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Dear Mr Mooney

Fairfield Rural Lands Urban Investigation Area (UIA) – Draft Preferred Structure Plan

Thank you for your correspondence dated 3 June 2019 requesting Transport for NSW (TfNSW) provide feedback on the draft preferred structure plan for the Fairfield Rural Lands UIA.

It is understood that the preferred structure plan has been selected to best respond to the views of the community whilst also having regard to relevant land use constraints within the UIA. The preferred option is a departure from alternatives that proposed higher residential densities and a Boulevard spine running north-south through the site area.

The preferred option seeks to:

- reduce the minimum lot size in the northern part of Horsley Park to enable low density agribusiness and one acre rural residential subdivision; and,
- amend planning controls to enable small lot single dwelling housing throughout the southern part of the study area from Cecil Park to Horsley Park.

Strategic Planning Overview

The Greater Sydney Region Plan, *A Metropolis of Three Cities* sets a 40 year vision (to 2056) and establishes a 20-year plan to manage growth and change for Greater Sydney. The plan has been prepared concurrently with *Future Transport 2056* and *State Infrastructure Strategy 2018-2038* to align land use, transport and infrastructure outcomes for Greater Sydney. The key role of *A Metropolis of Three Cities* in partnership with the supporting strategies is to co-ordinate a whole-of-government approach that can provide the appropriate infrastructure in the right places to support the growth of three cities.

In light of these strategies, TfNSW has reviewed the preferred Structure Plan option (Preferred Option) and provides the following comments for consideration.

East West Rail Link

Future Transport 2056 identifies an East West Rail Link (EWRL) from Western Sydney Airport to Greater Parramatta, as an initiative for investigation in the 0-10 year timeframe. The EWRL is recognised in *Future Transport* as a 'city-shaping' corridor and is included as part of the long-term preferred network in the joint Western Sydney Rail Needs Scoping Study. An EWRL advisory group has recently been established to bring together the collective expertise and resources of Federal and NSW Government agencies and Local Councils, including Fairfield City Council, to develop and engage with key stakeholders and the community on corridor preservation investigations. The advisory group seeks to confirm the strategic land use and place issues that will influence the outcomes of transport corridors through the study area, in order to deliver integrated land use and transport outcomes.

TfNSW is undertaking corridor preservation for transport infrastructure, including the EWRL. The rationale for undertaking corridor preservation is to ensure that future infrastructure can be constructed efficiently and with minimal impacts to communities. For greenfield areas that are yet to be rezoned a surface corridor would be anticipated. The Preferred Option currently shows a commercial village at Cecil Park potentially including a railway station, with no adjoining rail corridor. TfNSW would like to work with Fairfield City Council to identify a surface rail corridor through the greenfield section of the study area in order to support the economic viability of future rail infrastructure.

Building new transport infrastructure in Sydney provides an exciting opportunity to bring together international best practice and innovative urban thinking to shape and create vibrant and attractive places, particularly in the precincts surrounding a station. In delivering any new station, a tailored place-based approach to planning and place making is required to realise opportunities in each area. The station location needs to create a focal point in the community and enable the delivery of a vibrant place, attractive to visitors, workers and investment. It must be well connected and provide facilities to enable interchange with other modes of transport. Housing densities, walk-up catchments and integrated commercial and residential development also require careful consideration when planning a station precinct. In this regard, further consideration of these elements and the EWRL need to be reflected in the structure plan.

A key objective of *Future Transport 2056* is to provide a greater portion of the community '30 minute' access to their nearest strategic centre. Increased density around a major transport node, like a train station, contributes to delivering this objective. The potential to create sustainable, well designed, higher density mixed employment centres and precincts around the EWRL project should be captured in the draft structure plan.

Road Structure Plan

Council is advised that further work should be undertaken to better understand and identify the impacts the proposed population growth in the UIA and the provision of transport infrastructure to support the growth. In the absence of strategic traffic forecasting or modelling, it is not possible to identify the required network to support such growth and resultant additional vehicle trips. The preferred option is deficient in detailing the future road network, the details of which are critical to the development of the structure plan. TfNSW would be pleased to continue to work with Council in the development and modelling of the road network in the study area.

Western Sydney Australian Noise Exposure Concept (ANEC)

Building on the actions in the three strategic plans identified above, the *Western Sydney Aerotropolis Land Use and Infrastructure Implementation Plan (LUIIP)* Stage 1, provides the vision for the Western Sydney Aerotropolis with an integrated approach to social infrastructure, transport and planning. While Fairfield UIA sits outside the Western Sydney Aerotropolis study area, it is impacted by the Australian Noise Exposure Concept (ANEC) a forecast of future noise exposure patterns based on indicative flight paths. Aircraft noise is considered a key constraint in land use planning for the Aerotropolis. As such, any new residences will be prevented from being developed in the higher noise zone (above ANEC 20) around the airport. Given this precautionary approach to land use planning and the location of development within the ANEC zones, the preferred option's recommendation to reduce lot sizes to promote agribusiness and estate home development within the ANEC would not be supported.

Western Sydney Freight Line (WSFL)

The Western Sydney Freight Line (WSFL), located at the very north of the study area, will extend between the existing Southern Sydney Freight Line (SSFL) at Leightonfield and Villawood to the Outer Sydney Orbital (OSO) corridor. A recommended WSFL (Stage 1) corridor between the M7 Motorway and the planned OSO was exhibited for public consultation in 2018. Stage 2 of the WSFL corridor east of the Westlink M7 to the SSFL is currently under investigation. The aforementioned advisory group, of which Fairfield City Council are a member, will serve as the reference point for rail corridor investigations relating to the future extension of the WSFL.

Movement and Place

TfNSW and the Government Architect NSW are collaboratively developing the Movement and Place Framework to provide a cohesive approach to balancing the movement of people and goods with the amenity and quality of places. The Movement and Place Framework aligns with the *Future Transport* outcome 'Successful Places' by designing infrastructure to complement and enhance the function, rather than merely dictate the form of the place. This shift towards place-based planning and greater place and movement integration in strategic planning needs to be reflected in the UIA structure plan. It is crucial that the structure plan facilitates and encourages sustainable transport modes including walking, cycling and public transport while dedicating space to vehicle movement. Fairfield City Council should continue to work with TfNSW in the development of the road and transport network to ensure it aligns with the principles of Movement and Place.

In conclusion, any consideration of formal land use change at this stage needs to reflect the city-shaping corridors currently under investigation and the Western Sydney Aerotropolis planning. TfNSW is pleased to continue to work with Council in the development of the structure plan to ensure the best possible outcome for Fairfield Rural Lands specifically and Greater Sydney in general.

If you require further clarification regarding this matter, please don't hesitate to contact Helen Borland, Project Director at Helen.Borland@transport.nsw.gov.au.

Yours sincerely



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