

Introduction

This Planning Proposal has been prepared by Urbis on behalf of Caltex Australia Petroleum Pty Ltd to seek an amendment to the provisions of the Fairfield LEP 1994 to facilitate the redevelopment of the existing Caltex service station at the corner of Woodville Road and Orchardleigh Road, Old Guildford, including the expansion of the service station use onto the adjacent residential allotment at 640 Woodville Road, Old Guildford.

This Planning Proposal seeks to facilitate the redevelopment of the existing Caltex Service Station and formalisation of its existing service station use, by amending LEP 1994 by introducing a site specific provision to expand the range of permissible uses on the enlarged site to include service stations.

The site is presently zoned Residential A and the existing service station use is under existing use rights under s.106 of the *Environmental Planning and Assessment Act 1979*.

The proposed redevelopment of the site will modernise the service station facilities and reconfigure the existing operations to accommodate greater on-site queuing capacity for customers, and to improve on-site service vehicle manoeuvring to enable vehicles to enter, exist and circulate through the site in a forward direction.

This Planning Proposal has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* and having regard to the NSW Department of Planning 'A guide to preparing planning proposals' and 'A guide to preparing local environmental plans'.

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.
- Describes the community consultation expected to occur regarding the proposal.

1 Site and Location

1.1 The Site

The Planning Proposal relates to the land known as 634 – 640 Woodville Road, Old Guildford. The property comprises the existing Caltex Service Station at the corner of Woodville Road and Orchardleigh Road, and the northern adjoining allotment fronting Woodville Road which is currently occupied by a single-storey detached residential dwelling (currently vacant).

The site is situated on Woodville Road which is the western boundary of Fairfield Council and Bankstown Council in Sydney's central-west.

The subject property is on the western side of Woodville and has the following key attributes:

- A site comprises the following five allotments:
 - Lot 3 in DP1625/S2
 - Lot 4 in DP 1625/S2
 - Lot 1 in DP 983633
 - Lot 2 in DP 983633
 - Lot B in DP 393562
- A total site area of 2,839.02sqm.
- A 64.4 metre eastern frontage to Woodville Road, which is a classified road along the properties frontage.
- A 49.6 metre southern frontage to Orchardleigh Road.
- A 33.2 metre northern boundary to the adjacent residential property, occupied by a single-storey detached dwelling.
- The site does not accommodate any significant vegetation and has a gentle slope from east to west.
- The site is currently zoned Residential A under the Fairfield LEP 1994.



SUBJECT SITE, OLD GUILFORD NSW



Figure 1 – Subject Site

1.2 Surrounding Context

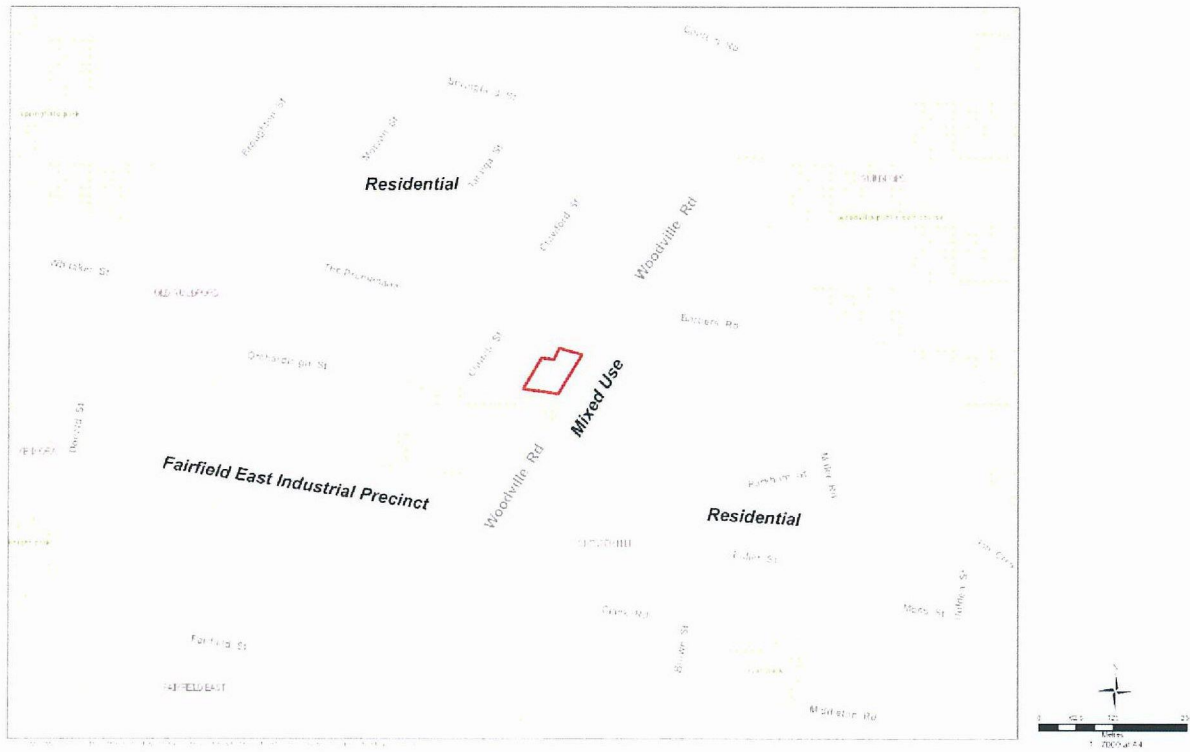
The key attributes of the surrounding context are summarised below:

North – Residential area generally characterised by single-storey detached dwellings. The subdivision layout is regular and allotment sizes are generally 600sqm, with an 18 metre street frontage.

East – The site fronts onto Woodville Road to the east which provides the boundary to Fairfield Council, and is an arterial road. There are a series of car yards running along the eastern side of Woodville Road opposite the site.

South – The site has a southern frontage to Orchardleigh Road. On the southern side of Orchardleigh Road is the Fairfield East Industrial Precinct which comprises 108ha of employment land. Properties to the south fronting Woodville Road are occupied by a range of business uses, including car sales yards and fast food retailers.

West – The land to the west on the northern side of Orchardleigh Road is generally residential, comprising detached residential dwellings. To the south of Orchardleigh Road the Fairfield East Industrial Precinct extends to the west. At the western end of Orchardleigh Road is Yennora train station.



LOCAL CONTEXT, OLD GUILFORD NSW

Figure 2 – The Site Context

2 Description of the Proposal

The purpose of this Planning Proposal is to amend the Fairfield LEP 1994 to formalise the existing use and extend the use onto the property immediately to the north of the site. The expansion of the service station onto the northern portion of the subject site has been identified by Caltex as key additional land needed to improve the existing service station operations, by redesigning the site for a more efficient utilisation of the site and to relocate the convenience store building to the northern portion of the consolidated site to improve on-site vehicle movement paths and provide an acoustic barrier to the adjoining residential properties..

An indicative site layout including the 634 Woodville Road land has been prepared and responds to the existing service stations opportunities and constraints. From a planning perspective the proposal seeks to:

- Increase the on-site queuing capacity of the service station by relocating the convenience store further north onto the proposed additional allotment.
- Improve on-site service vehicle manoeuvring enabling service vehicles to enter, circulate and exist the site in a forward direction without multiple movements as is currently required.
- Modernise the existing service station facilities and remove the existing vehicle repair garage on the site.
- Optimise the site's strategic location on an arterial road, which provides limited residential amenity for the existing residential building on the site.
- Improved acoustic amenity to surrounding residential dwellings, through accommodating service vehicles manoeuvring in a forward direction through the site and locating the convenience store in a way that it acts as an acoustic barrier to the service station operations. Refer to the Acoustic Assessment attached in **Attachment 2** for acoustic details.

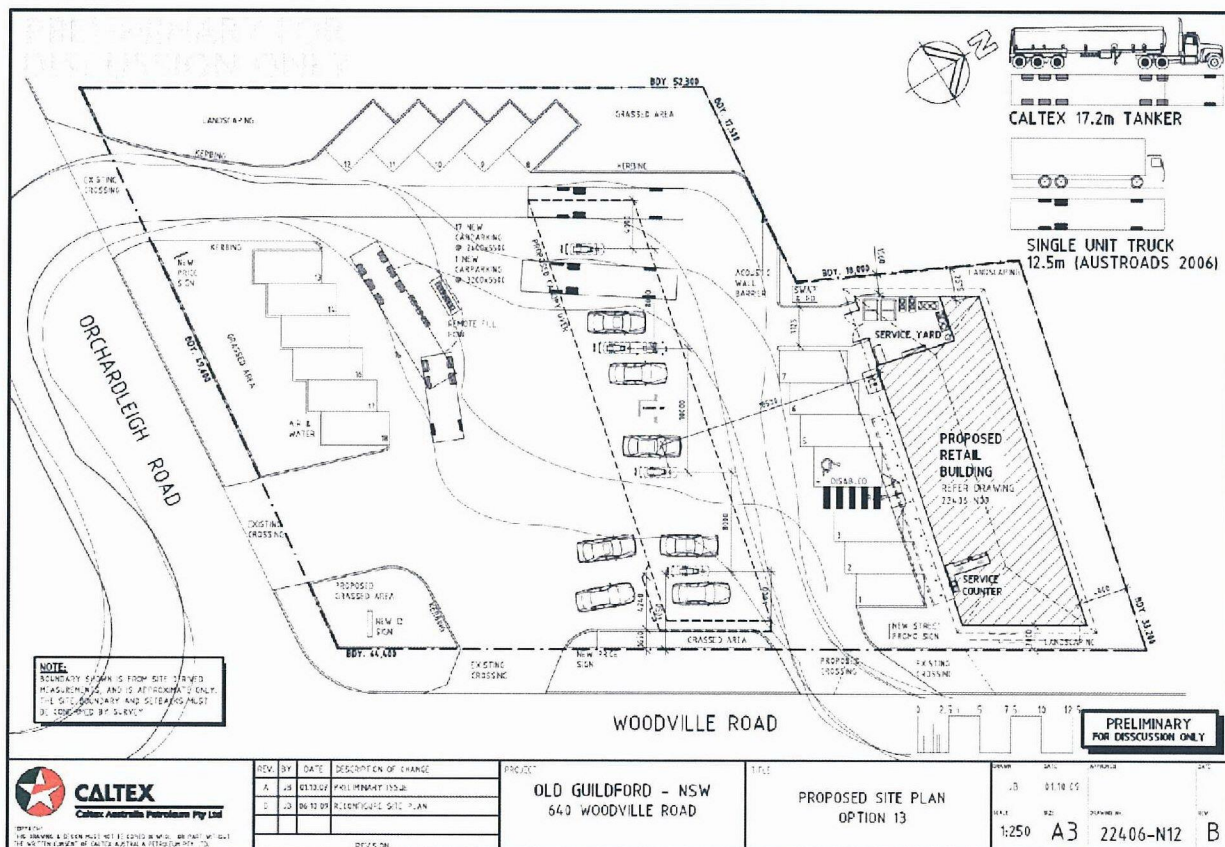


Figure 3 – Indicative Redevelopment Site Layout including subject site.

3 Part 1 – Objectives or Intended Outcomes

3.1 Objective

This Planning Proposal has been prepared on behalf of Caltex Australia Petroleum Pty Ltd seeking an amendment to the provisions of the Fairfield LEP 1994 to facilitate the approval of a service station to operate on the land at 634 Woodville Road, Old Guildford, and to formally recognise the existing operation of the service station at the corner of Woodville Road and Orchardleigh Road, Old Guildford.

The key objective of this Planning Proposal is:

To expand the permissible land uses on the land known as 634 – 640 Woodville Road, Old Guildford to permit the land to be used as a service station.

3.2 Intended Outcomes

The intended outcomes of the Planning Proposal are:

- To amend the Fairfield LEP 1994 to zone the existing Caltex service station site and 634 Woodville Road Old Guildford to support the redevelopment of the land for service station operations.

A conceptual design for the redevelopment of the existing service station has been prepared. The scheme will be further progressed as part of any future Development Application for the redevelopment following the gazettal of the rezoning proposal to support a service station and associated convenience store on the property.

The key aspects of the conceptual design include:

- Responding to the site's opportunities and constraints, and designing a contemporary service station which will mitigate any significant environmental impacts on surrounding land uses.
- Accommodating and responding to the existing and future demands for refuelling of vehicles travelling along Woodville Road.
- Changing the permissible land uses to accommodate land uses which are less sensitive than residential to the impacts of the amenity impacts of traffic along Woodville Road.
- Works towards providing appropriate land uses to service the surrounding industrial land uses and residential community.

These key aspects will be incorporated into future design development of the scheme as part of the Development Application process.

4 Part 2 – Explanation of Provisions

The objectives of the Planning Proposal can be achieved through the following amendments to the Fairfield LEP 1994.

4.1 Introduce a Site Specific Clause expanding the Permissible Uses

The inclusion of the following clause to be added to *Part 4 Special provisions relating to particular land* of the Fairfield Local Environmental Plan 1994:

Clause 25J 634 – 640 Woodville Road, Old Guildford (Caltex Service Station)

- (1) *This clause applies to the land known as 634 – 640 Woodville Road, Old Guildford, being Lots 3 and 4 in DP 1625/S2, Lots 1 and 2 in DP 983633, and Lot B in DP 393562, as shown edged heavy black on the map marked “Fairfield Local Environmental Plan 1994 (Amendment)”.*
- (2) *Nothing in this Plan prevents a person, with the consent of Council, from carrying out development on the land to which this clause applies for the purpose of a service station and ancillary convenience store.*

This amendment will support the existing service station use on the site at 640 Woodville Road, however will formalise its existing use rights. Additionally, the amendment will support the expansion of the service station use to the north onto Lot B in DP 393562, and accordingly achieve the objective and intended outcome of this planning proposal.

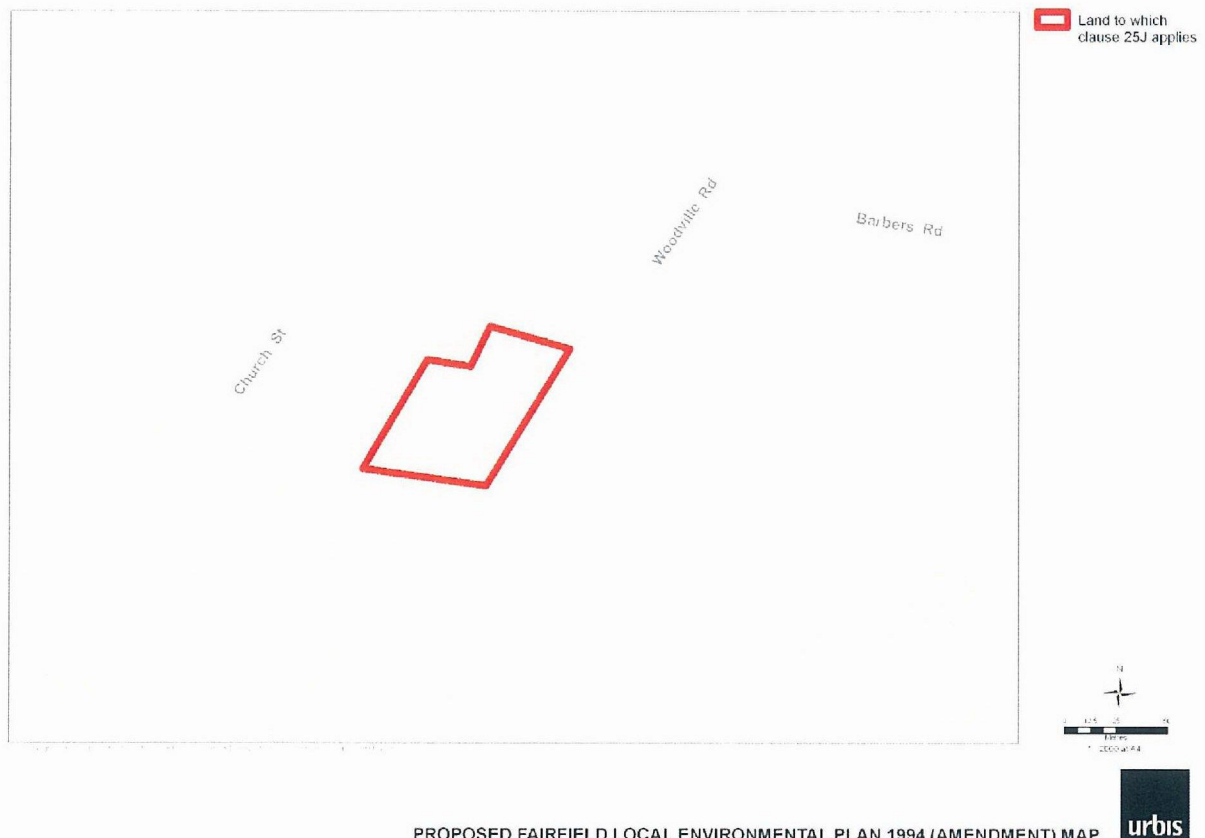


Figure 4 – Proposed “Fairfield Local Environmental Plan 1994 (Amendment)” Map.

5 Part 3 – Justification

5.1 Overview

The Planning Proposal seeks to formally support the operation and expansion of the service station on the existing Old Guildford site and the northern adjacent residential property through a site specific provision expanding the permitted uses through an amendment to the Fairfield Local Environmental Plan 1994 (LEP 1994).

The rezoning of the subject property to allow for a service station and associated convenience store is appropriate for the following reasons:

- The majority of the site currently operates as a service station and has been operating as a service station since the 1960's.
- The existing service station benefits from exiting use rights. The redevelopment of the expanded site will improve on-site operations and reduce impacts to surrounding properties.
- The site is strategically located between the existing East Fairfield employment lands to the south and the residential area to the north and west, and will provide refuelling and convenience store services to these established land uses as well as to local residents.
- The sites frontage to Woodville Road limits it's potential to accommodate residential land uses with a satisfactory level of residential amenity.
- Woodville Road is identified as an "Enterprise Corridor" in the Draft West Central Subregional Strategy (Draft Subregional Strategy), which is characterised by a mix of land uses, which should include services such as service stations to provide an appropriately diversified range of land uses.
- The formalisation of the existing service station operation on the site will eliminate the inconsistency between the Fairfield LEP 1994 site zoning, and the existing use rights which the site is privy to.
- The expansion of the service station onto the northern adjoining property will improve on-site operations and enable a more modern facility to be provided which responds to the existing on-site use constraints.
- Through improving onsite vehicle manoeuvring for service vehicles, there will be reduced acoustic impacts on surrounding residential properties, as less vehicle reversing alarms will be generated through normal service vehicle operations on-site.

5.2 Section A – Need for the planning proposal

A1. Is the planning proposal a result of any strategic study or report?

This planning proposal is not the result of any strategic study or report.

However, it is noted under the Draft Subregional Strategy identifies Woodville Road as a “Potential Economic Corridor” which is to accommodate a range of uses which benefit from high levels of passing traffic. The planning proposal seeks for the permissible land uses on the site to be expanded to formally support a service station, which is consistent with the Draft Subregional Strategy.

A2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

It is considered that the planning proposal is the best means of achieving the stipulated objective.

Due to the subject property being zoned Residential A under LEP 1994 (and R2 Low Density Residential under the Draft Fairfield LEP), the existing use rights and current operation of the site will remain at odds with the continued operation of the site as a service station and convenience store.

A3. Is there a net community benefit?

The following table addresses the evaluation criteria for conducting a “net community benefit test” within the Draft Centres Policy (2009) as required by the ‘*Guide to preparing an environmental plan*’ guidelines.

Table 1 – Assessment of the Net Community Benefit under the *Guide to preparing an environmental plan*

Evaluation Criteria	Y/N	Comment
Will the LEP be compatible with agreed State and regional strategic direction for development in the area (e.g. land release, strategic corridors, development within 800m of a transit node)?	Yes	The proposed rezoning is compatible with the Metropolitan Strategy and Draft Subregional Strategy for the following reasons: - Woodville Road is identified as a ‘Potential Enterprise Corridor’ in the Draft Subregional Strategy to accommodate a range of land uses which benefit from high levels of traffic exposure. - Is consistent with the strategic corridor objectives of the Draft Subregional Strategy as outlined in Section 5.3 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 subject site is situated on Woodville Road which is identified as a ‘Potential Enterprise Corridor’ within the Draft Subregional Strategy. The Draft Subregional Strategy identifies the corridor as providing a buffer between residential uses and roads with high volumes of traffic. The sites position directly fronting Woodville Road will provide an appropriate mixed use buffer to the residential area to the west.
Is the LEP likely to create a precedent or create or change the expectations of the landowner or other landholders?	No	The proposed LEP amendment is unlikely to create a precedent within the locality or change the expectations of the site as the Woodville Road corridor currently has a mix of land uses to the north, south and east, and is consistent with the Draft Subregional Strategy’s aim of Woodville Road accommodating a range of land uses.

Evaluation Criteria	Y/N	Comment
Have the cumulative effects of other spot rezoning proposals in the locality been considered? What was the outcome of these considerations?	Yes	There are no known other spot rezonings in the locality that are being considered. Further, the proposal applies partly to land which benefits for existing use rights and provides the precedence for the proposed additional land use to be supported on the site.
Will the LEP facilitate a permanent employment generating activity or result in a loss of employment lands?	Yes	The proposal will not result in the loss of any employment. The proposal will permanently support employment on the site.
	No	The redevelopment of the service station will preserve the existing employment generation of the subject property.
Will the LEP impact upon the supply of residential land and therefore housing supply and affordability?	Yes	The planning proposal will result in the loss of a single residential allotment, which accommodate a single-storey detached dwelling. The loss of a single dwelling is considered negligible at the local, subregional and regional level, and will facilitate the long term operation of a service station that will service the local residential community, the southern employment precinct and the passing traffic along Woodville Road.
Is the existing public infrastructure (roads, rail, utilities) capable of servicing the proposed site? Is there good pedestrian and cycling access? Is public transport currently available or is there infrastructure capacity to support future transport?	Yes	The existing road, rail and bus infrastructure surrounding the property is adequate to support the development. The current vehicle access management on the site is poor and requires service vehicles to make three-point turns and reverse-movements.
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?	Yes	The expansion of the site will allow for redevelopment which will improve vehicle flow within the site and reduce off-site queuing. This may improve travel distances as more vehicles will be able to be serviced by this site.
Are there significant Government investments in infrastructure or services in the area where patronage will be affected by the proposal? If so, what is the expected impact?	No	The proposal does not require further government investment in public infrastructure, it will utilise the existing infrastructure and services beyond the property boundaries, aside from upgraded / relocated driveway crossings and minor civil works. The existing surrounding road network has sufficient capacity to support the LEP amendment, which in turn will improve the onsite queuing capacity and has the potential to improve off-site traffic flows.
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? Is the land constrained by environmental factors such as flooding?	No	The property is currently zoned Residential A and is not identified as being constrained by any environmental factors.

Evaluation Criteria	Y/N	Comment
Will the LEP be compatible/complementary with surrounding adjoining land uses? What is the impact on the amenity in the location and wider community? Will the public domain improve?	Yes	The existing service station is compatible with the surrounding land uses having regard to its location on a major subregional road with high traffic movements. The indicative redevelopment scheme is responsive to the surrounding land use context and illustrates that the service station can be designed to improve the site presentation to Woodville Road and the adjoining residential properties. An architecturally designed and sympathetic built form can be employed to complement the northern residential property and provide an acoustic barrier to minimise noise impacts from service station operations, which will result in an improved transition between the service station use and residential uses. A redevelopment will result in the removal of the workshop which will reduce the noise generated from the site.
Will the proposal increase choice and competition by increasing the number of retail and commercial premises operating in the area?	No	The proposal will improve the operations and presentation of an existing service station and convenience store operator and formalise the existing use.
If a stand-alone proposal and not a centre, does the proposal have the potential to develop into a centre in the future?	No	The proposal is a stand alone site, however will contribute to the future development of Woodville Road as an Enterprise Corridor.
What are the public interest reasons for preparing the draft plan? What are the implications of not proceeding at that time?	-	The proposal will support the redevelopment and expansion of the existing use of the majority of the subject site and will provide the following public benefits: - Improved on-site queuing capacity and in turn less queuing on Woodville Road in peak periods. - A modern service station facility. - Greater landscaping, acoustic protection to surrounding residential properties and generally designed to comply with contemporary standards. - Improve on-site vehicle movements to accommodate service vehicle movements in a forward direction which will reduce noise from reversing sirens.

Overall, the proposal will provide a net community benefit for the following reasons:

- Improved on-site queuing capacity and in turn less queuing on Woodville Road in peak periods.
- A modern service station facility.
- Greater landscaping and acoustic protection to surrounding residential properties.
- Improve on-site vehicle movements to accommodate service vehicle movements in a forward direction which will reduce noise from reversing sirens.
- Remove the anomaly in the LEP to provide better clarity in the planning process.
- Support the redevelopment of the site, which will improve its visual presentation to the Woodville Road and Orchardleigh Road streetscapes.

5.3 Relationship to strategic planning framework

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

The subject property is situated on Woodville Road which is a strategic road corridor between Liverpool and Parramatta in Sydney's West Central subregion.

The Department of Planning have identified Woodville road as a "potential enterprise corridor" within the Draft Subregional Strategy which identifies properties fronting Woodville Road for a mix of land uses. The 'enterprise corridor' is characterised as:

"Areas which provide low cost accommodation for a range of local and regional services including start-up offices, light industrial, showrooms, building supplies and retail, which benefit from high levels of passing traffic (over 50,000 vehicles per day). They provide a valuable buffer between residential development and the road."

The planning proposal is consistent with the Draft Subregional Strategy in the following ways:

- Is situated on an potential enterprise corridor which has been included in the Standard LEP Instrument (Draft Subregional Strategy Action B7.1)
- Will support an automotive service business on a busy road with a high level of passing traffic (Draft Subregional Strategy Action B7.2). Key benefits of utilising this location of a service station include:
 - Providing a vehicle service along a key vehicle corridor, therefore reducing the need for vehicles to deviate from their course of travel to obtain refuelling servicing.
 - Locating a business which generates high vehicle turnover along a road which has high vehicle movements that can draw from the passing traffic rather than generating additional traffic movements.

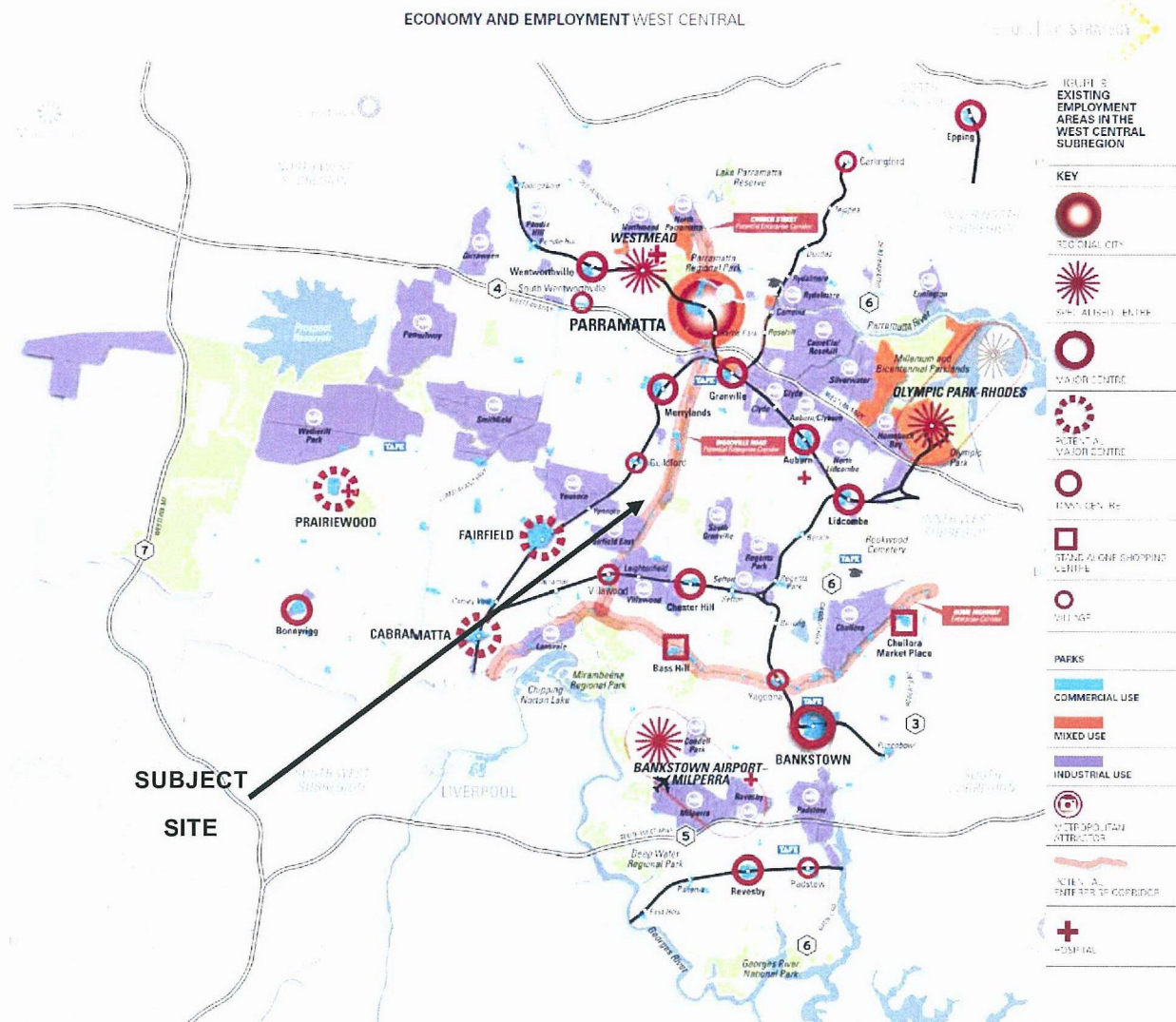


Figure 5 – Caltex Old Guildford Strategic Context

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

The Fairfield Local Environmental Plan 1994 is currently the principal environmental planning instrument which applies to the land, which we are seeking to amend. The planning proposal is consistent with the aims of this plan because:

- Improves the operations and functionality of land which does not have any significant environmental qualities (Cl.2(c)).
- It will deliver services to the local community and businesses in a highly accessible location (Cl.2(d)(ii)).
- Will recognise the existing use rights of the site and formalise them for the sites continued operation as a service station (Cl.2(e)).

Fairfield Council commissioned Leyshon Consulting to prepare a Retail and Commercial Centres Study in 2005. However the scope of this study did not include Old Guildford. The Study did however identify service stations as providing similar services to supermarkets and convenience stores, although their sales composition was significantly different. The Study recommends a separation of 2 km between convenience stores on the same side of the road on major roads. The Caltex Old Guildford does not have any other

services stations within 2 km along Woodville Road, with the closest service station being just over 2km north of the subject property in Guildford on the eastern side of Woodville Road.

5.3.3 Is the proposal consistent with applicable state environmental planning policies?

The planning proposal is consistent with the applicable state environmental planning policies as summarised in the following table.

Table 2 – Application of State Environmental Planning Policies

SEPP Title	Consistency	Consistency of Planning Proposal
SEPP 1 – Development Standards	Yes	The planning proposal will not contain provisions that will contradict or would hinder the application of the SEPP.
SEPP 4 – Development Without Consent and Miscellaneous Exempt and Complying Development	Yes	The planning proposal will not contain provisions that will contradict or would hinder the application of the SEPP.
SEPP 6 – Number of Storeys in a Building	Yes	The planning proposal will use the Standard Instrument to control building heights.
SEPP 14 – Coastal Wetlands	N/A	-
SEPP 15 – Rural Land sharing Communities	N/A	-
SEPP 19 – Bushland in Urban Areas	N/A	-
SEPP 21 – Caravan Parks	N/A	-
SEPP 22 – Shops and Commercial Premises	Yes	The planning proposal does not seek to change the existing commercial use of the subject property, rather have it formally recognised in the local planning instrument and expanded onto the adjoining residential allotment.
SEPP 26 – Littoral Rainforests	N/A	-
SEPP 29 – Western Sydney Recreation Area	N/A	-
SEPP 30 – Intensive Agriculture	N/A	-
SEPP 32 – Urban Consolidation (Redevelopment of Urban Land)	Yes	The planning proposal will not contain provisions that will contradict or would hinder the application of the SEPP.
SEPP 33 – Hazardous and Offensive Development	N/A	-
SEPP 36 – Manufactured Home Estates	N/A	-
SEPP 39 – Spit Island Bird Habitat	N/A	-
SEPP 41 – Casino Entertainment Complex	N/A	-
SEPP 44 – Koala Habitat Protection	N/A	-
SEPP 47 – Moore Park Showground	N/A	-
SEPP 50 – Canal Estate Development	N/A	-

SEPP Title	Consistency	Consistency of Planning Proposal
SEPP 52 – Farm Dams, Drought Relief and Other Works	N/A	-
SEPP 53 – Metropolitan Residential Development	N/A	-
SEPP 55 – Remediation of Land	Yes	The future redevelopment of the service station will address this SEPP.
SEPP 59 – Central Western Sydney Economic and Employment Area	N/A	-
SEPP 60 – Exempt and Complying Development	N/A	-
SEPP 62 – Sustainable Aquaculture	N/A	-
SEPP 64 – Advertising and Signage	Yes	The future redevelopment of the service station will address this SEPP.
SEPP 65 – Design Quality of Residential Flat Development	N/A	-
SEPP 70 – Affordable Housing (Revised Schemes)	N/A	-
SEPP 71 – Coastal Protection	N/A	-
SEPP (Building Sustainability Index: BASIX) 2004	N/A	-
SEPP (Housing for Seniors or People with a Disability) 2004	N/A	-
SEPP (Major Projects) 2005	N/A	-
SEPP (Sydney Region Growth Centres) 2006	N/A	-
SEPP (Infrastructure) 2007	Yes	The proposal has considered the relevant parts of SEPP (Infrastructure) 2007, namely traffic generating developments and is considered to be consistent. Any DA will be referred to the RTA, as the site fronts on to an RTA classified road.
SEPP (Kosciuszko National Park-Alpine Resorts) 2007	N/A	-
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	N/A	-
SEPP (Temporary Structures and Places of Public Entertainment) 2007	N/A	-
SEPP (Exempt and Complying Development Codes) 2008	N/A	-
SEPP (Rural Lands) 2008	N/A	-
SEPP (Western Sydney Parklands) 2009	N/A	-
SEPP (Affordable Rental Housing) 2009	N/A	-

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

The Section Ministerial Directions (under Section 117(2) of the Environmental Planning and Assessment Act 1979) provide local planning direction and are to be considered in a rezoning of land.

The relevant considerations are:

- Direction 1.1 – Business and Industrial Zones
- Direction 3.1 – Residential Zones
- Direction 3.4 – Integrating Land use and Transport
- Direction 6.3 – Site Specific Provisions

The rezoning proposal is consistent with the Ministerial Directions, pursuant to Section 117(2) of the EP&A Act as demonstrated by the following:

Should Council support the expanding the permissible uses on the site to include service stations, then the rezoning should have regard to 'Direction 1.1 – Business and Industrial Zones', as service stations are generally permissible within these zones. The proposal is consistent with Direction 1.1 because:

- The formalisation of the existing service station land use will protect employment lands within Fairfield East Industrial Area for industrial purposes (Direction 1.1(1)(a)).
- The permissibility of a service station on the subject property will introduce an industrial land use zone onto the site, which will respond to the sites frontage to the main road connecting the identified strategic centres of Parramatta and Liverpool (Direction 1.1(1)(c)).

The site is consistent with the 'Direction 3.1 – Residential zones' direction because:

- The proposal seeks to formally utilise residential zoned land which has low amenity to accommodate an existing commercial use which will not adversely impact the surrounding residential lands and will provide a buffer from the traffic running along Woodville Road (Direction 3.1(1)(b)).
- Will utilise land that is not environmentally sensitive, for the propose of servicing both the surrounding residential area and the passing traffic along Woodville Road (Direction 3.1(1)(c)).

The proposal is consistent with 'Direction 3.4 – Integrating Land use and Transport' direction because it provides a contextual response to the subject properties frontage to Woodville Road and its serviceability to the surrounding residential area, including:

- Provides convenience retailing for the surrounding residential community within a walkable distance (Direction 3.4(1)(a)).
- Provides a service which is demanded along key road corridors which have high levels of vehicle movements (Direction 3.4(1)(c)).

Should a site specific clause allowing service stations on the subject property within the existing Residential A zone, then the proposal will need to consider 'Direction 6.3 – Site Specific Provisions'. The proposed site specific provision is consistent with Direction 6.3 because:

- The proposal will formalise the existing use of the majority of the subject property and provide a site specific provision which will relax the existing restrictive use of the site. By introducing the proposed site specific provision, support servicing for the surrounding residential area can be provided on land which has high levels of passing trade from vehicle movements along Woodville Road, and will utilise residential land which has low residential amenity due to its direct frontage to Woodville Road (Direction 6.3(1)).

5.4 Environmental, social and economic impact

5.4.1 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?

No.

The subject property is cleared of all native vegetation, with only turf and a few low shrubs on the residential allotment, 640 Woodville Road.



Figure 6 – Minimal existing vegetation on the subject property (viewed from Woodville Road)

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

The key environmental impacts of the proposal are addressed below:

- **Housing Stock** - of the proposal is the loss of a single residential dwelling. The planning proposal will result in the loss of a single residential dwelling at 640 Woodville Road. While there is high demand for residential land and a housing shortage across Sydney, the location of the subject site provides limited residential amenity with high levels of passing traffic along Woodville Road. The redevelopment and expansion of the existing service station operations will improve servicing to the passing traffic and the surrounding residential area, without resulting in a loss of prime residential land.

- **Acoustic** – the proposal will improve the acoustic impacts of the service station operations, as the expansion of the service station onto 634 Woodville Road will accommodate a development which minimise service vehicle reversing (and accordingly reversing alarms) and improve acoustic barriers along site boundaries.
- **Social** – will improve the retailing services available to the local community.
- **Visual** – the proposed LEP amendment will allow for the redevelopment of the service station that is architecturally sympathetic to the surrounding residential land uses, and modernises the streetscape presentation to Woodville Road. The indicative site design illustrates a redevelopment can be achieved which will reduce the visual clutter of the site layout and improve the streetscape presentation.

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

The proposal will have a positive social and economic benefit through:

- Improving the fuel and convenience goods offer available to the surrounding residential and business community.
- Providing more appropriate site design to improve the amenity of surrounding residential dwellings, particularly through more appropriate acoustic and landscaping treatments.
- Facilitating the replacement and remediation, as appropriate, of any underground fuel storage tanks.
- Improved site circulation.
- Incorporation of Crime Prevention through Environmental Design principals in any new scheme.
- Improve the relationship between the service station use and other neighbouring sensitive uses.
- Retain employment on the site.



Figure 7 – Existing view of the service station from Woodville Road approaching from the South.

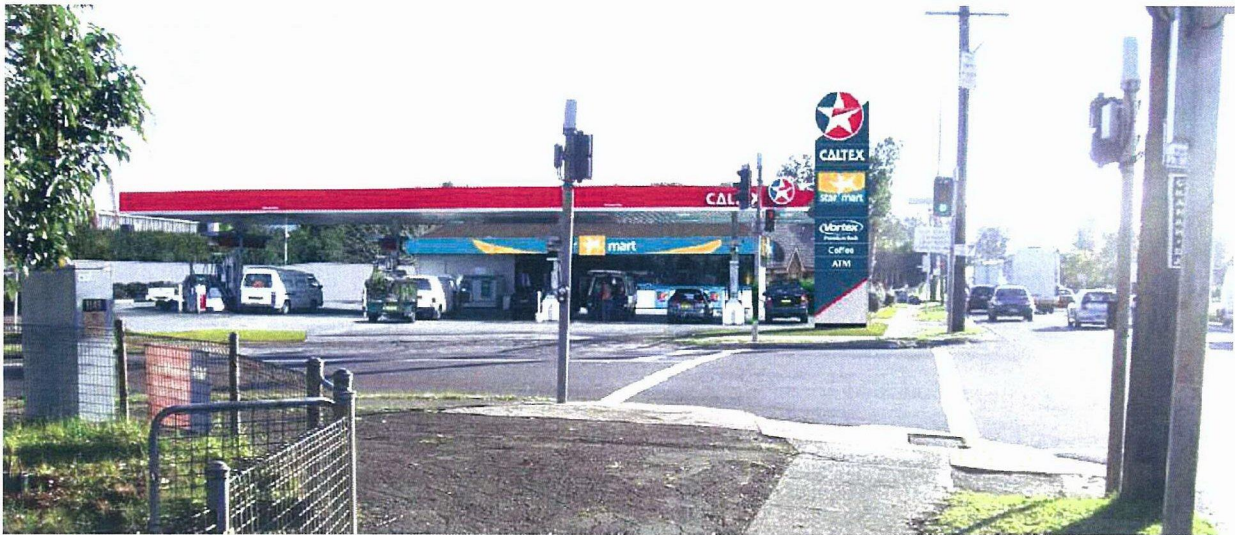


Figure 8 – View of the indicative redevelopment of service station from Woodville Road approaching from the South.



Figure 9 – Existing View of service station and 640 Woodville Road viewed from the opposite side of Woodville Road.



Figure 10 – View of indicative redevelopment of the service station and 640 Woodville Road viewed from the opposite side of Woodville Road.

Refer to **Attachment 3** for the indicative redevelopment layout and perspectives package.

5.5 State and Commonwealth interests

5.5.1 Is there adequate public infrastructure for the proposal?

The property is adequately supported by the following public infrastructure:

- Connections and Access, including:
 - Access from Woodville Road from the south.
 - Access from Orchardleigh Road from the west.
- Retail and Business Facilities, including:
 - A mix of vehicle related businesses and industries located along Woodville Road.
 - The industrial / employment lands to the south in Fairfield East Industrial Precinct.

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

A gateway determination has not yet been issued. No State agency has been consulted on the Planning Proposal to date.

6 Part 4 – Community Consultation

6.1 Public Exhibition

As this planning proposal is consistent with the strategic plans relating to the land, and proposes a rezoning of the subject property to accommodate a use which is appropriate for an enterprise corridor, the proposal constitutes a '*low impact planning proposal*'. Accordingly, the following public consultation process would be likely to be appropriate.

- Public exhibition for a minimum of 14 days.
- The community will be notified of the commencement of the exhibition period via a notice in a local newspaper and via a notice on the Wollondilly Shire Council website.
 - The written notice will:
 - Give a brief description of the objectives or intended outcomes of the planning proposal;
 - Indicate the land affected by the planning proposal;
 - State where and when the planning proposal can be inspected;
 - Give the name and address of the RPA for the receipt of submissions; and
 - Indicate the last date for submissions.

During the exhibition period, the following material will be made available for inspection:

- The planning proposal, in the form approved for community consultation by the Director General of Planning;
- The gateway determination; and
- Any studies relied upon by the planning proposal.

6.2 Fairfield Council Consultation

Preliminary consultation with Fairfield Council in the form of written correspondence regarding this planning proposal has been underway since late 2008. A copy of the correspondence on this matter is attached in **Attachment 1**.

6.3 Department of Planning Consultation

Due to the minor nature of this planning proposal and the preliminary stage of the proposal, the proponent has not consulted with the Department of Planning. However, this planning proposal seeks the support of Council to refer the proposal to the Department of Planning for a gateway determination.

7 Conclusion

This Planning Proposal seeks to formalise the existing service station operation on the subject property and allow for its expansion onto the adjoining allotment currently occupied by a residential dwelling.

The planning proposal responds to the strategic position of the subject site with its principle frontage to Woodville Road, which is identified as a 'potential enterprise corridor' in the Draft West Central Subregional Strategy. A service station operation in this location will benefit from the sites exposure to a road corridor carrying high levels of traffic, were as the land uses currently permissible on the site are contrary to the amenity the subject site offers.

The planning proposal will deliver:

- A modern service station with associated convenience store will service the local community, surrounding businesses and passing traffic moving along Woodville Road.
- Accommodate a more appropriate use of this strategically located site, for a use which is less noise sensitive and appropriate for the contextual amenity of the location.
- Improve onsite operations including service vehicle manoeuvring to reduce on-site vehicle noise and conflict with off-site traffic movements.

The planning proposal is consistent with the strategic and market context of the subject property and the site is strategically located to benefit from existing infrastructure and traffic exposure.

In summary, the proposed LEP amendment to expand the permissible uses on the site to support a service station use is suitable for the following reasons:

- **From a local context perspective** – The proposal will improve servicing to the local community and provide a more appropriate use for the site. Further, the zoning will reflect the existing use rights applicable to the majority of the site, enabling surrounding land owners to be more aware of the sites long-term operations.
- **From a net community benefit perspective** – The proposal constitutes an appropriate use of the site as the site is:
 - Capable of servicing both the local community and the passing trade.
 - Free of environmental constraints.
 - A logical location for a service station and associated convenience store, which would benefit from the high volume of traffic moving along Woodville Road.
 - Will not established any undesirable precedents as the subject property is situated along a streetscape which is characterised by a range of missed use businesses.
- **From a strategic policy perspective** – As the location of the site on an identified 'potential enterprise corridor' supports a mix of land uses which will benefit from the high level of visibility to passing traffic.
- **From an environmental perspective** – The subject site does not have any environmental constraints or features which will be adversely affected by the proposed rezoning.
- **From a social and economic perspective** – The rezoning will allow for the redevelopment and expansion of the existing service station which will improve the retailing offer to the surrounding community, and also secure the site for its current use, and therefore retain the jobs the service station generates.

For all the reasons above, we request that Fairfield Council support the progress of this planning proposal and that the Fairfield Local Environmental Plan 1994 be amended to support service station and associated convenience store operations on the subject site.