



Planning Proposal

Proposed amendment to Fairfield Local Environmental Plan 2013

17-21 Longfield Street, Cabramatta
Rezoning from B5 Business Development to R4 High Density Residential

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1 Introduction

1.1 General

This report has been prepared to support a proposed amendment to Fairfield Local Environmental Plan (LEP) 2013 to allow for an innovative, multi-generational living precinct at 17 – 21 Longfield Street, Cabramatta. The project, identified by the applicant as ‘The Circle’, is proposed to accommodate residential, aged-care services, independent living units for seniors, child care, community facility, with associated indoor recreation facilities (gym) and takeaway food and drink premises supporting the development.

This report comprises a planning proposal that has been prepared in accordance with:

- Section 55 of the *Environmental Planning and Assessment Act 1979* (EP&A Act)
- A Guide to Preparing Planning Proposals and A Guide to Preparing Local Environmental Plans (Department of Planning and Infrastructure, 2012).

It represents the first stage of the gateway plan making process, which initially seeks Council’s support to forward the proposed LEP amendment outlined in the planning proposal to the Department of Planning and Environment (DPE) for a review and gateway determination. The gateway determination will:

- identify if there is sufficient justification for the planning proposal to proceed
- confirm the technical investigations and consultation required
- establish the process and timeframe for continuing the assessment of the proposal.

As outlined in *A Guide to Preparing Planning Proposals*, the planning proposal is the first step in preparing the LEP amendment. The planning proposal will evolve throughout the process as relevant sections will be updated and amended in response to the outcomes of any further technical investigations required by the gateway determination and during consultation.

1.2 Purpose

The purpose of this report is to demonstrate that there is sufficient planning justification to amend Fairfield LEP 2013 as it relates to the land at 17 – 21 Longfield Street, Cabramatta. Specifically, this report:

- details the proposed provisions of the LEP amendment
- describes the vision for the site that underpins the LEP amendment, including a concept plan demonstrating the desired ultimate development outcome for the site
- provides evidence to support the proposed LEP amendment based on technical planning, economic, urban design and traffic assessment
- justifies the proposed LEP amendment against all relevant statutory and strategic planning matters
- addresses the requirements for the preparation and lodgement of a planning proposal in the accordance with the EP&A Act and associated guides.

1.3 Structure

Section 55(2) of the EP&A Act and A Guide to Preparing Planning Proposals sets out the content and structure required for planning proposals. This report is structured in accordance with these provisions. However, it also includes introductory information about the site location and context. As such, this report is structured as follows:

- **Section 1** provides an introduction to the report and articulates its purpose
- **Section 2** describes the site's location and context
- **Section 3** provides a background to the planning proposal
- **Section 4** provides an overview of the urban design report which has informed the preparation of planning proposal
- **Section 5** contains the Planning Proposal in the format required by the EP&A Act and A Guide to Preparing Planning Proposals, comprising:
 - **Part 1** – Objectives and intended outcomes
 - **Part 2** – Explanation of provisions
 - **Part 3** – Justification
 - **Part 4** – Maps
 - **Part 5** – Community consultation
 - **Part 6** – Project timeline.

1.4 Supporting documentation

A Council report (**Appendix A.1**) was prepared detailing the review and analysis of the planning proposal and applicants supporting documentation. A range of supporting studies addressing relevant planning and technical issues have been prepared by the applicant to support this planning proposal including the following:

- Urban Design Report by Antoniades Architects (**Appendix B.1**)
- Economic Assessment by Location IQ (**Appendix B.2**)
- Feasibility Study by Location IQ (**Appendix B.3**)
- Traffic and Transport Study by Thompson Stanbury Associates (**Appendix B.4**)
- Flood Study by Integrated Group Services (**Appendix B.5**)
- Preliminary Contamination Assessment by Aargus Pty Ltd (**Appendix B.6**)

These supporting studies have subsequently been reviewed and assessed by Council officers.

2 Site location and context

2.1 Regional context

The site is located in Cabramatta, within the south eastern portion of the Fairfield Local Government Area (LGA). The site is approximately 28km south-west of the Sydney CBD. Fairfield falls within the South West subregion. The subregion also includes the LGAs of Camden, Campbelltown, Liverpool and Wollondilly. It is one of the largest and most populated LGAs within the subregion. Covering 102 square kilometres (km²) Fairfield estimated resident population in 2014 is 203,109 (as per the ABS Census). Fairfield is also one of the most ethnically diverse areas in Australia, with a large number of recent migrants.

Cabramatta is the second largest centre within Fairfield LGA with a population of 20,639 in 2011 (as per the ABS Census). It is an established residential area, with a large commercial centre around the railway station and industrial land uses along the Hume Highway at its eastern end. Cabramatta is a unique multi-cultural town centre. From an urban design and planning perspective it is a fine-grained retail and commercial centre, often with a specialist flavour such as textile retailing. There are approximately 4,500 dwellings within 800 metres of the Cabramatta railway station at present.

The locality is well serviced by public transport and has good links to surrounding centres. The subject site is located outside of the Cabramatta town centre catchment, approximately 1.5 km east of the Cabramatta railway station (see Figure 1). The subject site is also approximately 250 metres to the North West of the Lansvale Neighbourhood Centre. This centre contains a post office, small convenience store, chemist, newsagent and other retail and commercial uses.

Rail services provide easy access to the Sydney Metropolitan region via the following lines:

- T2 Inner West & South Line / Campbelltown to City via Granville
- T5 Cumberland Line / Schofields to Campbelltown service
- T3 Bankstown Line / Liverpool or Lidcombe to City via Bankstown service

There are also regular local bus services along Longfield Street to the Cabramatta town centre, Fairfield and Liverpool to connect with rail services. In addition, there are bus services along the Hume Highway to Liverpool, the major regional centre, and Fairfield (see Figure 1 and 2).

Figure 1 – Regional context (Source: Nearmap)

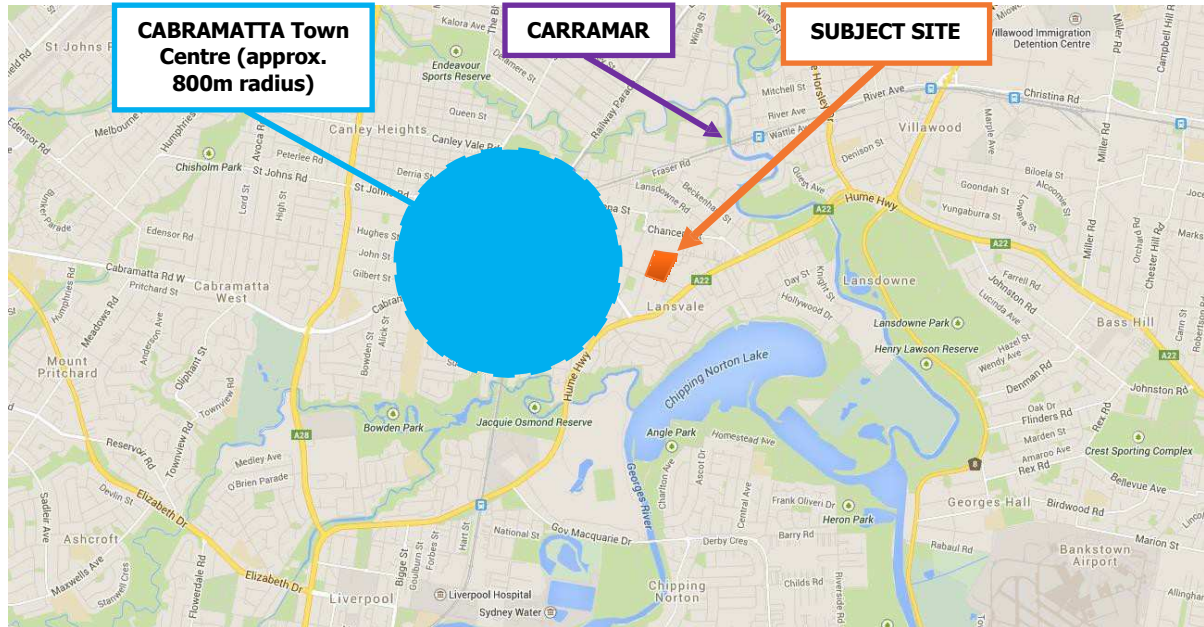
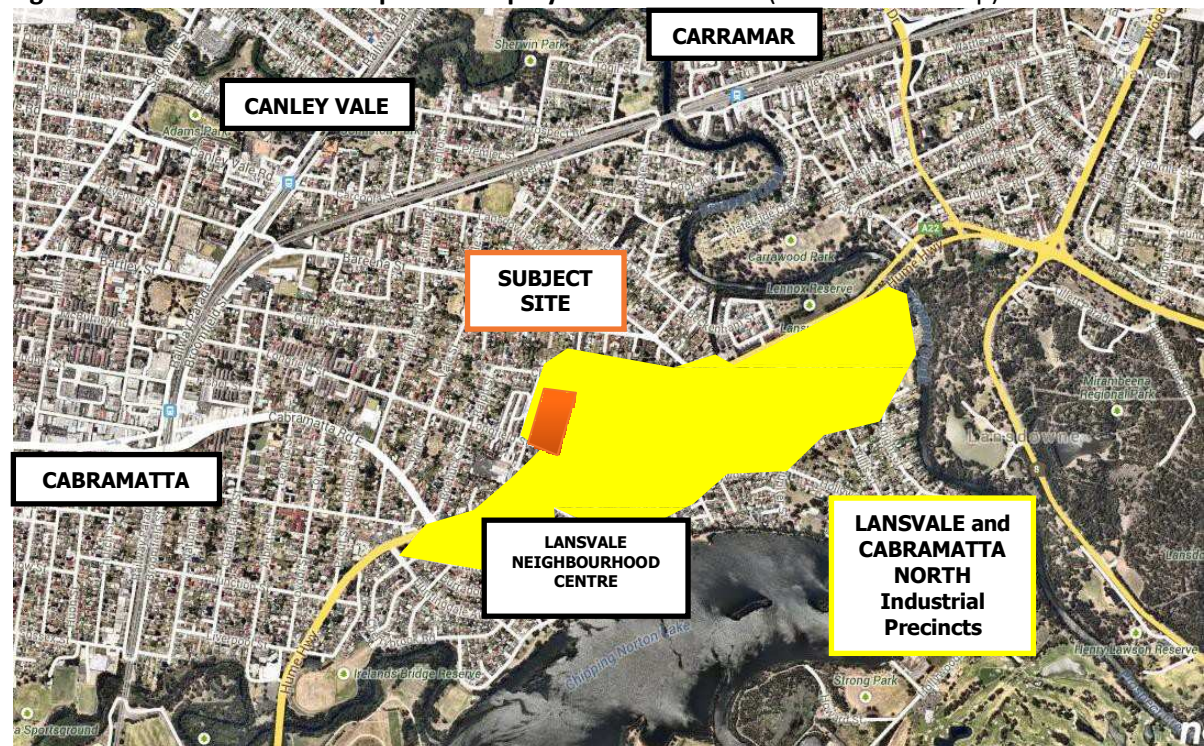


Figure 2 – Site context with respect to employment zoned land (Source: Near Map)



2.2 The site

2.2.1 Location

The site is located at 17 – 21 Longfield Street, Cabramatta. It is situated on the northern side of Longfield Street, between the intersections of the Hume Highway and Ralph Street, and has dual street frontage (Longfield and Chadderton Streets).

The site comprises two lots described as Lot 34 and 35 in DP 456221. The site has an area of 39,679sqm (or approximately 4 hectares). It is a regular shaped allotment with diagonal frontage

to Chadderton Street and has the following boundary characteristics:

- Southern boundary of 161m adjacent to Longfield Street
- Northern boundary of 164m adjacent to Chadderton Street
- Western boundary of 239m adjacent to existing residential development
- Eastern boundary of 263m adjacent to existing commercial and other non-residential development.

The land is relatively level, however there is a gentle slope from the Longfield Street frontage to the Chadderton Street frontage.

Vehicle access to the property is via Chadderton Street to the north or Longfield Street to the south. The principal access point for the site is from Chadderton Street which intersects directly with the Hume Highway approximately 350 metres to the north. Left-hand only turns are permitted from Longfield Street onto the Hume Highway.

A number of easements exist on the land.

An aerial view of the subject site is shown in Figure 3 and Figure 4.

Figure 3 – Aerial view of subject site with lot boundary identified (Source: Spatial Information Exchange)

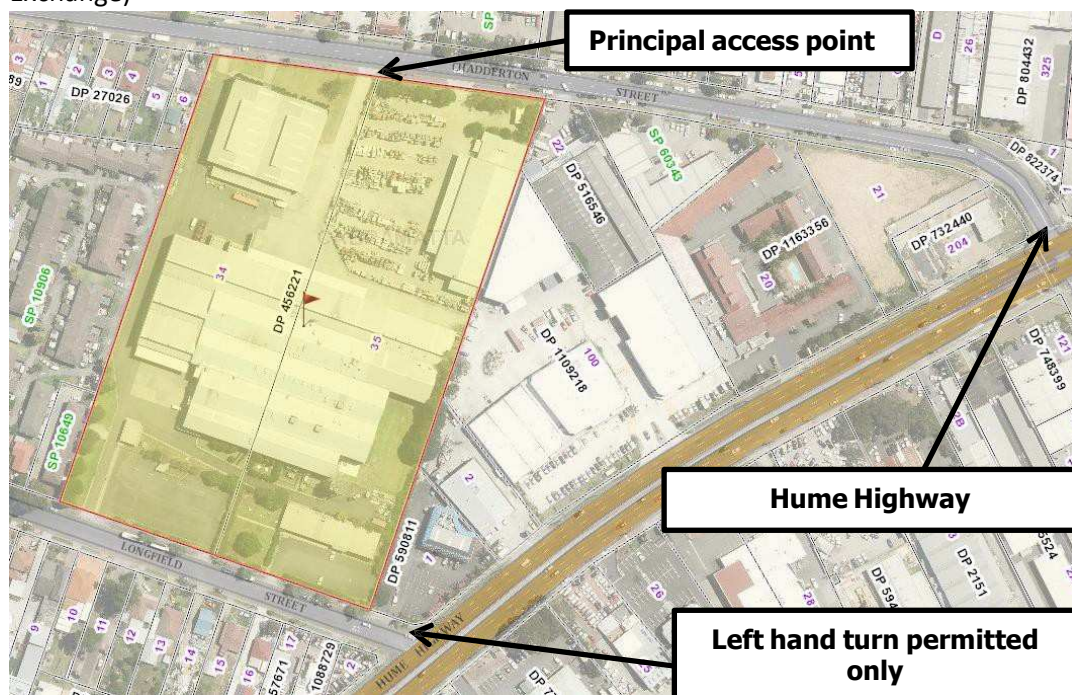


Figure 4 – Aerial view of subject site (Source: Nearmap)



2.2.2 Current zoning

The site is currently zoned B5 Business Development under Fairfield LEP 2013 (see Figure 5). Under the LEP there is no height or FSR controls currently identified for the site (see Figure 6-7). Table 1 outlines the land use table for Zone B5 Business Development.

Table 1 – Land use table – Zone B5 Business Development (Source: NSW Legislation)

Zone B5 Business Development	
Objectives	- To enable a mix of business and warehouse uses, and bulky goods premises that require a large floor area, in locations that are close to, and that support the viability of, centres. - To encourage the establishment of light industrial uses that are compatible with nearby residential areas, generate employment and contribute to the economic development of Fairfield.
Permitted without consent	Environmental protection works
Permitted with consent	Bulky goods premises; Child care centres; Funeral homes; Garden centres; Hardware and building supplies; Kiosks; Landscaping material supplies; Light industries; Passenger transport facilities; Plant nurseries; Respite day care centres; Roads; Take away food and drink premises; Timberyards; Vehicle sales or hire premises; Warehouse or distribution centres; Any other development not specified in item 2 or 4
Prohibited	Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Commercial premises; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Entertainment facilities; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Function centres; Heavy industrial storage establishments; Helipads; Home-based child care; Home businesses; Home industries; Home occupations; Home occupations (sex services); Industries; Jetties; Marinas; Mooring pens; Moorings; Open cut mining; Recreation facilities (major); Research stations; Residential accommodation; Resource recovery facilities; Restricted premises; Rural industries; Sewage treatment plants; Sex services premises; Tourist and visitor accommodation; Transport depots; Truck depots; Vehicle body repair workshops; Waste disposal facilities; Water recreation structures; Water recycling facilities; Water supply systems; Wharf for boating facilities

The B5 zone continues along both sides of the Hume Highway in the general vicinity of the site supporting a range of business and residential uses. The B5 Zone also extends to land to the south of the site between Longfield Street and the Hume Highway. Land to the west, north-west and south west of the site is predominantly zoned R2 Low Density Residential. Figure 5 shows the zoning of the site and surrounding area.

Figure 5 – Current zoning of the site (Source: NSW Legislation)

Fairfield Local
Fairfield Environmental
City Plan 2013
Land Zoning Map - Sheet LZN_021

Zone	
B1	Neighbourhood Centre
B2	Local Centre
B3	Commercial Core
B4	Mixed Use
B5	Business Development
B6	Enterprise Corridor
E2	Environmental Conservation
E3	Environmental Management
IN1	General Industrial
IN2	Light Industrial
R1	General Residential
R2	Low Density Residential
R3	Medium Density Residential
R4	High Density Residential
RE1	Public Recreation
RE2	Private Recreation
RU1	Primary Production
RU2	Rural Landscape
RU4	Primary Production Small Lots
RU5	Village
SP1	Special Activities
SP2	Infrastructure
SP3	Tourist
W2	Recreational Waterways
MD	SEPP (Major Development) 2005
WSR	SEPP (Western Sydney Parklands) 2009
WSE	SEPP (Western Sydney Employment Area) 2009
DM	Deferred Matter

Cadastre
Cadastre 18/09/2014 © Fairfield City Council

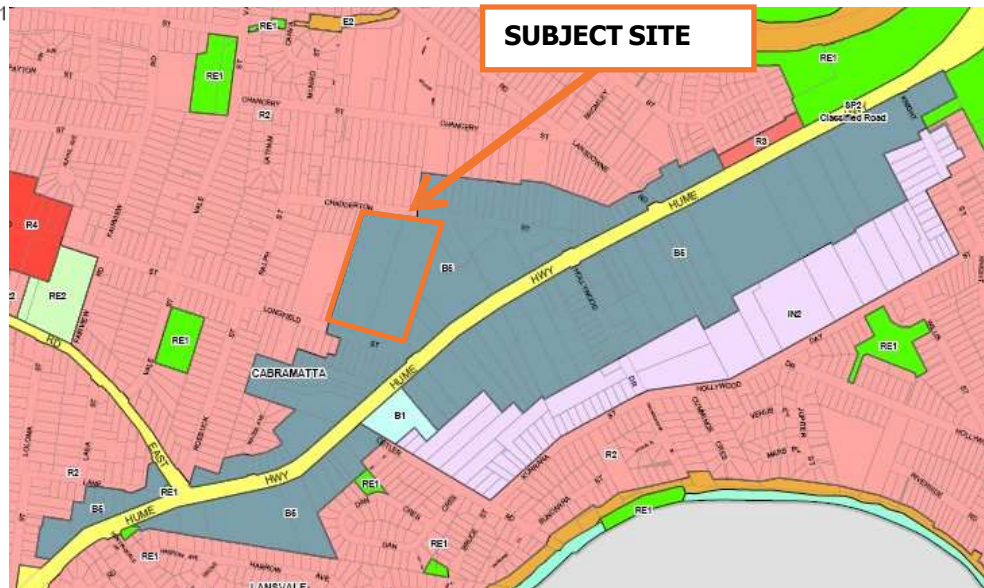


Figure 6 – Current FSR control for the site (Source: NSW Legislation)

Fairfield Local
Fairfield Environmental
City Plan 2013

Floor Space Ratio Map
- Sheet FSR_021

Maximum Floor Space Ratio (n:1)

A1	0.1
A2	0.33
C	0.45
D	0.5
E	0.57
J	0.8
N	1
R	1.45
S	1.5
T	2
U	2.5
V	3
W	3.5
X	4

Cadastre

Cadastre 12/12/2014 © Fairfield City Council

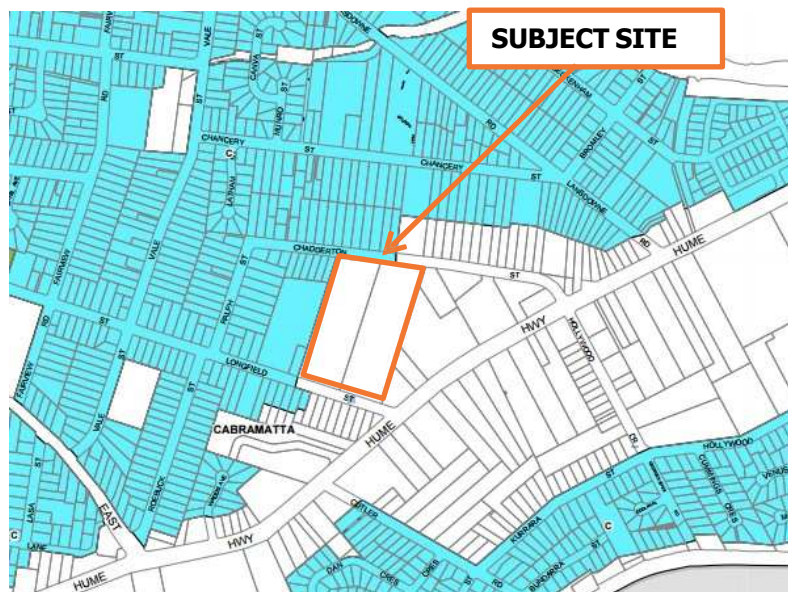
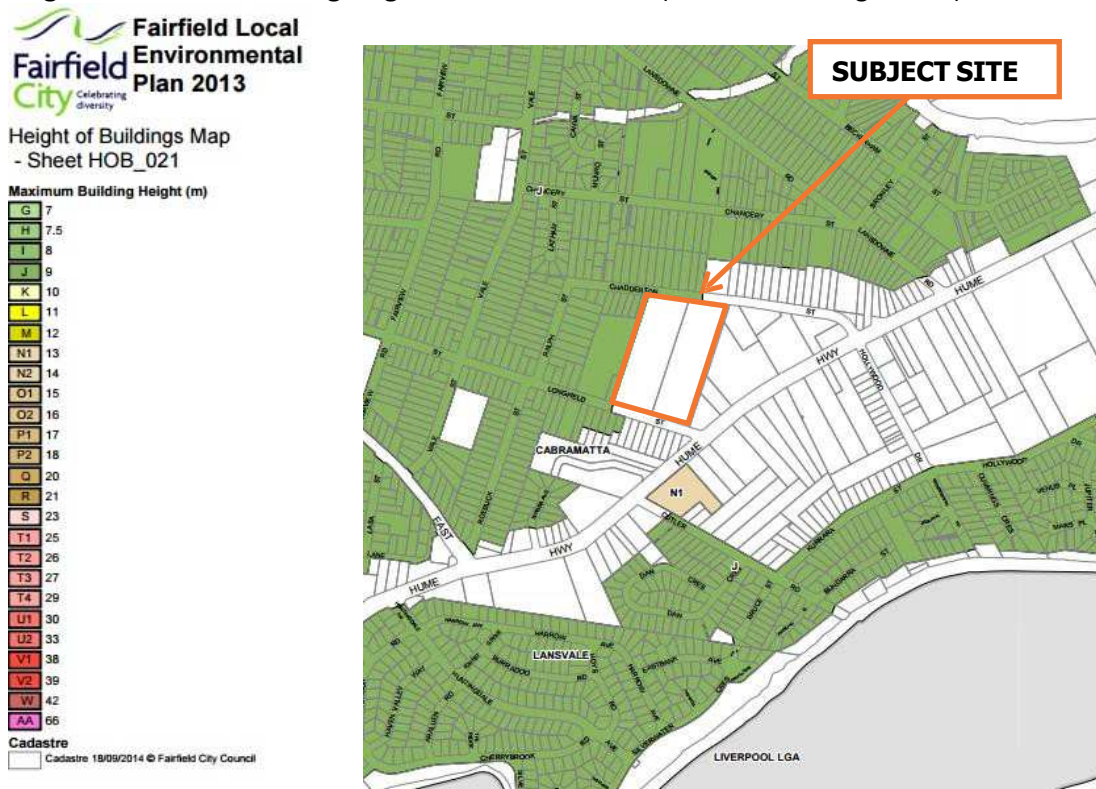


Figure 7 – Current building height control for the site (Source: NSW Legislation)



2.2.3 Current use

The site currently contains two older style industrial buildings, constructed during the 1960's, and a modern warehouse building with ancillary offices, constructed around 2004. In total, the site currently provides 14,603 square metres (sqm) of gross building area.

The current businesses operating from the site as of October 2015 include:

- Fairfax provides employment for thirty (30) workers
- RMD is a scaffolding supplier providing employment for twenty (20) workers
- T&D is a distributor providing employment for ten (10) workers
- Timber warehouse storage company providing employment for twenty five (25) workers.

Figures 8 and 9 illustrate the nature of the site and the view from various street frontages.

Figure 8 – Existing development at the subject site (view from Longfield Street)



Figure 9 – View of the subject site from Chadderton Street



Figure 10 – Existing development at the subject site (view from within the site)



2.3 Surrounding land uses

Surrounding development generally comprises a mixture of land uses. There are two industrial/business precincts as outlined in Table 2 and illustrated in Figure 11.

A detailed description of development surrounding the site is provided in Table 3 below, and illustrated in Figure 12 to Figure 24.

Table 2 – Description of Lansvale and Cabramatta North Industrial Precincts

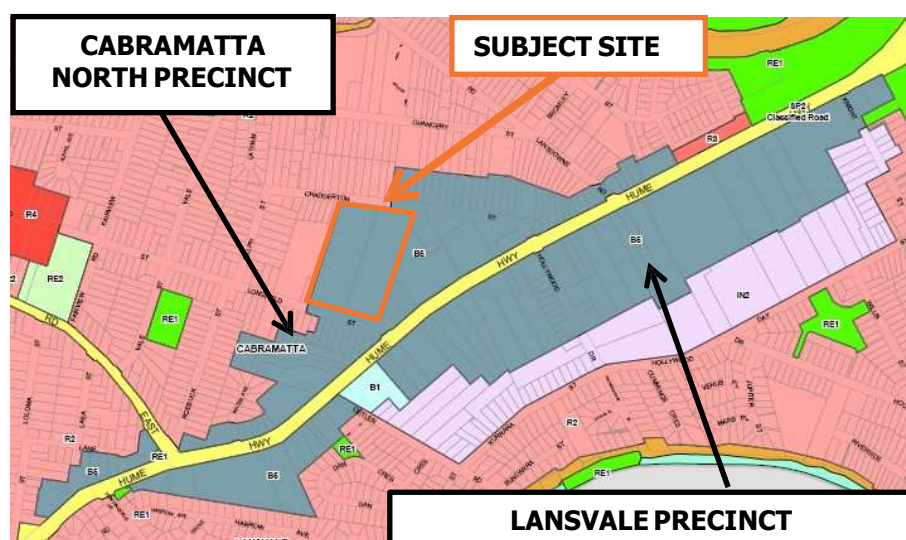
Area	Description
Lansvale Precinct	The Lansvale Precinct, across the Hume Highway, is a significant sized employment generating precinct that accommodates a range of light industrial activities as well as mixed uses such as Lansvale Neighbourhood Centre zoned B1 which includes a post office, take away Chinese restaurant, hairdresser, McDonalds, bakery, Porters Liquor, TAB, Lansvale supermarket, pharmacy and medical centre. Covering an area of 41.5 hectares, it is located within a cluster of light industrial land uses on flat land to the east and south-east of the subject site. The Lansvale Industrial Precinct has good accessibility off the Hume Highway, intact industrial land uses and reasonable separation from residential areas and has no significant land-use conflicts.
Cabramatta North Hume Highway Precinct	The Cabramatta North Hume Highway Precinct is located along the northern side of the Hume Highway, extending from Boundary Lane in the southwest to Lansdowne Road in the northeast. The defining features include: » predominately local light industry and urban support uses – largely occupied by small auto repair shops and other automotive related industry together with some food manufacturing and dispersed activities » some residential properties are accommodated within the precinct » has good access via a major arterial road – the Hume Highway.

Figure 11 – Overview of surrounding development

Fairfield Local
Environmental
Plan 2013
Land Zoning Map - Sheet LZN_021

Zone
B1 Neighbourhood Centre
B2 Local Centre
B3 Commercial Core
B4 Mixed Use
B5 Business Development
B6 Enterprise Corridor
E1 Environmental Conservation
E2 Environmental Management
IN1 General Industrial
IN2 Light Industrial
R1 General Residential
R2 Low Density Residential
R3 Medium Density Residential
R4 High Density Residential
RE1 Public Recreation
RE2 Private Recreation
RU1 Primary Production
RU2 Rural Landscape
RU3 Primary Production Small Lots
RU4 Village
SP1 Special Activities
SP2 Infrastructure
SP3 Tourist
W1 Recreational Waterways
MD SEPP (Major Development) 2005
WSE SEPP (Western Sydney Parklands) 2009
WSE SEPP (Western Sydney Employment Area) 2009
DM Deferred Matter

Cadastre
Cadastre 18/09/2014 © Fairfield City Council



Source: NSW Legislation

Table 3 – Surrounding land uses

Area	Description
East (Triangle)	The B5 zone in which the site is located extends east to the Hume Highway. The land uses that are located within this area referred to as the “triangle” include a mix of traditional industrial uses as well as other uses not typical to employment lands. The area includes number commercial and warehouse buildings, the majority of which have direct frontage to the Highway. They include warehousing combined with bulky goods (such as hardware, tiles, beauty supplies and a baby warehouse). Other development includes: the Ibis Hotel, a gym, a new service station on the corner of Chadderton Street and Hume Highway; a restaurant and car sales yard on the corner of Longfield Street and Hume Highway. See Figure 12, Figure 14 to Figure 18.
West	Land to the west of the site is zoned residential and contains low to medium density residential dwellings. Dwellings are generally older style 2-storey villas/townhouses, as well as detached dwellings and 3-4 storey apartments. See Figure 18 to Figure 21. The apartment buildings are present to the west of Fairview Road, which is a north-south road that intersects Longfield Street approximately 400m to the west of the subject site. A small local neighbourhood shop known as “Longfield Supermarket” is located at the corner of Longfield and Vale Streets, approximately 250m to the west of the site (Figure 22). This shop is not zoned for Neighbourhood Shop use; however it appears to benefit from existing use rights.
North	Chadderton Street forms the northern boundary of the site. Development consists of: » a mix of older industrial / warehouse buildings to the west zoned B5 » a Buddhist Temple located directly opposite the site (see Figure 23) zoned B5, acts as a transition between industrial and residential land uses » to the west of temple is 1–2 storey residential dwellings zoned R2 Low Density Residential. (See Figure 23 to Figure 25).
South	Longfield Street forms the southern boundary of the site. Development on the south side of Longfield Street consists of mainly detached residential dwellings and some townhouse developments. A car yard is located at the eastern end on the corner of the Hume Highway. The car yard and dwellings adjacent to the subject site are zoned B5 Business Development. See Figure 12 and Figure 19.

Figure 12 – Uses adjoin site to the east and north



Source: Nearmap

Figure 13 – Residential adjoining the western site boundary



Source: Nearmap

Figure 14 Bulky goods along the Hume Highway



Figure 16 Ibis Hotel along Hume Highway



Figure 18 Residential adjoining the western site boundary



Figure 20 Older style 4 storey unit block located along Longfield Street



Figure 15 Gym and bulky goods along the Hume Highway



Figure 17 Seafood Restaurant (corner of the Hume Highway and Longfield Street)



Figure 19 Residential development to the south



Figure 21 Residential development along Longfield Street (west of Fairview Road)



Figure 22 The small shop known and “Longfield” Supermarket



Figure 24 Automotive repairs along Chadderton Street



Figure 23 Buddhist Temple



Figure 25 Hardware supplies at Chadderton Street



2.4 Land Use Conflict

The site is located in a transition area where former industrial and business uses are being converted. It is understood that there has been a history of land use conflict between current uses on the site and the surrounding residential development. A majority of the complaints relate to: noise, odour and fumes emanating from the site, hours of operation, impacts on visual amenity, and traffic and truck movements generated by on-site uses.

A summary of the key issues raised with Council by adjoining landowners is provided in the following table.

Table 4 – Land use conflict summary pertaining to the site

Key issue	Issues raised to Council by the community
Continual traffic movement into and from the site	• Traffic entering / exiting is a hazard to children and elderly • Excessive fumes, noise, dust and vibration from trucks entering / existing the site • Excessive noise from loading and operation of the trucks within the site and other equipment associated with the industrial use • 25 tonne trucks operating in the local residential street is not suitable to the residential area • Trucks exiting the site from Longfield Street create excessive and unnecessary noise as they drive around the block to Chadderton Street in order to turn-right onto Hume Highway
Parking	• Employees park in the street and cause shortage of on-street parking in the area for the residential dwellings
Industrial use is incompatible with adjacent residential area	• The warehouse use is not suitable to the residential character of the area, in particular along Longfield Street • Warehousing and industrial uses have long operating hours (i.e. Sundays and starting 5-6am weekdays) creating noise and disturbance • Trucks operating 22 hours a day cause noise and disturbance
Noise	• Noise from the operation and machinery on the site • Large amounts of hard standing area create noise and vibrations
Visual amenity loss	• Loss of visual amenity as warehouse buildings are very large and contain large blank concrete walls and aluminium doors which are visible from backyard's of adjacent residential dwellings

2.5 Opportunities and constraints

An assessment of the site and its context identified the following opportunities and constraints:

Table 5 – Site constraints and opportunities

Constraints	Opportunities
Vehicle entry to the Hume Highway is only available to the right (south) from Chadderton Street as Longfield Street has a no right-turn, meaning that trucks often need to navigate through residential streets to access the Hume Highway.	Located in close proximity to the Cabramatta town centre which provides convenient access to a range of shops and facilities offering a unique and appealing cultural atmosphere.
Located on the edge of residential zone which potentially places additional constraints on business uses due to noise and traffic impacts.	The site has easy access to the Hume Highway, a major arterial roadway within the region, and benefits from dual street frontage.
The site comprises a large area with no connectivity through the block from north to south. The site blocks any pedestrian or linkage connection.	A local bus route travels along Chadderton and Longfield Streets, providing convenient public transport access between Lansvale and Cabramatta, and Fairfield and Liverpool on Route 904 and S1.
The existing warehouse and office buildings are constructed with metal cladding or roller shutters, concrete blocks and large blank walls, which do not provide an attractive built form to adjacent residential.	Redevelopment of the site will provide a better built form and urban design outcome for properties to the east which currently overlook warehouse type uses and the service areas (e.g. car park manoeuvring areas) associated with businesses operating in these.
Noise and visual impacts experienced by neighbouring residential properties due to the operation of the existing industrial uses	Redevelopment of the site would be consistent with recent development to the west along Longfield Street where multi-unit dwellings up to 5 storeys in height have been developed.
There have been continuing and long-term land use conflicts between the industrial uses on the site and adjacent low scale residential dwellings due to the close proximity of the residential dwellings to the site boundary.	The proposed rezoning will significantly improve the amenity of the area, particularly in terms of visual impact, increased activity and opportunities for casual surveillance and in doing so will address the complaints from neighbouring properties.
As identified in the preliminary assessment there is a potential for contamination of low to moderate significance to be further investigated.	Cabramatta town centre is a walkable distance (1.5km) and offers relatively easy cycling to the centre in addition to public transport.
The site is located within Prospect Creek Floodplain and has the potential to be affected by a 1 in 100 year flood event. This risk is identified as low. Based on the preliminary results of the pre-development modelling, the	This is a unique site due to its large size, single ownership and location in a “transition area”, and therefore has the potential to deliver an outcome on the site in a timely manner.

Constraints	Opportunities
development of the site is feasible without major impacts on flooding behaviour elsewhere in the floodplain. This will however need to be confirmed through a detailed modelling and assessment of the post-development conditions.	Has the potential to meet two primary objectives of 'A Plan for Growing Sydney' by providing local housing diversity including opportunities for residents to 'age in place' as well as providing jobs closer to homes.
	Has the potential to provide for the needs of changing demographics in the Fairfield LGA – ethnically diverse, an ageing population and greater proportion of people needing care.
	A large site that provides an opportunity to achieve Council's objectives without the difficulty of amalgamating sites in fragmented ownership.

3 Background to the proposal

3.1 Overview

With increasing and ongoing complaints associated with the on-site industrial uses from adjacent residents, as well as the increasing difficulties finding tenants for existing on-site buildings the potential of the site to be rezoned for alternative uses has been discussed with Council on a number of previous occasions.

Below is a summary of the chronology of events demonstrating that for the past seven years the site's use for industrial purposes is not providing sustainable and best use of the land.

Table 6 – Chronology of events

Date	Event
Prior to 2008	Discussion with Council's Strategic Planning Team who recommended that the site be rezoned for residential purposes.
2008	Fairfield Employment Lands Study (ELS) At its meeting on the 26 February 2008 Council resolved to adopt the ELS, applying to all industrial zoned land within Fairfield City and providing recommendations for land identified as part of the Western Sydney Employment Hub located directly south of the Sydney Water Pipeline at Horsley Park. The ELS provides the vision as well as the appropriate planning framework to attract employment generating uses into the City, having informed decisions on industrial land in the preparation of Fairfield LEP 2013. See Section B of this report for more information.
March 2012	Submission to draft Fairfield LEP 2011 Elton Consulting, on behalf of the owner, made a submission requesting that Council and DPE strategically consider the broader benefits of rezoning the site. The submission sought to: • rezone the land from the 4(c) Special Industrial zone to the R4 High Density Residential zone • amend the Height of Buildings Map to apply a maximum building height of 18 metres (6 storeys), which is lower than the standard 20 metre maximum building height control applied to the R4 zone in Fairfield, Carramar and Villawood • amend the FSR Map to apply a higher FSR • include a mechanism within the LEP to ensure that appropriate local commercial and retail development to complement R4 zone uses on key redevelopment sites.
April 2012	Redevelopment of out of centre sites At its meeting on 17 April 2012, the Fairfield Council LEP Committee discussed a range of submissions made to the draft comprehensive LEP, Draft Fairfield LEP 2011. One issue raised was the potential zoning changes to allow higher density residential development. In response to this issue, the LEP Committee noted:

Date	Event
	<i>A number of sites identified were relatively large sites located away from the town centres. While they were suitable for redevelopment because of their size they were not identified in the Draft Residential Strategy because the strategy is based on the direction set in the Metropolitan Strategy which is to encourage a centres based approach where density is encouraged within and in close proximity to existing or proposed centres. None of the sites identified met this criteria and this is the reason that the proposed changes in zoning have not been supported.</i> However, Council Officers considered that a policy framework for large residential sites outside and away from town centres should be considered. Council indicated that once this policy was adopted and endorsed by Council individual owners could then lodge a planning proposal to demonstrate how they met the criteria in Council's policy. The results of the review would determine whether the policy should enable these sorts of developments or strongly limit them. On 24 April 2012, Council resolved that an issues paper should investigate whether Council should adopt a policy for redevelopment of large lots away from existing Town Centres be prepared and reported to Council for its consideration. <i>This is yet to be prepared.</i>
May 2012	Residential Development Strategy (RDS) - East (Draft 2009) In May 2012 Elton Consulting, on behalf of the land owner, made a submission to Council's draft RDS outlining a number of issues that warrant further consideration by Council in order to facilitate more positive outcomes for residential development. These included: • uncertainty about where the 40% of future growth would be accommodated • significant challenges to ensure sufficient housing is actually built • the fact that the RDS lacks any mechanism to enable redevelopment opportunities in out of centre locations where uses are well located • recommendation that the RDS focus on the north-east quadrant of Cabramatta (or Cabramatta East) as the location for viable and sustainable residential development opportunities. See Section B of this report for an assessment against the RDS.
May 2013	Fairfield LEP 2013 On the 17 May 2013 the Fairfield LEP 2013 was published on the NSW Legislation website. It commenced 2 weeks after that date being the 31 May 2013. The new LEP zoned the site B5 Business Development.
August 2013	Economic Rezoning Assessment In August 2013, Location IQ completed an Economic Rezoning Assessment which recommended that the site be considered for alternative uses including residential. See Section B of this report for more information and Appendix B.2 for a copy of this report.
September 2013	Meeting with Council Representatives from Elton Consulting and Location IQ met with Council to discuss the Economic Rezoning Assessment. Council subsequently sent a letter to Elton outlining matters discussed and further issues to be considered. See

Date	Event
	Section B of this report for more information.
May 2014	Supplementary Economic Feasibility Study An Economic Feasibility Study was prepared by Location IQ addressing issues raised by Council. See Section B of this report for more information and Appendix B.3 for a copy of this report.
June 2015	Submission of draft Planning Proposal In June 2015 Elton Consulting submitted a draft planning proposal to Council requesting that the site be rezoned to B4 Mixed Use.
September/ October 2015	Letter from Council The planning proposal was presented to Council at a briefing on the 1 September 2015. On the 1 October 2015 Council wrote to Elton Consulting outlining that the B4 Mixed use Zone would is not supported and the reasons for this including inconsistency with the recent draft Centres Study. Council did however outline that they would provide in principle support for an amended planning proposal to R4 High Density Residential, pending further assessment and a revised planning proposal being reported to Council for consideration. The letter also requested additional information site specific development provisions, traffic, contamination, flooding and the fee. These issues have been addressed in this planning proposal and supplementary reports. A copy of this letter is attached to this planning proposal (Appendix B.7)

4 Urban Design Report

An Urban Design Report (**Appendix B.1**) was prepared in March 2012 by Antoniades Architects to demonstrate the future development on the site – the concept plan. The concept plan was developed around the following major guiding principles:

- through site link to promote connectivity and access
- land usage, to minimise land use conflicts and meet demands for the area
- height and setback, taking into consideration the adjacent residential land use
- massing and grain
- view and open space, which is lacking within the area, and provides benefits to the adjacent community

At the forefront of the concept plan is the intention to retain employment opportunities on the site, and critically increase the number of local jobs on the site. There is also a need to accommodate a mix of housing types, catering to a full range of demographics, provide employment-generating uses, and ensure an appropriate design outcome for the surrounding community.

The landowners and project team have undertaken an integrated approach to create a concept plan, informed by a number of technical investigations including:

- Urban Design Report by Antoniades Architects
- Economic Assessment by Location IQ
- Feasibility Study by Location IQ
- Traffic and Transport Study by Thompson Stanbury Associates
- Flood Study by Integrated Group Services
- Preliminary Contamination Assessment by Aargus Pty Ltd (Annexure F).

Further a Memorandum of Understanding (MOU) has been signed with Opal Aged Care (**Appendix B.8**), one of Australia's leading providers, to operate the aged care facilities subject to planning approval. An agreement has also been obtained from a child care provider.

4.1 Concept Plan

The concept plan translates the vision and principles to a feasible development proposal incorporating proposed building footprints, areas of open space and pedestrian and cyclist connectivity.

The concept plan encompasses:

- Approximately 7 buildings across the site
- transition building heights in scale to adjacent residential properties whereby building height is concentrated in the centre of the site and scaled down to 3 storeys closer to the boundaries that interface with existing residential dwellings to the west
- a range of building heights and setbacks that work together to ensure excellent amenity, both within the site and for surrounding properties, including:

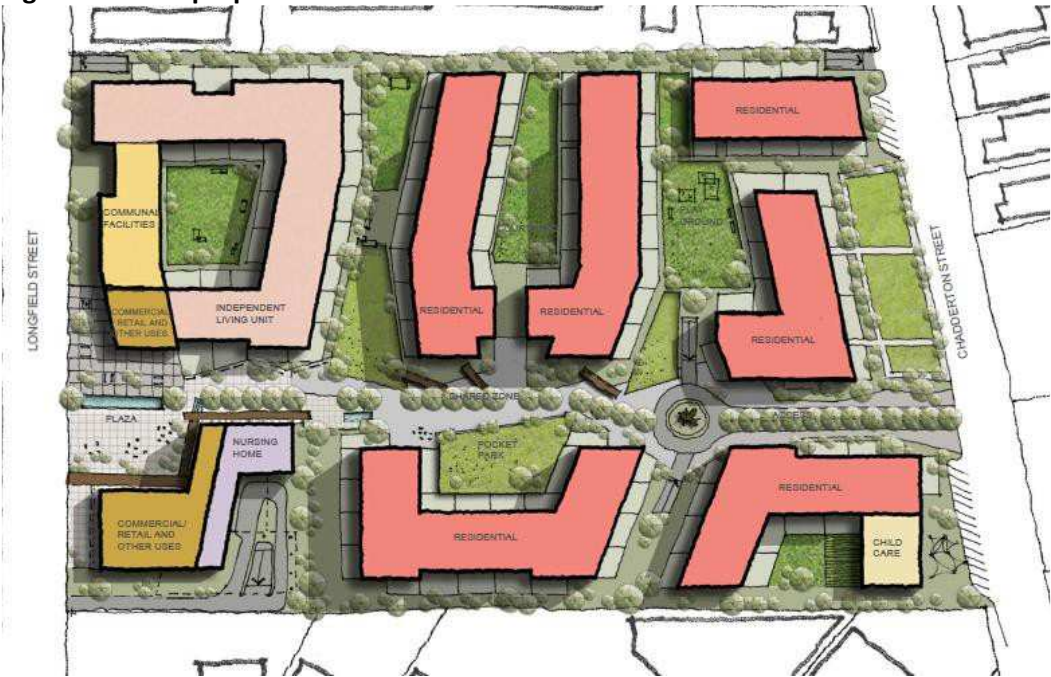
- 3 storey buildings located along the western boundary
- 5 to 6 storey apartment buildings centrally located on either side of the new proposed through-site thoroughfare
- a central thoroughfare linking Chadderton and Longfield Streets to improve linkages to surrounding areas. The thoroughfare will be used as a shared pedestrian, cyclist and vehicle zone that provides a visual connection between the streets and access to the centre of the site.
- building orientation is predominantly NS/EW to achieve excellent outlook and solar access for future occupants, as well as improve the amenity of existing residential development in terms of shadow and privacy impacts
- public open space and a public plaza for all residents to enjoy and use, creates a local “hub” for the current and future community
- on-street and off-street parking for the residents and an opportunity to set back the development from and create road widening along Chadderton Street to create additional street parking
- private communal open space areas and courtyards protected from public areas for the residents, and secure outdoor areas dedicated to the Independent Living Units and seniors housing
- landscaped buffer zones to the east and west boundaries will provide screening from neighbours and soften the appearance of the buildings
- a new local "hub" that contains a variety of uses:
 - residential accommodation to provide a mix of studios, 1 – 3+ bedroom units to meet current and future demand
 - dedicated seniors housing that provides different levels of care for the ageing population
 - facilities to meet the needs of the community such as a child care centre, local gym and community facility (for example library or community building if Council identifies a need)
 - some local support opportunities such as a gym and takeaway food and drink premises.
- the concept plan positions the various land-uses in locations across the site that will complement surrounding land uses and encourage the “transition” from east to west:
 - the nursing home is located in a discrete location away from the street to provide privacy and security for its residents
 - independent living units face Longfield Street to provide direct street access and street address

The concept plan also provides an opportunity to incorporate and celebrate the unique Indo-Chinese elements of the Fairfield LGA and in particular the Cabramatta community, into the proposed development.

The following figures (Figure 26–27) provide an overview of the proposed mix and location of land uses, building heights and open space and access. The revised benchmark images provided at Figure 29 and **Appendix B.9** illustrate the built form outcome that we are seeking to achieve at the site.

For further detail refer to the Urban Design Report (**Appendix B.1**).

Figure 26 – The proposed mix and location of uses



Source: Antoniades Architects

Figure 27 – Proposed building heights



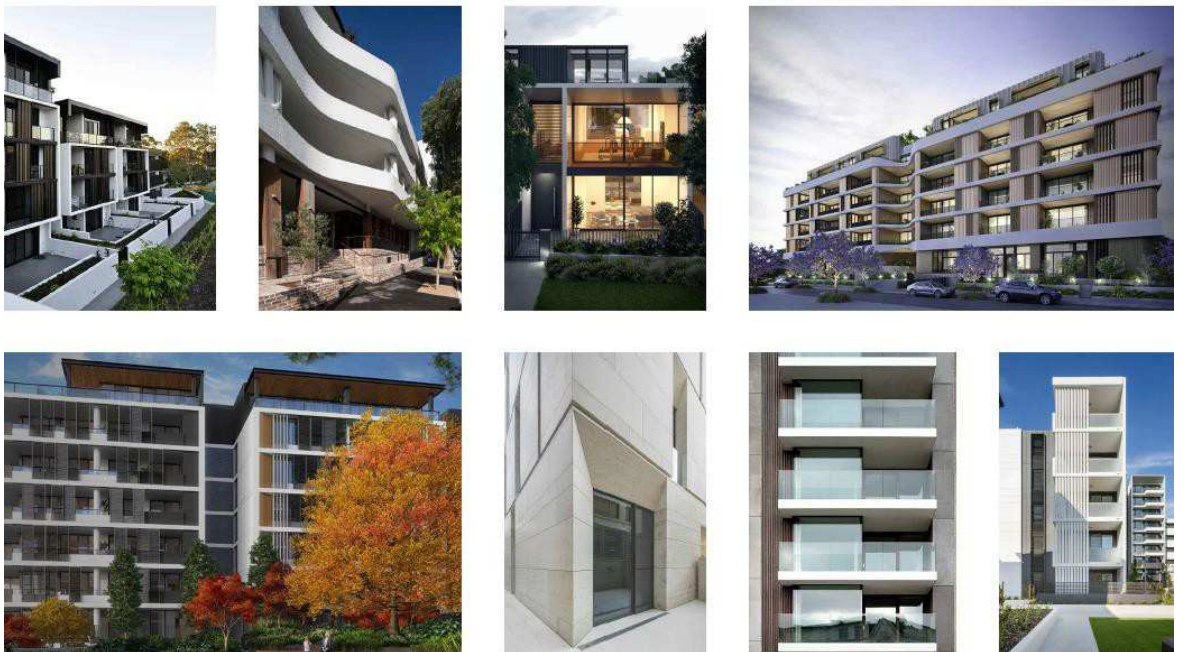
Source: Antoniades Architects

Figure 28 – Proposed open space, access and connections



Source: Antoniades Architects

Figure 29 – Benchmark images



Source: Antoniades Architects

5 Part 1 – Objectives

The planning proposal applies to the following land:

- 17 Longfield Street, Cabramatta (Lot 35 DP 456221)
- 21 Longfield Street, Cabramatta (Lot 34 DP 456221)

The objective of the planning proposal is to rezone the site from B5 Business Development to R4 High Density Residential to facilitate redevelopment of the site for the purposes of:

- o a total residential units of between 500 – 650 one, two and three bedroom units
- o approximately 80 – 100 over 55's dwellings
- o 150 bed aged care facility including a high dependency dementia unit
- o a 100 place childcare centre
- o a medical centre
- o community facility (if required by Council)
- o an indoor recreational facility (gym)
- o additional permitted uses for:
 - an indoor recreational facility (gym)
 - take-away food and drink premises
- o improved pedestrian and cyclist connections through the site and surrounding area
- o improved traffic and parking conditions compared to existing approved uses at the site.

The planning proposal is in accordance with Council's decision at its meetings on 10 May 2016 and 24 May 2016 - see **Attachment A.1** for Council report.

6 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.** Rezone the subject site from B5 Business Development to R4 High Density Residential
- 2.** Introduce a Floor Space Ratio of 2:1
- 3.** Introduce a maximum Height of Building of 20 metres
- 4.** Utilise Schedule 1 of the Fairfield LEP 2013 to introduce an additional permitted use over the site as below:

21 Use of certain land 17-21 Longfield Street, Cabramatta

- 1)** This clause applies to 17-21 Longfield Street, Cabramatta (being Lot 34 and 35 in DP 456221) and identified as “24” on the Key Sites Map.
- 2)** Development for the purposes of the following is permitted on the land:
 - a)** recreational facilities (indoor);
 - b)** take away food and drink premises.
- 3)** Despite Clause 5.4(2) the maximum combined floor area for Take Away Food and Drink Premises and Neighbourhood Shops is 160 square metres.

Refer to 8 – Part 4 Maps depicting the above mentioned site and related maps.

7 Part 3 – Justification

Section A – Need for the planning proposal

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

There are a number of studies which apply to this proposal. These include:

- Fairfield Employment Lands Strategy 2008
- Fairfield City Centres Study 2015
- Fairfield City Centres Policy 2015
- Fairfield Residential Development Strategy 2009

Fairfield City Centres Study and Fairfield City Centres Policy 2015

The Fairfield City Centres Study 2015 and Fairfield City Centres Policy 2015 were adopted by Council in February 2016.

The Policy and Study provide a number of principles, objectives and assessment criteria for which applications are to be assessed.

The Fairfield City Centres Study 2015 identifies that:

“The City also has a significant shortfall of bulky goods retailing floorspace, estimated to be in the order of 40,000m². This can be attributed to a lack of vacant appropriately zoned sites and the more recent development of several bulky goods centres outside the City, especially within Liverpool City. Future opportunities may present along the Hume Highway should existing older industrial businesses elect to relocate. It is noted that the City has extensive lands contained within the B5 zone, most of which, however, is occupied by industrial activities.”

The subject site is currently underutilised as bulky goods, currently contains a number of industrial uses.

The Cabramatta North Precinct currently has significant areas which have not been developed for bulky goods. There are a number of areas which also contain residential dwellings, totalling 10,000 square metres.

Wetherill Park precinct has a number of large sites which have not been developed and are currently vacant. These sites are quite large with a total area of 50,000 square metres.

The proposal is seeking to rezone approximately 40,000 square metres of B5 Business Development land. The proposal is also seeking to include an additional permitted use for small convenience store, pharmacy restaurant or café, bakery, video store, dry cleaners, etc.

Fairfield Employment Lands Strategy 2008

The current Employment Lands Strategy from February 2008 identifies that this site is within the Cabramatta North Hume Highway Precinct. The strategic recommendation for this precinct is to protect and promote employment generating uses within the precinct and not permit residential uses, commercial or retail development to protect existing centres.

A review of the current Cabramatta North Hume Highway precinct shows business clustering is limited as the uses within the precinct are extremely varied often not uses that would be encouraged in the B5 Business Development zone, such as bulky goods. The precinct currently contains uses such as large warehousing sites, residential properties, restaurants, a hotel, services stations and car sales, as well as bulky goods.

The subject site is very large, close to 4 hectares in area. Overtime the site has attracted larger industrial type uses such as warehousing which may require 24 hour operation to stay competitive.

As the site is currently zoned B5 Business Development and its close proximity to residential zoned land, these uses and hours of operation are not entirely appropriate. The size of the site attracts uses that create a land use conflict between the sensitive uses in the residential zones and the industrial zone. These types of land use conflicts would not normally happen if the site was being utilised for its purpose as it is zoned, such as a bulky goods which operate normal business hours.

Historically there have been a number of complaints from adjoining land owners relating to the industrial activities on the subject site, particularly relating to noise, hours of operation, large truck movements and trucks parking on the street for extended periods of time.

The planning proposal seeks to remove this land use conflict and introduce more suitable land uses while seeking to maintain the employment capacity of the site through aged care, childcare, and medical centre/uses.

Fairfield Residential Development Strategy 2009

The Fairfield Residential Development Strategy (RDS) identifies areas within Fairfield City that should be investigated for future increase in residential density. The key principle for the increase in density within the City outlined by the RDS is density around centres and along corridors. This was reflected in the initial RDS which proposed residential density increase in and around the Cabramatta Town Centre.

The preparation of the Cabramatta Transport and Accessibility Management Plan (TMAP) identified significant issues associated with the proposed densities in and around Cabramatta, particularly within the western half of the City. The TMAP identified that significant intervention and investment would be required, should the proposed densities be introduced.

On 14 July 2015, Council resolved to not proceed with the proposed residential density for Cabramatta as identified by the Fairfield RDS and the draft Cabramatta Town Centre Development Control Plan. Council also resolved to undertake further investigations to identify the scope for future urban infill development in and around the town centre without compromising the capacity of the current road network and minimises the need for major infrastructure improvements.

Council officers are still in the process of reviewing future density options around Cabramatta, however, it is likely that large strategic sites and residential capacity east of the railway line where the traffic impacts are less significant, will be the focus. The proposal to rezone 17-21 Longfield Street, which is east of the railway line, may be the first stage of this review.

The proposal provides opportunity to implement urban renewal within proximity to services and transport provided within Cabramatta Town Centre.

Fairfield City Community Strategic Plan 2012-2022

The planning proposal is consistent with Theme 1, Goal 3 of the Fairfield City Community Strategic Plan 2012-2022. The table below illustrates how the planning proposal achieves the outcome of the Theme and Goal.

Relevant FCCSP Outcome within the theme	Council's commitment to the outcome	How the planning proposal achieves the outcome
Theme 1 Goal 3: Enjoying a good standard of living and enhanced quality of life (we can satisfy our needs to meet our changing life requirements and ambitions)	3.3 A range of housing types that caters for different life stages, family needs and levels of affordability.	The planning proposal seeks to rezone B5 Business Development zoned land to R4 High Density Residential. The planning proposal will also subsequently increase the Floor Space Ratio and Height of Buildings controls for the subject site. The proposed amendments to the <i>FLEP 2013</i> will assist in facilitating a range of housing types in Cabramatta to meet the needs of families at different stages of their lives and levels of affordability. The proposed development will provide housing choice for all family stages including residential apartments, seniors housing and residential care facilities.

Economic Assessment

The key findings from applicant's Economic Assessment report were based on analysis, review and consideration of the following:

- regional and local context of the site
- history of the site and the current planning framework
- recent trends in the supply of industrial land in the Sydney metropolitan area, and how these trends relate to the subject site
- audit of vacant industrial zoned land within the Fairfield LGA
- key drivers of industrial land generally in the Fairfield LGA, and how these key drivers relate to the subject site
- growth in the Fairfield LGA including current and projected population levels over the period to 2026
- socio-economic profile of the Fairfield LGA population by suburb
- employment trends throughout the Fairfield LGA
- net gain in employment as a result of the rezoning of the subject site from 'industrial' to 'residential' under the proposed concept plan
- potential for the planned childcare, aged care and residential support services such as indoor recreation facility (gym).

A summary of the key findings of the assessment included:

- The Cabramatta North Hume Highway Industrial Area is a primarily automotive precinct together with older manufacturing and warehousing facilities. Even though the precinct is zoned for industrial/business development uses, approximately only 43% of total tenants are traditional industrial uses. The natural progression of this precinct, transitioning to a mix of uses as opposed to traditional industrial uses, indicates the decreasing demand for industrial uses in this precinct.

The rezoning of the subject site from industrial/business development to R4 High Density Residential would form a natural progression in the surrounding precinct.

- The main industries currently seeking to occupy the site are logistics or manufacturing uses. These businesses uses do not necessary serve the needs of the local population and could effectively relocate in any industrial precinct within the Fairfield LGA. These uses also present a conflict with surrounding residential uses due to noise/traffic created by industrial tenants.
- The site is difficult to lease with most industrial tenants requiring 24 hour, seven days a week, B Double/Triple access. These requirements are provided at surrounding industrial precincts. In comparison, the subject site is bounded by residential dwellings in the south and west, with limited hour truck movements.
- The subject site accounts for less than 1% of total industrial/business development land within the Fairfield LGA. There is a large supply of industrial zoned land throughout Fairfield that includes modern industrial facilities or is available for the development of modern industrial facilities. There are also a number of proposed developments in the area that are centrally located to transport infrastructure. Consequently, the rezoning of the subject site will not materially impact the availability of suitable industrial land within the Fairfield LGA. This is particularly the case given that the subject site is restricted in its operational uses to industrial/business development, and is not needed given the large supply of existing and proposed industrial zoned/employment generating land.
- The Fairfield LGA has experienced a significant decline in industrial employment over the period from 2006 – 2011. There are also a number of vacancies/vacant land throughout other industrial zoned areas within the Fairfield LGA, reflecting decreased demand for industrial employment in built up areas, which is consistent with broader trends in New South Wales and Australia.
- Based on future population growth, there is likely to be a shortfall of around 18,500 dwellings by 2026 in the Fairfield LGA. This indicates increasing demand for residential land within the Fairfield LGA, while at the same time; demand for industrial employment land is decreasing.
- The proposed development will be highly innovative, reinvigorating the local area and allowing families, including grandparents, parents and children to dwell and age in the one precinct. This is very important culturally to the ethnically diverse population of Cabramatta.

Conclusions

Based on the above, the following conclusions were made:

- The current zoning no longer represents the most suitable zoning of the site. While it is important that a provision of industrial/business development land remains within the Fairfield LGA, it is equally important to recognise optimal locations for these types of facilities. It is clear that the industrial area particularly east of Hume Highway represents a key employment generating area within the Fairfield LGA and be maintained in the future. However, the subject site and directly surrounding uses within the “triangle” is not suitable for purely industrial/business development uses, as demonstrated by the already changing nature, transition and more retail uses.
- There is decreasing need for all industrial employment lands within the Fairfield LGA to remain in their current dated built form and limited access arrangement. As such, the subject site is both not suitable for industrial uses but is also not needed as an industrial

employment generating land. Notwithstanding, the rezoning proposal represents a unique opportunity to revitalise the site, facilitate jobs that are suitable to the profession of the local communities (as per the ABS Census), aged care and other employment generating uses and represents a local brownfield revitalisation project.

A copy of the Economic Assessment Report prepared by Location IQ is provided at **Appendix B.2**.

State Environmental Planning Policy (SEPP) (Housing for Seniors or People with a Disability) 2004

State Environmental Planning Policy (SEPP) (Housing for Seniors or People with a Disability) 2004 (known as HSPD SEPP) provides controls and guidelines relating to the development of seniors housing. The policy aims to encourage the provision of housing that will:

- » increase the supply and diversity of residences that meet the needs of seniors or people with a disability, and
- » make efficient use of existing infrastructure and services, and
- » be of good design.

The proposed development will increase the supply of seniors housing in Cabramatta, make efficient use of existing infrastructure being with closed proximity to Cabramatta Town centre (1.5km east), Liverpool Hospital (3.5km south) and be of a good design.

Any future development application for the seniors housing would need to be assessed against the provisions of HSPD SEPP to ensure that the development is of quality design and meets the needs of seniors. In particular clause 26 provides locational and access to facility requirements that must be satisfied before granting consent to a senior's housing development. An extract of this clause is provided at **Appendix B.11**

In summary, clause 26 of the HSPD SEPP requires that residents of the proposed senior's housing development are required to have access to the following:

- o shops, bank service providers and other retail and commercial services that residents may reasonably require, and
- o community services and recreation facilities, and
- o the practice of a general medical practitioner.

The facilities and services referred to above are to be located at a distance of not more than 400 metres from the site of the proposed development, that is a distance accessible by means of a suitable access pathway and the overall average gradient for the pathway is no more than 1:14 (with specified exceptions).

The clause also requires that there is a public transport service available to the residents of not more than 400 metres from the site of the proposed development and the distance is accessible by means of a suitable access pathway, and that will take those residents to a place that is located at a distance of not more than 400 metres from the facilities and services referred to above and that is available both to and from the proposed development at least once between 8am and 12pm per day and at least once between 12pm and 6pm each day from Monday to Friday (both days inclusive).

Transport

The proposal will provide community and recreation facilities on site by way of high quality and accessible public plazas, a community centre, a gym, a park and landscaped areas that will promote social interaction and assist in creating a sense of place. Refer to Urban Design Report at A.

As shown in Figure 31 and Figure 32 and there are two local bus routes servicing the site, with bus stops located at the northern boundary of the site at Chadderton Street (over 200m from the southern end of the site) and along Longfield Street (200m) from southern entrance to the site.

The site is also within close proximity (approximately 200m from the southern boundary of the site and about 400m from the northern boundary of the site) to the Lansvale Neighbourhood Centre. This centre includes a post office, take away Chinese restaurant, hairdresser, McDonalds, bakery, Porters Liquor, TAB, Lansvale supermarket, pharmacy and medical centre. While this centre is close in terms proximity it is not readily accessible as it is separated from the site by the Hume Highway, a state road with six lanes for traffic that also provides direct access to a number of industrial/commercial businesses (See Figure 33).

Further while buses services connect to the Lansvale Centre itself is not considered to be the most safe or suited to accommodating and meeting the needs of seniors and other residents, given its location and layout which is primarily focused on vehicle access.

The proposed rezoning to R4 High Density Residential will permit development on a neighbourhood shop to a maximum floor area of 80 square metres.

As outlined the proposed residential support uses such as neighbourhood shop and indoor recreation facility uses are only intended to support the mix of uses at the site and assist in the transition from the B5 Business Development Zone to residential. Further consideration of neighbourhood shop impacts is addressed in Part 5.

Figure 31 Bus stops



Source: Nearmap

Figure 32 Bus route map 904 and S1



Source: Transdev NSW V3

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

The only way to achieve the objectives and outcomes as identified above is to rezone the site to R4 High Density Residential with the additional permitted uses of indoor recreation facility and take away food and drink premises.

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)?

This section outlines how the planning proposal is consistent with the objectives and actions of:

- » NSW 2021 – A Plan to make NSW Number 1, September 2011)
- » South Western Sydney Regional Action Plan (December 2012)
- » A Plan for Growing Sydney (December 2014)
- » draft West Central Subregional Strategy (WCSRS) (December 2007).

NSW 2021 – A Plan to make NSW Number 1 (September, 2011)

Overview

NSW 2021 is a plan to make NSW number one. It is a 10 year plan to rebuild the economy, provide quality services, renovate infrastructure, restore government accountability, and strengthen our local environment and communities.

Assessment

The proposed development is consistent with the strategies and goals of NSW 2012 in particular the proposal development will assist in achieving the following goals:

Table 10 – Achieving NSW 2021 Goals

NSW 2021 Goals	Comment
1. Improve the performance of the NSW economy	Provides additional employment – The proposal is estimated to increase the number of ongoing jobs from 90 to 246 thereby improving the NSW economy.
7. Reduce travel times	The proposal will increase local employment opportunities thereby creating opportunities for local employment.
8. Grow patronage on public transport by making it a more attractive choice	The site is within 20 minutes walk of the Cabramatta rail station (1.5km), and is located along a bus corridor. As such it is expected that public transport will be an attractive option.
10. Improve road safety	Reduce the number of large trucks operating in the local residential street.
11. Keep healthy people out of hospital	Creates a space for multigenerational living contributing to the social well-being of families within Cabramatta. Further the development has been designed in accordance with Healthy by Design and Active Living Guidelines. In particular the proposal includes a range of public plazas, public and private green spaces that encourage social interaction and active lifestyles all of which contribute to health and well-being.
12. Provide world class clinical services with timely access and effective infrastructure	Aged care facility will be delivered by leading Australian provider Domain. Associated facilities including medical centre and pharmacy will be available to support the facility.

14. Increase opportunities for people with a disability by providing supports that meet their individual needs and realise their potential	Includes independent living units and adaptable units that will enable people with disability to live self-sufficiently.
20. Build liveable centres	The proposal and future residents will support the Cabramatta Town Centre, where the primary facilities and services are provided. Local commercial and residential support services such as neighbourhood shop provided are intended to support the aged care facility and serve the day to day needs of the local residents.
23. Increase opportunities for people to look after their own neighbourhoods and environments	Provides residential accommodation for a wide social mix and potentially deliver a cohesive multi-generational living environment. Opportunities for residents to look after open space and landscaped areas could be investigated.
24. Make it easier for people to be involved in their communities	Provides high quality and accessible public plazas, a community centre, a park, landscaped areas and communal and private open space that promotes social interaction (between residents and the local community) and a sense of place.
25. Increase opportunities for seniors in NSW to fully participate in community life	Delivers housing for seniors including aged care, independent living units and adaptable units in a high quality development with a range of public spaces including park, community centre and plazas; thereby increasing opportunities for seniors to be involved in community life.
27. Enhance cultural, creative, sporting and recreation opportunities	Designed with Feng Shui principles in mind, the Circle's facades will feature colours and materials evocative of the local areas Indo- Chinese culture. Public Art, landscaping and fountains are also being explored. Further the site is well connected to local landmarks, including the Minh Quang Buddhist Temple. Lastly a public park, landscaped areas as well as private and communal open space will be provided.
32. Involve the community in decision making on government policy, services and projects	The community will have the opportunity to have their say on the proposal (subject to it progressing) in accordance with state and local government legislative requirements, guidelines and policy.

A Plan for Growing Sydney (December, 2014)

A Plan for Growing Sydney is the metropolitan strategy that will guide land use planning decisions for the next 20 years. Decisions that determine where people will live and work and how we move around the city.

The Government's vision for Sydney is a strong global city, a great place to live. To achieve this vision, the Government has set down goals that Sydney will be:

- » a competitive economy with world-class services and transport
- » a city of housing choice with homes that meet our needs and lifestyles
- » a great place to live with communities that are strong, healthy and well connected
- » a sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources.

The planning proposal is consistent with the objectives of Plan and can contribute to achieving several directions and actions particularly those related to housing as outlined in the table below.

Table 12 – Assessment of the proposal against A Plan for Growing Sydney

Directions and actions		Consistency
Goal 1: A competitive economy with world-class services and transport		
Direction 1.5: Enhance capacity at Sydney's gateways and freight networks		
Action 1.5.2: Support the productivity of the freight network by identifying buffers around key location on the freight network		The subject site does not have direct access to the Hume Highway. Vehicle entry is only available to the right (south) from Chadderton Street as Longfield Street has a no right-turn, meaning that trucks often need to navigate through residential streets to access the Hume Highway. The rezoning of this site will remove heavy vehicle routes from the local streets thereby improving the operation and efficiency of the freight network. The site will act as a transition site providing a buffer between the residential areas (south-west, west & north-west) and the industrial/business uses which front Hume Highway maximising the productivity of this key freight route.
Direction 1.9: Support priority economic sectors		
Action 1.9.2: Support key industrial precincts with appropriate planning controls		Industrial Lands Strategic Assessment Checklist guides the assessment of proposed rezonings of industrial lands. The Checklist allows for evidence based planning decisions and aims to prevent encroachment on important industrial sites. This Checklist is addressed in Location IQ's Feasibility Report attached to this report and detailed below.
Direction 1.10: Plan for education and health services to meet Sydney's growing needs		
Action 1.10.3: Plan for expansion of health facilities to service Sydney's growing population		The Fairfield LGA population is currently estimated at 197,996 in 2013, including 124,769 persons within the Fairfield East SLA. The Fairfield LGA population is projected to increase to 212,305 by 2026 and 216,508 by 2031. The ageing population has significant implications on the provision of housing, recreation and leisure opportunities and age-specific community facilities. By 2031, Fairfield LGA will house almost double the number and proportion of residents aged 65 years and over, equivalent to 37,000 or 20% of the population aged over 65 years. The proposed redevelopment has the potential to provide health facilities (aged care facility and associated support facilities) for the needs of changing demographics in the Fairfield LGA – ethnically diverse, an ageing population and greater proportion of people needing care.

Goal 2: A city of housing choice, with homes that meet our needs and lifestyles	
Direction 2.1: Accelerate housing supply across Sydney	
Action 2.1.1: Accelerate housing supply and local housing choices	According to the draft Subregional Strategy for the West Central subregion, the Fairfield LGA needs to accommodate 24,000 additional dwellings by 2031. Based on future projected population growth throughout the Fairfield LGA, there is likely to be a projected shortfall of around 18,500 dwellings by 2026 (forecast.id.). The site represents a unique opportunity to deliver housing supply now. The proposed development will deliver a diverse and multi-generational community – a variety of housing options will be provided including 1, 2, 3 bedroom apartments (including adaptable units) and housing for seniors including aged care and independent living units.
Direction 2.2: Accelerate urban renewal across Sydney – providing homes closer to jobs	The proposed development will directly help to achieve and accelerate additional housing supply and employment opportunities; assisting in providing jobs closer to homes. The Circle will provide jobs in child care, aged care and a small neighbourhood shop. The site will generate at least double the employment opportunities currently on site. At present, less than 60 jobs on site. The growing aged and childcare sectors are where the current population living in the area are skilled, and therefore support the local community.
Direction 2.3: Improve housing choice to suit different needs and lifestyles	As outlined above the proposal will deliver multi-generational community. It will provide seniors housing that will assist the elderly to age in place and self-care, provide a mix of housing types and a range of affordable choices so that the labour force has the option of living near potential employment opportunities
Goal 3: A great place to live with communities that are strong, healthy and well connected	
Direction 3.1: Revitalise existing suburbs	The site is located on Longfield Street within close proximity to Cabramatta Town Centre. Longfield Street is a main corridor for access and connectivity to the town centre and Cabramatta East. Redevelopment of the site could rejuvenate the eastern edge of Cabramatta, support good urban design outcomes, create public benefits such as connectivity and open space and trigger redevelopment along the Longfield corridor.

Direction 3.3: Create healthy built environments	The proposal will deliver network of greenspace including a public park, landscaped boulevards, private and communal open space and buffers. Two (2) public plazas and community centre will also be provided. These spaces will encourage social interaction and create a sense of community all of which will contribute to the health and wellbeing of the community.
Direction 3.4: Promote Sydney's heritage, arts and culture	The proposal has been designed with Feng Shui principles in mind, the facades will feature colours and materials evocative of the local areas Indo- Chinese culture. Public Art, landscaping and fountains are also being explored. The site is also well connected to local landmarks, including for example, the Minh Quang Buddhist Temple.
Goal 4: A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources	
Direction 4.3: Manage the impacts of development on the environment	The proposal provides a productive, liveable and sustainable environment. The urban design ensures a walkable neighbourhood to open space provision and services for the local and neighbouring community. The site is located within close proximity to bus and rail thereby reducing dependency on cars. Contamination and flooding issues have been addressed to ensure that any adverse impacts are managed.
South West Subregion – Priorities for the south west subregion	
A competitive economy	
Recognise and strengthen the subregion's role in Sydney's manufacturing, construction and wholesale/logistics industries by maximising existing employment lands particularly in Fairfield and Liverpool.	The site will provide a transition between business/industrial uses to the east (across the Hume Highway) as well as protecting the surrounding employment uses particularly those along the Hume Highway and providing opportunities for employment generating uses that are more compatible with the surrounding residential area and in demand. The industrial uses fronting Hume Highway in Cabramatta East should be recognised as playing an important role in terms of employment however this underutilised and constrained site should be considered
Accelerate housing supply, choice and affordability and build great places to live	

Identify suitable locations for housing, employment and urban renewal – particularly around established and new centres and along key public transport corridors including the Cumberland Line, the South Line, the Bankstown Line, the South West Rail Link and the Liverpool-Parramatta T-Way.	It is well serviced by public transport and has good links to surrounding centres. The railway line runs through Cabramatta and provides direct access to the Cumberland line, South line, Inner West and Bankstown lines providing quality public transport accessibility to a large proportion of the Sydney Basin. The subject site is located approximately 1.5 km east of the Cabramatta railway station and Cabramatta town centre catchment. There are regular local bus services along Longfield Street to the Cabramatta town centre to connect with rail services. In addition, there are bus services along the Hume Highway to Liverpool, the major regional centre, and Fairfield.
Capitalise on the subregion's vibrant cultural diversity and global connections.	See comments at Direction 3.4: Promote Sydney's heritage, arts and culture above.

Industrial Lands Strategic Assessment Checklist

Table 13 – Assessment against Industrial Lands Strategic Assessment Checklist

Is the proposed rezoning consistent with State and/or Council strategies on the future role of industrial lands?
No
Is the site near or within direct access to key economic infrastructure?
- The site is located along Longfield Street, to the west of the Hume Highway. - Employment lands within the Cabramatta North Hume Highway Industrial Area (location of the subject site) generally enjoy direct frontage to the Hume Highway, experiencing benefits of direct access. This means vehicle and truck movements are not redirected through residential streets. - The subject site does not share this characteristic as there is no direct access to the Hume Highway, with vehicle and truck access provided via residential streets (Longfield Street and Chadderton Street). As such, while the subject site is located within close proximity to the Hume Highway, it does not enjoy direct access to this key economic infrastructure.
Is the site contributing to a significant industry cluster?
The subject site is located within the Cabramatta North Hume Highway Industrial Area which extends west of the Hume Highway and is bounded by Lansdowne Road in the north and Boundary Lane in the south. The precinct is only small, incorporating around 16.5 hectares of land and is estimated to employ some 360 workers (Fairfield Employment Lands Strategy, 2008, p86). As such, the subject site does not contribute to a significant industry cluster.

The Cabramatta North Hume Highway Industrial Area is located on the western side of the Hume Highway, with the Lansvale Industrial Area located to the east. There is a significant degree of barrier separation provided by the Hume Highway between the Lansvale Industrial Area and the Cabramatta North Hume Highway Industrial Area. Land uses on the eastern side of the Hume Highway represent a “cluster” of traditional industrial uses such as car dealerships and warehousing. In contrast, the western side of the Hume Highway primarily includes non-industrial uses, such as retail, bulky goods, food catering, hotels and residential dwellings, even though the land is currently zoned B5 Business Development.
How would the proposed rezoning impact the industrial land stocks in the subregion or region and the ability to meet future demand for industrial land activity?
• A total of approximately 774.4 hectares of industrial land is identified within the Fairfield LGA. The Cabramatta North Hume Highway Industrial Area (approximately 16.5 hectares) accounts for approximately 2.1% of the total. The subject site itself, at around 4 hectares, accounts for less than 1.0% of total industrial land in the Fairfield LGA. • There is a large supply of industrial zoned land throughout Fairfield that includes modern industrial facilities or is available for the development of modern industrial facilities. There are also a number of proposed developments in the area that are centrally located to transport infrastructure. Consequently, the rezoning of the subject site will not materially impact the availability of suitable industrial land within the Fairfield LGA.
How would the proposed rezoning impact on the achievement of the subregion/region and LGA employment capacity targets and employment objectives?
• According to the Fairfield Employment Lands Strategy (2008) and the 2011 Census, industrial lands within the Fairfield LGA employ approximately 30,426 workers. The Cabramatta North Hume Highway Industrial Area employs around 1.2% of this total, with the subject site itself employing less than 0.3% of the total. • The proposed rezoning of the subject site from industrial uses to residential use (including some other local mix of uses), allowing for the redevelopment of the site under the proposed concept plan, will result in an estimated \$125 million investment in the local Fairfield economy. • Tables 3.1 and 3.2 of the Feasibility Study summarises future employment at the site as a result of the proposed redevelopment. The redevelopment of the subject site would result in an additional 933 temporary and permanent employment positions (687 construction, residential support services, 15 childcare, 150 aged care), resulting in a further 1,178 jobs as a result of supplier induced multiplier effects. As such, total employment generated from the redevelopment of the subject site is estimated at 2,111. The proposed rezoning would therefore assist in achieving the subregional employment targets. • Total employment from the ongoing operation of the Cabramatta Intergenerational Community (neighbourhood shop, gym, takeaway food and drink premises, childcare, aged care) is estimated at 246, which is more than double the current employment level at the subject site.
Is there a compelling argument that the industrial land cannot be used for an industrial purpose now or in the foreseeable future and what opportunities may exist to redevelop the land to support new forms of industrial land uses such as high-tech or creative industries?
• Based on discussions with the owner of the subject site, the main industries seeking to occupy the site are logistics or manufacturing uses. These uses present a conflict with the surrounding residential uses and there is a long history of land use complaints, primarily due to noise and traffic created by industrial tenants.

- The current site has had difficulties for many years to be fully occupied by employment uses only.
- The existing composition of tenants at the site is not compatible with the surrounding residential uses given the lack of reasonable separation between the Cabramatta North Hume Highway Industrial Area and the existing residential area of Cabramatta.
- According to the owner, the site is difficult to lease with most industrial tenants requiring 24 hour, seven days a week, as well as B Double/Triple access. These requirements are provided at surrounding industrial precincts such as Wetherill Park, Smithfield and the future Western Sydney Employment Area. In comparison, the Longfield Street site is generally surrounded by residential dwellings and truck movements are limited to daylight hours.
- The proposed redevelopment of the subject site is known as the Cabramatta Intergenerational Community, which is planned to include 435 residential apartments, neighbourhood shop to support the residential and other uses such as medical with a floor space of approximately 2,400 sqm, an aged care facility and child care centre.
- The proposed vision for the site is to create a high quality intergenerational mixed use precinct that will reinvigorate the local area, allowing families, including grandparents, parents and children, to live and age in the one precinct. This is very important culturally to the ethnically diverse population of Cabramatta. Furthermore, the proposed development will provide a range of community facilities, including childcare, aged care and neighbourhood shop to service the day to day needs of local residents, benefiting the local community.

Is the site critical to meeting the need for land for an alternative purpose identified in other New South Wales Government or endorsed Council planning strategies?

- Based on population projections prepared by forecast.id, the Fairfield LGA population is currently estimated at 197,996 in 2013, including 124,769 persons within the Fairfield East SLA. The Fairfield LGA population is projected to increase to 212,306 by 2026, representing an additional 14,310 persons or an average annual growth rate of approximately 0.5% over the forecast period.
- The additional 14,310 persons over the forecast period would require in-excess of 5,500 new dwellings as a minimum to be provided by 2026. This allows for a more conservative average household size, based on the Australian average of 2.6 persons per household.
- According to the Department of Planning's Draft (2008) Subregional Strategy for the West Central subregion, the Fairfield LGA needs to accommodate an approximate 24,000 additional dwellings by 2031. This is in keeping with Fairfield LGA growing at a much faster rate than outlined by forecast.id at closer to 1.0% - 1.5% per annum. On this basis, this indicates a shortfall of around 18,500 dwellings by 2026.
- Overall, significant future population growth is planned for the Fairfield LGA by the State Government. However, population growth has not been as strong as predicted, with a significant shortfall in the number of developed dwellings projected to occur. This partly relates to the difficulty in encouraging residential development in established residential areas of Sydney, particularly middle ring suburbs of the metropolitan area, where a combination of land price, difficulty to acquire and consolidate land as well as a range of other factors mean that redevelopment can be economically unviable.
- Given that the planned residential development at the subject site will comprise a minimum of 435 apartments located around 1 km to the east of Cabramatta Town Centre and Cabramatta Railway Station, the proposed development is consistent with the submission to the Draft Metropolitan Strategy for Sydney to 2031 by Fairfield City Council which states

Draft West Central Subregional Strategy (WCSRS) (December 2008)

In 2008, the NSW State Government released the draft West Central Subregional Strategy (WCSRS) which implements the, then, Sydney Metropolitan Strategy at the local level. The draft WCSRS covered the Auburn, Bankstown, Fairfield, Holroyd and Parramatta LGAs.

Since that time, the subregional strategy has been superseded by “A Plan for Growing Sydney”. It is anticipated that relevant subregion/district plans will be prepared and finalised by the end of 2016.

However, the WCSRS strategy contains population growth, housing and employment targets which will underpin future development in Fairfield LGA.

Fairfield was identified as the largest and most populated LGA within the West Central subregion and has the highest growth target for dwelling in the subregion. Between 2004 and 2031 an additional:

- 24,000 dwellings are to be provided within the LGA reflecting an increase of 1.5% per annum, and
- 15,000 jobs are to be provided within the LGA reflecting an increase of 26.3% in local employment opportunities.

In addition to these targets, three key directions for the subregion relevant to the rezoning are:

- To provide greater housing choice and affordability
- To provide local employment opportunities
- To plan for housing growth close to public transport corridors.

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

Section A – Need for the planning proposal of the Planning Proposal identifies the consistency against Council’s strategic documents, including:

There are a number of studies which apply to this proposal. These include:

- Fairfield Employment Lands Strategy 2008
- Fairfield City Centres Study 2015
- Fairfield City Centres Policy 2015
- Fairfield Residential Development Strategy 2009

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	N/A	-
SEPP 21 – Caravan Parks	N/A	-
SEPP 30 – Intensive Agriculture	N/A	-
SEPP 32 – Urban Consolidation (Redevelopment of Urban Land)	Yes	The planning proposal involves urban renewal for housing diversity and density and local scale commercial uses at a density and height appropriate to its location. The proposed R4 zone and development controls will reflect this.
SEPP 33 – Hazardous and Offensive Development	N/A	-
SEPP 36 – Manufactured Home Estates	N/A	-
SEPP 50 – Canal Estate Development	N/A	-
SEPP 55 – Remediation of Land	Yes	A phase one environmental assessment (Appendix B.6) has been undertaken and indicates there are areas of potential concern. The contaminants that may be present are considered to be of low or moderate significance. The assessment concludes that subject site will be made suitable subject to the completion of a detailed site investigation (and after remediation and validation, if required) for the proposed development.
SEPP 62 – Sustainable Aquaculture	N/A	-
SEPP 64 – Advertising and Signage	Yes	Subsequent future development applications that incorporate signage would need to ensure it is consistent with the objectives and assessment criteria of SEPP 64.
SEPP 65 – Design Quality of Residential Flat Development	Yes	Subsequent future development applications would need to demonstrate how the proposal satisfies the design principles and objectives of SEPP 65. The initial high level concept plan has been broadly tested with SEPP 65 and does comply.
SEPP (Affordable Rental Housing) 2009		Subsequent future development applications that propose to incorporate affordable housing would need to demonstrate compliance with the Affordable Rental Housing SEPP. The change in zone to R4 High Density Residential will provide to a wider range of dwellings, in addition to residential aged care facility and seniors housing.
SEPP (Building Sustainability Index: BASIX) 2004	Yes	Subsequent future development applications would need to demonstrate design principles

SEPP Title	Relevance	Consistency of Planning Proposal
		and objectives consistent with BASIX requirements.
SEPP (Exempt and Complying Development Codes) 2008	Yes	This proposal will not preclude application of this SEPP. Any exempt or complying development on the site will need to apply the provisions of the SEPP.
SEPP (Housing for Seniors or People with a Disability) 2004	Yes	The proposed development will increase the supply of seniors housing in Cabramatta, make efficient use of existing infrastructure being with closed proximity to Cabramatta Town centre (1.5km east) and Liverpool Hospital (3.5km south); and be of a good design. The proposal will deliver a high quality development with a range of public spaces including a park, community centre and plaza as well as small neighbourhood shop as permitted under the R4 High Density Residential zone to support the mix of uses at the site. See Section B of this report for further assessment against the provisions of the SEPP HSPD.
SEPP (Infrastructure) 2007	Yes	The planning proposal does not contain provisions that conflict with or obstruct the application of the SEPP.
SEPP (Major Development) 2005	N/A	-
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	N/A	-
SEPP (Miscellaneous Consent Provisions) 2007	N/A	The planning proposal does not contain provisions that conflict with or obstruct the application of the SEPP.
SEPP (State and Regional Development) 2011	N/A	-

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)	N/A	-
SREP 18 – Public Transport Corridors	N/A	-
SREP 20 – Hawkesbury-Nepean River (No 2 – 1997)	N/A	-
GMREP No.2 – Georges River Catchment	Yes	A flood study has been undertaken by Integrated Group Services (to Annexure E). The results of the modelling indicate that the site does not convey an active overland flow. The overland flows are conveyed mainly in the bounding streets. The study concludes that the development of the site is feasible without major impacts on flooding behaviour elsewhere in the floodplain. However, this will need to be confirmed by detailed modelling and assessment at DA stage.

SREP Title	Relevance	Consistency of Planning Proposal
		Refer to Section C and Appendix B.5 for more information.

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	Contents of Section 117 Direction	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 and - Support the viability of identified strategic centres.	This direction requires that a planning proposal must retain existing business and industrial zones and not reduce the potential floor space area for employment uses and related public services in a business zone. Justification for varying this objective has been provided in Section A. It is however believed that the key objectives of the 117 Direction have been addressed as employment opportunities will still be provided on-site with the proposed redevelopment.	No. However justification is provided.
1.2 Rural Zones	N/A		
1.3 Mining, Petroleum Production and Extractive Industries	N/A		
1.4 Oyster Aquaculture	N/A		
1.5 Rural Lands	N/A		
2. Environment and Heritage			
2.1 Environment Protection Zones	N/A		
2.2 Coastal Protection	N/A		
2.3 Heritage Conservation	To conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.	Consistent. There are no heritage items or heritage conservation within close proximity to the subject site.	Yes
2.4 Recreation Vehicle Areas	N/A		
3. Housing, Infrastructure and Urban Development			
3.1 Residential Zones	- To encourage a variety and choice of housing types to provide for existing and future housing needs, - To make efficient use of	Consistent. The proposal meets the objectives of this direction as it seeks to provide residential development and associated potential	Yes

Section 117 Direction No. and Title	Contents of Section 117 Direction	Planning Proposal	Comply
	existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and To minimise the impact of residential development on the environment and resource lands.	employment to satisfy existing and future housing needs in particular seniors housing. The site is in a location that can make efficient use of existing and proposed infrastructure. Environmental impacts of intensified development will be managed through Council's planning policy framework as part of any subsequent development assessment process.	
3.2 Caravan Parks and Manufactured Home Estates	N/A		
3.3 Home Occupations	To encourage the carrying out of low-impact small businesses in dwelling houses	Home occupations are permissible without consent in the R4 Zone. The planning proposal will not restrict the carrying out of low- impact small businesses in dwellings as no change to the permissibility of home occupations is proposed.	Yes
3.4 Integrating Land Use and Transport	To ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts: - Improving access to housing, jobs and services by walking, cycling and public transport, and - Increasing the choice of available transport and reducing dependence on cars, and - Reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and - Supporting the efficient and viable operation of public transport services, and - Providing for the efficient movement of freight.	The planning proposal is consistent with the aims, objectives and principles of: » Improving Transport Choice – Guidelines for planning and development » The Right Place for Business and Services – Planning Policy The planning proposal seeks to increase development intensity through residential development and mixed uses, within walking distance of existing and proposed public transport. It is expected that increased development intensity in this area would result in increased patronage of public transport, reduced travel demand and increased accessibility to housing, jobs and services. The site is strategically located to maximise the use of existing	Yes

Section 117 Direction No. and Title	Contents of Section 117 Direction	Planning Proposal	Comply
		bus services and existing rail services at Cabramatta station. Therefore, the planning proposal is likely to reduce trip generation and distance travelled by car; supporting the efficient and viable use of public transport services. In addition, the aged accommodation and nursing home is likely to have less car movements from the site.	
3.5 Development Near Licensed Aerodromes	- To ensure the effective and safe operation of aerodromes, and - To ensure that their operation is not compromised by development that constitutes an obstruction, hazard or potential hazard to aircraft flying in the vicinity, and - To ensure development for residential purposes or human occupation, if situated on land within the Australian Noise Exposure Forecast (ANEF) contours of between 20 and 25, incorporates appropriate mitigation measures so that the development is not adversely affected by aircraft noise.	Bankstown Airport is located about 3.7km south –east of the subject site. According to the Bankstown Airport Master Plan 2014 the site is located outside the ANEF area.	Yes
3.6 Shooting Ranges	N/A		
4. Hazard and Risk			
4.1 Acid Sulfate Soils	To avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils.	The site is not identified on the Fairfield LEP's Acid Sulfate Soils Map. Class 5 Acid Sulphate Soils is however located within close proximity to the site. Any impacts will be managed through the development process.	Yes
4.2 Mine Subsidence and Unstable Land	N/A		
4.3 Flood Prone Land	To ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the	The site is outlined in the Prospect Creek Floodplain Management Plan Review to have flooding risk. The study identifies this risk is low as shown in Figure 36 below.	Yes

Section 117 Direction No. and Title	Contents of Section 117 Direction	Planning Proposal	Comply
	principles of the Floodplain Development Manual 2005, and To ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land.	A flood study has been undertaken by Integrated Group Services. The results of the modelling indicate that the site does not convey an active overland flow. The overland flows are conveyed mainly in the bounding streets. The study concludes that the development of the site is feasible without major impacts on flooding behaviour elsewhere in the floodplain. However this will need to be confirmed by detailed modelling and assessment of the DA stage. Refer to Section C and Appendix B.5 for more information.	
4.4 Planning for Bushfire Protection	N/A		
5. Regional Planning			
5.1 Implementation of Regional Strategies	N/A		
5.2 Sydney Drinking Water Catchments	N/A		
5.8 Second Sydney Airport: Badgerys Creek	The objective of this direction is to avoid incompatible development in the vicinity of any future second Sydney Airport at Badgerys Creek.	This direction applies to land shown within the boundaries of the proposed airport site and within the 20 ANEF contour as shown on the map entitled "Badgerys Creek– Australian Noise Exposure Forecast– Proposed Alignment– Worst Case Assumptions". The site does not appear to be located within the boundaries of the proposed airport site.	
6. Local Plan Making			
6.1 Approval and Referral Requirements	Ensure that LEP provisions encourage the efficient and appropriate assessment of development	The planning proposal does not include provisions that would require the concurrence, consultation or referral of development applications to a Minister or public authority.	
6.2 Reserving Land for Public Purposes	N/A		
6.3 Site Specific Provisions	To discourage unnecessarily restrictive site specific planning	The planning proposal is consistent with the Standard Instrument and existing zone	

Section 117 Direction No. and Title	Contents of Section 117 Direction	Planning Proposal	Comply
	controls	contained in Fairfield LEP 2013. The proposal is inconsistent with the direction in regard to the Additional Permitted Uses that are being proposed. There is no other zone that would be suitable to allow these the types of uses proposed without introducing additional permitted use. Introducing a B4 Mixed Use zone open up the site to a large range of activities which would have significant economic impacts on existing centres. The additional permitted use is minor in nature. The approach is also consistent with the Fairfield City Retail and Commercial Centres Strategy and Policy. A site-specific chapter in the Fairfield City Wide DCP will be prepared following support for the proposal and subsequent Gateway Determination to proceed with the rezoning. The site-specific DCP will provide objectives, local context analysis, vision and establish detailed design controls for built form, private and communal open space, site access, parking, servicing and bicycle facilities, building design and location of uses and the public domain as well as address a range of other design issues to ensure a transition in height from 6 to 3 storeys and appropriate building setbacks.	
7. Metropolitan Planning			
7.1 Implementation of A Plan for Growing Sydney	To give legal effect to the planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in A Plan for Growing Sydney	The planning proposal is consistent with the A Plan for Growing Sydney. Refer to Section B of this Report for an assessment against A Plan for Growing Sydney.	
7.2 Implementation of Greater Macarthur Land Release Investigation	N/A		

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 planning proposal does not apply as the land has not been identified as containing critical habitat or threatened species, populations or ecological communities, or their habitats.

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

Traffic and Parking

The applicant has provided a Traffic Assessment prepared by Thompson Stanbury Associates traffic experts. The proposal is seeking to develop the site for the purposes of residential apartments, seniors housing, aged care facility, childcare centre, and medical facilities, all of which have different traffic generation rates.

The applicant is proposing a number of mitigation measures to address any impact. These include:

- Intersection performance – Reconfiguration of the Chadderton Street, Hume Highway and Hollywood Drive intersection.
- Local Road Performance – The applicant has outlined a number of measures along Chadderton Road such as traffic calming devices.
- Car Parking – The proponent is seeking to provide the majority of car parking on site, however, they are seeking to introduce angled on-street car parking on the northern boundary along Chadderton Street.
- Footpath Network – Council's City Assets team will be consulted in regards to any proposed footpath as suggested in the Traffic and Transport Study in association with the preparation of the site specific development control plan.

Council's Traffic Engineers reviewed the Traffic Assessment and provided the following comments.

Intersection performance – The study has suggested that the southbound lanes of the Hume Highway be converted from the existing layout:

- Approach: (1 dedicated right turn bay, 2 through lane and 1 dedicated left turn bay), and
- Departure lanes (2 through lanes, 1 painted island leading into a dedicated left turn bay at Cutler Road)

To be converted as:

- Approach: 1 dedicated right turn bay, 2 through lanes, 1 shared through/left lane; and
- Departure: 3 through lanes

The above measures would need to be consulted with the Roads and Maritime Services (RMS) as the Hume Highway is a Classified Road controlled by RMS.

Local Road Performance – It has been noted in the submitted Traffic and Transport study that improved traffic calming measure is likely to be necessitated at and on approaches to the 90 degree curve at the junction of Chadderton Street and Ralph Street.

The installation of traffic calming devices on public roads is a matter for Council and it is based on the function of the road, accessibility of the largest design vehicle, accessibility to abutting properties, road safety and impact to affected residents' amenity.

The reasons for suggestion to improve the existing device requires further clarification and requires further consideration of the various factors associated with the improvement of the device.

It is suggested that these measures can be discussed as part of the site specific development control plan process.

Car Parking – It is noted that the proposed development will reduce the on-street parking demand associated with employees of the existing uses, with the provision of sufficient off-street parking.

It is also noted the proponent's intention to provide angled parking in front of the development's frontage to Chadderton Street. The provision of angled parking on Chadderton Street is not supported as there is insufficient road space to comply with AS2890.5 or necessary setback between the kerb and property boundary for the provision of services (electricity, gas, telecom, etc.) and footpath.

Safety concerns are also raised with increased parking activities associated with angled parking, particularly where a childcare centre is proposed.

All car parking spaces associated with the development are to be provided within the site and reliance of use of on-street parking spaces for the development is not supported.

The car parking and footpath network issues are noted, and these will be included as part of the discussion and preparation of a site specific development control plan.

Flooding

The applicant has provided a Flood Impact Study prepared by Integrated Group Services (IGS). The applicant identifies that the site is outlined in the Prospect Creek Floodplain Management Plan Review to have flooding risk. The study identifies this risk is low.

The results of the modelling indicate that the site does not convey an active overland flow. The overland flows are conveyed mainly in the bounding streets.

The study concludes that the development of the site is feasible without major impacts on flooding behaviour elsewhere in the floodplain. However this will need to be confirmed by detailed modelling and assessment of the DA stage.

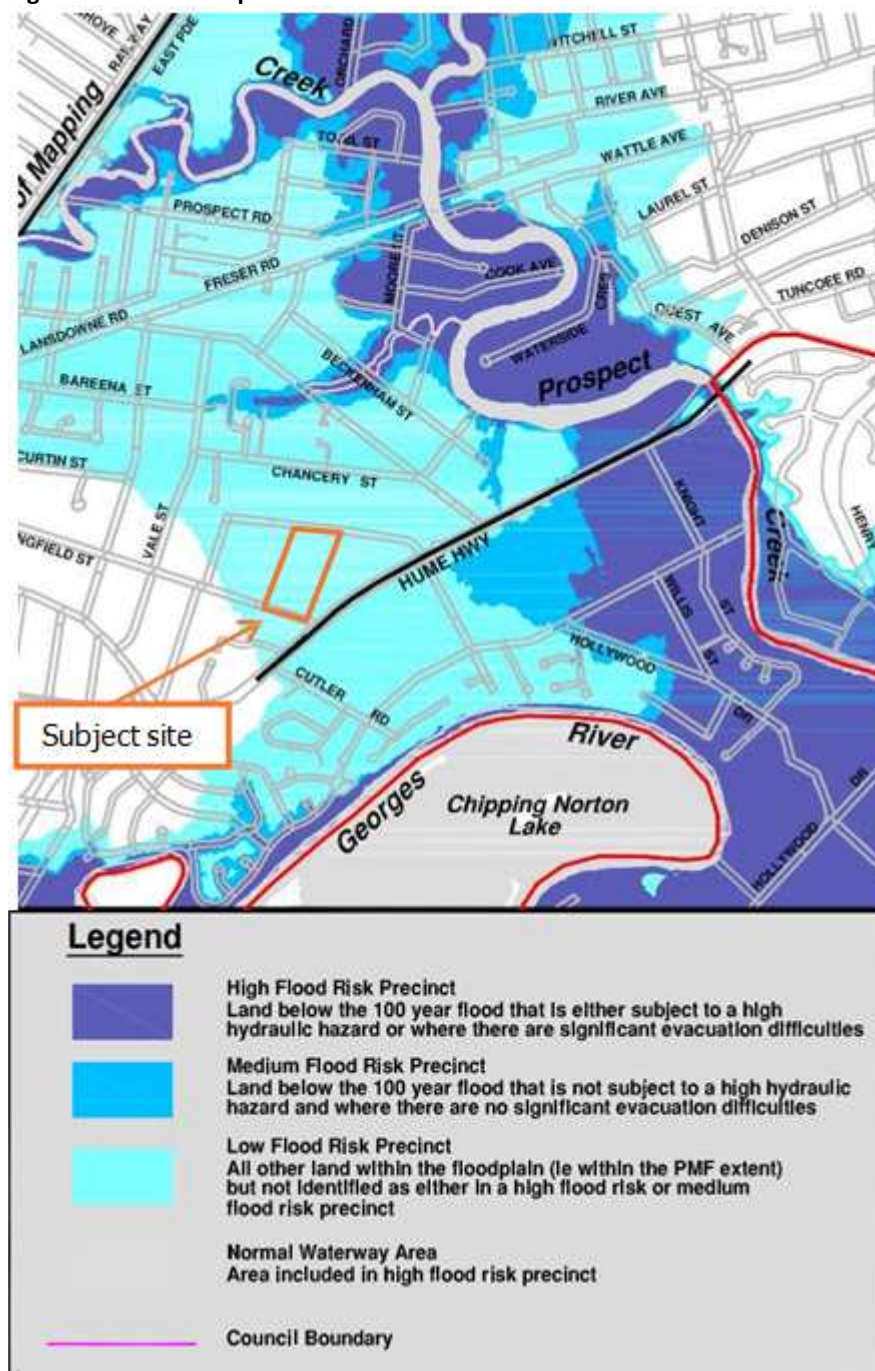
Council's Catchment Planning Branch reviewed the proposal. It is to be noted that the property in questions is constrained by overland flooding at the 100 year Average Recurrence Interval (ARI) flood event and the PMF mainstream flood event. Therefore any future development application proposal submitted by the applicant is to consider overland and mainstream flood constraints and address Sections 6.3 and 6.4 of the Fairfield LEP and Chapter 11 - Flood Risk Management of Council's DCP, considering the proposed developed case. Accordingly, it must be clearly

demonstrated that the future developed case will not cause any greater flood impacts to surrounding property.

Any future development application by the applicant is to consider the potential impact the proposed development is likely to have on increasing stormwater pollution and address pollution reduction techniques and water sensitive urban design measures to mitigate such an increase, in line with the relevant Environmental Planning Instruments.

Catchment Planning has no objections to this planning proposal progressing subject to any future proposal addressing flooding and stormwater constraints likely to occur as a result of the development.

Figure 36 – Flood Map of Site



Land Contamination

The proposal seeks to rezone a B5 Business Development zoned site to R4 High Density Residential. Given the proposal seeks to introduce a number of sensitive uses to the site, a Preliminary Site Investigation report (Stage 1 contamination report) was prepared. The report details the history of the land uses on the site from early 1900s to the present day. From those land uses the report list a potential list and location of potential contaminates.

The findings of the assessment indicated the following areas of potential environmental concern:

- Potential importation of uncontrolled fill that may contain various contaminants;
- Current or past use of pesticides;
- Previous industrial activities;
- Leaks from substation;
- Stockpile that may contain various contaminants;
- Hydrocarbon leaks and spills from parked cars and farm plant machinery;
- Potential burial of livestock carcasses, and animal products;
- Metal degradation from building materials; and
- Asbestos based materials.

The contaminants that may be present in some of these areas were considered to be of low to moderate significance in terms of risk to the human and environmental receptors identified.

Based on the information collected during this investigation and in reference to Clause 7 (DA development of SEPP 55), the site will be suitable subject to the completion of a Detailed Site Investigation (and after remediation and validation, if required) for the proposed medium density residential and commercial development, including a nursing home and childcare centre, with access to landscape.

The Stage 1 contamination report was referred to Council's Environmental Health Branch for review and assessment. The assessment noted the potential for the above mentioned contaminates and identifies that while the potential contamination risk is low to moderate a further Detailed Site Investigation report (Stage 2 contamination report) will be required to identify the required remediation.

Should the proposal proceed to Gateway Determination, Council officers will require that the Stage 2 Contamination Assessment be prepared prior to public exhibition. Council will require the preparation of a Stage 2 Contamination Assessment should the proposal

Noise

The site is currently a noise generating use resulting in current complaints for the use.

The site experiences some noise generated from nearby traffic particularly from the Hume Highway corridor.

The proposed development will be designed with appropriate noise attenuation measures. This will be addressed at the development application stage

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

This planning proposal has examined the following social and economic effects of the proposal.

- Urban design
- Provision of social infrastructure
- Employment generation.

Urban Design

The planning proposal is guided by the Vision and objectives previously referred to in Section 4 including the key urban design principles listed below.

- Through site linkages via Chadderton Street and Longfield Street.
- Locating land uses to reflect nature and character of the surrounding area – residential focussed at Chadderton Street with the other uses to address Longfield Street.
- Modulating building heights and massing across the site to create a relationship with the streetscape and surrounding buildings that responds to existing development patterns. This would include concentrating taller buildings towards the middle of the site to mitigate overshadowing and privacy impacts on residential area
- Enhancing the amenity of the site through integration of variety of open spaces including plazas, a park, landscaped boulevard and private open space.
- Maximising the site's strategic location close to existing public transport, by improving pedestrian and cyclist connections and local amenity.

The site's proposed planning controls (FSR, Building height controls, distribution and mix of land uses) have also been informed by the Urban Design Report attached to this proposal. It is considered that a number of community benefits would also arise from the redevelopment of the site, including:

- decrease the land use conflicts currently arising at the site by providing compatible uses with residential development on the western, northern and southern boundaries
- incorporate leading practice urban design to ensure effective land use transition to the eastern side of the site as well as protecting the surrounding employment uses particularly those along the Hume Highway, thereby improving the interface between industrial uses adjoining the site and surrounding residential areas
- promote connectivity within the site itself, to Cabramatta town centre and beyond
- provide new community facilities, parks and plazas to promote community activities and a sense of place
- boost the availability of aged care places, helping to accommodate the ageing population in purpose-built accommodation
- help to fill the gap in child care places
- provide residential accommodation for a wide social mix and potentially deliver a cohesive multi-generational living environment that is often a cultural preference for many communities in the Fairfield LGA
- increase the supply of residential land for housing and improve the diversity of housing types
- create additional employment
- enhance the amenity and environment of the local area through improved streetscapes and footpaths, and new public access in the form of pedestrian and cyclist linkages through the site and a new internal road network
- providing a safer local road and pedestrian environment by reducing the use of heavy vehicle movements within the adjoining residential area
- contribute towards the social and economic wellbeing of Cabramatta
- maximising the use of existing public transport infrastructure, walking and cycling by locating residents and workers in an accessible location that is close to a range of public transport services
- ensure the development of buildings achieve design excellence and a high standard of sustainability.

Provision of social infrastructure

The Circle will contribute to the social wellbeing of Cabramatta. The Circle will provide a multi-generational community providing housing for all ages including seniors and people with a disability.

Health and welfare

The Circle provides aged care facility and independent living units to cater for the growing ageing population. It is envisaged that include support services such as a privately operated GP medical centre and allied health services such as a dentist and pharmacy.

Open space network consisting of a park, landscaped boulevards, private and communal open space, cycle paths as well as a community centre and public plazas will contribute to the health and wellbeing of residents and wider community. Providing places for active and passive recreation, social interaction and foster a sense of community.

Further the site is approximately 4km from Liverpool Hospital and Sydney South West Private Hospital. Cabramatta Police station and other emergency services such as fire are within close proximity.

Schools

The Department of Education and Communities (DEC) Advisory Notes for School Site Selection sets out the following criteria for the provision of schools in areas of new residential development:

- One public primary school per 2,000 to 2,500 new dwellings
- One public high school per 6,000 to 7,500 dwellings (i.e. catchment of three primary schools)

These criteria indicate that the planning proposal will not be large enough to result in, by itself, a new primary school or high school. In addition, much of the proposed uses will be catering aged and elderly people, therefore not triggering a huge demand for new schools facilities.

It is envisaged that residents will be accommodated in the nearby schools such as Cabramatta High School, Cabramatta West Public School, Carramar Public School or Fairvale High School.

Child care

A childcare centre is proposed on the site. The child care would provide an important service for residents and employees of the nearby residential and industrial uses. Consultation with the appropriate public organisations will establish if there are sufficient community, education and health services available.

Economic Impacts

The change from the existing industrial zoning to enable residential and potential residential support uses such as a neighbourhood shop, gym and takeaway food and drink premises on the site is considered consistent with market demand and likely to generate positive economic outcomes for the surrounding area and Fairfield LGA.

The intention is not to create a new neighbourhood/retail/commercial development at the site but rather provide uses to support the mix of uses at the site in particular seniors housing and assist in the transition from the B5 Business Development Zone to residential. Such uses are also considered appropriate and required to meet the locational and access requirements specified in the SEPP HPSD and consistent with the following objects of the EP&A Act 1979:

- *promotion and co-ordination of the orderly and economic use and development of land*
- *provision and co-ordination of community services and facilities.*

Lastly the proposed uses are consistent with objective *"To enable other land uses that provide facilities or services to meet the day to day needs of residents"* of the R4 Zone.

Section D – State and Commonwealth interests

Is there adequate public infrastructure for the planning proposal?

The site is well serviced by public transport being in close to Cabramatta train station (located within the main centre) and serviced by local bus route. The close proximity of public transport assists in reducing dependence on private car travel and pressures on the local road network. Further consultation at the Public Authority Consultation stage will identify any potential utility issues associated with the proposal.

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

The views of relevant public authorities under section 57 of the EP&A Act will be sought during the exhibition of the planning proposal. This will likely include consultation with:

- o Fairfield City Council (the landowner has met with council on numerous occasions to date)
- o Roads and Maritime Services (RMS) (the traffic consultant has had preliminary discussions with RMS regarding upgrades to intersections).
- o Transport for NSW
- o Sydney Water
- o NSW Police
- o Housing NSW

Confirmation of the above list will be confirmed by the Gateway Determination.

Preliminary consultation has been undertaken by the applicant with the Roads and Maritime Services. This will continue as part of the Gateway Requirements.

8 Part 4 – Maps

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 relevant zoning map, LZN_021 to rezone the subject land from B5 Business Development to R4 High Density Residential



- Amend the relevant Floor Space Ratio Map, FSR_021 from no FSR to 2:1

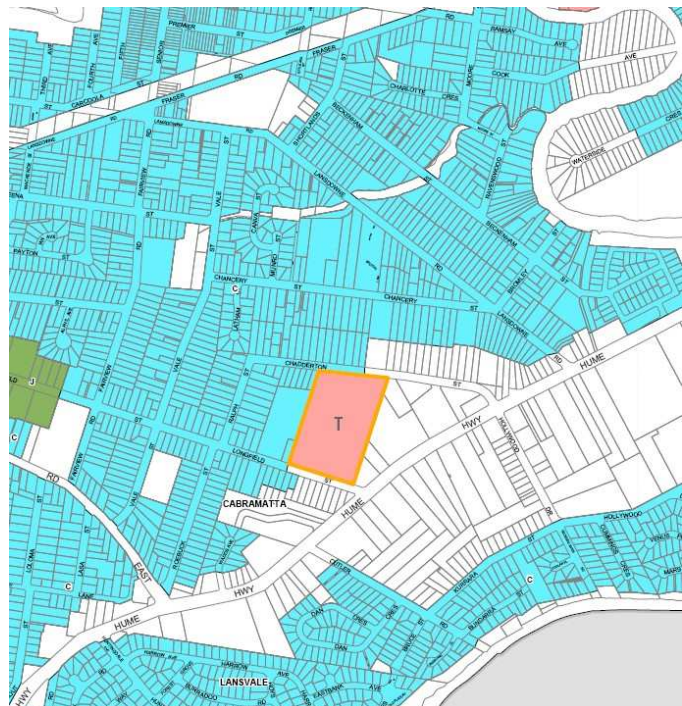
Maximum Floor Space Ratio (n:1)

A1	0.1
A2	0.33
C	0.45
D	0.6
E	0.67
J	0.8
N	1
R	1.45
S1	1.5
S2	1.7
T	2
U	2.5
V	3
W	3.5
X	4

Cadastre

Cadastre 12/12/2014 © Fairfield City Council

Subject Site



- Amend the relevant Height of Buildings map, HOB_021 from no height of building to 18 metres

Maximum Building Height (m)

G	7
H	7.5
I	8
J	9
K	10
L	11
M	12
N1	13
N2	14
O1	15
O2	16
P1	17
P2	18
Q	20
R	21
S	23
T1	25
T2	26
T3	27
T4	29
U1	30
U2	33
V1	35
V2	39
W	42
AA	66

Cadastre

Cadastre 18/09/2014 © Fairfield City Council

Subject Site



- Amend the Key Sites map Height of Buildings map, KYS_021 from no affectation to show the site as affected by Key Site "24". Number to be confirmed closer to Gazettal date.

9 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.

The Gateway Determination dated 29 January 2015 requires that the planning proposal be made publicly available for a period of 14 days.

The landowner requested Crosby Textor to undertake a survey, of which the summary and findings can be found in **Appendix B.12**. The survey indicates a high degree of support for the principle of the rezoning, with detailed design and elements to be resolved through the rezoning and development application stage.

The gateway determination will specify the community consultation requirements that must be undertaken on the planning proposal. The gateway determination will:

- o outline the timeframe for exhibition
- o relevant state or Commonwealth authorities to be consulted
- o whether a public hearing is to be held into the matter by the PAC or other specified person or body.

It is expected that the planning proposal will be publicly exhibited for 28 days and that the public agencies aforementioned will be consulted.

Public exhibition of the planning proposal is generally undertaken in the following manner:

- o notification in a newspaper that circulates in the area affected by the planning proposal
- o notification on the website of the Relevant Planning Authority (RPA) (usually Council)
- o notification in writing to affected and adjoining landowners, unless the planning authority is of the opinion that the number of landowners makes it impractical to notify them.

Additional consultation may be undertaken (if this is deemed appropriate or necessary) by the RPA. This may include, but is not limited to broad consultation by letter, open days or public forum.

The following material will be made available for inspection during the exhibition period:

- o the planning proposal, in the form approved for community consultation by the Gateway determination
- o the Gateway determination
- o any information or technical information relied upon by the planning proposal. If required a public hearing will be arranged by the RPA following exhibition period.

The community consultation is complete only when the RPA has considered any submissions made concerning the proposed LEP and the report of any public hearing into the proposed LEP (in accordance with s. 57(8) of the EP&A Act).

The Gateway Determination will list a range of relevant Public Authorities that will need to be consulted, including the NSW Roads and Maritime Services and other relevant Authorities.

10 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	June 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	December 2016 (detailed work such as preparation of SSDCP will be required)
4	Public consultation for Planning Proposal	In accordance with Council resolution and conditions of the Gateway Determination.	January 2016 to February 2017
5	Government Agency consultation	Notification letters to Government Agencies as required by Gateway Determination	As above
6	Public Hearing (if required) following public consultation for Planning Proposal	Under the Gateway Determination issued by DP&E public hearing is not required.	None at this stage
7	Consideration of submission	Assessment and consideration of submissions	March 2017
8	Report to Council on submissions to public exhibition and public hearing	Includes assessment and preparation of report to Council	April 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
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.	May 2017
12	Plan is made	Notified on Legislation web site	June 2017
Estimated Time Frame			12 months

11 Appendices

The appendices are attached to the Planning Proposal in chronological order as below:

Appendix A

- A.1** Outcomes Committee Report – 10 May 2016
- A.2** Ordinary Council Report – 24 May 2016
- A.3** Supplementary Outcomes Committee Report – 24 May 2016

Appendix B

- B.1** Urban Design Report
- B.2** Economic Assessment
- B.3** Feasibility Study
- B.4** Traffic
- B.5** Flood Study
- B.6** Contamination
- B.7** Council Letter
- B.8** Memorandum of Understanding – Opal Specialist Aged Care
- B.9** Benchmark Images
- B.10** NSW Legislation – Fairfield LEP 2013 – R4 High Density Residential
- B.11** NSW Legislation – SEPP (Housing for Seniors or People with a Disability) 2004
- B.12** Cabramatta “The Circle” Research