

PLANNING PROPOSAL

14-16 Hill Road, Wentworth Point





**CITY OF
PARRAMATTA**

PLANNING PROPOSAL

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Planning Proposal drafts

Proponent versions:

No.	Author	Version
1.	Sutherland & Associates Planning	February 2019

Council versions:

No.	Author	Version
1.	City of Parramatta Council	Report to Local Planning Panel and Council on the assessment of planning proposal and submission to the DPIE for Gateway Determination
2.	City of Parramatta Council	2 nd draft consistent with Gateway Determination

INTRODUCTION

This planning proposal explains the intended effect of, and justification for, the proposed amendment to *Auburn Local Environmental Plan 2010*. It has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* and the Department of Planning and Environment (DP&E) guides, 'A Guide to Preparing Local Environment Plans' (August 2016) and 'A Guide to Preparing Planning Proposals' (August 2016) and 'Guidance for merged councils on planning functions' (May 2016).

Background and context

The site is subject to a development consent granted by the (then) Auburn City Council in February 2016 that approved 188,800m² GFA across the site.

A further development consent was issued in June 2018 for the first stage of development allowing for community title subdivision into (3) lots, remediation, road construction, construction of a residential sleeve podium containing internal car parking with four (4) residential flat buildings above ranging in height from 3 to 25 storeys and a total of 364 units.

Over the course of 2017 to early 2019, ongoing consultation between the applicant and Council officers occurred to develop a new master plan for the site. Discussions have also taken place with Transport for NSW (TfNSW) throughout the process in relation to the announced Parramatta Light Rail (PLR) Stage 2 alignment and its interaction with the site.

A revised planning proposal was submitted in October 2018 seeking an additional 40,000m² GFA (228,800m² total), however a further revision was submitted in February 2019 that no longer sought to increase the GFA, instead maintaining the approved 188,800m² GFA and only seeking changes to zoning and height distribution across the site.

The site subject to the planning proposal is 94,580m² and is located at the northern edge of the Wentworth Point Peninsula on the western side of Hill Road adjacent to the Olympic Park ferry wharf. Refer to **Figure 1** below.

The site currently contains some former industrial buildings at the northern end with the remainder of the site being vacant except for some remnant hardstand areas. It is surrounded by Newington Nature Reserve on the southern and western boundaries.

The site is currently predominantly zoned R4 High Density Residential and RE1 Public Recreation along the foreshore and is subject to two building height controls of 19m (approx. 6 storeys) along the foreshore and southern boundary adjacent to the Newington Nature Reserve and 88m (approx. 25 storeys) for the remainder of the site and two floor space ratios, being 1.25:1 along the foreshore and 2.6:1 for the remainder of the site under Auburn LEP (ALEP) 2010.



Figure 1 – Site at 14-16 Hill Road, Wentworth Point subject to the planning proposal

Under *Auburn Local Environmental Plan 2010* the site:

- is zoned part R4 High Density Residential and part RE1 Public Recreation;
- has a maximum building height of part 19 metres and part 88 metres;
- has a maximum floor space ratio (FSR) of part 1.25:1 and part 2.6:1;
- is subject to land reserved for acquisition for the purposes of open space along the foreshore

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

PART 1 – OBJECTIVES OR INTENDED OUTCOMES

The objective of the Planning Proposal is to amend the Auburn Local Environmental Plan 2010 to facilitate an alternative distribution of the approved gross floor area for the site of 188,800 square metres. The intended outcomes of the Proposal are:

- To differentiate the character of the subject site from development on the eastern side of Hill Road by creating a ‘park side’ outcome as a counter point to the ‘grid side’ on the eastern side of Hill Road, which recognises the unique setting of the subject site which is surrounded by parklands to the south and west as well as the Parramatta River to the north.
- To achieve greater publicly accessible open space throughout the site through a significant embellishment of the foreshore park, the creation of a central green as a focal point, a south-west park which is contiguous with the adjacent parklands, and linear parks along the eastern side of the site to create a landscape buffer from Hill Road.
- To secure a new transport corridor through the site which is capable of accommodating light rail.
- To create an improved road network throughout the site which:
 - clearly differentiates the foreshore park as publicly accessible by the introduction of a foreshore road which continues the road alignment established by the eastern adjacent site,
 - creates approximately twice the length of road for optimal connectivity, street address and on street car parking,
 - provides a perimeter road along the southern and western boundaries which provides contingency in the event that the future light rail is located adjacent to these boundaries.
- To create a significantly greater variety of built form and a distinct character for the site with a range of tower heights from 28 storeys to 40 storeys.
- To allow the introduction of non-residential uses at the north-eastern part of the site to achieve street activation, improved services for people who will live in the precinct, and a synergy with the nearby non-residential uses.

5.0 PLANNING PROPOSAL

The planning proposal seeks to amend ALEP 2010 by:

- Increasing the RE1 Public Recreation zone with a corresponding reduction of the R4 High Density Residential zone and introducing the B4 Mixed Use zone at the north-eastern corner of the site.
- Amending the Height of Buildings Map to provide a range of heights across the site from 44m to 134m (up to 40 storeys).
- Amending the FSR map to provide individual FSRs for the development parcels to reflect the previously approved gross floor area (GFA) of 188,800m².
- Amending the Land Acquisition Map to reflect the larger RE1 Public Recreation area and exclude the foreshore wharf from public acquisition to facilitate its refurbishment and operation as a café under the existing community title.
- Introducing an additional local provision under Part 6 to cap the overall floor space to a maximum of 188,800m² and limit the amount of retail floor space to a maximum of 2,000m².
- Introducing an additional permitted uses under Schedule 1 to permit ‘food and drink premises’ as a permissible use in the RE1 Public Recreation zone where the café is located within the site.

Refer to **Part 4** for relevant maps.

The planning proposal seeks to enable redevelopment for primarily high density residential development with a portion of mixed use development and open space uses. It is not seeking an uplift in density on the site, rather it seeks to redistribute the approved 188,800m² GFA by increasing the buildings heights ranging from 2 to 12 storeys up to 28 to 40 storeys. The development could yield approximately 2,300 units and an additional 4,200 residents based on the Wentworth Point average household size of 1.85 persons per dwelling.

Approximately 3.2ha of public open space is proposed to be introduced on the site in the form of new public parks including an increased Foreshore Park area and other usable open spaces which represents approximately 34% of the site area. In addition, private/communal open space is proposed within the development lots.

PART 2 – EXPLANATION OF PROVISIONS

This planning proposal seeks to amend *Auburn LEP 2010 (ALEP 2010)* in relation to the zoning, height and floor space ratio controls, additional permitted uses and land reserved for acquisition.

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

1. The Proposal seeks to cap the overall gross floor area (GFA) at 188,800m² through the inclusion of a local provision within ALEP 2010 on the site.
2. Amend the zone in the **Land Zoning Maps** (Sheet LZN_005 and Sheet LZN_009) to increase the existing RE1 Public recreation zone with a corresponding reduction of the existing R4 High Density Residential zone and introduce the B4 Mixed Use zone to the north-eastern corner of the site. Refer to Figure 8 in Part 4 of this planning proposal.
3. Amend the maximum building height in the **Height of Buildings Map** (Sheet HOB_005 and Sheet HOB_009) from part 19 metres and part 88 metres to part 44 metres and part 134 metres which equates to approximately 15 storeys and 40 storeys respectively. Refer Figure 9 in Part 4 of this planning proposal.
4. Amend the maximum FSR in the **Floor Space Ratio Map** (Sheet FSR_005 and Sheet FSR_009) from part 1.25:1 and part 2.6:1 to a range of FSRs to reflect the approved gross floor area of 188,800m². Refer Figure 10 in Part 4 of this planning proposal.
5. Amend the **Land Reservation Acquisition Map** (Sheet LRA_005 and Sheet LRA_009) to reflect the larger RE1 Public Recreation area and exclude the foreshore wharf from public acquisition. Refer to Figure 11 in Part 4 of this planning proposal.
6. Introduce an additional permitted use under Schedule 1 of ALEP 2010 to allow 'food and drink premises' as a permissible use in the RE1 Public Recreation zone.

Notes

The additional permitted use in the RE1 Public Recreation zone is intended to only apply to the existing location of the wharf to enable a café to operate at this location.

2.1. Other relevant matters

2.1.1. Voluntary Planning Agreement

A draft letter of offer accompanies this Planning Proposal for the construction of the new foreshore park within the Re1 Public Recreation zone and dedication to Council at the appropriate time.

2.1.2. Draft DCP

As part of the Planning Proposal, changes are proposed to the Wentworth Point DCP 2014 to give effect to the master plan which forms the basis of the planning proposal. The primary amendments related to the new street layout, identification of building heights and distribution of the 188,800m² GFA across the site. Further amendments based on the

planning proposal and concept plan include detailed block controls, sections, setback, parking and environmental controls are also proposed.

PART 3 – JUSTIFICATION

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

3.1 Section A - Need for the planning proposal

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

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

The Planning Proposal seeks to redistribute the approved gross floor area (GFA) of 188,800m² across the site and is not the direct result of a study or report. However, the site is located within the Wentworth Point Urban Activation Precinct, which identifies it as being suitable for residential and commercial redevelopment and the capacity to accommodate up to 188,800m² of GFA.

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

A Planning Proposal is the most appropriate way to ensure that redevelopment of the site occurs in an appropriate manner. The Planning Proposal will allow for an increase in the provision of public open space by expanding the RE1 Public recreation zone and amendments to the building heights will facilitate a better built form outcome on the site to accommodate the approved GFA. Simplified FSR controls allocated to each development lot will ensure that the scale of development is apportioned across the site in an appropriate manner, locating the highest density in specific location to respond to the site constraints such as the adjacent Newington Nature Reserve. The proposed local provision to limit the overall site GFA will help to ensure that additional floor space cannot be sought at the development application stage which will prevent further density being achieved on the site without the need for a further planning proposal. The Planning Proposal is also necessary to enable small scale retail uses to be undertaken on the site which will activate the street level and provide convenience retail to the community.

3.2. Section B – Relationship to strategic planning framework

This section assesses the relevance of the Planning Proposal to the directions outlined in key strategic planning policy documents. Questions in this section consider state and local government plans including the NSW Government's Plan for Growing Sydney and subregional strategy, State Environmental Planning Policies, local strategic and community plans and applicable Ministerial Directions.

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

A Metropolis of Three Cities

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

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

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

Infrastructure and Collaboration

An assessment of the planning proposal’s consistency with the GSRP’s relevant Infrastructure and Collaboration objectives is provided in Table 3a, below.

Table 3a – Consistency of planning proposal with relevant GSRP Actions – Infrastructure and Collaboration

Infrastructure and Collaboration Direction	Relevant Objective	Comment
A city supported by infrastructure	O1: Infrastructure supports the three cities	The subject Planning Proposal will facilitate in achieving the 30 minute city as it identifies a transport corridor through the site to accommodate the proposed Parramatta Light Rail Stage 2 alignment and is fundamental to the delivery of the light rail connection from Parramatta to Olympic Park. The Planning Proposal will provide the capacity to deliver additional open space for the benefit of the Wentworth Point community.

Liveability

An assessment of the planning proposal’s consistency with the GSRP’s relevant Liveability objectives is provided in Table 3b, below.

Table 3b – Consistency of planning proposal with relevant GSRP Actions – Liveability

Liveability Direction	Relevant Objective	Comment
A city for people	O6: Services and infrastructure meet communities’ changing needs	The provision of land within the site for the purpose of the proposed light rail is an acknowledgment that the needs of the community are changing from a transport perspective.
	O7: Communities are healthy, resilient and socially connected	The Planning Proposal will facilitate the delivery of a previously approved density in a location with benefits from existing walking and cycling connection throughout Wentworth Point and Sydney Olympic Park. The Proposal and accompanying master plan and concept design represents an improved built form outcome and enable the delivery of a larger open space provision compared to the type of development that the current planning controls could achieve.
Housing the city	O10: Greater housing supply	The proposal seeks to amend the planning controls to ensure the site can achieve the previously approved density on the site and has the capacity to deliver up to 2,300 dwellings on the site.

	<p>O11: Housing is more diverse and affordable</p>	<p>The planning proposal has the capacity to deliver approximately 2,300 new dwellings on the site in the form of apartments. No other dwelling types are proposed on the site. As the proposal is not seeking an uplift in density on the site, rather a redistribution of the previously approved GFA, the provision of affordable rental housing is not applicable. This is consistent with Council's Affordable rental Housing Policy which only relates to developments seeing an uplift in density.</p>
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Productivity

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

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

Productivity Direction	Relevant Objective	Comment
<p>A well connected city</p>	<p>O14: The plan integrates land use and transport creates walkable and 30 minute cities</p>	<p>The Planning Proposal intends to integrate the proposed PLR Stage 2 corridor through the site and locate density within close proximity to this transport corridor. Density is also proposed to be located within close proximity to the existing Olympic Park ferry wharf and bus services on Hill Road.</p>
	<p>O15: The Eastern, GOP and Western Economic Corridors are better connected and more competitive</p>	<p>The Planning Proposal will facilitate improve connectivity the GOP area through the provision of land for the proposed PLR Stage 2 corridor which will connect the precinct with Parramatta and Sydney Olympic Park and other parts of the GOP area.</p>
	<p>O24: Economic sectors are targeted for success</p>	<p>The Planning Proposal includes the introduction of a 2,000m² non-residential floor space component in the north-eastern corner of the site which will facilitate some retail activity on the site. The proposed retail floor space cap will support the incoming on-site residential population, whilst protecting the economic viability of the existing Rhodes and SOPA commercial centres.</p>

Sustainability

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

Table 3d – Consistency of planning proposal with relevant GSRP Actions – Sustainability

Sustainability Direction	Relevant Objective	Comment
	O27: Biodiversity is protected, urban bushland and remnant vegetation is enhanced	The Planning Proposal will not result in an adverse environmental impact to the adjacent Newington reserve, will increase the provision of public open space available to residents within the development and broader peninsula community, and will deliver a quantum of residential and non-residential floor space in a location accessible by public transport. This will be enhanced should PLR Stage 2 proceed.
	O31: Public open space is accessible, protected and enhanced	
An efficient city	O33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change	

Implementation

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

Table 3d – Consistency of planning proposal with relevant GSRP Actions – Implementation

Implementation Direction	Relevant Objective	Comment
Implementation	O39: A collaborative approach to city planning	The Planning Proposal is seeking to redistribute the approve density on the site and facilitate the intention of the Urban Activation precinct, which identifies the site as suitable for residential development.

Central City District Plan

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

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

Infrastructure and Collaboration

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

Table 4a – Consistency of planning proposal with relevant CCDP Actions – Infrastructure and Collaboration

Infrastructure and Collaboration Direction	Planning Priority/Action	Comment
<p>A city supported by infrastructure</p> <p>O1: Infrastructure supports the three cities</p> <p>O2: Infrastructure aligns with forecast growth – growth infrastructure compact</p> <p>O3: Infrastructure adapts to meet future need</p> <p>O4: Infrastructure use is optimised</p>	<p>PP C1: Planning for a city supported by infrastructure</p> <ul style="list-style-type: none"> • A1: Prioritise infrastructure investments to support the vision of <i>A metropolis</i> • A2: Sequence growth across the three cities to promote north-south and east-west connections • A3: Align forecast growth with infrastructure • A4: Sequence infrastructure provision using a place based approach • A5: Consider the adaptability of infrastructure and its potential shared use when preparing infrastructure strategies and plans • A6: Maximise the utility of existing infrastructure assets and consider strategies to influence behaviour changes to reduce the demand for new infrastructure, supporting the development of adaptive and flexible regulations to allow decentralised utilities 	<p>The Planning Proposal has an influential function in the facilitating the delivery the proposed PLR Stage 2, with land identified within the site to accommodate the proposed corridor. Additional open space is also proposed to be provided within the site through the expansion of the existing RE1 Public Recreation zone and increased foreshore park.</p>

Liveability

An assessment of the planning proposal’s consistency with the CCDP’s relevant Liveability Priorities and Actions is provided in Table 4b, below.

Table 4b – Consistency of planning proposal with relevant CCDP Actions – Liveability

Liveability Direction	Planning Priority/Action	Comment
<p>A city for people</p> <p>O6: Services and infrastructure meet communities’ changing needs</p>	<p>PP C3: Provide services and social infrastructure to meet people’s changing needs</p> <ul style="list-style-type: none"> • A8: Deliver social infrastructure that reflects the need of the community now and in the future • A9: Optimise the use of available public land for social infrastructure 	<p>The provision of land within the site for the purpose of the proposed light rail is an acknowledgment that the needs of the community are changing from a transport perspective.</p>

<p>O7: Communities are healthy, resilient and socially connected</p> <p>O8: Greater Sydney's communities are culturally rich with diverse neighbourhoods</p> <p>O9: Greater Sydney celebrates the arts and supports creative industries and innovation</p>	<p>PP C4: Working through collaboration</p> <ul style="list-style-type: none"> • A10: Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities by (a-d). • A11: Incorporate cultural and linguistic diversity in strategic planning and engagement. • A12: Consider the local infrastructure implications of areas that accommodate large migrant and refugee populations. • A15: Strengthen social connections within and between communities through better understanding of the nature of social networks and supporting infrastructure in local places 	<p>[The Planning Proposal aims to assist in place-making and ensuring the site enhances its connection with the Parramatta River foreshore. The planning proposal aims to facilitate the delivery of public benefits including the proposed light rail and increased open space.</p>
<p>Housing the city</p> <p>O10: Greater housing supply</p> <p>O11: Housing is more diverse and affordable</p>	<p>PP C5: Providing housing supply, choice and affordability, with access to jobs, services and public transport</p> <ul style="list-style-type: none"> • A16: Prepare local or district housing strategies that address housing targets [abridged version] • A17: Prepare Affordable Rental housing Target Schemes 	<p>The proposal seeks to amend the planning controls to ensure the site can achieve the previously approved density on the site and has the capacity to deliver up to 2,300 dwellings on the site. The planning proposal has the capacity to deliver approximately 2,300 new dwellings on the site in the form of apartments. No other dwelling types are proposed on the site. As the proposal is not seeking an uplift in density on the site, rather a redistribution of the previously approved GFA, the provision of affordable rental housing is not applicable. This is consistent with Council's Affordable rental Housing Policy which only relates to developments seeing an uplift in density.</p>
<p>A city of great places</p> <p>O12: Great places that bring people together</p> <p>O13: Environmental heritage is identified, conserved and enhanced</p>	<p>PP C6: Creating and renewing great places and local centres, and respecting the District's heritage</p> <ul style="list-style-type: none"> • A18: Using a place-based and collaborative approach throughout planning, design, development and management deliver great places by (a-e) • A19: Identify, conserve and enhance environmental heritage by (a-c) • A20: Use place-based planning to support the role of centres as a focus for connected neighbourhoods 	<p>The Planning Proposal aims to provide a built form that responds to the site characteristics by locating density on the site at appropriate locations to create a sense of openness, improve connectivity to and from the site and within the site itself and prevent impacts on the adjacent ecologically sensitive Newington Nature Reserve.</p>

Productivity

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

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

Productivity Direction	Planning Priority/Action	Comment
<p>A well-connected city O19: Greater Parramatta is stronger and better connected</p>	<p>PP C7: Growing a stronger and more competitive Greater Parramatta</p> <ul style="list-style-type: none"> • A23: Strengthen the economic competitiveness of Greater Parramatta and grow its vibrancy [abridged] • A26: Prioritise infrastructure investment [abridged] • A27: Manage car parking and identify smart traffic management strategies 	<p>The Planning Proposal seeks to provide employment opportunities by introducing a component of non-residential uses on the site through the B4 Mixed Use zone to provide for local retail needs and not detracting from the surrounding centres located at Rhodes and SOPA. The site is contributing towards infrastructure provision by identifying land for the proposed light rail corridor within the site.</p>
<p>Jobs and skills for the city O15: The Eastern, GOPP and Western Economic Corridors are better connected and more competitive</p>	<p>PP C8: Delivering a more connected and competitive GOPP Economic Corridor</p> <ul style="list-style-type: none"> • A29: Prioritise public transport investment to deliver the 30-minute city objective for strategic centres along the GOPP Economic Corridor • A30: Prioritise transport investments that enhance access to the GOPP between centres within GOPP 	<p>The Planning Proposal intends to integrate the proposed PLR Stage 2 corridor through the site and locate density within close proximity to this transport corridor. Density is also proposed to be located within close proximity to the existing Olympic Park ferry wharf and bus services on Hill Road.</p> <p>The Planning Proposal will facilitate improve connectivity the GOPP area through the provision of land for the proposed PLR Stage 2 corridor which will connect the precinct with Parramatta and Sydney Olympic Park and other parts of the GOPP area.</p>
<p>O14: The plan integrates land use and transport creates walkable and 30 minute cities</p>	<p>PP C9: Delivering integrated land use and transport planning and a 30-minute city</p> <ul style="list-style-type: none"> • A32: Integrate land use and transport plans to deliver a 30-minute city • A33: Investigate, plan and protect future transport and infrastructure corridors 	<p>The Planning Proposal intends to integrate the proposed PLR Stage 2 corridor through the site and locate density within close proximity to this transport corridor. Density is also proposed to be located within close proximity to the existing Olympic Park ferry wharf and bus services on Hill Road.</p> <p>The Planning Proposal intends to integrate the proposed PLR Stage 2 corridor through the site and locate density within close proximity to this transport corridor. Density is also proposed to be located within close proximity to the existing Olympic Park ferry wharf and bus services on Hill Road.</p>
<p>O23: Industrial and urban services land is planned, retained and managed</p>	<p>PP C10: Growing investment, business opportunities and jobs in strategic centres</p> <ul style="list-style-type: none"> • A37: Provide access to jobs, goods and services in centres [abridged] 	<p>This land is within the Wentworth Point Activation Precinct and has been identified by the State Government as being suitable for redevelopment for residential and non-residential purposes.</p>

	<ul style="list-style-type: none"> • A38: Create new centres in accordance with the principles for Greater Sydney’s centres • A39: Prioritise strategic land use and infrastructure plans for growing centres, particularly those with capacity for additional floor space 	
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Sustainability

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

Table 4d – Consistency of planning proposal with relevant CCDP Actions – Sustainability

Sustainability Direction	Planning Priority/Action	Comment
<p>O27: Biodiversity is protected, urban bushland and remnant vegetation is enhanced</p> <p>O28: Scenic and cultural landscapes are protected</p>	<p>PP C15: Protecting and enhancing bushland, biodiversity and scenic and cultural landscapes</p> <ul style="list-style-type: none"> • A65: Protect and enhance biodiversity by (a-c) [abridged] • A66: Identify and protect scenic and cultural landscapes • A67: Enhance and protect views of scenic and cultural landscapes from the public realm 	<p>The Planning Proposal will facilitate redevelopment of a site that is currently underutilised and identified for urban renewal and increase open space provision within the precinct. Measures will be taken ensure that redevelopment has no negative impacts on the adjacent Newington Nature Reserve.</p>
<p>O30: Urban tree canopy cover is increased</p> <p>O32: The Green grid links Parks, open spaces, bushland and walking and cycling paths</p>	<p>PP C16: PP C16: Increasing urban tree canopy cover and delivering Green grid connections</p> <ul style="list-style-type: none"> • A68: Expand urban tree canopy in the public realm • A69: progressively refine the detailed design and delivery of (a-c) [abridged] • A70: Create Greater Sydney green Grid connections to the Western Sydney Parklands 	<p>Tree canopy on the site will be increased through the expansion of the foreshore park and provision of other public and private open space areas through the site, with provision for large tree plantings.</p>
<p>O31: Public open space is accessible, protected and enhanced</p>	<p>PP C17: Delivering high quality open space</p> <ul style="list-style-type: none"> • A71: Maximise the use of existing open space and protect, enhance and expand public open space by (a-g) [abridged] 	<p>The Planning Proposal will facilitate an increase in the provision of open space with approximately 34% of the site identified as public open space including an expanded foreshore park, neighbourhood green and other green spaces throughout the development.</p>

<p>An efficient city</p> <p>O33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change</p> <p>O34: Energy and water flows are captured, used and re-used</p> <p>O35: More waste is re-used and recycled to support the development of a circular economy</p>	<p>PP C19: Reducing carbon emissions and managing energy, water and waste efficiently</p> <ul style="list-style-type: none"> • A75: Support initiatives that contribute to the aspirational objectives of achieving net-zero emissions by 2050 • A76: Support precinct-based initiatives to increase renewable energy generation and energy and water efficiency • A77: Protect existing and identify new locations for waste recycling and management • A78: Support innovative solutions to reduce the volume of waste and reduce waste transport requirements • A79: Encourage the preparation of low carbon, high efficiency strategies to reduce emissions, optimise the use of water, reduce waste and optimising car parking provisions where an increase in total floor in 100,000sqm 	<p>Redevelopment of the site will be consistent with the principles of ecologically sustainable design and BASIX requirements and incorporate any required infrastructure to support water recycling.</p>
<p>O36: People and places adapt to climate change and future shocks and stresses</p> <p>O37: Exposure to natural and urban hazards is reduced</p> <p>O38: Heatwaves and extreme heat are managed</p>	<p>PP C20: Adapting to the impacts of urban and natural hazards and climate change</p> <ul style="list-style-type: none"> • A81: Support initiatives that respond to the impacts of climate change • A82: Avoid locating new urban development in areas exposed to natural and urban hazards and consider options to limit the intensification of development in existing areas most exposed to hazards • A83: Mitigate the urban heat island effect and reduce the vulnerability to extreme heat • A84: Respond to the direction for managing flood risk in Hawkesbury-Nepean Valley • A85: Consider strategies and measures to manage flash flooding and safe evacuation when planning for growth in Parramatta CBD 	<p>Redevelopment of the site will be consistent with the principles of ecologically sustainable design and BASIX requirements and incorporate any required infrastructure to support water recycling.</p>

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

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

Parramatta 2038 Community Strategic Plan

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

The planning proposal is considered to meet the strategies and key objectives identified in the plan. The Proposal intends to achieve optimal urban design outcomes for the site and facilitate a transport corridor, increased open space provision, improved connectivity and permeability and increased street activation. The development will provide a high density urban environment in close proximity to existing and potential transport services in addition to providing employment generating uses on the site.

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

The following State Environmental Planning Policies (SEPPs) are of relevance to the site (refer to Table 5 below).

Table 5 – Consistency of planning proposal with relevant SEPPs

State Environmental Planning Policies (SEPPs)	Consistency: Yes = ✓ No = x N/A = Not applicable	Comment
SEPP 6 – Number of Storeys in a Building	N/A	Standard instrument definitions apply.
SEPP No 55 Remediation of Land	✓	The current zone currently permits residential and public recreation uses on the site and the planning proposal does not seek to amend these zones. Redevelopment of the site will involve remediation and a site validation prior to completion.
SEPP 64 – Advertising and Signage	N/A	Not relevant to proposed amendment. May be relevant to future DAs.
SEPP No 65 Design Quality of Residential Flat Development	✓	Detailed compliance with SEPP 65 will be demonstrated at the time of making a development application for the site facilitated by this Planning Proposal. During the design development phase, detailed testing of SEPP 65 and the Residential Flat Design Code was carried out and the indicative scheme is capable of demonstrating compliance with the SEPP.
SEPP No.70 Affordable Housing (Revised Schemes)	N/A	Not relevant to proposed amendment.
SEPP (Affordable Rental Housing) 2009	N/A	Not relevant to proposed amendment.
SEPP (BASIX) 2004	N/A	Detailed compliance with SEPP (BASIX) will be demonstrated at the time of making a development

		application for the site facilitated by this Planning Proposal.
SEPP (Exempt and Complying Development Codes) 2008	✓	May apply to future development of the site.
SEPP (Infrastructure) 2007	✓	May apply to future development of the site.
Sydney Regional Environmental Plan No 18– Public Transport Corridors	N/A	N/A
Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005	N/A	The proposed development is located within the Sydney Harbour Catchment area. Any potential impacts as a result of development on the site, such as stormwater runoff, will be considered and addressed appropriately at DA stage.

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

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

- Employment and resources
- Environment and heritage
- Housing, infrastructure and urban development
- Hazard and risk
- Housing, Infrastructure and Urban Development
- Local plan making

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

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

Relevant Direction	Comment	Compliance
1. Employment and Resources		
Direction 1.1 – Business and Industrial Zones	This planning proposal is consistent with the direction in that it will facilitate some additional commercial uses on the site through the introduction of the B4 Mixed Use zone. It is proposed to also include an additional local provision that caps retail floor space at 2,000m ² to protect the economic viability of the nearby Rhodes and SOPA centres.	Yes
2. Environment and Heritage		

<p>Direction 2.1 – Environment Protection Zones</p>	<p>The Planning Proposal does not detrimentally impact on any environmentally sensitive areas. An updated ecological assessment prepared by Kingfisher Urban Ecology and Wetlands (dated April 2020) accompanies this Planning Proposal which includes a detailed analysis of the shadow impact of the proposal and investigation in relation to those impacts to the adjoining Nature Reserve and threatened species and habitats. This includes a 5 part test for the Saltmarsh. The report demonstrates that there is no unreasonable adverse impact to the adjacent Newington Nature Reserve.</p>	<p>Yes</p>
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<p>Direction 2.3 - Heritage Conservation</p>	<p>The site is not an identified heritage item of within a heritage conservation rea. However, it is in the vicinity of the Millennium Parklands Heritage Precinct and Environmental Conservation Area (Woodland and Wetlands) under SREP 24.</p> <p>The Planning Report prepared by the (then) Department of Planning and Infrastructure in relation to the rezoning of the site noted the following in relation to heritage:</p> <p><i>Due to its reclaimed status, it is unlikely that the site would contain an Aboriginal archaeology. However, should any artefacts be uncovered during construction, works would cease immediately and the Office of Environment and Heritage contacted. There are no non-Aboriginal heritage items listed for the site under any environmental planning instrument register.</i></p> <p>The planning proposal is not considered to result in any adverse impacts to the significance of the Millennium Parklands Heritage Precinct and Environmental Conservation Area.</p>	<p>Yes</p>
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<p>3. Housing, Infrastructure and Urban Development</p>
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<p>Direction 3.1 - Residential Zones</p>	<p>The Planning Proposal maintains parity with the existing gross floor area approved on the site for high density residential development. Notwithstanding, the proposal seeks to deliver this floor space in an alternate configuration which intends to achieve an improved environmental outcome, particularly by increasing the provision of public open space. It is proposed that an additional local provision be applied to this site to ensure the density on the site cannot be increased unless through a further planning proposal.</p>	<p>Yes</p>
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<p>Direction 3.4 - Integrating Land Use and Transport</p>	<p>The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</p> <ul style="list-style-type: none"> (a) improving access to housing, jobs and services by walking, cycling and public transport, and (b) increasing the choice of available transport and reducing dependence on cars, and (c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and (d) supporting the efficient and viable operation of public transport services, and (e) providing for the efficient movement of freight. 	<p>Yes</p>
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	<p>In accordance with this direction a Planning Proposal must be consistent with the aims, objectives and principles of “Improving Transport Choice” and “The Right Place for Business and Services” prepared by Department of Urban Affairs and Planning.</p> <p>The Planning Proposal achieves is consistent with this direction in that it is necessary to secure the optimal route for a future potential light rail into Wentworth Point from the northern side of the Parramatta River. The proposal will facilitate the delivery of a public transport corridor through the site and the urban design outcome embraces this component to facilitate a future Transit Oriented Development on the site.</p>	
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4. Hazard and Risk

Direction 4.1 - Acid Sulfate Soils	The site is identified as Class 2 on the Acid Sulfate Soils Map in Auburn Local Environmental Plan 2010. Future development applications will be accompanied by an acid sulfate soils management plan which will outline management strategies for potential acid sulfate soils during site works and treatment strategies to be approved by the site auditor.	Yes
Direction 4.3 - Flood Prone Land	The site is not flood prone. Any potential impacts as a result of development on the site, such as stormwater runoff, will be considered and addressed appropriately at DA stage.	Yes

5. Local Plan Making

Direction 6.1 - Approval and Referral Requirements	The Planning Proposal does not introduce any provisions that require any additional concurrence, consultation or referral.	Yes
Direction 6.2 Reserving Land for Public Purposes	The Planning Proposal seeks to significantly increase the overall area of the RE1 Public Recreation zone on the site. The proposal also seeks a minor reduction to the area identified on the Acquisition Map in the location of the existing wharf on the land to enable the retention and refurbishment of the facility to be use for a food and drink premises. It is considered that the proposed changes to zonings and reservations of land for public purposes is appropriate.	Yes
Direction 6.3 - Site Specific Provisions	The Planning Proposal seeks to introduce an additional local provision that caps that overall site GFA at 188,800m ² . This is intended to prevent additional density being achieved on the site at the development application stage.	Yes

6. Metropolitan Planning

Direction 7.1 - Implementation of A Plan for Growing Sydney	The Planning Proposal is consistent with the relevant provisions of A Plan for Growing Sydney as it will allow for the redevelopment of the site consistent with the Government’s vision for Sydney. The Planning Proposal will provide for an improved urban design outcome for the delivery of the identified housing density for the site.	Yes
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3.3. Section C – Environmental, social and economic impact

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

3.3.1. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a

result of the proposal?

The Urban Activation Precinct process was accompanied by an Ecological Report prepared by Biosis dated 12 July 2013 which identified that while largely cleared, the site contains a few small pockets of vegetation and associated habitats of varying environmental significance, however this vegetation does not constitute an endangered ecological community under either the NSW Threatened Species Conservation Act 1995 or Commonwealth Environment Protection and Biodiversity Conservation Act 1999. The subject Planning Proposal expands the RE1 zone and reduces the R4 zone and will not result in any impact to threatened species, populations or ecological communities within the subject site beyond those associated with the current planning controls.

The subject site is located to the north-east of the Newington Nature Reserve which was identified in the Biosis report dated 4 September 2013 as supporting a high diversity of flora and fauna (SOPA 2011) including:

- Three endangered ecological communities (Sydney Turpentine Ironbark Forest, Swamp Oak Floodplain Forest and Coastal Saltmarsh), as well as protected marine vegetation (mangroves);
- Over 144 bird species, including migratory shorebirds protected under international treaties, hollow-nesting parrots, bush birds, an endangered population of White-fronted Chat, and a pair of White-bellied Sea Eagles;
- Ten species of microbats, recorded in and around the Nature Reserve;
- A population of the Green and Gold Bell Frog; and
- Possums, lizards, frogs and invertebrates.

The Planning Proposal facilitates additional height of towers as well as lower buildings and will result in some additional shadow to the Newington Nature Reserve in comparison to that which would result from the current planning controls. An Ecological Assessment prepared by Kingfisher Urban Ecology and Wetlands accompanies this Planning Proposal (refer to Appendix 1) and demonstrates that the additional shadow will not result in an unacceptable adverse ecological impact to the Newington Nature Reserve. Notwithstanding, the Office of Environment and Heritage (OEH) raised some concerns in relation to biodiversity the riparian corridor, land zoning, site landscaping and potential impacts of the proposed light rail and identified the need for some further investigations be undertaken post-Gateway.

An addendum Ecological assessment was submitted post-Gateway by Kingfisher Urban Ecology and Wetlands to address the additional biodiversity and threatened species concerns raised by the Office and Environment and Heritage (OEH). The assessment was reviewed by Council's Open Space and Natural Area Planner and supported for the purposes of public exhibition.

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

The main potential environmental impacts to be examined in detail with any future development proposal for the site are:

Overshadowing

The Planning Proposal will facilitate increase height to the towers which will result in some additional overshadowing impacts beyond those which could occur under the current maximum height controls. This results in some additional shadows to the Newington Nature Reserve in the early morning, the Millennium Marker in late morning, and the development to the south-east across Hill Road from noon onwards.

The ecological impact of the additional shadow to the Newington Nature Reserve is addressed in the Ecological Assessment prepared by Kingfisher Urban Ecology and

Wetlands which accompanied this Planning Proposal which concludes that there is no unacceptable ecological impact as a result of the additional shadow.

The Millennium Marker and surrounds are contaminated land under the ownership of Sydney Olympic Park Authority. Public access to this area is restricted to various pathways. The additional shadowing to this area is minor within the context of the large extent of this area and does not result in any identifiable adverse environmental impacts. The areas to the south-east across Hill Road contain recently completed residential flat buildings. The proposal does result in any significant change in shadow impacts beyond those which would occur as a result of development conducted under the current planning controls.

Nonetheless, the OEH raised concerns in relation the potential overshadowing of the adjacent saltmarsh, which is a threatened ecological community as this ecosystem is sensitive to environmental changes. Further testing is required to be undertaken to determine the true extent of overshadowing impacts prior to finalisation.

Traffic

It is acknowledged that traffic congestion is an existing problem within the peninsula with Hill Road being the primary entry/exit to and from the precinct. A Traffic Impact Assessment (TIA) was undertaken by Traffix in 2013 to support the original iteration of the planning proposal which reflected the 188,800m² of GFA that is approved on the site. The TIA adopted a peak hour trip rate of 0.35 trips per unit which was based on the available trip rate data and guidance at the time (2013) from the RMS's *Guide to Traffic Generating Developments*, 2002. However, application of this rate to the anticipated dwelling yield of 2,300 units indicates that there is capacity on the site to support the proposed density providing any necessary road improvements are undertaken.

A further Traffic Impact Statement (TIS) was prepared in 2014 to support the development applications for the site and related to the proposed signalisation of the Hill Road and Burroway Road intersection. This survey adopted updated RMS traffic data of 0.19 trips during the AM peak and 0.15 trips during the PM peak. These trip rates were subsequently endorsed for additional traffic studies in the precinct, with these rates consistent with the findings of these studies and the RMS rates. In summary, the 2014 TIS concluded that the proposed signalisation of Hill Road and Burroway Road would satisfactorily accommodate the approved GFA of 188,800m² on the site and that up to 2,736 dwellings could be achieved on this basis.

A further Traffic Assessment (TA) was prepared by Ason Group (refer to Appendix 2) to address the relevant traffic, access and parking implications of the Proposal. It noted that the Proposal is not seeking additional GFA on the site above the approved 188,800m² but is rather redistributing density across the site. The TA concluded that based on the approved RMS trip generation rate, the estimated residential yield of 2,300 units can be supported on traffic grounds as it is below the 2,736 unit threshold and would therefore not be expected to increase the amount of traffic generated from the site compared to the previous proposal to increase the GFA on the site.

In conclusion, given the trip generation rates that have been endorsed by the RMS, and the fact that the planning proposal is not seeking to increase the approved GFA on the site, there are no grounds to refuse the planning proposal in relation to increased traffic impacts.

Open Space

The Planning Proposal identifies approximately 34% (32,295m²) of the site area for use as public open space, These spaces will be publicly accessible and provide for informal active and passive recreation use by the community, and are proposed to include

dedicated walking paths, a dog play area, seating and water feature area. With the exception of the Foreshore Park which will be dedicated to Council, the public parks will remain part of the community title with maintenance the responsibility of the strata. This approach is consistent with the remainder of the Wentworth Point precinct. Council officers raise no concern regarding the quantum of open space proposed to be provided within the site and support the increase in RE1 Public Recreation zoned land to accommodate the Foreshore Park. Refer to Appendix 3 for the Landscape Concept Design.

Density

The primary purpose of this planning proposal is to redistribute the approved GFA of 188,800m² across the site by identifying building heights and FSRs to each development lot.

Analysis of the submitted concept indicates that the proposed FSR distribution across the site does not result in an increase in the potential GFA yield. However, the proposed building envelopes can accommodate a greater amount of GFA than the proposed FSR on each lot would allow. This effectively means that more density than the approved 188,800m² GFA could be accommodated within the proposed height controls. The implication for the inconsistency in height and FSR controls of this nature is that as part of a staged development of the site, initial DAs may seek to utilise the full building envelope through taking up a greater proportion of the approved density that currently envisaged for that part of the site. When the latter stages of development are seeking approval, there may not be sufficient GFA allocation remaining to allow development to occur without a significant variation to the approved 188,800m². This may ultimately result in a greater amount of GFA being approved on the site through the approval of such variations.

In response, the Applicant stated that the building forms and proposed building heights are indicative and are intended to allow for sufficient tolerance to accommodate the approved GFA on the site and allow for an average efficiency rate to be used. It is acknowledged that some flexibility needs to be applied at the planning proposal stage, however there are concerns that additional density will be sought on the site in future to “fill” up the identified building envelopes.

As a result, to ensure the additional density cannot be achieved at a later date, unless through another planning proposal, it is recommended that an additional local provision is included within the Auburn LEP 2010 to cap the application of GFA on the site. This in effect means that variations to the applied FSR standard cannot be sought as part of any future DA on the site.

The previous scheme (refer **Figure 2**) utilising the existing controls on the site results in a monotonous built form consisting of multiple towers of 25 storeys and less open space. Under the current controls, this scheme provides the only mechanism for the approved GFA to be achieved on the site. This type of scheme results in less open space being provided on the site as more land area is required to accommodate the larger building footprints needed to fit the GFA into the 25 storey height limit. Refer to Appendix 4 for the Urban Design Study showing the proposed scheme and density distribution.

approved continuous twenty five storey datum

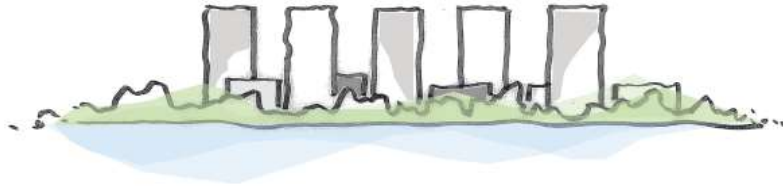


Figure 2. Scheme that could be achieved under the current controls

To accommodate the increased open space on the site, amendments to the heights of building controls are necessary to maintain the existing GFA allocation on the site. Building heights of up to 40 storeys are proposed on the site, however, these will only occur in specific locations and will not result in all buildings being this height. Building heights will be controlled via the FSR allocated to each lot which and will provide for a variation in heights and ensure appropriate, lower building heights are achieved along the foreshore and will not impact on the ecologically sensitive vegetation within the adjacent Newington Reserve. Given building heights of up to 35 storeys can already be achieved in other parts of Wentworth Point, these proposed heights are not considered excessive. The revised scheme results in an improved open space outcome on the site as it enables the foreshore area to be increased and improves accessibility to the riverfront and therefore justifies the increased building heights in this instance. An indicative built form under the Applicant’s proposed scheme is provided at **Figure 3** below.



Figure 3. Revised scheme with increased heights

Wind

The Planning Proposal is accompanied by a Pedestrian Wind Environment Statement which makes a number of recommendations on to ensure that any future redevelopment of the site incorporates wind mitigating measures. Refer to Appendix 6.

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

The proposal has the potential to introduce an additional 4,000 people into the Wentworth Point precinct and therefore place additional demand on current and planned infrastructure. This includes community and library spaces, child care and Out of School Hours (OOSH) places. As the proposal is not seeking an uplift in GFA from that which is already approved on the site, it is difficult to require a contribution towards the provision of social infrastructure as part of a VPA. However, Part C – Homebush Bay West of the Auburn Development Contributions Plan 2007 (Amendment 1) identifies that due to the predicted population growth in this area, there is the need for additional community facilities and infrastructure to be provided and should this proposal proceed, additional demand will be experienced on existing facilities and services. Should the Applicant seek to increase the uplift on the site as part of a future planning proposal, it is recommended that provision for these facilities be incorporated into an on-site community facility to address the existing and potential future demand. Refer to Appendix 5 for the Social Impact Assessment.

4.2. Section D – State and Commonwealth Interests

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

The subject Planning Proposal does not result in any increase in density and further demand on public infrastructure beyond that which results from the current planning controls which apply to the site. Notwithstanding this, the Planning Proposal provides a critically important public transport corridor to future proof the capacity to deliver a light rail connection from Parramatta to Sydney Olympic Park if required.

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

Consultation with Transport for NSW (TfNSW) has been undertaken including a design workshop process regarding the potential for the site to accommodate a transport corridor for the proposed light rail corridor should this be required. Further consultation with the State and Commonwealth public authorities will be undertaken once the gateway determination has been issued.

PART 4 – MAPPING

This section contains the mapping for this planning proposal in accordance with the DP&E’s guidelines on LEPs and Planning Proposals. Map sheets 005 and 009 apply to the subject site.

Existing controls

This section illustrates the current *ALEP 2011* controls which apply to the site.



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

Figure 4 illustrates the existing R4 High Density Residential and RE1 Public Recreation zone currently applicable to the site. Yellow line indicates that the site is located across two LEP map sheets.

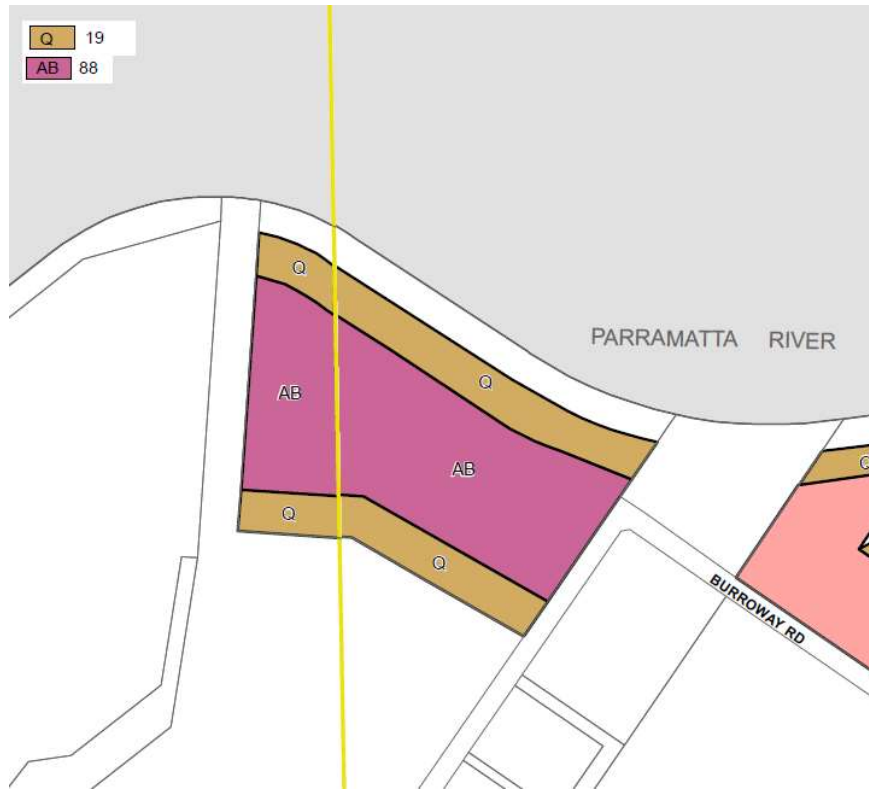


Figure 5 – Existing building heights extracted from the *Auburn LEP 2010* Height of Buildings Map

Figure 5 illustrates the existing maximum building heights of 19m and 88m building currently applicable to the site. Yellow line indicates that the site is located across two LEP map sheets.

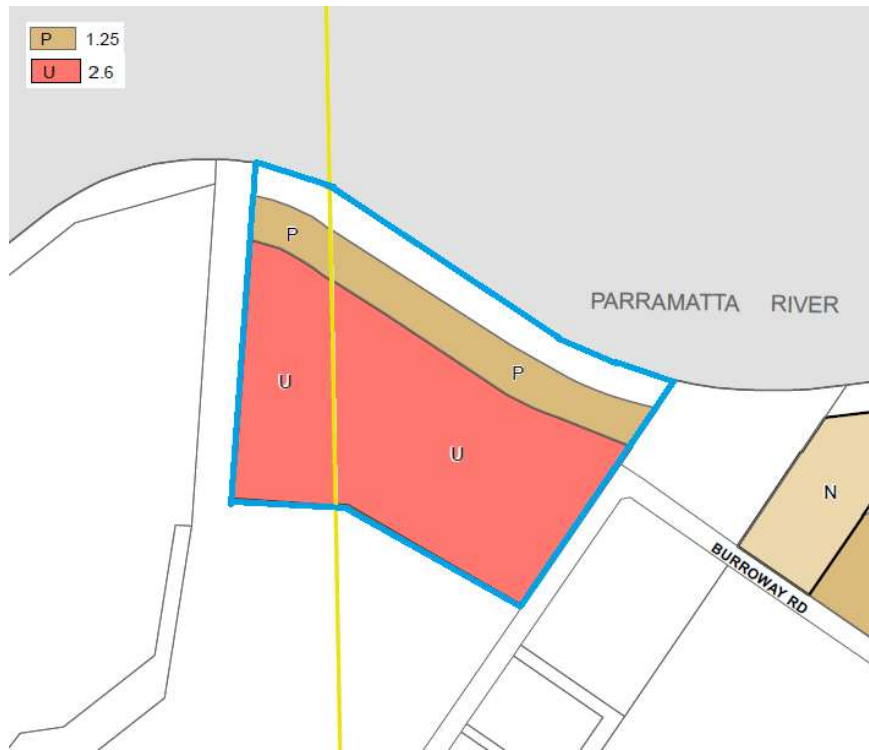


Figure 6 – Existing floor space ratio extracted from the *Auburn LEP 2010* Floor Space Ratio Map

Figure 6 illustrates the existing 1.25: and 2.6:1 FSRs currently applicable to the site. Yellow line indicates that the site is located across two LEP map sheets.

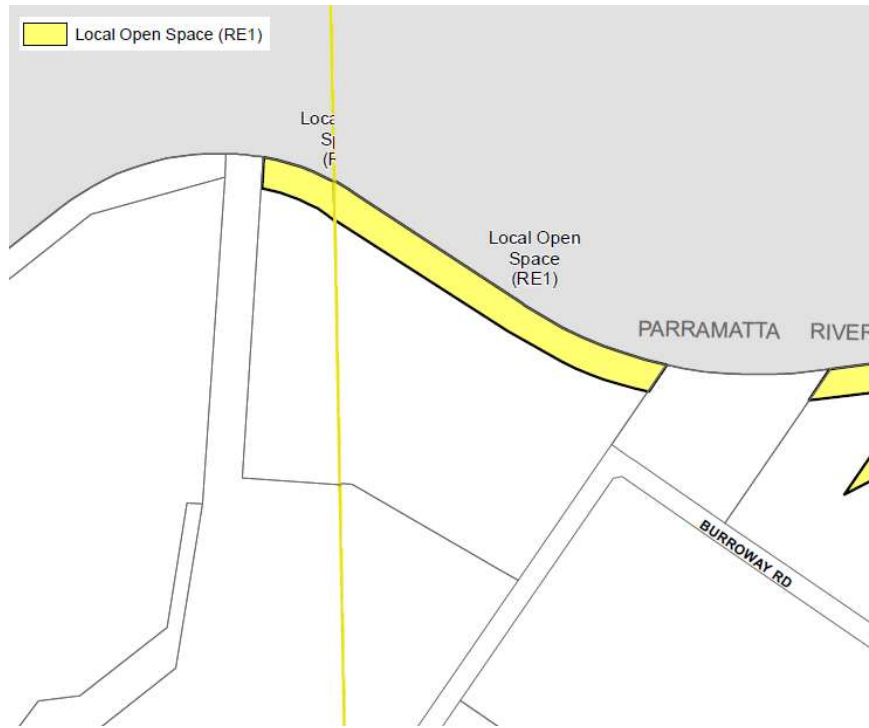


Figure 7 – Existing heritage items extracted from the Auburn LEP 2010 Land reservation Acquisition

Figure 7 above illustrates the existing land reserved for acquisition in the site. Yellow line indicates that the site is located across two LEP map sheets.

4.2 Proposed controls

The figures in this section illustrate the proposed land use zones, heights of buildings, FSRs and land reserved for acquisition.

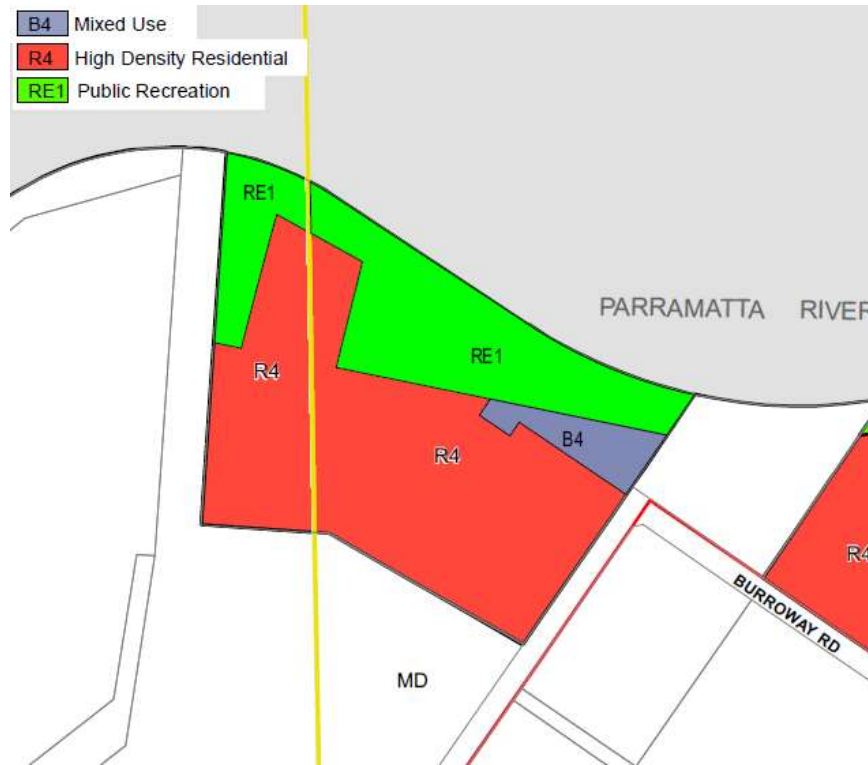


Figure 8 – Proposed amendment to the Auburn LEP 2010 Zoning Map

Figure 8 above illustrates proposed R4 High Density Residential, B4 Mixed Use and RE1 Public Recreation zones over the site. Yellow line indicates that the site is located across two LEP map sheets.

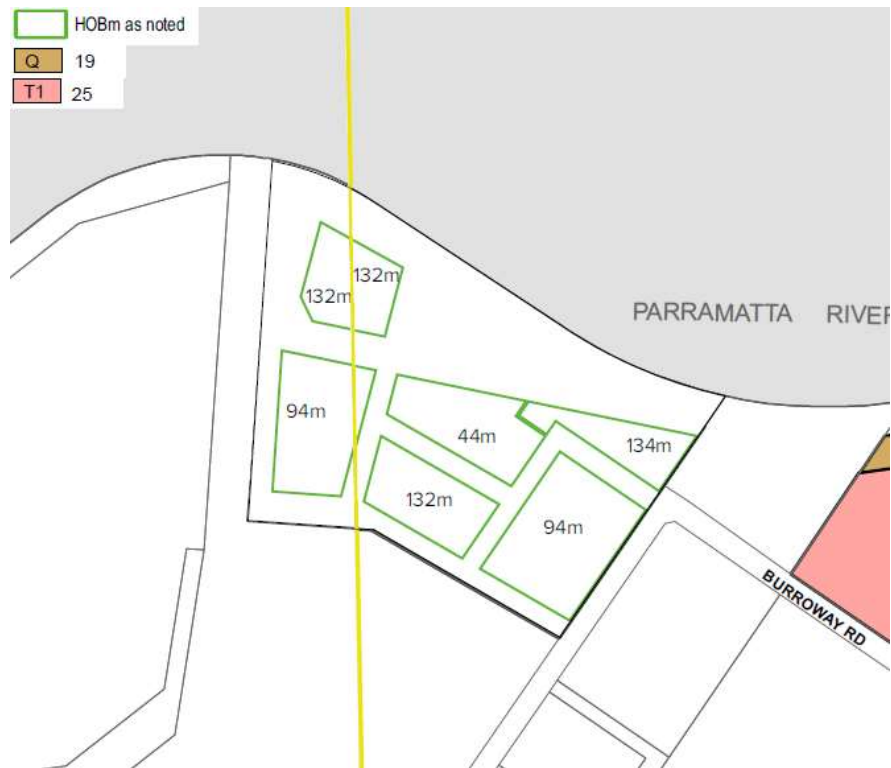


Figure 9 – Proposed amendment to the *Auburn LEP 2010* Height of Building Map

Figure 9 above illustrates the proposed range of building heights over the site including 44, 94m, 132m and 134m (up to 40 storeys). Yellow line indicates that the site is located across two LEP map sheets.

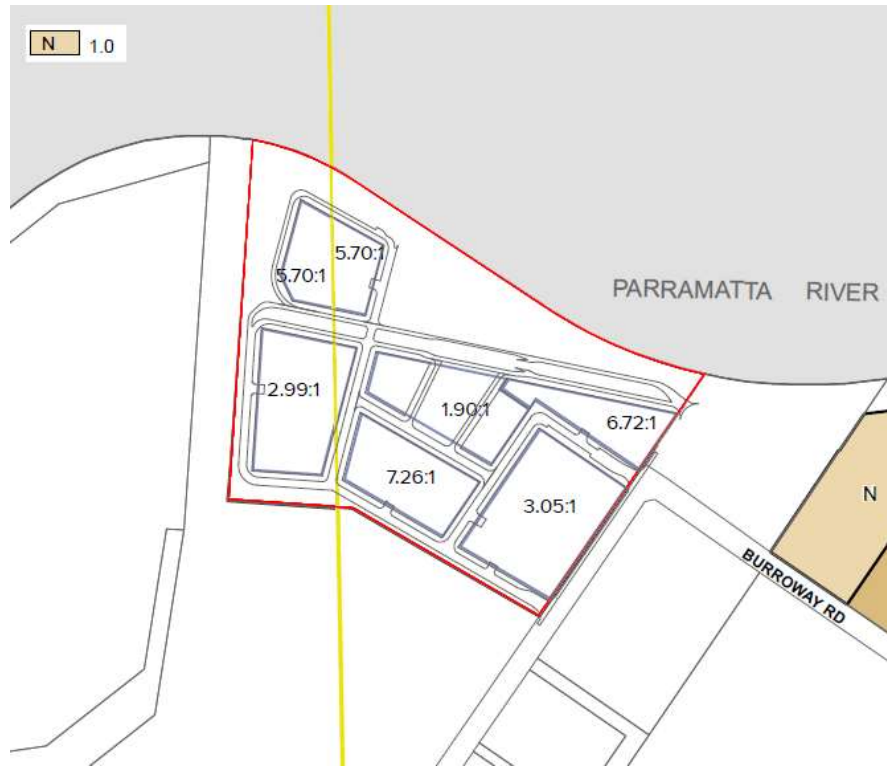


Figure 10 – Proposed amendment to the *Auburn LEP 2010* Floor Space Ratio Map

Figure 10 above illustrates the proposed FSR over the site. Yellow line indicates that the site is located across two LEP map sheets.

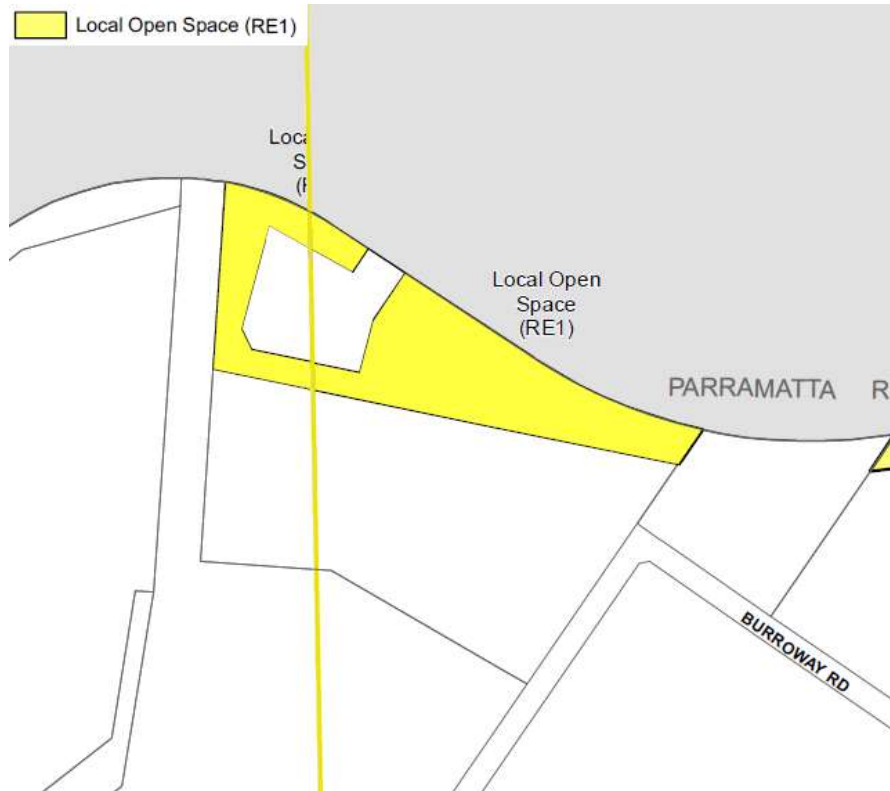


Figure 11 - Proposed amendment to the *Auburn LEP 2010* Land Reservation Acquisition Map

Figure 11 above illustrates the proposed land reserved for acquisition over the site. Yellow line indicates that the site is located across two LEP map sheets.

PART 5 – COMMUNITY CONSULTATION

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

Public exhibition is likely to include:

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

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

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

PART 6 – PROJECT TIMELINE

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

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

Table 7 – Anticipated timeframe to planning proposal process

MILESTONE	ANTICIPATED TIMEFRAME
Report to LPP on the assessment of the PP	July 2019
Report to Council on the assessment of the PP	August 2019
Referral to Minister for review of Gateway determination	September 2019
Date of issue of the Gateway determination	November 2019
Commencement and completion dates for public exhibition period	January / February 2020
Commencement and completion dates for government agency notification	January / February 2020
Consideration of submissions	March 2020
Consideration of planning proposal post exhibition and associated report to Council	April / May 2020
Submission to the Department to finalise the LEP	June 2020
Notification of instrument	July / August 2020

Appendix 1 – Addendum Ecological Assessment prepared by Kingfisher Urban Ecology and Wetlands

Appendix 2 – Traffic Assessment prepared by Ason Group

Appendix 3 – Landscape Concept Design prepared by Turf

Appendix 4 – Urban Design Study prepared by Turner Architects

Appendix 5 – Social Impact Assessment prepared by Hill PDA

Appendix 6 – Wind Assessment prepared by CPP