

Prairiewood Town Centre Masterplan

December 2005

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This document was prepared for Fairfield City Council by:
Tim Williams Architect & Associates Pty Ltd
Suite 65, 61 Marlborough Street, Surry Hills, NSW 2010 Australia

Tim Williams

In collaboration with:

Fairfield City Council - City Outcomes Department PO Box 21 Fairfield, NSW, 1860
Lesley Unsworth
Robert Cologna
Daniel Smith
Syd Lee
Josephine Roccisano

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1. Introduction

1.1 Vision Statement

Prairiewood Town Centre is located in the Fairfield local government area. It is south of Prospect Reservoir and Wetherill Park, the largest industrial area in Sydney, east of the Western Sydney Regional Park and north of the Bonnyrigg Town Centre. The area considered as part of this study is shown in Fig 1.

Prairiewood is also serviced by the Tway dedicated bus route and is situated at about the halfway point between the termini to the Tway, Liverpool to the south and Parramatta to the north.

The main access streets to the Town Centre are Polding Street east/west, Smithfield Road (Cumberland Highway) south west/north east, Prairie Vale and Mimosa Roads north/south. Restwell Road, a local road, cuts through the town in an east/west direction.

Prairiewood itself is characterised by its gradually undulating ground with large areas of open space including an 18 hole golf course. A large shopping centre (Stocklands Mall) has been built adjacent to the High School; the Fairfield Hospital and various sporting and community facilities are located in the area. They are not linked and are generally accessed by car.

Prairiewood was not conceived as a Town Centre. The relatively ample availability of space has seen the location of a shopping centre and a number of public facilities and institutions over several decades. Little thought was given to the way these facilities would relate to each other or that one day; these facilities would indeed create a centre. The building of the Tway reinforces Prairiewood's status as a centre. The local population will inevitably increase. Measures need to be put in place to accommodate the change that will occur.

The Department of Planning have identified Prairiewood as part of a regional network of centres where substantial growth should occur.

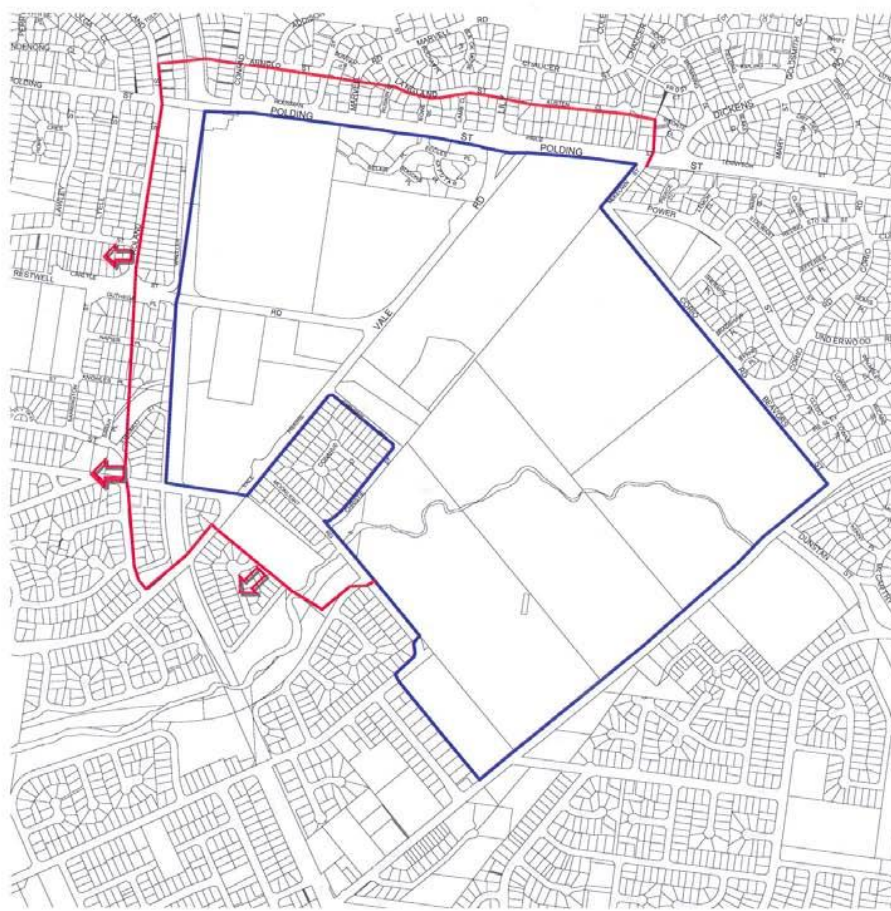
Prairiewood already has many of the elements necessary for a successful town centre. A set of principles developed around how people can live and use the centre will generate guidelines that will transform the Town Centre into a place with its own character and identity.

This Town Centre has the potential to be an integrated town centre that is vibrant and used by all parts of the community to meet a wide range of needs and wants and the identification of a future desired character for Prairiewood is the reason for this preparation of this plan. In this regard the Prairiewood Masterplan aims to provide guidelines that will allow Prairiewood to:

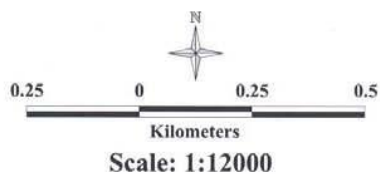
- develop as a vibrant, multi use town centre
- have a safe and attractive pedestrian environment
- have the services and amenity that a town centre needs
- encourage well designed new residential and commercial areas
- manage the natural water courses in the area
- enhance the connections between all existing facilities.
- employ safety by design principles in the design of any development.

Figure:1

Prairiewood Town Centre Masterplan



- Primary Study Area
- Adjoining Residential Areas
Considered as part of
masterplan process



1.2 Purpose of the Masterplan

The purpose of the Masterplan is:

- to provide a clear framework for Council against which future rezoning applications, which are required to enable future redevelopment of existing sites, to be considered.
- to provide a framework against which any development application, for a use currently permitted by the zoning, will be assessed.
- to produce a framework for development of the site including building form, public domain, access provisions, Transitway (Tway) land uses and overall Urban Design.
- to ensure the issues/desires of all the stakeholders are considered so that a viable and equitable town centre is generated.
- to provide a clear, concise document which can be adopted by the Council and which directs future development.
- to address all aspects of land use, infrastructure, heritage, access, feasibility and consultation processes in support of the proposed plan.
- to provide guidance to developers and authorities on the type, scale and form of development acceptable in the town centre.
- to inform developers and authorities on the nature and form of public domain improvements.
- to assist the public in understanding the potential future character of the area and to assist them to comment on rezonings and development applications.

1.3 Regional Context

The Prairiewood Town Centre must be considered in the context of its role and position with respect to other centres in the region. Parramatta and Liverpool are major regional centres. Fairfield is considered a centre of centres with each of the four sub-regional centres, i.e. Prairiewood, Fairfield, Cabramatta and Bonnyrigg, playing an important role for the Fairfield community and other users/visitors to the Fairfield LGA. Each one of these centres has a function, set of activities and character that sets it apart. Prairiewood will continue to develop its own set of uses and characteristics that sets it apart and gives it a strong identity.

The State Government's Department of Planning and Infrastructure (DP&I) prepared the Metropolitan Strategy for Sydney 2036 which guides development of Sydney and provides guidance to the community and Council's on how Sydney will develop over the next 30 years. The proximity to the Transitway and adjoining Industrial/Employment Land and the mix of local and regional facilities were identified as indicators by both Council and the DP&I of the important role Prairiewood will play as a service/town centre.

The Metropolitan Strategy for Sydney 2036 and the West Central Sub-Regional Strategies outline residential dwelling targets that each Sydney Council is required to meet. Fairfield City has been given a dwelling target of 24,000 dwellings by 2036. As a response, Fairfield City Council has prepared a Residential Development Strategy which identified areas in the eastern half of the City (east of Cumberland Highway) for higher density residential development. A further strategy will be undertaken to determine the opportunities in the western half of the City, including Prairiewood.

The Prairiewood Town Centre is one of a number of town centres along the Tway which has the potential to become a denser, more formalised centre which will attract more residents, shoppers and users of the important institutions and facilities. In this regard DP&I have also prepared a Study of the Transitway corridor from Liverpool to Parramatta. Council Officers were involved in the Steering Group established by DP&I during the preparation of this Study

and consider that this Strategy is consistent with the directions established for the Transitway and Prairiewood during the Steering Group Process. However this study is yet to be released by DP&I and Council may need to review this Masterplan should there be any significant departure from the recommendations of the Transitway Study findings.

The aims of the Prairiewood Town Centre Masterplan in its regional context are:

- to establish planning principles that are in accord with the state government's strategy for western Sydney.
- to promote the orderly and economic use and development of land within the region.

The Masterplan makes provision for:

- an integrated mix of housing, employment and cultural activities.
- the establishment of a community focus for activity.
- a high quality physical environment which is respectful of the natural landscape qualities of the area.
- a high degree of non-vehicular movement linking the transport, community facilities, institutions and shops and places of employment.
- built forms which are respectful of the character of the area and which have excellent amenity and enhance the amenity of the public domain.
- management of the storm water related issues of the site in the form of a landscaped place of public recreation.

1.4 Local Context

The catalyst for this study was the expression of interest by the Calabrian Club to redevelop their site and adjacent Council site at 178 and 184-192 Restwell Road, Prairiewood. This Masterplan was initiated so that Council would have some context within which to consider any rezoning/redevelopment of this site to ensure that any redevelopment considered by Council fit into a broader vision for the entire town centre.

A rezoning proposal to rezone the site to allow mixed use had been with Council for a number of years. On 10 August 2010, Council resolved to make a request to the Department of Planning and Infrastructure (DP&I) to convert the application into a Gateway Planning Proposal under section 55 of the EP&A Act.

As a result, a Planning Proposal to rezone the site was submitted to the Department of Planning and Infrastructure. The site was previously zoned part 6(a) Existing and Proposed Recreation and part 6(b) Private Recreation under the Fairfield LEP 1994. The Planning Proposal was subsequently gazetted on 19 August 2011, which rezoned the site to 3(b) District Business Centre. As part of the comprehensive LEP process, the site was zoned B4 Mixed Use under the Fairfield LEP 2013, which was essentially an equivalent zone. As part of the planning proposal process, a Site Specific Development Control Plan was prepared and adopted to control the future development of the site. The *Prairiewood Town Centre Southern Precinct – Development Control Plan 2013* also came into force on 31 May 2013.

Council owns the remaining open space around the Calabrian site, which contains a community centre, Prairiewood Leisure Centre and the drainage basin. The community centre contains a large space which is leased by community groups for functions etc and also provides some youth facilities and services. The centre offers a range of activities including gym and associated fitness activities and an indoor and outdoor pool. A stage 3 of expansion for the pool has previously been considered by Council and would need to be considered in the context of any expansion to the drainage basin.

Prairiewood Town Centre has continued to establish itself around the Stockland Shopping Centre and state government facilities. The most significant change in the centre has tended to focus around redevelopments/expansions to the shopping centre with some of the Council facilities, i.e. library and adjoining community centre, being rebuilt as part of the most recent redevelopment. The shopping centre is an 'internal box' shopping centre with shops facing internal pedestrian spaces and car parking provided in the centre of the site and under the building at the southern end of the site. It contains some stand-alone restaurants/service stations at the northern end and a movie theatre adjoining the central car park.

The State Government facilities, the school, hospital and police station have not recently been significantly redeveloped.

The hospital is located between the golf course and Prairie Vale Road. It is an important regional public hospital with complementary private clinics located around it. The hospital has indicated that they may expand into the open space to the north of the existing facility. The pedestrian pathway that exists diagonally across the health department land from north/east to south/west is one of the few established pedestrian links existing in the town centre.

The police station is located south of the hospital land adjacent to the creek tributary that feeds into the golf course. The station is a depot and car park for the highway patrol fleet and does not operate as a normal police station.

The school is a public high school with about 1050 students from years 7 to 12. The school is a vital member of the town centre community. The school is comprised of 2 and 3 storey brick structures that are located along a line that links the Hospital with the Stocklands shopping centre. This link was intended as a public through-way but is currently closed to through pedestrian traffic due to security concerns at the school.

Preliminary discussions indicate there are no significant plans for redevelopment or relocation. Accordingly, it has been assumed that these state government facilities will remain a part of the fabric of the centres in the existing form in the short to medium term.

The spastic centre is a single storey specifically designed building of recent construction with on site car parking. The owners of this site are not expecting to make significant changes to this site in the short to medium term.

Beyond the existing centre the surrounding suburbs were all developed in the 1980's and 90's and are dominated by single dwellings on relatively large blocks. A range of smaller local centres offer local services to residents but Stocklands is the primary service centre for this part of Fairfield.

1.5 Reference to Other Plans

The following legislation, planning instruments and local policies and plans apply to development in the town centre:

- State Environmental Planning Policy No 65 and the associated Residential Flat Design Code referred to in this policy
- Environmental Planning And Assessment Act 1979 Regulations
- Fairfield Town Centre Strategic Plan and associated Studies
- Fairfield City Wide Development Control Plan 2013

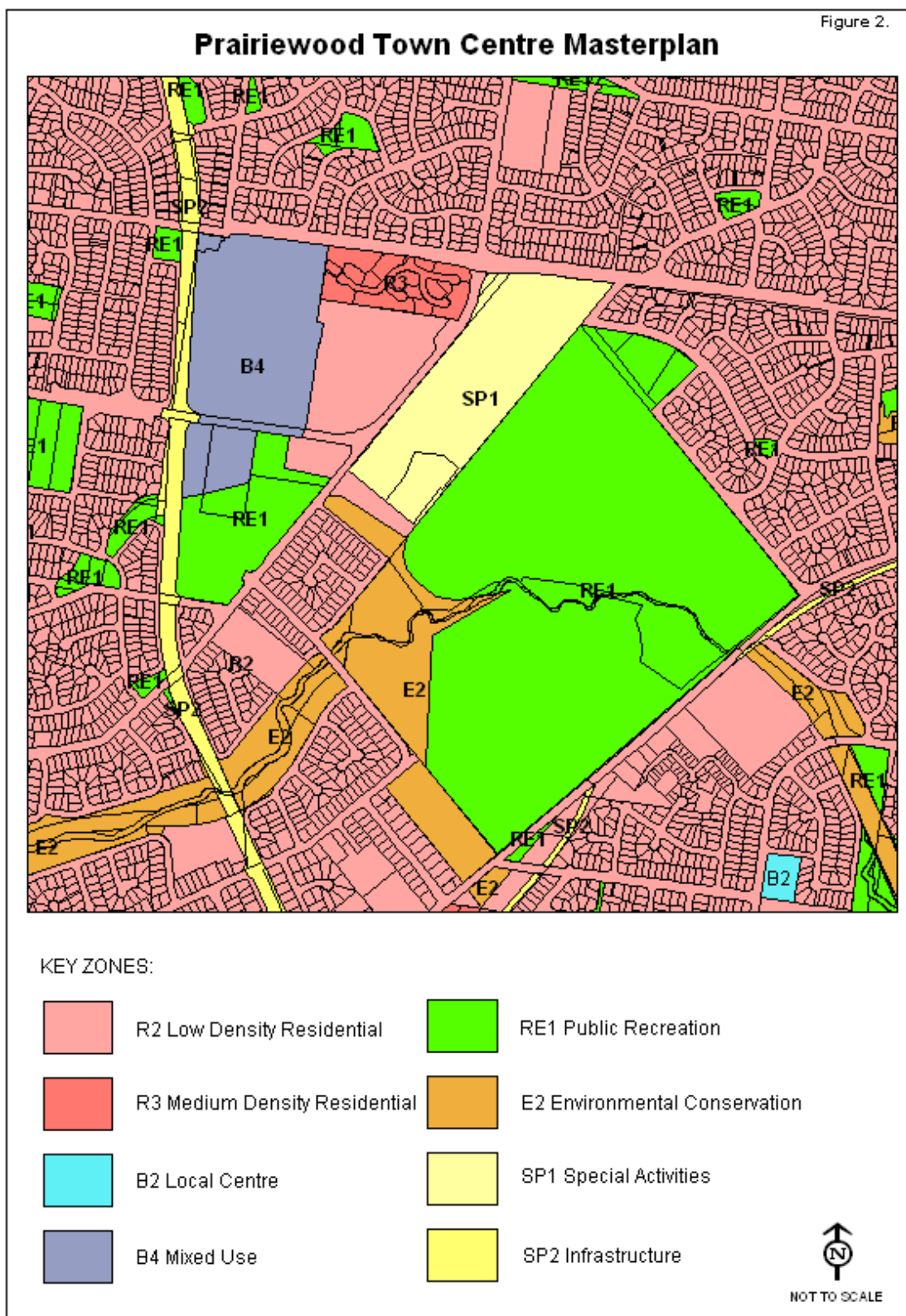
- Fairfield City Council Direct (Section 94) Development Contributions Plan 2011
- Fairfield Residential Development Strategy 2009
- The Building Code of Australia (BCA)
- Disability Discrimination Act
- BASIX Index (prepared by the Sustainability Unit of the Department of Infrastructure Planning and Natural Resources)
- Urban Capability Assessment of Fairfield City (November 2002)
- Fairfield Stormwater Drainage Policy (September 2002)
- Council's Urban Area On Site Detention Policy 1997
- Crime Prevention Through Environmental Design (CPTED)
- Fairfield Bike Plan 1995
- Prairiewood Town Centre Southern Precinct – Development Control Plan 2013

1.6 Statutory Framework

Fairfield LEP 2013 is the principal planning instrument-controlling development within the study area. The LEP is a statutory document prepared in accordance with the Environmental Planning and Assessment Act, 1979.

This LEP is the primary document for planning but is backed up by a number of supplementary documents such as Development Control Plans, which provide more detailed controls, relating to specific forms of development. The Prairiewood Precinct Study Area comprises 7 separate land use zonings (shown in Fig 2), being:

- **B4 Mixed Use** – Potential Major Centre (establishment of business centre retail, commercial, specialist cultural, tourist, entertainment, major food, clothing, small items and professional services) – Stocklands Shopping Centre and Calabrian Club Site.
- **R3 Medium Density Residential** – (multi dwelling housing and residential dwellings) – to the north eastern corner of the shopping precinct.
- **R2 Low Density Residential** – (single residential dwellings) – All other areas of the suburbs within the study area.
- **SP1 Special Activities** – Make provisions for community and public authority use and for purposes ordinarily incidental or subsidiary to those uses.
- **SP2 Infrastructure** – Arterial Road and Arterial Road Widening (identifying existing arterial roads and land required for proposed roads) – the main roads within the study area.
- **RE1 Public Recreation** – (providing open space for recreation needs) – The Fairfield City Golf Course, Prairiewood Leisure Centre and other smaller parks.
- **E2 Environmental Conservation** – Environmentally significant land, predominately along riparian (creek) corridors and significant vegetation.



The residential land areas surrounding the shopping centre are controlled by the Fairfield City Wide DCP 2013. The LEP also contains a number of specific clauses relevant to the Prairiewood Precinct.

Fairfield City Wide DCP 2013 came into force on 31 May 2013 and applies to Fairfield City where sites are not covered by a Town Centre DCP. The key chapters that apply to the land within the Prairiewood Masterplan Precinct are:

- Chapter 2 – Requirements for Development Application Submission
- Chapter 3 – Environmental Management and Constraints
- Chapter 5A – Single Dwellings
- Chapter 5B – Secondary Dwellings (Granny Flats)
- Chapter 6A – Multi Dwelling Housing – Townhouse and Villa
- Chapter 6B – Multi Dwelling Housing – Dual Occupancy
- Chapter 10 – Miscellaneous Development
- Chapter 11 – Flood Risk Management
- Chapter 12 – Car parking, Vehicle and Access Management
- Chapter 13 – Childcare Centres
- Chapter 14 – Subdivision
- Appendix A Definitions
- Appendix B Notifications
- Appendix C Advice for Designing Advertising Signs
- Appendix E Waste Not Policy to Manage Demolition and Construction Waste
- Appendix F Landscape Planning

The DCP contains a large amount of detailed information concerning all aspects of development planning within the Prairiewood Masterplan Precinct, along with a Section 94 development contributions plan.

Further, BASIX requirements will need to be included in all residential applications to council.

1.7 Objectives for the Prairiewood Town Centre

The main objectives for the Prairiewood Town Centre are to create an environment with a high amenity for both the public domain and for development. When the Town Centre Masterplan is realised, Prairiewood will be known for its services and facilities conveniently linked via an accessible pedestrian and cycle network. Equally the town centre will remain a convenient place to shop and an ideal place to work and live.

The following key actions are seen as imperative for the transformation of Prairiewood into a successful town centre:

- Enhance and extend the pedestrian/cycle network into a major alternative for movement around the site, encouraging use of the public transport infrastructure. Key linkages that need to be formalised early include; the north south link from the Polding Street entrance to Stocklands down to the Leisure Centre and swimming pool south of the retention basin, the east/west link from the Hospital to the Tway station on the west side of the shopping centre.
- Establish a finer grain vehicular network by building local streets for access to new development south of Restwell Road that will allow car park entries and create clear demarcation of the public and private realms.
- Create a system of public open spaces including both a town square and the transformation of the existing water retention basin into a more useable park. The

requirement of a water retention basin provides an opportunity to create a soft landscape heart to the Town Centre that will be readily accessible from all parts of the Town Centre but it must also perform the water quality functions and it will in all likelihood also accommodate ponds and other measures to achieve environmental water quality objectives.

- Encourage active uses on the streets. Most of the development in the town centre will be required to provide space at ground level that accommodates active uses such as restaurants and community facilities.
- Control the scale and form of development to maximise the development potential of the sites whilst ensuring that the amenity of the public realm is maintained and that a characteristic scale and type of buildings is established by applying the principles of SEPP 65 and the design recommendations of the Residential Flat Design Code.
- Ensure that a broad range of a mix of housing type to meet all types of household forms and incomes are provided for as part of any housing development.

1.8 Process and Consultation

The preparation of the Masterplan has been undertaken through an extensive and broad based process of consultation with principle stakeholders and the community.

Fairfield City Council prepared questionnaires and interviewed people in various locations as well as conducting two rounds of meetings with all the landholders and users. Survey interviews were held at Stocklands, the Leisure Centre, Library, Hospital, and at the Saturday markets. Users of the School and the Spastic Centre returned surveys completed at home. Council also conducted workshop focus group sessions with the School and Spastic Centre.

Council surveyed 555 people and found the following: Results showed that 52% of the users came from Prairiewood and the surrounding suburbs, 28% from the Fairfield LGA, 14% from neighbouring Councils and 6% from further afield.

Method of Transport to Prairiewood;

The survey also showed that cars were the preferred mode of transport for people using the area. This is quite apparent in that 83% of respondents stated they had travelled by car to the location, compared with only 7% who walked. (Private car 445, Walk 39, Bus 14, Carpooling 12, Tway 7, Cycle 1.) 305 of those surveyed said they would visit more than one facility on the one day. Of those, 192 would drive between facilities and 113 would walk. The survey shows a low level of public transport use but a high level of pedestrian movement once at Prairiewood, despite a low grade pedestrian environment.

Below is a summary of responses from the surveys

What do you like about Prairiewood?

Almost half of the people surveyed said they enjoyed the convenient location of Prairiewood as well as the services that it offers. Also high on the list was a liking for the open space, quiet atmosphere, the people, the diversity of the area, cleanliness and safety.

What don't you like about Prairiewood?

Respondents listed parking as the thing they liked least about Prairiewood, followed by traffic. Other areas of most concern were crime, safety, roads and public transport, as well as congregating youths and a lack of organised activities for them. Other recurring concerns were related to the desire for more services and the improvement of parks, including more seating. A small number also listed accessibility and a lack of identity for the area as a problem.

What do you think could be improved in Prairiewood?

A large number of responders (20%) said they would like to see the open space areas in Prairiewood improved, as presently there is nothing to attract people to use these spaces. Other things which people would like to see improved include:

- car parking - it was thought that there currently isn't enough
- more organised leisure activities
- more services
- more shops
- safety
- public transport including the Tway
- the Leisure Centre
- footpaths and roads
- cleanliness

Stakeholder Consultations

Consultation sessions were conducted as a group and individually with people representing the Hospital, Dept of Housing, Stocklands, Prairiewood High School, the Spastic Centre, the Calabria Club and the Leisure Centre. Below is a brief summary.

An increase in residential density was generally supported as this would increase the number of people using services such as the School and Leisure Centre and will also support the local businesses which presently struggle to attract patronage after hours. A combination of housing was particularly supported as this would provide a better mix of people in the community.

Stocklands advised that they intended to keep the at grade car park in the short-term and that they envisaged the centre would expand sometime in the near to medium future and that this will see the overall capacity of the site increase. At that stage, basement car parking would be considered.

The Spastic Centre's concerns were mainly access related (both vehicular and pedestrian), e.g. disabled access into shopping centre from external sites.

Prairiewood High School would like to promote its sporting, language and agricultural programs in the future as well as increase its number of students. They also emphasised that the ovals play an important part in the school and pointed out that they wouldn't like to see overshadowing as a result of medium density.

The Calabrian Club were supportive of the process and the Masterplan to date and are willing to work with Council in the future to achieve a desired outcome.

The Leisure Centre's future plans are to include other leisure activities such as basketball.

The Hospital indicated that any future development on their site would be health related professional rooms.

The Department of Housing had no immediate plans for the small estate. It is about 20 years old and still has at least 10 years of economic life. As a small estate there aren't the tenancy management problems nor social issues that are a factor in redeveloping the larger estates.

2. Prairiewood Town Centre Site – Planning and Urban Analysis

2.1 Site Description

The site, which is the subject of this Masterplan, is situated 5 kilometres west of the Fairfield Town Centre, 4 kilometres south of Prospect Reservoir and 7 kilometres north of Liverpool.

The site comprises of large public landholdings and a privately owned shopping centre and a community sports club.

The site is bounded by the Transitway (Tway) to the east with bus stops at Stocklands and at Prairie Vale Road. The south eastern side of the site is bound by Smithfield Road which becomes the Cumberland Highway at the northern end of the site. The north of the site is bound by Polding Street which is the main access street from the Fairfield Town Centre.

2.2 Land Ownership

The ownership of the Masterplan site is shown in Fig. 3, the land use and the major public facilities in Fig. 4.

Land Ownership Table

Golf Course (Council)	343,708.56	M ²	30 %
Showgrounds (Council)	291,038.20	M ²	25 %
Hospital (DOH)	130,773.80	M ²	11 %
Commercial (Stocklands)	117,788.30	M ²	10 %
Education (DET)	66,887.30	M ²	6 %
Residential (Public Housing)	33,494.00	M ²	3 %
Leisure Centre (Council)	32,297.55	M ²	3 %
Open Space (Council)	29,738.94	M ²	3 %
Function Centre Hall Deer Bush	28,070.45	M ²	2 %
Indigenous Flora Park (Council)	25,313.32	M ²	2 %
Community facilities (Council)	20,006.11	M ²	2 %
Calabrian Club	19,979.26	M ²	2 %
Police Station (State)	9,625.71	M ²	1 %
	1,148,721.50	M ²	100 %

The site of the Prairiewood Town Centre is comprised of a number of large land holdings, most of which are in public ownership they include land owned by Fairfield City Council such as the Golf Course to the east which is adjacent to the trotting track and Showground. Also

owned by Council is land in the south western sector of the site where a leisure facility is located and the drainage basin along the water course.

Other major land owners include the Department of Education and Communities (DE&C) who own the Prairiewood High School Site.

The Housing NSW owns the majority of the land occupied by housing to the north of the School. The NSW Ministry of Health control a large section of the site between the School and the Golf Course. The Fairfield Hospital is a major building feature in the area.

Other major land owners include the Department of Education and Communities (DE&C) who own the Prairiewood High School site.

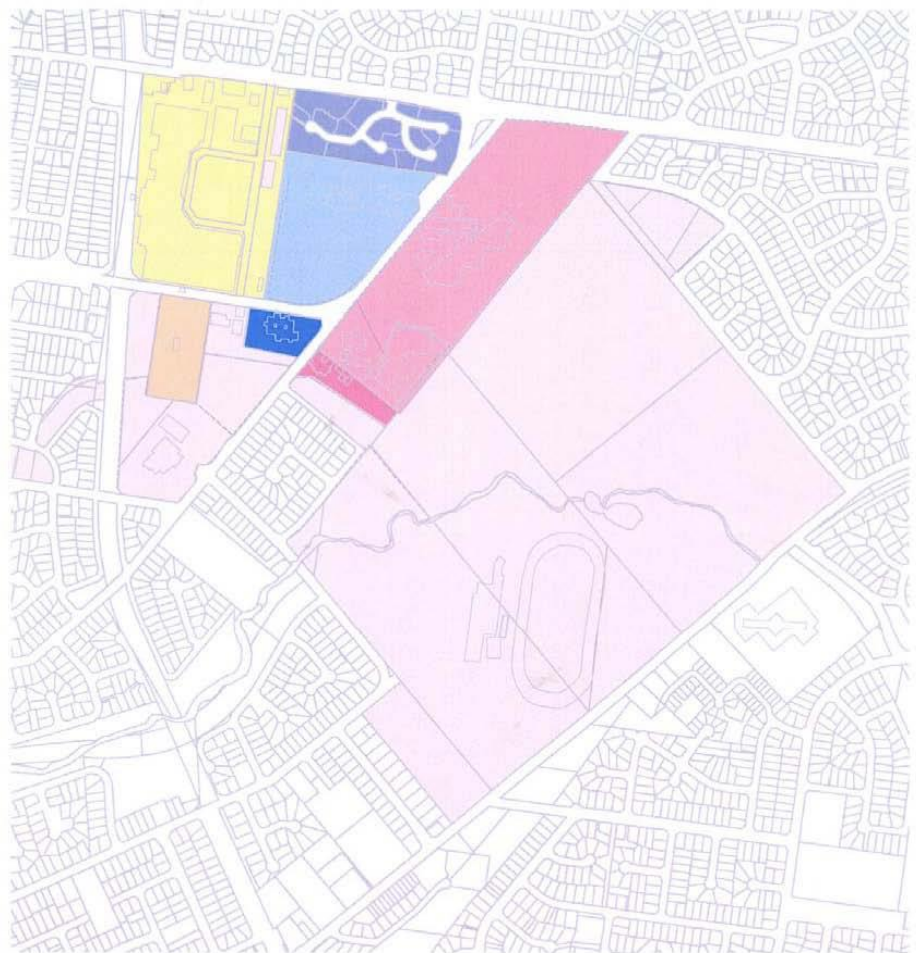
Stocklands Shopping Centre occupies the north western sector of the site and is the focus of the majority of activity in the area. A property on Restwell Road opposite Stocklands Shopping Centre is owned by the Calabrian Club and the land on the corner of Prairie Vale Road is owned by the NSW Cerebral Palsy Alliance.

The Tway is owned by Transport for NSW.

Prairiewood Town Centre Masterplan
Urban Analysis

Figure 3

Land Ownership



Public

- Fairfield City Council (FCC)
- Department Of Health
- NSW Police Department
- Department Of Education
- Department Of Housing
- Spastic Centre

Private

- Stockland Shopping Centre
- Calabrian Club



Fairfield City Council July 2005

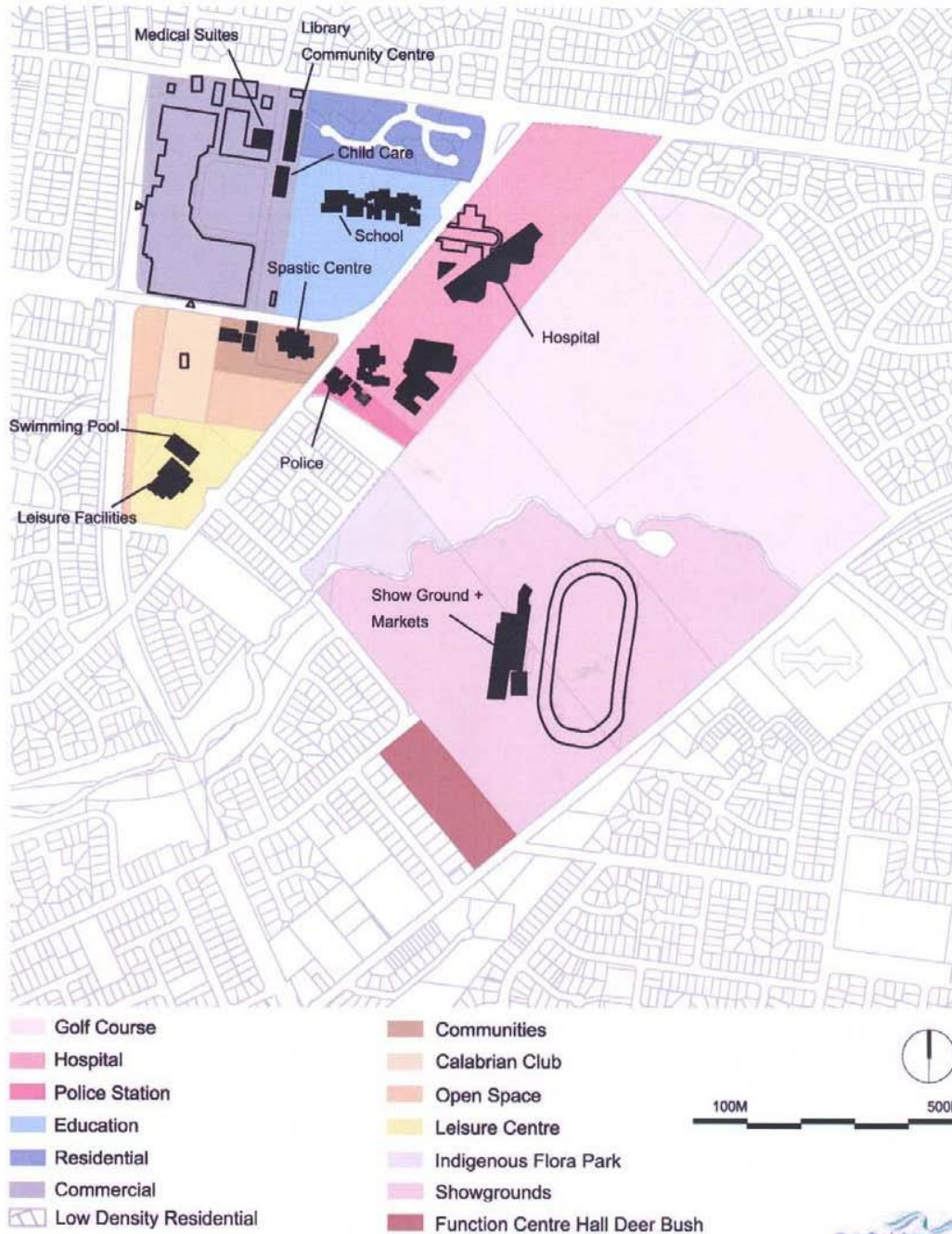
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Prairiewood Town Centre Masterplan Urban Analysis

Figure 4

Land Use and Major Public Facilities



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2.3 Topography and Landscape

The topography of the site is shown in Fig. 5.

The site slopes down from the north west to the south east from RL 50 to RL 25. The landscape's dominant feature is the creek system with the Orphan School Creek flowing from west to east through the Golf Course and Showground. A tributary that flows into the creek in the Golf Course flows parallel to and south of Restwell Road. The pleasantly undulating nature of the site is typical of Cumberland Plain country.

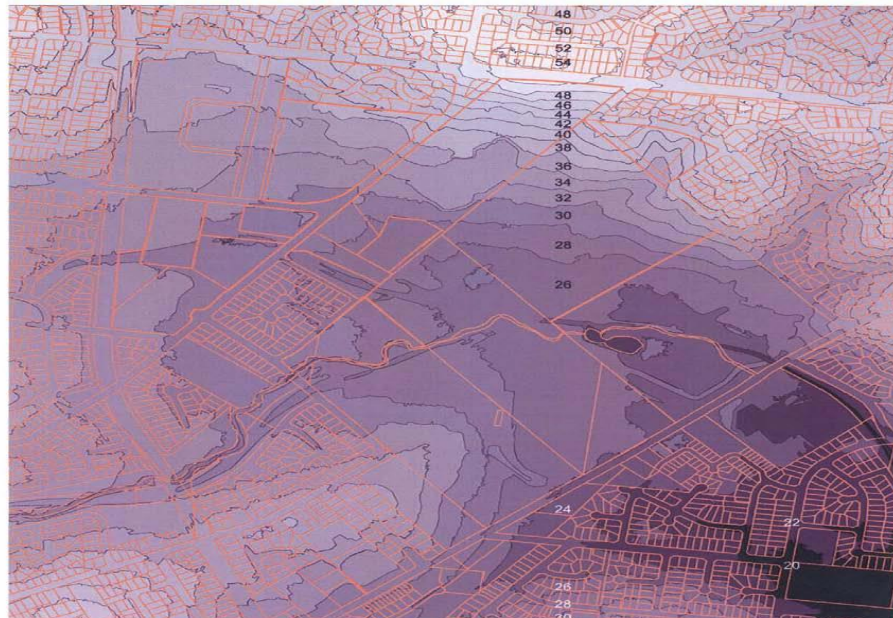
Some of the land form has been significantly altered by building works such as Stocklands, where the land has been levelled and drainage patterns altered as discussed below. The area occupied by the School has also been altered with the land being benched into three sections to accommodate sports fields and the school building. The roads have also altered the landscape. Prairie Vale Road has been built up above the level of the natural landscape, impacting on the drainage system.

The site currently has a large percentage of open space as indicated in Fig 6. The Golf Course, Showground, school sports ground and tributary flood plain are open space with some substantial stands of trees in parts. There is little original flora with the exception of a reserve along the Orphan School Creek and remnant Cumberland Plains Woodland east of the Showground and at Deerbush Park in the south of the site.

**Prairiewood Town Centre Masterplan
Urban Analysis**

Figure 5

Contours



Prairiewood Town Centre Masterplan Urban Analysis

Figure 6

Greenspace



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2.4 Drainage

The drainage pattern on the site is described in Fig 7.

Existing drainage

The existing drainage pattern on the site is indicated in Fig 7. The figure shows that there is a major trunk drainage facility that runs through the shopping centre. The trunk drainage system flows into a tributary of Orphan School Creek. This tributary and Orphan School flow through the site. The tributary flows along Christie Street and into Orphan School Creek. Orphan School Creek is a tributary of Prospect Creek, which flows into the Georges River. The Prairiewood Detention basin is also located within the site and is upstream of Prairie Vale Road. This basin helps control flooding from the tributary of Orphan School Creek.

Constraints that need to be considered

Mainstream Flooding: - The current flood mapping does not indicate that there is any flood liable land along Orphan School Creek. The current mapping has only considered floods up to the 100-year average recurrence interval (ARI). However, floods bigger than this can occur including the Probable Maximum Flood (PMF).

The flood mapping for Orphan School Creek is presently under review and when complete will indicate the resulting floodplains of all floods including the probable maximum flood (PMF). The mapping will result in indicating the low, medium and high-risk areas of the floodplain. Development of these areas can be done according to the guidelines indicated in Chapter 11 Flood Risk Management of the Fairfield City Wide Development Control Plan 2013.

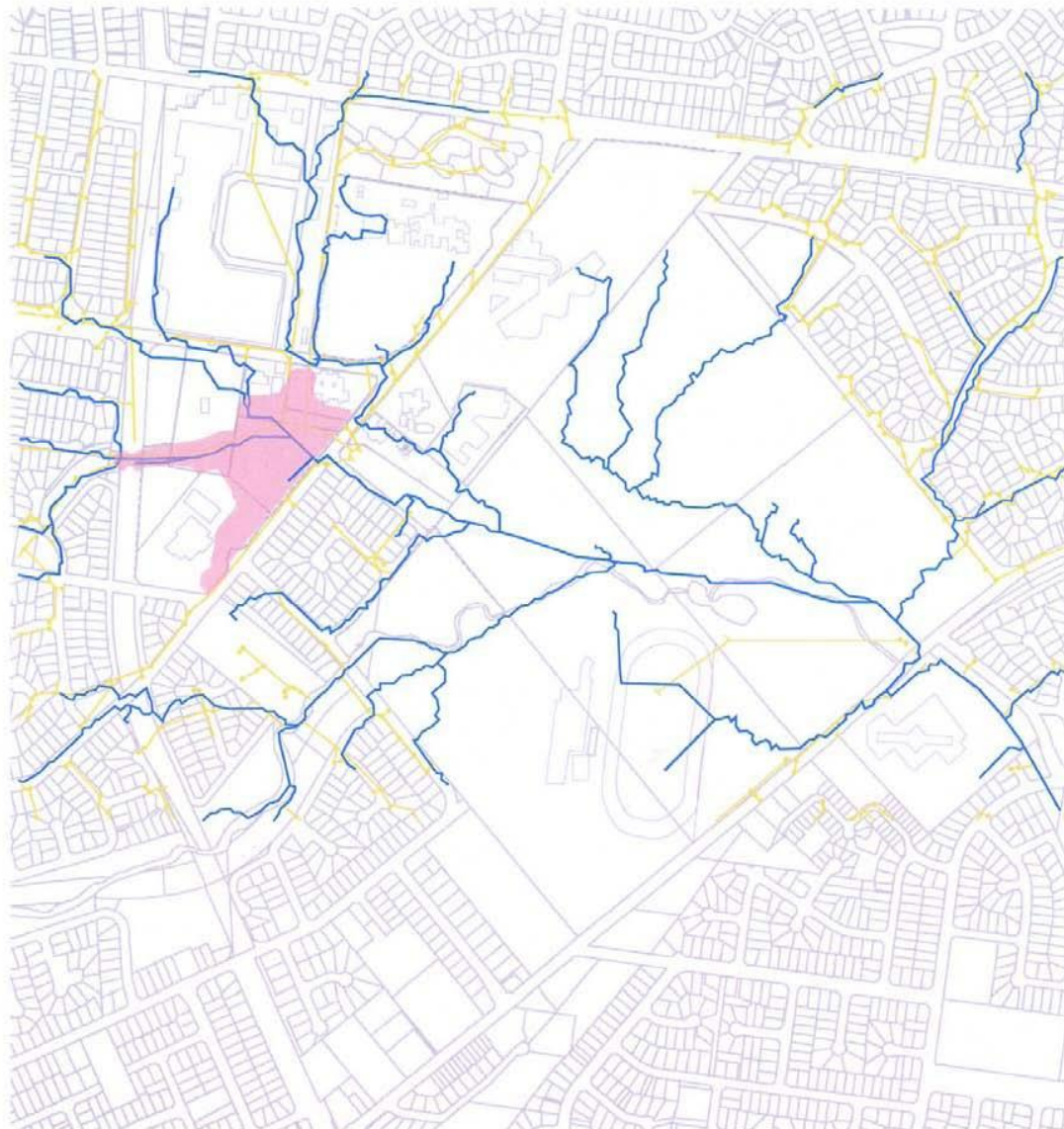
Overland Flow: - As Fig 7 indicates, there are overland flow paths that go through the site. Currently, only Phase 1 of this study is complete. This phase mapped all of the low flow areas in the Prospect Creek catchment. Detailed flood mapping of these flow paths will eventually be done similar to that for mainstream flooding. These maps will also indicate the low, medium and high-risk areas of the floodplain up to the PMF.

Prairiewood Detention Basin: - While the detention basin provides some flood mitigation benefits during storm events, the basin starts to overtop during the 20year ARI event. There is significant overtopping during the 100-year ARI event and the discharge overtopping the crest flows across the Prairie Vale Road towards the properties on the downstream side of Moonlight Road and Restwell Road. The basin storage capacity will need to be doubled to prevent overtopping of the basin in the critical 100-year ARI event.

Prairiewood Town Centre Masterplan Urban Analysis

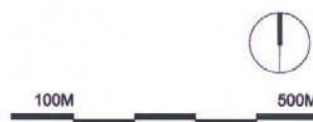
Figure 7

Drainage



Legend

- Pits
- Pipes
- Overland Flow
- Prairiewood Detention Basin
- Creeklines
- - - Drainage Easement



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2.5 Public Transport

The Tway

The major feature of Prairiewood's public transport is the dedicated public bus route or Tway, which traverses in a north/south direction. The Tway links Prairiewood to Parramatta in the north and Liverpool in the south.

Anecdotal evidence and the survey work done by Council indicate the Transitway is operating well as a commuter service but is less effective at other times of the day. The Transitway Study to be released by DP&I is likely to conclude that land uses along the Tway should ensure public transport should be used instead of private vehicles at all times of the day to capitalise on this major piece of public transport infrastructure. To achieve this outcome there must be appropriate redevelopment along the Tway route and in particular in Prairiewood where other services and facilities are already available

Council Surveys have shown that less than 1% of shoppers at Stocklands use the Tway despite the bus stop adjacent to the centre boasting a lift and bridge to cross the T-way. T-way patronage figures from 2004 and 2005 indicate that average weekly figures increased from 29,200 to 35,500 passengers per week respectively.

This Masterplan aims to address some ways to increase patronage of the bus service in the short and long term.

Other services

A regional bus route from Wetherill Park to Bankstown as identified in the Unsworth Report will be a part of the public transport network for Prairiewood.

Other bus routes service the Prairiewood Town Centre area with services of varying frequencies. These are on the whole run by private bus companies. The routes and their frequencies are illustrated on Fig. 8.

2.6 Pedestrian and Cycleway Network

Fairfield City's Bike Plan is an expanding network of commuting and recreational bike paths and recognised routes through the LGA. Prairiewood is connected along the Tway, Polding Street and Smithfield Road and also along the Orphan School Creek corridor. The Masterplan encourages the use of these bike paths and aims to supplement them with additional paths and connections.

The design of all of Prairiewood's Streets should accommodate pedestrians and cyclists as well as vehicles so that the network of pathways is safe and efficient.

Figs. 9 and 10 show the town centre's existing pedestrian network. The town's main facilities and services are poorly connected if at all by accessible footpaths. It is critical that a town centre be above all, a pedestrian town centre. The life on the street is what largely engenders a sense of place and of community. Prairiewood is blessed with significant institutions and facilities. The Masterplan addresses the pedestrian connections between these facilities and offers an alternative to the car culture that exists today.

The survey shows a low level of public transport use but a high level of pedestrian movement once at Prairiewood, despite a low grade pedestrian environment.

Prairiewood Town Centre Masterplan Urban Analysis

Figure 8

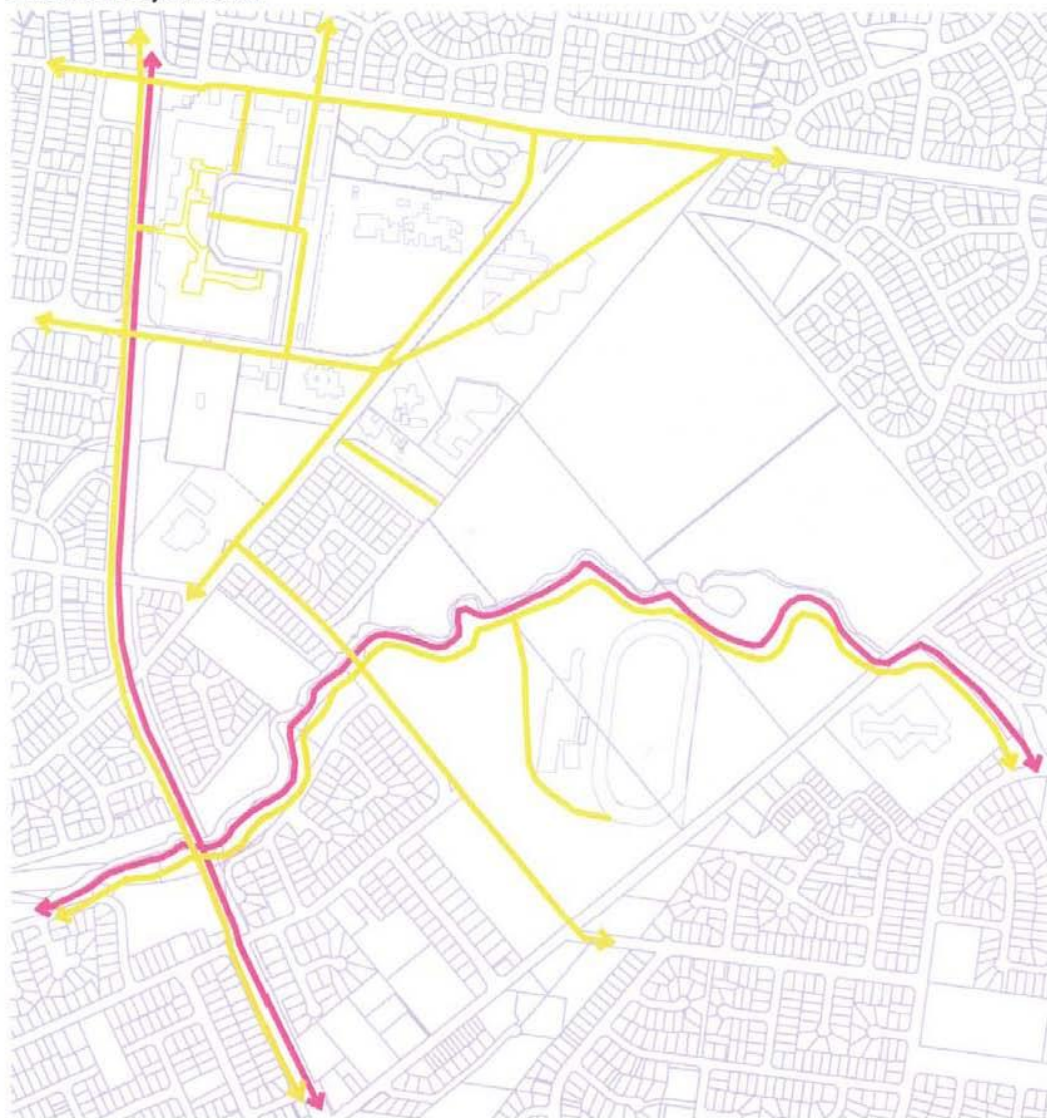
Bus Routes



Prairiewood Town Centre Masterplan
Urban Analysis

Figure 9

Pedestrian & Cycle Routes



Legend

- Pedestrian Network
- Cycle Routes



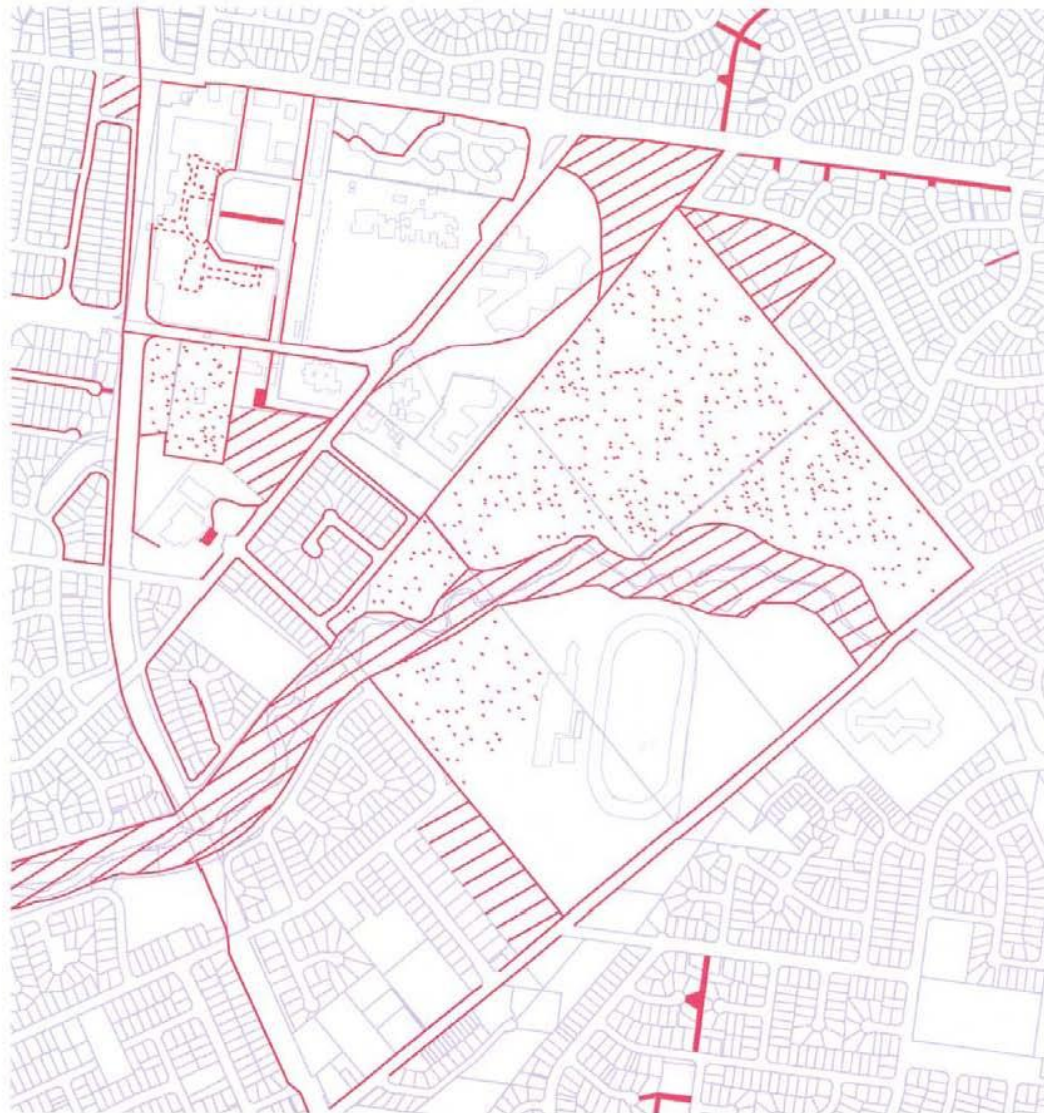
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Prairiewood Town Centre Masterplan
Urban Analysis

Figure 10

Pedestrian Domain



-  Publicly Accessible Pedestrian Areas / Ways
-  Non-Publicly Accessible Pedestrian Areas



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2.7 Private Vehicles and Car Parking

(Figs. 11 and 12)

It should be recognised that the major attractor to the town centre at the moment is Stocklands Shopping Centre, and that the vast majority of patrons are in private vehicles. Current shopping and life-style trends suggest that this situation will not change. Adequate parking for shoppers is seen as critical to the management of the shopping centre. They are concerned that the increased demand for parking resulting from proposed development will affect their current point of difference which includes ample parking.

The Masterplan acknowledges the existing patterns of use with respect to parking. It seeks to strike a balance between the continuing reliance on the private vehicle for weekly grocery shopping and the need to integrate non private vehicle modes of movement through the site as part of a creation of a vibrant town centre.

The main access road to the Stocklands Shopping Centre is via the privately owned road which links Polding and Restwell Roads. The design and operation of this road results in some delays and congestion in peak periods. The Masterplan suggests that this road be upgraded or made into a public thoroughfare and increased in size if there is to be significant redevelopment of the Stocklands site.

Potential location for commuter car parking

As the centre develops, there will be an increasing demand on car parking. The needs of the business and commuter communities will need to be addressed as part of the development of all sites. Recently issues have arisen around commuters who are accessing the Tway stop at Prairiewood, parking vehicles in local streets around the centre. As the Tway patronage increases, this issue will potentially escalate and may also be a problem for existing owners/operators. The Hospital has controlled parking and the School has recently moved to limit parking on its site. This is another issue that will need to be addressed in any redevelopment of the town centre, as failure to address this in a strategic manner will mean that Council and landowners will be forced to respond in a reactive way if the problem escalates.

Prairiewood Town Centre Masterplan
Urban Analysis

Figure 11

Car Domain



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Prairiewood Town Centre Masterplan
Urban Analysis

Figure 12

Street Hierarchy



Legend

- 1 Main Thoroughfare
- 2 Principal Feeder Streets
- 3 Connecting Residential Streets
- 4 Town Centre Retail And Commercial Driveway (Private Road)



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2.8 Land Use and Facilities

Section 1.5 discussed the existing zoning framework, which includes a mix of zones including a business zone, lower density residential zones, open space and special use community facility zones.

Living Centres

Current land-use planning policy direction, as indicated in background documents distributed as part of the Metropolitan Strategy, promote the integration of land use and transport around 'living centres'.

Living centres are centres with high quality environments that contain a mix of activities in close proximity so people can travel, preferably by public transport, via bike or on foot, to obtain a wide range of employment, retail, recreation and other needs and wants in a safe and sustainable manner. They are vibrant and active centres accessible by all parts of the community.

The introduction of residential development, in a careful manner that minimises land use conflicts is one element of a living city. Generally the introduction of some residential activity means there are people in the centre at all times of the day so the centre does not die outside of normal business hours.

Retail Uses

The existing retail offer in Prairiewood is as extensive as any other centre in Fairfield LGA. The 2005 Retail Centres Study prepared for Council by Leyshon Consulting Pty Ltd indicates that even with assumptions about some residential growth around the major centres there will still be a relatively stagnant population in Fairfield LGA in the next ten years. Without significant population growth across the entire catchment there will be little demand to increase retail floor areas for the existing range of goods in any of the town centres in the next ten years. Leyshon goes on to suggest that this does not mean that centres should not be permitted to redevelop at all because this would result in the stagnation of the town centres relative to competitors outside the LGA and a potential loss in market share. The recommendation is that investment should be promoted in town centres for retail redevelopments where:

- new retail uses are proposed which effectively would assist in retaining escape expenditure which is flowing out of Fairfield to other areas.
- retail development will act as a catalyst for the renewal / redevelopment / refurbishment of an existing centre.
- new retail formats cannot be accommodated within existing floorspace.
- new retail development is appropriate in terms of achieving desired urban design outcomes such as creating "active street frontages".

In the Prairiewood context, this Masterplan does not envisage significant increase in total retail floor space or the area zoned to permit residential development. There may be cases where activities that promote a night time economy or which achieve an urban design outcome in Prairiewood may be considered favourably by Council. Proposals that seek increases in retail floor space but do not achieve any of the other objectives listed above will not be supported.

The existing retail centres study looks at a 10 year time frame and beyond that further review of the retail environment at that time should be undertaken. At that time expansions of retail floor space might be considered in the context of the finding of any new study.

Employment Uses

The existing town centre does not offer significant office / non-retail based employment/business opportunities. The existing town centre does not contain any office buildings which are traditionally located in a town centre. In terms of non-retail employment opportunities, the centre sits on the edge of (and services) the largest employment/industrial zone in western Sydney (Smithfield / Wetherill Park) which to date has taken care of employment demand leaving Prairiewood with a more retail/services based focus. In order to create a vibrant town centre the introduction of office activities would be a positive contribution to the mix of the town centre. However, this must be considered in the context of Council's wider policy on employment generation and office based activity.

In response to falling employment density levels in Smithfield/Wetherill Park, (i.e. the same amount of land is generating smaller levels of employment), and concerns that local businesses are travelling outside Fairfield to access the office based services they need to operate, Council has resolved to review existing employment zones.

The Fairfield City Employment Lands Strategy was prepared and adopted in February 2008. The strategy identified that with regards to future office/technology based uses in the industrial areas, 'the demand for another business park within the region in the short to medium term was weak'. Accordingly, the Fairfield LEP 2011 does not identify any expansion of the industrial zones to allow more business/technology based uses in the Smithfield/Wetherill Park areas.

Community Uses

In relation to community, recreational, cultural and other facilities, Prairiewood has a wide range of these facilities at the moment. The inclusion of any additional community facilities in Prairiewood is supported, as it would further contribute to the range of activities available to make Prairiewood a "living centre".

The issue of outdoor recreation facilities has arisen in the consultation. The urban design analysis also concludes that Prairiewood does not currently have any formal community spaces such as a park or town square, which can be a community focus or the location for community events etc. There is a large amount of open space i.e. drainage basin, Golf Course or Showground, but these spaces are either under-utilised or used for specific events and a park and civic space would contribute to the development of a co-ordinated town centre.

3. Prairiewood Masterplan – Urban Structure

3.1 The Masterplan

After reviewing all of the consultation material described in Section 1 and the conclusions of the Planning and Urban Design Analysis in Section 2 the Masterplan indicated in Fig 13 has been prepared.

The analysis seeks to set a framework that addresses the four key issues:

- Council must continue to develop a movement system comprising of pedestrian and bicycle links, and the road network. Support services for this network such as parking and bicycle facilities that meet the needs of existing and future users and promote efficient use of the public transport infrastructure should also be provided.
- Council must continue to develop a strong public domain comprising a series of public places and streets that meet the needs of existing community and future users of the centre and are of a high quality in terms of safety and useability.
- In considering the design of the building, the implementation of design principles that promote public safety and good environmental performance. Council's decisions on future design outcomes need to recognise that buildings contribute the quality of the movement system and public domain, as well as the amenity of future users and residents.
- Council must continue to monitor the mix of activities in the town centre to promote a vibrant centre that meets the needs of the community.

It is via the implementation of the Masterplan provided in Fig 13 that these objectives may be achieved so that Prairiewood can continue to develop as a Living Centre.

3.2 Implementation of the Plan

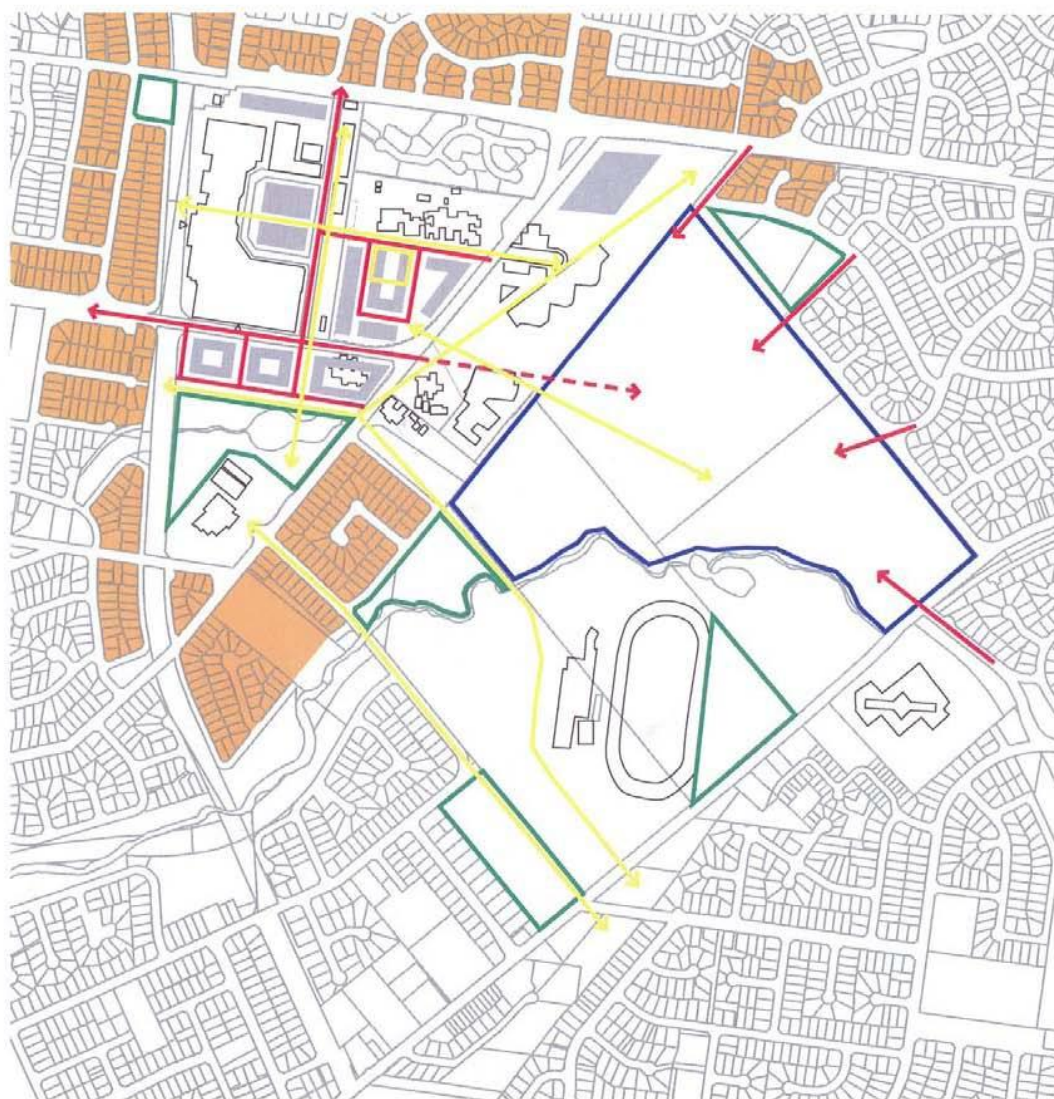
The Prairiewood Town Centre Masterplan is presented in the following three sections (Section 4-6) corresponding with the three likely phases of development in the town centre. Additional detail on how development must proceed in each Phase and the issues Council should consider is provided.

Discussions and consultation has taken place with each of the stakeholders and landowners so that their long-term plans have been taken into consideration. It should be noted that no undertakings have been made by Council or by the relevant landowners at the time of writing the Masterplan.

Phase 1 was identified as the first phase because the Calabrian Club indicated a desire to redevelop in the short term. The Housing NSW land is in Phase 2 because Housing NSW indicated that replacement of existing housing stock in this area was not an immediate priority given the other work the Housing NSW is doing at Bonnyrigg and in other locations. However this is not a definitive timetable for development and development proposals located in Phase 2 area could be considered by Council prior to any development in Phase 1. The important issue is that the urban design and planning objectives for the area are properly addressed by the development proposal regardless of its timing.

Prairiewood Town Centre Masterplan
Principal Actions

Figure 13



- Legend**
- New Pedestrian / Cycle Links
 - New Road Network
 - Retain Green Spaces and Heritage Parks
 - Re-Zoning for Higher Density Residential - Long Term Review
 - Consider Golf Course - Long Term Review
 - New Buildings
 - New Civic Square

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4. Design Objectives Phase 1

4.1 General

Phase one consists of lands that belong to Council, the Calabrian Club and the NSW Cerebral Palsy Alliance. The site is bounded by Restwell Road to the north, The Tway to the west, Prairie Vale Road to the east and the flood zone green space and Leisure Centre to the south. The coloured area in Fig.14 shows Phase 1.

4.2 Land Use

Context

A range of existing and additional uses should be accommodated in the centre including retailing, community assets, residential and commercial. The area covered by Phase 1 will be a transition zone incorporating community facilities and open space and will be transition to the nearby residential. Accordingly residential and community uses are seen as the dominant activities, but other activities that contribute to the vibrancy of the town centre and service the needs of the community will be considered.

The Phase 1 Masterplan site has four distinct land use interfaces. The site contains the NSW Cerebral Palsy Alliance on the north/east corner, the swimming pool and Leisure Centre in the southern sector, community facilities and the Calabrian Football Club on the north/west corner. The centre of the site is occupied by the detention basin flood zone and is largely unused.

The following range of uses is considered to be consistent with the objectives of the Masterplan and the objectives for Phase 1. If any uses other than those identified below are proposed, the applicant will need to satisfy Council that the land uses are consistent with the objectives of the Masterplan and the objectives of Phase 1:

- **Community Uses** – This site contains community uses (Council facilities including Basketball court and the Spastic Centre) the continued operation of the existing uses is important. These facilities should be located adjacent to the North south Pedestrian Path way proposed in Phase one. Of particular note are the basketball court and the community hall adjacent, which provides a vital and unique gathering place for the youth of the area. These well-run youth facilities are important to a healthy community.
- **Residential Uses** - This area is considered to be appropriate for residential activity that will contribute to a future living city. It will be close to the open space and there are opportunities for views to the open area contributing to residential amenity. It will act as a transition between the more intensive retail activity to the north and softer open space and residential activities to the south and south-west. Consideration should be given to locating the residential away from potential conflicts (i.e. community facilities and restraints etc) and ideally the western part of this site would be a transition to existing residential activity to the west of the Tway.

A mix of a mix of housing type to meet all types of household forms and incomes should be provided as part of any development. Residential developments should reflect the community's broad range of household mix and family structures.

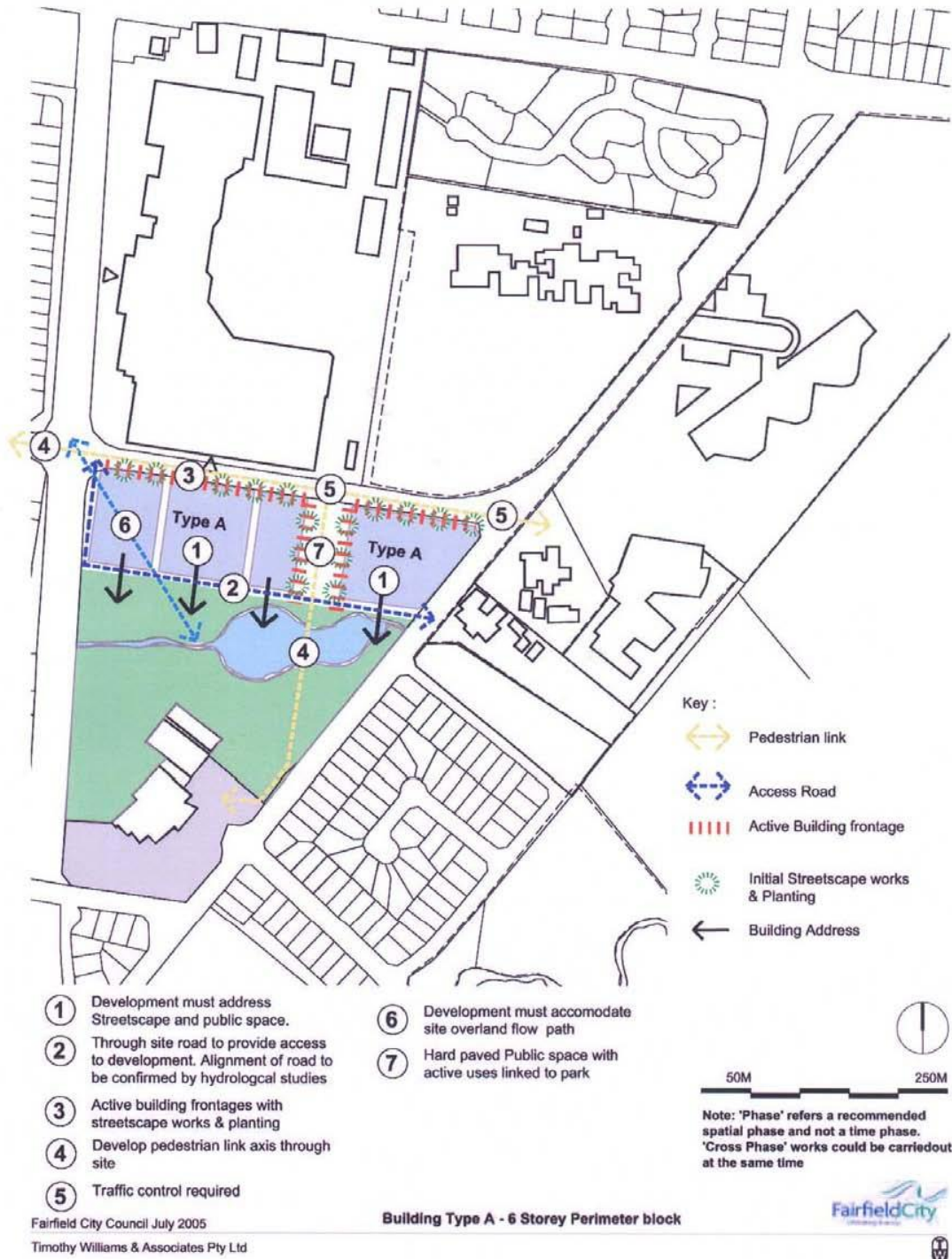
- **Retail Uses** - As indicated in Section 2 the provision of retail floor space will only be permitted where it can be demonstrated that it achieves one of the objectives identified in Section 2.8. In this case it is expected that a small amount of retail space might be provided along the street Restwell Road street frontage to seek to activate this road.
- **Other Uses** - The Calabrian Club have discussed, during the consultation and Planning Proposal process, the possibility of developing a Club premises and associated restaurant precinct. These uses are considered appropriate for this part of the town centre. They may contribute to the vibrancy of the area outside traditional retail business hours. However, as discussed above, the design and location should have regard to the residential amenity of nearby residential uses.

Prairiewood Town Centre Masterplan

Figure 14

Principles

Phase 1



Objectives

- To locate community, club and non-residential activities close to the pedestrian linkages and open space so that there is a relationship that encourages an intensity of activity appropriate to its location.
- To create a landscaped park which provides a green/water space focus for the Town Centre.
- To establish Restwell Road as an active street by locating ensuring active frontages are provided at street level to generate high levels of human activity.
- To incorporate uses that are available to the community at all times of the day.
- To provide clear and uninterrupted pedestrian movement to the Tway.
- To provide opportunities for medium to high density housing with a very high level of amenity and with minimal land-use conflicts.

Provisions

- The detailed flood study and associated drainage basin design required in Section 4.7 will determine the land required for the drainage function and that which would be available for other land uses.
- All Council facilities should front directly onto a public street or the pedestrian link.
- Non residential uses must be of a type and intensity which are good neighbours to residences.
- Retail activity is encouraged along the Restwell Road frontage.
- Below ground car parking should not detract from ground level uses.
- Ground level spaces overlooking the park which are not community activities should be active frontages (i.e. club or residential) and shall not be blank facades with no interaction from the street.

4.3 Public Domain

Context

The Masterplan in section 3 introduces the intention to provide a formal town square and a less formal softer landscaped informal open space/recreation area. Phase 1 provides the opportunity to address the informal open recreation space in a manner that also addresses objectives related to drainage and improving the pedestrian network in the centre.

Phase 1 of the Prairiewood Masterplan site is located five minutes walking distance from the Tway station and five minutes from the entry to Stocklands to the north. The site is also roughly equidistant between Fairfield Hospital and the swimming pool and Leisure Centre. Fairfield Golf Club and the Showground are 15 minutes walk to the west. Accordingly this area in Phase 1 is considered appropriate for the park relative to all the other facilities.

The suitability of the location of the central landscape area and the proposed mixed use development is based on:

- its location within the overall Prairiewood Masterplan area.
- the necessity of providing improved water retention and run off management in the flood zone.
- its relationship to major institutions and community facilities.

Objectives

- To provide a park as a central open space for recreation in the Prairiewood Town Centre.

- To provide a park that caters for families, youth and young children.
- To provide pedestrian connections through and around the site linking major public facilities and institutions.
- To ensure that public and private spaces are clearly defined.
- To enhance the public domain including appropriately designed streetscapes.
- To ensure that building form will protect and enhance the public domain.

Provisions

- The central landscape open space must be designed to address the water retention and water quality needs as described in Section 4.7.
- The drainage basin design should ensure that there is an adequate transition between the park and adjoining land uses. The transitions must be accessible to all members of the community and ideally will be a combination of walls, slopes and terraces that are suited to the proposed use of that part of the park.
- The landscape area must achieve a demonstrable improvement in water quality to the creek system.
- The landscape area must be crossed from Restwell Road to the Leisure Centre as shown on Fig. 14.
- The park area must contain some safe play areas for youth and young children
- The streets and pathways are to be designed to ensure a high level of amenity for residents and users of the town centre and there shall be sufficient differentiation between public and private areas.
- Within the open space and/or adjoining the pedestrian pathway, an effective community space with an urban character with hard paving generally and appropriate public furniture including seating, lighting and signage should be provided and it should be capable of accommodating public meetings, informal drama and outdoor dining etc. This space should have appropriate deciduous tree planting for shade.
- The Landscape area should be generally of a soft landscape character with grass shrubs and tree planting. The park should provide for a range of pedestrian pathways and types of spaces in which to relax or recreate.
- The northern edge of the park must be bound by a pedestrian path and road way.

4.4 Access and Movement

Context

Vehicular traffic (Fig. 15)

Restwell and Prairie Vale Roads are the two feeder streets to the Phase 1 Masterplan area. Restwell Road connects the residential areas to the west of the site across the Tway and provides access to one of the two main entrances into Stocklands Shopping complex. The "T" intersection from Restwell Road into the private road of the shopping complex is already congested at peak times.

Prairie Vale Road provides the main north/south access to the site along its eastern boundary.

All vehicular access to the site will be via Restwell and Prairie Vale Roads. A new road system is to be built to service the developable areas. A road along the edge of the open space will be required to maximise the access along the edge of the park but the remainder of the road network in phase 1 can be at the discretion of the designers subject to the

objectives below being achieved. An indicative street pattern is shown in Fig 15 but alternative street alignments will be considered on their merits. This indicative road layout has been modelled by Council. The model is based on some assumptions about adjoining development. This modelling indicates that the existing network can cope subject to some road widening and other modifications. However this is a theoretical model prepared to check feasibility and ultimately, any development in Phase 1 will need to be supported by a detailed traffic study which models the development proposed and details the traffic management measures required to permit the development to proceed with minimal disruption to the local road network.

**Prairiewood Town Centre Masterplan
Proposal**

Figure 15

Phase 1 Street Hierarchy



Legend

- 1 Main Thoroughfare
- 2 Principal Feeder Streets
- 3 Connecting Residential Streets
- 4 Town Centre Retail And Commercial Driveway (Private Road)



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Public Transport (Fig. 8)

Public Transport to the area is currently provided by government buses along the Tway with stops adjacent to Stocklands and south of the sports and Leisure Centre. This service is supplemented by private bus services along Restwell and Prairie Vale Roads.

Pedestrians and cyclists

The required pedestrian links through the Phase 1 area are shown in Fig 16. These pathways are to be clear and dominant with well defined entries from the public street.

Pedestrian and cycle movement is presently confined to the Tway which has a dedicated footpath lane. The pedestrian network is substantially unformed throughout the site. Some desire lines are in evidence in the form of ant tracks. Most journeys to destinations within Prairiewood are currently made by private vehicle.

A comprehensive pedestrian and cycle network is to be provided. Including connections between public facilities and easy access to transport points.

**Prairiewood Town Centre Masterplan
Proposal**

Figure 16

Pedestrian & Cycle Routes



Legend

- Pedestrian Network
- - - Principal Pedestrian Route
- Cycle Routes



Parking

Provision for residential and visitor parking is to be provided within the site. It is important to Stocklands that their car park is not used as a general public car park for the area.

There is little on street parking available. The Calabrian Club with its associated activities will need to provide adequate parking and consider options for dual use commuter car parking if practicable. Discussions with the Club have included the potential for dual use of any club/restaurant parking spaces so that they could be used for commuter parking purposes outside of the traditional evening peak. Any proposal for this arrangement will need to be justified via a formalised traffic study prepared by a recognised traffic consultant.

It is possible that commuters will look for parking in close proximity to the Tway in the future.

Objectives

- To give priority to walking, cycling and public transport as the preferred means of movement.
- To ensure the traffic generation resulting from the development does not result in unsatisfactory performance of the local or regional road network.
- To minimise points of conflict between vehicles and people.
- To provide vehicular traffic free public spaces.
- To optimise public accessibility and link the site with the Town Centre's pedestrian and cycle network.
- To provide a pedestrian environment which is safe and attractive and can be accessed by persons with impaired mobility.
- To provide sufficient space for all pedestrian and cycle corridors to ensure free and easy movement.
- To improve pedestrian amenity along Restwell Road.
- To minimise driveway conflicts with pedestrian uses.
- To provide adequate parking for residential and business uses.
- To balance residential and other parking needs on the site and minimise the need for on-street parking whilst addressing the commuter parking demand and the desire to promote public transport use.
- To provide clear access and signage to public transport points.

Provisions

- A Traffic assessment must be provided with any proposal, to identify the impacts of any proposal on the local and regional road network. This report must also provide an assessment of the efficiency of the proposed road network for Phase 1.
- A pedestrian pathway (including a bridge over any ponds) at least 3 m wide must be provided across the Landscaped area.
- All new streets must be designed to have accessible footpaths.
- There is to be no direct vehicular access, including loading and unloading bays, to Restwell Road. All vehicular access should be via the new road network provided for this precinct.
- A footpath of at least 3 m is to be provided along the southern side of Restwell Road.
- Pedestrian corridors should generally be at least 3m wide.
- Pedestrian spaces must be designed to permit easy and convenient movement for persons with impaired mobility, including access to the Tway.
- Pedestrian spaces and cycleways must be adequately lit for safety.
- Pedestrian pathways should be located in areas of maximum natural surveillance.

- Points where pedestrian and traffic corridors cross should be designed to minimise potential danger and emphasise the need for caution.
- All car parking must be provided on site and in accordance with the requirements of Chapter 12 – Car Parking, Vehicle and Access Management.

4.5 Urban and Built Form

Context

In Phase 1, the building area which can be developed will be determined by the drainage constraints as some land will be required for the drainage functions described in Section 4.7.

The existing development in the vicinity of the town centre is limited to the 1 to 2 storey residential dwellings outside the Masterplan area and to stand alone and isolated institutional buildings such as the Hospital, sports facility and School with the Stocklands Shopping Centre being by far and away the largest single structure in the area. Phase 1 will establish a new block and street pattern for the town centre which will be in contrast with the low density residential areas around the town centre and be suitable for the establishment of medium to high density residential and commercial uses.

Street alignments should be reinforced and established to create well defined streetscapes and conscious view corridors to the park and to major facilities. This is the predominant urban form proposed for the Masterplan area.

It is intended that all residential buildings in the Town Centre Masterplan area be designed as medium to high density apartment buildings. The new building form will be based on a perimeter block form that defines property boundaries and streets. In Phase 1 the building form will allow for retail /commercial or community uses as well as residential activity but all non-residential uses should be located at or close to ground level. Fig 17 shows the maximum heights and overshadowing in Phase 1.

Objectives

- To generate a form of development that is of a scale to create the density and activity appropriate to this part of the town centre and to ensure the built form is part of the transition to the adjoining residential zones and in character with the desired future character of the area.
- To establish a street block form that responds to the existing street pattern and built form.
- To create a view corridor across the landscaped area looking south from the existing Stocklands entrance from Restwell Road.
- To provide a linked network of open spaces.
- To express the entrances to streets.
- To define and enclose public spaces including streets with built form of appropriate scale.
- To provide a scale of development along street frontages that provides protection from the elements.
- To control overshadowing of public spaces.
- To signal the public nature of streets and squares.
- To clearly distinguish between public and private realms.
- To ensure issues of privacy and amenity are dealt with particularly at ground level.

Provisions

- The built form should define the street edge.
- Any development will need to be designed in accordance with the recommendations of the Flood Study and Chapter 11 – Flood Risk Management.
- Building height should not exceed 20 m (6 Storeys) from existing ground level.
- Buildings must align with boundaries of the open space or to the site boundaries on street frontages.
- Residential buildings are to have clearly defined entry points from the street or public spaces.
- Penetrations above maximum heights for lift overruns and the like must be less than 3 m and must not be visible from a point 20 m away from the façade of the building.
- Comply with the SEPP 65 Design Quality Principles and meet the design quality standards as set out in the Residential Flat Design Code.

Prairiewood Town Centre Masterplan
Maximum Overshadowing
Phase 1

Figure 17



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4.6 Ecologically Sustainable Development

Context

Buildings and landscape elements in the Prairiewood Town Centre will be designed in a manner that minimise the environmental impact of the development both during the construction and operation phase.

The State Government has implemented a policy in relation to energy and water use. The system referred to as BASIX requires building designers to ensure the building makes maximum energy and water savings. The building designer will be required ultimately to provide Council with a BASIX Certificate to demonstrate compliance and consideration of the following relevant issues during the planning and design stages. It will make the task of obtaining the certificate easier to achieve.

Many of the measures that contribute to better environmental performance are also related to amenity, for example, the availability of natural breezes minimise energy costs of cooling and provide for more fresh air within units.

Objectives

- To locate buildings in a manner which allows moderating winds to penetrate public open spaces and provide shelter from unpleasant winds.
- To provide major open spaces with a limited number of shaded areas.
- To limit overshadowing of major open spaces.
- To incorporate energy efficient principles into the design of buildings.
- To implement ecologically sustainable development.

Provisions

- Any development proposal will ultimately be required to submit a BASIX Certificate.
- In relation to other aspects of environmental performance, Council will utilise the objectives and best practice guidelines contained in the Residential Flat Design Code to assess whether the environmental performance aspects of any development are reasonable.
- The proximity of the stormwater basin offers opportunities for innovative approaches to water reuse and management, both for Council's open space and potentially for adjoining buildings in Phase 1, using Water Sensitive Urban Design Principles.
- A sustainable approach to landscaping and management/maintenance of the open space and streets which are to remain in Council's ownership or management, are to take into consideration sustainable Water Sensitive Urban Design Principles.

4.7 Infrastructure

Context

Drainage Infrastructure

There can be no development or any creation of sustainable open space without the drainage infrastructure for the town centre being resolved. This issue is critical as the drainage system and the flood zone in the centre of the town centre is the major physical characteristic of the site. Overland flow paths and water management will inform all major planning and design decisions on the site. The respect of the natural flow patterns will help

to define the town centre's new character. The drainage constraints are discussed in greater detail in Section 2.4 – Drainage.

Council's Drainage Engineers have undertaken some preliminary modelling which indicates a basin design involving excavation or mounds/barriers, (more than likely a combination of both these measures), to increase the capacity of the basin, will be required before the development potential of properties in Phase 1 can be established. The modelling indicates this is possible but a more detailed design process needs to be undertaken to determine technical and financial feasibility.

The basin will need to address the drainage problems but will also form a part of the park. Accordingly, the design along the edge of the basin will need to consider the future use of the land as a park. Suitable slopes, mounds, walls or terraces will need to be provided to maximise use of the space and ensure it can be safely used.

Other Infrastructure

In relation to other infrastructure, the Council as part of the consultation on this plan will seek to consult with the relevant service providers to ensure there is adequate provision or capacity in relation to the provision of:

- Stormwater
- Water supply
- Sewer
- Power (gas and electricity)
- Telecommunications

While preliminary consultation will be undertaken at this stage it is mandatory under Section 57 of the environmental Planning and Assessment Act 1979 that further consultation be undertaken during the rezoning phase.

Objectives

- Ensure that essential infrastructure and services are available before any development commences on site

Provisions

- A detailed drainage and flood analysis will need to be undertaken by a suitably qualified Engineer as part of any redevelopment proposal. The study will need to demonstrate how the flood management, overland flow path and water quality issues are going to be managed in any redevelopment of the site.
- Any basin, drainage works and associated development will need to be designed in accordance with the requirements of the Flood Study and Council's Chapter 11 – Flood Risk Management of the Fairfield City Wide DCP.
- Edge treatments need to be designed to allow for safe public access and egress. For example:
 - slopes need to be designed with safe grades for water bodies (i.e. maximum 1:8)
 - terraces must have regular and accessible steps and ramps
- Adequate water supply must be provided to the site and connection made to surrounding services.
- Connection must be made to the existing sewer servicing the site.
- A specifically designed storm water management system must be provided on site which complies with all relevant standards and with Council's stormwater plan for the area.
- Gas reticulation must be provided to the site.

- Electricity connection must be made to the site.

5. Design Objectives Phase 2

(Fig. 18)

5.1 General

Phase 2 of the Masterplan is located on the lands owned by the Department of Education and Communities (DE&C) and by the NSW Housing and the Stocklands Shopping Centre. See Fig 18. The Masterplan provides a vision for the redevelopment of the NSW Housing and DE&C lands. Neither the NSW Housing nor the DE&C are under any obligation to redevelop their lands. The Masterplan, whilst developed in consultation with both departments, has not been adopted as a preferred plan by either party.

The Phase 2 area is bound by Polding Street to the north, Restwell Road to the south, Prairie Vale Road to the east and the Transit-way to the west.

Phase two should be seen as the heart of the new Prairiewood Town Centre. It is located in the centre of the Masterplan area and many of the town centre's facilities and institutions will be linked across the site.

There are a number of elements of the overall Masterplan that Council will seek to implement during this phase that are important in linking the town centre together and improving the amenity of the centre for future residents and users.

The important aspects are introducing a suitable mix of activity, strengthening of pedestrian linkages, establishment of a long term viable road pattern and creation of a good quality open space.

Stocklands

Stocklands will seek to redevelop in accordance with their own requirements. Previously under the Fairfield LEP 1994, any redevelopment for purposes currently permitted in the existing Business 3(b) zone could proceed without a rezoning, but the introduction of residential development on the site would have required at a minimum, amendment to the objectives of this zone which did not mention residential development. However, the B4 Mixed Use zoning used for the centre under Fairfield LEP 2013 allows for a mix of commercial, retail and shop top housing uses, thus removing the requirement for a rezoning to allow shop top housing on the site.

As there is no DCP for this site, any development applications for the Stocklands site must be assessed against the principles outlined in this plan as well as any rezoning proposals to ensure any redevelopment is consistent with Council's future Masterplan for the centre.

Prairiewood High School

The High School site, and in particular the sporting fields on this site, are in the future heart of the town centre. These sporting fields are completely surrounded by community facilities and the retail core and have the potential to become the hub around which the rest of the

town centre can operate. Opening up this site to active community use is critical if Prairiewood is to be a more integrated vibrant town centre.

The existing arrangement, with the school fenced off with 2m high fence, makes pedestrian journeys around the town centre unnecessarily long (Example: people who are using the Transitway to get to the hospital must get through Stocklands and then must walk around the southern end of the school site to get to the hospital). The existing arrangement also minimises the level of natural surveillance on the streets in the middle of the town centre.

In the short term a review of the schools management arrangements in relation to access, safety and vandalism could allow for a rationalisation of the access to the sporting fields so that they could be opened up thereby improving links in the centre to the benefit of the wider community. However this may prove difficult with regard to the school's duty of care.

In the longer term, the redevelopment access to the sporting fields and agricultural plots for future retail, commercial, community and residential uses would make this a focal point for the town centre. This would also be the ideal location for a town square for Prairiewood in the longer term.

It should be noted that the current sporting field and agricultural plot is 34,300m² and the NSW Housing land to the north of the school is 40,516m² and is of a proportion that will allow efficient layout of sporting fields.

However, the development of the current sporting fields as the town centre hub does not mean that the school must be moved away or that it should lose access to sporting facilities. Retaining the school in the town centre makes sense from an integrated transport/ land-use viewpoint as it maintains this traffic generating activity close to a public transport node. Retention of this school in this location would be preferred to the relocation of this activity to an area with poorer public transport service. It is also an important community facility and community hub that should remain in a central position.

Council Officers have identified a long term opportunity for the school to be retained in the town centre with the same number of sports fields and other facilities while still permitting a town centre core to be established on the existing playing field land.

The NSW Housing has indicated that they would be unlikely to be investing in the estate immediately north of the school in the next ten years. However when the time does come for the Department to invest in these buildings, they could do a land swap with the school and swap the land containing the estate for the sporting fields. The housing on the estate could be demolished for replacement sporting fields and facilities and the existing sporting fields could be redeveloped for the range of uses discussed above including housing. The NSW Housing could maintain or increase its stock of dwellings in the area, while achieving a mix of tenure and ownership patterns in line with their current policy.

In this case there is no loss in facilities to the school and no loss in social housing. There is a big benefit to the community in having the town centre hub area developed in an appropriate manner with a de-concentration of social housing stock. The sale of the rights to the retail and commercial floor space could help pay for the redevelopment costs to minimise the level of government investment.

If at some point in the long term future the Department of Education & Communities were to close or relocate the high school (please note the Department have not given any impression formally or informally that they are intending to do this) the use of the site for a

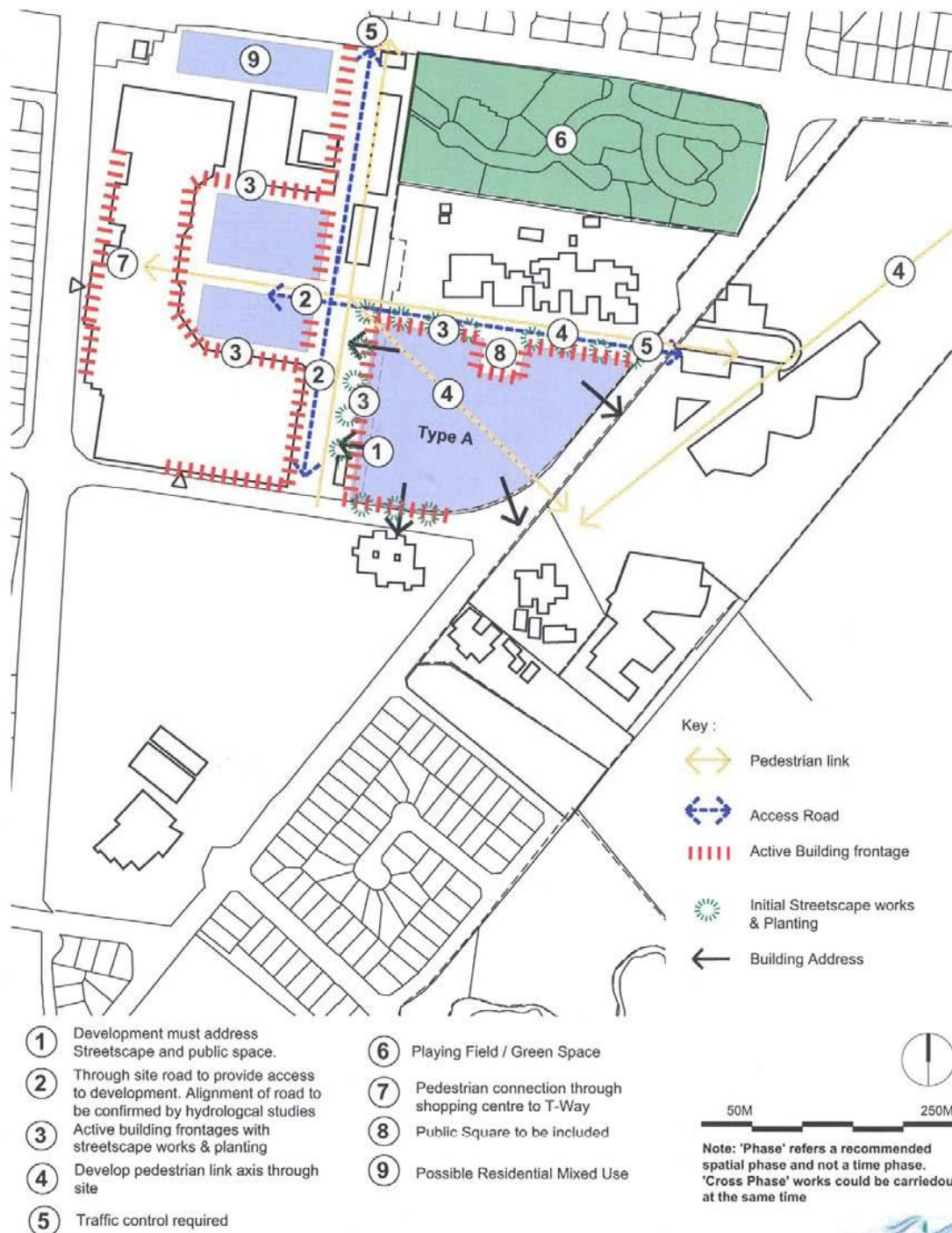
mix of uses to create a vibrant town centre with a town square would be the optimal outcome for the town centre.

Prairiewood Town Centre Masterplan

Figure 18

Principles

Phase 2



Fairfield City Council July 2005

Timothy Williams & Associates Pty Ltd

5.2 Public Spaces

The public spaces in Phase 2 are intended to allow a permeability of the town centre site so that the desire lines between the town centre's various facilities can be made readily accessible, especially on foot or by bicycle.

A major urban space should be provided in the heart of the town centre. The ideal location is where the existing sporting fields are located. The Masterplan in Section 3 shows a proposed east/west collector road. The urban space should be located along this road in a location that helps link the retail core of Stocklands with the remainder of the centre and any redevelopment of the School site.

5.3 Urban Pattern

It is imperative that the permeability through the Phase 2 Masterplan area be achieved. It will be necessary to dedicate a public roads network within the site which integrates with Phase 1 and with the surrounding suburbs.

A perimeter block form of building is generally the best way to achieve this and to clearly define the public and private domains; however the exact layout will need to be designed when the mix of uses is established.

5.4 Drainage

Careful consideration will need to be given to the overland flow paths through the Phase 2 area. Although the drainage issues are not as critical as in the Phase 1 area, the change from a completely soft landscape area to a percentage of hard surfaces will impact on the drainage patterns. Run off from Phase 2 should be kept to a minimum and must not detrimentally impact on the drainage system.

5.5 Uses

The current uses on the Phase 2 site are to remain, but as this is the heart of the town centre, a mix of uses that will contribute to an active, vibrant and sustainable centre are encouraged, subject to the following considerations.

The Stocklands site will remain the retail core of the town centre. Any proposals to increase the floor space in the next ten years will need to address the finding of Council's Retail Centres Study (discussed in detail in section 2.8).

Beyond the next ten years, the growth potential for retail will need to be reassessed, but the following two principles identified in the Leyshon Report regarding additional floor space, should still be considered. In assessing proposals for development Council should consider:

- Whether the retail development is located and designed so as to act as a catalyst for the renewal/redevelopment/refurbishment of an existing centre in accordance with this Masterplan, or alternatively, whether permitting the retail development will hamper the redevelopment of other parts of the town centre in accordance with this Masterplan.
- Whether the location and design of new retail development is appropriate in terms of achieving urban design outcomes set out in this Masterplan.

The introduction of residential activities, (which will require a rezoning), is supported subject to a high level of residential amenity being achieved for future residents, and subject to the provision of a mix of housing type to meet all types of household forms and incomes. It is likely that a high proportion of affordable housing will be included as the land may be the subject of a land swap with the NSW Housing who will require the relocation of existing housing stock in the centre.

Commercial activity should be considered for this phase, but Council should consider commercial and employment generating developments in the context of Council's Employment Lands, particularly the adjoining Wetherill Park Employment Area.

The existing range of community and government facilities should be retained, as they will continue to add to the vibrancy and effectiveness of the town centre. At the time of redevelopment of land in this phase, consideration will also need to be given to the parking arrangements in and around the town centre and the feasibility of providing some commuter car parking facilities to service the Transitway stop.

5.6 Movement

Public transport

Pedestrian/Bicycle Movement

The Masterplan shows a number of pedestrian links. Linkages to Phase 1 and across the site east/west from the Hospital to the Transitway are critical in ensuring the future centre is integrated and accessible for all parts of the community. The establishment of these links is critical to the sustainable development of the centre.

The pedestrian connections to the Tway should be improved. Natural desire lines across the Town centre area need to be acknowledged and their accessibility and safety improved.

These links should be safe, well lit, active and accessible to all parts of the community at all times. Stocklands have raised concerns during preliminary consultation regarding provision of 24hr access through their site to the Transitway station. It is acknowledged that this may be an issue in the short term given the existing building. In the short term, Council and Stocklands could begin negotiations with the Bus Transport providers to determine whether an "after hours route", where buses leave the Transitway and go through the centre, might be established to ensure patrons are dropped on in a more appropriate location at night. This may be feasible as the hours when Stocklands are closed, and no access is available, is generally outside peak hour services. At these times there is potentially more flexibility in timetabling and routing of services.

Vehicular Movement

If development is to occur in Phase 2, there will need to be a road system established within Phase 2 to manage the increased level of vehicular movement around the centre of the town. The Masterplan shows the location of a proposed collector road running through the School site which could be used to service any future development of the existing School land providing another link to Prairie Vale Road from the centre of this Phase 2 area.

The existing Stocklands access points from Restwell Road in the south and Polding Street in the north, effectively form an access road north/south through the Phase 2 area. At this

stage this is not a dedicated road. It is part of the Stocklands site. This north/south access link is important for Stocklands. Depending on the extent of future development, there may need to be consideration given to improving the effectiveness of this link via design measures or dedicating some land to create a north south road through the site.

This indicative layout, with a road through the school site and improved access through Stocklands has been modelled by Council, based on some assumptions about adjoining development. This modelling indicates that the proposed network will be able to accommodate expected traffic levels subject to some road widening and other improvements. However, this is a theoretical model prepared to check feasibility and ultimately any development in Phase 2 will need to be supported by a detailed traffic study which models the development proposed and details the traffic management measures required to permit the development to proceed with minimal disruption to the local road network.

5.7 Built Form

Given that there is no certainty over the timing, form and uses in this phase of the development, it is difficult to be prescriptive about the ultimate built form and design of the buildings. However, some principles, which shall guide Council's decision making on design and built form issues, are detailed below.

In terms of the scale of the development, Phase 2 contains the future core of the town centre and the scale of development traditionally is higher and denser in the core with a transition to a lower height and density as you move further away from the core. The design of buildings should seek to ensure that public streets and public spaces/parks receive good solar access. The design and scale should take into account views and ensure the public domain areas are not dominated by the adjoining building masses. Buildings that let in light, provide interesting views and are not excessive in scale compared to the human using the public domain, is the character that Council shall seek to achieve for the core of Prairiewood Town Centre.

Safer by Design

Council should ensure that any new development provides an appropriate relationship between the building and the public domain. This is particularly necessary if Council is to establish a street and public space network that is safe and useable for existing residents. Design of the buildings in accordance with the CPTED Principles, which are principles, established to promote safety and minimise crime via the design process is essential.

Active Frontages

One particular principle/issue described in the CPTED Principles and which was discussed during the consultation was the principle of active frontages to the street. This was discussed in relation to Stocklands who indicated that while they were supportive of activating streets, did not agree that this should result in them providing active frontages to all streets and the nature of their business and servicing needs made this impractical. The existing Stocklands building does not present an active frontage to Restwell Road.

It is acknowledged that in the short term it would be difficult for Stocklands to make changes to their site, which would activate Restwell Road, without a significant redevelopment. This

request would not be feasible or practical given the investment they only recently put into establishing the existing building.

However, in the longer term if Stocklands are making long term strategic decisions about their site, it is important that the site begin to develop a relationship with other sites so that it becomes integrated with the future developing centre. This will also have potential benefits for Stocklands. In this regard, longer term development should seek to provide an active frontage to Restwell Road and to any development on the existing and adjoining sporting field site (Refer to Fig 18) as this will be the future public core of the town centre. This would leave the majority of the frontage of the Stocklands site for other service activities necessary for the centre's operation. It will be a much more human and attractive town centre in the future if the frontages in this core area respond to one another rather than just presenting blank facades. In this regard, Council Officers should work with Stocklands to formulate site specific plans for the Stocklands Site.

The environmental performance of the future development is also critical. Any development in Phase 2 should be assessed against the objective identified in Section 4.6 for Phase 1 of this Masterplan to ensure a consistent approach to the assessment of the environmental performance of the development across the entire town centre.

6 Design Objectives Phase 3

(Fig.19)

6.1 Longer Term Considerations

A long-term vision for the Prairiewood Town Centre.

Phase 3 raises questions about the future direction of the Prairiewood Town Centre. As the first two phases are developed and the town centre grows, applications for the rezoning of open spaces such as the golf course and of the current low-density housing around the town centre may need to be considered. Again, the time frames are long term and it is difficult to provide definitive planning controls but the following planning objectives should be considered and any proposals considered in the short to medium term should be considered in the context of the following issues.

Transition Areas

These areas in some locations are the transition zone between the core of the centre and the adjoining single residence suburbs. As indicated in Section 5 the core is traditionally the most densely developed with higher built form and this density gradually decreases as you move away from the core. The Phase 3 sites should be developed with buildings that relate to the height of the adjoining development, both within the core and the adjoining development, outside Phase 3.

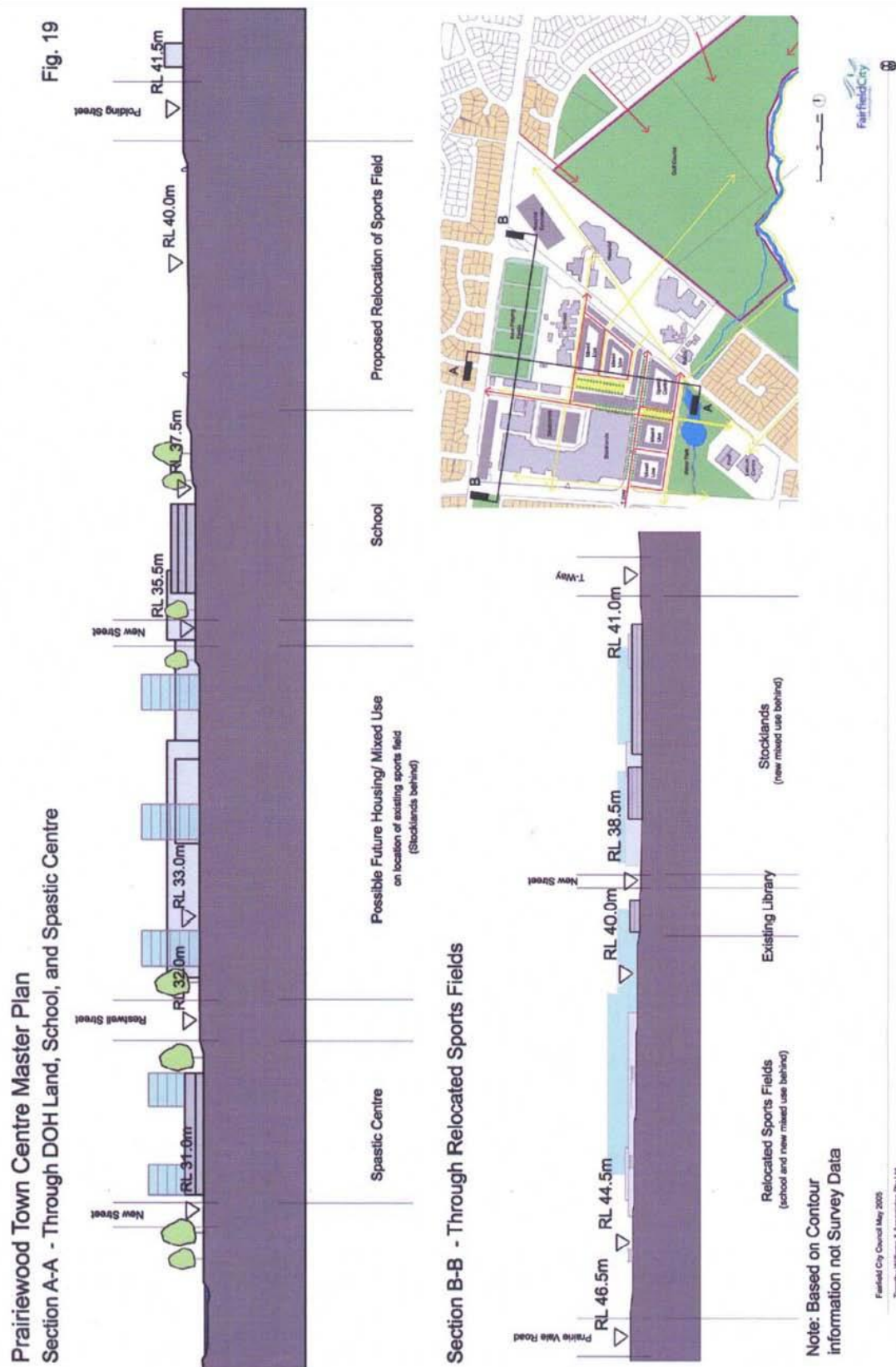
Linkages

Phase 3 is important in relation to the linkages required to maintain a successful town centre and the linkages with adjoining residential areas which make the centre more useable and sustainable.

It is important that vehicular links between the existing centre and the arterial road network are appropriate. Prairiewood is not located on any arterial route and accordingly the links to the Horsley Drive to the north and Cowpastures Road to the east are important if Prairiewood is to grow and place increasing pressure on these links.

Unless a significant mode shift occurs to public transport, Council will need to consider upgrading links to The Horsley Drive such as Lily Street and potentially discussing whether a share arrangement of the Transitway land is feasible.

In addition to vehicular links, consideration must also be given to pedestrian linkages. Where these linkages reach the edge of Phase 1 and 2 areas, it is important that they are extended in the Phase 3 areas and into the residential zones beyond. The full range of pedestrian linkages proposed are shown in Fig 16.



Take advantage of the Tway

The Tway represents a major piece of public infrastructure that has the capacity to carry significant numbers of commuters to the employment bases in Wetherill Park, Parramatta and Liverpool. It is common sense to allow denser residential development around the Tway stations. The development of density around the Transitway Station will involve the introduction of a new housing form to Prairiewood, which is currently almost entirely single dwellings on larger allotments. A recent proposal involving redevelopment of a scrap yard into a residential development comprising town houses identified concerns from the adjoining residents. Experience in other areas indicates that the process of introducing multi-unit housing in traditional suburbs needs to be carefully managed.

In the case of Prairiewood, it is recommended that the new housing form be established in the town centre before it is extended to the existing single dwelling areas on the edge of the town centre. This would allow for the introduction of units style development in a less threatening manner, and would over a period of time, allow residents to experience the impacts of this form of development.

Ultimately however, this Masterplan suggests that Council should rezone residential land on the edge of the town centre for apartment and/or town house development.

Design Outcomes

The design objectives related to environmental performance or ESD and the Safer By Design Principles discussed above are assessment criteria that should also be applied to development in Phase 3.

Golf Course

This Masterplan does not recommend the removal of the Golf Course in the medium to short term (within next 0 – 15 years). However, if the Prairiewood Town Centre develops in the manner envisaged in this plan, Council will ultimately be faced with the question of the long term future of the Golf Course.

If the town centre does not develop, the threat to the Golf Course will be minimal, but should the centre develop into a larger centre, Council will ultimately need to make an assessment of what use will provide best value to the community. Land on the edge of an expanded vibrant and successful town centre could potentially be more valuably used for other uses.

The relocation of the School to this site, if there is significant demand for growth in the centre of the town centre, would be one option that retains the range of community uses in the centre while facilitating growth in the centre. If alternative educational facilities such as University or TAFE campus were to locate in the area, it would be another wonderful opportunity to add a vibrant use to the town centre, thereby complementing the existing facilities and reinforcing Prairiewood as a place to live, to work, to play and to learn.

The alternative uses in the preceding paragraph are speculative as there is no definitive way to determine how successful the town centre will be and its ultimate growth potential. However, strategically the issue remains that golf courses are not traditionally located on the edge of significant town centres and there may be pressures to put it to other uses. Only alternative uses that contribute to the on-going vitality or sustainability of the town centre and Transitway services should be considered.

Showground

This Masterplan does not recommend the removal of the showground in the short to medium term (within the next 15 years.) however as with the golf course, if the Prairiewood Town Centre develops as envisaged, in this Masterplan, Council will need to consider the long term future of the Showground.

The Showground is currently used for a variety of different activities including weekly markets and for trotting training. Some ethnic groups use the area for festive occasions.

The Council recognises the need for sporting facilities in the LGA. Sporting fields and venues for tournaments are constantly sought after. It is intended that the showground's uses be intensified and enhanced as the town centre grows with the possible addition of tennis courts or other facilities for which there is a demonstrated need.

A suggestion has been made to enhance the current facilities so that they can accommodate a wide range of sporting and community activities. A multi-use sport and recreation centre is appropriate in this area and does not represent a change of use. The showground has ample parking and the addition of a sports venue would complement the other facilities to be found in the Town Centre.