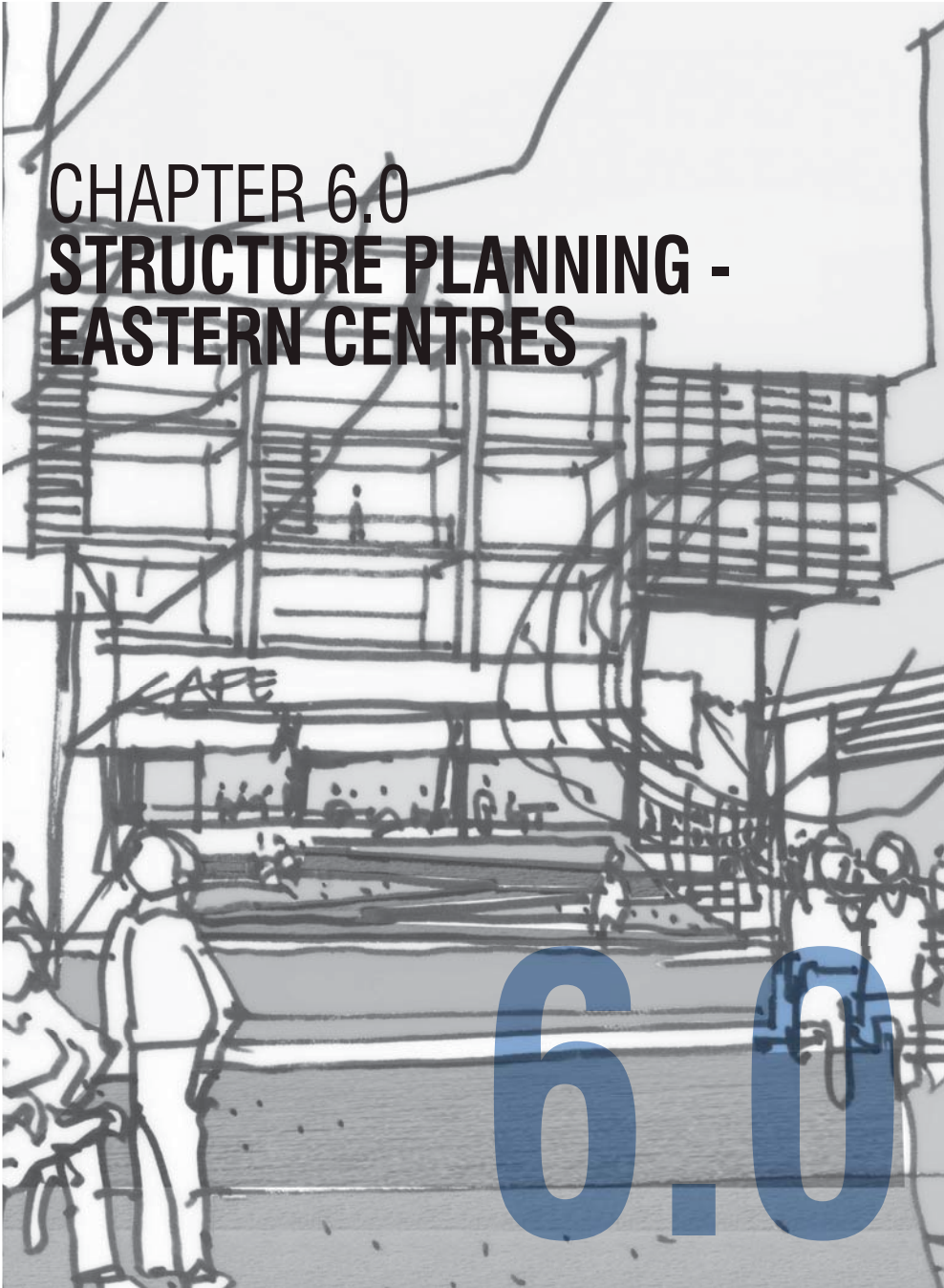




CHAPTER 6.0 STRUCTURE PLANNING - EASTERN CENTRES

6.1 INTRODUCTION

The Sustainable Development Framework adopted by this Strategy seeks to ensure future dwellings are located in close proximity to centres, transport and outlines how some of the additional dwelling targets will be achieved on-ground. This structure planning focuses on the eastern more established part of the LGA as required by the Council brief. Council will undertake a future structure planning exercise of the western part of the LGA at a future date.

6.1.1 Structure Planning

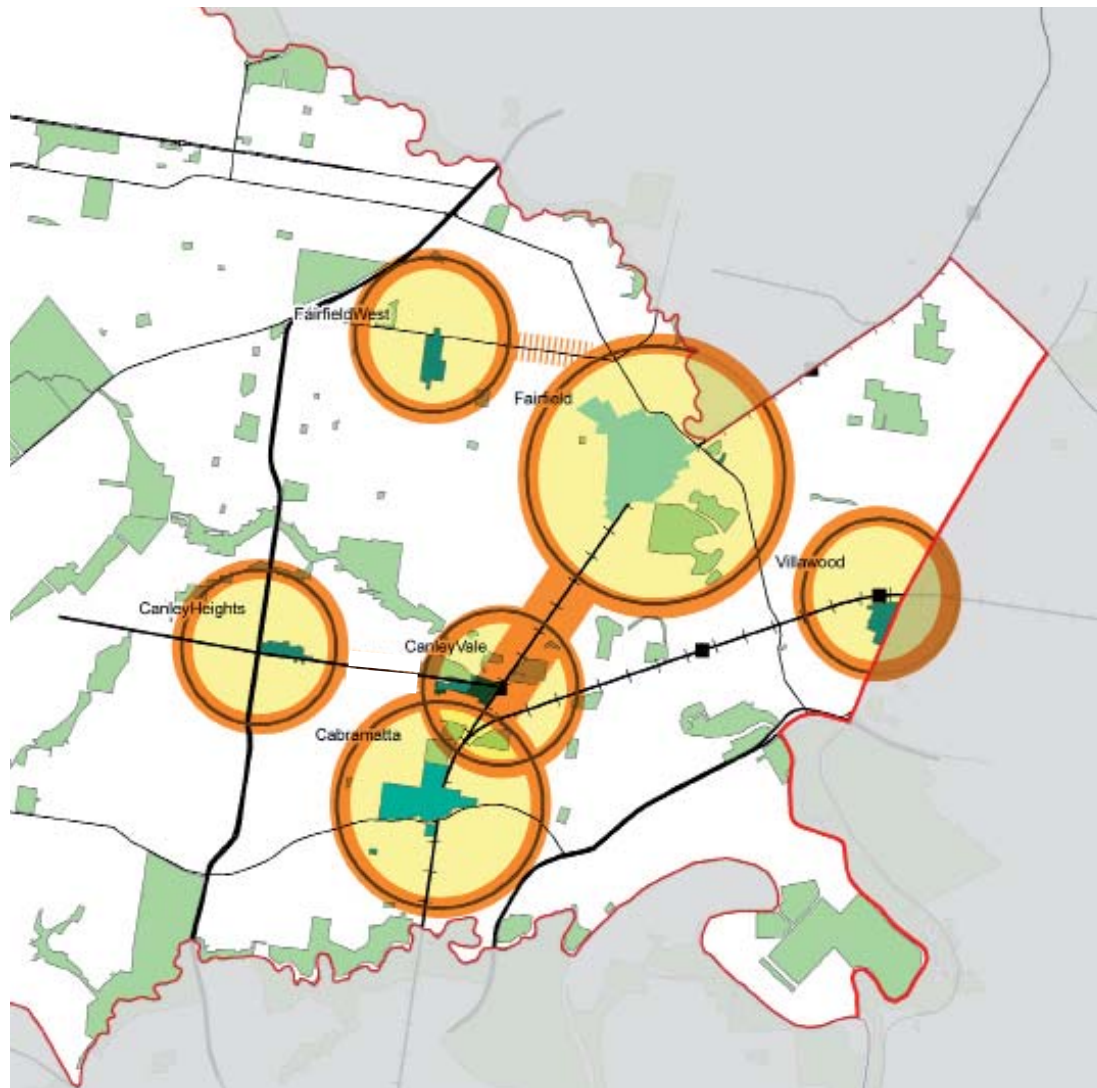
Structure planning has been undertaken for the six key centres located within the eastern half of the Fairfield LGA to ground truth the demographic and housing analysis, to determine how additional housing will be accommodated and the subsequent staging. The six centres are as follows:

- Fairfield
- Cabramatta
- Canley Vale
- Canley Heights
- Fairfield Heights
- Villawood

Each centre was analysed using the following elements:

- *Precinct Analysis:* A review of natural topography and landform, urban form and land use patterns; building topologies and heights; public domain and open space; connectivity and accessibility; amenity and character; and the provision of community and recreation facilities.
- *Sustainability Matrix:* Each centre has also been reviewed against the Sustainability Checklist to review the current level of services and facilities and also to guide future service provision.
- *Opportunities and Constraints:* In response to the analysis and studies undertaken, including new and enhanced connections, protections of items of significance, and specific locations and/or sites for increased residential development.
- *Structure Plan Principles:* An illustration of the proposed urban design responses and suggested amendments to planning controls, such as zoning, height and floor space.

The outcomes of the structure planning are detailed in this chapter and key recommendations and priorities for each centre are detailed in Chapter 7.0.



CENTRES AND CORRIDORS

KEY

 CENTRE	 SUB REGIONAL BUSINESS CENTRE
 PRIMARY CORRIDOR	 DISTRICT BUSINESS CENTRE
 SECONDARY CORRIDOR	 LOCAL BUSINESS CENTRE

6.1.2 Review Against Dwelling Target

The Fairfield RDS Dwelling Model (refer Figure 3.5.5) identified that 60% of the 24,000 additional dwelling target should be located in the eastern half of the LGA. The eastern half of the LGA is benefited by a high level of community services, public transport infrastructure and an older dwelling stock suitable for redevelopment.

The structure planning of the six eastern centres confirmed that there is capacity for these six centres to provide an additional 14,400 dwellings within the centre catchments. The structure planning allows for 42% of dwellings within eastern centre catchments to be medium density and 44% high density, significantly improving dwelling mix and choice.

Whilst there is capacity to provide more than 60% of future growth within the eastern half of the LGA, the RDS recognises that growth should be equitably distributed across the LGA and that there is a need to improve housing mix and choice in the western half of the LGA. For these reasons more detailed structure planning should be undertaken in the western centres to determine the location and capacity for 9,600 additional dwellings in the western half of the LGA.

6.1.3 Areas Outside the Centres

It is recognised that while the RDS seeks to focus future development within centres and their catchments, some development will occur outside of these catchments. To guide out of catchment development, three strategies have also been developed, these include:

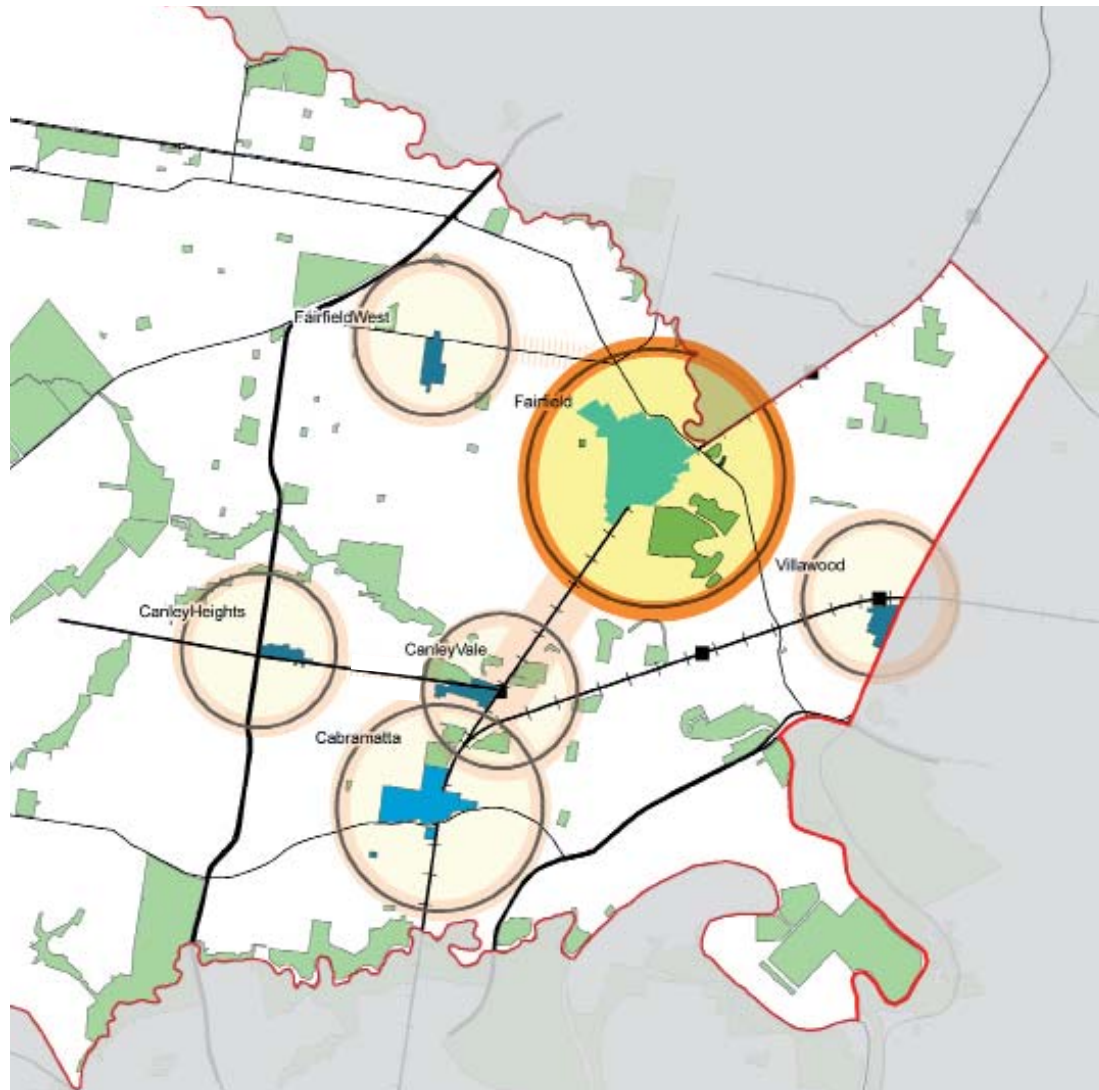
- Permitting dual occupancy development within identified areas in proximity to centre catchments;
- Development of medium density dwellings and 'triplex' developments on the existing 'narrow' lots, and,
- Permitting additional medium to high density development within identified corridors between Fairfield Heights and Fairfield and Fairfield and Cabramatta.

It is with Councils discretion as to when and if these additional strategies be undertaken. However, the RDS recommends that development focuses on centres and their catchment and other options are only pursued when these areas are approaching full development capacity. Further information on these approaches are outlined in the Background Report.



3D model of current building massing

STUDY AREA 1 FAIRFIELD CENTRE



CENTRES AND CORRIDORS

KEY

- CENTRE
- SUB REGIONAL BUSINESS CENTRE
- DISTRICT BUSINESS CENTRE
- LOCAL BUSINESS CENTRE

STUDY AREA 1 FAIRFIELD

LOCAL CONTEXT

Fairfield Centre is the largest centre and is located in the north-east of the LGA towards the municipal boundary with Holroyd. A small portion of the catchment extends outside the municipal boundary in the north-east.

Classified as a potential Major Centre in the Metropolitan Strategy, it has a significant sub-regional catchment and provides a range of high level retail, commercial and civic functions for the LGA. The centre is anchored on the railway line which provides access to Blacktown, Liverpool, Parramatta, Campbelltown and the Sydney CBD. The centre is also serviced by a number of buses and a large interchange.

The catchment of Fairfield, as defined by the centres hierarchy, is 1km which contains approximately 3,500 dwellings within this catchment. Whilst the majority of the residential built form is medium density (ie 3 storey walk up flats), the number of dwellings is at the lower end for Major Centres (typically 9,000-28,000 dwellings).

Fairfield currently contains a wide range of community facilities including a district level and local level community centre, 2 local community health centres, 3 preschools, 3 primary schools, 1 secondary school, 2 libraries and 1 senior citizen centre.

A recently completed DCP affects a large proportion of the Town Centre.

STUDY AREA 1 FAIRFIELD

URBAN STRUCTURE

Fairfield Centre extends into the Holroyd LGA and there are significant areas of industrial land to north east of study area, just beyond the 1km Major Centre catchment.

Fairfield Centre is characterised by mixed land uses, predominantly combinations of commercial and residential land uses.

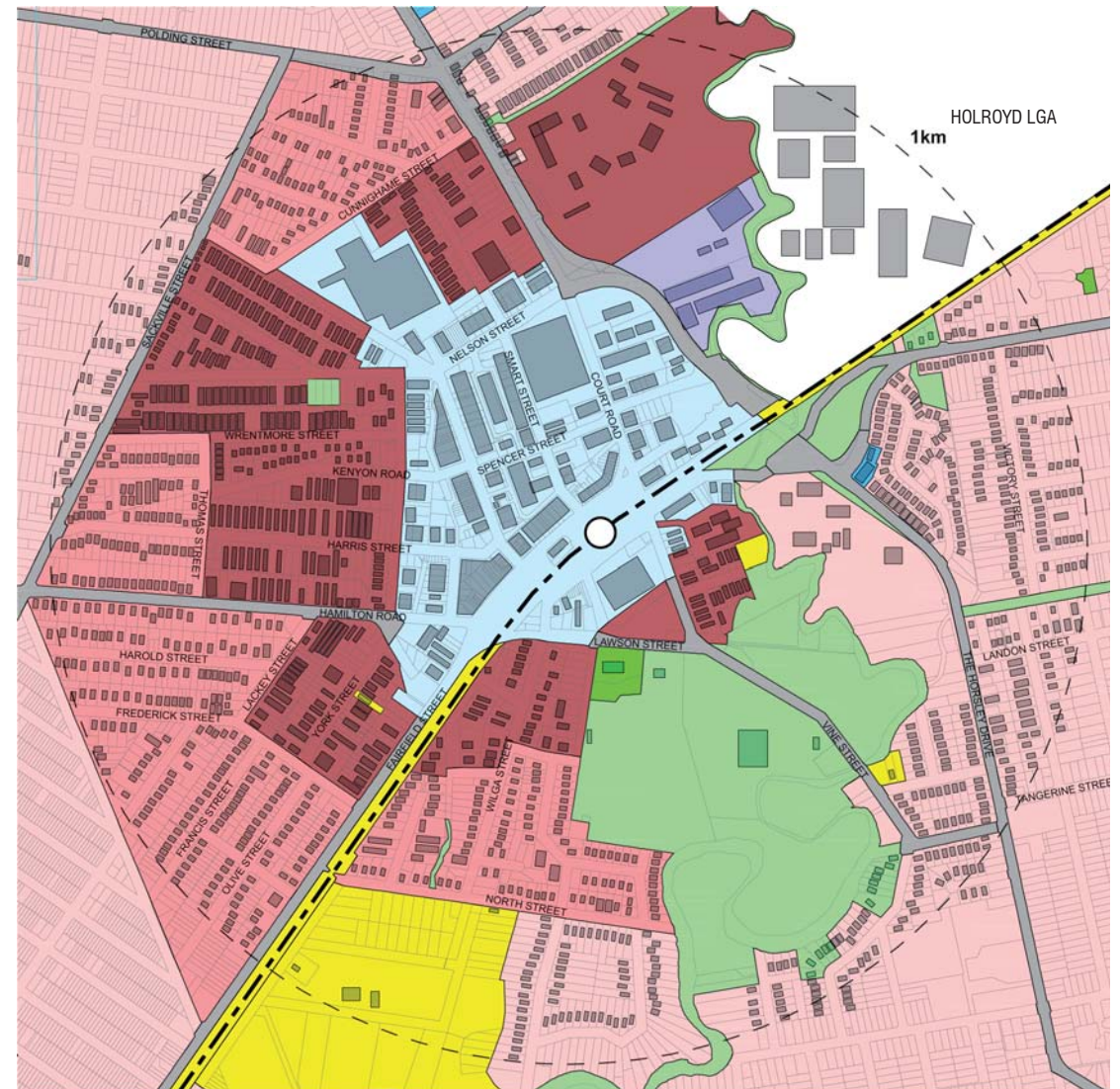
The catchment of Fairfield is divided by the railway line which runs north-east to south-west and provides a physical and visual barrier through the catchment. The commercial core is located on the northern side of the railway with expansive primary access from The Horsley Drive

The commercial core contains a range of commercial, retail, civic and residential uses which serve a sub-regional catchment and reinforce the importance of Fairfield Centre as a civic and community hub. The commercial core is focused towards the railway station, with limited commercial uses located on the southern side of the railway station. The DCP for the commercial core allows for buildings up to 12 storeys, which has not yet been fully realised. Ware Street has been the focus of recent public domain upgrades and a civic area is located in the west of the centre.

The commercial core is surrounded by pockets of medium density residential. This area was primarily developed in the 1970s and much of the housing stock is 3 storey walk ups, which are nearing the end of their life cycle. Strata titling of these lots presents a key challenge for redevelopment of the land directly around the commercial core of Fairfield Centre.

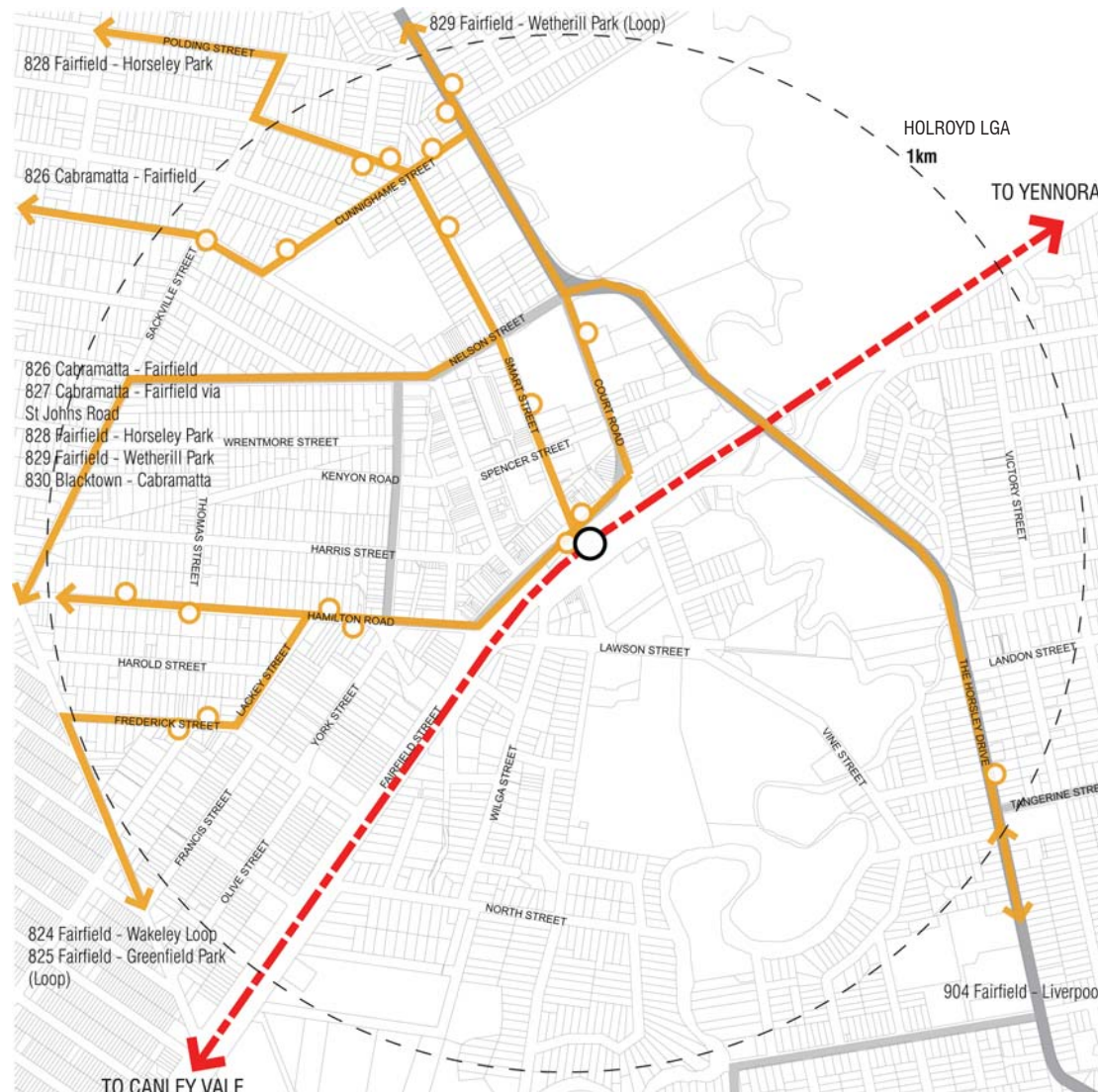
Medium density dwellings continue to the west, providing a suitable transition to the low density dwellings across Sackville Street. Low density dwellings also dominate the land south of the railway line, within the Fairfield Centre catchment area. The area to the south of the railway line is dominated by Prospect Creek and parklands. Small pockets of medium density residential have been located towards the railway station, but the remainder of the dwellings are low density.

Fairfield Park, located to the south of the railway line provides an important source of open space for the Fairfield Centre. However the railway line reduces access to the park from the north. There is limited open space within the north, particularly in the medium density areas north of the commercial core and also within the commercial core itself.



FAIRFIELD LEP 1994 ZONING
KEY

- | | |
|--|---|
| 2(a) Residential A | 4(b) Light Industrial |
| 2(a1) Residential A1 | 5(a) Special Uses |
| 2(b) Residential B | 5(c) Special Uses - Sub Arterial Routes |
| 3(a) Sub-Regional Business Centre | 6(a) Existing/Proposed Public Recreation |
| 3(b) District Business Centre | 6(b) Private Recreation |
| 3(c) Local Business Centre | Education |



STUDY AREA 1 FAIRFIELD

MOVEMENT AND ACCESS

The Horsley Drive is an arterial road which provides north/south access through the LGA and connects into Hume Highway to the south. The Horsley Drive is a key access road to the Fairfield Centre and forms the northern boundary to the commercial core.

The quality of the pedestrian environment in the commercial core is varied. Upgrades have occurred around Ware Street, but additional attention is required to the north and west of the commercial core and to provide improved linkages to the railway station.

The majority of vehicular movement in the Fairfield Centre is east-west providing access into the commercial core, key roads include Polding Street, Nelson Street and Hamilton Road. The east west roads feed into the broader arterial road network.

There is high demand for on-street parking in much of the study area, with particular emphasis on streets surrounding the railway station.

Fairfield Street, runs along the railway line and provides the primarily east/west route through the commercial core.

The commercial area is centred on the Fairfield Railway Station, which lies on the Sydney CBD to Campbelltown line and the Blacktown to Campbelltown line. Peak rail services run every 5-10 minutes and off peak run every 15-30 minutes.

There are 3 pedestrian linkages across the railway line but they are generally poor, in terms of accessibility, equitable access and safety and security and in need of upgrades.

Approximately 10 bus services provide access to surrounding suburbs and centres such as Cabramatta, Wetherill Park, Wakeley and Liverpool.

Bicycle routes run parallel to the rail line (on the eastern side) and also along the Horsley Drive, connecting north to the Prospect Creek trail.

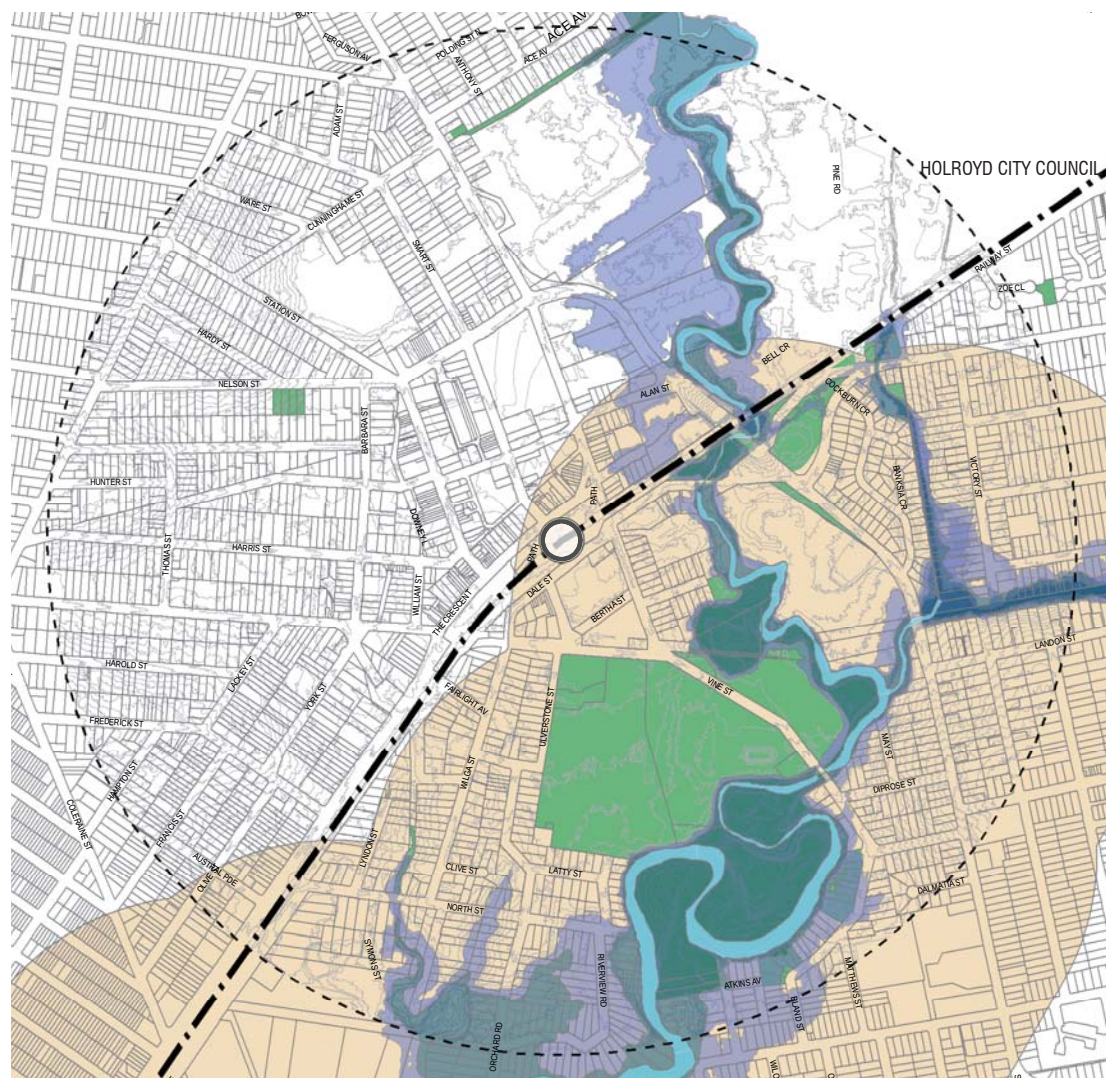
STUDY AREA 1 FAIRFIELD

The topography is relatively even across the catchment, with some level changes along the Prospect Creek corridor.

Prospect Creek is a major creek which runs through the LGA and through the eastern side of the Fairfield Centre. Extensive areas of open space along Prospect Creek provide a green corridor running north-south through the study area. The areas of open space in this corridor provide an important source of open space and recreation for the catchment.

Areas along Prospect Creek are subject to flooding. The 1:100 flood line affects a significant proportion of areas within the eastern half of the catchment, particularly around the Horsley Drive (north of railway line) and through the low density residential areas east of Fairfield Park. This limits the development potential of these areas.

Acid sulphate soils impact on the eastern part of the catchment and limited areas in the south. The extensive amount of acid sulphate soils may impact development viabilities in these areas and requires further investigation.



ENVIRONMENTAL CONSTRAINTS

KEY

- Acid Sulphate Soils- area of influence
- Medium Risk Flood
- High Risk Flood
- Public open space





STUDY AREA 1 FAIRFIELD

PHYSICAL CONSTRAINTS

The railway line is a physical and visual barrier through the Fairfield Centre catchment, restricting pedestrian and vehicular movement.

The Horsley Drive is a divided road that contains high traffic volumes and provides a barrier to pedestrian movement.

The presence of strata development restricts re-development opportunities of the 3-storey walk ups directly to the west of the commercial core.

Noise and vibration would have a negative impact on potential intensification of sites to the south and north of railway line.



STUDY AREA 1 FAIRFIELD

OPPORTUNITIES AND CONSTRAINTS

The key opportunities and constraints to increasing residential densities within the 1km catchment of the Proposed Major Centre at Fairfield include the following:

Opportunities:

- *Open space:* There are substantial areas of open space within the catchment area, with a 'ribbon' of open space effectively bisecting the study area along a north/south axis. This offers opportunities for new development to orientate towards open space, making use of existing assets in terms of day/sun light access, visual quality, landscaping, and the opportunities for passive and active recreational activities. However, open spaces and flood levels, also constrain the amount of land available for densification.
- *Transport connections:* Fairfield benefits from strong transport connections to the wider metropolitan area via bus and rail. These links enhance the viability of higher density residential development, particularly within a 400-800m walking distance of key transport nodes.

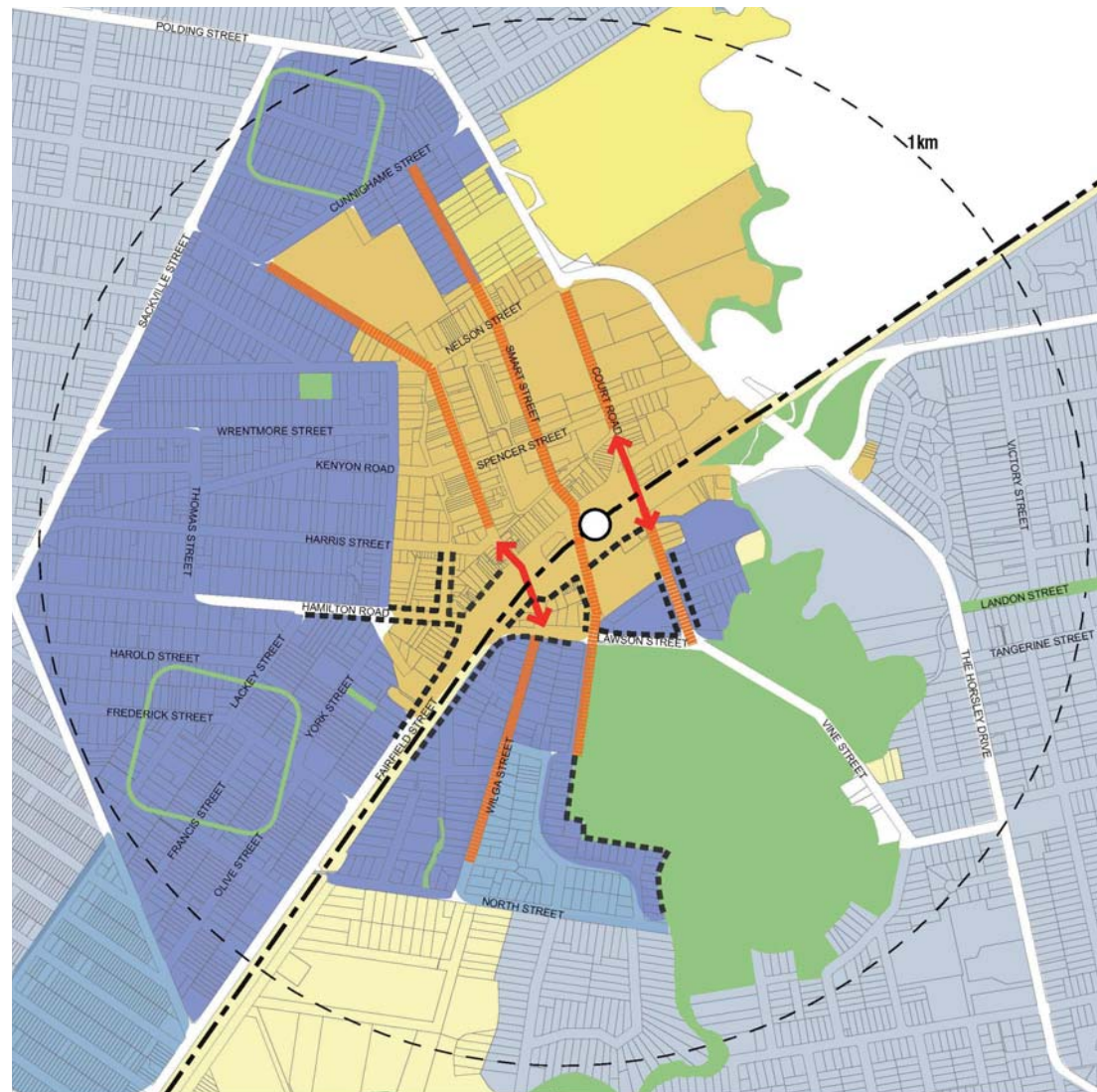
Constraints

- *Existing strata:* A significant proportion of the existing housing stock around the centre of Fairfield, and in particular in the western parts of the catchment, is under strata ownership. Although this could offer a precedent for medium-high density residential uses, and some redevelopment has occurred in areas featuring significant quantities of strata, it does preclude the likelihood of widescale redevelopment as a consequence of existing strata laws.
- *Permeability:* Connections and movement from north west to south east across the study area are compromised by the presence of an arterial road and a railway line, with relatively few opportunities for pedestrian crossing. There are therefore opportunities to enhance pedestrian connectivity.
- *Flood affected areas:* A large proportion of the study area is subject to flooding, with particular concentrations of flood risk on the eastern periphery of the study area. This would restrict viability or prohibit any future development.
- *Acid sulphate soils:* A large proportion of the study area features acid sulphate soils. This would increase the cost and potentially restrict viability.

STUDY AREA 1 FAIRFIELD

SUSTAINABILITY MATRIX

MAJOR CENTRE	Aspirational Target	Current Status	Recommendations
Dwelling Target	9,000-28,000 within 1km radius.	Currently 3,482 dwellings within 1km radius, significant potential to increase dwelling stock to meet the target for a Major Centre.	Increase dwelling stock within the catchment to support the role of Fairfield as a Major Centre. Key locations for additional growth are within the commercial core, western half of the precinct and long term, a corridor formation to Fairfield Heights and Canley Vale.
Housing Types	Maximum height 12 storeys. High density 50%; Medium density 40%; Low density 10%.	High density 53% Medium density 16% Low density 31%	Improve the dwelling mix by supporting increases in medium and high density dwellings.
Affordable Housing	Affordable housing integrated into new developments. Priority location for affordable housing, to ensure residents can access a broad range of services available in major centres.	Contains limited DoH stock, however low cost housing is available in catchment.	Priority location for affordable housing developments, integrated with new development.
Employment and Centres	Retail to support specialised function of centre: -Daily retail and shopping needs -Business/industry support services -Hotel and accommodation -Convention and hotel facilities -Night time economy	Contains a broad range of retail facilities which has a regional catchment. Centre also plays an administrative role and provides a range of professional services.	Continue to build on mix, diversity of retail and commercial services.
Service Infrastructure	Refer all centres	Council to liaise with relevant authorities to determine current capacity.	Provision of services to be reviewed in-line with increases in density.
Public Transport	Public transport interchange for bus and train 24 hr public transport services for rail and bus 5-10 min frequency in peak and 10-15 off peak Strong connection to other centres Park and ride facilities	Centre is focussed on a train station and has a range of bus services. Peak rail services are provided every 5-10 minutes and off peak 15-30mins.	Investigate the role of Polding Street as a future east-west bus link. Seek to create bus links between Canley Vale and Fairfield to enhance access.
Open Space and Recreation	District level park (3-10ha) linking into surrounding district level open space; Range of local (1-4ha) and neighbourhood (0.25-2ha) parks across residential area Cycle links to other centres and key destinations; Universally accessible pedestrian facilities throughout centre.	Contains a District level park but local and neighbourhood parks are limited, particularly in the west. Acquisition of site being investigated as part of open space strategy.	Ensure increased density within the western half of the catchment is supported by additional open space. Improve pedestrian linkages between residential areas and Fairfield Park.
Natural Environment	Environmental constraints will not impede or restrict future development.	South-eastern half of catchment is highly constrained.	Focus new housing in north and west of catchment.
Community Facilities	District level community centre; 3 local community centres; 4 local community health centres; 3 preschools 3 public primary schools; 2 public secondary schools; 1 local TAFE 2 youth centres; 2 branch libraries; Child care facilities; Aged care facilities	Contains a wide range of community facilities, but additional may be required as it is the primary centre and in a high-need location.	Provide additional community facilities in line with the needs of current and future population.
Urban Design and Public Domain	High quality public places and domain for workers and residents i.e. plaza, square High quality and safe public domain during both day and night	Amenity is varied, particularly within commercial core and around train station.	Continue public domain upgrades, including better cycle/pedestrian linkages particularly in commercial core.
Sustainable Development	All new housing to be adaptable and embrace principles of sustainable housing design	Older housing stock which generally does not adhere to sustainable design criteria	Ensure future dwellings are constructed to the standards of SEPP 65 and are accessible.



2031 VISION
KEY

 EMPLOYMENT USES	 LINKAGES
 LOW DENSITY RESIDENTIAL	 FRONTAGES
 MEDIUM DENSITY RESIDENTIAL	 PEDESTRIAN DOMAIN UPGRADES
 HIGH DENSITY RESIDENTIAL	 TRAIN STATION
 SPECIAL USES	 EXPANDED OPEN SPACE INVESTIGATION AREAS
 OPEN SPACE	

STUDY AREA 1 FAIRFIELD

STRUCTURE PLAN PRINCIPLES

1. Maintain existing planning controls (which allow up to 12 storeys) within the commercial core and stimulate new development through a range of public domain upgrades and site specific master planned developments. The commercial core should provide residential housing stock in the short term.
2. Increase opportunity for high density zoning along Sackville Street (east) in the medium term.
3. Potential for long-term corridor along Polding Street, connecting to Fairfield Heights should a future bus route be established.
4. Existing 3 storey walk-ups to the west of the commercial core provide a long term opportunity for redevelopment if strata titling issues are overcome. Amalgamation of lots and a master planning approach would be required to ensure high quality built form outcomes.
5. Long term potential for higher density development on larger lots, allowing graduation of developments between high density, commercial core and surrounding low density areas.
6. Constrained by existing strata, but long term potential for high density.
7. Medium density corridor along railway line to Canley Vale as a long term objective.
8. Short term opportunity for high density, mindful of building controls to mitigate rail noise and vibration.
9. Sydney Water Land with long term potential for partial redevelopment.
10. Lots fronting the western side of Fairfield Park provide an opportunity for higher density dwellings which take advantage of views and amenity of the park in the short term.
11. Flood prone land with limited potential.
12. Existing schools.

URBAN RENEWAL MASTER PLAN

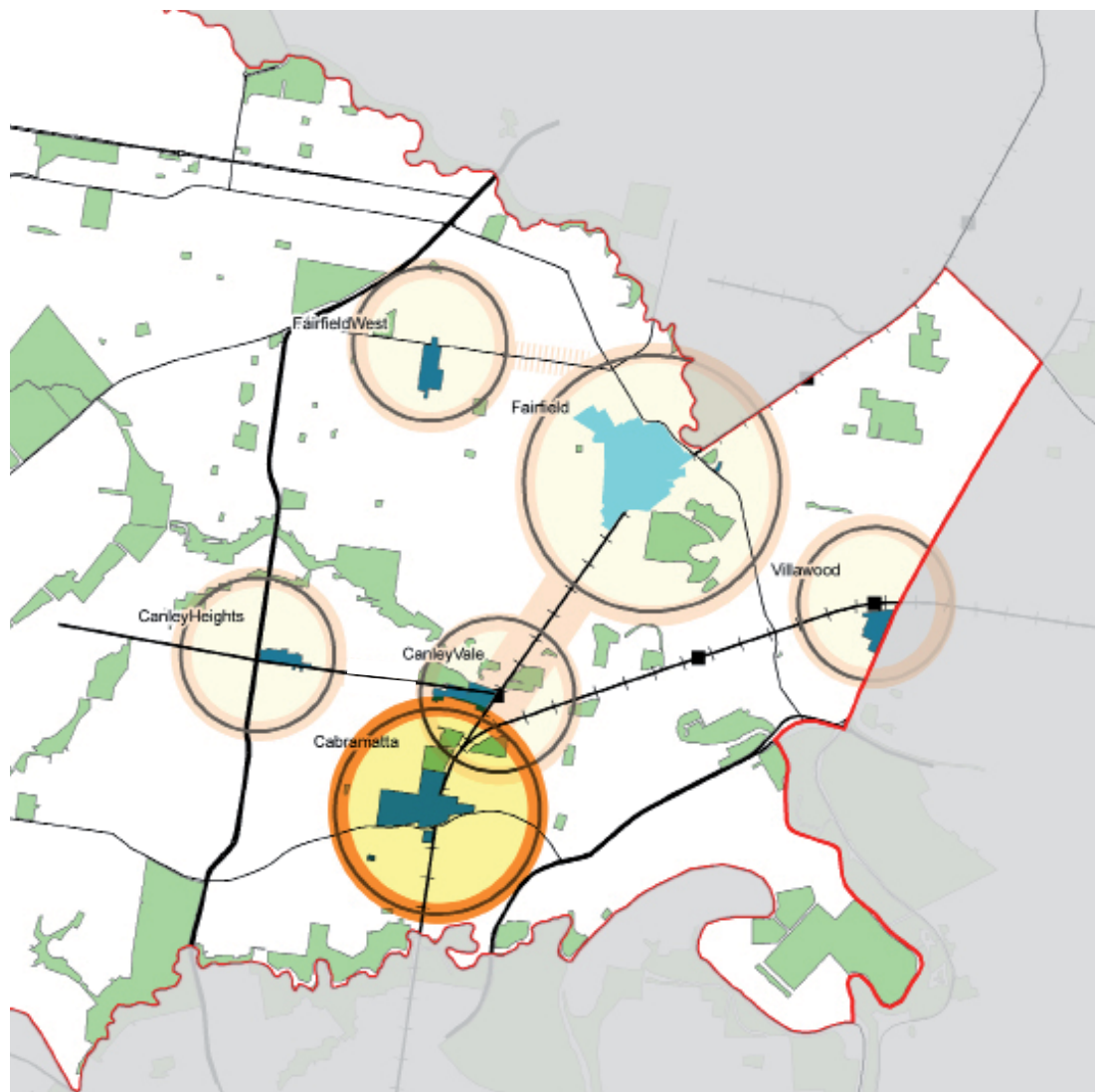
Fairfield is a high priority location for a Urban Renewal Master Plan (URMP). The URMP should establish a long term (20 year) plan which will ensure Fairfield meets the required level of services and facilities for a major centre. The vision for Fairfield should be based on the Structure Planning Principles (above) and develop a detailed action and implementation plan to address the Recommendations in the Sustainability Matrix. Details of the general requirements of an Urban Renewal Master Plan are in Section 5.5.

The URMP for Fairfield should prioritise the renewal of the commercial core through adoption of the DCP and public domain improvements. This should be followed by renewal of areas currently zoned medium density in the south and east.



3D model of current building massing

STUDY AREA 2 CABRAMATTA



CENTRES AND CORRIDORS

KEY

- CENTRE
- SUB REGIONAL BUSINESS CENTRE
- DISTRICT BUSINESS CENTRE
- LOCAL BUSINESS CENTRE

STUDY AREA 2 CABRAMATTA

LOCAL CONTEXT

Cabramatta Town Centre is a unique multi-cultural centre located in the south-east of the Fairfield LGA. It is centred on the railway station and dissected by the railway line which runs north-south and Cabramatta Road which runs east-west.

Cabramatta is the second largest centre within Fairfield LGA and identified as a potential major centre in the Metropolitan Strategy for NSW. It is noted that Council has made a submission to the Department of Planning that it can be down graded to a Town Centre.

Cabramatta operates as a unique centre, due to its culturally diverse population and collection of small scaled stores.

Cabramatta has strong connectivity with Canley Vale which is located directly to the north along the railway line. In accordance with the centres hierarchy, the catchment of Cabramatta is 800m, which overlaps with the Canley Vale catchment.

There are currently 4,507 dwellings within the catchment of Cabramatta, which is at the lower end of the target of 4,500–9,000 dwellings for town centres.

Cabramatta contains a wide variety of community facilities including a health centre, pre-school, public schools, library, range of child care facilities and a senior citizens club.

Cabravale Park provides the largest open space within the catchments. There are limited other parks within the Cabramatta catchment.

A DCP being prepared currently with this study affects a large proportion of the town centre.

STUDY AREA 2 CABRAMATTA

URBAN STRUCTURE

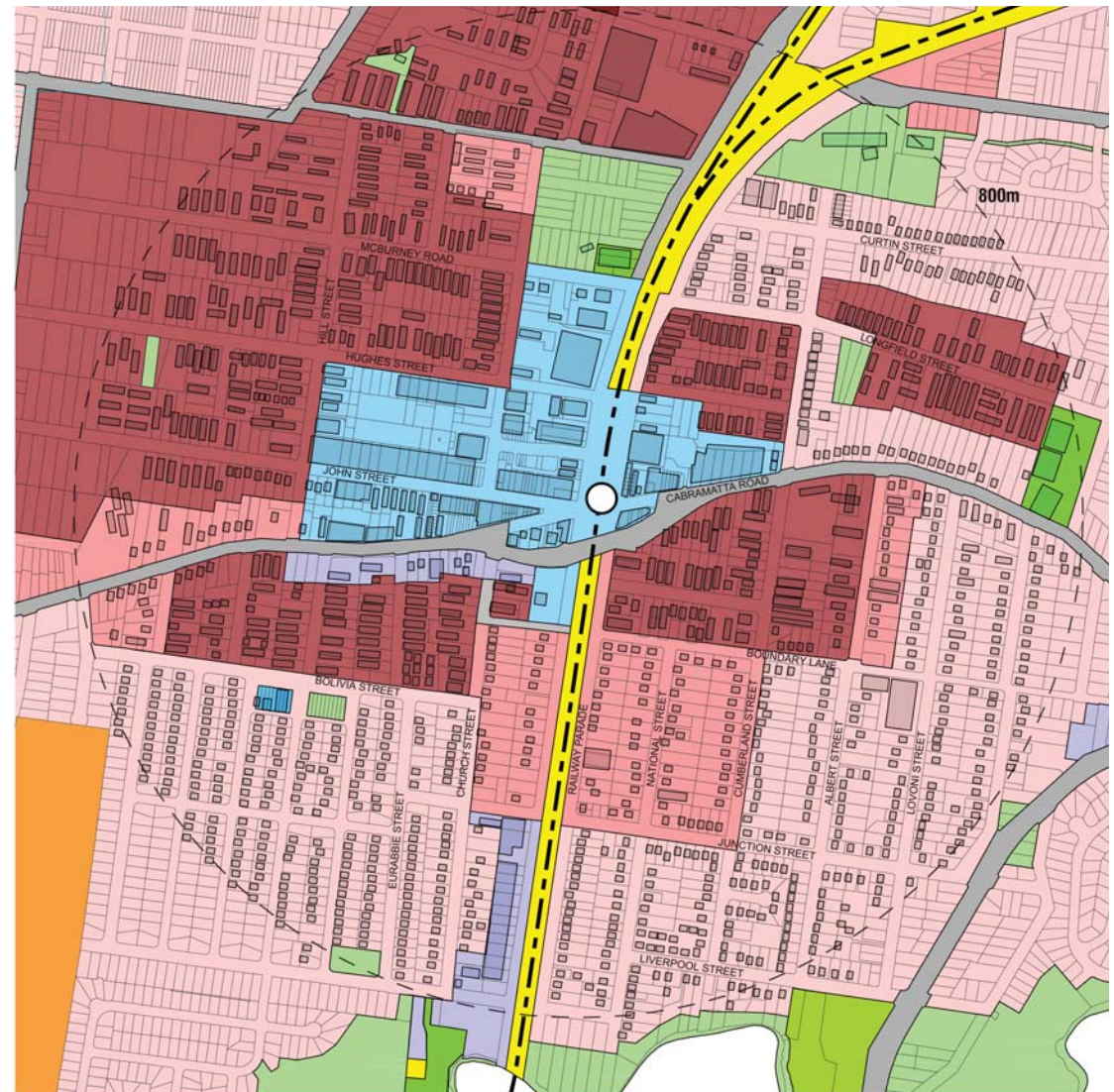
The Cabramatta Town Centre is focussed on the intersection of the north-south railway station and Cabramatta Road. The commercial core is located in the north west quadrant of the catchment area but extends along Cabramatta Road to the east.

The commercial core contains a dense array of small scale shops with a limited number of larger retail anchors. Retail uses are both at ground and first floor and the overall height of the commercial core is 2-3 storeys. The commercial core contains a vibrant, multi-cultural character.

The area south of Cabramatta Road is primarily residential, with 3-storey walk up flats close to the centre transiting to high amenity low density residential area which takes advantage of the fall in the land and views to the Cabramatta Creek in the south.

The areas to the north and west of the commercial core are primarily 3-storey walk up residential. Residential land uses also dominate on the eastern side of the railway line, containing a mix of strata and low density developments. There are two small pockets of light industrial land uses in the south-west quadrant.

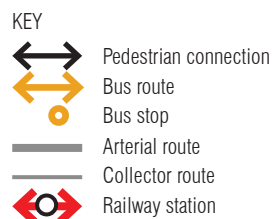
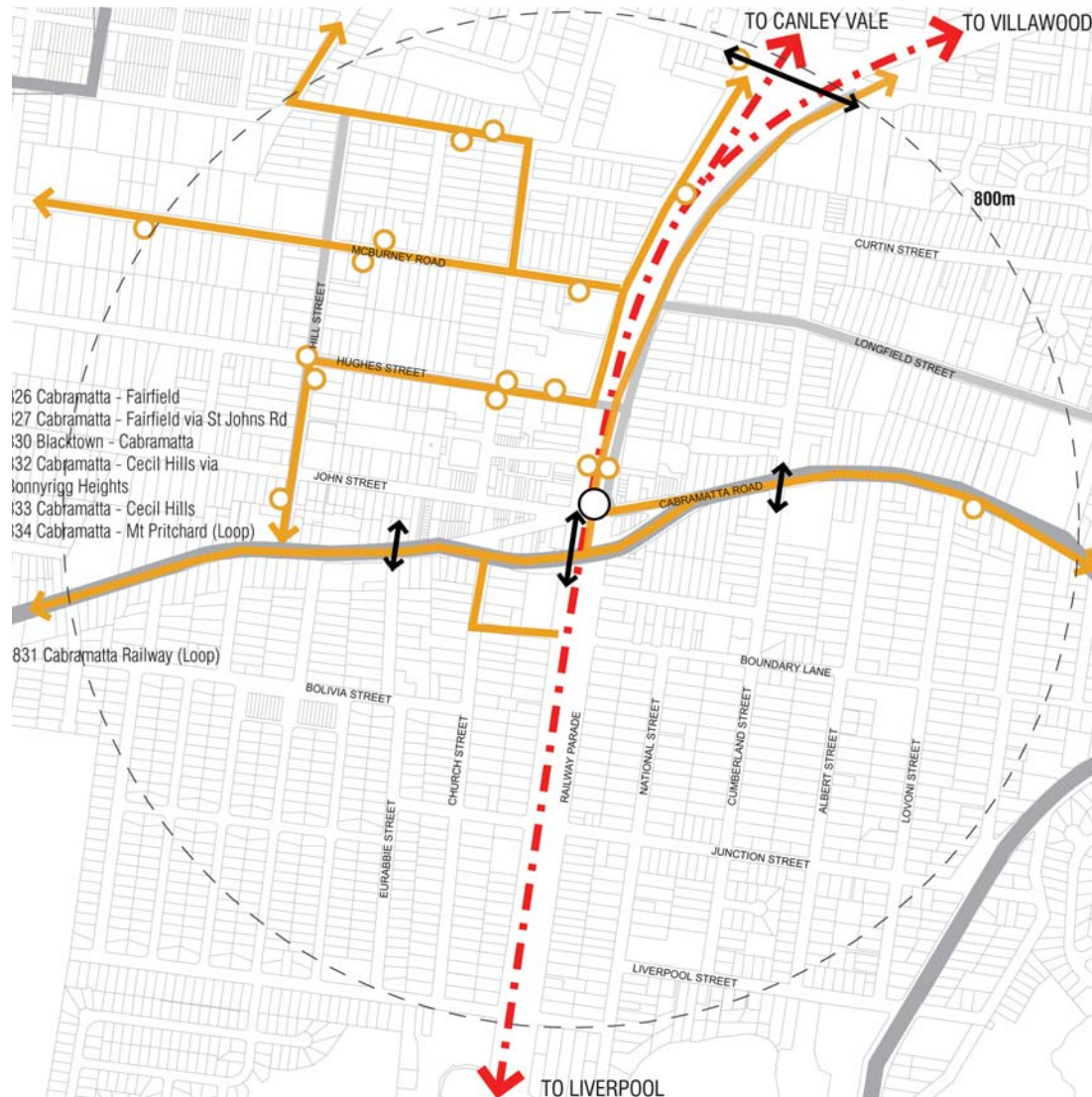
Limited open space is dispersed across the catchment and there is little open space within the commercial core.



FAIRFIELD LEP 1994 ZONING

KEY

- | | |
|--|---|
| 2(a) Residential A | 4(b) Light Industrial |
| 2(a1) Residential A1 | 5(a) Special Uses |
| 2(b) Residential B | 5(c) Special Uses - Sub Arterial Routes |
| 3(a) Sub-Regional Business Centre | 6(a) Existing/Proposed Public Recreation |
| 3(b) District Business Centre | 6(b) Private Recreation |
| 3(c) Local Business Centre | Education |



STUDY AREA 2 CABRAMATTA

MOVEMENT AND ACCESS

Railway Parade and Cabramatta Road are the key north/south and east/west transport spines of Cabramatta.

There is good access to rail and road network, including public bus services around the local area and towards Sydney CBD.

Cabramatta railway station is the junction of three railway lines, the Sydney CBD to Campbelltown line, the Blacktown to Campbelltown line and Sydney CBD to Liverpool line. The railway line is being upgraded to accommodate heavy goods which may result in increased amenity, noise and vibration issues along the railway line. Peak rail services run every 5-10 minutes and off peak run every 15-30 minutes.

There are seven bus routes servicing the catchment and provide access to the wider subregion including Fairfield, Bonnyrigg, Mount Pritchard and Cecil Hills.

The commercial core contains significant levels of off-street car parking with extensive on street parking provision. However, during peak shopping times there is significant overflow of parking into residential streets.

Pedestrian networks and access is strong in the commercial core, however east/west access is limited by the railway line and north/south pedestrian access is impeded by Cabramatta Road. There is a varying quality in the public domain and pedestrian environment within the commercial core and throughout the catchment area.

A regional bike path is located on the eastern side of the railway line, linking Cabramatta to the Sydney CBD and Campbelltown.

STUDY AREA 2 CABRAMATTA

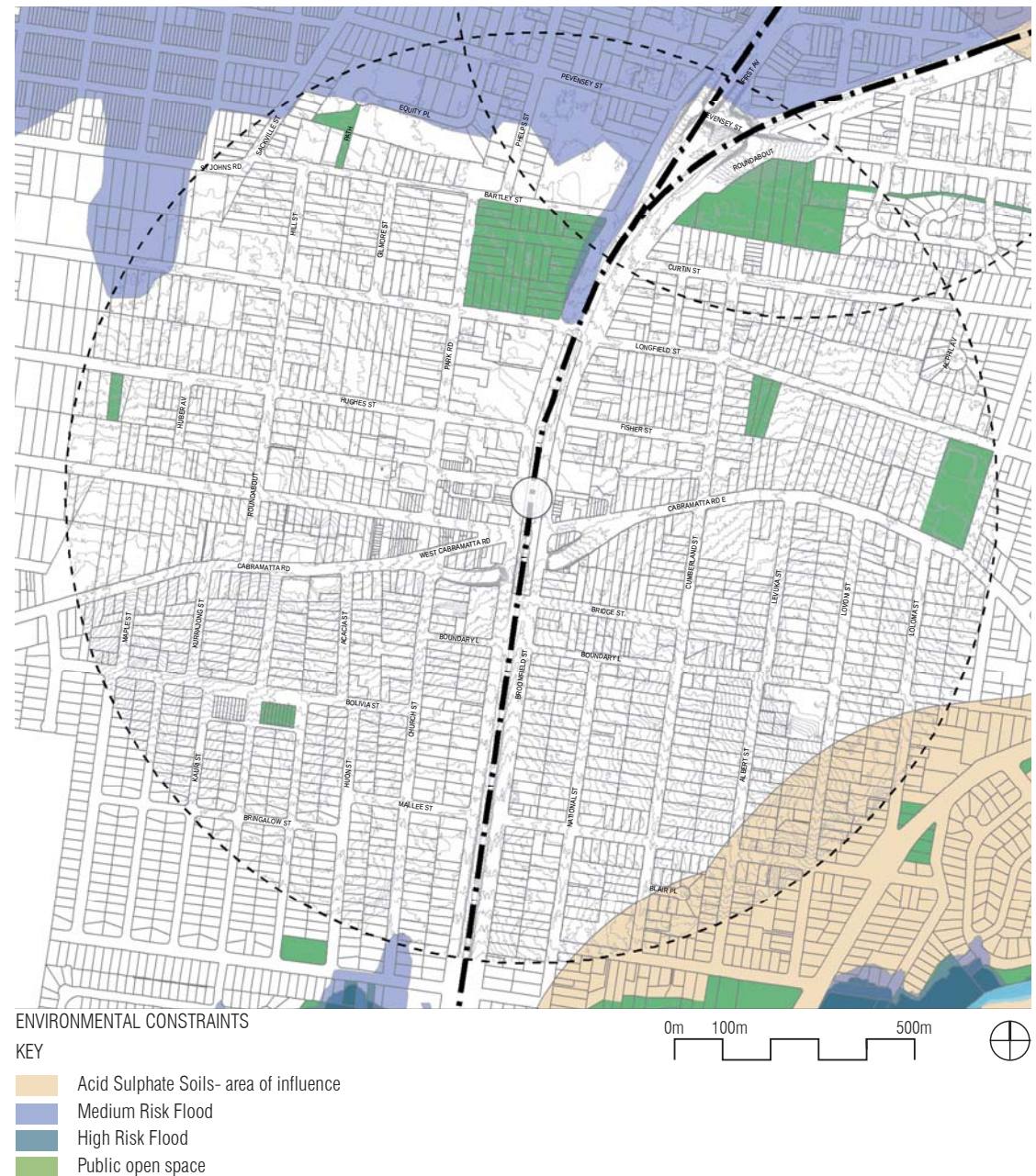
ENVIRONMENTAL CONSTRAINTS

The topography of Cabramatta is varied. There is a high-point at the railway station and the area south of Cabramatta Road has a considerable slope towards Cabramatta Creek.

Cabramatta Creek is located just to the south of the catchment and is a significant waterway through the LGA.

Flooding impacts limited areas in the north and is an extension of the flood prone areas within the Canley Vale catchment.

Acid sulphate soils are limited to the far south east of the catchment.





PHYSICAL CONSTRAINTS

KEY

-  Movement barrier
-  Noise and vibration source
-  Existing strata

STUDY AREA 2 CABRAMATTA

PHYSICAL CONSTRAINTS

The most significant constraint to future development outside the commercial core of Cabramatta is strata allotments. This constrains a high proportion of the catchment area in the short and medium term.

The axis of Cabramatta Road and the railway line reduce access and movement between the four quadrants of the catchment. Limited crossings are provided and each quadrant has developed its own unique character. Cabramatta Road and the railway also present noise and vibration issues.

The South Sydney Freight Line is proposed along the railway line. Upgrading of the railway line to enable heavy goods traffic will have significant impacts on noise and vibration along the rail corridor. Where the rail line adjoins residential areas it is proposed to construct an 8m high noise wall along the rail line. This wall will further impede visual and physical connectivity.

STUDY AREA 2 CABRAMATTA

OPPORTUNITIES AND CONSTRAINTS

The key opportunities and constraints to increasing residential densities within the 800m catchment of the proposed Town Centre at Cabramatta include the following:

Opportunities:

- *Community facilities:* The area is well served by a range of community facilities, including a library, community centre, health care, a swimming pool, aged care provision, educational institutions, a police station, and numerous voluntary community groups. These existing facilities could offer support for an increase in residential population.
- *Existing levels of density:* Areas of medium-high density development currently exist within the Cabramatta study area, with concentrations around Railway Parade and Hill Street in the north west of the catchment area. The area of medium density around Hall Street effectively forms a 'pocket' of higher density development, which contrasts with the lower density residential development to the immediately to the north. This could be complemented by redevelopment which 'bridges' or 'steps down' between levels of density.
- *Active frontages:* Areas of 'dead' or inactive frontage along the public realm currently exist throughout Cabramatta Town Centre, with problematic areas on Railway Parade and Cabramatta Road. These could be activated through the introduction of retail or other publicly accessible uses, or new routes through built form.
- *Light industrial zone:* The existing light industrial zone to the south of the catchment area could provide services to Cabramatta and accommodate a mix of commercial and residential uses, which would be within reasonable walking distance of the public transport node at Cabramatta. This would also correspond in visual terms to existing high density development on the opposite side of Railway Parade.

Constraints:

- *Existing strata:* There are substantial areas of strata development around Cabramatta, with concentrations immediately to the west of the railway line, and to the north west of the study area.
- *Connectivity:* Pedestrian movement within Cabramatta is constrained by the railway line running north/south, and by the arterial Cabramatta Road running east/west. These transport routes compromise the pedestrian environment, and effectively prevent the study area from operating as a cohesive whole, as a connection between quadrants is difficult.

STUDY AREA 2 CABRAMATTA

SUSTAINABILITY MATRIX

TOWN CENTRE	Aspirational Target	Current Status	Recommendations
Dwelling Target	4,500-9,000 dwellings within 800m radius.	Currently 4,507 dwellings within 800m radius.	Increase dwelling stock to support the role of Cabramatta as a Town Centre.
Housing Types	Maximum height 8 storeys. High density 40% Medium density 50% Low density 20%	High density 63% Medium density 18% Low density 19%	Prioritise the development of medium density dwelling to improve the overall dwelling mix of Cabramatta.
Affordable Housing	Affordable housing integrated into new developments. Priority location for affordable housing, to ensure residents can access a broad range of services available in major centres.	DoH owns stock around Satara Avenue (currently 68 dwellings). There is also a significant proportion of low cost housing within the catchment.	Priority location for affordable housing developments, integrated with new development.
Employment and Centres	Retail and service focus to serve large residential catchment: -Large group of retail services -1-2 supermarkets -Lifestyle/café focus -Medical facilities -Small shopping mall -Some local business and employment -Limited night time activity	Centre contains a large range of retail facilities including supermarkets, speciality, café/ dining etc. Centre is low in scale but has a distinct character and high amenity.	Long term opportunity to increase scale and density within town centre.
Service Infrastructure	Refer all centres	Council to liaise with relevant authorities to determine current capacity.	Provision of services to be reviewed in-line with increases in density.
Public Transport	Public transport interchange for bus & train 24 hr public transport services for rail & bus 5-10 min frequency in peak and 10-15 off peak; Strong connection to other centres Park and ride facilities	Intersection of two major rail lines and focus for bus services. Peak rail services are provided every 5-10 minutes and off peak 15-30mins.	Work with State Government to increase frequency of public transport services.
Open Space and Recreation	2 local parks (1-4ha) distributed across local area; 6 neighbourhood parks (0.25-2ha) Cycle links to other centres and key destinations; Universally accessible pedestrian facilities throughout centre	Contains 2 local parks and 6 neighbourhood parks.	Provide additional open space in across the catchment to support increased housing density.
Natural Environment	Refer all centres	Minimal environmental constraints.	Prioritise development in areas not impacted by environmental constraints.
Community Facilities	1 local community health centre; 1 preschool; 1 public primary school; 1 public secondary schools; 1 youth centre; 1 branch libraries; Child care facilities; Aged care facilities	Contains a wide range of community facilities, but additional may be required as it the primary centre and in a high-need location.	Provide additional community facilities in line with the needs of current and future population.
Urban Design and Public Domain	Active urban space which facilities formal and informal meeting and gathering spaces i.e. plaza, square, mall etc High quality and safe public domain during both day and night.	Highly pedestrian focused and active public domain, with some plazas.	Upgrade quality of public domain and provide additional open space for public meeting and gathering
Sustainable Development	All new housing to be adaptable and embrace principles of sustainable housing design	Older housing stock does not meet sustainable housing criteria.	Ensure future dwellings are constructed to the standards of SEPP 65 and are accessible. y criteria.



2031 VISION
KEY

 EMPLOYMENT USES	 LINKAGES
 LOW DENSITY RESIDENTIAL	 FRONTAGES
 MEDIUM DENSITY RESIDENTIAL	 PUBLIC DOMAIN UPGRADES
 HIGH DENSITY RESIDENTIAL	 TRAIN STATION
 SPECIAL USES	 EXPANDED OPEN SPACE INVESTIGATION AREAS
 OPEN SPACE	

STUDY AREA 2 CABRAMATTA

STRUCTURE PLAN PRINCIPLES

- Existing controls do not allow for additional residential uses in the town centre. Support draft DCP which enables residential development 2 storeys and above to a maximum of 9 storeys.
- Support draft planning controls which permit high density. Strata has limited short-medium term renewal. Potential for high density in long term. Height outside commercial core should be restricted to ensure visual and physical dominance of the commercial core in the urban landscape.
- Up-zone pockets of low density to high density to provide short term opportunities for high density.
- Corridor connecting into the Canley Vale catchment in the medium term.
- Extend high density along rail corridor, with building controls to mitigate rail noise/vibration over the medium term.
- Additional medium density within catchment and to take advantage of high amenity area.
- Support renewal to enhance gateway to centre, at high density in the short term.
- Additional high density areas in the short term.
- Potential open space to service south east quadrant. Location and scope to be confirmed and provided in the short to medium term.
- Additional linkages to ease permeability of town centre in the short term.

URBAN RENEWAL MASTER PLAN

Cabramatta is a priority location for a Urban Renewal Master Plan (URMP). The URMP should establish a long term (20 year) plan which will ensure Cabramatta meets the required level of services and facilities for a town centre. The vision for Cabramatta should be based on the Structure Planning Principles (above) and develop a detailed action and implementation plan to address the Recommendations in the Sustainability Matrix.

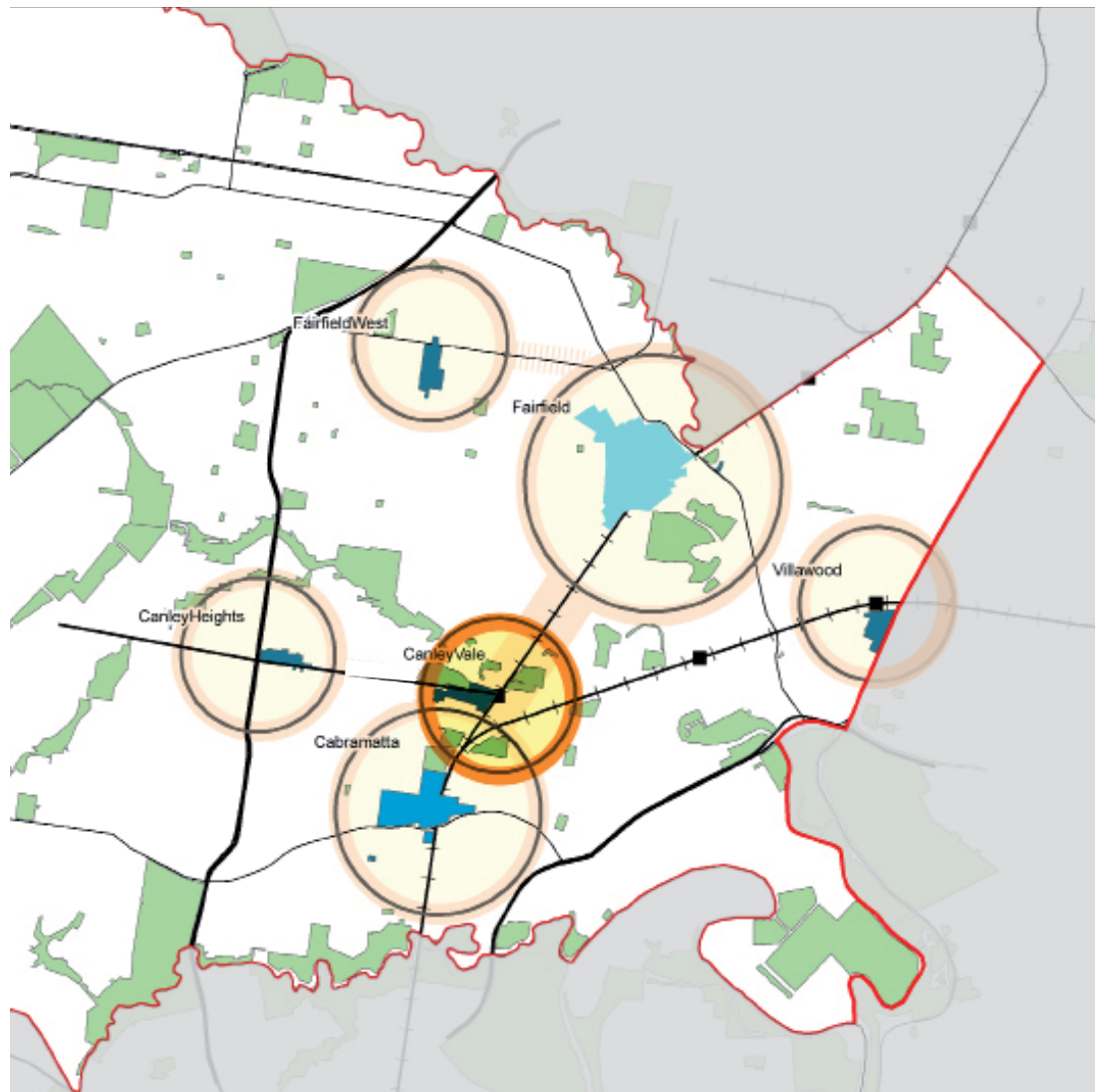
The URMP for Cabramatta should prioritise the renewal of the commercial core through adoption of the DCP and public domain improvements. This should be followed by renewal of areas currently zoned medium density. Up-zoning of additional areas in Cabramatta should occur in the medium to long term (10 years plus) when take up of current zones is almost complete. A corridor along the railway line towards Canley Vale should be considered in the medium to long term.

Details of the general requirements of an Urban Renewal Master Plan are in Section 5.5.



3D model of current building massing

STUDY AREA 3 CANLEY VALE



CENTRES AND CORRIDORS

KEY

- CENTRE
- SUB REGIONAL BUSINESS CENTRE
- DISTRICT BUSINESS CENTRE
- LOCAL BUSINESS CENTRE

STUDY AREA 3 CANLEY VALE

LOCAL CONTEXT

Canley Vale is located in the south east of the Fairfield LGA and sits strategically between Fairfield and Cabramatta, along the corridor that follows the rail lines. Orphan School Creek runs in an east-west direction in the northern part of the catchment area.

Orphan School Creek provides a range of open space areas which are used for passive and active recreation uses and contributes to the amenity of the centre.

The centre is focussed on Canley Vale Road and the rail station. Canley Vale Road is a key east-west road which links through to the Cumberland Highway and through to Prairiewood.

Canley Vale is classified as a Village within the LGA centres hierarchy, its catchment is 600m and contains a range of land uses.

Community facilities in the Canley Vale catchment include a preschool, primary school and three child care centres.

There are currently approximately 800 dwellings within Canley Vale which is short of the dwelling target for villages at 2,100 to 5,500 dwellings within a 600m radius.

STUDY AREA 3 CANLEY VALE

URBAN STRUCTURE

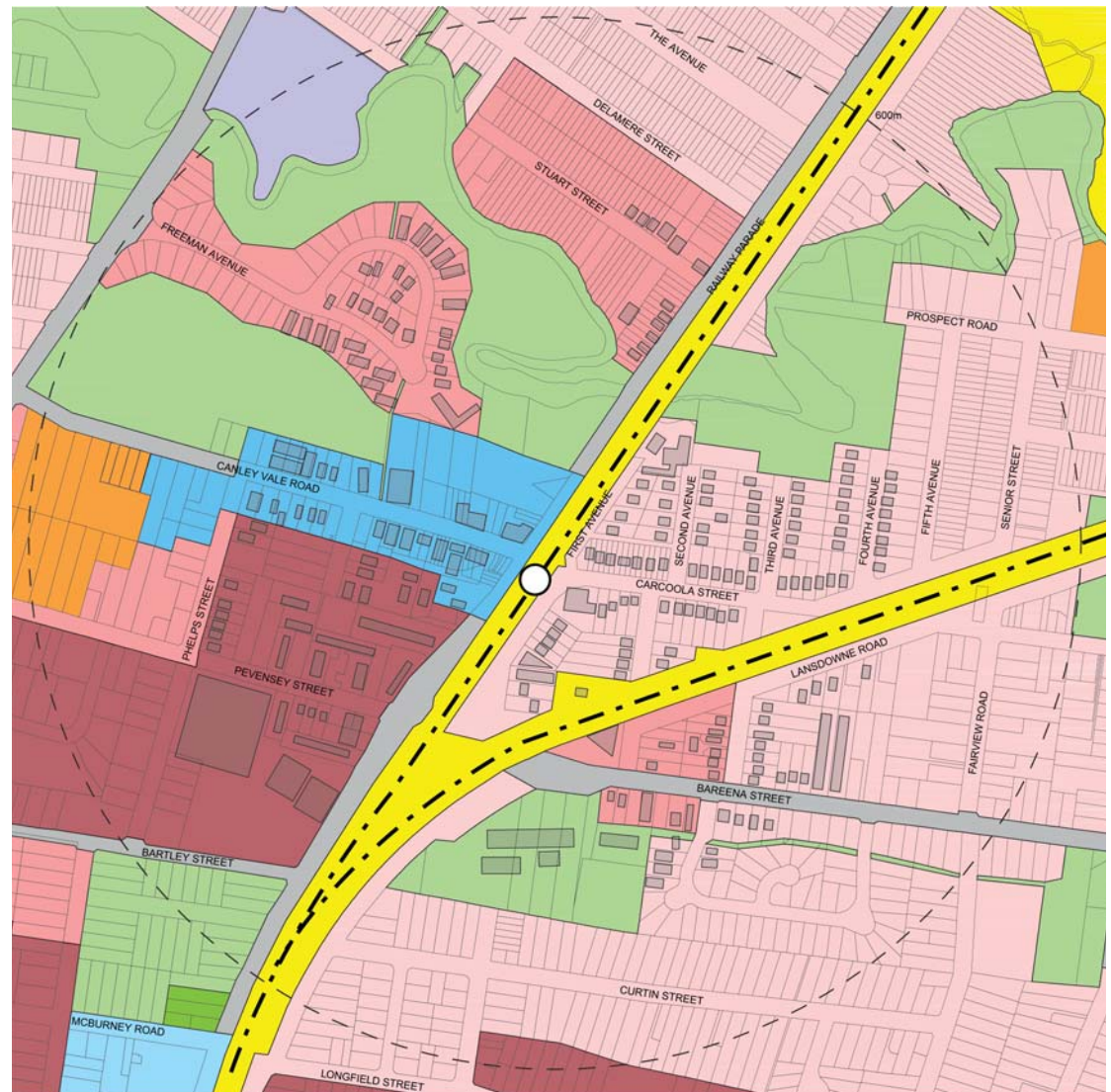
The intersection of two rail lines and the Orphan School Creek to the north, are the defining elements of Canley Vale. The primary commercial and residential areas are focussed on the western side of Railway Parade, along Canley Vale Road.

The Canley Vale commercial core extends along Canley Vale Road and is small in scale. Built form is generally 1-2 storeys. A large club/pub dominates the western end of the centre.

Orphan School Creek runs through the north of the catchment and constrains much of the land for open space. As a result the road pattern is less regular in the north than the south.

The creek corridor and surrounding low-lying lands provide for a variety of open space areas within the catchment. The Cabravale Leisure Centre is located along Bareena Street adjacent to the railway line.

A small triangle of land sits between the junction of the two railway lines in the eastern part of the catchment. The majority of the land is residential but access to this area is limited.



FAIRFIELD LEP 1994 ZONING

KEY

- | | |
|--|---|
| 2(a) Residential A | 4(b) Light Industrial |
| 2(a1) Residential A1 | 5(a) Special Uses |
| 2(b) Residential B | 5(c) Special Uses - Sub Arterial Routes |
| 3(a) Sub-Regional Business Centre | 6(a) Existing/Proposed Public Recreation |
| 3(b) District Business Centre | 6(b) Private Recreation |
| 3(c) Local Business Centre | Education |



MOVEMENT AND ACCESS

KEY

- Pedestrian connection
- Bus route
- Bus stop
- Arterial route
- Collector route
- Railway station

STUDY AREA 3 CANLEY VALE

MOVEMENT AND ACCESS

There are two railway lines running through Canley Vale, but the train station is located only on the Railway Parade railway line. This provides access to the City to Campbelltown and Blacktown to Campbelltown lines are accessible from Cabramatta.

East-west movement within Canley Vale is highly restricted by the two railway lines. The land between the two railway lines is isolated with limited access in or out of this area.

The railway lines also reduce the connectivity of the eastern half of the catchment with the core commercial areas in the west.

Pedestrian access is good around the commercial centre, but again east-west pedestrian movements are restricted to dedicated rail crossing points.

Canley Vale is serviced by three bus services, which provide access to Blacktown, Cabramatta, Fairfield and Liverpool. The railway line provides access to the CBD, Parramatta, Liverpool and Campbelltown. Peak rail services run every 5-10 minutes and off peak run every 15-30 minutes.

Limited access and high levels of flood prone land raise issues in relation to emergency access/egress.

There is a limited parking within the commercial core and around the railway station. This creates issues at peak times.

A regional bike path is located on the eastern side of the railway line, linking Cabramatta to the Sydney CBD and Campbelltown. There is a regional bike path along Orphan School Creek which intersects the Canley Vale commercial core. This bike path extends from the Western Sydney Regional Park to Bankstown.

STUDY AREA 3 CANLEY VALE

ENVIRONMENTAL CONSTRAINTS

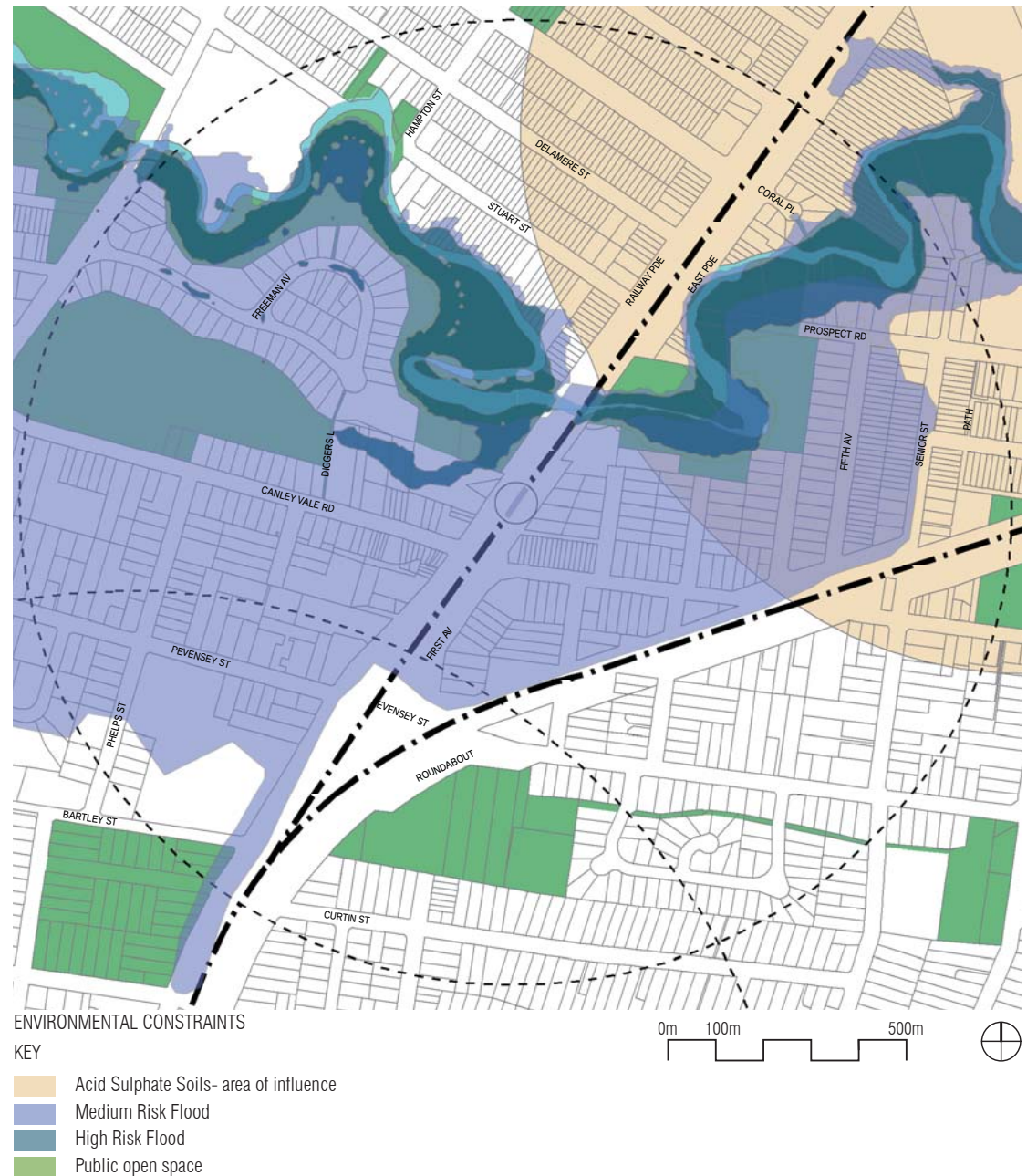
The topography of Canley Vale is highly influenced by the Orphan School Creek in the north. There are high points directly south of the railway station however the remainder of the catchment is relatively flat.

Orphan School Creek is a major water way which extends through the Canley Vale catchment. The creek meanders through the north of the catchment creating areas of open space and a high quality amenity.

Orphan School Creek presents a high flood risk to the Canley Vale catchment. Almost the entire catchment to the south of the creek is subject to the PMF (Probable Maximum Flood) flood risk, however this has not historically constrained development. The Fairfield RDS 2009 will seek to limit development in the high and medium risk flood prone areas.

Acid sulphate soils impacts the areas in the north-east of the catchment.

There are areas of vegetation along the creek corridors.





STUDY AREA 3 CANLEY VALE

PHYSICAL CONSTRAINTS

The primary physical development constraint in Canley Vale is the two railway lines. These greatly impact access and movement within the catchment and reduce access to the commercial core. As such, some areas within the catchment have a greater association with neighbouring centers.

The railway lines also present visual, acoustic and amenity barriers.

The South Sydney Freight Line is proposed along the eastern railway line, parallel to Landsdowne Road. Upgrading of the railway line will have significant impacts on noise and vibration along the rail corridor. Where the rail line adjoins residential areas it is proposed to construct an 8m high noise wall along the rail line. This wall will further impede visual and physical connectivity.

STUDY AREA 3 CANLEY VALE

OPPORTUNITIES AND CONSTRAINTS

The key opportunities and constraints to increasing residential densities within the 600m catchment of the proposed Village centre at Canley Vale include the following:

Opportunities:

- *Opportunities for long-term densification:* The process of increasing densities could follow a 'contained density' model, with maximum densities reached within the 'peninsular' sites surrounded by the railway line. There would then be incremental reductions in density down to the low rise suburban character which constitutes the predominant typology of the area. The viability of development along main routes could be enhanced by retail or other publicly accessible uses.
- *Public transport:* Canley Vale is well connected to the wider metropolitan area via bus and train, enhancing its viability as a consolidated, densified area, with new residential development within walking distance of key transport routes.
- *Shop-top housing:* There are opportunities for shop-top housing within the commercial centre at Canley Vale. This would involve an increase in density which would benefit the public domain in terms of enhancing Canley Vale Road, and increasing levels of activity during the day and night, which would have a positive impact on the safety of the public realm.
- *Open Space:* There are areas of high quality open space around the study area however, these areas are heavily constrained by flood.

Constraints:

- *Connectivity:* Pedestrian connections within Canley Vale are constrained by the presence of railway lines and arterial roads at Railway Parade and Lansdowne Road. New pedestrian connections are required between the three key aspects of the study area, as divided by these key transport routes.
- *Flooding:* Flood risk in Canley Vale is concentrated in the north of the study area, around an extensive area of open space and affects a significant part of the precinct.
- *Existing strata:* Strata is concentrated around Canley Vale Road and Pevensy Street, with existing strata laws serving to restrict opportunities for future redevelopment.

STUDY AREA 3 CANLEY VALE

SUSTAINABILITY MATRIX

VILLAGE	Aspirational Target	Current Status	Recommendations
Dwelling Target	2,100-5,500 dwellings within 600m radius.	Currently 802 dwellings within 600m radius.	Limited opportunity to increase dwelling stock to meet target for village due to environmental constraints.
Housing Types	Maximum height 6 storeys. High density 30% Medium density 40% Low density 30%.	High density 34% Medium density 14% Low density 53%	Maintain existing densities and zones across the catchment. There are some limited opportunities for additional dwellings within the provisions of the existing zones.
Affordable Housing	Affordable housing integrated into new developments. Desirable location for affordable housing, to ensure residents can access a broad range of services available in major centres	DoH own stock around First and Fifth Ave, in total 67 lots.	Identify opportunity to integrate affordable housing stock within new developments.
Employment and Centres	Cluster of shops for daily shopping with 10-50 shops: -Small supermarket -Strip of shops -Limited services -Limited medical services	Contains 50+ plus shops which includes take away, daily shops and services.	Ensure commercial core retains a mix of retail and commercial services.
Service Infrastructure	Refer all centres	Council to liaise with relevant authorities to determine current capacity.	Provision of services to be reviewed in-line with increases in density and improve emergency access in flood prone areas.
Public Transport	Bus interchange (more than 1 bus) 14 hr services 10 - 15 min frequency	Centre serviced by train and bus services. Peak rail services are provided every 5-10 minutes and off peak 15-30mins.	Work with the State Government to increase frequency of services and enhance access to the railway station.
Open Space and Recreation	1 local park (1-4ha) 3 neighbourhood parks (0.25-2ha) Cycle links to other centres and key destinations Universally accessible pedestrian facilities throughout centre	Creek provides a range of open space areas. Also benefited by the recreation swimming centre and bowling centre.	Maintain the quality and quantity of open space within the catchment
Natural Environment	Refer all centres	Area highly constrained by flooding.	Minimise additional development and increases in density in areas impacted by flooding.
Community Facilities	1 local community health centre; 1 preschool; 1 public primary school; Child care facilities; Aged care facilities	Contains a range of community facilities to meet current population.	Ensure community facilities meet the needs of current and future population
Urban Design and Public Domain	Active urban space which facilitates formal and informal meeting and gathering spaces i.e. plaza, square, mall etc High quality and safe public domain	High quality town centre with civic and open spaces.	Maintain quality and amenity of urban spaces.
Sustainable Development	All new housing to be adaptable and embrace principles of sustainable housing design	Older development does not meet sustainable housing criteria.	Ensure future dwellings are constructed to the standards of SEPP 65 and are accessible.



2031 VISION
KEY

- | | |
|--|--|
| EMPLOYMENT USES | LINKAGES |
| LOW DENSITY RESIDENTIAL | FRONTAGES |
| MEDIUM DENSITY RESIDENTIAL | PUBLIC DOMAIN UPGRADES |
| HIGH DENSITY RESIDENTIAL | TRAIN STATION |
| SPECIAL USES | |
| OPEN SPACE | |

STUDY AREA 3 CANLEY VALE

STRUCTURE PLAN PRINCIPLES

1. Promote shop-top housing in commercial in short term.
2. Strategic redevelopment site for high density housing, development should not increase risk of flood to surrounding area.
3. Existing high density area. Opportunity for short term renewal through this area.
4. Corridor of high/medium density connecting to Cabramatta catchment in the medium term.
5. Area constrained by flooding and poor access, therefore limited opportunity for additional density.
6. Continuation of corridor between Fairfield and Canley Vale in the medium term.
7. Existing medium density area, further development constrained by flooding issues.
8. Encourage new development with frontage to open space links.

URBAN RENEWAL MASTER PLAN

Given the limited re-development potential, a Urban Renewal Master Plan is not a priority in the short to medium term. Flooding and access issues limits the opportunity to increase densities and it is considered that medium and high densities should not be located in areas of medium and high flood risk. Back zoning of existing medium and high density residential impacted by flooding is recommended, where Council drainage studies clearly demonstrate the land is not suitable for development.

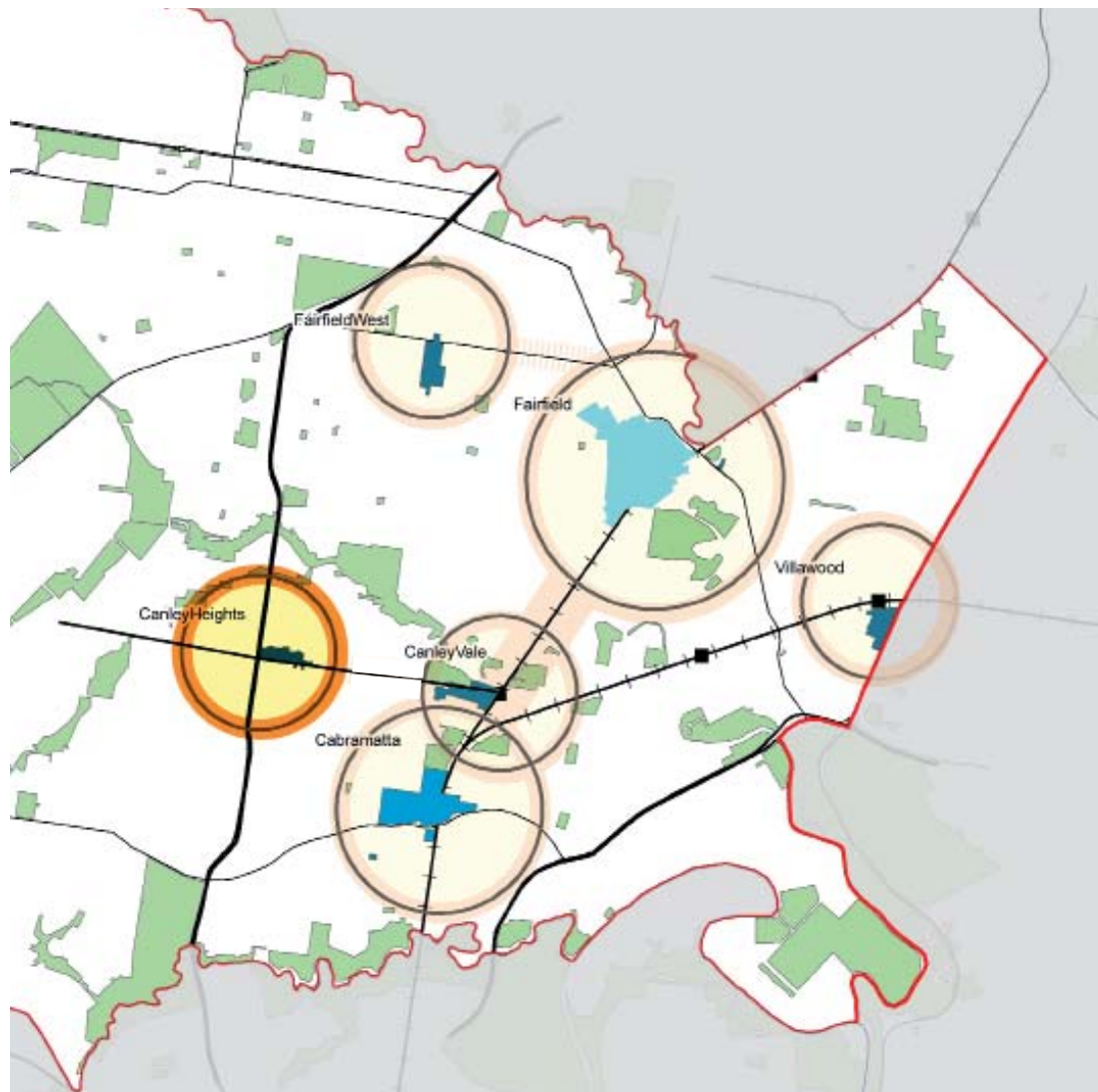
An URMP for Canley Vale should establish a long term (20 year) plan which will ensure Canley Vale meets the required level of services and facilities for a village. The plan would focus on public domain upgrades and provision of community services. It should also provide direction on a long term corridor between Fairfield and Cabramatta along the train line. The vision for Canley Vale should be based on the Structure Planning Principles (above) and develop a detailed action and implementation plan to address the Recommendations in the Sustainability Matrix.

Details of the general requirements of an Urban Renewal Master Plan are in Section 5.5.



3D model of current building massing

STUDY AREA 4 CANLEY HEIGHTS



CENTRES AND CORRIDORS

KEY

- SUB REGIONAL BUSINESS CENTRE
- DISTRICT BUSINESS CENTRE
- LOCAL BUSINESS CENTRE
- SUBJECT CENTRE

STUDY AREA 4 CANLEY HEIGHTS

LOCAL CONTEXT

Canley Heights is located in the eastern half of the Fairfield LGA on the Cumberland Highway.

Cabramatta is the closest major centre to Canley Heights and is situated approximately 3km to the south east of Canley Heights.

The area surrounding Canley Heights is primarily residential and Green Valley Creek/ Orphan School Creek provides an important green corridor along the northern periphery of the centre.

The Metropolitan Strategy has identified Canley Heights as a small village, however, Council is seeking reclassification of Canley Heights as a village. The catchment of Canley Heights is predominately residential with a main commercial focus along Canley Vale Road, east of the intersection with the Cumberland Highway.

Community facilities in the Canley Heights catchment include a preschool, primary school and a child care centre.

There are currently approximately 1,300 dwellings within Canley Heights which is below the metropolitan dwelling target for villages at 2,100 to 5,500 dwellings within a 600m radius.

STUDY AREA 4 CANLEY HEIGHTS

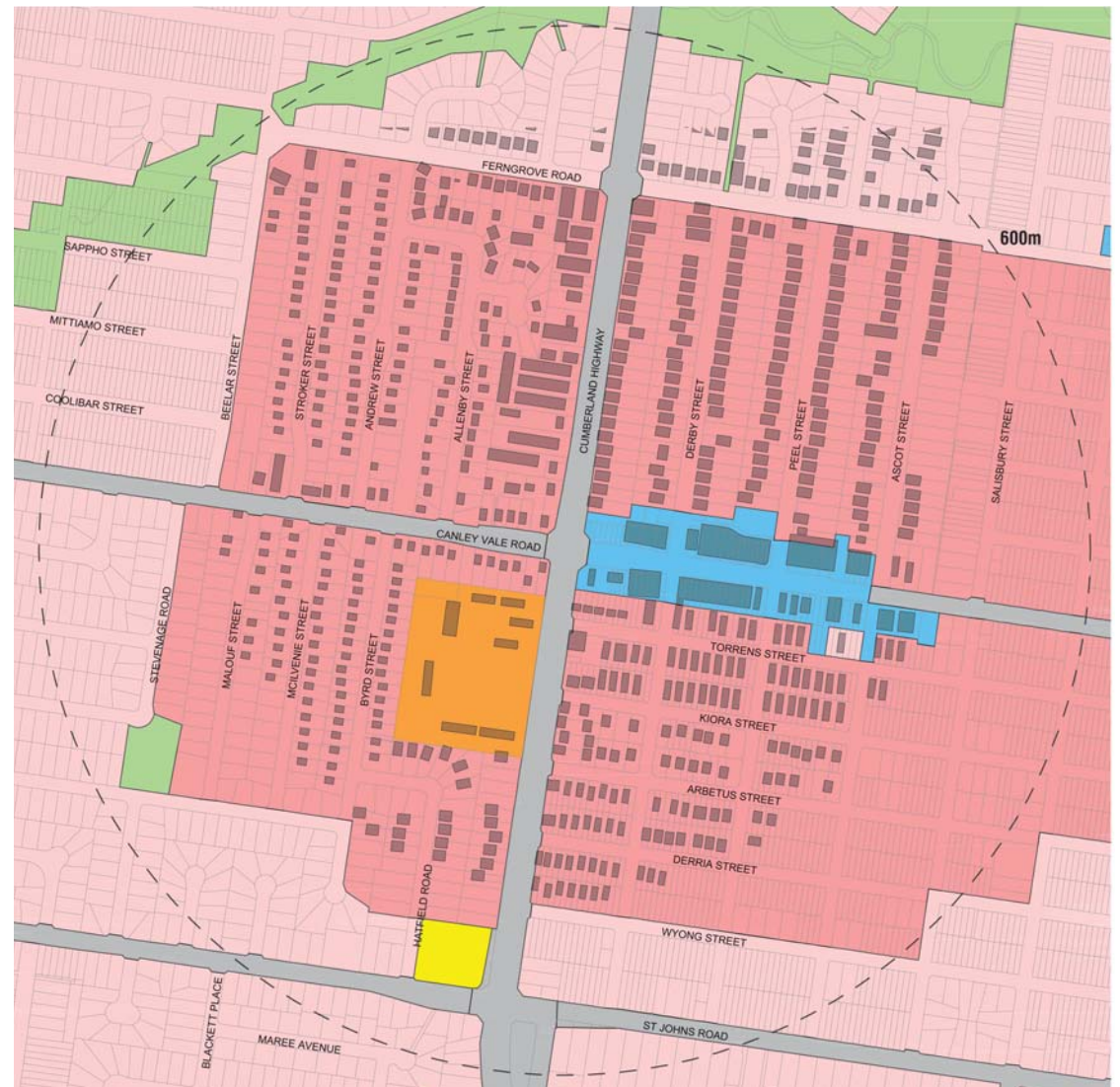
URBAN STRUCTURE

Canley Heights is focussed on the Cumberland Highway, which is key north-south arterial road within the sub-region. The road network is generally in a grid pattern, with Canley Vale Road providing the east-west intersection and the main commercial area for Canley Heights. Canley Vale Road links Prairiewood and Canley Vale.

The commercial core is along Canley Vale Road and the wide, tree lined street provides a high amenity. There is a broad variety of shops within the commercial core. Canley Heights is primarily a residential area, with a high proportion of the land within a 400-600m catchment currently zoned for medium density housing. The take up of this land has been relatively low.

Green Valley Creek/Orphan School Creek sits along the northern periphery of Canley Heights and provides an open space link. Open space is generally limited within the catchment.

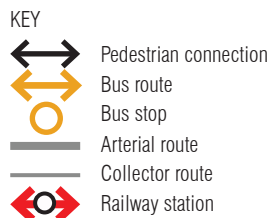
A secondary school sits to the south of the Cumberland Highway and Canley Vale Road intersection.



FAIRFIELD LEP 1994 ZONING

KEY

- | | |
|--|---|
| 2(a) Residential A | 4(b) Light Industrial |
| 2(a1) Residential A1 | 5(a) Special Uses |
| 2(b) Residential B | 5(c) Special Uses - Sub Arterial Routes |
| 3(a) Sub-Regional Business Centre | 6(a) Existing/Proposed Public Recreation |
| 3(b) District Business Centre | 6(b) Private Recreation |
| 3(c) Local Business Centre | Education |



STUDY AREA 4 CANLEY HEIGHTS

MOVEMENT AND ACCESS

The key roads in Canley Heights are the Cumberland High, which is a divided four lane road running north-south and Canley Vale Road which links through to Canley Vale in the east.

Canley Heights is serviced by four bus services which run along the Cumberland Highway, Canley Vale Road and St Johns Road. The bus services provide access to Fairfield, Cabramatta, Blacktown, Liverpool and Parramatta.

There is on-street parking within the centre. as well as on-grade parking lots behind the central main street.

The regular road access within Canley Heights provides allows a high degree of accessibility for both pedestrians and vehicles. East-west pedestrian access is somewhat limited by the Cumberland Highway, which is a divided four lane road.

Canley Heights sits outside the regional bike network. However, a bike trail is proposed along the Green Valley Creek then heading north along the Cumberland Highway.

STUDY AREA 4 CANLEY HEIGHTS

ENVIRONMENTAL CONSTRAINTS

The topography of Canley Heights is defined by a high point in the south-west of the catchment and a fall towards Green Valley Creek/Orphan School Creek in the north.

Two major creeks, Green Valley Creek and Orphan School Creek intersect along the northern periphery of the catchment.

There is limited flooding in the south-east, extending from the Canley Vale catchment.

Acid sulphate soils have not been identified within the Canley Heights catchment.

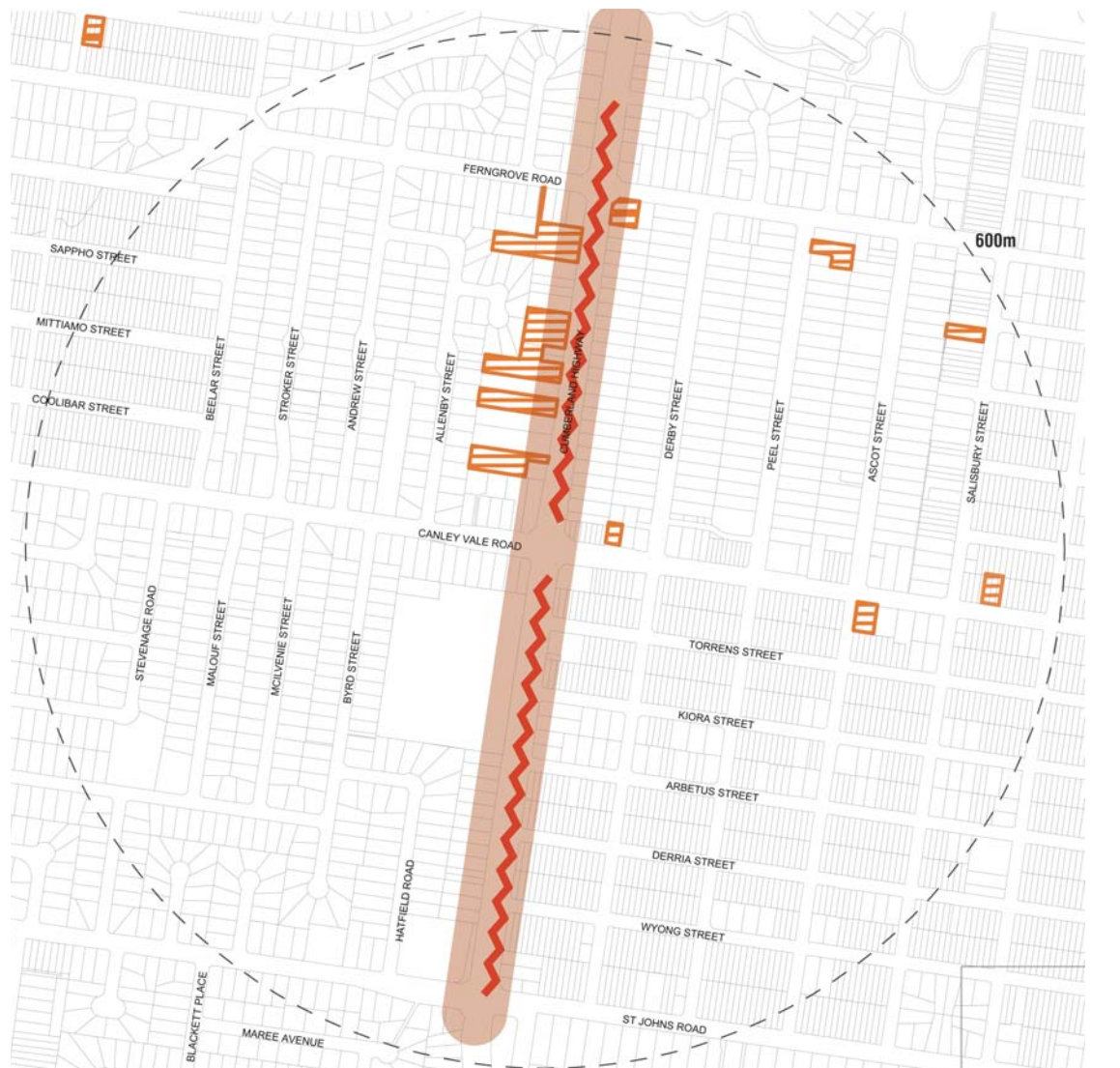


ENVIRONMENTAL CONSTRAINTS

KEY

- Acid Sulphate Soils- area of influence
- High Risk Flood
- Medium Risk Flood
- Public open space





PHYSICAL CONSTRAINTS

KEY

-  Movement barrier
-  Noise and vibration source
-  Existing strata

STUDY AREA 4 CANLEY HEIGHTS

PHYSICAL CONSTRAINTS

The Cumberland Highway is a key constraint to east-west movement within the catchment and is also a source of noise and amenity impact.

Strata limits some redevelopment to the west of the Cumberland Highway however the precinct is generally unencumbered by major physical constraints.

STUDY AREA 4 CANLEY HEIGHTS

OPPORTUNITIES AND CONSTRAINTS

The key opportunities and constraints to increasing residential densities within the 600m catchment of the proposed Village centre at Canley Heights include the following:

Opportunities:

- *Public domain:* The public domain at Canley Heights has high amenity with clear examples of renewal and a good relationship between pedestrians and motor vehicles. Any redevelopment aimed at densifying the area should maintain these features which are key to the success and viability of the area.
- *Shop-top housing:* There are opportunities for shop-top housing within the commercial centre at Canley Heights. This would involve an increase in density which would benefit the public domain in terms of enhancing the sense of enclosure along Canley Vale Road, and increasing levels of activity during the day and night, which would have a positive impact on the safety of the public realm.
- *Opportunities for long-term densification:* The process of increasing densities could follow a 'contained density' model, with maximum densities reached around the existing commercial hub at Canley Vale Road, with incremental reductions in density down to the low rise suburban character which constitutes the predominant typology of the area. The viability of development along main routes could be enhanced by retail or other publicly accessible uses.

Constraints:

- *Connectivity:* The study area is bisected by the Cumberland Highway running north/south. This impedes east-west pedestrian movement around the centre of Canley Heights, and in particular access to Canley Heights Public School.

STUDY AREA 4 CANLEY HEIGHTS

SUSTAINABILITY MATRIX

VILLAGE	Aspirational Target	Current Status	Recommendations
Dwelling Target	2,100-5,500 dwellings within 600m radius.	Contains 1,302 dwellings within 600m catchment	Implement the recommendations of the structure planning to meet the lower level dwelling range for a village.
Housing Types	Maximum height 6 storeys. High density 30% Medium density 40% Low density 30%	High density 1% Medium density 18% Low density 81%	Provide for additional density within and around the commercial core of the centre. Maintain existing zoning across the remainder of the catchment.
Affordable Housing	Affordable housing integrated into new developments.	DoH own stock around George and Dukes St (44 lots). Lower cost housing available within catchment.	Encourage integrated affordable housing developments.
Employment and Centres	Cluster of shops for daily shopping with 10-50 shops: -Small supermarket -Strip of shops -Limited services -Limited medical services	Contains 60+ shops including a supermarket, take away, daily shops and services.	Continue to build on mix, diversity of commercial and retail uses to meet long term increase in residential population.
Service Infrastructure	Refer all centres	Council to liaise with relevant authorities to determine current capacity.	Provision of services to be reviewed in-line with increases in density
Public Transport	Bus interchange (more than 1 bus) 14 hr services 10 - 15 min frequency	Serviced by four bus services.	Work with State Government to increase frequency of public transport services.
Open Space and Recreation	1 local park (1-4ha) 3 neighbourhood parks (0.25-2ha) Cycle links to other centres and key destinations Universally accessible pedestrian facilities throughout centre	Contains one local park, which is not near centre and limited neighbourhood parks.	Improve the provision of open space, particularly around the commercial core. Need to enhance quality of existing open space.
Natural Environment	Refer all centres	Minimal environmental constraints.	
Community Facilities	1 local community health centre 1 preschool 1 public primary school Child care facilities Aged care facilities	Contains a preschool, public primary school and child care centre.	Provide additional community facilities such as a health centre and aged care. Seek to create multipurpose community facilities in proximity to open space.
Urban Design and Public Domain	Active urban space which facilitates formal and informal meeting and gathering spaces i.e. plaza, square, mall etc High quality and safe public domain	Strong and active public domain within commercial core.	Provide a civic space within the commercial core.
Sustainable Development	All new housing to be adaptable and embrace principles of sustainable housing design	Older development does not meet sustainable housing criteria.	Ensure future dwellings are constructed to the standards of SEPP 65 and are accessible.



2031 VISION
KEY

 EMPLOYMENT USES	 LINKAGES
 LOW DENSITY RESIDENTIAL	 FRONTAGES
 MEDIUM DENSITY RESIDENTIAL	 PUBLIC DOMAIN UPGRADES
 HIGH DENSITY RESIDENTIAL	 TRAIN STATION
 SPECIAL USES	 EXPANDED OPEN SPACE INVESTIGATION AREAS
 OPEN SPACE	

STUDY AREA 4 CANLEY HEIGHTS

STRUCTURE PLAN PRINCIPLES

1. Promote shop top housing in commercial core in the short term.
2. Provide additional open space in the short to medium term.
3. Potential for high density in the medium term. Additional density is dependent on development of open space (above). A height transition is required between Canley Vale Road and Ferngrove Road.
4. Medium to long term high density area in close proximity to retail core.
5. Increase density and extend public domain improvements along corridor towards Canley Vale in the short term.
6. Existing school.

URBAN RENEWAL MASTER PLAN

Canley Heights is a medium term priority location for the preparation of an Urban Renewal Master Plan (URMP). The URMP should establish a long term (20 year) plan which will ensure Canley Heights meets the required level of services and facilities for a village. The vision for Canley Heights should be based on the Structure Planning Principles (above) and develop a detailed action and implementation plan to address the Recommendations in the Sustainability Matrix.

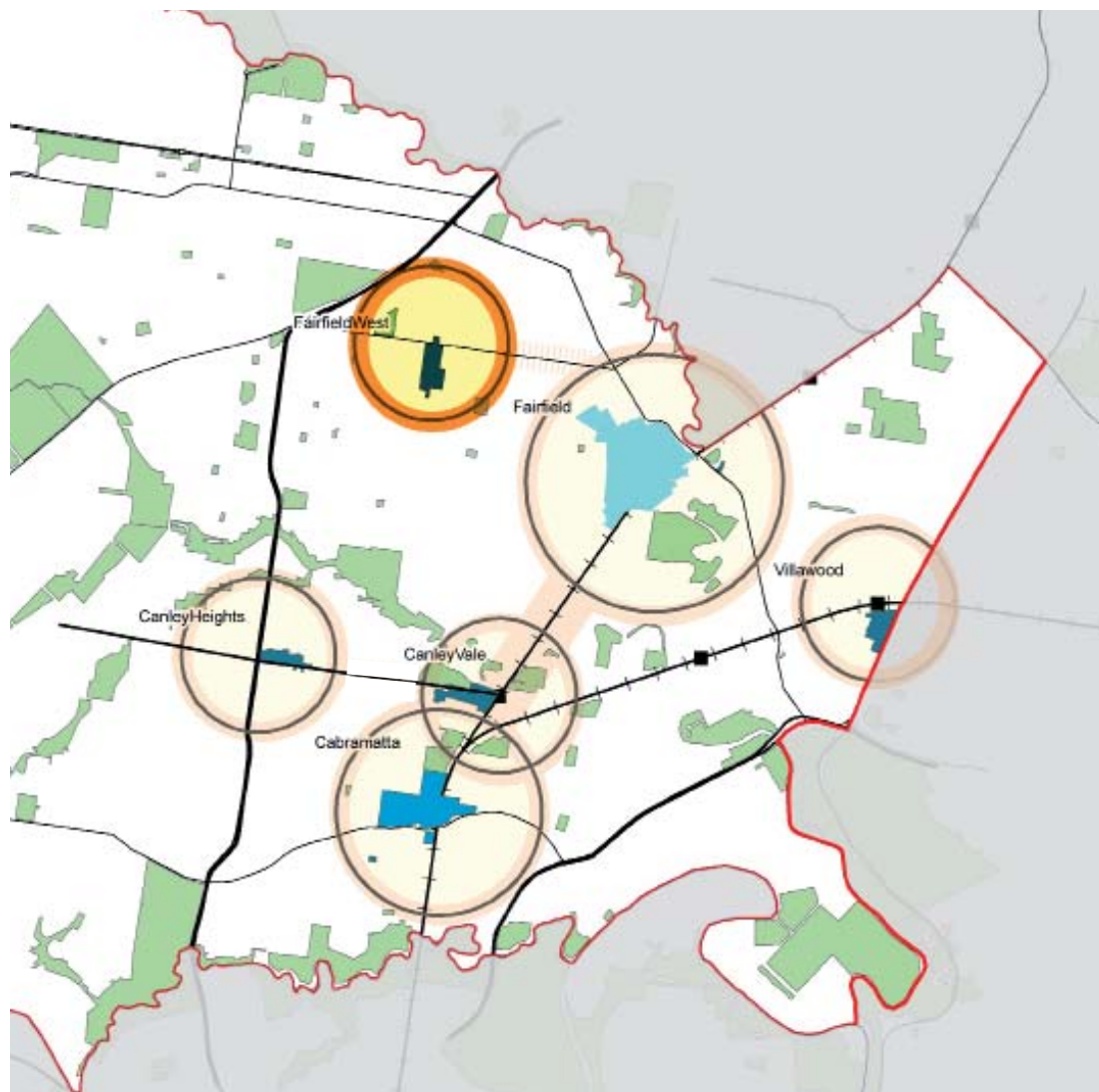
The URMP for Canley Heights should prioritise the in-fill of existing areas zoned medium density. Local area improvement plans could assist in attracting medium density housing. High density around the core should be considered in the medium along with a corridor of medium density towards Canley Heights.

Details of the general requirements of an Urban Renewal Master Plan are in Section 5.5.



3D model of current building massing

STUDY AREA 5 FAIRFIELD HEIGHTS



CENTRES AND CORRIDORS

KEY

- CENTRE
- SUB REGIONAL BUSINESS CENTRE
- DISTRICT BUSINESS CENTRE
- LOCAL BUSINESS CENTRE

STUDY AREA 5 FAIRFIELD HEIGHTS

LOCAL CONTEXT

Fairfield Heights is located in the north-east of the LGA, half way between the Cumberland Highway and Fairfield commercial area. Smithfield sits to the north of Fairfield Heights and beyond is the Fairfield industrial corridor.

Fairfield Heights sits away from the key arterial road network, but is intersected by Polding Street, which has the potential to be a key east-west public transport link within the LGA, linking the two major centres of Prairewood and Fairfield.

The Metropolitan Strategy has identified Fairfield Heights as a small village, however Council is seeking reclassification of Fairfield Heights as a village. The catchment of Fairfield Heights contains residential development with the main commercial focus along The Boulevard which intersects Polding Street.

Community facilities in the Fairfield Heights catchment include a primary school, two child care centres and a nursing home.

There are currently approximately 1,300 dwellings within Fairfield Heights which is short of the dwelling target for villages at 2,100 to 5,500 dwellings within a 600m radius.

STUDY AREA 5 FAIRFIELD HEIGHTS

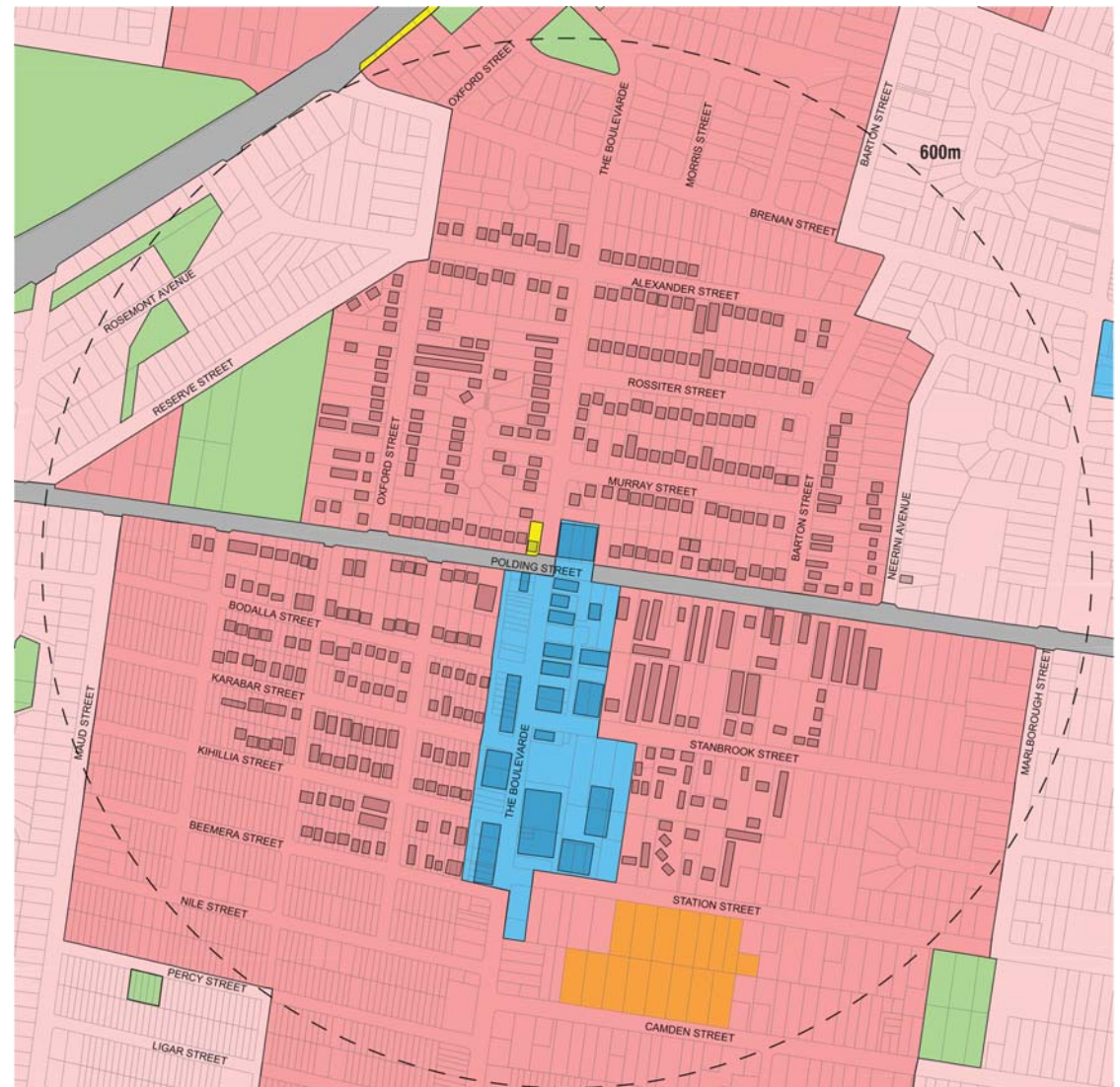
URBAN STRUCTURE

Fairfield Heights has a grid pattern street structure with Polding Street providing a key east-west axis and The Boulevard the north-south axis.

The commercial area of Fairfield Heights sits along The Boulevard, to the south of Polding Street. The retail area has extended slightly east along Stanbrook Street and Station Street.

The size of residential lots vary with larger strata lots south east of Polding Street and small 'triplex' lots on the south western side of the commercial area. Lots to the north are more regular in size (500-600sqm).

Open space and civic spaces are limited, particularly in close proximity to the commercial centre. A large area of open space is located to the north west of the commercial centre, fronting Polding Street, however this has poor connectivity with the commercial area.



FAIRFIELD LEP 1994 ZONING

KEY

 2(a) Residential A	 4(b) Light Industrial
 2(a1) Residential A1	 5(a) Special Uses
 2(b) Residential B	 5(c) Special Uses - Sub Arterial Routes
 3(a) Sub-Regional Business Centre	 6(a) Existing/Proposed Public Recreation
 3(b) District Business Centre	 6(b) Private Recreation
 3(c) Local Business Centre	 Education



MOVEMENT AND ACCESS

KEY

- Pedestrian connection
- Bus route
- Bus stop
- Arterial route
- Collector route
- Railway station

STUDY AREA 5 FAIRFIELD HEIGHTS

MOVEMENT AND ACCESS

Primary vehicle movements are east-west along Polding Street, which intersects the Cumberland Highway to the west and links to Fairfield to the east.

The remainder of roads in Fairfield Heights are residential in character, with the exception of The Boulevard. The commercial area along The Boulevard is a key destination for local traffic.

The regular road network provides good pedestrian access with bus routes running along Brennan Street, Polding Street. The Boulevard and Station Street, providing access to Cabramatta and Fairfield. There is potential to develop Polding Street as a key bus arterial between the major centres of Prairiewood and Fairfield.

Parking within Fairfield Heights commercial core is provided on-street, with large on-grade parking provided at the retail complex between Stanbrook and Station Streets.

The Fairfield Heights commercial core amenity is fair, however it lacks any civic or open spaces.

Fairfield Heights sits outside the regional bike network.

STUDY AREA 5 FAIRFIELD HEIGHTS

ENVIRONMENTAL CONSTRAINTS

The topography of Fairfield Heights is defined by a high-point at the intersection of Polding Street and the Boulevard, with ridge lines extending north-south.

Fairfield Heights is relatively unconstrained by natural systems. There are no flooding or acid sulphate soils constraints.

There is limited open space opportunities within the centre.





PHYSICAL CONSTRAINTS

KEY

-  Movement barrier
-  Noise and vibration source
-  Existing strata

STUDY AREA 5 FAIRFIELD HEIGHTS

PHYSICAL CONSTRAINTS

There are limited development constraints in Fairfield Heights. Increased traffic along Polding Street as the result of a new key bus axis, could potentially create amenity impacts for development along this axis.

There is a small concentration of strata lots in the south east quadrant of Fairfield Heights. The small 'triplex' lots in the south west quadrant could also be considered as a minor constraint to a larger scale redevelopment, however they currently allow small, terrace style housing.

STUDY AREA 5 FAIRFIELD HEIGHTS

OPPORTUNITIES AND CONSTRAINTS

The key opportunities and constraints to increasing residential densities within the 600m catchment of the proposed Village centre at Fairfield Heights include the following:

Opportunities:

- *Public domain:* The public realm would benefit from enhancement comparable to treatments at Canley Heights and Canley Vale. This could involve the introduction of street trees and street furniture, and a possible town centre square and civic space.
- *Shop-top housing:* There are opportunities for shop-top housing within the commercial centre at Fairfield Heights. This would involve an increase in density which would benefit the public domain in terms of enhancing the sense of enclosure along The Boulevard, and increasing levels of activity during the day and night, which would have a positive impact on the safety of the public realm.
- *Opportunities for long-term densification:* The process of increasing densities could follow a 'contained density' model, with maximum densities reached around the existing commercial hub at The Boulevard and, to a lesser degree, Polding Street, with incremental reductions in density down to the low rise suburban character which constitutes the predominant typology of the area. The viability of development along main routes could be enhanced by retail or other publicly accessible uses.
- *Open space:* The area of open space to the north west of the study area could be utilised by new, denser development in terms of access to sun/day light, landscaping, and opportunities for recreation.

STUDY AREA 5 FAIRFIELD HEIGHTS

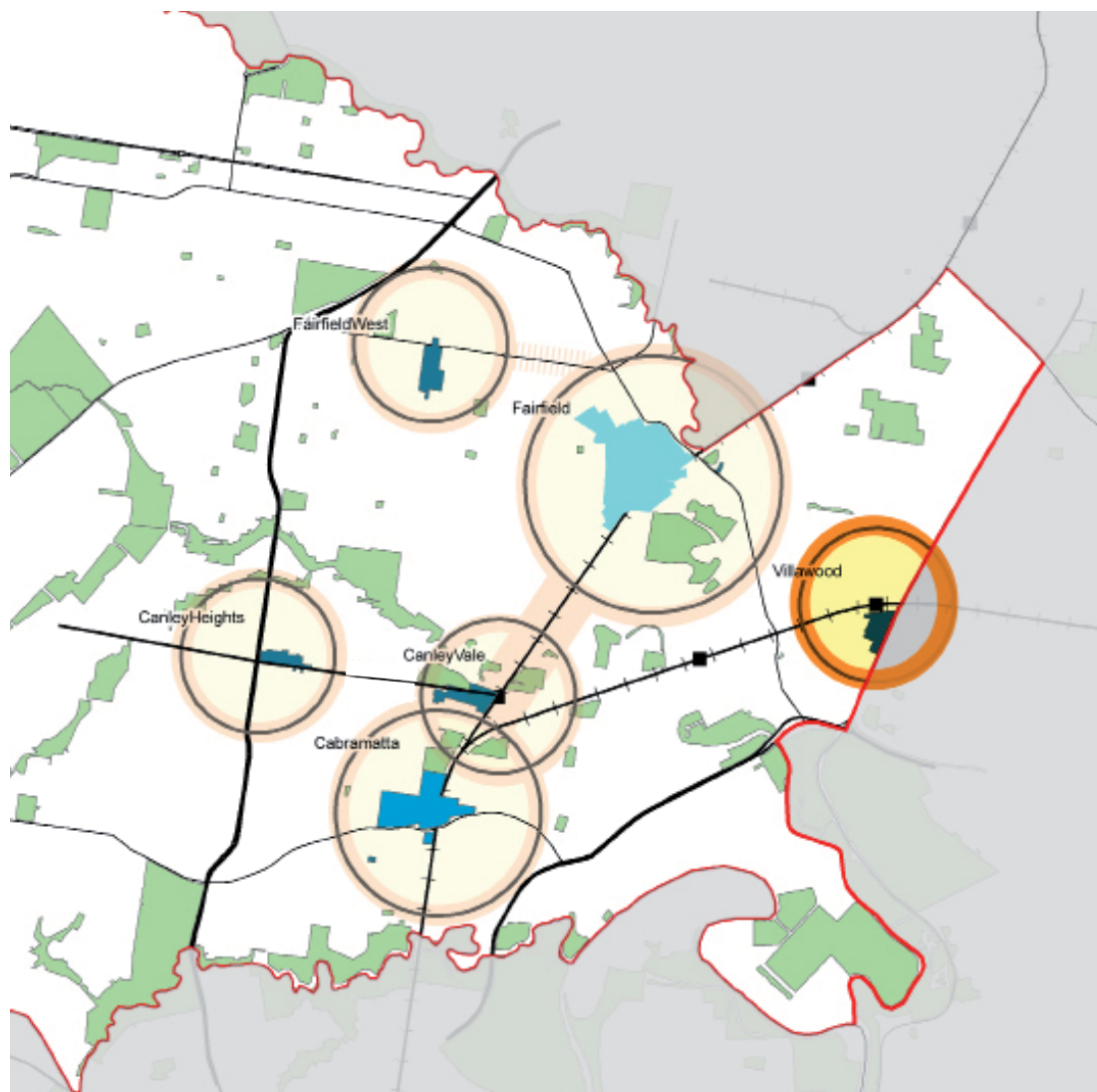
SUSTAINABILITY MATRIX

VILLAGE	Aspirational Target	Current Status	Recommendations
Dwelling Target	2,100-5,500 dwellings within 600m radius.	Currently 1,262 dwellings within a 600m catchment.	Opportunity to increase dwelling stock to meet range for a village.
Housing Types	Maximum height 6 storeys. High density 30% Medium density 40% Low density 30%.	High density 1% Medium density 31% Low density 68%	Need to increase proportion of high density stock.
Affordable Housing	Affordable housing integrated into new developments.	No DoH stock within catchment. Significant low cost housing available in catchment.	Encourage affordable housing in catchment.
Employment and Centres	Cluster of shops for daily shopping with 10-50 shops: -Small supermarket -Strip of shops -Limited services -Limited medical services	Contains 60+ shops including take away, daily shops and services.	Maintain diversity and quality of retail and commercial services.
Service Infrastructure	Refer all centres	Council to liaise with relevant authorities to determine current capacity.	Provision of services to be reviewed in-line with increases in density
Public Transport	Bus interchange (more than 1 bus) 14 hr services 10 - 15 min frequency	Contains bus two services.	Review opportunity to develop Polding Street as a key east-west bus route.
Open Space and Recreation	1 local park (1-4ha) 3 neighbourhood parks (0.25-2ha) Cycle links to other centres and key destinations Universally accessible pedestrian facilities throughout centre	Contains two local parks but no neighbourhood parks.	Increase amount and distribution of open space across catchment, particularly in south-east of catchment.
Natural Environment	Refer all centres	No major environmental constraints.	
Community Facilities	1 local community health centre; 1 preschool; 1 public primary school; Child care facilities; Aged care facilities	Limited community facilities with some cultural facilities and two child care centres.	Provide additional community facilities in line with the needs of current and future population.
Urban Design and Public Domain	Active urban space which facilitates formal and informal meeting and gathering spaces i.e. plaza, square, mall etc High quality and safe public domain	The public domain is fair, but lacks any civic space.	Investigate additional open space within the commercial core to increase activation. Improve quality of public domain in commercial core.
Sustainable Development	All new housing to be adaptable and embrace principles of sustainable housing design	Older development does not meet sustainable housing criteria.	Ensure future dwellings are constructed to the standards of SEPP 65 and are accessible.



3D model of current building massing

STUDY AREA 6 VILLAWOOD



CENTRES AND CORRIDORS

KEY

- CENTRE
- SUB REGIONAL BUSINESS CENTRE
- DISTRICT BUSINESS CENTRE
- LOCAL BUSINESS CENTRE

STUDY AREA 6 VILLAWOOD

LOCAL CONTEXT

Villawood is located to the east of the LGA and sits adjacent to the municipal boundary to Bankstown LGA.

Villawood is located approximately 2km east of Fairfield and it is located approximately 10km from both Parramatta (to the north) and Bankstown (to the east).

Classified as a Village within the LGA centres hierarchy, its catchment is 600m, focused primarily on the railway line which runs east-west through the centre. The retail area sits directly south abutting Woodville Road.

Villawood abuts the southern end of Fairfield East/Leightonfield industrial area. Woodville Road provides a buffer between residential and industrial land uses.

Villawood currently has limited community facilities and would require additional investment in a local community facilities prior to encouraging future development. There are currently approximately 350 dwellings within Villawood which is significantly lower than the metropolitan dwelling target for villages at 2,100 to 5,500 dwellings within a 600m radius. This is primarily as half the catchment sits outside the Fairfield LGA and is dominated by industrial uses.

STUDY AREA 6 VILLAWOOD

URBAN STRUCTURE

Woodville Road and the railway line define the structure of Villawood, creating four distinct precincts. Given the municipal boundary along Woodville Road, only the western precincts are in the Fairfield LGA.

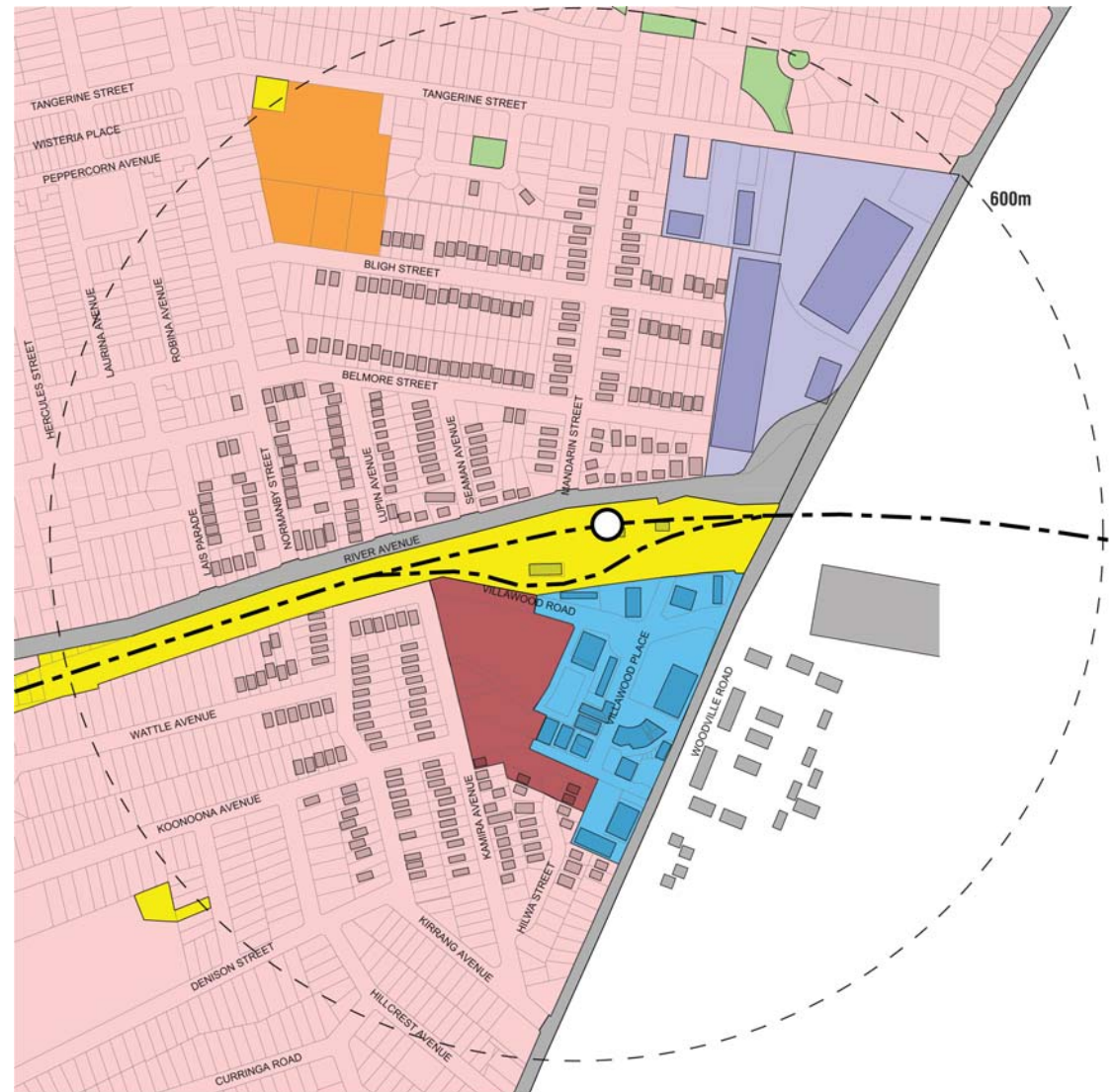
The commercial / mixed use centre is focused around Villawood Place, south of the station and abutting Woodville Road. There is limited connectivity between the railway station and the commercial centre.

The areas to the west of commercial core are currently low density residential; however the vacant land abutting the commercial core is subject to a Department of Housing master plan which proposes to redevelop the site.

North of the railway line is predominantly low density residential with a small area of industrial abutting Woodville Road. A school is located within the northern residential area.

The low density residential areas continue west through to the Horsley Drive, which is outside the catchment of Villawood, but forms the natural western boundary.

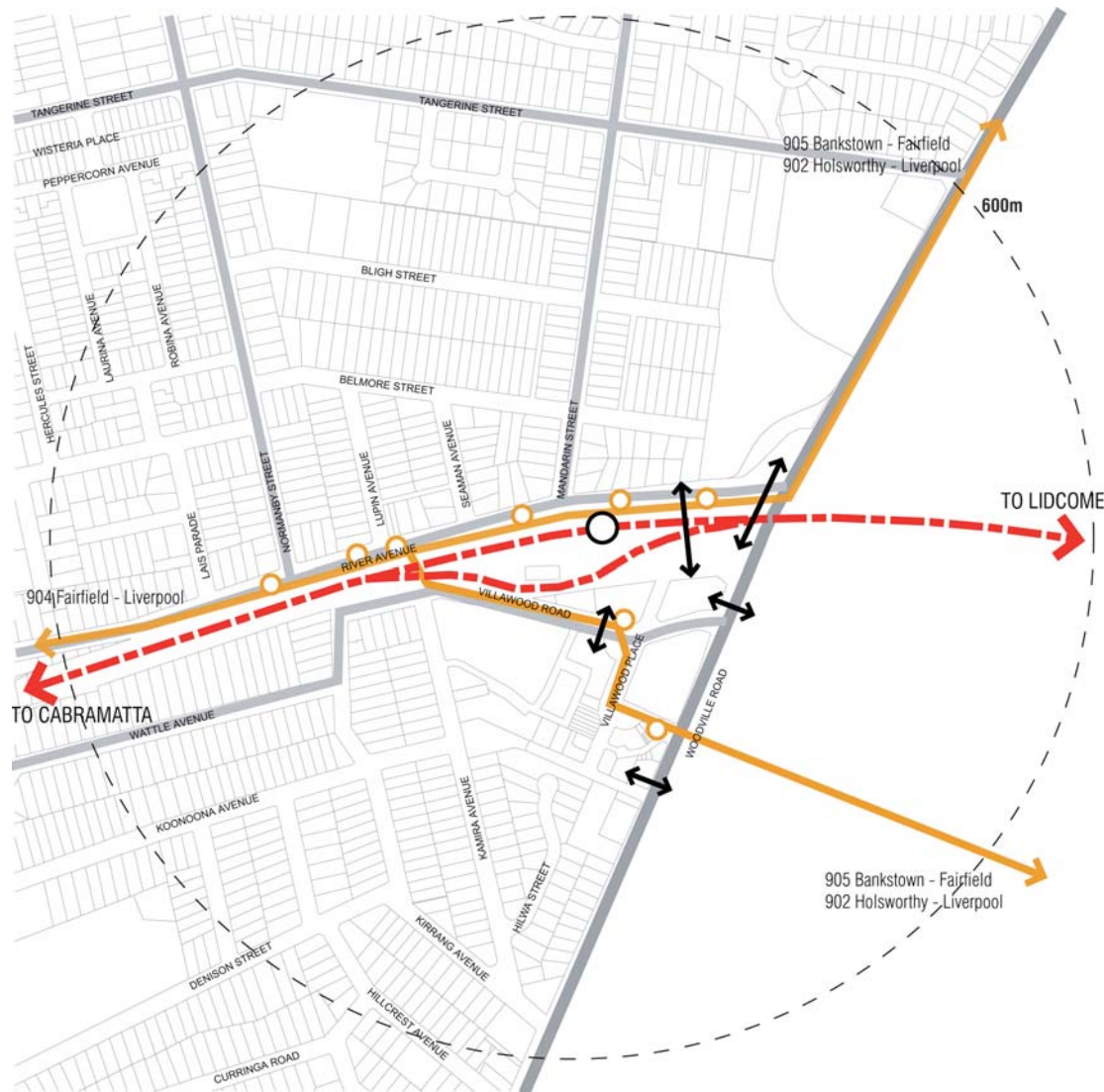
There is limited provision of open space areas within the catchment, although areas of informal recreation space exist around Villawood Road and Villawood Place.



FAIRFIELD LEP 1994 ZONING

KEY

	2(a) Residential A		4(b) Light Industrial
	2(a1) Residential A1		5(a) Special Uses
	2(b) Residential B		5(c) Special Uses - Sub Arterial Routes
	3(a) Sub-Regional Business Centre		6(a) Existing/Proposed Public Recreation
	3(b) District Business Centre		6(b) Private Recreation
	3(c) Local Business Centre		Education



MOVEMENT AND ACCESS

KEY

- Pedestrian connection
- Bus route
- Bus stop
- Arterial route
- Collector route
- Railway station

STUDY AREA 6 VILLAWOOD

MOVEMENT AND ACCESS

Woodville Road provides the primary access to Villawood and provides linkages to the sub-regional area including Parramatta. River Avenue which runs parallel to the train line in the north also provides east-west linkages.

Villawood is serviced by both bus and rail. Two train lines use the station, providing access to the Sydney CBD, Liverpool and Lidcombe. The train line is proposed to be upgraded to include the Southern Sydney Freight Line. Peak rail services run every 5-10 minutes and off peak run every 15-30 minutes.

Bus routes and stops are concentrated along River Avenue, all aspects of the catchment are within walking distance of routes towards Liverpool, Bankstown, and Fairfield.

Pedestrian amenity within the centre is varied, with a higher quality public domain in the commercial core compared to surrounding areas. The railway line does limit north-south pedestrian movements, but crossings are provided at the station and at Woodville Road. The amenity, accessibility and safety of railway crossings is an issue.

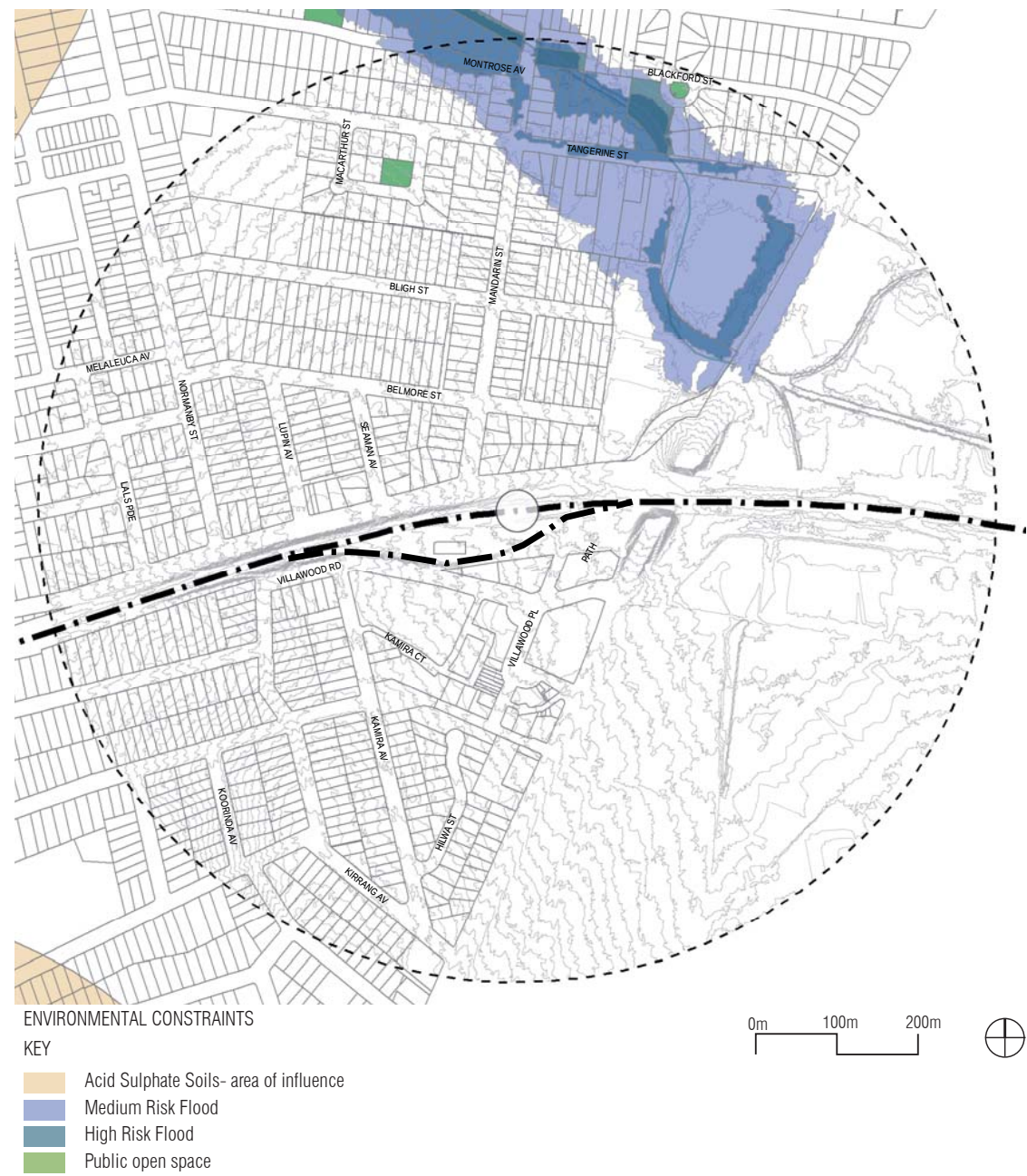
Villawood is located outside the regional bike network.

STUDY AREA 6 VILLAWOOD
ENVIRONMENTAL CONSTRAINTS

The topography of Villawood is relatively flat with high points located to the east.

Villawood is located outside significant waterways, however there are some flooding issues in the far north of the catchment.

The catchment is not impacted by acid sulphate soils.



STUDY AREA 6 VILLAWOOD

PHYSICAL CONSTRAINTS

The railway line and Woodville Road area are the most significant constraints to Villawood, creating physical, visual and noise barriers.

The railway line hinders north-south access and is proposed to be upgraded to include the South Sydney Freight Line. Upgrading of the railway line to enable heavy goods traffic will have significant impacts on noise and vibration along the rail corridor. Where the rail line adjoins residential areas it is proposed to construct an 8m high noise wall along the rail line. This wall will further impede visual and physical connectivity.

Land along the railway line has a low quality amenity and there are potential safety issues around the railway station, particularly at night.

There is limited strata development affecting the precinct.



PHYSICAL CONSTRAINTS

KEY

-  Movement barrier
-  Noise and vibration source
-  Existing strata

STUDY AREA 6 VILLAWOOD

OPPORTUNITIES AND CONSTRAINTS

The key opportunities and constraints to increasing residential densities within the 600m catchment of the proposed Village centre at Villawood include the following:

Opportunities:

- *Department of Housing land:* The numerous DoH properties at Villawood offer opportunities for public sector medium-high density renewal projects.
- *Existing densification:* The presence of quality medium density development, in the form of townhouses around Normanby Street, offers a useful precedent for future development.

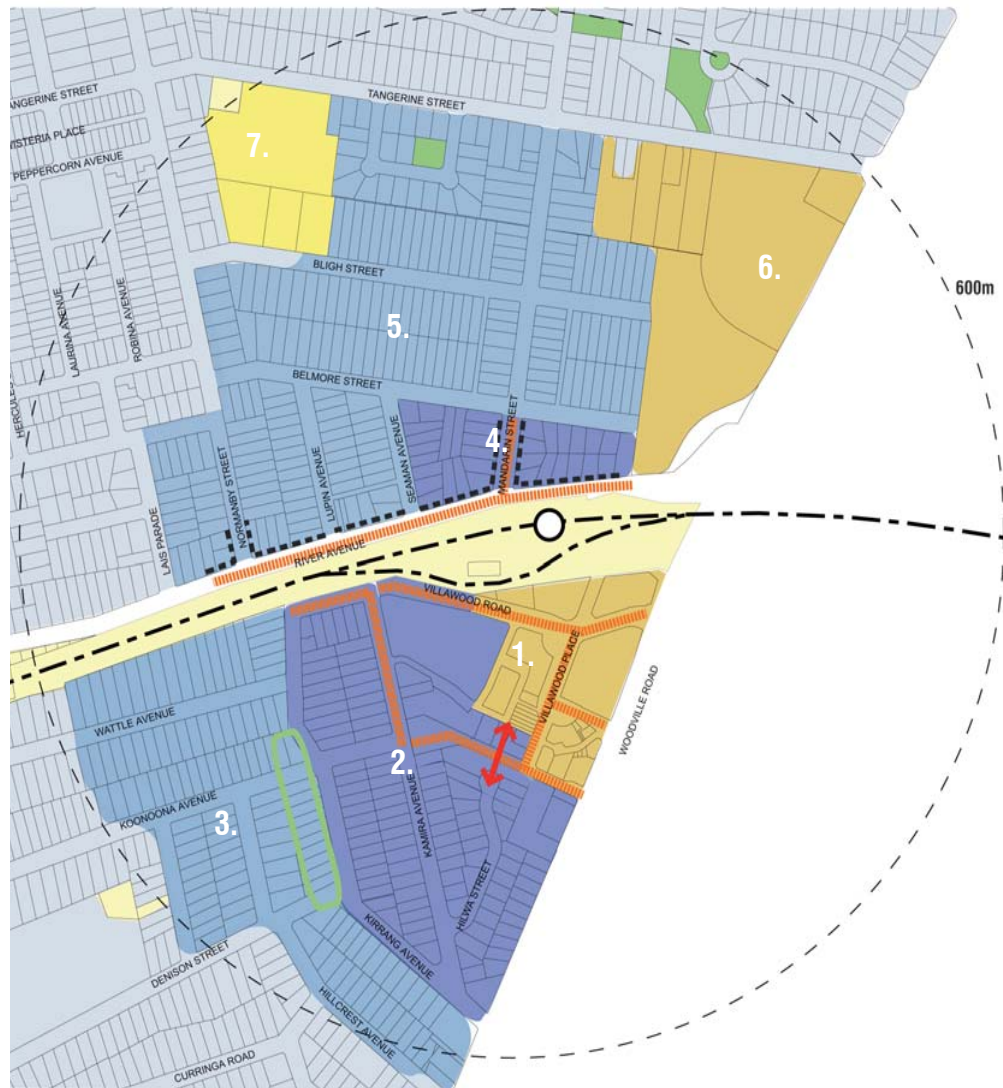
Constraints:

- *Connectivity:* Connections within Villawood are compromised by the railway line running east/west, and by the arterial Woodville Road. There are opportunities for new pedestrian connections, linking the north and south of the study area.

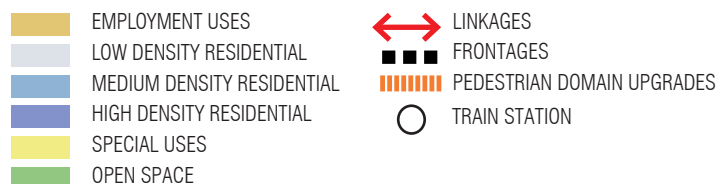
STUDY AREA 6 VILLAWOOD

SUSTAINABILITY MATRIX

VILLAGE	Aspirational Target	Current Status	Recommendations
Dwelling Target	2,100-5,500 dwellings within 600m radius.	337 dwellings in a reduced catchment due to LGA boundary.	Limited opportunity to meet target due to LGA boundary and industrial uses.
Housing Types	Maximum height 6 storeys. High density 30% Medium density 40% Low density 30%.	High density 21% Medium density 5% Low density 74%	Priorities development of medium density dwellings.
Affordable Housing	Affordable housing integrated into new developments.	Significant amount of DoH including future proposal for redevelopment adjacent to commercial core.	Ensure affordable housing integrates with other housing stock and provide mixed income developments.
Employment and Centres	Cluster of shops for daily shopping with 10-50 shops: -Small supermarket -Strip of shops -Limited services -Limited medical services	Contains 20+ shops including a small supermarket, range of small daily shops.	Ensure integration of existing retail area with Department of Housing proposal. Upgrade public domain and enhance pedestrian environment.
Service Infrastructure	Refer all centres	Council to liaise with relevant authorities to determine current capacity.	Provision of services to be reviewed in-line with increases in density
Public Transport	Bus interchange (more than 1 bus) 14 hr services 10 - 15 min frequency	Serviced by railway station and buses. Peak rail services are provided every 5-10 minutes and off peak 15-30mins.	Improve the amenity, access and safety around railway station and the frequency of services.
Open Space and Recreation	1 local park (1-4ha) 3 neighbourhood parks (0.25-2ha) Cycle links to other centres and key destinations Universally accessible pedestrian facilities throughout centre	No local parks and neighbourhood parks are poorly distributed.	Provide additional open space to support new developments and increases in density.
Natural Environment	Refer all centres	Minimal environmental constraints.	
Community Facilities	1 local community health centre 1 preschool 1 public primary school Child care facilities Aged care facilities	Community facilities limited to a public primary school and senior citizens centre.	Provide a community hub and facilities located or adjacent to commercial core.
Urban Design and Public Domain	Active urban space which facilitates formal and informal meeting and gathering spaces i.e. plaza, square, mall etc High quality and safe public domain	Safety issues, particularly around railway North south access through village (through railway)	Provide a public meeting space within commercial core and improved access, amenity and safety around railway line.
Sustainable Development	All new housing to be adaptable and embrace principles of sustainable housing design	Older development does not meet sustainable housing criteria.	Ensure future dwellings are constructed to the standards of SEPP 65 and are accessible.



2031 VISION
KEY



STUDY AREA 6 VILLAWOOD

STRUCTURE PLAN PRINCIPLES

1. Department of Housing land with master plan for high density residential towers. This will be developed in the short term.
2. Extend high density area within walking distance of commercial core and railway station, in the medium term.
3. Provide medium density housing on periphery of walkable catchment in the short term.
4. Opportunity to improve north-south linkages across railway line. If station access and linkages provided, could provide high densities in the medium term.
5. Depending on increased access through railway station, opportunity to increase to medium density in the medium term.
6. Light industrial and bulky goods precinct. Need to manage interface amenity issue.
7. Existing school.
8. Activation and public domain improvements should increase safety and security in the precinct. Upgrades are required in the short term.

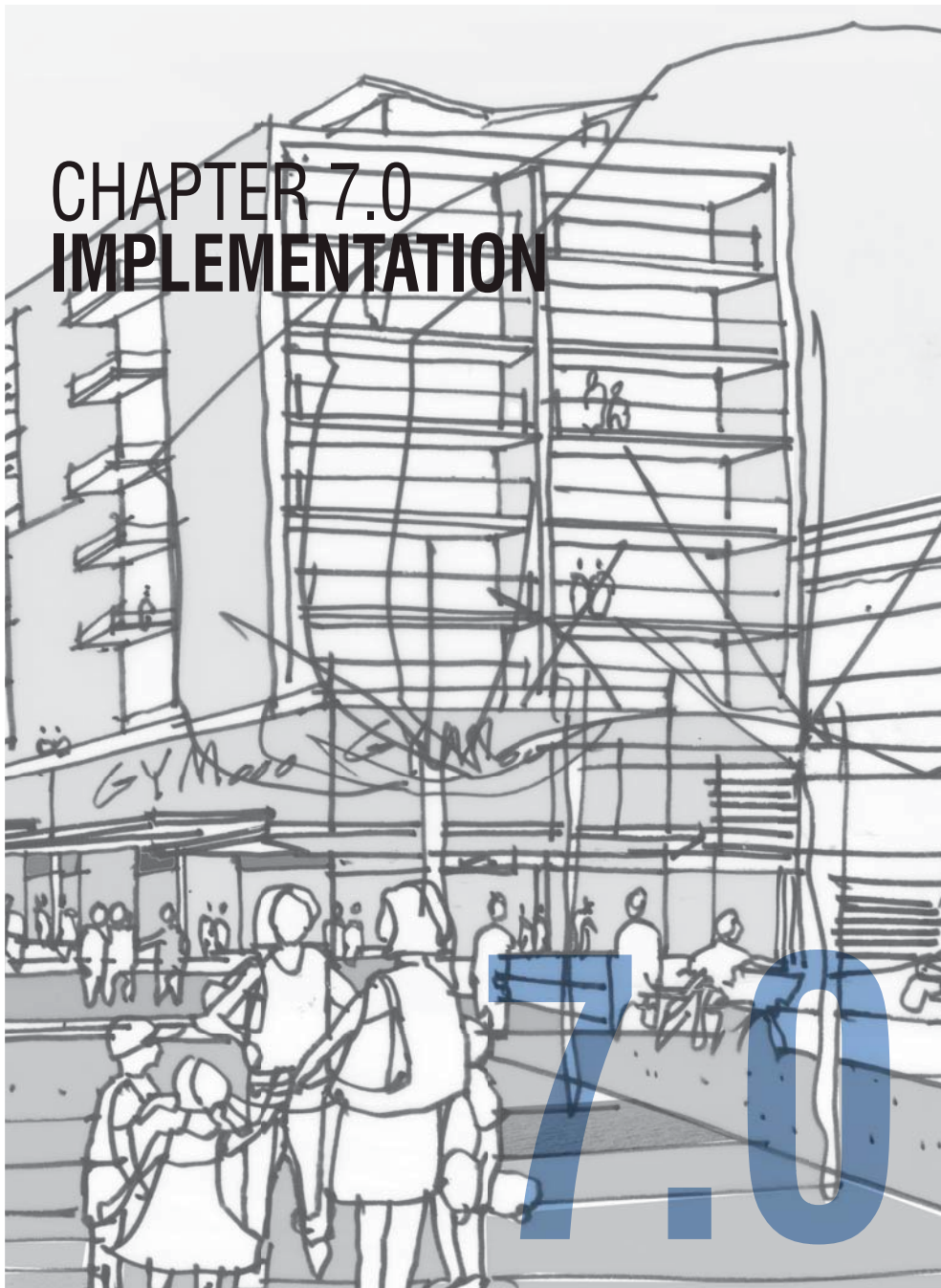
URBAN RENEWAL MASTER PLAN

Villawood is a short to medium term priority location for the preparation of an Urban Renewal Master Plan (URMP). The URMP should establish a long term (20 year) plan which will ensure Villawood meets the required level of services and facilities for a village. The vision for Villawood should be based on the Structure Planning Principles (above) and develop a detailed action and implementation plan to address the Recommendations in the Sustainability Matrix.

The URMP for Villawood should ensure a suitable transition between the lower density areas and the Department of Housing proposal for Kamira Avenue. It should also prioritise development of medium density housing and a range of community facilities and open space to support an increased population.

Details of the general requirements of an Urban Renewal Master Plan are in Section 5.5.

CHAPTER 7.0 IMPLEMENTATION



7.1 NEW DIRECTION FOR FAIRFIELD LGA

The Fairfield RDS is a 20 year strategy which guides the location and type of future residential development within the LGA. The strategy is based on best practice models of sustainable development which seek to ensure future populations are healthy, incorporate a mix of socio-economic groups, sustainable and also existing communities are revitalised. The RDS has focussed primarily on the older established eastern half of the LGA. It is Councils intention to prepare structure plans for the western half of the LGA at a later date.

The review of population and dwelling characteristics (Chapter 3.0) identified that future population growth within the LGA will be minimal with only an additional 1,219 people anticipated by 2031. The minimal growth is primarily due to an ageing population and loss of younger people. Despite the minor increase in population, these trends will have a significant impact on demand for housing through to 2031, with increased demand for smaller dwelling types which suits the needs of older populations and also smaller household types (ie lone person households). An additional 24,000 additional dwellings will be required to meet demand for smaller, more diverse household types to 2031.

To meet future dwelling demand, the Fairfield RDS proposes that 60% of future dwellings (14,400 additional dwellings) be located in the eastern half of the LGA which is close to established transport and community infrastructure. The structure planning in Chapter 6.0 confirms that the eastern centres within the LGA can accommodate these additional dwellings.

At a later stage, the remaining 40% of additional dwellings should be located in the western half of the LGA where the transport and community infrastructure is still developing. The majority of new dwellings should be medium and high density to improve the mix of dwellings across the LGA and ensure that housing meets the needs of an ageing population. Figure 7.1.1 summarises how the additional 24,000 dwellings required by Fairfield LGA will be achieved.

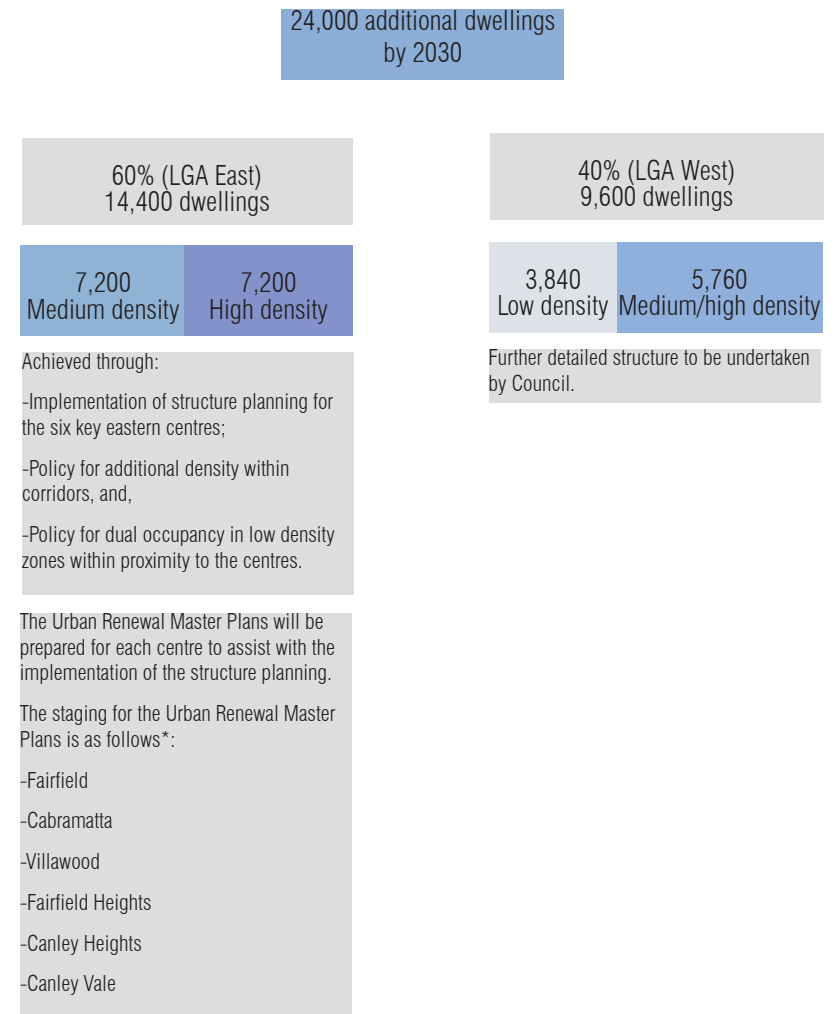
One of the greatest challenges for Fairfield LGA will be to stimulate renewal in existing areas where the land values are low and there are few incentives for redevelopment. Research by Randolph et al (2008) shows that renewal of existing areas in Western Sydney is constrained by low market value and poor viability for new development, in such areas it is proposed a more pro-active approach to planning is employed which seeks to actively stimulate private investment through a range of partnerships, public investment and detailed planning strategies.

These initiatives have been incorporated in a Sustainable Development Framework which will guide future development within the Fairfield LGA. The Framework will assist with the renewal of existing areas, ensure that future housing meets the needs of a changing population and provide the required levels of community, transport and public infrastructure to support the population. The Sustainable Development Framework consists of the following:

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

The implementation of the Sustainable Development Framework is a tool which will assist Council in ensuring future development within the LGA is responsive to the needs of the future community, is a sustainable form of development and meets future housing targets.

Figure 7.1.1 Future Dwellings in Fairfield LGA



*Staging should not restrict development, but locate it initially where it is most viable and best serviced. The staging should inform and prioritise future planning, public domain and infrastructure upgrades to the six centres in-line with where the greatest capacity for growth is achievable.

7.2 STATUTORY PLANNING OBJECTIVES AND ZONING STRATEGIES

The Structure Plans for each of the six centres have used low, medium and high density land uses to guide the land use zoning of these future areas (refer Chapter 6.0). These terms correlate with the Standard LEP Template as follows:

Structure Plan Designation	Standard LEP Template	Potential Permissible Uses
Low density residential	Zone R2 Low Density Residential	Boarding houses; Dwelling houses; Group homes
Medium density residential	Zone R3 Medium Density Residential	Attached dwellings; Boarding houses; Child care centres; Community facilities; Group homes; Multi dwelling housing; Neighbourhood shops; Places of public worship; Seniors housing
High density residential	Zone R4 High Density Residential	Child care centres; Community facilities; Neighbourhood shops; Places of public worship; Residential flat buildings; Shop top housing

7.2.1 Sustainable Design

The Fairfield RDS adopts a Sustainable Development Framework to guide future growth within the LGA to 2031. Critical to this, is ensuring that future dwellings are also designed in a manner which is responsive to the issues of climate change, vulnerability to fossil fuels and water resources (Key Issue L.1.2 pg 63). This can be facilitated by ensuring that new dwellings comply with the highest sustainable design criteria.

Currently, all new dwellings within NSW are required by BASIX to meet a minimum criteria for sustainable design.

Strategies to improve the environmental efficiency and sustainability of new dwellings are contained in Table 4.9.1 in Chapter 4.0.

7.2.2 Adaptable Housing Design

In addition to sustainable design, new dwellings should also be responsive to the needs of an ageing population through utilising elements of adaptable housing design.

Adaptable housing refers to housing that is designed with basic accessible features which can easily be complemented with further features to meet individual needs over time. The dwelling can be easily adapted, if required, to cater for an older or disabled occupant, and then be readapted to a conventional configuration if that person moves out.

Adaptable housing is designed to meet the needs of people across a range of abilities and ages. For example adaptable housing allows people to remain in their homes longer or can accommodate people with disabilities.

Adaptable housing can also allow for different generations of a family to reside in a single home, this is important to meet the needs of different cultural groups but also may be an affordable housing option for some households. Integrating adaptable housing features into a home at the design stage can also provide cost efficiencies when compared to retro-fitting a home.

A range of adaptable design features are outlined in Table 4.9.2 in Chapter 4.0 and should be included in future residential sections of Development Control Plans.

7.3 REVIEW AND MONITORING

Fairfield RDS has been developed to provide guidance in terms of land use planning to accommodate the needs of the Fairfield LGA population through to 2031. As the structure, diversity and size of the population has changed rapidly over the past 20 years, it will continue to do so through to 2030. The key changes that can be anticipated over the next 20 years include:

- Change in population demographics including an ageing demographic and demand for smaller households;
- Increased awareness of sustainable housing;
- Increased demand for affordable housing and housing which is located close to public transport and accessible to employment;
- Evolving community aspirations;

- On-going legislative and planning changes;
- Increased demand for and provision of public transport;
- Adoption of detailed planning controls for key centres such as Fairfield and Cabramatta, and,
- Consideration of capacity for west LGA centres to accommodate additional housing demand.

These issues will need to be reflected into revisions of the RDS. As such it is recommended that the Fairfield RDS is reviewed every five years and takes into account updated ABS Census data and requirements to review and monitor the Comprehensive LEP.

To ensure consistency with future RDS's and also with a RDS for the western half of the LGA, this RDS has been structured in such a manner that the separate elements can be readily reviewed and updated in differing time spans.

Monitoring

The Sustainability Checklist developed as part of the Fairfield RDS is a key tool for monitoring the implementation and achievement of the RDS. In line with reviews of the LEP and release of ABS Census information, an assessment can be made of each centre against the Sustainability Checklist of centre types.

APPENDIX A

SUMMARY OF CONSULTATIONS

SUMMARY OF CONSULTATIONS

Consultation with stakeholders was a key component of the Fairfield Residential Development Strategy. The objectives of the consultation were:

- To engage key stakeholders in the identification of the residential capacity potential of key precincts and the issues and opportunities facing the LGA in obtaining such targets;
- To educate and engage key stakeholders in the issues influencing accommodating future housing needs;
- To ensure key stakeholders have an intrinsic role in the development of residential strategies;
- To provide a range of communication techniques to attract key stakeholder engagement in the preparation of studies; and
- To provide stakeholders with feedback on the progress of consultation, input and outcomes arising from their involvement.

In total five workshops were held during the process, with a wide range of groups consulted at each stage. The table below outlines the workshops.

Date	Workshop	Location
21 July 2008	Fairfield Residential Development Strategy Public Forum	Cabravale Diggers Club
25 September 2008	Fairfield RDS Council Workshop	Fairfield CC
13 November 2008	Community Reference Group Workshop #1	Fairfield CC
11 December 2008	Fairfield RDS Design Workshop	HASSELL
5 February 2009	Community Reference Group Workshop #2	Fairfield CC

Community Reference Group

The Community Reference Group was designed to ensure that all stakeholders were represented through out the Residential Development Strategy process. Following the Fairfield Residential Development Strategy Public Forum in July 2008, interested parties nominated themselves to be part of the Community Reference Group. The nominations were open to all including residents, businesses, development industry representatives and community service providers.

Following the review of the nominations and on 14 October 2008 the Outcomes Committee of Council resolved to endorse the make up of the Community Reference Group. The members were:

Dominic Cammareri	Urban Logic Planning
Helen Yuen	Department of Housing
Tony Fornasier	Canley Vale Chamber of Commerce & Industry
Dan Mijatovic	Condor Designs Architects
Momcilo Romic	
John Orlando	
Nick Dilles	Century 21 Fairfield
Nat Bongiorno	BHAA Pty Ltd
George Marando	Fairfield Chamber of Commerce
Sil Frassetto	Frassetto Design Partnership Pty Ltd

APPENDIX B REFERENCES

State policy documents:

NSW State Plan 2006

Sydney Metropolitan Strategy “City of Cities: A Plan for Sydney’s Future”(2005) and the “West Central Sub Regional Strategy”(2007)

Local documents:

Fairfield Residential Strategy 2003

Urban Capability Study 2002

Fairfield City Plan 2007

Fairfield City Draft Social Plan 2007 to 2010

Fairfield City Social Plan 2007-2009

Fairfield Environmental Management Plan 2006-2016

Employment Lands Study 2007

Fairfield City State of Environment Report 2006-07

Fairfield State of the Community Report 2004

East Fairfield Community Plan: Community Needs Assessment 2008

Fairfield City Retail and Commercial Centres Study 2005

Fairfield and Liverpool Health Service Directory 2008

Research documents:

Randolph, B, “*Socially Sustainable Urban Renewal - Delivering more than numbers*”, City Futures Research Centre, July 2008;

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US Green Building Council LEED for Neighbourhood Development (Pilot Version) 2007;
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Joseph Rowntree Foundation “*Mixed Communities: success and sustainability*”, March 2006,

Commission for Architecture and the Built Environment (CABE) (2008) “*Building for Life*”.

Data Sources

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NSW Department of Planning, NSW Population Projections by SLA, 2005 release

Centre for Affordable Housing, Local Government Housing Kit Data Base, 2008

Fairfield City Council Community Profile.ID, 2008

Fairfield City Council Geographic Information Systems Data

