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PLANNING PROPOSAL

2 Bachell Avenue, Lidcombe



Submitted to Cumberland Council

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APPENDICES

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| Appendix B | Traffic and Parking Impact Assessment prepared by Lyle Marshall & Partners Pty Ltd |
| Appendix C | Phase 2 Contamination Assessment prepared by Sullivan Environmental Science |
| Appendix D | Flood Impact Assessment prepared by Royal Haskoning DHV |
| Appendix E | Economic Impact Analysis prepared by PPM Consulting |
| Appendix F | Social Impact Analysis prepared by PPM Consulting |
| Appendix G | Council submission and response |

Introduction

This planning proposal is submitted in accordance with Section 3.33 of the *Environmental Planning and Assessment (EP&A) Act 1979* and provides an outline and justification for the proposed rezoning and amendments to the principal development controls of industrial land at 2 Bachell Avenue, Lidcombe, known legally as Lot 2 DP 219413 (“the subject site”). The proposal will amend the *Auburn Local Environmental Plan (LEP) 2010*.



Figure 1: Aerial view of the subject site (source: nearmap)

The planning proposal has been prepared in support of an application to rezone the subject site from IN1 General Industrial to B5 Business Development; and to increase the maximum floor space ratio control from 1:1 to 3:1, to facilitate a future mixed employment use development on the site. In doing so, the B5 Business Development zone will need to be inserted in to the Auburn LEP 2010. It is proposed that the B5 Business Development zone from the Holroyd LEP 2013 (now part of Cumberland Council) be adopted as part of this Planning Proposal.

In accordance with relevant NSW Department of Planning and Environment guidelines, including ‘*A Guide to Preparing Local Environmental Plans*’ (2016) and ‘*A Guide to Preparing Planning Proposals*’ (2016), this planning proposal comprises the following parts:

- | | |
|--------|--|
| Part 1 | A statement of the objectives or intended outcomes of the proposed instrument |
| Part 2 | An explanation of the provisions that are to be included in the proposed instrument |
| Part 3 | The justification for those objectives, outcomes and the process for their implementation based on technical studies |
| Part 4 | The existing controls that apply to the site based on the Councils LEP Maps |
| Part 5 | Details of the community consultation to be undertaken on the planning proposal |
| Part 6 | The timeframe to complete the amendment |

This planning proposal forms part of a package of supporting documents for consideration by the Gateway under Section 3.34 of the EP&A Act 1979. The Planning Proposal application is supported by the following studies:

- Urban Design Report (October 2018) prepared by Michael Raad Architects Pty Ltd
- Traffic and Parking Impact Assessment prepared by Lyle Marshall & Partners Pty Ltd
- Phase 2 Contamination Assessment prepared by Sullivan Environmental Science
- Flood Impact Assessment prepared by Royal Haskoning DHV
- Economic Impact Analysis prepared by PPM Consulting
- Social Impact Analysis prepared by PPM Consulting

Site Identification

The land to which this Planning Proposal applies is situated at the southern end of Bachell Avenue, approximately 900 metres from the Lidcombe Railway Station and approximately 2km from the M4 Motorway interchange at Homebush Bay Drive. The land the subject of this planning proposal is identified in **Figure 2**.

The site fronts Bachell Avenue and is directly opposite two and three storey residential development on R2 Low Density Residential and R3 Medium Density Residential zoned land. The length of Bachell Avenue is generally divided by Industrial development on the east side and residential development on the west side.



Figure 2: Site context

The subject site currently contains a freestanding warehouse with a footprint of approximately 2,500m². The warehouse is located in the middle of the site with land on either side vacant. The site is an irregular triangular shape measuring approximately 8,738m² in area. The site's eastern boundary is 124 metres in length and adjoins the established industrial precinct which is fully developed towards Parramatta Road. The southern boundary is 147 metres in length and borders railway land which adjoins the western railway line. The interface frontage of the site to Bachell Avenue is 204 metres in length.

The site is currently zoned IN1 General Industrial and forms the most southerly portion of the Lidcombe East Industrial Precinct. The Auburn Employment Land Strategy identifies Lidcombe East as Precinct 10, which is generally well occupied with direct access off Parramatta Road without having to traverse residential land. The Precinct incorporates the Lidcombe Business Park which is a modern estate incorporating a mix of commercial office space and warehousing, which is owned and managed by Goodman.

Other occupiers of Precinct 10 include Fujitsu Australia, Booktopia, Holcim, AUSREO, Parmalat, Rentokil Initial, De Costi Seafoods, Synnex, Mwave.com.au, Brand Exclusive Vantage Automotive, Andrews Meat Industries, Admiral International, Neptune Bio-Innovations, James Glen, Thomas & Betts, Jonsa, Australia, Fresh Venture Group, Amgrow, Tente, Master Catering Services and Nottage International.

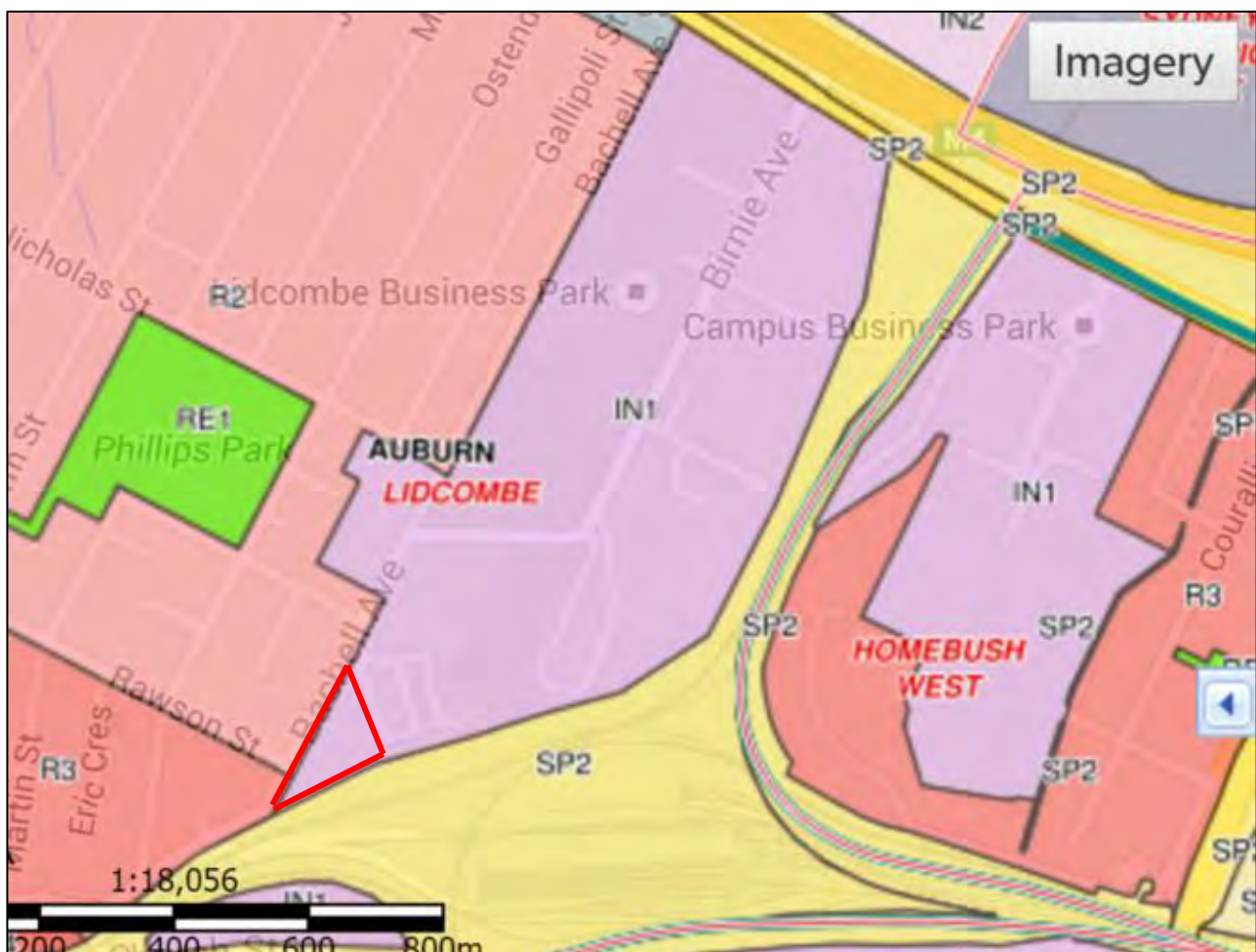


Figure 3: Auburn LEP 2010 surrounding zoning

Principal Development Standards

Table 1 below summarises the Auburn LEP 2010 principal development standards that currently apply to the subject site:

| Land Zoning | Maximum Building Height | Maximum Floor Space Ratio (FSR) | Minimum Lot Size |
|------------------------|-------------------------|---------------------------------|------------------|
| IN1 General Industrial | N/A | 1:1 | 1,500sq.m |

Table 1: Site Development Standards

The site is currently zoned IN1 General Industrial under the Auburn Local Environmental Plan 2010. It forms part of the Lidcombe East Industrial Precinct (Precinct 10).

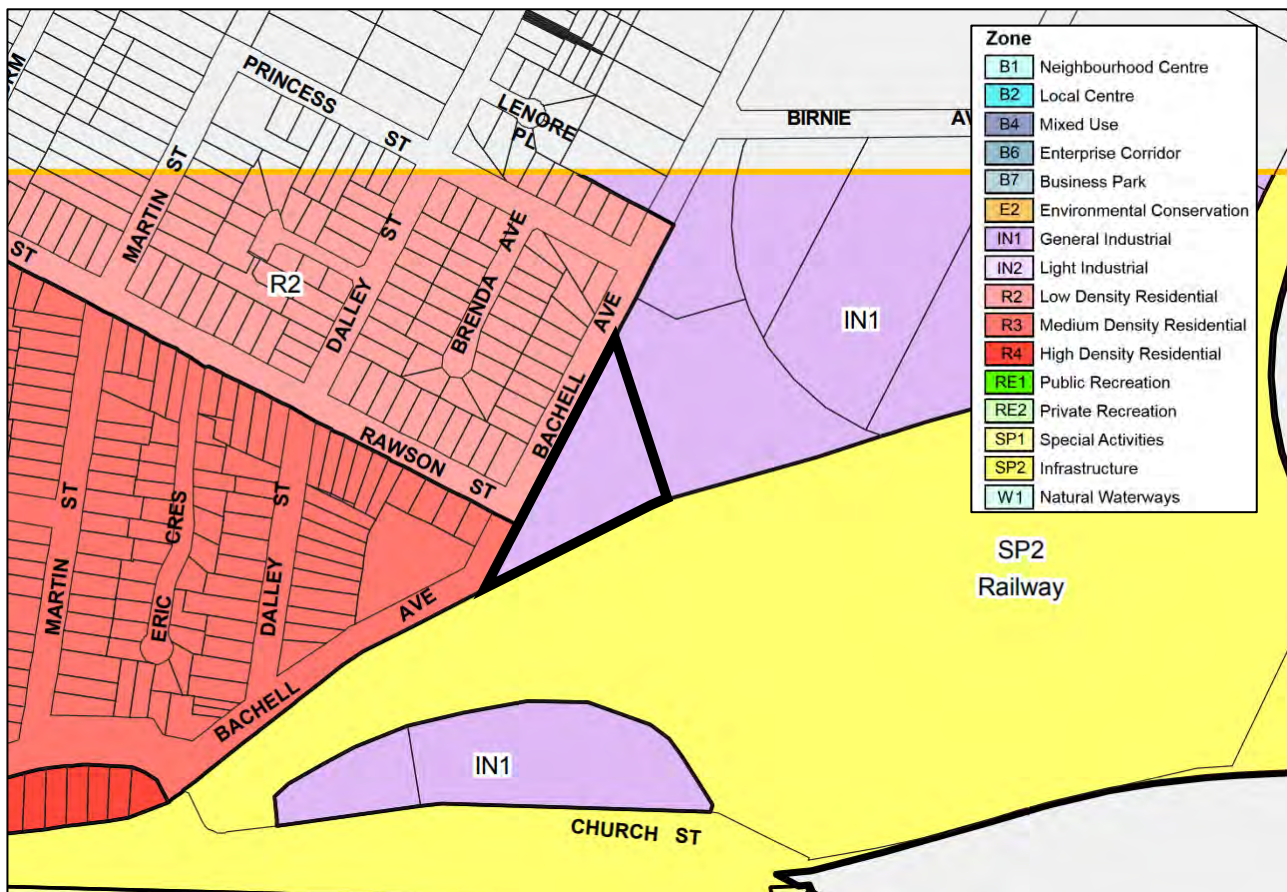


Figure 4: Auburn LEP 2010 Zoning Map

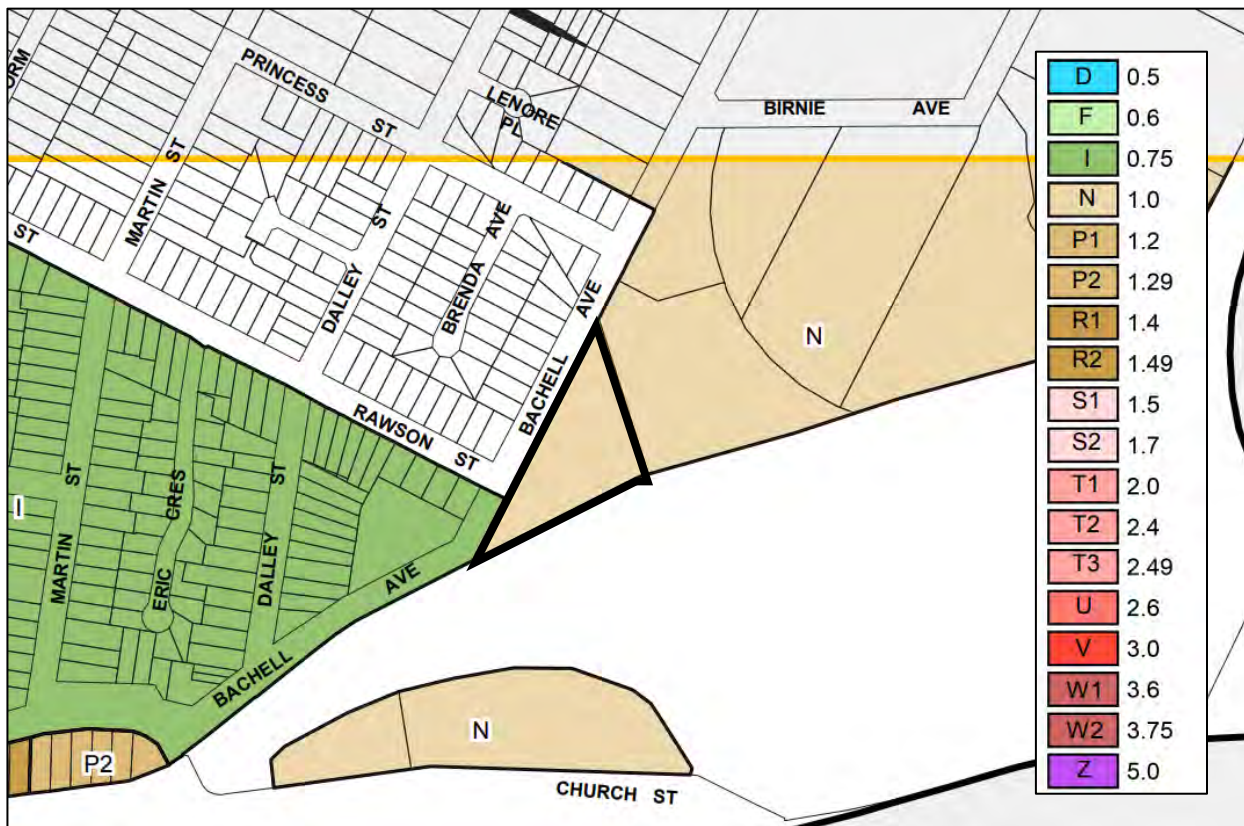


Figure 5: Auburn LEP 2010 FSR Map



Figure 6: Auburn LEP 2010 Height Map

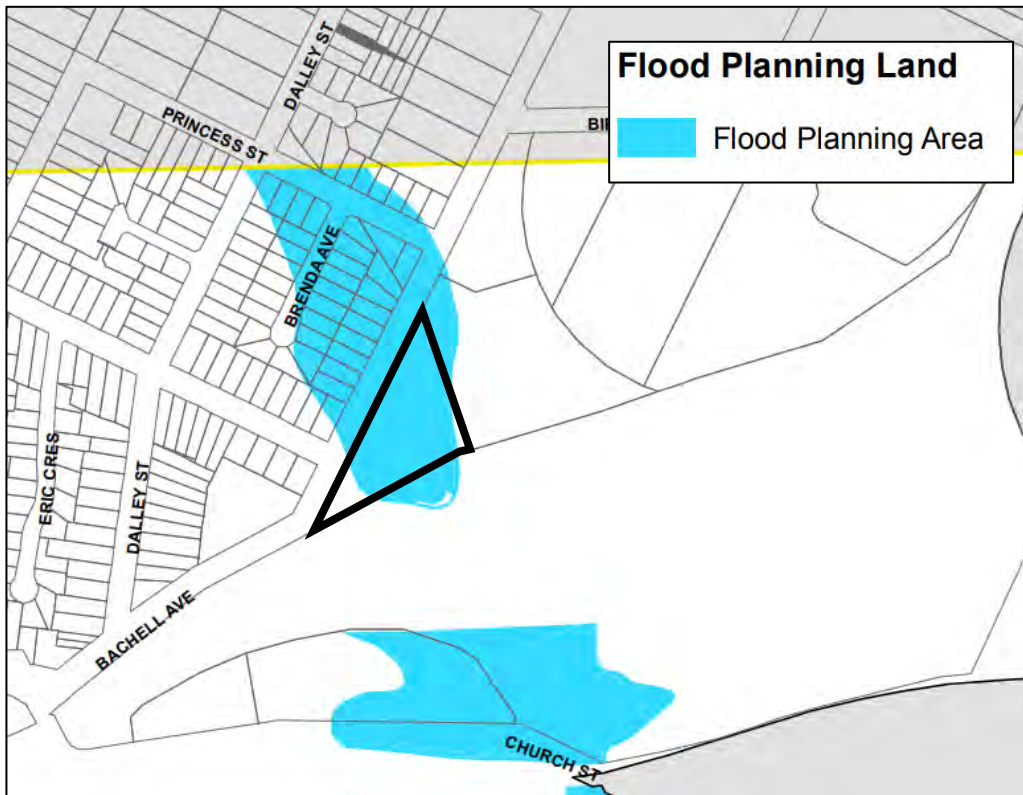


Figure 7: Auburn LEP 2010 Flood Planning Map

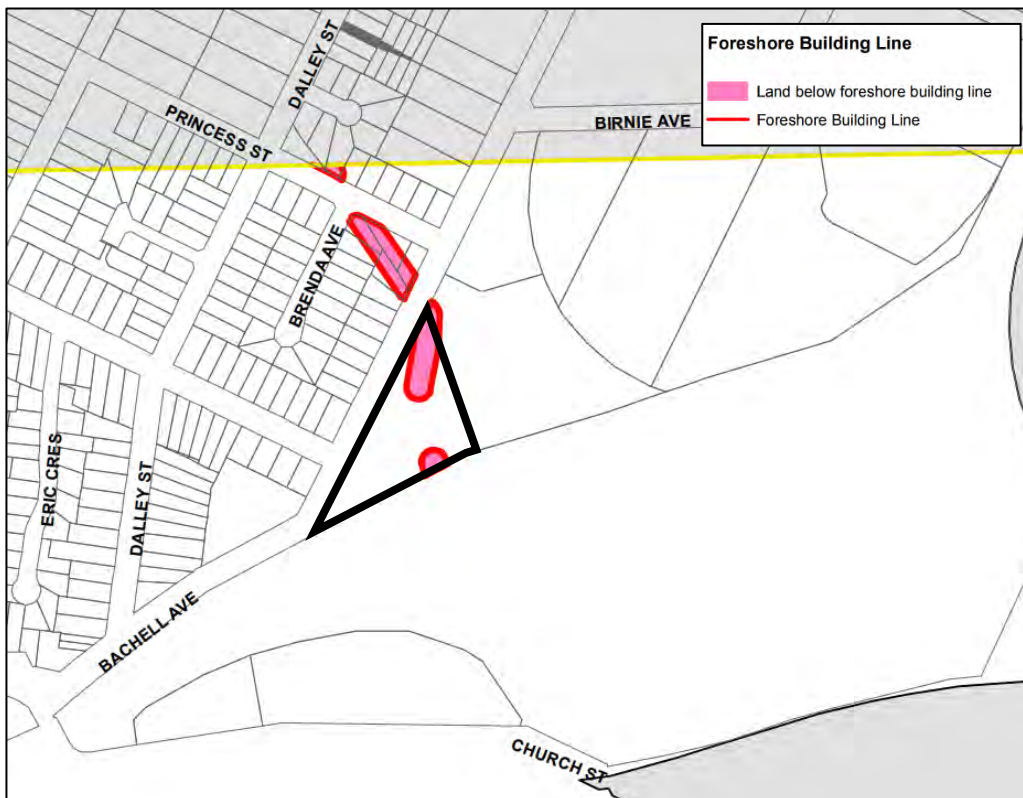


Figure 8: Auburn LEP 2010 Foreshore Building Line Map

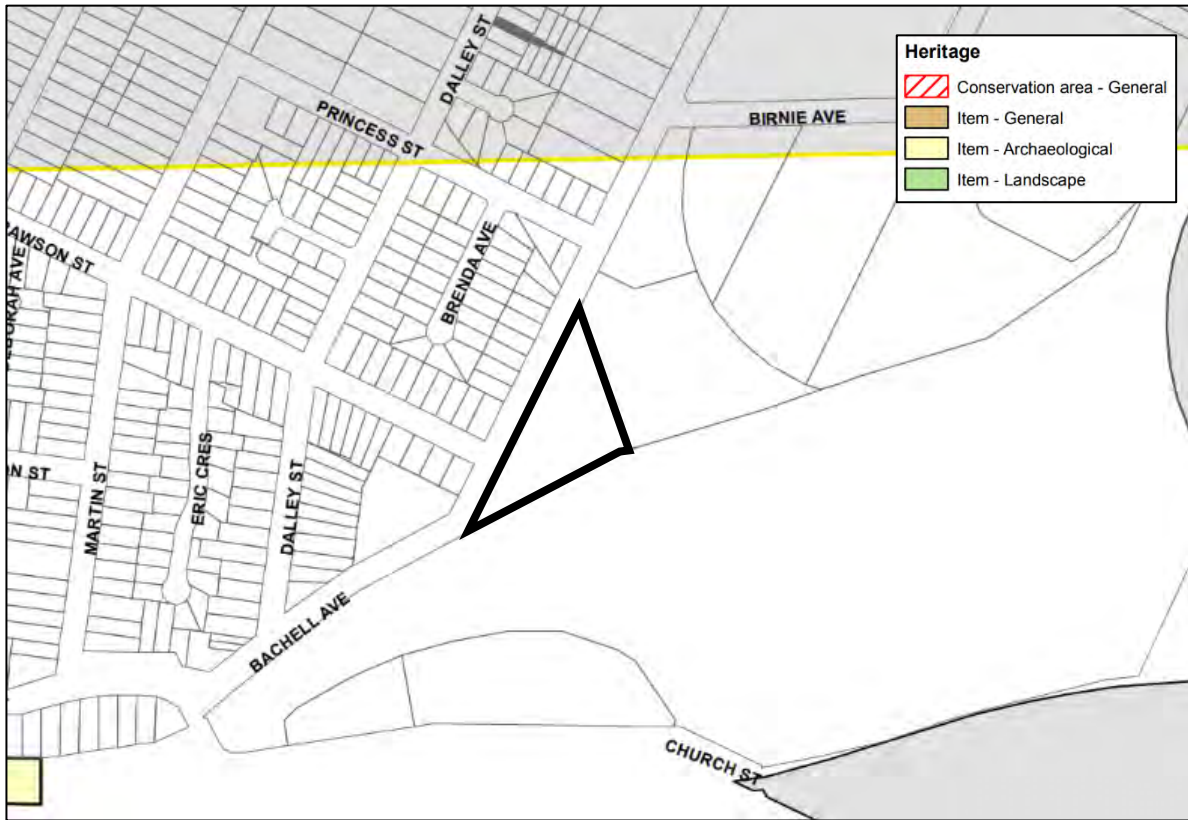


Figure 9: Auburn LEP 2010 Heritage Map

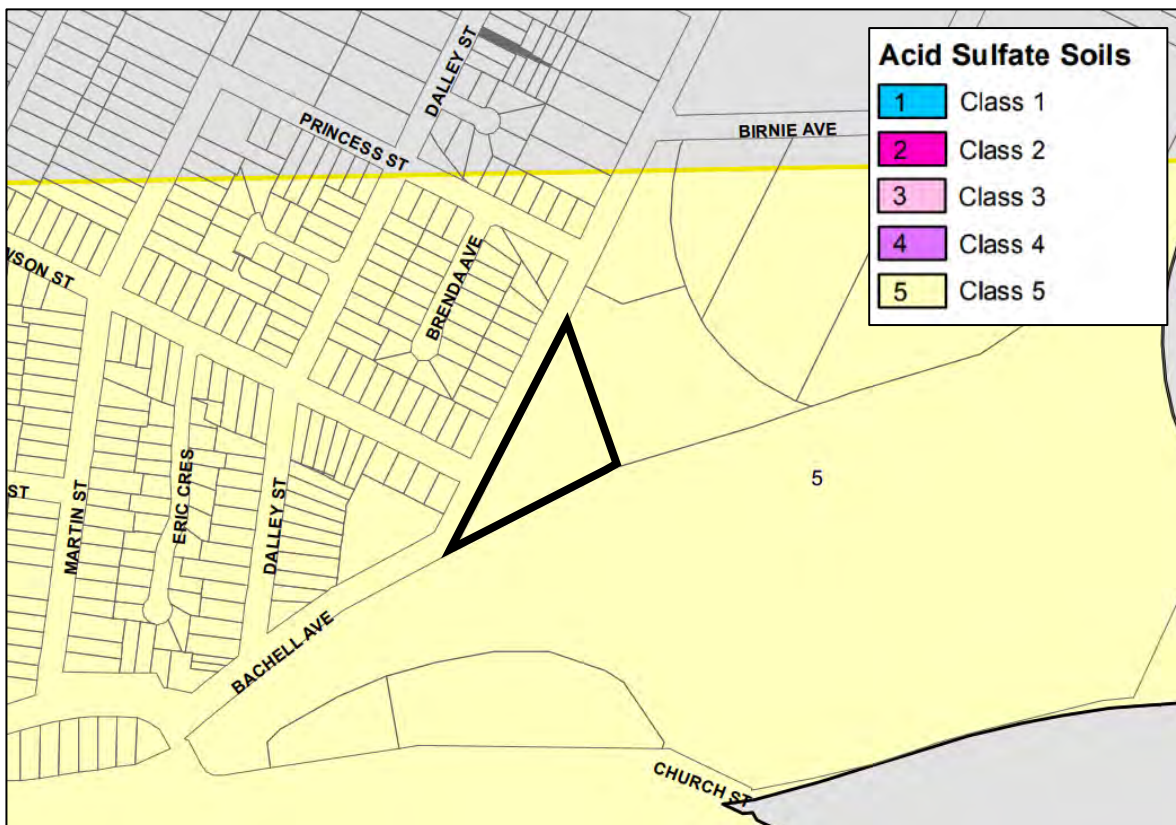


Figure 10: Auburn LEP 2010 Acid Sulfate Soils Map

Background

The freestanding warehouse currently located on the site was constructed in 1972 and has been home to an industrial printing company until recently. The warehouse was constructed over a stormwater drainage channel that runs in a south to north-west direction through the site. The remaining part of the drainage channel is exposed. The warehouse is now utilised by a laundrette.

Given the age of the warehouse and the limited capability for adaptive reuse for modern industrial businesses, any future industrial development on the site would likely result in the demolition of the existing vacant warehouse. The site is mapped as being within the flood planning area and also contains land mapped as being below the foreshore building line.

Given the constraints associated with the site, the proximity to existing residential and employment generating uses and the access to major infrastructure connections including Lidcombe Railway Station and the M4 Motorway, a mixed use neighbourhood centre proposal was advanced (2016). Following consideration by the Cumberland Independent Hearing and Assessment Panel, it was clear that the preference for any change to the LEP related to the site needed to be for employment generating uses.

Subsequently, a meeting was held with Cumberland Council staff on 25 May 2018 where indicative plans and ideas for the future of the site at 2 Bachell Avenue were presented. Since the previous Planning Proposal process, where residential uses were sought as part of a mixed use development, the strategic planning framework and the constraints associated with the site have been re-considered to ascertain a viable and desirable development outcome.

A development concept, Economic Analysis and suggested options to facilitate an intensification of employment generating uses were submitted to Council on 27 June 2018. On 2 August 2018, advice was received from Cumberland Council that noted *“the proposed redevelopment of the site seeking to enable ‘office premises’ and other business and commercial uses is broadly consistent with the Central City District Plan (the District Plan) and Council’s draft Employment and Innovation Lands Strategy (the draft EILS)”*.

Further, Council also acknowledged *“that industrial land in some areas, is evolving from traditional industrial and manufacturing lands into complex and a higher order mix of employment uses, as recognised in the District Plan as well as Council’s draft EILS. The GPOP Economic Corridor also recognises this Precinct as Quarter 3: Essential Urban Services, Advanced Technology and Knowledge Centres. The draft proposal as discussed is considered to be broadly consistent with these plans and strategies.”*

A number of options were suggested for further consideration should an amendment to the planning controls for the site be pursued. Therefore, this Planning Proposal seeks to amend the Auburn LEP 2010 in accordance with Option 1: Rezone to B5 Business Development. In support of the objectives of the B5 zone, it is also noted that Council may look to limit ‘retail uses’ to ensure no adverse impact on the Lidcombe Town Centre.

This Planning Proposal has therefore been prepared in accordance with the advice on Page 3 of its correspondence, including the components to be included in the Planning Proposal, the proposed amendments, justification, and supporting technical studies. The submission of the 27 June 2018 and Council’s advice of 2 August 2018 is included at Appendix G.

Proposed Development Scenario

While this planning proposal seeks to amend the Auburn LEP 2010 by way of a rezoning and an amendment to the floor space ratio control, an Urban Design Report that includes indicative massing and building locations has been prepared by Michael Raad Architects to inform the employment floorspace across the site and subsequently the changes sought to the maximum FSR control. A copy of the Report is included at Appendix A and the indicative development concept is provided in figures 11 and 12 below.



Figure 11: Indicative development concept

The urban design analysis informed the proposed concept that includes the following mixture of land uses across 24,890sq.m of floorspace:

- Light Industries
- Industrial retail outlets
- Hardware building supplies
- Office premises and business premises (which could accommodate High digital Technology industries and creative industries)
- Storage facilities
- Wholesale supplies
- Neighbourhood Shops and Food and drink premises

The concept also seeks to provide 500sq.m of open space for private and public use as part of the urban outcome.

In summary, the urban design and development outcomes will achieve the following:

- The concept retains employment generating floorspace, but given the forecasted reduction in industrial floorspace demand, provides alternative forms of industrial that generally soak up more floorspace across more intensive commercial and retail employment uses.
- The Lidcombe East Industrial Precinct is fully developed, with the subject site the only site available for redevelopment in the immediate to short term. In doing so, the concept will provide alternative employment uses more aligned to the objectives for the Precinct under the draft Cumberland Employment and Innovation Lands Strategy & Land Use Planning Framework.
- The proposed built outcome provides a variety of forms, heights and floorplates. The more office type uses are located in the highest built form up to 7 storeys on one small part of the site. The remainder of built forms reach 3 to 4 storeys.
- The Bachell Avenue interface is activated with neighbourhood shops and food and drink premises, with new paving and landscape treatment, creating a softer edge and attractive streetscape.
- Heights along Bachell Avenue are three storeys with an additional storey setback to achieve transition to the street and the nearby low and medium density development.
- A total of 500sq.m of open space is proposed under the concept. This includes 190sq.m of publicly accessible open space on the ground floor, 200sq.m of publicly accessible space on the first floor fronting Bachell Avenue (north facing) to support the ground tenancies, workers and residents, and 110sq.m of private communal space on Level 2 accessible for employees within the development.
- Two basement levels of car parking to minimise street parking and negative impacts to the streetscape.



Figure 12: Indicative development massing and elevations

This Planning Proposal is not seeking consent for the development, but has outlined the development outcome proposed when the development controls and zoning are applied.

PLANNING PROPOSAL

Part 1 – Statement of Objectives

The main objectives of the Planning Proposal are to:

- To provide an appropriate zoning and associated development standards for the subject site to facilitate a mixed commercial use development on an underutilised site;
- To provide for future land uses on the site that are compatible with the Lidcombe East Industrial Precinct and have minimal impact on nearby residential development;
- To facilitate an increase in the number of jobs close to homes and transport;
- To facilitate employment uses broadly consistent with the Central City District Plan, Council's draft Employment and Innovation Lands Strategy, and the vision for the Greater Parramatta and Olympic Peninsula Economic Corridor.

The proposed amendment will facilitate an application for a mixed commercial use development comprising 24,890 m² of employment generating uses, including the following:

- Light Industries
- Industrial retail outlets
- Hardware building supplies
- Office premises and business premises (which could accommodate High digital Technology industries and creative industries)
- Storage facilities
- Wholesale supplies
- Neighbourhood Shops and Food and drink premises

Part 2 – Explanation of Provisions

This Planning Proposal seeks to amend the Auburn LEP 2010, to achieve the objectives outlined in Part 1, as follows:

- Insert the B5 Business Development Zone in to the Auburn LEP 2010;
- Amend the Land Zoning Map (Sheet LZN_007) to amend the zone from IN1 General Industrial to B5 Business Development;
- Amend the Floor Space Ratio Map (Sheet FSR_007) to amend the maximum Floor Space Ratio control from 1:1 to 3:1.

The above amendments will facilitate the future redevelopment of the site in accordance with the objectives of the zone and the permissible land uses, with the consent of Cumberland Council.

| Land Zoning | Maximum Building Height | Maximum Floor Space Ratio (FSR) | Minimum Lot Size |
|------------------------------|-------------------------|---------------------------------|------------------|
| B5 Business Development Zone | N/A | 3:1 | N/A |

Table 2: Proposed development controls

As the Auburn LEP 2010 does not presently contain the B5 Business Development zone, the amendment will need to provide for the inclusion of the zone in the LEP.

It is considered that the B5 Business Development zone under the Holroyd LEP 2013 facilitates Cumberland Council's objectives and permissible land uses within the local government area, and is therefore considered suitable for the Auburn LEP 2010. Therefore, the Planning Proposal seeks the inclusion of the Holroyd LEP 2013 B5 Business Development zone within the Auburn LEP 2010 as follows:

B5 Business Development

1. Objectives of zone

- To enable a mix of business and warehouse uses, and specialised retail premises that require a large floor area, in locations that are close to, and that support the viability of, centres.
- To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.

2. Permitted without consent

Nil

3. Permitted with consent

Centre-based child care facilities; Food and drink premises; Funeral homes; Garden centres; Hardware and building supplies; Landscaping material supplies; Light industries; Neighbourhood shops; Passenger transport facilities; Plant nurseries; Respite day care centres; Roads; Self storage units;

Specialised retail premises; Timber yards; Vehicle sales or hire premises; Warehouse or distribution centres; Any other development not specified in item 2 or 4

4. Prohibited

Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Commercial premises; Community facilities; Correctional centres; Crematoria; Eco-tourist facilities; Electricity generating works; Entertainment facilities; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Function centres; Heavy industrial storage establishments; Helipads; Highway service centres; Home businesses; Home industries; Home occupations; Home occupations (sex services); Industrial retail outlets; Industries; Information and education facilities; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Recreation facilities (major); Recreation facilities (outdoor); Registered clubs; Research stations; Residential accommodation; Resource recovery facilities; Restricted premises; Rural industries; Sewage treatment plants; Sex services premises; Storage premises; Tourist and visitor accommodation; Vehicle body repair workshops; Waste disposal facilities; Water recreation structures; Water recycling facilities; Water supply systems; Wharf or boating facilities

The B5 Business Development Zone under the Holroyd LEP 2013 is an 'open zone' which allows for greater flexibility than the more restrictive 'closed zone' approach, and provides for a mix of commercial and employment generating land uses.

Part 3 – Justification

Section A - Need for the Planning Proposal

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

The Planning Proposal is the result of:

1. A constrained under-utilised site with an opportunity to be redeveloped; and
2. The Council's and the State's strategic planning framework for the site; the Lidcombe Precinct; and the Central City employment lands.

The site is an awkward triangular shaped site at the southern end of the Lidcombe East Industrial Precinct. Industrial redevelopment opportunities are therefore severely constrained. PPM Consulting, were subsequently commissioned to undertake an Economic Analysis that considered viable options for redevelopment.

This economic analysis was informed by the strategic planning framework for the site and the broader area, with a preference to retaining employment generating uses. Of particular reference to the analysis is the current land use zone being IN1 General Industrial, and the Council's strategic vision as identified in the Auburn Employment Lands Strategy 2015 and the draft Cumberland Employment and Innovation Lands Strategy & Land Use Planning Framework.

The Auburn Employment Lands Strategy 2015 recommends the following for the Lidcombe East Precinct:

"Retain as IN1 General Industrial and promote the precinct as one of Auburn's important industrial areas. "

"Adopt a flexible approach to considering a range of employment/industrial uses that may have different access and floor space requirements, e.g. office-type floor space, loading and circulation requirements."

Therefore, any additional employment generating industrial floorspace would need to be accommodated through redevelopment of more intensive employment uses

The Draft Employment and Innovation Lands Strategy & Land Use Planning Framework identifies the Lidcombe East Precinct as being part of the broader Cumberland Creative and Commercial Corridor. The Corridor seeks to identify *"opportunities for higher knowledge workers and creative industries to come together could occur along Parramatta Road and within the employment and innovation lands at Lidcombe (East and West)"*.

The vision is *"for uses along and off Parramatta Road to be renewed for productive and intensive employment uses, including but not limited to sectors such as digital technologies/media, advanced knowledge services and creative industries"*.

Specifically, the Lidcombe East Industrial Precinct is part of the ‘Cumberland Creative Cluster’, and any future development should provide for a broader range of employment generating uses that target activities such as ‘creative industries’ and ‘digital knowledge’ jobs including media and digital companies, while retaining industrial units and warehousing for the evolving Precinct.

The economic advice considered the types of uses appropriate for the site and modelled the development scenarios to assist understand the viability of redevelopment of the site. Consistent with the Council’s existing and draft strategic planning framework the report recommended the site be retained for employment generating uses, but that these uses be expanded from traditional industrial to ensure future development is viable and to align with the vision for the Precinct. This included increased employment and job opportunities associated with an increase in density.

The Economics Report found that redevelopment of the site becomes viable where an FSR between 2.5:1 and 3:1 is achieved. This retains a portion of industrial up to 3,500sq.m (any greater compromises viability) with remaining floorspace utilised by additional land uses discussed above.

The Planning Proposal therefore seeks to amend the land use zone from IN1 General Industrial to B5 Business Development, to provide for a broader range of employment generating uses, and increase the FSR control to 3:1 to increase the employment capacity of the site while ensuring future development is viable.

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

Yes. Amending the Auburn LEP 2010 is the best means of achieving the key objectives of the planning proposal and facilitating a mixed commercial and employment use development on the subject site.

The planning proposal seeks to include a new zone within the LEP (B5 Business Development) and amend the land zoning and the maximum floor space ratio control for the site to facilitate the submission of a Development Application for a mixed commercial development including approximately 24,8905m² of employment generating floorspace.

Section B – Relationship to the strategic planning framework

4. *Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy?*

A Metropolis of Three Cities – The Greater Sydney Region Plan 2018

In March 2018, the NSW Government published A Metropolis of Three Cities – The Greater Sydney Region Plan (The Plan). The Plan is built on a vision of three cities where most residents live within 30 minutes of their jobs, education, health facilities, services and great places. This is consistent with the 10 Directions in *Directions for a Greater Sydney* which establish the aspirations for the region over the next 40 years and are a core component of the vision and a measure of the Plan's performance.

To meet the needs of a growing and changing population the vision seeks to transform Greater Sydney into a metropolis of three cities:

- the Western Parkland City
- the Central River City
- the Eastern Harbour City.



Figure 13: A Metropolis of Three Cities Structure Plan

The subject site is within the Central River City. The population of the Central River City is projected to increase from 1.3 million people to 1.7 million people over the next 20 years.

The subject site is within the Lidcombe East Industrial Precinct and is located in the Greater Parramatta and the Olympic Peninsula (GPOP). Lidcombe East is located on the boundary between the “essential urban services, advanced technology and knowledge sectors” quarter and the Olympic Park Lifestyle Super Precinct quarter within the Corridor. The GPOP is integral to the vision of A Metropolis of Three Cities and the Central River City.

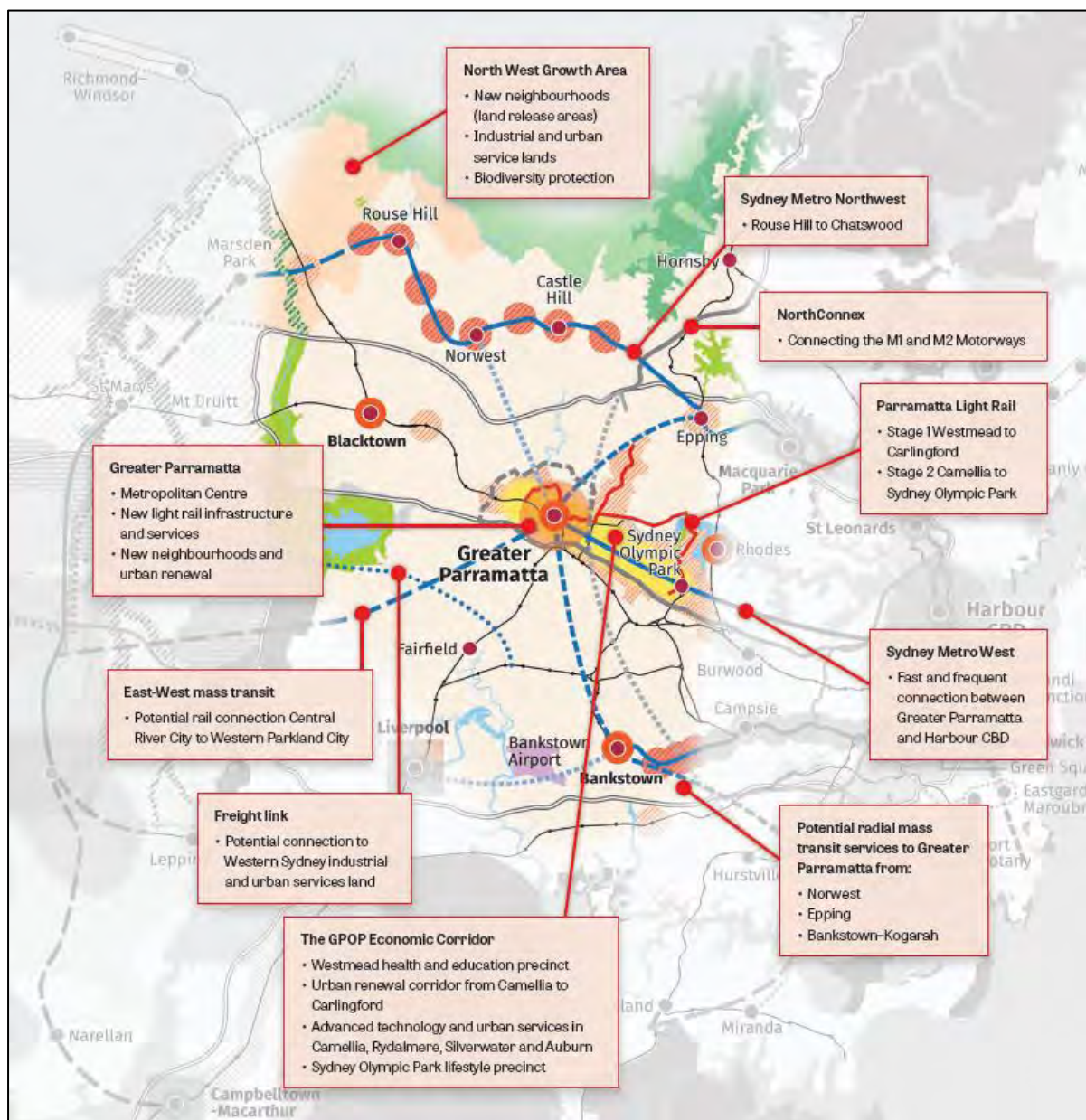


Figure 14: Central River City Structure Plan

The Greater Sydney Plan identifies ten directions for the three cities to deliver and monitor the objectives to create a liveable, productive and sustainable City. These include:

1. A city supported by infrastructure
2. A collaborative city
3. A city of people
4. Housing the city
5. A city of great places
6. A well-connected city
7. Jobs and skills for the city
8. A city in its landscape
9. An efficient city
10. A resilient city

| DELIVERING AND MONITORING THE PLAN - OBJECTIVES | | |
|---|--|---|
| 1. A CITY SUPPORTED BY INFRASTRUCTURE | | |
| 1 | Infrastructure supports the Three Cities | <p>Consistent</p> <p>The Planning Proposal will facilitate jobs and employment opportunities in the Central River City. The site is well connected to public and private transport infrastructure connecting future residents and jobs to Greater Sydney and the other Cities.</p> <p>The redevelopment of the site also provides access to essential goods and services for existing local residents and workers within the surrounding area.</p> <p>The site is within the GPOP, which is focused on increased jobs and creating a more competitive economy. The planning proposal will support the local and regional economy by not only providing access to jobs, but also providing small scale essential goods and services for existing and future workers and locating homes close to jobs.</p> <p>Place based priorities will continue to be considered as growth and change is experienced in this area of the Central River City. This includes upgrades to the M4 Western Motorway, the construction of WestConnex, upgrades to Parramatta Road including rapid transit associated with the Parramatta Road Corridor Urban Transformation Strategy, and Sydney Metro West.</p> |
| 2 | Infrastructure aligns with forecast growth – growth infrastructure compact | |
| 3 | Infrastructure adapts to meet future needs | |
| 4 | Infrastructure use is optimised | |
| 2. A COLLABORATIVE CITY | | |
| 5 | Benefits of growth realised by collaboration of Government’s, community and business | <p>The subject site has been historically utilised for low density industrial development. It is part of the Lidcombe East Industrial Precinct which borders low to medium density residential development. Bachell Avenue connects directly to Parramatta Road to the</p> |

| | | |
|-----------------------------|--|--|
| | | <p>north, which in turn connects to the broader road network including the M4 Western Motorway.</p> <p>The future role of Lidcombe East is to retain and enhance employment generating uses as identified by the strategic planning framework identified by Council and the NSW Government.</p> <p>The Planning Proposal seeks to facilitate the redevelopment of an under utilised industrial site for more intense employment generating uses including creative industries and digital knowledge and high technology jobs.</p> <p>Consultation with the community during the Part 3 plan making and Part 4 DA processes will assist with understanding the needs and requirements of existing and future residents and employees in the area.</p> |
| 3. A CITY FOR PEOPLE | | |
| 6 | Services and infrastructure meet communities changing needs | <p>Consistent where applicable.</p> <p>The proposal facilitates a range of employment generating uses, to provide diversity of jobs and support the evolution of evolving industries in the precinct.</p> <p>The planning proposal facilitates the redevelopment of an under utilised site in need of urban renewal. It will support small community scale retail that will improve physical, social and spatial accessibility for the local business and residential community. While the Planning Proposal only seeks to amend the planning controls to facilitate future development applications, the future development will be designed to be a place accessible by all people and transport modes.</p> <p>The mixed-use employment centre will be a hub and focal point for the existing and future residential and employment communities. The location of the centre in proximity to the Lidcombe town centre and existing residential and employment generating uses supports the concept of 20-minute walkable neighbourhoods to improve people's health and well being. The centre is also well located in proximity to Phillips Park just a few hundred metres away, but the future development will also support it's own pocket open spaces to support future workers and residents that use the small retail opportunities, creating an active and more socially connected community which will be healthier and better able to adapt to change.</p> |
| 7 | Communities are healthy, resilient and socially connected | |
| 8 | Greater Sydney's communities are culturally rich and diverse neighbourhoods | |
| 9 | Greater Sydney celebrates the Arts and supports creative industries and innovation | |

| | | |
|---------------------------|---|---|
| | | The proposed land use controls and zoning provide flexibility to achieve the objective of the strategic planning framework and support creative industries and innovation, permitted under the B5 Business Development zone. The Planning Proposal proposes a mixed of employment generating uses which will be further refined during the development application process. |
| 4. HOUSING THE CITY | | |
| 10 | Greater housing Supply | N/A |
| 11 | Housing is more diverse and affordable | While the Planning Proposal does seek a change to the land use zone, it does not seek to permit residential development. The Planning Proposal is consistent with the Council's and NSW Government's strategic planning framework to create more employment opportunities and create diversity of jobs through creative industries and innovation while protecting traditional industrial employment. The Planning Proposal will facilitate this. |
| 5. A CITY OF GREAT PLACES | | |
| 12 | Great places that bring people together | The Planning Proposal while not seeking development consent will facilitate future development applications. This stage in the planning will set the future land use controls and zoning to allow for the design of future buildings, spaces and street interface. The mixed use employment centre will be a focal point for the locality, somewhere that fosters pride. The principles of ' <i>Great places that bring people together</i> ' will be invaluable to achieving a vibrant pedestrian orientated development, that is accessible and easy to move within. The retail component will ensure a vibrant and interesting public realm that is safe and inviting for all members of the community. There is no know environmental heritage. Notwithstanding, the Planning Proposal will be publicly exhibited at which point engagement with the community will occur to understand any heritage values that may be relevant to the Planning Proposal. |
| 13 | Environmental heritage is identified, conserved and enhanced | |
| 6. A WELL CONNECTED CITY | | |
| 14 | A Metropolis of Three Cities – integrating land use and transport creates walkable and 30-minute cities | <i>"A 30 – minute city is where most people can travel to their nearest metropolitan centre or cluster by public transport within 30 minutes; and where</i> |

| | | |
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| 15 | The Eastern, GPOP and Western economic corridors are better connected and more competitive | <i>everyone can travel to their nearest strategic centre by public transport seven days a week to access jobs, shops and services”.</i> |
| 16 | Freight and logistics network is competitive and efficient | <p>The site is within the 30-minute city objective. Trains travel regularly between Lidcombe and the Parramatta CBD and take approximately 16 minutes. The train station is a 14 minute walk being just under a 1km away, or a short walk from the 401 bus route.</p> <p>Notwithstanding, the mixed use commercial development will provide daily convenience services and goods for the local business and residential community and is well located and connected to employment and jobs within the broader Precinct.</p> <p>The Greater Sydney Region Plan identifies a commitment to a mass transit rail link connecting Parramatta to Olympic Park and the Eastern Harbour City. Upgrades to road infrastructure are being undertaken with the M4 Western Motorway a short distance away having been upgraded and WestConnex substantially commenced. This will further improve private transport to and within the site improving the connectivity of the site to the regional network ensuring a competitive business environment.</p> <p>The site is also within the Greater Parramatta and Olympic Peninsula economic corridor. The proposal will support the business growth and innovation.</p> <p>It is noted that the Greater Sydney Commission will coordinate, seek expertise and insight from councils, State agencies, businesses and the community to develop a growth infrastructure compact for GPOP by December 2018.</p> <p>The subject site is well located in proximity to future infrastructure, such as the Metro West rail line and WestConnex and is part of an established employment precinct.</p> |
| 17 | Regional connectivity is enhanced | |
| 7. JOBS AND SKILLS FOR THE CITY | | |
| 18 | Harbour CBD is stronger and more competitive | N/A |
| 19 | Greater Parramatta is stronger and better connected | <p>The location of the site is already well connected by public and private transport to Greater Parramatta. The subject site will further benefit from the construction of WestConnex and Sydney Metro West in the future.</p> |

| | | |
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| 20 | Western Sydney airport and Badgery's Creek Aerotropolis are economic catalysts for Western Parkland City | N/A |
| 21 | Internationally competitive health, education, research and innovation Precincts | <p>The site is with the Lidcombe East Industrial Precinct, which is identified as the 'Cumberland Creative Cluster' under the Draft Employment and Innovation Lands Strategy & Land Use Planning Framework.</p> <p>The Planning Proposal supports the objectives of the 'Cumberland Creative Cluster' and the strategic planning framework to facilitate and encourage job diversity and growth within research and innovation employment sectors.</p> |
| 22 | Investment and business activity in Centres | <p>The subject site is part of a well established industrial precinct. The site however is under utilised and redevelopment is not viable under the existing zone.</p> <p>The Planning Proposal facilitates future investment to redevelop the site and support business growth and employment generation, supporting the long term future for the site and supporting the growth of the Lidcombe East Precinct generally.</p> |
| 23 | Industrial and urban services land is planned, retained and managed | Consistent |
| 24 | Economic sectors are targeted for success | Consistent |
| 8. A CITY IN ITS LANDSCAPE | | |
| 25 | The coast and waterways are protected and healthier | N/A |
| 26 | A cool and green parkland city in the South Creek corridor | N/A |
| 27 | Biodiversity is protected, urban bushland and remnant vegetation is enhanced | N/A |
| 28 | Scenic and cultural landscapes are protected | Consistent |
| 29 | Environmental, social and economic values in rural areas are protected and enhanced | <p>N/A</p> <p>The site is not located within the Metropolitan Rural Area.</p> |
| 30 | Urban tree canopy cover is increased | <p>The Urban Design Report includes a landscaping plan for the treatment of the open spaces proposed as part of the future development and the interface of the development with Bachell Avenue.</p> <p>Given the interface of a business zone with residential, there is a focus on the public realm and the relationship of future development to the streetscape, tree planting and landscape is of the</p> |

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| | | highest importance. This will be further enhanced and refined during the DA process. |
| 31 | Public open space is accessible, protected and enhanced | While the site is within just a few hundred metres of Phillips Park to the west, the future development will also support three public/private open spaces to support the needs of the future business community and provide passive recreation space for local residents in association with the retail component of the development. |
| 32 | The Green Grid links parks, open spaces, bushland and walking and cycling paths | |
| 9. AN EFFICIENT CITY | | |
| 33 | A low-carbon city contributes to net zero emissions by 2050 and mitigates climate change | Consistent. With good access to nearby public transport and proximity to metropolitan clusters and health and education precincts the Planning Proposal seeks to achieve the objective of reducing trip generation and car dependency. This is also achieved by providing further employment opportunities encouraging resident job retention in the area and reducing car dependency. |
| 34 | Energy and water flows are captured, used and re-used | Consistent The Planning Proposal does not consider energy efficiency and water flows, but during the detailed development application stage consideration will be given to opportunities to generate energy sustainably, and to store, distribute and use energy more efficiently. This also considers the way of using resources, so energy, water and waste are used efficiently and continually recycled and re-used. |
| 35.1 | More waste is re-used and recycled to support the development of a circular economy | N/A |
| 10. A RESILIENT CITY | | |
| 36 | People and places adapt to climate change and future shocks and stresses | Consistent |
| 37 | Exposure to natural and urban hazards is reduced | Consistent |
| 38 | Heatwaves and extreme heat are managed | N/A |

Table 3: Consistency with A Metropolis of Three Cities

Central City District Plan

Greater Sydney's three cities identified in the Greater Sydney Region Plan – A Metropolis of Three Cities reach across five districts. The Central City District is forecast to grow substantially, capitalising on its location close to the geographic centre of Greater Sydney. It incorporates the local government areas of The Hills, Blacktown, Parramatta and Cumberland.

Greater Parramatta – the metropolitan centre – is the core of the Central River City and Central City District. Its economy is centred on world-class health, education and research institutions as well as finance, business services and administration. Greater Parramatta and the Olympic Peninsula (GPOP) – taking in the Westmead health and education precinct; advanced technology and urban services in Camellia, Rydalmere, Silverwater and Auburn; and the Sydney Olympic Park lifestyle precinct – will be supported by the Parramatta Light Rail and Sydney Metro West.

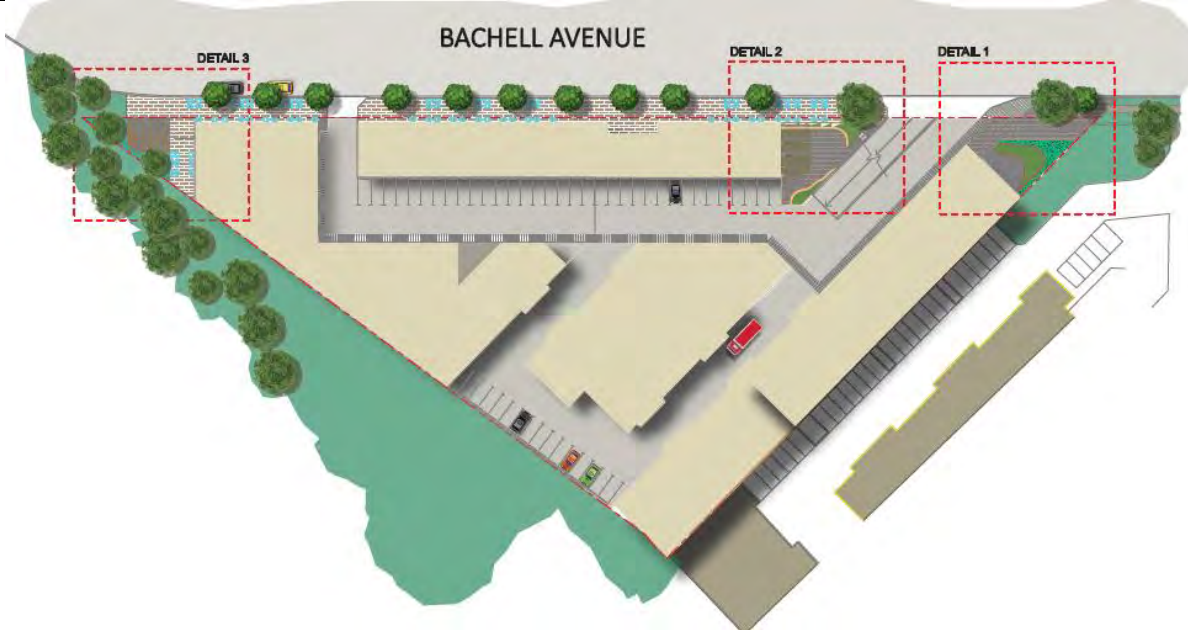
The Central City District Plan was released in March 2018 to set the priorities and actions for improving the quality of life for residents as the district grows and changes.

“The vision for Greater Sydney as a metropolis of three cities means residents in the Central City District will have quicker and easier access to a wider range of jobs, housing types and activities as part of the transformation of their District. The vision will improve the District’s lifestyle and environmental assets.”

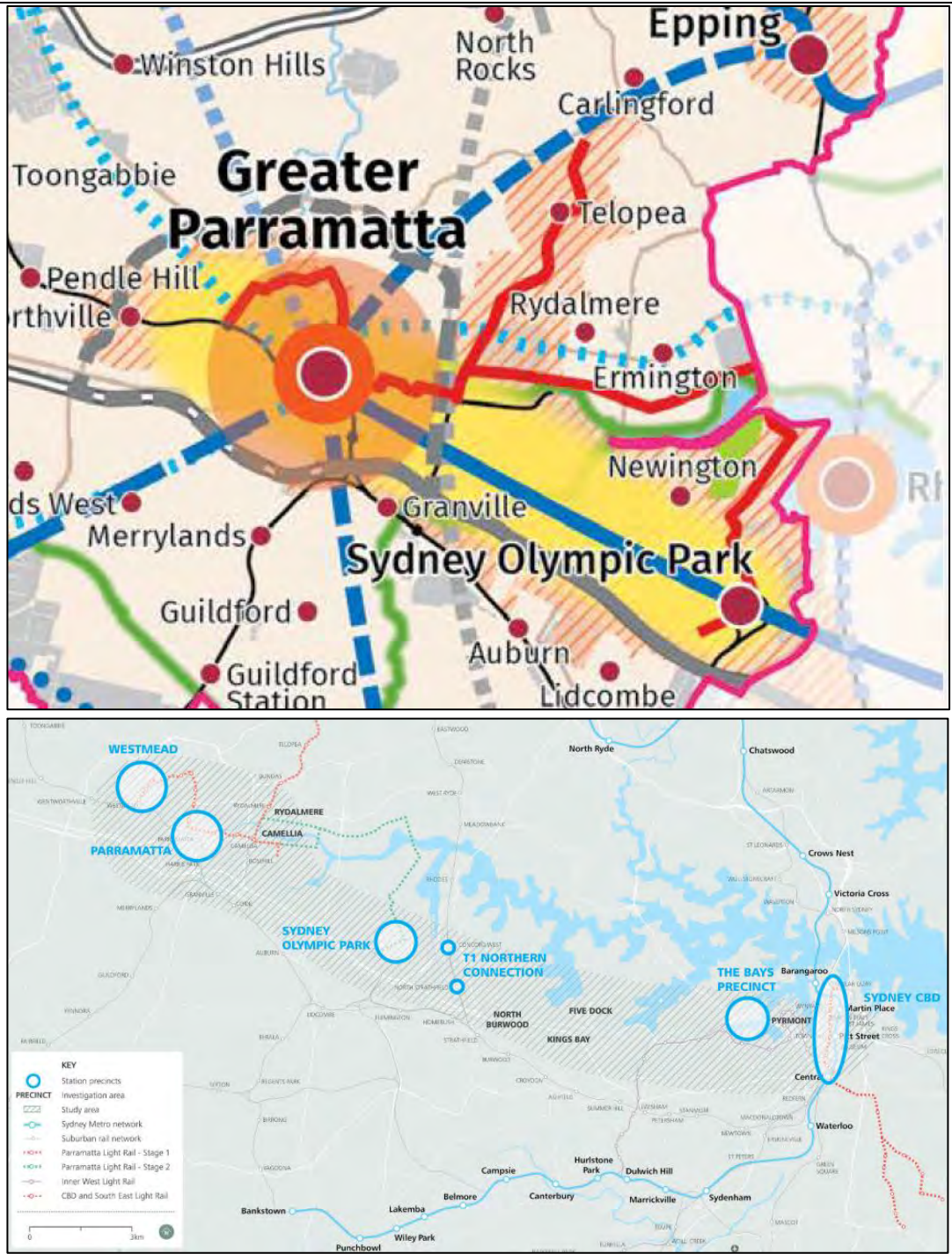


Figure 15: Central City District Structure Plan

Consistency with the Central City District planning priorities and indicators is considered in Table 4 below:

| A COLLABORATIVE CITY | | |
|--|--|--|
| DIRECTION: WORKING TOGETHER TO GROW A GREATER SYDNEY | | |
| P.I | Potential Indicator: Increased use of public resources such as open space and community facilities | <p>The Greater Sydney Commission is collaborating with local councils to improve regional open space and deliver Greater Sydney's Green Grid through the administration and management of the Metropolitan Greenspace Program.</p> <p>The Planning Proposal while not proposing to dedicate or zone land for open space, does seek to provide 500 sq.m of passive open space for local residents in the area in associated with the small retail space fronting Bachell Avenue, and for future workers and employees of the development.</p> <p>Further, Phillips Park is within just a few hundred metres away should employees want access to a much larger area of open space during the day.</p> |
|  | | |
| C.1 | Planning Priority C1 Working through collaboration | Consistent |
| A CITY SUPPORTED BY INFRASTRUCTURE | | |
| DIRECTION: INFRASTRUCTURE SUPPORTING NEW DEVELOPMENTS | | |
| P.I | Potential Indicator: Increased 30-minute access to a metropolitan centre/cluster | Parramatta is identified by the Greater Sydney Region Plan as a Metropolitan Centre. |

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| | | <p>The site is within the 30-minute city objective. Trains travel regularly between Lidcombe and the Parramatta CBD and take approximately 16 minutes. The train station is a 14 minute walk being just under a 1km away, or a short walk from the 401 bus route.</p> <p>The site is also within the GPOP corridor, and is in its own right a destination for jobs and growth. The Planning Proposal supports growth and employment in Greater Parramatta while also being within proximity of a local workforce both within the immediate vicinity and the Parramatta metropolitan cluster.</p> |
| C.2 | <p><u>Planning Priority C2</u></p> <p>Planning for a city supported by infrastructure</p> | <p>New infrastructure at local, district or metropolitan levels, is to be planned and delivered to meet the needs of Greater Sydney as a metropolis of three cities. For the Central City District this includes radial transport links to and from Greater Parramatta. Links to the north, south, east and west – and approved east-west connections – will increase the number of skilled workers who live within easy reach of Greater Parramatta.</p> <p>Aligning land use and infrastructure planning will maximise the use of existing infrastructure. A growth infrastructure compact could be used to align infrastructure with growth. This approach is being piloted in Greater Parramatta and the Olympic Peninsula (GPOP).</p> <p>The site benefits from being within the GPOP corridor and close to many of these infrastructure upgrades. The diagrams below illustrate nearby infrastructure investments by the NSW Government.</p> <p>The site is ideally located to provide future workers within Greater Parramatta access to jobs. Infrastructure upgrades are being coordinated with growth in this area to provide better access for residents and key workers to Greater Sydney.</p> |

| | | |
|---|---|--|
|  <p>Greater Parramatta</p> <p>Sydney Olympic Park</p> <p>KEY</p> <ul style="list-style-type: none"> Station precincts Investigation area Study area Sydney Metro network Suburban rail network Parramatta Light Rail - Stage 1 Parramatta Light Rail - Stage 2 Inner West Light Rail CBD and South East Light Rail | | |
| A CITY FOR PEOPLE | | |
| DIRECTION: CELEBRATING DIVERSITY AND PUTTING PEOPLE AT THE HEART OF PLANNING | | |
| P.I | <u>Potential Indicator:</u> Increased walkable access to local centres | Consistent The site is within 1km of the Lidcombe town centre of a 14 minute walk. |
| C.3 | <u>Planning Priority C3</u> | Consistent The Planning Proposal will facilitate a small amount of retail and convenience goods and |

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| | Providing services and social infrastructure to meet people's changing needs | services including cafes and restaurants to meet daily needs. This is proposed at a scale that does not impact the Lidcombe town centre. However, it will support local residents in the immediate vicinity and the broader employment within the Precinct. |
| C.4 | <u>Planning Priority C4</u> Fostering healthy, creative, culturally rich and socially connected communities | Consistent |
| HOUSING THE CITY | | |
| DIRECTION: GIVING PEOPLE HOUSING CHOICES | | |
| P.I | <u>Potential Indicator:</u> Increased housing completions (by type) | N/A The Planning Proposal does not seek to permit or supply any additional housing rather supports the retention and growth of employment generating land. |
| | Number of councils that implement Affordable Rental Housing Target Schemes | N/A |
| C.5 | <u>Planning Priority C5</u> Providing housing supply, choice and affordability with access to jobs, services and public transport | N/A The Planning Proposal does seek to deliver additional jobs and diversity of employment opportunities in close proximity to established residential neighbourhoods and the Lidcombe town centre. |
| A CITY OF GREAT PLACES | | |
| DIRECTION: DESIGNING PLACES FOR PEOPLE | | |
| P.I | <u>Potential Indicator:</u> Increased access to open space | Consistent As previously discussed, while the site is within just a few hundred metres of Phillips Park to the west, the future development will also support three public/private open spaces to support the needs of the future business community and provide passive recreation space for local residents in association with the retail component of the development. |
| C.6 | <u>Planning Priority C6</u> Creating and renewing great places and local centres, and respecting the District's heritage | The Planning Proposal is informed by a concept that will be further refined during the development application process. This will include design principles to ensure that the proposed development is a great place for residents and the future business community that will occupy it. |
| A WELL CONNECTED CITY | | |
| DIRECTION: DEVELOPING A MORE ACCESSIBLE AND WALKABLE CITY | | |

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| P.I | <u>Potential Indicator:</u> Percentage of dwellings located within 30 minutes by public transport of a metropolitan centre/ cluster | N/A The Planning Proposal does not facilitate residential development or the supply of dwellings, however the proposed mixed use commercial centre is 1km from the Lidcombe train station and town centre and less than 30 minutes to the Parramatta metropolitan centre by public and private transport. |
| | Percentage of dwellings located within 30 minutes by public transport of a strategic centre | |
| C.7 | <u>Planning Priority C7</u> Delivering integrated land use and transport planning and a 30-minute city | |
| JOBS AND SKILLS FOR THE CITY | | |
| DIRECTION: CREATING THE CONDITIONS FOR A STRONGER ECONOMY | | |
| P.I | <u>Potential Indicator:</u> Increased jobs in metropolitan and strategic centres | Consistent While the site is not within a metropolitan or strategic centre, it is within an established employment generating precinct of urban services land. Further, it is located within the 'Essential Urban Services, Advanced Technology and Knowledge Sectors quarter' of the GPOP where increased jobs growth is the primary objective. The Planning Proposal is therefore consistent with the Direction to create conditions for a stronger economy by broadening the range of permissible uses and increasing the density to intensify employment. |
| C.8 | <u>Planning Priority C8</u> Growing a stronger and more competitive Greater Parramatta | Consistent The mixed employment generating development will support the vision of growing a stronger and more competitive Central City, through job diversity and intensification and encouraging innovation. |
| C.9 | <u>Planning Priority C9</u> Delivering a more connected and competitive GPOP economic corridor | Consistent |
| C.10 | <u>Planning Priority C10</u> Growing investment, business and job opportunities in strategic centres | Consistent |
| C.11 | <u>Planning Priority C11</u> Maximising opportunities to attract advanced manufacturing and innovation in industrial and urban services land | Consistent The site is located in urban services land being the Lidcombe East Industrial Precinct. The Planning Proposal in seeking the B5 Business Development zone on an under utilised site seeks to maximise an opportunity to ' <i>attract advanced manufacturing and innovation in industrial and urban services land</i> '. |

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| C.12 | <u>Planning Priority C12</u> Supporting growth of targeted industry sectors | Consistent The Planning Proposal seeks to facilitate diversity and growth of creative and innovative businesses. |
| A CITY IN ITS LANDSCAPE | | |
| DIRECTION: VALUING GREEN SPACES AND LANDSCAPE | | |
| P.I | <u>Potential Indicator:</u> Increased urban tree canopy | A Landscape Plan is provided within the Urban Design Report. This identifies indicative locations for tree planting along the Bachell Avenue interface. Further opportunities for public planting will be created and supported by a detailed Landscape Plan at development application stage. |
| | Expanded Greater Sydney Green Grid | N/A |
| C.13 | <u>Planning Priority C13</u> Protecting and improving the health and enjoyment of the District's waterways | N/A |
| C.14 | <u>Planning Priority C14</u> Creating a Parkland City urban structure and identity, with South Creek as a defining spatial element | N/A |
| C.15 | <u>Planning Priority C15</u> Protecting and enhancing bushland, biodiversity and scenic and cultural landscapes | N/A |
| C.16 | <u>Planning Priority C16</u> Increasing urban tree canopy cover and delivering Green Grid connections | Consistent |
| C.17 | <u>Planning Priority C17</u> Delivering high quality open space | N/A |
| C.18 | <u>Planning Priority C18</u> Better managing rural areas | N/A |
| AN EFFICIENT CITY | | |
| DIRECTION: USING RESOURCES WISELY | | |
| P.I | <u>Potential Indicator:</u> Reduced transport related greenhouse gas emissions | With good access to nearby public transport and proximity to metropolitan and strategic centres and the broader Lidcombe East Precinct, mixed commercial development seeks to achieve the objective of reducing trip generation and car dependency. |
| | Reduced energy use per capita | |
| C.19 | <u>Planning Priority C19</u> | |

| | | |
|--|---|---|
| | Reducing carbon emissions and managing energy, water and waste efficiently | The mixed commercial development will provide and wider range and intensity of job and employment opportunities for local residents and reduce movements from employees of the broader Precinct away from the convenience goods and services proposed to front Bachell Avenue . All these aspects encourage retention in the area and reduce car dependency. The Planning Proposal does not consider energy efficiency and water flows, but during the detailed development application stage consideration will be given to opportunities to generate energy sustainably, and to store, distribute and use energy more efficiently. This also considers the way of using resources, so energy, water and waste are used efficiently and continually recycled and re-used. |
| A RESILIENT CITY | | |
| DIRECTION: ADAPTING TO A CHANGING WORLD | | |
| P.I | Number of councils with standardised state-wide natural hazard information | N/A |
| P.20 | <u>Planning Priority W20</u> Adapting to the impacts of urban and natural hazards and climate change | Consistent |

Table 4: Consistency with the Central City District Plan**Greater Parramatta and the Olympic Peninsula**

In October 2016 the Greater Sydney Commission released its draft vision for the Greater Parramatta Olympic Peninsula (GPOP) to direct Greater Sydney's growth and shape the Greater Sydney of tomorrow.

The GPOP is a 4,000 hectare area of land in Greater Sydney and spans 13 km east–west from Strathfield to Westmead, and 7 km north–south from Carlingford to Lidcombe and Granville. GPOP is the geographic and demographic centre of Greater Sydney.

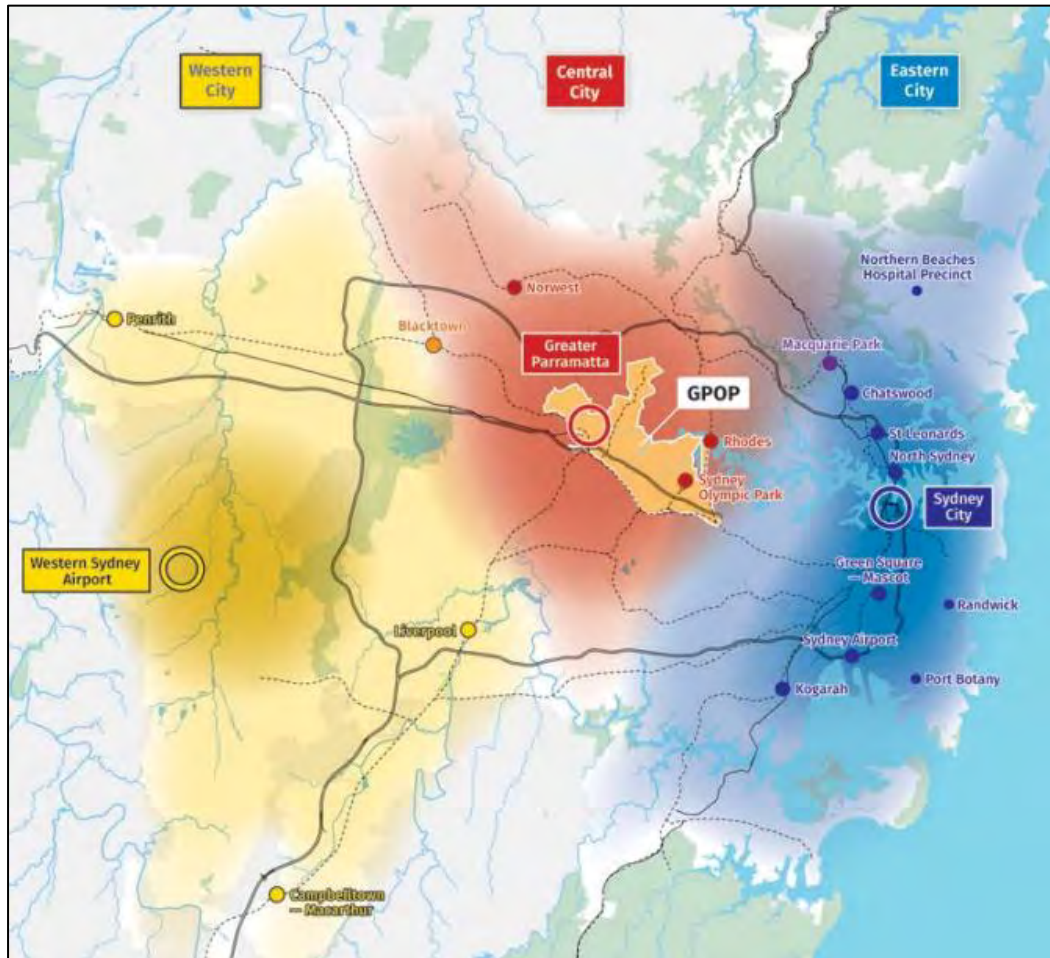


Figure 16: Location of GPOP

The subject site is identified between the Essential Urban Services, Advanced Technology and Knowledge Sectors quarter and the Olympic Park Lifestyle Super Precinct. The Lidcombe East Industrial Precinct contains numerous urban services and is well established and is therefore more aligned to the Essential Urban Services, Advanced Technology and Knowledge Sectors quarter. The urban service enterprises within the Lidcombe East Precinct are an important economic asset within Auburn and the GPOP.

The vision for this quarter is to ensure essential urban services can prosper and grow and make GPOP a hub for true economic assets. The vision seeks to support this role with a total transport solution to ensure the potential can be realised.

The Greater Sydney Commission has collated 12 directions to deliver the GPOP vision as follows:

| 12 DIRECTIONS TO DRIVE THE GPOP VISION | | |
|--|--|---|
| 1 | Sustain strong investment momentum in the principal economic anchors of Parramatta CBD-Westmead and Olympic Park | Consistent While the site is not within the Parramatta CBD-Westmead or Olympic Park, the Planning Proposal supports the vision to retain |

| | | |
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| | | employment land and support future investment and intensification of employment land. |
| 2 | Advance Westmead as a world-class health and education precinct, with a vibrant street along Hawkesbury Road and a walkable connection through to Parramatta CBD, to become a true 'health city' | N/A |
| 3 | Cultivate a world-class education, research and enterprise eco-system across Parramatta CBD, Westmead, Rydalmere and Olympic Park | N/A |
| 4 | Activate world-class sports, entertainment, cultural and arts destinations across Parramatta CBD, Rosehill and Olympic Park | N/A |
| 5 | Transform Camellia, Rydalmere, Silverwater and Auburn into 21st Century essential urban service, advanced technology and knowledge assets | Consistent The site is an underutilised industrial development that is in need of redevelopment but given its shape and location is difficult to redevelop as a regular industrial development. The Planning Proposal therefore seeks to facilitate a 21 st Century employment generating development that permits land uses that deliver essential urban services, advanced technology and knowledge assets in accordance with the vision for Auburn under the GPOP. |
| 6 | Continue to evolve Olympic Park and surrounds into an inclusive place for active and green living, health and wellness | N/A |
| 7 | Design Parramatta as our central '30-minute city', with good connectivity within GPOP and beyond to the north, south, east and west | Consistent The site is within the 30-minute city objective. Trains travel regularly between Lidcombe and the Parramatta CBD and take approximately 16 minutes. The train station is a 14 minute walk being just under a 1km away, or a short walk from the 401 bus route. |
| 8 | Deliver a rich mix of housing to create inclusive and diverse 'inner-city' liveability across GPOP, to attract and retain talent | N/A The Planning Proposal does not seek to permit residential development within the Lidcombe East Industrial Precinct. |
| 9 | Adopt a 5-10 percent (subject to viability) affordable rental housing target for nominated urban renewal areas for very low to low income households | N/A |

| | | |
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| 10 | Stimulate engagement with Parramatta's rich history and development of cultural assets, and celebrate the extraordinary diversity of people in our city's central heart | N/A |
| 11 | Make Parramatta River a great living waterway and connector, where people enjoy walking, cycling and safe swimming | N/A |
| 12 | Shape attractive and effective built environments and public spaces that reflect a focus on great urban design and environmental excellence | Consistent Future redevelopment of the site will improve the built environment and also include attractive and publicly accessible open spaces to support passive recreation for members of the community, complementing neighbourhood facilities within the site. |

Table 5: Consistency with the GPOP vision

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

Auburn Employment Lands Strategy (December 2015)

The Auburn Employment Lands Strategy (ELS) 2015 projects demand for an additional 877,500m² of employment floorspace within the Auburn government area between 2011 and 2031 across all employment sectors. However, traditional industrial land uses within the government area are forecast to experience a reduction in floorspace demand of approximately 204,400m² over the same period.

The subject site is located within the Lidcombe East Industrial Precinct ("Precinct 10"), which is identified for retention and future employment growth under the ELS. The precinct is generally well occupied with direct access off Parramatta Road without having to traverse residential land. The ELS has projected the combined future floorspace required for the Lidcombe East, Church Street, Rookwood and Railway Street industrial precincts would be an additional 22,000m² between 2011 and 2031. However, 57% of this floorspace was attributed to commercial and retail employment growth and currently no undeveloped land remains within the above industrial precincts.

Specifically, the ELS recommends the following for the Precinct:

Retain as IN1 General Industrial and promote the precinct as one of Auburn's important industrial areas.

Adopt a flexible approach to considering a range of employment/industrial uses that may have different access and floor space requirements, e.g. office-type floor space, loading and circulation requirements.

Therefore, any additional employment generating industrial floorspace would need to be accommodated through redevelopment of more intensive employment uses. The existing building on the subject site currently accommodates a laundrette but the building has reached the end of its economic life and is in need of redevelopment. The Planning Proposal, while seeking to vary from the recommended IN1 General Industrial zone, does seek to facilitate a range of employment floor space, such as office type land use, to encourage the redevelopment of the site and intensify employment generating land.

An Economic Analysis has been prepared by PPM Consulting and is included at Appendix E, and finds that the potential jobs created under a future redevelopment scenario facilitated by the Planning Proposal increases from 23 for the status quo to 1,068.

Draft Employment and Innovation Lands Strategy & Land Use Planning Framework

In 2016, the recently formed Cumberland Council resolved to prepare a comprehensive employment lands strategy and framework. The strategy would set the direction for employment and innovation land within the amalgamated LGA.

The draft Cumberland Employment and Innovation Strategy & Land Use Planning Framework 2017 was subsequently prepared and placed on public exhibition between September and October 2017.

The draft strategy aims to promote stronger and innovative employment, business and economic outcomes for Cumberland LGA through the development of a land use planning framework that responds to a number of important aspirations for the LGA. These include:

- fostering growth in priority productive sectors to leverage the diversity and skills of the local community;
- fostering an innovation eco-system and knowledge-intensive industrial sector that attracts investment and growth; and
- developing a proactive strategy to defend against pressure to rezone and repurpose employment and innovation lands to residential uses.

As previously discussed, the site is within the Lidcombe East Industrial Precinct. The Strategy identifies the Precinct's primary competitors as follows:

- *A premier precinct Cumberland with a range of large warehouse buildings and contemporary business park space at Campus Business Park and Lidcombe Business Park (both owned by Goodman).*
- *Proximity the M4 motorway and Parramatta Road, quality of existing buildings and central location between the Sydney CBD and greater Western Sydney ideally suits a range of industrial users, many of whom have head office space within the respective business parks.*
- *Major competitors would include Silverwater and Newington however these precincts lack the quality of accommodation and/or strong access characteristics compared to Lidcombe East*

The Strategy identifies the Lidcombe East Precinct as being part of the broader Cumberland Creative and Commercial Corridor. The Corridor seeks to identify “opportunities for higher knowledge workers and creative industries to come together could occur along Parramatta Road and within the employment and innovation lands at Lidcombe (East and West)”.

The vision is “for uses along and off Parramatta Road to be renewed for productive and intensive employment uses, including but not limited to sectors such as digital technologies/media, advanced knowledge services and creative industries”.

Specifically, the Lidcombe East Industrial Precinct is part of the ‘Cumberland Creative Cluster’, as identified below.

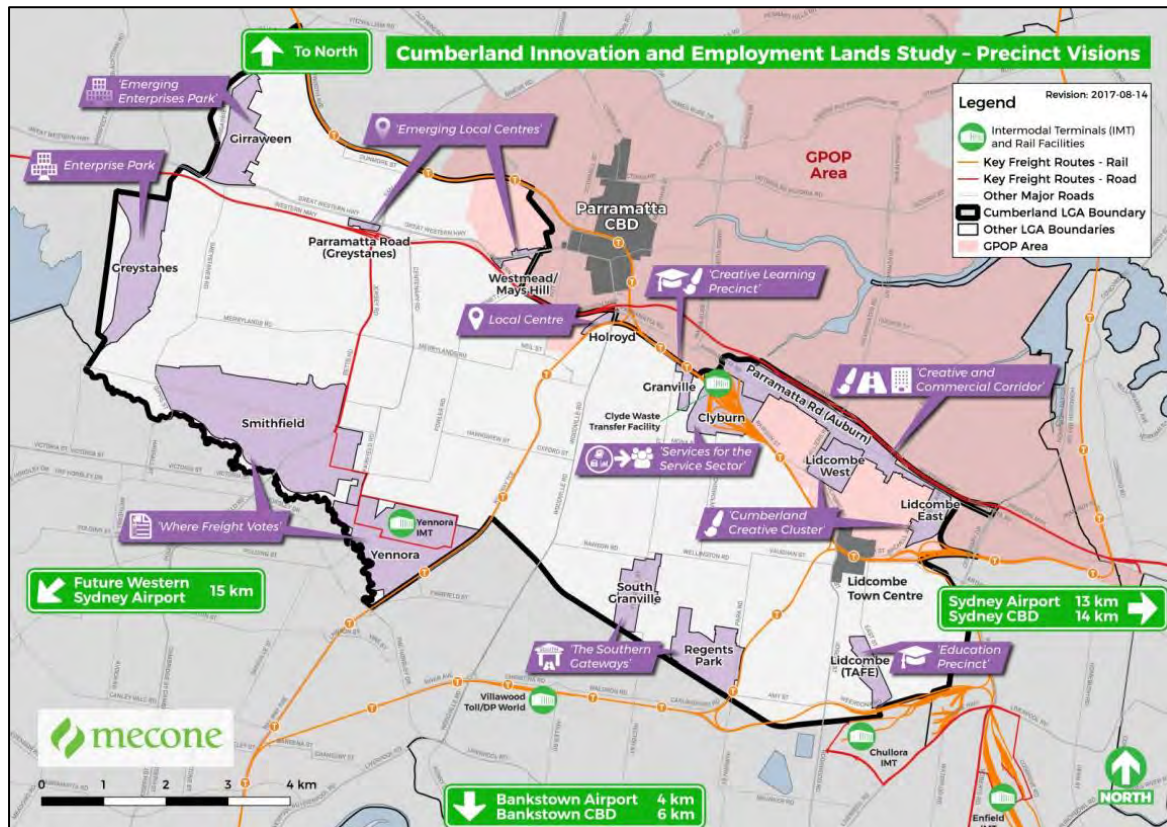


Figure 17: Cumberland vision themes for Employment Innovation

Cumberland Creative Cluster

The target activities for the Cumberland Creative Cluster include to:

“Encourage the retention of existing industrial land uses, including the Tooheys Brewery. Target advanced manufacturing, supporting food and beverage, and creative industries. Target additional uses along St Hillier’s Road, including retail showrooms/storage and warehousing on ground (e.g. artisan foods display), high-tech industrial units and creative office suites on upper levels.”

The Planning Proposal in seeking to adopt the B5 Business Development zone, provides for a much broader range of employment generating uses that target activities such as ‘creative industries’ and ‘digital knowledge’ jobs including media and digital companies, while retaining industrial units and warehousing for the evolving Precinct.



Figure 18: Example of potential outcome (Source Draft Employment and innovation lands strategy & land use planning framework (Urban Possible))

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

The consistency of this Planning Proposal with applicable State Environmental Planning Policies (SEPPs) is outlined in Table 5 below.

| State Environmental Planning Policy | Comment |
|--|---|
| SEPP No 1—Development Standards | N/A SEPP repealed by Clause 1.9 of Auburn LEP 2010. |
| SEPP No 19—Bushland in Urban Areas | Consistent. The subject site to be rezoned is not affected by bush land. However, remnant vegetation exists on adjoining rail corridor land. The proposal does not seek to disturb this land and meets the objectives of the SEPP to protect and preserve any bushland in urban areas. |
| SEPP No 21—Caravan Parks | N/A |
| SEPP No 30—Intensive Agriculture | N/A |
| SEPP No 33—Hazardous and Offensive Development | Consistent. The Planning Proposal does not include any development for the purposes of a potentially hazardous or offensive industry and does not hinder the application of the SEPP. |
| SEPP No 36—Manufactured Home Estates | N/A |
| SEPP No 44—Koala Habitat Protection | N/A |
| SEPP No 47—Moore Park Showground | N/A |
| SEPP No 50—Canal Estate Development | N/A |
| SEPP No 52—Farm Dams and Other Works in Land and Water Management Plan Areas | N/A |
| SEPP No 55—Remediation of Land | Consistent A Phase 2 Contamination Assessment was conducted in 2016 by Sullivan Environmental Sciences Pty Ltd (Appendix C) to characterise the soil and groundwater and assess potential health risks associated with a proposed rezoning application. The works included drilling and sampling soil at 20 borehole locations, conversion and sampling of three boreholes into temporary groundwater monitoring wells and the chemical analysis for a suite of contaminants. The Assessment found that the groundwater was generally of a good quality and had not been impacted by on-site operations. Soils were also found to be of good quality and to not pose a risk to future land uses, with the exception of a localised area south of the warehouse and below the concrete slab in the northern part of the building. Sullivan Environmental Sciences Pty Ltd were again engaged to prepare a Contamination Assessment that |

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| | <p>updates the contamination status of the site and assess its suitability in respect of commercial land use in support of the subject planning proposal</p> <p>A site inspection was undertaken on 20 September 2018. This included the yard area and the warehouse space which is currently utilised as a commercial laundromat.</p> <p>The assessment and outcome of the inspection subsequently concluded:</p> <ul style="list-style-type: none"> <i>The previous Phase 2 (2016) concluded that the site would be suitable for commercial/industrial land use, which aligns with the proposed rezoning, and also concluded that the site could be made suitable for more sensitive uses including high density residential as was proposed at the time.</i> <i>While it is apparent that existing conditions at the site are similar to those in 2016 and show a low potential for contamination, there are information gaps that need to be filled relating to the operation of a commercial laundromat/dry-cleaning business on the site since April 2016 to enable of complete assessment of contamination risks.</i> <i>Although we consider there to be a low potential for contamination to have occurred from dry-cleaning and other current activities on the site, there remains uncertainty around this issue that requires verification. Nonetheless, provided information gaps can be satisfactorily filled, and based on current site conditions; the site is likely to be suitable for the proposed land zone as B5 Business Development.</i> <p>Therefore, it is considered that the Planning Proposal is consistent with the provisions of the SEPP as it has demonstrated that the land is suitable for future development, subject to information gaps being filled and necessary plans of management being put in place to remove any contamination and adequately remediate those isolated parts of the site during the Development Assessment process.</p> |
| SEPP No 62—Sustainable Aquaculture | N/A |
| SEPP No 64—Advertising and Signage | <p>Not applicable.</p> <p>The Planning Proposal does not include signage, however the proposed B5 zone does permit 'signage' with consent compared to the prohibition of 'signage' under the current IN1 General Industrial Zone.</p> <p>Notwithstanding, the SEPP would need to be further considered should a DA be submitted in the</p> |

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| | future for signage. The Planning Proposal does not contain any provisions to hinder the application of the SEPP. |
| SEPP No 65—Design Quality of Residential Flat Development | N/A |
| SEPP No 70—Affordable Housing (Revised Schemes) | N/A |
| SEPP (Affordable Rental Housing) 2009 | N/A |
| SEPP (Building Sustainability Index: BASIX) 2004 | N/A |
| SEPP (Coastal Management) 2018 | N/A |
| SEPP (Educational Establishments and Child Care Facilities) 2017 | N/A |
| SEPP (Exempt and Complying Development Codes) 2008 | N/A |
| SEPP (Gosford City Centre) 2018 | N/A |
| SEPP (Housing for Seniors or People with a Disability) 2004 | N/A |
| SEPP (Infrastructure) 2007 | <p>Consistent</p> <p><u>Road consideration</u></p> <p>The site fronts Bachell Avenue, which is a local road running north-south and connecting Church Street and Lidcombe to the south west to Parramatta Road in the north. Bachell Avenue has a maximum speed limit of 60km/r, has two lanes in each direction and is 13.04 metres wide kerb to kerb.</p> <p>A Traffic and Parking Impact Assessment has been prepared by Lyle Marshall & Partners Pty Ltd (Appendix B) to assess the traffic and parking impacts of the proposed development facilitated by the Planning Proposal. The Assessment considered the future traffic generated by the Planning Proposal and the impact this may have on the existing traffic volumes and key intersections.</p> <p>The Assessment has considered the volume generated by potential future development at an FSR of 3:1 and concluded that the impact on traffic and parking grounds is acceptable. The Assessment assigned the volumes to the road network and determined that all intersections were operating with plenty of spare capacity, with the exception of the Church Street/Railway Street intersection which is operating at LoS F under existing conditions. The Planning Proposal does not further impact this intersection, notwithstanding the Traffic Report recommends a mitigation measure to improve performance at this intersection. . As part of the Planning Proposal process, consultation will be undertaken with RMS, and further referrals will take place during the DA process.</p> |

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| | <p><u>Rail corridor considerations</u></p> <p>The site borders a rail corridor and therefore Division 15 of Part 3 of the SEPP will apply to future development in addition to the NSW Government's publication Development Near Rail Corridors and Busy Roads – Interim Guideline.</p> <p>The site is buffered from the rail line itself by a 15 – 30 metre vegetated strip and also a rail corridor service road.</p> <p>It is noted that future development facilitated by the rezoning may be impacted by either/both noise impacts from train movements and ground vibrations propagated through the building structures.</p> <p>However, given the Planning Proposal does not seek any residential forms of development and intensifies employment generating uses, it is considered that future development will not have an adverse effect on rail safety.</p> <p>Notwithstanding, referral to Transport NSW will likely occur during the Planning Proposal process and further interrogation undertaken during the Part 4 development application process.</p> <p>Therefore, for the purposes of the rezoning it is considered that the Planning Proposal is consistent and meets the objectives of the SEPP and the Interim Guideline.</p> |
| SEPP (Kosciuszko National Park— Alpine Resorts) 2007 | N/A |
| SEPP (Kurnell Peninsula) 1989 | N/A |
| SEPP (Mining, Petroleum Production and Extractive Industries) 2007 | <p>Not applicable</p> <p>The application does not propose any mining, extractive or agricultural activities.</p> |
| SEPP (Miscellaneous Consent Provisions) 2007 | N/A |
| SEPP (Penrith Lakes Scheme) 1989 | N/A |
| SEPP (Rural Lands) 2008 | N/A |
| SEPP (State and Regional Development) 2011 | <p>Consistent</p> <p>This Planning Proposal does not contain any provisions that will hinder the application of this SEPP.</p> |
| SEPP (State Significant Precincts) 2005 | <p>N/A</p> <p>The site is not part of a listed State Significant Precinct, although it is part of the GPOP discussed under the strategic planning framework section earlier.</p> |
| SEPP (Sydney Drinking Water Catchment) 2011 | <p>N/A</p> <p>Applies to land in the Sydney water drinking catchment.</p> |
| SEPP (Sydney Region Growth Centres) 2006 | <p>N/A</p> <p>Applies to land in the 'North West' and 'South West' Growth Centres.</p> |

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| SEPP (Three ports) 2013 | N/A |
| SEPP (Urban Renewal) 2010 | Consistent Applies to land within or around existing or potential urban renewal precincts. While the subject site is not within or around an urban renewal precinct it does seek the urban renewal of an underutilised site that is accessible by public transport in accordance with the Council's and the Government's strategic planning framework, including A Metropolis of Three Cities, the Central District Plan, the vision for the GPOP Corridor and the draft Cumberland Employment and Innovation Strategy & Land Use Planning Framework 2017. The Planning Proposal therefore meets the objective of this SEPP. |
| SEPP (Vegetation in Non-Rural Areas | N/A |
| SEPP (Western Sydney Employment Area) 2009 | N/A Applies to land within Penrith, Blacktown, Holroyd and Fairfield LGAs. Refer to State Environmental Planning Policy (Western Sydney Employment Area) 2009 Land Application Map. |
| SEPP (Western Sydney Parklands) 2009 | N/A Applies to land within the Blacktown, Fairfield and Holroyd LGAs (Quakers Hill to West Hoxton). |

Table 6: Consistency with relevant SEPPs

7. Is the planning proposal consistent with applicable Ministerial Directions (i.e. s.9.1 directions)?

This Planning Proposal has been assessed against each relevant Section 117 Direction. Consistency or otherwise is addressed in Table 6 below.

| No. | Title | Comment |
|------------------------------------|--|--|
| 1. Employment and Resources | | |
| 1.1 | Business and Industrial Zones | <p>Consistent</p> <p>While the Planning Proposal seeks a change to the land use zone, it also retains a business zone. In doing so, the proposal seeks an increase to the FSR control to intensify employment generating land uses, which will include office type space, creative industries and digital technologies.</p> <p>It is therefore considered that the Planning Proposal is consistent with the objectives of this direction:</p> <p>(1) <i>The objectives of this direction are to:</i></p> <p>(a) <i>encourage employment growth in suitable locations,</i></p> <p>(b) <i>protect employment land in business and industrial zones, and</i></p> <p>(c) <i>support the viability of identified centres.</i></p> <p>It is noted that Council has advised that it may seek to control the amount of neighbourhood shops/retail through the Planning Proposal process in order to protect the viability of the Lidcombe Town Centre.</p> |
| 1.2 | Rural Zones | N/A |
| 1.3 | Mining, Petroleum Production and Extractive Industries | N/A |
| 1.4 | Oyster Aquaculture | N/A |
| 1.5 | Rural Lands | N/A |
| 2. Environment and Heritage | | |
| 2.1 | Environment Protection Zones | <p>N/A</p> <p>No lands of environmental sensitivity are affected.</p> |
| 2.2 | Coastal Protection | N/A |
| 2.3 | Heritage Conservation | <p>Consistent</p> <p>The proposal does not seek to change any heritage provisions under the LEP and no sites or areas of heritage or archaeological significance are affected or proposed to be disturbed as a result of this Planning Proposal.</p> |
| 2.4 | Recreation Vehicle Areas | N/A |

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| 2.5 | Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs | N/A |
| 3. Housing Infrastructure and Urban Development | | |
| 3.1 | Residential Zones | N/A |
| 3.2 | Caravan Parks and Manufactured Home Estates | N/A |
| 3.3 | Home Occupations | N/A |
| 3.4 | Integrating Land Use and Transport | <p>Consistent</p> <p><i>The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</i></p> <ul style="list-style-type: none"> <i>a) improving access to housing, jobs and services by walking, cycling and public transport, and</i> <i>b) increasing the choice of available transport and reducing dependence on cars, and</i> <i>c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and</i> <i>d) supporting the efficient and viable operation of public transport services, and</i> <i>e) providing for the efficient movement of freight.</i> <p>The Planning Proposal is consistent with this 9.1 Direction as it provides an opportunity to integrate land use and transport through its location in proximity to Lidcombe Railway Station and the 401 local bus route.</p> <p>The Planning Proposal will facilitate a mix of employment generating uses including commercial office space and industrial land uses. The proposal reflects the changing nature of employment while balancing the need to manage travel demand, particularly to aid economic productivity.</p> <p>The concept in facilitating a variety of uses will generate a variety of transport demand. The site is accessible via high frequency rail, being less than 1km from Lidcombe train station or a 14 minute walk. Further, future development will also be car dependent. The concept facilitates parking and is accessible to the broader road network, with Parramatta Road, the M4 Western Motorway and Westconnex nearby, connecting the site to Greater Sydney and regional NSW.</p> |

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| | | <p>The site is therefore conveniently located to be supported by accessible and nearby public and private transport.</p> <p>A Traffic and Parking Impact Assessment has been prepared by Lyle Marshall & Partners Pty Ltd in support of the application. The Assessment is included at Appendix B. The Assessment also recommends mechanisms to increase travel by other modes such as by walking and cycling and reduce car dependency.</p> <p>The Planning Proposal is consistent with the terms of the Direction as it connects employment with public transport and seeks to reduce car dependency and trip generation.</p> |
| 3.5 | Development Near Licensed Aerodromes | N/A |
| 3.6 | Shooting Ranges | N/A |
| 4. Hazard and Risk | | |
| 4.1 | Acid Sulfate Soils | <p>Consistent</p> <p>The site is mapped as being on Class 5 acid sulfate soils which is the least affected category. This means that the water table is likely to be 1 metre lower than the AHD of natural ground level.</p> |
| 4.2 | Mine Subsidence and Unstable Land | N/A |
| 4.3 | Flood Prone Land | <p>Inconsistent</p> <p>This Section 9.1 Direction applies as it seeks to alter a zone on land which is within a flood planning area. The amendment will also facilitate an increase in the development capacity of the land.</p> <p>A Flood Impact Assessment was prepared in 2015 by Royal HaskoningDHV in support of the previous proposed rezoning to facilitate the redevelopment of the site for mixed use including residential and commercial/business land uses. This report has been updated to reflect the current concept and is attached at Appendix D.</p> <p>This Planning Proposal is also supported by additional flood advice and information (dated 5 October 2018) that also responds to Cumberland Council's assessment of flooding as part of the 2016 application process.</p> <p>The conceptual development proposes to culvert the full length of the watercourse through the development site. To accommodate Sydney Water's policy of 'no buildings or permanent structures within 1m from the outside face of the stormwater channel</p> |

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| | | <p>wall' the watercourse in the northern half of the site is proposed to be realigned approximately 15m to the east of its current course.</p> <p>The development scenario was discussed with both Sydney Water and Council at separate meetings in the preparation of the original concept in 2016, and deemed, in principle, to be acceptable.</p> <p>The Flood Impact Assessment, which includes existing and design flood depths, concludes that no flooding on the site in the 1% Annual Exceedance Probability will occur with the proposed 2.4m x 2.1 culvert running through the site. Further, flooding of approximately 10 residential properties immediately downstream is alleviated.</p> <p>The Flood Planning Assessment has demonstrated that the Planning Proposal has been prepared in accordance with the Haslam Creek Floodplain Risk Management Plan (the relevant Floodplain Risk Management Plan) and that any risks associated with the development will be effectively resolved as per the recommendations of the Assessment:</p> <ul style="list-style-type: none"> • The minimum Finished Floor Level for the site be set to RL13.7m AHD, to achieve the required 0.5m freeboard to the 1% AEP event. • Given that there are several upstream culverts, the adoption of a 50% blockage to the site culvert is unlikely to be warranted. A more detailed blockage assessment should be undertaken at the DA stage • If Council still does not support encasement of the culvert through the site an alternate design would appear necessary. <p>Therefore, while the Planning Proposal is inconsistent with the terms of this Direction, this inconsistency is of minor significance having regard to the mitigation measures and the improvements to the flooding situation as a consequence of the proposed culvert through the site. An amendment to the Flood Planning Map should be considered in the future when the flooding conditions on the site have changed as a result of the development.</p> |
| 4.4 | Planning for Bushfire Protection | N/A |
| 5. Regional Planning | | |
| 5.2 | Sydney Drinking Water Catchments | N/A |

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| 5.3 | Farmland of State and Regional Significance on the NSW Far North Coast | N/A |
| 5.4 | Commercial and Retail Development along the Pacific Highway, North Coast | N/A |
| 5.8 | Second Sydney Airport: Badgerys Creek | N/A |
| 5.9 | North West Rail Link Corridor Strategy | N/A |
| 5.10 | Implementation of Regional Plans | N/A |
| 6. Local Plan Making | | |
| 6.1 | Approval and Referral Requirements | This Planning Proposal does not include any concurrence, consultation or referral provisions nor does it identify any development as designated development. |
| 6.2 | Reserving Land for Public Purposes | This Planning Proposal will not affect and does not include any land reserved or identified for public purposes. |
| 6.3 | Site Specific Provisions | Not applicable There are no site specific provisions relevant to this site. The desired future land uses are permissible under the proposed B1 Neighbourhood Centre zone. |
| 7. Metropolitan Planning | | |
| 7.1 | Implementation of A Plan for Growing Sydney | Consistent Assessment against A Metropolis of Three Cities was considered in detail under Part 3 Section B of this Planning Proposal. |
| 7.2 | Implementation of Greater Macarthur Land Release Investigation | N/A |
| 7.3 | Parramatta Road Corridor Urban Transformation Strategy | N/A While the site is connected directly to Parramatta Road from Bachell Avenue, which is 880 metres from the subject site, the Precinct does not form part of the Auburn Precinct under the Strategy. |
| 7.4 | Implementation of North West Priority Growth Area Interim Land Use and Infrastructure Plan | N/A |
| 7.5 | Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan | N/A The site is not located within the Priority Growth Area as identified in the Structure Plan below. |

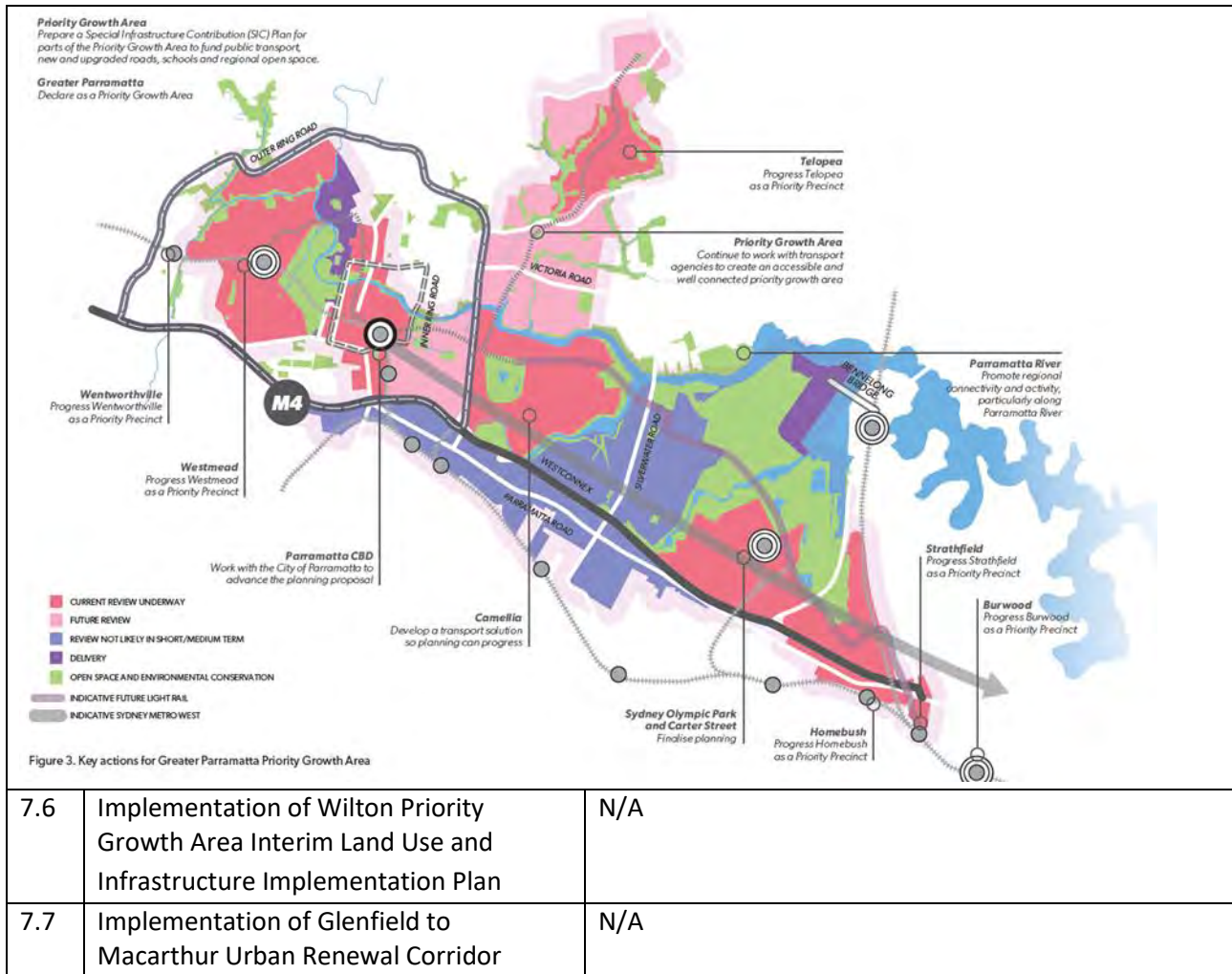


Table 7: Consistency with relevant Section 9.1 Directions

Section C – Environmental, social and economic impact

8. *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?*

The site is located in an urban mixed use area, including residential and industrial uses. The existing industrial warehouse has been located on the site since 1972. The site is therefore not known to contain any critical habitat or threatened species, populations or ecological communities or habitats.

Notwithstanding this, in considering any future development application for the site, the consent authority will have regard to the suitability of the land for development and any environmental impact which may be generated by the development.

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

The site is industrial land and although the site does not contain any environmental significance there are other environmental matters that have been addressed in the preparation of the planning proposal.

Flooding

Part of the site is designated as being within the flood planning area. The flood planning area also includes residential land on the other side of Bachell Avenue. A stormwater channel runs through the site which is partly exposed and partly covered by the existing industrial warehouse.

A Flood Impact Assessment was prepared in 2015 by Royal HaskoningDHV in support of the previous proposed rezoning to facilitate the redevelopment of the site for mixed use including residential and commercial/business land uses. This report has been updated to reflect the current concept and is attached at Appendix D.

This Planning Proposal is also supported by additional flood advice and information (dated 5 October 2018) that also responds to Cumberland Council's assessment of flooding as part of the 2016 application process.

In that context, the Flood Impact Assessment considered the flood impacts of the proposed conceptual development:

The catchment to the downstream point predominately consists of Rockwood Cemetery. Between the cemetery and the site, flow must cross under a number of roads and rail lines before discharging into a vegetated open channel immediately upstream of the site. Flows are then conveyed through the site via a large Reinforced Concrete Box Culvert (RCBC) and concrete lined drain. Upon leaving the site, flows are conveyed via a concrete lined drain and associated culverts, until finally discharging into Haslams Creek, a tributary of the Parramatta River.



Figure 19: Existing drainage arrangement

The conceptual development proposes to culvert the full length of the watercourse through the development site. To accommodate Sydney Water’s policy of ‘no buildings or permanent structures within 1m from the outside face of the stormwater channel wall’ the watercourse in the northern half of the site is proposed to be realigned approximately 15m to the east of its current course.

The development immediately above the culverted watercourse would be a ground level car park, to act as a designated overland flow path to enable conveyance of overland flow in excess of the piped drainage system capacity, in accordance with the principles of AR&R (1987) and the NSW Floodplain Development Manual (2005). This development scenario was discussed with both Sydney Water and Council at separate meetings on 25 September 2015 and deemed, in principle, to be acceptable.

The Flood Impact Assessment, which includes existing and design flood depths, concludes that no flooding on the site in the 1% Annual Exceedance Probability will occur with the proposed 2.4m x 2.1 culvert running through the site. Further, flooding of approximately 10 residential properties immediately downstream is alleviated.



Figure 20: Existing conditions flood map 1% AEP Event (Source: Royal HaskoningDHV Flood Impact Assessment)



Figure 21: Design conditions flood map 1% AEP Event (Source: Royal HaskoningDHV Flood Impact Assessment)

The 1% AEP developed conditions flood risk is sensitive to different structure blockage assumptions. The site remains flood free in the 1% AEP event under design conditions if no structure blockage is applied. However, during a Probable Maximum Flood, significant inundation of the site occurs in both the existing conditions and the developed scenarios. The Assessment therefore recommends that a minimum Finished Floor Level for the site be set to RL 13.7m to achieve the required 0.5m freeboard and that a Flood Evacuation Plan be prepared as part of the detailed design of the proposed development.

Also, the updated flooding advice (5 October 2018) considers additional matters that require consideration since the original report in 2016. This includes:

- the original FIA was undertaken prior to completion of the Haslams Creek Overland Flood Study (RHDHV 2016). A draft of the flood study report was issued to Council in May 2016. The study is yet to be adopted by Council, however, provides the most accurate and up to date flood information for the subject site. It is suggested that the modelling of the final design to be updated to use the model from the Overland Flood Study.
- The updated Australian Rainfall and Runoff 2016 (ARR2016) provides the latest guidance on appropriate blockage assumptions for flood studies. Given that there are several upstream culverts, the adoption of a 50% blockage to the site culvert is unlikely to be warranted. A more detailed blockage assessment should be undertaken at the DA stage. This could investigate whether a debris control structure (such as a trash rack) is required to reduce the potential impact of blockage on flooding at the site.
- Cumberland Council (2016), Assessment of Planning Proposal Application - Application for a planning proposal for land at 2 Bachell Avenue Lidcombe (PP-2/2016) also raised an issue with encasement of the culvert through the site. The issue where “the encasing of the channel through the whole site is not supported” may also cause an issue with the current design that assumes a culvert through the site. If Council still does not support encasement, an alternate design would appear necessary. However, the Council assessment also states “It is noted that Sydney Water is the asset owner of the stormwater channel and therefore the proposed covering of this channel would be subject to Sydney Water approval.”

It is therefore recommended, that while there is no flooding on the site in the 1% Annual Exceedance Probability with the proposed 2.4m x 2.1 culvert, that consultation be undertaken with Sydney Water as part of the Part 3 process in respect to the rezoning of the land. As the development concept is refined, further modelling and consultation is recommended as the Part 4 process commences.

Contamination

A Phase 2 Contamination Assessment was conducted in 2016 by Sullivan Environmental Sciences Pty Ltd to characterise the soil and groundwater and assess potential health risks associated with a proposed rezoning application to facilitate a high use commercial and high density residential development. The works included drilling and sampling soil at 20 borehole locations, conversion and sampling of three boreholes into temporary groundwater monitoring wells and the chemical analysis for a suite of contaminants.

The Assessment found that the groundwater was generally of a good quality and had not been impacted by on-site operations. The groundwater would therefore not prevent the site from being used for sensitive residential land uses.

Soils were also found to be of good quality and to not pose a risk to future land uses, with the exception of a localised area south of the warehouse and below the concrete slab in the northern part of the building. Heavier fraction hydrocarbons were identified but not considered to pose any health risks in their current state.

One sample did identify asbestos buried in the soil below the surface in the rear grassed area on the eastern boundary, which does not pose a risk under the current conditions at the site. This area will be controlled and any future development works such as bulk earthworks and waste management will consider and manage potential exposure through a contamination health and safety strategy.

Sullivan Environmental Sciences Pty Ltd were again engaged to prepare a Contamination Assessment that updates the contamination status of the site and assess its suitability in respect of commercial land use in support of the subject planning proposal. The report included a review of pertinent site information since the previous assessment in 2016.

A site inspection was undertaken on 20 September 2018. This included the yard area and the warehouse space which is currently utilised as a commercial laundromat.

The assessment and outcome of the inspection subsequently concluded:

The previous Phase 2 (2016) concluded that the site would be suitable for commercial/industrial land use, which aligns with the proposed rezoning, and also concluded that the site could be made suitable for more sensitive uses including high density residential as was proposed at the time.

While it is apparent that existing conditions at the site are similar to those in 2016 and show a low potential for contamination, there are information gaps that need to be filled relating to the operation of a commercial laundromat/dry-cleaning business on the site since April 2016 to enable of complete assessment of contamination risks.

Although we consider there to be a low potential for contamination to have occurred from dry-cleaning and other current activities on the site, there remains uncertainty around this issue that requires verification. Nonetheless, provided information gaps can be satisfactorily filled, and based on current site conditions; the site is likely to be suitable for the proposed land zone as B5 Business Development.

Therefore, it is considered that at this stage the Phase 2 Contamination Assessment and subsequent update report has demonstrated that the site is capable of being developed for a mixed business purpose, and that during future assessment processes, necessary plans of management should be put in place to remove any contamination and adequately remediate those isolated parts of the site.

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

Economic Effects

An Economic Analysis has been prepared by PPM Consulting in support of the Planning Proposal. The Analysis is included at Appendix E.

The analysis looks at the viability of the final concept and the economic benefits and job generation as a result of the future development. The Analysis considers the context of the 2015 Auburn *Employment Lands Strategy* (ELS) and the Cumberland Draft *Employment And Innovation Lands Strategy & Land Use Planning Framework 2017* (“the strategies”).

As discussed earlier in this Planning Proposal, the economic advice considered the types of uses appropriate for the site and modelled the development scenarios to assist understand the viability of redevelopment of the site. Consistent with the Council’s existing and draft strategic planning framework the report recommended the site be retained for employment generating uses, but that these uses be expanded from traditional industrial to ensure future development is viable and to align with the vision for the Precinct. This included increased employment and job opportunities associated with an increase in density.

The Economics Analysis found that redevelopment of the site becomes viable where an FSR between 2.5:1 and 3:1 is achieved. This retains a portion of industrial up to 3,500sq.m (any greater compromises viability) with remaining floorspace utilised by additional land uses discussed above.

The Analysis has therefore directly informed the controls sought by the Planning Proposal: to amend the land use zone from IN1 General Industrial to B5 Business Development to provide for a broader range of employment generating uses, and increase the FSR control to 3:1 to increase the employment capacity of the site while ensuring future development is viable.

In making this recommendation, the Economic Analysis also found the following benefits as an outcome of the proposal:

- an increase in the number of jobs on the subject site by over 525;
- create jobs and generate wages and salaries during the construction phase;
- be seen as a show of faith not only for the site but for the ELS and Cumberland Council Draft Employment Strategy, and also stimulate investment in other sites within the Lidcombe East precinct;
- create business opportunities in the area, helping the ELS to be fulfilled;
- create an attractive new place to grow a business, work, shop and play;
- raise awareness of Lidcombe among potential investors, which could lead to further investment in the Lidcombe East precinct, which in turn would promote the additional floorspace required to fulfil the ELS;
- lead to an economic stimulus through some of the new workers’ wages and the profits of the businesses being spent in the local area, stimulating the local economy; and
- encourage some visitors to spend money in the Lidcombe town centre.

In conclusion, the Analysis finds that:

“While the site is not zoned for commercial and retail uses, and has a current FSR of 1:1, using the rezoning assessment criteria contained in the ELS, it is clear that the site meets the conditions for rezoning to a zone that would facilitate more uses, with a higher FSR. The assessment against the criteria finds that the proposal is near arterial roads, forms part of an established industry cluster, has few conflicts, would likely enhance nearby employment lands, increases the amount of employment floorspace on the site, increases the number of jobs on the site, but would not be able to viably do this without increased permissibilities or higher FSR. As such, the proposal appears to be consistent with Council’s employment strategies.”

Social Effects

A Social Impact Analysis has been prepared by PPM Consulting in support of the Planning Proposal. The Analysis is included Appendix E.

The Analysis examines the potential impacts of the Planning Proposal on residents and workers in the area, whether through increased employment opportunities or effects from changes to the local area associated with the future development of the site.

The Planning Proposal will facilitate the future redevelopment of Industrial zoned land for the purpose of more intensive employment generating land in the form of commercial, creative industries and small businesses. This will include a variety of sectors, from storage and warehousing, to office spaces for high tech or start up businesses. This varies from the traditional industrial precinct, however facilitates the redevelopment of the site and intensifies job creation in accordance with the Council’s strategic planning direction for the precinct and the site.

In doing so, the future development is anticipated to generate approximately 550 jobs for the Cumberland community. In relation to the labour force and demographics in the area, the Analysis finds:

“In the 2016 census, the combined labour force of Lidcombe and Berala was 14,168. Of those, 12,901 were employed and 1,269 were unemployed. The unemployment rate for the combined suburbs was 9.0 per cent. This compares with a statewide unemployment rate of 6.3 per cent and a national unemployment rate of 6.9 per cent on census night. The unemployment rate in the area is 2.7 percentage points higher than the state average and 2.1 percentage point higher than the national average.”

“Of those who are employed, 24 per cent work in industries relevant to the proposal, including manufacturing, wholesale trade, accommodation and food services (the food services aspect, not accommodation), transport, postal and warehousing, and information media and telecommunications. If some retail trade is permitted (such as neighbourhood shops), this increases to 32.1 per cent of those employed.”

The report also finds a heavy reliance on the motor vehicle as the preferred transport use. The Analysis concludes that *“the Lidcombe-Berala area is disadvantaged, with high unemployment and high car dependency. Of those who are employed, many need to leave the local area to find work. The proposed development could bring more relevant jobs closer to the homes of Lidcombe and Berala.”*

This proposal would somewhat change the existing character of this local area in terms of its uses, visual appearance, activity levels and relationship to surrounding residential uses. This is likely to create both positive and negative impacts. The analysis finds the following social impacts to the Lidcombe area:

On the positive side, the proposed development is likely to:

- increase employment opportunities in the local area
- provide jobs that are relevant to the local population, enabling people to work closer to home
- provide new community facilities and services
- provide new open space
- provide flood mitigation of the open drain
- improve community integration and social cohesion.

On the negative side, the proposed development is likely to:

- have noise impacts for existing local residents
- have odour impacts for existing local residents
- have traffic impacts for existing local residents
- have a slight impact on property values for existing local residents.

While land use conflict between employment and lower density residential land is a reality, the types of uses proposed are less invasive than some general industrial uses permitted under the current zone. The proposal will facilitate the redevelopment of the site, creating a more visually appealing development. The redevelopment will also facilitate the realignment of the drainage channel which will improve the flooding to upstream residential land.

Further, the redevelopment seeks to provide neighbourhood scale services, that would support the daily needs of workers and residents in the industrial precinct and residential neighbourhood. Basement car parking is proposed to ensure the site minimises impact associated with on-street parking. Consideration could be given to time-based parking restrictions if concerns are raised with traffic generation. The types of employment generating land uses will facilitate employees that park on site all day and also visitation and deliveries meaning traffic generation will be spread more evenly over the day, with workers parking on site only impacting the peak periods.

In summary, the proposal is considered to generate few negative social impacts, with further mitigation measures to be discussed throughout the development application process, and residents concerns more accurately understood during exhibition and the Part 3 process.

Section D – State and Commonwealth interests

11. *Is there adequate public infrastructure for the proposal?*

Public Transport

The site is well serviced by public transport being within 1km from the Lidcombe Railway Station which has direct services to Central Sydney and Parramatta. Further, the 401 Bus route, connecting Lidcombe town centre with Sydney Olympic Park is only 500 metres away on Nicholas Street.

Traffic and Parking

The site is well serviced by public transport being within 1km from the Lidcombe Railway Station which has direct services to Central Sydney and Parramatta. Further, the 401 Bus route, connecting Lidcombe town centre with Sydney Olympic Park is only 500 metres away on Nicholas Street.

A Traffic and Parking Impact Assessment was also undertaken by Lyle Marshall & Partners Pty Ltd that considered the impact of traffic and parking and any issues arising from the operation of the rezoning, having regard to the proposed development concept that could be achieved as a consequence of a mixed use business zone with higher density development controls. The Traffic and Parking Impact Assessment is included at Appendix B.

The Assessment undertook a count of 5 intersections in December 2015 on approach and departure routes from the proposed site. SIDRA analysis showed that the Church Street/ Railway Street intersection was operating at Level of Service F in the AM peak hour and Level of Service D in the PM peak hour. All other intersections were performing well under existing conditions.

The proposed concept facilitated by the Planning Proposal will generate approximately 405 spaces and 197 vehicles per hour in the AM peak and 290 vehicles per hour in the PM peak. The volumes were assigned to the Road Network and SIDRA analysis carried out. The impact of this generation has none to minor impact on the intersections studied.

The Church Street/ Railway Street intersection continues to operate at LoS F in the AM peak, but the proposed concept has minimal impact to the existing conditions. Notwithstanding, a mitigation measure has been suggested by the report, however this is not as a consequence required because of the Planning Proposal.

Further recommendations for increased alternative travel modes are made by the Report to reduce car dependency and utilise the existing public transport infrastructure. The concept that supports the Planning Proposal is indicative, and further refinement of the floorspace requirements of individual uses and tenancies will be refined as part of the Development Application process, and further assessment of traffic implications undertaken at this time.

Utilities and Services

The full range of utility services including electricity, telecommunications, water, sewer and stormwater are all currently available on the site. These services would be upgraded, where required, to support future development. Consultation with relevant authorities during the public exhibition of the Planning Proposal will confirm the capacity of current utilities to serve the site.

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

Formal consultation has not been undertaken at this stage with State or Commonwealth public authorities in relation to the Planning Proposal and proposed amendments to the maximum building height for the site. Formal consultation will be undertaken as part of the Part 3 process following Gateway determination.

Consultation was undertaken with Sydney Water as part of the previous planning process for the site. As previously mentioned, the development scenario and compliance with Sydney Water's 'Building over or adjacent to Sydney Water stormwater assets' Policy was discussed with Sydney Water who deemed, in principle, to find the concept acceptable. It is considered that this consultation was still relevant, notwithstanding formal consultation should again occur during the process. Further, Council's comments on flooding during the previous process have been taken in to account in the updated flooding assessment.

Part 4 – Mapping

Maps illustrating the current Auburn LEP 2010 land zoning, maximum height of buildings, maximum floor space ratio, flood planning, foreshore building line, heritage and acid sulfate soils for the Planning Proposal are located within the Introduction.

The maps for the proposed amendments to the Auburn LEP 2010 are included below.

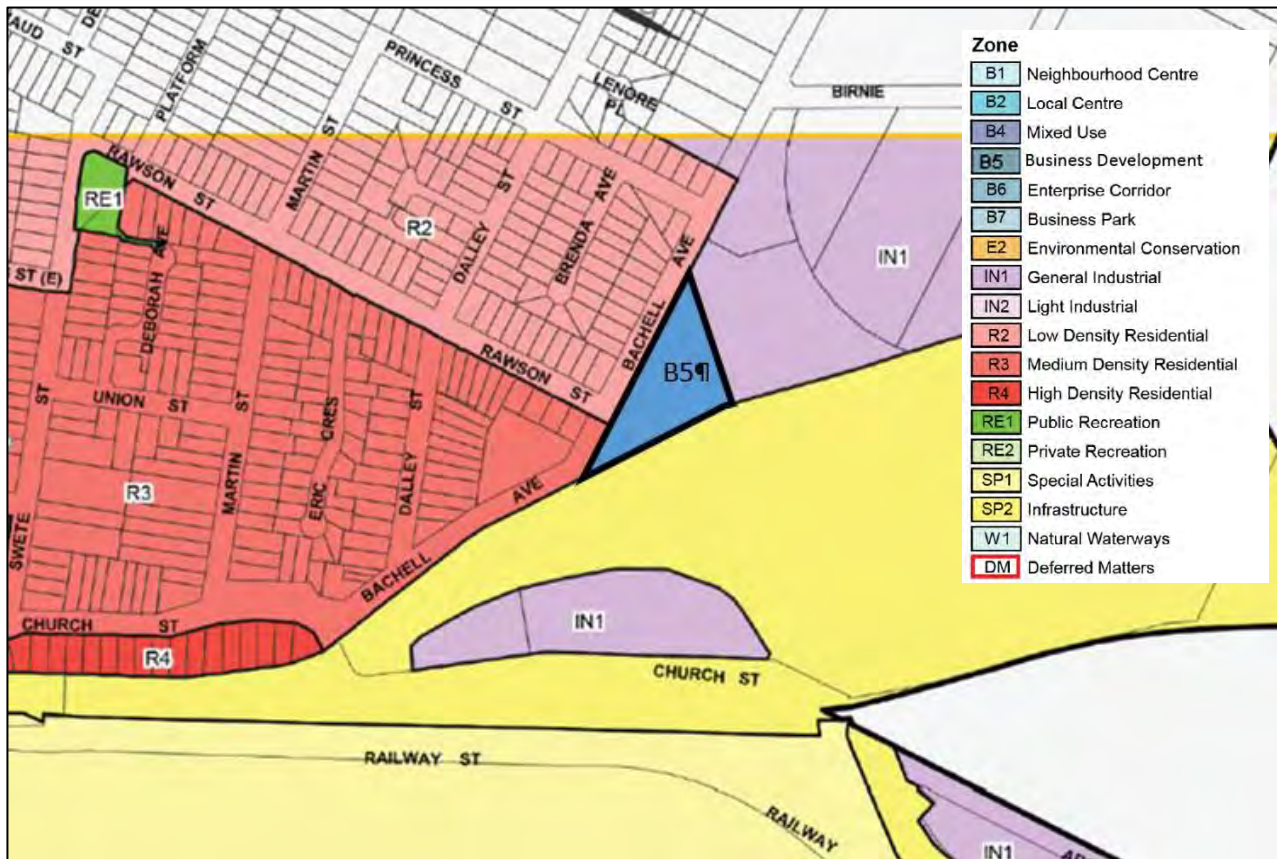


Figure 22: Proposed land use zone Map



Figure 23: Proposed maximum FSR Map

Part 5 Community Consultation

Public consultation will be undertaken in accordance with the requirements of the Gateway Determination.

It is proposed that, at a minimum, this will involve the notification of the public exhibition of the Planning Proposal:

- On the Cumberland Council website;
- At the information desk of the Cumberland Council offices;
- In the relevant local newspaper(s); and
- In writing to the owners and occupiers of adjoining and nearby properties and relevant community groups.

It is anticipated that the Planning Proposal will be publicly exhibited for a period of not less than 28 days in accordance with the requirements of Section 5.5.2 of the Department of Planning and Environment's publication *A Guide to Preparing Local Environmental Plans*.

Part 6 Project Timeline

The potential timeline for the progression of the Planning Proposal is dependent on assessment timeframes, Council meeting cycles and the conditions of the Gateway. This section of the Planning Proposal should be updated as the matter progresses.

Notwithstanding, the potential progression of the Planning Proposal is identified in Table 8 below:

| Key Milestone | Timeframe: |
|--|-------------------------------|
| Planning Proposal submitted to Cumberland Council | October 2018 |
| Assessment, exhibition and consideration of Planning Proposal by Cumberland Council staff | October-December 2018 |
| Consideration by the Cumberland Local Planning Panel | December 2018 – February 2019 |
| Council to formally endorse Planning Proposal for progression to Gateway | March 2019 |
| Planning Proposal submitted to Department of Planning and Environment for consideration and assessment | March 2019 |
| Gateway Determination (25 day target timeframe) | April – May 2019 |
| Public Exhibition and Government Agency consultation | June – July 2019 |
| Consideration of submissions and reporting to Council | August – September 2019 |
| Submission to Department to finalise the LEP | October 2019 |
| Legal drafting of LEP | November 2019 |
| Making of the Plan (Council as delegate for the Minister) | December 2019 |

Table 8: Project Timeline