



STATEMENT OF ENVIRONMENTAL EFFECTS

ALTERATIONS AND ADDITIONS TO STOCKLAND WETHERILL PARK SHOPPING CENTRE AT NO'S 561 – 583 POLDING STREET, WETHERILL PARK

**Prepared for
Stockland**

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Appendix 3:	Reduced copy of Landscape Plan, prepared by Stockland Group Design
Appendix 4:	Civil Engineering Report and reduced copy of plans, prepared by Taylor Thompson Whitting
Appendix 5:	Traffic and Parking Assessment prepared by Colston Budd Hunt and Kafes
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1. INTRODUCTION

1.1 Overview

This Statement of Environmental Effects ("SEE") has been prepared to accompany a Development Application ("DA") lodged pursuant to Section 78A of the *Environmental Planning and Assessment Act 1979* ("EP&A Act") for alterations and additions to the existing Stockland Wetherill Park Shopping Centre.

The proposed development comprises an expansion of the existing Wetherill Park Shopping Centre to create approximately 11,955m² of additional gross lettable area. The overwhelming majority of the new floorspace will be occupied by retail premises. However, the proposed development also includes a new gym, relocation of an existing medical centre, refurbishment to an existing cinema foyer and new business premises, such as real estate offices, a hairdresser, travel agent or bank.

The purpose of the proposed alterations and additions is to better enable Stockland Wetherill Park to meet the evolving and expanding needs of the public in the shopping centre's trade area. The proposed development will provide improved retail facilities and a greater range of retail outlets particularly for leisure, fashion and lifestyle desires.

As part of the proposal to which this SEE relates:-

- The ease of vehicle access, the convenience of car parking, a pedestrian through-link from the adjacent high school and existing servicing arrangements are not affected because the development is limited to the north-western corner of the site;
- The attractiveness of the centre will be vastly improved, with the introduction of a greater range of lifestyle offerings to compliment the existing entertainment and leisure activities at the north-eastern corner of the centre;
- The underlying significant demand for additional floorspace in the locality will be met in the short term and escape expenditure outside of the Fairfield LGA will be partly captured;
- An existing pedestrian colonnade from the centre of the site to Polding Street will receive further emphasis. This will assist it in further becoming a restaurant precinct and therefore an area that is open for extended hours;
- The existing medical centre, which is not currently laid out well because it is housed within a former restaurant, will be relocated to a purpose built facility in the centre of the Polding Street frontage;
- Access to the cinemas is significantly improved;
- An additional 58 shops (approximately) are added to the existing centre;
- Additional parking is created to satisfy the needs of the expanded centre; and

- There is a focus on convenience and safety in the expansion, particularly with connections to existing basement car parking, pedestrian desire lines and mitigating real and perceived threats of crime.

The development will create approximately 684 jobs during construction and 316 jobs on operation.

The proposal has been formulated in the light of all relevant planning controls and is the product of a lengthy and extensive period of consultation with key stakeholders. This SEE finds that the proposed alterations and additions will not result in any significant adverse environmental impacts, and will be a positive addition to the urban fabric of the Prairiewood Town Centre through quality design, increased range of activities and increased employment.

The proposed development is enabled by demolition and stormwater works that are subject to two separate DAs. The first is the demolition of the existing service station fronting Polding Street to be undertaken by Shell. The second is the relocation of an existing stormwater mains that runs through the site to be undertaken by Stockland. These works have been separated to allow the removal of the service station and stormwater works to proceed in advance of the proposed shopping centre expansion.

1.2 Background to Stockland Group

Stockland is a public listed group of property trusts with a diversity of commercial, residential and retirement living developments under management. In the late 1950s Stockland commenced acquisition and management of shopping centres. It began construction of new centres in the 1970s in Sydney's western suburbs. Today, Stockland owns or manages thirty-eight shopping centres in Australia, operating across a wide range of regions and satisfying a vast array of needs. Seventeen shopping centres are located in NSW, ranging in characteristics from boutique inner city arcades like Piccadilly Centre, to sub-regional centres like Wetherill Park and Merrylands, to award winning small scale mixed use developments such as Cammeray.

Stockland has owned Wetherill Park since 1983 and has built it up to the highly desirable centre that currently stands. The centre is visited by a large trade area population due to its convenient car parking, its diverse retail offer (i.e. from low cost consumer goods to high end fashion) and its unique uses such as the cinemas, medical centre, restaurants and internal food court. Recently a series of cafes and restaurants have been establishing along a pedestrian colonnade from the centre of the site to Polding Street, creating an outdoor "eat street" and activating the centre after hours.

1.3 Research and Consultation

The proposed development is the result of extensive qualitative and quantitative research of Stockland's customers and stakeholders over many years.

Stockland consistently undertakes customer exit surveys, economic analysis and market analysis to determine whether the existing retail facilities, supporting business premises, car parking convenience, accessways, trading hours and the like satisfy visitor demands. Exit surveys also inform Stockland about the demographics of visitors, the amount of time

customers spend within the shops, their destination within the centre, their average spend and the other shopping centres they use in the area.

Fairfield Council has also been consulted on two occasions, with an informal briefing regarding the proposal on 23 August 2010 and a pre-lodgement meeting on 27 October 2010. Feedback from the pre-lodgement meeting has been incorporated into the proposed development with regards to specialist reports and design issues.

1.4 Purpose of this SEE

The purpose of this SEE is to:-

- describe the land to which the DA relates;
- describe the characteristics of the surrounding locality;
- define the statutory planning framework within which the DA is to be assessed and determined;
- describe the form of the proposed development; and
- assess the proposed development in light of all the relevant heads of consideration listed under Section 79C of the *Environmental Planning and Assessment Act, 1979* ("EP&A Act").

1.5 Supporting Documentation

Design drawings, incorporating architectural plans, a landscape plan and civil engineering plans are found in Appendices 2 – 5.

Relevant technical reports are provided from Appendix 6. They include investigations of the subject land (e.g. geotechnical assessment, contamination assessment) and details of the proposal and its impacts (e.g. traffic, noise, ESD, BCA compliance and construction management).

2. THE SITE

2.1 Location

Stockland Wetherill Park is located along the southern side of Polding Street some 5.5km to the west of the Fairfield Town Centre and 30km from the Sydney CBD.

The site is bounded by Polding Street to the north, Restwell Road to the south, predominantly Prairiewood High School (but also land owned by the NSW Department of Housing) to the east and the Liverpool to Parramatta Transitway to the west.

Stockland Wetherill Park is the only existing commercial land use within the Prairiewood Town Centre. Other uses within the Prairiewood Town Centre include a medical centre, library, child care centre, early childhood centre, school, hospital, playing fields, soccer club and leisure centre.

2.2 Real Property Description and Area

The land to which this DA relates comprises:-

- Lot 102 in Deposited Plan 1034345; and
- Lot 1 in Deposited Plan 867772.

The site area is approximately 12.2 hectares. It has a frontage to Polding Street of approximately 305m, a frontage to Restwell Road of approximately 280m and a boundary to the Liverpool to Parramatta Transitway of approximately 415m.

2.3 Description of Current Use and Improvements

Stockland Wetherill Park is a stand alone sub-regional shopping centre that was opened in 1983 and accommodates a vast range of retail, food and service uses. The shopping centre is arranged generally in a "C" shape around an internal, at grade, car parking area.

The shopping centre presently has two supermarkets, two discount department stores, approximately 140 specialty stores, a medical centre and a cinema. The existing gross lettable area (GLA) is 47,913m². This includes all retailers, the cinemas, storage areas, standalone buildings and Fairfield Council's community facilities. The existing GLA of retail space is 38,973m².

The bulk of the GLA of the centre is located within the main shopping centre building which is a single storey structure accessed from five directions around the site. The main building has four major tenants, two mini-majors, a food court and an emerging pedestrian colonnade containing restaurants and cafes out to Polding Street. Adjacent to the main building at its north-eastern corner (and connected by awnings) is a two storey structure containing a Hoyts cinema with undercroft car parking.

There are a large number of separate buildings within the shopping centre site, comprising:-

- The following along the Polding Street frontage from west to east:- (a) a McDonalds restaurant, (b) a combined sports store and Subway restaurant, (c) a Commonwealth Bank and other small tenancies, (d) a Shell Service Station, (e) a Kmart Tyre and Auto workshop (d) a KFC restaurant, and (g) an Italian restaurant;
- a medical centre at the north eastern corner of the shopping centre building;
- an early childhood centre, child care centre, branch library and community centre operated by Fairfield City Council along the eastern boundary of the site – all contained within two separate buildings; and
- a Beaurepairs tyre and automotive workshop and separate Love Car Wash toward the south-eastern corner of the site.

Of these standalone buildings, the sports store and medical centre require demolition to allow for the proposed development. The demolition of the service station and tyre and auto workshop will be undertaken under a separate development application, as will removal of underground storage tanks and remediation/validation of soils.

2.4 Access, Parking and Transport

2.4.1 Pedestrian Access

Pedestrian access from Polding Street and Restwell Road is via footpaths with crossings alongside the car parking areas of the site. There is a defined network of footpaths within the site, each containing flat or raised crossings as the situation dictates.

Pedestrian access from the Liverpool to Parramatta Transitway (T-Way) Station is via a crossing at the western side of the shopping centre. The Prairiewood T-Way Station is directly adjacent to the shopping centre entry. The entry is about midway along the western elevation of the centre, therefore highly accessible for shoppers and for students and staff of the high school to the east.

2.4.2 Car Parking and Vehicular Access

Vehicular access is overwhelmingly from the eastern driveway that runs between Polding Street and Restwell Road. This is the circulation spine that feeds into numerous car parking areas across more than half the site. The driveway meets both Polding Street and Restwell Road at signal controlled T-intersections.

A signalised access at the north-eastern corner of the site adjacent to McDonalds provides access to about 44 car parking spaces.

A driveway at the south-western corner of the site gives access to informal parking around loading docks and a number of staff car parking spaces at the north-western corner of the site.

Informal egress is also provided from the Hoyts undercroft car park below Hoyts through the Shell service station. Access to the service station is via a left in/left out only driveway.

There are 1,944 existing at grade and basement car parking spaces within the site. The majority of these (1,265) are at grade around the centre, with 637 in the central car park west of the entry driveway and the remaining around the community facilities, eastern boundary, western servicing driveway and northern standalone buildings.

There are 679 spaces in a basement car park below the southern end of the shopping centre (below Franklins, Woolworths and Target). Due to the topography of the site, the basement becomes an open undercroft closer towards Restwell Road.

2.4.3 Traffic Generation

With the exception of the service station along Polding Street, traffic survey data in the Traffic and Parking Report (**Appendix 5**) reveals that the existing shopping centre generates between 2,700 and 3,000 vehicle trips per hour during peak usage (i.e. Thursday afternoons and midday on Saturdays). The surveyed locations were each of the Polding Street signalised intersections and the Restwell Road loading dock access.

Modelling of the performance of the intersections around the site finds that each intersection is operating at a good-to-satisfactory "level of service", which is a measure of average vehicle delay.

2.4.4 Parking Demand

Parking surveys undertaken for the Traffic and Parking Report reveal that peak parking demand in the busiest trading hours of the centre was high, being between 83% and 87% of all available spaces. However, the turnover of car parking space is very frequent due to 1 hour, 3 hour and 4 hour time limitations. The 3 and 4 hour time limited spaces are patrolled by Fairfield Council to prevent all day parking associated with the transitway. Prior to patrols of the car park, around 95% (i.e. effectively the full capacity) of car parking spaces were occupied at peak times. This has since reduced to less than 90%.

2.4.5 Servicing

Loading and unloading of major tenancies is from the southern and western facades of the shopping centre and accessed from Restwell Road. Target, Woolworths and Franklins each have a loading dock around the south of the site. Big W has a loading dock along the western edge. Specialty stores use smaller loading docks along the western facade.

The proposed development has no impact on the existing servicing arrangements to the south and west of the site.

2.4.6 Public Transport

Public transport to the centre has been greatly enhanced by the construction and opening of the Liverpool to Parramatta Transitway in 2003. The T-Way provides a connection to the site to and from train and bus interchanges at Parramatta and Liverpool stations, as well as 34 other stops along the route. The "Prairiewood" T-Way station is immediately alongside the western entry to the shopping centre. Buses going to Liverpool mid-week commence at 5:30am and cease at 12:30am the next day, with extra services until 1:30am on Friday and Saturday nights. Mid-week buses to Parramatta commence at 4:30am and cease at



12:40am, with extra services until 1:40am on Friday and Saturday nights. Weekend bus services commence one hour later than midweek.

Bicycles, taxis and private vehicles are not permitted to use the T-Way. However, there are pedestrian and bicycle paths along the length of the T-Way that are separated from the T-Way carriageway.

Buses also operate along Polding Street in an east – west orientation. There is a bus stop immediately to the north of the site out front of the existing pedestrian colonnade of the centre. That bus stop is for Westbus services 808 and 817 which provide access to and from Fairfield and Liverpool and Fairfield and Cabramatta respectively.

For the Fairfield/Liverpool route (i.e. bound for Liverpool), midweek services start at 6:00am and continue until 9:30pm. Weekend services start at 7:30am and 8:30am on Saturdays and Sundays respectively and cease at 8:30pm and 7:30pm respectively. Services bound for Fairfield (i.e. at the stop on the north side of Polding Street) start marginally earlier and finish about an hour earlier.

For the Fairfield/Cabramatta route services to Fairfield begin midweek at 4:40am and cease at 8:40pm. Services to Cabramatta commence midweek at 5:40am and cease at 9:35pm. Weekend services are between 2 and 4 hours shorter.

There is a taxi stand along Polding Street adjacent to the bus stop.

The proposed development will facilitate longer trading hours for restaurants and entertainment uses and therefore provide greater passive surveillance and security at the site, including bus stops and internal circulation areas, as well as the T-Way.

2.5 Topography

The land to which this DA relates falls from north to south quite substantially but over a long distance. There is approximately 8 metres vertical difference in level between the northern and southern ends of the site. Due to this topography and a low point along Polding Street near the centre of the site, the site is subject to existing overland flooding in storm events where the Council's trunk drainage system is at full capacity.

The Survey Plans in **Appendix 1** identify contour levels and spot levels.

2.6 Vegetation

Except for a handful of planted trees around the northern, north-eastern and eastern boundaries, the site is void of significant vegetation. There are occasional planted garden beds at the ends of car parking rows or around loading areas.

The Survey Plans in **Appendix 1** identify tree locations, height and width.

2.7 Geotechnical Conditions and Site Suitability

2.7.1 Geotechnical Conditions

The proposed development includes excavation of soils for the formation of basement car parking, building footings and services. The basement car parking will be excavated to depths between 2.5m and 5m.

To ascertain the subsurface conditions and make recommendations for construction techniques, Jeffery and Katauskas have prepared a Geotechnical Report (see **Appendix 6**). The Report presents the results of thirty boreholes drilled between 6m and 10.36m below ground and tested for strength, moisture content, pH, bearing ratio and linear shrinkage.

The subsurface conditions were generally found to be concrete or asphalt pavements to a depth of 0.18m – 0.2m, then fill materials generally to 0.6m to 2.4m, then clayey natural soils, then shale or sandstone bedrock starting at depths between 1.9m to 4.55m.

Groundwater observations were made during the borehole drilling. Eight boreholes were observed for variable lengths of time. Two were observed 14 days after drilling and groundwater was evident at 3m below the surface. As such, some seepage during excavation may occur and would be controlled by conventional pump and sump methods or other gravity drainage system.

2.7.2 Soil and Groundwater Contamination

The existing service station is to be demolished under a separate application, therefore soil contamination issues around the service station site are to be addressed separately. There will be a contamination assessment of the service station site to demonstrate that the service station site can be made suitable for the proposed development.

Environmental Investigation Services have prepared a Preliminary Environmental Site Assessment providing results of soil sampling (**Appendix 7**) on the balance of the site (i.e. excluding the service station). The consultants reviewed the historical ownership and uses of the site, potential sources of contamination on site and nearby, the geological conditions of the site and results from soil testing. In particular soil samples were tested for a wide range of organic and inorganic contaminants and compared to current safe exposure criteria.

The Preliminary Environmental Site Assessment found that the concentration of contaminants in soils and groundwater across the site did not exceed the adopted health based assessment criteria. The potential for significant contamination issues is therefore relatively low. As such, the site area, excluding the service station site, is suitable to accommodate the proposed development.

As a safeguard, the Preliminary Environmental Site Assessment recommends:-

- that a qualified environmental consultant should assess any unexpected conditions or subsurface facilities that may be inadvertently discovered on site during demolition and excavation;
- that groundwater contamination issues should be further sampled in the northern part of the site, but only if groundwater is encountered during the

removal of underground storage tanks for the existing service station. If required, this would form part of the works associated with a separate development application for demolition of the service station and remediation of that site.

Excavated materials can be classified either as "General Solid Waste (non-putrescible)" in the case of fill materials or "virgin excavated natural material" in the case of natural soils and bedrock. These can therefore be disposed of to an ordinary receiver such as a materials recycling facility, landscape supplier or quarry as clean filling material without the need for remediation or validation.

2.7.3 Acid Sulphate Soils

The Preliminary Environmental Assessment also tested for acid sulphate risk. The consultants found that the risk of acid sulphate soil occurrence is very low because the site is not located in an area that has been mapped for acid sulphate soils, the regional geology is not conducive to acid sulphate soils and the elevation of the site (being at RL 35m AHD compared to prone land being RL 5m AHD or below) is atypical of acid sulphate soil conditions.

2.8 Stormwater Infrastructure

Stormwater flows are currently managed in two ways:-

1. A Council stormwater pipe 1650mm in diameter that conveys water from a large catchment to the north of the site. The alignment of the pipe starts adjacent to the Polding Street bus stop, travels below the existing cinema building, below the central car park and then follows the Polding Street/Restwell Road driveway before terminating at the boundary with Restwell Road; and
2. Overland flow that generally follows the path of the abovementioned stormwater pipe but also runs along the western side of the site.

The estimated catchment for the above stormwater pipe and overland flow path is 70 hectares. It comprises a vast amount of residential land to the north of the shopping centre.

Primarily using Fairfield Council's Flood Study 2004, but also using survey data, stormwater asset information and topographical mapping, the project engineers have modelled the existing formal and informal stormwater behaviour.

The proposed development is complemented by a concurrent DA that proposes to realign the stormwater pipe and redirect the existing overland flow paths. The proposed development has been designed having regard to the stormwater design envisaged, with appropriate freeboard provided above flooding levels for the proposed building.

2.9 Existing Utility Services

The existing utility services have been investigated for locations and capacity. They can be augmented and intensified where required to suit the proposed development.

3. SURROUNDING ENVIRONMENT

3.1 Overview

The surrounding environment contains a vast mix of land uses and building forms. Stockland Wetherill Park is the only existing retail facility in the Prairiewood Town Centre, and is surrounded by residential development to the north, open space and leisure related uses to the south, education and public housing the east and a transport corridor to the west.

The mixed use character of the surrounding area can be seen in the aerial photographs contained in Figures 3a and 3b and also represented by the existing zoning map in Figure 4.

Given that the proposed works are towards the north-eastern corner of the site, a great deal of emphasis is provided below on the adjacent uses to the north and east.

3.2 To the North

Immediately north of the site is Polding Street containing a series of "S" lanes providing access to three driveways to Stockland Wetherill Park and turning lanes into Conrad Street toward the north-western corner of the site. Excellent vehicular access is provided from Polding Street, which when combined with Restwell Road gives excellent circulation around the site.

North of Polding Street is a residential catchment between Stockland Wetherill Park and the Wetherill Park Industrial Estate. The most affected dwellings to the north associated with the proposed development are three dwellings at No's 9 – 13 Housman Street. One of these houses has a commercial usage toward the street.

Further north is the Wetherill Park Industrial Estate spanning from Cowpasture Road to the west to the Cumberland Highway to the east. There are more than a thousand manufacturing, distribution and storage premises in the industrial area.

3.3 To the South

To the south of the site, in order from the T-Way to Prairie Vale Road are the Calabria Sportsground (used for soccer and other sports), a former dwelling used by the Calabria Community Club as a clubhouse, the Prairiewood Youth and Community Centre and an administrative office and training facility used by the Spastic Centre. Further south is the Prairiewood Leisure Centre containing an indoor pool.

There is a signalised intersection where the southern accessway from Stockland Wetherill Park meets Restwell Road.

Fairfield City Council and the Calabrian Club are currently in the process of rezoning, reclassifying and formalising a site-specific development control plan for the Club's land and Fairfield Council's surplus open space. The proposed rezoning is from 6(a) and 6(b) recreation zones to 3(b) District Business Centre and partly 6(a) Recreation. A draft LEP, draft DCP and draft Voluntary Planning Agreement were placed on public exhibition between late October and late November 2010. The draft planning documents, if endorsed, would



allow the land to be used for mixed use purposes containing buildings up to 8 storeys in height with residential apartments and small scale office and retail facilities.

3.4 To the East

Over 70% of the eastern boundary is shared with Prairiewood High School. The remaining 30% is shared with housing owned and managed by the NSW Department of Housing. The High School has a pedestrian path half way along the eastern boundary of the site, allowing students to access the T-Way station through the centre via a series of crossings and via the internal malls. As a consequence of the connection, many students of the school use the facilities of the shopping centre. The connection is almost totally covered with an awning structure through the car park. There is no such pedestrian access to the houses at the north-eastern corner of the site. As a result, the houses exist relatively independent of the surrounding uses.

Further to the east is Fairfield Hospital, following by the Bossley Park Golf Course and Fairfield Showgrounds.

3.5 To the West

West of the site is the Liverpool to Parramatta Bus Transitway which is directly accessible from the middle of the shopping centre. Details regarding the operation of the T-Way are included in Section 2.3.3 above. Further west are low density dwellings stretching for over 2km before the tenure becomes rural residential lots after Cowpasture Road.

4. THE PROPOSAL

4.1 Overview

Development consent is sought for alterations and additions to the existing Stockland Wetherill Park Shopping Centre to add approximately 11,955m² of gross lettable area for shops, restaurants, business premises, a gym and a relocated medical centre.

The works are to take place toward the north-western corner of the site around the existing cinema building.

4.2 Enabling Works

The proposed development is complemented by enabling works that are subject to two separate but concurrent DAs. These works are:-

1. Service Station Demolition (by Shell)

- Demolition of the existing service station and tyre and auto building;
- Removal of fuel bowzers and underground storage tanks; and
- Remediation and validation of soils.

2. Stormwater Works (by Stockland)

- Realignment of a stormwater culvert that currently runs from the area near the Polding Street bus stop, below the cinema building, below the central car park and eventually aligns with the Polding Street/Restwell Road driveway. The new alignment will be from the bus stop, around the outside of the proposed structures (generally about 60m further east than the current alignment), along most of the length of the Polding Street driveway and eventually meeting the existing culvert just to the north-east of the Target store;
- Disturbance to the existing eastern Polding Street access driveway and car parking areas as required. This includes realigning the driveway to remove existing kinks in the carriageway (and providing a realignment that allows for construction staging);
- Services diversion and amplification works as required; and
- Reconstruction of the eastern Polding Street driveway and some car parking spaces following completion of the stormwater works.

Once the service station demolition and stormwater diversion works are complete, the base building works may proceed.

The proposed development relies upon the enabling works and therefore assumes that the site is in a condition where the enabling works are nearing completion before the base building works commence.

4.3 Proposed Works

4.3.1 Design Principles

In order to help facilitate the realisation of the Prairiewood Town Centre Masterplan, Stockland has adopted the guiding principles of the Masterplan to inform the design of the proposed expansion.

The primary planning initiatives related to the site occupied by Stockland Wetherill Park are the creation of a north-south road connecting Polding Street and Restwell Road, and an east-west pedestrian path ultimately connecting the T-way station to Fairfield Hospital.

The edges of the proposed expansion have been designed to meet and define the alignment of these two important axes, and the perimeter of the proposal has been designed to be active wherever possible.

The proposed buildings have been designed as a series of separate yet contiguous forms incorporating the existing Hoyts cinema structure.

This approach seeks to extend and improve the pedestrian lane between the older and more traditional centre and the proposed additions. The decision to maintain and add to the network of open pedestrian spaces will enable a more environmentally efficient mechanical design and simplify the requirements for fire egress generally.

Because the existing loading facilities within the centre are at operational capacity, the proposal includes a new shared loading area. In order to preserve uninterrupted private vehicular and pedestrian links from the centre to Polding Street, this new loading facility is accessed directly from Polding Street. This servicing area has been set well back from, and below the level of Polding Street. To protect visual amenity along the street the loading facility will be screened by a dense wall of landscaping.

Rather than applying a repetitious architectural treatment to all parts of the proposal, the redevelopment has been treated as a series of four discreet yet connected external precincts. The varying visual character of these precincts is derived from the relationship between the façade of each building and the adjacent open space.

The first precinct is the existing north-south 'road' connecting Polding Street and Restwell Road. The northern part of this existing precinct will be intensified in urban character with a combination of formal street planting and continuous active buildings built to the footpath 'boundary' along the western edge.

The second precinct is the continuous sequence of colonnaded spaces running east-west along the southern edge of the proposed building. This will provide the first part of the pedestrian path which ultimately links the Prairiewood T-Way station with Fairfield Hospital. The pedestrian-dominant character of the space results from the formally framed and contained linear colonnade.

The third precinct is comprised of the open laneways running north-south from Polding Street into the centre. These open air pedestrian lanes will form the heart of the leisure and

entertainment offer at the centre. With at-grade car parking at each end and the cinemas in the middle, this vibrant precinct is defined by the collection of new, existing and refurbished buildings along its length.

The fourth precinct is Polding Street itself. This existing precinct will be directly addressed by the proposed redevelopment to assist in the definition of this important urban space. The internal north-south 'road' and pedestrian lane both terminate on Polding Street and the legibility of these connections will be augmented by the use of landscaping and new building elements. The new shared loading facility located between the two circulation paths will be visually screened with dense landscaping.

The choice of architectural treatment for the new built form elements has been informed by a desire to create a legible urban character appropriate for each precinct. At the same time, a palette of contemporary materials and finishes will be used to assemble the various functional elements such as awnings, screens and shopfronts.

As part of the proposal:-

- The ease of vehicle access, the convenience of car parking, the pedestrian through-site link from the adjacent high school and existing servicing arrangements are not adversely affected;
- The attractiveness of the centre will be vastly improved, with the introduction of a greater range of lifestyle offerings to compliment the existing entertainment and leisure activities at the north-eastern corner of the centre;
- An existing pedestrian colonnade from the centre of the site to Polding Street will receive further emphasis. This will assist it in further becoming a restaurant precinct and therefore an area that is open for extended hours;
- The existing medical centre, which is not currently laid out well because it is housed within a former restaurant, will be relocated to a purpose built facility in the centre of the Polding Street frontage;
- Access to the cinemas is significantly improved;
- An additional 58 shops (approximately) are added to the existing centre;
- Additional parking is created to satisfy the needs of the expanded centre;
- There is a focus on convenience and safety in the expansion, particularly with connections to existing basement car parking, pedestrian desire lines and mitigating real and perceived threats of crime; and
- The underlying significant demand for additional floorspace in the locality will be met in the short term and escape expenditure outside of the Fairfield LGA will be partly captured;

4.3.2 Detailed Description of Works

Demolition and Excavation Works

- (i) Demolition of the existing medical centre, including removal of asbestos in accordance with an Asbestos Management Plan and removal of synthetic mineral fibre materials in accordance with the Code of Practice for the Safe Use of Synthetic Mineral Fibres (refer to Hazardous Materials Report in **Appendix 8**).
- (ii) Demolition of existing fixtures and fittings below the cinema building, such as waste storage areas and services; and
- (iii) Demolition and excavation of a part of the existing car parking in the centre of the site for the formation of new basement and at grade car parking.

Building Works

- (i) The formation of basement car parking for approximately 499 cars, being new car parking partly below the footprint of the expansion and partly below the existing car parking spaces on grade;
- (ii) A ground floor extension to the shopping centre toward the north-western corner of the site, allowing for four mini-major stores, a new gym, a number of new specialty stores, business premises and a relocated medical centre. Part of the proposed development is to occupy the space below the existing cinema building;
- (iii) Relocation and upgrading of the existing cinema foyer;
- (iv) Two convenient aboveground levels of new car parking above part of the proposed centre extension and reinstatement of disturbed open car parking to the south of the extension;
- (v) Use of the land formerly containing the service station as a loading dock for the proposed mini major stores. The proposed loading dock is required because the southern and eastern loading docks are at capacity and disconnected from the proposed development;
- (vi) An extension and enhancement to an existing "eat street" pedestrian colonnade from Polding Street into the shopping centre that presently contains indoor and outdoor cafes and restaurants;
- (vii) New landscaping around the area of the proposed works, including screen landscaping around the proposed loading dock, street tree planting along Polding Street and the entry driveway, new planting in pedestrian colonnades within the site and new trees around the proposed Polding Street parking area;
- (viii) Use and fitout of the new tenancies.

4.3.3 Gross Leasable Area

The proposed gross lettable area of the extensions is 11,955m². This would increase the existing gross lettable area from 47,913m² to 59,868m².

The existing and proposed floorspace is broken down into its various components as follows:-

Use	Existing Lettable Area (m ²)	Proposed Lettable Area (m ²)	Difference (m ²)
<u>Retail Uses</u>			
Majors	22,735.70	22,735.70	0
Mini-Majors	2,902.3	7,072.3	+ 4,170
Specialty	10,507	16,737	+ 6,230
Pad Sites (i.e. restaurants and take away food stores)	1,958.90	1,226	- 733
Kiosks	298.03	493.03	+ 195
Storage and other	571	898	+ 327
(Sub-total (GLAR))	38,973	49,162	10,189
<u>Non-Retail Uses</u>			
Non-retail (medical centre and gym)	524	2,195	+ 1,671
Cinema	4,613	4,708	+ 95
Community Facilities	3,803	3,803	0
Total GLA	47,913.10	59,868	+ 11,955

Evident in the above breakdown is that the proposed increase in gross lettable retail area is 10,189m².

4.3.4 Building Height

The proposed maximum height of the development is 14.5m. This is less than the existing height of the cinema building.

There are no current height restrictions on the land.

4.3.5 Landscaping

A Landscape Concept Plan has been prepared by Stockland Group Design to identify street tree planting, driveway planting and pedestrian pathway planting all around the proposed works (**Appendix 3**). The landscaping design has paid particular attention to screening the proposed loading dock from Polding Street and the redeveloped northern car park. The loading dock will already be set back from Polding Street by approximately 30m but will nevertheless be screened by native tree species capable of tall growth and dense foliage cover.

4.3.6 Traffic, Parking and Access

Car Parking

In total there are 466 new car parking spaces. Chapter 12 of the Fairfield City Wide DCP would require 478 additional spaces for a gross lettable retail area of 11,150m², at a rate of 1 space per 25m². The minor shortfall is addressed in the Traffic and Parking Assessment in **Appendix 5**. In summary, the Traffic and Parking Assessment included a parking survey which found that there were more than 200 existing car parking spaces not being used during peak periods.

The new parking spaces bring the total provision of parking to 2,413.

The proposed basement contains 499 spaces. The proposed ground level contains 250. The proposed Level 1 car park contains 211 spaces. The Level 2 (i.e. roof top car park) contains 248 spaces. The remaining spaces are found all around the site.

Some 2% of all parking will be disabled car parking provided directly adjacent to entrances to the alterations and additions.

Pedestrian Access

The proposed development has little impact on the existing internal pedestrian accessways and no impact on existing pedestrian access from the Polding Street frontage. The new car park has been designed to provide suitable pedestrian connections and crossings for access and egress to the shopping centre and between the site and the school to the east.

During construction there will be a Construction Traffic and Pedestrian Management Plan in place to ensure that pedestrian access is maintained, protected and diverted where necessary. This is addressed in the Preliminary Construction Management Plan in **Appendix 9**.

Traffic Generation and Intersection Performance

The Traffic and Parking Assessment contained in **Appendix 5** models the proposed traffic generation of the development and the resultant impacts on the existing intersections around the site.

Using the surveyed traffic generation data from on site measurements, the Traffic and Parking Assessment expects additional traffic generation in the order of 650 vehicles in both directions during the Thursday peak hour and 700 vehicles in the Saturday peak hour. This traffic generation is then modelled into the performance of the surrounding intersections, producing the findings that the road network can operate satisfactorily despite the development traffic.

Public Transport

The proposed development will maintain the same level of access to the existing bus stops along Polding Street and the Liverpool to Parramatta Transitway.

A taxi set down area is included on the western side of the Polding Street / Restwell Road driveway.

4.3.7 Construction Management

Stockland have prepared a Preliminary Construction Management Plan ("CMP") (**Appendix 9**) which will be used in the detailed preparation of a Construction Management Plan by the selected building contractor. The Preliminary CMP sets the broad outcomes desired by the final CMP and the range of issues that the final CMP is required to address to ensure the construction impacts are minimised.

The following plans are to be included in the final CMP:-

1. A Construction Traffic and Pedestrian Management Plan;
2. A Noise and Vibration Management Plan;
3. A Construction Environmental Management Plan; and
4. An Emergency Management Plan.

The Traffic and Parking Assessment in Appendix 5 sets out parameters for a draft Traffic and Pedestrian Construction Management Plan that will enable a detailed Traffic and Pedestrian Management Plan to be prepared by the selected builder before works commence.

At this stage, the preliminary CMP gives estimates of car parking impacts based on preliminary staging analysis. It shows that the project can be staged in such a manner that the existing car parking provision would only reduce from 1,944 to a minimum of 1,449 spaces for a short period of time (around 9 months) and otherwise will be greater than 1,600 spaces for some of the remaining duration. Car parking demand will obviously be reduced during stages of construction as shops or other facilities are demolished. The Traffic and Parking Assessment also found that there is an existing surplus of car parking spaces of over 200 spaces. New car parking will be periodically introduced to offset the loss of parking in other areas as the works move around. Overall it is anticipated there would be a reduction in parking for a period of approximately 21 months. During this time Stockland may also seek to accommodate all staff car parking and potentially some customer parking off site subject to discussions with Council and surrounding landowners and users.

4.3.8 Geotechnical Recommendations

The Geotechnical Report (**Appendix 6**) provides recommendations regarding construction techniques suitable for providing support during excavation, types of subgrade preparation, types of filling/compaction and methods of construction footings.

The Geotechnical Report also recommends continuous vibration monitoring when any excavation is undertaken using hydraulic impact hammers or other percussive equipment capable of vibration damage to existing buildings.

The builders selected to undertake the civil and structural works for the proposed development will review the Geotechnical Report and devise a work method based on the recommendations of the Geotechnical Report.

4.3.9 Construction Noise Management

The project acoustic consultants, Renzo Tonin and Associates have prepared a Construction Noise and Vibration Management Plan (**Appendix 10**) which will be used by the selected building contractor in the formation of a detailed Construction Management Plan.

Renzo Tonin have assessed the likely excavation and construction noise from the development against the Department of Environment, Climate Change and Water's Interim Construction Noise Guideline (ICNG).

Based on the requirements of the ICNG a summary of each sensitive noise receiver and the project noise management criteria (i.e. the acceptable noise level) for each sensitive receiver is given.

Actual construction plant and equipment to be used during the construction of the development are not yet known. However, typical plant and equipment likely to be used during the construction works were assessed, with the sound power levels based on maximum levels given in Table D2 of Australian Standard 2436 - 1981 "Guide to Noise Control on Construction, Maintenance".

The estimated noise levels at the nearest affected receivers were calculated based on a 'worst case' scenario where all the construction plant and equipment are operating concurrently, no noise mitigation was assumed and no shielding effects by existing buildings was assumed. Only distance attenuation was factored into the noise impact modelling.

Results of predicted noise levels at receiver locations for all stages of the work indicate that noise emissions from excavation and construction activities have the potential to exceed the project noise criteria for all receiver locations. Noise mitigation measures are therefore required to minimise noise impact during construction activities to the required levels.

The Noise and Vibration Management Plan recommends a number of noise control measures that will significantly mitigate construction noise emissions to comply with the project noise levels. These include:-

- Screening utilising acoustic barriers such as earth mounds, temporary or permanent noise barriers;
- Acoustic enclosures such as engine casings surrounded by acoustic insulation and plywood;
- Engine silencing using residential class mufflers; and
- Substitution by alternative processes, such as using electrical driver plant in preference to diesel or petrol.

To ensure efficient noise attenuation is achieved using the above methods the Noise and Vibration Management Plan recommends that acoustic engineers work closely with the construction contractors and carry out noise testing of works to ensure the project complies.

Other noise mitigation measures that are commonplace with construction projects and that will be implemented to mitigate noise impact during construction works include:-

- Construction during the noisiest phases should be limited to the DECCW recommended standard hours of 7.00am - 6.00pm Monday to Friday and

8.00am - 1.00pm Saturdays, with no audible work on Sundays or Public Holidays (note the contractor may seek approval to work outside these hours);

- Use of the quietest available plant, which is regularly maintained
- Strategically position plant on site to reduce the emission of noise to the surrounding neighbourhood and to site personnel.
- Avoid any unnecessary noise when carrying out manual operations and when operating plant.
- Any equipment not in use for extended periods should be switched off.
- Good relationships with people living and working in the vicinity of the construction site should be established at the beginning of the works and be maintained throughout the works, as this is of paramount importance.
- Keep stakeholders informed of progress.
- Taking complaints seriously and dealing with them expeditiously. The person selected to liaise with the stakeholders should be adequately trained and experienced in such matters.

4.3.10 Vibration Management

Both the Geotechnical Report (**Appendix 6**) and Construction Noise and Vibration Management Plan (**Appendix 10**) recommend dilapidation reports be prepared giving advice on the structural condition of adjoining buildings, and vibration monitoring be undertaken during the construction works. The Construction Noise and Vibration Plan sets out the relevant vibration limits and recommended buffer distances from adjacent sites. It recommends:-

- The preparation of dilapidation reports for buildings surrounding the construction site before, during and after the construction works;
- A detailed Vibration Management Plan be prepared;
- Vibration impacts be tested using actual equipment on site prior to the commencement of works to establish the acceptable buffer distances in this instance;
- Vibration impacts be monitored to ensure compliance with the maximum limits when construction activities are closest to the adjoining properties;
- Periodic vibration monitoring be undertaken in sensitive locations and at critical stages of the construction to determine compliance with the vibration limits; and
- Management measures be implemented if vibration is found to be excessive, such as modifying the method of excavation to eliminate large plant.

4.3.11 Access for People with Disabilities

Morris-Goding Accessibility Consulting have reviewed the proposed design for access for people with disabilities. Their report is contained at **Appendix 11**. The relevant areas reviewed are ingress and egress (e.g. ramps, continuous paths of travel), circulation areas (e.g. the presence of lifts, wheelchair accessible malls, appropriate fixtures on stairs, etc), toilets (in terms of numbers and design), car parking, lighting and signage. The proposed



development is found to comply with the relevant BCA requirements and the relevant Australian Standards and is consistent with the objects of the Disability Discrimination Act.

4.3.12 BCA and Fire Safety Compliance

A BCA Assessment Report has been prepared by McKenzie Group Consulting (see **Appendix 12**). The BCA Assessment identifies areas within the proposed development that comply with the BCA and four issues where performance based solutions are required to be undertaken. Performance based solutions are required for issues relating to a continuous travel path around the centre, travel distance to exits in the car parks, travel distances within the existing centre and smoke management.

A Fire Engineering Brief is included in **Appendix 13** to identify the fire engineered methodology required to ensure the development can satisfy the BCA's "Alternative Solution" requirements. A series of recommendations are made by the Fire Engineering Brief that are to be carried out in the detailed design phase (i.e. Construction Certificate phase) of the proposal.

4.3.13 Stormwater Works and Erosion and Sediment Controls

The proposed development includes the provision of roof water drainage for a 1 in 100 year rainfall event. Roofwater storage will be facilitated for reuse in irrigation in landscaped areas. Any overflow from the roofwater storage capacity will be drained to the Council's trunk drainage system.

Surface stormwater from pavements associated with the proposed development, including the access roadway, loading dock and car parking areas will pass through an oil and silt arrestor and gross pollutant trap before being discharged to the Council's trunk drainage system.

A reduced copy of stormwater concept plans are provided in **Appendix 4**.

A separate and concurrent DA deals with existing trunk drainage and overland flow. That separate DA proposes to reconstruct part of Fairfield Council's trunk stormwater pipe around the proposed development. The proposed development assumes that the site is in a condition where the enabling works are nearing completion before the expansion of the centre commences.

Erosion and sediment controls are outlined in the Erosion and Sediment Control Plan in **Appendix 4**. When implemented, these controls will mitigate pollutants running off the site during the demolition, excavation and construction phases.

4.3.14 ESD Initiatives

Sustainability initiatives are to be incorporated into the construction and operation phases of the development to:-

- minimise the ecological footprint of the development in terms of energy consumption, use of resources, waste recycling and materials selection; and

- improve the health and comfort of visitors and employees of the centre through natural ventilation, natural light, maintaining public transport access and the selection of materials.

The ESD Report contained in Appendix 14 provides details on the range of principles adopted for the proposed development in relation to reducing mechanical ventilation, controlling artificial light, providing solar protection, providing natural ventilation to car parking, reducing energy usage, maintaining access to public transport and providing alternatives to vehicles. The feasibility of using renewable energies will be analysed at the detailed design phase of the development.

The ESD Report provides an assessment against the voluntary Green Star rating tool for retail developments. The ESD Report targets a 4 star rating.

4.3.15 Construction Waste Management

The Preliminary Construction Management Plan (**Appendix 9**) addresses waste generated during construction by requiring the selected builder contractor to devise a Waste Management Plan prior to the commencement of works. At this stage it is premature to provide a detailed Waste Management Plan in the absence of specialty advice from a demolition contractor regarding excavation and demolition volumes and advice from the builder with respect to construction waste,

The project target for diversion of excavation and construction wastes away from landfill sites is 80% of all materials.

4.4 Proposed Use

4.4.1 Fitout and Use of Tenancies

Consent is sought for the use and fitout of the proposed tenancies in accordance with the land uses shown in the DA drawings. In this way Stockland is seeking to save its own and Council's resources with 58 separate shop owners, business owners and the medical centre operators each lodging separate DAs.

Construction certificates for tenancy fitouts are an appropriate mechanism for the certifying authority to understand the BCA compliance of fitout works.

Should the need arise, food tenancies may be subject to separate DAs.

4.4.2 Employment

The development is expected to generate 700 direct jobs during construction (384) and operation (316). When assessed with a multiplier effect (i.e. shop suppliers and construction work suppliers), the total employment generation of the expansion would be approximately 1,616 positions. Further details are contained about employment in the Economic Impact Assessment in **Appendix 18**.

4.4.3 Hours of Operation

The existing core trading hours of the majority of the centre are as follows:-

- Monday, Tuesday, Wednesday and Friday - 9.00am - 5.30pm;
- Thursday - 9.00am - 9.00pm;
- Saturday - 9.00am - 5.00pm; and
- Sunday - 10.00am - 4.00pm.

However a number of tenancies operate outside these core hours, as follows:-

- Hoyts - open until midnight, 7 days;
- Woolworths – open until 11pm Monday to Wednesday, until midnight on Thursdays & Fridays, and 10pm on weekends;
- Franklins – open until 10pm weeknights, 8pm weekends;
- Library – open until 8pm Monday to Thursday, 5pm Friday and 2pm weekends; and
- ChemistWorks - open 24 hrs a day, 7 days a week.

The proposed trading hours for the additional floorspace are:-

- Mini Majors and Specialty Stores – as per core trading hours;
- Medical Centre:-
 - (i) 7:30am to 6:30pm Monday to Friday;
 - (ii) 8:00am to 5:00pm Saturday; and
 - (iii) Closed Sunday.
- Gym:-
 - (i) 5:30am – 10:00pm Monday to Friday; and
 - (ii) 7:30am to 7:00pm Saturday and Sunday.

4.4.4 Waste Management and Servicing

Operational waste management is addressed in the Waste Management Plan contained in **Appendix 15**. The Operational Waste Management Plan details the existing management measures and the proposed measures for general waste, recycleable waste and cooking waste. The proposed development will include a cardboard baling machine, a compactor for general waste and 240 litre bins for recycling waste. Waste from existing malls areas is sorted into general and recycleable streams and this practice will continue within the new malls.

The proposed new retail and commercial tenancies will be loaded and unloaded from a loading dock along the northern elevation of the centre. The existing southern and western loading docks are at capacity and therefore a new dock is required. The new dock uses the existing access driveways for the service station, is separated from private vehicle access, is separated from pedestrian movements and will be screened by landscaping.

4.4.5 Operational Noise Management

Operation noise sources associated with the use of the development are:-

- (i) Mechanical plant – such as air conditioning, condensers, exhaust fans and cooling towers;
- (ii) New loading dock – there is one proposed loading dock accessed off Polding Street where noise impacts are associated with reversing alarms on trucks, truck engines starting, loading dock doors, refrigeration equipment on trucks, goods being moved by forklift and trolleys, amplified speech, people talking, air compressors and waste compactors;
- (iii) Car parking activities – such as vehicle doors closing, engines starting, vehicles accelerating and vehicles moving within the site; and
- (iv) Road traffic noise – being the increase in background road traffic noise attributable to the expected traffic generation of the proposed new floorspace. This applies to Polding Street due to the presence of residential uses on the northern side of the site.

Each of these issues has been acoustically modelled in an Operational Noise Assessment (see **Appendix 16**) for expected noise impacts on the surrounding sensitive receivers. This modelling takes into account the worst case scenario where:-

- Two trucks use the loading dock in any 15 minutes period;
- Up to 700 vehicle movements are generated per hour (as modelled for peak hour by the Traffic and Parking Assessment); and
- All mechanical plant is assumed to be operating concurrently.

All facets of the operation of the development are modelled to comply with the project noise criteria.

However:-

1. given that only assumptions can be made regarding the noise impacts of typical mechanical plant at this stage, the Operational Noise Assessment recommends that further noise assessment takes place when precise mechanical plant is selected. This is typical of commercial and retail developments; and
2. the Operation Noise Assessment recommends that the new gym be subject to a detailed acoustic assessment once fitout details are known. However, assuming that the windows are likely to be fixed in position, noise from the gym is not expected to exceed the project criteria.

4.4.6 Crime Prevention Through Environmental Design

A Crime Risk Assessment has been prepared by BBC Consulting Planners to comment upon the existing perception and occurrence of crime and anti-social behaviour and the means that are adopted or may be adopted to minimise these activities within the proposed development (see **Appendix 17**). The following issues are considered to be the forms of crime that the shopping centre is at risk of:-

- Anti-social behaviour, particularly by young people, which includes assault and public drinking;
- Robbery;
- Malicious damage (i.e. vandalism, graffiti) of buildings and unattended vehicles;
- Theft of unattended vehicles or their contents; or
- Shop-lifting from stores.

The actual occurrence of crimes was quantified, drawing the overarching conclusion that the incidence of crime is very low relative to the high number of visitations of the centre. In the six months between May 2010 and November 2010 there were no recorded sexual assaults, robberies, muggings, bag snatching or armed robberies. The safety issues that did present themselves were overwhelmingly shop-lifting and anti-social behaviour. There were very few cases of alcohol or drug incidents, break and entering, theft from vehicles, vandalism and graffiti.

As the overwhelming origin of existing safety concerns within the shopping centre relates to the congregation of young people, the Crime Risk Assessment outlines and qualifies the centre's current approach to youths and outlines several initiatives and engagement activities that may be explored in the detailed design of the development. Some of these are physical works to have young people congregating in particular areas that are easily accessible or preclude the use of some areas by not including public furniture. Some are activities that may be adopted, such as assisting with the further education of young people by youth service providers or conducting activities promoting community ownership of the centre.

The design of the proposed development demonstrates the following CPTED principles have been adopted. The findings of the Crime Risk Assessment for each principle of CPTED are provided.

- *Territorial Reinforcement - The design seeks to create defined, legible spaces, and encourage legitimate use of appropriate areas. Purposeful building alignments create clear address. The attractiveness of the centre will be vastly improved.*
- *Surveillance - Casual surveillance is maximised from the buildings and public spaces, and visibility is generally excellent. New retail tenancies continue to face outward to the public domain to active building boundaries and provide passive surveillance. External lighting is provided to maximise night-time amenity and safety. A key CPTED approach is to promote/ encourage activity in the public domain.*



- *Access Control - It is generally clear where people are permitted to go or not go. All entries have been designed to provide architectural and spatial interest, and clear address.*
- *Space Management - Proposed spaces will be appropriately used, well maintained and well used.*

The Crime Risk Assessment then goes on to assess the positive CPTED responses of particular aspects of the development such as pedestrian entries, public toilets, banking, car parking areas, connections to public transport, management and maintenance and construction management techniques. The recommendations coming from this assessment can be included in the detailed design of the development. When adopted they would minimise the risk of crime occurring.

5. STATUTORY PLANNING CONSIDERATIONS

5.1 Sydney Regional Strategy

The Sydney Regional Strategy "*City of Cities: A Plan for Sydney's Future*" provides targets and principles for Sydney's growth to 2031. The Strategy sets targets for housing and employment in a number of subregions, generally seeking to concentrate growth in centres.

The Department of Planning are currently undertaking a 5 year review of the Regional Strategy and have released a discussion paper entitled "*Metropolitan Strategy Review: Sydney Towards 2036*" which outlines amendments to the recommendations of the 2005 Strategy. Population and employment estimates have been increased since the original Strategy, therefore the Strategy's targets are likely to be reset. In the case of retail development, the discussion paper sets a benchmark for an additional 4 million square metres of floorspace. This, along with the Department's release of a Draft Retail Centres Policy in April 2009 calling for an increase in retail floorspace per capita from 2.0sqm per person to 2.4sq.m per person by 2031, represents a significant challenge for accommodating retail developments in concentrated centres.

The proposed development seeks to slightly enlarge the existing centre to maintain the competitiveness of the retail and leisure offer, as well as maintain Prairiewood Town Centres place in the Council Retail Hierarchy. In this way, the concentration of private investment in an existing centre that is well serviced and surrounded by supporting town centre uses, is in keeping with the overarching desires of the Sydney Regional Strategy.

5.2 Draft West Central Subregional Strategy

The draft West Central Subregional Strategy forms part of the Sydney Regional Strategy. It was exhibited by the NSW Department of Planning between December 2007 and March 2008. It provides direction to local councils on the investment of public and private investment in existing and emerging centres for the creation of employment and housing. Local councils are directed to plan for employment generating and residential development in the preparation of their comprehensive local environmental plans and other strategic planning policies.

The draft Subregional Strategy places existing commercial and industrial centres into various categories where employment growth and redevelopment is planned to occur. The Prairiewood Town Centre is identified as a "Potential Major Centre", alongside Cabramatta and Fairfield. Fairfield Council was made aware of the typology envisaged for Prairiewood Town in 2005 when it prepared the Prairiewood Town Centre Masterplan. The Masterplan sets out urban design principles and planning controls for Stockland Wetherill Park and surrounding sites.

As Stockland Wetherill Park is the only existing town centre retail provider, the expansion of the shopping centre will act as a catalyst for other investment in complementary retail, mixed use and residential development in the Town Centre. In this way, the proposed alterations and additions are highly in keeping with intent of the Subregional Strategy. The development concentrates retailing and other activities near public transport, protects and strengthens the role of the Town Centre by seeking to capture escape expenditure to other centres and

satisfies a current demand by the surrounding trade area. It also assists Fairfield Council in satisfying employment targets for the subregion.

5.3 State Environmental Planning Policies

5.3.1 State Environmental Planning Policy (Major Development) 2005

In August 2005, the Minister for Planning gazetted a new part to the Environmental Planning and Assessment Act 1979 (EP&A Act) giving the Minister powers to be the consent authority for projects which, by virtue of their capital investment value, employment generation or other factors, are of State or regional significance.

State Environmental Planning Policy ("SEPP") (Major Development) 2005 was created to nominate developments or activities which are declared to be projects to be determined by the Minister.

Clause 6 of SEPP (Major Development) 2005 provides that development that, *in the opinion of the Minister*, is development of a kind that is described in Schedule 1 is declared to be a project to which Part 3A of the Act applies.

Schedule 1 of SEPP (Major Development) 2005 includes the following class of project:-

"Group 5 - Residential, commercial or retail projects

13 - Residential, commercial or retail projects

(1) Development for the purpose of residential, commercial or retail projects with a capital investment of more than \$100 million."

The redevelopment of the site does not have a capital investment value of more than \$100 million and accordingly, the development is not a project under Part 3A of the Act.

5.3.2 State Environmental Planning Policy (Infrastructure) 2007

State Environmental Planning Policy (Infrastructure) establishes the Roads and Traffic Authority as the traffic management authority to be consulted in relation to development proposals, and ensures it is given the opportunity to make a representation on a development application before the consent authority decides whether to approve a proposal. Schedule 3 of the SEPP identifies forms of development which are required to be subject to varying levels of consultation.

The proposed development is a Schedule 3 development and requires referral to the Roads and Traffic Authority. The Traffic and Parking Assessment contained in **Appendix 5** contains detailed assessment of the traffic impacts on the local network and the parking implications of the proposal.

5.3.3 State Environmental Planning Policy No. 55 – Remediation of Land

State Environmental Planning Policy No. 55 – Remediation of Land ("SEPP 55") provides that a consent authority must not consent to the carrying out of development on land unless it has considered whether the land is contaminated. Furthermore, SEPP 55 requires that a

consent authority must consider a report specifying the findings of a preliminary investigation of the land concerned, carried out in accordance with the contaminated land planning guidelines before determining an application for consent to carry out development that would involve a change of use on that land.

Environmental Investigation Services have prepared a Preliminary Environmental Site Assessment (see **Appendix 7**). The Preliminary ESA contains results of historical site data, geological conditions and soil sampling from boreholes drilled on site. The Preliminary ESA did not include the results of testing within the existing service station site because the demolition, remediation and validation of the service station site will be subject to a separate DA.

The Preliminary ESA found that the soils tested complied with the project contamination thresholds, therefore the site is suitable for the proposed development. The soils excavated as part of the proposed development can be disposed of as general waste or virgin excavated natural materials.

5.4 Greater Metropolitan Regional Environmental Plan No. 2 – Georges River Catchment

Greater Metropolitan Regional Environmental Plan No. 2 – Georges River Catchment ("the Georges River REP") is a deemed SEPP after amendments to the planning system in July 2009. However, the elevation in status from an REP to a deemed SEPP has no relevance in this instance because the REP and Council's LEP contain no inconsistencies between each other.

Aims and Objectives

The Georges River REP applies to all land within the Georges River catchment including parts of the Fairfield LGA.

The general aims and objectives of this plan are:

- "(a) to maintain and improve the water quality and river flows of the Georges River and its tributaries and ensure that development is managed in a manner that is in keeping with the national, State, regional and local significance of the Catchment,*
- (b) to protect and enhance the environmental quality of the Catchment for the benefit of all users through the management and use of the resources in the Catchment in an ecologically sustainable manner,*
- (c) to ensure consistency with local environmental plans and also in the delivery of the principles of ecologically sustainable development in the assessment of development within the Catchment where there is potential to impact adversely on groundwater and on the water quality and river flows within the Georges River or its tributaries,*
- (d) to establish a consistent and coordinated approach to environmental planning and assessment for land along the Georges River and its tributaries and to promote integrated catchment management policies and programs in the planning and management of the Catchment,*

- (e) [repealed],
- (f) *to provide a mechanism that assists in achieving the water quality objectives and river flow objectives agreed under the Water Reform Package."*

The REP is concerned with water quality outcomes, mitigation of flooding impacts and the appropriate use of land so as to prevent adverse water quality impacts.

The proposed development is complemented by a separate DA containing stormwater works involving the relocation of Council's trunk drainage pipe and augmentation of the existing overland flow path.

A relevant matter for consideration for this DA is whether runoff from the development is treated before being discharged to the Council trunk drainage system. In this regard, stormwater from hardstand areas including the new roof, car parking areas and loading dock will be subjected to an oil and silt arrestor and gross pollutant trap before being discharged. Suitable erosion and sediment controls will also be implemented during the demolition, excavation and construction phases of the development to manage the quality of runoff.

5.5 Fairfield Local Environmental Plan 1994

5.5.1 Objectives and Zone Objectives

The site is zoned 3(b) District Business Centre where the objectives of the Zone are:-

- "(a) to provide for and encourage the provision of a wide range of goods and services which will contribute to economic and employment growth within the City of Fairfield,*
- (b) to encourage the development of Cabramatta Town Centre as a specialist cultural, retail, tourist and entertainment centre, and*
- (c) to encourage the District Centres located in Prairiewood and Bonnyrigg to provide residents with major food, clothing and small item shopping opportunities."*

The proposed development satisfies the above objectives because it encourages the provision of a wide range of goods and services that contribute to economic and employment growth and provides surrounding residents with major food, clothing and small item shopping.

5.5.2 Permissible Uses

Any purposes which are not prohibited in the Zone are permitted with consent.

The proposed development includes shops, business premises, a gym and redevelopment of a medical centre, each of which is a land use highly consistent with the zone objectives and intent. None of the proposed uses are prohibited development.

5.5.3 Relevant LEP Provisions

Flood Liable Land

Clause 11 relates to flood liable land and states:-

- "(1) The Council must not consent to the erection of a building or the carrying out of a work on flood-liable land unless the provisions of the Council's Flood Management Policy that relate to the proposed development have been taken into consideration.*
- (2) The Council may refuse consent to an application to carry out any development which in its opinion will:*
- (a) adversely affect flood behaviour, including the flood peak at any point upstream or downstream of the proposed development and the flow of floodwater on adjoining lands,*
 - (b) increase the flood hazard or flood damage to property,*
 - (c) cause erosion, siltation or destruction of riverbank vegetation in the locality,*
 - (d) affect the water table on any adjoining land,*
 - (e) affect riverbank stability,*
 - (f) affect the safety of the proposed development in time of flood,*
 - (g) restrict the capacity of the floodway,*
 - (h) require the Council, the State Emergency Service or any other Government agency to increase its provision of emergency equipment, personnel, welfare facilities or other resources associated with an evacuation resulting from flooding, or*
 - (i) increase the risk to life and personal safety of emergency services and rescue personnel."*

The site is flood liable due to existing overland flow that results when Council's stormwater infrastructure reaches capacity. Taylor Thompson Whitting have provided a flood analysis and hydraulic design that addresses the above matters. The flood analysis is contained in a Stormwater Report that accompanies a concurrent development application for the relocation of Council's trunk stormwater pipe through the site and the diversion of overland flow paths. As the proposed development cannot proceed without those stormwater works being carried out, the site is considered to be acceptable from a flood planning point of view when the stormwater works are carried out based on advice from the project engineers.

Urban Services

Clause 15 states as follows in relation to the availability of services:-

"The Council must not grant consent to development of land to which this plan applies unless arrangements satisfactory to the Council have been made for the provision of water, sewerage, drainage and electricity services to the land."

The existing services of the site have been investigated. These services can be readily augmented or intensified where necessary to suit the proposed development.

5.6 Fairfield City Wide Development Control Plan

Fairfield City Wide Development Control Plan ("the DCP") has a number of chapters that apply to the proposed development. These parts, and the relevant provisions thereof, are outlined in the table below, together with our comments.

Chapter and Part	Provision	Comment
Chapter 3 Environmental Site Analysis		
Part 3.1.2 Land Contamination	Information should be provided detailing whether there is evidence to suggest that the site may be contaminated.	A Preliminary Environmental Site Assessment accompanies this DA at Appendix 7 . The preliminary ESA finds that the site is suitable free from contaminated materials and is suitable for the proposed development.
Part 3.1.6 Trees and Bushland	Council must consider the retention or reintroduction of trees.	The site is sparsely vegetated, with trees and shrubs occasionally occurring at the end of car parking rows or around older buildings. The proposed development includes greater landscaping than the existing situation, comprising screening trees along Polding Street, street trees along Polding Street and a row of avenue trees along the eastern driveway access.
Part 3.2 Local Context Analysis	A Local Context Analysis must be lodged with each DA.	A Site Analysis Plan is included in the DA drawings (see Appendix 2).
Chapter 8 Commercial Development in Local Centres		
Part 8.2 Development Controls	Various controls relating to car parking, signage and awnings.	Car parking is addressed per Chapter 12 of the DCP below. The DA does not include any signage or street frontage awnings.
Chapter 11 Flood Risk Management		
Schedule 6 contains various engineering controls for development of flood liable land, covering such matters as floor levels, structural	In consultant with Council, the project engineers have set parameter for freeboard, flood planning events and floor levels relative to overland flow levels.	This DA is complemented by a concurrent DA for stormwater and overland flow works. The stormwater DA contains a package of enabling works that facilitate the proposed development.

soundness, car parking design, evacuation and detailed design.		
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5.7 Draft Planning Instruments and Policies

5.7.1 Draft Fairfield Local Environmental Plan 2010

On 12 October 2010, Fairfield Council resolved to adopt and submit the draft Fairfield Local Environmental Plan 2010 to the NSW Department of Planning seeking a Section 65 Certificate to exhibit the Plan. The Council's resolution also requires a number of changes to the draft LEP prior to exhibition, such as changes to controls in the Cabramatta Town Centre. As such, the draft LEP is not expected to be exhibited before early February 2011.

At this stage, because the draft LEP has not been exhibited, it is not a matter for consideration.

Council Officers have advised that the draft LEP is likely to contain a floor space ratio development standard and building height standard that have been calculated on the basis of the existing floorspace and height of Stockland Wetherill Park. Therefore a submission may be made to seek an allowance for the proposed development and other future expansion of the site.

5.7.2 Draft State Environmental Planning Policy (Competition) 2010

On 2010, the NSW Department of Planning exhibited draft SEPP (Competition) 2010. It proposes to formalise the existing case law regarding the matters for consideration around economic impacts associated with a development application. The timing of any gazettal of the draft SEPP is uncertain and the Department would be considering the hundreds of submissions it received from industry bodies, planning professionals and retail stakeholders.

The draft SEPP aims to promote economic growth and competition by:-

- Clarifying that the commercial viability of a proposed commercial development is not a matter to be taken into consideration by a consent authority;
- Clarifying that the loss of trade to other commercial developments arising from a proposed development is not a matter to be taken into consideration by a consent authority unless the proposal has an overall adverse effect on the facilities and services available to the local community and does not make good the impact that it creates;
- Removing existing barriers to market competition in environmental planning instruments, specifically any covenants or restrictions on title, any restrictions on the number of particular types of retail premises and any restrictions on the proximity of particular retail premises to each other.

The draft SEPP is not relevant to the proposed development, except for the fact that any submissions citing commercial loss of trade would not be taken into consideration under the draft SEPP because the proposed development demonstrates, through the Economic Impact Assessment in **Appendix 18**, that the proposed does not have an unreasonable impact on other commercial centres.

5.8 Prairiewood Town Centre Masterplan

The Prairiewood Town Centre Masterplan was prepared by architectural firm Tim Williams and Associates Pty Ltd in collaboration with Council's City Outcomes Department.

The land to which the Masterplan relates stretches from Polding Street in the north, Smithfield Road in the south, the north-eastern boundary of Fairfield Golf Course in the east and the Liverpool - Parramatta Transitway/Moonlight Road/Deerbush Park in the west.

Stockland Wetherill Park is located in the north-western corner of the Masterplan area.

The Masterplan has been created without any particular timeframe in mind, nor is it subject to review in any specific time period.

Vision and Purpose

The Vision Statement to the Masterplan states as follows in relation to the role of the Prairiewood Town Centre:-

"Prairiewood was not conceived as a Town Centre. The relatively ample availability of space has seen the location of a shopping centre and a number of public facilities and institutions over several decades. Little thought was given to the way these facilities would relate to each other or that one day, these facilities would indeed create a centre. The building of the T-way reinforces Prairiewood's status as a centre. The local population will inevitably increase. Measures need to be put in place to accommodate the change that will occur."

The Department of Planning have identified Prairiewood as part of a regional network of centres where substantial growth should occur.¹

Prairiewood already has many of the elements necessary for a successful town centre. A set of principles development around how people can live and use the centre will generate guidelines that will transform the Town Centre into a place with its own character and identity.

This Town Centre has the potential to be an integrated town centre that is vibrant and used by all parts of the community to meet a wide range of needs and wants and the identification of a future desired character for Prairiewood is the reason for the preparation of this plan. In this regard, the Prairiewood Masterplan aims to provide guidelines that will allow Prairiewood to:-

- *develop as a vibrant, multi-use town centre;*
- *have a safe and attractive pedestrian environment;*

¹ The Department of Planning exhibited the Draft West Central Sub-regional Strategy from December 2007 to March 2008. That document identified Prairiewood Town Centre as a "Potential Major Centre".

- have the services and amenity that a town centre needs;
- encourage well designed new residential and commercial areas;
- manage the natural watercourses in the area;
- enhance the connection between all existing facilities; and
- employ safety by design principles in the design of any development."

The purpose of the Masterplan, together with our emphasis in bold on the relevant parts, is:-

- "to provide a clear framework for Council against which future rezoning applications, which are required to enable future redevelopment of existing sites, to be considered;
- **to provide a framework against which any development application, for a use currently permitted by the zoning, will be assessed;**
- **to produce a framework for redevelopment of the site including building form, public domain, access provisions, transitway (Tway) land uses and overall Public Design;**
- to ensure the issues/desires of all the stakeholders are considered so that a viable and equitable town centre is generated;
- to provide a clear, concise document which can be adopted by the Council and which directs future development;
- to address all aspects of land use, infrastructure, heritage, access, feasibility and consultation processes in support of the proposed plan;
- **to provide guidance to developers and authorities on the type, scale and form of development acceptable in the town centre;**
- to inform developers and authorities on the nature and form of public domain improvements; and
- to assist the public in understanding the potential future character of the area and to assist them to comment on rezonings and development applications."

Content of the Masterplan as it relates to Stockland Wetherill Park

Section 1.8 of the Masterplan refers to the consultation with stakeholders to identify Masterplan ideas and suggestions. In relation to Stockland Wetherill Park, the Masterplan, contains the following summary of the author's understanding of Stockland's expectations:-

"Stocklands advised that they intended to keep the at grade carpark in the short-term and that they envisaged the centre would expand sometime in the near to medium future and that this will see the overall capacity of the site increase. At that stage, basement carparking may be considered."

The proposed development is a modest expansion of the existing centre that redevelops part of the at-grade car parking and includes basement car parking. The proposed development is not considered a long term expansion of the shopping centre because the increased gross lettable retail floorspace is just 11,995m².

Key Principles

The following table summarises the key principles of the Masterplan to Stockland Wetherill Park. What is evident in the comments below is recognition in the Masterplan that Stockland Wetherill Park has some degree of design autonomy, but the authors of the Masterplan believe the site still needs to be guided by overriding principles for issues such as access, cross-site linkages, street activation and the like.

It is noted that the design principles encouraged for the site are general statements of intent for pedestrian and vehicle access, street activation and retention of existing retail uses. There are also general comments about building scale. There are no "fine grain" principles for building form, such as FSR or building height controls, desired number of storeys or desired building cross-sections.

The Masterplan's Principle Actions diagram is contained in **Figure 5**. The specific Masterplanning Principles for Stockland Wetherill Park are contained in **Figure 6**.

Section and Page	Issue / Quote	BBC Comment
Introduction to Design Objectives, page 47.	<p><i>"Stocklands will seek to redevelop in accordance with their own requirements.</i></p> <p><i>As there is no DCP for this site, any development applications for the Stocklands site must be assessed against the principles outlined in this plan, as well as any rezoning proposals to ensure any redevelopment is consistent with Council's future Masterplan for the area."</i></p>	An assessment against the Principles of the Masterplan is below.
Principles Diagram, page 49.	<p>The Principles Diagram highlights the following design principles for the site:-</p> <ul style="list-style-type: none"> • An east-west pedestrian connection through the site from the public school and Hospital to the Transitway; • A north-south through-site public road formed by the conversion of the existing driveways between Polding Street and Restwell Road; • Active building frontages to the abovementioned new road, to the transitway and to the south; • New infill buildings within the centre of the site; and 	<p>The proposed development maintains the existing east-west pedestrian connection through the site without any significant changes.</p> <p>The proposed development maintains the existing north – south driveway connection. It is realigned to be a more straight carriageway, which is desirable under the Masterplan.</p> <p>The proposed development includes active building frontages to the Polding Street access driveway, includes new activities within the existing "eat street" pedestrian colonnade onto Polding Street and does not affect the existing transitway access or the southern</p>

	<ul style="list-style-type: none"> Possible residential mixed use development at the north of the site. 	<p>elevation of the site.</p> <p>The proposed development comprises an infill building within the centre and north-eastern corner of the site.</p> <p>The proposed development does not preclude the northern end of the site being used for mixed use purposes in the long term.</p>
<p>Future Uses, page 50.</p>	<p><i>"The Stocklands site will remain the retail core of the town centre. Any proposals to increase the floor space in the next ten years will need to address the findings of Council's Retail Centres Study.</i></p> <p><i>Beyond the next ten years, the growth potential for retail will need to be re-assessed, but the following two principles identified in the Leyshon Report regarding additional floor space should still be considered. In assessing proposals for development Council should consider:-</i></p> <ul style="list-style-type: none"> <i>Whether the retail development is located and designed so as to act as a catalyst for the renewal/redevelopment/refurbishment of an existing centre in accordance with this Masterplan, or alternatively, whether permitting the retail development will hamper the redevelopment of other parts of the town centre in accordance with this Masterplan.</i> <i>Whether the location and design of new retail development is appropriate in terms of achieving urban design outcomes in accordance with this Masterplan."</i> 	<p>The proposed development is in keeping with the urban design outcomes for the site. It maintains the existing east – west connectively and does not impact upon the existing north – south access.</p> <p>The proposed development is supported by an Economic Impact Assessment prepared by Pitney Bowes Business Insights that demonstrates the clear underlying demand for greater retail floorspace within the trade area.</p> <p>An assessment of the development against the Council's Retail Centre Policy is contained in Section 5.8 below.</p>
<p>Future Movement, page 51,</p> <p>Public Transport.</p>	<p><i>"The Masterplan shows a number of pedestrian links. Linkages to Phase 1 (i.e. land to the south of Stockland Wetherill Park) and across the site east/west from the Hospital to the Transitway are critical in ensuring the future centre is integrated and accessible for all parts of the community. The establishment of these links is critical to the sustainable development of the centre.</i></p>	<p>The Masterplan envisages that Stockland can provide the desired links when they undertake a significant redevelopment.</p> <p>The proposed development maintains the existing east – west link from the school to the T-way. The school does not permit 24 hour access to the hospital. If the school is redeveloped in accordance with the Masterplan, an access to the</p>

	<i>Stocklands have raised concerns during preliminary consultation regarding the provision of 24hr access through their site to the transitway station. It is acknowledged that this may be an issue in the short term given the existing building."</i>	hospital can be created. At this stage, such appears unlikely given the lack of existing access.
Future Movement, page 52, Vehicular Movement.	<i>"The existing Stockland access points from Restwell Road in the south and Polding Street in the north, effectively form an access road north/south through the Phase 2 area. At this stage, this is not a dedicated road. It is part of the Stockland site. This north/south access link is important for Stockland. Depending on the extent of future development, there may be a need to [give consideration to] improving the effectiveness of this link via design measures or dedicating some land to create a north-south road through the site."</i>	The proposed development is a small expansion of the existing shopping centre that maintains the existing north – south access corridor.
Future Built Form, page 52	<p><i>"In terms of scale, Phase 2 contains the future core of the town centre and the scale of development traditionally is higher and denser in core with a transition to a lower height and density as you move further away from the core.</i></p> <p><i>Buildings that let in light, provide interesting views and are not excessive in scale compared to the human scale using the public domain, is the character that Council shall seek to achieve for the core of Prairiewood Town Centre."</i></p> <p><i>"Active Street Frontages</i></p> <p><i>One particular principle/issue described in the CPTED Principles and which was discussed during the consultation was the principle of active frontages to the street. This was discussed in relation to Stockland who indicated that while they were supportive of activating streets, did not agree that this should result in them providing active frontages to all streets as the nature of their business and servicing needs made this impractical. The existing Stockland building does not present an active frontage to Restwell Road.</i></p> <p><i>It is acknowledged that in the short term, it would be difficult for Stockland to make changes to their site which would activate Restwell Road, without a significant</i></p>	<p>The Masterplan envisages that the scale of development within the site can be higher and denser than surrounding development, but the Masterplan does not go into detail about the actual bulk and scale it seeks. Rather it sets general criteria in terms of solar access, views, integration with surroundings and 'human scale'. These matters are addressed by the development.</p> <p>Activation of Restwell Road, and the existing pedestrian connection to the T-way may be revisited when these areas of the site are worked on.</p> <p>Alternatives to the proposed location of the new loading dock along Polding Street were investigated. However, relocation of the loading dock is not possible for operational reasons. The new loading dock will be screened by landscaping, well setback from the street, replaces an existing service station and will not have any adverse impacts on nearby properties.</p>

	<p>redevelopment. This request would not be feasible or practical given the investment they only recently put into establishing the existing building.</p> <p>However, in the longer term, if Stocklands are making long term strategic decisions about their site, it is important that the site begin to develop a relationship with other sites so that it becomes integrated with the future development [town] centre. This will also have potential benefits for Stocklands. In this regard, longer term development should seek to provide an active frontage to Restwell Road and to any development on the existing and adjoining sporting field site as this will be the future public core of the town centre. This would leave the majority of the frontage of the Stocklands site for other service activities necessary for the centre's operation. It will be a much more human and attractive town centre in the future if the frontages in this core area respond to one another rather than just presenting blank facades. In this regard, Council Officers should work with Stocklands to formulate site specific plans for the Stockland site."</p>	
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5.9 Fairfield Retail and Commercial Centres/Activities Policy

Council's Retail and Commercial Centres/Activities Policy ("the Centres Policy") was adopted in July 2006 prior to the exhibition of the Draft West Central Subregional Strategy. It is based upon a Retail Centres Study by Leyshon Consulting in 2005.

The Centres Policy describes the role and features of existing retail centres within the Fairfield LGA and sets out the expectations and assessment criteria involved in rezonings or development applications.

Centre Typology / Status

Prairiewood Town Centre (i.e. Stockland Wetherill Park) has a sub-regional centre status within the Centres Policy. This is the highest order status provided in the Centres Policy and also applies to Bonnyrigg, Cabramatta and Fairfield. Its strategic status within the Draft West Central Subregional Strategy is "Potential Major Centre", reflecting the State Governments desire for consolidating retail development with other forms of development such as mixed uses, increased residential and civic functions.

According to the Centres Policy a sub-regional centre in the Fairfield LGA is characterised by:-

- The provision of retail and commercial services to a sub-regional within Fairfield LGA (usually about 50,000 persons);
- The presence of one (or more) Discount Department Store (DDS) and one (or more) full-line supermarket;
- Their location on major public transport networks;
- Generally containing between 20-80,000 sq.m of retail floor space together with a wide range of non-retail services including cinemas, community services and office space; and
- Providing for higher order and comparison goods shopping as well as the provision of specialist, professional and personal services serving the sub-region.

Evaluation Criteria

The following assessment criteria apply to proposals in sub-regional centres:-

- *That the development proposal will not result in an unacceptable level of impact on the range and services provided in other existing sub-regional centres in Fairfield;*
- *That the development proposal will not result in a reduction in the range of services provided in nearby local centres;*
- *Whether the development proposal will introduce types of retail services likely to reduce escape spending from Fairfield;*
- *Whether the proposal will improve the viability of the sub-regional centre by strengthening key retail functions – for example, the provision of or upgrading of discount department stores and supermarkets;*
- *Whether the development proposal demonstrates that a net community benefit will flow from the proposed expansion of retail floor space.*

Each of the above assessment criteria is addressed by the Economic Impact Assessment in **Appendix 18**. It is clear from this Assessment that the proposal will not result in any unacceptable impact on any other centre, the proposal will reduce escape expenditure from the Fairfield LGA, the proposal will improve the sub-regional centre and the proposal demonstrates a net community benefit.

Demonstrating Acceptable Economic Impacts

The Policy requires Applicants to demonstrate that there is no unacceptable economic impact when the development involves a floor space of 2,500m² or more, among other circumstances.

A detailed economic justification for the development is required in the form of an Economic Impact Statement. There is a detailed list of the matters that an Economic Impact Statement must address.



The Economic Impact Statement in Appendix 18 demonstrates that there will not be unacceptable impact on other centres as a result of the development. The Economic Impact Statement addresses all of the relevant requirements of the Policy.

Town Centre Strategies, LEP and DCP Controls

The Policy reinforces the need to consider all relevant LEP, DCP and Masterplan controls when development applications are being assessed. These matters are addressed in Sections 5.5 to 5.8 above.

5.10 Clause 92 Considerations

Clause 92 of the Environmental Planning and Assessment Regulation 2000 identifies additional matters that a consent authority must take into consideration in determining a DA. Clause 92 requires a consent authority to have regard to AS 2601-1991: The Demolition of Structures. This Australian Standard will be addressed in the Construction Management Plan for the development and the Applicant invites a condition of consent accordingly.

6. ASSESSMENT OF ENVIRONMENTAL EFFECTS

In determining the subject DA, Council is required to consider those relevant matters listed in Section 79C(1) of the Environmental Planning and Assessment Act, 1979. Each of the relevant matters is addressed below.

6.1 Section 79C(1)(a) – Statutory Planning Considerations

Section 79C(1)(a) requires the consent authority to take into consideration:-

"(a) the provisions of:

- (i) any environmental planning instrument; and*
- (ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Director-General has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and*
- (iii) any development control plan; and*
- (iiia) any planning agreement that has been entered into under section 93F, or any draft planning agreement that a developer has offered to enter into under section 93F, and*
- (iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph)."*

These matters (and others) are addressed in Section 5 of this SEE.

The proposal is consistent with the aims and objectives of the Fairfield LEP, DCP and Prairiewood Town Centre Masterplan. This SEE also demonstrates that the development addresses SEPP 55, the Infrastructure SEPP, SEPP (Major Development) and the Georges River REP.

The proposed development will consolidate the role of Stockland Wetherill Park as a major sub-regional centre, deliver major jobs growth, and result in widespread benefits to the surrounding and wider community. It will strengthen the role of Prairiewood as a "Potential Major Town".

6.2 Section 79C(1)(b) - Environmental, Social and Economic Impacts

Section 79C(1)(b) requires the consent authority to consider:-

- "(b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality."*

The relevant matters are addressed below.

6.2.1 Impacts on the Natural Environment

The subject site forms part of a highly urbanised and intensively used area which has been cleared of its original vegetation and developed for retail and commercial purposes since the 1980s. The site is impacted by traffic activity (including heavy vehicle movements) and noise.

Although no natural watercourse traverses the site, there are an existing drainage channel and overland flow path into which stormwater flows from the local catchment. As part of the enabling works for the proposal (which are subject to a concurrent DA), stormwater flows are to be diverted to the western side of the site or down the access driveway between Polding Street and Restwell Road. These works will have a positive impact on the natural environment.

The proposal is accompanied by a Preliminary Environmental Site Assessment that presents the results of contamination assessment. Soil sampling found that no elevated concentrations of contamination were found that exceeded the current criteria. As a safeguard the Preliminary Environmental Site Assessment recommends:-

- that a qualified environmental consultant should assess any unexpected conditions or subsurface facilities that may be inadvertently discovered on site during demolition and excavation;
- that groundwater contamination issues should be further sampled in the northern end of the site if groundwater is encountered during the removal of underground storage tanks for the existing service station.

Excavated materials can be classified either as "General Solid Waste (non-putrescible)" in the case of fill materials or "virgin excavated natural material" in the case of natural soils and bedrock. These can therefore be disposed of to an ordinary receiver such as a materials recycling facility, landscape supplier or quarry as clean filling material without the need for remediation or validation.

The proposal is accompanied by a Sustainability Report which addresses:-

- solar access/control;
- building form and construction;
- heating, cooling and ventilation;
- energy and water usage;
- public transport.

The proposed development also includes new-landscaping to soften and screen the street frontage of the site and line the vehicle and pedestrian accessways with trees. The landscaping proposals will have a positive aesthetic as well as environmental impact.

6.2.2 Impacts on the Built Environment

The proposed expansion will be a high quality addition to the existing centre that maintains the existing pedestrian connections, convenience and relationship of structures to their

surroundings. The bulk and scale of the new structures is entirely in keeping with the existing scale of the centre.

Longer building facades have been broken up with articulation, materiality or breaks.

One of the more important elements of the proposal is emphasising and encouraging the importance of the Polding Street pedestrian colonnade via pedestrian protection and opportunities for more outdoor dining and outdoor entertainment. The proposed medical centre is a northerly drawcard for visitors to use the pedestrian colonnade and associated outdoor leisure areas.

Landscaping around the periphery of the expansion, especially along Polding Street, will soften the inclusion of the new structures.

6.2.3 Social Impacts

The proposal derives from a long period of market research and community consultation involving user and non-user surveys, economic research and market profiles, consultation with stakeholders, and community feedback through centre management and customer service.

This consultation strongly identified the need for:-

- improved retail choice;
- improved facilities for young people;
- sustainable development outcomes;
- entertainment, social spaces and integrated access arrangements;
- maintaining the existing convenient community services; and
- maintaining the existing convenience of car parking.

No adverse social impacts will arise in terms of the existing community centre, child care centre or library, where they will continue to be available to community organisations, mothers and school children.

Positive social impacts will arise through the construction of a new, modern addition to the shopping centre. This will act as a catalyst for other investment in the Prairiewood Town Centre, greater job creation, and improved facilities and services for the community in a highly accessible, well-established centre. It will create better social spaces and increase community pride/ownership as a result of a better urban environment.

The proposed development enhances social equity of the community insofar that facilities and services available to all members of the public are to be upgraded and expanded in one of the most accessible locations in the local government area. Additionally, the proposal will better meet the needs and aspirations of the public within the centre's trade area.

The proposal will enhance cultural and community wellbeing in that it will provide an improved built environment, will expand the range of facilities available to the population of the trade area, will provide increased leisure activities, produce a high quality of design both

internally and externally and will minimise adverse environmental impacts on surrounding land uses.

The proposed development will add cohesiveness to the community in that it will create additional community activities and meeting places that are safe, accessible and in a highly accessible location.

The social impacts of the proposal when complete will thus be positive.

6.2.4 Economic Impacts

The following positive economic impacts will result from the proposal:-

- the creation of employment opportunities in both the construction and operational stages of the development;
- the creation of improved retail facilities with a greater range of retail outlets;
- the introduction of commercial facilities which will allow improved social interaction and community cohesion; and
- the upgrading of existing entertainment activities and medical centre.

An Economic Impact Assessment has been prepared by Pitney Bowes Business Insights (**Appendix 18**). The Executive Summary of that report includes the following comments:-

- *"The total trade area likely to be served by the expanded Stockland Wetherill Park comprises a large proportion of the Fairfield and Holroyd Local Government Areas, and part of the Liverpool LGA, and is estimated to contain some 260,810 residents. Total trade area population is expected to increase at a rate of 0.3%-0.4% per annum, to 270,610 persons by 2021.*
- *Stockland Wetherill Park achieved total centre sales of \$254.7 million for the year ending May 2010. This represents an estimated 7.9% of market share of available retail spending.*
- *Estimates of Stockland Wetherill Park's sales potential upon completion of the proposed expansion take into consideration various proposed competitive developments within and beyond the centre's defined trade area. On the basis of the most conservative/highly competitive assumptions as to the future competitive landscape [i.e. that two mooted retail developments in Bonnyrigg take place], the expanded centre is estimated to achieve annual sales of \$312.9 million in 2014/15. This represents a total trade area market share of 9.1% of available retail spending. Assuming an alternative, less competitive potential future competitive landscape, the expanded centre's annual sales in 2014/15 are estimated at \$324.7 million (9.3% of total trade area retail spending).*
- *The current undersupply of total retail floorspace in the Fairfield LGA is estimated at almost 57,000 sq.m and projected to increase to over 78,000 sq.m by 2031. These projections take into consideration the addition to retail supply of all currently proposed future retail developments within the LGA.*

- *Given the current level of undersupply of retail floorspace within the Stockland Wetherill Park trade area, a significant proportion of the estimated sales potential of the expanded centre (along with that of other proposed developments in the trade area), will be generated by the retention of retail spending that is currently escaping the trade area. The current level of escape expenditure is estimated by 22.6%, although this level is projected to fall to around 13.2% by 2015 [primarily if the Bonnyrigg developments take place]. The expansion of Stockland Wetherill Park is forecast to contribute to around 1.5% or some \$28.1 million of this reduction.*
- *Competitive facilities within the trade area are expected to experience some trading impacts as a result of the expansion of Wetherill Park, but none so great as to threaten their ongoing viability.*
- *The proposed expansion of Stockland Wetherill Park would also be expected to generate a number of important economic benefits, including the provision of a wider range of shopping facilities for trade area residents, additional employment opportunities and future wages, additional rateable revenue for the subject site, and an overall reduction in the level of escape expenditure from the Fairfield LGA."*

6.2.5 Traffic Impacts

The Traffic and Parking Report in **Appendix 5** assesses the parking, access, servicing and traffic impacts of the proposed development.

The Traffic and Parking Report contains the following conclusion:-

"The main points relating to the implications of the proposed alterations and additions to the shopping centre are:

- (i) The proposed parking provision is considered appropriate and complies with the requirements of Fairfield City Wide DCP;*
- (ii) Access arrangements are considered appropriate;*
- (iii) Internal layout and servicing arrangements are considered appropriate;*
- (iv) The site is highly accessible by public transport;*
- (v) Pedestrian access to the centre will be maintained from all frontages to the site;*
- (vi) The surrounding road network can cater for the traffic generated by the proposed alterations and additions.*
- (vii) The preparation of the construction traffic management plan, signage detail, control of pedestrians and control and management of construction vehicles in the vicinity of the site will be the responsibility of the appointed builder."*

6.2.6 Amenity Impacts

Construction Impacts

The proposed expansion of the shopping centre and construction of associated roadworks are the subject of a preliminary Construction Management Plan a copy of which is provided in **Appendix 9**. Adherence to the preliminary Construction Management Plan ("CMP"), including the preparation of a comprehensive CMP by the selected building contractor will ensure that construction impacts are minimised.

Construction Noise Impact

Construction noise is addressed in the Construction Noise and Vibration Management Plan in **Appendix 10**. Adopting the worst case scenario where all plant and equipment is operated at the same time, without any noise mitigation and without factoring in any acoustic shielding from existing buildings, the construction noise would be expected to exceed the project noise criteria at each sensitive receptor around the area of works. A raft of mitigative measures are recommended in the Construction Noise and Vibration Management Plan to achieve compliance with the project noise goals.

Operational Noise Impact

Expected noise impacts from mechanical plant, the proposed loading dock, car parking activities and road traffic noise have been assessed in the Operational Noise Assessment in **Appendix 16**.

The conclusion of the Operational Noise Assessment is as follows:-

"Operational noise emissions from the site are expected to comply with the relevant noise criteria based on mechanical plant data assumed for the proposed new areas and a traffic assessment report prepared by Colston Budd Hunt and Kafes. In-principal noise control measures have been recommended and should be considered once detailed information is obtained during the detailed design stage of the project."

Road traffic noise along Polding Street impacting residences as a result of traffic movements associated with the operation of the proposed new areas of the shopping centre was also determined to comply with the applicable ECRTN (Environmental Criteria for Road Traffic Noise) criteria."

The recommendations contained within the Operational Noise Assessment are related to mechanical plant. They are:-

- Verification of noise limits for all mechanical plant, once plant has been selected in the detailed design process; and
- In the event that noise emissions from plant would be in excess of project noise criteria, further acoustic treatment shall be implemented until the plant complies with the project noise criteria. Such noise treatments may include purchasing plant with "quiet" noise kits, installation of silencers over any noisy fans, installation of acoustic screening/baffling or installation of acoustic enclosures over plant.

Vibration Impact

The Construction Noise and Vibration Management Plan (**Appendix 10**) provides a series of recommendations to maintain vibration impacts at acceptable levels. Key to this is the establishment of minimum buffer zones for certain types of excavation equipment and constant monitoring during works near the buffer zones to ensure that the established vibration limits are not exceeded.

A comprehensive Construction Management Plan will need to be prepared by the selected building contractor and will include a detailed work method statement for controlling vibration impacts within the acceptable limits.

Overshadowing Impact

The DA drawings include shadow diagrams showing that overshadowing will not affect any adjoining properties and will not adversely affect the existing early childhood centre, library and child care centre to the south-east of the development.

Privacy Impact

The proposed development is well removed from adjoining properties and not readily within view of residences to the north or east. As such there will be no adverse privacy impacts.

6.3 Section 79C(1)(c) - The Suitability of the Site

Section 79C(1)(c) requires the consent authority to consider:-

"(c) the suitability of the site for the development."

In terms of its location, character, position, topography and accessibility, the site is suitable for the proposed expansion.

6.4 Section 79C(1)(d) - Submissions

Section 79C(1)(d) requires the consent authority to consider:-

"(d) any submissions made in accordance with this Act or the regulations."

Any relevant representations will need to be considered by the consent authority in the determination of the DA.

6.5 Section 79C(1)(e) - Public Interest

Section 79C(1)(e) requires the consent authority to consider:-

"(e) the public interest."

The public interest is best served by the orderly and economic use of land for purposes permissible under the relevant planning regime and predominantly in accordance with the prevailing planning controls. Since the proposed development promotes the orderly and



economic use of the site in accordance with the applicable planning controls and is a development without adverse impacts on adjoining properties, the proposal is considered to be in the public interest.

7. CONCLUSION

The proposed development comprises alterations and additions to the existing Stockland Wetherill Park Shopping Centre to create an additional 11,150m² of gross lettable area in the north-eastern corner of the site.

The proposed development will satisfy existing customer desires at the centre by adding four mini-major tenancies, greater specialty stores, an improved medical centre and a new gym.

The proposed development is consistent with the objectives and requirements contained within Council's planning instruments and development guidelines and will result in no significant environmental or amenity impacts.

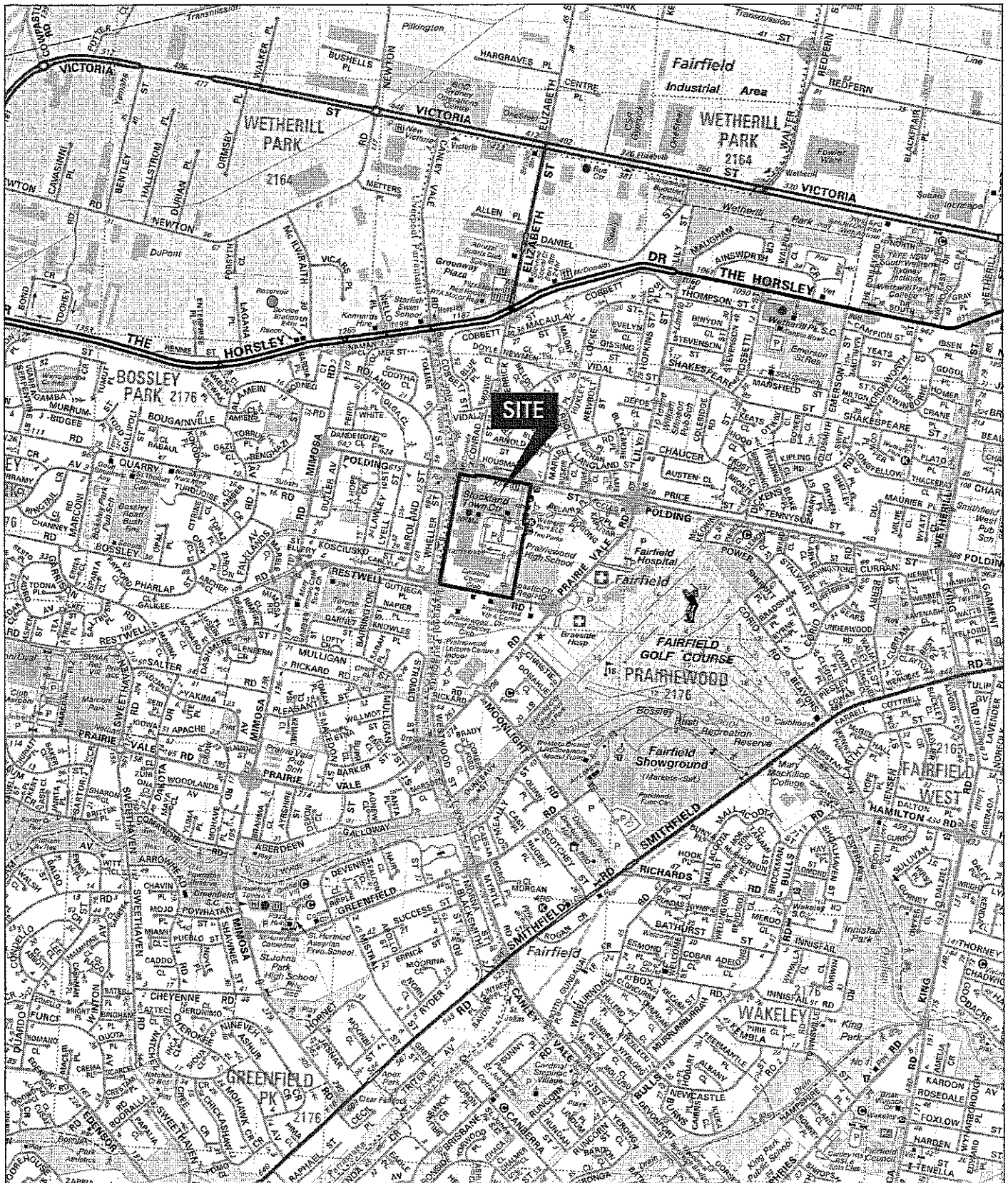
The proposed development is consistent with the State Governments desire for Prairiewood Town Centre to become a Major Centre. It will act as a catalyst for future investment in the Town Centre.

The key outcomes of the proposed development are:-

- Keeping the centre competitive with surrounding retail centres;
- Keeping the retail offer of the shopping centre in line with the contemporary expectations of visitors and shoppers. In this regard, the development will introduce and integrate with predominantly lifestyle and entertainment uses;
- Maintaining the shopping centre's place in the draft West Subregional Strategy whereby Prairiewood is identified as a Potential Major Centre and Stockland Wetherill Park is the only existing retail facility within that centre; and
- Maintaining the shopping centre's place in the Council's retail hierarchy as encapsulated in the Council's *Retail and Commercial Centres/Activities Policy 2006*. In this regard, Prairiewood is considered to be a Sub-Regional Centre in the Council's policy and an expansion of the type proposed is in keeping with the characteristics of a sub-regional centre;
- Maintaining the ease of vehicle access, the convenience of car parking, a pedestrian through-site link from the adjacent high school and existing servicing arrangements;
- Improving the attractiveness of the centre with the introduction of a greater range of lifestyle offerings to compliment the existing entertainment and leisure activities at the north-eastern corner of the centre;
- Meeting the underlying significant demand for additional floorspace in the locality and addressing escape expenditure outside of the Fairfield LGA;
- Emphasising and improving an existing pedestrian colonnade from the centre of the site to Polding Street. This will assist it in further becoming a restaurant precinct and therefore an area that is open for extended hours;

- Relocation of the existing medical centre in the centre of the Polding Street frontage;
- Improvements to access to and from the cinemas;
- The creation of an additional 58 shops of a range of sizes and purposes to address feedback from visitors to the centre, particularly young people seeking entertainment and lifestyle tenancies;
- Additional parking to satisfy the needs of the expanded centre; and
- Maintaining the existing high standard of convenience and safety in the expansion.

The proposal is both reasonable and appropriate when assessed under the relevant heads of consideration listed in Section 79C(1) of the Environmental Planning and Assessment Act, 1979, and is eminently worthy of favourable consideration by Council.



SOURCE: SYDWAY 2010



STATEMENT OF ENVIRONMENTAL EFFECTS ALTERATIONS AND ADDITIONS TO STOCKLAND WETHERILL PARK

FIGURE 1
LOCATION

PREPARED FOR - STOCKLAND





SOURCE: <http://lite.maps.nsw.gov.au/>

STATEMENT OF ENVIRONMENTAL EFFECTS
ALTERATIONS AND ADDITIONS TO STOCKLAND WETHERILL PARK

FIGURE 2
AERIAL PHOTO - DETAIL

PREPARED FOR - STOCKLAND





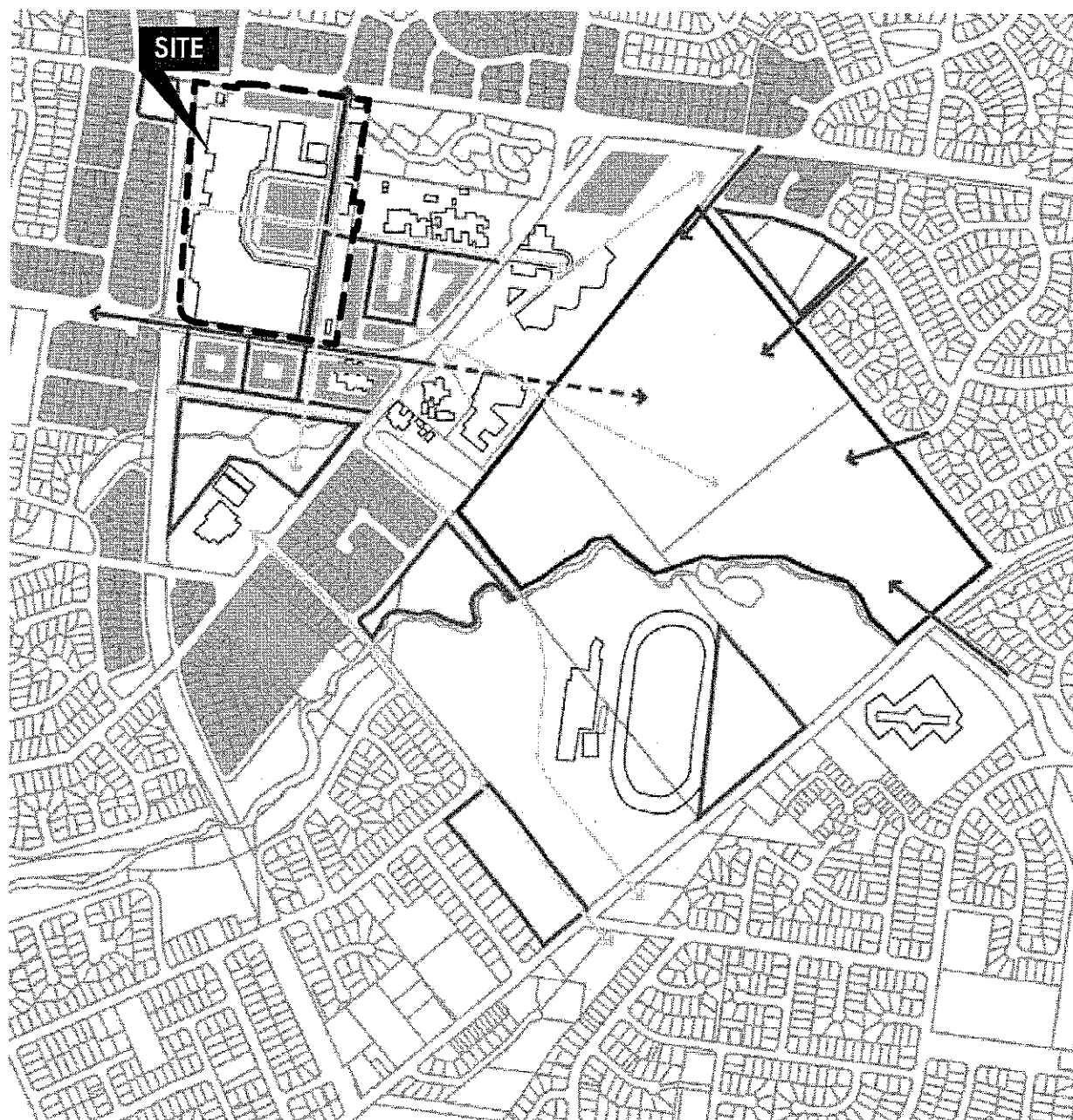
SOURCE: <http://lite.maps.nsw.gov.au/>

STATEMENT OF ENVIRONMENTAL EFFECTS
ALTERATIONS AND ADDITIONS TO STOCKLAND WETHERILL PARK








FIGURE 3
AERIAL PHOTO - WIDER AREA

PREPARED FOR - STOCKLAND





Legend

-  New Pedestrian / Cycle Links
-  New Road Network
-  Retain Green Spaces and Heritage Parks
-  Re-Zoning for Higher Density Residential - Long Term Review
-  Consider Golf Course - Long Term Review
-  New Buildings
-  New Civic Square

Fairfield City Council July 2005



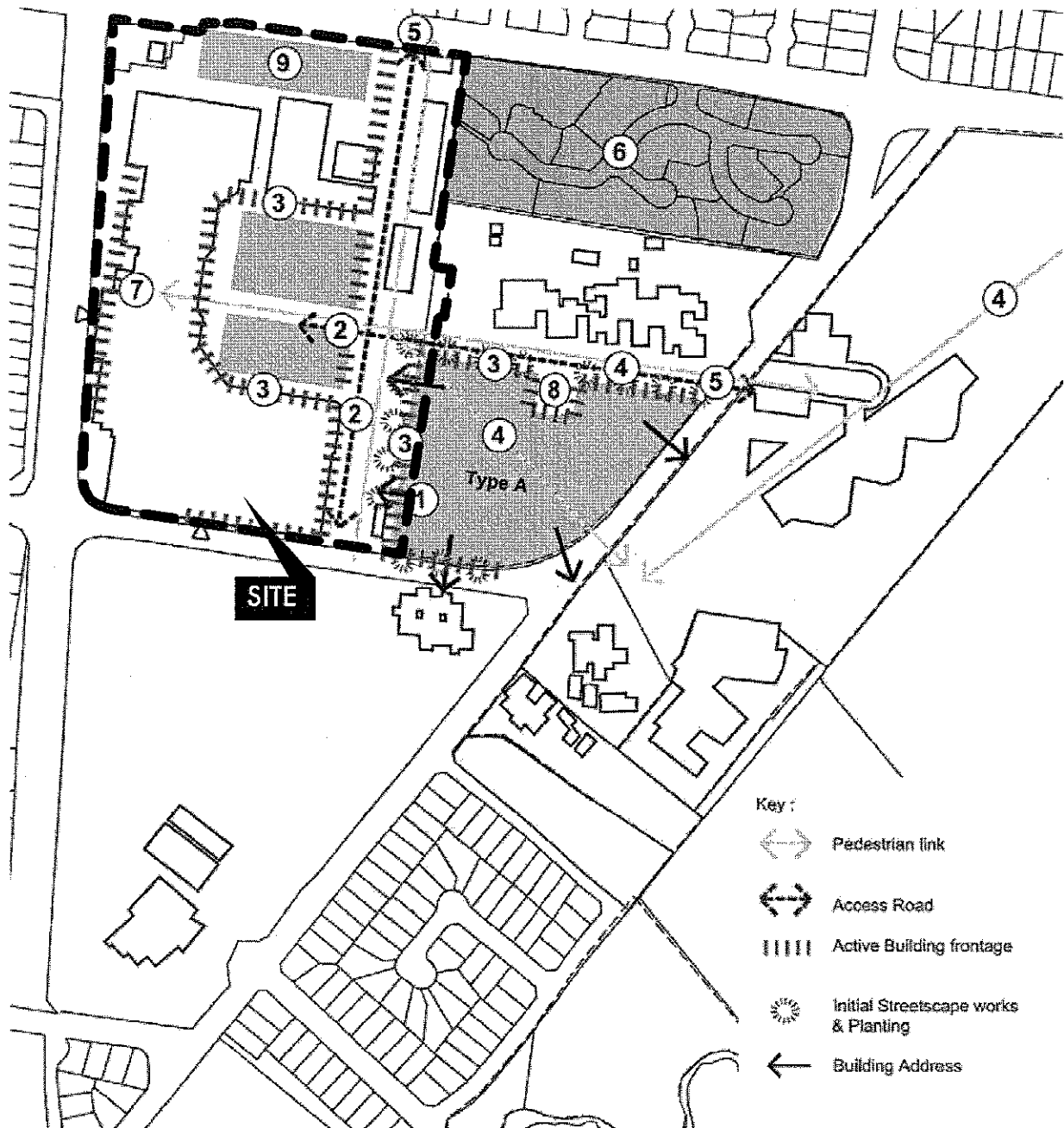
STATEMENT OF ENVIRONMENTAL EFFECTS

ALTERATIONS AND ADDITIONS TO STOCKLAND WETHERILL PARK

FIGURE 5
PRINCIPLE ACTIONS - PRAIRIEWOOD TOWN CENTRE MASTERPLAN 2005

PREPARED FOR - STOCKLAND





- ① Development must address Streetscape and public space.
- ② Through site road to provide access to development. Alignment of road to be confirmed by hydrological studies
- ③ Active building frontages with streetscape works & planting
- ④ Develop pedestrian link axis through site
- ⑤ Traffic control required

- ⑥ Playing Field / Green Space
- ⑦ Pedestrian connection through shopping centre to T-Way
- ⑧ Public Square to be included
- ⑨ Possible Residential Mixed Use

Key :

- Pedestrian link
- Access Road
- Active Building frontage
- Initial Streetscape works & Planting
- Building Address

50M 250M

Note: 'Phase' refers a recommended spatial phase and not a time phase. 'Cross Phase' works could be carried out at the same time

Fairfield City Council July 2005

Building Type A - 6 Storey Perimeter block



STATEMENT OF ENVIRONMENTAL EFFECTS

ALTERATIONS AND ADDITIONS TO STOCKLAND WETHERILL PARK

FIGURE 6
PRINCIPLE FOR STOCKLAND WETHERILL PARK
- PRAIRIEWOOD TOWN CENTRE MASTERPLAN 2005

PREPARED FOR - STOCKLAND

