

Item No: EELPP072/18

## PLANNING PROPOSAL FOR 300 MANCHESTER ROAD, AUBURN

Responsible Division: Environment & Planning  
Officer: Manager Strategic Planning  
File Number: PP-1/2018

### SUMMARY:

In January 2018, a Planning Proposal Request was lodged with Cumberland Council seeking to rezone the 14 hectare site at 300 Manchester Road. This proposal as originally lodged sought to rezone the southern 10.1ha of the 14 ha site from IN1 General Industrial zone to a mix of R4 High Density Residential, B2 Local Centre and RE1 Public Recreation (refer to Table 1 below).

This proposal was placed on preliminary public exhibition from 24 January 2018 to 26 February 2018 in accordance with Council's Planning Proposal Notification Policy. In response to feedback received from Council, public submissions, and further technical input from traffic, acoustic and economic experts, the original proposal has subsequently been amended.

The amended Planning Proposal Request (the Proposal) now seeks to rezone a smaller amount of land to R4 High Density Residential, retaining a larger area of the site as IN1 General Industrial. It also proposes to increase the amount of land zoned RE1 Public Recreation, remove the B2 Local Centre zone (originally proposed) and replace it with a reduced area of B1 Neighbourhood Centre zoned land, and introduce the B7 Business Park zone (refer to Table 1 below).

**Table 1: Details of the Planning Proposal Request**

<b>Proposal - lodged January 2018</b>	<b>Amended Proposal - September 2018</b>
8.3 hectares zoned R4 High Density Residential: <ul style="list-style-type: none"> <li>approx 1,800 dwellings</li> <li>approx 129 dwellings per hectare</li> </ul>	5 hectares zoned R4 High Density Residential: <ul style="list-style-type: none"> <li>approx 1,150 new dwellings</li> <li>approx 82 dwellings per hectare</li> </ul>
Floor space ratio: <ul style="list-style-type: none"> <li>1:1 for the northern industrial land</li> <li>1.7:1 for the remainder of site</li> </ul>	Floor space ratio: <ul style="list-style-type: none"> <li>1.1 for the northern industrial land</li> <li>1.5:1 for the remainder of the site</li> </ul>
Maximum building heights of 9m - 42m (2-12 storeys)	Maximum building heights of 9m - 42m (2-12 storeys)
Residential GFA (approx): 164,000m <sup>2</sup>	Residential GFA (approx): 103,000m <sup>2</sup>
Industrial/Employment GFA (approx): 30,000 – 40,000 m <sup>2</sup>	Industrial/Employment GFA (approx): 75,000m <sup>2</sup>
Retail GFA (approx): 6,000m <sup>2</sup>	Retail GFA (approx): 1,000m <sup>2</sup>
Community GFA (approx): 2,000m <sup>2</sup>	Community GFA (approx): 1,000m <sup>2</sup>
1.78 hectares of open space	2.1 hectares of open space
Additional permitted uses:	Additional permitted uses:

For the northern 4 hectares of the site where the industrial zone would be retained, amendments to allow additional permitted uses of Office premises (limited to max 10% of total GFA), Car park, Health service facility, Respite day care and Centre-based childcare facility are proposed.

For the northern 6 hectares of the site where the industrial zone would be retained, amendments to allow additional permitted uses of Office premises (limited to max 10% of total GFA), Car park, Health service facility, Respite day care and Centre-based childcare facility are proposed.

## REPORT:

### 1. The Site and its Context

The proposal applies to the land shown in Figure 1 below. The site comprises 2 separate parcels of land and is known as 300 Manchester Road, Auburn. The total site area is approximately 14 hectares, which is legally described as Lots 11 and 12 in DP1166540. The site is irregular in shape with approximate dimensions as follows: a 560m western boundary; a staggered 570m southern boundary; a 100m northern boundary; and a curved 850m boundary along the north-eastern boundary.



Figure 1 – Site plan



The eastern portion of the site (Lot 12) comprises approximately 6ha of vacant, undeveloped land while the western portion of the site (Lot 11) has an area of approximately 8ha and is occupied by two industrial premises.

Direct access to the site is available from Manchester Road for a length of approximately 230m along the southern boundary (see figure 2). Beyond this point, Manchester Road is a private road (within the RailCorp NSW land holding). There is a Right of Way (over this adjoining RailCorp land) which connects to Manchester Road and continues along the southern boundary, turning north for approx 150m and then back into the site at a single access point along the western boundary.

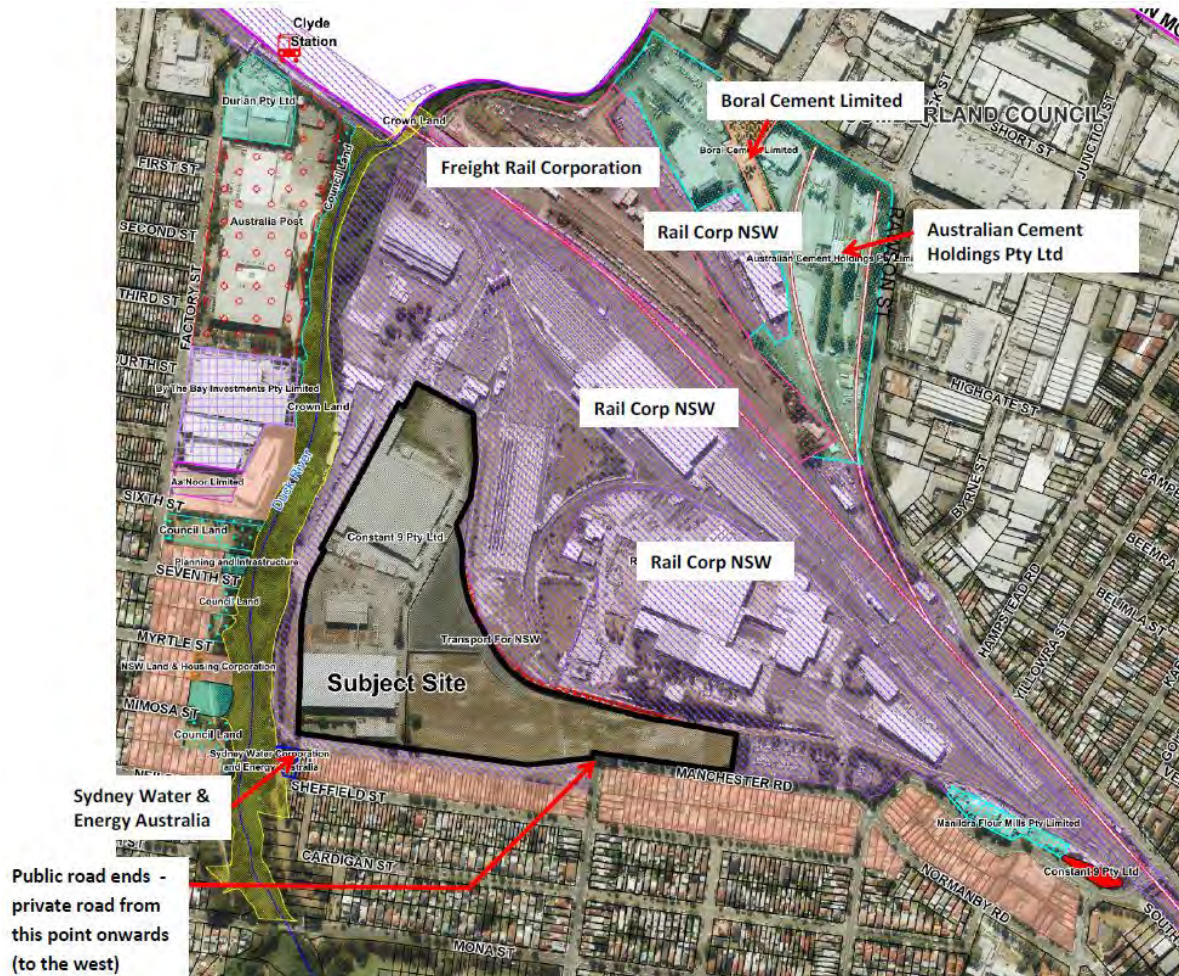


Figure 2 – Access and surrounding land ownership

**Local context**

The Site directly abuts a strip of RailCorp land to the west with the Duck River corridor beyond to the west. Railway and industrial uses are the predominant adjoining uses immediately to the north-west, north and east.

The Site adjoins another strip of RailCorp land which functions as a private access road. Beyond that, there is an area of low density residential housing to south, with the immediate locality to the south and south-west of the site characterised by low density residential development.

The closest part of the site is located approximately 1.05km walking distance from Auburn Station (approximately 890m straight line distance), with most of the site located beyond 1km from Auburn Station. Sydney Trains has indicated that public access across their land cannot be guaranteed (ie to Clyde Station), and that, *“Depending on specific Sydney Trains requirements, Sydney Trains may also need to further restrict access and increase security of its Operations”*. Sydney Trains has further indicated that any proposal to *“open up to the general public rail land cannot be accommodated by RailCorp or Sydney Trains.”*

Manchester Road provides the primary vehicular access point to the eastern end of the site. Secondary access is provided by Chisolm Road from the south, connecting traffic to Mona Street, the closest vehicular crossing over Duck River.

The site is located to the east of Duck River and is in close proximity to open space and recreational amenities. The Duck River corridor between Wellington Road and Mona Street forms a network of open spaces including Auburn Botanical Gardens, Webbs Avenue Playing Fields and Mona Park. Sydney Olympic Park and its associated open space, sport, recreation and entertainment facilities are easily accessed by car from the Site (15-minute drive), however, currently less accessible by public transport.

The site adjoins rail uses to the north and north-east to the west. The metropolitan-significant Clyde Marshalling Yards comprise a number of facilities servicing the Sydney Trains passenger and freight network, including:

- Auburn Passenger Rail Stabling Yard
- Auburn Rail Maintenance Centre
- UGL Unipart Rail Maintenance Centre
- Auburn Logistics Services Warehouse
- Auburn Network Base

In addition to the above uses, Sydney Trains has completed construction of a new state-of-the art building known as The Hub. It has been constructed on RailCorp land which is zoned SP2 Special Uses (Railway) and is located adjacent to north-western corner of the Manchester Road site. This facility significantly changes the character of the area. The Hub consists of a 5 storey office building with 2 storey amenities building and car parking. It accommodates approximately 1,500 rail workers and is the headquarters for all Sydney Train operations. Private pedestrian access to Clyde Station for Sydney Trains employees has been upgraded as part of The Hub development.



Access to these rail operations is provided by Manchester Road and the private road owned by RailCorp, which has a right of way.

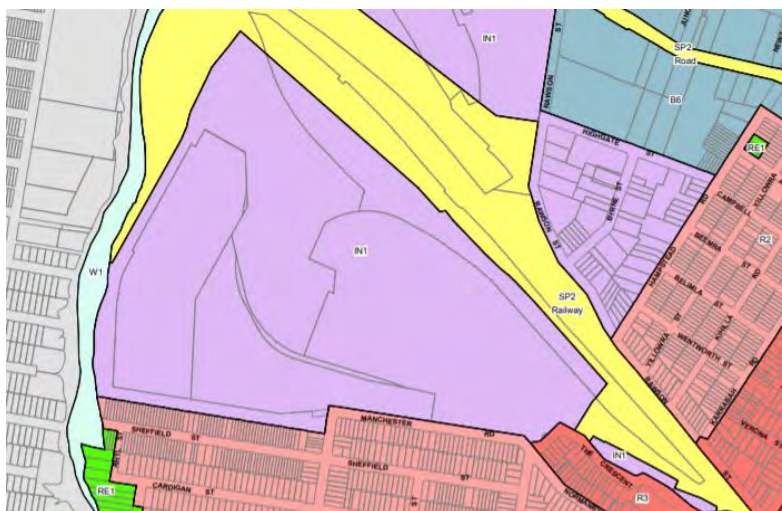
### ***Regional Context***

The site is situated between Greater Parramatta and the Auburn Town Centre. It is approximately 1.3km from Auburn Town Centre, 4.5km from Sydney Olympic Park, 3.3km from Parramatta CBD and 17.5km from Sydney CBD (straightline distance). The Western Railway corridor forms a barrier to the north.

## **2. Planning Controls**

Current Planning Controls under Auburn LEP 2010 that apply to the site are:

- IN1 General Industrial zone
- Floor space ratio control of 1:1
- No height of building control
- Minimum lots size control of 2000m<sup>2</sup>
- Provisions of Clause 6.1 and an Acid Sulfate Soils Classification of Class 4 and 5
- Schedule 5 of the Auburn LEP that identifies the site and adjoining lands, collectively referred to as the Clyde Marshalling Yards in Rawson Street, as an archaeological item of local heritage significance.



**Figure 3 - Existing land zoning for 300 Manchester Road, Auburn**



**Figure 4 - Existing Lot Size control for 300 Manchester Road**



**Figure 5 - Existing Height of Building control for 300 Manchester Road**

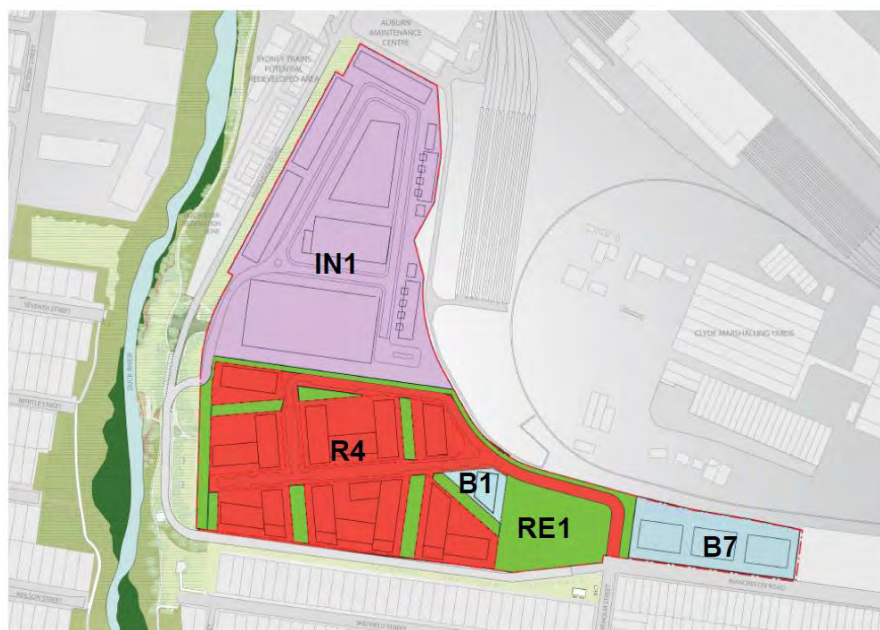


**Figure 6 -Existing Floor Space Ratio Control**

### ***Proposed planning controls – Auburn LEP 2010***

The Planning Proposal seeks amendments to the *Auburn Local Environmental Plan 2010* (Auburn LEP 2010) for land at Manchester Road, Auburn (the site) as follows:

1. Amend the Land Use Zoning Map – Sheet LZN\_002 to rezone 8.1ha of the site from the IN1 General Industrial zone to facilitate the urban renewal of the site as follows:
  - B7 Business Park (1ha)
  - B1 Neighbourhood Centre
  - R4 High Density Residential (5ha)
  - RE1 Public Recreation (2.1ha)
2. Retain the existing IN1 General Industrial zoning on the northern 6ha of the site with the following additional uses as an amendment to Schedule 1 - Additional permitted uses:
  - Office premises (limited to max 10% of total GFA)
  - Car park
  - Health service facility
  - Respite day care
  - Centre-based childcare facilities
3. Amend the Height of Buildings Map - Sheet HOB\_002 to allow a maximum height limit of up to 42 metres on the residential zoned land.
4. Amend the Floor Space Ratio Map – Sheet FSR\_002 to allow a maximum FSR of 1.5:1 on the rezoned land
5. Amend the Lot Size Map – Sheet LSZ\_002 to have no minimum lot size on the site.



**Figure 7 - Proposed land zoning for 300 Manchester Road, Auburn**





**Figure 8 - Proposed Floor Space Ratio, 300 Manchester Road, Auburn**

In Figure 8, the proposed floor space ratio controls are:

- 1.1 for the northern industrial land (coloured light purple)
- 1.5:1 for the remainder of the site (coloured light red)



**Figure 9 - Proposed Height of Building 300 Manchester Road, Auburn**

On Figure 9, the proposed height controls are as follows:

- 15m in areas coloured beige enabling development up to 4 storeys
- 27m in areas coloured pink enabling development up to 8 storeys
- 33m in 2 areas coloured light red enabling development between approximately 6 - 10 storeys
- 42m in areas above the contamination cell (coloured maroon) enabling development up to 12 storeys



### 3. Strategic Merit Assessment

#### ***Potential inconsistency with the Central City District Plan Planning Priority on Industrial Lands***

The proposal to rezone part of the site from IN1 to R4 High Density Residential may be considered to be inconsistent with the Greater Sydney Commission's vision for industrial lands, as the *Central City District Plan* identifies all industrial lands within as "review and manage". The Greater Sydney Commission will review all industrial and urban services land to:

*"Either confirm its retention or manage uses to allow sites to transition to higher-order employment activities (such as business parks) and seek appropriate controls to maximise business and employment outcomes. The review will consider the current level of industrial and urban services land supply, the changing nature of industries and the transformation in the sector due to the impact of changing demand for land. In limited cases, conversion to other uses may be appropriate"*

Cumberland Council, together with the other Central City District Councils (Blacktown, City of Parramatta and The Hills), is currently working with the Greater Sydney Commission (GSC) to review industrial lands within the Central City District to determine the most appropriate approach for the management and protection of employment land across the Central City District to ensure the needs of the city can be met into the future.

Generally consistent with the approach taken by the GSC, the preference of Council Planners is that any undeveloped industrial land be transformed into productive, mixed employment land. However, in the instance of the current proposal, the retention of a large proportion of the site for employment uses, the introduction of provisions which would permit a greater mix of employment uses and would likely facilitate increased productivity, is considered to have some merit. Further, the proposed approach to employment land within the site is considered more likely to deliver jobs and contribute to local economic activity over the next 5-10 years, than retaining the status quo. On this basis, further consideration of the proposal as a whole by Council and the State government, including the proposed residential component, is recommended.

#### ***Partial Inconsistency with the Cumberland Draft Employment and Innovation Lands Strategy (EILS)***

As with the inconsistency with the District Plan, the proposal to rezone part of the site from IN1 General Industrial to R4 High Density Residential is somewhat inconsistent with the *Draft Cumberland EILS*, which identifies the current and future role of the precinct in which this site is located as "services for the service sector", that is services that are essential for the operation of local and regional economic activity. The *Draft Cumberland EILS* acknowledges the existing metropolitan-critical role that the land immediately adjoining the site to the north plays in terms of the operation of passenger rail and rail freight and logistics across metropolitan Sydney, as well as

the long term intentions of Rail Corp and Sydney Trains in terms of their operations in this area.

However, the Planning Proposal Request seeks to retain a sizeable amount of land for employment uses zoned IN1 General Industrial (6ha), and seeks additional permitted uses to improve the productivity of this land. The proposal also seeks to introduce the B7 Business Park zone (1ha) on the site. Introduction of the B7 zone may assist in attracting new employment generating uses, including innovative activities, as high technology industry is permissible in this zone. This aspect is considered to be consistent with the direct set in the *Draft Cumberland EILS* for the site, and well as permitting a greater range of employment uses on the site.

This is also consistent with the *Cumberland Community Strategic Plan (2017-2021)* *Community Strategic Goal 4 - A strong local economy*. This goal reflects the need expressed by the community for “.... for more support for existing and emerging business... and an outcome where Cumberland is an industry hub where it is easy for innovative new business to begin and flourish”. Members of the Community members have also emphasised the need to have easier access to jobs locally and in the greater Sydney region.

As the proposal seeks to improve the productivity of industrial lands in this location, it is considered that there is merit in progressing the proposal to Gateway Determination, following Council’s consideration of this matter.

### ***Developing under the existing planning controls***

The Economic Feasibility Assessment submitted by the proponent to justify developing the site for residential activities concluded that it was not economically feasible to develop the site under the existing planning regime.

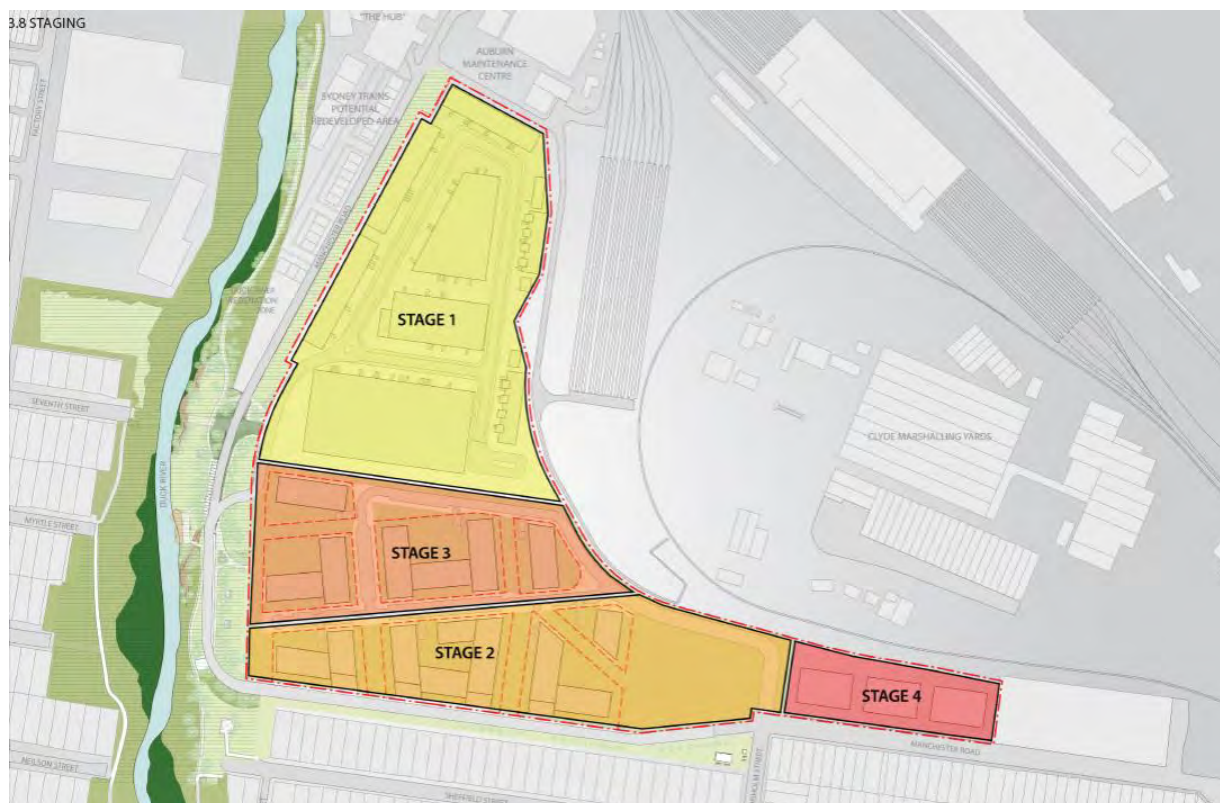
As part of the strategic merit assessment of the proposal, Council undertook an independent peer review of the proponent’s Economic Feasibility Assessment to determine how economically feasible it would be to develop under the existing planning controls for the Site.

The peer review concluded that it was actually economically feasible to redevelop the site under the existing planning controls. The peer review indicated profit margins were comparable to the proponent proposal to redevelop the site. This was due to significantly reduced construction costs of industrial development and the likelihood that initial redevelopment of the site would be in the form of a subdivision that created small industrial lots.

Whilst the peer review provides the evidence that the site can be redeveloped under the existing planning controls and indicates that there would still be significant demand for industrial land if the site was developed under the existing planning controls, the public benefit offer put forward by the proponent, as a result of the inclusion of the residential component, needs to be taken into consideration. Redevelopment of the site under the existing planning controls would still create significant impacts, especially traffic related impacts, for the surrounding residential communities as there is no direct access to the site that does not traverse residential streets. Any intensification of industrial uses that could occur under the current

planning controls would be likely to create a significant increase in medium to heavy vehicle movements throughout the surrounding residential neighbourhoods.

In demonstration of commitment to the delivery of the employment based uses within the site, the proponent has provided a plan outlining the proposed staging of the development of the site, indicating industrial development to be completed ahead of the residential stages. There is potential for this staging approach to be incorporated into a planning agreement, to provide certainty of redevelopment of the employment floorspace of the site, which is particularly important in the case if the site was to be sold in part or in full.



The applicant's public benefit offer that proposes key road and intersections upgrades warrants consideration as it has the potential to provide benefits for the broader Auburn and Granville communities; benefits that may not be achieved if the site was to be redeveloped under the existing planning controls. The public benefit offer is discussed in more detail in section 4 of this report.

## **Access**

The strategic merit assessment of this planning proposal request included an analysis of its location and access to Parramatta CBD via public transport, in line with the District Plan's 30 minute city principle.

Given the site's walking distance from Auburn Station of just over 1km at its closest point, any proposal of higher density-scale residential development (that is, R4 densities) should be considered in the context of 30 minute access to Parramatta CBD via public transport (noting that Parramatta CBD is the closest Strategic-scale centre to the subject site, and also the centre which offers the greater diversity of

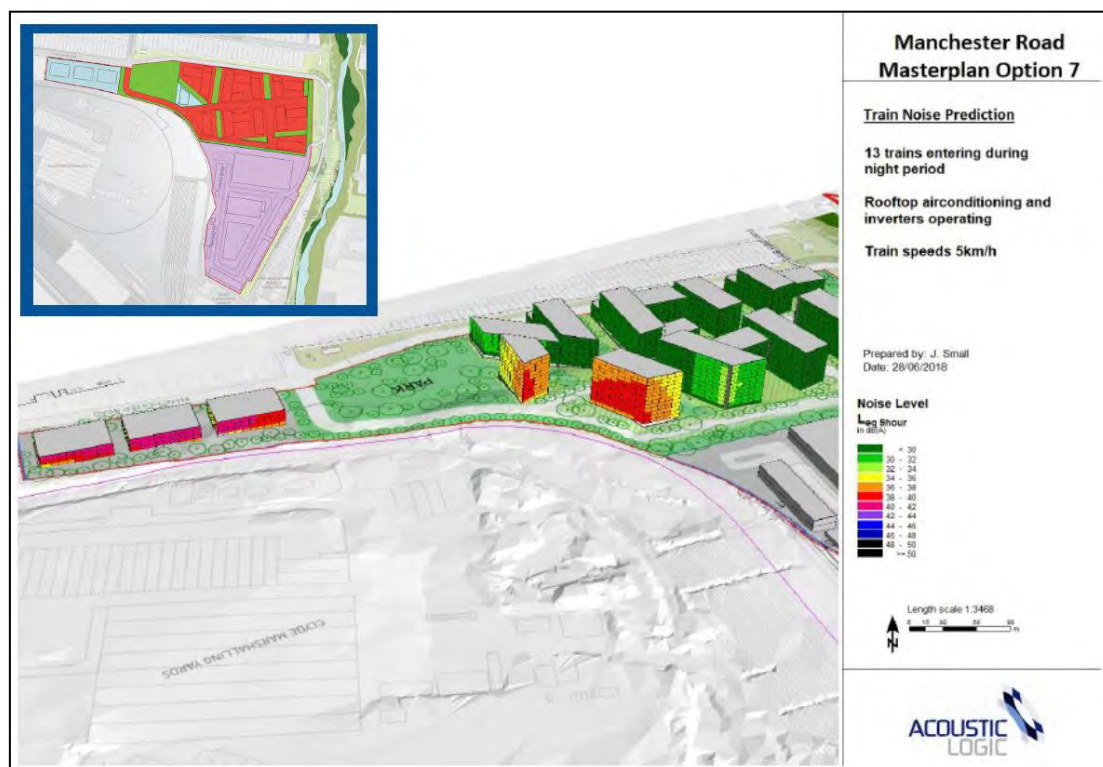


employment opportunities). 30 minute access via public transport is considered to be a 5 min walk to/from the closest public transport stop at the trip start and finish points (and the beginning and end of each trip), plus approximately 20 minutes travel time via public transport.

In the case of the current proposal, the majority of the site would likely fall outside the 30 minutes access measure, given the sites distance from Auburn Station, and current bus routes. A Shuttle bus service to Auburn Station is proposed on a temporary basis, however this is not considered to be a sustainable accessibility solution. The proponent has indicated they would seek to work with local bus providers to amend the existing bus route, resulting in increased accessibility of the site to public transport. However, this will require on-going negotiation with the local bus service provider. Resolution of the issue of improved public transport access is considered important if higher residential densities are to be progressed as proposed.

### **Potential Land Use Conflict**

Given the site's location immediately adjacent to major metropolitan-critical rail uses, it is important to minimise the potential for future land use conflict. Sydney trains has indicated their operation is a 24/7 operation, which involves noise-generating activities. The amended proposal seeks to minimise the interface between the Rail Corp land and proposed residential development (sensitive uses), through the location of proposed non-residential uses along this boundary, as well as the location of proposed open space and a road to provide additional separation from the site boundary and noise sources. The proponent has undertaken 3D acoustic modelling, illustrated in Figure 10 below.



**Figure 10 – Acoustic modelling**

### 3. Public Benefit offer

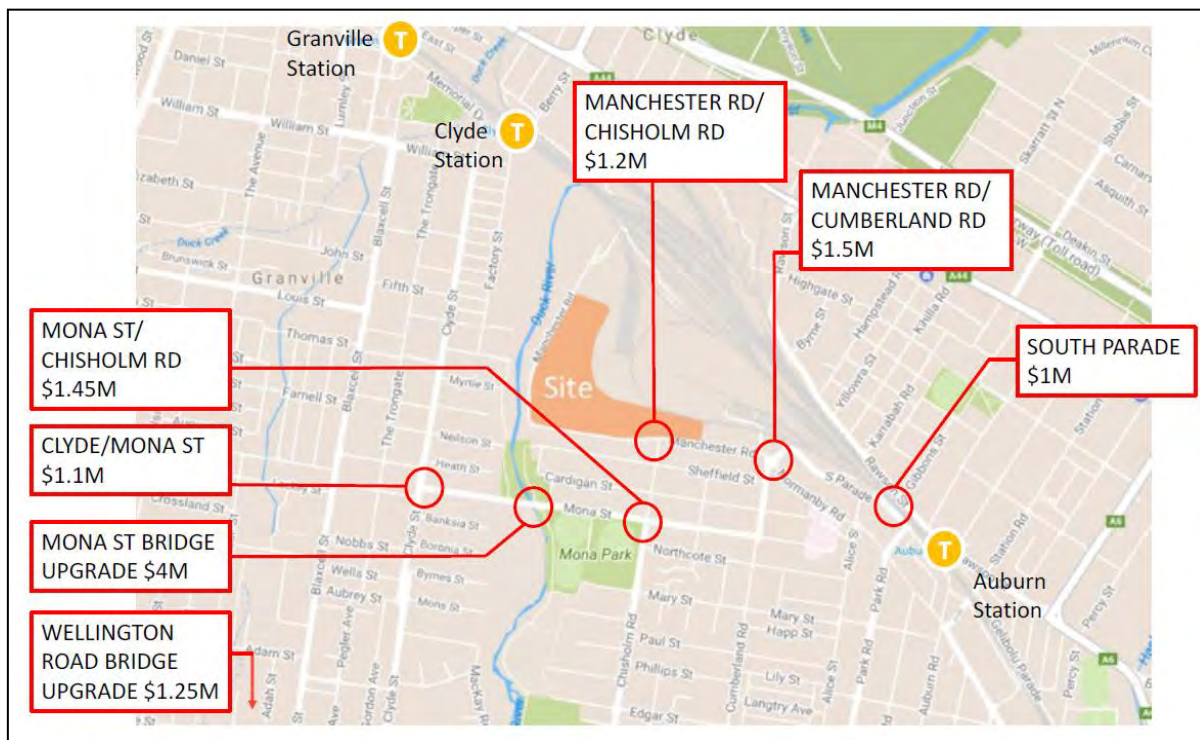
The applicant has put forward a \$51 Million dollar Public benefit offer as outlined in Table 2 below.

**Table 2: Proponent's Public Benefit Offer (October 2018)**

<b>Public Benefit Offer</b>	<b>Comment</b>
\$6.25million of road widening and intersection upgrades (refer to Figure 10) including: <ul style="list-style-type: none"> <li>- Manchester/Chisholm Road Intersection</li> <li>- Manchester/Cumberland Road Intersection</li> <li>- South Parade</li> <li>- Clyde/Mona Street Intersection</li> </ul>	Public benefit (refer to figure 11)
Bridge upgrades: <ul style="list-style-type: none"> <li>- Mona Street Bridge Upgrade (\$4million)</li> <li>- Wellington Road Bridge Upgrade (\$1.25million)</li> </ul>	Public benefit (refer to figure 11)
\$4m towards the Duck River Masterplan	Public benefit
Pedestrian Bridge over Duck River	Public benefit
<b>Other Benefits to Development site</b>	
•	
\$8.5million of Internal Roads	Required as part of development, therefore not considered as a public benefit
\$11million Central Park and other open space	Substantially required as part of development, therefore not 100% considered as a public benefit (proportion would need to be identified)
\$5million New Community Centre	Possible public benefit, however does not align with Council's planning
\$2million Shuttle bus to Auburn	Temporary proposal. Not considered to be public benefit
Work with Council to create a potential bus only link from Manchester Road to Mona Street along Duck River	Dependent on successful negotiation between proponent and Bus providers
5% Affordable Housing – 58 units	Not consistent with Council's policies in the form proposed.

Some of the components of the proponent's public benefit offer, such as the internal roads, Shuttle Bus, Central Park and the open space between buildings, are not considered as public benefits as they are requirements of the proposed development. Taking out these components from the public benefit offer, the indicative value of the public benefit offer would be approximately \$24.5million. However, it is noted that the public benefit offer is the start of the planning agreement process, and further negotiation and consideration by Council will be required.

As the proponent is proposing to retain the ownership of the Affordable Rental Housing, instead of transferring to Council's ownership, the Affordable Rental Housing component should also not be considered as public benefit, as it is inconsistent with Council's *Planning Agreements Policy* and *Interim Affordable Rental Housing Policy*. As currently proposed, the affordable housing would be a source of income for the proponent, and would not guarantee any long term certainty in terms of provision of this form of housing in this location (refer to the following section for further detail).



• **Figure 11 – location of proposed road/intersection upgrades as part of the public benefit offer**

Whilst the majority of the road and intersection upgrades being proposed are required to mitigate the impacts of the proposal, they will also benefit the local Auburn and Granville communities as some of these intersections are already at or nearing capacity during peak periods. The proposed amendment mix together with the potential traffic mitigation and upgrade works warrants further consideration.

***Affordable Rental Housing Component is inconsistent with Council Planning Agreements Policy and Interim Affordable Rental Housing Policy***

Council's *Planning Agreements Policy* and *Interim Affordable Rental Housing Policy* requires planning proposals that result in potential value uplift to include a contribution to affordable housing. This contribution is to be as a minimum 5% of any potential additional residential floor space dedicated to Council as whole dwellings.

The proponent's proposal to retain ownership of the 58 Affordable rental housing properties is inconsistent with this policy.

Whilst the proponent proposal for affordable rental housing is inconsistent with Council's policy, this inconsistency would not prevent the Planning Proposal Request



from proceeding to Council or Gateway for consideration. However, should the proposal proceed, further negotiation would need to occur before Council could consider finalising a planning proposal, particularly in terms of the tenure/dedication of affordable rental housing units to Council. The quantum of affordable housing units proposed would also need to be assessed in more detail, against the requirements of Council's policies.

## CONCLUSION:

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Whilst some inconsistencies have been identified during the strategic merit assessment of this planning proposal request, it is considered that there is merit in forwarding the proposal to the Department of Planning and Environment for a Gateway Determination, subject to Council resolution, on the following basis:

- the amended proposal responds to feedback from Council, public submissions and Sydney Trains;
- the amended proposal has the potential to convert an underutilised site into a productive site that will contain; a 75,000m<sup>2</sup> employment GFA with up to 2,600 potential new jobs;
- the amended proposal seeks to introduce new employment uses together with a new employment zone, creating a land use framework which will accommodate a broader range of employment-generating land uses in this area, creating local employment opportunities and contributing to the local economy;
- due to the constrained access to the site, its redevelopment under the existing planning controls would have considerable impact on the surrounding residential areas and the Auburn Town Centre. Any redevelopment for, or intensification of, industrial activities (as permitted under current controls) would generate significant medium and heavy vehicle trips, with routes that would traverse through predominately residential areas. It is unlikely that the impact of these additional medium-heavy vehicle trips could be effectively mitigated as development of the site under the existing planning controls would only result in s.7.11 contributions, leaving much of the intersection, road and bridge upgrade works unfunded. The current proposal seeks to deliver a substantial amount of employment floorspace, as well as funding of the required upgrade works via a public benefit offer; and
- the proposal has the potential to expedite improvements to Duck River as part of the Duck River Masterplan, and potential to improve pedestrian amenity for the local community.

On this basis, it is considered that there is merit in the planning proposal progressing to Council for consideration and, subject to Council's resolution, on to the Gateway Determination stage.

**CONSULTATION:**

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Preliminary notification of the planning proposal request (as lodged in January 2018) was undertaken by Council from 24 January 2018 to 26 February 2018. The following submissions were received:

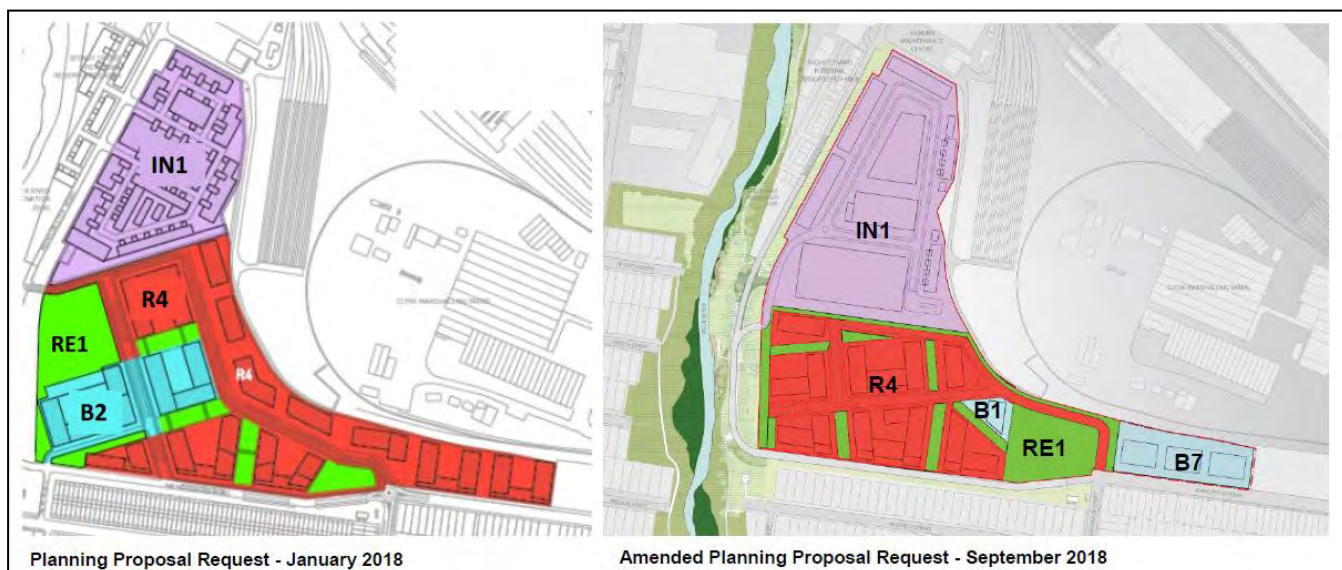
- 43 individual submissions (including 1 submission with no specific reference to the PP);
- 3 groups of form letters (total 41 form letters);
- 11 Government /Public Agency submissions (many of which are adjoining land owners or own land within the notification area).

Key issues raised in the submissions included:

- the proposed scale will lead to overdevelopment that will result in a loss of amenity for the community and lead to over-crowdedness in the area;
- the proposed scale is 'out of character' and not in keeping with the area, the proposed will be aesthetically displeasing and affect privacy of nearby dwellings;
- the proposal will lead to a loss of employment and industrial lands - employment should be a priority, not housing;
- the proposal will place strain on existing local health facilities and hospital services and existing schools which are already at capacity;
- the proposal will impact various infrastructure including social amenities, water, sewerage system, waste management system and roads;
- Insufficient open space (i.e. RE1 land) provided for 1800 new dwellings;
- the Duck River upgrade will diminish natural values of an already degraded river;
- poor accessibility - there is limited vehicular access available to and from the site, which will cause further congestion;
- local traffic is already overburdened. New development will add pressure to existing traffic flow (including bottlenecks) and worsen existing problems (existing street widths not wide enough, accidents and stand still traffic currently along Mona Street, a lot of congestion during peak hours);
- existing public transport and train infrastructure is in poor condition and will not cope with new development. Pressure on existing infrastructure will definitely impact the local community; and
- the Transport Agencies (Sydney Trains, NSW Trains, Transport for NSW, State Transit Authority of NSW, Roads and Maritime Services) raised a number of issues, including land ownership, access to the site via Transport for NSW land, right of way, bus and train services, traffic and the local road network, noise generation, and pressure being imposed on Sydney Trains to alter the operations due to any potential noise and operations complaints.

A more detailed table of the issues raised is included as Attachment 1. However, it is noted that the issues raised above (and in attachment 1) were in response to the Planning Proposal Request as lodged in January 2018, and not the amended proposal currently being considered. The amended Planning Proposal Request of September 2018 has been substantially revised in response to issues raised in submissions, issues raised by Council, and in response to Council officers' strategic merit assessment. Figure 12 (below) illustrates the key changes to the proposal in

terms of zoning, indicating a significantly larger area of employment (non-residential uses) now proposed, together with a substantially reduced amount of residential development along the northern site interface with the Rail Corp land.



• **Figure 12 – Comparison between Planning Proposal Request (January 2018) and Amended Proposal (September 2018)**

It is noted that Council also received 216 proponent-initiated letter of support emails. These emails were sought by the proponent via their website as a separate process outside the community engagement undertaken by Council staff. These emails are in essence a form letter, and are not considered to have the same weight as individual submissions. Similar to the submissions received in response to Council's public notification process, these emails of support related to the January 2018 proposal, and not the amended proposal.

#### **FINANCIAL IMPLICATIONS:**

The financial implications for Council associated with report relate primarily to the proposed public benefit offer, outlined in Section 4 of this report.

#### **POLICY IMPLICATIONS:**

This report recommends that this matter be reported to Council for further consideration. Should Council resolved to forward this planning proposal to the Department of Planning and Environment for a Gateway Determination, there will be a number of policy implications associated with the subsequent stages of the planning proposal process. These will be outlined in subsequent Council reports.

#### **REPORT RECOMMENDATION:**

**That the planning proposal request be forwarded to the NSW Department of Planning and Environment for a Gateway Determination to allow for this proposal to be released for formal public consultation.**



**ATTACHMENTS**

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1. Summary of Submissions received (original Planning Proposal request of January 2018)
2. Supplementary information submitted to support the amended Planning Proposal Request

2. The Panel notes Condition 52, 53 and 54 which relate to a median Island in Dunmore Street and pedestrian refuges in the new roads within the development.
3. The issues relating to any further pedestrian refuges and road design is more appropriately addressed at the next development application stage.

ITEM LPP072/18 - PLANNING PROPOSAL FOR 300 MANCHESTER ROAD, AUBURN

**RESOLVED:**

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1. **The Panel's advice to the Council is that the Planning Proposal request should not be forwarded to the NSW Department of Planning and Environment for a Gateway Determination for the following reasons:**
  - a. **The proposal lacks strategic merit with regard to its inconsistency with the Central City District Plan Planning Priority C11: Maximising opportunities to attract advanced manufacturing and innovation in industrial and urban services land;**
  - b. **The proposal lacks strategic merit with regard to the Draft Cumberland Employment and Innovation Lands Strategy which identifies the site's role as "services for the service sector" i.e. services that are essential to the operation of local and regional economic activity;**
  - c. **The proposal lacks strategic merit with regard to its pre-emption of the Greater Sydney Commission's Industrial Lands Review;**
  - d. **The proposal lacks strategic merit with regard to the site's access to public transport, in particular the walking distances to railway stations;**
  - e. **The proposal lacks strategic merit with regard to additional land use conflicts between the proposed new high density residential and industrial land and the environmentally sensitive Duck River corridor;**
  - f. **The proponent's economic justification is not convincing given the content of the peer review undertaken for the Council;**
  - g. **The proposed access to the site is constrained and funnels through the neighbouring residential areas;**
  - h. **Some of the uses of the proposed industrial land (childcare centre, health service facility and respite day care) are considered inappropriate and;**
  - i. **The proposed additional residential dwellings are not required to meet Council's dwelling targets under the Central City District Plan.**

**For:** Paul Stein AM (Chairperson), Julie Walsh, Marjorie Ferguson and Bruce Simpson.

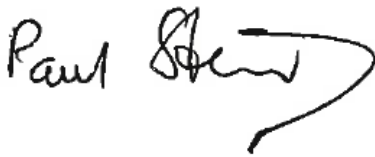
**Against:** Nil

The closed session of the meeting here closed at 2:00pm.

The open session of the meeting here opened at 2:02pm. The Chairperson delivered the Cumberland Local Planning Panel's resolutions to the Public Gallery.

The meeting terminated at 2:07pm.

Signed:



The Hon. Paul Stein AM QC  
Chairperson