

Planning Proposal

**Lot 1 DP 1032608, 46 Cobbett Street, Wetherill
Park**

**Proposed Amendment to Fairfield Local
Environmental Plan 1994**

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Attachment A

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1 INTRODUCTION

This Planning Proposal has been prepared by Economia PDS Pty Ltd on behalf of Brenex Pty Ltd to seek an amendment to the provisions of *Fairfield Local Environmental Plan (FLEP) 1994* as they relate to a specific site at 46 Cobbett Street, Wetherill Park.

This Planning Proposal explains the intended effect of, and the justification for, amending the FLEP 1994 in accordance with the provisions of section 55 of the *Environmental Planning and Assessment Act 1979*. This Planning Proposal has also been prepared having consideration to the relevant Department of Planning guidelines including *A Guide to Preparing Local Environmental Plans* and *A Guide to Preparing Planning Proposals* and Council's own guidelines for planning proposals.

This planning proposal provides the following information:

- Description of the subject site and its context.
- Overview of the key elements of the planning proposal.
- Statement of the objectives and intended outcomes of the proposal.
- Explanation of the provisions of the proposal.
- Summary of the justification for the proposal.
- Details of the substantial public benefit that will result from the proposal.
- Consideration of the relevant local and state planning provisions and s117 directions.
- Community consultation expected to occur regarding the proposal.

2 PLANNING PROPOSAL

PART 1 OBJECTIVES OR INTENDED OUTCOMES

The objective of the planning proposal is to enable the development of 5,547sm of land at 46 Cobbett Street, Wetherill Park (outlined in red in Figure 1 below) for affordable medium density housing.

The intended outcome will be a development consisting of medium density residential dwellings adjacent to the Horsley stop on the Liverpool to Parramatta Transit Way.

It is noted that vacant land adjoining the site to the north-west is owned by the RTA and is no longer required for road widening purposes associated with previous plans for construction of an arterial road.

Figure 1 – Aerial View of Site

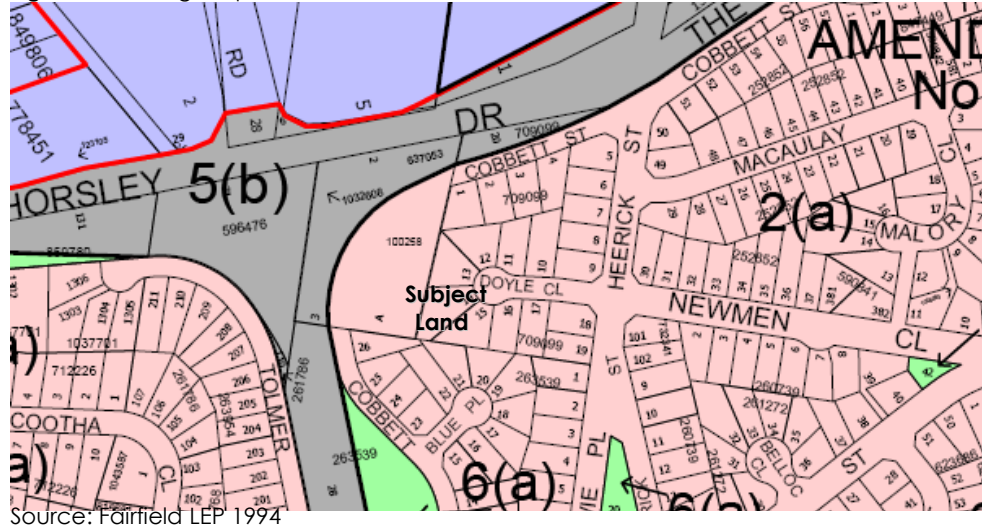


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PART 2 EXPLANATION OF PROVISIONS

The site is currently zoned 2(a) Residential A pursuant to Fairfield Local Environmental Plan (FLEP) 1994 (refer Figure 2).

Figure 2 – Zoning Map



The objectives of the 2(a) zone are:

- “(a) to set aside land primarily for the purposes of housing and associated facilities,*
- (b) to provide for the orderly development of detached housing, essentially domestic in scale and character,*
- (c) to achieve attractive high quality residential development,*
- (d) to allow people to carry out a reasonable range of business activities from their homes, where such activities are not likely to adversely affect the living environment of neighbours, and*
- (e) to allow a range of non-residential uses that:*
 - (i) are capable of integration with the immediate locality,*
 - (ii) serve the demands of the surrounding population, and*
 - (iii) do not place demands on services beyond the level reasonably required for residential use.”*

All forms of medium density housing, including multi-unit housing, are prohibited development in the 2(a) Residential zone.

The objective of this Planning Proposal will be achieved by amending the local environmental plan to allow consideration of medium density housing on the site.

PART 3 JUSTIFICATION

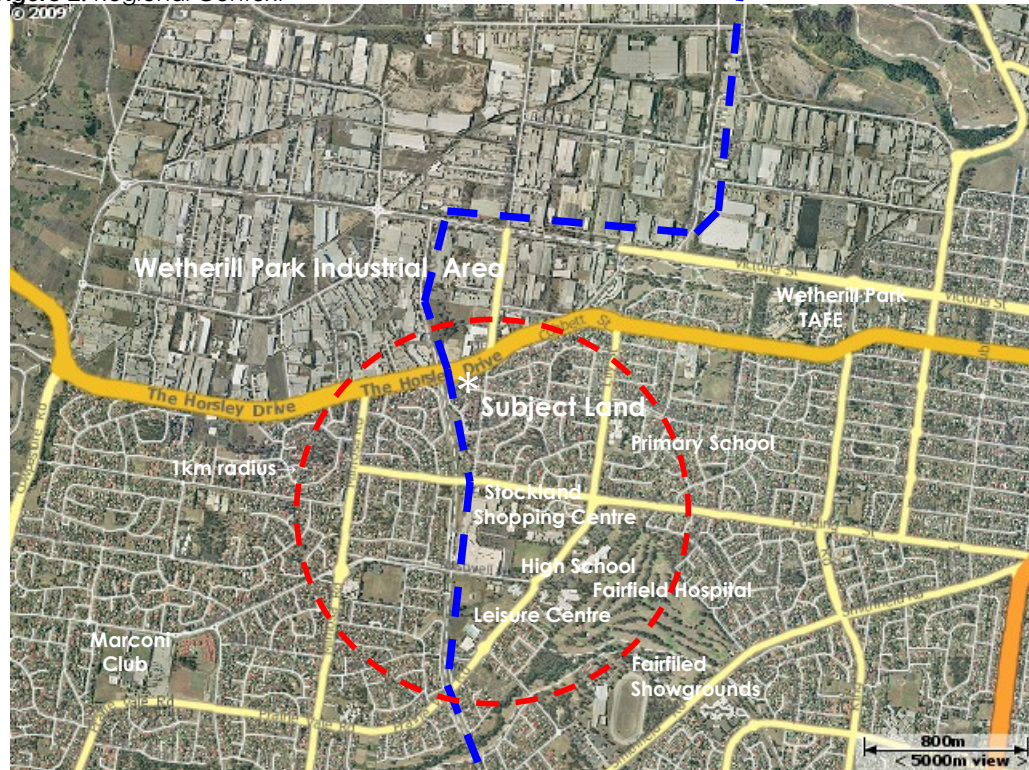
Section A – Need for the planning proposal

1. Is the planning proposal a result of any strategic study or report?

The planning proposal is a result of the following;

- A. The assessment and recognition of the sites unique characteristics and ideal location within 1km radius of the potential major centre of Prairiewood (Stockland Shopping Centre) which is identified in the:
 - *Metropolitan Plan for Sydney 2036*;
 - *Draft West Central Subregional Strategy*; and,
 - *Draft Fairfield Residential Development Strategy 2009*.
- B. Recognition in the *Draft Fairfield Residential Development Strategy 2009* that “there is a strong policy direction at both a Council and State Government level that activity centres should be the focus of high density residential and employment development and will play a key role in accommodating the future population.”
- C. Recognition by the NSW Department of Planning and Infrastructure in LEP Practice Note PN 11-002 dated 10 March 2011 that the R2 Low Density Residential Zone “is generally not suitable adjacent to major transport nodes or larger activity centres where residential densities should be higher”.

Figure 2: Regional Context



— Liverpool to Parramatta Transit-Way

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Refer to Figure 2 and Table 1 for details of the sites unique characteristics and ideal location.

Table 1 – Key Site Characteristics & Location Details

Key Characteristics	Comments
Location	Within 1km of the potential major centre of Prairiewood and ideally located on the corner of The Horsley Drive and the Liverpool – Parramatta Transitway.
Land Size	The site has an area of 5,547sm that makes it ideally suitable for medium density development. There are few sites of this size that are ideally located in major centres and the opportunity to provide greater flexibility in the provision of affordable housing types should not be lost.
Transport	The site is located at the intersection of the Liverpool – Parramatta Transitway and bus route along The Horsley Drive. The site is located immediately adjacent a stop on the Liverpool – Parramatta Transitway. Bus route along the front of the site on The Horsley Drive and provides direct access to Fairfield City Centre.
Shops	Apart from local shops, the subject land is only 600m from the Stockland Shopping Centre.
Health	1km to Fairfield Hospital.
Services	Bus route runs along The Horsley Drive providing direct access to Fairfield City Centre and services such as child care facilities, churches, RTA Motor Registry, RSL club etc.
Education	800m to both Prairiewood High School and William Stimson Primary School. 1.5km to Wetherill Park Institute of TAFE.
Employment	Immediately adjacent (walking distance) to Wetherill Park Industrial Area and the opportunities this area provides for jobs.

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

The planning proposal is seen as the best means of achieving the stated objective and intended outcome. An amendment to the FLEP is seen as necessary to be able to provide greater flexibility in the provision of affordable housing types on this particularly unique site in the most timely and orderly manner.

It is recognised that Fairfield Council has prepared the draft Fairfield Local Environmental Plan (draft LEP) 2010 that is expected to be placed on public exhibition during 2011. Draft LEP 2010 has been prepared in accordance with the standard instrument and incorporates the relevant mandatory provisions including standard zones, definitions, clauses, format etc. Draft LEP 2010 does not propose spot changes to zoning.

3. Is there a net community benefit?

A net community benefit arises where the sum of all the benefits of a development or rezoning outweigh the sum of all costs. The justification to proceed with the planning proposal to increase residential density has taken into consideration the public interest and the consequence of not proceeding with the change in land use.

A Net Community Benefit Test has been undertaken to determine the net community benefit of the planning proposal. Table 2 demonstrates the net community benefit of the proposed amendment assessed against the criteria set out in the Department of Planning's Draft Centres Policy. The level of detail and analysis is proportionate to the size and likely impact of the proposed FLEP amendment.

Table 2 – Net Community Benefit Test Assessment

Evaluation Criteria	Assessment	✓/x
Will the LEP be compatible with agreed State and regional strategic direction for development in the area?	Yes. The proposed amendment is compatible with key objectives for <i>Centre and Corridors and Housing strategies</i> identified in both the <i>Metropolitan Plan for Sydney</i> and the <i>draft West Central Subregional Strategy</i> (refer Section B4 below).	✓
Is the LEP located in a global/regional city, strategic centre or corridor nominated within the Metropolitan Strategy or other regional/subregional strategy?	Yes. The proposed amendment is located within the 1km radii of the planned major centre of Prairiewood as identified in the <i>Metropolitan Plan for Sydney</i> and the <i>draft West Central Subregional Strategy</i> .	✓
Is the LEP likely to create a precedent or create or change the expectations of the landowner	No. The provision of affordable medium density housing within identified strategic centres and adjacent public transport	✓

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Evaluation Criteria	Assessment	✓/x
or other landholders?	corridors is a desirable objective of both local and state government.	
Have the cumulative effects of other spot rezoning proposals in the locality been considered? What was the outcome of these considerations?	There have not been other spot rezonings relating to medium density housing in the locality.	N/A
Will the LEP facilitate a permanent employment generating activity or result in a loss of employment lands?	No. The LEP will not result in a loss of employment lands.	✓
Will the LEP impact upon the supply of residential land and therefore housing supply and affordability?	No. The proposal will maintain the supply of residential land and will improve the supply of greater housing choice and affordability in keeping with both State and Local Government objectives.	✓
Is the existing public infrastructure (roads, rail, utilities) capable of servicing the proposed site?	The existing road and utilities infrastructure is capable of servicing the site.	✓
Is there good pedestrian and cycling access?	There is very good pedestrian and cycle access to the site.	✓
Is public transport currently available or is there infrastructure capacity to support future public transport?	The site is at the intersection of the Parramatta –Liverpool Transitway and bus route along The Horsley Drive. The site is well serviced by public transport.	✓
Will the proposal result in changes to the car distances travelled by customers, employees and suppliers? If so, what are the likely impacts in terms of greenhouse gas emissions, operating costs and road safety?	With the site being located immediately adjacent the Parramatta –Liverpool Transitway and Wetherill Park Industrial Area it is highly likely that the proposal will result in less distances traveled by cars and less greenhouse gas emissions.	✓
Are there significant Government investments in infrastructure or services in the area whose patronage will be affected by the proposal? If so, what is the expected impact?	Yes. There is significant investment in the Parramatta –Liverpool Transitway whose patronage will be affected by the proposal. The expected impact of the proposal is that there will be additional patronage on the Transitway that is a positive outcome for the significant Government investment.	✓ ✓

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Evaluation Criteria	Assessment	✓/x
Will the proposal impact on land that the Government has identified a need to protect (e.g. land with high biodiversity values) or have other environmental impacts?	No.	✓
Is the land constrained by environmental factors such as flooding?	No	✓
Will the LEP be compatible or complementary with surrounding land uses?	The proposal is compatible with the surrounding residential land uses.	✓
What is the impact on amenity in the location and wider community?	The provision of quality designed medium density residential development will improve the amenity in the local area.	✓
Will the public domain improve?	Future development on the site may include improvements around access to the adjacent transit stop.	✓
Will the proposal increase choice and competition by increasing the number of retail and commercial premises operating in the area?	N/A	
If a stand-alone proposal and not a centre, does the proposal have the potential to develop into a centre in the future?	No.	✓
What are the public interest reasons for preparing the draft plan?	The public interest for preparing the draft plan is: - the provision of affordable housing choice which is suitably located adjacent improved public transport and job opportunities; and, - will assist Council and the West Central Subregion meet their housing targets.	✓
What are the implications of not proceeding at that time?	The implication of not proceeding at this time is the site will be developed for low density development as permitted by the current zone and the opportunity to capitalise on such a large site in close proximity to the Parramatta–Liverpool Transitway could be lost.	✓

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Section B – Relationship to strategic planning framework.

4. Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including the Metropolitan Plan for Sydney and exhibited draft strategies)?

The planning proposal is located within the identified 1km radii of the potential major centre of Prairiewood as identified in the *Metropolitan Plan for Sydney* and *Draft West Central Subregion Strategy*.

The planning proposal is also located within the Parramatta-Liverpool Transitway renewal corridor identified in the *Draft West Central Subregion Strategy* as “where higher density development can be introduced to make optimal use of the infrastructure provided.” The strategy encourages local councils to “investigate the role of these corridors and ensure that future planning makes best use of land in these corridors and capitalises on opportunities for growth and economic development.”

The provision of the Parramatta–Liverpool Transitway provides the potential for Fairfield Council to increase residential densities in areas previously not serviced by major transport infrastructure to assist in reaching their dwelling capacity targets.

Table 3 details how the planning proposal is consistent with the objectives and actions contained within both the *Metropolitan Plan for Sydney* and *Draft West Central Subregion Strategy*.

Table 3 – Relationship to Strategic Planning Framework

METROPOLITAN PLAN FOR SYDNEY 2036			
STRATEGY	OBJECTIVE	COMMENTS	✓/X
STRENGTHENING THE ‘CITY OF CITIES’	OBJECTIVE A3 To contain the urban footprint and achieve a balance between greenfields growth and renewal in existing areas	Proposal will provide for additional housing in an existing growth area and will not contribute to the growth of the urban footprint.	✓
GROWING AND RENEWING CENTRES	OBJECTIVE B1 To focus activity in accessible centres	The Planning Proposal will make use of existing infrastructure, increase housing supply, allow more trips to be made by public transport and strengthen the customer base for the Prairiewood Town Centre. Planning Proposal focuses new housing development in a centre with good public transport.	✓

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	OBJECTIVE B2 To strengthen major and specialised centres to support sustainable growth of the city.	Prairiewood is identified as a potential major centre with assets able to support increased residential development.	✓
HOUSING SYDNEY'S POPULATION	OBJECTIVE D1 To ensure an adequate supply of land and sites for residential development	Planning Proposal will provide for increased supply of dwellings.	✓
	OBJECTIVE D2 To produce housing that suits our expected future needs.	The provision of medium density housing will meet the expected future needs of housing being well located in relation to public transport, shopping and services.	✓
	OBJECTIVE D3 To improve housing affordability	Provision of medium density housing will certainly be more affordable than traditional single detached forms of housing.	✓
DRAFT WEST CENTRAL SUBREGION STRATEGY			
STRATEGY	OBJECTIVE	ACTION	✓/X
CENTRES & CORRIDORS	B2.1 Plan for housing in centres consistent with their employment role.	B2.1.2 West Central councils to investigate increasing densities in all centres where access to employment, services and public transport are provided or can be provided.	✓
	B5.1 Establish a stronger corridors planning and development initiative.	B5.1.4 Parramatta City Council, Holroyd Council and Fairfield Council to investigate the potential for greater development in those areas within good proximity to the Parramatta-Liverpool Transitway in the preparation of their Residential Development Strategies and Local Environmental Plans.	✓
HOUSING	C1.3 Plan for increased housing capacity targets in existing areas.	Councils to plan sufficient zoned land to accommodate their local government area housing targets through their Principal LEPs.	✓

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	C2.1 Focus residential development around centres, town centres, villages and neighbourhood centres.	C2.1.1 West Central councils to ensure the location of new dwellings maintain the subregion's performance against the target for the State Plan Priority E5.	✓
		C2.1.2 Local councils to provide in their LEPs, zoned capacity for a significant majority of new dwellings to be located in strategic and local centres.	✓
	C2.3 Provide a mix of housing.	C2.3.2 Local councils to provide for an appropriate range of residential zonings to cater for changing housing needs.	✓

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

The *Draft Fairfield Residential Development Strategy* is a 20 year strategy that guides the location and type of future residential development within the LGA. The Strategy has adopted a centres based planning approach to guide the location of new housing within existing urban areas of the Fairfield LGA.

The Strategy “establishes a sustainable planning framework which can be applied to the whole LGA to ensure equity in access to a range of services and facilities, to encourage increased diversity in housing stock and to promote a range of lifestyle areas.” The Strategy provides “a philosophy for growth and development, as well as the development of a sustainability checklist for growth and an overall strategy for the entire LGA.” More detailed structure planning “has been undertaken for six key centres in the eastern part of the LGA to test the philosophy and apply the sustainability matrix as well as inform the development of key statutory planning documentation guiding future development within the LGA.”

Table 4 provides an assessment of the Planning Proposal against key strategies of the relevant Sustainability Elements identified in the Draft Residential Strategy.

Table 4 – Assessment against Draft Residential Strategy

A – FUTURE HOUSING NEEDS AND DIVERSITY		
Key Strategy	Comments	✓/X
A.2.1 Provide for up to 24,000 additional dwellings by 2031	The Planning Proposal will provide additional dwellings that will assist Council in meeting key	✓

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proximate to key facilities and services.	targets for the provision of diverse housing.	
A.2.2 Use the centres and corridors model to focus new growth within existing urban areas & around centres and corridors.	The Planning Proposal is located within an existing urban area that forms part of the Prairiewood Major Centre and the Parramatta-Liverpool Transitway corridor.	✓
A.2.3 Provide an adequate range and diversity of housing types to meet the future needs of the Fairfield LGA population.	The Planning Proposal provides for medium density housing which is a housing type that will meet the future needs of the Fairfield LGA population. The existing locality is seriously lacking in diverse housing types.	✓
A.2.4 Ensure future dwellings contribute to a high quality and safe neighbourhood.	The design of future housing on the site will be required to meet the applicable controls in the DCP and will provide additional surveillance of adjoining Transitway station.	✓
A.2.5 Future dwellings to have a high level of amenity, high environmental performance and integrate with surrounding neighbourhoods.	Any future development on the site will be required to meet the applicable controls in the Fairfield DCP which will also ensure any future development integrates with surrounding neighbourhood.	✓
B – SPECIAL NEEDS GROUPS		
Key Strategy	Comment	✓/X
B.2.1 Provide appropriate housing to meet the needs of special target groups in the Fairfield LGA.	The provision of medium density housing will assist in meeting the special needs of groups identified in Fairfield LGA such as children, older generations, low income earners and culturally diverse populations.	✓
B.2.2 Future dwellings are suited to the needs of an ageing population by being adaptable and where possible accessible.	The unique location of the Planning Proposal in terms of public transport and services make any future dwellings very accessible by an ageing population.	✓
B.2.3 Provide new developments that can cater for a range of age groups, particularly children & families.	The Planning Proposal will provide for a new development on the site that will cater for a range of groups that are presently not well catered for in the locality.	✓
B.2.4 Future planning controls to be suitably flexible to provide for dwellings which	The Planning Proposal will allow greater flexibility to provide diverse housing compared to existing planning controls that only allow for low density	✓

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accommodate multiple families or non-traditional housing needs	development.	
C – AFFORDABLE HOUSING		
Key Strategy	Comment	✓/X
C.2.1 Protect existing supplies of affordable housing.	N/A	
C.2.2 Promote developers, state government and not-for-profit organisations to increase the supply of affordable housing within Fairfield LGA.	The Planning Proposal will provide the opportunity for Council to promote more affordable housing on a large and rare site.	✓
C.2.3 Produce new stocks of affordable housing.	The Planning Proposal will provide greater flexibility in the provision of housing and the opportunity to provide new stocks of affordable housing.	✓

The Planning Proposal is seen to be consistent with the *Draft Fairfield Residential Development Strategy 2009*.

6. Is the planning proposal consistent with applicable state environmental planning policies?

The Planning Proposal is not inconsistent with any State Environmental Planning Policy (SEPP).

7. Is the planning proposal consistent with applicable Ministerial Directions (s. 117 directions)?

Table 5 provides an assessment of the Planning Proposal against the applicable Ministerial Directions.

Table 5 – Assessment against Ministerial Directions

Ministerial Direction	Comment	✓/X
3. Housing, Infrastructure and Urban Development		
3.1 Residential Zones	The planning proposal is consistent with the objectives of the direction.	✓
3.4 Integrating Land Use and Transport	The planning proposal is consistent with the objectives of the direction.	✓

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5. Regional Planning		
5.2 Sydney Drinking Water Catchments	The Planning Proposal will have a neutral effect on water quality.	✓
6. Local Plan Making		
6.3 Site Specific Provisions	The objective of the planning proposal will amend Fairfield Local Environmental Plan in order to allow the particular development proposal to proceed in the existing zone.	✓
7. Metropolitan Planning		
7.1 Implementation of the Metropolitan Strategy	The Planning Proposal is shown to be consistent with the NSW Government's Metropolitan Plan for Sydney 2036.	✓

Section C – Environmental, social and economic impact.

8. Is there a likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

Preliminary investigations indicate that the land affected by the Planning Proposal does not contain habitat of any sort and therefore it is unlikely that any critical habitat or threatened species, populations or ecological communities, or their habitats will be adversely affect as a result of the proposal.

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

Preliminary investigations indicate there are no other likely environmental effects unique to this planning proposal that have not already been addressed. The Planning Proposal is considered minor in respect to environmental impact.

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

There are social benefits resulting from the proposed amendment to the FLEP which includes the provision of:

- affordable housing;
- housing for special needs groups;
- a range and diversity of housing types;
- new growth within existing urban areas and around centres and public transport corridor.

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The Planning Proposal is considered to have minor economic impact.

Section D – State and Commonwealth interests.

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

The locality of the Planning Proposal is very well served by existing infrastructure as detailed in previous sections of the proposal.

The Planning Proposal will result in minor infill development that will not place any significance increase in demand for existing infrastructure.

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

Consultation with other public authorities has not occurred at this stage of the gateway process. It is expected that any consultation will be identified following the gateway determination.

PART 4 COMMUNITY CONSULTATION

The gateway determination will specify the community consultation that must be undertaken on the planning proposal. Generally the Department of Planning have set a 14 day public exhibition period for planning proposals that are considered to be of low impact and 28 days for all other planning proposals.

3 SUMMARY

In summary, the planning proposal to rezone the site at 46 Cobbett Street, Wetherill Park should receive favourable consideration from Council because;

1. It is a unique opportunity to implement both Local and State Government policy on the provision of new housing and the opportunity should not be lost.
2. New challenges have emerged placing greater pressure on the provision of affordable and well located housing. Sydney's population is growing faster than previously expected. Sydney's population is now expected to grow by an additional 1.7 million people in the 30 years to 2036. This is an average annual rise of 56,650 over previous estimates.
3. There are social benefits resulting from the proposed amendment which include the provision of affordable housing, housing for special needs groups, a range and diversity of housing types and the provision of new growth within existing urban areas around centres and public transport corridors.
4. A Net Community Benefit Test demonstrates a net community benefit arises from the proposed amendment.