

FAIRFIELD EAST

PUBLIC DOMAIN PLAN

NOVEMBER 2020



ep | environmental
partnership

RD | RobertsDay
planning.design.place

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We acknowledge the Cabrogal of the Darug Nation as the traditional Custodians of the land.
We would like to pay respect to the Elders both past and present of the Fairfield area and extends that respect to other Aboriginal and Torres Strait Islander Australians.



c.1840 'Native scenes' album, P.H.P Phelps.
Picture: State Library of NSW, Cabrogal to Fairfield City By Stephen Gapps

EXECUTIVE SUMMARY

Environmental Partnership and RobertsDay, in collaboration with Fairfield City Council, have developed a Public Domain Plan for Fairfield East (Yennora) Centre. This Plan responds to government mandate and best practice public domain planning by undertaking a place-led approach that responds to a deep understanding of the centre's unique place attributes.

Part A of the report provides a foundation of Place Knowledge - establishing an understanding of the city centre's existing and future identity. The Place Knowledge forms the basis for a series of briefs which inform Place Activation, Economic Development and Public Domain Objectives.

Part B of the report details the implementation of the Public Domain Objectives through Structure Plans, Public Domain Typologies, Design Specifications and an approach to Materials and Finishes.

Part C of the report details Vision Concepts for a series of Demonstration Sites illustrating potential applications of the Public Domain Plan.

Part D of the report summarises background studies and best practise benchmarking that has informed the plan.

This Public Domain Plan will facilitate the delivery and activation of public realm that celebrates Yennora's character and builds on its local strengths to generate a well-connected, liveable, socially vibrant, and visually appealing centre.

Place Identity YENNORA CENTRE IS...

FAMILY-FRIENDLY

The centre is safe and playful, accommodating a range of uses and all age groups. The centre encourages learning through movement, activity and experiences.

Yennora looks and feels secure, with a social street life, effective passive surveillance, and good legibility and connectivity.

FUNCTIONAL

Yennora provides residents with their daily needs. It supports daily activities, active travel, social networks and access to jobs, with a centralised activity focus.

ASPIRING

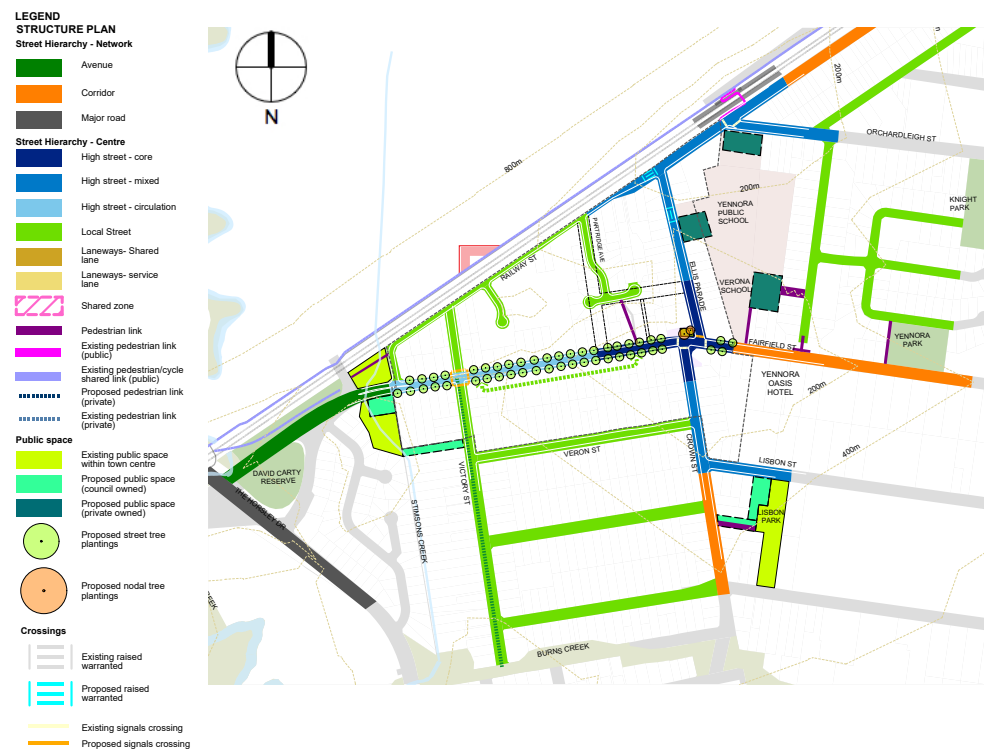
Responding to the centre's past in having one of the country's highest levels of disadvantage, Yennora evokes a sense of aspiration. New and existing residents are engaged with community and interact with each other.

SOFT

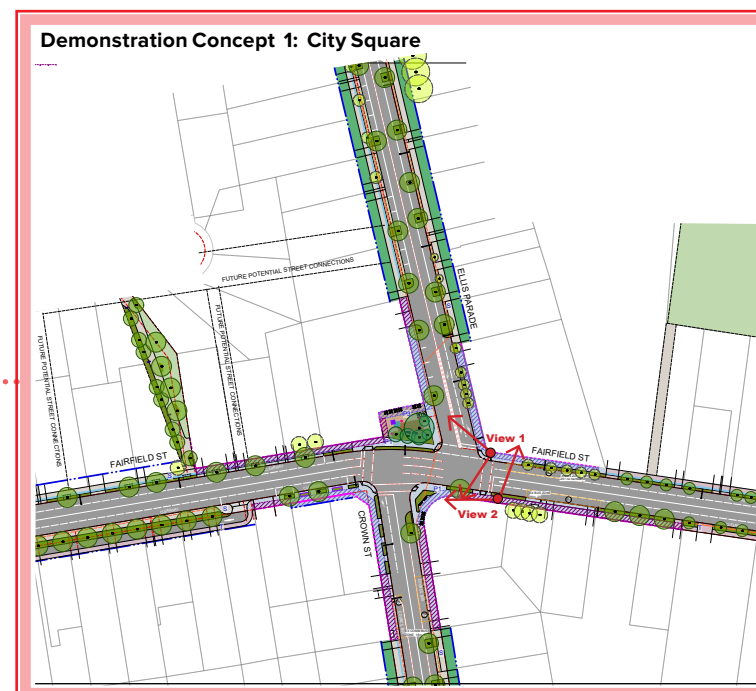
Yennora is a centre where people walk to the shops and children play in the streets. Green spaces provide spaces to sit and linger, while a wider network of green character and connections provide a pleasant climate and walking environment right across the centre.



Public Domain Structure Plan



Demonstration Concepts



Illustrative view 1: View west along Fairfield Street towards Town Square

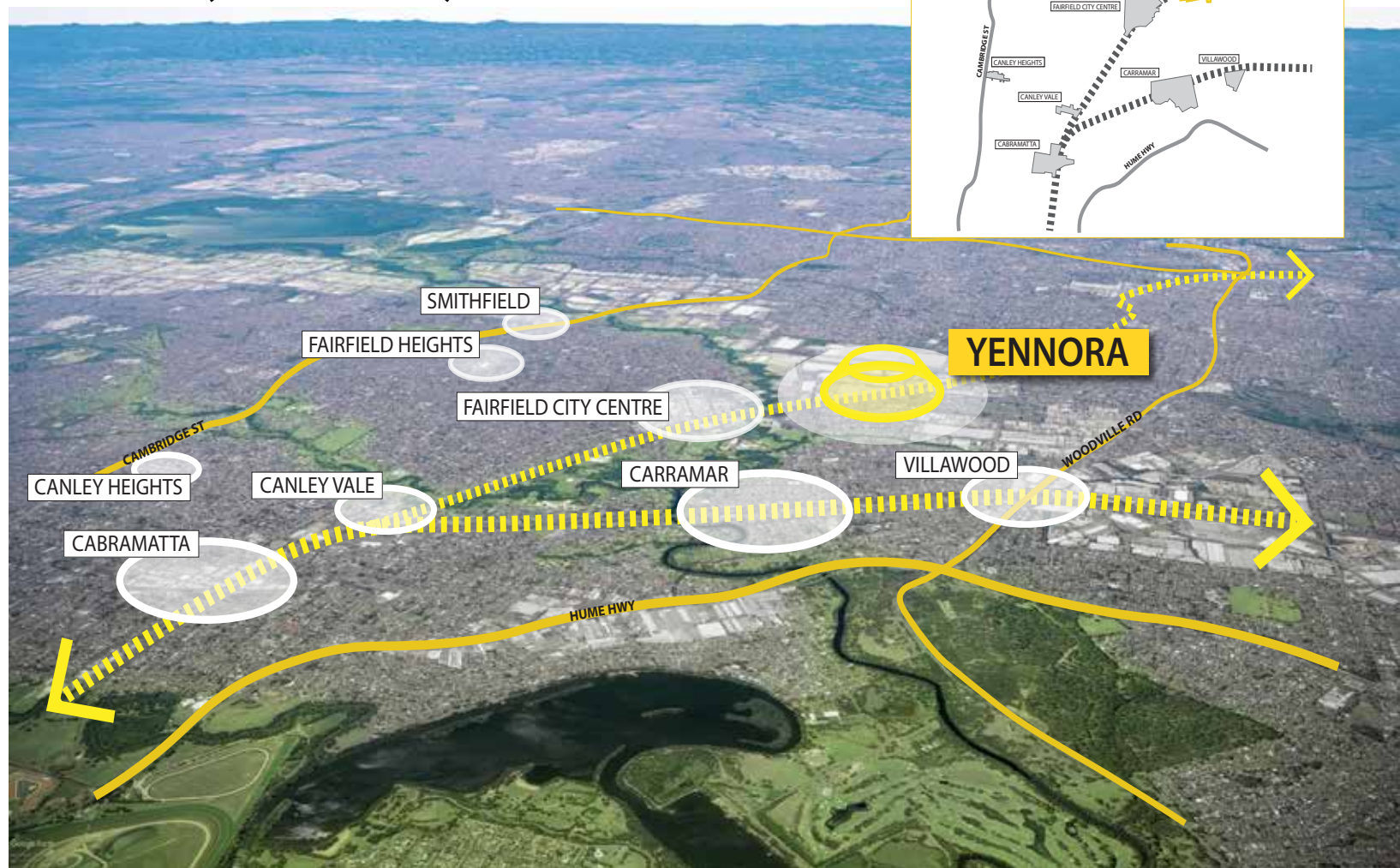


Illustrative view 2: View north along Ellis Parade towards Town Square

GLOSSARY OF KEY TERMS

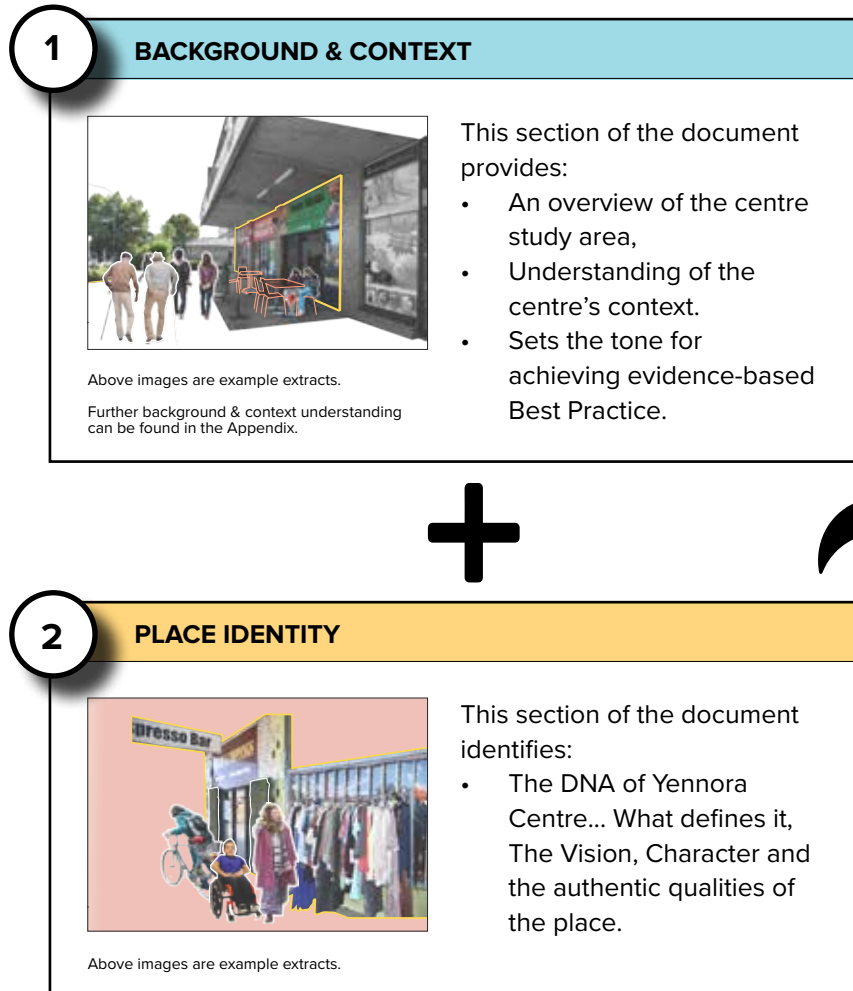
Activation	Creating vibrancy in a street or public space through movement, community and commercial activity creating vibrancy in a street or public space through movement, community and commercial activity
Brief	Focused advise and direction
Design Toolkit	Set of public domain design strategies derived from review and assessment of best practice public domain references
Economic Development	Promotion and facilitation of increased economic activity and vitality
Guidelines	Design and materials references to guide planning and design
Objective	A desired outcome
Place Identity	The multiple ways in which place functions to provide a sense of belonging, construct meaning, foster attachments, and create memories
Place Knowledge	The collection of influences and relationships that combine to inform place identity
Public Domain	The natural and built environment accessed and utilised by the public on a daily bases including streets, plazas, open spaces and parks (public spaces).
Research Foundation	The information derived from research and investigation
Street hierarchy	Varied vehicular and movement roles, civic and commercial functions, and landscape patterns
Structure Plan	The plan illustrating the application of the underlying street hierarchy, key public spaces, and movement linkages for the centre
Typology	The collection of functional and environmental characteristics applying to each element of the street hierarchy

LOCATION OF FAIRFIELD EAST CENTRE (YENNORA)

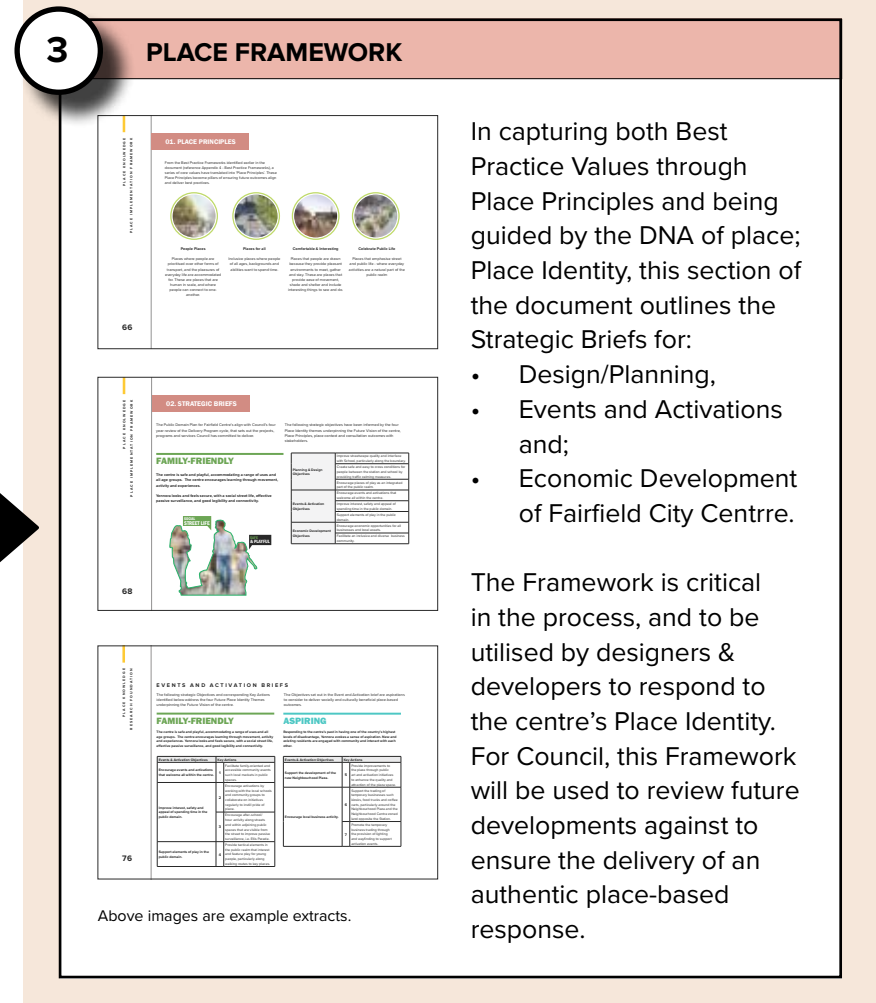


HOW TO USE THIS DOCUMENT?

Fairfield City Council have worked with leading consultants to develop a place-based process to inform future public domain decision making. Following the sequence set out below, will ensure an evidence & place-based response for the Centre.



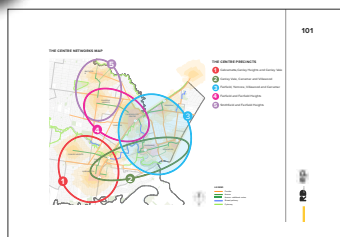
PART A: PLACE KNOWLEDGE



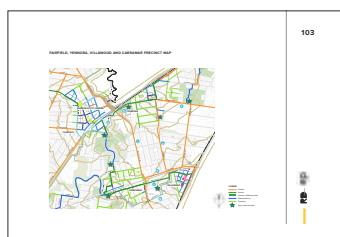
Now that a place-based understanding of the Centre has been established, in order to inform future decisions, users of the document will need to refer to the following sequence below to carry across Place to Implementation.

4

THE STRUCTURE PLAN

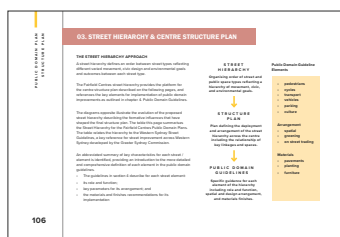


The Structure Plan for the Centre provides a blueprint for designers, developers and Council to understand and implement a considered and agreed upon approach to achieve the Strategic objectives for the Centre.



Designers, developers and Council need to align future decision making with the Centre's:

- Networks between neighbouring centre's and locally, within.
- Key design moves,
- The best practice intentions for streets and public space hierarchy and guidelines.



Above images are example extracts.

5

DESIGN IMPLEMENTATION BRIEF



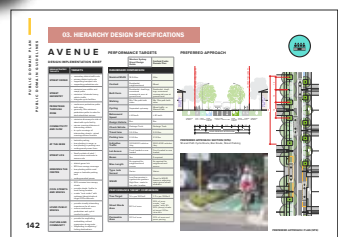
Above images are example extracts.

This section of the document outlines the agreed approach required to deliver:

- Best Practice Streets and Public Space Hierarchy Typologies across the Centres, as a minimum standard.

6

HIERARCHY DESIGN SPECIFICATIONS



Above images are example extracts.

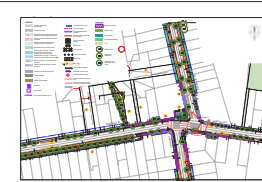


This section of the document identifies in detail the implementation specifications for each Hierarchy Typology across the Centre, including targets, design and materials approach.

Leading from the understanding of Part B: Public Domain Plan, Step 7 provides a series of Demonstration Sites that illustrate examples of successful implementation of key street and public space types across the Centre.

7

VISION CONCEPTS 2035 - 2050

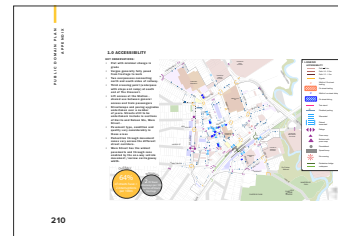
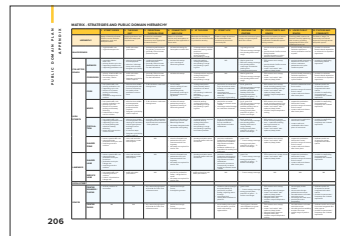
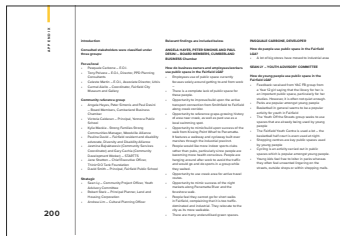
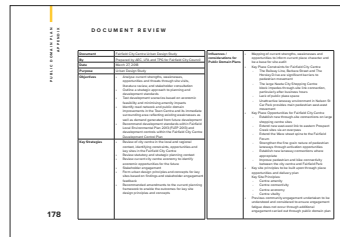
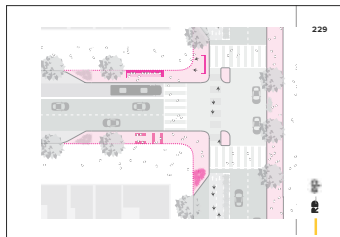


A series of Demonstration sites have been identified to illustrate examples of successful implementation of the Public Domain Plan.



Above images are example extracts.

SUPPORTING RESEARCH



This section of the document outlines background research to support the Place Knowledge and Public Domain Plan and includes:

- Design Toolkit Strategies
- Policy Overview
- Document Review
- Best Practice Research Frameworks
- Stakeholder Engagement
- Performance Matrix
- Audit Mapping

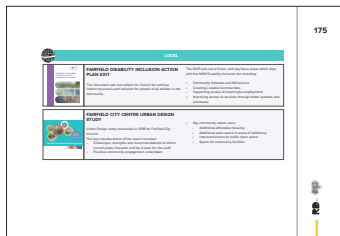


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“

Sustainable Regeneration has the public realm at its heart.

Establish a vibrant, pedestrian friendly public realm at key centres, transport interchanges and urban renewal areas, with places for gathering and good connections to open space.

”

Sydney Green Grid - South West District

Place
Knowledge



Chapter 1

Research Foundation

01. DOCUMENT REVIEW

02. PLACE CONTEXT



FURNITURE DISCOUNTS

YUMMY KEBABS
Kebab - Pita - Rice
Ph: 8739 1757

Yennora Traditional

OPEN

30 min = \$35
45 min = \$50
60 min = \$60

01. DOCUMENT REVIEW

INTRODUCTION

A comprehensive review of documents has been undertaken, including planning policy and guidance, the 2019 Urban design Study of Villawood Centre and Best Practice approaches to Public Domain Design.

A. PLANNING POLICY/GUIDANCE

Analysis of relevant policy and guidance documents has been undertaken, including those from the global, national, state, regional and local levels, listed below. A summary of these documents and their relationship with this report has been provided in Appendix 1.

Global

- New urban Agenda (UN Habitat III)
- The UN 2030 Agenda for Sustainable Development

National

- Creating Places for People - An Urban Design Protocol for Australian Cities
- Healthy Spaces and Places - A National Guide to Designing Places for Healthy Living
- Smart Cities Plan
- Road Safety Plan

State

- Better Placed
- Greener Places
- Movement and Place
- Draft - Open Space for Recreation Guide
- Future Transport Strategy 2056
- Local Character and Place Guidelines

Regional

- A Metropolis of Three Cities
- Western City District Plan
- Western Sydney Street Design Guidelines

Local

- Fairfield City Plan
- Fairfield Draft Local Strategic Planning Statement (LSPS)
- Fairfield City Economic Development Strategy 2019 Update
- Fairfield City Disability Inclusion Action Plan 2017
- Fairfield Centre Urban Design Study

B. URBAN DESIGN STUDY AND OPEN SPACE OVERVIEW

A number of recent studies have been developed for Fairfield City Council that influence ongoing centre development. This includes the 2020 Urban Design Study (UDS) of Yennora Town Centre, the Fairfield Place Community Facilities and Open Space Needs Study and Old Guildford Community Water Plan.

Key influences and Points of Inquiry raised by these studies that influence the Public Domain Plan are discussed following.

UDS key influences:

Key site development:

- Concentrate new retail/commercial and community uses at Ellis Parade, Fairfield Street and Crown Street to create centre hub and with active frontages, parking to rear or underground
- Redevelopment and limited expansion of the existing neighbourhood centre to cater for the local neighborhood
- Medium/high density residential on Ellis Parade & Crown St to grow activity and vitality within centre, residential infill of low rise medium density elsewhere
- Long term potential for high density to south side of Fairfield Street to facilitate landscape setback
- Improve visual quality of 'gateway' through streetscape improvements on Fairfield St and built form

Network and Connectivity:

- Improve access and movement to 3 key activating precinct anchors – School, Seniors Care and neighborhood centre
- Focus town centre activity on Ellis Pde and Crown Street, key axis of activity to connect Station and commercial core
- Prioritise a cycling route on the eastern side of Ellis Parade, Crown Street.

- Extension of Victory Street with pedestrian crossing phase.
- Straighten pedestrian link between Chowne Place and Fairfield Street
- Widen pedestrian pavements on key pedestrian links in town centre including Railway Street.
- Discourage commuter parking in proximity to Yennora Public School and relieve Ellis Parade of through traffic, provide traffic calming.
- Improve accessibility to rail station (TFNSW) and access to cycle path on the northern side.
- Western Sydney Freight Line Corridor - 60m wide corridor, to east of the study boundary is identified for future transport infrastructure.

Public Space and Amenity:

- New public plaza, approx 200m2 on corner of Ellis Parade and Fairfield Street
- Explore potential for public access to open space fronting Eillis Parade on Yennora School Site.
- Provide a new open space link to Lisbon Park from Crown Street
- Potential widening of Fairfield Street with setback to improve pedestrian and landscape amenity
- Improve visual quality of streetscapes overall pedestrian amenity.

Old Guildford Community Water Plan key influences:

- Kamira Court and Villawood Road were identified as one of the 25 projects as treatment of local stormwater runoff from local roads
- It is not short listed because it is zoned as open space but planed for residential development



Points of Inquiry (refer map annotations):

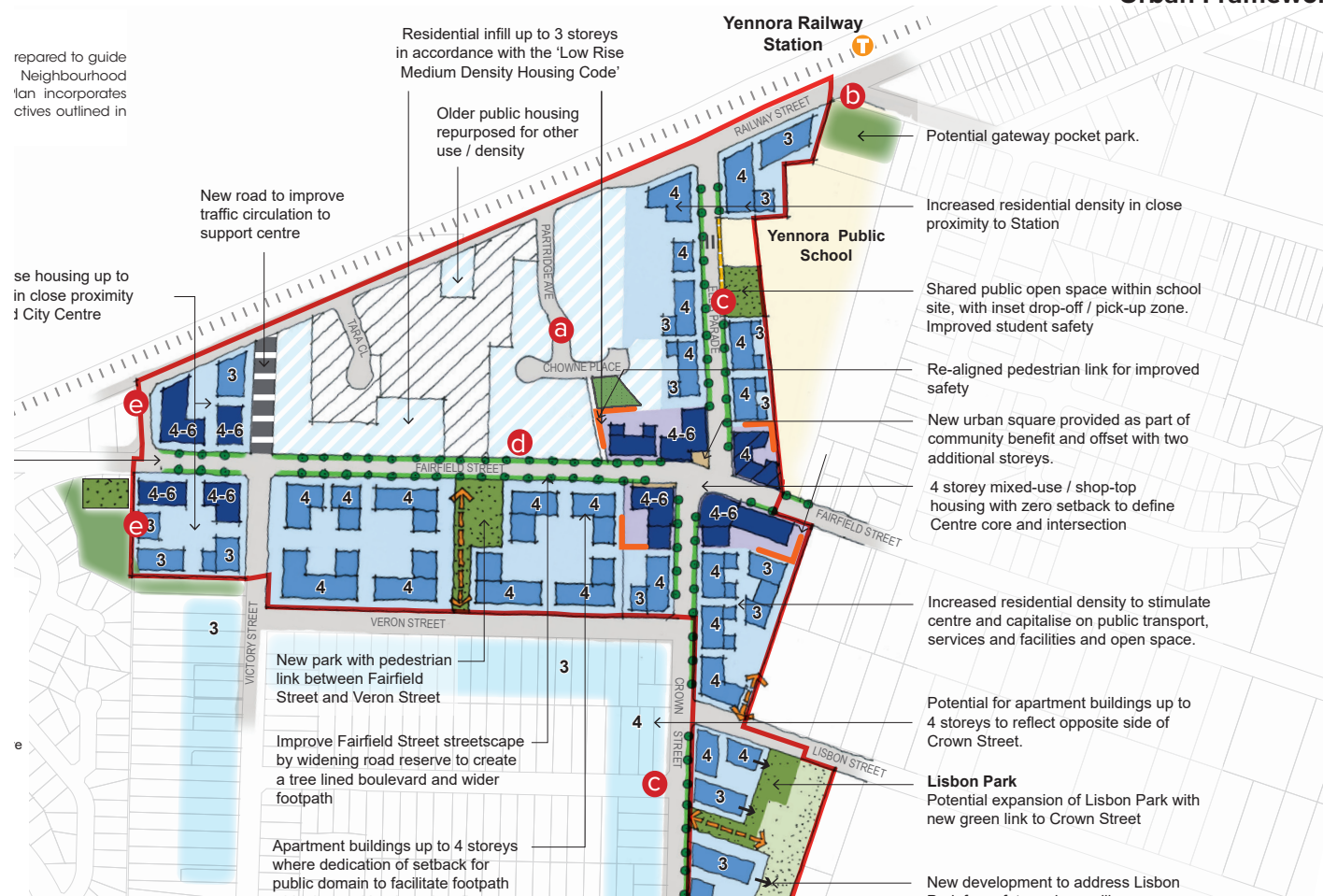
- a. Location of new vehicular and pedestrian links
 - consider other possibilities to provide direct routes, increase walkability of large blocks, overall access and potential for more active frontages in centre hub.
 - potential closure of Railway Street at Fairfield Street intersection
- b. B1 (Neighborhood Centre) zoned land opposite station
 - Given the key position of B1 zoned land, is there an opportunity for alternative uses (station access, commuter parking, etc.) here?
- c. Location of cycle/shared paths
 - Consider the best location for a cycle/shared path on Ellis Parade and Crown Street to enable to good connectivity taking into account pedestrian desire lines, future shared paths on Fairfield Street
- d. Power lines on Fairfield Street
 - Consider under-grounding of power lines to facilitate canopy tree planting
- e. Open space improvements
 - Include the land between Pine Road and Railway Street containing Stimson Creek and the open space south of Fairfield Street.

Movement and access principles



Movement and Access Principles
(Yennora Town Centre UDS - LFA/City Plan)

Urban Framework



Urban Framework - Structure Plan (Yennora Town Centre UDS - LFA/City Plan)

C. BEST PRACTICE RESEARCH

The following reports and books are considered best practice, and provide the evidence for the development of a set of Place Principles which will guide the implementation of this Public Domain Plan. Those Principles are described in detail in Chapter 3 - Place Framework.

MOVEMENT AND PLACE

Through a practitioner's guide, toolkit and governance structure, it seeks consideration of place when developing our transport systems.

HEALTHY STREETS

The approach focuses on the health impacts of transport, public realm and urban planning.

BETTER PLACED

An approach that considers an approach to ensure good design delivers architecture, public places and environments will be places people want to inhabit now and those we make for the future.

COMPLETE STREETS

Addresses transport challenges using the smartest solution, integrating transport planning and city design

CITIES FOR PEOPLE

Approach based on the value of human scale, mixed neighbourhoods, public spaces, adaptability and resilience.

SOFT CITY

Concept discusses 'Soft City'; a human-centred urban design approach, where people, place, environment and the relationships between are the focal points for all urban design.

CULTURE, VALUE & PLACE

Report provides research on the ability of culture to be understood and utilised for the development of a successful city region.



BEST PRACTICE OVERVIEW

The following pages provide an overview of the Best Practice Frameworks, to collectively inform a more holistic approach for Fairfield. These form the basis from which the Place Principles have been developed.

Additional and supporting documents applicable to Fairfield's place-based holistic approach can also be referenced in the Appendix:

1. Policy Review
2. Document Review
3. Best Practice Framework

HEALTHY STREETS



Author: Lucy Saunders

Healthy Streets is an evidence-based approach for creating fairer, sustainable, attractive urban spaces.

The approach focuses on the health impacts of transport, public realm and urban planning. Key elements identified as necessary elements for public spaces to improve people's health are the same as those needed to make urban places socially and economically vibrant and environmentally sustainable

Framework Focus:

- People and Health
- Reducing Inequalities
- Walking and Cycling

BETTER PLACED



Author: GANSW

Better Placed is an integrated design policy for the built environment in NSW.

It considers an approach to ensure good design delivers architecture, public places and environments will be places people want to inhabit now and those we make for the future. Better Placed provides a framework to support and develop tools for better design outcomes through locally based policies and initiatives.

Framework Focus:

- Creating Better Places
- Enhancing Design Quality
- Emphasises the Importance of Design

MOVEMENT AND PLACE



Author: GANSW + TfNSW

Movement and Place is a collaborative policy developed by Government Architect NSW and Transport for NSW.

Movement and Place creates a shared language and approach to help all stakeholders achieve better place outcomes. Through a practitioner's guide, toolkit and governance structure, it seeks consideration of place when developing our transport systems, through collaborative working between the community, movement and place practitioners.

Framework Focus:

- Acknowledging Streets as Public Space
- Aligning Movement Functions with Places

COMPLETE STREETS



Author: RobertsDay

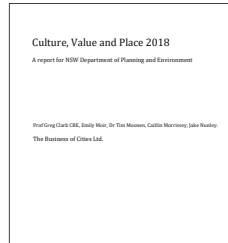
A city's greatest civic space is its streets.

A Complete Streets approach considers these spaces holistically, across all disciplines, to develop an over arching Complete Streets Framework for the city centre, as well as specific Complete Street designs for each street. The end result is a better place that benefits everyone.

Framework Focus:

- User + Transport
- Mobility Focused
- Mode Hierarchy

CULTURE, VALUE + PLACE



Author: NSW Dept. of Planning

Provides research on the ability of culture to be understood and utilised for the development of a successful city.

The report delineates the relationships between culture, place, and value using global city case studies, and addresses how cultural investment can contribute to place-making, bridging social barriers, building shared identities and creating economically successful places.

Framework Focus:

- Culture and Arts
- Links between Culture, Place & Value
- Culture & Policy
- Global Case Studies

CITIES FOR PEOPLE



Author: Jan Gehl

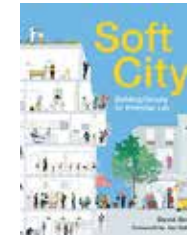
Cities for People is an approach based on the value of human scale, mixed neighbourhoods, public spaces, adaptability and resilience.

The concept considers three priorities, Life, Space, Buildings, in that order, and is applied as part of the design process, both from a 'discovery' stage of understanding place, through to envisioning and design implementation. All of these priorities are important for creating a human scaled place or a sense of community.

Framework Focus:

- Human Scale
- Mixed Neighbourhoods
- Public Spaces
- Adaptability & Resilience

SOFT CITY



Author: David Sim

'Soft City' concept discusses a human-centred urban design approach, where people, place, environment and the relationships between are the focal points for all urban design.

Good cities are ones that make these connections possible. 'Softness' of a city is an overarching and essential quality which considers the idea of the boundaries that you feel as you move about the city, and how they can start to come down.

Focus:

- Fluid Movement and Comfort
- Human Dimension of Density
- Diversity of Building Types
- Thoughtful Design

02. PLACE CONTEXT

REGIONAL POSITION

The Fairfield City Council local government area is located in Sydney's south-west, approximately 32 kilometers from the Sydney CBD. The council area boasts 27 suburbs; Yennora is one of these and features fragmented residential and light industrial uses.

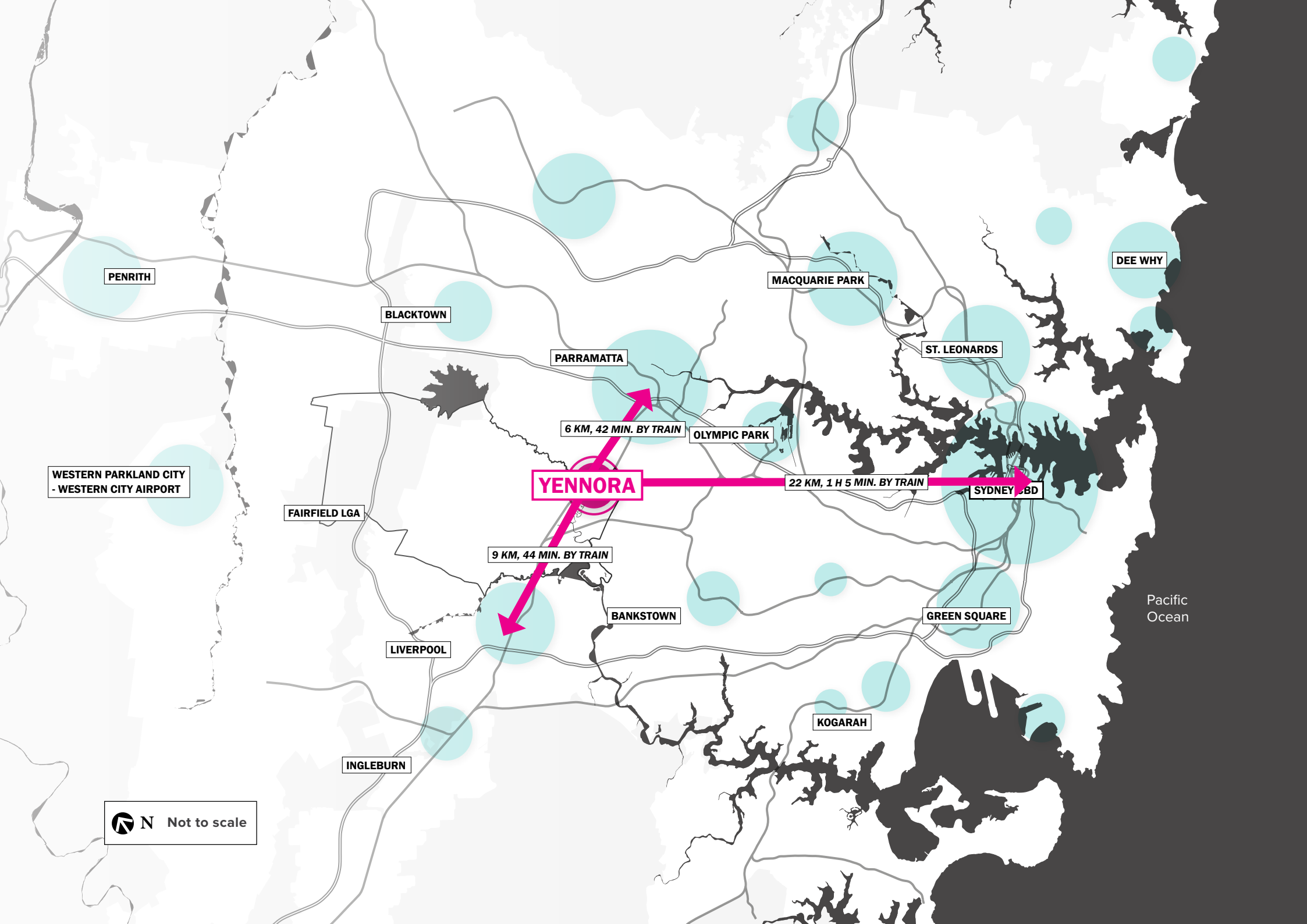
The City is predominantly residential with substantial industrial and commercial areas and some rural residential areas in the west. Fairfield City Council has an estimated population of 204,442 (2015) people who reside in 57,181 dwellings. These people represent a culturally diverse population with more than half of residents being born outside of Australia. Many new migrants to Sydney choose to make the Fairfield City Council area their home. This diversity needs to be celebrated as it is a major strength that injects a mix of cultural traditions and festivities into the landscape.

Yennora is located 29 kilometres west of the Sydney central business district. It is approximately 1 km from Fairfield City Centre, and 3 km from Guildford Town Centre, and 3 km from Villawood Town Centre. It possesses a similar function to Smithfield, featuring numerous light industrial uses which are contained within large-format buildings to the north of the train station.

The study area is south of the train station, a residential area bounded by the train line to the north and The Horsley Drive to the west. There is poor accessibility to and within the residential area due to it being bounded by major infrastructure and the lack of cycling and pedestrian routes, connections and amenities. This is a missed opportunity as the provision of the train station and the services and amenities within the area, which include various educational options have potential to be integrated into a walkable catchment.

"Yennora possesses a similar function to Smithfield, featuring numerous light industrial uses to the north of the train station, serviced by a small retail cluster in the town centre."





WESTERN PARKLAND CITY
- WESTERN CITY AIRPORT

PENRITH

BLACKTOWN

MACQUARIE PARK

DEE WHY

ST. LEONARDS

PARRAMATTA

OLYMPIC PARK

6 KM, 42 MIN. BY TRAIN

YENNORA

22 KM, 1 H 5 MIN. BY TRAIN

SYDNEY CBD

9 KM, 44 MIN. BY TRAIN

FAIRFIELD LGA

BANKSTOWN

GREEN SQUARE

Pacific Ocean

LIVERPOOL

KOGARAH

INGLEBURN

N Not to scale

KEY PLACES

Yennora, is an Aboriginal word meaning 'walking' or 'to stroll'.

Located close to Fairfield, the neighbourhood of Yennora benefits from its proximity to the key places and services located within this larger city centre. However, in isolation from its surrounding neighbourhoods, Yennora, so too has some key places which contribute to its own sense of identity.

A large portion of Yennora is occupied by light industrial uses, including Yennora Distribution Centre (6). The key places within the centre are concentrated near Yennora Railway Station (1) and at the intersection of main streets, Crown Street, Fairfield Street and Ellis Parade (5). Surrounding the corner and edges of these streets (3, 4), local offerings including cafes, eateries and retail outlets are located. Along Fairfield Street, new mixed use development is occurring (7). Within this area, there are two schools, including Yennora Public School (2) and Verona School, as well as various places of worship.

To the east of the retail and centre cluster is Knight Park (8), one of two of the main green open spaces within this area, known for its athletic features and cycling trail. North of Knight Park in Old Guildford is another major open space, Yennora Park.

"...we can ensure that communities...have communal spaces between the buildings and in the courtyards, offering diverse spaces with active building frontages, adding an element of human scale..." - Helle Søholt, CEO Gehl



Corner of Crown and Fairfield Street, Fairfield East/Yennora

KEY PLACES CONTINUED



1
YENNORA RAILWAY STATION



2
YENNORA PUBLIC SCHOOL



3
CORNER SHOP ON FAIRFIELD ST & CROWN ST



4
SHOPS ON CROWN ST



5
FAIRFIELD ST & CROWN ST INTERSECTION



6
YENNORA INDUSTRIAL AREA










7
NEW DEVELOPMENT ON FAIRFIELD ST



8
KNIGHT PARK

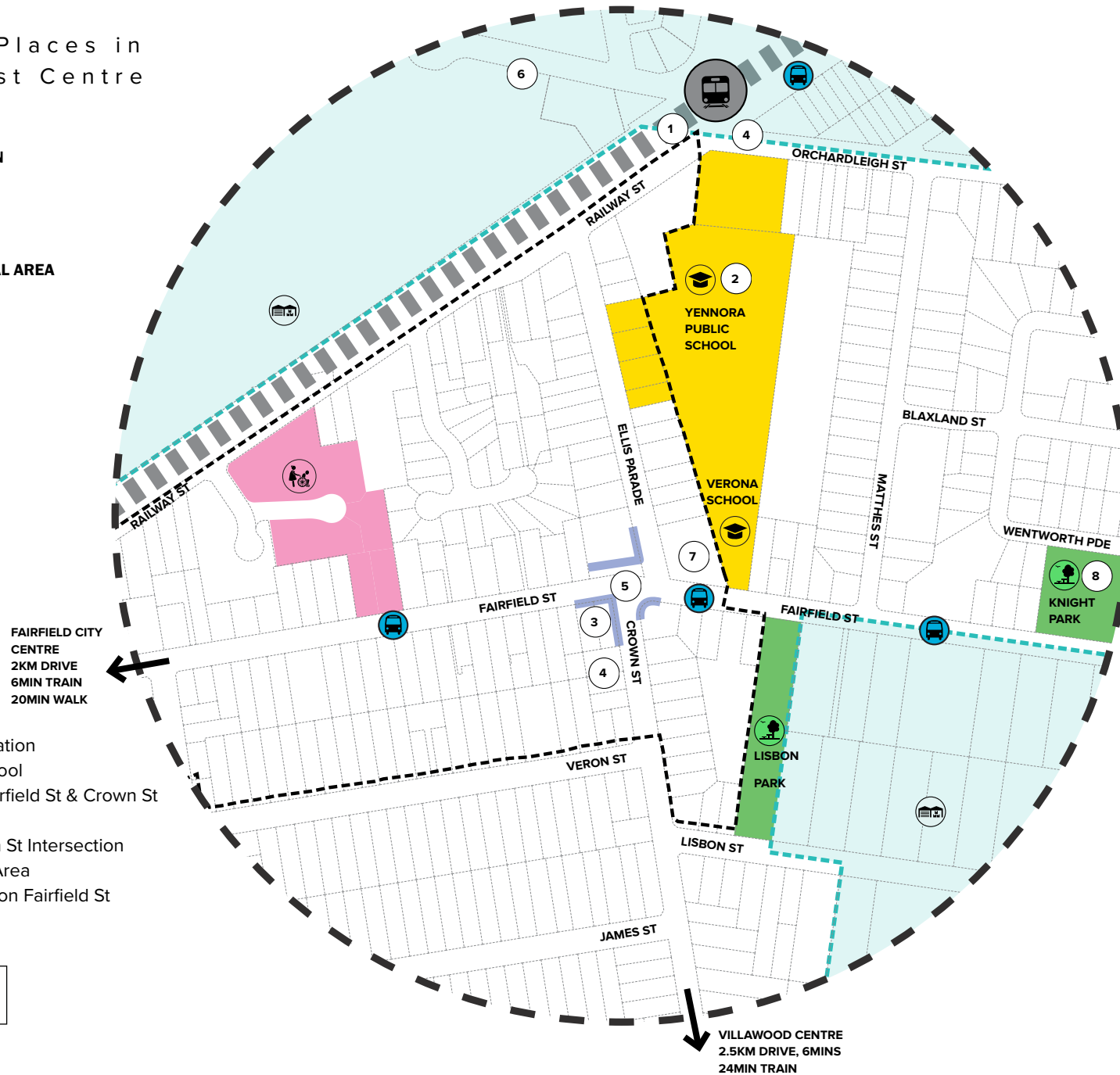
Map of Key Places in Fairfield East Centre

LEGEND

-  RAILWAY STATION
-  BUS STATION
-  GREEN SPACE
-  LIGHT INDUSTRIAL AREA
-  SHOP FRONTAGE
-  SCHOOL
-  AGED CARE

KEY PLACES

1. Yennora Railway Station
2. Yennora Public School
3. Corner Shop on Fairfield St & Crown St
4. Shops on Crown St
5. Fairfield St & Crown St Intersection
6. Yennora Industrial Area
7. New Development on Fairfield St
8. Knight Park



SOCIAL CONTEXT

Being one of the smaller localities within Fairfield, Yennora has a small population, however there has been a steady increase in residential growth over the years. Religion and spirituality play an important role for many individuals within the community, with Islam and Catholicism the most prominent.

Key Social Statistics:

1,702
POPULATION



48.4%
RESIDENTS
ARE **RENTING**

AND OF THOSE RENTING
SOCIAL HOUSING (28.7%),
PRIVATE (18.2%),
+
FULLY OWNED HOMES (22.2%)



THE MEDIAN AGE IS
40 YEARS



FAMILIES
66.2%
IS THE MOST COMMON
HOUSEHOLD
COMPOSITION



THE MOST OCCURRING
DWELLING STRUCTURE
IS **SEPARATE HOUSE**
(62.6%), **SEMI-DETACHED** (25.7%)
AND **FLAT OR APARTMENT** (11%)



MEDIAN WEEKLY
HOUSEHOLD
INCOME
\$749



20.1%
OF WORKERS

TRAVEL TO WORK BY
PUBLIC TRANSPORT
(TRAIN, BUS)



38.7% OF RESIDENTS ARE AGED OVER 50 (FAIRFIELD CITY: 33.1%)
THERE IS A **HIGH PROPORTION** OF SENIORS (70-84) (**10.3%**) & ELDERLY (85+) (**7.8%**).

Source: ABS Estimated Resident Population 2019, ABS Yennora, 2016, and Forecast ID, 2036 Yennora

“Design is both a process and an outcome – a way of thinking and a result of making”

- Better Placed



ECONOMIC CONTEXT

Considered a gateway to the Fairfield CBD, Yennora's small service centre is quite limited as it is steered towards supporting the the industrial area.

Local Centre

Yennora is categorised as a 'Local centre', which is defined as providing major weekly food shopping and convenience retail needs for the population of more than one suburb. It is a gateway to Fairfield CBD, known for its specialist educational and aged care services.

Small Service Centre Caters To Industrial Area

Yennora's small retail clustering composed of a limited selection of services including a news agency, computer repair services, take away outlets and a couple of cafes, caters to neighbouring industrial businesses, particularly during employees' lunch break.

Specialist Educational & Aged Care Services

Yennora's regional pull is due to the presence of several well-known community attractors such as Verona School and St Vincent's Care nursing home.

Verona School is a School for Specific Purposes providing specialised education to students who experience behavioural difficulties that impact on their learning.

Next to Verona School, there is the Yennora Public School. This school is also unique in that it serves a culturally and linguistically diverse community with 98.4% from non-English speaking backgrounds with nearly 20% refugees. Furthermore, on Tara Close, there is St Vincent's Care 'Rosay Village' that has a reputation for its high-quality aged care services.

Interesting statistics:

THE MOST COMMON OCCUPATION IS TECHNICIANS & TRADE WORKERS (19.1%), MACHINERY OPERATORS & DRIVERS (16.3%) & LABOURERS (16.1%)

WEEKLY HOUSEHOLD RENTAL PAYMENTS

58.4%

HOUSEHOLDS PAYING
LOW RENTAL PAYMENTS
(LESS THAN \$250/WEEK)
(GREATER SYDNEY: 16%)

11.1%

HOUSEHOLDS PAYING
HIGH RENTAL PAYMENTS
(\$450+/WEEK)
(GREATER SYDNEY: 48.1%)

Source: ABS Yennora, 2016

ECONOMIC STRENGTHS

- Proximity to local community services, aged care facilities and schools.
- Proximity to regional roads, providing high level access by private car transport and supporting goods deliveries.
- Adjacent to industrial areas, significant centre role as a service centre, providing key manufacturing and production jobs.
- Centre offerings provide service and goods to neighbouring businesses, including local food catering, i.e. lunch times.
- Gateway location into Fairfield LGA from north-east including Parramatta.
- Unique natural and recreational setting has the potential to provide a suitable backdrop to a distinctive retail offering.
- Proximity to neighbouring Fairfield Centre to access regional services and goods, including English education centre within walking distance.
- Commuters from railway station, workers within industrial areas, families from schools and aged care facilities, supports 'daily needs' customer market.
- High proportion of residents renting, due to affordability.

ECONOMIC CHALLENGES

- Centre provides limited retail and daily needs offering to service convenience of local neighbourhood.
- Proximate residents have low disposable income, with the centre providing limited relevant price-point offerings for residents.
- Tired and aged public domain impacting the quality of retail offering and local offering experience.
- Heavy traffic, particularly from large vehicles and moderately high speeds within centre area, constrain pedestrian conditions and impedes pedestrian movement at key intersection to access local retail.
- Market demand for local retail, with competition from nearby local centres, including Fairfield, Villawood and Merrylands.
- Low reputation and branding as a local centre that provides a point of difference or interesting offer.

ENVIRONMENTAL CONTEXT

Movement & Accessibility

Train Station

Yennora is serviced by the Yennora Train Station which is located in the centre of the suburb, between the industrial area to the north and the residential area to the south. This increases the level of accessibility to the area and provides an opportunity to connect with surrounding suburbs, encouraging people to visit the centre for employment purposes. The train station is one stop from Fairfield and Guildford, and the station itself is an important 1920s building with local historical significance.

Walkability

Yennora possesses a Walk Score of 60 making Yennora 'Somewhat Walkable'. While the train station is a major amenity, there is little diversity of density located proximate to the station, and pedestrian infrastructure is very poor. There is an opportunity and need to develop Yennora in a pedestrian-prioritised way, which balances the existing built form uses in the area, while utilising the convenience of the train station at its core.

Cycling

Yennora is traversed by a cycleway adjacent to Nelson Road on the north side of the railway, which continues west in a somewhat isolated alignment between the rail corridor and industry. This provides increased accessibility to surrounding areas, as far as Parramatta. There is an existing 0.4km cycleway that connects Yennora Station with Knight Park. Apart from this, there are very little cyclist and pedestrian linkages within Yennora.

Street Network

The street network within Yennora is focused around vehicle use and transit with generally wide street corridors, narrow verges and little interventions to promote a pedestrian experience. The main streets intersecting in the centre are Crown Street, Fairfield Street and Ellis Parade.

Crown Street features narrow footpaths on either side and one planter on each side of the street. Whilst this is a gesture, it is somewhat limited in terms of greening capacity. Such treatments would also need to be extended to reinforce linkages and continuity.

Fairfield Street also features the same planting style as Crown Street, therefore building on this theme and sense of identity. Fairfield Street – although residential – has heavy traffic and can be noisy and harsh for pedestrians.

Ellis Parade, like other streets is very bare without any street furniture, seating, planting or mature street trees making the area feel quite empty and lifeless.

Railway Street sits adjacent to the train station and line. This street has on-street parking, which is full for the majority of the day with those accessing the train station. Ellis Street provides a western route and entry to Yennora Public School while the primary access and entry is by Orchardleigh Street to the east.

Built Form & Land use

The uses and built form within Yennora are bisected by the train line. To the north are industrial uses and to the south are residential areas.

Industrial

The portion of Yennora that is dominated by an industrial zone, includes the Yennora Distribution Centre, which has a connection to the old main south railway and is used for freight services between Port Botany and Yennora.

Residential

The portion of Yennora that is dominated by residential uses, features low density, single-storey detached housing. The built form in the area is predominantly one-two storeys, with a new residential development at the intersection of Fairfield Street and Ellis Parade containing four storeys.

Scattered within the residential area is three very small neighbourhood centres which feature Yennora's commercial uses. These commercial areas feature Yennora's approximately 18 restaurants, bars and coffee shops. People in Yennora can walk to an average of 0.3 restaurants, bars and coffee shops in 5 minutes.



Corner of Railway and Orchardleigh Streets

CULTURAL CONTEXT

The most common country of birth within Fairfield East suburb (Yennora) is Australia (40.7%), followed by Vietnam (8.2%) and Iraq (6.8%). As for religion and spirituality, Islam is the most prominent, followed by Catholicism and Buddhism. The Sydney Burmese Buddhist Vihara is a strong symbol of the diverse cultural identity prevalent in this neighbourhood, as well as the 'Daar Al Muddathir' – located in a light-industrial/commercial built environment context, offering the local Islamic community a place to pray. The Navitas English School located on the border of Fairfield and Yennora is

frequented by many of Yennora's migrant residents and therefore, also represents a common meeting place for the community.

"An education provider that caters particularly to the significant migrant community in the area. They provide English courses that seek to improve language skills as well as employability skills to migrants." – Navitas English School



Islamic 'Daar Al Muddathir'



Sydney Burmese Buddhist Vihara Inc.

Examples of Events held in Yennora City Centre to date

NAME	TYPE	WHAT'S ON	SIZE	# OF PEOPLE	WHEN	LOCATION
Sydney Burmese Buddhist Vihara Inc.	Public Event	Food & Drink, Religious/Spiritual Activities	S	Orchardleigh St, Yennora	Annual	Senior Citizens' Centre
Navitas English Fairfield	Private Event	Educational Activities	S	Alan St, Fairfield	Annual	Hilwa Park
Daar Al Muddathir	Public Event	Religious/Spiritual Activities	S	Orchardleigh St, Yennora		

NOTES

Type = (Festival, Pop-up Exhibition, Public Event, Private Event) Size = Size has been categorised into Small, Medium, Large and Extra Large and refers to both the dimension of the space required for that event and the number of people that typically attend.

For example, a Small event could be a pop-up exhibition that requires an intimate setting to view artworks by a group of 30-50 people at a time. An Extra-Large event could be a festival such as the Cabramatta Moon Festival that is attended by 90,000 people every year and which takes place across the entire town centre of Cabramatta.
No. of people = That attended last year



Islamic 'Daar Al Muddathir'

'Daar Al Muddathir' is a community centre that provides a range of educational, social and religious activities and programs including early learning programs, counselling, Friday sermons, and Quran programs for adults and children.



THE MOST COMMON COUNTRY OF BIRTH IS AUSTRALIA (40.7%), VIETNAM (8.2%) AND IRAQ (6.8%)



RELIGION & SPIRITUALITY

23% ISLAM
20% CATHOLIC
10% BUDDHIST

INFLUENCES ON CHANGE

Identifying the future character of Fairfield East (Yennora) requires an understanding of external factors that will shape the community in the future. A number of key external factors influencing change have been identified, ranging from social, environmental, economic and cultural spheres and noted from the place audits, desktop research and consultations with stakeholders.



New freight infrastructure including the Western Sydney Freight Line which has potential to stop in Yennora.



Increasing value of industrial land (partially due to retention planning policy).



Levels of disadvantage are increasingly concentrated in specific families and communities.



Growth of Fairfield demand for property to potentially impact on property prices and demographic.



Increasing access to affordable housing.



Demographic change of cultural origins and religious practice.



Changing climate - heat stress and access to cool open spaces.



Increase in transport costs – more reliance on active transport and reduced travel distances by car.



Change of business in local industry areas from 'dirty' to 'smart tech'.

“

We can create ever-evolving, gentle urban symbioses, discovering opportunities for healthier, more sustainable, more enjoyable and more meaningful relationships, by being neighbours.

”

David Sim, Soft City



Chapter 2

Place Identity

-
- 01. WHAT IS PLACE IDENTITY?
 - 02. DEVELOPMENT OF CURRENT PLACE IDENTITY
 - 03. CURRENT PLACE IDENTITY
 - 04. FUTURE PLACE IDENTITY
-

Espresso Bar

DOUGH & TOPPINGS
Stone-Baked Pizzas



01. WHAT IS PLACE IDENTITY?

INTRODUCTION

Place identity is a relatively recent concept which can be defined as below.

“Identity represents small-scale places, such as city quarters or street level, to provide features that create a recognisable image of the place and its residents to differentiate from other places. It provides special feelings through physical, social, sensory and memory perspectives; such feelings include both positive and negative emotions.”

Place Identity is an important dimension of social and cultural life in urban areas, and is strongly linked to place attachment and sense of belonging. Feelings of attachment and belonging are important crucial to establish an emotional and cognitive bond with a place, and lead to feelings of security and sense of community.

Place Identity is all-encompassing - it is understood by the activities and events that take place across Fairfield’s centres, and how people perceive it. It is not only confined by its physical form and boundary, but also the human experience and what form of psychological attachment people have with the precinct.

Why Study Place Identity?

The diversity of urban centres reflects the diverse identities in our society. It is clear that the Centre’s of Fairfield carry a strong emotional connection for some people, and it is important that these layered and complex connections are recognised during the planning of the Public Domain Plans. The intended outcome is an authentic, special and hyper-local place.

The Past, Present and Future

RobertsDay and EP have developed a framework to understand the past, existing and desired Place Identity of Fairfield East (Yennora) Centre. This is communicated in the following sections.



djc
FURNITURE & BEDDING
OPEN 7 DAYS
9632 6781

TEQ IT

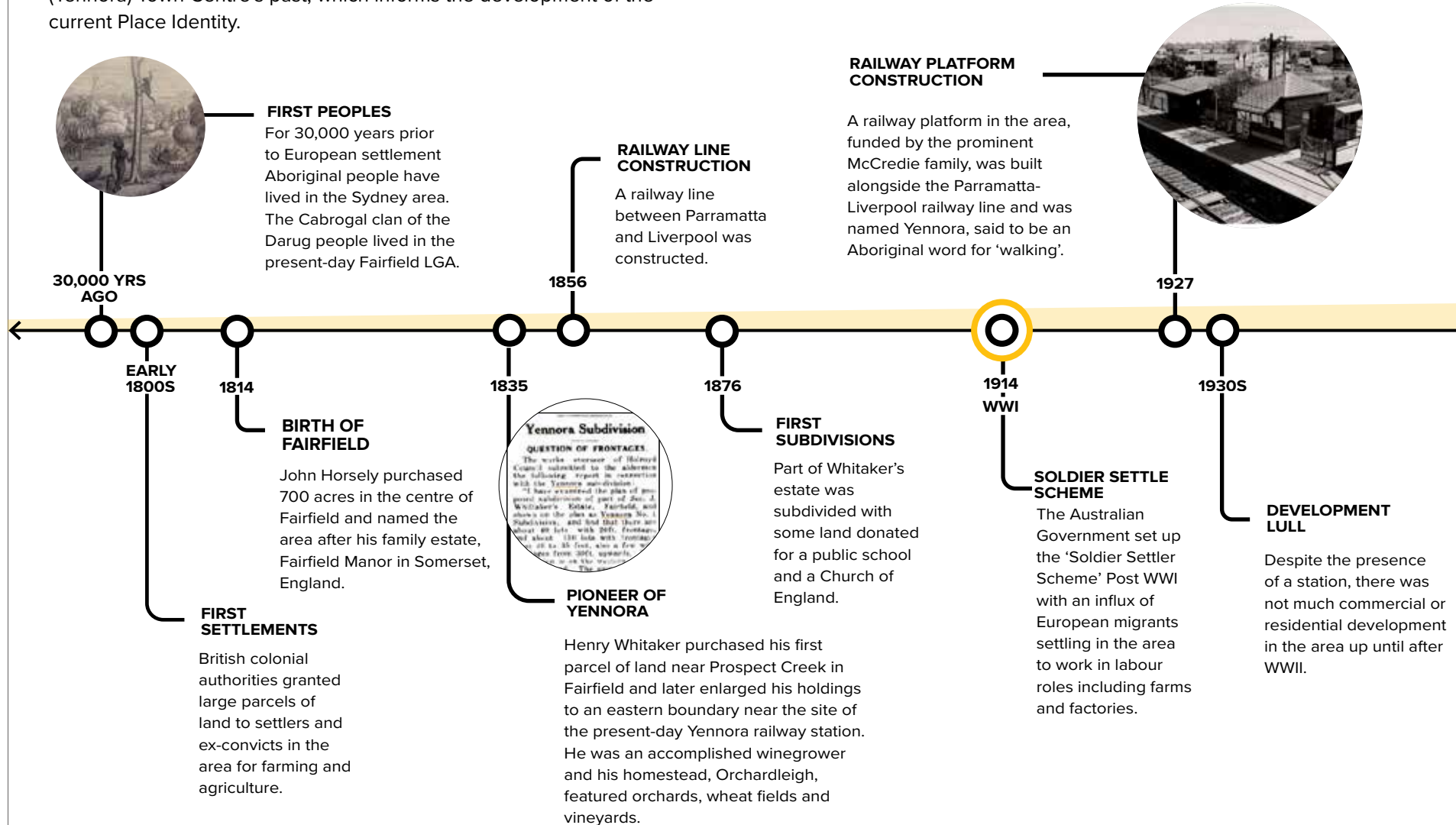
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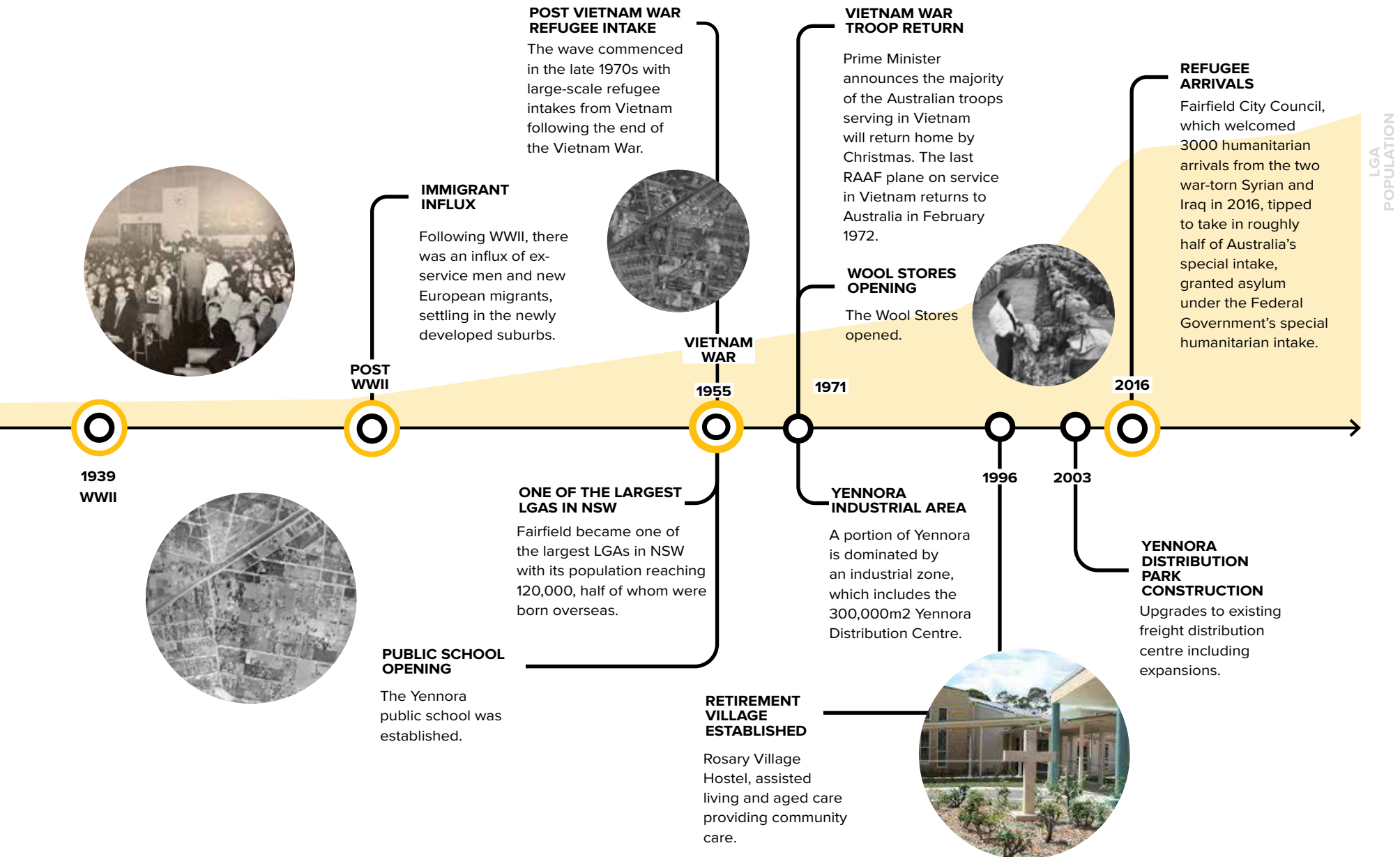


02. DEVELOPMENT OF CURRENT PLACE IDENTITY

PLACE STORY

The following diagram captures defining moments in Fairfield East (Yennora) Town Centre's past, which informs the development of the current Place Identity.





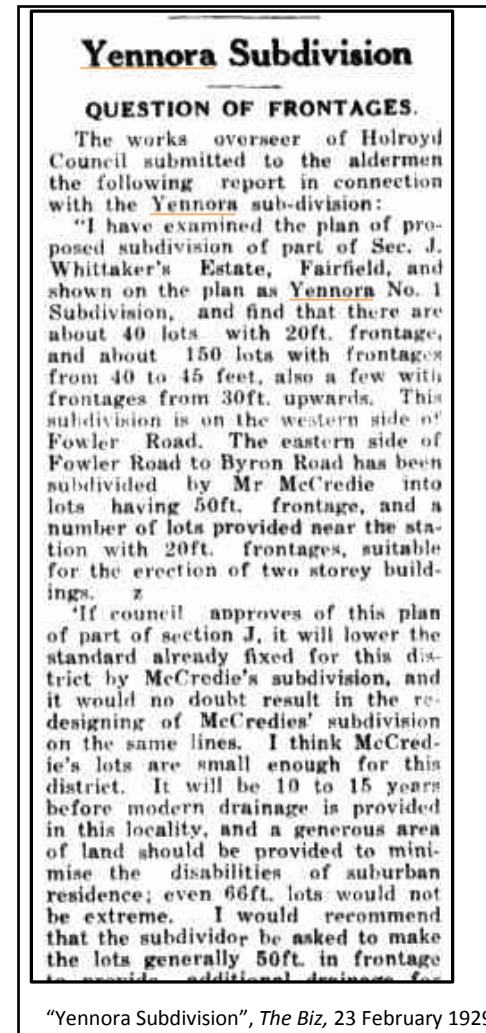
HISTORIC SNAPSHOTS

A look at a historic place that still exists within Fairfield East (Yennora) Town Centre today and continues to have an influence on the identity of its public domain.

ORCHARDLEIGH ESTATE

Henry Whitaker purchased his first parcel of land near Prospect Creek in Fairfield and later enlarged his holdings to an eastern boundary near the site of the present-day Yennora railway station. He was an accomplished winegrower and his homestead, Orchardleigh, featured orchards, wheat fields and vineyards.

Yennora's road layout evolved from the tracks leading from Whitaker's Orchardleigh estate. Fairfield and Orchardleigh Streets developed from two tracks leading to Dog Trap Road. In 1876, part of Whitaker's estate was subdivided with some land donated for a public school and a Church of England.





Yennora Public School

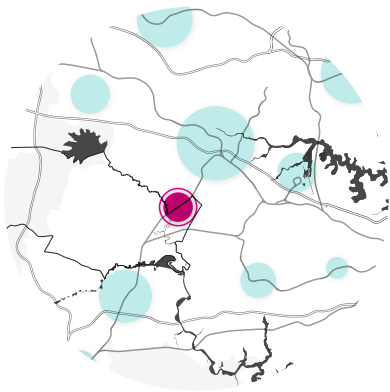
03. CURRENT IDENTITY

PLACE ATTRIBUTES

Place Attributes are key characteristics of a place. These have been understood through a range of research methods including desktop research, place audit, and stakeholder engagement.

LOCALITY SCALE

This scale identifies attributes commenting on **Social** - Demographic.



Abundance of industrial uses



- High proportion of the neighbourhood is dominated by industrial zone, including Yennora Distribution Centre

Ethnically diverse neighbourhood



- High proportion of residents stated they were born in Australia accounting for 40.7% with Vietnam (8.2%), Iraq (6.8%), Lebanon (5.8%), Myanmar (3.8%) and China (3.0%) being other common responses
- High proportion of residents spoke another language other than English at home, with Arabic (25.3%), Vietnamese (9.5%), Karen (4.5%), Cantonese (3.9%), and Spanish (3.4%) being the most commonly spoken non-English languages.
- High proportion of new arrivals

High proportion of families with children



- Above average proportion of families with children (50%)

High proportion of low-income residents and unemployment rates



- High proportion of unemployed residents (11.7%), compared to the average across NSW and AU (6.3 and 6.9% respectively)
- Above average percentages of both partners within families unemployed (39.2%) compared to the average 21 and 20.1% across NSW and AU respectively
- High proportion of residents with a household income of less than \$650 gross weekly incomes; median weekly personal income was \$369

Perception of safety



- Particularly along Ellis, Fairfield and Crown Streets due to car-dominated and poor pedestrian prioritised amenity and environment

Yennora means walking or to stroll



- Aboriginal word meaning walking or to stroll. Aboriginal people from the Cabrogal tribe, sub-group of the Gandangara tribe have lived in the Fairfield area for over 30,000 years

PLACE ATTRIBUTES CONTINUED

DISTRICT SCALE

This scale identifies attributes commenting on:

Memory - Social constructs and perception.

Physical - Urban pattern (block and street patterns), Typologies & grain quality, building heights, green networks, land use & activities, heritage areas, and key spaces & view corridors.

Physical/Social/Memory - History.



Disconnected and lack of focal point or sense of arrival



- Limited legibility of town centre presenting as the 'gateway' entry to Fairfield LGA from surrounding neighbourhoods to the north
- Retail cluster and railway station are disconnected and isolated from residential areas
- Lack of central public space adjoining the activity nodes, railway, school or retail cluster
- Coarse-grain industrial uses flank residential uses to the north and south-east of the town centre

Car dominated environment



- Main transport route along Fairfield St is utilised for heavy vehicular traffic servicing surrounding industrial uses and providing direct connection between Woodville Rd and The Horsley Drive
- Fairfield St is the main east-west vehicular route connecting Fairfield East to Fairfield West
- High volume of vehicular traffic along Ellis Parade and Fairfield St
- High impact of vehicular traffic on Ellis Parade due to the street providing the only right turn onto Fairfield St for approx. 1km in either direction and reliance on street during local school times for drop off and pick-up.



- Abundance of commuter parking, with a number of residents utilising the adjoining streets to the station as 'park and ride'
- Unrestricted on-street parking to the majority of the study area

Disjointed and inconsistent streets



- Disjointed street intersection at the town centre including missing crossing at Fairfield St disruption pedestrian journey
- Inconsistent setbacks and complementary uses at the intersections of the town centre (new development at zero setback with limited provision for on-street public life activity space) contrasted by large setback opposite (Ellis Parade)
- Inconsistent road corridor widths
 - Main street corridor widths generally 20m
 - Railways St varies from 20m (east of Ellis Parade) to 9m (west)
 - Local access streets and cul-de-sacs, generally 15m



Coarse grain and lack of permeability



- Very low block density ratio, 3 blocks per square km on average
- Long block lengths and lack of through-site links limits permeability and access to Fairfield St from surrounding residential area

PLACE ATTRIBUTES CONTINUED

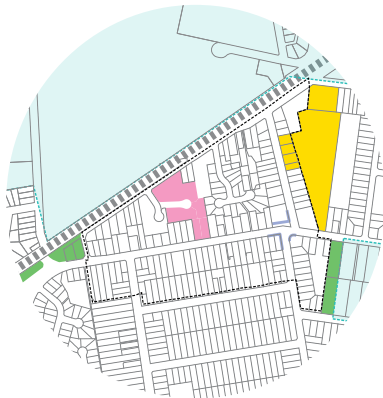
STREET/BLOCK SCALE

This scale identifies attributes commenting on:

Physical - Movement & Accessibility, Street Network, Built Form & Landuse and Key spaces.

Physical/Social - How residents interact with space/patterns of use.

Memory - Stories from people about place, Sites with particular meaning for people.



Poor pedestrian amenity



- Limited wayfinding, particularly from the train station toward the town centre (intersections of Ellis Parade, Fairfield and Crown St)
- Lack of accessible conditions and amenities for residents and visitors from the railway station leading to places of interest, including Yennora Public School, Knight Park and Prospect Creek
- Lack of street trees and vegetation planting in the retail clusters, although verges and trees are abundant along residential streets
- Lack of demarcated or separated cycling network, particularly leading to and from key destinations (school and railway station – south of the railway station)
- Access to shared path/cycleway located on the north-side of the railway station, disconnected to key destinations (town centre, schools and residents)
- Impacted footpath accessibility and amenity due to frequency of driveway interruptions (due to predominance of low-density residential development)
- Poor accessibility for resident population to the north-west aspect of the town centre due to narrow footpaths (particularly for wheelchair or mobility scooters - 9m road corridor along Railway St)
- Pedestrian movement zones along the street impacted by placement of street furniture (from 2.4m to 1.5m width where street trading and seating is located on Crown St)
- Fairfield St is the main bus route for Transport buses and Council bus network, with poor pedestrian quality places to wait at the intersection of the street
- Lack of safe pedestrian waiting areas for night-time N60 transport option, currently located along Railway St and Ellis Parade connecting Fairfield via Yennora Station, Parramatta to Town Hall.
- Standard traffic speeds of 60km/hr on Fairfield and Crown St and 50km/hr on local streets
- Standard Ausgrid street lighting provided, presenting as poor human scale lighting provisions

Inconsistent edge interfaces and limited display of public life & community character



- Commercial/retail area presents a mixture of activation interfaces due to the type and large format shop along Fairfield St (north) including furniture outlet, computer hardware and mower centre uses
- Retail frontages along Crown St provide friendly frontages due to variety of use mixes, café, hairdresser and newsagency
- High proportion of residential frontages (66%) contributing to the low proportion of active and friendly frontages
- Ground floor to the new development is currently unoccupied, with Ellis St corner and edge interface dominated by service area, main residential and car park entry
- Passive, inactive and poor edge interfaces along Railway St and Ellis Parade (school) with large proportion lined by fencing
- Fencing does provide relief from the consistent driveway disruptions along Ellis Parade
- Lack of visible display of soft elements that reflect the local community
- Lack of visible public life along the streetscape with poor application of a Power of 10
- Lack of engagement with the street on the corners of Ellis Parade, Fairfield Street with Crown Street

”

SUMMARY OF PLACE ATTRIBUTES


OPPORTUNITIES

Yennora is Aboriginal word meaning walking or to stroll
Gateway to Fairfield LGA
Proximity to Knight Park
Proximity to Prospect Creek
Relationship to Yennora Public School
Ethnically diverse neighbourhood with a high proportion of new arrivals
High proportion of families with children
High proportion of low-income residents and unemployment rates
Proximity to Fairfield City Centre
Potential for future high density community
Proximity to regional and local cycleways
Proximity to employment to industrial and retail employment
Surrounded by easy to navigate and accessible neighbourhood road network
Proximity to large open space amenity
Proximity to Guildford Town Centre
Proximity to major road corridor - Woodville Road
Proximity to main rail line - Liverpool - Parramatta

CHALLENGES

Ellis Street / Fairfield Street intersection is a busy traffic intersection, its configuration creates challenging phasing, and is missing a pedestrian leg east west (north side)
Low pedestrian priority to all intersections
Limited pedestrian facilities to all verges
Lack of a central gathering place and heart to the centre
Limited retail activity as a local centre
Limited awning or tree canopy coverage in core area
Limitations of overhead power lines for street tree canopy in particular where traffic provisions must be maintained (eg Fairfield St)
Heavy vehicle traffic to Fairfield St
Poor pedestrian facilities at Ellis Street railway Parade intersection
Poor pedestrian facilities and amenities along Railway Parade to rail station
Limited setback to recent development limits public domain opportunities
Poor connection to cycle network to south side of railway
Isolated cycle network to north side of railway
Poor pedestrian connectivity north south from Fairfield Street to railway Parade and south to Veron Street
Narrowing of Railway Parade west of Partridge Avenue constrains pedestrian amenity and landscape potential (also acts as night bus route)
Generally aged public domain finishes and treatments
Wide asphalt streets surrounding centre generating heat
Council limitations to street planting under power lines in suburban streets

The attributes will be addressed within the Chapter 3 - Place Framework, Strategic Briefs and Chapter 6 - Structure Plan of the report.



A VISION FOR FAIRFIELD EAST (YENNORA) TOWN CENTRE

Yennora's calm streets are places where nature flourishes. When children leave the school grounds each afternoon they enjoy hearing the sounds of trees and birds in the canopies above.

They follow green streets to the railway station, parks, shops or back to their homes, often seeing neighbours and residents outside the front of their homes tending to their plants and gardens chatting to one another.

Families in Yennora enjoy knowing that their children and teenagers are actively involved in the neighbourhood through events and activities.

There is a strong sense of community which builds love of place and enriches people's wellbeing.



04. FUTURE PLACE IDENTITY

The four themes identified below, support the Centre's Future Vision, describing the intended character outcomes for Fairfield East (Yennora) Town Centre's Future Place Identity.

FAIRFIELD EAST (YENNORA) TOWN CENTRE IS...

FAMILY-FRIENDLY

The centre is safe and playful, accommodating a range of uses and all age groups. The centre encourages learning through movement, activity and experiences.

Yennora looks and feels secure, with a social street life, effective passive surveillance, and good legibility and connectivity.

FUNCTIONAL

Yennora provides residents with their daily needs. It supports daily activities, active travel, social networks and access to jobs, with a centralised activity focus.

ASPIRING

Responding to the centre's past in having one of the country's highest levels of disadvantage, Yennora evokes a sense of aspiration. New and existing residents are engaged with community and interact with each other.

SOFT

Yennora is a centre where people walk to the shops and children play in the streets. Green spaces provide spaces to sit and linger, while a wider network of green character and connections provide a pleasant climate and walking environment right across the centre.



**PLEASANT
WALKING
ENVIRONMENT**

**SOCIAL
STREET LIFE**

**GREEN
CHARACTER**

**SAFE
& PLAYFUL**

**SENSE OF
ASPIRATION**

**COMMUNITY
ENGAGEMENT**

**CENTRALISED
ACTIVITY**

ACTIVE TRAVEL

PRECEDENTS

LONDON STREET PLAY PROGRAM

THEME: FAMILY FRIENDLY

The London Play Street project works across a number of boroughs which look to helping residents bringing their streets alive with play.

The concept of Play Streets enables children the chance to play freely and safely on their doorstep - with neighbours agreeing to temporarily close their street to through traffic and encouraging informal and spontaneous play. Sessions of the program range from a few hours, to being held weekly, fortnightly or monthly. The residents work together to decide the frequency and duration of the program to suit their interests.

Key measure:

- Temporary Street Play Closures (TSCP): 5



CENTRAL PARADE, NEW ADDINGTON, LONDON

THEME: ASPIRING

As a regeneration project is set around restoring the heart of New Addington, the area had previously been challenged by deteriorating streets, graffiti, and anti-social behaviour.

The regeneration project included an improvement on creating a better town square to host community events. The curation of a livelier town square included two stages of upgrades with new paving, planting, a stage, and skateboard ramp. A street festival was used to prototype the permanent public space intervention. The intention was for the flexible space to support other future events and larger markets for locals.

Key measure:

- Streets as Places: 5 activities

THEME: COMFORTABLE

The regeneration improvements to Central Parade also included better pedestrian routes and clearer parking to encourage visitors to the parade. The area directly outside existing shops were also made to be more pedestrian-friendly with new lighting, and a shared surface that allowed market expansion and shops to have less cluttered forecourts.

Key measure:

- Access to shops & services from public space: less than 50m walk

THEME: FUNCTIONAL

In addition to the initial improvement works, the design team coordinated and built full-size prototypes of new street furniture to test how they worked with the programmed of events that brought activity typically held indoors outside. The permanent outdoor stage and multi-functional play seating area were informed by community consultation processes.

Key measure:

- Multi-functional public affordances: 1





Chapter 3

Place Framework

01. PLACE PRINCIPLES
02. STRATEGIC BRIEFS



01. PLACE PRINCIPLES

From the Best Practice Frameworks identified earlier in the document (reference Appendix 4 - Best Practice Frameworks), a series of core values have translated into 'Place Principles'. These Place Principles become pillars of ensuring future outcomes align and deliver best practices.



People Places

Places where people are prioritised over other forms of transport, and the pleasures of everyday life are accommodated for. These are places that are human in scale, and where people can connect to one-another.



Places for all

Inclusive places where people of all ages, backgrounds and abilities want to spend time.



Comfortable & Interesting

Places that people are drawn because they provide pleasant environments to meet, gather and stay. These are places that provide ease of movement, shade and shelter and include interesting things to see and do.



Celebrate Public Life

Places that emphasise street and public life - where everyday activities are a natural part of the public realm



Healthy Places

Places that encourage physical movement and healthy lifestyles. These are places that are safe, have clean air, aren't too noisy, and where people choose to walk and cycle.



Functional

Places that work for their intended use and have the potential to adapt and change if necessary.



Place-Responsive

Authentic places that the community has a sense of attachment to, and ownership over. They reflect the functions and values of the historic and living cultures.



Environmental & Resilient

Places that contribute positively to environmental outcomes. They are adaptable, durable and minimise energy and water consumption.

02. STRATEGIC BRIEFS

The Public Domain Plan for Fairfield Centre's align with Council's four year review of the Delivery Program cycle, that sets out the projects, programs and services Council has committed to deliver.

The following strategic objectives have been informed by the four Place Identity themes underpinning the Future Vision of the centre, Place Principles, place context and consultation outcomes with stakeholders.

FAMILY-FRIENDLY

The centre is safe and playful, accommodating a range of uses and all age groups. The centre encourages learning through movement, activity and experiences.

Yennora looks and feels secure, with a social street life, effective passive surveillance, and good legibility and connectivity.



Planning & Design Objectives	Improve streetscape quality and interface with School, particularly along the boundary.
	Create safe and easy to cross conditions for people between the station and school by providing traffic calming measures.
	Encourage places of play as an integrated part of the public realm.
Events & Activation Objectives	Encourage events and activations that welcome all within the centre.
	Improve interest, safety and appeal of spending time in the public domain.
	Support elements of play in the public domain.
Economic Development Objectives	Encourage economic opportunities for all businesses and local assets.
	Facilitate an inclusive and diverse business community.

ASPIRING

Responding to the centre's past in having one of the country's highest levels of disadvantage, Yennora evokes a sense of aspiration. New and existing residents are engaged with community and interact with each other.



Planning & Design Objectives	Create an attractive central Neighbourhood Plaza that can accommodate for local activities and social gatherings.
	Create a diverse range of open spaces across the Centre to accommodate people of all ages, background, abilities, and interest.
	Support canopy tree planting along Fairfield St.
	Provide high-quality streetscape improvements to the Neighbourhood Centre zoned land to enhance to relationship between the Station, School and Ellis Parade.
Events & Activation Objectives	Support the development of the new Neighbourhood Plaza.
	Encourage local business activity.
Economic Development Objectives	Drive business growth within the centre, where opportunities are maximised and achievements are celebrated.

FUNCTIONAL

Yennora provides residents with their daily needs. It supports daily activities, active travel, social networks and access to jobs, with a centralised activity focus.



Planning & Design Objectives	Provide safe and comfortable pedestrian connectivity.
	Improve permeability, crossing and pedestrian connections across the Centre.
	Provide logical street connections that offer legibility and direct routes between Railway and Fairfield Street.
Events & Activation Objectives	Enhance the pedestrian walking experience along the streetscape.
Economic Development Objectives	Encourage growth of local businesses.

SOFT

Yennora is a centre where people walk to the shops and children play in the streets. Green spaces provide spaces to sit and linger, while a wider network of green character and connections provide a pleasant climate and walking environment right across the centre.



Planning & Design Objectives	Enhance the quality and condition of existing open spaces across the Centre.
	Create safe and comfortable active travel paths, particularly for cyclists along Ellis Parade.
	Create plantings and landscape initiatives that enhance sight lines and legibility, providing good visual framing of the streetscape.
Events & Activation Objectives	Facilitate activation collaborations across the community
	Promote people spending time and lingering safely in the public domain.
Economic Development Objectives	Enhance the local centre role.

Chapter 4

Activation + Economic Development

-
- 01. EVENTS AND ACTIVATION BRIEF
 - 02. ECONOMIC DEVELOPMENT BRIEF
-



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01. EVENTS + ACTIVATION

INTRODUCTION

Place Activation refers to the activities that occur in a physical place. They bring energy to public spaces, create social connectivity and help build the identity of place. Where possible activations should align with the Future Vision, four Future Place Identity Themes and Objectives for the centre set out in the Strategic Briefs.

The role of Place Managers

The most cost-effective and powerful way for local government to support place activation is by allowing it to happen through community initiatives. With strong ties to the community, Fairfield's Place Managers have the embedded knowledge to champion and facilitate such initiatives. A place manager can:

- Liaise with internal and external stakeholders
- Improve internal processes to address regulatory blocks and barriers and make it easier for internal staff as well as local businesses and residents to activate places
- Be made responsible for the delivery of an holistic and place based program of events and tactical urbanism projects
- Promote place branding and economic development through events
- Get everyone working together towards activating places, and in the process breaking down internal and external silos, and building trust in local council



Example

“Fairfield Markets Concept - a celebration of food and crafts at the city’s gateway train station”



EVENTS AND ACTIVATION BRIEFS

The following strategic Objectives and corresponding Key Actions identified below address the four Future Place Identity Themes underpinning the Future Vision of the centre.

FAMILY-FRIENDLY

The centre is safe and playful, accommodating a range of uses and all age groups. The centre encourages learning through movement, activity and experiences. Yennora looks and feels secure, with a social street life, effective passive surveillance, and good legibility and connectivity.

Events & Activation Objectives	Key Actions	
Encourage events and activations that welcome all within the centre.	1	Facilitate family-oriented and accessible community events such local markets in public spaces.
Improve interest, safety and appeal of spending time in the public domain.	2	Encourage activations by working with the local schools and community groups to collaborate on initiatives regularly to instill pride of place.
	3	Encourage after-school/ hour activity along streets and within adjoining public spaces that are visible from the street to improve passive surveillance, i.e. Ellis Parade.
Support elements of play in the public domain.	4	Provide tactical elements in the public realm that interest and feature play for young people, particularly along walking routes to key places.

The Objectives set out in the Event and Activation brief are aspirations to consider to deliver socially and culturally beneficial place-based outcomes.

ASPIRING

Responding to the centre's past in having one of the country's highest levels of disadvantage, Yennora evokes a sense of aspiration. New and existing residents are engaged with community and interact with each other.

Events & Activation Objectives	Key Actions	
Support the development of the new Neighbourhood Plaza.	5	Provide improvements to the plaza through public art and activation initiatives to enhance the quality and attraction of the plaza space.
Encourage local business activity.	6	Support the trading of temporary businesses such kiosks, food trucks and coffee carts, particularly around the Neighbourhood Plaza and the Neighbourhood Centre zoned land opposite the Station.
	7	Promote the temporary business trading through the provision of lighting and wayfinding to support activation events.

FUNCTIONAL

Yennora provides residents with their daily needs. It supports daily activities, active travel, social networks and access to jobs, with a centralised activity focus.

Events & Activation Objectives	Key Actions	
Enhance the pedestrian walking experience along the streetscape.	8	Engage with the local community to trial temporary shading, traffic buffers, 'soft' elements and street structural changes as part of exhibition periods and utilise feedback to inform permanent initiatives.
	9	Provide integrated shading, shelter, traffic buffers, and other soft, green elements as part of wayfinding, public art and cultural expression initiatives.

SOFT

Yennora is a centre where people walk to the shops and children play in the streets. Green spaces provide spaces to sit and linger, while a wider network of green character and connections provide a pleasant climate and walking environment right across the centre.

Events & Activation Objectives	Key Actions	
Facilitate activation collaborations across the community	10	Facilitate people coming together to trial the use of the active travel paths.
Promote people spending time and lingering safely in the public domain.	11	Provide integrated seating with elements of play and/or as part of wayfinding, public art and cultural expression initiatives.

02. ECONOMIC DEVELOPMENT

INTRODUCTION

Place-led economic development focuses on the unique features of a place, and using them to attract new investment and strengthen existing businesses. Because the way a place is perceived is formed by its strong, distinctive elements, place-led economic development is particularly important in today's age of tourism.

Types of place-led economic development include:

- Encouragement of local artists and musicians;
 - Facilitation of Business Improvement programmes;
 - Activation of public spaces to increase visitation; and
 - Communication of a place's businesses, event's and activities to a wider audience through place branding and marketing.
- This last point is explained in more detail on the following page.



Place branding

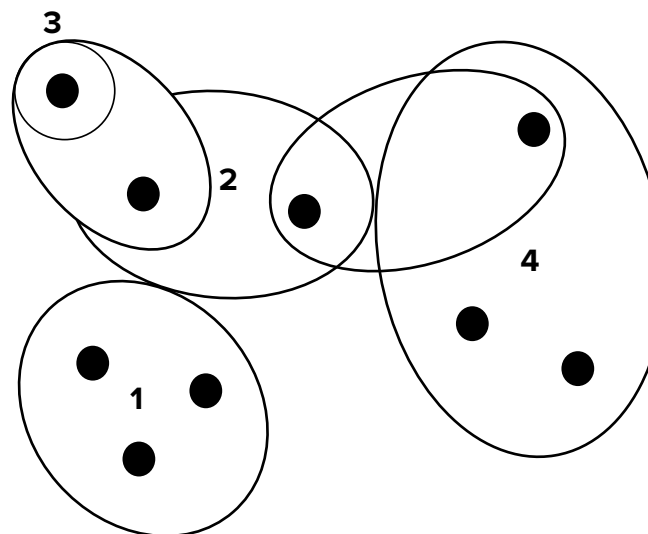
As part of wider urban strategies, place marketing and branding techniques are used in order to market, as well as promote change in a centre. In particular, research suggests that it is the cultural identity of a place that often becomes the subject of branding and form a strong, distinct element in their promotion.

Place branding can be useful for Fairfield City Council to promote its local centres to the public and in turn, drive economic development. It can also help council regarding cultural planning and prioritising funding allocations.

Place brand clustering

Based on analysis of Place Identity commonalities and differences, Fairfield's 9 centres have been clustered into 4 groups to assist council with Place Brand strategies. These clusters include:

1. Cabramatta, Canley Vale + Canley Heights
2. Fairfield City, Fairfield Heights
3. Smithfield + Fairfield Heights
4. Yennora, Carramar and Villawood



Illustrative overview of identity clusters of centres.

ECONOMIC DEVELOPMENT BRIEFS

The following strategic Objectives and corresponding Key Actions identified below address the four Place Identity themes underpinning the Future Vision of the centre.

FAMILY-FRIENDLY

The centre is safe and playful, accommodating a range of uses and all age groups. The centre encourages learning through movement, activity and experiences. Yennora looks and feels secure, with a social street life, effective passive surveillance, and good legibility and connectivity.

Economic Development Objective	Key Actions	
Encourage economic opportunities for all businesses and local assets.	1	Leverage existing industry, businesses and community groups to support local events and economic boosting initiatives.
	2	Explore feasibility of establishing a pop up shop program near the train station to enhance economic activity leveraging off existing foot traffic.
Facilitate an inclusive and diverse business community.	3	Provide networking opportunities for local businesses to connect and exchange ideas, particularly new business groups.
	4	Support complementary business clusterings that offer diversity within the walkable, compact centre.

The Objectives set out in the Economic Development brief are aspirations to consider to deliver an economically beneficial and place-based outcome.

ASPIRING

Responding to the centre's past in having one of the country's highest levels of disadvantage, Yennora evokes a sense of aspiration. New and existing residents are engaged with community and interact with each other.

Economic Development Objective	Key Actions	
Drive business growth within the centre, where opportunities are maximised and achievements are celebrated	5	Deliver a suite of programs and services that support starting and growing local businesses including welcome packs, communications support, guided access to grants and welcome mentions in local media.
	6	Encourage businesses to communicate, market and capitalise on their close relationship with transport options, green spaces and Fairfield City Centre.
	7	Deliver business excellence awards.
	8	Encourage businesses to innovate their offerings through a programme of business and training workshops.
	9	Work with local media to promote business achievements and case studies.

FUNCTIONAL

Yennora provides residents with their daily needs. It supports daily activities, active travel, social networks and access to jobs, with a centralised activity focus.

Economic Development Objective	Key Actions	
Encourage growth of local businesses.	10	Support developments that provide active ground floor uses that engage with the street and foster public life.

SOFT

Yennora is a centre where people walk to the shops and children play in the streets. Green spaces provide spaces to sit and linger, while a wider network of green character and connections provide a pleasant climate and walking environment right across the centre.

Economic Development Objective	Key Actions	
Enhance the local centre role.	11	Support the development of essential services and shops to be located within walking distance of public transport, School and the Centre's core public space.

Part B

public domain plan

“

As you are cycling past the bakery in the morning and smell fresh-baked pastries, you can, on the spur of the moment, decide to jump off your bike and pick up a breakfast treat for yourself and colleagues on the way to work... How can we blend a commute into a stop at the shop and a social experience?

”

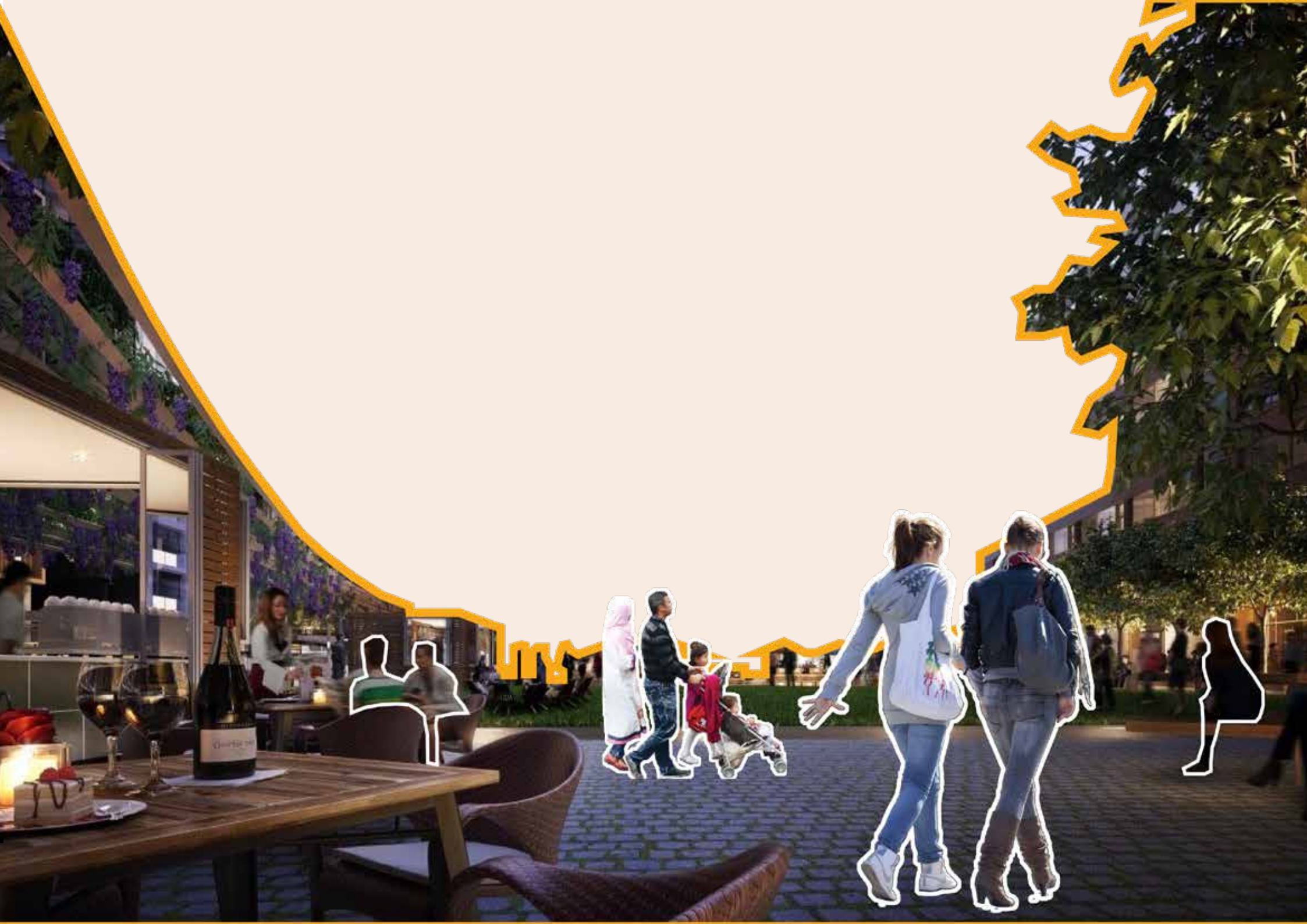
- David Sim, Soft City

Public Domain Plan

Chapter 5

Design Implementation Framework





-
- 01. PRINCIPLES TO DESIGN TOOLKIT STRATEGIES
 - 02. DESIGN TOOLKIT STRATEGIES
 - 03. PLANNING & DESIGN BRIEFS
-



01. PLACE PRINCIPLES TO DESIGN TOOLKIT STRATEGIES

The Place Principles represent a distillation of the most effective Australian and International best practice and policy frameworks that are to be applied to public domain design in Fairfield. They are presented as a series of best practice 'values' translated into 'Place Principles'.

For each Place Principle, a series of Design Toolkit Strategies have been aligned to guide the delivery of the Place Principles. The Design Toolkit Strategies are described in further detail on the following pages.

Place Principles				
				
	People Places	Places for All	Comfortable & Interesting	Celebrate Public Life
Design Toolkit Strategies				
	<p>A Street Order</p> <p>B Street Geometry</p>	<p>C Pedestrian through- zone</p> <p>D Connectivity & Flow</p>	<p>E At the Kerb</p> <p>F Street Life</p> <p>G Greening the Centre</p> <p>J Culture & Community</p>	<p>E At the Kerb</p> <p>F Street Life</p> <p>I Loved Public Spaces</p> <p>J Culture & Community</p>



Healthy Places



Functional



Place-Responsive



Environmental & Resilient

Place Principles

D Connectivity & Flow

G Greening the Centre

A Street Order

B Street Geometry

C Pedestrian through- zone

D Connectivity & Flow

E At the Kerb

A Street Order

F Street Life

I Loved Public Spaces

J Culture & Community

G Greening the Centre

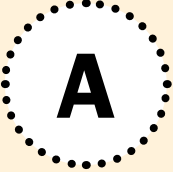
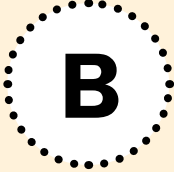
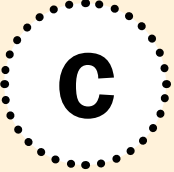

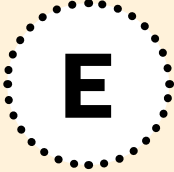
H Cool Streets & Spaces

Design Toolkit Strategies

02. DESIGN TOOLKIT STRATEGIES

The 'Design Toolkit Strategies' focuses on ten key public domain design strategies derived from the review of best practice frameworks and which should guide public domain improvement and management priorities in the centre.

The Objectives of each Design Toolkit Strategy is described below, with further details including requirements, benefits, value add opportunities, and statistical benchmarks in Part D: Supporting Research, Appendix 1 - Design Toolkits Strategies.

Design Toolkit Strategies & Objectives					
	STREET ORDER	STREET GEOMETRY	PEDESTRIAN THROUGH ZONE	CONNECTIVITY & FLOW	AT THE KERB
	Objective	Objective	Objective	Objective	Objective
	To implement a clear street hierarchy and corresponding guidelines that are consistent across the Fairfield LGA and align with the Western Sydney Street Design Guide.	To enhance pedestrian safety and priority by reducing traffic provisions to minimum requirements whilst still maintaining road functionality.	To ensure that pedestrians have a safe and adequate place to walk that is clear of temporary and/or permanent obstructions depending on corresponding level of pedestrian activity desired.	To improve pedestrian connectivity and reinforce the priority of the pedestrian in the street by providing continuity of footpaths and grade levels and consistency in sidewalk materials.	To ensure the kerb can be shared and utilized for a variety of functions/activities and for multiple modes and user groups now and in the future.



STREET LIFE

Objective

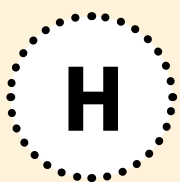
To increase the vibrancy of the street life in the town centre by encouraging footway dining, controlled footpath trading and “non-commercial” gathering.



GREENING THE CENTRE

Objective

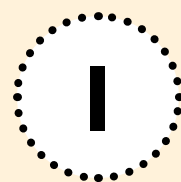
To increase the greenery in the town centre through improved landscape treatments, increased number of street trees, ensuring street tree planting has primacy in arrangement of street design influences and reinforcing ecological corridors.



COOL STREETS & SPACES

Objective

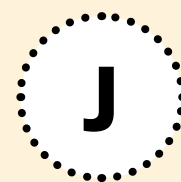
This strategy aims to provide a comfortable micro-climate within the town centre through the integration of low-impact pavement materials, street trees and other landscape features such as bioswales, pervious strips and rain gardens at the edge of pedestrian paths.



LOVED PUBLIC SPACES

Objective

To create human scale, loveable spaces that are inclusive, comfortable places that feel safe so people can enjoy, want to linger, socialise and spend time in. Public art and community-relevant installations should feature in public spaces to help the community develop attachment and meaning.



CULTURE & COMMUNITY

Objective

This strategy aims to leverage the strong existing arts and cultural presence in Fairfield by utilizing public space as a canvas for cultural expression for public art and/or community installations.

Design Toolkit Strategies

03. PLANNING & DESIGN BRIEFS

The following strategic Objectives and corresponding Key Actions identified below address the four Future Place Identity themes underpinning the Future Vision of the centre.

FAMILY-FRIENDLY

The centre is safe and playful, accommodating a range of uses and all age groups. The centre encourages learning through movement, activity and experiences. Yennora looks and feels secure, with a social street life, effective passive surveillance, and good legibility and connectivity.

Planning & Design Objectives	Design Toolkits	
Improve streetscape quality and interface with School, particularly along the boundary.	B	Street Geometry
	C	Pedestrian Through-Zone
	E	At the Kerb
	G	Greening the Centre
	H	Cooling Streets & Spaces
	D	Connectivity & Flow
Create safe and easy to cross conditions for people between the station and school by providing traffic calming measures.	B	Street Geometry
	E	At the Kerb
	G	Greening the Centre
	H	Cooling Streets & Spaces

The Objectives set out in the Planning & Design Brief are aspirations to consider in delivering a place-based outcome.

Encourage places of play as an integrated part of the public realms.	E	At the Kerb
	F	Street Life
	H	Cooling Streets & Spaces
	I	Loved Public Spaces
	J	Culture & Community

ASPIRING

Responding to the centre's past in having one of the country's highest levels of disadvantage, Yennora evokes a sense of aspiration. New and existing residents are engaged with community and interact with each other.

Planning & Design Objectives	Design Toolkits	
Create an attractive central Neighbourhood Plaza that can accommodate for local activities and social gatherings.	G	Greening the Centre
	H	Cooling Streets & Spaces
	I	Loved Public Spaces
	J	Culture & Community
Support canopy tree planting along Fairfield St.	G	Greening the Centre
Create a diverse range of open spaces across the Centre to accommodate people of all ages, background, abilities, and interest.	G	Greening the Centre
	H	Cooling Streets & Spaces
	I	Loved Public Spaces

Provide high-quality streetscape improvements to the Neighbourhood Centre zoned land to enhance to relationship between the Station, School and Ellis Parade.	B	Street Geometry
	C	Pedestrian Through-Zone
	D	Connectivity & Flow
	G	Greening the Centre
	H	Cooling Streets & Spaces

FUNCTIONAL

Yennora provides residents with their daily needs. It supports daily activities, active travel, social networks and access to jobs, with a centralised activity focus.

Planning & Design Objectives	Design Toolkits	
Provide safe and comfortable pedestrian connectivity.	D	Connectivity & Flow
	H	Cooling Streets & Spaces
Improve permeability, crossing and pedestrian connections across the Centre.	B	Street Geometry
	C	Pedestrian Through-Zone
	D	Connectivity & Flow
Provide logical street connections that offer legibility and direct routes between Railway and Fairfield Street.	A	Street Order

SOFT

Yennora is a centre where people walk to the shops and children play in the streets. Green spaces provide spaces to sit and linger, while a wider network of green character and connections provide a pleasant climate and walking environment right across the centre.

Planning & Design Objectives	Design Toolkits	
Enhance the quality and condition of existing open spaces across the Centre.	G	Greening the Centre
	H	Cooling Streets & Spaces
	I	Loved Public Spaces
Create safe and comfortable active travel paths, particularly for cyclists along Ellis Parade.	B	Street Geometry
	D	Connectivity & Flow
Create plantings and landscape initiatives that enhance sight lines and legibility, providing good visual framing of the streetscape.	G	Greening the Centre
	H	Cooling Streets & Spaces



Yennora Public School

Part B

public domain plan

“

As you are cycling past the bakery in the morning and smell fresh-baked pastries, you can, on the spur of the moment, decide to jump off your bike and pick up a breakfast treat for yourself and colleagues on the way to work... How can we blend a commute into a stop at the shop and a social experience?

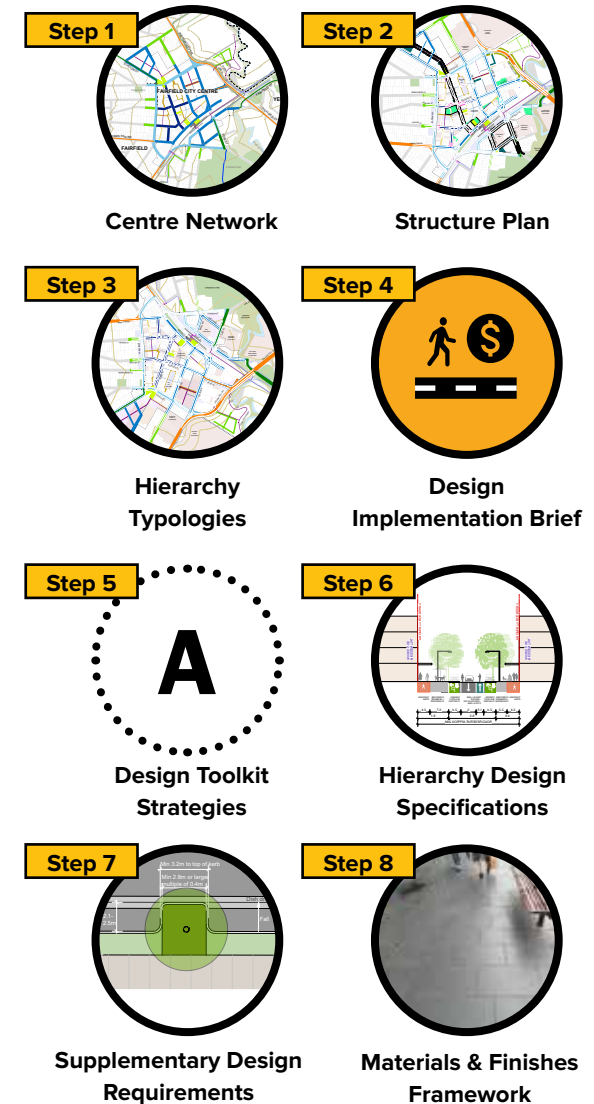
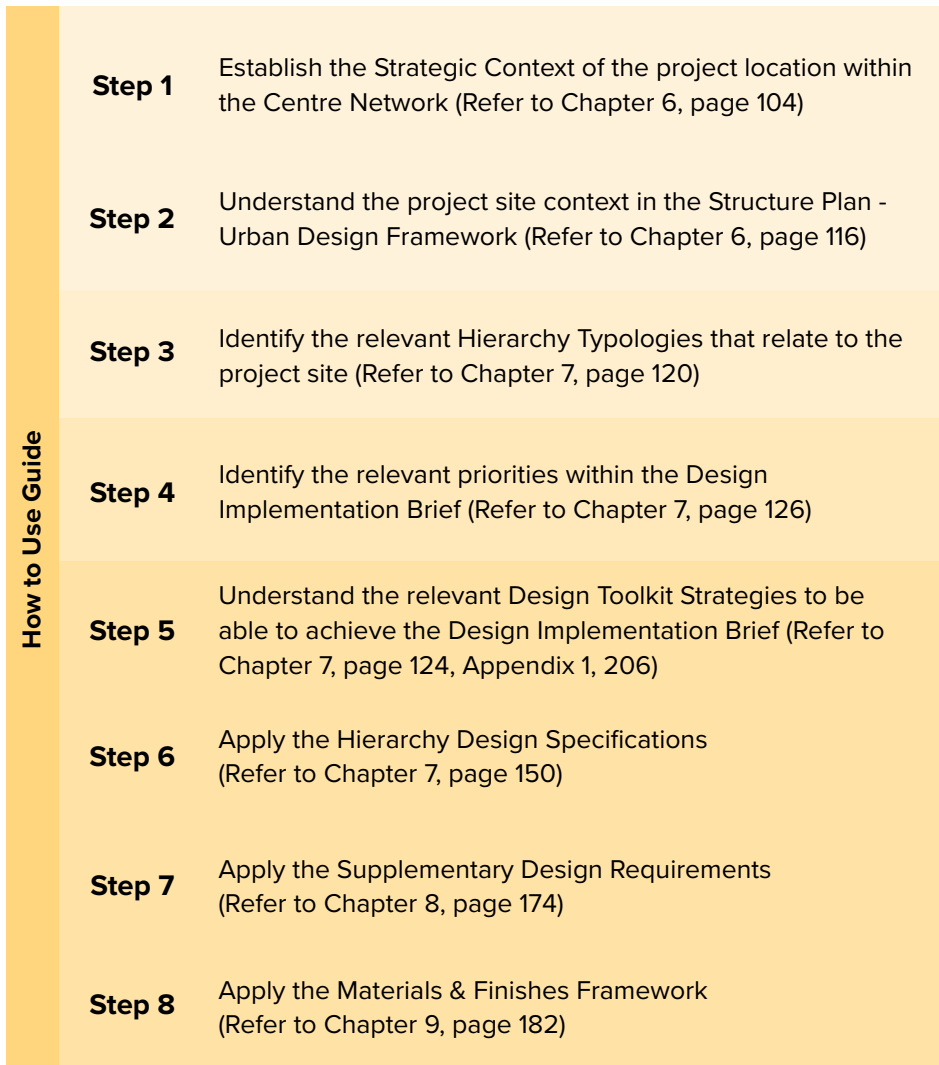
”

- David Sim, Soft City

Public Domain Plan

HOW TO USE THE PUBLIC DOMAIN PLAN

The below diagram outlines a step-by-step guide to using the Public Domain Plan.





HUNTER FINGERPRINTS CAFE

SCHOOL DAYS

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Apple
SAMSUNG
ONY
NO
@msc

Chapter 6

Structure Plan

-
- 01. NETWORK OVERVIEW
 - 02. LOCAL NETWORK
 - 03. STREET HIERARCHY & CENTRE STRUCTURE PLAN
 - 04. CENTRE STRUCTURE PLAN
-



01. NETWORK OVERVIEW

THE CENTRE NETWORKS

The Centres Network is the integrated system of access and green links that is proposed to connect Fairfield LGA's eastern centres.

The map on the opposite page indicates the pedestrian access gradients or "pedsheds" around each centre including a 200m, 400, and 800m radius.

In addition the local relationships between adjacent centres that can promote synergies and inter-relationships are reflected by the five clusters. The cluster that relates to Carramar centre is highlighted.

A series of major connections can link the centres and the communities between. The links will also take advantage of the open spaces and other features that lie along their routes.

The connections include:

Avenues:

Cycle and pedestrian oriented links connecting centres and recreational and other destinations between.

Corridors:

Transport and vehicular oriented links between centres and across the LGA.

The key elements of these links are outlined on the following pages. The public domain guidelines provide guidance for enhancing the function and amenity of these corridors:

THE CENTRE NETWORKS MAP



THE CENTRE PRECINCTS

- 1** Cabramatta, Canley Heights and Canley Vale
- 2** Canley Vale, Carramar and Villawood
- 3** Fairfield, Yennora, Villawood and Carramar
- 4** Fairfield and Fairfield Heights
- 5** Smithfield and Fairfield Heights

LEGEND

- Corridor
- Avenue
- Avenue - additional routes
- Shared pathway
- Cycleway

02. LOCAL NETWORK

3 FAIRFIELD, YENNORA, VILLAWOOD AND CARRAMAR

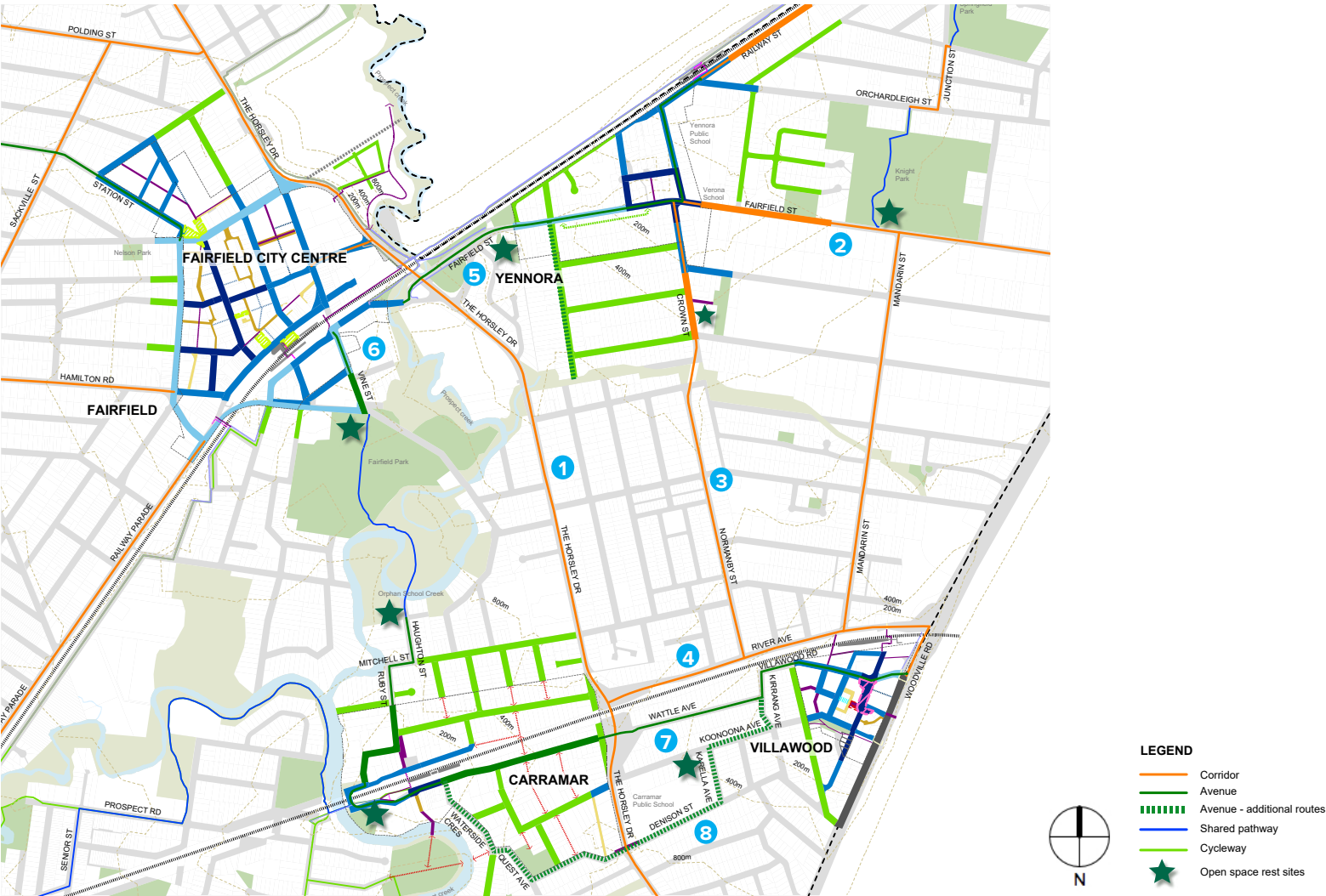
Corridors:

1. The Horsley Drive is the key collector road providing connections to nearby local centres of Yennora, Carramar and Villawood
2. Fairfield Street (east of Crown St) is the key eastern gateway into Fairfield LGA from the east and connects to Old Guildford
3. Crown Street provides a direct connection from Yennora town centre to Villawood North, connects to Ellis Parade/Railway Street to Yennora Rail Station
4. River Avenue connects the north sides of Carramar and Villawood

Avenues:

5. Fairfield Street provides direct link from Yennora into Fairfield City Centre (south) and to the Prospect Creek open space corridor and shared path network, Patrician Brothers College and nearby Catholic Primary School
6. Vine Street provides a direct link between the city centre to Fairfield Park recreational areas, community facilities and shared path network which links to Carramar town centre
7. Wattle Avenue provides a direct link between Carramar and Villawood town centre with the benefit of an underpass at The Horsely Drive
8. Waterside Crescent, Quest Ave, Dension Street, Koonoona Ave, Kirrang Ave route links Carramar Public school, a number of small local open spaces including 'Karella Park' to both Carramar and Villawood Town centres

FAIRFIELD, YENNORA, VILLAWOOD AND CARRAMAR PRECINCT MAP

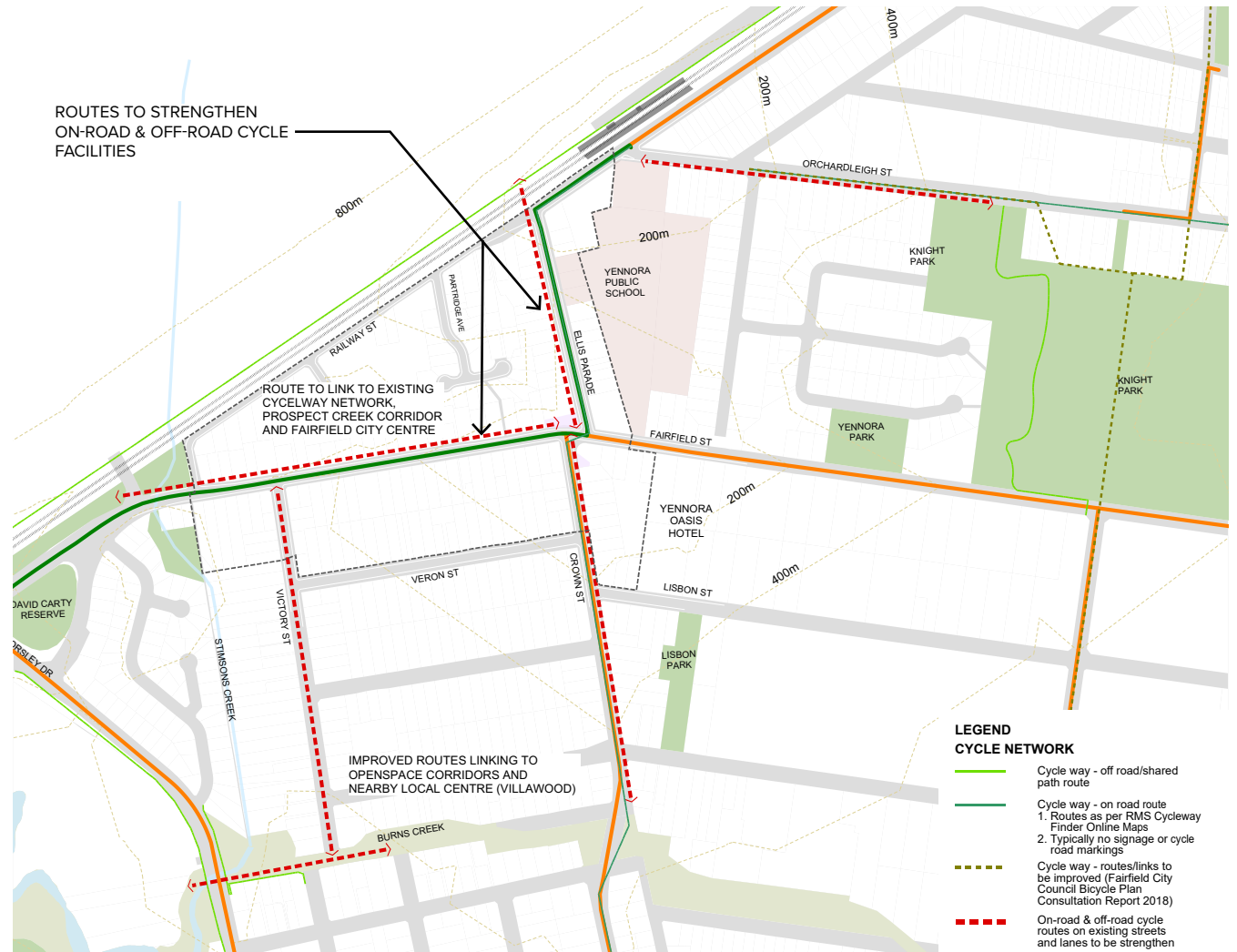


CYCLE NETWORK ENHANCEMENTS

There are a number of important cycle connections that will consolidate the cycle network to and from Yennora.

Some key actions include:

- Improvements to the cycle network that link key neighborhood destinations as well as to nearby town centres and recreational open space areas.
- Safer active transport routes to and from the centre for the local community through either traffic calming measures and provision of shared paths on route to schools and open space areas.





Example: Bourke Street Cycleway - City Of Sydney (image: Simon Wood)

03. STREET HIERARCHY & CENTRE STRUCTURE PLAN

THE STREET HIERARCHY APPROACH

A street hierarchy defines an order between street types reflecting different varied movement, civic design and environmental goals and outcomes between each street type.

The Fairfield Centres street hierarchy provides the platform for the centre structure plan described on the following pages, and references the key elements for implementation of public domain improvements as outlined in chapter 4. Public Domain Guidelines.

The diagrams opposite illustrate the evolution of the proposed street hierarchy describing the formative influences that have shaped the final structure plan. The table this page summarises the Street Hierarchy for the Fairfield Centres Public Domain Plans. The table relates the hierarchy to the Western Sydney Street Guidelines, a key reference for street improvement across Western Sydney developed by the Greater Sydney Commission.

An abbreviated summary of key characteristics for each street / element is identified, providing an introduction to the more detailed and comprehensive definition of each element in the public domain guidelines.

- The guidelines in section 4 describe for each street element:
- its role and function;
- key parameters for its arrangement; and
- the materials and finishes recommendations for its implementation

STREET HIERARCHY

Organising order of street and public space types reflecting a hierarchy of movement, civic, and environmental goals.



STRUCTURE PLAN

Plan defining the deployment and arrangement of the street hierarchy across the centre including the relationship of key linkages and spaces.



PUBLIC DOMAIN GUIDELINES

Specific guidance for each element of the hierarchy including role and function, spatial and design arrangement, and materials finishes.

Public Domain Guideline Elements

- pedestrians
- cycles
- transport
- vehicles
- parking
- culture

Arrangement

- spatial
- greening
- on street trading

Materials

- pavements
- planting
- furniture

Western Sydney Street Design Guidelines	Fairfield Centre Public Domain Plans	Characteristics
NETWORK STREETS		
	MAJOR ROAD	<ul style="list-style-type: none"> Major transport corridor crossing multiple LGA boundaries
COLLECTOR ROADS	CORRIDOR	<ul style="list-style-type: none"> Transport corridor Vehicular movement corridor Green link corridor
	AVENUE	<ul style="list-style-type: none"> Pedestrian / cycle corridor Vehicular movement corridor Green link corridor
CENTRE STREETS		
HIGH STREET	CORE HIGH STREET	<ul style="list-style-type: none"> Slow traffic speed <50km Regular pedestrian priority crossings Minimal driveway interruptions Lanes widths minimised On street parking No through bus movement where possible
	MIXED HIGH STREET	<ul style="list-style-type: none"> Mixed use - traffic/ped & type of frontage activation(retail/resi/commercial/service)
	CIRCULATION HIGH STREET	<ul style="list-style-type: none"> Signalised crossings Standard lane widths or more Potential clearways Through bus traffic Driveway access
	SHARED ZONE <ul style="list-style-type: none"> Generally occurring over Core High Street 	<ul style="list-style-type: none"> pedestrian priority high pedestrian volumes generally no kerbs max traffic speed 10km/hr
LANEWAYS	SHARED LANE	<ul style="list-style-type: none"> 5-10m road reserve Generally one way Accessible to pedestrians Contrasting pavement to roadways
	SERVICE LANE	<ul style="list-style-type: none"> 5-10m road reserve Generally one way
LOCAL STREET	LOCAL STREET	<ul style="list-style-type: none"> Local traffic No through bus movement where possible
CENTRE SPACES		
	CENTRE SQUARES / PLAZAS	<ul style="list-style-type: none"> Located at focal locations Serve through or adjoining pedestrian traffic Adjoined by civic or retail ground level activation Target 30% green ground plane Target 40% permeable Integrate play experiences where feasible
	CENTRE PARKS	<ul style="list-style-type: none"> Serve through or adjoining pedestrian traffic Provide for passive recreation Provide for play experiences Target 75% green ground plane Target 80% permeable

EVOLVING THE STREET HIERARCHY AND STRUCTURE PLAN

The proposed Street Hierarchy and Structure Plan evolve from the urban design study framework through a series of connectivity and open space strategies:

1. Investigate potential for new street connections to increase permeability of long block frontages
2. Investigate potential for new street connections to enable retail frontages and high street character less impacted by heavy truck and vehicle traffic
3. Focus core activity and pedestrian focused streets around the intersection of Ellis Parade and Crown Street with Fairfield Street
4. Pedestrian lanes straightened to improve sight lines
5. Future potential slip lane to the south side of Fairfield Street with a landscape setback to allow increased verge widths and 'greening' of Fairfield Street
6. Liaise with Yennora Public School for potential to enhance pockets of open space at school interface with public domain for student benefit and potential co use at weekends
7. Dedicate or acquire additional lands to extend existing parks for community use
8. Create focal public square as heart of the community
9. Improve pedestrian movement space and amenity including shade tree canopy to Railway Parade
10. Improve pedestrian movement space and amenity including shade tree canopy to Fairfield Street
11. Improve pedestrian movement space and amenity including shade tree canopy to Ellis parade and Crown Street

EXISTING STREET HIERARCHY



FUTURE DEVELOPMENT



CONNECTIVITY ENHANCEMENTS

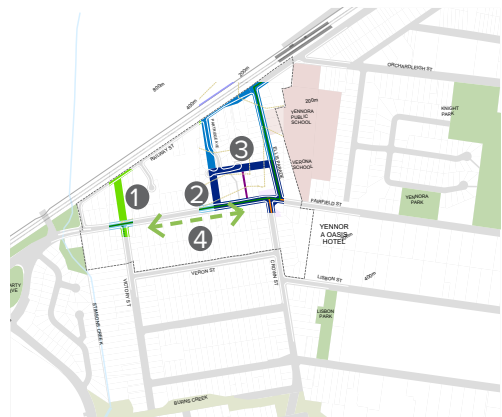


POTENTIAL PUBLIC SPACES



PROPOSED STREET HIERARCHY

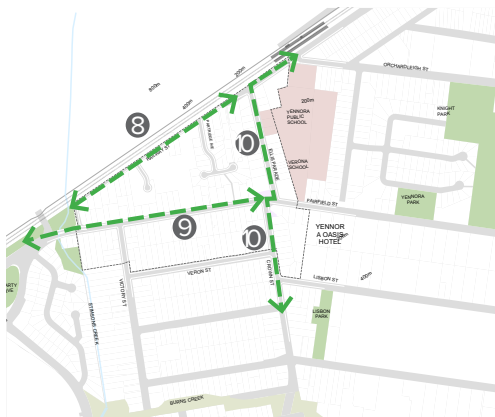
THE URBAN DESIGN STUDY FRAMEWORK



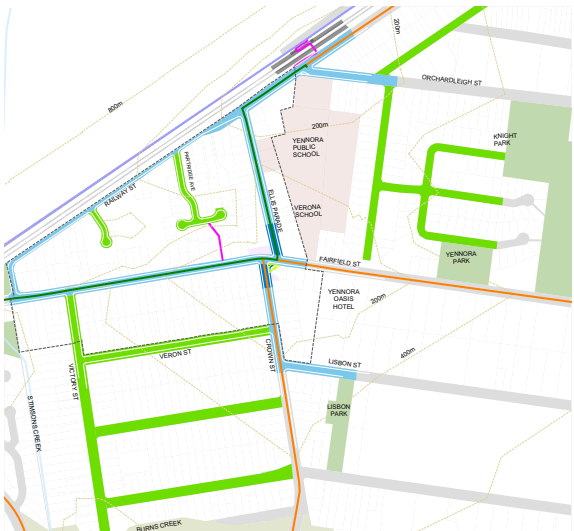
+ POTENTIAL CONNECTIVITY ENHANCEMENTS



+ POTENTIAL PUBLIC SPACES & WSUD



EXISTING STREET HIERARCHY



PROPOSED STREET HIERARCHY



- LEGEND**
STREET HIERARCHY
- Network**
- Avenue
 - Corridor
 - Major road
- Centre**
- High street - core
 - High street - mixed
 - High street - circulation
 - Local Street
 - Laneways- Shared lane
 - Laneways- service lane
 - Shared zone
 - Pedestrian link
 - Existing pedestrian link (public)
 - Existing pedestrian/cycle shared link (public)
 - Proposed pedestrian link (private)
 - Existing pedestrian link (private)
 - Plaza space



04. CENTRE STRUCTURE PLAN

THE STRUCTURE PLAN

The proposed Yennora Centre Public Domain Structure Plan on the following page, establishes a long term direction for public domain development and enhancement of Villawood.

The plan provides a reference to the key street types and highlights major public spaces, for which further design and materials guidance is provided in Chapter 7, 8 and 9. Each project should be subject to detailed design concept development having regard for this Public Domain Plan.

Fundamentally the plan seeks to:

- improve accessibility across the centre by enhancing ease and safety of pedestrian access and connectivity on all streets
- increase the green character of the centre
- consolidate and enhance existing reasons for people to spend time in the centre, and create new ways to enjoy the centre that will attract users and encourage community and street life

The Structure Plan does not aim to show all recommended street / public domain tree planting - this should be designed and implemented guided by the guidelines for each street type. The Plan does indicate important nodal tree planting opportunities.

Key recommendations are listed following as identified on the Structure Plan:

Streetscape and laneways

1. Investigate potential for new street connection from Railway Parade to integrate with street pattern and increase permeability of long block frontages
2. Investigate potential for new street connections to create active frontages and high street character less impacted by heavy truck and vehicle traffic. In short term create enhanced pedestrian amenity and character of through site link through widening and upgrading
3. Future potential slip lane to the south side of Fairfield Street with a landscape setback to allow increased verge widths and 'greening' of Fairfield Street
4. Improve pedestrian movement space and amenity including shade tree canopy to Railway Parade monitor potential for road widening of narrow road corridor through redevelopment
5. Improve pedestrian movement space and amenity including shade tree canopy to Fairfield Street
6. Improve pedestrian movement space and amenity including shade tree canopy to Ellis parade and Crown Street
7. Progressive upgrade of pavements to town centre streets reflective of street hierarchy (all streets)
8. Strategically increase street tree cover to centre streets where space allows (all streets)

Parking

9. Integrate street tree planting within parking lanes to non-clearway zones
10. Integrate supplementary public off street parking to selected new developments

Pedestrian and cycle links

11. Implement shared access path within northern verge of Fairfield Street
12. Implement shared access path within western verge of Ellis parade providing access to crossing to school and through to Railway parade and onto railway station
13. Provide widened and improved through site link from Partridge Ave to Fairfield Street
14. Provide additional through sites links through private sites in redevelopment to enhance pedestrian connectivity

Public Spaces

15. Create focal public square at intersection of Fairfield Street and Ellis parade as place for small scale gatherings and outdoor dining
16. Liaise with Yennora Public School for potential to enhance pockets of open space at school interface with public domain for student benefit and potential co use at weekends
17. Dedicate or acquire additional lands to extend existing parks for community use



Realisation of the full scope of potential structural changes at Yennora will be a long term prospect. Meanwhile the strong sense of community, connection to local schools and youthful population creates scope for a range of smaller scale and temporary interventions that can build character



Future Place Identity Themes to be integrated into ongoing design development:



Existing streetscape at corner of Fairfield Street and Ellis parade proposed to become town square

Chapter 7

Public Domain Typologies

-
- 01. INTRODUCTION
 - 02. DESIGN IMPLEMENTATION BRIEF
 - 03. HIERARCHY TYPOLOGIES
-



01. INTRODUCTION

This section of the report outlines the Hierarchy Typologies that will be referenced throughout the Public Domain Guidelines.








They have been derived from Best Practice Research and set out an agreed approach for each street and public space typology. These approaches are the *baseline outcomes* for delivering best practice.






The following pages outline the precursor to the Hierarchy Typologies:

- Design Toolkit Strategies Priorities
- Design Implementation Briefs including the relevant Design Toolkit Strategies and Targets to meet minimum performance for each typology.
- Hierarchy Typologies.

Following the Hierarchy Typologies section, the following pages include:

- Supplementary Design Requirements
- Materials and Finishes Framework

Hierarchy Typologies		Reference
	Major Road	Pg. 126-127
	Avenue Road	Pg. 128-129 Pg. 148-149
	Corridor Road	Pg. 130-131 Pg. 150-157
	Core High Street	Pg. 132-133 Pg. 152-153
	Mixed High Street	Pg. 134-135 Pg. 154-155
	Circulation High Street	Pg. 136-137 Pg. 156-157
	Shared Zone on High Street	Pg. 138-139 Pg. 158-159

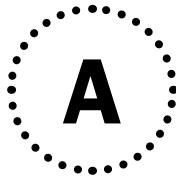
	Shared Laneway	Pg. 140-141 Pg. 160
	Service Lane	Pg. 142-143 Pg. 161
	Local Street	Pg. 144-145 Pg. 162-165
	Pedestrian Lane	Pg. 146-147 Pg. 166-169
	Centre Squares/Plazas	Pg. 170-171



DESIGN TOOLKIT STRATEGY

The Design Toolkit Strategy identified below is the optimum sequence of implementation (A to J) for consideration in the design and management of public domain improvements.

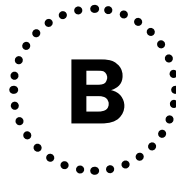
A series of approaches have been identified to support each Design Toolkit Strategy and have been informed by Best Practice Framework research. Further details on each can be found in Part D: Supporting Research, Appendix 1: Design Toolkit Strategies.



STREET ORDER

Approach

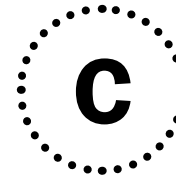
- Understand the economic drives that influence the centre movement and traffic
- Understand and define access and traffic role
- Maximise pedestrian and cycle amenity to specific routes / areas
- Manage heavy vehicle access to designated areas of high pedestrian use



STREET GEOMETRY

Approach

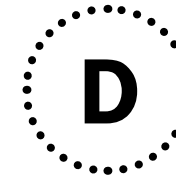
- Reduce traffic lane width to minimum required for function and safety
- Reduce kerb radii to minimum required for function and safety
- Reduce crossing distances



PEDESTRIAN THROUGH ZONE

Approach

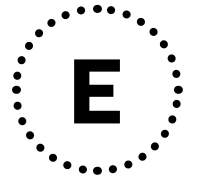
- Manage placement of fixed street elements (furniture / lights / signage, trees) to increase pedestrian movement space
- Manage on street trading to increase pedestrian movement space
- Increase pedestrian movement space (through zone) through footpath widenings



CONNECTIVITY & FLOW

Approach

- Minimal or no stopping points along pedestrian route
- Minimal or no changes or transitions in level along pedestrian route
- Simple and Intuitive environment with clear lines of sight to important elements
- Clear Wayfinding
- Design that requires low physical effort to negotiate



AT THE KERB

Approach

- Minimal extent of kerb without buffer directly adjoining traffic lanes
- Widened footpaths within no standing zones to increase pedestrian space and facilitate street planting
- Underground power / reduce impact of overhead cables



STREET LIFE

Approach

- Minimal blank facades
- Minimal vacant shop fronts
- On-street trading
- Variety of reasons to be in street and linger
- Range of seating available
- Community events



GREENING THE CENTRE

Approach

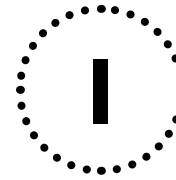
- Increase regularity of street trees
- Increase number of street trees
- Strategically place trees to maximise visual benefit
- Increase amount of ground level street gardens
- Integrate street trees within parking bays (narrowing visual width of street)



COOL STREETS & SPACES

Approach

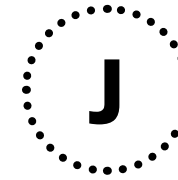
- Increase regularity of street trees
- Increase number of street trees
- Increase continuity of awnings
- Provide clusters of trees (cool nodes) at regular intervals
- Increase presence of water / moisture



LOVED PUBLIC SPACES

Approach

- Well located spaces
- Adequately sized spaces
- Attractive and flexible
- Attractive and usable to broad range of community
- Community involvement
- Development of Public Art Installations
- Events



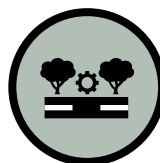
CULTURE & COMMUNITY

Approach

- Community involvement
- Reflecting cultural influences
- Development of Public Art Installations
- Events

02. DESIGN IMPLEMENTATION BRIEF

MAJOR ROAD



Defined as...

A reliable major route for large volumes of movement between neighbouring centres, shops and services. Adjoining areas have a focus on healthy environmental conditions, with rich biodiversity, leafy and natural surrounds to mitigate impacts of heavy traffic volumes and reduce the urban island heat effect across LGA boundaries.



Design Toolkit Strategies	Targets
Street Order	<ul style="list-style-type: none"> • regional traffic role • regional transport role • local pedestrian role • local / supporting cycle role
Street Geometry	<ul style="list-style-type: none"> • traffic role takes precedence - lane widths as required
Through Zone	<ul style="list-style-type: none"> • pedestrian path between key points / to serve localised access • generally 1.5m minimum pedestrian path
Connectivity and Flow	<ul style="list-style-type: none"> • NA
At the Kerb	<ul style="list-style-type: none"> • tree planting in verge
Street Life	<ul style="list-style-type: none"> • NA
Greening the Centre	<ul style="list-style-type: none"> • regional green link • 70% tree canopy coverage • tree planting within road verge
Cool Streets and Spaces	<ul style="list-style-type: none"> • provide shade to pedestrian links • provide shade / buffer to west facing facades • increase biomass to reduce ambient heat of corridors
Loved Public Spaces	<ul style="list-style-type: none"> • provide visually interesting vehicular experience • ensure pedestrian comfort to paths
Culture and Community	<ul style="list-style-type: none"> • provide for vehicular based cultural expression as a threshold or repetitive experience



AVENUE ROAD

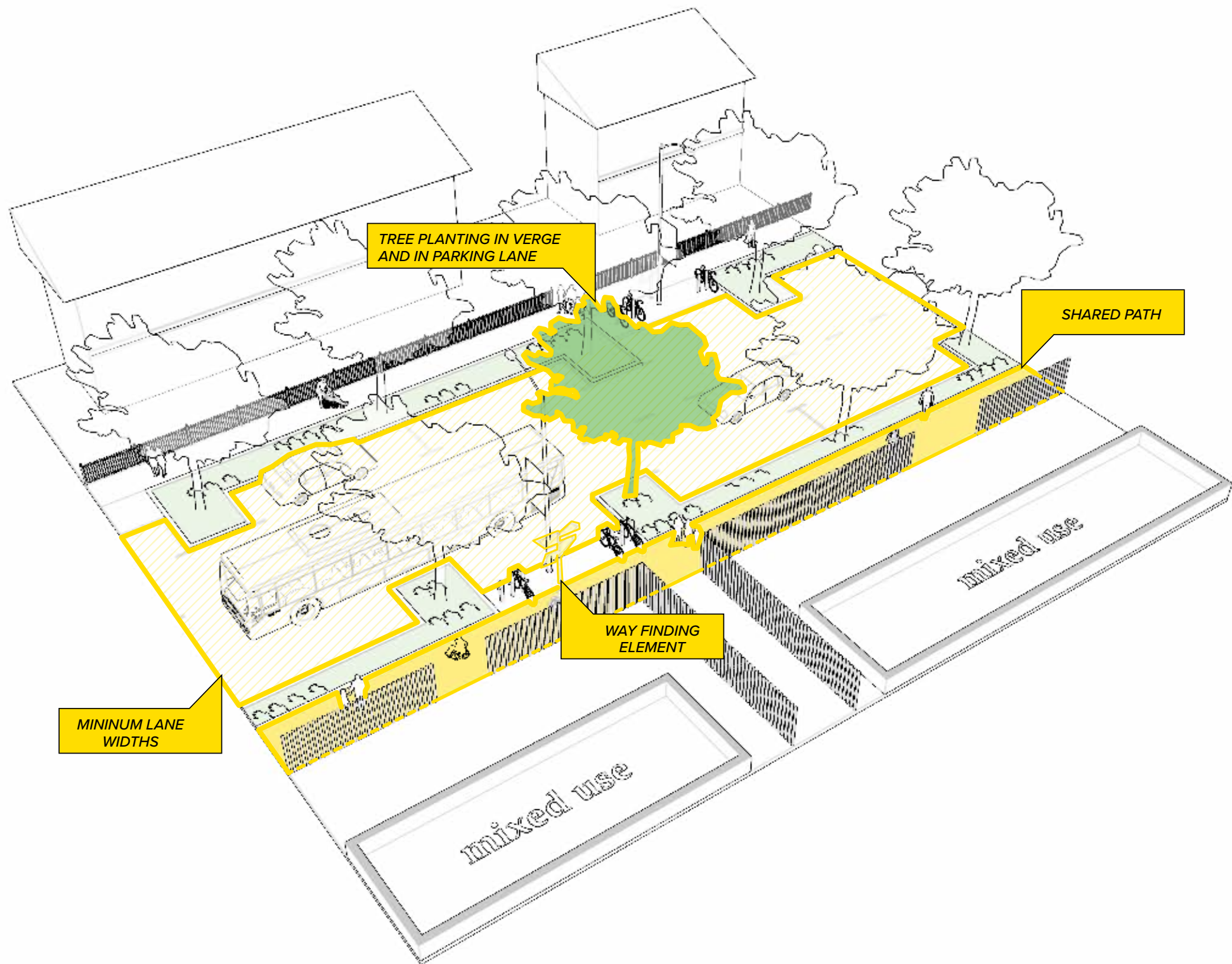


Defined as...

An essential connector between communities, Avenues accommodate high quality, equitable pedestrian and cyclist access to shops, services and key places. A critical balance between varying modes of movement ensure that social connectedness, building community life and safe, direct access is provided to interesting and healthy places between centres.



Design Toolkit Strategies		Targets
A	Street Order	<ul style="list-style-type: none"> secondary district traffic role primary district cycle role supporting transport role supporting pedestrian role
B	Street Geometry	<ul style="list-style-type: none"> minimise lane widths and swept paths minimise / eliminate heavy vehicle traffic Integrate cycle facilities
C	Pedestrian Through- Zone	<ul style="list-style-type: none"> continuous pedestrian paths both sides generally 1.8m minimum pedestrian paths to cater for dual wheelchair access
D	Connectivity and Flow	<ul style="list-style-type: none"> minimise driveways to side of street with cycle facility narrow crossing distance at intersecting streets to cycle crossings of intersecting streets - raised crossings where feasible
E	At the Kerb	<ul style="list-style-type: none"> kerbside parking tree planting in verge, or tree planting in parking lane underground power lines
F	Street Life	<ul style="list-style-type: none"> Small pockets of retail / corner store contribute to avenue role
G	Greening the Centre	<ul style="list-style-type: none"> district green link 90% tree canopy coverage tree planting within road verge or kerbside parking lane underground power
H	Cool Streets and Spaces	<ul style="list-style-type: none"> 70% summer tree canopy shade provide shade / buffer to west facing facades create "cool nodes" with optimum (deep) shade at target 200m intervals
I	Loved Public Spaces	<ul style="list-style-type: none"> provide visually interesting experience for all users ensure continuous pedestrian and cyclist comfort to paths
J	Culture and Community	<ul style="list-style-type: none"> provide for wayfinding embedding cultural expression along route Wayfinding to adjoining / linking destinations



CORRIDOR ROAD

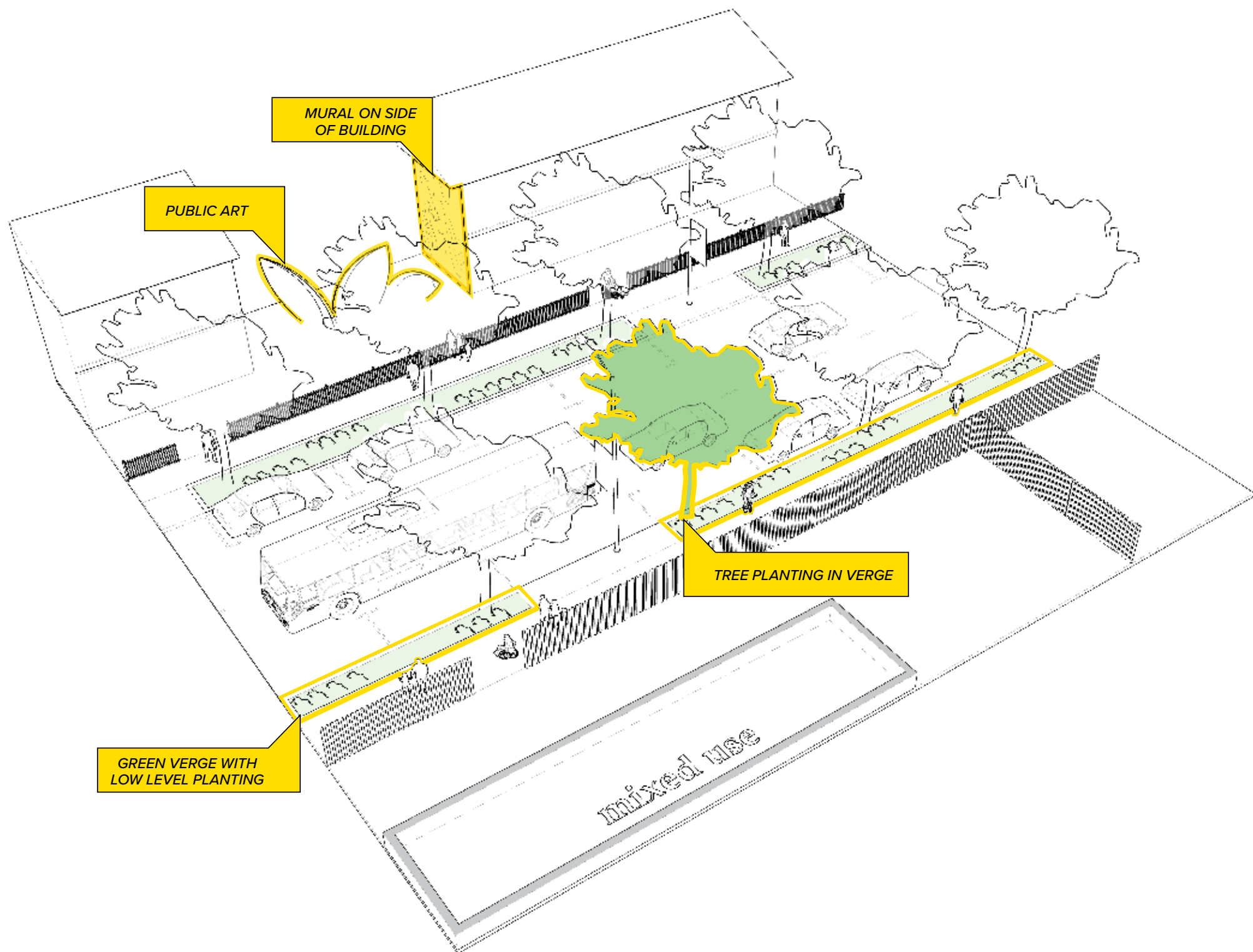


Defined as...

A leafy and green centre and neighbourhood route that plays a critical role in supporting vehicular, transport and cycling connections between communities. The Corridor presents a high quality and attractive environment that promotes green, cultural and arts character, tailored to place.



Design Toolkit Strategies		Targets
(A)	Street Order	<ul style="list-style-type: none"> primary district traffic role district transport role secondary district cycle role local pedestrian role
(B)	Street Geometry	<ul style="list-style-type: none"> traffic role takes precedence - lane widths as required Integrate cycle facility where required
(C)	Pedestrian Through- Zone	<ul style="list-style-type: none"> generally 1.8m minimum pedestrian paths at least one side to cater for dual wheelchair access
(D)	Connectivity and Flow	<ul style="list-style-type: none"> minimise driveways where cycle facility provided narrow crossing distance at intersecting streets
(E)	At the Kerb	<ul style="list-style-type: none"> clearways where required tree planting in verge underground power lines where feasible
(F)	Street Life	<ul style="list-style-type: none"> NA
(G)	Greening the Centre	<ul style="list-style-type: none"> district green link 70% tree canopy coverage tree planting within road verge
(H)	Cool Streets and Spaces	<ul style="list-style-type: none"> 70% summer tree canopy shade create "cool nodes" with optimum (deep) shade create "cool nodes" with optimum (deep) shade at target 200m intervals
(I)	Loved Public Spaces	<ul style="list-style-type: none"> provide visually interesting vehicular experience ensure pedestrian and cyclist comfort to paths
(J)	Culture and Community	<ul style="list-style-type: none"> provide for vehicular based cultural expression as a threshold or repetitive experience



CORE HIGH STREET

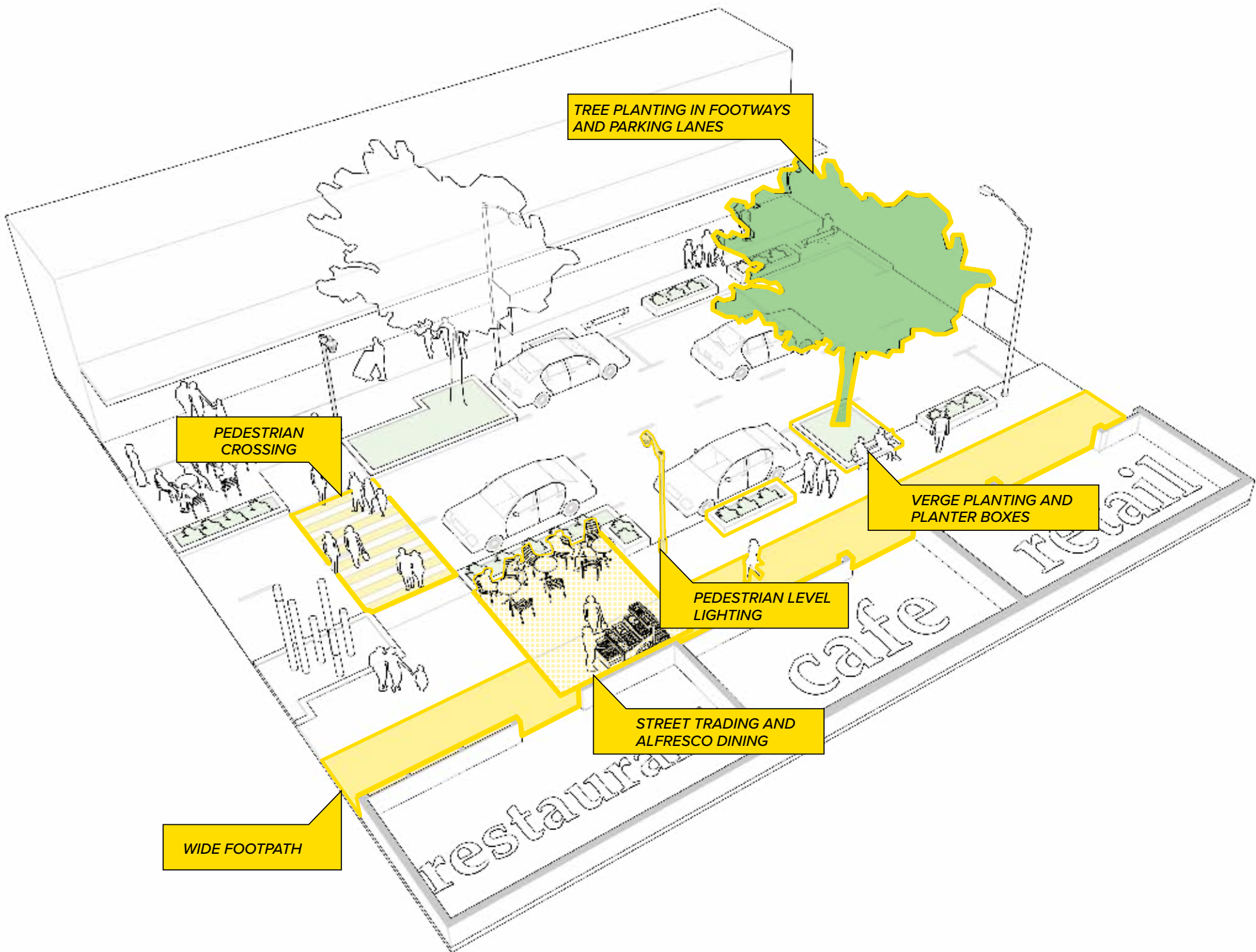


Defined as...

A focal point for high levels of activity that support shops, services, economic and cultural uses for the centre. People move between key places with ease and are engaged in their environment to enjoy walking; supported by highly pedestrian-prioritised streets and attractive connections.



Design Toolkit Strategies		Targets
A	Street Order	<ul style="list-style-type: none"> low speed traffic role primary pedestrian role supporting cycle role balancing of on street parking and footway widening no buses or large service vehicles
B	Street Geometry	<ul style="list-style-type: none"> Limit large vehicle traffic Minimise lane widths Reduce kerb radii
C	Pedestrian Through- Zone	<ul style="list-style-type: none"> 2.4m minimum continuous pedestrian through zone
D	Connectivity and Flow	<ul style="list-style-type: none"> no driveways narrow crossing distance with raised crossing of intersecting streets pedestrian priority (linemarked) crossings in street and at intersecting streets
E	At the Kerb	<ul style="list-style-type: none"> widen footway where possible to no standing areas and at intersections tree planting in widened footways, or tree planting in parking lane underground power lines
F	Street Life	<ul style="list-style-type: none"> provide for on street trading or at minimum active frontage as a dominant street character encourage businesses that contribute to street life encourage night trading
G	Greening the Centre	<ul style="list-style-type: none"> local green link 70% tree canopy coverage tree planting within kerbside parking lane or footway build outs strong ground plane presence of green 15% surface area target
H	Cool Streets and Spaces	<ul style="list-style-type: none"> 80% summer tree canopy shade continuous building awnings create regular "cool nodes" with optimum (deep) shade consider evapo-transpirative cooling
I	Loved Public Spaces	<ul style="list-style-type: none"> provide a pedestrian focussed heart to the centre provide a range of reasons to come to / and stay in street create a safe and vibrant after dark place
J	Culture and Community	<ul style="list-style-type: none"> facilitate modal use of street for events integrated with other spaces provide for wayfinding and permanent / temporary arts / cultural expression



TREE PLANTING IN FOOTWAYS
AND PARKING LANES

PEDESTRIAN
CROSSING

VERGE PLANTING AND
PLANTER BOXES

PEDESTRIAN LEVEL
LIGHTING

STREET TRADING AND
ALFRESCO DINING

WIDE FOOTPATH

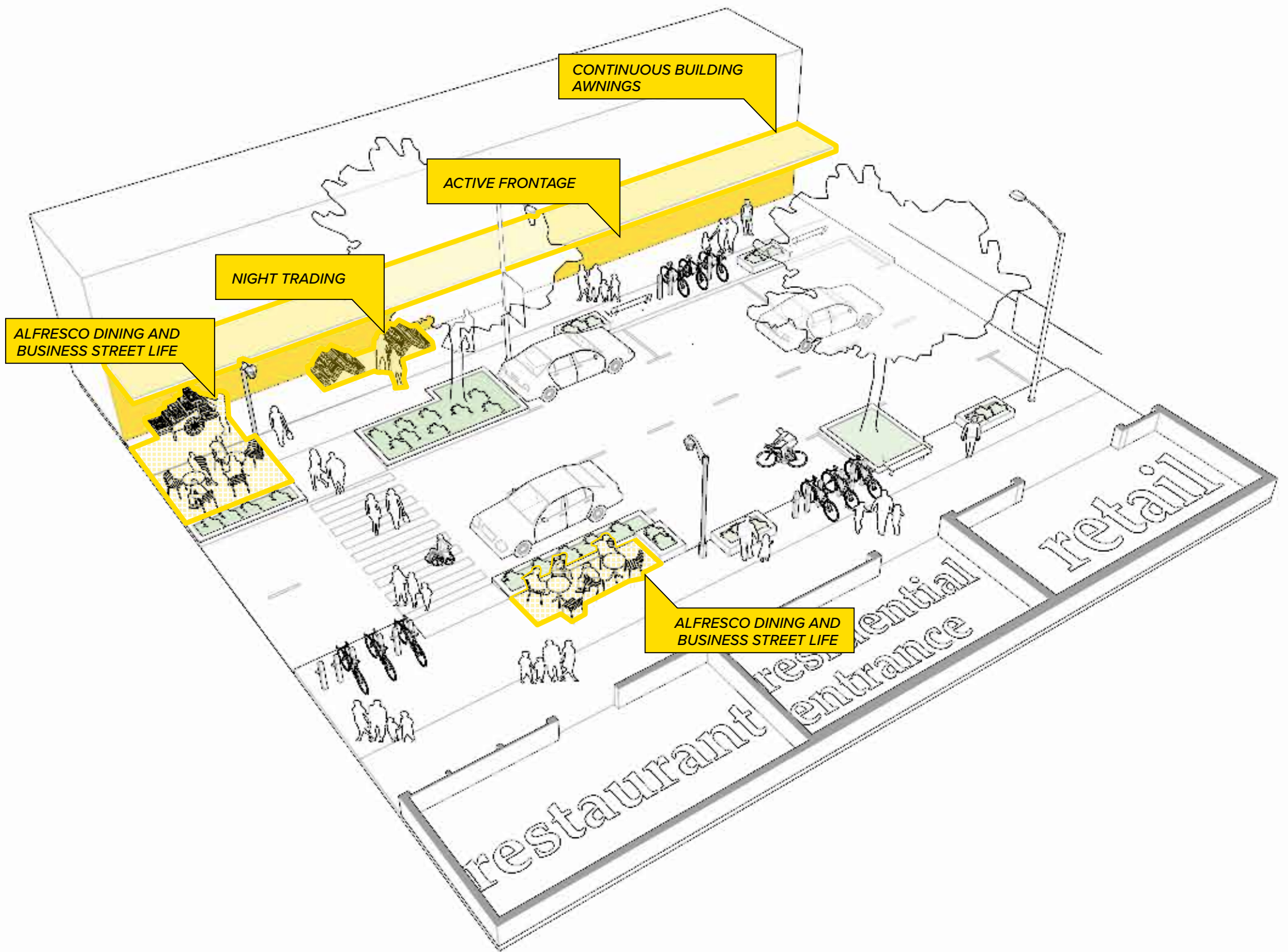
MIXED HIGH STREET

Defined as...

A focal point for high levels of activity where the convergence of a range of modal activity creates a lively street environment, supporting shops, services, economic and cultural uses. It provides pleasant connections for varying modes of movement whilst maintaining a pedestrian focus; people, cyclists and vehicles move between key places easily.



Design Toolkit Strategies		Targets
A	Street Order	<ul style="list-style-type: none"> low speed traffic role primary pedestrian role primary cycle role balancing of on street parking and footway widening limited buses or large service vehicle
B	Street Geometry	<ul style="list-style-type: none"> minimise lane widths and swept paths in lane bus stops preferred where required Integrate cycle facility where required
C	Pedestrian Through- Zone	<ul style="list-style-type: none"> 2.4m minimum continuous through zone
D	Connectivity and Flow	<ul style="list-style-type: none"> minimise driveways narrow crossing distance with raised crossing of intersecting streets pedestrian priority or signalised crossing of intersecting streets
E	At the Kerb	<ul style="list-style-type: none"> kerbside parking tree planting in verge, or tree planting in parking lane underground power lines
F	Street Life	<ul style="list-style-type: none"> provide for on street trading or at minimum active frontage to selected zones / nodes Encourage businesses that contribute to street life Encourage night trading
G	Greening the Centre	<ul style="list-style-type: none"> local green link 70% tree canopy coverage tree planting within kerbside parking lane or footway build outs strong ground plane presence of green 15% surface area target
H	Cool Streets and Spaces	<ul style="list-style-type: none"> 80% summer tree canopy shade continuous building awnings create regular "cool nodes" with optimum (deep) shade consider evapo-transpirative cooling
I	Loved Public Spaces	<ul style="list-style-type: none"> support the pedestrian heart to the centre provide a range of reasons to come to / and stay in street create a safe and vibrant after after dark place
J	Culture and Community	<ul style="list-style-type: none"> provide for wayfinding and permanent / temporary arts /cultural expression



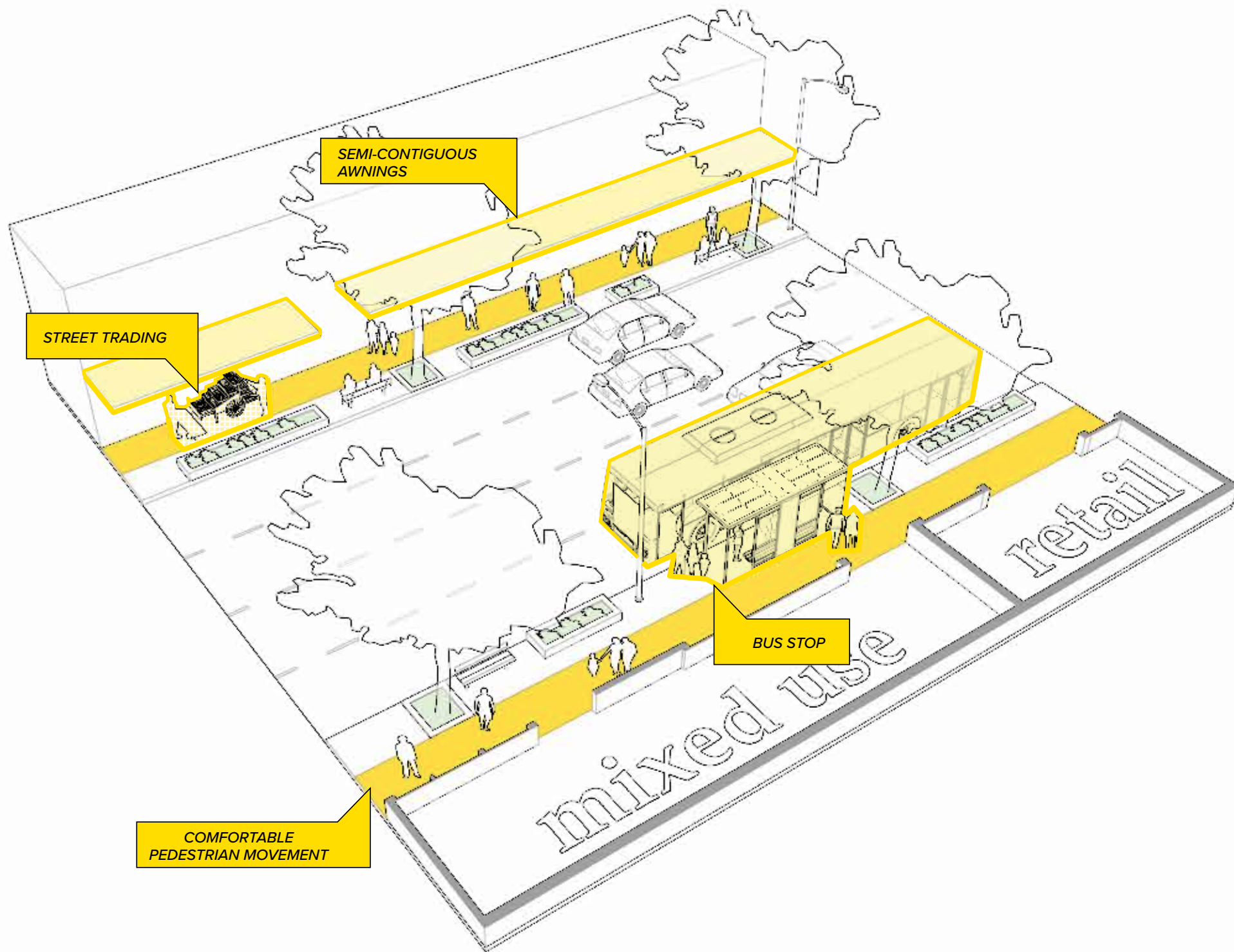
CIRCULATION HIGH STREET

Defined as...

An essential connector between communities, Avenues accommodate high quality, equitable pedestrian and cyclist access to shops, services and key places. A critical balance between varying modes of movement ensure that social connectedness, building community life and safe, direct access is provided to interesting and healthy places between centres.



Design Toolkit Strategies		Targets
A	Street Order	<ul style="list-style-type: none"> low speed traffic role supporting pedestrian role supporting cycle role on street parking with selective footway widening buses and large service vehicle access
B	Street Geometry	<ul style="list-style-type: none"> minimise lane widths and swept paths while catering for necessary vehicle types (buses and large service vehicle) in lane bus stops Integrate cycle facility where required
C	Pedestrian Through- Zone	<ul style="list-style-type: none"> minimum 1.8m pedestrian through zones both sides to cater for dual wheelchair movement - 2.4m preferred
D	Connectivity and Flow	<ul style="list-style-type: none"> cater for driveways in preference to Core and Mixed High Streets driveways integrated with street trees and lighting
E	At the Kerb	<ul style="list-style-type: none"> clearways where required kerbside parking tree planting in verge tree planting in parking lane where possible underground power lines where possible
F	Street Life	<ul style="list-style-type: none"> focus on comfortable pedestrian movement to connecting to Core and Mixed High Streets and other destinations Integrate on street trading or active frontage where uses adjoining street
G	Greening the Centre	<ul style="list-style-type: none"> local green link 70% tree canopy coverage tree planting within footway build outs or verge footway strong ground plane presence of green 15% surface area target
H	Cool Streets and Spaces	<ul style="list-style-type: none"> 70% summer tree canopy shade semi - continuous building awnings focussed on pedestrian routes create "cool nodes" with optimum (deep) shade near pedestrian movement routes
I	Loved Public Spaces	<ul style="list-style-type: none"> connect pedestrians to the activity focus of the centre create a safe and comfortable after dark place of movement
J	Culture and Community	<ul style="list-style-type: none"> provide for wayfinding and permanent / temporary arts /cultural expression



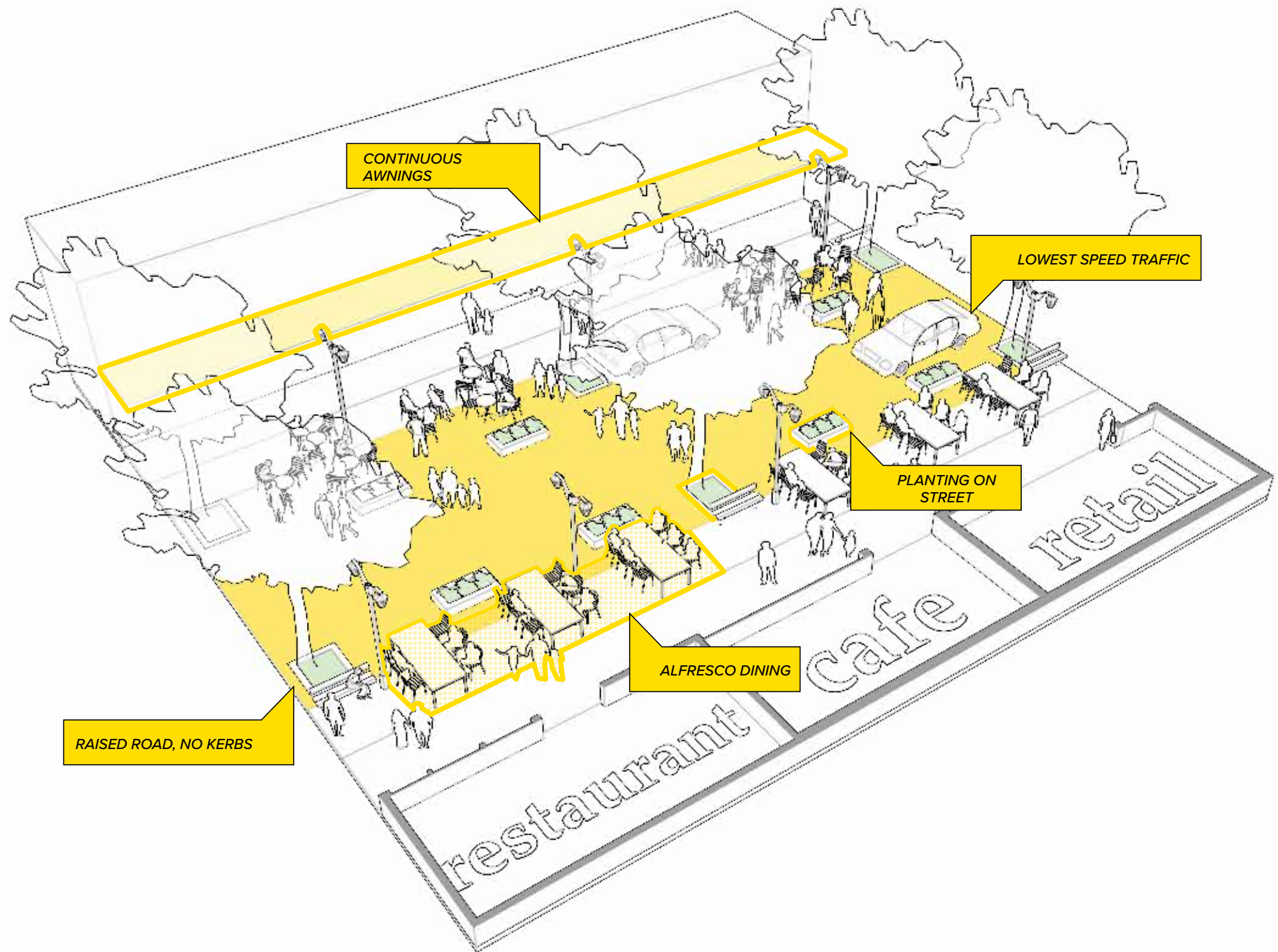
SHARED ZONE ON HIGH STREET

Defined as...

A highly attractive and engaging pedestrian environment that encourages street activity and vibrancy. People are drawn to cross the street to engage with other people, shops, activity and interest. This pedestrian movement occurs frequently and seamlessly with car-lite movements and slow speeds supporting that pedestrian priority.



Design Toolkit Strategies		Targets
A	Street Order	<ul style="list-style-type: none"> lowest speed traffic role shared vehicular, pedestrian and cycle roles small-large service vehicles
B	Street Geometry	<ul style="list-style-type: none"> raise road and eliminate kerbs to create shared space design to RMS shared zone guidelines minimise lane widths and swept paths
C	Pedestrian Through- Zone	<ul style="list-style-type: none"> NA
D	Connectivity and Flow	<ul style="list-style-type: none"> raised to footpath level shared vehicle, pedestrian and cycle movement within carriageway
E	At the Kerb	<ul style="list-style-type: none"> replace kerbs and provide pedestrian pavement as per RMS shared zone guidelines planting and other street elements define vehicular movement underground power lines
F	Street Life	<ul style="list-style-type: none"> provides comfortable pedestrian priority movement connecting to Core and Mixed High Streets and other destinations facilitates additional opportunities for seating and landscape
G	Greening the Centre	<ul style="list-style-type: none"> 70% summer tree canopy create "cool nodes" with optimum (deep) shade at shared zone
H	Cool Streets and Spaces	<ul style="list-style-type: none"> XX% summer tree canopy shade Continuous building awnings Create "cool nodes" with optimum (deep) shade Consider evapo-transpirative cooling
I	Loved Public Spaces	<ul style="list-style-type: none"> support the pedestrian heart to the centre contribute to the range of reasons to come to / and stay in street create a safe and vibrant after dark place
J	Culture and Community	<ul style="list-style-type: none"> facilitate modal use of street for events integrated with other spaces



SHARED LANEWAY

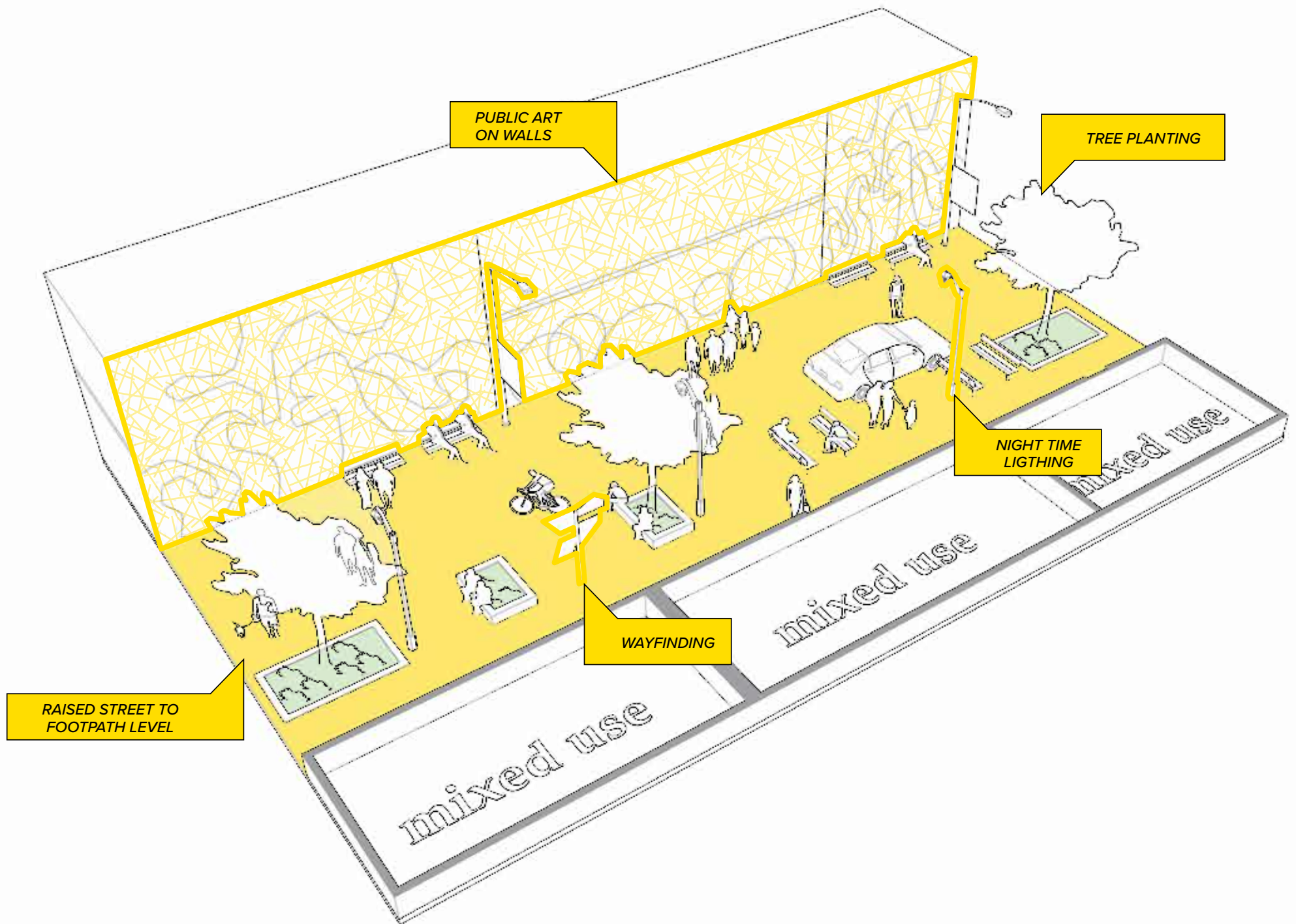


Defined as...

An engaging and pedestrian prioritised route to key places, with low level servicing activity to the rear of buildings. The building uses that spill over to the back-end of buildings engage with the lane for distinct and attractive public life that people enjoy lingering and socialising in. As a canvas for artistic and cultural expression, the space is the town's gallery for engaging expressions reflective of community interest and story.



Design Toolkit Strategies		Targets
A	Street Order	<ul style="list-style-type: none"> lowest speed traffic role shared vehicular pedestrian and cycle provisions pedestrian and cycle linkage role small-large service vehicles
B	Street Geometry	<ul style="list-style-type: none"> raise road and eliminate kerbs to create shared space design to RMS shared zone guidelines minimise lane widths and swept paths
C	Pedestrian Through- Zone	<ul style="list-style-type: none"> 3m minimum clearance between elements to traffic route
D	Connectivity and Flow	<ul style="list-style-type: none"> raised to footpath level pedestrian and cycle movement within carriageway driveways as required for service role
E	At the Kerb	<ul style="list-style-type: none"> replace kerbs and provide pedestrian pavement as per RMS shared zone guidelines planting and other street elements define vehicular movement underground power lines where feasible
F	Street Life	<ul style="list-style-type: none"> provides comfortable pedestrian priority movement connecting to Core and Mixed High Streets and other destinations provide for permanent or temporary on street trading to selected zones / nodes
G	Greening the Centre	<ul style="list-style-type: none"> green link 80% tree canopy coverage strong ground plane presence of green 20% surface area target
H	Cool Streets and Spaces	<ul style="list-style-type: none"> 70% summer tree canopy shade create "cool nodes" with optimum (deep) shade within shared lanes
I	Loved Public Spaces	<ul style="list-style-type: none"> support the pedestrian heart to the centre provide a range of reasons to come to / and stay in street create a safe and vibrant after dark place
J	Culture and Community	<ul style="list-style-type: none"> provide for wayfinding and permanent / temporary arts /cultural expression temporary use for events



SERVICE LANE

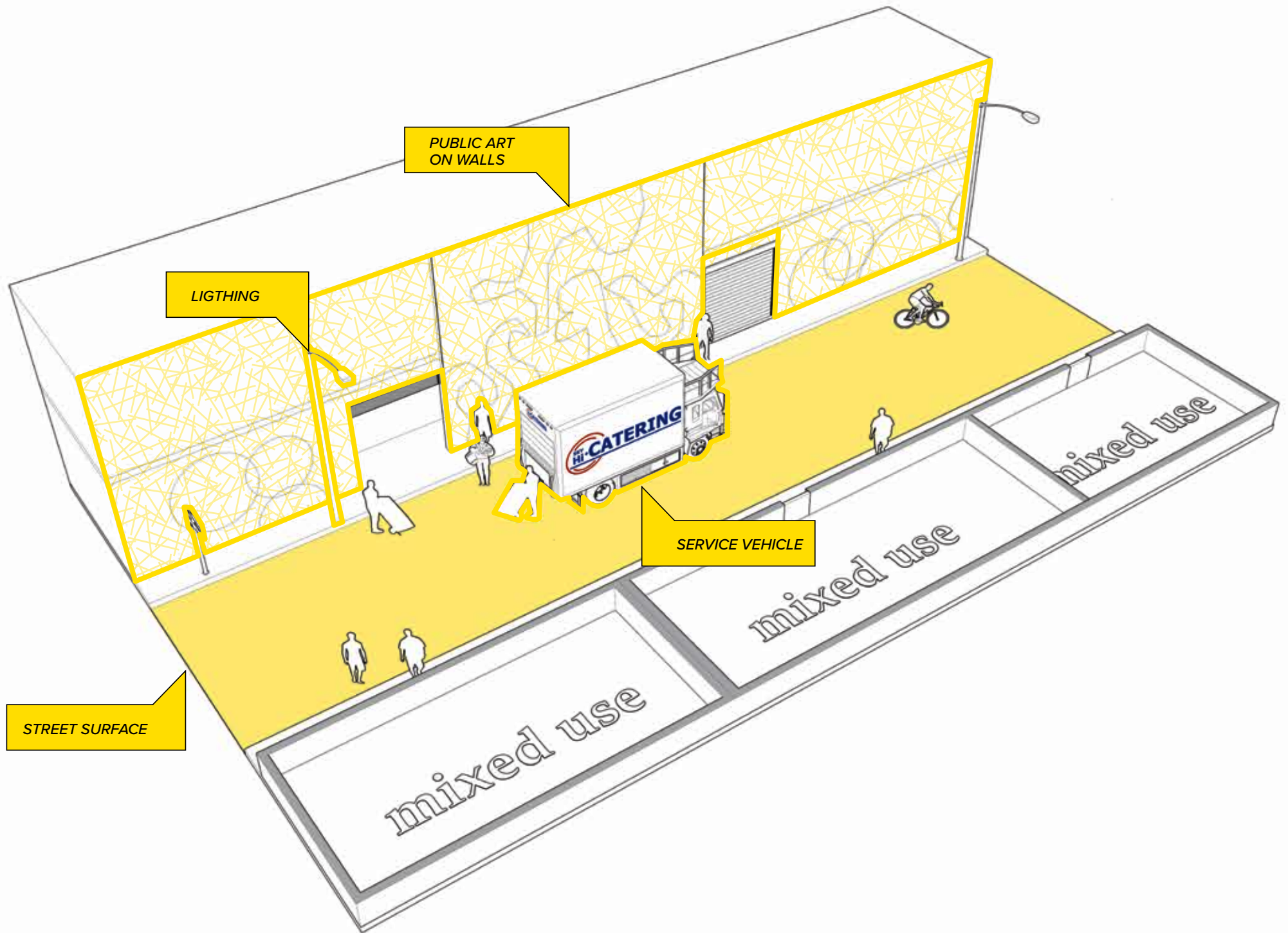


Defined as...

A slow, safe and green vegetated lane that allows for a combination of functional and interesting things to see presented across the lane and to the rear of lots, outbuildings and parking. The activity of servicing utilities, building functions and parking contributes to the vitality of the lanes that are well-lit and have logical connections to adjoining public spaces.



Design Toolkit Strategies		Targets
(A)	Street Order	<ul style="list-style-type: none"> low speed traffic role small-large service vehicles limited / nil pedestrian / cycle linkage role
(B)	Street Geometry	<ul style="list-style-type: none"> traffic role takes precedence lane widths as required
(C)	Pedestrian Through- Zone	<ul style="list-style-type: none"> NA
(D)	Connectivity and Flow	<ul style="list-style-type: none"> provide for pedestrian safety - pedestrian footpath or refuge zones driveways as required for service role
(E)	At the Kerb	<ul style="list-style-type: none"> traffic and service role takes precedence
(F)	Street Life	<ul style="list-style-type: none"> NA
(G)	Greening the Centre	<ul style="list-style-type: none"> 50% tree canopy coverage
(H)	Cool Streets and Spaces	<ul style="list-style-type: none"> review overshadowing conditions and target canopy trees to areas lacking summer shade to reduce heat island effect
(I)	Loved Public Spaces	<ul style="list-style-type: none"> NA
(J)	Culture and Community	<ul style="list-style-type: none"> NA



LOCAL STREET



Defined as...

A connected, comfortable and attractive place that showcases a place; sense of community; where everyone feels safe staying in, walking and cycling through. It's a place where people, friends and neighbours meet, and are key places for kids to play in offering easy crossing, car-lite, shaded and well-lit areas that parents feel happy to let their kids linger and play in.



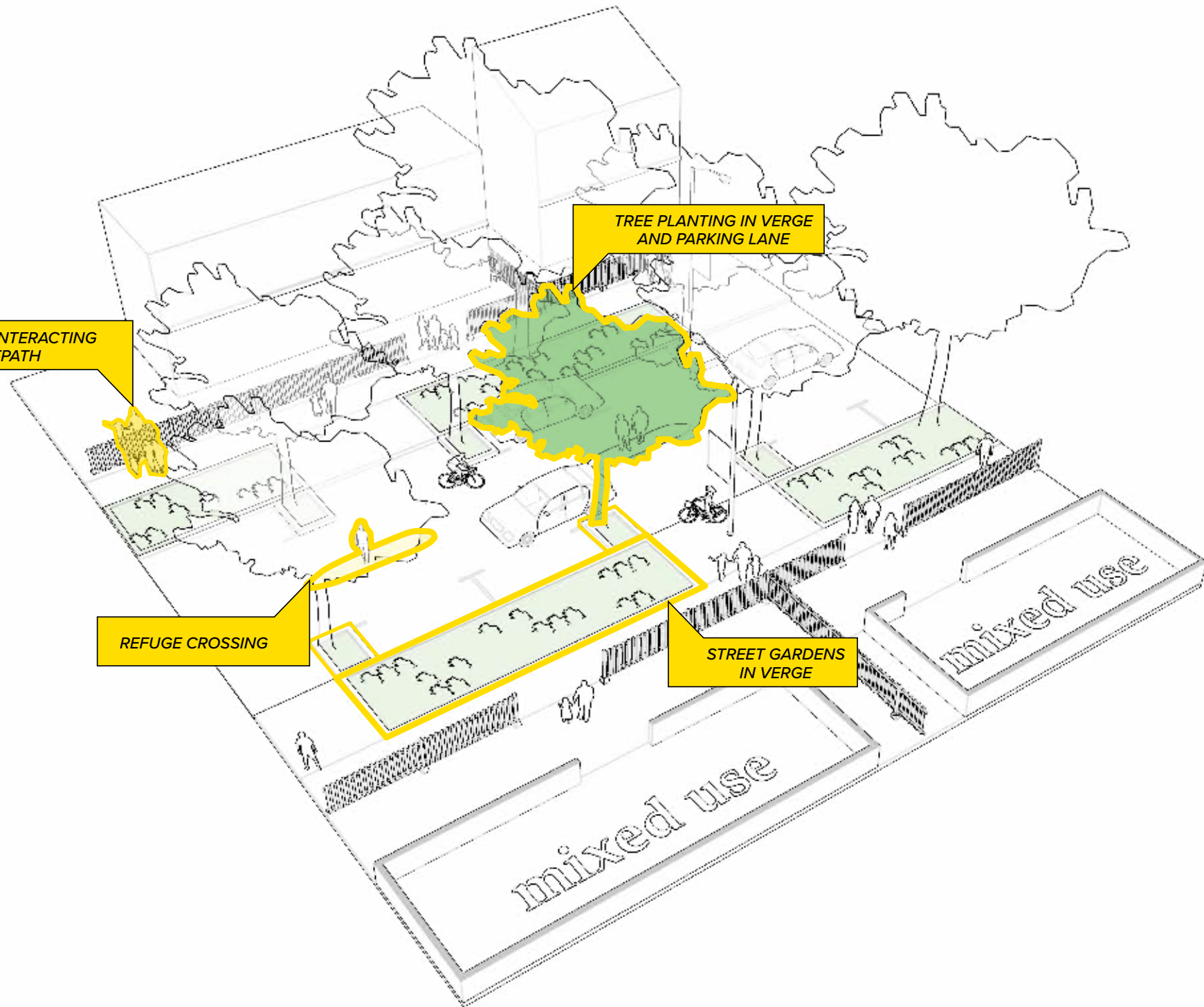
Design Toolkit Strategies		Targets
A	Street Order	<ul style="list-style-type: none"> Low speed traffic role Local pedestrian role Supporting cycle role emergency and garbage vehicles
B	Street Geometry	<ul style="list-style-type: none"> Limit large vehicle traffic Minimise lane widths Reduce kerb radii
C	Pedestrian Through- Zone	<ul style="list-style-type: none"> 1.8m preferred (1.5m minimum continuous pedestrian path Generally one side (consider both sides subject to development density and local destinations to be catered for)
D	Connectivity and Flow	<ul style="list-style-type: none"> Residential driveways Refuge crossings where traffic volumes higher
E	At the Kerb	<ul style="list-style-type: none"> parallel parking generally overhead power cables to one side
F	Street Life	<ul style="list-style-type: none"> attractive and comfortable street environment that encourages pedestrian movement and community interaction
G	Greening the Centre	<ul style="list-style-type: none"> Local green link 70% tree canopy coverage Tree planting in verge subject to power lines, or Tree planting in parking lane, or combination of both ground plane presence of green - generally turfed verge - 15% target potential for resident street gardens to verge
H	Cool Streets and Spaces	<ul style="list-style-type: none"> 70% summer tree canopy shade Create "cool nodes" with optimum (deep) shade at 100m intervals in neighbourhoods
I	Loved Public Spaces	<ul style="list-style-type: none"> Provide an attractive public environment that residents are proud of and take care of Create a safe and vibrant neighbourhoods
J	Culture and Community	<ul style="list-style-type: none"> Encourage residential street interaction - facilitate events that streets can participate in

PEOPLE INTERACTING
ON FOOTPATH

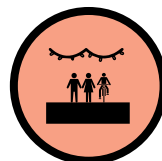
TREE PLANTING IN VERGE
AND PARKING LANE

REFUGE CROSSING

STREET GARDENS
IN VERGE



PEDESTRIAN LANE

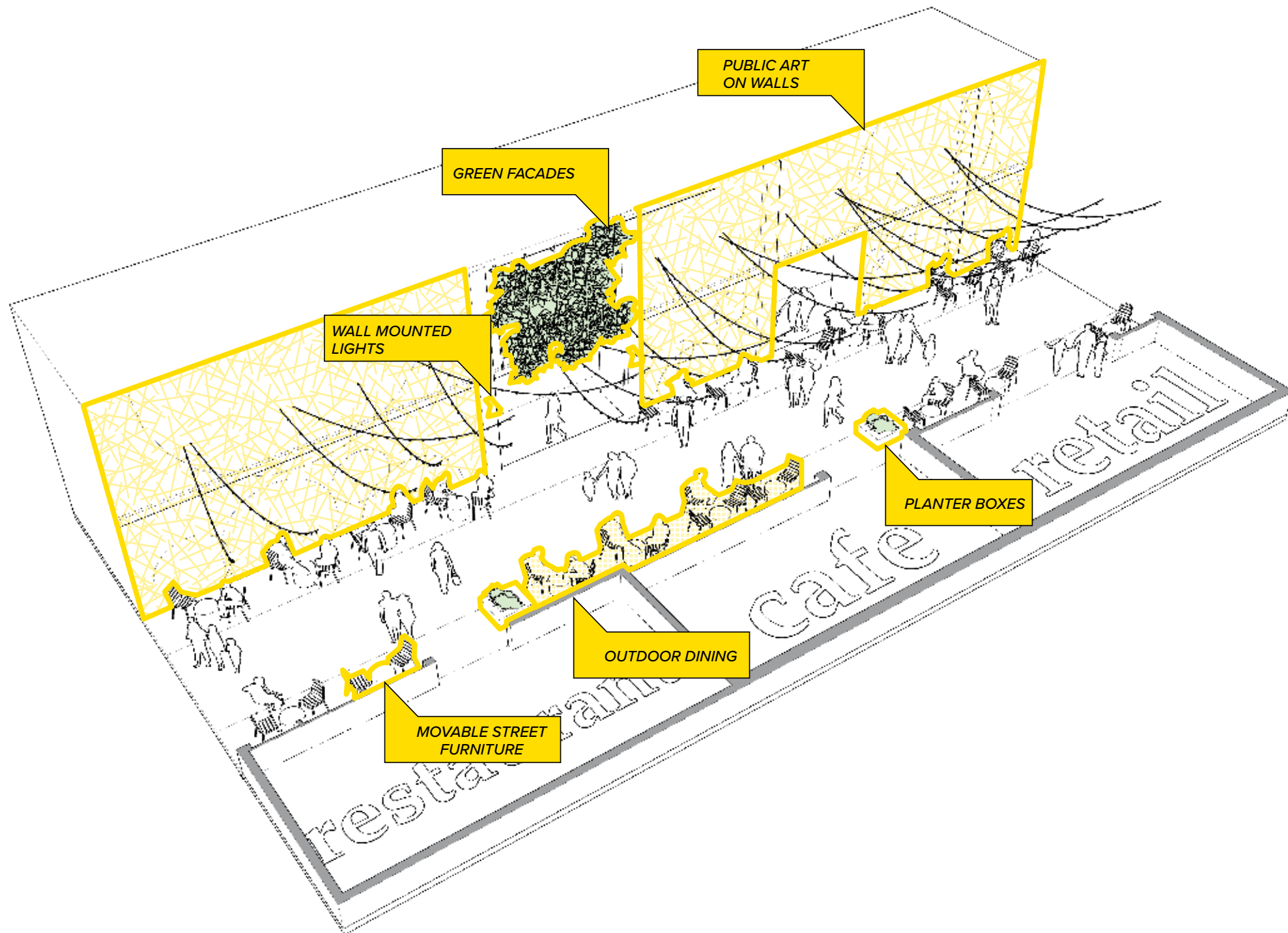


Defined as...

An intimate and engaging place that is often connected with a commercial core, with mixed uses on the ground floor contributing to the activity of the lane. Outdoor dining is supported, alongside opportunities for artistic, cultural and place expressions, public art curations and green landscaping treatments. The lane is a people place, that is comfortable, safe and interesting to move through for pedestrians and cyclists, as well as a place to support people lingering and staying longer.



Design Toolkit Strategies		Targets
A	Street Order	<ul style="list-style-type: none"> low speed traffic role small-large service vehicles limited / nil pedestrian / cycle linkage role
B	Street Geometry	<ul style="list-style-type: none"> traffic role takes precedence lane widths as required
C	Pedestrian Through- Zone	<ul style="list-style-type: none"> NA
D	Connectivity and Flow	<ul style="list-style-type: none"> provide for pedestrian safety - pedestrian footpath or refuge zones driveways as required for service role
E	At the Kerb	<ul style="list-style-type: none"> traffic and service role takes precedence
F	Street Life	<ul style="list-style-type: none"> NA
G	Greening the Centre	<ul style="list-style-type: none"> 50% tree canopy coverage
H	Cool Streets and Spaces	<ul style="list-style-type: none"> review overshadowing conditions and target canopy trees to areas lacking summer shade to reduce heat island effect
I	Loved Public Spaces	<ul style="list-style-type: none"> NA
J	Culture and Community	<ul style="list-style-type: none"> NA



03. HIERARCHY DESIGN SPECIFICATIONS

AVENUE

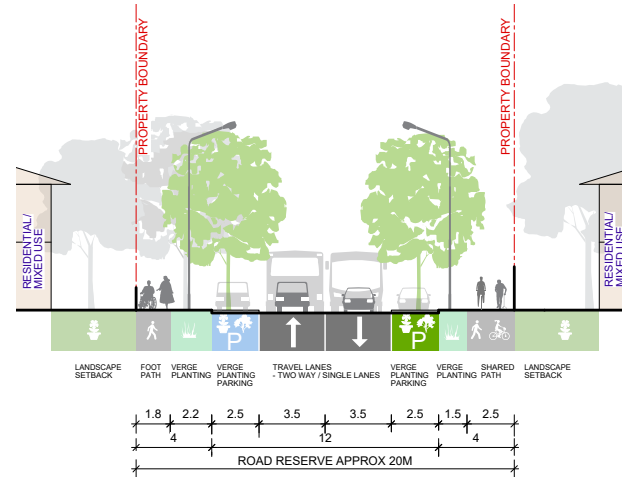
DESIGN IMPLEMENTATION BRIEF

DESIGN STRATEGY TOOLKITS	TARGETS
STREET ORDER	<ul style="list-style-type: none"> secondary district traffic role primary district cycle role supporting transport role supporting pedestrian role
STREET GEOMETRY	<ul style="list-style-type: none"> minimise lane widths and swept paths minimise / eliminate heavy vehicle traffic Integrate cycle facilities
PEDESTRIAN THROUGH ZONE	<ul style="list-style-type: none"> continuous pedestrian paths both sides generally 1.8m minimum pedestrian paths to cater for dual wheelchair access
CONNECTIVITY AND FLOW	<ul style="list-style-type: none"> minimise driveways to side of street with cycle facility narrow crossing distance at intersecting streets to cycle crossings of intersecting streets - raised crossings where feasible
AT THE KERB	<ul style="list-style-type: none"> kerbside parking tree planting in verge, or tree planting in parking lane underground power lines
STREET LIFE	<ul style="list-style-type: none"> Small pockets of retail / corner store contribute to avenue role
GREENING THE CENTRE	<ul style="list-style-type: none"> district green link 80% tree canopy coverage tree planting within road verge or kerbside parking lane undergrounded power
COOL STREETS AND SPACES	<ul style="list-style-type: none"> 80% summer tree canopy shade provide shade / buffer to west facing facades create "cool nodes" with optimum (deep) shade at target 200m intervals
LOVED PUBLIC SPACES	<ul style="list-style-type: none"> provide visually interesting experience for all users ensure continuous pedestrian and cyclist comfort to paths
CULTURE AND COMMUNITY	<ul style="list-style-type: none"> provide for wayfinding embedding cultural expression along route Wayfinding to adjoining / linking destinations

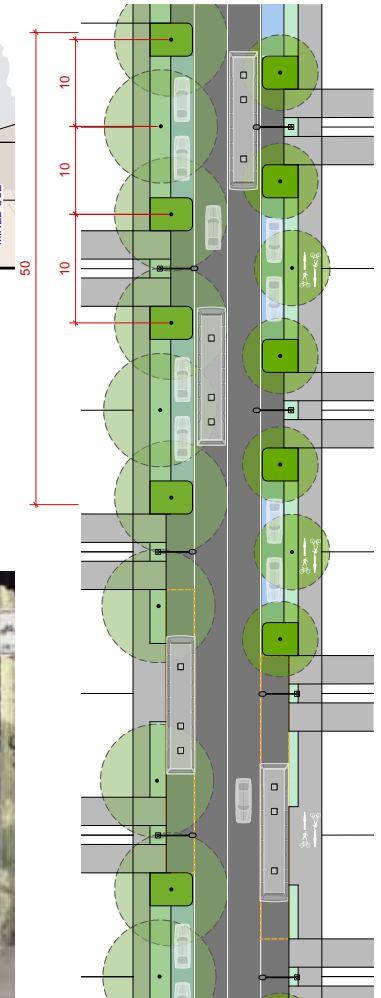
PERFORMANCE TARGETS

	Western Sydney Street Design Guide	Fairfield Public Domain Plan
DASHBOARD COMPARISON		
Nominal Width	18.5-24m	20m
Context	Residential neighbourhood	Mixed
Built Form	Residential dwellings, occasional commercial uses at ground level	Residential dwellings, occasional commercial uses at ground level
Walking	Min 1.5m path both sides	Min 1.5m path both sides
Cycling	Separated cycleway	Mixed traffic or Shared Path
Behavioural Speed	≤ 40 km/h	≤ 40 km/h
Design Vehicle	Bus	Bus
Check Vehicle	Garbage Truck	Garbage Truck
Travel lane	3.2-3.5m	3.2-3.5m
Parking lane	2.0-2.4m	2.1-2.5m
Indicative Traffic	3000-6000 vehicles /day	3000-6000 vehicles /day
Lot Access	Front Loaded or rear loaded	Front Loaded or rear loaded
Buses	Yes	If required
Max. Length	As required for neighbourhood access	As required for neighbourhood access
Type. Lots Served	Varies	Varies
WSUD	Low flow-passive irrigation/rain gardens High flow - swale to low side / median	Divert to WSUD basins in adjoining open space where available
PERFORMANCE TARGET COMPARISON		
Tree Target	14 x per 1000m2	1-11 x per 1000m2
Street Shade Area	80% of area	55% of area create "cool nodes" with 80-90% (deep) shade at target 200m intervals
Permeable Area	20% of area	22% of area excl perm paving

PREFERRED APPROACH



PREFERRED APPROACH: SECTION (NTS):
Shared Path Cycle Route, Bus Route, Street Parking



PREFERRED APPROACH: PLAN (NTS)

DESIGN AND MATERIALS REQUIREMENTS

GENERAL DESIGN REQUIREMENTS	
Footway arrangement	<ul style="list-style-type: none"> Minimum 4.0m verge adjoining residential / commercial Street tree pits extend into parking lane if drainage allows
Driveways	<ul style="list-style-type: none"> No driveway access where possible for continuity of cycle access
Power & Telecommunications	<ul style="list-style-type: none"> Overhead services to be undergrounded where possible Target larger street tree planting to side without overhead cables
Carriageway / Cycle provision	<ul style="list-style-type: none"> 3.5m traffic lanes including dish drain for bus traffic Separated Cycle Path of Shared Path located on verge with overhead cables if possible - with smaller street tree planting
Parking	<ul style="list-style-type: none"> parallel parking generally no parking to separated path alternative (2)
Lighting	<ul style="list-style-type: none"> Street Lighting to required level for cycle paths, traffic and pedestrian verge integrated between tree plantings and at pedestrian crossings Pedestrian Pole-top Lighting to cycle path alignment
Arts and Culture	<ul style="list-style-type: none"> Interpretive wayfinding
MATERIALS AND FINISHES REQUIREMENTS	
Footway pavements	<ul style="list-style-type: none"> Broom finished concrete pathway
Street Furniture	<ul style="list-style-type: none"> Standard furniture at seating nodes integrated with Cool Nodes every 200m
Tree Planting	<ul style="list-style-type: none"> Tree planting as per integrated arrangement - target soil volume 35m³ Cluster of shade tree plantings at "Cool Nodes" - target every 400m
Street Garden Planting	<ul style="list-style-type: none"> Street garden planting to tree pits - minimum 5m² area
Planting species	<ul style="list-style-type: none"> Evergreen medium to large tree species as advised by Council

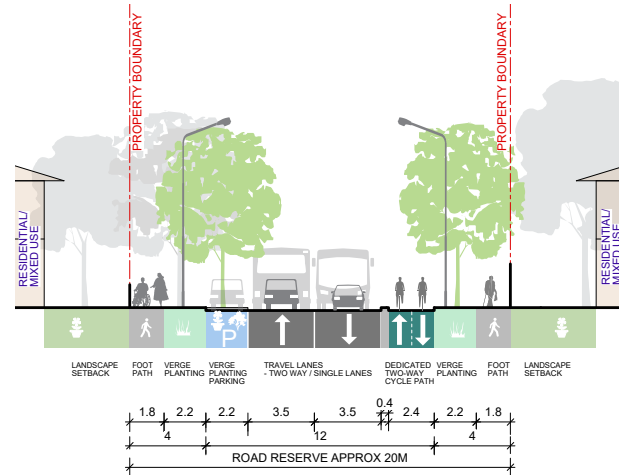
KEY FEATURES - Alternative 1 (refer plan and section this page)

- Separated cycle path - optimum cycle facility
- Tree planting in verge adjoining separated cycle path
- Tree planting in island extending into parking bay opposite side
- Large tree species to non-cycle path side

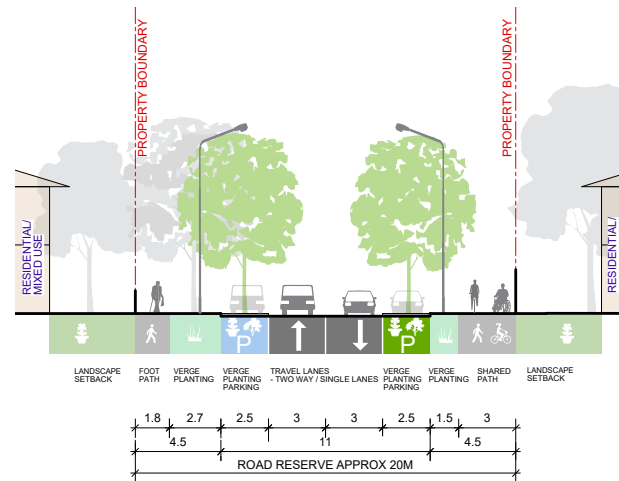
KEY FEATURES - Alternative 2 (refer plan and section this page)

- Shared pedestrian / cycle path
- Tree planting in verge adjoining shared cycle path
- Tree planting in island extending into parking bay opposite side
- Large tree species to non-cycle path side

ALTERNATIVE APPROACHES



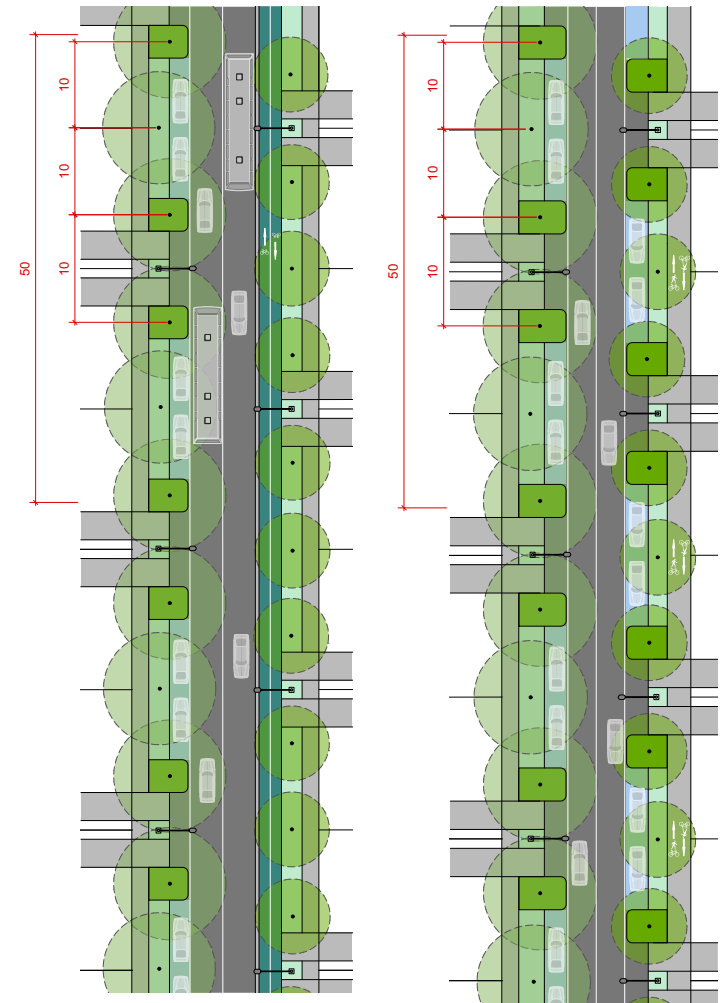
ALTERNATIVE 1 SECTION (NTS):
Separated Cycle Route, Bus Route Street Parking



ALTERNATIVE 2 SECTION (NTS):
Shared Path Cycle Route, Street Parking

INDICATIVE IMPLEMENTATION COSTS

Indicative implementation cost per lin/m of 20m road corridor	\$7,928.00
Indicative servicing cost per lin/m per year	\$53.86 / pa



ALTERNATIVE 1: PLAN (NTS)

ALTERNATIVE 2: PLAN (NTS)

CORRIDOR

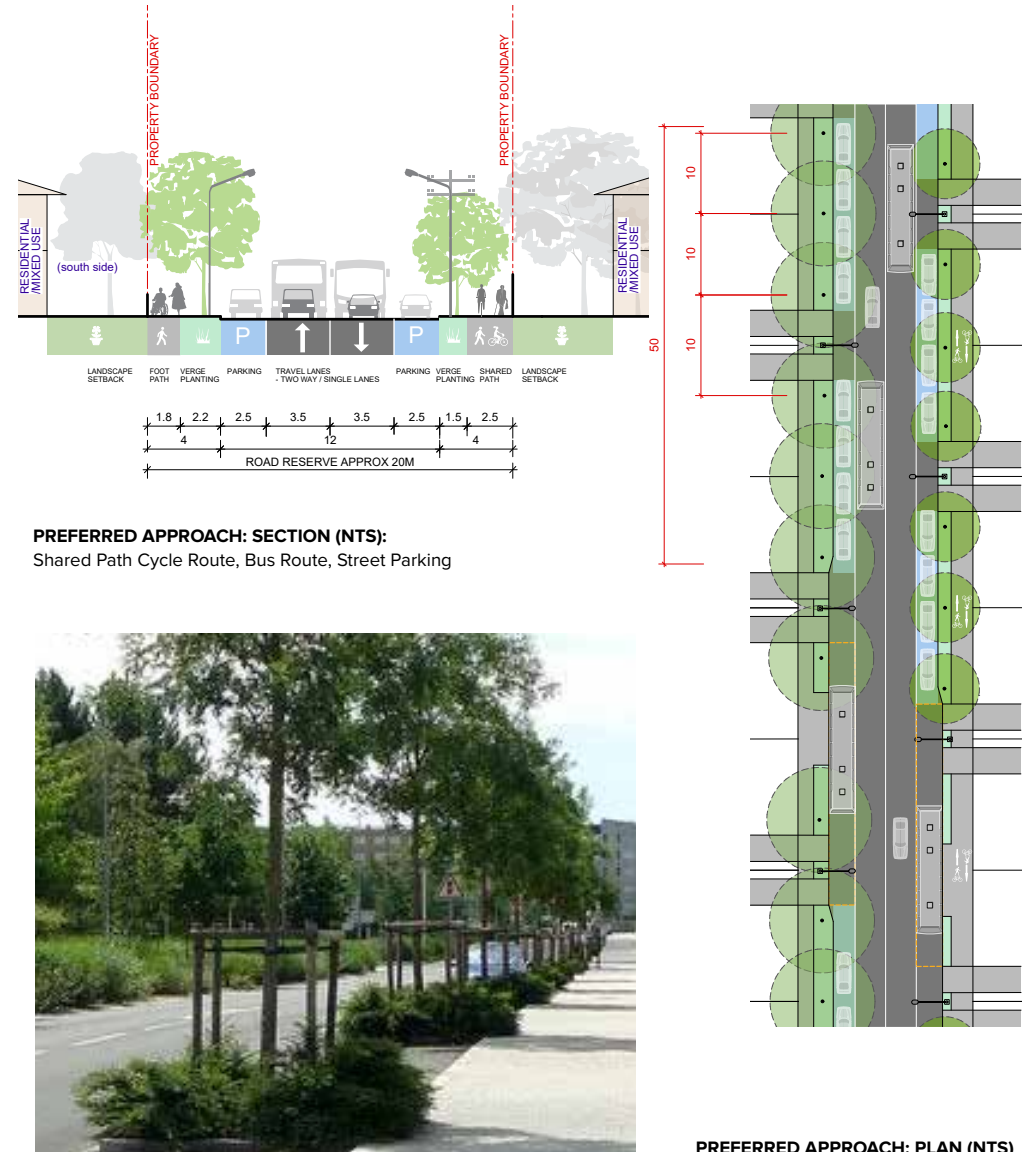
DESIGN IMPLEMENTATION BRIEF

DESIGN STRATEGY TOOLKITS	TARGETS
STREET ORDER	<ul style="list-style-type: none"> primary district traffic role district transport role secondary district cycle role local pedestrian role
STREET GEOMETRY	<ul style="list-style-type: none"> traffic role takes precedence - lane widths as required Integrate cycle facility where required
PEDESTRIAN THROUGH ZONE	<ul style="list-style-type: none"> generally 1.8m minimum pedestrian paths at least one side to cater for dual wheelchair access
CONNECTIVITY AND FLOW	<ul style="list-style-type: none"> minimise driveways where cycle facility provided narrow crossing distance at intersecting streets
AT THE KERB	<ul style="list-style-type: none"> clearways where required tree planting in verge underground power lines where feasible
STREET LIFE	<ul style="list-style-type: none"> NA
GREENING THE CENTRE	<ul style="list-style-type: none"> district green link 70% tree canopy coverage tree planting within road verge
COOL STREETS AND SPACES	<ul style="list-style-type: none"> 70% summer tree canopy shade create "cool nodes" with optimum (deep) shade create "cool nodes" with optimum (deep) shade at target 200m intervals
LOVED PUBLIC SPACES	<ul style="list-style-type: none"> provide visually interesting vehicular experience ensure pedestrian and cyclist comfort to paths
CULTURE AND COMMUNITY	<ul style="list-style-type: none"> provide for vehicular based cultural expression as a threshold or repetitive experience

PERFORMANCE TARGETS

	Western Sydney Street Design Guide	Fairfield Public Domain Plan
DASHBOARD COMPARISON		
Nominal Width	18.5-24m	20m
Context	Residential neighbourhood	Mixed
Built Form	Residential dwellings, occasional commercial uses at ground level	Residential dwellings, occasional commercial uses at ground level
Walking	Min 1.5m path both sides	Min 1.5m path both sides
Cycling	Separated cycleway	Mixed traffic or Shared Path
Behavioural Speed	≤ 40 km/h	≤ 50 km/h
Design Vehicle	Bus	Bus
Check Vehicle	Garbage Truck	Garbage Truck
Travel lane	3.2-3.5m	3.2-3.5m
Parking lane	2.0-2.4m	2.1-2.5m
Indicative Traffic	3000-6000 vehicles /day	3000-6000 vehicles /day
Lot Access	Front Loaded or rear loaded	Front Loaded or rear loaded
Buses	Yes	If required
Max. Length	As required for neighbourhood access	As required for neighbourhood access
Type. Lots Served	Varies	Varies
WSUD	Low flow-passive irrigation/rain gardens High flow - swale to low side / median	Divert to WSUD basins in adjoining open space where available
PERFORMANCE TARGET COMPARISON		
Tree Target	10 x per 1000m2	10-11 x per 1000m2
Street Shade Area	70% of area	55% of area create "cool nodes" with 80-90% (deep) shade at target 400m intervals
Permeable Area	35% of area	17% of area excl perm paving

PREFERRED APPROACH



DESIGN AND MATERIALS REQUIREMENTS

GENERAL DESIGN REQUIREMENTS	
Footway arrangement	<ul style="list-style-type: none"> Minimum 4.0m verge adjoining residential / commercial Street tree pits in verge
Driveways	<ul style="list-style-type: none"> Cluster together driveways where possible to maximise tree planting
Power & Telecommunications	<ul style="list-style-type: none"> Overhead services to be undergrounded where possible Target larger street tree planting to side without overhead cables
Carriageway / Cycle provision	<ul style="list-style-type: none"> 3.5m traffic lanes including dish drain for bus traffic Shared Path located on verge with overhead cables if possible - with smaller street tree planting
Parking	<ul style="list-style-type: none"> parallel parking generally
Lighting	<ul style="list-style-type: none"> Street Lighting to required level for cycle paths, traffic and pedestrian verge integrated between tree plantings and at pedestrian crossings
Arts and Culture	<ul style="list-style-type: none"> Interpretive wayfinding
MATERIALS AND FINISHES REQUIREMENTS	
Footway pavements	<ul style="list-style-type: none"> Broom finished concrete pathway
Street Furniture	<ul style="list-style-type: none"> Standard furniture at seating nodes integrated with Cool Nodes every 400m
Tree Planting	<ul style="list-style-type: none"> Tree planting as per integrated arrangement - target soil volume 35m³ Cluster of shade tree plantings at "Cool Nodes" - target every 400m
Street Garden Planting	<ul style="list-style-type: none"> Street garden planting to tree pits - minimum 5m² area
Planting species	<ul style="list-style-type: none"> Evergreen medium to large tree species as advised by Council

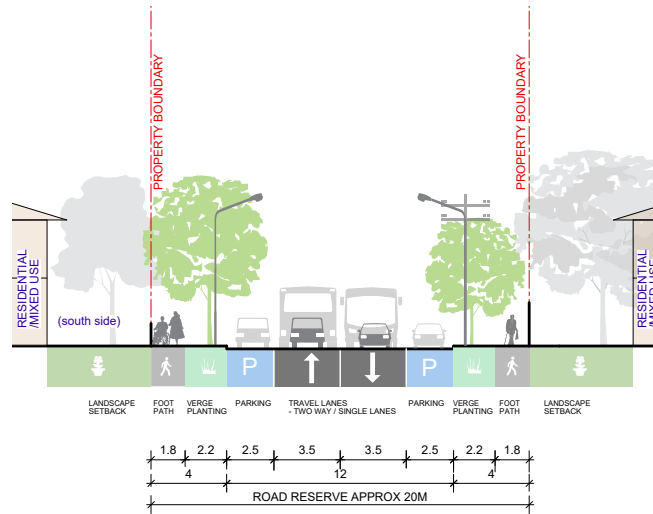
KEY FEATURES - Alternative 1 (refer plan and section this page)

- no cycle facility
- bus route with kerbside bus stops
- Tree planting in verge
- Parallel parking both sides

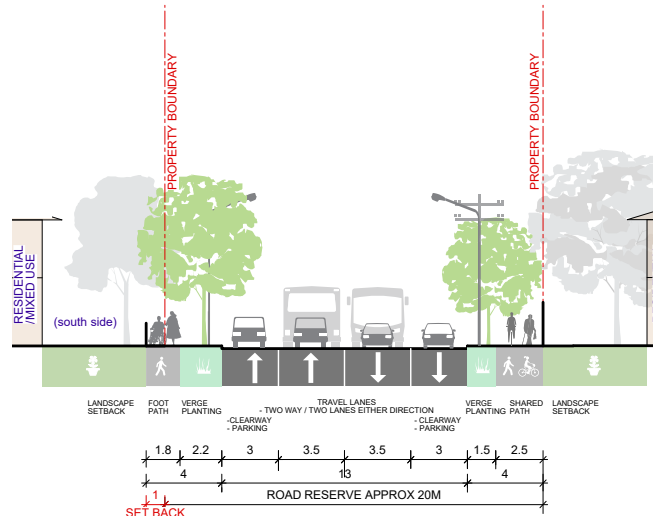
KEY FEATURES - Alternative 2 (refer plan and section this page)

- Shared pedestrian / cycle path
- bus route with kerbside bus stops
- Tree planting in verge
- Clearways both directions - Parallel parking both sides in non clearway time

ALTERNATIVE APPROACHES



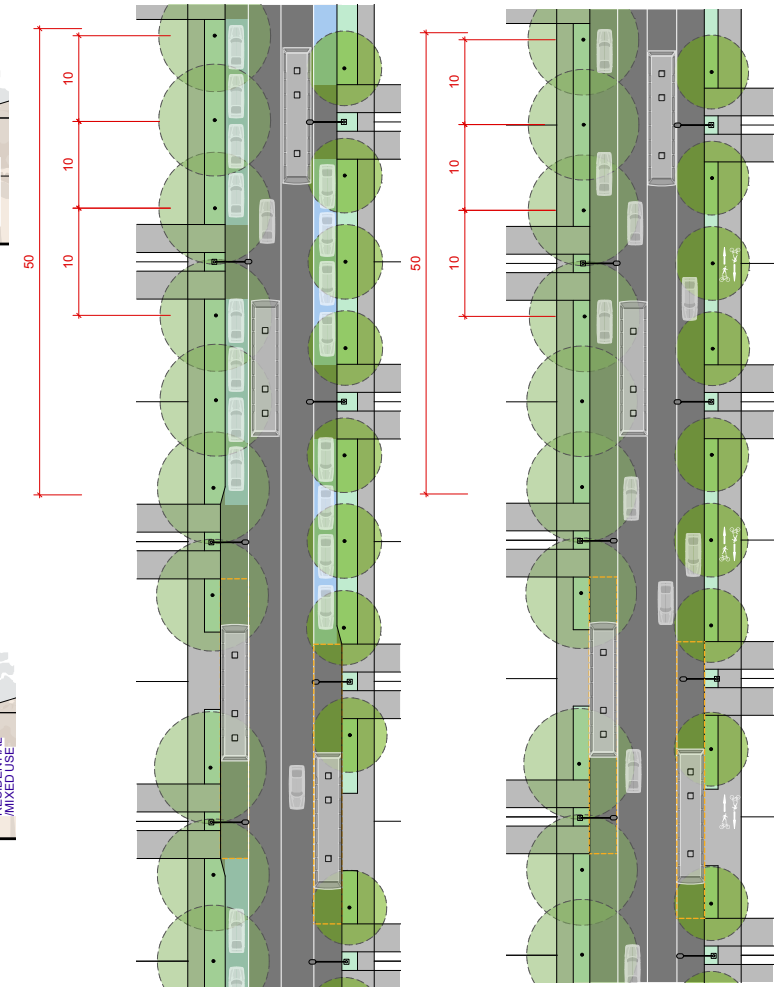
ALTERNATIVE 1 SECTION (NTS):
Bus Route, Street parking (no cycle facility)



ALTERNATIVE 2 SECTION (NTS):
Shared Path Cycle Route, Bus Route, Clearway with setback

INDICATIVE IMPLEMENTATION COSTS

Indicative implementation cost per lin/m of 20m road corridor	\$4,730.00
Indicative servicing cost per lin/m per year	\$29.62 / pa



ALTERNATIVE 1: PLAN (NTS)

ALTERNATIVE 2: PLAN (NTS)

CORE HIGH STREET

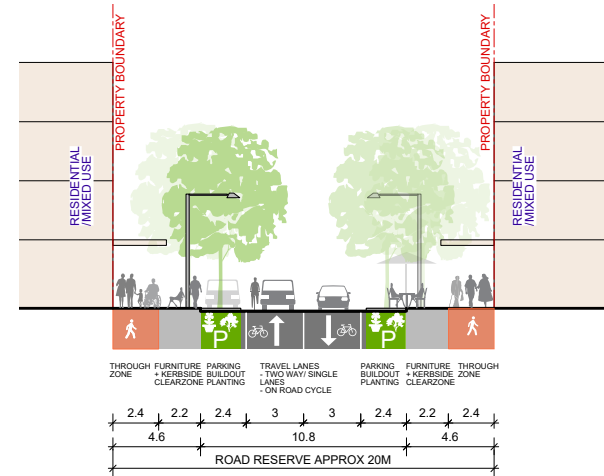
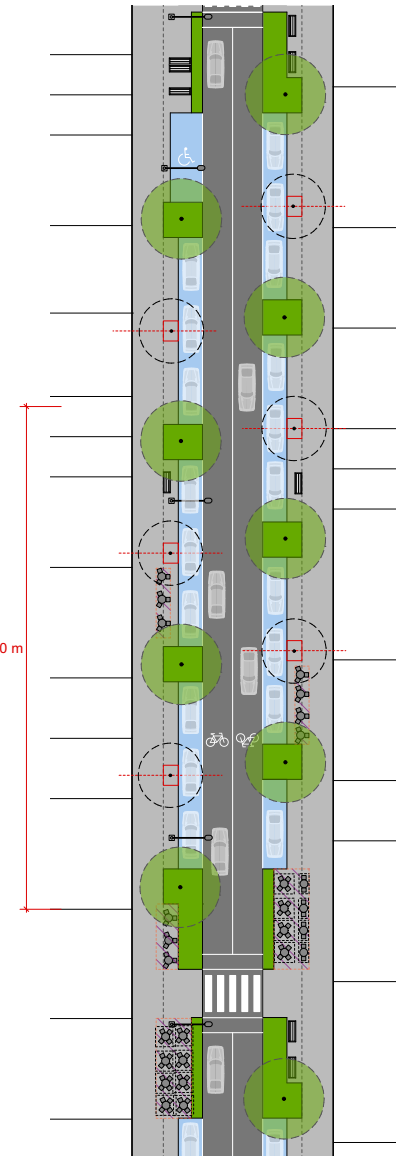
DESIGN IMPLEMENTATION BRIEF

DESIGN STRATEGY TOOLKITS	TARGETS
STREET ORDER	<ul style="list-style-type: none"> low speed traffic role primary pedestrian role supporting cycle role balancing of on street parking and footway widening no buses or large service vehicles
STREET GEOMETRY	<ul style="list-style-type: none"> Limit large vehicle traffic Minimise lane widths Reduce kerb radii
PEDESTRIAN THROUGH ZONE	<ul style="list-style-type: none"> 2.4m minimum continuous pedestrian through zone
CONNECTIVITY AND FLOW	<ul style="list-style-type: none"> no driveways narrow crossing distance with raised crossing of intersecting streets pedestrian priority (linemarked) crossings in street and at intersecting streets
AT THE KERB	<ul style="list-style-type: none"> widen footway where possible to no standing areas and at intersections tree planting in widened footways, or tree planting in parking lane underground power lines
STREET LIFE	<ul style="list-style-type: none"> provide for on street trading or at minimum active frontage as a dominant street character encourage businesses that contribute to street life encourage night trading
GREENING THE CENTRE	<ul style="list-style-type: none"> local green link 70% tree canopy coverage tree planting within kerbside parking lane or footway build outs strong ground plane presence of green 15% surface area target
COOL STREETS AND SPACES	<ul style="list-style-type: none"> 80% summer tree canopy shade continuous building awnings create regular "cool nodes" with optimum (deep) shade consider evapo-transpirative cooling
LOVED PUBLIC SPACES	<ul style="list-style-type: none"> provide a pedestrian focussed heart to the centre provide a range of reasons to come to / and stay in street create a safe and vibrant after dark place
CULTURE AND COMMUNITY	<ul style="list-style-type: none"> facilitate modal use of street for events integrated with other spaces provide for wayfinding and permanent / temporary arts / cultural expression

PERFORMANCE TARGETS

	Western Sydney Street Design Guide	Fairfield Public Domain Plan
DASHBOARD COMPARISON		
Nominal Width	16-25m	20m
Context	Commercial Centre	Commercial Centre
Built Form	Mixed-use with active ground floor uses	Mixed-use with active ground floor uses
Walking	Generous footpaths with multiple uses	2.4m clear walkway
Cycling	Travel zone shared with vehicles	Travel zone shared with vehicles Consider cycle lane / sep path subject to context
Behavioural Speed	≤ 30 km/h	≤ 30 km/h
Design Vehicle	Bus	Private Car
Check Vehicle	Garbage truck	Garbage truck
Travel lane	3.2-3.5m	3.2-3.5m
Parking lane	2.0-2.4m	2.1-2.5m
Lot Access	Rear-loaded/Loaded bays	Rear-loaded/Loaded bays
Buses	Yes	No
Kerb extensions at intersections	Required	Required
Type. Lots Served	Varies	Varies
WSUD	Low flow-passive irrigation/rain gardens High flow - pits and pipes solution	Pits and pipes solution generally - potential to integrate with WSUD to open space
PERFORMANCE TARGET COMPARISON		
Tree Target	12 x per 1000m ²	8-9 x per 1000m ²
Street Shade Area	70% canopy @ 20 years	80% of area incl awnings @ 20 years
Permeable Area	20% of area	15% of area excl perm paving

PREFERRED APPROACH

PREFERRED APPROACH: SECTION (NTS):
Two way traffic

PREFERRED APPROACH: PLAN (NTS)

DESIGN AND MATERIALS REQUIREMENTS

GENERAL DESIGN REQUIREMENTS	
Footway arrangement	<ul style="list-style-type: none"> Minimum 4.6m verge adjoining commercial Street tree pits extend into parking lane if drainage allows
Driveways	<ul style="list-style-type: none"> No driveway access
Power & Telecommunications	<ul style="list-style-type: none"> Overhead services to be undergrounded
Carriageway / Cycle provision	<ul style="list-style-type: none"> 3.0m traffic lanes including dish drain for bus traffic Mixed traffic access for cycles to roadway
Parking	<ul style="list-style-type: none"> parallel parking generally no parking to separated path alternative (2)
Lighting	<ul style="list-style-type: none"> Street Lighting to required level for cycle paths, traffic and pedestrian verge integrated between tree plantings and at pedestrian crossings Pedestrian Pole-top Lighting to cycle path alignment
Arts and Culture	<ul style="list-style-type: none"> Interpretive wayfinding
MATERIALS AND FINISHES REQUIREMENTS	
Footway pavements	Primary Pavement (honed Concrete Unit) colour as per chapter 9
Street Furniture	<ul style="list-style-type: none"> Standard furniture as per chapter 9 Bespoke seating potential adjoining shared zones, shared lanes and to centre plaza / park
Tree Planting	<ul style="list-style-type: none"> Tree planting as per integrated arrangement - target soil volume 35m³ Cluster of shade tree plantings at "Cool Nodes" - target every 50m
Street Garden Planting	<ul style="list-style-type: none"> Street garden planting to tree pits - minimum 5m² area
Planting species	Planting species as per chapter 9

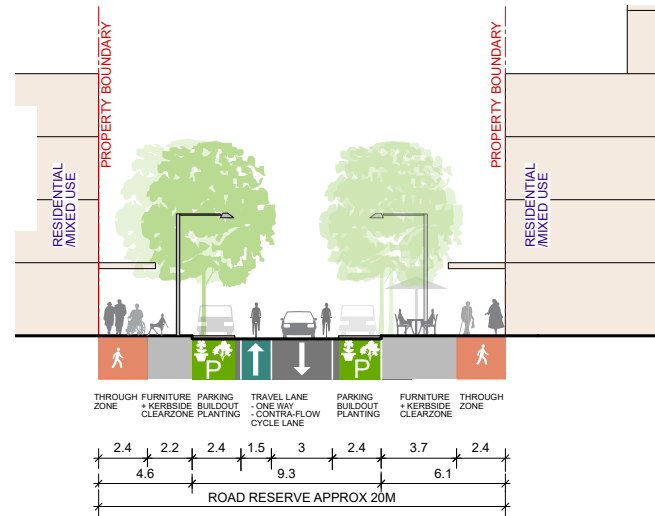
KEY FEATURES - Alternative 1 (refer plan and section this page)

- one way traffic
- kerbside parallel parking one side
- angle parking other side
- Tree planting in island extending into parking bay
- One way cycle lane

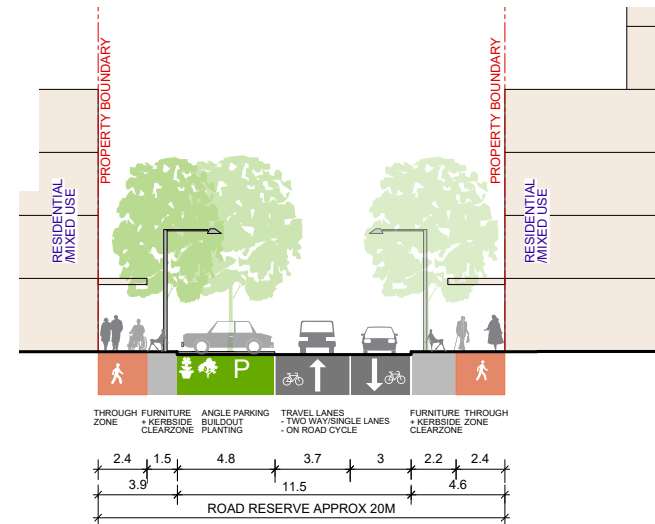
KEY FEATURES - Alternative 2 (refer plan and section this page)

- Two way traffic
- kerbside parallel parking
- Tree planting in island extending into parking bay

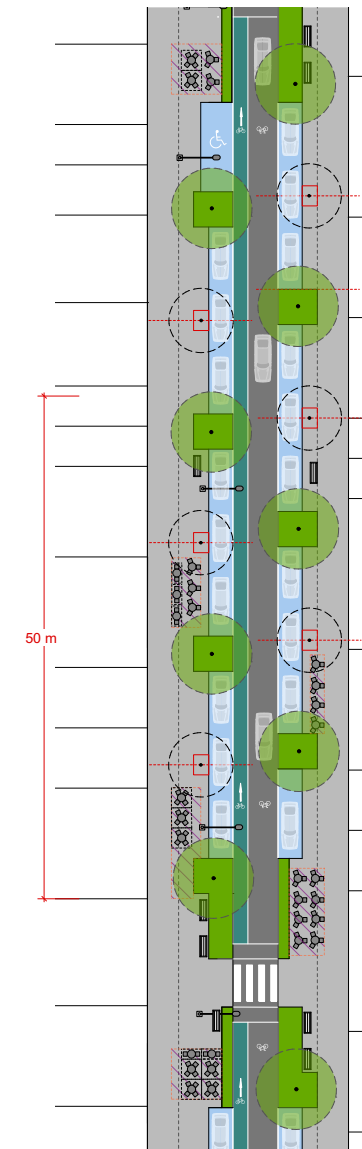
ALTERNATIVE APPROACHES



ALTERNATIVE 1 SECTION (NTS):
One way traffic, parallel parking, one way cycle lane



ALTERNATIVE 2 SECTION (NTS):
Two way traffic, angle parking one side



ALTERNATIVE 1: PLAN (NTS)

INDICATIVE IMPLEMENTATION COSTS	
Indicative implementation cost per lin/m of 20m road corridor	\$17,384.00
Indicative servicing cost per lin/m per year	\$206.93 / pa

MIXED HIGH STREET

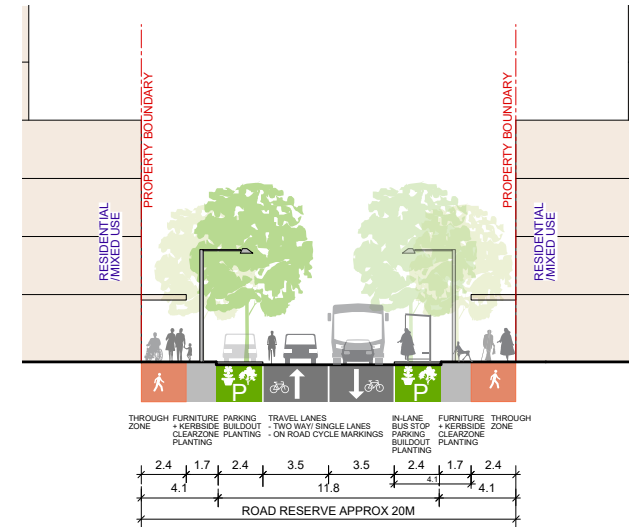
DESIGN IMPLEMENTATION BRIEF

DESIGN STRATEGY TOOLKITS	TARGETS
STREET ORDER	<ul style="list-style-type: none"> low speed traffic role primary pedestrian role primary cycle role balancing of on street parking and footway widening limited buses or large service vehicle
STREET GEOMETRY	<ul style="list-style-type: none"> minimise lane widths and swept paths in lane bus stops preferred where required integrate cycle facility where required
PEDESTRIAN THROUGH ZONE	<ul style="list-style-type: none"> 2.4m minimum continuous through zone
CONNECTIVITY AND FLOW	<ul style="list-style-type: none"> minimise driveways narrow crossing distance with raised crossing of intersecting streets pedestrian priority or signalised crossing of intersecting streets
AT THE KERB	<ul style="list-style-type: none"> kerbside parking tree planting in verge, or tree planting in parking lane underground power lines
STREET LIFE	<ul style="list-style-type: none"> provide for on street trading or at minimum active frontage to selected zones / nodes Encourage businesses that contribute to street life Encourage night trading
GREENING THE CENTRE	<ul style="list-style-type: none"> local green link 70% tree canopy coverage tree planting within kerbside parking lane or footway build outs strong ground plane presence of green 15% surface area target
COOL STREETS AND SPACES	<ul style="list-style-type: none"> 80% summer tree canopy shade continuous building awnings create regular "cool nodes" with optimum (deep) shade consider evapo-transpirative cooling
LOVED PUBLIC SPACES	<ul style="list-style-type: none"> support the pedestrian heart to the centre provide a range of reasons to come to / and stay in street create a safe and vibrant after dark place
CULTURE AND COMMUNITY	<ul style="list-style-type: none"> provide for wayfinding and permanent / temporary arts / cultural expression

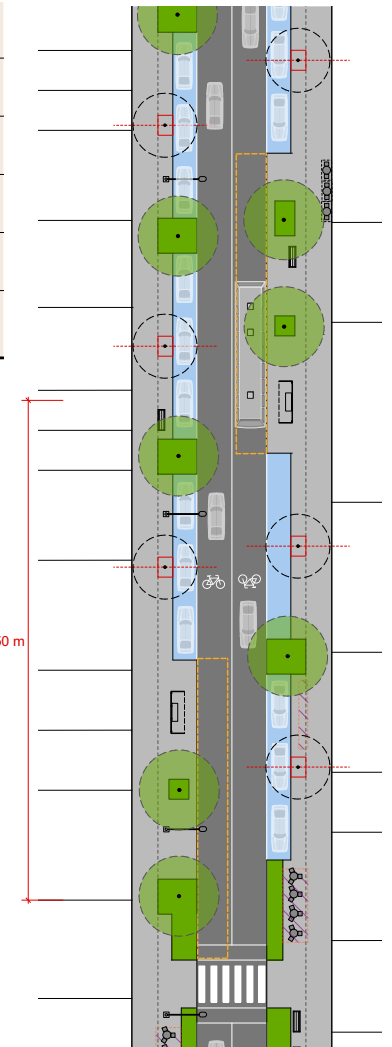
PERFORMANCE TARGETS

	Western Sydney Street Design Guide	Fairfield Public Domain Plan
DASHBOARD COMPARISON		
Nominal Width	16-25m	20m
Context	Commercial Centre	Commercial Centre
Built Form	Mixed-use with active ground floor uses	Mixed-use with active ground floor uses
Walking	Generous footpaths with multiple uses	2.4m clear walkway
Cycling	Travel zone shared with vehicles	Travel zone shared with vehicles Consider cycle lane / sep path subject to context
Behavioural Speed	≤ 30 km/h	≤ 30 km/h
Design Vehicle	Bus	Private Car
Check Vehicle	Garbage truck	Garbage truck
Travel lane	3.2-3.5m	3.2-3.5m
Parking lane	2.0-2.4m	2.1-2.5m
Lot Access	Rear-loaded/Loaded bays	Rear-loaded/Loaded bays
Buses	Yes	No
Kerb extensions at intersections	Required	Required
Type. Lots Served	Varies	Varies
WSUD	Low flow-passive irrigation/rain gardens High flow - pits and pipes solution	Pits and pipes solution generally - potential to integrate with WSUD to open space
PERFORMANCE TARGET COMPARISON		
Tree Target	12 x per 1000m2	8-9 x per 1000m2
Street Shade Area	70% canopy @ 20 years	80% of area incl awnings @ 20 years
Permeable Area	20% of area	15% of area excl perm paving

PREFERRED APPROACH



PREFERRED APPROACH: SECTION (NTS):
Two way, parallel parking, in lane bus stop

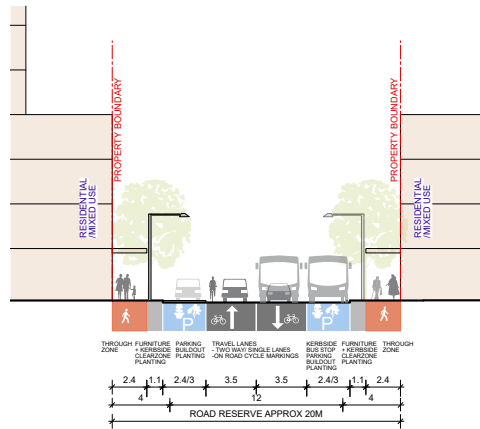


PREFERRED APPROACH: PLAN (NTS)

DESIGN AND MATERIALS REQUIREMENTS

GENERAL DESIGN REQUIREMENTS	
Footway arrangement	<ul style="list-style-type: none"> Minimum 4.6m verge adjoining commercial Street tree pits extend into parking lane if drainage allows
Driveways	<ul style="list-style-type: none"> No driveway access
Power & Telecommunications	<ul style="list-style-type: none"> Overhead services to be undergrounded
Carriageway / Cycle provision	<ul style="list-style-type: none"> 3.0m traffic lanes including dish drain for bus traffic Mixed traffic access for cycles to roadway
Parking	<ul style="list-style-type: none"> parallel parking generally no parking to separated path alternative (2)
Lighting	<ul style="list-style-type: none"> Street Lighting to required level for cycle paths, traffic and pedestrian verge integrated between tree plantings and at pedestrian crossings Pedestrian Pole-top Lighting to cycle path alignment
Arts and Culture	<ul style="list-style-type: none"> Interpretive wayfinding
MATERIALS AND FINISHES REQUIREMENTS	
Footway pavements	<ul style="list-style-type: none"> Secondary Pavement (honed insitu concrete and honed Concrete Unit) colour as per chapter 9
Street Furniture	<ul style="list-style-type: none"> Standard furniture as per chapter 9 Bespoke seating potential adjoining shared zones, shared lanes and to centre plaza / park
Tree Planting	<ul style="list-style-type: none"> Tree planting as per integrated arrangement - target soil volume 35m³ Cluster of shade tree plantings at "Cool Nodes" - target every 100m
Street Garden Planting	<ul style="list-style-type: none"> Street garden planting to tree pits - minimum 5m² area
Planting species	Planting species as per chapter 9
KEY FEATURES - Alternative 1	
<ul style="list-style-type: none"> two way traffic mixed traffic cycle facility bus route with recessed bus bay Tree planting in parking bays Parallel parking both sides 	
KEY FEATURES - Alternative 2	
<ul style="list-style-type: none"> two way traffic shared pedestrian / cycle path to verge bus route with in lane kerbside bus stops parallel parking Tree planting in parking bays 	

ALTERNATIVE APPROACHES



ALTERNATIVE 1 SECTION (NTS):

Bus Bay (recessed bus stop)

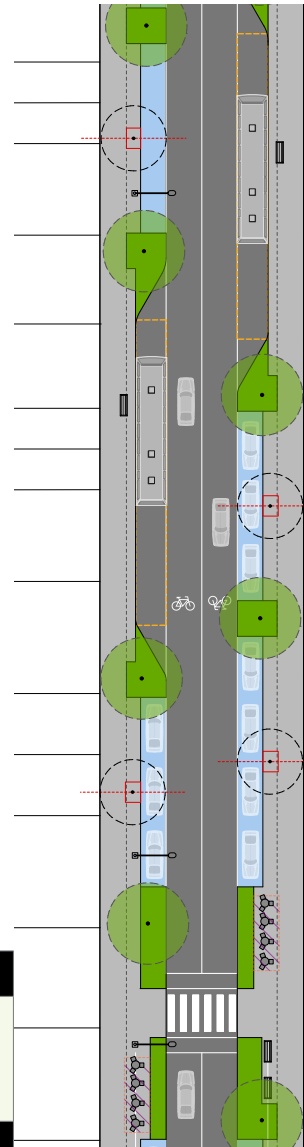
INDICATIVE IMPLEMENTATION COSTS	
Indicative implementation cost per lin/m of 20m road corridor	\$15,233.00
Indicative servicing cost per lin/m per year	\$212.97 / pa

KEY FEATURES - Alternative 3

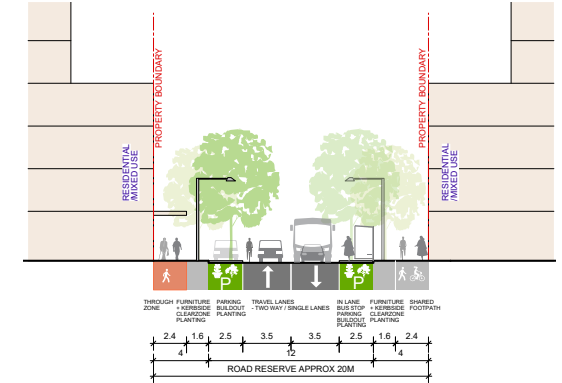
- two way traffic
- separated dual direction cycle path
- bus route with in lane kerbside bus stops
- parallel parking one side
- Tree planting in parking bays one side / tree planting in verge to cycle facility side

KEY FEATURES - Alternative 4

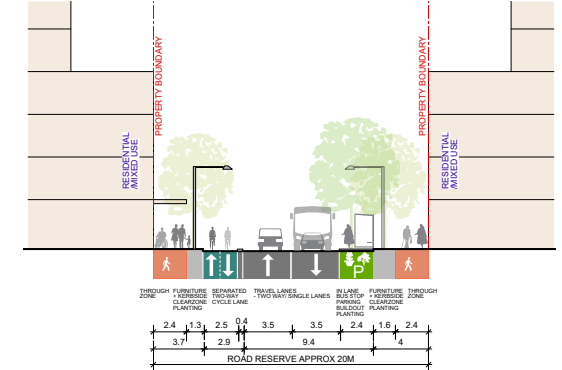
- two way traffic
- single direction linemarked cycle lanes
- bus route with in lane kerbside bus stops
- no on street parking
- Tree planting in parking bays



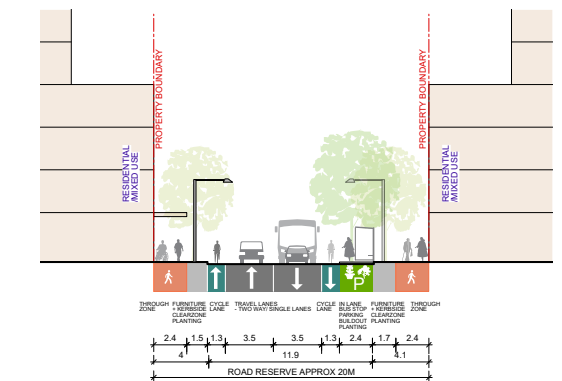
ALTERNATIVE 2: PLAN (NTS)



ALTERNATIVE 2 SECTION (NTS): Shared cycle facility to verge



ALTERNATIVE 3 SECTION (NTS): Separated cycle facility



ALTERNATIVE 4 SECTION (NTS): Single direction cycle lanes

CIRCULATION HIGH STREET

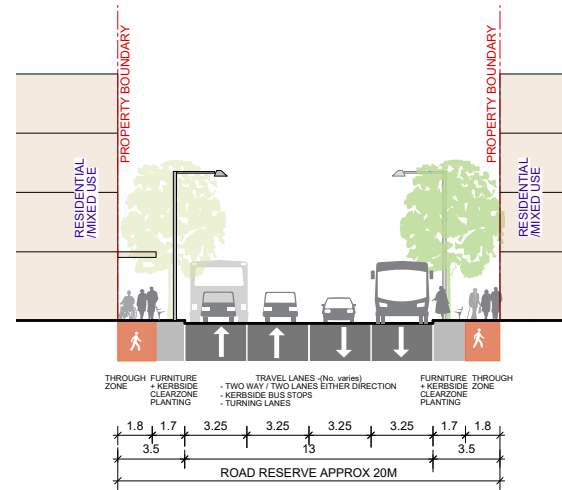
DESIGN IMPLEMENTATION BRIEF

DESIGN STRATEGY TOOLKITS	TARGETS
STREET ORDER	<ul style="list-style-type: none"> low speed traffic role supporting pedestrian role supporting cycle role on street parking with selective footway widening buses and large service vehicle access
STREET GEOMETRY	<ul style="list-style-type: none"> minimise lane widths and swept paths while catering for necessary vehicle types (buses and large service vehicle) in lane bus stops Integrate cycle facility where required
PEDESTRIAN THROUGH ZONE	<ul style="list-style-type: none"> minimum 1.8m pedestrian through zones both sides to cater for dual wheelchair movement - 2.4m preferred
CONNECTIVITY AND FLOW	<ul style="list-style-type: none"> cater for driveways in preference to Core and Mixed High Streets driveways integrated with street trees and lighting
AT THE KERB	<ul style="list-style-type: none"> clearways where required kerbside parking tree planting in verge tree planting in parking lane where possible underground power lines where possible
STREET LIFE	<ul style="list-style-type: none"> focus on comfortable pedestrian movement to connecting to Core and Mixed High Streets and other destinations Integrate on street trading or active frontage where uses adjoining street
GREENING THE CENTRE	<ul style="list-style-type: none"> local green link 70% tree canopy coverage tree planting within footway build outs or verge footway strong ground plane presence of green 15% surface area target
COOL STREETS AND SPACES	<ul style="list-style-type: none"> 70% summer tree canopy shade semi - continuous building awnings focussed on pedestrian routes create "cool nodes" with optimum (deep) shade near pedestrian movement routes
LOVED PUBLIC SPACES	<ul style="list-style-type: none"> connect pedestrians to the activity focus of the centre create a safe and comfortable after dark place of movement
CULTURE AND COMMUNITY	<ul style="list-style-type: none"> provide for wayfinding and permanent / temporary arts / cultural expression

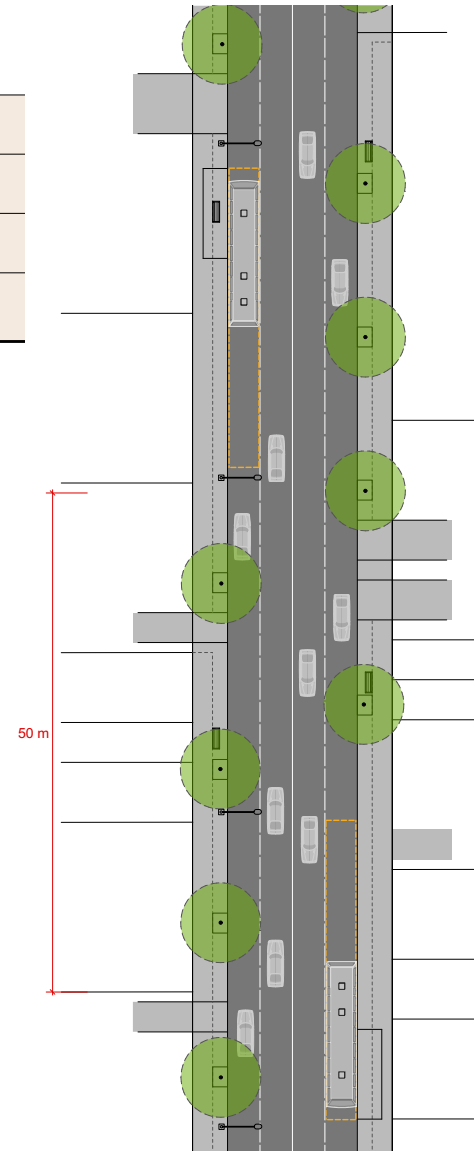
PERFORMANCE TARGETS

	Western Sydney Street Design Guide	Fairfield Public Domain Plan
DASHBOARD COMPARISON		
Nominal Width	16-25m	20m
Context	Commercial Centre	Commercial Centre
Built Form	Mixed-use with active ground floor uses	Mixed-use with active ground floor uses
Walking	Generous footpaths with multiple uses	2.4m clear walkway
Cycling	Travel zone shared with vehicles	Travel zone shared with vehicles Consider cycle lane / sep path subject to context
Behavioural Speed	≤ 30 km/h	≤ 30 km/h
Design Vehicle	Bus	Private Car
Check Vehicle	Garbage truck	Garbage truck
Travel lane	3.2-3.5m	3.2-3.5m
Parking lane	2.0-2.4m	2.1-2.5m
Lot Access	Rear-loaded/Loaded bays	Rear-loaded/Loaded bays
Buses	Yes	No
Kerb extensions at intersections	Required	Required where turning lanes allow
Type. Lots Served	Varies	Varies
WSUD	Low flow-passive irrigation/rain gardens High flow - pits and pipes solution	Pits and pipes solution generally - potential to integrate with WSUD to open space
PERFORMANCE TARGET COMPARISON		
Tree Target	12 x per 1000m2	8-9 x per 1000m2
Street Shade Area	70% canopy @ 20 years	80% of area incl awnings @ 20 years
Permeable Area	20% of area	15% of area excl perm paving

PREFERRED APPROACH



PREFERRED APPROACH: SECTION (NTS):
Two way, multi-purpose kerbside lane



PREFERRED APPROACH: PLAN (NTS)

DESIGN AND MATERIALS REQUIREMENTS

GENERAL DESIGN REQUIREMENTS	
Footway arrangement	<ul style="list-style-type: none"> Minimum 4.6m verge adjoining commercial Street tree pits extend into parking lane if drainage allows
Driveways	<ul style="list-style-type: none"> No driveway access
Power & Telecommunications	<ul style="list-style-type: none"> Overhead services to be undergrounded
Carriageway / Cycle provision	<ul style="list-style-type: none"> 3.0m traffic lanes including dish drain for bus traffic Mixed traffic access for cycles to roadway
Parking	<ul style="list-style-type: none"> parallel parking generally no parking to separated path alternative (2)
Lighting	<ul style="list-style-type: none"> Street Lighting to required level for cycle paths, traffic and pedestrian verge integrated between tree plantings and at pedestrian crossings Pedestrian Pole-top Lighting to cycle path alignment
Arts and Culture	<ul style="list-style-type: none"> Interpretive wayfinding
MATERIALS AND FINISHES REQUIREMENTS	
Footway pavements	<ul style="list-style-type: none"> Secondary Pavement (honed insitu concrete and honed Concrete Unit) colour as per chapter 9
Street Furniture	<ul style="list-style-type: none"> Standard furniture as per chapter 9 Bespoke seating potential adjoining shared zones, shared lanes and to centre plaza / park
Tree Planting	<ul style="list-style-type: none"> Tree planting as per integrated arrangement - target soil volume 35m³ Cluster of shade tree plantings at "Cool Nodes" - target every 200m
Street Garden Planting	<ul style="list-style-type: none"> Street garden planting to tree pits - minimum 5m² area
Planting species	Planting species as per chapter 9

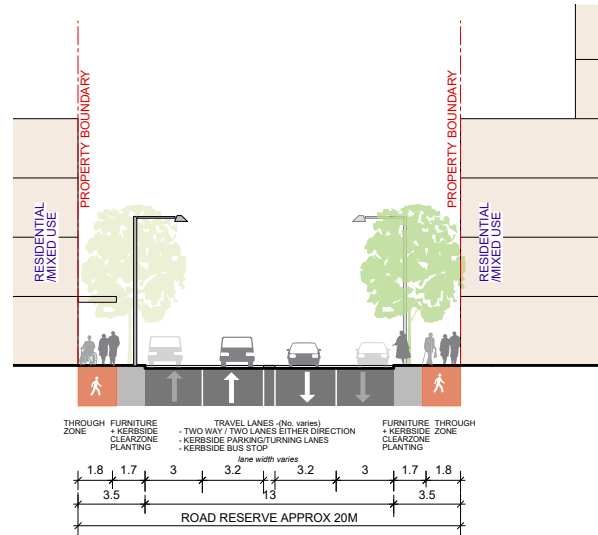
KEY FEATURES - Alternative 1

- two way traffic - separate by median
- multi purpose kerbside lane: parallel parking, bus stop, clearway travel lane
- Tree planting in verge
- Parallel parking both sides

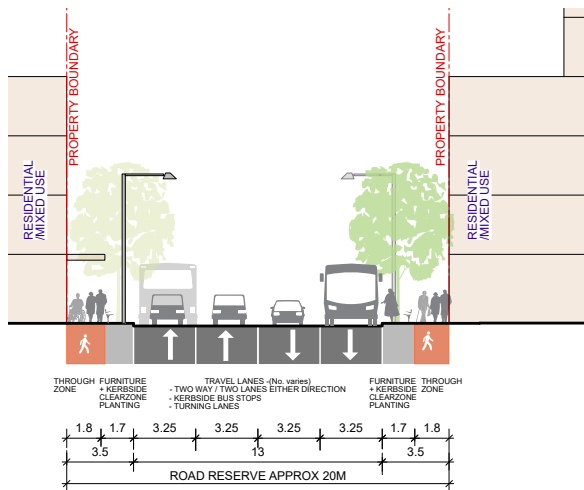
KEY FEATURES - Alternative 2

- shared pedestrian / cycle path to verge
- bus route with in lane kerbside bus stops
- parallel parking
- Tree planting in parking bays

ALTERNATIVE APPROACHES



ALTERNATIVE 1 SECTION (NTS):
Two lanes both directions with median



ALTERNATIVE 2 SECTION (NTS):
Two lanes both directions with bus stop

INDICATIVE IMPLEMENTATION COSTS

Indicative implementation cost per lin/m of 20m road corridor	\$12,448.00
Indicative servicing cost per lin/m per year	\$154 / pa

SHARED ZONE ON A HIGH STREET



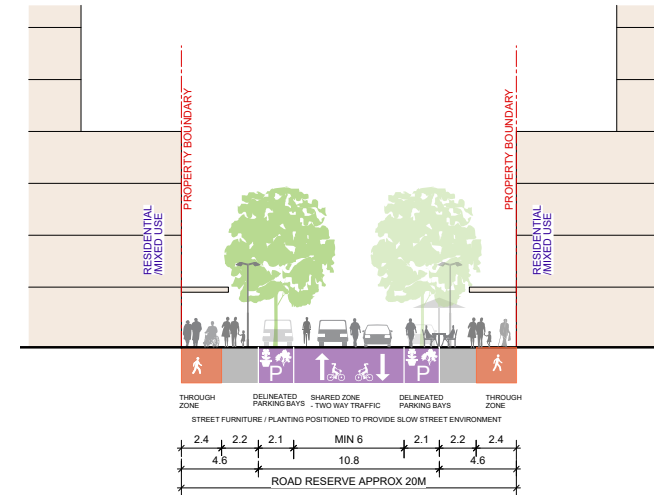
DESIGN IMPLEMENTATION BRIEF

DESIGN STRATEGY TOOLKITS	TARGETS
STREET ORDER	<ul style="list-style-type: none"> lowest speed traffic role shared vehicular, pedestrian and cycle roles small-large service vehicles
STREET GEOMETRY	<ul style="list-style-type: none"> raise road and eliminate kerbs to create shared space design to RMS shared zone guidelines minimise lane widths and swept paths
PEDESTRIAN THROUGH ZONE	<ul style="list-style-type: none"> NA
CONNECTIVITY AND FLOW	<ul style="list-style-type: none"> raised to footpath level shared vehicle, pedestrian and cycle movement within carriageway
AT THE KERB	<ul style="list-style-type: none"> replace kerbs and provide pedestrian pavement as per RMS shared zone guidelines planting and other street elements define vehicular movement underground power lines
STREET LIFE	<ul style="list-style-type: none"> provides comfortable pedestrian priority movement connecting to Core and Mixed High Streets and other destinations facilitates additional opportunities for seating and landscape
GREENING THE CENTRE	<ul style="list-style-type: none"> 70% summer tree canopy create "cool nodes" with optimum (deep) shade at shared zone
COOL STREETS AND SPACES	<ul style="list-style-type: none"> XX% summer tree canopy shade Continuous building awnings Create "cool nodes" with optimum (deep) shade Consider evapo-transpirative cooling
LOVED PUBLIC SPACES	<ul style="list-style-type: none"> support the pedestrian heart to the centre contribute to the range of reasons to come to / and stay in street create a safe and vibrant after dark place
CULTURE AND COMMUNITY	<ul style="list-style-type: none"> facilitate modal use of street for events integrated with other spaces

PERFORMANCE TARGETS

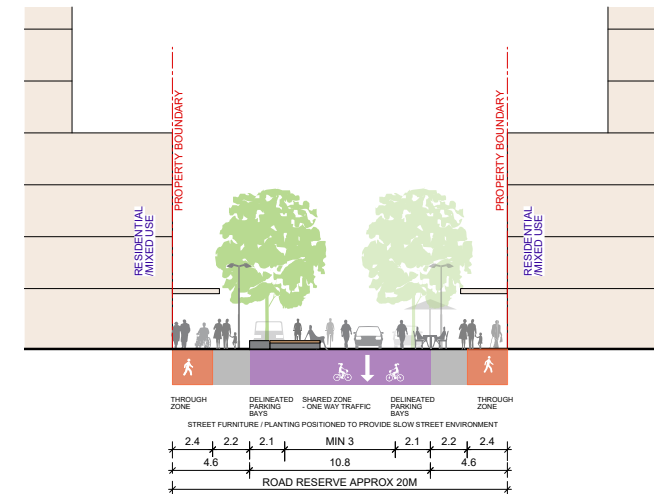
	Western Sydney Street Design Guide	Fairfield Public Domain Plan
DASHBOARD COMPARISON		
Nominal Width		20m
Context		Commercial Centre
Built Form		Mixed-use with active ground floor uses
Walking		2.4m clear walkway to verges / 3.0m clear zone to traffic route
Cycling		Mixed traffic
Behavioural Speed		≤ 10 km/h
Design Vehicle		Private Car
Check Vehicle		Garbage truck
Travel zone		3.0m
Parking bay		21-2.5m
Lot Access		avoid access
Buses		No
Type. Lots Served		Varies
WSUD		Pits and pipes solution generally potential to integrate WSUD beds
PERFORMANCE TARGET COMPARISON		
Tree Target		8-9 x per 50m
Street Shade Area		80% of area incl awnings
Permeable Area		35% of area excl perm paving

PREFERRED APPROACH



PREFERRED APPROACH: SECTION (NTS):

Two way traffic



PREFERRED APPROACH: SECTION (NTS):

One way traffic

DESIGN AND MATERIALS REQUIREMENTS

GENERAL DESIGN REQUIREMENTS	
Footway arrangement	<ul style="list-style-type: none"> Shared zone in accordance with RMS Shared Zone Guidelines Street tree pits extend into parking lane if drainage allows
Driveways	<ul style="list-style-type: none"> No driveway access
Power & Telecommunications	<ul style="list-style-type: none"> Overhead services to be undergrounded
Carriageway / Cycle provision	<ul style="list-style-type: none"> 3.0m zone for vehicle movement clear of shared zone elements Mixed traffic access for cycles to roadway
Parking	<ul style="list-style-type: none"> parallel parking generally
Lighting	<ul style="list-style-type: none"> Street Lighting to required level for cycle paths, traffic and pedestrian verge integrated between tree plantings and at pedestrian crossings Pedestrian Pole-top Lighting to adjoining pedestrian only areas
Arts and Culture	<ul style="list-style-type: none"> Interpretive wayfinding
MATERIALS AND FINISHES REQUIREMENTS	
Footway pavements	<ul style="list-style-type: none"> Primary Pavement (honed Concrete Unit) colour as per chapter 9 reduced unit size for regular traffic loadings structural bedding course and grout to pavements
Street Furniture	<ul style="list-style-type: none"> Standard furniture as per chapter 9 Bespoke seating potential adjoining shared zones, shared lanes and to centre plaza / park
Tree Planting	<ul style="list-style-type: none"> Tree planting as per integrated arrangement - target soil volume 35m³ Cluster of shade tree plantings at "Cool Nodes" - target every 200m
Street Garden Planting	<ul style="list-style-type: none"> Street garden planting to tree pits - minimum 5m² area
Planting species	Planting species as per chapter 9

INDICATIVE IMPLEMENTATION COSTS	
Indicative implementation cost per lin/m of 20m road corridor	\$25,447.00
Indicative servicing cost per lin/m per year	\$247 / pa



EXAMPLE - Mitchell Street Square St Leonards

SHARED LANEWAY

DESIGN IMPLEMENTATION BRIEF PERFORMANCE TARGETS

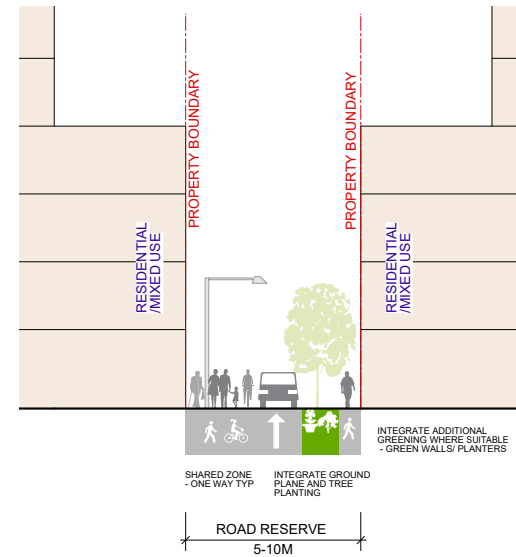
DESIGN STRATEGY TOOLKITS	TARGETS
STREET ORDER	<ul style="list-style-type: none"> lowest speed traffic role shared vehicular, pedestrian and cycle roles small-large service vehicles
STREET GEOMETRY	<ul style="list-style-type: none"> raise road and eliminate kerbs to create shared space design to RMS shared zone guidelines minimise lane widths and swept paths
PEDESTRIAN THROUGH ZONE	<ul style="list-style-type: none"> NA
CONNECTIVITY AND FLOW	<ul style="list-style-type: none"> raised to footpath level shared vehicle, pedestrian and cycle movement within carriageway
AT THE KERB	<ul style="list-style-type: none"> replace kerbs and provide pedestrian pavement as per RMS shared zone guidelines planting and other street elements define vehicular movement underground power lines
STREET LIFE	<ul style="list-style-type: none"> provides comfortable pedestrian priority movement connecting to Core and Mixed High Streets and other destinations facilitates additional opportunities for seating and landscape
GREENING THE CENTRE	<ul style="list-style-type: none"> 70% summer tree canopy create "cool nodes" with optimum (deep) shade at shared zone
COOL STREETS AND SPACES	<ul style="list-style-type: none"> XX% summer tree canopy shade Continuous building awnings Create "cool nodes" with optimum (deep) shade Consider evapo-transpirative cooling
LOVED PUBLIC SPACES	<ul style="list-style-type: none"> support the pedestrian heart to the centre contribute to the range of reasons to come to / and stay in street create a safe and vibrant after dark place
CULTURE AND COMMUNITY	<ul style="list-style-type: none"> facilitate modal use of street for events integrated with other spaces

	Western Sydney Street Design Guide	Fairfield Public Domain Plan
DASHBOARD COMPARISON		
Nominal Width	7m	5-10m
Context	Commercial Centre	Commercial Centre
Built Form	Mixed-use with active ground floor uses	Mixed-use with active ground floor uses
Walking	Shared zone shared with cyclists and vehicles	Shared zone shared with cyclists and vehicles
Cycling	Shared zone shared with cyclists and vehicles	Shared zone shared with cyclists and vehicles
Behavioural Speed	10 km/h	10 km/h
Design Vehicle	Private Car	Private Car
Check Vehicle	Garbage truck / delivery vehicle	Garbage truck / delivery vehicle
Travel zone	6.0-8.5m	3.0-3.5m
Parking bay	2.0-2.4m	2.1-2.5m
Lot Access	Rear-loaded via laneway	Rear-loaded via laneway
Buses	No	No
WSUD	Low flow: passive irrigation of street trees, or permeable paving for ground-water infiltration High flow: pits and pipes solution	Pits and pipes solution generally potential to integrate WSUB beds

PERFORMANCE TARGET COMPARISON		
Tree Target	12 x per 1000m ²	8-9 x per 1000m ²
Street Shade Area	70% canopy @ 20 years	80% of area incl awnings @ 20 years
Permeable Area	35% of area	5-6% of area excl perm paving

INDICATIVE IMPLEMENTATION COSTS	
Indicative implementation cost per lin/m of 20m road corridor	\$8,750 - \$14,000
Indicative servicing cost per lin/m per year	\$140-170 / pa

PREFERRED APPROACH



PREFERRED APPROACH: SECTION (NTS):



DESIGN AND MATERIALS REQUIREMENTS

GENERAL DESIGN REQUIREMENTS	
Footway arrangement	<ul style="list-style-type: none"> Shared zone in accordance with RMS Shared Zone Guidelines Street tree pits extend into parking lane if drainage allows
Driveways	<ul style="list-style-type: none"> Minimise due to impact of swept path
Power & Telecommunications	<ul style="list-style-type: none"> Overhead services to be undergrounded
Carriageway / Cycle provision	<ul style="list-style-type: none"> 3.0m zone for vehicle movement clear of shared zone elements Mixed traffic access for cycles to roadway
Parking	<ul style="list-style-type: none"> n/a
Lighting	<ul style="list-style-type: none"> Street Lighting to required level for cycle paths, traffic and pedestrian verge integrated between tree plantings and at pedestrian crossings Overhead catenary lighting
Arts and Culture	<ul style="list-style-type: none"> Interpretive wayfinding Facade artworks
MATERIALS AND FINISHES REQUIREMENTS	
Footway pavements	<ul style="list-style-type: none"> Primary Pavement (honed Concrete Unit) colour as per chapter 9 reduced unit size for regular traffic loadings structural bedding course and grout to pavements
Street Furniture	<ul style="list-style-type: none"> Standard furniture as per chapter 9 Bespoke seating potential adjoining shared zones, shared lanes and to centre plaza / park
Tree Planting	<ul style="list-style-type: none"> Tree planting as per integrated arrangement - target soil volume 35m³ Cluster of shade tree plantings at "Cool Nodes" - target every 200m
Street Garden Planting	<ul style="list-style-type: none"> Street garden planting to tree pits - minimum 5m² area Potential facade planting
Planting species	<ul style="list-style-type: none"> Planting species as per chapter 9

SERVICE LANEWAY

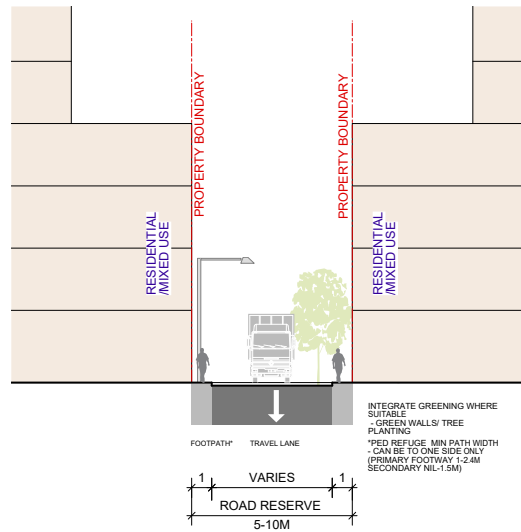
IMPLEMENTATION BRIEF

TOOLKITS	TARGETS
STREET ORDER	<ul style="list-style-type: none"> low speed traffic role small-large service vehicles limited / nil pedestrian / cycle linkage role
STREET GEOMETRY	<ul style="list-style-type: none"> traffic role takes precedence lane widths as required
PEDESTRIAN THROUGH ZONE	<ul style="list-style-type: none"> NA
CONNECTIVITY AND FLOW	<ul style="list-style-type: none"> provide for pedestrian safety - pedestrian footpath or refuge zones driveways as required for service role
AT THE KERB	<ul style="list-style-type: none"> traffic and service role takes precedence
STREET LIFE	<ul style="list-style-type: none"> NA
GREENING THE CENTRE	<ul style="list-style-type: none"> 50% tree canopy coverage
COOL STREETS AND SPACES	<ul style="list-style-type: none"> review overshadowing conditions and target canopy trees to areas lacking summer shade to reduce heat island effect
LOVED PUBLIC SPACES	<ul style="list-style-type: none"> NA
CULTURE AND COMMUNITY	<ul style="list-style-type: none"> NA

PERFORMANCE TARGETS

	Western Sydney Street Design Guide	Fairfield Public Domain Plan
DASHBOARD COMPARISON		
Nominal Width		5-10m
Context		Commercial Centre
Built Form		Mixed-use with active ground floor uses
Walking		Mixed use - low pedestrian and cycle traffic
Cycling		Shared zone shared with cyclists and vehicles
Behavioural Speed		10 km/h
Design Vehicle		Private Car
Check Vehicle		Garbage truck / delivery vehicle
Travel zone		3.0-3.5m
Parking bay		2.1-2.5m
Lot Access		Rear-loaded via laneway
Buses		No
WSUD		Pits and pipes solution generally potential to integrate WSUB beds
PERFORMANCE TARGET COMPARISON		
Tree Target		3-4 x per 1000m ²
Street Shade Area		5% of area - likely to have strong built form overshadowing
Permeable Area		0% of area excl perm paving

PREFERRED APPROACH



PREFERRED APPROACH: SECTION (NTS):



DESIGN AND MATERIALS REQUIREMENTS

GENERAL DESIGN REQUIREMENTS	
Footway arrangement	<ul style="list-style-type: none"> Asphalt or concrete roadway Dedicated pedestrian refuge where space allows
Driveways	<ul style="list-style-type: none"> Back of house service access
Power & Telecommunications	<ul style="list-style-type: none"> Overhead services
Carriageway / Cycle provision	<ul style="list-style-type: none"> As required for vehicular access
Parking	<ul style="list-style-type: none"> n/a
Lighting	<ul style="list-style-type: none"> Street Lighting to required level for cycle paths, traffic and pedestrian verge integrated between tree plantings and at pedestrian crossings Overhead catenary lighting
Arts and Culture	<ul style="list-style-type: none"> Interpretive wayfinding
MATERIALS AND FINISHES REQUIREMENTS	
Footway pavements	<ul style="list-style-type: none"> Asphalt roadway Broom finished concrete pedestrian refuge where provided
Street Furniture	<ul style="list-style-type: none"> Standard furniture as per chapter 9 Bespoke seating potential adjoining shared zones, shared lanes and to centre plaza / park
Tree Planting	<ul style="list-style-type: none"> Tree planting - target soil volume 35m³
Street Garden Planting	<ul style="list-style-type: none"> n/a
Planting species	Planting species as per chapter 9

INDICATIVE IMPLEMENTATION COSTS	
Indicative implementation cost per lin/m of 20m road corridor (excluding roadway)	\$4,100.00
Indicative servicing cost per lin/m per year	\$45 / pa

LOCAL STREET 1

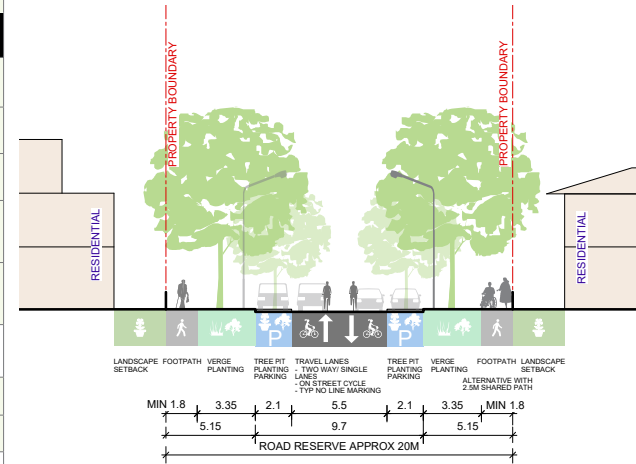
DESIGN IMPLEMENTATION BRIEF

DESIGN STRATEGY TOOLKITS	TARGETS
STREET ORDER	<ul style="list-style-type: none"> Low speed traffic role Local pedestrian role Supporting cycle role emergency and garbage vehicles
STREET GEOMETRY	<ul style="list-style-type: none"> Limit large vehicle traffic Minimise lane widths Reduce kerb radii
PEDESTRIAN THROUGH ZONE	<ul style="list-style-type: none"> 1.5m minimum continuous pedestrian path Both sides preferred - minimum one side
CONNECTIVITY AND FLOW	<ul style="list-style-type: none"> Residential driveways Refuge crossings where traffic volumes higher
AT THE KERB	<ul style="list-style-type: none"> parallel parking generally overhead power cables to one side
STREET LIFE	<ul style="list-style-type: none"> attractive and comfortable street environment that encourages pedestrian movement and community interaction
GREENING THE CENTRE	<ul style="list-style-type: none"> Local green link 70% tree canopy coverage Tree planting in verge subject to power lines, or Tree planting in parking lane, or combination of both ground plane presence of green - generally turfed verge - 15% target potential for resident street gardens to verge
COOL STREETS AND SPACES	<ul style="list-style-type: none"> 70% summer tree canopy shade Create "cool nodes" with optimum (deep) shade at 100m intervals in neighbourhoods
LOVED PUBLIC SPACES	<ul style="list-style-type: none"> Provide a pedestrian heart to the centre Provide a range of reasons to be in the street Create a safe and vibrant after hours place
CULTURE AND COMMUNITY	<ul style="list-style-type: none"> Encourage residential street interaction - facilitate events that streets can participate in

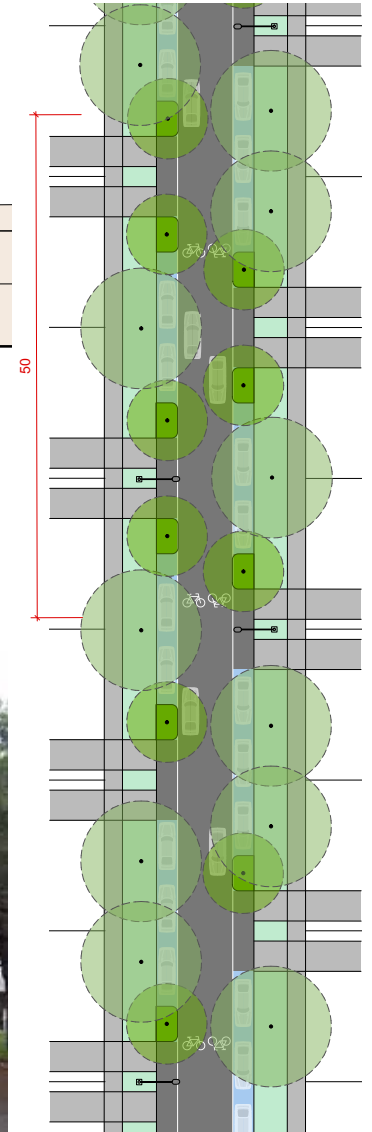
PERFORMANCE TARGETS

	Western Sydney Street Design Guide (type 4)	Fairfield Public Domain Plan
DASHBOARD COMPARISON		
Nominal Width	15-23m	15-20m
Context	Residential neighbourhood	Residential neighbourhood
Built Form	Detached/semi-detached dwellings	Detached/semi-detached dwellings
Walking	Min. 1.2m path both sides	Min. 1.2m path preferred both sides - minimum one side
Cycling	Travel zone shared with vehicles	Travel zone shared with vehicles (Mixed traffic)
Behavioural Speed	30 km/h	30 km/h
Travel lane	2.8-3.0m	2.8-3.0m
Parking lane	2.0-2.4m	2.0-2.4m
Design Vehicle	Private car	Private car
Check Vehicle	Garbage Truck	Garbage Truck
Indicative Traffic	approx 3000 vehicles per day	approx 3000 vehicles per day
Lot Access	Front Loaded	Front Loaded
Buses	No	No
Max. Length	approx 100m	approx 100m
Type. Lots Served	as required for local access	as required for local access
WSUD	Low flow: passive irrigation High flow: swale on low-side	Divert to WSUD in island tree pits where feasible Pits and Pipes
PERFORMANCE TARGET COMPARISON		
Tree Target	10 x per 1000m2	12 x per 1000m2
Street Shade Area	70% of area	77% of area create "cool nodes" with 80-90% (deep) shade at target 100m intervals
Permeable Area	35% of area	40% of area excl perm paving

PREFERRED APPROACH



PREFERRED APPROACH: SECTION (NTS):
Street trees to verge and to parking lane islands

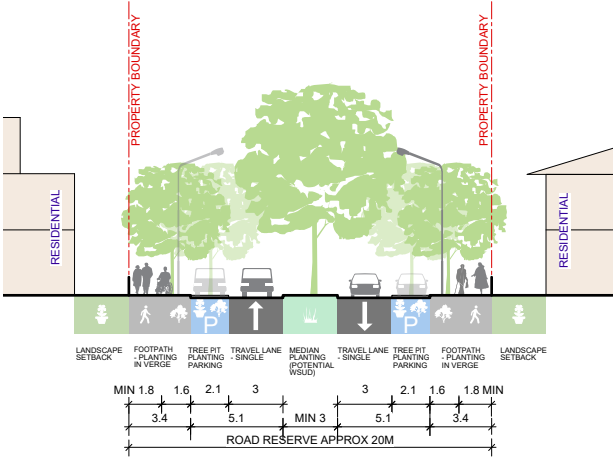


PREFERRED APPROACH: PLAN (NTS)

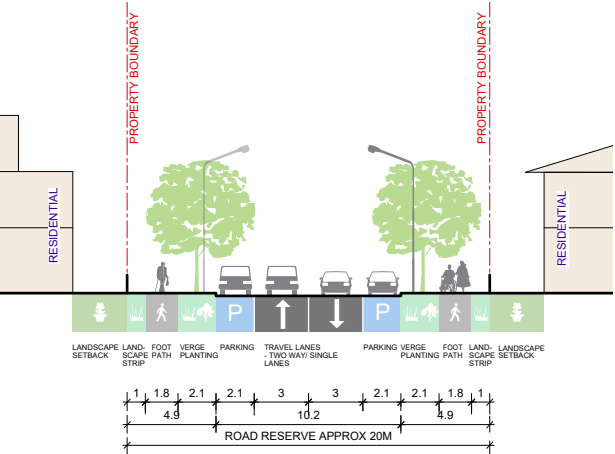
DESIGN AND MATERIALS REQUIREMENTS

GENERAL DESIGN REQUIREMENTS			
Footway arrangement	<ul style="list-style-type: none">Minimum 3.0m verge adjoining resid lotsStreet tree pits in vergeSupplementary tree tree pits in parking lane where feasible		
Driveways	<ul style="list-style-type: none">Cluster together driveways where possible to maximise tree planting		
Power & Telecommunications	<ul style="list-style-type: none">Target larger street tree planting to side without overhead cablesConsider aerial bundling to conserve mature trees		
Carriageway / Cycle provision	<ul style="list-style-type: none">Varied traffic lane widths as per alternativesMixed traffic cycle facility		
Parking	<ul style="list-style-type: none">parallel parking generally		
Lighting	<ul style="list-style-type: none">Street Lighting to required level for, traffic and pedestrian verge integrated between tree plantings and at pedestrian crossings		
Arts and Culture	<ul style="list-style-type: none">n/a		
MATERIALS AND FINISHES REQUIREMENTS			
Footway pavements	<ul style="list-style-type: none">Tertiary Pavement -broom finished concrete pathway		
Street Furniture	<ul style="list-style-type: none">n/a		
Tree Planting	<ul style="list-style-type: none">Tree planting as per integrated arrangement - target soil volume 35m3Cluster of shade tree plantings at "Cool Nodes" - target every 400m		
Street Garden Planting	<ul style="list-style-type: none">Street garden planting to tree pits - minimum 5m2 area		
Planting species	<ul style="list-style-type: none">Evergreen medium to large tree species as advised by Council		
PERFORMANCE TARGET COMPARISON			
	WSSG	ALT 1	ALT 2
Tree Target	10 x per 1000m2	12 x per 1000m	8 x per 1000m
Street Shade Area	70% of area	approx 70% of area create "cool nodes" with 80-90% (deep) shade at target 100m intervals	approx 40% of area create "cool nodes" with 80-90% (deep) shade at target 100m intervals
Permeable Area	35% of area	20% of area excl perm paving	25% of area excl perm paving
KEY FEATURES - Alternative 1 (refer plan and section this page)			
<ul style="list-style-type: none">Tree planting in parking lane islandstree planting in central median		<ul style="list-style-type: none">Parallel parking both sides	
KEY FEATURES - Alternative 2 (refer plan and section this page)			
<ul style="list-style-type: none">Tree planting in vergetree planting in central median		<ul style="list-style-type: none">Parallel parking both sides	

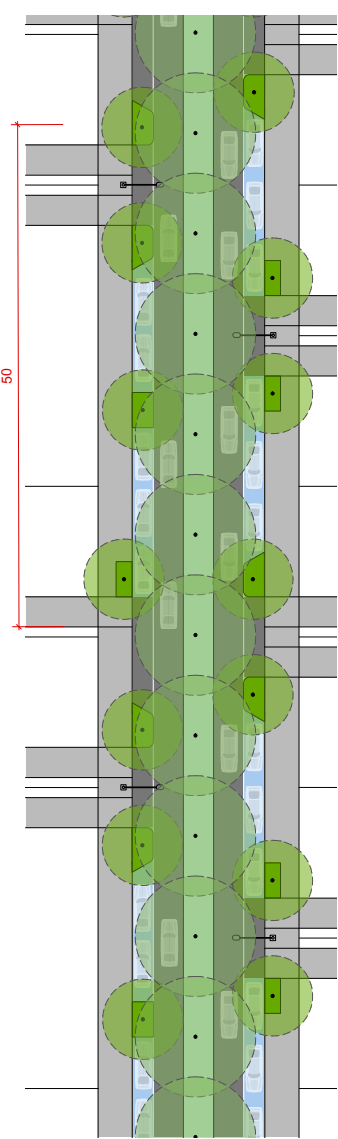
ALTERNATIVE APPROACHES



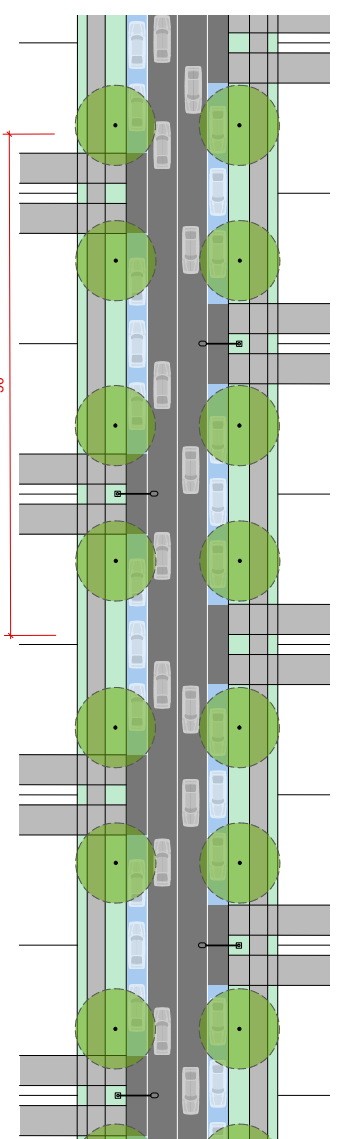
ALTERNATIVE 1 120M LOCAL STREET SECTION (NTS):
Street trees to verge and to central median



ALTERNATIVE 2 20M LOCAL STREET SECTION (NTS):
Street trees to verge



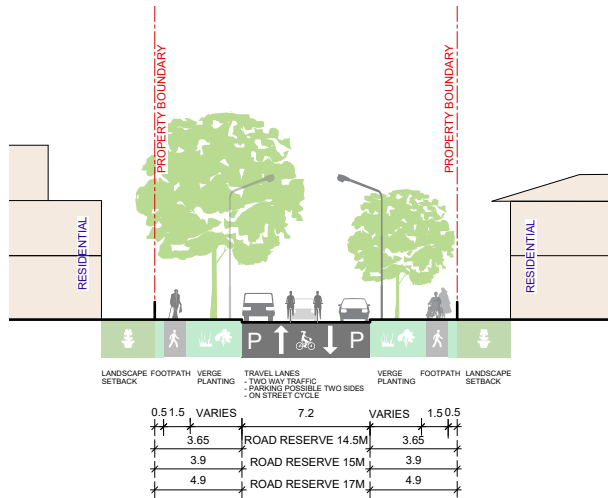
ALTERNATIVE 1: PLAN (NTS)



ALTERNATIVE 2: PLAN (NTS)

LOCAL STREET 2

ALTERNATIVE APPROACHES



ALTERNATIVE 3 14-17M LOCAL STREET SECTION (NTS):

Street trees to verge

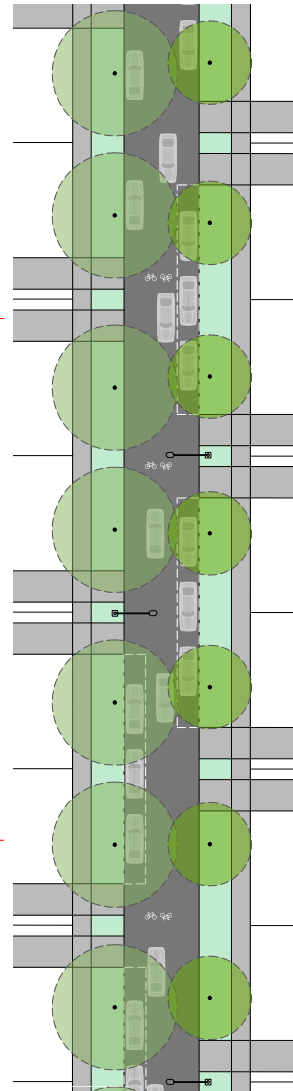
KEY FEATURES - ALTERNATIVE 3 (refer plan and section this page)

- Tree planting in parking lane islands
- Tree planting in central median
- Parallel parking both sides

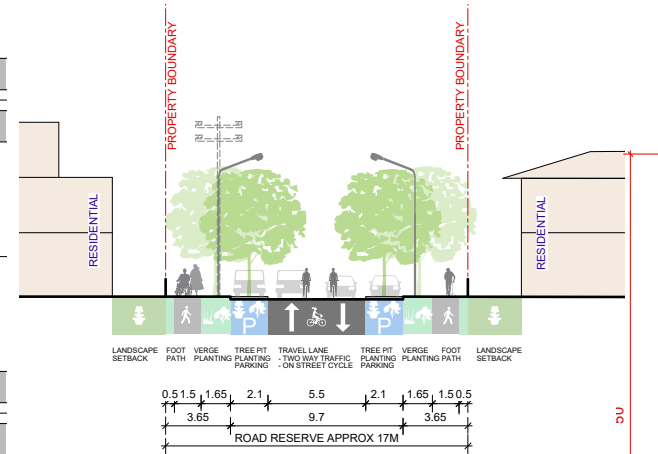
PERFORMANCE TARGET COMPARISON

Tree Target	10 x per 1000m2	8 x per 725-850m2
Street Shade Area	70% of area	55-78% of area create "cool nodes" with 80-90% (deep) shade at target 100m intervals
Permeable Area	35% of area	30% of area excl perm paving

50



ALTERNATIVE 3: PLAN (NTS)



ALTERNATIVE 4: 14-17M LOCAL STREET SECTION (NTS):

Street trees to verge and parking lane islands

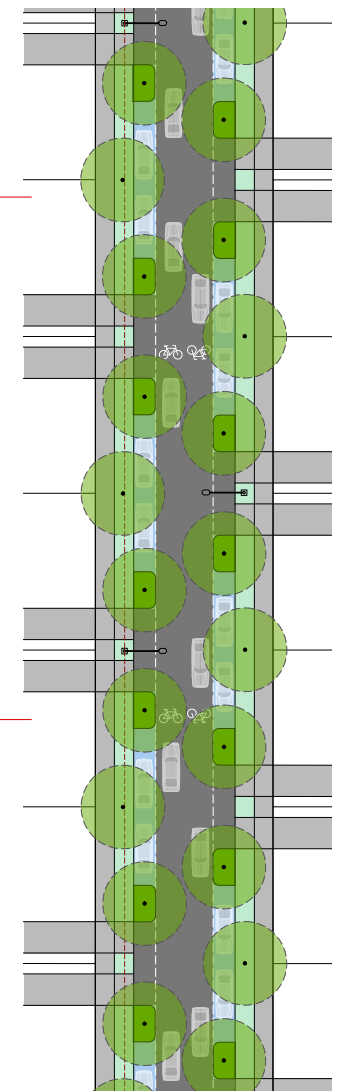
KEY FEATURES - ALTERNATIVE 34 (refer plan and section this page)

- Tree planting in parking lane islands
- Tree planting in central median
- Parallel parking both sides

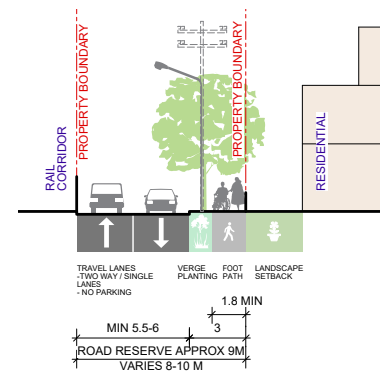
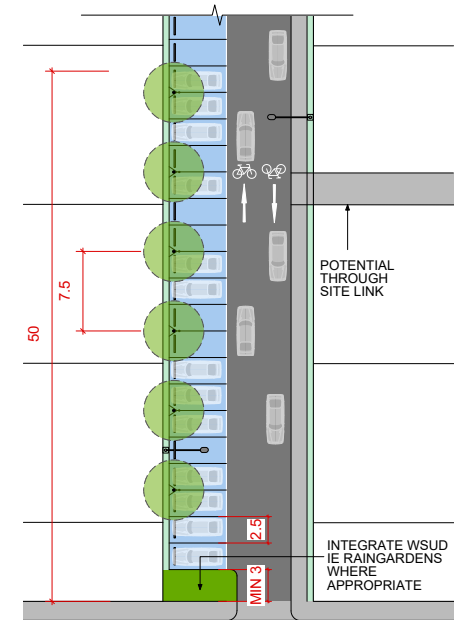
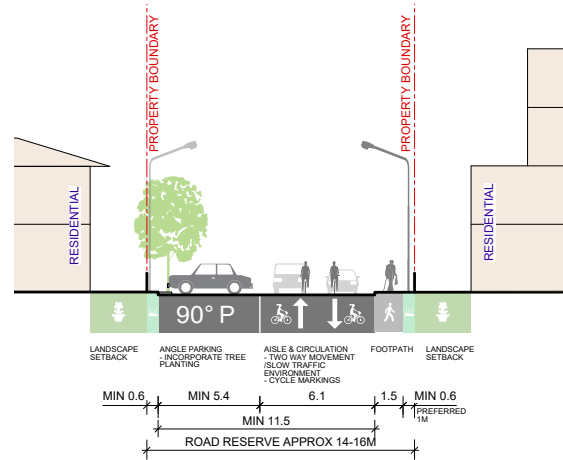
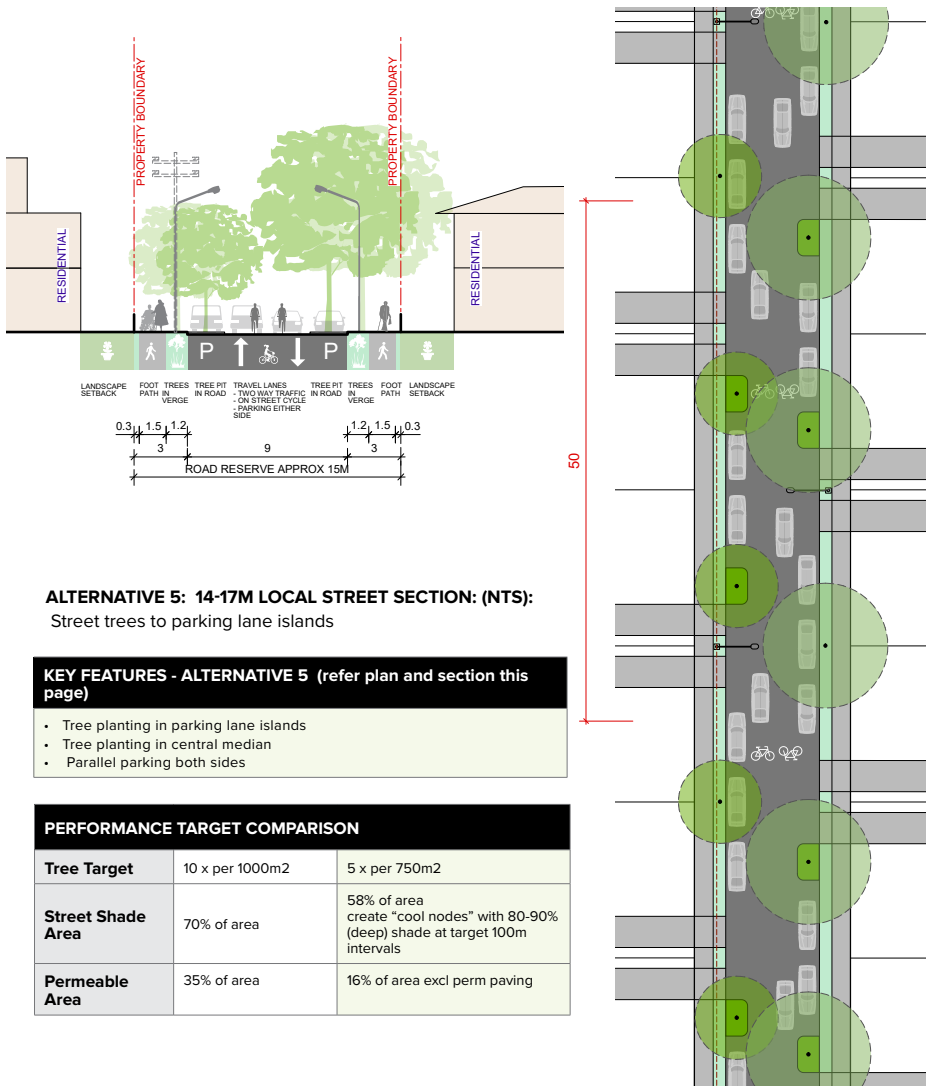
PERFORMANCE TARGET COMPARISON

Tree Target	10 x per 1000m2	10 x per 850m2
Street Shade Area	70% of area	47% of area create "cool nodes" with 80-90% (deep) shade at target 100m intervals
Permeable Area	35% of area	22% of area excl perm paving

50

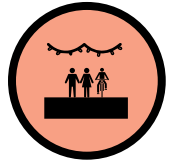


ALTERNATIVE 4: PLAN (NTS)



ALTERNATIVE 7: 9M LOCAL STREET SECTION (NTS)

PEDESTRIAN LANEWAY 1



DESIGN IMPLEMENTATION BRIEF PERFORMANCE TARGETS

DESIGN STRATEGY TOOLKITS	TARGETS
STREET ORDER	<ul style="list-style-type: none"> pedestrian priority zone closed to public vehicular traffic
STREET GEOMETRY	<ul style="list-style-type: none"> emergency vehicle access only
PEDESTRIAN THROUGH ZONE	<ul style="list-style-type: none"> 2.4m minimum pedestrian movement zone
CONNECTIVITY AND FLOW	<ul style="list-style-type: none"> level pedestrian pavement providing for smooth continuous pedestrian access
AT THE KERB	<ul style="list-style-type: none"> flush pedestrian surface
STREET LIFE	<ul style="list-style-type: none"> focus for on street trading including outdoor dining
GREENING THE CENTRE	<ul style="list-style-type: none"> 20% tree canopy coverage due to limited width of space
COOL STREETS AND SPACES	<ul style="list-style-type: none"> review overshadowing conditions and target alternative coner / shade to reduce heat island effect
LOVED PUBLIC SPACES	<ul style="list-style-type: none"> support the pedestrian heart to the centre contribute to the range of reasons to come to / and stay in street create a safe and vibrant after dark place facilitate and promote on street trading to enhance character
CULTURE AND COMMUNITY	<ul style="list-style-type: none"> facilitate and promote small scale community events including busking

	Western Sydney Street Design Guide	Fairfield Public Domain Plan
DASHBOARD COMPARISON		
Nominal Width		5-10m
Context		Commercial Centre
Built Form		Mixed-use with active ground floor uses
Walking		Travel zone shared with cyclists
Cycling		Travel zone shared with pedestrians
Design Speed		n/a
Posted Speed		n/a
Desirable Speed		n/a
Design Vehicle		n/a
Check Vehicle		n/a
Indicative Traffic		n/a
Lot Access		Pedestrian access only
Buses		No
Max. Length		n/a
Type. Lots Served		Varies
WSUD		Pits and pipes solution generally potential to integrate WSUB beds
PERFORMANCE TARGET COMPARISON		
Tree Target		7-9 x per 1000m2
Street Shade Area		20% of area - likely to have strong built form overshadowing
Permeable Area		5-6% of area excl perm paving

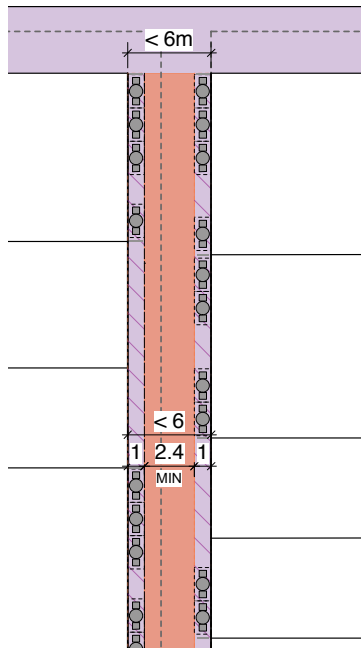
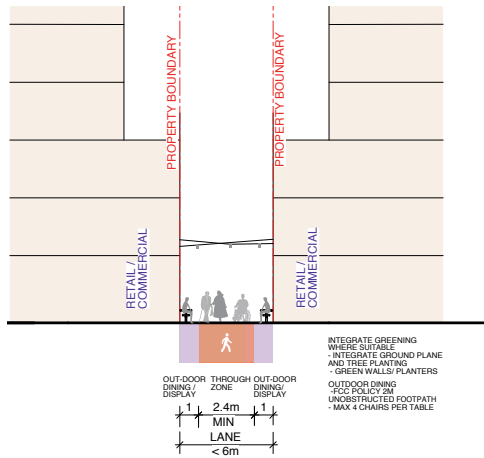
DESIGN AND MATERIALS REQUIREMENTS

GENERAL DESIGN REQUIREMENTS	
Footway arrangement	<ul style="list-style-type: none"> Provide clear pedestrian path through lane Preferred 2.4m wide pedestrian through zone (3.0m to Cabramatta per on street trading policy)
Driveways	<ul style="list-style-type: none"> n/a
Power & Telecommunications	<ul style="list-style-type: none"> Overhead services to be undergrounded
Carriageway / Cycle provision	<ul style="list-style-type: none"> Shared access for cycles and pedestrians
Parking	<ul style="list-style-type: none"> n/a
Lighting	<ul style="list-style-type: none"> Overhead catenary lighting
Arts and Culture	<ul style="list-style-type: none"> Interpretive wayfinding Facade artworks
MATERIALS AND FINISHES REQUIREMENTS	
Footway pavements	<ul style="list-style-type: none"> Primary Pavement (honed Concrete Unit) colour as per chapter 9
Street Furniture	<ul style="list-style-type: none"> Standard furniture as per chapter 9 Bespoke seating potential adjoining shared zones, shared lanes and to centre plaza / park
Tree Planting	<ul style="list-style-type: none"> Tree planting as per integrated arrangement - target soil volume 35m3 Cluster of shade tree plantings at "Cool Nodes" - target every 200m
Street Garden Planting	<ul style="list-style-type: none"> Street garden planting to tree pits - minimum 5m2 area Potential facade planting
Planting species	Planting species as per chapter 9

INDICATIVE IMPLEMENTATION COSTS	
Indicative implementation cost per lin/m of 20m road corridor	\$9,994.00
Indicative servicing cost per lin/m per year	\$171 / pa

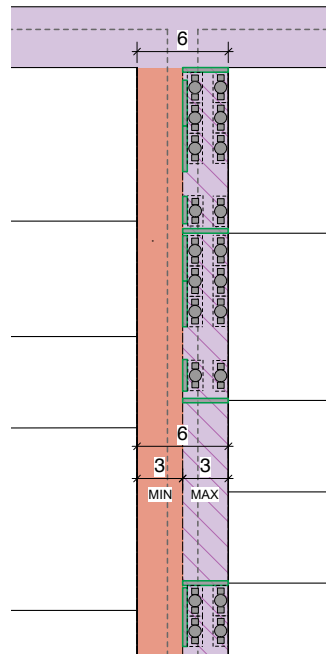
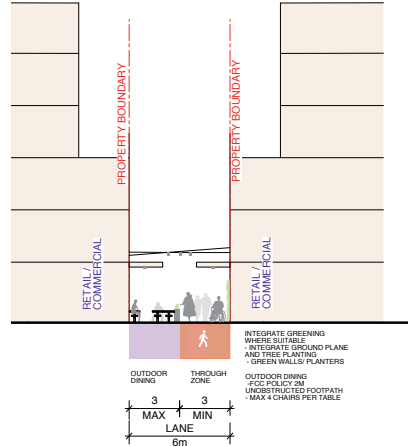


ALTERNATIVES



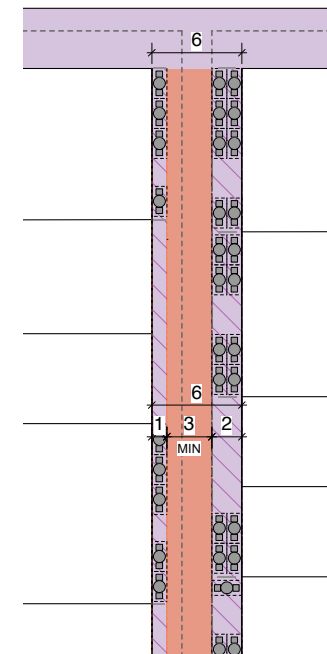
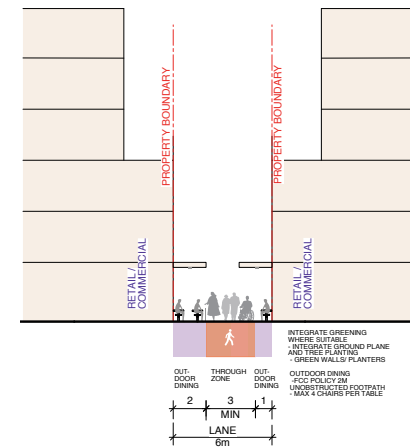
- Central through zone minimum width of 2.4m (other than Cabramatta - 3m per Policy)
- Outdoor dining located at shop frontages min 1m depth
- No fixed street furniture,
- Lighting either wall mounted, underawning or catenary
- Ground level greening to maintain through zone
- Potential for planter boxes
- Potential for green facades

ALTERNATIVE 1 - 6M SECTION (NTS):
Central through zone, moveable furniture



- One sided through zone minimum width of 2.4m (other than Cabramatta - 3m per Policy)
- Outdoor dining located at shop frontages min 1m depth
- No fixed street furniture,
- Lighting either wall mounted, underawning or catenary
- Ground level greening to maintain through zone
- Potential for planter boxes
- Potential for green facades

ALTERNATIVE 2 - 6M SECTION (NTS):
One sided through zone, moveable furniture

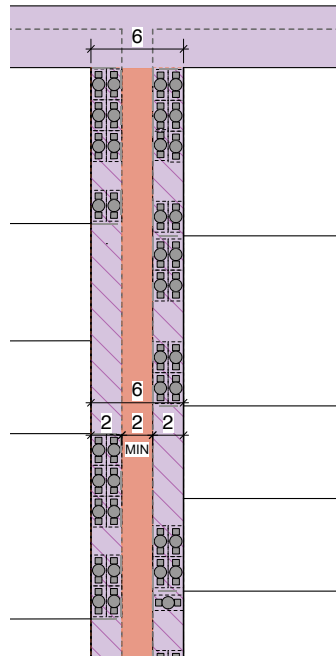
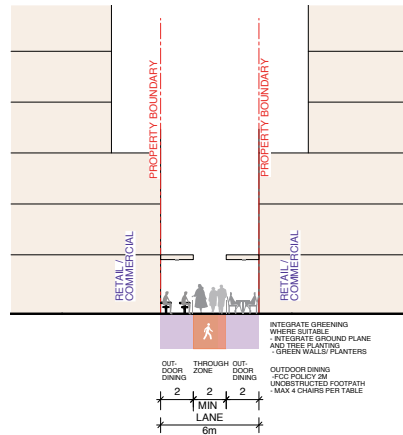


- Off set through zone minimum width of 2.4m (other than Cabramatta - 3m per Policy)
- Outdoor dining located at shop frontages min 1m depth
- No fixed street furniture
- Lighting either wall mounted, underawning or catenary
- Potential for planter boxes
- Potential for green facades

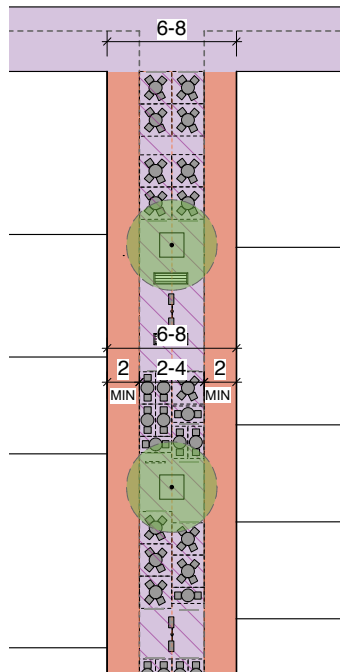
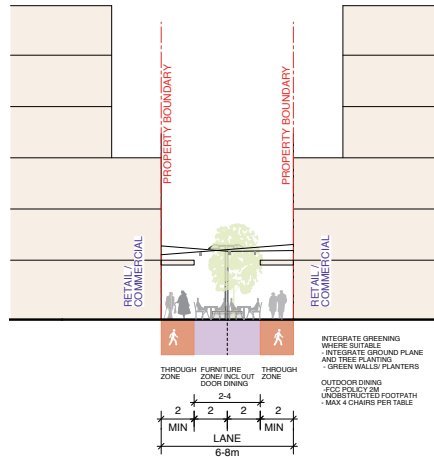
ALTERNATIVE 3 - 6M SECTION (NTS):
Off-set through zone, moveable furniture

PEDESTRIAN LANEWAY 2

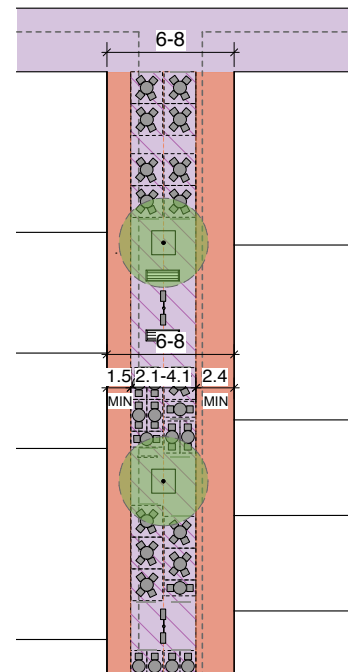
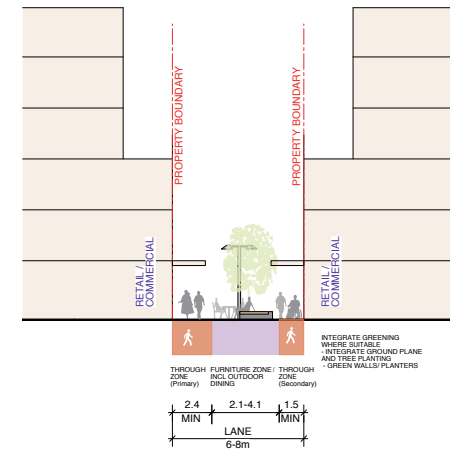
ALTERNATIVES



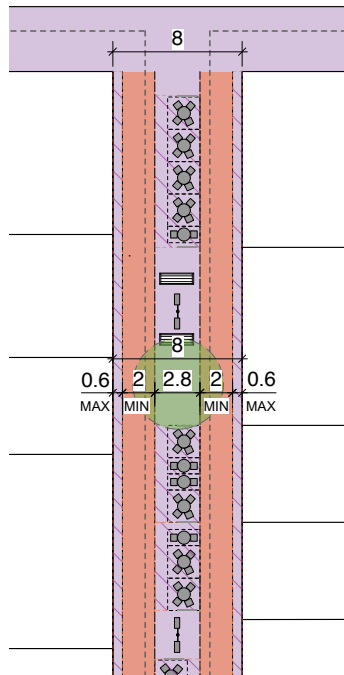
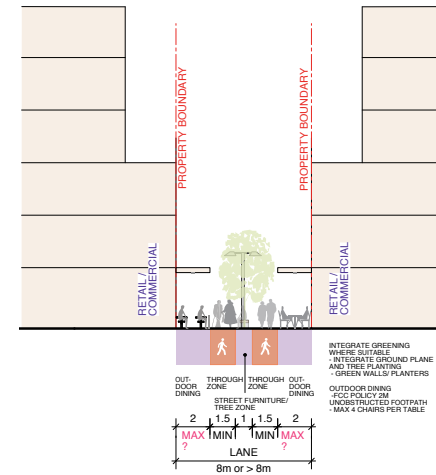
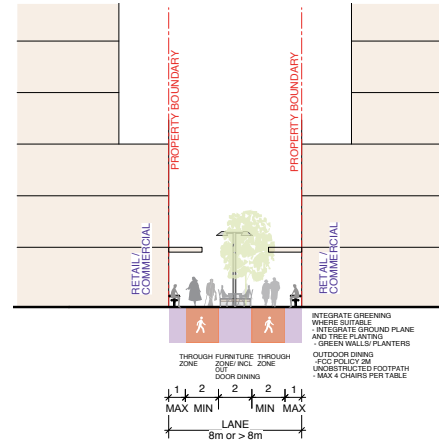
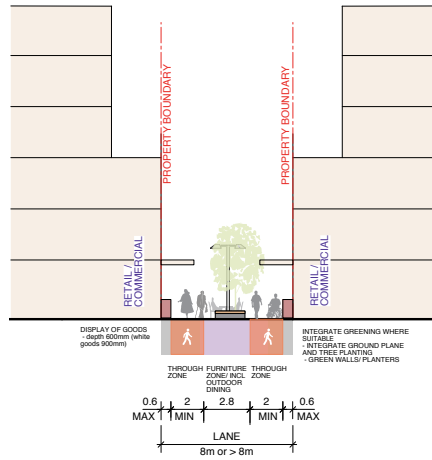
- Central through zone minimum width of 2.0m (other than Cabramatta - 3m per Policy)
- Outdoor dining located at shop frontages min 1m depth
- No fixed street furniture, lighting either wall mounted, underawning or catenary
- ground level greening to maintain through zone
- potential for planter boxes
- potential for green facades



- Split through zone minimum width of 2.0m (other than Cabramatta - 3m per Policy)
- Outdoor dining located centrally
- Fixed street furniture, integrated with tree plantings
- Central tree plantings
- ground level greening to maintain through zone
- potential for planter boxes
- potential for green facades
- Lighting either wall mounted, underawning or catenary



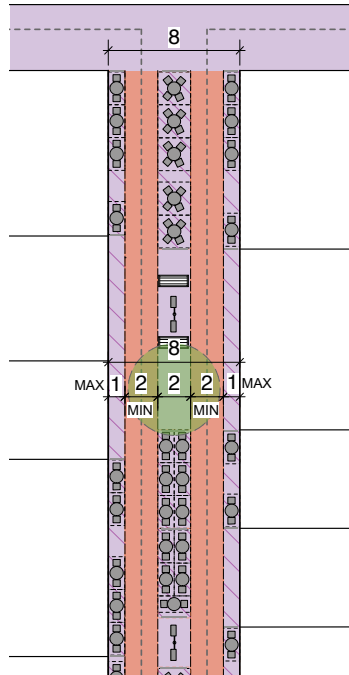
- Split through zone with priority to one frontage
- Outdoor dining located centrally
- Fixed street furniture, integrated with tree plantings
- Central tree plantings
- ground level greening to maintain through zone
- potential for planter boxes
- potential for green facades
- Lighting either wall mounted, poletop underawning or catenary



- Split through zone with priority to one frontage
- Option for display of goods zone at shop frontage, (nominal depth 600mm-900mm) allowance for white goods) or outdoor dining
- Outdoor dining located centrally
- Fixed street furniture,
- Central tree plantings
- ground level greening
- potential for green facades
- Lighting either wall mounted, poletop, underawning or catenary

ALTERNATIVE 8M SECTION (NTS):

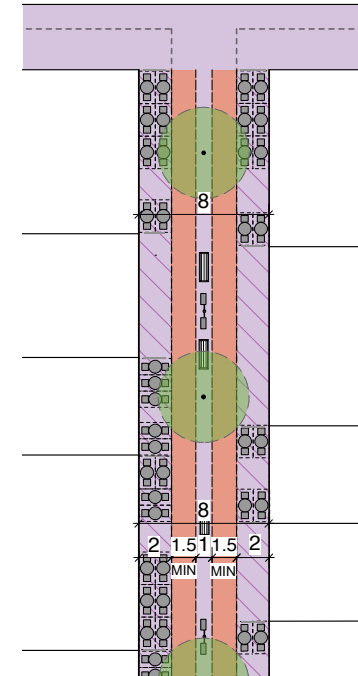
Frontage display Split through zones, central dining zone



- Split through zone with priority to one frontage
- Option for display of goods zone at shop frontage, (nominal depth 600mm-900mm) allowance for white goods) or outdoor dining
- Outdoor dining also located centrally
- Fixed street furniture,
- Central tree plantings
- ground level greening
- potential for green facades
- Lighting either wall mounted, poletop, underawning or catenary

ALTERNATIVE 8M OR > SECTION (NTS):

Split through zone and outdoor dining



- Outdoor dining zone at shop frontage, Max depth 2m - This could be a maximum ie up 3m where overall lane width is greater than 8m
- Through zones of a minimum 1.5m either side of central zone
- Central zone of 1m is for placement of street furniture, trees, etc.
- Fixed street furniture,
- Central tree plantings
- ground level greening
- potential for green facades
- Lighting either wall mounted, poletop, underawning or catenary

ALTERNATIVE 8M SECTION (NTS):

Split through zone and outdoor dining

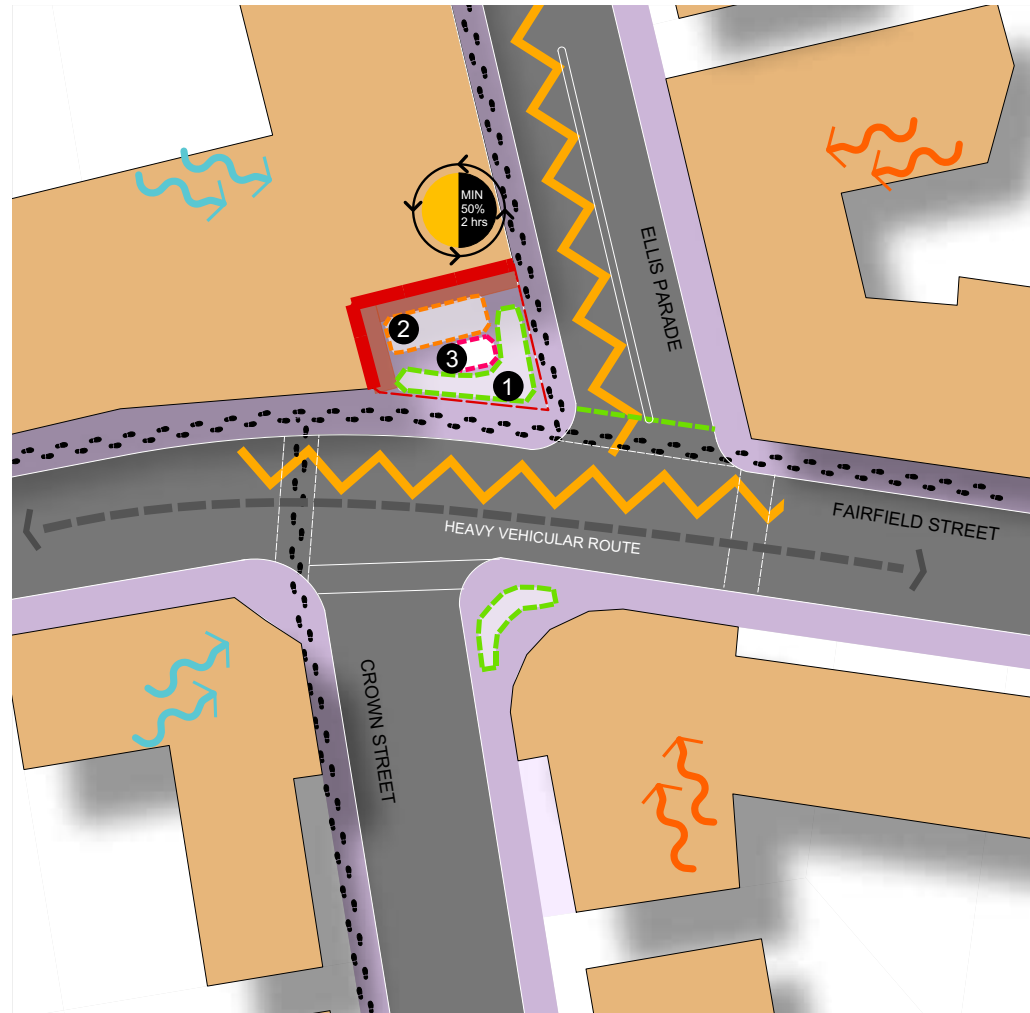
CENTRE SQUARES/PLAZAS-YENNORA



DESIGN IMPLEMENTATION BRIEF

DESIGN STRATEGY TOOLKITS	TARGETS
STREET ORDER	<ul style="list-style-type: none"> at focal junctions of movement in centre
STREET GEOMETRY	<ul style="list-style-type: none"> NA
PEDESTRIAN THROUGH ZONE	<ul style="list-style-type: none"> key routes through space to provide for 2.4m clear movement zone
CONNECTIVITY AND FLOW	<ul style="list-style-type: none"> pedestrian through access pedestrian link between adjoining streets
AT THE KERB	<ul style="list-style-type: none"> avoid power lines across site avoid easements across site where possible
STREET LIFE	<ul style="list-style-type: none"> maximise active frontages to square (ideally 2) provide for on plaza trading adjoining active frontage encourage businesses that contribute to plaza and town centre life
GREENING THE CENTRE	<ul style="list-style-type: none"> green node 50% tree canopy coverage strong ground plane presence of green 40% surface area target
COOL STREETS AND SPACES	<ul style="list-style-type: none"> 40% summer tree canopy shade Awnings to active frontages create "cool nodes" with optimum (deep) shade Integrate water elements Integrate water play consider evapo-transpirative cooling
LOVED PUBLIC SPACES	<ul style="list-style-type: none"> site at highly visible location site at focus of major pedestrian movement provide balance of summer shade and winter solar access encourage non retail uses provide pro-active programming of community activities
CULTURE AND COMMUNITY	<ul style="list-style-type: none"> facilitate modal use of square for events integrated with other spaces provide for permanent / temporary arts /cultural expression

PRINCIPLES DIAGRAM (NTS)



NEW TOWN SQUARE AT FOCAL LOCATION OF KEY INTERSECTION / JUNCTION OF MOVEMENT:
PRINCIPLES DIAGRAM (NTS)

legend

- Highly visible location, adjoins street frontage 2 sides
- At node of Major pedestrian movement
- Solar Access - (min 2 hrs of direct sunlight to 50% to usable area, June 21st)
- Summer Prevailing wind direction
- Winter Prevailing wind direction
- Pedestrian access on key routes
- Minimum Through zones
- Active frontages 2 sides with awnings
- Pedestrian pavement
- Shared zone
- 1 Greening & Cooling
 - 50% summer tree canopy
 - 30% green ground plane
 - 40% permeable
- 2 Space for on plaza trading adjoining active frontages
 - encourage businesses that contribute to plaza life, non-retail uses
- 3 Balance active and passive uses including:
 - integrate cooling water element
 - integrate play elements
 - modal use for events
 - integrate permanent/ temporary arts/ cultural expression
 - end of route cycle facilities

PERFORMANCE TARGETS

Centre Square / Plaza	
TARGETS	
Size	<ul style="list-style-type: none"> varies depending on location - 3000m2 minimum
Context	<ul style="list-style-type: none"> High density residential ideally adjoins some community uses
Street Front-ages	<ul style="list-style-type: none"> minimum 2 public street frontages
Built Front-ages	<ul style="list-style-type: none"> preferably 2 built frontages provide active frontages to square provide for on plaza trading adjoining active frontages
Solar access	<ul style="list-style-type: none"> achieve a minimum of 50% direct sunlight to the principal usable part of the open space for a minimum of 3 hours * between 9 am and 3 pm on 21 June (mid winter) *
Climate	<ul style="list-style-type: none"> protection from adverse prevailing winds review turbulence implications of adjoining high density developments
Tree canopy	<ul style="list-style-type: none"> Summer Tree Canopy: 50% Cover
Ground plane	<ul style="list-style-type: none"> 30% min grass & shrub planting
Permeable area	<ul style="list-style-type: none"> 40% (all soft landscape, tree pits)
Walking	<ul style="list-style-type: none"> provide through movement to cross square routes on minimum 2.4m
Cycling	<ul style="list-style-type: none"> provide cycle racks
WSUD	<ul style="list-style-type: none"> Integrate WSUD / wetland basis where feasible and able to serve street runoff

* Note Canley heights DCP 3 hours between 9 am and 3 pm on 21 June (mid winter) ADG = 2 hours



Example public square outcomes

DESIGN AND MATERIALS REQUIREMENTS

GENERAL DESIGN REQUIREMENTS	
Vehicular access	<ul style="list-style-type: none"> maintenance access Emergency access
Power & Telecommunica-tions	<ul style="list-style-type: none"> Overhead services to be under-grounded
Lighting	<ul style="list-style-type: none"> Pedestrian Pole-top Lighting to square to P2 level Street Lighting to required level for cycle paths, traffic and pedestrian verge integrated between tree plantings and at pedestrian crossings
Arts and Culture	<ul style="list-style-type: none"> Interpretive wayfinding Act as canvas for temporary art installations Potential for integration of limited and focussed permanent art pieces
MATERIALS AND FINISHES REQUIREMENTS	
Footway pavements	<ul style="list-style-type: none"> Secondary Pavement (honed insitu concrete and honed Concrete Unit) colour as per chapter 9 reduced unit size for regular traffic loadings structural bedding course and grout to pavements taking vehicular traffic
Street Furniture	<ul style="list-style-type: none"> Standard furniture as per chapter 9 Bespoke seating potential adjoining shared zones, shared lanes and to centre plaza / park
Tree Planting	<ul style="list-style-type: none"> Tree planting as per integrated arrangement - target soil volume 35m3 Cluster of shade tree plantings at "Cool Nodes" - target every 200m
Street Garden Planting	<ul style="list-style-type: none"> Street garden planting to tree pits - minimum 5m2 area
Planting species	<ul style="list-style-type: none"> Planting species as per chapter 9

Chapter 8

Supplementary Design Requirements

-
- 01. CYCLE FACILITIES
 - 02. STREET TREE PLANTING
 - 03. TYPICAL STREET JUNCTIONS
 - 04. INCLUSIVE AND ACCESSIBLE
PUBLIC DOMAIN
-



01. CYCLE FACILITIES

APPROACH

The Public Domain Plan looks to prioritise provisions for cycling through Fairfield LGA in order to encourage cycle use as an alternative mode of transport and for family recreation and fitness.

Research shows that with provision of safe cycle facilities an increased participation in cycling by a broader demographic can result. This includes families and children along with young professionals and students - all of which are expected to be part of the evolving communities of Fairfield LGA.

Principles

Key requirements for promoting cycle use include the following:

- i. provide cycleways with continuity, rhythm, and flow;
- ii. link cycleways to key destinations related to workplace, school, transport, retail, recreation and entertainment;
- iii. provide attractive cycleways integrated where possible with parkland settings;
- iv. integrate sight lines to ensure safe visibility and clearances between cyclists and pedestrians and vehicles

- v. integrate cycleways with green corridors;
- vi. integrate potential for social cycleways where possible - providing sections of adequate width where conversation can occur with two cycles astride;
- vii. consider cycleway lighting for safe and ambient night atmosphere to key routes;
- viii. promote cycleways through community groups;
- ix. support cycleway education through such initiatives as: buddy programs, community groups, and route awareness

In consideration of these principles the preference for provision of cycle facilities where available space and other influences allow is (in order from 1-4)

1. Separated Cycleways
2. Shared Use Paths
3. Marked On Road Cycleways
4. Mixed vehicular and cycle traffic

General guidance for each of these facilities is provided opposite.

1. SEPARATED PATHS



Separated cycle paths are dedicated corridors for cycle use as either bi-directional or one way facilities. They are suitable for regional and local cycle network routes. (Source: RMS NSW Bicycle Guidelines)

Requirements

- Design in accordance with RMS NSW Bicycle Guidelines and Austroads -Part 6a Pedestrian and Cyclist Paths
- Minimum width 2.0m, desirable width 3-3.5m

2. SHARED PATHS



Shared operating space (with pedestrians) for riders in the road reserve. Suitable for regional and local cycle network routes. (Source: RMS NSW Bicycle Guidelines).

Requirements

- design in accordance with RMS NSW Bicycle Guidelines and Austroads -Part 6a Pedestrian and Cyclist Paths
- minimum widths are defined in Austroads Part 6A - Pedestrian and Cyclist Paths (Table 7.4):
 - Local access path 2.5m
 - Commuter path 3.0m
 - Recreational path 3.5m
- pavement markings in accordance with Fig 5.4 NSW Bicycle Guidelines & CoS Shared Pathways Markings 2012
- provide advisory signage in accordance with section 6.6 NSW Bicycle Guidelines) - level 3 signage

3. LINEMARKED CYCLE LANE TO ROAD

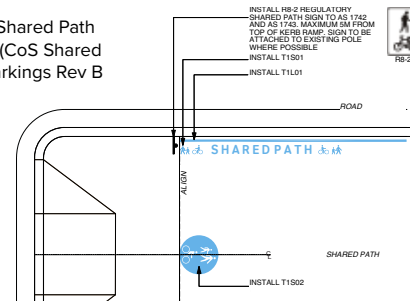


Shared and marked operating space for riders on roads. Suitable for regional and local cycle network routes in moderate to low speed environments. (Source: RMS NSW Bicycle Guidelines).

Requirements

- Design in accordance with RMS NSW Bicycle Guidelines and Austroads -Part 6a Pedestrian and Cyclist Paths
- Visual separation by lines at lane width of 1.4-1.5m as per Fig 5.3 NSW Bicycle Guidelines

To the right: Shared Path Linemarking (CoS Shared Pathways Markings Rev B 2012)



4. MIXED TRAFFIC MARKINGS



Shared (with moving vehicles) unmarked operating space for riders on minor roads and residential streets. To provide cycle linkages across the network. Suitable in low speed (less than 50km) / low volume environments. (Source: RMS NSW Bicycle Guidelines).

Requirements

- Design in accordance with RMS NSW Bicycle Guidelines
- Riders share space which is tight enough so that it is not possible to pass
- Pavement markings in accordance with Fig 4.7 NSW Bicycle Guidelines

02. STREET TREE PLANTING

APPROACH

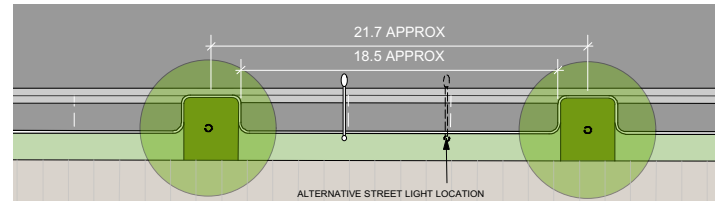
The Public Domain Plan seeks to maximise street trees within the street environments of Fairfield LGA integrated in a coordinated design with other key elements of the public domain including on street parking, street lighting and driveways.

Requirements

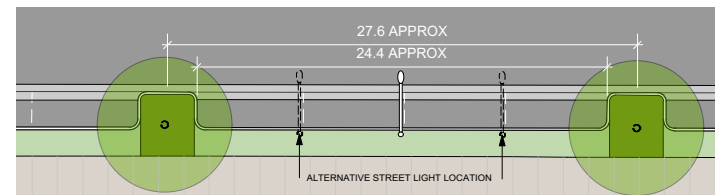
- Generally new tree plantings will be provided within the kerbside parking lane of the street due to the limited width of existing footway verges, and the desirability of having tree canopy closer to the centre line of the road (acknowledged to reduce traffic speeds).
- End parking spaces to be 6.4m length with intermediate spaces 5.4m length in accordance with AS 2890.5-1993 Parking facilities - On-street parking
- Several scenarios are available for the arrangement of street trees, parallel parking spaces and street lighting poles.

Also refer to scenarios opposite page which demonstrate application of the street tree planting scenarios to a typical street.

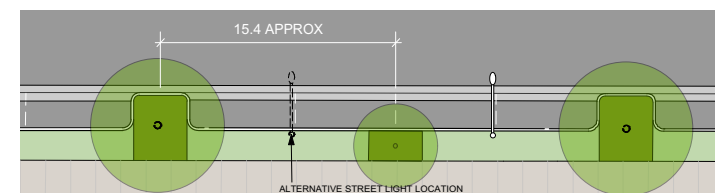
A) 3 SPACES



B) 4 SPACES



C) 4 SPACES WITH INTERMEDIATE VERGE TREE



Features

- 3 spaces between tree pits
- If a street light required in this section two options available at the junction of parking bays

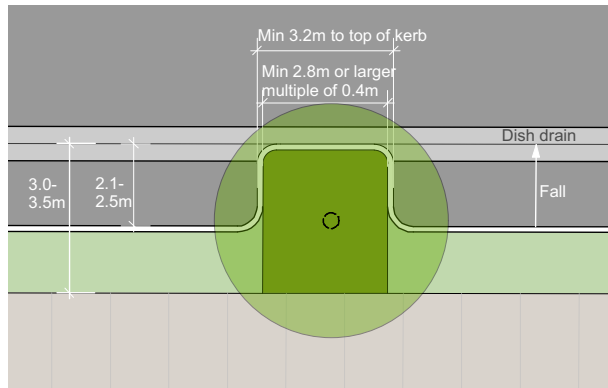
Features

- 4 spaces between tree pits
- If a street light required in this section three options available at the junction of parking bays

Features

- 4 spaces between tree pits
- Wider verge enables option of minimum 1500mm width tree pit in verge for smaller intermediate planting
- If a street light required in this section two options available at the junction of parking bays

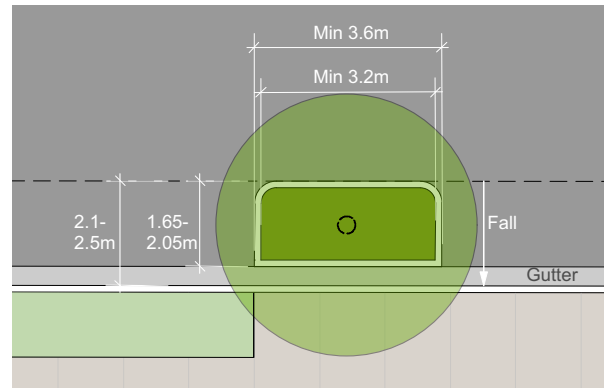
INTEGRATED TREE PIT



Principles

- tree pit integrated with kerb and verge providing larger tree pit and street garden area
- tree planting alignment adjusted to avoid planting directly over stormwater services minimum width of 3.3m to outside top of kerb (3.0m internal)
- internal width must be multiple of 0.3m for integration with stone pavement to retail frontages
- nominal tree pit volume integrated with verge is $8-9\text{m}^3$ - supplement with structural soil cells to achieve target 35m^3
- preferred tree pit solution

ISLAND TREE PIT



Principles

- existing kerbside gutter drainage maintained along with existing kerb
- maximise the width of the island pit for soil volume and street garden impact
- allows for future retrofitting of integrated tree pit by extending kerbs and regrading parking lane
- minimum width of 3.6m to outside top of kerb (3.3m internal)
- nominal tree pit volume integrated with verge is $5-6\text{m}^3$ - supplement with structural soil cells

03. TYPICAL STREET JUNCTIONS

APPROACH

The public domain structure plans define a hierarchy of streets that will intersect with streets of different order in a variety of permutations.

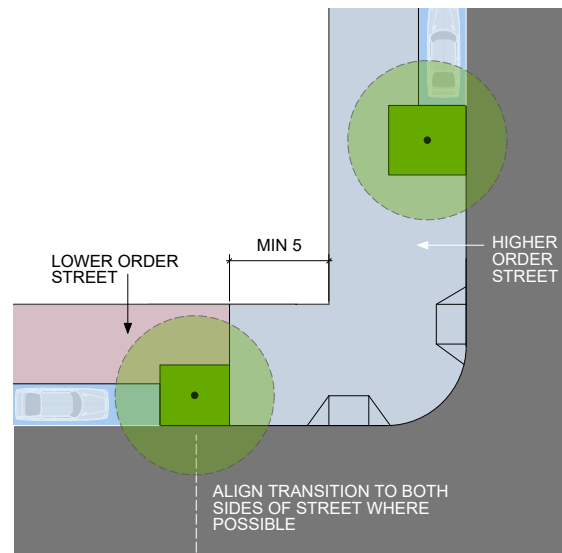
An approach is required to manage these junctions in a systematic way that assists pedestrians, cyclists and vehicles interpret the street order.

Requirements

- At street junctions the higher order street treatments will wrap around the street corner into the adjoining street
- The order as defined by the street hierarchy is as listed:
 - 1 Core High Street
 - 2 Shared Lane / Pedestrian Lane
 - 3 Mixed High Street
 - 4 Circulation High Street
 - 5 Avenue
 - 6 Corridor
 - 7 Local Street
- The transition will reflect the arrival at a street of higher pedestrian importance with the pavements providing a threshold of arrival / transition

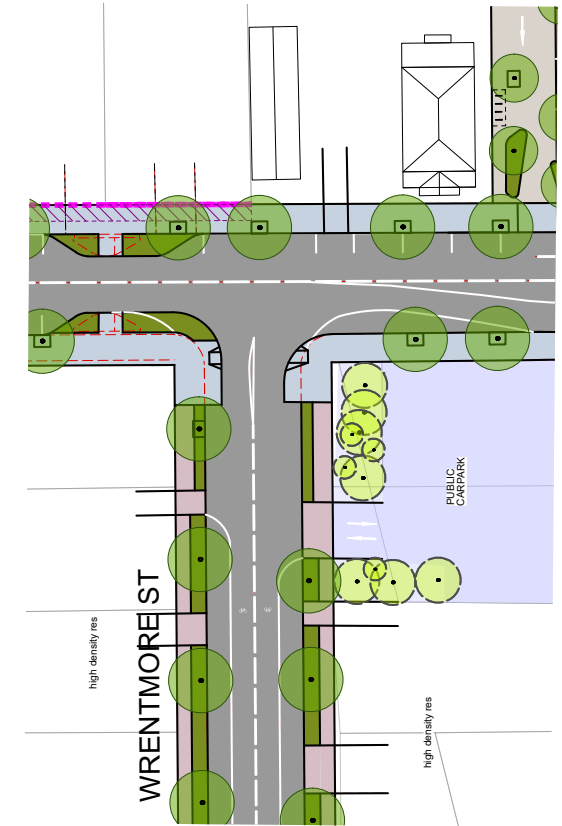
- The higher order street pavements / treatments shall return into the intersecting Street a minimum of 5m from the corner boundary
- The treatments should extend to a natural design transition point such as carparking bay, tree pit, driveway etc.

CORNER JUNCTION



EXAMPLE:

MIXED HIGH STREET / LOCAL STREET



Features

- mixed high street pavements wrap around corner to start of parking / first street tree

04. INCLUSIVE AND ACCESSIBLE PUBLIC DOMAIN

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APPROACH

Planning ,design and management of the public domain must fundamentally address the requirements of section 23 of the Disability Discrimination Act 1992 (DDA) and section 12 of the Disability Inclusion Act 2014 (DIA).

Obligations under the DIA include creating more liveable communities for people with disability, by reducing and addressing barriers to inclusive participation in the public domain.

The City of Sydney in its “Inclusive and Accessible Public Domain Policy 2019” identifies that when barriers are reduced, the majority of people with disability will experience greater independence and equitable opportunities for social and economic inclusion.

Other movements such as “Healthy Streets” reinforce ease of access, fairness, and inclusivity as key pillars of healthy street environments for the whole community.

Fairfield City Council developed it's Disability Inclusion Action Plan in 2017.

The Action Plan was prepared in line with the four NSW Department of Health social justice principles:

Access -

everyone should have fair access to services, resources and opportunities.

Equity -

everyone should have fair opportunity to engage in the future of the community.

Participation -

everyone should be able to participate in decisions that affect them.

Rights -

equal rights should be established for everyone, regardless of their background.

The plan addressed four key focus areas to which Public Domain Plan design must respond as outlined in the table following



Public domain in Fairfield LGA will ensure that barriers to access, use and enjoyment by all abilities are identified and removed where possible

1. Encouraging positive community attitudes and behaviours	2. Creating liveable communities	3. Supporting access to meaningful employment.	4. Improving access to services through better systems and processes.
Make the city, its streets and spaces accessible to all abilities by eliminating barriers to access and use			
Integrate provisions for all abilities seamlessly to the public domain fabric			
Minimise driveways to High Streets			
Continue High Street footways across side streets with raised thresholds			
Provide adequate pedestrian through zones to all High Streets			
Provide clear and continuous line of movement to High Streets			
Public domain furniture selections and arrangement to facilitate use and enjoyment by all abilities			
Improve way finding for all abilities within the town centre			
Ensure town centre public spaces are seamlessly accessible to all users			
Plan and implement inclusive events in town centre spaces			
Consider provisions for carers in all public spaces			

Chapter 9

Materials & Finishes Framework

01. MATERIALS & FINISHES FRAMEWORK



01. MATERIALS FRAMEWORK

A. PAVEMENTS

Response to the public domain principles

The table this page summarises targets for pavement finishes across the principles for Public Domain in Fairfield. These guide materials selections and use across the nine urban centres.

APPROACH

Pavements will provide a quality and hard wearing palette of surfaces drawing on existing finishes and colours but building in flexibility of unit size and use of colour accents to encourage site responsive designs. Finishes and colours build on the major treatments established to date for effectiveness of integration and cost efficiency, while introducing size and colour variations to enable interpretation of urban density and character between major urban centres and smaller village centres, and of varied pedestrian and retail role. Three levels of pavement finish are defined (primary, secondary, and tertiary) to reflect and support the street typology hierarchy.

People Places	Places for All	Comfortable & Interesting	Celebrate Public Life
<ul style="list-style-type: none"> pavement finishes and design provide for comfortable and safe use pavement finishes and design provide a subtle level of diversity that enhances visual richness and interest pavements provide opportunities for selective interpretation of cultural narratives 	<ul style="list-style-type: none"> pavement finishes are adaptable where required to vehicular loadings at driveways and shared zones pavement finishes are comfortable and safe wet and dry and across the varied seasons 	<ul style="list-style-type: none"> pavement finishes convey a sense of care and quality pavement finishes are comfortable and safe wet and dry and across the varied seasons pavement treatment to facilitate effective make good after services authority works 	<ul style="list-style-type: none"> pavement finishes and design provide for comfortable and safe use paving enhances the amenity of the street for movement and for street life pavement surfaces provide flexibility for activity and event use
Healthy Places	Functional	Place-Responsive	Environmental & Resilient
<ul style="list-style-type: none"> pavement finishes are comfortable and safe wet and dry and across the varied seasons adequate pavement through zones for comfortable and safe access are provided flush and continuous access is provided along important and busy pedestrian links 	<ul style="list-style-type: none"> pavement finishes meet visual and aesthetic requirements but are also durable, hard wearing, and long lived pavement finishes are practical for maintenance 	<ul style="list-style-type: none"> pavements provide opportunities for selective interpretation of cultural narratives 	<ul style="list-style-type: none"> pavement finishes are supplied from sustainable sources pavement finishes are installed with sustainable processes and materials pavement finishes allow for sustainable maintenance



Dark Grey unit pavers



Red unit pavers



Alluvial unit pavers



Honed Insitu Concrete



Dark Grey small format unit pavers

Broom finished Concrete
Local Streets & shared pathsDark Grey Granite Setts
Road medians and splitters

Centre Streets and spaces

PRIMARY PAVEMENT GENERALLY

Is the highest level of finish to the major urban centres. Primary pavement will generally be fully unit paved and focus on the existing Grey and Red accent as base pavements

The smaller “Village” centres such as Carramar will introduce the Lighter Alluvial colour reflecting their relationship to the adjoining creekline riparian environments, and recognising their more local character and lower intensity of activity.

For Canley Heights which has extensive paved zones to Core High Streets a cost effective mix of honed concrete and unit pavement banding / accent is proposed.

Principles

- Base dark grey pavement to urban centres (grey / white aggregate) to maximise stain resistance
- Use in varied sizes including setts to emphasise seating and slower movement zones
- Use accent pads / shapes of warm red colour
- Use Alluvial base colour to village centres to provide a lighter character
- Integrate accents of Grey and Red to Villages to link character across centres

Requirements

- Unit size 300x300x60mm to pedestrian areas generally
- Honed concrete pavement with 300x300 unit paver header, banding, accent to Canley Heights
- 300x150x60mm as accent / variation for design effect
- 300x150x60mm or 150x150x60mm to trafficable pavements
- structural bedding course and grout to trafficable pavements

Product Codes:

Refer to Councils Public Domain Technical Manual for pavement product codes as applicable.



G

Dark Grey unit pavement



R

Red unit pavement



A

Alluvial unit pavement



H

Honed concrete with unit pavement banding

SECONDARY PAVEMENT GENERALLY

Is the cost effective finish integrating honed concrete with small format unit pavement where resources and / or extent of area cannot support full unit pavement.

Principles

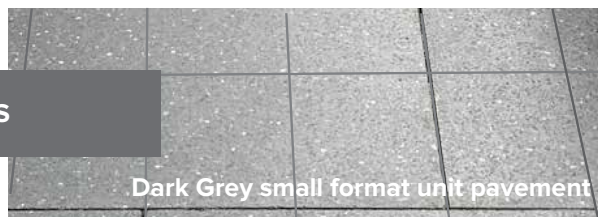
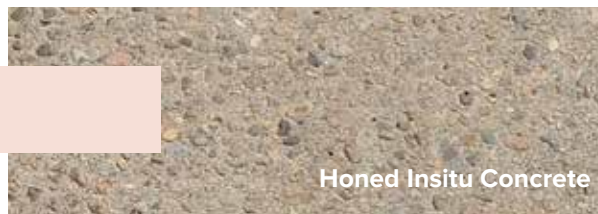
- Honed concrete paved zone from shopfront (approximately 60% of verge width) with unit paver banding
- dark grey small format unit paved transition zone from kerbline (approximately 1.6m width) integrated with tree pits / gardens

Requirements

- 150x150x60mm small format unit paver paved margin
- 300x300x60mm unit paver paving to nodal locations
- Honed Concrete 32Mpa with decorative aggregate lightly exposed

Product Codes:

Refer to Councils Public Domain Technical Manual for pavement product codes as applicable.



TERTIARY PAVEMENT GENERALLY

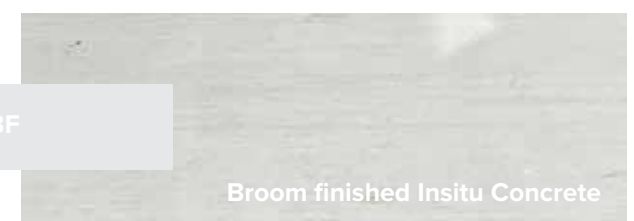
Is the base level footway treatment of broom finished concrete to local streets and cycle infrastructure.

Principles

- Broom finished concrete path to full or partial width of verge

Requirements

- Minimum 1.5m width to local streets
- 1.8m width to provide universal access to local streets

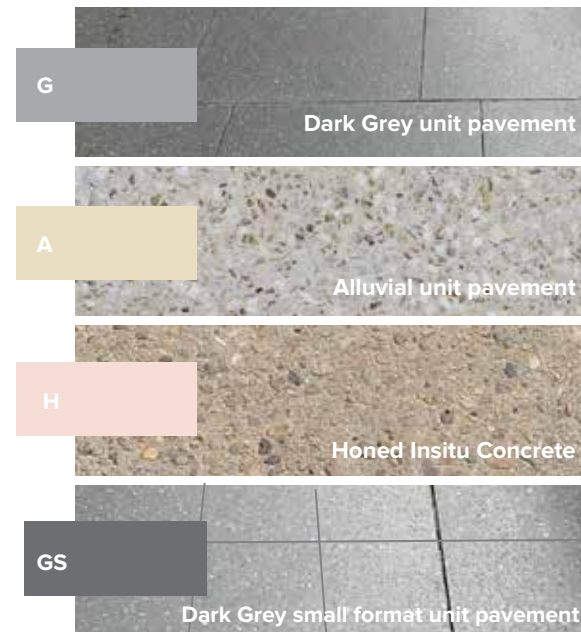


PAVEMENT COLOURS / FINISHES FOR YENNORA

The balance of use of the pavement colours reflects existing emphasis where applicable (e.g. Fairfield and Cabramatta) in addition to the practicalities of using darker colours in high use retail trade areas to major centres, and desirability of lighter less “urban” colours / tones to smaller centres.

The table below outlines the required colours to the centre. The table indicates by colour and notation (BS) the base paving colour/s (that is the pavement generally), in addition to colours for use as banding or accent (BDA) which are smaller feature areas - or areas requiring a level of variation.

Where two pavement colours are listed as suitable for base paving or banding / accent roles designers should chose the most suitable for use taking into account the context (adjoining pavement) and design effect.



Key: Pavement type / colour - all centres

G	Dark Grey Unit Paving
R	Red Unit Paving
A	Alluvial Unit Paving
H	Honed Insitu Concrete
GS	Dark Grey Small Format Unit Paving
BF	Broom Finished insitu Concrete
AS	Asphalt (AC% surface) Fairfield Heights only
BF	Broom Finished insitu Concrete cycle path (or other surface as noted) with Blue shared Path markings as per City of Sydney Shared Path Guidelines

Key: Pavement Use

BS	Base paving (majority surface area)
BDA	Banding / accent paving
BS/ BDA	Interchangable use of colour to base / banding / accent

YENNORA	Core High Street		Mixed High Street		Circulation High Street		Shared zone / lane		Pedestrian lane		Square / Public Space	
Street footways	G BS/ BDA	A BS/ BDA	H BS	GS BDA	H BS	GS BDA	G BS/ BDA	A BS/ BDA	G BS/ BDA	A BS/ BDA	G BS/ BDA	A BS/ BDA
Driveways	G BS/ BDA	A BS/ BDA	H BS	GS BDA	H BS	GS BDA	n/a		n/a		n/a	
Raised pedestrian crossing (linemarked)	H		H		H		H		H		H	
Separated cycle path	BF		BF		BF		BF		BF		BF	
Shared pedestrian cycle path	n/a		H		H		G BS/ BDA	A BS/ BDA	G BS/ BDA	A BS/ BDA	G BS/ BDA	A BS/ BDA

B FURNITURE

Response to the public domain principles

The table this page summarises targets for furniture across the principles for Public Domain in Fairfield. These guide materials selections and use across the nine urban centres.

APPROACH

Street furniture supports the use of the public domain both in terms of day to day access and movement in addition to its role as a place for street and community life.

At its most effective street furniture can enhance the identity and character of the public domain as part of a coordinated design and materials approach.

To selected locations site specific bespoke seating is possible to provide additional amenity.

Refer to Council for required furniture selections to specific centres.

People Places	Places for All	Comfortable & Interesting	Celebrate Public Life
<ul style="list-style-type: none"> furniture supports and encourages street life arrangement of fixed furniture maintains flexibility for activity and event use 	<ul style="list-style-type: none"> furniture supports and encourages street life arrangement of fixed furniture maintains flexibility for all users and abilities 	<ul style="list-style-type: none"> furniture supports lingering and staying in the public domain furniture encourages and enables a broad range of users (age groups, cultures etc) 	<ul style="list-style-type: none"> furniture enhances the amenity of the street for movement and for street life furniture supports lingering and staying in the public domain furniture encourages a broad range of users (abilities, age groups, cultures etc) furniture maintains flexibility for events
Healthy Places	Functional	Place-Responsive	Environmental & Resilient
<ul style="list-style-type: none"> furniture provides for comfortable use of the street furniture maintains a safe pedestrian and cycle environment 	<ul style="list-style-type: none"> furniture selections finishes meet visual and aesthetic goals but are also robust and durable furniture selections are practical for maintenance furniture selections and installation techniques are practical for replacement 	<ul style="list-style-type: none"> furniture selections offer opportunity to develop cultural identity of centre explore opportunities for selective use of custom furniture elements that can develop site specific or cultural narratives and references 	<ul style="list-style-type: none"> furniture uses sustainable / renewable materials where possible lighting is manufactured and supplied from sustainable sources lighting is installed with sustainable processes and materials lighting selections allow for sustainable maintenance

Use	Performance Requirements
Seat Provided to streets and open space to provide for day to day use and serve less mobile and elderly users.	<ul style="list-style-type: none"> • Interesting but Simple aluminum seat that available in backed and bench options. • slatted fabrication reduces heating in summer • Locate in locations where seating will be used • Locate at bus stops, taxi ranks, kerb extensions, parks and outside public buildings subject to detail design approval
Bin enclosure Provided to streets and open space to provide for day to day rubbish collection in locations where they can be effectively serviced.	<ul style="list-style-type: none"> • Aluminium clad bin enclosure • Locate near retail centres, recreation spaces, bus stops and other areas with high activity levels where people congregate. • Integrate with recycling bin at key locations to encourage recycling
Cycle Racks Provided to streets and open space where cyclists may wish to leave cycles such as near transport and town centre areas.	<ul style="list-style-type: none"> • Use simple stainless steel loop fixture • locate where locating bikes and stored bikes will not impede safe access of the footway. • Racks are normally sited in multiples of four. If the location is justifies only one siting of bicycle racks is required then the rack multiple could be increased to six
Bollards Only use where definition of pedestrian zone is necessary for safety such as in wide raised thresholds and areas of shared zones not definable by landscape measures.	<ul style="list-style-type: none"> • Simple stainless steel bollard • Limit use to where no other traffic control measure is practical • Maximum 1.5m spacing to deter vehicles unless approved otherwise
Water Refill Station Provide water efill station within all core high streets	<ul style="list-style-type: none"> • Consistent / unified pedestal fixture with signage graphics • Locate to key pedestrian and cycle routes and plazas.
Pedestrian Lighting Pole Provide simple contemporary elegant pole top lighting to provide pedestrian area lighting	<ul style="list-style-type: none"> • Provide to supplement lighting of pedestrian movement to Core and Mixed High Streets, through site links and shared and pedestrianised laneways • Site specific lighting design required for each location

C. STREET TREE PLANTING

Response to the public domain principles

The table this page summarises targets for Street Tree Planting across the principles for Public Domain in Fairfield LGA. These guide species use across the nine urban centres.

APPROACH

Street trees are a fundamental influence in shaping the character and comfort of the public domain and in creating a human scale to streets.

For Fairfield LGA a pattern of regular medium to large scale street tree canopy is to be prioritised as the key design structure to which all other public domain elements must integrate.

Tree plantings should preferably be supported by ground level garden bed where possible to increase “green” presence at ground level.

People Places	Places for All	Comfortable & Interesting	Celebrate Public Life
<ul style="list-style-type: none"> tree planting enhances the amenity of the street for movement and for street life tree planting provides a reduced and more human visual scale of the street environment 	<ul style="list-style-type: none"> tree planting enhances the amenity of the street for movement and for street life tree planting defines and guides movement on the street tree planting maintains required sight lines to traffic 	<ul style="list-style-type: none"> tree planting creates an interesting and visually pleasing environment integrated with and complimenting built form tree planting maintains passive surveillance of street spaces and required sight lines to traffic 	<ul style="list-style-type: none"> tree planting enhances the amenity of the street for movement and for street life tree planting supports lingering and staying in the public domain tree planting encourages a broad range of users (age groups, cultures etc) tree planting maintains flexibility for events
Healthy Places	Functional	Place-Responsive	Environmental & Resilient
<ul style="list-style-type: none"> tree planting provides for comfortable use of the street tree planting maintains a safe pedestrian and cycle environment tree planting selection avoids human health and allergy issues 	<ul style="list-style-type: none"> tree selections finishes meet visual and aesthetic goals but are also hardy and long lived tree species are practical for maintenance 	<ul style="list-style-type: none"> tree species reflect cultural narratives or references where possible tree species offer opportunity to develop cultural identity of centre 	<ul style="list-style-type: none"> maximise number of street trees to increase canopy shade and reduce heat loading increased canopy shade reduces thermal street on road pavements and can increase pavement life trees are supplied from sustainable sources trees are installed with sustainable processes and materials tree species and planting techniques allow for sustainable maintenance tree species are selected to minimise potable water demand maximise harvested water use for maintenance



Tree supply requirements

Street trees shall be supplied at minimum sizes indicated on the species recommendations and at height spread and calliper in accordance with Specifying Trees: a guide to assessment of tree quality by Ross Clark (NATSPEC, 2003), as noted below:

Stock size	Height (above container)	Calipre at 300mm	Clear trunk
100L	2.4m	50mm	1.0m
200L	3.6m	60mm	1.5m
400L	4.2m	95mm	1.8m

Fairfield Street	Railway Parade link streets	
Lophostemon confertus height: 10-15m spread: 8-10m	WEST Liriodendron tulipifera height: 15m spread: 6-8m	EAST Elaeocarpus reticulatus height: 8-10m spread: 4-6m
Railway Parade	Ellis Parade - Crown Street	
Angophora floribunda height: 15-18m spread: 5-8m	WEST Ulmus parvifolia height: 8-10m spread: 7-8m	EAST Cupaniopsis anacardioides height: 8-10m spread: 7-8m

D. STREET GARDENS PLANTING

Response to the public domain principles

The table this page summarises targets for furniture across the principles for Street Gardens in Fairfield LGA. These guide materials selections and use across the nine urban centres.

APPROACH



















Street gardens support street tree planting in creating a human scale to streets and providing green relief to the urban environment.

For Fairfield LGA street gardens seek to create a strong green presence at pedestrian level. The ability to select varied effects from a planting palette including colours textures and forms enable designers to create a variety of experiences within an overall unified character.

People Places	Places for All	Comfortable & Interesting	Celebrate Public Life
<ul style="list-style-type: none"> street garden planting provides a reduced and more human visual scale to the street environment street garden planting reduces ambient heat within street environment 	<ul style="list-style-type: none"> street garden planting defines and guides movement on the street street garden planting maintains access for required functions of street type garden bed planting maintains required sight lines to traffic 	<ul style="list-style-type: none"> street garden planting creates an interesting and visually pleasing environment integrated with and complimenting built form street garden planting maintains passive surveillance of street spaces and required sight lines to traffic 	<ul style="list-style-type: none"> street garden planting enhances the amenity of the street for movement and for street life street garden planting supports lingering and staying in the public domain street garden planting encourages a broad range of users (age groups, cultures etc.) street garden planting maintains flexibility for events
Healthy Places	Functional	Place-Responsive	Environmental & Resilient
<ul style="list-style-type: none"> street garden planting provides for comfortable use of the street street garden planting maintains a safe pedestrian and cycle environment street garden planting selection avoids human health and allergy issues 	<ul style="list-style-type: none"> garden bed species selections finishes meet visual and aesthetic goals but are also hardy garden species are practical for maintenance 	<ul style="list-style-type: none"> garden species reflect cultural narratives or references where possible garden bed compositions offer opportunity to develop cultural identity of centre 	<ul style="list-style-type: none"> maximise garden bed area to reduce heat loading plantings are supplied from sustainable sources plantings are installed with sustainable processes and materials species and planting techniques allow for sustainable maintenance garden species are selected to minimise potable water demand garden areas maximise harvested water use for maintenance

SHRUBS

GROUNDCOVERS

					
Mexican lily <i>Beschorneria yuccoides</i> height: 1.2m spread: 1.2m	Tall sedge <i>Carex appressa</i> height: 1.0m spread: 1.0m	Green John <i>Callistemon green john</i> height: 0.6 - 1m spread: 0.6m	Hairy apple berry <i>Billardiera scandens</i> height: 0.15m spread: 0.75m	Flax lily <i>Dianella caerulea</i> height: 0.6m spread: 1.0m	Wallum heath <i>Epacris pulchella</i> height: 0.15m spread: 0.75m
					
Gynea lily <i>Doryanthes excelsa</i> height: 1.5-2m (flower head to 4m) spread: 1.5-2m	Tanika Lomandra <i>Lomandra longifolia Tanika</i> height: 0.8m spread: 1.0m	Xanadu <i>Philodendron xanadu</i> height: 1.0m spread: 1.5m	Coral heath <i>Epacris microphylla</i> height: 0.6m spread: 0.5m	Snake vine <i>Hibbertia scandens</i> height: 0.15m spread: 0.75m	Evergreen giant <i>Liriope muscari</i> height: 0.6m spread: 0.6m
					
Gynea lily <i>Doryanthes excelsa</i> height: 1.5-2m (flower head to 4m) spread: 1.5-2m	Westringia <i>Westringia "Zena"</i> height: 1.5m spread: 1.5m	Viburnum <i>Viburnum odoratissimum</i> height: 1.5m spread: 2.0m	Creeping Boobialla <i>Myoporum parvifolium</i> height: 0.005m spread: 3m	Star Jasmine <i>Trachelospermum jasminoides</i> height: 0.5m spread: 4m	Westringia <i>Westringia Mund1</i> height: 0.3m spread: 1.8m

Part C

vision concepts

“

A demonstration project is a means of promoting innovations and capturing and disseminating best practice through the development and analysis of a live project. This can help build an evidence base and test and support innovations

UK Designing Buildings Wiki

”

Vision Concepts 2036-2050

Chapter 10

Vision Concepts & Priorities 2021-2040

01. DEMONSTRATION SITES

02. IMPLEMENTATION COSTS FRAMEWORK



01. DEMONSTRATION SITES

Demonstration Site

The demonstration concept provides an illustration of the implementation of the Public Domain Plan to an example site in the town centre.

The area chosen is the retail precinct along Villawood Place and linking to the Railway Station where redevelopment has commenced and will be focussed.

The demonstration concept seeks to optimise the individual character of the development to date around a central shared zone with varied small public spaces off the shared zone.

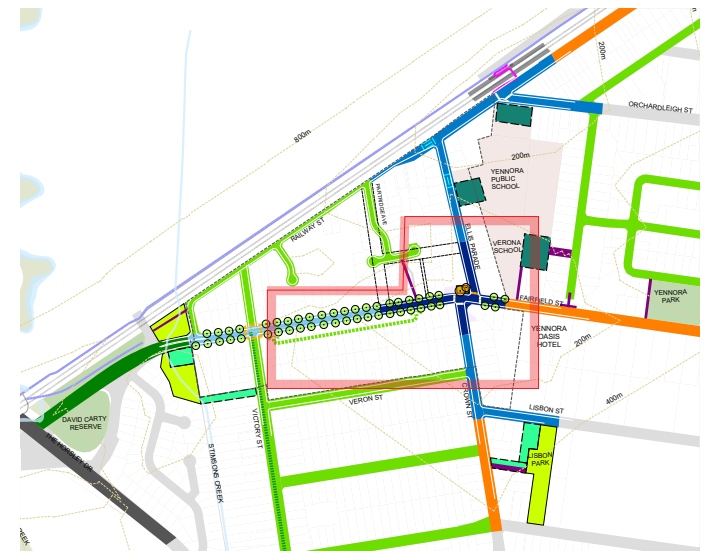
The scheme would also lend itself to a typical slow street configuration to Villawood Place if the shared zone was not pursued

Key aspects of the demonstration site concept are outlined following and illustrated on the Concept Plan opposite and photomontage illustrations on the following pages:

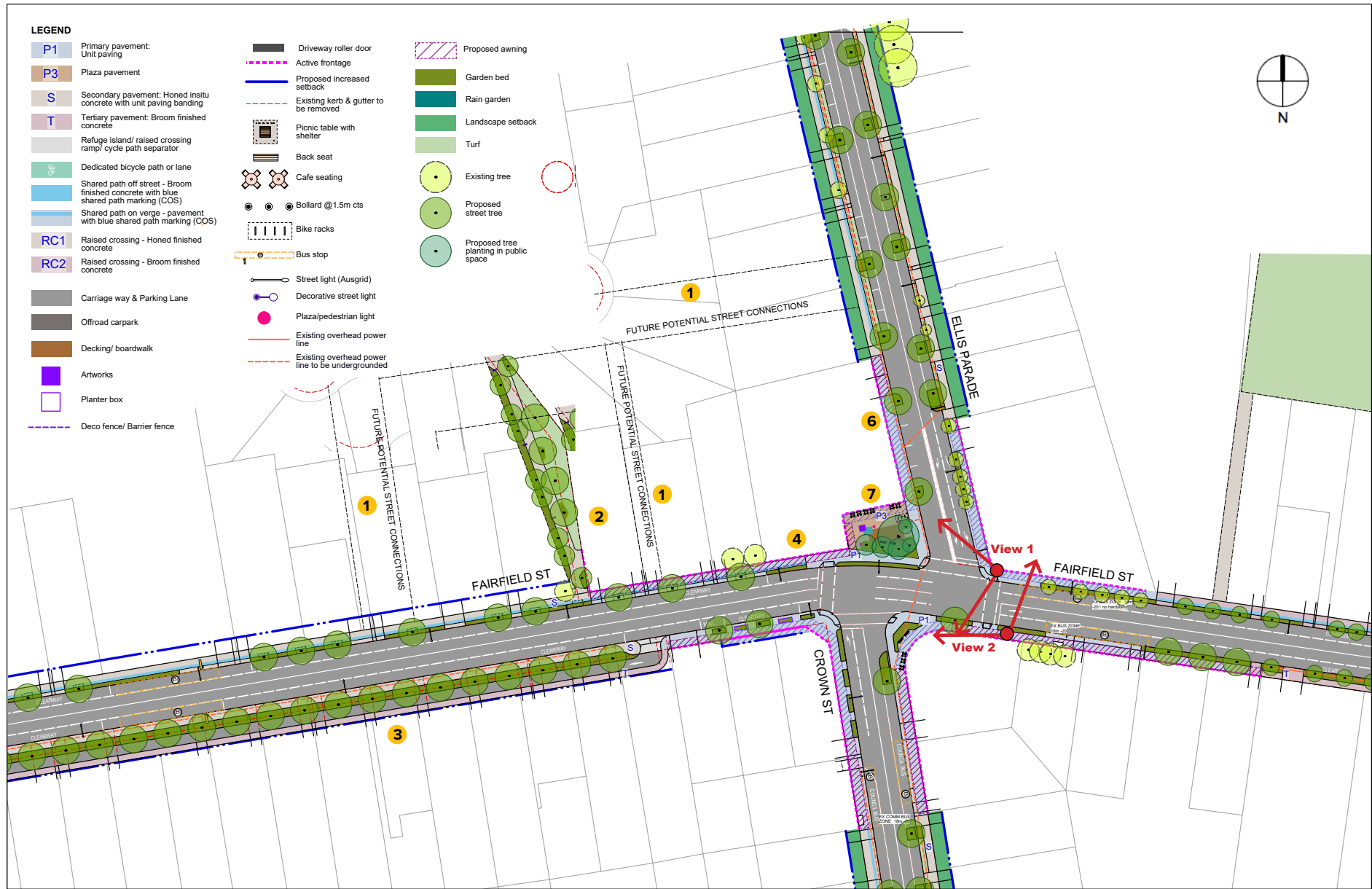
- 1 Investigate potential for new street connections to create retail frontages and high street character less impacted by heavy truck and vehicle traffic
- 2 In short term create enhanced pedestrian amenity and character of through site link through widening and upgrading
- 3 Future potential slip lane to the south side of Fairfield Street with a landscape setback
- 4 Improve pedestrian movement space and amenity including shade tree canopy to Fairfield Street
- 5 Implement shared access path within northern verge of Fairfield Street
- 6 Implement shared access path within western verge of Ellis parade providing access to crossing to school and through to Railway parade and onto railway station
- 7 Create focal public square at intersection of Fairfield Street and Ellis Parade



Demonstration site extent - aerial view



Demonstration site extent - structure plan view





Illustrative view 1: View west along Fairfield Street towards Town Square





Illustrative view 2: View north along Ellis Parade towards Town Square

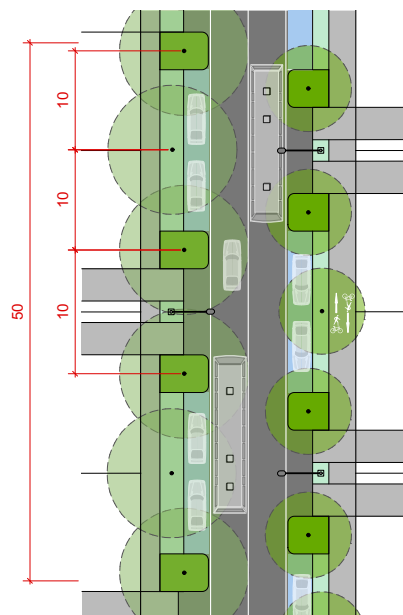
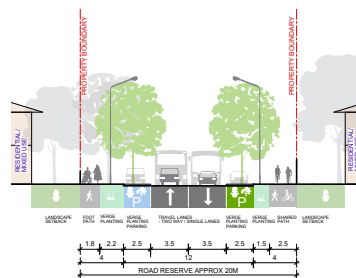


02. IMPLEMENTATION COSTS FRAMEWORK

Implementation Cost framework for public domain typologies

The concept design specifications developed for each of the public domain typologies provide a basis for estimating indicative implementation costs.

These have been calculated for a typical 50m length of street, and for a nominal 20m road width unless otherwise noted. Costs are based on July 2020 implementation costs and do not account for escalation



Operational Cost framework for public domain typologies

The capacity of Council to maintain completed public domain works at an appropriate level to the finishes of hard and soft landscape implemented is a critical consideration.

The costs framework provides an indicative estimate of operational servicing costs based on benchmarking with contract maintenance services for other LGA's. Maintenance by Council day labour is likely to provide some cost savings to the estimated allowances.

These allowances adjusted for 2020 (but excluding escalation are:

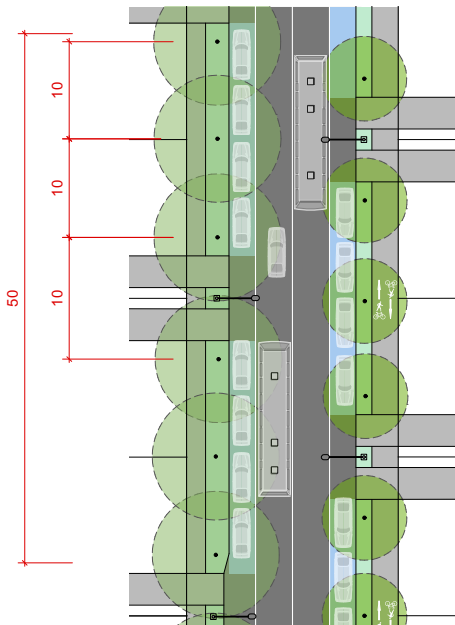
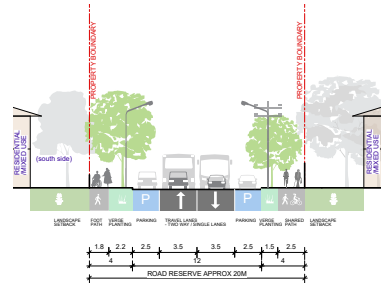
- High Streets, Plazas & Pedestrianised areas \$20.13 /m²
- Avenues and Corridors \$7.48 /m²

AVENUE

INDICATIVE IMPLEMENTATION COSTS		
	Item	indic cost allowance
1	Mobilisation And Temp Works	\$43,942
2	Demolition And Excavation	\$27,460
3	Drainage And Hydraulic Works	\$20,000
4	Lighting & Power Works	\$nil
5	Pavement And Kerb Works	\$101,000
6	Soft Landscape Works	\$88,896
7	Furniture Works	\$1,650
8	Public Art Works	\$15,000
9	Establishment	\$19,500
	Sub Total	\$314,635
10	Overheads & margin (8%)	\$25,170
11	Design allowance (8%)	\$25,170
12	Contingency (10%)	\$31,463
	TOTAL BUDGET PER 50M	\$396,440
	ALLOWANCE PER LIN/M 20M WIDE STREET	\$7,928

INDICATIVE OPERATIONAL COSTS		
	Item	Rate
	Area of verge and landscape per 50l/m	360m ² \$7.48 /m ²
	TOTAL BUDGET PER 50M PER ANNUM	\$2,693
	ALLOWANCE PER LIN/M 20M WIDE STREET PER ANNUM	\$53.86

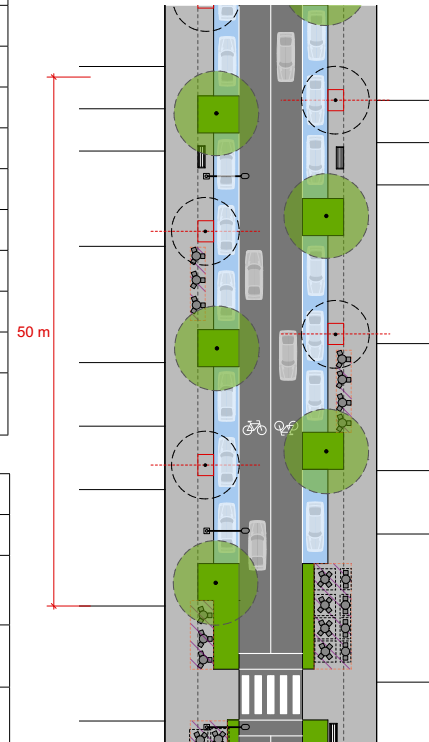
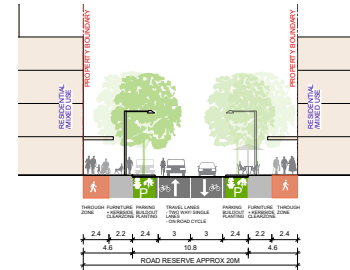
CORRIDOR



INDICATIVE IMPLEMENTATION COSTS		
Item		indic cost allowance
1	Mobilisation And Temp Works	\$24,486
2	Demolition And Excavation	\$21,030
3	Drainage And Hydraulic Works	\$18,750
4	Lighting & Power Works	\$nil
5	Pavement Works	\$29,100
6	Soft Landscape Works	\$74,862
7	Furniture Works	\$nil
8	Public Art Works	\$nil
9	Establishment	\$19,500
Sub Total		\$166,165
10	Overheads & margin	\$15,018
11	Design allowance	\$15,018
12	Contingency	\$18,772
TOTAL BUDGET PER 50M		\$187,728
ALLOWANCE PER LIN/M 20M WIDE STREET		\$4,730

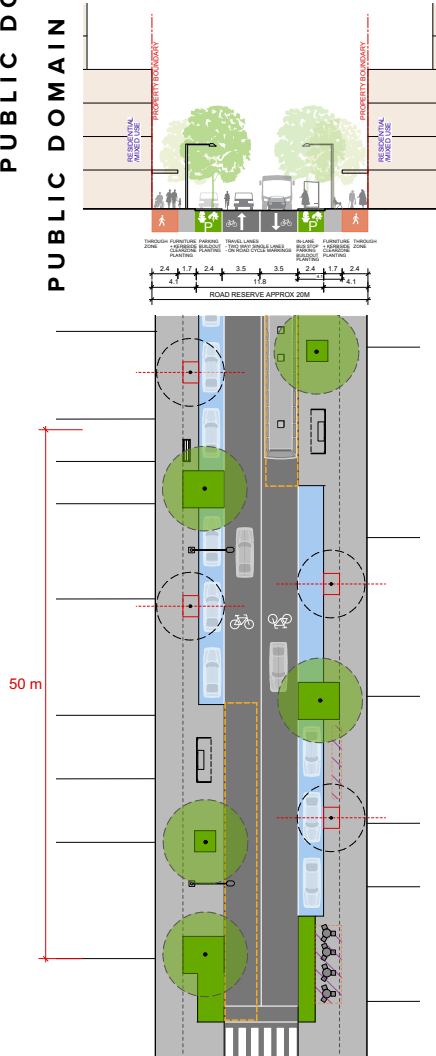
INDICATIVE OPERATIONAL COSTS		
Item		Rate
Area of verge and landscape per 50l/m	200m2	\$7.48 /m2
TOTAL BUDGET PER 50M PER ANNUM		\$1,500
ALLOWANCE PER LIN/M 20M WIDE STREET PER ANNUM		\$30.00

CORE HIGH STREET



INDICATIVE IMPLEMENTATION COSTS		
Item		indic cost allowance
1	Mobilisation And Temp Works	\$81,085
2	Demolition And Excavation	\$49,618
3	Drainage And Hydraulic Works	\$37,500
4	Lighting & Power Works	\$40,000
5	Pavement And Kerb Works	\$302,150
6	Soft Landscape Works	\$69,400
7	Furniture Works	\$15,900
8	Public Art Works	\$50,000
9	Establishment	\$39,000
Sub Total		\$694,103
10	Overheads & margin	\$55,528
11	Design allowance	\$55,528
12	Contingency	\$69,410
TOTAL BUDGET PER 50M		\$874,570
ALLOWANCE PER LIN/M 20M WIDE STREET		\$17,491

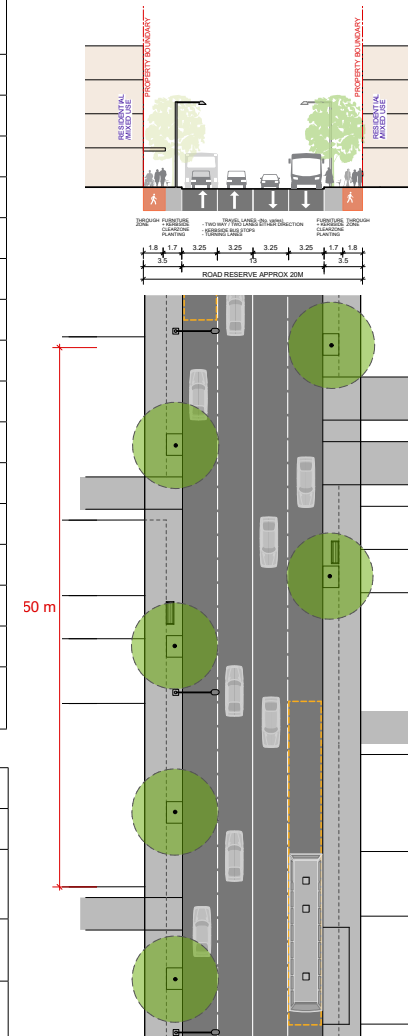
INDICATIVE OPERATIONAL COSTS		
Item		Rate
Area of verge and landscape per 50l/m	559m2	\$20.13 /m2
TOTAL BUDGET PER 50M PER ANNUM		\$11,252
ALLOWANCE PER LIN/M 20M WIDE STREET PER ANNUM		\$225.05



MIXED HIGH STREET

INDICATIVE IMPLEMENTATION COSTS		
Item		indic cost allowance
1	Mobilisation And Temp Works	\$71,525
2	Demolition And Excavation	\$44,296
3	Drainage And Hydraulic Works	\$30,000
4	Lighting & Power Works	\$32,500
5	Pavement And Kerb Works	\$314,060
6	Soft Landscape Works	\$49,525
7	Furniture Works	\$9,800
8	Public Art Works	\$25,000
9	Establishment	\$19,500
Sub Total		\$604,108
10	Overheads & margin	\$48,328
11	Design allowance	\$48,328
12	Contingency	\$60,410
TOTAL BUDGET PER 50M		\$761,176
ALLOWANCE PER LIN/M 20M WIDE STREET		\$15,233

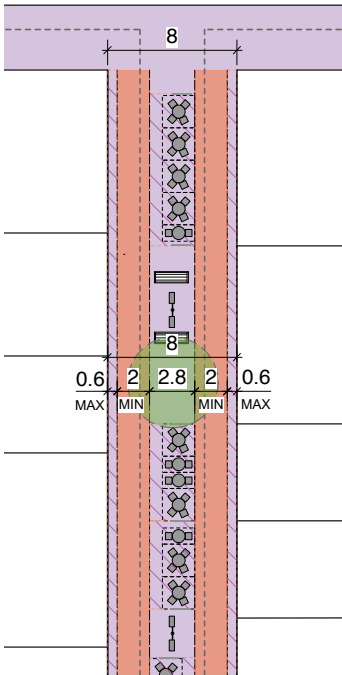
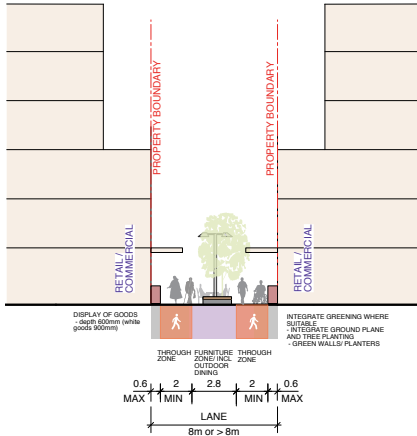
INDICATIVE OPERATIONAL COSTS		
Item		Rate
Area of verge and landscape per 50l/m	529m2	\$20.13 /m2
TOTAL BUDGET PER 50M PER ANNUM		\$10,648
ALLOWANCE PER LIN/M 20M WIDE STREET PER ANNUM		\$212.97



CIRCULATION HIGH STREET

INDICATIVE IMPLEMENTATION COSTS		
Item		indic cost allowance
1	Mobilisation And Temp Works	\$62,184
2	Demolition And Excavation	\$35,668
3	Drainage And Hydraulic Works	\$17,500
4	Lighting & Power Works	\$25,000
5	Pavement And Kerb Works	\$281,750
6	Soft Landscape Works	\$28,945
7	Furniture Works	\$6,200
8	Public Art Works	\$15,000
9	Establishment	\$19,500
Sub Total		\$533,517
10	Overheads & margin	\$39,519
11	Design allowance	\$39,519
12	Contingency	\$49,399
TOTAL BUDGET PER 50M		\$622,437
ALLOWANCE PER LIN/M 20M WIDE STREET		\$12,448

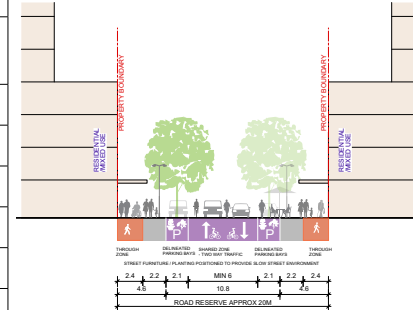
INDICATIVE OPERATIONAL COSTS		
Item		Rate
Area of verge and landscape per 50l/m	383m2	\$20.13 /m2
TOTAL BUDGET PER 50M PER ANNUM		\$7,707
ALLOWANCE PER LIN/M 20M WIDE STREET PER ANNUM		\$154



PEDESTRIAN LANE

INDICATIVE IMPLEMENTATION COSTS		
	Item	indic cost allowance
1	Mobilisation And Temp Works	\$45,770
2	Demolition And Excavation	\$28,278
3	Drainage And Hydraulic Works	\$50,000
4	Lighting & Power Works	\$30,000
5	Pavement And Kerb Works	\$154,000
6	Soft Landscape Works	\$16,560
7	Furniture Works	\$26,500
8	Public Art Works	\$30,000
9	Establishment	\$9,750
	Sub Total	\$396,621
10	Overheads & margin	\$31,729
11	Design allowance	\$31,729
12	Contingency	\$39,662
	TOTAL BUDGET PER 50M	\$499,742
	ALLOWANCE PER LIN/M 20M WIDE STREET	\$9,994

INDICATIVE OPERATIONAL COSTS		
	Item	Rate
	Area of verge and landscape per 50l/m	425m2 \$20.13 /m2
	TOTAL BUDGET PER 50M PER ANNUM	\$8,555
	ALLOWANCE PER LIN/M 20M WIDE STREET PER ANNUM	\$171



SHARED ZONE

INDICATIVE IMPLEMENTATION COSTS		
	Item	indic cost allowance
1	Mobilisation And Temp Works	\$124,414
2	Demolition And Excavation	\$48,505
3	Drainage And Hydraulic Works	\$50,000
4	Lighting & Power Works	\$67,500
5	Pavement And Kerb Works	\$536,200
6	Soft Landscape Works	\$57,990
7	Furniture Works	\$28,900
8	Public Art Works	\$50,000
9	Establishment	\$39,000
	Sub Total	\$1,009,809
10	Overheads & margin	\$80,784
11	Design allowance	\$80,784
12	Contingency	\$100,980
	TOTAL BUDGET PER 50M	\$1,272,359
	ALLOWANCE PER LIN/M 20M WIDE STREET	\$25,447

INDICATIVE OPERATIONAL COSTS		
	Item	Rate
	Area of verge and landscape per 50l/m	603m2 \$20.13 /m2
	TOTAL BUDGET PER 50M PER ANNUM	\$12,138
	ALLOWANCE PER LIN/M 20M WIDE STREET PER ANNUM	\$242.76

Part D

supporting research

Supporting Research



Appendix 1

Design Toolkits Strategies

STREET ORDER

Objectives

To implement a clear street hierarchy and corresponding guidelines that are consistent across the Fairfield LGA

Key requirements

Street hierarchy developed in accordance with required size and function; topography and natural features determine lot and street layouts

Approach

- Understand the economic drives that influence the centre movement and traffic
- Understand and define access and traffic role
- Maximise pedestrian and cycle amenity to specific routes / areas
- Manage heavy vehicle access to designated areas of high pedestrian use

Benefits

- Provides a structured and more holistic approach to designing the public domain
- Reflects streets' movement and civic role
- Ensures alignment with the Western Sydney Street Design Guide
- Provides a basis for Public Domain Guidelines

Value Add

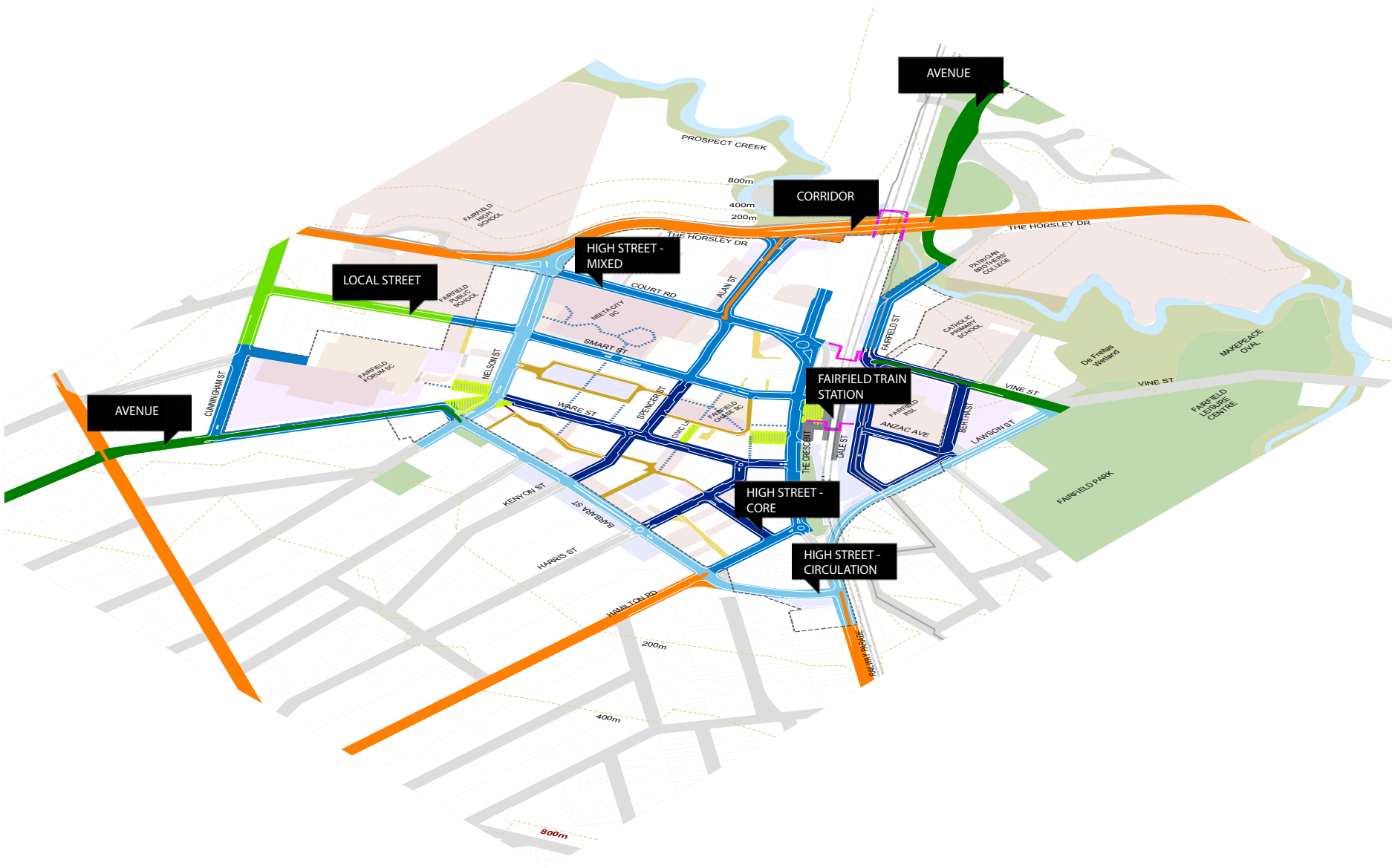
- The classification of streets leads to a greater consideration of the needs of people, rather than vehicles, in street planning and design, and with this comes more people-centric places for the community to enjoy
- This broadens the basis for assessing street performance and prioritising areas for improvement and helps to determine the appropriate balance of street space and capacity to be allocated to different street user groups.
- Establishing a hierarchy and understanding their uses, stresses the role of some streets as places as well as channels for movement

Key Statistics

- Improvements to New Road in Brighton as a shared space street resulted in 62% more pedestrians and 200% more lingering activities – Gehlpeople.com
- 5% risk of pedestrian deaths on 32km/hr streets compared to 45% on 48km/hr streets and 85% on 64km/hr streets – UK Dept of Transport

Targets (Numerical targets to reach, which are reflective of best practice, in order to achieve Objective):

- Recommended speed limit of 30km/hr in urban areas with high pedestrian activity - 2018 report from the OECD's International Transport Forum
- Recommended 10km/hr shared streets – Waterloo metric
 - Western Sydney Street Design Guidelines:
 - Collector roads
 - 25% green ground plane
 - 35% permeable
 - High Street
 - 10% green ground plane
 - 20% permeable
 - Laneways
 - 0% green ground plane
 - 0% permeable
 - Local Street
 - 30% green ground plane
 - 35% permeable



STREET GEOMETRY

Objectives

To enhance pedestrian safety and priority by reducing traffic provisions to minimum requirements whilst still maintaining road functionality

Key requirements

- Provide additional space for pedestrians through kerb extensions, tightened kerb radii and decreased lane widths
- Implement cycle medians

Approach

- Reduce traffic lane width to minimum required for function and safety
- Reduce kerb radii to minimum required for function and safety
- Reduce crossing distances

Benefits

- Kerb extensions reduce the crossing distance and time for pedestrians
- Tight kerb radii slow the speed of turning vehicles
- Minimum lane widths help to slow vehicles and provide more space for other street functions
- Cycle medians protect cyclists from traffic

Value Add

- Prioritises pedestrian safety and use
- Creates safe and easy crossing conditions for pedestrians
- Creates additional capacity for street greening and other uses such as space for bike racks, outdoor dining and bus stops

Key Statistics

- Global research suggests that pedestrians spend 65% more in a place than drivers, particularly when there is high amenity - Peters, 2016

Targets (Numerical targets to reach, which are reflective of best practice, in order to achieve Objective):

- Minimum lane widths*:
 - 3.5m for mixed traffic lanes
 - 3.0m for standard traffic lanes
 - 2.0-2.4m for on-street parking lanes
 - 3.0-6.0m for kerb radii



PEDESTRIAN THROUGH ZONE

Objectives

To ensure that pedestrians including those with a disability have a safe and adequate space for movement that is safe and clear of temporary or permanent obstructions

Key requirements

- Allow adequate space for pedestrians on footway depending on corresponding level of pedestrian activity desired
- Provide landscape buffer where necessary to separate pedestrians from heavy traffic or other incongruent uses

Approach

- Manage placement of fixed street elements (furniture / lights / signage, trees) to increase pedestrian movement space
- Manage on street trading to increase pedestrian movement space
- Increase pedestrian movement space (through zone) through footpath widenings

Benefits

- Improves pedestrian flow
- Increases business activity through improved pedestrian realm

Value Add

- Increases people lingering in the public realm
- Enhances experience of the street by improving pedestrian flow





Key Statistics

- Research suggests if a destination is safe, clean, and relaxed visitors will remain 300% longer and spend more money. Net income for local businesses increase by 42% - Hack, 2013

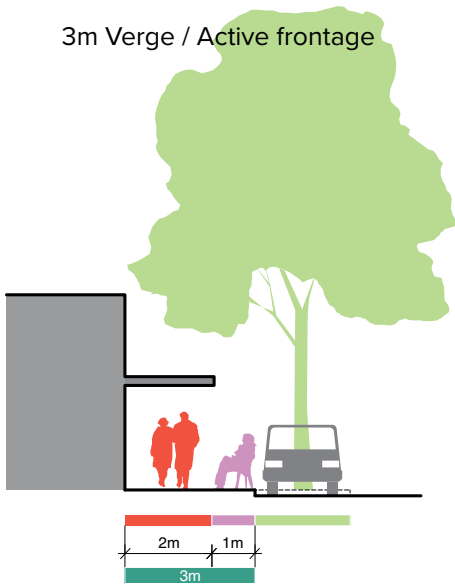
Targets (Numerical targets to reach, which are reflective of best practice, in order to achieve Objective):

- 2.4m is minimum dimension for pedestrian through zone in High Streets (NACTO)
- Where the through zone is adjacent to moving traffic, ensure a buffer zone of 0.6m for street furniture and utilities (NACTO)
- There is 2.5m or more clear width for walking in busy locations OR There is 2m or more in moderately busy locations OR There is 1.5m or more in quiet locations (Healthy Streets)

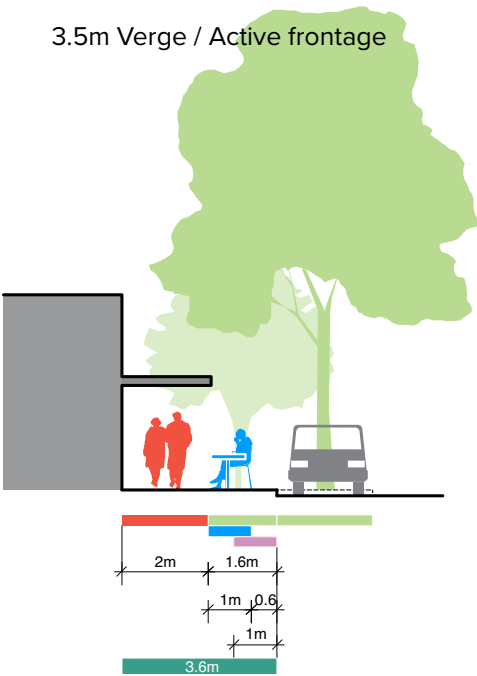
Legend

-  Verge planting zone
-  Pedestrian through zone
-  Kerbside clear zone
-  Footway dining zone

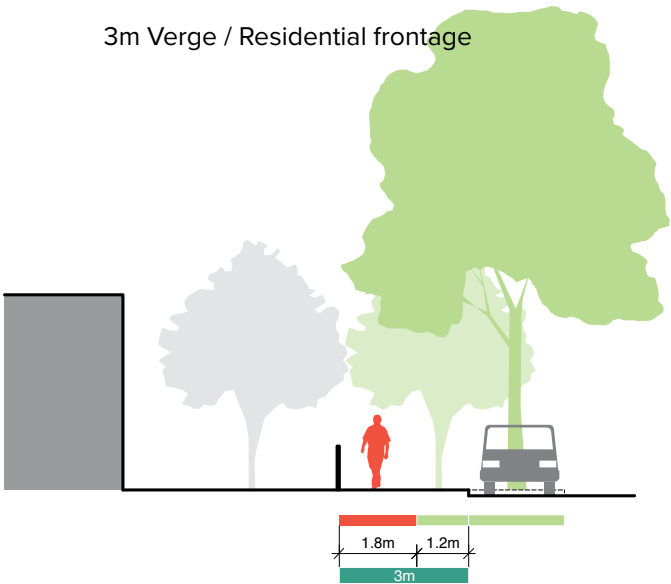
3m Verge / Active frontage



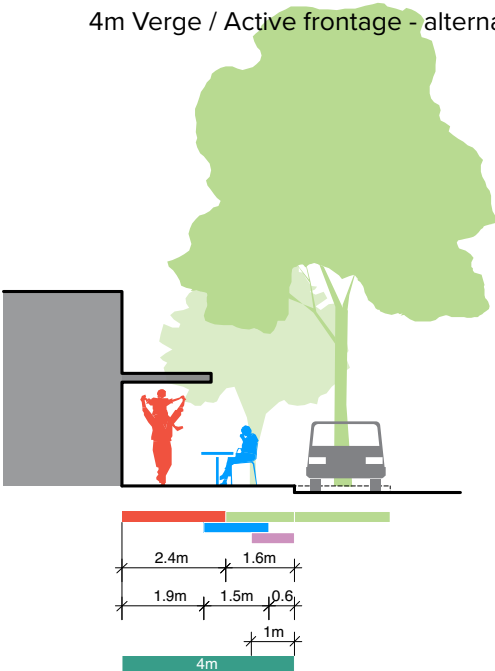
3.5m Verge / Active frontage



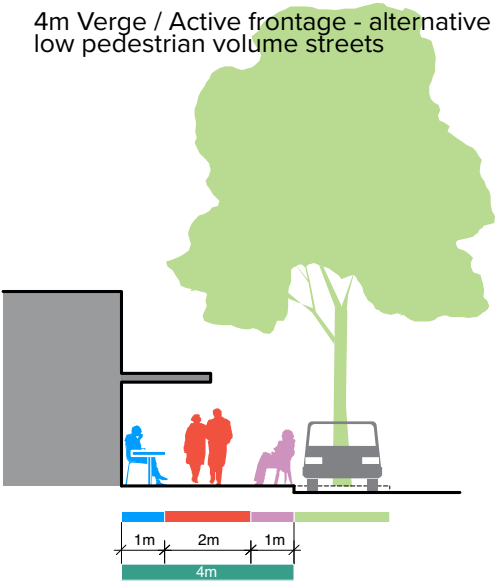
3m Verge / Residential frontage



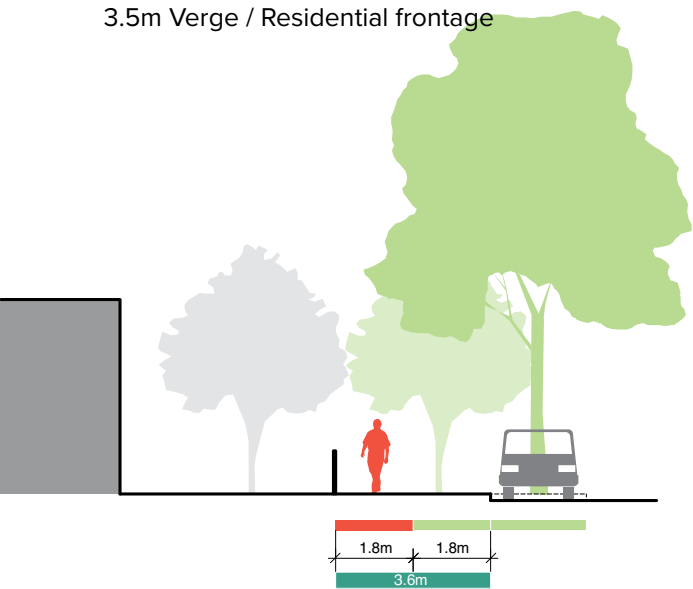
4m Verge / Active frontage - alternative 1



4m Verge / Active frontage - alternative 2 to low pedestrian volume streets



3.5m Verge / Residential frontage



CONNECTIVITY AND FLOW

Objectives

To improve pedestrian connectivity, reinforcing the priority of the pedestrian in the street, including providing equitable and inclusive accessibility.

Key requirements

- Provide footpaths that continue through driveways, maintaining sidewalk materials and grade across driveways
- Provide raised intersections and pram crossings that are flush with the sidewalk
- Ensure presence of crossings where main desire lines cross vehicular roads
- Ensure access to transport and accessible parking is provided across the centre
- Provide pathways, ramps and signs between key places including transport, parks and playgrounds
- Utilise principles of Universal Design (7 principles) to reduce barriers faced by people with disability

Approach

- Minimal or no stopping points along pedestrian route
- Minimal or no changes or transitions in level along pedestrian route
- Simple and Intuitive environment with clear lines of sight to important elements
- Clear Wayfinding
- Design that requires low physical effort to negotiate

Benefits

- Reinforces slow speeds and encourages motorists to give way to pedestrians
- Provides inclusive accessibility to promote members of the community as active participants of centre activities, using public spaces and can access key places and services

Value Add

- Creates a safe, slow-speed environment that is more conducive to walking and cycling and thus, an active, healthier lifestyle
- Creates liveable communities

Key Statistics

- 15 mins of walking per day reduces risk of mental health issues and early death by 45% and childhood obesity by 50%

Targets (Numerical targets to reach, which are reflective of best practice, in order to achieve Objective):

- Main desire lines across links are met by crossings suitable for all users at all times – Healthy Streets
- There is 2.5m or more clear width for walking in busy locations OR There is 2m or more in moderately busy locations OR There is 1.5m or more in quiet locations – Healthy Streets



AT THE KERB

Objectives

To ensure the kerb can be shared and utilized for a variety of functions/activities and for multiple modes and user groups

Key requirements

- Implement future-focussed kerb design today
- Optimise space provided for no stopping zones
- Delineate spaces for the separation of different modes of traffic

Approach

- Minimal extent of kerb without buffer directly adjoining traffic lanes
- Widened footpaths within no standing zones to increase pedestrian space and facilitate street planting
- Underground power / reduce impact of overhead cables

Benefits

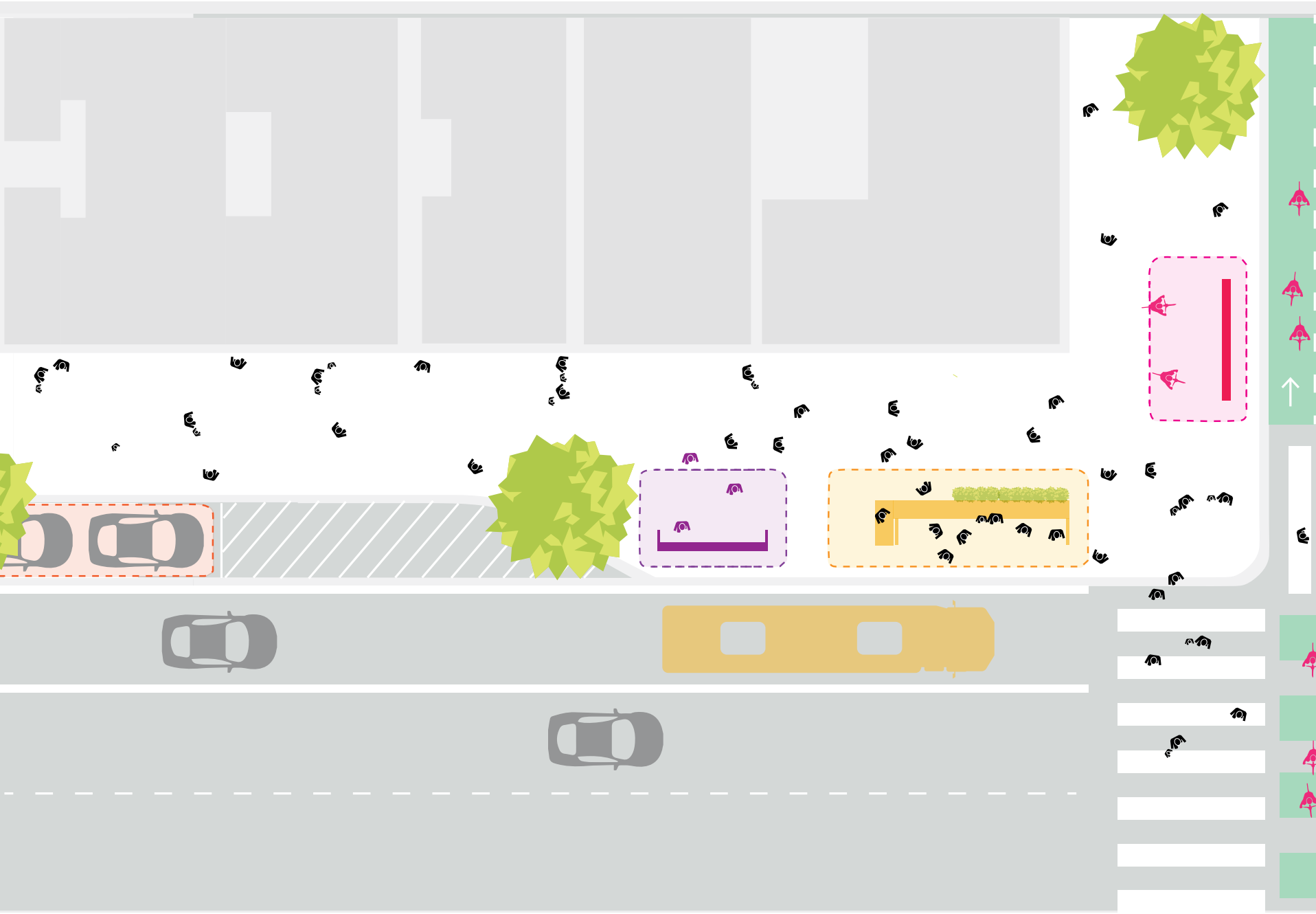
- Optimises the use of space
- Future-proofs kerb design

Value Add

- Enables a variety of uses at the kerb, as well as different people and modes to take advantage of kerbside space
- Encourages a diversity of public life to play out in the street
- Enhances passive surveillance where there is increased pedestrian activity
- Increases pedestrian safety and priority
- Creates a safer and slower environment

Key Statistics

- Retail sales can increase by 172% when you improve the pedestrian environment - Peters, 2016
- Cycling offers more than a \$21 net benefit to the Australian economy every time a person cycles 20 minutes to work and back - Policy Statement by Deputy Prime Minister Anthony Albanese, 2013



STREET LIFE

Objectives

To increase the vibrancy of the street life in the town centre.

Key requirements

- Encourage footway dining
- Encourage and control footpath trading
- Encourage also “non-commercial” gathering
- Allow for preferred safe and comfortable pedestrian through zones adjoining the building frontage
- Provision of flexible outdoor furniture, clear of pedestrian through-zones

Approach

- Minimal blank facades
- Minimal vacant shop fronts
- On-street trading
- Variety of reasons to be in street and linger
- Range of seating available
- Community events

Benefits

- Increases foot traffic and therefore, business trading

Value Add

- Increases people walking through and lingering in the public domain
- Increases safety and passive surveillance

Key Statistics

- Pedestrians spend as much 65% more than drivers – ‘Cities alive: Towards a walking world’, Arup
- Cycling and walking are estimated to provide up to \$11.80 return per \$1 invested – ‘Cities alive: Towards a walking world’, Arup



GREENING THE CENTRE

Objectives

To create a greener town centre, through improved landscape treatments and increasing the number of street trees.

Key requirements

- Design of development and landscape are integrated and coordinated for better outcomes
- Street tree planting has primacy in arrangement of street design influences (driveways, parking, drainage, streetlights)
- Coordination and collaboration with WS Street Design Guide
- Increase greenery in the centre via landscape treatments and increased number of street trees
- Create and/or extend ecological corridors

Approach

- Increase regularity of street trees
- Increase number of street trees
- Strategically place trees to maximise visual benefit
- Increase amount of ground level street gardens
- Integrate street trees within parking bays (narrowing visual width of street)

Benefits Environmental

- Improves quality of existing open space
- Improves visual amenity
- Enhanced urban microclimate
- Improves water quality
- Improves air quality
- Reduces ambient noise
- Reduces atmospheric CO₂
- Improves environmental resilience
- Reduces air temperatures and urban heat island effect

- Reduces the risk of flooding
- Encourages urban wildlife and increases biodiversity, by providing habitats or connections between habitats
- Supports and builds upon existing ecological corridors

Benefits Economic

- Boosts property values due to proximity to green space
- Reduces energy costs via microclimate regulation

Value Add

- Improves mental health, well-being and quality of life
- Increases physical activity and access to food
- Supports a rapidly growing population living in higher-density dwellings by providing public green spaces for active and passive recreation
- Provides more opportunities for children to play
- Enhances spaces for socializing and events
- Improves workplace productivity
- Creates opportunities for community participation
- Reduces crime
- Reduces stress
- Improves childhood development

Key Statistics

- People living in areas without access to nature were 1.27 times more likely to experience symptoms of depression - Gyeongbok: 2017
- Improved trees, transit and cycling/walking infrastructure in Portland resulted in 12.5% per capita CO₂ reductions as well as annual carbon savings of \$28-70 Million and cooler temperatures under trees by 11-25 °C – Smart Growth America



COOL STREETS AND SPACES

Objectives

To provide a comfortable micro-climate within the town centre.

Key requirements

- Use low-impact pavement materials, such as pervious pavements with high reflectivity*
- Implement street trees, bioswales, pervious strips and rain gardens at the edge of the pedestrian path*
- Reduce the amount of concrete used
- Increase green cover
- Create “cool nodes” along avenues corridors, high streets, and local streets at varied intervals to create pockets of dense shade to reduce ambient heat and provide refuge

Approach

- Increase regularity of street trees
- Increase number of street trees
- Increase continuity of awnings
- Provide clusters of trees (cool nodes) at regular intervals
- Increase presence of water / moisture

Benefits

- Support the cooling of neighbourhoods
- Combat the Western Sydney heat
- Deliver Green Grid connections
- Increase urban tree canopy
- Reduce the urban heat island effect
- Reduce stormwater run-off
- Improve climate change adaptation and resilience
- Improve water quality, filtering pollution before it reaches waterways

Value Add

- Improve environmental conditions for a more pleasant experience of the public realm
- Encourage the use of public space and people lingering
- Increase people’s well-being

Key Statistics

- Improved trees, transit and cycling/walking infrastructure in Portland resulted in: 12.5% per capita CO2 reductions as well as annual carbon savings of \$28-70Million and cooler temperatures under trees by 11-25 °C – Smart Growth America



LOVED PUBLIC SPACES

Objectives

To create human scale, loveable spaces that are inclusive, comfortable places that feel safe so people can enjoy, want to linger, socialise and spend time in. Public art and community-relevant installations should feature in public spaces to help the community develop attachment and meaning.

Key requirements

- Integrate with Core High Streets
- Locate where it will be most effective and avoid just using residual space/the easy option
- Building frontage and ground level activation to at least one edge/ preferably two

Approach

- Well located spaces
- Adequately sized spaces
- Attractive and flexible
- Attractive and usable to broad range of community
- Community involvement
- Development of Public Art Installations
- Events

Benefits

- Provides space to linger in addition to a thorough-fare
- Enables a greater opportunity for greening
- Offers greater flexibility and adaptability
- Offers greater potential for creating a cool summer environment
- Bring people together formally and informally
- Generates a sense of attachment, meaning and pride in the place

Value Add

- Provides 'destination' and/or 'event' spaces for community engagement
- Promotes dynamic activity and engagement within public spaces through installation interactions
- Activates the local centre with a vibrant street life
- Provides flexible space that can be adapted to various uses/ activities for public enjoyment
- Provides opportunities for exhibiting local art, history and cultural traditions

Key Statistics

- "97 per cent of Australians believe that cities and towns are better to live in when public buildings and public spaces are well-designed..."(Galaxy Poll) – Better Placed, Government Architect NSW



COMMUNITY AND CULTURE

Objectives

To leverage the strong existing arts and cultural presence in Fairfield by utilising public space as a canvas for cultural expression

Key requirements

- Commitment to curation of an events program
- Flexible space within plazas unencumbered by fixed elements for pop-up events
- Civic spaces that offer flexible space and can adapt between larger and smaller modes of use

Approach

- Community involvement
- Reflecting cultural influences
- Development of Public Art Installations
- Events

Benefits

- Builds upon existing arts and cultural presence
- Nurtures and celebrates public art and/or community installations
- Promotes different perceptions of the centres
- Develops multi-purpose space that adapts from weekday to weekend use

Value Add

- Encourages the use of public space and people lingering
- Increases sense of community and ownership within residents
- Enhances the cultural and social life of residents
- Improves social well-being

Key Statistics

- Research shows “that when people in engage in passive activities, such as attending arts events, concerts, museums and historical sites, as little as once a year, they report greater life and leisure satisfaction and general happiness” - Culture, Value and Place 2018
- “Datasets from the UK show that cultural volunteers (such as festival, gallery, heritage or museum volunteers) between age 16 and 64 are more likely than non -volunteers to be involved in their local communities and feel confident that their contributions are positively influencing their local environment.” - Culture, Value and Place, 2018, NSW Department of Planning and Environment





Appendix 2

Policy Overview

POLICY OVERVIEW



GLOBAL

**UN - HABITAT III - THE NEW URBAN AGENDA**

Three key principles have been established, including an implementation plan to be utilised as a key instrument for enabling national, regional, local governments and relevant stakeholders to achieve sustainable urban development.

The key principles include:

1. Leave no one behind
2. Ensure sustainable and inclusive urban economies
3. Ensure environmental sustainability

**UN - THE 2030 AGENDA FOR SUSTAINABLE DEVELOPMENT**

The Sustainable Development Goals are a universal call to action including 17 goals forming part of the 2030 Agenda for Sustainable Development. This Agenda outlines the 15-year plan to achieve these goals.

The most relevant goals include:

- Goal 3: Good Health and Well-being
- Goal 11: Sustainable Cities and Communities
- Goal 13: Climate Action
- Goal 15: Life on Land





NATIONAL

	<p>CREATING PLACES FOR PEOPLE - AN URBAN DESIGN PROTOCOL FOR AUSTRALIAN CITIES</p> <p>Establishes 12 broadly agreed principles for quality urban spaces in Australia. These principles can be applied to any project or location.</p> <p>The 12 principles are centred around the following aims:</p> <ul style="list-style-type: none"> • Place: productivity and sustainability - Enhancing; Connected; Diverse; and Enduring • People: liveability - Comfortable; Vibrant; Safe; and Walkable • Leadership and governance - Works within the context; Engages with relevant stakeholders; Excellence; and Custodianship
	<p>HEALTHY SPACES AND PLACES - A NATIONAL GUIDE TO DESIGNING PLACES FOR HEALTHY LIVING</p> <p>Through practical tools, case studies and guidelines, this document aims to encourage the development of built environment that provide opportunities for physical activity and other health-related activities.</p> <p>The document identifies key principles to plan for healthy communities:</p> <ul style="list-style-type: none"> • Active transport • Aesthetics: attractiveness of a place or area • Connectivity • Environments for all people • Mixed density • Mixed land use • Parks and open space • Safety and surveillance • Social inclusion • Supporting infrastructure



NATIONAL

	<h3>SMART CITIES PLAN</h3> <p>Sets out the Australian Government's vision for our cities, and the plan for maximising their potential.</p> <p>The three pillars include:</p> <ol style="list-style-type: none"> 1. Smart Investment: prioritise projects that meet broader economic and city objectives such as accessibility, jobs, affordable housing and healthy environments. 2. Smart Policy: work across all levels of government to develop City Deals that unlock public and private investment 3. Smart Technology: embrace new technology with the potential to revolutionise how cities are planned, function, and how our economy grows.
	<h3>ROAD SAFETY PLAN</h3> <p>The plan adopts the internationally recognised Safe System approach, as a holistic and proven approach towards Zero death and serious injuries. The 4 approaches include: Safe Speeds, Safe People, Safe Vehicles and Safe Roads.</p> <p>The key Priority Areas include:</p> <ul style="list-style-type: none"> • Liveable and safe urban communities • Building a safer community culture



STATE



BETTER PLACED

The Policy “Better Placed has been developed by the Government Architect to deliver the strategic approach needed to ensure that as our cities and towns grow bigger they get even better.”

Key, applicable objectives include:

- Objective 1 - Better Fit: Contextual, local and of its place

- Objective 3 - Better for Community: Inclusive, connected and diverse
- Objective 4 - Better for People: Safe, comfortable and liveable
- Objective 6 - Better Value: Creating and adding value
- Objective 7 - Better Look and Feel: Engaging, inviting and attractive



GREENER PLACES

The Policy “Greener Places has been developed by the Government Architect to deliver the strategic approach for encuring connection and integration of our green assets, ensuring their contribution to quality of life, and that the environment and the economy are maximised, rendering a

working whole that is greater than the sum of its parts.”

Key principles for creating Greener Places include:

- Principle 1: Integration
- Principle 2: Connectivity
- Principle 3: Multifunctionality
- Principle 4: Participation



DRAFT - OPEN SPACE FOR RECREATION GUIDE - GREENER PLACES

The guideline, ‘Open Space for Recreation’ is a document supporting the guide and implementation of the Policy document “Greener Places, developed by the Government Architect. Key applicable strategies include:

- Strategy 1: Improve the provision and diversity of open space for recreation
- Strategy 2: Understand the demands on existing open

- space, and plan for open space in new and growing communities
- Strategy 3: Improve the quality of open space for better parks and facilities
- Strategy 4: Use open space to connect people to nature
- Strategy 5: Link to the network of green space
- Strategy 6: Encourage physical activity by providing better parks and better amenity
- Strategy 7: Provide open space that is multifunctional and fit for purpose
- Strategy 8: Design versatile, flexible spaces



STATE



PRACTITIONER'S GUIDE TO MOVEMENT AND PLACE

This guideline supports the Movement and Place Framework developed by Government Architect NSW and Transport for NSW. Its role is provide a common structure for place-based transport and city planning. It establishes built environment indicators to be used as criteria for evaluating the outcomes.

These include:

- Character and Form: human scale, distinct
- Access and Connection: transport choice, reliable transport, equity
- Amenity and Use: local opportunities, convenient facilities
- Green and Blue: link to nature
- Comfort and Safety: low risk, comfortable



FUTURE TRANSPORT STRATEGY 2056

Future Transport 2056 acknowledges the vital role transport plays in the land use, tourism, and economic development of towns and cities. It includes issue-specific and place-based supporting plans that shift the focus away from individual modes of transport, toward integrated solutions. The Strategy and Plans also focus on the role of transport in delivering movement and place outcomes that support the character of the places and communities we want for the future.

Key Future Transport Statewide outcomes to consider:

- Customer Focused - Convenient and responsive to customer needs
- Successful Places - Sustaining and enhancing the liveability of our places
- A Strong Economy - Connecting people and places in the growing city
- Safety and Performance - Safely, efficiently and reliably moving people and goods
- Accessible Services - Accessible for all customers



NSW LOCAL CHARACTER AND PLACE GUIDELINES

The guideline provides information to clarify the key influences of local character and place, how local character can be integrated into the planning system and current approaches for the inclusion of local character in local planning. Part Two of the document explains the Character Assessment Toolkit, which aims to encourage consideration of local character in strategic planning through the following steps:

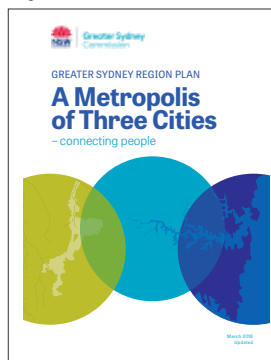
- Step 1 - Hearing from your community

- Step 2 – Identifying an area's character
- Step 3 – Examine different sources of information and map local character
- Step 4 – Setting desired future character
- Step 5 – Producing a character assessment



REGIONAL

229

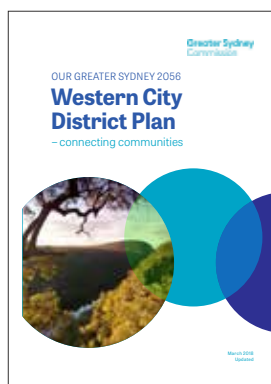


A METROPOLIS OF THREE CITIES

As an overarching strategy, this document sets out a framework and vision of transforming Greater Sydney into a metropolis of three cities where most residents live within 30 minutes of their jobs, education, and health facilities, services and great places. It is centred around the following key themes:

- Infrastructure and Collaboration: The Western Sydney Deal will optimise infrastructure and business investment, employment and liveability outcomes

- Liveability: Place-making will help to design neighbourhoods with fine grain fabric and human scale.
- Productivity: The city will include expansive industrial and urban services lands to the north and east of the Western Sydney Airport
- Sustainability: Increased tree canopy cover will provide shade and shelter for walkable neighbourhoods within easy reach of shops and services. The parkland character will be enhanced by the national parks and rural areas framing the city



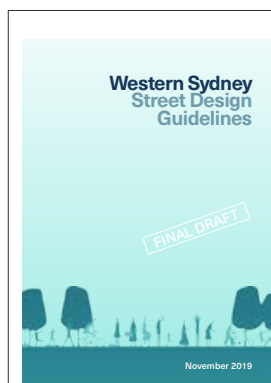
WESTERN CITY DISTRICT PLAN

The Western City District Plan characterises the Fairfield local government area as a diverse neighbourhood and multicultural hub, recognising the important role that migrants and refugees play in the social and economic landscape of the district.

The following planning priorities are relevant to Fairfield LGA:

- Planning Priority W3: Providing services and social infrastructure to meet people's changing needs

- Planning Priority W4: Fostering healthy, creative, culturally rich and socially connected communities
- Planning Priority W6: Creating and renewing great places and local centres, and respecting the District's heritage
- Planning Priority W15: Increasing urban tree canopy cover and delivering Green Grid connections
- Planning Priority W18: Delivering high quality open space



WESTERN SYDNEY STREET DESIGN GUIDELINES

The Western Sydney Street Design Guidelines seeks to address the creation of places that "sit comfortably within communities, neighbourhoods and town centres, while providing improved environmental, social and health outcomes for all street users.

The Guidelines have been established to ensure consistency and standardisation of projects of all scales across the LGA of the partnering councils to be used as a key reference for the evaluation, planning and design of streets."

The following components of the report are relevant to Fairfield LGA:

- Designing Great Streets
- Components of Great Streets



LOCAL

**FAIRFIELD CITY PLAN**

This strategy sets out the vision, themes and priorities for the future of Fairfield City. The relevant themes to consider include:

Theme 1: Community Wellbeing

- A diverse community of many cultures that is valued and celebrated
- Healthy and active community
- A safe community

- An inclusive city with access to opportunities for the community

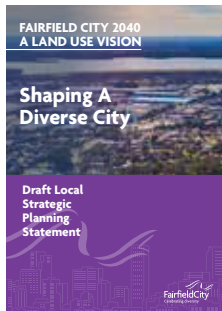
Theme 2: Places and Infrastructure

- An accessible and liveable City
- Community assets and infrastructure are well maintained into the future

• Inviting and well used open spaces

Theme 4: Local Economy and Employment

- Range of resilient businesses
- Attractive and lively City

**FAIRFIELD DRAFT LSPS 2019**

This document sets out the 20-year vision for land use planning and decisions to inform the Local Strategic Planning Statement - Fairfield 2040 - 'Shaping a Diverse City'. The LSPS contains planning priorities and actions to deliver a diverse City, offering choice in housing, access to jobs, open space and parklands and thriving centres.

The LSPS:

- Sets the foundation for what makes Fairfield City great
- Identifies what the community needs into the future
- Directs how planning will deliver a City the community needs

The LSPS identifies Fairfield as:

- A cosmopolitan destination attracting new residents to create new lives and embrace lifestyle and employment opportunities
- A place with strong existing social, cultural and familial networks

**ECONOMIC DEVELOPMENT STRATEGY 2019 UPDATE**

The Strategy sets out to provide an update on Fairfield City's economic development taking into consideration changes to policy and legislation across all levels of government. The report also examines ways to nurture business and employment growth. Relevant considerations to inform the Public Domain work include:

A range of resilient businesses



- Enhance the look and feel of the area
- Improve access to public transport
- Facilitate the establishment of a greater assortment of shops

An attractive and lively city

- Consult with the community to design attractive town centres
- Build safe and pleasant public spaces
- Deliver placemaking programs involving local artists, organisations and communities



LOCAL

	<p>FAIRFIELD DISABILITY INCLUSION ACTION PLAN 2017</p> <p>This document sets out actions for Council to continue improving access and inclusion for people of all abilities in the community.</p> <p>The DIAP sets out a Vision, and key focus areas which align with the NSW Disability Inclusion Act including:</p> <ul style="list-style-type: none"> • Community Attitudes and Behaviours • Creating Liveable Communities • Supporting access to meaningful employment • Improving access to services through better systems and processes
	<p>FAIRFIELD CITY CENTRE URBAN DESIGN STUDY</p> <p>Urban Design study conducted in 2018 for Fairfield City Council.</p> <p>The key considerations of the report included:</p> <ul style="list-style-type: none"> • Challenges, strengths and recommendations to inform current place character and be a base for site audit • Previous community engagement undertaken <ul style="list-style-type: none"> • Key community needs were: <ul style="list-style-type: none"> • Additional affordable housing • Additional open space in areas of deficiency • Improved access to public open space • Space for community facilities



Appendix 3

Document Review

DOCUMENT REVIEW

Document	Fairfield City Centre Urban Design Study	Influences / considerations for Public Domain Plan	<ul style="list-style-type: none"> Mapping of current strengths, weaknesses and opportunities to inform current place character and be a base for site audit Key Place Constraints for Fairfield City Centre <ul style="list-style-type: none"> The Railway Line, Barbara Street and The Horsley Drive are significant barriers to pedestrian movement The large Neeta City Shopping Centre block impedes through-site link connection, particularly after business hours Lack of public plaza space Unattractive laneway environment in Nelson St Car Park provides main pedestrian east-west movement Key Place Opportunities for Fairfield City Centre <ul style="list-style-type: none"> Establish new through-site connections on large shopping centre sites Extend new east-west link to eastern Prospect Creek sites via an overpass Extend the Ware street spine to the Fairfield Forum Strengthen the fine grain nature of pedestrian laneways through activation opportunities Establish new laneway connections where appropriate Improve pedestrian and bike connectivity between the city centre and Fairfield Park Key site principles to be built upon through place opportunities and delivery plan Key Site Principles: <ul style="list-style-type: none"> Centre amenity Centre connectivity Centre economy Centre vitality Previous community engagement undertaken to be understood and considered to ensure engagement fatigue does not occur through additional engagement carried out through public domain plan
By	Prepared by AEC, LFA and TPG for Fairfield City Council		
Date	March 27, 2018		
Purpose	Urban Design Study		
Objectives	<ul style="list-style-type: none"> Analyse current strengths, weaknesses, opportunities and threats through site visits, literature review, and stakeholder consultation Outline a strategic approach to planning and development standards Test development scenarios based on economic feasibility and minimising amenity impacts Identify road network and public domain improvements in the Town Centre and its immediate surrounding area reflecting existing weaknesses as well as demand generated from future development Recommend development standards within Fairfield Local Environmental Plan 2013 (FLEP 2013) and development controls within the Fairfield City Centre Development Control Plan 		
Key Strategies	<ul style="list-style-type: none"> Review of city centre in the local and regional context, identifying constraints, opportunities and key sites in the Fairfield City Centre Review statutory and strategic planning context Review current city centre economy to identify economic opportunities for the future Stakeholder engagement Form urban design principles and concepts for key sites based on findings and stakeholder engagement feedback Recommended amendments to the current planning framework to enable the outcomes for key site design principles and concepts 		

Document	Fairfield City Centre Marketing and Branding Plan
By	Place Partners Place Making Consultancy
Date	2011
Purpose	<ul style="list-style-type: none"> • Leverage on and encourage the current activity produced in Fairfield City Centre • Ensure the future development and potential of the centre
Objectives	<ul style="list-style-type: none"> • Change outsiders' perceptions about Fairfield • Showcase and foster a sense of pride in community assets that make Fairfield City Centre unique • Draw new patronage to Fairfield City Centre from outside the local area • Improve the perception of safety throughout the Fairfield City Centre • Strengthen Fairfield City Centre's role as a key Western Sydney destination
Key Strategies	<ul style="list-style-type: none"> • Review of marketing activities and, competition and market analysis • Stakeholder and community engagement (including Traders and Shoppers surveys) to determine the appropriate marketing response as well as the Town Centre's strengths, weaknesses, opportunities and threats. • Analysis of the physical structure of Fairfield, its people and values, identity and the existing role and function of the centre • Development of a marketing and branding plan built on 5 key themes <ul style="list-style-type: none"> - Mystery - Discovery - Adventure - Pioneering - Primacy

Influences / considerations for Public Domain Plan	<ul style="list-style-type: none"> • Consider Fairfield City Centre's unique offering on which to leverage: <ul style="list-style-type: none"> - "uniting disparate cultures and providing a genuine mix of local cultural specialities and business expertise" • The attractor/offer for each target market section sheds light on the people who are potentially engaging with public space at different times throughout the day • Consider Fairfield's unique selling points (food, fabrics, cultural materials and braiding) and their locations • Consider the 7 features of most importance to the community derived from community engagement: <ul style="list-style-type: none"> - "A clean and attractive place to live - Less crime and more police - Trains and buses that connect - Improved shopping centres - More car parks - Community spirit and integrated community - Lots of parks, open space and cycleways" • Consider the emerging precincts within the Town Centre including: <ul style="list-style-type: none"> - Ware Street & Spencer Street main streets - Middle eastern precinct - Civic precinct - Thai and Lao precincts • Consider existing and future audiences of the Town Centre (families with tight budgets, mixed generations of migrants, elderly retirees) • Consider ways in which the public domain can reflect Fairfield's marketing and branding strategy including banner installation and space for events that showcase Fairfield's unique offering • Ensure unique aspects of Fairfield mentioned are retained and enhanced
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Document	Fairfield Town Centre Strategic Plan
By	Fairfield City Council
Date	2004
Purpose	<ul style="list-style-type: none"> Implement economic, social and environmental initiatives aimed at realising Fairfield Town Centre's potential Create a place in which people want to live, work, visit and invest
Objectives	<ul style="list-style-type: none"> Vision: <ul style="list-style-type: none"> Build upon the good mix of retail and commercial services to create a Sydney-wide profile, attracting more residents, investors and visitors Combine the best aspects of the city's past and future Enhance friendly village feel Encourage a broad range of community-based learning, cultural, leisure and recreational activities Renew town centre by executing new developments, as well as preserving existing buildings and remnants of the past Upgrade the gateways to the town centre, especially the The Crescent and railway station
Key Strategies	<ul style="list-style-type: none"> Seven Directions to achieve the vision <ul style="list-style-type: none"> Inclusive design that enhances the unique character of the town centre A safer town centre Reinforce gateways, access and wayfinding in and around the town centre Bring streets to life Stimulate economic development and increase employment opportunities Facilitate social and cultural development and improve education and training opportunities Create a new image for the town centre Subsequent design actions for each Direction

Influences / considerations for Public Domain Plan

- Relevant considerations in Action Plan include:**
- Direction 1 Actions:**
 - A new Development Control Plan
 - Strengthen town centre character
 - Protect and enhance public domain
 - Sydney Metropolitan Strategy integration
 - Guide and support developers
 - Section 94 Plan review with transport component
 - Infrastructure audit
 - Contain retail and commercial development within existing boundaries of town centre
- Direction 2 Actions:**
 - New and improved lighting
 - Improve car parks
 - Improve footpath and parks maintenance
- Direction 3 Actions:**
 - Strengthen Crescent Precinct and Railway Link to southern leisure, education and social hub
 - Renew Barbara St Civil and Cultural precinct
 - Re-open Spencer St to one-way traffic from Ware St
 - Upgrade Hamilton Rd Gateway
 - New streetscape design for Ware St, Smart St and Spencer St
 - Wayfinding and public art enhancements throughout town centre
- Direction 4 Actions:**
 - Laneway improvements
 - New pedestrian crossings
 - Footpath widening
 - Road openings/closures
 - Car parking access improvements
 - New cycle route and bridge
 - Encourage active transport
 - Beautify streetscape
 - Increase play equipment
 - Improve pedestrian links

<ul style="list-style-type: none"> Direction 5 Actions: <ul style="list-style-type: none"> Leverage on Fairfield's position as one of '7 Cities within the City of Sydney' Establish LGA retail hierarchy Develop existing services and creative industries Consolidate role as a regional retail and commercial centre Direction 6 Actions: <ul style="list-style-type: none"> Activate evening economy Encourage activities for youth, kids and families Create more meeting and creative spaces Nurture existing cultural and performing art centres New library Direction 7 Actions: <ul style="list-style-type: none"> Develop Fairfield's unique sense of place Re-brand town centre Develop communication and place marking strategies 	Document	Original Strategic Planning Project
	By	People, Place and Partnership
	Date	2004
	Purpose	<ul style="list-style-type: none"> Implement economic, social and environmental initiatives aimed at realising Fairfield Town Centre's potential Create a place in which people want to live, work, visit and invest
	Objectives	<ul style="list-style-type: none"> Identify current opportunities and constraints Devise strategies to foster the development of Fairfield Town Centre
	Key Strategies	<ul style="list-style-type: none"> Stakeholder and community engagement to determine town centre's strengths, weaknesses, opportunities and threats
	Influences / considerations for Public Domain Plan	<ul style="list-style-type: none"> Considerations include: <ul style="list-style-type: none"> Stimulate economic development and reduce youth unemployment Foster education, social and cultural development Strengthen gateways, access and wayfinding in and around the town centre Seven Vision Directions (See Fairfield Town Centre Strategic Plan) Street improvements Car park improvements New development controls

Document	Interwoven Program Plan	Influences / considerations for Public Domain Plan	<ul style="list-style-type: none"> Outcomes of the plan include: <ul style="list-style-type: none"> - Integration of art into city planning, design of buildings and landscaping - Art-enriching pedestrian, resident and visitor experience - Initiatives that build upon and reflect the cultural identity of the city centre - Gateways to the city centre that are demarcated by public art - Inclusive cultural program that is reflective of communities' needs.
By	Prepared by Martha Jabour in conjunction with Fairfield City Council		
Date	2013-2017		
Purpose	Place-making Public Art Program		
Objectives	<ul style="list-style-type: none"> Put the goals of the Fairfield City Plan 2010 - 2020 Community Strategic plan Fairfield Cultural Plan 2020, Town Centre Strategy for the Fairfield Town centre 2006 and Fairfield City Centre Revitalisation Program 2013-17 into action Provide guidance for the future Interwoven program When implementing public art projects, ensure there is an integrated approach across council departments linking and developing community and cultural initiatives to the Fairfield City Centre Place Management Program. Provide a four-year strategy to action and prioritise the Interwoven projects. Enable artists and community groups to come together to develop concepts and designs for the public spaces of the Fairfield City Centre 		
Key Strategies	<ul style="list-style-type: none"> Interviews, program reviews and a workshop were undertaken with council staff and key community cultural stakeholders to identify the different existing and developing projects Identifies a range of public art and activation opportunities for a range of public spaces in Fairfield City Centre 		

Document	Fairfield City 2040 A Land Use Vision - Shaping a Diverse City	Key Strategies	<ul style="list-style-type: none"> Ensure the vision and themes outlined in this plan become a strong guide and benchmark for all work and planning. Include actions outlined here in delivery plan <p>Vision: “We are Fairfield City – a welcoming, safe and diverse community where we are proud to belong, invest and prosper.”</p> <p>Five themes to achieve the community's vision.</p> <ul style="list-style-type: none"> - Community Wellbeing - Places and Infrastructure - Environmental Sustainability - Local Economy and Employment - Good Governance and Leadership
By	Fairfield City Council	Key Strategies	<ul style="list-style-type: none"> These five themes will be implemented through the 16 planning priorities, each having a number of specific actions associated with it. These actions are the specific measures that will be undertaken to guide and inform land use decisions to 2040. The Action Plan identifies the timeframe (short, medium and long term), responsibility and monitoring measure for each action Previous community engagement undertaken to be understood and considered to ensure engagement fatigue does not occur through additional engagement carried out through public domain plan
Date	2019	Influences / considerations for Public Domain Plan	<ul style="list-style-type: none"> Consider Fairfield City Centre's unique offering on which to leverage: <ul style="list-style-type: none"> - “uniting disparate cultures and providing a genuine mix of local cultural specialities and business expertise” The attractor/offer for each target market section sheds light on the people who are potentially engaging with public space at different times throughout the day Consider Fairfield's unique selling points (food, fabrics, cultural materials and braiding) and their locations Consider the 7 features of most importance to the community derived from community engagement: <ul style="list-style-type: none"> - “A clean and attractive place to live - Less crime and more police - Trains and buses that connect - Improved shopping centres - More car parks - Community spirit and integrated community - Lots of parks, open space and cycleways” Consider the emerging precincts within the Town Centre including: <ul style="list-style-type: none"> - Ware Street & Spencer Street main streets - Middle eastern precinct - Civic precinct - Thai and Lao precincts Consider existing and future audiences of the Town Centre (families with tight budgets, mixed generations of migrants, elderly retirees) Consider ways in which the public domain can reflect Fairfield's marketing and branding strategy including banner installation and space for events that showcase Fairfield's unique offering Ensure unique aspects of Fairfield mentioned are retained and enhanced
Purpose	<ul style="list-style-type: none"> Provide a 20-year land use vision for Fairfield City Outline the characteristics which make Fairfield City unique Identify shared community values to be enhanced or maintained Direct how future growth and change will be managed Inform changes to planning rules in the LEP and DCP Implement the relevant Directions and Planning Priorities in the Western City District Plan (2018) Identify where further detailed strategic planning is needed 		
Objectives	<ul style="list-style-type: none"> Provides the strategy for the Fairfield community's economic, social and environmental land use needs over the next 20 years 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 Sets short, medium and long-term actions to deliver the priorities for the community's future Brings together and builds on planning work found in Council's other plans, studies and strategies such as the Local Environmental Plan (LEP), Development Control Plans (DCP) and Development Contributions Plan This document is to be used to update these plans Community engagement is an essential part of how Council plans for the future of Fairfield City. The engagement activities undertaken as part of the community engagement strategy are designed to harness the success of existing networks and previous engagements 		



Appendix 4

Best Practice Framework

HEALTHY STREETS

Healthy Streets is an evidence-based approach for creating fairer, sustainable, attractive urban spaces.

The approach focuses on the health impacts of transport, public realm and urban planning. Key elements identified as necessary elements for public spaces to improve people's health are the same as those needed to make urban places socially and economically vibrant and environmentally sustainable.

10 Healthy Street Indicators have been developed, focusing on the human experience, and the priorities for the public domain.



HEALTH

"PHYSICAL BARRIERS OR HEAVY TRAFFIC CAN MAKE STREETS DIFFICULT TO CROSS. THIS CAN DISRUPT SOCIAL NETWORKS AND LEAD TO SOCIAL ISOLATION. PEOPLE WITH WEAK SOCIAL AND COMMUNITY TIES HAVE WORSE HEALTH OUTCOMES"

KEY BENEFITS

APPEALING STREETS



More welcoming, pleasant and attractive streets

HEALTHY LIVING



Streets where everyone can walk and cycle, spend time and engage with other people

INCLUSIVE



Safer for pedestrians, cyclists and motorists



ACTIVE TRAVEL

"PEOPLE ARE MORE LIKELY TO WALK OR CYCLE IN AREAS WHERE THEY FEEL RELAXED AND WHICH HAVE OTHER PEOPLE IN AND PLEASANT AND SCENIC ELEMENTS SUCH AS TREES, LANDSCAPING, PUBLIC ART, ATTRACTIVE GARDENS AND SHOP FRONTAGES"

"Streets must be welcoming places for everyone to walk, spend time and engage with other people. This is necessary to keep us all healthy through physical activity and social interaction"

- Healthy Streets

FAIRNESS

"OLDER PEOPLE, PEOPLE WITH INJURIES AND MOBILITY IMPAIRMENTS AND PEOPLE ACCOMPANYING YOUNG CHILDREN ALL RELY ON PLACES TO STOP TO BE ABLE TO BREAK UP LONGER WALKS OR CYCLE RIDES"

PRIORITIES

Pedestrian from all walks of life



Easy to cross



Shade and shelter



Places to stop and rest



Not too noisy



People choose to walk and cycle



People feel safe



Things to see and do



People feel relaxed



Clean air

TO DELIVER

- Guide to Healthy Streets Indicators - A qualitative assessment tool summarising the essential aspects of the 10 Healthy Streets Indicators by using questions as prompts
- Healthy Streets Check for Designers (HSCD) A technical assessment of the street layout based on 31 quantitative metrics mapped to the 10 Healthy Streets Indicators. The output is a Healthy Street Check Score (0-100).
- Healthy Streets Survey On-street survey in which Londoners are asked to rate the street they are standing on against eight* of the 10 Healthy Streets Indicators.
- Healthy Streets Experience Score (0-10) and a Healthy Streets Expectation Score (0-10) based on survey's outputs

FRAMEWORK FOCUS

PEOPLE + HEALTH

REDUCING INEQUALITIES

WALKING + CYCLING



BETTER PLACED

Good design is a phrase that encapsulates the aspirations of Better Placed including its vision for NSW, its definition of good process, and its outline of objectives for the built environment.

Better Placed is an integrated design policy for the built environment in NSW that considers an approach to ensure good design delivers architecture, public places and environments will be places people want to inhabit now and those we make for the future.

Better Placed provides a framework to support and develop tools for better design outcomes through locally based policies and initiatives.

Better Placed proposes design thinking to offer a way of finding opportunities and resolving project problems; a creative process seeking answers through collaboration and a synthesis of multiple inputs.

DESIGN THINKING

"DESIGN THINKING OFFERS A HOLISTIC WAY OF FINDING OPPORTUNITIES AND RESOLVING PROJECT PROBLEMS. IT IS THE METHOD IN WHICH DESIGNERS SEEK TO INTEGRATE POSSIBILITIES AND TO GENERATE NEW IDEAS"

KEY BENEFITS

GOOD DESIGN



Creates useable, user-friendly, enjoyable and attractive places and spaces

GOOD DESIGN ADDS VALUE

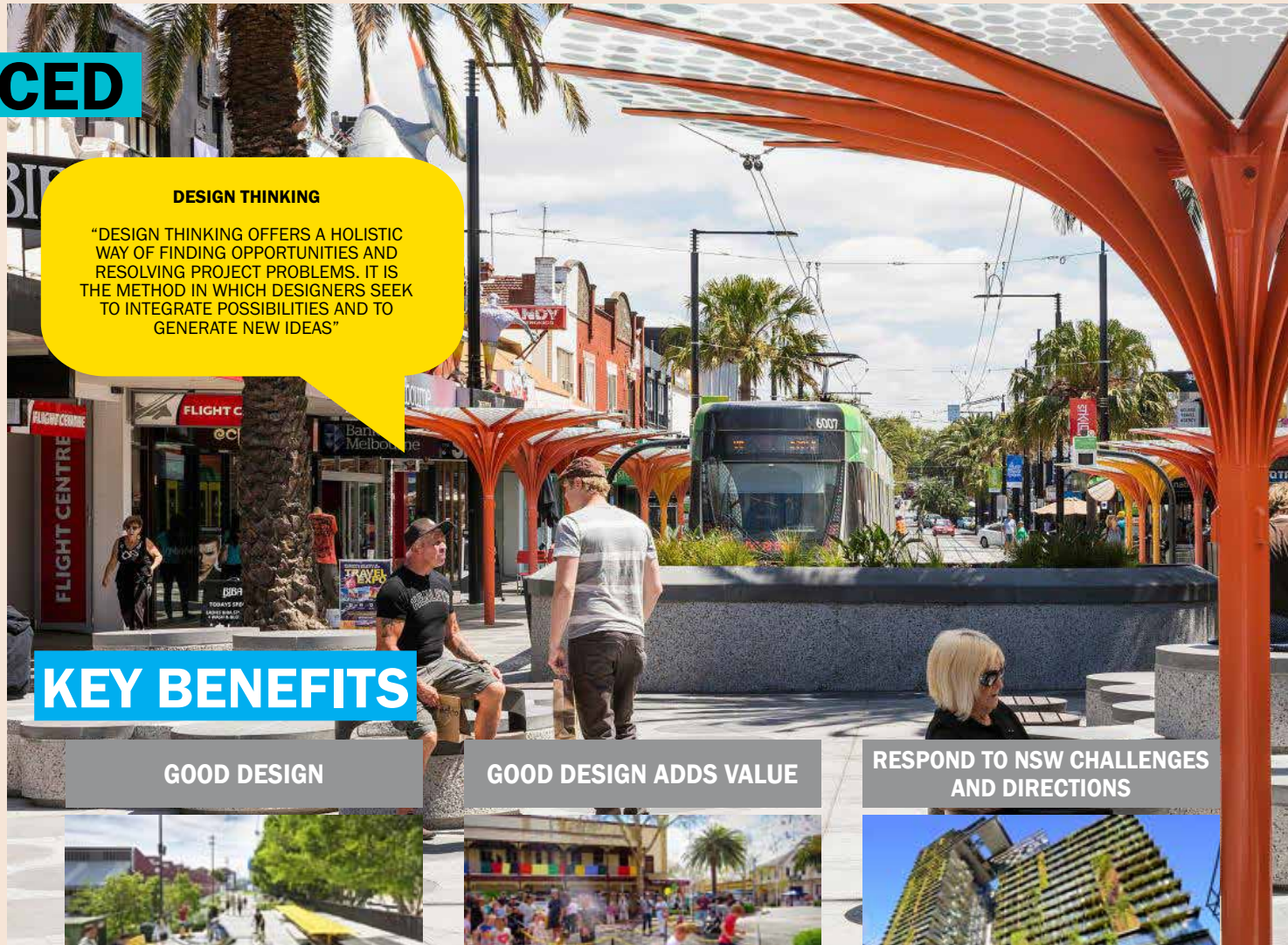


Economic, quality of life, public benefit, community impact, social and environmental factors

RESPOND TO NSW CHALLENGES AND DIRECTIONS



Health, Climate resilience, changing lifestyles and demographics, Infrastructure and urban renewal





PRIORITIES



Better Fit
contextual, local
and of its place



Better Performance
sustainable,
adaptable
and durable



Better Community
inclusive,
connected
and diverse



Better for People
safe, comfortable
and liveable



Better Working
functional, efficient and
fit for purpose



Better Values
creating and
adding value



Better Look and Feel
engaging, inviting and
attractive

TO DELIVER

- Seven distinct objectives have been created to define the key considerations in the design of the built environment.
- It is helpful to consider, discuss and assess design proposals and outcomes through these series of distinct yet interrelated lenses.

FRAMEWORK FOCUS

CREATING BETTER PLACES

ENHANCING DESIGN QUALITY

IMPORTANCE OF DESIGN

**“Advocates the importance of design
for better places, spaces and outcomes
that align with the key challenges
and direction for NSW: Health,
Climate resilience, changing lifestyles
and demographics,
Infrastructure and urban renewal”
- Better Placed**

MOVEMENT & PLACE

This guide is for practitioners involved in the planning, design, delivery, and operation of our transport networks and the areas around them.

It seeks to change some established working practices and standards to produce more consistent, higher quality outcomes, and asks professionals to think differently about their role in creating successful place. The role of the guide is to provide a common structure for place-based transport and city and town planning across NSW, and to support built environment practitioners by explaining how to apply this approach to projects and plans.

KEY BENEFITS

CHARACTER AND FORM



Human scale, distinct

ACCESS AND CONNECTION



Transport choice, reliable transport, equity

AMENITY AND USE



Local opportunities, convenient facilities

GREEN AND BLUE



Link to nature





MOVEMENT AND PLACE

"IS KEY TO DEVELOPING SUCCESSFUL PLACES AND ENSURING THAT WE HAVE THE RIGHT TRANSPORT SOLUTIONS TO SUPPORT OUR TOWNS AND CITIES."

- PLANNING INSTITUTE AUSTRALIA

COMFORT AND SAFETY

Low risk, comfortable

PRIORITIES

- | | |
|--|---|
| 
Create Healthy Environments | 
Integrate Public space and land uses |
| 
Respond to context | 
Create resilient communities |
| 
Achieve equity through collaboration | 
Balance movement |
| 
Make safer environments | 
Improve the amenity of places |
| 
Support the needs of all users | 
Use space efficiently |
| 
Support the economy by enabling the movement of goods | 
Support sustainable development |

TO DELIVER

- A six-step process of collaboration established as the means of taking a Movement and Place Approach.
- A new method for understanding place through "form, activity and meaning" and movement in its relationship through, and within places.
- Performance indicators defined for all projects to report against.
- Classification of street environments.

"in broadening our thinking about movement to both mobility and access, we can promote the right mode for each trip purpose, and plan places that serve local areas and minimise the need to travel long distances."

- Aligning Movement and Place, GANSW

FRAMEWORK FOCUS

ACKNOWLEDGE STREETS AS PUBLIC SPACE

ALIGNING MOVEMENT FUNCTIONS WITH PLACES

COMPLETE STREETS

A city's greatest civic space is its streets.

A Complete Streets approach considers these spaces holistically, across all disciplines, to develop an over arching Complete Streets Framework for the city centre, as well as specific Complete Street designs for each street. The end result is a better place that benefits everyone.

"Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a Complete Street. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations."- Complete Streets Coalition

"Designed to be safe and comfortable for all travelers, complete streets are transforming transportation and improving communities"
Complete Streets

CONSIDERS
ALL USERS
NEEDS OF ALL AGES,
BACKGROUNDS
AND ABILITIES

KEY BENEFITS

SLOWER, SAFER STREETS



Safer for pedestrians, cyclists and motorists

BETTER ACCESS



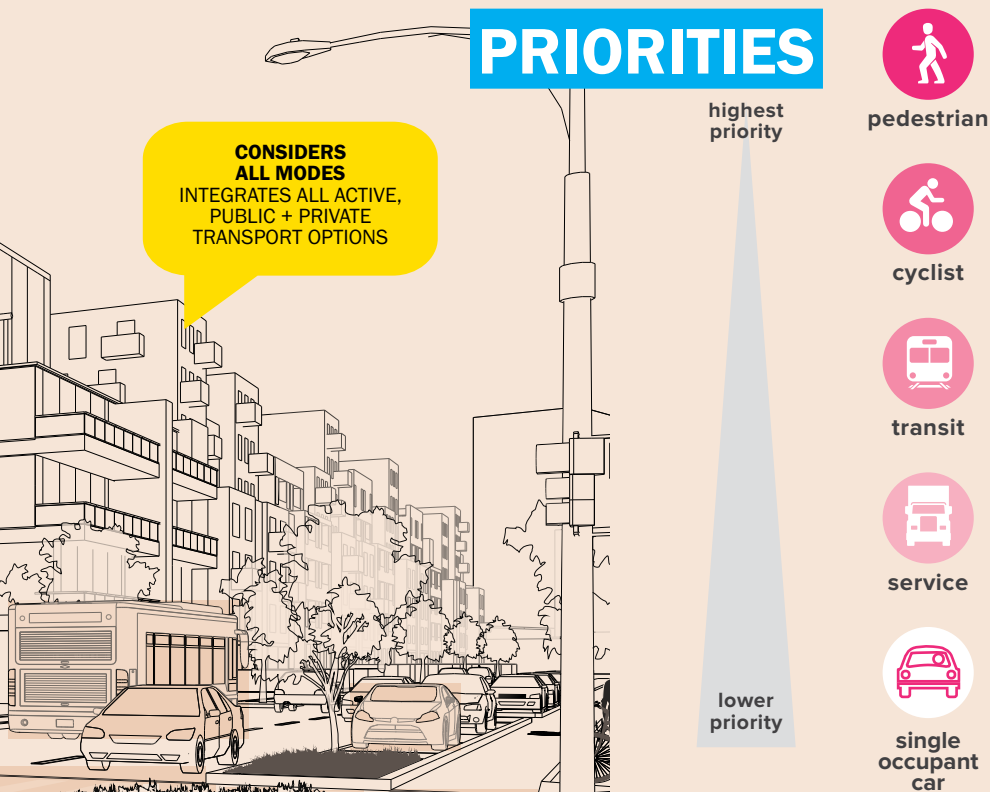
Better access and wayfinding to key destinations and parking

MORE ATTRACTIVE



High quality footpaths, furniture and landscaping throughout the CBD

CONSIDERS
DESIGN FOR ALL
FUNCTIONS
PLAN FOR STAYING, MOVING,
SOCIALISING, EXPLORING, ETC

**TO DELIVER**

- Rebalancing street designs through recommended street geometries
- Application of different street typologies that demonstrate various principles of Complete Streets, for example, Pedestrian + Cycle Only links, Shared zones, transit streets, neighbourhood streets, etc.

FRAMEWORK FOCUS**USER + TRANSPORT****MOBILITY FOCUSED****MODE HEIRARCHY****BETTER FOR BUSINESS**

More pedestrian activity and improved city image benefits businesses

GREENER

More trees and shade, cooler streets, reduced carbon emissions

HEALTHIER

More active transport, reduced obesity, improved mental health

CITY FOR PEOPLE

Cities for People is an approach based on the value of human scale, mixed neighbourhoods, public spaces, adaptability and resilience.

The concept of putting people first, looking at three priorities:

1. Life – Good designs deliver a level of mixed use, with places that accommodate a wider range of different activities, functions, spaces, people building typologies, dimensions, tenures and a range of affordability
2. Space – Public spaces are the drivers of social interactions, local economy, connectivity, mobility and a creation of the culture and memory of a place
3. Buildings – Care is given to specifics, small details in scale and detailing of buildings, active ground floors, edge zones, number of households per stair, and number of doors to a street, as well as the overall massing and density of developments.

All of these are important for creating a human scale or a sense of community.

**“First life, then spaces,
then buildings - the other way around
never works” - Jan Gehl**

KEY BENEFITS

LIFE



How people move and spend time on the site and its surroundings

SPACE



Qualities and potentials of the existing site & surroundings – history, mobility, walkability, connections & climate

DESIGNING CITIES

“NATURAL STARTING POINT FOR THE WORK OF DESIGNING CITIES FOR PEOPLE IS HUMAN MOBILITY AND THE HUMAN SENSES BECAUSE THEY PROVIDE THE BIOLOGICAL BASIS FOR ACTIVITIES, BEHAVIOUR AND COMMUNICATION IN CITY SPACE”



BUILDINGS



Quality of existing buildings on site and in the surroundings – edges, facades, lighting, heritage, functions, density

PRIORITIES



Life
More than mixed use



Space
Public spaces at the heart



Buildings
Consideration for the human scale

TO DELIVER

- Consider the three priorities; Life, Space, Buildings as part of the design process, both from a ‘discovery’ stage of understanding place, through to envisioning and design implementation.
- Within each priority, define a shared vision for the site and its public spaces – what is the identity, functions, uses and connections to the surroundings.
- Develop a strategic framework for public spaces, their layout, connections, character, activities, micro-climate, phasing, street hierarchy, sustainability and accessibility

FRAMEWORK FOCUS

HUMAN SCALE

MIXED NEIGHBOURHOODS

PUBLIC SPACES

ADAPTABILITY &

RESILIENCE

“Cities are the places

where people meet to exchange ideas, trade or simply relax and enjoy themselves.

A city’s public domain

- it’s streets, squares, and parks

- is the stage and catalyst for these activities”

- Cities for People

SOFT CITY

'Soft City' concept discusses a human-centred urban design approach, where people, place, environment and the relationships between are the focal points for all urban design.

Good cities are ones that make these connections possible.

'Softness' of a city is an overarching and essential quality which considers the idea of the boundaries that you feel as you move about the city, and how they can start to come down.

The 3 main principles include:

1. Physical layout and shaping buildings
2. Organisation of the space in-between the buildings to allow more things to happen
3. React with the forces of the natural environment and conditions

That's an example of "softness"—
how a commute can blend into a
stop at the bakery and a social
experience." - David Sims



KEY BENEFITS

DENSITY AND DIVERSITY



The fusion of density and diversity increases the likelihood of useful places and people being closer to you.

SOCIAL HEALTH



Small movements around the neighbourhood "getting about" are seen as opportunities for people to connect, "getting on".

DENSITY X DIVERSITY = PROXIMITY

"DENSITY ON ITS OWN IS NOT INTERESTING. IT'S NOT ENOUGH FOR CITIES TO CONTAIN MANY BUILDINGS CLOSE TOGETHER: WHAT MAKES THEM WORK IS IF THE BUILDINGS THEMSELVES SUPPORT A MULTITUDE OF RESOURCES AND INTERACTIONS."

**SUSTAINABLE & RESILIENT**

Finding simple solutions to moderate the climate for people to spend more time outdoors comfortably.

PRIORITIES

Diversity of Built Form



Diversity of Outdoor Spaces



Flexibility



Human Scale



Walkability



Sense of Control & Identity



A Pleasant Micro-climate



Smaller Carbon Footprint



Greater biodiversity

NEIGHBOURHOOD IS NOT A PLACE

"IT'S A STATE OF MIND"

TO DELIVER

- Design for movement - In a congested and segregated world urban mobility is also about social mobility. The idea that getting about the city connects you not only to your destination, but also to places you pass and the people you meet on the way. Healthy Streets Experience Score (0-10) and a Healthy Streets Expectation Score (0- 10) based on survey's outputs.
- Layer life - Functional, social and economic diversity can be accommodated in one building, and even more can be accommodated in one block, with the pattern repeated.
- Design with weather in-mind - Requiring places to be sensitive to change and having a respect for nature.

FRAMEWORK FOCUS**FLUID MOVEMENT****AND COMFORT****HUMAN DIMENSION OF****DENSITY****DIVERSITY OF****BUILDING TYPES****THOUGHTFUL DESIGN**

CULTURE, VALUE & PLACE

The Culture, value and place report provides research on the ability of culture to be understood and utilised for the development of a successful city region.

The report delineates the relationships between culture, place, and value using global city case studies, and addresses how cultural investment can contribute to place-making, bridging social barriers, building shared identities and creating economically successful places.



KEY BENEFITS

“A mix of cultural services and infrastructures also make places more vibrant and can enhance the quality of life of citizens who live and work there.”

EDUCATION AND KNOWLEDGE



Access to culture is linked to improved learning, education and achievement

HEALTH AND WELLBEING



Art and culture's effect on well-being

IDENTITY AND BELONGING



Culture's role in establishing shared identities

CREATIVITY AND INNOVATION



Culture is essential to the innovation-led post-industrial economy

ECONOMIC DEVELOPMENT



Cultural activity is a driver of job creation

TOURISM



Cultural tourism is growing

PLACEMAKING



Culture underpins the quality/identity of a place

SUSTAINABILITY



Culture helps strengthen environmental sustainability

INTERNATIONAL IMAGE & SOFT POWER



Culture reinforces soft power of countries



**CULTURE AND
INDIGENOUS
PEOPLE**



Supporting Indigenous
people through
culture

PRIORITIES



Variety of Cultural
Attractions



Cultural
Attendance
and Attraction



Cultural
Demographic
Diversity



Enabling
Environment for
Culture and
Creativity



Information
Exchange,
Access and
Opportunity



Cultural
Production
and Creative
Economy



Cultural
Reputation and
Brand



Cultural Integration
and Cohesion

TO DELIVER

- Apply 8 dimensions of culture, including:
 - Variety of Cultural Attractions
 - Enabling Environment for Culture and Creativity
 - Information Exchange, Access and Opportunity
 - Cultural Production and Creative Economy
 - Cultural Reputation and Brand
 - Cultural Integration and Cohesion
- Consider investing in cultural resources to foster a sense of belonging in residents and promote the unique identity of a place.
- Consider investing in the fostering of cultural districts by collocating cultural institutions (cultural clustering).
- Leverage on cultural assets to establish a competitive advantage and sense of authenticity and distinctiveness.
- Develop art and cultural interventions in the public realm (e.g. participatory public art) to promote the integration of new migrants, be a platform for inter-cultural dialogue and a way to celebrate local diversity.

FRAMEWORK FOCUS

CULTURE + ARTS

LINKS BETWEEN

CULTURE, PLACE & VALUE

CULTURE + POLICY

GLOBAL CASE STUDIES

VALUE OF CULTURE IN PUBLIC SPACE

"AT THE UNESCO HABITAT III THEMATIC MEETING ON PUBLIC SPACES IN 2016, DELEGATES AGREED THAT CULTURE PROMOTES BETTER ACCESS TO MARKETS, PUBLIC SERVICES, JOBS AND INFORMATION, AS WELL AS A DEEPER CITIZEN CULTURE, IN BOTH DEVELOPED AND DEVELOPING COUNTRIES.



Appendix 5

Stakeholder Engagement

introduction

Consulted stakeholders were classified under three groups:

Focus/local

- Pasquale Carbone – E.O.I.
- Tony Polvere – E.O.I., Director, PPD Planning Consultants
- Celeste Martin – E.O.I., Associate Director, Urbis
- Carmel Aiello – Coordinator, Fairfield City Museum and Gallery

Community reference group

- Angela Hayes, Peter Simonis and Paul Desini – Board Members, Cumberland Business Chamber
- Victoria Calderan – Principal, Yennora Public School
- Kylie Mackie - Strong Families Strong Communities Manager, Woodville Alliance
- Pauline David – Fairfield resident and disability advocate, Diversity and Disability Alliance
- Jasmina Bajraktarevic (Community Services Coordinator) and Gary Cachia (Community Development Worker) – STARTTS
- Jane Stratton – Chief Executive Officer, Think+DO Tank Foundation
- David Smith – Principal, Fairfield Public School

Strategic

- Sean Ly – Community Project Officer, Youth Advisory Committee
- Robert Stark – Principal Planner, Land and Housing Corporation
- Andrea Lim – Cultural Planning Officer

Relevant findings are included below.

ANGELA HAYES, PETER SIMONIS AND PAUL DESINI – BOARD MEMBERS, CUMBERLAND BUSINESS Chamber

How do business owners and employees/workers use public space in the Fairfield LGA?

- Employees use of public space currently focuses solely around getting to and from work –
- There is a complete lack of public space for these people.
- Opportunity to improve/build upon the active transport connection from Smithfield to Fairfield along creek corridor.
- Opportunity to reference grape-growing history of area near creek, as well as past use as a local swimming spot.
- Opportunity to mimic/build upon success of the walk from Kissing Point Wharf to Parramatta. It features a walkway and cycleway built over marshes through the industrial precinct.
- People would like more indoor sports clubs rather than pubs, particularly since people are becoming more health conscious. People are hanging around after work to avoid the traffic and would go and do sports in a group while they waited.
- Opportunity to use creek area for active travel routes.
- Opportunity to mimic success of the night markets along Parramatta River and the foreshore walk.
- People feel they cannot go for short walks in Fairfield, complaining that it is too traffic-dominated and industrial. They relocate to the city as its more walkable.
- There are many underutilised green spaces.

PASQUALE CARBONE, DEVELOPER

How do people use public space in the Fairfield LGA?

- A lot of big stores have moved to industrial area

SEAN LY – YOUTH ADVISORY COMMITTEE

How do young people use public space in the Fairfield LGA?

- Feedback received from YAC FB group from a Year 12 girl saying that the library for her is an important public space, particularly for her studies. However, it is often not quiet enough.
- Parks are popular amongst young people
- Basketball in general seems to be a popular activity for youth in Fairfield
- The Youth Off the Streets group seeks to use spaces that are already being used by young people
- The Fairfield Youth Centre is used a lot – the basketball half court is even used at night.
- Shopping centres are key public spaces used by young people
- Cycling is an activity carried out in public spaces which is popular amongst young people.
- Young kids feel free to loiter in parks whereas they often feel unwanted lingering on the streets, outside shops or within shopping malls.

TONY POLVERE - E.O.I., DIRECTOR, PPD PLANNING CONSULT

How do people use public space in the Fairfield LGA?

- Food and beverage outlets benefit from having adjoining public spaces from which activity can spill out
- He is interested in connecting his property located in Fairfield to the train station and ameliorating the streetscape along this route.
- There is underutilised dead space across the road from his development.
- Use key anchors to draw people through main connective routes.
- Plazas where to sit and interact that are more than just seating, like chess and water play for children and things that would suit the demographic.
- Fairfield town centre streetscape: uninteresting, dog's breakfast.
- Streetscape is criticized, missing nice atmosphere.

VICTORIA CALDERAN - YENNORA PUBLIC SCHOOL

How do the school and school children use/interact with public space in Fairfield?

- Some children get to school via train.
- Some children ride their bike to school on the footpaths.
- They like to ride their bikes on the streets and in quiet residential streets

WOODVILLE ALLIANCE

How does your organisation/residents use public space in the Fairfield LGA?

- The school uses the museum at Fairfield.
- Most clients walk to the organisation's building. Some arrive in cars ie. Either in emergency vehicles or the car of family or friends.
- They host an end-of-year celebration - 200 people attended last year at the Senior Citizens' Centre.
- The NAIDOC celebration utilises public space.
- There are big families in high density living environments therefore they need open space. (A large percentage are Arabic).
- Good examples of Public Spaces include Bicentennial Park, a sensory garden for disabled people, and Casula Powerhouse play area along Liverpool Rd.

CARMEL AIELLO – COORDINATOR, FAIRFIELD CITY MUSEUM AND GALLERY

How do people use public space in the Fairfield LGA?

- Museum events are mostly held within museum grounds however, they have done programs in Crescent Plaza. There have been problems with putting on events outside of the museum, including having access to technology, getting digital material up on screen and Wi-Fi issues.
- Develop an "eat street" along The Horsely Drive main street with more alfresco dining, like Canley Heights
- Integrate public art
- Take inspiration from Greenacre's change-based beautification methods
- Streetscape would benefit from the addition of colour
- Create an area where people can access free technology

- Take inspiration from the Parramatta Lanes project
- Tired streetscape (The Horsely Drive); planter boxes along The Horsely Drive main street are not working
- Park near Fairfield train station is very underutilised but could be more family friendly

ROBERT STARK – LAND AND HOUSING CORPORATION

How do social housing residents use/interact with public space in Fairfield?

- Social housing development has similar private to public open space ratios, as well as setback requirements
- There has been a demographic shift towards an older cohort and people with access issues living in social housing
- Typically, in the past, residents of social housing were the working poor
- Now, social housing is for people who can't work such as the elderly and disabled people
- People tend to apply for housing that is close to their family – ageing in place initiatives
- Residents tend to spend a lot of their time at home therefore, the provision of public local green space and shading is very important
- Parking provision has same requirements to standard development
- Controls encourage LAHC to build near transit and near town centre, therefore there is the potential for improved connectivity
- Each development is bespoke designed
- Take inspiration from their site in Riverwood featuring community gardens. Council leased the land to the developers, and they built the garden. Each cultural group
- specializes in certain types of fruit and vegetables and then they trade with each other.

ANDREA LIM – CULTURAL PLANNING OFFICER**How do people use public space in the Fairfield LGA?**

- The cultural development team put on minor activations in Crescent Plaza
- They ran a project funded by the live music office that included putting on activations around the town centre
- They worked with the restaurants in the area, assisted them with musicians, had musicians in or outside their premises across 7 or 8 restaurants/venues, including Lost in books
- Places for activations are chosen because they are accessible and/or near transport where people already are – the activations should go to the people (not the other way around)
- The Crescent is used for crime prevention strategies
- The Flame Festival was a night-time economy trial with a major link with the arts
- On the last Friday of every month, they use Crescent Plaza for a film night: Flicker Fridays
- During this event, there was a group of people that were observed standing on the periphery and causing some issues. One night, they brought in the hip-hop artist, L-Fresh. This figure resonated with this group of people and their behaviour towards the event became more positive.
- The LED screen in Crescent Plaza is being utilised now to showcase Fairfield's artistic strength in filmmaking and digital art
- They also hosted an intergenerational all women film event and 66% of people at the event went to get food after the film
- Constraints regarding Crescent Plaza: There are people living right next to Crescent Plaza so

staff need to be constantly mindful of the music volume. For this reason, the last one had to end at 8pm. Also, the back area had to be fenced off for security purposes because there was not enough staff to surveil both ends of the square.

- There is an overall stigma around crime in Fairfield. Although crime has dropped recently, there are still some preconceptions
- There are a lot of underutilised spaces
- BMX bike-riding is popular amongst the youth

DAVID SMITH – PRINCIPAL, FAIRFIELD PUBLIC SCHOOL**How do the school and school children use/interact with public space in Fairfield?**

- Majority of children walk to school. No more than 20 out of the 600 children that attend the school catch the bus.
- They walk to the soccer ovals (Ultimate Soccer) via the back gate and pedestrian bridge
- After-school sport is generally done on school grounds
- For athletics carnivals they walk down to the area opposite the pool (Makepeace Oval). The route they generally take is through Smart St and over the train line – there has never been any major issues.
- They also use the leisure centre for swimming
- Adams park is used very well by Canley Vale Public School
- The SACC program runs excursions with families. They take families to the Fairfield adventure park and on picnics and show them how to get there.
- The school grounds are utilised by other community groups outside of school hours, such as playgroups, a group for young mums, parenting groups, and language development

groups. They hold at least 12 programs over a 12-month period. There are other participating venues including one at Cabramatta, Canley vale, Bonnyrigg and Lansvale Public School

- The shopping centres (Fairfield Forum and Neeta City) are used as a platform for school exhibitions, dance shows and choir performances. E.g. They once held an art exhibition in conjunction with Fairfield High School

JANE STRATTON & AFAF – LOST IN BOOKS**How do people use public space in the Fairfield LGA?**

- People are coming into Fairfield from Liverpool, Bankstown area and Granville to go to Lost in Books
- Local people who are unemployed come to volunteer in order to experience the work force, improve their English and to feel like they can contribute.
- Wayfinding could be improved and be available in different languages
- There is a general lack of confidence in people using public transport - the public transport often doesn't go where they want to go, they don't feel safe, and it can be financially challenging to use public transport services.
- There is a big sector of community that is more comfortable in a community space rather than a council space
- WiFi is needed access across LGA and should give confidence to people to walk around at night, getting around safely, communicating with people – safety is a big issues
- Opportunity to provide a sheltered, well-resourced, big public hall that is flexible and that you don't have to pay to be there:

- a space like the Maritime Youth Centre in Copenhagen with a human-centred design approach. It features an amphitheatre with other elements like artist studios, multi-use space, a play area, theatre and storage space.
- Council regulation is a barrier. While they would like to do activations, there is too much work involved to activate the space
- Hypermasculine domain where women feel unwelcomed - It is hard to find a place to sit down, breast feed and have a drink.
- There is not much for kids to do

JASMINA B AND GARY CACHIA - STARTTS

How does your organisation use/interact with public space in the Fairfield LGA?

- Every Friday night, STARTTS uses the Fairfield Youth Centre - people generally walk to this event
- Opportunity to provide some large halls such as an indoor venue to hold an awards ceremony with a stage. Currently, STARTTS must resort to using wedding reception halls and these private companies will not allow them to bring their own food.
- CORE's car park could be utilised for a public space as there is sufficient land available, it is near other services, it is close to where people live, and it is state government owned land
- The pool in Fairfield is used by many families in the summer
- STARTTS have used the square near the Fairfield Forum before. Although it has high foot traffic, it is far from where people congregate.
- Opportunity to close Ware St to become a pedestrianised public plaza
- The Navitas English school and train station are

important destinations for newcomers. There is the potential to upgrade the walking route from Yennora to the English school for a safer commute.

- Generally, the smaller parks are lacking amenity
- Cost of hiring park and insurance is a hindrance to some groups
- Public transport is infrequent
- The sun is "too strong" in summer
- Small organizations cannot afford the long-term leases that exist in Fairfield

PAULINE DAVID – FAIRFIELD RESIDENT

How do you and other disabled people use/interact with public space in the Fairfield LGA?

- People with a disability are constrained to get around in a taxi to complete daily activities
- St Joseph's medical centre on Ware St has no pickup or drop off area for wheelchair access
- Most intersections are problematic, as well as raised lips on bitumen
- Going through unattractive back entrances to access restaurants and other services deter disabled people from socialising and partaking in city life
- Arm rests on seats prohibit people in wheelchairs to sit next to them
- Street/park furniture is generally not the right height for people in wheelchairs
- At Fairfield Railway Station, people must get to their cab via the road as there is no taxi ring with disabled access
- Opportunity to utilise a similar pavement material to that which is on the Neeta City side of the street. It is considered an ideal pavement for wheelchair mobility as it is smooth and unified.

- Pauline uses Fairfield forum, the station and the shops
- The Fairfield Youth Centre is used. There is plenty of parking and in terms of accessibility it is very good. DDA books it for events.
- General lack of lighting in the city centre
- Trees have lifted the bitumen in some places
- Tables on concrete blocks are generally hard to access due to their being slightly raised from the ground
- There is too great a focus on Assyrian culture in the public realm

CELESTE MARTIN - ASSOCIATE DIRECTOR, URBIS

What are the potential opportunity sites and how can they contribute to the public domain within the Fairfield LGA?

Potential opportunity sites is 29 Barbara St, Fairfield. Considerations include:

- Potential through site link between Hamilton Rd to Harris St
- Interface with regard to vehicles
- Share loading and potential rear access

Other opportunities in Fairfield include:

- Potential to tie in open space provision with Neeta City redevelopment
- Providing urban canopy
- Improving pedestrian environment, being more pedestrian centric with less cars
- Take inspiration from Liverpool, which has similar cultural clusters, such as providing amenity for the community like chessboards, ping pong tables
- Understanding cultural overlays and what people love doing
- Potentially closing and pedestrianizing roads and reorientating traffic to provide public space.



Appendix 6

Performance Matrix

MATRIX - STRATEGIES AND PUBLIC DOMAIN HIERARCHY

		1. STREET ORDER	2. THE ROAD DIET	3. PEDESTRIAN THROUGH ZONE	4. CONNECTIVITY AND FLOW	5. AT THE KERB	6. STREET LIFE	7. GREENING THE CENTRES	8. COOL STREETS AND SPACES	9. LOVED PUBLIC SPACES	10. CULTURE AND COMMUNITY
HIERARCHY		Apply a hierarchy of street function across vehicular, pedestrian, cycle and transport modes	Applying minimum lane width and swept path requirements	Provide for comfortable pedestrian through movement zone appropriate to street function	Reduce or eliminate barriers and interruptions to pedestrian flow applicable to street order	Maximise the flexibility of kerb side use and its benefits to pedestrian amenity	Enable a range of activities to be undertaken that contribute to street and community life	Increase the amount of green canopy and ground plane within the centres	Maximise the capacity of streets and public spaces to provide comfortable inhabitable spaces during summer	Ensuring public spaces can become loved by optimising their location, providing appropriate facilities, and enabling diverse use	Facilitate a "stage" for community and cultural expression through streets and public spaces
MAJOR ROADS		<ul style="list-style-type: none"> regional traffic role regional transport role 	<ul style="list-style-type: none"> traffic role takes precedence 	<ul style="list-style-type: none"> pedestrian path between key points / to serve uses generally 1.5m minimum pedestrian path 	<ul style="list-style-type: none"> minimise driveways for interruption to traffic flow 	<ul style="list-style-type: none"> clearways where required kerb side parking outside peak hour underground power where possible tree planting in verge 	NA	<ul style="list-style-type: none"> regional green link 70% tree canopy coverage tree planting within road verge 	<ul style="list-style-type: none"> provide shade to pedestrian links provide shade / buffer to west facing facades increase biomass to reduce ambient heat of corridors 	<ul style="list-style-type: none"> provide visually interesting vehicular experience ensure pedestrian comfort to paths 	<ul style="list-style-type: none"> provide for vehicular based cultural expression as a threshold or repetitive experience
COLLECTOR ROADS	AVENUES	<ul style="list-style-type: none"> secondary district traffic role primary district cycle role supporting transport role supporting pedestrian role 	<ul style="list-style-type: none"> minimise lane widths and swept paths minimise / eliminate heavy vehicle traffic Integrate cycle facility 	<ul style="list-style-type: none"> continuous pedestrian paths both sides generally 1.8m minimum pedestrian paths to cater for dual wheelchair 	<ul style="list-style-type: none"> minimise driveways cycle crossings of intersecting streets 	<ul style="list-style-type: none"> kerb side parking underground power tree planting in verge tree planting in parking lane 	NA	<ul style="list-style-type: none"> district green link 90% tree canopy coverage tree planting within road verge or kerbside parking lane underground power 	<ul style="list-style-type: none"> 50% summer tree canopy shade provide shade / buffer to west facing facades create "cool nodes" with optimum (deep) shade 	<ul style="list-style-type: none"> provide visually interesting experience for all users ensure continuous pedestrian and cyclist comfort to paths 	<ul style="list-style-type: none"> provide for wayfinding embedding cultural expression
	CORRIDORS	<ul style="list-style-type: none"> primary district traffic role district transport role secondary district cycle role 	<ul style="list-style-type: none"> traffic role takes precedence Integrate cycle facility where required 	<ul style="list-style-type: none"> generally 1.8m minimum pedestrian paths to cater for dual wheelchair 	<ul style="list-style-type: none"> minimise driveways 	<ul style="list-style-type: none"> clearways where required underground power where possible tree planting in verge 	NA	<ul style="list-style-type: none"> district green link 70% tree canopy coverage tree planting within road verge 	<ul style="list-style-type: none"> 50% summer tree canopy shade create "cool nodes" with optimum (deep) shade 	<ul style="list-style-type: none"> provide visually interesting vehicular experience ensure pedestrian and cyclist comfort 	<ul style="list-style-type: none"> provide for vehicular based cultural expression as a threshold or repetitive experience
HIGH STREETS	CORE	<ul style="list-style-type: none"> low speed traffic role primary pedestrian role supporting cycle role balance of on street parking and footway widening no buses or large service vehicles 	<ul style="list-style-type: none"> minimise lane widths and swept paths with focus on enhancing the quality of the pedestrian environment 	<ul style="list-style-type: none"> 2.4m minimum continuous through zone 	<ul style="list-style-type: none"> no driveways raised crossing of intersecting streets pedestrian priority (linemarked) crossings in street and at intersecting streets 	<ul style="list-style-type: none"> underground power widen footway where possible to no standing areas tree planting in widened footways tree planting in parking lane 	<ul style="list-style-type: none"> provide for on street trading or at minimum active frontage as continuous character encourage businesses that contribute to street life encourage night trading 	<ul style="list-style-type: none"> local green link 70% tree canopy coverage tree planting within kerbside parking lane or footway build outs strong ground plane presence of green% surface area target 	<ul style="list-style-type: none"> 80% summer tree canopy shade including awning cover continuous building awnings create "cool nodes" with optimum (deep) shade consider evapo-transpirative cooling 	<ul style="list-style-type: none"> provide a pedestrian heart to the centre provide a range of reasons to be in street create a safe and vibrant after hours place 	<ul style="list-style-type: none"> facilitate modal use of street for events integrated with other spaces provide for wayfinding and permanent / temporary arts /cultural expression
	MIXED	<ul style="list-style-type: none"> low speed traffic role primary pedestrian role primary cycle role balance of on street parking and footway widening limited buses or large service vehicles 	<ul style="list-style-type: none"> minimise lane widths and swept paths in lane bus stops preferred where required Integrate cycle facility where required 	<ul style="list-style-type: none"> 2.4m minimum continuous through zone 	<ul style="list-style-type: none"> minimise driveways pedestrian priority or signalised crossing of intersecting streets 	<ul style="list-style-type: none"> kerbside parking underground power tree planting in verge tree planting in parking lane 	<ul style="list-style-type: none"> provide for on street trading to selected zones / nodes encourage active frontage as continuous character 	<ul style="list-style-type: none"> local green link 70% tree canopy coverage tree planting within kerbside parking lane or footway build outs strong ground plane presence of green% surface area target 	<ul style="list-style-type: none"> 80% summer tree canopy shade including awning cover continuous building awnings create "cool nodes" with optimum (deep) shade consider evapo-transpirative cooling 	<ul style="list-style-type: none"> support the pedestrian heart to the centre provide a range of reasons to be in street create a safe and vibrant after hours place 	<ul style="list-style-type: none"> provide for wayfinding and permanent / temporary arts /cultural expression
	CIRCULATION	<ul style="list-style-type: none"> low speed traffic role supporting pedestrian role supporting cycle role on street parking with selective footway widening buses and large service vehicle access 	<ul style="list-style-type: none"> minimise lane widths and swept paths while catering for necessary vehicle types (buses and large service vehicle) in lane bus stops Integrate cycle facility where required 	<ul style="list-style-type: none"> minimum 1.8m pedestrian through zones to cater for dual wheelchair movement - 2.4m preferred 	<ul style="list-style-type: none"> provision of driveways in preference to Core and Mixed High Streets driveways integrated with street trees and lighting 	<ul style="list-style-type: none"> clearways where required kerbside parking underground power where possible tree planting in verge strong ground plane presence of green% surface area target 	<ul style="list-style-type: none"> focus on comfortable pedestrian movement to Core and Mixed High Streets and other destinations 	<ul style="list-style-type: none"> local green link 70% tree canopy coverage tree planting within footway build outs or verge footway strong ground plane presence of green% surface area target 	<ul style="list-style-type: none"> 80% summer tree canopy shade including awning cover semi - continuous building awnings focussed on pedestrian routes create "cool nodes" with optimum (deep) shade 	<ul style="list-style-type: none"> connect to the pedestrian heart to the centre create a safe and comfortable after hours place of movement 	<ul style="list-style-type: none"> provide for wayfinding and permanent / temporary arts /cultural expression
	SHARED ZONE	<ul style="list-style-type: none"> lowest speed traffic role shared vehicular pedestrian and cycle roles small-large service vehicles 	<ul style="list-style-type: none"> raise road and eliminate kerbs to create shared space 	NA	<ul style="list-style-type: none"> raised to footpath level pedestrian and cycle movement within carriageway driveways as required for service role 	<ul style="list-style-type: none"> planting and other street elements define vehicular movement 	<ul style="list-style-type: none"> provides comfortable pedestrian priority movement to Core and Mixed High Streets and other destinations provide for permanent or temporary on street trading to selected zones / nodes 	<ul style="list-style-type: none"> green node% tree canopy coverage strong ground plane presence of green% surface area target 	<ul style="list-style-type: none"> 80% summer tree canopy create "cool nodes" with optimum (deep) shade 	<ul style="list-style-type: none"> support the pedestrian heart to the centre provide a range of reasons to be in street create a safe and vibrant after hours place 	<ul style="list-style-type: none"> facilitate modal use of street for events integrated with other spaces
	SHARED LANE	<ul style="list-style-type: none"> lowest speed traffic role shared vehicular pedestrian and cycle provisions pedestrian and cycle linkage role small-large service vehicles 	<ul style="list-style-type: none"> raise road and eliminate kerbs to create shared space 	NA	<ul style="list-style-type: none"> raised to footpath level pedestrian and cycle movement within carriageway driveways as required for service role 	<ul style="list-style-type: none"> planting and other street elements define vehicular movement 	<ul style="list-style-type: none"> provides comfortable pedestrian priority movement to Core and Mixed High Streets and other destinations provide for permanent or temporary on street trading to selected zones / nodes 	<ul style="list-style-type: none"> green link% tree canopy coverage strong ground plane presence of green% surface area target 	<ul style="list-style-type: none"> 35% summer tree canopy shade create "cool nodes" with optimum (deep) shade 	<ul style="list-style-type: none"> support the pedestrian heart to the centre provide a range of reasons to be in street create a safe and vibrant after hours place 	<ul style="list-style-type: none"> provide for wayfinding and permanent / temporary arts /cultural expression
LANEWAYS		<ul style="list-style-type: none"> low speed traffic role small-large service vehicles limited / nil pedestrian linkage role 	<ul style="list-style-type: none"> traffic role takes precedence 	NA	<ul style="list-style-type: none"> provide for pedestrian safety - refuge kerb or zones driveways as required for service role 	<ul style="list-style-type: none"> traffic and service role takes precedence 	NA	<ul style="list-style-type: none">% tree canopy coverage 	NA	NA	NA
LOCAL STREET											
SPACES	CENTRE SQUARES / PLAZAS	<ul style="list-style-type: none"> at focal junctions of movement 	NA	<ul style="list-style-type: none"> key routes through space to provide for 2.4m clear movement zone 	<ul style="list-style-type: none"> pedestrian through access link adjoining streets 		<ul style="list-style-type: none"> maximise active frontages to square (ideally 2) provide for on plaza trading adjoining active frontage encourage businesses that contribute to plaza life 	<ul style="list-style-type: none"> green node% tree canopy coverage strong ground plane presence of green% surface area target 	<ul style="list-style-type: none"> 50% summer tree canopy shade Awnings to active frontages create "cool nodes" with optimum (deep) shade Integrate water elements consider evapo-transpirative cooling 	<ul style="list-style-type: none"> site at highly visible location site at node of major pedestrian movement site with balance of shade and solar access encourage non retail uses provide pro active programming 	<ul style="list-style-type: none"> facilitate modal use of square for events integrated with other spaces provide for permanent / temporary arts /cultural expression
	CENTRE PARKS	NA	NA	<ul style="list-style-type: none"> key routes through space to provide for 2.4m clear movement zone 	<ul style="list-style-type: none"> pedestrian through access link adjoining streets 		<ul style="list-style-type: none"> as secondary role to passive recreation - provide small scale trading opportunities 	<ul style="list-style-type: none"> strong green character with emphasis on green permeable surface 	<ul style="list-style-type: none"> 50% summer tree canopy shade create "cool nodes" with optimum (deep) shade Integrate water elements Integrate water play consider evapo-transpirative cooling 	<ul style="list-style-type: none"> site with balance of shade and solar access site with good accessibility to other use areas enable range of passive uses 	<ul style="list-style-type: none"> facilitate modal use of park for events integrated with other spaces provide for permanent / temporary arts /cultural expression

MATRIX - PRINCIPLES AND PUBLIC DOMAIN HIERARCHY

		1. PEOPLE PRIORITISED	2. CONSIDERS ALL MODES AND USERS	3. AN ENGAGING EXPERIENCE WHERE USERS FEEL SAFE AND RELAXED	4. VALUES PUBLIC LIFE	5. HEALTHY ENVIRONMENTS FOR PEOPLE TO ENJOY	6. IS FIT FOR PURPOSE	7. CELEBRATES HISTORY, DIVERSITY AND LOCAL DNA	8. ENVIRONMENTALLY PERFORMING AND RESILIENT
HIGH STREETS	CIRCULATION	<ul style="list-style-type: none"> pedestrian movement and amenity is high design priority but may vary along street subject to pedestrian movement routes human scale to road verges Links pedestrians to other streets and destinations attractive night character and safety 	<ul style="list-style-type: none"> supporting pedestrian movement role in centres important vehicular circulation role around centre and to parking key business service access role - provide through local (g-zones) low sped vehicular circulation (40km/hr) preferred bus movement routes crossing points to key pedestrian routes 	<ul style="list-style-type: none"> semi continuous building awnings to footway related to pedestrian routes provision of trees in optimum locations has high priority tree canopy maximises shade tree canopy positioned to maximise visual benefit to street (design composition) targeted ground level planting enhances green character and supports WSUD integrate large vehicle (bus and truck) access / movements street art enlivens road corridor for all users 	<ul style="list-style-type: none"> provides routes for comfortable access to Core and Mixed Streets public domain amenity (shade, visual quality and interest, ease of movement) enable easy pedestrian and cycle movement public domain amenity (as above) enables on street trading to specific locations public domain amenity and management facilitate safe and comfortable night access and movement targeted seating opportunities near access routes and crossings 	<ul style="list-style-type: none"> pedestrian oriented welcoming character at crossing points safe inclusive and accessible facilities at crossing points and along footway Limit vehicular speeds (40km/hr) regular maintenance of litter and waste regular maintenance of landscape maximise landscape coverage as offset to vehicular fumes awning and tree canopy cooling 	<ul style="list-style-type: none"> vehicular oriented wayfinding along corridor pedestrian and cycle oriented wayfinding along links and at crossing points provide continuity and accessibility at required crossing points and at driveways along length of route 	<ul style="list-style-type: none"> public domain design considers varied cultural needs of Fairfield community connections to culture through selected art installations provide interpretive narratives on local themes integrated with wayfinding public domain provides canvas for local arts and culture bodies (temporal displays and events) capacity for street events 	<ul style="list-style-type: none"> encourages sustainable transport minimises potable water use facilitates water harvesting minimises energy use uses recycled materials where possible design / fabrication enables future recycling where possible local fabrication where possible encourages recycling through waste management increase foliage to mitigate air pollution
	SHARED ZONE	<ul style="list-style-type: none"> pedestrian movement and amenity is highest design priority seating in various forms , on street trading, and through movement enliven street attractive night character and safety capacity for street events 	<ul style="list-style-type: none"> shared access between all modes at low speed (10km/hr) pedestrian priority crossing within shared zone designed to RMS cat 1 shared zone requirements pedestrian priority crossing zone 	<ul style="list-style-type: none"> continuous building awnings adjoining shared zone for shelter and shade provision of trees in optimum locations takes precedence tree canopy integrated with awnings to maximise shade tree canopy positioned to maximise visual benefit to street (design composition) ground level planting enhances green character restrict large vehicle (bus and truck) access / movements street art enlivens road corridor with focus on pedestrian and cycle users 	<ul style="list-style-type: none"> with Core High Streets, the focal street environments supporting street life in the centre public domain amenity (shade, visual quality and interest, ease of movement) encourage lingering in the public domain public domain amenity (as above) encourage on street trading adjoining shared zones public domain amenity and management encourage night trading and street activity range of seating opportunities encourage lingering in the public domain public domain supports events 	<ul style="list-style-type: none"> shared access between all modes at low speed (10km/hr) attractive comfortable env'ment for pedestrians and cyclists high level of pedestrian and cycle safety raised platform provides inclusive and accessible facilities regular maintenance of litter and waste regular maintenance of landscape prohibit heavy vehicle and bus movement to reduce noise and fumes maximise landscape coverage as offset to vehicular fumes tree canopy cooling 	<ul style="list-style-type: none"> high level of pedestrian and cycle wayfinding high level of vehicular wayfinding provide continuity and accessibility through shared zone with flush pavements address shared zone compliance requirements as per RMS guidelines 	<ul style="list-style-type: none"> public domain design considers varied cultural needs of Fairfield community connections to culture through selected art installations provide interpretive narratives on local themes integrated with wayfinding public domain provides canvas for local arts and culture bodies (temporal displays and events) capacity for street events 	<ul style="list-style-type: none"> encourages sustainable transport minimises potable water use facilitates water harvesting minimises energy use uses recycled materials where possible design / fabrication enables future recycling where possible local fabrication where possible encourages recycling through waste management increase foliage to mitigate air pollution
LANEWAYS	SHARED LANE	<ul style="list-style-type: none"> pedestrian movement and amenity is high design priority maintain business service access role encourage active frontages 	<ul style="list-style-type: none"> shared access between all modes at low speed (10km) pedestrian priority crossing within shared zone designed to RMS cat 1 shared zone requirements 	<ul style="list-style-type: none"> building awnings at active frontages if practical provision of trees to selected locations where feasible for shade and visual amenity tree canopy positioned to maximise visual benefit to street (design composition) targeted ground level planting enhances green character and supports WSUD limit large vehicle (truck) access / movements street art enlivens road corridor for all users 	<ul style="list-style-type: none"> provides a secondary street environment supporting street life in the centre public domain amenity (shade, visual quality and interest, ease of movement) encourage lingering in the public domain at key locations public domain amenity (as above) encourage targeted on street trading public domain amenity and management encourage night trading and street activity at key locations range of seating opportunities encourage lingering in the public domain at key locations 	<ul style="list-style-type: none"> shared access between all modes at low speed (10km/hr) attractive comfortable env'ment for pedestrians and cyclists high level of pedestrian and cycle safety raised platform provides inclusive and accessible facilities regular maintenance of litter and waste regular maintenance of landscape prohibit heavy vehicle and bus movement to reduce noise and fumes maximise landscape coverage as offset to vehicular fumes tree canopy cooling 	<ul style="list-style-type: none"> high level of pedestrian and cycle wayfinding high level of vehicular wayfinding provide continuity and accessibility through shared zone with flush pavements address shared zone compliance requirements as per RMS guidelines 	<ul style="list-style-type: none"> public domain design considers varied cultural needs of Fairfield community connections to culture through selected art installations provide interpretive narratives on local themes integrated with wayfinding public domain provides canvas for local arts and culture bodies (temporal displays and events) capacity for street events 	<ul style="list-style-type: none"> encourages sustainable transport minimises potable water use facilitates water harvesting minimises energy use uses recycled materials where possible design / fabrication enables future recycling where possible fabrication where possible encourages recycling through waste management increase foliage to mitigate air pollution
	SERVICE LANE	<ul style="list-style-type: none"> limited pedestrian movement role 	<ul style="list-style-type: none"> key service access role low speed (20km) crossing points to key pedestrian routes 	<ul style="list-style-type: none"> recognised as a primarily vehicular use space focus amenity at crossing points monitor ongoing access role and consider future recategorisation if appropriate or lane is further connected to pedestrian network 	<ul style="list-style-type: none"> where applicable (crossing point on a pedestrian link) public domain provides comfortable and safe movement to areas of street life 	<ul style="list-style-type: none"> pedestrian oriented welcoming character at crossing points safe inclusive and accessible facilities at crossing points Limit vehicular speeds (20km/hr) tree canopy cooling 	<ul style="list-style-type: none"> caters for service access requirements signage informs of any vehicle size limitations pedestrian oriented wayfinding at crossing points 		<ul style="list-style-type: none"> minimises potable water use facilitates water harvesting minimises energy use uses recycled materials where possible design / fabrication enables future recycling where possible local fabrication where possible increase foliage to mitigate air pollution
LOCAL STREET		<ul style="list-style-type: none"> Local pedestrian access role provide important local pedestrian links / connections pedestrian movement and amenity is a design priority 	<ul style="list-style-type: none"> Local vehicular access and parking role Local cycle access role generally as mixed traffic 	<ul style="list-style-type: none"> encourage local community life to local streets - small parklets with shade encourage street gardens 	<ul style="list-style-type: none"> encourage street / community spirit eg - awards for street parties awards for front gardens 	<ul style="list-style-type: none"> pedestrian oriented welcoming character at crossing points safe inclusive and accessible facilities at crossing points facilities along footway Limit vehicular speeds (40km/hr) regular maintenance of landscape tree canopy cooling 	<ul style="list-style-type: none"> pedestrian and cycle wayfinding vehicular wayfinding provide continuity and accessibility at required crossing points and at driveways along length of route 	<ul style="list-style-type: none"> public domain design considers varied cultural needs of Fairfield community connections to culture through selected art installations provide interpretive narratives on local themes integrated with wayfinding 	<ul style="list-style-type: none"> minimises potable water use facilitates water harvesting minimises energy use uses recycled materials where possible design / fabrication enables future recycling where possible local fabrication where possible increase foliage to mitigate air pollution
SPACES	CENTRE SQUARES / PLAZAS	<ul style="list-style-type: none"> a major pedestrian destination a place for gathering capacity for events a place for maintenance 1 day / week attractive night character and safety 	<ul style="list-style-type: none"> pedestrian focussed space cycle stands cycle support facilities - eg bike hub for maintenance 1 day / week restricted vehicular access - for maintenance only 	<ul style="list-style-type: none"> provide a balance of structured and tree shade having regard for shadow regime from adjoining development strong green character at ground level provide elements of interest to children - enable creative play cater for youth in design of space and facilities - seating and gathering points, WIFI, small event spaces 	<ul style="list-style-type: none"> public domain amenity (shade, visual quality and interest, ease of movement) encourage lingering range of seating opportunities encourage lingering integrate provisions for events into design of space program and curate Council managed community events encourage and enable community groups to run events facilitate and manage small scape events including buskers etc manage an annual program of events 	<ul style="list-style-type: none"> Attractive comfortable env'ment for pedestrians High level of safety inclusive and accessible facilities through space regular maintenance of litter and waste regular maintenance of landscape maximise landscape coverage and tree canopy for cooling 	<ul style="list-style-type: none"> provide continuity of movement and accessibility through space and related to facilities pedestrian wayfinding facilitates maintenance access 	<ul style="list-style-type: none"> public domain design considers varied cultural needs of Fairfield community connections to culture through selected art installations provide interpretive narratives on local themes integrated with wayfinding public domain provides canvas for local arts and culture bodies (temporal displays and events) capacity for events 	<ul style="list-style-type: none"> minimises potable water use facilitates water harvesting minimises energy use facilitates energy generation uses recycled materials where possible design / fabrication enables future recycling where possible local fabrication where possible increase foliage to mitigate air pollution
	CENTRE PARKS	<ul style="list-style-type: none"> a major pedestrian destination a place for gathering a place for relaxing attractive night character and safety 	<ul style="list-style-type: none"> pedestrian focussed space cycle stands restricted vehicular access - for maintenance only 	<ul style="list-style-type: none"> provide a balance of structured and tree shade having regard for shadow regime from adjoining development major green character at ground level provide elements of interest to children - enable creative play cater for youth in design of space and facilities - seating and gathering points, WIFI, small event spaces 	<ul style="list-style-type: none"> public domain amenity (shade, visual quality and interest, ease of movement) encourage lingering integrate provisions for events into design of space if appropriate and sustainable to space and context facilitate passive low key use by town centre residents - including rest, seating and relaxing, and play 	<ul style="list-style-type: none"> Attractive comfortable env'ment for pedestrians High level of safety inclusive and accessible facilities through space regular maintenance of litter and waste regular maintenance of landscape maximise landscape coverage and tree canopy for cooling 	<ul style="list-style-type: none"> provide continuity of movement and accessibility through space and related to facilities pedestrian wayfinding facilitates maintenance access 	<ul style="list-style-type: none"> public domain design considers varied cultural needs of Fairfield community connections to culture through selected art installations provide interpretive narratives on local themes integrated with wayfinding public domain provides canvas for local arts and culture bodies (temporal displays and events) capacity for events 	<ul style="list-style-type: none"> minimises potable water use facilitates water harvesting minimises energy use uses recycled materials where possible facilitates energy generation design / fabrication enables future recycling where possible local fabrication where possible increase foliage to mitigate air pollution



Appendix 7

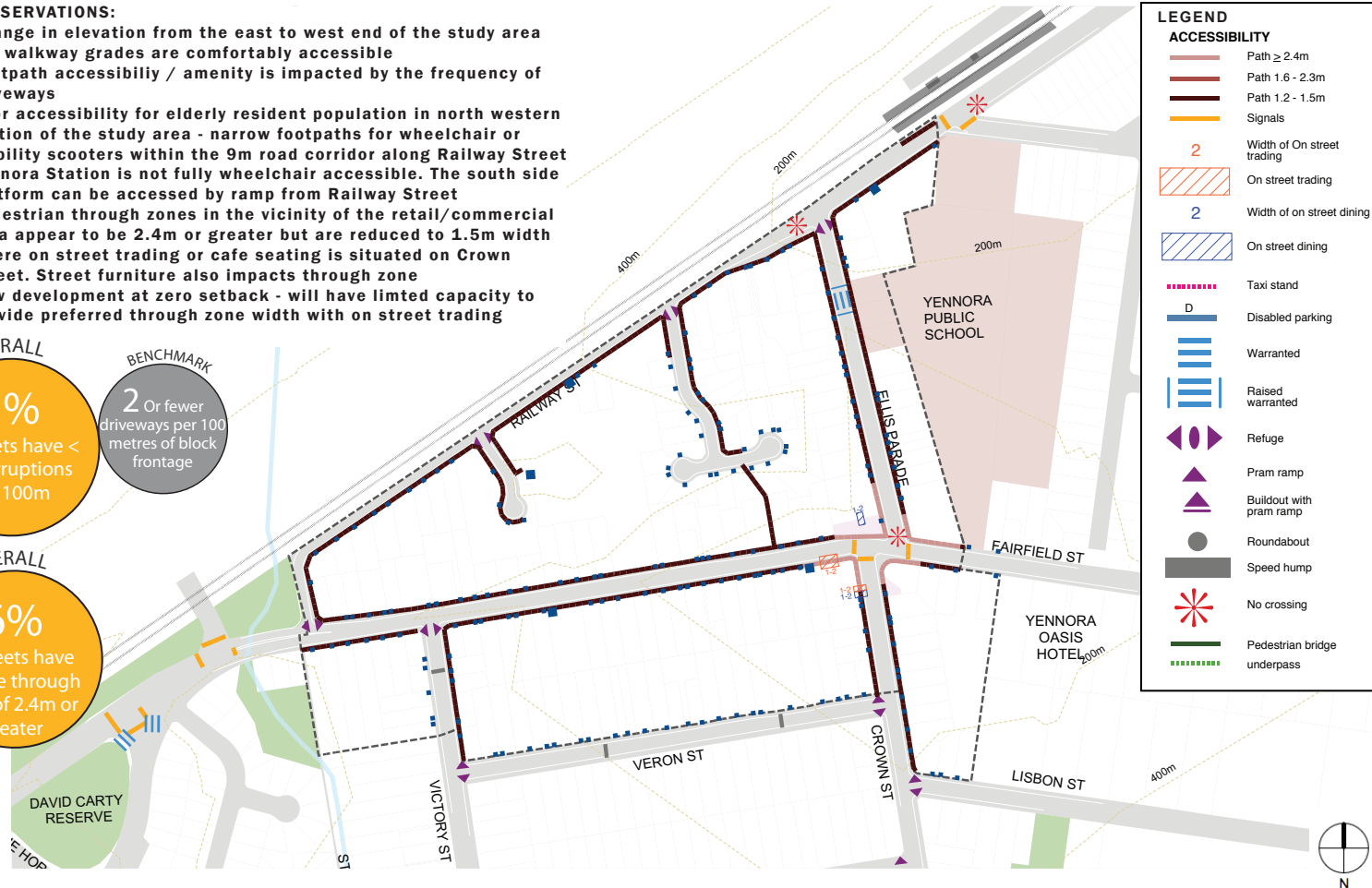
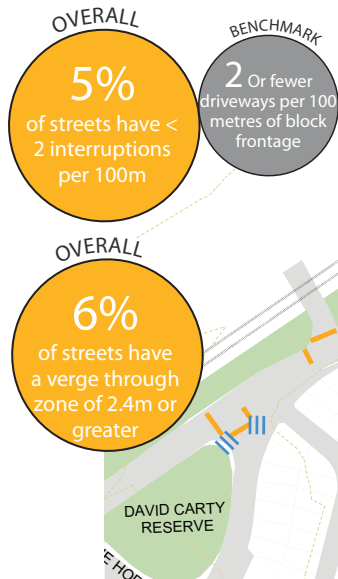
Audit Mapping

1.0 ACCESSIBILITY

UPDATE REQUIRED - INCLUDE COUNCIL FEEDBACK

KEY OBSERVATIONS:

- Change in elevation from the east to west end of the study area but walkway grades are comfortably accessible
- Footpath accessibility / amenity is impacted by the frequency of driveways
- Poor accessibility for elderly resident population in north western portion of the study area - narrow footpaths for wheelchair or mobility scooters within the 9m road corridor along Railway Street
- Yennora Station is not fully wheelchair accessible. The south side platform can be accessed by ramp from Railway Street
- Pedestrian through zones in the vicinity of the retail/commercial area appear to be 2.4m or greater but are reduced to 1.5m width where on street trading or cafe seating is situated on Crown Street. Street furniture also impacts through zone
- New development at zero setback - will have limited capacity to provide preferred through zone width with on street trading

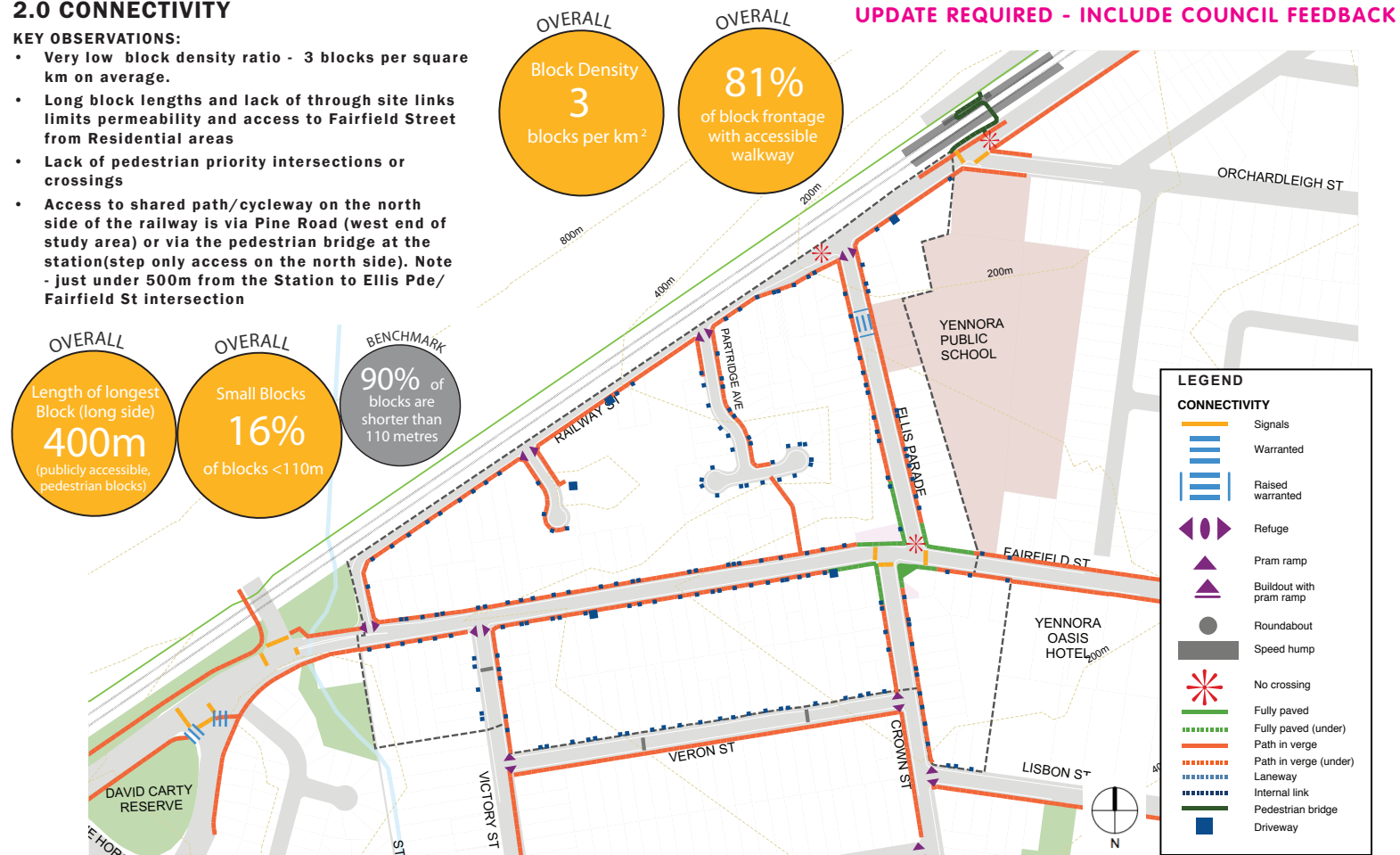


LEGEND	
ACCESSIBILITY	
	Path $\geq 2.4\text{m}$
	Path 1.6 - 2.3m
	Path 1.2 - 1.5m
	Signals
	Width of On street trading
	Width of on street dining
	Taxi stand
	Disabled parking
	Warranted
	Raised warranted
	Refuge
	Pram ramp
	Buildout with pram ramp
	Roundabout
	Speed hump
	No crossing
	Pedestrian bridge underpass

2.0 CONNECTIVITY

KEY OBSERVATIONS:

- Very low block density ratio - 3 blocks per square km on average.
- Long block lengths and lack of through site links limits permeability and access to Fairfield Street from Residential areas
- Lack of pedestrian priority intersections or crossings
- Access to shared path/cycleway on the north side of the railway is via Pine Road (west end of study area) or via the pedestrian bridge at the station(step only access on the north side). Note - just under 500m from the Station to Ellis Pde/ Fairfield St intersection



3.0 COMFORT

KEY OBSERVATIONS:

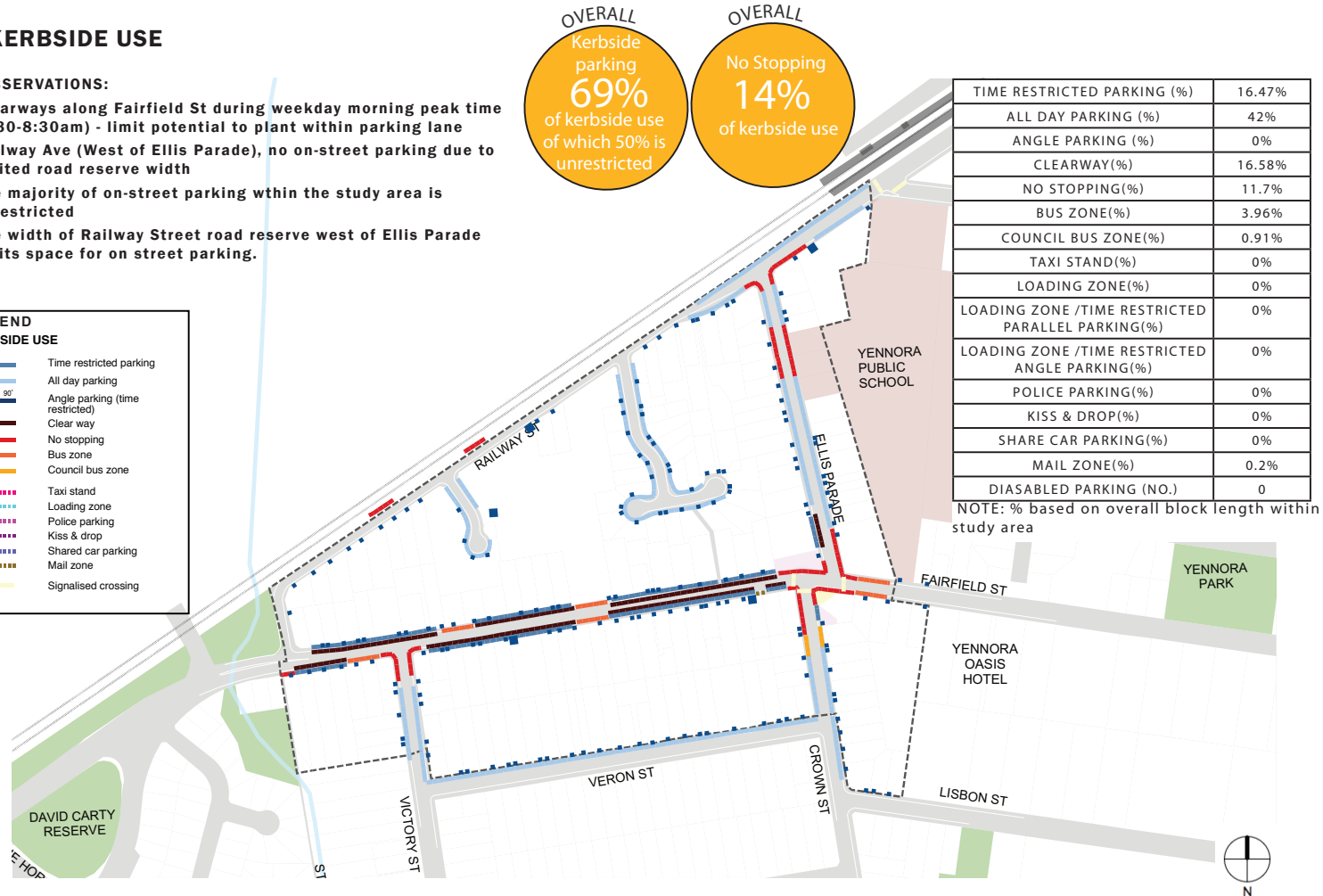
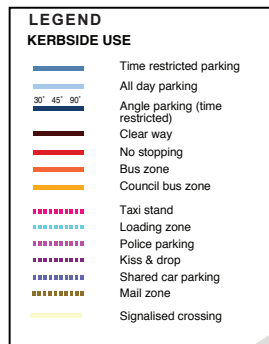
- Exposed public domain, limited coverage onto verges through tree canopy or awnings
- Key east west routes lack any significant coverage from street trees or awnings - Railway St and Fairfield St
- Awnings are limited to the commercial buildings at the intersection of Fairfield and Railway St.
- Limited or no landscape planting along street verges
- Impact of overhead powerlines along Fairfield Street and throughout study area - north side of Fairfield St is an opportunity for increased tree canopy (refer lighting review)



4.0 KERBSIDE USE

KEY OBSERVATIONS:

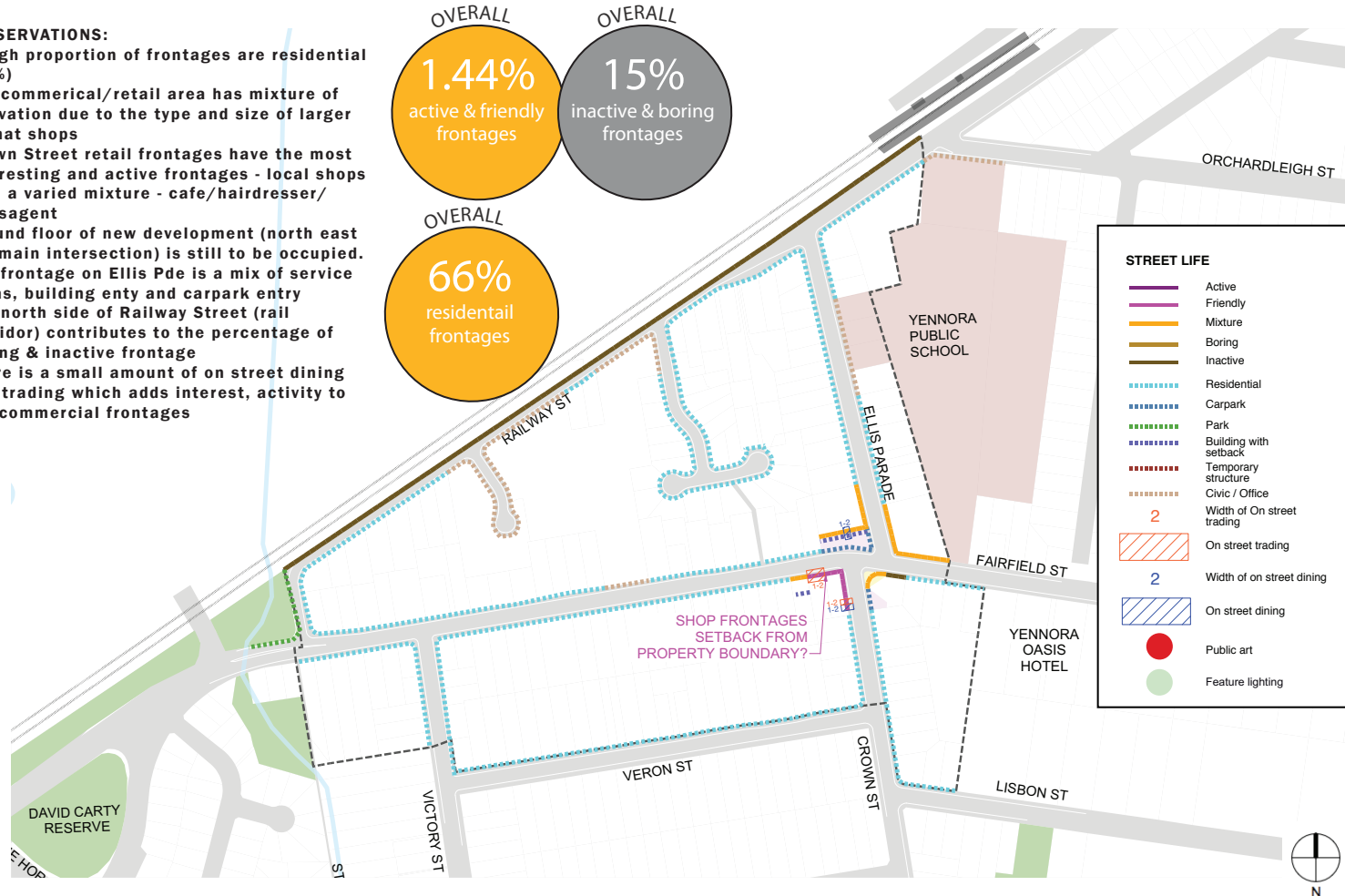
- Clearways along Fairfield St during weekday morning peak time (6:30-8:30am) - limit potential to plant within parking lane
- Railway Ave (West of Ellis Parade), no on-street parking due to limited road reserve width
- The majority of on-street parking within the study area is unrestricted
- The width of Railway Street road reserve west of Ellis Parade limits space for on street parking.



5.0 STREET LIFE

KEY OBSERVATIONS:

- A high proportion of frontages are residential (66%)
- The commercial/retail area has mixture of activation due to the type and size of larger format shops
- Crown Street retail frontages have the most interesting and active frontages - local shops with a varied mixture - cafe/hairstylist/newsagent
- Ground floor of new development (north east cnr main intersection) is still to be occupied. The frontage on Ellis Pde is a mix of service areas, building entry and carpark entry
- The north side of Railway Street (rail corridor) contributes to the percentage of boring & inactive frontage
- There is a small amount of on street dining and trading which adds interest, activity to the commercial frontages



6.1 TRAFFIC & PARKING

KEY OBSERVATIONS:

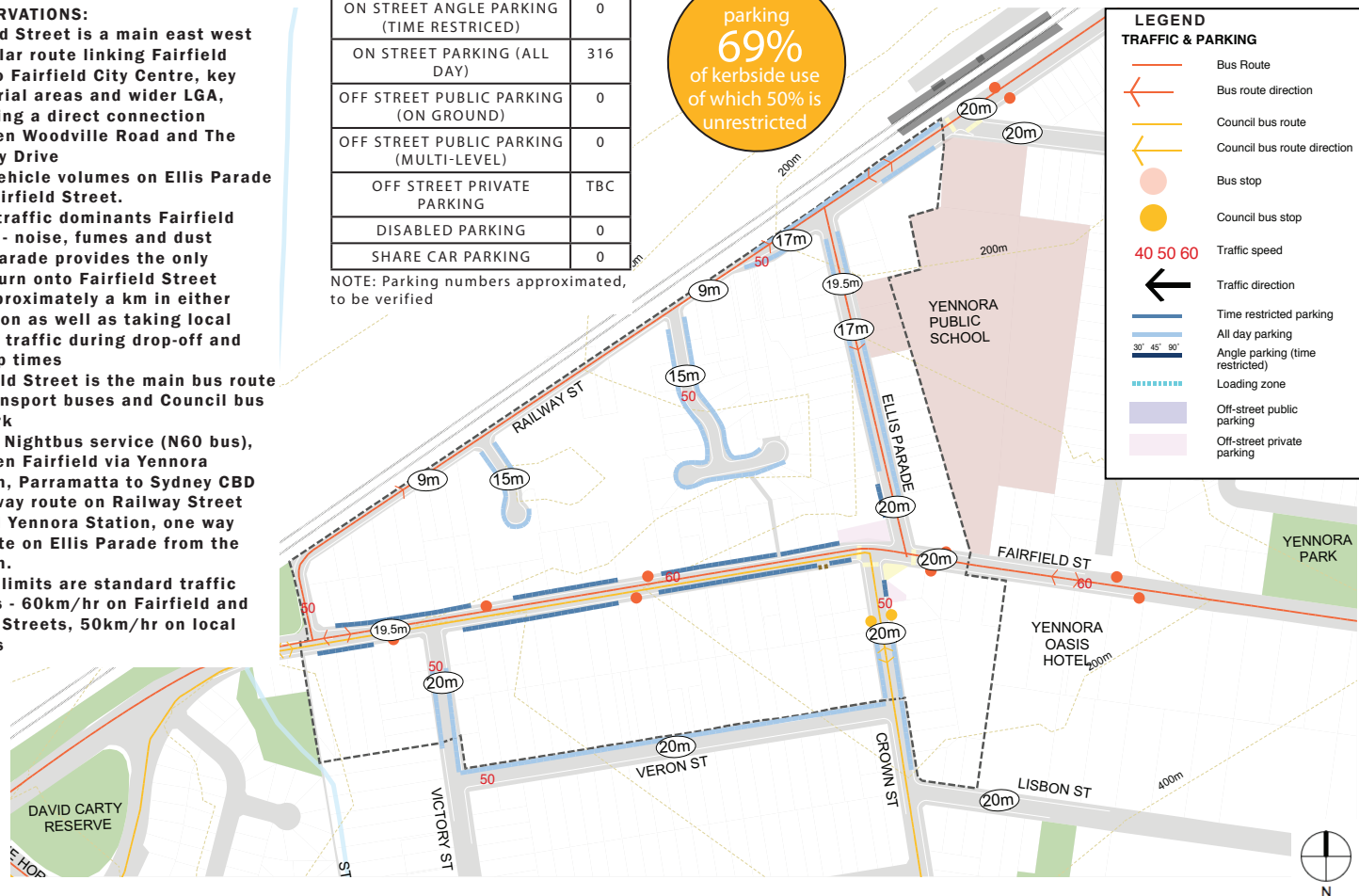
- Fairfield Street is a main east west vehicular route linking Fairfield East to Fairfield City Centre, key industrial areas and wider LGA, providing a direct connection between Woodville Road and The Horsley Drive
- High vehicle volumes on Ellis Parade and Fairfield Street.
- Truck traffic dominates Fairfield Street - noise, fumes and dust
- Ellis Parade provides the only right turn onto Fairfield Street for approximately a km in either direction as well as taking local school traffic during drop-off and pick-up times
- Fairfield Street is the main bus route for Transport buses and Council bus network
- Hourly Nightbus service (N60 bus), between Fairfield via Yennora Station, Parramatta to Sydney CBD - one way route on Railway Street toward Yennora Station, one way on route on Ellis Parade from the Station.
- Speed limits are standard traffic speeds - 60km/hr on Fairfield and Crown Streets, 50km/hr on local streets

ON STREET PARALLEL PARKING (TIME RESTRICTED)	124
ON STREET ANGLE PARKING (TIME RESTRICTED)	0
ON STREET PARKING (ALL DAY)	316
OFF STREET PUBLIC PARKING (ON GROUND)	0
OFF STREET PUBLIC PARKING (MULTI-LEVEL)	0
OFF STREET PRIVATE PARKING	TBC
DISABLED PARKING	0
SHARE CAR PARKING	0

NOTE: Parking numbers approximated, to be verified

OVERALL

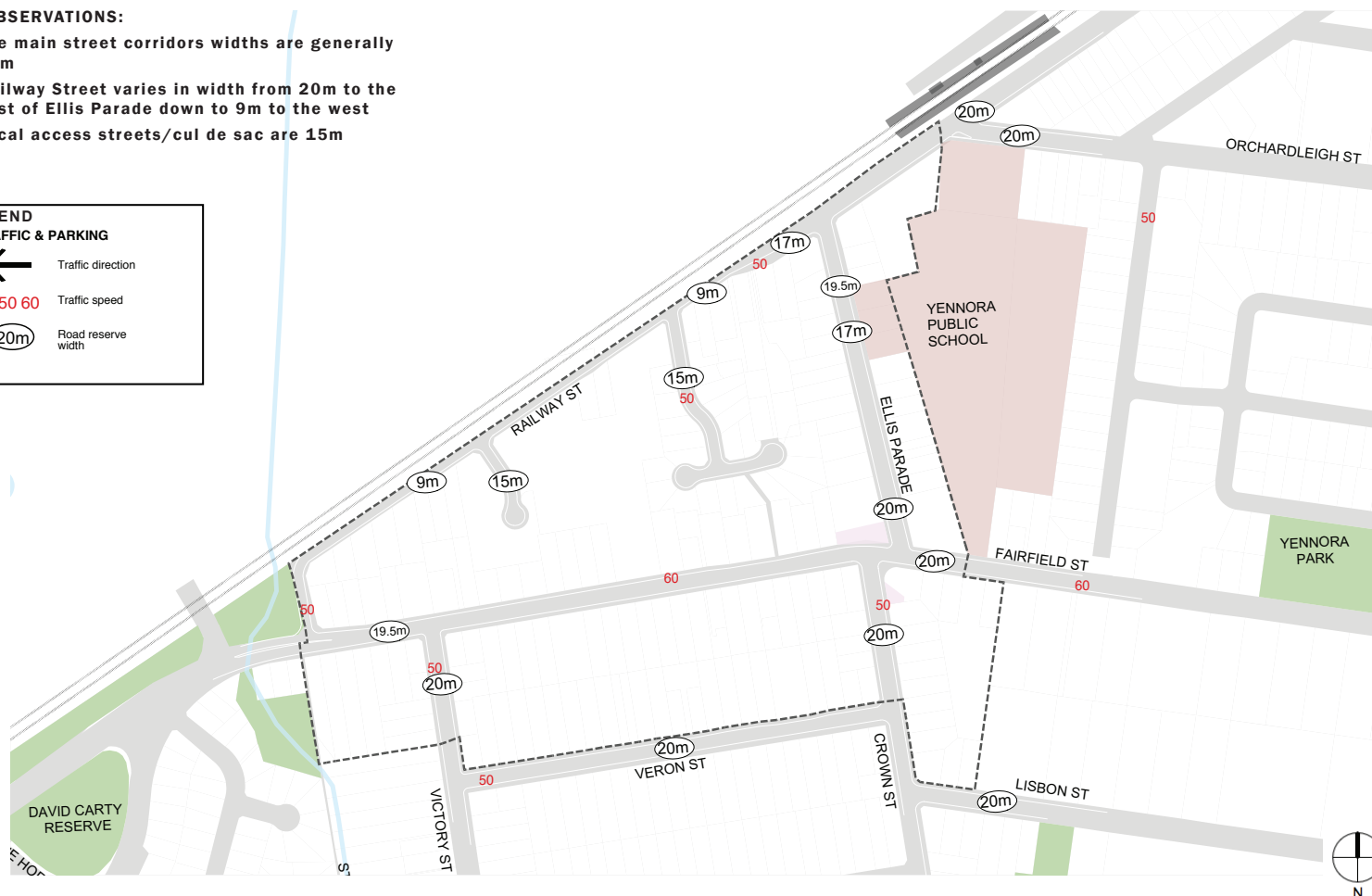
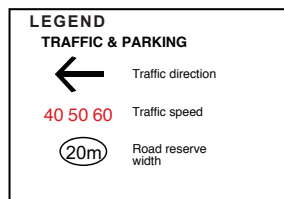
Kerbside parking
69%
of kerbside use
of which 50% is
unrestricted



6.2 TRAFFIC - STREET GEOMETRY

KEY OBSERVATIONS:

- The main street corridors widths are generally 20m
- Railway Street varies in width from 20m to the east of Ellis Parade down to 9m to the west
- Local access streets/cul de sac are 15m

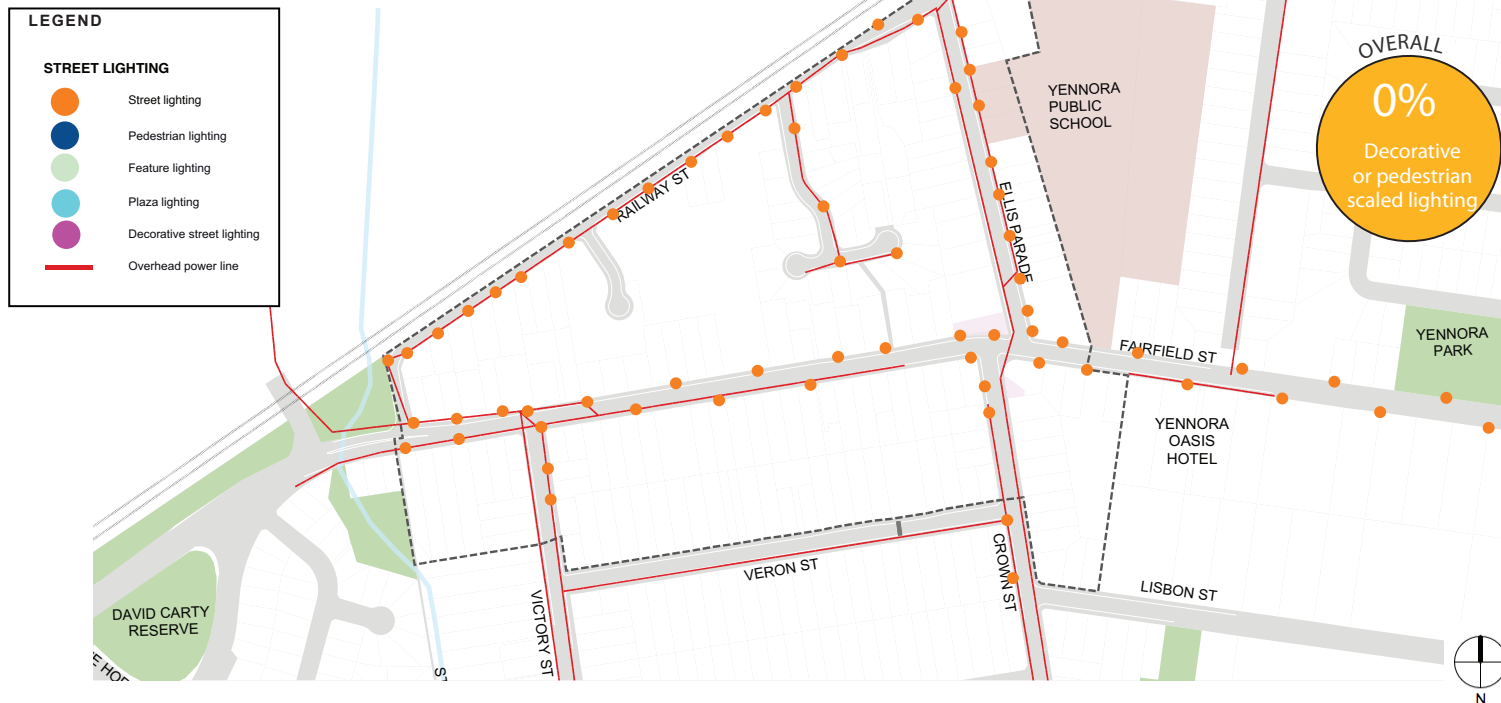


7.1 MATERIALS - STREET LIGHTING

UPDATE REQUIRED - INCLUDE COUNCIL FEEDBACK

KEY OBSERVATIONS:

- Majority of streets impacted by overhead power lines
- Zones free of overhead power constraint (for tree canopy) - focussed around the intersection of Fairfield Street and Ellis Parade and Fairfield Street north side between Ellis Parade and Victor Street
- Lighting - Ausgrid standard street light poles



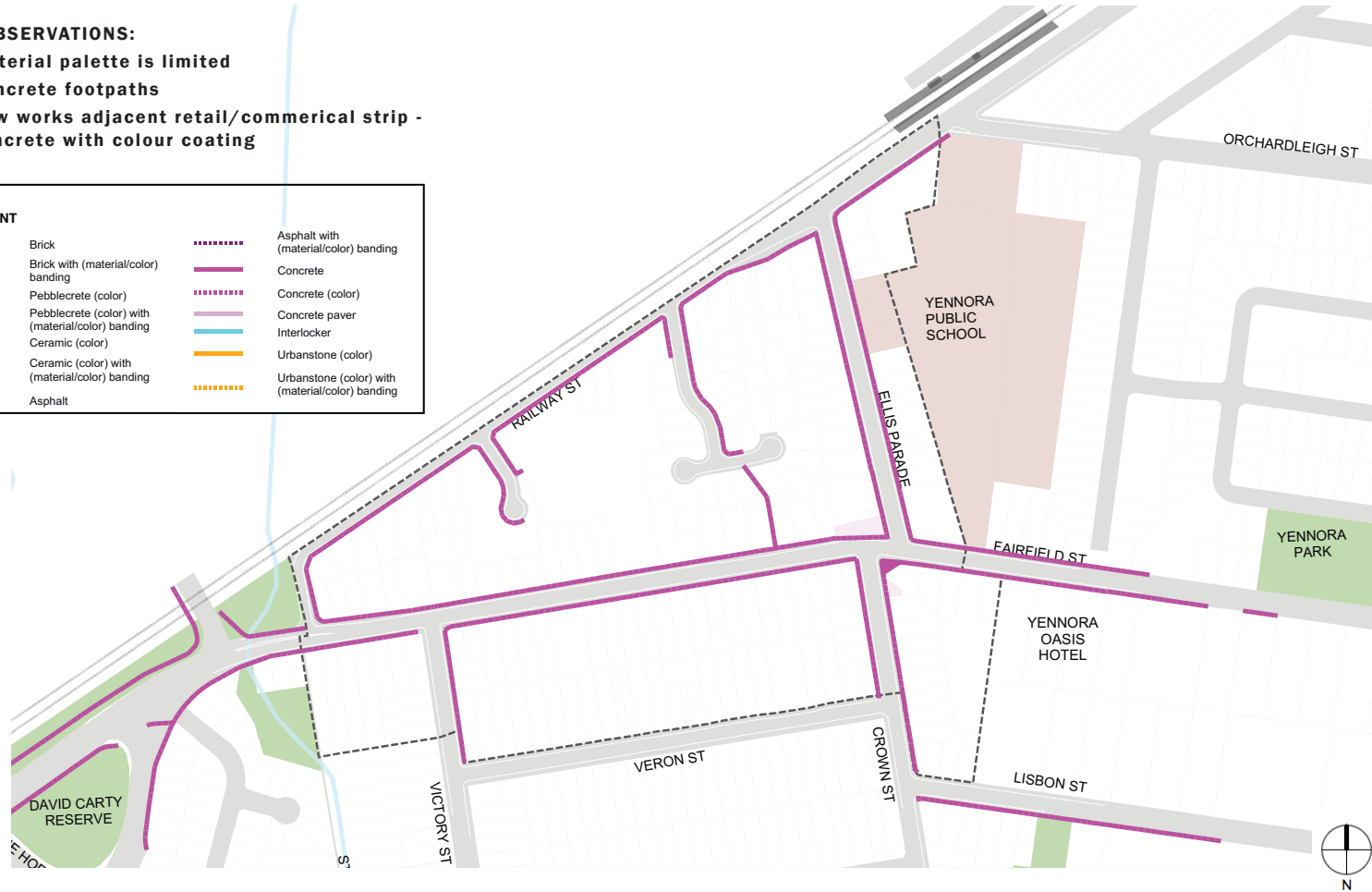
7.2 MATERIALS - PAVEMENT TYPES

UPDATE REQUIRED - INCLUDE COUNCIL FEEDBACK

KEY OBSERVATIONS:

- Material palette is limited
- Concrete footpaths
- New works adjacent retail/commercial strip - concrete with colour coating

LEGEND			
PAVEMENT			
	Brick		Asphalt with (material/color) banding
	Brick with (material/color) banding		Concrete
	Pebblecrete (color)		Concrete (color)
	Pebblecrete (color) with (material/color) banding		Concrete paver
	Ceramic (color)		Interlocker
	Ceramic (color) with (material/color) banding		Urbanstone (color)
	Asphalt		Urbanstone (color) with (material/color) banding

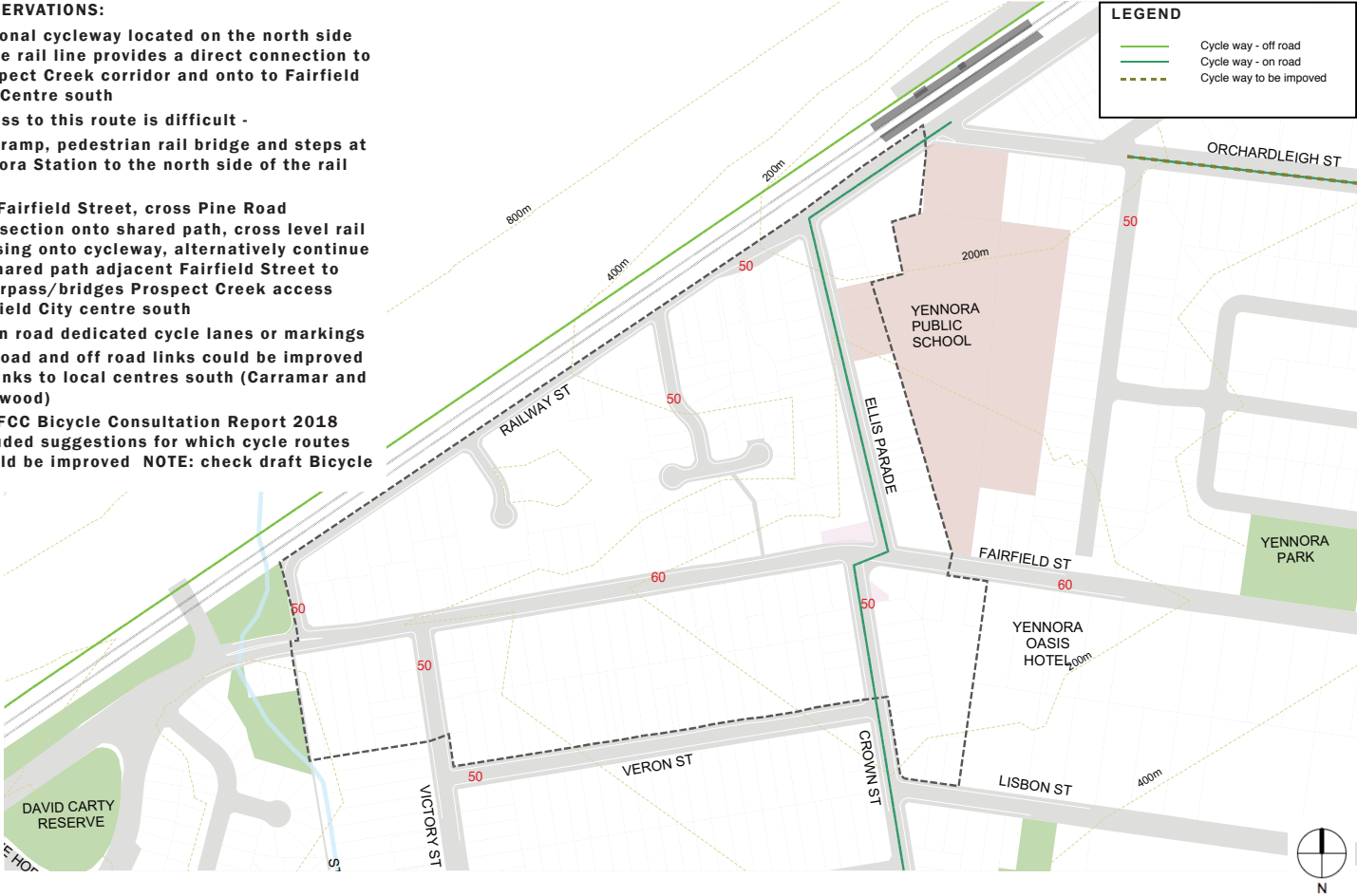


8.0 CYCLE NETWORK

KEY OBSERVATIONS:

- Regional cycleway located on the north side of the rail line provides a direct connection to Prospect Creek corridor and onto to Fairfield City Centre south
- Access to this route is difficult -
 - via ramp, pedestrian rail bridge and steps at Yennora Station to the north side of the rail line
 - on Fairfield Street, cross Pine Road intersection onto shared path, cross level rail crossing onto cycleway, alternatively continue on shared path adjacent Fairfield Street to underpass/bridges Prospect Creek access Fairfield City centre south
- No on road dedicated cycle lanes or markings
- On Road and off road links could be improved for links to local centres south (Carramar and Villawood)
- The FCC Bicycle Consultation Report 2018 included suggestions for which cycle routes should be improved NOTE: check draft Bicycle Plan

UPDATE REQUIRED - INCLUDE COUNCIL FEEDBACK



9.0 EXISTING STREET HIERARCHY

UPDATE REQUIRED - INCLUDE COUNCIL FEEDBACK

NETWORK STREETS

AVENUE

- Pedestrian / cycle corridor
- Green link corridor

CORRIDOR

- Transport corridor
- Green link corridor

CENTRE STREETS

HIGH STREET - CORE

- Slow traffic speed <50km
- Regular pedestrian priority crossings
- Minimal driveway interruptions
- Lanes widths minimised
- On street parking
- No through bus movement

HIGH STREET - MIXED

- Mixed use - traffic/ped & type of frontage activation(retail/ resi/ commercial/ service)

HIGH STREET - CIRCULATION

- Signalised crossings
- Standard lane widths or more
- Potential clearways
- Through bus traffic
- Driveway access

SHARED ZONE

- pedestrian priority
- high pedestrian volumes
- generally no kerbs
- max traffic speed 10km/hr

LOCAL STREET

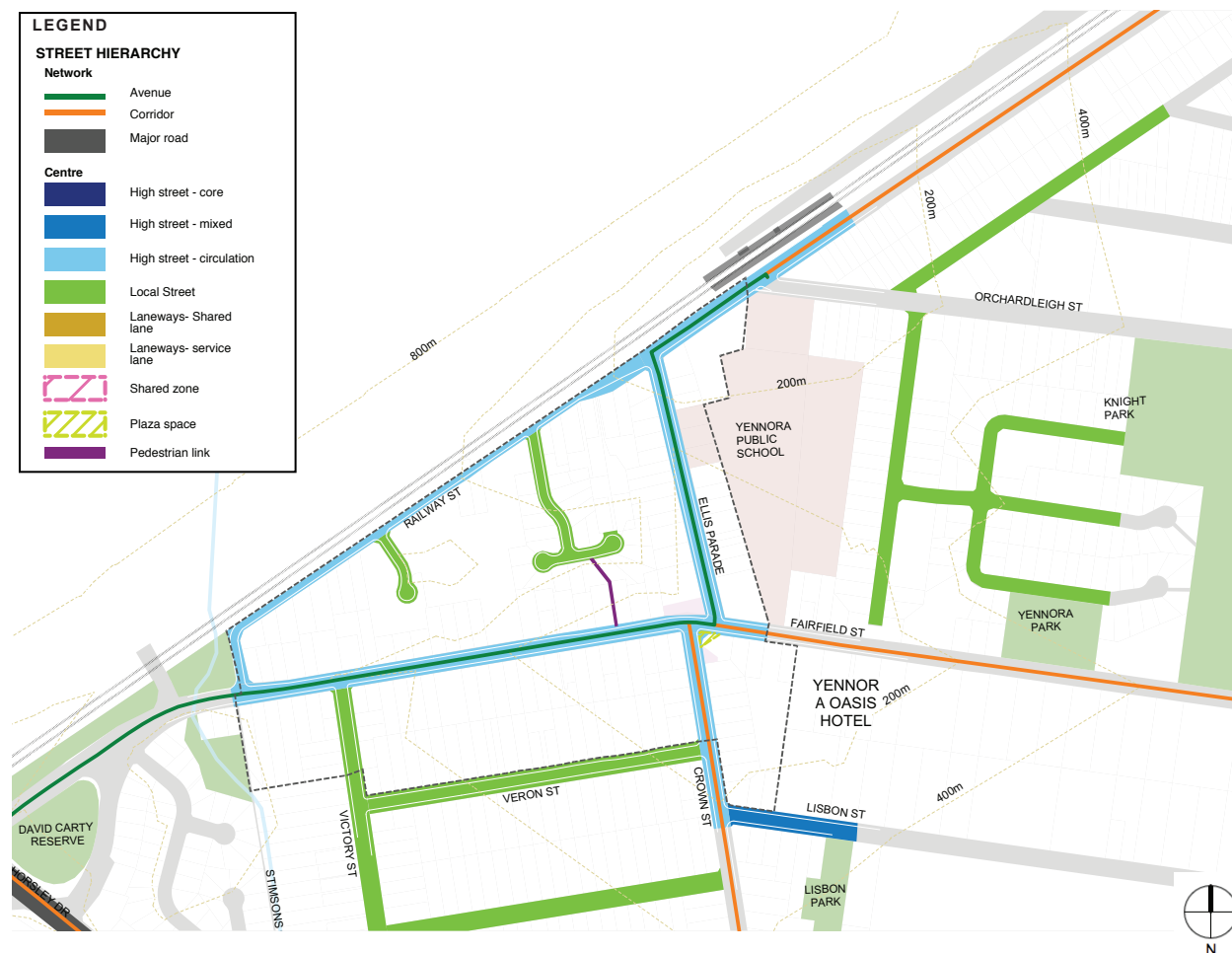
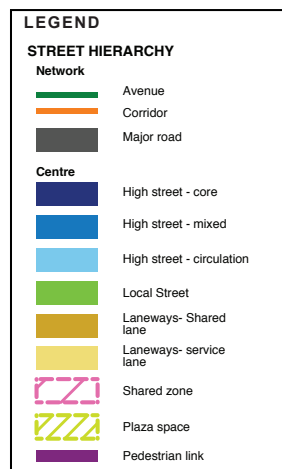
- Local traffic
- No through bus movement

LANEWAYS - SHARED LANE

- 5-10m road reserve
- Generally one way
- Accessible to pedestrians
- Contrasting pavement to road-ways

LANEWAYS - SERVICE LANE

- 5-10m road reserve
- Generally one way



10.0 PUBLIC DOMAIN WORKS

MAJOR PUBLIC DOMAIN WORKS

1

FCC MINOR WORKS - CONCRETE WITH
SPRAY COATING 2005-2010 (CENTRE
IMPROVEMENT FUND (CIP))

2

CONCRETE FOOTPATH WITH
LANDSCAPING 2017-2018 (DEVELOPER DA)

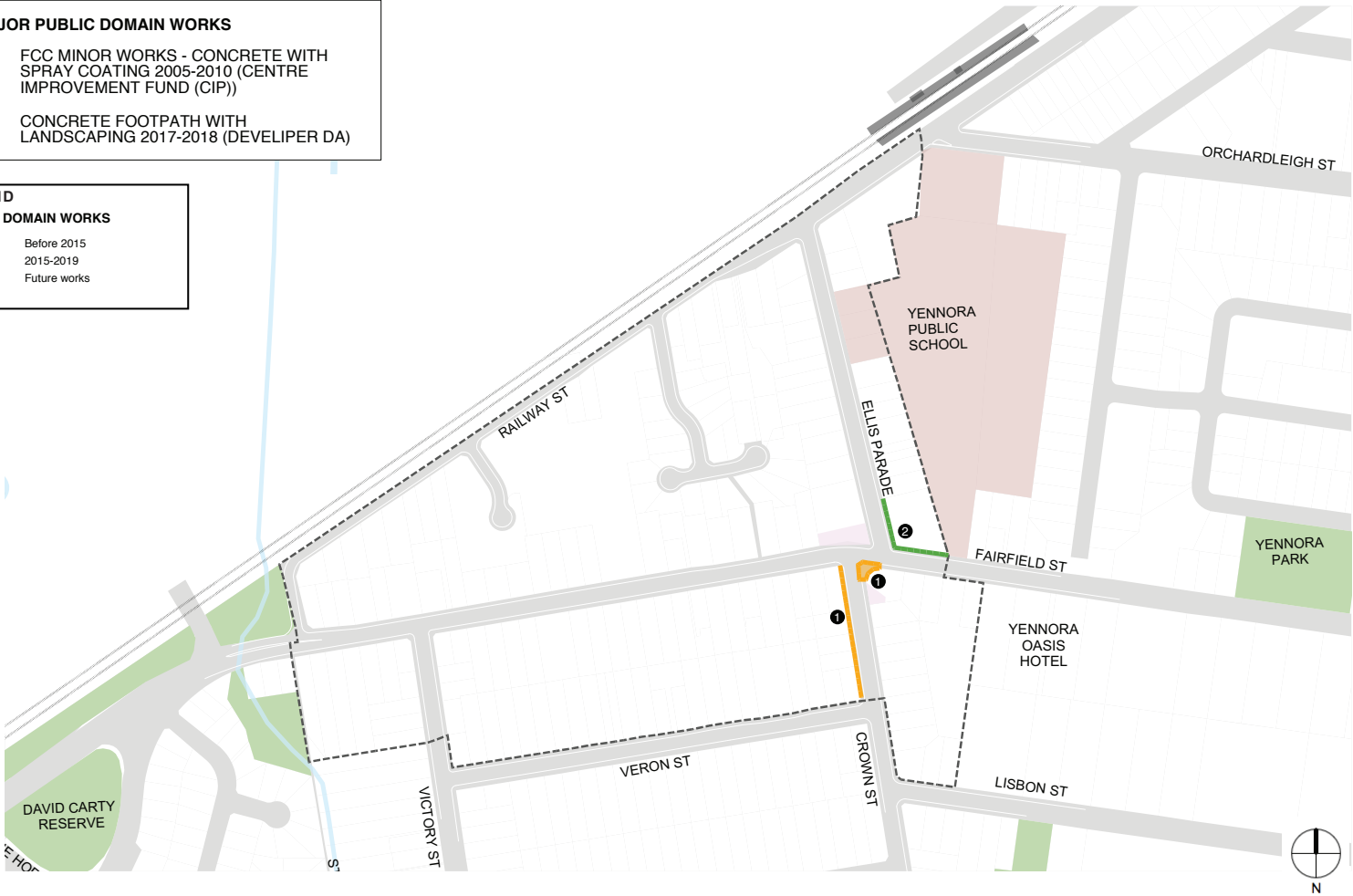
LEGEND

PUBLIC DOMAIN WORKS

Before 2015

2015-2019

Future works



ep | environmental
partnership

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