



DEXUS
PROPERTY GROUP

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Dear Cathy

Request for additional information, Planning Proposal - 11-13 Lord Street, Botany (Lot 2 in DP 717692)

I refer to your email to DEXUS (attention Jo-Ann Hawkings) dated 29th September 2016, detailing additional information and clarification, requested by the Department of Planning and Environment (DPE) to assist its review of the planning proposal.

The matters raised by the DPE are as follows, numbered for convenience;

1. Proposed ANEF noise impacts -provide a clear map of location of the proposal in relation to the ANEF contours (it seems to fall largely within the 25-30 ANEF) and justification in relation to the S117 Direction 3.5 Development Near Licensed Aerodromes as to how the aircraft noise will be dealt with;
2. Provide any SACL/ASA agency feedback on the proposed heights in relation to the OLS map;
3. Provide clarification in relation to the reduction in land area of industrial/business land in relation to the Lakes Business Park and across the (former) Botany LGA (the report notes the land comprises 0.6% of industrial land supply - is this all industrial/business land in the LGA and 1% of warehousing jobs); and
4. Accessibility to public transport services.

Our response to each matter follows.

1. Proposed ANEF & Noise Impacts

The attached report by Acoustic Logic - Lakes Business Park Rezoning - Aircraft Noise Intrusion - Supplementary Report (Attachment A) includes a copy of the Planning Proposal Masterplan with an overlay of the ANEF 25 contour clearly indicated, which divides the site.

The Acoustic Logic report notes that noise level exposure is progressively decreasing as the ANEF contours have moved since the ANEF map in 2009, and this trend is likely to continue.

The Ministerial S117 Direction - 3.5 Development Near Licensed Aerodromes has the following objective relevant to noise:

(a) to ensure development for residential purposes or human occupation, if situated on land within the Australian Noise Exposure Forecast (ANEF) contours of between 20 and 25, incorporates appropriate mitigation measures so that the development is not adversely affected by aircraft noise.

The S117 Direction 3.5 specifically references Australian Standard AS2021 regarding building measures to mitigate aircraft noise. As indicated in the attached report, achieving the internal noise levels required by AS2021 through façade treatments will result in the same level of internal amenity for occupants within ANEF 25 - 30 as occupants within ANEF 20-25.

As the buildings have not been designed, the report specifies indicative façade construction to achieve AS2021:2000 compliant internal noise levels, which will be included in future development application (DA) submissions and subject to DA consent conditions to enforce the construction requirements.

Acoustic Logic concludes:

- It would be appropriate to permit residential development on the basis that the buildings would be constructed to meet the internal noise level recommendations contained in AS2021:2000; and
- Typical building and façade constructions will result in internal aircraft noise levels that are compliant with the requirements of AS2021:2000.

It should also be noted that the Department of Planning's Apartment Design Guidelines (ADG) allows for apartments in high noise areas near major roads, rail lines, and beneath flight paths and other noisy environments. Part 4J of ADG contains specific guidelines including attenuation techniques to mitigate noise transmission. These guidelines, along with the requirements of *State Environmental Planning Policy 65 - Design Quality of Residential Apartment Development*, apply to all applications for residential development lodged after 19th June 2015.

2. Proposed Heights in relation to the OLS Map

The proposed heights in the planning proposal and their relationship to the Obstacle Limitation Surface (OLS) at Sydney Airport were based on building heights approved for the site by SACL/SAS. The SACL approved heights had been incorporated into the development consent DA 08/153 dated 28 January 2009, which Council has confirmed has been substantially commenced and therefore continues.

The heights of the building in the planning proposal are all lower than the building heights specified in this consent and therefore are more favourable than heights previously approved by SACL.

As explained in the accompanying report (Attachment B) the requirements of SACL/ASA with respect to building heights for the site were already available. SACL/ASA have not had an opportunity to comment on the planning proposal as it has not been exhibited by Council.

3. Clarification of the reduction in industrial/business land

The justification for the planning proposal, which results in an inconsequential loss of industrial/business land, was well presented in two earlier reports prepared by URBIS, namely; Economic Impact Assessment - May 2015 and Addendum to Economic Impact Assessment - November 2015.

URBIS have now prepared a further report, Economic Impact Overview (Attachment C), which consolidates the findings of the two previous reports, and includes confirmation of the following key findings:

- The subject site is of inconsequential significance to industrial land supply and employment in Botany Bay; and
- The proposed rezoning is consistent with State and Local Government policies.
- The subject site is not strategically critical industrial land within the broader Metropolitan Sydney context;
- The subject site no longer meets the needs of the industrial market;
- The proposed rezoning will not have a detrimental impact on achieving employment growth targets;

In particular, the URBIS report demonstrates that there is more than 30 years of supply of undeveloped industrial land in the former Botany Bay LGA and that other industrial precincts within the LGA (Banksmeadow, Hale Street and Mascot) have stronger competitive positions than that in the Lord Street Precinct. Furthermore, it is confirmed in the URBIS report that the planning proposal meets the checklist criteria for rezoning industrial land of the Draft Industrial Lands Strategic Assessment Checklist included in A Plan for Growing Sydney.

4. Accessibility to public transport services

An additional report by TRAFFIX (Attachment D) has also been prepared to describe in detail the accessibility of the site in relation to existing public transport services. In addition to fully describing the available services for future residents, the report includes a transport access guide (TAG) to promote alternative transport modes to the use of private cars.

The TRAFFIX report concludes that the site is very well located to achieve good access to public transport.

The attached reports (and those reports previously provided) all strongly support the intent of the planning proposal which is an intensification of land use, to facilitate the development of a higher and better use for the site, including residential accommodation. In this respect the URBIS report confirms that there is a need for additional residential accommodation in the area of the former Botany Bay LGA. Additionally, the Southern Precinct of the Lakes Business Park (i.e. the subject site) provides an appropriate transition from the existing Botany residential area and the B7 zoned land to the north of Lord Street.

Accordingly, the rezoning of the site as proposed in the planning proposal to a B4 Mixed Use Zone has been fully justified. Therefore we consider it is appropriate that the proposal is placed on Exhibition to enable public comment on the proposal, which is the purpose of requesting Gateway Determination.

We would be happy to discuss any of the content in this letter or the attached reports with you.

Should you have any further questions in relation to this further information please do not hesitate to contact me.

Yours sincerely



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Attachment A: Lakes Business Park Rezoning - Aircraft Noise Intrusion - Supplementary Report, Acoustic Logic, 28/10/2016.

Attachment B: Additional Information on Building Heights and the Sydney OLS, R & H Projects Pty, 31 October 2016.

Attachment C: Lakes Business Park, Botany, Economic Impact Assessment Overview, URBIS, 31/10/2016

Attachment D: Second Addendum to TRAFFIX Traffic Impact Assessment, 31 October 2016.