



Fairfield City
Council's Vision for
Revitalising Fairfield
Heights Town Centre

Adopted 27 March 2018

Fairfield Heights Urban Design Study



Date	Status	Prepared by	Approved by
13 November 2017	Final Draft for Exhibition	Sonny Embleton	Helen Deegan
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* The Fairfield Heights Town Centre Urban Design Study was adopted by the Ordinary Meeting of Council on 27 March 2018.



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1. Introduction and Background

1.1 About Fairfield Heights Town Centre

The Fairfield Heights Town Centre is located upon the traditional lands of the Cabrogal people.

The Fairfield Heights Centre is a local centre within the Fairfield Local Government Area (LGA). The Centre is primarily focused along The Boulevarde, between Polding Street to the north and Beemera Street to the south. The Boulevarde intersects with Bodalla Street, Stanbrook Street, Karabar Street, Kihilla Street, Beemera Street and Station Street within the local centre area.

There are a number of retail and commercial services provided consistent with its role as a local centre. Fairfield Heights Town Centre has experienced economic decline over recent years, evidenced by shop vacancies and the transition in businesses including the closure of long standing local enterprises that also include bank branches. While the decline has impacted on the overall desirability of the centre as a destination for local

shopping and community activity, there is also evidence of investment (e.g. new Woolworths supermarket), new business types (higher end ‘hipster’ café) and the ongoing presence of the Commonwealth Bank branch.

1.2 Purpose of this Study

Fairfield City Council (Council) has engaged TPG Town Planning and Urban Design (lead consultant), LFA Pacific (Urban Design) and AECgroup (Market and Economic Feasibility), to prepare an urban design study for Fairfield Heights Town Centre.

This Study has been undertaken according to the principles set out in the NSW Government’s South West District Plan. In summary, it takes a design-led planning approach that requires urban design that focuses on people in order to create great places to meet, work, exercise and socialise. This requires a holistic focus that includes: the streets, the neighbourhoods, the centres and suburbs that will be real, attractive places and provide a great liveable community for new and existing residents.

This Study has been prepared in response to a proponent initiated Planning Proposal and an identified need by Council to facilitate revitalisation in the Fairfield Heights Town Centre.

The Fairfield Heights Urban Design Study seeks to:

- reflect an analysis of current strengths, weaknesses, opportunities and threats determined through site visits, literature review, and stakeholder consultation;
- outline a strategic approach to planning and development standards impacting upon built form;
- test development scenarios based on economic feasibility and minimising amenity impacts (eg unacceptable overshadowing levels of adjoining development);
- identify road network and public domain improvements in the Town Centre and its immediate surrounding area reflecting existing weaknesses as well as demand generated from future development;

- recommend changes to development standards contained within Fairfield Local Environmental Plan 2013 (FLEP 2013) and development controls within the Fairfield Heights Development Control Plan.

This Study identifies key urban design, built form and place making actions to improve the vitality and vibrancy of the Fairfield Heights Centre. This Study and its recommendations seeks to put in place the foundations and opportunities to create a place that is attractive and liveable for people and capital investment as well as being inclusive and diverse. Above all, the Study’s recommendations will be the means of catalysing and implementing a broader revitalisation of the Fairfield Heights Town Centre.

This Study investigates urban interrelationships across the Fairfield Heights Town Centre to identify potential mutual public and private benefits that can be achieved through the development within the centre. Specifically, the provision of a laneway through private lands connecting Stanbrook and Station Streets to provide a parallel road to The Boulevarde has been identified. The



proposed laneway along the boundary of existing Zone B2 Local Centre and Zone R3 Medium Density Residential offers opportunities for additional car parking, land use separation, as well as providing future development with a street frontage.

The primary focus of this study is the existing town centre as defined by the current business (B2 Local Centre) zone; however some recommendations may apply to surrounding land where it is appropriate to facilitate transition between the Fairfield Heights Centre and surrounding (predominantly residential) land uses.

The urban design work has also taken into account the viability of the recommendations. This ensures that what has been suggested by way of urban design outcomes can be realised over time in an economic sense, responding to changing market cycles. Noting that other issues such as traffic, environmental or specific social implications (other than from a place making perspective) have not been included in this analysis.

There is opportunity for this urban design study to be implemented through:

- a Council initiated Planning Proposal (the investigations and development concepts considered in this study are to provide inputs into potential amendments to the relevant LEP and DCP controls);
- any future applicant initiated planning proposals; and
- any future placed based initiatives having regard to other Council priorities and budgetary considerations.

There is opportunity for this urban design study to be implemented through Fairfield City Council's town planning framework and where relevant through its operational plan or alternatively through applicant led planning proposals. The investigations and development concepts considered in this study are to provide inputs into potential amendments to the relevant LEP and DCP controls.

1.3 Urban Design Study Objectives

To support the functionality of the built form and the well being of a growing residential community, Fairfield City Council seeks to:

a) Reimagine development options for the Fairfield Heights Town Centre that supports a liveable built form, active street frontage, and growth of the local economy – a centre that is developing and business is thriving and where people feel welcome, safe and proud to call it home.

b) Progressively develop a permeable public domain with pedestrian connections with increased walkability and town centre identity through social, cultural and public art elements – a social, healthy and proud community that “celebrates diversity” because of the quality of public places, spaces and connections.

c) Achieve public domain, pedestrian connections and community infrastructure as part of the community benefit offered in future development – exploring proposed changes to existing land use zoning and development standards where it is clear the community also benefits in creating a desirable town centre.

1.4 Stakeholder Engagement

In order to enable the project team to better understand the aspirations of key stakeholders prior to the formulation of development concepts, the proponent led Planning Proposal was reviewed. Council, as a key stakeholder as the local Relevant Planning Authority, was engaged in this study from initiation to its completion. The input from Council's Manager, Place Outcomes was sought during a site visit to Fairfield Heights early in the commencement of the project.

Council held a meeting with the proponent to gauge their views on draft concepts for the Fairfield Heights Town Centre. The response, as indicated by Council staff, was favourable.

This Study will be publicly exhibited and any feedback taken into consideration by Council in the finalisation of this Study and the preparation of any future Planning Proposal to amend existing development controls.



2. Fairfield Heights Town Centre in Context

2.1 Local Context

The Fairfield Heights Town Centre is primarily focused along The Boulevard, between Polding Street to the north and Beemera Street to the south. The Boulevard intersects with Bodalla Street, Stanbrook, Karabar Street, Kihilla Street and Station Street within the Town Centre area.

The Fairfield Heights Centre consists of a combination of small and large lots. Lots on the east side of The Boulevard are generally larger and have a more fragmented land ownership pattern to the east of The Boulevard. Existing land uses include a range of low scale mixed-use developments accommodating retail at ground level, commercial floor space on the first level and with minimal shop-top housing.

There are a number of retail and commercial services that are commensurate with Fairfield Heights' role as a local centre. These include an anchoring Woolworths supermarket (developed in 2013), Australia Post, banking services, cafés, restaurants, bakery, butcher, tax agents, medical centre, medical services, real estate, small grocers, barbers, beauty salons and a car wash. Ethnic clubs such as the Assyrian Club and upper level commercial uses are also accommodated in the Town Centre.

The Fairfield Heights Town Centre is generally defined by the area of land zoned B2 Local Centre. The Centre is surrounded by low and medium density residential development, with a primary school in close proximity.

Minimal provision of public open space exists within or in close proximity to the Fairfield Heights Town Centre for a future population living in apartment style dwellings with ground level access to open space. The nearest recreation space is Fairfield Heights Park (passive recreation), Prospect View Park (active recreation) over 400 metres away from the middle of the Town Centre. The future park along Barton Street which was zoned for local open space to accommodate the nominated high density residential spine along Polding Street is considered not appropriate for future use. The crossing of Polding Street makes it a hazardous and unattractive proposition for future open space use.

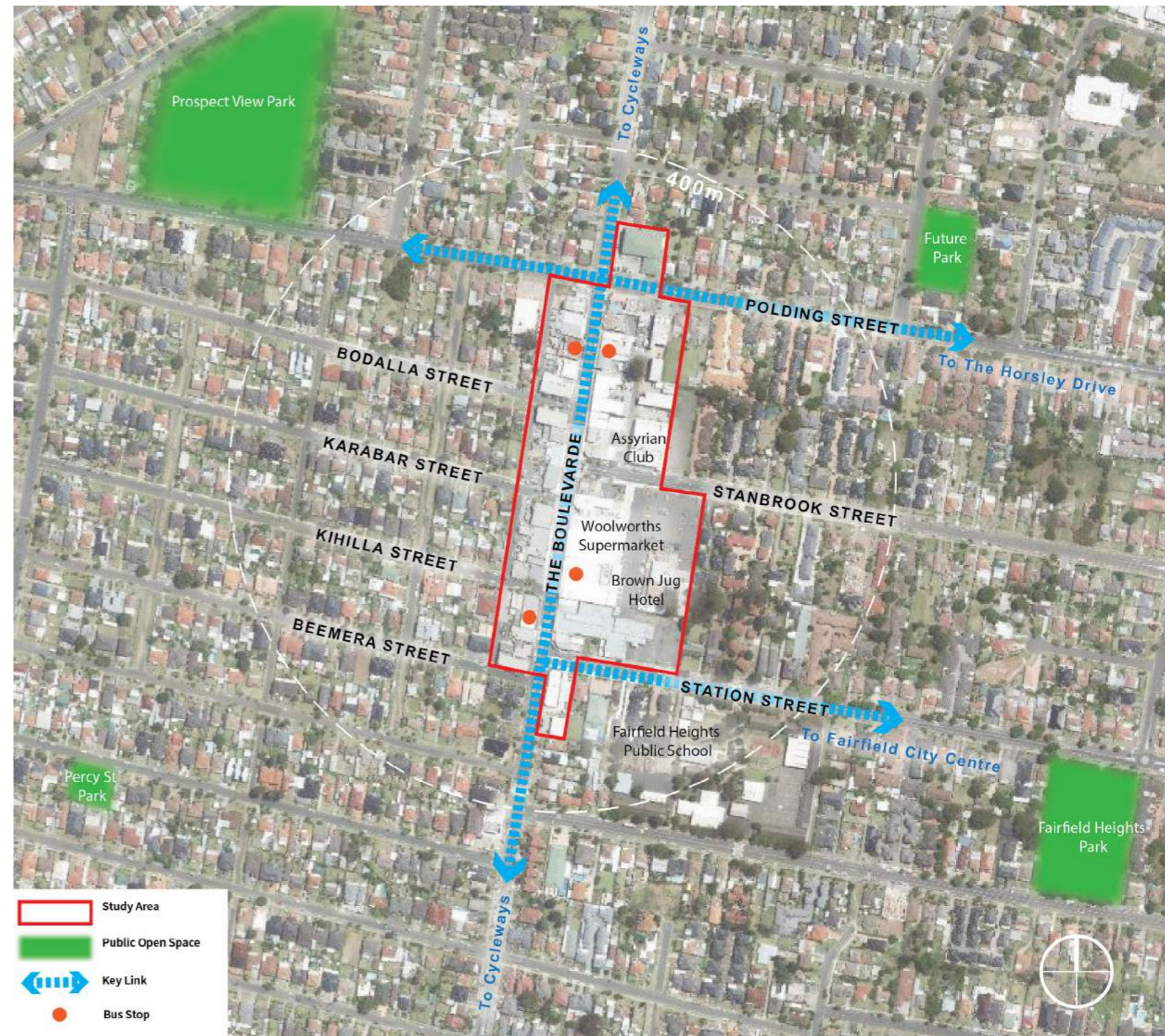


Figure 1. Local Context and Study Area (Source Google Maps/ TPG)

2.2 District Context

Fairfield Heights is located in the north-east of the Fairfield Local Government Area, half-way between the Cumberland Highway and Fairfield City Centre.

The Fairfield Heights town centre is located away from the key arterial road network but is intersected by Polding Street, which has the potential to be an enhanced key east-west public transport link, linking the two major centres of Prairiewood and Fairfield City Centre. Polding Street and Station Street provide key connections between the Fairfield Heights town centre and the Fairfield City Centre.

Fairfield Heights Town Centre is accessible to the broader road network via Smithfield Road (A28) to the M4 Motorway.

Bus route 817 which passes through the town centre provides a quick connection to the Fairfield City Centre and Prairiewood Town Centre (including Fairfield Hospital). The bus route is the primary public transport option servicing Fairfield Heights, to Parramatta and Liverpool regional centres (either via the rail line at Fairfield or the Bus T-way at Prairiewood).

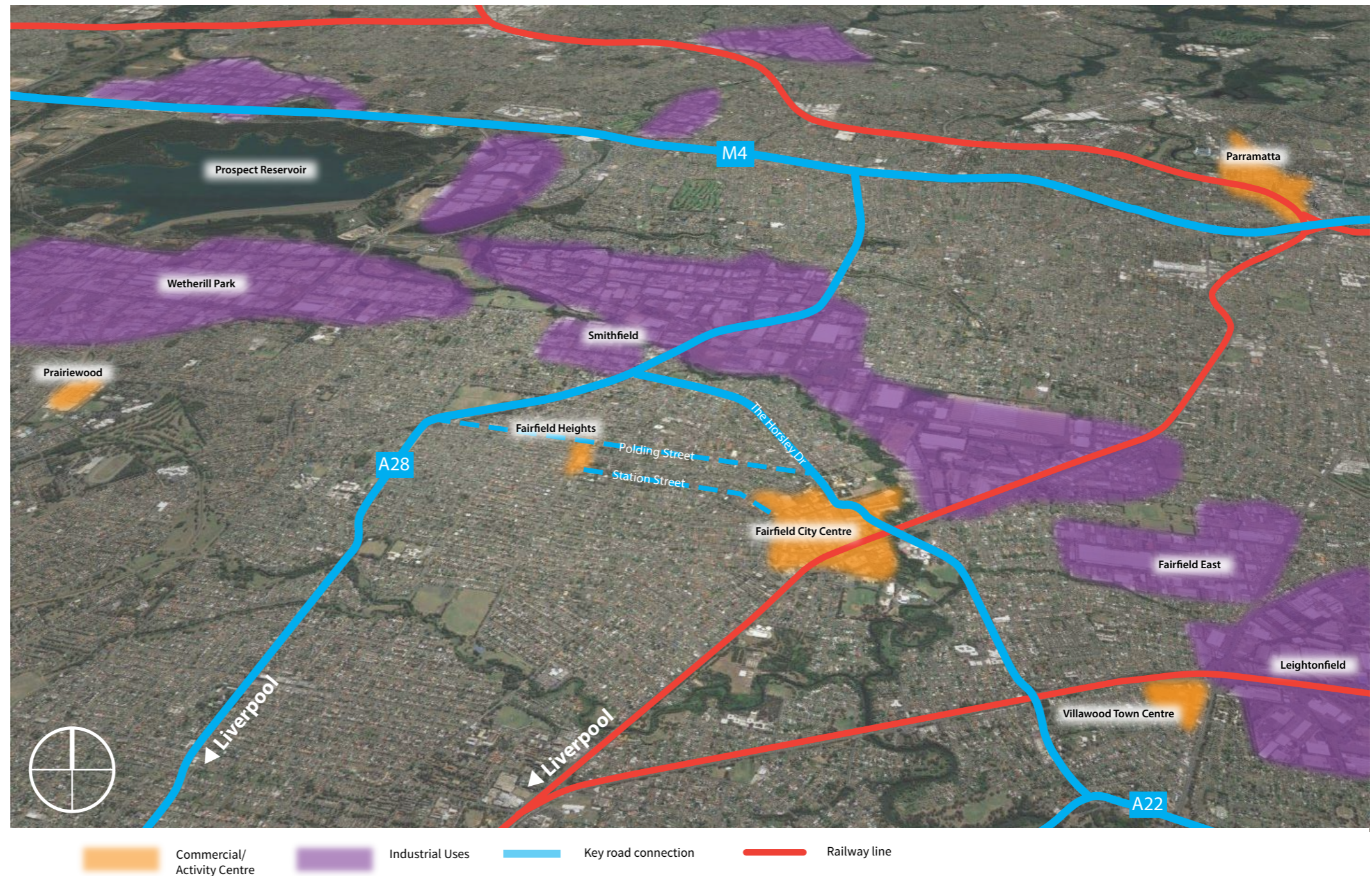


Figure 2. District Context (Source Google Maps/ TPG)

3. Current Planning Context

3.1 Statutory Planning Context

3.1.1 Fairfield Local Environmental Plan 2013

Land use zoning

The Fairfield Heights Town Centre is zoned under the Fairfield Local Environmental Plan 2013 (FLEP 2013) and consists of a B2 Local Centre zone. This zone defines the existing commercial core the centre.

The B2 zone permits a variety of development forms consistent with contemporary town centre activities, including but not limited to shop top housing, medical centres, commercial premises and community facilities.

No RE1 Public Recreation zoned land currently exists within the centre or immediately adjoining the centre to accommodate the needs of future residents. As a guide, Council has used open space with an area between 3,500-5,000m² as an appropriate size to meet neighbourhood needs.

Current land use zoning, height of building and floor space ratio (FSR) mapping is illustrated in Figures 3-5.

Maximum Building Height

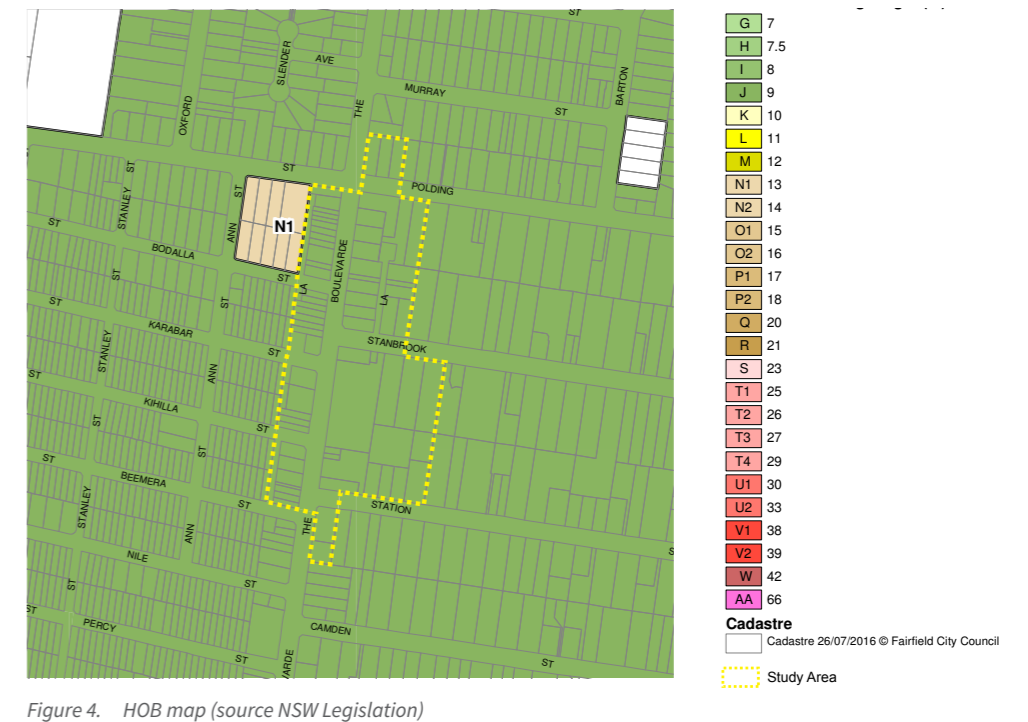
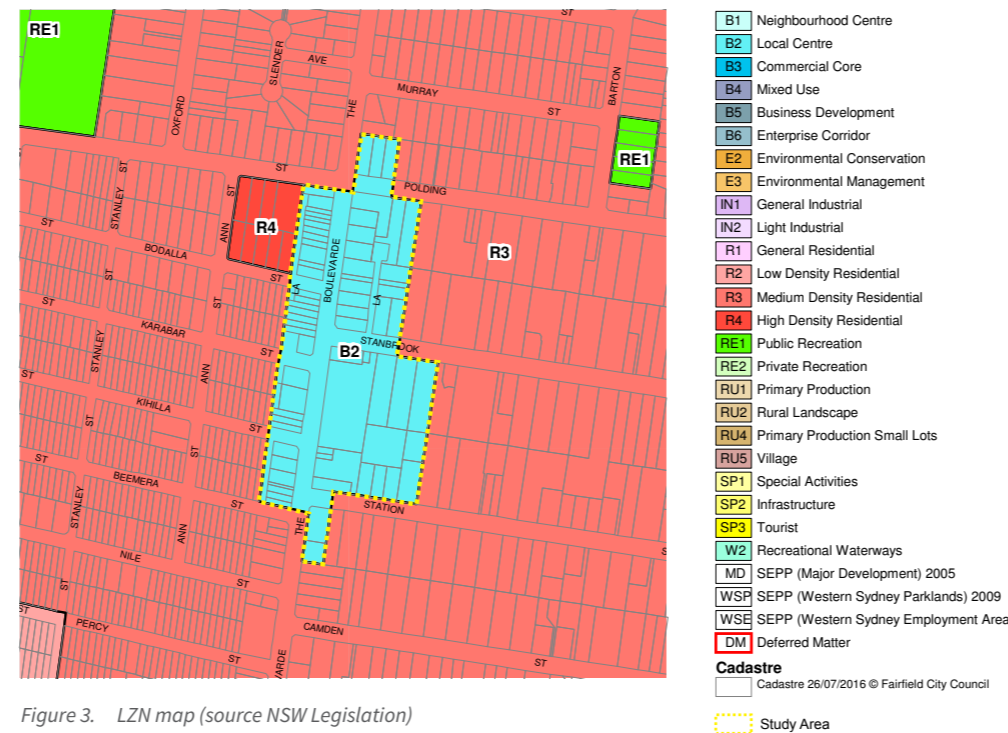
A maximum building height of 9 metres applies within the Centre, which has been the key factor resulting in low scale 1-2 storey forms that presently exist within the centre.

Floor Space Ratio

No FSR limitations are applicable for B2 zoned land within the Fairfield Heights town centre under the FLEP 2013.

Design Excellence

No specific provisions currently exist under the LEP to promote design excellence. Promoting design excellence in the Fairfield Heights Town Centre is therefore limited to relevant SEPPs and provisions under the Fairfield Heights Local Business Centre DCP.



3.1.2 Surrounding Planning Context – Proposed Amendments to FLEP 2013

The Centre is generally surrounded by R3 Medium Density Residential zoned land, with a maximum building height of 9 meters and FSR of 0.45:1.

147 -153 Polding St, 1-3 Bodalla St and adjoining sites

On 23 December 2016, an amendment to the FLEP 2013 was made for land at 147 Polding St, 1-3 Bodalla St and adjoining sites within the block. The amendment included:

- rezoning from R3 Medium Density Residential to R4 High Density Residential;
- altering the Heights of Buildings (HOB) map from 9m to 13m;
- altering the Floor Space Ratio (FSR) map from 0.45:1 to 1.25:1; and
- excluding 'Fairfield Heights' from clause 4.4A (1), so as to enable a blanket FSR of 1.25:1.

3.1.3 Fairfield City Wide Development Control Plan 2013

The Fairfield City Wide DCP generally applies to all land in the Fairfield LGA with the exception of the Western Sydney Employment Area, Western Sydney Parklands and those areas subject to an alternative DCP.

The Fairfield Heights Town Centre is subject to the Fairfield Heights Town Centre Development Control Plan 2013 (FHTCDP 2013) and therefore, the city wide DCP generally does not apply in this Centre. However, the Fairfield Heights DCP adopts certain provisions contained within particular chapters of the Fairfield City-Wide Development Control Plan 2013 relation to matters. These include (but are not limited to):

- Environmental Management and Constraints.
- Flood Management.
- Car parking, Vehicle Access and Management.
- Landscape Planning.

3.1.4 Fairfield Heights Local Business Centre Development Control Plan 2013

The Fairfield Heights Local Business Centre Development Control Plan 2013 (FHLBC DCP 2013) is the primary DCP applicable to the study area. It sets out specific variations to the Fairfield City Wide DCP 2013 to provide an overarching strategic vision for the Fairfield Heights town centre.

Its primary role is to provide standards and controls to ensure any changes improve the business environment and built form of the Centre. Council's objectives for Fairfield Heights Town Centre outlined in the DCP is to:

- improve the amenity of Fairfield Heights Local Business Centre for those who visit and/or work in the Centre;
- encourage a standard of building design which enhances and responds to the character of the Fairfield Heights Local Business Centre;
- ensure the range of shops and services within the Fairfield Heights Local Business Centre is appropriate to local needs;
- ensure that any new development in the Fairfield Heights Local Business Centre does not create an adverse impact on adjacent residential areas;
- ensure the compatibility of land uses and development in the Fairfield Heights Local Business Centre;
- allow Council to control the nature and scale of development in Fairfield Heights Local Business Centre; and
- implement the aims and objectives of Fairfield Local Environmental Plan 2013.

The FHLBC DCP 2013 is applicable to all B2 zoned land within the Fairfield Heights Centre and sets out principles-based guidance for matters including built form, character and design, streetscape, key public place (i.e. Woolworths Forecourt Plaza), pedestrian amenity, landscaping and lighting.

The DCP does not prescribe detailed building envelopes or development standards.

The DCP notes that the majority of premises in the Fairfield Heights Centre have rear lane access; however some sections of the laneway network are still in private ownership.

- 197-203 The Boulevarde (between Karabar and Kihilla Streets)
- 231-239 The Boulevarde (between Bodalla and Karabar Streets)
- 279 The Boulevarde (adjoining Polding Street)

Upon redevelopment of these sites, Council will seek the dedication of the land for road purposes through the development consent process.

This urban design study outlines specific recommendations for built form controls based on opportunities and development concepts. These recommendations may form the basis of future amendments to the DCP to be undertaken by Council.

This urban design study has been developed taking into account key State and local planning strategies.

3.2 Strategic Planning Context

3.2.1 A Plan for Growing Sydney

The relevant metropolitan strategy relating to this locality is *A Plan for Growing Sydney* released by the NSW Department of Planning and Environment in December 2014. The plan identifies growth projections from a whole of Sydney perspective and specifically identifies Western Sydney as a key to Sydney’s success.

The strategy seeks to achieve the following outcomes for Sydney:

- Goal 1: A competitive economy with world-class services and transport.
- Goal 2: A city of housing choice, with homes that meet our needs and lifestyles.
- Goal 3: A great place to live with communities that are strong, healthy and well connected.
- Goal 4: A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources.

The plan identifies Fairfield Heights as being located in the South West Subregion, which is the subject of the Draft South West District Plan.

This urban design study aligns with the vision, directions and outcomes of *A Plan for Growing Sydney*, in particular:

Direction 1.4: Transform the productivity of Western Sydney through growth and investment

The Plan notes the considerable role of Western Sydney in ensuring Sydney’s long term prosperity. Fairfield LGA and Fairfield Heights Town Centre each play a role in ensuring access to employment, housing choice and amenities. This urban design study provides opportunities to stimulate investment and growth in the Fairfield Heights Town Centre.

Direction 2.1: Accelerate housing supply across Sydney

This urban design study identifies and promotes new opportunities for increased housing choice and options in the Fairfield Heights Town Centre. This urban design study aims to facilitate urban renewal in a locality serviced by public transport routes and with access to a range of local employment opportunities and amenities.

Direction 3.1: Revitalise existing suburbs

A Plan for Growing Sydney recognises the social and economic benefits associated with focusing new housing within Sydney’s established suburbs.

This urban design study encourages renewal and revitalisation of the existing Fairfield Heights Town Centre to create new opportunities and greater amenity for the Fairfield Heights and wider community.

Direction 3.2: Create a network of interlinked, multipurpose open and green spaces across Sydney

A Plan for Growing Sydney aims to improve the quality of green spaces and create an interconnected network of open spaces and parks. A more strategic approach to identifying and connecting open spaces will support the development of a city-wide ‘Green Grid’. Open spaces will promote a healthier urban environment, improve community access to recreation and exercise, encourage social interaction, support active transport connections to centres and public transport, and improve the city’s environmental resilience.

Direction 3.3: Create healthy built environments

The built environment can encourage healthy communities by creating mixed-use centres that provide a convenient focus for daily activities. Creating attractive public spaces and improving the quality of the public domain through better design including landscaping, lighting and traffic calming measures in high pedestrian areas.

3.2.2 Draft South West District Plan

The draft South West District Plan was developed by the Greater Sydney Commission . The Plan outlines a vision for Greater Sydney’s South West District, which includes the Fairfield City Council local government area. It has been developed to facilitate greater liveability, improve employment opportunities and to create housing choices and access to amenities that respond to the needs of a changing and growing population.

The Plan does not specifically reference Fairfield Heights Town Centre. However, the centre is complementary to the Fairfield City Centre, which is identified as a District Centre.

The Fairfield City Centre is expected to provide jobs growth from an estimated 5,400 jobs in 2016 to some 10,000 jobs by 2036. It is anticipated that the Fairfield LGA will experience population growth of 20,450, representing 12.5% growth to 2036.

To accommodate that growth, the Draft District Plan establishes a housing target of 3,050 new dwellings in the Fairfield LGA between 2016 and 2021. The District Plan acknowledges the Fairfield Residential Development Strategy (2009) as instrumental in identifying future housing capacity in the Fairfield LGA east of the Cumberland Highway.



This urban design study for Fairfield Heights Town Centre aligns with the key priorities and actions outlined by the District Plan, in particular:

3.3 Integrating land use and transport planning to drive economic activity

The District Plan notes the role of infill development and urban renewal is ongoing in the Fairfield LGA. This urban design study seeks to increase housing opportunities and diversity in the Fairfield Heights Town Centre to assist Fairfield City Council in meeting these targets.

3.7.1 Facilitate local employment in land release and urban renewal areas

The District Plan notes the importance of supporting urban renewal to provide new housing and local employment. This urban design study encourages the establishment of new shop top housing opportunities in the Fairfield Heights Town Centre.

4.6.2 Plan for safe and healthy places

Design-led planning of the public realm – footpaths, squares, open spaces, parks and nature strips – should result in places and streets that are safe and functional that can support people to walk or cycle rather than drive. Walkable, well-lit places and paths can provide a sense of safety for women, young

children and older people, all of whom are often the first to sense that a neighbourhood is not safe – especially after dark.

Healthy built environments, preventing physical and mental health problems, is achieved through the provision of functional well connected streets and public spaces, in neighbourhoods that fulfil the services and social needs of residents. Building on Action 3.3.1 of A Plan for Growing Sydney guidelines for the planning, design and development of a safe and healthy built environment can potentially be more effective if they are incorporated into broader considerations outlined in the Liveability Framework and the Policy on Urban Design and Architecture.

4.7.2 Support the creative arts and culture

The public domain is an important place for cultural exchange through public art, cultural programs and festivals. Neighbourhood street fairs, festivals, fêtes, indoor and outdoor exhibitions, workshops and community markets provide important opportunities for people of all ages and walks of life to experience and participate in arts and culture. In the District, arts and culture promote local identity and provide for the needs of different groups in the community. Nurturing a culture of art in every day local spaces through design led planning can facilitate community cohesion and important liveability outcomes. Arts and cultural policy, investment and actions should be

well integrated into urban development. This can be achieved through Planning Proposals for urban renewal areas.

3.2.3 Better Placed

The NSW Government Architect’s policy, “Better Placed” (May 2017), outlines principles, objects and directions for creating well-designed built environments. This policy establishes a baseline of what is expected to achieve good design, across all projects in NSW. Good design creates useable, user-friendly, enjoyable and attractive places and spaces, which continue to provide value and benefits to people, the place and the natural environment over extended periods. Good design brings benefits socially, environmentally and economically, and builds on these benefits over time – continually adding value.

Better Placed outlines seven key considerations to ensure that the state’s cities, towns, public spaces, landscapes and buildings are well designed. These include context; sustainability; inclusiveness, safety and liveability; functionality; “value adding”; and attractiveness.

For Fairfield Heights town centre, Better Placed brings focus to the need to provide and create public spaces which are sustainable, safe, liveable, attractive and vibrant.

3.2.4 Fairfield Residential Development Strategy 2009 – Study Area 5 Fairfield Heights

The Fairfield Residential Development 2009 provides the framework to accommodate a dwellings target of 24,000 dwellings in the Fairfield LGA by 2031.

The Strategy recommends the following for Fairfield Heights:

- Opportunity to increase dwelling stock;
- Encourage affordable housing in the catchment;
- Maintain diversity and quality of retail and commercial services;
- Provision of services to be reviewed in-line with increases in density;
- Review opportunity to develop Polding Street as a key east-west bus route;
- Increase amount and distribution of open space across catchment, particularly in south-east of catchment;
- Investigate additional open space within the commercial core to increase activation.
- Improve quality of public domain in commercial core; and
- Ensure future dwellings are constructed to the standards of SEPP 65 and are accessible.



In 2012 Council exhibited a change from medium to high density residential land along Polding Street, Murray Street, Slender Avenue and Bodalla Street, Fairfield Heights, to the north of the Fairfield Heights Local Centre. The proposal sought to allow development of up to 6 storey residential flat buildings with a FSR of up to 2:1.

During the exhibition, half of all submissions received opposed the proposal. The rezoning did not proceed.

A recent rezoning of 7,000m² of residential land adjoining the Fairfield Heights local centre from R3 Medium Density Residential to R4 High Density Residential (published 23.12.2016) reduced the height of buildings to 4 storeys (13m) (Refer Section 2)

The following structure planning principles were reflected in the RDS (refer Figure 6).

- Promote shop top housing in commercial core in the short term.
- If Polding Street is developed into a strategic east-west bus link, provide mixed use development along Polding Street over the medium term.
- Reinforce Polding Street as a key axis through provision of high density over the medium term.
- Existing catchment area currently zoned for medium density, with limited uptake. This should be the focus for redevelopment in the short term.

- Currently zoned for medium density lots, future redevelopment limited by existing strata lots.
- Provide linkages to open space and orientate development towards these new access ways in the short term.
- Break up long blocks with mid-block links.
- Investigate civic space.
- Investigate additional open space.

The RDS notes the limited public open space opportunities, particularly in relation to Fairfield Heights Town Centre. As a guide, residents in high density environments (e.g. where access to ground floor outdoor space is absent from the dwelling) should be located within 200 walking distance of open space.

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This urban design study has taken into account the previous structure planning principles in developing a future vision for the Fairfield Heights Town Centre.

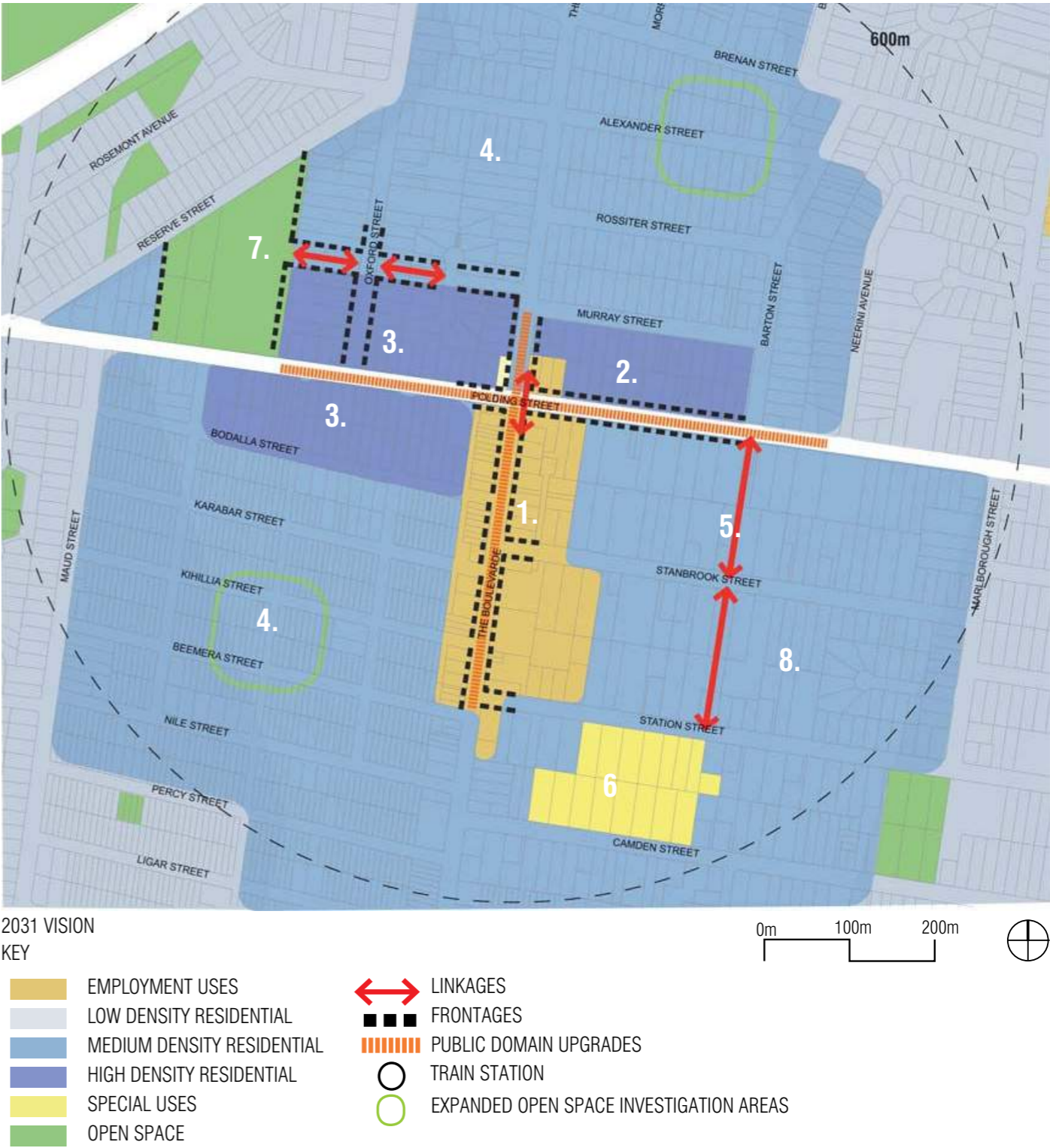


Figure 6. Fairfield Residential Development 2009 Structure Plan for Fairfield Heights (source Fairfield City Council)

4. Current Situation

This section provides an analysis of the current situation in the Fairfield Heights Centre and outlines key challenges that will need to be addressed in order to enhance the vitality and vibrancy of the Centre.

4.1 Local Land Uses

The Fairfield Heights Town Centre is a traditional main street centre, with activity focused along the spine of The Boulevard. Land uses and activity in the centre active generally reflects the cultural diversity of the local area with the Assyrian Club and various restaurants and cafés.

The centre provides for a variety of retail and commercial activities. The Woolworths supermarket is situated in a central location along the main street spine. It was completed in 2013 and provides a key anchor and stimulus for the Centre. The supermarket and adjacent streetscape improvements has made some contribution to the revitalisation of centre and includes a small plaza space combined with a walkway link to car parking at the rear.

The provision of multiple medical services is a current strength within the Fairfield Heights Town Centre and includes services such as medical centres, day surgery, chiropractic, physiotherapy, pathology and pharmacies.

Community facilities in the Fairfield Heights catchment include Fairfield Heights Primary School, two child care centres, a nursing home and a local park along Station Street. Stanbrook Street contains the Assyrian Club with its various facilities including restaurants and reception venue. A new secure at-grade private car park is located adjacent to the Club.

4.2 Town Centre Structure

Fairfield Heights Town Centre is located on The Boulevard, which forms a 'main street' focus for commercial activity. The Centre is generally contained within the terminating axes of Polding Street to the north and Station Street to the south. It sits within a broader

network of grid-like streets, with a small degree of 'spill' of commercial activity along side streets to the east and west of The Boulevard.

The centre is bounded by low scale residential development. Although the surrounding land is of a medium density zoning, the size of residential lots varies with larger strata lots east of The Boulevard and small 'triplex' lots on the western side. Lots to the north are more regular in size (500m² to 600m²).

Open space and civic spaces are limited, particularly in close proximity to the town centre. The nearest opportunities for recreation are some 400m walk from the heart of the centre itself.

4.3 Local Movement and Access

Fairfield Heights Town Centre is situated along a north-south oriented main street known as The Boulevard, which is the commercial area and a key destination for local traffic. This connects to Polding Street at the northern end of the town centre, which is a major east-west vehicle route intersecting the Cumberland Highway to the west and links to the Fairfield City Centre to the east. The remainder of roads in Fairfield Heights are residential and relatively narrow in character.

The road network is generally grid-like in structure, providing good pedestrian connectivity. Bus routes along Brenan and Polding Streets provide regular connections between the Fairfield Heights Town Centre, Fairfield City Centre and Prairiewood as well as further afield to Liverpool, Blacktown, Bonnyrigg and Canley Vale.

Three raised pedestrian crossings distributed evenly along The Boulevard provide for safer crossing opportunities to the benefit of pedestrian amenity and safety. These crossings, in conjunction with the traffic lights at the Polding Street intersection contribute to 'pulsing' of traffic movements along The Boulevard. This enables the intermittent crossing of pedestrians along the Boulevard away from these crossings. A single

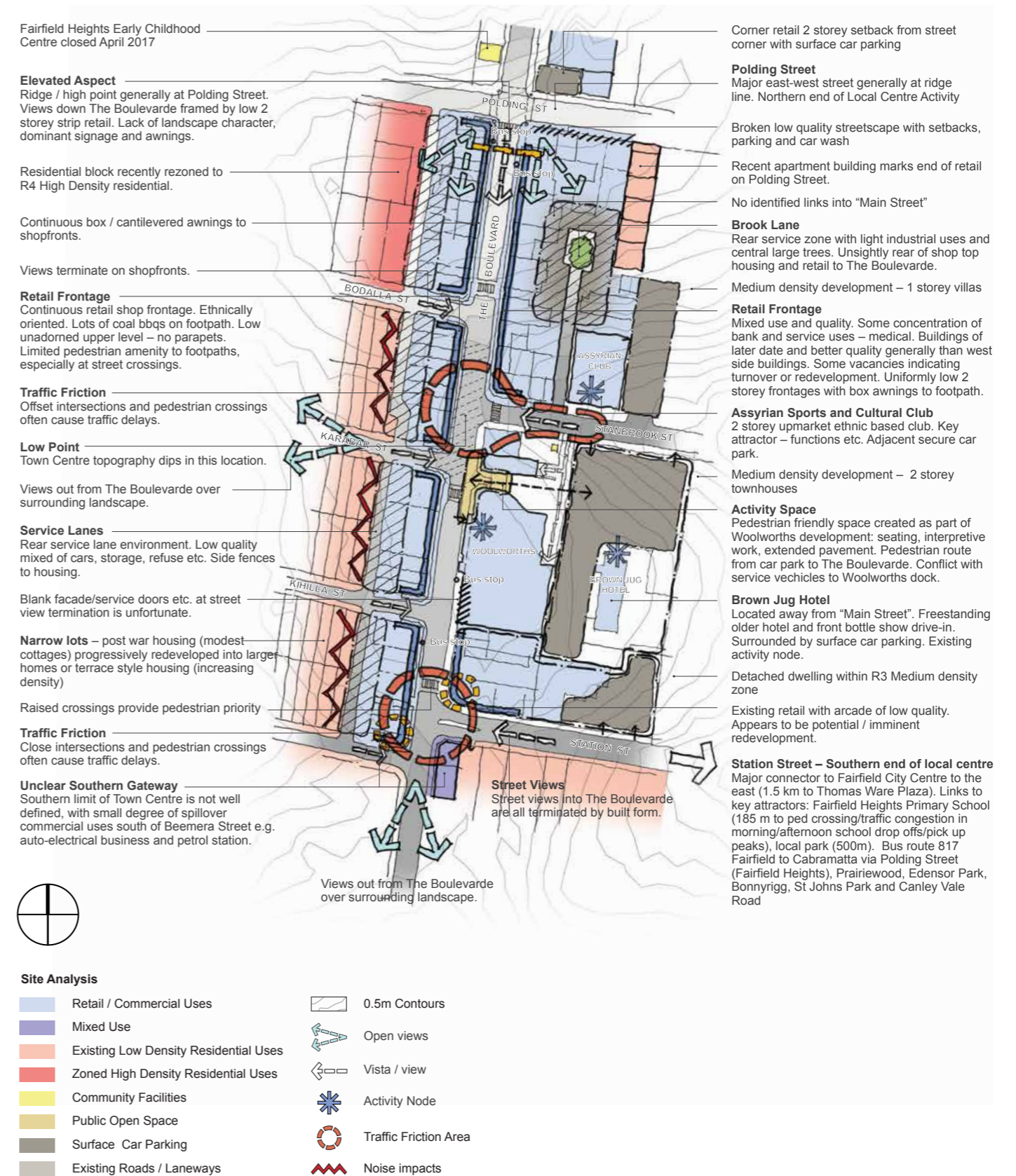


Figure 7. Site Analysis (source LFA)

raised crossing is provided on the eastern side of The Boulevard over Stanbrook Street, however there are no raised crossings to the multiple side streets on the western side of The Boulevard.

A bus route passes through the town centre. Route 817, Fairfield to Cabramatta. The route travels between the Fairfield City Centre (beginning at Fairfield bus and rail interchange), along Station Street, onto The Boulevard (commercial and retail spine of Fairfield Heights), and then onto Polding Street towards Prairiewood (Stockland Wetherill Park, Fairfield Hospital, and the Liverpool to Parramatta Bus T-way station). The bus route is the primary public transport option servicing Fairfield Heights, to Parramatta and Liverpool regional centres that are accessible either by rail from Fairfield or the bus T-way at Prairiewood).

The availability of cycle ways and share ways within and immediately surrounding the Fairfield Heights Town Centre is limited. However The Boulevard and Oxford Street to the north of the town centre provide direct connection to the northern and southern extents of a major 29km loop cycle way. This cycle way connects Prospect Reservoir, Western Sydney Parklands, Orphan School Creek corridor, Canley Vale High School, Fairfield City Centre, Prospect Creek corridor and numerous dedicated cycle ways comprising the broader cycling network (refer Figure 8).

Parking within Fairfield Heights Town Centre is provided on-street, with large parking areas provided as basement parking beneath Woolworths and on-grade at the Brown Jug Hotel site. There are no concentrated public car parking areas controlled by Council.

Traffic friction occurs along The Boulevard, which assists in promoting a slower traffic environment through the centre and is attributed to the following conditions:

- the offset intersection of Stanbrook and Karabar Streets, where an offset to the pedestrian crossings also occurs;
- the offset intersection of Station Street and Beemera Street; and
- three equidistant raised pedestrian crossings along The Boulevard and the corner of The Boulevard and Stanbrook Street.

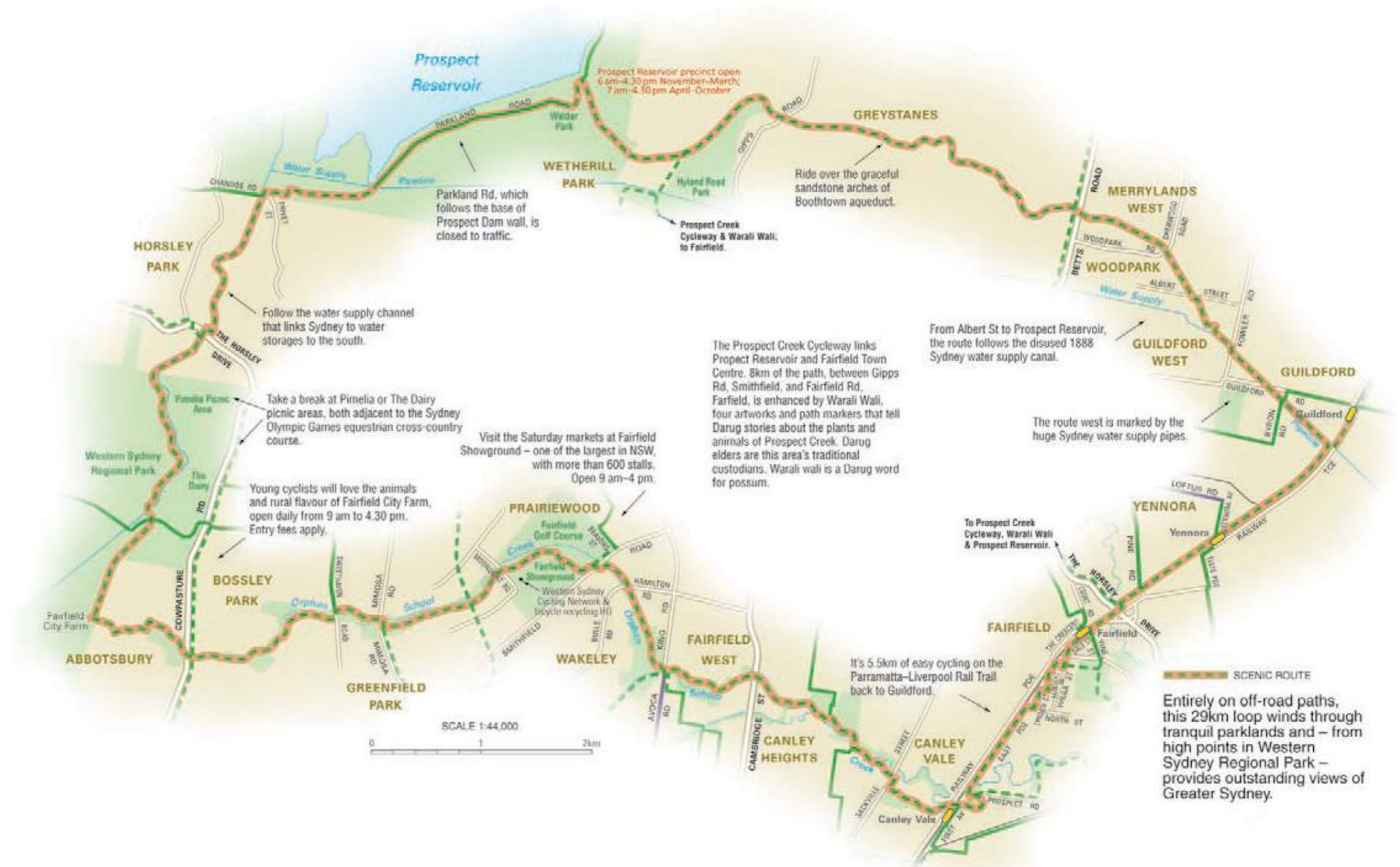


Figure 8. Prospect Reservoir and Orphan School Creek Cycleway (source Fairfield City Council)

Commercial properties on the west side of The Boulevarde are serviced by a continuous rear lane, which provides for parking, vehicle access, deliveries, waste collection and other services. Some of these lanes are presently in private ownership. Council will seek dedication of these lanes as properties develop as outlined in the Fairfield Heights Local Business Centre DCP 2013.

Ann Street further to the west of the centre provides a semi-formalised vehicle and pedestrian link, however it is not built to the standard of a conventional street. Brook Lane services the rear of shops and some old style shop-top flats to east side of The Boulevarde. However this lane does not connect with Polding Street, and does not continue southwards beyond Stanbrook Street.

4.4 Visual and Environmental Amenity

The topography of Fairfield Heights is defined by a high-point near the intersection of Polding Street and The Boulevarde, a low point at the intersections of Stanbrook Street and Karabar Street and a gentle slope upwards towards the south. This topography affords elevated views of The Boulevarde towards the south. As The Boulevarde is oriented along a ridge line, elevated glimpses of the surrounding residential areas are also available from side streets towards the west and potentially from upper levels of development along The Boulevarde.

Street cantilevered awnings are continuous along The Boulevarde providing weather protection for pedestrians and shop fronts. While Fairfield City Council has undertaken investment in the public realm, there are opportunities for improving the visual and landscape quality of the public realm as well as seating and planting.

Paving treatments are generally utilitarian and footpath widths along the lengths of The Boulevarde are generally narrow and not ideal for the outdoor expression of business uses on the footpath, particularly outdoor “alfresco” dining.

Private sector investment into the interface with the public realm has been minimal, which impacts the visual quality of the centre. In particular, excessive use of low quality signage has considerable visual impact. In this regard, there are signs of age, neglect and shop vacancies along the main street of the centre.

Buses and heavy vehicle use of The Boulevarde generates occasional noisy conditions along the street frontage. This can affect the ambience of the centre, however the bus route through the centre provides a significant benefit in terms of local access and connectivity to support local businesses.

4.5 Land parcel dimensions, ownership patterns and built form

Fairfield Heights is contained within a grid subdivision pattern, with The Boulevarde as the main street running north south. Properties to the west are serviced by a rear laneway, with the lot depth of approximately 29 metres. Lot widths vary from approximately 6 metres to 28 metres. Properties to the east are also serviced by rear laneways, with lot depth of approximately 30 to 35 metres, with the Woolworths site being the exception at 50 metres. Lot widths vary from approximately 5.4 metres to 96 metres. Common ownership of small lots in many instances reduces development constraints that would be caused by land ownership fragmentation. Narrow and short sites are not able to provide adequate on site car parking.

Three large development sites are located within the area bound by The Boulevarde, Stanbrook Street, the R3 medium density residential zone boundary and Station Street:

- The Brown Jug Hotel site, 47 Stanbrook Street – 8,236m²;
- The Woolworths supermarket site – 176-186 The Boulevarde – 5,145m²; and
- 164-170 The Boulevarde/Station Street - 3,382m².

As part of any future development proposals, these three sites offer significant opportunities to:

- improve traffic and pedestrian movements through the provision of laneways;
- provide public car parking along the laneways; and
- create a centrally located village square within the Fairfield Heights town centre.

Two storey buildings include upper level uses such as low intensity commercial office space that allows for small-scale offices serving the adjacent residential neighbourhoods, and restaurants. While shop top housing is a permissible use in the centre, there is little evidence of that type of development at present.

The Woolworths development completed in 2013 replaced a smaller grocery outlet. Underground parking, street front retail and a small public place provides a degree of revitalisation to the centre as well as establishing a central anchor, while providing a significant service and local convenience shopping destination.



Woolworths development provides a key anchor on the eastern frontage of The Boulevarde



Key retail spine of The Boulevarde



Medical uses are a strong feature of the centre



Truck and bus movements through the centre impact on the ambience and amenity

4.6 Streetscape, Place Making and Public Realm

Open space and civic spaces in and in close proximity to the Fairfield Heights Town Centre, such as a village square that acts as a focal point for social interaction and community activity, are limited. The closest parks are, at best, a 3-5 minute walk from the peripheries of the Town Centre and include Prospect View Park (290m) and Fairfield Heights Park (350m).

Fairfield City Council has identified for acquisition and appropriately zoned approximately 3,500m² of land on Barton Street (290m from town centre) for the purposes of public recreation. However the site has yet to be developed for its intended purpose. The Barton Street site is unsuitable for consideration in meeting the needs for future residents within the Fairfield Heights Town Centre because of the distance that is required to be travelled, its lack of visibility, and the necessity to cross Polding Street which has a heavy traffic flow and dangerous for unaccompanied children.

A small public space on private land is located adjacent to the Woolworths supermarket, which has been formed by an extended curb and a covered link towards the rear car park with seating, bollards and some artwork. This space is fronted by a pharmacy and a take away food outlet. Whilst this space partly functions in an outdoor alfresco role, it also provides a critical pedestrian link to the main car parking areas behind and in the basement beneath Woolworths. It does not encourage the public to remain in the space, it presents a limited opportunity for

the space to evolve as an ‘urban room’ over time should the adjoining uses better activate the space. The fixed street furniture is showing signs of wear and tear.

Whilst footpath awnings provide a degree of weather protection, minimal tree planting along The Boulevard contributes to a hard streetscape environment that lacks in visual appeal. Street tree planting within footpath areas along The Boulevard is to a large degree, limited by awnings. While some tree planting has been undertaken in the side streets, the only significant trees are in the turnaround head on Brook Lane (off Stanbrook Street) and at the rear of the Brown Jug Hotel site. New tree plantings have been established adjacent to the Woolworths supermarket.

Poor street appeal, combined with the effects of a lack of civic open space in the form of a “village square” and opportunities for public gathering on streets, contributes to the tendency for ‘buy and go’ rather than lingering in the Town Centre. Public interaction and gathering are not a significant element of the Centre’s character. Outdoor alfresco dining does not occur to any significant degree throughout the Town Centre. This may in part be attributed to narrow footpath widths along The Boulevard and the local demographics which have not created a sufficient local market.

There is some evidence of retail display on footpaths, which if undertaken in accordance with relevant Council guidelines, offers potential to contribute to visual interest and liveliness of the retail strip.



A small public plaza space adjacent to the Woolworths supermarket



Minimal tree planting is provided in the Centre, partly due to conflict with shade awnings



Hard streetscapes lack visual appeal



There are few examples of alfresco dining along The Boulevard



Two storey red brick basic construction with continuous box awnings. Awnings have precluded street tree planting.



Cross walks contribute to the pulsing of traffic and slower traffic movement through the Fairfield Heights Centre



Built form quality is presently lacking in the Fairfield Heights centre.



Hard streetscapes lack shade and visual appeal

5. Opportunities and Constraints

As demonstrated within the opportunities and constraints diagram in Figure 9, there are a number of opportunities that could be built upon to achieve the objectives identified in Section 1.3.

5.1 Key Constraints

It is important to note that there are some constraints that need to be considered in regard to the successful implementation of identified opportunities. Some of these constraints are short to medium term, such as leasing or excising occupancy arrangements, while others are long term and may involve lot consolidation to overcome land ownership fragmentation.

- Fragmented land ownership may be a barrier to redevelopment of the older one and two storey retail buildings prevalent throughout the town centre.
- Narrow footpaths along The Boulevarde, which limit ability to activate footpaths and introduce street tree planting due to awning overhang.
- The town centre is surrounded by low and medium density residential development up to two storeys.
- The limited opportunities to meet District Plan requirement to provide a well located neighbourhood park of 3,500-5,000m² to accommodate future population growth due to the number of strata developments adjoining the site to the east and the narrow lot development and subdivision pattern to the west of The Boulevarde.

It is noted that there are a number of possible constraints to achieving redevelopment of the corner Stanbrook and The Boulevarde into a civic square. These include leasing arrangements of the TAB, location of telecommunications infrastructure on top of the building and Woolworths car park access structure. In the absence of a long term acquisition plan which is the preferred option, this may necessitate an alternate approach that utilises setback of building recesses, and widening of footpaths adjacent to that intersection.

5.2 Opportunities

Public Realm and Built Form Interface

- Build on Council's past investment in the public realm with streetscape improvements that seek to improve visual appeal of streetscapes and establish new public places for people to linger and contribute to the long term vitality and vibrancy of the centre. This may involve:
 - » Creation of a centrally located town centre square or civic space located at Stanbrook Street and The Boulevarde, with the acquisition of the northern site offering less constraints as well as opening up sight lines to the Assyrian club, thereby activating the space.
 - » Consideration for soft paving treatments or a bump up, bump down traffic calming device within the adjacent carriageway may be considered to enhance pedestrian amenity (subject to traffic and civil engineering inputs).
 - » Increase provision of street trees, street furniture and public art along The Boulevarde to enhance the visual appearance and comfort of the streetscape by creating additional destinations, visual interest and shade along The Boulevarde.
 - » Existing vacant land used for car parking to accommodate existing and future residential development, ideally to the north of south with a minimum area of 3,000m².
 - » Identification for rezoning land for open space on the immediate periphery of town centre to accompany planning proposal for increase to development standards, with longer term acquisition through Section 94 Direct Developer Contribution Plan. Two sites identified for investigation:



Figure 9. Constraints and Opportunities (source LFA)

- » **Station Street** (two properties, northern side, approximately 3,020m²) adjacent to the east of town centre with possible secondary frontage created by a new north south link lane connecting Station Street and Stanbrook Street via the rear of the Brown Jug Hotel site (47 Stanbrook St) and 132 Station Street.
- » **Bodalla/Karabar Streets** (four adjoining properties, approximately 3,140m²) adjacent to the west of town centre with secondary frontage created by laneway connecting Bodalla and Karabar Streets and serving the commercial properties along The Boulevard.
- » Potential enhancement of Ann Street to establish new public opens space/ green links by including tree planting and seating.
- Promote upgrade to ageing shop fronts and building frontages to improve visual streetscape qualities of building interface with the public realm.
- Removal of poor quality and redundant signage.

Connectivity and Access

- Improved pedestrian, cycling and mobility scooter amenity and a fairer and safer balance between vehicle movement and active/ alternative modes of transport. This may involve:
 - » Provision of raised crossings to western side streets to enable safe and continuous pedestrian movement along the western side of The Boulevard.
- » Consideration for safe cycling along The Boulevard potentially in the form of a cycle lane or share path noting the importance of The Boulevard and Oxford Street as a key access opportunity to the broader Prospect Creek/ Orphan School Creek cycling loop.
- » Consideration for the modification or closure of the Karabar Street and The Boulevard intersection to create a new public place, which may include alfresco dining and landscaped public gathering place address issues associated by the proximity of intersections. This may potentially involve re-routing traffic via Ann Street or a left in left out traffic arrangement for Ann Street.
- » Widening footpaths at key intersections and include tree plantings within the road reserve (potentially within extended footpath 'blisters' to avoid need for alterations to awnings).
- » Enhance connection to adjacent neighbourhoods via side streets.
- » Widening of footpaths along Station Street to enhance pedestrian connection between the Fairfield Heights town centre, Fairfield Public School, Fairfield Heights Park and Fairfield City Centre. Consideration for additional tree planting to enhance the green route qualities of Station Street.
- » Installation of way finding signage at key intersections. This may include recognition of the town centre in relation to Fairfield City Centre, local parks and gardens and the wider cycling network.

- Potential to identify new nose-in car parking opportunities along rear laneways and Ann Street.
- Ensure high visual quality of laneways and functionality as new development occurs, which may be assisted through design guidelines.
- Rear laneways should form the primary vehicle and servicing access route with passive surveillance provided by upper level uses. In some locations active uses (e.g. rear courtyards for cafés may be desirable).
- Ensure provision of highly desirable laneway between Stanbrook Street and Station Street adjoining the B2 Local Centre and R3 Medium Density Zone boundary to improve vehicular and pedestrian movement and provide on street angled car parking.
- Potential to extend laneway behind Woolworths to connect Stanbrook Street and Station Street by formalising the existing Woolworths accessway (on 176-186 The Boulevard) to the proposed eastern boundary laneway (Option A) or directly to Station Street (Option B) to assist in the movement of trucks and provide rear servicing.

Option A provides the following additional advantages:

- » A northern aspect for future development on 164 The Boulevard.
- » Additional laneway frontage and rear/side servicing to development on 164 The Boulevard and 47 Stanbrook Street (Brown Jug site).

- » Building separation between 164 The Boulevard and 47 Stanbrook Street development sites.
- » Keeps intact 164 The Boulevard (Lots 2 DP 554495, Lot 1, 2, 3 DP 231726) development site, thereby providing a continuous active street frontage on Station Street.
- » Reduces traffic conflict with the functioning of The Boulevard/Station Street intersection compared to Option B (due to the additional distance from the intersection).
- The provision of open space immediately adjacent to the town centre to ensure at grade open space to meet the needs of future growing population including families with children living in apartments.
- The provision civic space in the heart of the town, located at Stanbrook Street and The Boulevard, to provide a walkable, well-lit and seen place that can provide a sense of safety for women, young children and older people, all of whom are often the first to sense that a neighbourhood is welcoming and safe .

Built Form and Design Quality

- Architectural opportunities exist to enhance the quality of built form and respond to unique opportunities within the Fairfield Heights Town Centre's structure. These include highlighting:
 - » the primary northern gateway at Polding Street and southern gateway at Beemera and Station Streets;



Opportunity to establish a gateway at key intersections such as Polding Street and Station Street



Medical related services are a key strength of the Fairfield Heights Centre

- » secondary and minor gateway sites at key corners intersections between Polding Street and Beemera Street;
- » the termination of views from side streets on The Boulevarde through creation of design features and massing elements for buildings, which terminate these vistas; and
- » high quality built form that reflects the human scale through appropriate consideration for building heights, upper level setbacks and a high level of architectural articulation.

Shop-Top Housing

- Focus on reinforcing the existing commercial core rather than growing into neighbouring areas.
- Increase residential development in the Fairfield Heights Town Centre in a shop top housing format to assist in reinforcing the viability of local business and increase vibrancy.
- Increased building height within the centre will provide greater economic incentive to develop shop top housing to benefit the public domain in terms of enhancing the sense of enclosure along The Boulevarde, and increase levels of activity during the day and night.
- Acknowledge the existing human scale of the centre through future built form including upper level setbacks and architectural treatments that respond well to existing form whilst establishing a new architectural benchmark for the centre.
- Ensure a cohesive urban form is established during all stages of the Town Centre's redevelopment. Amalgamation of lots along The Boulevarde will likely be required in many instances to achieve sufficient lot widths (minimum of 1,200 m² recommended) to accommodate basement car parking and efficient floor plans.
- Establishing a new architectural benchmark for the centre.

Opportunity sites

- The Woolworths and adjacent Brown Jug Hotel site represents the largest development potential to stimulate the Centre. Redevelopment could include a public space linked to The Boulevarde.
- There is potential to include a new laneway link along the eastern boundary, from Stanbrook Street to Station Street, with angled public car parking, laneway tree planting, and a pedestrian link with residential development on the ground level fronting the laneway to provide an address as well as casual surveillance. The laneway would provide a buffer between the local centre and adjoining residential development in Stanbrook and Station Streets.
- Development opportunities exist for a consolidated site providing for development of six storeys in height on the north east corner of Station Street and The Boulevarde (164 The Boulevarde - Lots 2 DP 554495, Lot 1, 2, 3 DP 231726) with the provision and dedication of proposed laneways as shown in Figure 10. Potential for Woolworths service access to connect with proposed laneways by one of two alternative options: Option A (connecting to proposed eastern boundary laneway); and Option B (direct connection by formalising existing Woolworths accessway off Stanbrook Street by the provision of a laneway directly to Station Street). An additional two storeys (6.5 metres) may be considered with evidence of design excellence.
- Progressive upgrading of rear western laneway to improve visual quality as well as potential for rear pedestrian access for new residential development to ensure shop fronts are not broken by stairwell entries.
- To assist in transitioning between an upscaled town centre and outer lying two storey residential lands, broader opportunities exist with the residential lands east of the Fairfield Heights Town Centre and south along The Boulevarde, which may be appropriate for higher density residential flat buildings up to four storeys within the existing R3 Medium Density Residential Land.



The Woolworths/ Brown Jug Hotel site is a key opportunity site in the Fairfield Heights centre



Opportunity to reinforce the visual appeal and character of corner sites



Plaza and public places are limited in and around the Fairfield Heights centre



Potential to rethink street design to include trees for shading, alfresco dining and additional seating will result in some loss of kerbside parking that could potentially be regained in other part of the Centre.

6. Urban Framework and Development Strategy

6.1 Urban Design Objectives

Following review of the background material and analysis of the opportunities and constraints, the following key urban design objectives for Fairfield Heights Town Centre have been developed:

Accessibility/Connectivity

- To create a robust, walkable town centre with accessible services, facilities, open spaces and public transport connections (bus).
- To provide attractive opportunities and incentives for future developers through exploring changes to existing planning and development standards that would also provide community benefits through the provision of laneways and public car parking.

Built form and land uses

- To develop a mixed use character with a focus on residential and opportunities for work, life and play.
- To provide attractive opportunities for future developers to deliver desired built form and place making outcomes guided by appropriate bulk (building footprints) and scale (height of building)
- To incorporate sustainability practices in urban design, landscape and building design (e.g. solar passive design and energy efficiency).
- To address and improve the interface between mixed use development sites and adjoining residential land uses.

Centre vitality and economy

- To transform Fairfield Heights Town Centre into an active, safe and vibrant local centre.
- To encourage apartment style living to enliven and regenerate the town centre and stimulate business activity.

Civic and open spaces

- To support place-making in Fairfield Heights Town Centre to increase local identity, memorable experiences and sense of place.
- To provide enjoyable, active, permeable, high quality public domain and open spaces through social, cultural and public art elements.
- To provide attractive opportunities and incentives for future developers through exploring changes to existing planning and development standards that would also provide community benefits through the provision of public spaces.
- To undertake streetscape improvements to The Boulevard as the main focus of retail and community activity.

Housing

- To support the development of shop-top apartment style housing/ mixed use development along The Boulevard main street, side streets and larger sites.
- To integrate future housing with new or existing community facilities and open space would provide community benefits.



Streetscape treatments to create new places for people (source Mark Wilson Media)



Human scaled architecture that establishes a sense of arrival at key corners and intersections



Interactive public spaces provide a variety of opportunities for community inclusion



A strong relationship between buildings and public places

6.2 Urban Design Principles

To support delivery of these objectives, the following key urban design principles have been established:

Accessibility / Connectivity

- Provide for a laneway between Stanbrook Street and Station Street for vehicular and pedestrian movement, as well as public car parking.
- Potential for Woolworths service access to connect with the new laneway if necessary.

Centre vitality and economy

- Encourage new housing accessible to public transport services and facilities that will support the viability of a range of commercial uses within the town centre.
- Establish appropriate bulk, scale and heights that will create the residential densities required to provide a vibrant and active centre and taking into account local context.

New Development

- Ensure development is consistent with the requirements and practices set out in SEPP 65 and the Apartment Design Guide.
- Continue and reinforce the definition of The Boulevard with low rise street edge mixed use buildings, using upper level setbacks to retain pedestrian scale and character.
- Establish a sense of arrival with distinctive built form at the north and south gateways.

- Safer by Design principles to be incorporated (CPTED implementation with projects).
- Appropriate design measures to mitigate noise impacts associated with Polding Street.
- Active frontages to mixed use developments required to The Boulevard, Stanbrook Street, Station Street, Karabar Street and Polding Street.
- Awnings or colonnades for weather protection to all retail uses.

Public Domain

- Create a central village square focused on the intersection of The Boulevard/Stanbrook Street to provide a 'community heart' as a focal point for social interaction.
- New development should positively address the village square with activated shop fronts at ground level and living areas above ground to encourage casual surveillance
- Allow the Centre to develop with a 'fine grain' character retained.
- New paving, tree-planting and street furniture.
- Support environment and sustainability by tree planting, landscape and rain gardens.

Community facility

- Replace ageing community facility (Fairfield Heights Early Childhood Baby Health Centre) with appropriate purpose designed new facilities either on-site or elsewhere close to town centre.



High quality architectural design that creates a strong relationship with the street and public realm



Addressing lane ways with balconies, terraces and openings will assist in improving pedestrian amenity and safety.



Inclusive public places that provide for recreation and play



Soft landscaping elements and alfresco to enhance vibrancy, shade and walkability



Interactive public spaces provide a variety of opportunities for community inclusion



A strong relationship between buildings and public places

6.3 Urban Framework Plan

Taking into account these urban design objectives and principles, an Urban Framework Plan has been prepared to guide future development.

The Plan is focused on The Boulevarde as the main street with activated retail to ground floor and integrated shop-top housing generally to 4 storeys with up to 6 or more storeys in key or strategic locations.

Gateway treatments are proposed to define the north and south entry points to the Centre.

Public domain initiatives focus on providing a number of new civic spaces in the core area around Stanbrook and Karabar Streets and streetscape enhancement with raised pedestrian crossings and street planting elsewhere.

New development is to be accessed and serviced from new laneways and there is the potential for shopper car parking to be located within the underutilised Ann Street reservation.

The Plan also identifies the need to investigate new open space and access provisions to facilitate create greater social cohesion and accessibility within the Centre.

The desired development strategy for the Fairfield Heights Town Centre is described as follows:

- Height of Building along The Boulevarde at 4 storeys to encourage human scaled higher density mixed use/ shop top housing development with a three metre setback on Level 4 to reduce building bulk.
- Height of Building for properties located at terminating vistas and key corners at an additional 1-2 storeys.
- Amalgamation of small lots to create an optimal built form outcome on sites with sufficient area and dimensions to provide for at grade or underground car parking and meet SEPP65/Apartment Design Guide (ADG) requirements for apartments and mixed use buildings.
- Pursue identified opportunities for the establishment of a Village Square within the heart of the town centre, on corner sites of Stanbrook Street and The Boulevarde so as to create a vibrant transition from suburban centre to a more urban place.
- Ensure appropriate transition in building heights between future development within Zone B2 Local Centre land and adjoining residential development by restricting the number of storeys in mixed use developments to 4 storeys, as well as creating additional buffers for greater heights (e.g. new eastern boundary laneway and proposed open space).



Interactive and vibrant streetscapes



Upper level setbacks assist in creating human scaled streets



Figure 10. Urban Framework Plan (Source LFA)

6.4 Built form typologies

The following development concepts have been prepared to provide additional built form detail to the Urban Framework. These will result in a number of repeated building typologies throughout the Town Centre, which are described as follows:

Gateway Corner

Corner buildings (i.e. address two key streets) that define a key gateway entrance to the Fairfield Heights Town Centre or which terminates a key vista.

End Block

Corner buildings on minor streets with a stronger built form element to reinforce the corner.

Mid Block

Buildings that address a single street such as The Boulevarde and have no secondary street, where buildings are designed to reflect the human scale.

These are illustrated as Figures 11-13 with preferred development outcomes for each typology provided beneath.

The Woolworths/ Brown Jug Hotel site is considered separately to the broader town centre, however the application of streetscape principles has been adopted for that site should be consistent with the broader town centre. See Section 6.5.

Gateway Corner

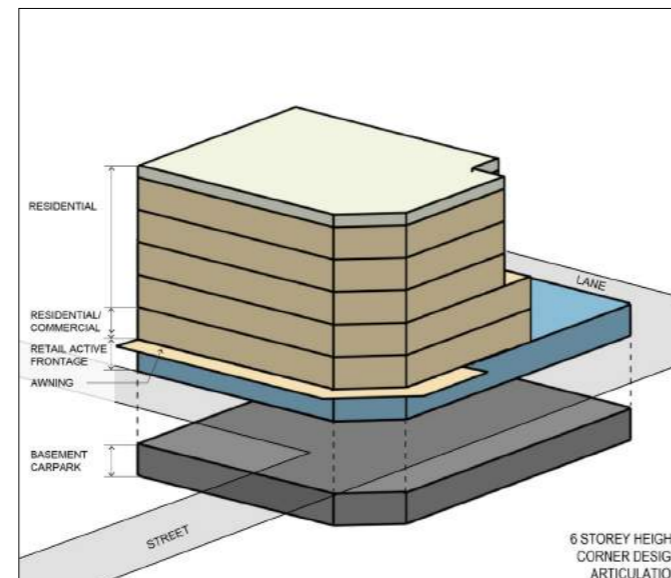


Figure 11. Gateway Corner

Gateway Desired Development Outcome

- 6 storey building addressing both corners with minimal setback to both street edges.
- 8 storeys may be achieved in some locations subject to design excellence and acceptable amenity impacts (overshadowing).
- Architectural feature to address the corner
- Taller building element set back from lane ways.
- Car parking to be provided in underground basement and/ or sleeved to allow for ground level street activation.
- Vehicle access to be obtained from rear laneway or secondary street where available.

End Block

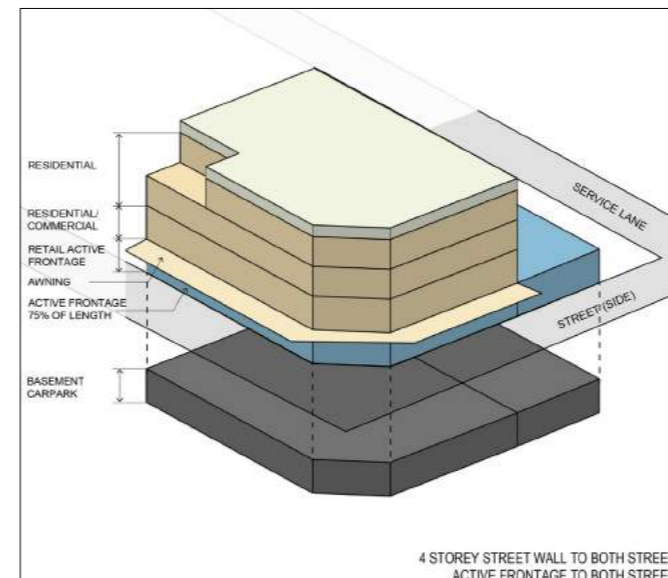


Figure 12. End Block

End Block Desired Development Outcome

- 4 storey building addressing both corners with minimal setback to both street edges.
- A high level of architectural articulation.
- Taller building element set back from lane ways.
- Car parking to be provided in underground basement and/ or sleeved to allow for ground level street activation.
- Vehicle access to be obtained from rear laneway or secondary street where available.
- No vehicle access to be provided from The Boulevarde.

Mid Block

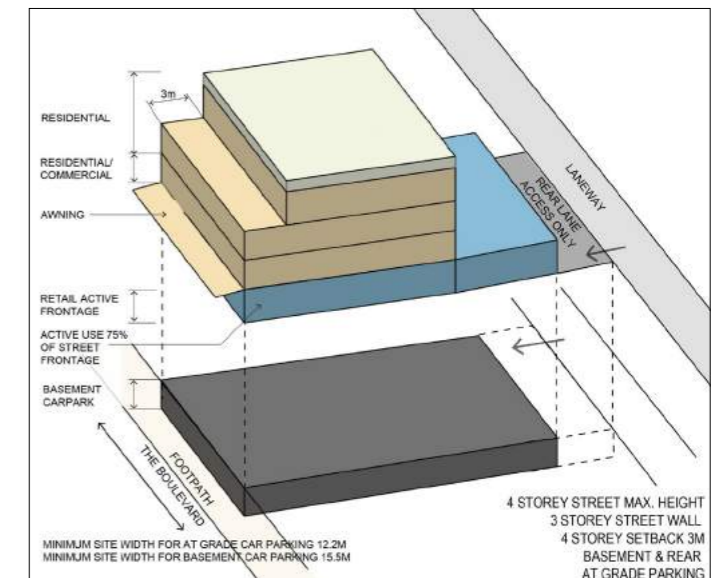


Figure 13. Mid Block

Mid Block Desired Development Outcome

- Total of 4 storeys - 3 storey podium with the fourth storey set back 3 metres to reduce building bulk.
- A high level of architectural articulation.
- Car parking to be provided at grade, in underground basement. Where at grade parking is proposed it is to be sleeved to allow for ground level street activation.
- Vehicle access to be obtained from rear laneway where available.
- Minimum site width for at grade car parking is 12.2m.
- Minimum site width for basement car parking is 15.5m.
- No vehicle access to be provided from The Boulevarde.

6.6 Indicative Yield Analysis

The analysis undertaken has been reviewed and considered from the following perspectives:

- amenity for residents ensuring units would generally comply with development standards such as SEPP65/Apartment Design Guide;
- economic viability taking into account reasonable and realistic development yield based on Gross Floor Areas (GFA); and
- social outcomes such as public spaces and improved accessibility delivered through a shared benefit resulting from changes to development standards.

Based on the 3D modelling undertaken, the following indicative floor space yields have been extracted. The calculation of GFA for each of the key development sites within the Fairfield Heights Town Centre is based on the following assumptions:

- Area calculations are taken from the 3D computer model. Residential built form are 20m wide in the model to comply with SEPP65/Apartment Design Guide.
- Retail / commercial / office of the lower level/s is measured at 100% i.e. Gross Building Area (GBA) or Gross Envelope Area (E=GEA) is the same as GFA.
- For residential uses, an 'efficiency factor' of 75% is applied to the GBA to determine the GFA. This accounts for balconies, articulation, vertical circulation, setbacks and the like.
- An average dwelling size of 90m² is then divided into the GFA to estimate the yield.

Note that all apartment yields are indicative only.

The indicative yields have been prepared to inform later traffic impacts analysis for the Fairfield Heights Town Centre which will need to accompany any future Planning Proposal.

Base Case Whole of Centre - Fairfield Heights - High level approximation only			
General site description	Fairfield Heights Town Centre (i.e. B2 zoned land)		
Yields			
Potential GFA	Overall	Residential (GFA)	Retail/ Commercial (GBA)
	89,250m²	62,500m²	26,750m²
No. of apartments (assume 2 bedroom) 90-100m²	625 -695 units		
Car parking on site – residential (est) (1.25 per unit)	500 - 560 spaces		

Base Case Whole of Centre PLUS Design Excellence for Gateway Sites - High level approximation only			
General site description		Fairfield Heights Town Centre PLUS additional residential floors for identified Gateway sites	
Yields			
Potential GFA	Overall	Residential (GFA)	Retail/ Commercial (GBA)
	92,850m²	66,100m²	26,750m²
No. of apartments (assume 2 bedroom) 90-100m²	660 -735 units		
Car parking on site – residential (est) (1.25 per unit)	530 - 590 spaces		

Brown Jug Site - High level approximation only						
General site description		47 Stanbrook Street				
Yields						
	Base Case			Design Excellence		
Potential GFA	Overall	Residential (GFA)	Retail/ Commercial (GBA)	Overall	Residential (GFA)	Retail/ Commercial (GBA)
	16,500m²	10,350m²	6,150m²	17,650m²	11,500m²	6,150m²
No. of apartments (assume 2 bedroom) 90-100m²	105 -115 units			115 -130 units		
Car parking on site – residential (est) (1.25 per unit)	85 - 95 spaces			95 - 105 spaces		

160 - 164 The Boulevarde - High level approximation only						
General site description	160 - 164 The Boulevarde					
Yields						
	Base Case			Design Excellence (including additional floors for gateway element and to Station Street)		
Potential GFA	Overall	Residential (GFA)	Retail/ Commercial (GBA)	Overall	Residential (GFA)	Retail/ Commercial (GBA)
	10,700m²	8,150m²	2,550m²	15,300m²	12,750m²	2,550m²
No. of apartments (assume 2 bedroom) 90-100m²	105 -115 units			125 -140 units		
Car parking on site – residential (est) (1.25 per unit)	85 - 95 spaces			100 - 115 spaces		

7. Recommended Planning Framework

7.1 Fairfield Local Environmental Plan 2013

To realise the outcomes of the development concepts in Section 6, amendments will be required to the FLEP 2013.

The proposed planning controls outlined for the centre are based on concepts provided in Section 6.

Additional height (that is, up to eight storeys on nominated gateway and larger sites) may be considered where permitted by the LEP and design excellence is achieved.

It is intended that this study for Fairfield Heights Town Centre will inform a Council initiated Planning Proposal to amend the FLEP 2013. It is noted that additional studies (e.g. traffic) are likely to be required to inform any future Planning Proposal.

Recommended amendments to the FLEP 2013 are outlined as follows:

7.1.1 Land use

The Fairfield Heights Town Centre is zoned B2 Local Centre and ‘shop top housing’ is a permissible use with consent. Therefore the current land use zone is appropriate to achieving the intended outcomes of this urban design study.

Changes to surrounding zoning on the immediate periphery of the Fairfield Heights Town Centre is recommended on nominated sites determined by Council for the purposes of local open space, with an area no less than 3,000m². Failure to do so may result in the Planning Proposal not receiving a Gateway Determination to permit public exhibition without the matter of open space being resolved.

The District Plan’s Liveability Framework places physical and mental health and well-being at the forefront as Greater Sydney transitions from suburban to more urban places. In the case of Fairfield Heights Town Centre, the provision of open space is required.

In any event, an increase in development potential for apartment style housing without required amenity will result in significant adverse social outcomes impacting upon health and liveability of future residents.

The proposed Land Use Zoning (LZN) map is illustrated in Figure 15.

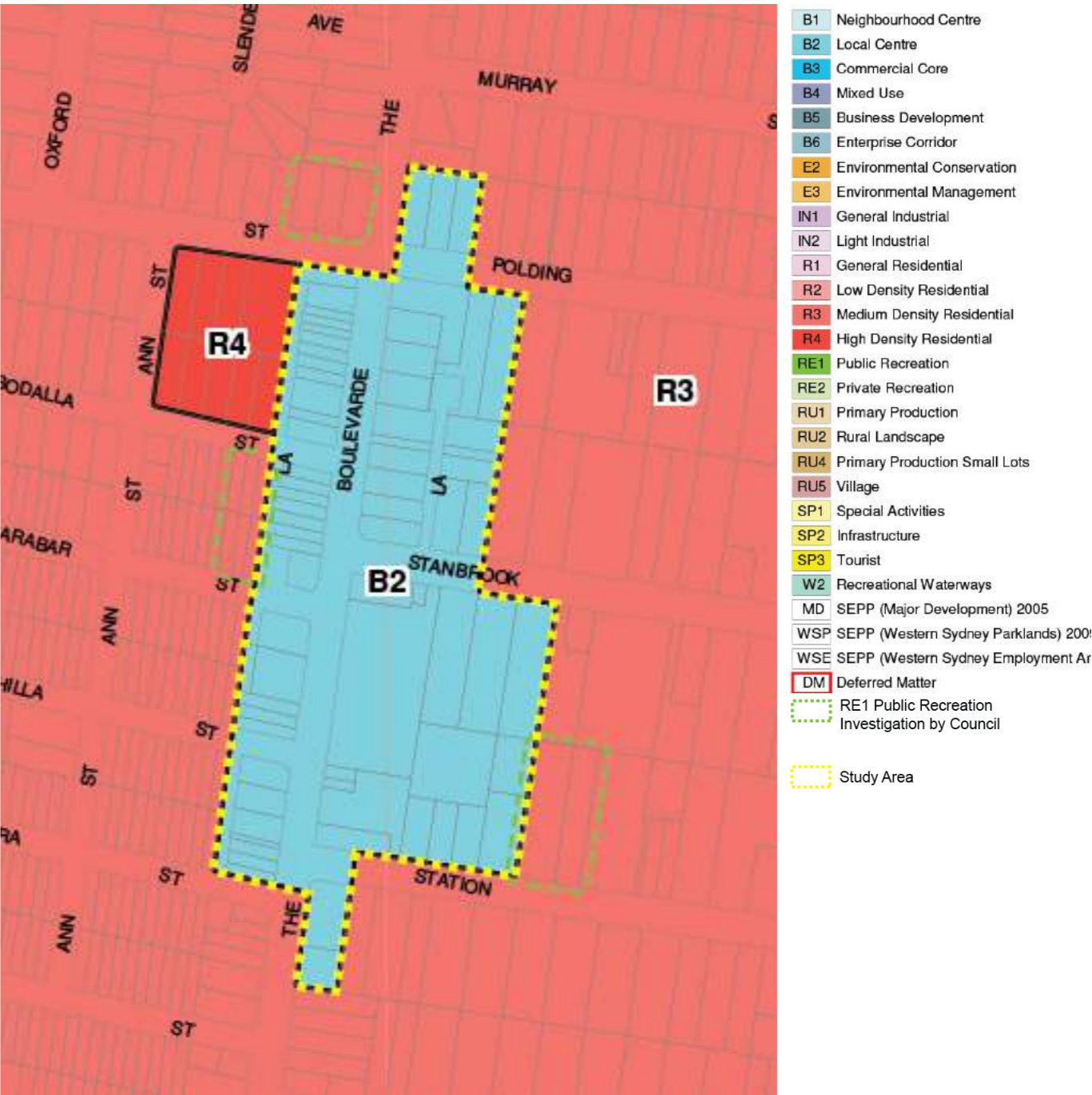


Figure 15. Proposed LZN mapping - No change - Note RE1 Investigation Areas (Source DPE)

7.1.2 Building Height

The proposed Height of Buildings (HOB) map is illustrated in Figure 16. Amendment of the Height of Buildings Map is recommended as follows:

- Increase maximum building height from 9 metres to 14 metres to allow for a minimum of 4 storeys to be achieved throughout the Fairfield Heights Town Centre.
- Increase maximum building height from 9 metres to 20 metres on the Woolworth site (176-186 The Boulevarde), the Brown Jug Hotel site (47 Stanbrook Street), and the consolidated site on Station Street (160- 164 The Boulevarde and 132 Station Street) to allow for up to 6 storeys on those sites.
- An additional provision may be considered under clause 4.3 for these sites to allow for additional building height of up to 6.5 metres (two storeys) subject to achieving design excellence and public benefits such as provision of:
 - » new public open space according to the recommendations of this Urban Design Study for the relevant site; or
 - » community facility space or other public benefit such as affordable housing.

- Introduce a provision under clause 4.3 to allow for additional building height of up to 6.5 metres on identified key corner gateway sites as identified on the Urban Framework Plan, within 20 metres of the adjacent street corner. This will be subject to achieving a high level of architectural articulation and design quality. This provision would apply to the following corner locations :
 - » The Boulevarde and Beemera Street (north side of Beemera/ West side of The Boulevarde).
 - » The Boulevarde and Station Street (north side of Station Street/ east side of The Boulevarde) #.
 - » Polding Street and The Boulevarde (north side of Polding Street/ east side of The Boulevarde; and south side of Polding/ east and west side of The Boulevarde).

A resolution of Fairfield City Council's Outcomes Committee dated 10 October 2017 (Minute 116) allows for additional height of up to 8 storeys for the site known as 164 The Boulevarde, Fairfield Heights subject to satisfying design excellence principles. Council at its meeting held on 27 March 2018 adopted the Fairfield Heights Town Centre Urban Design Study.

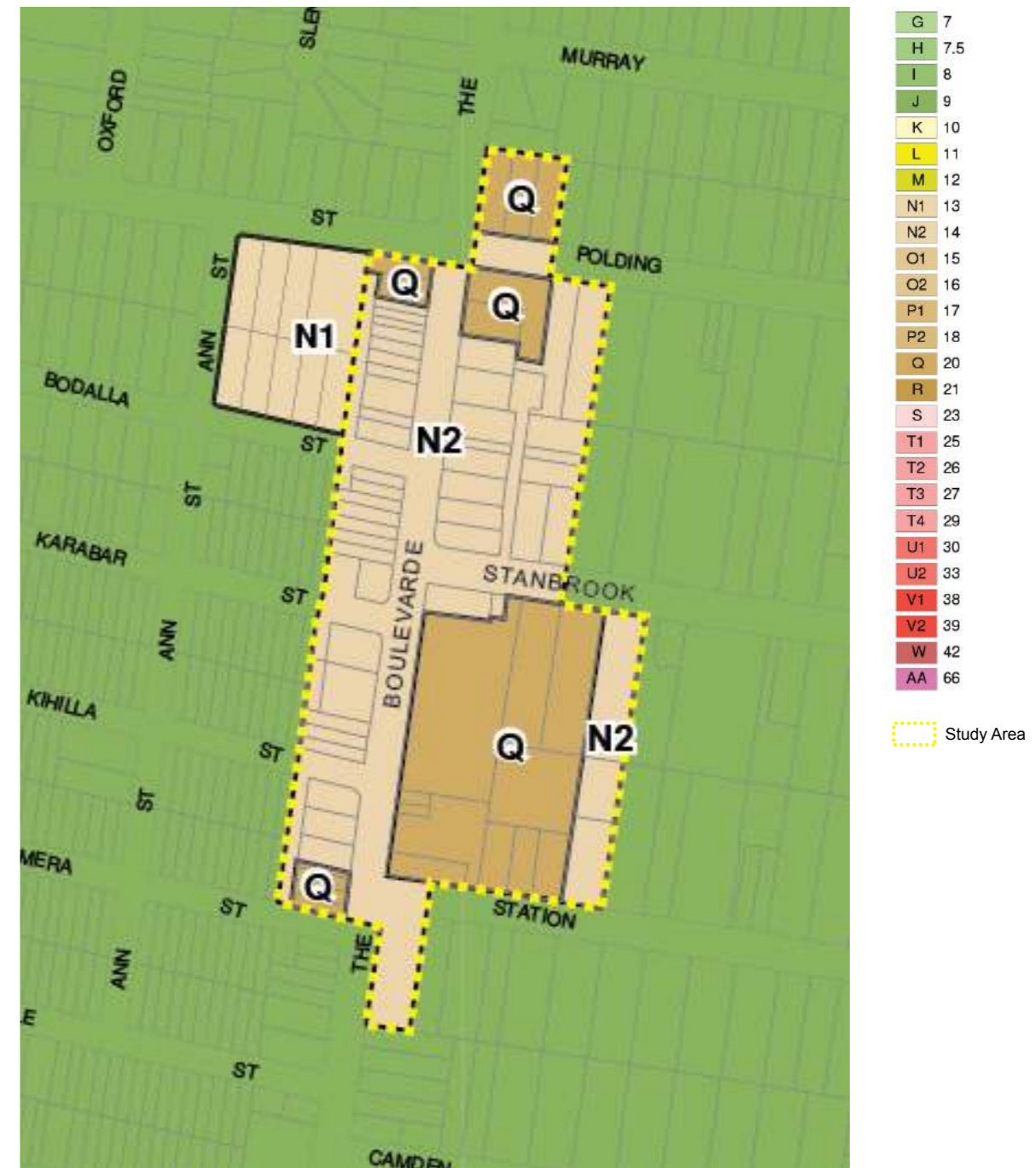


Figure 16. Proposed HOB mapping (Source DPE)

7.1.3 Floor Space Ratio

There are presently no floor space ratio controls in the Fairfield Heights Town Centre. Any future shop top housing will be required to demonstrate compliance with SEPP 65/Apartment Design Guide, which combined with building height limitations is sufficient to ensure massing will not result in adverse impacts between neighbouring land parcels.

Therefore, the introduction of floor space ratio controls is considered unnecessary and is not recommended in this circumstance.

The proposed (unchanged) Floor Space Ratio (FSR) map is illustrated in Figure 17.



Figure 17. Proposed FSR mapping (Source DPE)

7.1.4 Minimum Site Area

It is recommended that Council introduce a minimum site area lot size for:

- gateway sites within the Town Centre to ensure both design excellence and car parking requirements are met; and
- larger sites where greater height of building development standard is balanced between the ability to ensure desired amenity for residents as well as community benefits that may be derived in the provision of laneways and public car parking in the Fairfield Heights Town Centre.

Proposed minimum site area map (CL2) is provided as Figure 18.

7.1.5 Streetscape Activation

It is recommended that Council introduce streetscape activation clause and maps for lots in the Fairfield Heights Local Centre.

This should be applied to all lots along The Boulevarde and side streets, particularly where access is available via a rear laneway.

7.1.6 Design Excellence

Should Council consider additional height above that recommended, this should only occur in circumstances where design excellence can be demonstrated. In order to assist in guiding such outcomes, Council may seek to introduce design excellence clause in its LEP to ensure development:

- makes improvements to the public domain;
- is suitable to its context and surrounding land uses;
- contributes to the establishment of a high quality streetscape;
- demonstrates an appropriate relationship with existing or proposed development on neighbouring sites in terms of urban form, massing and architectural articulation (i.e. street frontage height);
- does not detrimentally impact on the adjacent public domain or any neighbouring property.

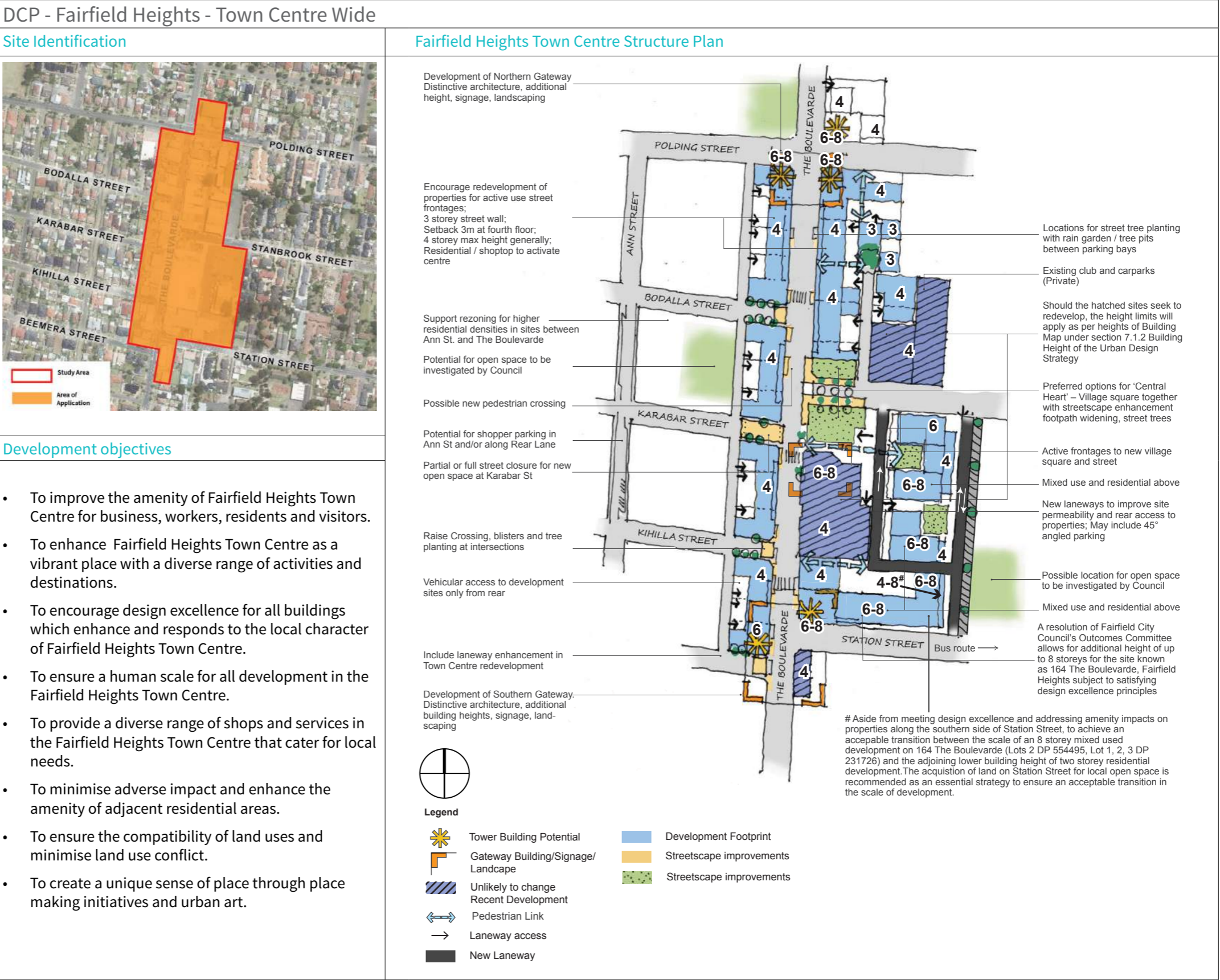


Figure 18. Proposed CL2 mapping (Source DPE)

7.2 Fairfield Heights Local Business Centre Development Control Plan 2013

The following section outlines recommended development control to be included in the FHLBCDCP 2013. The following development controls should be introduced to guide incremental development throughout the town centre.

The recommended controls have been developed to focus on matters specific to the Fairfield Heights town centre and do not seek to duplicate the requirements of SEPP 65/ Apartment Design Guide (ADG) (e.g. building separation, solar access, building depth and the like).



DCP - Fairfield Heights - Town Centre Wide

Fairfield Heights Town Centre Structure Plan

All development in the Fairfield Heights Town Centre shall be in accordance with the Fairfield Heights Town Centre Structure Plan.

Streetscape and Building Design

- Articulation and distribution of building height is to be in accordance with the Fairfield Heights Town Centre Structure Plan.
- Buildings facade(s) to be of a high quality and provide visual interest to the street.
- Buildings are to be designed with a high level of architectural detail and articulation consisting of a variety of materials and form.
- Active frontages in the form of commercial, retail or other non residential uses are to be provided to The Boulevarde and side street edges.
- Terraces with direct ground floor laneway access to be incorporated in residential developments that adjoin the new laneway between Stanbrook Street and Station Street.
- Corner buildings are to be designed to reflect their prominent position and should be distinctive in their architectural detail.
- Additional height may be considered for some corner sites where permitted under the relevant LEP and in accordance with this DCP.
- Active uses are to be provided to a minimum of 75% of the ground floor frontage to the primary or secondary street.
- Provide continuous awnings for all development fronting The Boulevarde and side streets where appropriate.
- Awnings should be parallel to the pavement and be of metal construction.

Place Making

- New public open space in the form of a village square is at the corner of The Boulevarde and Stanbrook Street. The space should have a minimum area of 1,200m².
- Widen footpaths where possible to incorporate street planting (i.e. provide tree blisters between on road car parking spaces).
- Overhead timber electrical poles to the east side of The Boulevarde should be removed to allow for tree growth. Electrical services to be laid underground and smart poles used for lighting.
- Enhance western side pedestrian crossings of side streets. Consider the inclusion of raised pedestrian crossings to side streets at the corners of Bodalla Street, Karabar Street, Kihilla Street, Beemera Street (subject to further detailed investigation).

- Consider the partial closure of Karabar Street to create a small plaza space and slow left in, left out traffic movement (subject to further detailed investigation).

Vehicle Access and Car Parking

- No vehicle access to private property is to be provided from The Boulevarde.
- Vehicle access is to be provided from service lanes where existing or proposed.
- Service areas, substations and refuse collection should not be provided on The Boulevarde frontage. Where available, such facilities shall be from rear lanes and secondary street.
- Car parking is to be provided in an underground basement, or where appropriate, sleeved with active uses to main street frontages.
- Consider the upgrade and use of Ann Street. Potential for short term public parking at with one way traffic and angled parking.
- Open car parking areas should be landscaped with trees to reduce the impact of hard paving and summer sun.

Site dimensions

- A minimum site width of :
 - » 12.2 metres for all development proposals with at grade car parking
 - » 15.5 metres for all development proposals with a one way ramp to basement or above ground car parking (movement of vehicles regulated with access control).

Treatment of Rear Laneways

- Buildings with lane way frontage are required to ensure a high quality visual appearance to that frontage.
- Fences to rear laneways are to be 1.8m high and set back 1m from the boundary to allow for landscape enhancements (tree planting along laneway in accordance with any adopted landscape strategy), temporary storage of bins for collection, bulk waste items for collection and the like.
- Fences to refuse collection / storage areas are to be screened from view by use of solid fence types.
- Fences to retail / commercial back of house areas are to be black palisade or similar.
- Fences to residential rear entries are to be semi-transparent to allow for privacy and visual surveillance of the laneway.

Safety and Security

- All proposed development in the Fairfield Heights Town Centre should be supported by a Crime Prevention Through Environmental Design (CPTED) study to demonstrate how the development incorporates ‘Safer by Design’ principles of:
 - » **SURVEILLANCE:** Maximise visibility and surveillance of the public environment. When there are ‘eyes on the street’ or ‘natural surveillance’ from passers-by, and if public places are overlooked from adjoining buildings, people feel safer and potential offenders feel exposed. Natural surveillance is one of the primary aids for crime prevention.
 - » **ACCESS, MOVEMENT AND SIGHTLINES:** Provide safe movement, good connections and access. People feel more comfortable using public places that provide well defined routes and clear sightlines (day and night) so they can see and be seen. Entrances to buildings should be safe and accessible without compromising security.
 - » **ACTIVITY:** Maximise activity in public places. Balancing the needs of all users of streets and public places is vital so that people feel comfortable and safe. Encouraging walking increases activity, social interaction and surveillance in public places and reduces the risk of crime.
 - » **OWNERSHIP:** Clearly define private and public space responsibilities Clarifying ‘ownership’ of private and public space is important for improving public safety. Where the ‘ownership’ of an area is ambiguous, it is often ‘unclaimed’ and can become the focus of anti-social and criminal behaviour. It is important to encourage residents to take responsibility and pride in places they use and inhabit.
 - » **MANAGEMENT AND MAINTENANCE:** Manage public space to ensure that it is attractive and well used Well maintained public places improve people’s perception of how safe a place is and supports their desire to occupy and use those places. Management programs to clean, repair and maintain public spaces and private buildings are vital for community safety and wellbeing.

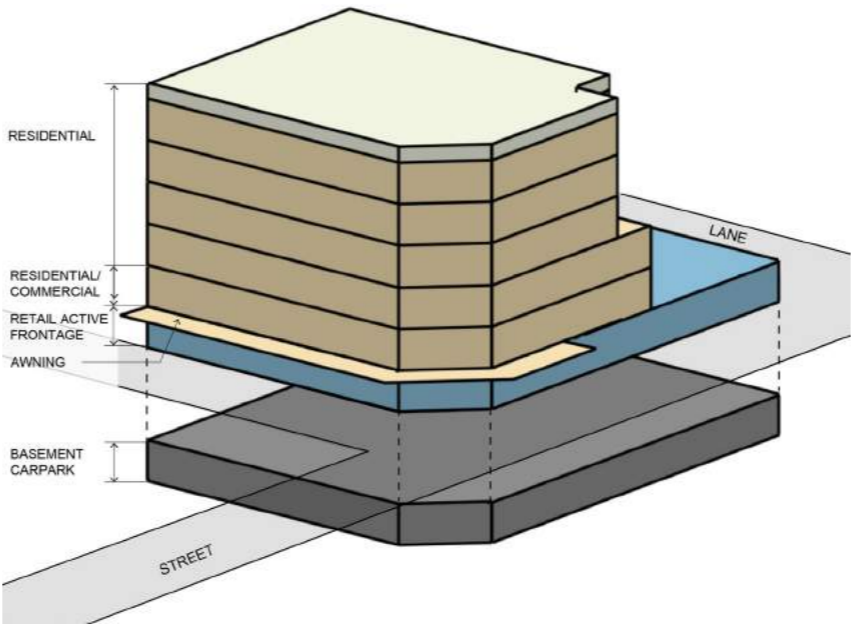
Building Type 1 - Gateway Corner

Site Identification

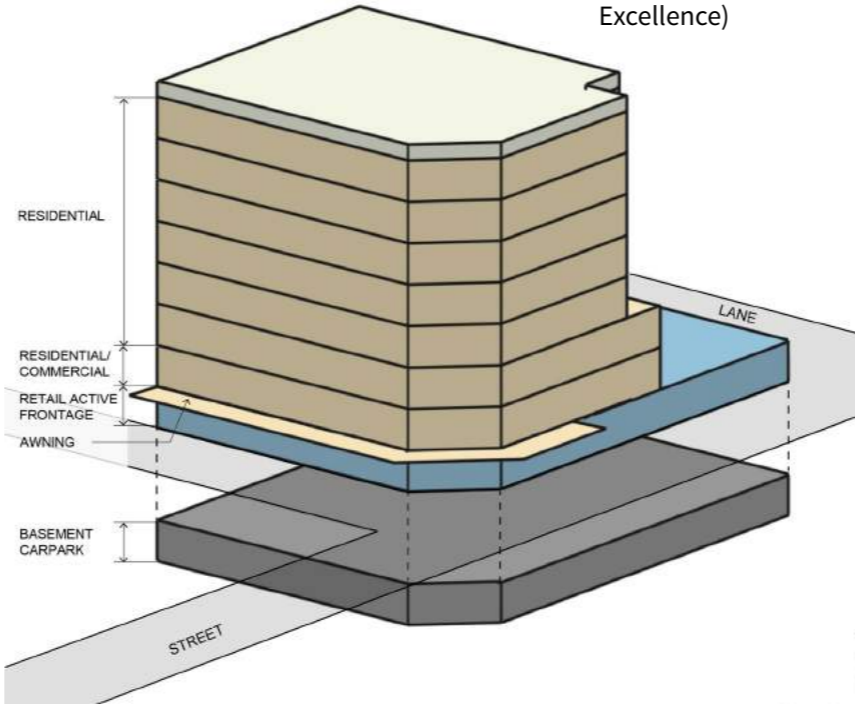


Building Envelope

6 Storey Envelope


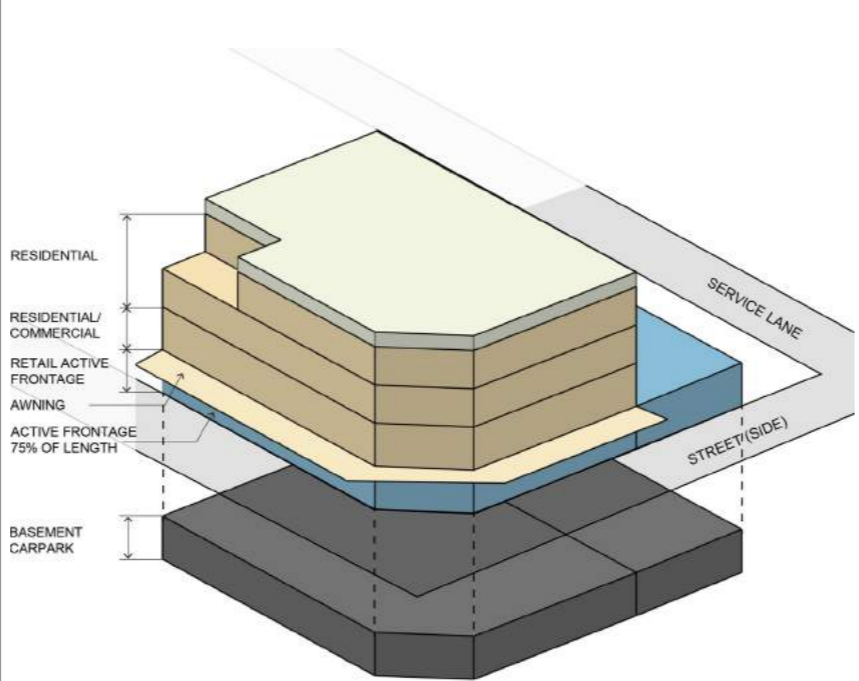


8 Storey Envelope
(Subject to Design Excellence)


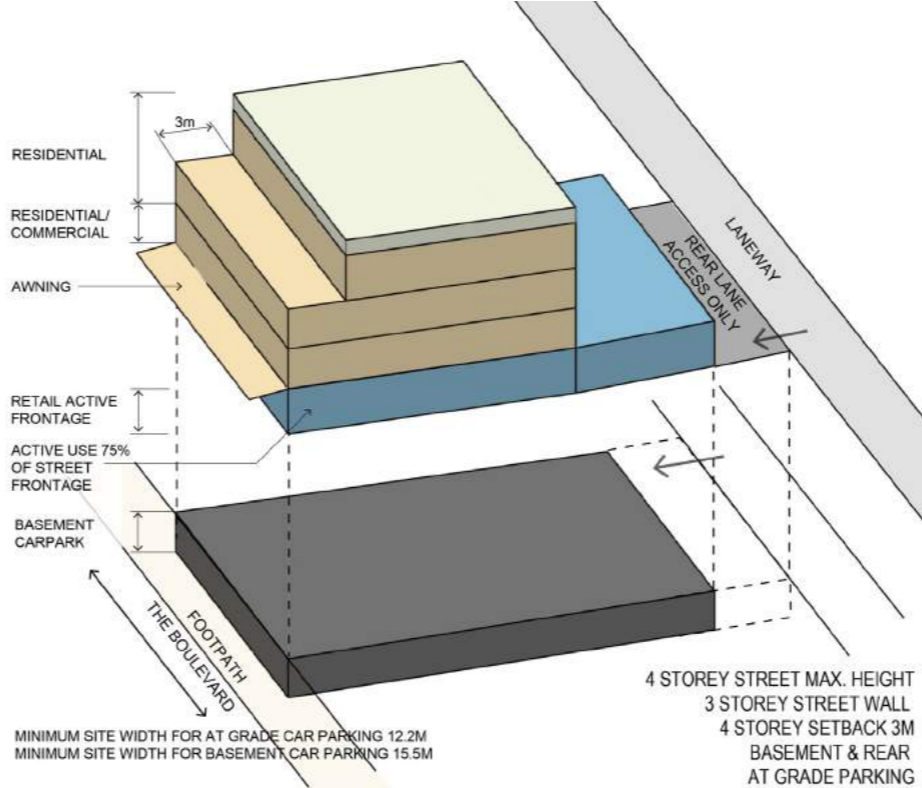


Setbacks

- The Boulevard**
Nil to all levels (6 storeys) within 20 metres of the street corner.
Beyond 20m of the corner, mid block provisions apply.
- Secondary (Side) Street**
Nil to all levels (6 storeys) within 20 metres of the street corner.
Beyond 20m of the corner, mid block provisions apply.
- Laneway**
As per SEPP 65/ Apartment Design Guide.
- Adjoining Property**
As per SEPP 65/ Apartment Design Guide.

Building Type 2 - End Block		
Site Identification	Building Envelope	Setbacks
		<p>The Boulevarde Nil to all levels (4 storeys) within 20 metres of the street corner.</p> <p>Beyond 20m of the corner, mid block provisions apply.</p> <p>Secondary (Side) Street Nil to all levels (4 storeys) within 20 metres of the street corner.</p> <p>Beyond 20m of the corner, mid block provisions apply.</p> <p>Laneway As per SEPP 65.</p> <p>Adjoining Property As per SEPP 65.</p>

Building Type 3 - Mid Block

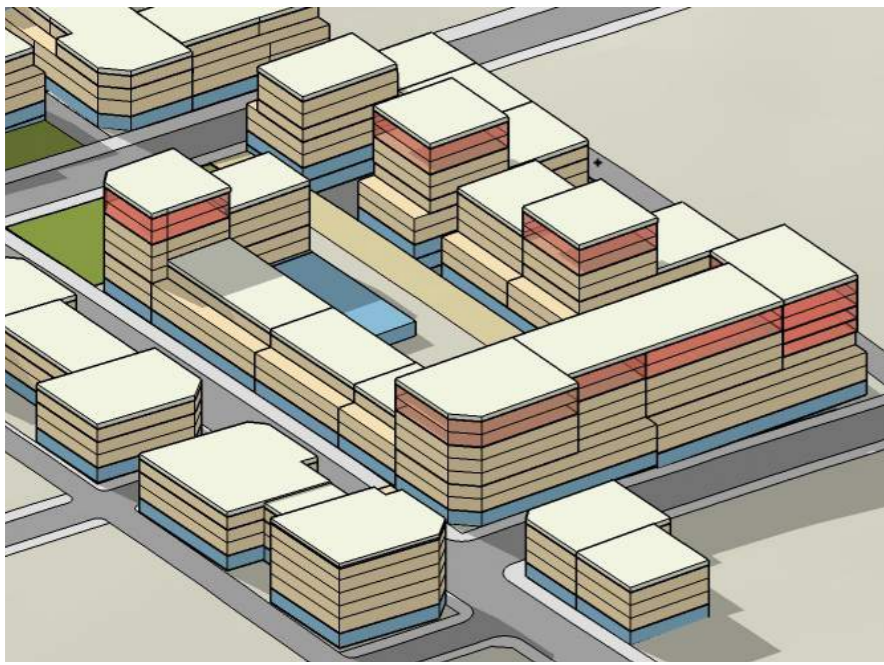
Site Identification	Building Envelope	Setbacks
		<p>The Boulevarde Nil to lower three (3)storeys. Any fourth storey to be set back 3 metres from the street to reduce building bulk. A rooftop terrace may be located within the 3 metre setback.</p> <p>Secondary (side) Street N/A</p> <p>Laneway As per SEPP 65.</p> <p>Adjoining Property As per SEPP 65.</p>

Opportunity Site - Woolworths/ Brown Jug Tavern

Site Identification



Building Envelope



Setbacks

- The Boulevard**
Nil to all levels (4 storeys) within 20 metres of the street corner.
- Beyond 20m of the corner, mid block provisions apply.
- Stanbrook Street/ Station Street/ Laneway**
Nil to all levels (4 storeys) within 20 metres of the street corner.
- Nil to lower three (3)storeys. Fourth storey and above to be set back 3 metres from the adjacent street/ laneway.
- Service Laneway (Woolworths)**
As per SEPP 65.
- Adjoining Property**
22 metres setback to accommodate new laneway, landscaping and car parking.

Building height

- Taller buildings should be located adjacent to street corners where permitted under the LEP.
- With regard to the broader site, where additional height is proposed subject to design excellence provisions under the LEP, this should be to the west of the site away from adjoining streets.

Public Open Space

- A new public open space (i.e. Village Square) is to be provided within the site with a minimum area of 1,000m². Location of this open space should consider the relationship between existing pedestrian linkages and proposed new laneway.

Access and Connectivity

- A new laneway with a minimum width of 13.2m (one way, 45 degree parking and footpath on both sides) is to be provided to connect Stanbrook Street and Station Street.
- Laneway should be designed as a share space and cater for access to pedestrians and service vehicles.
- Residential development (terraces on the first two floors) to address and access the laneway.

Residential Floor

Non - Residential Floor

Additional 6.5 metres of height (2 storeys) subject to satisfying design excellence principles. For 164 The Boulevard (Lots 2 DP 554495, Lot 1, 2, 3 DP 231726), addressing amenity impacts on adjoining properties will be required (eg. overshadowing). It is recommended that in order to adequately manage the transition in height from 8 storey to the adjoining 2 storey residential precinct on Station Street, the acquisition of land on Station Street for local open space is essential to provide an acceptable transitional buffer.

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