

3. DESCRIPTION OF THE PROPOSAL

3.1. Objectives or intended outcomes

The objectives and intended outcomes of the planning proposal are to:

- Enable the redevelopment of the site for higher density residential development including residential flat buildings, that will contribute to sub-regional housing targets;
- Maximise the use of public transport by providing higher density residential housing in proximity to public transport;
- Provide for the orderly and economic use of land.

3.2. Proposed planning and development standards

The planning proposal seeks to enable the objectives above by proposing the following amendments to *Auburn LEP 2010*:

- Rezoning the site to R4 High Density Residential;
- Amending the lot size map to remove a minimum lot size requirement consistent with Council's standard control applied to the R4 High Density Residential zoning;
- Permitting a maximum FSR of 1.4:1 across the site;
- Applying a maximum building height of 19.5m.

Uses permitted in the R4 zone include residential flat buildings, multi-dwelling housing, boarding houses, hostels, neighbourhood shops and community facilities. Note that this would also permit the Regents Park Veterans and Community Men's Shed to continue on the site owned by Auburn Council. A comparison of the current and proposed controls is provided in Table 3 below.

The controls would permit between 263 and 323 units, depending on the efficiency achievable on the site, the mix of unit sizes and whether the redevelopment includes the Auburn Council site.

Table 3. Comparison of current and proposed zoning and standards under *Auburn LEP 2010*

	Current	Proposed
Zoning	IN2 Light Industrial	R4 High Density Residential
Minimum lot size	1,500m ²	No control
Maximum FSR	1:1	1.4:1
Maximum Building Height	No control	19.5m
Key zone objectives	• Provide a wide range of light industrial, warehouse uses and related uses. • Encourage employment and viability of centres. • Minimise any adverse effect of industry on other land uses • Protect industrial land for industrial uses. • Enable facilities or services to meet day to day needs of workers in the area.	
		• Provide for the housing needs of the community within a high residential environment in close proximity to public transport. • Provide for a variety of housing types within a high density environment. • Enable provision of facilities or services to meet the day to day needs of residents.

The maps showing the proposed controls are included at Figures 11-14.

Figure 11. Proposed zoning

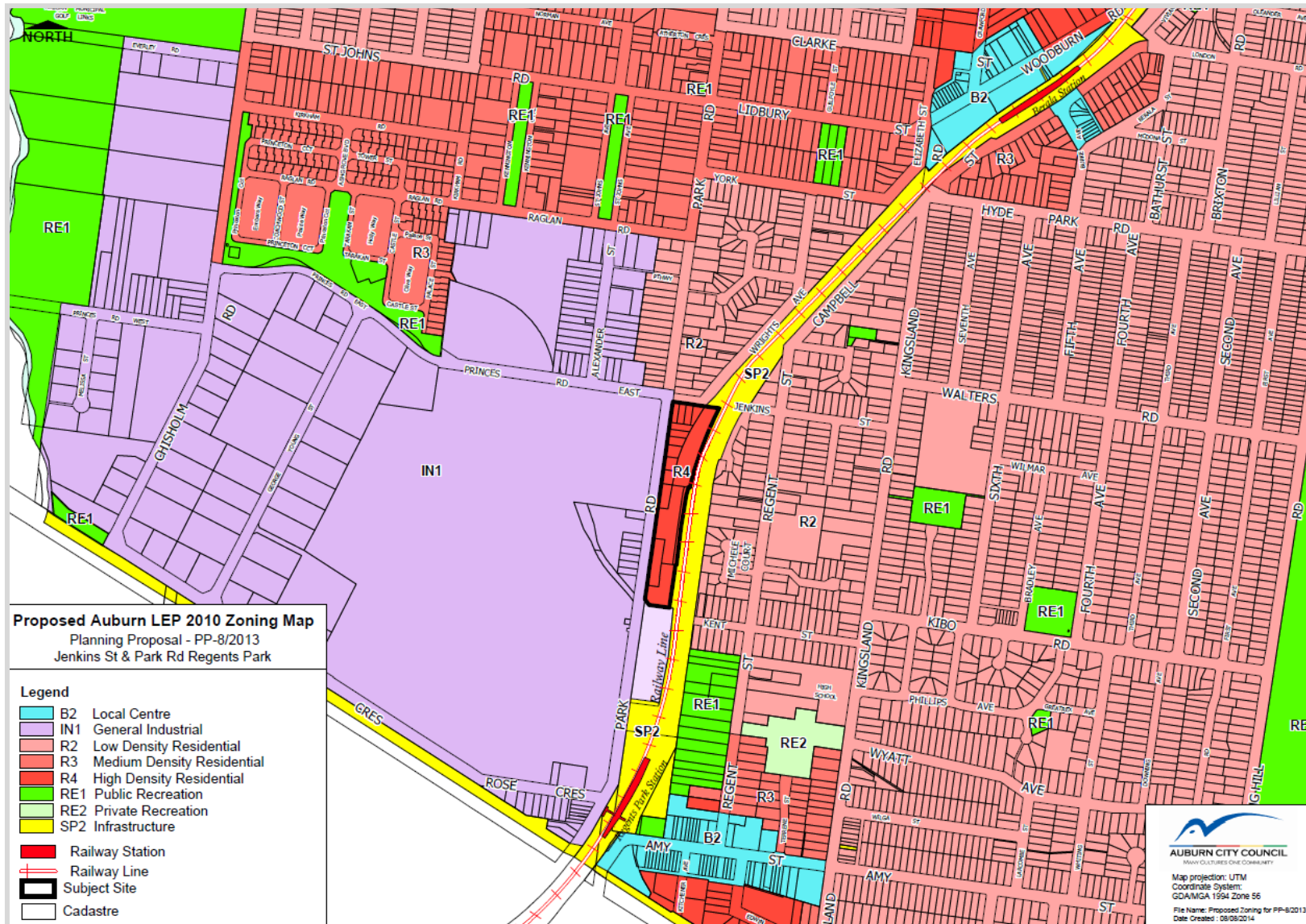
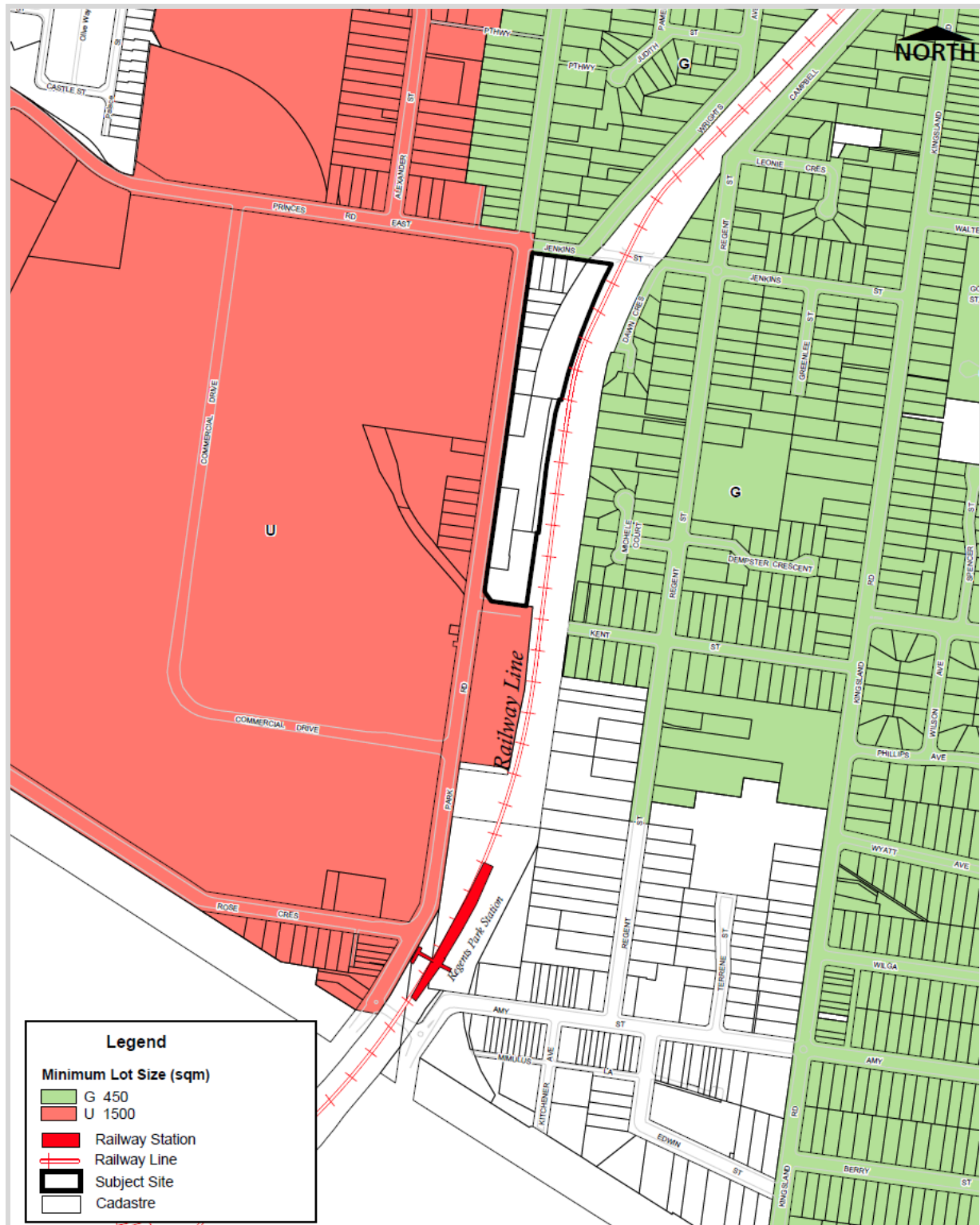


Figure 12. Proposed minimum lot size

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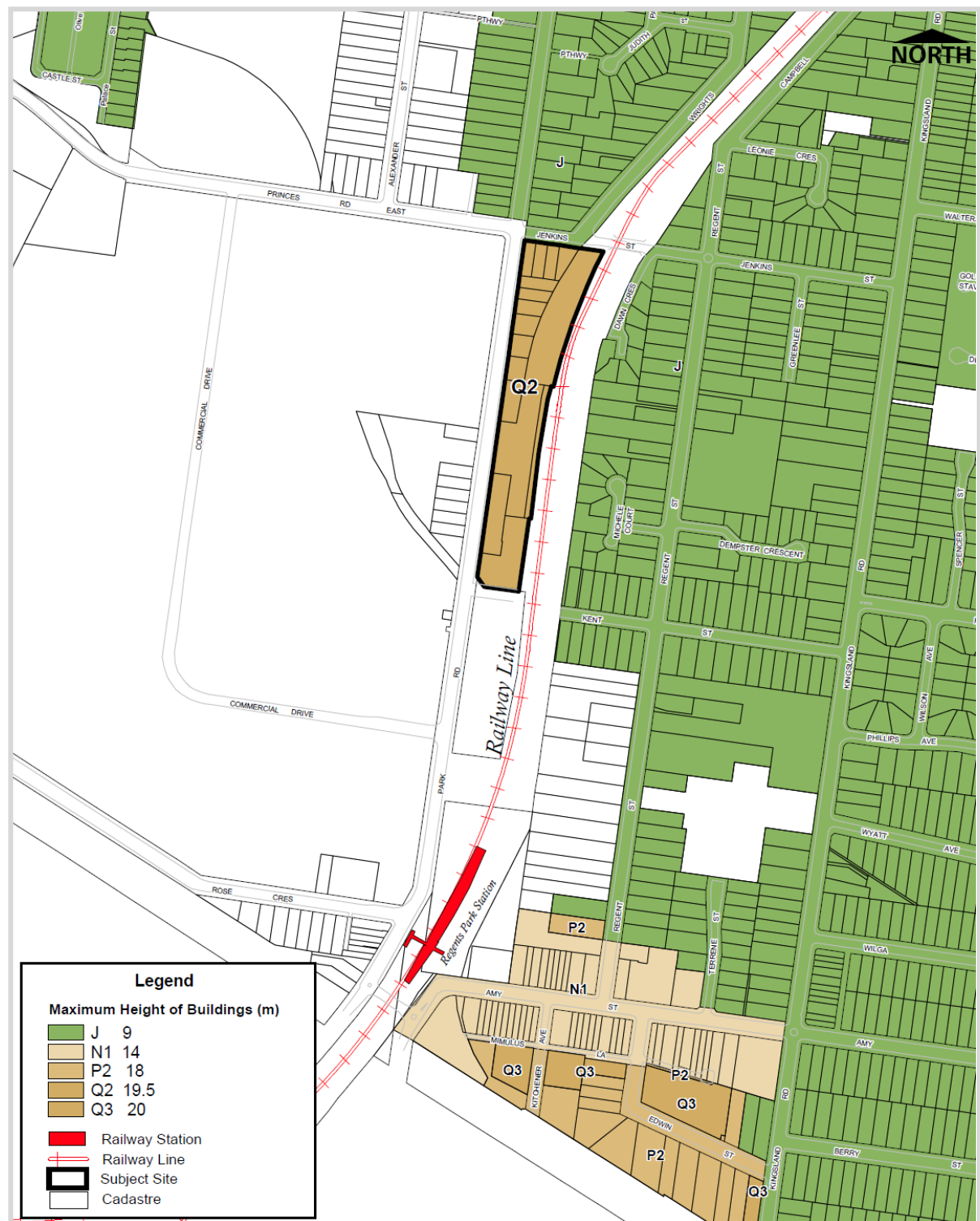


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Figure 14. Proposed Maximum Height of Building

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4. JUSTIFICATION

4.1. Section A: Need for the planning proposal

Q1. Is the planning proposal the result of any study or report?

No. The Planning Proposal is not the result of a strategic study or report.

The planning proposal results from an application from LJB Planning Pty Ltd on behalf of the owner of part of the site. A traffic report and a feasibility assessment report accompany the proposal at Appendices C and D.

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

The proposed zoning is the best way to achieve the intended outcomes, as residential flat building is not permitted in the existing zoning of the site under *Auburn LEP 2010*. Amendments to building height, floor space ratio and lot size are required to enable this form of development.

Another option considered (via an earlier application to Council) was to rezone the site to B4 Mixed Use. Amongst other matters, an analysis by Hill PDA showed that the site is not suitable for retail facilities, due to the potential impact on the Regents Park Village.

4.2. Section B: Relationship to the strategic planning framework

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

A. METROPOLITAN PLAN FOR SYDNEY 2036

The former Department of Planning and Infrastructure's Metropolitan Plan for Sydney 2036 ('the Metro Plan') is the overarching strategic planning policy guiding growth and development in Sydney to 2036. It establishes housing and employment targets, and provides guiding principles for consideration when making planning decisions. The plan contains a number of objectives and actions in relation to housing and employment growth, transport, the environment and the community. The most relevant actions relate to the economy, housing, and centres. Consistencies with the relevant actions are discussed below.

B1.3 Aim to locate 80 percent of all new housing within the walking catchments of existing and proposed centres of all sizes with good public transport.

The proposal seeks R4 High Density Residential zoning around 380 to 750m from Regents Park Railway station and the Regents Park centre, a village under the centres hierarchy in the Metropolitan Plan. Under the Metropolitan Plan a village has a walking catchment of 400-600m. Large parts of the site fall within this catchment.

In addition, the site is around 900m walking distance from Berala station and village centre. Bus stops are provided adjoining the site on Park Rd.

D1.1 Locate at least 70 percent of new housing within existing urban areas and up to 30 percent of new housing in new release areas.

The proposal seeks to provide for additional housing within the urban LGA of Auburn, focused around the existing centre of Regents Park which is served by rail and bus.

D2.1 Ensure local planning controls include more low rise medium density housing in and around smaller local centres.

While Regents Park is a smaller local centre:

- the location of the site on a busy regional road (Park Rd) drives the need for a limited number of driveways accessing Park Rd;
- the built form of a residential flat building is more compatible with the character and bulky forms of the surrounding industrial estate.

E3.2 Identify and retain strategically important employment lands

The draft West Central Subregional Study identified the Regents Park industrial estate as a precinct of strategic importance to the sub-region over the period to 2031.

In response to Council concerns raised in relation to this issue, the applicant argued that:

- A significant portion of the site is currently used for low density residential housing. The analysis by Hill PDA (Appendix C) indicates that it is not currently economically feasible to redevelop the subject site as a whole, or the residential components of the site, for industrial uses.
- The Employment Lands Study undertaken by Hill PDA for Council in 2008 supported the categorization of the Regents Park Employment Precinct as Category 1 employment lands due to its important role in providing sites for a broad mix of industry types. However, while the site adjoins the Regents Park Employment Precinct (across Park Rd to the west) the site was not included within the Precinct.
- Notwithstanding the above, the study found that no additional land would be required to meet the forecast demand to 2031, but that a surplus of industrial lands should be maintained.
- The study does not include this site as part of the oversupply that should be retained as a surplus.

G8.1 Avoid noise-based land use conflict through strategic planning and the development assessment processes

The proposal would result in high density residential development adjoining an industrial estate to the south, and to the west. The applicant has argued that sufficient building separation and appropriate site landscaping will maintain a sufficient level of acoustic privacy: *'Given the width of Park Road, it is unlikely that the adjacent uses would impact on the residential land.'*

The proposal adjoins a regional road with industrial traffic and the Bankstown Railway line. The applicant recommends that an acoustic and vibration assessment be 'prepared by a suitably qualified Acoustic Consultant to provide preliminary advice to determine whether the proposed development the subject of this Planning Proposal can comply with the appropriate

noise and vibration criteria in accordance with the Department of Planning's Interim Guideline '*Development near Rail Corridors and Busy Roads*'

This could be required as a condition of the Gateway Determination.

B. DRAFT METROPOLITAN STRATEGY FOR SYDNEY

The draft Metropolitan Strategy for Sydney will replace the existing Metropolitan Plan, and provides for new larger sub-regions supported by new sub-regional delivery plans in the short term.

Key relevant differences from the existing Metropolitan Plan include the setting of higher staged targets for jobs and housing within the sub-regions. For the proposed Central West and North West sub-region (in which Auburn is located), the draft strategy sets a housing target of an additional 148,000 dwellings and a jobs target of an additional 142,000 jobs by 2031. The allocation of these targets to each LGA within the sub-region has not yet been undertaken and will need to be considered in the development of the sub-regional delivery plans.

The key relevant objectives and actions relate to Balanced Growth, Liveability and Productivity and Prosperity.

The relevant objectives in relation to Balanced Growth and Liveability are:

- *Strengthen and grow Sydney's centres*
- *Deliver new housing to meet Sydney's growth*
- *Deliver well designed and active centres that attract investment and growth.*

The relevant objectives in relation to Productivity and Prosperity are:

- *Provide capacity for jobs growth and diversity across Sydney*
- *Support the land use requirements of industries with high potential*
- *Provide a well located supply of industrial lands.*

Consistency with the relevant actions and policies are discussed below.

Balanced Growth

- *Action 2.3 - Ensure Local Plans demonstrate capacity and tested development feasibility for housing growth in centres*
 - *Policy- Plan for housing growth in centres of all sizes.*

The proposal seeks to amend the local plan to enable the development of a new high density residential area with around 300 dwellings, providing housing growth within the walking catchment of a village centre. The economic feasibility study by Hill PDA found residential development to be more viable than the current industrial zoning for the sites containing existing dwelling houses.

Liveability

- *Action 5.2 Assist local government to identify economically feasible areas for housing growth through Local Plans to support housing targets, both in greenfield and infill areas*
 - *Policy - New housing will be encouraged in areas close to existing and planned infrastructure in both infill and greenfield areas.*
 - *Policy - We will plan for at least 273,000 additional homes by 2021 and 545,000 by 2031 and set minimum housing targets for each subregion*
 - *The minimum draft Strategy target for the subregion is 148,000 dwellings.*
 - *Policy - Fifty per cent of new jobs will be in Western Sydney by 2031.*

- Action 7.1 *Work with the community and local government to plan for centres growth and identify new centres*
 - Policy - *Existing centres will grow and change and new centres will be supported.*

The proposal seeks to amend the local plan to enable the development of a new high density residential area with around 300 dwellings, mostly within the walking catchment of a village centre and a railway station, increasing the available housing in an infill area within Auburn LGA.

Productivity and Prosperity -policies

- *We will plan for at least 339,000 additional jobs by 2021 and 625,000 additional jobs by 2031*
 - The jobs target set for the subregion by the draft Strategy is 142,000 additional jobs
- *Subregional employment growth will aim to achieve minimum employment targets*
- *We will improve public transport connections and encourage more jobs closer to home*
- *Strategic Centres, Specialised Precincts and industrial lands will be the prime location for new clusters and agglomeration economies*
- *Provide new industrial lands to meet future demand*
- *Industrial lands will better link with supply chains and markets*
- *Proposals to rezone existing industrial lands must be consistent with the Industrial Lands Strategic Assessment Checklist.*

The proposal seeks to rezone lands currently zoned and partially used for industrial purposes. The site has a long frontage to Park Rd. On the western side of Park Rd, opposite the site, are large industrial landholdings.

The Hill PDA Employment Lands Study of 2008 identified the Regents Park Industrial Precinct as strategically important industrial land (see Figure 15). This strip of land was not included within the Precinct in the Employment Lands Study. It is noted that the likely reason for the site not being included in the Auburn Employment Lands Study 2008 is that when the study was undertaken, part of the site was zoned for special uses under the previous *Auburn LEP 2000*. The majority of the site was rezoned to IN2 Light Industrial when the *Auburn LEP 2010* was made.



Figure 15. Regents Park Industrial Precinct – Precinct 13
Auburn Employment Lands Study 2008 (Hill PDA)

Legend

- Precinct 13 Regents Park Industrial Estate
- Subject site

During the assessment process Council raised a number of concerns in relation to the proposed loss of industrial lands. Table 4 outlines Council concerns and the applicant's explanation and Table 5 addresses the checklist for rezoning of industrial lands.

Table 4. Consistency with draft Metropolitan Strategy and Auburn Employment Lands Study outcomes in relation to the loss of industrial lands

Concerns raised by Council	Applicant's explanation
While the <i>Auburn Employment Lands Study</i> did not specifically refer to the site in its investigation, it provided a number of guiding principles for decisions relating to industrial land (at p74) including: • Recognising that industrial lands such as Silverwater, Regents Park, Lidcombe East and Lidcombe North are limited resources and that they have regional importance. • Developing buffer zones of low impact industrial uses (e.g. storage, parking, and landscaped areas) around land zoned industrial to minimise its impact to residential or other sensitive uses. • Maintaining and protecting a surplus of industrial land through clear planning controls is important from an economic point of view. The immediate proximity of the site to the Regents Park Industrial Precinct (see Figure 13), and recent rezoning of the land to IN2 Light Industrial and the current uses on the site (JLG industries, service station, skip bin hire), warrant the consideration of the subject land as being inextricably linked to the Regents Park Industrial Precinct. In relation to the Regents Park Industrial Precinct specifically, the following principles from page 121 of the study were also raised during Council's assessment: • <i>'The site should be retained and protected for a range of general industrial uses';</i> and • <i>'The relationship of the Precinct with surrounding residential uses should be carefully protected and the encroachment of alternative uses actively avoided'.</i> In addition to the above, industrial land is likely to be rezoned for non-industrial purposes on at least three other sites in Auburn LGA. As outlined below, this is likely to result in a loss of 52.5 hectares of industrial land, which represents 56% of the current surplus of industrial land in Auburn LGA.	The <i>Auburn Employment Lands Study</i> found that: • Over the study period (2006 – 2031) jobs within the LGA (excluding Sydney Olympic Park) will increase across all industry sectors, well in excess of the target in the draft West Central Subregional Strategy • Most industrial sub- sectors will experience a decline in jobs, while commercial jobs will increase, with a significant shift in Auburn's existing employment base • By 2031 the forecast is for a 20% less demoing in industrial floor space. • The intensity of development was low at an FSR of 0.25:1 across the LGA. This is likely to reduce further to an FSR of 0.2:1 by 2031. • <i>'Based on forecasted trends and demand, it can therefore be concluded that no additional land will be required to meet industrial demand in Auburn over the study period. Notwithstanding this point, it is important from an economic point of view that a surplus of industrial lands is maintained and protected through clear planning controls in Auburn.'</i> The subject site was not part of the <i>Auburn Employment Lands Study 2008</i> (see Figure 13), therefore: • The industrial land contained within the site was never included in figures quoted for existing employment and was not required to meet employment targets • The industrial land would not be required to meet industrial demand, as no additional industrial lands are required • The site is not part of the oversupply that should be retained as a surplus. Notwithstanding this, the study recognised that: • there is significant scope for greater intensity of development on existing employment lands included in the study • there is sufficient low intensity industrial

Rezoning	Industrial land on site	Comment	
Carter Street Urban Activation Precinct	49.8ha	Rezoning process is being led by DP&E.	land to accommodate the demand for alternate employment generating uses such as commercial business parks.
1A/1B Queen Street, Auburn	2.7ha	Rezoning being progressed by JRPP.	Therefore the small loss of this industrial zoned land will have no impact on the provision of employment land to meet the forecast demand.
Grey/ Carnarvon St Silverwater (PP-5/2013)	0.75ha	Rezoning to B2 Local Centre being progressed by Council.	In relation to a buffer between the industrial lands and residential: - It is unlikely the existing dwellings will be redeveloped for industrial purposes in the near future, therefore the incompatibility between existing industrial and residential uses on the site would remain; - Park Rd is sufficiently wide to provide an adequate buffer to the Regents Park Industrial Precinct; - Residential development surrounds the site to north, and across the railway to the east (see Figure 6). A checklist in accordance with the requirements of the Draft Metropolitan Strategy is provided at Table 5.
Thus, the need for Council to retain industrial land to ensure that land values remain affordable for businesses and employment uses is an important consideration for Council.			

Table 5. Checklist for rezoning of industrial land to other uses –summary of applicant explanation

Criteria	Consistency
Is the proposed rezoning consistent with State and /or Council strategies on the future role of industrial lands?	The site was not identified as part of the Auburn Employment Lands Study, which found that identified industrial lands were adequate to fulfil the role to 2031. The zoning is consistent with the <i>draft Metropolitan Strategy</i> in that it encourages the provision of housing in close proximity to existing infrastructure and close to the employment area of Regents Park Industrial Precinct. The site is well serviced by Regents Park Village Centre which will provide services to future residents.
Is the site: • near or within direct access to key economic infrastructure? • contributing to a significant industry cluster?	The site is not located near, or have direct access to, key economic infrastructure. The site is not part of a significant industry cluster. The existing industrial uses on the site are mixed. The site is located close to the Regents Park Employment Precinct, but was not identified as being part of it under the Auburn Employment Lands Study.
How would the proposed rezoning impact the industrial land stocks in the subregion or region and the ability to meet future demand for industrial land activity?	As discussed above, the relevant study found that there are enough industrial land stocks to 2031 without including this site.
How would the proposed rezoning impact on the achievement of the subregion/region and LGA employment capacity targets and employment objectives?	Neighbourhood shops are permitted in the proposed R4 zone, which would support residents and employees in the adjoining industrial precinct, without competing with the village centres of Regents Park or Berala. The increased residential population will support additional jobs in the centres and within the industrial park opposite. New employment targets for the LGA have not yet been set.
Is there a compelling argument that the industrial land cannot be used for an industrial purpose now or in the foreseeable future and what opportunities may exist to redevelop the land to support new forms of industrial land uses such as high-tech or creative industries?	This site is not well connected to the industrial lands of the Regents Park Industrial Precinct, being separated by Park Rd. The site has connections to the residential areas to the north and east. The retention of the industrial zoning for site reduces opportunities for improved pedestrian links to Regents Park station from the north. As discussed above, the land is not required to meet industrial needs. The Hill PDA feasibility study found that the existing dwelling sites are not feasible for redevelopment for industrial purposes, as they are more valuable as residential land.
Is the site critical to meeting the need for land for an alternative purpose identified in other NSW Government or endorsed council planning strategies?	No, however, it will assist by increasing residential density close to centres and good public transport access.

C. DRAFT WEST CENTRAL SUBREGIONAL STRATEGY (DRAFT WCSS) 2007

The objectives and actions of the draft WCSS flow from those of the Sydney Metropolitan Strategy, which was replaced by the Metropolitan Plan for Sydney 2036. Relevant strategic objectives and actions are discussed below.

Consistency with the draft WCSS strategic objectives and actions is outlined in Table 6.

Table 6. Consistency with the draft West Central Subregional Strategy (2007)

Action		Consistency
Action A 1.2	Plan sufficient zoned land and infrastructure to achieve employment capacity targets.	The Auburn Employment Lands Study 2008 found that there are sufficient employment lands in Auburn LGA to meet the employment capacity targets. This study did not include the subject site, therefore it is not required to meet the targets.
Action B2.1	West Central Council to investigate increasing densities in all centres where access to employment, services and public transport are provided or can be provided.	The proposed R4 zoning will increase residential densities close to Regents Park Centre and railway station.
Action C2.1	Focus residential development around centres, town centres, villages and neighbourhood centres.	The proposed R4 zoning will increase residential densities close to Regents Park Village Centre (a small village under the draft Subregional strategy see Figure 16).

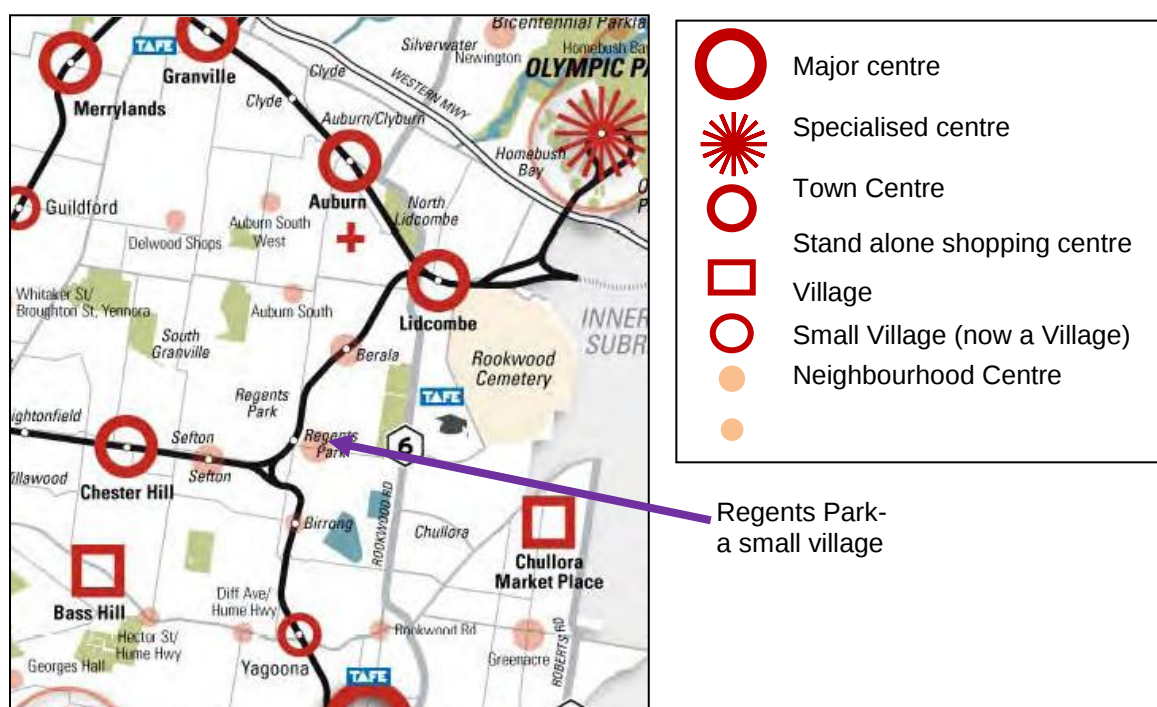


Figure 16: Typology of centres under draft WCSS

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

A. AUBURN CITY COMMUNITY STRATEGIC PLAN 2013-2023

The relevant outcomes of the *Auburn City Community Strategic Plan 2013-2023* are within the 'Our Places' theme. Consistency with the relevant outcomes and Council's commitment to the outcome is discussed below.

High quality urban environment

- *Prepare strategic land use plans and policies that improve the urban environment*

The dwellings on the site are quite run down and are likely to continue to deteriorate without a change in zoning. The planning proposal will encourage the replacement of these dwellings with new residential apartment buildings.

Good transport and traffic management

- *Commission and manage traffic and transport studies and works*

The Draft Auburn LGA Traffic and Transport Study (Hyder P/L) identified that there are two single lanes on the railway overpass (bridge) with roundabouts on both sides near Regents Park train station, which experience high traffic delays and long queues. These traffic delays occur particularly from Auburn Road, Carlingford Street and Amy Street during AM and PM peak periods.

Intersections at the Amy Street Bridge and Park Rd/Wellington Road require improvements to operate effectively.

Further north of the site along Park Road are the junctions connecting Vaughan Street, Park Road and Wellington Road. Council's draft study (page 155) indicates that this section of the network is currently operating at a poor level of service, being worst eastbound at the AM peak and westbound during the PM peak.

Varga Traffic Planning has prepared a traffic and parking study to support the proposal (see Appendix D).

The report indicated that:

- traffic generation potential of the existing uses of the site is 145 peak hour vehicle trips and could increase to 196 peak hour vehicle trips if the site was developed to its full potential for industrial purposes under the current zoning;
- traffic generation potential of the proposed rezoning of the entire site to R4 High Density Residential is 84 peak hour vehicle trips;
- rezoning the site to R4 High Density Residential will effectively halve the traffic generation potential and significantly reduce (if not eliminate altogether) the heavy vehicle truck traffic currently generated by the site.

The traffic report was based on an earlier similar planning proposal which included a concept plan, with 2 driveways accessed off Park Rd and a park at the northern end of the site and 358 car parking spaces, satisfying Council's parking requirements under the DCP. The current planning proposal does not include a concept plan. Nevertheless, DAs for similar plans could be lodged complying with Council's parking requirements.

The report finds that the intersections at the Amy St bridge intersections are at acceptable levels of service. This is inconsistent with the findings of the Draft Auburn LGA Traffic and Transport Study (Hyder P/L) which identified the level of service as F during both peaks at these intersections. This is particularly important as there is doubt about the future upgrade of these intersections.

There are also inconsistencies in the studies and the current planning proposal in terms of the likely number of dwellings proposed for the site, as shown at Table 7.

Table 7. Inconsistencies in number of dwellings used in the proposal and associated studies

Study or planning proposal	Residential floor area	No of dwellings
Hill PDA Feasibility report (p21)	Residential FSR of 1:1 (24,000m ²)	301*
Varga Traffic and Parking study (p6)	Not specified	263
Planning proposal	1.4:1 (26,938m ²)	286 – 323^

*based on an average of 80m² per unit and 85% efficiency (Hill PDA)

^dependent on average unit size and efficiency

Should a Gateway approval be given for this proposal, it is recommended that the applicant update the traffic study to:

- address the proposed residential density of 1.4:1;
- assess the capacity of the Amy St bridge intersections based on a current LOS F.

B. AUBURN EMPLOYMENT LANDS STUDY

The *Auburn Employment Lands Study 2008* reviewed the existing employment land in the LGA in 2008, outlined future demand for industrial land, developed a vision, and produced principles to sustainable and viable business and employment growth across the LGA up to 2031. The study adopts many of the definitions, categories and recommendations of the Draft West Central Subregional Strategy.

The subject site was not included in the study as it was not zoned entirely for industrial uses in 2008. It adjoins the 82.4 hectare Regents Park Industrial Precinct, a precinct recommended for retention by the study due to its significance in providing a broad mix of industry types. It provided (at 2008) 1879 jobs.

The applicant has argued that the site is not required to meet the need for industrial or employment lands, as the study did not include this site, but still found there to be adequate industrial lands to 2031. Consistency with the *Auburn Employment Lands Study* is discussed in more detail in the discussion of the *Draft Metropolitan Strategy for Sydney*.

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

• SEPP 55

State Environmental Planning Policy 55 – Remediation of Land ('SEPP 55') requires that, when changing the zoning of land, the planning authority (which in this case is Council) must consider whether the land is contaminated. A Phase 1 Contamination Assessment will be carried out by the applicant, if Gateway approval is given. A Phase 2 Contamination Assessment may also be required, given some of the current land uses on the site.

It is recommended that the applicant be required to undertake a Phase 1 contamination assessment as a condition of the Gateway Determination.

- **OTHER SEPPs**

The application is not inconsistent with all remaining State Environmental Planning Policies (SEPPs) and Regional Environmental Plans (deemed SEPPs). SEPP 65 is the other key SEPP applying to the site. Given the configuration of the site, the multiple ownerships and the location between a regional road and railway, it is recommended that the applicant carry out an urban design study of the site resulting in recommendations for a site specific DCP, to ensure that future development can be carried out in a way that allows development to meet the requirements of SEPP 65 as well as broader urban design outcomes.

A full checklist outlining the consistency of the application with SEPPs and deemed SEPPs is at **Appendix E**.

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

Section 117 directions are directions to councils from the Minister for Planning and Infrastructure that need to be considered or given effect to in the preparation of draft LEPs. The proposal is consistent with the s. 117 Directions as outlined in the checklist at **Appendix F**.

4.3. Section C. Environmental, social and economic impact

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

There are no identified or likely, critical habitat, threatened species, populations or ecological communities, or their habitats that will be adversely affected as a result of the proposal.

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

There are no flooding issues affecting the site. The site is Class 5 acid sulphate soil. All lands identified within these classes are required to meet the provisions of clause 6.1 of *Auburn LEP 2010*, Clause 6.1 Acid sulfate soils. Class 5 is lowest (least affected) acid sulphate soil class and relates to all land not identified within classes 1-4. Acid sulphate soils would not constrain the development proposed.

The applicant recommends that an arborist report is to be provided by a suitably qualified and experienced arborist post Gateway to assess and comment on the structural health, significance and environmental qualities of the trees on the site.

The applicant also recommends an acoustic and vibration assessment be prepared by a suitably qualified and experienced acoustic consultant to provide preliminary advice to determine whether the proposed development can comply with the appropriate noise and vibration criteria in the Interim Guideline *'Development near Rail Corridors and Busy Roads'*.

The applicant could be required to prepare these reports as a condition of the Gateway Determination.

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

The Men's Shed at 356 Park Rd serves the Regents Park community. Council resolved (in part) at its meeting of 16 July 2014:

That Council and Applicant undertake discussions regarding the future of the Council-owned land at 356 Park Road and the Regents Park Community Men's Shed.

These discussions will provide guidance on measures to address any social or economic impacts of the proposal on the community in relation to this facility.

Any additional potential social and economic effects will be identified during the formal post Gateway consultation stage.

4.4. Section D. State and Commonwealth Interests

Q10. Is there adequate public infrastructure for the proposal?

The traffic study by Varga Traffic Planning considered traffic generation under three scenarios, namely current uses; potential under the industrial zoning, and the proposed R4 High Density Residential zoning. The analysis showed that the site would generate a reduced level of traffic under the R4 zoning. The traffic report requires some updating as previously discussed.

The site is located within good proximity of a railway station, bus routes, a shopping centre, schools and employment lands. The site is connected to water, sewer and electricity. Consultation with the relevant public authorities following any Gateway approval, will consider the need to augment these utilities.

Waste management services are available through Auburn Council or privately.

Guilfoyle Park is located across the railway line at about 500m walk from the nearest point of the site, accessed via the pedestrian overpass over the railway station. However, the need for public open space resulting from the proposal should be further considered post Gateway.

Consultation with education and health authorities will be required on this matter.

Q11. What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?

No consultation has been undertaken at this stage, nor has a gateway determination been made. Should Gateway approval be given, it is recommended that the relevant state authorities be consulted.

5. COMMUNITY CONSULTATION

5.1. Pre-gateway consultation

The application for the Planning Proposal was exhibited for a period of 28 days from 21 August to 18 September 2013, in accordance with Council's *Communication Plan for Planning Proposals*.

Two submissions were received during the exhibition period. Both submissions opposed the proposal. Key issues raised in the submissions are summarised in Table 8.

Summary of issues raised	No. of submissions raising this issue
Opposes rezoning of the subject site to allow for high density residential development.	2
Jenkins Street and Park Road sustain substantial traffic and lengthy delays during the peak periods.	2
On street parking will become a problem for the residents as more people will compete to park on Wrights Avenue.	2
If the proposal is progressed, access to the subject site from Jenkins Street should not be provided.	1
Auburn Council has met the State Government's dwelling target, and therefore this planning proposal has no relevance.	1
The Regents Park Veterans and Community Men's Shed is located within the subject site.	1

Table 8: Issues raised during exhibition

5.2. Post-gateway consultation

Community consultation

The Department of Planning and Infrastructure's *'Guide to preparing Local Environmental Plans 2013'* sets out periods for public consultation following a Gateway Determination according to the level of impact of the proposal. Low impact planning proposals are required to be exhibited for 14 days. All other types of planning proposals are to be exhibited for a period of 28 days. This planning proposal is considered to be of 'moderate impact'. A 28 day public exhibition period is considered appropriate for this proposal, in line with the Gateway Determination.

Agency consultation

Should Gateway approval be given, it is recommended that the following authorities be consulted:

- Bankstown City Council
- Department of Education and Communities
- Department of Health
- Energy Australia
- Housing NSW
- NSW Police Service
- Rail Corporation of NSW
- Roads and Maritime Services
- Sydney Water
- Transport for NSW

6. PROJECT TIMELINE

Council considers the planning proposal as a ‘moderate impact PP’ and anticipates an approximate project timeline of a 10 month period to complete and notify the *draft Auburn Local Environmental Plan 2010* amendment (draft LEP), after Gateway Determination is issued by the Department.

Table 9 illustrates the major milestones and the project timelines anticipated prior to the Gateway Determination for the making and notification of the draft LEP. Note that the Christmas period will cause a delay of one to two months.

PP Milestones	Anticipated project time lines									
	2014					2015				
	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
1. Submit PP to DP&I										
2. s. 56 Gateway Determination by DP&I										
3. Report Gateway Determination to Council										
4. Consult relevant public agencies										
5. Community consultation										
6. Council evaluates submissions										
7. Report PP submissions and any proposed amendments to Council										
8. Submit PP to DP&I (If not delegated)										
9. PC opinion to finalise making of plan and maps										
10. Formal notification of the Plan.										

Table 9. Anticipated timelines for the completion of the planning proposal.