Fairfield Heights Town Centre Development Control Plan 2020

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1 Introduction

1.0 Reference and Amendments

This Development Control Plan is referred to as Fairfield Heights Town Centre Development Control Plan 2019.

Action	Date	
Report to Council recommending public consultation	28.07.2018	Version 1
Public consultation period	03.04.2019 - 03.05.2019	Version 1
Report to Council Outcomes Committee recommending adoption	09.07.2019	Version 2
Supplementary Report to Council Recommending Adoption	06.08.2019	Version 3
Adoption of Plan	05.06.2020	Version 1
Revocation of Fairfield Heights Town Centre DCP 2013	05.06.2020	
Commencement of Plan	05.06.2020	Version 1

House keeping Amendment No.	Date Effective	Version
TBA	TBA	TBA

This plan replaces the Fairfield Heights Local Business Centre Development Control Plan 2013 which came into force on 31 May 2013.

1.1 Land to which this Development Control Plan applies

This Plan applies to all the land located within the Fairfield Heights Town Centre boundary as indicated in **Figure 1**.

The town centre contains a mix of small scale retail and commercial uses including bakeries, real-estate agencies, take away food premises a major bank, small scale retail outlets, medical centres and pharmacies.

The town centre is considered a local scale centre and is generally bound by R3 Medium Density Residential zoned land. There is a small portion of R4 High Density Residential zoned land to the north of the town centre.

Figure 1 Land to which the Fairfield Heights Town Centre DCP Chapter applies shown in blue

1.2 Purpose of this Development Control Plan

This Chapter has been made in accordance with the Environmental Planning & Assessment Act 1979 ("the Act") and must be read in conjunction with the provisions of the Fairfield Local Environmental Plan 2013.

Compliance with the provisions of this Chapter does not necessarily guarantee that consent to a Development Application ("DA") will be granted. Each DA will be assessed having regard to the Fairfield LEP 2013, the Fairfield City Wide DCP 2013, other matters listed under Part 4 of the Act and any other policies adopted by the consent authority.

Non-compliance with the controls in this DCP must be justified by a written submission, clearly demonstrating compliance with the objectives of this DCP, and detailing the reasons the control(s) should be varied.

The purpose of the Development Control Plan is to assist in implementing the vision identified in the Fairfield Heights Urban Design Study.

This document must be considered in conjunction with other State and Local Policies and Plans.

1.3 Aims of this Development Control Plan

This Chapter provides controls which guide development in the Fairfield Heights Town Centre in order to:

a. Build upon the detailed objectives and controls in the Fairfield LEP 2013;
b. Ensure that development implements the aims and objectives of the Fairfield Heights Town Centre Urban Design Study;
c. Ensure that development creates urban renewal and reinvigorates the Fairfield Heights Town Centre;
d. Provide a framework for the orderly development of the town centre;
e. Ensure that future residential development provides for a range of dwelling sizes and affordability;
f. Ensure economic development and retail/commercial growth in the Town Centre, and;
g. Protect and enhance the public domain.

1.4 Interpretation

Where this Chapter uses terms that are defined in the Fairfield LEP 2013, the definitions in the LEP are to be adopted. Other terms used throughout this Chapter are defined in the Glossary of Terms. In addition, certain provisions in this Chapter include definitions that are specific to those provisions.

A reference in this Chapter to any Australian Standard or legislation includes a reference to any amendment or replacement as made.

1.5 Relationship to other plans

This Chapter repeals the Fairfield Heights Local Business Centre Development Control Plan 2013 Version 1 adopted 31 May 2013.

This plan adopts certain provisions contained within particular chapters and appendices of the Fairfield City Wide Development Control Plan 2013.
Those chapters are:

- Chapter 1 Introduction;
- Chapter 2 Development Application Process;
- Chapter 3 Environmental Management and Constraints;

- Chapter 8 Commercial Development In Local Centres – Business Use;
- Chapter 10 Miscellaneous Development;
- Chapter 11 Flood Risk Management;
- Chapter 12 Car Parking, Vehicle and Access Management;
- Chapter 13 Child Care Centres;
- Appendix A Definitions;
- Appendix B Notifications Policy;
- Appendix C Advice for Designing Advertising Signs;
- Appendix D Preservation of Trees and Vegetation;
- Appendix E Waste Not DCP to Manage Demolition and Construction Waste.

If the provisions of this plan are inconsistent with the provisions of any other DCP, the provisions of this plan shall prevail. Where there is an inconsistency between this plan and the Fairfield City Wide DCP 2013 the provisions of this plan prevail above all else.

1.6 Development Contributions and Planning Agreements

1.6.1 Development Contributions Plans

Development Contribution Plans apply to land within the Fairfield Local Government Area and are available on Council's website.

The Development Contribution Plans within Fairfield City are:

- Councils Direct (Section 7.11) Development Contributions Plan
- Councils Indirect (Section 7.12) Development Contributions Plan

1.6.2 Planning Agreements

Planning agreements entered into with Fairfield City Council are guided by the Fairfield City Council Voluntary Planning Agreement Policy. This Policy can be found on Council's website.

Councils Voluntary Planning Agreements Policy applies to all land within Fairfield City. The VPA Policy is a procedure document providing guidance on the preparation and execution of Voluntary Planning Agreements. This will ensure that the process is clear and transparent to Council, the applicant and the community.

A planning agreement may include infrastructure works and recurrent expenditure in relation to a public amenity, service or facility. A planning agreement specifies how it relates to any applicable Development Contributions Plan, and may provide that a development be excluded from the requirements of that Plan in exchange for works in kind.

Community benefits identified within this plan will be delivered through the Voluntary Planning Agreement process, to ensure that the proposed uplift in this DCP is supported by appropriate community infrastructure.

Early contact should be made with Council officers where a proposal to enter into a planning agreements is proposed.

2 Strategic Context

2.1 Strategic Context

The Greater Sydney Region Plan, A Metropolis of Three Cities is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places.

This Western City District Plan is a 20 year plan to manage growth in the context of economic, social and environmental matters to achieve the 40 year vision for Greater Sydney. It is a guide for implementing the Greater Sydney Region Plan, A Metropolis of Three Cities, at a district level and is a bridge between regional and local planning.

The District Plan sets targets for infrastructure and community services including transport, schools, health and community facilities, and recreation. The Western City District also sets a housing target of 3,050 dwellings for Fairfield City for the period 2016-2021. The Fairfield Heights DCP and associated urban design study provide a mechanism to assist Council in achieving this target as well as economic growth for the town centre.

2.2 Local Context

Council's Fairfield Heights Town Centre Urban Design Study 2017 is the base strategic document that sets the vision for the Fairfield Heights Town Centre. It guides the overall built form for the centre and includes the urban design framework, principles and development typologies that feed into the draft Fairfield Heights Town Centre DCP.

The Fairfield City Centres Study aims to promote the future economic wellbeing of Fairfield City. The Fairfield Heights Town Centre DCP seeks to facilitate the residential and economic growth in an orderly manner.

Fairfield Heights is identified in this study as a Local Centre. Local Centres are generally characterised by:

- The provision of retail and commercial services to one or more suburbs within Fairfield LGA;
- Contain between 5,000m^2 to 10,000m^2 of retail floor space;
- The presence of a medium scale to full line supermarket;
- Providing for the major weekly needs of non – retail professional and personal services for more than one suburb;
- Possibly includes ancillary services such as tavern, professional and health services, community facilities, post office and service station.

2.3 Land Use

Fairfield Local Environmental Plan (LEP) 2013 facilitates the land use zones and permitted land uses across Fairfield City, including Fairfield Heights Town Centre which is zoned B2 Local Centre. The Fairfield LEP 2013 also identifies a number of development standards applying to the town centre including (but not limited to) height of building, minimum site area and design excellence.

The Fairfield LEP 2013 facilitates a wide number of uses in the B2 Local Centre zone including shop top housing, commercial and business uses.

3 Design Elements

3.1 Desired Future Character

This Plan aims to encourage the development of Fairfield Heights Local Business Centre into a visually attractive, "pedestrian-friendly" environment. It further seeks to maintain and enhance the commercial viability of Fairfield Heights.

The Centre should develop a distinct identity achieved through reinforcement of its existing characteristics, those being building height and relationship between buildings and the street. The range of services offered by the Centre should predominantly be aimed at satisfying the needs of the local population.

Car parking and servicing arrangements should be designed to minimise visual intrusion and disruption to pedestrians whilst providing a satisfactory response to the needs of the drivers.

Ideally, Fairfield Heights will become a vibrant centre in which people can enjoy spending business and leisure time. The desired scale of development for the Centre is boutique scale retailing and small scale commercial activity, supported by necessary larger operations such as supermarkets.

In detailing guidelines for the development of Fairfield Heights, this Plan aims to recognise the constraints imposed by adjoining development and ensure no diminution of amenity in surrounding sites.

Existing R3 Medium Density Residential zones provide opportunity for a mix of dwelling types and more population around the town centre. Small pockets of R4 High Density Residential zoned land will provide opportunities for small residential flat buildings to benefit from the existing shops and services provided by the town centre.

More residents will require a vibrant, attractive and safe town centre to go about their daily needs, recreation, and socialising.

3.2 Urban Framework Plan

The Fairfield Heights Urban Design Study has established an urban framework plan to guide future development in the town centre. The plan is focused on the Boulevard with activated retail to the ground floor and integrated shop top housing generally 4 storeys with up to 6 or more storeys in key strategic locations (refer **Figure 2** below). The development controls in this Development Control Plan reflect the urban framework plan, as follows:

- Building height along The Boulevard at a maximum of four (4) storeys to encourage human scaled higher density mixed use/shop top housing development. A three (3) metre setback on Level 4 will reduce the building bulk when viewed from the street.
- Building height for properties located at terminating vistas and key corners is increased by an additional 1-2 storeys.
- Amalgamation of small lots to create an optimal built form outcome on sites with sufficient area and dimensions to provide for at-grade or underground car parking and meet SEPP 65 and Apartment Design Guide (ADG) requirements for apartments and mixed use buildings.
- Opportunity for the establishment of a village square within the heart of the Town Centre is identified on corner sites of Stanbrook Street and The Boulevard. This will create a vibrant transition from the suburban centre to a more urban Town Centre.
- Transition in building heights between future development within the Town Centre (B2 Local Centre zone) and adjoining residential development to the east and west by restricting the number of storeys in mixed use developments to four (4) storeys, as well as creating additional buffers for greater heights (e.g. new eastern boundary laneway and proposed open space).

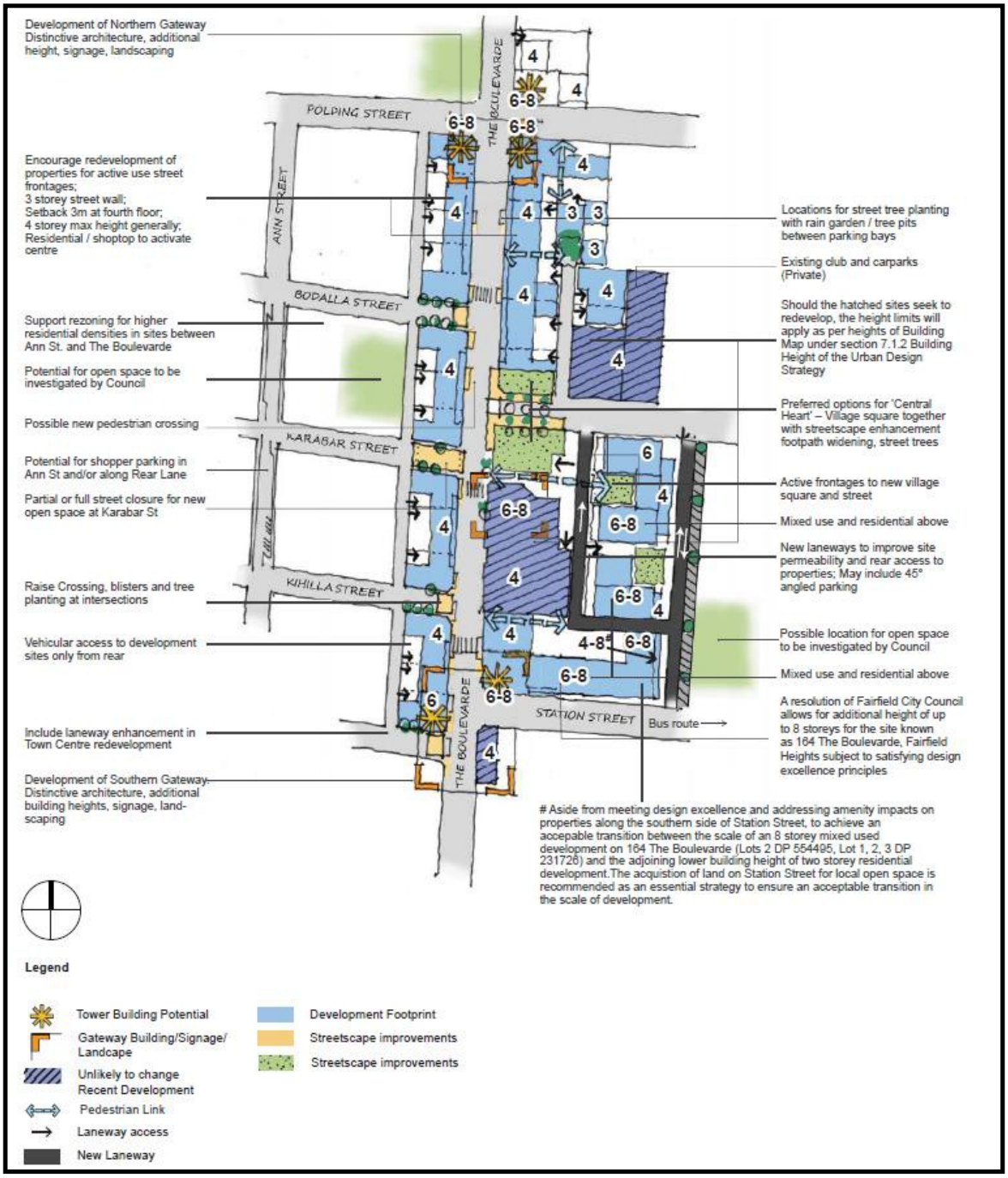


Figure 2. Urban Framework (Fairfield Heights Town Centre Urban Design Study, 2018)
Note: Figure 2 is sourced from the Fairfield Heights Town Centre Urban Design Study 2018 and is not an indication of height in storey controls. For reference to height in storey controls please see figure 13 Height of Building Map.

3.3 Built Form Typology

Fairfield Heights Urban Design Study identifies four (4) forms of building typology and the desired development outcomes for each. These building typologies are listed below:

1. Gateway corner site
2. End-block site
3. Mid-block site
4. Opportunity site

This Development Control Plan provides built form and development controls for those building typologies.

3.3.1 Gateway Corner Site – Desired Development Outcome

Gateway corner sites are those which address at two key streets and define a key gateway entrance to the Fairfield Heights Town Centre or which terminate a key vista. The gateway corner sites are identified in **Figure 3** below.

Figure 3 Gateway corner sites (Fairfield Heights Town Centre Urban Design Study, 2018)

Gateway Corner sites have the following desired development outcomes, which are reflected in the development controls in Section 4 and shown in **Figure 4** below:

- Six (6) storey buildings addressing both corners with minimal setback to both street edges;
- Eight (8) storeys may be achieved in some locations subject to design excellence and acceptable amenity impacts (including overshadowing);
- Architectural features of the building are to address the corner;
- Taller building elements are to be setback from lane ways;
- Car parking is to be provided in underground basement and/or sleeved (above ground floor where underground parking is not possible) to allow for ground level activation;
- Vehicle access to be obtained from a rear laneway or secondary street where available; and
- Gateway sites will have a 0 metre set back to the street up to 6 storeys. If design excellence is achieved and the development is permitted 8 storeys then from the fourth storey a 3 metre setback provision will apply. Beyond 20 metres of a corner midblock provisions apply.

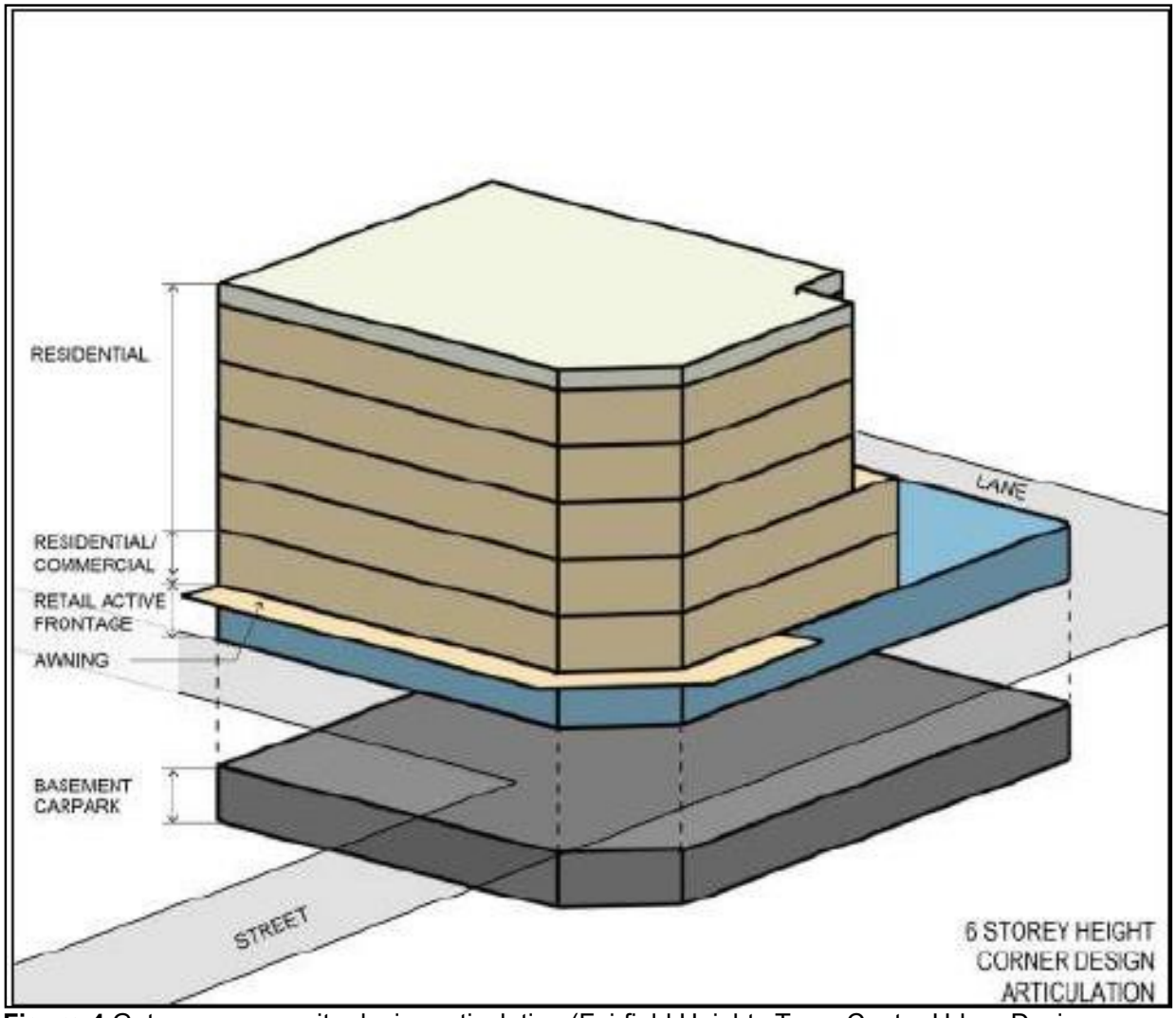


Figure 4 Gateway corner site design articulation (Fairfield Heights Town Centre Urban Design Study, 2018)

3.3.2 End Block Site – Desired Development Outcome

End blocks are to be located on minor streets with a stronger built form element to reinforce the block corner. The end block sites are identified in **Figure 5**.

Figure 5 End block sites (Fairfield Heights Town Centre Urban Design Study, 2018)

End Block sites have the following desired development outcomes, which are reflected in the development controls in Section 4 and shown in **Figure 6**:

- Four (4) storey building addressing both corners with minimal setbacks to both street edges;
- A high level of architectural design;
- Taller building elements set back from laneways;
- Car parking to be provided in underground basement and/ or sleeved (above ground floor where underground parking is not possible) to allow for ground level street activation;
- Vehicle access to be obtained from rear laneway or secondary street where available;
- No vehicle access to be provided from The Boulevard; and
- End block sites are permitted up to 4 storeys with a 0 metres setback within 20 metres of a corner. Beyond 20 metres of a corner Midblock provisions will apply.

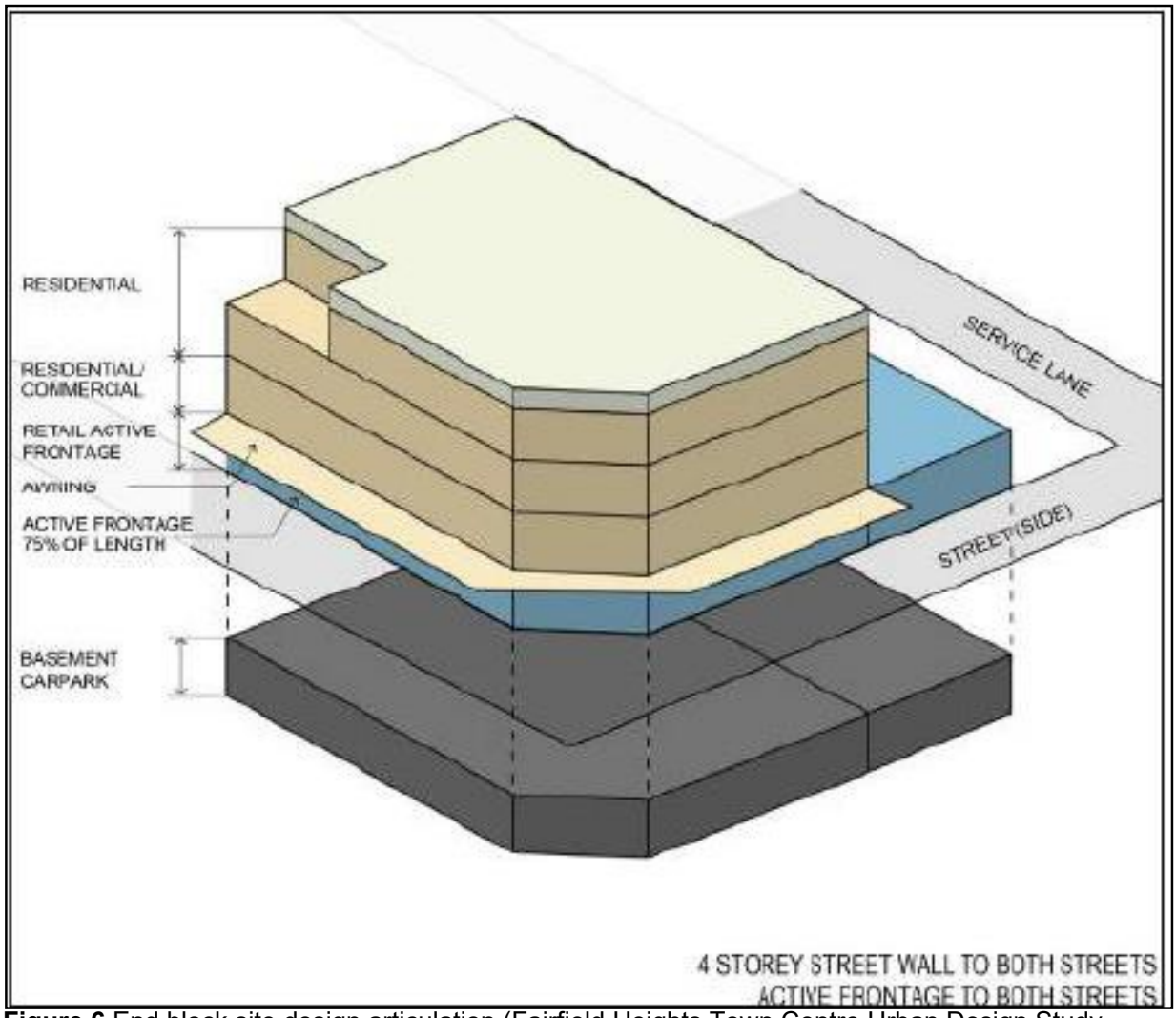


Figure 6 End block site design articulation (Fairfield Heights Town Centre Urban Design Study, 2018)

3.3.3 Mid-Block Site – Desired Development Outcome

Mid-block sites are those that address a single street such as The Boulevard and have no secondary street as identified in **Figure 7** below.

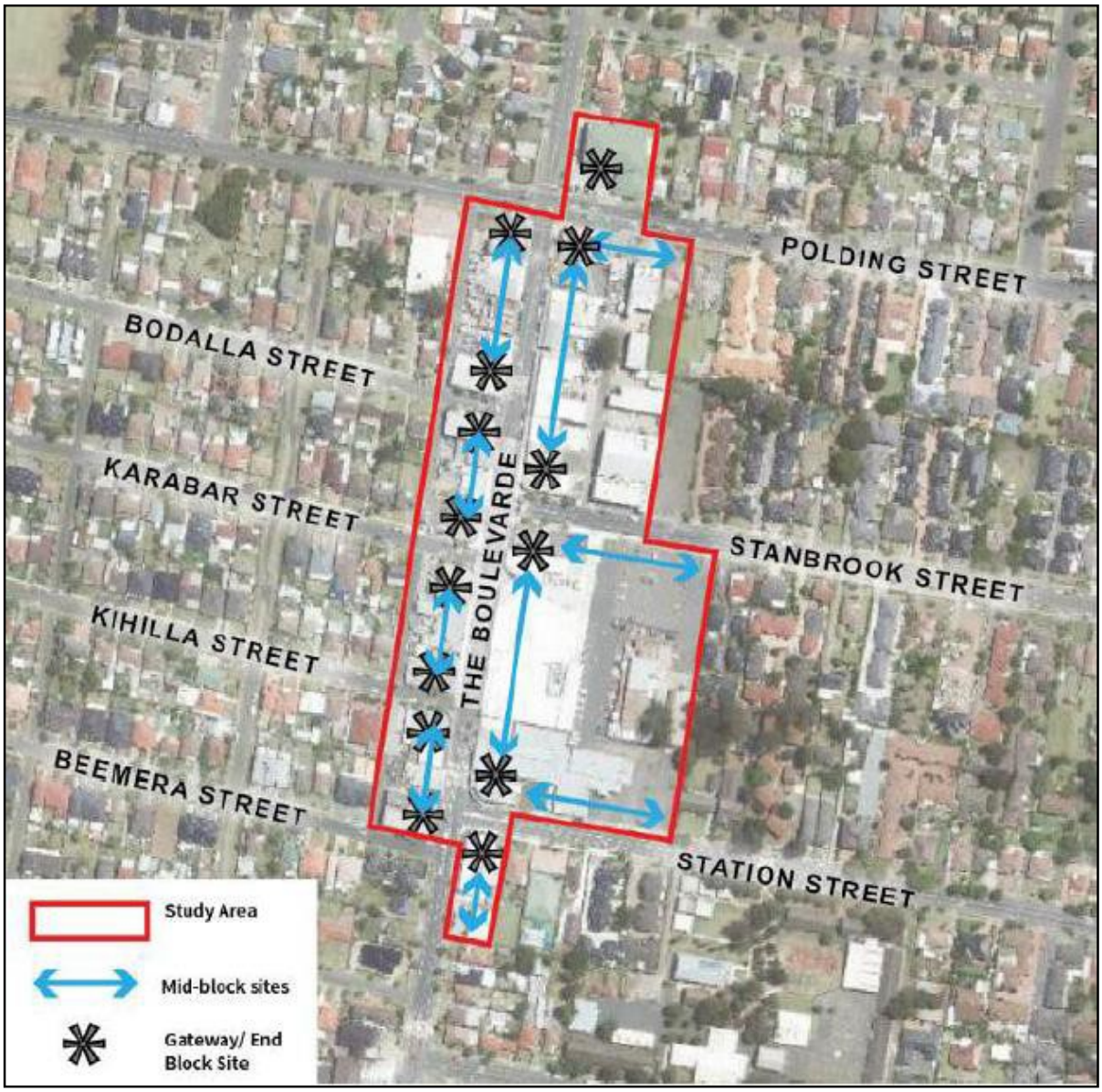


Figure 7 Mid-block sites (Fairfield Heights Town Centre Urban Design Study, 2018)

Mid-block sites have the following desired development outcomes, which are reflected in the development controls in Section 4 and shown in **Figure 8** below:

- Total four (4) storeys with a three (3) storey podium with the fourth storey set back 3 metres to reduce building bulk;
- A high level of architectural articulation;
- Car parking to be provided in underground basement and/ or sleeved (above ground floor where underground parking is not possible) to allow for ground level street activation;
- Vehicle access to be obtained from rear laneway where available;
- Minimum site width for at grade car parking is 12.2 metres;
- Minimum site width for basement car parking is 15.5 metres;
- No vehicle access to be provided from The Boulevard; and
- Midblock sites are permitted up to 4 storeys with a 3 metres stepped setback at the fourth floor.

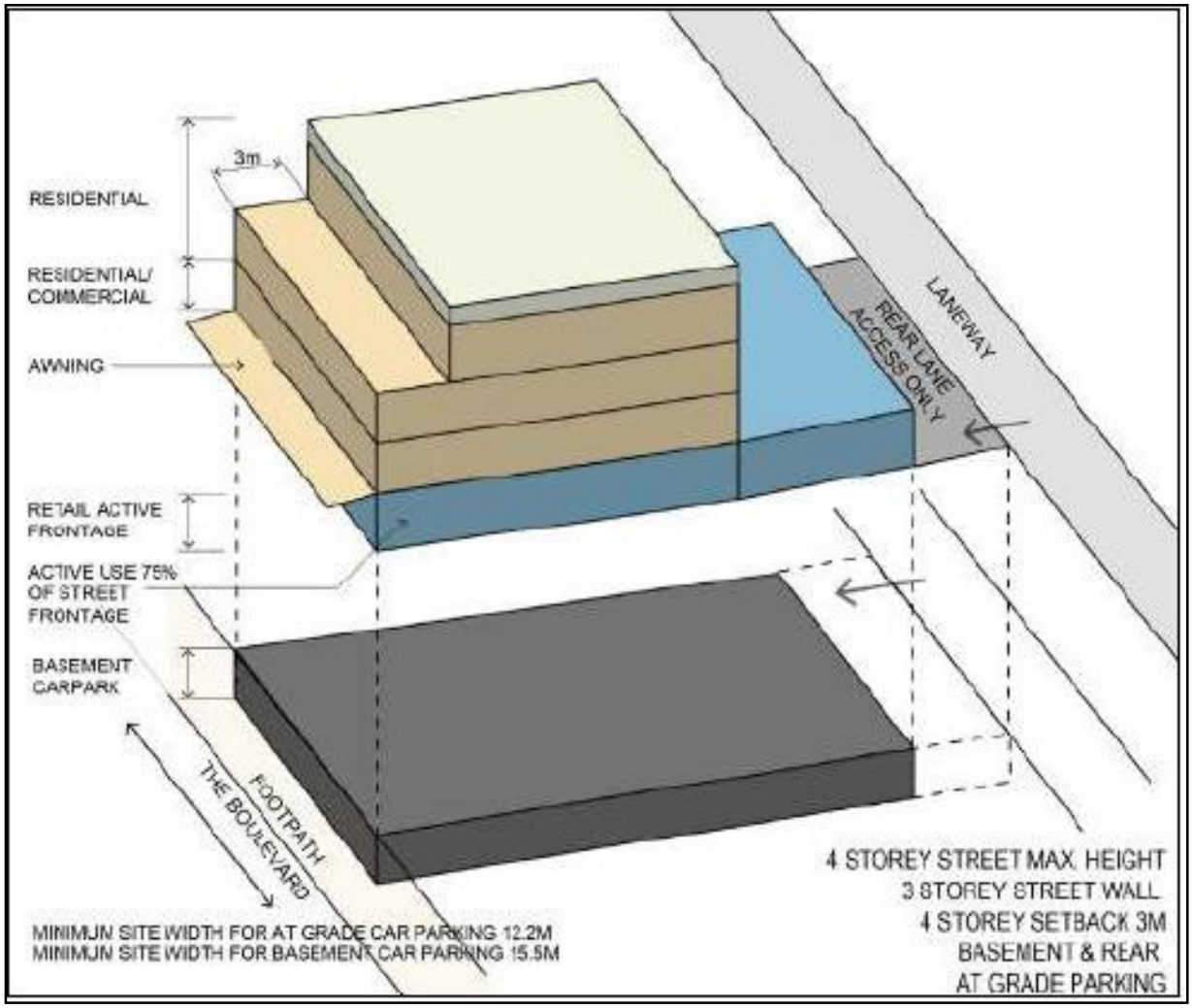


Figure 8 Mid-block site design articulation (Fairfield Heights Town Centre Urban Design Study, 2018)

3.3.4 Opportunity Site – Desired Development Outcome

Opportunity sites are those large site which take up significant area within the town centre and have the potential to provide a range of built forms and community benefits. The opportunity sites are identified in **Table 1** and **Figure 9**.

Lot	Section	Deposited Plan
100		1179824
4		231726;
1		529758
3	6	957
4	6	957
5	6	957

Table 1 Opportunity sites – lots

Figure 9 Opportunity Site Woolworths and the Brown Jug Tavern

Opportunity sites have the following desired development outcomes, which are reflected in the development controls in Section 4.

- Four storey elements addressing existing residential zoned land and areas;
- Six storey buildings addressing both corners with minimal setback to both street edges;
- Eight storeys may be achieved in some locations subject to design excellence and acceptable amenity impacts (including overshadowing);
- Architectural features of the building are to address the corner;

- Taller building elements are to be setback from lane ways;
- Car parking is to be provided in underground basement and/or sleeved (above ground floor where underground parking is not possible) to allow for ground level activation; and
- Vehicle access to be obtained from a rear laneway or secondary street where available;
- Significant public community benefits, including public plazas, laneways, public car parking and landscaping separation;
- Residential terrace components for flat buildings addressing laneways to provide a street address.
- New north south road/laneway providing better vehicular access and separation between the lower density residential zone to the east and the town centre;
- Service laneways; and
- Pedestrian connectivity.

Opportunity Sites – Site Specific Development Control Plan

Given that opportunity sites are very large in area, there is potential for a wide range of built forms to be achieved on site. In order to achieve flexibility, should an applicant seek to pursue a different built form arrangement than that identified in this DCP, a site specific DCP may be considered.

It is noted that the Brown Jug Hotel site is required to provide for a new laneway, public car parking and landscaped buffer along the eastern edge of the site should the land owner pursue a site specific DCP.

It is noted that the Woolworths site is required to provide for a civic space along the northern edge of the site should the land owner pursue a site specific DCP.

4 Development Controls

4.1 Building Use

Objectives

a) A mix of uses, consistent with the zoning of the land, is encouraged; with retail or commercial uses on ground floor and possibly first floor levels and residential above.
b) To ensure that a range of floor space is provided in the Fairfield Heights Town Centre to cater for retail, commercial and residential uses.
c) To retain and support the active frontages by requiring active retail or commercial uses on the ground level.

Development Controls

1. The ground floor level of the development shall comprise a component of retail or commercial floor space that engages with the public realm. Some locations can benefit from multiple public addresses and where practicable they should be encouraged.
2. Where residential floor space is included in the development, it is to be provided above ground level other than for development fronting Bodalla Street, Karabar Street, Kihilla Street, Station Street and Stanbrook Street which may include residential floor space on the ground level.

4.2 Building Height and Storeys

The maximum building height is in accordance with the provisions of the Fairfield LEP 2013.

Objectives

a) To provide reasonable daylight access to all developments and the public domain
b) To provide a massing framework for the development of identified key sites
c) To guide development seeking design excellence
d) To guide identified building typologies such as Gateway, mid-block and end block sites

Development Controls

1. Unless otherwise specified, including by reference to diagrams contained within this plan, the maximum number of storeys for sites within the town centre are to be consistent with **Figure 10**.

2. The minimum floor to ceiling heights for development in the Fairfield Heights Town Centre are:
   I. Minimum floor to ceiling height for ground level retail and commercial floor space where active public uses are encouraged is 3.6m.
   II. Minimum floor to ceiling height for upper level commercial floor space is 3.0m.
   III. Minimum floor to ceiling height for residential floor space is 2.7m.

3. Any lift overrun is to be incorporated into the design of the building.

Figure 10 Height in storeys

4.3 Floor Space Ratio

Fairfield Local Environmental Plan 2013 does not apply an FSR to land zoned B2 Local Centre in the Fairfield Heights Town centre

4.4 Minimum Site Area

The Fairfield Local Environmental Plan 2013 includes minimum site areas for key opportunity and gateway sites shown in **Figure 11** and listed below.

Opportunity Sites and Gateway Site Corner of Station Street and The Boulevarde

1. A minimum site area of 2200m2 will apply to:

    I. The Brown Jug Hotel Site – 47, Stanbrook Street, Fairfield Heights;
    II. The Woolworths supermarket site – 176 – 186, The Boulevarde, Fairfield Heights;
    III. 164-170 The Boulevarde/Station Street, Fairfield Heights.

Northern Gateway Sites

2. A minimum site area of 1500m2 will apply to:

    I. 140- 144 Polding Street, Fairfield Heights;
    II. 236 Polding Street and 226 The Boulevarde, Fairfield Heights.

Western Gateway Sites

3. A minimum site area of 700m2 will apply to:

    I. 179-185 The Boulevarde, Fairfield Heights;
    II. 279 Polding Street and 273-277 the Boulevarde, Fairfield Heights.

Figure 11 – Design Excellence Local Clause and Minimum Site Area Precinct Map

4.5 Building Depth

Objectives

a) To ensure that buildings achieve appropriate solar access and ventilation.
b) To ensure that buildings are designed to achieve suitable amenity and that buildings transition appropriately from deeper commercial components to the narrower floor plates of residential uses.

Development Controls

1. Building depth for the town centre must meet the requirements outlined in the NSW Apartment Design Guide (ADG), as listed below:
2. East-west facing apartments shall have a maximum depth of 18 metres from glass line to glass line.
3. North-south facing apartments shall apply a maximum depth of 12-18 metres from glass line to glass line in.
4. Calculation of building depth is to include the internal floor plate, external walls, balconies and external circulation and articulation such as steps in plan and section.

4.6 Building Setbacks and Separation

Objectives

a) To establish the desired spatial proportions of the street and define the street edge.
b) To minimise the impact of development on sunlight, privacy and outlook for neighbouring properties and the public domain.
c) To provide an area of landscape buffer between the development and adjacent residential and commercial land uses.

Development Controls

1. The minimum setback requirements for developments within the town centre are shown on **Figure 12** below and detailed in text below:

    I. Gateway sites are to have a 0 metre setback;
    II. Mid-Block sites are to have a 3 metre set back at the 4th floor and above;
    III. End-Block sites are to have a 0 metre setback;
    IV. For the portion of a mid-block or end-block site that extends for 20 metres in either direction past a corner mid-block setback provisions apply;

2. All ground level setbacks are to be landscaped to ensure a defined streetscape character
3. The upper levels of any development are to be setback as shown on Figure 8 Building Separation
4. Vehicle access points and loading docks may be located within the setback area where they do not have a detrimental impact on adjacent residential areas.
5. All levels containing residential floor space Where SEPP 65 is not applicable are to provide a building separation of 9m between habitable rooms and between habitable rooms and balconies/non-habitable rooms and 6m between non-habitable rooms.
6. Where SEPP 65 applies to a residential development in Fairfield Heights Town Centre the building separations in **Table 2** apply.

Figure 12 Height in Storeys & Street Setback

Building Height	Minimum Separation Distances for Buildings
Up to four storeys (approximately 12m)	12m between habitable rooms/balconies
	9m between habitable and non-habitable rooms
	6m between non-habitable rooms
Five to eight storeys (approximately 25m):	18m between habitable rooms/balconies
	12m between habitable and non-habitable rooms
	9m between non-habitable rooms

Table 2. Building Separation Controls

Building Separation Distances

Building separation is the distance measured between building envelopes or buildings. Separation between buildings contributes to the urban form of an area and the amenity within apartments and open space areas. Amenity is improved through establishing minimum distances between apartments within the site and non-residential uses with neighbour's boundaries.

In areas undergoing transition from lower density to higher densities, minimum building separation distances should be achieved to ensure residential amenity to surrounding properties is not unduly affected.

At the boundary between changes in zone to a lower density area increase the building setback from the boundary by is to be increased by 3 metres as outlined below in **Figure 13**.

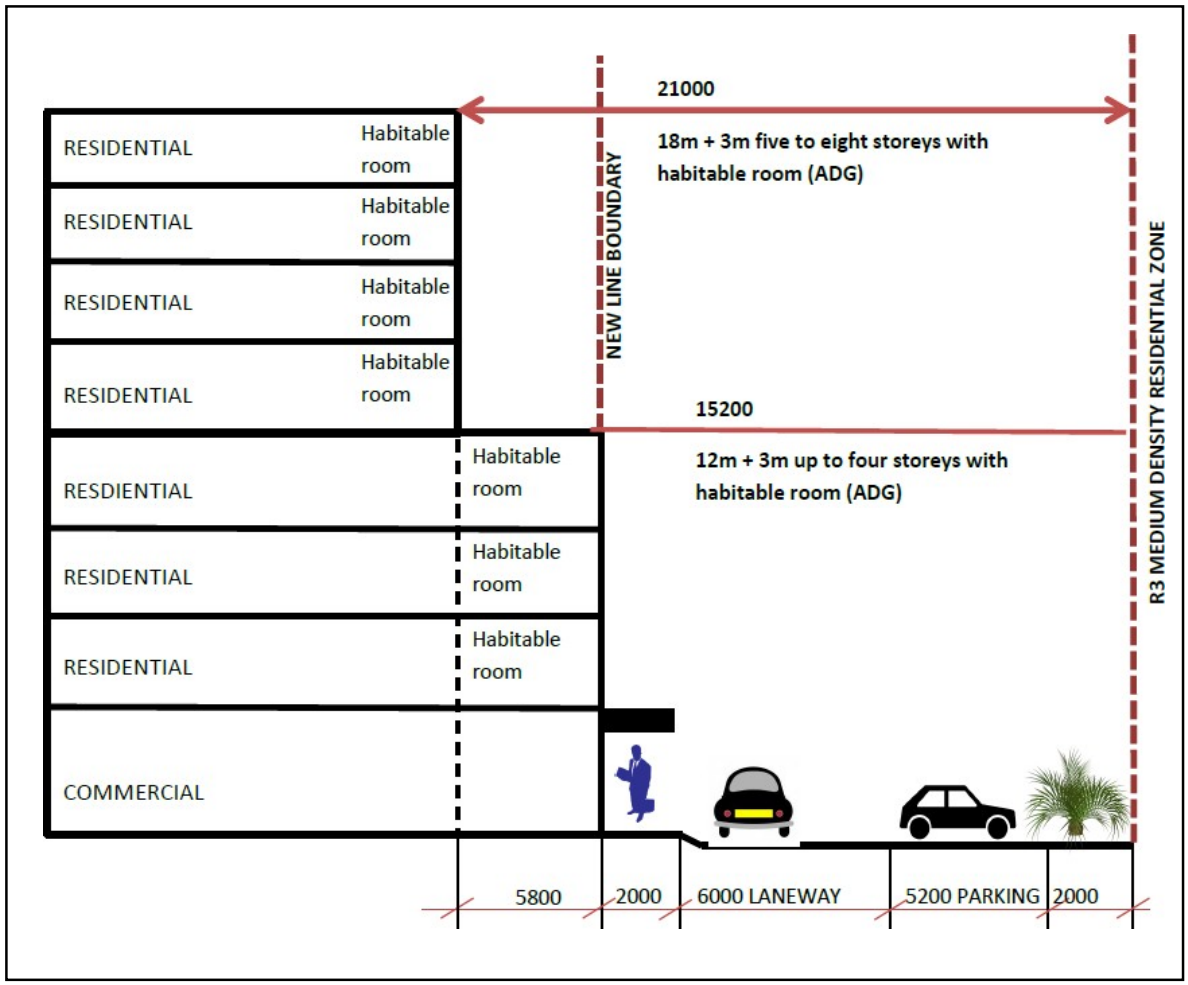


Figure 13 Typical Roadway way Cross Section Diagram - Separation Distance between High and Lower Density Zones.

Note: To resolve amenity impacts, apartment buildings should increase the building separation distance (+3m) when adjacent to a different zone that permits lower density residential development. Please read this figure in conjunction with

Setbacks have been informed by the Fairfield Heights Urban Design Study for the three identified building typologies. For further details please reference Section 4 Urban Framework.

Building typology	Front Setback	Secondary Street / Laneway Setback commercial
End Block	0 metres	0 metres
Mid-Block	3 metre set back at 4th floor and above	0 metres
Gateway Sites	0 metres	0 metres

Table 3. Street and Laneway Setbacks

4.7 Public Domain

Objectives

a) A soft public domain that encourages public activity, congregation, events and passive activity

Development Controls

1. Active frontages in the form of commercial, retail or other non-residential uses are to be provided to the Boulevard or other side street edges;
2. Terraces with direct ground floor laneway access must be incorporated in residential developments that adjoin the new laneway between Stanbrook Street and Station Street;
3. Active uses are to provide a minimum of 75% of the ground floor frontage to the primary or secondary street;
4. Re-development at the street level fronting the Boulevarde must provide an awning covering the width of the existing footpath;
5. Overhead timber electrical poles to the east side of The Boulevard should be removed and services placed underground to allow for tree growth;
6. Smart Poles must be used for lighting;
7. Raised pedestrian crossings are to be provided to side streets at the corners of Bodalla Street, Karabar Street, Kihilla Street, Beemera Street.
8. Development to Karabar Street must arrange egress and entry to provide for slow left in left out traffic movement.

Note: Pedestrian crossing to side streets at Bodalla Street, Karabar Street, Kihilla Street, Beemera Street is subject to further investigation.
Note: Consideration as to the partial closure of Karabar Street is subject to further investigation.
Note: The visions of the central heart village options are highlighted below in ***Figure 14.***

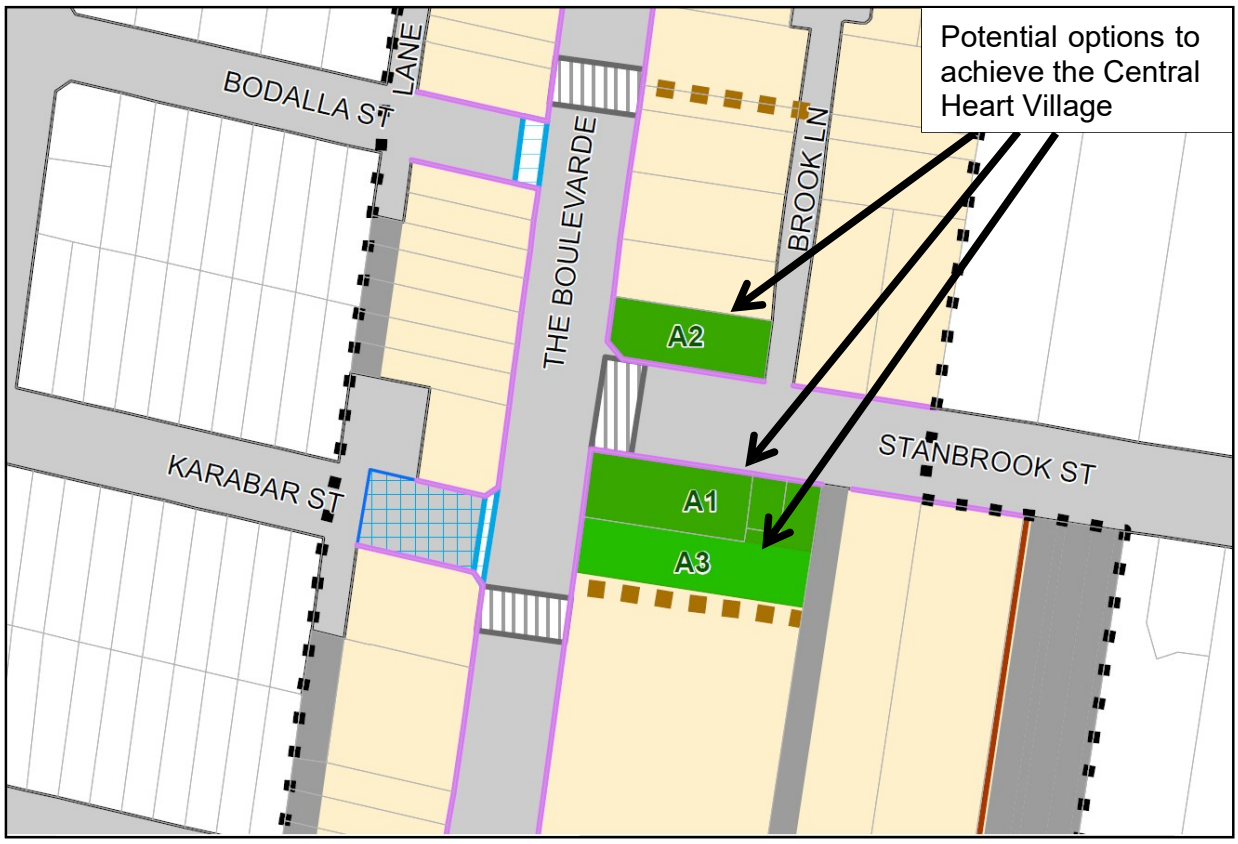


Figure 14 Visions of the Central Heart Village (Fairfield Heights Town Centre Urban Design Study, 2018)

Public Open Space is specified as follows:

- Council will look for opportunities to enter into a VPA with private landowners for the provision of new public open space (i.e. Village Square) with a minimum area of 1,000m^2. Location of this open space should consider the relationship between existing pedestrian

linkages and proposed new laneway. Preferred public open space options are marked as option “A1”, “A2” and “A3 - Potential Plaza Expansion” on **Figure 16** - Open Space and Pedestrian Connectivity Map.

4.8 Site Dimensions

Objectives

a) To ensure an appropriate site dimension as to allow for adequate at grade parking or basement car parking.

Development Controls

1. A minimum site width of:

    i. 12.2 metres for all development proposals with at grade car parking;
    ii. 15.5 metres for all development proposals with a one way ramp to basement or above ground car parking

4.9 Vehicle Access and Car Parking

Objectives

a) To assess the potential traffic impacts of the proposed development and identify the most appropriate traffic and pedestrian management measure to alleviate impacts.
b) To minimise car dependency for commuting and recreational transport and to promote alternative means of transport (public transport, cycling and walking).
c) To provide adequate car parking for the building’s users and visitors.
d) To integrate the location and design of car parking with the design of the site.
e) To integrate adequate car parking and servicing access without compromising street character, landscape or pedestrian amenity and safety.
f) To encourage active use of street frontages.
g) To make vehicle access to buildings more compatible with pedestrian movements and the public domain.

Development Controls

1. Council will require the dedication of the privately owned laneways for road purposes through the development consent process.
2. No vehicle access to private property is to be provided from The Boulevard. Vehicle access is to be provided from service lanes whether existing or proposed.
3. Service areas, substations and refuse collection should not be provided on the Boulevard frontage. such facilities shall be provided from rear lanes and secondary streets.
4. Car parking is to be provided in an underground basement, or where appropriate, sleeved with active uses to main street frontages.
5. Development should consider the upgrade and use of Ann Street, there is the potential for short term public parking with one way traffic and angled parking.
6. Car parking provision is to be in accordance with Chapter 12 of the Fairfield City Wide Development Control Plan 2013 (DCP chapter).
7. Car parking for development shall be accommodated underground with access via rear laneways where possible as shown in Figure .
8. Ventilation grills or screening devices of car park openings are to be integrated into the overall façade and design of the development.
9. Safe and secure access is to be provided for building users, including direct access for residential apartments.
10. Potential pedestrian an vehicle conflict is to be minimised by:
    i. Ensuring clear sight lines at pedestrian and vehicle crossings.
    ii. Separating and clearly distinguishing between pedestrian and vehicular access ways (for example using bollards, changes of hard pavement in rear lane).

11. The appearance of car parking and service vehicle entries is to be improved by:

    i. Screening and locating garbage collection, loading and servicing areas within the development
    ii. Avoiding black holes in the façade by providing security doors to car park entries.

12. Where doors are not provided, ensure that the visible interior of the car park is incorporated into the façade design and material selection and that building services pipes and ducts are concealed.

4.10 Treatment of Rear Laneways

Objectives:

a) Buildings with lane way frontage are required to ensure a high quality visual appearance to that frontage.

Development Controls:

1. Fences to rear laneways are to be 1.8 metres high and set back 1 metre from the boundary to allow for landscape enhancements (tree planting along laneway should be in accordance with any adopted strategy)
2. Fences to refuse collection/storage areas are to be screened from view by use of solid fence types.
3. Fences to retail/commercial back of house areas are to be black palisade or similar.
4. Fences to residential rear entries are to be semi-transparent to allow for privacy and visual surveillance of the laneway.

4.11 Pedestrian Access

Objectives

a) Development at the Boulevarde provides for an active street frontage that encourages pedestrian movement;
b) Safe pedestrian routes are provided along the Boulevarde and at key intersections,and;
c) Safe pedestrian passage is provided at key through site linkages such as the proposed laneway linking Stanbrook and Station Street.

Development Controls

1. A 1.2 metre wide pedestrian footpath is to be provided in an east west direction from the Boulevarde.
2. A 6 metre wide service lane way is to be provided between Stanbrook Street and Station Street.
3. A 22 metre setback is to be provided from the rear façade of the development located on the existing brown jug site to residential development located at 130 to 128 Station Street. This includes:

    i. 5.8 metre wide private open space setback to proposed laneway;
    ii. 2 metre wide footpath;
    iii. 6 metre wide laneway;
    iv. 5.2 metre 45 degree angle parking
    v. Proposed 2 metres of landscaping,

4. Raised crossing points are to be provided over the intersections of Bodalla Street, Karabar Street, Kihilla Street, Beemera Street and Stanbrook Street.
5. The 5.8 metre private open space setback shown on "**Figure 15 - Existing and Proposed laneways**" is a suggested option. At DA stage should the applicant propose commercial zero lot line development to SEPP 65 standards fronting the proposed road way per **Figure**

“13 - Typical Lane way Cross Section Diagram”, then the development is required to show a reconfiguration of private open space.

Figure 15. Existing and Proposed laneways **–** Note – For Higher Resolution Quality Please see Appendix 2 – DCP Mapping

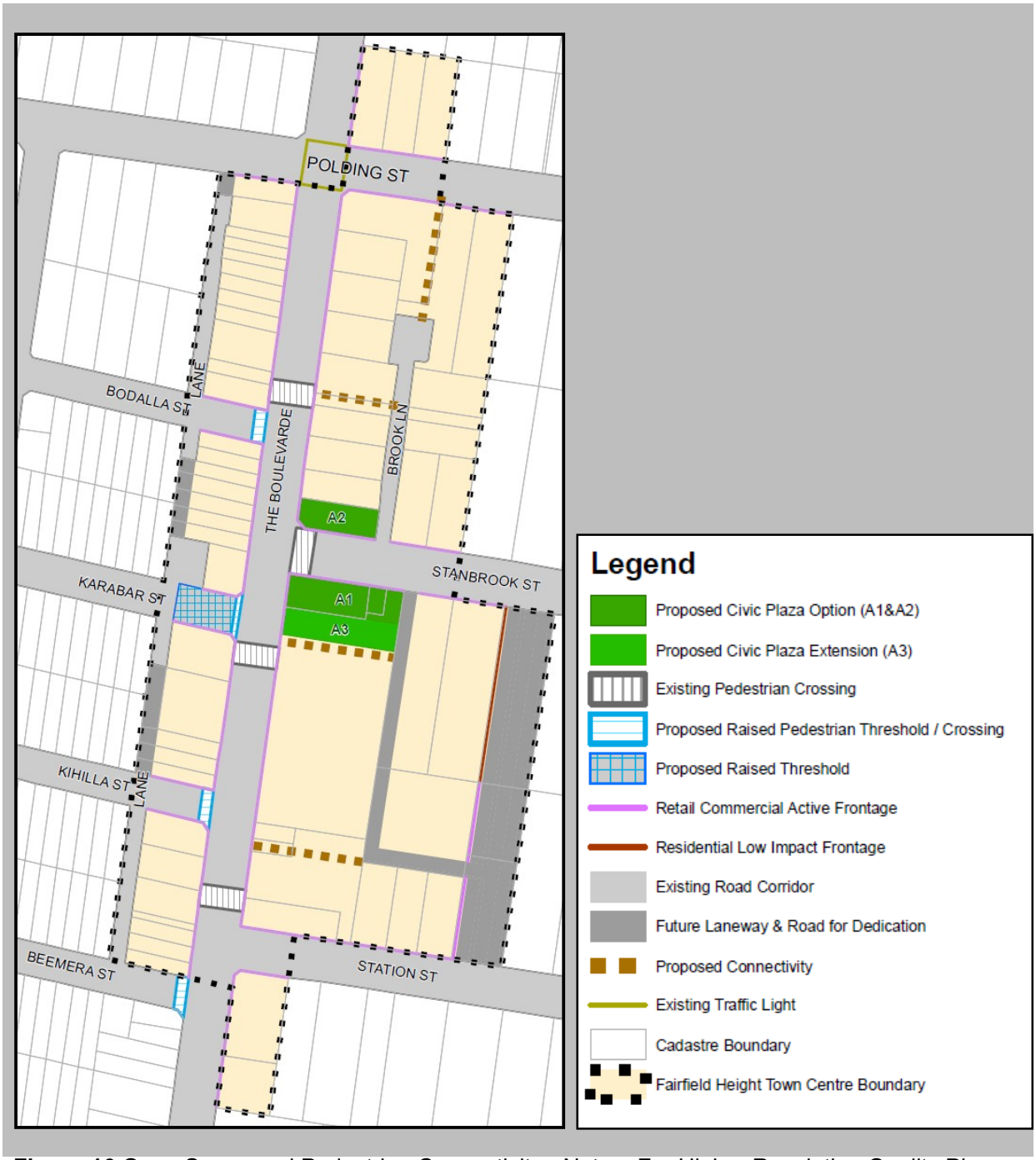


Figure 16 Open Space and Pedestrian Connectivity - Note – For Higher Resolution Quality Please see Appendix 2 – DCP Mapping

4.12 Facades

Objectives:

a) New building facades should provide visual interest to the observer;
b) Building proportions must respect human scale and recognise the small shop design prevalent in the centre;
c) Public art work to blank facades is encouraged on gateway sites;

Development Controls

1. The apartment layout must be expressed externally through facade features such as party walls and floor slabs;
2. Floors elements such as balconies and windows must be grouped together on gateway sites that achieve design excellence;
3. Building entries must be clearly defined at street level;
4. Important corners must be given visual prominence through a change in articulation, materials or colour, roof expression or changes in height.

4.13 Building Materials

Objectives

a) A distinct feature of Fairfield Heights Town Centre is the high proportion of masonry used in its buildings;
b) Buildings are to be designed with a high level of architectural detail and articulation consisting of a variety of materials and form;
c) Gateway sites be designed to reflect their prominent position in the Fairfield Height Town Centre.

Development Controls

1. All development applications for new buildings or extensions must be accompanied by details of the materials to be used on external walls;
2. To minimise reflective discomfort from glare and heat, external glass is not to exceed 20% reflectivity in accordance with Australian standard 1288.

4.14 Awnings

Objectives

a) Maintain the established network of continuous boxed street front awnings along the Boulevarde;
b) Encourage footpath widening through the provision of blisters and upgrades to facilitate street tree planting;
c) Business and Landowners ensure that the continuous awning network is well maintained and safe encourages pedestrian connectivity and amenity.
d) Encourage developers to place under awning lights to create encourage pedestrian mobility at night time.

Development Controls

1. All awnings must comply with the relevant BCA requirement;
2. Applicants must carry out regular maintenance to awnings and their stormwater disposal systems;
3. An approved awning maintenance plan is required to be submitted with all Development Applications for the construction of a building proposing an awning or occupation of a building that already contains an awning.
4. The Height of an awning is no less than 2.7m high at any point measured above ground level (existing).
5. In the case of the replacement of an existing awning fascia, it has a vertical depth for the replacement fascia not greater than the vertical depth of the existing awning fascia.

6. Have a vertical depth for the awning fascia not greater than the average vertical depths of the immediately adjoining awning fascia's or, if there are no adjoining awning fascia's, 350mm.
7. The awning must not measure more than 3 metres in depth horizontally from the façade of the building to which it is attached and be no closer than 4500 mm to the edge of any kerb or alignment of any footpath on which vehicles travel.
8. Awnings must be parallel to the pavement and be of metal construction.

Note: For exempt and complying awning controls refer to Division 1 shop fronts and awnings of state environmental planning policy (Exempt and Complying Development Codes) 2008.

4.15 Landscaping

Objectives:

a) A variety of mature plants to be provided to communal and public open space to improve its quality and amenity;
b) Landscaping and planting is suited to site conditions;
c) Landscaped areas are provided by developers in the public domain;
d) Landscaped and open space areas are accessible and easily maintained**;**
e) Planting on structures such as green walls are to be encouraged;
f) The provision of locally endemic species to enhance and improve biodiversity and native wildlife
g) The provision of mature vegetation that protects the amenity of existing dwellings.

Development Controls:

1. A landscape maintenance plan is to be submitted by the applicant with a Development Application;
2. A landscape plan with a detailed planting list including species, number and location is to be provided to with a Development Application;
3. Landscaped communal open space must be provided at podium or roof levels
4. Vegetation Species that are locally endemic and reach a mature height of 4 metres must be planted to the eastern side of the proposed roadway between Station Street and Stanbrook Street.
5. The landscape strip to the eastern side of the roadway between Station Street and Stan brook Street is to be a minimum of 2 metres.

4.16 Safety and Security

Objectives:

a) Development maximises visibility to the public domain to discourage crime;
b) Provide safe movement, good connections and access.
c) Maximise activity in public places
d) Clearly define private and public space responsibilities
e) Manage public space to ensure that it is attractive and well used /well maintained.

Controls:

1. All Development must be accompanied by a Crime Prevention through Environmental Design (CPTED) study to demonstrate how the development incorporates 'safer by design' principles.

4.17 47 Stanbrook Street and 164 Station Street, Fairfield Heights

Objectives:

a) Ensure that development at 47 Stanbrook Street and 164 The Boulevarde, Fairfield Heights does not significantly impact the solar access to the properties to the east.

Controls:

1. Future development proposals for the subject sites are to include an analysis of

overshadowing impacts on 130 Station Street and 45 Stanbrook Street, Fairfield Heights. This analysis shall consider solar access impacts and mitigation through design on these properties. Particular attention shall be given to 130 Station Street given the significant on-site vegetation and that the site is proposed to be a acquired for a future park as identified in the adopted Fairfield Heights Urban Design Study.

2. The focus of the solar access impacts and associated mitigation measures shall be considered on afternoon solar access of useability of open space in the winter.

4.18 Solar Access - General

Objectives:

a) To optimise the direct sunlight to habitable rooms and balconies;
b) To maximise the benefit to residents of direct sunlight within living rooms and private open spaces;
c) Protect the amenity of surrounding residences;
d) Improve energy efficiency and residential amenity through pleasant conditions to live and work;

Controls:

1. Living rooms and private open spaces of at least 70% of apartments in a building receive minimum of 2 hours of direct sunlight between 9am and 3pm at midwinter.
2. In all other areas, living rooms and private open spaces of at least 70% of apartments in a building receive a minimum 3 hours direct sunlight between 9am and 3pm.
3. A maximum of 15% of apartments in a building receive no direct sunlight between 9am and 3pm at mid-winter.
4. Adjoining dwellings receive at least 3 hours direct sunlight between 9am and 3pm on the winter solstice on 21 June 2019.

5 General Provisions

5.1 Trading hours

Due to the proximity of Fairfield Heights Local Business Centre to residential areas Council must pay particular attention to the operating hours for business. The extent of operating hours, which may be permitted, is also limited by State Government legislation.

The advantages in permitting extended hours for various activities in Fairfield Heights Centre are more flexible hours within which residents may conduct their business, greater vitality and consequently improved pedestrian and building security. The following activities are regarded by Council as having a limited impact on the amenity of residential areas around the Centre and thus would be viewed favourably in any application for extended trading hours:

- Newsagents
- Chemists
- Banks/Building Societies/Credit Unions
- Hairdressers
- Medical Centres
- Business Premises
- Hardware and Building Supplies
- Post Offices
- Electrical Goods Shops, and
- Clothing Shops

In determining applications for restaurants, hotels and other uses for extended trading hours, the following factors will be taken into consideration by the Environmental Standards Department:

- Proximity of premises to residential development
- The scale of operation of the business
- Proposed works to minimise adverse effects on residential areas, and
- The history of the subject premises in relation to previous complaints about noise, nuisance, etc

Council may require a report prepared by a suitably qualified acoustic consultant to be submitted with any proposal for extended trading hours. Council may also issue a time-limited consent in order to assess the impact of a development on adjacent properties.

5.2 Lighting

The attractiveness and security of a commercial centre can be significantly enhanced through appropriate illumination. Lighting allows easy observation/ monitoring of buildings and thereby limits the cover darkness provided to anyone contemplating theft or vandalism. Additionally, illuminated window displays and building facades can visually enliven shopping centres at night and draw the attention of potential customers. Shopping centres that are popular also act as a deterrent to criminals. For these reasons, Council encourages the use of appropriate lighting.

Lighting may take the form of internal illumination of window displays, "up-lighting" of the building facade by way of inconspicuous lights on awnings, or "down lighting" recessed into the underside of the awning.

5.3 On-Site Detention

Some development will increase the proportion of the site that is covered in water impervious materials such as roofing or paved surfaces.

In those circumstances where development of a property involves a reduction in the proportion of the site covered by "soft surfaces" (such as grassed, soil or landscaping), on-site detention of the water, which runs off the extra impervious surface, is required.

Council's Development Assessment Engineers can provide further technical details on this matter.

5.4 Outdoor Dining Policy

For information about Outdoor Dining please refer to the Fairfield City council Outdoor Dining Policy you can find it by following the link below.

Note: Outdoor dining applications under the Roads Act 1993 are required for dining areas proposed on councils footpath.

https://www.fairfieldcity.nsw.gov.au/site_search/results/?q=outdoor+dining

5.5 Energy Efficiency

Council requires development to meet BASIX sustainability requirements and other rating systems through better design practice. For additional design practice linked to passive environmental design and energy efficiency see sections 4A Solar and daylight access, 4B Natural ventilation and 4D Apartment size and layout of the residential apartment design guide.

5.6 Signage

In order to stop signage impacting the amenity of a well-designed building, details of likely sign locations and types should be provided when development applications are lodged.

Note: For exempt and complying development signage controls refer to SEPP Exempt and Complying Development Codes (2008).

5.7 Waste Management and Conservation

Objectives

a) Water sensitive urban design integrates all of the elements of the urban water cycle including potable (drinking quality) water, rainwater, wastewater, stormwater and groundwater.

Development Controls

1) The waste management plan must provide details of the light and ventilation of the Waste and recycling storage areas;
2) A circulation design must be provided detailing how bins can be to be manoeuvred between storage and collection points;
3) Temporary storage areas must be provided for the storage of bulk waste items;
4) A waste management Plan must be prepared and submitted with the development application;
5) All dwellings must have a waste and recycling cupboard or temporary storage area of sufficient size to hold two days of waste and recycling;
6) Communal waste and recycling rooms must be located in convenient and accessible locations related to each vertical core;
7) For mixed use developments, residential waste and recycling storage areas and access must be separate and secure from other uses;
8) Alternative waste disposal methods such as composting must be provided.
9) Storage areas for rubbish bins must be located to the front of the development or in the basement car park;

5.8 Window Displays

Activities such as tailors and the retailing of automotive accessories are becoming more common in local centres due to the more affordable rents available in these locations.

These activities seldom have window displays, and ground floor premises in which such uses occur frequently have the front window painted out or replaced with a wall. The absence of a window display one would normally expect to find in a retail centre results in a poor presentation to the street, and reduces the attractiveness of the centre as a whole to shoppers.

To enhance presentation to the street, all ground floor premises should have a window display, showing the types of goods offered for sale or made on the premises. Professional offices or restaurants located on the ground floor may decorate windows with curtains or blinds provided pedestrians are offered glimpses of the activity within.

Appendix 1 – Figure description, intent and explanation table

Figure Description	Figure Explanation
Figure 1 - Land to which the Fairfield Heights Town Centre DCP Chapter applies	Provides the user with a clear town centre boundary. Note that land within this boundary is zoned B2. Land adjoining the town centre is zoned R3 Medium Density Residential.
Figure 2.-Urban Framework	Is a concept vision of the Fairfield Heights Town Centre at a point in the future where 100% of the sites have turned over for re-development. This figure is designed to highlight potential opportunities as identified by Council's urban design consultants during the urban design review process. This resulted in the production of the Fairfield Heights Urban Design Study 2018. Please note that this figure is a guide only and does not form development controls in the Fairfield Heights DCP 2020.
Figure 3 - Gateway Corner Site Location	Identifies the indicative location of gateway corner sites in the Fairfield Heights Urban Design Study 2018
Figure 4 – Gateway corner site design articulation (Fairfield Heights Town Centre Urban Design Study, 2018)	Identifies Gateway Corner Sites Design Articulation as specified in the Fairfield Heights Urban Design Study 2018
Figure 5.-End Block Site Location (Fairfield Heights Town Centre Urban Design Study, 2018)	Identifies End Block Site Articulation.
Figure 6.-End Block Site design articulation (Fairfield Heights Town Centre Urban Design Study, 2018)	Identifies the design articulation of End block sites as identified in the Fairfield Heights Urban Design Study..
Figure 7. Mid-block sites (Fairfield Heights Town Centre Urban Design Study, 2018))	Are those that address a single street such as The Boulevard and have no secondary street as identified
Figure 8. Mid-Block Sites (Fairfield Heights Town Centre Urban Design Study, 2018)	Identifies the location of End block sites as identified in the Fairfield Heights Urban Design Study.
Figure 9. Mid-Block Site Design Articulation (Fairfield Heights Town Centre Urban Design Study, 2018)	Is a mass model that Identifies the Height in Storeys and setback controls for Mid-Block Sites as specified in the Fairfield Heights Urban Design Study.
Figure 8. Mid-Block Site Design Articulation (Fairfield Heights Town Centre Urban Design Study, 2018	Is a mass model that Identifies the Height in Storeys and setback controls for Mid-Block Sites as specified in the Fairfield Heights Urban Design Study.
Figure 9 Opportunity Site Woolworths and the Brown Jug Tavern	Identifies the extent of the Brown Jug and Woolworth's key opportunity site as identified in The Fairfield Heights Urban Design Study 2018
Figure 10. height in storeys map (Fairfield Heights Town Centre Urban Design Study, 2018)	Is a built form development control highlighting the Fairfield Height In Storey map.
Figure 11 – Design Excellence Local Clause and Minimum Site Area Map	Is a Map that highlights the minimum site area and design excellence local clause mapping. This only applies for gateway sites and key opportunity sites.
Figure 12. Height In Storey & Street Setback	Identifies the allowable height in storeys indicated for each site. This map forms the built form development control in the Fairfield Heights DCP. Identifies the Street Setback Controls in the Fairfield Heights DCP 2020. The setback controls align with SEPP 65 and Apartment Design Guide controls.
Figure 13. Typical Roadway way Cross	Identifies the Minimum Apartment Design Guide Setbacks

Section Diagram Example Separation distances between high and lower density zones.	between residential mixed use development and a lesser zone.
Figure 14. Visions of the Central Heart Village (Fairfield Heights Town Centre Urban Design Study, 2018).	A figure from the Fairfield Heights Urban Design Study showing a centralised community public space at the intersection of the Boulevard and Stan brook Street. Please note this figure does not form a development control but forms a vision.
Figure 15. Road Footpath and Awning.	Identifies the minimum widths for the proposed new laneway and road ways. Identifies the location of existing and proposed footpath and awnings.
Figure 16 Open Spaces and Pedestrian Connectivity Map.	Identifies required pedestrian connectivity options, traffic treatments, crossings and potential open space options that new development can provide.

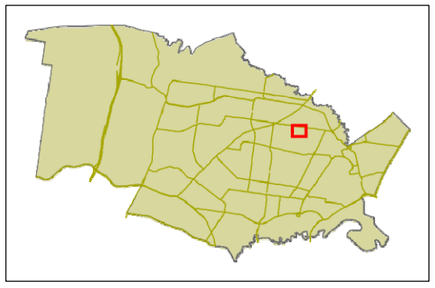
Appendix 2 – Development Control Plan Maps

Fairfield Heights Town Centre Development Control Plan 2020

Height in Storeys Map

Legend

- 4-8 Number of Storey
- Mid Block Sites
- End Block Sites
- Gateway Sites
- Oportunity Sites
- Civic Plaza Options
- Existing Road Corridor
- Future Laneway & Road for Dedication
- Cadastre Boundary
- Fairfield Height Town Centre Boundary



0 15 30 60 Meters

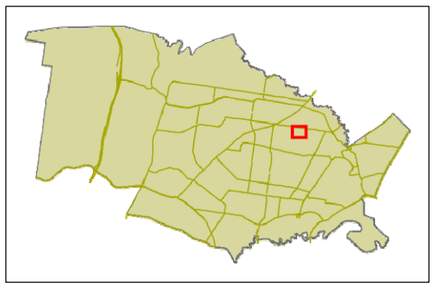
Projection GDA 1994 Zone 56 **Scale: 1:1,800 @A3**

Fairfield Heights Town Centre Development Control Plan 2020

Height in Storeys &
Street Setback Map

Legend

- 4-8 Number of Storey
- Mid Block Sites
- End Block Sites
- Gateway Sites
- Oportunity Sites
- Front Setback of 0 Metres Within 20 Metres of The Corner
- Optional Front Setback of 0 Metres Within 20 Metres of the Corner
- Front Setback of 0 Metres for First 3 Floors and 3 Metres Setback at The 4th Floor and Above
- Optional Front Setback of 0 Metres for First 3 Floors and 3 Metres Setback at The 4th Floor and Above
- Setback to Follow SEPP 65 (Ref: Apartment Design Guide Part 3)
- Civic Plaza Options
- Existing Road Corridor
- Future Laneway & Road for Dedication
- Cadastre Boundary
- Fairfield Height Town Centre Boundary



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Zone 56

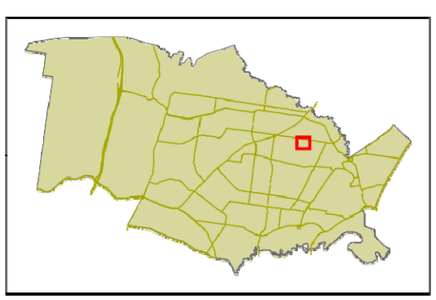
POLDING ST
BODALLA ST
LANE
THE BOULEVARDE
BROOK LN
STANBROOK ST
KARABAR ST
KIHILLA ST
LANE
BEEMERA ST
STATION ST

Fairfield Heights Town Centre Development Control Plan 2020

Road, Footpath & Awning

Legend

- Existing Footpath & Awning
- Proposed Footpath & Awning
- Existing Road Corridor
- Proposed Road/Lane Corridor
- Proposed Angled Parking Zone
- Proposed Landscapping Zone
- Private Open Space/Setback Option
- Cadastre Boundary
- Fairfield Height Town Centre Boundary



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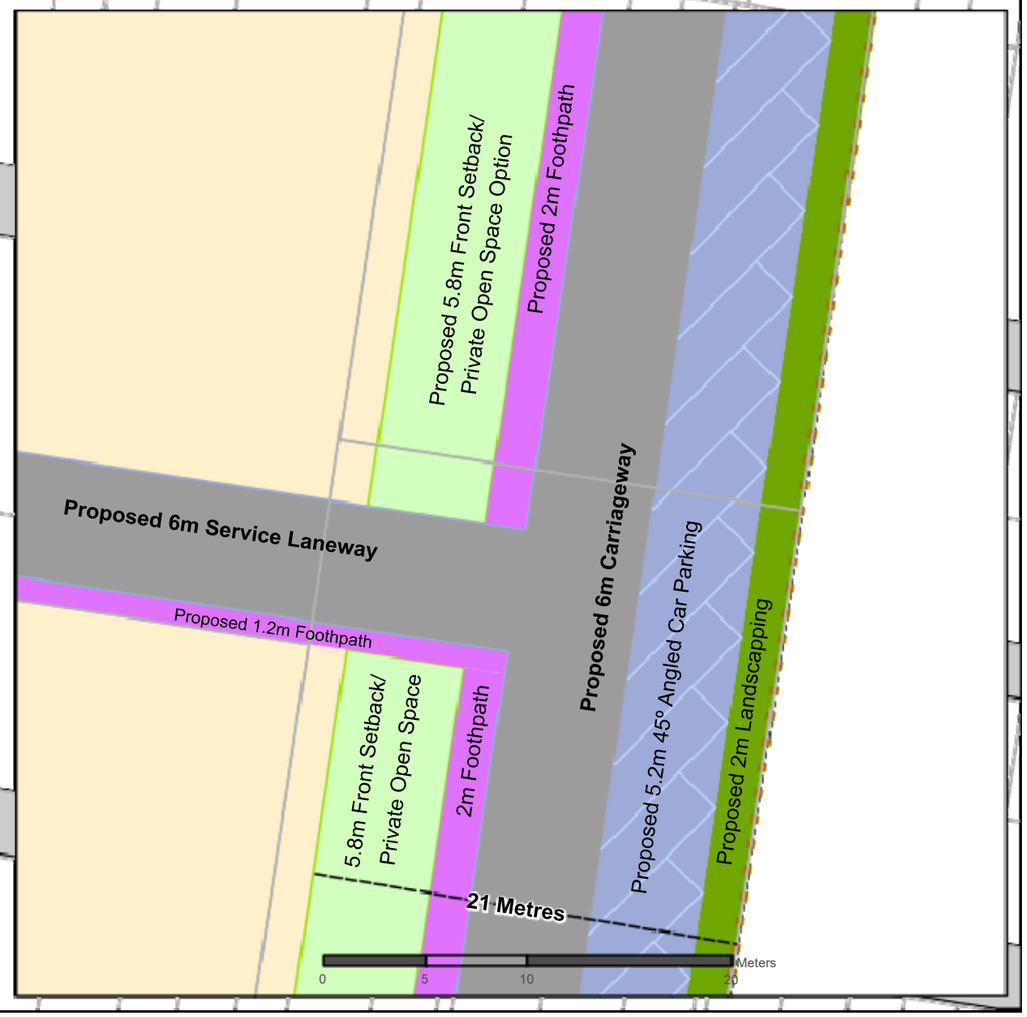
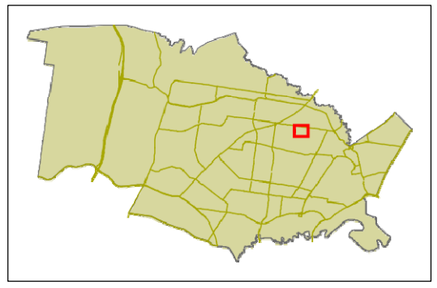
POLDING ST
BODALLA ST LANE
THE BOULEVARDE
BROOK LN
STANBROOK ST
KARABAR ST
KIHILLA ST LANE
BEEMERA ST
STATION ST



Fairfield Heights Town Centre Development Control Plan 2020

Open Space and Pedestrian Connectivity

- Proposed Civic Plaza Option (A1&A2)
- Proposed Civic Plaza Extension (A3)
- Existing Pedestrian Crossing
- Proposed Raised Pedestrian Threshold / Crossing
- Proposed Raised Threshold
- Retail Commercial Active Frontage
- Residential Low Impact Frontage
- Existing Road Corridor
- Future Laneway & Road for Dedication
- Proposed Connectivity
- Existing Traffic Light
- Cadastre Boundary
- Fairfield Height Town Centre Boundary



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