

OUTCOMES COMMITTEE

Meeting Date 14 May 2024

Item Number. 44

SUBJECT: Post Exhibition - Planning Proposal - 896-898 Woodville Road and 15 Hilwa Street Villawood
Premises: 896-898 Woodville Road and 15 Hilwa Street Villawood
Applicant: DMPS (Daniel McNamara Planning Solutions)
Owner: ABA Square Pty Ltd (Director/Secretary - Khaled Diab)
Zoning: E1 – Local Centre

FILE NUMBER: 19/04955

PREVIOUS ITEMS: 86 - Planning Proposal - 869-898 Woodville Road and 15 Hilwa Street Villawood - Outcomes Committee - 12 Sep 2023

REPORT BY: Amanda Seraglio, Strategic Planner

RECOMMENDATION:

That:

1. Council adopt the Planning Proposal (Attachment A of the report), known as Amendment No. 48, to amend Fairfield Local Environmental Plan 2013 (FLEP 2013) relating to 896-898 Woodville Road and 15 Hilwa Street Villawood as follows:
 - 1.1. Minimum Site Area Map to consolidate the site to allow for the development to achieve 27 metres in height consistent with the Villawood Town Centre minimum site area map.
 - 1.2. Land Use Zoning Map from part R4 High Density Residential and part RE1 Public Recreation to E1 Local Centre across the entire site.
 - 1.3. Height of Building Map to increase the height from 9 metres to 27 metres,
 - 1.4. Removal of all current floor space ratio controls to be aligned with the E1 Local Centre controls.
 - 1.5. Expand the Town Centre Precinct Map to include 898 Woodville Road and 15 Hilwa Street Villawood.
2. The Planning Proposal be referred to the Department of Planning, Housing and Infrastructure (DPH&I) requesting that it be made in accordance with relevant provisions of the NSW Environmental Planning and Assessment Act 1979.
3. Proposed Amendment No. 2 to Villawood Town Centre Development Control Plan be placed on public exhibition for a period of 28 days, with exhibition to commence from the day it is published on Council's website.
4. The outcome of the public exhibition of Villawood Town Centre Development Control Plan 2020 Amendment No. 2 be reported back to Council following the exhibition period.

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Note: This report deals with a planning decision made in the exercise of a function of Council under the Environmental Planning & Assessment Act and a division needs to be called.

SUPPORTING DOCUMENTS:

AT-A ↓	Planning Proposal	44 Pages
AT-B ↓	Map Amendments	6 Pages
AT-C ↓	Gateway Determination	2 Pages
AT-D ↓	Submission - Endeavour Energy	12 Pages
AT-E ↓	Submission - Canterbury Bankstown Council	6 Pages
AT-F ↓	Submission - Transport for NSW	3 Pages

CITY PLAN

This report is linked to *Theme 2 Places and Infrastructure* in the Fairfield City Plan.

SUMMARY

Council is in receipt of a planning proposal (Attachment A of the report) for 896 – 898 Woodville Road and 15 Hilwa Street Villawood (Lot 3 DP 208677, Lot 100 DP 1070965, Lot A DP 418889, Lot 1 DP 217764, Lot 13 DP 220348). The planning proposal has been submitted by Daniel McNamara Planning Solutions (DMPS) on behalf of ABA Square Pty Ltd. The land is owned by ABA Square Pty Ltd and forms part of the revitalisation of the Villawood Town Centre.

The land is located on the southern edge of the town centre on the current 'Gospel Piano Site' (outlined in red) and adjoining 'APEX Petroleum Service Station site' (outlined in yellow), as shown in Figure 1 below.

The planning proposal seeks to amend the following maps in the Fairfield Local Environmental Plan (FLEP):

- Land Use Zoning
- Height of Building
- Floor Space Ratio
- Minimum Site Area
- Town Centre Precinct
- Land Reservation Acquisition

This proposal aims to facilitate future redevelopment of the site into a mixed-use development, incorporating a supermarket and smaller speciality retail shops within the redevelopment on land zoned E1 Local Centre.



Figure 1: Location Map

REPORT

A. Background

The owners, ABA Group Pty Ltd, acquired 896 Woodville Road Villawood, which forms part of the southern gateway to the Villawood Town Centre. The site has an area of approximately 3,430sqm. This site area is less than the 4,000sqm minimum site area requirement under FLEP 2013.

It is understood that the applicant had the intention of acquiring the adjoining service station site at 896A Woodville Road Villawood to meet the minimum site area of 4,000sqm and facilitate redevelopment. Council has been advised by the proponent that negotiations with the owner of 896A Woodville Road have not been successful hence why the minimum site area has not been able to be achieved.

The applicant has submitted a planning proposal seeking to amend FLEP 2013 to facilitate the redevelopment of their site and ensure the adjoining service station site can be developed in the future on its own accord and achieve good urban design outcomes. The proposed FLEP Amendments include the following map changes (as per Attachment B of the report):

- Zoning Map – amend the land zoning:
 - 898 Woodville Road from R4 High Density Residential to E1 Local Centre
 - 15 Hilwa Street from part R4 High Density Residential and part RE1 Public Recreation to E1 Local Centre

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- 896 Woodville Road from part E1 Local Centre and part RE1 Public Recreation to E1 Local Centre
- Minimum Site Area Map – amend the minimum site area:
 - 896 and 898 Woodville Road and 15 Hilwa Street to a Metropolitan Statistical Area (MSA) of 4,000sqm
 - 896A Woodville Road to a MSA of 1,300sqm
- Height of Building Map – amend the height of building map:
 - 898 Woodville Road from 20m to 27m
 - 15 Hilwa Street from part 20m and part no height (RE1 zoned portion of site) to 27m
- Floor Space Ratio Map – amend the floor space ratio map:
 - 898 Woodville Road 2:1 to no floor space ratio (FSR) to be consistent with the remainder of the E1 Local Centre
 - 15 Hilwa Street from part 2:1 and part no FSR to be consistent with the remainder of the E1 Local Centre
- Land Reservation Acquisition Map – amend the Land Reservation Acquisition Map:
 - Part 896 Woodville Road removal of the Land Reservation Acquisition Map from the part of Lot 3 DP 208677 addressing Howatt Street.
- Town Centre Precinct Map – amend the Town Centre Precinct Map:
 - 898 Woodville Road and 15 Hilwa Street to be included within the Town Centre Precinct Map as the E1 Local Centre is expanding into these lots.

Accordingly, this proposal encourages a feasible development that will provide up to 165 residential apartments, approximately 2,800sqm of commercial and retail space and 950sqm of communal civic/open space on site. This will provide significant community benefit in promoting economic revitalisation of the centre.

The planning proposal has been prepared in accordance with the requirements set out in section 3.33 of the Environmental Planning & Assessment Act (EP&A Act) in that it explains the intended outcomes of the proposed instrument. The planning proposal also provides justification and an environmental analysis of the proposal.

B. Public exhibition and timing

Public consultation of the planning proposal was undertaken for a period of 28 days from 17 November 2023 to 15 December 2023 to the public and 30 days from 15 November 2023 to 15 December 2023 to Public Agencies as per the Gateway Determination (Attachment C of the report) conditions.

Consultation was undertaken in accordance with Council's Community Participation Plan and the Gateway Determination as follows:

- The public exhibition material was made publicly available on Council's website for review.
- The planning proposal was placed on the NSW Department of Planning, Housing and Infrastructure (DPH&I) ePlanning Portal webpage for the public to review and make a submission.

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- Exhibition material was provided in hardcopy to be viewed at Council's Administration Building.
- In accordance with Condition 3 of the Gateway Determination, a referral was sent to Transport for NSW (TfNSW), Sydney Water Corporation, Canterbury Bankstown Council and Endeavour Energy for comments.
- A total of 103 notification letters were sent out to affected and adjoining landowners and other relevant stakeholders, this included properties within a 50m radius of the subject site.

C. Submissions – Community

No public submissions were received during the public exhibition period.

D. Submissions – Public Agencies

Three written submissions were received from a public agency – Endeavour Energy (Attachment D of the report), Canterbury Bankstown Council (Attachment E of the report) and TfNSW (Attachment F of the report).

Submission – Endeavour Energy

Endeavour Energy provided a generic submission - no issues or specific concerns were raised relating to the subject site. Endeavour Energy has listed standard conditions for adequate connection.

Council Officer Response:

All comments are noted, and as part of the Development Application (DA) assessment process conditions from the Endeavour Energy will be documented.

Submission – Canterbury Bankstown Council

Canterbury Bankstown Council provided a detailed submission and raised the following issues:

- **Local Infrastructure**

Canterbury Bankstown Council (CB Council) advised that a review of the kerb at the pedestrian crossing of Woodville Road and Howatt Street may be required to be upgraded to meet the current Australian Standard controls. CB Council advised as part of Council's capital works project in 2024, Binna Burra Street will be resurfaced, CB Council raises concerns that during construction there may be damage to the repaired road.

Council Officer Response:

- Binna Burra is a residential street and is not the main thoroughfare for vehicles to approach the site, therefore, there would be minimal impact to Binna Burra Street.

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During the DA process, CB Council will be consulted and provided with the opportunity to place a formal submission.

- The DA Assessing Officer will also conduct a full assessment of the surrounding intersections regarding kerb upgrade for pedestrian crossing.
- At the development assessment stage, a construction management plan can be considered to determine the most appropriate areas and location for worker parking and site servicing to limit disruption on local roads.

- **Inconsistent Documentation**

CB Council raised concerns regarding inconsistencies within the Urban Design Report in relation to the building envelope and setbacks.

Council Officer Response:

The proposed Villawood Development Control Plan (DCP) Amendment No.2, which forms part of this planning proposal site, clarifies the setbacks as identified in 4.6 of the Villawood DCP.

- A zero setback along Howatt Street and Woodville Road
- Basement setbacks on the western boundary is 1m
- Basement setback to southern boundary is 3m

- **Consideration of APEX Site**

CB Council raised concerns with the adjoining APEX site and the consideration of future redevelopment with that site.

Council Officer Response:

Fairfield's Local Planning Panel meeting held on 3 August 2023 recommended the developers provide Council with details of the negotiations to acquire the APEX site, as noted in the meeting minutes. Sufficient details of the negotiations have been submitted to Council.

The Panel also recommended one access driveway be constructed on Howatt Street, which can provide joint access to the APEX site if future development occurs. This is a control that has been incorporated in the amended Villawood DCP for possible future development. This will involve 'break through walls' in the basement level to allow redevelopment of the adjoining site, thus providing the one vehicular access point for the site from Howatt Street.

Submission – Transport for NSW

TfNSW provided a detailed submission and raised the following issues:

- **Woodville Road and Howatt Street Intersection**

In the Genesis Traffic Report submitted by the applicants, the report recommended the removal of the bus only right turn restriction from Woodville Road onto Howatt Street to allow all vehicles to turn right.

TfNSW does not support the removal of the bus only right hand turn, due to the safety and efficiency of the state road network.

Council Officer Comments:

Council Officers note that TfNSW does not support the removal of the bus only right hand turn. The proponent has not objected to this arrangement and as such is not necessarily critical for the development to proceed.

- **Access Arrangement**

The development proposes 2 access points to the site, Hilwa Street will be used for residential access, and Howatt Street will be used for retail and commercial access.

TfNSW notes that access arrangement will be subject to Council's satisfaction, however, TfNSW emphasises that all vehicular access to any proposed development on the site should not be via Woodville Road.

Council Officer Comments:

Separating the residential and retail access to the site will reduce traffic congestion around the town centre. Hilwa Street is an appropriate location for residential access and Howatt Street will provide retail access to the site. As recommended by the Fairfield Local Planning Panel, a DCP control has been introduced for 1 driveway for both the subject site and the APEX site. This will allow for provisions for possible future development and access to the basement car park.

- **SIDRA Model**

The Genesis Traffic Report dated Nov 2022 submitted with the planning proposal, includes a survey that has been commissioned to record AM and PM peak traffic flows in the 4 intersections for the use of SIDRA modelling. TfNSW advises the following information is not included and clarification should be provided:

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- The date of survey
- The time of survey
- Surveyed queue length (for base model calibration)
- AM/PM peak hours

It is required the SIDRA model be updated following the below comments:

- 95th percentile queue should be selected rather than average back of the queue
- Heavy vehicle Passenger Car Units (PCU) should be set as 2 rather than 1.65
- Signal coordination should be adopted along the Woodville Road corridor for both directions

TfNSW is concerned with the performance of the state road network intersections, particularly Woodville Road, Villawood Road and Llewellyn Avenue, and Woodville Road, Howatt Street and Binna Burra Street intersections, which runs in Level of Service F in the 2032 pre-development scenario in the peak hours. TfNSW suggests that the surrounding road network including intersections with the state road network might not have the capacity to support the growth in the Villawood Town Centre.

Council Officer Comments:

The model calibration process is critical to ensure the model is robust and reflects expected road network conditions. Through correct calibration, Council's traffic consultant, Stantec was satisfied in the SIDRA models' ability to project the future road network conditions post development of the site and provide an accurate impact on the future traffic network by the development.

Previous traffic assessments for areas around Villawood have identified that a large proportion of the future traffic along major State roads such as Woodville Road will be from background growth and through traffic not able to be attributed to individual developments. This is in addition to the future impacts that the State government's proposed Low and Mid Rise Housing State Environmental Planning Policies across Sydney will generate and for which consideration for additional infrastructure demands requires more detailed assessment. These cumulative impacts of this development and related infrastructure will need to be funded.

In this regard, the new State Government's Housing Productivity Contribution (HPC) is levied on local developments (in addition to Council contributions) for a range of infrastructure purposes, including transport and active transport initiatives. These traffic matters associated with population growth are precisely the pieces of infrastructure that should be funded by the State through the HPC. Council Officers will raise this matter as part of their regular dialogue with TfNSW senior officers.

Ongoing review and management of the Villawood traffic network will therefore need to be undertaken by the State Government and Council.

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- **Car Parking**

TfNSW is supportive of Travel Demand Management (TDM) measures to reduce private vehicle dependence and support a shift to public and active transport modes, given the site's close proximity to Villawood station. TfNSW is supportive of the proposed inclusion of performance criteria and controls within the DCP that seek to achieve this outcome.

TfNSW suggests the following rate should be used for residential parking on site, as per the Guide to Traffic Generating Developments 2002:

- 0.4 spaces per 1 bedroom unit
- 0.7 spaces per 2 bedroom unit
- 1.2 spaces per 3 bedroom unit
- 1 space per 7 units for visitor parking

TfNSW notes that within the Genesis Traffic Report dated November 2022, Gross Floor Area (GFA) is used to calculate retail parking. TfNSW recommends that Gross Leasable Area (GLA) is used and be provided for Council satisfaction.

Council Officer Comments:

Western Sydney in general lacks adequate transport infrastructure and the frequency of trains and buses provided within the Inner City LGA's. Council's current car parking rates reflect the area's lack of access to and service by high frequency public transport. Should future State Government planning consider the Villawood Station for redevelopment and upgrades or future extension of the Bankstown Metro Line through to Fairfield, adjusted car parking rates should be considered.

- **Traffic Generation Rate**

TfNSW acknowledges that the retail PM peak trip generation rate of 15.5vtpm per 100m² used in the Genesis traffic report dated June 2023 is in accordance with the Guide to Traffic Generating Developments 2002. However, TfNSW recommended that the noted GFA rate, should be revised to Gross Leasable Floor Area (GLFA) rate.

Council Officer Comments:

The applicants traffic consultant advised that the rates have been amended to reflect the GLFA rate to align with TfNSW comments.

- **Proposed Yield**

TfNSW notes that within the stated planning proposal, the proposed development comprising approximately 122 residential apartments above a podium of approximately 2,700m² of retail and commercial, while the Genesis traffic report dated November 2022 identifies a different number of the proposed number of units and retail floor space.

TfNSW suggests clarifying the number of residential dwellings and the area of retail.

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Council Officer Comments:

Council Officers sought comment from the applicant, with the following suitable response provided.

The planning proposal, by virtue of its nature, does not reflect a detailed/refined development outcome. Accordingly, the actual development yield will be reflected in the subsequent DA. Nevertheless, for clarity, the final proposal yield comprises:

- 165 residential units
- Supermarket with a total floor area of 2,800m²
- Office and storage for supermarket with floor area of 860m²

The resulting traffic generation is approximately 5vtpd less than the assessed quantum in the Traffic Impact Assessment (TIA). Thus, the SIDRA model will continue to be applicable.

- **Freight and Servicing**

As per the Genesis Transport Report dated November 2022, loading and servicing spaces have been proposed in the basement of the site. TfNSW recommends that all loading and servicing demands are provided on site and loading spaces should be based on TfNSW 2021 Freight and Servicing Last Mile Toolkit and ensure Council is satisfied with all services on site.

Council Officer Comments:

As part of the development application process, Council will undertake a thorough assessment on the loading and unloading services provided on site. The Villawood Town Centre DCP is proposed to be updated as part of this planning proposal process and specific DCP controls have been included to ensure all service vehicles for the site are able to access and service the site.

Further, a loading area will be provided onsite and accessed via Howatt Street. It is envisaged that 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.

Furthermore detailed design will be undertaken at the development assessment stage in accordance with the Villawood Town Centre DCP.

VILLAWOOD TOWN CENTRE DEVELOPMENT CONTROL PLAN

Through this planning proposal process, the need was raised to amend to the current Villawood DCP, which was adopted by Council in 2020. The Villawood DCP was endorsed based on the Villawood UDS. As part of this planning proposal, it has been recommended that a minor review of the current Villawood DCP should occur to reflect updated FLEP amendments to the town centre.

To ensure that the DCP is current and reflects the changes made through this FLEP 2013 amendment, the following changes are proposed:

- Maps and images throughout the DCP to be amended to expand the Villawood Town Centre precinct area to include 15 Hilwa Street and 898 Woodville Road Villawood.
- Changes to town centre precinct, controls, building height, building envelope, vehicular access, and active street frontages to reflect amendments as part of this FLEP 2013 Amendment.
- Controls around public domain and site services to be included
- Identify a 2 stage active street frontage outcome along to western boundary for the future Hilwa Park expansion.

Consultation Strategy for DCP

It is proposed that the amended Villawood Town Centre DCP be placed on public exhibition as per Council's Community Engagement Strategy 2020, for a period of 28 days.

The draft amendment will be placed on Council's website and a hard copy will be available for viewing at Council's Administration Building during normal business hours.

Once the exhibition period has ended a further report detailing the results of public exhibition and any proposed amendments will be presented to Council.

CONCLUSION

The formal public exhibition of the planning proposal for 896-898 Woodville Road and 15 Hilwa Street Villawood has concluded.

Council has complied with the relevant conditions of the Gateway Determination issued by the DPH&I and has undertaken the statutory public consultation requirements as set out in the relevant NSW planning legislation.

Three agency submissions were received, and the issues raised have been addressed in this report.

It is recommended that Council adopt the planning proposal (Attachment A of the report), known as Amendment No. 48, to amend FLEP 2013.

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It is also recommended that Amendment No. 2 to Villawood Town Centre DCP 2020 be placed on public exhibition for a period of 28 days. A further report detailing the results of public exhibition will be presented to Council.

Amanda Seraglio
Strategic Planner

Authorisation:

Coordinator Strategic Planning
Manager Strategic Land Use Planning
Director City Planning

Outcomes Committee - 14 May 2024

File Name: **OUT14052024_3.DOCX**

***** END OF ITEM 44 *****



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Planning Proposal

Proposed Amendment to Fairfield LEP 2013

**896-898 Woodville Road, Villawood &
15 Hilwa Street, Villawood**

July 2023

Objective ID A5475926

Document Register

Proponent versions:

Version	Date	Detail	Council reference
		i.e. initial planning proposal submitted by proponent	
	21.12.2023	Final version submitted by proponent	A5296232

Council versions:

Version	Date	Detail	Council reference
1	03.08.2023	i.e. version included in report to Fairfield Local Planning Panel	A5632850
2	12.09.2023	i.e. version included in report to Council seeking Gateway Determination	A5632850
3	26.09.2023	i.e. version amended as a result of Gateway Determination	A5730199
		i.e. version amended post exhibition	
		i.e. final version gazetted	

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- Attachment E - Urban Design Concept Plans (Version C)
- Attachment F - Urban Design Peer Review – GYDE Consulting
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Section 1 – Introduction

1.1 Background

This Planning Proposal has been prepared by Fairfield City Council (following a submission of an applicant initiated planning proposal), to support a proposed amendment to Fairfield Local Environmental Plan (LEP) 2013. This planning proposal aims to facilitate further development within Villawood Town Centre, as identified in the Villawood Urban Design Study 2018 (VUDS) and the Villawood Town Centre Development Control Plan (VDCP).

This planning proposal specifically applies to 896-898 Woodville Road, and 15 Hilwa Street, Villawood (Lot 3 DP 208677, Lot 100 DP 107096, Lot 1 DP 217764 and Lot 13 DP 220348).

The intent of the proposal is to facilitate a mixed-use development, comprising of approximately 122 residential apartments above a podium of approximately 2,700sqm of retail and commercial, and proposed to include a supermarket, retail tenancies at ground level.

In summary, the objective of the Planning Proposal aims to amend the maps listed below within the Fairfield Local Environmental Plan 2013:

- Minimum Site Area and Town Centre Precinct Map,
- Land Use Zoning Map,
- Height of Building Map,
- Floor Space Ratio Map, and
- Land Acquisition Map.

These changes will provide consistency with the Villawood Urban Design Study, which identifies a combination of residential development together with active ground floor uses to be incorporated as part of this redevelopment project for Villawood Town Centre.

Should the proposal be granted Gateway Determination, a Site Specific Development Control Plan amendment will be drafted and included as an addendum to the Villawood DCP. This amendment will seek to ensure the appropriate place making, landscaping measures and urban design controls are put in place to facilitate a high level development for the site. The DCP amendment will be publicly exhibited concurrently with the proposal.

To achieve a building height in excess of 9 metres for the site, a minimum lot size of 4,000sqm is required to be met. The applicant has attempted to purchase 896A Woodville Road, Villawood, Lot A DP 418889 (Apex Petroleum site), however, this negotiation has been unsuccessful. Nonetheless, the applicant has successfully acquired 898 Woodville Road and 15 Hilwa Street, to the south of the site to facilitate an alternative land amalgamation pattern. The subject site has a consolidated site area for development of 4,412.7sqm and the remnant Apex Petroleum site has an area of 1,391sqm.

Accordingly, this planning proposal seeks to amend the Fairfield LEP 2013 to address the alternative land amalgamation pattern and facilitate the on-going renewal of the Villawood Town Centre in accordance with the Villawood Town Centre Urban Design Study.

This report comprises a planning proposal that has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and 'A Guide to Preparing Planning Proposals' by the Department of Planning and Infrastructure dated August 2016.

The Planning Proposal has been drafted in accordance with the Guideline, detailing:

- Objectives and intended outcomes
- Explanation of Provisions
- Justification
- Mapping
- Community consultation
- Project timeline
- Summary and Recommendations.

1.2 Site Location and Context

The Villawood Town Centre is located on the eastern edge of the Fairfield Local Government Area, (LGA) adjoining the Canterbury-Bankstown LGA. The Villawood Town Centre is located approximately 2km east of Fairfield City Centre and 10km from both Parramatta (to the north) and Bankstown (to the east). Liverpool is located approximately 6.5km (to the south-west) and is the nearest emerging regional centre.

The Villawood Town Centre is located immediately south of the Bankstown railway line which runs in an east-west direction, providing direct connection between Villawood, Liverpool, Bankstown and Sydney CBD. It also provides connection to Parramatta CBD via Lidcombe and to Fairfield Town Centre via Cabramatta. The train corridor includes the Southern Sydney Freight Line which services southern NSW connecting to Port Botany.

Villawood Town Centre is accessible to the broader road network via The Horsley Drive (A22) providing access to Fairfield City Centre and further afield via Smithfield Road (A28) to the M4 Motorway. Henry Lawson Drive provides a direct connection to the M5 Motorway via regional open space, while the Hume Highway connects Villawood with the Sydney CBD and Liverpool. Figure 1 below, identifies the regional context of Villawood and surrounding town centres.



Figure 1 - Locality Map – Source: Google Maps



Figure 2 – Aerial view of the subject site and surroundings

The local characteristics of the centre are as follows:

- The study area is bounded by Villawood railway station to the north, Woodville Road and Bankstown LGA to the east, existing low density residential development to the south along Hilwa Street and Kamira Avenue to the west, however these areas been rezoned to R4 High Density to facilitate residential flat buildings up to 6 storeys.
- The Villawood Town Centre consists of the business hub north of the subject site. E1 Local Centre zoned land immediately adjoining Hilwa Park. This includes a mix of commercial shops. In recent years, business in Villawood has improved due to major redevelopment of two large mixed-use buildings that have provided renewal and modern shops at ground level, which include a medical centre, dentist, restaurant, café, butcher and a nail salon.
- The Town Centre is serviced by trains and buses providing direct access to Cabramatta Town Centre and Liverpool City Centre. A number of other key centres are also accessible by train requiring a train change at Cabramatta, such as Fairfield City Centre and other larger service and employment centres such as Parramatta CBD and the Sydney CBD. Bus stops are concentrated on River Avenue to the north of the Railway, Woodville Road and Villawood Place.

- Hilwa Park is adjoining the site to the west and north of the site, it is a narrow linear park, providing a small children's play area. Council has recently rezoned 20 Kamira Avenue, Villawood to RE1 Public Recreation for future acquisition to expand Hilwa Park on the western boundary of the site.

1.3 Existing Planning Controls

Fairfield LEP 2013

Land Use Zoning

The subject site is currently zoned part RE1 Public Recreation, part E1 Local Centre and part R4 High Density Residential.

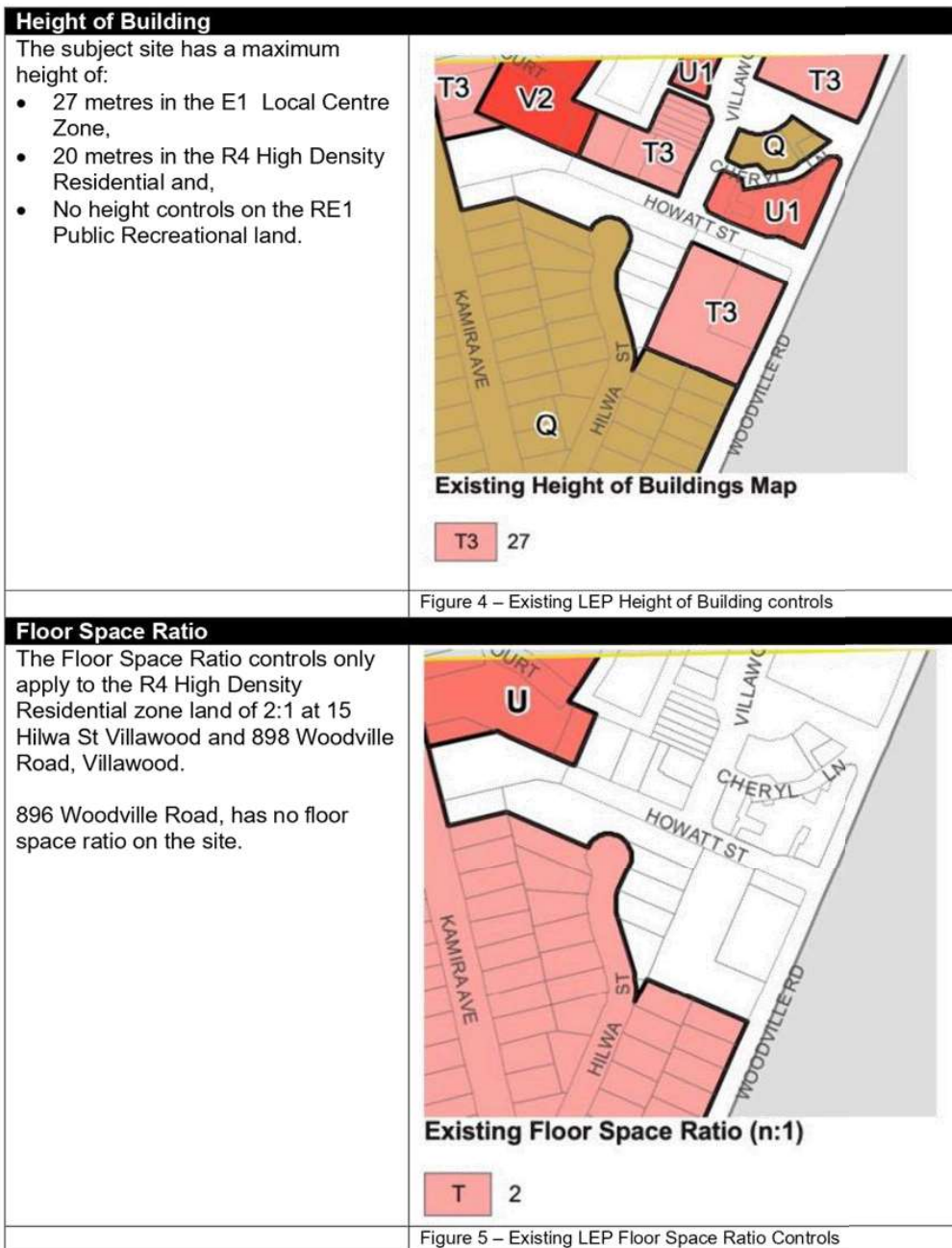


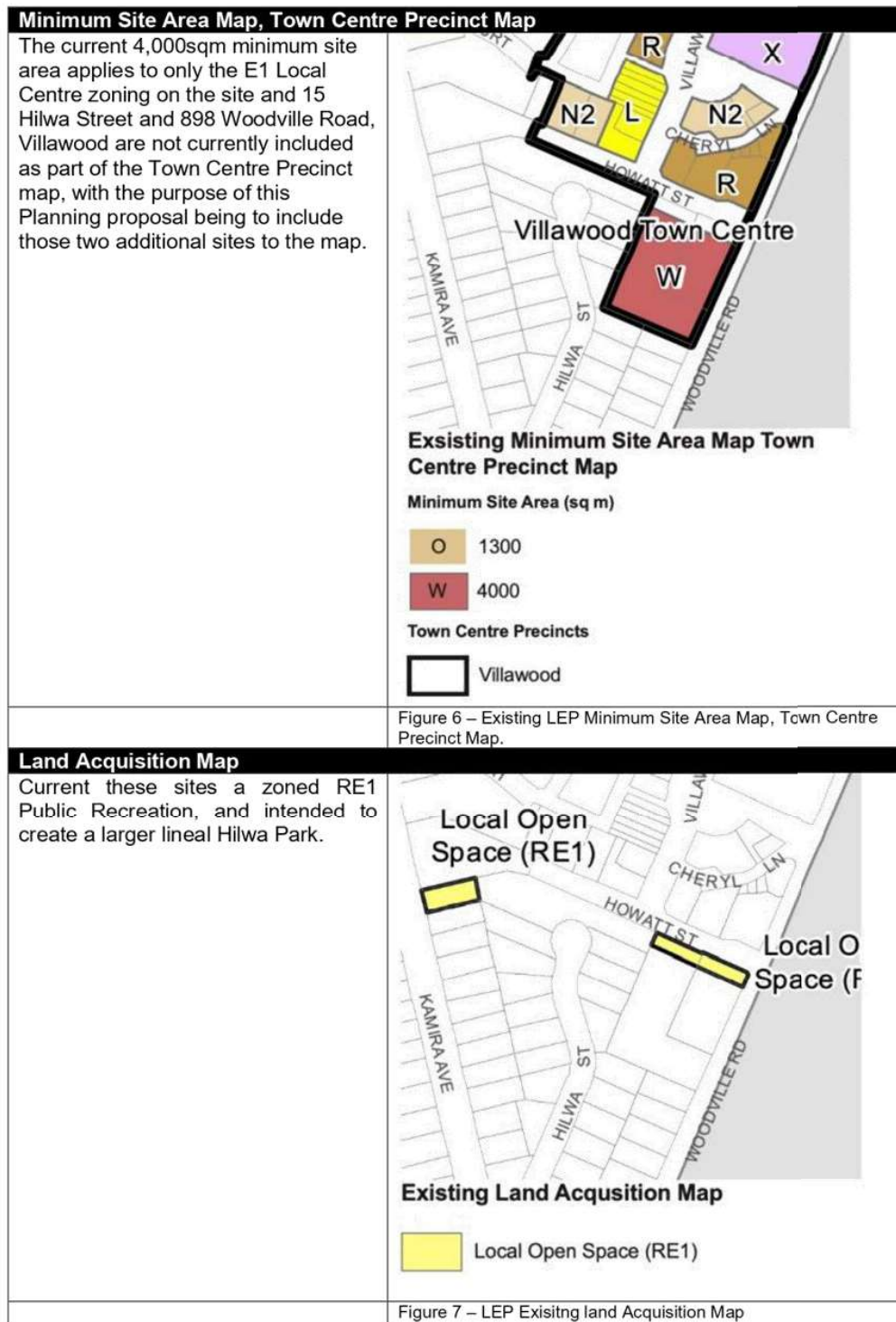
Figure 3 – Existing LEP Land Zoning

Table 1 below identifies the existing land use zone table for the site, the Objectives and the permitted and prohibited land uses.

Table 1 – Fairfield Local Environmental Plan Land Use Table	
Zone R4 High Density Residential	
Objectives	<ul style="list-style-type: none"> •To provide for the housing needs of the community within a high density residential environment. •To provide a variety of housing types within a high density residential environment. •To enable other land uses that provide facilities or services to meet the day to day needs of residents. •To maximise opportunities for increased development on all land by encouraging site amalgamations.
Permitted without consent	Environmental protection works; Home-based child care; Home occupations
Permitted with consent	Boarding houses; Centre-based child care facilities; Community facilities; Neighbourhood shops; Oyster aquaculture; Places of public worship; Residential flat buildings; Respite day care centres; Roads; Shop top housing; Any other development not specified in item 2 or 4
Prohibited	<p>Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Backpackers' accommodation; Bed and breakfast accommodation; Biosolids treatment facilities; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Car parks; Caravan parks; Cemeteries; Charter and tourism boating facilities; Commercial premises; Correctional centres; Crematoria; Depots; Dual occupancies; Eco-tourist facilities; Electricity generating works; Entertainment facilities; Environmental facilities; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Function centres; Heavy industrial storage establishments; Helipads; Highway service centres; Home businesses; Home industries; Home occupations (sex services); Hotel or motel accommodation; Industrial retail outlets; Industrial training facilities; Industries; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Passenger transport facilities; Pond-based aquaculture; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Registered clubs; Research stations; Restricted premises; Rural industries; Rural workers' dwellings; Service stations; Sewage treatment plants; Sex services premises; Storage premises; Tank-based aquaculture; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Veterinary hospitals; Warehouse or distribution centres; Waste or resource management facilities; Water recreation structures; Water recycling facilities; Water supply systems; Wharf or boating facilities; Wholesale supplies</p>
Zone E1 Local Centre	
Objectives	<ul style="list-style-type: none"> • To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area. • encourage employment opportunities in accessible locations. • maximise public transport patronage and encourage walking and cycling. • provide for shop top housing that supports local business activity. • ensure that mixed use developments include an active street frontage by locating business, retail and community uses at ground level.
Permitted without consent	Environmental protection works; Home-based child care; Home occupations

Permitted with consent	<i>Boarding houses; Centre-based child care facilities; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Information and education facilities; Medical centres; Oyster aquaculture; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Service stations; Shop top housing; Tank-based aquaculture; Tourist and visitor accommodation; Any other development not specified in item 2 or 4</i>
Prohibited	<i>Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Attached dwellings; Biosolids treatment facilities; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Dual occupancies; Dwelling houses; Eco-tourist facilities; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Group homes; Heavy industrial storage establishments; Helipads; Home businesses; Home industries; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Multi dwelling housing; Open cut mining; Pond-based aquaculture; Recreation facilities (major); Research stations; Residential flat buildings; Resource recovery facilities; Rural industries; Rural workers' dwellings; Secondary dwellings; Semi-detached dwellings; Sewage treatment plants; Sex services premises; Storage premises; Transport depots; Truck depots; Vehicle body repair workshops; Warehouse or distribution centres; Waste disposal facilities; Water recreation structures; Water recycling facilities; Water supply systems; Wharf or boating facilities; Wholesale supplies</i>
Zone RE1 Public Recreation	
Objectives	<ul style="list-style-type: none"> • To enable land to be used for public open space or recreational purposes. • To provide a range of recreational settings and activities and compatible land uses. • To protect and enhance the natural environment for recreational purposes.
Permitted without consent	<i>Environmental protection works; Markets</i>
Permitted with consent	<i>Aquaculture; Boat building and repair facilities; Boat launching ramps; Boat sheds; Building identification signs; Business identification signs; Camping grounds; Caravan parks; Charter and tourism boating facilities; Community facilities; Environmental facilities; Flood mitigation works; Function centres; Heliports; Information and education facilities; Jetties; Kiosks; Marinas; Mooring pens; Moorings; Recreation areas; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Restaurants or cafes; Roads; Water recreation structures; Water recycling facilities; Water supply systems; Wharf or boating facilities</i>
Prohibited	<i>Any development not specified in item 2 or 3</i>

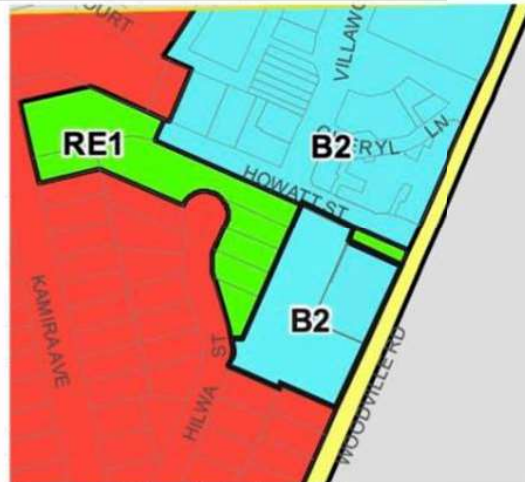




1.4 Proposed Planning Controls

Land Use Zoning

The proposed development intended to amend the Land Use Zoning map in the Fairfield LEP, the applicant is seeking the rezone the entire site to E1 Local Centre, except part of 896 Woodville Road, Lot 100 DP 1070965, which will remain RE1 Public Recreation.



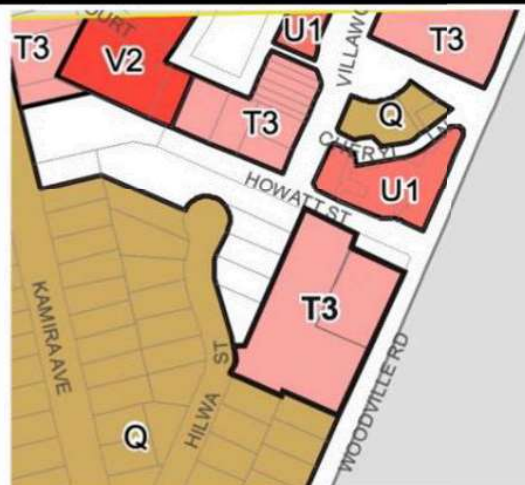
Proposed Land Zoning Map

B2 B2 Local Centre

Figure 8 - Proposed LEP Land Use Zoning Map

Height of Building

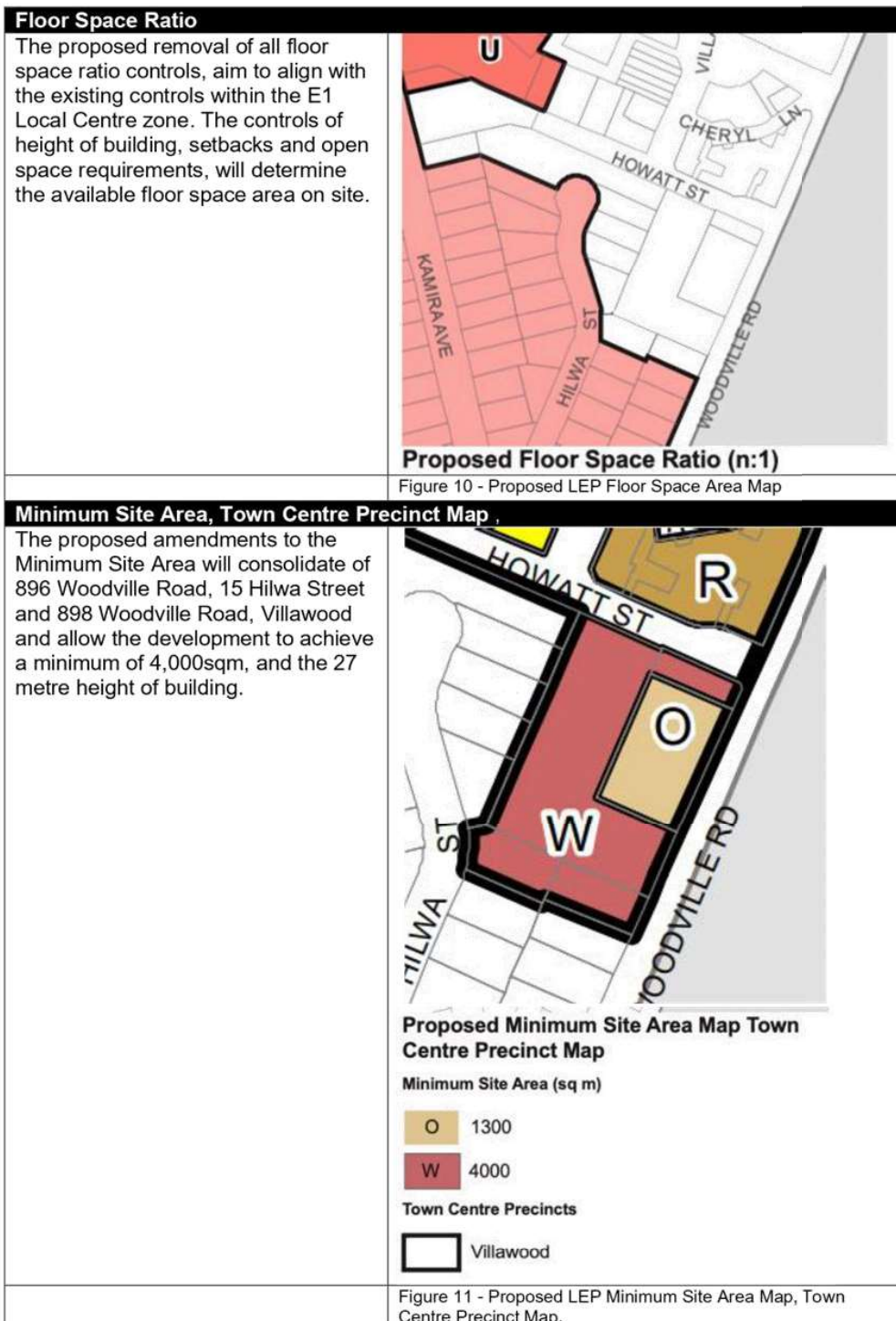
The proposed amendments for the height of building across the site, aim to be align with the existing controls within the E1 Local Centre zone. The maximum height of 27 metres, are proposed to be across the subject site.

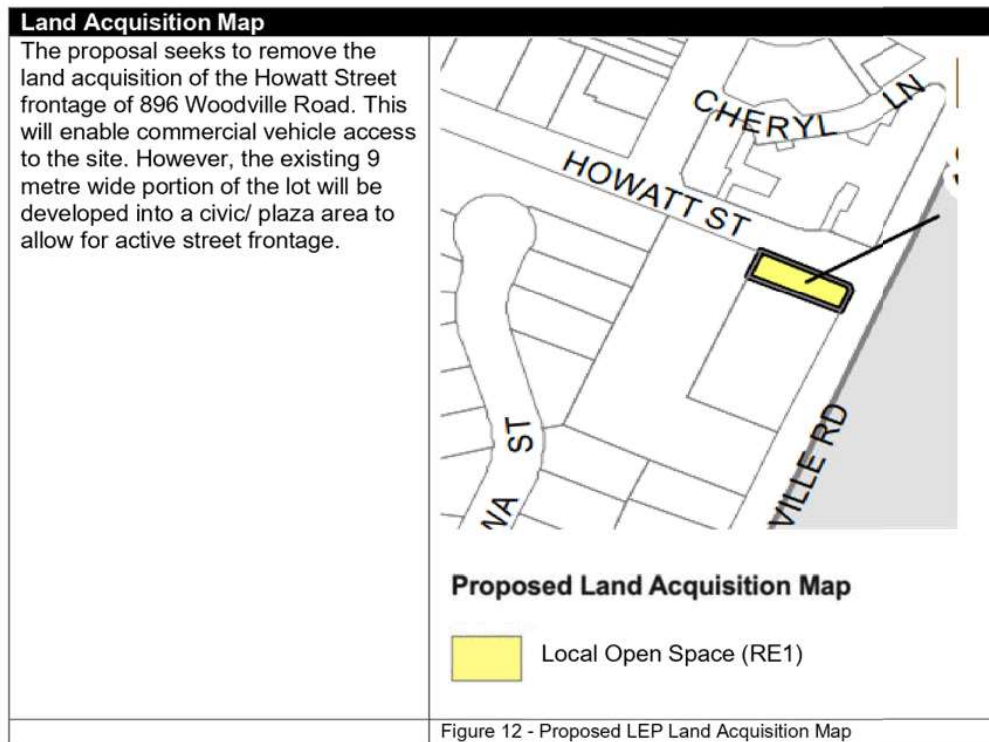


Proposed Height of Buildings Map

T3 27

Figure 9 - Proposed LEP Height of Building Map





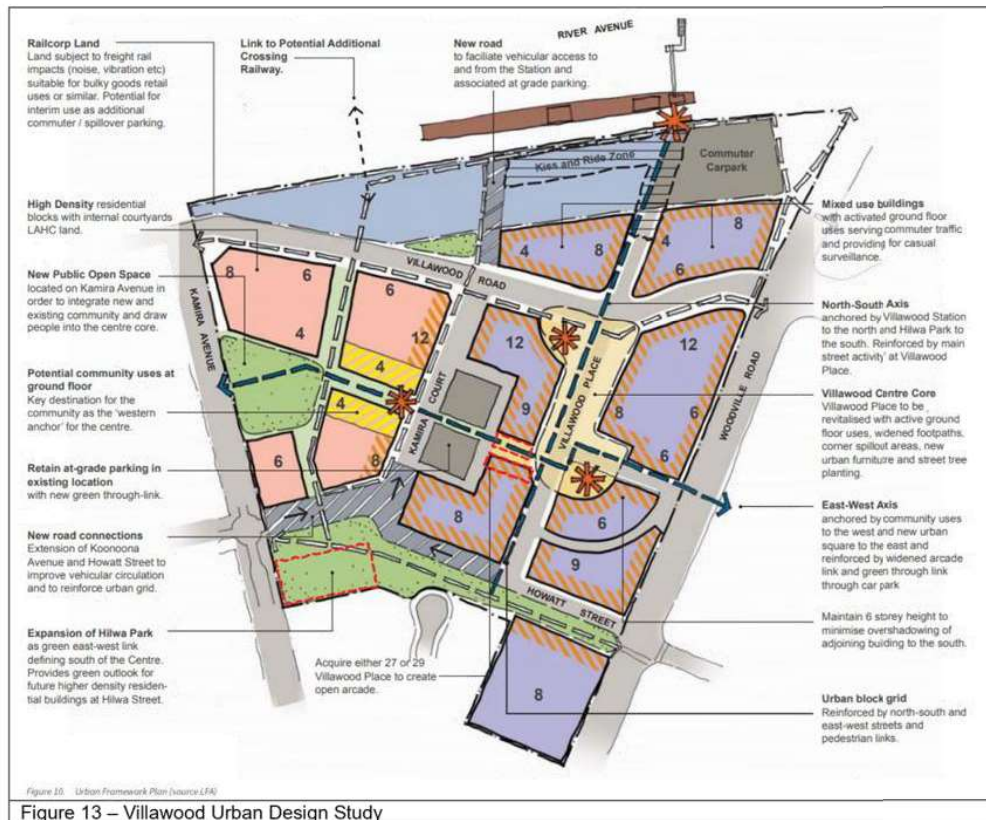
1.5 Villawood Town Centre Urban Design Study

The Villawood Town Centre Urban Design Study (VUDS) was adopted by Fairfield City Council on 27 March 2018. The study guides urban design planning for the Villawood Town Centre. The study guides development proposals with recommended height of buildings, floor space ratios and potential community benefits such as open space, pedestrian link and commercial opportunities.

In the study, 896 and 896A Woodville, Road, Villawood is proposed to integrate high density residential, with some activate street frontages primarily along Howatt Street.

This proposal seeks to activate Howatt Street as key street frontage to the site and identifying necessary future planning activation of the western boundary of the site to accommodate to the proposed expansion of Hilwa Park by creating a civic open area to connect pedestrian links onto Villawood Place and the railway station.

The development proposed, aims to expand the VUDS boundary, incorporating the adjoining properties; 15 Hilwa Street and 898 Woodville Road, to allow for the development to achieve the minimum site area requirement of 4,000sqm. As negotiations between 896A Woodville Road, Lot A DP 418889 (Apex Petroleum site), were unsuccessful. However, with the purchase of the additional two sites to the south, the applicant will achieve the minimum site area requirements, and enable a greater height of building to be balanced with the ability to provide the desired amenity benefits for the residents and the community. This aligns with the vision within the VUDS (see Figure 13 below).



1.6 Urban Design Analysis

An independent peer review analysis was completed by GYDE Consulting (GYDE) to review the proposed design concept on this redevelopment (**Attachment I of the report**). The analysis of the design was to determine whether the changes to the built form were equal to or better than those adopted in the Villawood Urban Design Study.

- Minimum Site Area and Site Isolation

Urban design concept plans (**Attachment H of the report**) submitted by the applicant, to identify the inclusion of the two additional acquired sites to the south. GYDE referred to the Apartment Design Guide (ADG) requirements and conducted an analysis of building depth, building separation and solar access. This provided a reasonable level of comfort that feasible building depths, building separation, solar access and cross ventilation can be achieved on the site.

GYDE states that the same analysis was completed for the adjoining lot 896A Woodville Road, identifying the fundamental elements of the ADG can be met, and the lot will not be disadvantaged. However, GYDE, together with Council and applicant have discussed potential future development amalgamation options. Therefore, in this regard, lot 896A Woodville Road must be included in the planning proposal boundary, as a new control for the minimum site area will be necessary.

- Lot frontage

Vehicle access points to the subject site have been proposed by the applicant to separate the residential and commercial elements. Commercial and retail access are proposed to be via Howatt Street and residential access is proposed to be obtained by Hilwa Street.

Commercial parking and heavy vehicle access should be accessed from Howatt Street to minimise conflict with the residential context. Vehicle access on Howatt Street, should be located away from the western boundary of the site and located adjacent to the boundary of 896A Woodville Road. This will allow for any future shared access arrangements to be considered with the adjoining site.

Residential vehicle access via Hilwa Street at the southwestern corner of the site. Hilwa Street is zoned R4 High Density Residential, with a maximum building height of 6 storeys. In this regard, high density development is consistent with the future character of Hilwa Street.

- Bulk and Scale

The proposal seeks to amend the building height to 27 metres across the entire site. This would adjoin existing R4 High Density Residential zoning, and future 6 storey developments to the south. This level of impact reflects the current LEP controls between existing E1 Local Centre and R4 High Density Residential. This 2 storey downward transition has been noted as acceptable by GYDE.

- Suitability of Zoning

The proposal seeks to rezone the entire site to E1 Local Centre, this will enable the intended development to facilitate a mixed-use development, incorporating residential units with a proposed supermarket. The permissibility of access across the current RE1 Public Recreation zoned land along the Howatt Street frontage will be required.

The commercial element is generally consistent with the UDS concepts, together with the intent of creating a civic area connecting the development to Villawood Place, the commercial core of the town centre. Maximising the activation of Howatt Street, and establishing a positive built form relationship with the expanded Hilwa Park are critical to the successful development of this site. Attachment C includes a design concept that effectively demonstrates the connection between the commercial frontages and the future expanded Hilwa Park adjoining the site's western boundary.

GYDE states the importance of amending the active street frontages map in the Villawood DCP. Incorporating future provisions of activating the site boundary to Hilwa park, once the open has been acquired, will ensure the appropriate place making and landscaping measures are put in place to connect the development with Hilwa Park.

In the event that the development of a supermarket does not eventuate, an alternative commercial/ retail configuration would need to occur. Vacant shopfronts will be an undesirable outcome.

GYDE Consulting together with Council Officers are in support of the proposed development. The proposal will establish residential, employment opportunities.

1.7 - Economic Analysis

A Social and Economic Impact Assessment prepared by Hill PDA Consulting accompanied the submitted Planning Proposal (**Attachment D of the report**). The analysis identifies the under supply of commercial and retail space of approximately 7,000sqm within Villawood Town Centre. Villawood's residential population is predicted to increase 103% by 2041. Considering the significant uplift in future population density, the commercial net lettable area in Villawood will be required to keep up with demand. The analysis identifies that commercial and retail space in Villawood will need to grow to 9,800sqm by 2031, to ensure local residents do not have to travel further to access essential needs and services.

In addition, the labour force participation rate in Villawood in 2021, is lower compared to Fairfield City, 38.6% and 40.8% respectively. The increase in commercial and retail space, particularly in servicing local industries will add value to the local area. The proposal will not only increase the opportunity for diversification of good and services in the area but increase of local employment opportunities. The development will also introduce housing supply and diversity to a location that is well connected to public transport.

Council Officers are in support of the proposed commercial proponent of the development.

1.8 Traffic Impact Assessment

A Traffic Impact Assessment prepared by Genesis Traffic accompanied the submitted Planning Proposal (**Attachment E of the report**). Council Officers then requested an independent peer review analysis, completed by Stantec to review the proposed traffic concept, and impacts on the on the site and the surrounding precinct (**Attachment F of the report**). The comments concluded:

- The SIDRA models have been calibrated and validated, which is an acceptable tool in understanding future traffic impact to the surrounding road networks. Stantec completed a thorough review of the calibrated model and focused on all the technical issues identified.
- The operation of existing and future transport networks, including the public transport capacity and its ability to accommodate the forecast number of trips to and from the development including surrounding footpaths and cycleways are deemed acceptable.
- The removal of the 'Bus Only' right turn from Woodville Road onto Howatt Street, to enable all public vehicles to use this intersection. Stantec identifies that it will provide significant benefit for vehicle access to the proposed development, however, as Woodville Road is a state road final approval of this road modification sits within the jurisdiction for Transport for NSW. Consultation with Transport for NSW will be completed, during public exhibition as part of the Gateway Determination stage.
- Further investigation into the future road network scenarios, regarding increased levels of vehicular traffic and pedestrian movements in the Villawood Shopping Centre during the AM and PM peak times will occur prior to consultation with Transport for NSW.
- The detailed assessment of the existing and future performance of key intersections through SIDRA modelling assessment to be provided to TfNSW for assessment.

1.9 Development Control Plan Amendment

As a part of this Planning Proposal, an amendment to the DCP will be prepared by the applicants and submitted to Council for final review and endorsement. The addendum will be completed and placed on public exhibition in conjunction with this planning proposal.

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. The development controls will ensure a high-quality urban design outcome and a superior built form within a landscaped setting.

The provisions and controls that will be included as part of the DCP amendment are (but not limited too):

- Building footprints, heights and FSR reflective of those proposed under the planning proposal,
- Specific design arrangements including pedestrian through-site links, public open space elements, market square access and management, arrangement of podium height and upper-level setbacks,
- Place making and landscaping measures (including deep soil and soft soil controls),
- Active street frontages and ground level activation, along Howatt Street and the western boundary of the face adjoining Hilwa Park,
- Setbacks, solar access, overshadowing and privacy,
- Indicative vehicular access and parking arrangements; including loading and unloading facilities, for the commercial businesses, waste collection trucks.
- Requirements to minimise the potential impact of the development on adjoining land.

These provisions will be put in place to ensure the Planning Proposal's impacts on the natural and built environments, and the amenity of adjoining properties will be maintained within acceptable levels. The communal site amenities and common open space areas that are proposed, aim to add to the overall character of the future development, and emerging locality character.

Section 2 – Planning Proposal

Part 1 – Objectives

The objective of the planning proposal is to facilitate a mixed-use development, comprising of residential apartments, and proposed to include a supermarket, retail tenancies at ground level and residential units above.

The intended outcome of the proposal is to provide a total of 122 dwellings within the Villawood Town Centre, close to services and public transport. This proposal will also facilitate development of the site despite a barrier of being unable to amalgamate the site in the original configuration proposed in the Villawood Town Centre Urban Design Study. While the proposed amendment varies from Villawood Town Centre Urban Design Study, the overall integrity and principles of the plan are maintained.

Accordingly, the proposal will facilitate more dwellings and the ability to provide more jobs than currently accommodated on the site.

The intended outcome of the Planning Proposal is to amend the Fairfield Local Environmental Plan 2013 by:

1. Amending the Minimum Site Area Map Town Centre Precinct Map 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 updating the Minimum Site Area Map Town Centre Precinct Map, which in relation to the site, requires a 4,000sqm minimum lot size for buildings to exceed 9 metres in height (to 27 metres maximum).

2. Amending the Land Use Zoning map to apply the E1 Local Centre zone consistently across the entire site,
3. Amending the Height of Buildings Map to reflect 27 metres across the entire site,
4. Removing FSR controls which is consistent with the remainder town centre, and
5. Remove the land reservation acquisition provision from 896 Woodville Road, Villawood (part Lot 3 DP 208677).

The planning proposal applies to the following land:

- **Address:** 896 Woodville Road, Villawood (Gospel Pianos)
Lot / DP: Lot 3 DP 208677 and Lot 100 DP 1070965
Land Area: 3,432.6sqm
Existing land use zone: E1 Local Centre and RE1 Public Recreation
Status: Acquired by developer
- **Address:** 896A Woodville Road, Villawood (Apex Petroleum)
Lot / DP: Lot A DP 418889
Land Area: 1,391sqm
Existing land use zone: E1 Local Centre
Status: Negotiations occurred between the developer and land owner to acquire this site, however no agreement could be reached.
- **Address:** 898 Woodville Road, Villawood
Lot / DP: Lot 1 DP217764
Land Area: 461.6sqm
Existing land use zone: R4 High Density Residential
Status: Acquired by developer
- **Address:** 15 Hilwa Street, Villawood
Lot / DP: Lot 13 DP 220348
Land Area: 518.5sqm
Existing land use zone: Part R4 High Density Residential and Part RE1 Public Recreation
Status: Acquired by developer

The planning proposal is in accordance with Council's decision at its meeting on 26 September 2023- see **Attachment A** of the Council report.

Part 2 – Explanation of provisions

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

Land Zoning Map

- Rezone 898 Woodville Road (Lot 1 DP 217764) from R4 High Density Residential to E1 Local Centre.
- Rezone 15 Hilwa Street (Lot 13 DP 220348) from part R4 High Density Residential and part RE1 Public Recreation to E1 Local Centre.
- Rezone part of 896 Woodville Road (Part Lot 3 DP 208677) from RE1 Public Recreation to E1 Local Centre.

Minimum Site Area Map, Town Centre Precinct Map

- Amend the Minimum Site Area map by changing the existing 4,000m² provision to apply to 896 Woodville Road (Lot 3 DP 208677), 898 Woodville Road (Lot 1 DP 217764) and 15 Hilwa Street (Lot 13 DP 220348).
- Apply a new Minimum Site Area provision of 1,300m² to 896A Woodville Road.
- Include 898 Woodville Road and 15 Hilwa Street, Villawood in the Villawood Town Centre Precinct to ensure LEP Clause 7.8 applies to the site.

Height of Building Map

- Increase the maximum height of building to apply to 15 Hilwa Street (Lot 13 DP 220348) and 898 Woodville Road (Lot 1 DP 217764) from 20 metres to 27 metres.

Floor Space Ratio Map

- Remove the existing floor space ratio provisions of up to 2:1 from 15 Hilwa Street (Lot 13 DP 220348) and 898 Woodville Road (Lot 1 DP 217764) so that there is no FSR applying.

Land Acquisition Map

- Remove the land acquisition provision applying to part of 896 Woodville Road (Lot 3 DP 208677)

Further detail of the proposed map changes for each of the properties affected are shown in **Attachment J of the report**.

Minimum Site Area Map, Town Centre Precinct Map – CL2_021

Floor Space Ratio Map – FSR_021

Height of Building Map – HOB_021

Land Reservation Acquisition Map – LRA_0021

Land Zoning Map – LZN_021

Part 3 – Justification

Section A – Need for a planning proposal

Is the planning proposal a result of an endorsed LSPS, strategic study or report?

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.

PLAN	KEY OBJECTIVES THE PLANNING PROPOSAL ALIGNS WITH	IS THE PROPOSAL CONSISTENT WITH PLAN?
Metropolis of Three Cities – A vision to 2056 (Metro Strategy)	<p>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:</p> <ul style="list-style-type: none"> • Objective 6 – Services and Infrastructure meet communities' changing need • Objective 12 – Great places that bring people together • Objective 22 – Investment and business activity in centre 	The planning Proposal is consistent with the Metro Strategy
Western City District Plan	<ul style="list-style-type: none"> • Planning Priority: W1 – Planning for a city supported by infrastructure <ul style="list-style-type: none"> - 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 <ul style="list-style-type: none"> - 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 <ul style="list-style-type: none"> - 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 <ul style="list-style-type: none"> - 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 <ul style="list-style-type: none"> - 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 	The planning Proposal is consistent with the District Plan

	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)	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.	The Planning Proposal is consistent with all relevant themes, priorities, and goals within the Council's Community Strategic Plan (City Plan).
Fairfield City 2040 Shaping A Diverse City – Local Strategic Planning Statement (LSPS)	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: <ul style="list-style-type: none"> • 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 27 Planning Proposal Woodville Road, Villawood • Planning Priority 11 – Promote a robust economy which generates diverse services and job opportunities 	This proposal is consistent with the objectives of the LSPS.
Villawood Town Centre DCP 2020	The Villawood Town Centre Development Control Plan 2020 was adopted by Council on 28 April 2020. The Villawood 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 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 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 proposal is mostly consistency with the controls within the Villawood DCP, however, as part of this planning proposal the applicant will be creating and submitting a DCP amendment. This addendum will include build form, place making and landscaping controls to ensure the development works cohesively with the surrounds and the town centre.
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.	The planning proposal is consistent with the objectives within the LEP, however, the LEP maps will be amended as part of this proposal.
Fairfield City Centres Study and Fairfield City Centres Policy 2015	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. 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.	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.
Fairfield Local Housing Strategy 2022 (previously known as the Fairfield)	The Fairfield Local Housing Strategy (LHS) seeks to meet the aims of the Fairfield Local Strategic Planning Statement identifies areas within Fairfield City that should be investigated for future increases in residential density. The key principle is to plan for the future housing needs for Fairfield City and consider location, amount and types of dwelling provided to accommodate the growing population. The LHS	The proposal is consistent and will deliver a quantum of public benefits, additional housing and construction jobs within an ideal location and very

Residential Development Strategy 2009)	considers enhancing public domain and open space, building on and expanding community facilities and service infrastructure, while providing affordable housing options. This 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.	close proximity to infrastructure in terms of transport, open space, community facilities and schools. 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.
Fairfield City Plan (2016-2026)	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.	This planning proposal is align with the city plan vision and goals for the next 10 years.
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.	This planning proposal provides housing options within a low socio-economic area.

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

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 close to services, amenities, public transport.

The inability of the developer to pull together the entire precinct and amalgamate in accordance with the LEP provisions requires a rethink of the design and controls that apply. Therefore, a planning proposal is the best means of achieving these objectives.

Section B – Relationship to strategic planning framework

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

The directions and objectives of the Greater Sydney Region Plan – A Metropolis of Three Cities has been addressed 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) 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.

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.

- *Objective 11: Housing is more diverse and affordable*

The planning proposal will achieve the following:

- 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.

Direction – A City of Great Places

- *Objective 12 – Great Places that Bring People Together*

The proposal aims to provide well design 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.

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.

Western City District Plan

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 E1 zone with no applicable FSR consistent with the provisions

Greater Sydney Regional Plan

OBJECTIVES	DESCRIPTION	COMPLIES
Objective 10: Greater Housing Supply	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. The site is within walking distance of multiple transport services and is ideally located to accommodate additional housing. 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 BE1 Local Centre	Yes
Objective 11: Housing is more diverse and affordable	The Planning proposal will facilitate more diverse housing within Villawood. Currently largely low-density housing stock is available with a number of new mixed use development providing apartment style housing. This objective concerned with delivering housing affordability and recommends an affordable rental housing target of between 5-10% of new residential floor space. While not directly providing formal affordable housing the development will increase housing choice in that suburb. The Planning Proposal is consistent with the objective to improve housing affordability.	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	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. 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. Any future building on the site would be required to be designed to minimise the effects of climate change.	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. 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)

This 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.

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.

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?

Fairfield Local Strategic Planning Statement

The Fairfield Local Strategic Planning Statement (LSPS) is the main overarching local planning document that guides and informs decisions made by Council in relation to strategic land use planning directions for Fairfield City.

This Planning Proposal is consistent with the themes and planning priorities contained within the LSPS. The key Planning Priorities area addressed below:

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 space extending the existing lineal Hilwa Park, 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 provision of the community benefits would not be feasible without the amendments to the Fairfield LEP 2013 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 LSPS as it seeks to redevelop within the Villawood Town Centre and provide greater housing choice for the precinct. The proposal will facilitate the ground floor retail commercial providing job opportunities and economic growth within the town centre.

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 guides 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 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.

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

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 proposal aligns with Council's Open Space Strategy as it will continue the existing lineal Hilwa Park east to Woodville Road. The proposed rezoning of the RE1 Public Recreation zone back to the E1 Local Centre zone will merely facilitate the development and remove barriers relating to vehicular access. The 9-metre-wide pedestrian plaza extension will remain and be addressed in the DCP Amendment.

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.

Within the Strategy three types of corridors align with the land use vision proposed in the planning proposal.

- 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.

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

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

Table 4 - SEPP Consistency		
SEPP Title	Applicable Yes/No	If Applicable - Consistency with Planning Proposal
SEPP (Biodiversity and Conservation) 2021		
SEPP (Building Sustainability Index: BASIX) 2004	Yes	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.
SEPP 21 (Exempt and Complying Development Codes) 2008		
SEPP (Housing) 2021	Yes	The planning proposal is consistent with the SEPP.
SEPP (Industry and Employment) 2021		

Table 4 - SEPP Consistency		
SEPP Title	Applicable Yes/No	If Applicable - Consistency with Planning Proposal
SEPP No.65 – Design Quality of Residential Apartment Development		
SEPP (Planning Systems) 2021		
SEPP (Precincts – Central River City) 2021		
SEPP (Precincts – Eastern Harbour City) 2021		
SEPP (Precincts – Regional)		
SEPP (Precincts – Western Parkland City) 2021		
SEPP (Primary Production) 2021		
SEPP (Resilience and Hazards) 2021	Yes	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. This site is located adjacent to an existing service station and as such contamination reports will be required to address an associated contamination issues at the Development Application Stage.
SEPP (Resources and Energy) 2021		
SEPP (Sustainable Buildings) 2022		
SEPP (Transport and infrastructure) 2021	Yes	<p>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.</p> <p>The Planning Proposal is able to facilitate effective delivery of infrastructure in Villawood. The Planning Proposal will complete and comply with all the relevant sections of the SEPP when compiling a development application to Council.</p>

Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?

The relevant Section 9.1 Directions contained within the Environmental Planning and Assessment Act 1979 are outlined in the table below:

Table 5 – Section 9.1 Directions			
Section 9.1 Direction No. & Title	Contents of Section 9.1 Direction	Planning Proposal	Comply
Focus area 1: Planning Systems			
1.1 implementation of Regional Plans	Planning proposals must be consistent with a Regional Plan released by the Minister for Planning.	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.	Yes

Table 5 – Section 9.1 Directions			
Section 9.1 Direction No. & Title	Contents of Section 9.1 Direction	Planning Proposal	Comply
1.2 Development of Aboriginal Land Council land	(1) When preparing a planning proposal to which this direction applies, the planning proposal authority must take into account: (a) any applicable development delivery plan made under the chapter 3 of the State Environmental Planning Policy (Planning Systems) 2021; or (b) if no applicable development delivery plan has been published, the interim development delivery plan published on the Department's website on the making of this direction.	Not applicable to this planning proposal. This site is not on or near an Aboriginal potential investigation area.	N/A
1.3 Approval and Referral Requirements	(1) A planning proposal to which this direction applies must: (a) minimise the inclusion of provisions that require the concurrence, consultation or referral of development applications to a Minister or public authority, and (b) not contain provisions requiring concurrence, consultation or referral of a Minister or public authority unless the relevant planning authority has obtained the approval of: i. the appropriate Minister or public authority, and ii. the Planning Secretary (or an officer of the Department nominated by the Secretary), prior to undertaking community consultation in satisfaction of Schedule 1 to the EP&A Act, and (c) not identify development as designated development unless the relevant planning authority: i. can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary) that the class of development is likely to have a significant impact on the environment, and ii. has obtained the approval of the Planning Secretary (or an officer of the Department nominated by the Secretary) prior to undertaking community consultation in satisfaction of Schedule 1 to the EP&A Act.	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.	N/A
1.4 Site Specific Provisions	(1) A planning proposal that will amend another environmental planning instrument in order to allow particular development to be carried out must either: (a) allow that land use to be carried out in the zone the land is situated on, or (b) rezone the site to an existing zone already in the environmental planning instrument that allows that land use without imposing any development standards or requirements in addition to those already contained in that zone, or (c) allow that land use on the relevant land without imposing any development standards or requirements in addition to those already contained in the principal environmental planning instrument being amended. (2) A planning proposal must not contain or refer to drawings that show details of the proposed development.	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.	Yes
Focus area 1: Planning Systems – Place-based			
1.5 Parramatta Road Corridor Urban Transformation Strategy	Not applicable to FCC	Not applicable to FCC	-
1.6 Implementation of North West Priority Growth Area Land Use and	Not applicable to FCC	Not applicable to FCC	-

Table 5 – Section 9.1 Directions			
Section 9.1 Direction No. & Title	Contents of Section 9.1 Direction	Planning Proposal	Comply
Infrastructure Implementation Plan			
1.7 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable to FCC	Not applicable to FCC	-
1.8 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable to FCC	Not applicable to FCC	-
1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not applicable to FCC	Not applicable to FCC	-
1.10 Implementation of the Western Sydney Aerotropolis Plan	Not applicable to FCC	Not applicable to FCC	-
1.11 Implementation of the Bayside West Precincts 2036 Plan	Not applicable to FCC	Not applicable to FCC	-
1.12 Implementation of Planning Principles for the Cooks Cove Precinct	Not applicable to FCC	Not applicable to FCC	-
1.13 Implementation of St Leonard's and Crows Nest 2036 Plan	Not applicable to FCC	Not applicable to FCC	-
1.14 Implementation of Greater Macarthur 2040	Not applicable to FCC	Not applicable to FCC	-
1.15 Implementation of the Pyrmont Peninsula Place Strategy	Not applicable to FCC	Not applicable to FCC	-

Table 5 – Section 9.1 Directions			
Section 9.1 Direction No. & Title	Contents of Section 9.1 Direction	Planning Proposal	Comply
1.16 North West Rail Link Corridor Strategy	Not applicable to FCC	Not applicable to FCC	-
1.17 Implementation of the Bays West Place Strategy	Not applicable to FCC	Not applicable to FCC	-
1.18 Implementation of the Macquarie Park Innovation Precinct	Not applicable to FCC	Not applicable to FCC	-
1.19 Implementation of the Westmead Place Strategy	Not applicable to FCC	Not applicable to FCC	-
1.20 Implementation of the Camellia-Rosehill Place Strategy	Not applicable to FCC	Not applicable to FCC	-
1.21 Implementation of South West Growth Area Structure Plan	Not applicable to FCC	Not applicable to FCC	-
1.22 Implementation of the Cherrybrook Station Place Strategy	Not applicable to FCC	Not applicable to FCC	-
Focus area 2: Design and Place			
Focus area 3: Biodiversity and Conservation			
3.1 Conservation Zones	(1) A planning proposal must include provisions that facilitate the protection and conservation of environmentally sensitive areas. (2) A planning proposal that applies to land within a conservation zone or land otherwise identified for environment conservation/protection purposes in a LEP must not reduce the conservation standards that apply to the land (including by modifying development standards that apply to the land). This requirement does not apply to a change to a development standard for minimum lot size for a dwelling in accordance with Direction 9.2 (2) of "Rural Lands"	The site does not contain environmentally sensitive areas.	N/A
3.2 Heritage Conservation	(1) A planning proposal must contain provisions that facilitate the conservation of: (a) items, places, buildings, works, relics, moveable objects or precincts of environmental heritage significance to an area, in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item, area, object or place, identified in a study of the environmental heritage of the area, (b) Aboriginal objects or Aboriginal places that are	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.	N/A

Table 5 – Section 9.1 Directions			
Section 9.1 Direction No. & Title	Contents of Section 9.1 Direction	Planning Proposal	Comply
	protected under the National Parks and Wildlife Act 1974, and (c) Aboriginal areas, Aboriginal objects, Aboriginal places or landscapes identified by an Aboriginal heritage survey prepared by or on behalf of an Aboriginal Land Council, Aboriginal body or public authority and provided to the relevant planning authority, which identifies the area, object, place or landscape as being of heritage significance to Aboriginal culture and people.		
3.3 Sydney Drink Water Catchments	Not applicable to FCC	Not applicable to FCC	-
3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEP's	Not applicable to FCC	Not applicable to FCC	-
3.5 Recreation Vehicle Areas	(1) A planning proposal must not enable land to be developed for the purpose of a recreation vehicle area (within the meaning of the Recreation Vehicles Act 1983): (a) where the land is within a conservation zone, (b) where the land comprises a beach or a dune adjacent to or adjoining a beach, © where the land is not within an area or zone referred to in paragraphs (a) or (b) unless the relevant planning authority has taken into consideration: i. the provisions of the guidelines entitled Guidelines for Selection, Establishment and Maintenance of Recreation Vehicle Areas, Soil Conservation Service of New South Wales, September, 1985, and ii. the provisions of the guidelines entitled Recreation Vehicles Act 1983, Guidelines for Selection, Design, and Operation of Recreation Vehicle Areas, State Pollution Control Commission, September 1985.	Not applicable to FCC	-
3.6 Strategic Conservation Planning	(1) A planning proposal authority must be satisfied that a planning proposal that applies to avoided land identified under the State Environmental Planning Policy (Biodiversity and Conservation) 2021 demonstrates that it is consistent with: (a) the protection or enhancement of native vegetation, (b) the protection or enhancement of riparian corridors, including native vegetation and water quality, (c) the protection of threatened ecological communities, threatened species and their habitats, (d) the protection or enhancement of koala habitat and corridors, and (e) the protection of matters of national environmental significance. (2) A planning proposal authority must be satisfied that a planning proposal that applies to a strategic conservation area identified under the State Environmental Planning Policy (Biodiversity and Conservation) 2021 demonstrates that it is consistent with: (a) the protection or enhancement of native vegetation, (b) the minimisation of impacts on areas of regionally significant biodiversity, including threatened ecological communities, threatened species and their habitats, (c) the protection or enhancement of koala habitat and	The site does not located near environmental sensitive areas or conservation areas.	N/A

Table 5 – Section 9.1 Directions			
Section 9.1 Direction No. & Title	Contents of Section 9.1 Direction	Planning Proposal	Comply
	<p>corridors, including habitat connectivity and fauna movement, and links to ecological restoration areas, and (d) the maintenance or enhancement of ecological function.</p> <p>(3) A planning proposal must not rezone land identified as avoided land in the State Environmental Planning Policy (Biodiversity and Conservation) 2021 to:</p> <p>(a) a rural, residential, employment, mixed use, SP1 Special Activities, SP2 Infrastructure, SP3 Tourist, SP4 Enterprise, SP5 Metropolitan Centre, RE2 Private Recreation, W4 Working Waterfront or equivalent zone.</p> <p>(4) A planning proposal must not rezone land identified as a strategic conservation area in the State Environmental Planning Policy (Biodiversity and Conservation) 2021 to:</p> <p>(a) RU4, RU5, RU6, residential, employment, mixed use, SP1 Special Activities, SP2 Infrastructure, SP3 Tourist, SP4 Enterprise, SP5 Metropolitan Centre, RE2 Private Recreation, W4 Working Waterfront or equivalent zone.</p>		
3.7 Public Bushland	Not applicable to FCC	Not applicable to FCC	-
3.8 Willandra Lakes Region	Not applicable to FCC	Not applicable to FCC	-
3.9 Sydney Harbour Foreshores and Waterways Area	Not applicable to FCC	Not applicable to FCC	-
3.10 Water Catchment Protection			
Focus area 4: Resilience and Hazards			
4.1 Flooding	<p>The Objectives of this direction are to:</p> <p>(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</p> <p>(b) ensure that the provisions of an LEP that apply to flood prone land are commensurate with flood behaviour and includes consideration of the potential flood impacts both on and off the subject land</p>	There is flooding on site	N/A
4.2 Coastal Management	Not applicable to FCC	Not applicable to FCC	-
4.3 Planning for Bushfire Protection	<p>The objectives of this direction are to:</p> <p>(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</p> <p>(b) encourage sound management of bush fire prone areas.</p>	Not applicable to this site	-
4.4 Remediation of Contaminated Land	<p>(1) A planning proposal authority must not include in a particular zone (within the meaning of the local environmental plan) any land to which this direction applies if the inclusion of the land in that zone would permit a change of use of the land, unless:</p> <p>(a) the planning proposal authority has considered whether the land is contaminated, and</p> <p>(b) if the land is contaminated, the planning proposal authority is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for all the purposes for which land in the zone concerned is permitted to be used, and</p>	A contamination assessment was prepared by eiaustralia and submitted as part of this planning proposal. The key findings of this report stated that the potential for contamination to exist on the site was considered to be low and the site is deemed suitable for the proposed mixed- used development. however, recommendations identified that a stage 2 detailed site investigation	-

Table 5 – Section 9.1 Directions			
Section 9.1 Direction No. & Title	Contents of Section 9.1 Direction	Planning Proposal	Comply
	<p>(c) if the land requires remediation to be made suitable for any purpose for which land in that zone is permitted to be used, the planning proposal authority is satisfied that the land will be so remediated before the land is used for that purpose. In order to satisfy itself as to paragraph 1(c), the planning proposal authority may need to include certain provisions in the local environmental plan.</p> <p>(2) Before including any land to which this direction applies in a particular zone, the planning proposal authority is to obtain and have regard to a report specifying the findings of a preliminary investigation of the land carried out in accordance with the contaminated land planning guidelines.</p>	<p>should be undertaken. Prior to demolition on site a hazardous materials survey should be completed and then following demolition an inspect of the exposed surface should be undertaken by a qualified environmental consultant. This process should be managed through the development application process.</p>	
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.	Not applicable to this site	-
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.	Not applicable to FCC	-
Focus area 5: Transport and Infrastructure			
5.1 Integrating Land Use and Transport	<p>(1) A planning proposal must locate zones for urban purposes and include provisions that give effect to and are consistent with the aims, objectives and principles of:</p> <p>(a) Improving Transport Choice – Guidelines for planning and development (DUAP 2001), and</p> <p>(b) The Right Place for Business and Services – Planning Policy (DUAP 2001).</p>	<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, dmps 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> <p>The direction applies when a relevant planning authority prepares a Planning Proposal that</p>	Yes

Table 5 – Section 9.1 Directions			
Section 9.1 Direction No. & Title	Contents of Section 9.1 Direction	Planning Proposal	Comply
		<p>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 the objectives and principles in "Improving Transport Choice" and "The Right Place for Business and Services" prepared by the Department of Planning 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>(1) A planning proposal must not create, alter or reduce existing zonings or reservations of land for public purposes without the approval of the relevant public authority and the Planning Secretary (or an officer of the Department nominated by the Secretary).</p> <p>(2) When a Minister or public authority requests a relevant planning authority to reserve land for a public purpose in a planning proposal and the land would be required to be acquired under Division 3 of Part 2 of the Land Acquisition (Just Terms Compensation) Act 1991, the relevant planning authority must:</p> <p>(a) reserve the land in accordance with the request, and</p> <p>(b) include the land in a zone appropriate to its intended future use or a zone advised by the Planning Secretary (or an officer of the Department nominated by the Secretary), and</p> <p>(c) identify the relevant acquiring authority for the land.</p> <p>(3) When a Minister or public authority requests a relevant planning authority to include provisions in a planning proposal relating to the use of any land reserved for a public purpose before that land is acquired, the relevant planning authority must:</p> <p>(a) include the requested provisions, or (b) take such other action as advised by the Planning Secretary (or an officer of the Department nominated by the Secretary) with respect to the use of the land before it is acquired.</p> <p>(4) When a Minister or public authority requests a relevant planning authority to include provisions in a planning proposal to rezone and/or remove a reservation of any land that is reserved for public purposes because the land is no longer designated by that public authority for acquisition, the relevant planning authority must rezone and/or remove the relevant reservation in accordance with the request.</p>	<p>The land was originally zoned to RE1 through the Council initiated Villawood Town Centre planning proposal. The planning proposal seeks to rezone approximately 274m2 of the existing RE1 Public Recreation zone to E1 Local Centre. While it is identified as existing RE1 Public Recreation zoned land, the land has not yet been acquired by Council.</p> <p>The RE1 zone is required to be removed as part of this planning proposal to ensure access arrangements can be facilitated across that land to service the site. There are Court precedents which state that access for the purpose of retail/commercial is not permitted across RE1 zones. Therefore, it is being rezoned to E1 Local Centre.</p> <p>DCP controls will be implemented to ensure that the setback is consistent and public access to the site is maintained.</p> <p>The land was not reserved as public land (RE1 Public Recreation) by direction of the Minister.</p>	Yes
5.3 Development Near Regulated	The objectives of this direction are to: (a) ensure the effective and safe operation of regulated airports and defence airfields;	Not applicable to planning proposal. Bankstown airport will be consulted with during public	-

Table 5 – Section 9.1 Directions			
Section 9.1 Direction No. & Title	Contents of Section 9.1 Direction	Planning Proposal	Comply
Airports and defence Airfields	(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 (c) ensure development, if situated on noise sensitive land, incorporates appropriate mitigation measures so that the development is not adversely affected by aircraft noise.	consultation.	
5.4 Shooting Ranges	Not applicable to FCC	Not applicable to FCC	-
Focus area 6: Housing			
6.1 Residential Zones	<p>((1) A planning proposal must include provisions that encourage the provision of housing that will:</p> <p>(a) broaden the choice of building types and locations available in the housing market, and</p> <p>(b) make more efficient use of existing infrastructure and services, and</p> <p>(c) reduce the consumption of land for housing and associated urban development on the urban fringe, and (d) be of good design.</p> <p>(2) A planning proposal must, in relation to land to which this direction applies:</p> <p>(a) contain a requirement that residential development is not permitted until land is adequately serviced (or arrangements satisfactory to the council, or other appropriate authority, have been made to service it), and</p> <p>(b) not contain provisions which will reduce the permissible residential density of land.</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>	Yes
6.2 Caravan Parks and Manufactured Home Estates	The objectives of this direction are to: (a) provide for a variety of housing types, and (b) provide opportunities for caravan parks and manufactured home estates.	Not applicable to planning proposal	-
Focus area 7: Industry and Employment			
7.1 Employment Zones	<p>(1) A planning proposal must:</p> <p>(a) give effect to the objectives of this direction,</p> <p>(b) retain the areas and locations of Employment zones,</p> <p>(c) not reduce the total potential floor space area for employment uses and related public services in</p>	Not applicable to planning proposal	-

Table 5 – Section 9.1 Directions			
Section 9.1 Direction No. & Title	Contents of Section 9.1 Direction	Planning Proposal	Comply
	Employment Zones. (d) not reduce the total potential floor space area for industrial uses in E4, E5 and W4 zones, and (e) ensure that proposed employment areas are in accordance with a strategy that is approved by the Planning Secretary.		
7.2 Reduction in non-hosted short-term rental accommodation period	The objectives of this direction are to: (a) mitigate significant impacts of short-term rental accommodation where non-hosted short-term rental accommodation period are to be reduced, and (b) ensure the impacts of short-term rental accommodation and views of the community are considered.	Not applicable to planning proposal	-
7.3 Commercial and retail development along Pacific Highway, North Coast	Not Applicable to FCC	Not Applicable to FCC	-
Focus area 8: Resources and Energy			
8.1 Mining, Petroleum Production and Extractive Industries	Not Applicable to FCC	Not Applicable to FCC	-
Focus area 9: Primary Production			
9.1 Rural Zones	The objective of this direction is to protect the agricultural production value of rural land.	Not applicable to planning proposal	-
9.2 Rural Lands	The objectives of this direction are to: (a) protect the agricultural production value of rural land, (b) facilitate the orderly and economic use and development of rural lands for rural and related purposes, (c) assist in the proper management, development and protection of rural lands to promote the social, economic and environmental welfare of the State, (d) minimise the potential for land fragmentation and land use conflict in rural areas, particularly between residential and other rural land uses, (e) encourage sustainable land use practices and ensure the ongoing viability of agriculture on rural land, (f) Support the delivery of the actions outlined in the NSW Right to Farm Policy.	Not applicable to planning proposal	-
9.3 Oyster Aquaculture	(a) ensure that 'Priority Oyster Aquaculture Areas' and oyster aquaculture outside such an area are adequately considered when preparing a planning proposal, and (b) protect 'Priority Oyster Aquaculture Areas' and oyster aquaculture outside such an area from land uses that may result in adverse impacts on water quality and consequently, on the health of oysters and oyster consumers.	No applicable to planning proposal	-

Table 5 – Section 9.1 Directions			
Section 9.1 Direction No. & Title	Contents of Section 9.1 Direction	Planning Proposal	Comply
9.4 Farmland of State and Regional Significance on the NSW Far North Coast	Not Applicable to FCC	Not Applicable to FCC	-

Section C – Environmental, social and economic impact

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

The subject site has no critical habitat or threatened species, populations or ecological communities, or their habitats that will be adversely affected as a result of the planning proposal. 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.

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

The subject site is not affected by any environmental hazards. The proposed E1 local Centre zone throughout the site, is an extension of the current zoning in Villawood Town Centre.

Contamination

Due to the historical use of the adjoining petrol station site, a Preliminary Site Investigation (Stage 1 Contamination Assessment) was completed by EI Australia and was submitted as part of this planning proposal (**Attachment G of the report**).

The investigation report concluded that The site was free of statutory notices and licensing agreements issues under the Contamination Land Management Act 1997 and Protection of the Environment Operations Act 1997. The site was not on the List of NSW Contaminated Site Notified to the EPA.

EIAustralia recommends that the proposed development undertake a stage 2 Detailed Site Investigation, which should include soil and underground sampling and associated laboratory analysis. Prior to the commencement of demolition works on site, a hazardous materials survey should be completed by a qualified consultant to identify any hazardous materials on site and following demolition and the removal of waste, an inspection of the exposed surface should be undertaken to prevent any spread of hazardous materials. This process, however, can be completed as part of the development application process.

Overshadowing

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.

Traffic and Transport

The Planning Proposal is accompanied by a Traffic and Parking Impact Assessment prepared by Genesis Traffic, accordingly, Council Officers requested a peer review analysis of the submitted traffic impact assessment to ensure consistency with the principal objectives of the Villawood DCP. All technical comments have generally been addressed by Genesis. Based on this, the SIDRA model is accepted as a tool to understand the traffic impact of the development to the road network. 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.

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

As part of this planning proposal, the applicant submitted a Social and Economic Impact Assessment. The redevelopment seeks to stimulate and subsequently provide public benefits and an economic contribution to the town centre. The Social and Economic Impact Assessment states 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. Overall the proposal would yield a positive net social and economic outcome for the area.

Section D – Infrastructure: Local, State and Commonwealth**Is there adequate public infrastructure for the planning proposal?**

The subject site is well serviced by public transportation with the land parcel being within walking distance to Villawood Train Station. The T2 Inner West and Leppington Line provides access to the Sydney CBD, Parramatta, Liverpool, and other key centres such as Bankstown, Strathfield, and the future Leppington town centre. The T3 Bankstown Line provides access to the Sydney CBD, Liverpool, and Bankstown along with key interchanges of Wolli Creek and Strathfield.

The subject site is also well serviced by bus routes including Route 905 (Bankstown to Fairfield) and Route 907 (Bankstown to Parramatta). Moreover, the site is within proximity to educational establishments including Carramar Public School, Villawood North Public School and Sacred Heart Catholic Primary School, Fairfield High School, Canley Vale High School and Chester Hill High School.

The Villawood Town Centre is also within proximity to significant employment areas, Fairfield East Industrial Area and Villawood/Chester Hill Industrial Area.

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. 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. The Villawood Town Centre is also within proximity to significant employment areas, Fairfield East Industrial Area and Villawood/Chester Hill Industrial Area.

Section E – State and Commonwealth Interests

What are the views of State and Commonwealth public authorities 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
- Canterbury Bankstown Council
- Relevant infrastructure service providers

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

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

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

- Amend the relevant zoning map LZN_021 to rezone the subject land from RE1 Public recreation and R4 High density Residential to E1 Local Centre.
- Amend the relevant Floor Space Ratio Map FSR_021 to remove the prescribed floor space ratio controls across the entire site.
- Amend the relevant Height of Buildings map HOB_021 to provide for a building height of 27 metres across the entire site.
- Amend the relevant Minimum Site Area Map, Town Centre Precinct Map CL2_021 to identify the site as "Area W" as a minimum site area of 4,000sqm across the site and part of the site as "Area O" to apply a minimum site area of 1,300sqm. Include 15 Hilwa Street and 898 Woodville Road Villawood as part of the Villawood Town Centre boundary.
- Amend the relevant Land Acquisition map LRA_021 to remove the acquisition of RE1 Public Recreation zoned land of 896 Woodville Road, Villawood.

Part 5 – Community Consultation

Community consultation is required under Section 3.34(2)(c) of the Environmental Planning and Assessment Act 1979.

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

It is proposed that at minimum this involves the notification of the public exhibition of the planning proposal:

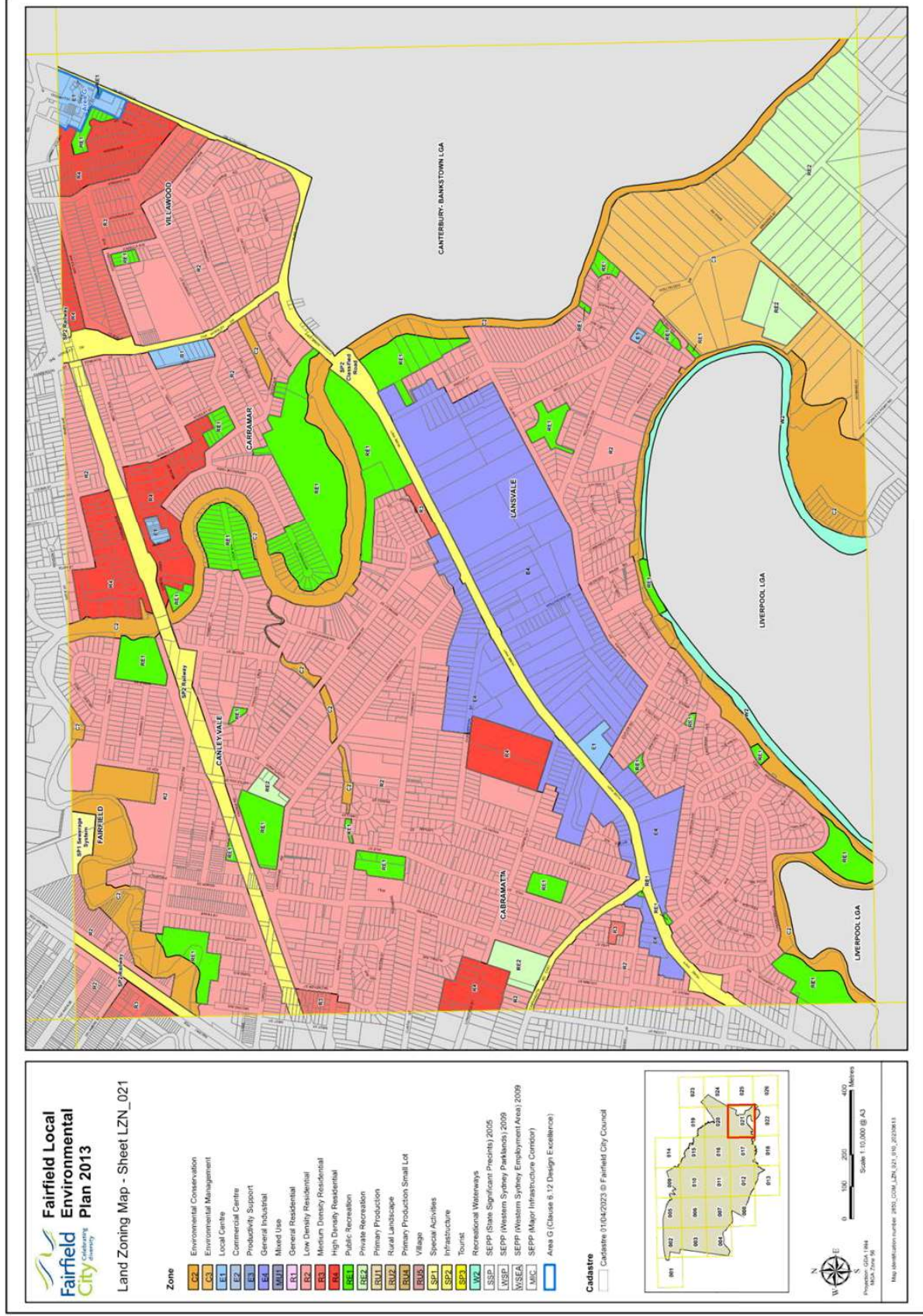
- Council's website
- NSW Planning Portal
- Fairfield City Corporate news section of the local newspaper that circulates widely in the local government area;
- Letters to the owners of the affected properties, the directly adjoining the subject site.

Part 6 – Project Timeline

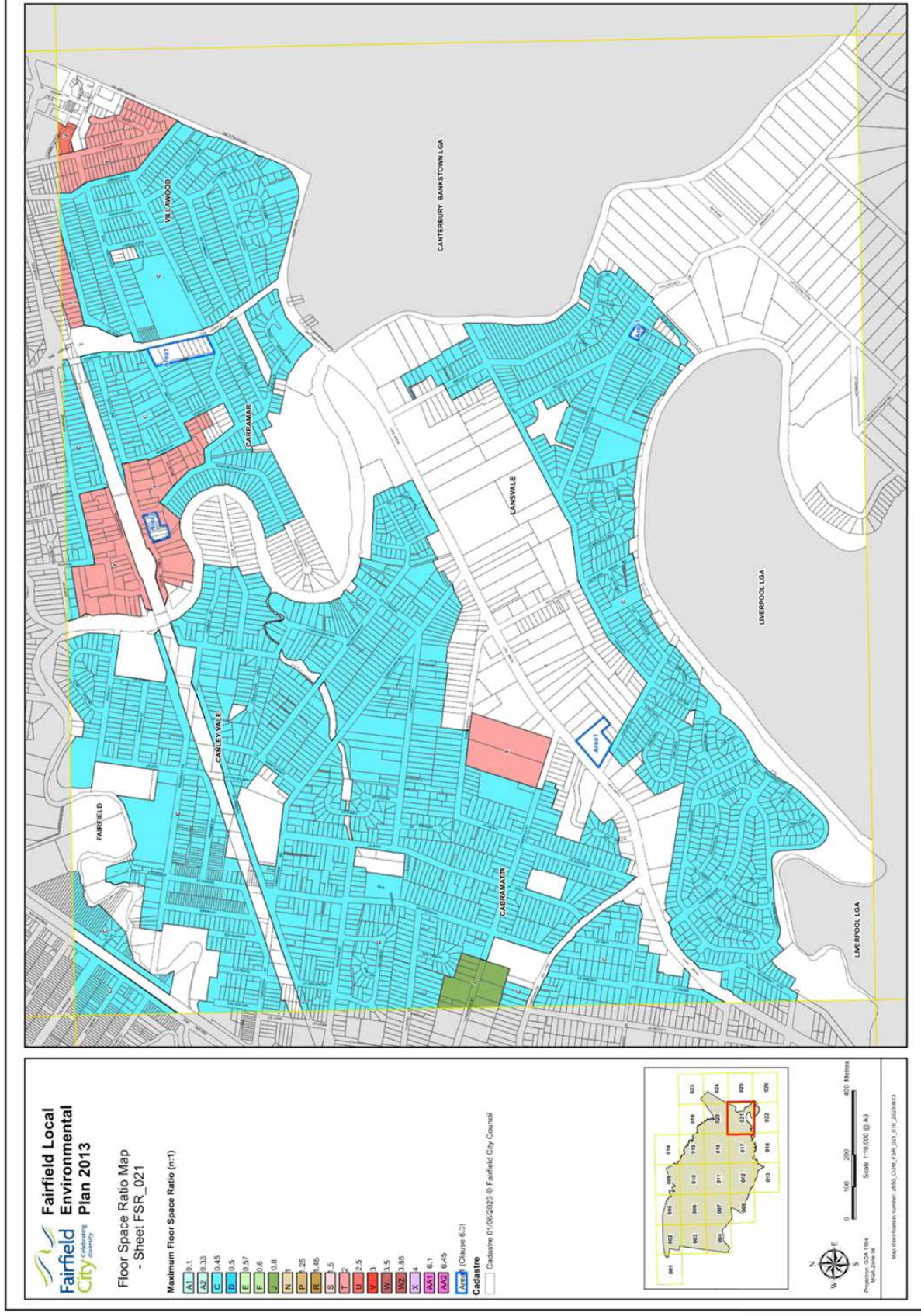
The project timeline is intended to be used only as a guide and may be subject to changes such as changes to issues that may arise during the public consultation process and/or community submissions.

No.	Step	Process content	Timeframe
1	Section 3.34 – request for Gateway Determination	<ul style="list-style-type: none"> • Prepare and submit Planning Proposal to DPE 	September 2023
2	Gateway Determination	<ul style="list-style-type: none"> • Assessment by DP&E (including LEP Panel) • Advice to Council 	November 2023
3	Completion of required technical information and report (if required) back to Council	<ul style="list-style-type: none"> • Prepare draft controls for Planning Proposal • Update report on Gateway requirements 	November 2023
4	Public consultation for Planning Proposal	<ul style="list-style-type: none"> • In accordance with Council resolution and conditions of the Gateway Determination. 	November – December 2023
5	Government Agency consultation	<ul style="list-style-type: none"> • Notification letters to Government Agencies as required by Gateway Determination 	November 2023
6	Public Hearing (if required) following public consultation for Planning Proposal	<ul style="list-style-type: none"> • TBC 	TBC
7	Consideration of submission	<ul style="list-style-type: none"> • Assessment and consideration of submissions 	December 2023
8	Report to Council on submissions to public exhibition and public hearing	<ul style="list-style-type: none"> • Includes assessment and preparation of report to Council 	February 2024
9	Possible re-exhibition	<ul style="list-style-type: none"> • Covering possible changes to draft Planning Proposal in light of community consultation 	1 month
10	Report back to Council	<ul style="list-style-type: none"> • Includes assessment and preparation of report to Council 	1 month
11	Referral to PCO and notify DP&I	<ul style="list-style-type: none"> • Draft Planning Proposal assessed by PCO, legal instrument finalised • Copy of the draft Planning Proposal forwarded to DP&I. 	March 2024
12	Plan is made	<ul style="list-style-type: none"> • Notified on Legislation web site 	April 2024
Estimated Time Frame			9 months

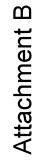














Department of Planning and Environment

Gateway Determination

Planning proposal (Department Ref: PP-2022-3923): to amend the Fairfield Local Environmental Plan 2013 to facilitate a mixed-use development comprising residential, retail and commercial, and public open space for 896- 898 Woodville Road and 15 Hilwa Street, Villawood.

I, the Director, Western at the Department of Planning and Environment, as delegate of the Minister for Planning and Public Spaces, have determined under section 3.34(2) of the *Environmental Planning and Assessment Act 1979* (the Act) that an amendment to the Fairfield Local Environmental Plan 2013 to amend the Fairfield Local Environmental Plan 2013 to facilitate a mixed-use development comprising residential, retail and commercial, and public open space for 896- 898 Woodville Road and 15 Hilwa Street, Villawood should proceed subject to the following conditions:

1. Prior to exhibition, Council is to amend the planning proposal in the following manner:
 - (a) amend the proposed Minimum Site Area, Town Centre Precinct Map and proposed Land Reservation Acquisition Map to correctly reflect the proposed mapping changes; and
 - (b) update the planning proposal Table 5 – Section 9.1 Directions 5.2 Reserving Land for Public Purposes to include Council's intent to rezone part of the current RE1 Public Recreation zone to another zone.
2. Public exhibition is required under section 3.34(2)(c) and clause 4 of Schedule 1 to the Act as follows:
 - (a) the planning proposal is categorised as standard as described in the *Local Environmental Plan Making Guidelines* (Department of Planning and Environment, 2021) and must be made publicly available for a minimum of 20 days; and
 - (b) the planning proposal authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in *Local Environmental Plan Making Guidelines* (Department of Planning and Environment, 2021).

Exhibition must commence within three months following the date of the Gateway determination.

3. Consultation is required with the following public authorities and government agencies under section 3.34(2)(d) of the Act and/or to comply with the requirements of applicable directions of the Minister under section 9 of the EP&A Act:
 - Transport for NSW
 - Sydney Water Corporation
 - Canterbury Bankstown Council
 - Endeavor Energy

Each public authority is to be provided with a copy of the planning proposal and any relevant supporting material via the NSW Planning Portal and given at least 30 days to comment on the proposal.

4. A public hearing is not required to be held into the matter by any person or body under section 3.34(2)(e) of the EP&A Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).
5. The planning proposal authority is authorised to exercise the functions of the local planning authority under section 3.36(2) of the EP&A Act subject to the following:
 - (a) the planning proposal authority has satisfied all the conditions of the gateway determination;
 - (b) the planning proposal is consistent with applicable directions of the Minister under section 9.1 of the EP&A Act or the Secretary has agreed that any inconsistencies are justified; and
 - (c) there are no outstanding written objections from public authorities.
6. The time frame for completing the LEP is to be **nine months** following the date of the Gateway determination.

Dated 8 November 2023.



Adrian Hohenzollern
Director, Western, Metro West
Planning, Land Use Strategy & Housing
Department of Planning and Environment

Delegate of the Minister for Planning and
Public Spaces

PP-2022-3923 (IRF23/2812)

**Development Application and Planning Proposal Review
NSW Planning Portal Concurrence and Referral**


Authority	Authority's Reference	Agency Concurrence and Referral	Authority Contact	Authority Notification	Submission Due	Submission Made
Fairfield City Council	19/04955		Amanda Seraglio	15/11/2023	15/12/2023	17/11/2023

Address	Land Title
869-898 Woodville Road and 15 Hilwa Street Villawood	Lot 3 DP 208677, Lot 100 DP 1070965, Lot A DP 418889, Lot 1 DP 217764, Lot 13 DP 220348

Scope of Development Application or Planning Proposal

Amend Fairfield Local Environmental Plan (FLEP) 2013 to facilitate the redevelopment of their site and ensure the adjoining service station site can be developed in the future on its own accord and achieve good urban design outcomes.

Endeavour Energy's G/Net master facility model indicates:

Within or adjacent to the site the electrical network used in the distribution / supply of electricity are:

Electricity Infrastructure / Apparatus	Statutory allocation (road verge / roadway*)	Easement (or other form of property tenure**)	Protected works***	Freehold (adjoining or nearby)
Overhead Power Lines				
<input checked="" type="checkbox"/> Low voltage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> High voltage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Transmission voltage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Pole / tower	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Underground Cables				
<input checked="" type="checkbox"/> Low voltage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> High voltage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Transmission voltage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Streetlight / pillar	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Substation				
<input type="checkbox"/> Pole mounted	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Padmount	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Indoor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Zone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Transmission	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Low voltage extra low voltage up to 1,000 volts alternating current (a.c.).

High voltage above 1,000 volts a.c and less than 33,000 volts a.c. [33 kilovolts (kV)].

Transmission voltage 33 kV up to 132,000 volts a.c. (132 kV).

*Rights provided in a public road or reserve. The allocation depends on the classification and date of roadway dedication.

** Other form of property tenure includes but is not limited to restriction, covenant, lease, licence etc.

***Protected works under Section 53 'Protection of certain electricity works' of the *Electricity Supply Act 1995* (NSW).

Other: provide detail of electricity infrastructure / apparatus.



Endeavour Energy

ARN 11 247 365 823

T 133 718

Level 40-42, 8 Parramatta Square,
10 Darcy Street Parramatta NSW 2150

PO Box 811, Seven Hills NSW 1730

endeavourenergy.com.au

Relevant / applicable clause numbers from Endeavour Energy's standard conditions for Development Application and Planning Proposal Review indicated by ☒.

Condition	Advice	Clause No.	Issue	Detail
<input type="checkbox"/>	<input type="checkbox"/>	1	Adjoining Sites	Adjoining or nearby development / use should be compatible with the use of Endeavour Energy's sites.
<input type="checkbox"/>	<input type="checkbox"/>	2	Asbestos	Area identified or suspected of having asbestos or asbestos containing materials (ACM) present in the electricity network.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3	Asset Planning	Applicants should not assume adequate supply is immediately available to facilitate their proposed development.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	4	Asset Relocation	Application must be made for an asset relocation / removal to determine possible solutions to the developer's requirements.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	5	Before You Dig	Before commencing any underground activity the applicant must obtain advice from the Before You Dig service.
<input type="checkbox"/>	<input type="checkbox"/>	6	Bush Fire	Risk needs to be managed to maintain the safety of customers and the communities served by the network.
<input type="checkbox"/>	<input type="checkbox"/>	7	Construction Management	Integrity of electricity infrastructure must be maintained and not impacted by vehicle / plant operation, excessive loads, vibration, dust or moisture penetration.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	8	Contamination	Remediation may be required of soils or surfaces impacted by various forms of electricity infrastructure.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	9	Demolition	All electricity infrastructure shall be regarded as live and care must be taken to not interfere with any part of the electricity network.
<input type="checkbox"/>	<input type="checkbox"/>	10	Dispensation	If a proposal is not compliant with Endeavour Energy's engineering documents or standards, the applicant must request a dispensation.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	11	Driveways	For public / road safety and to reduce the risk of vehicle impact, the distance of driveways from electricity infrastructure should be maximised.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	12	Earthing	The construction of any building or structure connected to or in close proximity to the electrical network must be properly earthed.
<input type="checkbox"/>	<input type="checkbox"/>	13	Easement Management	Preference is for no activities to occur in easements and they must adhere to minimum safety requirements.
<input type="checkbox"/>	<input type="checkbox"/>	14	Easement Release	No easement is redundant or obsolete until it is released having regard to risks to its network, commercial and community interests.
<input type="checkbox"/>	<input type="checkbox"/>	15	Easement Subdivision	The incorporation of easements into multiple / privately owned lots is generally not supported.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	16	Emergency Contact	Endeavour Energy's emergency contact number 131 003 should be included in any relevant risk and safety management plan.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	17	Excavation	The integrity of the nearby electricity infrastructure shall not be placed at risk by the carrying out of excavation work.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	18	Flooding	Electricity infrastructure should not be subject to flood inundation or stormwater runoff.
<input type="checkbox"/>	<input type="checkbox"/>	19	Hazardous Environment	Electricity infrastructure can be susceptible to hazard sources or in some situations be regarded as a hazardous source.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	20	Look up and Live	Before commencing any activity near overhead power lines the applicant must obtain advice from the Look Up and Live service.
<input type="checkbox"/>	<input type="checkbox"/>	21	Modifications	Amendments can impact on electricity load and the contestable works required to facilitate the proposed development.
<input type="checkbox"/>	<input type="checkbox"/>	22	Network Access	Access to the electricity infrastructure may be required at any time particularly in the event of an emergency.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	23	Network Asset Design	Design electricity infrastructure for safety and environmental compliance consistent with safe design lifecycle principles.

Condition	Advice	Clause No.	Issue	Detail
<input checked="" type="checkbox"/>	<input type="checkbox"/>	24	Network Connection	Applicants will need to submit an appropriate application based on the maximum demand for electricity for connection of load.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	25	Protected Works	Electricity infrastructure without an easement is deemed to be lawful for all purposes under Section 53 'Protection of certain electricity works' of the <i>Electricity Supply Act 1995</i> (NSW).
<input type="checkbox"/>	<input checked="" type="checkbox"/>	26	Prudent Avoidance	Development should avert the possible risk to health from exposure to emissions from electricity infrastructure such as electric and magnetic fields (EMF) and noise.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	27	Public Safety	Public safety training resources are available to help general public / workers understand the risk and how to work safely near electricity infrastructure.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	28	Removal of Electricity	Permission is required to remove service / metering and must be performed by an Accredited Service Provider.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	29	Safety Clearances	Any building or structure must comply with the minimum safe distances / clearances for the applicable voltage/s of the overhead power lines.
<input type="checkbox"/>	<input type="checkbox"/>	30	Security / Climb Points	Minimum buffers appropriate to the electricity infrastructure being protected need to be provided to avoid the creation of climb points.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	31	Service Conductors	Low voltage service conductors and customer connection points must comply with the 'Service and Installation Rules of NSW'.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	32	Solar / Generation	The performance of the generation system and its effects on the network and other connected customers needs to be assessed.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	33	Streetlighting	Streetlighting should be reviewed and if necessary upgraded to suit any increase in both vehicular and pedestrian traffic.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	34	Sustainability	Reducing greenhouse gas emissions and helping customers save on their energy consumption and costs through new initiatives and projects to adopt sustainable energy technologies.
<input type="checkbox"/>	<input type="checkbox"/>	35	Swimming Pools	Whenever water and electricity are in close proximity, extra care and awareness is required.
<input type="checkbox"/>	<input type="checkbox"/>	36	Telecommunications	Address the risks associated with poor communications services to support the vital electricity supply network infrastructure.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	37	Vegetation Management	Landscaping that interferes with electricity infrastructure is a potential safety risk and may result in the interruption of supply.
Decision				Approve (with conditions)

Environmental Services Team

P 133 718 or (02) 9853 6666
 E Property.Development@endeavourenergy.com.au

Level 40-42, 8 Parramatta Square, 10 Darcy Street
 Parramatta NSW 2150.

Dharug/Wiradjuri/Dharawal/Gundungurra/Yuin Country

endeavourenergy.com.au | [in](#) [f](#) [v](#) [t](#)



**Endeavour
Energy**

**POWER
together**



Endeavour Energy respectfully acknowledges the Traditional Custodians on whose lands we live, work, and operate and their Elders past, present and emerging.

Reason(s) for Conditions or Objection (If applicable)

- To ensure an adequate connection, the applicant will need to engage an Accredited Service Provider (ASP) of an appropriate level and class of accreditation to assess the electricity load and the proposed method of supply for the development.
- An extension or augmentation of the existing electricity distribution network will be required. Whilst there are distribution substations in the area which are likely to have some spare capacity, it is not unlimited and unlikely to be sufficient to provide for any additional load from the proposed development.

Other factors such as the size and rating / load on the conductors and voltage drop (which can affect the quality of supply particularly with long conductor runs) etc. need to be assessed. However the extent of any works required will not be determined until the final load assessment is completed.

- Any required distribution substation/s will need to be located within the property (in a suitable and accessible location) and be protected (including any associated cabling not located within a public road / reserve) with an appropriate form of property tenure as detailed in the attached copy of Endeavour Energy's 'Land Interest Guidelines For Network Connection'.

Generally it is the Level 3 Accredited Service Provider's (ASP) responsibility (engaged by the developer) to make sure substation location and design complies with Endeavour Energy's standards the suitability of access, safety clearances, fire ratings, flooding etc. If the substation does not comply with Endeavour Energy's standards, the applicant must request a dispensation.

- The electricity distribution network relies in part on the retention of appropriate building setbacks to the road frontages to allow for line route / network design options and to provide safety clearances to conductors. Particular regard needs to be had to secondary road frontages or where overhead power lines are located near side or rear boundaries where lesser building setbacks apply. The higher the voltage, the greater the safety clearance required. This is also in keeping with a policy of prudent avoidance.

The encroachment of building setbacks (including by roof structures or projections from external walls constructed with conductive materials may transfer fault currents to the main building / dwelling). It can also result in construction works being required within the minimum safe approach distance and may require the application to Endeavour Energy for appropriate network outages eg. when erecting and dismantling scaffold, and may also be an issue for the ongoing maintenance of the building or structure.

Endeavour Energy's recommendation is that whenever reasonably possible buildings and structures be located and designed to avoid the need to work within the safe approach distances for ordinary persons eg. not having parts of the building normally accessible to persons in close proximity of the overhead power lines; the use of durable / low maintenance finishes. Alternatively, in some instances the adoption of an underground solution may be warranted ie. particularly for low voltage which can be more readily (in shorter distances) and comparatively economically be undergrounded.

As a guide, Endeavour Energy's Mains Design Instruction MDI 0044 'Easements and Property Tenure Rights', Table 1 – 'Minimum easement widths', requires a minimum easement width of 9 metres for low voltage up to 22,000 volt / 22 kilovolt (kV) high voltage overhead power lines ie. 4.5 metres to both sides of the centreline of the poles / conductors.

- The minimum required safety clearances and controls for buildings and structures (whether temporary or permanent) and working near overhead power lines must be maintained at all times. If there is any doubt whatsoever regarding the safety clearances to the overhead power lines, the applicant will need to have the safety clearances assessed by a suitably qualified electrical engineer / Accredited Service Provider (ASP).

Even if there is no issue with the safety clearances to the building or structure, consideration must be given to WorkCover (now SafeWork NSW) 'Work Near Overhead Power Lines Code of Practice 2006' eg. ordinary persons must maintain a minimum safe approach distance of 3.0 metres to all voltages up to and including 132,000 volts / 132 kilovolt (kV). It also includes the following requirements for work near low voltage overhead power / service lines.

TABLE 4

Approach distances for work near low voltage overhead service lines

Ordinary Persons (m)				
Hand held tools	Operation of crane or mobile plant	Handling of metal materials (Scaffolding, roofing, guttering, pipes, etc)	Handling of non-conductive materials (Timber, plywood, PVC pipes and guttering, etc)	Driving or operating vehicle
0.5	3.0	4.0	1.5	0.6

- The low voltage overhead service conductor going to the customer connection point for the existing dwelling on 898 Woodville Road (Lot 1 DP 217764) appears to encroach the adjoining property.
- The planting of large / deep rooted trees near electricity infrastructure is opposed by Endeavour Energy. Existing trees which are of low ecological significance in proximity of electricity infrastructure should be removed and if necessary replaced by an alternative smaller planting. The landscape designer will need to ensure any planting near electricity infrastructure achieves Endeavour Energy's vegetation management requirements.

Endeavour Energy's G/Net master facility model.

The advice provided regarding the extent of the electricity infrastructure on or near the site is based on a desk top review of Endeavour Energy's G/Net master facility model. This is a computer based geographic information system which holds the data on and is used to map the electricity network. The location, extent and type of any electricity infrastructure, boundaries etc. shown on the plan is indicative only. In addition it must be recognised that the electricity network is constantly extended, augmented and modified and there is a delay from the completion and commissioning of these works until their capture in the model. It only shows the Endeavour Energy electricity network and does not show electricity infrastructure belonging to other authorities or customers owned electrical equipment beyond the customer connection point / point of supply to the property.

Easement (or other form of property tenure).

Title searches will confirm the current owners of a property and shows any registered interests affecting the property such as an easement. Not all interests eg. short term leases and licences are registered on the title. Not all easements for electricity infrastructure will necessarily benefit Endeavour Energy eg. there may be interallotment / easements appurtenant to the land particularly for low voltage service conductors / customer connections. For further advice please refer to Endeavour Energy's:

- Land Interest Guidelines for Network Connection Works.
- Mains Design Instruction MDI 0044 'Easements and Property Tenure Rights'.

Condition or Advice

With Endeavour Energy's Development Application and Planning Proposal Review process / system the intent of the 'Standard Conditions' being indicated as either a 'Condition' or 'Advice' essentially depends on the risk associated with the matter. If the matter is one that is likely or very likely to be an issue / needed to be addressed by the applicant and may require corrective action, then it is marked as a 'Condition'. If the matter is less likely and the consequences of the applicant not addressing it are lower or can be readily rectified, then it is marked as 'Advice'. If the matter is considered to be not applicable / relevant then it is not marked as either.

For example, the obtaining advice from the Before You Dig service in accordance with the requirements of the *Electricity Supply Act 1995* (NSW) and associated Regulations is a standard / regulatory requirement and will be generally indicated as 'Condition'. If the Site Plan from Endeavour Energy's G/Net Master Facility Model indicates there is no underground electricity infrastructure it will be indicated as 'Advice' as a precaution and in regard to any other underground utilities.

Not all of the matters may be directly or immediately relevant or significant to the Development Application or Planning Proposal. However, Endeavour Energy's preference is to alert proponents / applicants of the potential matters that may arise should development within closer proximity of the existing and/or required electricity infrastructure needed to facilitate the proposed development on or in the vicinity of the site occur. Even if a matter is not indicated a 'Condition' or 'Advice', applicants are encouraged to review all of the 'Standard Conditions' as some matters may not have been evident from the information provided with the Development Application and of which the applicant may have additional knowledge.

Decision

In the NSW Planning Portal for the 'Agency response', as Endeavour Energy is not a concurring authority under the provision of the *Environmental Planning and Assessment Act 1979* (NSW), it does not 'Approve' or 'Refuse' a Development Application in the Portal. It will 'Approve (with conditions)' (which may 'Object' in the submission and detail the matters requiring resolution), or if all the matters in the submission are marked as 'Advice', the outcome of the assessment will also be 'Advice'.

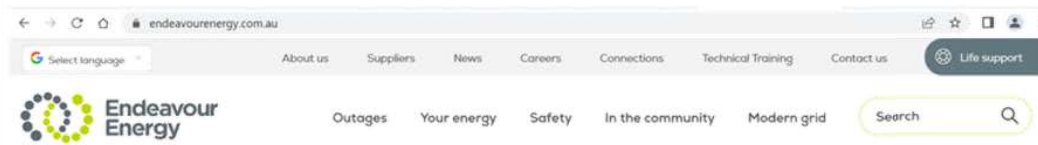
Objection

Endeavour Energy may object to a Development Application if the conditions may substantially impact the proposed development or regarded as a significant risk to the electricity distribution network. Although Council may be able to appropriately condition these matters, Endeavour Energy's recommendation is to address the matters prior to Council granting any consent. This can assist in avoiding the need to later seek modification of an approved Development Application.

Please note Endeavour Energy can only assess the Development Application based on the information provided by the applicant and Council. Due to time and resource constraints it is not possible to refer all development application notifications to the relevant internal stakeholders for review and advice or to request additional information from the applicant or Council. Applicants should be providing proper detailed plans of the electricity infrastructure / easements on or near the site and address the potential impacts of the proposed development thereon in the Statement of Environmental Effects. The provision of inadequate detail may result in Endeavour Energy objecting to the Development Application.

Further Advice

The 'Standard Conditions' include additional advice and contact details and further information is also available on Endeavour Energy's website at <https://www.endeavourenergy.com.au/>.



To resolve any objection or to seek further advice the following are the main contacts and can be reached by calling Endeavour Energy via Head Office enquiries on business days from 9am - 4:30pm on telephone: 133 718 or (02) 9853 6666. For other matters the contact details are included in Endeavour Energy's standard conditions for Development Application and Planning Proposal Review. Whilst the Environmental Team are able to provide general advice, the resolution / approval of any matter/s rests with the relevant contact related to the matter/s.

Branch / Section	Matters	Email
Customer Network Solutions	Electricity supply or asset relocation who are responsible for managing the conditions of supply with the applicant and their Accredited Service Provider (ASP).	cicadmin@endeavourenergy.com.au
Easements Officers	Easement management or protected works / assets.	Easements@endeavourenergy.com.au
Property	Property tenure eg. the creation or release of easements.	network_property@endeavourenergy.com.au
Field Operations (to the relevant Field Service Centre).	Safety advice for building or working near electrical assets in public areas (including zone and transmission substations).	Construction.Works@endeavourenergy.com.au

Please note Endeavour Energy's above contacts do not have access to the NSW Planning Portal. To resolve any matters direct contact should be made with the responsible contact. This will avoid double handling and possible delays in responding to the applicant / Council.

Accredited Service Providers

The Accredited Service Provider (ASP) scheme accredits organisations to perform contestable work on the NSW electricity distribution network. Contestable works are works that are required for the electricity distribution network provider to supply the load in the power lines where a new or altered connection is being requested.

Endeavour Energy is urging applicants / customers to engage with an ASP prior to finalising plans to in order to assess and incorporate any required electricity infrastructure as well as addressing safety issues such as safety clearances. In so doing the consideration can also be given to its impact on the other aspects of the proposed development. This can assist in avoiding the making of amendments to the plan or possibly the need to later seek modification of an approved development application.

Details of the ASP Scheme which accredits organisations to perform contestable work on the NSW electricity distribution network are available via the following link to the Energy NSW website at <https://www.energysaver.nsw.gov.au/get-energy-smart/dealing-energy-providers/installing-or-altering-your-electricity-service>.

Duty of Care


























All individuals have a duty of care they must observe when working in the vicinity of electricity infrastructure. Before you do anything:

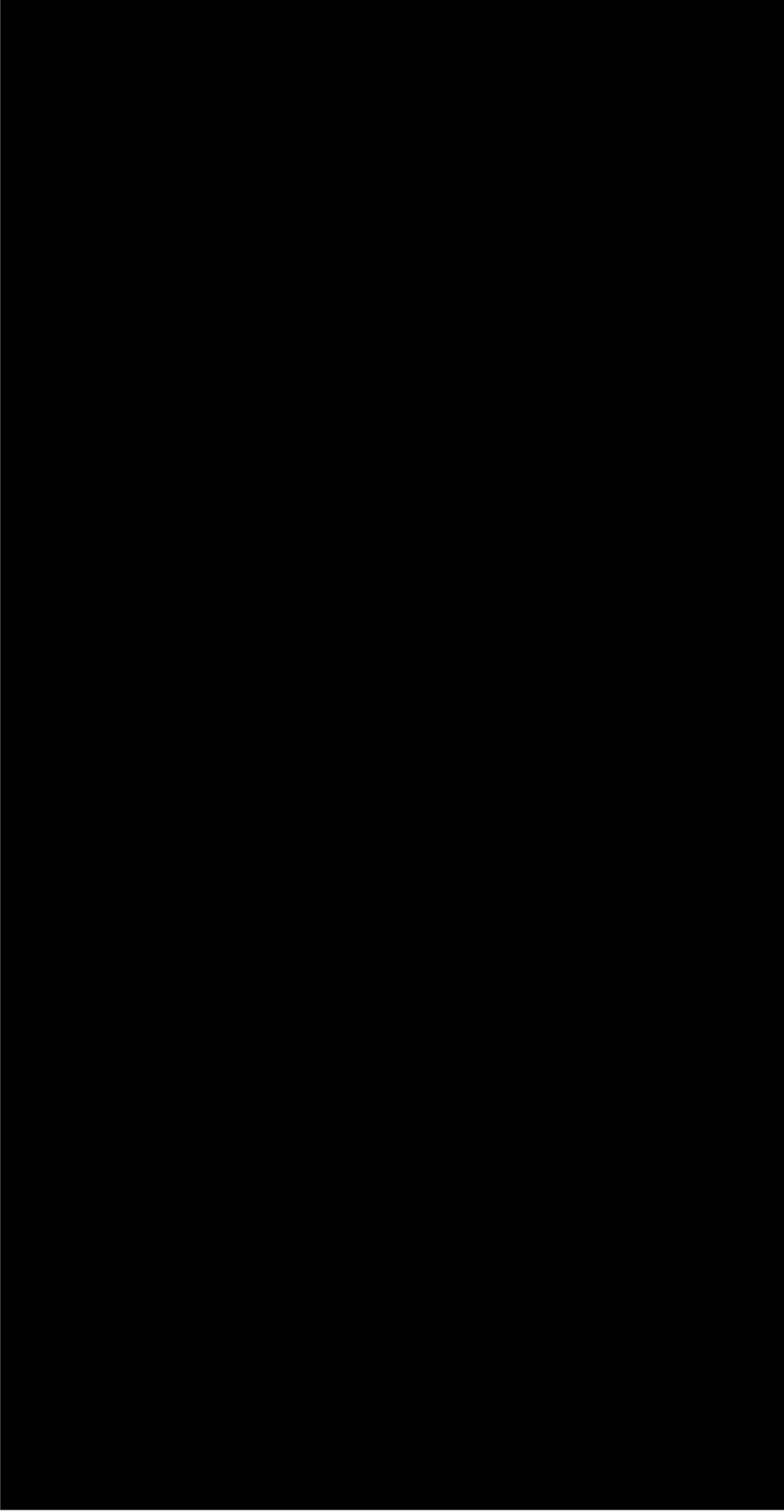
- 1) Contact Before You Dig and Look Up and Live to obtain the details of the electricity infrastructure on or near the site noting they are a guide only to what might be in the area and may not be entirely accurate.
- 2) Comply with the conditions and consider the advice provided above.
- 3) If needed contact Endeavour Energy on 133 718 or the contacts provided above for assistance.
- 4) **DO NOT** attempt any work near electricity infrastructure until all required approvals and safety measures are in place.
- 5) Proceed only if you have satisfied yourself it is safe.
- 6) Always remember, even the briefest contact with electricity at any voltage can have serious consequences to a person's health and safety and can be fatal.

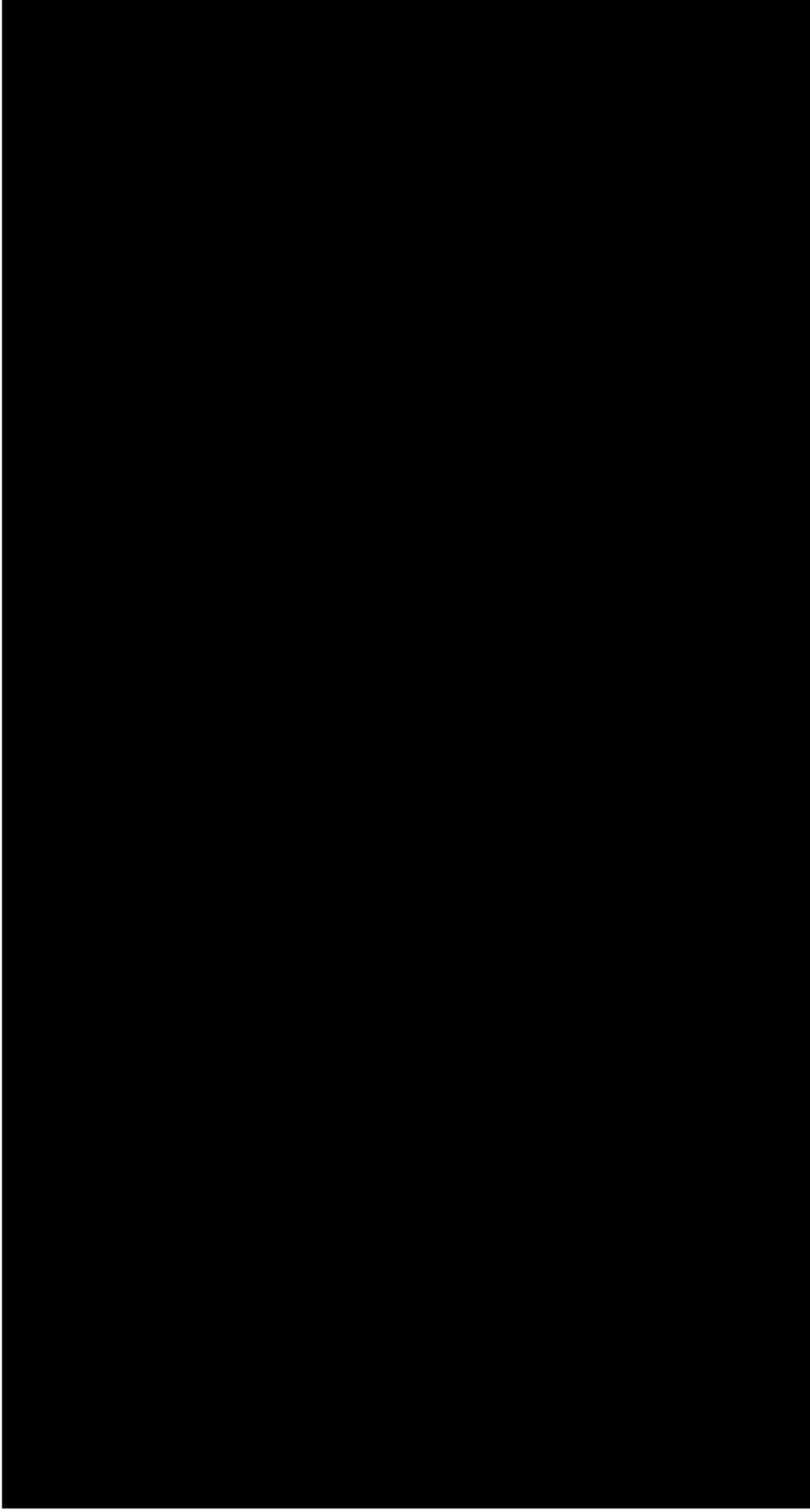
Site Plan from Endeavour Energy's G/Net Master Facility Model

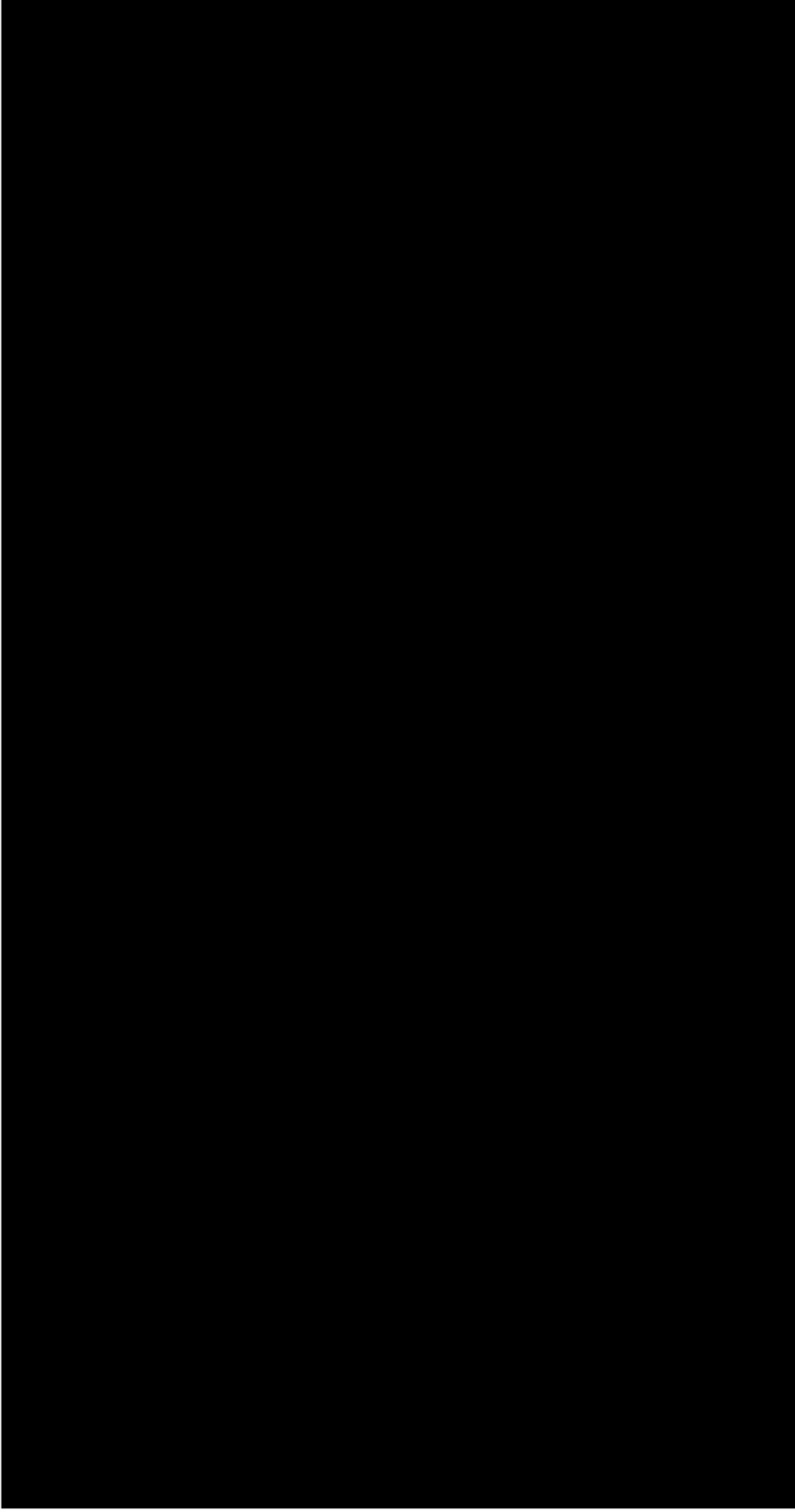


Please note the location, extent and type of any electricity infrastructure, boundaries etc. shown on the plan is indicative only. In addition it must be recognised that the electricity network is constantly extended, augmented and modified and there is a delay from the completion and commissioning of these works until their capture in the model. Easements benefitting Endeavour Energy are indicated by red hatching. Generally (depending on the scale and/or features selected), low voltage (normally not exceeding 1,000 volts) is indicated by blue lines and high voltage (normally exceeding 1,000 volts but for Endeavour Energy's network not exceeding 132,000 volts / 132 kV) by red lines (these lines can appear as solid or dashed and where there are multiple lines / cables only the higher voltage may be shown). This plan only shows the Endeavour Energy network and does not show electricity infrastructure belonging to other authorities or customers owned electrical equipment beyond the customer connection point / point of supply to the property. This plan does not constitute the provision of information on underground electricity power lines by network operators under Part 5E 'Protection of underground electricity power lines' of the *Electricity Supply Act 1995* (NSW).

LEGEND	
	Padmount substation
	Indoor substation
	Ground substation
	Kiosk substation
	Cottage substation
	Pole mounted substation
	High voltage customer substation
	Metering unit
	Switch station
	Indoor switch station
	Voltage regulator
	Customer connection point
	Low voltage pillar
	Streetlight column
	Life support customer
	Tower
	Pole
	Pole with streetlight
	Customer owned / private pole
	Cable pit
	Load break switch
	Recloser
	Proposed removed
	Easement
	Subject site









13 December 2023

General Manager
Fairfield City Council
PO Box 21
Fairfield NSW 1860

Attn: Amanda Seraglio – Strategic Land Use Planner

Dear Amanda,

RE: Planning Proposal at 896-898 Woodville Road and 15 Hilwa Street, Villawood (PP-2022-3923)

Thank you for providing Canterbury Bankstown Council (CB City) the opportunity to comment on the planning proposal to facilitate a mixed use development at 896-898 Woodville Road and 15 Hilwa Street, Villawood. It is understood a condition of the Gateway determination issued by the Department of Planning and Environment (DPE) required Fairfield City Council to consult with CB City as a neighbouring Council to the development site.

While Council is generally supportive of the planning proposal, there are matters in relation to local infrastructure and some clarifications required within the provided documentation, that should be addressed prior to finalisation. These matters are summarised below.

Local Infrastructure

The planning proposal will facilitate intensification for this site and thus result in increased traffic generation and pedestrian movements. The intersections identified below will require upgrading in order to cater for these additional movements:

- Woodville Road at Howatt St and Kirrang Avenue & Woodville Road - Howatt Street – Binna Burra Street: these intersections will require pedestrian crossings and improved signaling phasing. Council requests the developer liaise with TfNSW to install these improvements. It is also noted the kerb at the pedestrian crossing on the Woodville Road and Howatt Street intersection may not comply with the relevant Australian Standards in relation to accessibility. The developer should be required to upgrade these crossings as part of a Planning Agreement.
- Binna Burra Street: this street is connected to the Woodville Road traffic signals that adjoin the development site within CB City. Council are anticipating the resurfacing of this street to occur in 2024 as part of the capital works schedule. There is concern that damage may occur during construction and there is no mechanism to ensure any relevant repairs. Therefore, it is requested that should this proposal proceed to a development application, CB City are notified, and precautionary conditions of consent are applied.

The images below depict the locations identified above to provide clarity.

BANKSTOWN CUSTOMER SERVICE CENTRE
Upper Ground Floor, Civic Tower, 66-72 Rickard Road,
Bankstown NSW 2200, PO Box 8, Bankstown NSW 1885

CAMPBIE CUSTOMER SERVICE CENTRE
137 Beamish Street, Campsie NSW 2194
PO Box 8, Bankstown NSW 1885

CANTERBURY-BANKSTOWN COUNCIL
ABN 45 985 891 846 P. 9707 9000 F. 9707 9700
W. cbcity.nsw.gov.au
E. council@cbcity.nsw.gov.au



Woodville Rd - Howatt St location.



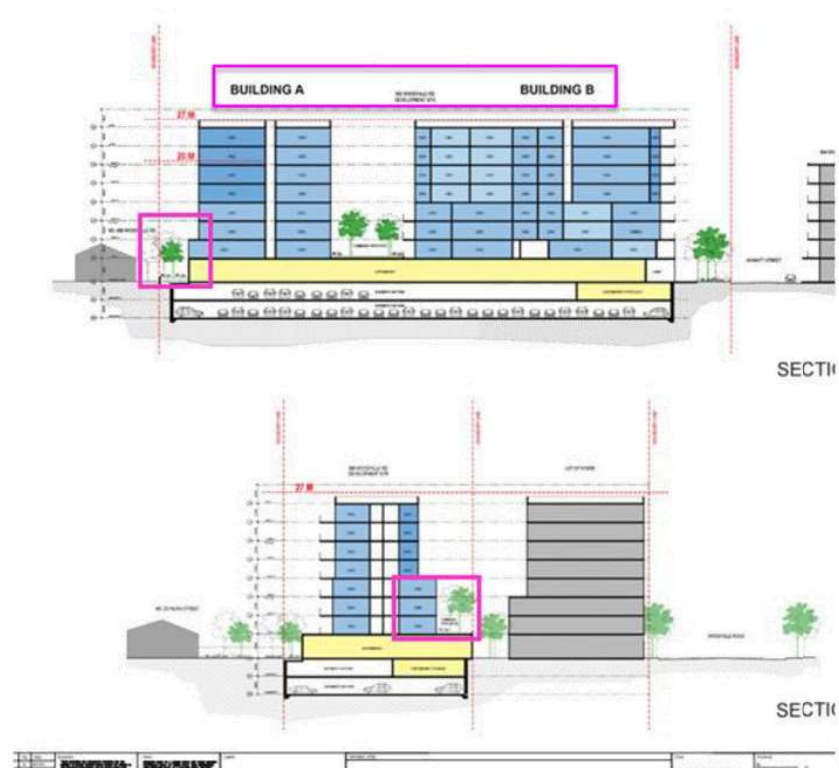
Woodville Rd - Kirrang Ave location.



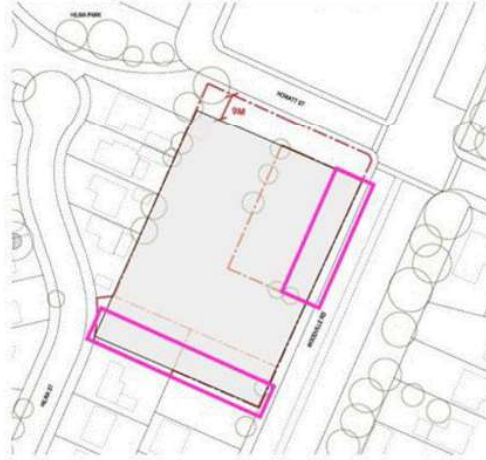
Pedestrian crossing on Woodville Rd - Howatt St that requires possible accessibility upgrades

Inconsistent documentation

There are a number of inconsistencies in the Urban Design report provided by Tony Owens Partners in relation to the building envelopes and setbacks. For example, some of the areas in question are outlined below in pink:

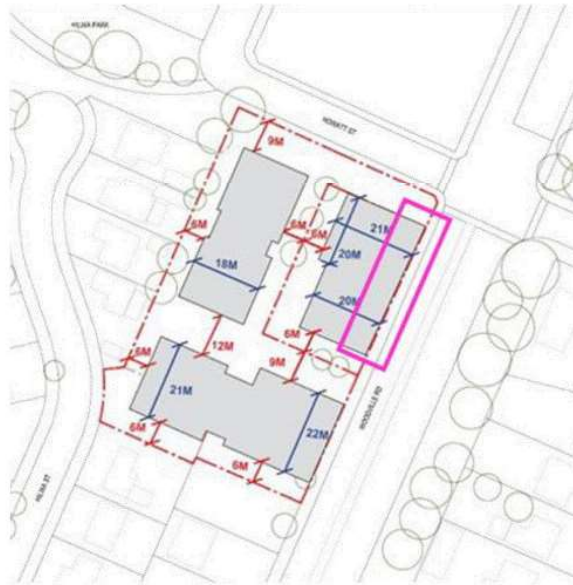


Extract of Sections Plan. The labelling of these sections are incorrect which results in interpretation difficulties.



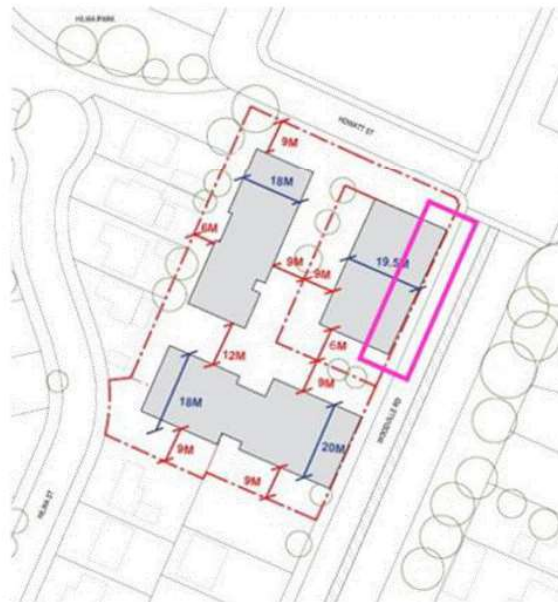
GROUND FLOOR

Areas of ground floor plate that are not consistent with the sections plan.



LEVEL 1 - 3

Areas of the upper levels floor plate that are inconsistent with the sections.



LEVEL 4

Areas of the upper levels floor plate that are inconsistent with the sections.

Based on the sections, it would appear there are setbacks from the site boundary to the building façade yet the building envelopes in these areas show a nil setback. It is requested that a review of this report is made to ensure the information is consistent throughout.

Furthermore, it is unclear if the proposal includes the APEX service station site at No. 896A Woodville Road. It is understood from the planning proposal report that negotiations to purchase this site were unsuccessful, and that the proposal seeks to amend the Fairfield LEP 2013 to address the alternate land amalgamation pattern (i.e., to include the sites at No. 898 Woodville Road and No. 15 Hilwa Street). Yet the plans in the Urban Design report and some figures (for example Figure 2) in the planning proposal report include the APEX site. While it is understood this may be an Urban Design exercise to ensure holistic development in the future, the documentation does not clearly explain this. Further clarification should be provided in order to clearly understand the extent of the development.

For any further information or enquiries regarding this matter, please feel free to contact Hannah Painter – Strategic Planner on (02) 9707 5462 or hannah.painter@cbc.city.nsw.gov.au.

Yours sincerely



Patrick Lebon
Coordinator Strategic Assessments
Canterbury Bankstown Council

Transport for NSW

14 February 2024

TfNSW Reference: SYD23/01285/01
DPE Reference: PP-2022-3923



Mr Bradley Cutts
General Manager
Fairfield City Council
PO Box 21
Fairfield, NSW 1860

Attention: Amanda Seraglio

RE: PLANNING PROPOSAL – MIXED USE DEVELOPMENT – 896-898 WOODVILLE ROAD & 15 HILWA STREET, VILLAWOOD

Dear Mr Cutts,

Transport for NSW (TfNSW) appreciates the opportunity to provide comment on the Planning Proposal (the 'Proposal') for 896-898 Woodville Road & 15 Hilwa Street, Villawood, referred to us by the Planning Portal on 17 Nov 2023.

The Planning Proposal (PP) intends to facilitate a mixed-use development at 896- 898 Woodville Road and 15 Hilwa Street, Villawood, comprising of approximately 122 residential apartments above a podium of approximately 2,700sqm of retail (including a supermarket, retail tenancies) and commercial at ground level.

The intended outcome of the Planning Proposal is to amend the Fairfield Local Environmental Plan (FLEP) 2013 by:

- Amending the Minimum Site Area Map Town Centre Precinct Map 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 updating the Minimum Site Area Map Town Centre Precinct Map, which in relation to the site, requires a 4,000sqm minimum lot size for buildings to exceed 9 metres in height (to 27 metres maximum).
- Amending the Land Use Zoning map to apply the E1 Local Centre zone consistently across the entire site,
- Amending the Height of Buildings Map to reflect 27 metres across the entire site,
- Removing FSR controls which is consistent with the remainder town centre, and
- Remove the land reservation acquisition provision from 896 Woodville Road, Villawood (part Lot 3 DP 208677).

TfNSW has reviewed the submitted documents and provides comments in **TAB A** for Council's consideration. TfNSW raises concerns on the traffic generated by the Proposal, and the background traffic growth pressure on the Villawood Town Centre area under existing planning controls and the precedent the proposal if approved would establish. Specifically, TfNSW does not support the removal of the Woodville Road bus only right-hand turn lane to Howatt Street upon which the Proposal depends.

TfNSW encourages the Council to consider the cumulative impact of any increase in development capacity in the Villawood Town Centre on the broader road network, particularly at existing signalised intersections Woodville Road / Villawood Road and Woodville Road / Howatt Street and the infrastructure improvement needs that are needed to support the capacity growth in the Villawood Town Centre. TfNSW also recommends that Council identify and resolve, if possible, all transport capacity and infrastructure constraints to development prior to the public exhibition of future planning proposals for the Villawood Town Centre and supports early consultation with TfNSW through the Scoping Proposal process.

Thank you for the opportunity to provide advice on the subject Planning Proposal. Should you have any questions or further enquiries in relation to this matter, Xin Zhao, Land Use Planner, would be pleased to take your call on 0466 599 538 or email: development.sydney@transport.nsw.gov.au.

Yours sincerely,



Peter Mann
Senior Manager Strategic Land Use Planning (West & Central)
Planning and Programs, Greater Sydney Division

OFFICIAL
4 Parramatta Square, Parramatta NSW 2150
PO Box 973 Parramatta CBD NSW 2124

W transport.nsw.gov.au

TAB A - TfNSW comments on Planning Proposal for 896-898 Woodville Road & 15 Hilwa Street, Villawood

Comments
<p><u>Woodville Road/Howatt Street Intersection</u></p> <p>In the Genesis Traffic Report dated Nov 2022, it was recommended to remove the bus-only right turn restriction from Woodville Road onto Howatt Street to allow all vehicles to turn right.</p> <p>Please note TfNSW does not support the removal of the bus-only right turn restriction from Woodville Road onto Howatt Street given considerations to the safety and efficiency of the state road network and no compelling evidence has been or is likely to be able to be provide for such an arrangement.</p>
<p><u>Access Arrangement</u></p> <p>The development has proposed two access separated for retail and residential, retail access is proposed at Howatt Street, while residential access is proposed at Hilwa Street.</p> <p>TfNSW notes that access arrangement will be subject to Council's satisfaction, however, TfNSW emphasises that in accordance with Clause 2.119 of State Environmental Planning Policy (Transport and Infrastructure) 2021, all vehicular access to any proposed development on the site should not be via Woodville Road.</p>
<p><u>SIDRA Model</u></p> <p>In section 6.1 of Genesis Traffic Report dated Nov 2022, it appears a survey has been commissioned to record AM and PM peak traffic flows in the 4 intersections for the use of SIDRA modelling. TfNSW advises the following information is not included and clarification should be provided:</p> <ul style="list-style-type: none"> • The date of survey • The time of survey • Surveyed queue length (for base model calibration) • AM/PM peak hours <p>It is required the SIDRA model be updated following the below comments:</p> <ul style="list-style-type: none"> • 95th percentile queue should be selected rather than average back of the queue. • Heavy vehicle PCU should be set as 2 rather than 1.65. • Signal coordination should be adopted along the Woodville Rd corridor for both directions. <p>It should be noted that the submitted SIDRA model results show that multi-intersections will be running in Los F in the future year 2032 scenario following the 2% background growth rate. TfNSW is concerned with the performance of the state road network intersections, particularly Woodville Road / Villawood Road / Llewellyn Avenue, and Woodville Road / Howatt Street / Binna Burra Street intersections, which runs in Los F in the 2032 pre-development scenario in the peak hours. It shows that the surrounding road network including intersections with the state road network might not have the capacity to support the growth in the Villawood Town Centre.</p> <p>TfNSW expressed similar concerns in the comments provided for the Planning Proposal at 2 Kamira Avenue, Villawood (TfNSW Reference: SYD21/01462; Council Reference: 20/27565). In this regard, TfNSW recommends the Council consider conducting a cumulative impact assessment to identify the infrastructure improvement needs to support the growth capacity in the Villawood Town Centre area with a focus on the surrounding road network including existing signalised intersections Woodville Road / Villawood Road and Woodville Road / Howatt Street.</p>
<p><u>Car Parking</u></p> <p>TfNSW is supportive of travel demand management (TDM) measures to reduce private vehicle dependence and support a shift to public and active transport modes, in particular given the site is in close proximity to the Villawood station (within</p>

400 metres). TfNSW is supportive of the proposed inclusion of performance criteria and controls within the DCP that seek to achieve this outcome.

○ **Residential parking rate**

It is noted that the site is located within 400 meters of a railway station within the Sydney Metropolitan area, therefore, based on clause 30 of *State Environmental Planning Policy No 65 – Design Quality of Residential Flat Development (Amendment No 3), 2015*, the residential component of the Proposal is subject to the parking requirements specified in the Part 3J of the Apartment Design Guide (ADG). The Objective 3J -1 in ADG specified the requirements in the following terms:

‘The minimum car parking requirements for residents and visitors is set out in the Guide to Traffic Generating Developments, or the car parking requirement prescribed by the relevant council, whichever is less.’

In comparison, the *Guide to Traffic Generating Developments* requires less parking than the section 7.6.1 of *Fairfield City Wide DCP 2013*, therefore, TfNSW suggests the following rate should be used for residential parking on site:

Guide to Traffic Generating Developments 2002 – 5.4.3 High Density Residential Flat Buildings in Metro Regional Centres

- 0.4 spaces per 1 bedroom unit
- 0.7 spaces per 2 bedroom unit
- 1.2 spaces per 3 bedroom unit
- 1 space per 7 units for visitor parking

○ **Retail parking rate**

It is noted that Table 4-2 in the Genesis traffic report dated Nov 2022 appears to use GFA to calculate the retail parking rate, the formula should be adjusted to gross leasable area as per Chapter 12 of the *Fairfield City Wide DCP 2013*, and be provided to Council's satisfaction.

Traffic Generation Rate

TfNSW acknowledges that the retail PM peak trip generation rate of 15.5 vtpm per 100m² used in the Genesis traffic report dated Jun 2023 is in accordance with the Guide to Traffic Generating Developments 2002, however, it has been misquoted as a GFA rate, which should be revised to GLFA rate.

Proposed Yield

It is noted that the submitted Planning Proposal report dated Jul 2023 stated the proposed development comprising approximately 122 residential apartments above a podium of approximately 2,700 m² of retail and commercial, while the Genesis traffic report dated Nov 2022 suggests the retail floor plate of up to 2,350 m² GFA and has up to 135 residential units. Also, the Genesis traffic report dated Jun 2023 came up with the number of 465vtpm during PM peak, using the formula of Supermarket = 15.5 vph per 100 m² GFA (PM), which suggests the supermarket (retail) area is 3,000 m².

TfNSW suggests clarifying the number of residential dwellings and the area of retail, and providing consistency in any future proposals or development applications.

Freight and Servicing

It is noted that in the Attachment 1, Genesis TIA dated Nov 2022, loading spaces has been proposed in the basement. To ensure the development's loading and servicing demands can be wholly accommodated within the site, it is recommended that any proposed development provide adequate freight and service vehicle spaces. Provision of loading spaces should be based on research / rates similar to TfNSW's 2021 Freight and Servicing Last Mile Toolkit - [Freight and Servicing - home | nsw](#). TfNSW recommends that loading and servicing provisions should be provided to the Council's satisfaction.