

# Prairiewood Town Centre Southern Precinct Development Control Plan 2013

**178, 182 – 194 Restwell Road, Prairiewood**

**Effective 19 August 2011**



## Contents

1. Introduction
  - 1.1 What is the purpose of this plan?
  - 1.2 Objectives of this plan
  - 1.3 Land to which this plan applies
  - 1.4 Relationship of this Plan to other Plans, Codes and Policies
  - 1.5 References and amendments
2. Precinct Plan and Context
  - 2.1 The Southern Precinct Plan
  - 2.2 Desired Future Precinct Character
3. Controls
  - 3.1 Application of the Controls
  - 3.2 Site Development Principles

### Controls

- 3.3 Streets
    - 3.3.1 Street network
  - 3.4 Active frontages
  - 3.5 Land Use
    - 3.5.1 Residential dwelling types
    - 3.5.2 Mixed–Use
  - 3.6 Built form
    - 3.6.1 Setbacks
    - 3.6.2 Building heights
    - 3.6.3 Variation in heights
  - 3.7 Amenity
    - 3.7.1 Solar access, natural lighting and ventilation
    - 3.7.2 Private open space
    - 3.7.3 Communal open space
  - 3.8 Landscape
  - 3.9 Safety by design
  - 3.10 Accessibility and parking
    - 3.10.1 Universal access
    - 3.10.2 Bicycle parking
  - 3.11 Building design
    - 3.11.1 Energy efficiency
    - 3.11.2 Water consumption
  - 3.12 Waste collection
  - 3.13 Electricity
  - 3.14 TV antennas
  - 3.15 Satellite dishes
  - 3.16 Mail delivery
  - 3.17 Fences
  - 3.18 Noise
  - 3.19 Storage
  - 3.20 Signage
  - 3.21 Public Art
4. Dictionary

## 1. Introduction

### 1.1 What is the purpose of this plan?

The purpose of this Development Control Plan is to assist with delivering the vision and design objectives in the Prairiewood Town Centre Masterplan, specifically controlling development on the land to which this Plan applies, which forms part of the southern precinct of the Town Centre Masterplan area.

This Plan must be used by applicants to prepare development applications for land subject to this Plan. Council and Council Staff must consider it when assessing these development applications. However, compliance with the provisions of this plan alone does not guarantee that consent will be given, as the document must be considered in conjunction with other relevant State and Local Policies and Plans.

### 1.2 Objectives of this Plan

This development control plan aims to:

- a) implement the aims and objectives of Fairfield Local Environmental Plan 2013<sup>1</sup>;
- b) contribute to the implementation of the Prairiewood Town Centre Masterplan 2005;
- c) provide guidelines and controls for development of the land to which this DCP applies;
- d) allow mixed-use development that generates activity throughout the day and evening;
- e) create a lively and safe public domain;
- f) improve access to the public open space to the south, and to encourage development to take advantage of the amenity it could provide;
- g) ensure development on the site is well connected to adjoining land uses, with pedestrian or vehicular connections and with the design and siting of development;
- h) create a medium to high density residential precinct, containing a mix of housing types that caters for a range of household sizes and incomes, and levels of mobility;
- i) ensure interfaces between differing land uses prevents potential amenity conflicts;
- j) create a landscape character that balances built form with vegetation and provides visual amenity, shade and contribute to the management of stormwater; and
- k) ensure a public domain that is accessible to people with impaired mobility.

### 1.3 Land to which this plan applies

This DCP applies to the following land at Restwell Road, Prairiewood, as shown in Figure 1:

- Lot 100 DP806884, No. 178 Restwell Road; and
- Lot 7, Section E, DP6934, Nos. 184-192 Restwell Road.



**Figure 1: Southern Precinct Location Plan**

The site is located in the south-western portion of the area covered by the Prairiewood Town Centre Masterplan. It is directly opposite and south of an existing shopping centre and adjoins the Liverpool-Parramatta T-way to the east.

#### **1.4 Relationship of this Plan to other Plans, Codes and Policies**

This plan is a Development Control Plan as provided for under Section 72 of the Environmental Planning and Assessment Act 1979 and must be read in conjunction with this Act, the Fairfield Local Environmental Plan 2013 and other applicable planning instruments.

Pursuant to the provisions of Section 74C(3) of the Environmental Planning and Assessment Act 1979, this plan adopts certain provisions contained within particular chapters of the Fairfield City-Wide Development Control Plan 2013. Those chapters are:

- Chapter 2 – Requirements for Development Application Submission
- Chapter 3 – Environmental Site Analysis
- Chapter 11 – Flood Management Controls
- Chapter 12 – Car Parking Vehicle and Access
- Chapter 13 – Child Care Centres
- Appendix A – Definitions
- Appendix B – Notifications Policy

- Appendix C – Advice for Designing Advertising Signs
- Appendix D – Tree Preservation Policy

The provisions of the Fairfield City-Wide Development Control Plan 2013 as referenced above prevail to the extent of any inconsistency.

There are other plans which legislate provisions that require consideration in addition to this Plan when assessing and determining a development application. The following key legislation, Planning Instruments and Local Policies and Plans apply to development in this precinct at the time of formulation of this DCP:

- Section 79C of the Environmental Planning and Assessment Act, 1979.
- Environmental Planning and Assessment Regulation 2000;
- State Environmental Planning Policy No 65 and the associated Residential Flat Design Code;
- Fairfield Council's Developers Contributions Plans;
- The Building Code of Australia (BCA);
- Disability Discrimination Act;
- BASIX Index;
- Council's Urban Area On-Site Detention Policy 1997; and
- The Prairiewood Town Centre Masterplan, 2005.

These plans / policies may have an impact on the form, design or planning of any development and must be considered in conjunction with this Plan. However, over time other plans and policies may also become relevant or these policies maybe superseded by new policies. Prospective developers should contact Council to identify all relevant policies at the time the development application is being prepared. State and Federal Acts and Statutory Planning Instruments may also take precedent over this Development Control Plan.

## 1.5 Reference and Amendments

The Development Control Plan is referred to as Prairiewood Development Control Plan 2013.

The Prairiewood Development Control Plan 2013 was adopted by Council on 10 May 2011. The plan then came into force on 19 August 2011. Since this date, the following amendments have been made:

Date Amendment came into Force	Date of adoption by Council	Section/s Amended	Summary of Amendments
31 May 2013	13 November 2012	Entire document	Amendment to ensure DCP is consistent with Fairfield LEP 2013

## 2. Precinct Plan and Context

### 2.1 The Southern Precinct Plan

The Prairiewood Town Centre Masterplan 2005 was adopted by Council to provide a broad strategic framework for the planning and development of the Centre. The intent of the Masterplan is required to be refined and translated to DCP(s) where required, to be considered in the assessment and determination of development applications. This Plan is the first DCP to be prepared and applies the Southern Precinct of the Prairiewood Centre. Subsequent DCPs may be prepared for other precincts of the Town Centre, and ultimately a comprehensive DCP for the whole Town Centre may be prepared. In the interim, proposed development on land to which this Plan applies should have regard to the existing and likely future character of the Town Centre.

### 2.2 Desired Future Precinct Character

The land to which this Plan applies forms part of the southern precinct of the Prairiewood Town Centre Masterplan. The Masterplan establishes the site as a transition zone, incorporating community facilities and open space, transitioning to both the adjacent shopping centre and associated facilities and to the nearby residential areas and open space. Accordingly, residential and community uses are the preferred dominant activities. However, the Masterplan acknowledges that other activities will be considered where they contribute to the vibrancy of the town centre and service the needs of the community. All activities to be considered must be permitted uses under the applicable Local Environmental Plan or overriding State Environmental Planning Policy.

Higher density urban living is also promoted, to increase population to maximise the benefits of the site's proximity to existing services, particularly the T-Way.

This southern precinct should provide attractive, pedestrian-oriented streetscapes, which adequately accommodate vehicles, and which will draw people to an activated urban plaza. The precinct should contain interesting, outward-focused, buildings that engage those who live, work and visit through the use of innovative building design and materials. Buildings should function to be able to engage with the street and pedestrians, thus creating a safe and comfortable urban environment.

With good opportunities for ground floor retail and commercial development, it is envisaged that above the ground floor, the precinct will be dominated by apartment-style dwellings of various sizes with generous balconies overlooking the streets and urban plaza to encourage social activity and passive surveillance of the public realm. The site is also suitable for a local club facility above the ground floor plane.

Vehicle parking will be located in basements, with some on-street parking, to further enhance the pedestrian-oriented nature of the precinct. Overall, the precinct will form a dense urban environment that takes advantage of its close proximity and good access to public transport.

**Figure 2** shows an indicative plan for the land to which this Plan applies. This plan provides an indicative internal layout of development that could achieve the objectives of this Development Control Plan.



**Figure 2: Indicative Southern Precinct Plan**

## 3. Controls

### 3.1 Application of the Controls

The controls in this chapter have been formulated to achieve the strategy for the Southern Precinct identified in the previous section.

This Development Control Plan must be read in conjunction with the documents set out in Section 1.

The development controls are set out below. They contain objectives and controls for any development in the centre:

- **Objectives** - clearly state the outcome that Council seeks to achieve.
- **Controls** - are a prescriptive means of achieving the desired objectives when this is practical. In some instances, qualitative criteria are used.

Development complying with the controls will, in the majority of circumstances, be deemed to meet the objectives.

You must meet the objectives in each section of the Development Control Plan and you should satisfy the objectives by complying with the detailed controls, unless there is a justifiable reason that demonstrates an alternate solution better meets the objectives of the control.

Where a proposed development seeks to satisfy the objectives in a manner that is not consistent with the controls, written documentation to support the variation must be submitted. In considering any variation, Council will assess if the objectives of the Development Control Plan have been met and whether or not satisfying the controls provides for a better development outcome.

It should be noted that compliance with the development controls does not guarantee approval of an application. Council may not support an application that complies with the controls if it considers the objectives of the DCP have not been satisfied.

Each application will be considered on its merits within the guidelines of the Development Control Plan and against the relevant heads of consideration in Section 79C of the Environmental Planning and Assessment Act, 1979.

### 3.2 Site Development Principles

#### Objectives:

- To provide for the orderly and economic development of land; and
- To ensure that the land is developed in an integrated manner and is able to achieve the desired future character for the Precinct.



## Controls:

1. The land subject to this DCP should be developed as either a consolidated parcel or in a maximum of two primary development parcels, subject to:
  - each parcel being generally the same as the two existing lots (excluding the rear of Lot 7, which is being dedicated as public open space);
  - that the development of the first parcel provides for the whole of the singular access road connecting to Restwell Road to be constructed to Council's normally accepted standards and subject to consultation with the RTA;
  - that documentation is submitted with any application for the development of the first parcel that demonstrates that the second parcel can be developed at a later date in a manner that will comply with relevant controls (including solar access) and in a way that will satisfy the intent of the DCP and substantially achieve the development potential envisaged for the land; and
  - that development of the second parcel is to be sympathetic to the architectural style of the development approved on the first parcel and use similar or compatible materials.

The above does not preclude the ability for further subdivision (such as strata subdivision) that would otherwise be permissible.

## 3.3 Streets

### Objectives:

- Improve pedestrian, cycle and vehicular access and permeability through large sites;
- Establish a clear hierarchy of public streets, extending and connecting with the existing street network;
- Provide improved access to public open spaces;
- Provide access and multiple address points for development;
- Ensure development on the site is well connected to its adjoining land uses, and is accessible by car, bicycle, and pedestrians;
- Improve access to the public open space to the south, and to encourage development to take advantage of the amenity it could provide; and
- Ensure that vehicle access points do not detract from the public domain or disrupt principal walking and cycling routes.

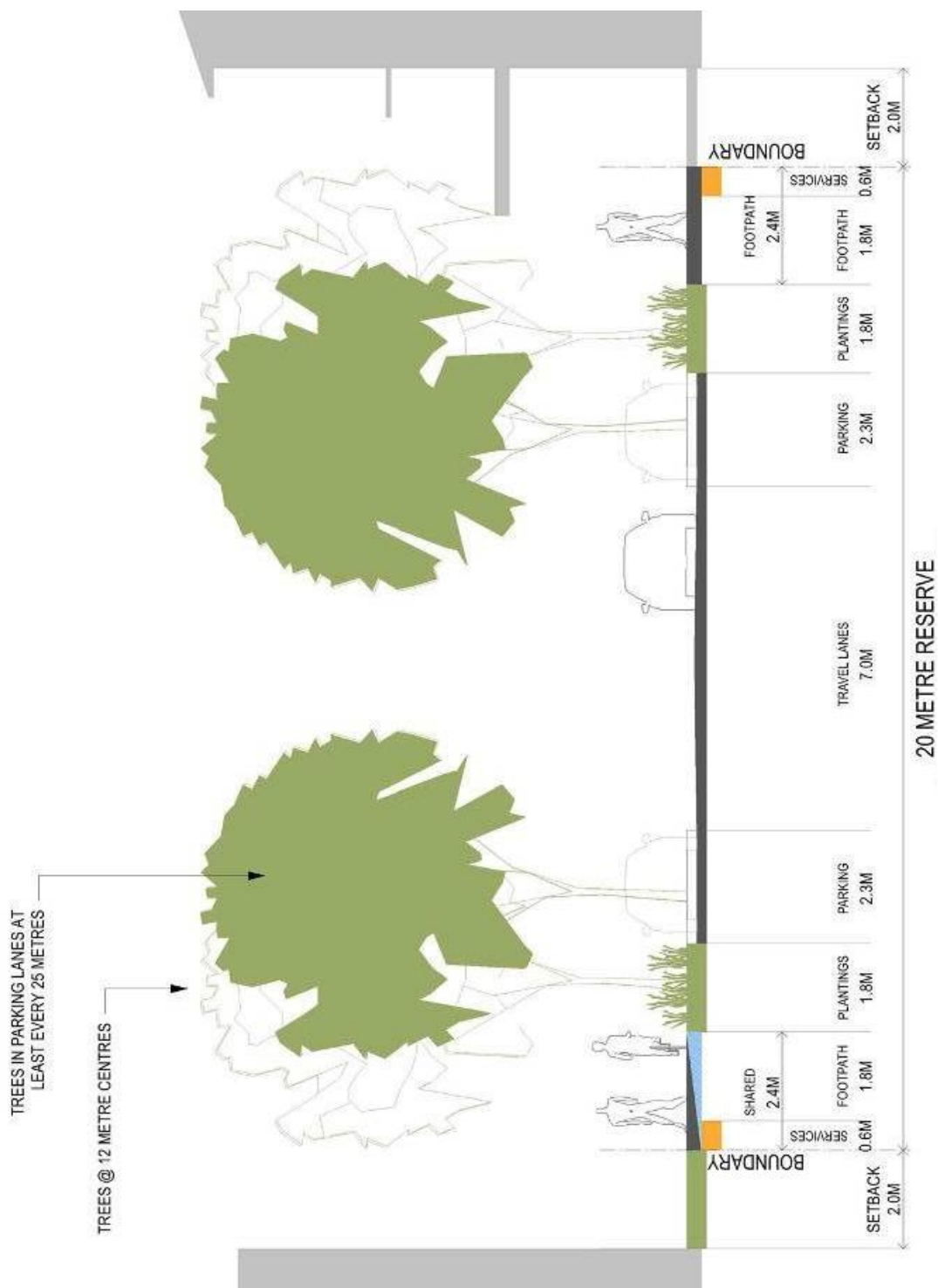
### 3.3.1 Street network

#### Controls:

1. New streets are to be located generally in accordance with the Indicative Southern Precinct Plan (see Figure 2), with a single access point into the site from Restwell Road. Street locations shown in Indicative Southern Precinct Plan are indicative in terms of location, but not in terms of function.
2. The north-south and east-west internal connections are to provide for efficient access and vehicular and pedestrian flow within the site. All potential new roads as shown on Figure 2 are to be constructed wholly within the land the subject of this DCP.
3. The primary access from Restwell Road (see Figure 2) should be dedicated as a public road with a minimum 20m reservation. All other roads are to have a minimum

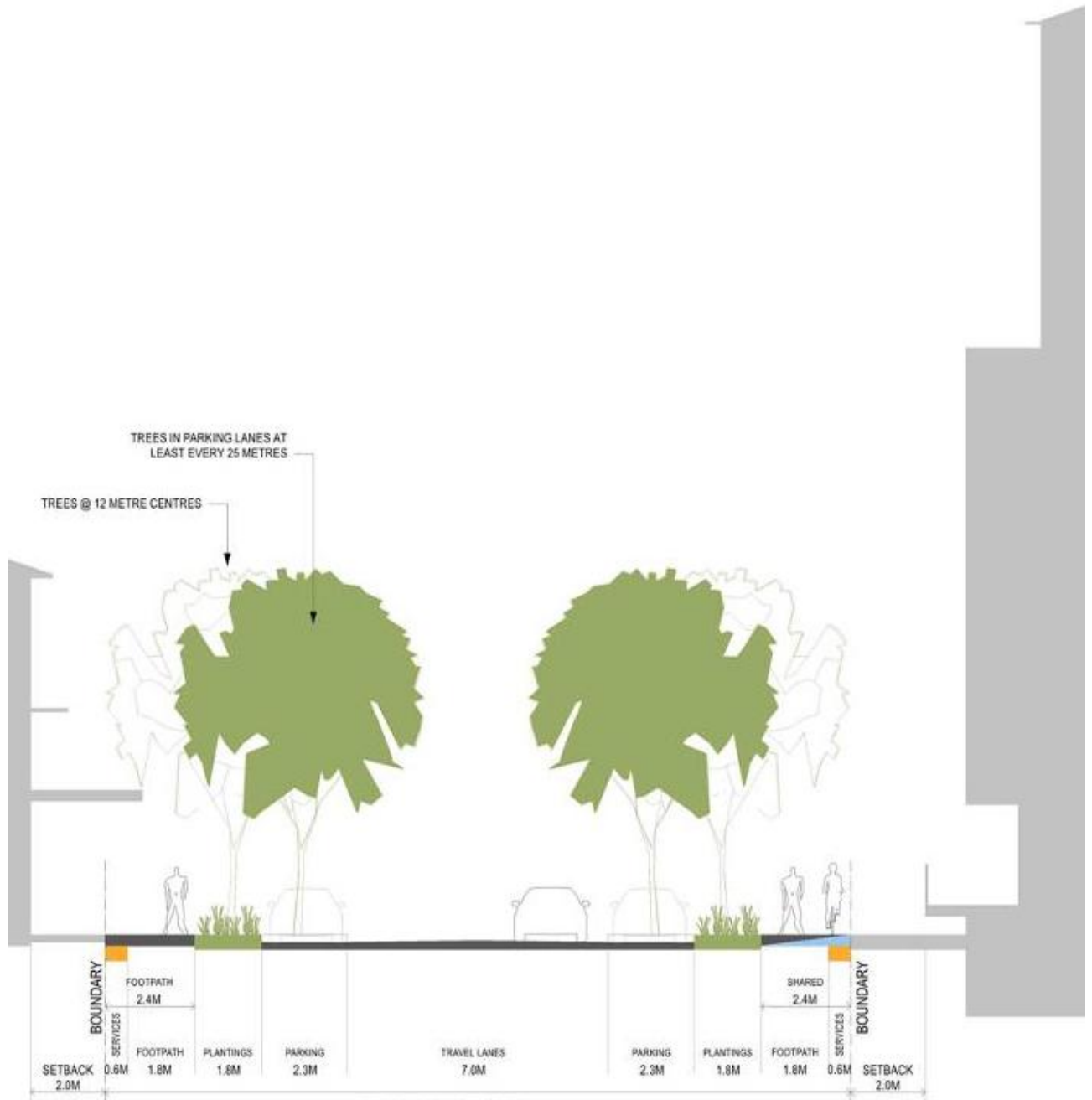
reservation and design specification as determined by Council dependent on road function and urban design considerations as indicatively depicted by **Figures 3-6**.

4. The exact location of the Restwell Road intersection, and associated design details, shall be in accordance with traffic engineering assessment and design to be submitted with any development application for the site.
5. Generally, street blocks should not exceed 120m in length unless the alignment is a rational extension of adjoining streets.
6. The street network shall take into consideration the potential need to connect to adjoin land in the future to facilitate the long term vision of the Prairiewood Masterplan. The primary criteria in reviewing the status of other future roads are that public roads should be required:
  - to provide for access to later stages of development, if not able to be resolved by easements;
  - whether this would be essential to facilitating access to future development to the east as envisaged by the Prairiewood Masterplan; and
  - to provide public access to civic spaces and the adjoining public open space land (if not able to be resolved by easements).
7. The Transit-way is an access-denied road. There will not be any internal road connection to the Transit-way.
8. The need for provision or to link in with cycleways routes is to be determined in consultation with Council and the RMS.
9. Development applications are to be accompanied by a Traffic Report, prepared by a suitably qualified person, addressing the relationship of the proposed internal street / access arrangements with existing and likely future road networks.



**Figure 3: Typical Collector Street**

**Note:** Building profiles and heights are indicative only.



**Figure 4: Typical Local Street with shared footpath**  
**Note:** Building profiles and heights are indicative only



**Figure 5: Typical Edge road, 15m reserve**  
**Note:** Building profiles and heights are indicative only



**Figure 6: Service lane, 12m reserve**  
**Note:** Building profiles and heights are indicative only

### 3.4 Active frontages

Active frontage is defined as shop fronts, restaurants and cafés, entries to residential and other that open to the street, as opposed to internalised 'malls' or the like.

Continuous lengths of glazed frontage, greater than 6m without doorways, as is common for supermarkets, medical suites and offices do not constitute active frontage.

#### Objectives:

- Maximise the number of pedestrian entries on the street,
- Provide variety and visual interest at street level,
- Avoid long stretches of inactive façade. As a guideline: maximum 20m<sup>2</sup>,
- Entries and exits to car parks should be separated to allow narrower entry ways,
- Design ground level spaces to allow for changes of use over time, and
- Encourage SOHOs (small office/home office) and home industries in some streets.

#### Controls:

1. Buildings should have multiple vertical circulation cores and have multiple common entries along the street.
2. For every 10m<sup>2</sup> of retail GFA, there should be a minimum of 1m of active street frontage.
3. All dwellings with floor areas adjacent to, or within 1.4m of the adjoining public domain should have access from the public domain.
4. The articulation of street facades is to respond to the location of common entries. Common entries are to be visible and recognisable from the street.
5. Lanes, share ways or through-site pedestrian links should be incorporated at the breaks between buildings.
6. Breaks between buildings should be aligned with openings between buildings, street or lanes in the surrounding area.
7. Ground floor non-residential frontages should be designed as shop fronts with no less than 70% of the shop front glazed with clear glass.  
(Glazed "shop fronts" with clear glass create an interesting pedestrian environment and enhance safety through passive surveillance).
8. 50% of frontage should be individual shops 6m wide or less.
9. Ground floor levels of residential buildings are to be at or near ground level and, in any case, no more than 1.4m above pavement level.
10. Ground level entrances to retail and commercial development must be at the same level as the adjacent footpath.

### 3.5 Land Use

#### Objectives:

- Allow mixed-use development that generates activity throughout the day and evening.
- Create a medium to high density residential precinct, containing a mix of housing types, catering to a range of household sizes and incomes.
- Allow the site to retain its traditional role of providing community uses.

### 3.5.1 Residential dwelling types

In order to provide a mix of dwellings and promote a socially-sustainable community, housing mix should comply with the following table:

Dwelling Type	Minimum Percentage
Studio	5%
1 Bedroom	15%
2 Bedrooms	No minimum
3+ Bedrooms	25%

#### Control:

Each new development must incorporate a mixture of one-, two- and three-bedroom units.

This will ensure a mix of dwelling types across the precinct, whilst allowing for a greater proportion of some types in some areas, according to market demand and the requirements within the site.

### 3.5.2 Mixed-Use

Mixed-use may include housing above commercial, club or retail uses, or housing next to other permitted uses.

#### Controls:

1. Residential units with ground floor access (i.e. next to other permitted uses at ground floor level, rather than above other uses) may have work spaces as home offices.
2. Separate access points, service areas and garbage areas are required for different uses.
3. Wherever possible, uses should be separated at ground level and be located on individual property titles.
4. Noise generating land uses shall not result in unacceptable impacts on surrounding residents (see **Section 3.18**).

## 3.6 Built form

#### Objectives:

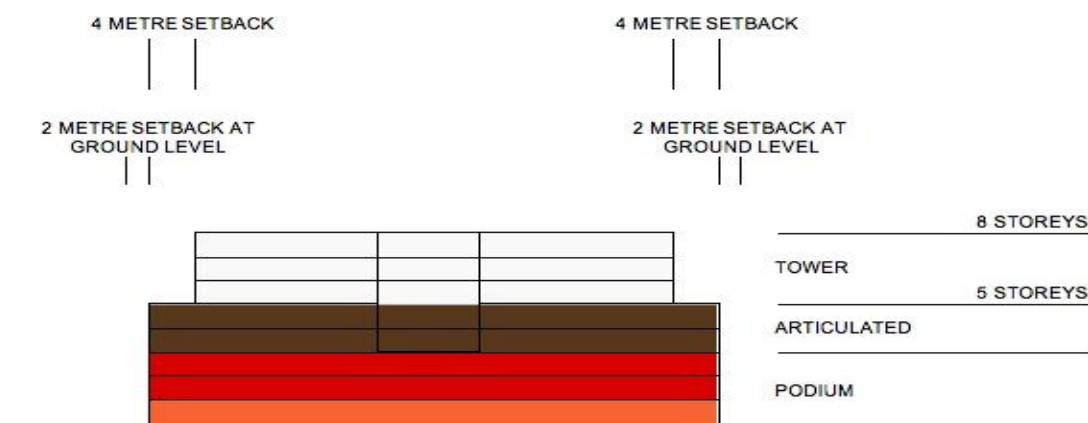
- Define the streets.
- Provide visual interest and variation.



### 3.6.1 Setbacks

#### Controls:

1. Except where otherwise specified, buildings are to be set back a maximum of 2m from the boundary, as depicted by **Figure 6**, with edge treatments in accordance with **Figures 7-13**, depending on proposed use.  
Note: A 2m setback applied to the ground and first floors will create a streetscape with a defined built form. For retail frontages this allows for a generous footpath and the potential for outdoor seating and for residential frontages a landscaped area for screen planting to improve privacy.
2. The building may be setback further than 2m where a public place in the form of a “square”, “piazza”, or “plaza” is proposed. Where such a public place is proposed, 90% of the frontage of buildings facing onto it must be “active frontage”.
3. Above the fifth storey, buildings should be set back from the building envelope by an additional 4m.
4. The first two levels above ground are required to be developed to the extent of the building envelope for 70% of the lot frontage. 30% of the frontage may have a setback of up to 4m from the building envelope to allow for building articulation and any residential courtyards.
5. Where car parking is proposed at ground level, it is not to be visible from the street and is to be concealed behind the built form.
6. Basement car parking is preferred to above ground car parking. Car parking will only be allowed above ground level where a combination of ground floor awnings and screening of the car park level façade, which does not allow light spill, ensure that car parking is concealed. Council will require appropriate urban design treatment of the screening to ensure that it will contribute positively to the streetscape and the appearance of the building from surrounding areas. Potential noise impacts will also be required to be addressed (see **Section 3.18**).



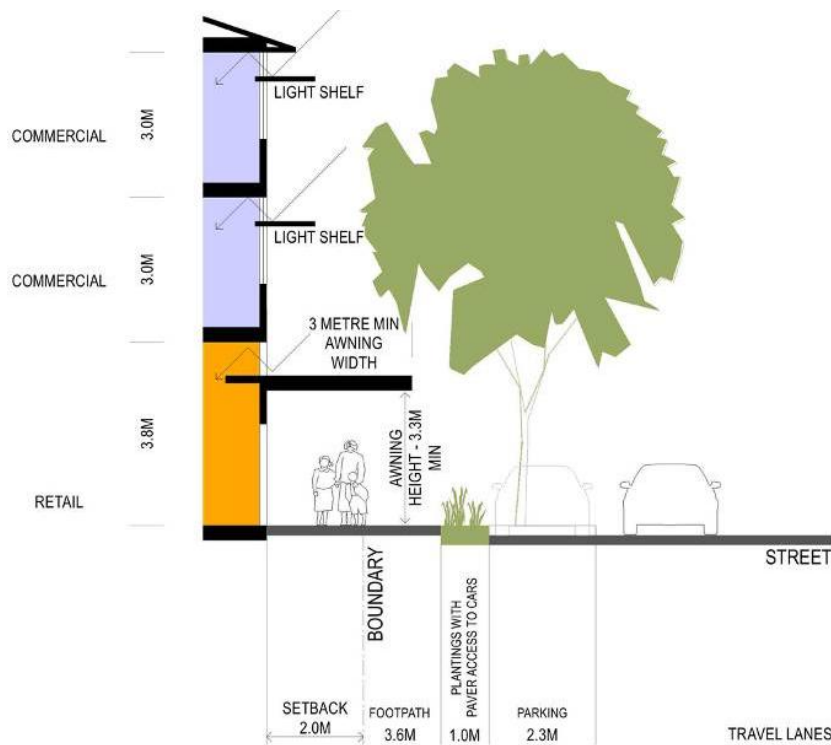
**Figure 7: Setbacks and height envelop controls**

**Note:** The maximum allowable Gross Floor Area is intentionally less than this envelope in order to allow for articulation and variations in heights and form.

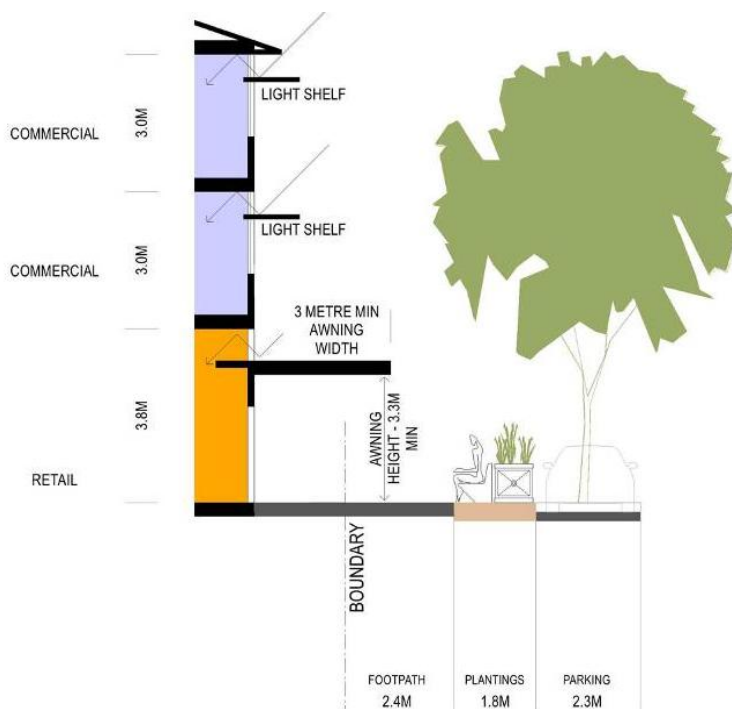


**Figure 8: Retail edge, with above ground parking**

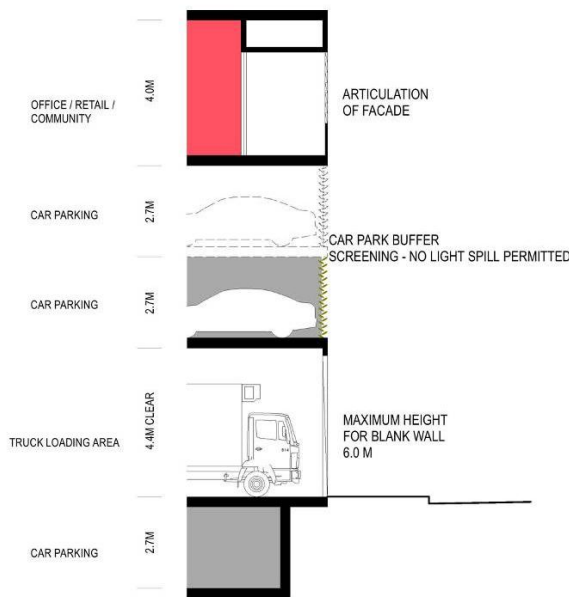
**Note:** Building profile and heights are indicative only and acceptability is subject to all relevant considerations and maximum prescribed height.



**Figure 9: Retail edge with planting and commercial above**  
**Note:** Building profile and heights are indicative only and acceptability is subject to all relevant considerations and maximum prescribed height.

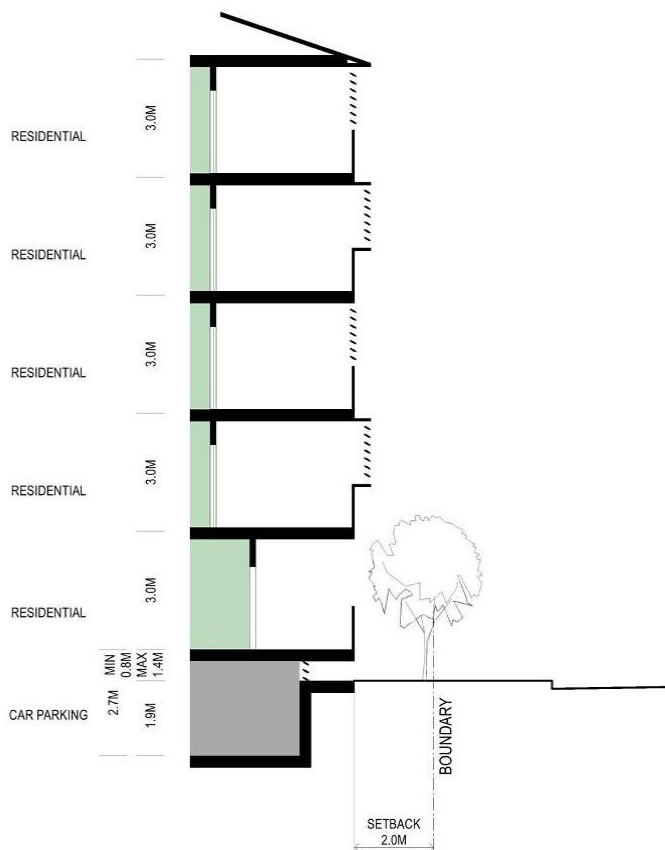


**Figure 10: Retail edge with seating**  
**Note:** Building profile and heights are indicative only and acceptability is subject to all relevant considerations and maximum prescribed height.



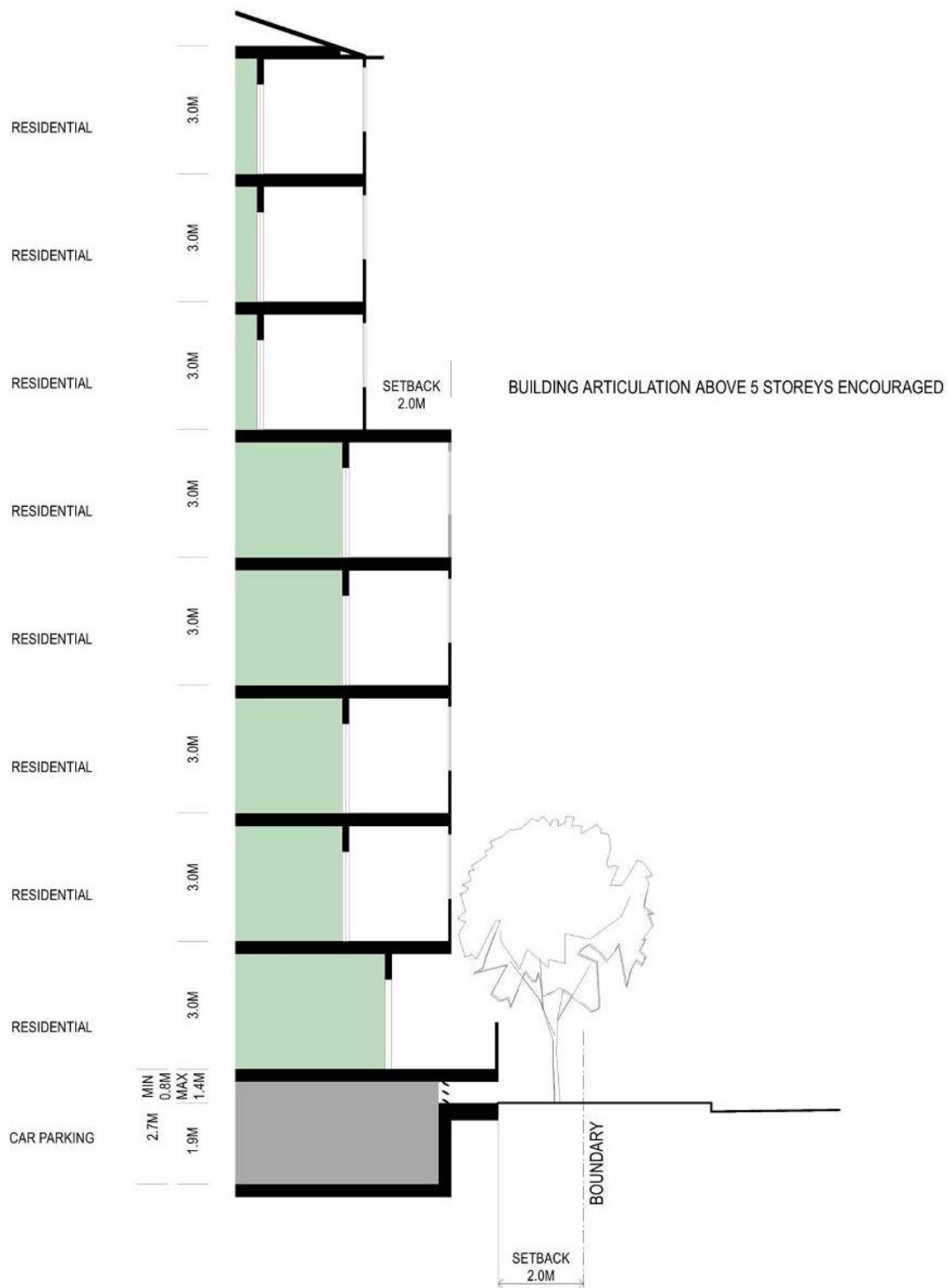
**Figure 11 Service lane**

**Note:** Building profile and heights are indicative only and acceptability is subject to all relevant considerations and maximum prescribed height.



**Figure 12: Typical residential edge condition with semi basement car parking**

**Note:** Building profile and heights are indicative only and acceptability is subject to all relevant considerations and maximum prescribed height.



**Figure 13: Typical residential edge condition with semi basement car parking up to 8 storeys**

**Note:** Building profile and heights are indicative only and acceptability is subject to all relevant considerations and maximum prescribed height.

### 3.6.2 Building heights

#### Controls:

The following controls are to be read in conjunction with the height controls contained in Fairfield Local Environmental Plan 2013:

1. Residential storeys with a ceiling height greater than 4m will be counted as 2 storeys.
2. Undercroft and basement car parking is not considered to be a storey, but any part of a building used for parking above ground level is included in the calculation of overall number of storeys.
3. The floor level of the first habitable level above semi-basement car parking should not be more than 1400mm above the level of the adjacent footpath.
4. Semi-basement parking may protrude above ground level. Where the floor level of the first habitable floor is greater than 1400mm above the adjacent ground level the parking will be counted as a storey.

### 3.6.3 Variation in heights

Variation in building heights is encouraged to provide visual interest and to optimise solar access to residential units and the public domain. All variation, however, must be maintained within the maximum building height limits.

#### Controls:

1. Development is to provide a range of building heights as indicated by **Figure 14**.
2. Building height is to be distributed to maximise solar access to communal and public open space.
3. Variations to building heights must not compromise other principles or controls applying to the development.



**Figure 14: Indicative building heights**

### 3.7 Amenity

#### Objectives:

- Optimise amenity by appropriate design of room dimensions and shapes, access to sunlight, natural ventilation, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and service areas, outlook and ease of access for all age groups and degrees of mobility;
- Provide spaces within developments for children to play; and
- Ensure private open space is private by limiting overlooking from other dwellings.

#### 3.7.1 Solar access, natural lighting and ventilation

Design requiring “borrowed light” results in darkened internal environments, leading to dependence on artificial lighting and greater energy use, which should be avoided.

#### Controls:

1. Direct natural lighting should be provided to all living, dining and sleeping areas of each dwelling (not limited to the BCA minimum requirements). However, where reliance on borrowed light is demonstrated to be unavoidable, only non-habitable rooms and kitchens shall be designed with access to borrowed light.
2. The location of kitchens on an outside wall is encouraged.
3. Upper storeys should take advantage of the natural light and ventilation through the use of skylights and vents for kitchens and bathrooms on the upper level.
4. Vents from kitchens must not discharge within 5m of a habitable window, except through the roof.

#### 3.7.2 Private open space

#### Controls:

1. Private open space must be provided for each dwelling in accordance with the requirements of the NSW Residential Flat Design Code (Department of Planning 2002).
2. Private open space, particularly upper floor balconies, is to be located or screened to avoid any potential visual privacy impact between dwellings. If screening is necessary, it should be integrated into the building design and must not unduly add to the building bulk.
3. Balconies may intrude up to 1m into the 2m or 4m setback zones. Any intruding balcony area may not extend more than 4m in length
4. Balconies shall not extend into any road reserve or public open space.

#### 3.7.3 Communal open space

Private open space is expensive, often only provides visual amenity and serves on the residents of the adjoining development. The provision of internal areas of private open space does not necessarily optimise overall social expenditure. The creation of a small public piazza and small rest parks may make a valuable addition to the overall public domain of the development site.

### Controls:

1. Communal open space must include features such as seating, shade structures, child play equipment or barbeques to satisfy the recreation needs of all residents.
2. Communal open space must be accessible from all dwellings within the development. It should be possible for residents of at least two dwellings to visually monitor this space.
3. Communal open space should be provided as a consolidated area of useable dimensions (minimum 20m).
4. Detention basins can be counted as communal open space if:
  - the difference between natural ground level and the lowest level of the basin is not more than 0.5m; and
  - it provides recreation features such as barbeque, seats or similar. The incorporation of these elements will reduce basin capacity and should be recognised when preparing calculations.

**Note:** Clothes-drying areas, driveways and parking areas are not included as common open space.

The location and the facilities provided within the common open space should not be the source of noise or other nuisance for occupants of the development or those on immediately adjoining neighbouring properties.

### 3.8 Landscape

It is recognised that, together, landscape and buildings operate as an integrated and sustainable system, resulting in greater aesthetic quality and amenity for both occupants and the adjoining public domain.

#### Objectives:

- Enhance the development's natural environmental performance by co-ordinating water and soil management, solar access, micro-climate, tree canopy and habitat values;
- Contribute to the positive image and contextual fit of development through respect for streetscape and the desired future character of the precinct;
- Provide optimum useability of indoor and outdoor spaces of dwellings in proposed development and existing (or approved) adjoining development;
- Provide for practical establishment and long term management;
- Enable the retention of existing trees and additional tree planting to preserve and enhance the tree canopy of the town centre;
- Ensure soil depths are adequate to support plant growth and to provide a proportion of deep soil capable of supporting the growth of large trees;
- Assist the management of the quality and quantity of urban runoff flows by minimising the impervious areas on high density development sites;
- Provide visual variety amongst planting, both with respect to species type and height range;
- Screen undesirable views; and
- Protect existing landscape features.



### Controls:

1. A minimum of 25% of any individual development site is to be landscaped area.
2. Landscaped roof areas above basement car parks, or other parts of a building, may contribute up to a maximum of half of the required landscaped area, but only if the soil depth is greater than:
  - 400mm for grassed areas;
  - 600mm, minimum 1m width at any point, for shrubs and small trees (less than 3m in height at maturity); and
  - 900mm, minimum 2m at any point, for larger trees (over 3m in height).
3. A minimum of 10% of the site should have deep soil.
4. Landscaping should incorporate native and low water use plant species. Water-wise planting is strongly encouraged in the precinct.
5. The use of turfing in more widely visible spaces is to be minimized. Turfing requires regular and often costly maintenance. Turfing looks unkempt when not maintained. Moreover, liberal use of turfing will not allow the project to satisfy the objectives of this plan.
6. The landscaping of the site must incorporate the intensive use of a variety of species (both with respect to variety and height).
7. Landscape beds must incorporate double the number of plants expected at maturity in recognition of typically high plant loss during the first twelve months. All landscape beds must be mulched.
8. Ground covers, shrubs and trees are to be planted at an advanced stage. Plantings should be hardy and suited to the Sydney climate.
9. A Landscape Plan, prepared by a qualified Landscape Architect, is to be submitted as part of any development application.

**Note:** All area calculations are exclusive of the area of any retaining wall or structure. The landscaped area may include the areas within the required set back that do not have basement car parking beneath and are not paved.

### 3.9 Safety by design

#### Objectives:

- Optimise safety and security, both internal to the development and for the public domain;
- Maximise overlooking of public and communal spaces while maintaining internal privacy;
- Avoid dark and non-visible areas;
- Maximise activity on streets;
- Provide clear, safe access points;
- Provide quality public spaces that cater for desired recreational uses;
- Provide lighting appropriate to the location and desired activities; and
- Provide clear definition between public and private spaces.

### Controls:

1. All ground floor units, including those above semi-basement car parking, should have direct access from the street. This may be the only access or may supplement internal circulation and access.
2. Loading and storage areas should be well lit and lockable after hours.
3. Pedestrian entrances are to be highly visible and identifiable as entry points, within a 90 degree line-of-site, from each entry point. Minor obstructions to views are acceptable.
4. Access to residential and commercial parts of a mixed use building should be separate.
5. Residential and commercial parts should have separate garbage disposal facilities.
6. Where a basement wall extends more than 1m above ground level, it shall be screened by planting in the 2m setback.
7. Where residential uses are proposed for the ground floor, provide a small level change of 600mm – 800mm between the private and public realm to aid in the privacy and liveability of dwellings.

### 3.10 Accessibility and parking

#### Objectives

- Ensure that vehicle access is provided in a location that minimise hard paved surface and maintains opportunities for roadside planting, paths or other uses;
- Ensure that vehicle access is kept clear of proposed permanent road closures so that the land may be used for other means;
- Improve traffic safety by providing vehicle access to properties in a location that avoids traffic congestion, high speed traffic and bus-only roads;
- Locate vehicle access and driveways to properties to allow the shortest most direct access over the nature strip from the road; and
- Provide appropriately useable car parking to service the development.

#### Controls:

1. Car parking shall be provided generally in accordance with Chapter 12 of the Fairfield City Wide DCP 2013. Council will consider reductions in the provision of spaces where this can be justified by a detailed parking study that considers the parking needs and public transport provisions applicable to the wider town centre precinct.
2. Visitor parking is to be provided at ground level, not as part of a semi-basement, basement, or upper level car park.
3. Reciprocal use of car-parking bays for uses within a comprehensive development with different peak usage requirements may be approved, provided that bays provided for residential use are available at all times.
4. Car parking for dwellings is not to be visible from the street and is to be provided as a basement or concealed behind the built form.
5. Short-term parking may be provided within setback areas if no reasonable alternative exists, in the opinion of Council.
6. Traffic Impact Assessments prepared by a suitably qualified person are required to be submitted with each Development Application to ensure that the traffic for each can be appropriately accommodated and managed.

### 3.10.1 Universal access

#### Controls:

1. 10% of all dwellings are to meet the requirements of AS4299 Adaptable Housing Standard (Class B); and
2. an additional 10% of all dwellings are to meet the requirements AS4299 Class C.

### 3.10.2 Bicycle parking

#### Controls:

1. Provision shall be made for the parking of visitor bicycles for non-residential uses at a rate of 1 bicycle-parking bay per 200m<sup>2</sup> of Net Lettable Area (NLA). End-of-trip facilities, including showers, are also required to be provided and can be shared or provided within individual tenancies.
2. Bicycle parking for non-residential uses is to be conveniently located and designed in accordance with Australian Standard 2890.3 to provide ease of access for bicycle users.
3. Bicycle parking for residential uses shall be in the form of appropriately-sized store rooms, at a rate of 1 bicycle space per dwelling.

## 3.11 Building design

#### Objectives:

- Ensure the appropriate composition of building elements, textures, materials and colours and reflect the use, internal design and structure of the development;
- Ensure that aesthetics respond to the environment and context, particularly to desirable elements of the existing streetscape or, in precincts undergoing transition, contribute to the desired future character of the area; and
- Provide designs that make efficient use of natural resources, energy and water throughout its full life cycle, including construction;

### 3.11.1 Energy efficiency

#### Controls:

1. Buildings are to be designed to minimise operational energy consumption and greenhouse emissions.
2. Solar or gas hot-water systems are encouraged rather than electric hot-water systems.
3. The provision of outdoor clothes-drying areas is encouraged as a way of minimising the use of clothes dryers (and thereby reducing energy consumption) in the precinct, and should be incorporated into developments wherever possible. Outdoor clothes-drying areas may be provided as part of balconies but are required to be screened from view from the street.
4. Tenancy sub-metering and energy demand reduction measures are to be included in mixed-use developments.
5. All mechanical devices and appliances installed as part of the development, including air-conditioners, heating devices and clothes dryers, are to have a minimum 5-star energy rating.

6. Proposals for new development should be accompanied by a report prepared by a suitably qualified sustainability consultant, outlining the design and management elements (including financial and environmental costs of operating buildings after construction) proposed to be implemented to optimise sustainability performance for non residential parts of the development.
7. The heat loading effect of the summer sun on west- and north-facing windows should be minimised. Techniques such as external sun shading devices should be considered and dark or reflective tinting should be avoided.
8. External sun shading is more efficient at reducing the heat load on windows and also provides extra architectural detail and interest to the façade.
9. Buildings are to achieve cross-ventilation through the placement of openings, therefore reducing the need for air-conditioning.

### **3.11.2 Water consumption**

#### **Control:**

Buildings are to be designed to reduce water consumption by occupants through such measures as sub-metering of water use, alternatives to water-based building-cooling systems, grey water usage, rainwater capture and reuse, water efficient fittings and fixtures (e.g. taps, toilets) and water sensitive landscaping design.

### **3.12 Waste Collection**

#### **Controls:**

1. Provision must be made for bin storage, including recycling bins, for each dwelling in private areas. Containers must not be visible from common or public areas except when out for collection.
2. In cases where bins cannot be stored in private areas, a place near the street frontage is to be purpose-designed for bin storage. The bin storage area must be screened from open view and shaded by landscaping or by an attractive, well-ventilated, enclosing structure.

### **3.13 Electricity**

#### **Control:**

Internal / on-site power poles must be located at the intersection of the front and side boundaries. They must be black or grey in colour.

### **3.14 TV Antennas**

#### **Controls:**

1. Master TV antennas are to be provided to multi-unit housing developments to avoid having many individual antennas.
2. The antenna must be located at the rear of the site to reduce visibility from the street.

### 3.15 Satellite Dishes

#### Controls:

1. Satellite dishes attached to the dwelling must be:
  - less than 900mm in diameter,
  - of a height that does not exceed the ridge line, and
  - located on the rear elevation of the dwelling.
2. Larger satellite dishes that are freestanding and visible from a public place, road or adjoining residents must:
  - be no greater than 2.5m in diameter;
  - have a pole height no greater than 1.8m above natural ground level;
  - be adequately screened so as to not reflect, cast glare or impact upon surrounding residences;
  - located 3m from any boundary; and
  - be of a dark colour.

**Note:** Where the above provisions cannot be achieved, landscaping as determined by Council and the use of darker colours for satellite dishes so as to be sympathetic to the surrounding landscape may be proposed and assessed on merit.

### 3.16 Mail Delivery

#### Control:

A letter box must be provided in accordance with the requirements of Australia Post. Letter boxes should be incorporated into the fence, or into the development.

### 3.17 Fences

#### Controls:

1. Any fencing fronting onto a street development is not to exceed 1.2m in height. If a fence is proposed higher than 1.2m, that portion of the fence above 900mm will be 70% visually permeable.
2. Boundaries directly adjoining public squares or public open space shall not be fenced.
3. No at-grade boundary fence may exceed 1.8m in height above finished footpath level.
4. Fences above basement or retaining walls more than 800mm above footpath level shall not extend more than 1m above the finished floor level. Any component of the fence more than 1.2m above the footpath shall be 70% visually permeable.
5. Fences visible from a public place must be designed as part of the development and constructed of materials that consistent or compatible with those used in the main building.
6. Typical suburban fencing such as Colorbond panels or timber paling fences would not be considered acceptable.

### 3.18 Noise

#### Control:

1. Buildings are to be designed and constructed to appropriately deal with sound intrusions such as traffic noise.

2. An acoustic assessment report shall accompany any development application for a club or similar recreation / commercial land use, to demonstrate that future development will not have an unacceptable impact on surrounding residents, with regard to relevant and contemporary noise standards.

### 3.19 Storage

#### Control:

For each dwelling unit, a storage room is to be provided with a minimum floor area of 2m<sup>2</sup> to allow for bicycle storage. This must be integrally designed into the buildings, external to the associated dwelling, conveniently accessible to occupants and ideally located within basements.

### 3.20 Signage

#### Control:

1. Do not locate signage to obscure important architectural features. The size of the sign shall not dominate or obscure the architecture of the buildings. Signage should be designed as an integral part of the building design and should not appear as a later attachment.
2. One sign is permitted for each shop front. Painting the entire building facade and all walls, or their coverage with cladding or other material to act as a large billboard is not permitted, unless it forms part of a public art strategy.
3. Refer also to Appendix C of the Fairfield City-Wide DCP 2012 (as required by clause 1.4 of this DCP).

### 3.21 Public Art

#### Control:

Council strongly encourages the integration of public art into the development of each lot.

## 4. Dictionary

A list of relevant definitions is provided in the Local Environmental Plan (LEP) and in the Fairfield City Wide DCP 2013. Both apply to the Prairiewood Town Centre and the Southern Precinct. The definitions provided below are terms discussed in this DCP that do not appear in either the LEP or in DCP 2013. In the case of any inconsistency between a definition in a DCP and a LEP, the definition in the LEP shall prevail.

**Active frontage** An active frontage is a frontages that:

- permits views from the building to the street and, vice versa, from the street into the building; and
- promotes shop activities that provide displays of goods visible from the street or activities such as restaurants, or service businesses where people passing by can see people undertaking the activity in the building and vice versa.

**Amenity** The enjoyment of the environment and quality of a place that makes it

pleasant and agreeable to be in for individuals and the community. It includes the enjoyment of (but not limited to) sunlight, views, visual and acoustic privacy, on both private and public lands.

Building height	The greatest vertical height of a building, measured between a point at existing ground level and the highest point of the building immediately above, including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like.
Communal Open Space	Useable shared open space/landscaped area of a multi-unit development that is not for the exclusive use of individual residents. It does not include driveways, visitor parking spaces or private open space.
Community plan	A plan of subdivision created under the provisions of the Community Land Development Act 1989.
Deep Soil	Terra firma with no structure beneath; and landscaped roof areas with a minimum soil depth of 1500mm, and minimum width of 3m.
Existing Ground Level	The level of the site prior to development taking place.
Floor to Ceiling Height	The floor-to-ceiling height for any level of a building is the distance between the floor of the subject level and the ceiling of the subject level.
Mixed Use Development	Incorporates the following range of uses; business premises, clubs, community facilities, entertainment facilities, health consulting rooms, refreshment rooms and shops as defined under Fairfield LEP 2013. It may also include residential uses.
Strata plan	A plan of subdivision created under the provisions of the Strata Schemes (Freehold Development) Act 1973.
Studio	A dwelling that comprises living and sleeping areas contained within one room, and where there is no separate bedroom.