18/08/15)



4. Jewish Reserve cnr Raphael St & Davey St (Nearmap 18/08/15)



5. Site viewed from Raphael St near Jewish Reserve boundary (*Nearmap 18/08/15*)

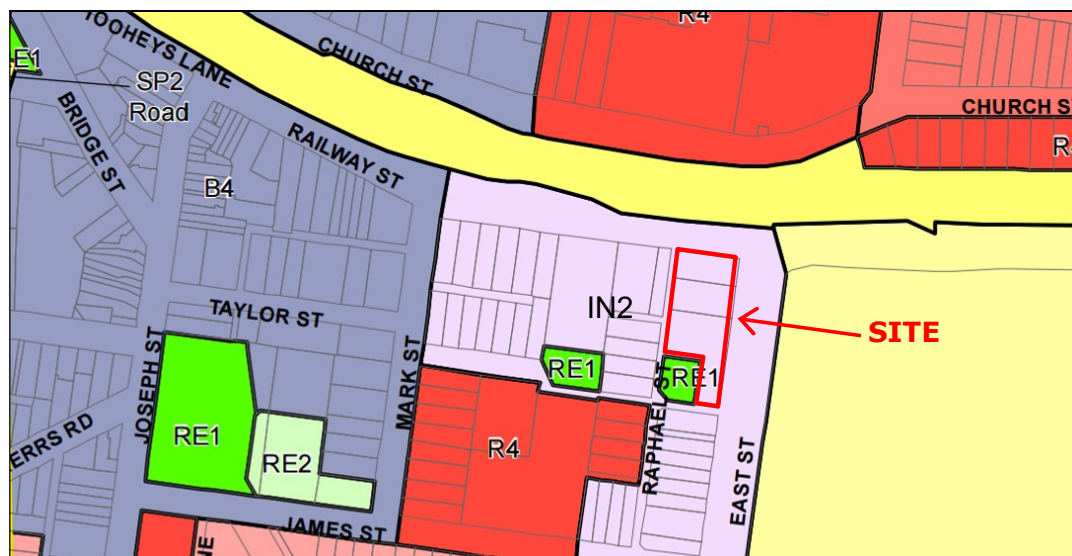
## 2.2 Statutory planning framework

Prior to September 2015 (when ALEP2010 Amendment No14 commenced and implemented the Marsden Street Precinct planning proposal), the whole of the site was zoned IN2 – Light Industrial with a maximum Floor Space Ratio (FSR) of 1:1. No maximum building height was specified (**Figure 4**).

In 2014, planning consultants AECOM were engaged by the former Auburn Council to undertake a zoning review of the Marsden Street Precinct as a possible extension to accommodate growth of the Lidcombe Town Centre.

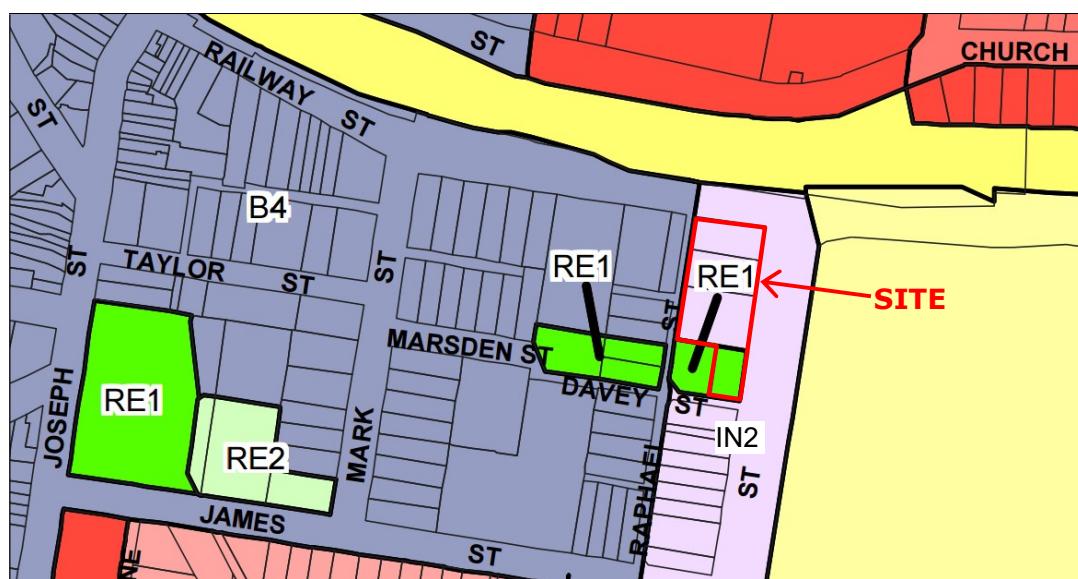
AECOM's Preferred Scenario F (**Figure 5**) proposed that the majority of the site be rezoned to B4 – Mixed Use with a height limit of 32m and Floor Space Ratio (FSR) of 5:1. This would enable development of a ground level retail/commercial podium with 8 levels of residential above.

Following review of the AECOM report, an alternative Scenario G was prepared by Council officers and presented to Council. This scenario was similar to AECOM's preferred Scenario F but retained the zoning of most of this site as IN2 – Light Industrial. Following gateway approval, Scenario G was publicly exhibited in May 2015, was adopted by Council on 17/06/15 (with a minor amendment) and commenced on 18/09/15 as ALEP2010 - Amendment No14 (**Figure 6**).



**Figure 4: Zoning prior to Marsden Street Precinct rezoning** (ALEP 2010 Amendment 14)







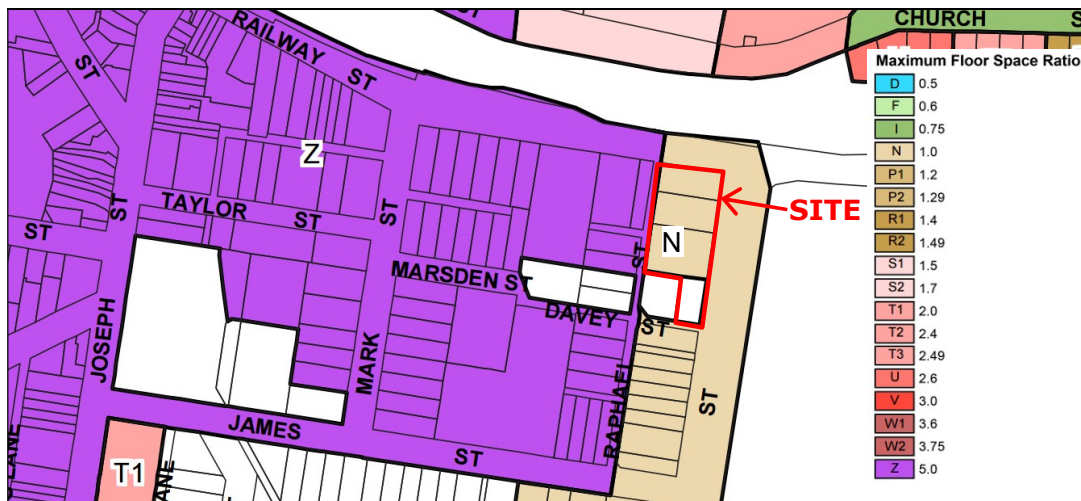


Figure 7: Current Floor Space Ratio Map (FSR\_007)

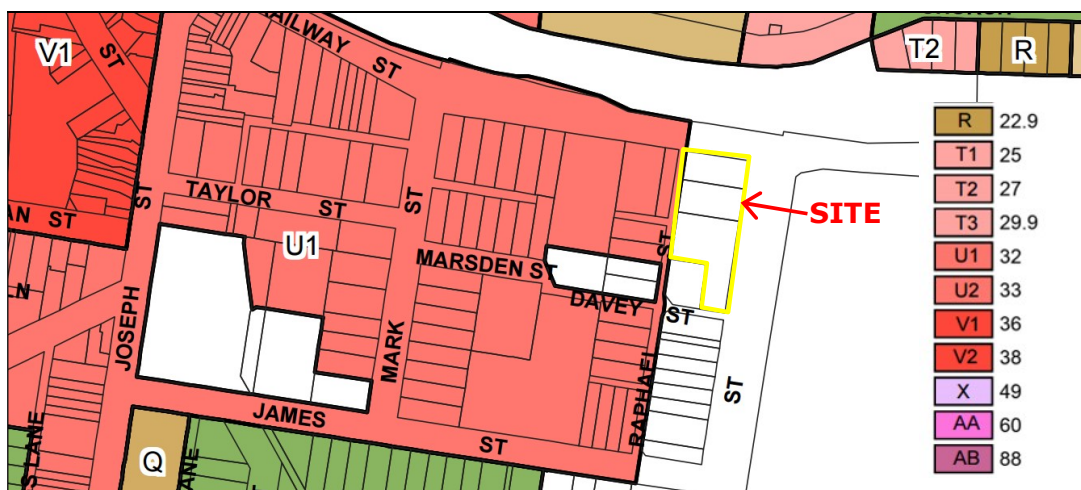


Figure 8: Current Height of Building Map (HOB\_007)

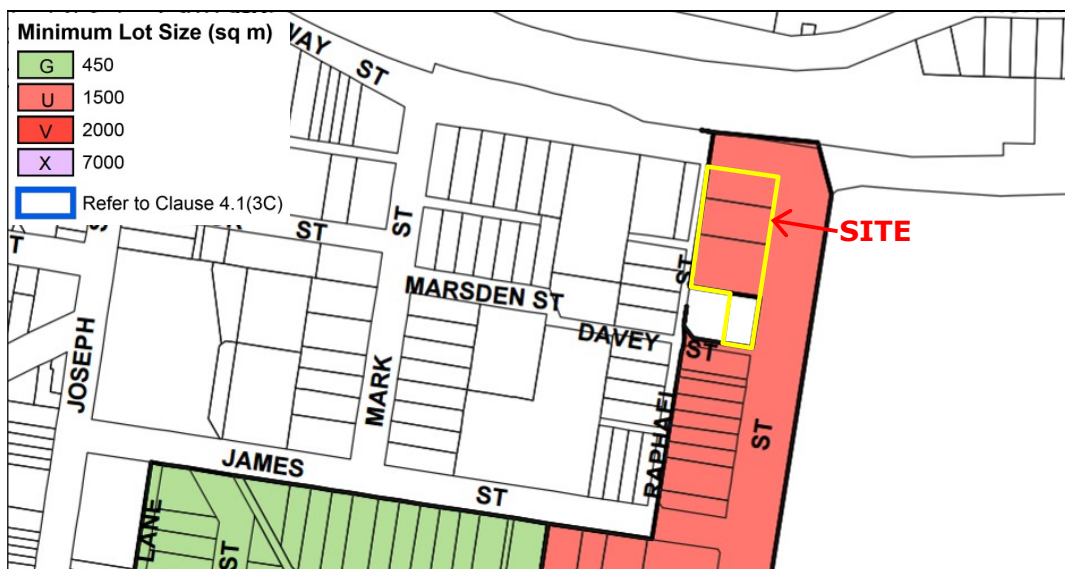


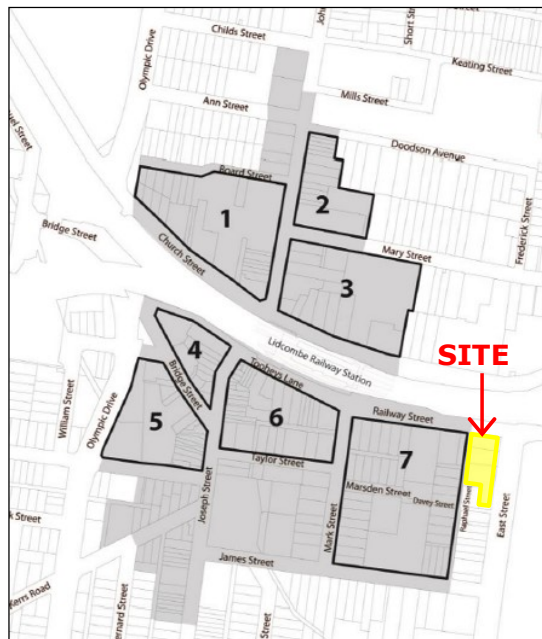
Figure 9: Current Minimum Lot Size Map (LSZ\_007)

## 2.3 Auburn Development Control Plan 2010

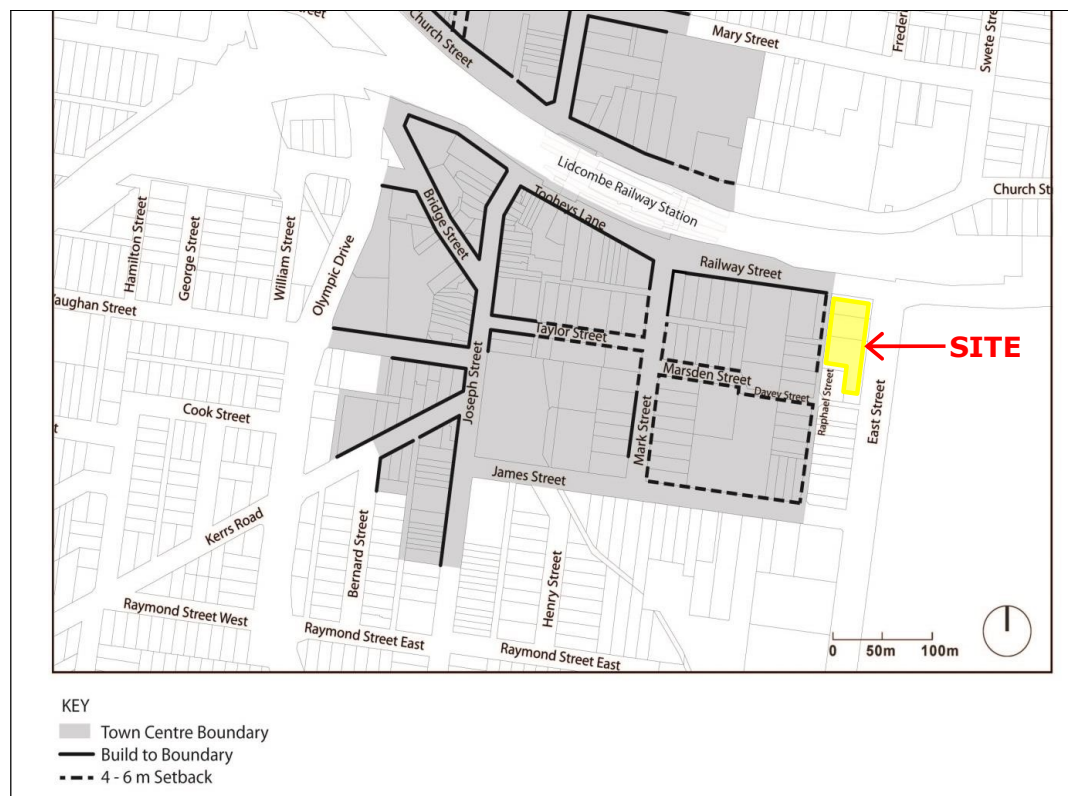
The Auburn Development Control Plan 2010 (the DCP) has been amended to apply to the Marsden Street Precinct a range of controls appropriate to multi storey mixed use development.

The DCP has general objectives and controls applying to all centres in the former LGA, as well as specific objectives and controls for each of the seven key sites making up Lidcombe Town Centre (shown right).

The principal urban design controls specified in the DCP for this part of Lidcombe town centre are described below.



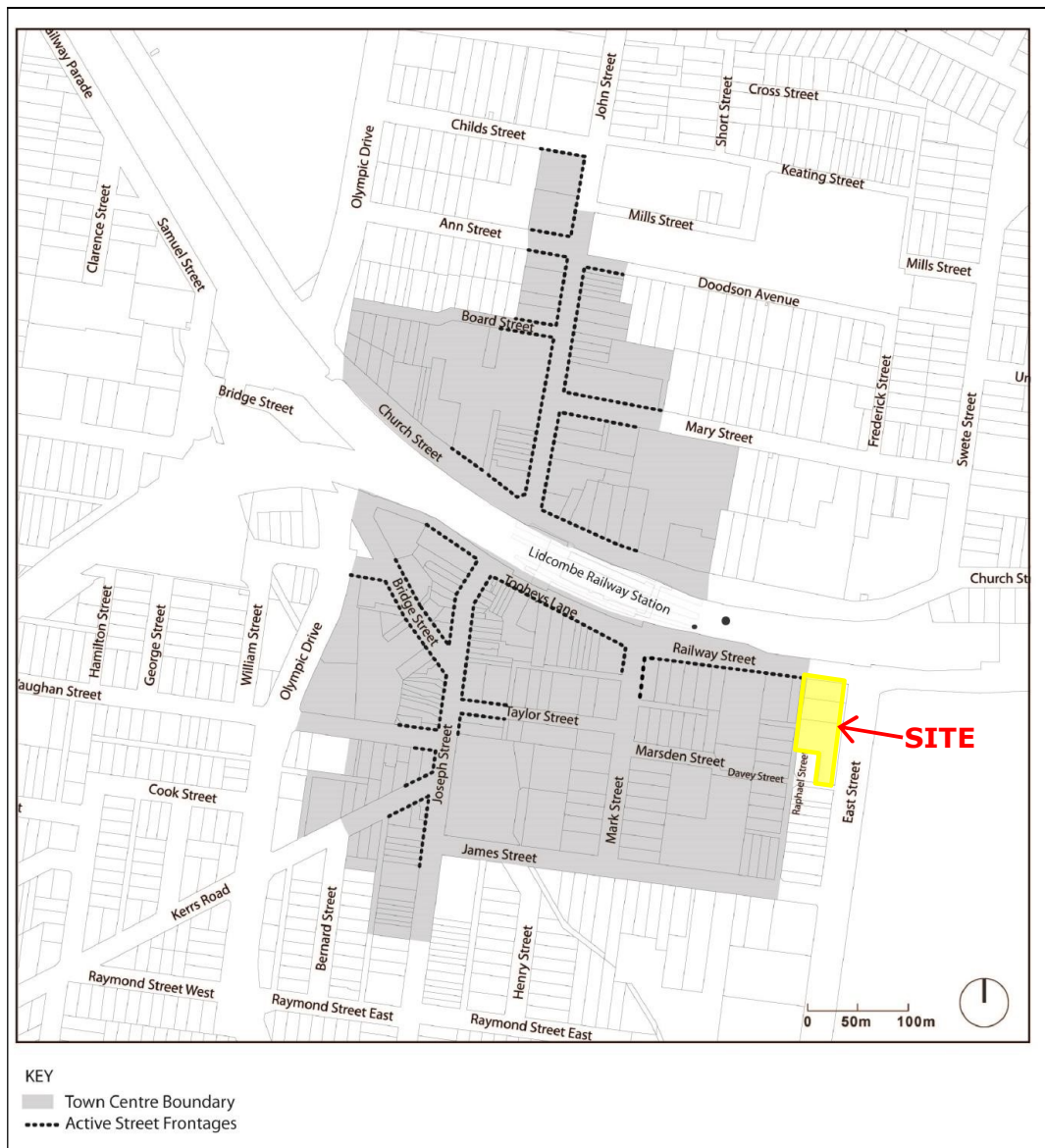
### Boundary setbacks



**Figure 10 – Building setbacks within Lidcombe Town Centre (DCP Figure 7)**

Council's strategic planners have advised that for the purposes of this planning proposal, the nil setback prescribed for Railway St should be applied to the site and a the 4-6m setback also provided to the site's boundary with Raphael St. The setback to East St should allow for planned provision of an upgraded cycleway (which is notionally within the parking lane of the road at present).

## Active Street Frontages



**Figure 11 – Active Street Frontages within Lidcombe Town Centre** (DCP Figure 8)

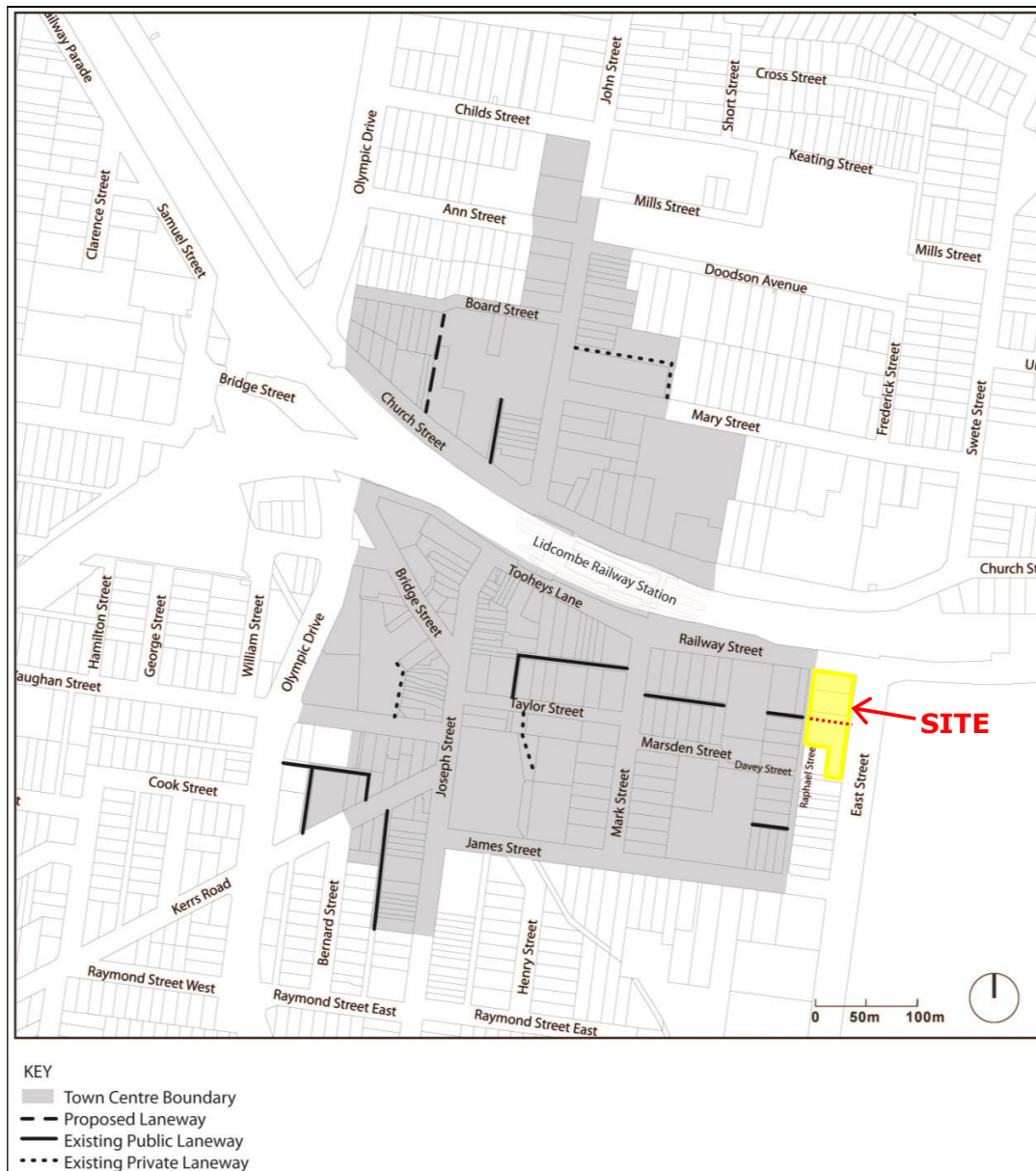
Council’s strategic planners have advised that for the purposes of this planning proposal, active street frontages should be extended along Railway St and returned at least partway down East St. Active frontage to the parkland at the southern end of the site was also recommended.

It is considered beneficial to provide continuous active frontage along the full length of East St to help activate the cycleway and take advantage of the high level of amenity provided by the Rookwood Cemetery parklands.

This activation will also support a planned revitalisation of the Cemetery which aims to include more active community usage, including a recreational walkway and cycleway around the Cemetery’s perimeter (discussed later in this report).



## Laneways



**Figure 12 – Laneways proposed within Lidcombe Town Centre** (DCP Figure 9)

The existing lane on the western side of Raphael St provides an opportunity for pedestrian access to be extended through the site to provide for increased permeability, active frontages and improved access to the East St cycleway and Rookwood Cemetery parklands.

The concept development scheme accompanying this report provides for this potential laneway extension.

### **Specific Controls for Marsden Street Precinct**

The DCP applies the following specific controls to Site 7 (Marsden Street precinct):

#### **15.12 Site 7 – Marsden Street**

##### **Objectives**

- a. To ensure architectural design recognises:
  - the strategic significance of the site within the Lidcombe Town Centre; and
  - the visual prominence of the site from public areas including Lidcombe train station and Railway Street / Church Street railway bridge.
- b. To provide an appropriate transition to the industrial area to the east of the site.
- c. To improve pedestrian access and circulation within the town centre, by upgrading and widening Davey and Raphael Street to improve their amenity and safety.
- d. To ensure development is sensitive in scale and character to all public open space in the precinct, including Friends Park and the Jewish Reserve.
- e. To enhance the public domain, and increase accessibility and safety to public open space.

##### **Development controls**

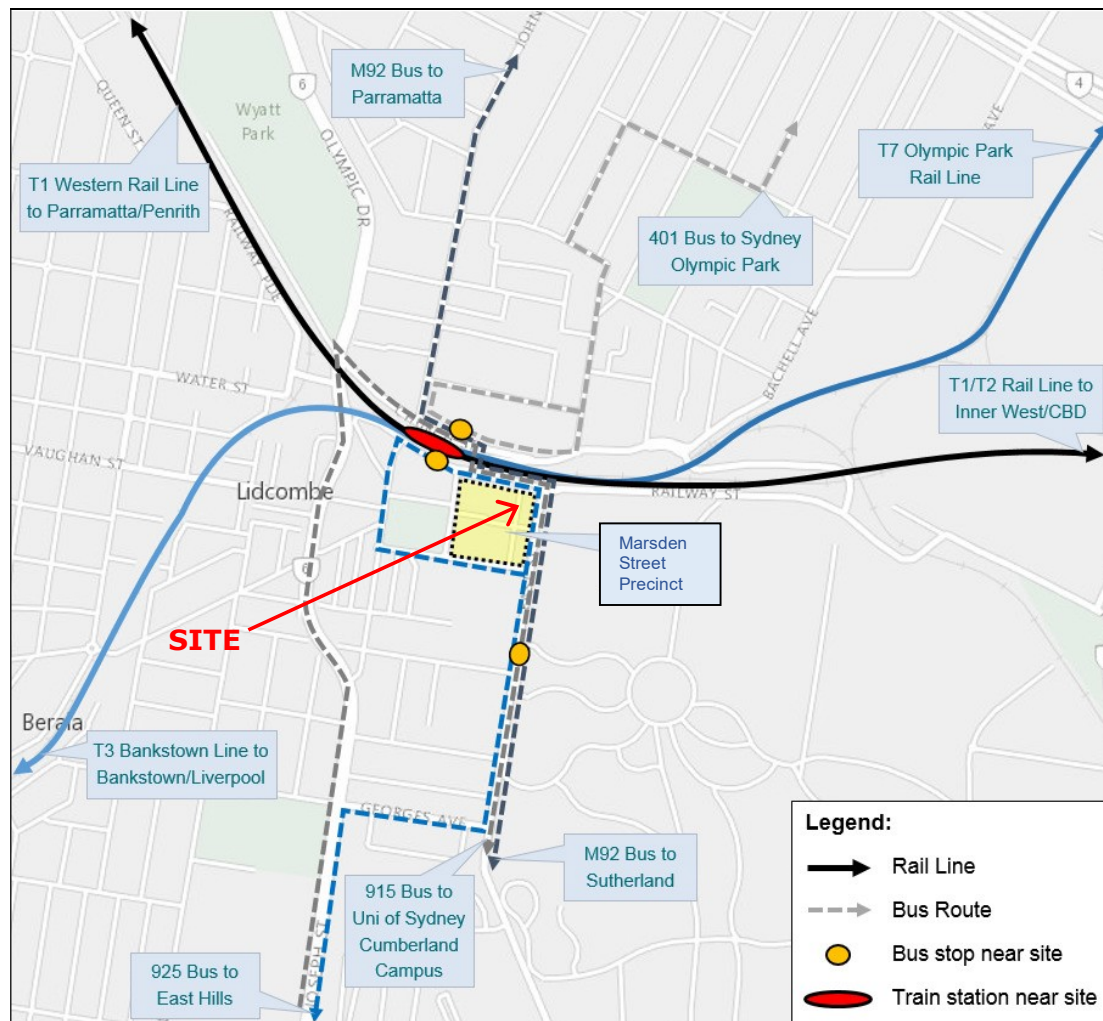
- D1 Development shall be designed to address Railway, Mark, James, Marsden, Davey and Raphael Streets.
- D2 Vehicular access to new developments shall not be permitted to or from Davey Street, to permit the pedestrianisation of the street.
- D3 Development along Davey Streets shall dedicate to Council sufficient land of a minimum width of 2m to provide a pedestrian footpath on the south side of the street.
- D4 Development along Raphael Streets shall dedicate to Council sufficient land of a minimum width of 2.5m to provide a pedestrian footpath and widened carriageway on the west side of the street.
- D5 New buildings are to be setback a minimum of 4m from all open space uses and the new boundaries of Davey Street and Raphael Street created after the dedication described in control D2 and D3 above.
- D6 New buildings to the north of the central open spaces shall be designed to minimise the loss of solar access to the open spaces.
- D7 Outdoor dining and active uses shall be encouraged facing onto the proposed park on the corner of Railway and Mark Streets, to provide casual surveillance of the park and improve safety.
- D8 Development adjacent to the existing and proposed public open spaces shall be designed to provide overlooking and casual surveillance of the park spaces to improve safety.

If this Planning Proposal is supported, Objective b. would no longer be required but otherwise, these controls would remain relevant and applicable. Additional controls would also need to be introduced for development fronting East St.

### 3. Objectives or intended outcomes of proposal

#### 3.1 Strategic objectives

The primary strategic objective of this planning proposal is to capitalise on the potential of the site to provide additional employment and housing in a highly accessible location that is close to a wide range of town centre facilities and is serviced by high-frequency public transport, including Lidcombe Station 300m level walk to the north-west and the M92 Parramatta-Sutherland Metrobus (Figure 13).



**Figure 13: Public transport network**<sup>5</sup> (Adapted from Hyder 2015: Figure 2-6)

To achieve this, it is proposed that the site be redeveloped as an extension of Lidcombe Town Centre, generally as proposed in Scenario F recommended by AECOM to the former Auburn City Council (Figure 5).

Specifically, the part of the site currently zoned IN2 – Light Industrial is proposed to be rezoned to B4 – Mixed Use to enable redevelopment:

- for a mixture of uses including retail, commercial and residential;
- at a maximum floor space ratio of 5:1;
- to a maximum building height of 32 metres.

<sup>5</sup> Hyder Consulting Pty Ltd *Marsden Street Precinct, Lidcombe—Traffic, transport and accessibility study*, 24 April 2015 (Hyder 2015)



It is intended that the southernmost part of the site adjacent to the Jewish Reserve be dedicated to Council as public parkland, consistent with its RE1 – Public Recreation zoning, through the mechanism of a VPA.

### 3.2 Site specific objectives

The following site specific objectives have been adopted for this proposal:

- To enhance the presentation of Lidcombe Town Centre from the railway line and principal eastern and southern road approaches (Railway St & East St) by providing for a form and quality of development consistent with the rest of the Marsden St precinct and appropriate for a key gateway site;
- To provide opportunity for a large floorplate supermarket (currently not provided in Lidcombe Town Centre);
- To improve the amenity of future adjoining residential development by enabling the cost-effective replacement of ageing industrial structures and eliminating adverse amenity impacts associated with their form and use;
- To capitalise on the site's proximity to Rookwood Cemetery parklands (and the Cemetery Trust's strategy to promote community use of the parklands) by increasing the number of residents living in close proximity to the parklands and by facilitating pedestrian movement to the parklands by town centre residents and workers;
- To enhance and activate the public domain of Railway St, Raphael St, East St, the Town Centre laneway network, the Jewish Reserve and the proposed park;
- To provide for future road widening of Raphael St and Davey St to enhance traffic safety and efficiency;
- To provide for an upgraded cycleway along East St by providing a setback that can accommodate future road widening;
- To negate the potentially adverse impacts of the large telecommunications tower on the western part of the site on future development of the precinct.

This proposal does not fully implement AECOM's preferred Scenario F in that it retains industrial zoning of the existing industrial strip along East St between Davey St and James St (which AECOM recommended to be rezoned R4 – High Density Residential). This is not included as part of this Planning Proposal because:

- That area has been redeveloped in relatively recent years as modern industrial/commercial units. The issue confronting the subject site (market reluctance to invest in redevelopment of ageing factory buildings due to proximity to high density residential) therefore does not arise as the existing buildings are fit-for-purpose and will remain so for many years.
- It is further from the station and main town centre.
- It has a direct relationship to industrial land to the south - in contrast to the site which is isolated from other industrial development by a park and a road.
- It is not at the gateway to the town centre and its appearance does not detract from the presentation and image of the town centre.
- The Marsden Street Precinct, together with the subject site, will release a substantial amount of land for development. Further investigation may be required to establish the need for additional residential development.

### 3.3 Concept development scheme

The mix of uses and form of development envisaged to deliver the above objectives are illustrated in the following concept drawings by Prescott Architects (July 2016):

- 00 SITE ANALYSIS
- 01 EXISTING SITE PLAN
- 2.0 SITE PLAN OPTION 1

- 2.1 SITE PLAN OPTION 2
- 03 PODIUM LEVEL
- 04 TYPICAL LAYOUT OPTION 1
- 5.0 BASEMENT PARKING OPTION 1
- 5.1 BASEMENT PARKING OPTION 2
- 06 PERSPECTIVE
- 07 SHADOW STUDIES
- 08 SHADOW STUDIES
- 09 SHADOW STUDIES

The concept scheme has been designed to comply with the maximum FSR of 5:1 and maximum building height of 32m proposed in this Planning Proposal.

It also complies with provisions of Auburn Development Control Plan 2010 that currently apply to the adjacent section of the Marsden Street Precinct (including the specific controls for Lidcombe Town Centre Site 7 set out in Local Centres - Section 15 of the DCP).

Several residential layout options were investigated. The suggested option provides the best outcomes in relation to the design principles of *SEPP65 – Design Quality of Residential Apartment Development* and the *Apartment Design Guide*.

The proposal envisages:

- public parkland extending from the Jewish Reserve through to East St;
- retail/commercial speciality outlets over the whole of the ground floor level with active frontages to all streets, the Jewish Reserve and the new parkland;
- an active pedestrian arcade passing through the site to connect to East St the existing laneway off Raphael St;
- ground level setbacks that will accommodate planned road widening of Raphael St and an upgraded cycleway along East St;
- early opportunity to implement the planned widening of Davey St;
- potential for a supermarket at first floor level (subject to market interest);
- ground level loading bays with service vehicle access from Raphael St;
- 4 levels of basement parking with access from either Raphael St or East St;
- 8 floors of residential with a mix of one, two and three bedroom units to a maximum building height of 32m.

As the site is in two ownerships, the concept scheme has been designed to allow development of No2 Railway St independently from the remainder of the site.

It is noted that "Roads" are a purpose permitted with consent in the RE1 – Public Recreation zone. Dedication of the park will therefore enable early implementation of the planned widening of Davey Street proposed by clause 15.12c of the DCP.

Two options for vehicle access to the basement parking are provided – Option 1 via Raphael St (2.0 SITE PLAN) or Option 2 via East St (2.1 SITE PLAN). Council's traffic planning for this part of Lidcombe town centre is still underway. As the intended form and function of Raphael St and Davey St is not fully resolved at this stage, the proposed options provide flexibility to either minimise traffic using Raphael St to enhance its pedestrian environment or to avoid direct vehicle movements to East St (which is not a classified road but is identified as a secondary arterial road<sup>6</sup>).

The accompanying Traffic Impact Assessment by APEX Engineers (APEX 2016) includes an analysis of both of these access options. It is expected that Council's

<sup>6</sup> Hyder 2015, Table 2-1.

traffic planning for the precinct will be sufficiently resolved to enable the preferred option to be identified by the time a development application for the site is prepared.

### 3.4 Potential development yields

The total area of the site is 3,546m<sup>2</sup>. The developable area (excluding the parkland) is 3,024m<sup>2</sup>. Based on the concept scheme by Prescott Architects, the site has an estimated yield of:

- 3,860m<sup>2</sup> gross floor area (GFA) retail/commercial floorspace (potentially including a supermarket of 2,000m<sup>2</sup>);
- 10,590m<sup>2</sup> of residential floorspace accommodating 144 units.

The amount of parking proposed is consistent with the parking rates specified in the DCP for residential and commercial development.

<b>1 BED</b>	<b>64 UNITS</b>
<b>2 BED</b>	<b>48 UNITS</b>
<b>3 BED</b>	<b>32 UNITS</b>
<b>TOTAL</b>	<b>144 UNITS</b>
<b>SITE AREA</b>	<b>3024M<sup>2</sup></b>
<b>GFA</b>	<b>14,450M<sup>2</sup></b>
<b>FSR</b>	<b>4.8:1</b>
<b>CARPARKS REQUIRED</b>	
<b>RESIDENTIAL</b>	<b>196 PARKS</b>
<b>COMMERCIAL</b>	<b>107 PARKS</b>
<b>TOTAL PARKS</b>	<b>303 PARKS</b>

(From 04 TYPICAL LAYOUT OPTION 1  
Prescott Architects, July 2016)

## 4. Explanation of the provisions

### 4.1 Proposed amendment of Auburn LEP 2010

The following amendments to Auburn LEP 2010 are proposed to achieve the intended outcome for this site:

- amend the Land Zoning Map in force under Clause 2.2 of ALEP2010 to rezone the industrial-zoned part of the site (and adjacent roads) to B4 – Mixed Use (**Figure 14**);
- amend the Height of Buildings Map in force under Clause 4.3 of ALEP2010 to specify a maximum building height of 32 metres over the part of the site proposed to be rezoned B4 – Mixed Use (**Figure 15**);
- amend the Floor Space Ratio Map in force under Clause 4.4 of ALEP2010 to identify a maximum floor space ratio of 5:1 for the part of the site intended to be rezoned B4 – Mixed Use (**Figure 16**);
- amend the Lot Size Map in force under Clause 4.1 of ALEP2010 to remove lot size controls from the site and adjacent roads (**Figure 17**).

No change is proposed to other maps or provisions of ALEP2012.

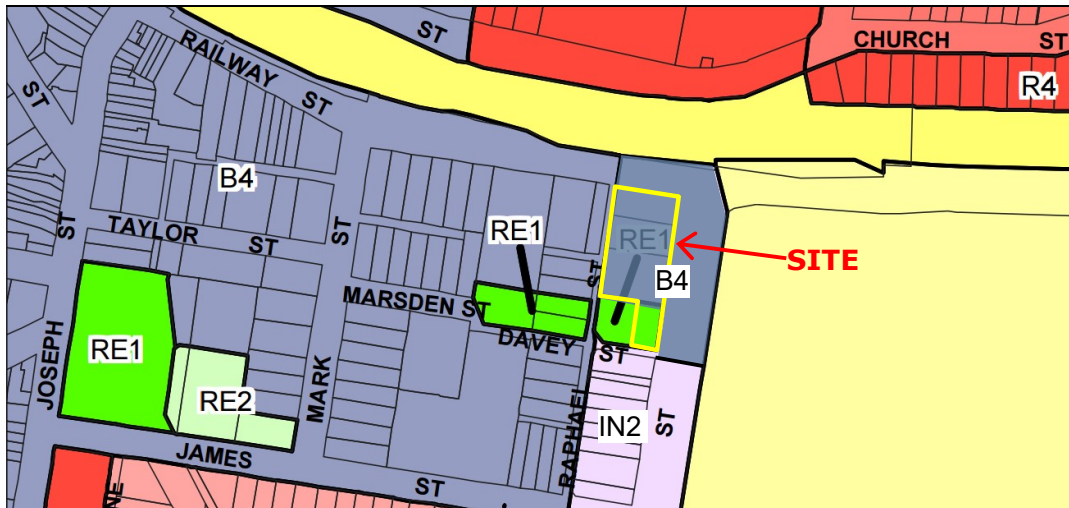


Figure 14: Proposed Zoning Map (indicative only)

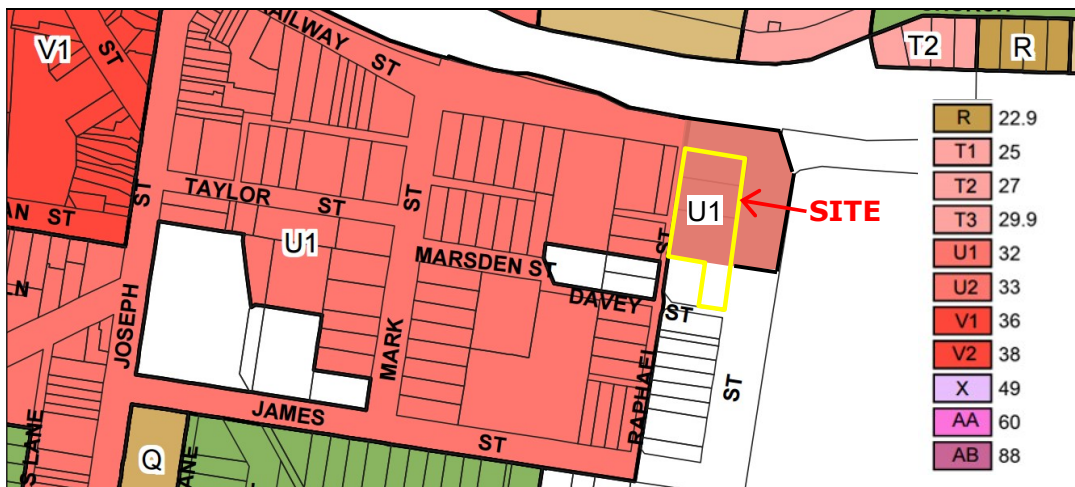


Figure 15: Proposed Building Height Map (indicative only)

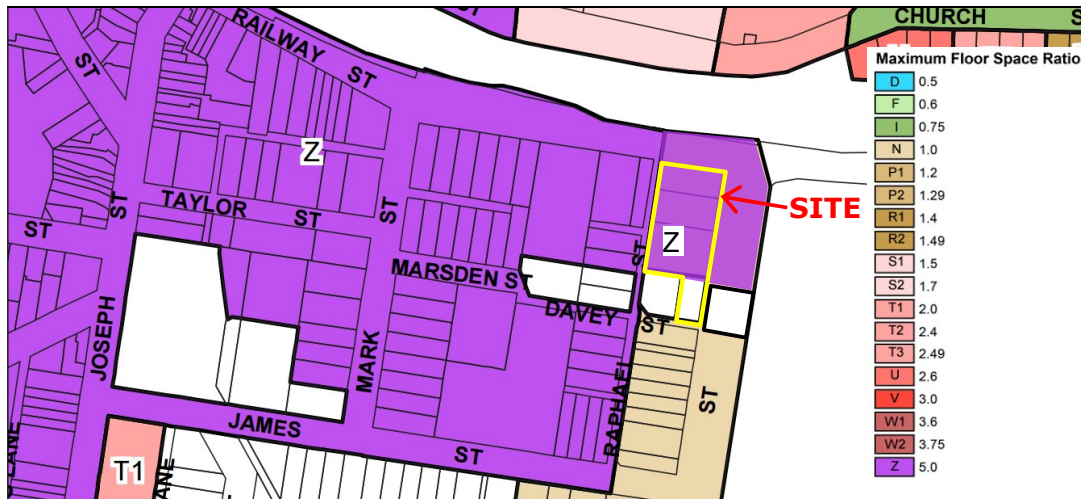


Figure 16: Proposed Floor Space Ratio Map (indicative only)

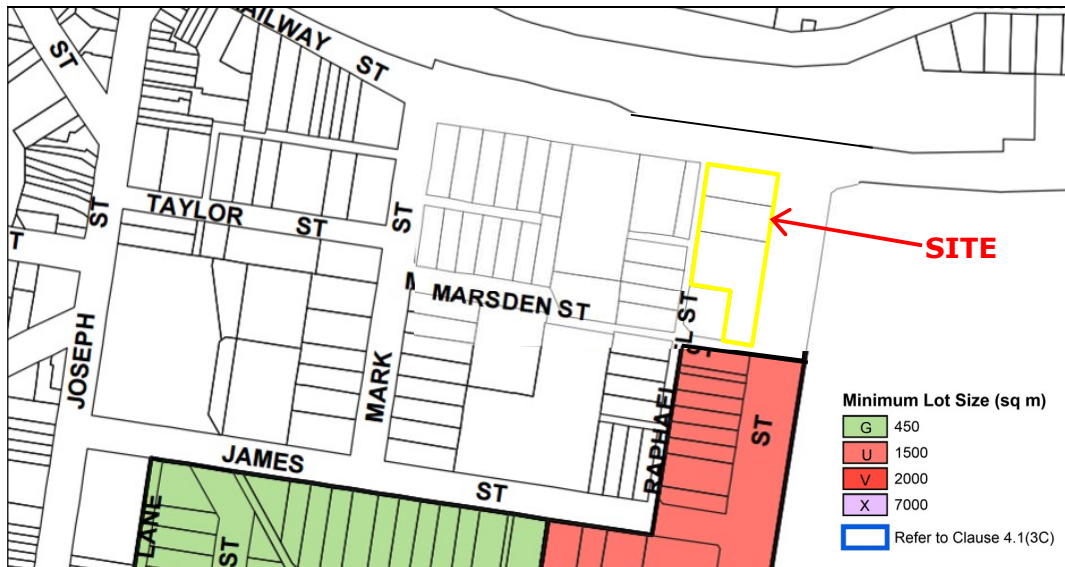


Figure 17: Proposed Minimum Lot Size Map (indicative only)

## 4.2 Proposed Voluntary Planning Agreement

Should the amendments to ALEP2010 proposed above be supported by Council, the owner of Lot 2, DP373141 ("the developer") would be willing to enter into negotiations with Council regarding a planning agreement made in accordance with Section 93F(1)(a) of the Act and Council's Voluntary Planning Agreement Policy adopted 21/07/10 ("VPA Policy").

The following VPA parameters are proposed for discussion with Council:

- In accordance with the procedures set out in the VPA Policy, the developer will obtain a professional valuation of that part of Lot 2, DP373141 which is zoned RE1 – Public Recreation ("the parkland");
- The market value of the parkland will be determined in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991*;
- The developer will at its cost arrange for a Stage 1 – Preliminary Investigation of the parkland in accordance with the guidelines in force under SEPP55 – Remediation of Land and will provide copy of the investigation report to Council but will have no liability for any further investigations or for

remediation of any contamination of the parkland prior to or after the parkland being dedicated;

- In accordance with the VPA Policy, the developer will dedicate the parkland at no cost to Council as soon as practicable after the first development consent that takes effect on Lot 2, DP373141 or Lot 3, DP373141 after the proposed amendment of ALEP2010 comes into force;
- The area of the parkland shall be included in calculating the compliance of a development on Lot 2 & 3 DP373141 with development controls relating to deep soil area, landscaped area and communal open space;
- Section 94 and Section 94A shall not apply to any development application for development on Lot 2, DP373141 or Lot 3, DP373141 that is lodged after the proposed amendment of ALEP2010 comes into force;
- Preliminary calculations indicate that the value of the parkland is likely to substantially exceed the value of Section 94 & 94A contributions. However the developer will not seek any further development benefit in compensation for any "surplus value" within the meaning of Council's VPA Policy.



## 5. Justification

The matters to be considered when demonstrating the justification for a planning proposal are presented as a series of 11 questions in Section 2.3 of the Guide.<sup>7</sup> Those matters are addressed below.

### 5.1 Need for the planning proposal (strategic merit)

#### **Q1. Is the planning proposal a result of any strategic study or report?**

The proposal implements recommendations of the following strategic studies:

- *Auburn Employment Lands Strategy*, AEC Group, June 2015;
- *Marsden Street Precinct Lidcombe Zoning Review*, AECOM, May 2014.

#### *Auburn Employment Lands Strategy (AELS2015)*

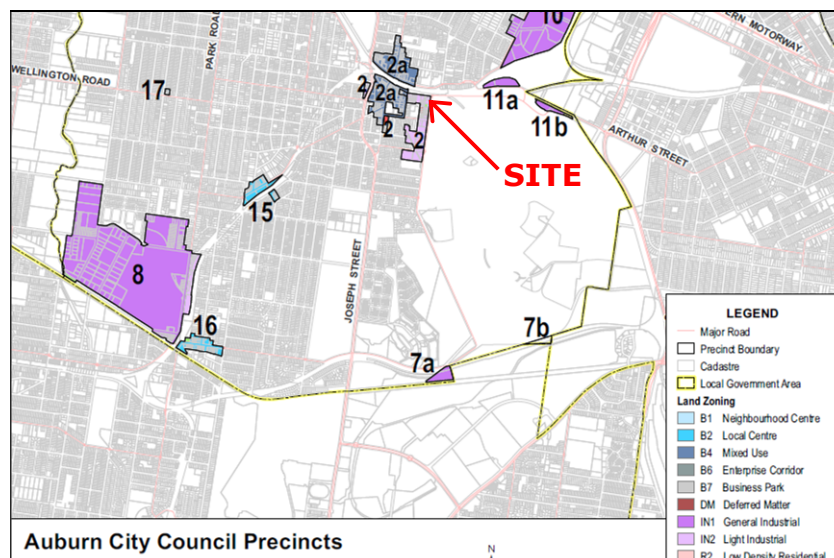
AELS2015 was prepared for the former Auburn City Council by AEC Group and finalised on 03/07/15. It provides a strategic review of employment lands in the former Auburn City including business zoned land and industrial zoned land. It supersedes the Auburn Employment Lands Strategy 2008 which was included in the package of documents exhibited with the Marsden Street Precinct planning proposal.

The Strategy divides the employment areas into precincts and then reviews the viability of ongoing industrial use in the industrial precincts having regard to their ability to:<sup>8</sup>

- Be directly accessed off major arterial roads and highways;
- Operate in a conflict-free environment;
- Cluster with other businesses & industry.

AELS2015 notes that traditional industrial employment is declining and the amount of industrial floorspace will continue to decline to 2031, while demand for commercial floorspace will increase over that period. It further notes that fragmented industrial precincts that abut residential will struggle to attract new occupiers.

The site is located within Precinct 2 – Lidcombe South (**Figure 18**). As noted in AELS2015, this area is not identified in the draft West Central Subregional Strategy as an area with strategic value.<sup>9</sup>



**Figure 18: Auburn City employment precincts (AELS2015, Fig 2.2, pg5)**

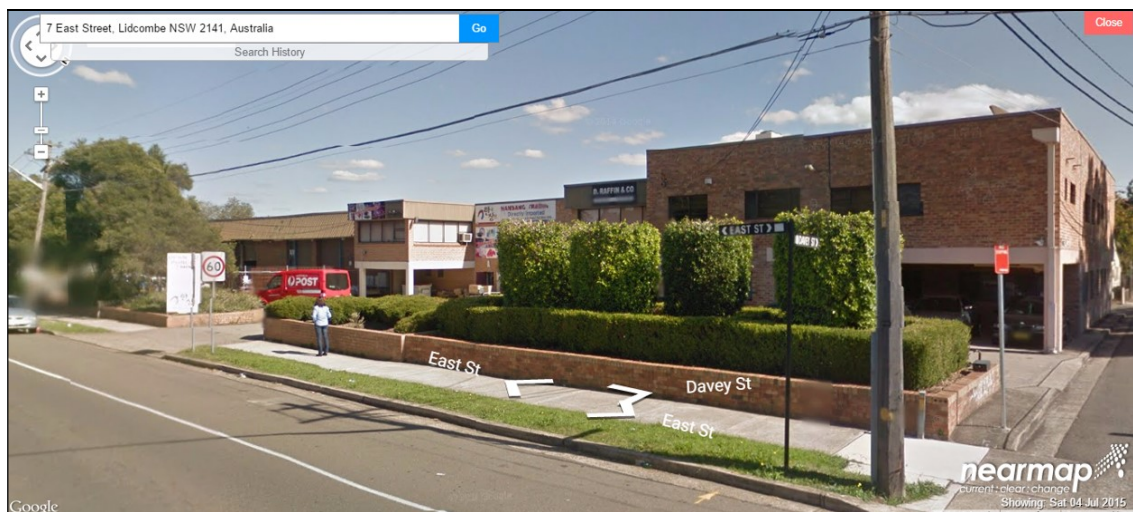
<sup>7</sup> A guide to preparing planning proposals, NSW Department of Planning & Infrastructure, October 2012.

<sup>8</sup> AELS2015, pg63.

<sup>9</sup> AELS2015, pg65.

The AELS2015 noted that the northern part of Precinct 2 was the subject of a planning proposal (Marsden Street Precinct) and that the section south of James St was generally performing well. It therefore recommended that IN2 – Light Industrial zoning be retained south of James St. The proposal is consistent with this recommendation. For reasons discussed previously, it does not propose any change to the IN2 – Light Industrial zoning of properties along East St between Davey St and James St. It was previously noted that these existing industrial properties are of relatively recent masonry construction and have been designed to meet modern business needs with a greater commercial component rather than open factory floor. Their potential impact on proposed high density residential development on the western side of Raphael St is reasonably low.

By contrast, the structures on the subject site are large, ageing factory buildings. They have potentially much greater impact on adjoining residential development by virtue of their poor appearance, exposed rear service yards and loading docks and their lightweight wall and roof cladding (which does not attenuate noise).



6. East St modern industrial properties south of Davey St (Nearmap 19/08/15)



7. Rear of above properties viewing south down Raphael St (Nearmap 19/08/15)

As a result of the Marsden Street Precinct planning proposal, the subject site has become isolated and is now adjacent to retail/commercial and high density residential (separated only by a narrow road, Raphael St) and separated from other industry by parkland and a road (Davey St). The parkland has been rezoned to provide additional open space for residents and workers of the town centre and a

visual and pedestrian corridor through to East St, potentially linking with the Rookwood Cemetery parklands. Its day-to-day use will therefore be as part of the town centre, resulting in the effective isolation of the site from industrial lands to the south.

The site does not enjoy the requisite features identified in AELS2015 for ongoing viability (arterial road access, a conflict-free environment and clustered with other businesses & industry). Importantly, the proximity of high density residential will deter investment in redevelopment of the site for industrial purposes.

AELS2015 also noted that Lidcombe Town Centre has opportunities to extend further east into the Marsden Street Precinct (including the site). At pg76 it stated that *"This will generate more life, activity and employment opportunities....[and] stimulate more economic activity in what is a highly accessible centre with great potential for growth and renewal."* That view is supported by this Planning Proposal.

The AELS2015 promotes a flexible centres hierarchy, with centres able to move up the hierarchy as opportunities for redevelopment and growth are presented. The Marsden Street Precinct was supported as such an opportunity for Lidcombe town centre and the subject planning proposal will further support the planned revitalisation of the centre.

No3-7 East St (which makes up the majority of the site) was identified in the Marsden Street Precinct Zoning Review as one of two large sites in single ownership suitable for development of a large format supermarket or discount department store which is currently lacking in the Town Centre.

The other site is No12 Railway St which has been rezoned to B4. However much of that site is occupied by a modern, three-storey office building occupied as the headquarters and training centre of the CFMEU and therefore is unlikely to be redeveloped in the short term. It is also desirable from a competition viewpoint that there be more than one opportunity for a supermarket and discount department store in Lidcombe. The absence of a supermarket has long been recognised as a deficiency of Lidcombe town centre. It contributes to pressure for out-of-centre facilities which detract from the overall competitiveness and functionality of the Town Centre.<sup>10</sup>

The proposed rezoning of the site to B4 – Mixed Use is therefore consistent with the recommendations of AELS2015 relating to both industrial precincts and to business centres.

#### Marsden Street Precinct Zoning Review 2014

The preferred zoning scenario recommended by the Marsden Precinct Zoning Review (AECOM 2014) envisaged that the site would be rezoned to B4 – Mixed Use and the southern portion to RE1 – Public Recreation. This planning proposal seeks to implement that recommended outcome.

The AECOM Zoning Review provided a comprehensive analysis of the constraints and opportunities of the Precinct and the metropolitan and local strategic planning context. Rigorous testing of six different land use zoning scenarios was undertaken in concluding that the scenario involving rezoning of the subject site to B4 – Mixed Use was the preferred option. Council's strategic planning team supervised the Zoning Review and signed off the draft. The final was signed off by Norma Shankie-Williams who in a previous role at the Department of Planning was the executive director of Metropolitan Planning.

The grounds for Council formulating a hybrid option which retains the IN2 – Light Industrial zoning of the site rather than the option recommended by AECOM were set out in Council's Planning Proposal Report 153/14. These grounds were addressed in a submission on the Marsden Street Precinct planning proposal by Shanahan Planning on behalf of the owner of 3-7 East St.

<sup>10</sup> AELS2015: pp vii, ix & 74.

The points raised in our submission were addressed in the Executive Manager Planning's Report to Council's meeting of 17/06/15 (at which it was resolved to nonetheless proceed with the hybrid zoning option for Marsden Street Precinct).

The advantages and disadvantages of rezoning the site to B4 were summarised in Table 2 of the Executive Manager Planning's Report (extract is at **Attachment 1**).

The advantages of rezoning identified in that table were:

- *Permits the development of additional dwellings within 400m of the Lidcombe Railway Station and adjacent to the Lidcombe Town Centre.*
- *The large single ownership at 3 and 5-7 East Street offers the opportunity to develop a retail tenancy with a large floorplate requirement, such as a supermarket.*
- *Increased opportunity to create additional retail/commercial jobs within a commercial component of mixed use development.  
(Note: residential flat buildings without a commercial component are permissible in the B4 Mixed Use zone).*
- *Opportunity to create a more active street frontage along East Street.*
- *Opportunity to minimise land use conflict between the proposed B4 Mixed Use zone and existing IN2 Light Industrial zone.*

These are strong grounds supporting rezoning of the site and are reflected in the objectives for this Planning Proposal. Additional grounds supporting rezoning have also been identified in Section 3.1 of this Planning Proposal:

- To enhance the presentation of Lidcombe Town Centre from the railway line and principal eastern and southern road approaches (Railway St & East St) by providing for a form and quality of development consistent with the rest of the precinct and appropriate for a key gateway site;
- To capitalise on the site's proximity to Rookwood Cemetery parklands and provide opportunity for town centre residents and workers to benefit from the Cemetery Trust's strategy to expand community use of the parklands;
- To enhance and activate the public domain of Railway St, Raphael St, East St, the Town Centre laneway network, the Jewish Reserve and the proposed park;
- To provide for future road widening of Raphael St and Davey St to enhance traffic safety and efficiency;
- To provide for a high quality cycleway along East St;
- To negate the potentially adverse impacts of the large telecommunications tower on the western part of the site on future development of the precinct.

In addition to the advantages of rezoning discussed above, the Executive Manager Planning's Report identified the following disadvantages. For the reasons discussed below, it is considered that these are not well founded and did not establish a sound basis for Council's decision to reject the rezoning.

- *The IN2 Light Industrial zone will be further reduced, and eventually reduce the industrial jobs in the precinct.*

Comment:

Implementation of the Marsden Street planning proposal has resulted in the site becoming an isolated industrial island with commercial/retail and high density residential to the west and parkland that will be used in association with the town centre to the south and east.

As previously noted, the site does not enjoy the attributes of a viable industrial location that are identified in the *Auburn Employment Lands Strategy 2015*

(AELS2015). Its redevelopment for modern industrial purposes is now deterred by the proximity of high rise residential, due to the perceived risk of complaint against industrial operations.

AELS2015 notes that the demand for industrial land for manufacturing will decline to 2031 and demand for commercial floorspace will increase. There is scope for modern redevelopment of redundant factory buildings in more suitable locations elsewhere in the industrial zones to cater for this expected demand.

If IN2 zoning were to remain, the most likely outcome is that the current buildings would be retained. These lend themselves to manufacturing which is in declining demand and is employing fewer workers due to increasing mechanisation. The existing container seal printing business carried out in 3-7 East St is highly mechanised and employs only a few people. There are many traditional style premises in better locations from which it could operate.

It is also noted that some recent rezoning decisions have actually increased the amount of industrial-zoned land in Auburn.

The Council-initiated planning proposal PP-05/2012 resulted in 5,600m<sup>2</sup> of R2 low density residential land at 2-10 Jenkins St and 344-362 Park Rd being rezoned to IN2 – Light Industrial. On 03/02/15, Planning Proposal PP-08/2013 seeking rezoning of those properties to B4 – Mixed Use was denied gateway approval by the Department of Planning. The context of those properties – an isolated island of residential use surrounded on all sides by industrial development – is the converse of the subject site which will soon become an isolated pocket of industrial adjoining high rise residential.

PP-05/2012 and PP-08/2013 are notable here for two reasons:

- The additional area of industrial land they created (5,600m<sup>2</sup>) exceeds the industrial-zoned area of the subject site (3,024m<sup>2</sup>);
  - They reinforce the concept noted in AELS2015 that residential use inhibits the ongoing viability of industrial use, a fundamental point supporting this planning proposal.
- *Loss of the opportunity to negotiate a Voluntary Planning Agreement with the owner of 3 and 5-7 East Street for parkland adjacent to the Jewish Reserve, assuming a re-exhibition for this purpose.*

Comment:

While the provision of the parkland is well supported on planning grounds, the loss of an opportunity for a VPA is not a valid planning reason affecting a zoning decision. In any event, a VPA offer now forms part of this Planning Proposal which overcomes this as a basis for rejection.

A VPA can also be negotiated as part of a DA. As noted above, it is considered unlikely that the existing buildings on site would be redeveloped in the near future (if at any time) for the reasons outlined in AELS2015. This planning proposal and VPA offer therefore provides a unique opportunity to secure the dedication of the parkland in a reasonable time and at no upfront cost to ratepayers.

If the site was to be redeveloped for industrial purposes, contributions would be payable under Section 94A at the rate of 1% of capital investment value. At the applicable FSR of 1:1, the developable area of Lot 2 could accommodate some 1,300m<sup>2</sup> of industrial floorspace. At an average construction cost<sup>11</sup> of \$1,290/m<sup>2</sup>, the capital investment value of this would be in the order of \$2M. The Section 94A contribution would be in the order of \$20,000 which is obviously well below the market value of the parkland. A VPA therefore would not be an attractive option for an industrial developer.

<sup>11</sup> Average construction cost from [www.bmtgs.com.au](http://www.bmtgs.com.au).



The alternative would be for Council to compulsorily acquire the parkland at market value whether or not a DA is lodged. As the parkland is used for car parking, this would compromise the ongoing operation of the existing industrial use and would therefore be inconsistent with the position that industrial use needs to be preserved.

- *May increase the overshadowing impact of future development on the Jewish Reserve and the proposed adjoining park area.*

The shadows already cast on the Jewish Reserve and proposed adjoining park by the existing industrial buildings are considerable, as shown in the shadow studies included with the concept scheme (drawings 07, 08 & 09). The drawings also show the shadow from potential multi storey mixed use development of the site. These indicate that in midwinter, the potential development would result in:

- minimal additional overshadowing at 9am;
- some additional overshadowing at 10am and 11am (but still reasonable areas in open sunlight);
- availability of substantial sunlit areas from 12 noon – 2pm during the peak usage lunchtime period;
- no additional overshadowing of the parkland by 3pm when it is likely to be in greatest usage (after school hours).

The additional overshadowing caused by the potential development in midwinter is therefore considered to be reasonable and would be even less during the equinox and summer months when greater usage of the park would be expected.

There is scope for the residential development to be stepped to further reduce the overshadowing impact. This is appropriately dealt with at DA stage and is not a basis to inhibit rezoning.

As noted above, if this planning proposal does not proceed, it is unlikely that the parkland could be achieved in the foreseeable future. A park with some overshadowing is preferable to no park at all and would still provide valuable visual, recreational, environmental and connectivity benefits.

- *High rise development along East Street will create a visual impact from Rockwood Cemetery.*

Comment:

Rookwood Cemetery is vast. With an average width (east-west) of 1.8km, length (north-south) of 2km, a perimeter of over 13km and area of over 300 Ha, it is the largest cemetery in the southern hemisphere.

The *Rookwood Visual Significance Study*<sup>12</sup> identifies key views within Rookwood cemetery (**Figure 19**). These include internal views of landmarks within the cemetery and long distance views out of the Cemetery. It is noted that the long distance views are predominantly to the south-west, south and south-east and are not affected by development of the site. Views of internal landmarks are also not affected.

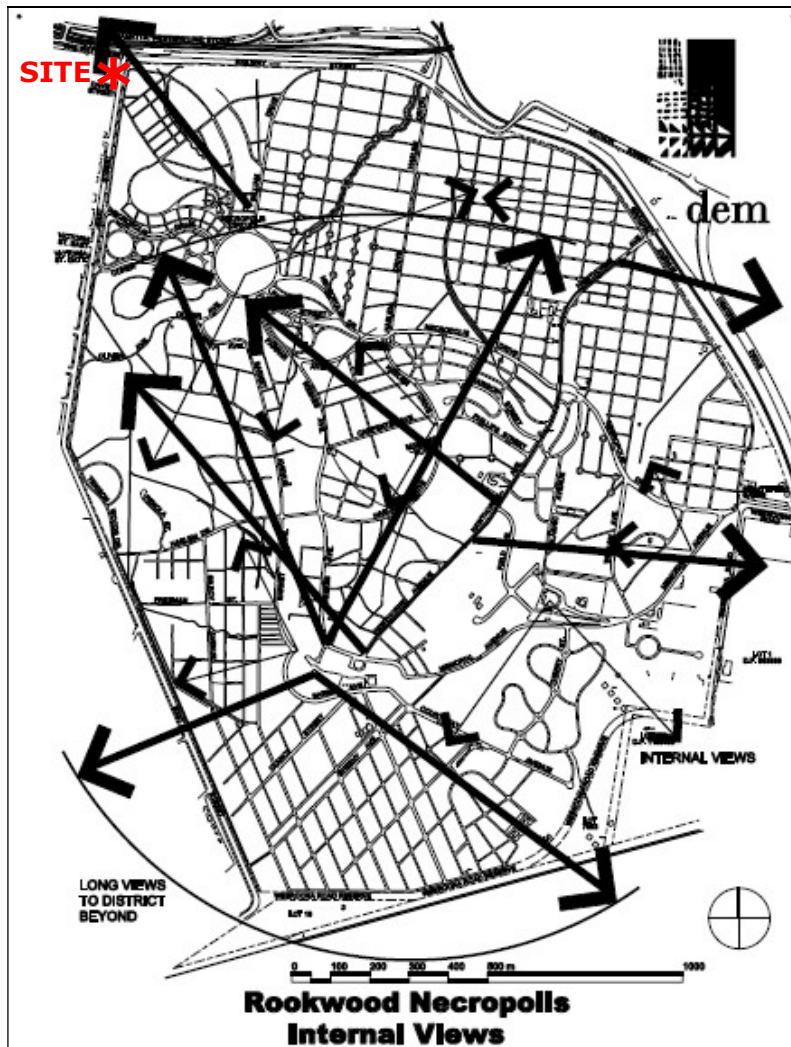
The 10 storey development that has been enabled by the Marsden Street Precinct rezoning is visible from nearby parts of the Cemetery, as illustrated by **Figure 20**. But from more distant parts of the Cemetery, this development will become a more minor element of the visual landscape, often obscured by the Cemetery's existing and planned tree canopy. Rezoning of the site would bring multi storey development some 47m closer to the Cemetery but given the scale of the Cemetery and the location of the site off its far north-western corner, the overall visual impact on the Cemetery is not considered to be significant or adverse.

<sup>12</sup> *Rookwood Visual Significance Study*, DEM, August 2010 (DEM 2010).



In 2015, the Rookwood General Cemeteries Reserve Trust commenced implementation of a five-year masterplan which includes improvements to roads and paths, new landscaping, cycleways and recreational walkways, a community hub with a genealogy research centre, new cafe and florist, as well as an activities and events program to encourage community use such as cycle races, children's activities and a sculpture show.

The new masterplan is designed to make the Cemetery a place of vitality and life, repositioning it as a tourist destination like the Pere Lachaise Cemetery in Paris and Arlington in USA.<sup>13</sup>



**Figure 19: Rookwood Necropolis View Analysis (DEM 2010)**

The proximity and visibility of apartments and active retail uses would support rather than detract from this vision to integrate the Cemetery into everyday community life. Many cemeteries adjoin residential development and this does not inhibit their function as places of reflection and remembrance.

Within the vicinity of the site, the Trust is proposing a cycleway for community use around the perimeter of the Cemetery adjacent to East St (**Figure 21**). The Planning Proposal includes active uses fronting East St, as well as improved pedestrian access from the town centre through the site to East St. These measures will support the objectives of the Trust's cycleway proposal.

<sup>13</sup> *The cycle of life – Rookwood Cemetery gets a retread* Sydney Morning Herald, 06/03/15:  
[www.smh.com.au/action/printArticle?id=67002399](http://www.smh.com.au/action/printArticle?id=67002399)

The cycleway design includes avenue tree planting which will soften the built form of the town centre when viewed from the Cemetery.

The Cemetery has also from time to time experienced serious vandalism.<sup>14</sup> Residential development along East St will increase casual surveillance of the Cemetery and deter vandalism, as well as improving the safety of the cycleway and increased community usage within the Cemetery proposed by Trust's masterplan.

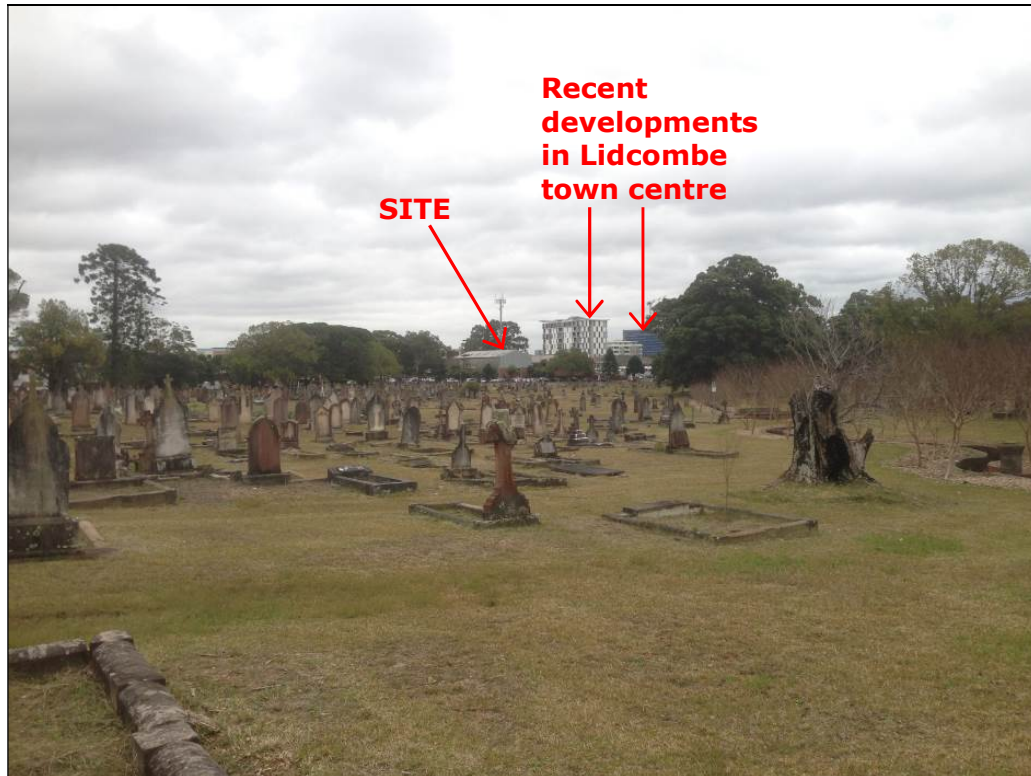


Figure 20: Site from Cemetery view line indicated in Figure 19

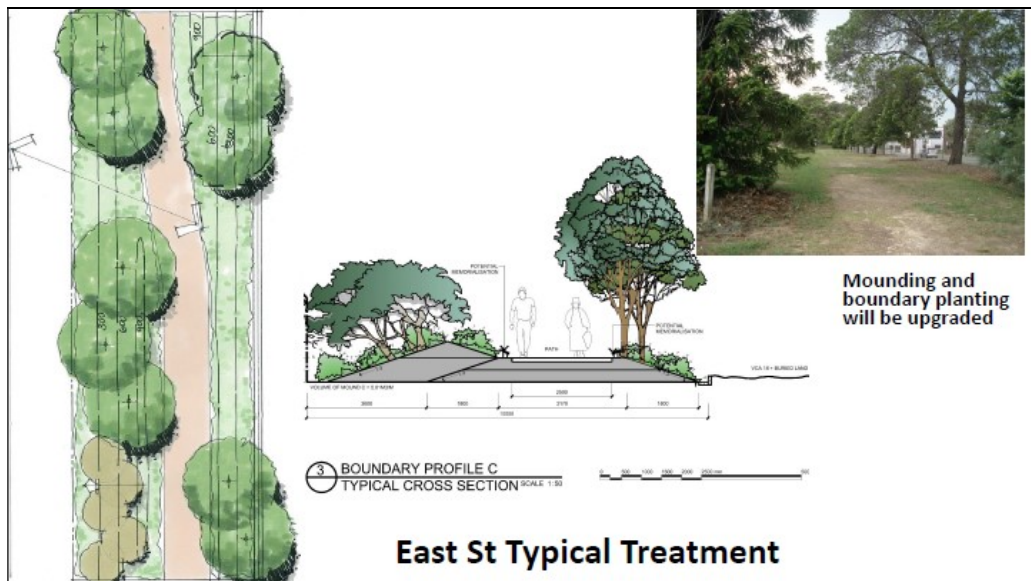


Figure 21: Proposed cycleway in Rookwood Cemetery adjacent to East Street <sup>15</sup>

<sup>14</sup> Grave attack devastates The Torch, 15/12/14: [www.localnewsplus.com.au/story.php?ID=69564](http://www.localnewsplus.com.au/story.php?ID=69564)

<sup>15</sup> From presentation to Auburn City Council by Rookwood Necropolis Trust, 02/12/15.

- *High density development along East Street may create excessive activity and noise impacts to the cemetery, which many people use as a place of quiet and reflection.*

Comment:

Multi-storey residential development over a retail/commercial podium is unlikely to generate substantial noise levels. East St is a busy sub arterial road and bus route which dominates the acoustic environment in this locality. The operation of machinery, fork lift trucks, waste collection and heavy vehicle movements associated with industrial use of the site has greater potential to affect the amenity of the Cemetery than mixed use retail/commercial and residential development.

The concept scheme for the site proposes an internal loading dock accessed from Raphael St. This will ensure that loading and waste collection operations do not adversely affect the amenity of surrounding land uses, particularly the Cemetery which is on the other side of the building.

Activity at street level would consist of greater pedestrian movement and social interaction which is unlikely to adversely impact the Cemetery - and potentially would support the intention of the new masterplan to revitalise the Cemetery and encourage greater community use.

- *High density development along East Street will create a traffic and car parking impact on Railway, East and Raphael Streets.*

Comment:

A Traffic Impact Assessment has been prepared for this planning proposal by APEX consulting engineers (**Attachment 2**). The APEX traffic report considers the traffic volumes expected to be generated by the Marsden Street Precinct planning proposal, as reported in the *Marsden Street Precinct Traffic, Transport and Accessibility Study* prepared for Council in April 2015 by Hyder Consulting Pty Ltd.

APEX have modelled the impact of the additional traffic generated by rezoning the site to B4 – Mixed Use using the same development yield assumptions that were used by Hyder.

APEX have found that the proposed rezoning will notionally lead to two nearby intersections reaching their design capacity. However, APEX note that the traffic assessment for the Marsden Street Precinct Planning Proposal by Hyder appears to have over-estimated the traffic levels generated by that proposal. As the Hyder figures were used as the base case for their assessment, APEX suggest that intersection capacity may not in fact be exceeded by the proposal.

It is understood that Council will soon be undertaking further traffic modelling for the Lidcombe town centre to identify the need for new traffic management initiatives.

The Marsden Street Precinct initiative has resulted in the rezoning of approximately 15,000m<sup>2</sup> of industrial land to high density mixed use, as well as more than doubling the development potential of approximately 13,000m<sup>2</sup> of residential land. In this context, the current proposal to rezone a further 3,000m<sup>2</sup> of industrial land would make a modest contribution to traffic levels in and around the centre. This may affect the design of some traffic management initiatives but would not be of such an extent that should inhibit the rezoning.

East St is already used for parking by commuters due to its proximity to the railway station. The concept scheme for mixed use redevelopment of the site provides basement parking for residents, visitors, workers and shoppers in accordance with the parking rates specified in the DCP. There is no reason to expect that development will lead to additional on-street parking or that this would be a significant issue if it did occur.

- *An additional traffic, transport and accessibility investigation is likely to be required.*

Comment:

A Traffic Impact Assessment has been submitted with this proposal (**Attachment 2**) and is addressed above.

- *An additional contamination investigation is likely to be required.*

Comment:

A Stage 1 Desktop Environmental Assessment has been undertaken for this proposal by Environmental Investigation Services Pty Ltd (**Attachment 3**). The assessment notes three potential sources of contamination – fill material (if any) used in the original construction; leachate from underground fuel storage tanks from a former motor garage at 6 Railway St, and asbestos building materials in the existing structures.

The assessment states that potential contamination from these sources represents a low to moderate risk. It concludes that the site can be made suitable for mixed use development by carrying out a Stage 2 investigation; classifying waste for off-site disposal of excavated material, and investigating the need for an acid sulfate soils management plan. These recommendations would appropriately be addressed at DA stage and do not inhibit the proposed rezoning.

- *The variation conflicts with Council's resolution to maintain cemetery-related uses within this Marsden Street precinct.*

Comment:

Maintaining the zoning as IN2 does not guarantee that the existing monumental stonemason will remain in operation or that others will establish there in future. There is no logical basis for cemetery-related uses to be continued in this particular section of industrial land.

There are three cemetery-related uses at present in the Marsden Street Precinct – Larcombe Memorials at 2 Railway St (within the site); Globe Memorial at 4 Railway St cnr Raphael St, and Peacock Monumentals at 22 Railway St.

Only Larcombe is within the IN2 zoned area. The other two have already been rezoned to B4 – Mixed Use. No concern regarding their potential loss was raised in Council's consideration of that rezoning. There is ample opportunity for this type of use to be re-established within the South Lidcombe Industrial area south of James St which has more than 350m frontage to Rookwood Cemetery.

These premises were established many decades ago where they could cater for customers accessing the cemetery by train. As most would now travel by car, there is no planning benefit in this particular location.

Several other memorial masons are located elsewhere in the former Auburn LGA including National Granite at 73 Jellicoe St Lidcombe; Dimarco Monuments at 8 Rose Cres Regents Park; Dynasty Stone Art at 371 Park Rd Regents Park and Stonemason Fine Art at 16-18 Alexander St Auburn. Several more are located in other LGAs adjoining the cemetery.

Retaining this whole street block as IN2 to preserve a single, small scale and low capital-intensity operation is misguided and unnecessary. It is also undesirable as it gives a poor presentation to the Town Centre's eastern gateway (refer cover photograph) and foregoes the opportunity to provide a high quality landmark development in this strategic location.

- *The DP&E may require re-exhibition of the Planning Proposal, which would delay the process of making the proposal.*

Comment:

As the Marsden Street Planning Proposal has now been implemented, this is no longer an issue.

In conclusion, it is considered that none of the points previously raised by Council as disadvantages of rezoning of the site to B4 – Mixed Use are significant impediments. They clearly do not outweigh the substantial advantages of rezoning that were identified by AECOM's initial zoning review, were reiterated in the Executive Manager Planning's Report to Council and have been expanded in this Planning Proposal.

***Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?***

The planning proposal is considered the best way to achieve the objectives and intended outcomes because it incorporates the same principal planning controls which now apply in the adjoining section of the Marsden Street Precinct. This will ensure that the town centre presents a cohesive, high quality presentation to its major approaches by road and rail.

As discussed above, the proposed VPA is considered the best (and perhaps only) means to secure the parkland in a reasonable timeframe without a large upfront cost to ratepayers. It also enables road widening along Raphael, Davey and East Streets to be obtained at an early stage which will facilitate development of the Precinct as a whole.

## **5.2 Relationship to strategic planning framework**

***Q3. Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Plan for Growing Sydney and exhibited draft strategies)?***

The proposal is consistent with regional and sub-regional planning strategy, as discussed below.

*A Plan for Growing Sydney 2014*

The proposal is consistent with the following elements of *A Plan for Growing Sydney*:

*Action 2.1.1: Accelerate housing supply and local housing choices:*

- *target locations which deliver homes closer to jobs*

*The most suitable areas for significant urban renewal are those areas best connected to employment and include:*

- *in and around centres that are close to jobs and are serviced by public transport services that are frequent and capable of moving large numbers of people*

The proposal increases housing supply and employment in close proximity to high-capacity public transport (rail and Metrobus) and existing jobs within Lidcombe town centre and the South Lidcombe industrial area.

*Direction 2.2: Accelerate urban renewal across Sydney – providing homes closer to jobs*

*The Government will:*

- *support council-led urban infill and support local efforts to lift housing production around local centres, transport corridors and public transport access points*

*Well-planned and well-designed infill development can improve the feel of a place, its vitality and sense of community. It can make the local environment more attractive and improve services.*

The Marsden Street precinct was a council-led initiative to lift housing production and employment around Lidcombe town centre and rail station. The proposal will support this initiative by further increasing jobs and housing close to transport.

By replacing ageing industrial buildings on a key gateway site with high quality development consistent with new development elsewhere in the centre, the proposal will enhance the presentation and image of the town centre from its major road and rail approaches.

#### *Direction 3.1: Revitalise existing suburbs*

*By putting more housing in or near centres on the public transport network, residents can take advantage of the shops, cinemas, cafes, restaurants, and health and education services that are already available.*

*Action 3.1.1: Support urban renewal by directing local infrastructure to centres where there is growth*

*Delivering the infrastructure that is needed means responding to growth. In areas that are growing, it will be most efficient to focus investment in local infrastructure in centres – the most accessible place for the local community.*

The proposal supports the growth of Lidcombe town centre and in so doing, will improve the viability of local infrastructure improvements.

#### *Direction 3.3: Create healthy built environments*

*The built environment can encourage healthy communities by:*

- *creating mixed-use centres that provide a convenient focus for daily activities...*
- *linking open spaces to encourage recreational walking and cycling, and support cross-regional trips to centres and other destinations*

The proposal contributes to Lidcombe becoming a healthier built environment by:

- Providing more housing within easy walking and cycling distance to public transport, jobs and services;
- Making provision for an upgraded cycle route along East Street;
- Supporting bus patronage along Railway St & East St;
- Creating new parkland that will expand outdoor recreational opportunities for local residents and workers;
- Promoting recreational walking and cycling by linking with East St cycleway and Rookwood Cemetery parklands;
- Providing a rare opportunity for a large format supermarket or discount department store which is currently lacking in Lidcombe, thus reducing the need for local residents and workers to drive to supermarkets outside the centre.



### West Central Draft Subregional Strategy

The Subregional Strategy was issued in 2007 to implement the previous Metropolitan Strategy for Sydney. The Metropolitan Strategy was replaced in 2014 with *A Plan for Growing Sydney* (discussed above).

The Greater Sydney Commission is now preparing District Plans that will replace the draft Subregional Strategies. Until this work is complete, the Subregional Strategies remain the sub-regional expression of the Government's overall strategy for Sydney.

The West Central Draft Subregional Strategy was considered by several local planning strategies recently commissioned by the former Auburn Council (and discussed in detail below) - the *Auburn Employment Lands Strategy 2015*, the *Auburn City Residential Development Strategy 2015* and the *Marsden Street Precinct Lidcombe Zoning Review*.

A key point in the Subregional Strategy which has been noted in each of those local strategies is that the Lidcombe South industrial precinct in which the site is located is not identified as a strategically significant industrial area that should be retained. The Subregional Strategy noted: <sup>16</sup>

*Within Lidcombe there is an opportunity for some redevelopment of this Employment Lands precinct. While operating viably in most cases, it was rezoned from residential to industrial only a decade or so ago. There may be opportunity in part to redevelop to allow for a wider range of employment uses and a component of residential, to support nearby Lidcombe Town Centre.*

The site is a logical example of such an opportunity, being adjacent to the town centre and separated from the rest of the industrial area by parkland and a road. The proposed rezoning will increase employment on the site and provide a component of residential that will support Lidcombe town centre.

Lidcombe is identified in the Subregional Strategy as a town centre. These are characterised as having *one or two supermarkets, community facilities, medical centre, schools, etc. Contain between 4,500 and 9,500 dwellings. Usually a residential origin than employment destination.*

Lidcombe presently does not have a supermarket. Local shoppers therefore need to travel to out-of-centre supermarkets in the surrounding area. Typically this would involve travel by car. The large area of the site in single ownership provides a rare opportunity to provide a supermarket in Lidcombe, thus supporting its status and function as a town centre.

### **Q4. Is the planning proposal consistent with a council's local strategy or other local strategic plan?**

As previously discussed, the proposal implements recommendations of the following local strategic studies:

- *Auburn Employment Lands Strategy*, AEC Group, June 2015;
- *Marsden Street Precinct Lidcombe Zoning Review*, AECOM, May 2014.

It is also consistent with the *Auburn City Residential Development Strategy 2015* and the *Auburn Community Strategic Plan*, as discussed below.

### Auburn City Residential Development Strategy 2015 (RDS)

The Auburn RDS was prepared for the former Auburn City Council by AECOM in March 2015 to guide planning for future housing needs in Auburn City over the next 20 years.

The RDS reviewed regional planning targets for housing in the LGA and analysed housing demand and supply. It also reviewed current planning proposals and major

<sup>16</sup> *West Central Draft Subregional Strategy*, Department of Planning 2007, pg37.

development applications. The Marsden Street Planning Proposal was noted at pg63-69 and at that time included rezoning of the site to B4 (northern part) and RE1 (southern part).

The RDS proposes that housing demand primarily be met within and adjacent to the existing main centres of Auburn, Lidcombe, Berala and Regents Park. The capacity for each of these centres to meet demand was then analysed.

The Marsden Street Precinct (including the site) was identified as an area within 800m of the station warranting further consideration for rezoning.

From this analysis, a set of recommendations were provided which relevantly include:

- *Council's main focus on new housing growth should be within the walking catchment of a town, village or neighbourhood centre.*
- *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.*
- *Open space with good pedestrian and cycle connections should be provided to service the population, in centres where new residential growth is planned.*

This Planning Proposal is consistent with each of these recommendations in that:

- It is adjacent to Lidcombe town centre and within walking distance (300m) of the railway station. In fact it is closer by a significant margin than any of the other six potential residential expansion areas for Lidcombe identified in the RDS.<sup>17</sup>
- The Lidcombe South industrial area in which the site is located was not identified as strategically important in the AELS2015 or the *West Central Draft Subregional Strategy*. The existing industrial activities on the site do not directly service the local population and could be just as effectively located in any industrial area. The proposal provides for an estimated 3,860m<sup>2</sup> of additional commercial floorspace which will significantly boost the employment capacity of the site. This includes potential for a large floorplate supermarket which is a service (and an employment opportunity) currently not available in the town centre.
- The proposal enables the early delivery of additional public open space and improved pedestrian and cycle connections.

#### Auburn City Community Strategic Plan 2013-2023

The CSP was prepared to guide the growth of the former Auburn City LGA over a 10 year period to 2023. It aims to ensure greater social, environmental and economically equitable outcomes for the community.

The key challenges identified in the CSP include accommodating the considerable population growth anticipated over the next 10 years. The CSP anticipates that home purchase and rental prices will continue to rise due to the LGA's strategic location between the major CBDs of Sydney and Parramatta and on the railway line. It supports higher density development around town centres to maximise access to transport, services and shops.

The proposal will help to address these major challenges in that it is adjacent to an existing town centre that is forecast to experience significant growth. The additional commercial floorspace generated by the proposal will support local employment and provide additional local services, while the supply of additional housing will help meet population demand and exert downward pressure on housing prices.

<sup>17</sup> Auburn City Residential Development Strategy, AECOM 2015, Figure 33, pg97.

**Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies?**

and

**Q6. Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?**

A review of the consistency of the Planning Proposal with SEPPs, Deemed SEPPs and Section 117 Directions is provided at **Attachment 4** to this planning proposal.

The review confirms that the proposal exhibits a high degree of consistency with the direction proposed by the strategic planning framework. The following summary observations are made.

SEPPs

Many SEPPs are not relevant to the former Auburn LGA generally or to Lidcombe town centre in particular. Of those that are relevant, most are appropriately addressed at DA stage.

Deemed SEPPs

All deemed SEPPs are non-applicable other than Sydney Harbour Catchment REP 2005. The proposal is consistent with that deemed SEPP.

Section 117 Directions

The proposal is consistent with all applicable Section 117 Directions. Those of particular relevance to this planning proposal are addressed in more detail below.

- *Direction 1.1 – Business and Industrial Lands*

This planning proposal seeks the rezoning of 3,000m<sup>2</sup> of industrial land to B4 – Mixed Use. The Marsden Street Precinct rezoning that was supported by Council involved the loss of over four times this area of industrial land. This loss was justified by Council planners in the following terms:

*The Precinct's rezoning would result in a loss of employment lands for IN2 light Industrial zoned lands. These lands are not considered to be strategically significant employment lands as identified within the Department's West Central Subregion Draft Subregional Strategy and is considered to be more suitable for a wider range of recreational, business, light industrial and residential uses associated within the Lidcombe Town Centre.*

*The Council's Auburn ELS (June 2008) in p.97 – identifies this area as 'Precinct 2 – Lidcombe South' and recommends that the precinct be rezoned to complement the Lidcombe Town Centre (p.99).*

*The proposal would result in increasing the permissibility of a range of current uses that are permissible within the precinct to revitalise, improve and enhance the economic viability of the Lidcombe Town Centre. The precincts proposed B4 Mixed Use zoning would also compensate for the loss of IN2 zoned employment lands by generating more floor space for employment uses, related public services and residential in business zones.*

The above assessment is agreed and applies equally to the relatively small loss of industrial land envisaged in this planning proposal. The recent implementation of the Marsden Street Precinct initiative has strengthened the case for this planning proposal, as it has further diminished the viability of industrial development on the site by introducing high density residential development in close proximity. It has also isolated the site from other industrial areas by introducing a corridor of parkland that will visually and functionally be part of the town centre.

- *Direction 3.1 – Residential Zones*

Council's review of the Marsden Street Precinct proposal noted that:

*The proposal introduces the B4 Mixed use zone providing more opportunity to encourage and increase the provision of housing in addition to commercial uses within the Lidcombe Town Centre.*

This planning proposal provides for an additional estimated 3,860m<sup>2</sup> of retail/commercial floorspace and 144 dwellings in Lidcombe town centre, and therefore further promotes the objective of this Direction.

- *Direction 3.4 - Integrating Land Use and Transport*

Council's review of the Marsden Street precinct noted as follows:

*The subject precinct to which the proposal applies is located within 400 metre walking distance (5-10 minutes) from the Lidcombe Railway Station under Auburn LGA's Lidcombe Town Centre.*

*The proposal seeks to increase the development intensity (through B4 zoned land and respective FSR and HoB of that zoning) in the established Lidcombe Town Centre to further extend the existing commercial area between Marsden and East Streets.*

*The proposal is broadly consistent with the objectives and principles of the mentioned DP&E's policies. Council will undertake a traffic and transport study to address concerns relating to transport, traffic generation and accessibility once DP&E issues s.56 Gateway Determination to proceed with the proposal.*

The site is in close proximity to established Town Centre businesses and within 400m walking distance of the Railway Station. Bus services, including the high-frequency Metrobus service between Sutherland & Parramatta via Bankstown, also travel along Railway St and East St adjacent to the site.

It is noted that subsequent to the above remarks, Council commissioned the traffic and transport study prepared by Hyder. In preparing this planning proposal, a further traffic assessment has been prepared by APEX. It notes that traffic levels predicted by Hyder for some nearby intersections are close to the capacity threshold, and the additional traffic generated by the proposal would result in the capacity of two nearby intersections being notionally exceeded. However APEX also found that the traffic levels predicted by Hyder appear to have been over-estimated, in which case the proposal may not result in capacity thresholds being reached.

It is understood that Council will soon be undertaking further traffic modelling to identify appropriate traffic management arrangements and intersection treatments in Lidcombe town centre.

The additional traffic generated by the proposal is relatively modest in relation to that generated by the broader Marsden Street Precinct initiative and can be factored into Council's modelling.

The concept scheme provides alternative options to access the basement carpark via East St or Raphael St. APEX have confirmed that both options are viable and have presented the traffic implications of both. This provides flexibility to accommodate a variety of traffic movement scenarios that may be developed by Council in its detailed traffic planning of the town centre.

The proposed VPA enables the early realisation of parkland at the southern end of the site. This will facilitate pedestrian movement by providing for a safe, attractive, high quality pedestrian connection from the Town Centre to East St and the Rookwood Cemetery parklands.

It was previously noted that a new masterplan now being implemented at Rookwood intends to transform it into a more active recreational space and a cultural resource for the community. The linkage provided by the proposed parkland at the southern end of the site therefore potentially has strategic significance in assisting the revitalisation of Rookwood and in turn, enabling



the local community to obtain maximum benefit from that revitalisation. This will be of benefit to residents and workers of the whole town centre, not just the site. APEX have suggested that consideration be given to a pedestrian crossing to improve the safety of accessing the Cemetery parklands and the existing bus stop on the far side of East St.

- *Direction 7.1 - Implementation of A Plan for Growing Sydney*

The proposal is consistent with *A Plan for Growing Sydney*, as noted in the preceding response to Question 3 of the Guide.

It is concluded that the proposal is consistent with metropolitan and local strategic policy direction and has significant strategic merit.

### **5.3 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 – apart from one isolated juvenile Norfolk Island Pine tree and a few small trees and shrubs near the East St carpark, the site is devoid of vegetation and is covered with hardstand and buildings used for industrial purposes.

***Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?***

The existing industrial development on the site has very poor visual qualities which detract from the image of the Town Centre, particularly in view of its location on the principal road entries to the Town Centre and its visibility from the railway station and from trains.

As previously noted, it is considered unlikely that the existing development would be redeveloped for modern industrial purposes because of the proximity of future high rise residential on the remainder of the Marsden Street Precinct and the perceived risk this would pose to such investment.

The proposal provides opportunity for high quality, contemporary redevelopment of the site, including a landmark building at the gateway to the Town Centre.

The existing industrial development also has potentially adverse impacts on the planned residential development by way of noise, vibration and exhaust from machinery and forklifts operating on site, and trucks accessing the open utility yard, skip bins and loading bays off Raphael St. The existing buildings are primarily clad with thin metal, plastic and asbestos sheeting which provides minimal noise attenuation. Redevelopment provides opportunity to remove these visual and amenity impacts.

The existing telecommunications tower on site has potential to adversely impact future residential development on neighbouring properties through its high visual impact and concerns regarding exposure to electromagnetic radiation (EMR). Redevelopment of the site provides opportunity to rationalise the communications equipment and integrate it into the design of the development to minimise its visual and EMR impacts.

The proposed VPA will enable the timely realisation of Council's intention for the southern part of the site to be converted to parkland. This will have significant environmental benefits in terms of visual quality, connectivity, natural habitat and management of runoff. The proposal will also enable active retail uses fronting the parkland rather than the existing unsightly industrial development. These will improve the safety, vitality and amenity of the parkland.

The proposed residential development of up to 32m in height has some additional overshadowing impact on the Jewish Reserve and proposed parkland to the south.

However as noted previously, this is considered reasonable and can be further mitigated by detailed design at DA stage. The shadow diagrams confirm that the proposal has minimal overshadowing impact on the B4-zoned property to the west and Rookwood Cemetery to the east.

There are two heritage items identified by Auburn LEP 2010 in the vicinity of the site: Rookwood Cemetery (A00718 – State significance) and Lidcombe Signal Box (A56 – local significance). The development enabled by this planning proposal will be visible from Rookwood Cemetery but does not have any direct impact such as overshadowing or physical disturbance of heritage fabric.

The visual impact was considered previously in this report and is considered to be acceptable and in some respects positive (by improving casual surveillance and hence safety, and by helping the Cemetery achieve its long term strategy to integrate more actively with the local community).

The proposal would have no appreciable impact on the heritage significance of the Lidcombe Signal Box.

Overall, this planning proposal is considered to have significant positive environmental impacts and no significant adverse impacts have been identified.

**Q9. Has the planning proposal adequately addressed any social and economic effects?**

The positive social and economic impacts of the proposal include:

- The provision of more commercial floorspace will assist in meeting the growing demand predicted by AELS2015.
- Increased commercial floorspace will reduce the need for local residents to commute to distant areas to access employment in growing sectors of the economy.
- The provision of additional housing will assist in meeting the accommodation needs of a growing population. This increased supply will in turn exert downward pressure on housing prices at a time of serious housing unaffordability.
- The provision of additional housing within the town centre and in close proximity to rail and bus transport will assist in promoting the transport mode shift supported by the former Auburn Council's *Residential Development Strategy*.<sup>18</sup> This has positive social and economic impacts by promoting more active, healthier lifestyles through increased walking and cycling, and reduced reliance on private car transport and its associated traffic delays, accidents and vehicle emissions.
- Redevelopment of the site will substantially improve the presentation and image of Lidcombe Town Centre at one of its principal gateways, thereby supporting the broader social and economic objectives of the Marsden Street Precinct initiative.
- Early realisation of the parkland will provide additional open space to help meet the recreational needs of the local community. It will also improve connectivity to Rookwood, thereby supporting Rookwood's planned revitalisation while improving local access to new cultural programs and facilities being established there.

The proposed loss of 2,967m<sup>2</sup> of industrial-zoned land is not considered a significant negative impact, as demand for traditional manufacturing space is forecast to continue declining and the Marsden Street planning proposal has already inhibited investment in modern industrial redevelopment of the site. The existing industrial operations on site will be able to continue under existing use rights.

<sup>18</sup> Auburn City Residential Development Strategy, pg108.

## 5.4 State and Commonwealth interests

### ***Q10. Is there adequate public infrastructure for the planning proposal?***

The site is adjacent to a town centre within a long established urban area of metropolitan Sydney. All utility services are available and connected to the site, including electricity sufficient for industrial operations.

All utility authorities were consulted by the former Auburn Council in its consideration of the Marsden Street Precinct rezoning proposal, as required by the Gateway determination. No infrastructure deficiencies or concerns were raised by the authorities in the submissions received. Further consultation with authorities would be required if this Planning Proposal is supported.

The proposal provides opportunity to better utilise existing transport and utility infrastructure and will expand the provision of public open space.

The traffic assessment previously undertaken for the former Auburn Council by Hyder found that the Marsden Street Planning Proposal would result in some nearby intersections experiencing traffic levels close to the threshold of their design capacity. The APEX traffic report submitted with this planning proposal indicates that the proposal may result in two of these intersections reaching capacity. However it also notes that the traffic levels predicted by Hyder may be overestimated, in which case the proposal may not have this result.

In any event, the proposal makes a relatively modest contribution to the traffic levels that will arise from the Marsden Street Precinct initiative and general background increase. Additional modelling is to be undertaken by Cumberland Council to identify specific traffic management treatments and the traffic resulting from the proposal will be factored into their design to ensure safe and efficient traffic movement through the centre.

### ***Q11. What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?***

This planning proposal is at pre-gateway stage. No consultation has been undertaken other than preliminary discussions with Council's strategic planning team.

Appropriate arrangements for consultation with agencies and public exhibition would be specified in the gateway determination.

## 6. Mapping

Relevant mapping and figures have been provided throughout this report, including:

- Figure 1: Locality Plan pg4
- Figure 2: The site pg4
- Figure 3: Regional Context pg5
- Figure 4: Zoning prior to Marsden Street Precinct Planning Proposal (ALEP2010 Amendment No14); pg9
- Figure 5: AECOM Preferred Zoning Scenario pg10
- Figure 6: Current Zoning Map pg10
- Figure 7: Current Floor Space Ratio Map pg11
- Figure 8: Current Height of Building Map pg11
- Figure 9: Current Minimum Lot Size Map pg11
- Figure 10: DCP building setbacks pg12
- Figure 11: DCP Active street frontages pg13
- Figure 12: DCP Proposed laneways pg14
- Figure 13: Public transport network pg16
- Figure 14: Proposed Zoning Map pg20
- Figure 15: Proposed Height of Building Map pg20
- Figure 16: Proposed Floor Space Ratio Map pg21
- Figure 17: Proposed Minimum Lot Size Map pg21
- Figure 18: Auburn City employment precincts pg23
- Figure 19: Rookwood Necropolis view analysis pg29
- Figure 20: Site from Cemetery view line pg30
- Figure 21: Proposed cycleway in Rookwood Cemetery pg30



## **7. Community consultation**

In accordance with Council policy, it is understood that this Planning Proposal will be informally exhibited by Council for 28 days prior to it being considered for submission to the Department of Planning & Environment for gateway approval.

Requirements for further consultation with the community and relevant agencies will be specified in the gateway determination.

As noted in Council's VPA Policy, Section 93G(1) of the Act requires the draft VPA to be publicly notified for a period of not less than 28 days.

If the planning proposal is supported and is granted gateway approval, a draft VPA will be prepared for exhibition concurrently with the planning proposal in accordance with Clause 25D(1A) of the Regulation.

The applicant welcomes the opportunity to discuss with Council any issues raised during exhibition of the Planning Proposal.

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Marsden Street Precinct, Lidcombe Planning Proposal (PP-3/2014) (cont'd)

## 4.2. Variation comparison

For comparison purposes, the two variations are summarised in Table 2 below, including a brief discussion of the pros and cons of each option. In comparing the variations, it is important to note the following:

- the B4 Mixed Use zone permits the development of retail / commercial floorspace, usually provided on the ground and sometimes first floor;
- the B4 Mixed Use zone also permits the development of residential flat buildings without a mixed use of retail / commercial floorspace component;
- any variation to the Planning Proposal must be forwarded to the DP&E, and may require a new Gateway Determination and consultation process.

**Table 2: Proposal variation comparison**

Variation	Description	Pros	Cons
1	Vary the proposed zoning of 3 and 5-7 East Street and 2 Railway Street (north-east corner of the precinct) <b>from IN2 Light Industrial to B4 Mixed Use.</b> The portion of 5-7 East Street proposed to be rezoned to RE1 Public Recreation would remain unchanged.	<ul style="list-style-type: none"> <li>• Permits the development of additional dwellings within 400m of the Lidcombe Railway Station and adjacent to the Lidcombe Town Centre.</li> <li>• The large single ownership at 3 and 5-7 East Street offers the opportunity to develop a retail tenancy with a large floorplate requirement, such as a supermarket.</li> <li>• Increased opportunity to create additional retail/commercial jobs within a commercial component of mixed use development. (Note: residential flat buildings without a commercial component are permissible in the B4 Mixed Use zone).</li> <li>• Opportunity to create a more active street frontage along East Street.</li> <li>• Opportunity to minimise land use conflict between the proposed B4 Mixed Use zone and existing IN2 Light Industrial zone.</li> </ul>	<ul style="list-style-type: none"> <li>• The IN2 Light Industrial zone will be further reduced, and eventually reduce the industrial jobs in the precinct.</li> <li>• Loss of the opportunity to negotiate a Voluntary Planning Agreement with the owner of 3 and 5-7 East Street for parkland adjacent to the Jewish Reserve, assuming a re-exhibition for this purpose.</li> <li>• May increase the overshadowing impact of future development on the Jewish Reserve and the proposed adjoining park area.</li> <li>• High rise development along East Street will create a visual impact from Rockwood Cemetery.</li> <li>• High density development along East Street may create excessive activity and noise impacts to the cemetery, which many people use as a place of quiet and reflection.</li> <li>• High density development along East Street will create a traffic and car parking impact on Railway, East and</li> </ul>

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## Marsden Street Precinct, Lidcombe Planning Proposal (PP-3/2014) (cont'd)

Vari- ation	Description	Pros	Cons
			<p>Raphael Streets.</p> <ul style="list-style-type: none"> <li>• An additional traffic, transport and accessibility investigation is likely to be required.</li> <li>• An additional contamination investigation is likely to be required.</li> <li>• The variation conflicts with Council's resolution to maintain cemetery-related uses within this Marsden Street precinct.</li> <li>• The DP&amp;E may require re-exhibition of the Planning Proposal, which would delay the process of making the proposal.</li> </ul>
2	Vary the proposed rezoning of 24 Railway Street <b>from RE1 Public Recreation zone to B4 Mixed Use.</b>	<ul style="list-style-type: none"> <li>• Permits the development of a relatively small amount of additional dwellings within 400m of the Lidcombe Railway Station and adjacent to the Lidcombe Town Centre.</li> <li>• Increased opportunity to create a small amount of additional retail/commercial jobs within a commercial component of mixed use development. (Note: residential flat buildings without a commercial component are permissible in the B4 Mixed Use zone).</li> <li>• Enables Council to increase existing Remembrance Park instead of a pocket park.</li> <li>• The additional open space proposed is considered adequate for the needs of the future residents of the Marsden Street precinct.</li> </ul>	<ul style="list-style-type: none"> <li>• Loss of the opportunity to create a small pocket park to act as a meeting place / rest area / lunch area near Lidcombe Station within the Lidcombe Town Centre.</li> <li>• The cost of purchase of the site and the likely requirement of decontamination to make it suitable as a park is likely to be extremely high.</li> </ul>

## State Environmental Planning Policies (SEPPs)

No.	Title	Summary	Consistency with the SEPP
1	<b>Development Standards</b>	Aims to provide flexibility in the application of planning controls where strict compliance of development standards would be unreasonable, unnecessary or hinder the attainment of specified objectives of the Act.	<b>Does not apply to former Auburn LGA.</b> SEPP repealed by <i>Auburn LEP 2010</i> (clause 1.9)
4	<b>Development without Consent and Miscellaneous Exempt and Complying Development</b>	Aims to permit development for a purpose which is of minor environmental significance, development for certain purposes by public utility undertakings and development on certain land reserved or dedicated under the <i>National Parks and Wildlife Act 1974</i> without the necessity for development consent. Also regulates complying development for conversion of fire alarms.	<b>Applies to State</b> <i>Except Clause 6 and Parts 3 and 4 do not apply to Auburn LGA - repealed by Auburn LEP 2010 (clause 1.9)</i>  <b>Consistent</b>
6	<b>Number of Storeys in a Building</b>	Aims to remove confusion arising from the interpretation of provisions in EPIs controlling the height of buildings	<b>Applies to State</b>  <b>Consistent</b>
14	<b>Coastal Wetlands</b>	Aims wetlands are preserved and protected.	<b>Does not apply to former Auburn LGA.</b> Applies to specified land under the National Parks & Wildlife Act, the Tomago Aluminium Smelter (Newcastle) and land to which SEPP 26 applies.
15	<b>Rural Landsharing Communities</b>	Aims to facilitate the development of rural landsharing communities committed to environmentally sensitive and sustainable land use practices.	<b>Does not apply to former Auburn LGA.</b>



No.	Title	Summary	Consistency with the SEPP
19	<b>Bushland in Urban Areas</b>	Aims to protect bushland within urban areas. Specific attention to bushland, remnant and endangered vegetation and bushland zoned or reserved for public open space.	<p><b>Applies to State</b></p> <p>The site does not contain any bushland.</p> <p><b>Consistent</b></p>
21	<b>Caravan Parks</b>	Aims to facilitate the proper management and development of land used for caravan parks catering to the provision of accommodation to short and long term residents.	<p><b>Applies to State</b> except land to which SEPP (Western Sydney Parklands) applies.</p> <p><b>Consistent</b></p>
22	<b>Shops and Commercial Premises</b>	Aims to permit change of use from commercial premises to commercial premises, and shop to shop even if the change is prohibited by another EPI, provided only minor effect and consent is obtained from relevant authorities.	<p><b>Applies to State</b> (excluding specified land under Parramatta LEP and Penrith LEP)</p> <p><b>Consistent</b></p>
26	<b>Littoral Rainforests</b>	Aims to protect littoral rainforests from development.	<b>Does not apply to former Auburn LGA</b>
29	<b>Western Sydney Recreation Area</b>	Aims to enable the carrying out of development for recreational, sporting and cultural purposes within the Western Sydney Recreation Area	<p><b>Does not apply to former Auburn LGA</b> (Applies to land within Western Sydney Parklands - Eastern Creek, Prospect, Horsley Park and Hoxton Park)</p>
30	<b>Intensive Agriculture</b>	Establishes the requirement for development consent and additional requirements for cattle feedlots and piggeries.	<p><b>Applies to State</b></p> <p><b>Consistent</b></p>
32	<b>Urban Consolidation</b>	Aims to facilitate surplus urban land redevelopment for multi-unit housing and related development in a timely manner.	<p><b>Applies to State</b> Applies to all urban land, except Western Sydney Parklands under that SEPP</p> <p><b>Consistent</b></p>
33	<b>Hazardous and Offensive Development</b>	Aims to provide additional support and requirements for hazardous and offensive development	<p><b>Applies to State</b></p> <p><b>Consistent</b></p>

No.	Title	Summary	Consistency with the SEPP
36	<b>Manufactured Home Estates</b>	Aims to facilitate the establishment of manufactured home estates as a contemporary form of residential housing.	<b>Does not apply to former Auburn LGA</b> Applies to land outside the Sydney Region.
39	<b>Spit Island Bird Habitat</b>	Aims to enable development for the purposes of creating and protecting bird habitat.	<b>Does not apply to former Auburn LGA</b> Applies to land comprising Spit Island, Towra Point and Kurnell
44	<b>Koala Habitat Protection</b>	Aims to encourage proper conservation and management of areas of natural vegetation that provide habitat for koalas	<b>Does not apply to former Auburn LGA</b>
47	<b>Moore Park Showground</b>	Aims to enable redevelopment of Moore Park Showground consistent with its status as being of State and regional planning importance.	<b>Does not apply to former Auburn LGA</b>
50	<b>Canal Estate Development</b>	Prohibits canal estate development	<b>Applies to State</b> , except Penrith Lakes  <b>Consistent</b>
52	<b>Farm Dams and other works in land management areas</b>	Requires environmental assessment under Part 4 of the EPA for artificial water bodies carried out under farm plans that implement land and water management plans.	<b>Does not apply to former Auburn LGA</b>
55	<b>Remediation of Land</b>	Provides a State wide planning approach for the remediation of contaminated land.	<b>Applies to State</b>  Consistent – a Stage 1 preliminary assessment has been undertaken

No.	Title	Summary	Consistency with the SEPP
59	<b>Central Western Sydney Regional Open Space and Residential</b>	Aims to provide for residential development on suitable land as identified in the Policy to assist in accommodating the projected population growth of Western Sydney	<b>Does not apply to former Auburn LGA</b>  Applies to land identified as Regional Open Space Zone and Residential Zone within the Western Sydney Parklands
60	<b>Exempt and Complying Development</b>	Aims to provide for exempt development and complying development in certain local government areas that have not provided for those types of development through a local environmental plan	<b>Does not apply to former Auburn LGA (clause 1.9)</b> Applies to the state, except as provided by the policy and excludes Mt Kosciusko.  Applies to land to which SREP 24 applies refer to <i>State Environmental Planning Policy (Major Development) Amendment (Sydney Olympic Park) 2009 Land Application Map</i> . Affected land within former Auburn LGA includes SOPA and certain land within Wentworth Point, Newington, Silverwater and Homebush Bay.
62	<b>Sustainable Aquaculture</b>	Aims to encourage and regulate sustainable aquaculture development	<b>Applies to State</b>  <b>Consistent</b>
64	<b>Advertising and Signage</b>	Aims to regulate signage (but not content) and ensure signage is compatible with desired amenity and visual character of the area.	<b>Applies to State</b>  <b>Consistent</b>
65	<b>Design Quality of Residential Apartment Development</b>	Aims to improve the design quality of residential apartments	<b>Applies to State</b> The concept scheme has been designed to comply. Compliance would be assessed at DA stage.  <b>Consistent</b>

No.	Title	Summary	Consistency with the SEPP
70	<b>Affordable Housing (Revised Schemes)</b>	Aims to insert affordable housing provisions into EPIs and to address expiry of savings made by EP&A Amendment (Affordable Housing) Act 2000.	<b>Does not apply to former Auburn LGA.</b> Applies to land within the Greater Metropolitan Region. Specifically mentions Ultimo/Pymont precinct, City of Willoughby and Green Square.
71	<b>Coastal Protection</b>	Aims to protect and manage the natural, cultural, recreational and economic attributes of the New South Wales coast.	<b>Does not apply to former Auburn LGA</b> Applies to land within the coastal zone, as per maps of SEPP.
	<b>Penrith Lakes Scheme 1989</b>	Aims to provide a development control process establishing environmental and technical matters which must be taken into account in implementing the Penrith Lakes Scheme in order to protect the environment.	<b>Does not apply to former Auburn LGA</b>
	<b>Housing for Seniors or People with a Disability 2004</b>	Aims to encourage the provision of housing to meet the needs of seniors or people with a disability.	<b>Applies to State</b>  To be considered at DA stage if required.  Consistent
	<b>Building Sustainability Index: BASIX 2004</b>	Aims to ensure consistency in the implementation of the BASIX scheme throughout the State	<b>Applies to State</b> To be considered at DA stage if required.  <b>Consistent</b>
	<b>Kurnell Peninsula 1989</b>		<b>Does not apply to former Auburn LGA</b> Applies to the land within Sutherland Shire known as Kurnell Peninsula. Excludes some land under SSLEP 2006.
	<b>Major Development 2005</b>	Aims to facilitate the development or protection of important urban, coastal and regional sites of economic, environmental or social significance to the State. Also to facilitate service delivery outcomes for a range of public services.	<b>Applies to State</b>  <b>Consistent</b>

No.	Title	Summary	PP application with the SEPP
	<b>Sydney Region Growth Centres 2006</b>	Aims to co-ordinate the release of land for development in the North West and South West Growth Centres.	Not relevant
	<b>Mining, Petroleum and Extractive Industries 2007</b>	Aims to provide for the proper management and development of mineral, petroleum and extractive material resources	<b>Applies to State</b>  <b>Consistent</b>
	<b>Temporary Structures 2007</b>	Aims to encourage protection of the environment at the location/vicinity of temporary structures by managing noise, parking and traffic impacts and ensuring heritage protection	<b>Applies to State</b>  <b>Consistent</b>
	<b>Infrastructure 2007</b>	Aims to facilitate the effective delivery of infrastructure across the State. Specifies exempt and complying development controls to apply to the range of development types listed in the SEPP.	<b>Applies to State</b> Not applicable to this planning Proposal. Clause 87 – Impact of noise and vibration on non-rail development is considered at DA stage.  <b>Consistent</b>
	<b>Kosciuszko National Park Alpine Resorts 2007</b>	Aims to protect and enhance the natural environment of the alpine resorts area.	<b>Does not apply to former Auburn LGA</b> Applies only to specified land within Kosciuszko National Park, Kosciuszko Road and Alpine Way.
	<b>Rural Lands 2008</b>	Aims to facilitate the orderly and economic use and development of rural lands for rural and related purposes	<b>Does not apply to former Auburn LGA</b>
	<b>Western Sydney Employment Area 2009</b>	Aims to promote economic development and the creation of employment in the Western Sydney Employment Area by providing for development	<b>Does not apply to former Auburn LGA</b>
	<b>Exempt and Complying Development Codes 2008</b>	Aims to provide streamlined assessment process for development that complies with specified development standards.	<b>Applies to State</b> To be considered at DA stage if required.  <b>Consistent</b>
	<b>Western Sydney Parklands</b>	Aims to ensure the Western Sydney Parkland can be developed as urban parkland to serve the Western	<b>Does not apply to former Auburn LGA</b>



No.	Title	Summary	PP application with the SEPP
	<b>Affordable Rental Housing 2009</b>	Aims to provide a consistent planning regime for the provision of affordable rental housing and facilitate the effective delivery of affordable housing	<b>Applies to State</b> To be considered at DA stage if required.  <b>Consistent</b>
	<b>Urban Renewal 2010</b>	Aims to facilitate the orderly and economic development and redevelopment of sites in and around urban renewal precincts	<b>Does not apply to former Auburn LGA</b> Applies to land within a potential precinct land identified as a potential urban renewal precinct. This includes Redfern-Waterloo, Granville and Newcastle.
	<b>Sydney Drinking Water Catchment 2011</b>	Aims to provide for healthy water catchments that will deliver high quality water while permitting development that is compatible with that goal.	<b>Does not apply to former Auburn LGA</b> Applies to land within the Sydney drinking water catchment.
	<b>SEPP 53 Transitional Provisions 2011</b>	Aims to enact transitional provisions consequent on the repeal of SEPP 53 - Metropolitan Residential Development.	<b>Does not apply to former Auburn LGA</b> Applies only to specified land in Ku-ring-gai LGA.
	<b>State and Regional Development 2011</b>	Aims to identify State significant development and State significant infrastructure. Also to confer functions on joint regional planning panels to determine development applications.	<b>Applies to State</b>  <b>Consistent</b>
	<b>Port Botany and Port Kembla 2013</b>	Aims to provide consistent planning regime for the development and delivery of infrastructure on land in Port Botany and Port Kembla,	<b>Does not apply to former Auburn LGA</b> Applies to the land within Botany City Council in the area known as Port Botany. It also applies to land within Wollongong City Council in an area known as Port Kembla

## State Regional Environmental Plans (Deemed SEPPs)

No	Title	Summary	Application
5	<b>Chatswood Town Centre</b>	Aims to facilitate development of land within the Chatswood Town Centre.	<b>Does not apply to former Auburn LGA.</b> Applies to Chatswood Town Centre.
8	<b>Central Coast Plateau</b>	Applies to Central Coast	<b>Does not apply to former Auburn LGA.</b> Applies to nominated land in the NSW Central Coast.
9	<b>Extractive Industry No. 2 1995</b>	Aims to facilitate development of extractive industries in proximity to the population of the Sydney Metropolitan Area.	<b>Does not apply to former Auburn LGA.</b> Applies to LGAs listed in Schedule 4 of the SREP.
11	<b>Penrith Lakes</b>	Aims to permit implementation of the Penrith Lakes Scheme	<b>Does not apply to former Auburn LGA.</b> Applies to the Penrith Lakes area
16	<b>Walsh Bay</b>	Aims to regulate the use and development of the Walsh Bay area.	<b>Does not apply to former Auburn LGA.</b> Applies to land within the City of Sydney and within Sydney Harbour.
18	<b>Public transport corridors</b>	Aims to protect provision for future public transport facilities.	<b>Does not apply to former Auburn LGA.</b> Applies to the Fairfield, Parramatta, Holroyd and Baulkham Hills LGAs.
19	<b>Rouse Hill Development Area</b>	Aims to provide for the orderly and economic development of the RHDA.	<b>Does not apply to former Auburn LGA.</b> Applies to area defined by policy. Note: Rouse Hill is in The Hills and Blacktown LGAs.
20	<b>Hawkesbury Nepean</b>	Aims to protect the Hawkesbury-Nepean River System.	<b>Does not apply to former Auburn LGA.</b> Applies to certain LGAs within Greater Metropolitan Region.

No	Title	Summary	Application
24	Homebush Bay Area	Aims to encourage the co-ordinated and environmentally sensitive development of the Homebush Bay area	<b>Does not apply to land to which ALEP 2010 applies (clause 1.9).</b> Applies to rest of Auburn LGA refer to <i>State Environmental Planning Policy (Major Development) Amendment (Sydney Olympic Park) 2009 Land Application Map</i> .  Consistent
25	Orchard Hills	Aims to protect the prime agricultural land of Orchard Hills.	<b>Does not apply to former Auburn LGA.</b> Applies to land within the City of Penrith
26	City West	Aims to promote the orderly and economic use and development of land within City West.	<b>Does not apply to former Auburn LGA.</b> Applies to land shown as City West area (Pymont and Ultimo)
28	Parramatta	Aims to establish regional planning aims for the Parramatta Primary Centre.	<b>Does not apply to former Auburn LGA.</b> Applies to land known as Parramatta Primary Centre (within Parramatta City Council and City of Holroyd).
30	St Marys	Aims to support the redevelopment of St Marys by providing a framework for sustainable development.	<b>Does not apply to former Auburn LGA.</b> Applies to specified land within the Blacktown and Penrith LGAs
33	Cooks Cove	Establishes the zoning and development controls for the Cooks Cove site.	<b>Does not apply to former Auburn LGA.</b> Applies to specified land at Cooks Cove within the suburb of Arncliffe.
	Sydney Harbour Catchment 2005	Aims to establish a balance between promoting a prosperous working harbour, maintaining a healthy and sustainable waterway environment and promoting recreational access to the foreshore and waterways. It establishes planning principles and controls for the catchment as a whole.	<b>Applies to the area of Sydney Harbour, including Parramatta River and its tributaries and the Lane Cove River.</b>  Applies to land within the former Auburn LGA.  Consistent

## Section 117 Directions

Direction	Consistency of Planning Proposal
<b>1. Employment and resources</b>	
1.1 Business and Industrial Zones	<b>Consistent</b> - Refer to discussion in Section 5.1 of this report.
1.2 Rural Zones	Not applicable
1.3 Mining, Petroleum Production and Extractive Industries	Not applicable
1.4 Oyster Aquaculture	Not applicable
1.5 Rural Lands	Not applicable
<b>2. Environment and Heritage</b>	
2.1 Environment Protection Zones	Not applicable
2.2 Coastal Protection	Not applicable
2.3 Heritage Conservation	Not applicable
2.4 Recreation Vehicle Areas	Not applicable
<b>3. Housing, Infrastructure and Urban Development</b>	
3.1 Residential Zones	<b>Consistent</b> - The proposal introduces the B4 Mixed Use zone providing opportunity to increase the provision of housing in addition to commercial uses within the Lidcombe Town Centre. Refer to discussion in Section 5.1 of this report.
3.2 Caravan Parks and Manufactured Home Estates	Not applicable
3.3 Home Occupations	<b>Consistent</b> - Does not change the permissibility of home occupations.
3.4 Integrating Land Use and Transport	<b>Consistent</b> – The proposal will increase housing and employment within 400m walking distance of Lidcombe Railway Station and adjacent to Lidcombe town centre. Refer to discussion in Section 5.1 of this report.
3.5 Development Near Licensed Aerodromes	Not applicable
3.6 Shooting Ranges	Not applicable
<b>4. Hazard and Risk</b>	
4.1 Acid Sulphate Soils	<b>Consistent</b> The site is affected by Class 5 Acid Sulfate Soils (the least affected category). Any future DAs on the land will be required to consider the need for an Acid Sulphate Soils Management Plan in accordance with clause 6.1(3) of the <i>Auburn LEP 2010</i> .
4.2 Mine Subsidence and Unstable Land	Not applicable
4.3 Flood Prone Land	<b>Consistent</b> The site is not affected by flooding.
4.4 Planning for Bushfire Protection	Not applicable
<b>5. Regional Planning</b>	
5.1 Implementation of Regional Strategies	Not applicable
5.2 Sydney Drinking Water Catchments	Not applicable
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	Not applicable
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable
5.8 Second Sydney Airport: Badgerys Creek	Not applicable

Direction	Consistency of Planning Proposal
<b>6. Local Plan Making</b>	
6.1 Approval and Referral Requirements	Not applicable
6.2 Reserving Land for Public Purposes	Not applicable
6.3 Site Specific Provisions	<b>Consistent</b> The proposal does not allow a particular development proposal to be carried out.
<b>7. Metropolitan Planning</b>	
7.1 Implementation of <i>A Plan for Growing Sydney</i>	<p>The proposal is consistent with the following elements of <i>A Plan for Growing Sydney</i>:</p> <p>Action 2.1.1: Accelerate housing supply and local housing choices includes:</p> <ul style="list-style-type: none"> <li>target locations which deliver homes closer to jobs  <i>The most suitable areas for significant urban renewal are those areas best connected to employment and include:</i></li> <li>in and around centres that are close to jobs and are serviced by public transport services that are frequent and capable of moving large numbers of people</li> </ul> <p>Direction 2.2: Accelerate urban renewal across Sydney – providing homes closer to jobs                      The Government will:</p> <ul style="list-style-type: none"> <li>support council-led urban infill and to support local efforts to lift housing production around local centres, transport corridors and public transport access points  <i>Well-planned and well-designed infill development can improve the feel of a place, its vitality and sense of community. It can make the local environment more attractive and improve services.</i></li> </ul> <p>Direction 3.1: Revitalise existing suburbs  <i>By putting more housing in or near centres on the public transport network, residents can take advantage of the shops, cinemas, cafes, restaurants, and health and education services that are already available.</i></p> <p>Action 3.1.1: Support urban renewal by directing local infrastructure to centres where there is growth  <i>Delivering the infrastructure that is needed means responding to growth. In areas that are growing, it will be most efficient to focus investment in local infrastructure in centres – the most accessible place for the local community.</i></p> <p>Direction 3.3: Create healthy built environments                      The built environment can encourage healthy communities by:</p> <ul style="list-style-type: none"> <li>creating mixed-use centres that provide a convenient focus for daily activities...</li> <li>linking open spaces to encourage recreational walking and cycling, and support cross-regional trips to centres and other destinations</li> </ul> <p>Refer to discussion in Section 5.1 of this report.</p>