

URBIS

2-36 CHURCH STREET, LIDCOMBE

PLANNING PROPOSAL

PREPARED FOR
BILLBERGIA
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EXECUTIVE SUMMARY

OVERVIEW

This Planning Proposal report has been prepared by Urbis on behalf of Billbergia (the Proponent) and seeks an amendment to the maximum building height of building (HOB) and floor space ratio (FSR) standards under the *Auburn Local Environmental Plan 2010* (Auburn LEP 2010) pertaining to 2-36 Church Street, Lidcombe (Lots 1-18 DP217589).

The land the subject of this Planning Proposal is zoned R4 High Density Residential under the Auburn LEP 2010. The proposed uses are permissible with consent in the R4 High Density Residential zone.

The purpose of this Planning Proposal is to amend the Auburn LEP 2010 to allow the redevelopment of the site close to the Lidcombe Town Centre for an integrated residential neighbourhood. The proposal includes social and other private housing, a public park and improved community infrastructure within close proximity of the Lidcombe train station, consistent with the objectives of the existing R4 High Density Residential zone. The Planning Proposal will further reinforce Lidcombe as an urban centre with good access to public transport, community facilities and services.

The Planning Proposal seeks to amend the height of building (HOB) standard under Clause 4.3 and the Floor Space Ratio (FSR) standard under Clause 4.4 of the Auburn LEP 2010 as per **Table 1**.

Table 1 – Proposed amendments to Auburn LEP 2010

Development Control	Existing max.	Proposed max.
Height of Buildings (HOB)		
Building A	14.9 metres	22 metres
Building B	16.9 metres	44 metres
Building C	22.9 metres	53 metres
Building D	27 metres	53 metres
Floor Space Ratio (FSR)	1.29:1 1.49:1 2.49:1 2.6:1	4.21:1

This report has been prepared to assist Council to prepare a Planning Proposal for the Auburn LEP 2010 amendment in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

BACKGROUND

The subject site, 2-36 Church Street, Lidcombe is currently owned by Land and Housing Corporation NSW (LAHC). The redevelopment of 2-36 Church Street is part of the NSW Government Communities Plus program, which seeks to deliver new communities where social housing blends with private and affordable housing, with good access to transport, employment, improved community facilities and open space.

The Communities Plus program seeks to leverage the expertise and capacity of the private and non-government sectors. As part of this program, Billbergia was selected as the successful proponent to develop the site.

The site is one of the larger amalgamated sites in Lidcombe and this presents an opportunity to significantly improve the town centre and provide additional housing supply.

Cumberland Council decided on 20 June 2019 to set the maximum height limit within the Auburn and Lidcombe Town Centres Strategy at 60 metres for the Lidcombe Town Centre. Starting from this maximum, Council supports a transition down in height moving east in increments, with 20m supported by the council for the land located immediately north-west of the site. The Proposal's maximum height at its western end is proposed at 53m, decreasing gradually from west to east across the site. Key beneficial planning outcomes which will come out of the development are set out below.

PLANNING OUTCOMES

In summary, the site will achieve the following key planning outcomes with resultant community benefits:

- **The proposal is consistent with Sydney Region Plan: A Metropolis of Three Cities which supports the provision of additional housing close to public transport links and services:**

The proposed development maximises floor space on the periphery of the local centre, taking advantage of existing transport and infrastructure investment.

- **Accessibility to key strategic centres in the Metropolitan area:**

Is located within proximity to three centres, including the North Lidcombe Local Centre; Sydney Olympic Park Strategic Centre and the Parramatta Metropolitan City.

- **Consistent with vision for Sydney's future form:**

Is increasing density on existing urban land within proximity to an established centre which is consistent with the vision of future Sydney's urban form, limiting urban sprawl and intensifying development on existing urban land focused around centres.

- **Delivers housing consistent with the resident profile:**

The development will deliver social housing within an area of need.

- **Improved public open space:**

The proposal will provide additional and high quality public open space in an urbanised environment where there is a shortage of public open space. The new "Gateway Park" will frame the eastern entrance to the Lidcombe CBD. Public domain upgrade of footpaths, street trees and landscaping along part of Church Street are proposed.

- **Childcare centre**

The proposal includes a childcare centre which will provide a significant public benefit through increasing the number of childcare spaces in the local area, in a new purpose-built building in close proximity to public transport, a new public park and the town centre. The childcare centre would provide a minimum of 60 places.

- **Community hub space**

A community hub space (of approximately 175m²) is proposed which will be located adjacent to the proposed childcare centre. The facility will be staffed and will enable the co-location of a variety of facilities, spaces and functions, for example meeting and activity spaces, arts and cultural spaces, co-working / business incubator spaces and so on. The facility will give the Lidcombe community a central point to access a range of facilities and services, whilst enabling opportunities for collaboration between users of the space. This facility will fill an existing gap in the local area for such a facility.

- **Improved traffic conditions:**

The proposal involves the creation of an access driveway to the site, directly connecting with Church Street to the east of Swete Street, whereby turning movements will be restricted to left in / left out by virtue of a central median. In addition, the proposal involves the creation of a fourth southern approach to the existing junction of Church Street and Martin Street and the modification of the intersection control to operate under traffic signal control.

Following our analysis of the site and its surrounding context and the applicable State and local planning policies, it is demonstrated that there is clear strategic and site specific planning merit to the Planning Proposal. It is therefore recommended that this Planning Proposal be favourably considered by Cumberland Council and that Council resolve to forward it to the Department of Planning and Environment for Gateway Determination in accordance with the *Environmental Planning and Assessment Act 1979* to prepare the necessary LEP amendment.

1. INTRODUCTION

1.1. OVERVIEW

This Planning Proposal has been prepared by Urbis on behalf of Billbergia (the Proponent) and seeks an amendment to the maximum height of buildings (HOB) and floor space ratio (FSR) standards under the *Auburn Local Environmental Plan 2010* (Auburn LEP 2010) pertaining to the land at 2-36 Church Street, Lidcombe (the site).

The land the subject of this Planning Proposal is zoned R4 High Density Residential under the Auburn LEP 2010. The proposed uses are permissible with consent in the R4 High Density zone.

The purpose of this Planning Proposal is to amend the Auburn LEP 2010 to allow the redevelopment of the site close to the Lidcombe Town Centre for an integrated residential neighbourhood including social housing mixed with private housing, a public park and improved community infrastructure. The site is within close proximity of the Lidcombe train station. The proposal is consistent with the objectives of the existing R4 High Density Residential zone. The Planning Proposal will further reinforce Lidcombe as a local centre with good access to public transport, community facilities and services.

The Planning Proposal seeks to amend the height of building (HOB) standard under Clause 4.3 and the Floor Space Ratio (FSR) standard under Clause 4.4 of the Auburn LEP 2010 as per **Table 2**.

Table 2 – Proposed amendments to Auburn LEP 2010

Development Control	Existing max.	Proposed max.
Height of Buildings (HOB)	27 metres	22 metres
	22.9 metres	44 metres
	16.9 metres	53 metres
	14.9 metres	53 metres
Floor Space Ratio (FSR)	2.6:1	4.21:1
	2.49:1	
	1.49:1	
	1.29:1	

The Planning Proposal seeks to facilitate the establishment of an integrated neighbourhood including mixed tenure housing and community infrastructure on the edge of the Lidcombe Town Centre. The development will consist of four apartment buildings set within landscaped grounds providing high quality public open space throughout the development, including within a new public park. It is intended that some aspects of the infrastructure upgrades are to be provided as part of a Voluntary Planning Agreement (VPA).

The development would comprise a mix of uses including:

- Social housing;
- Private housing;
- Childcare centre;
- Community hub space;
- Car parking for users of the building within the basement;
- Road reconfiguration and site contribution to create a new Public “Gateway Park” benefitting all local residents and framing the entrance to the Lidcombe CBD; and

- Public domain upgrade of footpaths, street trees and landscaping along part of Church Street.

A Proposed VPA Strategy (refer **Appendix B**) proposes the following social infrastructure as part of a VPA:

- Additional social housing units;
- Public open space embellishment and dedication;
- Public domain upgrades to Church Street;
- Childcare centre; and
- Community hub space.

1.2. BACKGROUND

The 2-36 Church Street, Lidcombe project presents an opportunity to provide a new housing development on the edge of the Lidcombe Town Centre in a key strategic location with excellent public transport links.

The project site, located at 2-36 Church Street, Lidcombe, is owned by Land and Housing Corporation NSW (LAHC). The site is located in a significant location within the Lidcombe Town Centre, close to the railway station and within 400m of the hub of the town centre. The proposal incorporates an amalgamation of individual sites which, when combined, will form a key strategic site within the area.

The project, entailing a mixed tenure residential development of four stand-alone buildings with basement parking, a public park and community infrastructure, will facilitate redevelopment of the site as part of the NSW Government Communities Plus program, which seeks to deliver new communities where social housing blends with private housing, with good access to transport, employment, improved community facilities and open space.

The Communities Plus program seeks to leverage the expertise and capacity of the private and non-government sectors. As part of this program, Billbergia was selected as the successful proponent to develop the site.

The development facilitates delivery of new housing including much needed housing for low income households within a well-connected area, walkable to a local centre and public transport. It is located within proximity to three centres identified in the Greater Sydney Region Plan, including the Lidcombe North Local Centre, Sydney Olympic Park Strategic Centre and the Parramatta Metropolitan City.

1.2.1. Stakeholder Engagement

Consultation has been undertaken with planning officers at Cumberland Council. Officers have advised the heights of proposed buildings should consider the heights proposed for the Lidcombe Town Centre in the Auburn and Lidcombe Town Centres Strategy, and to step the proposed heights of buildings down across the site from west to east as a transition from the maximum heights in the Lidcombe town centre under the Auburn and Lidcombe Town Centres Strategy.

Council officers advised that demand has been identified the local area for childcare and community meeting spaces.

The proposed development proposes a transition in building heights across the site from west to east and incorporates a childcare centre and community hub space.

1.3. REPORT STRUCTURE

The Planning Proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (the EP&A Act) and the relevant guidelines prepared by the NSW Department of Planning and Environment (DPE) including *A Guide to Preparing Local Environmental Plans* and *A Guide to Preparing Planning Proposals*. It includes the following:

- Description of the site and its context;
- Background and detail of ongoing stakeholder engagement;
- Summary of the local planning controls;

- Overview of the strategic context of the site;
- Description of concept proposal
- Statement of the objectives and intended outcomes of the proposal;
- Explanation of the provisions which are impacted by the proposal;
- Justification for the proposal;
- Mapping to accompany the proposal;
- Description of the expected community consultation process; and
- An approximate project timeline.

The Planning Proposal is accompanied by a range of plans and reports to provide a comprehensive analysis of the site opportunities and constraints. These include:

- **Appendix A** – Design Report prepared by Cox Architecture
- **Appendix B** – Proposed Voluntary Planning Agreement (VPA) Strategy
- **Appendix C** – Traffic Impact Assessment prepared by Stanbury Traffic Planning
- **Appendix D** – Proposed FSR and HOB Maps

2. SITE & SURROUNDING CONTEXT

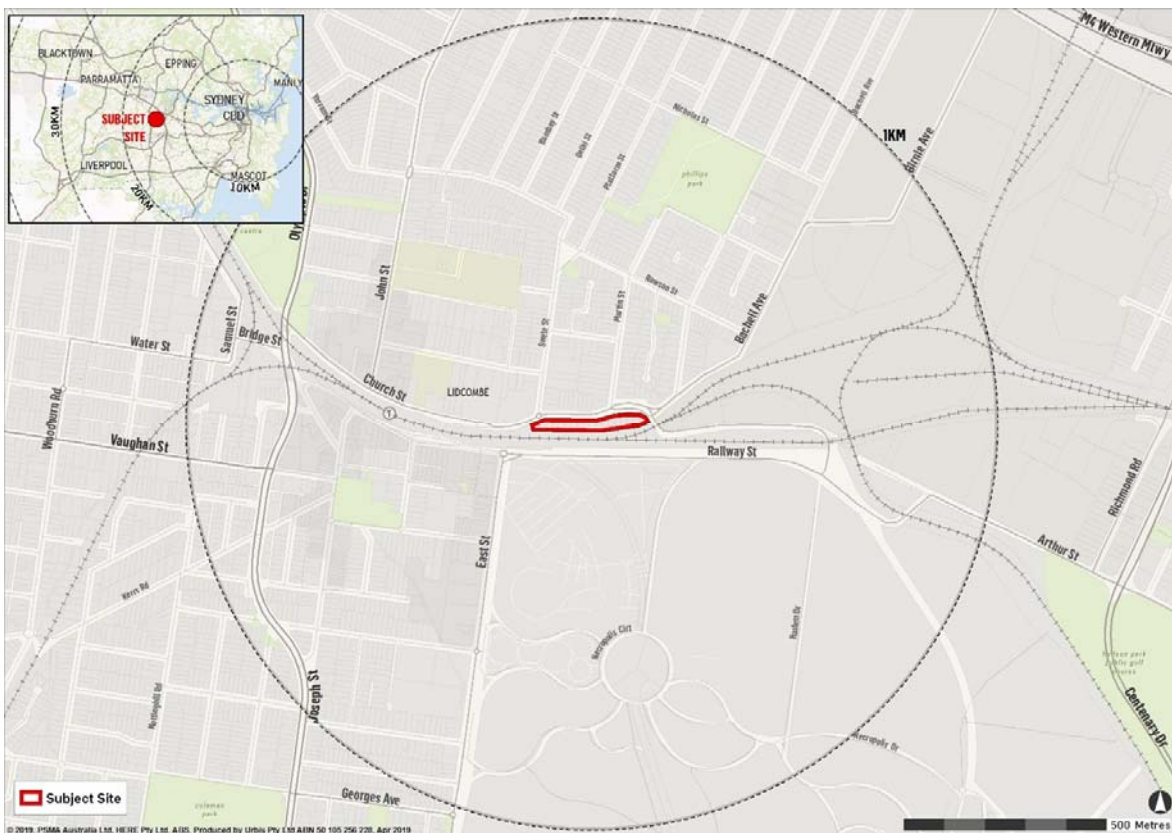
2.1. REGIONAL CONTEXT

Lidcombe is a local centre within close proximity of the CBD of Parramatta (approximately 8km) on the T1 Western Line. Located within the Cumberland local government area, Lidcombe is approximately 18km west of the Sydney CBD (refer **Figure 1**).

Lidcombe is bordered by the suburbs of Newington and Camellia (to the north), Homebush and Rookwood (to the east), Chullora and Potts Hill (to the south) and Auburn and Berala (to the west). Lidcombe is connected to the broader region via the A6 motorway which runs through the middle of Lidcombe and connects to the Western Motorway (north of precinct) and South Western Motorway (south of precinct).

Lidcombe is also within close proximity to Sydney Olympic Park, which is to have a new station connecting to Stage 2 of the Parramatta Light Rail system.

Figure 1 – Site Location Plan



Source: Google Maps

Figure 2 – Regional context



Source: Cox Architecture

2.2. LOCAL CONTEXT

Lidcombe Town Centre is a local centre featuring retail, community and some civic services focused to the north and south of the Lidcombe train station. The centre is divided by the main western railway line which runs east to west through the centre.

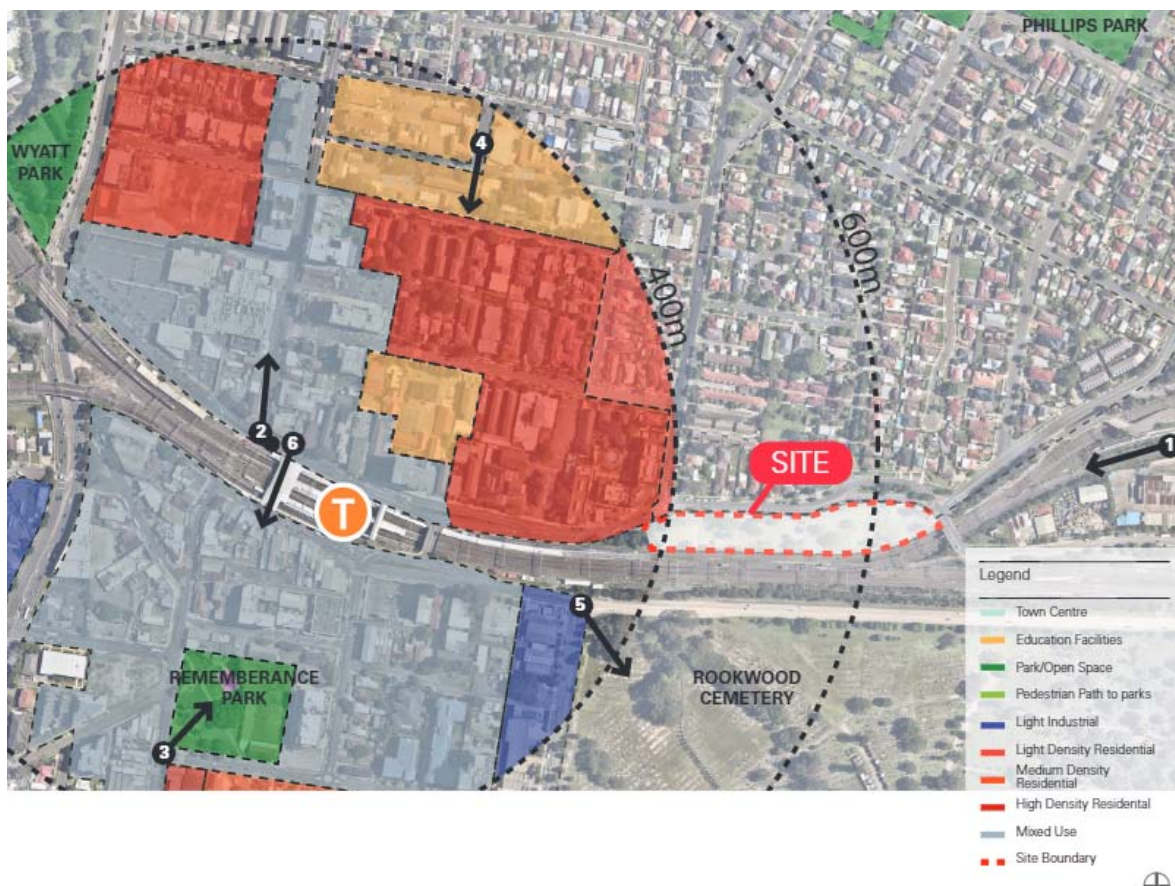
The area is well connected by public transport via the Lidcombe train station and high frequency bus services.

Lidcombe Town Centre features existing social infrastructure including schools and civic amenities, public open space including Remembrance Park at the southern end of the centre, a varied range of retail offerings, cafes and restaurants and other facilities servicing the local population. Lidcombe Public School and St Joachim's Catholic Primary School are both located on the east side of the Lidcombe Town Centre.

Lidcombe is currently going through a transition phase, whereby the centre is changing from a low density railway suburb to a transit-oriented development centre, with residential flat buildings becoming a more dominant feature.

The Lidcombe Town Centre, including its skyline, is set to undergo a transformation, with a recent strategic study identifying the need to permit increased heights, changes to FSR and zoning controls within the centre to achieve a better urban design outcome for the future character of the area.

Figure 3 – Local Context



Source: Cox Architecture

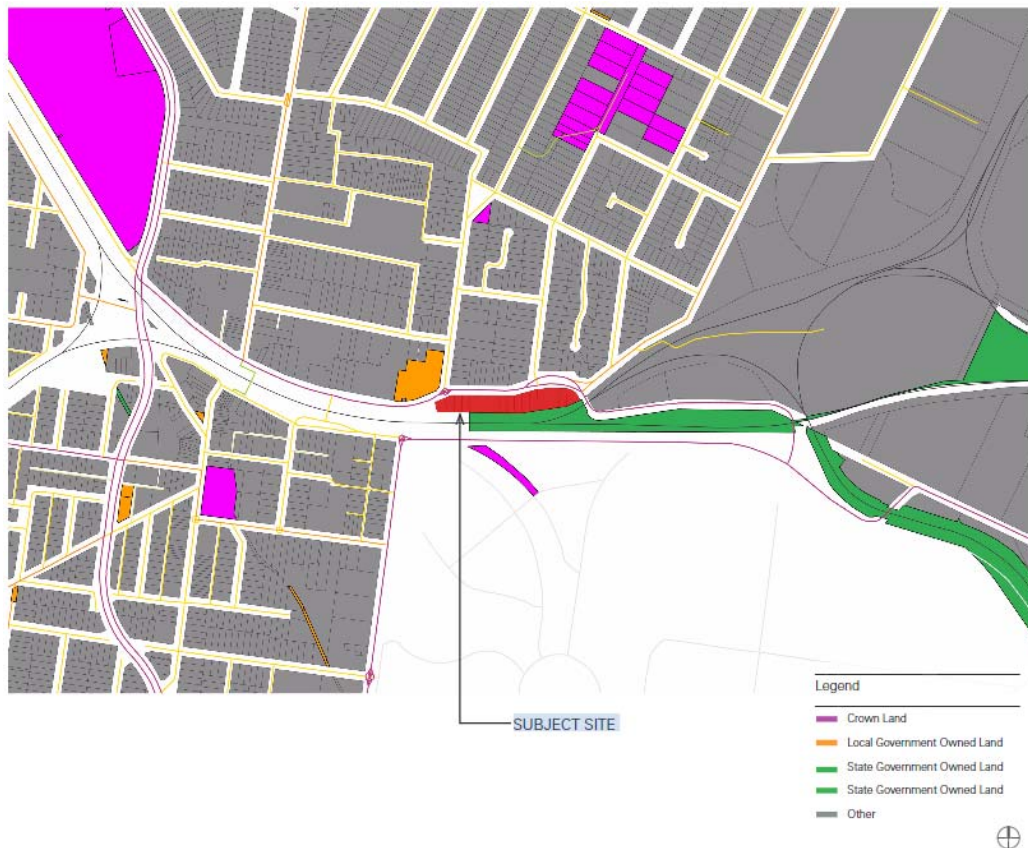
2.3. FRAGMENTED OWNERSHIP AND LOT SIZES

LAHC owns the entire site. The site is large with an area exceeding 1 hectare, and it therefore represents a unique opportunity to develop an integrated housing development. Large parts of the Lidcombe Town Centre have a fragmented ownership with smaller lots, requiring amalgamations for consolidated redevelopment. Figure 4 illustrates the locations of Crown land and government sites and other private land that shows the majority of the town centre has fragmented ownership.

Figure 5 illustrates the site is one of the larger sites in the vicinity of the Lidcombe town centre with close proximity to Lidcombe train station.

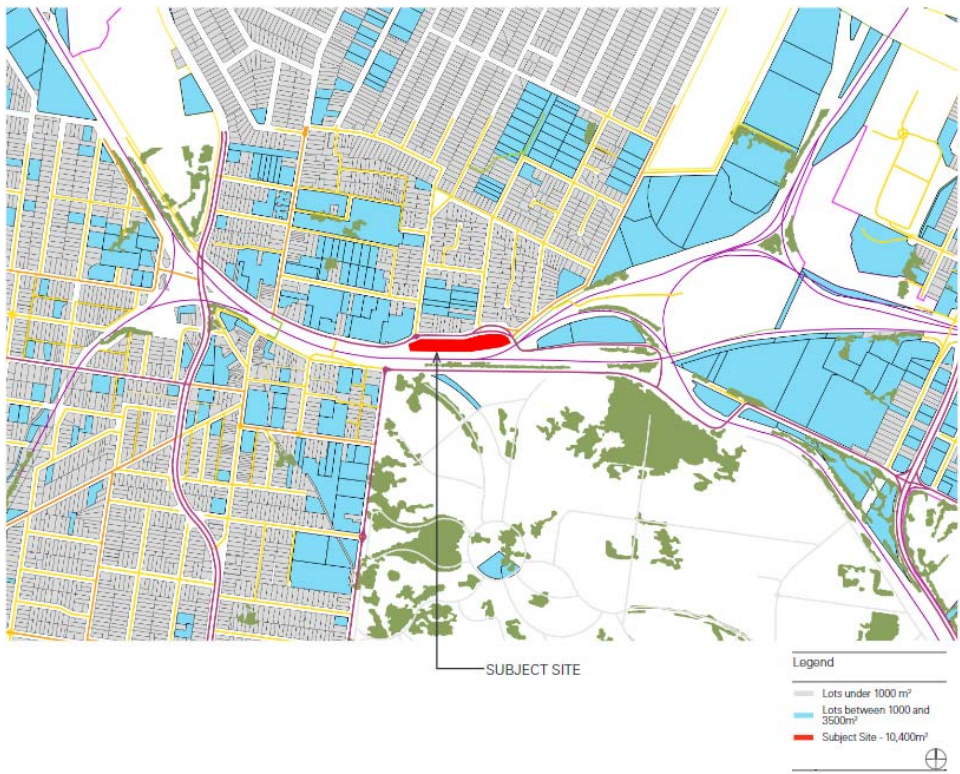
Figure 6 illustrates there is a substantial number of strata titled properties in close proximity to Lidcombe train station. These sites are unlikely to offer short to medium term redevelopment opportunities to deliver much needed housing supply within the local area.

Figure 4 – Land ownership fragmentation in Lidcombe town centre



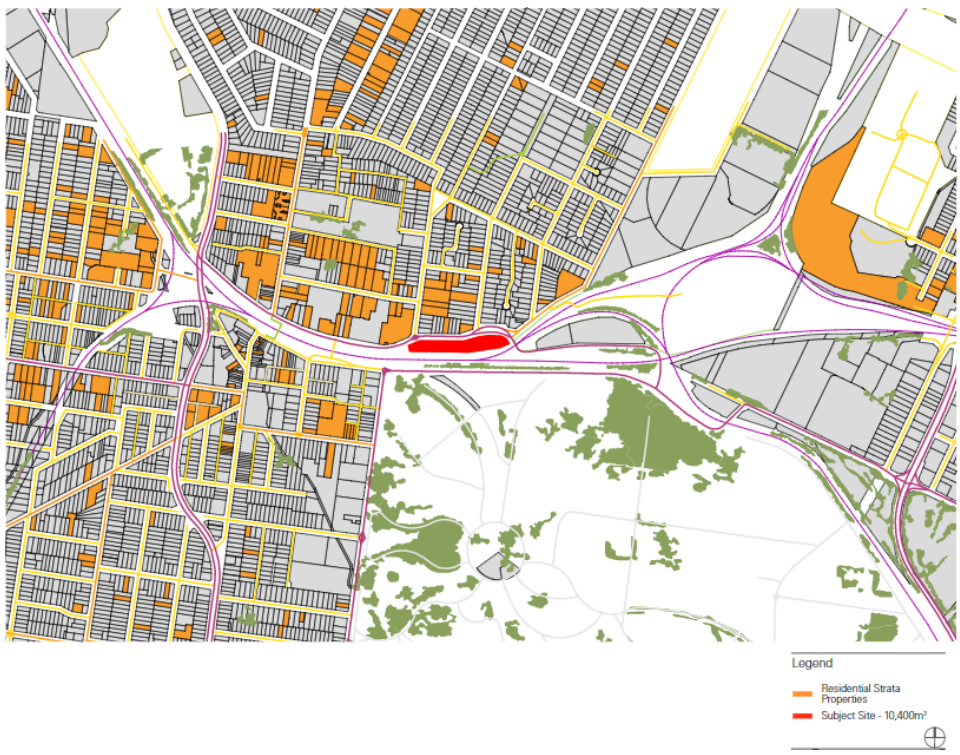
Source: Cox Architecture

Figure 5 – Lots less than 3500 sqm



Source: Cox Architecture

Figure 6 – Residential Strata Properties



Source: Cox Architecture

2.4. SITE DESCRIPTION

The properties that are subject to this planning proposal are as follows:

Table 3 – Site Area

Address	DP	Area
2 Church Street, Lidcombe	Lot 18 DP217589	520.4m ²
4 Church Street, Lidcombe	Lot 17 DP217589	577.7m ²
6 Church Street, Lidcombe	Lot 16 DP217589	527m ²
8 Church Street, Lidcombe	Lot 15 DP217589	527m ²
10 Church Street, Lidcombe	Lot 14 DP217589	527m ²
12 Church Street, Lidcombe	Lot 13 DP217589	527m ²
14 Church Street, Lidcombe	Lot 12 DP217589	527m ²
16 Church Street, Lidcombe	Lot 11 DP217589	527m ²
18 Church Street, Lidcombe	Lot 10 DP217589	527m ²
20 Church Street, Lidcombe	Lot 9 DP217589	526.9m ²
22 Church Street, Lidcombe	Lot 8 DP217589	546.6m ²
24 Church Street, Lidcombe	Lot 7 DP217589	601.2m ²
26 Church Street, Lidcombe	Lot 6 DP217589	639.4m ²
28 Church Street, Lidcombe	Lot 5 DP217589	649.3m ²
30 Church Street, Lidcombe	Lot 4 DP217589	648.1m ²
32 Church Street, Lidcombe	Lot 3 DP217589	619.4m ²
34 Church Street, Lidcombe	Lot 2 DP217589	580.4m ²
36 Church Street, Lidcombe	Lot 1 DP217589	534.3m ²
Combined Site Area		10,132.7m²

The site boundaries to the north, east and west are defined by Church Street. The site is approximately 350m east of Lidcombe Station. The site is bounded directly to the south by the Lidcombe-Olympic Park railway corridor. To the south of the railway corridor is Rookwood Cemetery which gives the site exemplary amenity to the south as the aspect available is comparable to a public park.

The site is approximately 10,133m² and is currently comprised of 18 lots. Street frontage along Church Street measures approximately 273 metres.

The site falls approximately 8m across the length of the site. There are steeper areas of slope towards the north-western edge of the site. The John Street local retail zone is located 300m to the north-west of the subject site.

The majority of the lots on the northern side of the site contain single and double storey detached dwelling houses, with the exception of an eight level residential flat building to the north-west of the site. At the far

eastern end of the site is a raised bridge that crosses over the railway corridor and leads through to a light industrial area.

There is a large landscaped median strip in the north-east of the site which will be used to provide additional open space amenity for the proposal.

Currently, Church Street widens to approximately 35m in width between Martin Street and Bachell Avenue to provide a divided carriageway which is separated by a wide vegetated median. This arrangement, in conjunction with a variable horizontal alignment between Martin Street and Bachell Avenue, results in a confusing arrangement for through motorists. The proposal involves removal of this existing wide median and realignment of the existing westbound Church Street carriageway to the north in place of the median. This will provide improved sight distances for vehicles at the junction of Church Street and Martin Street.

Figure 7 – Aerial Photograph



Source: Google Earth

2.5. SURROUNDING ROAD, RAIL AND BUS NETWORK

The site is situated between three main arterial roads. To the west is the A6 motorway which connects the Cumberland Highway at Carlingford to the Princes Highway at Heathcote. To the east of the site is the A3 motorway which connects to the A8 at Monavale to the north and connects to Princes Highway at Blakehurst to the south. To the north of the site is the Western Motorway.

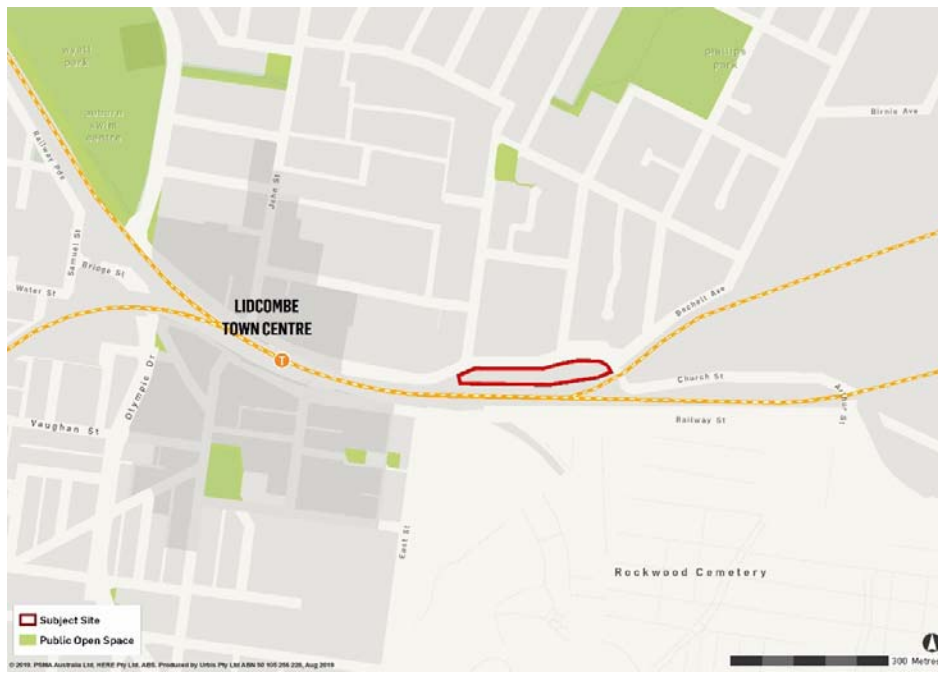
The site is located approximately 350m east of the entry to Lidcombe station, which is a major station on the Sydney Trains network. It is serviced by the T1 Western Line, the T2 Inner West & Leppington Line, the T3 Bankstown Line and the T7 Olympic Park line. There are also four bus stops located within five minutes walking distance of the site.

2.6. PUBLIC OPEN SPACE

Lidcombe currently has a shortage of public open space, as illustrated by the plan at Figure 8 below. There is very little public open space within easy walking distance of the site (i.e. within 400m).

In particular, the northern half of the town centre and the area to the immediate north and east of the site are not well served by public open space. There are some larger parks for organised sports further to the north of the town centre, however Lidcombe particularly lacks open space areas for passive or informal outdoor recreation.

Figure 8 – Public Open Space in Lidcombe



Source: Urbis

3. EXISTING PLANNING CONTROLS

This section provides a summary of the existing local planning framework as may be relevant to the site.

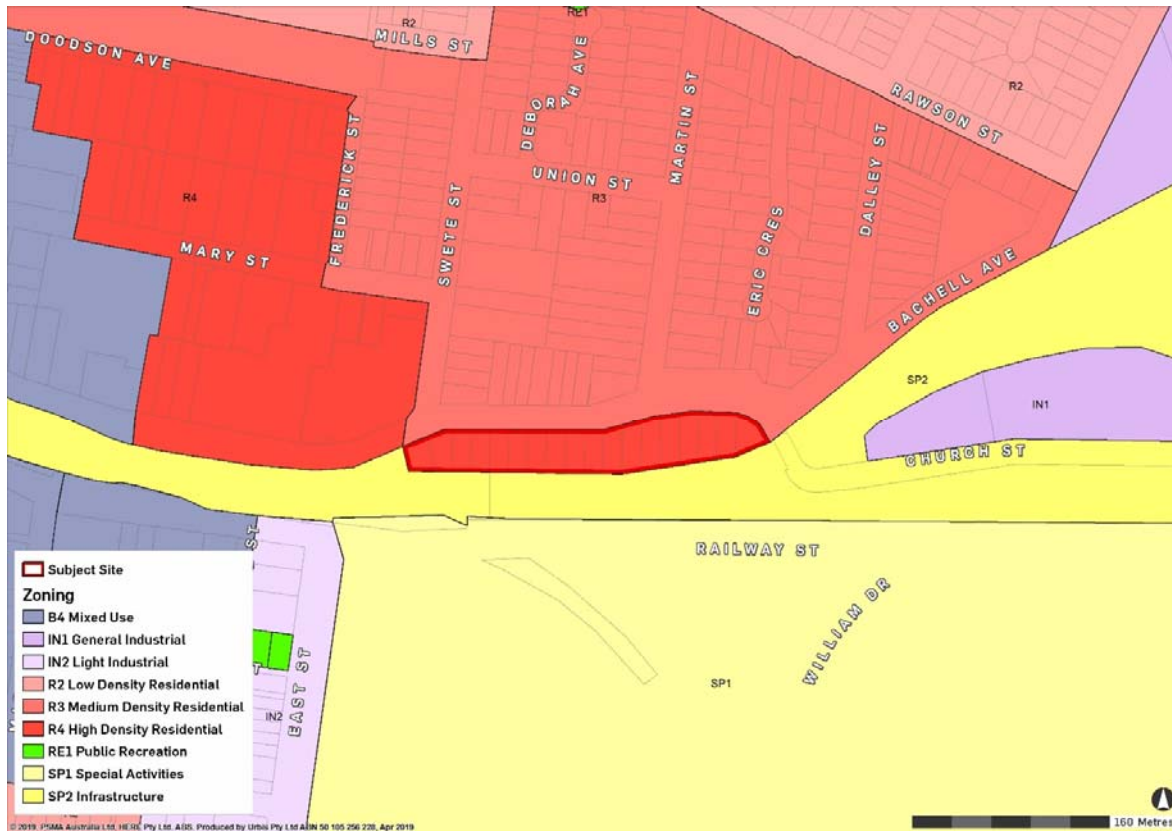
3.1. AUBURN LOCAL ENVIRONMENTAL PLAN 2010

The *Auburn Local Environmental Plan 2010* (Auburn LEP 2010) is the principal Environmental Planning Instrument governing development on the site.

3.1.1. Zoning and Permissibility

The subject site is zoned R4 (High Density Residential) under the Auburn LEP 2010. As illustrated in Figure 9 below, the surrounding area is predominantly zoned R3 with the exception of land to the south which is zoned SP2 Infrastructure (Railway) and SP1 Special Activities (Cemetery) further to the south.

Figure 9 – Existing LEP Zoning Map



Source: Auburn LEP 2010
(Site outlined in red)

The existing zoning controls applying to the site are summarised in Table 4 below:

Table 4 – R4 High Density Residential Zone

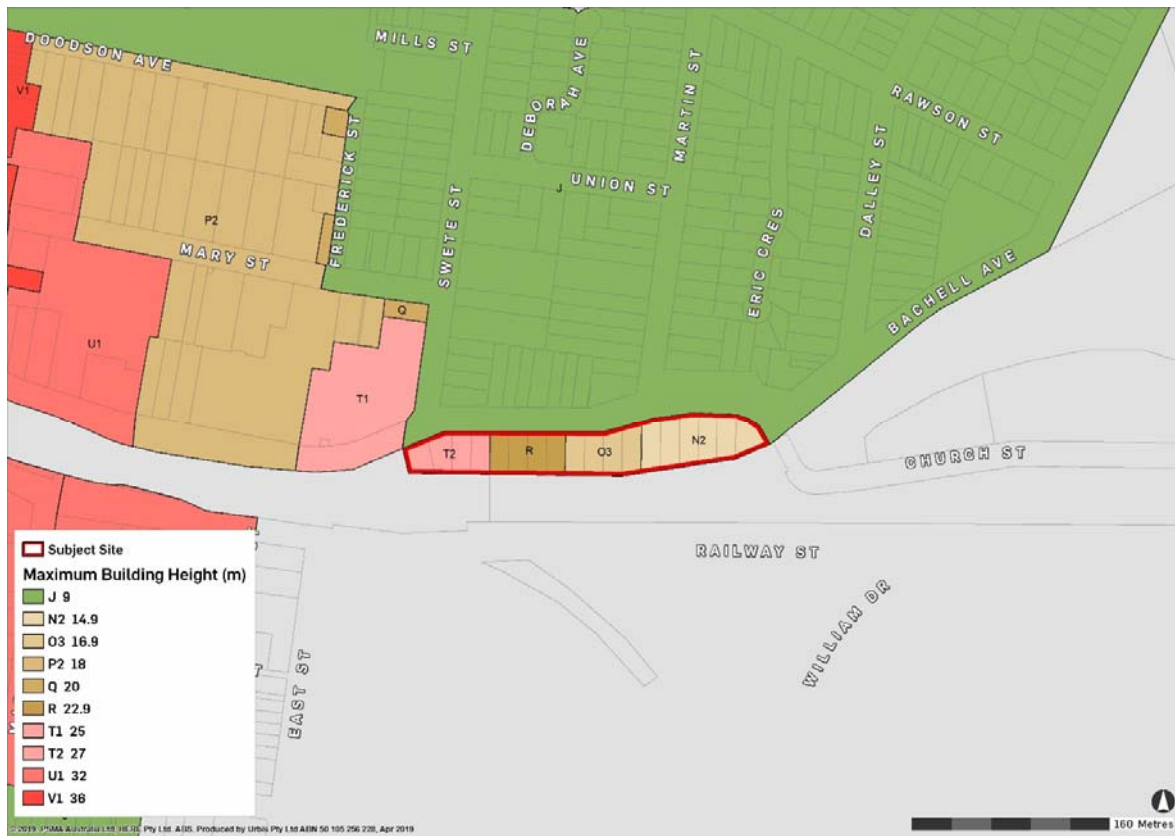
Control	R4 High Density Residential
Zone Objectives	<ul style="list-style-type: none"> To provide for the housing needs of the community within a high density residential environment. To provide a variety of housing types within a high density residential environment.

Control	R4 High Density Residential
	<ul style="list-style-type: none"> • To enable other land uses that provide facilities or services to meet the day to day needs of residents. • To encourage high density residential development in close proximity to bus service nodes and railway stations.
Permitted without consent	Nil
Permitted with consent	Attached dwellings; Bed and breakfast accommodation; Boarding houses; Building identification signs; Business identification signs; Centre-based child care facilities; Community facilities; Hostels; Hotel or motel accommodation; Multi dwelling housing; Neighbourhood shops; Places of public worship; Residential flat buildings ; Respite day care centres; Roads; Semi-detached dwellings; Shop top housing; Any other development not specified in item 2 or 4
Prohibited	Agriculture; Air transport facilities; Amusement centres; Animal boarding or training establishments; Boat building and repair facilities; Boat sheds; Camping grounds; Car parks; Caravan parks; Cemeteries; Charter and tourism boating facilities; Commercial premises; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Entertainment facilities; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Function centres; Heavy industrial storage establishments; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Information and education facilities; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Passenger transport facilities; Port facilities; Recreation facilities (major); Registered clubs; Research stations; Residential accommodation; Restricted premises; Rural industries; Service stations; Sewerage systems; Sex services premises; Signage; Storage premises; Tourist and visitor accommodation; Transport depots; Vehicle body repair workshops; Vehicle repair stations; Veterinary hospitals; Warehouse or distribution centres; Waste or resource management facilities; Water recreation structures; Water supply systems; Wharf or boating facilities; Wholesale supplies

3.1.2. Height of Buildings

Clause 4.3 of the Auburn LEP 2010 establishes a maximum building height in metres above existing ground level across the site in four stages from west to east, being 27m, 22.9m, 16.9m and 14.9m, as illustrated in Figure 10 below. To the north the predominant maximum building height is 9m.

Figure 10 – Height of Buildings Map Extract

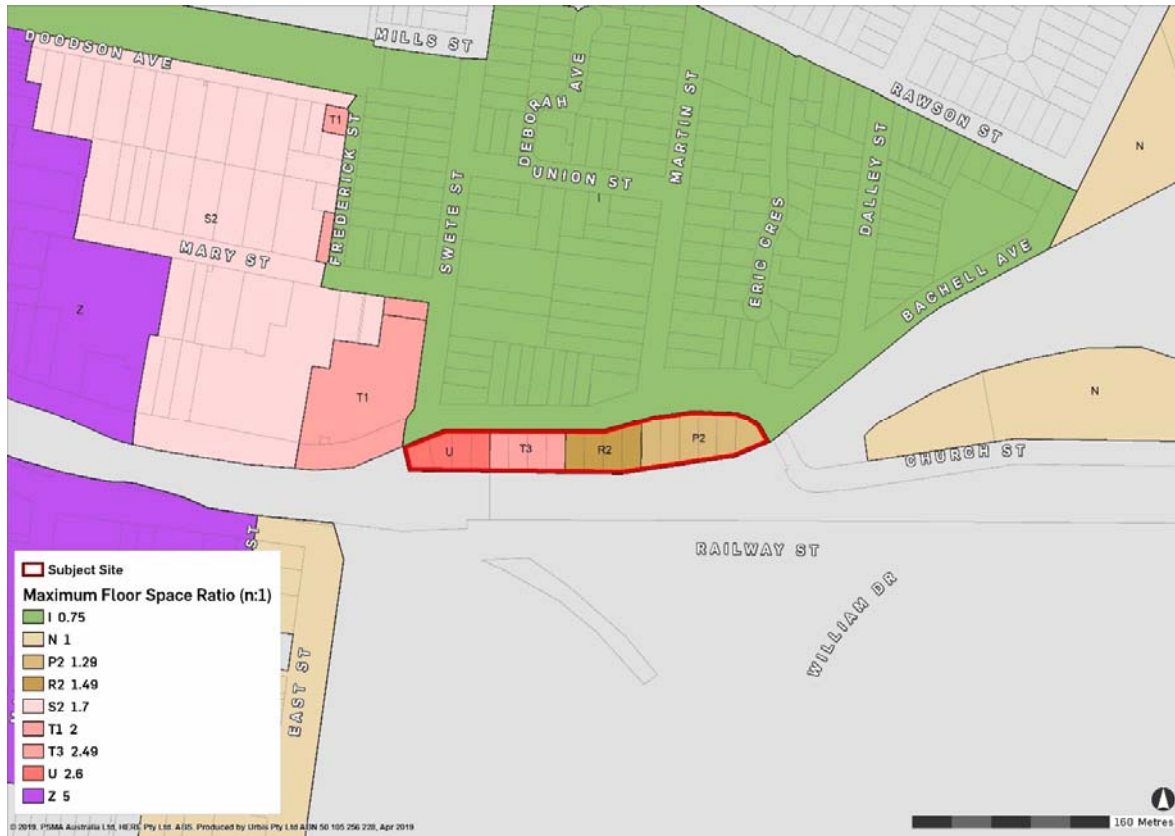


Source: Auburn LEP 2010

3.1.3. Floor Space Ratio

Clause 4.4 of the Auburn LEP 2010 establishes the maximum floor space ratio (FSR) across the site in four stages from west to east, being 2.6:1, 2.49:1, 1.49:1 and 1.29:1 as shown in Figure 11 below.

Figure 11 – Floor Space Ratio Map Extract

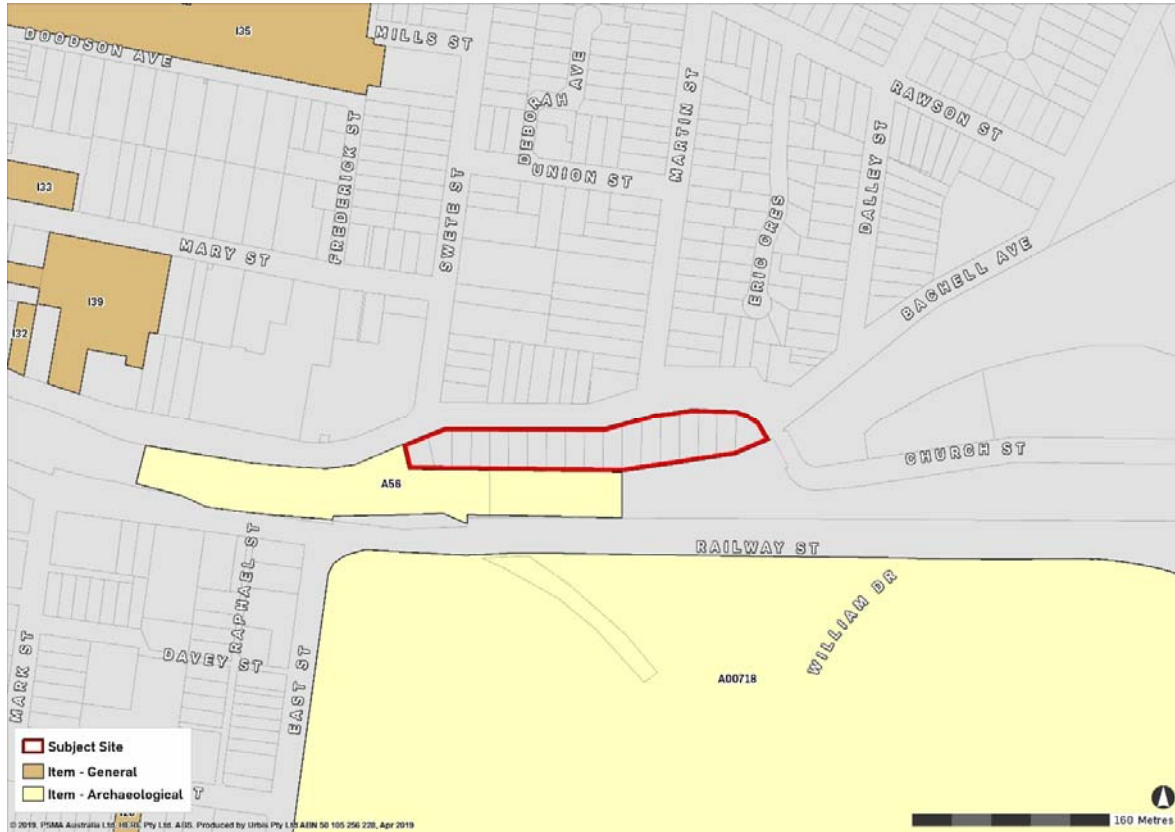


Source: Auburn LEP 2010

3.1.4. Heritage

Schedule 5 of the Auburn LEP identifies Archaeological Site No. A56 'Lidcombe Signal Box' a locally significant item on Railway Street, between Mark and East Streets (south side of railway lines). Rookwood Cemetery is identified as Archaeological Site No. A00718 which is a State listed item. The subject site is not a listed heritage item nor is it part of a heritage conservation area. Refer Figure 12 below.

Figure 12 – Heritage Map Extract



Source: Auburn LEP 2010

3.1.5. Acid sulfate soils

Clause 6.1 of the LEP identifies the site as containing Acid Sulfate Soils, Class 5. Refer Figure 13 below.

Figure 13 – Acid Sulfate Soils map extract



Source: Auburn LEP 2010

3.2. AUBURN DEVELOPMENT CONTROL PLAN 2010

The Auburn Development Control Plan 2010 (Auburn DCP 2010) is applicable to the site, specifically the residential development controls, which apply to all residential development within the R4 High Density Residential zone. Other development controls applicable to the site include controls for parking and loading, access and mobility, tree preservation, waste and stormwater drainage.

The development controls for residential flat buildings require that there is a minimum site area of 1000m² and street frontage of 26m in the R4 zone. The tower component of any building above the podium or street wall height is to have a maximum floor plate of 850m².

The minimum front setback shall be between 4 - 6m to provide a buffer zone from the street where residential use occupies the ground level. In all residential zones, buildings shall have a side setback of at least 3 metres and a minimum rear setback of 10m.

4. STRATEGIC PLANNING CONTEXT

4.1. GREATER SYDNEY REGION PLAN 2018 – A METROPOLIS OF THREE CITIES

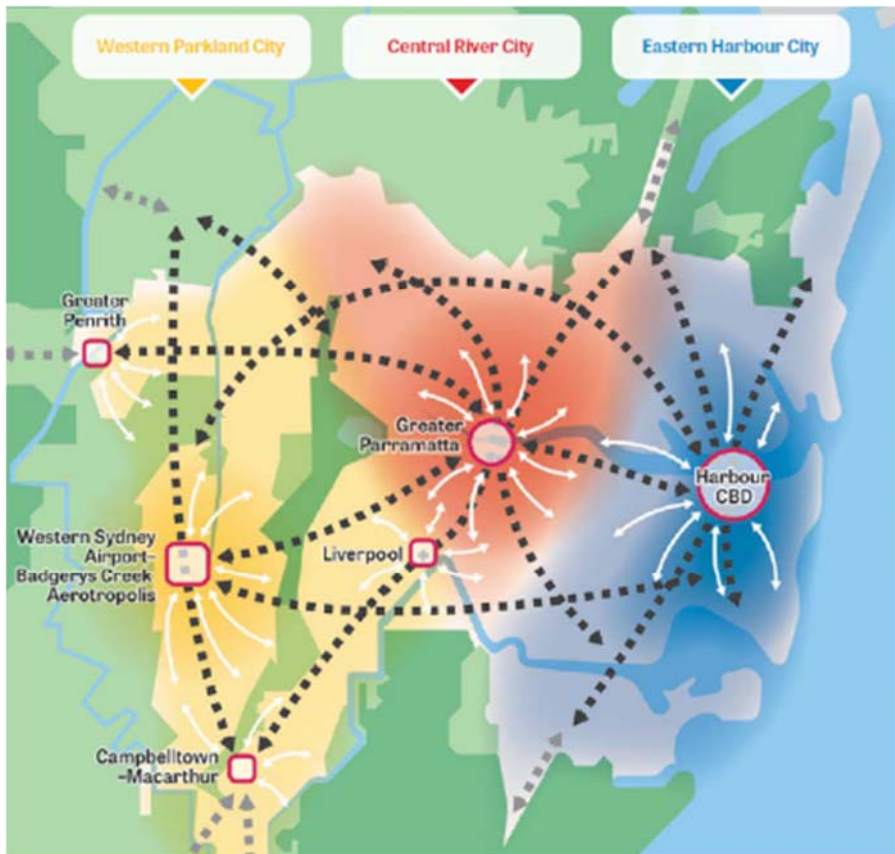
The Greater Sydney Region Plan, *A Metropolis of Three Cities* (the Plan) was released by the Greater Sydney Commission (GSC) in March 2018. The Plan sets a 40-year vision (to 2056) and establishes a 20-year plan to manage growth and change for Greater Sydney. The Plan establishes a strategic framework informing district and local plans and the assessment of planning proposals.

The Plan is built on a vision of three cities (the Western Parkland City, the Central River City and the Eastern Harbour City) where most residents live within 30 minutes of their jobs, education and health facilities, services, and recreational spaces. Each of the three cities will be supported by metropolitan and strategic centres. Lidcombe is located within the Central River City (refer to Figure 14 below) and is within the Greater Parramatta and Olympic Peninsula (GPOP) Economic Corridor surrounded by areas such as the Westmead health and education precinct, the Sydney Olympic Park lifestyle precinct and the advanced technology and urban services in Camellia, Rydalmere, Silverwater and Auburn.

The 30-minute city will enable residents to have quick and easy access to jobs and essential services. The Plan identifies that as Greater Sydney's population grows, housing supply and choice will increase to meet the growing and changing needs of the community. The Central River City will grow substantially, capitalising on its location close to the geographic centre of Greater Sydney. As the population of the Central River City is projected to increase from 1.3 million people to 1.7 million people over the next 20 years, this will lead to a transformation of many parts of the city from a suburban to an urban environment.

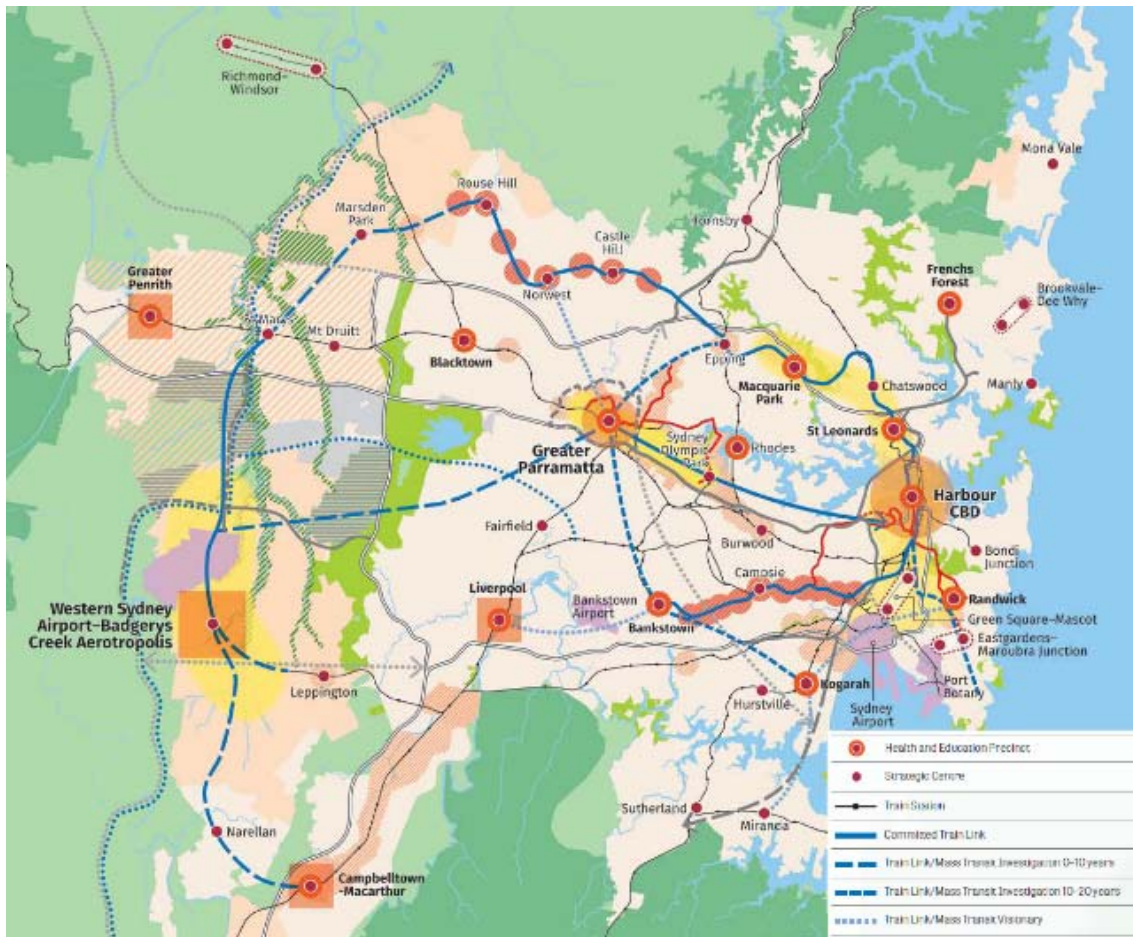
The Plan identifies that development will need to better capitalise on air rights rather than making space by expanding urban footprints, including good quality apartment buildings.

Figure 14 – A Metropolis of Three Cities – The Three Cities



Source: Greater Sydney Commission (GSC)

Figure 15 – A Metropolis of Three Cities – Structure Plan



Source: GSC

Objectives within the Plan of most relevance to this Planning Proposal include:

- Objective 10: Greater housing supply

The NSW Government has identified that 725,000 additional homes will be needed by 2036 to meet demand based on current population projects.
- Objective 11: Housing is more diverse and affordable
 - Strategy 11.2: State agencies, when disposing or developing surplus land for residential or mixed-use projects include, where viable, a range of initiatives to address housing diversity and/or affordable rental housing.
- Objective 22: Investment and business activity in centres
 - Strategy 22.1: Provide access to jobs, goods and services in centres by:
 - attracting significant investment and business activity in strategic centres to provide jobs growth
 - diversifying the range of activities in all centres;
 - creating vibrant, safe places and a quality public realm;
 - focusing on a human-scale public realm and locally accessible open space;
 - balancing the efficient movement of people and goods with supporting the liveability of places on the road network;
 - improving the walkability within and to centres;
 - completing and improving a safe and connected cycling network to and within centres;

- improving public transport services to all strategic centres;
 - conserving and interpreting heritage significance;
 - designing parking that can be adapted to future uses;
 - providing for a diverse and vibrant night-time economy in a way that responds to potential negative impacts; and
 - creating the conditions for residential development within strategic centres and within walking distance (up to 10 minutes), but not at the expense of the attraction and growth of jobs, retailing and services; where appropriate, strategic centres should define commercial cores informed by an assessment of their need.
- Objective 31: Public open space is accessible, protected and enhanced
 - Strategy 31.1: Maximise the use of existing open space and protect, enhance and expand public open space by:
 - providing opportunities to expand a network of diverse, accessible, high quality open spaces that respond to the needs and values of communities as populations grow
 - investigating opportunities to provide new open space so that all residential areas are within 400 metres of open space and all high density residential areas (over 60 dwellings per hectare) are within 200 metres of open space
 - requiring large urban renewal initiatives to demonstrate how the quantity of, or access to high quality and diverse local open space is maintained or improved
 - planning new neighbourhoods with a sufficient quantity and quality of new open space
 - delivering shared and co-located sports and recreational facilities including shared school grounds and repurposed golf courses
 - delivering or complementing the Greater Sydney Green Grid
 - providing walking and cycling links for transport as well as leisure and recreational trips.

The extent to which the proposal will give effect to the relevant strategic directions has been addressed within **Section 6.3.2.1** of this report.

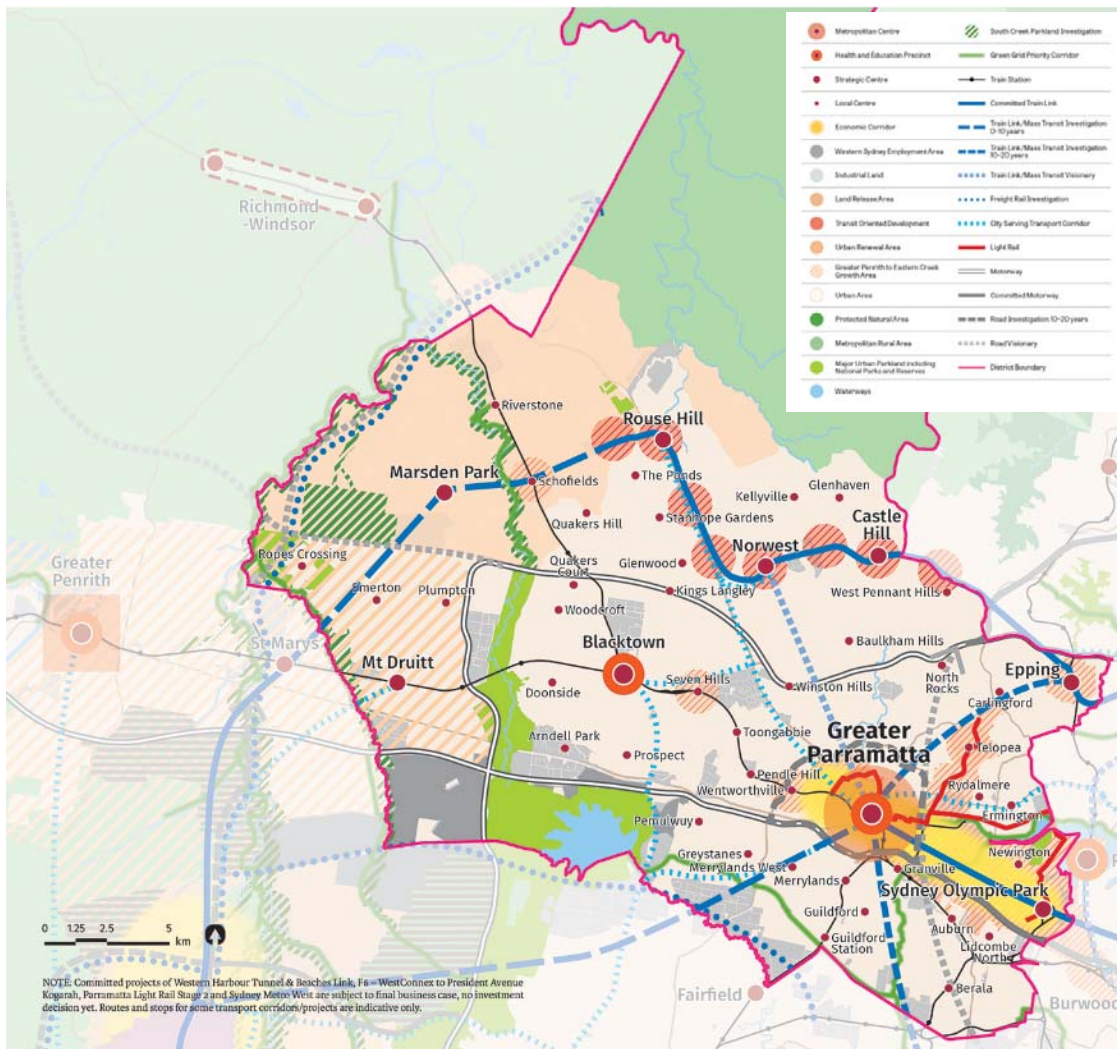
4.2. CENTRAL CITY DISTRICT PLAN

The *Central City District Plan* (CCD Plan) was released by the GSC for discussion in November 2016 and finalised in March 2018. The CCD Plan is a 20-year plan to manage growth within the Central District to achieve the 40-year vision for Greater Sydney as set out in the Greater Sydney Regional Plan – *A Metropolis of Three Cities*. The Central District includes the Blacktown, Cumberland, Parramatta and The Hills local government areas.

The CCD Plan informs local strategic planning statements and local environmental plans, the assessment of planning proposals as well as community strategic plans and policies.

The Central City District is the central and major component of the Central River City. It is anticipated that the Central City District will grow substantially, capitalising on its location close to the geographic centre of Greater Sydney. The Central City District Structure Plan is at Figure 16 below.

Figure 16 – Central City District Structure Plan



Source: Greater Sydney Commission

Of particular relevance to this Planning Proposal, the CCD Plan seeks to provide housing supply, choice and affordability with access to jobs, services and public transport.

Lidcombe North is identified as a Local Centre within the CCD Plan.

Planning Priority C3: Providing services and social infrastructure to meet people’s changing needs.

This Planning Priority seeks to achieve liveability through housing, infrastructure and services that meet people’s needs. It also involves the provision of a range of housing types in the right locations with measures to improve affordability. The Plan identifies that a focus on public places and open spaces is important for enhancing liveability.

Improvements in public transport through Government investment is enabling a new pattern of high density transit-oriented living.

The proposal provides apartments of varying types, sizes and ownership, as well as social infrastructure in a highly accessible location. Social infrastructure which is part of the proposal includes roadworks/ public domain upgrades along the southern side of Church Street; median amalgamation/ roadworks and landscaping of the northern side of Church Street between Bachell Avenue and Swete Street; and a public park including a playground and a variety of other usable areas.

Planning Priority C5: Providing housing supply, choice and affordability, with access to jobs, services and public transport.

The location, type and cost of housing requires choices that have far-reaching impacts on quality of life. New housing must be in the right places to meet demand for different housing types, tenure, price points, preferred locations and design. When coordinated with local infrastructure, neighbourhoods can be liveable, walkable and cycle-friendly neighbourhoods with direct, safe and universally designed pedestrian and cycling connections to shops, services and public transport.

The proposal provides a substantial increase in housing supply in the local area, in addition to choice and varying levels of affordability, within walking distance to public transport and services.

Planning Priority C6: Creating and renewing great places and local centres, and respecting the District's heritage

Lidcombe North is identified as a Local Centre within the CCD Plan. The Plan identifies that local centres are highly accessible and provide an interchange for bus and rail networks linking to strategic centres. Where the local centres include public transport and transport interchanges, they are an important part of a 30-minute city. The development site is within 400m walking distance of the train station and the core of the local centre. It will, therefore, support the ongoing viability of the centre as well as residents' social connections both within the centre and with other centres on the public transport network.

The CCD Plan seeks to provide the potential for interchanges to deliver mixed-use, walkable, cycle-friendly centres and neighbourhoods. This aim is supported by the proposal's intensity of uses in a highly accessible location.

It is identified that additional residential development within a five-minute walk of a centre focused on local transport, or within a 10-minute walk of a centre with city-shaping or city-serving public transport, will help to create walkable local centres. It is identified that place-based planning for centres should address the following principles of relevance to the site:

- Provide public realm and open space focus;
- Deliver transit-oriented development and co-locate facilities and social infrastructure;
- Improve walking, cycling and public transport connections;
- Increase residential development in, or within a walkable distance of, the centre.

Planning Priority C9: Delivering integrated land use and transport planning and a 30-minute city

The CCD Plan identifies the vision for Greater Sydney as one where people can access jobs and services in their nearest metropolitan and strategic centre, and in the long-term more and more people will have public transport access to their closest metropolitan or strategic centre within 30 minutes.

The site's location close to the Lidcombe train station and bus services is ideal for the integration of land use and transportation.

The extent to which the proposal will give effect to the relevant planning priorities has been addressed within **Section 6.3.2.1** of this report.

4.3. DRAFT CUMBERLAND 2030: OUR LOCAL STRATEGIC PLANNING STATEMENT

The draft LSPS describes how the Cumberland area will develop and grow over the next 10 years, consistent with State and local policy, and community aspirations. It sets a land use vision and establishes priorities and actions for Council to manage growth and change.

The draft LSPS indicates that the Cumberland population is forecast to grow by around 30% over the next 20 years to reach approximately 300,000 people by 2036. Therefore, the number of dwellings needed to house the future population is forecast to increase. Given the projected growth, the draft LSPS acknowledges that it is critical that the supply of housing is delivered to meet the population targets.

The Vision of the draft LSPS is:

'Cumberland is a diverse and inclusive community, offering easy access to jobs and services, with places and spaces close to home that take advantage of our natural, built and cultural heritage.'

The draft LSPS's vision for the future includes that Cumberland will offer opportunities for housing growth in planned centres and corridors, whilst protecting the existing character and amenity of the surrounding established residential areas, with a focus on delivering diversity and affordability in the local housing market to meet the needs of the community.

Lidcombe is classified as a Principal Local Centre in the draft LSPS. The draft LSPS identifies that Lidcombe is a town centre with popular eat streets and vibrant night time economy. As recognised in the Central City District Plan, Lidcombe is also growing as a key employment generating centre through its locational advantage as a part of the Greater Parramatta and Olympic Peninsula (GPOP).

The proposal seeks to develop a large number of apartments, both private and social housing, in a location with excellent access to public transport, to the Lidcombe town centre and to community facilities.

4.4. AUBURN AND LIDCOMBE TOWN CENTRES INVESTIGATION INTO HEIGHT CONTROLS AND ZONING

The *Auburn and Lidcombe Town Centres Investigation into height of building controls and zoning* ('the Investigation') prepared by JBA, dated February 2016 was commissioned to study the planning provisions that apply to specific precincts in the town centres of Auburn and Lidcombe Town Centres. This was found to be required because studies had identified the unlocked potential of the Auburn and Lidcombe Town Centres in the context of broader Sydney. In addition, recent DAs presented to Council were failing to deliver a quality urban form.

The Investigation found that there is a strong disconnect between the current height and FSR controls across both town centres. The report notes that the overarching objective of the City is to achieve diversity and interest in the Auburn and Lidcombe skylines, as well as a desire to create a spatial hierarchy focused around transit oriented centres. This leads to providing for a range of heights, including transitional heights at the edges of the centres.

The Investigation recommends increasing height limits to redistribute floor space vertically rather than horizontally across the town centres, freeing up more ground floor area for public domain improvements.

The form of development proposed for the site reflects this approach of focussing floor space vertically in four towers of varying heights, enabling communal open space to be provided at the ground level and extending the open space into a new public park located on an area which is currently partially a road.

The Investigation has identified that the provision of affordable housing is a key consideration for future housing delivery in the LGA given that much of the community experiences levels of socio-economic disadvantage, with lower personal/household incomes and higher levels of housing stress than generally evident in metropolitan Sydney. It is stated that although the release of more land for higher density residential forms in town centres may result in target population figures being exceeded, affordable housing will better cater for the actual local demographic, and as such, have positive social implications.

The proposal incorporates the provision of social housing in a highly accessible location within 400m walking distance of the town centre and the Lidcombe train station.

The Investigation has found that in addition to being a rail based centre, Lidcombe has other attributes making it particularly suited to accommodating additional homes (and jobs), including:

- Proximity to Parramatta, which is evolving as western Sydney's CBD;
- It has an established town centre;
- Availability of social infrastructure, including schools, open space and community facilities;
- A location within an area of high demand for new homes, and a presence and general acceptance of higher density housing forms.

Due to this, the Investigation notes that Auburn and Lidcombe centres should be optimised for growth. The site is considered to be in an optimal location for additional height and density given its location on the edge of the town centre, its proximity to the train station, and it being located on the northern side of the railway line with the Rookwood Cemetery beyond the rail line to the south, being a less sensitive land use with

regard to overshadowing impacts. It is also a large underdeveloped area of land under single ownership which is proposed for amalgamation.

The Investigation finds that pedestrians should be given priority throughout the Lidcombe Town Centre. The importance of the ground floor plane as well as reinforcement of key streets, active frontages, incidental public spaces and green spaces are the key elements that would provide enrichment in the town centres.

While the site is not in the hub of the town centre, the elements of incidental public spaces and green spaces will also provide enrichment to this area on the periphery of the centre. This is of particular significance given the site's proximity to the train station and the number of pedestrian movements that would be expected through this area, particularly with increasing population growth into the future.

Precinct 15, identified within the Investigation, is immediately north-west of the site and Precinct 16 is further to the north. The Investigation recommends increasing the heights across Precinct 15 so as to provide a transition down to the residential areas to the north of Doodson Avenue. It is also recommended to increase the height across Precinct 16 to provide the opportunity for new development typologies and to increase the density to allow for R4 High Density. The recommendations include changing the zone from R3 to R4, increasing the height to 20m and increasing the FSR to 2:1.

The proposed greater height limit and FSR for the site included in this Planning Proposal are in line with the recommendations of the Investigation as the site is in a key strategic location close to the train station. Providing for additional density on the site allows greater numbers of people to live close to public transport, enabling convenient and equitable access to jobs and services further afield.

The Investigation found that higher towers are a relevant typology within the Lidcombe Town Centre and there is the opportunity to provide a mix of building heights and a diversity of form, in particular relating to the opportunity to improve the public domain. A general increase in height across the Lidcombe Town Centre should encourage a greater mix of building typologies and diversity of forms. It should also free up more of the ground floor plane for public domain enhancements. Height should be used in locations which reinforce the urban structure and hierarchy of space by punctuating key corners, junctions or locations adjacent to active ground floor planes and amenity.

The site of the proposal will utilise increased heights to provide the opportunity to enhance the public domain through the provision of community infrastructure such as the proposed public park. The site is in a key location alongside the railway line and at the junction between a number of streets, thus being a good candidate for increased height in a strategic location formed by the amalgamation of a number of lots.

The testing undertaken in the Lidcombe Town Centre revealed that there is a range of optimum heights between 60-76m that are more compatible with a 5:1 FSR and which achieve more slender tower forms and public domain outcomes. It is noted in the Investigation that this is highly influenced by the range of typical lot sizes and opportunities for amalgamations evidenced in the Lidcombe Town Centre.

While the site was not included within the study area considered in the Investigation, it is immediately adjacent to the Lidcombe study area. There is recognition in the Investigation of the desire to have a variety of heights within the Centre while also altering the FSR on some sites. While the site sits on the edge of the core town centre area, its location to the north of the railway line and the large expanse of the Rookwood Cemetery, and close to the Lidcombe train station, puts it in a prime location for amalgamation of a number of low density, underutilised sites, providing capacity for additional housing supply in the form of taller building forms.

4.5. DRAFT AUBURN AND LIDCOMBE TOWN CENTRES STRATEGY

The *Draft Auburn and Lidcombe Town Centres Strategy*, prepared by Cumberland Council, December 2016 ('the Strategy') was prepared because it has been recognised that the Auburn and Lidcombe Town Centres are at a critical transition point. While substantial increases in density (FSR) were made in these centres in 2014, it is considered by the Council that the resulting development has not been of the expected quality either aesthetically or functionally. The problem has been the disconnect between the heights and FSRs, with heights often not sufficient to encourage the anticipated quality of design. Hence the Council engaged JBA consultants to undertake an investigation of the heights in Lidcombe and Auburn Town Centres, and to also review a limited number of zonings and FSRs.

In summary, the Strategy supports provision of an increased range of heights in Lidcombe Town Centre, with some amendments to zoning and FSR, to facilitate improved urban design and the economic growth of the town centre, including public domain improvements in the future.

5. Encourage the precincts north and south of the rail line to continue to evolve with a different character, while contributing to a single well-connected town centre.

The built form of the proposal responds to its context through providing increased density on a site in close proximity to the rail line, taking advantage of the convenience of accessing the train station and bus services. The site is located within a 400m walking catchment of the Lidcombe Town Centre and the Lidcombe train station. The proposed stepping down of the maximum height controls in stages across the site reflects the existing LEP controls, while increasing these heights above the existing LEP height controls. The proposal seeks to increase development density on existing urban land within proximity of an established centre which is consistent with the vision for the future Sydney's urban form.

The public park will provide street level views and vistas and a high quality open space area which will enhance the sense of place in the local area.

The proposed height increase will enable four well-designed buildings to be developed on the site to make best use of the proposed increase to FSR, while also providing a large area of functional, well-designed open space surrounding the buildings and in the new public park adjoining the buildings.

The stepping down of the heights across the site from west to east supports the development of a varied skyline in the centre and a transition to low density residential areas to the east while enabling residents of the buildings to have distant views to the city skyline.

The form of development proposed for the site facilitates the provision of a new public park, pedestrian linkages through the park and site and a substantial tree canopy on the ground level.

Recommendations on the proposed height limits within the Draft Auburn and Lidcombe Town Centres Strategy were presented at the Cumberland Local Planning Panel Meeting on 20 June 2019. As a result, the Council decided to set the maximum height limit within the Strategy at 60 metres for the Lidcombe town centre. Starting from this maximum, Council supports a transition down in height moving east away from the centre, with 20m supported by the Council for the land located immediately north-west of the site. The proposal's maximum height at its western end is proposed to be 53m.

5. INTENDED DEVELOPMENT OUTCOME

This Planning Proposal seeks to facilitate the redevelopment of the subject site to accommodate an integrated residential neighbourhood including social and private housing, a public park and improved/new community infrastructure close to the Lidcombe Town Centre.

5.1. CONCEPT DESIGN

The urban design principles and design rationale supporting the Planning Proposal have been developed through the preparation of a concept design by Cox Architecture and Oculus Landscape Architects (refer Design Report at **Appendix A**).

The proposal for a mixed social and private housing development within four separate apartment buildings of varying heights is supported by the provision of social infrastructure, basement car parking and public open space.

The concept design which has been prepared by Cox Architecture and Oculus Landscape Architects will form the basis for the detailed design solution for the proposal.

Figure 18 – Proposal viewed from the north-east



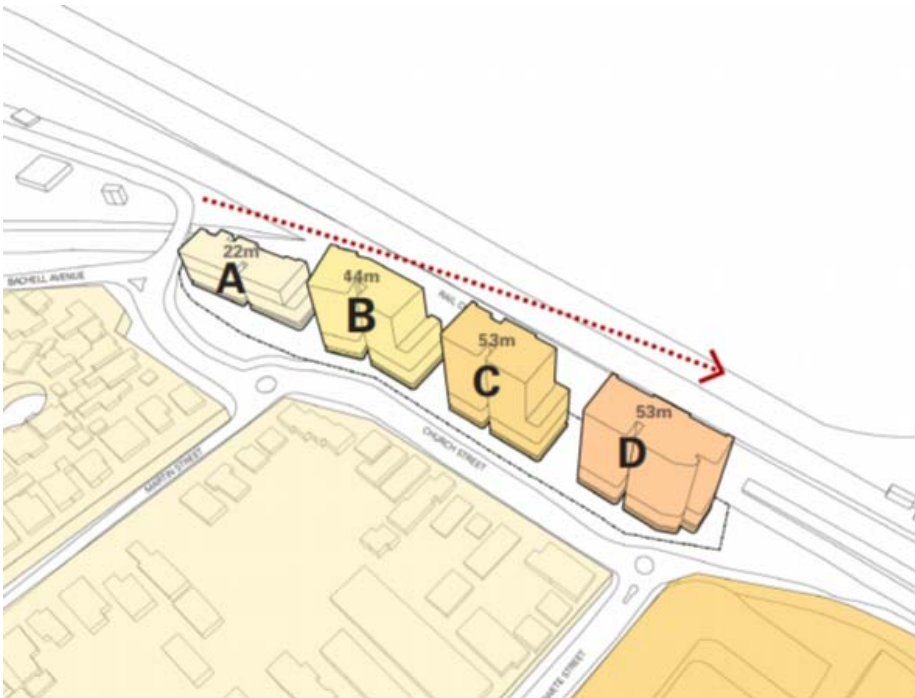
Source: Cox Architecture

Figure 19 – Building A viewed from the west



Source: Cox Architecture

Figure 20 – Proposed height transition



Source: Cox Architecture

Key aspects of the proposal include:

- The proposal involves an additional approximately 20,000m² Gross Floor Area (GFA) in addition to the existing 22,180m² GFA permitted under the existing controls, resulting in a total of approximately 42,000m² GFA.
- The overall FSR of the site is proposed to increase from 2.1:1 to 4.21:1.
- A total of 480 apartments are to be provided, including social apartments within Building A. All other apartments are private apartments and are in buildings B, C and D. Buildings D and C are proposed to be 53m high as these buildings are situated closer to the town centre. Building B steps down to 44m high and Building A steps down further to 22m. This allows for a gradual transition of height from west to east across the site. The highest building forms on the site are in the western part of the site and these are slightly lower than the maximum height limit set by the Auburn and Lidcombe Town Centre Strategy for the Lidcombe town centre. Refer massing elevation diagram at Figure 21 below.
- There are an additional 272 car spaces proposed in addition to the existing 328 permitted under the existing controls, resulting in a total of 600 car spaces. Car parking is provided at the rate of 1.25 spaces per apartment.
- The site will read as an extension to the existing Lidcombe Town Centre, with building heights stepping west to east and providing for a visually interesting skyline.
- The site forms a gateway to Lidcombe Town Centre from the east and presents the opportunity to make a significant urban design statement.
- A range of private and public open spaces will be provided to meet the needs of existing and future communities.
- The LAHC building has been located to the west of the site giving residents immediate access to the pocket park amenities and the on-site retail facilities.
- The proposal envisages residential towers surrounded by landscaped areas that aim to enhance connectivity and pedestrian movement.
- The position of buildings within the site allows for street level views and vistas across and through the site enhancing the sense of place.
- The portions of the building above the height control plane are set back by 2m to the north, east and west to ensure that the bulk above the height plane does not dominate the street. The roof form to the levels above the height plane are proposed to be lightweight roofs throughout all buildings.
- All buildings are broken up into three distinct zones. The first four storeys will have curved concrete banding that will link the buildings to each other. The levels above level four will have white concrete banding and the areas above the height plane will be set back by 2m and have lightweight roof elements.
- Upgrading of the landscape and footpaths on Church Street will be undertaken.
- Local traffic improvements include simplifying Church Street by incorporating the median strip into the site. This will improve the usability of Church Street.
- By including the median strip on Church Street in the site, a public park can be provided, increasing the amount of public open space in the area and providing for different uses within the park.
- An access driveway directly connecting with Church Street to the east of Swete Street, whereby turning movements will be restricted to left in/ left out by virtue of a central median.
- Addition of a fourth southern approach to the Church Street/Martin Street intersection and the modification of this intersection to operate under traffic signal control.
- The site will include four podiums in order to create cohesion between the existing building fabric of the surrounding lots and the new proposed apartment buildings.

- The proposed building forms have been designed to comply with the ADG standard of which 70% of living and private areas of the apartments receive a minimum of two hours of direct sunlight between 9am and 3pm in mid-winter.
- Active ground level interfaces addressing Church Street are proposed in the form of:
 - A highly connected and permeable ground level pedestrian environment;
 - Well designed public open space offering a variety of uses including children’s play area, BBQ area and connections to apartment buildings and the street; and
 - Carefully considered vehicular servicing and entrance points to the basement.

Figure 21 – Massing elevation



Source: Cox Architecture

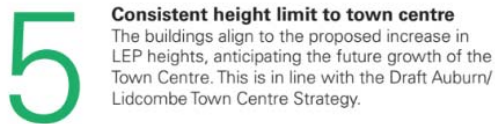
5.2. DESIGN CONSIDERATIONS

5.2.1. Urban Design Principles

The proposed development of the site and development of the concept design is based on urban design principles that have been established with input from planning officers of the Cumberland Council. These principles aim to ensure that the development on the site works cohesively with the surrounding urban context.

Figure 22 – Urban Design Principles





Source: Cox Architecture

5.2.1.1. Building Size and Typology

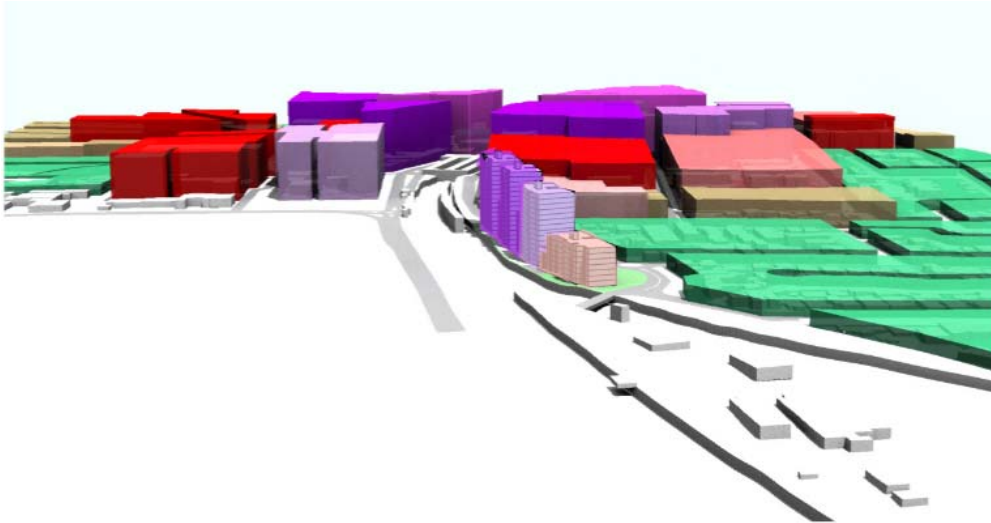
The sizes of the proposed concept buildings have been considered in relation to the current and future context of the site.

Feedback from Council planning officers was that the building forms should not exceed the 60m maximum building height proposed under the Draft Auburn and Lidcombe Town Centre Strategy for the Lidcombe Town Centre. Retention of the stepped down approach from west to east across the site provided for under the current FSR and height controls was sought to be retained, albeit with greater height and density across the site.

As detailed above, Council decided to set the maximum height limit within the Auburn and Lidcombe Town Centres Strategy at 60 metres for the Lidcombe Town Centre. Starting from this maximum, Council supports a transition down in height moving east in increments, with 20m supported by the Council for the land located immediately north-west of the site. The proposal's maximum height at its western end is proposed to be 53m. While this does not carry on the gradual decrease in heights extending from the town centre, there are key beneficial planning outcomes which will come out of the development.

Figure 23 – Local Context Proposed Heights

View looking west



Source: Cox Architecture

5.2.1.2. Public domain

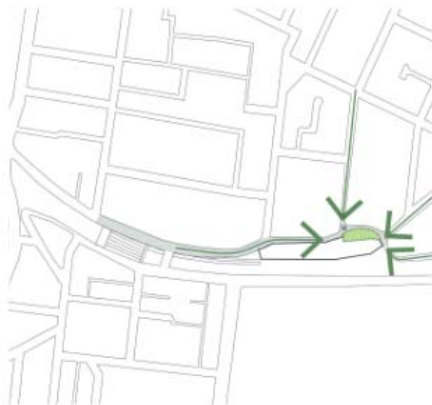
The site seeks to encourage a form of development that will optimise the delivery of ground level green space and pedestrian connectivity. The site has an irregular large landscaped median strip to the north-east of the site. This results in a landscaped area that is completely unusable for any purpose. There is also currently some constricted green space to the north of the median strip that also does not offer any meaningful amenity to the local site.

The local Lidcombe area currently lacks accessible green space with areas of play equipment for the community. The closest green space to the site is Remembrance Park which is located 700m away and involves navigating across the railway corridor. By absorbing the median strip on Church Street, the site can benefit the community with the addition of a public park that creates a useful green space to the benefit of the local community.

It is proposed that significant public benefit can be achieved by provision of a new public park as a gateway to Lidcombe, and upgrading of the landscape and footpaths on Church Street.

The park will provide facilities such as children's play equipment, outdoor fitness equipment, BBQs, seating and so on. Extensive landscaping will also be provided within the park and along Church Street.

Figure 24 – Proposed park



Source: Cox Architecture

Figure 25 – Overall Landscape Plan Ground Floor



Source: Oculus

Figure 26 – Landscape Plan Public Domain and Proposed Park



Source: Oculus

5.2.1.3. Solar Access

The east-west orientation of the site and its location on the northern side of the railway line has significant benefits with regard to shadows cast on adjoining properties. As illustrated in the shadow diagram below, the shadows cast at midday in mid winter fall onto the railway line and on to a portion of Rookwood Cemetery. No shadows are cast onto adjoining sensitive land uses such as residential or recreation uses.

Figure 27 – Shadow diagram



Source: Cox Architecture

The northerly aspect of the site enables solar access to the site to be optimised. The proposed building forms have been designed to comply with the ADG standard of which 70% of living and private areas of the apartments receive a minimum of 2 hours of direct sunlight between 9am and 3pm in mid winter. This is shown in Figure 28 below.

Figure 28 – Solar access



Source: Cox Architecture

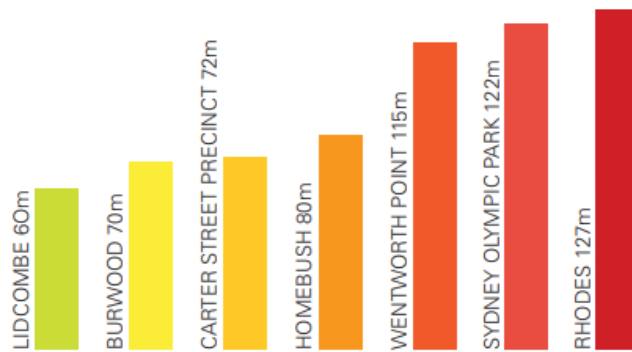
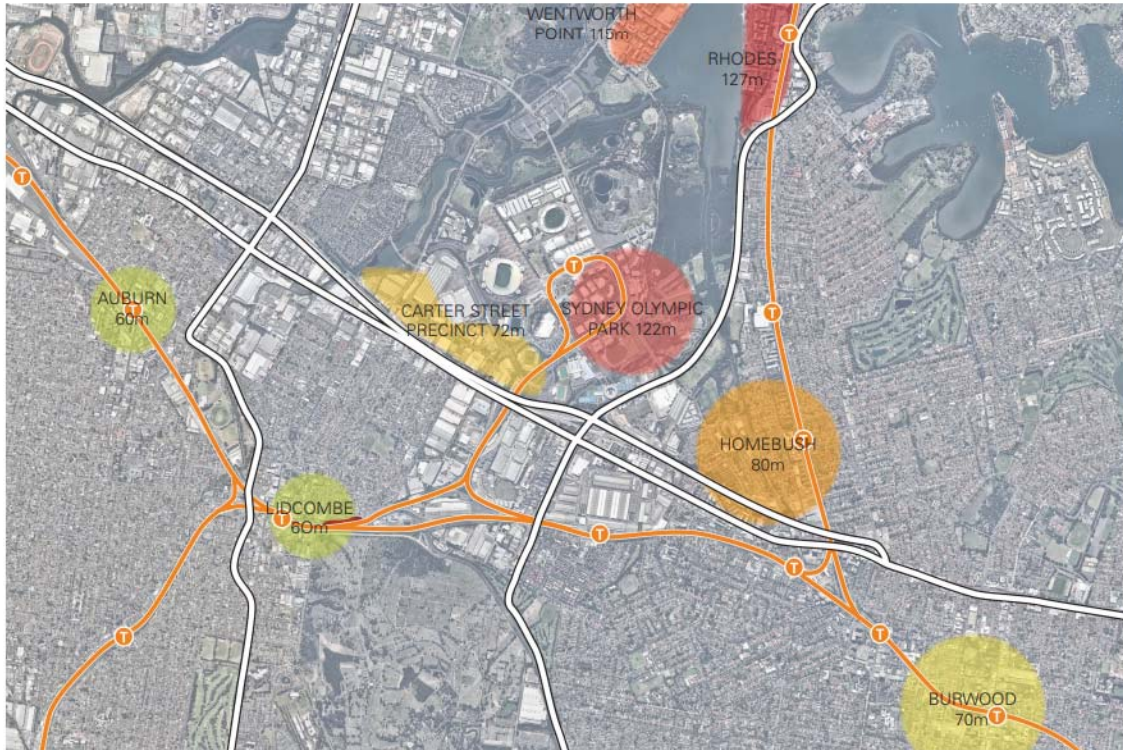
5.2.2. Built Form Principles

5.2.2.1. Height

The proposed height of the building has been derived from several design constraints and objectives. These are:

- Consistency with the desired character for Lidcombe Town Centre;
- The site is zoned R4 High Density and is currently subject to variable LEP height and FSR controls that encourage a stepped form from west to east away from Lidcombe Town Centre;
- Floor to floor heights appropriate for the proposed residential use of the buildings;
- The services and structural height requirements and clearances required for the buildings;
- The potential height of buildings in Lidcombe is a maximum of 60m. This height limit contrasts to surrounding suburbs which in some cases have a potential height of up to almost double this amount (Figure 29); and
- The proposed heights provide a transition from the taller building forms in the western part of the site down to the lower built forms on the eastern part of the site.

Figure 29 – Regional Height Plan



Source: Cox Architecture

5.2.2.2. Traffic and Parking

The Traffic Impact Assessment at **Appendix C** has determined that the traffic volumes which would be generated by the proposed FSR and height of the development can be managed appropriately.

5.2.2.3. Environmentally Sustainable Development

The development will comply with the sustainability targets for high rise residential developments set in accordance with *State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004*. These require:

- 40% reduction in potable water consumption
- 25% reduction in greenhouse gas emissions for 6 storey building or higher
- 35% reduction in greenhouse gas emissions for 4-5 storey building (LAHC building)

Further detail on compliance with these requirements will be included in the future DA for the development.

5.2.2.4. Wind

Wind Assessment studies will enable mitigation of potential impacts on existing and new open space use through the detailed design of built elements and soft landscaping.

5.3. BENEFIT OF THE PROPOSAL

The future development of the site will deliver benefits for the Lidcombe community including the following:

- **The proposal is consistent with Sydney Region Plan: A Metropolis of Three Cities which supports the provision of additional housing close to public transport links and services:**

The proposed development maximises floor space on the periphery of the local centre, taking advantage of existing transport and infrastructure investment.

- **Accessibility to key strategic centres in the Metropolitan area:**

Is located within proximity to three centres, including the Lidcombe Town Centre; Sydney Olympic Park Strategic Centre and the Parramatta Metropolitan City within the Greater Sydney Region Plan.

- **Consistent with vision for Sydney's future form:**

Is increasing density on existing urban land within proximity to an established centre which is consistent with the vision of future Sydney's urban form, limiting urban sprawl and intensifying development on existing urban land focused around centres.

- **Delivers housing consistent with the resident profile:**

The development will deliver social and private housing options within an area of need.

- **Improved public open space:**

The proposal will provide additional and high quality public open space in an urbanised environment where there is a shortage of public open space. The new "Gateway Park" will frame this entrance to the Lidcombe CBD. Public domain upgrades along both sides of Church Street are proposed.

6. PLANNING PROPOSAL ASSESSMENT

This Planning Proposal has been prepared in accordance with Section 3.33 of the EP&A with consideration of DPE's *A guide to preparing Planning Proposals* (August 2016, amended February 2019).

Accordingly, the proposal is discussed in the following parts:

- **Part 1** – A statement of the objectives and intended outcomes.
- **Part 2** – An explanation of the provisions that are to be included in the proposed LEP.
- **Part 3** – The justification for the planning proposal and the process for the implementation.
- **Part 4** – Mapping.
- **Part 5** – Details of community consultation that is to be undertaken for the planning proposal.
- **Part 6** – Project timeline.

Discussion for each of the above parts is outlined in the following chapters.

6.1. PART 1 - OBJECTIVES & INTENDED OUTCOMES

6.1.1. Objectives

The primary objective of the Planning Proposal is to facilitate the delivery of a high density mixed tenure residential development close to the Lidcombe Town Centre that successfully integrates with the surrounding land uses whilst providing for additional public open space through provision of a new public park.

6.1.2. Intended Outcomes

This section outlines the intended outcomes of the Planning Proposal.

The intended outcomes are to deliver:

- Approximately 42,000m² of additional gross floor area (GFA) to the Lidcombe Centre.
- The floorspace will be predominantly for residential accommodation, with a high proportion being dedicated to social housing.

The Planning Proposal also seeks a number of related outcomes which include the following:

- Consistency with State government policy to encourage growth within existing centres: New residential development providing varying unit sizes and affordability options within walking distance of existing local facilities and excellent public transport connectivity.
- Sound planning practice and transport focused development: An increased intensity of activities close to the Lidcombe Town Centre, consistent with its Local Centre role and realising the opportunities associated with proximity to public transport infrastructure.
- Timely delivery of the redevelopment of the site: An opportunity to manage redevelopment of the site resulting from the amalgamation of 18 existing lots, in a timely, logical and comprehensive manner.
- A high quality residential development that successfully integrates with the emerging context: Responding to the continued further development of the Lidcombe Town Centre, recognising that the planning for the combined sites is being progressed to achieve increased intensity of activities with associated business, employment, recreation and transport opportunities.
- Landscape opportunities: The site provides opportunities for well-considered landscaped areas around the proposed buildings and within the proposed new public park.

6.2. PART 2 - EXPLANATION OF PROVISIONS

To achieve the intended outcome, this Planning Proposal seeks to amend the Auburn LEP 2010 in relation to the site as follows.

Table 5 - Proposed Amendments to the Auburn LEP 2010 HOB and FSR Standards

Part 4 Principal Development Standard	Amendment to Development Standard
<p>4.3 Height of Buildings</p> <p>(2) The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map.</p> <p>The current Height of Building Map is illustrated in Figure 10.</p>	<p>It is proposed that the Height of Buildings Map for the site is modified to show an increase in maximum height, from the current range of heights being 14.9 metres, 16.9 metres, 22.9 metres and 27 metres to 22 metres, 44 metres, 53 metres and 53 metres.</p> <p>The proposed Height of Building Map is illustrated in Figure 30.</p>
<p>4.4 Floor Space Ratio</p> <p>(2) The maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map.</p> <p>The current Floor Space Ratio is illustrated in Figure 11.</p>	<p>It is proposed that the Floor Space Ratio Map for the site is modified to show an increase in the maximum FSR, from the current 2.1:1 average across the site to 4.21:1.</p> <p>The proposed Floor Space Ratio Map is illustrated in Figure 31.</p>

6.2.1. Building Height

It is proposed that a range of maximum height controls be applied to the site including 22 metres, 44 metres, 53 metres and 53 metres.

This outcome will be achieved by amending the *Auburn LEP 2010, Height of Buildings Map-Sheet HOB_007* to provide for this range of building heights (as shown in Figure 30).

Figure 30 – Proposed HOB Map



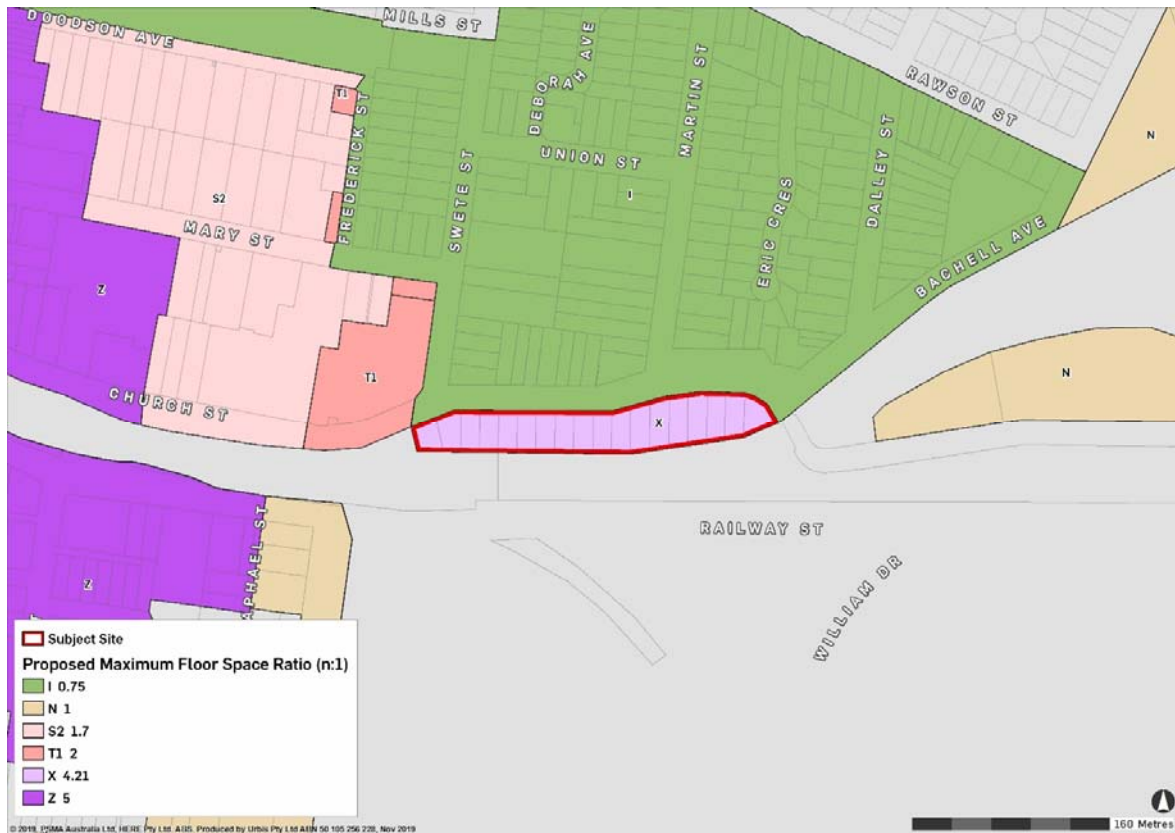
Source: Cox Architecture

6.2.2. Floor Space Ratio

It is proposed that a 4.21:1 maximum floor FSR control be applied to the site.

This outcome will be achieved by amending the *Auburn LEP 2010, Floor Space Ratio Map-Sheet FSR_007* to provide for a FSR of 4.21:1 on the subject site (as shown in Figure 31);

Figure 31 – Proposed FSR Map



Source: Urbis

6.3. PART 3 - JUSTIFICATION

6.3.1. Section A - Need for the Planning Proposal

6.3.1.1. Q1 - Is the planning proposal a result of an endorsed local strategic planning statement, strategic study or report?

No. The Planning Proposal is consistent with strategic documents which seek to establish additional housing and a range of housing types and social infrastructure within close proximity to public transport and existing infrastructure and jobs.

These documents include:

- Greater Sydney Region Plan 2018 – A Metropolis of Three Cities;
- Central City District Plan;
- Draft Cumberland 2030: Our Local Strategic Planning Statement;
- Auburn and Lidcombe Town Centres Investigation into Height Controls and Zoning; and
- Draft Auburn and Lidcombe Town Centres Strategy.

These are discussed in **Section 4**.

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

Yes, the Auburn LEP 2010 limits opportunity for development of appropriate density and scale on the site that would contribute to the local and state strategic planning objectives and unlock the potential of the site.

Alternative approaches to achieve the intended outcome have been considered. A site-specific planning proposal is the best, most efficient and time effective approach to deliver the intended outcome.

Without an amendment to the statutory planning controls, the proposed Design Concept for the site cannot be achieved and the associated public benefits would be lost. The site is a logical and appropriate place to concentrate future growth, in close proximity to the Lidcombe Town Centre and conveniently located near to services and public transport infrastructure.

An amendment to the height of building and FSR standards is sought to ensure the site redevelopment results in a high-quality design outcome, which responds to the site and wider locality.

6.3.2. Section B - Relationship to Strategic Planning Framework

6.3.2.1. Q3 – Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

(a) Does the proposal have strategic merit?

The strengthened strategic merit test criteria require that a planning proposal demonstrate strategic merit against (at least one of) the following three criteria:

- 1. Consistent with the relevant district plan, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment.*
- 2. Consistent with a relevant local council strategy that has been endorsed by the Department.*
- 3. Responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that have not been recognised by existing planning controls.*

The Planning Proposal demonstrates strategic merit in relation to Criteria 1 above as set out below:

Greater Sydney Region Plan – A Metropolis of Three Cities (2018)

The Greater Sydney Region Plan was released in October 2017 and outlines a vision for Sydney to 2056 as a global metropolis of three cities being – the Western Parkland City, the Central River City, and the Eastern Harbour City. The plan envisages Sydney as a city where people live within 30 minutes of jobs, education and health facilities, services and live within great places.

The plan provides an update to A Plan for Growing Sydney with a particular focus on growth and development in Sydney (including infrastructure). This is defined by four key themes and ten directions:

- Infrastructure and Collaboration;
- Liveability;
- Productivity; and
- Sustainability.

The Plan identifies Lidcombe North as a Local Centre with strategic importance in addressing the needs of an evolving Sydney metropolitan region. The key directions and objectives with relevance to this Planning Proposal are addressed in the table below.

GREATER SYDNEY REGION PLAN		
Planning Objective	Description	Comment
Infrastructure and collaboration:		
<i>A city supported by infrastructure</i>		
Objective 1	Infrastructure supports the three cities	<p>The proposed development will support existing infrastructure, encourage job creation, and support existing and future services.</p> <p>The proposal will contribute to the vision of a 30 minute city through the provision of new housing in an existing centre well serviced by public transport.</p>
Objective 2	Infrastructure aligns with forecast growth-growth infrastructure compact	<p>A Metropolis of Three cities has identified the Lidcombe North Local Centre as having strategic importance in the Metropolitan area. The proposed new residential development aligns with this focus for the centre.</p> <p>The social infrastructure that is part of the proposal will enhance the strategic importance of the Lidcombe North Local Centre.</p>
Objective 4	Infrastructure use is optimised	The proposed Concept Design will ensure better utilisation of existing infrastructure.
<i>A collaborative city</i>		
Objective 5	Benefits of growth realised by collaboration of governments, community and business	The Concept Design incorporates social and private housing. The social housing component is being provided in collaboration with Land and Housing Corporation.
Liveability:		
<i>A city for people</i>		
Objective 6	Services and infrastructure meet communities' changing needs	The proposed development will provide additional housing of varying sizes, tenures and affordability to meet the needs of the broader community. The proposal collocates additional housing with existing transport infrastructure as per the aspiration of the Regional Plan.
Objective 7	Communities are healthy, resilient and socially connected	This Planning Proposal integrates land use and transport to encourage active modes of travel such as giving more people the option of taking public transport as part of their daily commute or walking to local services.

GREATER SYDNEY REGION PLAN		
Planning Objective	Description	Comment
Objective 8	Greater Sydney's communities are culturally rich with diverse neighbourhoods	Lidcombe is a culturally diverse area. The proposed development provides housing for a wide range of people with varied socio-economic backgrounds which is supportive of a culturally diverse neighbourhood.
<i>Housing the city</i>		
Objective 10	Greater housing supply	The Planning Proposal provides for a greater amount of housing supply than would be possible if the height and FSR controls were to remain as they currently are.
Objective 11	Housing is more diverse and affordable	The Design Concept provides for a range of housing types, sizes and tenures which increases the diversity and affordability of housing provision.
<i>A city of great places</i>		
Objective 12	Great places that bring people together	The proposed development provides an area of public open space for use by the general public. It will be a high quality design providing shade and areas for different types of uses, to attract a wide range of people. It is intended that the park will have a strong interface with adjoining areas in the public realm and to the apartment buildings on the site.
Objective 13	Environmental heritage is identified, conserved and enhanced	<p>Schedule 5 of the Auburn LEP identifies that the site adjoins Archaeological Site No. A56 'Lidcombe Signal Box' a locally significant item on Railway Street, between Mark and East Streets (south side of railway lines). Rookwood Cemetery, south of the site across the railway lines, is identified as Archaeological Site No. A00718. This is a State listed item. The proposal is not expected to impact upon these archaeological heritage items.</p> <p>An AHIMS search undertaken on 9 April 2019 by Urbis shows no known Aboriginal sites or places on the site.</p>
Productivity:		
<i>A well-connected city</i>		

GREATER SYDNEY REGION PLAN		
Planning Objective	Description	Comment
Objective 14	A metropolis of three cities - integrated land use and transport creates walkable and 30-minute cities	This Planning Proposal provides additional housing at a location that can utilise the existing railway lines linking through Lidcombe train station, increasing residents' access to jobs and business' access to workers.
Sustainability:		
<i>A city in its landscape</i>		
Objective 30	Urban tree canopy cover is increased	The proposed public park will incorporate a significant amount of tree planting to enhance visual amenity and shading. The landscaping around the buildings will also include tree planting.
Objective 31	Public open space is accessible, protected and enhanced	The park to be provided as part of the development will be available to the general public and areas of the park will provide disabled access. It will be designed to a high standard and in accordance with the principles of Crime Prevention through Environmental Design (CPTED) standards.
<i>An efficient city</i>		
Objective 33	A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change	The proposal will comply with BASIX requirements under the SEPP (Building Sustainability Index: BASIX) 2004.
Objective 34	Energy and water flows are captured, used and re-used	The ESD design approach seeks to achieve compliance with the requirements of SEPP (Building Sustainability Index: BASIX) 2004.
Objective 35	More waste is re-used and recycled to support the development of a circular economy	The proposal will involve the promotion of waste recycling.
<i>A resilient city</i>		
Objective 37	Exposure to natural and urban hazards is reduced	The site is outside the flood planning area identified within the Auburn LEP 2010.
<i>Implementation</i>		
Objective 39	A collaborative approach to city planning	The Planning Proposal incorporates a collaborative approach to city planning as it is a joint venture between LAHC and Billbergia.

Draft Cumberland 2030: Our Local Strategic Planning Statement (draft LSPS)

A range of local planning priorities are identified to progress the implementation of the draft LSPS. Of particular relevance to the proposal are the following:

- Planning Priority 5: Delivering housing diversity to suit changing needs
- Planning Priority 6: Delivering affordable housing suitable for the needs of all people at various stages of their lives
- Planning Priority 9: Providing high quality, fit-for-purpose community and social infrastructure in line with growth and changing requirements
- Planning Priority 11: Promoting access to local jobs, education opportunities and care services
- Planning Priority 13: Protecting, enhancing and increasing natural and green spaces

The proposal aligns with these local planning priorities and will assist in their implementation.

Central City District Plan (2018)

The site is located in the Central City District. The Central City District Plan (2018) applies to the site and sets out the aspirations and priorities for liveability, productivity and sustainability within the district and in the Lidcombe Town Centre.

The Central City District is part of the Central River City. Its vision will be achieved by:

- A shared vision for the Greater Parramatta and Olympic Peninsula that recognises that Greater Parramatta is a central hub which brings together stakeholders in business, health, education, arts and heritage.
- Significant population growth over the next 20 years which will transform many parts of the city from a suburban to an urban environment.
- Preserving and celebrating the city's rich heritage.
- Cultural events and facilities which will continue to improve the city's liveability.
- Focusing economic activity and infrastructure investment in the GOP Economic Corridor, supported by the well-established industrial corridor which extends from Villawood to Wetherill Park.
- Enhancement of economic activity surrounding Greater Parramatta through investment in links to the surrounding strategic centres, such as Bankstown.
- The Greater Sydney Green Grid will improve connections to and enhance existing open spaces, particularly along the Parramatta, Duck and Georges rivers and Prospect Reservoir.
- Large urban renewal areas providing the opportunity to improve sustainability through a precinct-based approach.

This Planning Proposal contributes to the above actions and the priorities outlined within the Central City District Plan as detailed in **Table 6**.

Table 6 – Response to Central City District Plan

CENTRAL CITY DISTRICT PLAN		
Planning Objective	Description	Comment
<i>Infrastructure and collaboration:</i>		
C1	Planning for a city supported by infrastructure	The proposed development will ensure better utilisation of existing infrastructure. The proposal will also provide community infrastructure in the form of social housing, creation of a new public 'Gateway Park', public domain upgrades and traffic improvements to Church Street.
C2	Working through collaboration	The development will provide social housing in collaboration with LAHC.
<i>Liveability:</i>		
C3	Providing services and social infrastructure to meet people's changing needs	The Planning Proposal seeks to provide a range of housing including social housing to provide options for those already living in the area and others looking for accommodation close to public transport links. Social infrastructure will be provided as outlined in relation to C1 above.
C4	Fostering healthy, creative, culturally rich and socially connected communities	<p>The Concept Design demonstrates a high quality urban design outcome that facilitates a safe, equitable and sustainable built environment.</p> <p>The proposal demonstrates best practice urban design principles that seek to foster a healthy, creative, culturally rich and socially inclusive environment.</p>
C5	Providing housing supply, choice and affordability, with access to jobs, services and public transport	The location of the site provides good connections to public transport, shops and services within easy walking distance. The development will provide a range of housing tenures and price points through the inclusion of social and private housing. Apartment sizes will vary which will enable households of various sizes and demographics to live on the site.
C6	Creating and renewing great places and local centres, and respecting the District's heritage	Great places are walkable – the proposal for a new residential apartment development within 400m of Lidcombe train station and the town centre will encourage users of the site to utilise public transport and to walk.
<i>Productivity:</i>		
C9	Delivering integrated land use and transport planning and a 30-minute city	The Planning Proposal will facilitate the provision of additional housing in close proximity to the Lidcombe train station and associated railway lines. These railway lines access strategic centres, giving more

CENTRAL CITY DISTRICT PLAN		
Planning Objective	Description	Comment
		people access to services via public transport within 30 minutes.
Sustainability:		
C16	Increasing urban tree canopy cover and delivering Green Grid connections	The design of the public park and landscaping around the future residential development will include a substantial amount of tree planting to ensure that the park provides shade and visual amenity within the neighbourhood.
C17	Delivering high quality open space	The Planning Proposal provides a public park which will be designed to be of a high standard and provide outstanding amenity for residents and the general public.
C19	Reducing carbon emissions and managing energy, water and waste efficiently	The proposal will achieve compliance with the energy and water saving targets of SEPP (Building Sustainability Index: BASIX) 2004. Waste recycling can be provided for in future building designs

(b) Does the proposal have site-specific merit?

In addition to meeting at least one of the strategic merit criteria, a Planning Proposal is required to demonstrate site-specific merit against the following criteria:

Table 7 – Site Specific Merit Test

Criteria	Planning Proposal Response
Does the Planning Proposal have site specific merit with regard to: <i>the natural environment (including known significant environmental values, resources or hazards)?</i>	The site is not identified as flood affected or bushfire prone land. The site does not contain any natural environmental features, which would preclude the site from being redeveloped in accordance with the proposed development. Importantly, the proposed concept plan responds appropriately to the site's natural environment and provides for a range of uses that are suitable for the location.
Does the Planning Proposal have site specific merit with regard to: <i>the existing uses, approved uses and likely future uses of land in the vicinity of the land subject to a proposal?</i>	The site is well connected to existing and planned infrastructure, is located within walking distance to the town centre and public transport and can achieve a number of key directives outlined in the Sydney Greater Region Plan and the Central City District Plan. In this regard, the proposed Concept Design demonstrates a holistic approach to the redevelopment of the area and surrounding urban context and effectively illustrates how the

Criteria	Planning Proposal Response
<p>Does the Planning Proposal have site specific merit with regard to:</p> <p><i>the services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision?</i></p>	<p>proposed concept development would fit appropriately within the changing urban fabric.</p> <p>This is demonstrated within the 3D context massing in the Planning Proposal Design Report prepared by Cox Architecture which concludes that the subject site is suitable for the proposed height and bulk. The building envelopes have been designed to promote view sharing, provide solar access to apartments, and enable appropriate separation distances.</p> <p>The subject is located within an established urban area and is fully serviced by existing and planned infrastructure which is capable of accommodating the increased density on the subject site.</p> <p>Preliminary investigations have been undertaken to identify the services required on the site to enable the proposed development concept to be completed.</p> <p>In this regard, the site is capable of being serviced by the appropriate infrastructure.</p>

6.3.2.2. Q4 – Will the planning proposal give effect to a council’s endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

There is no endorsed local strategic planning statement or other endorsed local strategy or strategic plan relevant to the site. However, as detailed above, the planning proposal aligns with Cumberland Council’s recently released draft LSPS.

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

The Planning Proposal’s consistency with current State Environmental Planning Policies (SEPPs) is summarised in **Table 8**. The Planning Proposal’s consistency with Regional Environmental Plans (REPs) for the Sydney and Greater Metropolitan Regions, which are deemed SEPPs, is summarised in Table 8.

Table 8 – Consistency with State Environmental Planning Policies

State Environmental Planning Policy	Comment
SEPP (Educational Establishments and Child Care Facilities) 2017	Not relevant
SEPP Amendment (Child Care) 2017	Not relevant
SEPP (State and Regional Development) 2011	Not relevant
SEPP (Sydney Drinking Water Catchment) 2011	Not relevant
SEPP (Urban Renewal) 2010	Not relevant
Draft SEPP (Environment)	<p>Consistent.</p> <p>The Planning Proposal does not contain provisions that contradict or would hinder application of the SEPP in relation to the Sydney Harbour catchment.</p>
SEPP (Affordable Rental Housing) 2009	Not relevant

State Environmental Planning Policy	Comment
SEPP (Western Sydney Parklands) 2009	Not relevant
SEPP (Exempt and Complying Development Codes) 2008	Not relevant
SEPP (Western Sydney Employment Area) 2009	Not relevant
SEPP (Rural Lanes) 2008	Not relevant
SEPP (Kosciuszko National Park – Alpine Resorts) 2007	Not relevant
SEPP (Infrastructure) 2007	The Infrastructure SEPP aims to facilitate the effective delivery of infrastructure across the State by (amongst other things) identifying matters to be considered in the assessment of development adjacent to particular types of development. The proposed development is identified as traffic generating development to be referred to the Roads and Maritime Services in accordance with Schedule 3 of the SEPP. The Traffic Impact Assessment provided at Appendix C concludes that the road network has sufficient capacity for the anticipated traffic levels resulting from the development, with minimal impacts to the road network. Traffic related matters are discussed in more detail at Section 6.4.1.2 .
SEPP (Miscellaneous Consent Provisions) 2007	Not relevant
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	Not relevant
SEPP (Sydney Region Growth Centres) 2006	Not relevant
SEPP (State Significant Precincts) 2005	Not relevant
SEPP (Building Sustainability Index: BASIX) 2004	BASIX requirements will be complied with and will be addressed in a subsequent DA for the proposed development.
SEPP (Housing for Seniors or People with a Disability) 2004	Not relevant
SEPP (Penrith Lakes Scheme) 1989	Not relevant
SEPP (Kurnell Peninsula) 1989	Not relevant
SEPP No. 14 Coastal Wetlands	Not relevant
SEPP No. 19 Bushland in Urban Areas	Not relevant
SEPP No. 21 Caravan Parks	Not relevant
SEPP No. 26 Littoral Rainforests	Not relevant
SEPP No. 30 Intensive Agriculture	Not relevant
SEPP No. 33 Hazardous and Offensive Development	Not relevant
SEPP No. 36 Manufactured Home Estates	Not relevant
SEPP No. 44 Koala Habitat Protection	Not relevant
SEPP No. 47 Moore Park Showgrounds	Not relevant
SEPP No. 50 Canal Estate Development	Not relevant

State Environmental Planning Policy	Comment
SEPP No. 52 Farm Dams and Other Works in Land and Water Management Plan Areas	Not relevant
SEPP No. 55 Remediation of Land	<p>Clause 6 of SEPP 55 requires that in the event of a change of land use, the planning authority must consider whether the land is contaminated, if the land can be suitably remediated for the proposed use and that the authority is satisfied that this remediation is sufficient for the proposed uses on the land.</p> <p>The residential land use of the site will not change as a result of the planning proposal. Future development applications will be subject to SEPP 55.</p>
SEPP No. 62 Sustainable Aquaculture	Not relevant
SEPP No. 64 Advertising and Signage	Not relevant
SEPP No. 65 Design Quality of Residential Apartment Development	<p>A subsequent DA for the proposed development will need to consider SEPP65 requirements. The design concepts submitted with the Planning Proposal have been tested having regard to the SEPP 65 and the Apartment Design Guide and are capable of complying.</p>
SEPP No. 70 Affordable Housing (Revised Schemes)	<p>SEPP70 recognises that there is a need for affordable housing within each area of the State. A subsequent DA for the proposed development will consider the SEPP70 affordable housing requirements.</p>
SEPP No. 71 Coastal Protection	Not relevant

Table 9 – Consistency with Regional Environmental Plans

Regional Environmental Plan	Comment
Sydney REP No. 8 – Central Coast Plateau Areas	Not relevant
Sydney REP No. 9 – Extractive Industry	Not relevant
SREP No. 16 – Walsh Bay	Not relevant
SREP No. 20 – Hawkesbury-Nepean River	Not relevant
SREP No. 24 – Homebush Bay Area	Not relevant
SREP No. 26 – City West	Not relevant
SREP No. 30 – St Marys	Not relevant
SREP No. 33 – Cooks Cove	Not relevant
Sydney (SREP) (Sydney Harbour Catchment) 2005	Not relevant
Greater Metropolitan REP No. 2 – Georges River Catchment	Not relevant
Willandra Lakes REP No. 1 – World Heritage Property	Not relevant
Murray REP No. 2 – Riverine Land	Not relevant

6.3.2.4. Q6 - Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?

The Planning Proposal's consistency with applicable section 9.1 Ministerial Directions is outlined in **Table 10**.

Table 10 – Section 9.1 Compliance Table

Ministerial Direction	Comment
1. Employment and Resources	
1.1 Business and Industrial Zones	Not relevant
1.2 Rural Zones	Not relevant
1.3 Mining, Petroleum Production and Extractive Industries	Not relevant
1.4 Oyster Aquaculture	Not relevant
1.5 Rural Lands	Not relevant
2. Environment and Heritage	
2.1 Environmental Protection Zones	Not relevant. The site is not identified as an environmental protection zone or for environment protection purposes.
2.2 Coastal Protection	Not relevant

Ministerial Direction	Comment
2.3 Heritage Conservation	<p>Schedule 5 of the Auburn LEP identifies that the site adjoins Archaeological Site No. A56 'Lidcombe Signal Box' a locally significant item on Railway Street, between Mark and East Streets (south side of railway lines). Rookwood Cemetery to the south of the site is identified as Archaeological Site No. A00718. This is a State listed item. The proposal is not expected to have impacts upon these items.</p> <p>An AHIMS search undertaken on 9 April 2019 by Urbis shows no known Aboriginal sites or places on the site.</p>
2.4 Recreation Vehicle Areas	Not relevant
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	Not relevant
3. Housing, Infrastructure and Urban Development	
3.1 Residential Zones	<p>The objectives of this direction are:</p> <ul style="list-style-type: none"> (a) to encourage a variety and choice of housing types to provide for existing and future housing needs, (b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, (c) to minimise the impact of residential development on the environment and resource lands. <p>The proposal is consistent with these objectives as it seeks to provide a variety and choice of housing types, while making efficient use of existing infrastructure and services. It is located where there is good existing access to infrastructure and services. The proposal will minimise impacts on the environment and resource lands.</p>
3.2 Caravan Parks and Manufactured Home Estates	Not relevant
3.3 Home Occupations	Not relevant
3.4 Integrating Land Use and Transport	<p>The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</p> <ul style="list-style-type: none"> (a) improving access to housing, jobs and services by walking, cycling and public transport; (b) increasing the choice of available transport and reducing dependence on cars; (c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car;

Ministerial Direction	Comment
	<p>(d) supporting the efficient and viable operation of public transport services; and</p> <p>(e) providing for the efficient movement of freight.</p> <p>The proposal is consistent with the direction. The subject site is located close to the Lidcombe Town Centre and is within walking distance of the Lidcombe train station. The increased density on the site will support the patronage of the station and accords with the key direction from the State Government, which seeks to co-locate increased densities within the wider catchment of public transport nodes.</p>
3.5 Development Near Licensed Aerodromes	Not relevant
3.6 Shooting Ranges	Not relevant
4. Hazard and Risk	
4.1 Acid Sulphate Soils	The site is classified as Class 5 Acid Sulfate soils. This will need to be considered at DA stage.
4.2 Mine Subsidence and Unstable Land	Not relevant
4.3 Flood Prone Land	The site has not been identified as flood-prone land.
4.4 Planning for Bushfire Protection	Not relevant
5. Regional Planning	
5.1 Implementation of Regional Strategies	Revoked
5.2 Sydney Drinking Water Catchments	Not relevant
5.3 Farm Land of State and Regional Significance on the NSW Far North Coast	Not relevant
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	Not relevant
5.5 – 5.7	Revoked
5.8 Second Sydney Airport: Badgerys Creek	Not relevant
5.9 North West Rail Link Corridor Strategy	Not relevant

Ministerial Direction	Comment
5.10 Implementation of Regional Plans	The proposal is consistent with this Direction. Section 6.3.2.1 of this proposal outlines an assessment demonstrating the achievement of the objective of Greater Sydney Region Plan – A Metropolis of Three Cities.
6. Local Plan Making	
6.1 Approval and Referral Requirements	This is an administrative requirement for Council.
6.2 Reserving Land for Public Purposes	This is an administrative requirement for Council.
6.3 Site Specific Provisions	The Planning Proposal has been prepared in accordance with the provisions of the Standard Instrument and in a manner consistent with the Auburn LEP 2010.
7. Metropolitan Planning	
7.1 Implementation of A Plan for Growing Sydney	A Plan for Growing Sydney has been superseded by A Metropolis of Three Cities. The Planning Proposal is consistent with the aims of A Metropolis of Three Cities as detailed within Section 6.3.2.1 .
7.2 Implementation of Greater Macarthur Land Release Investigation	Not applicable.
7.3 Parramatta Road Corridor Urban Transformation Strategy	Not applicable
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable
7.5 Implementation of Greater Parramatta Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable
7.6 Implementation of Wilton Priority Growth Area Interim Land use and Infrastructure Implementation Plan	Not applicable
7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not applicable
7.8 Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan	Not applicable

Ministerial Direction	Comment
7.9 Implementation of Bayside West Precincts 2036 Plan	Not applicable
7.10 Implementation of planning Principles for the Cooks Cove Precinct	Not applicable

6.4. ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

6.4.1.1. Q7 - 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?

No. The subject site is fully developed for urban purposes and comprises minimal vegetation. There are no known critical habitats; threatened species or ecological communities located on the site and therefore the likelihood of any significant adverse impacts are minimal.

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

The site is free from any major physical constraints. The likely environmental effects associated with the future development are commensurate to any dense urban environment. These impacts have been suitably managed and can be further mitigated within the detailed development stage.

The following summary identifies the key potential impacts and how they are managed:

Building Height

The Planning Proposal seeks to impose an increased maximum building height on the site to align with the maximum height in the Lidcombe Town Centre of 60m. This is in line with the maximum heights of buildings envisaged in the Draft Auburn and Lidcombe Town Centre Strategy. The proposed building height has been formulated based upon the following key aspects:

- The draft Auburn and Lidcombe Town Centre Strategy supports provision of an increased range of heights in Lidcombe Town Centre to facilitate improved urban design and the economic growth of the town centre, including public domain improvements in the future. Cumberland Council decided on 20 June 2019 to set the maximum height limit within the Lidcombe Town Centre at 60 metres. Starting from this maximum, Council supports a transition down in height moving east in increments, with 20m supported by the Council for the land located immediately north-west of the site. The proposal's maximum height at its western end is proposed at 53m.
- The architectural form of the proposal appears slender in nature and minimises overshadowing of adjoining properties, with overshadowing at 12pm at mid winter being restricted to impacting upon the railway lines and Rookwood Cemetery to the south.
- The site is zoned R4 High density and is currently subject to variable height controls that encourage a stepped form from west to east away from the Lidcombe Town Centre.
- The potential height of buildings in Lidcombe is a maximum of 60m which contrasts with surrounding suburbs which in some cases have a potential height of up to double this amount.
- There is the ability for increased travel demand to be managed as described within the Traffic Impact Assessment.

Based on the above local and external considerations, it is considered that the proposed height being a maximum of 53m at the western end down to 22m at the eastern end is appropriate given the strategic positioning within the Draft Auburn and Lidcombe Town Centre Strategy.

These considerations are addressed in the Design Report, which has been prepared by Cox Architecture and is provided at **Appendix A**.

Visual Impact – Building Bulk and Scale

The proposed building massing has been carefully considered and designed across the site to respond to the site's context as follows:

- The building forms are consistent with the desired character for Lidcombe Town Centre. The four buildings step down in height from 53m at the western end of the site closest to the town centre, to 22m at the eastern end of the site.
- The alignment of Church Street is maintained and enhanced through landscaping and public domain upgrades.
- The site's location to the north of the railway corridor and Rookwood Cemetery makes it an ideal site to provide buildings of height with no impact on neighbouring lots. Any shadows cast at 12pm during winter are cast over the immediate railway line and cemetery.
- An active ground level interface on the site's northern frontage to Church Street is provided via the provision of the new public park and other public domain upgrades and landscaping.
- The proposal's residential towers surrounded by landscaped areas enhances connectivity and pedestrian movement.

Overshadowing

The proposal has been designed to address solar access and overshadowing impacts. An assessment of the potential shadow impacts has been undertaken within the Design Report at **Appendix A**.

Shadow diagrams have been prepared to assess the proposed impact on solar access to adjoining properties between 9am and 3pm for the winter solstice (June 21). The shadow diagrams demonstrate the intended development outcome will result in only minor overshadowing impacts to the railway land and Rookwood Cemetery to the south.

It is noted that the Planning Proposal seeks to incorporate development controls for maximum building height and floor space ratio to provide security to Council and the broader community that the proposed redevelopment seeks to provide a public benefit, high quality design outcome and mitigate any potential adverse impacts.

Traffic and Parking Impacts

A Traffic Impact Assessment has been prepared by Stanbury Traffic Planning which describes the existing local traffic context and assesses the potential traffic implications of the proposal. A copy of the report is submitted with the Planning Proposal at **Appendix C**.

The traffic report has determined that the potential traffic impacts of the proposal on the surrounding road network can be appropriately managed.

There are beneficial impacts which would result from the proposed altered traffic arrangements including:

- access driveway directly connecting with Church Street to the east of Swete Street, whereby turning movements will be restricted to left in/ left out by virtue of a central median;
- addition of a fourth southern approach to the Church Street / Martin Street intersection;
- adding traffic signal control to the Church Street / Martin Street intersection; and
- incorporating the existing median strip on Church Street into the site.

Public Benefits and Proposed VPA Strategy

The proposal has many public benefits. These public benefits include proximity to employment, transport, educational facilities and town centre services. Social housing is proposed which integrates seamlessly with the private housing on the site. The social housing provides a greater range of housing options for the community within the local area, which responds to the significant housing affordability issue currently facing Sydney.

Other public benefits include that the proposal will form the gateway to the Lidcombe Town Centre from the easterly direction, thus enhancing the sense of arrival and sense of place for visitors to the centre. The proposal incorporates four podiums into the design of the buildings in order to create cohesion between the

existing building fabric of the surrounding lots and the proposed apartment buildings. This will also result in a human scale to the development at ground level.

In addition to the public benefits highlighted above, the proposal is providing a number of other specific public benefits as part of a Proposed VPA Strategy (refer **Appendix B**), including:

- Additional social housing units;
- Public open space embellishment and dedication;
- Public domain upgrades to Church Street;
- Childcare centre (minimum of 60 places); and
- Community hub space.

The above public benefits are described further below:

Additional social housing units

- In addition to being beneficial to the NSW Government in achieving overall housing targets, the provision of social housing provides housing which is affordable for low and very low income earners, a cohort of the community where there is a significant need. There is a well-recognised demand for this type of housing in the Cumberland Local Government Area and the Sydney region, therefore the provision of additional social housing will provide significant public benefit.

Public park

- It is proposed to incorporate the green median strip on Church Street into the site and include this as part of a new public park. The new park will be beneficial to the community by providing an attractive and useful green space for the local area.

Childcare centre

- The proposed childcare centre will provide a significant public benefit through increasing the number of childcare spaces in the local area, in a new purpose-built building in close proximity to public transport, a new public park and the town centre. The childcare centre would provide a minimum of 60 places.

Public domain upgrades

- Proposed public domain upgrades include upgrades to the public domain along the entirety of the southern side of Church Street and landscaping of the northern side of Church Street between Bachell Avenue and Swete Street.

Community hub space

- The proposed community hub space (of approximately 175m²) will be located adjacent to the proposed childcare centre. The facility will be staffed and will enable the co-location of a variety of facilities, spaces and functions, for example meeting and activity spaces, arts and cultural spaces, co-working/business incubator spaces and so on. The facility will give the Lidcombe community a central point to access a range of facilities and services, whilst enabling opportunities for collaboration between users of the space. This facility will fill an existing gap in the local area for such a facility.

Heritage

As discussed in **Section 3.1.4** the subject site is not a listed heritage item under the Auburn LEP 2010, nor is it located within a heritage conservation area. There are no known archaeological items on the site. The adjoining site to the south (railway land) contains the locally significant Archaeological Site No. A56 'Lidcombe Signal Box' located on Railway Street, between Mark and East Streets (south side of railway lines).

Rookwood Cemetery to the south of the site is identified as Archaeological Site No. A00718 and is a State listed item.

It is not anticipated that there will be any adverse impacts upon these heritage items as a result of the proposal.

Summary

Overall, it is considered that the site will not result in any significant environmental effects that would preclude the LEP amendment and the ultimate redevelopment of the site for a high density residential development with associated public open space. This proposed outcome can be accommodated on the subject site without resulting in adverse impacts on the future development potential of the neighbouring sites.

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

The key issues to be balanced in weighing the social and economic impacts of the proposal are considered to be:

- The potential economic impacts associated with the increased density on the subject site are addressed as follows:
 - The Planning Proposal supports the State Government's current direction of increasing density and broadening land uses in proximity to public transport infrastructure.
 - The existing precinct is in a prime position for urban renewal. Optimising the potential to redevelop the site will assist State Government and Council to deliver the targets set out in the Greater Sydney Region Plan – A Metropolis of Three Cities and the Central City District Plan and will also provide a mixed tenure residential development consisting of private and social housing.
 - There will be a temporary increase in employment opportunities as a result of construction jobs.
- The proposal will have positive social impacts on the local community and the wider LGA, as follows:
 - The Planning Proposal will provide social and private housing of a mixture of sizes to meet the differing needs of the community.
 - The Planning Proposal will provide social infrastructure in accordance with the Proposed VPA Strategy, including:
 - Additional social housing units;
 - Public open space embellishment and dedication;
 - Public domain upgrades to Church Street;
 - Childcare centre (minimum of 60 places); and
 - Community hub space.
 - There will be positive social impacts from the provision of housing within walking distance of public transport and local amenities.

6.5. STATE AND COMMONWEALTH INTERESTS

6.5.1.1. Q10 - Is there adequate public infrastructure for the planning proposal?

Yes. The site is served by existing utility services and is located to allow incoming residents and workers to capitalise on the wide range of infrastructure and services existing and planned within the area.

It will reinforce existing investment in public transport infrastructure, through increased patronage of the existing Lidcombe train station.

6.5.1.2. Q11 - What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

The Gateway Determination will advise the public authorities to be consulted as part of the Planning Proposal process. Any issues raised will be incorporated into this Planning Proposal following consultation in the public exhibition period.

7. PART 4 - MAPPING

The Planning Proposal seeks to amend the following Auburn LEP 2010 Maps:

- Height of Buildings Map Sheet HOB_007
- Floor Space Ratio Map Sheet FSR_007

The proposed changes are shown in Figure 30 and Figure 31 of this report and reproduced in full at **Appendix D**.

8. PART 5 - COMMUNITY CONSULTATION

Clause 57 of the *Environmental Planning and Assessment Act 1979* requires the relevant planning authority to consult with the community in accordance with the gateway determination. It is anticipated that the Planning Proposal will be publicly exhibited for at least 28 days in accordance with DP&E's *A Guide to Preparing Local Environmental Plans*.

It is anticipated that the public exhibition would be notified by way of:

- A public notice in local newspaper(s);
- Notification on the Cumberland Council website; and
- Written correspondence to owners and occupiers of adjoining and nearby properties and relevant community groups.

In terms of consultation with Council, the proponent has met with Council planning staff prior to the lodgement of this Planning Proposal. The proponent has taken on board council's feedback and refined the scale and definition of the building envelopes and the public domain interface to address Council requirements.

9. PART 6 - PROJECT TIMELINE

It is anticipated that the LEP amendment will be completed within approximately 12 months. An indicative project timeframe is provided below.

Table 11 – Indicative project timeline

Stage	Timeframe and/or Date
Consideration by Cumberland Council	<i>42 calendar days</i> November 2019 – January 2020
Planning Proposal referred to DPIE for Gateway Determination	February 2020
Gateway Determination by DPIE	To be determined
Commencement and completion of public exhibition period	Dates are dependent on Gateway determination. Anticipated timeframe for public exhibition is 28 days.
Consideration of submissions and of the Planning Proposal post-exhibition	6 weeks
Submission to DPIE to finalise the LEP	To be determined
Gazettal of LEP Amendment	Late 2020 – early 2021

10. CONCLUSION

This Planning Proposal seeks an amendment to Auburn Local Environmental Plan 2010 to facilitate the establishment of a high density, mixed tenure residential apartment development. The Planning Proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (the EP&A Act) and the relevant guidelines prepared by the NSW Department of Planning and Infrastructure including “*A Guide to Preparing Local Environmental Plans*” and “*A Guide to Preparing Planning Proposals*”. It sets out the justification for the proposed LEP amendments applicable to the subject site to allow for an increase in height and FSR on the site.

The site represents a significant opportunity for comprehensive redevelopment, in a key strategic location close to the Lidcombe Town Centre and Lidcombe train station. The proposal will provide significant public domain benefits through the Proposed VPA Strategy including a comprehensive landscaping plan to integrate the buildings with the outdoor environment, provision of a new public park and public domain upgrades to Church Street. The new park will provide a range of different uses to cater for the recreational needs of a broad demographic of people. Additional social infrastructure benefits to be provided by way of the Proposed VPA Strategy include provision of social housing units, a childcare centre and a community hub space.

Overall, it is considered that the proposal will result in significant public benefits from the development of four high quality residential apartment buildings providing 480 residential units, consisting of a range of affordability options including social housing. This Planning Proposal supports the State government’s current direction of increasing density in centres with good access to public transport and facilities.

The Planning Proposal seeks to deliver positive social and economic benefits and on this basis, it is requested that Council resolve to forward this Planning Proposal to the Department of Planning, Industry and Environment for LEP Gateway determination.

DISCLAIMER

This report is dated 5 November 2019 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Billbergia (**Instructing Party**) for the purpose of Planning Proposal (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

**APPENDIX A PLANNING PROPOSAL DESIGN
REPORT AND LANDSCAPE PLANS**

APPENDIX B PROPOSED VPA STRATEGY

APPENDIX C TRAFFIC IMPACT ASSESSMENT

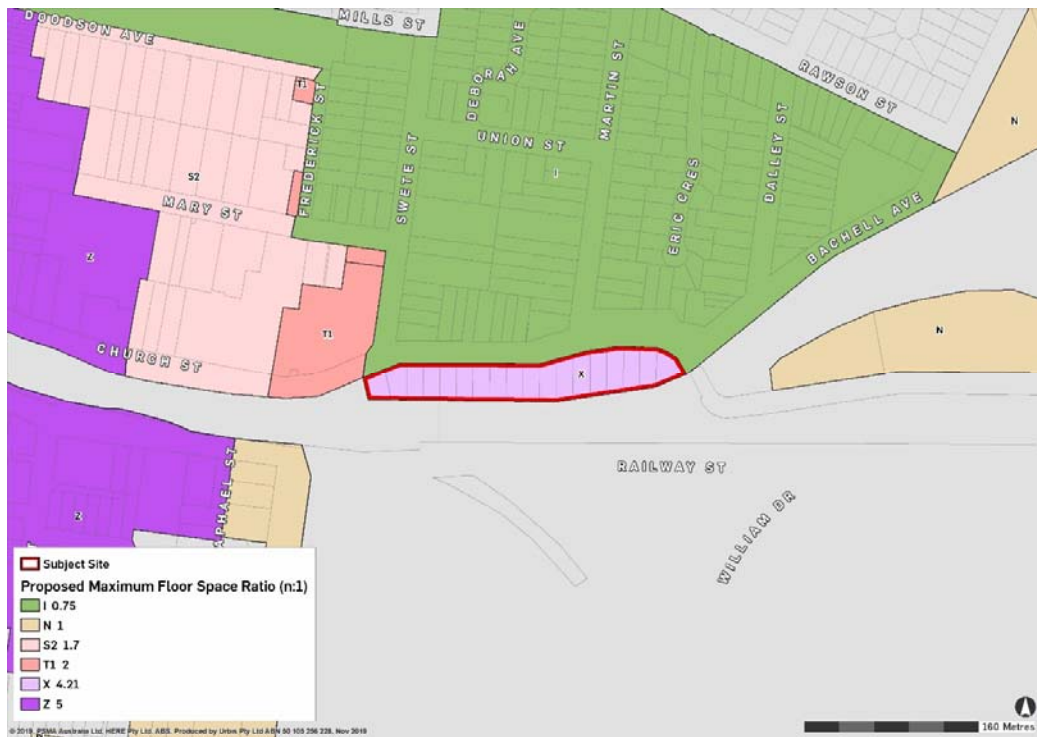
APPENDIX D PROPOSED LEP MAPS

Proposed HOB Map



Source: Cox Architecture

Proposed FSR Map



Source: Urbis