

Statement of Environmental Effect

LOT CONSOLIDATION, DEMOLITION OF EXISTING STRUCTURES AND THE CONSTRUCTION OF A 9-12 STOREY MIXED USE DEVELOPMENT COMPRISING OF 730 SQM OF COMMERCIAL FLOOR SPACE, 55 AT-GRADE CAR PARKING SPACES AND 13 RESIDENTIAL UNITS ON THE GROUND FLOOR WITH A 1st FLOOR PODIUM LEVEL INCLUDING COMMUNAL OPEN SPACE AREA AND FOUR RESIDENTIAL TOWERS ABOVE COMPRISING OF 305 RESIDENTIAL UNITS AND TWO LEVELS OF BASEMENT PARKING FOR 374 VEHICLES AT 48-54 COURT ROAD AND 356 – 358 HORSLEY DRIVE, FAIRFIELD



*Prepared by: **Think Planners Pty Ltd**
Document Date: 27 October 2014
Consent Authority: Sydney West JRPP
LGA: Fairfield Council*



Mixed Use Development: 48-54 Court Road & 356-358 The Horsley Drive, Fairfield

QUALITY ASSURANCE

PROJECT: Statement of Environmental Effects: 8-12 Storey Mixed Use Development

ADDRESS: Lot 101 DP 717004 and Lots 3 & 4 DP 524149 : 46-54 Court Road and 356-358 Horsley Drive, Fairfield

COUNCIL: Fairfield City Council

CONSENT AUTHORITY: Sydney West JRPP : CIV is \$67.7million

AUTHOR: Think Planners Pty Ltd

Date	Purpose of Issue	Rev	Reviewed	Authorised
20 October 2014	Draft Issue	Draft	SK/JW	AB
27 October 2014	Lodgement Issue	Final	SK/JW	AB

<i>Integrated Development (under S91 of the EP&A Act). Does the development require approvals under any of the following legislation?</i>	
<i>Fisheries Management Act 1994</i>	<i>No</i>
<i>Heritage Act 1977</i>	<i>No</i>
<i>Mine Subsidence Act 1992</i>	<i>No</i>
<i>Mining Act 1992</i>	<i>No</i>
<i>National Parks and Wildlife Act 1974</i>	<i>No</i>
<i>Petroleum (Onshore) Act 1991</i>	<i>No</i>
<i>Protection of the Environment Operations Act 1997</i>	<i>No</i>
<i>Roads Act 1993</i>	<i>No</i>
<i>Rural Fires Act 1997</i>	<i>No</i>
<i>Water Management Act 2000</i>	<i>No</i>
<i>Concurrence</i>	
<i>SEPP 1- Development Standards</i>	<i>No</i>
<i>SEPP 64- Advertising and Signage</i>	<i>No</i>
<i>SEPP 71 – Coastal Protection</i>	<i>No</i>
<i>SEPP (Infrastructure) 2007</i>	<i>Yes¹</i>
<i>SEPP (Major Development) 2005</i>	<i>No</i>
<i>SREP (Sydney Harbour Catchment) 2005</i>	<i>No</i>

¹ Traffic Generating Development and Concurrence from RMS will be required.



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Executive summary

This Statement of Environmental Effects has been prepared in support of a Development Application for the demolition of existing structures, lot consolidation and the construction of an 8-12 storey 'Mixed Use Development'. The proposal consists of 730m² of commercial floor space, 55 at-grade car parking space and 13 residential units on the ground floor, a 1st floor podium level including communal open space and with four residential towers above with a total of 305 residential units and two level of basement parking for 374 vehicles at 48-54 Court Road and 356-358 Horsley Drive, Fairfield.

The proposal incorporates the following dwelling mix:

- 11 x studio units;
- 85 x 1 bedroom units;
- 129 x 2 bedroom units; and
- 80 x 3 bedroom units.

The subject site is a significant land parcel that is located within the Court Road Precinct of the Fairfield Town Centre, approximately 45m north of the intersection of Court Road and Spencer Street and approximately 130m south of the intersection of Court Road and Nelson Street. The development site is also situated within a 300m radius of the major transportation hub including Fairfield Train Station which services the Sydney Trains' Airport, Inner West & South Line and the Cumberland Line and a bus interchange.

With frontages to Court Road and The Horsley Drive, the site resides within a large commercial block that is bound by Horsley Drive to the north-east and east, Court Road to the north-west and west and to the north, and Alan Road to the south. The residential block has been zoned B4 Mixed Use under the recently gazetted Fairfield Local Environmental Plan 2013, with 'Commercial Premises' and 'Residential Flat Buildings' permissible with consent within the B4 Zone. The block is also situated within the bounds of the Court Road Precinct (Alan Road North) associated with the Fairfield DCP 2013.

The site comprises of three separate allotments with a total site area of 9,234m², with 1 and 2 storey commercial buildings currently located on each lot. The site is zoned B4 – Mixed Use with a maximum FSR of 3.5 and a height limit of 38m under the Fairfield Local Environmental Plan 2013. The proposal incorporates a maximum FSR of 3.5:1 and presents a variation to the building height control given the encroachment of the lift over-run that exceeds the prescribed building height control. However the majority of the building form is contained below the maximum permitted height control and the lift run recessed and hidden from view at street level and as such the variation is considered appropriate.



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Located on the north eastern edge of Fairfield Town Centre, the subject commercial block comprises of a mix of commercial and retail premises with the primary development within the block being a large mixed use development with two residential towers. Other land use within the block includes 2 stand-alone fast food restaurants, an Aldi Supermarket and one and two storey commercial premises and associated at-grade car parking areas. The carparking entry to the Neeta City Shopping Centre is located opposite the site on the western side of Court Road. It is noted that with the recently gazetted Fairfield LEP 2013 permitting greater intensification of the built form within the city centre, and with the recent demand for housing within close proximity to essential services, public transportation and recreational opportunities combined with an absence of heritage items, it is expected that the commercial block will undergo a significant transformation of its built form towards higher mixed use densities.

The amalgamation of the three land parcels will permit an orderly development of the site whilst significantly contributing towards the renewal of the Court Road Precinct by increasing the stock of quality commercial / retail floor space and housing stock within Fairfield Town Centre. There are no heritage restrictions on the site or within its immediate vicinity, however a portion of the site is identified as being flood prone, and as such appropriate design measures have been incorporated to ensure that all habitable levels are above the 1 in 100 year flood level.

Being situated within a prominent portion of the town centre, the proposal seeks to provide an important streetscape presence beyond the existing facades currently present within the subject commercial block. The development is to utilise the land in accordance with its zoning and provide additional business and alternative residential accommodation opportunities within close proximity to essential services, recreational opportunities and public transportation. The proposal will assist in promoting pedestrian activity at the street level and increasing casual surveillance of the dead space associated with the car park entrance to the opposite shopping centre by providing commercial tenancies along Court Road whilst providing a series of buildings within the large site. The proposal will also increase employment opportunities within the locality both during the construction phase and through an increase of commercial space at the completion of the proposal. The increase of 306 residential units in the locality will provide additional patronage to the town centre goods and also significantly contribute towards boosting the local economy of Fairfield.

Having regard to the benefits of the proposal and taking into account the absence of adverse environmental, social or economic impacts, and that the proposal represents an appropriate use of well located land, the application is submitted to Council for assessment. Think Planners Pty Ltd recommends the approval of the application, subject to necessary, relevant and appropriate conditions of consent.



Site & Locality Description

Fairfield Town Centre

The subject site is located within Fairfield Town Centre, which is located approximately 32km south west of the Sydney CBD. The town centre has been identified by the State Metropolitan Strategy as a sub-regional centre. Fairfield Town Centre is also within close proximity to other regional centres including Parramatta (10km to the north), Liverpool (6km to the south west) and Bankstown (10km south east).

Characterised by a mix of commercial and residential developments, including the recent addition of 8-11 mixed use development, Fairfield Town Centre houses the main administrative centre of Fairfield City Council and provides a full range of retail opportunities and services including two shopping malls and variety of multicultural local businesses. Land located within the Fairfield Town Centre is illustrated below.



Image 1: Fairfield Town Centre Boundary Map (Source: Fairfield DCP 2013)

Court Road Precinct

The Court Road Precinct is one of the 6 Precincts that comprise the Fairfield Town Centre. It is bound by Horsley Drive to the north-east and east, Court Road to the north-west and west and to the north, and Alan Road to the south.

The Precinct is to play a transitional role between other urban areas and the central area precincts. It has a great opportunity than any other part of the periphery for higher densities as it does not adjoin any residential area. The 6 precincts that make up Fairfield Town Centre are illustrated below.

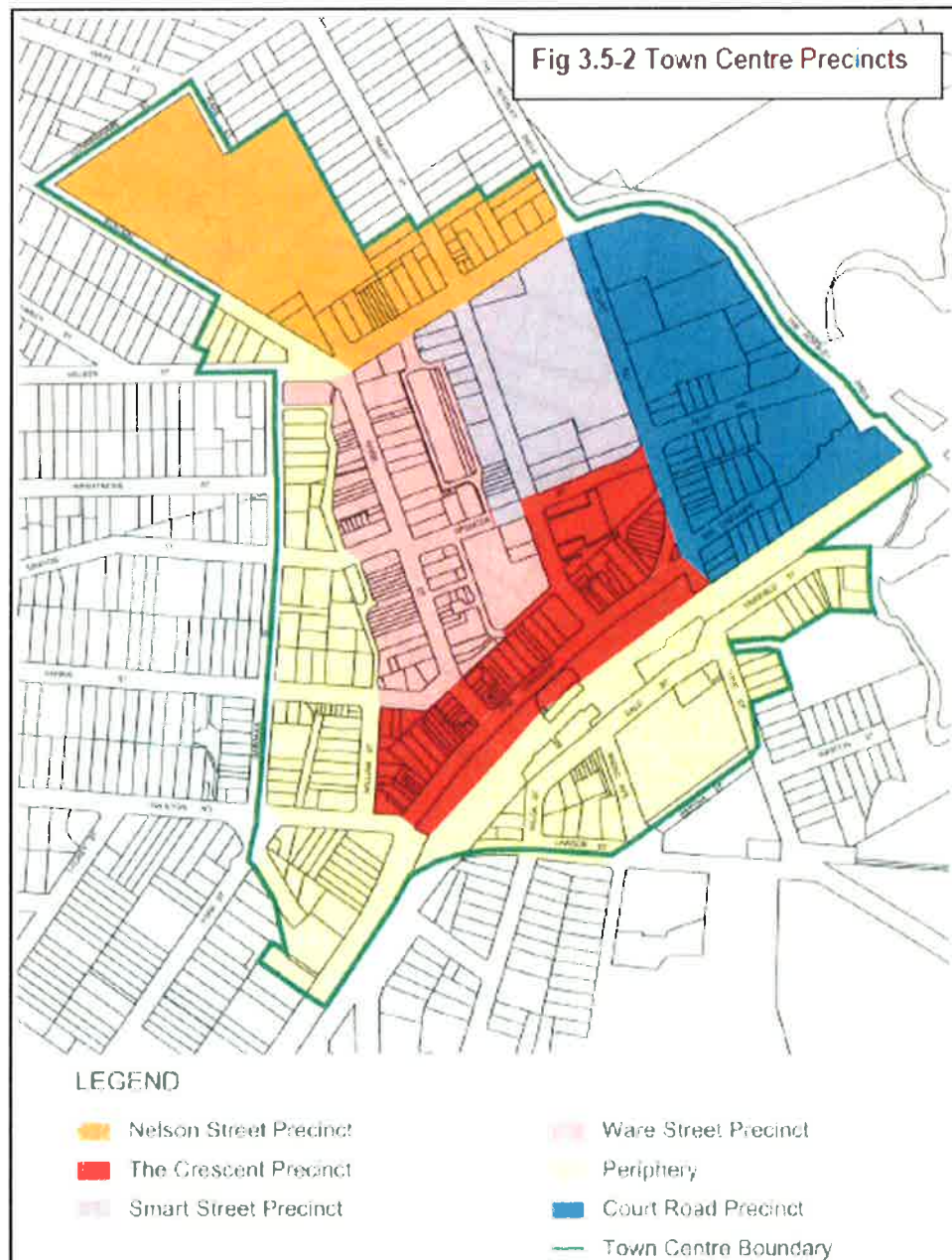


Image 2: Fairfield Town Centre Precinct Map (Source: Fairfield DCP 2013)

The Court Road Precinct consists of 2 blocks: Alan Road North and Alan Road South, as illustrated below:



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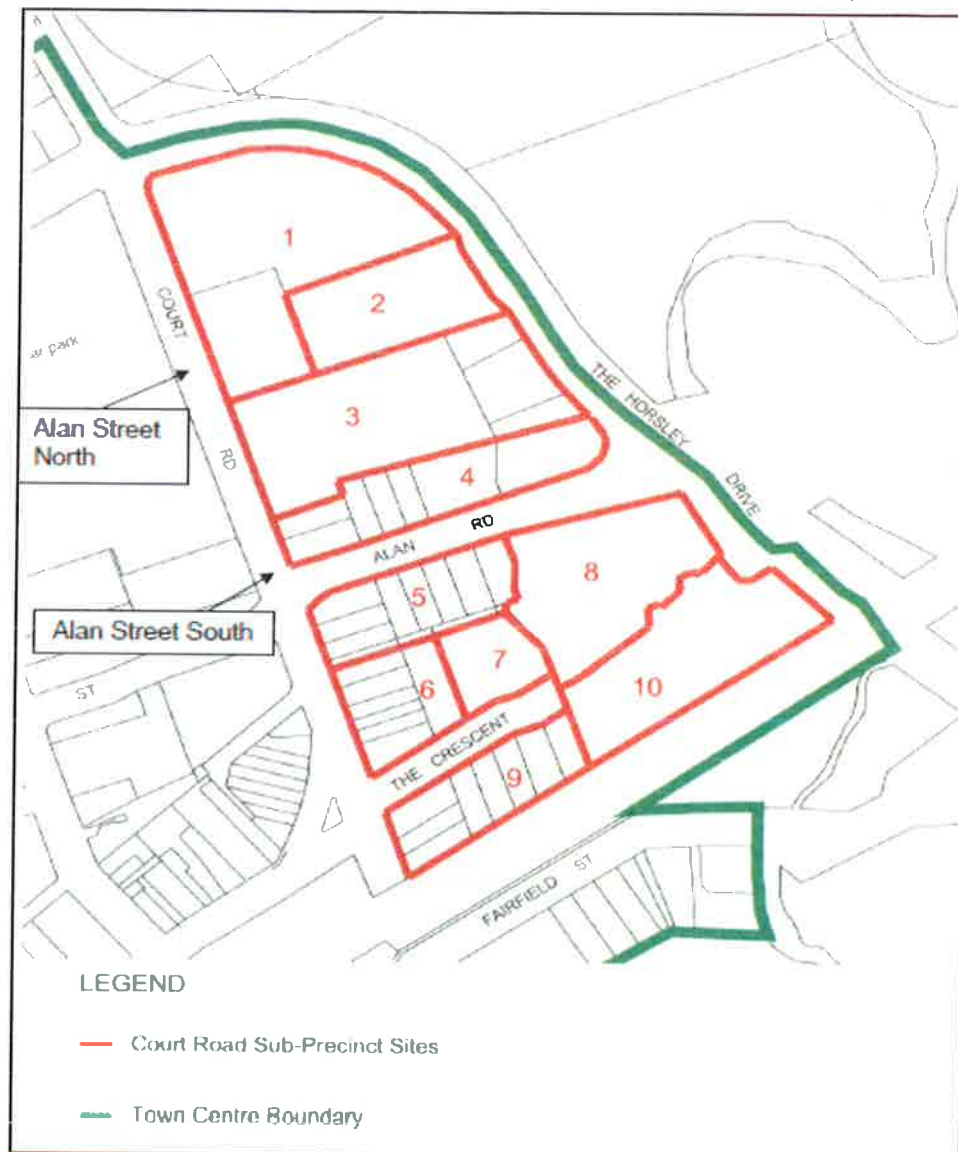


Image 3: Court Road Sub-Precinct Map (Source: Fairfield DCP 2013)



Subject Site

The subject site is legally described at Lot 101 DP 717004 and Lots 3 & 4 DP 524149, known as 48-54 Court Road and 356-358 Horsley Drive, Fairfield. It is proposed to amalgamate three lots, demolish existing structures on site in order to erect an 8-12 storey '*Mixed Use Development*' with frontages to Court Road and Horsley Drive.

The subject site is a significant land parcel that is located within the Court Road Precinct of the Fairfield Town Centre, approximately 45m north of the intersection of Court Road and Spencer Street and approximately 130m south of the intersection of Court Road and Nelson Street. The development site is also situated within a 300m radius of the major transportation hub including Fairfield Train Station and a bus interchange with services to Blacktown, Cabramatta, Bossley Park, Sydney, Liverpool, Bonnyrigg, Smithfield and Parramatta. It is noted that a bus stop with regular services to Parramatta, Liverpool, Blacktown, Prairiewood and Smithfield is located at the sites frontage to Court Road.

The development site has a frontage to Court Road to the west, which serves as a local distributor road providing access to a Fairfield Train Station, bus interchange and a large shopping centre from the north. The site also has a frontage to The Horsley Drive to the east, which is a north-south road network connecting Fairfield to two key arterial road network including the Cumberland Highway to the north and The Hume Highway to the south.

The site currently accommodates a commercial centre comprising of one & two storey commercial building with a driveway in the middle of the site providing access to Horsley Drive from Court Road. The centre is in a reasonable condition, however is significantly under utilising the sites full development potential given its B4 Zoning which permits development up to 38m. The aerial extract and photographs of the locality provide context to the development site is provided below.



Image 4: Aerial Map of Subject Site (Source: Nearmap 2014)

Located within an established town centre, the wider locality is a mix of commercial and retail land uses with the Neeta City Shopping Centre being the dominant built form within the commercial precinct. It is noted that during the past 5-10 years, the town centre has experienced an intensification of it's built from with the addition of large commercial towers above commercial podiums. This is evident in the aerial photo below.



Image 5: Aerial Map of Fairfield Town Centre (Source: Nearmap 2014)

The subject site resides within the Alan Road North Sub-Precinct of the Court Road Precinct. The Court Road Precinct is bound by Horsley Drive to the north-east and east, Court Road to the north-west and west and to the north, and Alan Road to the south. This is illustrated by an aerial map in the following page.



Image 6: Aerial Map of Subject Commercial Block (Source: Nearmap 2014)

Land use within the large commercial block is a mix of one and two storey commercial buildings, 2 x stand-alone restaurants with associated at-grade parking and a large mixed use dwelling with two residential towers. It is expected that with the recent gazetting of Fairfield Local Environmental Plan 213 intensifying the scale and density of the built form that can be developed within the subject area, the subject commercial block is expected to undertake a significant transition from its existing low density commercial built form character towards higher mixed use densities, similar to the scale and bulk established with the approval of a mixed use development at 360-364 Horsley Drive. The proposal is to play an integral role in this transformation process with an aim of being consistent with the built form character established by 260-364 Horsley Drive by proposing a ground floor podium level with four residential towers above.

The development seeks to utilise the land in accordance with the zoning and provide additional business and alternative residential accommodation opportunities within close proximity to essential services, recreational opportunities and public transportation. The proposal will make available additional employment opportunities within the locality both during the construction phase and through an increase of commercial space at the completion of the proposal. The increase of 306 residential units in the locality will provide additional patronage to Fairfield Town Centre and will significantly contribute towards boosting the local economy of Fairfield.



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The Sydney Metropolitan Strategy supports higher residential development in strategic locations to accommodate future population growth, and Fairfield City Council has zoned the subject site as B4 – Mixed Use, which encourages higher density mixed use developments. Furthermore the locality is ideal for future urban intensification as it is located within the north eastern section of Fairfield City Centre, with public transportation including a suburban train station and bus interchange with regular services to Blacktown, Cabramatta, Bossley Park, Sydney, Liverpool, Bonnyrigg, Smithfield and Parramatta situated within a 300m radius of the subject site. This is illustrated by the broader aerial map in the following page. Furthermore the proposal is located near key arterial roads such as The Horsley Drive, Railway Parade and Fairfield Street.



Image 7: Wider Locality Aerial Map (Source: Nearmap 2014)

Photographs are provided below that give context to the locality and also the relationship of the development site with adjoining developments.

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Photograph 1 shows the existing commercial centre from the site's western frontage as viewed from Court Road.



Photograph 2 shows the existing commercial centre from the site's north western frontage as viewed from Court Road.



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Photograph 3 shows the subject site and adjoining property to the north as viewed from Court Road.



Photograph 4 shows the subject site and adjoining property to the south as viewed from Court Road.



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Photograph 5 shows existing streetscape along Court Road including the subject site, looking north.



Photograph 6 shows existing streetscape including vehicular access to and from the existing shopping centre, looking south.



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Photograph 7 shows a mixed use building as viewed from the intersection of Court Road and Alan Road. It is noted that the town centre's is experiencing an intensification of its built form towards more mixed use buildings with residential towers above.



Photograph 8 shows the existing commercial centre from the site's eastern frontage as viewed from The Horsley Road.



Photograph 9 shows existing streetscape along The Horsley Drive, viewed north.



Photograph 10 shows existing streetscape along The Horsley Drive, viewed south.





Description of Proposal

The Concept Plans involve the demolition of the existing structures on site in order to erect an 8-12 storey '*Mixed Use Development*' at 46-54 Court Road and 356-358 Horsley Drive, Fairfield. The development incorporates a ground floor podium level with 730m² of commercial floor space, 55 at-grade parking spaces and 13 residential units with four residential towers above including a total of 305 residential units and two level of basement parking for 374 vehicles. The proposal also provides for part of the required laneway running along the southern edge of the site as well as the potential for future extension on adjoining properties to the south.

The proposal incorporates the following dwelling mix:

- 11 x studio units;
- 85 x 1 bedroom units;
- 129 x 2 bedroom units; and
- 80 x 3 bedroom units.

Commercial Floor Space

The proposal incorporates five (5) commercial tenancies on ground floor with a total size of 730m², with the following commercial mix:

- Commercial Tenancy 1: 202m²;
- Commercial Tenancy 1: 191m²;
- Commercial tenancy 1: 101m²;
- Commercial Tenancy 1: 101m²;
- Commercial Tenancy 1: 135m²;

Parking

The proposal incorporates two (2) levels of basement parking and at-grade containing a total of 429 vehicles. The parking breakdown is as follows:

Basement Level 2:

- 152 residential car parking spaces; and
- 25 residential visitor car parking spaces.

Also includes 10 disabled car parking spaces.

Basement Level 1:

- 152 residential car parking spaces; and
- 25 residential visitor car parking spaces.

Also includes 10 disable car parking spaces.



At-Grade:

- 8 residential car parking spaces;
- 30 visitor car parking spaces;
- 9 commercial car parking spaces; and
- 8 shared car parking spaces.

The proposal also provides bicycle parking spaces at-grade.

Unit Configurations

Ground/Podium Level

Ground/Podium Level incorporates a total of 13 residential units. The development proposal incorporates the following dwelling mix:

- 4 x 1 bedroom units (55m²-70m²);
- 2 x 2 bedroom unit (82m²-96m²); and
- 7 x 3 bedroom units (100m²-145m²).

Block A / Tower A

Block A / Tower A incorporates a total of 63 residential units. The development proposal incorporates the following dwelling mix:

- 5 x studio units (38.5m²-46m²);
- 5 x 1 bedroom units (52m²-75m²);
- 18 x 2 bedroom unit (70m²-120m²); and
- 35 x 3 bedroom units (82m²-120m²).

Block B

Block B incorporates a total of 95 residential units. The development proposal incorporates the following dwelling mix:

- 1 x studio (49m²)
- 15 x 1 bedroom units (50m²-55m²);
- 70 x 2 bedroom unit (76m²-83m²); and
- 9 x 3 bedroom units (83m²- 102m²).

Block C

Block C incorporates a total of 95 residential units. The development proposal incorporates the following dwelling mix:

- 5 x studio (39m² - 48m²)



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- 59 x 1 bedroom units (39m²-80m²);
- 18 x 2 bedroom unit (77m² - 80m²); and
- 13 x 3 bedroom units (100m²).

Block D

Block D incorporates a total of 39 residential units. The development proposal incorporates the following dwelling mix:

- 2 x 1 bedroom units (50m²);
- 21 x 2 bedroom unit (76m²-82m²); and
- 16 x 3 bedroom units (97.8m²-120m²).

A brief description of the various aspects of the development is provided below.

Level	Inclusions
Basement Level 2	<p>187 car parking spaces with the following breakdown:</p> <ul style="list-style-type: none"> • 152 residential car parking spaces; and • 25 residential visitor car parking spaces. <p>Proposal also provides a total of 10 accessible car parking spaces.</p> <p>4 x lift core.</p> <p>Stair wells including fire escape stair well.</p> <p>Double width vehicular ramp to Level 1.</p>
Basement Level 1	<p>187 car parking spaces with the following breakdown:</p> <ul style="list-style-type: none"> • 152 residential car parking spaces; and • 25 residential visitor car parking spaces. <p>Proposal also provides a total of 10 accessible car parking spaces.</p> <p>4 x lift core.</p> <p>Stair wells including fire escape stair well.</p> <p>Double width vehicular ramp down to Basement Level 2 and ramp access ground floor. .</p>
Ground Floor (Podium Level) Ground Floor	<p>5 x commercial tenancy with a total of 730m² of floor space with the following breakdown:</p> <ul style="list-style-type: none"> • Commercial / Retail Tenancy 1: 202m²; • Commercial / Retail Tenancy 2: 191m²; • Commercial / Retail Tenancy 3: 101m²; • Commercial / Retail Tenancy 4: 101m²; and • Commercial / Retail Tenancy 4: 135m².



	55 at-grade car parking space with the following breakdown: <ul style="list-style-type: none"> • 8 residential car parking spaces; • 30 visitor car parking spaces; • 9 commercial car parking spaces; and • 8 shared car parking spaces.
	With the site having two frontages, the proposal has been designed with multiple points of access to the site, with the primary western entrance provided from Court Road is located at the centre of the Court Road, and provides access to a secured foyer which contains a lift core and stair well. The primary entrance also provides access to Unit B001, the main lobby area for Block B and links up with a north south pedestrian pathway that runs east-west along the sties northern boundary and provides access to north oriented ground floor units within Block B & C.
	Secondary access via the Court Road frontage runs along the northern side of the future laneway and provides access to waste storage area, communal opens space situated along the southern section of the site, the two south oriented ground floor units within Block C and all the way to the main lobby area for Block C and access to The Horsey Drive via lobby area of Block D.
	Access to Block A is provided by lift core and stairwell within a foyer area next to Commercial / retail tenancy 5.
	Primary eastern entrance is provided from The Horsley Drive Road and provides access to a secured foyer that provide access to the lobby area of Block D. A lift platform is incorporated into the foyer to permit universal access to the site.
	Extension of road/ laneway eastwards.
	Each unit is provided with a kitchen, laundry, living area, dining area and private open space that is generally accessed from living areas.
	1,846m ² (20.0%) of deep soil zones.
	2398m ² of common area.
	Bicycle parking space and bicycle change room.
	Waste storage space including residential storage area, commercial storage area, plant room and a



First Floor	loading bay.
	Commercial storage area.
	Plant room.
	2 x Padmount substation.
	2 x large lobby area comprising of 2 x lift core, recycling waste room including garbage chute, seating area, postboxes and planting.
	Internal vehicular service areas.
	Double width ramp to basement level.
	2154m ² of communal open space including seating area and planter boxes to accommodate medium size trees within Block B & C.
	Block A
	With the exception of Unit 1, 6 & 9, the units within the first floor are cross-over units with the more active areas located within the first floor and the more passive activities located on the second floor. The majority of the cross-over units are provided with a balcony on both levels.
	Majority of the dual-level units are provided with a balcony on both levels.
	Unit 1, 6 and 9 are provided with a kitchen, laundry, living area, dining area and balcony that is generally accessed from living areas.
	2 x foyer with lift core and stair well each.
	2 x connecting pathway to Block B.
	Planter boxes to balconies fronting Court Road.
	Block B
	Each unit is provided with a kitchen, laundry, living area, dining area and private open space that is generally accessed from living areas.
	Internal corridor (breezeway) including 2 x lift core, 2 x stair well and recycling area including a garbage chute.
	Block C
	Each unit is provided with a kitchen, laundry, living area, dining area and private open space that is generally accessed from living areas.
	Internal corridor (breezeway) including 2 x lift core, 2 x lift core and recycling area including a garbage chute.
	2 x connecting pathway to Block D.



	<p>Block D</p> <p>Each unit is provided with a kitchen, laundry, living area, dining area and balcony that is generally accessed from living areas.</p> <p>Internal corridor (breezeway) including a lift core and 2 x stair well and recycling area including a garbage chute.</p>
	<p>Block A</p> <p>The second floor is a mix of the upper levels of the 1- 2 floor cross over units, comprising predominantly of the more passive areas including bedrooms and bathrooms, a single level unit (Unit 12) and lower levels of the 2-3 floor cross over units also comprising the passive areas including bedroom and bathroom on the second floor, with the exception of Units 25 & 26 which contain the more passive areas on the second floor.</p> <p>The upper level of the 1-2 floor cross over units within the second floor include: Units 2, 3, 4, 5, 7, 8 9, 10.</p> <p>The lower level of the 2-3 floor cross over units within the second floor include: Units 13, 14, 15, 16, 17, 18, 19.</p> <p>Unit 12 is the only single level unit within the second floor and is provided with a kitchen, laundry, living area, dining area and balcony that is generally accessed from living areas.</p> <p>An internal corridor (breezeway) serviced by 2 x lift core, 2 x stair well and 2 x recycling area including garbage chute. Smaller internal corridor including a lift core and stair well for the four southern units (Unit 12-15) within Block A.</p>
Second Floor	<p>Block B</p> <p>Each unit is provided with a kitchen, laundry, living area, dining area and balcony that is generally accessed from living areas.</p> <p>Internal corridor (breezeway) including 2 x lift core, 2 x stair well and recycling area including a garbage chute.</p>