

Planning Proposal

620 Elizabeth Drive, Bonnyrigg Heights

Proposed Amendment to
Fairfield Local Environmental Plan 2013

AMENDMENT TO SCHEDULE 1 – ADDITIONAL PERMITTED USES

TO PERMIT WITH CONSENT, DEVELOPMENT FOR THE PURPOSES OF A
SERVICE STATION AND TAKE-AWAY FOOD & DRINK PREMISES AT
620 ELIZABETH DRIVE, BONNYRIGG HEIGHTS

Table of Contents

Part 1 Objectives or Intended Outcomes

Part 2 Explanation of Provisions

Part 3 Justification

Part 4 Maps

Part 5 Community Consultation

Part 6 Project Timeline

Appendices

Appendix A

Proposed Key Sites Map

Appendix B

Preliminary Advice from NSW Roads and Maritime Services

Part 1 – Objectives

The purpose of the Planning Proposal is to allow land zoned RE2 Private Recreation located at 620 Elizabeth Drive, Bonnyrigg Heights to be used for the additional use of a service station and take-away food and drink premises.

The existing RE2 Private Recreation zone currently prohibits development for the purposes of a service station or take-away food and drink premises. An amendment to Schedule 1 - Additional Permitted Uses of Fairfield LEP 2013 is required to allow development for these uses at 620 Elizabeth Drive, Bonnyrigg Heights without changing the zoning of the land.

In summary, the objective of the Planning Proposal is to amend Schedule 1 – Additional Permitted Uses of Fairfield Local Environmental Plan 2013 to permit with consent, development for the purpose of a service station and take-away food & drink premises at 620 Elizabeth Drive, Bonnyrigg Heights.

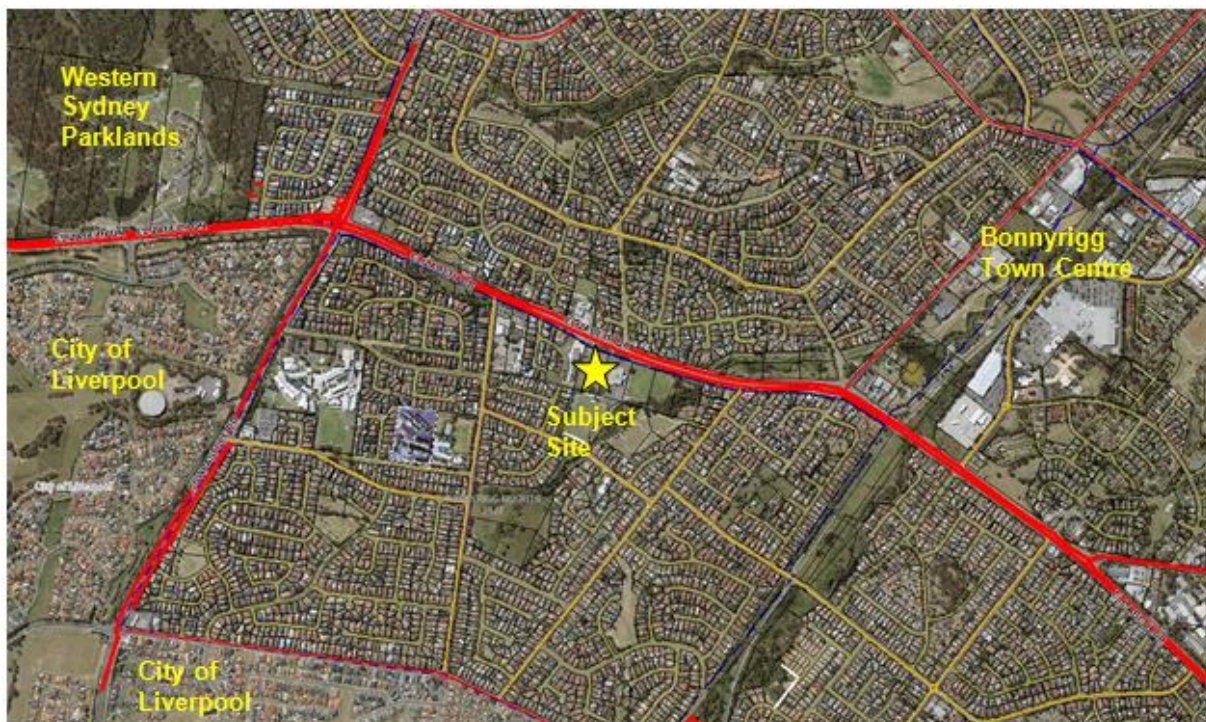
The amendment to Schedule 1 also seeks to impose a gross floor area limit for the proposed additional uses and restrict development on the site to only one restaurant or take away food and drink premises at any one time.

The planning proposal applies to the following land:

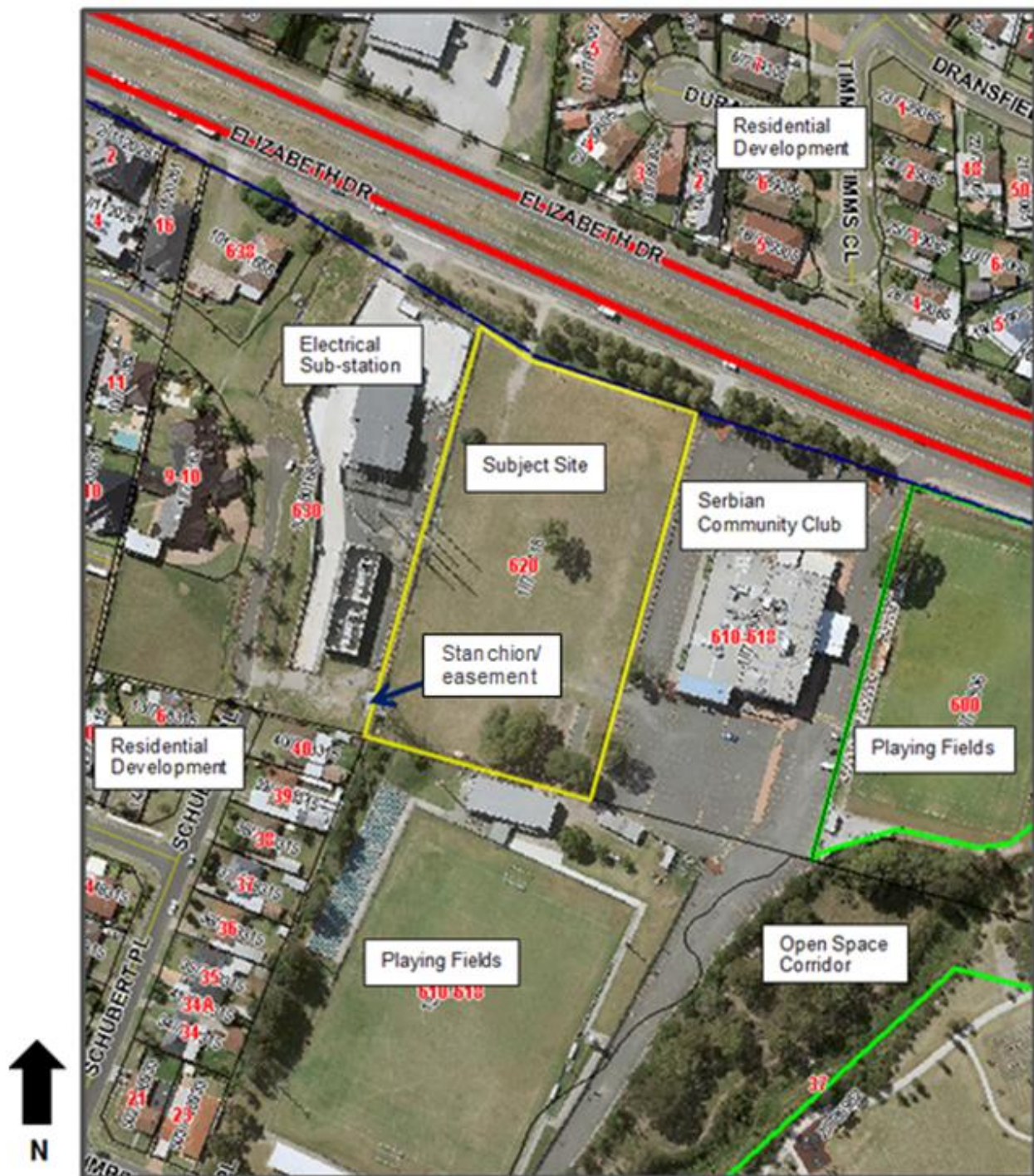
- Lot 1 DP 781418 at 620 Elizabeth Drive, Bonnyrigg Heights.

Surrounding Context

The subject site is located in the suburb of Bonnyrigg Heights and has frontage to Elizabeth Drive. The site is located between an existing Endeavour Energy electricity sub-station (to the west), the Serbian Community Club (to the east), Bonnyrigg Sports Club soccer fields and an open space corridor (to the south) and the arterial road corridor of Elizabeth Drive (to the north). The closest residential development is located at the south west corner of the subject site in Schubert Place. The site is otherwise disconnected and isolated from nearby low density residential development.



Locality Map



Adjoining Land Uses

Part 2 – Explanation of provisions

To achieve the objectives mentioned above, the Planning Proposal will need to amend the Fairfield Local Environmental Plan 2013 (FLEP 2013) as follows:.

1. Insert after Item 24 of Schedule 1 - Additional Permitted Uses, the following:

25 Use of certain land at 620 Elizabeth Drive, Bonnyrigg Heights

- (1) This clause applies to land identified as “26” on the Key Sites Map.
- (2) Development for the purposes of a service station and take-away food and drink premises is permitted with development consent, but only if:
 - a. the combined gross floor area does not exceed 600m² (excluding petrol filling areas); and
 - b. there is to be no more than one restaurant or take away food and drink premises on the subject site at any one time.

Refer to Appendix A identifying the subject site and proposed Key Sites map.

Part 3 – Justification

Section A – Need for a planning proposal

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

No. The Planning Proposal is not the subject of any strategic study or report. The planning proposal is a result of an owner initiated (Movement of Serbian Chetniks Ravna Gora) application to Council. It is however generally consistent with the background principles contained in state, regional, sub regional and metropolitan planning as identified in Section B to this Part.

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

Yes. An amendment to Schedule 1 - Additional Permitted Uses of the FLEP 2013 is the best means of achieving the objective/intended outcomes. This ensures that a service station and take-away food and drink premises are restricted to the subject site only rather than permitting with consent across all RE2 Private Recreation zones. Permissibility of such uses needs to be considered on a site by site basis in context with the surrounding land uses and environmental features.

Section B – Relationship to strategic planning framework

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)?

A Plan for Growing Sydney

'A Plan for Growing Sydney' (the Sydney Metropolitan Strategy) was released in December 2014 and is the NSW Government's 20-year plan for the Sydney Metropolitan Area.

'A Plan for Growing Sydney' (*The Plan*) applies to the subject property. *The Plan* is the Government's plan to bring all stakeholders together with a common purpose – to develop a competitive economy with world-class services and transport; to deliver greater housing choice to meet our changing needs and lifestyles; to create communities that have a strong sense of wellbeing; and to safeguard our natural environment.

The Plan sets the boundaries for future urban development and identifies the strategic transport corridors and Major Centres best placed to focus sustainable commercial and residential growth in the future. It therefore is important to determine how the Planning Proposal meets the strategic directions and objectives of 'The Plan'.

Fairfield City is now located within the South West Subregion. The Plan identifies the South West subregion as the fastest growing subregion, providing housing and jobs growth through the two regional city centres, Badgerys Creek Airport Precinct and an enterprise corridor stretching along a possible rail line corridor extending from Leppington to the airport.

The Planning Proposal is assessed against the broad strategic goals of *A Plan for Growing Sydney*. The vision for Sydney to be a 'strong global city, a great place to live' is supported by four goals. The Planning Proposal addresses a number of these goals under *The Plan* as follows:

Goals	Directions & Actions	Comment	Y/N
1. A competitive economy with world-class services and transport	1.4 Transform the productivity of Western Sydney through growth and investment	The PP will provide additional employment and recreation opportunities in the west of the city, and develop new strategic employment opportunities and services along transport infrastructure that will service Badgerys Creek Airport.	Y
3. A great place to live with communities that are strong, healthy and well connected	2.1 Revitalise existing suburbs	The Planning Proposal seeks to support urban development by locating services along existing strategic arterial corridors. Elizabeth Drive will form one of the major direct strategic routes to the proposed Badgerys Creek Airport.	Y

The Planning Proposal is consistent with the strategic direction detailed in *The Plan* by providing a range of employment opportunities and services along a major strategic transport route to the future Badgerys Creek Airport. It is anticipated this transport route will significantly increase in demand as development of the second Sydney Airport begins and continuing into the future airport operations.

South West District Strategy & Draft West Central Sub Regional Plan

The Greater Sydney Commission is yet to release new subregional strategies for public comment. Given these circumstances, no comments can be provided in relation to the current situation of the Commission or the plans in process.

The Planning Proposal is generally consistent with the Aims of the draft West Central Sub-regional Strategy.

Is the planning proposal consistent with the local Council's community strategic plan, or other local strategic plan?

Fairfield City Plan 2012-2022 (December 2012)

Fairfield City Plan 2012-2022 (The City Plan) sets the Community's Vision, Priorities and Outcomes for Fairfield City over the next 10 years. There are five specific themes in The City Plan of which three contain Goals which are of relevance to the Planning Proposal. These are as follows:

Theme	Goal	Comment	Y/N
1. Community Well Being	1.2 Being healthy and active 1.5 Increased opportunities for our community	The Planning Proposal will facilitate future development of the subject site for recreation purposes and will provide opportunities for the local community to access active, creative leisure and recreational services.	YES
2. Places and Infrastructure	2.2 Buildings and infrastructure meet the changing needs and growth of our community. 2.4 Providing quality public spaces as well as entertainment, leisure and recreation opportunities.	The aim of the planning proposal is to facilitate the provision of local convenience services and recreational facilities. The proposal assists in the planning, managing and accessibility to Infrastructure and community facilities particularly in consideration of the future growth and development planned for Western Sydney and the second Sydney Airport at Badgerys Creek.	YES
4. Local Economy and Employment	4.1 A range of employment opportunities and a workforce with a variety of skills.	The creation of local employment opportunities through the proposed additional uses on site as well as planned future recreational uses will contribute to lowering rates of unemployment and under-employment, especially for our youth	YES

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

The relevant State Environmental Planning Policies are outlined in the table below:

SEPP Title	Relevance	Consistency of Planning Proposal
SEPP 19 – Bushland in Urban Areas	No	
SEPP 21 – Caravan Parks	No	
SEPP 30 – Intensive Agriculture	No	
SEPP 32 – Urban Consolidation (Redevelopment of Urban Land)	No	
SEPP 33 – Hazardous and Offensive Development	Yes	The development of a service station at the site will require the consideration of SEPP33 Hazardous and Offensive Industry and the NSW EPA

SEPP Title	Relevance	Consistency of Planning Proposal
		'Environmental Action for Service Stations' guideline. This will form a requirement at Development Application stage.
SEPP 50 – Canal Estate Development	No	
SEPP 55 – Remediation of Land	No	
SEPP 62 – Sustainable Aquaculture	No	
SEPP 64 – Advertising and Signage	Yes	Relevant at Development Application Stage
SEPP 65 – Design Quality of Residential Flat Development	No	
SEPP 70 – Affordable Housing (Revised Schemes)	No	
SEPP (Affordable Rental Housing) 2009	No	
SEPP (Building Sustainability Index: BASIX) 2004	Yes	Relevant at Development Application Stage
SEPP (Exempt and Complying Development Codes) 2008	Yes	Potentially relevant for future development proposals.
SEPP (Housing for Seniors or People with a Disability) 2004	No	
SEPP (Infrastructure) 2007	Yes	Division 5 Subdivision 2 of the SEPP in relation to <i>Development Likely to Affect an Electricity Transmission or Distribution Network</i> will apply at development application stage. Further Division 17 Subdivision 2 of the SEPP in relation to <i>Development In or Adjacent to Road Corridors and Road Reservations</i> will also apply at Development Application stage.
SEPP (State Significant Precincts) 2005	No	
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	No	
SEPP (Miscellaneous Consent Provisions) 2007	No	
SEPP (State and Regional Development) 2011	No	

The relevant Sydney Regional Environmental Plans are outlined in the table below:

SREP Title	Relevance	Consistency of Planning Proposal
SREP 9 – Extractive Industry (No 2 – 1995)	No	
SREP 18 – Public Transport Corridors	No	
SREP 20 – Hawkesbury-Nepean River (No 2 – 1997)	No	
GMREP No.2 – Georges River Catchment	Yes	Stormwater management requirements provided within this Plan should be addressed in any future Development Applications

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

The relevant Section 117 Directions contained within the Environmental Planning and Assessment Act 1979 are outlined in the table below:

Section 117 Direction No. and Title	Consistency	Planning Proposal	Comply
1. Employment and Resources			
1.1 Business and Industrial Zones	- Encourage employment growth in suitable locations - Protect employment land in business and industrial zones - Support the viability of identified strategic centres.	The Planning Proposal does not affect land within an existing or proposed business or industrial zone.	N/A
1.2 Rural Zones	Protect agricultural production value of rural land.	N/A	N/A
1.3 Mining, Petroleum Production and Extractive Industries	Ensure future extraction of State and regionally significant reserves of coal, other minerals, petroleum and extractive materials are not compromised by inappropriate development.	N/A	N/A
1.4 Oyster Aquaculture	Protect oyster aquaculture areas.	N/A	N/A
1.5 Rural Lands		N/A	N/A
2. Environment and Heritage			
2.1 Environment Protection Zones	Protect and conserve environmentally sensitive areas.	N/A.	N/A
2.2 Coastal Protection	Implement the principles in the NSW Coastal Policy.	N/A	N/A
2.3 Heritage Conservation	Conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.	The planning proposal does not relate to a property of heritage significance as identified under Fairfield LEP 2013 nor are there any items of heritage significance within close proximity of the subject site.	N/A
2.4 Recreation Vehicle Areas	Protect sensitive land or land with significant conservation values from adverse impacts from recreation vehicles.	N/A	N/A
3. Housing, Infrastructure and Urban Development			
3.1 Residential Zones	- Encourage a variety and choice of housing types to provide for existing and future housing needs - Make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services - Minimise the impact of residential development on the environment and resource lands.	N/A	N/A
3.2 Caravan Parks and Manufactured Home	Provide for a variety of housing types	N/A	N/A

Section 117 Direction No. and Title	Consistency	Planning Proposal	Comply
Estates	Provide opportunities for caravan parks and manufactured home estates.		
3.3 Home Occupations	Encourage the carrying out of low-impact small businesses in dwelling houses.	N/A	N/A
3.4 Integrating Land Use and Transport	- Improve access to housing, jobs and services by walking, cycling and public transport. - Increase choice of available transport and reducing car dependency. - Reduce travel demand and distance (especially by car) - Support the efficient and viable operation of public transport services - Provide for the efficient movement of freight	The subject site is located on an existing classified road with accessible bus routes and is also in reasonably close proximity to the Bonnyrigg Town Centre. Allowing additional permitted use of the site for a service station and take away food and drink premises will generate additional employment opportunities in a strategic location in the future. The development of a service station on the subject site will provide a service convenience along a strategic route to the future Badgerys Creek airport.	YES
3.5 Development Near Licensed Aerodromes	- Ensure effective and safe operation of aerodromes - Ensure aerodrome operation is not compromised by development - Ensure development for residential purposes or human occupation, if situated on land within the ANEF contours between 20 and 25, incorporate noise mitigation measures.	N/A	N/A
3.6 Shooting Ranges	- Maintain appropriate levels of public safety and amenity when rezoning land adjacent to an existing shooting range, - Reduce land use conflict arising between existing shooting ranges and rezoning of adjacent land - Identify issues that must be addressed when giving consideration to rezoning land adjacent to an existing shooting range.	N/A	N/A
4. Hazard and Risk			
4.1 Acid Sulfate Soils	Avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils.	The subject site does not contain soils that are deemed to be acid sulfate soils.	N/A
4.2 Mine Subsidence and Unstable Land	Prevent damage to life, property and the environment on land identified as unstable or potentially subject to mine subsidence.	N/A	N/A
4.3 Flood Prone Land	Ensure that development of flood prone land is consistent	The subject site is not flood prone.	N/A

Section 117 Direction No. and Title	Consistency	Planning Proposal	Comply
	with the NSW Government's Flood Prone Land Policy and the principles of the <i>Floodplain Development Manual 2005</i>. Ensure that the provisions of an LEP on flood prone land are commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land.		
4.4 Planning for Bushfire Protection	- Protect life, property and the environment from bush fire hazards, by discouraging the establishment of incompatible land uses in bush fire prone areas. - Encourage sound management of bush fire prone areas.	The subject site is not identified as being bushfire prone.	N/A
5. Regional Planning			
5.1 Implementation of Regional Strategies	To give legal effect to the vision, land use strategy, policies, outcomes and actions contained in regional strategies.	N/A	N/A
5.2 Sydney Drinking Water Catchments	To protect water quality in the hydrological catchment.	N/A	N/A
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	- Ensure that the best agricultural land will be available for current and future generations to grow food and fibre. - Provide more certainty on the status of the best agricultural land, thereby assisting councils with their local strategic settlement planning - Reduce land use conflict arising between agricultural use and non-agricultural use of farmland as caused by urban encroachment into farming areas	N/A	N/A
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	- Protect the Pacific Highway's function, that is to operate as the North Coast's primary inter and intra-regional road traffic route - Prevent inappropriate development fronting the highway - Protect public expenditure invested in the Pacific Highway - Protect and improve highway safety and efficiency - Provide for the food, vehicle service and rest needs of travellers on the highway	N/A	N/A

Section 117 Direction No. and Title	Consistency	Planning Proposal	Comply
	Reinforce the role of retail and commercial development in town centres, where they can best serve the population of the towns.		
5.8 Second Sydney Airport: Badgerys Creek	Draft LEPs shall not contain provisions that enable the carrying out of development, either with or without development consent, which at the date of this direction, could hinder the potential for development of a Second Sydney Airport at Badgerys Creek	N/A	N/A
5.9 North West Rail Link Corridor Strategy	Draft LEPs must: - promote transit-oriented development and manage growth around the eight train stations of the North West Rail Link (NWRL) - ensure development within the NWRL corridor is consistent with the proposals set out in the NWRL Corridor Strategy and precinct Structure Plans	N/A	N/A
6. Local Plan Making			
6.1 Approval and Referral Requirements	Ensure LEP provisions encourage the efficient and appropriate assessment of development	The Planning Proposal does not contain additional provisions that require the concurrence, consultation or referral of development applications to a Minister or public authority. Provisions to refer any future Development Application to Endeavour Energy and NSW RMS already exist under the ISEPP.	YES
6.2 Reserving Land for Public Purposes	- Planning proposal to facilitate the provision of public services and facilities by reserving land for public purposes - Facilitate the removal of reservations of land for public purposes where the land is no longer required for acquisition.	N/A	N/A
6.3 Site Specific Provisions	Discourage unnecessarily restrictive site specific planning controls	The planning proposal is not proposing any site specific provisions for the subject site.	Yes
7. Metropolitan Planning			
7.1 Implementation of A Plan for Growing Sydney	Planning proposals shall be consistent with the NSW Government's A Plan for Growing Sydney published in December 2014.	The proposal seeks to promote services and employment opportunities in a location where similar recreational uses have already established. It is therefore considered that the proposal is consistent with a	YES

Section 117 Direction No. and Title	Consistency	Planning Proposal	Comply
		number of directions within the NSW Government's A Plan for Growing Sydney 2014 including: - 1.4 Transform the productivity of Western Sydney through growth and investment; and - 3.1 Revitalise existing suburbs	

Section C – Environmental, social and economic impact

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 subject site has been vacant for a number of years and is devoid of vegetation. The site is regularly mown and occasionally used for the purposes of a mobile circus and associated car parking. Therefore it is unlikely that any critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal.

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

The Planning Proposal will permit (subject to further development consent) two additional land uses on the subject site that are currently prohibited, being a service station and take away food and drink premises. These land uses are commercial in nature and could have potential environmental impacts if they are not designed, developed and operated in accordance with the future conditions of development consent and compliance with all relevant industry standards and guidelines.

The current zoning of the land already permits development for several similar commercial land uses including restaurants and cafes, function centres, recreation facilities and registered clubs. The potential environmental effects from development for the purposes of these currently permitted land uses is already present and therefore it is considered that the permissibility of the two additional uses as a result of the Planning Proposal, would not unreasonably change the potential environmental effects that already exist in the event of future development of the subject site.

The Planning Proposal aims to permit development of the subject site for the purpose of a service station and take away food and drink premises, both of which have the potential to generate significant environmental impacts particularly to diagonally adjacent residential properties. As part of the Planning Proposal application to Council, the applicant has submitted a Traffic and Parking Impact Assessment prepared by McLaren Traffic Engineering.

The impact assessment concludes that the proposed additional permitted uses at 620 Elizabeth Drive, Bonnyrigg Heights are supportable on traffic flow efficiency, road safety and parking grounds.

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

The potential social and economic effects of the proposal are varied. The majority are considered to be positive and include:

- Providing additional local employment opportunities;
- Providing a service convenience to the travelling public;
- Meeting increased demand for service stations in an area of Elizabeth Drive that is considered underserved by service stations particularly as development of the second Sydney airport commences; and
- Facilitating the provision of additional sporting facilities for the broader community.

The concept plans submitted with the Planning Proposal show extensive outdoor car parking areas in relatively close proximity to existing residential development. There is potential for an increase in anti-social behaviour in car parking areas particularly if these are not appropriately secured and monitored. Lighting in car parking areas also has the potential to negatively impact on the amenity of existing residences.

These issues will need to be adequately addressed at future development application stage and Council must ensure strict compliance with all relevant conditions of development consent. In this regard, future hours of operation of all components of development on the subject site must take into account the potential social and environmental impacts of the proposed development of the site for a service station, takeaway food and drink premises and recreation facilities.

Section D – State and Commonwealth interests

Is there adequate public infrastructure for the planning proposal?

Public infrastructure will be required to be augmented to support the development of the subject land as communicated in this Planning Proposal. The nature and extent of augmentation will be finally determined having regard to more detailed investigations as part of the future more specific development design of the proposal. The proposal is unlikely to place a level of demand on existing public infrastructure that could not be managed satisfactorily by Council. The subject site is located on Elizabeth Drive which is a classified road controlled by the NSW Roads and Maritime Service.

Both Council's Traffic and Transport Co-ordinator and staff at the NSW Roads and Maritime Service (RMS) have not raised objection to the proposal, however there are specific requirements which will need to be incorporated into the design of future development and implemented as conditions of development consent. Further consultation would occur with NSW RMS at public exhibition of the Planning Proposal and future development application stage.

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

The applicant conducted preliminary consultation with the NSW RMS in relation to the proposal and a copy of the advice received is contained in Appendix B of this Planning Proposal document. In summary, the NSW RMS do not object to the use of the subject site as a future service station and take away food and drink premises provided a number of design criteria are achieved and incorporated at development application stage including:

- Incorporation of a deceleration lane for access to the site;
- Relocation of the egress point for the adjoining Bonnyrigg Sports Club to assist in the provision of the deceleration lane;
- Internal access to the future proposed recreation facility (already permitted in the zone) at the rear of the site via the existing Bonnyrigg Sports Club; and
- Existing on-road cycle path and pedestrian footpath to be retained and suitably relocated along Elizabeth Drive to allow for the deceleration lane.

The current owners of the adjoining Bonnyrigg Sports Club site (the Movement of Serbian Chetniks Ravna Gora) have submitted in writing an agreement to relocate the existing egress driveway from the site to facilitate the development of the deceleration lane required for access to 620 Elizabeth Drive, Bonnyrigg Heights (refer Appendix C).

(The Gateway Determination will determine further consultation required. Insert this information after Gateway Determination - Delete before printing)

Part 4 – Mapping

This part of the Planning Proposal deals with the maps associated with the Fairfield Local Environmental Plan 2013 that are to be amended to facilitate the necessary changes as described in this report.

To achieve the objectives of the Planning Proposal, Fairfield Local Environmental Plan 2013 will be amended as follows:

- Amend the Key Sites Map (Sheet No.8) to identify the subject land at 620 Elizabeth Drive, Bonnyrigg Heights as Key Site No.26 (refer Appendix A)

Part 5 - Community Consultation

Community consultation is required under Sections 56(2)(c) and 57 of the Environmental Planning and Assessment Act 1979.

The Act sets out the community consultation requirement for planning proposals and these are determined or confirmed at the Gateway.

Section to be completed following Gateway Determination.

(The Gateway Determination will determine consultation required. Insert this information after Gateway Determination - Delete before printing)

Part 6 – Project Timeline

The project timeline is intended to be used only as a guide and may be subject to changes such as changes to issues that may arise during the public consultation process and/or community submissions.

No.	Step	Process content	Timeframe
1	s.56 – request for Gateway Determination	Prepare and submit Planning Proposal to DP&I	July 2016
2	Gateway Determination	- Assessment by DP&I (including LEP Panel) - Advice to Council	August 2016
3	Completion of required technical information and report (if required) back to Council	- Prepare draft controls for Planning Proposal - Update report on Gateway requirements	September 2016
4	Public consultation for Planning Proposal	In accordance with Council resolution and conditions of the Gateway Determination.	October to November 2016
5	Government Agency consultation	Notification letters to Government Agencies as required by Gateway Determination	November 2016
6	Public Hearing (if required) following public consultation for Planning Proposal	Under the Gateway Determination issued by DP&I public hearing is not required.	
7	Consideration of submission	Assessment and consideration of submissions	1 month
8	Report to Council on submissions to public exhibition and public hearing	Includes assessment and preparation of report to Council	1 month: February 2017
9	Possible re-exhibition	Covering possible changes to draft Planning Proposal in light of community consultation	Minimum 1 month
10	Report back to Council	Includes assessment and preparation of report to Council	1 month INSERT DATE
11	Referral to PCO and notify DP&I	- Draft Planning Proposal assessed by PCO, legal instrument finalised - Copy of the draft Planning Proposal forwarded to DP&I.	1 month March 2017
12	Plan is made	Notified on Legislation web site	May 2017
Estimated Time Frame			12 months

Appendix A – Fairfield LEP 2013 - Proposed Key Sites Map



Appendix B – Preliminary Advice from NSW Roads and Maritime Services



17 August 2015

Our Reference: SYD15/00919 (A9910371)

Craig McLaren
Executive Traffic Engineer, Director
McLaren Traffic Engineering
PO Box 66
SUTHERLAND NSW 1499

PROPOSED ACCESS ARRANGEMENT FOR SERVICE STATION, GYM, FASTFOOD AND
FUTURE BASKETBALL COURT
620 ELIZABETH DRIVE, BONNYRIGG HEIGHTS

Dear Mr McLaren,

Reference is made to your email dated 21 July 2015, regarding the abovementioned proposal which was referred to Roads and Maritime Services (Roads and Maritime) for advice prior to lodging a formal application with Council.

Roads and Maritime has reviewed the proposal and additional information provided in the site meeting on 30 July 2015 and provides the following comments for your consideration:

1. Roads and Maritime understands that the site is currently zoned RE2 Private Recreation. The proponent is advised to consult with Council as to whether a rezoning would be required in order to facilitate the proposed development.
2. Roads and Maritime understands that the subject property is owned by the same landholder of the adjacent property to the east (Bonnyrigg Sports Club) which has frontage and access to a local road as well as Elizabeth Drive. Roads and Maritime's current practice is to limit the number of vehicular conflict points along the arterial Road network to maintain network efficiency and road safety. This current practice is reflected in Section 6.2.1 of Roads and Maritime's current publication of the Guide to Traffic Generating Developments, which states 'access across the boundary with a major road is to be avoided wherever possible'. Further, this position is supported by clause 101(2a) of *State Environmental Planning Policy (Infrastructure) 2007*, which reads as follows:
"The consent authority must not grant consent to development on land that has frontage to a classified road unless it is satisfied that:
where practicable, vehicular access to the land is provided by a road other than the classified road".
3. Given the above, Roads and Maritime's preference would be for the access points to Elizabeth Drive to be consolidated and rationalised for any future development of the subject sites, given that alternate local road access is available via Simpson Road at the rear of the Sports Club site.
4. Notwithstanding the above, it is noted that the proposed fastfood outlet and service station development would form a separate operation to the existing recreational uses of the existing Sports Club site. Roads and Maritime has considered the proposed access arrangements for the service station development and raises concern with regard to the close proximity of the

proposed service station entry point to the existing exit driveway of the adjacent Sports Club site. Given the anticipated traffic generation of the proposed development, a deceleration lane to Austroads standards would be required on Elizabeth Drive at the entry point to the service station. This would overlap with the current exit driveway of the Sports Club. Roads and Maritime considers this presents a potential conflict point and has road safety concerns with this arrangement.

An amended plan should be provided demonstrating how the abovementioned issues would be addressed. The egress for the adjacent site would need to be removed/relocated. A minimum separation of at least five metres between the access for the Sports Club and the start of the slip lane to the service station would be required (please see indicative sketch attached).

5. The on-road cycle path would need to be retained and the pedestrian footpath would need to be suitably relocated/deviated to allow for the deceleration lane.
6. Roads and Maritime understands that the proposed basketball courts and gymnasium would operate in conjunction with the existing Sports Club. In this regard, an internal vehicular and pedestrian access connection from the Sports Club to the basketball courts and gymnasium should be provided to rationalise the access arrangements on site.
7. Any future development application should be accompanied by a Traffic Impact Study to examine the impacts of the peak traffic generation of the proposed development to inform the design and access requirements. This should be accompanied by vehicle swept path plans to demonstrate that the largest design vehicle to access the site (ie petrol tanker) can enter and exit the site in a forward direction, and service the development without obstructing access.
8. Further to the above, Roads and Maritime has previously resumed and dedicated a strip of land as road along the Elizabeth Drive frontage of the subject property, as shown by grey colour on the attached Aerial – "X".

Roads and Maritime has no other approved proposal that requires any part of the subject property for road purposes.

Therefore, in principle, there are no objections to a development proposal on property grounds provided all buildings or structures together with any improvements integral to the future use of the site are wholly within the freehold property (unlimited in height or depth), along the Elizabeth Drive boundary.

Please note that further land dedication to facilitate the proposed deceleration lane may be required in order to maintain existing road corridor widths.

It is emphasised that the comments provided above are informal and of a Pre-DA nature. They are not to be interpreted as binding upon Roads and Maritime and may change following formal assessment of a submitted development application from the appropriate consent authority.

Any inquiries in relation to this application can be directed to Zhaleh Alamouti on 8849 2331 or by email at development.sydney@rms.nsw.gov.au

Yours sincerely



Rachel Nicholson
A/Senior Land Use Planner
Network and Safety Section



