



Address: Woodville Road & Hilwa Street, Villawood
Proposal: Mixed Use Development
NOVEMBER 2022

PLANNING PROPOSAL

PLANNING PROPOSAL

WOODVILLE ROAD, VILLAWOOD

PROJECT INFORMATION

The Proposal: This Planning Proposal has been prepared on behalf ABA Square Pty Ltd. The principal aim of the proposal is to amend the Fairfield Local Environmental Plan 2013 to expand the town centre and permit mixed use development across the site, and to amend the Minimum Site Area Map Town Centre Precinct Map to reflect sites available for consolidation and redevelopment.

Site: Lot 100 Deposited Plan 1070965
Lot 3 Deposited Plan 208677
Lot 4 Deposited Plan 418889
Lot 1 Deposited Plan 217764
Lot 13 Deposited Plan 220348
Nos. 896, 896A and 898 Woodville Road and No. 15 Hilwa Street
VILLAWOOD NSW 2190

Architect: 
Level 2, No. 12 Queen Street
CHIPPENDALE NSW 2008





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1 OVERVIEW

This Proponent-Initiated Planning Proposal request has been prepared by dmps on behalf of ABA Square Pty Ltd in accordance with Section 3.33(3) of the Environmental Planning & Assessment Act 1979 (EPAA).

On 15 December 2021, the NSW Department of Planning, Industry and Environment published the Local Environmental Plan Making Guideline, providing a single cohesive guiding document for the rezoning process. It replaces the following guidelines:

- *Local Environment Plans: A guide to preparing local environmental plans (2018)*
- *Planning Proposals: A guide to preparing planning proposals (2018)*

The Planning Proposal demonstrates alignment with the NSW strategic planning framework. When a local environmental plan is made, or amended through a Planning Proposal, strategic and site-specific merit must be demonstrated, as well as consistency with A Metropolis of Three Cities – The Greater Sydney Region Plan and the relevant District Plan.

This Planning Proposal demonstrates positive environmental, social and economic impacts on the site and surrounds.

The site is identified as Nos. 896, 896A and 898 Woodville Road and No. 15 Hilwa Street, Villawood, and is located within the Fairfield Local Government Area (LGA). The site has an area of approximately 5,803.7m², consisting of a large generally rectangular block on the corner of Woodville Road and Howatt Street, and also has a limited frontage to Hilwa Street. It contains the Gospel Pianos Store, Apex Petroleum Villawood and 2 x single storey dwellings.

The principle aim of the Planning Proposal is to amend the Minimum Site Area Map Town Centre Precinct Map, which requires the consolidation of Nos. 896 and 896A Woodville Road to achieve a site area in excess of 4,000m² to enable buildings to achieve the prescribed maximum 27 metre building height. As this consolidation is unable to be achieved, and to recognise land acquisition that has been undertaken by the proponent, the existing Fairfield Local Environmental Plan 2013 maps (Land Zoning, Height of Buildings, Minimum Site Area Map Town Centre Precinct and Land Reservation Acquisition Maps) are proposed to be amended to provide a development outcome commensurate with desired outcomes for the Villawood Town Centre.

The acquisition of No. 896A Woodville Road has not been possible. The Land and Environment Court's planning principle relating to redevelopment established in *Karavellas v Sutherland Shire Council* [2004] NSWLEC 251 notes that:

Firstly, is amalgamation of the sites feasible?

Negotiations between the owners of the properties have commenced at an early stage.

Secondly, can orderly and economic use and development of the separate sites be achieved if amalgamation is not feasible?

The key principle here is whether both sites can achieve a development consistent with the planning controls. The concept envisaged by Tony Owen Partners provides an excellent opportunity for high density residential accommodation atop commercial and retail services in an area serviced by the existing Villawood Town Centre.

The Planning Proposal will amend the zoning of No. 15 Hilwa Street and No. 898 Woodville Road and require their consolidation with No. 896 Woodville Road via amendments to the Minimum Site Area Map Town Centre Precinct Map to promote an appropriate development outcome, whilst permitting the Apex Petroleum site at No. 896A Woodville Road to be developed independently.

Suitable amendments to the Villawood Town Centre Development Control Plan 2020 will be prepared by Council and exhibited concurrently with the Planning Proposal to guide future development of these sites, consistent with the built form suggested in the concepts for development prepared by Tony Owen Partners.

Section 3.33(3) of the EPAA 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, and also includes information about the site location and its context. The Planning Proposal includes the following:

- A statement of the objectives or intended outcomes of the proposed instrument.
- An explanation of the provisions that are to be included in the proposed instrument.
- The justification for those objectives, outcomes and provision and the process for their implementation.
- If maps are to be adopted by the proposed instrument – a version of the maps containing sufficient detail to indicate the substantive effect of the proposed instrument.
- Details of the community consultation that is to be undertaken before consideration is given to the making of the proposed instrument.

2 BACKGROUND

2.1 BACKGROUND – PRE-LODGEEMENT MEETINGS

Council provided preliminary advice in relation to a proposal to amend Fairfield Local Environmental Plan 2013 to permit the Planning Proposal to proceed.

Issues discussed included:

- Status of Council acquisition of neighbouring residential properties at Nos. 17 – 23 Hilwa Street
- Council is the acquisition authority and has made preliminary approaches to these landowners
- These properties are zoned RE1 Public Recreation and are outside of the designated Villawood Town Centre (see Figure 2 Villawood Town Centre DCP – Precinct Map in the Villawood Town Centre Development Control Plan 2020)
- Council have previously confirmed they will not be able to acquire all these properties for the designated park in the short to medium term, so this interface with the existing houses will exist for some time into the future
- Funds to Council via a VPA for the future landscaping and embellishment of this proposed park area (which would ultimately benefit residents of the building)
- Villawood DCP setbacks to common boundary to be SEPP 65 / ADG controls. Reduce setback to 3 metres to improve outcome for development at No. 896 Woodville Road, include embellishment for the purpose of a public park
- Concept design of APEX site
- Lot Consolidation – Gospel Pianos
- Lot Consolidation – Nos. 898 Woodville Road and 15 Hilwa Street
- Villawood Town Centre Development Control Plan 2020
- Vehicular access from Hilwa Street or Howatt Street
- Communal Open Space provided on the “green” podium level (Level 1) may be compromised by private open space requirements re: visual and acoustic privacy.

Council advised that there was a history of strong commitment to development of appropriate housing within proximity to the Villawood town centre, employment and public transport, recreation opportunities and amenities.

Council have completed a range of strategic planning work over the last 15 years to cater for future population growth, including the Residential Development Strategy (RDS). Council adopted many of the recommendations for the RDS, leading to the implementation of residential upzoning and zoning of new public recreation areas in key centres, including Villawood. Villawood was identified as a key site for residential intensification due to its strategic location near key transport facilities and lack of development constraints, precipitating the procurement of an Urban Design Study for the Villawood Town Centre in 2018. The recommendations of the Urban Design Study included retaining the existing zoning and lack of FSR requirements, though it suggested a range of building heights, minimum site areas, and requirements for streetscape activation to apply to the Villawood Town Centre. These recommendations were developed into PPs and endorsed by Council in 2020. The Villawood Town Centre is now subject to a range of specific conditions in the Fairfield Local Environmental Plan 2013 (the LEP) and Fairfield Citywide Development Control Plan 2013 (Fairfield DCP), and Villawood Town Centre Development Control Plan 2020 (the DCP).

3 THE SITE & CONTEXT

The Planning Proposal affects Nos. 896, 896A and 898 Woodville Road and No. 15 Hilwa Street, Villawood, and has a combined site area of 5,803.7m². It is a large generally rectangular block on the corner of Woodville Road and Howatt Street, which also has a limited frontage to Hilwa Street, and comprises the southern gateway to the Villawood Town Centre.

No. 896 Woodville Road consists of a single storey commercial development, operating as a piano store and repair shop. This site is zoned part B2 Local Centre and part RE1 Public Recreation. This site has an area below the minimum lot size required to achieve the maximum 27 metre height limit prescribed by Clause 4.3(2) Height of Buildings of the LEP, as the operation of Clause 7.8(3) Villawood – Height of Buildings requires consolidation of a minimum 4,000m² to achieve a building height in excess of 9 metres. Operation of Clause 7.8(3) of the LEP requires consolidation of the Gospel Piano site and the Apex Petroleum site at No. 896A Woodville Road to achieve building heights on these sites in excess of 9 metres. Negotiations to purchase the Apex Petroleum site have been unsuccessful. The proponent has however been successful in acquiring No. 898 Woodville Road and No. 15 Hilwa Street, achieving a consolidated site area for development of 4,412.7m². The remnant Apex Petroleum site has an area of 1,391m².

The site is located in western Sydney, approximately 21.5 kilometres west of the Sydney CBD, 8 kilometres south of the Parramatta CBD, 30 kilometres east of Penrith, and 6.5 kilometres north of Liverpool.

The site is within approximately 300 metres walking distance of the Villawood Railway Station and is within 100 metres of high frequency bus services available along Woodville Road, and comprises the following properties:

- Address:** No. 896 Woodville Road, Villawood (Gospel Pianos)
Lot / DP: Lot 3 DP 208677 and Lot 100 DP 1070965
Land Area: 3,432.6m²
Land use zone: B2 Local Centre and RE1 Public Recreation
Status: Acquired
- Address:** No. 896A Woodville Road, Villawood (Apex Petroleum)
Lot / DP: Lot A DP 418889
Land Area: 1,391m²
Land use zone: B2 Local Centre
Status: Negotiations commenced
- Address:** No. 898 Woodville Road, Villawood
Lot / DP: Lot 1 DP217764
Land Area: 461.6m²
Land use zone: R4 High Density Residential
Status: Acquired
- Address:** No. 15 Hilwa Street, Villawood
Lot / DP: Lot 13 DP 220348
Land Area: 518.5m²
Land use zone: Part R4 High Density Residential and Part RE1 Public Recreation
Status: Acquired

The subject site has the following characteristics:

- Strategically situated on the northern side of Woodville Road (a classified road) and Hilwa Street and within the Villawood Town Centre.
- Opportunity for vehicle access from Hilwa Street and from Howatt Street via Woodville Road.
- Adjacent B2 Local Centre, R3 Medium Density Residential and R4 High Density Residential Zones provide opportunities for medium to high density residential and mixed use development on surrounding sites.
- Located near a range of community, recreation and medical facilities, public transport, suburban business centres and employment hubs.

The existing road network serving the site comprises:

- Hume Highway – a State Highway and arterial route for both inter and intrastate travel
- Woodville Road – a State Road and arterial route connecting Great Western Highway/M4 and Hume Highway
- Henry Lawson Drive – a State Road and sub-arterial route connecting Hume Highway and M5/Milperra Road
- Christina Road – part of a Regional Road and collector route connecting Carramar and Regents Park, which interchanges with Woodville Road (via on/off ramps)
- The Horsley Drive – a sub-arterial road connecting Hume Highway and Cumberland Highway > Llewellyn Avenue, Villawood Road and Wattle Avenue are minor collector routes connecting Villawood and Carramar
- Villawood Place/Howatt Street – part of a local road system off Woodville Road providing access to the local Villawood shops
- Kamira Circuit – a local one-way access road connecting Kamira Avenue and Villawood Road
- Kirang Avenue – a collector road connecting local streets to Woodville Road
- Hilwa Street – a local road

The existing traffic controls which have been applied to the road network serving the site include:

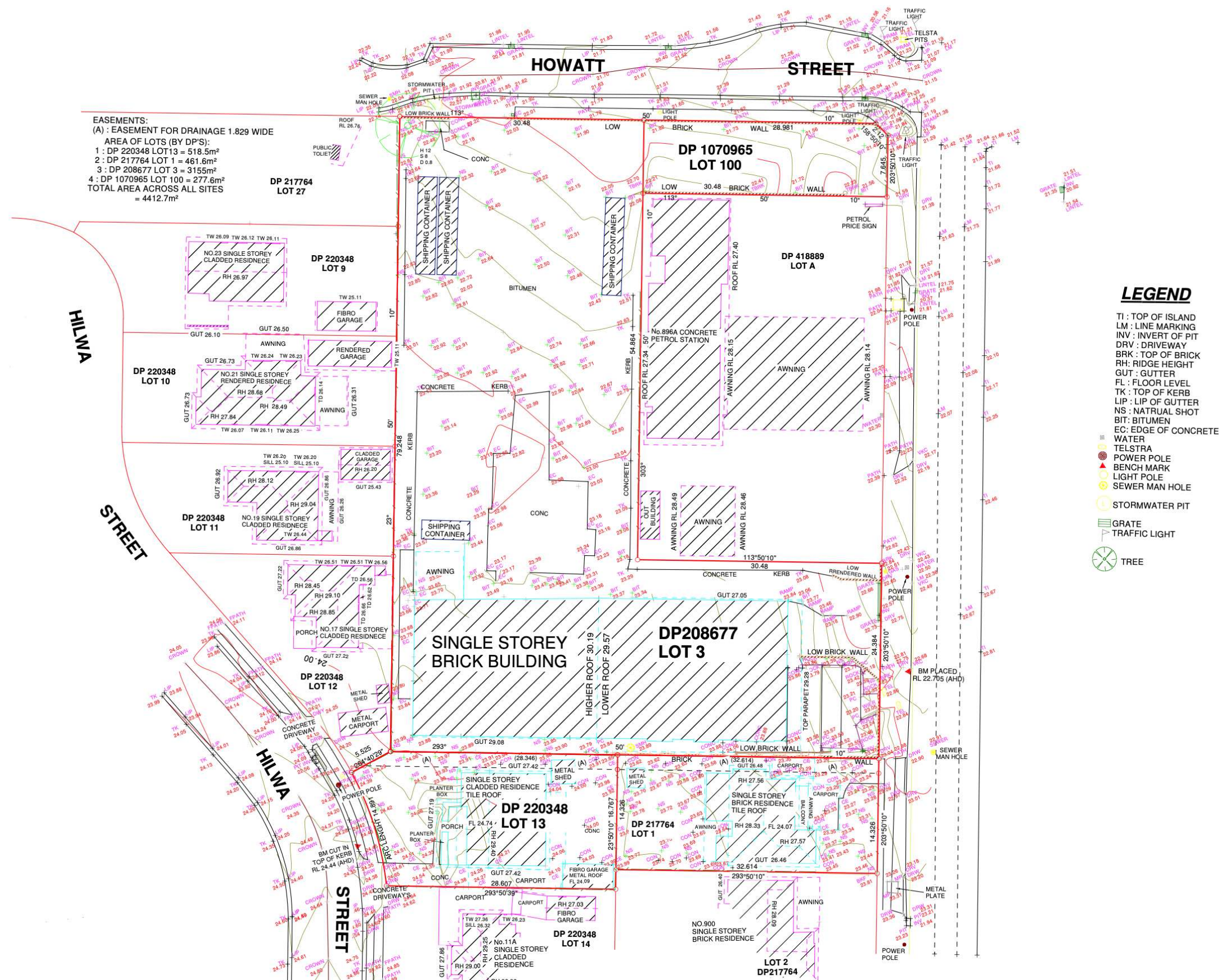
- The traffic signal controls along Woodville Road at the Villawood Road, Binna Burra Street, Kirang Avenue and Hume Highway intersections
- The pedestrian mid-block traffic signals on River Avenue just to the north of the station
- The roundabout at the Llewellyn Avenue and Marple Avenue intersection\the Bus Only right turn lane from Woodville Road to Howatt Street (southbound)
- The PM (3-7pm) right turn restriction from Woodville Road to Kirang Road (southbound)
- The one-way restriction in the Kamira Circuit carpark and Cheryl Lane

Villawood Railway Station (300 metres to the north on River Avenue) provides high frequency train services:

- T2 line connecting with Parramatta, Leppington, and the Sydney CBD
- T3 line connecting with Liverpool CBD, Lidcombe, Bankstown, and Sydney CBD Local facilities in the railway station include a commuter car park and bicycle racks.

FIGURE 1

Survey Plan extract illustrating existing buildings upon the subject site and adjacent properties.



Regional Context

The Greater Sydney Region Plan, A Metropolis of Three Cities is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places.

This Western City District Plan is a 20 year plan to manage growth in the context of economic, social and environmental matters to achieve the 40 year vision for Greater Sydney. It is a guide for implementing the Greater Sydney Region Plan, A Metropolis of Three Cities, at a district level and is a bridge between regional and local planning.

The District Plan sets targets for infrastructure and community services including transport, schools, health and community facilities, and recreation. The Western City District also sets a housing target of 3,050 dwellings for Fairfield City for the period 2016-2021. The Villawood DCP and associated urban design study provide a mechanism to assist Council in achieving this target as well as economic growth for the town centre.

Local Context

Council's Villawood Town Centre Urban Design Study 2017 is the base strategic document that sets the vision for the Villawood Town Centre. It guides the overall built form for the centre and includes the Urban Design Framework, principles and development typologies that feed into the draft Villawood Town Centre DCP.

The Fairfield City Centres Study aims to promote the future economic wellbeing of Fairfield City. The Villawood Town Centre DCP seeks to facilitate the residential and economic growth in an orderly manner. To ensure that Villawood Town Centre built up to its potential, the following key opportunities will build on to achieve the main objectives for the revisitation of Villawood Town Centre.

The objectives of the Town Centre DCP include to provide a restored road structure in the Town Centre and allow for two-way traffic in the southern side of Villawood Place, to improve the connectivity, legibility and convenience; to provide a pedestrian overpass bridge linking the residential areas in the west to the east of Woodville Road and Kamira Avenue to the Council owned car park to the west of Villawood Place and also linking the railway access bridge and pedestrian crossing to directly align with Villawood Place, the commercial core; to increase open space land areas and improve streetscape in Villawood Town Centre to enhance the visibility and safety for the Town Centre; and to support mixed use development, social, affordable and private housing in a medium to high density format.

Existing Planning Controls

The site is zoned part B2 Local Centre, part R4 High Density Residential and RE1 Public Recreation.

No. 896 Woodville Road (Gospel Pianos) is zoned part B2 Local Centre and part RE1 Public Recreation and is permitted a maximum building height of 27 metres (8 storeys), subject to consolidation with No. 896A Woodville Road (Apex Petroleum), which is zoned B2 Local Centre, to achieve a minimum site area in excess of 4,000m².

There is no prescribed floor space ratio (FSR) control applicable to either of these sites.

No. 898 Woodville Road and No. 15 Hilwa Street are zoned R4 High Density Residential, have a maximum building height of 20 metres (6 storeys), and is prescribed a maximum FSR of 2:1.

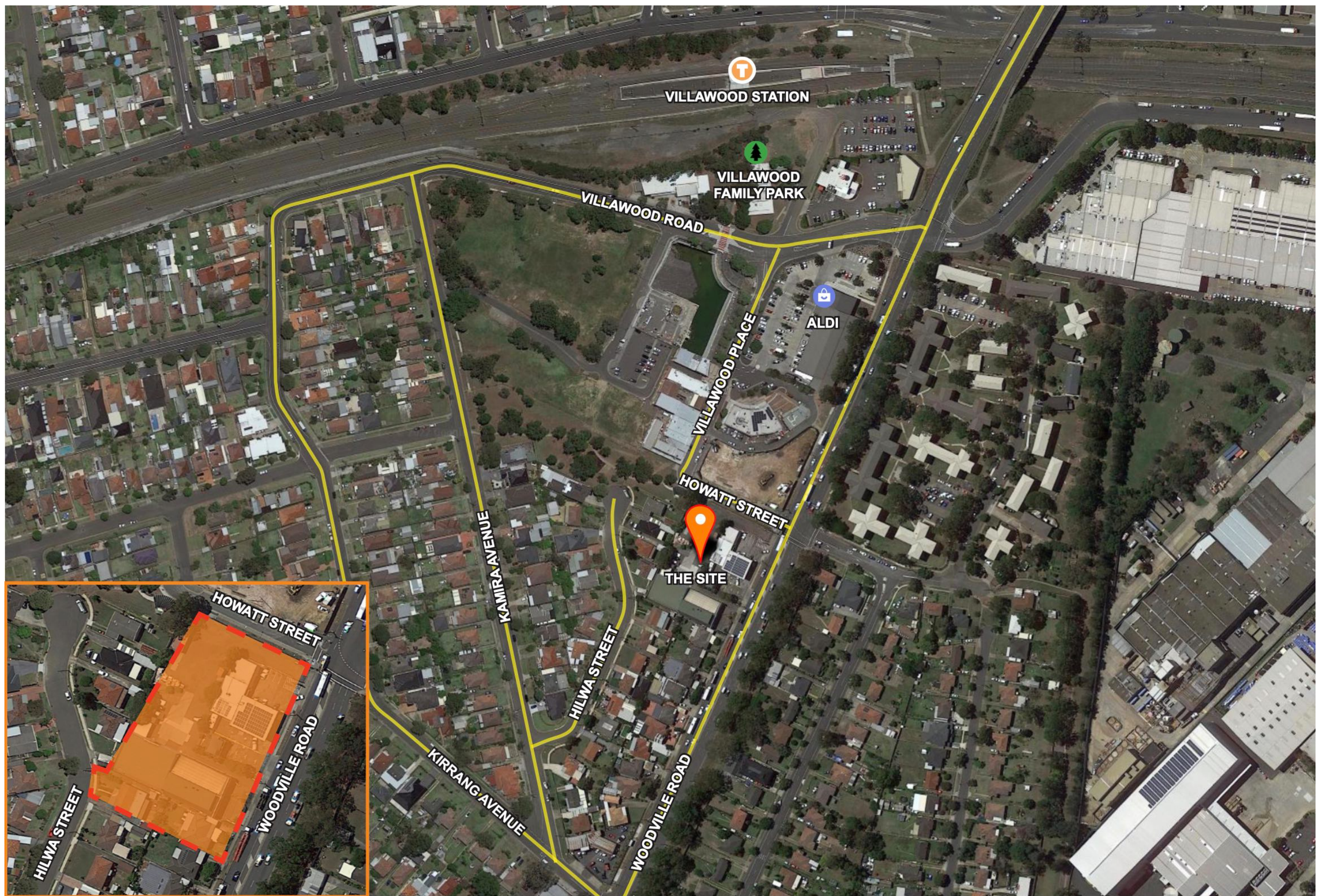


FIGURE 2

The site and its context (extract from Google Earth).

4 GUIDE TO PREPARING LEPS

All Planning Proposals for new residential development are subject to rigorous assessment that is based on the Department of Planning and Environment's Guide to Preparing Local Environmental Plans and the publication LEP Making Guideline. Any such proposal must satisfy the Strategic Merit Test as well as a Site-Specific Merit Test.

This Planning Proposal request has been prepared by dmpps on behalf of ABA Square Pty Ltd in accordance with Section 3.33(3) of the Environmental Planning & Assessment Act 1979 (EPAA), having regard to the LEP Making Guideline developed by the NSW Department of Planning and Environment (December 2021).

On 15 December 2021, The NSW Government has published the new Local Environmental Plan Making Guideline, providing a single cohesive guiding document for the rezoning process. It replaces the following Department guidelines:

- *Local Environment Plans: A guide to preparing local environmental plans (2018)*
- *Planning Proposals: A guide to preparing planning proposals (2018)*

This Proponent-Initiated Planning Proposal has been prepared in accordance with Section 3.33(3) of the Environmental Planning and Assessment Act 1979 (EPAA) and the relevant Department of Planning Guidelines, including the 'Local Environmental Plan Making Guideline' including the criteria outlined in Section 2 for strategic merit and site merit.

The Planning Proposal demonstrates both strategic and site-specific merit, alignment with the NSW strategic planning framework, and consistency with A Metropolis of Three Cities – The Greater Sydney Region Plan and the Western City District Plan. The Planning Proposal demonstrates positive social and economic impacts on the site and surrounds.

The development concept prepared by Tony Owen Partners can be accommodated within the capacity of the current infrastructure and services afforded within the Villawood Town Centre. The concept provides an excellent opportunity for high-density residential accommodation in an area serviced by the existing Villawood Town Centre and community hub, and opportunities for employment and recreation with proximate access to cultural facilities and public transport services.

Amendments to the Villawood Town Centre DCP will be prepared by Council concurrently with this Planning Proposal to guide future development, consistent with the concept built form prepared by Tony Owen Partners in the attached Urban Design Report.

In accordance with Section 3.33(3) of the Environmental Planning and Assessment Act 1979 (EPAA) a Planning Proposal is to be comprised of six parts:

- Part 1 – Objectives and intended outcomes
- Part 2 – Explanation of provisions
- Part 3 – Justification of Strategic and Site - Specific Merit
- Part 4 – Mapping
- Part 5 – Community Consultation
- Part 6 – Project Timeline

The Secretary's requirements include:

- Specific matters that must be addressed in the justification (Part 3) of the Planning Proposal
- A project timeline to detail the anticipated timeframe for the plan making process for each Planning Proposal.

PART 1 – OBJECTIVES OR INTENDED OUTCOMES

Section 3.33(2)(a) A statement of the objectives or intended outcomes of the proposed instrument

The objective of the Planning Proposal request is to facilitate development of the site identified as Nos. 896, 896A, 898 Woodville Road and No.15 Hilwa Street, Villawood, in accordance with the Urban Design Study prepared by Tony Owen Partners which examines the constraints and opportunities of the site. The study has been used as a guide to the master planning and building controls for the site to achieve a high-quality fit with its context and the best outcome for the future development of the area.

This Planning Proposal seeks to consolidate and amend the minimum land area required to facilitate a high-density shop top housing development. This is proposed to be achieved by amending the LEP's Minimum Site Area Town Centre Precinct Map (Sheet 021) to identify part of the site as "Area W" when applying the minimum site area across the site as 4,000m², and to identify part of the site as "Area O" when applying the minimum site area of part of the site as 1,300m². To complement this the existing LEP Maps for zoning, height and FSR are to be amended to provide a commensurate outcome to that of the B2 Local Centre zoned land parcels within the Local Government Area (LGA) and Villawood Town Centre. Therefore, the zoning map is to be amended to B2 Local Centre, height of buildings map to 27 metres and FSR to apply no control across the whole of the site area.

The concept shows an indicative scheme comprised of apartments above a landscaped podium providing retail / commercial and supporting retail opportunities along with basement car parking proposed to maximise the volume of landscaping and deep soil available upon the site.

The intended outcome is to achieve a housing development with easy access to commercial services and catering to the future housing needs of the Villawood Town Centre, and contribute towards upgrade of public infrastructure, surrounding public domain, parks, and open space to facilitate an accessible, safe, and pedestrianised community focused lifestyle. This in turn supports health and wellbeing and reduces social isolation.

The development concept prepared by Tony Owen Partners is designed to support and enhance the planned future character as follows:

- Appropriate building heights and setbacks that transition the higher density shop top housing development to adjacent high density residential development.
- To ensure all development is to be designed and sited to minimise impact on any possible future distinctive environmental features of the land that may arise by the inclusion of the newly established vegetation on the site which could attribute to an enhanced ecological value.
- To provide a variety of housing choice for this part of the edge of the Villawood Town Centre in the form of affordable and adaptable
- High-density residential housing and expansion of the retail offer in close proximity to established and planned future public transport, services, recreation and employment opportunities.

Objectives

The objectives of the Planning Proposal are to have Council consider amending the Minimum Site Area Map Town Centre Precinct Map (Sheet 021) of the land to redefine land use value and provide housing.

The sites future use under the current zoning is not considered the highest or best use of the site. The co-ordinated and orderly use of the land would be best facilitated preparing a Planning Proposal to rezone the site to permit high density shop top housing as a residential development atop a commercial and retail podium offering a supermarket and associated shops and services, along with an upgraded public domain on and around the site including green spaces. To achieve this the existing LEP Maps for zoning, height and FSR are to be amended to provide a commensurate outcome to

that of the B2 Local Centre zoned land parcels within the Local Government Area (LGA) and Villawood Town Centre. Therefore, the zone map is to be amended to B2, height of buildings map to 27 metres and FSR to apply no control across the whole of the site area. The amendments are to support the strategic planning vision for the Villawood Town Centre and address the specific Villawood town centre development control plan requirements.

It is recognised that in August 2021, Norling Consulting undertook a peer review of a Retail Demand Assessment prepared by Hill PDA Consulting in September 2020. This proposal sought amendments to the LEP at No. 2-14 Kamira Avenue, Villawood to allow mixed-use development comprising commercial facilities on the ground floor and about 400 residential apartments above. Specifically, Retail Premises and Business Premises, including tenancies larger than 1000m², which were not permissible on this Kamira site. This development included a full-line supermarket and supporting shops.

Norling Consulting recommended that:

The Retail Demand Assessment has concluded that there is sufficient demand to support a full-line supermarket and supporting retail and non-retail businesses on the Subject Site, with there being a significant retail gap currently and increasing with population growth.

The Retail Demand Assessment has applied an appropriate methodology with respect to the demand analysis. However, it has not addressed impact issues, which is considered to be particularly important in the planning assessment regime in NSW.

The Retail Demand Assessment has generally adopted reasonable assumptions. Exceptions to note include:

- (a) It is silent as to whether any supermarket retailer has expressed interest to operate the full-line supermarket. This is typically viewed as evidence of demand and need, although not proof;*
- (b) The inclusion of the Secondary Trade Area North is considered debatable. Whilst it is not considered incorrect to include, I would have omitted it from the analysis. However, its inclusion does not invalidate the analysis; and*
- (c) The retail capture rates by the Villawood Town Centre are considered slightly on the high side, particularly in the Primary Trade Area.*

However, in view of the significant gaps identified in comparison to the scale of the proposed development, this does not invalidate the analysis.

The Retail Demand Assessment has therefore reached reliable conclusions about demand and need for the proposed development. It is silent as to what impacts the proposed development may cause to the existing centre hierarchy.

The Hill PDA Retail Demand Assessment was relied upon to reach a clear and strong level of need for the proposed development at the Kamira site. It is considered that this planning proposal which will provide commercial, and retail will also contribute to this needed service provision.

A general targeted growth in the local population will be expected to be served by at least two or more full-line supermarkets by 2036. An ALDI is present located on Villawood Road. However, consumers do want more choice and do not want to travel extensively to obtain fresh produce or household grocery shopping trips.

Commercial impacts have been analysed by further economic detailed assessment accompanying this planning proposal and prepared by Hill PDA. This analysis of impact includes, however is not limited to analysis of current and required commercial enterprise at centres, such as Fairfield, Cabramatta, Guildford, Chester Hill, Bass Hill.

Hill PDA estimates that Villawood centre potentially could support up to 9,750m² net leasable area (NLA) of occupied retail floorspace in 2021, increasing to around 12,000m² NLA by 2031 and 13,100m² NLA by 2036. Currently, around 4,400m² of demand is attributed to FLG space, of which only an estimated 2,250m² or just over half is currently provided.

This is in the form of an ALDI supermarket, bakery, and two small specialist grocery stores. This implies that residents are likely travelling outside the primary trade area (PTA) (this area predominantly consists of Carramar suburb, part of Fairfield East suburb south of Landon and Malta Street and Villawood suburb west of Coolalie Street) to surrounding centres to undertake weekly grocery shopping at larger full-line supermarkets. Typically, a centre of this size would have additional demand from non-retail commercial businesses providing financial, travel, medical and real estate services. This space occupied by non-retail uses ranges from 10-30% for a neighbourhood to local centres. We have applied a conservative additional 20% demand for non-retail occupiers. This equates to around 2,000m², increasing to 2,400m² by 2031 and 2,600m² by 2036. Accounting for some level of vacancy across the centre it is estimated that the centre could potentially support up to 12,300m² of total shop front floorspace, increasing to 15,000m² by 2031 and 16,500m² by 2036.

It would be generally expected that the impact of the proposal will not be significant and furthermore given the diversity of demographics within these centres, smaller speciality shops would also be welcomed servicing communities of different ethnicities. This is an important factor to consider given Villawood is a highly diverse place. Persons born in Australia made up a significantly smaller proportion of Villawood's population at the 2016 Census, as compared to Greater Sydney (43.5% and 57.1% respectively).

The largest percentage share of non-Australian born Greater Sydney residents was that of Chinese-born Greater Sydney residents, constituting just under 5% of the total recorded population in 2016. Conversely, Vietnamese and Lebanese-born residents of Villawood comprised over a fifth of that area's population in 2016. Other significant (over 1% of the total population) non-Australian born populations in Villawood include residents born in China, New Zealand, Iraq, Fiji and Afghanistan.

In addition to a significant portion of its residents being born overseas, Villawood is also home to a significant degree of language diversity. Table 10 below identifies the top languages spoken at home in Villawood (as at the 2016 Census). Only 26% of Villawood residents reported that they only spoke English at home, far less than the figures for Greater Sydney, NSW, or Australia (58.4%, 68.5%, and 72.7% respectively). The population of Villawood is projected to double over the next 20 years, and the area surrounding the site has been earmarked for more intensive residential development. Hill PDA advises that the data analysed and reproduced in the SEI that Villawood is a significantly socially disadvantaged area according to several indicators, including high unemployment, and lower than average levels of education and income.

The majority of land surrounding the site rank within the most socioeconomically disadvantaged parts of Australia and social housing is the dominant tenure type in the area, suggesting an opportunity to provide housing diversity. Given there is an expected large influx of new residents into an existing area with a large social housing cohort may have the potential to generate friction or division in the area therefore the proposal is a suitable fit for the site.

It is important to note that BOSCAR data shows that the area around the site hosts strong crime hotspots and very high crime rates, especially for domestic assault, robbery, malicious damage to property, theft (break and enter dwelling) and theft (motor vehicle). Additionally, some crime rates have risen over the past two years. Subsequently, CEPTED reporting, and the proposal will need to respond to this context which should be managed in consultation with the Villawood's most appropriate Police Area Command (PAC).

Notwithstanding, the above (and important factors to consider) the planning proposal seeking to allow for development of the subject site to include retail and commercial services can contribute to the Villawood Town Centre meeting some of this unmet demand, helping retain expenditure within the main trade area (MTA), increase the centre's vibrancy and viability while also providing the type and quantity of services required to appropriately service the surrounding community.

Due to population growth in the trade area this is likely to increase to around 3,150m² by 2031 and 3,750m² by 2036 if there were no increase in supply. It's possible that with 4,600m² of shopfront space a supermarket could be included as part of the mix at No. 2 Kamira Avenue which would result in some oversupply of food, liquor, and groceries (FLG) which includes spending on fresh food, groceries, and take-home liquor.

FLG is the main category relevant to supermarket-based shopping expenditure and demand (FLG) retailing. The likely result would be some underperformance of the FLG retailers in 2031 (although remain trading at sustainable levels of around 9,000 to \$11,000/m² depending on the size of the supermarket at No. 2 Kamira Avenue) or some conversion of FLG space to non-FLG retailing.

Next, and just as critical is infrastructure and transportation. As the site is in Western Sydney, approximately 21.5 kilometres west of the Sydney CBD, 8 kilometres south of the Parramatta CBD, 30 kilometres east of Penrith, and 6.5 kilometres north of Liverpool the traffic, parking, and access have also been analysed. This is discussed by both Hill PDA and Genesis in their Traffic and Parking Impact Assessment accompanying this proposal.

From 2024, train services from Villawood will be changing to enable the conversion of a large part of the T3 Bankstown Line to the M1 Metro Line. This change will see the replacement of direct services to Bankstown (as well as services to the City via Bankstown) with direct services to the City via Lidcombe and the Inner West. This would have the effect of reducing travel times to Central and Lidcombe while increasing travel times to Bankstown. Road access around the site is provided by the key arterial road adjacent to the site, Woodville Road. This provides north-south access between the Hume Highway (south of Villawood) and the M4 Western Motorway and A44 Great Western Highway, near Parramatta.

Nearby links to these major roads provide the site with good access to the wider NSW road network. The site is poorly serviced by active transport, with no designated, off-road cycleways within 800 metres of the site. However, the Parramatta to Liverpool Railside Trail is a short cycling distance from the site, with its nearest point located approximately 2.2 kilometres to the west (ten minutes via bicycle). This route provides relatively direct access between Liverpool and Parramatta. Utilising the Railside Trail to access Parramatta or Liverpool from the site would take roughly 40 minutes via bicycle.

Hill PDA advise that Fairfield LGA, like many other parts of Greater Sydney, has a strong need for additional dwellings that are well-located. Strategic planning for housing in Fairfield has resulted in a series of rezonings of suitable land to accommodate medium and high-density residential development, located in town centres and along strategic transport corridors, including Villawood.⁶ Shaping a Diverse City, Fairfield City Council's Local Strategic Planning Statement (LSPS), encourages the concentration of high-density residential development around transport corridors and existing centres of high amenity.

Planning Priorities 1- 4 from Fairfield City Council's LSPS are:

1. Provide housing that accommodates the needs of existing and future residents
2. Deliver greater housing diversity and affordability to meet the changing needs of the community
3. Plan for and manage areas identified for future urban development
4. Provide attractive, healthy, accessible, and safe places for the whole community.

The proposed development would make an important contribution to the delivery of housing in Fairfield LGA and is consistent with the LSPS. The proposed bedroom mix would improve housing diversity in the Fairfield LGA and responds to the housing need of the LGA by increasing the supply of smaller, more affordable dwellings.

While most of the development's economic and social impacts can be responded to with either mitigation or enhancement measures, there remain some residual impacts that cannot be fully responded to. Residual impacts resulting from construction should be thoroughly detailed for any proposed construction resulting from a Development Application.

Residual impacts resulting from operation are listed as follows:

- Current and future residents' health, safety, and wellbeing could be impacted by the development's operational noise. In the case of a Development Application, these impacts could be more thoroughly accounted for through an acoustics report, and possible requirements regarding operating hours

- Access to childcare and education, healthcare, open space and recreational facilities, and community facilities may be impacted by the development, without the significant targeting of mitigation methods. However, a growing population may also generate demand for such social infrastructure, such as chemists or educational tutoring services, to occupy the retail sites provided by the development
- The introduction of active retail frontages and open space will increase foot traffic, significantly increasing passive surveillance which will benefit public safety in the area, particularly noting the area's higher crime rates, and this benefit can be further enhanced through the implementation of and adherence to CPTED principals in the detailed design
- There may be some residual impacts in terms of environmental amenity for residents, workers, and visitors, due to the development's inherently significant change to environment. Enhancement and mitigation measures can be pursued for most social impacts that would possibly result from the proposed development, leading to a lower residual level of social impact overall. Some residual social risks remain from greater demand for services; positives relating to greater reductions in crime; and people's experiences of changes to environmental amenity.

Hill PDA's SEIA prepared in alignment with industry best practice and the DPE Social Impact Assessment Guidelines, as well as the requirements outlined under Clause 2.5.13 of the Fairfield DCP investigated the location of the proposed development, finding that there is relatively poor access to social infrastructure in the vicinity of the site. However, more social infrastructure has the potential to be developed in this area over the following years. A mixture of positive and negative social impacts have been identified as potentially resulting from the proposed development.

Positive such social impacts include improvements to health, wellbeing, lifestyles, access to housing, and community cohesion, through the supply of diverse housing and retail spaces close to active transport. Negative potential social impacts include decreased built environment amenity and higher demand for local social infrastructure, especially considering the likelihood for further future residential development nearby.

A set of economic impacts have also been identified as potentially resulting from the development and the introduction of additional connected open space would yield benefits to the proposal and the surrounds, better connecting future population to the east with the current and proposed parkland to the west of the site.

Most importantly, the proposal would introduce much needed housing supply and diversity in a location that is well connected to public transport, reinforcing the strategy of the 30-minute city. These positive impacts can be further enhanced through the maximisation of tree plantings within the proposed development's open space, and potential design considerations, including the adoption of CPTED principles. Despite the use of mitigations and enhancements, some residual positive and negative impacts are likely to remain, necessitating the use of a monitoring and management framework to make possible an ongoing understanding of the development's impacts.

The above impacts may be further mitigated, and considerations have been made as to a variety of potential impacts resulting from the proposed development. It is evident that the positives far outweigh any negative impact. Therefore, it is strongly considered that there are sufficient strategic and site-specific merits for the planning proposal to proceed to allow for a mixed- use development at the site in Villawood, involving 122 residential apartments, retail space, car parking, and approximately 950 m2 of communal open space.

In summary, it is considered that the proposal will yield a net social and economic positive and benefit the area.

Intended outcomes

The intended outcomes of the Planning Proposal are to:

- Amend the Minimum Site Area Map Town Centre Precinct Map (Sheet 021) of the consolidated site to allow for development to achieve in the order of 27 metres in height consistent with the Villawood Town Centre by amending the Minimum Site Area Map Town Centre Precinct Map, which in relation to the site, requires a 4,000m² minimum lot size for buildings to exceed 9 metres in height (to 27 metres maximum).

- Complement the above amendment of the Minimum Site Area Map by amending the existing Fairfield LEP 2013 Maps for zoning, height and FSR to provide an outcome commensurate to that of the B2 Local Centre zoned land parcels within the Local Government Area (LGA) and Villawood Town Centre. Therefore, the zoning map is to be amended to B2 Local Centre, Height of Buildings Map to 27 metres, and, apply no FSR control which is consistent with the provision of the town centre.
- Ensure a built form that limits impacts on and is compatible with established development
- Ensure a built form that does not cause environmental impact upon the site and surrounds
- Provide upgraded and embellished public infrastructure (road, footpaths, public and communal parks, and recreation areas) to be supported by contributions
- Have Council prepare site-specific amendments to the DCP to guide future development of the land.

The Planning Proposal affords the following benefits:

- Provide additional housing to meet the growing demand of the suburb and LGA's demographic profile, which is predominantly families, in the form of a residential development which introduces an appropriate quantum of apartment housing near a local centre, with extremely good access to an existing public transport service
- Activation and engagement of the Villawood Road and Hilwa Street frontages and upgrades to the public domain including new footpaths, kerb and guttering and traffic safety measures
- Contribute to the delivery of a significant quantum of affordable rental apartment housing for the Villawood locality
- Introduction of a publicly accessible communal green spaces at ground, podium rooftop levels on the site to connect to the existing green corridor of parks and recreation spaces this will contribute to establishing a social and recreational focus for the local community
- A development to allow for a built form arrangement that will ensure compatibility with, and limits impacts upon, the surrounding residential environment
- Prepare site-specific amendments to the DCP to guide the future redevelopment of the land.

Australians need more diverse and affordable housing choices, with a mixture of dwelling styles and densities that cater for all ages, and all life stages. The Heart Foundation further argues that land use features and placemaking associated with more walking and active transport can be categorised into the six Ds: Density, Design, Diversity, Distance to public transport, Destination accessibility, and Demand management (parking policies).

The Heart Foundation bases this premise upon the following evidence that:

- Australians are increasingly choosing higher density homes over traditional stand-alone houses.
- Compact development that retains a human scale is more appealing for pedestrians.
- People living in higher density neighbourhoods undertake more walking and physical activity than people living in low density neighbourhoods.
- The density of an area is related to walking because higher residential densities bring destinations closer together and support the presence of local shops, services, and public transport.
- Density and six other key built environment features work together to create walkable neighbourhoods
- Density and the height of residential properties are not intrinsically linked. Increased density can be achieved through high density development.
- Higher residential densities along with mixed land use can encourage walking for transport.
- Higher density neighbourhoods should be located near high quality public transport and activity centres supporting a diversity of uses and accessible to jobs and services.
- Additional amenity makes density work and can enhance community acceptance of density.
- Density alone does not provide the richness required for increasing walking.
- Density provides the foundation for other built environment elements that work together to create walkable neighbourhoods.

To support walking, the Heart Foundation encourages State and Local Governments, developers, built environment professionals and planners to consider designing compact, mixed-use urban neighbourhoods to maximise the health benefits, as part of the overall growth plan for Australian cities. New denser developments, including urban renewal and infill, create many opportunities for ‘natural experiment’ designs to measure the outcomes of changes to the walking environment.

The Heart Foundation believes that density does matter and where appropriately designed can support the creation of healthy active neighbourhoods, and higher densities should be seen as the means to achieve this.

For the Fairfield LGA context in addition to being one of the diverse local government areas in NSW, Fairfield City is also the most disadvantaged non-rural local government area in NSW according to the socio-economic indices for advantage (SEIFA), which measures the relative level of socio-economic disadvantage and or advantage based on a range of Census characteristics. Meaning housing is difficult to afford.

Density is also an important factor which can help to address housing affordability because a minimum threshold of population density ensures public transport and local shops and services are more viable, situated closer to where people live, and increase the opportunities and convenience for residents to do more walking. Density will therefore provide these two and many more benefits to the Villawood residents, a healthy walking lifestyle at an affordable price point.

The site will also offers significant economic and social benefits, including the provision of much needed housing atop local retail and commercial facilities and access to substantial communal public open green spaces and recreational facilities which are being embellished by both Council and the client, and will made available to both future residents of, and visitors to, the Villawood community.

The proposal is considered consistent with the above intentions to improve health and wellbeing at the same time consistent land use planning framework for Fairfield LGA, and relevant zone objectives of the Local Environmental Plan 2013. This is further discussed below.

PART 2 – EXPLANATION OF PROVISIONS

Section s.3.33(2)(b) An explanation of the provisions that are to be included in the proposed instrument

This section must provide a detailed assessment of the proposal’s strategic and site-specific merit, outcomes, and the process for their implementation to determine whether the planning proposal should be supported. Extensive supporting studies and investigations provide justification for the proposed amendments to the LEP. Furthermore, as discussed below the proposal considers the greater strategic planning framework and will have positive environmental, social, or economic benefits.

By amending the LEP, the realisation of improved provision of both housing, neighbourhood shops and public recreation opportunities will also be evident. The current minimum lot size requirement arrangement (Sheet 021) not considered the highest or best use of the site given its desirable proximity to employment, public transport, and services of the local centre. A co-ordinated and orderly and economic use of the land would be best facilitated by amending the LEP Maps (Sheet 021) to permit residential development atop commercial and retail opportunities servicing the development alongside expanded public open space and pedestrianised connectivity (health and wellbeing) benefits.

To achieve this outcome, the planning proposal seeks to amend the Minimum Site Area Map Town Centre Precinct Map, which in relation to the site, requires a 4,000m² minimum lot size for buildings to exceed 9 metres in height (to 27 metres maximum). This will be achieved by amending the Minimum Site Area Town Centre Precinct Map (Sheet 021) to identify part of the site as “Area W” when applying the minimum site area across the site as 4,000m². To complement this the existing LEP Maps for zoning, height and FSR are to be amended to provide an outcome commensurate to that of the B2 Local Centre zoned land parcels within the LGA and Villawood Town Centre. Therefore, the proposal seeks to amend the zoning map to B2 Local Centre, height of buildings map to 27 metres, and the FSR map to apply no control across the whole of the site area consistent with the Villawood Town Centre.

Consistency with strategic planning framework

The Planning Proposal demonstrates alignment with the NSW strategic planning framework. When the Fairfield LEP is made or amended through the planning proposal, it will be demonstrated that strategic and site-specific merit as well as consistency with A Metropolis of Three Cities – The Greater Sydney Region Plan and the Western City District Plan. This Planning Proposal demonstrates positive environmental, social, and economic impact on the site and surrounds.

The Planning Proposal is consistent with the following strategic objectives, including Council’s Community Strategic Plan which has informed the Local Strategic Planning Statement and Local Housing Strategy, Greater Sydney Region Plan A Metropolis of Three Cities and the Western City District Plan, as follows:

- *Increase housing supply*
- *Housing choice and diversity*
- *Housing affordability*
- *Integrating land use and transport*

Increased housing supply – By amending the LEP Maps, this will allow for higher density residential meets the objectives relating to the delivery of housing supply and contributes towards the new homes required in the Western City District from 2016-2036. The rezoning of the site to B2 Local Centre will increase the amount of land available for redevelopment in an existing urban area, increasing local housing supply.

Housing choice and diversity - Currently, most new homes built in NSW fall into two categories, either a traditional free-standing house or apartments. Villawood demonstrates a need for more affordable and adaptable dwellings. High density provides opportunities both for singles, couples, young families, and seniors wishing to downsize and age gracefully in place. This request provides housing choice which better meets the needs of Sydney’s changing population by providing a broader range of housing options to suit different lifestyle needs.

Housing affordability - Defined by the relationship between household incomes and increased housing costs. A household devoting an increasing share of its income to housing costs and struggling to meet these costs, or, foregoing other necessities such as food, healthcare and education may be said to be in ‘housing stress’. Providing apartment housing in this locality, the affordability is improved for those entering into the housing market of Villawood.

Integrating land use and transport: The site is located within proximity to public transport options. The site is positioned within very close proximity to the Villawood Town Centre area one of several local centres identified within the District Plan prepared by the Greater Sydney Commission. Villawood is a local centre which has a geographically large catchment area of primarily low-density residential suburbs, however evolving to be a higher density environment. It has key transport, employment, retail, and recreational destinations and provides ample park and garden areas for residents to enjoy.

The site is located between two important transport corridors, NSW’s Main South railway line and the Hume Highway. Villawood Station, located 300 metres north of the site, provides access to Greater Sydney’s railway network, and bus stops are located less than 100 metres from the site boundary.

From 2024, train services from Villawood will be changing to enable the conversion of a large part of the T3 Bankstown Line to the M1 Metro Line. This change will see the replacement of direct services to Bankstown (as well as services to the City via Bankstown) with direct services to the City via Lidcombe and the Inner West. This would have the effect of reducing travel times to Central and Lidcombe while increasing travel times to Bankstown.

Road access around the site is provided by the key arterial road adjacent to the site, Woodville Road. This provides north-south access between the Hume Highway (south of Villawood) and the M4 Western Motorway and A44 Great Western Highway, near Parramatta. Nearby links to these major roads provide the site with good access to the wider NSW road network.

The site is poorly serviced by “active” transport, with no designated, off-road cycleways within 800 metres of the site. However, the Parramatta to Liverpool Railside Trail is a short cycling distance from the site, with its nearest point located approximately 2.2 kilometres to the west (ten minutes via bicycle). This route provides relatively direct access between Liverpool and Parramatta. Utilising the Railside Trail to access Parramatta or Liverpool from the site would take roughly 40 minutes via bicycle.

The NSW Affordable Housing Ministerial Guidelines defines housing stress and eligibility for acceptable and affordable housing based on median household income thresholds. Very low-income households earn less than 50% of the median household income, low-income households 50% - 80% and moderate-income households 80% -120%. Affordable housing is housing that is priced for the needs of very low, low, and moderate-income households i.e., that the cost of housing is no more than 30% of household income.

The Western City Affordable Housing Strategy (WSAHS) prepared by SGS Economics and Planning was completed in March 2021. The Strategy was a joint Western Sydney Councils project, funded under the Accelerated LEP Review Program. The Strategy will provide an overall framework for local planning provisions to increase the supply of affordable housing in Western Sydney as well as localised provisions that address the unique circumstances of individual LGA’s. A key deliverable of the strategy is to identify and justify from an economic perspective an appropriate affordable housing contribution for new residential developments.

The Strategy’s roadmap will decide how to proceed, and the preparation of the Strategy is an Action of a Fairfield Local Housing Strategy 2022 and the outcomes and recommendations will be included in a stand-alone report and strategy for affordable housing in Fairfield LGA. Notably, higher density housing provides an alternative and more affordable housing choice, when compared to a free-standing home in the area. Of importance, integrating land use and transport is also key to the success of this urban evolution. It is recognised that the site is well located in terms of access to jobs, services, and public transport, consistent with the objectives for a 30-minute city. The site is in good proximity to the Villawood Town Centre which provides access to shops and services, and near buses to the northern, western cities as well as the Sydney CBD.

Fairfield Local Environmental Plan 2013

The Planning Proposal request seeks the following written amendments to the Fairfield Local Environmental Plan 2013:

- Amend the Minimum Site Area Map Town Centre Precinct Map (Sheet 021) to identify part of the site as “Area W” when applying the minimum site area across the site as 4,000m², and, to identify part of the site as “Area O” when applying the minimum site area of part of the site as 1,300m². This is the minimum lot size for buildings to exceed 9 metres in height (to 27 metres maximum).
- Amend the zoning, height and FSR maps to provide a commensurate outcome to that of the B2 Local Centre zoned land parcels within the Local Government Area (LGA) and Villawood Town Centre as follows:
 - Amend the Land Zoning Map is to B2 Local Centre
 - Amend the Height of Buildings Map to 27 metres, and, allow for the FSR Map to apply no control across the whole of the site area.

This will facilitate a shop top housing / residential flat development above a commercial/retail podium with a maximum building height of 27 metres across the whole consolidated site to reflect the concept proposal envisaged by Tony Owen Partners, and, consistent with the Villawood Town Centre.

The proposal will contribute towards the embellishment of open space and recreation facilities on and around the site, and importantly establish an activated green link connection which will be within a safe walking distance of the site.

Villawood Town Centre Development Control Plan 2020

In conjunction with this Planning Proposal, site-specific DCP controls will be prepared by Council to inform an amendment to the Villawood Town Centre Development Control Plan 2020 to reflect the objectives and intended outcomes of this Planning Proposal, and guide future redevelopment of the site.

The Villawood Town Centre DCP was adopted by Council on 28 April 2020. The Aims of this DCP include the following:

1. Implement and build upon the aims and objectives of the Villawood Town Centre amendment to the Fairfield Local Environmental Plan 2013
2. Ensure that all development in the town centre implements the aims, objectives, and desired built form of the Villawood Town Centre Urban Design Study
3. Provide guidelines and controls for development within the Villawood Town Centre
4. Provide a framework for the orderly development of the town centre
5. Ensure that future residential development provides for a range of dwelling sizes and affordability
6. Ensure economic development and retail/commercial growth in the Town Centre
7. Protect and enhance the public domain and open space.

The desired future character of the precinct is that it become an active, vibrant Town Centre in which people can enjoy spending business and leisure time. The desired development for the Town Centre is a retailing and commercial activity, supported by necessary larger operations such as the Aldi supermarket. Existing and additional R4 High Density Residential zones, together with multi storey B2 Local Centre zones will increase population and provide opportunities for mix use developments and dwelling types.

The future and existing R4 High Density Residential zoned land of the area with a total area of 17,350m² and a maximum height of building of twelve (12) storeys will provide opportunities for approximately 360-400 apartment units to benefit from the redeveloped and revitalised B2 Local Centre shops and services. The B2 Local Centre with a total area of 25,270m² will also increase the surrounding open space, interconnection between the pedestrian network and new shop top housing.

The DCP contains proposed envelope massing to achieve the objectives of the master plan. This includes building heights, building depths and setbacks set out in the master plan. For the subject site, this consists of 2 x 7 storey towers above a retail/commercial podium and established locations for centralised car parks and preferred vehicle access points (this is further refined in the traffic report prepared by Genesis).

This proposal envisages maintaining the outcomes as set out in the Master Plan which outlines locations for street frontages and preferred pedestrian links. In this way it establishes the structure plan for the circulation through-out the site. The site is located adjoining the Town Centre to the north. The frontage on Howatt Street allows good connectivity to the commercial centre. This is enhanced within the concept design by the future potential for green space designated to the north of the site. In addition, there are opportunities for connectivity from Hilwa Street to Woodville Road with a retail or pedestrian through site link at the south.

The concept proposal for development of each of the nominated sites has side and rear setbacks which are consistent with the Apartment Design Guide (ADG). The setbacks to the Apex Petroleum site must ensure this site is not isolated and its full developmental potential can be realised. It is noted that as sites to the west are zoned RE1 Public Recreation and are to be acquired by Council. As such the future setbacks should reflect an appropriate setback to green space. In the interim, as the site will not be developed for high density residential, it is assumed that the any development will not exceed the current 1-2 storeys. Furthermore, as the ground floor will contain retail space, it is assumed a zero setback between the site and any development on the Apex Petroleum site is appropriate.

The Tony Owen Partners concept proposed massing adopts the principles outlined in the Master Plan applicable to the site, and, are based on the principles of urban design best practice:

- That the petrol station site can be developed as a stand-alone block to maximise its yield under the controls, and
- The DCP envisages the Villawood town centre as a mixed-use zone with retail and commercial spaces activating the ground floor.

Accordingly, the subject site also proposes a ground floor commercial and retail centre. This may be in the form of a supermarket or retail arcade to create permeability on the site. The commercial and retail uses will address interface with the town centre on Howatt Street and Woodville Road therefore activate the streetscapes and create a pedestrian surveillance environment.

The concept will result in an 'L'-shaped site with two towers and respective ADG separation compliance. The buildings will be arranged to create suitable communal open space on the ground with access to good northern light. The setbacks to adjoining neighbouring sites to the west also respect the future land post the land acquisition of Council ie. a future green space and/or park. Therefore, setbacks proposed address the needs required for green space.

The DCP designates a portion of the site along Howatt Street as green space. The purpose of this is to connect to the existing green space on Howatt Street to create a park within the town centre. However, it has been acknowledged in the interim it is assumed the current 1 - 2 storeys would require that street setbacks reflect the DCP, and the massing reflect a 9 metre setback to the north to achieve the green space connection designated in the DCP. Furthermore, the massing will reflect the ADG and DCP in terms of maximum building length and longer facades be articulated to reduce apparent length.

In addition, it is proposed that all the residential properties west of the site and east of Hilwa Street be acquired by council to create a larger green space. We understand that some of these properties are already in the process of being acquired. This PP envisages maintaining the outcomes as set out in the MP. The DCP designates a 9m green space to the north to link to provide communal open space for the town centre and as connection to the park. The proposed massing of the buildings provides for larger centralized communal open spaces between the buildings on site as well as on the petrol station site. It should also provide for green buffers to the existing residential fabric to the south and to the west in the interim, as well as connectivity to the park in the future.

The site-specific DCP controls which will be prepared by Council to inform an amendment to the Villawood Town Centre Development Control Plan should thus take into consideration the following matters:

- **Planned future character:** Development is be designed to support and enhance the planned future character, by establishing appropriate heights and setbacks that provide an appropriate transition to development in the locality; ensuring development is designed and sited to minimise impacts of distinctive environmental features; provide a variety of housing choice; and provide high density residential housing close to public transport, schools, parks, services, and employment opportunities.
- **Building height and setbacks:** Establish the maximum number of storeys, building setbacks to boundaries, and offset dimensions within the development. The aim of this diagram is to ensure future developments provide building heights and setback that respond to its local context and achieve an appropriate transition between the site and the public domain as well as adjoining residential developments to protect local amenity.
- **Landscape:** Provide a substantially landscaped garden setting incorporating a communal open space area, mature tree planting to establish a green canopy, promote dense planting for screening within the front setbacks to Villawood Road and Hilwa Street, and to maximise deep soil provision.
- **Vehicular access:** Future development is to provide two separate access points for the site and future residential development off all frontages. This is to protect and enhance the street presence, achieve passive surveillance on and around the site and establish a new identity in the public realm. Controls for site ingress and egress to be left-in/left-out is per the Transport and Parking Impact Assessment to ensure vehicular access does not adversely impact upon the operations of the Villawood Road or movements on and around the site.
- **Amenity:** To improve residential amenity, controls require future development to be oriented to maximise solar access and views over the site and communal open space area.
- **Quality development:** This part encourages quality development that has good proportions, balanced composition of elements, and the use of a variety of materials, colours, and textures, consistent with the desired future character of the locality.
- **Stormwater:** The proposed controls aim to minimise the adverse impact of stormwater runoff on neighbouring properties and on the natural environment.

For reference purposes and to assist Council, Tony Owen has prepared a benchmark scheme to illustrate a potential design which shows all the features which may arise from the site and conceptual analysis.

This scheme has been prepared to demonstrate the impacts of a design in terms of massing and scale, view analysis as well as compliance with ADG criteria as well as how public space, access and servicing can be achieved on the site. The scheme has formed the basis for a series of studies which examine how the site and yield perform in terms of solar access, ventilation, deep soil, overshadowing, landscape area etc. The scheme can demonstrate that it is possible to design a scheme that is fully compliant with ADG controls with environmental impact.

5 JUSTIFICATION OF STRATEGIC AND SITE-SPECIFIC MERIT

The following justification sets out the case for changing the planning controls which apply to the site under Fairfield Local Environmental Plan 2013.

PART 3 – JUSTIFICATION OF STRATEGIC AND SITE - SPECIFIC MERIT

Section A – Need for the Planning Proposal

1. *Is the Planning Proposal the result of an endorsed LSPS, strategic study or report?*

Section 3.33(2)(c) Justification for the objectives or intended outcomes and the process for their implementation

This section must provide a detailed assessment of the proposal's strategic and site-specific merit, outcomes, and the process for their implementation to determine whether the planning proposal should be supported. Extensive supporting studies and investigations provide justification for the proposed amendments to the LEP. Furthermore, as discussed below the proposal considers the greater strategic planning framework and will have positive environmental, social, or economic benefits.

The proposal addresses Council's Villawood Urban Design Studies and is consistent with a Plan for Growing Sydney and a Metropolis of Three Cities – Greater Sydney Region Plan and the Western City District Plan along with the local strategic framework demonstrating strategic merit as well as site specific merit.

Metropolis of Three Cities – A vision to 2056 (Metro Strategy)

The 'Metro Strategy' is the overarching strategic land use plan for the Greater Sydney Metropolitan area, outlining the strategic vision for managing growth to 2056. The vision seeks to transform Greater Sydney into a metropolis of three cities, with the site being located within the Western Parklands City. The strategy for Greater Sydney is underpinned by 10 strategic directions each with specific objectives designed to deliver the plan.

This planning proposal will support the renewal of Villawood Town Centre as envisaged by the VUDS, providing additional housing and open space and retail, and stimulating economic development. The renewal of Villawood aligns with the following key objectives of the Greater Sydney Region Plan:

- *Objective 6 – Services and Infrastructure meet communities' changing need*
- *Objective 12 – Great places that bring people together*
- *Objective 22 – Investment and business activity in centres*

The proposal is consistent with the Metro Strategy.

Western City District Plan

The Western City District Plan sets out 20 strategic planning priorities to achieve the Plan's vision. Key planning priorities applicable to this proposal are justified as the proposal demonstrates consistency.

Planning Priority: W1 – Planning for a city supported by infrastructure

Comment: The proposals intent on expanding the opportunity for housing and small neighbourhood servicing retail on the edge of the Villawood Town Centre, will increase the economic vitality of Villawood. Encourage residents to spend money within their local area and travel by public transport given the ease of access (300 metres distance from the site).

Planning Proposal W3 – Providing services and social infrastructure to meet people’s changing needs

Comment: This planning priority identifies that as population growth increases as does the demand on services and infrastructure. This planning proposal is consistent with this plan as it promotes commercial space to support and meet the different stages of life.

Planning Proposal W6 – Creating and renewing great places and local centres, and respecting the District’s heritage

Comment: This planning priority identifies the need to integrate residential, commercial streetscapes, focus on a people friendly environment. This planning proposal is bringing essential commercial space into residential zoned area. The entire site is a pedestrian and people friendly zone.

Planning Proposal W9 – Growing and strengthening the metropolitan cluster

Comment: The planning priority identifies the importance of providing goods and services to the growing population that will result in strengthening the economy and town centre competitiveness.

Planning Proposal W11 – Growing investment, business opportunities and jobs in strategic centres

Comment: This planning proposal is aligned with this planning priority as it recognises the need to for commercial use and ensure mixed use development can benefit from the access and services in the town centre. Fairfield Local Strategic Planning Statement (LSPS) which identifies Villawood as a town centre that has the potential to grow and increase its built form permissibility within the town centre.

2016 – 2026 Fairfield City Plan (City Plan)

The Planning Proposal is consistent with all relevant themes, priorities, and goals within the Council’s Community Strategic Plan (City Plan).

The Community’s plan developed based on the outcomes of extensive community engagement undertaken in 2016 when members of the community were engaged to help guide the future of Fairfield. The City Plan outlines the community’s vision and its priorities, goals, and strategies over the next ten years. The plan shares that responsibility with several stakeholders including all other levels of government (Federal and State), non-government organisations, businesses, institutions, agencies, and individuals. All stakeholders have an important role to play in delivering the community outcomes identified in this plan.

Ten priority themes drive the plan which addresses the previously estimated population growth of 204,442 (2015) people who may reside in 57,181 dwellings across the whole LGA. The City is one of the most culturally diverse council areas in Australia. More than half of the residents were born overseas, coming from mostly non-English speaking countries. Many new migrants to Sydney choose to live in this multicultural community. 70% of residents speak a language other than English at home, with the most common being Vietnamese, Assyrian, Arabic, Cantonese, and Spanish.

The current population is relatively young compared to other parts of Sydney with many young families choosing to reside in the LGA, albeit the fastest growing age group is 65 years and over. The proposal addresses the need for housing to be diverse and deliver affordable and adaptable options to support a variety of household identities.

Five themes were identified as working towards achieving the community's vision, priorities and goals including Theme 1 - Community Wellbeing, Theme 2 – Places and Infrastructure, Theme 3 – Environment and Sustainability, Theme 4 – Local Economy and Employment and Theme 5 – Good Governance and Leadership. As discussed below, this plan has informed the LSPS. The proposal remains consistent with the envisaged strategic framework for the City.

Importantly, Theme 4 is considered a standout factor for the area because the Gross Value Added (GVA) from the design and construction would directly contribute around \$22.4 million to the national economy. Including multiplier impacts, around \$92.3 million in GVA would be generated and/or supported. Every million dollars of CIV generates 2.42 jobs over one year 10 directly in design and construction. Based on the estimated CIV, 171 job years 11 would be directly generated by the proposed development. Through production induced and consumption induced multiplier impacts a total of 644 job years 11 would be supported in the national economy. It is estimated that development of the proposal has the potential to generate 104 jobs on site. These are jobs in full and part-time positions. The 104 workers on site will enjoy remuneration of around \$3.9 million every year as shown in the table immediately below. This is \$3.6 million more in salaries than the base case

Fairfield City 2040 Shaping A Diverse City – Local Strategic Planning Statement (LSPS)

The vision for Fairfield City is to build upon the existing strengths of the City and it is growth as a desirable (and affordable) place to live and work. The foundation of the successful community's diversity showcased by celebration, inclusion and integration will extend to a transformation of the physical city, providing a greater diversity of housing, employment, education, and lifestyle choices as well enhancing the City's environmental attributes.

The LSPS works with and develops the Fairfield City Plan 2016–2026 (Council's Community Strategic Plan), which has a focus beyond land use and transport, on how Council will work to meet the community's needs.

In developing the LSPS, the stakeholders Council focused on included residents, visitors, local businesses and industries, community organisations and groups, education providers, students, and government agencies. More than 1,271 community members took the opportunity to have a say on what they feel is important to the community and where they believe Fairfield City should be focusing its resources. The survey was designed to meet the Integrated Planning and Reporting objectives for the Fairfield City Plan revision, which is to enhance and maintain the community's shared vision by identifying their needs and aspirations across the quadruple bottom line (social, environmental, economic and governance).

During the consultation period over 70 written submissions were received. Key topics included housing and housing affordability and improvements to open space and recreation areas. The site and planning proposal addresses these key topics.

Housing prices like the rest of Greater Sydney, are increasing. Council has adopted the Fairfield Local Strategic Planning Statement (LSPS), which is a 20- year vision for the City's future planning, and development. The LSPS provides the direction for land use planning to continue Shaping A Diverse City. The LSPS identifies how the Directions, Planning Priorities and Actions of the Western City District Plan (2018) will be achieved at the local level. It uses the Western City District Plan as the basis for planning decisions affecting housing, employment, recreation, environment, transport, facilities, and services. The LSPS works with the Fairfield City Plan 2016–2026 (Council's Community Strategic Plan), which has a focus beyond land use and transport, on how Council will work to meet the community's needs.

Based on Council's Integrated Planning and Reporting Framework (IP&R), the Fairfield City Plan set high-level objectives, including the community's vision, priorities, goals, and strategies that also relate to land use planning. The LSPS will act to unify the land use planning aspirations of the community with broader State planning directions by summarising planning priorities identified through State, regional, district and local strategic plans, including the Fairfield City Plan.

Council has now adopted the Fairfield Local Strategic Planning Statement (LSPS), which is a 20-year vision for the City's future planning, and development. The LSPS provides the direction for land use planning to continue *Shaping A Diverse City*.

Fairfield City is forecast to grow in the next ten years from a population of 206,436 in 2016 to an estimated 216,800 in 2026 (DPIE Population Projection) 1 or an increase to 227,300 as forecast by idprofile. This would equate to an increase in population between 2016 and 2026 of approx. 10,400 to 20,800 people and an additional 8,300 dwellings required by 2026. The number of single-person households is expected to account for 18% of households over 25 years to 2041, with 7,800 more single-person households anticipated. Although the number of family-with children households is expected to slightly increase 58% of households, this is offset by an expected 11,100 more family-with-children households, which represents the largest household change.

These changes in household characteristics may require different housing types, including smaller homes for single persons, larger homes for families, housing that can accommodate several family groups or generations living together as well as more accessible design and housing which suits an ageing population.

The LSPS identifies how the Directions, Planning Priorities and Actions of the Western City District Plan (2018) will be achieved at the local level. It uses the Western City District Plan as the basis for planning decisions affecting housing, employment, recreation, environment, transport, facilities, and services. The LSPS works with the Fairfield City Plan 2016–2026 (Council’s Community Strategic Plan), which has a focus beyond land use and transport, on how Council will work to meet the community’s needs.

Fairfield City Council has also prepared a Fairfield Local Housing Strategy 2022 that will outline where future growth will occur and in what form. The Strategy will guide future planning decisions that promote well-designed, accessible, and safe places for the community. Active transport including walking and cycling will be encouraged through proximity of town centres and public transport. The main centres of Fairfield and Cabramatta East, as well as other areas close to rail stations, services and infrastructure is the focus of future growth. Council will use draft urban design studies for the City’s rail-based centres including Fairfield, Cabramatta, Canley Vale, and Carramar to provide high-quality new housing over the next 20 years.

The LSPS identifies how the Directions, Planning Priorities and Actions of the Western City District Plan (2018) will be achieved at the local level. It uses the Western City District Plan as the basis for planning decisions affecting housing, employment, recreation, environment, transport, facilities, and services.

Communities require housing that meets changing demographic needs over time and that provides stability. At the same time housing has an economic productivity role by providing housing choice and affordability for a cross section of workers. Greater Sydney has been measured as being one of the least affordable housing markets globally and is the least affordable Australian city – with challenges for both purchasing and renting. This has been exacerbated in the past five years by rapid price growth.

Other factors that contribute to affordability challenges include limited availability of smaller dwellings to meet the growing proportion of smaller households. A relatively poor choice of rental housing options, with short and insecure rental agreements for tenants against a backdrop of an increasing trend to rent rather than buy. Also of note, the growing distance between areas where housing is affordable and the location of employment and education opportunities.

The Plan identifies affordable housing targets for Greater Sydney generally in the range of 5% to 10% of new residential floor space as viable subject to several key parameters identified in the Plan. The GSC and NSW Department of Planning, Industry and Environment have also developed guidelines to assist councils in the delivery of the proposed Affordable Rental Housing Targets.

The District Plan sets ten (10) Directions and associated Planning Priorities which have informed this Fairfield Local Housing Strategy 2022 including the key direction in relation to housing supply such as:

Direction 4 Housing the city (giving people housing choices)

Planning Priority W5: Providing housing supply, choice, and affordability with access to jobs, services and public transport. Pursuant to Direction 4 Housing the city and Planning Priority W5, the projections for population and household growth in Western City District translate to a need for an additional 184,500 homes between 2016 and 2036.

Research into housing preferences in Greater Sydney shows that people generally prefer to remain within their local area, with 83% of residents moving into a new home within 15 kilometres of their former residence. New housing must be in the right places to meet the demand for different housing types, tenure, price points, preferred locations, and design. Housing supply must be coordinated with local infrastructure to create liveable, walkable, and cycle-friendly neighbourhood with connections to shops, services, and public transport.

Planning for housing needs to consider the type of dwellings required to respond to expected changes in household and age structures, including an increase in single-person households, increase in number of households with children, the elderly and multi-person households. The District Plan notes that dwelling completions were at their highest levels in 16 years in the Western City District, with up to 10,000 completions in 2016-2017.

Existing housing stock in the Western City District continues to be dominated by detached dwellings, while multi dwelling housing provides transitional housing for seniors, homes for single persons and more affordable homes for young people and young families. The target is for 39,850 dwellings of which 3050 dwellings will be in Fairfield LGA. Have these targets been met? With Covid slowing down turnover, most likely not.

The community feedback from exhibition of the LSPS clearly demonstrates that a Planning Proposal for site is consistent with the community's interest in developing housing in response to the community's need for more affordable, adaptable, accessible, and diverse housing near transport, employment, and local centres (such as Villawood Town Centre) that provide a variety facilities and amenities and public recreation and green open spaces.

It is acknowledged the site is located within an identified centre which is located within the periphery of an established urban context (zoned B2), being 300 metres walk from the Villawood Town Centre which is serviced by high frequency public transport services, being located within a strategic bus corridor that services to major employment destinations to the north, west and east.

Eligibility for progress of a Planning Proposal to Gateway should be assessed on both the proposal's strategic and site-specific merit. The proposed site is consistent with the aims of co-locating activities in strategic and local centres and housing near centres to create walkable, cycle-friendly neighbourhoods, encouraging the efficient use of available transport infrastructure, and is therefore consistent with the aims of the LSPS of ensuring diverse, accessible, and affordable housing near existing centres.

In developing the proposal seeking shop top and high-density housing development upon the site, consideration has been given to the LSPS and overarching strategic framework. Demographic factors, supply, and demand for housing as well as local land-use opportunities and constraints sourced from the Local Housing Study have also informed the proposal.

The LSPS has identified high density transit-oriented development as primarily earmarked for residential uplift most likely to be in the form of residential and mixed-use apartment style living.

This proposal suggests that the alternative lifestyle choices catered for by the proposed housing option being shop top/parkland adjacent residential flat buildings are suitable for the existing and emerging demographic of Villawood. The site will establish a place where families can live in walking distance of a local town centre (Villawood) which is earmarked for special growth and strategic importance, and, have a private open space area as well as a building providing communal garden settings immediately on the doorstep of a public open space and recreation area which will be upgraded as part of Council's parks program. These are the demands and attributes that are of importance for the growing community and working families in Villawood.

The LSPS refers to the Villawood Town Centre Urban Design Study (VUDS) and the resulting planning proposal to facilitate the renewal of the town centre. This proposal is consistent with the following key objectives in the LSPS:

- *Planning Priority 3 – Plan for and manage areas identified for future urban development*
- *Planning Priority 6 – Ensure infrastructure is aligned to accommodate planned growth and community needs*

- *Planning Priority 11 – Promote a robust economy which generates diverse services and job opportunities*

The LSPS provides the local context and local-scale expression of actions and priorities from these plans. Due to the surveys undertaken as part of the community engagement strategy in 2016, Council collected extensive and informative data, which has been used to inform the LSPS. Subsequently, the community's vision, priorities and goals identified in the 2016–2026 Fairfield City Plan are suitable to guide the Fairfield City Local Strategic Planning Statement's vision, themes, and priorities. This will ensure that the LSPS has been incorporated in Council's Integrated Planning and Reporting Framework to maintain an effective and holistic approach to the future of Fairfield City.

The LSPS will provide for people and families want homes that meet their needs in terms of size, design, location, and price. People also need to be able to easily access their work, shops, services, transport, social networks, and open space to support their day-to-day life. When decisions are made about where to locate new housing, Council is to consider these needs, and how people can become part of a community that features quality civic space, entertainment, and leisure opportunities.

Key opportunities of the LSPS are to provide future housing (including affordable which is attributed to higher density developments) primarily within or on the periphery of, walking or bus distance to town centres. The site which will evolve to be within a green open space environment is consistent with Council 's supportive vision for implementing the Parkland City Vision through increased tree planting and canopy cover.

Amendments being made to the Fairfield Local Environmental Plan 2013 to address Planning Priorities and Actions in this LSPS and an accelerated LEP Review Program has been funded by the State Government. Urban renewal and potential growth by planning for a diversity of homes, access to jobs and services, and a green environment for an estimated population of 245,145 across the Fairfield City by 2036. This is an increase of approximately 39,000 people from the population count at the 2016 Census. Good governance requires timely reviews to adjust to changing circumstances.

For Villawood, the census shows that the suburb was home to 6,032 people. There was a total of 1,894 private dwellings with an average household size of 2.9. Hill PDA has advised that Villawood's population age structure is relatively like that of Greater Sydney, though it differs in the following ways:

- Villawood has significantly more 5-24 year old residents as a proportion of its total population than Greater Sydney (approximately 28.4% of Villawood's population compared to 25.3% of Greater Sydney's population)
- There are proportionally less 30-49 year old residents in Villawood than Greater Sydney (approximately 26.3% of Villawood's population compared to 29.2% of Greater Sydney's population)
- Villawood has a slightly larger proportion of 55-69 year old residents than Greater Sydney (approximately 16.6% of Villawood's population compared to 15.3% of Greater Sydney's population)
- There are less aged and elderly residents (aged over 70 years) in Villawood than Greater Sydney (approximately 7.8% of Villawood's population compared to 9.5% of Greater Sydney's population).

In 2016, the Census determined that:

- The proportion of Villawood residents who identified as Aboriginal or Torres Strait Islander was 1.5%, equal to the 1.5% for the wider Greater Sydney area. Population growth
- Forecast.id has projected the future population for Villawood. By 2041, the projected population is estimated to be 12,269 people – an increase of over 6,000 people or 103%
- At the 2016 Census, the median age of Villawood was 35 years, slightly younger than Greater Sydney's 36 years. Age profile
- At the 2016 Census, 67.3% of people in Villawood were of working age (15-64 years), like the proportion in Greater Sydney which was (67.4%). P22061 890 Woodville Road, Villawood Social and economic impact assessment 28 of 66 Labour force
- 1,710 or 28.3% of residents in Villawood were participating in the labour force, significantly lower than the 50.1% of Greater Sydney residents
- Of those residents in the labour force in Villawood, 14.9% were unemployed, significantly higher than the 6% unemployed across the wider Greater Sydney area.
- 42.4% of residents in Villawood over the age of 15 have attained a year 12 or above education, much lower than the 67% of Greater Sydney residents over 15

- Approximately 22.7% of Villawood residents over the age of 15 possessed a non-school qualification, compared to 49.7% across Greater Sydney
- Of those Villawood residents with non-school qualification, 38.2% had a certificate level qualification, 24.7% had a diploma or advanced diploma and 37% had a bachelor's degree. These proportions were 24.2%, 18.8% and 57% across Greater Sydney, respectively
- Median weekly personal income in Villawood was \$381, significantly lower than the \$719 across Greater Sydney
- The median weekly household income in Villawood was \$781, significantly lower than the \$1,750 across Greater Sydney.

Eligibility for progress of a Planning Proposal to Gateway should be assessed on both the proposal's strategic and site-specific merit. The site and concept envisaged by Tony Owen demonstrates both strategic and site-specific merit in that it is consistent with both the local Villawood strategic town centre DCP and broader local and state strategic directions and priorities.

The Fairfield City Plan identifies five themes to achieve the community's vision: *Community Wellbeing, Places and Infrastructure, Environmental Sustainability, Local Economy and Employment Good Governance and Leadership.*

Theme 1: Community wellbeing – healthy and liveable places

The City will be structured to take advantage of existing public transport infrastructure with heavy rail to the east and the Liverpool to Parramatta bus transitway to the west. Opportunities for housing diversity will be focused on accessibility to transport, services, facilities, and open space. Recreation opportunities will build upon current social infrastructure, with a focus on meeting deficiencies in current high-density areas. Access to playgrounds and active sports will encourage healthier lifestyles. Urban design studies and public domain plans will help identify opportunities for place improvements, community/cultural events, and activities.

Theme 2: Infrastructure and places – supporting growth and change

The unique offerings within the four main centres of Fairfield, Cabramatta, Prairiewood and Bonnyrigg will continue to attract residents and visitors and help these areas thrive. The South-East Asian flavour of Cabramatta is an example of Fairfield City's renowned reputation as a place where the interesting and unique can be found. Council will continue to invest in hard and soft infrastructure, making places easier to get to and exciting to visit through high-quality urban environments and cultural facilities that make it a city of interest.

Theme 3: Environmental sustainability

The City has a proud history of environmental initiatives recognised and showcased globally. Past efforts and investments in revegetating the City's extensive creeklines corridors and cleaning its waterways has resulted in new green corridors and habitats that promote the vision for the Western Parkland City. These elements provide an excellent backdrop for the City's extensive cycleway network, with recreation facilities and sporting fields all interconnected and accessible. The community acting as partners will continue to transform the City into a clean, healthy and resilient place well beyond 2040.

Theme 4: Strong and resilient economy

Globalisation provides both challenges and opportunities for the local community. Fairfield City will maximise the advantages of its crossroad location between east and south-west Sydney becoming the gateway from Western Sydney Airport leading to Parramatta and beyond to the Sydney CBD. Access to higher education and major health care services in adjoining areas, as well as increased provision of these services in the City, will provide employment opportunities and thereby help to implement the 30-minute city. The ever-changing economy will provide opportunities for an enterprising community that has thrived from change and diversity. This includes opportunities for growing the night time economy of the City.

Theme 5: Good governance

Advocacy and consultation as technology develops and changes, and the community adjusts to new ways of engaging and communicating, Council will be ready to lead the way in supporting community advocacy and engagement. This will ensure planning, prioritising, and decision-making that inform investments, and the City's structure reflects broad community aspirations and needs. Information is power, and Council will continue to provide the community with the required information to establish informed decision making based on all available evidence.

The development of the 2016–2026 Fairfield City Plan has been built on years of community engagement activities. As a result, Council has a wealth of information, which continues to inform the future direction of the City. This has provided the foundations to build upon and support the development of future planning. The proposal is specifically, consistent with the LSPS vision and the above five themes of ‘Shaping a Diverse City’ will be achieved in targeted ways.

High density transit-oriented development as primarily earmarked for residential uplift most likely to be in the form of residential and mixed-use apartment style living.

Villawood Railway Station is located 300m to the north on River Avenue. It provides high-frequency train services on the following lines and services: including T2 line connecting with Parramatta, Leppington, and the Sydney CBD and T3 line connecting with Liverpool CBD, Lidcombe, Bankstown, and Sydney CBD Local facilities in the railway station include a commuter car park and bicycle racks.

Alternative lifestyle choices, where families, singles, couples, down sizers can live in walking distance of a centre and have a fantastic opportunity to garden wither communally or privately and walk to shops, libraries, schools, and parks. Employment offices or population serving economies are in proximity and these are of importance for the growing community and working families in Fairfield and specifically the growing refugee community, where a family unit may not align with the traditional understanding of a census report.

Every million dollars of CIV generates 2.42 jobs over one year 10 directly in design and construction. Based on the estimated CIV, 171 job years¹¹ would be directly generated by the proposed development. Through production induced and consumption induced multiplier impacts a total of 644 job years would be supported in the national economy.

Key economic performance indicators include employment, wages and gross value added assuming full development and operations. For the assessment, we have defined the base case as the ‘do nothing’ option.

This scenario assesses the economic multipliers of the current uses on-site in terms of employment, wage and contribution to the local economy or Gross Value Added (GVA). Hill PDA estimate that the existing tenant on site (i.e. piano and repair tenant) employs around 7 workers. It is estimated that these jobs would generate an estimated \$0.3 million in salaries and contribute \$0.5 million in GVA.

It is estimated that development of the proposal has the potential to generate 104 jobs on site. These are jobs in full and part-time positions. The 104 workers on site will enjoy remuneration of around \$3.9 million every year as shown in the table immediately below. This is \$3.6 million more in salaries than the base case

Furthermore, and importantly social capital and infrastructure have been analysed by Hill PDA.

Social infrastructure is comprised of the facilities, spaces, services, and networks that support the quality of life and wellbeing of our communities. Social infrastructure is important to a community as it provides the tangible infrastructure to support the safety, health and wellbeing of that community which allows individuals to be happy, safe, and healthy, to learn, and to enjoy life. A network of social infrastructure contributes to social identity, inclusion and cohesion and is invariably used by all at some point in their lives, often daily.

Access to high-quality, affordable social services has a direct impact on the social and economic wellbeing of all community members. Hill PDA considered the following types of social infrastructure:

- Education – child care, schools, tertiary facilities • Health care – general practice
- Community and culture – libraries and community centres
- Active and passive recreation – such as parks, sporting ovals and social clubs, halls etc.

This report focuses less on businesses such as retail or commercial services which may claim to offer social benefits or services. While these facilities provide a valuable social function, the future provision of these businesses in any area is typically market-led and does not benefit from formal government funding. Social infrastructure facilities generally operate at three levels of provision. These are local, regional and district.

The different scales of infrastructure service different sized catchments. Catchments refer to both geographical areas and the size of the population serviced. For example, a primary school is intended to serve the local population, usually within walking distance. However, a university will cater for a much wider population.

Villawood's population age structure (as compared to that of Greater Sydney), is divided into five year cohorts. Villawood's population age structure is relatively like that of Greater Sydney, though it differs in the following ways:

- Villawood has significantly more 5-24 year old residents as a proportion of its total population than Greater Sydney (approximately 28.4% of Villawood's population compared to 25.3% of Greater Sydney's population)
- There are proportionally less 30-49 year old residents in Villawood than Greater Sydney (approximately 26.3% of Villawood's population compared to 29.2% of Greater Sydney's population)
- Villawood has a slightly larger proportion of 55-69 year old residents than Greater Sydney (approximately 16.6% of Villawood's population compared to 15.3% of Greater Sydney's population)
- There are less aged and elderly residents (aged over 70 years) in Villawood than Greater Sydney (approximately 7.8% of Villawood's population compared to 9.5% of Greater Sydney's population).

An audit of social infrastructure in the area surrounding the site (using a 400 metre and an 800 metre catchments) has been conducted using GIS software and drawing from a range of data sources, including:

- NSW DPE Environmental Planning Instruments Layer
- NSW DPE Points of Interest Layer
- Australian Department of Education MySchool database
- Australian Children's Education and Care Quality Authority (ACECQA) Child Care Finder
- ABS data
- Healthdirect Australia (Australian Department of Health) Service Finder.

Although, it is noted that there are presently no educational or childcare facilities within 400 metres of the site, this is bound to change as business operators are aware of the areas of growth and in need of support services therefore investigate the feasibility of these services.

Villawood may host several significant minority populations with the largest percentage share of non-Australian born Greater Sydney residents was that of Chinese-born Greater Sydney residents, constituting just under 5% of the total recorded population in 2016. Conversely, Vietnamese and Lebanese-born residents of Villawood comprised over a fifth of that area's population in 2016. Other significant (over 1% of the total population) non-Australian born populations in Villawood include residents born in China, New Zealand, Iraq, Fiji, and Afghanistan.

Of interest, the intergenerational aspect of the community and it's cultural norm of intergenerational care and household makeup, means not as many people require this type of service, with cousins, aunts and uncles and grandparents performing the role to support the family needs. As Villawood is a highly diverse place, this will differ from culture to culture.

Notwithstanding this, new service would be welcomed by the community. This is not all negative, there are facilities within and close to 800 metres from the site including three primary schools (two public, one of which is connected to the Catholic Diocese) which would likely be within a reasonable walking distance for any students who may reside at the site (if there is a safe active transport route). Additionally, a long day care centre is located slightly further than 400 metres from the site, and an outside school hours care facility is located approximately 900 metres to the northwest of the site.

In a unique, and very positive position is the fact that the site is well-served by general practitioners (GPs), with two GPs operating within 400 metres of the site, and another operating in Fairfield East, roughly one kilometre from the site.

There is one aged care facility operating near the site, though it is beyond the 800 metre catchment, at approximately 1.2 kilometres from the site. The nearest hospital is Liverpool Hospital, at approximately 5.5 kilometres from the site (between 15-25 minutes by car, or 25 minutes by train), which is the major hospital for southwest Sydney. Furthermore, the site is served by Christian churches of various denominations, and the Villawood Senior Citizens Centre is identified through Fairfield City Council's website and is located approximately 250 metres to the north of the site, near Villawood railway station. The Centre is a hireable venue with capacity for 200 persons.

Fairfield Town Centre Strategic Plan

In 2004, Fairfield Council adopted a Strategic Plan for the Fairfield Town Centre, which forms the basis for managing the town centre, its development, built form, residential density, and public places. Council developed the Strategic Plan through extensive community involvement where 1500 people expressed their views and concerns. Two actions identified in the Strategic Plan were to prepare Master Plans for two precincts in the town centre - Barbara Street Precinct and The Crescent and Railway Precinct.

Fairfield Town Centre is identified as a planned major centre, together with Prairiewood and Cabramatta in proximity (all located in Fairfield local government area). Planned major centres have existing infrastructure, open space and other assets that will allow them to become important shopping and service hubs, with associated residential development. It is envisaged that one of these town centres may grow to take on the role as major centre to support Liverpool and Parramatta cities. Fairfield Town Centre is well positioned to develop into a major centre, as it is well connected to Liverpool and Parramatta, by both rail and bus services. Fairfield Council's vision for Fairfield Town Centre is to enhance the existing town centre, as well as its future role as a major regional centre.

The proposal whilst not within this town centre does not impact upon the success of the Fairfield Town Centre and importantly also addresses the closer town centre's (being Villawood) development control plan aims.

Villawood Town Centre DCP 2020

Like Fairfield, Villawood is recognised as town centre. The Villawood Town Centre Development Control Plan 2020 was adopted by Council on 28 April 2020. The DCP aims to guide development in the Villawood Town Centre to:

- (a) *Implement and build upon the aims and objectives of the Villawood Town Centre amendment to the Fairfield Local Environmental Plan 2013.*
- (b) *Ensure that all development in the town centre implements the aims, objectives, and desired built form of the Villawood Town Centre Urban Design Study.*
- (c) *Provide guidelines and controls for development within the Villawood Town Centre.*
- (d) *Provide a framework for the orderly development of the town centre.*
- (e) *Ensure that future residential development provides for a range of dwelling sizes and affordability.*
- (f) *Ensure economic development and retail/commercial growth in the Town Centre.*
- (g) *Protect and enhance the public domain and open space.*

At a strategic level, the Greater Sydney Region Plan, A Metropolis of Three Cities is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services, and great places. This Western City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40 year vision for Greater Sydney. It is a guide for implementing the Greater Sydney Region Plan, A Metropolis of Three Cities, at a district level and is a bridge between regional and local planning.

The District Plan sets targets for infrastructure and community services including transport, schools, health and community facilities, and recreation. The Western City District also sets a housing target of 3,050 dwellings for Fairfield City for the period 2016-2021. The Villawood DCP and associated urban design study provide a mechanism to assist Council in achieving this target as well as economic growth for the town centre.

The LSPS refers to the Villawood Town Centre Urban Design Study (VUDS) and the resulting planning proposal to facilitate the renewal of the town centre. This proposal is consistent with the following key objectives in the LSPS:

- *Planning Priority 3 – Plan for and manage areas identified for future urban development*
- *Planning Priority 6 – Ensure infrastructure is aligned to accommodate planned growth and community needs*
- *Planning Priority 11 – Promote a robust economy which generates diverse services and job opportunities*

Council's Villawood Town Centre Urban Design Study 2017 is the base strategic document that sets the vision for the Villawood Town Centre. It guides the overall built form for the centre and includes the Urban Design Framework, principles and development typologies that feed into the Villawood Town Centre DCP. The Fairfield City Centres Study aims to promote the future economic wellbeing of Fairfield City.

The Villawood Town Centre DCP seeks to facilitate the residential and economic growth in an orderly manner:

- Ensure that Villawood Town Centre built up to its potential, the following key opportunities will build on to achieve the main objectives for the revisitation of Villawood Town Centre.
- To provide a restored road structure in the Town Centre and allow for two-way traffic in the southern side of Villawood Place, to improve the connectivity, legibility, and convenience.
- To provide a pedestrian overpass bridge linking the residential areas in the west to the east of Woodville Road and Kamira Avenue to the Council owned car park to the west of Villawood Place.
- Linking the railway access bridge and pedestrian crossing to directly align with Villawood Place, the commercial core.
- To increase open space land areas and improve streetscape in Villawood Town Centre to enhance the visibility and safety for the Town Centre.
- To support mixed use development, accessible, adaptable, affordable housing in a high-density format.

The Fairfield Local Environmental Plan (LEP) 2013 facilitates the land use zones and permitted land uses across Fairfield City, including Villawood Town Centre. Villawood Town Centre is primarily zoned B2 Local Centre and R4 High Density Residential. The LEP also identifies several development standards applying to the town centre including (but not limited to) height of building and minimum site area and facilitates a wide number of uses in the B2 Local Centre zone including shop top housing, commercial and business uses.

The DCP aims to encourage the redevelopment of Villawood Local Town Centre into a visually attractive, vibrant, revitalised and pedestrian-friendly environment. It further seeks to enhance the commercial viability and housing diversity that will create a distinct identity for Villawood Town Centre.

The Aims of this Development Control Plan include the following:

1. Implement and build upon the aims and objectives of the Villawood Town Centre amendment to the Fairfield Local Environmental Plan 2013

2. Ensure that all development in the town centre implements the aims, objectives, and desired built form of the Villawood Town Centre Urban Design Study
3. Provide guidelines and controls for development within the Villawood Town Centre
4. Provide a framework for the orderly development of the town centre
5. Ensure that future residential development provides for a range of dwelling sizes and affordability
6. Ensure economic development and retail/commercial growth in the Town Centre
7. Protect and enhance the public domain and open space.

The desired future character of the precinct is that it become an active, vibrant Town Centre in which people can enjoy spending business and leisure time. The desired development for the Town Centre is a retailing and commercial activity, supported by necessary larger operations such as the Aldi supermarket. Existing and additional R4 High Density Residential zones, together with multi storey B2 Local Centre zones will increase population and provide opportunities for mix use developments and dwelling types.

Rezoning the site to B2 Local Centre land with a total area of 17,350m² and a maximum height of building of twelve (12) storeys will provide opportunities for apartment units to benefit from the redeveloped and revitalised B2 Local Centre shops and services. The B2 Local Centre with a total area of 25,270m² will also increase the surrounding open space, interconnection between the pedestrian network and new shop top housing. Envelopes: The DCP contains proposed envelope massing to achieve the objectives of the master plan. This includes building heights, building depths and setbacks set out in the master plan. For the subject site, this consists of 2 x 7 storey towers above a retail/commercial podium.

The range of services offered by the Centre should predominantly be aimed at satisfying the needs of the local population. These services include the transport facilities, such as the railway line, bus services and the Council owned car parking facility. All in which will provide a better vision of connectivity to ensure the safety of pedestrians whilst providing a satisfactory response to the needs of the drivers. Ideally, Villawood will become an active, vibrant Town Centre in which people can enjoy spending business and leisure time.

The desired development for the Town Centre is a retailing and commercial activity, supported by necessary larger operations such as the Aldi supermarket. Existing and additional R4 High Density Residential zones, together with multi storey B2 Local Centre zones will increase population and provide opportunities for mix use developments and dwelling types. The site is ideally located to support the aims and urban design intended outcomes of the DCP.

The B2 Local Centre with a zone applying to the site will also increase the surrounding open space, interconnection between the pedestrian network and new shop top housing. The desired future character and development for the Town Centre is a retailing and commercial activity, supported by necessary larger operations such as the Aldi supermarket. Existing and additional R4 High Density Residential zones, together with multi storey B2 Local Centre zones will increase population and provide opportunities for mix use developments and dwelling types.

Importantly, to complement this transition, there are few recreation land areas near the site, with only Hilwa Park and its associated playground being located within 400 metres of the site. There are no sports fields located within 800 metres of the site, with the nearest being Thurina Park and Knight Park, located in Villawood East (1.2 kilometres from the site) and Yennora (1.8 kilometres from the site) respectively. A small recreation centre exists within 800 metres of the site at Goondah Reserve, which includes the Wran Leisure and Aquatic Centre, four tennis courts, and a small skate park.

A range of RE1 land exists near the site, though most of these areas are roadside grassed areas with little amenity or utility. Council has recently completed the purchase of six residential lots and subsequent redevelopment of the lots into a 3,200m² public park (Koonoona Park – map ID 20), located approximately 450 metres from the site. Additionally, provisions and controls in the Villawood Town Centre Development Control Plan and in Fairfield City Council’s development contribution plans should affect the development of additional public recreation space near the site, including at Hilwa Park (which abuts the site)

The site is therefore ideally situated in an area investigated for growth of commercial and residential uses, being near parks and green space and located on Woodville Road, which is a main road. The newly formed precinct will be bound by, and fronted by Woodville Road (State Road), Hilwa Street (residential dead-end Local Road), and Howatt Street (Town Centre Local Road). It will be against the TfNSW design principles to provide site access on a State-managed Road/corridor if it has a lower-order alternative street frontage.

It is noted that the proposed character local roads within the MP are defined within the MP DCP.

In this case, Hilwa Street is unsuitable for its primarily residential and dead-end nature. It follows that Howatt Street presents as the most suitable retail/commercial access frontage. The access driveways' geometry and design will be the subject of a later-stage assessment. Nevertheless, the proposed arrangement will involve a commercial access driveway at Howatt Street and a residential access driveway at Hilwa Street. Furthermore, due to its proximity to the Town Centre, both access driveways will be designed to ensure departing motorists and pedestrians have clear sightlines of each other, particularly along the pedestrian oriented Howatt Street frontage.

A loading area will be provided on the site on the ground level - accessed via Howatt Street. The loading area will accommodate a 12.5m Heavy Rigid Vehicle (HRV). Garbage collection for the commercial development will also occur at the proposed loading bay by a private waste contractor. The largest nominated waste collection vehicle is a 10.5m HRV. The proposed loading dock will be subject to a detailed design review to ensure compliance with the relevant AS2890.2 criteria in the subsequent Traffic Impact Assessment. The site will therefore have multiple points of safe entry and exit for cars, trucks, and pedestrians.

The area is generally characterized by 1-2 storey detached houses and 3 storey walk ups such as those east of the site, with some commercial premises on Woodville Road. As stated above the Town Centre indicates high density mixed use development to the north of the site including 4-12 storey RFBs above mixed-use retail podiums. Large Areas to the east of the site contain light industrial uses and warehousing.

The proposal and concept envisaged by Tony Owen Partners supports the idea of a soft public domain that encourages public activity, events and passive activity and incorporates active street frontages, street tree planting, responsive to the distinctive subdivision pattern. The proposal seeks to provide active uses of ground level street frontages, to ensure there is a positive connection between the B2 Local Centre zone and adjacent RE1 and R3 zones.

The B2 Local Centre zoned land with a total area of 17,350m² and a maximum height of building of twelve (12) storeys will provide opportunities for approximately 360-400 apartment units to benefit from the redeveloped and revitalised B2 Local Centre shops and services. The B2 Local Centre with a total area of 25,270m² will also increase the surrounding open space, interconnection between the pedestrian network and new shop top housing.

The DCP contains proposed envelope massing to achieve the objectives of the master plan. This includes building heights, building depths and setbacks set out in the master plan. For the site, this consists of 2 x 7 storey towers above a retail/commercial podium. Accordingly, the proposal is seeking ground floor as a retail centre. This may be in the form of a supermarket or retail arcade to create permeability on the site. This land use can address the interface with the town centre on Howatt Street and main street of Woodville Road.

The site is referenced under the Villawood Town Centre DCP 2020 and LEP 2013 with the DCP proposed envelope massing to achieve these controls. The necessary exclusion of the petrol station results in a different envelope result within these controls to achieve their objectives. The proposal is seeking to apply these controls across the whole site including the southern properties. The envelope study which demonstrates the resultant building envelopes that result. The purpose of these envelope studies is to demonstrate that the objectives of the LEP and DCP can be achieved and that the resultant envelopes achieve all ADG performance compliance and that this does not result in unacceptable impacts on the adjoining properties.

The Master Plan outline locations for street frontages and preferred pedestrian links. In this way it establishes the structure plan for the circulation through-out the site. The proposal envisages maintaining the outcomes as set out in the Master Plan.

The site is located adjoining the Town Centre to the north. The frontage on Howatt Street allows good connectivity to the commercial centre. This is enhanced with the potential green space designated to the north of the site. In addition, there are opportunities for connectivity from Hilwa Street to Woodville Road with a retail or pedestrian thru-site link at the south. There is potential for good connectivity to the north on Howatt Street. This allows from pedestrian access, but also parking and loading access from Howatt Street. There is potential access from Hilwa Street. As a local residential road, it is possible this road is not ideal for truck access. There is currently access of Woodville Road to the petrol station. There is potential for truck and parking access from here, but this will be subject to further study.

The site is close to a range of parks and is well served by open space – see green space analysis. This includes Kamira Park which will be expanded when site east of Hilwa street are incorporated and portions of the subject site are included as a green connection to the park. There is a large area of green space east of Urana Street and areas of green space south of the station. The DCP designates a portion of the site along Howat Street as green space. The purpose of this is to connect to the existing green space on Howatt Street to create a park within the town centre. In addition, it is proposed that all the residential properties west of the site and east of Hilwa Street be acquired by council to create a larger green space. We understand that some of these properties are already in the process of being acquired. The proposal envisages maintaining the outcomes as set out in the Master Plan.

Given, the site is almost 100 metres in length and 60 metres in width at its longest points, the street setbacks which are outlined in the DCP Master Plan have been implemented. Side and rear setbacks are determined by the ADG. The following diagrams demonstrate the setbacks as derived through discussion with council. In particular, the setbacks to the petrol station must ensure this site is not isolated and its full developmental potential can be realized. It is noted that as the sites to the west are designated to be acquired by council for a park. As such the future setbacks should reflect an appropriate setback to a green space. In the interim, as the site will not be developed for high density residential, it is assumed that the any development will not exceed the current 1-2 storeys. It is assumed, based on the DCP that the ground floor will contain retail space as such it is assumed a zero setback between the site and any development on the petrol station site.

The proposed massing adopts the principles outlined in the master plan as applied to the available site and is based on the principles of urban design best practice. This is based on the following principles:

- That the petrol station site can be developed as a stand-alone block to maximise its yield under the controls.
- That the resultant 'L'-shaped site is best suited to 2 towers with ADG separations between.
- That the buildings are arranged to create suitable communal open space on ground with access to northern light.
- That setbacks to the sites to the west recognize that as the sites to the west are designated to be acquired by council for a park. As such the future setbacks should reflect an appropriate setback to a green space. In the interim, as the site will not be developed for high density residential, it is assumed that the any development will not exceed the current 1-2 storeys.
- That street setbacks reflect the DCP.
- That the massing reflects a 9m setback to the north to achieve the green space connection designated in the DCP.
- That the massing reflects the ADG and DCP in terms of maximum building length and longer facades be articulated to reduce apparent length.

This Planning Proposal presents a unique opportunity to provide housing near the local centre, with the site being ideally located within walking distance from all the facilities the centre as well as connectivity to the green spaces and future parks on its doorstep. The DCP designates a 9 metre green space to the north to link to provide communal open space for the town centre and as connection to the park. The proposed massing of the buildings provides for larger centralized communal open spaces between the buildings on site as well as on the petrol station site. It should also provide for green buffers to the existing residential fabric to the south and to the west in the interim, as well as connectivity to the park in the future

The DCP establishes locations for centralized car parks and preferred vehicle access points. This PP envisages maintaining the outcomes as set out in the MP. It is noted that the proponent is currently developing or has already developed 4 sites within the MP including 1 Villawood Place, 47 Villawood Place and 894 Woodville Road. As such they are the principle entity driving the realization of the MP.

Genesis have undertaken a detailed traffic analysis of the precinct which has concluded that:

- The site benefits from good accessibility to local transport services and connectivity to the Villawood Town Centre
- The existing intersections in the vicinity of the site have been shown to operate with adequate levels of service and minimal delays
- The envisaged parking provision will be consistent with the SEPP 65 and DCP criteria
- The projected traffic generation outcome will be some 138 vph each way during the busiest PM peak
- The existing road network will remain within capacity following the development, although the Woodville Road/ Villawood Road intersection will operate near capacity during the busier PM peak
- It is recommended that the existing bus-only right turn bay from Woodville Road to Howatt Street be modified to permit all vehicles to turn right
- The proposed site access arrangement represents an outcome that complies with the TfNSW's planning principles and preservation of residential amenities at Hilwa Street
- The proposed access design, internal circulation and service arrangement will have regard for the relevant AS2890 design requirements.

The proposal supports the DCP aims to build on the opportunities of the Town Centre to achieve an active commercial hub will deliver a vibrant, attractive, and safe Town Centre that will provide the daily needs, recreation, and socialising to the residents of Villawood. The site ticks all the characteristics of a suitable location for a high-density housing environment, including proximity to the Villawood Town Centre and immediate access to a high frequency public transport service.

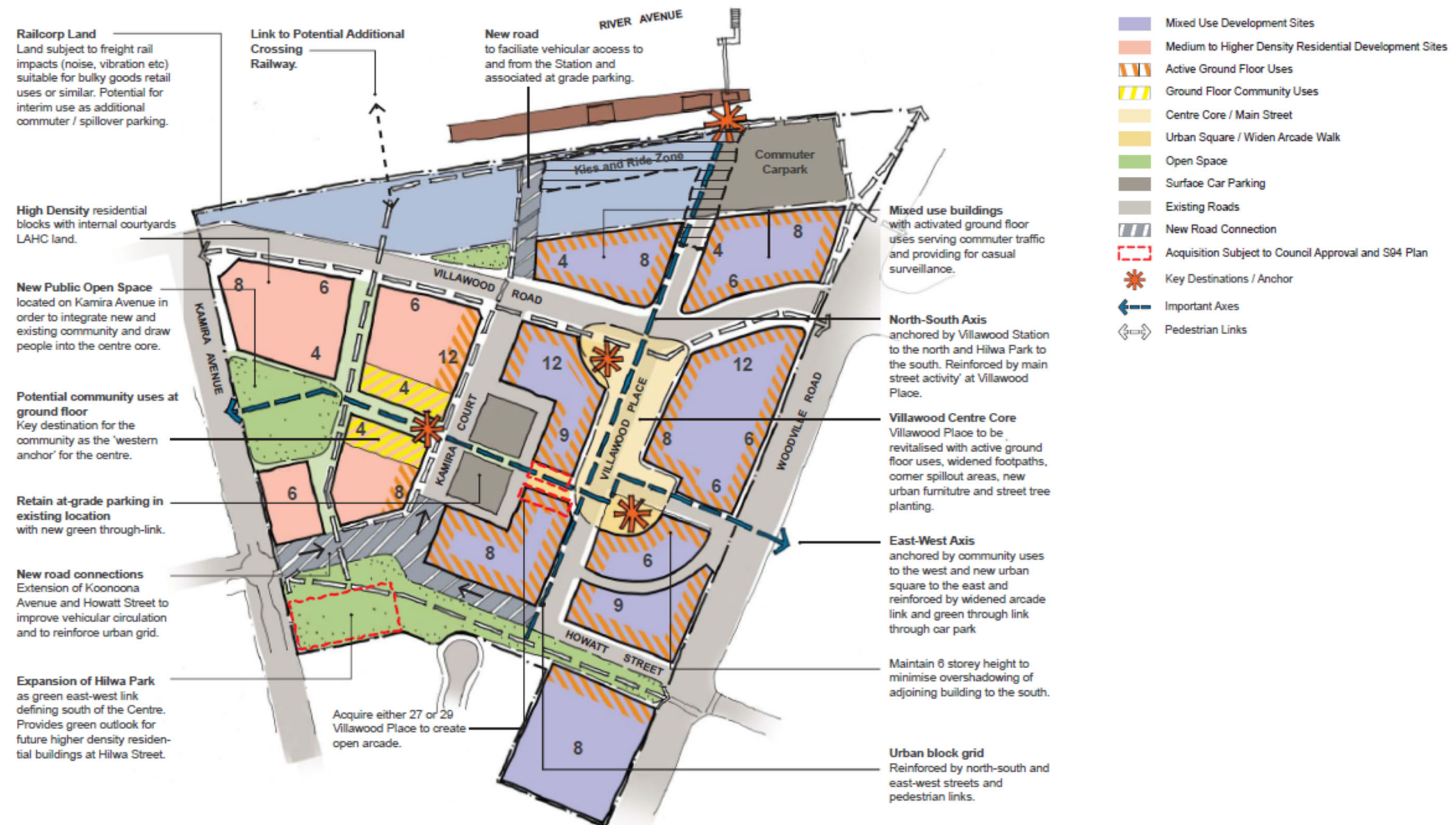


FIGURE 3

The Town Centre Masterplan, Villawood Town Centre Urban Design Study (2018).

Fairfield Local Environmental Plan 2013 (Fairfield LEP 2013)

The Fairfield LEP is the key environmental planning instrument that applies to the site. In summary, by incorporating retail premises and business premises will provide a range of convenience retail and commercial services which will serve the needs of the people who live in the local area, and ultimately promote revitalised, attractive and create a sustainable town centre.

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 several principles, objectives and assessment criteria for which applications are to be assessed. Specifically, the Fairfield City Centres Study 2015 identifies that Villawood is a local centre. The planning proposal is not inconsistent with the recommendations of the Fairfield City Centres Study 2015 and has the potential to revitalise land on the periphery of the Villawood Town Centre and in proximity to the railway station. There will be a consolidation of the site to provide podium retail floor space into pedestrian friendly configuration which aims to activate the streetscape, with residential above. The proposal will improve connections and reinvigorate the site and surrounds with activated public and open green spaces.

Fairfield Residential Development Strategy 2009

The Fairfield Residential Development Strategy (RDS) identifies areas within Fairfield City that should be investigated for future increases 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.

The planning proposal provides an opportunity to implement urban renewal near the Villawood Town Centre and near services and transport provided. The site has excellent access to public transport (including rail and bus services) as well as to a full range of retail, commercial and recreational services. The proposal will provide new affordable high-density dwellings which will be a significant contributor towards Council meeting its allocated dwelling targets of the Western City District Plan and local strategic plans.

Strategic Merit

This Planning Proposal is applicant-led and not the direct result of any strategic study or report prepared by the Department of Planning, Industry & Environment, Greater Sydney Commission or Council. This Planning Proposal is for the once nicknamed 'The Bronx' and was best known for its tide of drug-fueled crime, gangland murders, and riots at its migrant detention centre. Today, the suburb of Villawood in Sydney's west is undergoing a massive transformation with the NSW Government to deliver the \$112 million project. Villawood residents are observing the exciting transformation at Kamira Court into a vibrant new mixed housing community and continue to gain strong momentum.

There has been a massive wave of high quality and high end new apartment developments, a \$326 million state government investment in its town centre for new homes, retail and infrastructure, and the opening late last year of a 3,200m² landscaped park. By redeveloping existing sites into well-designed homes close to shops, schools, and essential services like the adjacent Villawood train station, Villawood is gradually becoming a much safer and stronger community, welcoming residents from all over Sydney. It also demonstrates the NSW Government's capacity to partner with the private and community housing sectors to deliver modern new homes where they are needed most. The first stage of the Kamira Court renovation, for 55 new social residences, 20 affordable housing, and a public park provides residents of the Villawood community will be able to utilise the amenities provided by these developments.

A Metropolis of Three Cities identifies the need for further work to support the implementation of the Affordable Rental Housing Targets including consideration of allocation, ownership, management and delivery models. In addition to inclusionary zoning measures, other opportunities to support housing affordability and diversity include more compact housing that supports moderate income households and particularly key workers and skilled workers in targeted employment areas such as health and education precincts and new owner-developer apartment models that support lower cost and more flexible delivery of apartments for like-minded owner groups.

The Metro Strategy is the overarching strategic land use plan for the Greater Sydney Metro area outlining the strategic measures to manage growth by 2056. The vision is to allow for sites such as this one the subject of the planning proposal request to develop a better future for the Western Parklands City. The proposal will stimulate economic development, provide housing, public and private open space and support the viability and renewal of the local centre of Villawood.

The cost or affordability comparative to previous years has corrected itself. Prices have improved because of the new higher density opportunities and Villawood has made a capital gain of on average 10.05% in 2021 - 2022. In the past 10 years, prices have gone up till they're much on a par with the surrounding areas where once they were \$100,000 or \$200,000 less. For example, the new apartments at V1, for instance, start at \$445,000 for a one-bedroom apartment and \$500,00 for two-bedroom apartment which is substantially cheaper than those in the inner west and further in towards the city. At the same time, however, award-winning architect Tony Owen, who's designed some of the most expensive apartment buildings in Sydney, like Eliza opposite Hyde Park, was engaged to design V1 too.

Newly built apartments are averaging a rental yield of 4.88% for investors. The demographic is also changing, with a rise in the number of residents with tertiary qualifications away from what was a more traditional demographic arising from the high level of Housing Commission population, or people living on low or substantially low incomes, or government support payments.

The Fairfield Local Housing Strategy 2022 has been prepared to address the requirements in the Western City District Plan for housing strategies to be prepared that:

- *Make provision for the anticipated growth associated with the 0-5- and 6-10-year housing targets (when agreed)*
- *Align projected growth with existing and proposed local infrastructure and open space improvements (Planning Priorities W1, W3 and W18)* • *Identify the right locations for growth, including areas that are unsuitable for significant change in the short to medium term*
- *Identify capacity to contribute to the District's 20-year strategic housing target*
- *Inform the Affordable Rental Housing Target Schemes for development precincts*
- *Coordinate the planning and delivery of local and State infrastructure.*

The Fairfield Local Housing Strategy 2022 objectives for planning for housing for current and future Fairfield City residents in the short, medium, and long term include:

- To provide a strategic land use framework (temporal and spatial) to 2036 to manage the delivery of housing supply.
- To provide a framework to plan for infrastructure and services to support growth.
- To provide a range of housing typologies in areas that benefit from proximity to existing and proposed services, transport, public spaces.
- To provide for a mix of housing types and densities in strategic locations to meet the needs of the changing population.
- To address affordable housing needs of the Fairfield community through the implementation of appropriate local planning responses.
- To provide planning controls and guidelines that encourage high quality development to enhance the character and liveability of Fairfield City.
- To achieve high quality environmental and sustainability outcomes associated with future housing supply.
- To identify mechanisms to monitor and review the supply and suitability of housing throughout the duration of the Strategy.

The proposal addresses the planning priorities and objectives of the Fairfield Local Housing Strategy 2022.

The District Plan sets a five-year (2016-2021) housing target of 39,850 dwellings overall and a target for Fairfield City of 3,050 dwellings. The targets are based on the district's dwelling needs and the existing opportunities to deliver supply and include all types of housing – traditional detached and attached houses, apartments, seniors housing, granny flats and aged care. The five-year targets are generally consistent with known housing approvals and construction activity.

These are minimum targets and largely reflect delivery potential under current planning controls. The 6–10-year housing target is identified in this Local Housing Strategy, which demonstrates capacity for steady housing supply into the medium term. Meeting housing demand over the 20 years "councils should investigate and recognise opportunities for long-term housing supply associated with city-shaping transport corridors, growing and emerging new centres and other areas with high accessibility".

The principles for housing strategies identified in the District Plan have been addressed in the preparation of this Strategy including housing need, diversity, market preferences, alignment of infrastructure, displacement, amenity, engagement, and efficiency. A Metropolis of Three Cities includes Affordable Rental Housing Targets for very low to low-income households in Greater Sydney Affordable Rental Housing Targets that are generally in the range of 5%-10% of new residential floor space, subject to viability.

The site is located on the periphery of the Villawood Town Centre where rejuvenation is currently in activation. Current projects include the V1 Apartments allows for an ultra-convenient lifestyle, with key suburbs & amenities within an 8km radius. V1 Apartments is expected to be completed in late 2021. The Villawood local supply, will be comprised of supermarkets, cafes, restaurants, bars and high street retailers. The site which is located on the immediate fringe of the centre presents as a fantastic opportunity to provide further high-density housing delivered in a timely fashion and set amongst a garden and public recreation setting.

The consolidated site is unique, by virtue of its proximity to the Villawood Town Centre, and as a large unconstrained land holding, hopefully to be in single ownership, is readily available for redevelopment, within an established local centre, high density residential environment. There is currently an undersupply of retail and commercial space within the town centre. Villawood residential population is predicted to escalate to 25,290 by 2036, considering the uplift in future population density, the commercial net lettable area in Villawood would be required to keep up with demand.

Growth needed for retail and commercial space is 11,200m² by 2036. This ensures future residential population do not need to unnecessarily travel further to access essential goods and services. Lessening the distance an individual, couple or family must travel or commute also in turn has a myriad of positive effects. Both the health and wellbeing (time spent with family, friends and enjoying extra-curricular activities, enjoying local parks, and spending money within the local economy needed post COVID to continue to sustain small business) and the environment (less emissions from non-wind or solar powered vehicular travel) benefit. By 2036, the commercial centre will be in deficit by up to 4000m². The subject site has the capacity to support a supermarket offering along with speciality shops that future residents needs can be met within walking distance.

Fairfield City had a population of 205,700 people in the 2016 Census, an increase of approx. 9,200 people in the five years since 2011. The ABS Estimated Resident Population for 2019 is 211,695 and increase of approx. 6,000 people since 2016. Detailed information on population change in Fairfield City is available through the Fairfield City Profile page on Council's website (<https://www.fairfieldcity.nsw.gov.au/Your-Council/Fairfield-City-Profile>).

Villawood's population age structure is relatively like that of Greater Sydney, though it differs in the following ways:

- Villawood has significantly more 5–24-year-old residents as a proportion of its total population than Greater Sydney (approximately 28.4% of Villawood's population compared to 25.3% of Greater Sydney's population)
- There are proportionally less 30–49-year-old residents in Villawood than Greater Sydney (approximately 26.3% of Villawood's population compared to 29.2% of Greater Sydney's population)
- Villawood has a slightly larger proportion of 55-69 year old residents than Greater Sydney (approximately 16.6% of Villawood's population compared to 15.3% of Greater Sydney's population)
- There are less aged and elderly residents (aged over 70 years) in Villawood than Greater Sydney (approximately 7.8% of Villawood's population compared to 9.5% of Greater Sydney's population).

Villawood is a highly diverse place. Persons born in Australia made up a significantly smaller proportion of Villawood's population at the 2016 Census, as compared to Greater Sydney (43.5% and 57.1%). Villawood may host several significant minority populations. The largest percentage share of non-Australian born Greater Sydney residents was that of Chinese-born Greater Sydney residents, constituting just under 5% of the total recorded population in 2016. Conversely, Vietnamese and Lebanese-born residents of Villawood comprised over a fifth of that area's population in 2016. Other significant (over 1% of the total population) non-Australian born populations in Villawood include residents born in China, New Zealand, Iraq, Fiji, and Afghanistan. In addition to a significant portion of its residents being born overseas, Villawood is also home to a significant degree of language diversity. According to Hill, only 26% of Villawood residents reported that they only spoke English at home, far less than the figures for Greater Sydney, NSW, or Australia (58.4%, 68.5%, and 72.7% respectively).

By providing greater housing choice for the community, we can meet the housing needs of increasingly diverse residents and families (such as young families, new arrivals, and older people) throughout their lives. The type of dwelling is an important feature in ensuring that current and future households have the most suitable accommodation. A greater concentration of higher density dwellings is likely to attract more young adults and smaller households, often renting. Larger, detached, or separate dwellings are more likely to attract families and prospective families.

Housing diversity also encourages active lifestyles, increases the number of people living and working close to jobs, increases services and amenities, as well as manages greenfield growth pressures.

The demographic is shifting due to affordable options for housing otherwise out of reach for residents in the inner west, southern Sydney suburbs. Apartments are affordable and there is connectivity to the city CBD for work, with trains, buses, and road upgrades. The NSW government has also announced a \$112 million project for Villawood approximately 8km from Parramatta, Liverpool, and Bankstown to revitalize a vacant 15,200m² site which is close to local shops, the train station, buses and two local schools.

This new development (400 new homes) includes 55 social (affordable) dwellings, a supermarket and community spaces. Since December 2020, residential uplift, and rezoning of areas in Fairfield LGA, including Villawood have increased residential density around the Villawood Town Centre and north of the railway line, with new planning controls allowing residential apartments. The positive benefits are already evident.

The Metropolitan Plan for Sydney 2036 requires that suitable urban structure for housing should include a radius of approximately 400 metres to 1 kilometre when considering local scale. The site ticks all the characteristics of a suitable location for a higher density housing environment, including proximity to the Villawood Town Centre and immediate access to a high frequency public transport service within a 300 metre distance.

The “Centres Policy” is a major focus of the former 2005 Metropolitan Strategy and suggested that the appropriate location for urban consolidation is within well connected town centres, with good access to employment, transport, retail, health, leisure, and cultural facilities and encouraged a trend towards the creation of mixed-use walkable town centres, incorporating higher density housing. Additionally, locating services within walking distance of residential areas has the potential to reduce daily trip numbers.

This objective reflects the Transit Oriented Development approach, which encompasses the features of a mixed-use town centre with proximity to major public transport links. The subsequent Subregional Strategies provided one quantitative stipulation for the location of higher density housing which is situated near public transport nodes and defined as 800 metres from a rail station 400 metres from a high frequency bus service in the morning peak.

It is noted that there are six (6) train stations located in the eastern area of Fairfield City, Fairfield, Cabramatta, Canley Vale, Fairfield, and Yennora. These stations are serviced by the T5 and T2 links between the Sydney CBD and Liverpool and Parramatta centres, while Carramar and Villawood Stations are located on the T3 Liverpool line, with less frequent services to Liverpool, Bankstown, and the Sydney CBD. Rail patronage from Transport for NSW indicates that Villawood, Cabramatta, and Fairfield are some of the busiest stations on the Sydney network.

This Planning Proposal presents a unique opportunity to provide housing near the Villawood Town centre, with the site being ideally located within walking distance from all the facilities this centre has to offer.

The requirements outlined in Objective 10 of the A Metropolis of Three Cities that include:

- Creating capacity for more housing in the right locations.
- Supporting planning and delivery of growth areas and planned precincts.
- Supporting investigation of opportunities for alignment with investment in regional and district infrastructure.
- Supporting the role of centres.

The need for housing is not currently being met by existing affordable housing mechanisms and is offered as a significant public benefit of the intended Planning Proposal.

There is strong strategic merit for the chosen site and the community and economic value of the proposed upgrades to the recreational land along with the provision of much needed housing in the locality is confirmed in the following local strategies and plans. The planning proposal aligns with the NSW strategic planning framework and strategic merit is achieved as all relevant principles, objectives and actions of the relevant strategic plans are achieved as discussed below.

The Planning Proposal is consistent with A Metropolis of Three Cities – The Greater Sydney Region Plan and the District Plan. In particular, the Planning Proposal seeks to provide shop top / high density residential flat building development in an area serviced by the existing Villawood town centre with area to opportunities for employment and recreation, greenspaces and with, access to cultural facilities and public transport services.

The Planning Proposal has considered the Local Strategic Planning Statement (LSPS) and Fairfield Local Housing Strategy 2022 and link between the Greater Sydney Metropolitan Plan and Western City District Plan with Council’s planning for amendments to the LEP which will be based upon the strategies, principles and directions set out in the LSPS. Of importance, the proposal is also generally consistent with the Section 9.1 Directions and SEPPs.

As mentioned above the site enjoys proximity to the Villawood town centre and within 300 metres of a bus route with frequent services to the western and eastern cities. The principal of building high density and shop top housing close to transit nodes and local centres is accepted as delivering environmental benefits.

The site also has the benefits of being immediately adjacent to public and communal open space and recreation areas, which as part of the proposal will be upgraded and embellished to connect to the existing and growing parkland vision desired by Council. By establishing housing near transport and employment there is also an inverse benefit associated with providing a genuine alternative to the private car, thereby reducing the number of journeys made by private vehicle and thus reducing vehicle emissions. The provision of an improved range of services, the provision of a mix of uses on the site would also support a reduction in vehicle emissions and improve transport safety.

This planning proposal provides a pragmatic approach to urban growth by ensuring a sustainable, compact, and connected community which will ensure urban growth will occur in a logical, economical, and ordered sequence. Compact residential settlements with higher densities have a range of benefits. With more people living in the same area, infrastructure can be used more efficiently, costs are reduced and the viability of other urban services such as public transports are supported.

The proposal is accompanied by a Traffic and Parking Impact Assessment prepared by Genesis in support of this proposal. The assessment includes an analysis of the existing road network and the performance of the surrounding intersections both in the current circumstance and post development. The assessment concludes that the proposal is suitable for the site and will not impact upon surrounding street network and general traffic operations. The residential and commercial/retail car parking area will be separated, with the residential access located at Hilwa Street (a local street) and the commercial access located at Howatt Street (a town centre access road).

A loading area will be provided on the site on the ground level accessed via Howatt Street. The loading area will accommodate up to a 12.5m Heavy Rigid Vehicle (HRV). Garbage collection for the commercial development will also occur at the proposed loading bay by a private waste contractor. The largest nominated waste collection vehicle is a 10.5m HRV. The proposed loading dock will be subject to a detailed design review to ensure compliance with the relevant AS2890.2 criteria in the subsequent Traffic and Parking Impact Assessment which concludes that:

- *The site benefits from good accessibility to local transport services and connectivity to the Villawood Town Centre*
- *The existing intersections in the vicinity of the site have been shown to operate with adequate levels of service and minimal delays*
- *The envisaged parking provision will be consistent with the SEPP 65 and DCP criteria*

- *The projected traffic generation outcome will be some 138 vtpd each way during the busiest PM peak*
- *The existing road network will remain within capacity following the development, although the Woodville Road/ Villawood Road intersection will operate near capacity during the busier PM peak*
- *It is recommended that the existing bus-only right turn bay from Woodville Road to Howatt Street be modified to permit all vehicles to turn right*
- *The proposed site access arrangement represents an outcome that complies with the TfNSW's planning principles and preservation of residential amenities at Hilwa Street*
- *The proposed access design, internal circulation and service arrangement will have regard for the relevant AS2890 design requirements.*

Of note, Council's approved retail parking rate for the adjoining No. 1 Villawood Place and No. 47 Pedestrian Plaza is 1 space per 40m². On the basis that the applicable retail GFA is 2342m², the provision would amount to 59 spaces. The total car parking requirement associated with the Planning Proposal amounts to 192 spaces, of which 133 are for residential and its associated visitors and 59 spaces for the retail components. It is proposed to provide 192 parking spaces in the basement to comply with the required criteria. The car park will accommodate the necessary quantum of bicycle storage in accordance with DCP objectives and numerical requirements

The RMS Guide to Traffic Generating Development (RMSGTGD) reveals a peak hour traffic generation rate for a single dwelling of 0.88 vehicle trips per hour (vtpd). Therefore, the two dwellings currently on the site would generate up to 2 vtpd. The existing commercial premises on the site is approximately 800m² in GFA. The RMSGTGD provides a rate of 2 vtpd per 100m² GFA. On this basis, the existing uses would generate some 16 vtpd. The total existing traffic generation outcome is assessed to be approximately 18 vtpd. Having regard to the above, the net traffic generation outcome is 5 (in) and 17 (out) at AM and 138 (both in and out) at PM peak times.

SIDRA assessment was undertaken to quantify the development's PM peak traffic impact (worst case scenario) on the existing road network. The assessment found the intersection of Woodville Road and Villawood Road to downgrade from LOS D to LOS E when the development is realised. At that stage, while it remains satisfactory, it is noted that the intersection will be operating near capacity. It is recommended that a further precinct-wide traffic study be undertaken to identify the constraints and opportunities. Other intersections in the road network will continue to operate with ample spare capacity.

The Genesis Traffic and Parking Impact Assessment report concludes that the detail nature of the access driveways in respect to their geometry and design will be the subject of a later stage assessment. The car park layout has regard to the relevant AS2890.1 and AS2890.2 principles, particularly in relation to:

- Car park geometry
- Driveway width
- Ramp grades and transitions
- Headroom
- Turning provision

A detailed review of the car park will be undertaken during the DA stage assessment.

In summary, the proposed arrangement will involve a commercial access driveway (to AS2890.2 requirements) at Howatt Street and a residential access driveway (to AS2890.1 requirements) at Hilwa Street. Notwithstanding this, the assessment has established that:

- *The site is benefitted by good accessibility to local transport services and connectivity to the Villawood Town Centre.*
- *The existing intersections in the vicinity of the site have been shown to be operating with adequate levels of service and minimal delays.*
- *The envisaged parking provision will be consistent with the SEPP 65 and DCP criteria.*

- The projected traffic generation outcome will be some 138 vtpm each way during the busiest PM peak.
- The existing road network will remain within capacity following the development although the Woodville Road/ Villawood Road intersection will be operating near capacity during the busiest PM peak.
- It is recommended that the existing bus-only right turn bay from Woodville Road to Howatt Street be modified to permit all vehicles to turn right.
- The proposed access design, internal circulation and service arrangement will have regard for the relevant AS2890 design requirements.

This Planning Proposal will guide orderly, economic, and efficient redevelopment of the site to:

- Contribute to the LSPS supply of zoned land for future residential development.
- Identify development opportunities within a suitable Villawood Town Centre.
- Considered the yield of dwellings as a commitment to maintaining a supply of land for residential development and affordable rental accommodation in proximity to immediate services and commercial offerings at the podium level below, green spaces and parkland on the doorstep as well as transport within a suitable distance.
- Bring back into balance the significant undersupply (although rapidly growing due to demand in the LGA) of higher density and shop top housing that currently does not exist in the area. The demand as demonstrated in this report is undisputable.

The proposal will deliver a quantum of public benefits, additional housing and construction jobs within an ideal location and very close proximity to excellent infrastructure in terms of transport, open space, community facilities and schools. The proposal is considered appropriate given its outcome in integrating with the surrounding existing and future context.

The proposal aligns with the surrounding context with associated controls that support delivery of the intended built form to assist in achieving the Fairfield LGA and Villawood Town Centre housing targets. The site currently has an especially poor relationship with its context and having regard to fact and the strategic significance of the site, it has a unique capacity to achieve a transformational change for high quality shop top housing within a connected and activate green environment consistent with its evolving surrounds.

Fairfield City Plan (2016-2026)

At the time the Residential Strategy was being prepared, the 2016-2026 Fairfield City Plan (City Plan) was in the process of being updated to address community feedback in relation to future strategies and priorities for the City. The City Plan outlines the community's vision and its priorities, goals, and strategies over the next ten years. The Delivery Program is Council's response to the City Plan and outlines what Council has committed to deliver during its term of office over the next four years, with an Operational Plan developed for each year.

The alignment between the Fairfield City Plan (10 year), Delivery Program (4 year) and the Operational Plan (1 year) is formed through the following five themes: Theme 1 - Community Wellbeing, Theme 2 - Places and Infrastructure, Theme 3 - Environmental Sustainability, Theme 4 - Local Economy and Employment, and Theme 5 - Good Governance and Leadership.

During community engagement in 2016, the community was asked where they want to be in 10 years' time and how this can be achieved. As a result, a top ten (10) priorities list was identified using the theme areas above, which includes Priority 8 – Affordable Housing. The preparation of a Residential Development Strategy (referred to as the Fairfield Local Housing Strategy) and the review of the residential provisions in the Fairfield Local Environmental Plan 2013 was identified to meet the needs of Priority 8 – Affordable Housing. It was developed as a project to commence in 2017/18 and was linked to the City Plan goal of providing "an accessible and liveable city", while achieving the outcome of "high quality development that meets the community's needs". It was then incorporated in 2018/19 into the Fairfield Local Housing Strategy 2022 project as part of the Accelerated Local Environmental Plan Review Program.

Fairfield City Settlement Action Plan 2017-2019

The Fairfield City Settlement Action Plan 2017–2019 advocates for adequate resource allocation and innovative approaches to improve accessibility to short and long term housing options for humanitarian entrants, refugees, people seeking asylum and other vulnerable migrant groups.

Fairfield Residential Development Strategy (2009)

The Fairfield Residential Development Strategy 2009 (RDS) established a framework to accommodate an additional 14,400 dwellings east of the Cumberland Highway by 2031, which represented 60% of Council's required dwelling target as identified under the West Central Sub-Regional Strategy ("WCSRS"). The remaining 40% will likely be accommodated in the western half of the City following implementation of the two primary stages (discussed further below) associated with the RDS 2009. The Fairfield RDS was accompanied by Fairfield RDS Background Reports (March 2009) and Fairfield RDS Consultation Minutes (March 2009).

The Fairfield RDS 2009 adopted a centres and corridors based planning approach which encourages future development on existing centres and corridors where there exists a high level of service provision and the focus of the public transport network. The Sustainable Development Framework within the Fairfield RDS included four (4) key elements:

- Centres Hierarchy which identified the six types of centres within Fairfield City and allocated existing centres to their size, retail catchment and function.
- Sustainability Matrix which establishes a standard level of services and facilities for centres, based on their designation within the Centres Hierarchy.
- Sustainability Elements builds upon the research in the Housing Analysis and Urban Issues Analysis to develop a list of key strategies and actions to meet the standards in the Sustainability Matrix.
- Urban Renewal Master Plans guide the long-term regeneration and growth of existing centres by integrating the existing planning strategies for each centre into a consolidated document, develop a single vision for each centre and to integrate a range of local, state and federal initiatives and programs for the centre.

As part of the RDS 2009, initial structure planning and analysis of dwelling capacity was undertaken for six (6) key centres in the eastern area of Fairfield City including: Fairfield, Cabramatta, Canley Vale, Canley Heights, Fairfield Heights, and Villawood, which identified a capacity to provide an additional 14,400 dwellings within the centre catchments. The structure planning allowed for 42% of dwellings within the eastern centre catchments to be medium density and 44% high density. The implementation of the RDS 2009 recommended that the increase in residential density around the town centres and key strategic transport corridors be implemented in two stages:

- Stage 1: May 2013 under implementation of the Fairfield Local Environmental Plan 2013 land in Canley Heights was up zoned from medium to high density residential, and land in Fairfield East and Villawood from low density residential.
- Stage 2: Planning Proposal to amend the Fairfield LEP 2013 in relation to increasing residential density in proximity to a town centre in the eastern part of the City was given Gateway Determination on 7 February 2016 (refer summary below).

The Fairfield RDS 2009 also recognised that the potential for housing growth should be equitably distributed across Fairfield City and that there is a need to improve housing mix and choice in the western half of Fairfield City; noting that detailed structure planning should be undertaken in the western centres to determine the location and capacity for 9,600 additional dwellings. While the Fairfield RDS Stage 1 sought to focus development adjoining centres in the eastern parts of the City, it also acknowledged some development would occur outside these catchments. In this respect, under implementation of the Fairfield LEP 2013 two important strategies were implemented to promote housing diversity and guide development outside the centres and their catchments to permit dual occupancy development within identified areas in proximity to centre catchments, and development of higher dwellings and 'triplex' developments on the existing 'narrow' lots.

The implementation of the RDS 2009 recommended the increase in residential density around the town centres and key strategic transport corridors and is currently being implemented under a planning proposal (known as the Residential Development Strategy East) relating to the following residential precincts in the eastern part of the City: Fairfield (North) and Fairfield (South) Precincts, Fairfield Heights Precinct, Fairfield East (West) Precinct, and Fairfield East and Villawood North and South Precinct which is where the subject is located.

Following resolution of traffic planning issues with Transport for NSW and investigation into flooding issues, the Planning Proposal associated with RDS East was placed on public exhibition in July/August 2020 and includes the proposed rezoning of land (currently utilised for residential purposes) for public recreation purposes (i.e. RE1 Public Recreation). The rezoning of land for new open

space areas (approximately 33,000m² in total area) is aimed at meeting passive/active recreation needs of increased population levels associated with the RDS East Planning Proposal, as well addressing stormwater detention issues attributable to increased impervious areas arising from future housing development.

In parallel to the Phase 2 implementation of RDS East 2009 (above), Council prepared urban design studies (UDS) for the Fairfield City Centre (13 key sites over 2,500m²), Fairfield Heights Town Centre and Villawood Town Centre and adjoining of vacant land in Zone R4 High Density Residential land in the ownership of NSW and Housing Corporation. The urban design studies were adopted by Council on 27 March 2018.

This Planning Proposal is consistent with the overarching strategic framework, priorities, and requirements of the LSPS and Local Housing Strategy.

As mentioned above the site enjoys proximity to Villawood Town Centre being within 300 metres of a bus route with frequent services. The principal of building higher density housing close to transit nodes and local centres is accepted as delivering environmental benefits. These benefits are associated with providing a genuine alternative to the private car, thereby reducing the number of journeys made by private vehicle and thus reducing vehicle emissions. The provision of an improved range of services, the provision of a mix of uses on the site would also support a reduction in vehicle emissions and improve transport safety.

The proposal provides a pragmatic approach to urban growth by ensuring a sustainable, compact, and connected community which will ensure urban growth will occur in a logical, economical, and ordered sequence. Compact residential settlements with higher densities have a range of benefits. With more people living in the same area, infrastructure can be used more efficiently, costs are reduced and the viability of other urban services such as public transport are supported.

The Traffic and Parking Impact Assessment includes an analysis of the existing road network and the performance of the surrounding intersections both in the current circumstance and post development. The assessment concludes that the proposal is suitable for the site and will not impact upon surrounding street network.

This Planning Proposal will guide orderly, economic, and efficient redevelopment of the site to:

- Contribute to the LSPS supply of zoned land for future residential development.
- Identify development opportunities within a suitable Villawood Town Centre.
- Considered the yield of dwellings as a commitment to maintaining a supply of land for residential development.
- Bring back into balance the significant undersupply of affordable housing that currently exists by allowing for additional shop top housing.

The proposal will deliver a quantum of public benefits, additional housing and construction jobs within an ideal location and very close proximity to excellent infrastructure in terms of transport, open space, community facilities and schools. The proposal is considered appropriate given its outcome in integrating with the surrounding existing and future context.

The proposal aligns with the surrounding context with associated controls that support delivery of the intended built form to assist in achieving the Fairfield housing targets. The site currently has an especially poor relationship with its context and having regard to fact and the strategic significance of the site, it has a unique capacity to achieve a transformational change for affordable shop top and high-density housing options in a development consistent with its surrounds.

The Planning Proposal satisfies the Strategic Merit Test as outlined in the Department of Planning, Industry and Environment's (DPIE) publication, Local Environmental Plan Making Guidelines. The site is of such a large size and magnitude that it is strategically significant within the context of Villawood Town Centre and the broader local government area, such that consideration of a Planning Proposal for the site in the absence of a strategic study is warranted.

Site-Specific Merit

The concept design of the development shows that the site will result in a suitable residential lifestyle choice (affordable and high-density apartment living, conveniently located above retail services). The development can accommodate good internal pedestrian connectivity, landscaped open spaces and protection of solar access to both future residents and existing neighbouring properties. This is supported by the 2014 Heart Foundation publication Does Density Matter? This report illustrates how higher density neighbourhoods can contribute to better physical activity outcomes, particularly walking, through increased amenity and appropriate location. Increasing walking by less driving is a cost effective, equitable and sustainable way to increase population levels of physical activity.

The planning and development of urban environments should enable people to make healthy lifestyle choices and incorporate incidental physical activity into their daily routine. The NSW Government Architect's draft guideline for open space provision Greener Places, specifies that at a district level there should be active recreation spaces within a local walking catchment, the proposal will contribute to improving the existing as well future open space and recreation areas on and around the site.

The concept accompanying this Planning Proposal will be supported by an Economic Impact Assessment and Social Impact Assessment.

Site specific DCP amendments would include (but not be limited to) the following provisions:

- Building footprints, heights and FSR reflective of those proposed under the planning proposal
- Specific design arrangements including through-site links, public open space elements, market square access and management, ground level activation, arrangement of podium height and upper-level setbacks etc.
- Indicative vehicular access and parking arrangements including loading facilities
- Measures to minimise potential for crime particularly in the proposed retail neighbourhood square component with pedestrian through site links and activated frontages
- Requirements to minimise the potential impact of the development on adjoining land.

Site-specific DCP amendments will be prepared by Council for endorsement and to ensure formal public exhibition in conjunction with the planning proposal. The environmental, social, and economic benefits of the proposal along with any mitigation measures show that the proposal is suitable for the site and the site is (or can be made) suitable for the resultant development.

The proposal gives regard to and assesses impacts to the natural environment on the site to which the proposal relates and other affected land (including known significant environmental areas, resources or hazards), gives regard to and assess impacts to existing uses, approved uses, and likely future uses of land in the vicinity of the land to which the proposal relates; and gives regard to and assess impacts to services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision. Future residents will enjoy the communal site amenities and common open space areas which will be designed with incredibly high-quality finishes in a complementary fashion to the overall character to suit the architectural language of the future development, and emerging locality character.

Character compatibility (scale and density in the context of the surrounding area) has been acknowledged by Tony Owen in the production of the thoughtful and well resolved development concept design. How the bulk and scale (expressed by height, floor space ratio and setbacks) of the proposal relate to what is permissible on surrounding sites is considered compatible. Large, landscaped setbacks with deep soil and the lack of adverse environmental impacts will ensure that the built form of development, and its curtilage and gardens, will not be seen as unfamiliar within its setting.

The proposal will amend the minimum site area map (Sheet 021) to enable a development of an appropriate height of 27 metres which is considered suitable and will be of a compatible character and will fit into the streetscapes with the scale visually broken up into a clear and distinct building module. Furthermore, to complement this amendment the request seeks to amend the LEP Zoning Map to B2 Local Centre and Height of Buildings Map to allow for a 27 metre control across the whole of the site.

The future development will incorporate new materials and forms will be introduced, this is achieved with sensitivity to the existing forms and materials of the neighbouring buildings. Subsequently, the proposed future building will be capable of existing together in harmony with their urban context and will demonstrate a compatible character rather than mimic the same development which would or could otherwise sit immediately adjacent on all frontages.

Tony Owen Partners has undertaken a comprehensive site analysis of the existing context which has contributed to the production of final development concept which will enable the production of plans of architectural expression and character for the development. The development will be visually compatible with its context and respond to the essential elements that make up the character of the surrounding environment/urban character (the relationship of built form to surrounding space, a relationship that is created by building height, setbacks, and landscaping).

Landscaping is a highly important contributor to urban character, which has been integrated in the production of the architectural response to the site. The planning proposal to amend the LEP will achieve a development that will be further dominated by a highly landscaped setting with mature canopy trees and dense greenery to assist with defining the character. It is considered that the development's character will satisfy Council's high-quality expectations for the site, and the proposed development is consistent with the R4 High Density Zone objectives and will support the housing targets of the Fairfield Local Government Area and Villawood Town centre.

The development concept accompanying the planning proposal is considered acceptable, gives respect the contextual character and in this circumstance given that the site is constrained by the controls, by providing large deep soil setbacks to all the site frontages, the resultant bulk and scale of the built form is suitable, will establish design excellence, and the amenity of the surrounding development will not be compromised.

Based on the context and urban design analysis undertaken, this report concludes that a residential high density shop top development, and in a configuration consistent with the indicative design contained within, will provide the following:

- A development which suits the needs of the evolving Villawood Town centre area as it matures with a greater concentration of housing, services, retail, recreational and cultural facilities.
- Future new housing stock in a location consistent with the Local Strategic Planning Statement (LSPS) and Local Housing Strategy.
- A development which will not have adverse impacts on the local biodiversity, ecology, and adjacent neighbours of the area.
- A development which will improve the deep soil landscape of the land affected by the proposal.
- A development which will establish an enhanced landscaped garden setting and streetscape.
- A development which will be complimentary to the streetscape and enhance the locality.
- A development which will enable residents to maintain its visual presence of the public realm.
- A development which will provide new residences which enjoy a high amenity position and layout which optimises views, accessibility, daylight, privacy and landscape In order for development consistent with the indicative design to occur, changes to the LEP and DCP will be required including:
 - Amend the Minimum Site Area Map to achieve a maximum building height of 27 metres across the consolidated site: Amend the Fairfield LEP 2013 Minimum Site Area Town Centre Precinct Map (Sheet 021) to identify part of the site as "Area W" when applying the minimum site area across the site as 4000m², and, to identify part of the site as "Area O" when applying the minimum site area of part of the site as 1300m²
 - Amend the Zoning Map to B2 Local Centre
 - Amend the FSR Map to allow for no prescribed floor space ration (FSR) control across the whole site
 - Amend the Height of Buildings Map to allow for a 27 metre control across the whole of the site
 - Amend the Land Acquisition Map
 - Council will prepare a site specific set of DCP provisions to address the proposal.

In conclusion, this study supports the Planning Proposal seeking to make such changes to the Fairfield LEP. In general, the Planning Proposal's impacts on the natural and built environments, and the amenity of adjoining properties will be maintained within acceptable levels. The proposal comfortably justifies the need for the rezoning the land, most importantly to provide housing consistent with the targets of the Fairfield LGA and consistent with the LSPS as well as broader strategic planning for the Western City District. Site-specific merit is further demonstrated within in the responses below.

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

The Planning Proposal is the best means of achieving the objectives and intended outcomes for the site in a manner which will provide an appropriate model for the growth which also includes a significant public benefit.

The Planning Proposal is the best means of achieving the objectives and intended outcomes outlined in Part 2, including facilitating the provision of new residential accommodation above retail facilities, ensuring the development responds to its context, limits impacts on adjacent sites, and limits impacts on the existing natural environment.

The Planning Proposal seeks to capitalise on the opportunities available for the site to achieve a placemaking outcome and transformational change for Villawood. There is a current opportunity to allow for the appropriate redevelopment of a large land holding which is ideally located being very close to services, amenities, public transport. The proposal will support the values and lifestyle of existing and future residents.

The consequence of the Planning Proposal not proceeding is that the current site remains in its current state with a continued poor interface with its context, no additional community benefits, no improvement to the local road network, no additional jobs created both during construction and in operation, no flow on effects for the local economy, and no additional housing in an ideal location. The potential for the site to achieve many greater beneficial outcomes and significant public benefit as well as its capacity to contribute towards the revitalisation of Villawood with housing in an appropriate location will be achieved by this Planning Proposal which is therefore the best means for achieving the objectives plus intended outcomes.

The proposed development will provide for local housing needs and assist in achieving Fairfield housing targets set out in the GSRP and District Plan. This will ensure residential floor space is affordable as apartment living is more accessible than detached housing this is consistent with NSW policy for urban renewal projects. Additional relevant planning controls including floor space ratio and building heights are to be applied to the site alongside the potential for site-specific development control plan amendments.

The site-specific controls have been prepared to form an amendment to the Development Control Plan (DCP). The controls will guide the future redevelopment of the site for housing. The development controls are generous and will ensure a high-quality urban design outcome and a superior built form within a landscaped setting.

The intended vision is to redevelop to the site to achieve a vibrant mixed use community precinct which activates all street edges and creates a central common open space as the heart of the site which will create a focal point and a gathering space for residents of the community. The distribution of form across the site is intended to respect the existing character and scale of the local context surrounding the site.

Setbacks and landscaping will provide for optimal privacy and amenity with basement parking with good solar access and cross ventilation with compliant separation and private open space areas. Landscaping the site will establish a garden setting and will also provide a significant public benefit by transforming the site into a revitalised and activated high density residential environment with communal public open space areas. Importantly, passive surveillance within the site and public surrounds will also be improved, consistent with Crime Prevention Through Environmental Design principles.

Amendments to the DCP would be exhibited concurrently with any Planning Proposal and would assist in securing a development that is compatible with adjacent built forms, prescribing building envelope controls and publicly accessible communal open space provisions, providing greater certainty in the built form outcome.

The proposed approach is the best, most efficient and most time-effective approach to delivering the desired outcome and includes site-specific DCP amendments.

This additional building height cannot be achieved using Clause 4.6 – Exceptions to Development Standards. Instead, the maximum building height applying to the site for the development requires the minimum site area map to be amended.

Detailed urban design analysis indicates the site can accommodate the indicative-built form and building height as per the proposed building envelope without unacceptable impacts to surrounding properties and the natural environment.

Section B – Relationship to Strategic Planning Framework

3. Will the planning proposal give effect to the objectives and actions of the applicable regional or district plan or strategy (including any exhibited draft plans or strategies)?

The Planning Proposal is considered consistent with the objectives and actions of the applicable strategic planning framework.

The planning proposal addresses the assessment criteria for strategic merit:

- The proposal gives effect to the relevant regional plan outside of the Greater Sydney Regional, the relevant Western City District Plan within the Greater Sydney Region, and/or corridor/precinct plans applying to the site. This includes any draft regional, district or corridor/precinct plans released for public comment or a place strategy for a strategic precinct including any draft place strategy.
- The proposal demonstrates consistency with the LSPS.

The proposal is responsive to the Greater Sydney Region Plan – A Metropolis of Three Cities – March 2018 and Western City District Plan.

Greater Sydney Region Plan – A Metropolis of Three Cities

In March 2018, the State Government released The Greater Sydney Region Plan, A Metropolis of Three Cities. The Plan covers five broad areas being:

- *Infrastructure and collaboration*
- *Liveability*
- *Productivity*
- *Sustainability*
- *Implementation*

The Plan includes a series of ten directions with numerous Objectives linked to each Direction. The planning proposal is consistent with several the Directions and Objectives contained within the Greater Sydney Region Plan - A Metropolis of Three Cities as discussed in detail below. The Plan is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services, and great places.

The plan divides the Greater Sydney Region into three Cities:

- The Western Parkland City
- The Central River City
- The Eastern Harbour City

Fairfield City is located within the Western Parkland City.

The intent of the Region Plan is to provide housing and employment targets for new subregions and strategic centres within metropolitan Sydney. A core intention being to give people more housing choice and establish more jobs closer to where people live, to develop a more accessible and walkable city and create conditions for a stronger economy: a city where most residents live within 30 minutes of their jobs, education and health facilities, services, and great places. The plan contains 10 strategic directions which establish the aspirations for the region over the next 40 years. Each direction is translated into objectives, with Objectives 10 and 11 being particularly relevant to housing supply, diversity, and affordability.

The Plan informs district and local plans and the assessment of planning proposals; assists infrastructure agencies to plan and deliver for growth and change and to align their infrastructure plans to place-based outcomes; and informs the private sector and the wider community of the growth management and infrastructure investment intentions of government. An address of the relevant directions and objectives applicable to the Planning Proposal are set out below.

Direction – A City Supported by Infrastructure

Objective 2 – Infrastructure Aligns with Forecast Growth

The planning proposal considers the need to align growth with infrastructure and considers the capacity of existing infrastructure. The proposal is focussed on that part of the Villawood Town Centre where existing road infrastructure can cope with the increase in population and existing public transport infrastructure can be utilised.

Objective 4 – Infrastructure Use is Optimised

The proposal will maximise the use of existing infrastructure in particular public transport and local community facilities and education services. An outcome of the proposal will be that locals will use more public transport given its affordability and very close proximity to the site (300 metres).

Direction – A City for People

Objective 6 – Services and Infrastructure Meet Communities Changing Needs

The proposal aims to co-locate increased housing supply within proximity to schools, health services, a library, community and cultural facilities, parks and recreation facilities. The addition of a public communal open green spaces will aim to improve liveability and foster an urban form and land use mix which provides a greater diversity of uses and users.

The Planning Proposal will enable the provision of additional housing in an area serviced by existing infrastructure and services. In an area traditionally occupied by detached dwellings, the provision of apartment style dwellings will increase housing diversity and choice in the area and may provide opportunities for those already in the locality looking to downsize or those looking to enter the local market. Opportunities for housing investment and potential for additional rental stock may also be realised.

Objective 7: Communities are healthy, resilient and socially connected

It is recommended that a Green Travel Plan (GTP) will be prepared at development application stage to identify the measures to prioritise opportunities for people to walk, cycle and use public transport. The GTP developed a package of site-specific measures to promote and maximise the use of sustainable travel modes including walking, cycling, and train and bus services.

Road access to the site would be off Woodville Road, at the southwestern corner of the site, where access to underground parking within the site would be provided. Pedestrian access to the site would be provided from Woodville Road in the east and Howatt Street in the north. The site is located between two important transport corridors, NSW's Main South railway line and the Hume Highway. Villawood Station, located 300 metres north of the site, provides access to Greater Sydney's railway network, and bus stops are located less than 100 metres from the site boundary.

From 2024, train services from Villawood will be changing to enable the conversion of a large part of the T3 Bankstown Line to the M1 Metro Line. This change will see the replacement of direct services to Bankstown (as well as services to the City via Bankstown) with direct services to the City via Lidcombe and the Inner West. This would have the effect of reducing travel times to Central and Lidcombe while increasing travel times to Bankstown.

Road access around the site is provided by the key arterial road adjacent to the site, Woodville Road. This provides north-south access between the Hume Highway (south of Villawood) and the M4 Western Motorway and A44 Great Western Highway, near Parramatta. Nearby links to these major roads provide the site with good access to the wider NSW road network. The site is poorly serviced by “active” transport, with no designated, off-road cycleways within 800 metres of the site. However, the Parramatta to Liverpool Railside Trail is a short cycling distance from the site, with its nearest point located approximately 2.2 kilometres to the west (ten minutes via bicycle). This route provides relatively direct access between Liverpool and Parramatta. Utilising the Railside Trail to access Parramatta or Liverpool from the site would take roughly 40 minutes via bicycle

Six main strategies and the actions required maximum “active transport”:

1. Travel planning and demand management: car sharing, travel plans and flexible working hours
2. Promoting public transport and car share: travel pass loan schemes, discount opal, public transport and car share for business travel
3. Promoting cycling: bicycle fleets, providing/maintaining end of journey facilities, promote bicycle user groups, promote bicycle initiatives, provide bicycle training
4. Promoting walking: develop pedestrian network, providing end of journey facilities
5. Restraining parking: reduce residential parking rates, site co-sharing parking, transport access guide
6. Influencing travel behaviour: Provision of sustainable travel packs to residents, promoting tree travel, transport access guide

In response the above, the Tony Owen indicative design and associated amendments to the LEP have responded to the sites immediate context by restricting building height, establishing setbacks, and encouraging landscaping. This will control future development to be at a human scale, contributing to a walkable neighbourhood. Active transport has been a consideration.

Objective 8: Greater Sydney’s communities are culturally rich with diverse neighbourhoods

Provision of new residential accommodation in the form of an appropriate density development on the site contributes to the diversity of the local neighbourhood.

Direction – Housing the City

Objective 10 – Greater Housing Supply

The Western City District Plan outlines the criteria for creating housing capacity in the right locations. The proposal meets a number of the stated criteria including an urban renewal opportunity which aligns with district and regional infrastructure with excellent accessibility to services, transport and jobs.

Providing ongoing housing supply and a range of housing types in the right locations will create more liveable neighbourhoods and support Greater Sydney’s growing population. The NSW Government has identified that 725,000 additional homes will be needed by 2036 to meet demand based on current population projections. The Greater Sydney Region Plan identifies those opportunities for urban renewal need to be considered by location and by capacity of existing and proposed infrastructure. Councils are to identify specific attributes that make local areas suitable for housing supply. These attributes include proximity to transport interchanges and strategic and local centres (especially those with a supermarket) that can support walkable neighbourhoods with access to jobs, schools and open space and opportunities to optimise existing infrastructure.

The Planning Proposal provides opportunity to provide additional dwellings within the Western City District to contribute to the initial 5 year target set to 2025 in a location serviced by an existing local centre and by existing transport networks. The Planning Proposal will enable the provision of additional housing in an area serviced by existing infrastructure and services. In an area traditionally occupied by detached dwellings, the provision of apartment style dwellings will increase housing diversity and choice in the area and may provide opportunities for those already in the locality looking

to downsize or those looking to enter the local market. The planning proposal would have the result of increasing the supply of higher density housing in an appropriate location and assist Council in meeting its housing targets provided for the north district. It provides the opportunity for local infill development in an existing urban area with walkable access to centres, facilities and public transport achieving greater housing diversity.

- As part of the current level of supply, a range of housing types, tenures and price points will be needed to meet demand
- A range of housing types provides for the needs of the community at different stages of life and caters for diverse household types
- Planning can link the delivery of new homes in the right locations with local infrastructure
- Planning and designing for better places respects and enhances local character
- Councils are to work with the Greater Sydney Commission and State agencies to establish agreed 6–10-year housing targets for their local government area
- Councils are to identify specific attributes that make local areas suitable for housing supply beyond 10 years
- Housing strategies are to be prepared by councils for a local government area or district and be given effect through amendments to local environmental plans

Objective 11: Housing is more diverse and affordable:

The Greater Sydney Region Plan identifies that:

housing has a dual social and economic role across Greater Sydney. Communities require housing that meets changing demographic needs over time and that provides stability. At the same time, housing has an economic productivity role by providing housing choice and affordability for a cross-section of workers.

In an area traditionally occupied by detached dwellings, the provision of apartment style dwellings will increase housing diversity and choice in the area and may provide opportunities for those already in the locality looking to downsize or those looking to enter the local market. Opportunities for housing investment and potential for additional rental stock may also be realised.

- There is a strong need for a more diverse housing supply in Greater Sydney
- Housing choices, including affordable housing reduces the need for people to go into rental or social housing choices (for most not a choice but a need) and supports a pathway for people to move out of home (if living with family to save money) as they are unable to buy a stand alone dwelling with a medium price point of in NSW of currently almost \$950,000
- A diversity of housing types, sizes and price points can help improve affordability
- Increasing the supply of housing that is of universal design and adaptable to people’s changing needs as they age is also increasingly important across Greater Sydney
- This housing needs to be delivered close to public transport and centres and offer the opportunity for communal work from home spaces (which are essentially now and in future will be needed. Meriton model which intend to build all new apartment development comprising an additional office/study space)
- Foreshadows potential future innovative models to achieve more affordable homes through having smaller homes, shared facilities and having apartments and car spaces sold separately.

The Plan states that there is the need to match development with infrastructure is highlighted in the GRSC which states the following:

More housing in the right locations

Creating capacity for new housing in the right locations requires clear criteria for where capacity is to be located. Accommodating homes needs to be linked to local infrastructure – both to optimise existing infrastructure and to maximise investment in new infrastructure (p 61).

Given that Fairfield LGA is located across the Western City District, the drivers of growth and change in these areas are relevant to Fairfield’s future planning strategies. The 20-year plan informs district and local plans and the assessment of Planning Proposals and focuses on urban renewal in or near centres and with access to an established public transport network, as locating new housing here will make it easier for people to get to find employment and access services.

There is a heavy focus on delivering infrastructure within centres as these centres are typically accessible to the local community. The site is extremely well serviced by established infrastructure and amenities in terms of public transportation, open space, community facilities and schools. This existing infrastructure is clearly capable of supporting an increase in density upon the site, without imposing additional costs on Council or rate payers. To the contrary, additional development contributions will be made available, the public domain immediately in front of the site and the streetscape will be significantly improved, and the intended development of the site.

The Planning Proposal will achieve the following benefits:

- Provide additional housing to meet the growing demand of the suburb and LGA's demographic profile which is predominantly families in the form of a residential development which introduces an appropriate quantum of multi dwelling/townhouse accommodation within proximity to a local centre with extremely good access to an existing public transport service
- Activation and engagement with the street frontages and upgrades to the public domain including road calming measures
- The delivery of a significant quantum of high-quality affordable apartment style housing with communal open spaces and above local neighbourhood shops and pedestrianised activated spaces
- Embellish local open space and recreation facilities
- A development to allow for a built form arrangement that will ensure compatibility with, and limits impacts upon, the surrounding residential and urban environment
- Prepare site-specific development control plan amendments to guide the future redevelopment of the land

It is critical that consideration is given to understanding why improving public spaces, allowing higher densities of a mixed use and transit-oriented nature (as well as gentrification) have a myriad of positive benefits for community (both current and future).

With the assistance and research data of Hill PDA it is acknowledged that currently:

- The population of Villawood is projected to double over the next 20 years, and the area surrounding the site has been earmarked for more intensive residential development
- Villawood is a significantly socially disadvantaged area according to several indicators, including high unemployment, and lower than average levels of education and income
- Villawood is a highly diverse area in terms of language and place of birth
- Most of the areas near the site rank within the most socioeconomically disadvantaged parts of Australia
- Social housing is the dominant tenure type in the area, suggesting an opportunity to provide housing diversity. A large influx of new residents into an existing area with a large social housing cohort may have the potential to generate friction or division in the area
- The area around the site hosts strong crime hotspots and very high crime rates, especially for domestic assault, robbery, malicious damage to property, theft (break and enter dwelling) and theft (motor vehicle). Additionally, some crime rates have risen over the past two years. The proposal will need to respond to this context.

Household sizes or (occupancy rates) for high density dwellings in Villawood were found to be very low, compared to the average rates for the Fairfield LGA, and therefore would produce significantly lower residential population projections. This may be due to the small sample size alone, or it may be due to almost all high-density housing in Villawood being social housing. Therefore, these occupancy rates were considered unsuitable for use in projecting residential population for a market housing development.

As such, the occupancy rates for the Fairfield LGA were utilised, projecting a (rounded) total of 291 residents on site. To project social infrastructure needs generated by the proposal, a projected population projection of 291 residents has been assumed. Although the eventual profile of residents opting to live in the proposal may differ to the profile of existing study area population profile, this is considered to present a reasonable approximation of the likely future characteristics of the resident population on the site. The projections suggest that the proposed development is likely to appeal most to the parents and homebuilder age groups, and to a lesser extent, young workforce and older workers and pre-retirees groups. Overall, the projected population represents an evenly distributed age range.

Furthermore, this planning proposal seeks to change the way Villawood is viewed (or it's identity) as there is ample opportunity for affordable and peaceful living. The planning proposal by virtue of minor amendments to the LEP will change the localised and broader state of the economy, as well as the narrative for life within the current community and future community.

In assessing the nature and level of social infrastructure needed, historic practice has been to apply a population-based approach which relies on thresholds for social infrastructure provision. Recent research has revealed that such models can be limited in outer-suburban settings, where they can lead to more limited social infrastructure access in areas with lower densities, presenting risks of double disadvantage or deprivation amplification.

Ultimately, the design of the development will result in a suitable residential and commercial vibrant lifestyle choice, of refined massing with good internal pedestrian linkage and connectivity, landscaped communal and public open spaces and protection of solar access to both future residents and existing neighbouring properties.

Direction – A City of Great Places

Objective 12 – Great Places that Bring People Together

The proposal aims to provide an impressive urban form with high amenity and a diverse land use mix within the Villawood Town Centre. It aims to integrate social infrastructure and support social connections and provide a community hub by way of a public green open spaces to be used to recognise and celebrate the character of the opportunities for recreation within Villawood.

The future development of the site can be undertaken by maintaining the existing road network. Future redevelopment of the land will provide for opportunities to provide greater address and casual surveillance to the surrounding streets and public recreation and open space areas.

The proposal achieves several the Western City District Plans principles for place-based planning including:

- Increasing residential development within a town centre
- Accommodate local festival, celebrations, temporary and interim uses within the public square
- Support the night-time economy
- Provide a public realm focus
- Protect retail floor space
- Deliver transit-orientated development and co-locate facilities and social infrastructure.

Direction – A Well Connected City

Objective 14 – A Metropolis of three cities - integrated land use and transport creates walkable and 30 minute cities

The planning proposal seeks to increase housing supply within an existing centre to create walkable neighbourhoods. Beyond the immediate convenience of services and facilities within the Villawood Town Centre, the proposal will increase density in a location which can maximise the use of existing public transport infrastructure and offer residents 30 minute access to the surrounding regional centres of Parramatta and Liverpool.

Direction – Jobs and Skills for the City

Objective 22 – Investment and business activity in Centres

The Greater Sydney Region Plan identifies that local centres are important for access to day-to-day goods and services. These centres create a strong sense of place within the local community. Local centres are collections of shops and health, civic or commercial services. Larger local centres, such as those anchored by a supermarket, can form the focus of a neighbourhood. Supermarket-based centres also provide local employment, accounting for close to 18% cent of all Greater Sydney's jobs.

While local centres are diverse and vary in size, they play an important role in providing access to goods and services close to where people live. Increasing the level of residential development within walking distance of centres with a supermarket is a desirable liveability outcome.

Redevelopment of the site will attract investment, business activity and jobs to the western side of Villawood as this part of the land in very close proximity if not considered an extension to the Town Centre which is undergoing a revitalisation supported by considerable residential growth. This will encourage the co-location of a mix of land uses including retail, medical and community services.

It is estimated that development of the proposal has the potential to generate 104 jobs on site. These are jobs in full and part-time positions.

The proposed public communal green open spaces areas and pedestrianised and accessible links on and around the site will promote high levels of amenity and walkability. Proposed residential/commercial shop top housing will ensure an appropriate land use mix and maintain the viability of commercial and retail floor premises located to the southwest of the railway line. The Planning Proposal proposes additional residential development within walking distance of the local retail centre providing additional catchment to support the viability of the centre.

Objective 30: Urban tree canopy cover is increased

The Planning Proposal will protect urban tree canopy on privately owned land and where any existing trees are affected there is significant opportunity to replace the urban canopy in other parts of the site as outlined in a future landscape concept. The implications on the proposed development, will be by way of BASIX encouraging sustainable residential development. The future redevelopment of the site in a manner consistent with the Planning Proposal would be capable of complying with SEPP BASIX. Detailed compliance with BASIX will be demonstrated at the time of making an application for development of the site.

On 5 April 2022, Minister Rob Stokes advised there are further changes be made to the SEPP. However, the intentions remain the same. Under the Net Zero Cities Action Plan currently being developed by DPIE, NSW will increase BASIX energy efficiency requirements, advance the development of green concrete and steel, increase industry understanding of embodied carbon, as well as mandate lighter coloured roofs across the state. Embodied energy in our built environment is the next great challenge in achieving net zero.

The Planning Proposal concept addresses the need for walkable suburbs, green tree minimum requirements, reduced urban heat island and load effect by introduction of lighter coloured and reflective roof surfaces and materials, which for the western part of Sydney can have an enormous impact in reducing heat by up to 4% in buildings and 10% in street in summer months. These design details will be subject to materials and schedules chosen at development application stage.

Greater Sydney Commission's District Plan

The District Plan prepared by the Greater Sydney Commission translates the goals of 'Greater Sydney Region Plan - A Metropolis of Three Cities' into specific priorities and actions for the Western City District. The District Plan is a 20-year plan to manage growth in the context of economic, social, and environmental matters to achieve the 40-year vision for Greater Sydney. It contains the planning priorities and actions for implementing the Greater Sydney Region Plan, A Metropolis of Three Cities at a district level. The Plan sets a strategic 20-year housing target for additional dwellings for the District between 2016-2036.

The Plan contains the planning priorities and actions for implementing the Greater Sydney Region Plan at a district level and is intended to be a bridge between regional and local planning. One of its key priorities is to provide housing supply, choice, and affordability, with access to jobs, services, and public transport, giving effect to A Metropolis of Three Cities, and its ambitions to create greater housing supply, and housing that is more diverse and affordable. The Plan then provides actions and responsibilities for the LGA, including the delivery of housing which will seek to achieve these priorities. It is considered that the proposal for the subject site aligns with the GSRP, and the priorities and actions of the Plan.

Council has recognised that the site has some positive attributes that may make the planning proposal worthy for consideration. These attributes include the large site area, proximity to bus and train services and potential to deliver considerable high quality and higher density therefore more affordable housing choice. It is noted that the site sits outside periphery however is within walking distance from Villawood Town Centre and shopping area. A higher density housing development atop small retail and supermarket offerings in conjunction with public communal open spaces areas on the site is therefore consistent with the priorities of the Council's LSPS, as discussed below.

Redevelopment of the site will not only improve upon the existing condition of the site but given its prominence and proximity to a local centre, the failure to develop the site stagnates the capacity to achieve meaningful improvement for the remainder of the area. Conversely, an appropriate redevelopment of the site may be an important catalyst to stimulate economic development within Villawood, promoting a significant improvement to housing opportunity within the area, providing for families seeking to relocate to within walking distance of the area. This reflects the NSW Government Architect's 'Better Placed Policy'. Great places and cities do not happen by chance, they are designed and continue to be designed as we manage urban transformation and continued population growth. New development upon this site has the potential to transform the quality of life for people, stimulate the economy and enhance the environment.

Western City District Plan

The Western City District Plan (March 2018) is a 20-year plan to manage growth in the context of economic, social, and environmental matters to achieve the 40-year vision of the Greater Sydney Region plan. The District Plan applies to eight (8) Western Sydney Local Government Areas including Fairfield City. It sets out planning priorities and actions for improving the quality of life for residents as the district grows and changes.

The Western City District Plan is a 20-year plan to manage growth in the context of economic, social, and environmental matters to achieve the 40-year vision for Greater Sydney. As discussed in this report the proposal is consistent with the planning priorities of the Plan.

The following Planning Priorities are relevant to the planning proposal:

W1: Planning for a city supported by infrastructure Aligning forecast growth with infrastructure. Land use and infrastructure planning will maximise the use of existing infrastructure.

Comment: The site is located within proximity to an existing strategic local town centre with direct access to public transport and other essential community service infrastructure. The planning proposal demonstrates that the site is well suited to deliver an outcome capable of being supported by existing infrastructure.

W5: Providing housing supply, choice, and affordability, with access to jobs, services and public transport Fairfield City Council has been allocated a dwelling target of 3,050 additional dwellings by 2021.

Comment: The site is located on the periphery of the Villawood Town Centre and has great access to other major centres in different parts of Sydney by direct rail links. The site is near public transport options including the railway station and aligns with investment in rail infrastructure. The site is well located to existing public and high schools. The proposed development is planned to incorporate a medical centre. The nearest hospital is at Liverpool less than 4.5km from the site. The Planning Proposal will permit a development with the residential component comprising a mix of dwelling sizes consistent with market demand.

W6: Creating and renewing great places and local centres and respecting the District's heritage The Western City District Plan outlines a preference for place-based planning with high quality, community-specific and place-based outcomes.

Comment: The Planning Proposal will facilitate the renewal of the site and improve the amenity, connectivity, and accessibility of the precinct for residents and the public. The proposal to amend the minimum site area map (Sheet 021) will achieve by proxy greater building height suitable for a high-density shop top development in a B2 zone with no applicable FSR consistent with the provisions

of the town centre. The proposal will assist in promoting redevelopment and revitalisation opportunities to deliver high quality, community specific and place-based outcomes for the eastern side of the Villawood Town Centre.

W11: Growing investment, business opportunities and jobs in strategic centres Employment growth is the principal underlying economic goal for strategic centres. A balance must be struck in providing adequate mixed-use opportunities within centres to ensure residential developments can benefit from access to services and facilities.

Comment: The planning proposal is expected to generate approximately additional jobs both during construction and in the longer term with the building facilities management team and in the retail and commercial sectors over the site.

Greater Sydney Commission Targets

The State and Local Government strategies and policies give impetus to the need to create housing and employment opportunities. A core intent of the Region and District Plans is to give people more housing choice and establish more jobs closer to where people live, to develop a more accessible and walkable city and create conditions for a stronger economy. The Plan provides 38 objectives concerning Infrastructure and Collaboration, Liveability, Productivity and Sustainability, which are aimed at achieving the identified Directions.

For Villawood, the Plan suggests that as low value-added manufacturers move offshore, the Australian manufacturing sector has been transforming with growth in the advanced high value sector. The expanding sector is characterised by significant investment in innovation, research, and development as well as the use of technology and the production of goods that have a relatively high value.

The Western Parkland is a manufacturing leader in NSW, with well-developed specialisations in advanced manufacturing. The Western Sydney Employment Area immediately to the north of the Western Sydney Airport was created to act as a long-term metropolitan land supply for industrial and employment activities. The potential Western Sydney Freight Line will enhance the connections between this area and the existing metropolitan significant Wetherill Park to Villawood industrial corridor. This growth will attract more residents and those residents needing more houses and localised services. The site can service these needs.

TABLE 1

Greater Sydney Region Plan compliance table

GREATER SYDNEY REGIONAL PLAN		
OBJECTIVES	DESCRIPTION	COMPLIES
PART 3: INFRASTRUCTURE AND COLLABORATION		
Objective 4: Infrastructure use is optimised	This objective is concerned with ensuring that existing infrastructure is optimised. The introduction of residential housing on the site given its strategic location very close to existing public transport and bus services will positively contribute to this objective by placing density in a highly convenient location that will encourage usage of existing transport infrastructure.	YES
Objective 5: Benefits of growth realised by collaboration of governments, community and business.	The proposal will assist the government in reaching housing and employment targets ensuring the proposal positively contributes to housing and economic policy of government.	
PART 4: LIVEABILITY		
Objective 7: Communities are healthy, resilient and socially connected	<p>This objective is concerned with delivering healthy, safe, and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities by providing walkable places at a human scale with active street life and prioritising opportunities for people to walk, cycle and use public transport.</p> <p>The Planning Proposal will facilitate the delivery of an appropriate density on a site that is in close proximity to the Villawood Town centre in a location that is within walking distance of multiple transport services, a variety of community and social facilities, including schools, childcare centres, community centres, open space and recreational facilities.</p> <p>The public domain upgrade on and around the site significantly revitalise the existing public domain within in doing so will promote a healthier urban environment and encourage social interaction.</p>	YES

GREATER SYDNEY REGIONAL PLAN		
OBJECTIVES	DESCRIPTION	COMPLIES
	<p>Further, the Planning Proposal will facilitate future redevelopment that will support active, resilient and a socially connected community by:</p> <ul style="list-style-type: none"> • providing a walkable place at a human scale with activated streetscapes and public open spaces areas providing a greenlink and offering passive surveillance internally to the site and to the surrounding developments, and • prioritise opportunities for people to walk, cycle and use public transport. 	
Objective 10: Greater Housing Supply	<p>NSW Government has identified that 725,000 additional homes will be needed by 2036 to meet demand based on current population projections. The Plan identifies that in older more established parts of Greater Sydney, urban renewal opportunities may exist around regional transport and centres where links for walking and cycling promote a healthy lifestyle and contribute to liveability.</p> <p>The site is within walking distance of multiple transport services and is ideally located to accommodate additional housing.</p> <p>The proposal seeks to amend the minimum site area map, height of buildings map and zoning map to ensure that the site can realise the demonstrated environmental capacity for the site. Furthermore, the proposal seeks to amend the LEP to achieve a maximum building height of 27 metres across the consolidated site and the Zoning Map to B2 Local Centre.</p>	YES
Objective 11: Housing is more diverse and affordable	<p>It is critical that where the site is demonstrated as having the capacity to absorb an increase in the height floor space, that the realisation of this floor space is made possible to ensure housing supply on the subject site is maximised.</p> <p>This objective is concerned with delivering housing affordability and recommends an affordable rental housing target of between 5-10% of new residential floor space. The Planning Proposal is consistent with the objective to improve housing affordability.</p>	Capable of Complying
PART 5: PRODUCTIVITY		
Objective 14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities	A central component of this objective is to co-locate activities in metropolitan, strategic and local centres and attract housing in and around centres to create walkable, cycle-friendly neighbourhoods. The Planning Proposal would deliver a significant quantum of new homes within close proximity to the Villawood Town centre that would contribute towards the 30-minute city objective, and also by providing increased housing in close proximity to an existing train station.	YES
PART 6: SUSTAINABILITY		
Objective 30: Urban tree canopy cover is increased	The Planning Proposal is consistent with this objective as it will facilitate future redevelopment of a site that will deliver new homes, within proximity to an existing centre boosting the local economy.	YES
Objective 33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change	The Planning Proposal will facilitate future redevelopment of a site that has the potential to contribute significantly being a vibrant, safe, and active residential complex by improving the quality of the public domain areas surrounding the site which would include the provision of additional canopy trees within the surrounding road reserves.	YES
Objective 34: Energy and water flows are captured, used and re-used	The Proposal also delivers substantial public benefit by way of delivery of connection to a green network within the area with a central common open space area which will include soft landscaping as a critical component, of which the minutia will be appropriately illustrated in a future detailed landscape concept.	YES
Objective 36: People and places adapt to climate change and future shocks and stresses	<p>The Planning Proposal is consistent with this objective as it will facilitate future development on the site that will deliver new homes and jobs near public transport therefore reducing the reliance on private car use and associated emissions.</p> <p>Any future building on the site would be required to be consistent with the principles of ecological sustainable design and a BASIX certificate would need to accompany any future development application.</p> <p>Any future building on the site would be required to be designed to minimise the effects of climate change.</p>	YES YES YES
Objective 37: Exposure to natural and urban hazards is reduced	Any future building on the site would be required to be designed to minimise or mitigate the impact of both natural and urban hazards such as flooding.	YES
Objective 38: Heatwaves and extreme heat are managed	Any future building on the site would be required to reduce vulnerability to extreme heat which could be achieved using a combination of shading devices, selection of building materials and landscaping.	YES

NSW Long Term Transport Plan 2012

The NSW Long Term Transport Plan 2012 has the aim of better integrating land use and transport. The Greater Sydney Region Plan - A Metropolis of Three Cities has been prepared to integrate with the Long-Term Transport Plan. This Planning Proposal will serve the objectives of the Transport Plan by facilitating the delivery of housing and jobs in very close proximity to an existing train station as well as an existing array of facilities including schools, supermarkets, and convenience shopping opportunities. This Planning Proposal will directly promote and facilitate the use of public transport and reduce reliance on private motor vehicles.

New South Wales 2021 (The State Plan)

NSW 2021 is a 10 year plan based around five broad strategies to rebuild the economy, provide quality services, renovate infrastructure, restore government accountability and strengthen the State's local environment and communities. One of the goals in relation to rebuilding the economy is to place downward pressure on the cost of living. The target in relation to this goal is to facilitate the delivery of 25,000 new dwellings in Sydney per year by continuing to set dwelling targets for local councils outlined in subregional strategies and to partner with local councils to ensure that targets for housing and growth are reflected in relevant planning proposals and in local planning instruments. The Proposal will allow the site to fulfil the demonstrated environmental capacity of the site and the Plan's goals of delivering new dwellings annually, including more affordable (higher density) thereby improving housing affordability and availability (Goal 5); building liveable cities by locating people closer to jobs (Goal 20) and growing patronage on public transport (Goal 8). The Planning Proposal is therefore consistent with the NSW 2021 Plan.

4. *Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan?*

This planning proposal has been reviewed against the suite of strategic planning documents prepared by the City of Fairfield including strategies informed by the Local Strategic Planning Statement.

Fairfield Local Strategic Planning Statement

In March 2018, the NSW State Government introduced a major amendment to the NSW Environmental Planning and Assessment (EP&A) Act 1979 requiring all councils in NSW to prepare a local strategic planning statement (LSPS). The LSPS will become the main overarching local planning document that will guide and inform decisions made by Council in relation to strategic land use planning directions for Fairfield City. At the time of writing this report, Council currently has the 2040 Fairfield LSPS on public exhibition and as a result requires consideration under this Planning Proposal.

The LSPS gives effect to the Western City District Plan 2018, implementing the Directions, Planning Priorities and Actions at a local level. It is also informed by other State-wide and regional policies including A Metropolis of Three Cities (Greater Sydney Region Plan), March 2018. The LSPS outlines how these plans will result in changes at the local level, principally through new infrastructure including new or improved transport corridors. The LSPS works with the Fairfield City Plan 2016-2026, which has a focus beyond land use and transport, on how Council will work to meet the community's needs. The LSPS's planning priorities and actions provide the rationale for how land use decisions will be made to achieve the community's broader goals.

This Planning Proposal is consistent with the identified destinations in that it will accommodate population growth in an established centre in a manner which contributes to housing diversity and the quality of the local housing stock. The increased residential population in the Villawood will contribute to the vibrancy and vitality of the centre and the proposal will deliver improved connectivity and permeability, increased street activation.

Themes and planning priorities contained within the LSPS are addressed by the proposal.

Theme 1 Community Well-Being – Healthy and Liveable Places

Planning Priority 1: Provides Housing that Accommodates the Needs of Existing and Future Residents and Planning Priority 2 – Delivers greater housing diversity and affordability to meet the changing needs of the community

Comment: Within the City of Fairfield, much of the higher density housing stock is occupied by families, especially those on lower incomes. New housing stock proposed under the redevelopment of the site within the Fairfield Town Centre will provide increased housing supply, choice, and affordability within proximity to services, facilities, public transport, and open space.

Planning Priority 4 – Provide attractive, healthy, accessible, and safe places for the whole community

Comment: New civic square, activated pedestrian spaces and through site links along with the greening on and around the site will contribute to a new attractive, healthy, accessible, and safe environment for the residents and local community. The community benefits would not be possible without the increased development potential for the site proposed under the Planning Proposal.

Theme 2 Infrastructure & Places – Supporting Growth and Change

Planning Priority 6: Ensure Infrastructure is aligned to accommodate planned growth and community needs

Comment: Redevelopment of the site under the proposed concept plans will generate housing choice and employment opportunities near services and infrastructure already existing within the Villawood Town Centre. Additional infrastructure including new public open spaces will be provided to meet the needs of the growing community.

Theme 4 Strong & Resilient Economy

Planning Priority 11: Promote a robust economy which generates diverse services and job opportunities

Comment: The proposed redevelopment of the site will stimulate economic activity and employment opportunities within the Villawood Town Centre particularly in the areas of retailing.

The proposal is generally consistent with the relevant evolutions of the LSPS. People and families want homes that meet their needs in terms of size, design, location and importantly price. People also need to be able to easily access their work, shops, services, transport, social networks, and open space to support their day-to-day life. When decisions are made about where to locate new housing, it is important to consider these needs, and how people can become part of a community that features quality civic space, entertainment, and leisure opportunities. Villawood Town Centre and its surrounds has an opportunity to provide exactly this for a new growing community. The proposal is considered a good strategic investment in the Villawood local economy, being an opportunity to provide a landmark development which will act as a catalyst for local investment and housing and will not rely on any new infrastructure being necessary to support it.

Fairfield Local Housing Strategy 2022

The Fairfield Local Housing Strategy (“the Strategy”) seeks to meet the aims of the Fairfield Local Strategic Planning Statement (2020), Fairfield City Plan (2016), the NSW Government’s Strategic Plans: A Metropolis of Three Cities - The Greater Sydney Region Plan (2018) and the Western City District Plan (2018), the “District Plan”.

The Strategy will guide future planning decisions that promote well-designed, accessible, and safe places for the community, including active transport, and encourage walking and cycling within town centres. The Local Housing Strategy has set short term (0-5 years) (2016-2021), medium term (6-10 years) (2021-2026), and long term (10-20 years) (2026-2036) goals and targets.

The Strategy has been prepared in line with the requirements of the District Plan and effectively provides a 10-year review of the previous Fairfield Residential Development Strategy (2009). This approach ensures that the strategic and planning context are aligned with community goals and expectations, and updated with information from the 2016 Census, current housing supply and population forecasts and implementation and delivery plans.

The Fairfield Local Housing Strategy 2022 identifies several key centres and areas located within the eastern half of Fairfield City that are suitable for an increase in housing diversity and affordability to meet the changing needs of the community. These areas include Fairfield, Fairfield Heights, Fairfield East, and Villawood.

The Strategy focuses on the future development in the short term (2016-2021) to medium term (2021-2026) within these centres and provide opportunities for increased future redevelopment outside these centres, including:

- Areas around existing centres and train stations, services, and facilities in the medium term (2021-2026) including Cabramatta, Canley Vale, Carramar, Smithfield, and Yennora.
- Areas around Bonnyrigg Town Centre are planned for increased residential density, including Land and Housing Corporation controlled land which is currently being redeveloped (2021-2026)
- Areas around the existing Liverpool to Parramatta Bus Transit way stations will be investigated for additional residential density in the medium to long term (2021-2036) including Wetherill Park, Prairiewood, Greenfield Park, Edensor Park, Bonnyrigg, St Johns Park, and Wakeley.
- Areas around future proposed public transport investigation areas in the longer term (to 2036) including Prairiewood.
- Areas in the rural lands in the short, medium, and longer term depending upon unique local circumstances including utility servicing, housing and employment lands market demand and conditions, landowner expectations and aspirations and significant road, drainage and social infrastructure funding and provision.

It is identified that Fairfield is our largest existing strategic town centre with a train station, which is surrounded by smaller local centres, Cabramatta, Canley Vale, Villawood, Canley heights, Bonnyrigg, Fairfield Heights, and Smithfield. Prairiewood is displayed to be a potential strategic centre with an ongoing investigation to construct a future train station, this leads to further analysis for potential connection from Parramatta to the Western Sydney airport via Prairiewood town centre.

Five related themes make up the Vision for Fairfield City, implemented through 16 planning priorities with actions and timeframes for completing the actions.

Planning priorities related to liveability and community wellbeing include:

- *Planning Priority 1 - Provide housing that accommodates the needs of existing and future residents*
- *Planning Priority 2 - Deliver greater housing diversity and affordability to meet the changing needs of the community*
- *Planning Priority 3 - Plan for and manage areas identified for future urban development*
- *Planning Priority 4 - Provide attractive, healthy, and safe places for the whole community*
- *Planning Priority 6 - Ensure infrastructure is aligned to accommodate planned growth and community needs.*

Planning Priority 1 responds to the following district and local planning priorities:

- Western City District Plan - W5 Providing housing supply, choice, and affordability with access to jobs, services and public transport.
- 2016–2026 Fairfield City Plan - Theme 2 – Goal A – An accessible and liveable city.
- Under Planning Priority 1, Council's Local Housing Strategy will play an important role in planning for new housing opportunities.

Consistent with the Fairfield LSPS 2040 (including the LSPS Structure Plan) rezoning of land and changes to planning controls to create opportunities for new housing will be focused in existing residential areas and town centres in the eastern area of the City, creating more liveable neighbourhoods and meeting housing demand by responding to:

- *Alignment of infrastructure: access to transport, jobs, education and health facilities*
- *Amenity: access to recreation and walkable connections to centres and local jobs*
- *Diversity: including a mix of types and adaptable housing*
- *Displacement: Managing affordable rental housing stock*
- *Efficiency: determining the nature of growth, location, and demand for utilities*
- *Housing need: availability of a range of housing types, tenures, and price points, and*

- *Market preferences: housing preferences reflecting where people want to live.*

For areas close to public transport (railway stations), services and facilities, an investigation for areas most suited for future redevelopment has been undertaken. The proposal is not inconsistent with the Planning Priorities of the Local Housing Strategy.

Open Space Strategy

The aims of the 2007 Open Space Strategy are to:

- *Provide a commentary on the progress of implementation of the 1999 Open Space Strategy*
- *Identify new strategies for ongoing planning, design, and management of open space*
- *Identify new priorities for open space management*
- *Inform the review of Council's Section 94 Contributions Plan*
- *Provide an acquisition and disposal rationale for land parcels for open space.*

As a part of master planning, the strategy required that Council investigate for new opportunities at the commercial centres of Cabramatta, Fairfield, and Villawood, with specific attentions on parks located close to these centres. Implementation has included the completion of Hilwa Park, Villawood and Cabra Vale Park which was scheduled for completion in 2006 - 2007. Aim 47 required that Council undertake a comprehensive program to improve the open space provision in the older commercial centres of Cabramatta, Fairfield, and Villawood (particularly parks close to the centres and urban open space), as part of a wider economic and social strategy based on community consultation.

The concept Masterplan for Fairfield Town Centre and Villawood has been reviewed and come to fruition. The planning proposal and renewed strategic planning has incorporated the aims of the 2007 strategy. The Masterplan which has developed the Villawood Town Centre DCP 2020 controls has been implemented in the urban design study and resultant concept prepared by Tony Owen.

Metropolitan Directions

The proposal strengthens Metropolitan Direction No. 5 – Support a growing Sydney by creating a hierarchy of great places and dynamic urban centres by encouraging diverse and affordable housing options within an easy walking distance of both high-quality open space and an existing local centre (in this case Villawood), which provides a mix of retail, local services, and businesses to the local community.

4. Is the planning proposal consistent with any other applicable State and regional studies or strategies?

Future Transport Strategy 2056

Future Transport Strategy 2056 sets the 40-year vision, directions, and principles for customer mobility in NSW, guiding transport investment over the longer term. It presents a glimpse of the large economic and societal shifts we will see in the future and places the customer at the centre of everything we do, to ensure we harness rapid advances in technology and innovation to create and maintain a world-class, safe, efficient, and reliable transport system.

The Planning Proposal is consistent with the Future Transport Strategy 2056, as addressed by the Transport Impact Assessment that identifies the site with excellent and immediate access to public transport.

The Future Transport Strategy 2056 sets the 40-year vision, directions, and outcomes framework for transport in NSW, which will guide transport investment over the longer term. It will be delivered through a series of supporting plans, including the Greater Sydney Services and Infrastructure Plans. Planning and investment for Greater Sydney will focus on the three cities concept; with people being able to travel to one of the three cities or their nearest centre within 30 minutes of where they live by public or active transport.

The Future Transport Strategy identifies six key outcomes for the future of mobility in the State, including: customer focused, successful places, growing the economy, safety and performance, accessible service and sustainably. The outcomes address interactive and personalised transport (supported by technology and data), safety and efficiency, encouraging economic activity, transport that is accessible, affordable, and economically and environmentally sustainable.

Within the Strategy three types of corridors align with the land use vision and guide service levels and infrastructure investment:

- City-shaping corridors: major trunk road and public transport corridors providing higher speed and volume connections between our cities and centres that shape locational decisions of residents and businesses.
- City-serving corridors: higher density corridors within 10km of metropolitan centres providing high frequency access to metropolitan cities/centres with more frequent stopping patterns.
- Centre-serving corridors: local corridors that support buses, walking and cycling to connect people with their nearest centre and transport interchange.

A city-shaping corridor is identified in the Greater Sydney Intermediate Transit Network (2056) (Visionary) – a long term (visionary) transport corridor has been part of the consideration in developing the Fairfield Local Housing Strategy 2022 for Fairfield City as its construction is likely to be outside the 20-year timeframe (2016-2036) of this Housing Strategy. Notwithstanding, this Strategy considers all three corridor types and the outcomes enunciated in Future Transport 2056 to identify Fairfield City's future housing supply.

State Infrastructure Strategy 2018

This 20-year Strategy sets out Infrastructure NSW's independent advice on the current state of NSW's infrastructure and the needs and priorities over the next 20 years. It looks beyond the current projects and identifies policies and strategies needed to provide infrastructure that meets the needs of a growing population and a growing economy. The Strategy is set out in three parts: Strategic Directions, Geographic Infrastructure Directions, and Sectors which will provide long term value by embedding good practice across the infrastructure lifecycle.

1. *Continuously improve the integration of land use and infrastructure planning Infrastructure planning at the local level will be improved through growth infrastructure compacts and strategic business cases that link population and jobs growth in priority locations to agencies' long-term Capital Investment Plans, as well as acting ahead of time to protect key infrastructure corridors and provide better quality data and information to the housing industry to boost investor confidence.*
2. *Plan, prioritise and deliver an infrastructure program that represents the best possible investment and use of public funds Further improvements will be made to major project planning approval processes and procurement to get worthwhile infrastructure built more quickly and cost-effectively than in the past. Opportunities will be explored to unlock new or improved sources of funding and the potential for further asset recycling initiatives will be considered over the next five years.*
3. *Optimise the management, performance, and use of the State's assets A revised asset management policy, supported by a new assurance model, will help agencies across NSW's public sector to lift their performance in managing the more than \$300 billion of infrastructure assets that NSW already owns, making the most of these assets and ensuring they are appropriately maintained, repurposed, and upgraded.*
4. *Ensure NSW's existing and future infrastructure is resilient to natural hazards and human-related threats The resilience of vital State assets will be improved by better coordination between agencies, sharing of information and infrastructure-specific risk assessment tools and guidance. Resilience considerations will be embedded into project business cases, capital asset planning and assurance processes, and agencies will be required to undertake rolling, periodic assessments of the vulnerability of their assets to natural disasters and human related threats.*

5. *Improve statewide connectivity and realise the benefits of technology* Targets will be set for digital connectivity and existing state-owned telecommunications assets and purchasing power will be harnessed to improve connectivity across NSW. More open approaches to data management will be pursued and risk-based cybersecurity protections for infrastructure adopted. A new policy framework will guide investment in and maximise the benefits delivered by the Internet of Things. All new and significantly upgraded state owned assets will be connected or connectable by 2020.
6. *Drive high quality consumer-centric services and expand innovative service delivery models in infrastructure sectors* The best skills in the public, private and not-for-profit sectors will be harnessed by applying the NSW Commissioning and Contestability Policy to existing public services, while continuing to innovate in the procurement and delivery of new public assets and services. Government agencies will identify and proactively support opportunities for streamlined regulation to enable new markets and innovative products to develop.

The planning proposal is consistent with the geographic directions. Past infrastructure plans have tended to be divided along sectoral lines – such as transport, health, and education – reflecting the ‘silos’ into which most governments divide themselves. The 2018 SIS adopts a different approach, considering the infrastructure needs of cities and regions based on their unique characteristics and the likely impact of combined investments across sectoral boundaries. Infrastructure and land use are not the only drivers of economic outcomes. The regions listed below will only achieve their full potential if infrastructure and land use planning are supported by targeted policies in areas such as skills development and industry attraction.

The NSW Government has a legislated commitment to maintaining the State’s AAA credit rating, which is based on its ability to keep public debt within acceptable parameters. Accordingly, the 2018 SIS presents the NSW Government with choices as to the priority investments it can make. Infrastructure NSW offers the NSW Government evidence-based advice on the choices it should make, tied to clearly defined economic and social objectives. Not all these choices are straightforward. But the choices the NSW Government faces will be easier, and the list of affordable projects will be longer, if it can unlock extra funding. Potential funding sources include the Commonwealth Government, more widespread user charging, the sale of state-owned assets and greater private sector investment.

The planning proposal addresses the sector-based infrastructure directions. Building on these strategic and geographic directions, Infrastructure NSW has analysed the policy and investment options available to the NSW Government across the key infrastructure sectors.

The Western Sydney City Deal

The proposal is consistent with the vision of the deal which sets the investment foundation for the Western Parkland City to become a fully realised 22nd century city. This agreement between the Commonwealth, State Government and the eight local councils in the Western Parkland City will deliver transformative change to shape the region to become an epicentre for liveability in Sydney. To achieve this, all three tiers of government are working together and contributing resources to deliver the 38 commitments within the City Deal and create quality outcomes for the Parkland City. This collaborative approach to building the Western Parkland City will more effectively realise the shared vision for Western Sydney, delivered at local, state, and federal level.

The vision for the Western Parkland City builds on the area’s existing stunning natural beauty, vibrant communities, and economic prosperity and the City will be one of Australia’s most connected cities. In an emerging 30-minute city, innovative public transport, aviation and digital infrastructure will bring residents closer to jobs, services, education and the world. Through a once-in-a-generation investment in infrastructure, the Western Parkland City will be linked globally and locally, with a new airport, new metro rail, bus and road connections.

There are to be 200,000 new jobs across a wide range of industries over the next 20 years. The airport and Aerotropolis will attract infrastructure, investment and knowledge-intensive jobs, and the benefits will flow into health and education, retail, hospitality, and industrial activities that will power the city. This coordinated investment across transport, health and education is set to propel the transformation of the Western Parkland City into a highly connected, world-class economic powerhouse, characterised by enviable access to open space and lifestyle opportunities for residents to enjoy.

The proposal contributes to the vision of A Metropolis of Three Cities – Western District Plan and Parkland City which supports the Western Sydney City Deal, a partnership of the Australian Government, NSW Government and the local governments of the Blue Mountains, Camden, Campbelltown, Fairfield, Hawkesbury, Liverpool, Penrith, and Wollondilly will be instrumental in delivering on the aspirations of the Western Parkland City.

NSW Ageing Strategy 2016-2020

The NSW Ageing Strategy is an initiative of the NSW State Government's Plan for NSW. The number of older people in NSW is increasing and the proportion of older people within the total population. More than one in three NSW residents will be aged 50+ by 2031. At the same time, life expectancy is improving. In 1972, the average life expectancy for the total NSW population at birth was 68 years for males and 74.8 years for females. Life expectancy for male babies born in 2015 is 80.8 years, and 85 years for female babies. Men and women born in 2056 are expected to live for 88.6 years and 91.4 years respectively.

The Strategy identifies five (5) priorities for older people, including: health and wellbeing, working and retiring, housing choices, getting around and inclusive communities. In relation to the priority of housing choices, the Strategy has the objective that "older people in NSW live in affordable, accessible, adaptable and stable housing". Older people know that one of the most important ways to ensure their quality of life as they age is access to housing that is affordable and appropriate to their physical needs and allows them to stay connected to their community. In NSW, as elsewhere, older people increasingly prefer to 'age in place' and grow older in their own communities close to friends, family, and services.

Net Zero Plan Stage 1: 2020 – 2030

The purpose of the Plan is to give NSW families and communities confidence that the challenges posed by climate change can be solved by improving – not eroding – their prosperity. It will also send a clear message to local and international investors that New South Wales is open for business when it comes to delivering on our economic, social, and environmental ambitions. The Planning Proposal will not exacerbate nor dramatically increase the carbon footprint of the building on site and aims to retain a significant amount of vegetation on site.

6. *Is the Planning Proposal consistent with applicable SEPPs?*

State Environmental Planning Policies (SEPPs) are instruments that address planning issues on a state-wide level. This is different to a LEP that addresses planning controls for a local government area. Planning proposals must provide an assessment against the relevant SEPPs and advise on how a proposal may satisfy the requirements of a SEPP. The Planning Proposal is consistent with the relevant State Environmental Planning Policies as summarised below:

State Environmental Planning Policy (Transport and Infrastructure) 2021

The aim of SEPP Transport and Infrastructure is to facilitate the effective delivery of infrastructure across the State. The future redevelopment of the site in a manner consistent with the Planning Proposal would be capable of complying with the relevant sections of SEPP Transport and Infrastructure. Detailed compliance with SEPP Transport and Infrastructure will be demonstrated at the time of making an application for development.

State Environmental Planning Policy (Resilience and Hazards) 2021

SEPP Resilience and Hazards requires that a planning authority must consider the possibility that a previous land use has caused contamination of the site as well as the potential risk to health or the environment from that contamination. The site is currently zoned to allow for mixed and residential uses and so there is no increase proposed to the sensitivity of uses on the site.

State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004

The aim of SEPP BASIX is to encourage sustainable residential development. The future redevelopment of the site in a manner consistent with the Planning Proposal would be capable of complying with BASIX. Detailed compliance with BASIX will be demonstrated at the time of making an application for development of the site. Future development of the site for residential purposes will be required to achieve BASIX compliance. This can be addressed as part of a future development application. Future redevelopment of the site for residential flat development will be required to comply with the provisions of building form and control. This can be undertaken as part of a future development application. The built form controls contained within the site specific DCP to be prepared by Council.

State Environmental Planning Policy (Housing) 2021

Any future redevelopment of the site is to accord with the SEPP provisions.

7. Is the planning proposal consistent with applicable Ministerial Directions (section 9.1 Directions)?

The directions cover the following broad categories:

- Planning Systems
- Design and Place
- Biodiversity and Conservation
- Resilience and Hazards
- Transport and Infrastructure
- Housing
- Industry and Employment
- Resources and Energy
- Primary Production

The following table identifies applicable Section 9.1 Directions and outlines this Planning Proposal’s consistency with those Directions. The proposal is not inconsistent with the Section 9.1 Ministerial Directions. The following table summarises the Planning Proposal’s consistency with relevant applicable Ministerial Directions.

TABLE 2

Section 9.1 Ministerial Directions compliance table

SECTION 9.1 MINISTERIAL DIRECTIONS		
DIRECTIONS UNDER SECTION 9.1	OBJECTIVES	CONSISTENCY
FOCUS AREA 1: PLANNING SYSTEMS		
1.1 Implementation of Regional Plans	The objective of this direction is to give legal effect to the vision, land use strategy, goals, directions and actions contained in Regional Plans.	The proposal addresses the strategic needs as discussed in detail above. The provision of housing is consistent with the LSPS, local housing strategy which have been carefully developed by Council with support of DPIE to correlate to the higher order regional strategic framework.
1.2 Development of Aboriginal Land Council Land	The objective of this direction is to provide for the consideration of development delivery plans prepared under Chapter 3 of the <i>State Environmental Planning Policy (Planning Systems) 2021</i> when planning proposals are prepared by a planning proposal authority.	N/A
1.3 Approval and Referral Requirements	The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.	The objective of this direction is to ensure the LEP provisions encourage the efficient and appropriate assessment of development. In accordance with the direction the Proposal does not include provisions that require the concurrence, consultation, or referral of development applications to a Minister or public authority. Further the Proposal does not identify future development on the site as designated development.
1.4 Site Specific Provisions	The objective of this direction is to discourage unnecessarily restrictive site specific planning controls.	The objective of this direction is to discourage unnecessarily restrictive site-specific planning controls. The direction applies when a relevant planning authority prepares a Planning Proposal that will allow a particular development to be carried out. The proposed amendments provide future certainty for the community and the developer and reflect the detailed concept. The proposed site-specific provision in relation to housing is considered appropriate as it reflects the

Direction 11 of the Greater Sydney Region Plan to deliver housing affordability.

FOCUS AREA 1: PLANNING SYSTEMS – PLACE BASED

1.5 Parramatta Road Corridor Urban Transformation Strategy	N/A.	
1.6 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	The objective of this direction is to ensure development within the North West Priority Growth Area is consistent with the North West Priority Growth Area Land Use and Infrastructure Strategy (the Strategy).	<p>The Planning Proposal will provide for an improved urban design outcome via the delivery of modern high density shop top housing at the site.</p> <p>The Proposal which is near a town centre supports the local area. The proposal seeks to maintain the neighbourhood character of the locality and respect the urban design studies for the future Villawood Town Centre.</p> <p>The site will provide a built form set amongst landscaped grounds and future public parklands.</p> <p>Furthermore, it is noted the Greater Sydney Region Plan and Western City District Plan have resulted in a change of circumstances by identifying the site within very close proximity to the Villawood Town Centre. This change provides the opportunity to apply a place-based planning approach to the future development of the site, provided it meets the key aspects of good design and the delivery of enabling infrastructure.</p>
1.7 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	N/A.	N/A
1.8 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	N/A.	N/A
1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor	N/A.	N/A
1.10 Implementation of the Western Sydney Aerotropolis Plan	N/A.	N/A
1.11 Implementation of the Bayside West Precincts 2036 Plan	N/A.	N/A
1.12 Implementation of Planning Principles for the Cooks Cove Precinct	N/A.	N/A
1.13 Implementation of St Leonard's and Crows Nest 2036 Plan	N/A.	N/A
1.14 Implementation of Greater Macarthur 2040	N/A..	N/A
1.15 Implementation of the Pyrmont Peninsula Place Strategy	N/A.	N/A
1.16 North West Rail Link Corridor Strategy	N/A.	N/A

FOCUS AREA 2: DESIGN AND PLACE

This Focus Area was blank when the Directions were made

FOCUS AREA 3: BIODIVERSITY AND CONSERVATION

3.1 Conservation Zones	The objective of this direction is to protect and conserve environmentally sensitive areas.	The Planning Proposal does not impact on any environmentally sensitive areas.
3.2 Heritage Conservation	The objective of this direction is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.	The site is not an identified heritage item or within a conservation area. The site is not located within the immediate vicinity of any heritage items.
3.3 Sydney Drinking Water Catchments	The objective of this direction is to protect water quality in the Sydney drinking water catchment.	N/A

3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs	N/A. This direction is not applicable.	
3.5 Recreation Vehicle Areas	The objective of this direction is to protect sensitive land or land with significant conservation values from adverse impacts from recreation vehicles.	N/A

FOCUS AREA 4: RESILIENCE AND HAZARDS

4.1 Flooding	The objectives of this direction are to: <ul style="list-style-type: none"> (a) ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and (b) ensure that the provisions of an LEP that apply to flood prone land are commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land. 	N/A
4.2 Coastal Management	The objective of this direction is to protect and manage coastal areas of NSW.	N/A
4.3 Planning for Bushfire Protection	The objectives of this direction are to: <ul style="list-style-type: none"> (a) protect life, property and the environment from bush fire hazards, by discouraging the establishment of incompatible land uses in bush fire prone areas, and (b) encourage sound management of bush fire prone areas. 	N/A
4.4 Remediation of Contaminated Land	The objective of this direction is to reduce the risk of harm to human health and the environment by ensuring that contamination and remediation are considered by planning proposal authorities.	N/A
4.5 Acid Sulfate Soils	The objective of this direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils.	N/A
4.6 Mine Subsidence and Unstable Land	The objective of this direction is to prevent damage to life, property and the environment on land identified as unstable or potentially subject to mine subsidence.	N/A

FOCUS AREA 5: TRANSPORT AND INFRASTRUCTURE

5.1 Integrating Land Use and Transport	<p>The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</p> <ul style="list-style-type: none"> (a) improving access to housing, jobs and services by walking, cycling and public transport, and (b) increasing the choice of available transport and reducing dependence on cars, and (c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and (d) supporting the efficient and viable operation of public transport services, and (e) providing for the efficient movement of freight. 	<p>The site is located within walking distance to bus and train services. By increasing the number of residents in walking distance to these services, the Proposal will maximise the patronage of public transport and assist in reducing commuting times. As the Proposal is in an established suburb, the Proposal makes efficient use of existing infrastructure and services and reduces the consumption of land for housing and associated urban development on the urban fringe.</p> <p>The concept design prepared by Tony Owen Partners demonstrates the proposal will facilitate a development which will achieve design excellence.</p> <p>Based on the preliminary assessment of the Planning Proposal, dmpps generally considers that the proposed high-density zone applied to the site will be consistent with the requirements of Direction 3.1 – Residential Zones.</p> <p>The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives.</p>
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		<p>The direction applies when a relevant planning authority prepares a Planning Proposal that will create, alter, or remove a zone or a provision relating to urban land, including land zoned for residential, business, industrial, village or tourist purposes. In accordance with this direction a Planning Proposal must be consistent with the aims, objectives, and principles of “Improving Transport Choice” and “The Right Place for Business and Services” prepared by Department of Urban Affairs and Planning.</p> <p>The Planning Proposal is consistent with these documents in providing increased opportunity for development of additional dwellings on a site within comfortable walking distance (300 metres) to bus, train, and future metro services.</p>
5.2 Reserving Land for Public Purposes	<p>The objectives of this direction are to:</p> <p>(a) facilitate the provision of public services and facilities by reserving land for public purposes, and</p> <p>(b) facilitate the removal of reservations of land for public purposes where the land is no longer required for acquisition.</p>	<p>This direction states that a Planning Proposal must not create, alter, or reduce existing zonings</p> <p>Yes, or reservations of land for public purposes without the approval of the relevant public authority and the Director-General of the Department of Planning. The Planning Proposal does not seek any change to any land zoned for a public purpose.</p>
5.3 Development Near Regulated Airports and Defence Airfields	<p>The objectives of this direction are to:</p> <p>(a) ensure the effective and safe operation of regulated airports and defence airfields;</p> <p>(b) ensure that their operation is not compromised by development that constitutes an obstruction, hazard or potential hazard to aircraft flying in the vicinity; and</p> <p>I ensure development, if situated on noise sensitive land, incorporates appropriate mitigation measures so that the development is not adversely affected by aircraft noise.</p>	<p>N/A</p> <p>N/A</p>
5.4 Shooting Ranges	N/A.	
FOCUS AREA 6: HOUSING		
6.1 Residential Zones	<p>The objectives of this direction are to:</p> <p>(a) encourage a variety and choice of housing types to provide for existing and future housing needs,</p> <p>(b) make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and</p> <p>(c) minimise the impact of residential development on the environment and resource lands.</p>	<p>The objective of this direction is to encourage a variety of housing types, make efficient use of existing infrastructure and minimise the impact of residential development on environment and resource lands.</p> <p>The Planning Proposal will be generally consistent with the requirements of the direction because it will: facilitate future housing needs – through increased diversity and density, broaden the choice of building types and locations available in the housing market – by increasing the supply of dwellings which do not suit all family or key workers lifestyle choice; makes efficient use of existing infrastructure and services – as it is located in an area already serviced for urban development and in close proximity of Villawood Town Centre; reduces the consumption of land for urban development on the urban fringe – by increased housing choices within the existing urban footprint; and be of good design – as any development application lodged following this Planning Proposal will be subject to the design requirements of the local planning controls. i.e. at DA stage, which will include site specific allowances for this site to be exhibited concurrently with this proposed.</p>
6.2 Caravan Parks and Manufactured Home Estates	N/A.	N/A
FOCUS AREA 7: INDUSTRY AND EMPLOYMENT		
7.1 Business and Industrial Zones	N/A.	N/A

7.2 Reduction in non-hosted short-term rental accommodation	N/A.	N/A
7.3 Commercial and Retail Development along the Pacific Highway, North Coast	N/A.	N/A

FOCUS AREA 8: RESOURCES AND ENERGY

8.1 Mining, Petroleum Production and Extractive Industries	N/A.	N/A
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FOCUS AREA 9: PRIMARY PRODUCTION

9.1 Rural Zones	N/A.	N/A
9.2 Rural Land	N/A.	N/A
9.3 Oyster Aquaculture	N/A.	N/A
9.4 Farmland of State and Regional Significance on the NSW Far North Coast	N/A. T	N/A

SECTION C – ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

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

No threatened species, populations or ecological communities have been observed on the site. It is unlikely due to the urban context, history of the site and the surrounding area that there are any threatened species populations or communities that are at the limit of their known distribution regarding the site. It is not anticipated that the future redevelopment of the site will have any adverse ecological impacts.

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

The site is not affected by any known natural hazards such as flooding, land slip or bushfire.

Due to the historical use of the site originally it is considered unlikely that there are any significant contamination issues with the site. Detailed shadow assessment has been undertaken having regard to the likely future context of the site.

The assessment of the potential impacts of overshadowing has demonstrated that the concept proposal will not result in an unacceptable shadow impact to adjacent properties which will remain capable of future development compliant solar access.

The Planning Proposal is accompanied by a Traffic and Parking Impact Assessment prepared by Genesis and includes an analysis of the existing road network and the performance of the surrounding intersections both in the current circumstance and post development.

There are no hazards that impact the site or environmental effects resulting from the future redevelopment of the site that would preclude consideration of the Planning Proposal.

State and Commonwealth Interests

10. Has the Planning Proposal adequately addressed any social and economic effects?

The Planning Proposal demonstrates a commitment to improving housing diversity in the locality and providing housing that responds to the needs, lifestyle, and values of the local community.

The development will provide a shop top, high-density apartment housing along with open spaces in proximity (300 metres) to transport nodes. By providing housing close to transport nodes within an identified centre, residents will benefit from reduced commuting times, improved access to employment opportunities and a greater range of services achieving the NSW Governments objective for a walkable and 30-minute city. The increased residential population on the site will support the viability of local businesses. The proposal will also generate employment during the construction phase of the development.

The concept design that accompanies the Planning Proposal identifies will facilitate future redevelopment of the site to a shop top and higher density residential development within a public parkland and garden setting. This will have positive social impacts in terms of urban renewal in an established area that will create a vibrant community culture within the close proximity to the Villawood Town Centre through the delivery of embellished streetscapes, activated pedestrian green thoroughfares in great proximity to generous public open space areas to the north and north west.

Economic and Social Benefits

During construction, the proposal is estimated to result in a net increase in economic activity both within the local Villawood Town Centre and Fairfield LGA. The proposed development delivers a range of community benefits that will contribute to the existing community.

As part of the planning proposal, it is recommended that the applicant will submit a retail demand assessment analysis, that specifies Villawood Town Centres capacity for another supermarket and other speciality retail shops. The social and economic effects of the planning proposal are most appropriately described in the context of the challenges associated with a growing population as described in the State Government document the Plan for Growing Sydney. Among other things, the Plan explains that to meet the needs of a larger population and to maintain economic growth, urban renewal in combination with infrastructure delivery must occur in strategic urban centres. The planning proposal along with the Villawood Town Centre urban Design Study seeks to stimulate redevelopment and subsequently provide public benefits and an economic contribution to the town centre.

Preliminary analysis demonstrates that the proposal responds to several economic and public benefits and objectives of the District Plan and will provide the following benefits:

- The proposal facilitates new residential development, revitalises the streetscape and improves connectivity to established services and infrastructure within very close proximity to the Villawood town centre through provision of an improved public domain
- The proposal will delivery of much needed affordable housing through higher density apartment living
- The economic impacts estimated in a future detailed study will demonstrate that the proposal has economic merit, having the ability to contribute significantly to the local economy, with more households spending more money within the local economy
- During construction, the proposal will result in a net increase in employment and economic activity
- Provision of fine grain activated spaces to encourage pedestrian activity and passive surveillance on the site and surrounds
- Contribution to short and medium-term dwelling targets for the LGA
- Improving accessibility to public transport and creation of new public improvements

The development introduces an appropriate quantum of residential accommodation within proximity to the Villawood Town Centre which will:

- Allow for passive activation and engagement within a landscaped setting with pleasant street frontages and embellishment of the surrounding streetscapes
- Introduce a communally accessible open space within the site
- Provide optimal built form and arrangement / built form with basement parking
- Ensure road design safety to accommodate residential and servicing requirements
- Achieve a significantly better built form than that existing on the site within a greener and more sustainable landscaped setting.

The potential benefits arising from the proposed development include:

- Provision of additional dwellings suited to the predominant household demographic in the local area including families, extended families, couples with children and singles wanting to enter the apartment market due to its affordability
- Improved opportunity for social integration
- Significant contribution to local job creation (construction activity and activity from additional residents when complete)
- Contribution toward the availability of affordable higher density housing to assist with meeting acute demand in local area and wider LGA
- Significant contribution to local job creation (construction activity and activity from additional residents when complete)
- Contribution to passive recreation space.

Potential negative impacts arising from the development include:

- Adverse amenity impacts for surrounding residents impacts during construction
- Risk arising from anti-social behaviours in wider community.

This risk of these negative impacts can be minimised through mitigation measures. The following measures are recommended to reduce the potential negative impacts and maximise the potential benefits of the proposed development:

- Undertaking and implementing the recommendations of an acoustic impact assessment and a traffic and parking impact assessment at the DA stage
- Implementing CPTED principles in the design of the proposal and provide secure access points
- Developing and implementing a CEMP during construction
- Development and implement strategies to limit social dislocation amongst residents on site and promote community cohesion.

Overall, the negative impacts of the proposed development can be successfully managed with the implementation of the above mitigation measures. As such, it is anticipated that overall, the proposed development would have a beneficial impact on the local community in terms of social outcomes.

Hill PDA have undertaken a thorough analysis as outlined in the SEIA accompanying this proposal and reproduced within this planning proposal report.

Hill PDA concludes stating inter alia:

ABA Square Pty Ltd is seeking to submit a Planning Proposal and related Development Application for a mixeduse development at 890 Woodville Road, Villawood, involving 122 residential apartments, retail space, car parking, and 950 square metres of communal open space. HillPDA has undertaken a SEIA to accompany the PP and Development Application, in alignment with industry best practice and the DPE Social Impact Assessment Guidelines, as well as the requirements outlined under Clause 2.5.13 of the Fairfield DCP.

HillPDA has investigated the location of the proposed development, finding that there is relatively poor access to social infrastructure in the vicinity of the site. However, more social infrastructure has the potential to be developed in this area over the following years. The area surrounding the proposed development site is demographically diverse, and socially and economically disadvantaged, and there are high rates of a variety of crimes. A high proportion of the area's housing tenure takes the form of social housing. However, strong population growth is also anticipated for the area over the next 20 years, which would be likely to coincide with market pressures for significant residential development.

HillPDA has undertaken a retail demand assessment, finding that the Villawood Town Centre has a current undersupply of around 7,100 square metres of commercial and retail space, which will increase to 9,800 square metres by 2031. The development would contribute to responding to this demand, in conjunction with the future use of nearby B4 zoned land that is anticipated to be permitted for retail use.

In addition to the retail demand assessment, HillPDA has also undertaken an assessment of the social and economic impacts anticipated to result from the proposed development. A mixture of positive and negative social impacts have been identified as potentially resulting from the proposed development. Positive such social impacts include improvements to health, wellbeing, lifestyles, access to housing, and community cohesion, through the supply of diverse housing and retail spaces close to active transport. Negative potential social impacts include decreased built environment amenity and higher demand for local social infrastructure, especially considering the likelihood for further future residential development nearby. A set of economic impacts have also been identified as potentially resulting from the development. HillPDA has found that the development would directly contribute a gross value of \$22.4m to the national economy, while indirectly contributing \$92.3m. The development is also estimated to generate up to 104 jobs on-site. This range of social and economic impacts, summarised in section 6.3, contextualises the proposed development, amid higher levels and economic disadvantage in the local area.

An awareness of the proposed development's potential impacts allows for strategies to be developed to mitigate or enhance impacts, while cultivating an understanding of the residual impacts that are likely to remain. Construction impacts will require the implementation of management plans to effectively manage negative social impacts. Residual operational impacts will largely arise from potential pressures on existing social infrastructure, some of which would be alleviated by enhancements proposed in the adjacent town centre. The introduction of additional connected open space would yield benefits to the proposal and the surrounds, better connecting future population to the east with the current and proposed parkland to the west of the site. Most importantly, the proposal would introduce much needed housing supply and diversity in a location that is well connected to public transport, reinforcing the strategy of the 30-minute city. These positive impacts can be further enhanced through the maximisation of tree plantings within the proposed development's open space, and potential design considerations, including the adoption of CPTED principles. Despite the use of mitigations and enhancements, some residual positive and negative impacts are likely to remain, necessitating the use of a monitoring and management framework to make possible an ongoing understanding of the development's impacts.

Overall the proposal would yield a net Social and Economic positive for the area.

Public Benefit

The proposal offers public domain upgrades, high quality shop top housing, and publicly accessible communal open space on and around the site, which will contribute to community recreation infrastructure and the Villawood Town Centre and growing green grid.

These benefits include:

- Gentrification of the locality and streetscape
- Access to high quality high density shop top housing, promoting a diversity of housing types near an established centre and high frequency public transport services
- Introduction of a publicly accessible communally accessible and pedestrianised open green spaces on the site that will establish a social and recreational focus for the local community
- Public domain improvements around the site and site links, and through development contributions, improvements to traffic calming devices.

The amendments sought under the Planning Proposal will have no unreasonable impacts on items or places of European or Aboriginal cultural heritage. The site is not an identified heritage item, is not located within a heritage conservation area and is not known to contain any Aboriginal relics or artefacts. The site has no biodiversity value.

SECTION D – INFRASTRUCTURE (LOCAL, STATE AND COMMONWEALTH)

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

Relevant public authorities will be consulted following the Gateway determination. It is expected that Roads and Maritime Services may be consulted in relation to the project. The Transport Impact Assessment concludes that the network generally operates within capacity. The assessment demonstrates there is adequate public road infrastructure to accommodate future development upon the site with no significant impact on the operation of key intersections.

The site is within walking distance of various community and recreational facilities as well as the services of the Villawood Town Centre and railway station which is within 300 metres.

The Services Infrastructure Report will be prepared as part of a comprehensive DA package. It is suggested that all necessary infrastructure services (stormwater, gas, electricity, telecommunications, water, and sewer) are capable of being available to the site.

Given the sites proximity to transport, major roads, retail services and development in infrastructure projects within Villawood Town Centre, it is considered that there is adequate public infrastructure to accommodate the increase in site density and population sought via the Planning Proposal.

SECTION E – STATE AND COMMONWEALTH INTERESTS

12. *What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?*

Consultation with relevant state and commonwealth agencies will be conducted should a Gateway Determination be issued for the Planning Proposal. The Gateway Determination will nominate whether any public authorities are to be consulted. It is likely that public consultation will occur with:

- Transport for NSW – Roads and Maritime Services
- Transport for NSW
- Sydney Water
- Environment, Energy and Science
- Relevant infrastructure service providers

Required electricity, telecommunication, gas, water, sewer, and drainage services are available to the site.

The site is well served by public transport infrastructure in that the site is within walking distance to public transport and numerous bus services. The future redevelopment of the site as envisaged by the Planning Proposal will include the imposition of a condition on development consents requiring the payment of a contribution to assist Council in providing the appropriate public facilities which are required to maintain and enhance amenity and service delivery in the area.

PART 4 – MAPPING

Maps, where relevant, to identify the intent of the planning proposal and the area to which it applies

To coincide with the commencement of the NSW Planning Portal and NSW Planning Database on 30 November 2015, the department has developed revised standard technical requirements for spatial datasets and maps contained within planning instrument and other plans. The standard technical requirements take effect on 30 November 2015 and cover Local Environmental Plans, State Environmental Planning Policies, Development Control Plans and Contributions Plans.

Councils need to prepare spatial data and maps as per the specified standards and submit to the department at draft and final stages via the online submission system for planning data available on the NSW Planning Portal.

The Department’s continuous quality assurance program involves working with councils to ensure that the planning data submitted as part of the plan-making process meets the adopted standard. The following maps are required to be changed to facilitate the proposal, amending of the following Fairfield Local Environmental Plan 2013 map:

- Amend the Fairfield LEP 2013 Minimum Site Area Town Centre Precinct Map (Sheet 021) to identify part of the site as “Area W” when applying the minimum site area across the site as 4000m², and, to identify part of the site as “Area O” when applying the minimum site area of part of the site as 1300m².
- Amend the Zoning Map to B2 Local Centre
- Amend the FSR Map to allow for no prescribed floor space ration (FSR) control across the whole site
- Amend the Height of Buildings Map to allow for a 27 metre control across the whole of the site
- Amend the Land Acquisition Map

Existing LEP Maps and Proposed amendments to the Fairfield LEP Maps are provided overpage at Figures 4 – 8.



FIGURE 4
Existing and Proposed LEP Mapping (Land Zoning Map)



Existing Minimum Site Area Map Town Centre Precinct Map

Minimum Site Area (sq m)

O 1300

W 4000

Town Centre Precincts

Villawood



Proposed Minimum Site Area Map Town Centre Precinct Map

Minimum Site Area (sq m)

O 1300

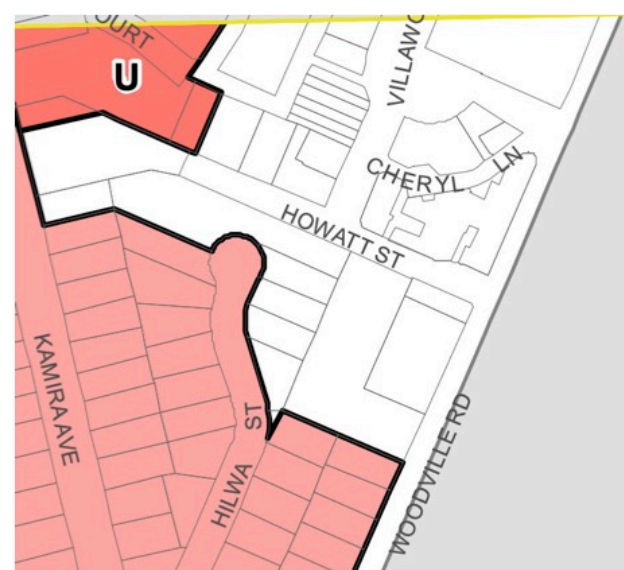
W 4000

Town Centre Precincts

Villawood

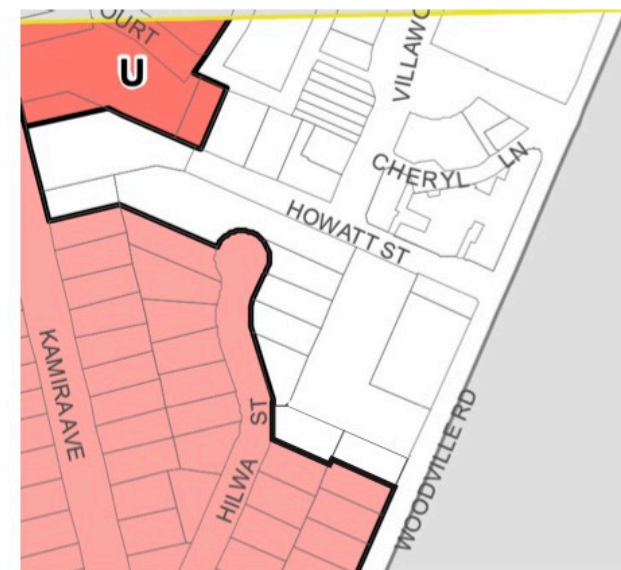
FIGURE 5

Existing and Proposed LEP Mapping (Minimum Site Area Map Town Centre Precinct Map)



Existing Floor Space Ratio (n:1)

T 2



Proposed Floor Space Ratio (n:1)

FIGURE 6

Existing and Proposed LEP Mapping (Floor Space Ratio)

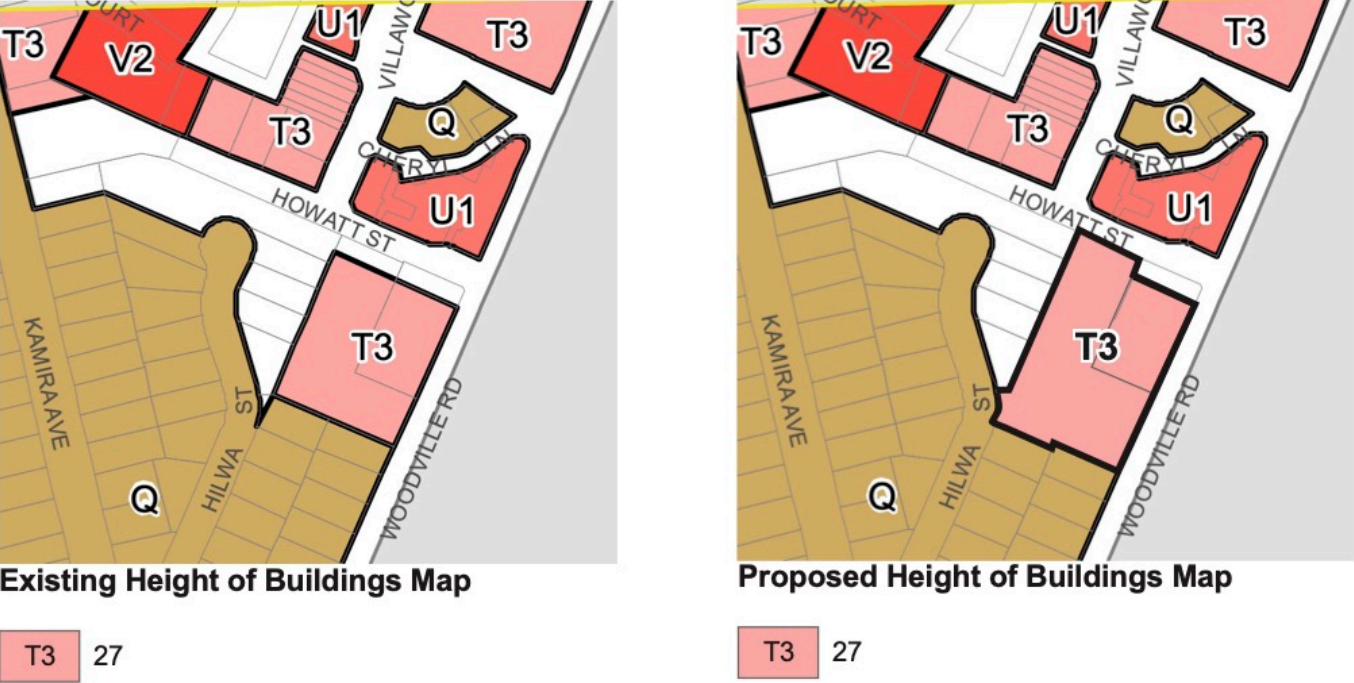


FIGURE 7

Existing and Proposed LEP Mapping (Height of Building Map)

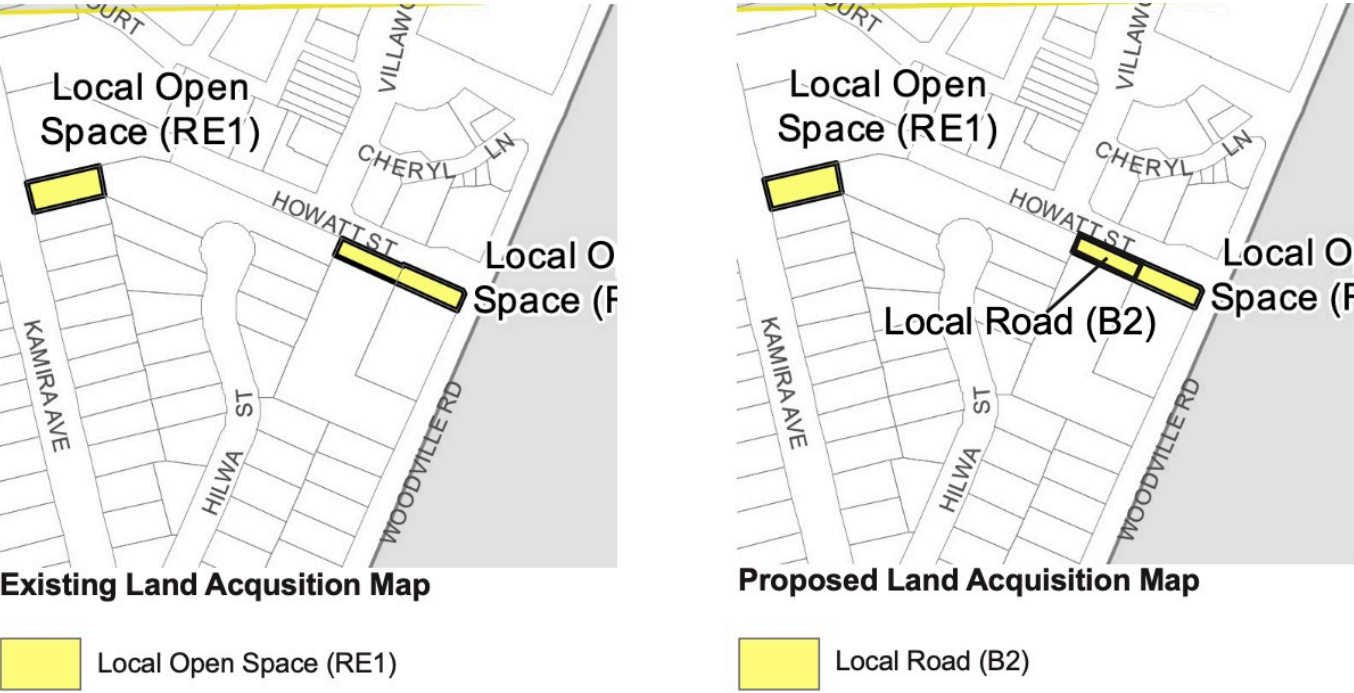


FIGURE 8

Existing and Proposed LEP Mapping (Land Acquisition Map)

Area to which local provisions will apply

Additional provisions (commonly referred to as ‘local provisions’ or ‘model local clauses’) are local clauses that have been settled by the Parliamentary Counsel’s Office which address common topics raised by councils in their standard instrument LEP preparation. The use of such settled clauses will reduce the time required to amend a standard instrument LEP.

Where councils would like to use one or more of the examples provided but wish to make some minor alterations to suit their specific circumstances, these may be considered with the appropriate justification, although it is recommended that they be adopted ‘as is’ wherever possible. No local provisions are proposed to apply.

PART 5 – COMMUNITY CONSULTATION

‘A Guide to Preparing Local Environmental Plans’ produced by the NSW Department of Planning and Environment sets out the community consultation requirements for Planning Proposals. The guide indicates that consultation will be tailored to specific proposals. Community consultation to be commenced by giving notice of the public exhibition of the Planning Proposal in a local newspaper, on the Council website and in writing to adjoining landowners.

Given the scale of the Planning Proposal, it is understood that it will go on public exhibition for a minimum 28 days.

Should the Planning Proposal be supported by Council and issued a gateway determination by the State government, the Planning Proposal will be required to be placed on public exhibition in the manner detailed in the gateway determination, having regard to the requirements of the Environmental Planning & Assessment Act and Regulation any other relevant process requirements of Council. The written notice of the Planning Proposal will:

- Give a brief description of the objectives or intended outcomes of the Planning Proposal.
- Indicate the land affected by the Planning Proposal.
- State where and when the Planning Proposal can be inspected.
- Give the name and address of the relevant planning authority (Fairfield City Council) for the receipt of submissions.
- Indicate the last date for submissions; and
- Confirm whether delegation for making the LEP has been issued to the relevant planning authority.

Furthermore, it is noted that this strategy is forward-looking and anticipatory, but it relies heavily on statistics and trends to make predictions about the future. The recent events, including the prolonged drought, bushfires and COVID-19 pandemic will disrupt these trends in ways that we cannot yet anticipate.

PART 6 – PROJECT TIMELINE

The ‘Guide to preparing planning proposals’ indicates that a primary goal of the plan making process is to reduce the overall time taken to produce LEPs. Project timelines are a mechanism to monitor the progress of the planning proposal through the plan making process.

The project timeline will be determined by The City of Fairfield. An indication of the timeline for the planning proposal is however prepared in draft form over page.

TABLE 3
Project Timeline

PROJECT TIMELINE	
MILESTONE	TIMEFRAME
Consideration by Council	
Council decision	
Gateway determination	
Pre-exhibition	
Commencement and completion of public exhibition period	
Consideration of submissions	
Post-exhibition review and additional studies	
Submission to the Department for finalisation (where applicable)	
Gazettal of LEP amendment	

6 CONCLUSION

This Planning Proposal seeks to amend various provisions of the Fairfield Local Environmental Plan 2013 to facilitate an appropriate development of shop top housing at the site.

The Planning Proposal is consistent with A Metropolis of Three Cities – the Greater Sydney Region Plan and the Western City District Plan, and satisfies the objectives of the LSPS, Local Housing Strategy, Fairfield LEP 2013 and Villawood Town Centre DCP 2020.

This Planning Proposal seeks an alternative approach towards the development of the subject site, compared to that which could be otherwise be achieved under the current planning controls, and would achieve a significantly improved urban design outcome to support growth envisaged for the Villawood Town Centre. The intention is to assist in achieving the housing targets for the LGA and to increase the supply of diverse, adaptable, and affordable housing above and near and above services, shops, facilities, and amenities alongside public and private green and open spaces.

The Planning Proposal request seeks to amend the Fairfield Local Environmental Plan 2013 to:

- Amend the Minimum Site Area Town Centre Precinct Map (Sheet 021) to identify part of the site as “Area W” when applying the minimum site area across the site as 4,000m², and, to identify part of the site as “Area O” when applying the minimum site area of part of the site as 1,300m²
- Amend the Zoning Map to B2 Local Centre
- Amend the Height of Buildings Map to allow for a 27 metre control across the whole of the site
- Amend the FSR Map to allow for no prescribed floor space ration (FSR) control across the whole site
- Amend the Land Acquisition Map

Further, Council is to prepare a amendments to the DCP to guide the future development and built form (including prescription of building setbacks, communal open space, public recreation, access, and height controls).

This report addresses the Proposal’s consistency against relevant State Environmental Planning Policies and Section 9.1 Ministerial Directions.

The concept proposal illustrates a scheme comprising apartment, commercial podium offerings and a volume of landscaping and open space available across the site. The ultimate development outcome will provide high quality housing with a generous accessible communal open space. It can be demonstrated that the proposed development will be compatible with the prevailing future density, character and amenity of the area and town centre. Ultimately, the design of the development will result in a residential lifestyle choice of refined massing with good internal pedestrian connectivity, landscaped open spaces and protection of solar access, privacy and the amenity of both future residents and existing neighbouring developments

The Planning Proposal will achieve the following benefits:

- Provide additional housing to meet the growing demand of the suburb and Fairfield LGA’s demographic profile, which is predominantly families, in the form of a residential development which introduces an appropriate quantum of higher density and shop top development housing near a local centre, with extremely good access to an existing public transport service
- Activation and engagement of the Villawood Road and Howlett Street frontages as well as upgrades to the public domain including new footpaths, kerb and guttering, and traffic safety measures.

- Embellish local open space and recreation facilities
- A development to allow for a built form arrangement that will ensure compatibility with, and limits impacts upon, the surrounding residential environment
- Prepare amendments to the DCP to guide the future redevelopment of the land.

In summary, application of the current provisions of Fairfield Local Environmental Plan 2013 will not achieve a development outcome that fulfils the environmental capacity of this important site in accordance with the State government objectives for land near local centres, public transport, and other infrastructure.

A mixed-use development is considered suitable for the site. Although there is relatively poor access to social infrastructure in the vicinity of the site, more social infrastructure has the potential to be developed in this area over the following years. The area surrounding the proposed development site is demographically diverse, and socially and economically disadvantaged, and there are high rates of a variety of crimes. A high proportion of the area's housing tenure takes the form of social housing. However, strong population growth is also anticipated for the area over the next 20 years, which would be likely to coincide with market pressures for significant residential development.

A retail demand assessment has found that the Villawood Town Centre has a current undersupply of around 7,100m² of commercial and retail space, which will increase to 9,800m² by 2031. The proposal will contribute to responding to this demand, in conjunction with the future use of nearby B4 zoned land that is anticipated to be permitted for retail use.

In addition, an assessment of the social and economic impacts anticipated to result from the proposed development shows that a mixture of positive and negative social impacts have been identified as potentially resulting from the proposed development. Positive such social impacts include improvements to health, wellbeing, lifestyles, access to housing, and community cohesion, through the supply of diverse housing and retail spaces close to active transport. Negative potential social impacts include decreased built environment amenity and higher demand for local social infrastructure, especially considering the likelihood for further future residential development nearby.

Economic impacts of the development will directly contribute a gross value of \$22.4 million to the national economy, while indirectly contributing \$92.3 million. The development is also estimated to generate up to 104 jobs on-site.

The introduction of additional connected open space would yield benefits to the proposal and the surrounds, better connecting future population to the east with the current and proposed parkland to the west of the site. Most importantly, the proposal would introduce much needed housing supply and diversity in a location that is well connected to public transport, reinforcing the strategy of the 30-minute city.

These positive impacts can be further enhanced through the maximisation of tree plantings within the proposed development's open space, and potential design considerations, including the adoption of CPTED principles. Despite the use of mitigations and enhancements, some residual positive and negative impacts are likely to remain, necessitating the use of a monitoring and management framework to make possible an ongoing understanding of the development's impacts. Subsequently, it is considered that the proposal will yield a net social and economic positive benefit for the locality.

This Planning Proposal demonstrates the strategic and site-specific merit of the proposed amendments to the Fairfield Local Environmental Plan 2013 as it supports the State government's current direction of increasing density within proximity to centres with good access to public transport and facilities. For the reasons outlined above it is appropriate for Fairfield City Council, as the relevant planning authority, to support the subject Planning Proposal. In particular, the Planning Proposal will provide for much needed housing in a highly accessible and desirable location given its walking proximity to the Villawood Town Centre.

Having addressed the relevant matters pursuant to Section 3.33 of the Environmental Planning and Assessment Act 1979, and the 'Local Environmental Plan Making Guideline', the Planning Proposal is considered an appropriate response to achieve its objectives and intended outcomes.