



PLANNING PROPOSAL

1-17 Grey Street and 32-48 Silverwater Road, Silverwater

Planning Proposal drafts

Proponent versions:

No.	Author	Version
1.	Pacific Planning	3 September 2018

Council versions:

No.	Author	Version
1.	City of Parramatta Council	26 February 2018 Council Meeting recommending Gateway Determination

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INTRODUCTION

This planning proposal explains the intended effect of, and justification for, the proposed amendment to *Auburn Local Environmental Plan 2010*. It has been prepared in accordance with Section 3.33 of the Environmental Planning and Assessment Act 1979 and the Department of Planning and Environment (DPE) guides, 'A Guide to Preparing Local Environment Plans' (August 2016) and 'A Guide to Preparing Planning Proposals' (August 2016).

Purpose of this Report

The Planning Proposal is in support of an amendment to the *Auburn Local Environmental Plan 2010* (Auburn LEP 2010) to rezone a 7,560m² parcel of land at no. 1-17 Grey Street and 32-48 Silverwater Road, Silverwater (hereafter referred to as the site) from B6 Enterprise Corridor to B1 Neighbourhood Centre. It is also proposed to amend the development standards that presently apply to the site in relation to height of buildings and floor space ratio. In summary, the Planning Proposal seeks the following amendments:

- To rezone the subject site from B6 Enterprise Corridor to B1 Neighbourhood Centre;
- Amend the Maximum Height of Buildings control from 14 metres to 20 metres;
- Amend the Maximum Floor Space Ratio control from 1:1 to 2.7:1;
- Amend the Minimum Lot Size Map from 1,500sq.m to no minimum lot size;
- Include a site specific clause that to ensure that the 4,000 sqm retail component comprises a 2,500 sqm supermarket and 1,500 sqm of local specialty retail/commercial floor space.

The site is bound by Silverwater Road to the east, Bligh Street to the south, Grey Street to the west and Carnarvon Street north. It is approximately 2 km north-east of Auburn Central Business District, 260 m to the north of the intersection of the M4 Motorway and Silverwater Road and 1.9 km to the north-east of Auburn Railway Station. Sydney Olympic Park is located approximately 1.6 km to the east. The site and area immediately adjoining the site is presently characterised by one-two storey older style detached dwellings on single allotments of land.

The site is now largely cleared with the exception of 15 and 17 Grey Street, which contains a local neighbourhood shop (15) and a residential home (17), and the former dry cleaning premises now utilised for rental equipment storage (32-36 Silverwater Road). Part of the site is also utilised for rental vehicle storage.

The site was previously developed for residential purposes, containing 14 single storey detached dwelling houses (12 now vacant).

Existing surrounding development is historically residential with industrial, warehouse and commercial uses to the north and east. Under Auburn Local Environmental Plan 2010 (Auburn LEP 2010), surrounding land is zoned B6 Enterprise Corridor, R3 Medium Density and R4 High Density. Despite the rezoning of the precinct and site to B6 Enterprise Corridor in 2008, no properties within the immediate context of the site have been developed in accordance with the land use zone or controls for this part of Silverwater (i.e. business premises, light industries and warehouse or distribution centres).

The majority of the broader precinct still contains detached dwellings on single allotments of land in fragmented ownership.



Figure 1: Subject Site

The intent of the Planning Proposal is to facilitate the future development of a neighbourhood scale mixed use development supporting new homes and retail/commercial development in the form of shop top housing. This will be facilitated via an amendment to the land use zone and principal development controls.

The Planning Proposal would deliver the following social and economic benefits:

- The redevelopment opportunities on site facilitated by this Planning Proposal will revitalise the immediate area, particularly the western side of Silverwater Road which remains undeveloped;
- Deliver new jobs throughout the construction phase and 189 permanent full and part time new job opportunities when operational;
- Deliver new housing and contribute to diversity of housing stock within the City of Parramatta LGA by enabling a mixed use development integrating housing and employment opportunities to include 4,000m² of retail/commercial space and in the order of 210 new dwellings;
- Deliver new neighbourhood retail and commercial opportunities and services to the meet the daily needs of existing residents and workers in the area and additional residents and workers generated by the planning proposal;
- Locate new housing and jobs within a location accessible by public and private transport; and
- Deliver a future development consistent across a large amalgamated block that has minimal impacts on surrounding land uses and the traffic network and creates a attractive and vibrant public domain.

Structure of this Report

This has been prepared in accordance with the DPE 'A guide to preparing local Planning Proposal's' (August 2016) and comprises the following:

- Part 1 A statement of the objectives and 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
- Part 4 Maps, where relevant, to identify the intent of the planning proposal and the area to which it applies
- 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 Council and the Gateway under Section 3.34 56 of the EP&A Act 1979. This Planning Proposal application is therefore supported by the following studies and documentation:

- Urban Design Concept Plans, prepared by Michael Raad Architects Pty Ltd dated August 2018;
- Phase 1 Contamination Assessment, prepared by Sullivan Environmental Sciences Pty Ltd dated May 2018;
- Traffic Report prepared by Colston Budd Hunt & Kafes Pty Ltd dated May 2014 and Supplementary Traffic Impact Assessment Report, prepared by Lyle Marshall & Partners PTY Ltd dated August 2018;

Site Description

The site comprises 17 lots and is legally described as:

- Lot 18 in DP 77341;
- Lots 8, 9, 10, 11, 14, 15, 16 and 17 in Section 5 of DP 979426;
- Lot 13 in DP 75209;
- Lot 12 in DP 76894;
- Lots 5, 6 and 7 in DP 89550;
- Lot 1 in DP 90071; and
- Lots 1 and 2 in DP 1110059.

It is rectangular in shape and has an approximate area of 7,560sq.m it is bound by Silverwater Road, Carnarvon Street, Bligh Street and Grey Street.

Site Analysis and context

The site is located on the western side of Silverwater Road, approximately 260 m to the north of the on/off ramp of the M4 Motorway. It is approximately 2 km north-east of Auburn Central Business District and approximately 1.9 km north-east of Auburn Railway Station (refer to Figure 1 below). An aerial photograph of the site and its surrounding context is shown in Figure 2.

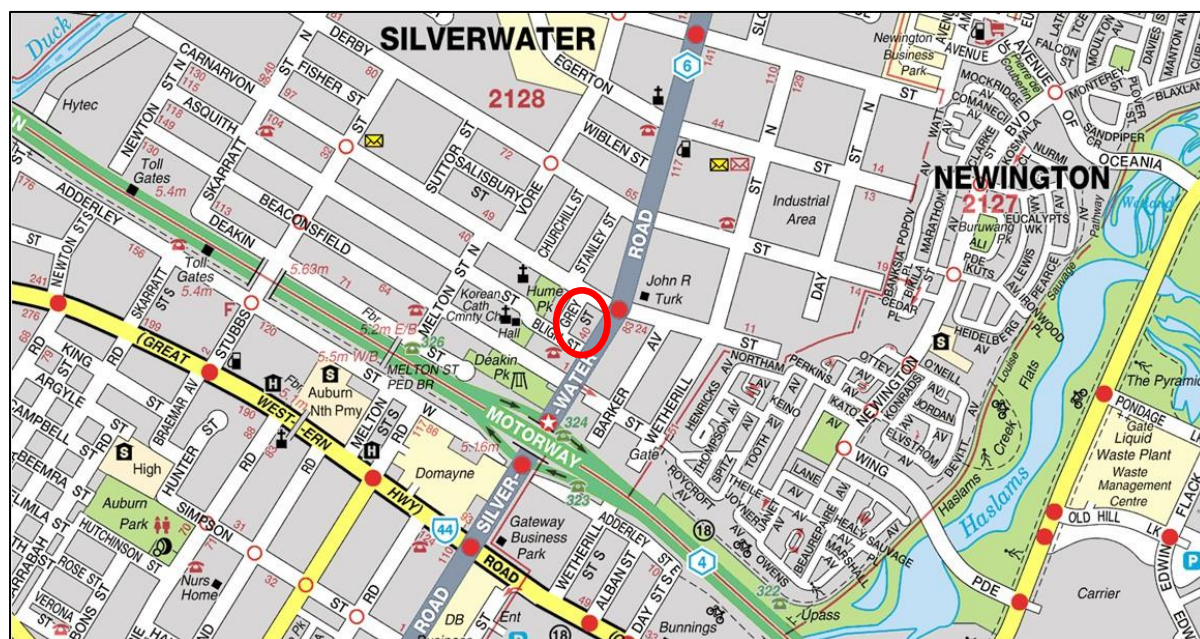


Figure 2: Locality Map (site indicated with red circle)



Figure 3: Aerial photograph

Silverwater, traditionally an established residential suburb, now contains large areas of land occupied by industrial / warehouse uses, particularly to the north of Carnarvon Street. The area immediately adjoining the site is presently characterised by one-two storey older style detached dwellings on single allotments of land.

Silverwater comprises a mix of residential properties of varying height, age, construction and design. There is not a consistent theme or character of the local area. It is not uncommon to

come across a cluster of taller buildings or a single residential flat building surrounded by single storey detached dwellings. The surrounding area contains a number of stand-alone taller buildings. These include:

- 3 storey townhouses, approximately 220 metres to the north west on the corner of Asquith Street and Melton Street North;
- 4-5 storey mixed use development, approximately 450 metres to the north west between Asquith Street and Beaconsfield Street;
- 7 storey commercial building, approximately 530 m south of the site on the north-eastern corner of Silverwater Road and Parramatta Road;
- 4-5 storey residential flat buildings within Newington Town Centre (approximately 650m to the east of the site); and
- 4-30 storey buildings within Sydney Olympic Park (approximately 1.5 km to the east of the site) including the Novotel Hotel Tower at 15 storeys and 'One Australia Avenue' at 30 storeys).

Silverwater Road Industrial Area, located to the north of the site, on the opposite side of Carnarvon Street, is characterised by warehouses and distribution centres and light and heavy industrial developments. There is also commercial / industrial development to the east of the site, on the opposite side of Silverwater Road.

The immediate area is zoned to allow development for a mix of commercial, industrial and medium density residential development. The site itself is located within an area of B6 Enterprise Corridor zoned land which is bound by Carnarvon Street to the north, residential properties on Barker Avenue to the east, the M4 Motorway to the south and existing open space (Hume Park and Deakin Park) to the west. The B6 Enterprise Corridor zone area is isolated from Auburn's main area of B6 zoned land which is located to the south of the M4 Motorway fronting Parramatta Road.

The site is located relatively close to Auburn and Sydney Olympic Park Railway Stations and is serviced by Sydney Bus Route 544 that connects the site to Auburn Railway Station and Macquarie, North Ryde (refer to Figure 4). Services run every 30 minutes on weekdays and are wheelchair accessible. Bus stops are located on eastern and western sides of Carnarvon Street, near Stanley Street approximately 105 metres walk from the site (refer to Figure 5). A journey from the subject site to Auburn Train Station takes approximately 9 minutes.

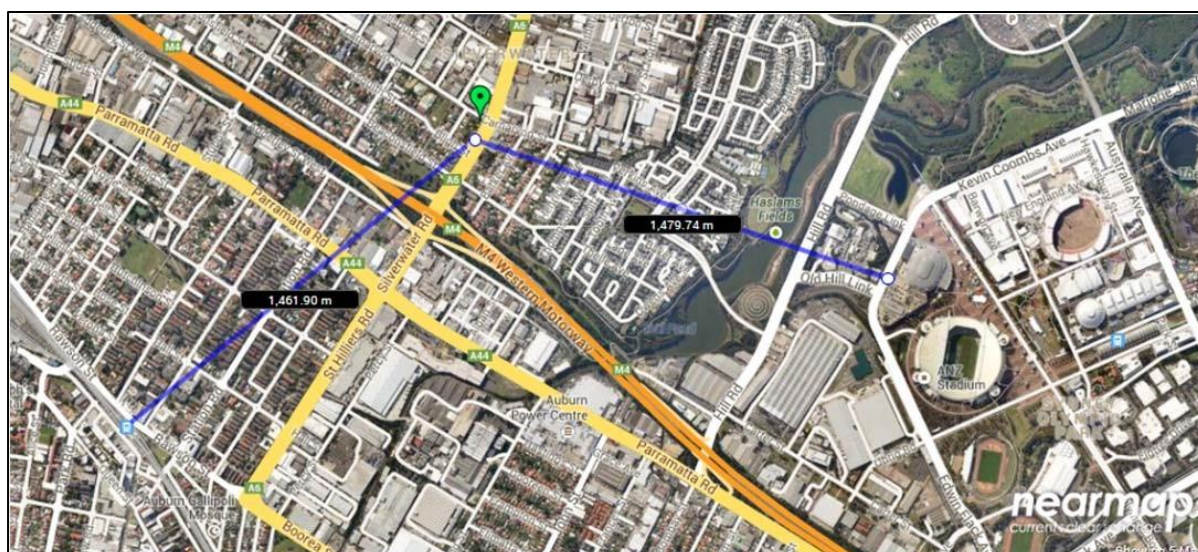


Figure 4: Aerial image showing proximity to major rail

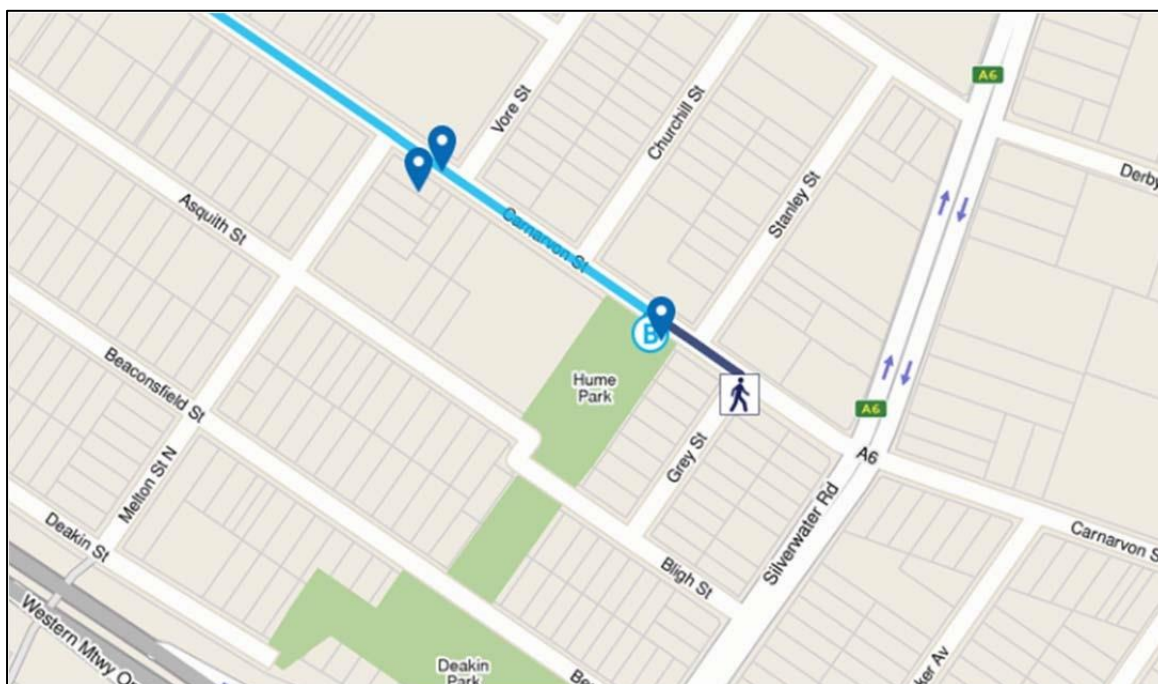


Figure 5: Location of bus stop access connecting to Auburn Station

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	Minimum Lot Size
B6 Enterprise Corridor	14 metres	1:1	1,500sqm

Table 1: Existing controls

The site is currently zoned B6 Enterprise Corridor and is immediately surrounding by land with the same zone. However, the majority of this land contains residential development and the current zone has not facilitated redevelopment.

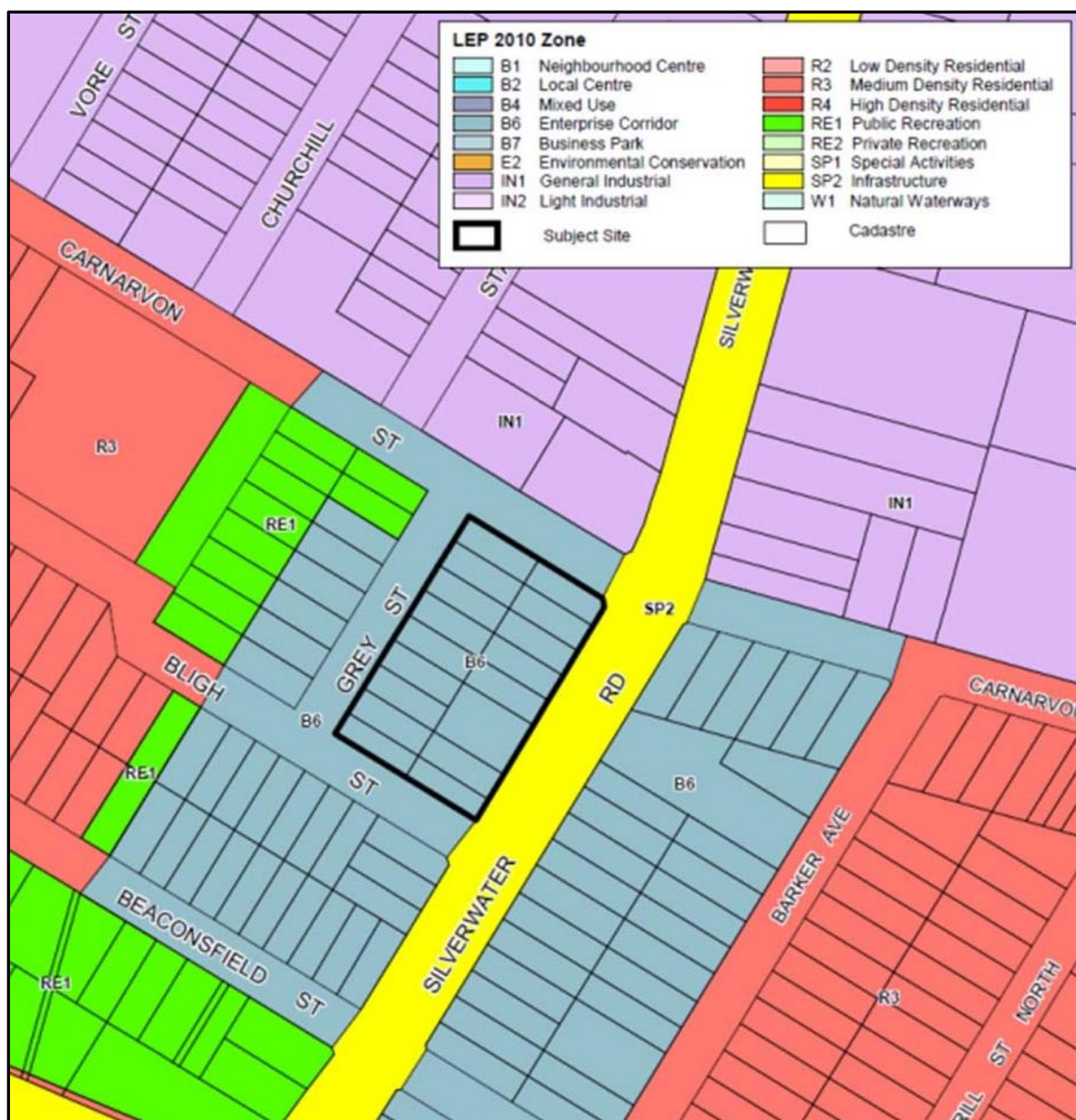


Figure 6: Auburn LEP 2010 Zoning Map

Background

On **24 July 2015**, a Planning Proposal was submitted to Auburn City Council. The Planning Proposal sought the following amendments to the Auburn LEP 2010:

- To rezone the subject site from B6 Enterprise Corridor zone to B2 Local Centre zone;
- To increase the maximum building height from 14 metres 25 metres with a local provision allowing up to 32 metres;
- To increase the maximum Floor Space Ratio (FSR) from 1:1 to 4:1; and
- To amend the minimum lot size from 1,500m² to no minimum lot size.

On **7 October 2015**, Auburn City Council considered the Planning Proposal. The staff report recommended that the Planning Proposal proceed, but that the Planning Proposal be amended as follows:

- amend the proposed rezoning to B1 Neighbourhood Centre;
- reduce the proposed FSR to a maximum of 2.7:1;
- reduce the maximum height of buildings to 20 metres,

At the meeting, the Council resolved that the matter proceed to Gateway for determination, in the form submitted to Council, being:

- B2 Local Centre zone;
- A maximum building height of 25 metres (without a local provision allowing up to 32 metres);
- A maximum Floor Space Ratio (FSR) of 4:1.

The Council also resolved that urban design analysis and further traffic modelling be undertaken to test the controls and built form outcomes.

On **15 December 2015**, the Planning Proposal was submitted to the Department of Planning and Environment for a Gateway determination.

Administrator's Minute

On 2 March 2016, an Administrator's Minute was considered at the Auburn City Council Extraordinary meeting.

The Minute highlighted a review of all active planning proposals that are currently being assessed, with a view of restoring public confidence in Auburn's planning processes. The Administrator advised that all Planning Proposals still outstanding and the subject of the Public Inquiry will be placed on hold pending its outcome.

In regards to the subject Planning Proposal, the Administrator in requesting that the Department of Planning and Environment take no further action until the completion of the public inquiry was advised that the Department has *no "hold/stop the clock" provisions for Planning Proposals under the EP&A Act, that if the Planning Proposal is to be placed on hold, it must be withdrawn via a resolution.*

The Administrator subsequently resolved to *"advise Department of Planning that the Planning Proposal PP-3/2015 Grey Street (Paleys), Silverwater, is to be withdrawn".*

On 3 March 2016, the Interim Administrator advised the Department of Planning and Environment of his resolution to withdraw the planning proposal.

On 11 May 2016, the Department of Planning and Environment returned the planning proposal to Council following the request to withdraw. The Department confirmed that *“no further action will be taken by the Department on this matter unless requested by the Interim Administrator”*.

Further, in May 2016 the Local Government Boundary review process results in the subject site coming within the LGA of the newly formed City of Parramatta Council.

Public Inquiry Outcome

In February 2017 the public inquiry was completed when the Commissioner's report was released. The key findings of the inquiry found some criticism of the Councillors that voted in favour of the Grey Street Planning Proposal, but that criticism does not translate into a finding that they have breached the Act or Model Code. The Commissioner found no lack of honesty in the conduct or any evidence of personal gain by supporting the Planning Proposal.

In this regard, the Commissioner observes that *“it is always open to the owner of the Grey Street site to approach Council again with a further proposal or development application.”*

Council consideration and resolution

Subsequently, in August 2017 the City of Parramatta Council was requested to resume the Planning Proposal application process under Part 3 of the EP&A Act 1979.

The matter was considered at its meeting of 26 February 2018 where Council resolved as follows:

- (a) ***That*** Council endorse the former Auburn Council officer's recommendation (dated 7 October 2015) as the pathway to progress with the Grey Street Planning Proposal.
- (b) ***That*** Council advise the applicant that it will consider entering into a VPA with the landowners in relation to the Planning Proposal to ensure that an appropriate public benefit contribution/infrastructure is provided given the proposed up-zoning and additional density being sought.
- (c) ***That*** delegated authority be given to the Acting CEO to negotiate the VPA on behalf of Council and that the outcome of negotiations be reported back to Council prior to public exhibition.
- (d) ***That*** Council consider a further report on the Site Specific DCP for the subject site prior to its public exhibition. It is noted that while a Draft DCP is required to be prepared prior to sending the Planning Proposal to the DPE for Gateway Determination (consistent with the former Auburn Council officer recommendation), that the DCP assessment process can occur following this process to enable the Planning Proposal to proceed to Gateway in a timely manner.
- (e) ***That*** the Planning Proposal, Site Specific DCP and VPA be exhibited concurrently.
- (f) ***That*** Council advises the Department of Planning and Environment that the Acting CEO will be exercising the plan-making delegations for this Planning Proposal as authorised by Council on 26 November 2012.
- (g) ***Further, that*** Council authorise the Acting CEO to correct any minor anomalies of a non-policy and administrative nature that may arise during the plan amendment process.

The “former Auburn Council officer’s recommendation” identified by (a) above, was as follows:

1. That Council amend the planning proposal application for the rezoning of land at 1-17 Grey Street and 32-48 Silverwater Road, Silverwater (PP-3/2015), as follows:
 - (a) amend the proposed rezoning to B1 Neighbourhood Centre;
 - (b) reduce the proposed FSR to a maximum of 2.7:1, as recommended by the feasibility analysis undertaken by the AEC Group on behalf of Council;
 - (c) reduce the maximum height of buildings to 20 metres, and require the applicant to undertake urban design analysis to test the impact in terms of building envelope and relationship with surrounding development;
 - (d) require the applicant to undertake additional traffic modelling and analysis to assess the potential cumulative impact of the proposal on traffic across the broader traffic network, including Silverwater Road, as recommended by the RMS;
 - (e) require the applicant to provide further justification for the reasons for refusal cited in the Department of Planning’s Gateway Determination, and justify inconsistency with section 117 Direction 1.1 – Business and Industrial zones (via a study in accordance with the regional, subregional or the Auburn Employment Lands Strategy 2015) for Director General of DPE’s agreement prior to proceeding;
 - (f) require the applicant to undertake a Phase 1 contamination assessment of the site (subject land) in accordance with SEPP 55 – Remediation of Land to investigate possible site contamination, and suitability of the site for residential uses.
 - (g) require the applicant to modify the Planning Proposal to ensure that the 4,000 sqm retail component comprises a 2,500 sqm supermarket and 1,500 sqm of local specialty retail/commercial floor space.
 - (h) The applicant provide a site specific development control plan for the controls identified above.
2. Once all required amendments have been made, finalise the planning proposal and send to the Department of Planning for a Gateway determination.

In accordance with the former Auburn Council officer’s recommendation and City of Parramatta Council resolution of 26 February 2018, this Planning Proposal has been amended accordingly, and additional assessment in relation to traffic, contamination and business and industrial zoned land undertaken in support of the progression of the planning proposal to Gateway.

The table below summarises the changes to the Planning Proposal as per the above resolution/recommendation:

Recommendation	Response
(a) amend the proposed rezoning to B1 Neighbourhood Centre	The Planning Proposal has been amended to provide for a B1 Neighbourhood Centre zone.
(b) reduce the proposed FSR to a maximum of 2.7:1, as recommended by the feasibility analysis undertaken by the AEC Group on behalf of Council;	The Planning Proposal has been amended to provide for a maximum FSR of 2.7:1 as recommended by the AEC Group feasibility analysis.
(c) reduce the maximum height of buildings to 20 metres, and require the applicant to undertake urban design analysis to test the impact in terms of building envelope and relationship with surrounding development;	The Planning Proposal has been amended to provide for a maximum height of buildings of 20 metres. A revised concept has been prepared (attached) that illustrates the proposed layout including interface with existing neighbouring residential, through site links,

	pedestrian spaces, and elevations and massing.
(d) require the applicant to undertake additional traffic modelling and analysis to assess the potential cumulative impact of the proposal on traffic across the broader traffic network, including Silverwater Road, as recommended by the RMS;	<p>A Supplementary Traffic Impact Assessment Report has been prepared by Lyle Marshall & Partners Pty Ltd. The report undertook additional modelling as per the requirements of the Council resolution against the revised traffic generation at an FSR of 2.7:1. The Report concludes that <i>“there is no change to the existing Level of Service at the intersection of Carnarvon Road and Silverwater Road as a result of the development proposal”</i>.</p> <p>This is considered in more detail under Section C of Part D of this Planning Proposal. The Supplementary Traffic Impact Assessment Report is also attached.</p>
(e) require the applicant to provide further justification for the reasons for refusal cited in the Department of Planning’s Gateway Determination, and justify inconsistency with section 117 Direction 1.1 – Business and Industrial zones (via a study in accordance with the regional, subregional or the Auburn Employment Lands Strategy 2015) for Director General of DPE’s agreement prior to proceeding;	This is addressed in Table 2 below and under the relevant section of this Planning Proposal that considers relevant S9.1 Directions (formally S117 Directions).
(f) require the applicant to undertake a Phase 1 contamination assessment of the site (subject land) in accordance with SEPP 55 – Remediation of Land to investigate possible site contamination, and suitability of the site for residential uses.	<p>Sullivan Environmental Sciences Pty Ltd undertook a Phase 1 Contamination Assessment of the site (May 2018). The Assessment is attached, and the findings are discussed under the consideration of SEPP 55 and also under Section C of Part D of this Planning Proposal.</p> <p>The Report found that based on current knowledge of the issue of contaminants of concern, this area of the site can be made suitable for a mixed-use commercial/residential development.</p>
(g) require the applicant to modify the Planning Proposal to ensure that the 4,000 sqm retail component comprises a 2,500 sqm supermarket and 1,500 sqm of local specialty retail/commercial floor space.	The Planning Proposal has been amended to ensure that 4,000 sqm retail component comprises a 2,500 sqm supermarket and 1,500 sqm of local specialty retail/commercial floor space. It is however recommended that this be reviewed during the Gateway process, as a 2,500sq.m supermarket is considered too large for a neighbourhood centre, with the floor space better utilised for other convenience goods and services.

(h) The applicant provide a site specific development control plan for the controls identified above.	This is being prepared in consultation with Council staff for exhibition purposes.
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Table 2: Consistency with the Auburn Council staff recommendation

Gateway Condition	Comments
1. The planning proposal is inconsistent with the Auburn Employment Land Study 2008. The Study identifies the subject site as part of a broader strategic employment precinct that should be retained and protected for new and emerging industries and to avoid rezoning speculation which could undermine the viability of industrial land.	<p>The Auburn Employment Lands Strategy 2015 was not completed at the time of the Gateway Determination. The Strategy was adopted at the Council meeting of 20 May 2015. The Strategy recommends that a new neighbourhood centre located within the area bound by Beaconsfield Street, Carnarvon Street, Deakin Park, and Hume Park, Silverwater could be considered. The Strategy did not identify a specific site for this neighbourhood centre; however, it noted that such a centre could improve the viability of the underdeveloped B6 zone to the east. Since the B6 zoned land in this area was zoned from residential to B6 in 2008, no land has been redeveloped in accordance with the zone. The subject is a large amalgamated/consolidated block that provides the opportunity to redevelop in accordance with the Strategy by providing a neighbourhood centre and supporting the viability of the redevelopment of other B6 zoned land in the area and the needs and requirements of employees within the industrial estate to the north.</p> <p>The Planning Proposal is therefore consistent with the Auburn Employment Lands Strategy 2015.</p>
2. The proposal to rezone the subject land from B6 Enterprise Corridor to B2 Local Centre would reduce land considered to be strategically and regionally important employment land and permit non-employment generating uses. This has the potential to create significant land use conflict within the area but also undermines the role of	The Planning Proposal supports a zone that will generate more employment on the site that that under a B6 zoning. The site is formally residential and surrounded by residential on 2 sides and on the opposite side of Silverwater Road (now B6 zone and undeveloped).

<p>the B6 Enterprise Corridor zone in Auburn City and ensures that employment land is protected during a period of high residential growth across the local government area.</p>	<p>The site has remained undeveloped under the B6 zoning since 2008. The proposed B1 zone is not only viable but also creates more jobs. It supports the needs of the business communities in the industrial estate to the north without competing without other retail centres. The proposed B1 zone will permit residential, but with the reduced height and FSR and being a residential area will not generate land use conflict. Any perceived conflict can be addressed further in detailed design, but from a land use point of view the site promotes residential uses already adjoining and creates more jobs that could be achieved under the current zone and already on the site.</p> <p>Note: the site contains a small convenience store and formally included a laundromat. The laundromat has since ceased, and part of the site used for vehicle storage. It is anticipated that the site now only accommodates a handful of employees.</p> <p>Therefore, the Planning Proposal will not reduce land considered to be strategically and regionally important employment land, rather it will increase it, and while it will introduce a non-generating land use in residential, this is consistent with the existing use and adjoining land uses. The neighbourhood centre will therefore also support the daily needs and requirements of the adjoining community.</p>
<p>3. Proposed rezoning of the subject site to B2 Local Centre is unlikely to contribute to strengthening or maintaining the existing industry cluster, and the introduction of a centre that provides for land uses that are inconsistent with the objectives of this cluster may impact the long term provision of freight and industrial land in Auburn City.</p>	<p>As discussed above, the Planning Proposal is consistent with the Auburn Employment Lands Strategy 2015; it will contribute more jobs than are currently on the site and would be permitted under the B6 zone; the centre will provide convenience goods and services for the existing business and residential communities reducing trip generation; and will in no way compete with the provision of freight and industrial land, in fact it will make this more appealing by</p>

	providing neighbourhood facilities where these do not otherwise exist.
<p>4. The planning proposal is inconsistent with S 117 Direction 1.1 Business and Industrial Zones as it -will reduce the potential floor space for employment generating land uses. Permitting residential development at the proposed density will undermine the ongoing operation of the Silverwater Industrial Precinct and set an undesirable precedent for rezoning industrial land for residential purposes.</p>	<p>The Planning Proposal in providing a B1 Neighbourhood Centre zone will increase the amount of employment generating floor space. Under the current zone and controls, approximately 122 jobs will be created. The revised Planning Proposal will create up to 160 jobs.</p> <p>The amount of residential development on the site has been reduced in accordance with the Council recommendation/resolution and in alignment with the objectives of a neighbourhood zone.</p> <p>Given the established residential community to the west, the existing use on the site being residential, the existing zone being rezoned being B6 and not industrial, and the range of uses proposed by the B1 zone, the industrial zone to the north will become more appealing and not impacted by the proposal. The integrity of the industrial zone will not be undermined, and the Planning Proposal will not set an undesirable precedent as it does not seek to rezone industrial land.</p>
<p>5. The planning proposal is inconsistent with strategic objective B4 of the West Central Draft Subregional Strategy. Strategic Objective B4 - Action B4.1 supports the "concentration of retail activity in centres, business development zones and enterprise corridor zones". The planning proposal is inconsistent.</p>	<p>The Planning Proposal has been updated to address the new strategic planning documents including the Greater Sydney Region Plan - <i>A Metropolis of Three Cities</i>, the Central City District Plan, The Greater Parramatta and the Olympic Peninsula vision and the Priority Precinct Interim Land Use Plan. This is considered in detail under Section 3 of Part B.</p> <p>The Planning Proposal has been amended in accordance with the Council staff recommendation to reduce the density and zone to that of a neighbourhood scale. The scale of development will not impact other nearby centres, rather will complement the adjoining industrial area by providing much needed nearby access to goods and</p>

	services associated with a neighbourhood centre reducing trips to areas outside this important cluster. The provision of housing is also consistent with the adjoining zone and is close to public transport and connectivity to other parts of the economic corridor and Greater Parramatta.
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Table 3: Assessment against previous Gateway determination

PART 1 – OBJECTIVES OR INTENDED OUTCOMES

Consistent with current Departmental guidelines for preparing planning proposals, this section outlines the objectives and/or intended outcomes of the proposal.

The main objectives of the Planning Proposal are:

- To facilitate the future redevelopment of an underutilised site;
- To facilitate the provision of additional housing close to public transport, the Sydney road network, jobs and employment opportunities and Newington, Olympic Park and the Auburn and Parramatta town centres;
- To provide an appropriate zoning and associated development standards to facilitate redevelopment of the site;
- To provide neighbourhood scale goods and services that support the local residential and employment communities surrounding the site;
- To provide homes close to jobs, transport and the arterial road network; and
- To realise the social and economic opportunities that redevelopment of the subject site presents.

The Planning Proposal seeks to achieve the above objectives by rezoning the subject site from B6 Enterprise Corridor to B1 Neighbourhood Centre under the Auburn LEP 2010 and amend the principal development controls to facilitate a mixed use residential and commercial development.

PART 2 – EXPLANATION OF PROVISIONS

This planning proposal seeks to amend *Auburn LEP 2010* (*Auburn LEP 2011*) in relation to the zoning, height, floor space ratio and minimum lot size controls.

In order to achieve the desired objectives, the following amendments to the *Auburn LEP 2010* will need to be made:

1. Amend the Land Zoning (LZN) Map (Sheet LZN_006) as per Table 1.

Land Use Zone Map changes

Current (Auburn LEP 2010)	Proposed amendment
B6 Enterprise Corridor zone	B1 Neighbourhood Centre zone

2. Amend the Lot Size (LSZ) Map (LSZ_006) as per Table 2.

Minimum Lots Size Map changes

Current (Auburn LEP 2010)	Proposed amendment
Shaded light red and marked "u"	Land excluded from application Lot Size requirements

3. Amend the Height of Buildings (HOB) Map (HOB_006) as per Table 3.

Maximum Height of Buildings Map changes

Current (Auburn LEP 2010)	Proposed amendment
14 metres	20 metres

4. Amend the Floor Space Ratio (FSR) Map (FSR_006) as per Table 4.

Maximum FSR Map changes

Current (Auburn LEP 2010)	Proposed amendment
1:1	2.7:1

5. Amend the written instrument to insert a new clause under Part 6 Additional Local Provisions. In plain English, the Clause will seek to provide for specific amount of retail within the future development. In this regard, the Council resolved as follows:

“require the applicant to modify the Planning Proposal to ensure that the 4,000 sqm retail component comprises a 2,500 sqm supermarket and 1,500 sqm of local specialty retail/commercial floor space.”

It is therefore anticipated that a future clause will be drafted to ensure a maximum of 4,000sq.m of retail space is provided under a future development scenario. This is in keeping with the scale and objectives of a neighbourhood centre.

Of this 4,000sqm, the recommendation/resolution includes a 2,500sqm supermarket and 1,500sqm specialty retail. A supermarket of this scale is unlikely to fit the objectives of a neighbourhood store and it is recommended that this be revisited. Notwithstanding, at this stage, in accordance with the resolution, the clause would be drafted as per the resolution.

Proposed Land Use Zone

The B1 Neighbourhood Centre zone is considered an appropriate zone for the site. It is proposed to adopt the land use table for the B1 Neighbourhood Centre zone as currently set out in Auburn LEP 2010. It is not proposed to nominate any additional permitted uses on the site.

Auburn LEP 2010 identifies development that is prohibited and specifies that all development not otherwise specified is permissible. The zone objectives and permissible uses within the B1 Neighbourhood Centre zone as set out in Auburn LEP 2010 are as follows:

1 Objectives of zone

- To provide a range of small-scale retail, business and community uses that serve the needs of people who live or work in the surrounding neighbourhood.
- To ensure development does not adversely affect the amenity of the surrounding neighbourhood.

2 Permitted without consent

Nil

3 Permitted with consent

Boarding houses; Business premises; Centre-based child care facilities; Community facilities; Group homes; Medical centres; Neighbourhood shops; Residential flat buildings; Respite day care centres; Roads; Self-storage units; Serviced apartments; Shop top housing; Warehouse or distribution centres; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Animal boarding or training establishments; Boat building and repair facilities; Boat sheds; Bulky goods premises; Camping grounds; Caravan parks; Cellar door premises; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Entertainment facilities; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Farm stay accommodation; Forestry; Freight transport facilities; Function centres; Health services facilities; Heavy industrial storage establishments; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Marinas; Mooring pens; Moorings; Open cut mining; Passenger transport facilities; Port facilities; Recreation facilities (major); Research stations; Residential accommodation; Restricted premises; Roadside stalls; Rural industries; Rural supplies; Sewerage systems; Sex services premises; Storage premises; Transport depots; Vehicle body repair workshops; Vehicle sales or hire premises; Waste or resource management facilities; Water recreation structures; Water supply systems; Wharf or boating facilities; Wholesale supplies

PART 3 – JUSTIFICATION

In accordance with Departmental guidelines, this section describes the reasons and justification for the proposed outcomes and development standards in the planning proposal.

Section A - Need for the planning proposal

This section establishes the need for a planning proposal in achieving the key outcome and objectives. The set questions address the strategic origins of the proposal and whether amending the LEP is the best mechanism to achieve the aims on the proposal.

1. Is the Planning Proposal a result of any study or report?

The Planning Proposal is not the result of any strategic study. The proposal seeks to provide for a local neighbourhood centre as part of a mixed-use development by replacing the B6 Enterprise Corridor zoning with a B1 Neighbourhood Centre zoning, on the basis that the detailed planning for the site and economic report prepared in support of the Planning Proposal has identified that the quantum of B6 Enterprise Corridor land as provided for under Auburn LEP 2010 is surplus to requirements. Further, there is a lack of a neighbourhood centre in the area providing goods and services for the local residents and business community.

The Planning Proposal therefore responds to the site context to provide integrated employment and housing opportunities within an existing urban context accessible to public transport, pedestrian and cycle routes and road networks.

As redevelopment of the site and adjoining land has failed to occur under the B6 Enterprise Corridor zoning, mainly due to the extensive B6 zoned land to the south of the M4 Motorway, and opportunity exists, given the large amalgamated landholding, to provide the local community with a centre to meet the daily needs of workers and residents. All forms of “Residential Accommodation” and “Retail Premises” are currently prohibited within the B6 Enterprise Corridor zone under the Auburn LEP 2010.

The range of uses and built form envisaged for the site:

- Provides maximum amount of retail/commercial floorspace to achieve economic viability of the site without compromising the economic dominance or viability of identified centres;
- Ensures that the future intensity of the mixed-use development and likely traffic generation can be accommodated within the existing traffic network without adversely affecting current Levels of Service at nearby intersections;
- Adopts a site layout that:
 - reduces the number vehicular cross overs to Silverwater Road, thereby improving potential traffic flows along a major arterial road;
 - will maintain a reasonable level of residential amenity along the western side of Grey Street, in the short term or until it is redeveloped in accordance with the Auburn LEP 2010 zoning for the land;
 - will facilitate a building footprint and building height to effectively define and activate street edges along Silverwater Road, Carnarvon Street and Bligh Street;
 - will improve pedestrian permeability through the provision of site through links connecting Grey Street and Silverwater Road.
- Will provide a suitable scale/intensity retail offerings to meet the daily needs of residents and employees;

- Will achieve an intensity of non-residential use, suitable to achieve, in part, jobs growth and support the nearby employment generating uses within the Silverwater Industrial estate to the north; and
- Will contribute to the quantum of housing stock available within the City of Parramatta.

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

While the site is within the City of Parramatta LGA, the Auburn LEP 2010 is the principal environmental planning instrument applying to the site. Auburn LEP 2010 was prepared in accordance with the *Standard Instrument—Principal Local Environmental Plan* (Standard Instrument) and was gazetted on 29 October 2010. It is considered that a stand-alone Planning Proposal is the best means of achieving the objective and intended outcome for the site.

If the Planning Proposal is supported, the Auburn LEP 2010 maps (land zoning; height of buildings, floor space ratio and minimum lot size) would need to be amended accordingly.

Section B – Relationship to strategic planning framework

This section assesses the relevance of the Planning Proposal to the directions outlined in key strategic planning policy documents. Questions in this section consider state and local government plans including the Greater Sydney Commission's Greater Sydney Region Plan – A Metropolis of Three Cities, the Central City District Plan, State Environmental Planning Policies, local strategic and community plans and applicable Ministerial Directions.

3. Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy?

Greater Sydney Region Plan – A Metropolis of Three Cities

In March 2018, the Greater Sydney Commission released The Greater Sydney Region Plan: A Metropolis of Three Cities, the new strategic document to bring to life the vision of Greater Sydney as a vibrant and sustainable metropolis of the Eastern Harbour City, Central River City and Western Parkland City.

The Plan is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places. The three cities include:

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

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 south of the Silverwater Industrial estate and is located within the Greater Parramatta and the Olympic Peninsula (GPOP). Silverwater is located within the "essential urban services, advanced technology and knowledge sectors" quarter within the Corridor. The GPOP is integral to the vision of A Metropolis of Three Cities and the Central River City.

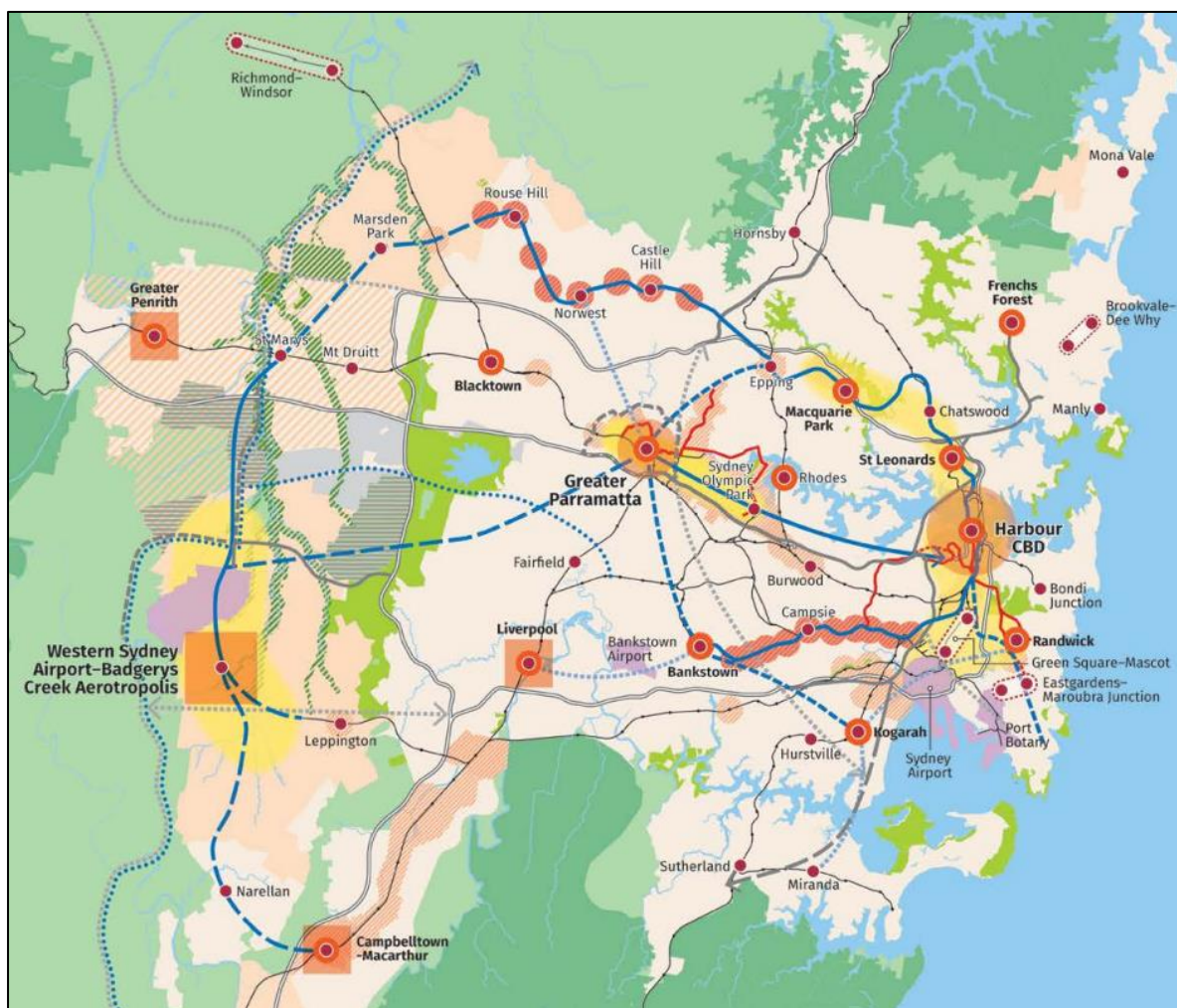


Figure 7: Structure Plan for Metropolis of Three Cities

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

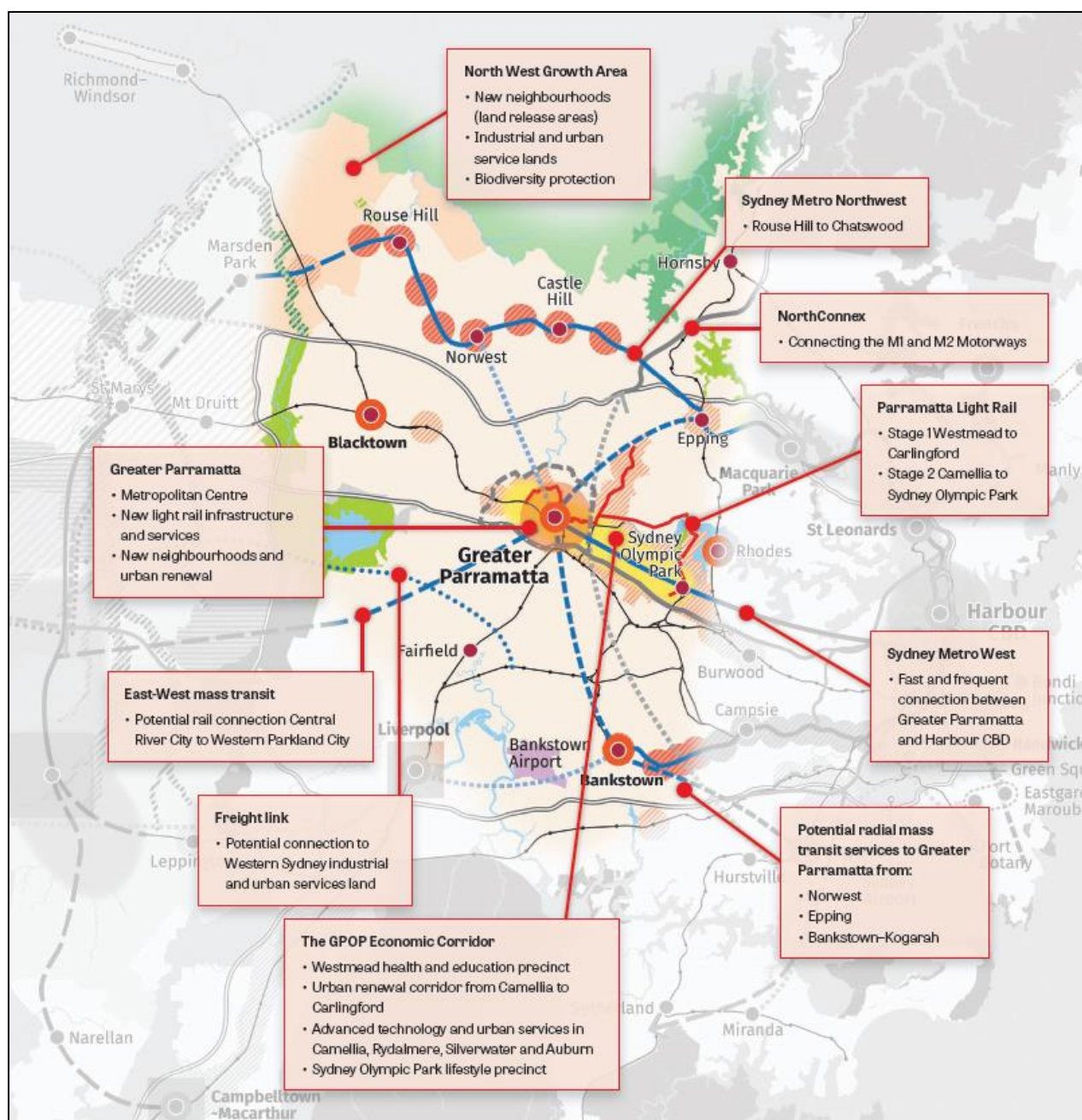


Figure 8: Central River City Structure Plan

The Planning Proposal is considered against the direction of the Greater Sydney Plan in the Table below:

PART 3 INFRASTRUCTURE AND COLLABORATION		
A CITY SUPPORTED BY INFRASTRUCTURE		
1. INFRASTRUCTURE SUPPORTS THE THREE CITIES		
1.1	Prioritise infrastructure investments to support the vision of A Metropolis of Three Cities.	N/A
1.2	Sequence growth across the three cities to promote north-south and east-west connections	Consistent The Planning Proposal will facilitate housing, jobs and employment opportunities in the Central River City. The site is well connected to

		<p>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>
2. INFRASTRUCTURE ALIGNS WITH FORECAST GROWTH – GROWTH INFRASTRUCTURE COMPACT		
2.1	Align forecast growth with infrastructure	<p>Consistent</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 provided access to jobs, but also providing essential goods and services for existing and future workers and locating homes close to jobs.</p>
2.2	Sequence infrastructure provision across Greater Sydney using a place-based approach	<p>Consistent</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>
3. INFRASTRUCTURE ADAPTS TO MEET FUTURE NEEDS		
3.1	Consider the adaptability of infrastructure and its potential shared use when preparing infrastructure strategies and plans.	N/A
4. INFRASTRUCTURE USE IS OPTIMISED		
4.1	Maximise the utility of existing infrastructure assets and consider strategies to influence behaviour changes, to reduce the demand for new infrastructure, including supporting the development of adaptive and flexible regulations to allow decentralised utilities	N/A
A COLLABORATIVE CITY		
5. BENEFITS OF GROWTH REALISED BY COLLABORATION OF GOVERNMENTS, COMMUNITY AND BUSINESS		
A1	Identify, prioritise and deliver Collaboration Areas.	<p>The subject site has been historically utilised for low density residential accommodation. It borders Silverwater Road, an arterial road connecting the site to the broader road network including Victoria Road to the north and the M4 Western Motorway to the south. It also adjoins a transition residential area and a large industrial estate. The future role of Silverwater is clear in</p>

		<p>the strategic planning documents released by the NSW Government.</p> <p>The Planning Proposal seeks to facilitate a neighbourhood centre, which the area is currently lacking. This will support the local economy and the emerging medium density residential neighbourhoods to the west.</p> <p>Consultation with the community during the Part 3 plan making and Part 4 DA processes will assist understand the needs and requirements of existing and future residents and employees in the area.</p>
A2	Coordinate land use and infrastructure for the Western City District	N/A
PART 4 LIVABILITY		
A CITY FOR PEOPLE		
6. SERVICES AND INFRASTRUCTURE MEET COMMUNITIES CHANGING NEEDS		
6.1	Deliver social infrastructure that reflects the needs of the community now and in the future.	<p>Consistent.</p> <p>The proposed mixed-use development of the site seeks to improve physical, social and spatial accessibility for the local community. While the Planning Proposal only seeks to amend the planning controls to facilitate future development applications, the neighbourhood centre will be designed to be a place accessible by all people including older people and people with a disability.</p>
6.2	Optimise the use of available public land for social infrastructure.	<p>N/A</p> <p>The site is a 7,560sq.m block that was previously significantly fragmented but has been substantially amalgamated to facilitate a much needed centre for the local community.</p>
7. COMMUNITIES ARE HEALTHY, RESILIENT AND SOCIALLY CONNECTED		
7.1	<p>Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities by:</p> <ul style="list-style-type: none"> • providing walkable places at a human scale with active street life • prioritising opportunities for people to walk, cycle and use public transport • co-locating schools, health, aged care, sporting and cultural facilities promoting local access to healthy fresh food and supporting local fresh food production. 	<p>Consistent.</p> <p>The mixed-use neighbourhood centre will be a small hub and focal point for the existing and future residential and employment communities. The location of the centre in proximity to existing residential areas 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 open space, including Hume Park and Deakin Park and of course the open space associated with the Olympic Park precinct, creating an active and more socially connected community which will be healthier and better able to adapt to change.</p>

8. GREATER SYDNEY'S COMMUNITIES ARE CULTURALLY RICH WITH DIVERSE NEIGHBOURHOODS		
8.1	Incorporate cultural and linguistic diversity in strategic planning and engagement.	The neighbourhood centre will now form the focal point for this local community. As the planning and development of the centre progresses a place-based planning approach will be able to be applied to ensure cultural diversity in the community is recognised and future land uses respond to the different ways in which people of all cultures and linguistic backgrounds engage and contribute to the community.
8.2	Consider the local infrastructure implications of areas that accommodate large migrant and refugee populations.	
9. GREATER SYDNEY CELEBRATES THE ARTS AND SUPPORTS CREATIVE INDUSTRIES AND INNOVATION		
9.1	Facilitate opportunities for creative and artistic expression and participation, wherever feasible with a minimum regulatory burden, including: <ul style="list-style-type: none">arts enterprises and facilities and creative industriesinterim and temporary usesappropriate development of the night-time economy.	<p>Consistent.</p> <p>The proposed land use controls and zoning provide flexibility to achieve this objective where appropriate. The centre is of a neighbourhood scale to sensitively support the needs of the local community, being residents and businesses.</p> <p>Further refinement will be progressed during the development application process.</p>
HOUSING THE CITY		
10. GREATER HOUSING SUPPLY		
A3	Prepare housing strategies	<p>The Planning Proposal will facilitate up to an additional 210 dwellings that will support the neighbourhood centre.</p> <p>The site is historically used for residential purposes and since is zoning to B6 Enterprise Corridor has not been redeveloped in accordance with its zone. The large amalgamated block provides the opportunity for a much needed neighbourhood centre, supported by residential accommodation consistent with the character and land uses to the west.</p> <p>The Planning Proposal supports future housing and the creation of a centre as a focal point for the community: a place with access to public transport and jobs, connecting homes with work; a place that is safe and attractive and is characterised by quality urban design and architecture.</p>
A4	Develop 6–10 year housing targets	<p>The Greater Sydney Commission will work with Council and public agencies to prepare 6-10 year housing targets.</p> <p>The NSW Government has identified that 725,000 additional homes will be needed by 2036 to meet demand based on current population projections.</p>

		<p>The Central River City, within which the site is located, has a housing supply target of 53,500 from 2016-2021 and 207,500 to 2036.</p> <p>The Planning Proposal will facilitate a local neighbourhood centre for this part of the Silverwater suburb and also make a small contribution to housing growth and supply within the Central River City.</p>
11. HOUSING IS MORE DIVERSE AND AFFORDABLE		
11.1	Prepare Affordable Rental Housing Target Schemes, following development of implementation arrangements.	N/A
11.2	State agencies, when disposing or developing surplus land for residential or mixed-use projects include, where viable, a range of initiatives to address housing diversity and/or affordable rental housing.	N/A
A5	Implement Affordable Rental Housing Targets	N/A
A CITY OF GREAT PLACES		
12. GREAT PLACES THAT BRING PEOPLE TOGETHER		
12.1	<p>Using a place-based and collaborative approach throughout planning, design, development and management, deliver great places by:</p> <ul style="list-style-type: none"> • prioritising a people-friendly public realm and open spaces as a central organising design principle • recognising and balancing the dual function of streets as places for people and movement • providing fine grain urban form, diverse land use mix, high amenity and walkability in and within a 10-minute walk of centres • integrating social infrastructure to support social connections and provide a community hub • recognising and celebrating the character of a place and its people. 	<p>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, streets and spaces.</p> <p>The neighbourhood centre will be a focal point for the locality, somewhere that fosters pride.</p> <p>The principles of 'Great places that bring people together' will be invaluable to achieving a vibrant pedestrian orientated centre, that is accessible and easy to move within.</p> <p>The commercial and retail component will ensure a vibrant and interesting public realm that is safe and inviting for all members of the community.</p>
12.2	<p>In Collaboration Areas, Planned Precincts and planning for centres:</p> <ul style="list-style-type: none"> • investigate opportunities for precinct-based provision of adaptable car parking and infrastructure in lieu of private provision of car parking • ensure parking availability takes into account the level of access by public transport 	<p>Consistent.</p> <p>While not a metropolitan or strategic centre, the proposed small neighbourhood centre nevertheless plays an important role for this local community. The centre will need to be adaptable and responsive to diverse activities over time. Further, parking innovations and access to the nearby public transport should be considered to reduce reliance on the motor</p>

	<ul style="list-style-type: none"> consider the capacity for places to change and evolve, and accommodate diverse activities over time incorporate facilities to encourage the use of car sharing, electric and hybrid vehicles including charging stations. 	vehicle and promote sustainable practices and forms of transport.
13. ENVIRONMENTAL HERITAGE IS IDENTIFIED, CONSERVED AND ENHANCED		
13.1	<p>Identify, conserve and enhance environmental heritage by:</p> <ul style="list-style-type: none"> engaging with the community early in the planning process to understand heritage values and how they contribute to the significance of the place applying adaptive re-use and interpreting heritage to foster distinctive local places managing and monitoring the cumulative impact of development on the heritage values and character of places. 	<p>N/A</p> <p>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.</p>
PART 5 PRODUCTIVITY		
A WELL-CONNECTED CITY		
14. A METROPOLIS OF THREE CITIES – INTEGRATED LAND USE AND TRANSPORT CREATES WALKABLE AND 30-MINUTE CITIES		
14.1	Integrate land use and transport plans to deliver the 30-minute city.	<p><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 everyone can travel to their nearest strategic centre by public transport seven days a week to access jobs, shops and services”.</i></p> <p>The closet bus route that serves the site is bus route 544. This service links Macquarie Centre and Auburn, with the nearest stop being approximately 105 metres from the subject site. A journey from the subject site to the Auburn local centre takes approximately 9 minutes. A train service from the Auburn train station to the Parramatta Metropolitan Centre is approximately 10 minutes and approximately 15 minutes to the Olympic Park Strategic Centre.</p> <p>Alternatively, bus route M92 is 600 metres from the site (south on Parramatta Road) and from there is a 15 minute bus journey.</p> <p>Notwithstanding, the neighbourhood centre will provide daily convenience services and goods for the local community and is well located and connected to employment and jobs within the Silverwater Industrial estate.</p>

14.2	Investigate, plan and protect future transport and infrastructure corridors.	<p>The subject site is 1.4km north of Auburn train station. The Greater Sydney Region Plan identifies a commitment to a mass transit rail link connecting Parramatta to Olympic Park and the Eastern Harbour City. Further, the Plan identifies the Parramatta Light Rail to connect Parramatta to Olympic Park. This would have significant implications for an area like Silverwater, opening up access to significant job and employment opportunities associated with the GOP Economic Corridor.</p> <p>Further upgrades to road infrastructure are being undertaken with the M4 Western Motorway (200 metres to the south) having been upgraded and WestConnex substantially commenced. This will further improve private transport to and within the Economic Corridor.</p>
14.3	Support innovative approaches to the operation of business, educational and institutional establishments to improve the performance of the transport network.	N/A
15. THE EASTERN, GOP AND WESTERN ECONOMIC CORRIDORS ARE BETTER CONNECTED AND MORE COMPETITIVE		
A6	Collaborate to deliver the Greater Parramatta and the Olympic Peninsula (GOP) vision	<p>Consistent</p> <p>The site is within the Greater Parramatta and Olympic Peninsula economic corridor. The proposal, in facilitating a neighbourhood centre will support the business to the north creating a more attractive place for new businesses, homes and services, and employment.</p>
A7	Develop a growth infrastructure compact for GOP	<p>Consistent</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 GOP 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.</p>
15.1	Prioritise public transport investment to deliver the 30-minute city objective for strategic centres along the economic corridors.	<p>Consistent</p> <p>As previously discussed, the site is well located with access to the Parramatta Metropolitan Centre and the Olympic Park Strategic Centre supporting the 30-minute city objective.</p>
15.2	Prioritise transport investments that enhance access to the economic corridors and between centres within the corridors.	<p>In terms of private transport, the upgrades to the M4 Western Motorway have been completed and the construction of WestConnex is well advanced. When complete, the site will have excellent access to Sydney's arterial road network.</p>

		In terms of public transport, the site is well serviced by the local bus network connecting the site to Parramatta, Olympic Park and the Sydney Harbour City. The construction of the Sydney Metro West and the Parramatta Light Rail will provide significant benefits to Silverwater.
15.3	Co-locate health, education, social and community facilities in strategic centres along the economic corridors.	N/A
16. FREIGHT AND LOGISTICS NETWORK IS COMPETITIVE AND EFFICIENT		
16.1	Manage the interfaces of industrial areas, trade gateways and intermodal facilities	Land to the north of the site on the other side of Carnarvon Street is zoned IN1 General Industrial land. It extends north right up to the Parramatta River. The IN1 zone does not include land uses that may have an adverse effect on neighbouring land uses. The zone generally provides for light industrial and warehouse type uses, with an objective to minimise adverse impacts on other land uses and the natural environment. Further, Carnarvon Street separates the subject site from the industrial estate and any impacts from the industrial area can be treated at the development application stage. The neighbourhood centre seeks to support the role of the Silverwater industrial estate by providing convenience goods and services and providing residential accommodation increasing access for potential employees.
16.2	Optimise the efficiency and effectiveness of the freight handling and logistics network by: <ul style="list-style-type: none"> • protecting current and future freight corridors and shared freight corridors • balancing the need to minimise negative impacts of freight movements on urban amenity with the need to support efficient freight movements and deliveries • identifying and protecting key freight routes • limiting incompatible uses in areas expected to have intense freight activity. 	N/A
17. REGIONAL CONNECTIVITY IS ENHANCED		
17.1	Investigate and plan for the land use implications of potential long-term regional transport connections.	The proposed neighbourhood centre is well located to take advantage initially of the opportunities of connectivity within the Central City, including between the Parramatta Metropolitan Centre and the Olympic Park Strategic Centre.

		In the longer-term further growth opportunities will arise from the completion of WestConnex, Sydney Metro West and the Parramatta Light Rail improving regional connections to areas such as the Illawarra, the Central Coast/Greater Newcastle regions and Canberra and environs.
JOBS AND SKILLS FOR THE CITY		
18. HARBOUR CBD IS STRONGER AND MORE COMPETITIVE		
18.1	<p>Prioritise:</p> <ul style="list-style-type: none"> public transport projects to the harbour CBD to improve business-to-business connections and support the 30-minute city infrastructure investments, particularly those focused on access to the transport network, which enhance walkability within 2 kilometres of metropolitan or strategic centres or 10 minutes walking distance of a local centre infrastructure investments, particularly those focused on access to the transport network, which enhance cycling connectivity within 5 kilometres of strategic centres or 10 kilometres of the Harbour CBD. 	N/A
18.2	<p>Develop and implement land use and infrastructure plans which strengthen the international competitiveness of the Harbour CBD and grow its vibrancy by:</p> <ul style="list-style-type: none"> further growing an internationally competitive commercial sector to support an innovation economy providing residential development without compromising commercial development providing a wide range of cultural, entertainment, arts and leisure activities providing a diverse and vibrant night-time economy, in a way that responds to potential negative impacts. 	N/A
19. GREATER PARRAMATTA IS STRONGER AND BETTER CONNECTED		
19.1	Prioritise noted infrastructure investments	The subject site will benefit from the construction of WestConnex, Sydney Metro West and the Parramatta Light Rail.
19.2	Develop and implement land use and infrastructure plans which strengthen	Consistent

	<p>the economic competitiveness and grow its vibrancy by:</p> <ul style="list-style-type: none"> • enabling the development of an internationally competitive health and education precinct at Westmead • creating opportunities for an expanded office market • balancing residential development with the needs of commercial development, including if required, a commercial core • providing for a wide range of cultural, entertainment, arts and leisure activities • improving the quality of Parramatta Park and Parramatta River and their walking and cycling connections to Westmead and the Parramatta CBD • providing for a diverse and vibrant night-time economy in a way that responds to potential negative impacts. 	
20. WESTERN SYDNEY AIRPORT AND BADGERYS CREEK AEROTROPOLIS ARE ECONOMIC CATALYSTS FOR WESTERN PARKLAND CITY		
20.1	<p>Prioritise:</p> <ul style="list-style-type: none"> • public transport investments to improve north-south and east-west connections to the metropolitan cluster • infrastructure investments, particularly those focused on access to the transport network, which enhance walkability within 2 kilometres of the metropolitan cluster of strategic centres or 10 minute walking distance of a local centre • infrastructure investments, particularly those focused on access to the transport network, which enhance cycling connectivity within 5 kilometres of strategic centres or 10 kilometres of the metropolitan cluster. 	N/A
20.2	<p>Develop and implement land use and infrastructure plans for the Western Sydney Airport, the metropolitan cluster, the Western Sydney Employment Area and strategic centres in the Western Sydney Parkland City by:</p>	N/A

	<ul style="list-style-type: none"> • Supporting commercial development, aerospace and defence industries and the innovation economy • Supporting internationally competitive freight and logistics sectors • Planning vibrant strategic centres and attracting health and education facilities, cultural entertainment, arts and leisure activities • Creating high quality places with a focus on walking and cycling • Improving transport connections across the Western Parkland City 	
21. INTERNATIONALLY COMPETITIVE HEALTH, EDUCATION, RESEARCH AND INNOVATION PRECINCTS		
21.1	<p>Develop and implement land use and infrastructure plans for health and education precincts that:</p> <ul style="list-style-type: none"> • create the conditions for the continued co-location of health and education facilities, and services to support the precinct and growth of the precincts • have high levels of accessibility • attract associated businesses, industries and commercialisation of research • facilitate housing opportunities for students and workers within 30 minutes of the precinct. 	<p>Parramatta is identified by the Greater Sydney Region Plan as a Metropolitan Centre and Westmead as a Health and Education Precinct. The subject site is 4.5km from the Parramatta CBD and 6.5km from Westmead train station or less than a 30 minute journey by public transport.</p>
22. INVESTMENT AND BUSINESS ACTIVITY IN CENTRES		
22.1	<p>Provide access to jobs, goods and services in centres by:</p> <ul style="list-style-type: none"> • attracting significant investment and business activity in strategic centres to provide jobs growth • diversifying the range of activities in all centres • creating vibrant, safe places and a quality public realm • focusing on a human-scale public realm and locally accessible open space • balancing the efficient movement of people and goods with supporting the liveability of places on the road network • improving the walkability within and to centres 	<p>The proposed neighbourhood centre is not within an existing centre or will seek to be anything other than a small centre serving the local business and residential communities. The future development will become a local a focal point for the community and a location that includes jobs, retail, goods and services and local business activity. It is of a scale that serves part of the Silverwater Industrial area and residential development to the east and west of Silverwater Road.</p> <p>Many of the principles for activity in Centres will be adopted in the development phase of the project to ensure an attractive and safe place, efficient movement of people and traffic and walkable neighbourhoods with good accessibility and permeability.</p>

	<ul style="list-style-type: none"> • completing and improving a safe and connected cycling network to and within centres • improving public transport services to all strategic centres • conserving and interpreting heritage significance • designing parking that can be adapted to future uses • providing for a diverse and vibrant night-time economy in a way that responds to potential negative impacts • creating the conditions for residential development within strategic centres and within walking distance (up to 10 minutes), but not at the expense of the attraction and growth of jobs, retailing and services; where appropriate, strategic centres should define commercial cores informed by an assessment of their need. 	
22.2	Create new centres in accordance with the principles for Greater Sydney's centres.	Consistent. The Planning Proposal seeks to facilitate a small neighbourhood centre. Further detailed assessment will be considered at the development application stage.
23. INDUSTRIAL AND URBAN SERVICES LAND IS PLANNED, RETAINED AND MANAGED		
23.1	Retain, review and plan industrial and urban services land in accordance with the principles for managing industrial and urban services land.	Consistent While the land is not zoned for industrial purposes it is zoned for business purposes. It forms part of a small section of B6 zoned land that extends south within the Auburn LGA along Parramatta Road. The site is historically residential and has remained undeveloped in accordance with its existing zone (as has all surrounding B6 zoned land). While the retention of business zoned land is important, the Planning Proposal is a better response to the needs of the community, and provides significant job opportunities that support the retention of business zoned land and.
23.2	Consider office development in industrial zones where it does not compromise industrial or urban services activities in the South and Western City Districts.	N/A

24. ECONOMIC SECTORS ARE TARGETED FOR SUCCESS		
24.1	Consider the barriers to the growth of internationally competitive trade sectors including engaging with industry and assessing regulatory barriers.	N/A
24.2	<p>Consider the following issues when preparing plans for tourism and visitation:</p> <ul style="list-style-type: none"> • encouraging the development of a range of well-designed and located facilities • enhancing the amenity, vibrancy and safety of centres and township precincts • supporting the development of places for artistic and cultural activities • improving public facilities and access • protecting heritage and biodiversity to enhance cultural and eco-tourism • supporting appropriate growth of the night-time economy • developing industry skills critical to growing the visitor economy • incorporating transport planning to serve the transport access needs of tourists. 	Consistent
24.3	Protect and support agricultural production and mineral resources (in particular construction materials) by preventing inappropriately dispersed urban activities in rural areas.	N/A
24.4	Provide a regulatory environment that enables economic opportunities created by changing technologies.	N/A
PART 6 SUSTAINABILITY		
A CITY IN ITS LANDSCAPE		
25. THE COAST AND WATERWAYS ARE PROTECTED AND HEALTHIER		
25.1	Protect environmentally sensitive areas of waterways and the coastal environment area.	N/A
25.2	Enhance sustainability and liveability by improving and managing access to waterways, foreshores and the coast for recreation, tourism, cultural events and water-based transport.	N/A
25.3	Improve the health of catchments and waterways through a risk-based approach to managing the cumulative	N/A

	impacts of development including coordinated monitoring of outcomes.	
25.4	Reinstate more natural conditions in highly modified urban waterways.	N/A
26. A COOL AND GREEN PARKLAND CITY IN THE SOUTH CREEK CORRIDOR		
26.1	Implement the South Creek Corridor Project and use the design principles for South Creek to deliver a cool and green Western Parkland City.	While the site is not within the South Creek Corridor future residents will likely have access to it. Future development will also adopt design principles to provide for a green Western Parkland City.
27. BIODIVERSITY IS PROTECTED, URBAN BUSHLAND AND REMNANT VEGETATION IS ENHANCED		
27.1	Protect and enhance biodiversity by: <ul style="list-style-type: none"> supporting landscape-scale biodiversity conservation and the restoration of bushland corridors managing urban bushland and remnant vegetation as green infrastructure managing urban development and urban bushland to reduce edge-effect impacts. 	Consistent
28. SCENIC AND CULTURAL LANDSCAPES ARE PROTECTED		
28.1	Identify and protect scenic and cultural landscapes.	Consistent
28.2	Enhance and protect views of scenic and cultural landscapes from the public realm.	Consistent
29. ENVIRONMENTAL, SOCIAL AND ECONOMIC VALUES IN RURAL AREAS ARE PROTECTED AND ENHANCED		
29.1	Maintain or enhance the values of the Metropolitan Rural Area using place-based planning to deliver targeted environmental, social and economic outcomes.	N/A The site is not located within the Metropolitan Rural Area.
29.2	Limit urban development to within the Urban Area, except for the investigation areas at Horsley Park, Orchard Hills, and east of The Northern Road, Luddenham.	The site is located within the Metropolitan Urban Area as identified by Figure 49 of the Greater Sydney Region Plan.
30. URBAN TREE CANOPY COVER IS INCREASED		
30.1	Expand urban tree canopy in the public realm.	Opportunities for public planting will be created and supported by a detailed Landscape Plan at development application stage.
31. PUBLIC OPEN SPACE IS ACCESSIBLE, PROTECTED AND ENHANCED		
31.1	Maximise the use of existing open space and protect, enhance and expand public open space.	The site is also close to open spaces at Hume Park and Deakin Park to the west. The site is also in proximity to the open space and recreational opportunities associated with the Olympic Park Precinct. This ensures access to

		open space is enhanced and contributes to a healthier community.
32. THE GREEN GRID LINKS PARKS, OPEN SPACES, BUSHLAND AND WALKING AND CYCLING PATHS		
32.1	Progressively refine the detailed design and delivery of: <ul style="list-style-type: none"> • Greater Sydney Green Grid priority corridors • opportunities for connections that form the long-term vision of the network • walking and cycling links for transport as well as leisure and recreational trips. 	Consistent.
AN EFFICIENT CITY		
33. A LOW-CARBON CITY CONTRIBUTES TO NET-ZERO EMISSIONS BY 2050 AND MITIGATES CLIMATE CHANGE		
33.1	Support initiatives that contribute to the aspirational objective of achieving net-zero emissions by 2050 especially through the establishment of low-carbon precincts in Planned Precincts, Growth Areas and Collaboration Areas.	Consistent. With good access to nearby public transport and proximity to metropolitan clusters and health and education precincts the neighbourhood centre seeks to achieve the objective of reducing trip generation and car dependency. This is also achieved through the commercial/retail component of the centre which will provide job and employment opportunities further encouraging resident retention in the area and reducing car dependency.
34. ENERGY AND WATER FLOWS ARE CAPTURED, USED AND RE-USED		
34.1	Support precinct-based initiatives to increase renewable energy generation and energy and water efficiency especially in Planned Precincts and Growth Areas, Collaboration Areas and State Significant Precincts.	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. MORE WASTE IS RE-USED AND RECYCLED TO SUPPORT THE DEVELOPMENT OF A CIRCULAR ECONOMY		
35.1	Protect existing, and identify new, locations for waste recycling and management.	N/A
35.2	Support innovative solutions to reduce the volume of waste and reduce waste transport requirements.	N/A

A RESILIENT CITY		
36. PEOPLE AND PLACES ADAPT TO CLIMATE CHANGE AND FUTURE SHOCKS AND STRESSES		
36.1	Support initiatives that respond to the impacts of climate change.	Consistent
37. EXPOSURE TO NATURAL AND URBAN HAZARDS IS REDUCED		
37.1	Avoid locating new urban development in areas exposed to natural and urban hazards and consider options to limit the intensification of development in existing urban areas most exposed to hazards.	Consistent
37.2	Respond to the direction for managing flood risk in the Hawkesbury-Nepean Valley as set out in Resilient Valley, Resilient Communities – Hawkesbury-Nepean Valley Flood Risk Management Strategy.	N/A
38. HEATWAVES AND EXTREME HEAT ARE MANAGED		
38.1	Mitigate the urban heat island effect and reduce vulnerability to extreme heat.	Consistent

Table 4: Consistency with the Greater Sydney Region Plan – 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.

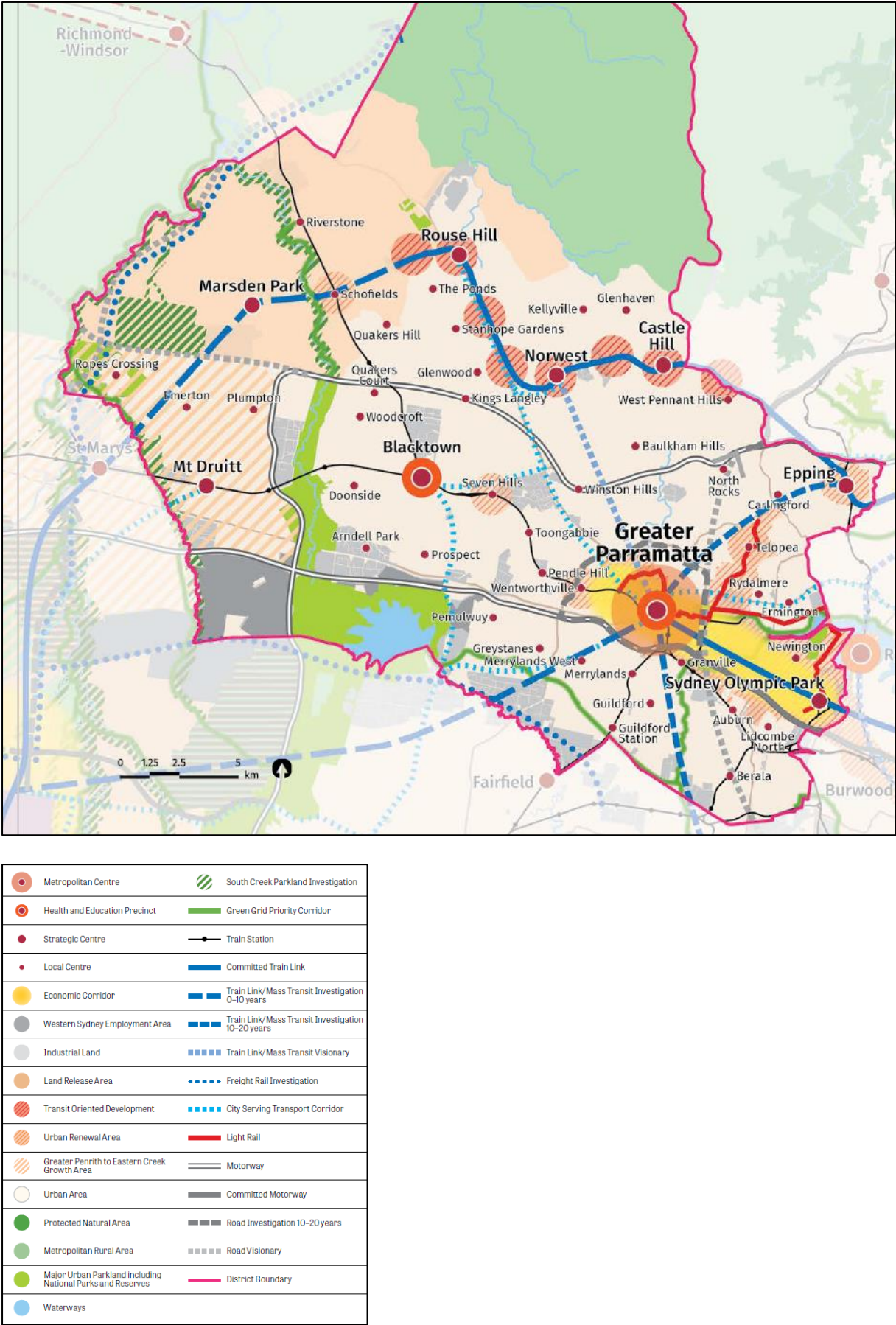

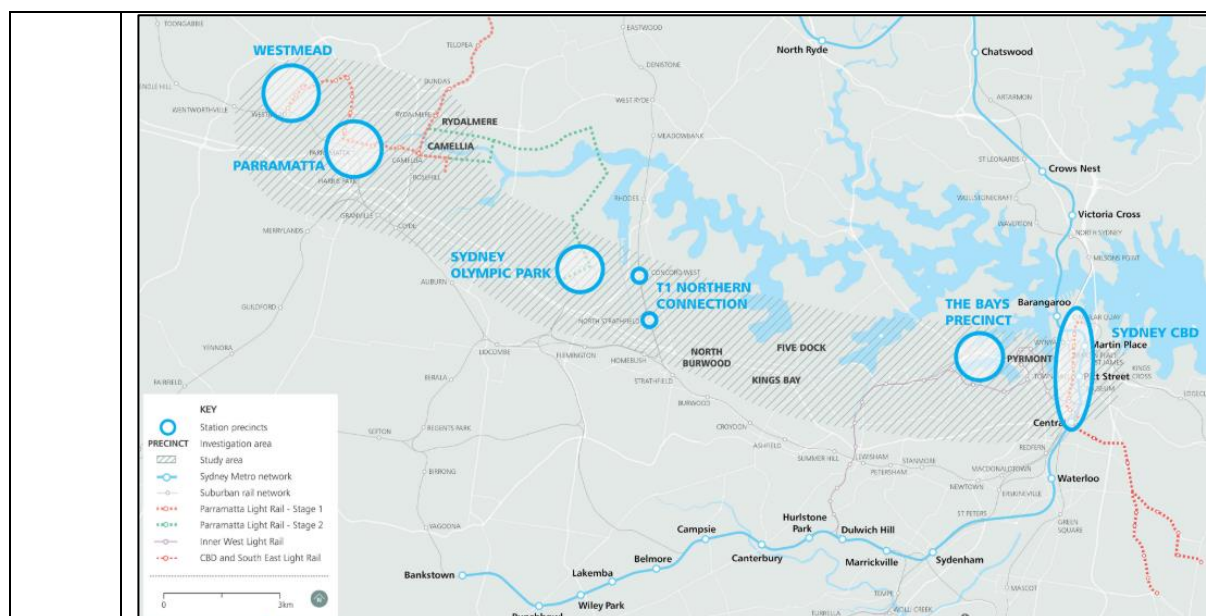


Figure 9: Central City District Structure Plan

Consistency with the Western City District planning priorities and indicators is considered in Table 5 below:

A COLLABORATIVE CITY		
DIRECTION: WORKING TOGETHER TO GROW A GREATER SYDNEY		
P.1	<u>Potential Indicator:</u> 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 does not include the provision of open space, but is within very close proximity to Hume Park (60 metres) and Deakin Park (150 metres), and the connectivity to regional parkland within the Olympic Park precinct via Newington and the Louise Sauvage pathway.</p>
C.1	<u>Planning Priority C1</u> Working through collaboration	Consistent
A CITY SUPPORTED BY INFRASTRUCTURE		
DIRECTION: INFRASTRUCTURE SUPPORTING NEW DEVELOPMENTS		
P.1	<u>Potential Indicator:</u> Increased 30-minute access to a metropolitan centre/cluster	<p>Parramatta is identified by the Greater Sydney Region Plan as a Metropolitan Centre and Westmead as a Health and Education Precinct. The subject site is 4.5km from the Parramatta CBD and 6.5km from Westmead train station or less than a 30 minute journey by public transport.</p> <p>The closest bus route that serves the site is bus route 544. This service links Macquarie Centre and Auburn, with the nearest stop being approximately 105 metres from the subject site. A journey from the subject site to the Auburn local centre takes approximately 9 minutes. A train service from the Auburn train station to the Parramatta Metropolitan Centre is approximately 10 minutes and approximately 15 minutes to the Olympic Park Strategic Centre.</p> <p>Alternatively, bus route M92 is 600 metres from the site (south on Parramatta Road) and from there is a 15 minute bus journey.</p>
C.2	<u>Planning Priority C2</u> Planning for a city supported by infrastructure	<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</p>

	<p>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 neighbourhoods centre is ideally located to provide future residents with access to opportunities within the economic corridor, whether it be within the Parramatta Metropolitan Centre or the Olympic Park Strategic centre, or even the adjoining Silverwater industrial estate. The constant, however, is that infrastructure upgrades are being coordinated with growth in this area to provide better access for residents and key workers to Greater Sydney.</p>
	 <p>The map illustrates the Greater Parramatta and Sydney Olympic Park regions. Key locations marked include Winston Hills, North Rocks, Epping, Carlingford, Telopea, Rydalmere, Ermington, Newington, Granville, Auburn, Lidcombe, Guildford Station, Guildford, Merrylands, Pendle Hill, and Toongabbie. Major infrastructure corridors are shown in blue and red, with a central orange circle highlighting a specific area of interest near the intersection of these corridors.</p>



A CITY FOR PEOPLE

DIRECTION: CELEBRATING DIVERSITY AND PUTTING PEOPLE AT THE HEART OF PLANNING

P.1	<u>Potential Indicator:</u> Increased walkable access to local centres	Consistent The proposal facilitates a new neighbourhood centre that provides convenience goods and services for the local business and residential communities. No such centre exists for the neighbouring communities. The proposal will therefore provide a much-needed facility within walking distance for many residents and employees.
C.3	<u>Planning Priority C3</u> Providing services and social infrastructure to meet people's changing needs	Consistent The role of the new neighbourhood centre will be to provide goods and services for the local business and residential community.
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.1	<u>Potential Indicator:</u> Increased housing completions (by type)	Consistent The 5-year housing supply target for Parramatta local government area to 2021 is 21,650. The proposed neighbourhood centre has the capacity to accommodate an additional approximately 210 dwellings in this time.
	Number of councils that implement Affordable Rental Housing Target Schemes	N/A
C.5	<u>Planning Priority W5</u>	Consistent

	Providing housing supply, choice and affordability with access to jobs, services and public transport	<p>The Planning Proposal facilitates housing supply and choice within an affordable housing product as part of a mixed-use development. While creating jobs and homes, it also supports the local economy and provides much needed services for existing residents.</p> <p>It is within close and accessible proximity to the Parramatta Metropolitan Centre, the Olympic Park Strategic Centre and existing and future public and private transport connections.</p>
A CITY OF GREAT PLACES		
DIRECTION: DESIGNING PLACES FOR PEOPLE		
P.1	<p><u>Potential Indicator:</u> Increased access to open space</p>	<p>Consistent</p> <p>As previously discussed, the Planning Proposal does not include the provision of open space but is within very close proximity to Hume Park (60 metres) and Deakin Park (150 metres), and the connectivity to regional parkland within the Olympic Park precinct via Newington and the Louise Sauvage pathway.</p>
C.6	<p><u>Planning Priority C6</u> Creating and renewing great places and local centres, and respecting the District's heritage</p>	<p>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 neighbourhood centre is a great place for residents and the local community.</p>
A WELL CONNECTED CITY		
DIRECTION: DEVELOPING A MORE ACCESSIBLE AND WALKABLE CITY		
P.1	<p><u>Potential Indicator:</u> Percentage of dwellings located within 30 minutes by public transport of a metropolitan centre/ cluster</p>	<p>Consistent</p> <p>The proposed neighbourhood centre is 4.5km east of the Parramatta Metropolitan Centre and less than a 30 minute trip private transport trip.</p>
	Percentage of dwellings located within 30 minutes by public transport of a strategic centre	Consistent
C.7	<p><u>Planning Priority C7</u> Delivering integrated land use and transport planning and a 30-minute city</p>	Consistent
JOBS AND SKILLS FOR THE CITY		
DIRECTION: CREATING THE CONDITIONS FOR A STRONGER ECONOMY		
P.1	<p><u>Potential Indicator:</u> Increased jobs in metropolitan and strategic centres</p>	<p>Consistent</p> <p>The supply of housing and population within the proposed neighbourhood centre will support the Parramatta Metropolitan centre by providing an available workforce in close proximity as the Greater Parramatta and Olympic Peninsula economy corridor grows.</p>

C.8	<u>Planning Priority C8</u> Growing a stronger and more competitive Greater Parramatta	Consistent The neighbourhood centre will support the businesses within the neighbouring Silverwater industrial estate, reducing trips and creating a more competitive business environment.
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	N/A, but does make the Silverwater industrial estate more attractive by providing convenience goods and services nearby.
C.12	<u>Planning Priority C12</u> Supporting growth of targeted industry sectors	Consistent
A CITY IN ITS LANDSCAPE		
DIRECTION: VALUING GREEN SPACES AND LANDSCAPE		
P.I	<u>Potential Indicator:</u> Increased urban tree canopy	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 employment opportunities associated with the Silverwater Industrial estate, the neighbourhood centre 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	<p>The commercial/retail component of the centre will provide job and employment opportunities for local residents and reduce movements from employees of the Silverwater Industrial estate further away for convenience goods and services. All these aspects encourage retention in the area and reduce car dependency.</p> <p>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.</p>
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 5: 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.

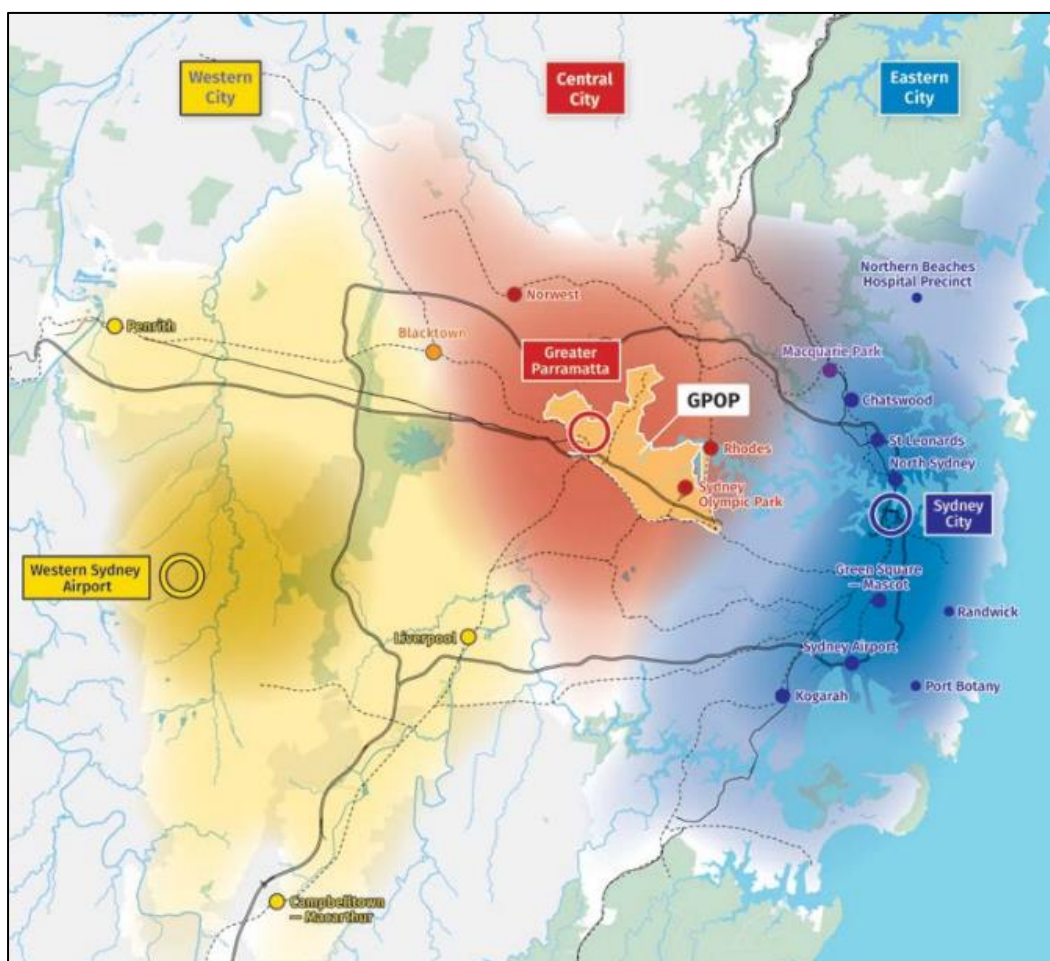


Figure 10: Location of GPOP

The subject site is identified within the Essential Urban Services, Advanced Technology and Knowledge Sectors quarter. The urban service enterprises within Silverwater are a prime economic asset with 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
2	Advance Westmead as a world-class health and education	N/A

	precinct, with a vibrant street along Hawkesbury Road and a walkable connection through to Parramatta CBD, to become a true 'health city'	
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	The proposed neighbourhood centre will support the growth and evolution of the adjoining Silverwater industrial estate as it grows and transforms. The neighbourhood centre will provide essential urban services to support the transformation of Silverwater in accordance with the strategic planning framework.
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 4.5km from the Parramatta CBD and within the 30-minute city objective.
8	Deliver a rich mix of housing to create inclusive and diverse 'inner-city' liveability across GPOP, to attract and retain talent	Consistent The planning proposal facilitates an additional housing product that provides a mix to this area of the corridor. The proposal facilitates a mixed-use development providing a apartments contributing to a strong mix and diversity of housing.
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 The planning proposal will facilitate the delivery of approximately 210 dwellings, which will be an affordable housing product, close to employment opportunities and jobs.
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,	N/A

	where people enjoy walking, cycling and safe swimming	
12	Shape attractive and effective built environments and public spaces that reflect a focus on great urban design and environmental excellence	N/A

Table 6: Consistency with the GPOP vision

4. Is the planning proposal consistent with the local council's Community Strategic Plan or other local strategic plan?

The following strategic planning documents are relevant to the planning proposal.

Parramatta 2038 Community Strategic Plan

Parramatta 2038 is a long term Community Strategic Plan for the City of Parramatta and it links to the long-term future of Sydney. The plan formalises several big and transformational ideas for the City and the region.

The Strategic Plan was released in June 2013 prior to changes to local government area boundaries. These changes resulted in the Silverwater suburb, including the subject site transferring from within the boundaries of the former Auburn local government area to the City of Parramatta local government area. Therefore, the Strategic Plan does not specifically reference the vision and direction for Silverwater.

Notwithstanding, the proposal will assist in the attainment of many of the objectives in the Parramatta 2038 Community Strategic Plan. The Plan itself seeks to implement some big vision into 2038 which will be its centenary as a City. This vision has large aims involving the establishment of riverfront parklands and entertainment precincts, light rail systems and strong employment centres.

The site adjoins a significant employment centre being the Silverwater industrial estate. The planning proposal seeks to support the role of this employment centre by providing homes closer to jobs and by providing convenience services and goods to support the day to day needs and requirements of employees.

The vision for Parramatta within the Strategic Plan includes:

"Parramatta will be the driving force and heart of Australia's most significant economic region; a vibrant home for diverse communities and a centre of excellence in research, education and enterprise." (page 7)

"Parramatta's economic growth will help build the City as a centre of high, value-adding employment and the driving force behind the generation of new wealth for Western Sydney." (page 11)

The proposal facilitates the future redevelopment of a vacant and underutilised site. There is a need for neighbourhood facilities in the area, which can be supported with residential accommodation close to job and transport.

The proposal will therefore support the vision to grow Parramatta as a powerful economic region, supporting urban services and employment types and support the economic growth of the City.

Auburn Employment Lands Study

On 20 May 2015, the Auburn Employment Lands Strategy 2015 was reported to Auburn City Council and adopted. The subject land to which the proposal applies was located within Precinct 14 of the Strategy. The Strategy recommends that a new neighbourhood centre located within the area bound by Beaconsfield Street, Carnarvon Street, Deakin Park, and Hume Park, Silverwater could be considered (page 79). The Strategy did not identify a specific site for this neighbourhood centre; however, it noted that such a centre could improve the viability of the underdeveloped B6 zone to the east.

Parramatta Employment Lands Strategy

The Parramatta Employment Lands Strategy (the Strategy) was adopted by the City of Parramatta Council on 11 July 2016. It provides a consolidated set of land use planning actions and recommendations to guide the future of Parramatta's Employment Lands Precincts. It includes analysis of 15 Precincts across the local government area, and includes an additional 8 Precincts acquired through the local government boundary adjustments and amalgamations.

The Strategy acknowledges that the Auburn Employment Lands Strategy recommends that consideration could be given to a local centre that would provide local services to businesses and workers within the area. However, the Strategy in quoting the Auburn Council resolution of 7 October 2015 and the Administrator Minute of 2 March 2016 recommends that the existing B6 Enterprise Corridor be retained and that a new centre in Silverwater not proceed as the former Auburn Council Administrator had decided that the Planning Proposal would not continue to be processed. However, this is slightly misleading as the Administrator had resolved that the matter be deferred pending the outcome of the public inquiry, meaning that the Planning Proposal would continue to be processed following the finalisation of the Commissioner's findings.

The Parramatta Employment Lands Strategy bases its recommendations for a local centre on the deferral of the matter by the Auburn Council Administrator, not on merit or need. The Strategy does not provide an analysis of the requirements for Silverwater to accommodate a small centre to service the local residents and business community.

It is clear that there is a need for a centre within this area that supports existing and future residents and employees. A centre will reduce trips from existing and future employees and residents outside of the area for their day-to-day convenience products. The site is a large amalgamated block with numerous previous land holdings and provides an excellent opportunity for such a development that would not otherwise be possible or realised in the area.

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

The following State Environmental Planning Policies (SEPPs) are of relevance to the site.

State Environmental Planning Policies (SEPPs)	Consistent:	Comment
SEPP No 1 Development Standards	N/A	This SEPP is not applicable to the subject land under Clause 1.9 of the Auburn LEP 2010.
SEPP No 55 Remediation of Land	YES	Discussed below

SEPP 60 – Exempt and Complying Development	N/A	This SEPP is not applicable to the subject land under Clause 1.9 of the Auburn LEP 2010.
SEPP 64 – Advertising and Signage	N/A	Not relevant to proposed amendment. May be relevant to future DAs.
SEPP No 65 Design Quality of Residential Flat Development	YES	Detailed compliance with SEPP 65 will be demonstrated at the time of making a development application for the site facilitated by this Planning Proposal. During the design development phase, detailed testing of SEPP 65 and the Residential Flat Design Code was carried out and the indicative scheme is capable of demonstrating compliance with the SEPP.
SEPP No.70 Affordable Housing (Revised Schemes)	N/A	Not relevant to proposed amendment.
SEPP (Affordable Rental Housing) 2009	N/A	Not relevant to proposed amendment.
SEPP (BASIX) 2004	N/A	Detailed compliance with SEPP (BASIX) will be demonstrated at the time of making a development application for the site facilitated by this Planning Proposal.
SEPP (Exempt and Complying Development Codes) 2008	YES	May apply to future development of the site.
SEPP (Infrastructure) 2007	YES	May apply to future development of the site.
Sydney Regional Environmental Plan No 18– Public Transport Corridors	N/A	This SEPP is not applicable to the subject land under Clause 1.9 of the Auburn LEP 2010.
Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005	N/A	Not relevant to proposed amendment.
SEPP (Urban Renewal) 2010	YES	The Planning Proposal will stimulate renewal of a underutilised and vacant site and will contribute to the employment and job targets for the area.

Table 7 – Comparison of planning proposals with relevant SEPPs

SEPP 55 – Remediation of Land

The majority of land within the subject site has a known history for residential use. A Phase I and II Environmental Site Audit was undertaken on land known as Nos. 1- 13 Grey Street and Nos. 32 – 46 Silverwater Road by WSP Environmental Pty Ltd in 2012. The Environmental Site Investigation concluded that the site was “suitable for on-going commercial/industrial land use”.

Appropriately, on 26 February 2018 the City of Parramatta Council endorsed the previous Auburn Council Officers’ recommendation:

“(f) require the applicant to undertake a Phase 1 contamination assessment of the site (subject land) in accordance with SEPP 55 – Remediation of Land to investigate possible site contamination, and suitability of the site for residential uses.”

Subsequently, Sullivan Environmental Sciences Pty Ltd undertook a Phase 1 Contamination Assessment of the site (May 2018). The Assessment is attached.

The objectives of the Phase 1 Assessment were to:

“assess for potential contamination at the site from past and present activities in consideration of SEPP 55, and to provide recommendations for further detailed assessment work and or contamination management, if required, such that the site can be made suitable for the proposed mixed use of commercial retail and high density residential purposes”.

The report made the following observations:

- The site was previously used for low-density residential purposes since it was first developed before the 1930s until as recently as 2014 when the majority of residential buildings were demolished. There would have been limited potential for residential activities to contaminate residential areas during that time.
- The properties at #15 and #17 Grey Street and #48 Silverwater Road were not previously assessed. Historical information shows these properties were used for low-density residential purposes and therefore present a low risk of contamination.
- The southern corner of the site at #32-36 Silverwater Road has been used for commercial/industrial purposes since the early 1960s. Most recently this area was used as a dry cleaning business. The nature and extent of contamination within this area of the site warrants further assessment, noting that the past report recommended further investigation of the impacted groundwater at that time.
- Based on current evidence, the majority of the site, excluding the former dry cleaning property, is considered suitable for a mixed-use commercial/residential development. However, we recommend verification sampling to fill information gaps as listed below.
- Based on current knowledge of the issue of contaminants of concern, this area of the site can be made suitable for a mixed-use commercial/residential development.

In accordance with the findings of the contamination assessment it is proposed to undertake further investigation of the PCE contaminated groundwater during the Part 3 Gateway process. This will include the preparation of a contamination investigation report for issue to the EPA that assesses current and future risk potential receptors.

6. Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)

In accordance with Clause 9.1(2) of the *EP&A Act 1979* the Minister issues directions for the relevant planning authorities to follow when preparing planning proposals for new LEPs. The directions are listed under the following categories:

- Employment and resources
- Environment and heritage
- Housing, infrastructure and urban development
- Hazard and risk
- Regional planning
- Local plan making

The following directions are considered relevant to the subject Planning Proposal.

Section	Comment	Compliance
1. Employment and Resources		
Direction 1.1 – Business and Industrial Zones	<p>This Planning Proposal seeks to rezone the site from B6 Enterprise Corridor to B1 Neighborhood Centre zone.</p> <p>Whilst it proposes to remove a zone that permits strictly business related land uses, and introduce one that permits residential land uses, the proposed clause to mandate the inclusion of 4,000m² of floorspace for non-residential uses on the ground and first floors of any future development will retain employment generating land uses.</p> <p>The economic analysis conducted indicates that the Planning Proposal will generate a significant increase in the number of jobs. The site previously provided employment for 15 – 20 workers. However, the laundromat has since closed and much of the site demolished. The small convenience store still operates (as there is a demand for convenience uses) and part of the site used for vehicle storage, resulting in just a handful of jobs being generated from the site.</p> <p>The Planning Proposal is estimated to generate a future workforce of up to 160 workers compared to approximately 122 under the existing zone, should it become viable to redevelop (note that over 5 hectares of land was zoned B6 from residential in 2008 and none of it has redeveloped in accordance with the zone – mainly because there is over 100 hectares of B6 zoned land to the south on the other side of the M4 Western Motorway).</p> <p>Therefore, the Planning Proposal will maintain a business zone, as B1 Neighbourhood Centre and will achieve retail/commercial space of 4,000m² GFA. As such the rezoning will not reduce the quantum of employment generating floor space.</p>	Yes

	<p>Instead delivering a potential increase in new job opportunities due to the higher end use permitted within B1 Neighbourhood Centre to include retail and commercial floor space. The rezoning does not affect the delivery of industrial land and provides for a suitable transition zone between the adjacent industrial zone to the north of the site and residential to the west and south.</p> <p>The Hill PDA report into the economic viability of the site and potential impacts on surrounding centres resolves that the establishment of a centre at the site will meet local resident and worker demand without affecting the dominance and viability of identified centres and create positive competition between providers.</p> <p>The Planning Proposal delivers employment land in both business and retail sectors to the site, thereby encouraging employment growth in Silverwater and in the Auburn LGA as a whole.</p>	
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B6 Estimated Employment Generation

	Floorspace	Sqm/Employee	No. of workers
Bulky goods	2,500	60	40
Neighbourhood shops	200	25	8
Food takeaway	400	25	16
Indoor sports	1000	100	1
Landscape supplies	1460	60	24
Building supplies	2000	60	33
Total			122

B1 Estimated Employment Generation

	Floorspace	Sqm/Employee	No. of workers
Medical Centre	1000	25	40
Supermarket	2500	25	100
Retail	500	25	20
Total			160

2. Environment and Heritage

Direction 2.3 - Heritage Conservation	The subject site does not contain any items of environmental heritage or significance.	Yes
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3. Housing, Infrastructure and Urban Development		
Direction 3.1 - Residential Zones	<p>The objectives of this direction area:</p> <ul style="list-style-type: none"> a) to encourage a variety and choice of housing types to provide for existing and future housing needs, b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and c) to minimise the impact of residential development on the environment and resource lands. <p>Rezoning the land from B6 Enterprise Corridor to B1 Neighborhood Centre will, in part, facilitate redevelopment of the site for the purpose of a mixed-use development containing shop top housing incorporating residential above retail and commercial floorspace.</p> <p>The site is located within an established urban area, supported by infrastructure, services and public transport.</p> <p>The rezoning will facilitate the redevelopment of the site, delivering new and additional housing as well as diversifying the local housing types that is dominated by detached and semi-detached dwellings.</p> <p>The Planning Proposal will facilitate the delivery of new housing and alternate housing types/structures to the market in a mix of sizes making a positive contribution to affordability for housing within the LGA.</p> <p>The Planning Proposal includes provisions to alter the principal development standards applying to the land, permitting residential accommodation. Therefore, it is considered that the Planning Proposal is consistent with the Direction 3.1.</p>	Yes

<p>Direction 3.4 - Integrating Land Use and Transport</p>	<p>The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</p> <ul style="list-style-type: none"> a) improving access to housing, jobs and services by walking, cycling and public transport, and b) increasing the choice of available transport and reducing dependence on cars, and c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and d) supporting the efficient and viable operation of public transport services, and e) providing for the efficient movement of freight. <p>The site is existing urban land proposed to be rezoned from B6 Enterprise Corridor to B1 Neighbourhood Centre. The site is supported by existing transport options including a local bus service connecting to Auburn Rail Station thereby providing access to the broader metropolitan region. Alternatively, the site is a 25 minute walk from the Auburn station, connected by a formalised and maintained pedestrian path and the north-south cycle link to the Sydney Olympic Park Strategic Centre which is a short 80 metre walk from the site. The Parramatta Road Corridor Urban Transformation Strategy has identified land within the Parramatta Road Corridor for future improvement in accessibility through delivery of improved public transport, cycling and pedestrian routes. Hill PDA has analysed the potential impacts of the rezoning on neighbouring centres and determined that the delivery of 4,000m² of retail/commercial floor space in an out of centre location will not adversely affect existing infrastructure investment into centres or their economic viability.</p> <p>A traffic impact statement was prepared in support of the planning proposal by Colston Budd Hunt and Kafes Pty Ltd. This report indicated that there is sufficient capacity within the road network and intersections to absorb additional traffic likely to be generated by the alteration in land use types and mix.</p> <p>Subsequently, and in accordance with the City of Parramatta resolution of 26 February 2018 that</p>	<p>Yes</p>
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	endorsed the previous Auburn Council Officers' recommendation to require additional traffic modelling and analysis and Supplementary Traffic Impact Assessment Report has been prepared by Lyle Marshall & Partners Pty Ltd. The report undertook additional modelling as per the requirements of the Council resolution against the revised traffic generation at an FSR of 2.7:1. The Report concludes that <i>"there is no change to the existing Level of Service at the intersection of Carnarvon Road and Silverwater Road as a result of the development proposal"</i>	
4. Hazard and Risk		
Direction 4.1 - Acid Sulfate Soils	The site is identified as Class 5 on the Acid Sulfate Soils Map in Auburn Local Environmental Plan 2010. Acid sulfate soils are generally not found in Class 5 areas however this will be addressed further at the development application stage.	Yes
Direction 4.3 - Flood Prone Land	The site is not flood prone. Any potential impacts as a result of development on the site, such as stormwater runoff, will be considered and addressed appropriately at DA stage. This will also include any design detail required to ensure compliance with Council's water management controls.	Yes
6. Local Plan Making		
Direction 6.1 - Approval and Referral Requirements	The Planning Proposal does not introduce any provisions that require any additional concurrence, consultation or referral.	Yes
Direction 6.3 - Site Specific Provisions	<p>The Planning Proposal seeks to rezone the site from B6 Enterprise Corridor to B1 Neighbourhood Centre where retail and commercial premise are permitted.</p> <p>On 26 February 2018, the City of Parramatta Council resolved:</p> <p>(a) <i>That Council endorse the former Auburn Council officer's recommendation (dated 7 October 2015) as the pathway to progress with the Grey Street Planning Proposal.</i></p> <p>The former Auburn Council Officer's recommendation included the following:</p> <p>(g) <i>require the applicant to modify the Planning Proposal to ensure that the 4,000 sqm retail component comprises a 2,500 sqm supermarket and 1,500 sqm of local specialty retail/commercial floor space.</i></p> <p>Therefore, in accordance with the Council resolution, the Planning Proposal includes a site specific</p>	Yes

	provision in relation to the retail/commercial floor space.	
7. Metropolitan Planning		
Direction 7.1 - Implementation of A Plan for Growing Sydney	<p>Consistent</p> <p>Assessment against A Metropolis of Three Cities was considered in detail under Part 3 Section B of this Planning Proposal.</p>	Yes
Direction 7.5 – Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	<p>Consistent</p> <p>Assessment against the Greater Parramatta and Olympic Peninsula (GPOP) Vision was considered in detail under Section Part 3 Section B of this Planning Proposal.</p> <p>The Greater Parramatta Interim Land Use and Infrastructure Implementation Plan was release in July 2017. The interim Plan identifies how more jobs, homes and essential services will be accommodated in the priority growth area over the next 20 years. It includes a land use framework to guide future redevelopment of the priority growth area, identifies key actions for the short term and allows the Greater Sydney Commission and other government agencies to identify and plan for the infrastructure required to unlock its potential.</p> <p>Under the GPOP vision the site is included within Quarter 3: Essential Urban Services, Advanced Technology and Knowledge Sectors in Camellia, Rydalmere, Silverwater and Auburn. This area forms part of a major hub of urban services spanning across Rydalmere, Camellia, Silverwater and Auburn. This areas unique centrality in Greater Sydney offers its businesses great access to markets and customers.</p> <p>As can be seen from the Key Actions for Greater Parramatta Priority Growth Area diagram below, the Silverwater area is not identified for review in the medium to short term. What is clear however, that this area is an important economic hub for jobs in growth in the future, no matter what form it takes. The need for a neighbourhood centre and homes close to jobs will therefore remain and the Planning Proposal supports this objective and is therefore consistent with the 9.1 Direction.</p>	Yes

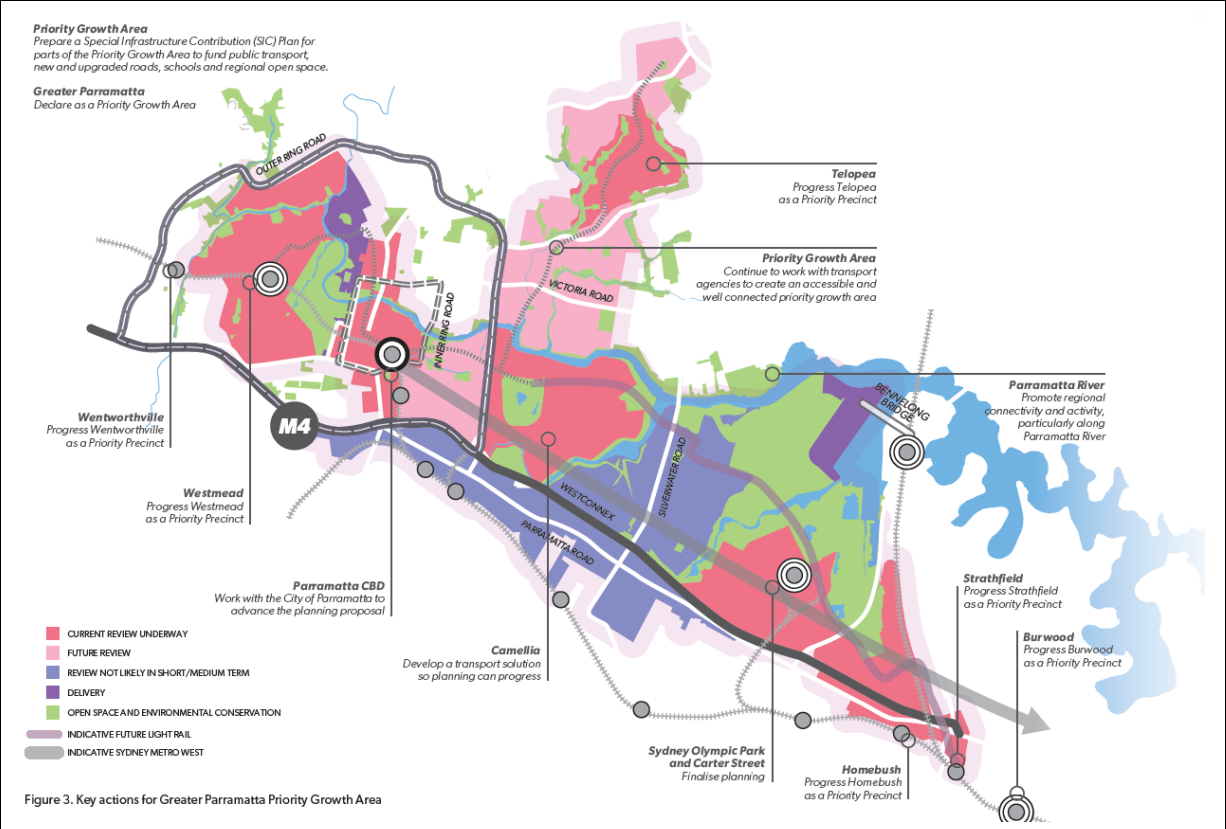


Table 8 – Comparison of planning proposals with relevant Section 9.1 Directions

Section C – Environmental, social and economic impact

This section considers the potential environmental, social and economic impacts which may result from the Planning Proposal.

7. 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 largely cleared but does include a number of remaining built structures including residential homes and commercial buildings. It is highly unlikely that the site would contain any critical habitat for threatened species, populations or ecological communities, or their habitats and it is not expected that any threatened species, populations or ecological communities will be adversely affected as a result of the proposal.

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

Environment

Given the current land uses on the site and the proposed future development facilitated by this Planning Proposal, it is considered that no environmental effects are likely to arise from the Planning Proposal. Further, the site does not contain any environmental significance, however, any matters related to contamination and acid sulphate soils will be investigated further following determination by Gateway that the proposal has sufficient strategic merit to proceed.

Contamination

Site Contamination has been discussed earlier in the report when considering compliance with SEPP 55 under Section 3 of Part B of the Planning Proposal.

In summary, Sullivan Environmental Sciences Pty Ltd undertook a Phase 1 Contamination Assessment of the site (May 2018) in accordance with the requirements of the 26 February 2018 City of Parramatta Council resolution, which endorsed the previous Auburn Council Officers' recommendation:

“(f) require the applicant to undertake a Phase 1 contamination assessment of the site (subject land) in accordance with SEPP 55 – Remediation of Land to investigate possible site contamination, and suitability of the site for residential uses.”

The report made the following observations:

- The site was previously used for low-density residential purposes since it was first developed before the 1930s until as recently as 2014 when the majority of residential buildings were demolished. There would have been limited potential for residential activities to contaminate residential areas during that time.
- The properties at #15 and #17 Grey Street and #48 Silverwater Road were not previously assessed. Historical information shows these properties were used for low-density residential purposes and therefore present a low risk of contamination.
- The southern corner of the site at #32-36 Silverwater Road has been used for commercial/industrial purposes since the early 1960s. Most recently this area was used as a dry cleaning business. The nature and extent of contamination within this

- area of the site warrants further assessment, noting that the past report recommended further investigation of the impacted groundwater at that time.
- Based on current evidence, the majority of the site, excluding the former dry cleaning property, is considered suitable for a mixed-use commercial/residential development. However, we recommend verification sampling to fill information gaps as listed below.
 - Based on current knowledge of the issue of contaminants of concern, this area of the site can be made suitable for a mixed-use commercial/residential development.

In accordance with the findings of the contamination assessment it is proposed to undertake further investigation of the PCE contaminated groundwater during the Part 3 Gateway process. This will include the preparation of a contamination investigation report for issue to the EPA that assesses current and future risk potential receptors.

Traffic

A traffic impact statement was prepared in support of the planning proposal by Colston Budd Hunt and Kafes Pty Ltd. This report indicated that there is sufficient capacity within the road network and intersections to absorb additional traffic likely to be generated by the alteration in land use types and mix.

Subsequently, on 26 February 2018, the City of Parramatta resolved to endorse the previous Auburn Council Officers' recommendation to require additional traffic modelling and analysis as follows:

- (d) *require the applicant to undertake additional traffic modelling and analysis to assess the potential cumulative impact of the proposal on traffic across the broader traffic network, including Silverwater Road, as recommended by the RMS;*

The previous report was based on the B2 zoning and thus greater density. RMS and Transport have commented:

"Roads and Maritime has reviewed the documentation submitted with the planning proposal and advises that additional information is sought from the applicant to facilitate a comprehensive assessment of the traffic impact of the proposal on the regional road network".

"To ensure that the modelling is fit for purpose in identifying the traffic impact of the planning proposal on the existing signalised intersection of Silverwater Road and Carnarvon Street, it is recommended that the SIDRA modelling be updated"

"Upon receipt of this additional information, Roads and Maritime will review the updated modelling and provide a submission to Auburn City Council outlining the impact (if any) of the planning proposal on the regional road network."

Further, Council staff also commented:

"Both the RMS and Council's engineers have raised concerns about the impact of the proposal on the road network and potential traffic congestion from the proposal. The RMS has indicated that additional work is required to properly assess the potential cumulative impact on traffic for the broader network including Silverwater Road, a classified road (not just the immediate precinct). Carnarvon St in particular, experiences excessive queue lengths during peak hours. The RMS also notes the limited accessibility of this precinct to public transport, recommending that Council take a strategic approach to the planning for this whole precinct, including identification of

appropriate infrastructure to support development and appropriate developer funding mechanisms.”

Subsequently, a Supplementary Traffic Impact Assessment Report has been prepared by Lyle Marshall & Partners Pty Ltd. The report undertook additional modelling as per the requirements of the Council resolution against the revised traffic generation at an FSR of 2.7:1. The Report concludes that *“there is no change to the existing Level of Service at the intersection of Carnarvon Road and Silverwater Road as a result of the development proposal”*

The Supplementary Report is attached to the Planning Proposal and considers a number of scenarios for comparison against the proposal. This includes:

- Existing traffic generation under existing conditions;
- A scenario whereby a Complying Development Certificate can be achieved;
- A scenario whereby a compliant DA is lodged against the existing controls and B6 zone;
- A scenario under the controls sought by the planning proposal; and
- The traffic impacts identified by the Colston Budd Hunt and Kafes Pty Ltd at 4:1 FSR

Not only did the report find that the controls sought would have no change to the Level of Services, but the report also addresses the key matters identified by the RMS. The below table is taken from the Executive Summary of the Lyle Marshall Supplementary Report:

RMS Comment	Response
It is noted that the intersection of Silverwater Road and Carnarvon Street was modelled as an isolated intersection with optimum cycle time and signal phase input settings. Roads and Maritime advises that this intersection forms part of a coordinated and linked signal corridor along Silverwater Road with the cycle time and phasing fixed.	The intersection of Carnarvon Road has been modelled in isolation as well as in a network model configuration with the adjoining intersections of Bligh Street-Silverwater Road, Bligh Street- Grey Street and Grey Street and Carnarvon Road.
To ensure that the modelling is fit for purpose in identifying the traffic impact of the planning proposal on the existing signalized intersection of Silverwater Road and Carnarvon Street, it is recommended that the SIDRA modelling be updated and include the following inputs:	The SIDRA modelling has been undertaken using the latest version of Network SIDRA Version 8 released in 2018.
It is also recommended that site observations be undertaken to determine blockages (particularly the departures) in the peak periods and whether this needs to be accounted for in the revised modelling.	Using the history SCATES files for the exact days that the counts were undertaken we are able to check the site observations against the modelled existing SIDRA analysis.
It would be appreciated if the revised SIDRA modelling can be submitted in Version 6 to ensure consistency in the output data results when reviewed by RMS.	Attached in Appendix D are all of the existing SIDRA modelling and also in Appendix E is the Future Development SIDRA modelling and Mitigation investigations.

9. How has the planning proposal adequately addressed any social and economic effects?

In summary, the proposal has a number of positive social impacts, namely:

- encourages pedestrian circulation throughout the site and surrounding areas;
- will provide high quality residential space that can contribute to housing affordability, provides housing in proximity to employment areas and through local spending will have flow on effects to local retailers and other service providers;
- will provide quality office and retail space (proposed to be limited) that complements existing centres;
- provides permanent and construction employment opportunities;
- allows for greater natural surveillance of internal and external spaces on the site promoting safety;
- provides day and night time activation of the site through the introduction of a mix of retail and commercial uses at street level and along the envisaged through-site link;
- promotes state government initiatives by providing high quality residential, commercial and modest component of retail space in close proximity to other services and facilities, in particular public transport;
- provides services and facilities to satisfy the needs of workers in the surrounding area (existing and future); and
- is a catalyst for future redevelopment within the area.

In relation to economic impacts:

The potential impact of the proposed development on existing centres would be relatively modest ranging between -1.1% (Rhodes) to -10% (Newington). The impacts on centres such as the Auburn Town Centre and Rydalmere are estimated to be in the order of - 5.0% to - 5.1%. Impacts of less than 5% generally are classified by retail analysts as being in the 'very low' category of impact. Accordingly, the impacts on the Auburn Town Centre and Rydalmere would be classified as being borderline between 'low' and 'very low'. The impact on the existing retail facilities at Newington of -10% would be classified as being in the 'medium' category of impact. Impacts of this order are unlikely to lead to any increase in retail vacancies and would not undermine the role or function of any centre—particularly one like Newington Marketplace which is anchored by a Woolworths supermarket and enjoys the patronage of a substantial adjacent workforce. Specifically, impacts such as those estimated would not lead to any reduction in the availability of retail services provided in established centres to residents of the trade area, or those living outside the trade area. All of the centres identified will continue to trade in a viable manner.

The proposed development at Silverwater will create additional employment both during the project's construction phase and over the longer term once the residential apartments are occupied and the retail centre operational. In relation to the construction phase, it is expected that 463 direct jobs will be created over the construction life of the development. In addition, it is expected that 578 indirect jobs will be created relating to supply industries (i.e. project architects, quantity surveyors, building suppliers, builders and the like). In relation to the proposed retail development of approximately 4,000m² on the subject site, it is estimated that approximately 160 positions would be created by the proposal.

The site forms part of a precinct rezoned to B6 Enterprise Corridor in 2008. The precinct includes land on both sides of Silverwater Road which previously had a residential zoning, which permitted medium / high density housing. The overall intention of a B6 Enterprise Corridor zoning is to encourage commercial or industrial development along main roads like Silverwater Road. A specific objective of the B6 Enterprise Corridor is to limit retail

development so as not to detract from the surrounding activity centre hierarchy. Since 2008, there has been virtually no redevelopment in this particular precinct for the types of uses envisaged under the B6 Enterprise Corridor zoning. These uses included:

- bulky goods retailing
- business premises
- food and drink premises
- hardware and building supplies
- hotel and motel accommodation
- light industries
- warehouse and distribution centres.

The absence of any significant redevelopment in this precinct since 2008 is explained by a number of factors including:

- The Global Financial Crisis (GFC) - slowed suburban commercial and industrial development throughout the Sydney Region;
- The Silverwater B6 precinct is competing with very extensive areas also zoned B6 along Parramatta Road. These areas contain major sites with significant redevelopment capacity and offer superior locational attributes for potential retail and commercial tenants than is the case with Silverwater Road; and
- The Silverwater precinct, in which the subject site is located, has limited potential as far as bulky goods retailing is concerned. This is primarily because of the existing major concentration of bulky goods retailing along Parramatta Road particularly that to the west of Silverwater Road.

Bulky goods retailers perform optimally when they are located within precincts with similar retailers. Consequently, these types of tenants are unlikely to be attracted to a location on Silverwater Road where there is no existing critical mass of bulky goods retailing. In relation to the potential of the precinct to accommodate hardware and building supply premises, specifically, 'Bunnings' is already well established in the Auburn area on Parramatta Road.

Hotel and motel demand in this subregion of Sydney is primarily concentrated in established centres such as Parramatta and Sydney Olympic Park. A location such as the subject site, without access to significant public transport, and on a major road carrying large volumes of industrial traffic, is always likely to be less preferable to other better located sites as far as the accommodation industry is concerned. It should also be noted that the demand for land in the Sydney Region for light industries is subdued at present due to the decline in the manufacturing sector in Australia. In addition, demand for new warehouses or distribution centres, while it does exist, favours locations further to the west of Auburn, and in particular in and around the significant logistics hub, which is developing in the Eastern Creek-Erskine Park corridor.

There is merit in a proposal to replace the B6 Enterprise Corridor zoning with a B1 Neighbourhood Centre which permits medium / high density residential development on the basis that:

- The subject site was zoned for residential development prior to 2009. Hence, permitting residential development on the subject site would not be significantly out of context in terms of the established planning intention for this area.
- There is no certainty that the land has been identified by Council for such housing in and around centres will in fact be taken up and developed for housing. For a range of reasons, that such land is not developed for residential purposes.
- The subject site is in single ownership and is able to be developed expeditiously.

- Given the location of the subject site, it is likely residential units developed on it will be competitively priced thus contributing to improving overall housing affordability in the City of Parramatta.

In summary, there appears to be limited demand for the types of uses envisaged under the B6 Enterprise Corridor in the Silverwater locality. By contrast, there appears to be a strong ongoing demand for mixed-use developments, and the subject site (if rezoned to B1 Neighbourhood Centre) can make a positive contribution to both meeting overall housing targets and supporting the local business community to the north.

Section D – State and Commonwealth Interests

10. Is there adequate public infrastructure for the planning proposal?

The site is located within an established urban environment served by infrastructure, roads, utilities, public transport and open space. The proposed development will result in an increase in the number of dwellings and commercial/retail floor space within the Silverwater Road Precinct. Impacts on public infrastructure such as increased traffic volumes on state and local roads, increased enrolments in local schools, increased passenger trips on bus and rail routes, increased demand on community facilities and services and increased demand on electricity and other utility networks are anticipated. However, these can be accommodated by the networks and services available.

11. 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. The views of State and Commonwealth public authorities will be obtained after the Planning Proposal has been considered by the Department of Planning and Environment's Gateway Determination process. It is not expected that there will be any significant Commonwealth and State interests in the Planning Proposal other than providing a simplified planning framework and development outcome on the site. Relevant public authorities will be consulted during the post gateway determination process.

PART 4 – MAPPING

This section contains the proposed mapping for this planning proposal in accordance with the DP&E's guidelines on LEPs and Planning Proposals.

The figures in this section illustrate the proposed land use zoning, building height and floor space ratio controls sought by this planning proposal.

Proposed Land Use Zone – B1 Neighbourhood Centre

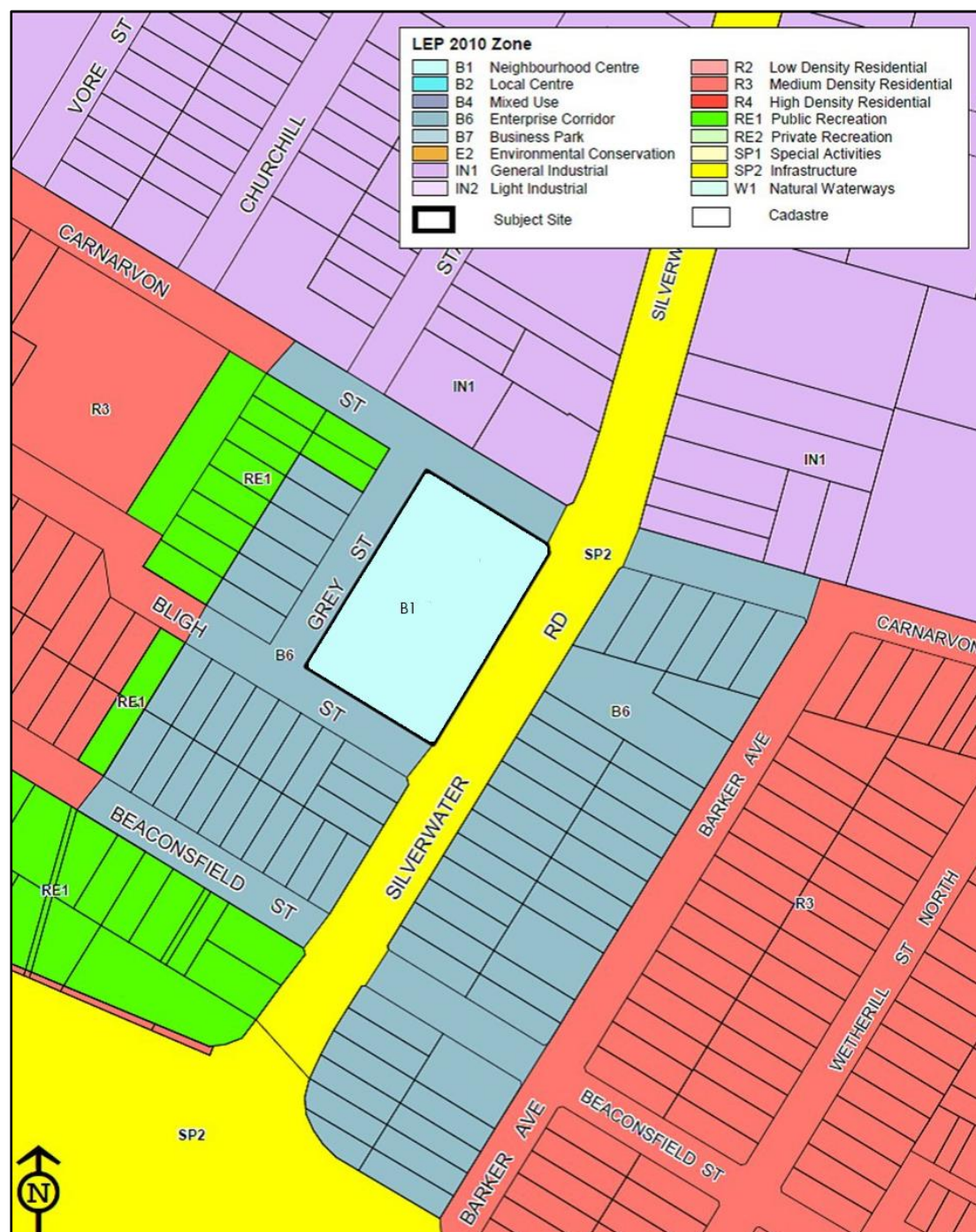


Figure 11: Proposed Land Use Zone

Proposed Maximum Floor Space Ratio – 2.7:1

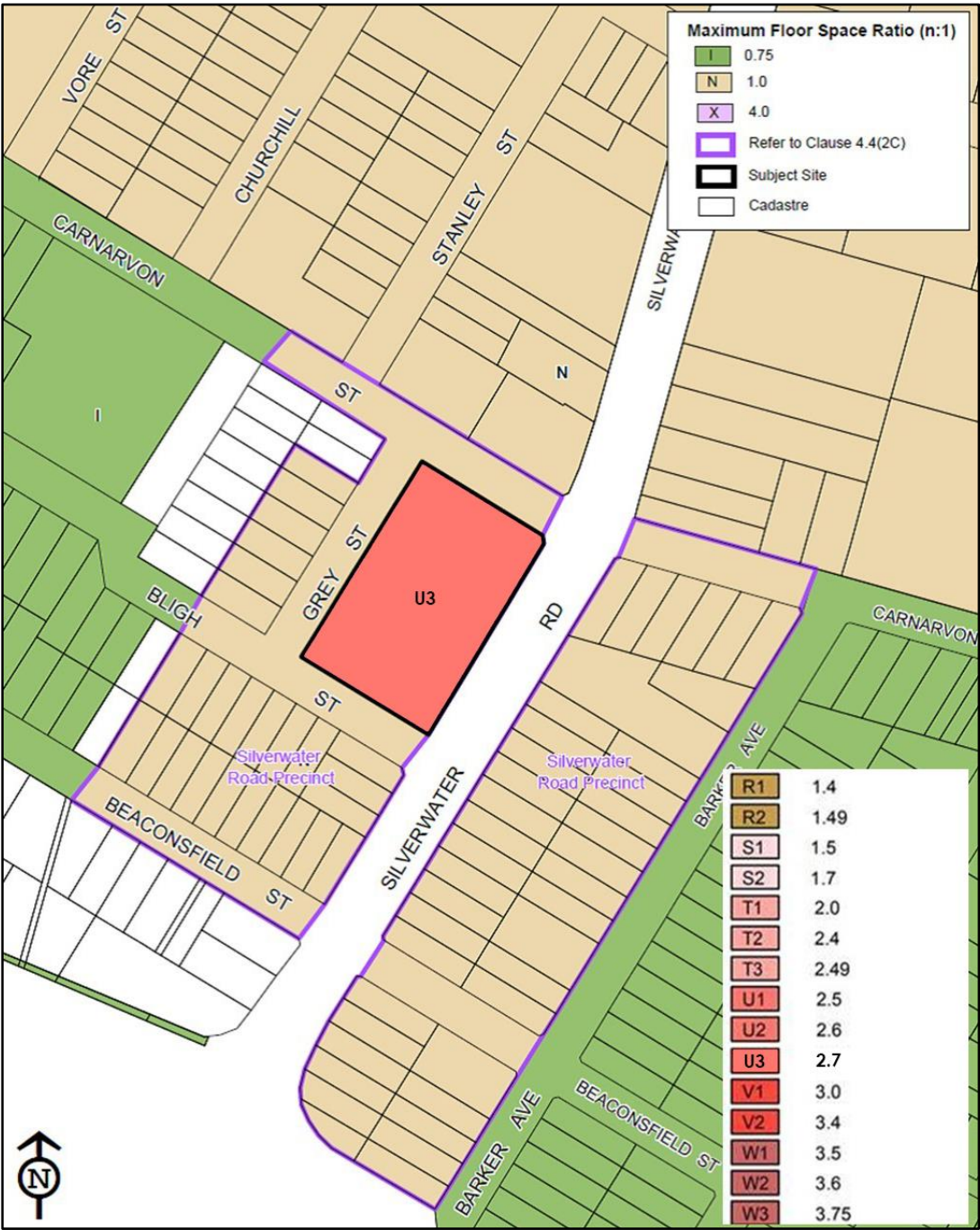


Figure 12: Proposed Maximum FSR

Proposed Maximum Height of Buildings – 20 metres

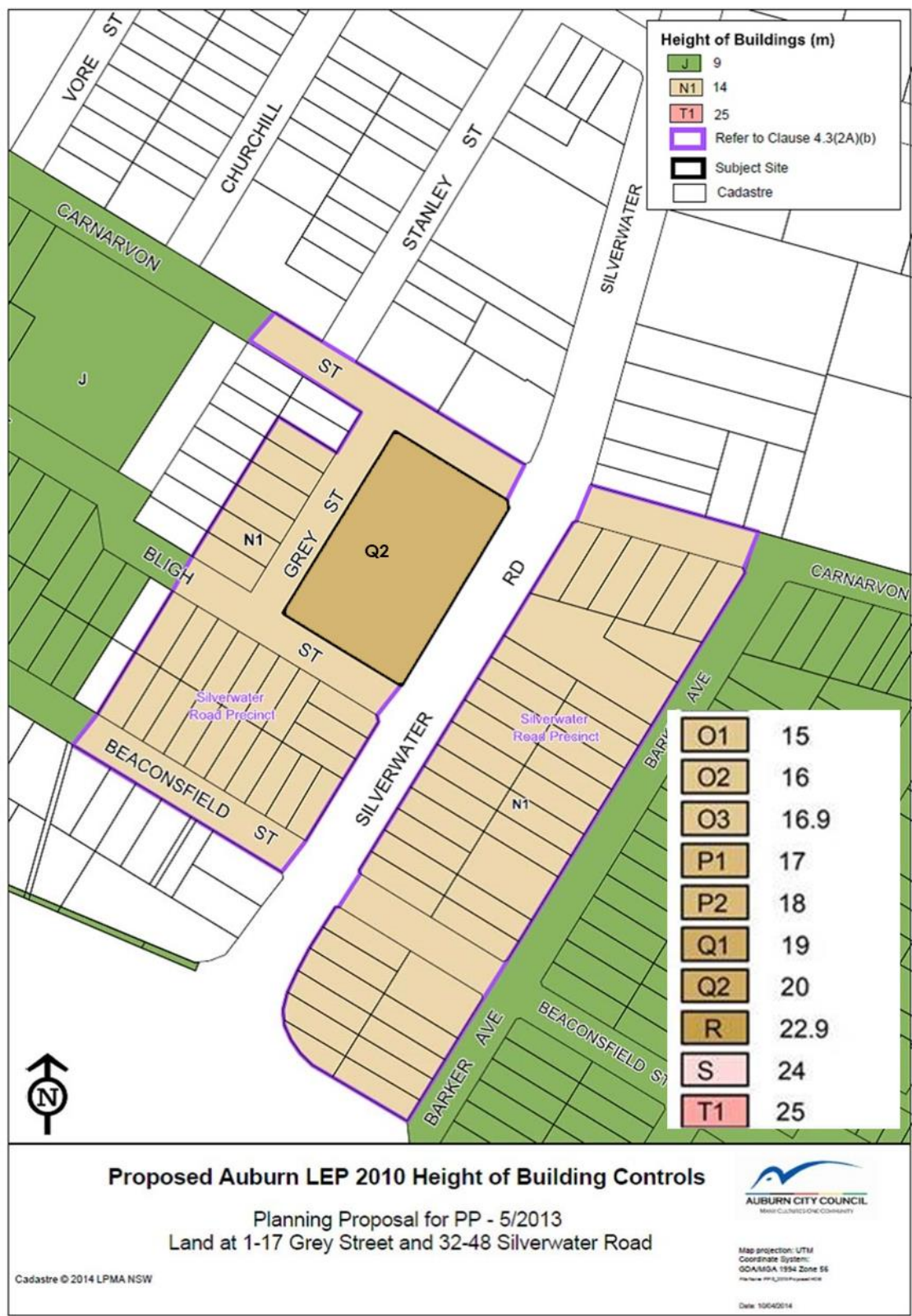


Figure 13: Proposed Maximum Height of Buildings

PART 5 – COMMUNITY CONSULTATION

The planning proposal (as revised to comply with the Council resolution of 26 February 2018) is to be publicly available for community consultation in accordance with the Gateway determination.

Public exhibition is likely to include:

- newspaper advertisement;
- display on the Council's web-site; and
- written notification to adjoining landowners.

The gateway determination will specify the level of public consultation that must be undertaken in relation to the planning proposal including those with government agencies.

Pursuant to Section 3.34(8) of the *EP&A Act 1979* the Responsible Planning Authority must consider any submissions made concerning the proposed instrument and the report of any public hearing.

PART 6 – PROJECT TIMELINE

The detail around the project timeline is expected to be prepared following the referral to the Greater Sydney Commission for review and issuing of the Gateway Determination.

The following steps are anticipated:

- Referral to Minister for review of Gateway determination
- Gateway determination
- Commencement and completion dates for public exhibition period and government agency notification
- Consideration of submissions
- Consideration of proposal post exhibition and reporting to the Parramatta Local Planning Panel and Council
- Submission to the Department to finalise the LEP
- Notification of instrument



Prepared by City of Parramatta

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