

INNOVATIVE

ITEM NUMBER	18.5
SUBJECT	FOR APPROVAL: Post Exhibition Outcomes - Planning Proposal for land at 108 Silverwater Road, Silverwater
REFERENCE	RZ/11/2018 - D07143809
REPORT OF	Project Officer Land Use
LANDOWNER	C3 Church Sydney Ltd
APPLICANT	Precise Planning

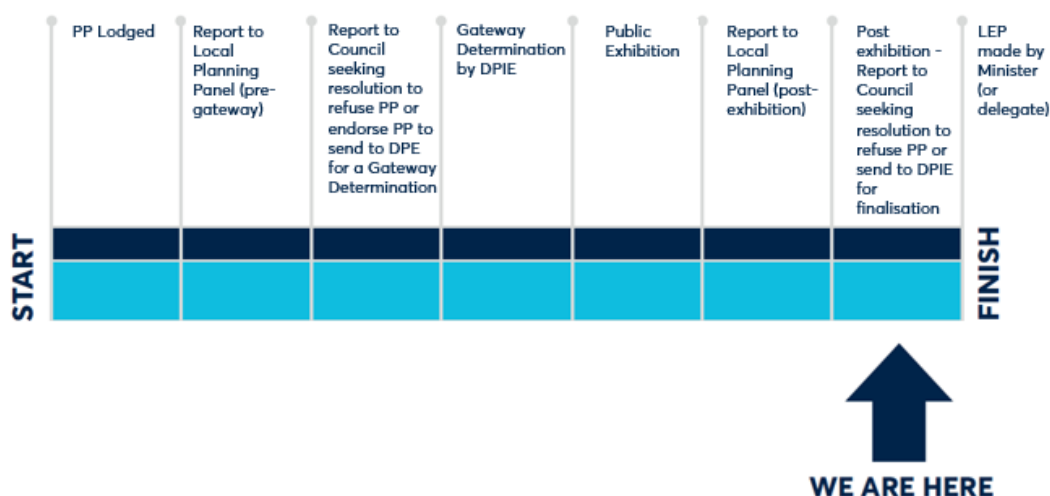
DEVELOPMENT APPLICATIONS CONSIDERED BY SYDNEY CENTRAL CITY PLANNING PANEL - Nil**PURPOSE:**

To seek Council's endorsement to finalise the Planning Proposal for land at 108 Silverwater Road, Silverwater; and authorise the Chief Executive Officer to exercise plan-making delegations issued by the Department of Planning, Industry and Environment (DPIE) to make the Local Environmental Plan (LEP) amendment.

RECOMMENDATION

- (a) **That** Council note the outcomes of the public exhibition period in relation to the Planning Proposal for the land at 108 Silverwater Road, Silverwater.
- (b) **That** Council endorse for finalisation the Planning Proposal (at **Attachment 1**) for land at 108 Silverwater Road, Silverwater, which seeks to amend Schedule 1 of the Auburn Local Environment Plan 2010 (Auburn LEP 2010) to allow '*office premises*' as an additional permitted use (limited to the existing office area of 2,100m² only).
- (c) **That** Council authorise the Chief Executive Officer to exercise the plan-making delegations as granted by the Gateway Determination for this Planning Proposal.
- (d) **Further, that** Council authorise the Chief Executive Officer to make any minor amendments and corrections of a non-policy and administrative nature that may arise during the plan amendment process, relating to the Planning Proposal.

Planning Proposal Timeline



BACKGROUND

- On 26 September 2018, Council received a Planning Proposal application relating to land at 108 Silverwater Road, Silverwater seeking to amend Schedule 1 of the Auburn Local Environment Plan 2010 (Auburn LEP 2010) to allow 'office premises' as an additional permitted use (limited to the existing office area of 2,100m² only). The Local Planning Panel considered this Planning Proposal at its meeting on 18 June 2019. The Panel's advice was consistent with Council officer's recommendation to proceed with the Planning Proposal.
- On 8 July 2019, Council considered a report for land at 108 Silverwater Road, Silverwater and resolved to forward the Planning Proposal to the Department of Planning, Industry and Environment (DPIE) for a Gateway Determination to amend the Auburn LEP 2010 as follows:
 - amend Schedule 1 of the Auburn Local Environment Plan 2010 (Auburn LEP 2010) to allow '*office premises*' as an additional permitted use (limited to the existing office area of 2,100m² only)

A copy of the Planning Proposal is included at **Attachment 1**.

- A Gateway Determination was issued by the DPIE on 3 October 2019 (provided at **Attachment 2**). The DPIE has conditioned the Gateway for Council to be authorised as the local plan-making authority.

CURRENT STATUS

4. The Planning Proposal and supporting documentation were publicly exhibited for 14 days from 30 October 2019 to 12 November 2019 as required by the Gateway Determination.
5. Advertisements were also placed in the local newspaper advising the community of the public exhibition with all documents available for viewing on Council's website, at Council's Administration Building, at Parramatta Central Library and at Ermington Branch Library.
6. Letters advising of the exhibition were sent to nearby property owners and Transport for NSW (TfNSW) as per the Gateway Determination condition.
7. One (1) submission was received during the exhibition period by TfNSW who raised no objection to the Planning Proposal's "intent of allowing 'office premises' as an additional permitted use with limitation to the existing office area of 2,100m² only". Therefore, there are no recommended changes as a result of the submission.
8. As the submission is not seeking any amendment to the Planning Proposal, this matter does not need to be reported back to the Local Planning Panel post-exhibition. This is in accordance with the *Referral of Planning Proposals to the City of Parramatta Local Planning Panel* as adopted by Council on 14 May 2018.

SUMMARY OF ASSESSMENT

9. The Planning Proposal is anticipated to have no significant impact on the surrounding road network, and it is not considered that the proposal will undermine or pre-empt any future strategic planning for the Silverwater area. The Planning Proposal is therefore considered acceptable from both traffic and economic perspectives.
10. There are no urban design considerations associated with this Planning Proposal as it is seeking to allow 'office premises' as an additional permitted use within an existing building on the site. There is no proposal to change the existing building envelope on site.
11. A Planning Agreement has not been prepared as the Planning Proposal is seeking to include office premises as an additional permitted use within the IN1 General Industrial zone and is not seeking any increase in density.
12. Similarly a site-specific DCP is not required as the additional permitted use of office premises is proposed to be contained wholly within the existing office building on site.
13. Council is authorised as the local plan-making authority to finalise the Planning Proposal by the Gateway determination and the DPIE will be notified of Council's determination.

FINANCIAL IMPLICATION FOR COUNCIL

14. All costs associated with the Planning Proposal have been covered by the planning proposal application fee, and included within the Land Use Planning

budget. This includes mail outs and newspaper advertisement for the public exhibition. There are no further financial implications to Council associated with the making of the LEP amendment.

CONCLUSION

15. It is recommended that Council endorse the Planning Proposal for 108 Silverwater Road, Silverwater as exhibited and exercise its delegation in the making of the LEP amendment.

Jane Liang
Project Officer Land Use



Michael Rogers
Land Use Planning Manager

David Birds
Group Manager, City Planning

Jennifer Concato
Executive Director City Strategy & Development

Brett Newman
Chief Executive Officer

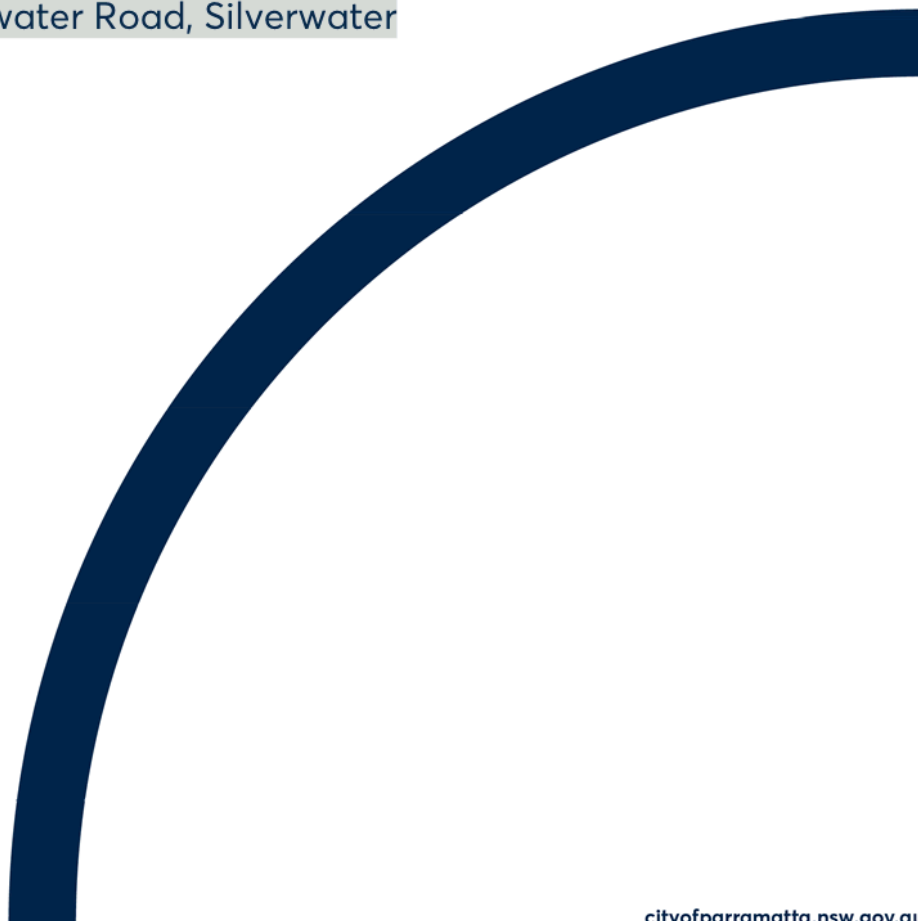
ATTACHMENTS:

- | | | |
|--|---|----------|
| 1  | Planning Proposal for land at 108 Silverwater Road, Silverwater | 72 Pages |
| 2  | Gateway Determination | 2 Pages |



PLANNING PROPOSAL

108 Silverwater Road, Silverwater



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PLANNING PROPOSAL

108 Silverwater Road, Silverwater

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Planning Proposal drafts

Proponent versions:

No.	Author	Version
1.	Precise Planning	28 February 2019

Council versions:

No.	Author	Version
1.	City of Parramatta Council	Report to Local Planning Panel and Council on the assessment of planning proposal

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PLANNING PROPOSAL – 108 Silverwater Road, Silverwater

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 55 of the *Environmental Planning and Assessment Act 1979* and the Department of Planning and Environment (DP&E) guides, 'A Guide to Preparing Local Environment Plans' (August 2016) and 'A Guide to Preparing Planning Proposals' (August 2016) and 'Guidance for merged councils on planning functions' (May 2016).

Background and context

On 26 September 2018, Council received a Planning Proposal application relating to land at 108 Silverwater Road, Silverwater. The subject site was previously located within the former Auburn Local Government Area (LGA), however following Council amalgamations in 2016, the site is currently located within the City of Parramatta LGA.

The subject site is located at the corner of Silverwater Road and Egerton Street at Silverwater. At the time of construction, the building erected on the subject site formed part of a larger industrial complex comprising a suite of buildings, bounded by Silverwater Road, Egerton Road, Vore Street and Fariola Street and collectively known as Nos 108-120 Silverwater Road, Silverwater. The parent lot has since been subdivided including 108 Silverwater Road as a separate lot.

Two attached buildings are located on the subject site at 108 Silverwater Road, Silverwater. The buildings were built in the 1970s to accommodate warehousing in one building (1,495m² floor area) and ancillary office uses in the other (2,100m² floor area).

The warehouse building is currently being utilised as a place of public worship (PPW) with the office building used for offices ancillary to the PPW. However, this ancillary function is limited to only a small proportion of the building with the rest of the building currently under utilised. The office building is 3 storeys with a centrally located atrium. It is serviced with a lift and has a main entrance independent of the PPW building. The office building occupies the corner of Silverwater Road and Egerton Street.

The site and surrounding lands are currently zoned IN1 General Industrial (refer to **Figure 3**), under Auburn LEP 2010. It is noted that the Land Use Table for the IN1 zone permits business premises (eg. banks, post offices, hairdressers etc.), but prohibits office premises.

As noted, there are two existing buildings on the subject; one is currently used as a place of public worship (PPW) and the other for ancillary office use (currently mostly vacant). Under the current zoning, the office building may only be used as office premises ancillary to a primary use, and has resulted in the building remaining under utilised for most of the past 10 years.

The site is shown in **Figure 1** and **Figure 2** below.

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Figure 1 – Site at 108 Silverwater Road, Silverwater subject to the planning proposal



Figure 2: Aerial view (warehouse/PPW to the north and office building to the south)

Under *Auburn Local Environmental Plan 2010*, the site:

- is zoned IN1 General Industrial;

An extract of the above map is provided in Part 4 – Mapping; specifically, Section 4.1 Existing controls.

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PART 1 – OBJECTIVES OR INTENDED OUTCOMES

The objective of this planning proposal is to permit office premises as a standalone use for the premises known as unit 11 No.108-120 Silverwater Road, Silverwater by inserting **office premises** into Schedule 1 of Auburn Local Environmental Plan 2010 as an **Additional Permitted Use** (limited to the office space of the existing office building area of 2,100m² only).

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PART 2 – EXPLANATION OF PROVISIONS

This planning proposal seeks to amend *Auburn Local Environment Plan 2010* (Auburn LEP 2010) in relation to the zoning controls.

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

1. Amend Schedule 1 of the *Auburn Local Environment Plan 2010* (Auburn LEP 2010) to allow 'office premises' as an additional permitted use (limited to the office space of the existing office building area of 2,100m² only).

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PART 3 – JUSTIFICATION

This part describes the reasons for the proposed outcomes and development standards in the planning proposal.

3.1 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.

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

The Planning Proposal is not the result of any strategic study or report. As noted, there are two existing buildings on the subject; one is currently used as a place of public worship (PPW) and the other for ancillary office use (currently mostly vacant). Under the current zoning, the office building may only be used as office premises ancillary to a primary use, and has resulted in the building remaining under utilised for most of the past 10 years. Therefore, the land owner initiated Planning Proposal seeks to insert 'office premises' as an additional permitted use (limited to the existing office building up to 2,100m² only).

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

The other option is to rezone the land to a business zoning. However this could create an undesirable precedent for the Silverwater Industrial precinct and the broader area by allowing other retail and commercial uses which are not considered appropriate in the location. As the Planning proposal is occupying an existing purpose built office building, it is critical that this Planning Proposal is isolated to this site only and is not replicated on surrounding sites. Further, it is not considered that the proposal will undermine or pre-empt any future strategic planning for Silverwater. Therefore, allowing 'office premises' as an additional permitted use (limited to the existing office building up to 2,100m² only) is the best means of achieving the objectives or intended outcomes.

3.2. 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 NSW Government's Plan for Growing Sydney and subregional strategy, State Environmental Planning Policies, local strategic and community plans and applicable Ministerial Directions.

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

A Metropolis of Three Cities

In March 2018, the NSW Government released the *Greater Sydney Region Plan: A Metropolis of Three Cities* ("the GSRP") a 20 year plan which outlines a three-city vision for metropolitan Sydney for to the year 2036.

The GSRP is structured under four themes: Infrastructure and Collaboration, Liveability, Productivity and Sustainability. Within these themes are 10 directions which are each contains Potential Indicator and, generally, a suite of objective/s with each objective

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supported by a Strategy or Strategies. Those objectives and or strategies relevant to this planning proposal are discussed below.

Productivity

An assessment of the planning proposal's consistency with the GSRP's relevant Productivity objectives is provided in Table 3a, below.

Table 3a – Consistency of planning proposal with relevant GSRP Actions – Productivity

Productivity Direction	Relevant Objective	Comment
A well connected city	O15: The Eastern, GOP and Western Economic Corridors are better connected and more competitive	The subject site is located within the GOP Economic Corridor. Allowing additional permitted use of office premises will ensure that the site continues to provide employment uses which is consistent with the objective of the Economic Corridor.
Jobs and skills for the city	O19: Greater Parramatta is stronger and better connected	The site is located close to the Greater Parramatta area. The existing office building is currently used as ancillary office use and currently mostly vacant. The economic analysis conducted indicates that the Planning Proposal will generate approximately 113 workers compared to 14 workers currently. Allowing additional permitted use of office premises will ensure that the site continues to provide employment uses and also provides a higher number of jobs which is consistent with the objective of Greater Parramatta is stronger and better connected.
	O22: Investment and business activity in centres	The site is located within the GOP Economic Corridor and will be retained for employment purposes.
	O23: Industrial and urban services land is planned, retained and managed	The subject site is located in Silverwater Industrial Precinct, a part of the "review and manage" area, which includes managing "uses to allow sites to transition to higher-order employment activities (such as business parks) and seek appropriate controls to maximise business and employment outcome". In accordance with the Greater Sydney Commission, the term 'urban services' refers to "industrial use that enable the city to develop and its businesses and residents to operate. Support the activities of local populations and businesses. Include concrete batching, waste recycling and transfer, printing, motor vehicle repairs, contraction depots, and

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		<p>utilities (electricity, water, gas supply)".</p> <p>The CCDP identifies Silverwater as a major location for industrial and 'urban service' land within the Plan area. The CCDP highlights the pressures for industrial and urban services land to be converted to residential or retail uses.</p> <p>Although the proposed additional permitted use of office premises will not result in providing an urban service as defined by the Greater Sydney Commission, however the proposal would facilitate an office-based industry, and fully utilise an existing propose built office building. It is considered that the Planning Proposal is not inconsistent with the broader Metropolitan and District planning framework.</p>
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Central City District Plan

In March 2018, the NSW Government released *Central City District Plan* which outlines a 20 year plan for the Central City District which comprises The Hills, Blacktown, Cumberland and Parramatta local government areas.

Taking its lead from the GSRP, the *Central City District Plan* ("CCDP") is also structured under four themes relating to Infrastructure and Collaboration, Liveability, Productivity and Sustainability. Within these themes are Planning Priorities which are each supported Action. Those Planning Priorities and Actions relevant to this planning proposal are discussed below.

Productivity

An assessment of the planning proposal's consistency with the CCDP's relevant Productivity Priorities and Actions is provided in Table 4c, below.

Table 4c – Consistency of planning proposal with relevant CCDP Actions – Productivity

Productivity Direction	Planning Priority/Action	Comment
A well-connected city O19: Greater Parramatta is stronger and better connected	PP C7: Growing a stronger and more competitive Greater Parramatta <ul style="list-style-type: none"> A23: Strengthen the economic competitiveness of Greater Parramatta and grow its vibrancy 	<p>The subject site is located within the GPOP Economic Corridor. Allowing additional permitted use of office premises will ensure that the site continues to provide employment uses which is consistent with the objective of the Economic Corridor.</p>
Jobs and skills for the city O15: The Eastern, GPOP and Western Economic Corridors are better connected and more competitive	PP C8: Delivering a more connected and competitive GPOP Economic Corridor	<p>The site is located close to the Greater Parramatta area. The existing office building is currently used as ancillary office use and currently mostly vacant. The economic analysis conducted indicates that the Planning Proposal will generate approximately 113</p>

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		<p>workers compare to 14 workers currently.</p> <p>Allowing additional permitted use of office premises will ensure that the site continues to provide employment uses and also provides a higher number of jobs which is consistent with the objective of Greater Parramatta is stronger and better connected.</p>
<p>O23: Industrial and urban services land is planned, retained and managed</p>	<p>PP C11: Maximising opportunities to attract advanced manufacturing and innovation in industrial and urban services land</p> <ul style="list-style-type: none"> • A49: Review and manage industrial and urban service land, in line with the principles for managing industrial and urban services land, in the identified local government area 	<p>The subject site is located in Silverwater Industrial Precinct, a part of the "review and manage" area, which includes managing "uses to allow sites to transition to higher-order employment activities (such as business parks) and seek appropriate controls to maximise business and employment outcome".</p> <p>In accordance with the Greater Sydney Commission, the term 'urban services' refers to "industrial use that enable the city to develop and its businesses and residents to operate. Support the activities of local populations and businesses. Include concrete batching, waste recycling and transfer, printing, motor vehicle repairs, contraction depots, and utilities (electricity, water, gas supply)".</p> <p>The CDDP identifies Silverwater as a major location for industrial and 'urban service' land within the Plan area. The CDDP highlights the pressures for industrial and urban services land to be converted to residential or retail uses.</p> <p>Although the proposed additional permitted use of office premises will not result in providing an urban service as defined by the Greater Sydney Commission, however the proposal would facilitate an office-based industry, and fully utilise an existing propose built office building. It is considered that the Planning Proposal is not inconsistent with the broader Metropolitan and District planning framework.</p>

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

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

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Auburn Employment Lands Strategy

The former Auburn Council adopted an Employment Lands Strategy (ELS) in 2015 to guide the long term future of employment lands within the Auburn local government area. The Silverwater Industrial Area, being 152.82 ha. The ELS states that *“the Silverwater Industrial Area is a significant industrial estate, containing a mix of old and new one and two storey office/warehouse developments”*.

The Silverwater Industrial Area is also identified as one of the Inner/Central West region's prime industrial areas. Located close to the M4, Silverwater provides employment in manufacturing and wholesale trades as well as ancillary clerical and administrative employment, technicians, and trades employment.

There are two existing buildings on the subject; one is currently used as a place of public worship (PPW) and the other for ancillary office use (currently mostly vacant). Under the current zoning, the office building may only be used as office premises ancillary to a primary use, and has resulted in the building remaining under utilised for most of the past 10 years.

The ELS identifies Silverwater as being competitively well placed in the market, and it identifies that there is a growing tendency for more office-based industries, which are potentially restricted by existing planning controls.

Within the broader IN1 zone, the ELS recommends the Silverwater precinct to remain as IN1 General Industrial and for it to adopt a flexible approach to considering a range of employment or industrial uses that may have different access and floorspace requirements, e.g. office-type floorspace, more high-tech industries, loading and circulation requirements.

The ELS recommends Silverwater's industrial area maintain its status as a major employment area even if the nature of the employment changes over time. Although the ELS seeks to adopt a flexible approach to allowing a range of uses, its intention was not to compromise the precincts core role in providing employment in manufacturing and wholesale trades. It is considered that limiting the office uses to the existing office building (2,100m² floor area) on the site will have negligible impact on the overall intent of the ELS within the Silverwater Industrial Area as the proposed use would occupy an existing purpose built office building.

The ELS states that a degree of flexibility is recommended in accepting office-based or more high-tech industries in Silverwater to maintain the levels of activity the precinct currently enjoys. However, it is considered that this relates to employment uses that requires a higher proportion of office uses associated with an industrial function as opposed to the stand-alone office uses proposed by the Planning Proposal. However, given that the proposed office uses will be restricted to an existing office building that is currently no longer used/required by the PPW, and the minimal traffic impact that would arise by this use, this proposal is considered acceptable.

Employment lands should be managed to ensure that an adequate supply of appropriated zoned land is provided to service current and future needs. It is also important to facilitate the optimisation of use of the existing building stock to bolster economic activity and support greater local employment opportunities by being able to accommodate additional businesses. However, it is critical that this Planning Proposal is isolated to this site only and is not replicated on surrounding sites. Further, it is not considered that the proposal will undermine or pre-empt any future strategic planning for Silverwater should the proposal proceed.

3.2.3. 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 (refer to Table 5 below).

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Table 5 – Consistency of planning proposal with relevant SEPPs

State Environmental Planning Policies (SEPPs)	Consistency: Yes = ✓ No = x N/A = Not applicable	Comment
SEPP No 1 Development Standards	N/A	Not relevant to proposed amendment.
SEPP 4 – Development Without Consent and Miscellaneous Exempt and Complying Development	N/A	Not relevant to proposed amendment.
SEPP 33 – Hazardous and Offensive Development	N/A	Not relevant to proposed amendment.
SEPP No 55 Remediation of Land	✓	There is no proposed works as a part of this Planning Proposal.
SEPP 60 – Exempt and Complying Development	N/A	This SEPP is not applicable to the subject land under Clause 1.9 of the Parramatta LEP 2011.
SEPP 64 – Advertising and Signage	N/A	Not relevant to proposed amendment.
SEPP No 65 Design Quality of Residential Flat Development	N/A	Not relevant to proposed amendment.
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	Not relevant to proposed amendment.
SEPP (Exempt and Complying Development Codes) 2008	✓	The Planning Proposal will not preclude the application of the SEPP for future development.
SEPP (Infrastructure) 2007	✓	The Planning Proposal will not preclude the application of the SEPP for future development.

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Sydney Regional Environmental Plan No 18– Public Transport Corridors	N/A	Not relevant to proposed amendment.
Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005	N/A	The proposed development is not located directly on the Sydney Harbour Catchment foreshore. Any potential impacts as a result of development on the site, such as stormwater runoff, will be considered and addressed appropriately at DA stage.
SEPP (Urban Renewal) 2010	N/A	N/A

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

In accordance with Clause 9.1 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
- Housing, Infrastructure and Urban Development
- Local plan making

The following directions are considered relevant to the subject Planning Proposal

Table 6 – Consistency of planning proposal with relevant Section 9.1 Directions

Relevant Direction	Comment	Compliance
1. Employment and Resources		
Direction 1.1 – Business and Industrial Zones	<p>The site and surrounding lands are currently zoned IN1 General Industrial (refer to Figure 2), under Auburn LEP 2010. It is noted that the Land Use Table for the IN1 zone permits business premises (eg. banks, post offices, hairdressers etc.), but prohibits office premises.</p> <p>This Planning Proposal seeks to amend Schedule 1 of the Auburn Local Environment Plan 2010 (Auburn LEP 2010) to allow 'office premises' as an additional permitted use (limited to the existing office building up to 2,100m² only). The economic analysis conducted indicates that the Planning Proposal will generate approximately 113 workers compare to 14 workers currently.</p> <p>The Planning Proposal will enable continued use of the site for employment uses. Further, it is not considered that the Planning Proposal will undermine or pre-empt any future strategic planning for Silverwater.</p>	Yes
2. Environment and Heritage		
Direction 2.3 - Heritage Conservation	N/A	N/A

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3. Housing, Infrastructure and Urban Development		
Direction 3.1 - Residential Zones	N/A	N/A
Direction 3.4 - Integrating Land Use and Transport	N/A	N/A
4. Hazard and Risk		
Direction 4.1 - Acid Sulfate Soils	N/A	N/A
Direction 4.3 - Flood Prone Land	The subject site is located within the PMF (Probable Maximum Flood) of Upper Parramatta River. However, the Planning Proposal is only seeking to insert 'office premises' as an additional permitted use (limited to the existing office building up to 2,100m ² only). The proposal is occupying the existing office building, and therefore the proposal will not affect the application of this direction.	Yes
5. 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 amend Schedule 1 of the <i>Auburn Local Environment Plan 2010</i> (Auburn LEP 2010) to allow 'office premises' as an additional permitted use (limited to the office space of the existing office building area of 2,100m² only).</p> <p>As the Planning proposal is occupying an existing purpose built office building, it is critical that this Planning Proposal is isolated to this site only and is not replicated on surrounding sites. No other site specific provisions are proposed.</p>	Yes
6. Metropolitan Planning		
Direction 7.1 - Implementation of A Plan for Growing Sydney	<p>The Greater Sydney Region Plan – A Metropolis of Three Cities (GSRP Plan) and the Central City District Plan (CCDP) envisages that redevelopment within the corridor between Parramatta and Sydney Olympic Park (GPOP) will result in new industries, consequently creating a greater potential of demand for more office-type floorspace in the Silverwater area.</p> <p>In relation to the future of industrial land within the GPOP corridor, the GSRP Plan seeks to promote the development of "Essential Urban Service, Advanced Technology and Knowledge Sectors in Camellia, Rydalmere, Silverwater and Auburn". In accordance with the Greater Sydney Commission, the term 'urban services' refers to "industrial use that enable the city to develop and its businesses and residents to operate. Support the activities of local populations and businesses. Include concrete batching, waste recycling and transfer, printing, motor vehicle repairs, contraction depots, and utilities (electricity, water, gas supply)".</p> <p>The CCDP identifies Silverwater as a major location for industrial and 'urban service' land within the Plan area. The CCDP highlights the pressures for industrial and urban services land to be converted to residential or retail uses.</p>	Yes

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	Although the proposed additional permitted use of office premises will not result in providing an urban service as defined by the Greater Sydney Commission, however the proposal would facilitate an office-based industry, and fully utilise an existing propose built office building. It is considered that the Planning Proposal is not inconsistent with the broader Metropolitan and District planning framework.	
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3.3. Section C – Environmental, social and economic impact

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

3.3.1. 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 not affected by critical habitat or threatened species, populations or ecological communities, or their habitats. Further, the Planning Proposal is seeking enable an additional use within an existing building of the site.

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

This Planning Proposal seeks to amend Schedule 1 of the Auburn Local Environment Plan 2010 (Auburn LEP 2010) to allow 'office premises' as an additional permitted use (limited to the existing office building up to 2,100m² only). The proposal is occupying the existing office building, and therefore there will not have any additional environmental effects.

Transport and Accessibility Assessment

A Traffic and Parking Assessment has been prepared by Parking and Traffic Consultants (PTC.). The report estimates that 2,100m² GFA of office space will generate 34 trips per hour during the peak periods. The report indicates that the proposed office use will generate significantly less peak hour traffic than other permitted uses in the existing zoning applying to the site (e.g. hardware and building supply stores or restaurants).

In addition, the report noted that land uses such as hardware and building supply stores, light industries, depots, freight transport facilities and warehouses typically rely on heavy vehicles accessing the site compared to office uses which are predominantly served by light vehicles. The report concludes that an additional 34 trips to the network is anticipated to have only minor impact to the surrounding road network.

In accordance with the Auburn Development Control Plan 2010, the parking requirements for ancillary office spaces and independent office premises are the same (1 space per 20m² GFA). As such, it is anticipated that there will be no additional parking demand generated by the Planning Proposal.

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

An Economic Impact Study has been prepared by Leyshon Consulting. The report reviewed the surrounding sites by undertaking a high-level survey in order to establish whether any existing buildings have a similar potential for converting an existing building to office premises. The report indicates that only one other building of the fourteen reviewed had

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some potential to sustain a precedent argument in the event that this Planning Proposal proceeds. However, this building is wholly enclosed and completely configured differently to the office building and warehouse on the subject site (i.e. the office space is wholly contained within the same building as the bulky goods retailing and the car park). The report also indicates that the majority of existing building stock in the precinct would require significant renovation or new construction in order to accommodate any independent office premises use. As a result, it would be highly unlikely that a developer would deliberately design new or renovate a premise to take advantage of a potential precedent. The report concludes that support for the current proposal would be unlikely to result in an adverse precedent for the future uses of the buildings reviewed.

3.4. Section D – State and Commonwealth Interests

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

The Proposal does not intend to facilitate any new development, rather the Planning Proposal will facilitate an additional permitted use within the existing building. It is considered that the proposal will be served by the existing infrastructure.

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

Consultation with the State and Commonwealth public authorities will be undertaken once the gateway determination has been issued.

PLANNING PROPOSAL – 108 Silverwater Road, Silverwater

PART 4 – MAPPING

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

4.1 Existing controls

This section illustrates the *Auburn LEP 2010* controls which apply to the site.



Figure 3 – Existing zoning extracted from Auburn LEP 2010 Land Zoning Map

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PLANNING PROPOSAL – 108 Silverwater Road, Silverwater

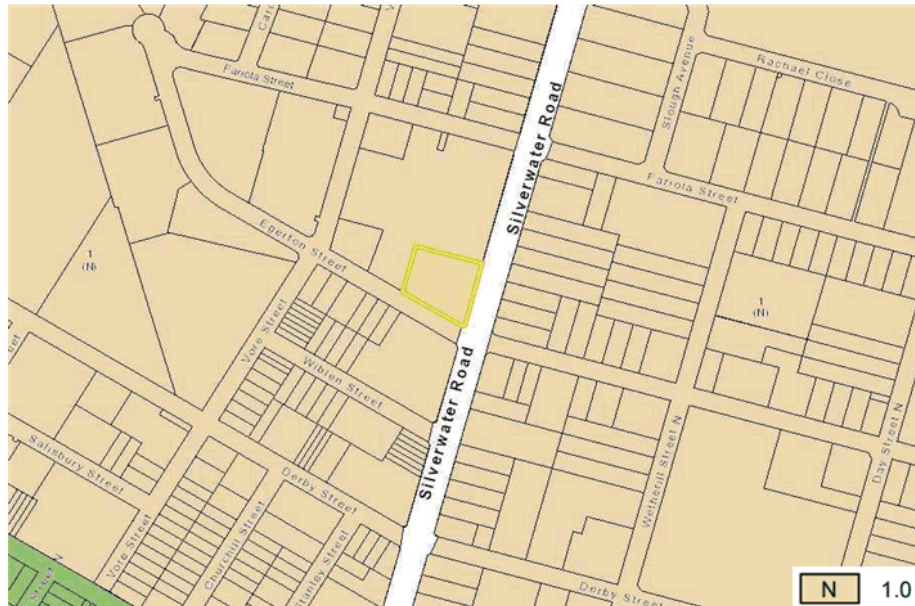


Figure 4 – Existing FSR extracted from Auburn LEP 2010 Land Zoning Map



Figure 5 – Existing height extracted from Auburn LEP 2010 Land Zoning Map

Figure 3 above illustrates the current IN1 General Industrial Zone. Figure 4 above illustrates the current FSR of 1:1. Figure 5 above illustrates that the site has no height control. No changes to the zoning, height, and FSR controls are proposed as a part of this Planning Proposal. The proposal is seeking to insert 'office premises' as an additional permitted use within the office space of the existing office building area of 2,100m² only.

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PLANNING PROPOSAL – 108 Silverwater Road, Silverwater

PART 5 – COMMUNITY CONSULTATION

The planning proposal (as revised to comply with the Gateway determination) is to be publicly available for community consultation.

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.

Consistent with sections 3.34(4) and 3.34(8) of the *EP&A Act 1979*, where community consultation is required, an instrument cannot be made unless the community has been given an opportunity to make submissions and the submissions have been considered.

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PLANNING PROPOSAL – 108 Silverwater Road, Silverwater

PART 6 – PROJECT TIMELINE

Once the planning proposal has been referred to the Minister for review of the Gateway Determination and received a Gateway determination, the anticipated project timeline will be further refined, including at each major milestone throughout the planning proposal's process.

Table 7 below outlines the anticipated timeframe for the completion of the planning proposal.

Table 7 – Anticipated timeframe to planning proposal process

MILESTONE	ANTICIPATED TIMEFRAME
Report to LPP on the assessment of the PP	18 June 2019
Report to Council on the assessment of the PP	8 July 2019
Referral to Minister for review of Gateway determination	July 2019
Date of issue of the Gateway determination	September 2019
Date of issue or revised Gateway determination (if relevant)	-
Commencement and completion dates for public exhibition period	October - November 2019
Commencement and completion dates for government agency notification	October - November 2019
Consideration of submissions	November 2019
Consideration of planning proposal post exhibition and associated report to Council	December 2019
Submission to the Department to finalise the LEP	December 2019
Notification of instrument	January 2020

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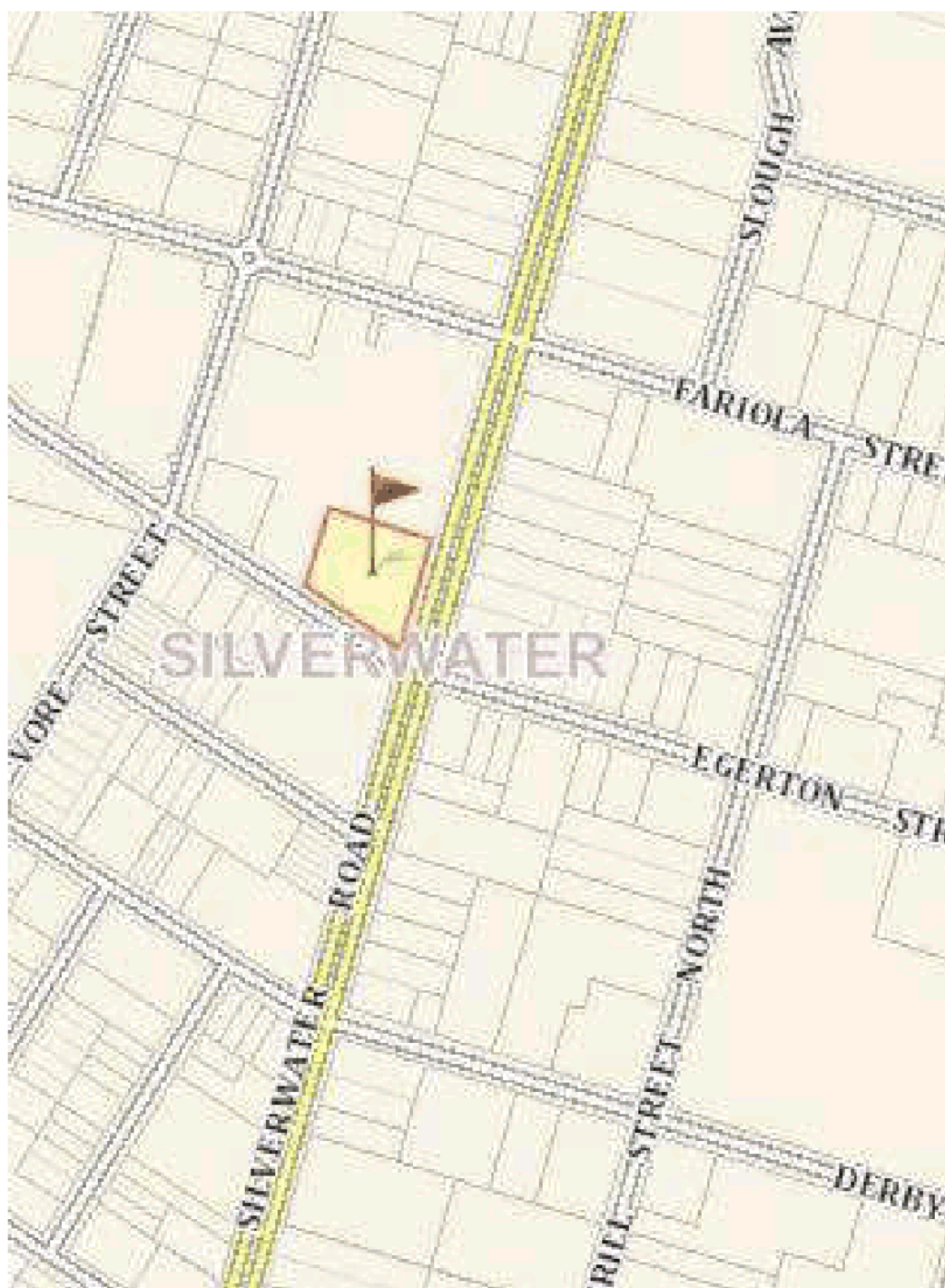
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PLANNING PROPOSAL – 108 Silverwater Road, Silverwater

Appendix 1 – Locality Map

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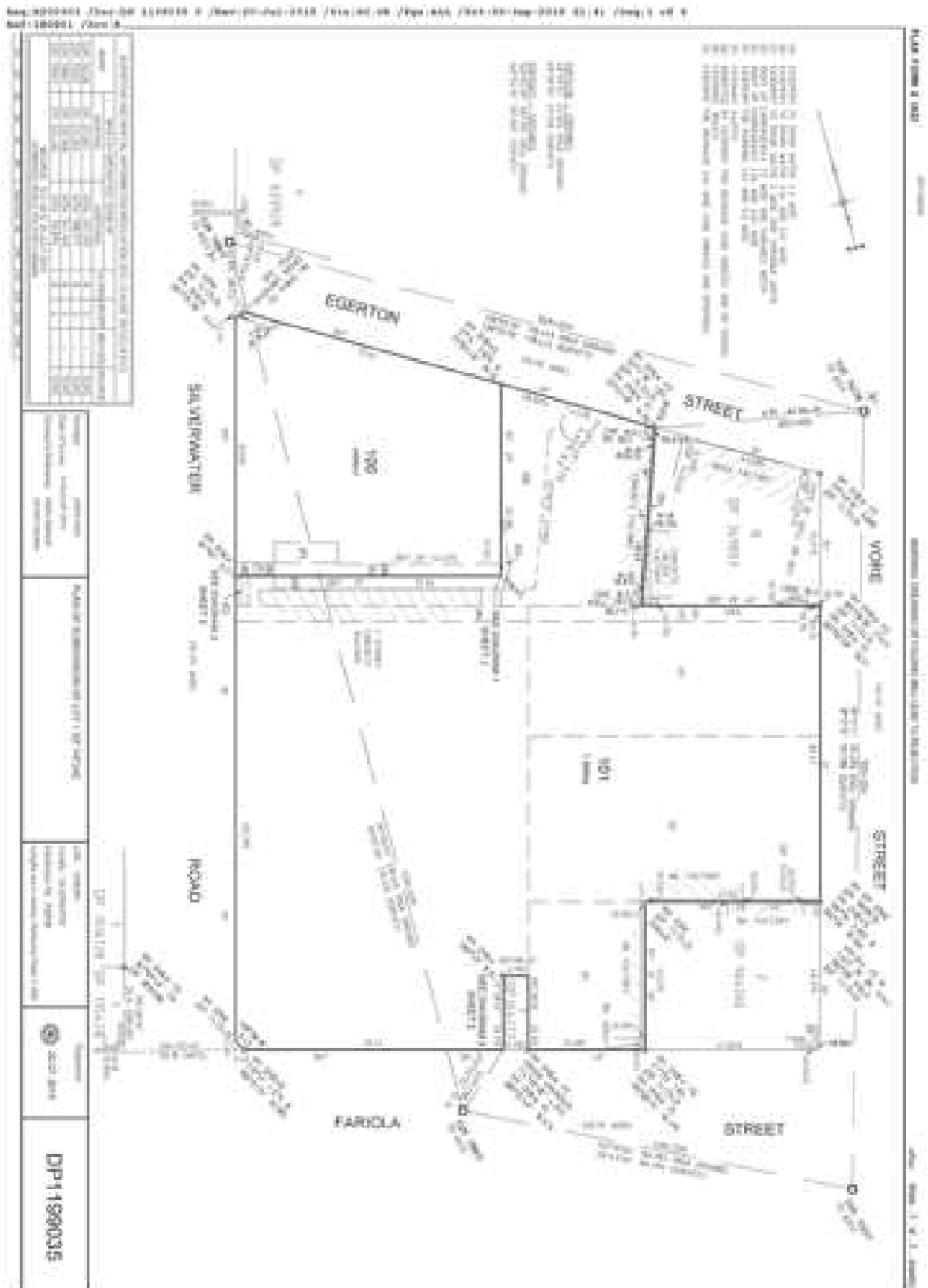


PLANNING PROPOSAL – 108 Silverwater Road, Silverwater

Appendix 2 – Deposited Plan

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PLANNING PROPOSAL – 108 Silverwater Road, Silverwater

Appendix 3 – Background Economic Report

by Leyshon Consultin

RZ/11/2018

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BACKGROUND SUBMISSION
~
PLANNING PROPOSAL
for
OFFICE DEVELOPMENT
108 SILVERWATER ROAD, SILVERWATER

Prepared For:
PRECISE PLANNING

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FEP 1814
JULY 2018
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Background Submission ~ Planning Proposal for Office Development
 108 Silverwater Road, Silverwater
 July 2018

Leyshon Consulting

DISCLAIMER

This Report has been prepared solely for the purposes recorded at Section 1 of the Report and solely for the benefit of the party to whom the report is addressed. No third party is entitled to rely upon this Report for any purpose without the written consent of Leyshon Consulting Pty Ltd having first been sought and obtained.

This Report involves the making of future projections. Those projections are grounded upon the facts and matters contained in this Report. Some or all of those facts and matters comprise assumptions and/or representations upon which Leyshon Consulting Pty Ltd has relied but about which it has no knowledge of its own. By reason of this, Leyshon Consulting Pty Ltd cannot warrant or represent the correctness or accuracy of such assumptions and/or representations. It follows that, while the projections contained in this Report are made with care and judgment, Leyshon Consulting Pty Ltd cannot confirm, warrant or guarantee that actual results achieved will be consistent with the results projected by this Report.



Background Submission ~ Planning Proposal for Office Development
108 Silverwater Road, Silverwater
July 2018

Leyshon Consulting

EXECUTIVE SUMMARY

Introduction

This Report has been prepared by Leyshon Consulting Pty Ltd for Precise Planning. The Report relates to a Planning Proposal seeking to make office uses permissible with respect to an existing property at 108 Silverwater Road, Silverwater (the subject site).

Property Description

At present the subject site is zoned IN 1 General Industrial. It is occupied by an office/warehouse development which has a large component of office space comprising some 2,100m². The existing office space and associated warehouse space is used as a place of public worship but is substantially under-utilised at present.

The office space presents as a separate office building of three storeys and is serviced by lift.

Planning Context

Silverwater is a major industrial area. At the 2011 Census the major employment generators in Silverwater were manufacturing and warehousing industries. Together these provided nearly 50% of all jobs in Silverwater in 2011.

Research undertaken by consultants AEC for the former Auburn City Council projected manufacturing and warehousing activities would continue to decline in importance in the period to 2026.

The subject site specifically and Silverwater in general form part of the so-called Greater Parramatta Olympic Park economic corridor (GPOP). Substantial change is anticipated to occur within the GPOP corridor in the period to 2030. In particular, new industries and forms of employment are expected to emerge in the area.

Impact on Office Markets

The Planning Proposal, if approved, would not result in any impact on surrounding major office markets in Parramatta, Sydney Olympic Park or Rhodes. The Parramatta CBD office market in particular is currently experiencing boom conditions, very low vacancy rates and substantial rental growth.

Background Submission ~ Planning Proposal for Office Development
108 Silverwater Road, Silverwater
July 2018

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EXECUTIVE SUMMARY

Conclusion

All indicators point to the Silverwater area experiencing continuing structural change in its employment and industry profile for the foreseeable future.

Allowing office space users who do not also require associated warehouse space to occupy the existing building would mean 108 Silverwater Road makes a greater contribution to employment in the Silverwater area. Assisting maintain Silverwater's role as an important employment area would be an ancillary benefit while also being consistent with the type of changes foreshadowed for the GPOP area.



Background Submission ~ Planning Proposal for Office Development
108 Silverwater Road, Silverwater
July 2018

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INTRODUCTION

1.1 Background

This Report has been prepared by Leyshon Consulting Pty Ltd for Precise Planning. The Report relates to a Planning Proposal submitted to the City of Parramatta Council (Council) with respect to 108 Silverwater Road, Silverwater (hereafter the subject site). The subject site is currently zoned IN 1 General Industrial under Auburn Local Environmental Plan (LEP) 2010.

We understand the Planning Proposal concerns a proposed Schedule 1 Amendment to LEP 2010 to enable office premises to be a permissible use on the subject site. Hence it is proposed that the current zoning of the subject site will remain unchanged.

As discussed below, the site already contains a significant component of office space together with associated warehouse space. The objective of the Planning Proposal, is to enable the office space to be leased to organisations who do not want, or require, associated warehouse space on the same site.

1.2 Purpose of Report

The purpose of this Report is to review the potential implications for other major office centres in the region surrounding Silverwater of a decision to make office activities a permissible use on the subject site.

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PROPERTY DESCRIPTION

2.1 Existing Development

The subject site is located at 108 Silverwater Road, Silverwater on the north-east corner of the intersection of Silverwater Road and Egerton Street. The site comprises some 4,490m² in total. We understand the existing building on the site was developed in the late 1980s and contains a combination of office space and associated warehouse space. The floor areas (as constructed) are as follows:

▶	office	...	2, 098.7m ²	(58.4%)
▶	warehouse	...	1,495.2m ²	(41.6%)
▶	total	...	3,593.9m ² .	

There is on-site parking provision for 66 vehicles.

The component of office floorspace (58.4%) is unusually high having regard to typical office/warehouse developments; generally these have an office space component comprising less than 40% of total floorspace.

The office floorspace on the subject site is provided over three levels with a central atrium and is serviced with a lift. The building is accessed off Egerton Street. To the casual observer it presents as a freestanding office building.

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2.2 Existing Usage

We understand the existing development as a whole is being used as a place of public worship with the warehouse component having been mostly converted into an auditorium. The building owners conduct regular religious services in the auditorium accompanied by electronic music.

The office space is also partially used for administration by the building owners as well as for the storage of goods which are intended to be distributed to needy members of the general public.

We are advised that current employment on-site comprises two full-time workers and 12 part-time workers—that is, 14 workers at a maximum.

The resulting workplace ratio is just one employee per 299.5m². Clearly, the building is being dramatically under-utilised. Workplace ratios in modern office/warehouse complexes are usually in the order of 1:22m² for the office component and 1:90m² for the warehouse component. On this basis the subject site should be generating employment for approximately:

► office workers	...	96 workers
► warehouse workers	...	17 workers
► Total	...	113 workers.

In summary, we consider it is fair to conclude the existing building is not making an appropriate contribution to employment generation in the Silverwater area as was originally intended.

3

PLANNING CONTEXT

3.1 Nature of Silverwater Area

An insight into the nature and importance of Silverwater as an employment area can be obtained from a report prepared in 2015 for the (former) Auburn City Council by consultants AEC Group (*Auburn Employment Lands Strategy 2015* (AEC report)).

The AEC report examined in detail the nature of employment in the Auburn Local Government Area (LGA). It made projections of future employment growth and demand for employment floorspace and provided policy advice to the (former) Auburn City Council with respect to the development of employment lands.

Drawing on 2011 Census Journey-to-Work data, AEC identified there were some 10,420 workers employed in the Silverwater area in August 2011. According to AEC, Silverwater was by far the largest employment precinct in Auburn LGA at the time of preparing their report.

The dominant employment sectors in 2011 in Silverwater were as follows:

▶ Manufacturing	...	28.2%
▶ Wholesale trade	...	21.4%
▶ Retail trade	...	8.9%
▶ Construction	...	8.6%
▶ Transport, postal and warehousing	...	5.7%
▶ Professional scientific and technical services	...	5.6%
▶ Information media and telecommunications	...	5.0%.

Journey-to-Work data from the 2016 Census is not yet available. This data set would enable a comparison of the employment structure of the area in

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2011 and 2016 compared which would reveal any significant changes during the intercensal period. Accordingly, we are unable to say whether the distribution of employment by industry group, as noted above, has altered substantially since 2011 or whether the overall employment level in Silverwater has changed (either positively or negatively) between 2011-16.

3.2 Future Floorspace Demand

As noted above, the AEC report provided projections of future job growth and demand for employment floorspace in the (former) Auburn LGA. These projections were for the time-frame 2011-31.

Based on the employment projections contained in their report, AEC identified additional demand for 877,500m² of gross floor area (GFA) in Auburn LGA between 2011-31. The major components of this demand by industry type were estimated to be as follows:

▶ construction	... + 205,000m ²
▶ education and training	... +190,700m ²
▶ health care and social assistance	... +131,000m ²
▶ retail trade	... +90,800m ²
▶ accommodation and food services	... +91,200m ²
▶ information media and telecommunications	... +90,200m ² .

AEC forecast a continuing significant contraction in manufacturing activity into the foreseeable future and estimated the manufacturing sector in Auburn LGA would experience negative demand of -142,000m² between 2011-31. Employment contraction in the wholesale trade sector was also forecast leading to a projected decline in the demand for warehouse-type floorspace of approximately -55,800m² between 2011-31. As noted above,

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these two employment sectors accounted for almost half (49.6%) of all employment by sector in Silverwater in 2011.

In summary, the AEC report projected a declining level of demand for the type of floorspace (warehouse with associated office space) which the building on the subject site provides.

As discussed below, metropolitan and district planning strategies established for Silverwater and surrounding areas foreshadow the likely changing nature of employment and hence floorspace demand in Silverwater.

3.3 Metropolitan Planning

The metropolitan planning context as it applies to Silverwater has been set by the Greater Sydney Commission (GSC) in their 2017 publication *Metropolis of Three Cities Plan* (MTC Plan).

The MTC Plan promotes the overall development of the Sydney Metropolitan Area in terms of three distinct 'cities' which have been designated as:

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

Silverwater forms part of the so-called Central River City which is envisaged to grow in population from 1.25 million residents in 2016 to 1.67 million by 2036.

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Specifically, the MTC Plan identifies the development of an economic corridor running between Greater Parramatta and the Sydney Olympic Park area. This corridor is described as the "Greater Parramatta and Olympic Peninsula Economic Corridor" and abbreviated to GOP in the MTC Plan.

In terms of realising the GOP corridor the MTC Plan promotes the development of "advanced technology and urban services in Camellia, Rydalmere, Silverwater and Auburn."

The MTC Plan also promotes the further development of Parramatta as a major administrative and financial centre, business services centre and a major location for judicial and educational jobs.

The GSC has also published a District Plan covering the Silverwater area—namely the *Central City District Plan* (CCDP). The CCDP identifies Silverwater as a major location for industrial and so-called "urban services" land within the Plan area.

In relation to the future of industrial land within the GOP corridor the CCDP notes:

"Industrial activity and urban services are important to Greater Sydney's economy and the nature of this economic sector is continuing to change, with emerging technologies and new industries with different requirements. Industrial land is evolving from traditional industrial and manufacturing lands, and freight and logistics hubs, into complex employment lands. This trend is consistent with other parts of Greater Sydney, particularly east of Parramatta."

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The CCDP highlights the pressures for industrial and so-called “urban services” land to be converted to residential or retail uses. Within the CCDP area, the Plan identified this pressure as being particularly strong in certain localities forming part of the GPOP corridor—namely in areas such as Rydalmere, Camellia, Silverwater and Auburn.

In this context, we consider it is important to note the Planning Proposal (if approved) would not result in the introduction of any residential or new retail-type uses within Silverwater. Rather, the Proposal (if approved) simply would mean that existing office space on the subject site could be used more effectively and efficiently than it is at present.

3.4 Conclusions

It is clear that Silverwater’s traditional employment base will experience continuing structural change in the future. As noted above, the two sectors which have dominated the area’s employment historically—namely manufacturing and warehousing—appear almost certain to experience continuing job losses and thus demand for the type of floorspace these uses have traditionally occupied.

Relevant metropolitan planning documents envisage the future development of the GPOP corridor will likely lead to the introduction of new industries and hence a shift in the nature of demand for employment floorspace in Silverwater and associated areas.

In facing the above challenges, we consider a critical issue is that Silverwater maintain its status as a major employment area even if the nature of employment changes over time. The Planning Proposal is entirely consistent with achieving this goal as it seeks only to achieve an increase in the number of office jobs on the subject site in a building designed to accommodate office work.

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IMPACT on OFFICE MARKETS

4.1 Introduction

A relevant concern for Council potentially flowing from approval of the Planning Proposal is the possible impact on surrounding major office centres. The two most proximate office markets in this regard are the Parramatta CBD and the Sydney Olympic Park precinct.

4.2 Parramatta CBD

According to the CCDC, the Parramatta CBD is already the fifth-largest office market in Greater Sydney after the Sydney CBD, Macquarie Park, the Sydney CBD fringe and North Sydney.

In 2017 the Parramatta CBD was reported to contain more than 707,000m² of office floorspace and was experiencing rapid growth in demand from major corporate and government agencies.

We understand Council has put forward a Planning Proposal to expand the CBD boundaries and amend land-use controls so as to create long-term employment opportunities supported by high density residential development. The objective of the Planning Proposal is to facilitate development which would see more than 27,000 new jobs and 7,500 new dwellings developed in an expanded CBD by 2036.

According to a recent report prepared by Knight Frank (*Parramatta Office Market Brief – March 2018*) the Parramatta office market is experiencing very strong demand conditions.

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As of January, 2018 the average vacancy rate in the Parramatta CBD was 3.0%. This was a composite of a 0% vacancy rate in prime office buildings and 5.3% in so-called secondary office buildings. Knight Frank anticipates that the vacancy rate will trend downwards toward 2% as far as the centre as a whole is concerned over the next few years.

Knight Frank reported that approximately 100,000m² of new office space is currently under construction in the Parramatta CBD all of which has been pre-committed. Rental growth in the past 12 months meanwhile has been very significant with prime gross face rents rising by +8.5% year-on-year.

In the context of the scale and importance of the Parramatta CBD office market, the Planning Proposal to allow up to 2,100m² of space on the subject site to be used for office activities is completely inconsequential.

In summary, 2,100m² being used for office-based activities would represent a microscopic 0.3% of total office floorspace in the Parramatta CBD. As such the Proposal's approval would have no impact whatsoever on the future trajectory of the office market in the Parramatta CBD—either in terms of the supply of office space or the demand for additional office floorspace in Parramatta by major tenants.

4.3 Sydney Olympic Park

According to the CCDP, the Sydney Olympic Park precinct contained some 158,907m² of office floorspace in 2017.

A report prepared by Knight Frank in 2017 (*Sydney Olympic Park Office Market Brief – June 2017*) examined the supply of and demand for office space in the Sydney Olympic Park (SOP). Knight Frank reported SOP was, at that time, home to a range of major organisations including NRMA,

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Commonwealth Bank of Australia (CBA), Thales Group, Samsung and Fujitsu and provided some 16,000 office-based jobs

Knight Frank reported the vacancy rate in SOP was just 2.7% in June 2017. The rate was anticipated to rise, however, following the planned vacation of space by the CBA in late 2017. Knight Frank concluded low vacancy rates in the Parramatta CBD and nearby Rhodes were likely to ensure the space vacated by the CBA would be re-leased quickly.

According to Knight Frank, in the year to January, 2017 SOP office floorspace rents rose by 4.6%.

In summary, the Planning Proposal to enable up to 2,100m² of space on the subject site to be used for office activities represents only 1.3% of SOP's existing office floorspace. Accordingly, we conclude the Proposal (if approved) will result in no impact whatsoever on the future trajectory of the SOP office market—either in terms of the supply of office space or the level of demand for it from major tenants.

4.4 Other Office Markets

The only other office market of significance in the region surrounding Silverwater is that on the Rhodes Peninsula. The Rhodes office market comprises some 162,000m² of space and has attracted major tenants including NAB, Australand, Citibank and Nestlé.

The demand for office space at Rhodes is underpinned by its location on the rail network and its co-location with a substantial supply of residential accommodation and a major shopping centre.

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Much smaller components of office space are found in other nearby suburban centres such as Lidcombe, Auburn, Granville and North Strathfield. Each of these centres is serviced by rail-based public transport and are co-located with local retail facilities. These centres typically attract small-scale office users many of whom provide commercial services with a local or regional focus.

In our assessment the Planning Proposal with respect to the subject site at Silverwater, if approved, will not result in any significant level of competition for office floorspace markets in nearby suburban centres.

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CONCLUSION

Based on the research undertaken and detailed on this Report, we conclude that approval of the subject Planning Proposal to enable some 2,100m² of existing office space on the subject site to be used by office-based organisations will not have any adverse implications for the continuing development and role of Silverwater as a major employment area.

It is clear that Silverwater, and other nearby employment areas within the defined GPOP corridor, will experience continuing structural change over the next one to two decades. Inevitably, this will alter the nature of employment in these areas.

The proposal to make office uses a permissible use on the subject site is consistent with the type of change envisaged for the GPOP corridor. Importantly, the Planning Proposal, if approved, would see the subject site retain its current Industrial zoning but enhance its capacity to be much better and more fully utilised for employment.

Lastly, given the scale of surrounding major office markets in Parramatta and at SOP, utilising 2,100m² of existing space on the subject site for office-based activities is insignificant. The Planning Proposal, if approved, will not result in any adverse impact on the future development prospects of these office markets.



PLANNING PROPOSAL – 108 Silverwater Road, Silverwater

Appendix 4 – Traffic Impact Assessment

by ptc.

RZ/11/2018

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28 February 2019

Jeff Bulfin
Precise Planning
PO Box 426
Northbridge, NSW 1560

Dear Jeff

108 Silverwater Road, Silverwater – Traffic & Parking Assessment

ptc. has been engaged by Precise Planning, on behalf of the client, to provide a traffic and parking assessment in relation to the existing development at 108 Silverwater Road, Silverwater.

The subject site currently operates as a Place of Public Worship (PPW) with its associated ancillary activities across three levels of the building, and has a gross floor area (GFA) of 3,593.9m²:

- Ancillary office space: 2,098.7m² GFA
- Warehouse: 1,495.2m² GFA

The location of the site is shown in Figure 1.

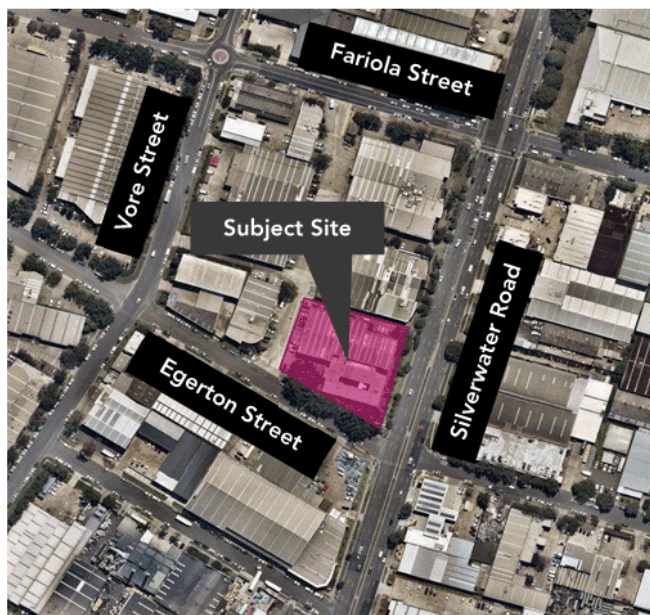


Figure 1 - Aerial View of Subject Site & Surrounds (Source: Nearmap)

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parking;
traffic;
civil design;
wayfinding;
ptc.

ptc.

A traffic and parking assessment had been undertaken by ptc. on 13th November 2018 and a meeting with Parramatta City Council was conducted on 24th January 2019 to discuss the assessment and finding. The following issues and key actions were raised by Council during the meeting:

- Reassessment of the traffic generation by making relative comparisons with other permissible uses at this site;
- Undertake a relative comparison of existing and forecast vehicular activities (e.g. heavy and light vehicles etc.);
- Include a trip distribution and assignment diagram; and
- Justify why a cumulative traffic impact assessment will not be required for this traffic assessment.

This statement has been prepared in response to the above points.

1.1 Development Proposal

The development proposes to amend the Auburn Local Environmental Plan (LEP) 2010 to insert office premises into Schedule 1 of the LEP as an additional permitted use, such that the ancillary office space associated with the subject development can function separately and independently as an office premise.

The development proposal will not involve any structural amendments to the existing building, changes to the existing gross floor area (GFA) or the provision of additional parking spaces.

The subject site is currently located within a General Industrial Zone (IN1) which permits the following land uses:

- Depots
- Freight Transport Facilities
- Garden Centres
- General Industries
- Hardware and building supplies
- Industrial training facilities
- Kiosks
- Light Industries
- Markets
- Neighbourhood shops
- Places of public worship
- Restaurants or cafes
- Roads
- Warehouse or Distribution Centres

The Auburn Local Environmental Plan 2010 prohibits the use of the ancillary office spaces as office spaces independent of the PPW. As such, a planning proposal has been submitted to Council for a Schedule 1 Amendment. As part of the Response to Planning Proposal, the Council has requested a traffic and parking assessment to be conducted to address the implications of such a change.

ptc.

1.2 Revised Traffic Impact Assessment

1.2.1 Traffic Generation

The existing and potential traffic generation associated with the subject site has been estimated with reference to the following:

- RMS Guide to Traffic Generating Developments 2002 (RMS Guide)
- RMS Technical Direction 2013/04 (TDT)

A comparison has been made between the potential traffic generation associated with office spaces and some of the permissible land uses outlined in Section 1.1. The rates for each land use are as follows:

- Office block: 1.6 trips per 100m² GFA
- Hardware and building supply stores: 5.6 trips per 100m² GFA
- Restaurants: 5 trips per 100m² GFA

The following table compares the potential traffic generation associated with each land use.

Table 1 - Potential Traffic Generation

Land Use	GFA	Rate	Traffic Generation
Office block	2,098.7m ²	1.6 trips/ 100m ² GFA	34 trips
Hardware and building supply stores	2,098.7m ²	5.6 trips/ 100m ² GFA	118 trips
Restaurants	2,098.7m ²	5 trips/ 100m ² GFA	105 trips

When comparing the traffic generation associated with the office blocks and other permissible land uses (e.g. hardware and building supply stores or restaurants), the proposal will generate significantly less peak hour traffic.

Moreover, land uses such as hardware and building supply stores, light industries, depots, freight transport facilities and warehouses typically more reliance on heavy vehicles, compared to office blocks which predominantly served by light vehicles. Research conducted by ARRB on behalf of RMS shows that typically saturation flow factor for heavy vehicles is typically 1.5 to 2 (PCU/veh) of light vehicles.

When considering that the site is primarily serviced by Silverwater Road, which is a major arterial road, an additional 34 trips to the network is anticipated to have no adverse impact to the surrounding road network. Further analysis is undertaken in the following section.

1.2.2 Tube Count Results

In order to conduct a more robust assessment, a tube count was conducted along Egerton Street, near the driveway entry into the proposed site (see Figure 2).

ptc.

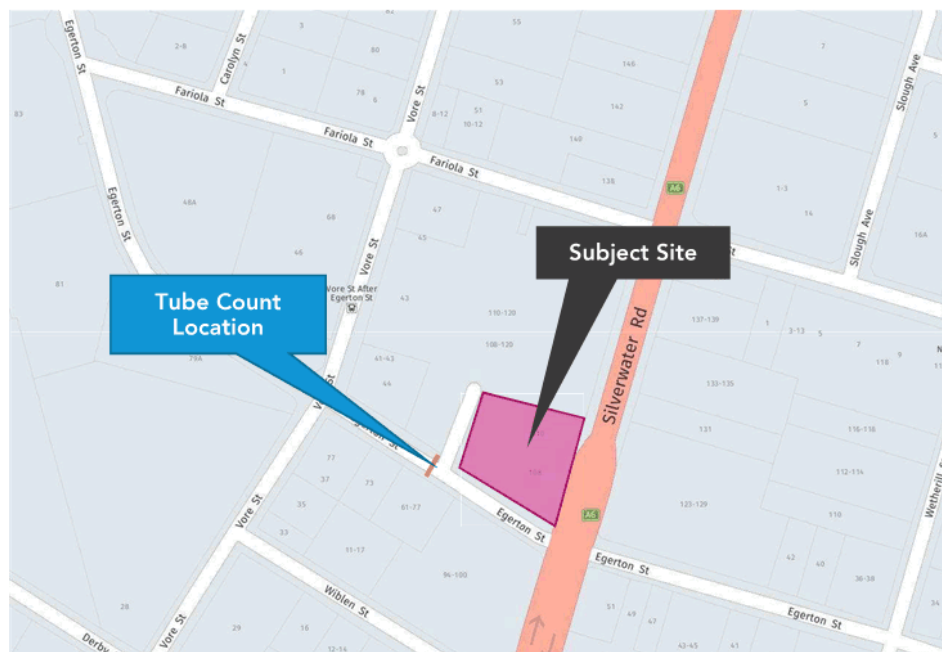


Figure 2 - Tube Count Location

The count was undertaken over a seven (7) day period (24 hours a day) between 4th February 2019 and 10th February 2019 (inclusive). The results of the count are summarised in the table below.

Table 2 - Tube Count Results

	Eastbound	Westbound	Combined
Five Day AADT ¹	263	267	530
Seven Day AADT	215	218	433

Detailed results are provided in Attachment 1.

When adopting a five-day AADT of 530 vehicles, this is equivalent to approximately 53 vehicles in the peak hours (assuming 10% of the daily traffic) along Egerton Street, between Silverwater Road and Vore Street.

The RMS Guide suggests that a collector road in a residential precinct should have a desirable peak capacity of approximately 300 vehicles per hour and a maximum peak capacity of 500 vehicles per hour. Considering that the subject site is within an industrial precinct, the capacity of the road network would be higher than those associated with the residential precinct. Nevertheless, the tube count results indicate that there is more than enough spare capacity to accommodate the additional traffic generated by the proposal.

¹ Annual Average Daily Traffic

ptc.

1.2.3 Trip Distribution

Figure 3 presents a summary of the residential locations of workers employed in the Parramatta LGA. This is based on 2016 Census data compiled in map format by profile id². As illustrated, the majority of workers in this work and reside within the Parramatta LGA, with notable numbers of employees travelling from adjacent LGAs such as Blacktown, Cumberland, and The Hills Shire. These proportions inform the indicative traffic distribution.

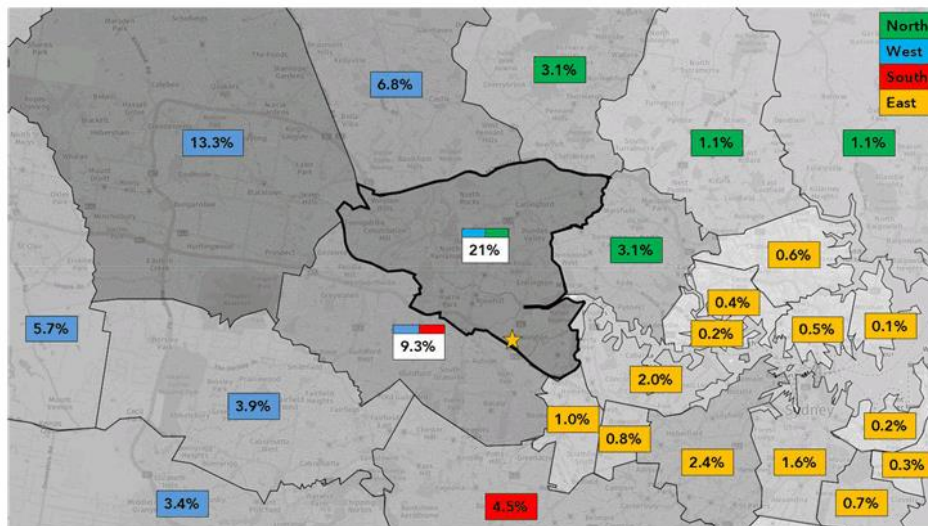


Figure 3 - Workers Place of Residence (Source: profile id)

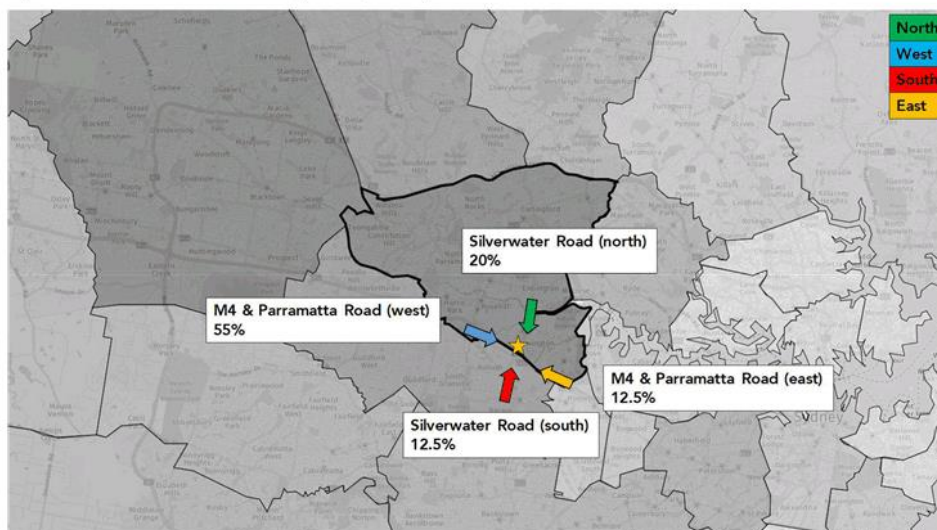


Figure 4 - Origin of Travel for employees working in Silverwater (Source: profile id)

² <https://profile.id.com.au/parramatta/workers>

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The journey to work data has been used to derive the most likely routes undertaken by employees to and from the site. The major arterial roads providing access to the site are Silverwater Road, Parramatta Road, and the M4 motorway. Figure 4 illustrates the distribution of employees along each of these major arterials. Surrounding LGAs have been roughly grouped by their location in regard to the site to determine which arterial primarily services each LGA.

As the proposed use is an office, it may be assumed that during the AM peak, 100% of trips will be inbound and during the PM peak, 100% of trips will be outbound. This provides the most conservative estimate.



Figure 5 - Inbound Trip Distribution

The inbound movements are illustrated in Figure 5. Those arriving from the west (along Parramatta Road and the M4), the south (along Silverwater Road) and the east (along Parramatta Road and the M4) will converge onto Silverwater Road and head northbound towards the site. Access into Egerton Street is directly available via left turn from Silverwater Road. For those approaching from the north, there is no right turn from Silverwater Road into Egerton Road due to the median strip, hence drivers will most likely turn right along Fariola Street and divert around to reach the site. There is a driveway access fronting Fariola Street which employees may access from.

The proposal is envisaged to generate an additional 7 trips turning right into Fariola Street from Silverwater Road and 27 trips turning left into Egerton Street from Silverwater Road in the AM peak period.

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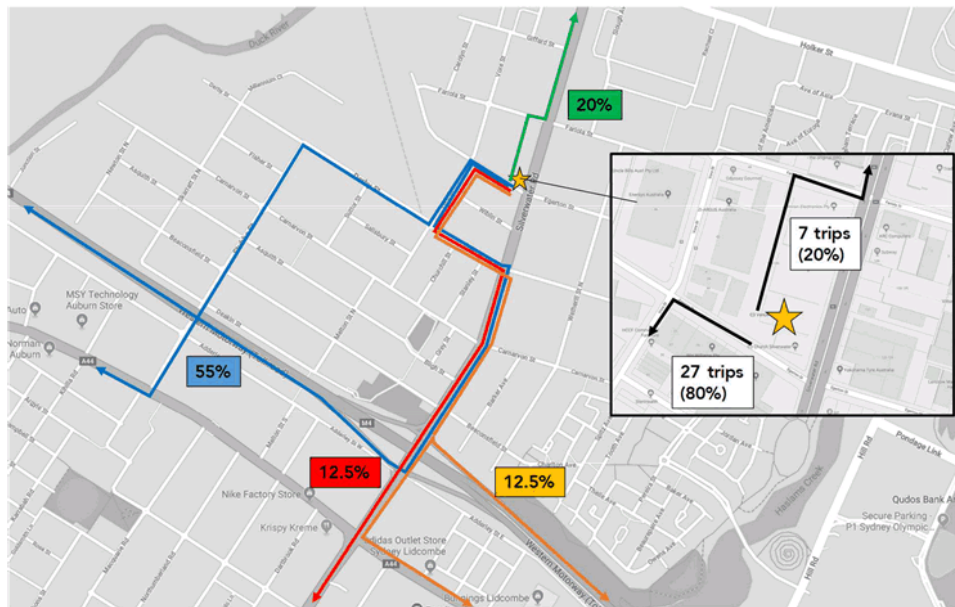


Figure 6 - Outbound Trip Distribution

Figure 6 depicts the outbound movements for the development. Those departing northbound take a similar route to the inbound movement, in reverse. For other movements, no right turn is directly available from Egerton Street, hence employees may divert around Vore Street and Derby Street to gain access to the main arterial roads. Note that for simplicity, it is assumed the majority of drivers turn right at the Silverwater Road / Derby Street intersection. Right turns are also permissible from other nearby roads such as Fariola Street and Carnavon Street and it would be expected that a proportion of drivers would choose to do so, dispersing the traffic effects of the development.

The proposal is envisaged to generate an additional 7 trips turning left into Silverwater Road from Fariola Street and 27 trips turning left into Vore Street from Egerton Street in the PM peak period.

1.2.4 Traffic Impact Summary

Overall, the proposal is anticipated to have no noticeable impact on the existing conditions of the surrounding road network.

Given the nature of the proposal, a cumulative traffic impact assessment is considered unnecessary. No structural amendments or increase in the existing GFA is proposed. Further, the forecast traffic generation due to the proposal is approximately 34 trips in the peak hours, compared to permissible 118 (by Hardware and building supply store), hence cumulative traffic impact is not necessary.

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1.3 Parking Assessment

1.3.1 Parking Requirements

The development is subject to the parking provision rates stipulated in the following planning documents:

- Auburn Development Control Plan (DCP) 2010

The parking requirements, stipulated in the DCP 2010, are summarised below:

- Warehouses: 1 space per 300m² GFA
- Ancillary office: 1 space per 40m² GFA
- Office premises: 1 space per 40m² GFA

Applying the above rates to the proposal results in the following provision requirements outlined in Table 3.

Table 3 - Car Parking Requirement

	Use	GFA	Parking Rate (min)	Parking Requirement (min)	Parking Provided
Existing	Warehouse	1,495.2m ²	1 space/300m ²	5 (4.98)	
	Ancillary Office	2,098.7m ²	1 space/40m ²	53 (52.47)	
TOTAL (Existing)				58	66
Proposal	Warehouse	1,495.2m ²	1 space/300m ²	5 (4.98)	
	Office Premises	2,098.7m ²	1 space/40m ²	53 (52.47)	
TOTAL (Proposal)				58	66

The loading requirements, stipulated in the Council DCP 2010, are summarised below:

- Warehouses: 1 space per 800m² GFA up to 8,000m² GFA
- Office premises: 1 space per 4,000m² GFA up to 20,000m² GFA

It is noted that the Council DCP 2010 does not have specific loading requirements for ancillary office spaces. As such, if the requirements for business/office premises are adopted for the existing ancillary office spaces, this will not generate any additional loading bay requirements.

Currently, the site does not accommodate any specified loading areas. However, considering that the site has an existing parking capacity of 66 spaces, which is 8 more spaces than the minimum requirement, a loading area for waste collection can be allocated if needed. Moreover, courier spaces can also be allocated to support the independent office spaces (for general postal deliveries and servicing such as plumbing/electrical maintenance).

In accordance with the Council DCP 2010, office spaces also have to provide a minimum of 1 bicycle space per 10 employees. When considering that there are no existing tenants using the ancillary office spaces, it is difficult to quantify the number of bicycle spaces required for the proposed development. However, it is understood that bicycle parking facilities can be provided if required.

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All bicycle parking facilities must be provided in accordance with the requirements of AS2890.3:2015 – Bicycle Parking Facilities. This could be conditioned as part of the DA approval.

1.3.2 Parking Assessment Summary

In accordance with the Council DCP 2010, the parking requirements for ancillary office spaces and independent office premises are the same (1 space per 40m² GFA). As such, it is anticipated that there will be no additional parking demand generated by the development proposal.

As aforementioned, the development currently provides 66 on-site parking spaces. As such, it is anticipated that the proposal to make independent office uses of the existing ancillary office building will have minimal impact on the existing parking capacity and will not affect the existing on-street parking conditions.

2. Conclusion

Our assessment indicates that the proposal to convert the existing ancillary office spaces to independent office premises will generate approximately 34 vehicular trips in the peak hour, which is significantly lower compared to the potential traffic generation associated with permissible land uses, for the equivalent GFA.

There will be no additional parking demand generated by the proposal, and as such there will be no parking impact on the nearby public streets. Therefore, the proposal to make office uses a permissible use on the subject site is endorsed by **ptc.** from a traffic and parking perspective.

We trust the information provided will assist in the assessment of the proposal. If you have any further enquiries relating to a parking or traffic matter, please contact us on (02) 8920 0800.

Regards,



Sunny Hong
Traffic Engineer

Reviewed by



Abdullah Uddin
Senior Traffic Engineer

ptc.

Attachment 1 Tube Count Data

CfElT bob.white@cfeit.com (02) 9740 8600

One Page Summary

Count Number 6917

Lat/Long : S33 50.120 / E151 02.752

UBD 212 D-12

Street EGERTON STREET, SILVERWATER : Between SKARRATT ST & SILVERWATER ROAD (bidirectional)

Location Midblock east of Vore Street ELP PA01262

Start Date 04-FEB-19

Start Time 100

Duration 7 DAYS

Interval 1 HOUR

Speed Limit 50

Weekly 50th Percentile Speed

Weekly 85th Percentile Speed

Five Day AADT

Seven Day AADT

EAST

WEST

COMBINED

36

36

36

46

46

46

263

267

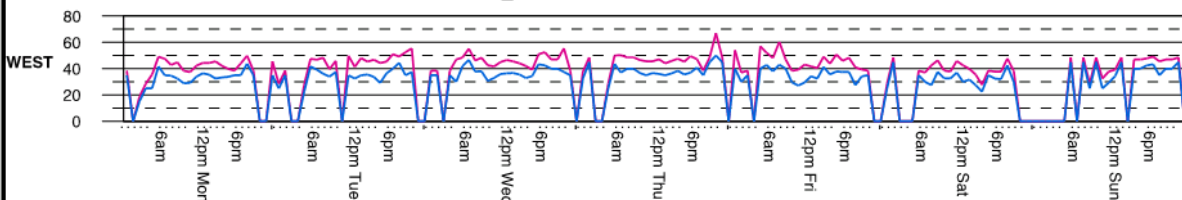
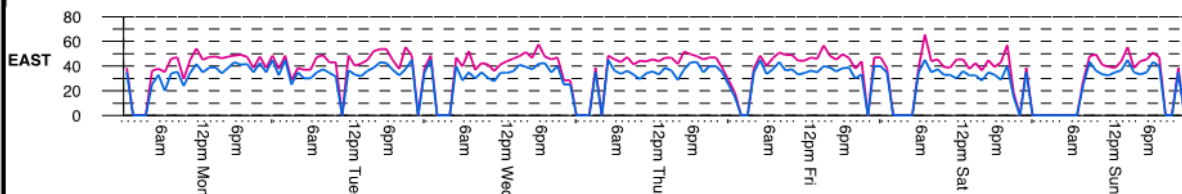
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215

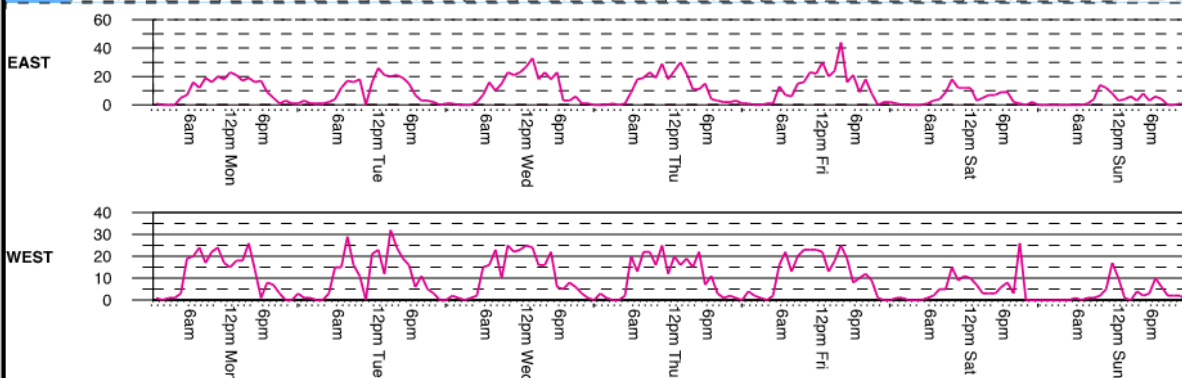
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433

	MON 04-FEB-19			TUE 05-FEB-19			WED 06-FEB-19			THU 07-FEB-19			FRI 08-FEB-19			SAT 09-FEB-19			SUN 10-FEB-19			SEVENDAY AVERAGE		
	EAST	WEST	BIDir	EAST	WEST	BIDir	EAST	WEST	BIDir	EAST	WEST	BIDir	EAST	WEST	BIDir	EAST	WEST	BIDir	EAST	WEST	BIDir	EAST	WEST	BIDir
85%ile	46.8	44.1	45.6	47.2	46.8	47.0	46.2	46.4	46.3	45.9	47.4	46.7	47.2	46.5	46.9	43.1	39.7	41.2	46.6	46.4	46.5	46.1	45.3	45.7
50%ile	35.7	34.0	34.8	35.7	35.8	35.8	35.1	36.6	35.9	35.3	37.7	36.5	36.4	35.3	35.9	33.7	32.2	33.0	35.9	35.9	35.9	35.4	35.3	35.4
> 60 k	2	0	2	2	0	2	3	0	3	2	3	3	3	4	7	1	0	1	0	0	0	1.714	.8571	2.571
> 70 k	.8	.0	.4	.9	.0	.4	1.1	.0	.5	.4	.8	.3	1.0	1.4	1.2	.9	.0	.4	.0	.0	.0	.7	.3	.5
%age	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0



Short %	81.4	72.5	76.8	80.3	77.6	78.9	77.0	81.3	79.1	78.9	82.6	80.7	85.3	76.9	81.2	93.2	86.6	89.8	92.2	92.8	92.5	82.2	79.5	80.8
Med %	18.6	25.6	22.2	18.8	21.3	20.1	22.6	18.0	20.3	19.2	16.2	17.8	14.7	22.0	18.3	6.8	9.2	8.1	7.8	7.2	7.5	17.2	19.2	18.2
Long %	.0	1.9	1.0	.9	1.1	1.0	.4	.7	.5	1.9	1.2	1.5	.0	1.0	.5	.0	4.2	2.1	.0	.0	.0	.5	1.4	1.0
AM Pk Vo	20	24	44	18	29	46	23	25	48	29	25	54	23	23	46	18	15	33	14	17	25	21	23	42
PM Pk Vo	23	26	45	26	32	52	33	25	57	30	22	46	44	25	69	12	26	27	8	10	16	25	24	45
7-7pm	207	204	411	196	209	405	237	217	454	225	207	432	246	217	463	107	85	192	72	56	126	184	171	355
24Hr Tot	247	262	509	229	263	492	274	272	546	265	253	518	299	286	585	117	119	236	77	69	146	215	218	433
Class 0	6	6	12	6	13	13	9	3	9	10	7	17	6	11	11	2	2	4	5	5	1	6	1	10
Class 1	194	183	377	174	198	373	204	218	422	199	200	396	248	215	463	107	101	208	69	63	126	176	168	339
Class 2	1	1	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Class 3	43	54	97	39	47	86	56	42	98	49	36	85	41	54	95	7	10	17	5	4	10	34	35	70
Class 4	3	13	16	4	8	12	6	7	13	2	4	6	3	9	12	1	1	2	1	1	1	1	1	1
Class 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 6	0	1	1	1	1	2	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0
Class 7	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 9	0	3	0	1	1	2	3	1	3	2	1	1	0	0	1	1	1	2	1	1	1	1	1	2
Class 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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CFE Information Technologies

Data displayed has been compiled from pneumatic traffic count processes and is subject to the documented limitations

PLANNING PROPOSAL – 108 Silverwater Road, Silverwater

Appendix 5 – Precedent Potential Review

by Precise Planning

RZ/11/2018

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Attachment 5 – Precedent Potential Review by Precise Planning

PRECEDENT POTENTIAL INVESTIGATION

PROPOSAL TO PERMIT 'OFFICE PREMISES' AT 108 SILVERWATER ROAD SILVERWATER

Introduction

It is proposed to seek an amendment to Schedule 1 of Auburn Local Environmental Plan 2010 ('ALEP') to permit 'office premises' at 108 Silverwater Road Silverwater ('**subject site**'). The subject site is located in zone IN1 General Industrial under the provisions of ALEP.

At a meeting held at the offices of City of Parramatta on 24 January 2019, additional information was requested by Council officers as follows:

Address the following points:

1. If this Planning Proposal is to proceed, what would be the future likelihood of the surrounding development within the precinct to turn over in the same manner?
2. How would this Planning Proposal not be considered to be setting a precedent for similar Planning Proposals in the surrounding industrial area?

The subject site

The site to which the Planning Proposal relates is located at the corner of Silverwater Road and Egerton Street at Silverwater. At the time of construction, the building erected on the subject site formed part of a larger industrial styled complex comprising a suite of buildings, bounded by Silverwater Road, Egerton Street, Vore Street and Fariola Street and collectively known as Nos 108 – 120 Silverwater Road Silverwater.

Two (2) attached buildings are erected on the subject site. The buildings were purpose-built in the 1970s to accommodate warehousing in one building and ancillary office uses in the other. The original occupier of the buildings vacated over 15 years ago. The building originally intended for ancillary office uses is disproportionately large in relation to the building originally intended for warehousing, having regard to its ancillary use function. In order to optimise the orderly and efficient use of the ancillary office building, it is necessary for it to function separately and independently as **office premises**, in a manner independent of the warehouse building. The construction and size of the office building, in proportion to the warehouse building, together with the restrictive requirement that it may only be used as office premises ancillary to a predominant use, has resulted in the building remaining unoccupied for most of the past 10 years, because it does not meet the needs of the market with such constraint. This is an unordered and inefficient use of a valuable resource and there is nothing to indicate that this situation is likely to change under the current zone restrictions.

The office component of the building ('office building') is 3 storeys in nature with a centrally located atrium. It is serviced with a lift and has a main entrance independent of the PPW building. The office building occupies the corner of Silverwater Road and Egerton Street and has the potential to capitalise on the exposure afforded by this highly visible location. It resembles a stand-alone office building in all respects and would require demolition and rebuilding in order for it to be used for warehousing. Such action is considered inappropriate given the level of capital investment and its utilisation to date.

The overall building comprises a floor area of 3,593.9sqm, proportioned as follows:

Office building	2,098.7sqm
Warehouse	1,495.2sqm

This represents a disproportionately large office component, considering it is restricted to only being permitted to be used for office space as *ancillary office space*, connected with the administration of the *place of public worship* which lawfully occupies the warehouse component.

Photographs 1, 2 and 3 below clearly demonstrate the disproportion in built form between the office building (left on the photographs) and the warehouse (right on the photographs)



PHOTOGRAPH 1 — View of subject site showing office building on left and warehouse on right



PHOTOGRAPH 2 — View of subject site showing office building on left and warehouse on right

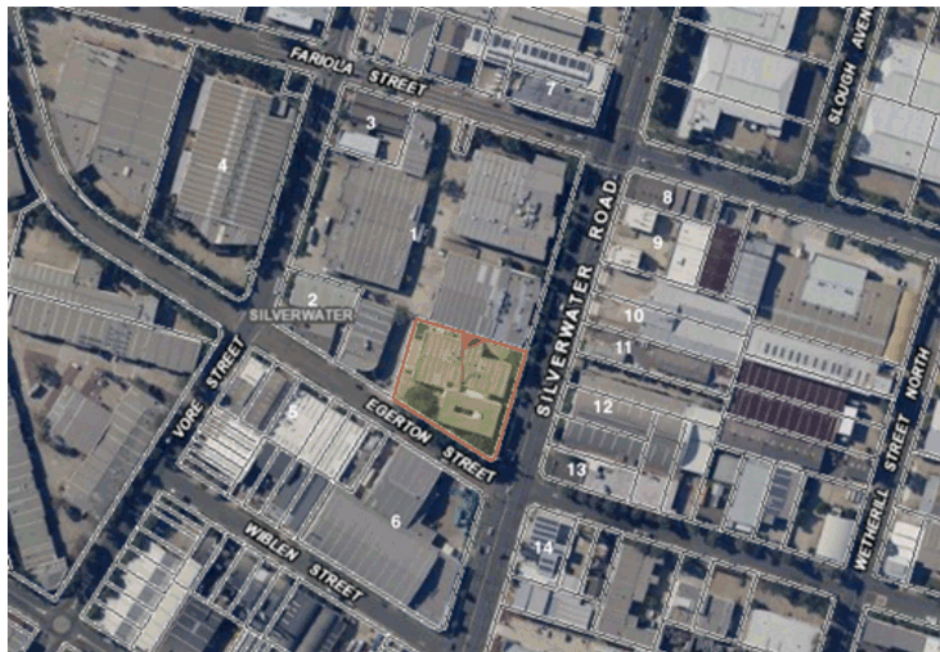


PHOTOGRAPH 3 — View of subject site showing office building on left and warehouse on right

Review of surrounding sites

The disproportionate nature of the office space and the warehouse space is an important consideration as to whether the proposal is justified. Consequently, a high-level survey of the surrounding sites was undertaken, in order to establish whether any existing built forms have a similar disproportion which may lead to a similar justification.

Due to the high number of buildings in the subject area, a precinct in the area of Silverwater Road, Egerton Street, Vore Street and Fariola Street was surveyed, including buildings opposite the subject site, on the basis that this is likely to be representative sample across the Silverwater industrial area (see Photograph 4 below).



PHOTOGRAPH 4 – Aerial view of locality showing buildings reviewed for precedent potential

Photograph Ref	Building details	Comment	Potential for precedent justification
1	Large industrial unit complex known as "Centrewest Industrial Estate". Comprises numerous individual industrial units of varying size. Offices fronting Silverwater Road appear to be 2 storey.	This complex is a modern building and appears typical in proportion with similar industrial units. Office space fronting Silverwater Road has large glass façade allowing businesses to have a shopfront with administration and warehousing incorporated into the one building. The shopfront and administration component can only be accessed internally. Consequently a separate functioning business occupying the office space is unlikely	VERY LOW
2	Two buildings separated by a covered breezeway, 1 and 2 storey factory buildings,	The office space on first floor appears to be equal to the lower floor	LOW

Photograph Ref	Building details	Comment	Potential for precedent justification
3	appears to be industrial/warehouse space on ground floor and ancillary offices on first floor Two single storey factory buildings used for separate businesses (automotive mechanical repairs, food and drink premises, golf academy)	warehouse footprint and integrally related via internal access Office component minimal to non-existent and if in existence is located internally	VERY LOW
4	Very large warehouse building (single use) with ancillary office space	Quantum of ancillary office space appears proportionate to the significant floor space of the attached warehouse	VERY LOW
5	Predominantly single storey older-style factory building with an adapted dwelling used for office or staff room	Quantum of ancillary office space appears proportionate to the factory space	VERY LOW
6	Very large warehouse building (single use) with ancillary office space	Quantum of ancillary office space appears proportionate to the significant floor space of the attached warehouse	VERY LOW
7	Large building with at least four floors. Ground floor bulky goods retailing; first floor appears to be a car park; next two floors appear to be offices	This building appears to have an oversupply of office space compared to the ground floor bulky goods use	LOW - MEDIUM
8	Old, single-storey factory unit	No office space	VERY LOW
9	Two factory-style buildings, each with first floor with ancillary office space	Quantum of ancillary office space for each building appears proportionate to the factory space	VERY LOW
10	Large bulky goods warehouse style building "Roma Baths"	Quantum of ancillary office space appears proportionate to the significant floor space of the attached warehouse	VERY LOW
11	Old-style single storey factory	If office space exists it is wholly internal	VERY LOW
12	Large warehouse with curved roof – Yokohama Tyres	No office space	VERY LOW
13	Two storey office space – administration for adjoining warehouse – Yokohama Tyres	Appears to be wholly offices, but linked to the adjoining warehouse. Considered on its own it has precedent potential, however its proportion in relation to the adjoining warehouse (warehouse appears to be more than twice as large), the precedent potential is significantly undermined	LOW
14	BP service station	Minimal office space	VERY LOW

TABLE 1

Summary of surrounding uses

Clearly, only one building (building 7) of the fourteen reviewed had some potential to sustain a precedent argument in the event that this Planning Proposal proceeds. However, building 7 is wholly enclosed and completely differently configured to the office building and warehouse on the subject site:

The office building, although attached physically by an enclosed walkway, appears as a separate building to the warehouse building (see photographs 1, 2 and 3), whereas building 7 office space is wholly contained within the same building as the bulky goods retailing and the car park.

It is our view that support for the current proposal would be unlikely to result in an adverse precedent for the future uses of the buildings reviewed.

No new space

Relevantly, this proposal does not propose the construction of any new office space. It utilises existing space in a building which is, for all intents and purposes, configured for *office premises* use.

The majority of existing building stock in the precinct would require significant renovation or new construction in order to exploit any independent *office premises* use. It would be highly unlikely that a developer would deliberately design new or renovated premises simply to take advantage of a potential precedent.

Photographs

PHOTOGRAPH 5 — Building 1



PHOTOGRAPH 6 — Building 1



PHOTOGRAPH 7 — Building 1



PHOTOGRAPH 8 – Building 1



PHOTOGRAPH 9 – Building 2

Page 40
July 2018, revised February 2019
Planning Proposal – 108 Silverwater Road Silverwater



PHOTOGRAPH 10 — Building 3



PHOTOGRAPH 11 — Building 3



PHOTOGRAPH 12 — Building 4



PHOTOGRAPH 13 — Building 5



PHOTOGRAPH 14 — Building 6



PHOTOGRAPH 15 — Building 7



PHOTOGRAPH 16 — Buildings 8 and 9



PHOTOGRAPH 17 — Building 10



PHOTOGRAPH 18 — Building 11



PHOTOGRAPH 19 — Building 12



PHOTOGRAPH 20 — Building 13



PHOTOGRAPH 21 — Building 14



Planning,
Industry &
Environment

Gateway Determination

Planning proposal (Department Ref: PP_2019_COPAR_010_00): to permit an additional permitted use for land the 108 Silverwater Road, Silverwater

I, the Acting Director, Central (GPOP) at the Department of Planning, Industry and Environment, as delegate of the Minister for Planning and Public Spaces, have determined under section 3.34(2) of the *Environmental Planning and Assessment Act 1979* (the Act) that an amendment to the Auburn Local Environmental Plan (LEP) 2011 to permit an additional permitted use for land the 108 Silverwater Road, Silverwater should proceed subject to the following conditions:

1. Prior to community consultation the planning proposal is to be amended to include an updated timeline.
2. Public exhibition is required under section 3.34(2)(c) and schedule 1 clause 4 of the Act as follows:
 - (a) the planning proposal is classified as low impact as described in *A guide to preparing local environmental plans* (Department of Planning, Industry and Environment 2016) and must be made publicly available for a minimum of 14 days; and
 - (b) the planning proposal authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in section 6.5.2 of *A guide to preparing local environmental plans* (Department of Planning, Industry and Environment, 2018).
3. Consultation is required with the following public authority under section 3.34(2)(d) of the Act and/or to comply with the requirements of relevant section 9.1 Directions:
 - Transport for NSW

Transport for NSW is to be provided with a copy of the planning proposal and any relevant supporting material and given at least 21 days to comment on the proposal.
4. A public hearing is not required to be held into the matter by any person or body under section 3.34(2)(e) of the Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).
5. The planning proposal authority is authorised as the local plan-making authority to exercise the functions under section 3.36(2) of the Act subject to the following:
 - (a) the planning proposal authority has satisfied all the conditions of the Gateway determination;

- (b) the planning proposal is consistent with section 9.1 Directions or the Secretary has agreed that any inconsistencies are justified; and
 - (c) there are no outstanding written objections from public authorities.
6. The time frame for completing the LEP is to be 6 months following the date of the Gateway determination.

Dated 3rd day of October 2019.



Christine Gough
Acting Director, Central (GPOP)
Greater Sydney, Place and
Infrastructure
Department of Planning, Industry and
Environment

Delegate of the Minister for Planning
and Public Spaces

PP_2019_COPAR_010_00 (IRF19/6141)