



DRAFT 9 APRIL 2020

*Fairfield City
Council's Vision
for Revitalising
Fairfield City
Centre*

FAIRFIELD CITY CENTRE URBAN DESIGN STUDY

Fairfield City Council



Document No: 19-078 Fairfield City Centre Draft

Version: 1.2

Date: 9 April 2020

Status: Draft

Prepared by: Helen Deegan (City Plan), Sonny Embleton (City Plan), Jessica Veenhuyzen (City Plan), Steve Anders (LFA) and Carla Mamaril (LFA)

Publication: Yvonne Kanti (City Plan)

Approved by: Helen Deegan (City Plan)

This report has been prepared by City Plan with input from a number of expert consultants. To the best of our knowledge, the information contained herein is neither false nor misleading and the contents are based on information and facts that were correct at the time of writing. City Plan accepts no responsibility or liability for any errors, omissions or resultant consequences including any loss or damage arising from reliance on information in this publication.

Copyright © City Plan, LFA & Fairfield City Council

ABN 46 103 185 413

All Rights Reserved. No material may be reproduced without prior permission.



CONTENTS

1.	INTRODUCTION	IV
1.1	About Fairfield City Centre	1
1.2	A City of New Settlement	1
1.3	Purpose of this Study	2
1.4	Urban Design Study Objectives	3
1.5	Relationship to Fairfield City Centre [Key Sites] Urban Design Study 2018	3
2.	CONTEXT	4
2.1	Local Context	5
2.2	District Context	6
3.	STAKEHOLDER ENGAGEMENT	7
4.	PLANNING CONTEXT	9
4.1	Statutory Planning	10
4.2	Strategic Planning Context	17
5.	DEMOGRAPHIC & ECONOMIC SNAPSHOT	25
5.1	Our Fairfield Community – Who we are	26
5.2	Economic Opportunities for the Fairfield City Centre	28
6.	CURRENT SITUATION	29
6.1	Emerging needs of a growing and changing community	30
6.2	City Centre Structure	30
6.3	Present Condition & Local Character	31
6.4	Ownership Pattern	39
6.5	Movement and Access	40
6.6	Flooding	44

7.	CONSTRAINTS & OPPORTUNITIES	45
7.1	Constraints	46
7.2	Opportunities	47
8.	PLACE BASED FRAMEWORK	49
8.1	Urban Design Principles	50
8.2	Urban Framework - Structure	54
8.3	Urban Framework - Built form	55
8.4	Indicative Massing	60
8.5	Indicative Yield Analysis	62
8.6	Delivery of public benefits	63
9.	RECOMMENDED PLANNING FRAMEWORK	65
9.1	Fairfield Local Environmental Plan 2013	66
	APPENDIX A – DRAFT DCP	71
A.1	Objectives	72
A.2	Controls	73

A collage of images showing a playground with a large snake sculpture, children on a slide, and a shop window with a family advertisement. The images are partially covered by a blue banner and a white geometric shape.

1. INTRODUCTION

Fairfield City Centre is bustling with local shoppers and 'bazaar' style retail shops and weekend wedding celebrations.



1.1 About Fairfield City Centre

The Fairfield City Centre (Centre) is located upon the traditional lands of the Gaborgal people of the Darug Nation.

Fairfield is located 32 km south-west of the Sydney CBD and has the largest concentration of commercial office, retail and community services in the Fairfield local government area. The Centre is the heart of the City, being one of the most culturally diverse cities in Australia.

The Centre is bustling with local shoppers along its main street and 'bazaar' style retail shops during the daytime. The Centre is anchored by commuters accessing the rail and bus services at the Fairfield railway station and bus interchange during peak times, with evenings on the weekends thriving from a myriad of wedding celebrations throughout its various function centres.

The retail focus of the Centre is driven by a local

market that is focused on the axis of Smart and Ware Street, with shopping malls to the north (Fairfield Forum built in 1982 and shifting the focus away from Ware Street) and centrally located (Neeta City opened in 1990 and failing to trade well above its ground floor level) with a low rise commercial tower (Fairfield Chase).

The Centre's unique defining characteristics (its fine grain) and the various ways of getting around by foot (its permeability) is owing mainly to its land ownership patterns and interlinked streets, laneways and shopping arcades. Prospect Creek runs in a north-south direction along the eastern side of the City Centre.

The local community values public gathering and interaction, which is evident by the elderly men playing chess on Kenyon Street, coffee shops frequented by middle eastern men, younger people passing through The Crescent Plaza, and the community facilities acting as a magnet for adolescents and others accessing the well-used modest sized library.

1.2 A City of New Settlement

Fairfield City is a city of new settlement. It accommodated 3,000 humanitarian arrivals in 2016; triple the usual annual humanitarian intake in 2015. Fairfield City took in 75 per cent of all Western Sydney's refugee intake, with Liverpool City Council second at 14 per cent. Fairfield City will settle at least half of Australia's special intake of 12,000 Syrian and Iraqi refugees in 2017.

Refugees are moving to the Fairfield area with established religious and community services, family links and large existing communities after their initial arrival in other locations, some of which are interstate: a "secondary settlement" phenomenon. The need for

affordable housing to accommodate larger families is required now and into the future.

Fairfield City Centre, along with Cabramatta town centre, contains a Centrelink office and offices of non-government organisations (NGO's) who assist in the settlement of new arrivals. This recent phenomenon has created the demand for affordable housing, office space for NGO's, and expanded community facilities.

Development opportunities also provide potential community benefits to meet this demand, as well as adding to the vibrancy and importance of the Fairfield City Centre as a place to call home and a place to feel welcome, included and connected.

IN 2016, FAIRFIELD CITY WELCOMED 3,000

HUMANITARIAN ARRIVALS



Crescent Plaza



Fairfield Fire Station - William Street



Character facade - Former Theatre



1.3 Purpose of this Study

Fairfield City Council (Council) has engaged City Plan and LFA Pacific to prepare an urban design study (Study) for the Fairfield City Centre in response to an identified need to facilitate revitalisation. This requires a focus on the whole picture: the streets, the neighbourhoods, the centres and suburbs that will be real, attractive places and provide a great way of life for new and existing residents. This also requires an understanding of landowner aspirations as well insights by community based organisations.

The purpose of this study is to prepare an urban design review to guide future planning proposals and development applications that will maximise the unique characteristics, opportunities, amenity and vibrancy that the Fairfield City Centre can offer.

This Study has been prepared according to the principles set out in the NSW Government's Western City District Plan. 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.

The Study seeks to:

- **Understand** – analysing current strengths, weaknesses, opportunities and threats by site visits, literature review, and stakeholder consultation.
- **Imagine** - considering potential development outcomes while managing amenity impacts (e.g. overshadowing) and identifying movement network improvements and other community needs.
- **Create** – outlining a strategic approach to planning and development standards impacting upon built form.

This Study, and subsequent Public Domain Plans, are part of the planning process for a new Local Environmental Plan (LEP). As part of the process, Council will be preparing a Local Strategic Planning Statement (LSPS), that will set out the 20-year vision for land-use in the local area, the special character and values that are

Figure 1. Study Area



to be preserved and how change will be managed into the future.

Delivery of LSPS outcomes informed by this Study will be implemented by amendments to the Fairfield Local Environmental Plan 2013 (FLEP 2013) as well as Development Control Plan (DCP) for the study area. Implementation of study recommendations will be further supported by Council's four year Delivery Plan and annual Operational Plan process.

This Study investigates potential public and private benefits that can be achieved through development within the study area. It makes recommendations for the provision of new open space, embellishment of existing open space, road network improvements and sites for delivering car parking to make the centre function into the future.

In summary, improving the vitality and vibrancy of the Centre as well as enhancing the liveability, accessibility and functionality of the wider study area, are outcomes of this Study which:

- **identify key urban design, built form and place making actions.**
- **put in place the foundations and opportunities to**

create a place that is attractive for people and capital investment as well as being inclusive and diverse.

- **recommend the means of catalysing and implementing a broader revitalisation of the Fairfield City Centre illustrated via 3D built form modelling, changes to land use and development standards within Fairfield LEP 2013, and a DCP for the study area.**

1.4 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 develop a vision for the Fairfield City Centre that:

- **is based on a solid foundation of place knowledge and responds to local policy, planning framework and landowner aspirations.**
- **delivers on the objectives, planning priorities and actions of the Greater Sydney Plan – A Metropolis of Three Cities and Western City District Plan.**

- **formulates development opportunities that reflect locational strengths and quality urban design outcomes within an accessible and safe public domain.**
- **provides indicative estimates of potential residential yield and commercial/retail floor space with clear outline of assumptions for calculating these areas.**
- **outlines achievable building envelopes and recommended proposed height and density controls as well as development controls to guide and manage impacts and maintain access to sunlight and adequate ventilation.**
- **identifies and recommends options for additional infrastructure including facilities, open space (either new or embellishment of existing), pedestrian links, car parking, traffic and road network improvements to meet anticipated future demand.**

1.5 Relationship to Fairfield City Centre [Key Sites] Urban Design Study 2018

This urban design study pertains to the identified Fairfield City Centre study area in Figure 1. This study area excludes the 13 key sites identified in the Fairfield City Centre [Key Sites] Urban Design Study 2018 (Key Site Study 2018). This study, however, integrates with the recommendations in its urban framework for the Centre as a whole.

Therefore, this Study should be read in conjunction with Key Sites Study 2018. For sites adjoining or in proximity to the key sites, additional context relating to the intended future development of these key sites is provided. Landowner initiated planning proposals that will seek to realise additional development potential will, in some cases, include an offer of public benefits.

This will ensure that the public benefits identified within the Key Sites Study 2018, that are associated with rezoning benefit and recommended increases to development potential, can be released through Voluntary Planning Agreements (VPA) for each of the key sites.

As outlined in Section 1.3, the recommendations of this study will underpin amendments to the Fairfield Local Environmental Plan 2013 (FLEP 2013) as well as a new Fairfield City Centre Development Control Plan 2013.

The local community values public gathering and interaction





2. CONTEXT

Proximity to Fairfield Park & Leisure Centre, and Prospect Creek is a defining element and key strength of the Fairfield City Centre.

2.1 Local Context

The City Centre is generally defined by Barbara Street to the west, Nelson Street and Fairfield Forum to the north, The Horsley Drive and Prospect Creek to east and Fairfield Park to the south. Fairfield City Centre is situated adjacent to the Fairfield railway station providing connection to Liverpool, the Parramatta and Sydney CBDs as well as other smaller nearby centres such as Cabramatta.

The Fairfield City Centre is comprised of a combination of two storey retail/ commercial buildings with retail at ground level, commercial above and service access to the rear, arcades and standalone format shopping centres with mini-majors such as Kmart and Big W, specialty retail, café/restaurant/take away foods, supermarkets, and personal services.

A number of shopfronts along The Crescent are in the Art Deco style, reflecting its previous role as an early main street. There are some 8-12 storey shop top housing buildings emerging in the City Centre which began to rise in the early 2000's. The Centre is immediately surrounded by a ring of three storey walk-up residential flat buildings.

Affordable housing within the immediate locality encourages pedestrian activity to the Centre. To the south is a large area of parkland known as Fairfield Park, with an aquatic centre and an adventure playground. Despite the extensive recreational offer, the railway corridor acts as a significant barrier between residents living in the high-density areas around the Centre and these key parklands and recreational facilities.

Figure 2. Local Context





2.2 District Context

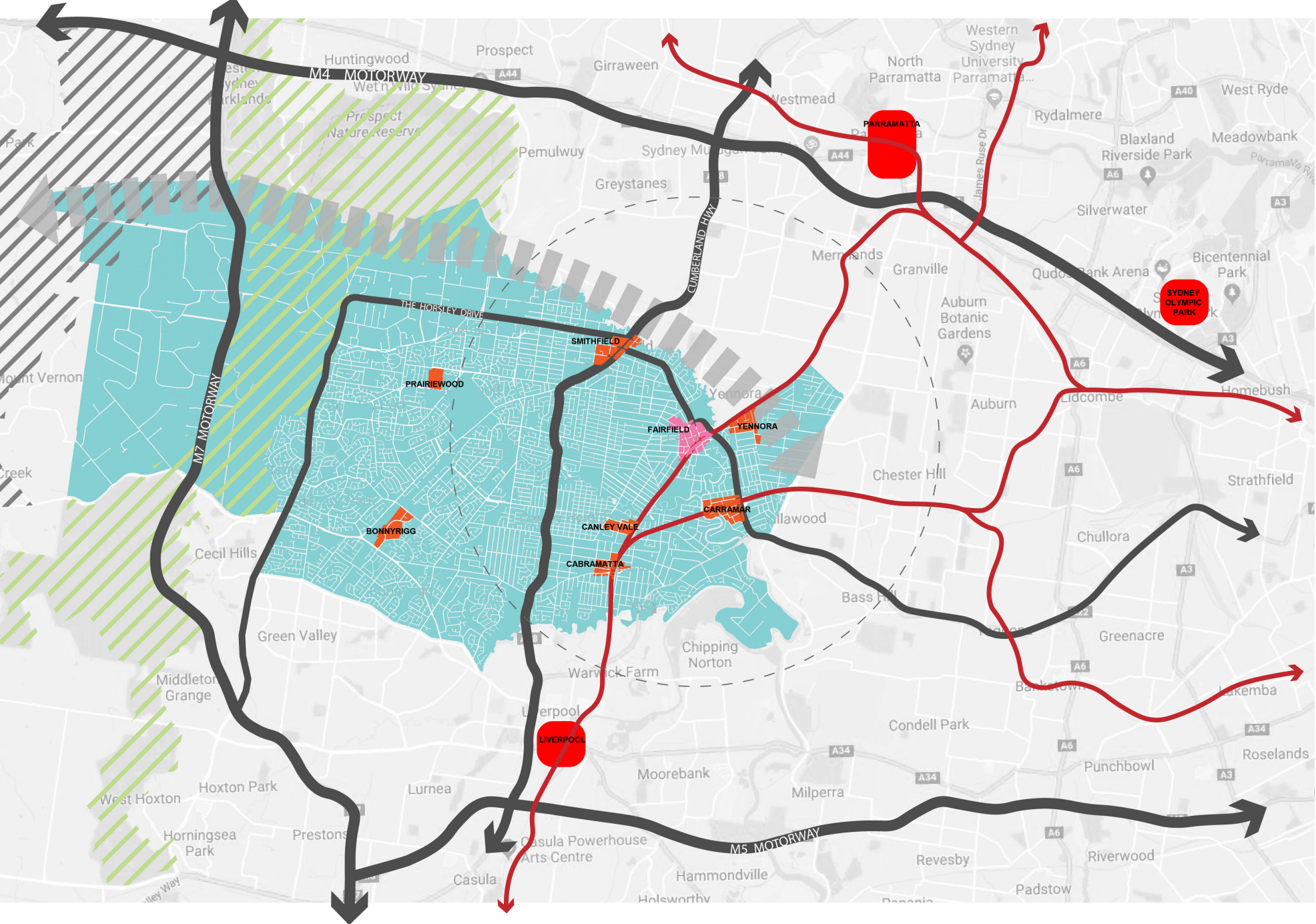
The Fairfield City Centre is located amid three centres, Parramatta (7.5km to the north) Liverpool (6km to the south west) and Stockland at Wetherill Park (6km to the north west). The Fairfield railway station provides rail links to Parramatta and Liverpool, easily reached in 15 minutes with direct services. Buses connect Fairfield residents to Prairiewood.

The Horsley Drive (A22), which runs along the north-east edge of the Centre links to the Cumberland and Hume Highways, which are both part of the Sydney arterial road network, with broader connections to Bonnyrigg via Smithfield Road (A28), Prairiewood and Fairfield Hospital via Polding Street, and the M4 and M7 Motorways.

The Centre is well located in relation to Prospect Creek catchment open space corridors to the east of the Centre, and accessibility by car to the extensive Western Sydney Parklands to the west, a popular place for large family gatherings and community celebrations. The adjoining residential precincts with low rise apartments lack local open space.

The Fairfield City Centre is located in close proximity to a large tract of employment and industrial lands, which forms a belt stretching from Wetherill Park north-west of the centre through to Fairfield East and Leightonfield to the south east. Professional and service jobs are accessible by rail from the Fairfield railway station to the Sydney CBD, Parramatta and Liverpool.

Figure 3. District Context



District Context

- Study Area
- Fairfield LGA
- Commercial Centre*
- Major Strategic Centre
- Western Sydney Parklands

- Western Sydney Employment Area
- Existing Rail
- Existing Major Road
- Western Sydney Freight Line Investigation Area

5km radius

* Note that Fairfield City, Yennora, Smithfield, Cabramatta, Canley Vale and Carramar centres are inclusive of the broader study area for the Fairfield centres urban design studies project



3. STAKEHOLDER ENGAGEMENT



The community desires safe and welcoming public spaces in the Fairfield City Centre both day and night.



Prior to commencing urban design considerations and concept development, a preliminary engagement process was undertaken by the project team. Landowners and/or representatives for larger strategic sites, and community based organisations were identified by Council and invited to express their visions, thoughts, experiences and aspirations.

These stakeholders were critical to developing an in depth understanding of strengths and weaknesses of the Fairfield City Centre to inform a new vision and direction for the Centre. Individual and focus sessions were conducted in May 2019 within Centre, including the Fairfield Primary School in Smart Street.

The project team sought to allow for meaningful input to be provided by stakeholders. These range from specific interests on specific sites to developing a broader understanding of matters of community value such as place making and potential economic development initiatives.

A summary of core themes and opportunities is provided as follows:



BUILT FORM

- Increasing building height and density within the town centre will provide greater economic incentive to revitalise the heart of Fairfield.
- Consolidating smaller key sites within the town centre can increase the redevelopment potential within the town centre and allow for open space and public realm improvements to be incorporated into new development.
- Considering innovative ways to meet car parking requirements for new developments can help remove barriers to the revitalisation of the town centre. Examples include:
 - » Concessions for development with great public transport access;
 - » Flexibility for car parking requirements to be achieved on nearby sites.



LAND USE

- Providing community and recreational facilities specifically for women and children from diverse cultural backgrounds will increase opportunities for them to socialise in safe and inclusive environments.
- Attracting new business activity into the town centre will help to revitalise the heart of Fairfield, particularly along Ware Street. Examples include:
 - » Cafés and evening food options that provide for the diverse local community;
 - » Commercial office space that secures long term tenants; and
 - » Other commercial/retail and hotel options.



PUBLIC REALM

- Creating safe and welcoming public spaces so that all people feel safe when using or travelling through the town centre day or night. Specific improvements include:
 - » Installing more public lighting in public places, thoroughfares and car parks to discourage the potential for anti-social behaviour in key public places such as The Crescent Plaza and Fairfield Park;
 - » Designing the streetscape to reduce opportunities for concealment such as avoiding the clustering of trees.
- Providing more public open space within the town centre for people of all ages to play, be active, connect to nature and heal.
- Open space will become increasingly important as high-density living becomes more common, it is also important to assist the healing process for refugee community members with trauma backgrounds.
- Public open space is most needed west of the rail line. Examples include:
 - » Neighbourhood parks with playgrounds and fitness equipment;
 - » Water play areas with free access to allow residents in apartments; and
 - » Community gardens with secure fencing and access to water, connecting to the history of the past as well as providing the opportunity for apartment dwellers to connect with the earth.



MOVEMENT

- Increasing the number and frequency of bus services between Fairfield town centre and neighbouring centres will improve connectivity to important shopping and employment centres such as Prairiewood, with the Stockland shopping centre and Fairfield Hospital
- Increasing the number of through connections will improve pedestrian access throughout the city centre, particularly east to west;
- Ensuring safe and accessible car parking, particularly in precincts with medical centres, can improve accessibility for most at need community members.



COMMUNITY

- Considering refugees with trauma recovery goals when planning for the town centre will help to provide safe an inclusive centre for new residents needing a sense of security. The three goals are:
 - » Safety and connections;
 - » Dignity and value; and
 - » Meaning and purpose.
- Ensuring that the planning process considers the needs of culturally diverse community members, the young and old, residents and households on low incomes, and apartment dwellers will help to establish and open and inclusive planning process.

An aerial photograph of the Fairfield City Centre, showing a mix of residential and commercial buildings, parking lots, and green spaces. A large blue banner with white text is overlaid on the top half of the image. The banner has a diagonal cutout on the right side, revealing the cityscape below. The text '4. PLANNING CONTEXT' is written in a large, white, sans-serif font across the banner.

4. PLANNING CONTEXT

Council aims to build on previous planning initiatives to create a new vision for the Fairfield City Centre.

4.1 Statutory Planning

4.1.1. FAIRFIELD LOCAL ENVIRONMENTAL PLAN 2013

The Fairfield Local Environmental Plan 2013 (FLEP 2013) applies to all land within Fairfield City Centre. It sets out permissible land uses, building height and floor space ratio (FSR) within the centre.

Land Use, Building Height and Floor Space Ratio

The majority of Fairfield City Centre is zoned B4 Mixed Use and a small portion is zoned B3 Commercial Core inclusive of the Neeta City shopping centre (a key site). Permissible building heights ranges between 20 metres (6 storeys) and 66 metres (20 storeys), whilst FSR ranges between 2:1 and 4:1, with the greater generally focused at the core of the centre and reducing towards peripheral areas.

In some cases, the building height and FSR do not align and requires adjustment.

Figure 4. Land use zoning map (Source: NSW Legislation)

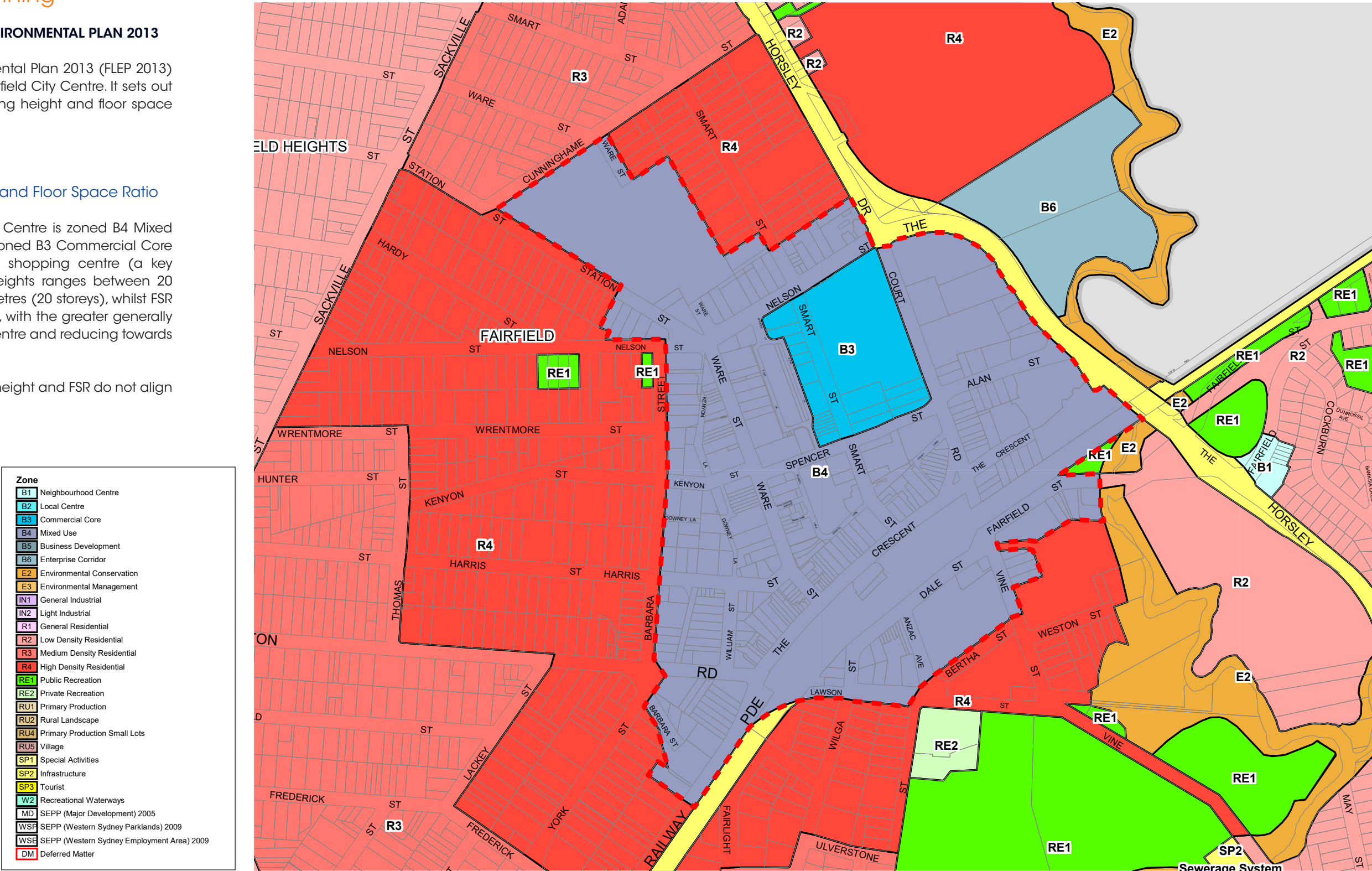




Figure 5. Height of Building map (Source: NSW Legislation)

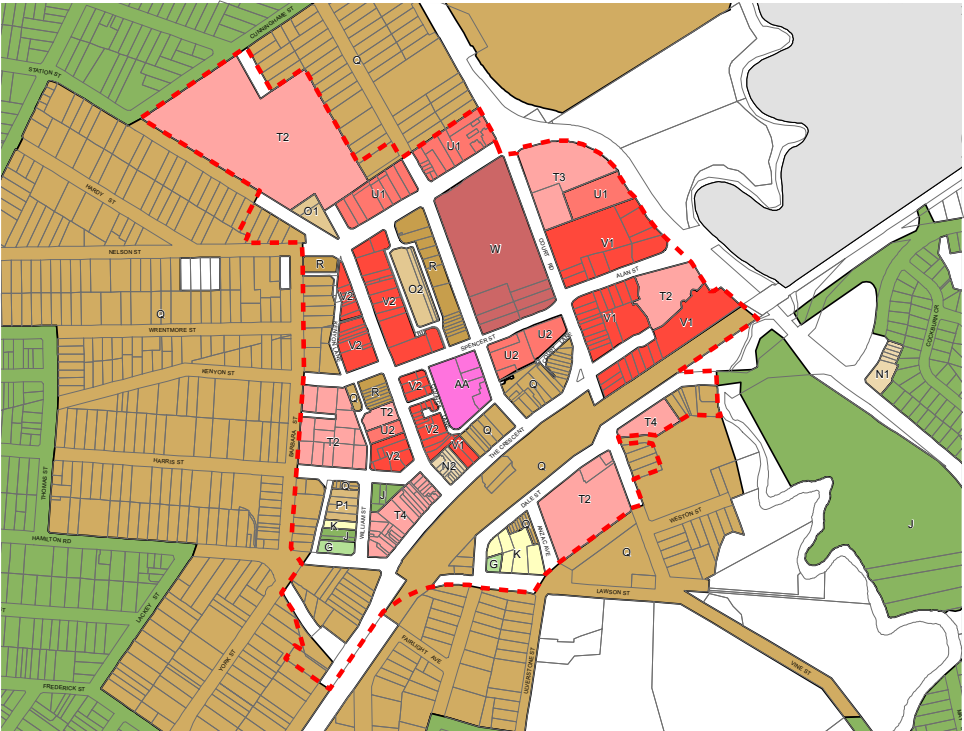
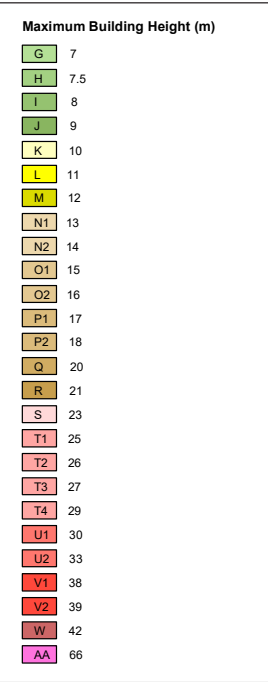
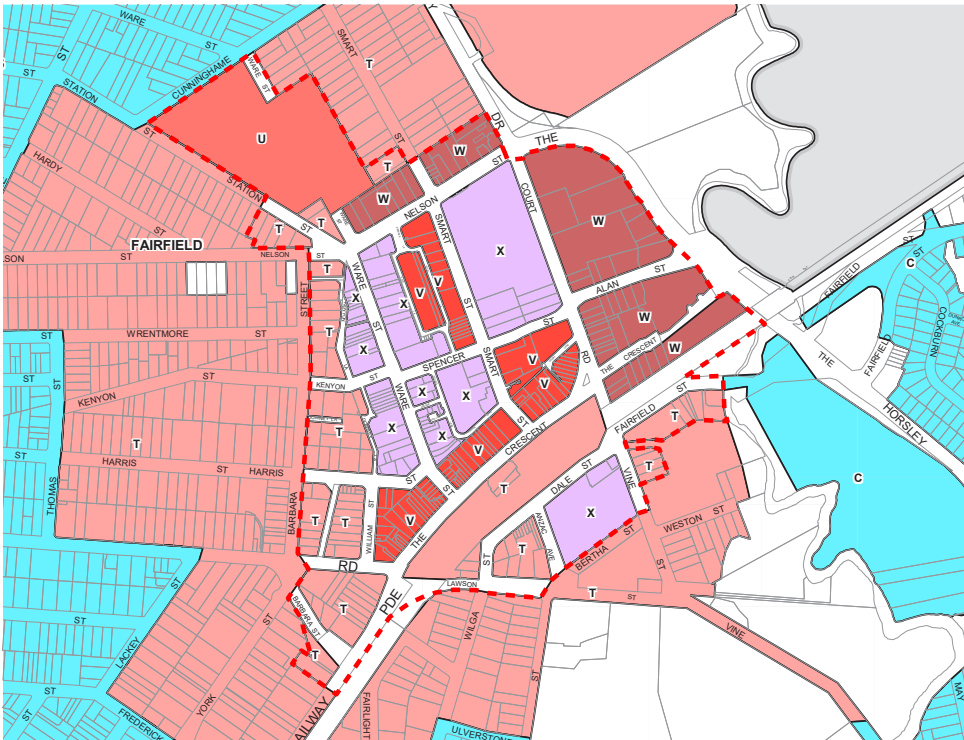
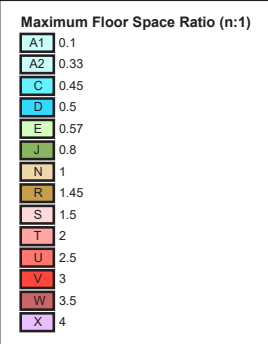


Figure 6. Floor Space Ratio map (Source: NSW Legislation)



Town Centre Precincts - Minimum Site Areas

The LEP also identifies additional local clauses under Part 7 of the Fairfield LEP 2013, which provide thresholds for lot size and dimensions in order to achieve lot amalgamation prior to the application of maximum building height and FSR provisions.

Areas A-F have been identified in the Town Centre Precinct Minimum Site Area Map and sets additional

requirements for Building Height and FSR, outlined in Table 1.

A number of sites in the study area are assigned a minimum site area under the Fairfield LEP 2013. Minimum site areas identified on relevant mapping range from 1,500m² to 2,700m². However, no mechanism exists within Fairfield LEP 2013 to activate this minimum site area requirement.

Figure 7 Town Centre Precincts - Minimum Site Areas map (Source: NSW Legislation)

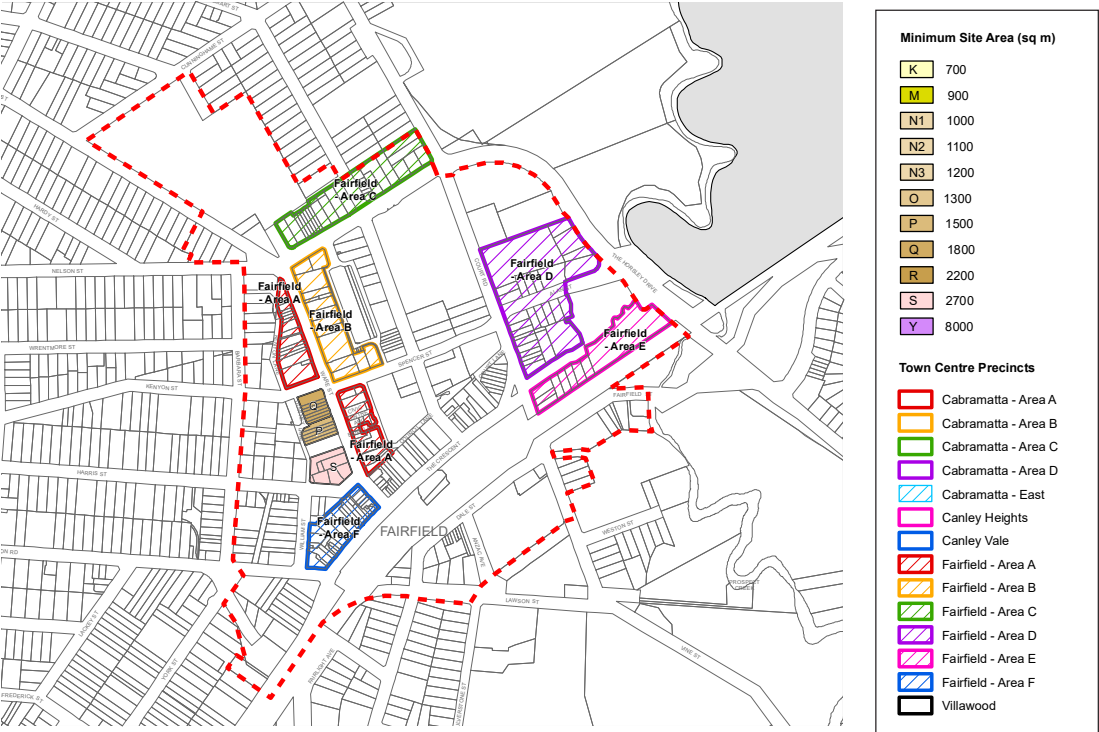


Table 1. Part 7 Height and FSR controls

Area	Max FSR Map	Max FSR Cl 7.6	Max Height Map	Max HOB Cl 7.7
A	4:1	3:1 for sites < 1,360m ² and 34m lot width	39m	15m for sites < 1,360m ² and 34m lot width
B	4:1	3:1 for sites < 1,360m ² and 34m lot width	39m	21m for sites < 1,360m ² and 34m lot width
C	3.5:1	3:1 for sites < 1,500m ² and 30m lot width	30m	21m for sites < 1,500m ² and 30m lot width
D	3.5:1	2.5:1 for sites < 1,500m ² and 40m lot width/ depth	38m	26m for sites < 1,500m ² and 40m lot width/ depth
E	3.5:1	2.5:1 for sites < 1,500m ² and 40m lot width/ depth	38m	26m for sites < 1,500m ² and 40m lot width/ depth
F	3:1	2.75:1 for sites < 34m lot width	29m	14m for sites < 34m lot width

Heritage

Heritage in the Fairfield City Centre is focused mainly on the railway station and The Crescent, which is the traditional and historic heart of Fairfield as a railway-based centre. Any future development of sites containing heritage items or sites adjacent or in proximity to those items would need to be undertaken in accordance with Clause 5.10 of Fairfield LEP 2013.

Table 2 lists the items in the study area under Schedule 5 of the Fairfield LEP 2013:

Figure 8. Heritage map (Source: NSW Legislation)

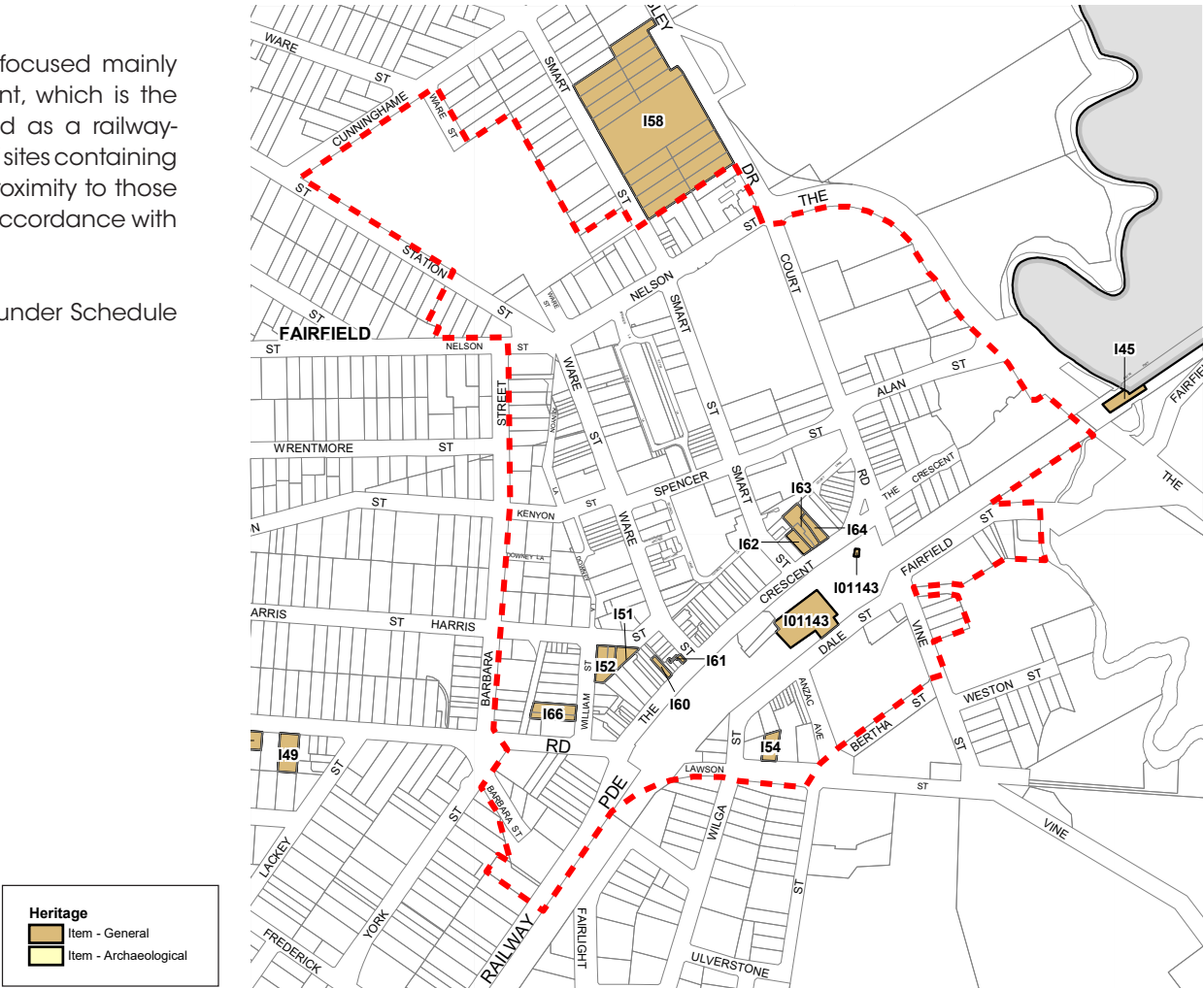


Table 2. Heritage items

Item	Address	Property	Significance	Number
School of Arts	19 Harris Street	Lot 1, DP 654423	Local	I51
Church and hall	21–25 Harris Street	Lots 2–4, Section 1, DP 3035	Local	I52
Federation cottage	Federation cottage	Federation cottage	Federation cottage	Federation cottage
Fairfield Railway Station group—former office (stationmaster's residence), platform building (platforms 1 and 2), footbridge, Vine Street footbridge and jib crane	Between The Crescent and Dale Street		State	I01143
Facade of shop	31 The Crescent	Lot 1, DP 853181	Local	I60
Facade of shop	35A The Cres-cent	Lot 4, DP 27500	Local	I61
Facade of build-ings	87 The Crescent	Lot 1, DP 211117	Local	I62
Facade of shop	93–95 The Cres-cent	Lots A and B, DP 411889	Local	I63
Facade of shop	97 The Crescent	Lot C, DP 411889	Local	I64
Fire station	3 William Street	Lot 3, Section 2, DP 3035; Lot 1, DP 308061	Local	I66

Riparian Lands and Watercourses

Parts of the Fairfield City Centre are identified in the Riparian Lands and Watercourses map. A small portion of the study area is located within or immediately adjacent to the Prospect Creek riparian corridor. Any future development of affected sites would be subject to assessment under clause 6.6 (Riparian Lands and Watercourses) of the Fairfield LEP 2013, which aims to protect and maintain:

- water quality within watercourses;
- the stability of the bed and banks of watercourses;
- aquatic and riparian habitats; and
- ecological processes within watercourses and riparian areas.

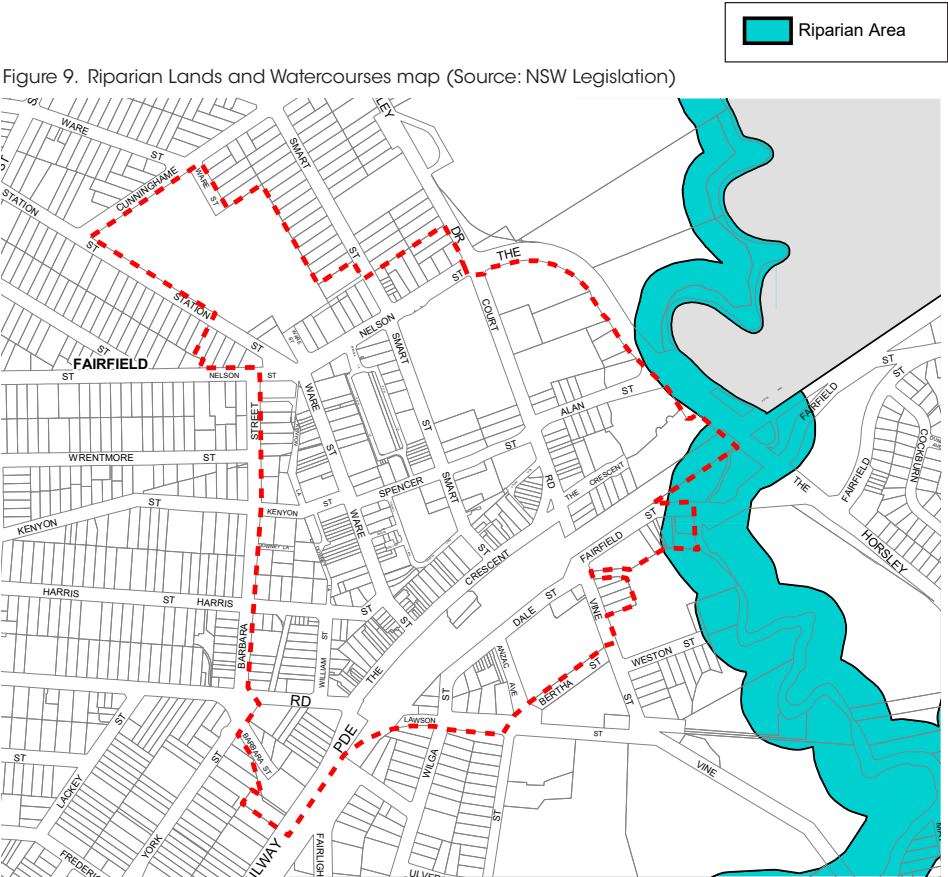


Figure 9. Riparian Lands and Watercourses map (Source: NSW Legislation)



Terrestrial Biodiversity

Parts of the Fairfield City Centre are identified in the Terrestrial Biodiversity map.

A small portion of the study area is located partially within or immediately adjacent to the Prospect Creek riparian corridor. Any future development of those sites will therefore be subject to assessment under clause 6.5 (Terrestrial Biodiversity) of the FLEP 2013, which aims to:

- **protect native fauna and flora;**
- **protect the ecological processes necessary for their continued existence; and**
- **encourage the conservation and recovery of native fauna and flora and their habitats.**

Prospect Creek is also mapped in the Biodiversity Values (BV) map, which identifies land with high biodiversity value that is particularly sensitive to impacts from development and clearing. The map identifies biodiversity values established under Part 7 of the Biodiversity Conservation Act 2016.

The BV map forms part of the Biodiversity Offsets Scheme Threshold which is one of the triggers for determining whether the Biodiversity Offset Scheme (BOS) applies to a development proposal.

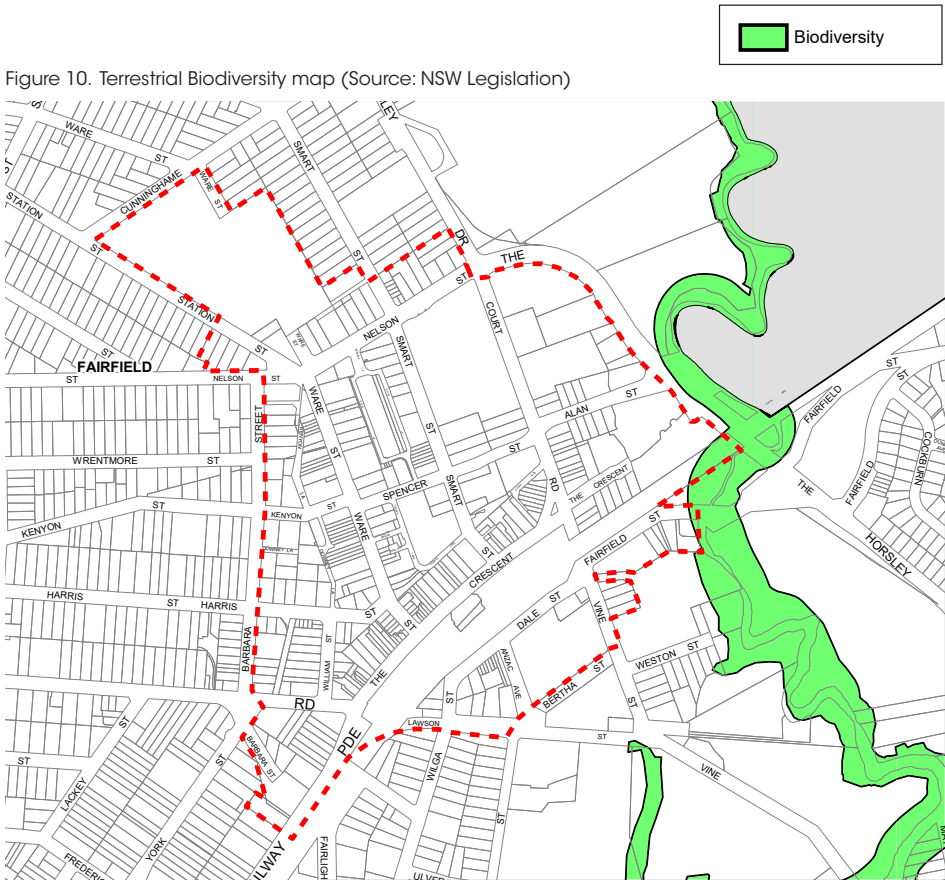


Figure 10. Terrestrial Biodiversity map (Source: NSW Legislation)

Acid Sulfate Soils

The south eastern portion of the Fairfield City Centre is identified in the Acid Sulfate Soils map as an area of Class 5 Acid Sulfate Soils. Clause 6.1(2) of the FLEP 2013 contains provisions for management of acid sulphate soils for development in Acid Sulfate soil affected areas. For an area identified as Class 5, the following provisions apply:

Works within 500 metres of adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum and by which the water table is likely to be lowered below 1 metre Australian Height Datum on adjacent Class 1, 2, 3 or 4 land.

This may impact on the feasibility of providing basement car parking, potentially warranting the need for above grade parking as is currently evident in some parts of the City Centre.

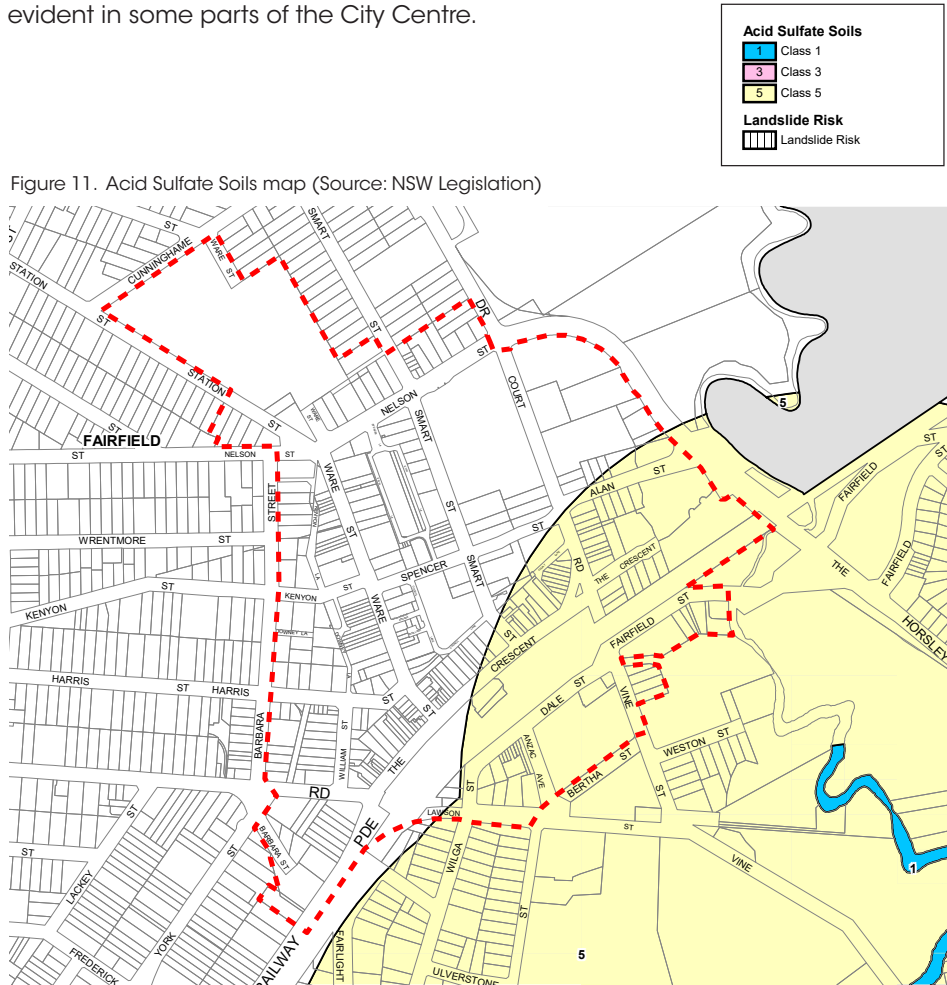


Figure 11. Acid Sulfate Soils map (Source: NSW Legislation)

Design Excellence

No specific provisions currently exist under the FLEP 2013 to promote design excellence. Facilitating design excellence in the Fairfield City Centre via policy, is limited to guidance under relevant SEPPs and provisions under the Fairfield City Centre Development Control Plan 2013.

Surrounding Planning Context – Proposed Amendments to FLEP 2013

Residential Development Strategy

A Council initiated planning proposal for rezoning of some residential precincts adjacent to the Fairfield City Centre has been approved at the Gateway and is currently with Council for implementation. This PP was initiated in accordance with the recommendations of Council’s Residential Development Strategy 2009. This proposal includes:

- land use rezoning from R3 Medium Density Residential to R4 High Density Residential;
- increased building height from 9 metres to 20 metres; and
- increased FSR from 0.45:1 to 2:1.

The above proposal generally pertains to residential lands west of the Fairfield City Centre. In February 2016 the NSW Department of Planning and Environment determined that proposal should proceed to exhibition. This urban design study takes into consideration the impacts of this proposal on the surrounding context of the Fairfield City Centre noting its implementation was pending at the time of preparing this study.

The Fairfield City Centre [Key Sites] Urban Design Study 2018 makes a number of recommendations for changes to land use zoning, floor space ratio and height of buildings controls for sites larger than 2,500m² in the Fairfield City Centre. It is anticipated that this will lead to the preparation of landowner led planning proposals seeking to align the current controls with those recommended by the key sites study.

Fairfield Forum Site

A Planning Proposal has been received by Council for the Fairfield Forum site at 8-36 Station Street. The PP seeks to amend building height and FSR controls in accordance with the principles of the Fairfield City Centre [Key Sites] Urban Design Study, inclusive of the delivery of significant community benefits in the form of a neighbourhood park and an extension of Ware Street to Station Street. A Council decision is anticipated during the later part of 2019.

4.1.2. STATE ENVIRONMENTAL PLANNING POLICY NO.65 - DESIGN QUALITY OF RESIDENTIAL FLAT DEVELOPMENT/ APARTMENT DESIGN GUIDE

State Environmental Planning Policy No.65 - Design Quality of Residential Flat Development (SEPP 65) seeks to facilitate residential flat building and shop top housing development with a high degree of design quality and amenity. It is focused on nine design quality principles based on the following themes:

1. Context and neighbourhood character
2. Built form and scale
3. Density
4. Sustainability
5. Landscape
6. Amenity
7. Safety
8. Housing diversity and social interaction
9. Aesthetics

These principles are reinforced by the Apartment Design Guide (ADG), which is a state level policy applicable to all residential flat building and shop-top housing development. The ADG takes precedence over any Development Control Plan adopted by Council.

As it is the intent of this document to replace Council’s Fairfield City Centre DCP 2013, consideration will need to be given to the how any future development controls adopted by Council work with and complement the ADG.

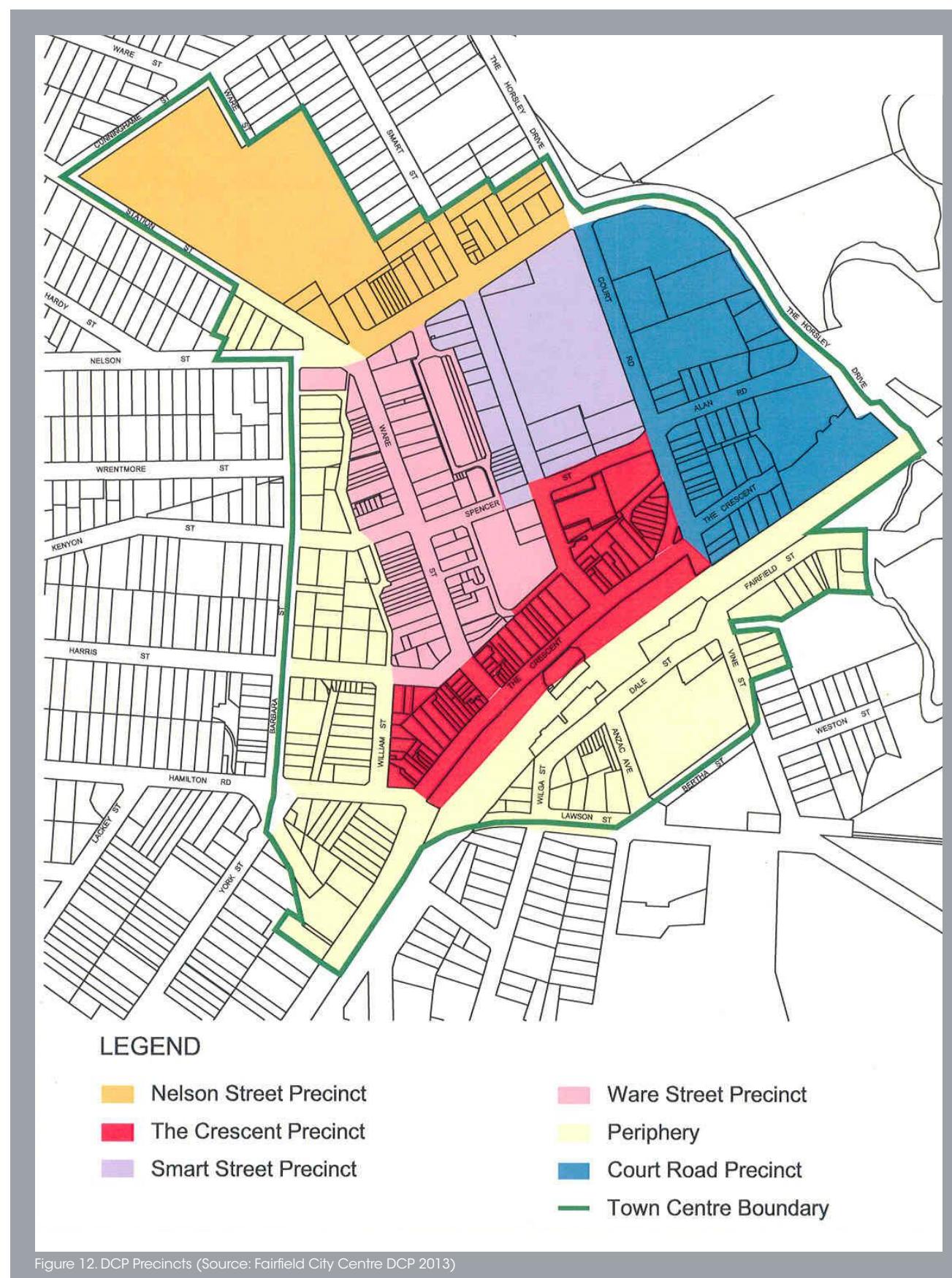
To achieve the desired vision for the City Centre environment, development controls must facilitate design excellence, safety for residents and visitors, place activation, and a visually cohesive City Centre environment.

THE PRINCIPAL FOCUS AREAS OF THE ADG PARTICULARLY RELEVANT TO THIS STUDY ARE:

- Building depth
- Building separation
- Street, side and rear setbacks
- Building orientation
- Solar access and overshadowing
- Interface with the public domain
- Visual privacy

It is noted that development of a purely commercial nature in the Fairfield CBD would not be required to address the design criteria of the ADG. However stand alone multi-level only commercial /office development in the Fairfield City Centre is unlikely due to the proximity of Parramatta and Liverpool strategic centres.





4.1.3. FAIRFIELD CITY WIDE DEVELOPMENT CONTROL PLAN 2013

The Fairfield City Wide Development Control Plan 2013 (FCWDCP 2013) generally applies to all land in the Fairfield Local Government Area with the exception of the Western Sydney Employment Area and Western Sydney Parklands and those areas subject to an alternative DCP.

The Fairfield City Centre is subject to the Fairfield City Centre Development Control Plan 2013 (FCCDCP 2013) and therefore, the city wide DCP generally does not apply to the study area.

However, the FCCDCP 2013 adopts certain provisions contained within particular chapters of the FCWDCP 2013 in relation to matters including (but not limited to):

- **Environmental Managements and Constraints;**
- **Flood Risk Management; and**
- **Car Parking, Vehicle and Access Management.**

4.1.4. FAIRFIELD CITY CENTRE DEVELOPMENT CONTROL PLAN 2013

The Fairfield City Centre Development Control Plan 2013 (FCCDCP 2013) sets the overarching strategic vision for the Fairfield City Centre. Its primary role is to assist Council in delivering its vision for the Fairfield City Centre outlined in the Fairfield City Centre Strategic Plan. Specifically, Council's vision for Fairfield City Centre outlined in the DCP is outlined as follows:

- **Inclusive design that strengthens and reflects the unique character of the City Centre.**
- **Enhance community safety and the perception of safety through partnerships and initiatives.**
- **Strengthen gateways, access and way finding in and around the City Centre.**
- **Encourage street and laneway life that attracts all and excludes no one.**
- **Stimulate economic development and increase employment opportunities.**

- **Nurture social and cultural development, and maximise education and training opportunities.**

- **Build a new image for the City Centre.**

The FCCDCP 2013 is applicable to all land within the Fairfield City Centre. Accordingly, this urban design study therefore seeks to reference, but not necessarily adhere to the vision adopted in 2006 if circumstances warrant the consideration of change.

In general, FCCDCP 2013 takes an approach that supports the ongoing intensive development of the central City Centre area with more intensive commercially oriented uses and seeks to transition towards a greater residential and shop top focus in peripheral areas. The Key Sites Study 2018 provides for greater building height on the periphery on larger sites, coupled with tangible community benefits including open space and plazas.

The FCCDCP 2013 defines the Fairfield City Centre as six precincts based on their individual role, function and character as illustrated in Figure 12. Precinct based development controls set out key design elements such as land use mix (i.e. ground level retail activation), podium heights and upper level setbacks to public streets and boundaries.

The DCP also sets out car parking rates to the standards summarised in Table 3:

Business premises
<ul style="list-style-type: none">• Sites identified on site specific DCP - 1 per 40m²• Other sites - 1 per 100m²
Shops/ retail/ (includes restaurant and café)
<ul style="list-style-type: none">• Sites identified on site specific DCP - 1 per 25m²• Other sites 1 per 100m²
Residential
<ul style="list-style-type: none">• 1-2 Bedroom unit (less than 110m²) - 1 per dwelling• 3 or more bedroom unit (i.e. greater than 110m²) 1.50 per dwelling• Add for visitors per dwelling 0.25 per dwelling

Table 3. Car parking overview

Note: Only key uses have been included. Refer to the DCP for more information.

3,050 new dwellings are needed in Fairfield between 2016 and 2021



The DCP also sets out strategies and provisions relating to public art contributions for larger scaled developments.

This urban design study seeks to achieve alignment with Council's vision for the Fairfield City Centre. This study outlines specific recommendations for built form and development controls based on opportunities and concepts provided in Section 8. These recommendations will form the basis of a new DCP for the City Centre.

4.1.5. CURRENT DEVELOPMENT PROPOSALS / APPROVALS

Relevant developments approved by the Fairfield Local Planning Panel include the following:

- **25-35 Ware Street, Fairfield**
Demolition of existing structures for the construction of a 12-storey mixed use development comprising 925m² of commercial floor space, 4 storey podium level with residential tower above, containing 73 units and car parking spaces for 115 vehicles within a 2 level basement. Approved on 16 May 2018 (DA-369.1/2015).
- **244-250 Fairfield Street, Fairfield East**
Demolition of existing structures for the construction of a 4 storey shop top housing development comprising 41m² of commercial floor space, 13 at-grade car parking spaces with a total of 12 residential units above. Approved on 21 February 2018 (DA-60.1/2016).

The following major development was approved by the Sydney Western City Planning Panel:

- **366 The Horsley Drive, Fairfield**
Demolition of existing structures, construction of an 8 storey mixed use development comprising commercial uses and publicly accessible plaza at ground level, 280 residential units, communal open space at the first floor podium level, 3 levels of basement car parking and landscaping works. Approved on 20 November 2017 (DA-676.1/2016).

In response to previous changes to planning controls, several major residential developments have been also approved on the periphery of the Fairfield City Centre. Additionally, there have been a number of minor applications involving low density residential developments, change of use applications and Torrens title subdivisions.

At the time this Study was prepared, Council was undertaking assessment of applications within the Fairfield City Centre, including the following proposals:

- **50 Nelson Street and 5-7 Hardy Street, Fairfield**
Demolition of existing structures and tree removal for the construction of a 6-storey residential flat building containing 24 apartments over two levels of basement parking for 30 vehicles (DA-139.1/2019).
- **3 William Street, Fairfield**
Restoration works, alterations and additions to a heritage fire station for the construction of a 4 storey boarding house development, exceeding the two storey building height limit (DA-413.1/2018).
- **8-36 Station Street, Fairfield**
Demolition of existing structures for the construction of a 4 storey commercial building comprised of a medical centre on the lower two levels, including 3 levels of covered car parking at the Fairfield Forum Shopping Centre (DA-556.1/2017).

BY 2036, FAIRFIELD CITY
WILL EXPERIENCE 12.5%
POPULATION GROWTH

4.2 Strategic Planning Context

Key strategic planning documents applicable to the Fairfield City Centre are 'A Metropolis of Three Cities – The Greater Sydney Region Plan' and the 'Western City District Plan', both prepared by the Greater Sydney Commission (GSC) and adopted in March 2018.

Fairfield City Council has undertaken a proactive approach in preparing and implementing a number of strategic studies with the aim of facilitating ongoing improvement in the Centre. This study builds upon Council's evolving strategic vision and identifies key actions that will assist in reinforcing the Centre's economic vitality, liveability and vibrancy.

4.2.1. A METROPOLIS OF THREE CITIES – THE GREATER SYDNEY REGION PLAN

The regional plan seeks to manage growth and is built on a 40-year vision where the people of the Greater Sydney region live within 30 minutes of their jobs, education and health facilities, services and great places. This vision is delivered via the 10 Directions that form the basis for common guiding principles.

TEN DIRECTIONS FOR THE METROPOLIS OF THREE CITIES

A liveability, productivity and sustainability framework

- **A city supported by infrastructure.**
- **A collaborative city.**
- **A city for people.**
- **Housing the city.**
- **A city of great places.**
- **A well-connected city.**
- **Jobs and skills for the city.**
- **A city in its landscape.**
- **An efficient city.**
- **A resilient city**

Within the Plan, these Directions are presented via the three cities concept each with their own District Plan: Western Parkland City, Central River City and Eastern Harbour City. Fairfield City is located in the Western City District Plan, a 'City in its Landscape'.

Important actions for the Western City District include the coordination of land use and infrastructure, the alignment of forecast growth with infrastructure, and the provision of infrastructure using a placed-based approach. The implementation and governance commitments of the Western Sydney City Deal¹ requires the GSC to coordinate land use and infrastructure for the Western City District.

4.2.2. WESTERN CITY DISTRICT PLAN

The Western City District Plan sets out a vision for an emerging Western Parkland City. It is a 20-year plan to manage growth in the context of economic, social and environmental matters and guides implementation of the regional plan at a district level.

Planning priorities and actions within the district plan are to be implemented by Council through the development of a Local Strategic Planning Statement, revised LEP and the ongoing assessment of planning proposals against district plan objectives.

The Plan identifies Fairfield City Centre as a District Centre, which will provide jobs growth from an estimated 5,400 jobs in 2016 to some 10,000 jobs by 2036. It is anticipated that Fairfield City will experience population growth of 20,450, representing 12.5% growth to 2036.

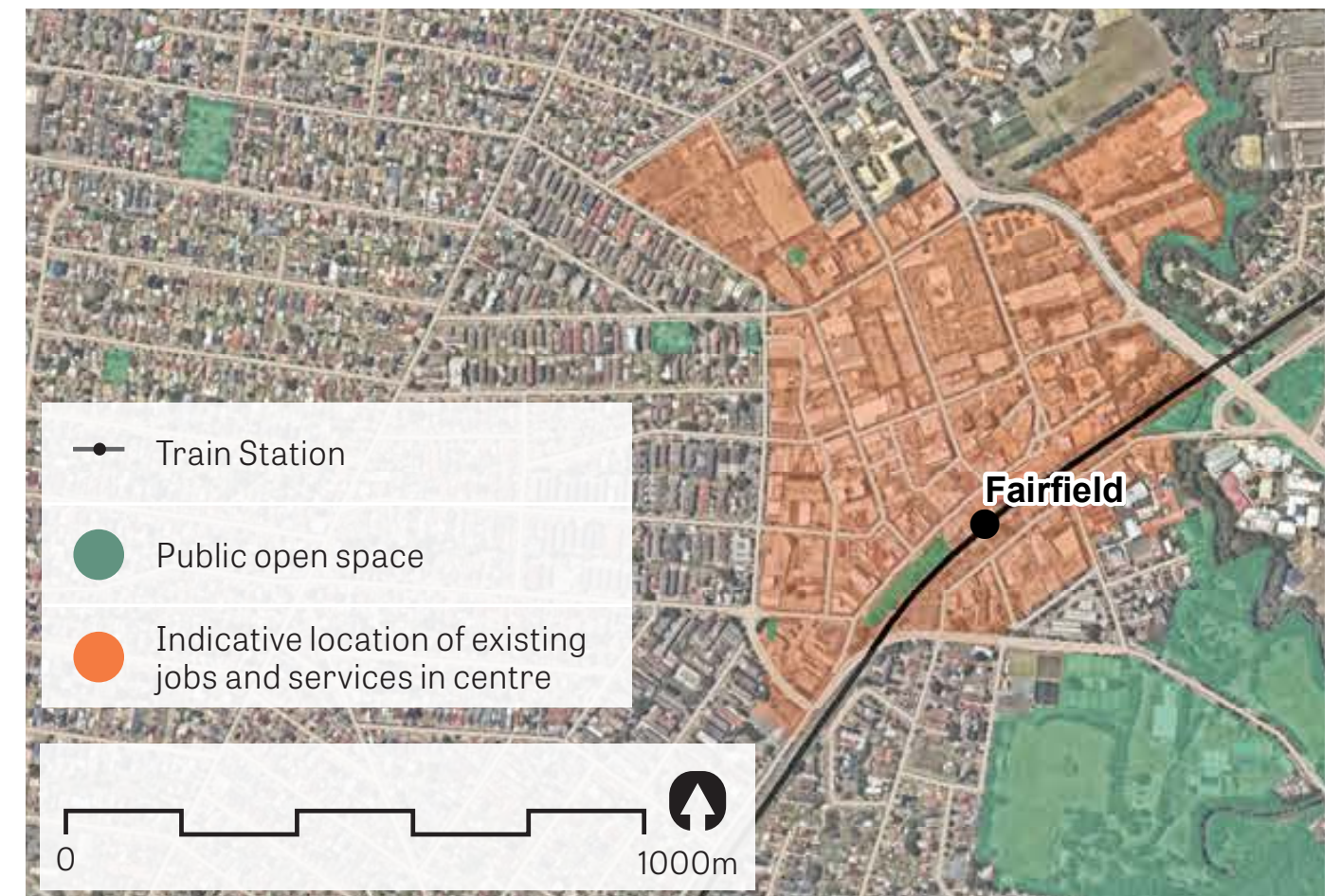
To accommodate that growth, the Plan establishes a housing target of 3,050 new dwellings between 2016 and 2021. The Plan acknowledges the Fairfield Residential Development Strategy (2009) as instrumental in creating housing capacity, to be replaced by a Local Housing Strategy in 2020.

¹ The Western Sydney City Deal includes six commitments: connectivity, jobs for the future, skills and education, liveability and environment, planning and housing and implementation and governance.

Key actions identified by the Plan relevant to the Fairfield City Centre are:

- **Investigate** opportunities for feasible redevelopment and increased density close to the Fairfield Transport Interchange.
- **Enhance** the public realm and encourage new connected civic plazas and public open spaces, including better walking and cycling links to nearby Fairfield Park and Prospect Creek corridor.
- **Build** on the emerging concentration of multicultural support services and support the current business and legal sector.
- **Increase** the liveability of the centre by activating the public realm, including developing the vision for an 'eat street' and growing the night-time economy.
- **Facilitate** the attraction of office/ commercial floor space and allow for innovation including smart work hubs.
- **Improve** east-west connectivity within Fairfield City Centre from surrounding suburbs prioritising pedestrian, cycle and public transport facilities.
- **Encourage** car sharing and carpooling opportunities.

Figure 13. Location of Jobs and Services in Fairfield City Centre (Source: Western City District Plan)



4.2.3. FAIRFIELD CITY 2040 – SHAPING A DIVERSE CITY | DRAFT LOCAL STRATEGIC PLANNING STATEMENT

Fairfield City Council’s Draft Local Strategic Planning Statement, Fairfield City 2040 – Shaping a Diverse City (Fairfield City 2040), was publicly exhibited between June and August 2019. It provides the strategy for the Fairfield community’s economic, social and environmental land use needs over the next 20 years.

Fairfield City 2040 sets clear planning priorities about what will be needed, such as jobs, homes, services and parks, where these should be best located and when they will be delivered. It sets short, medium and long-term actions to deliver the priorities for the community’s future, which will be implemented by amendments to the FLEP 2013 as well as DCP for the study area. Implementation of study recommendations will be further supported by Council’s four-year Delivery Plan and annual Operational Plan process.

This Urban Design Study seeks to deliver outcomes that align with the five themes and Planning Priorities (refer Figure 14), with a particular focus on following Planning Priority 4 Actions:

- 4.1 Council will undertake urban design studies for key centres that deliver attractive, healthy, accessible and safe places in addition to those adopted in 2018 (Fairfield City Centre Key Sites, Fairfield Heights and Villawood): Cabramatta, Fairfield (remainder of City Centre), Smithfield, Canley Vale and smaller neighbourhood centres at Carramar and Yennora.
- 4.2 Council will update its Development Control Plans to include tailored development controls which reflect the recommendations and outcomes of the Urban Design Studies and provide attractive, healthy, accessible and safe town centres.
- 4.5 Council will encourage high quality developments in suitable locations with supported infrastructure that improve the local character of the area with a focus on sustainability and technology.
- 4.6 Council will encourage design excellence, and ensure that design recommendations in the Urban Design Studies are reflected in the LEP and DCP controls.
- 4.7 Council will use a place based approach in its planning for local centres to encourage walking and cycling.

Figure 14. Key Themes and Planning Priorities (Source: Fairfield City 2040)

THEME 1 COMMUNITY WELL-BEING – HEALTHY & LIVEABLE PLACES	Planning Priority 1 Provide housing that accommodates the needs of existing and future residents.
	Planning Priority 2 Deliver greater housing diversity and affordability to meet the changing needs of the community.
	Planning Priority 3 Plan for and manage areas identified for future urban development.
	Planning Priority 4 Provide attractive, healthy and safe places for the whole community.
THEME 2 INFRASTRUCTURE & PLACES –SUPPORTING GROWTH & CHANGE	Planning Priority 5 Protect the city’s heritage.
	Planning Priority 6 Ensure infrastructure is aligned to accommodate planned growth and community needs
THEME 3 ENVIRONMENTAL SUSTAINABILITY	Planning Priority 7 Leverage opportunities from major new district infrastructure and services and technological developments.
	Planning Priority 8 Protect areas of high natural value and environmental significance and improve the health of catchments & waterways.
	Planning Priority 9 Realise the Parkland City Vision.
THEME 4 STRONG & RESILIENT ECONOMY	Planning Priority 10 Adapt to natural hazards and environmental impacts.
	Planning Priority 11 Promote a robust economy which generates diverse services and job opportunities.
THEME 5 GOOD GOVERNANCE – ADVOCACY & CONSULTATION	Planning Priority 12 Plan for and manage urban services land.
	Planning Priority 13 Ensure a well-engaged and informed community.
	Planning Priority 14 Monitor and report on the delivery of the LSPS actions.
	Planning Priority 15 Review the LSPS to adapt to changing priorities and circumstances.
	Planning Priority 16 Advocate for and represent the Fairfield City community.

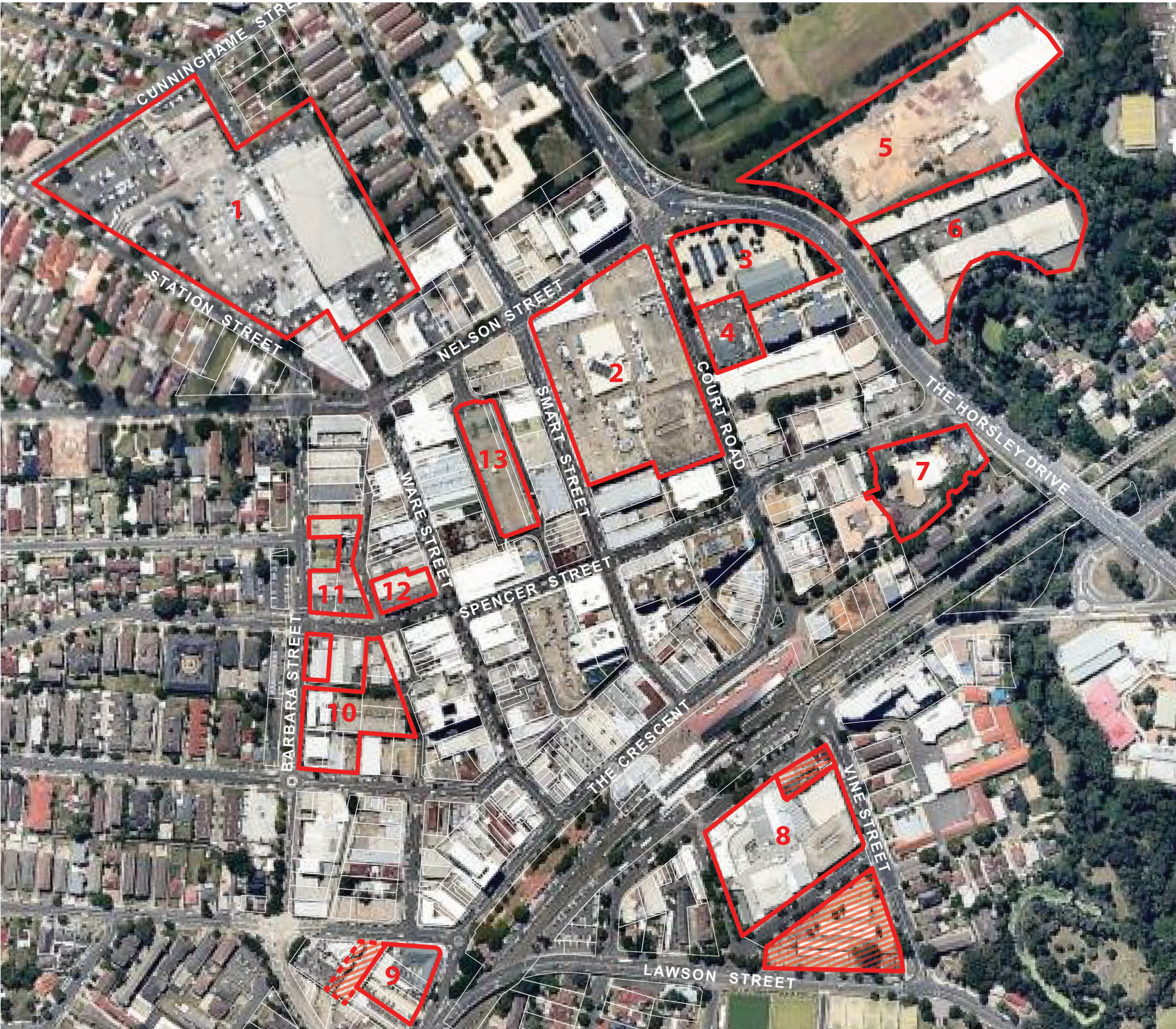
4.2.4. FAIRFIELD CITY CENTRE [KEY SITES] URBAN DESIGN STUDY 2018

The Study, adopted in March 2018, was prepared in response to an identified need by Council to facilitate revitalisation in the Fairfield City Centre. It responded to landowner interest in redevelopment of the centre. As seen in Figure 15, the Study focused on strategically located sites (over 2,500m² in area) with potential for short term revitalisation and flow of community benefits through open space, pedestrian connections and community facility floor space. As the key sites are subject to the recommendations of the 2018 Key Sites Study, they are excluded from the study area.

The Study took a design-led planning approach that required urban design to focus on people, and creating great places to meet, work, exercise and socialise. The Study made specific recommendations for amendment to development standards pertaining to land use zoning, building height and floor space ratio and land classification, which resulted in considerable uplift for some sites while noting that identified public benefits would be delivered in conjunction with future development of each site through owner/applicant initiated planning proposals.



Figure 15. Key sites (excluded from this study) Source: Fairfield City Centre Urban Design Study 2018



4.2.5. FAIRFIELD CITY CENTRES STUDY 2015/ FAIRFIELD CITY CENTRES POLICY 2015

This Policy was originally adopted in 2006 by Leyshon Consulting Pty Ltd. The policy has been updated by Norling Consulting – Business and Property Economics Pty Ltd in 2014. Important aims of the revised study included a comprehensive review of the various retail/ commercial centres of the City. Fairfield City Centre is identified as a major centre with the provision of the widest range of retail, commercial and community services to the City’s population. This study reinforces Fairfield City Centre’s role, with the aim of facilitating renewal.

4.2.6. FAIRFIELD PARK RELATIONSHIP TO FAIRFIELD CITY CENTRE 2012

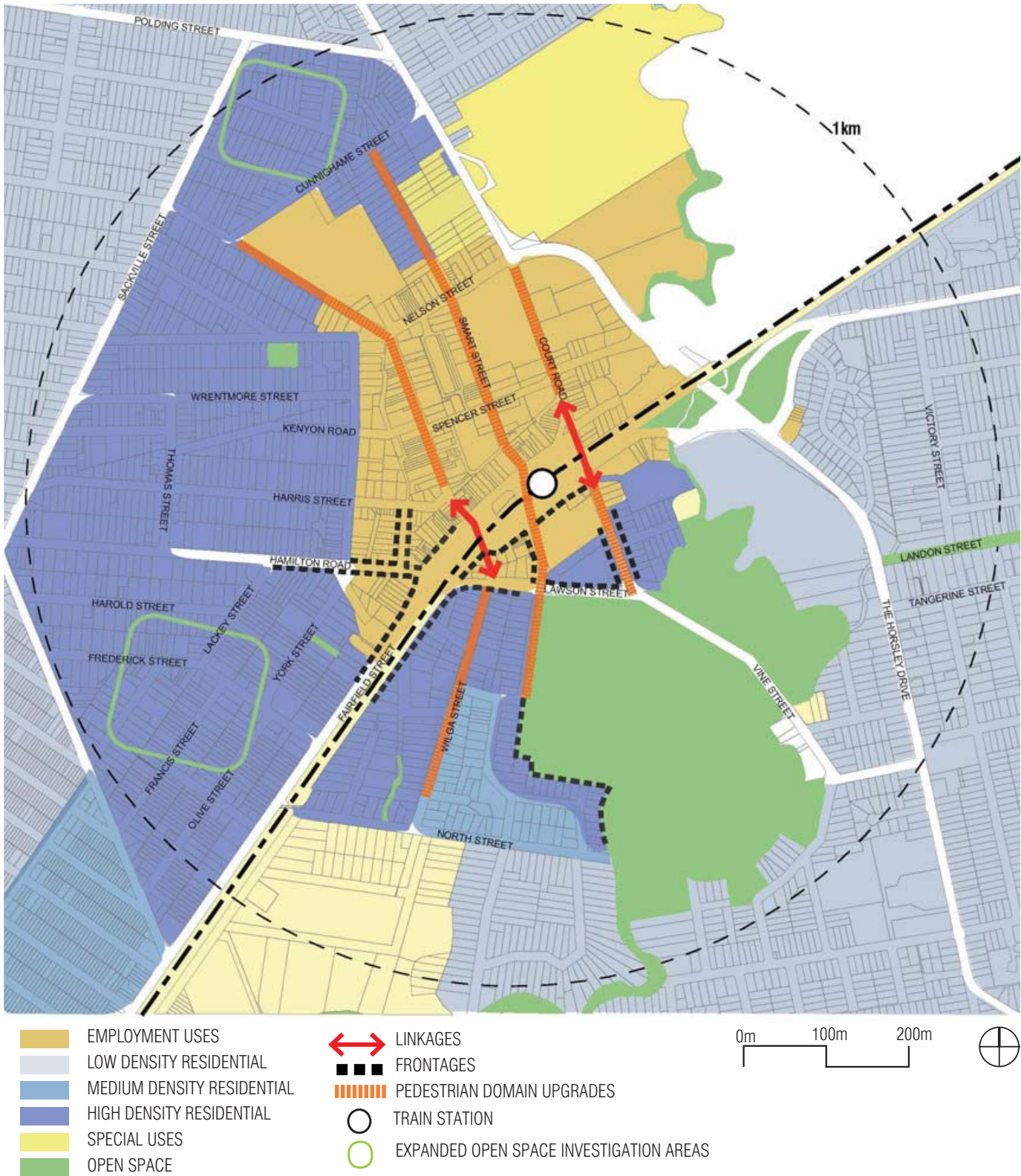
This study explored the relationship between the Fairfield City Centre and the large areas of parkland and community recreation facilities to the south of the centre including Fairfield Park. The study correlates open space accessible to high density development and city centre lifestyles to increases in both community well-being and economic strength.

Potential opportunities to reinforce links with Ware Street and Spencer Street acting as spines north of the train station, and Vine Street south of the train station as critical links to the Honour Avenue gates at the northernmost point of the parklands. The railway pedestrian overpass plays the Centre to the east and parklands to the east.

This is illustrated as Figure 16.

The study recommended a range of place making features to strengthen the amenity offered within Fairfield Park to improve its role as a key destination. In addition to identifying open space acquisition and embellishment west of the railway line, and the need to enhance connection between the Centre and Fairfield Park is recognised in this study.

Figure 16. Fairfield Residential Development 2009 Structure Plan (Source: Fairfield Residential Development Strategy 2009)



4.2.7. FAIRFIELD CITY CENTRE MARKETING AND BRANDING PLAN - PLACE PARTNERS 2011

The Plan, prepared by Place Partners, seeks to foster economic investment and an entrepreneurial spirit among the business community as well as shift external perceptions about Fairfield. The plan places particular emphasis on creating and promoting a brand identity for Fairfield, and fostering positive connections with the brand.

This study aligns with the key objectives and aspirations of the plan to reinforce diversity and the strength of local business culture. The role of this study is to assist in creating new opportunities for investment, and attracting increasing number of visitors as well as locals who prefer the offer at Stockland Wetherill Park at nearby Prairiewood.

4.2.8. FAIRFIELD RESIDENTIAL DEVELOPMENT STRATEGY 2009 – STUDY AREA 1 FAIRFIELD CENTRE

The Fairfield Residential Development Strategy 2009 provides the framework to accommodate a dwellings target of 24,000 dwelling by 2031. The following outlines the key recommendations of the strategy for Fairfield City Centre:

- Increase dwelling stock within the catchment, particularly within the commercial core, western half of the precinct and long term, a corridor formation to Fairfield Heights and Canley Vale.
- Improve the dwelling mix by supporting increases in medium and high density dwellings.
- Ensure increased density within the western half of the catchment is supported by additional open space.
- Focus new housing in north and west of catchment.
- Provide additional community facilities in line with the needs of current and future population.

- Continue public domain upgrades, including better cycle/pedestrian linkages particularly in commercial core.

The success of the strategy has been mixed, with elements of the growth strategy having been abandoned for Polding Street and much of Fairfield Heights and the Fairfield to Canley Vale Corridor which lacked north south permeability, as well as being in areas identified as narrow lot areas that permitted greater density through terrace style housing with courtyards.

A planning proposal, based on the 2009 structure plan provided as Figure 16, seeks to change land use zoning, height and FSR for land immediately north and west of the City Centre (bound by Polding Street, Sackville Street, Coleraine Street and Railway Parade) to form a R4 high density residential frame with a building height of up to 20m (6 storeys).

The land use zoning plan (Figure 4) and the Fairfield Residential Development 2009 Structure Plan (Figure 16) indicate clearly that there is a significant under-supply of open space for an existing densely populated residential precinct. This has a significant impact on the ability of children to develop motor and social skills outside of the school environment.

This study considers the interface with an intensifying residential city centre frame, as well as opportunities to enhance amenity for the emerging population surrounding the Fairfield City Centre.



4.2.9. FAIRFIELD TOWN CENTRE MASTER PLANS 2007

In response to the 2004 Strategic Plan for the Fairfield Town Centre, two key actions identified in the Strategic Plan were to prepare Master Plans for two precincts in the town centre - Barbara Street Precinct and The Crescent and Railway Precinct. The Master Plans sought to provide a planning and development framework for the two precincts.

This study builds upon the outcomes of these master plans.

Barbara Street Master Plan

The precinct corresponds to Key Site 10 (Civic Precinct) identified in the Key Sites 2018 Study.

The Crescent Master Plan 2007

The following key principles considered in the development of a Master Plan for The Crescent (see Figures 17 and 18) include:

- strengthen connections into the town centre via Smart and Ware Streets by creating more direct access across The Crescent, and widening of footpaths along The Crescent;
- allow for expansion or redevelopment of the station, bus interchange and forecourt plaza to meet future demand, including a safe, direct and accessible bridge connection across the train lines; and
- provide new retail/commercial buildings along both sides of The Crescent to activate streets and open space at ground level, while providing commercial space directly linked to transport services.

Figure 17. Crescent Master Plan, Option 1. (Source: Fairfield Town Centre Integrated Master Plans, November 2006)

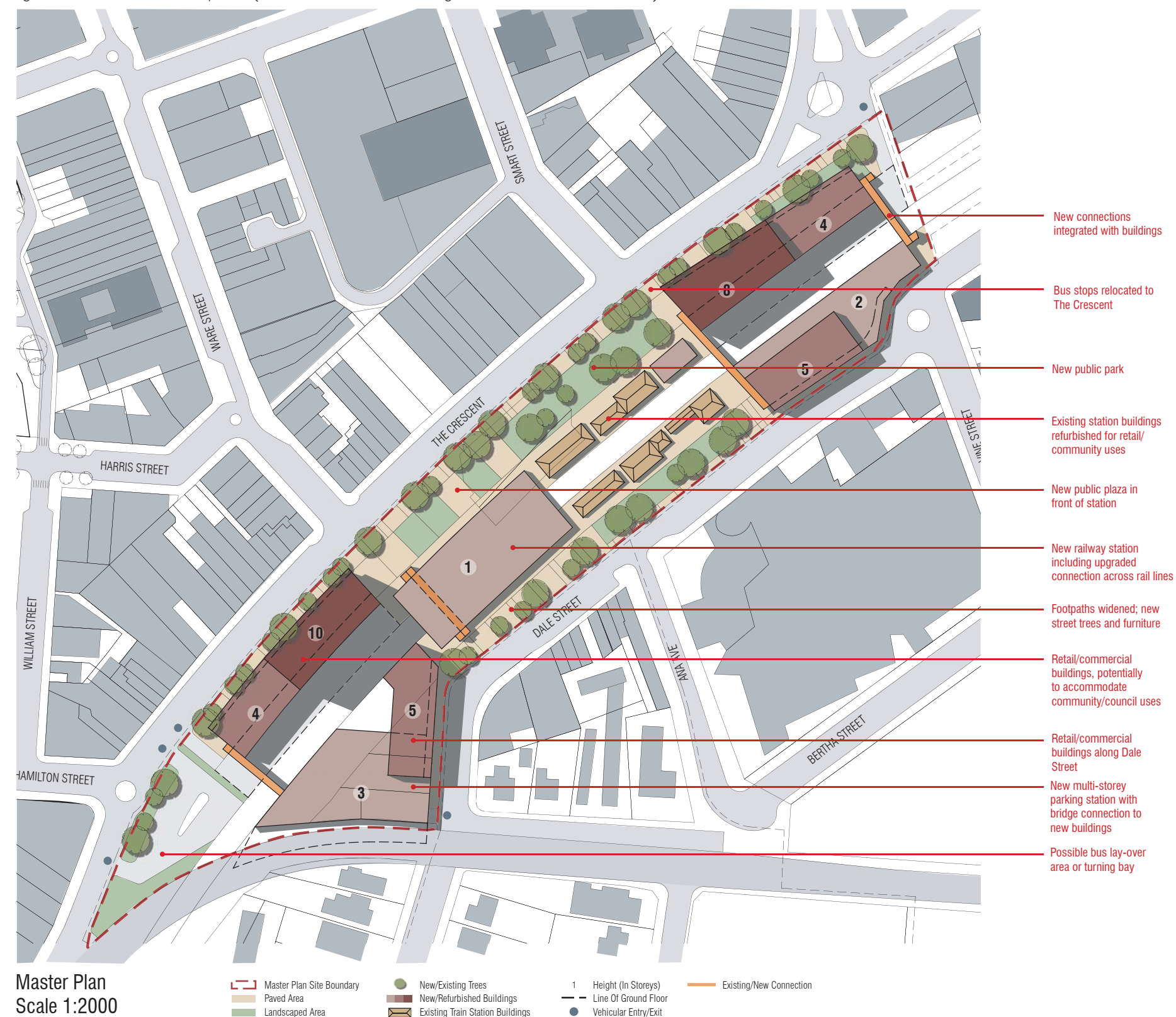


Figure 18. Crescent Master Plan, Option 2. (Source: Fairfield Town Centre Integrated Master Plans, November 2006)



Master Plan
Scale 1:2000

4.2.10. FAIRFIELD TOWN CENTRE STRATEGIC PLAN 2004

The Fairfield Town Centre Strategic Plan seeks to transform the Fairfield Town Centre economically, socially and environmentally to create a place in which people want to live, work, visit and invest.

The plan seeks to improve the legibility and quality of streetscapes and creating streets and places. Its vision is underpinned by seven key directions as well as an action plan to facilitate their delivery. The Plan informed the Development Control Plan to manage growth. The generic key directions remain relevant despite the passing of time: a safe, inclusive, intriguing, and socially and culturally lively centre that stimulates the positive economic, employment, training and image outcomes for the Centre.

4.2.11. BANKSTOWN AIRPORT PRESCRIBED AIRSPACE

Fairfield City Centre is located within the prescribed airspace for Bankstown Airport. Figure 19 highlights the location of the Study area in relation to Sydney Airport's Obstacle Limitation Surface (OLS). The OLS defines the airspace to be protected for aircraft operating during the initial and final stages of flight, or manoeuvring in the vicinity of the airport.

Figure 19 illustrates the study area's location on the OLS map, which provides for a maximum height of between 120m AHD towards the south eastern areas of the City Centre to 150m AHD in the central areas. The northern part of the study area is located in the Outer Horizontal Surface in which a maximum height of 150AHD applies.

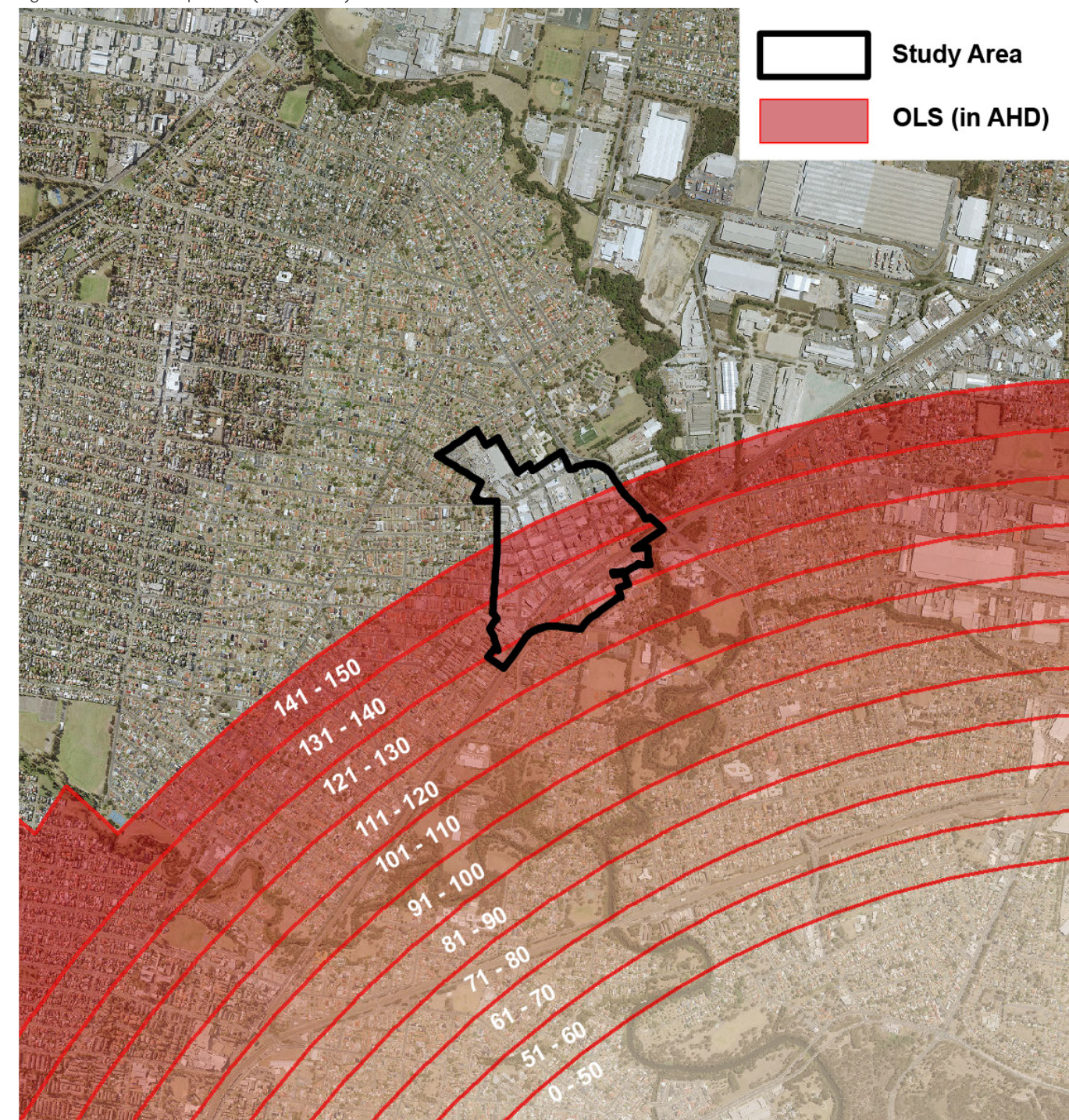
Building heights are generally required to be within the prescribed height limit so as not to present a risk to aviation practices and procedures. Given the distance from the study area and Bankstown Airport, the future built form will be well within the required building height limits.

Any proposed amendments to building height controls in prescribed airspace would be referred to relevant aviation authorities, including:

- **Sydney Airport Authority.**
- **Civil Aviation Safety Authority (CASA).**
- **Commonwealth Department of Infrastructure and Regional Development (DIRD).**

It is noted that referral to aviation authorities would also be undertaken as a part of a DA process.

Figure 19. Bankstown Airport OLS (Source: FCC)



4.2.12. CYCLING AND RECREATION

Fairfield City Centre is well located along a major 29km loop cycleway (Figure 20), connecting Prospect Reservoir, Western Sydney Parklands, Prospect Creek and Cabramatta Creek corridors, schools and numerous dedicated cycle ways comprising the broader network. There is an opportunity to improve the relationship with this cycleway to increase accessibility and enjoyment of this unique recreational experience by enhancing Fairfield City Centre as a key destination along this established network of cycleways.

4.2.13. BETTER PLACED

The NSW Government Architect’s policy, ‘Better Placed’ (May 2017), outlines principles, objects and directions for creating well-designed built environments. It establishes a baseline of what is expected to achieve good design, user-friendly, enjoyable and attractive places and spaces, which continue to provide value and benefits to people. Good design brings benefits socially, environmentally and economically, and builds on these benefits over time – continually adding value. Key objectives of the policy are outlined as follows:

- Objective 1: Better fit contextual, local and of its place.
- Objective 2: Better performance sustainable, adaptable and durable.
- Objective 3: Better for community inclusive, connected and diverse.
- Objective 4: Better for people safe, comfortable and liveable.
- Objective 5: Better working functional, efficient and fit for purpose.
- Objective 6: Better value creating and adding value.
- Objective 7: Better look and feel engaging, inviting and attractive.

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

Figure 20. Fairfield LGA's cycleway & recreation network (Source: Fairfield City)



5. DEMOGRAPHIC & ECONOMIC SNAPSHOT

A welcoming, diverse and
multicultural community,
working hard to get ahead.



5.1 Our Fairfield Community – Who we are



Demographic Profile

- The Fairfield City Centre population is estimated at 19,374 with a density of 43.96 persons per hectare.
- The median age in Fairfield is 36 years.



We are diverse

- Over 70% of residents in the Fairfield City Centre were born overseas with the top nationalities being Iraqi (22%), Vietnamese (9%) and Syrian (4%).
- Over 80% of households speak a language other than English at home.
- 32% of the population is Catholic, 12% Buddhist and 10% Islam.



We are welcoming

- Fairfield City consistently welcomes more refugees than any other place in Australia. In 2016, Fairfield settled 4,759 refugees which was 46% of total refugee settlements in NSW. In 2017, Fairfield settled another 2,798 refugees which was 42% of total refugee settlements in NSW. In the first quarter of 2019 Fairfield settled 444 refugees which is 32% of total refugees settled in NSW over this quarter.
- Fairfield City Centre welcomed around 798 new residents between 2011 and 2016 indicating a 4.7% growth rate over the five years or 0.92% annually.



We are growing older

- The population of in the suburb of Fairfield is ageing.
- The largest changes in the age structure between 2011 and 2016 were empty nesters and retirees (60-69) (+324), Older workers and pre-retirees (50-59) (+231) and seniors (70-84) (+168).
- The young workforce (25-34) is also growing notably (+167).



We strive to overcome disadvantage

- Fairfield has a very high level of disadvantage.
- The SEIFA Index of Disadvantage suggests that comparative to neighbouring areas of Parramatta (1,032.8), Liverpool (951.0) and Auburn (916.7), Fairfield City (854.0) has lower levels of income, educational attainment and employment in skilled occupations.
- The suburb of Fairfield has the third highest level of disadvantage within the City is in the top 2% of most disadvantaged places across Australia.
- The level of disadvantage seemingly correlates to the high proportion of ageing apartments.
- The median weekly household income is \$975 compared with \$1,750 across Greater Sydney.
- 27% of household incomes across are classified as very low income (<\$650p/w in 2016) compared with 15% across Greater Sydney.
- 15% of residents are unemployed and looking for work which is more than double that of Greater Sydney (6%).



We spend much of our limited income on housing

- 33% of household renters make rental payments that are equal to or larger than 30% of household income indicating a high level of housing stress. This is much higher than the 14% across Greater Sydney. 53% of households rent their homes, with 8.5% of these households renting social housing. Only 33% of households across Greater Sydney rent their homes.
- While the average weekly rental repayment in Fairfield LGA in 2016 (\$350) was lower than Greater Sydney (\$440), 1 in 5, or 21.9% of renting households in Fairfield LGA were experiencing rental stress in 2016 meaning they were spending more than 30% of their income on rent. This is a significantly higher rate than both Greater Sydney (14.2%) and NSW (12.9%).
- The high number of households experiencing rental and mortgage stress from the 2016 census indicate that there is a need to consider affordable housing provision within Fairfield City especially considering the vital role the city has as a gateway for new arrivals to Australia.



We work in service industries & manufacturing

- The top three industries of employment are health care and social assistance (589 / 11.7%), retail (552 / 10.9%) and manufacturing (551 / 10.9%). Health care and social assistance is the fastest growing industry (+104 over 5 years), while manufacturing is the fastest declining industry (-301 over 5 years).
- The industries which grew the most between 2006-2011 were: retail trade (+110), accommodation and food services (+108), health care and social assistance (+97), education and training (+65) and administrative and support services (+38). This demonstrates there is demand for the above services. Industries which experienced a decline include financial and insurance services (-15) and rental, hiring and real estate services (-9), demonstrating there is less demand for these services. 22% of residents travel to work by public transport, while 67% travel to work by car. The Train is the most popular form of public transport (15%) and patronage is growing.



We are home to many households with children

- The areas largest household structure are households with children (56%), of this, single parent households make up 18%, compared with 10% in Greater Sydney. A higher portion of households with children live in apartments with the majority having no access to neighbourhood parks.
- The most common household type in Fairfield LGA in 2011 were family households (79.7%) and the average number of persons per household in Fairfield LGA was higher (3.2) compared to Greater Sydney (2.7).



We have strong ties to Fairfield City

- Approximately 89.7% of Fairfield City residents in 2011 were living in the same LGA in 2016. This was higher than the proportion of residents who had remained in the same LGA within both Greater Sydney (85.5%) and NSW (85.4%) over the same period.
- Approximately 70.1% of Fairfield City residents in 2011 were living in the Fairfield City in 2006, higher than the proportion of residents who had remained in the same local government area within both Greater Sydney (60.3%) and NSW (60.8%). This demonstrates that residents in the Fairfield City have strong ties to the local area, perhaps due to strong family networks and specific cultural communities in the City, e.g. those from Mainland South-East Asia and the Middle East.

5.2 Economic Opportunities for the Fairfield City Centre

Residents and visitors create a vibrant commercial centre

The land uses and industries represented in the City Centre are population driven, as such an increase in population in the City Centre through enabling more residential apartments in the Centre would increase the vitality and viability of retail and commercial land uses in the Centre. Retailing in the City Centre could respond more to local ethnicity to provide a culturally-rich retail experience. Upgrade to the physical appearance of the retail strip and shop frontages would improve the area's amenity and enhance the pedestrian retail experience.

Fairfield City Centre has the opportunity to deliver an alternative offer, providing a point of difference from other centres in the locality. This could focus on, for example, developing a niche food, drink and dining offer, boutique shops to attract people from a wider area and encourage greater spend. Redeveloping or upgrading community, entertainment and recreational uses would assist additional visitor trips to the City Centre.

Place improvements to drive economic investment opportunities

Sectors which are currently well-represented and anticipated to grow could be described as "easy wins" for investment attraction. These sectors already have a strong skills base to support business and will experience growing demand at a national level. Key local sectors which are in this quadrant and could be targeted for investment attraction activities include (but are not limited to): Rental, Hiring and Real Estate Services; Retail Trade; Accommodation and Food Services; Public Administration and Safety; Health Care and Social Assistance; Administrative and Support Services; Education and Training; and Personal Services.

Improving pedestrian connectivity between the different retail streets could encourage more linked shopping trips and increase overall visitor spend. There are many laneways throughout the City Centre that could be made more attractive with laneway activation initiatives, particularly those laneways that are highly patronised (those laneways on either side of Nelson Street Car Park, are a good example of this opportunity).

Residents and visitors contribute to a vibrant city centre



Ware Street is the primary retail destination

A stylized, hand-drawn map of a neighborhood in Fairfield. The map features several streets: Spencer Lane, Hart Street, and Spencer St. A green rectangular area is highlighted in the upper left, and a yellow rectangular area with a purple starburst symbol is highlighted in the lower right. The map is composed of various shades of blue, green, and yellow, with black outlines for buildings and streets. A blue banner with white text is overlaid on the map.

6. CURRENT SITUATION

Fairfield is a place that provides a sense of comfort and belonging.

6.1 Emerging needs of a growing and changing community

Fairfield's population has experienced significant growth between 2006 and 2016. Discussions with community representatives highlighted that migrant people and families seek to settle in Fairfield and surrounding suburbs as it is a place that provides a sense of comfort and belonging. It is a place where those who have recently arrived people can live among people of a similar cultural background and, in many cases, be close to family members who already call Fairfield home.

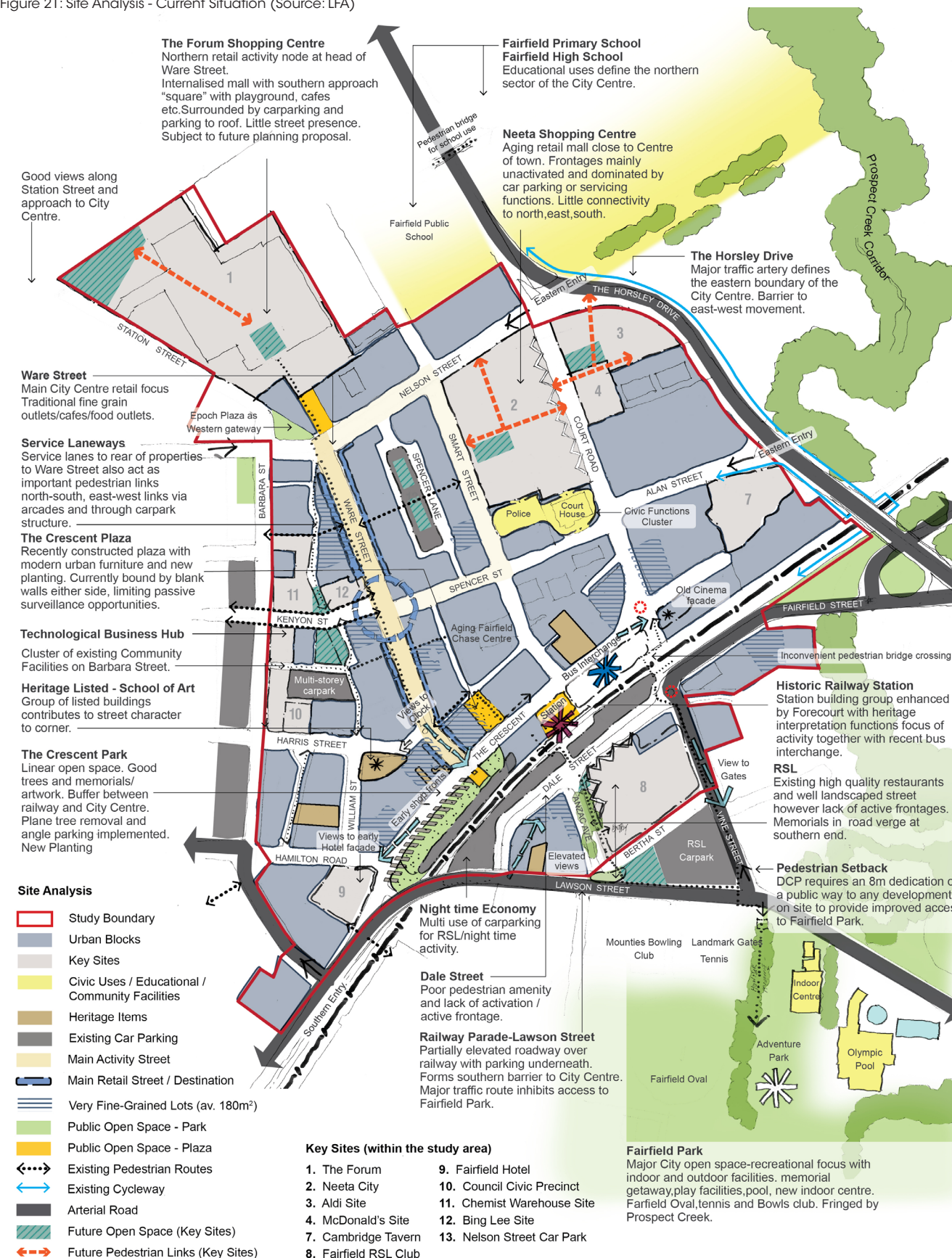
Growth in these specific cultural groups highlights an ongoing need to enhance and build on awareness of emerging cultural needs and how to work with new communities in welcoming new arrivals, facilitating cultural expression and a creating a sense of safety to foster inclusion and participation in daily life.

Many new arrivals to Fairfield are refugees from Syria and Iraq, bringing with them diverse cultural needs, expressions and lived experiences. Adjustment to a new life in Fairfield, and indeed Australia, comes with many challenges for people of these communities. Language barriers and cultural differences in day-to-day life are palpable challenges people can face in adjusting to a new life in their new country and community.

Many refugees come from places of heavy conflict. This can impact on the confidence and trust that people need to participate in day-to-day life, and to meaningfully engage with the wider community.

This brings to light a need to help people to heal and build trust to foster a welcoming and inclusive community where people can live with a sense of belonging, safety, comfort and enjoyment. Consideration of key issues and the recommendations for the future planning and place making of the Fairfield City Centre will enable specific needs to be met for all residents to sense belonging.

Figure 21: Site Analysis - Current Situation (Source: LFA)



6.2 City Centre Structure

The existing street pattern in the Fairfield City Centre is grid-like with strong north-south connections. Centre activity is focused to the north of the railway line as demonstrated by the analysis plan. The key elements of the City Centre structure are:

- the alignment of the railway line and the location of the heritage listed Fairfield railway station as a key focus and unifying element for north south streets;
- a post war main street along The Crescent, which includes heritage and Art Deco character buildings;
- a generally north - south street grid of Ware Street - the new main street with Fairfield's growth in the 1950's and 60's- Smart Street and Court Road crossed by Spencer and Nelson Streets and further to north Cunningham Street;
- key anchoring land uses including the Fairfield Forum shopping centre to the north, the centrally located Neeta City built in the 1980's, the train station and Fairfield RSL to the south; and
- limited east west connections across the City Centre grid.

This basic structure has been overlaid by the major road system 'bypassing' the Centre: The Horsley Drive to the east and the Lawson Street viaduct (1980's) to the south.

Fairfield is characterised by its diverse and 'bazaar-like' shopfronts and building façades on The Crescent, along Ware Street and to a lesser extent Smart Street, developed largely due to the fragmented land tenure and incremental development. Small buildings creating a sense of visual interest and vibrancy.

Ware Street has had streetscape improvements and traffic management to successfully encourage alfresco and pedestrian activity, together with angled parking and street trees. Ware Street was previously a pedestrianised space in the early 1980's, which was commercially unsuccessful with through traffic subsequently reinstated by the late 1980's.



Supporting the public street network is an array of public laneways, private shopping arcades and linkages that establish Fairfield as a permeable city centre, especially during business hours. However, the visual quality of some links is poor and in the case of laneways lacks surveillance and lighting, affecting safety particularly at night.

In considering the future development potential of large sites, the Key Sites Study 2018 identified a number of new public spaces and linkages. Once realised, these will further enhance the amenity, permeability and walkability of the Centre and network of interlinked destinations. Other opportunities for enhancing connectivity will need to be sought.

There is a civic precinct to the west on Barbara Street with community facilities. In 2018, Council acquired the former RMS Motor Registry site on Kenyon Street. The Harris Street registry closed in early 2016 with functions relocated to Service NSW offices at Wetherill Park and Liverpool.

The north-western areas of the Fairfield City Centre are defined by educational uses (Fairfield High and Primary Schools). The south side of the Railway has limited retail and street activity apart from the Fairfield RSL Club which is a major attraction and anchor but is largely 'introspective'.

Further south is the extensive Fairfield Park which incorporates high quality major recreational assets for the community including a destination nature-based playground, aquatic centre and sporting fields. The eastern edge of the Centre is defined by the generally unappreciated Prospect Creek corridor and associated flood affected lands.

The City Centre is also a place where people come to worship, with the Catholic Church and primary school to the east, and the Russian Orthodox Church, and Uniting Church to the west.

Refer to the site analysis plan in Figure 21.



The Crescent Hotel



Fairfield is known for its 'bazaar' style shops

6.3 Present Condition & Local Character

6.3.1. LOCAL LAND USE

Ware Street is the principal retail street and has active frontages and outdoor seating areas, and links Fairfield Forum to the north and The Crescent to the south. Being north-south, the street has good winter sun access. The slightly curved alignment of The Crescent is lined with fine grained older two storey buildings some of which are heritage listed.

There are numerous larger and smaller retail outlets, which combine to establish a 'bazaar' like character with activity spilling into key retail streets. This includes restaurants, chemists, furniture and homewares, coffee shops, money services, pawn shops, hair stylists lining the streets.

Fairfield's restaurant and retail focus is unique and driven by specific localised cultural tastes and needs. The Centre has evolved to include a range of main street and 'bazaar' style retail shops as well as the more typical shopping centre retail models such as Fairfield Chase, Fairfield Forum (1982) and Neeta City (1990).

These centres now compete with contemporary retail experiences such as Stockland Wetherill Park at Prairiewood. Fairfield Chase appears to be no longer a major retail destination, currently trading poorly with many vacancies. It is noted that a development proposal for the Chase site has been approved and remains current at the time of writing this report.

In recent years, the Centre experienced significant growth in culturally specific health services supported by refugee and immigration community service agencies. The local community values public gathering and interaction, which is evidenced the centre's bustling nature during the day including cafés that are dominated by men.

Wedding receptions dominate night activity on the weekends. Council's multi-deck car parks are evidence to the volume of night time visits. Enhancing the night time food offer is a key consideration and opportunity. There is no central 'City Square', however the intersection of Ware and Spencer Street functions as a cross roads for pedestrian activity.

Thomas Ware Plaza acts as a terminating space at the end of Ware Street. The success of The Crescent Plaza, opened to the public in December 2016, is unresolved as a well activated space with a variety of people. Its size and location may not yet lend itself to a natural gathering point.

Other key open spaces include Crescent Park along the Railway and the significant facilities and attractions of Fairfield Park east of the Centre. There are Courthouse and Police functions located on Spencer Street in the City Centre, however Fairfield Municipal Council relocated from the Centre to a greenfields site at Avoca Road, Wakeley in 1981, which anecdotally impacted the town centre activity at the time.

In the early to mid 2000s, Fairfield City Centre's first residential high-rise development (9 to 11 storeys) was developed in the area bounded by Smart Street, Spencer Street and Court Road. A small number of other mid-rise developments throughout the Centre have also followed to varying degrees of architectural merit.

In 2011 a development approval for the Fairfield Chase site allowed for two 76-metre (24 storeys) residential towers with a total 119 apartments with new medical centre, supermarket and specialty stores. After five years the approval lapsed, reflecting the limited margin of profitability for apartment developments in Fairfield City Centre at the present time.

There are a number of key community and Civic facilities in the Fairfield City Centre, which include Fairfield Library and community spaces on Barbara Street; Fairfield Community Church, School of Arts and Powerhouse Youth Theatre on Harris Street; Centrelink, Medicare and Community First Step on Barbara Street; St Nicholas on Barbara Street; Fairfield Community Church on Harris Street and Hume Community Housing Association on Hamilton Road.

There are three hotels in the City Centre, which cater for a wide clientele. These include Fairfield Hotel and Cambridge Tavern, which are subject to the previous key sites study. The Crescent Hotel has been recently renovated with a view to establishing a more inclusive and attractive destination for patrons. Local schools are located just to the north east while the leisure facilities and open space of Fairfield Park are significant land uses in the south.



Fairfield City centre is a destination for the purchase of yellow gold



Homewares shop



Alfresco dining



Retail activity 'spilling' into Thomas Ware Plaza



Vibrant street life in Fairfield with 'fine grain' uses



Figure 22. Figure ground diagram (Source: Fairfield City Centre DCP 2013)



6.3.2. BUILT FORM

Fairfield's fine grained character - those things in the built environment that makes Fairfield's unique, special and interesting - gives rise to activity and people drawn to wanting to be in a place for different reasons. Fairfield City Centre is a key destination for independent jewellers specialising in yellow gold products, favoured by discerning cultural groups.

Apart from some recent developments and the few heritage and character buildings in the City Centre, buildings are ageing and utilitarian offering minimal contribution the visual quality of the streetscape. However, at ground level, fine grain building frontages assist in establishing lively commercial and retail streets.

Figure 22 provides a 'figure ground' diagram (from Fairfield City Centre DCP 2013) indicates the two-dimensional plan aspect of the existing built form. A large proportion of the central area is built over especially to the main internalised shopping centres of Fairfield Forum and Neeta City. This area is largely two storeys in height.

Taller buildings are generally and increasingly in the form of shop-top housing with commercial and retail frontages at on the ground floor and residential apartments above. This type of development is relatively recent in the City Centre. Land is less developed on the fringes, especially towards the easterly transition towards residential uses.

There are a number of recently completed medium-rise apartment buildings (8-9 storeys) along The Crescent and on Nelson Street, which herald the ongoing revitalisation and evolution of building scale in the Centre. This will be further supported as projects associated with the key sites urban design study are realised.

**FINE GRAINED CHARACTER
MAKES FAIRFIELD UNIQUE**

Flooding and water table constraints in some parts of the centre present challenges relating to the feasibility of providing basement parking for higher density mixed use development in the City Centre. This has resulted in result in development with unattractive and in some cases, inactive façades at podium level.

New buildings are generally abrupt to the street frontages with tall blank walls to side boundaries. While an uninterrupted 'urban edge' is the anticipated future scenario in many parts of the City Centre, blank side walls are generally attributed to the incremental and ad hoc development pattern where land parcels are consolidated and developed as opportunities arise.

Blank side walls at the property boundary highlights a need for improve side boundary walls throughout the Centre noting that what is perceived to be a temporarily visible face may be permanent in some circumstances. Building frontages adjacent to public streets, laneways and other ground level connections facilitate appropriate surveillance of the public realm.





Unattractive facade at podium level due to above grade car parking



An example of a recently constructed 9 storey mixed use development with blank side wall



Inactive street frontage



Public laneway with minimal opportunities for passive surveillance



Emerging new shop top housing development in Fairfield City Centre



Ageing and utilitarian buildings offer minimal contribution the visual quality of the streetscape

6.3.3. HERITAGE

The first Aboriginal custodians of the land, European pioneers, and notable or special occurrences, places or buildings are all important bases for storytelling to occur. Given there are so few heritage items that exist in the Centre, retention of heritage is an important factor as future development occurs.

Fairfield’s history is focused around the Fairfield Railway Station. The Station opened in 1856 and is the oldest surviving railway building in NSW. The railway enabled transport of bulk freight associated with the expansion of local industries including timber, fruit growing and agricultural produce.

William Stimson became the largest property owner in Fairfield. William was one of the early pioneers of Fairfield who cleared the bush on his land and planted orchards, a vineyard and a market garden. The rapid development of small farms in the area created a demand for timber. Stimson’s established a sawmill near the railway yards.

His business prospered to such an extent that in the late 1870s, he engaged Varney Parkes, son of Sir Henry Parkes, to design his home. Using the plans, Charles Furner of Camden built the impressive Cambridge House in 1877-78 next to the Railway Station at The Crescent, Fairfield where it remained for almost 100 years.

Cambridge house had gables and iron lace balconies and was set in an English-style garden with English trees and a large pond crossed by a bridge and an elegant carriage drive. The family lived there for 20 years. Cambridge House burnt down in 1976 to much community despair, replaced by walk up residential flats soon after.

Rapid population growth occurred after World War II and public housing was developed on a large scale in the 1950s. Ware Street became the new main street, with Wynn’s Department Store (containing for many years the City’s only escalator) located on the corner of Ware and Spencer Streets.

Other well-known stores and attractors included White’s Hardware and Furniture, Nash’s Haberdashery located on The Crescent, Nock and Kirbys (hardware and homewares), Downes Menswear Shop, Waltons and Bing Lee on Ware Street, and the Auction House located

at Harris/Barbara Streets. The Businessmen’s Club was located on The Horsley Drive.

The Fairfield Municipal Council Civic Centre, inclusive of library, opened in the 1960s in Spencer Street and supported many local businesses with its presence including the nearby Civic Hotel. The pace of growth in the City meant that the Civic Centre no longer was able to accommodate the growing workplace, moving to Wakeley in 1981.

The development of the Fairfield Forum in the early 1980s resulted in a shift in the retail heart of the centre. Ware Street was closed to traffic, with a pedestrian mall created. A fountain imported from Italy was the centrepiece of the newly created civic space. Well patronised, yearly main street parades were a common occurrence.

The pedestrian plaza proved unsuccessful and Ware Street once again was open to traffic. Similarly, an amphitheatre located in Spencer Street with chess board was closed in the early 2000s and Spencer Street was reopened to traffic.

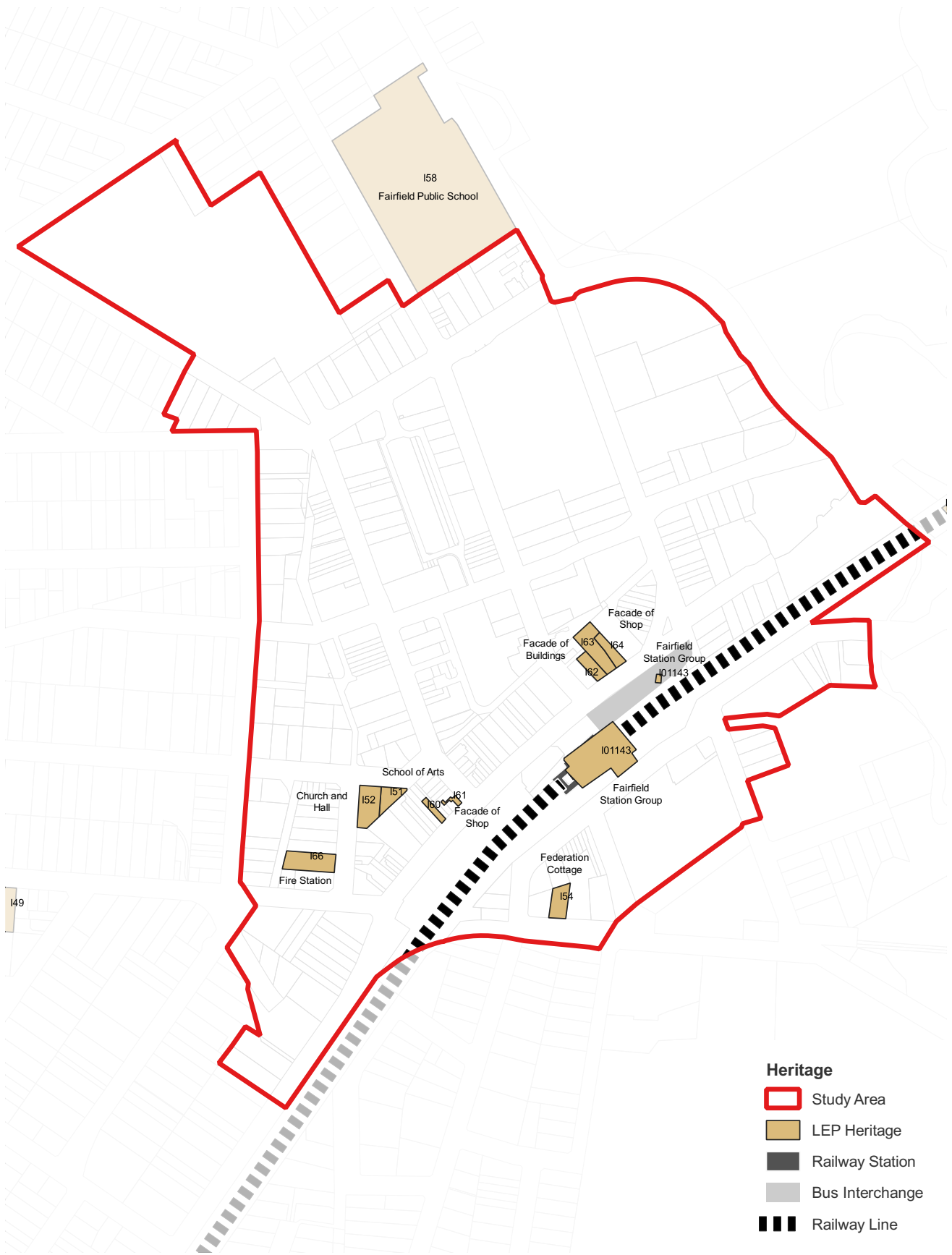
During the 1980s, as a result of the Iran/Iraq War, many Assyrians fled and settled in the Fairfield area. This coincided with the rapid growth of Fairfield’s commercial centre, with the peak of the Centre’s development coinciding with the opening of Neeta City in 1990.

In the mid to late 1990s, a shift in retail expenditure became growingly evident after the opening of Stockland Wetherill Park at Prairiewood in 1989. The closure of the small multi-screen cinema located at the Fairfield Forum in 2005 also represented a shift in demand and the local offer.

Ware Street continued to suffer a decline with the relocation of bank branches to Neeta City and the Fairfield Forum. The Centre now supports a mixture of retail, commercial and residential developments, including medium-density buildings and, increasingly, medium to high-rise shop-top housing developments.

Figure 23 illustrates listed heritage items the centre. Despite Fairfield’s rich history, physical evidence of Fairfield’s past is limited. Remaining heritage is generally in close proximity to the train station and The Crescent and include the School of Arts, Old Fire Station, some

Figure 23. Heritage items



ecclesiastical buildings and a number of early commercial buildings on The Crescent.

The Crescent Cinema façade and the Fairfield Hotel bookend The Crescent with two iconic local landmarks. The Cinema façade remains in a precarious condition with redevelopment of the site stalled, however development of the site is underway and seeks to retain and incorporate this landmark façade.

Recent placemaking initiatives by Council include a number of posts with heritage interpretation panels inviting visitors to the centre to discover stories of Fairfield’s past. These assist in broadening the depth of experiences in the centre and draws parallels to the potential for further storytelling in Fairfield.

It is noted that there are some examples of character buildings that are not heritage listed but make an important contribution to streetscape character and local identity, including:

- Downes Building: 32-34 Ware Street.
- Shop building: 17 Ware Street.
- Shop building: 28 Dale Street.
- Façade of former cinema: 10 Court Road.
- Memorial Clock (Crescent Park).
- Fairfield International Monument (Crescent Park).



Heritage Item - School of Arts and Church



'Faces of Fairfield' interpretation artworks in the Fairfield City Centre



Heritage interpretation panel - Crane



Character façade on The Crescent - Cinema site (not heritage listed)



Heritage Item - Fire Station



Heritage façades on The Crescent



Character façade on The Crescent - Fairfield Hotel (not heritage listed)



Character façade on Ware Street - Downes Building (not heritage listed)



Heritage Item - School of Arts



Heritage building on The Crescent



6.3.4. STREETScape, PLACEMAKING AND PUBLIC REALM

Fairfield City Centre's public domain is comprised of streets, pedestrian thoroughfares, public urban spaces, parkland areas and riparian corridors. In Fairfield City Centre, gathering places tend to be outdoor cafés in the European tradition of socialising.

Key open spaces in the Fairfield City centre are:



THE CRESCENT PARK

A significant linear park located between The Crescent and commuter parking against the railway line. It is grassed with low brick retaining walls, some paved areas and mixed tree planting including plane trees. On the axis of Ware Street is a 1958 Clock Tower and behind this the Fairfield International Monument (sculpture) which has been relocated to the site from elsewhere. The land is owned by Rail Corporation NSW.



THE CRESCENT PLAZA

The recent addition to community space and is a contemporary landscape scheme with historic and artistic elements. Whilst the Plaza is yet to embed itself into the daily life of Fairfield residents in great numbers, it is an intriguing place building upon the tradition of introducing a fine grain.



RAILWAY PLAZA

A paved forecourt to the Station entry and features a small, historic crane with interpretation material. The plaza has good solar access in winter and benefits from the activity associated with the railway station and bus interchange. The work implements a key objective of The Crescent Master Plan.



CIVIC ARCADE AND LANE

An important east/west pedestrian connection from the Downey Lane car park across Ware Street and through to the Fairfield Chase site. To the west side is a small square partially under cover and the paved laneway has cafés spilling out into the walkway space.



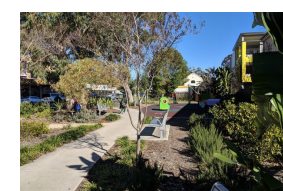
THOMAS WARE PLAZA

A pedestrian space which forms the gateway to the Fairfield Forum Centre and links Nelson Street along the Ware Street retail spine. Shops line the edges and numerous cafés spill out into the public realm.



EPOCH PLAZA (CNR NELSON/STATION ST)

A small urban space has been created with a road deviation of Station Street at Nelson Street. A recent landscape design up-grade includes sculptural heritage silhouettes that provide a reference to Fairfield's past.



NELSON PARK AND PLAYGROUND AT BARBARA/NELSON STREET

An attractive playground and small park has been created at Nelson Park just on the fringe of the City Centre at the corner of Nelson and Barbara Streets and is a useful addition to the recreation opportunities available for the shopping community.



ANZAC AVENUE MEMORIAL

Anzac Avenue to the south of the railway station at the Fairfield RSL site is an attractive treed street which leads to the Anzac Memorial at the Bruce Short Memorial Garden. The siting of the memorial is somewhat imparted by the expanse of roadway and seems to be restricted to road verge areas.



WARE STREET CHESS SPACE

A small place at the corner of Ware and Kenyon Streets with chess tables, seating and shading devices. This is well utilised by local cultural groups and are primarily occupied by elderly men. The space is at the junction of a heavily pedestrianised intersection of Ware, Spencer and Kenyon Streets.

The need for urban spaces

While there are a number of smaller and mall type spaces in the Fairfield City Centre, there remains a lack of public urban space within the City Centre surrounding residential lands. The Crescent Plaza linking The Crescent to Council Lane, creating a high-quality destination in the Centre. This successful design is an urban, civic space with tree planting, garden beds, seating and heritage related artworks and includes a large screen with content managed by Council. This space alone will not address significant need for public space to provide relief from overcrowded apartments, especially in the summer.

The Key Sites Study 2018 identifies a number of open space opportunities to be delivered in conjunction with the future development of key sites, as well as modest public acquisition by Council. A 4,000m² park as well as a number of new smaller civic places have been identified for delivery with planning proposals. The intent is to establish a series of open space destinations linked by pedestrian connections like 'pearls on a string'.

Stakeholder consultation sessions undertaken in May 2019 highlight some concerns associated with antisocial activity within the City Centre. Such behaviour has led to a perception of poor safety in parts of the centre, especially for women. This may relate to poor lighting as well as a lack of activity and passive surveillance. This is especially the case on the periphery of the centre as well as in public places (including The Crescent Plaza), car parks, streets, and laneways.

While Council continues its proactive placemaking efforts to maintain and monitor The Crescent Plaza, the perception of this plaza has been affected by some instances of antisocial behaviour. This is partly due to a lack of activation at the edges, which would otherwise assist in crowding out undesirable activity and behaviour. The plaza would function more efficiently and inclusively if enlarged in time to increase sight lines and a sense of safety.

There are a number of cafés operating in the City Centre, as well as a public chess space catering primarily for men. While these spaces provide a sense of place and cultural expression for the local male population, this highlights a need for places and spaces where women

can participate in public life and feel included and connected with their local community.

The landscape character varies across the City Centre with mature, deciduous street trees (plane trees), a number of large figs (Lawson Street overpass), some accent palms (Court Road/The Crescent) and some native trees. There has been new street tree planting of plane trees in Barbara Street and there are medium size street trees in pavements including Ware and Nelson Street.

There is virtually no planting in Smart Street and Court Road. The Crescent Park planting contributes strongly to the character of The Crescent. There is a fine avenue of trees in Anzac Avenue.

There is public seating provided throughout the City Centre, which is contemporary, good quality and robust. This is complemented by the range of alfresco seating opportunities throughout the more active areas of the City Centre. Bird droppings from the urban trees appears to be a major problem often with seats under trees unable to be used. However, it is recognised that this may only be the case under certain bird attracting trees.

Inspired by the diversity of the area's cultures and experiences, the arts scene in Fairfield is particularly powerful and unique. Fairfield's rich cultural diversity is evident in the unique atmosphere of the City Centre and the day-to-day life in Fairfield's streets and shops. However, representation of diversity is limited in the physical aspects of Fairfield's public domain, with one notable example being the Fairfield International Monument, which honours the diverse cultures and nationalities who have settled in Fairfield.

This highlights the potential for further storytelling in the form of public art and cultural events. Fairfield is home to artists from a variety of backgrounds that offer potential for representation of cultural values within the overall physical and cultural landscape of the City. This will enable newly arrived migrants to be represented and to more easily form a sense of connection, belonging and inclusion in Fairfield.

Figure 24 illustrates the spatial relationship between existing open space elements in the Fairfield City Centre as well as those proposed within the Key Sites Urban Design Study 2018.

Figure 24. Public Domain and Open Space

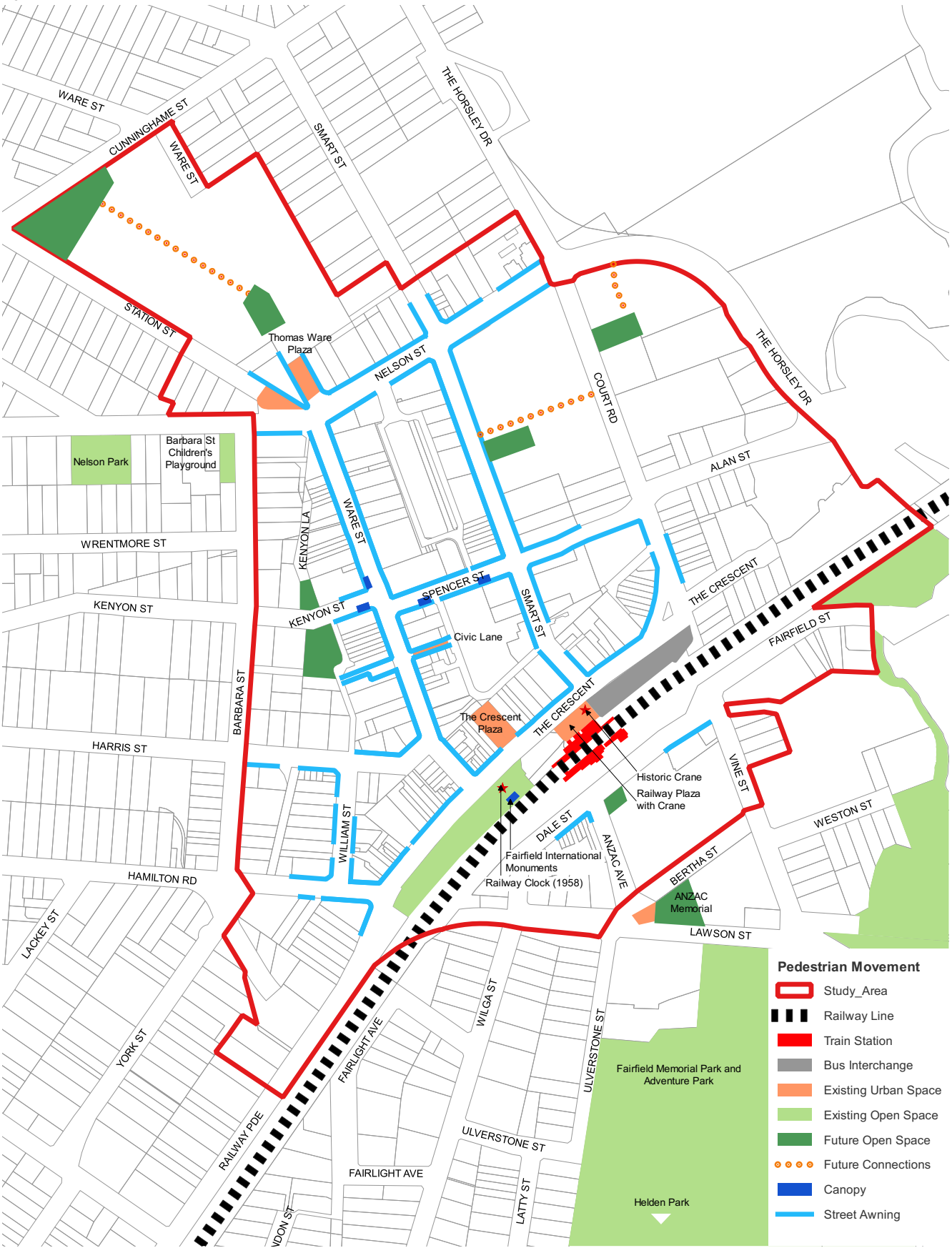




Fig trees at Lawson St overpass



Pavements and seating with bird droppings



The Crescent Park – New tree planting



Private arcades and plazas are common in the centre

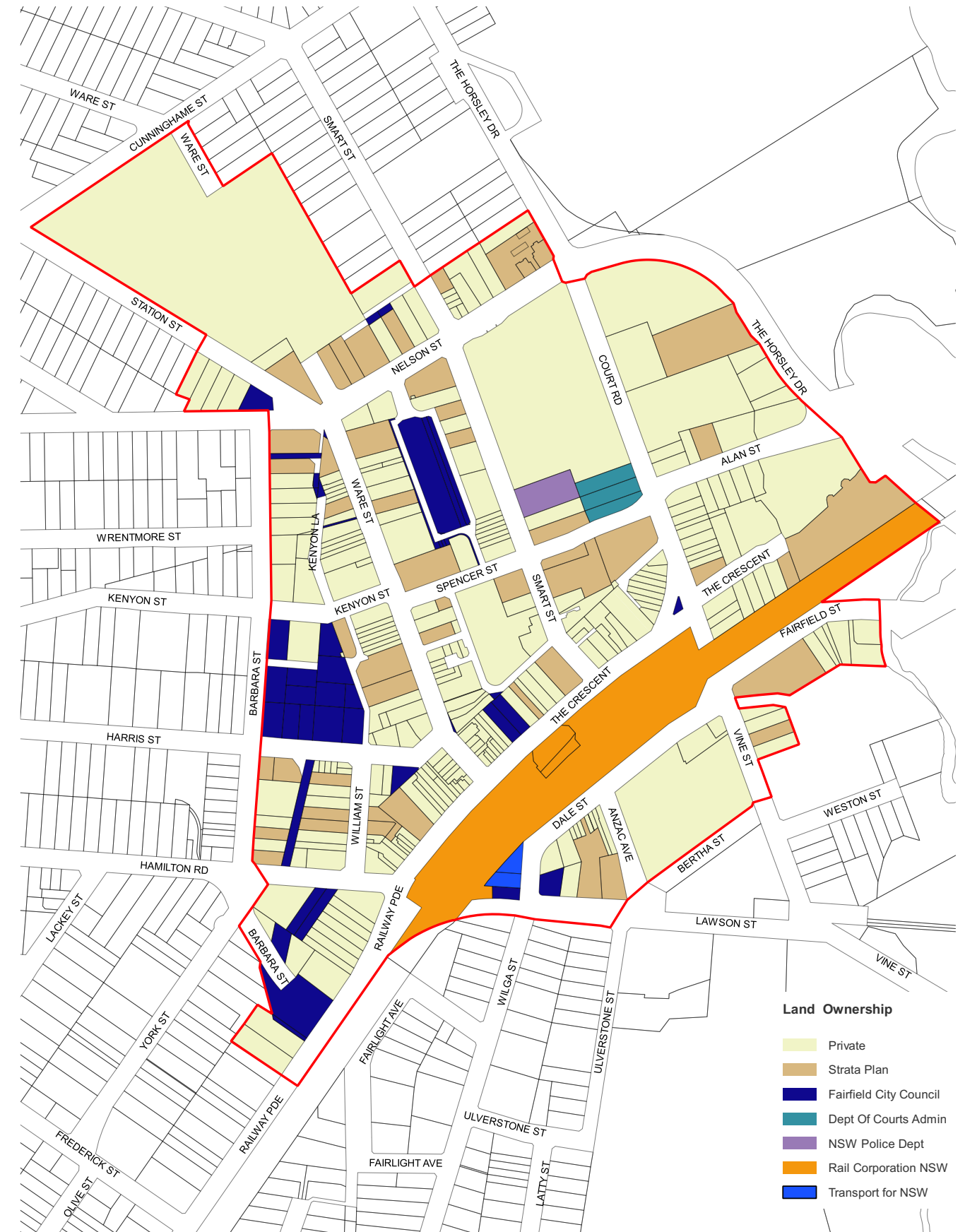
6.4 Ownership Pattern

Land in the Fairfield City Centre is largely in private ownership and is generally fragmented interspersed with small lots and strata titled properties. Amalgamation of land parcels would likely be necessary to establish land parcels of a suitable size for development.

There are a number of land parcels in the City Centre under ownership of Fairfield City Council. Most notably, Council has had success in consolidating of the Fairfield Civic Precinct in the western area of the City Centre. It now owns the majority of lots bounded by Barbara Street, Kenyon Street, Downey Lane and Harris Street. This area of land contains a number of existing Council assets in the form of community facilities and public car parking. However, Council has established a new vision for the site through the Key Sites Study 2018, which envisages more intensive development of this site, and new public open space.

Figure 25 illustrates the pattern of land ownership in the Fairfield City Centre. While fragmented land ownership can be a challenge in relation to achieving future development outcomes of a higher scale and density (as is already permitted in various parts of the centre), it has also made a valuable contribution to Fairfield's fine grain streetscape, which is a key element of Fairfield City Centre's character.

Figure 25. Land Ownership



6.5 Movement and Access

This section should be read in conjunct with the Fairfield City Integrated Transport Strategy and Action Plan June 2011.

6.5.1. PUBLIC TRANSPORT

Fairfield Station is located on the T2 Inner West and Leppington and T5 Cumberland lines between Liverpool and Parramatta and provides a key transport gateway to the City Centre.

The Fairfield Transport Interchange was completed in 2014 and has significantly improved transport connections, car parking, 'kiss and ride' and public spaces along The Crescent highlighting historic elements such as the crane. Buses enter the Centre via Court Road and Hamilton Street to the interchange and leave via Smart Street. Bus routes focus on the Station and Council also offers a community bus service.

6.5.2. TRAFFIC MOVEMENT, ROADS AND CAR PARKING

The City Centre is generally defined by major roads and the railway corridor together with Lawson Street to the south. The Horsley Drive is a major regional road defining the eastern edge, while Barbara Street defines the western edge. Nelson Street with its development frontage and the Fairfield Forum is the northern extent of the Centre.

These peripheral roads facilitate access to and circulation of the wider district and regional traffic circulation and facilitates a relatively calm, pedestrian oriented environment towards the central parts of the City Centre. In particular, the three main north-south streets, Ware Street, Smart Street and Court Road benefit from a calmer traffic environment.

This is evidenced by streetscape improvements that have created generous footpaths and alfresco dining spaces in some areas. This approach encourages slower vehicle movement while also providing kerbside parking opportunities for access to town centre amenities.

Ware Street is the main retail street and has one way south traffic and 45° angle parking to the west side and no parking to the east side. This effectively calms traffic to pedestrian pace, facilitating frequent crossings and pedestrian safety. Smart Street also has retail frontages but

is the main bus route with stops serving the City Centre.

Inactive streets include Court Road and Dale Street. Court Road acts as a bypass road and consists mainly of inactive frontages and major entry to car parking for Neeta City Shopping Centre. Although Dale Street is adjacent to the railway station, its activity is limited by long façades with minimal openings and shopfronts and narrower footpaths that discourage activation.

East-west streets including Kenyon, Spencer and Harris Street are less continuous and less convenient for traffic use. The central section of Spencer Street is also calmed and has active retail frontages. Neeta City is a major barrier to east west connection through the centre.

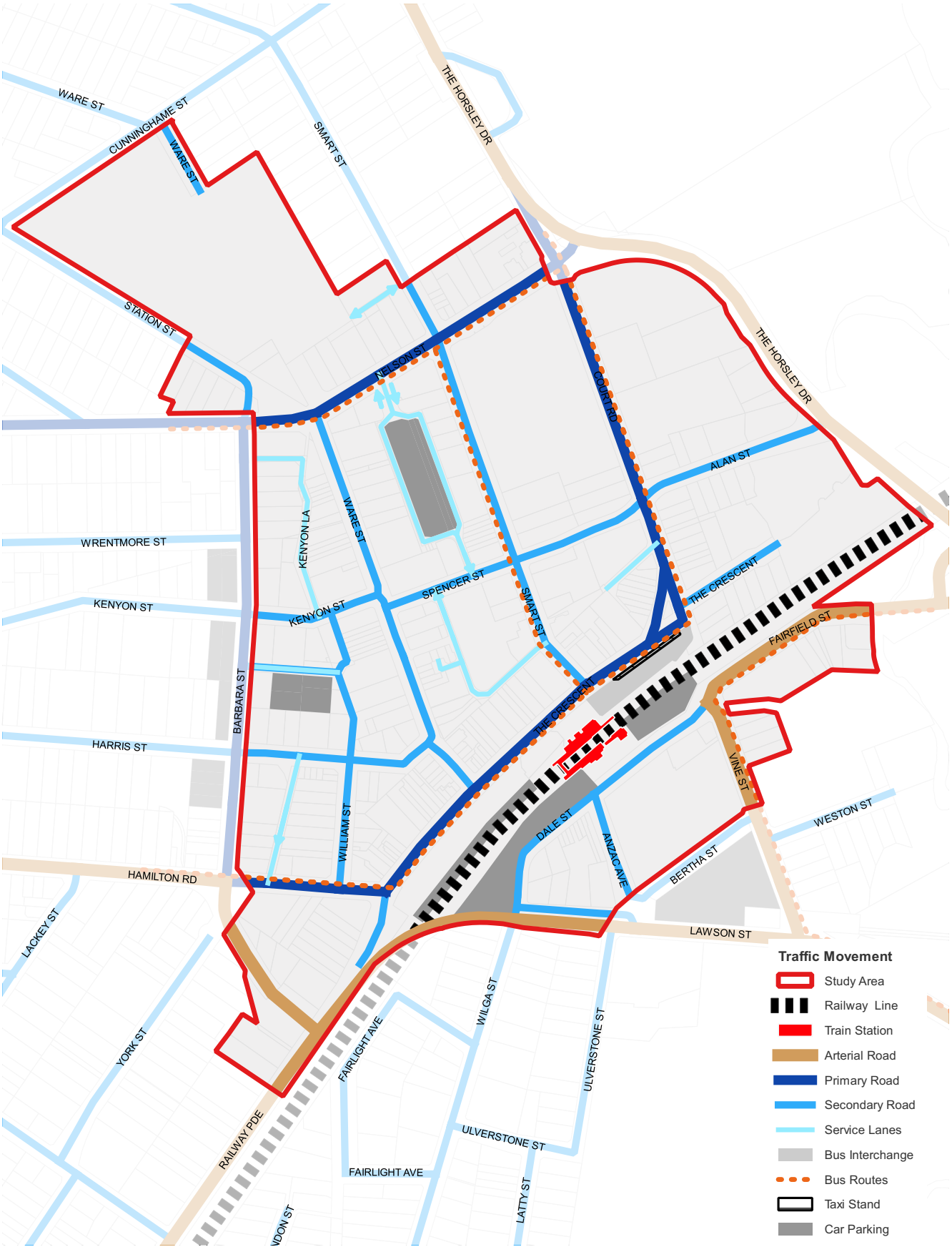
The Key Sites Study 2018 seeks to establish an east-west oriented link through this site. While service laneways break up city blocks particularly in the west and south areas of the Centre, the need to enhance east-west connectivity through the Centre remains to improve overall permeability.

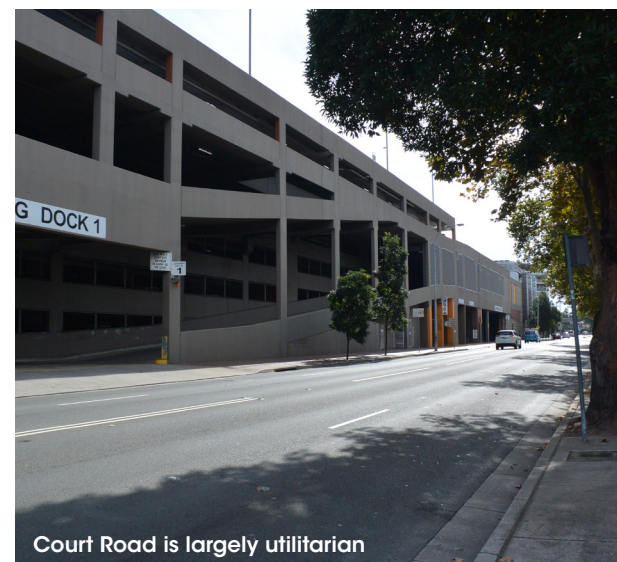
Public car parking including commuter parking is concentrated along the Railway to the south and west of the Station off The Crescent or Dale Street near Lawson Street. There is also a multi-level Council car park at Downey Lane close to Barbara Street servicing the main retail areas.

The Nelson Street multi-level car park is an older multi-level facility located behind retail frontages between Ware and Smith Streets, with a ground-level cross pedestrian link and upper level bridges to function spaces above retail. At grade public parking is also located on blocks west of Barbara Street north of Harris Street.

The Nelson Street car park was identified as a key site with opportunities for physical improvement and increased community use. Car park safety in terms of surveillance and lighting are important issues to facilitate safer accessibility to the City Centre, particularly at night time. The Nelson Street Car Park is a key component of the Centre's east west connectivity, particularly given the identified opportunity for a future open air connection through Neeta City. The Nelson Street car park is an uninviting car park that does not enhance positive perceptions of the centre, day or night. This is not only in relation to the car park itself but also the inactive laneways that surround it.

Figure 26. Traffic movement





Analysis of car parking rates

Table 4 below provides a comparative analysis of car parking rates in the Fairfield City Centre in relation to other railway-based centres Liverpool and Hurstville as well as those recommended by RMS in its Guide to Traffic generating Developments (2002). This analysis is intended as a high-level planning review of car parking rates in relation to commercial office, retail and residential flat buildings, which seeks to identify significant differences that may point to a need for a more holistic review of car parking rates in the Fairfield City Centre to align with contemporary standards and respond to emerging technologies and innovations (e.g car sharing).

While it is recognised that Liverpool and Hurstville are both higher order strategic centres, these centres have undergone a recent review of car parking rates and factor in the benefits of rail based public transport opportunities.

Table 4 highlights that car parking rates for Residential Flat Buildings are generally lower than in the Liverpool and Hurstville Centres, while rates for commercial (office) are generally higher.

Subject to more detailed analysis by a traffic specialist, there may be a need for a review of car parking rates in the Fairfield City Centre. Council should consider this in undertaking any future review of car parking rates in the LGA.

Table 4: Comparison of car parking rates

Development Type	Fairfield City Centre	Liverpool City Centre	Hurstville City Centre	RMS
Residential Flat Buildings				
1-2 bedrooms	1 per dwelling	1 per dwelling	1 per dwelling	0.6 - 0.9 per dwelling
3 or more bedrooms	1.5 per dwelling	1.5 per dwelling	2 per dwelling	1.4 per dwelling
Visitors	0.25 per dwelling	0.10 per dwelling	0.25 per dwelling	0.20 per dwelling
Commercial - Office				
Amalgamated	1 per 100m ² GFA	1 per 200m ² GFA ground floor 1 per 150m ² GFA above ground floor	1 per 200m ² GFA in B3 zone 1 per 100m ² in B4 zone	1 per 40m ² GFA
Non-amalgamated	1 per 100m ² GLFA	As above	As above	As above
Site specific DCP sites	1 per 40m ² GLFA	-	-	-
Commercial - retail				
Amalgamated	1 per 100m ² GFA	1 per 200m ² GFA ground floor 1 per 100m ² GFA above ground floor	1 per 50m ² GFA	1 per 25m ² GLFA +
Non-amalgamated	1 per 100m ² GLFA	As above	As above	As above
Site specific DCP sites	1 per 25m ² GLFA	-	-	-
Car parking waiver special provision	No	Yes	Yes for historical deficiency/ or by paying development contribution	-

6.5.3. PEDESTRIAN MOVEMENT

The City Centre is relatively flat which encourages and facilitates ease of pedestrian movement. The pedestrian access network within the town centre is extensive and varied. Apart from some gaps in east - west connectivity, is generally highly permeable via public streets, laneways and arcades. Open-air laneways, malls and arcades that provide mid-block links within the city centre, however as the arcades are generally privately owned, permeability is reduced outside of normal business hours.

Most streets are provided with traditional cantilevered awnings, which facilitates pedestrian comfort throughout the centre and good accessibility in all weather conditions.

The pedestrian access network within the town centre is extensive, interconnected and relatively 'fine-grained', with the exception of the large Neeta City site, which lacks connectivity outside of business hours, especially in an east west direction. This will be improved via the recommendations of the Key Sites Study 2018.

In addition to the use of the streets for pedestrian access and movement, there are numerous covered and open-air laneways, malls and arcades, which provide mid-block access within the City Centre to establish a highly permeable centre.

Strong pedestrian desire lines exist between the Station and the retail areas at Fairfield Chase, Ware Street, Smart Street and Fairfield Forum. Movement from the railway station to the main activity focus of Ware Street is somewhat indirect at present via the recently completed Crescent Plaza.

Crossing The Crescent can also be difficult due traffic movement and the installation of pedestrian barriers in some locations. Three key pedestrian connections are provided across the railway corridor, and these are of varied standard and use by the local community, with the primary focus being the railway station crossing.

High levels of traffic on Barbara Street form a pedestrian barrier to convenient access from residential areas into the City Centre. Similarly, The Horsley Drive is a significant barrier to the eastern side of the City Centre. Crossing the railway corridor by foot has been described as unsafe, with antisocial activity, potential for entrapment,

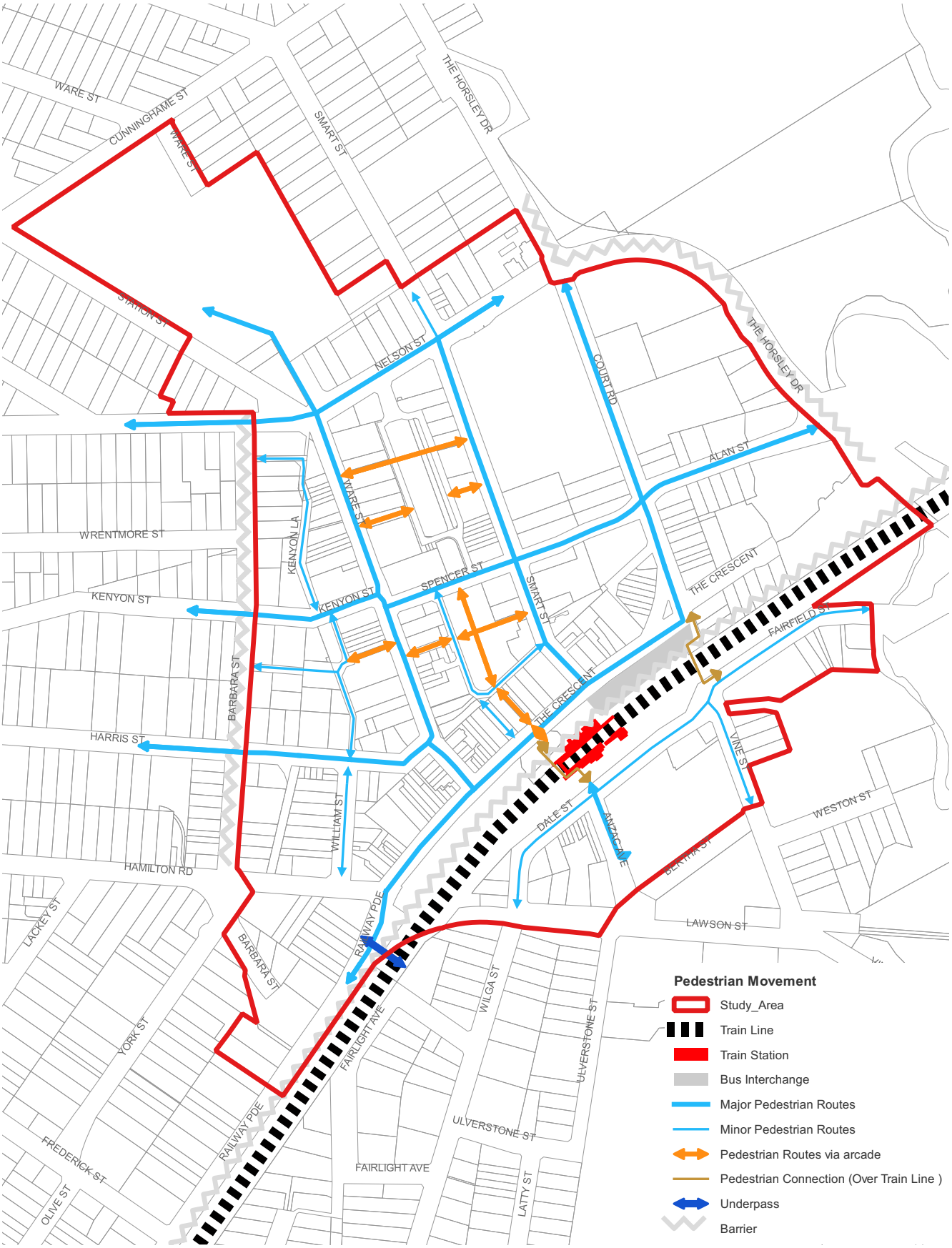
lack of activity and passive surveillance noted as major issues further contributing to the barrier effect, especially during night-time hours.

The safety of streets and pedestrian links through the centre have been identified as a key issue. Passive surveillance, street lighting and activation are all important issues for consideration in this regard, particularly in peripheral areas of the centre, in and adjacent to car parks and the railway crossing points. There is a need to upgrade cross railway connections and, in particular, to improve the quality, safety and attractiveness of links between the City Centre, Fairfield Park and Prospect Creek to improved connection between the network of green spaces, readily accessible from the City Centre and surrounds.

The railway is crossed by two pedestrian overpasses – one at the Station which has lift access and one at Court Road which has ramps. There is also an underpass to the south between Railway Parade and Fairlight Avenue, which has poor sight lines and concealment issues. High traffic flows on Barbara Street interrupt pedestrian movement into the City Centre from medium to higher residential density areas to the west.

Figure 27 illustrates the pedestrian movement network in the Fairfield City Centre.

Figure 27. Pedestrian Movement





Crossing and left access at Railway Station



Fairfield's many arcades enhance its permeability



Underpass from Railway Parade to Fairlight Ave



Lawson Street overpass built in 1990

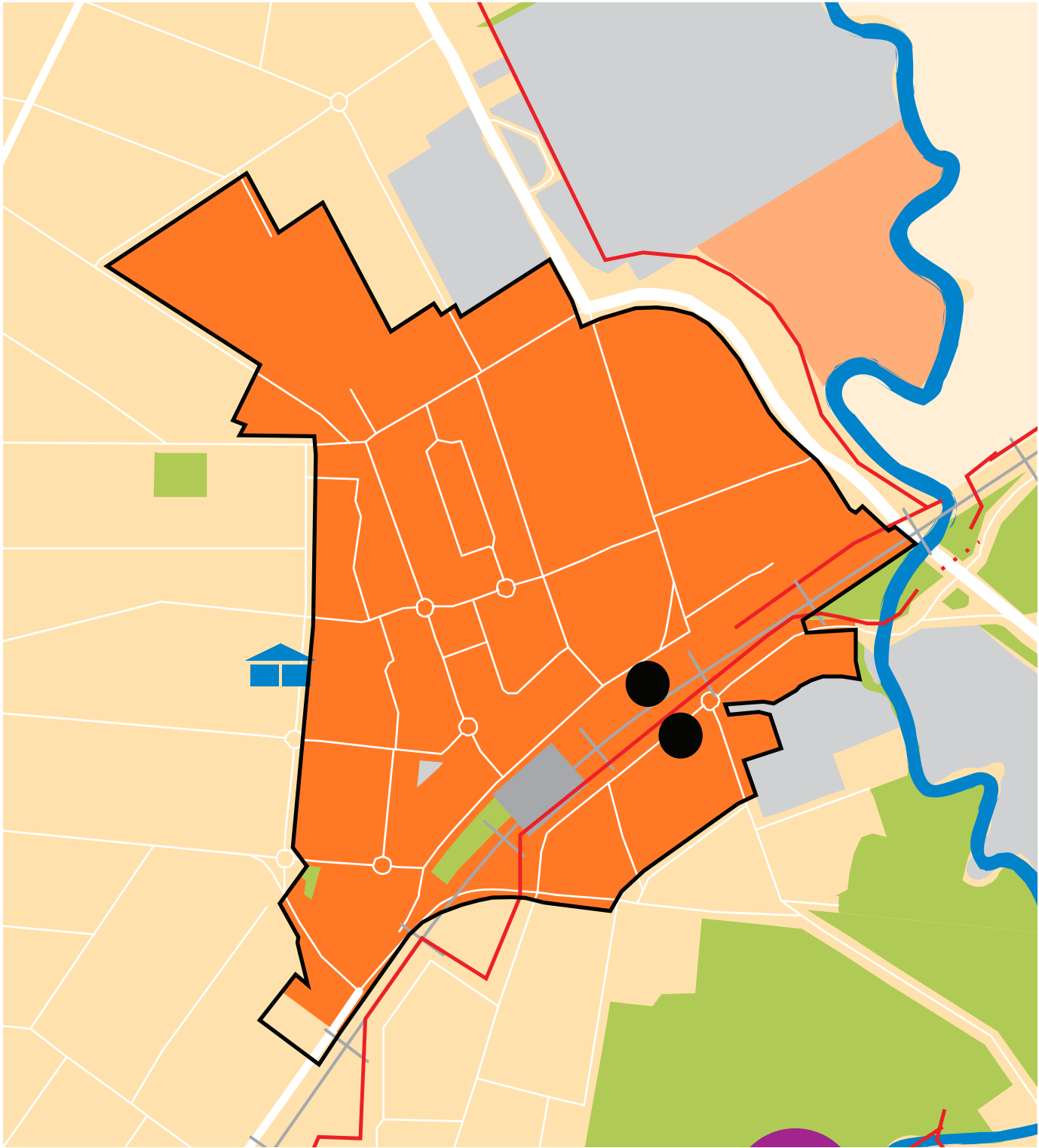
6.5.4. ACTIVE TRANSPORT

The location of the Fairfield City Centre in proximity to Fairfield Park and regional cycling routes highlights the importance of encouraging active transport for recreation and as a means of accessing the centre and the wider district.

Fairfield City Centre is located on a major network of local and district scale cycling routes. Within the city centre, local cycle routes focussed on the Railway Station, which has storage facilities. These routes follow Railway Parade providing links to Parramatta, Liverpool and Prospect Creek from The Horsley Drive footbridge northwards toward Blacktown. There are two pedestrian overpasses crossing the railway corridor. The Court Road overbridge has ramps suitable for cyclist use and provides an important link south to Fairfield Park and Fairfield Leisure Centre.

As a major destination on the cycling network, the importance of facilitating safe cycling throughout the centre itself as well as bike access, storage and even opportunities for repair and maintenance are highlighted.

Figure 28. Existing Cycle ways through the Fairfield City Centre (Source Fairfield City Council)



- Cycle Network**
- Site boundary
 - Existing Local Cycleway route
 - Bicycle Storage Facilities
 - Transitway
 - Public Open Space
 - Retail
 - Libraries

Source: Fairfield City Cycleways - 2019
(Updated March 2019)

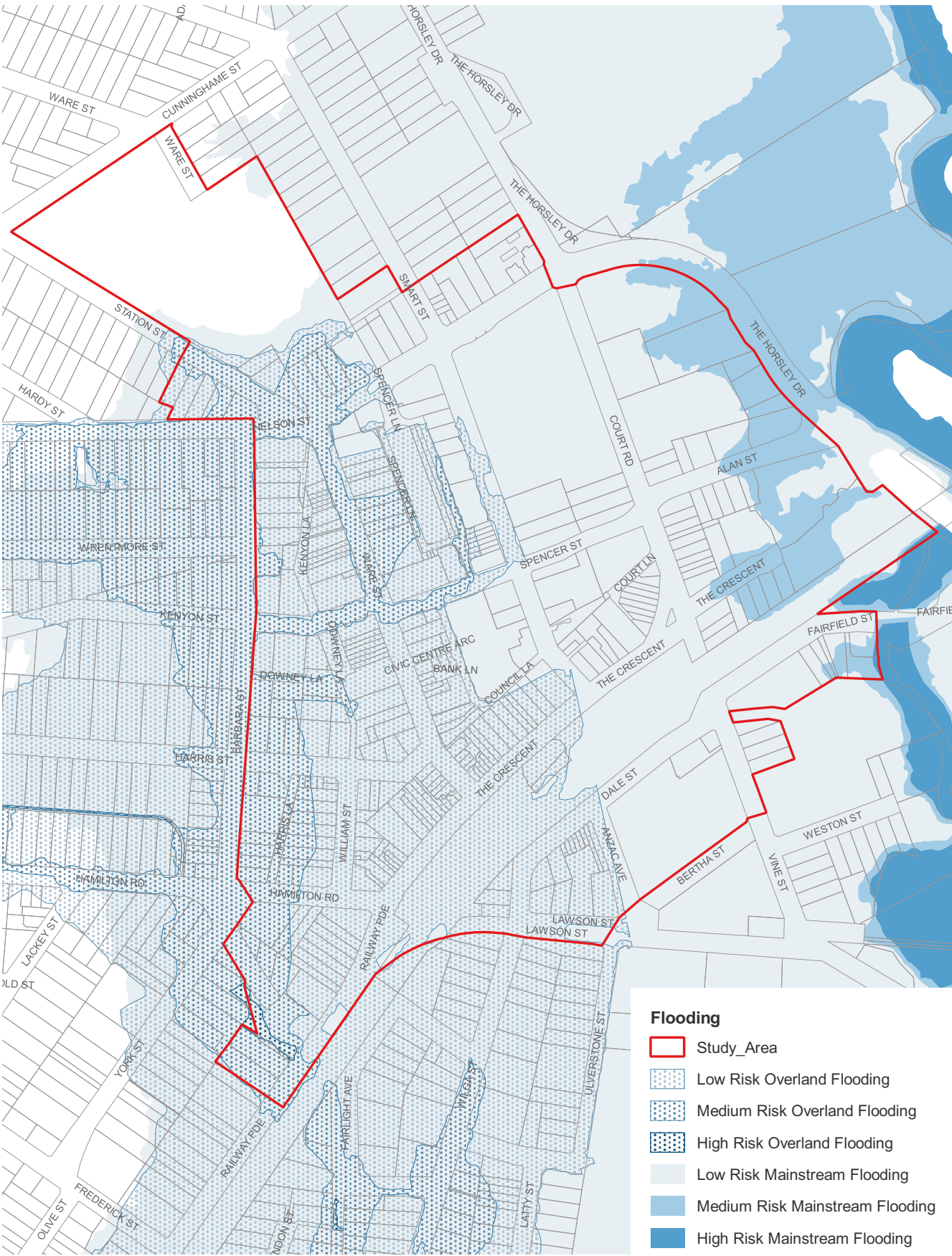
6.6 Flooding

Portions of the Study Area are affected by flooding from Prospect Creek and overland flood paths are critical to release stormwater in a safe manner.

The eastern areas of the City Centre is of medium risk of mainstream flooding associated with the Prospect Creek riparian corridor. The remainder of the centre has a low risk of mainstream flooding. The eastern half of the centre is at low to medium risk of overland flooding.

Identified flood risk may result in constraints for future development (refer Figure 29). Any future development in flood affected areas would need to consider and respond to these risks in accordance with flood advice by appropriately qualified specialists.

Figure 29. Flooding (Source: Fairfield City Council)





7. CONSTRAINTS & OPPORTUNITIES



There is a forecast demand of 18,062 social and affordable housing dwellings by 2036.

7.1 Constraints

Analysis highlights both constraints and opportunities which have formed the basis of the urban design recommendations contained within this study. These opportunities are further depicted in Figure 30 and include the following:

7.1.1. LAND USE, VIBRANCY AND VITALITY

- Small lots and fragmented ownership are prevalent throughout the Fairfield City Centre, in many cases requiring amalgamation to enable feasible redevelopment to occur.
- Minimal high density residential development has occurred in the Fairfield City Centre to support local businesses.
- Local Heritage listings preserve the fine grain character in the City Centre.
- Flooding from Prospect Creek in the north-eastern sector and Acid Sulphate Soils closer to the railway line means basement car parking can be an issue in lower parts of the City Centre.
- Property market cycles and the availability of high-quality housing within a ten kilometre radius in centres that are more accessible to Parramatta and Sydney CBD may have an impact on the economics of redevelopment.
- Existing apartment sites with strata ownership unlikely to redevelop.

7.1.2. BUILT FORM

- Current LEP height of building and floor space ratio and density controls have not resulted in significant stimulation of new mixed-use development. The City Centre form remains essentially 1 and 2 storeys.
- Water table and acid sulfate soils constraints can in some instances inhibit the viability of underground car parking, necessitating car

parking to be provided at grade and on podium levels.

- **Fragmented land tenure can result in long term side boundary walls being visible from the public realm.**

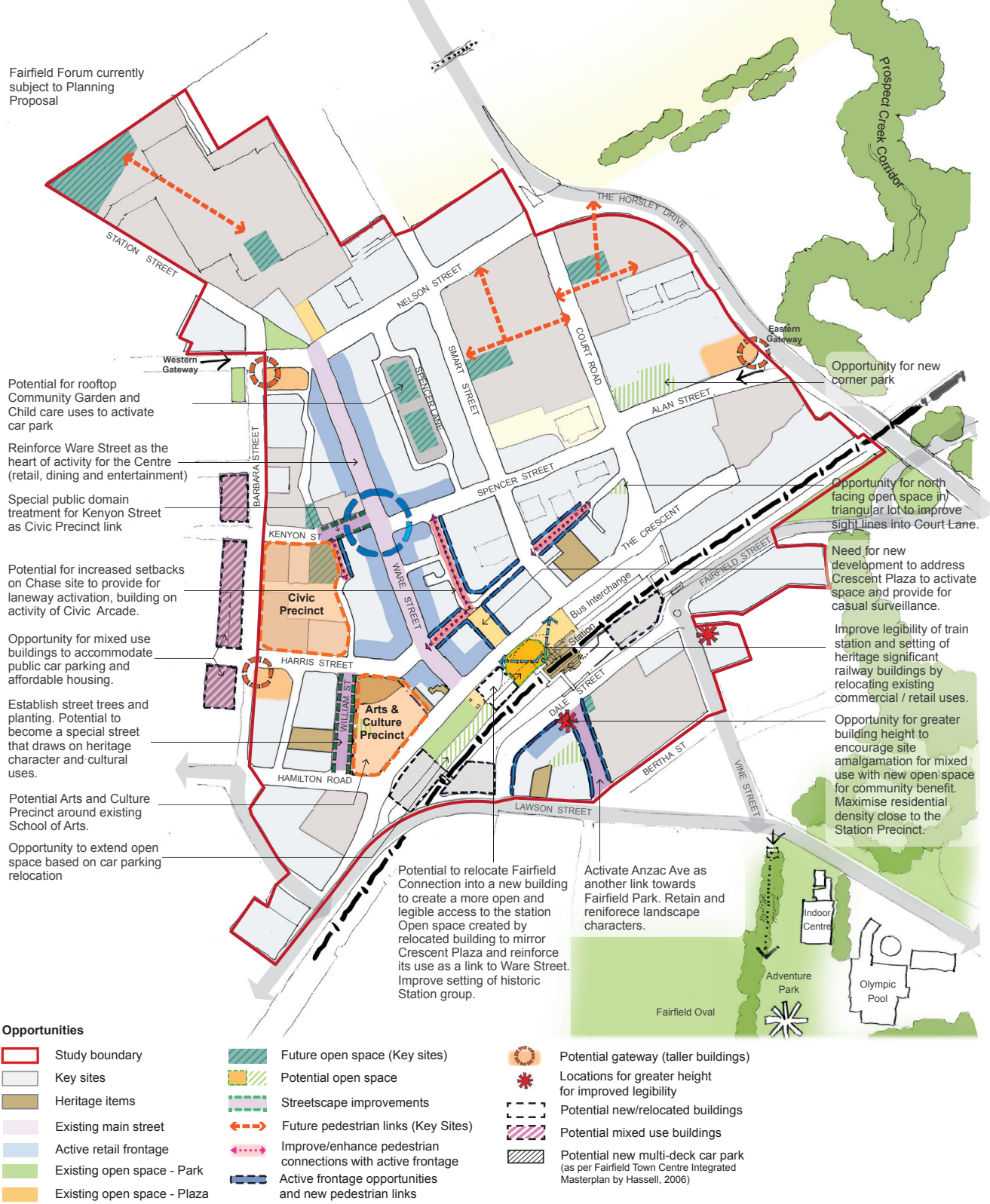
7.1.3. MOVEMENT AND ACCESS

- Physical barriers to movement include the railway line, Barbara Street and The Horsley Drive with high traffic volumes and a barrier to pedestrian movement.
- The large Neeta City block (Key Site 2) also constrains the ability to gain through site links, especially after business hours.
- Replacement of the multi deck Council car park at Nelson Street to realise new opportunities limited by need to provide car spaces prior to any redevelopment. Mid-block multi-deck car parks are essential to town centre function.
- Acid Sulfate Soils and water table/ flooding issues may be inhibitive providing basement parking, requiring above grade parking levels in some parts of the City Centre.

7.1.4. PUBLIC DOMAIN, LANDSCAPE AND PLACE

- Additional public plaza / open space opportunities throughout the Fairfield City Centre await realisation either by public acquisition or private provision in development proposals.
- Significant public open space shortfall for existing residents in and adjoining City Centre will intensify with additional residents in new developments.
- Barriers to convenient and safe connections to Prospect Creek corridor open space and cycleway limits the association of the centre and the local waterway.
- Fairfield Park and the Fairfield Leisure Centre remain spatially disconnected for many residents living in apartments for a variety of reasons, including a lack of knowledge that the assets exist.

Figure 30. Key Opportunities and Constrains (Source: LFA)





Fragmented land ownership and smaller lots in the centre have contributed to Fairfield City Centre's fine grain character



Nelson Street car park. Centrally located but unattractive laneway environment. Main pedestrian east-west movement is through the centre of the car park.



Existing built form within the centre is aging and in many cases, in need of revitalisation



Cluster of key heritage buildings forming an important streetscape Harris Street.



The need for affordable housing in Fairfield City*

Western Sydney overall had a higher rate of housing stress at 14.65 compared to Greater Sydney at 11.8 %, being experienced by more than 110,00 households across Western Sydney. Fairfield Local Government Area had nearly double the rate of housing stress of Greater Sydney. In 2016 20.9% of Fairfield households experienced housing stress, with 44.3% experiencing rental stress.

When compared to growth in rental costs, there was a lower rate of increase to median household incomes, effectively increasing the gap between cost and income from 2011 to 2016. In Fairfield City, there was a price to income growth gap of 7.5%. In terms of rate of change, Liverpool, Fairfield and Campbelltown local government areas faced the highest increase in households experiencing rental stress during the same five year period.

In 2016, it was estimated that there were over 14,000 people experiencing homelessness in Western Sydney, and increase of 5,000 people of 57.8 % since 2011. Fairfield and the Canterbury Bankstown local government areas had the highest numbers of people experiencing homelessness, with a higher growth rate than the regional average. Fairfield's 2016 homeless estimate was 2,226 people.

There were over 46,000 social and affordable housing dwellings in western Sydney in 2016. This contrasts to a total demand of over 114,000 dwellings, a shortfall of more than 67,000. In Fairfield City, there was a demand for 15,313 social and affordable housing dwellings in 2016, with an unmet demand of 9,464 dwellings.

There is a forecast demand of 18,062 social and affordable housing dwellings by 2036. There is a shortfall between current supply and forecast demand by 2036 of 12,213 social and affordable housing dwellings. The centres and study areas subject to urban design studies can assist to realise the supply of dwellings required.

* "Home in Western Sydney, Housing Affordability and Homelessness Insights", Wentworth Community Housing, and Western Sydney Community Forum, April 2019.

7.2 Opportunities

7.2.1. LAND USE, VIBRANCY AND VITALITY

- Enhance the sense of 'Heart' in the Fairfield City Centre.
- Enhance housing opportunities, diversity and affordability.
- Support the viability of existing businesses and the incubation of new business opportunities.
- Enhance Fairfield City Council's profile and civic presence.
- Transition land uses between the centre and surrounding residential uses.
- Support the development of key sites as catalysts to change.
- Maintain and improve migrant support services.
- Enhance the night-time economy.

*Re-imagine
streets and
laneways
with greater
activation and
pedestrian
focus*

7.2.2. BUILT FORM

- Reinforce key gateways and landmark locations.
- Minimise blank, uninteresting and inactive façades and walls, especially for above grade car parks, side boundary walls.
- Retain, enhance and reuse of existing heritage and character buildings.
- Build on Fairfield City Centre's fine grain, human scaled character.
- Transition building scale between the centre and surrounding residential uses.
- Active ground levels building frontages that reflect the fine grain character of the wider city centre.
- Maintain a human scale to streets and places and ensure appropriate solar access is achieved.
- Maximise passive surveillance of public and communal areas and promote safety.
- Facilitate design excellence for all new built form in the Fairfield City Centre.

7.2.3. MOVEMENT AND ACCESS

- Enhance the pedestrian qualities within the centre.
- Enhance connection and accessibility to Prospect Creek corridor and cycleway.
- Reinforce the Ware Street spine as the key north south pedestrian link.
- Enhance the City Centre's relationship with Prospect Creek.
- Protect and enhance fine grain pedestrian connections and reduce reliance on private vehicles.
- Enhance the safety of pedestrian networks and improve the quality of pedestrian connections.

- Re-imagine lower traffic streets to enhance pedestrian focus.
- Improve connection between the City Centre, over the railway line to Fairfield Park.

7.2.4. PUBLIC DOMAIN, LANDSCAPE AND PLACE

- Enhance awareness of Fairfield's local public open space and the activities on offer within them.
- Re-imagine Fairfield City Centre's streets and laneways with greater activation and stronger pedestrian focus.
- Enhance the relationship between the City Centre and existing and future parkland and public places.
- Build upon the proposed civic heart for the centre within the Barbara Street/Harris Street Civic Precinct.
- Promote greater activation of underutilised local streets and public places.
- Enhance integration of plaza spaces and parkland along The Crescent.





8. PLACE BASED FRAMEWORK

Enhancing Fairfield City
Centre as a place to live,
visit, work and play.



8.1 Urban Design Principles

The following key principles have been developed to build on the key opportunities for Fairfield City Centre:

8.1.1. LAND USE, VIBRANCY AND VITALITY

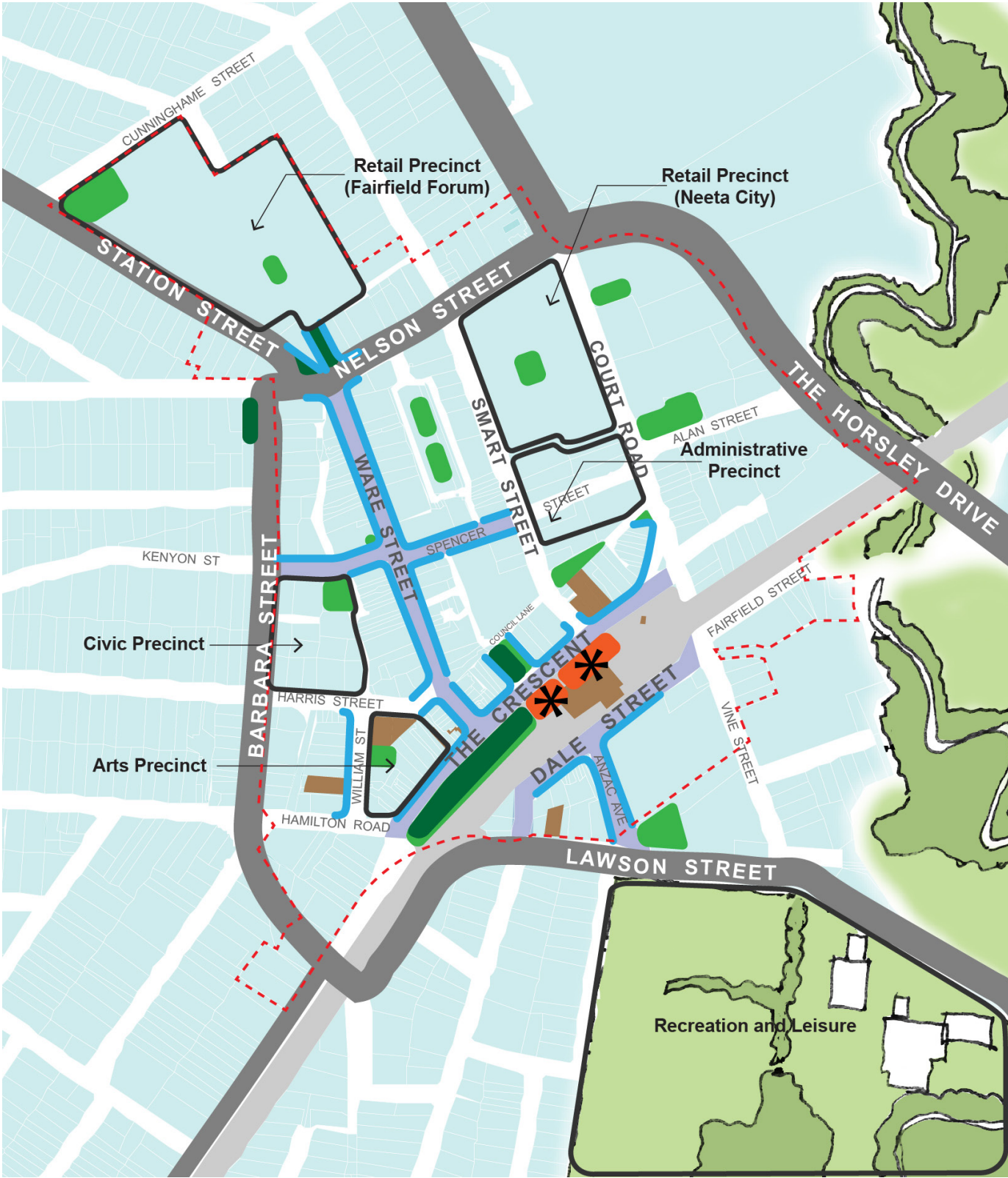
- **Reinforce Ware Street as the heart of activity for the City Centre** and principal focus of retail and entertainment with activated frontages and rear servicing.
- **Encourage more residential development** within the City Centre in the form of shop top housing. Residential-only developments may be appropriate in transitional and peripheral areas.
- **Maintain housing affordability** for existing residents. Noting increasing the number of affordable rental units to welcome new residents will be a challenge into the future.
- **Create more spaces for business start-ups and social enterprise**, growing the centre’s culturally specialised services including translation, retraining of new arrivals, and health care; and develop its authentic cultural food and night-time economy.
- **Establish a consolidated civic presence** in the long term, incorporating facilities such as a public library to replace the Hamilton Road facility.
- **Barbara Street as a boulevard** to transition city centre and neighbouring residential uses with mixed use buildings inclusive of affordable housing.
- **Support development of key sites** as catalysts to investment and desired positive change to turn around the City Centre’s fortunes, realising community benefits in the process.
- **Facilitate redevelopment of Neeta City** and Fairfield Forum through proactive planning and partnership to deliver contemporary retail, food streets and integrated residential.
- **Build on existing strengths in multicultural support services** and support the current business and legal sector.

- **Support local businesses and the night time economy** by complementing function centres with new restaurant and entertainment uses, improvements to pedestrian amenity and safety (i.e. lighting), car parking and the public domain.
- **Combine multi-level parking with other uses** (e.g. Affordable housing on Barbara Street car park sites).

Land Use, Vibrancy & Vitality

- Study Area
- Existing Rail/ Station
- Existing Major Road
- Reinforce Retail Activity
- Main Street Retail Activation Priority
- Public Open Space Existing
- Public Open Space Future
- * Transit Node
- Heritage
- Key Land Use Precinct

Figure 31. Land Use, Vibrancy and Vitality Principles





8.1.2. BUILT FORM

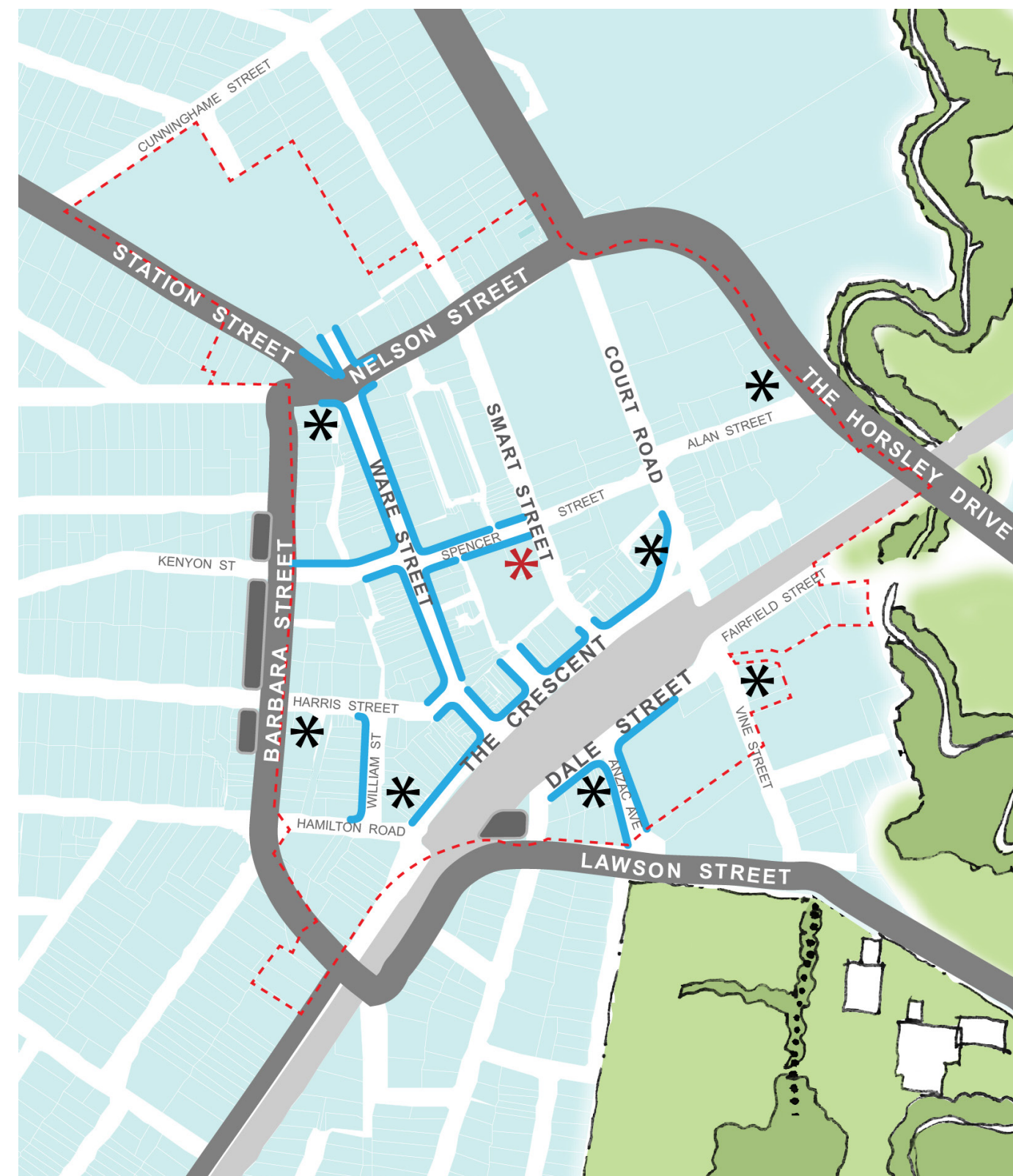
- **Reinforce Ware Street as the heart of activity for the City Centre** and **reinforce key gateways, bookend sites and landmark locations** with increased building height (where impacts can be appropriately managed).
- **Increase building height for the site bound by Dale Street, Lawson Street and Anzac Avenue** to encourage redevelopment to bookend the centre on the east side and diminish the railway barrier.
- **Provide an articulated architectural solution of high visual quality for all façades visible from the public realm.** Including boundary walls with zero setbacks and façades of above grade car parks in development where water table constraints inhibit provision of car parking in basements.
- **Incorporate artwork and articulation where blank walls are provided to the boundary** so that building becomes temporary points of interest.
- **Retain identified heritage buildings and façades, encourage adaptive reuse and improve the visual setting** of heritage items within their curtilage.
- **Encourage retention of non-heritage listed buildings of exceptional style and character,** especially buildings in proximity to the intersection of Ware Street and Harris Street, and The Crescent (former cinema and theatre buildings).
- **Facilitate development that transitions in land use** between the intensive and mixed central core to a human-scaled development towards peripheral areas adjacent to existing and intensifying residential areas.
- **Provide car parking in underground basements** where possible. Where above-ground parking is necessary due to technical constraints, parking should be sleeved with active uses to street frontages and/or to have a satisfactory architectural or landscape solution.
- **Support increased scale and density** close to the Fairfield railway station and bus interchange.

- **Encourage development with active and 'fine grained' frontages to the ground level with a human scale,** particularly on Ware Street and The Crescent (two or four storey street wall).
- **Ensure building heights are of a scale that maintain solar access in mid-winter to key streets as well as existing and planned future public open spaces** (e.g. Ware Street / The Crescent/ The Crescent Park/ new spaces identified by Key Sites Study).
- **Implement development standards that promote amenity and attract investment.**
- **Incorporate CPTED principles** in building and open space design.
- **Promote design excellence** through the use of polices and expert advisory panels.
- **Encourage green roofs and walls** to improve residential and visual amenity and environmental quality.

Built Form

- Study Area
- Existing Rail/ Station
- Major Road
- Pedestrian Scale/ Fine Grain Street Frontage
- Fringe Car Parking
- Gateway/ Bookend site
- Optimal location for tallest tower

Figure 32. Built Form Principles



8.1.3. MOVEMENT AND ACCESS

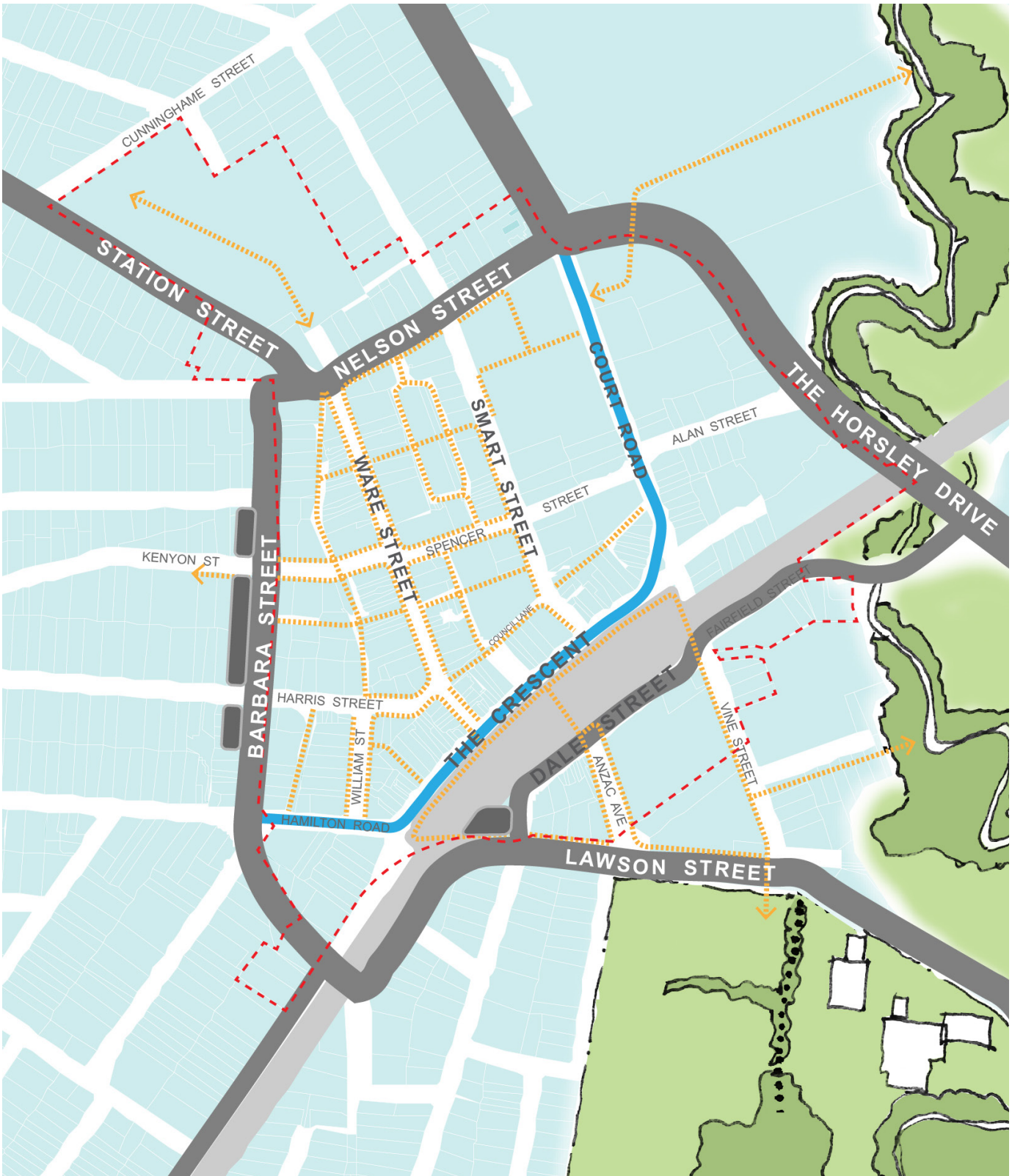
- **Peripheral car-based activities and car parking** to limit traffic movement through and within the town centre, as well as creating a defined 'edge' to the City Centre.
- **East-west link to eastern Prospect Creek sites** via an overpass to The Horsley Drive.
- **Extend the Ware Street spine northwards** into the Fairfield Forum site towards Cunninghame Street.
- **Prospect Creek cycleway to link the High School with Fairfield Park** and Parramatta to Liverpool cycleway.
- **Reinforce the fine grain of pedestrian laneways**, access-ways and arcades by seeking opportunities for activation and establishing new connections where appropriate.
- **Improve lighting to streets, laneways, car park and public places** where necessary to facilitate safe pedestrian movement and access, especially in peripheral and low activity areas.
- **Consider a multi-level commuter car park 'bridge'** to the southern end of Ware Street and incorporate an additional crossing of the Railway between Dale / Wilga Streets and The Crescent.
- **William Street as a civic or shared street** suitable for a range of activities (e.g. activation of Old Fire Station building with angled car parking to one side, footpath widening and tree to the other).
- **Laneway widening of Council Lane** and narrow links between Council Land and Ware Street to improve accessibility to and activation of The Crescent Plaza.
- **Relocate car parking and extend The Crescent Park** to improve usability and amenity.
- **Establish strategic new links across existing infrastructure barriers** such as the Railway Line and The Horsley Drive and improve general streetscape quality and condition on critical links.

- **Establish new pedestrian and cycleway connections along the Prospect Creek corridor** and overcome the existing barrier across The Horsley Drive.
- **Create new pedestrian links to increase connectivity and safety** especially to existing laneways where these terminated or change direction.
- **Enhance Dale Street as an 'eat street'** with landscape treatments that provide for alfresco dining and slow traffic movement.
- **Encourage car sharing and carpooling opportunities** through inclusion of car sharing facilities in new developments where appropriate.

Movement & Access

- Study Area
- Existing Rail/ Station
- Major Road/ City Centre Ring Road
- Main Internal Road
- Enhance Pedestrian Network
- Fringe Car Parking

Figure 33. Movement and Access Principles



8.1.4. PUBLIC DOMAIN, LANDSCAPE AND PLACE

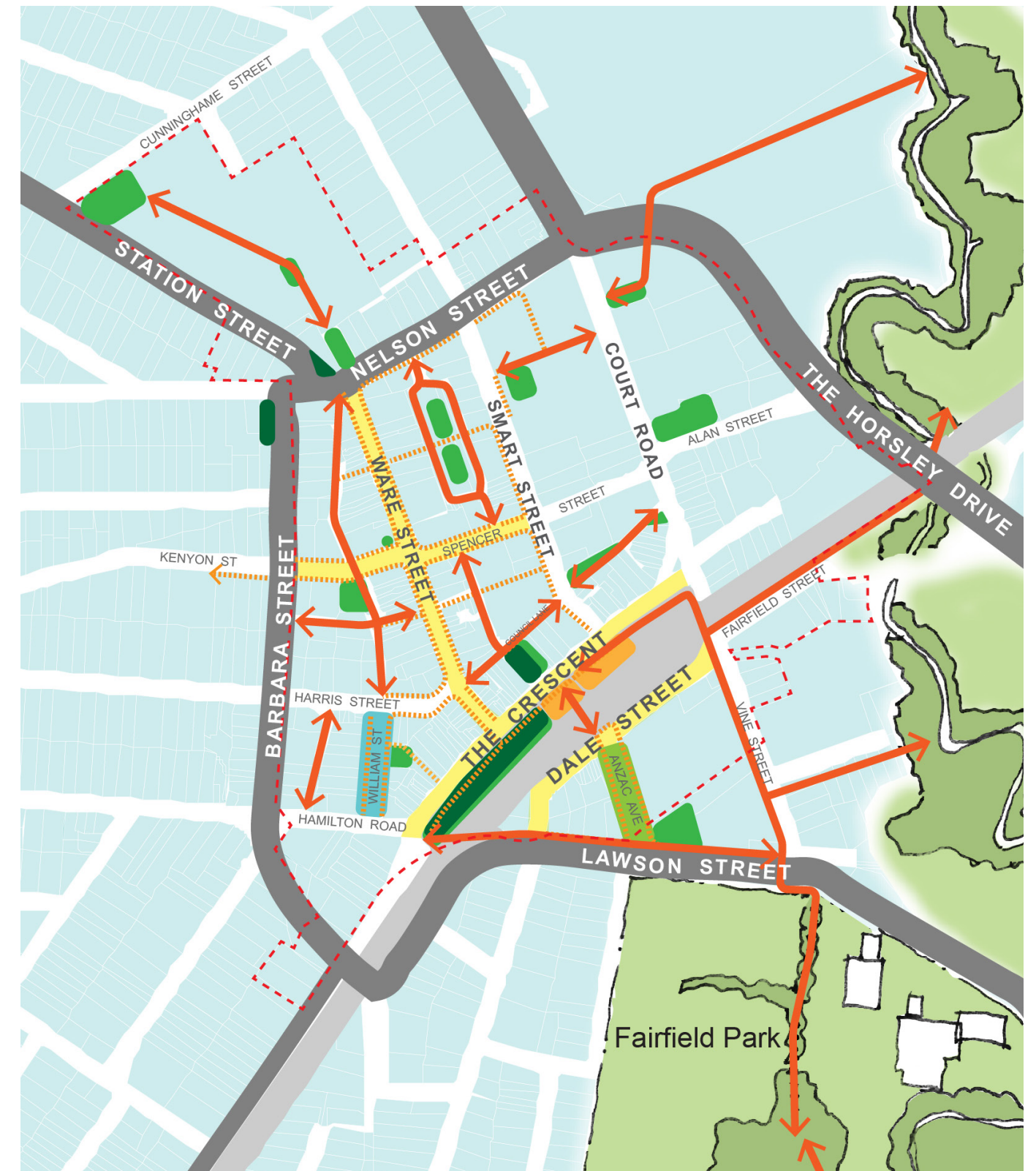
- **Promotion of Fairfield Park & Leisure Centre** as a significant open space and leisure precinct including a gymnasium and aquatic centre; Fairfield Youth and Community Centre.
- **Fairfield Adventure Park promotion** as being within reach of Fairfield City Centre and transport interchange and extensive walking and cycling network along creek lines extending from Chipping Norton Lakes to Western Sydney Parklands.
- **Progressively transform vehicular streets into 'pedestrian priority shared zones'** and link laneways to support the vitality of the retail economy and café culture (e.g. William Street, Kenyon Street).
- **Arts and Culture Precinct** around the existing School of Arts with strategic long-term acquisition of heritage buildings as performance and exhibition space.
- **Active rooftop open space on the Nelson Street car park** as an activation opportunity for young people to engage in sports and fitness, community gardening/ urban farming.
- **Acquisition, renewal and development of public spaces, public art and place making initiatives** including street furniture and public domain upgrades which is attractive to investors.
- **Create open and legible access and integration** between the railway station, The Crescent Plaza and the core of the City Centre through acquisition of additional land at The Crescent Plaza.
- **Improve pedestrian connectivity between the city centre and Fairfield Park** identifying opportunities to improved crossings for all users and enhancing critical links.
- **Activate Anzac Avenue as a key link to Fairfield Park**, closing Bertha Street in exchange for land to improve pedestrian access to Fairfield Park via Lawson Street and Anzac Avenue.

- **Rejuvenate and activate fine grain links for laneways**, particularly Council Lane as a longer term strategy for the redevelopment of Fairfield Chase.
- **Fairfield Forum as a gateway to the City Centre** from the north-west with a new park to service new development, and with new urban square to 'anchor' Ware Street in the south.
- **New public places and focus areas for public domain improvements** in association with potential new developments, such as with a new civic space linked to Ware Street with widen footpaths or partially close Kenyon Street for public benefit.

Public Domain, Landscape & Place

- Study Area
- Existing Rail/ Station
- Major Road/ City Centre Ring Road
- Pedestrian Priority Links
- Enhance Pedestrian Networks
- Public Open Space (existing)
- Public Open Space (future)
- Transit Plaza
- Key Public Domain Streetscape
- 'Green' Street
- Shared Street

Figure 34. Public Domain, Landscape and Place Principles



8.2 Urban Framework - Structure

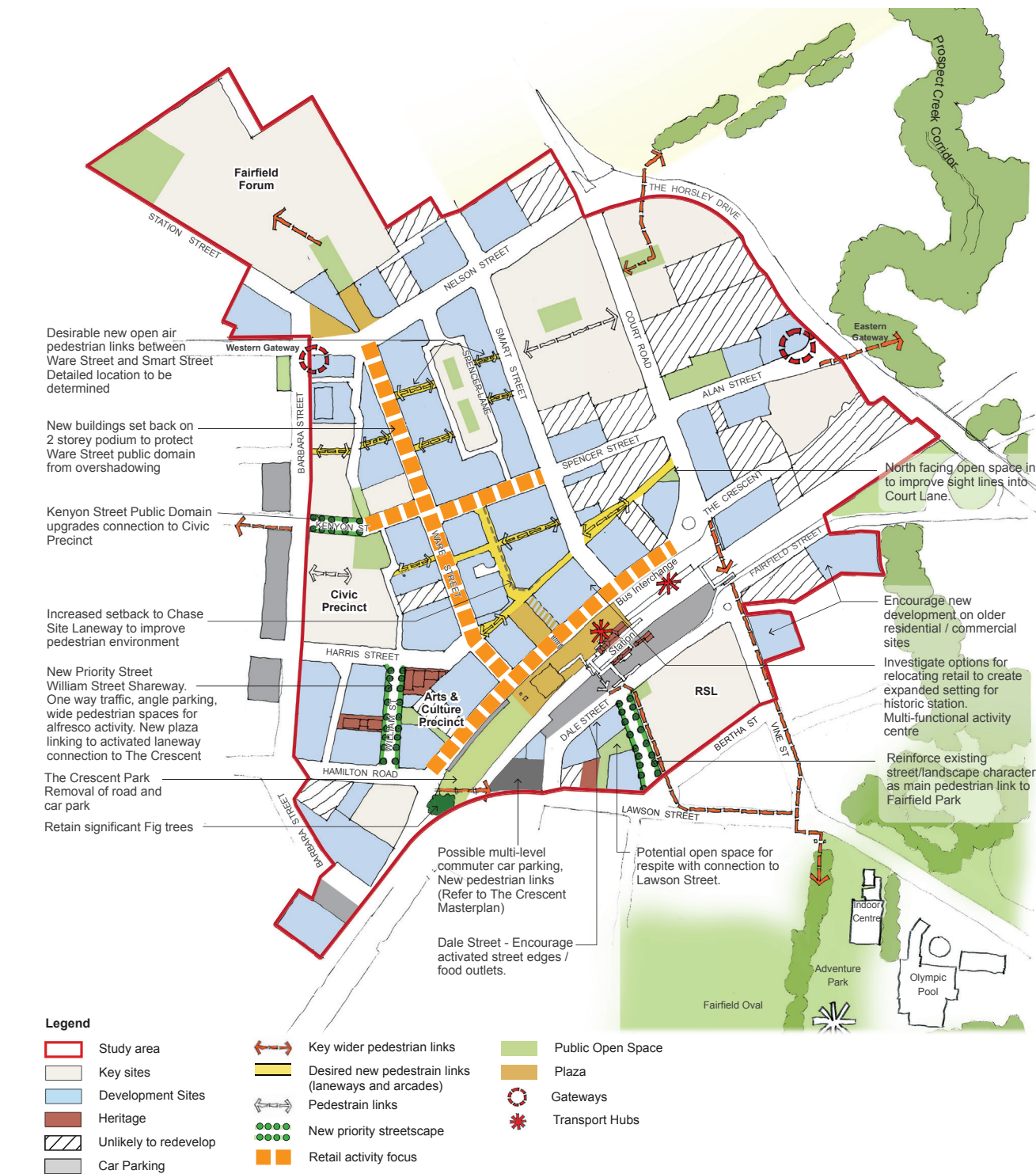


Figure 35. Urban Framework - Structure Plan

8.2.1. CONNECTED ACTIVE STREETS AND PUBLIC PLACES

The aim of this urban design framework is to build on the unique qualities of key streets and to enhance functionality and place making qualities. The aim is to establish a variety of interconnected 'stepping-stone' experiences.

Specifically, the plan seeks to:

- Create new activated street-based destinations.
- Create new open-air connections (min. 6m wide) and linkages, particularly in the east-west direction.
- Complement new linkages and public places proposed within the Key Sites Study.
- Enhance pedestrian and cycling connectivity between the City Centre, Prospect Creek Corridor and Fairfield Park.
- Establish new "open air" connections across blocks to create a network of movement together with desirable extensions to existing laneways to create safe places.
- Identify laneway widening and activation opportunities where appropriate, the desirability of widening Civic Lane (by 3m) along the Chase site edge has been identified.
- Create new opportunities for further widening of The Crescent Plaza and activation of both sides of the space to improve surveillance and enhance safety.
- Create new commuter car parking that enables expansion of Crescent Park as a key public place and to enhance usability of the space, enjoyment of its unique public art and civic memorabilia.
- Enhance Fairfield's green streets to combat the urban heat island effect, with new opportunities for planting of trees and vegetation. This is to be supported with the preparation of a detailed landscape and public domain masterplan.

Priorities for New Activity Nodes and Activated Streets

The Urban Framework identifies William Street, Dale Street and Anzac Avenue as priority opportunities for new activated streets and improved streetscapes to stimulate new development.

William Street Shareway: One way traffic, angle parking, wide pedestrian spaces for alfresco activity.

Dale Street 'eats street': building on the destination qualities of the Fairfield RSL with activated street edges / food outlets.

Anzac Avenue 'green street': Reinforce existing street/landscape character as main pedestrian link to Fairfield Park connecting Fairfield City centre with Fairfield Park.

Improving Public Open Space and Amenity

Increasing residential densities and population in the Fairfield City Centre and surrounding residential precincts highlights the importance of establishing an accessible and attractive network of public open space experiences. It is essential that as apartment living becomes more prevalent over time that these forms of compact living are complemented by a diverse range of opportunities for recreation, community interaction and active living.

Fairfield City Council maintains its ongoing commitment to improving the quality of existing public open space as well as establishing new places catering for a diverse range of public recreation and community experiences.

The public realm improvements proposed in this urban design study aim to build on and establish a positive and interconnected relationship with the broader network of public open space in and around the Fairfield City Centre and further afield. Specific public domain enhancement initiatives identified in this urban design study include:

Public Domain Improvements

New and Enhanced Plaza Spaces: In addition to the spaces identified by the Key Sites Study, there are further opportunities to provide new small urban spaces and plazas. These are reflected in the urban framework plan, noting that some opportunities identified may be contingent on land consolidation. Key initiatives include:

- **New 2,250m² Neighbourhood Park** at the corner of Court Road and Alan Street including child play area.
- **New 200m² Plaza** at the corner of at the corner of Court Road and Court Lane including child play and laneway link to Smart Street.
- **New 300m² William Street Plaza** and laneway link between William Street and The Crescent.
- **New 400m² Anzac Avenue Plaza** and laneway link between Anzac Avenue and Lawson Street.
- **The Crescent Plaza:** Expansion and edge activation of the newly built Crescent Plaza to support greater use of the space both day and night.
- **Crescent Park:** Expansion of the existing park to be facilitated by the relocation of the carpark into a consolidated car park facility on Dale Street.

Fairfield Station Plaza: Medium to long term opportunity to remove the Fairfield Connection building and integrate the Station Plaza with Crescent Park to provide for larger scale market events.

New Pedestrian Laneways: The urban framework plan identifies numerous opportunities for new and widened laneways to enhance connectivity throughout the centre, particularly from east to west. These are generally intended as open-air connections. A major opportunity exists adjacent to the Chase Shopping Centre to enhance and activate connections already well used by the local community.

In order to improve safety throughout the Fairfield City Centre it is recommended that Council undertake a review of lighting in its public places including streets, parks, plazas, laneways and carparks as part of preparing a public domain plan and implement upgrades, particularly in peripheral areas of the Centre.

Public Art

Public art is an opportunity to celebrate Fairfield's vibrant and diverse community, and visually engage with the Centre's past, present and future.

Increased public art incorporated into new development is encouraged, particularly on what would otherwise be a blank façade or laneway.

Integrating public art into new development within Fairfield City Centre will not only provide a local source of delight and inspiration to residents, workers and visitors, but also create a sense of pride in place.

Continuing on Council's commitment to improving the public domain through initiatives such as 'Faces of Fairfield' and 'Flow' at The Crescent Plaza and heritage silhouettes at Epoch Plaza, increased public art will promote a welcoming and safe environment for all ages and genders to enjoy. More than just murals, public art can also include sculptures, installations or green walls that when integrated into the built environment create an attraction and promote a unique sense of place.

Public art is an import means of encouraging the use of storytelling in public art as a means of connecting past and present communities.

Fairfield City Council encourages the expression in public art of the unique and valued cultural contributions of the first Aboriginal custodians of the land, European pioneers as well as past and recent migrants as a basis for storytelling. Notable or special occurrences, places or buildings are also important bases for storytelling to occur.

8.3 Urban Framework - Built form



Figure 36. Urban Framework - Built form

Built Form

As new buildings are developed in the Fairfield City centre, the overarching intent is to establish a built form that responds to the human scale and maintains high levels of amenity throughout the centre. The aim is to establish buildings that form a cohesive street edge and impacts that are appropriate. Specifically, the plan seeks to:

- **establish continuous façades appropriate scale to reflect and transition between new buildings and the existing street edge.**
- **facilitate buildings that are designed with 2-3 storey podiums with taller buildings to be setback from the street.**
- **minimise the visual effects of building bulk and limit overshadowing of street and public realm by setting back taller built form elements and towers behind the street boundary.**
- **prevent the occurrence of blank walls visible from the public realm by establishing appropriate side boundary setbacks, especially to upper levels above the podium.**

Building Height

Building heights established in the current FLEP 2013 will be largely retained across the City Centre. Noting that the primary opportunities for change of building height throughout the was addressed through the Key Sites Study. However, there are some adjustments to building height and floor space recommended throughout the centre. These are generally in locations where achievable building heights and/or floorspace were considered appropriate for greater height, anomalous in relation to the context of some sites or where minor 'housekeeping' amendments are recommended.

Recommended amendments to building height and floor space ratio are outlined in Section 9 and based on the Urban Framework Plan – Built Form in Figure 36 and indicative modelling in Figure 43.

Apart from the sites that have specifically been recommended for amended building height and FSR, there are some circumstances where additional

building height (and/ or floor space ratio) may be appropriate, especially where a public benefit has been identified in the urban framework plans such as laneway widening, a new laneway link or public domain enhancements, or alternative public benefit can be provided or contributed to.

Setbacks

Given the B4 Mixed use zoning of centre and its proximity to a number of strategic centre, it is likely that the majority of new developments in the Fairfield City Centre will be in the form of shop top housing, or a mix of commercial, retail and residential uses. Building envelopes will largely be guided via SEPP 65, supported by the Apartment Design Guide (ADG). As such, most aspects of the building envelope are provided adequately for under the existing State-level framework.

There is a need to complement the ADG by providing place-specific guidance in order to appropriately to manage streetscape outcomes. In this regard the following matters are fundamental to guiding development in the Fairfield City Centre:

- **establishing a human scale at the street edge and reflecting the established bulk and scale, particularly at the street edge;**
- **minimising the occurrence of blank side walls, noting that the ADG permits party walls being set back at nil to the boundary; and**
- **establishing the desired public realm outcomes, including new linkages, public places and improved safety.**

The above will need to be supported with controls that manage the visual quality of above ground car parking to ensure appropriate sleeving and/or screening occurs in circumstances where car parking cannot be provided below ground.

Recommended street and laneway setbacks throughout the City Centre are illustrated in Figure 37 with corresponding diagram for street setback types provided as Figure 38 – Figure 42.

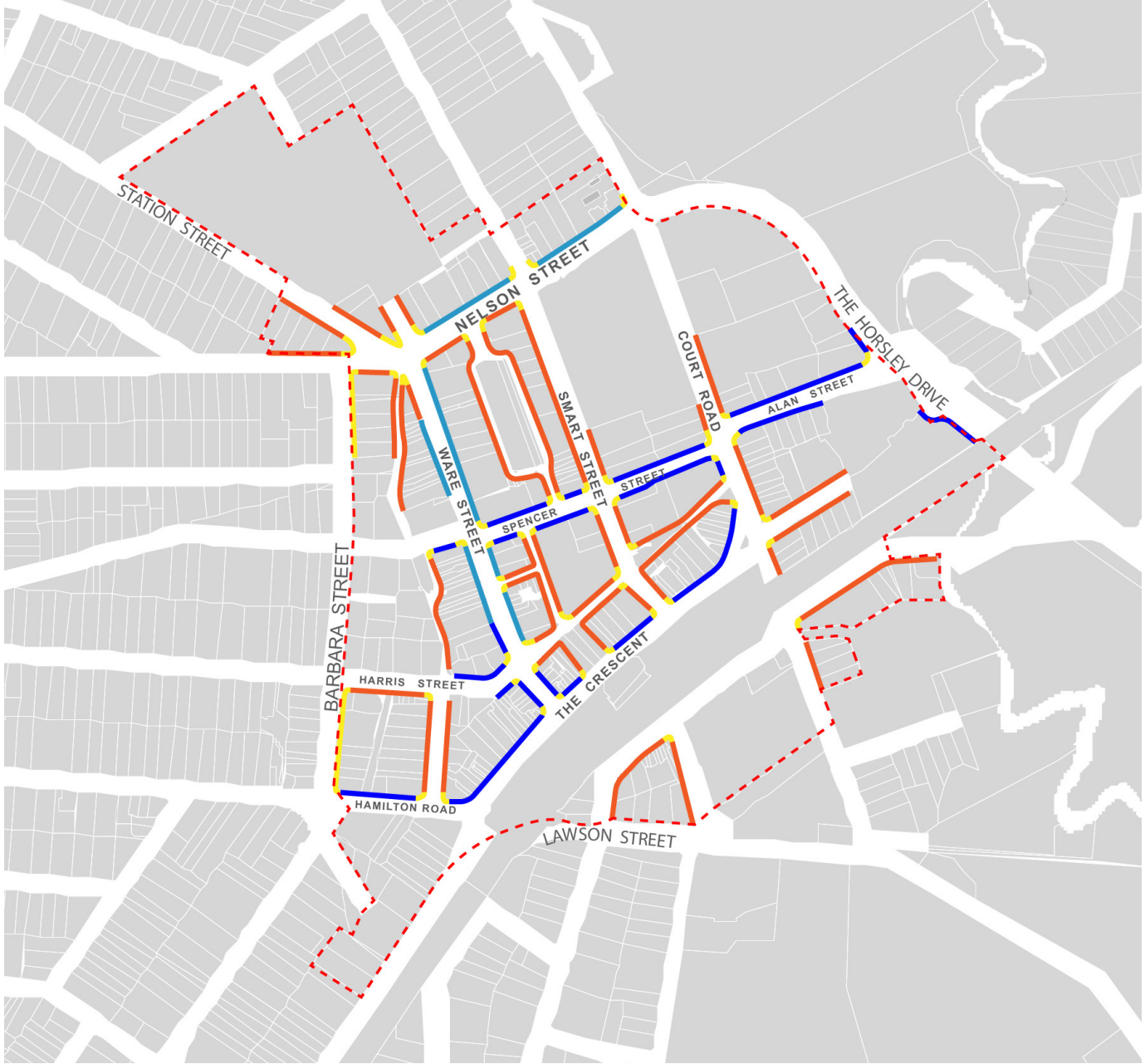


Figure 37: Setback Types

Setback Types

- Study Area
- Setback Type 1
- Setback Type 2
- Setback Type 3
- Setback Type 4



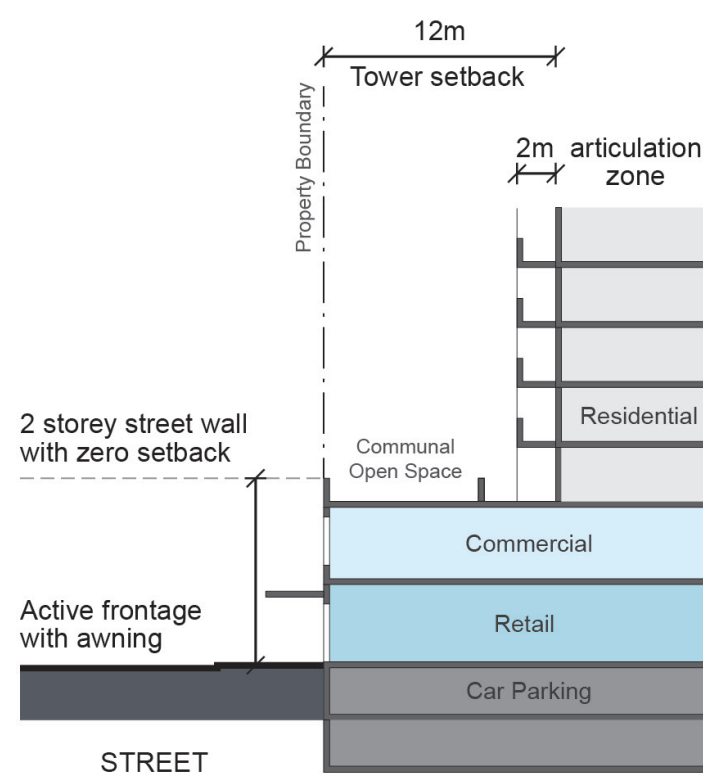
TYPE 1

Ware Street

- Nil setback to podium level for maximum 2 storeys. Any third storey podium to be set back 4m.
- 12m upper level setback to conserve pedestrian scale and allow for mid-winter sun penetration to both sides of the street (where lot depth permits).

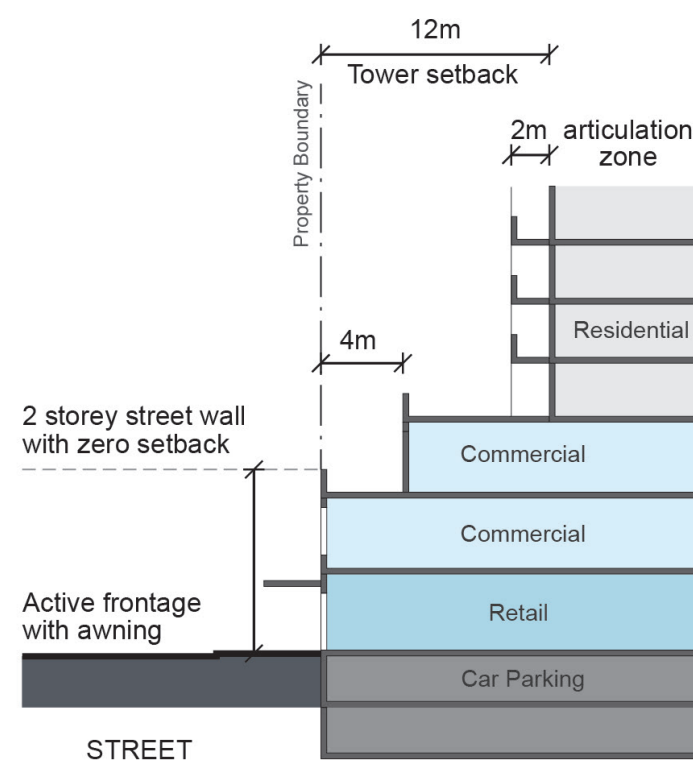
Nelson Street

- Nil setback to podium level for maximum 2 storeys. Any third storey podium to be set back 4m.
- 12m upper level setback to allow sunlight to the south side.



SETBACK TYPE 1: 2 STOREY PODIUM

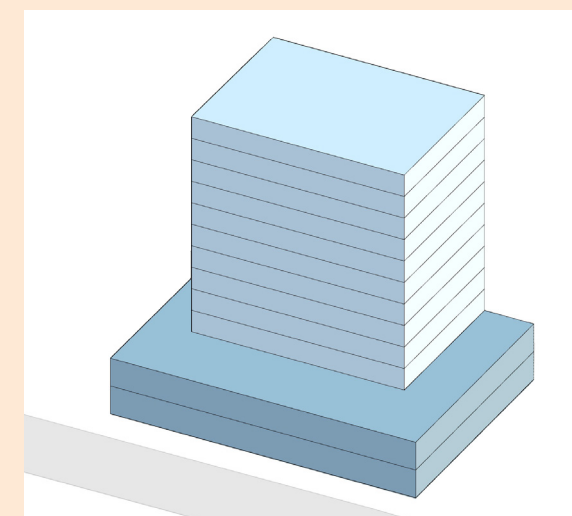
Figure 38. Setback Type 1 - 2 Storey Podium



SETBACK TYPE 1: 3 STOREY PODIUM

Figure 39. Setback Type 1 - 3 Storey Podium

Type 1: Indicative form



TYPE 2

The Crescent, Ware Street (The Crescent to Harris Street) and Spencer Street

- Nil setback to podium level for maximum 2 storeys.
- 6m upper level setback to retain two-storey character together with heritage-listed and contributing buildings/ façades. This, combined with a 6-storey height limit, will allow winter sun for Crescent Park.

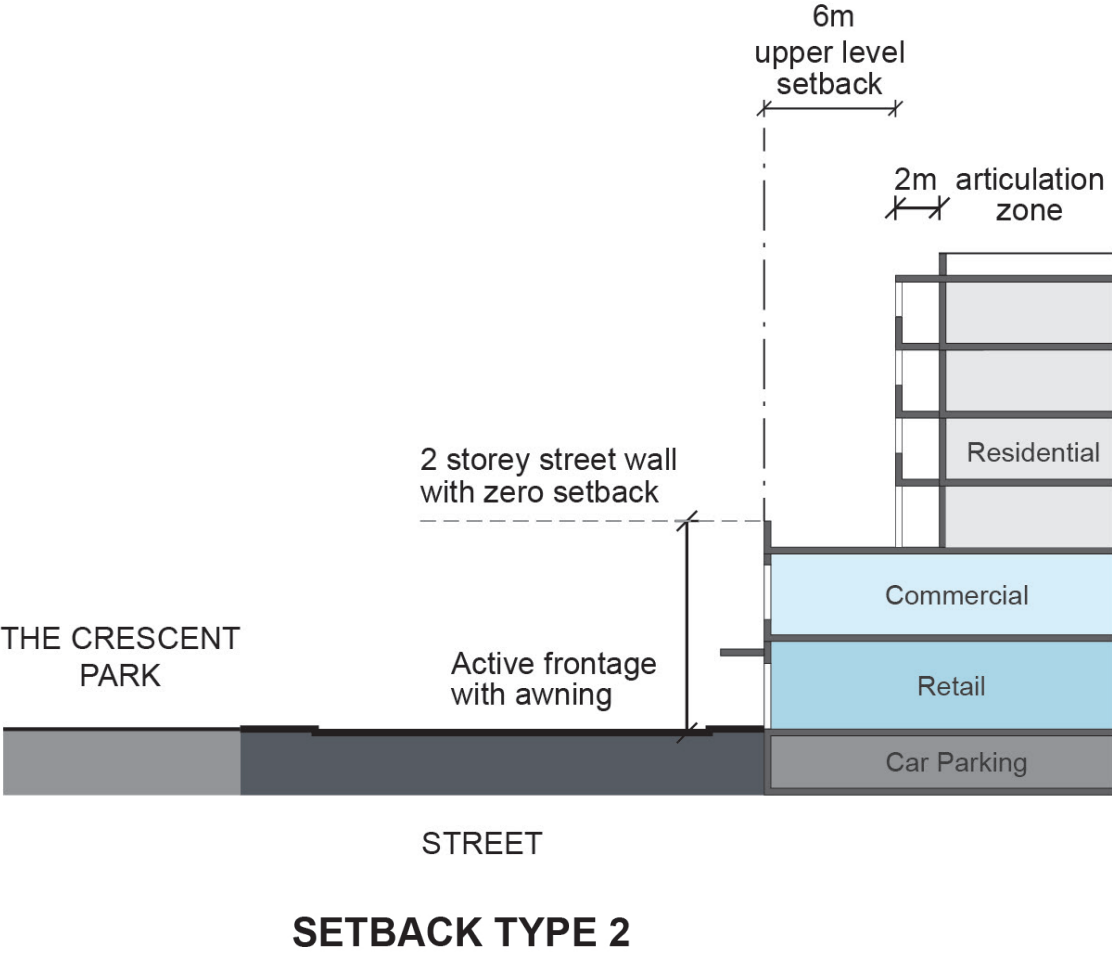
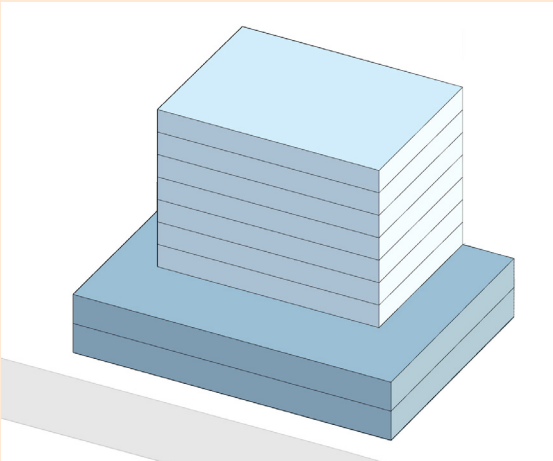


Figure 40. Setback Type 2

Type 2: Indicative form

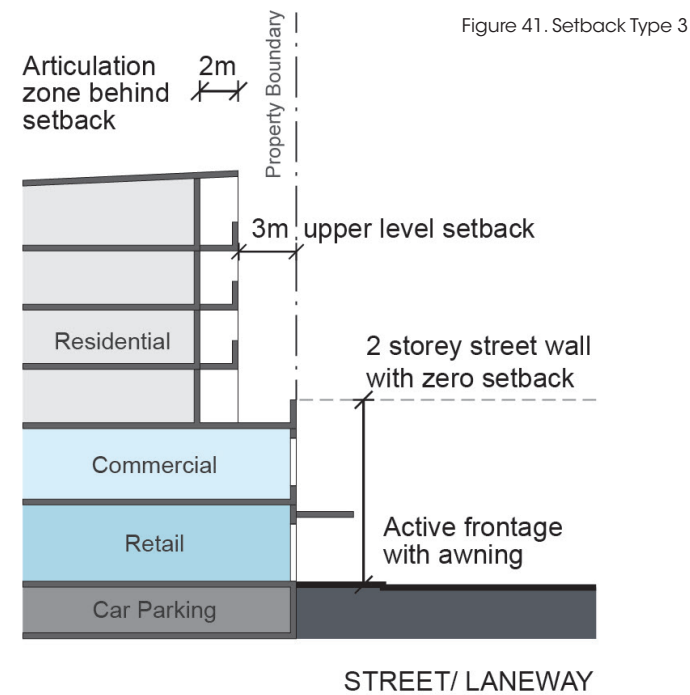




TYPE 3

Smart Street, Court Road, Laneways and smaller streets

- Nil setback to podium level for maximum 2 storeys.
- 3m upper level setback.



SETBACK TYPE 3

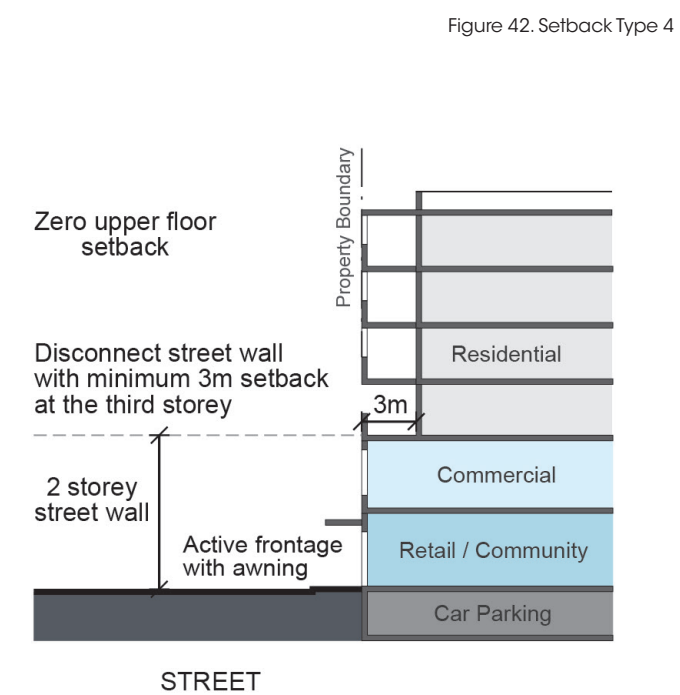
TYPE 4

Barbara Street

- Zero setback is proposed for lower 2 levels to create a distinctive city "edge", then 3m setback with balconies set back at nil.

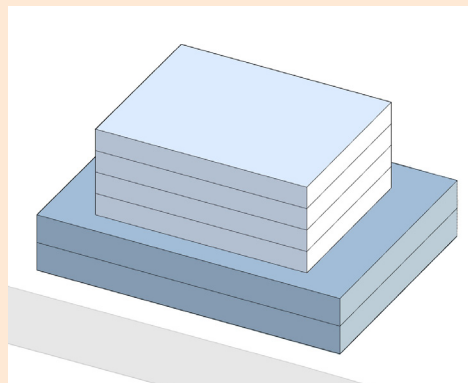
Prominent Corners

- Key entries to the City Centre and corner sites are to be emphasised by distinctive architectural design and/or building height.
- Nil setbacks may be considered for all street corners subject to appropriate architectural articulation and detailing.

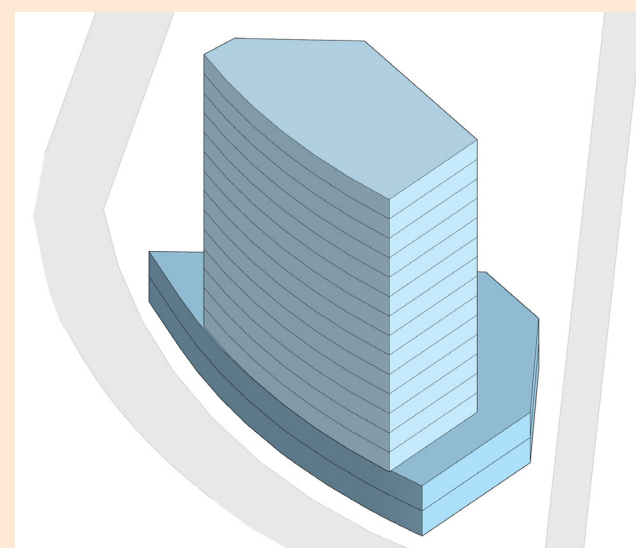


SETBACK TYPE 4

Type 3: Indicative form



Type 4: Indicative form



*Heritage
elements are to
be conserved
and enhanced
within the
City Centre*



8.3.1. HERITAGE AND CHARACTER

Any future development involving a heritage item, or in the vicinity of a heritage item, is subject to the provisions of Clause 5.10 under the FLEP 2013. This urban design study supports the retention and conservation of all heritage items identified under Schedule 5 of FLEP 2013. This is especially important given the limited remaining heritage in the Fairfield City Centre.

When undertaking development within the Fairfield City Centre, it is important that significant heritage elements are conserved and enhanced and architectural responses are appropriate to the heritage context. The design and built form of adjacent new buildings need to take into account the scale and heritage significance of these elements.

Where appropriate, this urban design study supports the adaptive reuse of heritage items to enable the re-purposing heritage buildings and to support the sustainability of their ongoing use. This may include the integration of heritage buildings within a contemporary form, where a high quality of design is supported by a heritage impacts statement, conservation management plan and schedule of conservation works.

There is a general understanding among heritage professionals that façadism is considered contrary to good conservation practice and should be avoided.

Any works involving a heritage item are to be carried out in accordance with the heritage management guidelines outlined in The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013.

There are a number of early buildings and other elements that are not heritage listed but make a significant contribution to local character. It is desirable for these to be respected and retained in future development, including:

- **Downes Building: 32-34 Ware Street.**
- **Shop building: 17 Ware Street.**
- **Shop building: 28 Dale Street.**
- **Façade of former cinema: 10 Court Road.**
- **Memorial Clock (Crescent Park).**
- **Fairfield International Monument (Crescent Park).**

In addition, the quality of new built form in the Fairfield City Centre should be of such a standard and quality to form the basis for creating tomorrow's heritage.

8.3.2. HOUSING AFFORDABILITY

District Plans nominate an Affordable Rental Housing Target of 5% to 10%, subject to viability, in urban renewal and land release areas. The Greater Sydney Commission proposes that the Affordable Rental Housing dwellings will be secured by the relevant planning authority and may be passed onto a registered Community Housing Provider to manage.

Action 2.3 of Fairfield City 2040 – Shaping a Diverse City (Draft Local Strategic Planning Statement) states:

“Council will develop an Affordable Housing Strategy which will identify affordable housing needs and targets and investigate a range of affordable housing types including secondary dwellings, boarding housings, multi dwelling housing and residential apartments and in line with the Western City District Plan.”

Council is also in the process of preparing a housing strategy for the Fairfield City LGA.

This urban design study will work in conjunction with any future affordable housing policy and housing strategy to ensure that housing in the Fairfield City Centre provides affordable housing opportunities to cater for its diverse demographic needs.

8.4 Indicative Massing

Figure 43 provides an impression of potential future long term built form massing that could occur through the application of the principles outlined in the Urban Framework Plan.

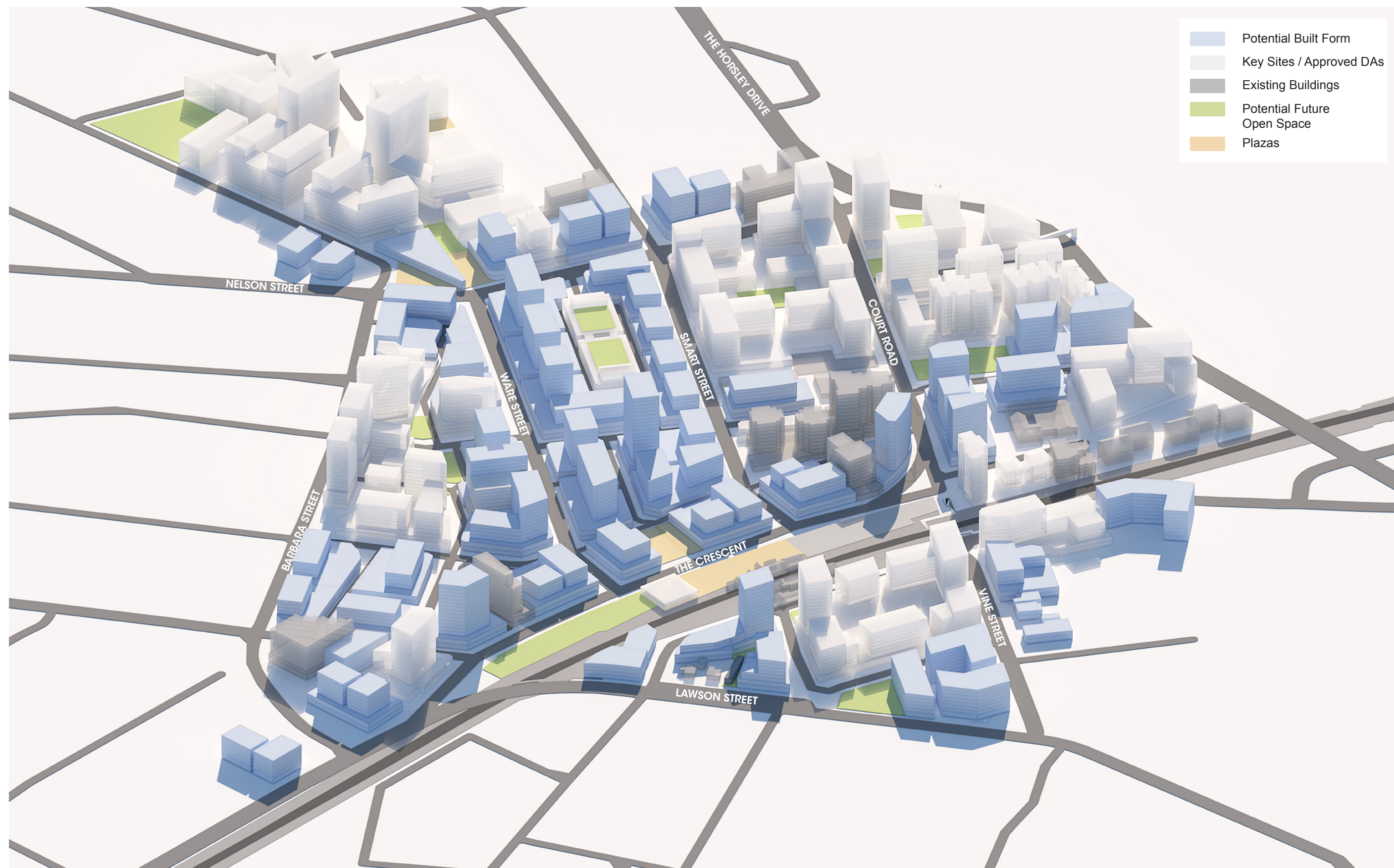


Figure 43 Indicative massing (view looking north)

8.5 Indicative Yield Analysis

Based on the 3D modelling undertaken and the areas outlined in Figure 44, indicative floor space yields are provided as Table 5.

The calculation of Gross Floor Areas (GFA) for each of the key development sites within the Fairfield City Centre is based on the following assumptions:

- Area calculations are taken from the 3D computer model (Figure 43). Residential towers are 20m wide in the model.
- Retail / commercial / office of the lower level/s is measured at 100% i.e. Gross Building Area

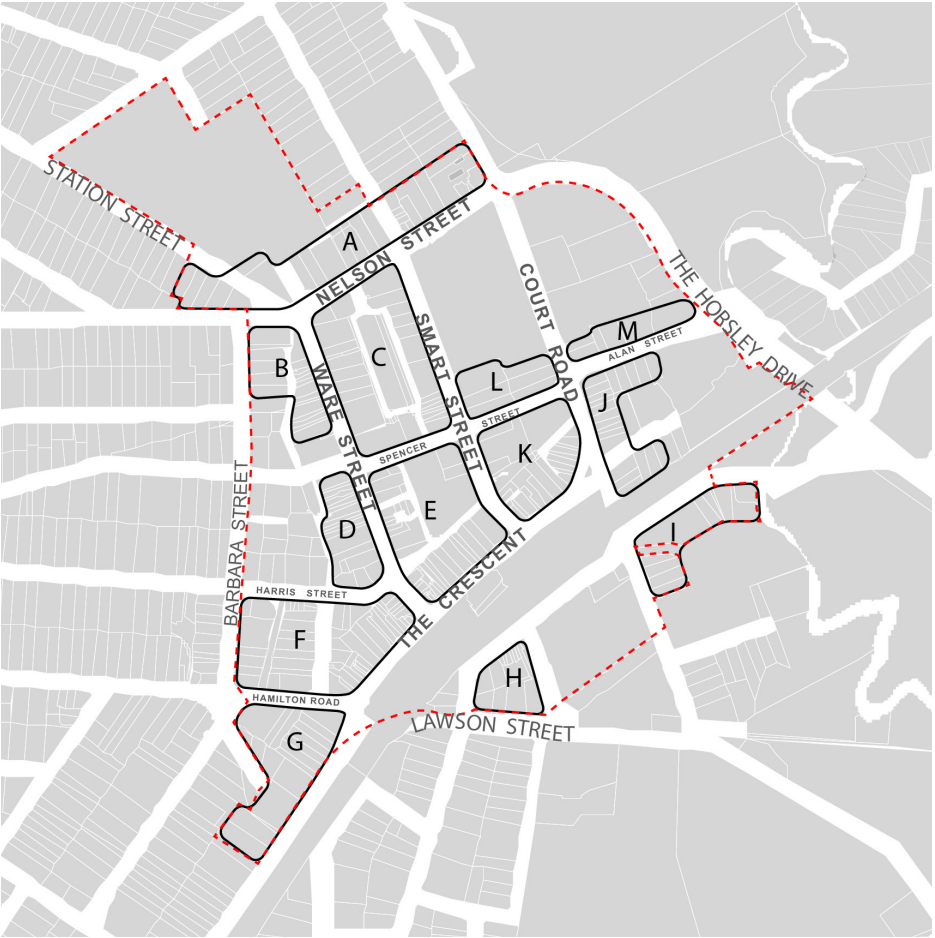
(GBA) or Gross Envelope Area (GEA) is the same as GFA.

- 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 - 100 m² 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 the potential FSR controls for the Fairfield City Centre. These yields will also assist in informing later traffic impacts analysis.

Figure 44. Yield Areas



Fairfield Indicative Yields Summary								
Yield Area	Current Permissible	Potential GFA				No. of apartments (assume 2 bedroom) excluding bonus 100m²	No. of apartments (assume 2 bedroom) excluding bonus 90m²	Approximate car parking on site - residential (est) (1.25 per unit) excluding bonus
		Overall GFA (sqm)	Retail/ Commercial GFA (sqm)	Residential GFA (sqm)	Overall GFA plus 1:1 bonus			
A	39,040	34,403	15,081	19,322	47,906	193	215	240 – 270 spaces
B	23,870	23,053	10,349	12,704	31,080	127	141	160 – 175 spaces
C	63,092	55,787	24,960	30,828	73,302	308	343	385 – 430 spaces
D	25,490	28,097	9,016	19,080	34,469	191	212	240 – 265 spaces
E	61,181	59,938	23,571	36,367	76,527	364	404	455 – 505 spaces
F	35,026	41,602	21,855	19,747	56,309	197	219	245 – 275 spaces
G	14,298	17,689	6,733	10,956	24,837	110	122	135 – 150 spaces
H	9,568	15,423	5,070	10,352	20,206	104	115	130 – 145 spaces
I	11,314	16,824	5,767	11,056	22,480	111	123	140 – 155 spaces
J	28,605	30,199	9,899	20,301	38,372	203	226	255 – 280 spaces
K	15,504	18,452	8,087	10,366	23,620	104	115	130 – 145 spaces
L	7,517	5,612	2,816	2,796	7,491	28	31	35 – 40 spaces
M	19,564	19,538	8,341	11,197	25,128	112	124	140 – 155 spaces
TOTAL	354,068	366,616	151,545	215,071	481,728	2,151	2,390	2,690 – 2,990

Table 5. Indicative Yield Analysis (estimates based on high level modelling)

SUMMARY - NET INCREASE IN GFA (INDICATIVE)

- GFA existing permissible: 354,068m²
- GFA net base increase: 12,548m²
- GFA net bonus increase: 115,111m²
- GFA net increase: 127,659m²

8.6 Delivery of public benefits

Table 5 summarises the public benefits intended to be achieved as a result of this Study to support the amenity of intensifying residential and retail uses in the Fairfield City Centre. These include a range of new public open spaces as well as improvements to public domain and connectivity throughout the centre.

Land Acquisition

Where future public open space (e.g. new parklands, links and plazas) are identified, a proactive approach to ensure the delivery of such infrastructure by Council is warranted. This may require Council to acquire these strategic land parcels to future-proof the delivery of identified public benefits.

Planning Agreements

Another mechanism for delivery of a public benefit may be via planning agreements with applicants who may have amalgamated sites, and whom may potentially benefit from potential increases in building height and FSR. In this sense, Council may seek to enter into a planning agreement with private landowners and developers as a means of funding and delivering intended outcomes either within or outside of any particular development site. This may occur either via a

development application or as a part of an applicant-led planning proposal to amend existing development controls in accordance with the recommendations of this Study.

Incentive clauses in the LEP

Additional height and FSR bonus clauses may also assist in further incentivising design excellence, and potentially provide an additional mechanism to facilitate the delivery of public benefits. This may occur in conjunction with detailed design and Development Application processes. This will be useful for sites where increased height and FSR has not been specifically recommended, but a public benefit is achievable.

Development Contributions Plans

Council will further consider the potential character of streets and public places, identified to be established or enhanced by this Study, via a Public Domain Plan. As part of this process, public benefits that are best delivered with the support of developer contributions may be identified in a Developer Contributions Plan. The Public Domain Plan will identify elements for inclusion in a Developer Contributions Plan in accordance with Clauses 7.11 and 7.12 of the *Environmental Planning and Assessment Act 1979*.

Key Public Benefits

- Study Area
- Existing Rail/ Station
- Major Road/ City Centre Ring Road
- General Improvements to Streetscape & Connectivity
- Public Open Space (existing)
- Public Open Space (proposed by this study)
- 'Green' Street
- Shared Street

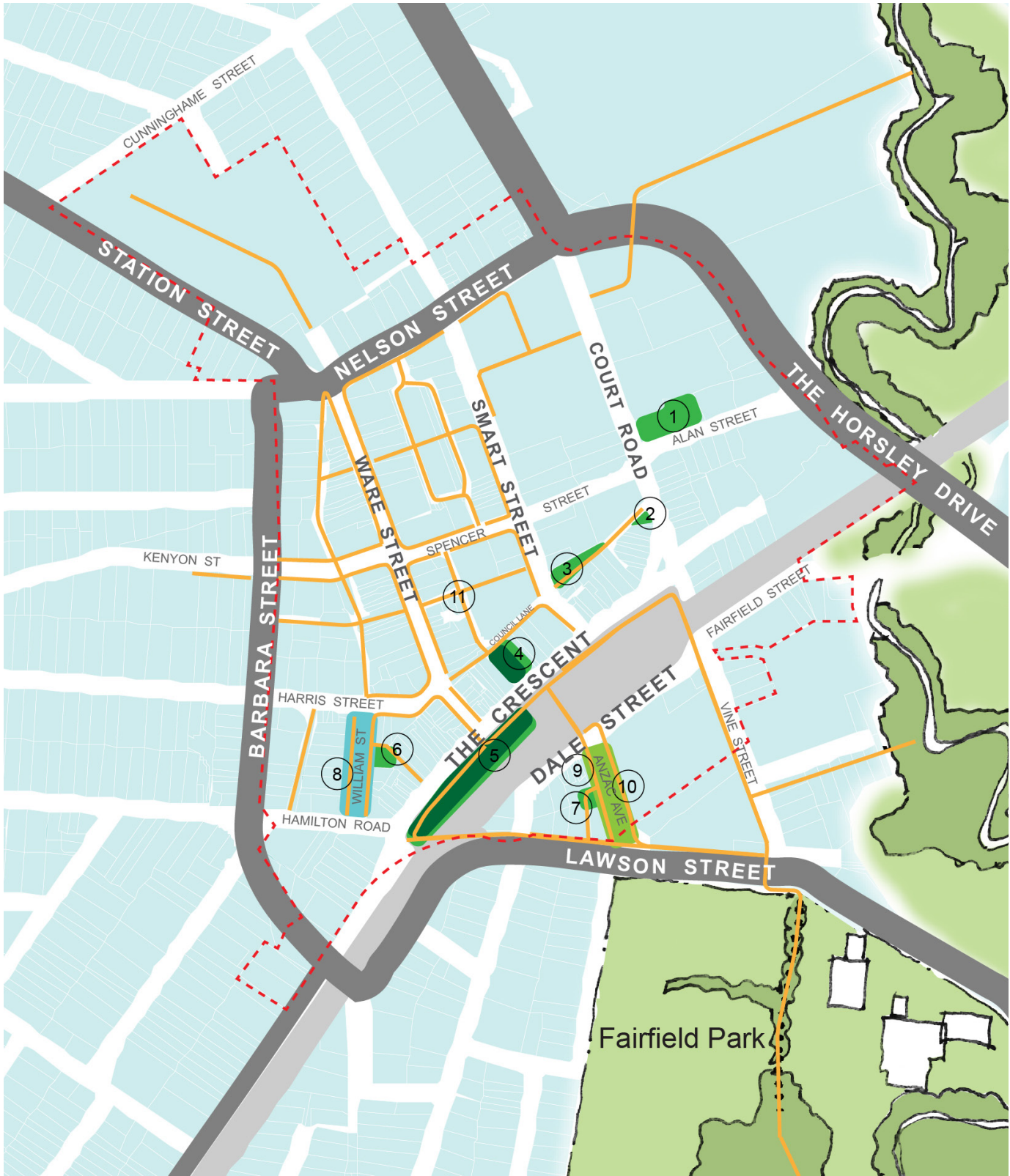


Figure 45. Key Public Benefits

Table 5: Key Public Benefits

Item	Identified Public Benefit	Delivery
New Public Open Spaces		
1	Neighbourhood Park (42-44 Court Road and 2-4 Alan Street): Approx 2,250m ² at the corner of Alan Street and Court Road. The park will include child play facilities.	Land acquisition by Council. Public realm embellishments supported by developer contributions and planning agreements.
2	Public Plaza (41 Court Road): Approx 200m ² at the corner of Court Road and Court Lane to provide a north oriented plaza and to enhance sight lines. The plaza will include hard and soft landscaping surfaces, shading elements, public art and seating.	Land acquisition by Council. Public realm embellishments supported by developer contributions and planning agreements.
3	Court Lane Extension (39 Court Road and 24 Smart Street) : Westward extension of Court Lane to connect with Smart Street to improve connectivity and sight lines. The plaza will include hard and soft landscaping surfaces, shading elements, public art and seating.	Land acquisition by Council. Public realm embellishments supported by developer contributions and planning agreements.
4	Crescent Plaza Extension: Expansion of Crescent Plaza to enable activation of all adjoining edges and to improve sight lines into the space. Character of plaza to build on existing public realm and place making elements.	Public realm expansion and embellishments supported by developer contributions and planning agreements.
5	The Crescent Park Extension: Relocation of existing car parking into a consolidated facility on Dale Street and expansion and embellishment of the existing park to cater for community events such as markets. As a longer term initiative, removal of the 'Fairfield Connection' building to connect the Railway Plaza and The Crescent Park.	Relocation of car parking, development of new car parking facility and public realm embellishments supported by developer contributions and planning agreements.
6	William Street Plaza (4 William Street): New Plaza Approx 300m ² and laneway link between William Street and The Crescent. The plaza will include hard and soft landscaping surfaces, shading elements, public art and seating. The space will also have active edges and should provide opportunities for alfresco dining.	Land acquisition by Council. Public realm embellishments supported by developer contributions and planning agreements.
7	Anzac Avenue Plaza: (28-29 Dale Street and 17 Lawson Street): New Plaza Approx 400m ² and laneway link between Anzac Avenue and Lawson Street. The plaza will include hard and soft landscaping surfaces, shading elements, public art and seating. While it is recognised that this space is positioned south of a proposed tall building, Council is cognisant of a need to create some spaces that are overshadowed to provide respite from heat in late summer months.	Public realm embellishments supported by developer contributions and planning agreements. Supported by land consolidation provisions under the LEP.
Priority Streetscape Upgrades		
8	William Street Share Street: Embellishment of William Street as a pedestrian priority share street including optimised street based car parking, tree planting, public seating and alfresco dining.	Council to detail intended outcome via a Public Domain Plan. Public realm embellishments to be supported by developer contributions and planning agreements. Implementation of streetscape activation via the DCP.
9	Dale Street Eats Street: Embellishment of Dale Street as a cafe and restaurant oriented pedestrian street with active street edges, and alfresco dining.	Council to detail intended outcome via a Public Domain Plan. Public realm embellishments to be supported by developer contributions and planning agreements. Implementation of streetscape activation via the DCP.
10	Anzac Avenue Green Street: Embellishment of Anzac Street as a pedestrian oriented 'green street' providing a green link to Fairfield Park.	Council to detail intended outcome via a Public Domain Plan. Public realm embellishments supported by developer contributions and planning agreements. Implementation of streetscape activation via the DCP.
General Improvements to Streetscape and Connectivity		
11	Council Lane Widening: Upgrades to Council Lane to facilitate activation and improved sight lines on this key link between Spencer Street and Crescent Plaza.	To be delivered in conjunction with the redevelopment of The Chase Shopping Centre site. Council may seek to enter into a planning agreement to deliver laneway improvements.
12	General Improvements to Streetscape and Connectivity: General upgrades to the streetscape and public realm to facilitate better connectivity and streetscape amenity as identified in Figures 33-34 of this urban design study.	Public realm embellishments supported by developer contributions and planning agreements.

The background of the slide is a light blue architectural sketch of a city. It features several rectangular buildings of varying heights, some with internal structural lines visible. A network of streets and pathways weaves through the buildings. In the lower-left area, there are two distinct green rectangular patches, possibly representing parks or open spaces. The overall style is a loose, hand-drawn sketch, giving it a conceptual and creative feel.

9. RECOMMENDED PLANNING FRAMEWORK

The tools to make it happen.

This section sets out recommended amendments to the current planning framework to enable the outcomes for the Fairfield City Centre envisaged in Section 8 of this urban design study to be realised.

This section outlines recommended amendments to the FLEP 2013 as well as recommendations for development controls under the Fairfield City Centre DCP. The DCP will complement existing built form controls under the ADG. The ADG provides comprehensive built form guidance for residential flat buildings and shop housing, which is envisaged to be the predominant development form in areas identified for change within the Fairfield Study Area.

The ADG takes precedence over a DCP, the recommended DCP controls seek to complement the provisions of ADG in order to achieve the intended outcomes of this urban design study. Therefore, the recommended DCP provisions do not repeat or seek to vary any controls under the ADG.

9.1 Fairfield Local Environmental Plan 2013

To realise the outcomes of the Urban Framework Plan, amendments will be required to FLEP 2013. It is intended that this study for Fairfield City Centre will largely form the basis of landowner or applicant-initiated planning proposals to amend the FLEP 2013. However, Council may choose to implement some amendments via a Council-led planning proposal.

Each planning proposal will need to be supported by the relevant technical studies including but not limited to:

Urban Design Report: robust analysis and justification at the site and precinct level to support the building heights and massing proposed with detail on how the indicative built form would impact its immediate context and future anticipated development outcomes for adjoining sites. This forms part of a strategic merit test in response to this study to support proposed building height and massing outcomes.

Architectural Design Merit: demonstration that a compliant built form with a high level of architectural design merit can be achieved on the site within the parameters of the development controls proposed.

State Environmental Planning Policy No. 65 and the Apartment Design Guide: detail to include solar impacts and privacy analysis on surrounding properties and indicative floor plans.

Flooding impacts: hydrology inputs provided to address any impacts of or to mainstream flooding, overland flooding or subsurface water.

Traffic impacts: traffic modelling for the subject site that incorporates future development anticipated by this study for all key sites.

The following sections outline recommended changes to the Fairfield LEP 2013. Unless otherwise indicated, the recommended amendments do not repeat recommendations of the Key Sites Study 2018.

9.1.1. LAND USE ZONING

Figure 45 illustrates the amendments to the Land Use Zoning mapping for specific sites under the FLEP 2013 to achieve the outcomes envisaged by the urban framework plan.

It is recommended that the existing B3 Commercial Core zone west of Smart Street be rezoned to B4 Mixed use to enable mixed use shop top housing to be achieved. This is in recognition that redevelopment is unlikely to occur to the full extent envisaged by this urban design study unless shop top housing occurs, which is not permissible in the B3 Commercial Core zone. The rezoning of the Neeta City Site as recommended by the key Sites Study has been reflected as an amendment in this map.

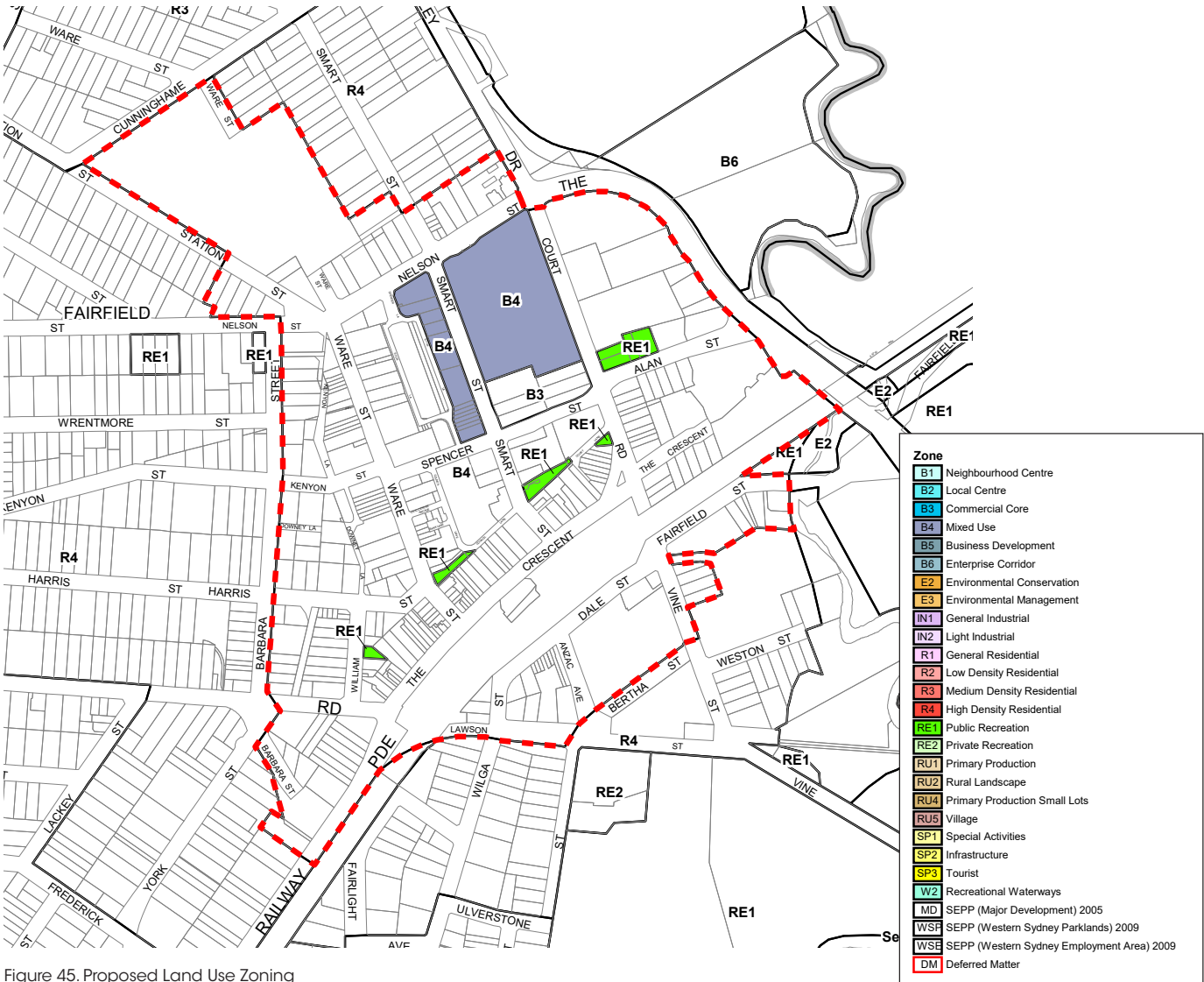


Figure 45. Proposed Land Use Zoning



The map also includes a number of strategic sites identified for public open space and pedestrian linkages. These are also recommended to be acquired by Council and to be identified in the Land Reserve Acquisition map.

Figure 45 highlights only land parcels identified for amendment and includes the Neeta City site from the Key Sites Study to show the full extent of the changes to the B3 Commercial Core zone.

9.1.2. HEIGHT OF BUILDINGS

Figure 46 illustrates the amendments to the Height of Buildings mapping for specific sites under the FLEP 2013 to achieve the outcomes envisaged by the urban framework plan. Included in the recommended amendments is the rationalisation of any V1 (38m) designations to be replaced by a designation of V2 (39m). Figure 46 highlights only land parcels identified for amendment. That is, the land to be amended has been coloured according to the appropriate height designation.

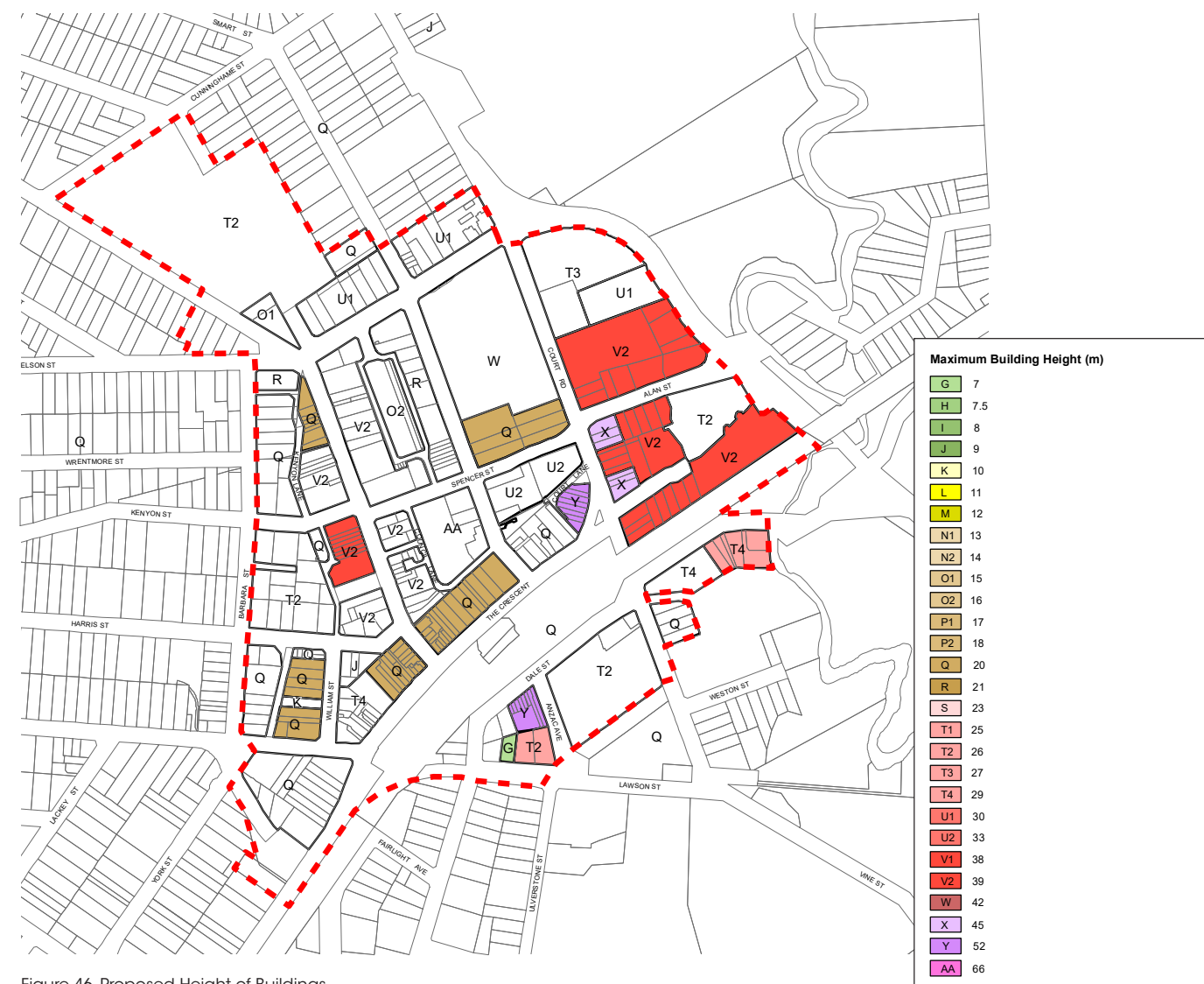


Figure 46. Proposed Height of Buildings

9.1.3. FLOOR SPACE RATIO

Figure 47 illustrates the specific amendments to the Floor Space Ratio mapping under the FLEP 2013 to achieve the outcomes envisaged by the urban framework plan. Figure 47 highlights only land parcels identified for amendment. That is, the land to be amended has been coloured according to the appropriate FSR designation.

Additional floor space ratios in excess of those recommended in this study, may only be considered where outstanding design excellence and community benefits greater than those in this Study are achieved.

9.1.4. BONUS HEIGHT AND FSR

Where a public benefit identified by this study is provided (e.g. a new laneway, new pedestrian link, laneway widening, new public open space or public realm embellishment - over and above any commitment to such benefits via the Planning Proposal process), Council may consider a bonus additional height of up to 6.5m and FSR up to 1:1 as part of the Development Application process.

To facilitate this, it is recommended that an enabling clause be introduced under Part 7 of FLEP 2013.



Figure 47. Proposed FSR

Additional height and FSR in excess of those recommended in this study, should only be considered by Council where outstanding design excellence and community benefits greater than those in this Study are achieved. It is recommended that any new clause under Part 7 of FLEP 2013 refer to proposed Design Excellence provisions under Section 9.1.8 of this study (if adopted). Bonus height and FSR provisions should not be introduced without Design Excellence provisions.

9.1.5. SITE AMALGAMATION

Facilitating land consolidation is essential to achieving the intended built form outcomes and public benefits envisaged by this Study. It is also necessary to facilitate a coordinated and cohesive relationship between new built form and the public realm.

Council’s current LEP has a site amalgamation incentive approach contained in cl. 7.6 and 7.7, which facilitates the maximum prescribed building height and FSR only when a defined site area and/or frontage width/depth is achievable. The areas identified by the LEP to utilise this provision are known as Town Centre Precincts.

It is proposed to continue to the use of Town Centre Precinct provisions throughout most of the Fairfield City Centre. This will provide flexibility to permit development of smaller land parcels, but will encourage land consolidation to accommodate well-sited higher density development.

This Study proposes to utilise this mechanism to encourage recommended development outcomes. This is being done via expanding and altering the existing area mapping and includes the addition of Town Centre Precinct Area G. The Study is also recommending removal of Town Centre Precinct Area F.

Minimum Site Area provisions can be used to limit development to lots of a particular size. This mechanism provides a good basis for amalgamation, but is potentially inflexible and limits opportunity for minor development to occur on smaller sites.

However, there may be a case to apply a Minimum Site Area to unique land parcels within the Fairfield City Centre. The use of Minimum Site Area provisions is

best suited for sites where amalgamation is critical to achieving coordinated delivery of built form and new public open spaces. These are generally locations that also include a number of smaller individual lots.

While Minimum Site Areas are identified on the combined Minimum Site Area/ Town Centre Precinct map, the implementation clauses under cl. 7.7 preclude the use of the Minimum Site Areas unless they have been identified by a Town Centre Precinct ‘Fairfield - Area’.

For sites that require a larger land area to deliver new public open space, and ensure a cohesive and coordinated relationship between built form and new public open space elements, Minimum Site Area provisions are recommended.

Given it is proposed to include a Minimum Site Area requirement for some areas in the Fairfield Centre, it will be necessary to add / amend clauses in the existing FLEP 2013 to activate this requirement.

Town Centre Precincts - Proposed Amendments

Figure 48 illustrates the specific amendments to the combined Minimum Site Area / Town Centre Precinct Map mapping under the FLEP 2013 to achieve the outcomes envisaged by this Study. Figure 48 outlines the extent of each town centre precinct (inclusive of existing Town Centre Precinct Areas not identified for change) and new areas to which Minimum Site Area provisions will apply.

The recommended specific amendments to this map illustrated in Figure 48 are outlined as follows. These aim to facilitate amalgamation of smaller land parcels:

- **Expansion of Town Centre Precinct Area A to be applicable to properties along the western side of Ware Street between Harris and Kenyon Streets, which are intended to be developed to a maximum of 12 storeys.**
- **Reduction in the area of existing Town Centre Precinct Area A as it applies to land north of Kenyon Street, noting that the Key Sites Study also recommended the removal of the Bing Lee site from Area A.**

- **Deletion of Minimum Site Area precincts P(1500), Q(1800) and S(2700) along the western side of Ware Street between Harris and Kenyon Streets to accommodate new Town Centre Precinct Area A.**
- **Deletion of existing Town Centre Precinct Area F as it applies to land west of Ware Street.**
- **Introduction of new Town Centre Precinct Area G. This will apply to:**
 - **the western side of Smart Street;**
 - **various properties along The Crescent;**
 - **the north western end of Ware Street;**
 - **the eastern side of Barbara Street adjacent to Kenyon Lane;**
 - **properties bounded by Barbara Street, Harris Street, William Street and Hamilton Road; and**
 - **properties fronting Fairfield Road and Vine Street, to the south east of the Study Area.**

In relation to the existing Town Centre Precincts, the Study has considered optimal development outcomes assuming amalgamation and site frontages have been achieved. It has assumed existing FSR and heights for these areas under the LEP, which would be the ‘base case’ situation, is acceptable in terms of a built form outcome.

Minimum Site Area - Proposed Amendments

Minimum Site Area provisions are proposed to protect three sites from smaller scale development that may otherwise hinder future higher density outcomes on consolidated sites. Consolidation of these sites is essential to achieving a cohesive built form and public realm outcome as proposed by this Study.

Lots identified for Minimum Site Area provisions are identified in Figure 48. Proposed Amendments to the combined Minimum Site Area and Town Centre Precinct mapping are:

- **Introduction of Minimum Site Area precincts P(1500), Q1(2000) and R(2200) fronting Fairfield Street and Vine Street; and**
- **As mentioned above, deletion of Minimum Site Area precincts P(1500), Q(1800) and S(2700) between Harris and Kenyon Streets.**

Proposed site amalgamation provisions to be included under Part 7 of FLEP 2013

To assist with understanding the intention of the provisions included within cl. 7.6 and 7.7, it is recommended that an objective for the clause is inserted and would apply to all nominated Town Centre Precinct ‘Areas’.

“(1A) The objective of the clause is to facilitate land consolidation.”

With respect to new Town Centre Precinct Area G, it is proposed that an additional sub-clause (7) is inserted within cl. 7.6, and an additional sub-clause (9) is inserted within cl. 7.7 to create the new Area G, and apply the relevant lot size and frontage requirements.

To overcome the current inability to give effect to a Minimum Site Area provision, there is a need to include an additional clause under Part 7 of the FLEP 2013.

Rather than including all Minimum Site Areas within Town Centre Precincts ‘Fairfield Area A-G’, it is proposed to add the following additional clause 7.9 to the existing provisions of Part 7:

“7.9 Development is not to occur on sites less than the minimum size shown on the Lot Size Map in relation to that land.”

Potential LEP provisions are demonstrated in the following summary box:

7.6 - Fairfield Floor Space Ratio:

- (1A) The objective of the clause is to facilitate land consolidation.
- (7B) The floor space ratio of a building on a lot that is on land identified as "Fairfield—Area G" on the Town Centre Precinct Map must not exceed 2:1 unless:
- (a) the size of the lot is at least 1,360 square metres, and
 - (b) the width of the lot is at least 34 metres.

7.7 Fairfield Height of Buildings

- (1A) The objective of the clause is to facilitate land consolidation.
- (9B) The height of a building on a lot that is on land identified as "Fairfield—Area G" on the Town Centre Precinct Map must not exceed 15 metres unless:
- (a) the size of the lot is at least 1,360 square metres, and
 - (b) the width of the lot is at least 34 metres.

- (10) Development is not to occur on sites less than the minimum size shown on the Lot Size Map in relation to that land.

7.9 Fairfield Minimum Site Area

- (1) Development is not to occur on sites with a minimum site area less than that shown on the Minimum Site Area Map in relation to that land.

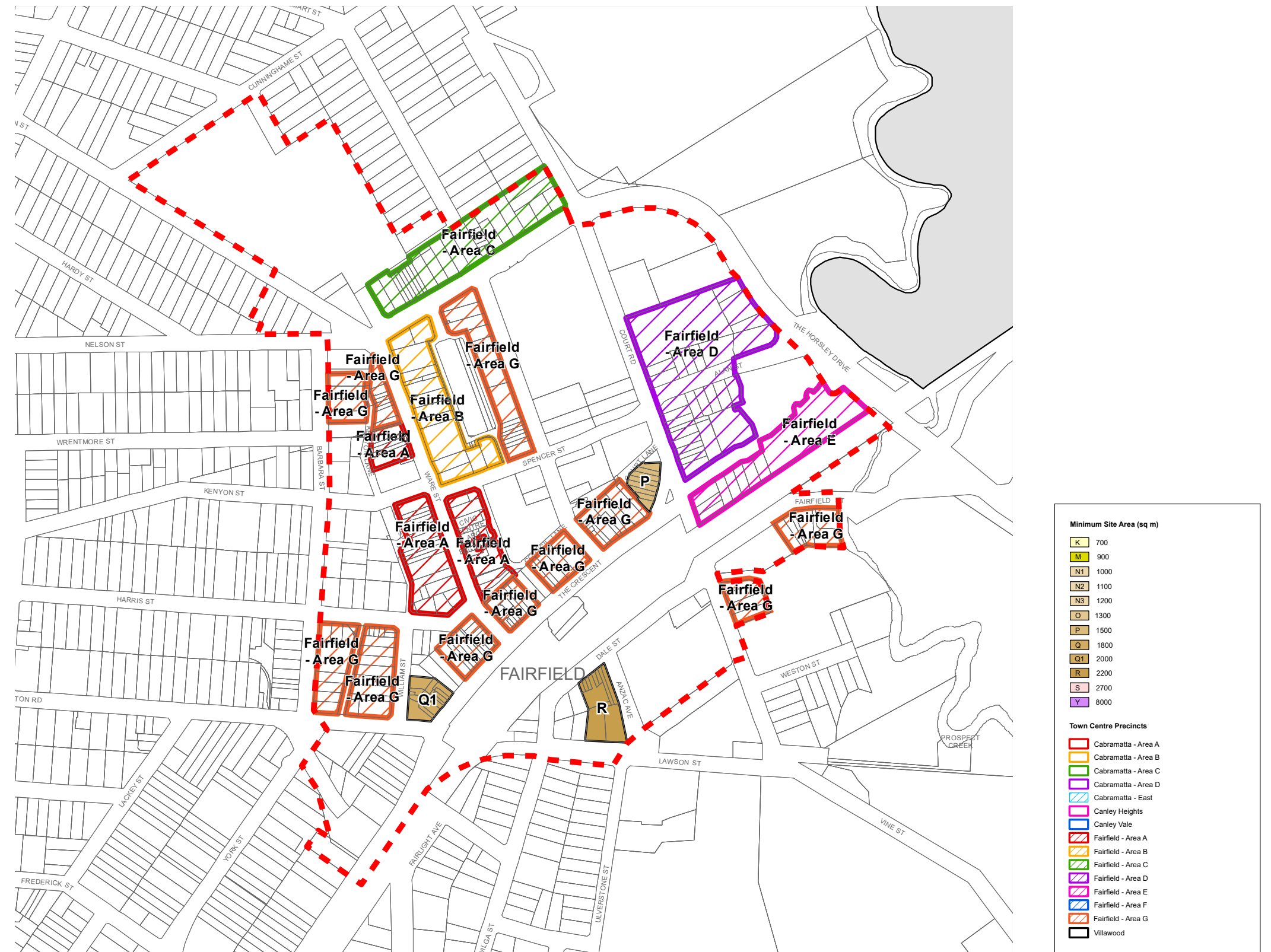


Figure 49. Option 2: Proposed Town Centre Precincts and Minimum Site Area

9.1.6. LAND RESERVE ACQUISITION

Figure 49 illustrates the amendments to the Land Reserve Acquisition mapping for specific sites under the FLEP 2013 to achieve the outcomes envisaged by the urban framework plan. This map identifies strategic sites that are critical to the implementation of identified public domain outcomes within this urban design framework, warranting their acquisition. Figure 49 highlights only land parcels identified for amendment.

9.1.7. STREETScape ACTIVATION

It is recommended that Council introduce streetscape activation clause and maps for lots in the Fairfield City Centre. All public streets and pedestrian oriented laneways (as denoted in Figure 35 in yellow) be identified for activation.

9.1.8. DESIGN EXCELLENCE

Should Council consider additional height above that recommended in this section, 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 ensure development:

- provides a measurable public benefit and improvement 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.

Note that the Fairfield Town Centre is subject to other constraints such as building height limitations associated with the protected airspace of Bankstown Airport.

9.1.9. VOLUNTARY PLANNING AGREEMENTS

There are a number of sites and localities for which the urban framework plan identifies particular public benefits (e.g. new links, public open space expansion and laneway widening).

To achieve the public benefits identified in this Urban Design Study, the appropriate planning mechanism for delivery is through the use of Voluntary Planning Agreements (VPAs). This study recommends that VPAs are submitted by proponents and negotiated with Council in conjunction with Planning Proposals within the Fairfield City Centre.

VPAs may also be used for other sites where a direct public benefit has not been identified within the site, depending on the potential to provide alternative community benefits or benefits that exceed those in Council’s developer contributions plans.

Fairfield City Council’s Voluntary Planning Agreements Policy (2018) outlines the principles, framework and negotiation processes that will be used to enter into VPAs for the Fairfield City Centre.

9.2. Proposed controls to be incorporated into the DCP

Recommended DCP controls are provided in Appendix A. These controls pertain to all land in the Fairfield City Centre, with the exception of the key sites, however, any future development of key sites should have regard to the objectives of and the development forms envisaged by this DCP.

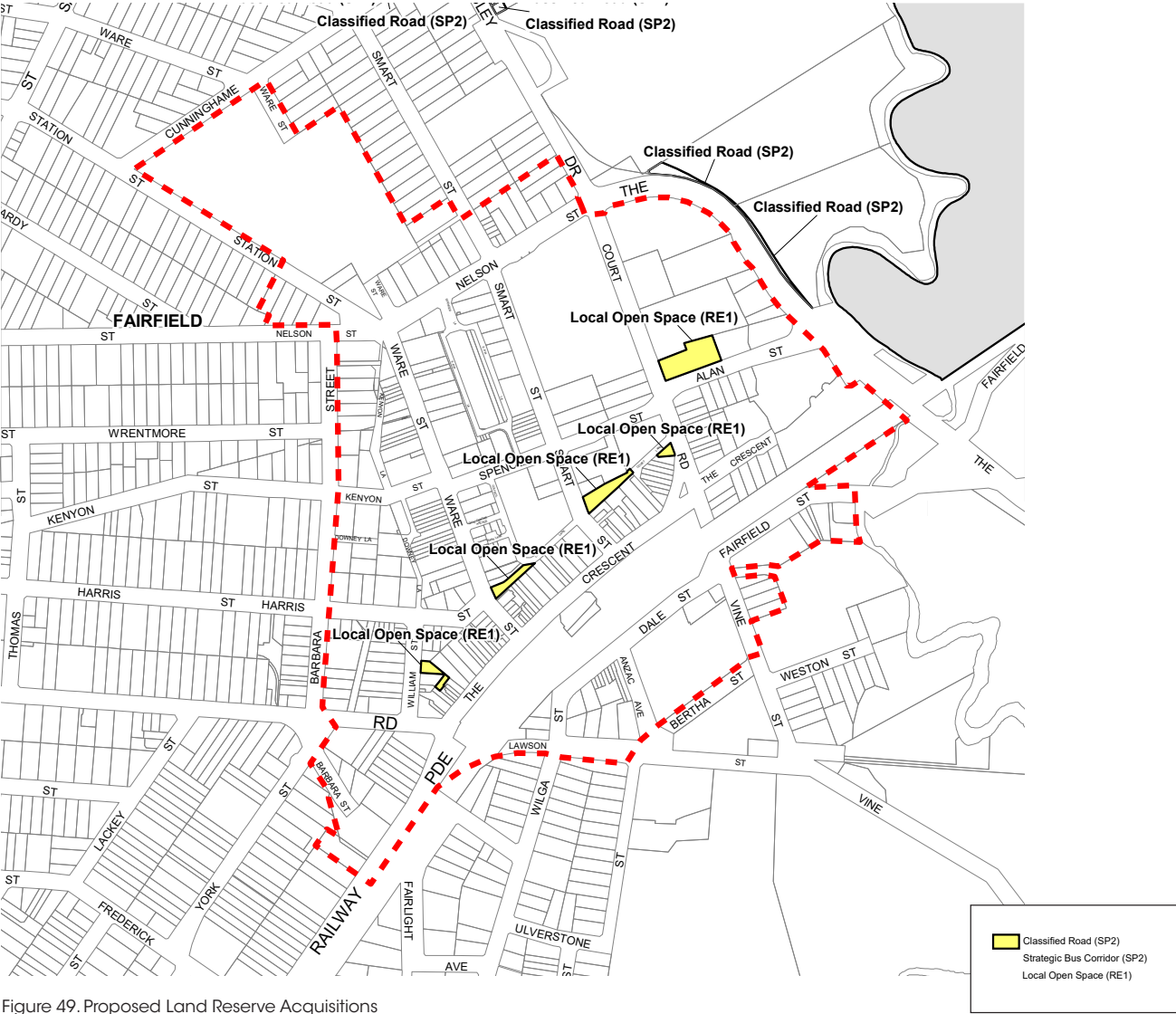


Figure 49. Proposed Land Reserve Acquisitions

APPENDIX A

– DRAFT DCP

DRAFT DCP

This draft DCP applies to all land in the Fairfield City Centre, with the exception of the 13 sites identified and guided under the Key Sites Study and DCP. However, any future development of key sites should have regard to the objectives of and the development forms envisaged by this DCP.

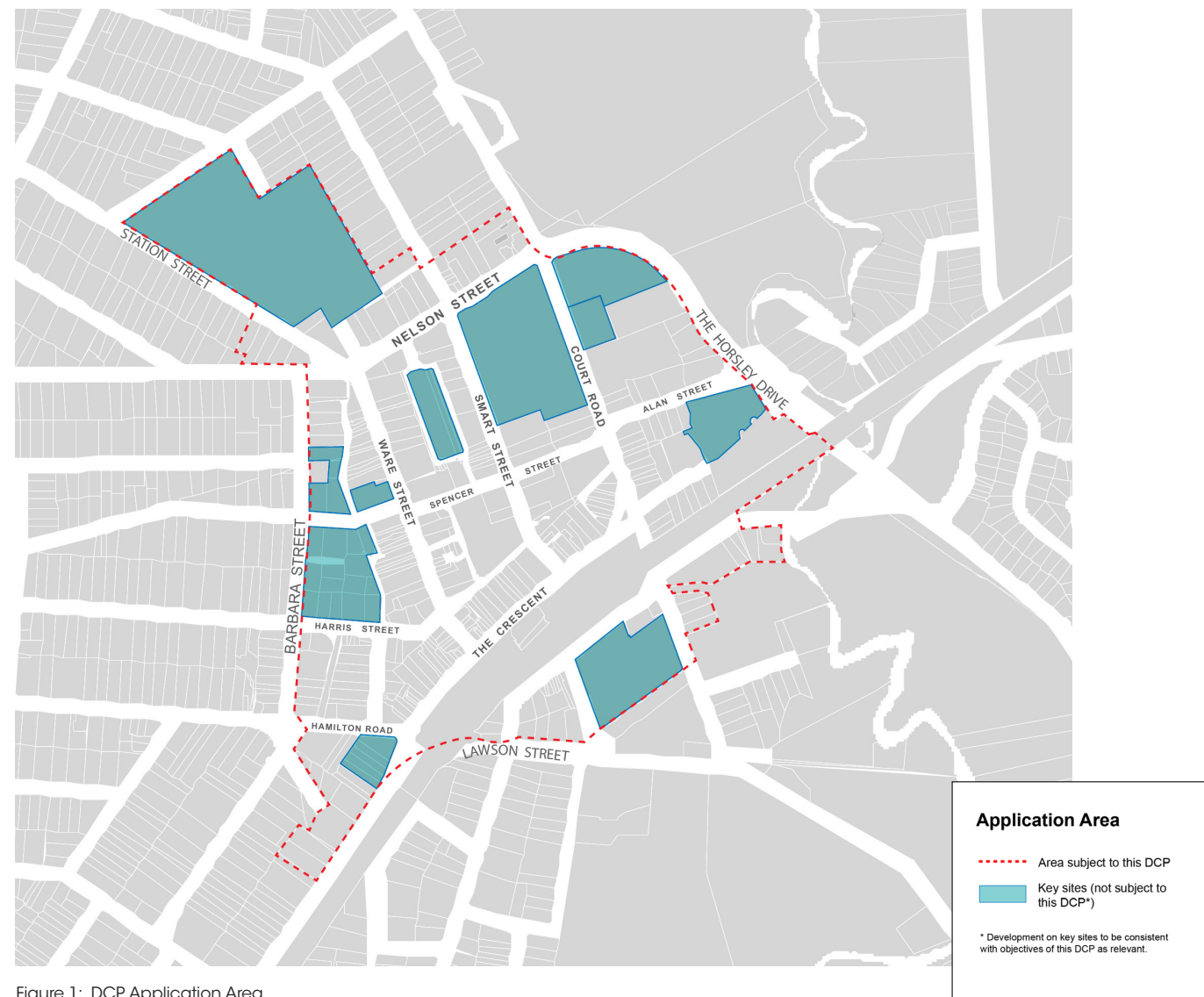


Figure 1: DCP Application Area

A.1 Objectives

The objectives for all development in the Fairfield City Centre are:

- To improve the amenity of the Fairfield City Centre for business, workers, residents and visitors.
- To enhance Fairfield City Centre as a vibrant place with a diverse range of activities and destinations.
- To ensure the compatibility of land uses and minimise land use conflict.
- To provide a diverse range of shops and services in the Fairfield City Centre that cater for a diverse range of needs.
- To promote design excellence in all built form and public domain outcomes, which enhance and responds to the local character of Fairfield City Centre.
- To reinforce Ware Street as the heart of activity for the City Centre and principal focus of retail and entertainment.
- To facilitate development that transitions in land use between the intensive and mixed central core to a human-scaled development towards peripheral areas adjacent to existing and intensifying residential areas.
- To activate and meaningfully address streets and public places with 'fine-grained' and articulated building frontages.
- To establish a human scale and integrate with the established scale at the street edge.
- To encourage the development of mixed use development with a diversity of housing to support the needs of the community.
- To support land uses that contribute to the both daytime and night-time economies.
- To provide articulated architectural solutions of high visual quality for all façades visible from the public realm.
- To visually reinforce key gateways, corner and bookend sites, and landmark locations with a high visual quality.
- To maximise the passive surveillance of streets, laneways and public spaces.
- To prevent the occurrence of blank walls visible from the public realm.
- To retain and conserve heritage buildings, encourage adaptive reuse, and improve the visual setting of heritage items within their curtilage.
- To encourage retention and adaptive reuse of non-heritage listed buildings of exceptional style and character.
- To minimise the visual impacts of car parking on the streetscape and public realm.
- To promote safety and security in the public realm and minimise the opportunity for crime and antisocial behaviour.
- To enhance connectivity throughout the Fairfield City centre, especially in an east west direction and between the City Centre and Fairfield Park.
- To minimise the urban heat island effect through innovative built form and landscape design.
- To create a unique sense of place through place making initiatives and urban art.
- To support the use of public transport and active transport modes.

A.2 Controls

A.2.1 KEY PRINCIPLES

All development in the Fairfield City Centre is to demonstrate how it is consistent with and delivers on the principles and urban framework set out in the Fairfield City Centre Urban Design Study 2019. These principles are summarised in Figures 2-5.

Figure 2. Land Use, Vibrancy and Vitality Principles

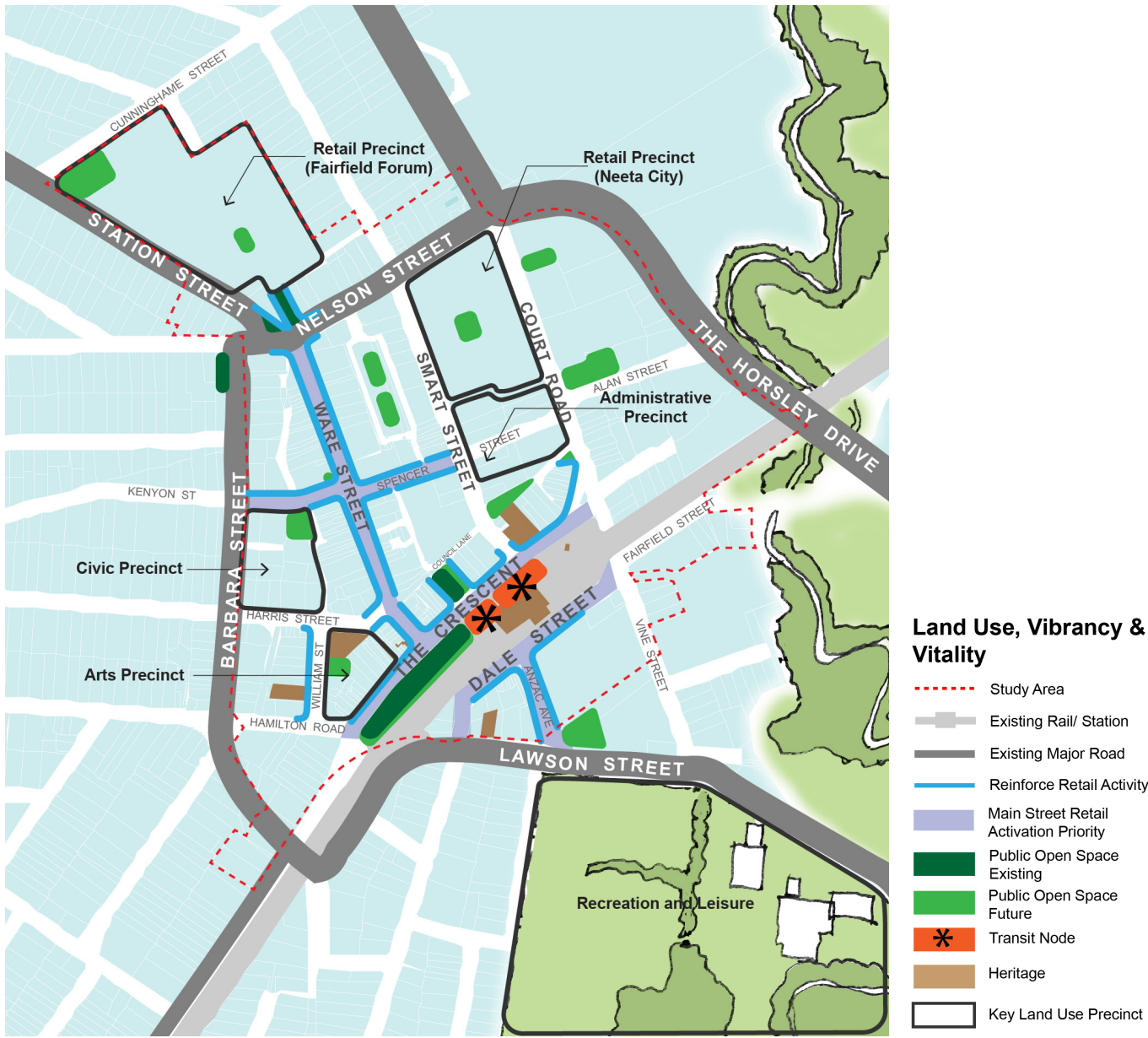


Figure 3. Built Form Principles

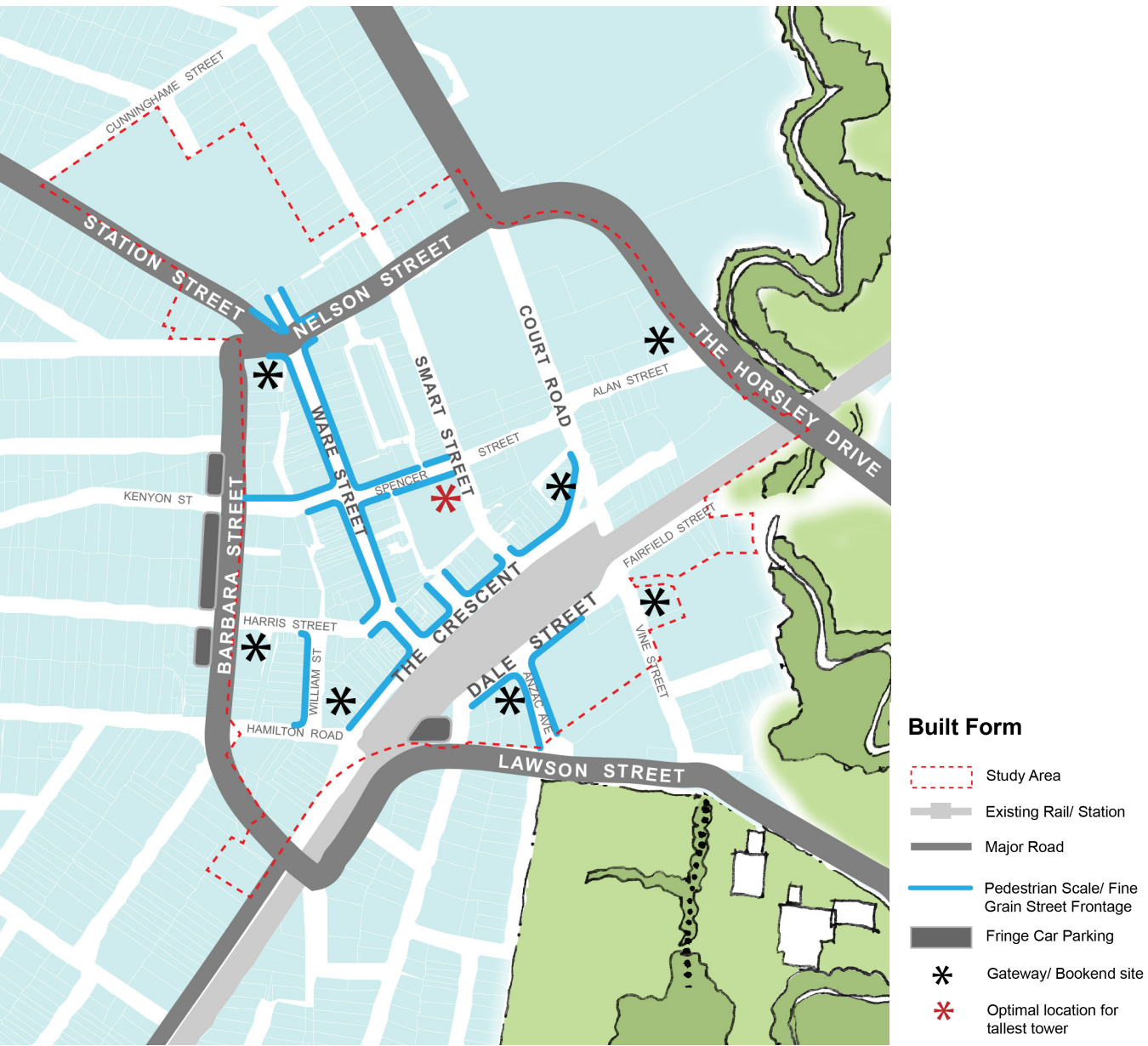


Figure 4. Movement and Access Principles

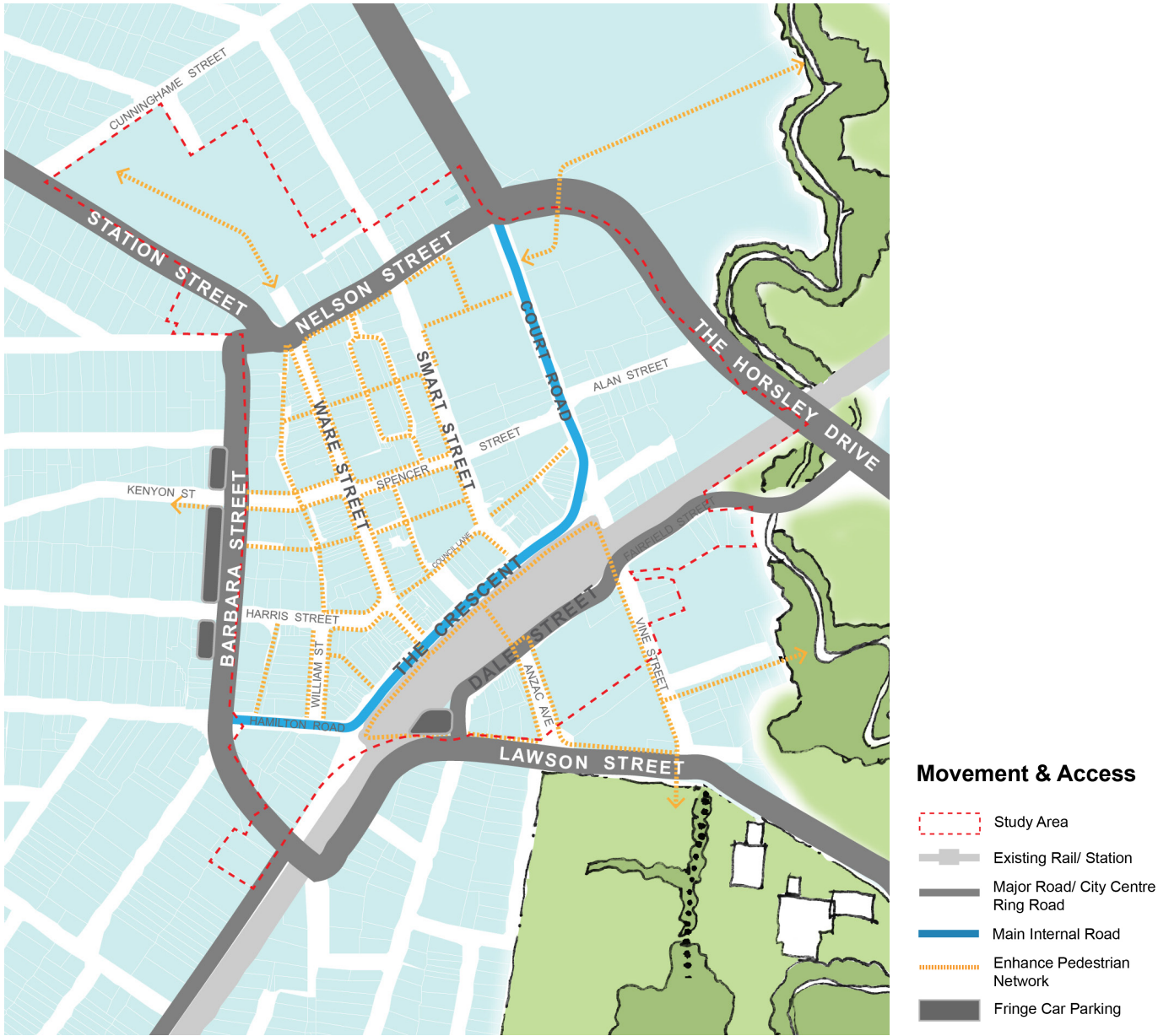
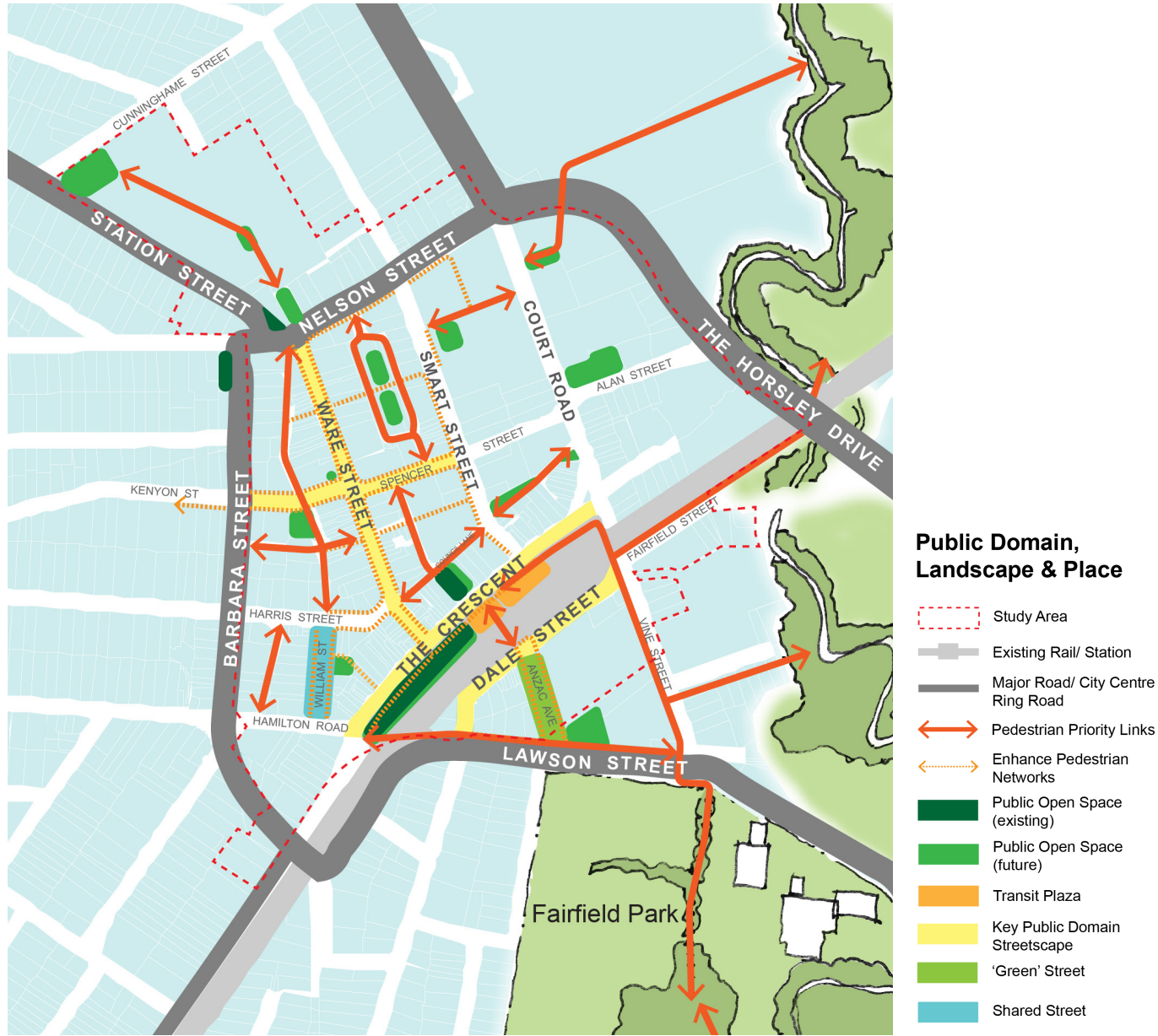


Figure 5. Public Domain, Landscape and Place Principles



A.2.2 URBAN FRAMEWORK PLANS

All development is to be in accordance with the Urban Framework Plan – Structure (Figure 6) and Urban Framework Plan – Built Form (Figure 7).

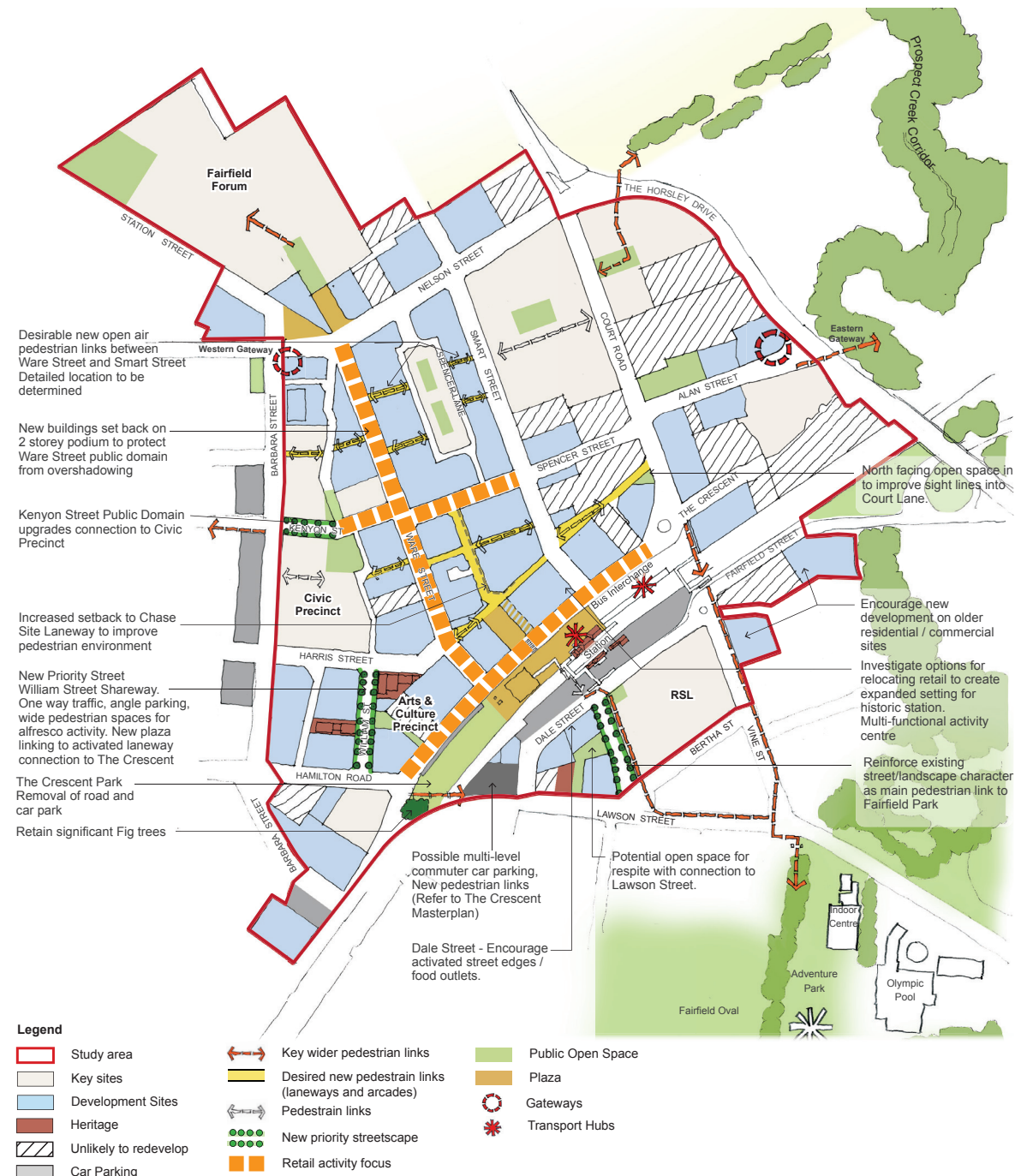


Figure 6. Urban Framework - Structure Plan



Figure 7. Urban Framework - Built form

A.2.3 SETBACKS

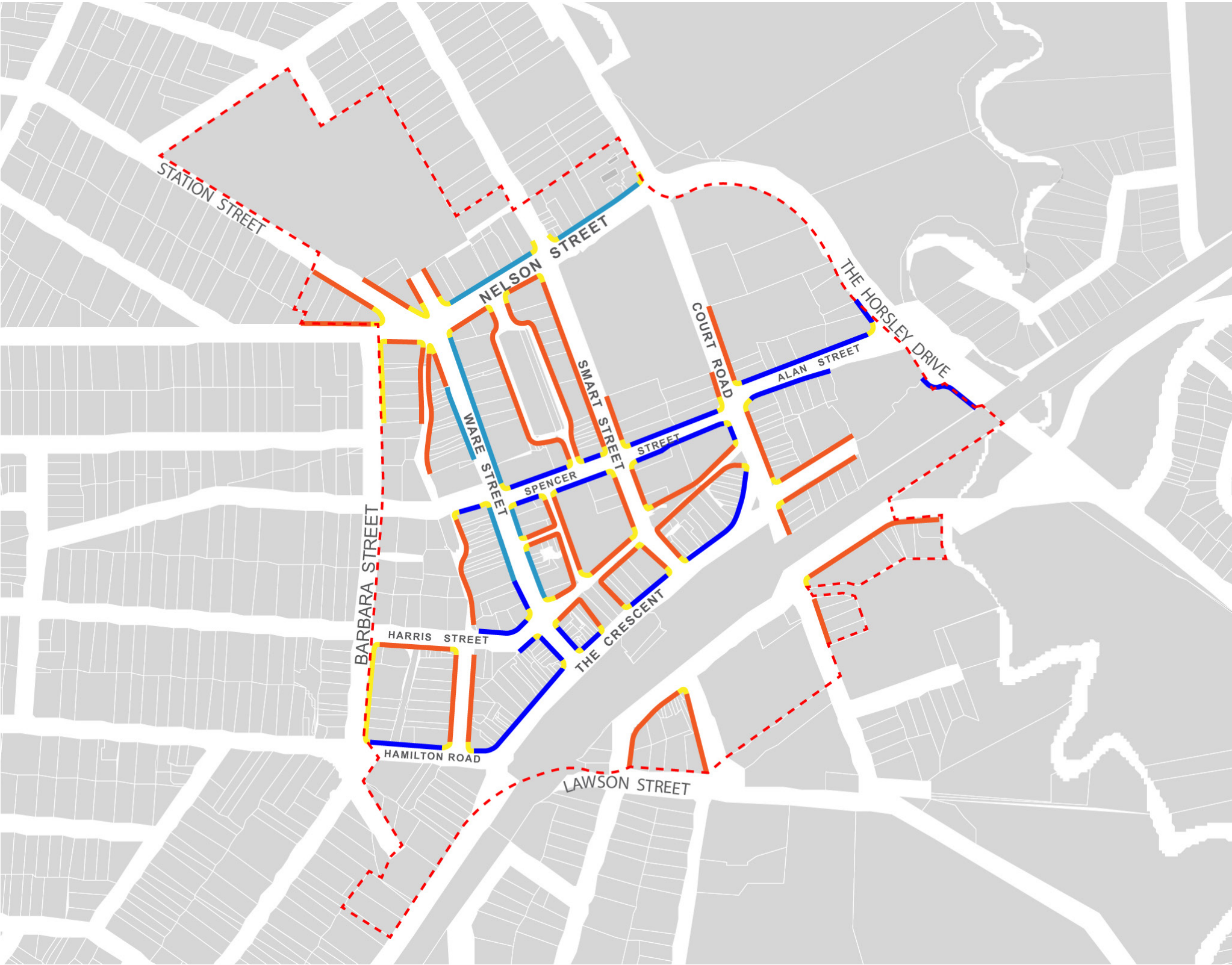
Setbacks in the Fairfield City centre are to be in accordance with the Setback Types outlined in Figure 8 and the corresponding street section type

Type 4 setbacks may be provided on any street corner subject to design excellence.

Figure 8: Setbacks

Setback Types

- Study Area
- Setback Type 1
- Setback Type 2
- Setback Type 3
- Setback Type 4



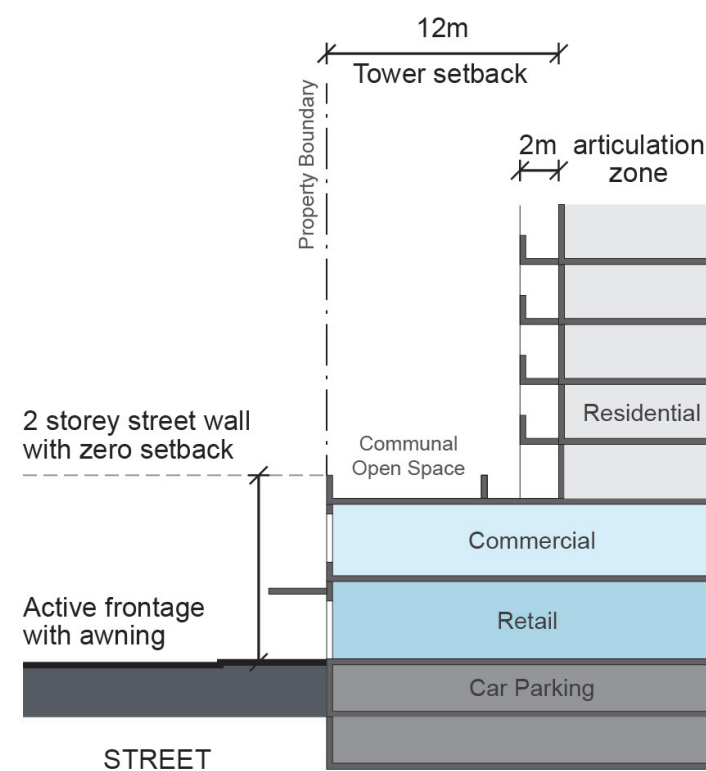
TYPE 1

Ware Street

- Nil setback to podium level for maximum 2 storeys). Any third storey podium to be set back 4m.
- 12m upper level setback to conserve pedestrian scale and allow for mid-winter sun penetration to both sides of the street (where lot depth permits).

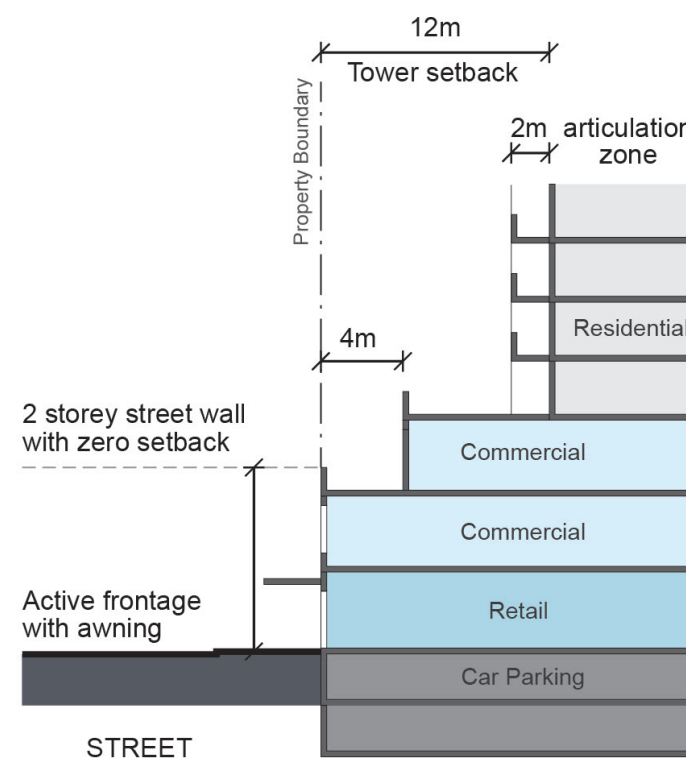
Nelson Street

- Nil setback to podium level for maximum 2 storeys). Any third storey podium to be set back 4m.
- 12m upper level setback to allow sunlight to the south side.



SETBACK TYPE 1: 2 STOREY PODIUM

Figure 9. Setback Type 1 - 2 Storey Podium



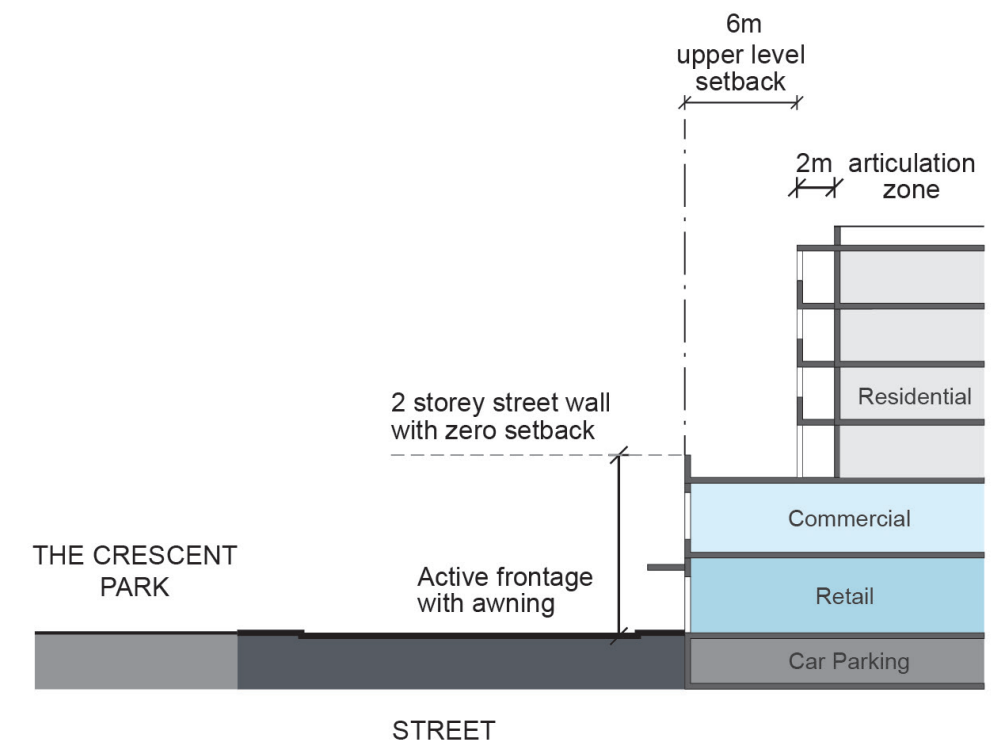
SETBACK TYPE 1: 3 STOREY PODIUM

Figure 10. Setback Type 1 - 3 Storey Podium

TYPE 2

The Crescent, Ware Street (The Crescent to Harris Street) and Spencer Street

- Nil setback to podium level for maximum 2 storeys)
- 6m upper level setback to retain two-storey character together with heritage-listed and contributing buildings/ facades. This, combined with a 6-storey height limit, will allow winter sun for Crescent Park.



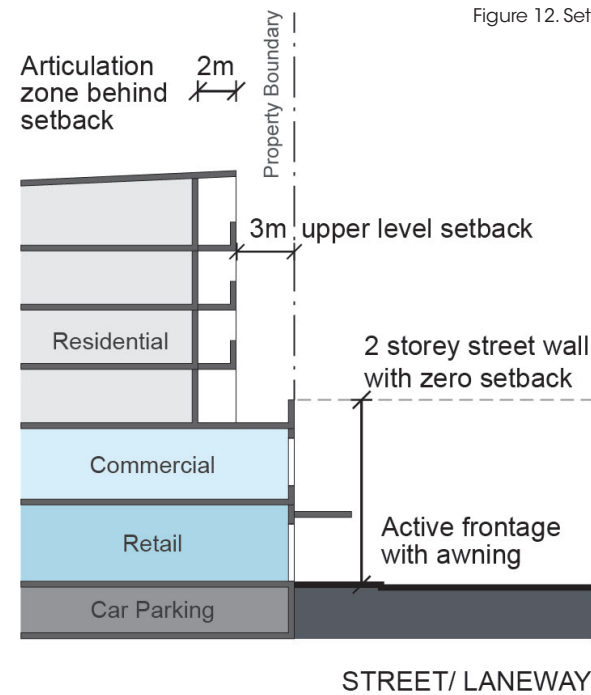
SETBACK TYPE 2

Figure 41. Setback Type 2

TYPE 3

Smart Street, Court Road, Laneways and smaller streets

- Nil setback to podium level for maximum 2 storeys)
- 3m upper level setback.

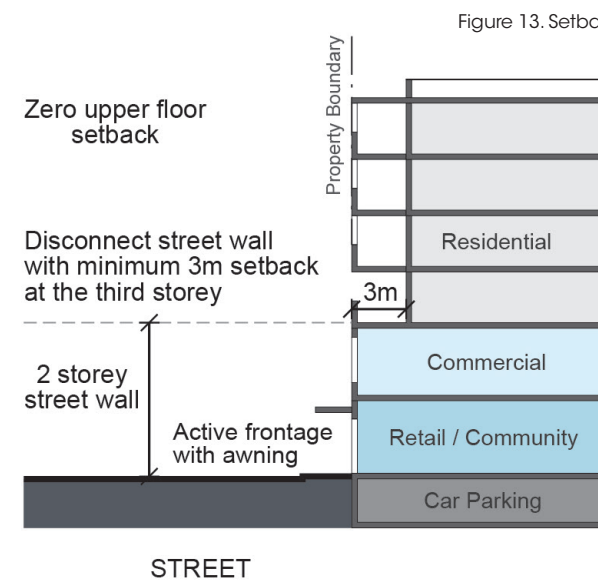


SETBACK TYPE 3

TYPE 4

Barbara Street

- Zero setback is proposed for lower new buildings to create a distinctive city "edge", then 3m setback with balconies set back at nil.
- **Prominent Corners**
- Key entries to the City Centre and corner sites are to be emphasised by distinctive architectural design and/ or building height.
- Nil setbacks may be considered for all street corners subject to appropriate architectural articulation and detailing.



SETBACK TYPE 4

A.2.4 STREETScape AND BUILDING DESIGN

- Buildings are to be designed with a high level of architectural detail and articulation consisting of a variety of materials to create an architectural response that creates a sense depth and visual diversity.
- Buildings are to be designed to create clear visual articulation and distinction between the podium and tower levels.
- Active ground level frontages in the form of commercial, retail or other non-residential uses, which are to be focused towards streets and public places.
- For key retail streets (i.e. Ware Street, Smart Street, Spencer Street, The Crescent and Nelson Street) all buildings must include active uses and ground level (i.e. retail or residential pedestrian entrances and apertures) to a minimum of 80% of their ground level frontage to streets, with a corresponding maximum of 20% of that frontage occupied by appropriately detailed walls with no openings, car park entrances and service areas.
- Ground level residential frontages should be limited to peripheral areas of the Fairfield City Centre.
- In circumstances where residential frontages are appropriate at ground level, the requirement to inside active non-residential uses at ground level is not required but residential frontages must provide opportunities for passive surveillance to the adjacent street at all levels.
- Buildings and their facade(s) are to be designed to a high quality to provide visual interest to the street.
- Corner buildings are to be designed to reflect their prominent position and should be distinctive in their architectural detail.
- Continuous awnings are to be provided to all development with a non-residential ground level frontage for the shading and shelter of the adjacent street or public realm.

- Awnings should be parallel to the pavement and be of metal construction.
- Blank walls are not permitted where visible from the public realm (i.e. public street, laneway or public open space). In circumstances where walls are provided with minimal or no openings (i.e. windows, door and balconies), such walls are to be treated with an appropriate levels of design detail and visual articulation to create visual interest.
- Zero-lot party walls must be suitably designed and articulated to provide visual interest to the streetscape. Articulation must include elements of physical relief and texture that creates shadowlines and provides visual diversity.

A.2.5 PUBLIC DOMAIN AND LANDSCAPING

- Where a proposed development results in the creation of new public open space, a pedestrian link or enhancement/ embellishment of the streetscape or public domain, a Public Domain Plan is to be prepared and submitted to Council for all development applications. The public domain plan is to include (as relevant):
- Context, role and purpose of the open space elements proposed;
- Palette of robust materials, colours, finishes and furnishings;
- Placement of key place making elements and features (e.g. play equipment/ public art);
- Place activation measures (e.g. peripheral land uses, events);
- Accessibility, safety, security and wayfinding;
- Soft landscaping elements (e.g. street trees, lawn);
- Delineation of public and private space;
- Ongoing management and maintenance; and
- Safety and security measures.

A.2.6 VEHICLE ACCESS AND CAR PARKING

- Vehicle access is to be provided from service lanes where existing or proposed.
- Service areas, substations and refuse collection should be located to minimise visual impacts and maximise activation of key streets.
- Car parking is to be provided in an underground basement.
- Where at-grade parking is provided, it is to be sleeved with active uses to ground level street frontages.
- Where above-grade parking is provided, it is to be sleeved with residential or commercial uses or provided with semi-permeable screening of a high design quality and visually artistic appearance to minimise the visibility of car parking from the street and public realm.
- At grade open-air car parking areas should be landscaped with trees to reduce the impact of hard paving and summer sun.
- Where car parking is provided on a rooftop, shading devices are to be provided to minimise heat absorption.
- Vehicle access is to be designed so as to minimise potential conflict and safety impacts between pedestrians, cyclists and vehicle traffic.

A.2.7 TREATMENT OF ADJOINING LANEWAYS

- Buildings with lane way frontage are required to ensure a high-quality visual appearance to that frontage.
- Fences to rear lane ways are to be 1.8m high and set back 1m from the boundary to allow for landscape enhancements, temporary waste bin storage and bulk waste pick-ups.
- 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.

A.2.8 SAFETY AND SECURITY

- All development in the Fairfield City Centre is to 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. Lighting to external or publicly accessible places, including car parks, are to be provided with appropriate lighting.

- 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.

