

FINAL 9 APRIL 2020

*Fairfield City  
Council's Vision  
for Revitalising  
Yennora*

# YENNORA NEIGHBOURHOOD CENTRE URBAN DESIGN STUDY

Fairfield City Council

**ptc.**





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# 1. INTRODUCTION

Yennora is an Aboriginal word meaning “walking” or “to stroll”.





## 1.1 About Yennora Neighbourhood Study Area

The study area is located upon the traditional lands of the Cabrogal people of the Darug Nation.

Yennora is an Aboriginal word meaning “walking” or “to stroll”.

The Yennora neighbourhood centre is situated at the crossroads of Fairfield Street, Crown Street and Ellis Parade. The centre comprises mainly single storey convenience and speciality shops, with a new four storey shop top housing development (Liana’s Residences) signalling an appetite for urban renewal of the centre. The centre and its surrounding residential area generally has an ageing low density suburban character, predominantly occupied by one to two storey detached dwellings.

The study area is well located in short walking distance to the Yennora railway station on the T2 Inner West and Leppington line, and the T5 Cumberland line. This provides ready access to Fairfield, Liverpool and Parramatta as well as to wider destinations such as Homebush and the Sydney CBD.

Yennora is known for its affordable living, providing opportunities for families with low incomes and new migrants to be welcomed into the community. Seniors’ housing is also a key strength of Yennora’s residential landscape, providing opportunities to age in place. St Vincent’s Care ‘Rosary Village’ is known for its high-quality facility and care services and occupies a large contiguous site in the study area. The Yennora Public School is a key land use and attractor in the locality providing wider specialist educational opportunities serving the region.

Key challenges for this precinct include: a congested road network with narrow roads and limited car parking in peak periods; accessible public open space; improving the utilitarian visual quality of local streets; and safely balancing the needs of both vehicle traffic and pedestrians. As a primarily low-density suburban neighbourhood, housing diversity is a key consideration in the Yennora study area.

The focus area for this study is illustrated in Figure 1.

## 1.2 A walk through Yennora’s past and present

*The following is adapted from “Fairfield, A History of the District” Second Edition, By George Vance, 1991. Fairfield City Council, with information added about recent times.*

Aboriginal people from the Cabrogal tribe, a sub-group of the Gandangara tribe, have lived in the Fairfield area for over 30,000 years prior to European settlement in the early nineteenth century.

The south eastern quarter of Fairfield City, comprising Old Guildford, Yennora, Villawood and Carramar, now has suburban centres, very different from the earlier years when the entire flat expanse of paddocks with an occasional house amid thickets of ti-tree was known locally as East Fairfield. The more discerning citizen may have referred an enquirer to Orchardleigh in the east, or maybe to Mark Lodge in the south but generally speaking, the area was remote from Fairfield’s affairs and commended little interest. It took upheaval of post-war reconstruction to give it an acknowledged place in the City’s archives.

Although some settlement took place in the southern part of the area early in the nineteenth century, the eastern part had to wait until the 1830’s for the first farming settlers. This was comparatively late considering that nearby Prospect Hill was settled within a few years of the Colony’s establishment. With its limited access to the centres of settlement the area did not attract prospective farmers. Extensive strands of gum, box and ironbark trees fostered the industries of the charcoal burners and the put sawyers, but the daunting task of clearing the land for crop cultivation discouraged potential settlers.

The region lay in a five-mile corridor between Parramatta and Liverpool and early consideration had been given to providing a link between them, as well as to provide greater access for the settlers in the Bankstown district and the developing area along Duck Creek. The interconnecting road was surveyed in May 1806 by James Meehan, a convict transported because of his involvement in the Irish Rebellion in 1798. He subsequently gained freedom and land grants in the south-western districts in reward for his efforts in exploratory surveys.

Early reports described Meehan’s track as rough, but it was gradually improved. It became known as the Dog

Trap Road because of the many native dogs (dingoes) found there, which were controlled by trapping. Many complaints were lodged with the authorities about bushrangers and escaped convicts who preyed on travellers. These outlaws ventured into the Fairfield district, and a group held up Henry Whitaker’s home. The name of Henry Whitaker occurs frequently in the district’s history and he could well be called the pioneer of Yennora. He purchased his first parcel of land near Prospect Creek in Fairfield around 1835. His homestead, Orchardleigh, became a showpiece surrounded by orchards, wheat fields and vineyards. Whitaker enlarged his holdings to an eastern boundary near the site of present day Yennora railway station. Whitaker became an accomplished winegrower and in 1869, he won first prize for the best red wine in the Agricultural Society Show.

Old reference maps show that the road pattern of the Old Guildford-Yennora area evolved from the tracks leading from Whitaker’s Orchardleigh homestead. Two

tracks leading to Dog Trap Road eventually became Fairfield and Orchardleigh Streets. Part of Whitaker’s estate was subdivided in 1876, with the provision made of the donation of land for a public school and a Church of England. The church was built in 1884 in Orchardleigh Street, Old Guildford and Whitaker lived to worship in it before he died in June 1889 at the age of 88.

In 1927, the Railways Department built a siding platform and called it Yennora, said to be an Aboriginal word for ‘walking’. The station did not promote much commercial or residential interest as the Depression stifled any plan of local development – the era of remarkable change in Old Guildford and Yennora did not come until after the Second World War.

Much valuable information about the pioneering families of the Yennora district comes from the diaries of Roy Wheatley. Wheatley mentioned the Barrass family who donated part of their land for a recreation area,

## YENNORA IS KNOWN FOR ITS ITS AFFORDABLE LIVING & WELCOMING COMMUNITY



Former local shop - corner Crown and Veron Streets



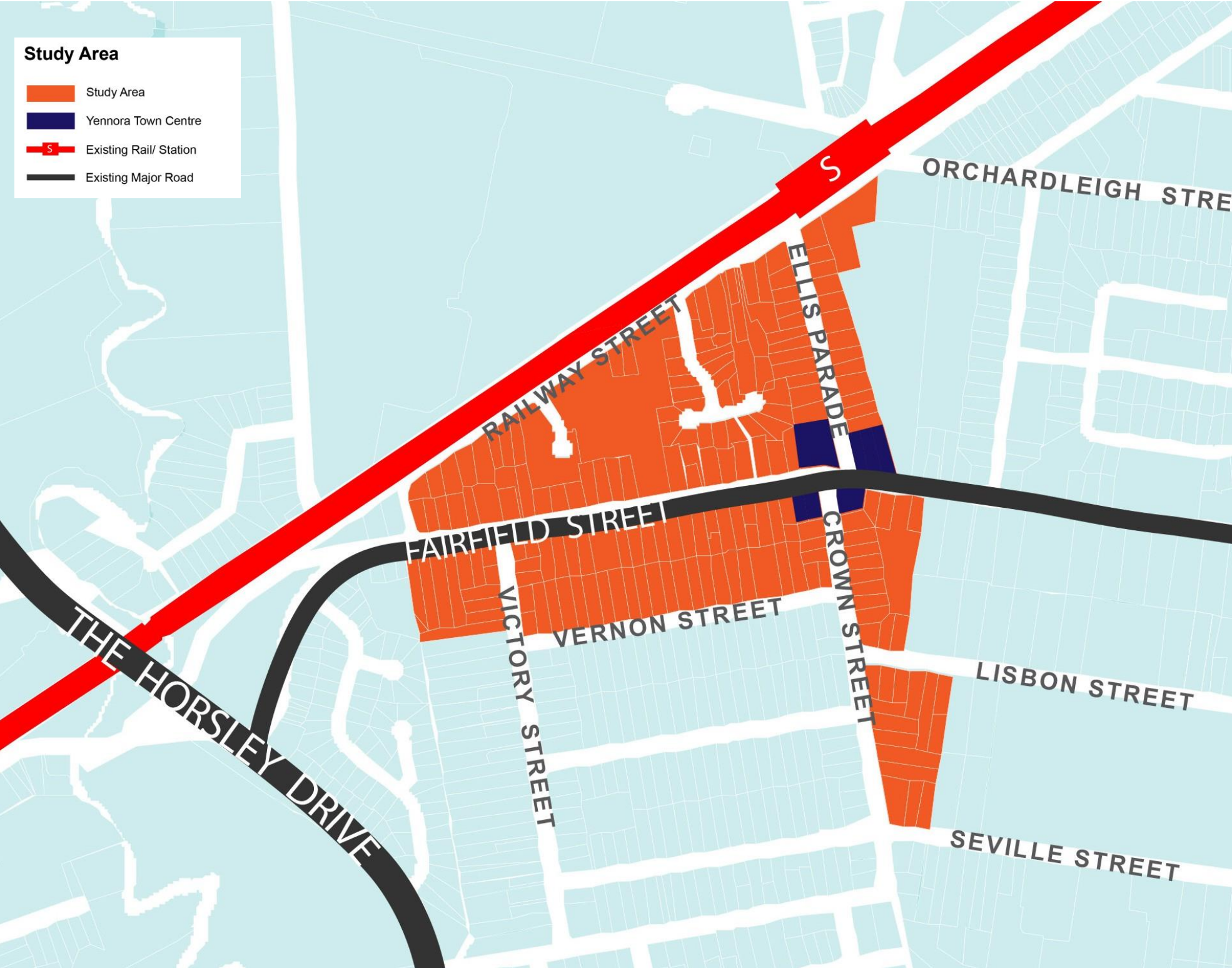
naming it Knight Park after a local alderman. He wrote of the market gardens and the budding shopping area at the intersection of Fairfield Street and the newly formed Ellis Parade.

Today, despite very few blocks of unoccupied land, the dense industrialisation of the region has inhibited the construction of an extensive shopping centre. The surrounding area had originally been served by a busy little centre in Old Guildford on Dog Trap Road, but the coming of the railway saw the shops gradually move to the Guildford township, in the same way that Fairfield had taken Smithfield’s businesses. Later, the corner shop catered for most local needs. Evidence of a local shop remains on the corner of Veron and Crown Street.

In 1955 the public school was opened on a site originally intended for a high school. Due to the larger school grounds, the site has accommodated specialised regional education facilities that draw upon a larger catchment. From 2010, the school has experienced considerable student growth from 100+ to 250+ students. Prior to 2010, the school’s student population was highly transient, with great stability achieved in more recent years. The Yennora and Fairfield East area is a relatively affordable rental market for those on low incomes or income support. The ever-changing student population of the past reflected temporary stays where families would reside with relatives or friends prior to moving to more permanent accommodation. Today the school reflects its community, being a rich cultural learning environment.

In 1968 a hotel was built in Fairfield Street and a block of shops appeared in Crown Street. Local residents recall the shops contained a newsagent on the corner (which still remains), a butcher, greengrocer, post office and chemist. In March 1976 a TAB Agency opened in the hotel’s car park and in the following year, work began on a shopping parade on the corner of Ellis Parade and Fairfield Street. While some services persist in the Yennora neighbourhood centre, the need for a return for daily convenience stores such as a chemist would be highly prized by local residents. In 2018, a mixed use development containing ground floor retail and three levels of residential opened on the corner of Fairfield Street and Ellis Parade. It is a sign to residents of possible renewal, which many express would be welcome.

Figure 1. Study Area







### 1.3 Purpose of this Study

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

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

This study has been undertaken according to the principles set out in the NSW Government's Western City District Plan. It takes a design-led planning approach that requires urban design that focuses on people in order to create great places to meet, work, exercise and socialise.

The Study seeks to:

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

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

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

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

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

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

- **identify key urban design, built form and place making actions.**
- **put in place the foundations and opportunities to create a place that is attractive for people and capital investment as well as being inclusive and diverse.**
- **recommends the means of catalysing and implementing a broader revitalisation of the Yennora Neighbourhood Centre via 3D built form modelling, changes to land use development standards within Fairfield LEP 2013 and a DCP for the study area.**

### 1.4 Urban Design Study Objectives

To support the functionality of the built form and the wellbeing of a growing residential community, Fairfield City Council seeks to develop a vision for the Yennora study area that:

- **is based on a solid foundation of place knowledge and responds to local policy, planning framework and landowner aspirations;**
- **delivers on the objectives, planning priorities and actions of the Greater Sydney Plan – A Metropolis of Three Cities and Western City District Plan.**
- **formulates development opportunities that reflect locational strengths and quality urban design**

outcomes within an accessible and safe public domain.


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








## 2. CONTEXT



Yennora is well serviced by rail. Unlike other centres, the railway station is separate from the commercial heart of Yennora.







## 2.1 Local Context

The Yennora study area is situated approximately 1km north east of the Fairfield City Centre, which is directly accessible via the train. The study area is approximately 22.7ha in area and is generally defined by Railway Street and the railway line to the north, Veron Street to the south, Crown Street to the west with Yennora Public School and industrial uses to the east. The study area includes a two small pockets of residential land east of Crown Street between Fairfield Street and Seville Street. West of Crown Street there is an area of land bound by Victor, Veron, Crown and Seville Streets identified as a 'residential density investigation area'.

The study area is serviced by the Yennora railway station. Unlike other centres, the railway station is separate from the commercial heart of Yennora, which is situated at the crossroads of Fairfield Street, Crown Street and Ellis Parade. Fairfield Street is the key north eastern gateway corridor to the Fairfield City Centre.

Ellis Parade connects the Yennora neighbourhood centre with the railway station and is the main address and frontage of Yennora Public School, characterised by its strong community and 'leafy' suburban feel. These are the main activities generated in the study area.

The study area is generally low density residential in character. The residential makeup, while primarily suburban, is underpinned by a number of seniors housing developments, most notably St Vincent's Care, formerly known as Rosary Village, providing local opportunities for the Fairfield community to age in place. Outside of the study area, there are large areas of employment/ industrial lands to the north of the railway line and in Fairfield East.

There is minimal public open space in the study area, which is limited to a linear park in the south east corner of the study area known as Lisbon Park. Major public open space areas outside of the study area include Knight Park and Springfield Park to the east. To the south west are the notable Fairfield Park, inclusive of the Fairfield Leisure Centre with outdoor and indoor pools, youth centre, indoor sports halls; and Makepeace Oval.

Figure 2. Local Context





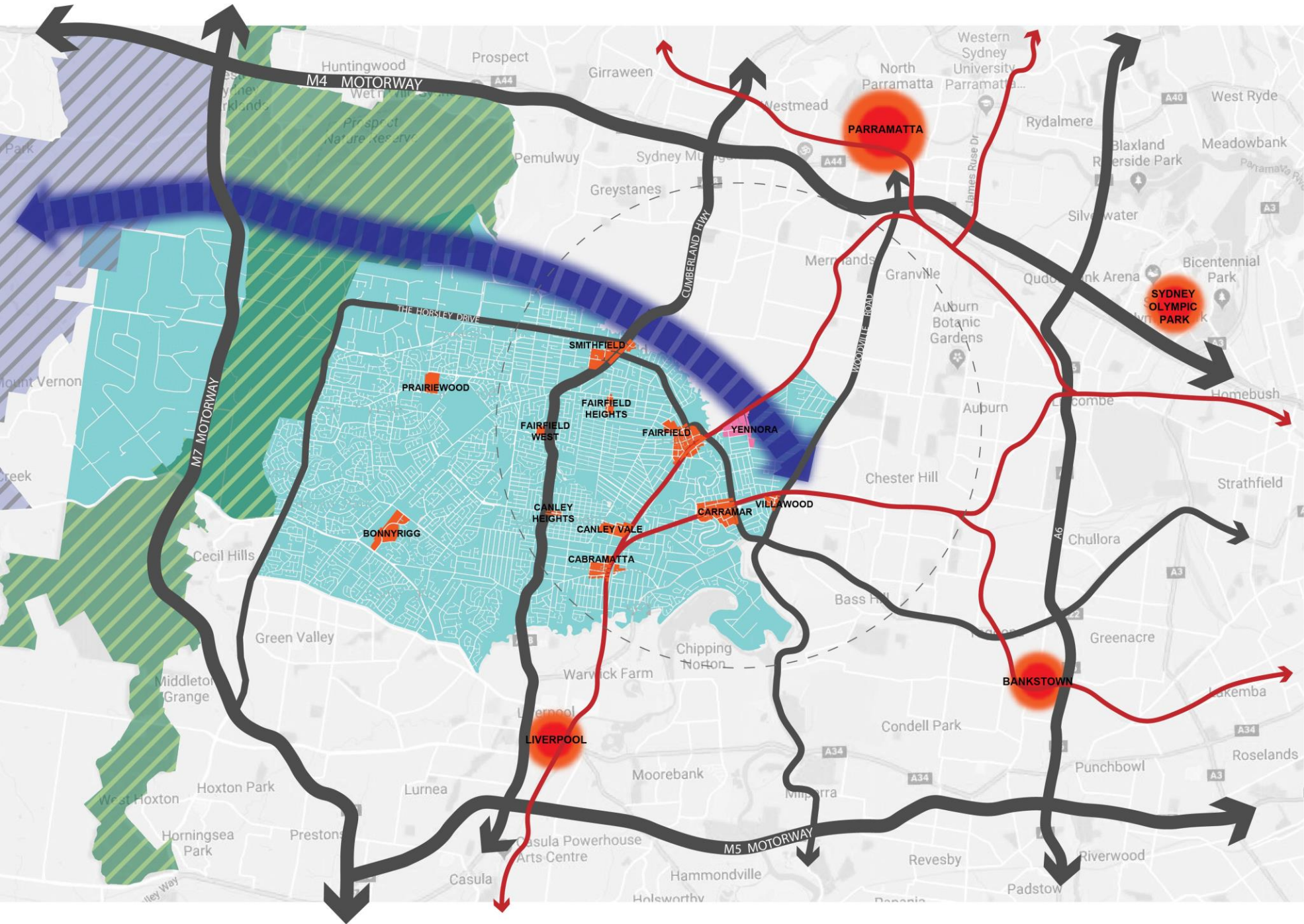
2.2 District Context

The Yennora neighbourhood centre and study area is located to the east of the Fairfield Local Government Area and is adjacent to the municipal boundary of Cumberland Council. The Yennora neighbourhood centre itself is located approximately 1km north east of Fairfield and 7km from the regional employment, administrative and education centre of Parramatta (to the north) and 8km Bankstown (to the east). Liverpool is located approximately 8km (to the south west) and is the nearest emerging regional centre.

The Yennora study area is located adjacent to the T2 Inner West and Leppington line and the T5 Cumberland line which runs in an east-west direction, which provide direct access to Liverpool, Parramatta CBD as well as to wider destinations such as Homebush and the Sydney CBD.

The Yennora study area is accessible to the broader road network via Fairfield Street providing access to Woodville Road, which connects the Hume Highway (A22) to the south and the M4 Motorway to the north.

Figure 3. District Context



District Context

- Study Area
- Fairfield LGA
- Commercial Centre\*
- Western Sydney Parklands
- Western Sydney Employment Area

- Existing Rail
- Existing Major Road
- Western Sydney Freight Line Investigation Area
- Major Strategic Centre

5km radius

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





# 3. STAKEHOLDER ENGAGEMENT

Safer pedestrian access,  
housing affordability and  
improved retail convenience  
are valued by the community.



Prior to commencing urban design considerations and concept development, a preliminary engagement process was undertaken by the project team.

In order for the project team to better understand the aspirations of key stakeholders, selected landowners and community based organisations were invited to participate in focus group sessions held on site. These sessions were conducted in May 2019. All landowners were advised by mail of the urban design study work in April 2019.

Participants were identified by Council and invited to express their vision, thoughts, experiences and aspirations. These stakeholders were critical to developing an in depth understanding of strengths and weaknesses of the Yennora study area to inform a new vision and direction.

As such, participants were encouraged to share their vision for their particular site as well as provide input into potential improvements that would assist in strengthening the study area as a whole.

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

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



### BUILT FORM

- Increasing building height and density in strategic locations in the study area and along Fairfield Street will provide greater economic incentives for revitalisation of the Yennora Neighbourhood Centre and Fairfield Street ‘gateway corridor’ to Fairfield City Centre.
- Consolidating smaller key sites within the neighbourhood centre can help to overcome site constraints and lead to better built form outcomes.



### LAND USE

- Providing diverse housing opportunities is important to facilitate ageing in place and to cater for young families wanting to move to the area.
- Increasing the offering of neighbourhood shops, attractions and amenities within the neighbourhood centre will help to provide for the needs of the local community and to improve the attractiveness of the area. Examples include a pharmacy, medical centre and neighbourhood food shops.
- Ensuring that future land uses fronting the light industrial area immediately to the south-east of the town centre are compatible with neighbouring uses and avoid potential land use conflict between businesses and residents.



### PUBLIC REALM

- Upgrading nearby public open space will improve recreational opportunities for current and future residents.
- Identifying opportunities for opening up school grounds with street frontage to meet the community’s open space needs.
- Implementing streetscape improvements along Fairfield Street such as street trees, landscaping and widened footpaths will help to reinforce the corridor as the ‘gateway’ to the Fairfield City Centre and Fairfield City more generally.
- Identify any overland flood pathways that require land acquisition for dual purpose, for example drainage and open space.



### MOVEMENT

- Upgrading Yennora train station to include lifts or a ramp will provide public transport accessibility for people with a disability, people with prams, and the elderly and will help to support ageing in place.
- Pedestrian and cycling access will improve movement within and to/from the neighbourhood centre. Examples include:
  - » Better through access from St Vincent’s Care “Rosary Village” complex to Fairfield Street.
  - » Providing through access from Fairfield Street to Lisbon Street.

» Upgrading footpaths, particularly between the St Vincent’s Care “Rosary Village” complex, railway station and neighbourhood shops.

» Identifying opportunities to expand and connect into the existing cycleway networks.

- Providing safe and accessible car parking particularly for staff and visitors to Yennora Public School and the St Vincent’s Care “Rosary Village” to improve accessibility for community members most at need.



### COMMUNITY

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





# 4. PLANNING CONTEXT



Building on existing rail infrastructure to establish a new vision for Yennora supported by housing diversity and neighbourhood parks.



4.1 Statutory Planning

4.1.1. FAIRFIELD LOCAL ENVIRONMENTAL PLAN 2013

Current land use zoning, height of building and floor space ratio mapping is illustrated in Figure 4 to Figure 6 with a summary of relevant provisions below.

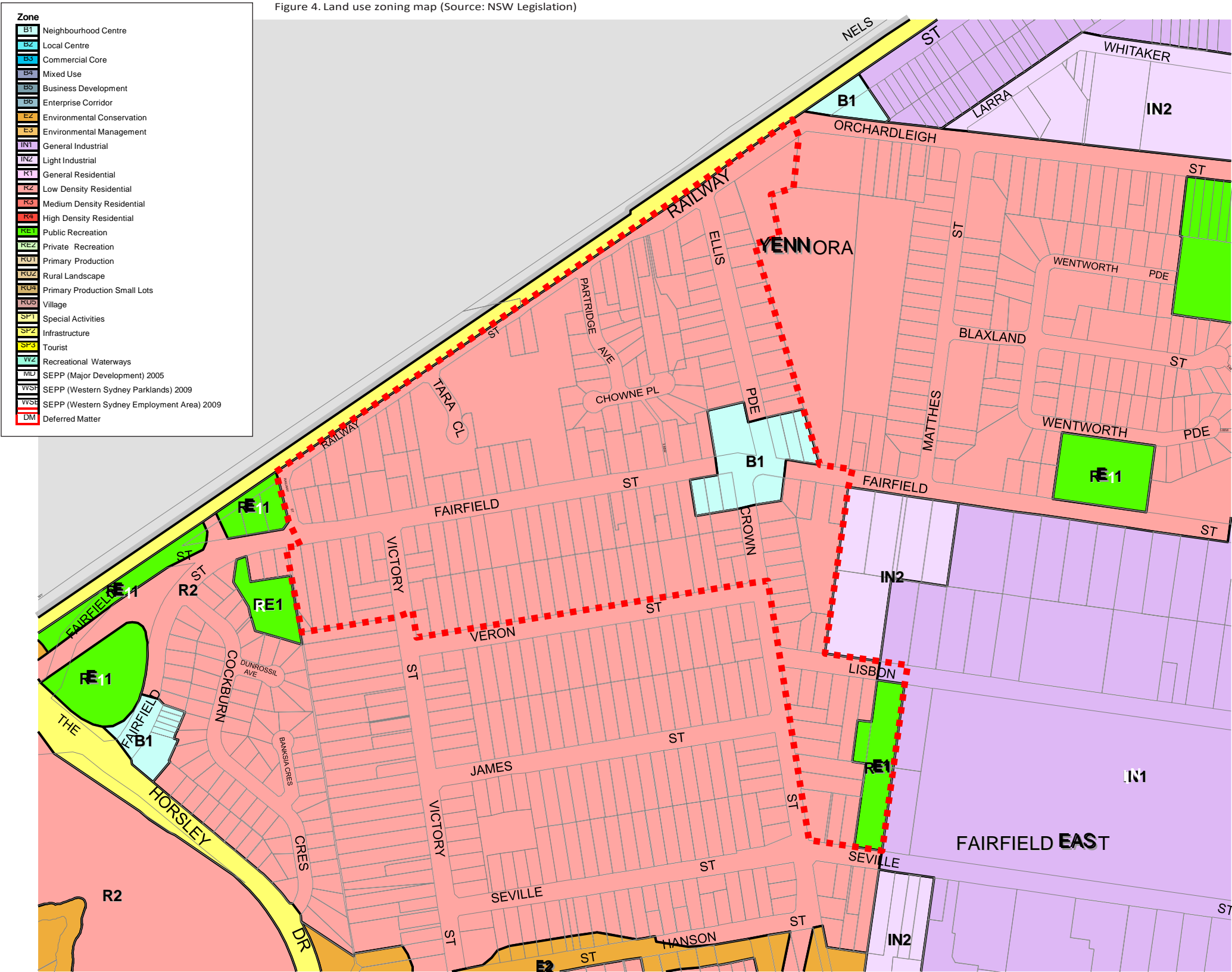
Land Use Zoning

The Yennora study area is zoned under the Fairfield Local Environmental Plan 2013 (FLEP 2013) and consists of the following zones:

**B1 Neighbourhood Centre:** This zone defines the local commercial heart of the Yennora study area and generally includes properties at the intersection of Crown Street, Fairfield Street and Ellis Parade. The B1 zone provides for a range of small-scale commercial and community activities and shop top housing to serve the needs of the surrounding neighbourhood. R2 Low Density Residential surrounds the neighbourhood centre of Yennora.

**R2 Low Density Residential:** This zone encompasses the remainder of the Yennora study area extending from Railway Street in the north to Veron Street and Seville Street in the south. The R2 zone provides for low density detached dwellings of 1-2 storeys and also permits other facilities and services to meet the daily needs of residents. Existing facilities within this zone include the Yennora Public and Verona Schools adjoining the B1 zone on Fairfield Street and the St Vincents “Rosary Village” residential aged care facility fronting.

**RE1 Public Recreation:** The only RE1 zoned land is located in the south eastern corner of the study area. Small pocket parks are located on the western periphery of the study area.







## Maximum Height of Building

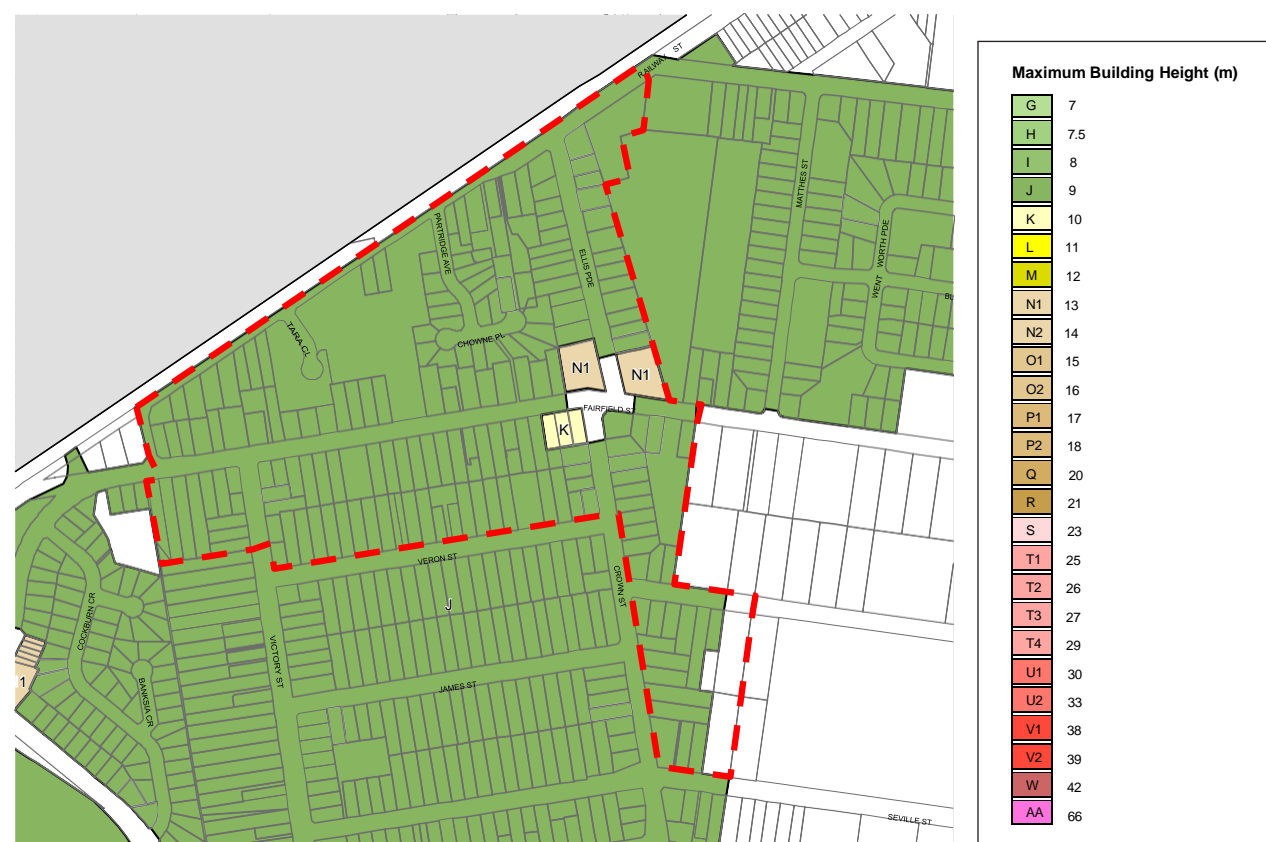
The maximum building height of the B1 Neighbourhood Centre zone varies from 9 to 13 metres within the B1 zone.

A maximum building height of 13 metres applies within the B1 zone at the corners of Fairfield Street and Ellis Parade. A maximum height of 10 metres applies at the western corner of Fairfield Street and Crown Street, while a maximum height of 9 metres applies at the eastern corner of Fairfield Street and Crown Street. Due to the inconsistent application of building heights throughout the B1 zone, existing built form within the neighbourhood centre ranges from two storeys to four storeys.

A maximum building height of 9 metres applies consistently across the R2 Low Density Residential zone within the study area. This has been a key factor in retaining the low scale dwelling heights of 1-2 storeys that presently exist throughout the residential area.

RE1 Public Recreation zoned land is excluded from height of building controls.

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

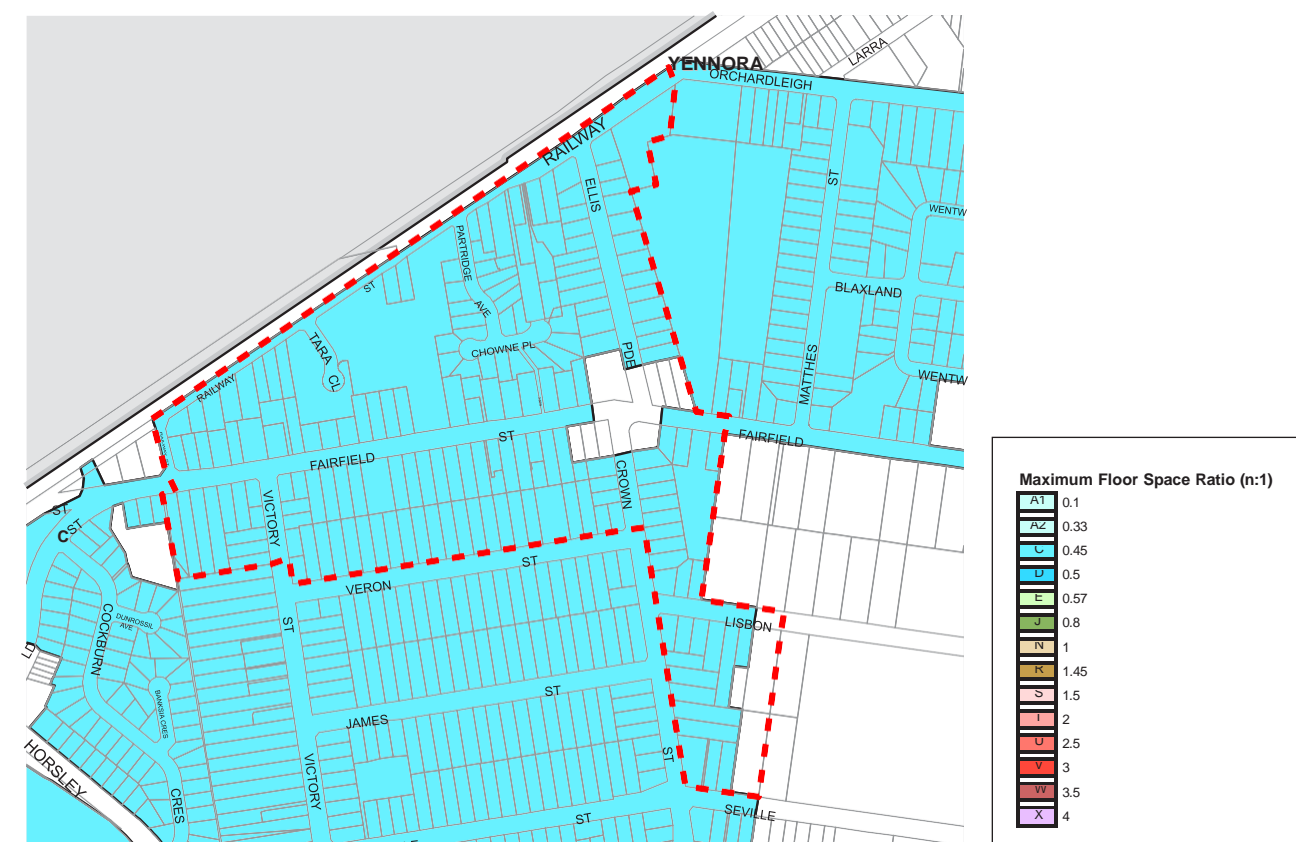


## Floor Space Ratio (FSR)

A FSR control of 0.45:1 applies to the land zoned R2 Low Density Residential. No FSR limitations apply to land zoned B1 Neighbourhood Centre within the Yennora Neighbourhood Centre.

RE1 Public Recreation zoned land is excluded from height of building controls.

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





Heritage Conservation

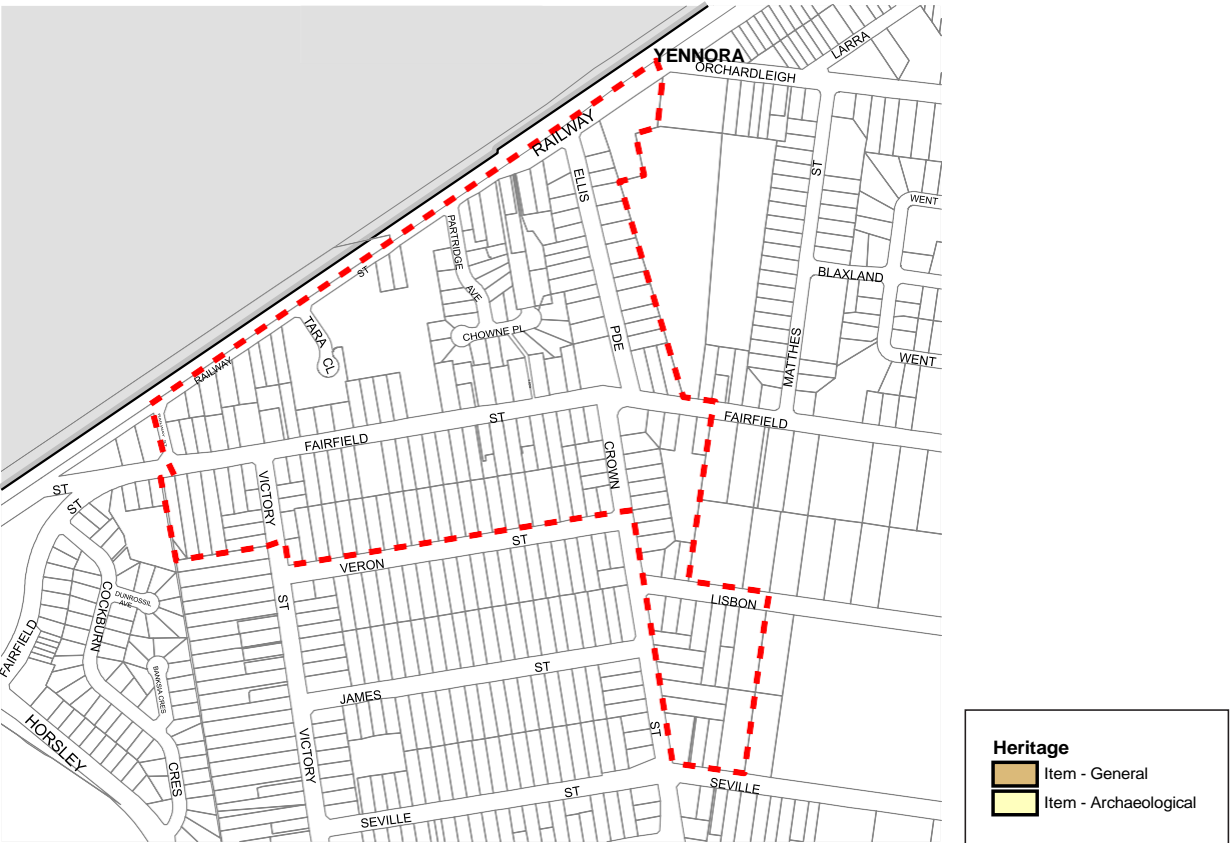
There are no heritage items of local, state or archaeological significance within, or near, the Yennora study area identified in the Heritage Map under the FLEP 2013.

The nearest heritage item of local significance is the Railway Viaduct crossing Prospect Creek, which is approximately 300 metres from the study area.

The significance of the corner store located on the corner of Crown and Veron Streets should be investigated with a possible repurposing for a secondary dwelling of other permissible use.

Refer also to Section 1.2 for further information pertaining to the history of Yennora.

Figure 7. Height of Building map (Source: NSW Legislation)

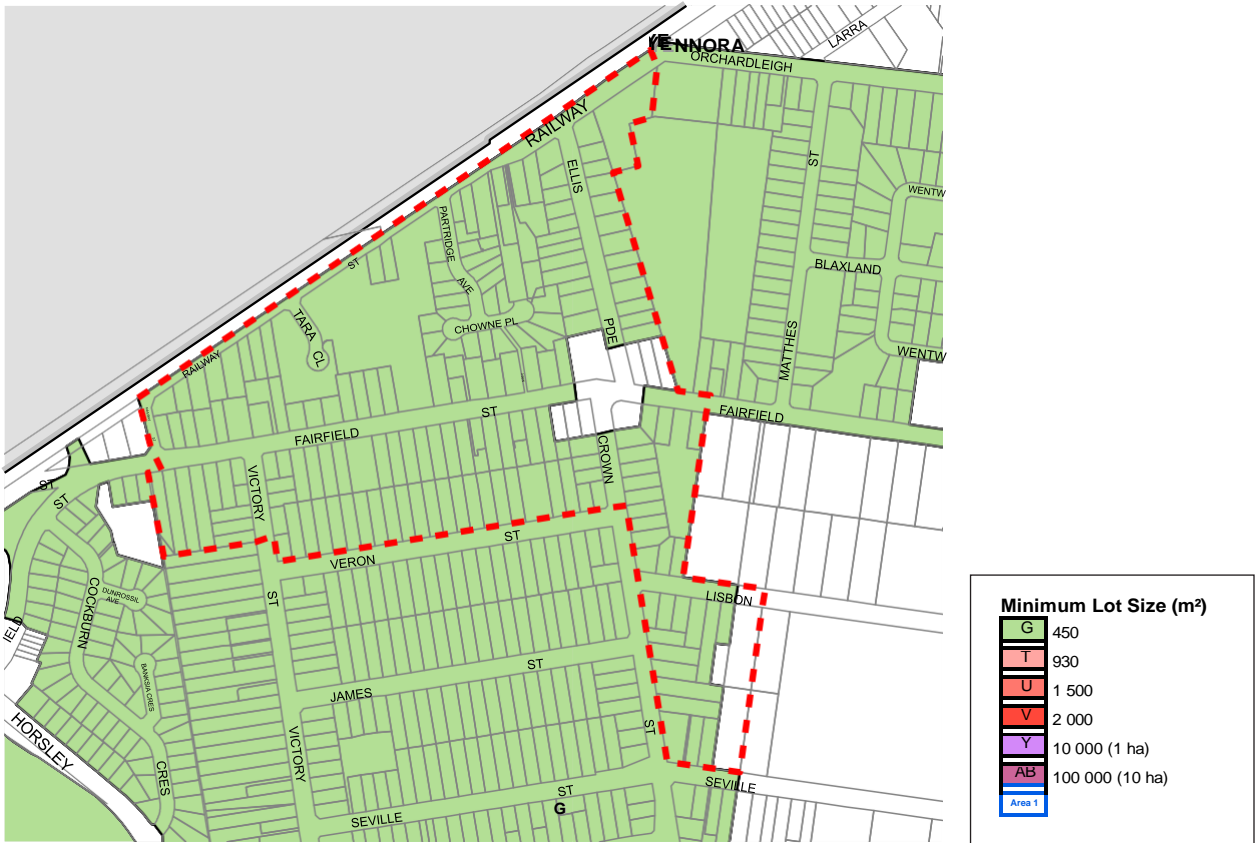


Minimum Lot Sizes

A minimum lot size of 450m<sup>2</sup> is required within the R2 Low Density Residential zone throughout the study area. A lot size of 600m<sup>2</sup> is required for dual occupancies located within this zone, as noted under Clause 4.1B in the FLEP 2013. In addition, exceptions to the minimum lot sizes for certain residential development is also permissible within this zone, as noted under Clause 4.1C in the FLEP 2013.

There are no minimum lot size requirements for the B1 Neighbourhood Centre zone and RE1 Public Recreation zone within the study area.

Figure 8 Minimum Lot Size map (Source: NSW Legislation)





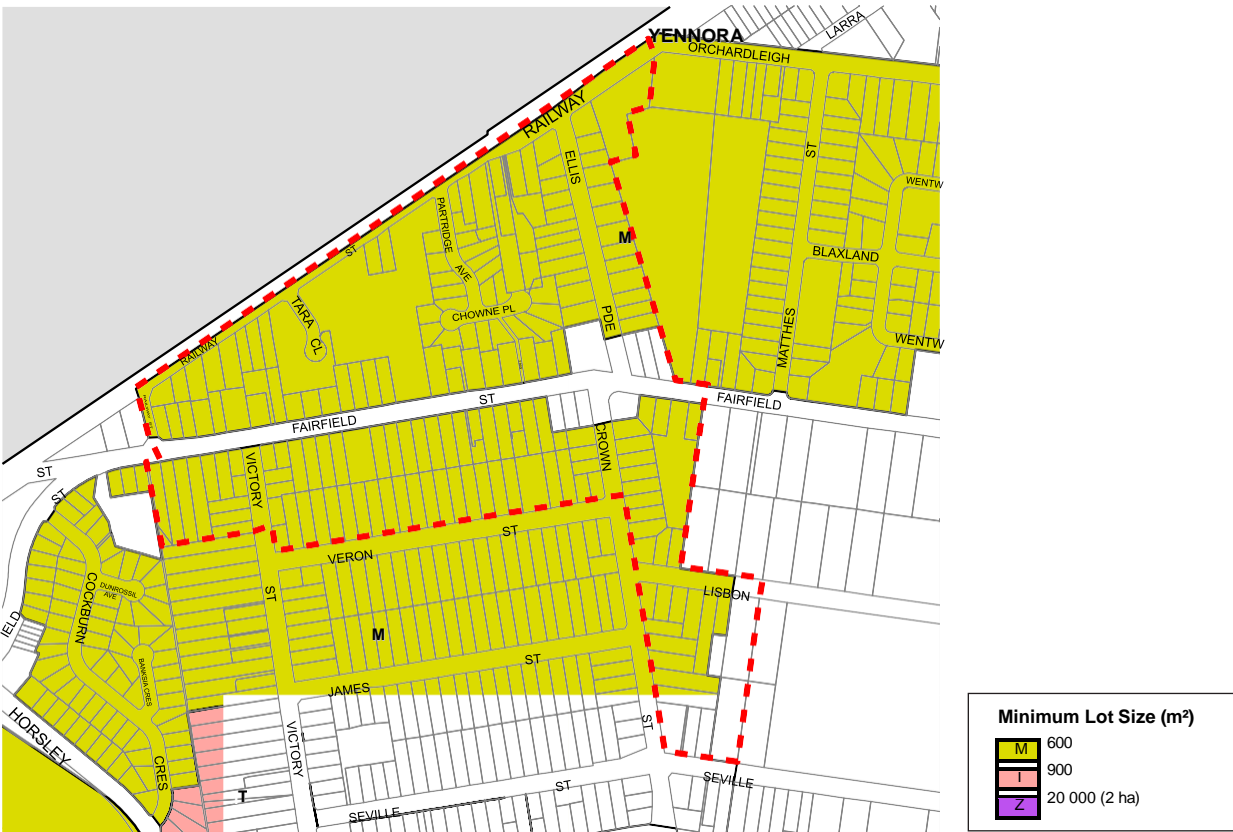


Lot Size - Dual Occupancy

A minimum lot size of 600m<sup>2</sup> for Dual Occupancies applies within the R2 Low Density Residential zone throughout the study area, as noted under Clause 4.1B in the FLEP 2013. In addition, exceptions to the minimum lot sizes for certain residential development is also permissible within this zone, as noted under Clause 4.1C in the FLEP 2013.

There are no minimum lot size requirements for the B1 Neighbourhood Centre zone and the RE1 Public Recreation zone, within the study area.

Figure 9. Lot Size for Dual Occupancy map (Source: NSW Legislation)



Design Excellence

No specific provisions currently exist under the FLEP 2013 to promote design excellence. Promoting design excellence in the Yennora study area is limited to relevant SEPPs and provisions under the Fairfield City Wide Development Control Plan 2013.

Fairfield Citywide Development Control Plan 2013

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

The Yennora Neighbourhood Centre is subject to FCWDCP 2013.

The FCWDCP 2013 guides matters including (but not limited to):

- **Car Parking and Access Management;**
- **Environmental Management;**
- **Building Design; and**
- **Open Spaces and Public Domain.**

Proposed Amendments to FLEP 2013

Currently, there are no planning proposals identified within the study area.

Current Development Proposals / Approvals

On 4 August 2016, a private applicant received development consent (DA-214.1/2015) for the construction of a four storey mixed-use development consisting of 3 commercial suites and 40 residential apartments and 2 levels of underground car park on a site at the corner of Ellis Parade and Fairfield Street within the Yennora study area.

This development is now completed, with subsequent development applications associated with the fit out and use of the commercial/ ground floor of the building submitted to Council. Future development applications for new commercial tenancies will be vital for neighbourhood regeneration so that shopfronts do

not remain vacant.

No other redevelopment has been recently approved within the study area. However, a number of minor developments have been approved within the Yennora study area. These include low density residential developments and change of use applications to commercial premises.

Developer Contributions

The Fairfield City Council Direct (Section 94) Development Contributions Plan 2011 includes the following contributions projects:

- **Community Facilities;**
- **Land Acquisition for Open Space;**
- **Open Space Embellishment;**
- **Car Parking Levies for Local and Town Centres (excluding Yennora); and**
- **Plan Administration and Management.**

The Fairfield City Council Indirect (Section 94A) Development Contributions Plan 2011 provides fixed development consent levies in accordance with the relevant rate of contribution dependent on cost of development:

Table 1. Developer Contributions

Proposed Cost of Development	Max. Percentage of the Levy
Up to \$100,000	Nil
\$100,000 to \$200,000	0.5%
More than \$200,000	1.0%



4.2 Strategic Planning Context

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

Fairfield City Council has undertaken a proactive approach in preparing and implementing a number of strategic studies with the aim of facilitating ongoing improvement in the Yennora Study Area.

This urban design study builds upon Council’s evolving strategic vision. It identifies key actions that will assist in reinforcing Council’s aim to enhance Fairfield City Centre’s economic vitality and vibrancy, important to Yennora’s interest due to its close proximity (1km).

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

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

TEN DIRECTIONS FOR THE METROPOLIS OF THREE CITIES

A liveability, productivity and sustainability framework

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

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

Important actions for the Western City District include the coordination of land use and infrastructure, the alignment of forecast growth with infrastructure, and the provision of infrastructure using a placed-based approach. The implementation and governance commitments of the Western Sydney City Deal<sup>1</sup> requires the GSC to coordinate land use and infrastructure for the Western City District.

Yennora is well placed to achieve a 30 minute city for its residents given proximity to the regional centres of Parramatta and Liverpool.

4.2.2. WESTERN CITY DISTRICT PLAN

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

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

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

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

Key actions identified by the Plan relevant to the Yennora / Fairfield East neighbourhood are:

Investigate opportunities for feasible redevelopment and increased density close to the Fairfield Transport Interchange

Key planning priorities and actions relevant to the Yennora study area are:

- **Infrastructure and Collaboration:** The Plan recognises the need to align forecast growth with infrastructure provision. Potential shared use of open space at Yennora Public School is an example. Refer Section 4.2.10.
- **Liveability:** The Plan aims to deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities.

Other actions include design-led planning of the public realm – footpaths, squares, open spaces, parks and nature strips – should result in places and streets that are safe and functional, supporting people to walk and cycle rather than drive.

- **Productivity:** The Plan identifies the need to provide access to jobs, goods and services by increasing the liveability of the centres and improving transport services. The Plan notes the importance of creating the conditions for growth of jobs, retailing and services.
- **Sustainability:** The Plan seeks to maximise the use of existing open space. The Plan promotes opportunities to expand a network of diverse, accessible, high quality open spaces that respond to the needs and values of communities as populations grow.

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

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

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

This Urban Design Study seeks to deliver outcomes that align with the five themes and Planning Priorities (refer Figure 10), with a particular focus on following Planning Priority 4 Actions:

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

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





Figure 10. Key Themes and Planning Priorities (Source: Fairfield City 2040)

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

#### 4.2.4. FUTURE TRANSPORT 2056 STRATEGY & GREATER SYDNEY SERVICES AND INFRASTRUCTURE PLAN

Future Transport aims to increase the mode share of public transport services and reduce the use of single occupant vehicles across NSW. To achieve this, the Strategy sets out a 40-year vision for the State's transport system that builds upon the 30-minute city approach introduced in the Greater Sydney Region Plan. The vision for the 30-minute city sees most residents across Greater Sydney accessing jobs and services within 30-minutes of their home using public transport.

The Services and Infrastructure Plan underpins the delivery of transport outcomes identified in the Future Transport Strategy.

Future planning for Greater Sydney's transport network uses a 'corridors' planning approach. The Strategy and

Plan outline a hierarchy of transport corridors across Greater Sydney being 'City-shaping', 'City-serving', and 'Centre-serving'. Yennora sits along a City-shaping corridor linking the metropolitan cluster of Liverpool to the metropolitan centre of Greater Paramatta, as shown in Figure 11.

City-shaping corridors serve as major transport corridors providing higher capacity, high frequency services that improve access between cities and centres and shape locational decisions of residents and businesses.

Yennora's location in short walking distance to train services along a City-shaping corridor is advantageous as it provides residents with good access to jobs and services in the key centres of Greater Paramatta, Liverpool and Fairfield. It is expected that services will become more frequent in line with growth across Western Sydney.





BY 2036, FAIRFIELD CITY  
WILL EXPERIENCE 12.5%  
POPULATION GROWTH



Figure 11. Greater Sydney Strategic Corridors (Source: Future Transport 2056 Strategy)



### Western Sydney Freight Line

Figure 12 illustrates the indicative location of the planned Western Sydney Freight Line as an initiative for investigation over a 10-20 year period. This line is proposed to pass north of the Yennora neighbourhood centre. Further information relating to this initiative is provided in Section 4.2.5.

### Western Sydney Airport to Parramatta Rail Link

As illustrated in Figure 13, a passenger rail link between the future Western Sydney Airport and Aerotropolis and Parramatta is identified as an initiative for investigation over a 10 year timeframe.

This link notionally connects the airport with Parramatta via the Fairfield Local Government Area, with a possible station at Prairiewood and Cecil Park and not in the general vicinity of Yennora.

The actual route, inclusive of metro stations, can only be confirmed once detailed investigations have occurred and a government announcement to proceed with the multi-billion dollar city-shaping project.





Figure 12. Western Sydney Freight Line (Source: TfNSW)

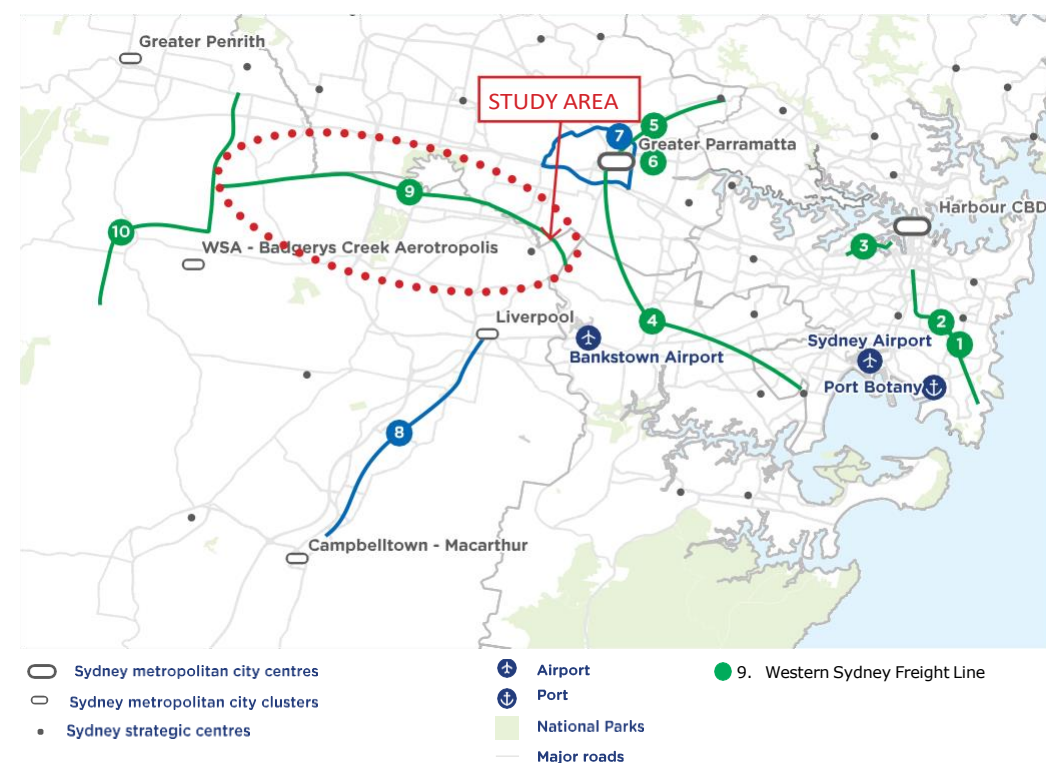
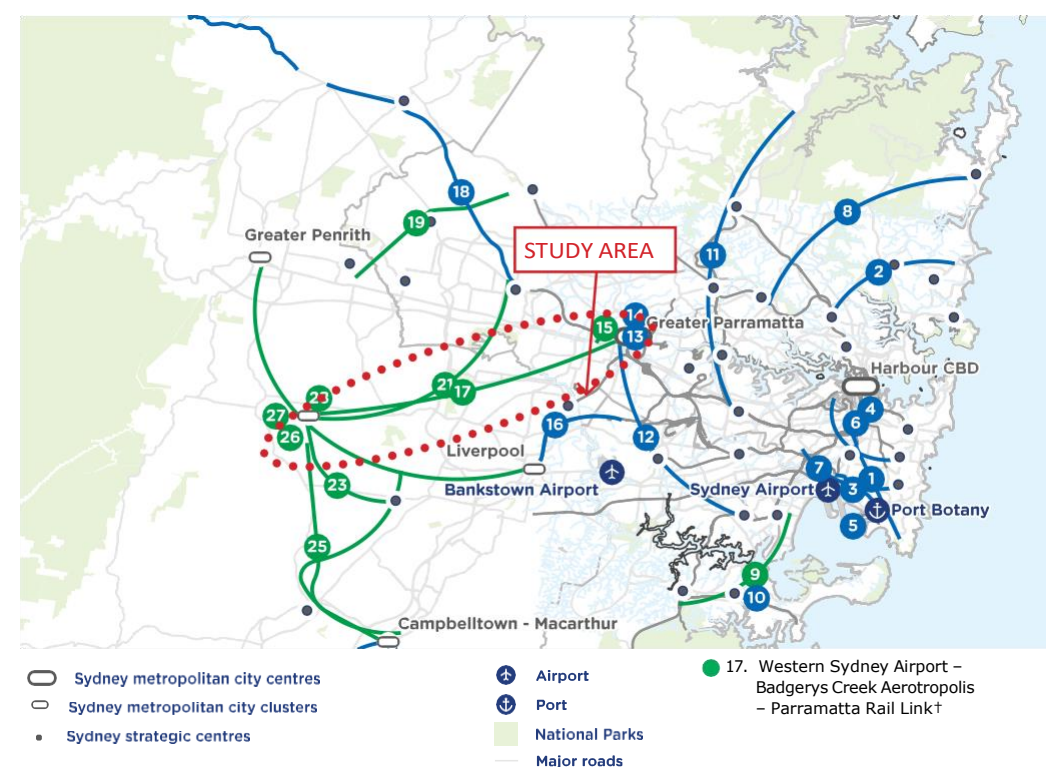


Figure 13 Western Sydney Airport/ Aerotropolis - Parramatta Rail Link (Source: TfNSW)



#### 4.2.5. MAJOR STRATEGIC INFRASTRUCTURE WESTERN SYDNEY AIRPORT/AEROTROPOLIS

The future Western Sydney Airport will be located in Badgerys Creek. It will be the focal point of the planned Western Sydney Aerotropolis. Together, these initiatives will result in significant population growth and create 200,000 new jobs in the Western Parkland City. This will strengthen the Western Parkland City as a major employment destination and provide greater employment opportunities close to Fairfield City.

#### Western Sydney Transport Corridors

The Western Sydney Airport and Aerotropolis will be supported by major investment in roads, passenger and freight rail. The NSW State Government has identified four proposed long-term transport corridors for the Western City District which are referred to as the Western Sydney Corridors and include the Western Sydney Freight Line Corridor.

This major transport project will provide greater travel and transport options to improve regional transport connections and meet future demand for freight traffic.

This corridor may not be built for many years, its successful

delivery requires foresight and close coordination with current land-use planning for surrounding areas. This includes identifying and protecting future transport corridors from new urban development.

Of the four major Western Sydney Corridors, the Western Sydney Freight Line Corridor will have the greater effect in relation to the Yennora study area. At this stage of the planning process, a recommended corridor has only been identified between the M7 Motorway and proposed Outer Sydney Orbital Corridor. Transport for NSW anticipates that the remainder of the freight line will run through existing industrial areas in Wetherill Park, Smithfield and Leightonfield.

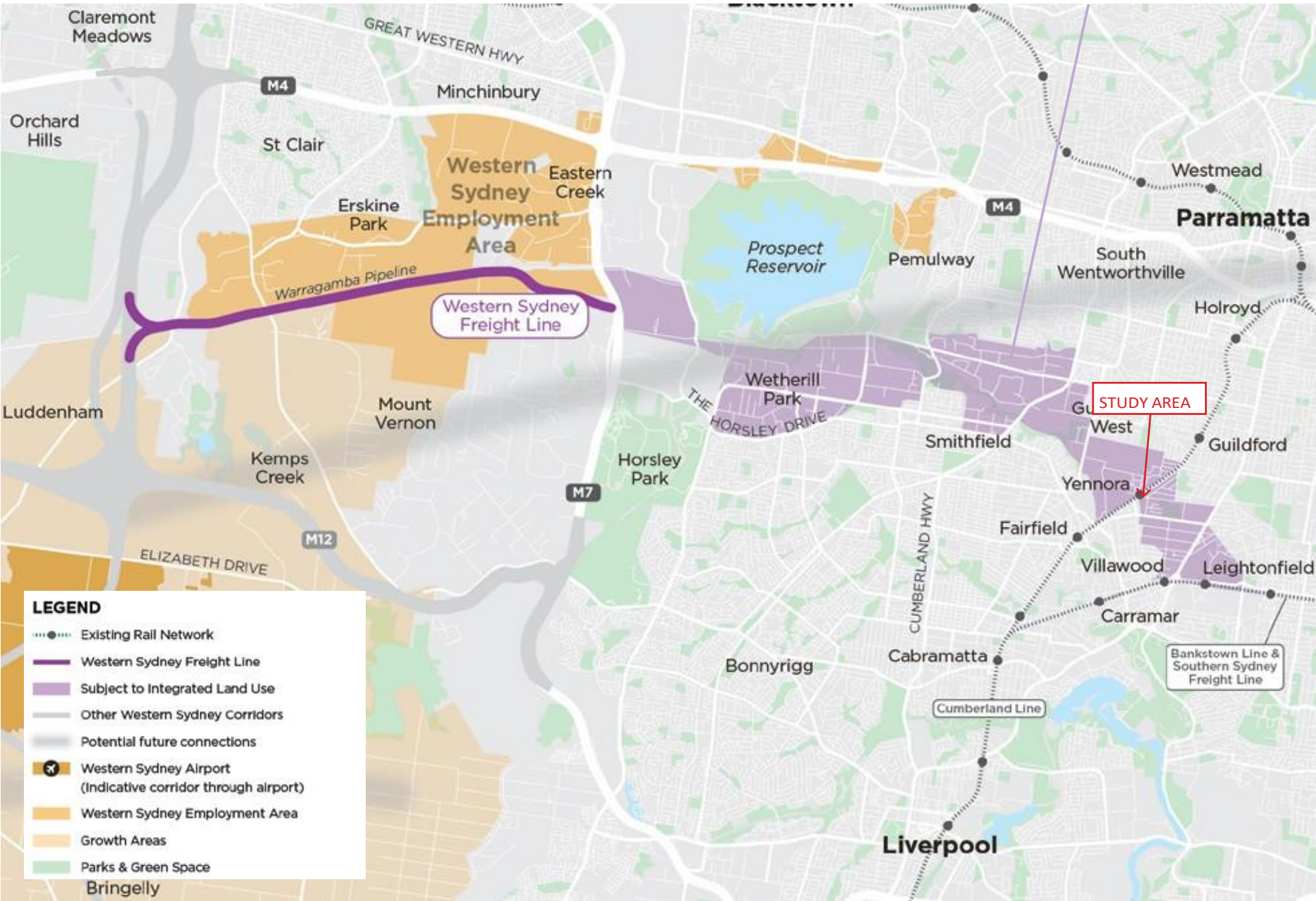
The final corridor, yet to be determined, will generally be 60 metres wide subject to landform and expected freight rail operations. Corridor protection will identify and protect the land area for future transport infrastructure to ensure that land is available in the future, when it is needed.

Yennora has been identified within an integrated land use area (Figure 14). This area will be subject to integrated land use and transport planning to understand how the future freight rail line can serve employment lands and stimulate economic opportunities into the future.

**YENNORA IS IDENTIFIED WITHIN AN  
INTEGRATED LAND USE AREA SUBJECT TO  
PLANNING ALONG THE FREIGHT CORRIDOR**



Figure 14: Recommended corridor for the Western City Freight Line (Source: TfNSW)



4.2.6. 2016 – 2026 FAIRFIELD CITY PLAN: COMMUNITY STRATEGIC PLAN

In developing the Fairfield City Plan, Council drew heavily on community inputs to establish strategies that will guide Fairfield’s future and build its resilience over a 20-year period. The community’s vision is for a welcoming, safe and diverse community where we are proud to belong, invest and prosper.

The 91 strategies described in the Fairfield City Plan are underpinned by the following 5 themes and 22 aspirational outcomes, which have been recognised in undertaking this Study.

1. Community Wellbeing

- > A community that feels safer and more secure.
- > An improved quality of life for residents.
- > Lifelong learning opportunities for members of the community.

2. Places and Infrastructure

- > High quality development that meets the community’s needs.
- > Accessible parking across the city.
- > A connected public transport and traffic management system.
- > Facilities and assets well managed and developed for the future.
- > Open spaces are well utilised for entertainment, leisure and recreation opportunities for all.

3. Environmental Sustainability

- > Natural environments are clean and preserved.
- > A community who is active and educated in sustainable living.
- > A resilient and environmentally responsible community.





#### 4.2.7. BANKSTOWN AIRPORT PRESCRIBED AIRSPACE

The Yennora study area is located within the prescribed airspace for Bankstown Airport.

Figure 15 highlights the location of the study area in relation to Sydney Airport's Obstacle Limitation Surface (OLS). The OLS defines the airspace to be protected for aircraft operating during the initial and final stages of flight, or manoeuvring in the vicinity of the airport.

Figure 15 illustrates the study area's location on the OLS map, which provides for a maximum height of between 110 metres and 150 metres AHD.

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

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

- Sydney Airport Authority.
- Civil Aviation Safety Authority (CASA).
- Commonwealth Department of Infrastructure, Transport, Regional Development and Communications.

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

Figure 15. Bankstown Airport OLS (Source: FCC)



- > Environmental compliance is regulated and enforced.

#### 4. Local Economy and Employment

- > Businesses are active, successful and involved in the community.
- > A unique and energetic city as a destination for food and leisure activities.
- > A variety of job and training opportunities available in the City.

#### 5. Good Governance and Leadership

- > Acting ethically and in the interest of the community.
- > Information is available and clearly communicated to the diverse community.
- > Our community is connected and engaged innovatively.
- > Services are affordable.
- > Community and Government organisations working together.
- > Community interests are well represented.

This Urban Design Study is underpinned by the community's aspirations and the actions described to bring the vision to life.



4.2.8. BETTER PLACED

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

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

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

For the Yennora study area, Better Placed brings focus to the need to provide and create sustainable, safe, liveable, attractive and vibrant public spaces. These matters will be considered in the preparation of design principles and concepts.

4.2.9. CYCLING AND RECREATION

Yennora is an Aboriginal name meaning ‘to walk’ or ‘to stroll’. The Yennora study area is well located along a major 29km loop cycleway. As can be seen in Figure 16, this cycleway connects Prospect Reservoir, Western Sydney Parklands, Orphan School Creek corridor,

Canley Vale High School, Fairfield City Centre, Prospect Creek corridor and numerous dedicated cycleways comprising the broader cycling network.

Figure 16 illustrates the many unique recreational experiences connected by Fairfield’s cycleways, which provides access to both local and district level facilities.

There is an opportunity to improve the relationship with this cycleway to increase accessibility and enjoyment of this unique recreational experience by enhancing Yennora as a key destination along this route. To realise this potential, creating a connection between Villawood/ Fairfield East and Yennora, along Crown Street and Normanby Street, should be explored.

Figure 16. Fairfield LGA’s cycleway & recreation network (Source: Fairfield City)







#### 4.2.10. SHARE OUR SPACE

NSW Education Department (School Infrastructure) has been progressing its efforts to improve the liveability of communities by making outdoor space associated with schools available for public use outside of school hours. A participating schools, playgrounds, ovals and sports courts are being made available to the public during school holidays at participating schools.

This program offers significant benefits to the community in areas where public open space is in short supply.

**An opportunity exists for a 3,000m<sup>2</sup> neighbourhood park at Ellis Parade making best use of Yennora Public School land facing the street.**

Land fronting Orchardleigh Street also offers an opportunity to create an additional neighbourhood park. Yennora Public School has advised that there is a significant area of land in the south east corner of the school site that is presently underutilised. This opportunity is illustrated in Figure 17 and is subject to consultation with NSW Education and Yennora Public School stakeholders.

<https://www.schoolinfrastructure.nsw.gov.au/programs/share-our-space.html>

Figure 17. Potential 'share our space' opportunity for Yennora Public School (Source SIX Maps)



- Yennora Public School
- Verona School
- Underutilised Land
- Potential 'Share our Space' Opportunity (primary)
- Potential 'Share our Space' Opportunity (secondary)
- Potential for angled parking to meet local parking needs



#### 4.2.11. THE MISSING MIDDLE

In 2015, the NSW Government examined opportunities to enhance housing choice across NSW to suit the diverse needs of a growing population and applies to relevant zones within Fairfield City.

Across the Sydney Metropolitan Area there was an identified gap in the provision of medium density housing types such as townhouses, dual occupancies and manor houses. This gap was termed as 'The Missing Middle' and was partly attributed to the lack of policy to encourage and facilitate the provision of medium density housing types.

The Low Rise Medium Density Housing Code became effective in July 2018 to streamline the delivery of medium density forms of housing across NSW.

This Urban Design Study is cognisant of the role of medium density housing in delivering housing diversity and its contribution to maintaining housing affordability.

**Facilitating the delivery of medium density housing will be a key consideration for the Yennora Study Area where such housing types are contextually appropriate.**

*There is an identified gap in medium density housing across Sydney*



'Missing Middle' - Townhouses



# 5. DEMOGRAPHIC & ECONOMIC SNAPSHOT

A growing diverse community, becoming more attractive to younger people and families in need of greater housing choices close to public transport, amenities and parks.





5.1 Our Yennora Community – Who we are



Demographic Profile

- Yennora’s population, in the area defined as the suburb of Yennora within the Fairfield City boundary is estimated in 2016 at 1,702 with a density of 21.31 persons per hectare<sup>2</sup>. The median age is 40 years old.



We are diverse

- Over 50% of residents in Yennora were born overseas with the top nationalities being Vietnamese (8%) Iraqi (7%), and Lebanese (6%).
- Over 65% of households speak a language other than English at home. 23% of the population is Islamic, 20% Catholic and 10% Buddhist.



We are welcoming

- Fairfield City consistently welcomes more refugees than any other place in Australia<sup>3</sup>.
- In 2016 Fairfield City settled 4,759 refugees which was 46% of total refugee settlements in NSW. In 2017 the Fairfield City settled another 2,798 refugees which was 42% of total refugee settlements in NSW.
- In the first quarter of 2019 Fairfield has already settled 444 refugees which is 32% of total refugees settled in NSW over this quarter.



We are a growing community

- Yennora welcomed around 217 new residents between 2011 and 2016 indicating a 15.5% growth rate over the five years or 2.9% annually<sup>4</sup>.



We are older but getting younger

- Residents in Yennora are older when compared to the rest of Fairfield City: 38.7% of residents are aged over 50 compared to 33.1%, a high proportion of seniors (70-84) (10.3%) and elderly aged (85+) (7.8%).
- Interestingly, the overall share of residents aged over 50 in Yennora declined from 41.1% to 38.7% between 2011 and 2016.



We strive to overcome disadvantage

- Yennora has a very high level of disadvantage. It has the highest level of disadvantage within Fairfield City and is in the top 2% of most disadvantaged places across Australia<sup>5</sup>.

2. 2018 ABS Estimated Resident Population (via Profile I.D of Yennora Suburb (SSC) boundary) clipped to LGA boundary.  
3. Australian Government Department of Social Services settlement data.'refugees' denotes those settling under a humanitarian visa.  
4. i.d profile population summary 'Yennora'.  
5. Profile i.d index of relative socio-economic disadvantage (SIEFA) by profile area.





*YENNORA IS KNOWN FOR ITS  
ITS AFFORDABLE LIVING  
& WELCOMING COMMUNITY*







### Our income is lower and unemployment is higher

- The median weekly household income is \$749 compared with \$1,750 across Greater Sydney.
- 42% of household incomes in Yennora are classified as very low income (<\$650p/w in 2016) compared with 17% across Greater Sydney.



### Unemployment is higher

- 13% of residents within the labour force are unemployed and looking for work which is more than double that of Greater Sydney (6%).



### Many of us rent our homes

- 48% of households rent their homes, compared with 33% of households across Greater Sydney.



### Couples with Children

- The area's largest family structure is couples with children (50%), followed by couples without children (26%) and single parent families (22%).
- There is a high proportion of single parent families when compared with Greater Sydney (15%).



### We need more diverse housing choices

- Yennora has a significantly higher proportion of 1 person households (30%) and 6 or more person households (14%) when compared with 22% and 5% respectively in Greater Sydney. This indicates the need for a mixture of housing types and sizes.



### Much of our income is spent on housing

- 48% of households rent their homes, compared with 33% of households across Greater Sydney.
- 29% of renters in Yennora are renting social housing compared with 5% across Greater Sydney.
- 25% of household renters make rental payments that are equal to or larger than 30% of household income indicating a high level of housing stress.



### We build, make and care

- The top three industries of employment are construction (55/14.2%), health care and social assistance (42 / 10.9%), and manufacturing (41/ 10.6%).



### We mainly drive to work

- 21% of residents travel to work by public transport, while 67% travel to work by car. The Train is the most popular form of public transport (20%) however patronage is down from 22% in 2011.





## 6. CURRENT SITUATION

Pedestrian accessibility, limited public open space and visual amenity are key challenges for Yennora, as is providing affordable housing for low income households.



Figure 18: Site Analysis - Current Situation (Source: LFA)

### 6.1 Yennora Study Area Structure

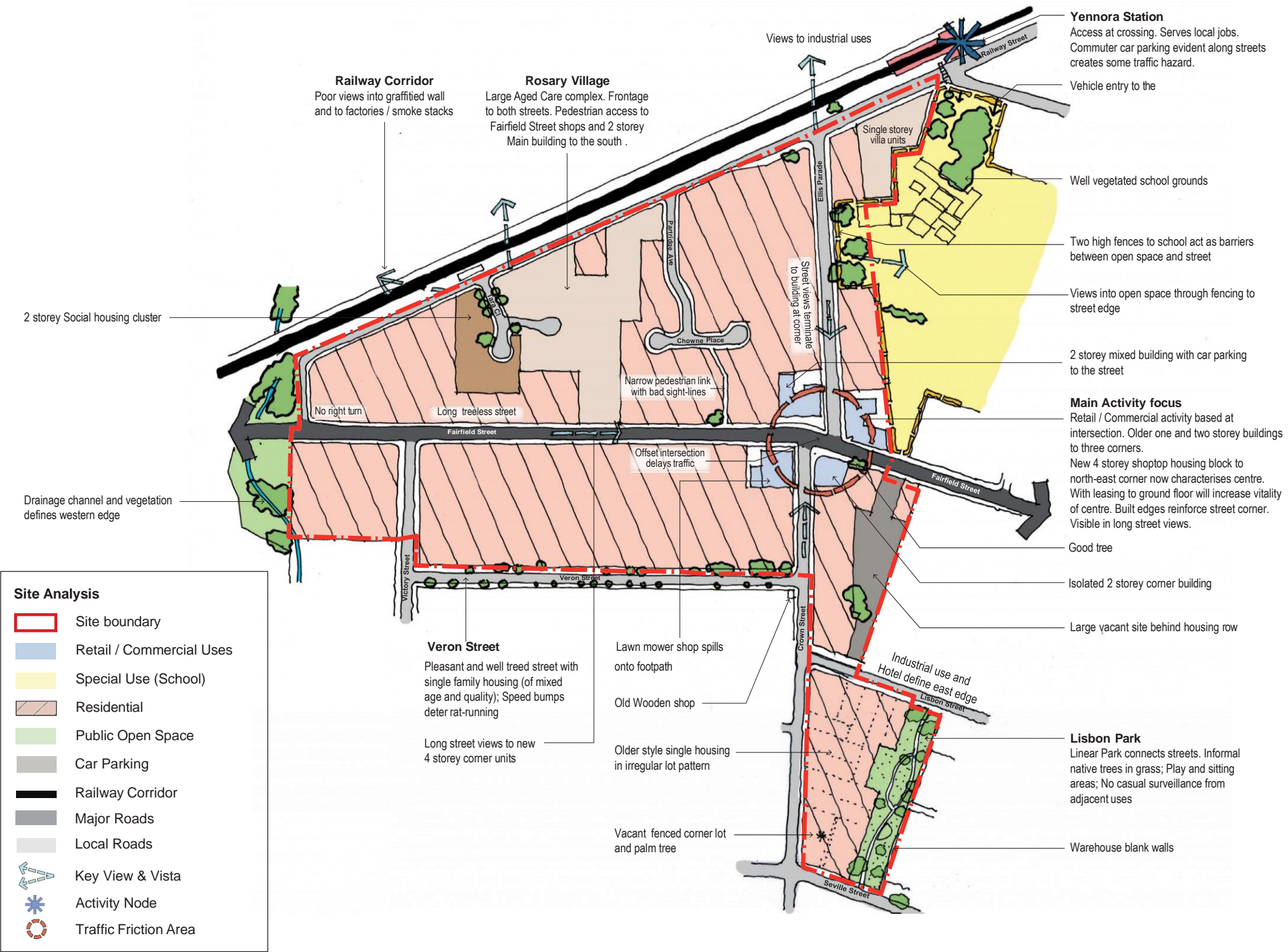
The study area is focussed on the axis of Fairfield Street, Ellis Parade and Crown Street. These streets form a crossroad at the eastern edge of study area, which is the traditional commercial heart of Yennora. As the centre is focused on this busy intersection, it creates four separate quadrants of commercial activity at the intersection.

Fairfield Street is a key gateway and corridor at the north eastern approach to the Fairfield City Centre.

The crossing of Crown Street and Ellis Parade are offset by approximately 30m, providing a focus on through traffic Fairfield Street as a main thoroughfare between Fairfield City Centre and Woodville Road and providing a degree of traffic calming for through traffic from Crown Street into Ellis Parade. Ellis Parade connects the Yennora neighbourhood centre to Yennora railway station via the Yennora Public School's western entrance.

North of Fairfield Street there is a large street block that is triangular in shape. The interior of this street block is accessed via culs-de sac. South of Fairfield Street, street blocks are rectilinear and uniform generally with large residential blocks of approximately 900m<sup>2</sup>.

In the south east of the study area, east of Crown Street, orientation of street blocks results in triangular areas of residential zoned land between Crown Street and General Industrial uses to the east. Land bounded by Lisbon, Crown and Seville Streets has an irregular lot layout pattern with some deep lots and there appears to be some urban services diagonally through the subdivision.







Fairfield Road is a major thoroughfare and gateway corridor to Fairfield City Centre in need of trees and footpath improvements



Station is detached from the commercial/retail activity



Crown Street (foreground) and Ellis Street offset



Commercial centre focused on a busy intersection with recent urban renewal

## 6.2 Local Land Use

The Yennora Neighbourhood Centre at the Fairfield Street, Ellis Parade and Crown Street axis is the focus of commercial activity in Yennora. This centre includes a mix of businesses including:

- Newsagency.
- Furniture Store.
- Machinery sales (mowers).
- Takeaway food and café.
- Gift store.
- Battery sales.
- Computer repairs.
- Therapeutic massage.

The four storey shop-top housing development completed in late 2018 has added new ground floor commercial and retail space to the centre yet to be occupied at the time site visits were conducted in May 2019 to inform this study. This development has also introduced new opportunities for apartment and secondary dwellings (granny flats). There are some compact residential developments on larger land parcels.

The Yennora Neighbourhood Centre does not have a local mini-supermarket, however discussions with local stakeholders suggest that the introduction of a discount supermarket (e.g. Aldi/ Woolies metro) and pharmacy would be welcomed by the community. To date, such uses are permissible in the existing centre but have not eventuated. Anecdotally, the centre historically included a butcher and greengrocer, with the newsagent being the only remaining store providing for daily needs.

The significant area of underutilised land within and adjacent to the neighbourhood centre and recent shop-top housing development highlights the potential for further consolidation to occur in this location. Unlike other railway-based centres, commercial activity is generally located away from Yennora Railway Station.

The predominant land use within the Study Area is detached dwelling housing. Yennora is known for its housing affordability, which is attractive for families on low incomes and migrants who have recently settled in Fairfield City. The affordability of housing in the locality is further supported by a relatively recent social housing cluster on Tara Close and older style single storey villas on Railway Street near the railway station.

There are a number of major or significant land uses in or adjacent to the study area including:

- St Vincents Care 'Rosary Village' (Aged care) on a large consolidated land parcel north of Fairfield Street.
- Yennora Public School and Verona School (specialist education) to the east of Ellis Parade.

St Vincents care 'Rosary Village' is known locally for its high standards of care in the locality and provides opportunities for seniors to age in place. It includes independent living as well as high care. There is a small seniors housing development at the corner of Railway Street and Ellis Parade, which consists of independent living units.

Yennora Public School is an important land use, generating considerable activity in the area. The school has experienced significant student growth over the last 10 years expanding from approximately 100 students to 250 students. This has brought the school close to capacity, which has necessitated deployment of demountable buildings to accommodate growing student numbers, programs and administration. Immediately south of the Yennora Public School is the Verona School, which specialises in programs that provide a holistic learning environment for students with behavioural difficulties.

Other surrounding land uses include Yennora Oasis Hotel immediately to the west adjacent to industrial uses directly to the north and west of the study area.

Adjacent to this hotel is an irregular shaped pocket of residential zoned land currently being used as a hardstand. South of this land parcel, the study area includes land bounded by Lisbon, Crown and Seville Streets to the south of the main intersection and defined



by industrial uses to the east. On this group of sites, there are single storey older style detached dwellings, a vacant fenced block on the corner of Seville Street and a linear open space named Lisbon Park, which runs north-south from Seville Street to Lisbon Street. These land parcels are located between an area identified by Council for investigation of residential density and industrial land to the east.

The significant area of underutilised land, diminishing provision of daily needs in the neighbourhood centre, vacant shopfronts and a feeling of need of new life in the centre highlights a pressing need for renewal in the locality.







## 6.3 Present Condition & Local Character

### 6.3.1. BUILT FORM

Built form in the study area largely consists of detached one and two storey development. Housing stock is varied in age and condition from older single-storey fibro cottages and brick bungalows to two-storey brick villas.

Apart from the four storey mixed use development completed in late 2018, the Yennora Neighbourhood Centre is predominately low rise at one and two-storey domestic scale. Buildings within neighbourhood centre are a mix of typologies with some shop fronts being set back from the street to accommodate car parking as well as more traditional main street type scenario with shopfronts immediately adjacent to the footpath with no setback.

The introduction of a contemporary mixed use development contrasts with the ageing quality of the existing neighbourhood centre and the underutilisation

of land both in the neighbourhood centre and to some degree along the Fairfield Street gateway corridor to the Fairfield City Centre. It introduces a new and aspirational benchmark in building type, scale and design quality for the Yennora Neighbourhood Centre and surrounding residential precinct.

### 6.3.2. HERITAGE

The first Aboriginal custodians of the land, European pioneers, and notable or special occurrences, places or buildings are all important bases for storytelling to occur. Yennora is an Aboriginal name meaning 'to walk' or 'to stroll'.

Despite Yennora's rich Aboriginal, settlement and agricultural history, physical evidence of Yennora's past is limited to street names reflecting the past orchards such as Seville Street, named after the orange.

A small corner shop building remains at the corner of Crown and Veron Streets. This building is no longer used for its original purpose but makes a unique

contribution to streetscape character, warranting further investigation of its heritage significance. There is also an opportunity to consider the potential of this building for adaptive reuse to accommodate a range of permissible uses including a secondary dwelling.

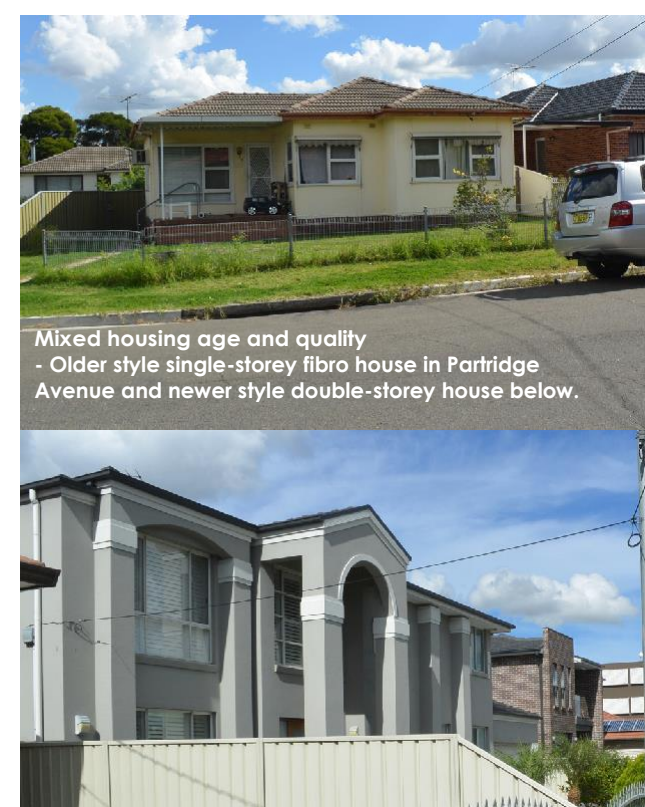
Placemaking initiatives by Council in the nearby Fairfield City Centre include the 'Faces of Fairfield' artworks inviting visitors to the centre to discover stories of significant persons from Fairfield's past. These assist in broadening the depth of experiences and draws parallels to the potential for storytelling in Yennora, and to enhance the walking experience from which Yennora was named.



Former corner store at the corner of Crown and Veron Streets adds to streetscape character



Ageing commercial building with setback for car parking adjacent to new Mixed Use development



Mixed housing age and quality  
- Older style single-storey fibro house in Partridge Avenue and newer style double-storey house below.



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



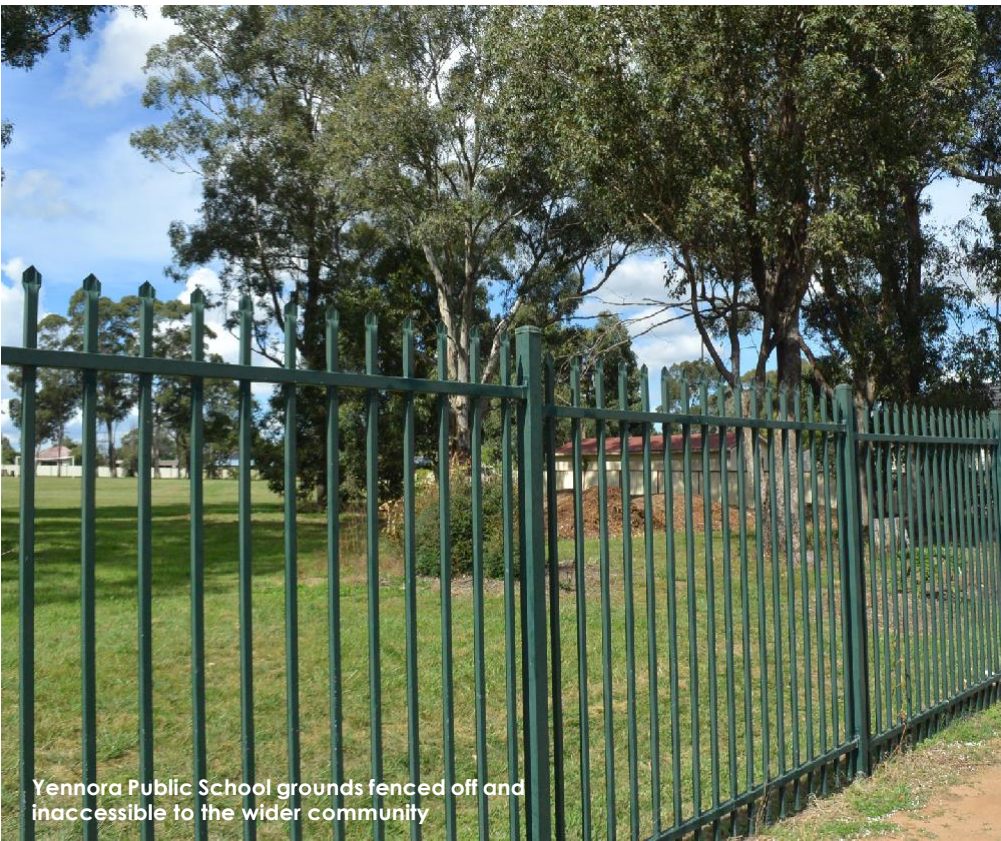
6.4 Streetscape, Placemaking and Public Realm

The streetscape throughout the study area is relatively barren with minimal street tree planting and streetscape embellishment. While there are some street trees on Ellis Parade and Veron Street, the remainder of streets in the study are treeless and utilitarian in character. Footpaths are generally in poor condition, which is inhibitive to accessibility for seniors in retirement and care facilities in the study areas.

There is an area of public open space in the study area known as Lisbon Park. This is a linear open space that connects Lisbon Street with Seville Street, which is located at the south easternmost edge of the study area. It is flat with a meandering pathway between scattered native trees in grass and some play facilities and seating to attract local residents and workers. There is little if any casual surveillance from adjacent properties and side fences to houses line the western side and blank walls to storage sheds to the east.

There are large areas of open space associated with the Yennora Public School, however these are fenced off and generally not for public use, outside of school hours. As indicated in Section 4.2.10, there is a significant area of open space within school grounds that is superfluous to existing and anticipated future needs. This may provide some scope for sharing of open space with the community through the ‘Share Our Space’ program. It is acknowledged that the underutilised space is located away from the street requiring considerations of the broader functionality of the Yennora Public and Verona Schools. As such any consideration for sharing space may require broader consideration spatially.

Retail and service outlets concentrated at the main centre intersection contribute to a visual and street activity, however presentation to the street is cluttered with products for sales, recycling and signage. Areas of public open space exist outside of the study area to the west. These spaces are generally associated with surface drainage and are largely unembellished of the study area.







## 6.5 Visual and Environmental Amenity

The overall visual character within the study area is an ageing suburban residential area of diminishing visual quality and environmental amenity.

Yennora was originally developed as a quiet low density neighbourhood but has since has become increasingly fractured by busy arterial streets. The Yennora Neighbourhood Centre and residential properties along Fairfield Street are exposed to uncomfortable noise levels associated with heavy traffic movement. Fairfield Street carries a significant volume of heavy vehicle traffic associated with nearby industrial activity. Heavy traffic and utilitarian street design generally results in a

car-dominated feel. Noise constraints also exist along the railway line, albeit intermittent.

The four storey shop top housing development completed in late 2018 has revitalised the visual appearance of the neighbourhood centre and adds scale and definition to the intersection edges. This is in contrast to the existing ageing commercial buildings in the centre. Given the low-rise scale within the Yennora study area, the new building acts as a landmark for the centre as it is visible from most of the surrounding areas. The building has yet to let ground floor tenancies which may add a sense of vitality to the centre once occupied. These tenancies are elevated above footpath level with apartments and balconies above highlighted by colourful vertical screens white

balustrades and shutters.

There are few (if any) trees in Fairfield Street, good street trees in Veron Street, Victory Street is treeless (due to overhead powerlines) while Ellis Parade benefits from native vegetation within the school site and some street trees.

As the north eastern gateway corridor, there are clear views to Fairfield CBD down Fairfield Street from the Yennora Neighbourhood Centre. However, as a key north eastern gateway to the Fairfield City Centre, Fairfield Street has a poor visual quality. The length of Fairfield Street through the study areas is without shade and is a hostile, noisy and barren environment. Narrow footpaths with poor pedestrian amenity compound this

experience on what is otherwise a walkable distance to the Fairfield City Centre and an easy walk to Yennora Railway Station.

While the need to maintain traffic flow on this key route is acknowledged, consideration for traffic calming and the quality of the pedestrian environment and experience is important.

Visual quality along Railway Street is poor and dominated by the railway tracks and adjacent graffitied noise walls. The narrow road reserve limits landscaping opportunities.

*Yennora is looking tired with diminishing visual quality and environmental amenity*



Ageing buildings in the town centre and vehicle traffic contribute to low levels of amenity and comfort



Lack of street trees results in poor pedestrian amenity and streetscape quality



New four-storey complex, looking south east from Crown Street intersection has rejuvenated the Yennora Neighbourhood Centre



Railway Parade dominated by graffitied wall and railway tracks.



6.6 Ownership Pattern

The majority of the land within study area is detached housing lots under private ownership with some Strata Plan lots as shown in the Figure 19.

A few lots are owned by NSW Land and Housing Corporation including the social housing site along Tara Close. Department of Education own four lots on the Ellis Parade which are associated with the Yennora Public School. Fairfield City Council owns open space sites such as Lisbon Park and a small triangular site on the south-west corner of the study area (i.e 216A Fairfield Street), which forms part of the wide stormwater drainage network.

The study area has two large sites being the large St Vincent’s Care ‘Rosary Village’ site and a vacant site south of Fairfield Street along the eastern boundary. Both sites are privately owned, however the latter site being vacant and located in close proximity to the existing activity centre has opportunities for future development despite being irregular in shape and largely landlocked.

The current land ownership pattern presents challenges for major development within the study area and likely to require consolidation depending on the development form that is appropriate in certain areas. The key development sites for the activity centre on the Fairfield Street and Ellis Parade/Crown Street intersection are under Strata Plan or in private ownership. These would require lot consolidation to achieve viable redevelopment sites.

The pattern of privately-owned lots between Partridge Avenue and Ellis Parade off Chowne Place is highly erratic with multiple battle axe lots, dual occupancy (reflecting piecemeal subdivision over time) and irregular lot boundaries. The lots between St Vincent’s Care ‘Rosary Village’ site and Ellis Parade north of Fairfield Street appears to be subdivided and may be constrained for any further density increase. There are opportunities for density increase on the lots south of Fairfield Street.

Figure 19. Land Ownership

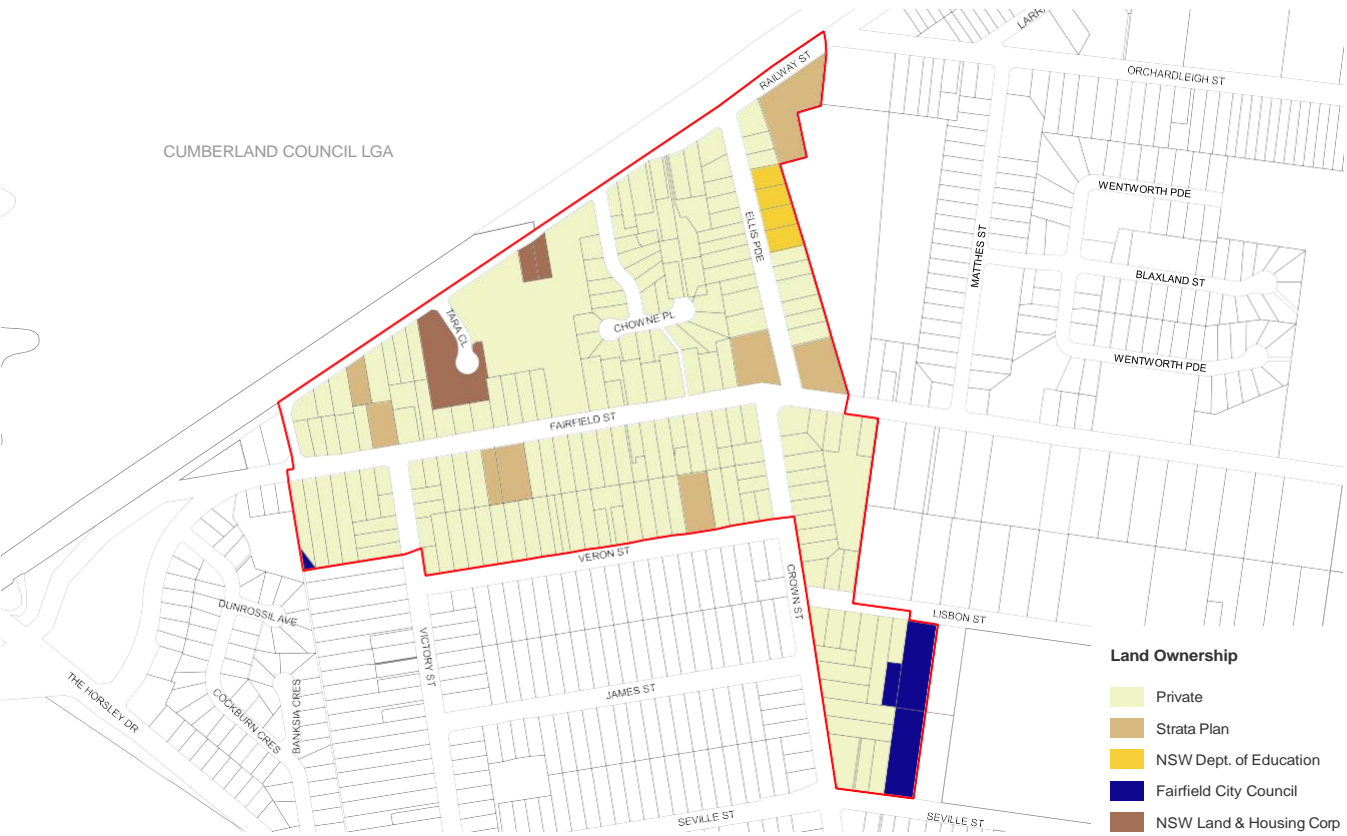
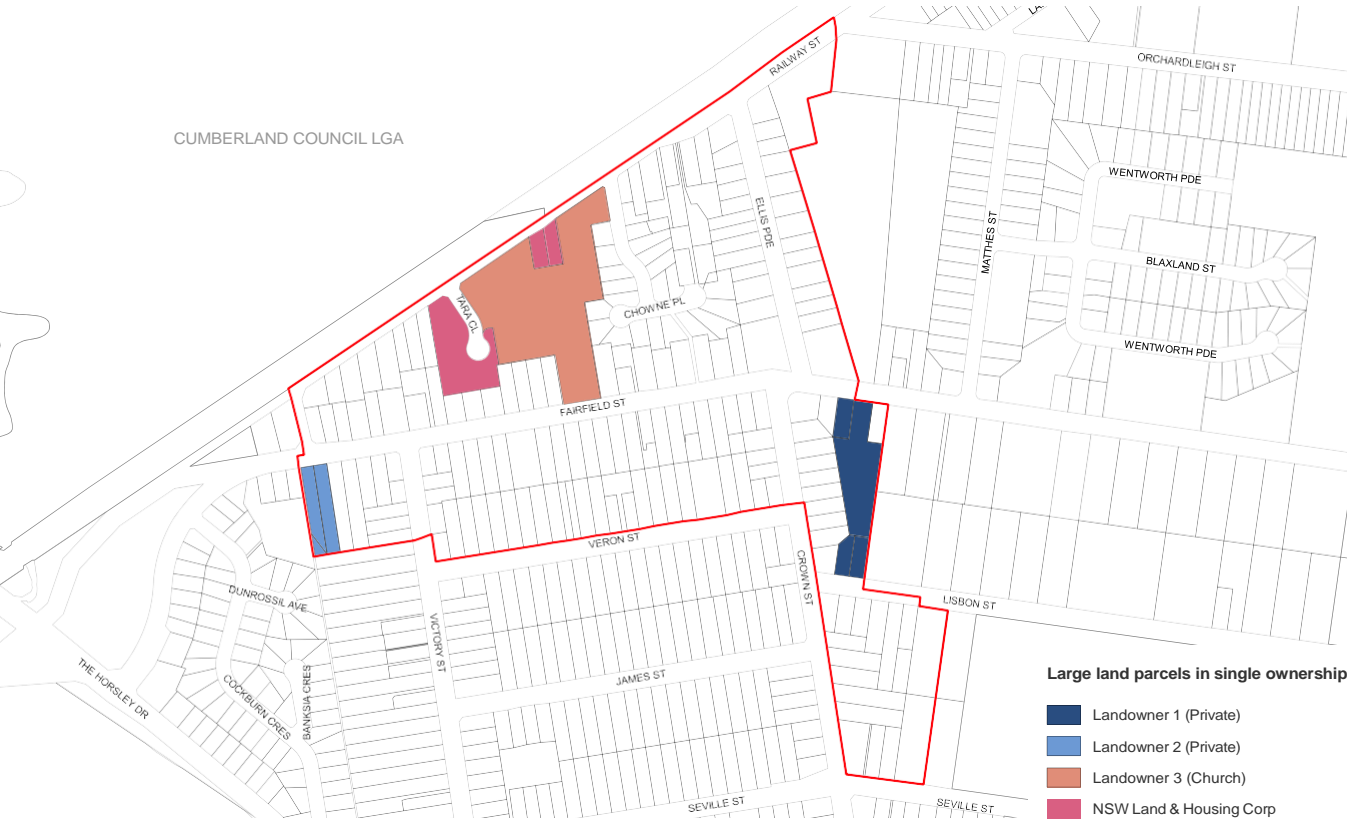


Figure 20. Large Land Parcels







## 6.7 Movement and access

### 6.7.1. PUBLIC TRANSPORT

The Yennora study area is well serviced by both rail and road based public transport modes. The Yennora railway station is one stop from Fairfield railway station and mainly services employment/industrial areas to the north of the line. The station is 400m walking distance from the activity centre. There are bus stops on Fairfield Street at Rosary Village and at Ellis Parade.

The Yennora railway station is serviced by the T2 Inner West and Leppington line and the T5 Cumberland line. These provide direct access to Liverpool, Parramatta as well as to wider destinations such as Homebush.

**While the proximity of study area to the Yennora railway station has benefits for broader accessibility to a variety of destinations, accessibility to the station itself has been identified as a significant barrier to its use by people with disabilities, parents with prams and seniors.**

The eastbound platform is accessible via a ramp from Railway Street, however the westbound platform is only accessible via stairs between the two platforms or from Nelson Road on the opposite side of the railway line. The only way to cross between platforms is via a stairway.

The lack of ramps and lifts results in difficulties for people accessing the seniors housing and aged care facilities (residents and patrons as well as their visitors who are often elderly) in the precinct as well as parents with prams associated with school drop off and pickup. It has been reported that rail passengers who need travel from south of Yennora take the train to Guildford to use the lifts to change platforms to access Yennora Station on Railway Street. Rail passengers who need to travel on City Circle or Parramatta bound services take the train to Fairfield to use the lifts to change platforms.

While provision of railway infrastructure is not part of Council's responsibilities, there is a clear need for advocacy to support the upgrade of accessibility at Yennora railway station.

Yennora is serviced by bus route 906, which provides regular services along Fairfield Street between Parramatta and Fairfield. The service route is illustrated in Figure 21 and Figure 22.

Fairfield City Council provides Hail and Ride community bus services that operate across different days of the week, except on Tuesdays. Overall, the services vary in frequency (from 30 minutes to 2 hours) and the number of services (from 4 services to 13 services per day). Wheelchair access is not provided for via this service.

### 6.7.2. ROADS AND CAR PARKING

Fairfield Street is the major east-west thoroughfare through the study area, with Ellis Parade and Crown Street offset by about 30m for traffic movement in the north-south direction. This results in increased delays for cars and pedestrians at traffic signals. This offset does

require through traffic along Crown Street and Ellis Parade to slow down and thus acts as a traffic calming device, which may be of some local benefit particularly in relation to road safety in relation to Yennora Public School. It is understood that the offset at the intersection reflects early rural subdivision patterns.

Railway Street is used for commuter car parking during the working week. This has been causing broader parking issues especially in relation to the access to the Yennora Public School for staff and parents. It has also been reported similar issues exist for St Vincent's Care as well as the need for clarification of public parking on Tara Close.

Railway Street runs along the rail corridor and due to the left out turn only at the Fairfield Street carries minimal westbound traffic between Fairfield Street and Ellis Parade. Between Railway Street and Fairfield

Street are two culs-de-sac being Tara Close (for Rosary Village) and Partridge Avenue/Chowne Place. It has been reported that visibility issues at the intersection of Railway Street and Tara Close lead to difficulties exiting Tara Close with accidents occurring in this location on more than one occasion.

Ellis Parade acts as the main pickup and drop off for the Yennora Public School. It is often congested at these times. School staff have expressed concern about safety of school pupils in relation to vehicle traffic and car parking along this street. There is a pedestrian crossing and school zone in place on Fairfield Street, Ellis Parade and Railway Street. However, the school zone is signalled only by static signs, apart from one on Fairfield Street.

Veron Street to the south is a local residential street south of Fairfield Street with some traffic control devices to deter the 'rat running' to Fairfield City Centre.

Figure 21: Route 906 Fairfield to Parramatta (source TfNSW)

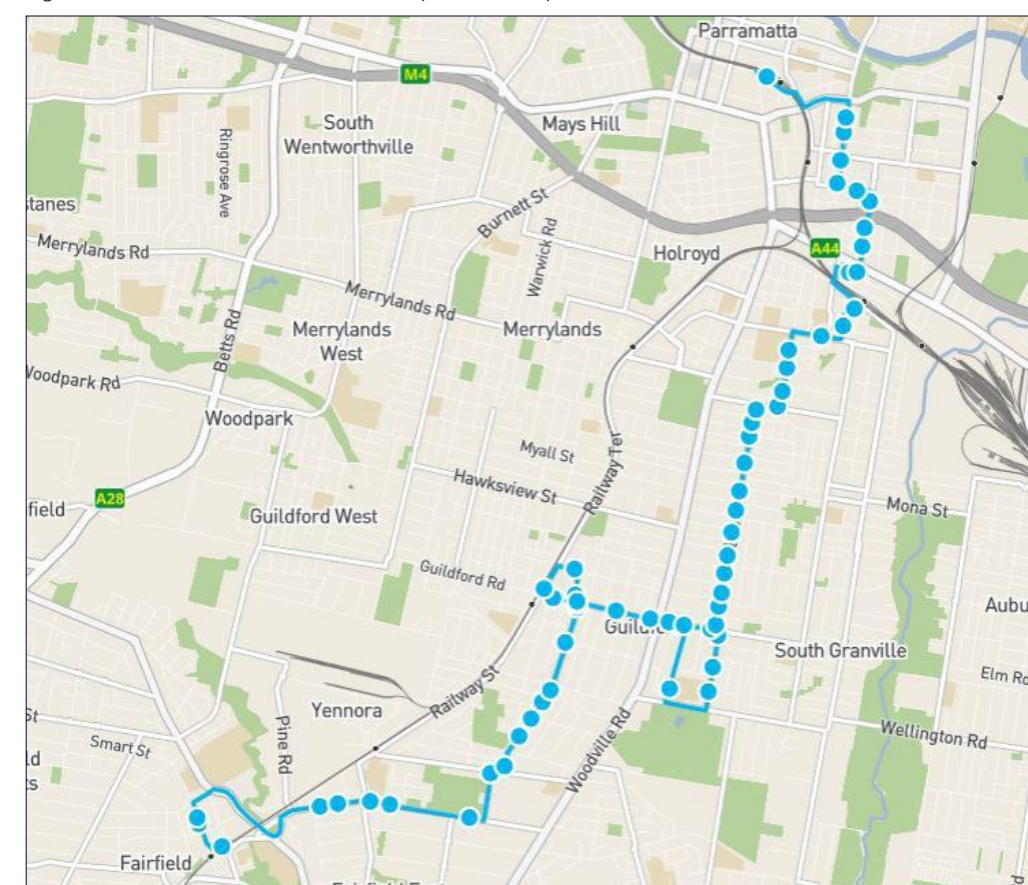
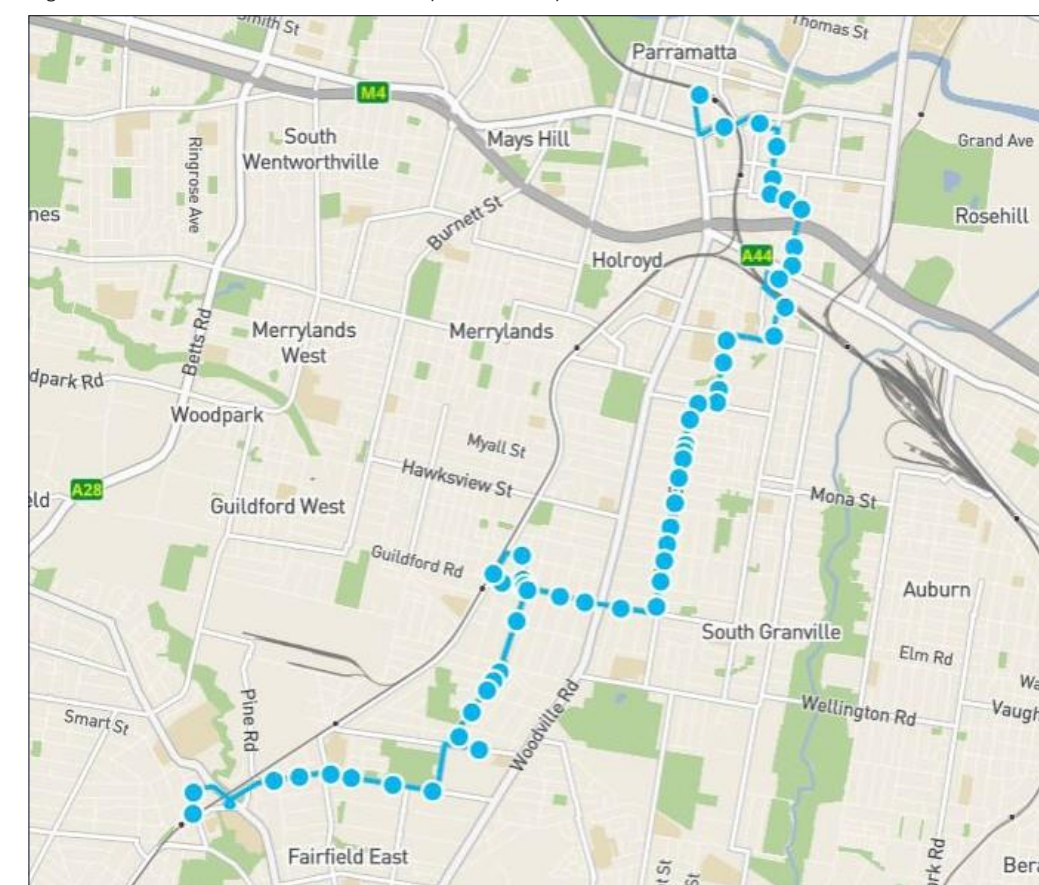
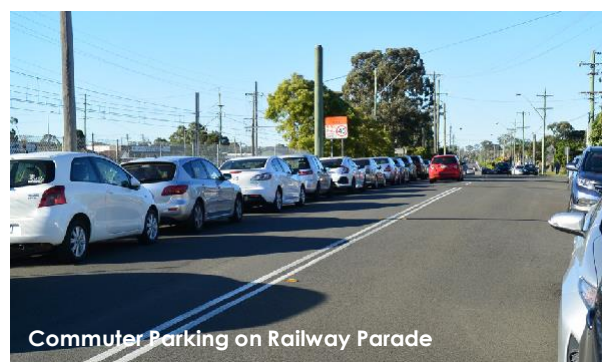


Figure 22: Route 906 Parramatta to Fairfield (source TfNSW)







### 6.7.3. ACTIVE TRANSPORT

Pedestrian access is largely confined to street footpaths. Pedestrian access to the Public School is from both Ellis Parade and Orchardleigh Street. There is a narrow pedestrian pathway between properties linking Chowne Place to Fairfield Street providing access to the shops.

The St Vincent's Care 'Rosary Village' aged care facility has frontage to Fairfield Street also allowing pedestrian access to the shops.

There is regional cycle path to the north side of the rail tracks along Railway Street, which connects Parramatta to Liverpool via Fairfield City Centre but offers poor user experience. The railway is a barrier to accessing the cycleway from the south of the railway line. Refer also to Section 4.2.9 for more information on cycling routes.

There is no pedestrian crossing across Ellis Parade at the traffic lights, requiring a double crossing of Fairfield Street and a single crossing of Crown Street to safely reach the opposite side of Ellis Parade. This is a barrier to town centre connectivity and safe accessibility for school students and seniors in the locality.

The quality of footpaths in the area has been identified as a significant accessibility issue to seniors. There are a number of missing footpath links within the study area and some existing paths that are in poor condition and narrow by contemporary standards. A lack of pedestrian refuge islands has been identified, especially at the corner Crown and Veron Streets, which would otherwise improve pedestrian safety at desirable crossing points.

St Vincent's Care 'Rosary Village' has advised that many of its residents are unable to access public places and destinations in the locality due to the poor quality of footpaths, which they believe do not meet contemporary accessibility standards. This has been to the detriment of independence of its residents as well as to the ability for friends and family of residents, many of whom are also seniors, to visit the care facility. This risks isolation of residents from their families and friends.

Within the study area, local cycle routes focussed on the railway station, which has storage facilities. These

routes follow Railway Street providing links to Parramatta, Liverpool and Prospect Creek from The Horsley Drive footbridge northwards toward Blacktown. There are two pedestrian overpasses crossing the railway corridor. The Court Road overbridge has ramps suitable for cyclist use and provides an important link south to Fairfield Park and Fairfield Leisure Centre.

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

Figure 23. Existing Cycle Network (source Fairfield City Council)







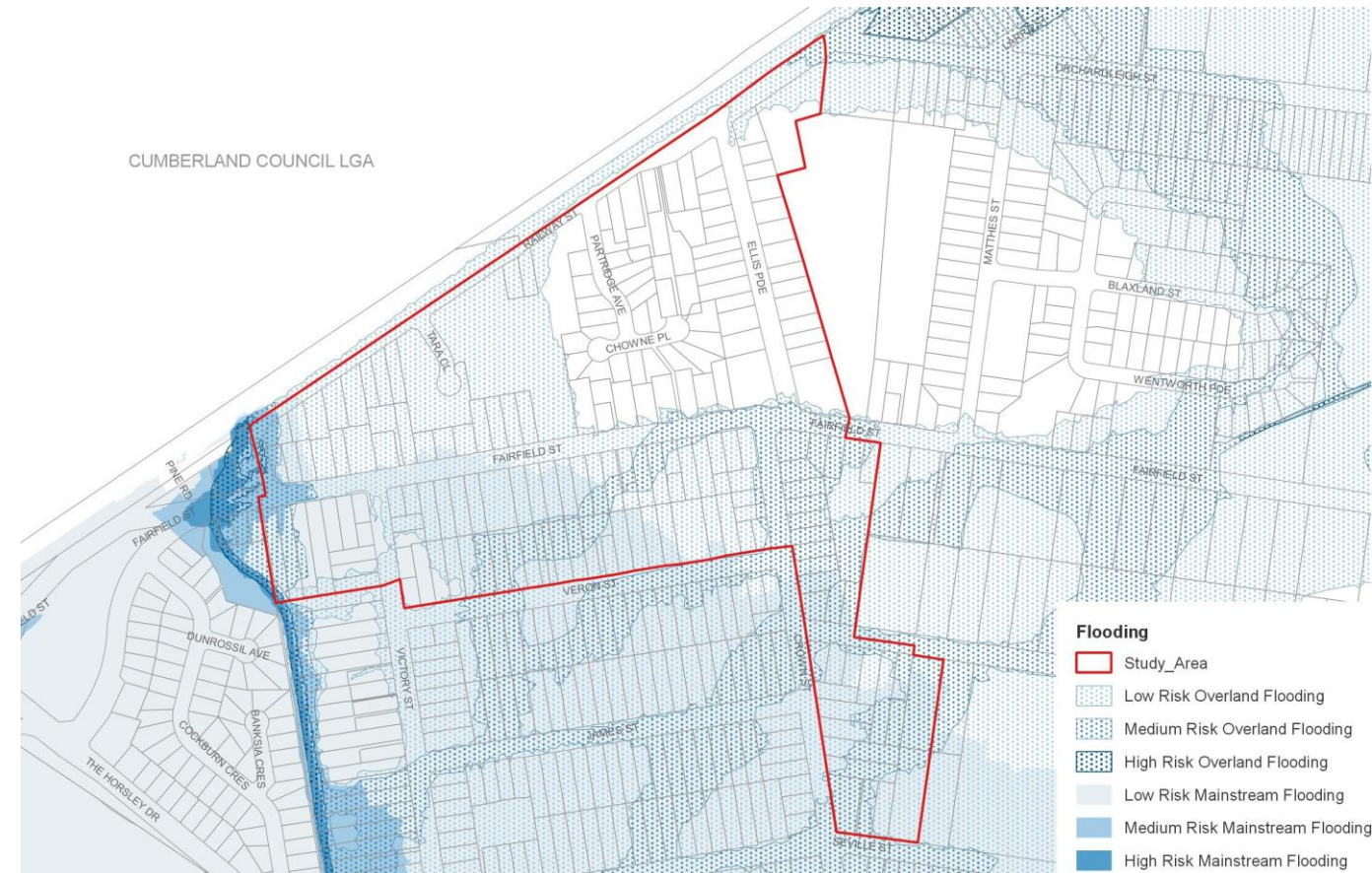
## 6.8 Flooding

The majority of the study area is under low or no risk of mainstream flooding associated with the Prospect Creek riparian corridor. There is a small area of medium risk of mainstream flooding to the west of the study area. Areas of low mainstream flooding risk are generally confined to the south west corner of the study area west of Crown Street and south of Fairfield Street.

The majority of the study area is affected by low to medium risk of overland flooding, with low risk areas generally west of Partridge Avenue and south of Fairfield Street. Medium overland flooding is generally south of Fairfield Street (refer to Figure 24).

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

Figure 24. Flooding (Source: Fairfield City Council)







## 7. CONSTRAINTS & OPPORTUNITIES

Encouraging revitalisation, activity and vitality with more housing options in and around the Yennora Neighbourhood Centre, supported by neighbourhood parks where children can play.



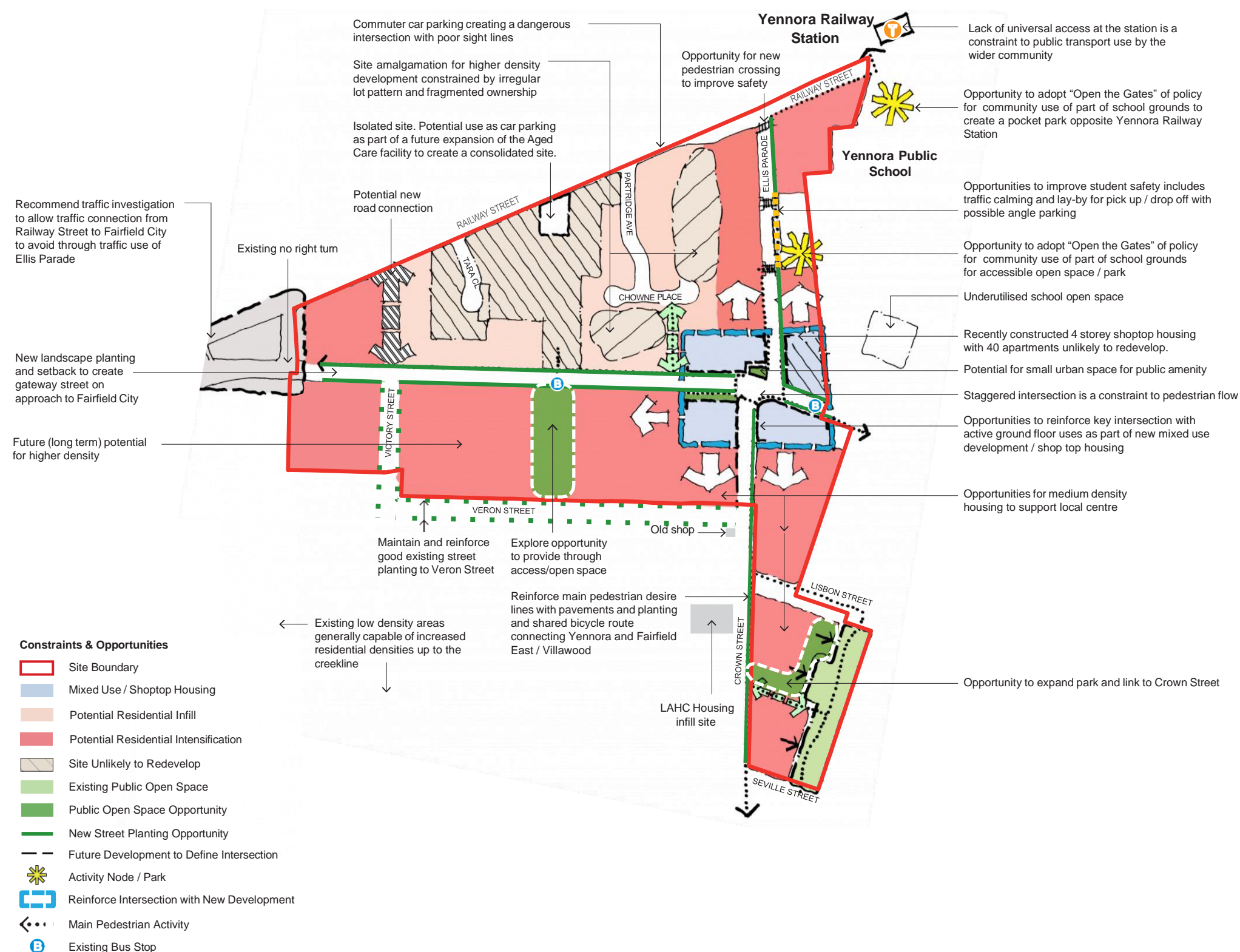


## 7.1 Constraints

The following constraints have been identified within the Yennora study area:

- **Fragmented ownership, constraining site amalgamation for redevelopment.**
- **Uncertainty regarding the Western Sydney Freight Line corridor location and impact.**
- **Limited market for mixed use expansion despite recent development.**
- **Ageing corner two storey mixed use building with front car park has low quality shops fronts and visual clutter addressing the intersection.**
- **Staggered intersection configuration constrains pedestrian crossing and traffic flow.**
- **Disconnected relationship of neighbourhood centre to railway station.**
- **Limited access to local open space.**
- **Poor accessibility via pedestrian paths.**
- **Limited crossing opportunities along Fairfield Street, apart from the Ellis Parade and Crown Street intersection, which lacks a pedestrian crossing phase across Ellis Parade.**
- **Poor connection to local cycleways.**
- **Access limitations at the railway station for people with disabilities, prams and seniors.**
- **Limited car parking availability due to conflicting capacity needs associated with commuter car parking in proximity to the Yennora railway station, peak school drop off and pickup and St Vincent's Rosary Village Aged Care facility.**
- **Limited bus service frequency.**

Figure 25. Key Opportunities and Constraints (Source: LFA)





## 7.2 Opportunities

### 7.2.1. LAND USE, VIBRANCY AND VITALITY

#### Housing

- Provide diverse and affordable housing options close to public transport services and facilities inclusive of community housing.
- Encourage neighbourhood centre revitalisation, activity and vitality by increasing the number of people living in and around the town centre.
- Encourage further development of shop top housing within the neighbourhood centre 'heart' (the intersection of Ellis Parade, Fairfield Street and Crown Street).

#### Community, commercial, retail, industrial

- Increase patronage, activity and vitality in the town centre by renewing ageing retail and commercial facilities.
- Reinforce the intersection of Ellis Parade, Fairfield Street and Crown Street as the 'heart' of the neighbourhood centre.
- Provide a greater offering of services and convenience shopping in the neighbourhood centre to support the daily needs of local residents.

### 7.2.2. BUILT FORM

- Introduce building heights that reinforce the intersection of Ellis Parade, Fairfield Street and Crown Street as the neighbourhood centre.
- Introduce building frontages that reinforce the intersection of Ellis Parade, Fairfield Street and Crown Street as the neighbourhood centre.
- Facilitate low-rise medium density housing in areas outside of the neighbourhood centre.
- Design new residential development to minimise land use conflict when adjacent to incompatible land uses.

- Design new residential development to capitalise on existing open space within the study area.

### 7.2.3. MOVEMENT AND ACCESS

- Strengthen the cycleway network through the study area to encourage residents to use more active forms of transport.
- Improve pedestrian pavement conditions and thresholds to facilitate universal accessibility for elderly residents, parents with prams and people with mobility difficulty.
- Improve universal accessibility by upgrading the Yennora railway station (e.g a lift) to allow access for people with limited mobility.
- Enhance pedestrian permeability at key sites throughout the study area.
- Consider options to improve traffic flow and reduce pedestrian traffic conflict within the study area during peak traffic periods.
- Consider car parking that services public transport commuters and those visiting the neighbourhood centre, aged care facility and public school.
- Discourage commuter car parking in close proximity to Yennora Public School through timed parking.

### 7.2.4. PUBLIC DOMAIN, LANDSCAPE AND PLACE

- Potential to rezone new sites for public open space for acquisition in the medium to long term.
- Reinforce Fairfield Street as a 'gateway' to the Fairfield City Centre through public domain improvements.
- Enhance the visual quality of the streetscape and provide better comfort and safety for pedestrians.
- Potential to enhance public access to existing open space throughout the study area in the short term.
- Design new residential development to capitalise on existing open space within the study area.



## The need for affordable housing in Fairfield City\*

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

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

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

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

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

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





## 8. PLACE BASED FRAMEWORK

A new vision for the revitalisation of the Yennora Neighbourhood Centre and Study Area with new diverse housing opportunities, parkland, an expanded cycleway network and tree lined streets



# 8.1 Urban Design Principles

The following key principles have been developed to build on the key opportunities for revitalisation.

## 8.1.1. LAND USE, VIBRANCY AND VITALITY

### Housing

- Facilitate medium to high density residential redevelopment along Fairfield Street in proximity to Fairfield City Centre and Ellis Parade (up to four storeys) towards the railway station with an affordable housing component.
- Facilitate the coordinated delivery of high density housing, Victory Street extension and Railway Street closure.
- Encourage residential infill development in existing low-density areas throughout the study area to enhance affordability through increased housing diversity and provision of best-fit housing.
- Medium to high density housing immediately adjacent to the commercial heart along the Ellis Parade and Crown Street axis to grow activity and vitality within the neighbourhood centre.
- Mixed use development at the intersection of Ellis Parade, Fairfield Street and Crown Street to include a mix of ground floor commercial and community uses and shop-top housing to four storeys.
- Protect residential land south of Fairfield Street between Crown Street and Victory Street from further fragmentation to enable Fairfield Street widening in conjunction with high density development.

### Community, commercial, retail, industrial

- Encourage the redevelopment of the existing ageing retail and commercial facilities at the intersection of Ellis Parade, Fairfield Street and Crown Street. Redevelopment should facilitate commercial and community uses appropriate for a neighbourhood centre.
- Ensure that new retail, commercial and community uses are generally concentrated at

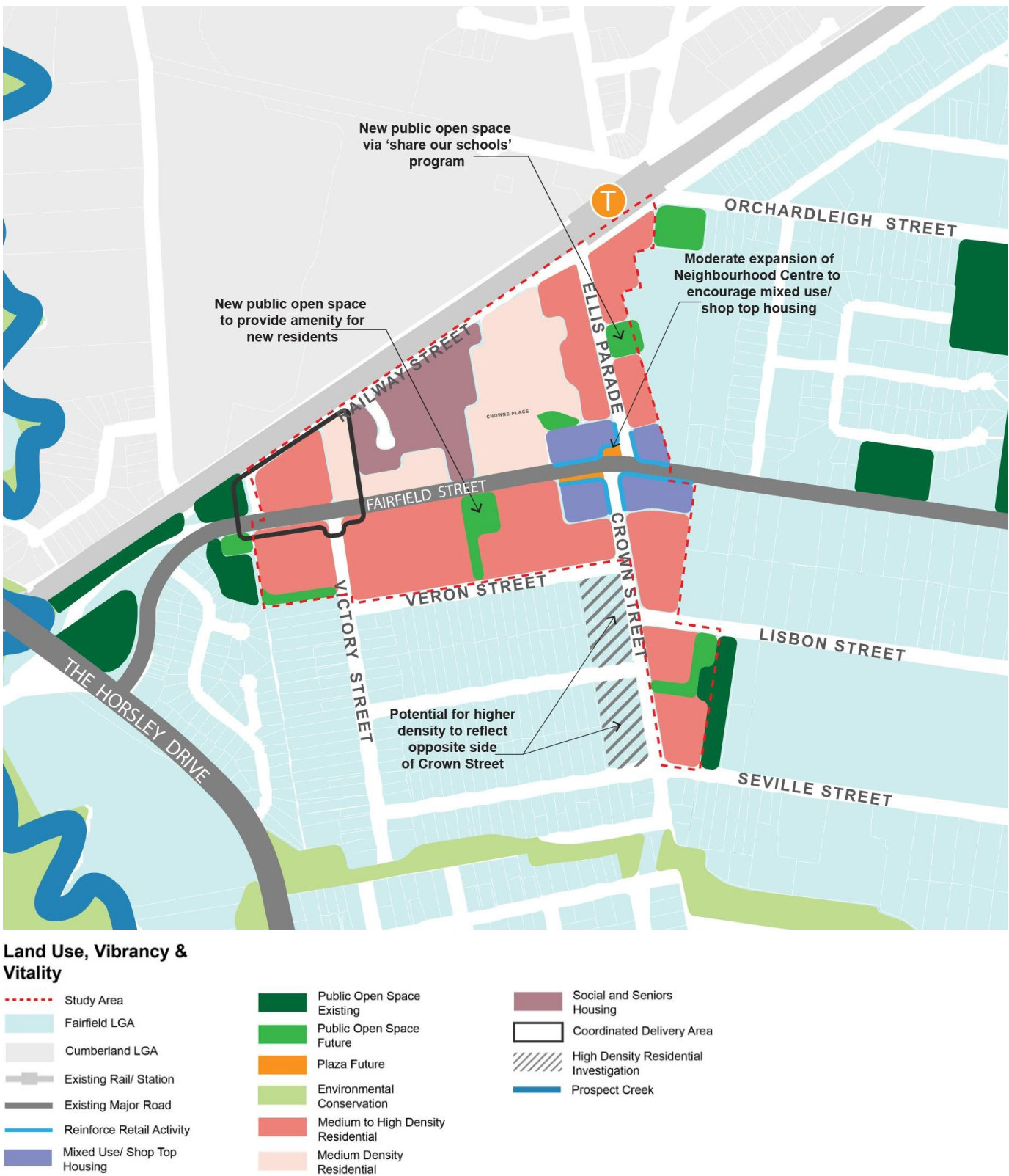
the intersection of Ellis Parade, Fairfield Street and Crown Street, which represents the centre 'heart' and amenities hub. Retail and commercial uses outside of this mixed use area should be discouraged.

- Ensure that all new ground floor development fronting Ellis Parade, Fairfield Street and Crown Street within the neighbourhood centre 'heart' has active frontages, with consolidated parking at the rear, or underground.
- Promote viability of retail, commercial and community facilities such as a childcare centre, pharmacy and a small supermarket in mixed use developments through increasing demand generated by increased population.

### Public Open Space

- Refer Section 8.1.4.

Figure 26. Land Use, Vibrancy and Vitality Principles





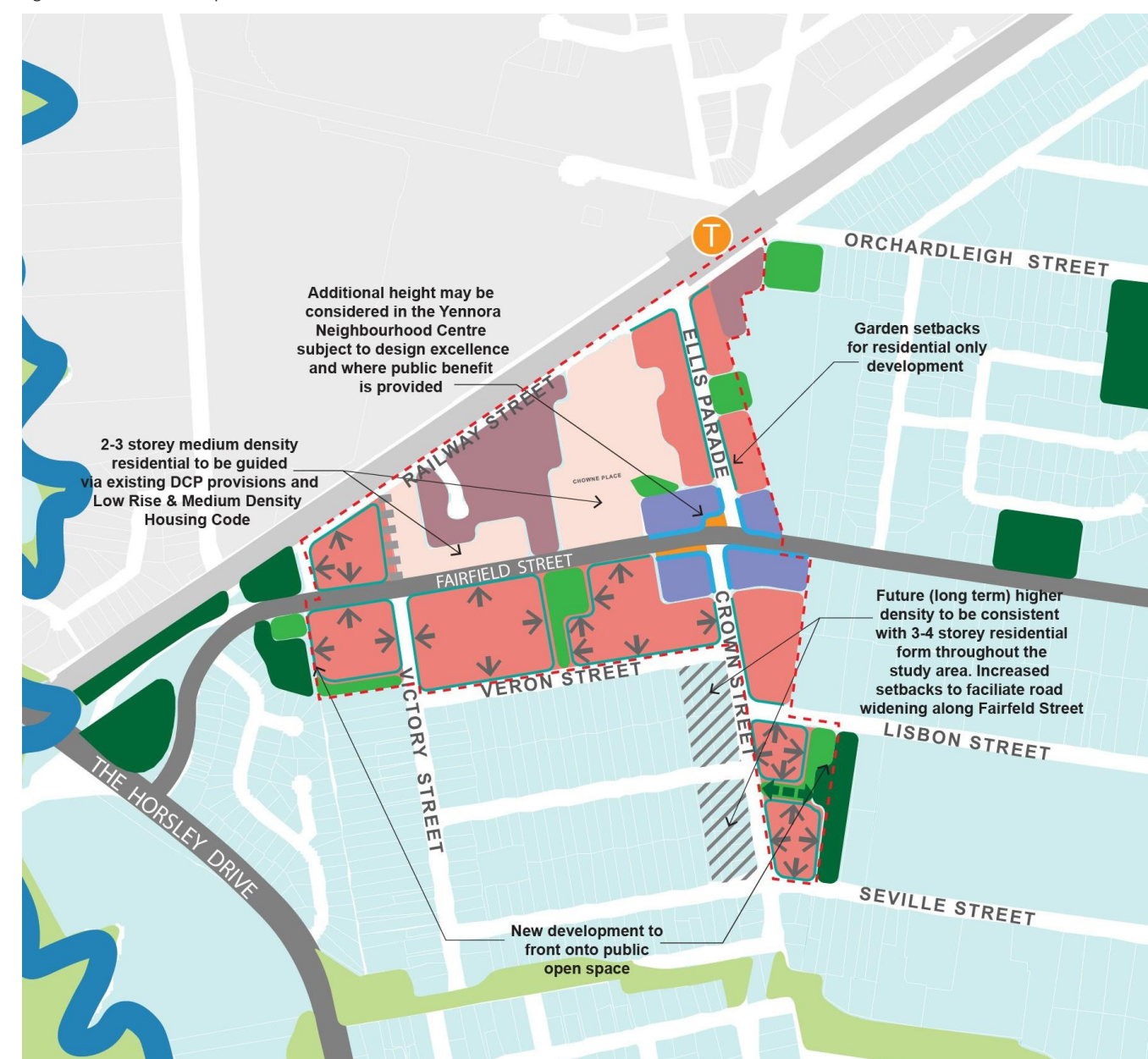


### 8.1.2. DESIRED BUILT FORM

- Concentrate taller buildings around the Yennora Neighbourhood Centre (four storeys and up to six storeys where community benefit is provided), transitioning to a lower built form in adjacent areas to the north and south (three to four storeys).
- Ensure that new buildings within the key activity centre have zero setback from the street to reinforce active corner frontages. An exception is where minor public spaces (e.g. urban plaza) are developed in the setback zone.
- Frontages in the neighbourhood centre should include a four storey street wall and upper storeys with setbacks, should community benefit be provided.
- For development fronting the southern side of Fairfield Street between Crown Street in the east and the study area boundary to the west, a dedication of 5 metres for public domain improvements with a two metre setback.
- Allow for high density residential development to 4 storeys south of Fairfield Street between Crown Street in the east and the study area boundary to the west, (including land west of the proposed extension of Victory Street) in walking distance to both Yennora Neighbourhood Centre, Fairfield City Centre and major parklands.
- Frontages of high density residential development outside of the neighbourhood centre should include garden setbacks and a recessed uppermost level.
- Allow for buildings heights of up to three storeys outside of the neighbourhood centre heart and north of Fairfield Street, to encourage redevelopment for low-rise medium density housing types that cater for diverse needs and lower income levels (e.g. compact housing such as townhouses, terraces and manor houses).

- Ensure that new development in proximity to the Yennora Hotel and industrial estate between Fairfield and Lisbon Street is sited and designed to minimise impacts such as noise, light, and visual amenity.
- Require new residential development adjacent to new or existing parkland to front onto and provide for casual surveillance and safety.

Figure 27. Built Form Principles



#### Built Form



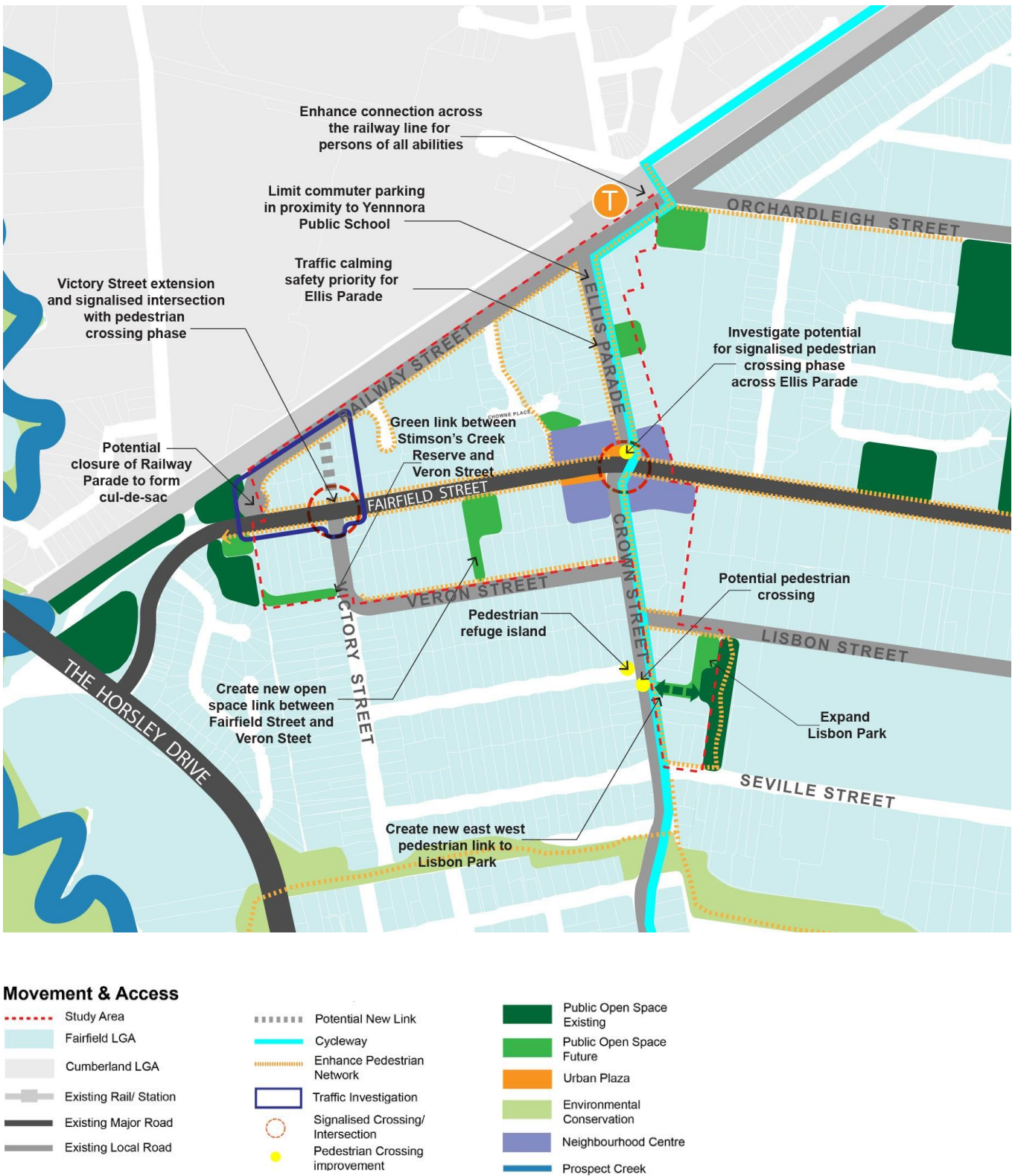


### 8.1.3. MOVEMENT AND ACCESS

- Prioritise a cycling route along the eastern side of Crown Street and Ellis Parade that connects public open spaces at Yennora Public School and the existing Lisbon Park and extends to Yennora Railway Station.
- Upgrade pedestrian pavements to be safe and accessible on key pedestrian links throughout the town centre, including lighting. It is recommended that pavements be a minimum of 1.5m to 2m, where feasible. Key links include:
  - > Railway Street linking Rosary Village to the Railway Station;
  - > Ellis Street linking the commercial activity centre and the Railway Station;
  - > Throughout the commercial activity centre;
  - > Crown Street;
  - > Fairfield Street linking the school, commercial activity centre and residential areas; and
  - > Lisbon Street.
- Improve the accessibility, visual quality and safety of existing pedestrian link from Chowne Place to Fairfield Street and consider developing a new pedestrian link between Crown Street and Lisbon Park.
- Alternative traffic arrangements at the western end of the study area to improve traffic flow and relieve Ellis Parade of through traffic:
  - > Developing a new signalised road connection between Fairfield Street and Railway Street to align with Victory Street; and
  - > Closure of Railway Street at the Fairfield Street intersection.
- Discourage commuter parking in proximity to the Yennora Public School, especially along Ellis Parade and parts of Railway Street by introducing timed parking.

- Incorporating a drop-off and pick-up bay as part of any future school property redevelopment (on Ellis Parade) to alleviate traffic conflict during peak traffic times.
- Prepare a Public Car Parking Plan, which explores the potential for additional car parking sites along Railway Street.
- Council and key stakeholders (Yennora Public School and St Vincent's Care) to advocate for improved accessibility to Yennora railway station.
- Council and key stakeholders (Yennora Public School and St Vincent's Care) to advocate for improved bus services to connect with the Yennora railway station.
- Undertake a review of existing community need and the frequency of the community bus service and adjust service provision as necessary.
- Develop a Local Area Traffic Management Plan for the study area to explore the potential for:
  - > Widening Fairfield Street by 5 metres to improve pedestrian and landscape amenity;
  - > Introducing traffic calming at the junction of Railway Street and Ellis Parade;
  - > Addressing local traffic issues associated with the school and the main intersection at the Centre core;
  - > Introducing traffic calming at the junction of Railway Street and Ellis Parade subject to local traffic study;
  - > Reduce the speed limit within the immediate vicinity of the Yennora Neighbourhood Centre to 40km/h (subject to consultation with RMS).

Figure 28. Movement and Access Principles







#### 8.1.4. PUBLIC DOMAIN, LANDSCAPE AND PLACE

- Implement a 'neighbourhood centre' improvement program supported by a Public Domain Plan for the Yennora neighbourhood centre at the intersection of Ellis Parade, Fairfield Street and Crown Street to enhance the public domain and stimulate street life. This should include:
  - > new street planting along Ellis Parade and Crown Street to reinforce the main north-south axis of the centre, and infill planting in other locations;
  - > new paving and urban furniture (seating, rubbish bins, lighting and public art) that is consistent with the design and detailing implemented across Fairfield's centres;
  - > two minor urban plazas in setback zones as indicated for seating, landscaping and tree planting; and
  - > suitable awnings for weather protection to be provided on all non-residential ground floor uses;
- Ensure new residents living in apartments are within 200 metres of a neighbourhood park.
- Ensure neighbourhood parks have adequate street frontage to ensure passive surveillance so that users feel safe.
- Explore options to maximise the use and access of public land where possible.
- Create a new mid block park on the southern side of Fairfield Street of approximately 3,600m<sup>2</sup> linking through to Veron Street.
- Expand Lisbon Park and create a new open space link to connect the existing park with Crown Street.
- Expand Stimpson's Creek Reserve and create a new open space link to connect existing open space with Victory Street.
- Create a new plaza of approximately 200m<sup>2</sup> at the western corner of Ellis Parade and Fairfield Street

with a mix of hard and soft landscaping, shading elements, public art and seating.

- Upgrade existing plaza/ footpath space at the western corner of Crown Street and Fairfield Street. This plaza will include hard and soft landscaping, shading elements, public art and seating.
- Consult with Yennora Public School, and the NSW Government to explore the potential for public access to the existing open space fronting Ellis Parade and a secondary pocket park on Orchardleigh Street, in the short term. This could be achieved through mechanisms such as the NSW Government 'Share Our Space' program.
- Investigate options to create a new public park on existing open space fronting Ellis Parade that is currently part of Yennora Public School, the new park would be a passive recreation node between the neighbourhood centre core and Yennora Railway Station.
- Investigate the creation of a pocket park at the gateway of Yennora Railway Station on school land at Orchardleigh Street.
- Reinforce the view and access corridor to Fairfield City Centre via new street planting along Fairfield Street. Consideration to be given to long term road widening to improve pedestrian qualities of Fairfield Road, facilitated by the dedication of 5 metres with development sites as a public benefit for zoning uplift.
- Require new residential development adjacent to new or existing parkland to front onto and provide for casual surveillance and safety.
- Widen Fairfield Street to provide improved pedestrian infrastructure and landscaping to enhance pedestrian connectivity and the gateway corridor to Fairfield City Centre. Widening should be 5 meters to enable street tree planting, potential central median and wide footpaths and soft landscaping.

Figure 29. Public Domain, Landscape and Place Principles





8.2 Urban Framework

An Urban Framework Plan has been prepared to guide future development in the Yennora Neighbourhood Centre and wider study area. The Plan incorporates the Urban Design principles and objectives outlined in Section 8.1.



- Legend**
- Study Area
  - Development Footprint
  - Centre Core
  - Residential Infill
  - Unlikely to change Recent development / Aged care
  - Existing Public School
  - New Car Park
  - New Pedestrian Link
  - New Road
  - Streetscape Improvements
  - New Open Space
  - New Plaza / Public Domain works
  - New Drop-off Zone





The Plan is focussed on establishing the Ellis Parade and Crown Street spine as a key axis of activity and increased residential density. The aim of this initiative is to establish an intuitive sense of connection between the Yennora Railway Station, the Yennora Neighbourhood Centre and wider residential area. This spine will be supported by a new public open space within the Yennora Public School grounds and enhanced connectivity and safety in relation to the existing Lisbon Park.

South of Fairfield Street, increased residential density will assist in encouraging amalgamation of irregular land parcels and enable rational development forms to be created that could potentially include a neighbourhood-scale supermarket. Buildings that front onto the existing Lisbon Park and increased car parking are also envisaged in this locality.

The Urban Framework Plan aims to improve the visual quality of Fairfield Street as a key gateway corridor between Yennora and the nearby Fairfield City Centre. This will be achieved by providing a development framework that will catalyse the renewal of the Yennora Neighbourhood Centre as a prominent gateway node, including redevelopment of ageing low density housing to low rise apartments and medium density building form and public domain improvements, including a green boulevard along Fairfield Street, Ellis Parade and Crown Street spines.

Greening and public realm improvements to Fairfield Street will assist in creating a more enjoyable pedestrian environment and to enhance pedestrian connectivity between Yennora and the Fairfield City Centre. Increased residential density west of Victory Street will also assist in improving the gateway experience and responds to the proximity of this part of the study area to the Fairfield City Centre.

The Urban Framework Plan responds to the access and movement challenges of the three key activating precinct anchors (Yennora Public School, St Vincent's Care and Yennora Neighbourhood Centre), which will be achieved through reorganisation of traffic circulation, improvements to pedestrian and cycling infrastructure and increased car parking.

The desired development strategy for the Yennora Neighbourhood Centre is described as follows:

- **Articulated and well-designed built form to be generally 4 storeys maximum height along the Fairfield Street (south side and west of proposed Victory Street extension) Ellis Parade and Crown Street spine and in the portion of the study area west of Victory Street.**
- **Some taller elements of up to 6 storeys may be appropriate in the B1 Neighbourhood Centre, where design excellence is demonstrated and a public benefit can be achieved (e.g. public plaza).**
- **New public open spaces to be created within the grounds of Yennora Public School to be accessible to the public outside of school hours.**
- **A new green link between Crown Street and the existing Lisbon Park, and a mid-block green link between Fairfield Street and Veron Street.**
- **New medium to high density residential development up to four storeys that fronts onto and provide passive surveillance over Lisbon Park.**
- **Extension of Victory Street northwards to Railway Street and creation of a new signalised intersection with pedestrian crossing phase.**
- **Closure of Railway Street at the between the railway line and the Fairfield Street intersection and enhancement of existing parkland between Pine Road and Railway Street adjacent to the Study Area.**
- **Medium density infill up to three storeys for remaining residential areas for development in accordance with the provision for medium density housing under the Fairfield City Wide DCP and Low Rise and Medium Density Housing Code.**

It is recognised that, in order to achieve the desired level of pedestrian amenity along the southern side of Fairfield Street, widening of the road reserve may need to occur as a longer-term proposition alongside redevelopment. Facilitating higher density development for properties fronting the southern side of Fairfield Street is desirable in the future to assist in facilitating necessary future land dedication.

A key priority is also to enhance and intensify the Ellis Street/ Crown Street spine, road widening along Fairfield Street between Victory Street and Crown Street. Protection of land parcels from any further fragmentation is recommended in the short term through the introduction of minimum lot sizes. Given the proposed density increase west of Victory Street, widening should occur as a short to medium term priority.

In addition to the above, it is recommended that Council enter into discussions with NSW Transport to advocate for improved accessibility to Yennora railway station to the benefit of the local community especially seniors and school children and their parent(s) and/or carers.





Setbacks

New development in the study area is generally anticipated to be in the form of shop top housing developments within the B1 Neighbourhood Centre zone and apartments in the proposed R4 High Density Residential zone. Most aspects of the building envelope are provided adequately for under the existing State-level framework. In these zones, building envelopes will largely be guided via State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development (SEPP 65), supported by the Apartment Design Guide (ADG).

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

- establishing a human scale at the street edge and reflecting the established bulk and scale, particularly at the street edge;
- maintaining and building upon the garden setback character of Yennora; and
- establishing the desired public realm outcomes, including improved linkages, public places and safety.

The areas identified for medium density residential infill are suitably guided under the existing provisions of the Fairfield City Wide DCP and Low Rise Medium Density Housing Code.

Noting the commencement of the Code in July 2018 occurred after the DCP was adopted, Fairfield City Council will undertake a comprehensive review of development controls pertaining to medium density development to ensure alignment with the Code.

Recommended street setbacks throughout the Yennora Study Area are illustrated in Figure 31 with corresponding diagram for street setback types provided as Figure 32 – Figure 35.

Figure 31: Setback Types







## TYPE 1

### a) Shop top housing to 4 storeys

- Nil setback to podium level for maximum 2 storeys, consistent with existing streetscape scale and character.
- Upper levels set back minimum 4m from the street to maintain human scale at the street edge.

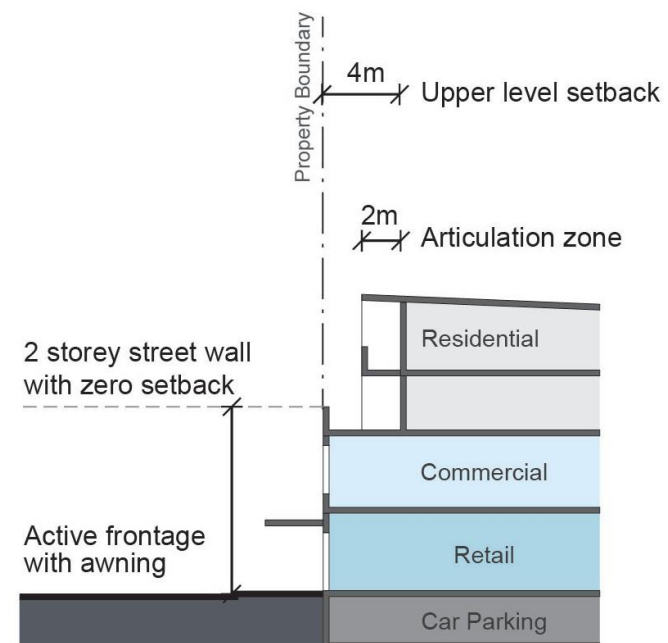


Figure 32. Setback Type 1 (4 storeys)

### b) Shop top housing 6 Storeys - (Additional height subject to design excellence)

- Nil setback to podium level for maximum 2 storeys.
- 4m minimum upper level (third storey and above) setback to maintain human scale at the street edge

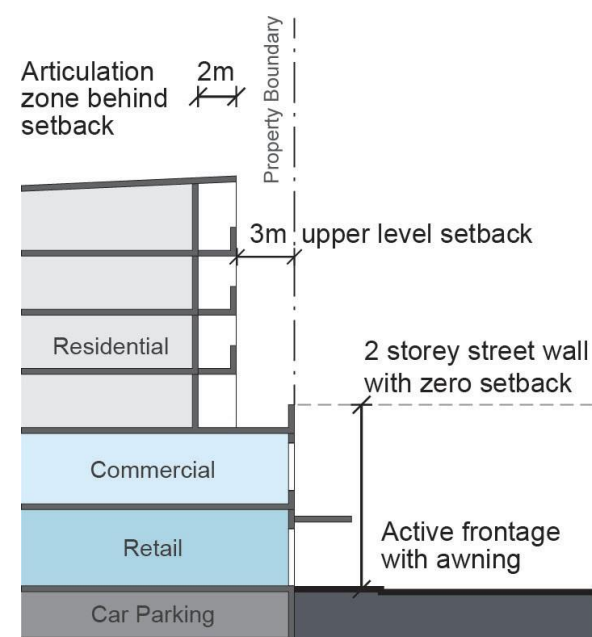
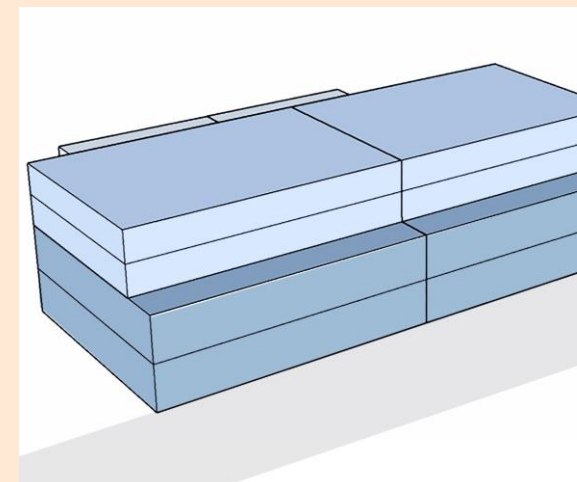


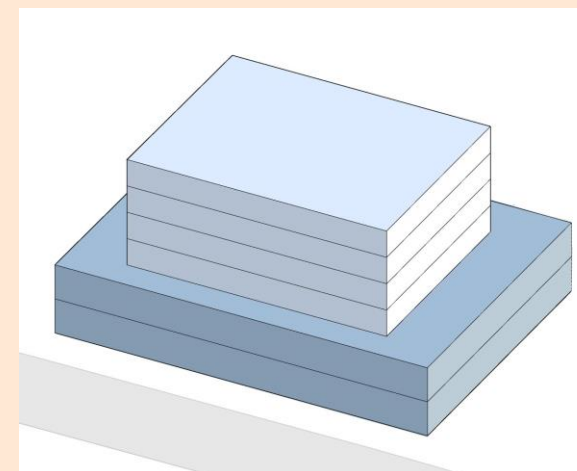
Figure 33. Setback Type 1(6 storeys)

## SETBACK TYPE 1

### Type 1: Indicative form



### Type 1: Indicative form





TYPE 2

Residential flat buildings to 4 storeys

- 4m minimum setback from the street for maximum 3 storeys.
- Upper level (fourth storey) set back an additional 2m from the floor below to a minimum 4m from the street.

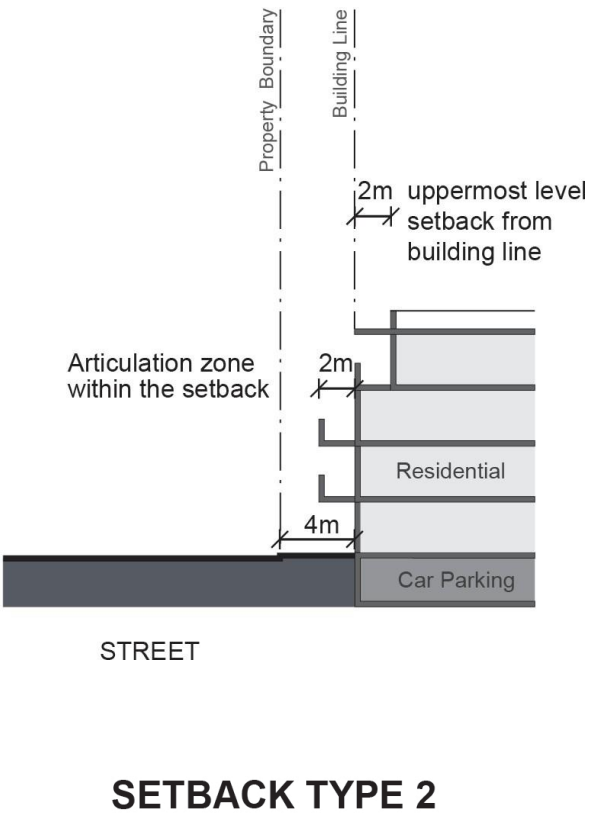
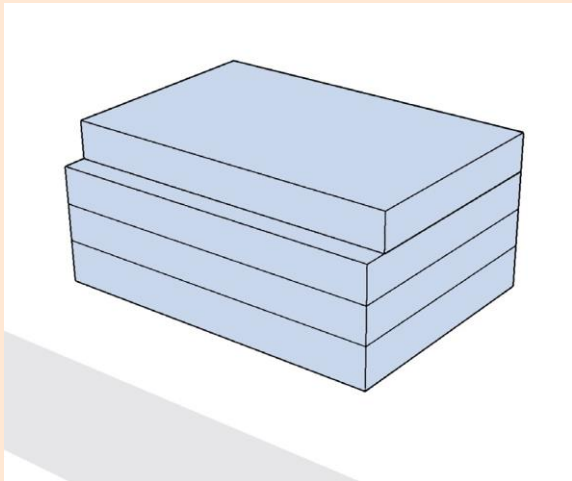


Figure 34. Setback Type 2

Type 2: Indicative form



TYPE 3

Prominent corners

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

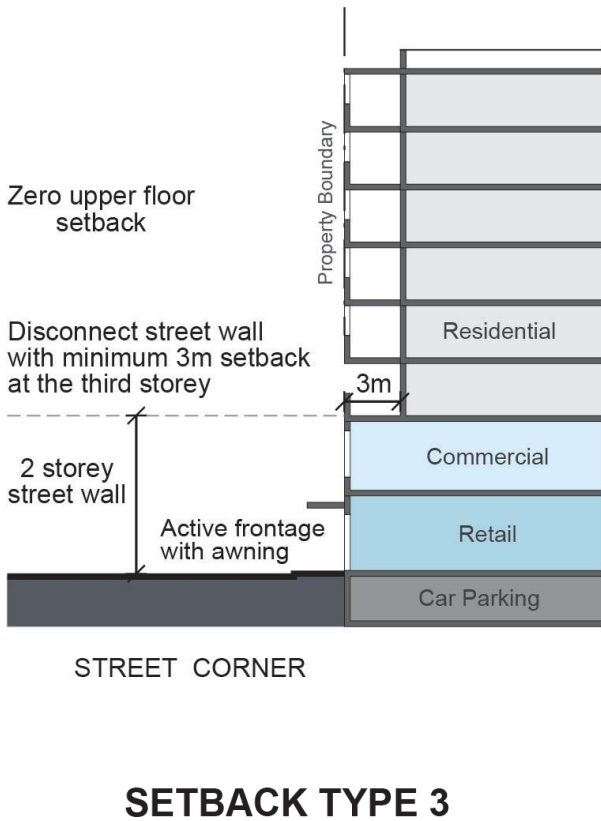
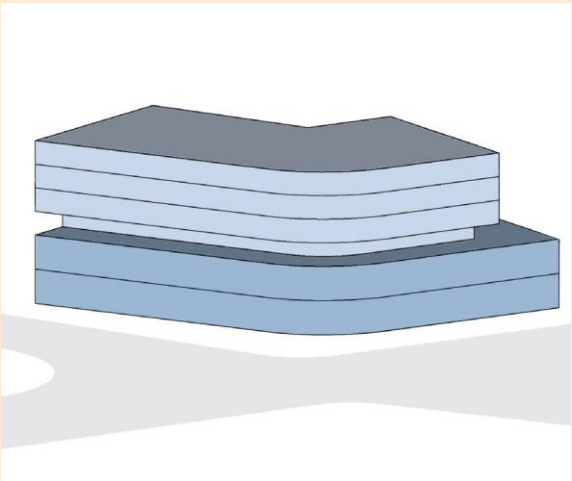


Figure 35. Setback Type 3

Type 3: Indicative form



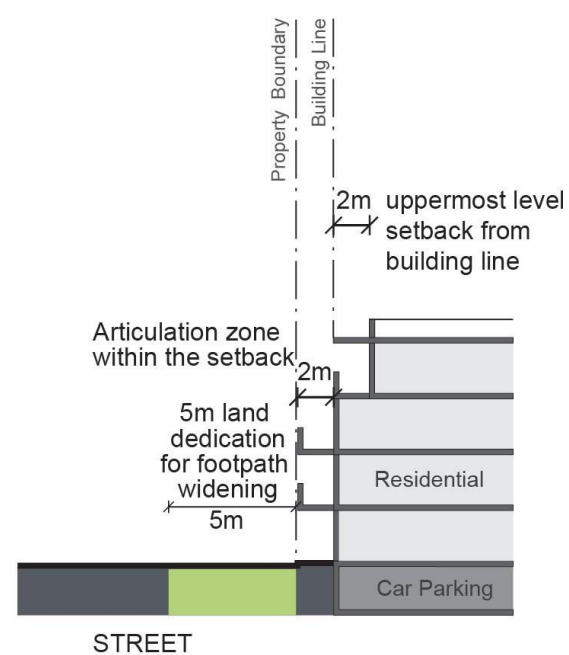




## TYPE 4

### Residential flat buildings to 4 storeys

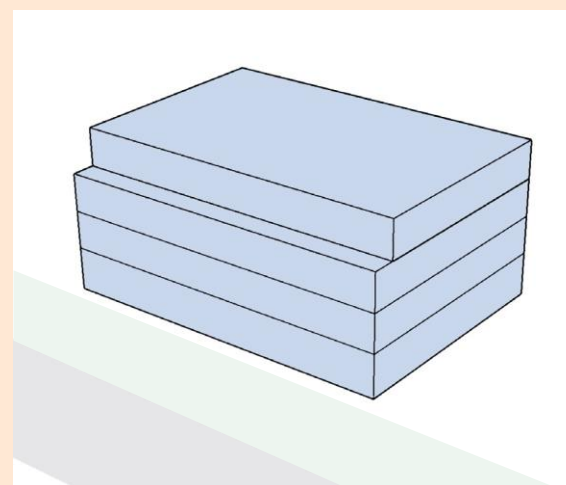
- 4m minimum setback from the street for maximum 3 storeys.
- Upper level (fourth storey) set back an additional 2m from the floor below to a minimum 4m from the street.
- 5m land dedication along Fairfield Street for footpath widening.



## SETBACK TYPE 4

Figure 34. Setback Type 4

Type 2: Indicative form



## LOW RISE MEDIUM DENSITY HOUSING

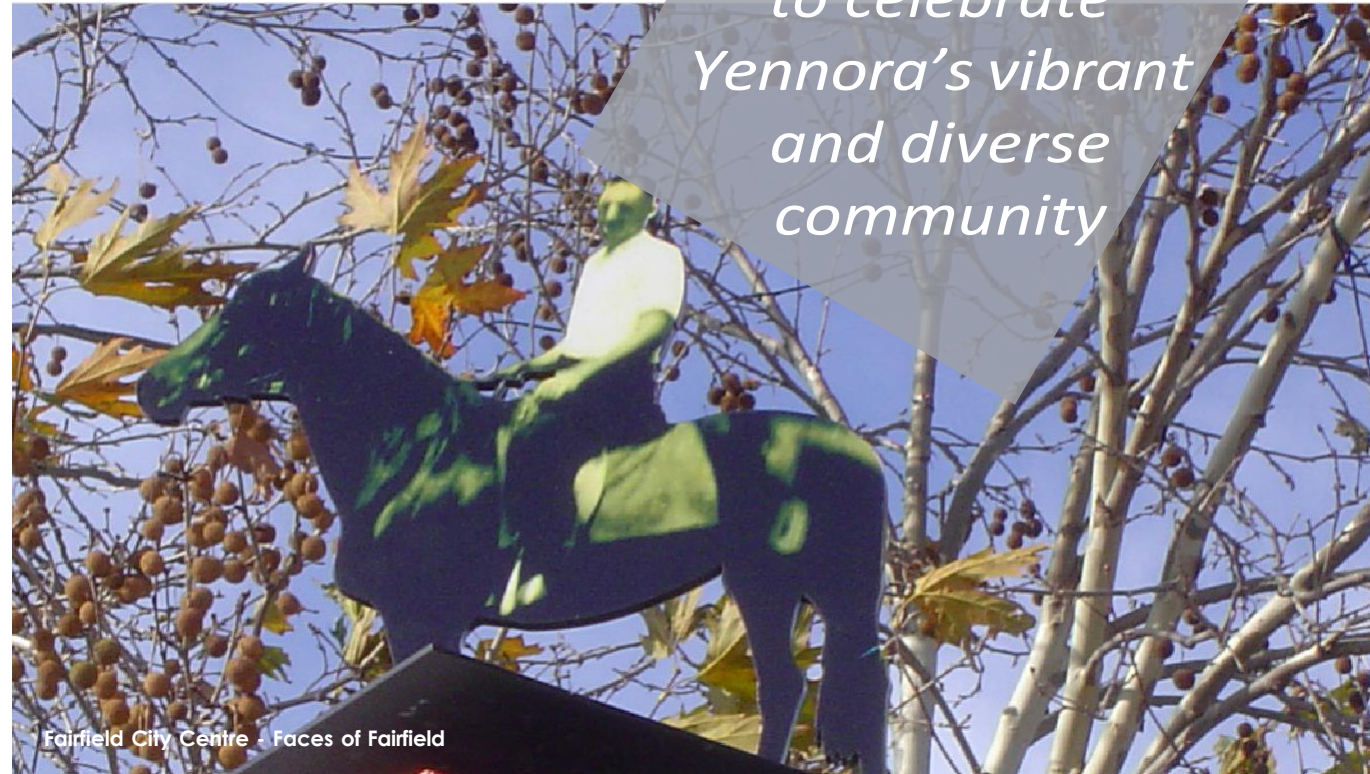
### 2-3 Storey Terraces, Manor Houses and Dual Occupancy

- Setbacks to streets and boundaries as per the NSW Low Rise Medium Density Design Guide.
- Setbacks and façade design to maximise passive surveillance of streets and the public realm.





Public art is  
an opportunity  
to celebrate  
Yennora's vibrant  
and diverse  
community



Fairfield City Centre - Faces of Fairfield



Epoch Plaza (Fairfield City Centre) - Sculptural heritage silhouettes

### 8.2.1. PUBLIC ART

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

Yennora is an Aboriginal name meaning 'to walk' or 'to stroll'. Sculptural elements to reflect the name would be recommended on any public plaza.

As part of the Urban Design Study, increased public art incorporated into new development is encouraged, particularly on what would otherwise be a blank façade or laneway.

Integrating public art into new development, especially with the Yennora Neighbourhood Centre and nearby public places will not only provide a local source of delight and inspiration to residents, workers and visitors, but also create a sense of pride in place.

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

This urban design study recognises the importance of, and encourages the use of storytelling in public art, as a means of connecting past and present communities.

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

### 8.2.2. HOUSING AFFORDABILITY

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

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

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

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

This urban design study will work in conjunction with any future affordable housing policy and local housing strategy to ensure that housing in the Yennora Study Area provides affordable housing opportunities to cater for its demographic needs.





### 8.3 Indicative Massing

Figure 36 provides an illustrative view of building massing that would occur through the application of the principles outlined in the Urban Framework Plan.



Figure 36. Indicative massing (view looking north)



8.4 Indicative Yield Analysis

Based on the 3D modelling undertaken and the areas outlined in Figure 37, indicative floor space yields are provided as Table 2.

The calculation of Gross Floor Areas (GFA) for each of the key development sites within the Yennora Study Area is based on the following assumptions:

- Area calculations are taken from the 3D computer model (Figure 36). Residential towers are 20m wide in the model.
- Retail / commercial / office of the lower level(s) is measured at 100% i.e. Gross Building Area

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

- For residential uses, an 'efficiency factor' of 75% is applied to the GBA to determine the GFA. This accounts for balconies, articulation, vertical circulation, setbacks and the like.
- An average dwelling size of 90m<sup>2</sup> - 100m<sup>2</sup> is then divided into the GFA to estimate the yield.

Note that dwelling yields are indicative only.

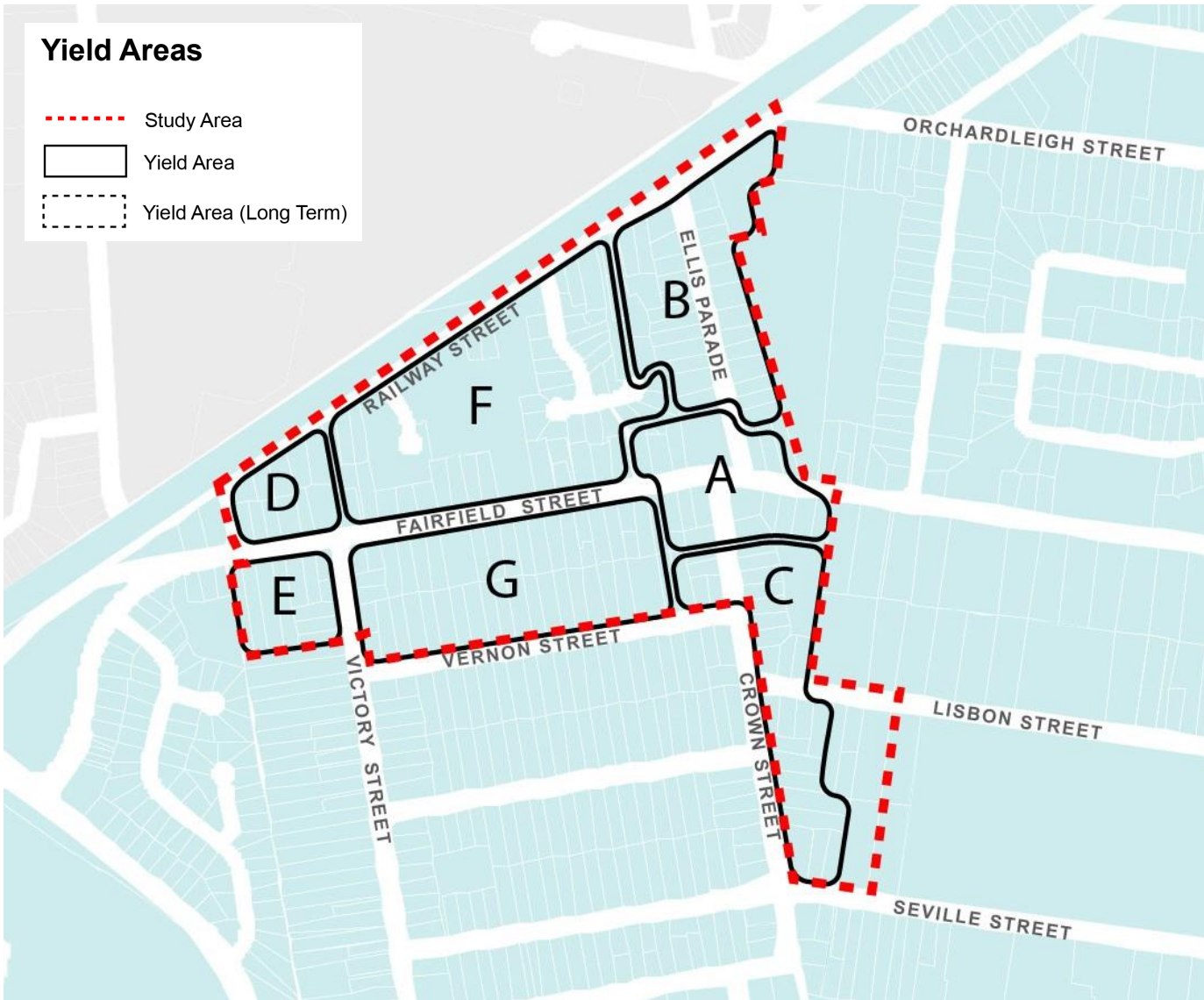
The indicative yields have been prepared to inform the potential FSR controls for the Yennora Study Area. These yields will also assist in informing further traffic impacts analysis.

Table 2. Indicative Yield Analysis (estimates based on high level modelling)

Yennora Indicative Yields Summary								
Yield Area	Current Achievable GFA	Potential GFA				No. of apartments (assume 2 bedroom) excluding bonus 100m <sup>2</sup>	No. of apartments (assume 2 bedroom) excluding bonus 90m <sup>2</sup>	Approximate car parking on site – residential (est) (1.25 per unit) excluding bonus
		Overall GFA (sqm)	Retail/ Commercial GFA (sqm)	Residential GFA (sqm)	Overall GFA plus 0.5:1 bonus			
A	22,457	26,237	11,716	12,467	33,723	125	139	155 - 175 spaces
B	8,698	22,989	-	22,989	32,653	230	255	320 - 285 spaces
C	10,879	27,266	-	29,886	39,354	273	303	340 - 480 spaces
D	3,157	8,754	-	8,754	12,262	88	97	110 - 120 spaces
E	4,337	11,982	-	11,982	16,801	120	133	150 - 165 spaces
F*	15,041	40,109	-	40,109	56,820	401	446	500 - 555 spaces
G	16,527	42,368	-	42,368	60,732	424	471	530 - 590 spaces
TOTAL	81,097	179,706	11,716	165,935	252,346	1,659	1,844	2,070 – 2,305

\*Excludes St Vincent’s Care “Rosary Village”.

Figure 37. Yield Areas



SUMMARY - NET INCREASE IN GFA (INDICATIVE)

GFA existing permissible: 81,958m<sup>2</sup>  
GFA net base increase: 98,609m<sup>2</sup>  
GFA net bonus increase: 72,641m<sup>2</sup>  
GFA net increase: 171,250m<sup>2</sup>





## 8.5 Delivery of public benefits

Figure 38 and Table 3 summarise the public benefits intended to be achieved as a result of this Study to support the amenity of intensifying residential and renewing retail uses in the Yennora study area. These include a range of new public open spaces as well as improvements to public domain and connectivity.

### Land Acquisition

Where future public open space (e.g. new parklands, and links) are identified in this study, recommended sites should be investigated as part of Council's Open Space Strategy. This will ensure Council acquires these strategic land parcels to future-proof the delivery of identified public benefits.

### Planning Agreements

Another mechanism for delivery of a public benefit may be via planning agreements with applicants who may have amalgamated sites, and whom may benefit from potential increases in building height and FSR. In this sense, Council may seek to enter into a planning agreement with private landowners and/or developers as a means of funding and delivering intended outcomes either within or outside of any particular development site. This may occur either via a development application or as a part of an applicant-led planning proposal to amend existing development controls in accordance with the recommendations of this Study.

### Incentive clauses in the LEP

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

### Development Contributions Plans

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

### Public Benefits

- Study Area
- Fairfield LGA
- Cumberland LGA
- Existing Rail/ Station
- Existing Major Road
- Existing Local Road
- Cycleway
- Potential New Link
- Signalised Crossing/ Intersection
- Coordinated Delivery Area
- Public Open Space Existing
- Public Open Space Future
- Environmental Conservation
- Urban Plaza
- Tree Planting/ Tree Avenue
- ←---→ New open space link
- Investigate road widening for pedestrian/ landscape improvement
- Enhance Pedestrian Network
- Prospect Creek

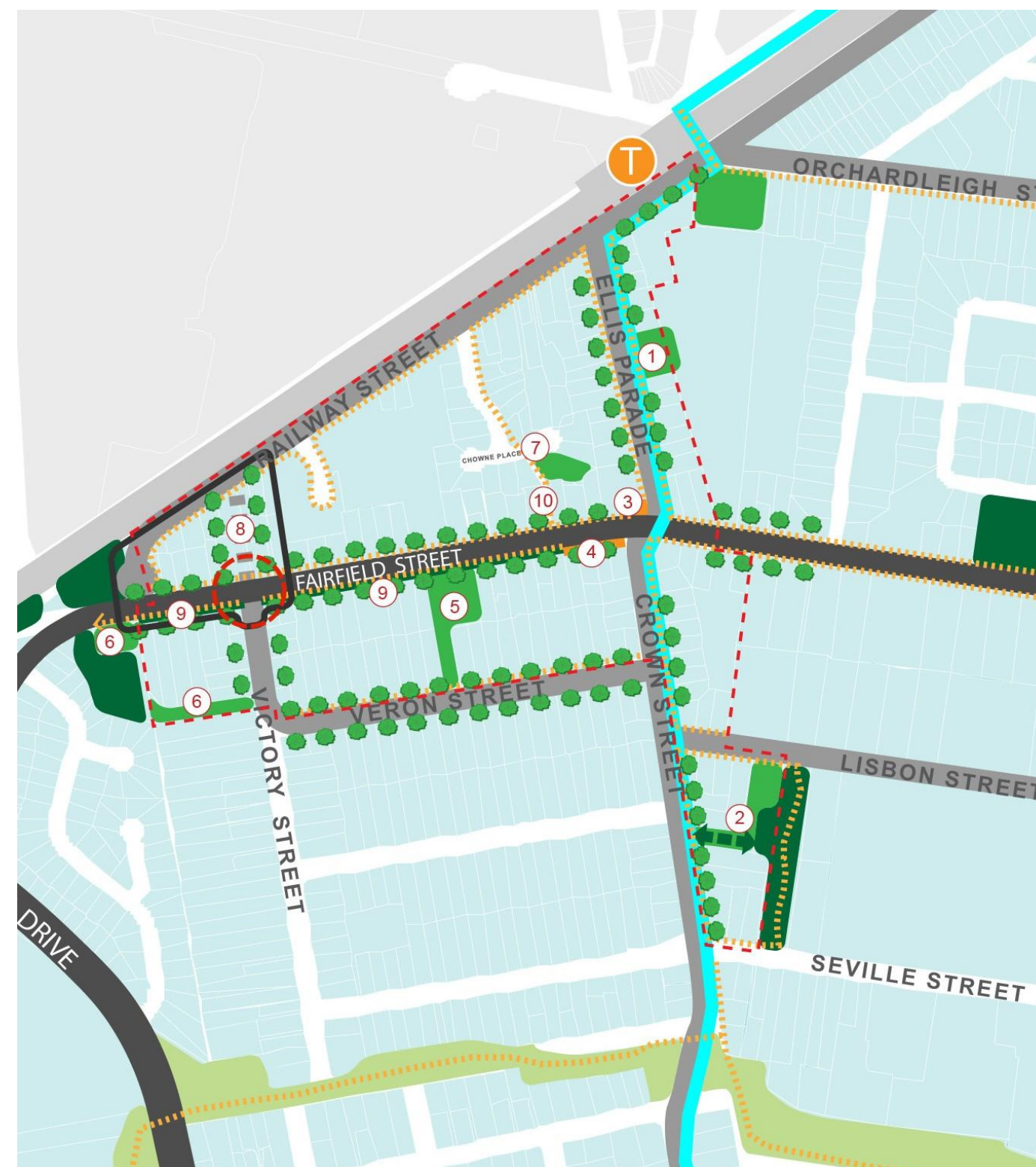


Figure 38. Key Public Benefits



Table 3: Key Public Benefits

Item	Identified Public Benefit	Delivery
New Public Open Spaces		
1	<b>New Public Open Spaces (Via Share Our Space):</b> New Public Open Space within the grounds of the Yennora Public School will assist in making better use of underutilised open space for public recreation outside of school hours. This will require reconfiguration of school assets and is subject to agreement with Yennora Public School and NSW Department of Education.	Implementation and funding subject to discussions and agreement with Yennora Public School and NSW Department of Education.
2	<b>Expand Lisbon Park and New Public Open Space Link:</b> Expansion of Lisbon Park for a more regular configuration and greater useability of the existing reserve. A new open space link to connect the existing Lisbon Park with Crown Street with good passive surveillance opportunities. The park and link may include child play facilities, soft landscaping surfaces, shading elements, public art and seating.	Land acquisition by Council. Public realm embellishments supported by developer contribution plan and planning agreements. Passive surveillance to be implemented via the DCP.
3	<b>New Plaza:</b> A new plaza of approximately 200m <sup>2</sup> at the western corner of Ellis Parade and Fairfield Street. This plaza may include hard and soft landscaping, shading elements, public art and seating.	Land dedication, public realm embellishments supported by developer contribution plan and planning agreements.
4	<b>Upgraded Plaza:</b> Upgrades to existing plaza/ footpath space at the western corner of Crown Street and Fairfield Street. This plaza may include hard and soft landscaping, shading elements, public art and seating.	Public realm embellishments supported by developer contribution plan and planning agreements.
5	<b>Fairfield - Veron Street Park and Link:</b> New public open space of approximately 3,600m <sup>2</sup> fronting onto Fairfield Street and providing a green link through to Veron Street. The park will have good passive surveillance opportunities and may include child play facilities, soft landscaping surfaces, shading elements, public art and seating.	Land acquisition by Council. Public realm embellishments supported by developer contribution plan and planning agreements. Passive surveillance to be implemented via the DCP.
6	<b>Expand Stimpson's Creek Reserve and Link to Veron Street :</b> Expansion of Stimpson's Creek Reserve for a more regular configuration and greater useability of the existing reserve. Establish a new green link between the southern portion of the existing open space and Veron Street.	Land acquisition by Council. Public realm embellishments supported by developer contribution plan and planning agreements. Passive surveillance to be implemented via the DCP.
7	<b>New Chowne Street Pocket Park:</b> A new pocket park of approximately 1,200m <sup>2</sup> abutting the existing pedestrian accessway to improve amenity and sight lines. This plaza may include hard and soft landscaping, shading elements, public art and seating.	Land acquisition by Council. Public realm embellishments supported by developer contribution plan and planning agreements. Passive surveillance to be implemented via the DCP.
Streetscape Upgrades and General Improvements to Connectivity		
8	<b>Victory Street Extension and Railway Street Closure:</b> Extension of Victory Street to Railway Street, with signalised intersection to include a pedestrian crossing phase. Closure of Railway Street at the intersection of Fairfield Street with a cul-de-sac to provide greater accessibility to the adjacent existing open space.	This is to be delivered as a broader redevelopment of the precinct, denoted on Figure 38 as a Coordinated Delivery Area. Facilitating land consolidation is essential to delivering this outcome. Land dedication for future road reserve, traffic/ pedestrian signals and public realm embellishments supported by planning agreements and potentially by developer contribution plan.
9	<b>Fairfield Street Widening (Southern side from Stimpson's Creek Reserve to Crown Street):</b> Widening of Fairfield Street to provide improved pedestrian infrastructure and landscaping to enhance pedestrian connectivity and the gateway corridor to Fairfield City Centre. Widening should be 5 meters to enable street tree planting, potential central median and wide footpaths with soft landscaping.	Council to detail intended outcome via a Public Domain Plan. Land dedication, public realm embellishments supported by developer contribution plan and planning agreements. Land uses along the southern side of Fairfield Street should be protected from further fragmentation in the meantime.
10	<b>Chowne Place - Fairfield Street Link:</b> Widening of existing pedestrian link to enhance sight lines and pedestrian safety. Development to provide improved passive surveillance to the land as new developments occur.	Land dedication, public realm embellishments supported by developer contribution plan and planning agreements. Passive surveillance to be implemented via the DCP.
11	<b>General Improvements to Streetscape and Connectivity:</b> General upgrades to the streetscape and public realm to facilitate better connectivity and streetscape amenity as identified in Figure 26 to Figure 30 of this urban design study.	Public realm embellishments supported by developer contribution plan and planning agreements.





# 9. RECOMMENDED PLANNING FRAMEWORK

The tools to make it happen.



This section sets out recommended amendments to the current planning framework to enable the outcomes for the Yennora Neighbourhood Centre and wider study area as envisaged in Section 8 of this urban design study.

This section outlines recommended amendments to the FLEP 2013 as well as recommendations for development controls under the Fairfield City Wide development Control Plan (DCP). The DCP will complement existing built form controls under the Apartment Design Guide (ADG.) Under the State planning framework, the ADG provides comprehensive built form guidance for residential flat buildings and shop housing, which is planned for the Ellis Parade/ Crown Street/ Fairfield Street spines and existing residential areas close to the Fairfield City Centre.

The ADG, as a State planning document, takes precedence over a DCP, a local adopted policy of Council. Recommended DCP controls will complement but not vary the provisions of ADG in order to achieve the intended outcomes of this urban design study. Therefore, the recommended DCP provisions do not repeat or seek to vary any controls under the ADG.

The areas identified for medium density residential infill are suitably guided under the existing provisions of the Fairfield City Wide DCP and Low Rise Medium Density Housing Code. Noting the commencement of the Code in July 2018 occurred after the DCP was adopted. Fairfield City Council will undertake a comprehensive review of the development controls pertaining to medium density development to ensure alignment with the Code.

### 9.1 Fairfield Local Environmental Plan 2013

To realise the outcomes of the Urban Framework Plan, amendments will be required to FLEP 2013. It is intended that this study for Yennora Study Area will largely form the basis of a Council initiated planning proposal.

Applicant-led planning proposals will need to be supported by the relevant technical studies including but not limited to:

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

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

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

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

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

The following sections outline recommended changes to the Fairfield LEP 2013.

#### 9.1.1. LAND USE ZONING

Figure 39 illustrates a minor expansion of the B1 Neighbourhood Centre zone is proposed to enable consolidation of development sites in the neighbourhood centre under a consistent zoning. Existing R2 Low Density Residential uses along the Ellis Street and Crown Street spine south of Fairfield Street and west of Victory Street extension are proposed to be zoned as R4 High Density residential, which permits the development of

residential flat buildings. These areas include new and expanded open space opportunities to be zoned RE1 Public Recreation. Upzoned sites should be subject to Affordable Housing provisions. Remaining R2 Low Density Residential is proposed to be rezoned to R3 Medium Density Residential to provide ‘missing middle’ housing opportunities over time.

Figure 39 illustrates only sites proposed for a change in land use zoning.

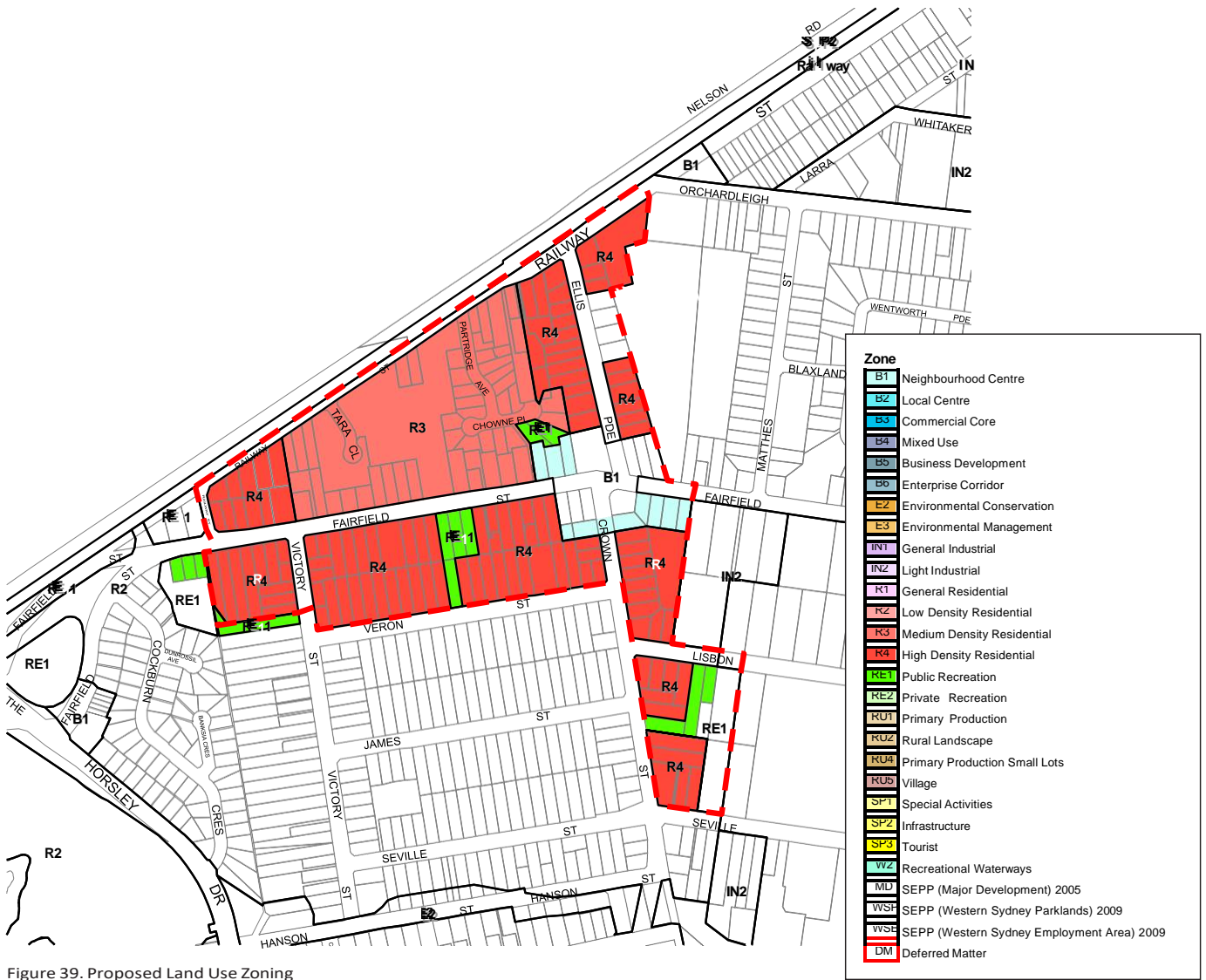


Figure 39. Proposed Land Use Zoning





### 9.1.2. HEIGHT OF BUILDINGS

Figure 40 illustrates the amendments to the Height of Buildings mapping for specific sites under the FLEP 2013 to achieve the outcomes envisaged by the urban framework plan.

Figure 40 highlights only land parcels identified for amendment.

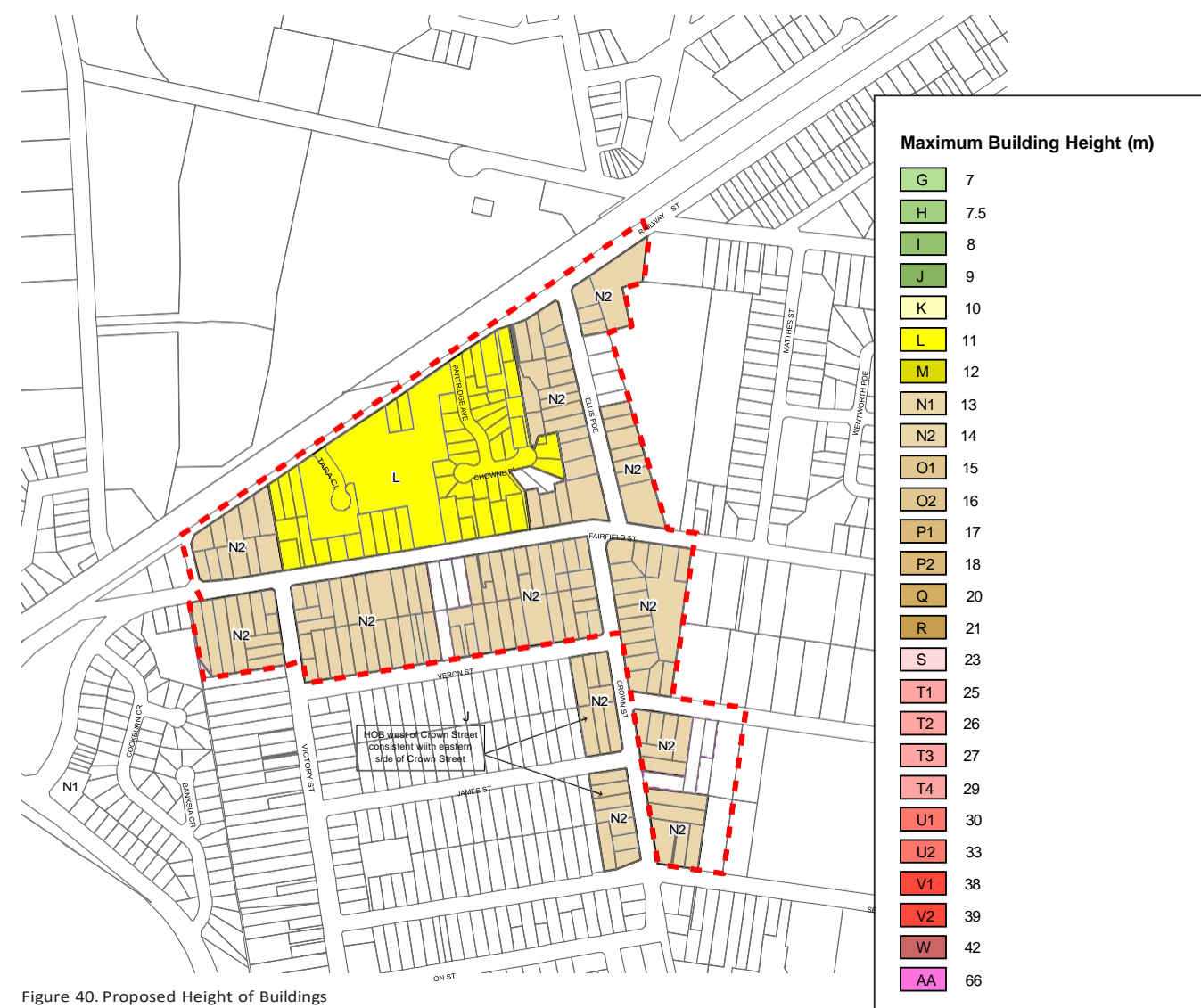


Figure 40. Proposed Height of Buildings

### 9.1.3. FLOOR SPACE RATIO

Figure 41 illustrates the specific amendments to the Floor Space Ratio mapping under the FLEP 2013 to achieve the outcomes envisaged by the urban framework plan..

Figure 41 highlights only land parcels identified for amendment.

### 9.1.4. BONUS HEIGHT AND FSR

Where a public benefit identified by this study is provided (e.g. a new laneway, new pedestrian link, laneway widening, new public open space or public realm embellishment - over and above any commitment to such benefits via the Planning Proposal process), Council may consider a bonus additional height of up to 3.5m and FSR up to 0.5:1 as part of the Development Application process. Building height may be increased by 6.5m (i.e. 2 storeys) in the B1 Neighbourhood Centre where a public benefit such as public domain improvements, new links, or public car parking is proposed.

For the purposes of supporting delivery of the proposed Victory Street extension, identified Town Centre Precinct 'F' in Figure 43 may be subject to additional bonuses height and/or FSR.

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



Figure 41. Proposed FSR



9.1.5. LAND RESERVE ACQUISITION

Figure 42 illustrates the amendments to the Land Reserve Acquisition mapping for specific sites under the FLEP 2013 to achieve the outcomes envisaged by the urban framework plan. This map identifies the following strategic site for acquisition:

Lisbon Park Expansion (from current 6,243m<sup>2</sup> to 9,273m<sup>2</sup>)

Lot C (DP372475),126 Lisbon Street, Fairfield East.

Lot A (DP 347890),128 Lisbon Street, Fairfield East.

Lot 5 (DP9547), 40 Crown Street, Fairfield East.

New Fairfield Street Park and link to Veron Street (Approximately 3,600m<sup>2</sup>)

Lot 158 (DP32726),176 Fairfield Street, Fairfield East.

Lot 157 (DP32726),178 Fairfield Street, Fairfield East.

Lot 156 (DP32726), 178 Fairfield Street, Fairfield East.

Lot 133 (DP32726), 25 Veron Street, Fairfield East.

Simpson’s Creek Reserve Expansion (from current 3,733m<sup>2</sup> to 6,478m<sup>2</sup>)

Lot 1 (DP31622), 218 Fairfield Street, Fairfield East.

Lot 2 (DP31622), 220 Fairfield Street, Fairfield East.

Lot 175 (DP 32726),13 Victory Street, Fairfield East.

Chowne Place Pocket Park (Approximately 1,200m<sup>2</sup>)

Lot 12 (DP222462),11 Chowne Place, Yennora.

Lot 11 (DP222462),13 Chowne Place, Yennora.

The identified sites are critical to the implementation of identified public domain outcomes within this urban design framework, warranting acquisition. Figure 42 highlights only land parcels identified for acquisition.

The proposed new Victory Street extension to connect northward to Railway Street may be delivered by encouraging consolidation of the land west of the link and implemented via planning agreements. However, should Council consider this link as a key priority, it may alternatively seek to acquire the site. This would also enable Council to protect the opportunity to establish this link into the future.



Figure 42. Land Reserve Acquisition





### 9.1.6. SITE AMALGAMATION

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

Council's current LEP has a site amalgamation incentive approach contained in Part 7 which is generally used to enable the maximum prescribed building height and FSR to be achieved only when a defined site area is achievable. The areas identified by the LEP to utilise this provision are known as Town Centre Precincts.

It is proposed to use Town Centre Precinct provisions to incentivise amalgamation. This will provide flexibility to permit development of smaller land parcels, but will encourage land consolidation to accommodate well-sited higher density development.

This Study proposes to utilise this mechanism to encourage recommended development outcomes. This is being done via the addition of new Town Centre Precincts applicable to the Yennora Study Area.

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

To assist with understanding the intention of the provisions included within Part 7, it is recommended that an objective for the clause is inserted and would apply to all nominated Town Centre Precinct 'Areas'.

*"(1A) The objective of the clause is to facilitate land consolidation."*

With respect to new Town Centre Precincts, it is proposed that additional clauses 7.12 and 7.13 be inserted within Part 7 to apply the relevant lot size requirements.

Potential LEP provisions are demonstrated in the following summary box:

### 7.12 - Yennora Floor Space Ratio:

*(1) The objective of the clause is to facilitate land consolidation.*

*(2) The floor space ratio of a building on a lot that is on land identified as "Yennora—Area A" on the Town Centre Precinct Map must not exceed 0.45:1 unless the size of the lot is at least 2,000 square metres.*

*(3) The floor space ratio of a building on a lot that is on land identified as "Yennora—Area B" on the Town Centre Precinct Map must not exceed 0.45:1 unless the size of the lot is at least 1,500 square metres.*

*(4) The floor space ratio of a building on a lot that is on land identified as "Yennora—Area C" on the Town Centre Precinct Map must not exceed 0.45:1 unless the size of the lot is at least 4,000 square metres.*

*(5) The floor space ratio of a building on a lot that is on land identified as "Yennora—Area D" on the Town Centre Precinct Map must not exceed 0.45:1 unless the size of the lot is at least 2,500 square metres.*

*(6) The floor space ratio of a building on a lot that is on land identified as "Yennora—Area E" on the Town Centre Precinct Map must not exceed 0.45:1 unless the size of the lot is at least 10,000 square metres.*

*(7) The floor space ratio of a building on a lot that is on land identified as "Yennora—Area F" on the Town Centre Precinct Map must not exceed 1:1 unless the size of the lot is at least 2,000 square metres.*

### 7.13 Yennora Height of Buildings

*(1) The objective of the clause is to facilitate land consolidation.*

*(2) The height of a building on a lot that is on land identified as "Yennora—Area A" on the Town Centre Precinct Map must not exceed 9 metres unless the size of the lot is at least 2,000 square metres.*

*(3) The height of a building on a lot that is on land identified as "Yennora—Area B" on the Town Centre Precinct Map must not exceed 9 metres unless the size of the lot is at least 1,500 square metres.*

*(4) The height of a building on a lot that is on land identified as "Yennora—Area C" on the Town Centre Precinct Map must not exceed 9 metres unless the size of the lot is at least 4,000 square metres.*

*(5) The height of a building on a lot that is on land identified as "Yennora—Area D" on the Town Centre Precinct Map must not exceed 9 metres unless the size of the lot is at least 2,500 square metres.*

*(6) The height of a building on a lot that is on land identified as "Yennora—Area E" on the Town Centre Precinct Map must not exceed 9 metres unless the size of the lot is at least 10,000 square metres.*

*(7) The height of a building on a lot that is on land identified as "Yennora—Area F" on the Town Centre Precinct Map must not exceed 11 metres unless the size of the lot is at least 2,000 square metres.*



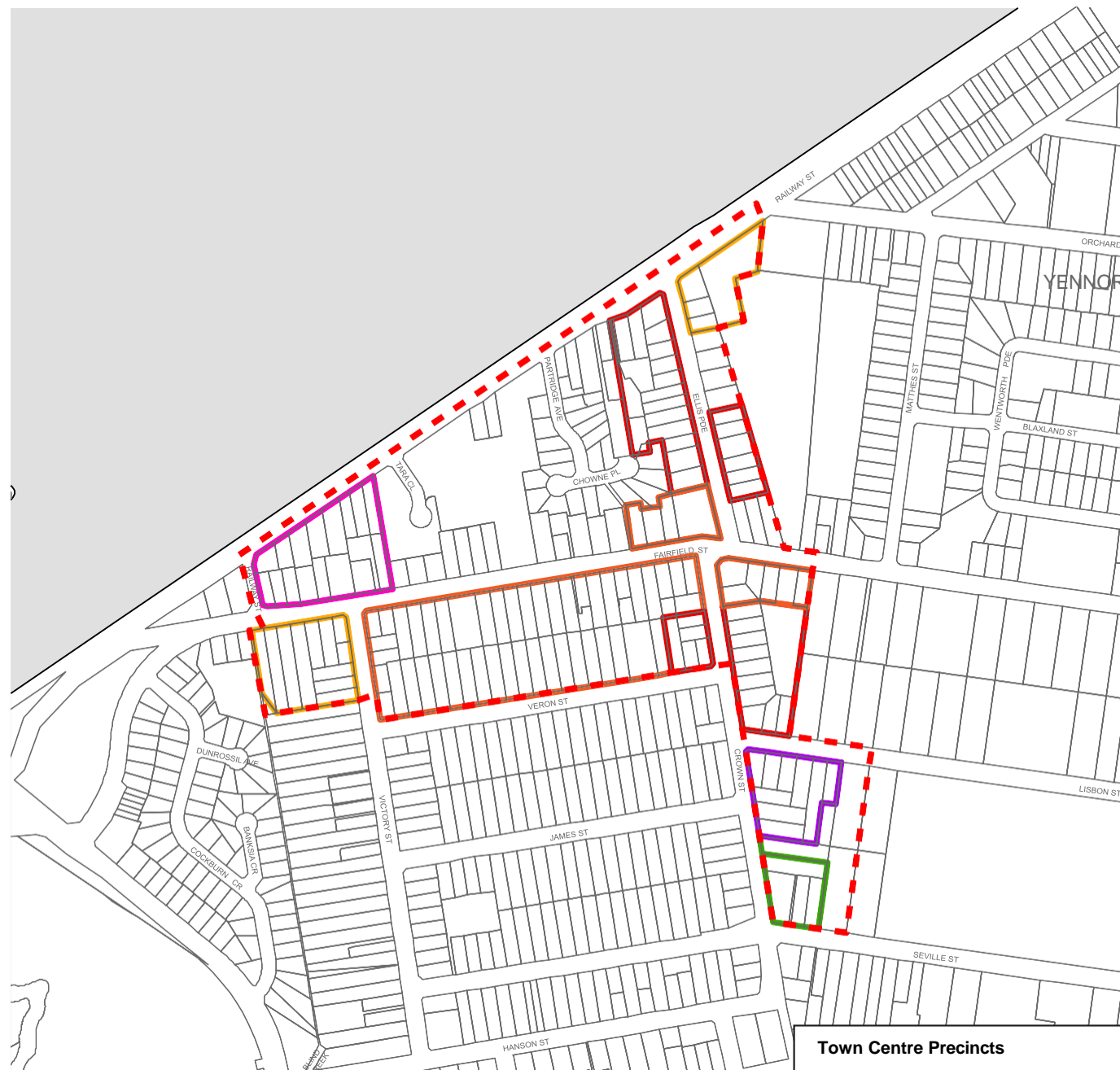


Figure 43. Town Centre Precincts (Lot Consolidation)

#### Town Centre Precincts

- Yennora Area A
- Yennora Area B
- Yennora Area C
- Yennora Area D
- Yennora Area E
- Yennora Area F

### 9.1.7. MANAGING FUTURE OPPORTUNITIES

Redevelopment of land on the southern side of Fairfield Street has potential to facilitate widening of Fairfield Street to enhance the amenity and landscaping qualities of this important gateway and pedestrian route to the Fairfield City Centre.

Large residential lots and lack of strata development provides a sound basis for future land consolidation and redevelopment to permit apartment buildings up to 4 storeys to deliver this key public benefit.

Redevelopment along the southern side of Fairfield Street, the prioritisation of road widening should also be reconsidered west of Crown Street as a part of Council's future Public Domain Plan.

It is therefore important to protect this land from further fragmentation so that sites can be amalgamated for apartment buildings, terraces and the like.

In order to protect land on the southern side from further fragmentation, it is proposed that a minimum subdivision lot size of 2,000m<sup>2</sup> be established. This is illustrated in Figure 44.



Figure 44. Minimum Site Area



### 9.1.8. STREETSCAPE ACTIVATION

It is recommended that Council introduce streetscape activation clause and maps for lots in the Yennora Neighbourhood Centre. Principles plans in Figure 25 and Figure 26 as well as the Urban Framework Plan in Figure 29 reflect streets intended to be activated.

### 9.1.9. DESIGN EXCELLENCE

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

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

Note that the Yennora Study Area is subject to other constraints such as building height limitations associated with the protected airspace of Bankstown Airport, however given that buildings heights of up to 4 storeys (and no greater than 6 storeys for additional public benefit) are envisaged for with the study areas this is not expected result in impacts on airport related height limitations.

## 9.2 Proposed controls to be incorporated into the DCP

Recommended DCP controls are provided in Appendix A. These controls pertain to the B1 Neighbourhood Centre and proposed R4 High Density Residential zoned land.

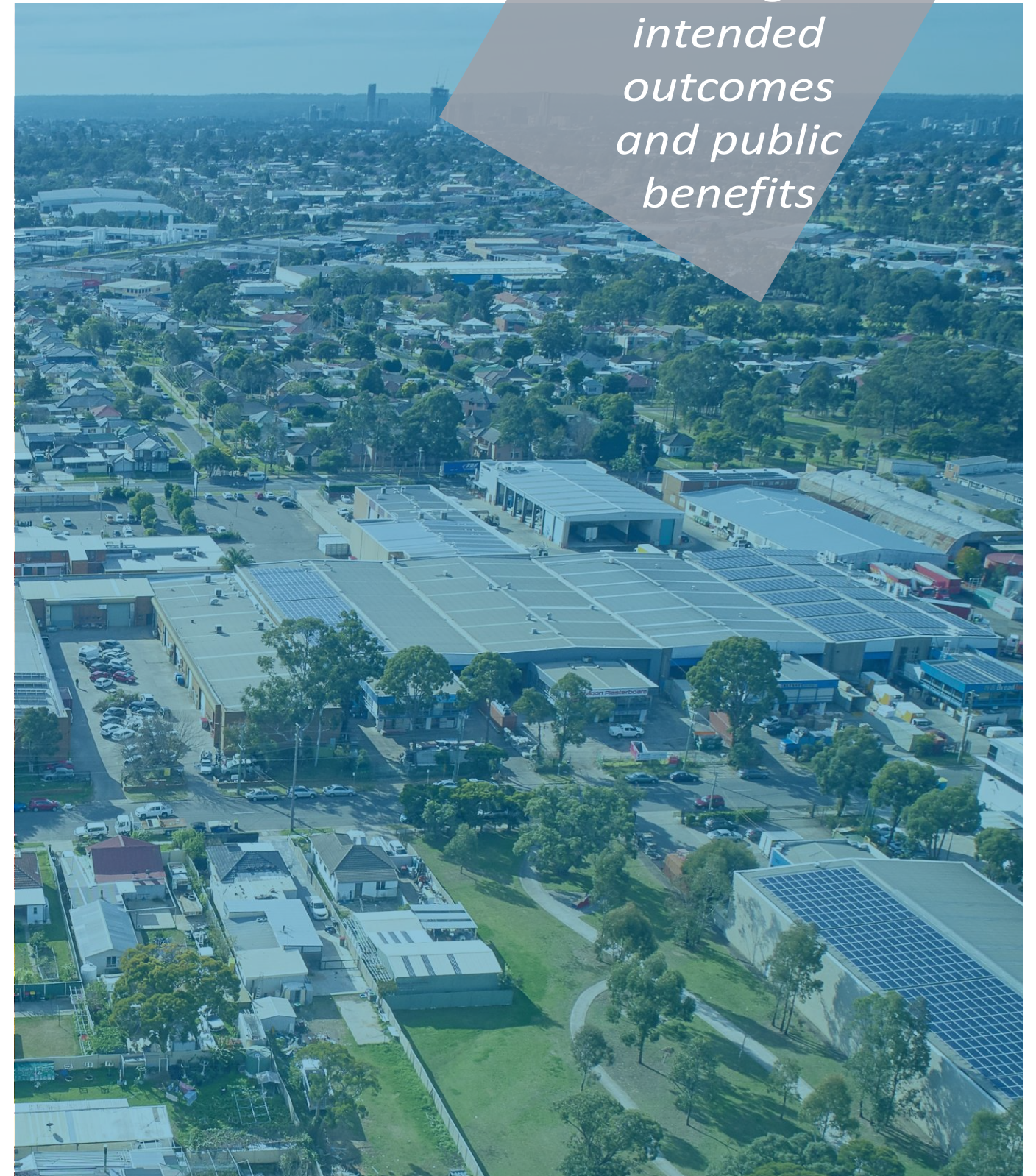
The existing controls under the Fairfield City Wide DCP currently provides guidance for remaining R3 Medium Density Residential zoned land.

The Low Rise Medium Density Design Code (the Code) came into effect via *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* in July 2018. The Code is supported by the *NSW Low Rise Medium Density Design Guide*.

Council is undertaking a review of controls guide medium density development provided for under Fairfield City Wide DCP in response to the State level framework.

The *NSW Low Rise Medium Density Design Guide* provides comprehensive guidance medium density development. As an interim measure, this study recommends that this document form the primary assessment framework for development in the R3 Medium Density Residential zone within the study area.

Land consolidation is essential to achieving the intended outcomes and public benefits





# APPENDIX A

## – DRAFT DCP





# DRAFT DCP

This draft DCP applies to all land in the Yennora Neighbourhood Centre and surrounding study area.



Figure 1: DCP Application Area

## A.1 Objectives

The objectives for all development in the Yennora DCP application area are:

- To improve the amenity of the Yennora Neighbourhood Centre for business, workers, residents and visitors.
- To enhance Yennora Neighbourhood Centre as a convenient and pedestrian-oriented place.
- To ensure the compatibility of land uses and minimise land use conflict.
- To provide a range of shops and services that cater for a diverse range of local needs.
- To promote design excellence in all built form and public domain outcomes, which enhance and respond to the local character of Yennora Centre.
- To reinforce Fairfield Street, Ellis Parade and Crown Street spines as key desire lines and heart of activity for Yennora Neighbourhood Centre.
- To minimise residential noise exposure from Fairfield Street and railway line with façades that are attractively designed and allow for passive surveillance of adjacent streets and public realm.
- To encourage the development of shop top housing and diverse housing types in and around the Yennora Neighbourhood Centre to support the diverse needs of the community.
- To support land uses that provide a high degree of convenience and services for the local neighbourhood.
- To provide articulated architectural solution of high visual quality for all facades visible from the public realm.
- To visually reinforce key gateways, corners and landmark locations with a high visual quality.
- To meaningfully addresses streets and public places to improve visual quality and passive surveillance of the public realm.

- To facilitate optimal provision and use of car parking availability in the centre and minimise its visual impacts on the streetscape and public realm.
- To promote safety and security in the public realm and minimise the opportunity for crime and antisocial behaviour.
- To enhance the quality, legibility and safety of the throughout the study area to provide accessibility to persons of all abilities.
- To minimise the urban heat island effect through innovative built form and landscape design.
- To create a unique sense of place through place making initiatives and urban art.

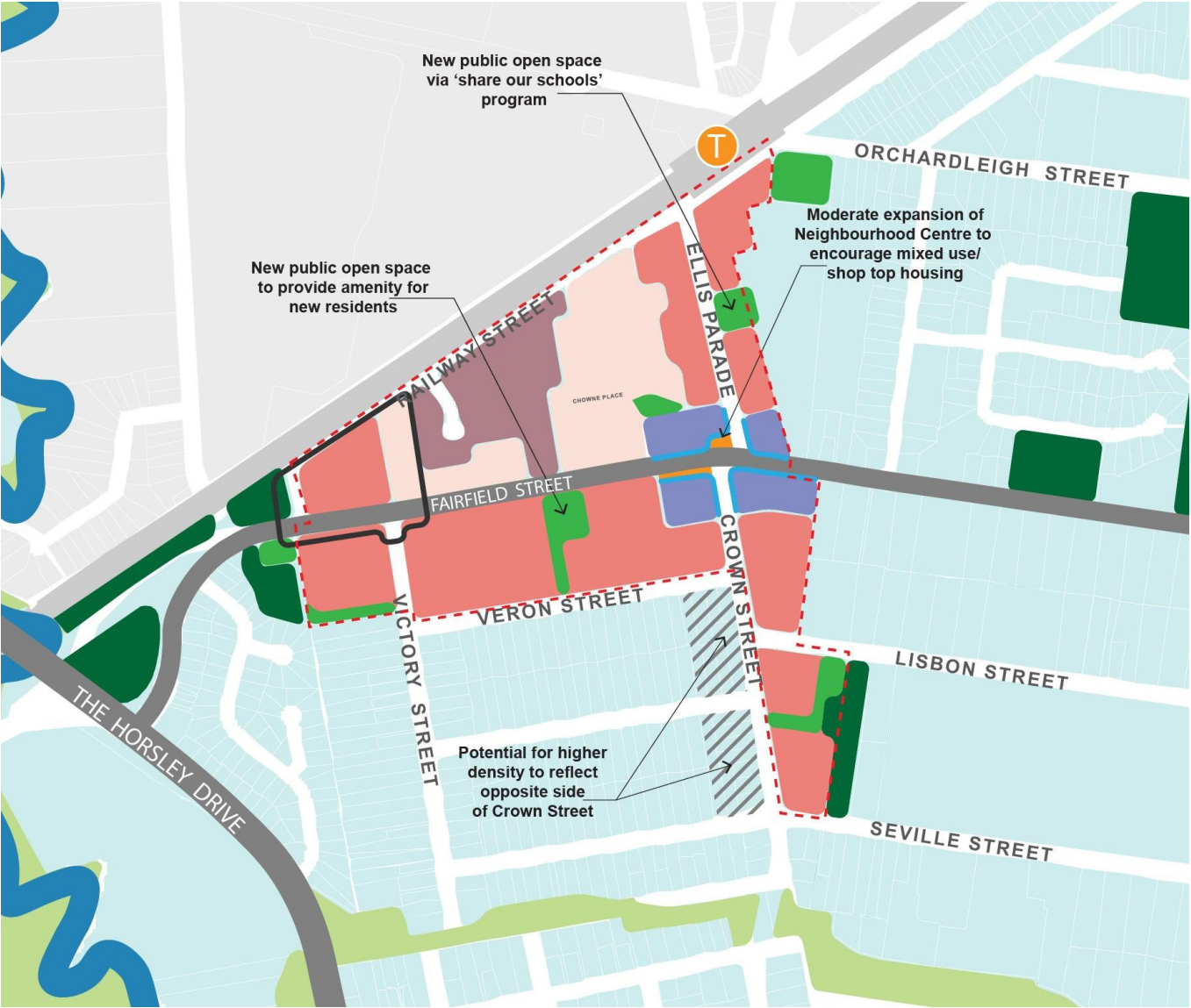
## A.2 Controls

### A.2.1 KEY PRINCIPLES

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



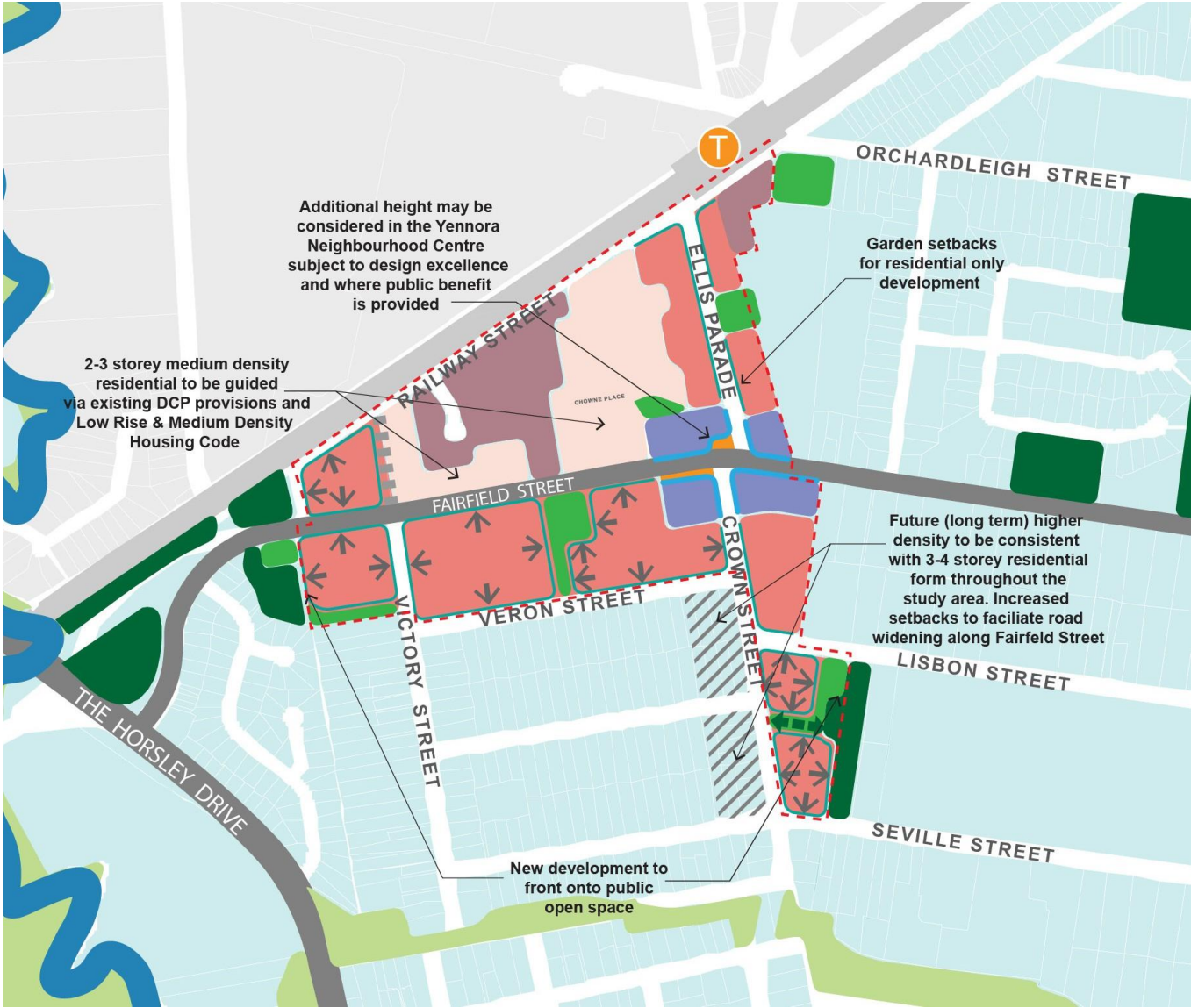
Figure 2. Land Use, Vibrancy and Vitality Principles



**Land Use, Vibrancy & Vitality**

- Study Area
- Fairfield LGA
- Cumberland LGA
- Existing Rail/ Station
- Existing Major Road
- Reinforce Retail Activity
- Mixed Use/ Shop Top Housing
- Public Open Space Existing
- Public Open Space Future
- Environmental Conservation
- Medium to High Density Residential
- Medium Density Residential
- Social and Seniors Housing
- Coordinated Delivery Area
- High Density Residential Investigation
- Prospect Creek

Figure 3. Built Form Principles



**Built Form**

- Study Area
- Fairfield LGA
- Cumberland LGA
- Existing Rail/ Station
- Existing Major Road
- Potential New Link
- Reinforce Retail Activity
- Public Open Space Existing
- Public Open Space Future
- Urban Plaza
- Environmental Conservation
- 4-6 storeys\*  
\* 6 storeys subject to design excellence and public benefit/
- 3-4 Storeys
- 2-3 Storeys
- Unlikely to change
- High Density Residential Investigation
- Garden Setback
- Frontage address
- Prospect Creek





Figure 4. Movement and Access Principles



#### Movement & Access

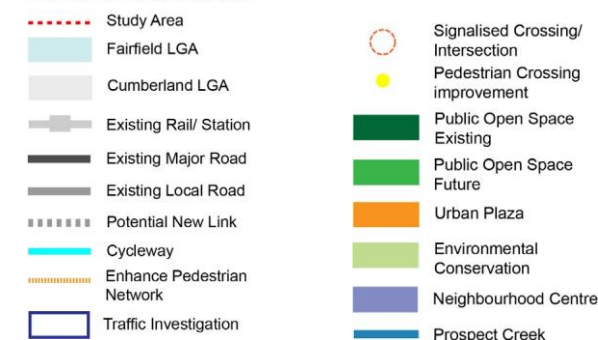
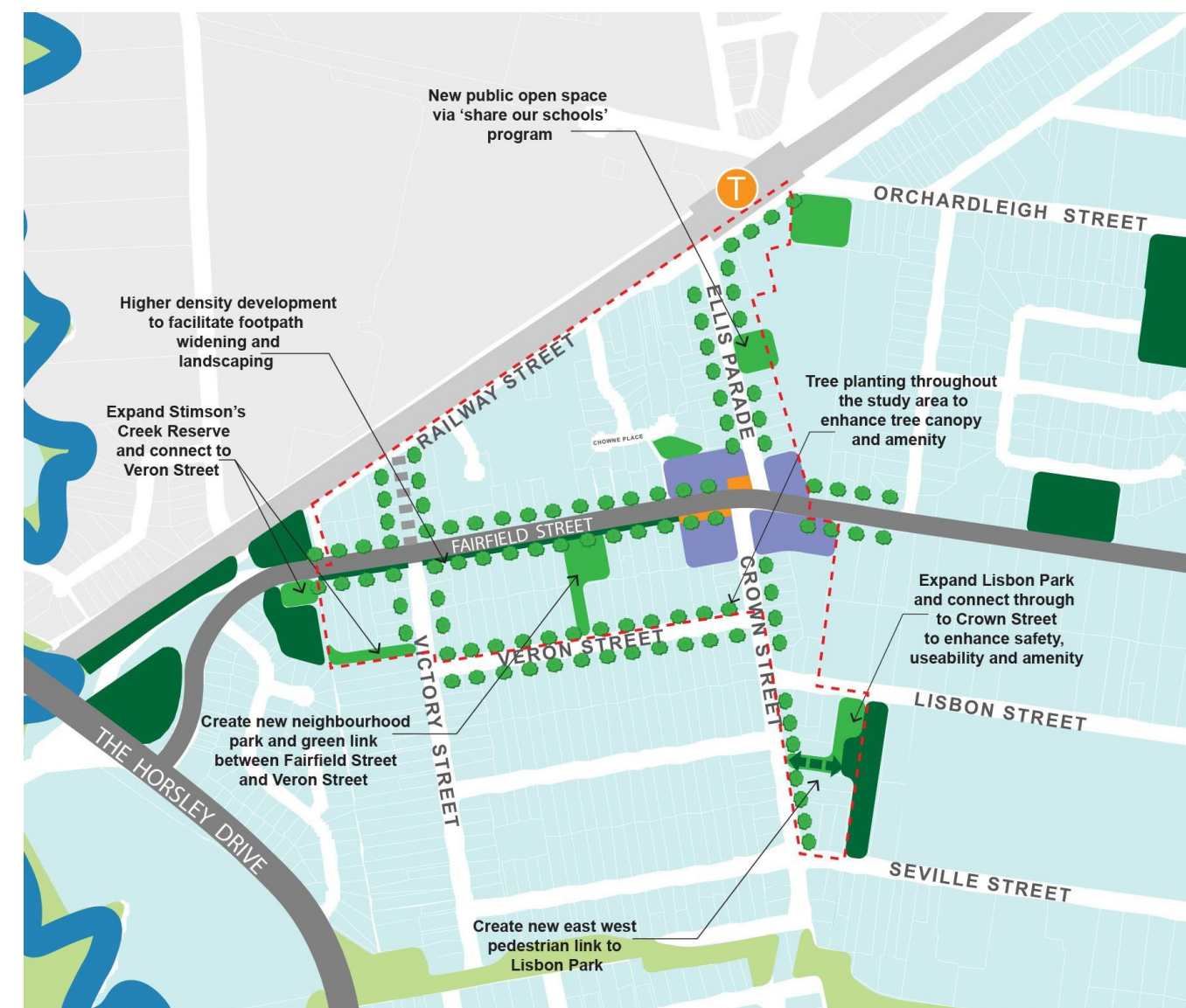


Figure 5. Public Domain, Landscape and Place Principles



#### Public Domain, Landscape & Place





A.2.2 URBAN FRAMEWORK PLAN

All development is to be in accordance with the Urban Framework - Structure Plan (Figure 6).

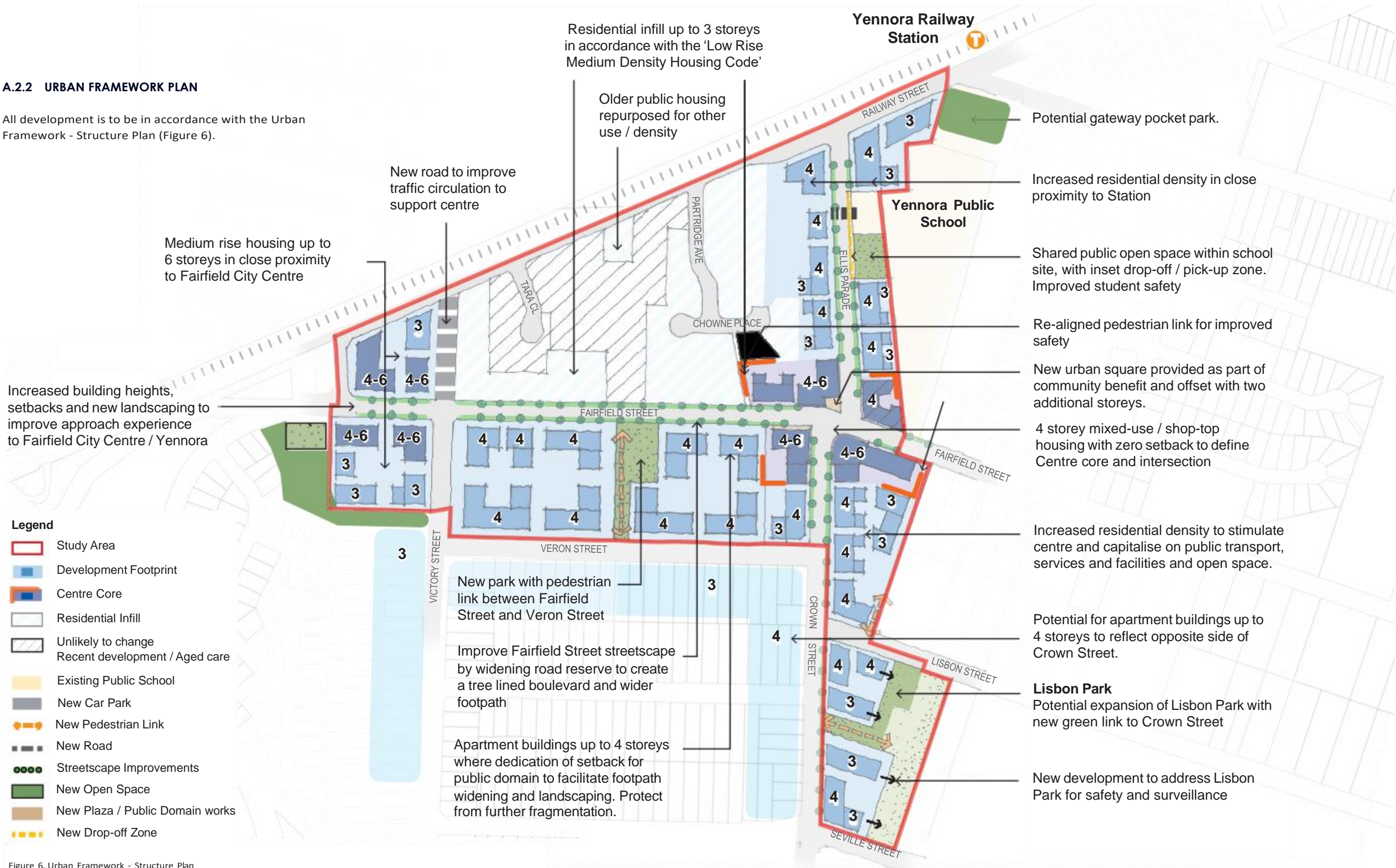


Figure 6. Urban Framework - Structure Plan





Figure 7. Setback Types

### A.2.3 SETBACKS

Setbacks in the Yennora DCP Application Area are to be in accordance with the Setback Types outlined in Figure 7 and the corresponding street section type.

Type 3 setbacks may be provided on any street corner in the B1 Local Centre zone subject to design excellence.





**TYPE 1**

**a) Shop top housing to 4 storeys**

- Nil setback to podium level for maximum 2 storeys, consistent with existing streetscape scale and character.
- Upper levels set back minimum 4m from the street to maintain human scale at the street edge.

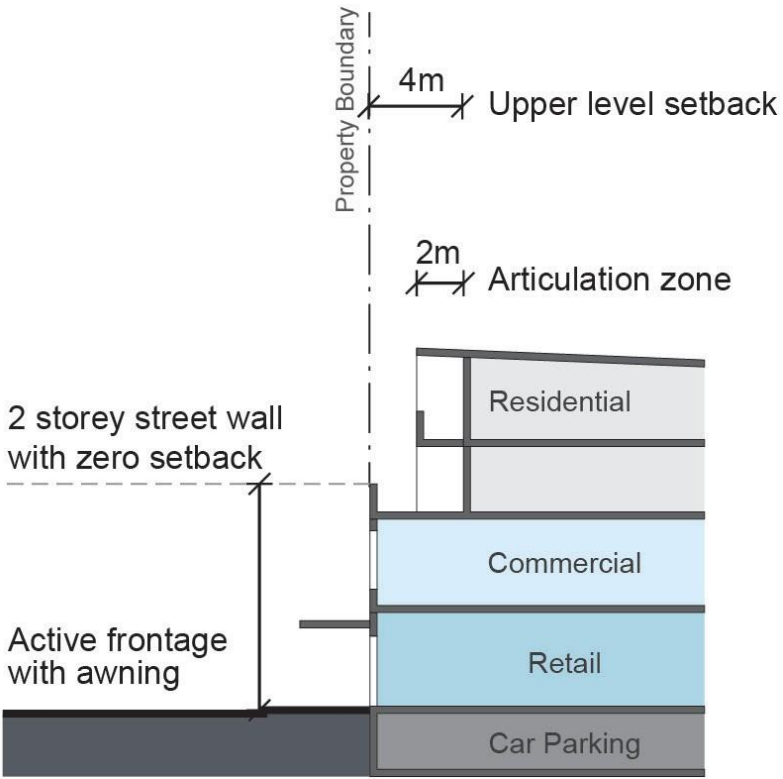


Figure 8. Setback Type 1a - 4 Storey with 2 Storey Podium

**b) Shop top housing 6 Storeys  
- (Additional height subject to design excellence)**

- Nil setback to podium level for maximum 2 storeys).
- 4m minimum upper level (third storey and above) setback to maintain human scale at the street edge.

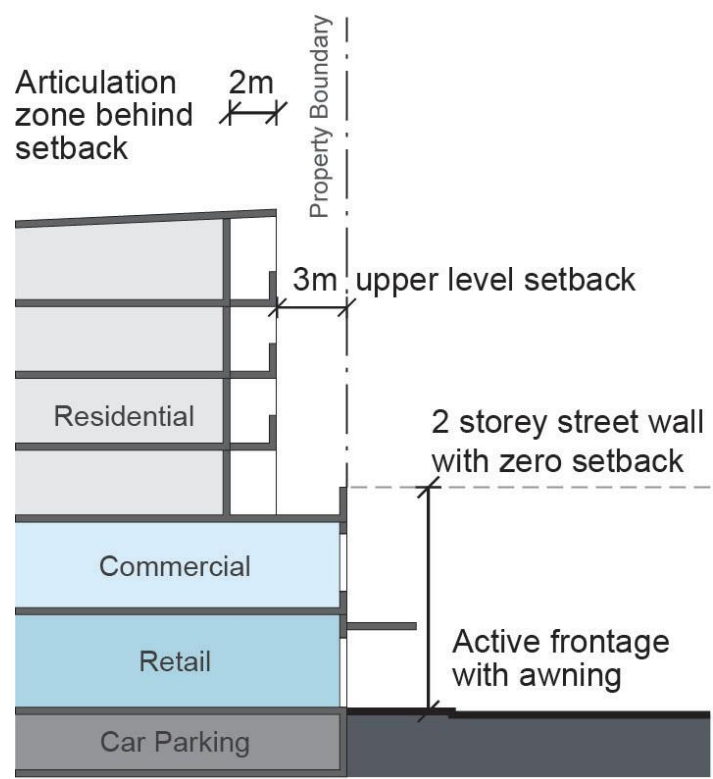


Figure 9. Setback Type 1b - 6 Storey with 2 Storey Podium

**SETBACK TYPE 1**

**TYPE 2**

**Residential flat buildings to 4 storeys**

- 4m minimum setback from the street for maximum 3 storeys.
- Upper level (fourth storey) set back an additional 2m from the floor below to a minimum 4m from the street.

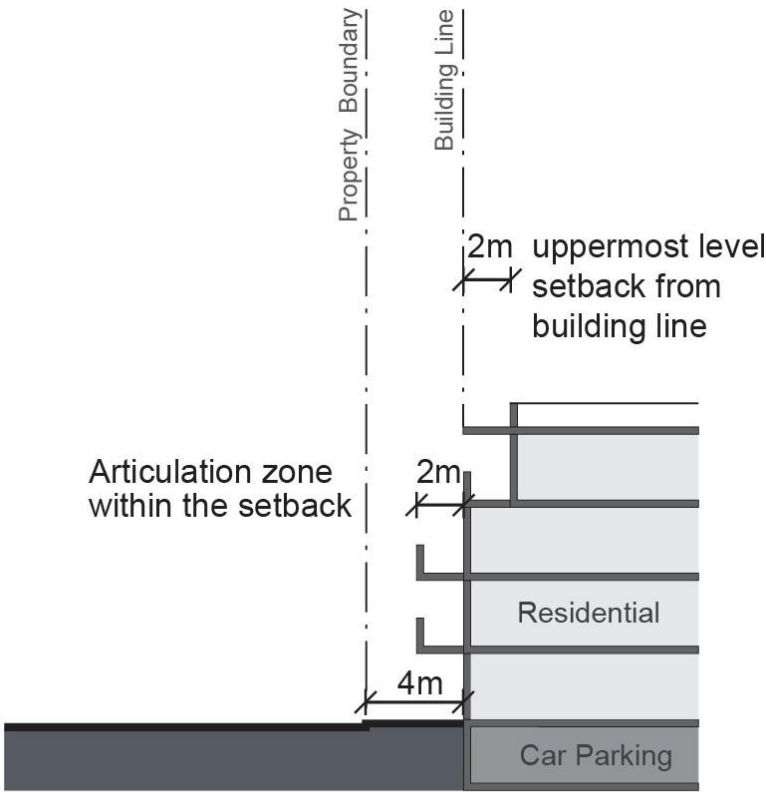


Figure 10. Setback Type 2

**SETBACK TYPE 2**





### TYPE 3

#### Prominent corners

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

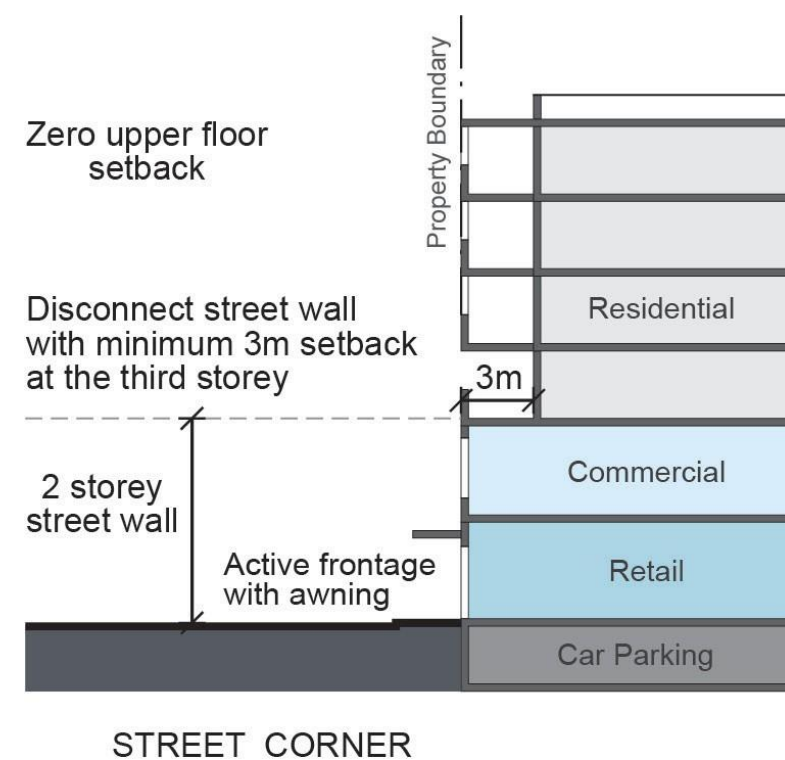


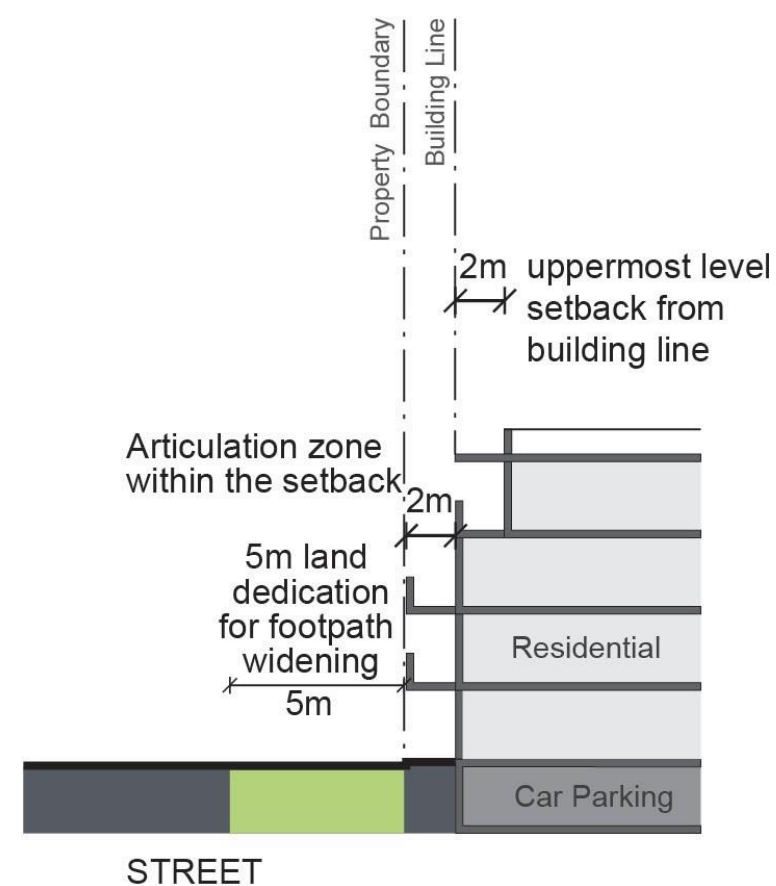
Figure 11. Setback Type 3

### SETBACK TYPE 3

### TYPE 4

#### Residential flat buildings to 4 storeys

- 2m minimum setback from the street for maximum 3 storeys.
- Upper level (fourth storey) set back an additional 2m from the floor below to a minimum 4m from the street.
- 5m land dedication along Fairfield Street for footpath widening.



### SETBACK TYPE 4



## LOW RISE MEDIUM DENSITY HOUSING

### 2-3 Storey Terraces, Manor Houses and Dual Occupancy

- Setbacks to streets and boundaries as per the NSW Low Rise Medium Density Design Guide.
- Setbacks and façade design to maximise passive surveillance of streets and the public realm.



#### A.2.4 STREETScape AND BUILDING DESIGN

- Buildings are to be designed with a high level of architectural detail and articulation consisting of a variety of materials to create an architectural response that creates a sense depth and visual diversity.
- Buildings are to be designed to create clear visual articulation and distinction between the podium and tower levels.
- Active ground level frontages in the form of commercial, retail or other non-residential uses, which are to be focused towards streets and public places.
- Corner buildings are to be designed to reflect their prominent position and should be distinctive in their architectural detail.
- Continuous awnings are to be provided to all development with a non-residential ground level frontage for the shading and shelter of the adjacent street or public realm.
- Awnings should be parallel to the pavement and be of metal construction.
- Blank walls are not permitted where visible from the public realm (i.e. public street, laneway or public open space). In circumstances where walls are provided with minimal or no openings (i.e. windows, door and balconies), such walls are to be treated with an appropriate levels of design detail and visual articulation to create visual interest.
- Zero-lot party walls must be suitably designed and articulated to provide visual interest to the streetscape. Articulation must include elements of physical relief and texture that creates shadowlines and provides visual diversity.
- Where protective measures to building facades are necessary for to reduce traffic noise impacts from Fairfield Street or the railway line, these are to be designed in a visually attractive manner that provides a high degree of visual interest as viewed from the public realm.

#### A.2.5 PUBLIC DOMAIN AND LANDSCAPING

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

#### A.2.6 VEHICLE ACCESS AND CAR PARKING

- Vehicle access is to be provided from service lanes where existing or proposed.
- Service areas, substations and refuse collection should be located to minimise visual impacts and maximise activation of key streets.
- Car parking is to be provided in an underground basement.
- Where at-grade parking is provided, it is to be sleeved with active uses to ground level street frontages, especially in the Yennora neighbourhood centre.





- Where above-grade parking is provided, it is to be sleeved with residential or commercial uses or provided with semi-permeable screening of a high design quality and visually artistic appearance to minimise the visibility of car parking from the street and public realm.
- At grade open-air car parking areas should be landscaped with trees to reduce the impact of hard paving and summer sun.
- Vehicle access is to be designed so as to minimise potential conflict and safety impacts between pedestrians, cyclists and vehicle traffic.

#### A.2.7 TREATMENT OF ADJOINING LANEWAYS

- Buildings with lane way frontage are required to ensure a high-quality visual appearance to that frontage.
- Fences to rear lane ways are to be 1.8m high and set back 1m from the boundary to allow for landscape enhancements, temporary waste bin storage and bulk waste pick-ups.
- Fences to refuse collection / storage areas are to be screened from view by use of solid fence types.
- Fences to retail / commercial back of house areas are to be black palisade or similar.
- Fences to residential rear entries are to be semi-transparent to allow for privacy and visual surveillance of the laneway.

#### A.2.8 SAFETY AND SECURITY

- All development in the Yennora Neighbourhood Centre and wider study area is to be supported by a Crime Prevention Through Environmental Design (CPTED) study to demonstrate how the development incorporates 'Safer by Design' principles of:
  - > **Surveillance:** Maximise visibility and surveillance of the public environment. When there are 'eyes on the street' or 'natural surveillance' from passers-by,

and if public places are overlooked from adjoining buildings, people feel safer and potential offenders feel exposed. Natural surveillance is one of the primary aids for crime prevention. Lighting to external or publicly accessible places, including car parks, are to be provided with appropriate lighting.

- > **Access, Movement and Sightlines:** Provide safe movement, good connections and access. People feel more comfortable using public places that provide well defined routes and clear sightlines (day and night) so they can see and be seen. Entrances to buildings should be safe and accessible without compromising security.
- > **Activity:** Maximise activity in public places. Balancing the needs of all users of streets and public places is vital so that people feel comfortable and safe. Encouraging walking increases activity, social interaction and surveillance in public places and reduces the risk of crime.
- > **Ownership:** Clearly define private and public space responsibilities Clarifying 'ownership' of private and public space is important for improving public safety. Where the 'ownership' of an area is ambiguous, it is often 'unclaimed' and can become the focus of anti-social and criminal behaviour. It is important to encourage residents to take responsibility and pride in places they use and inhabit.
- > **Management and Maintenance:** Manage public space to ensure that it is attractive and well used Well maintained public places improve people's perception of how safe a place is and supports their desire to occupy and use those places. Management programs to clean, repair and maintain public spaces and private buildings are vital for community safety and wellbeing.



# FAIRFIELD CITY CENTRE