




DRAFT 9 APRIL 2020

*Fairfield City
Council's Vision
for Revitalising
Smithfield Town
Centre*

SMITHFIELD TOWN CENTRE URBAN DESIGN STUDY

Fairfield City Council





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1. INTRODUCTION

Smithfield Town Centre
is known to locals for its
convenience and accessibility.



1.1 About Smithfield Town Centre Study Area

The Smithfield Town Centre is located upon the traditional lands of the Cabrogal people of the Darug Nation.

The Smithfield Town Centre is located at the intersection of the heavily trafficked The Horsley Drive and the Cumberland Highway. It is a local centre characterised by one and two storey shopfronts arranged in a main street format. The centre is anchored by a Coles supermarket. The Smithfield Tavern, a Shell Service Station and a range of food and beverage outlets are key land uses undertaken in the centre.

The wider study area is approximately 33.3ha in size and generally bounded by Victoria Street to the north, O'Connell Street to the west and Oxford Street and Smithfield Park to the east. Notable uses include the Smithfield RSL Club with associated car parking and landholdings, various places of public worship, St Gertrude's Catholic Primary School, low to medium density residential uses as well as warehousing and semi-industrial uses north of the town centre.

Smithfield Town Centre is known to locals for its convenience and accessibility to a small offering of retail and services, anchored by a lower grade Coles supermarket. The functionality and vitality of the centre is undermined by a lack of pedestrian amenity associated with noise, heavy traffic, and congestion of local traffic routes during peak times. Despite Council's previous and recent streetscape improvement efforts, the centre generally lacks visual quality a defining sense of character and public open space.

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

1.2 Smithfield... moments in time

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

The Orphan School Grant occupied some 12,300 acres and was awarded by Governor King in 1803 to help maintain the Orphans' Institutions. Smithfield occupied much of the Orphan School Grant and was the foundation settlement of the Fairfield City district. Although several large land grants had been made in the surrounding

area, no settlement had been established.

Lying midway between Parramatta and Liverpool, and only 30 kilometres from Sydney, Smithfield had much to offer, it was easily accessible from the already established Great Western Road and close to the "fertile and beautiful hill of Prospect". The area was lush and well suited to agriculture, a fact which had not escaped the notice of pioneering pastoralist John Macarthur.

With the land he had bought in Prospect in 1836, John Ryan Brennan was planning an ambitious enterprise. He planned a huge market and fair, with an extensive settlement in support of it, and at first intended to call the whole scheme Donnybrook. The name Smithfield began to appear more prominently in the advertisements for a local market in 1842.

The district proved very suitable for winegrowing and among the most successful were the Stein family who came to New South Wales from Germany in 1838. During the 1860's there were frequent advertisements in the newspapers for land sales at Smithfield, inviting 'the tradesman, the fruit grower, and those engaged in the cutting of timber' to buy land. The region was well timbered with ironbark, gum, box, mahogany and fine quality stringy bark.

A reproduction of the survey plan prepared in 1838 by C.E. Langley for Brennan became the basis for the present-day layout of Smithfield and most of the proposed street names are still used. A community of hardworking and enthusiastic folk gradually grew up in Smithfield. One of the first to build a cottage was John Watts. By 1843 there were sufficient children to warrant a school. The new school opened on 22 July 1850 with a roll call of 27 boys and 24 girls.

In July 1842, John Saunders was appointed Baptist Minister for the growing community, and after that services were often held in William Webb's house, Mount Peace. A slab-built church was built alongside John Watts' cottage, and behind it was a canvas-covered booth to accommodate larger groups when necessary. The St James Church of England had been built in 1857. St Gertrude's which was opened in 1884 was the first Roman Catholic Church to come to Smithfield.

As the district grew, so did the agitation for local government. After the submission of a petition the request

was granted, and the district proclaimed in December 1888, with elections being held shortly afterwards. F.A. Kenyon became the first Mayor of Smithfield and Fairfield in 1889.

Smithfield showed indications of being an established town, the houses were well designed and made of brick, there were no remaining slab huts which were a common sight in other rural towns. Smithfield had street lighting in its centre and properly made footpaths. The Victoria Hotel was one of several inns and taverns in the town, and on the opposite corner were the premises of Mr Morandini, the blacksmith. The imposing two storey post office built in 1901 served Smithfield until its destruction by fire in 1971. The commercial centre of Smithfield was spread along Smithfield Road, to the right of the intersection, and its size and range of services

overshadowed the tiny shopping area near the Fairfield Railway Station.

There were no dramatic changes in Smithfield as the twentieth century progressed. A railway line was built in 1924, running from the main street to the quarries at prospect. The Council moved their headquarters from a house near Oxford Street (present day Fairfield Museum) to Campbell's shop in Fairfield. It was not until World War II had ended, that rural township of Smithfield began a major period of development. Time has dealt harshly with Smithfield's commercial ambitions. John Ryan Brennan's aspirations to make the town 'thrice the size of Parramatta in thirty years' were dashed, partly by his personal failures, partly by the prevailing economic climate and partly by the decision to route the railway through Fairfield.

SMITHFIELD TOWN CENTRE OFFERS CONVENIENT & ACCESSIBLE RETAIL & SERVICES FOR LOCALS





The district industries allowed the township to survive, and until the outbreak of World War II, Smithfield had a tidy commercial centre, rivalling Fairfield in some aspects. However, in the early years of the boom, very few of the thousands of people seeking land chose Smithfield for their new home. In spite of huge land subdivisions, the Housing Commission projects and developers' schemes in the mid-sixties, Smithfield found that the commercial decision had been reached, and Fairfield Heights had become the region's shopping centre. Industry had forged forward at a remarkable pace, but the town reflects little of this growth, and today would be overshadowed by the Smithfield of a hundred years earlier.

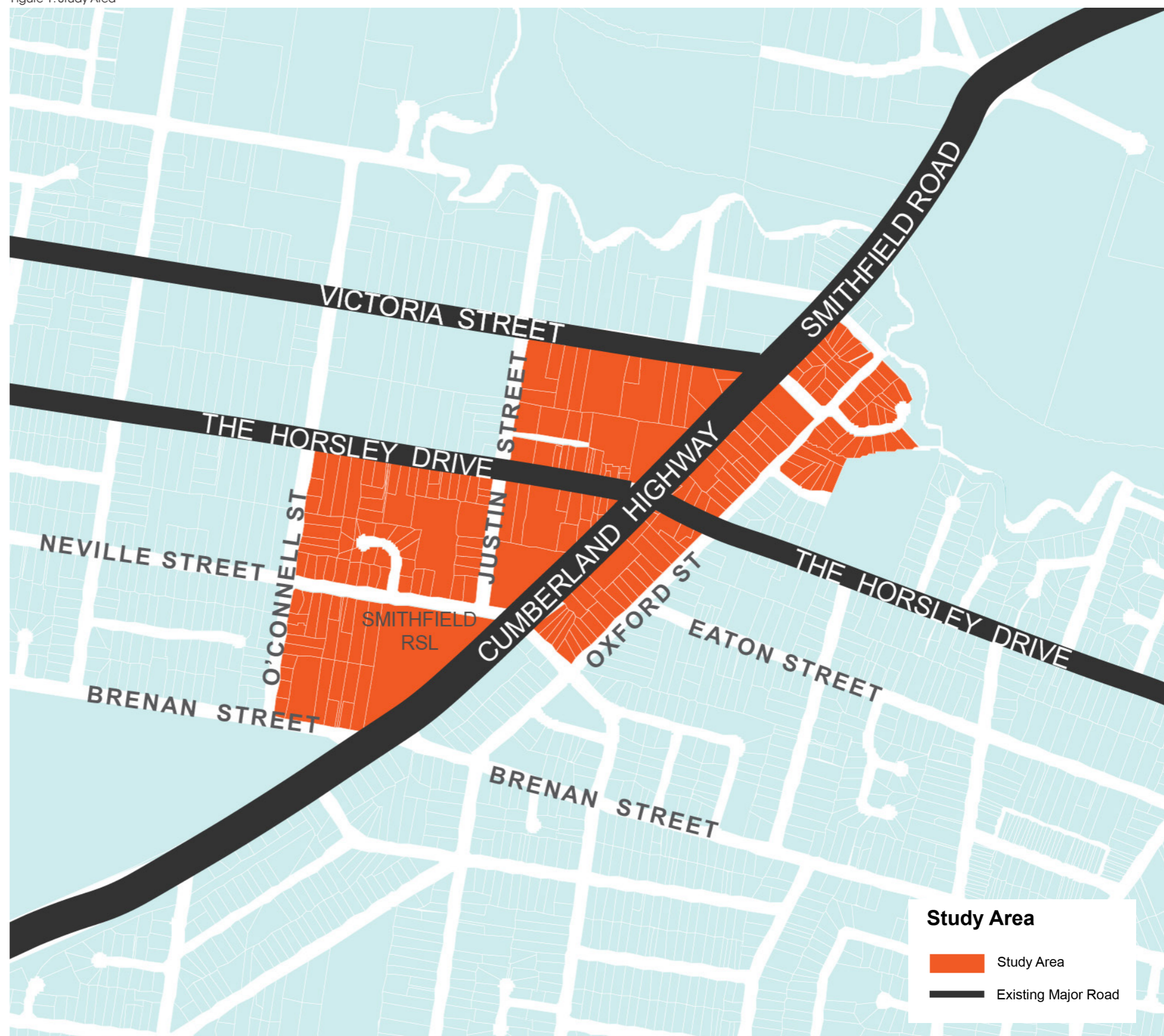
Once again, Smithfield has suffered from bad timing, and the post-war years which witnessed expansion in other Fairfield City areas, brought little change to Smithfield. A concrete bunker like Post Office was opened in February 1972 to replace the old post office, which has now closed. A petrol station on the corner of Smithfield Road replaced Morandini's smithy, and the department store, which changed its character and application with each change of owner, was built near St James Church. A few shops and a bank (since closed) were built near the post office, and early in 1982 the Victoria Hotel was demolished to make way for a tavern-shopping complex. However, other than the upgrading of Smithfield Road as part of the Cumberland Highway, these were the only changes made, and they all occurred in a 200 metre pocket along The Horsley Drive.

1.3 Purpose of this Study

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

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

Figure 1. Study Area





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

The Study seeks to:

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

This Study, and subsequent Public Domain Plans, are part of the planning process for a new Local

Environmental Plan (LEP). As part of the process Council will be preparing a Local Strategic Planning Statement (LSPS), that will set out the 20-year vision for land-use in the local area, the special character and values that are to be preserved and how change will be managed into the future.

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

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

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

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

1.4 Urban Design Study Objectives

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

- **is based on a solid foundation of place knowledge and responds to local policy, planning framework and landowner aspirations;**

- **delivers on the objectives, planning priorities and actions of the Greater Sydney Plan – A Metropolis of Three Cities and Western City District Plan.**
- **formulates development opportunities that reflect locational strengths and quality urban design outcomes within an accessible and safe public domain.**
- **provides indicative estimates of potential residential yield and commercial/retail floor space with clear outline of assumptions for calculating these areas.**
- **outlines achievable building envelopes and recommended proposed height and density controls as well as development controls to guide and manage impacts and maintain access to sunlight and adequate ventilation.**
- **identifies and recommends options for additional infrastructure including facilities, open space (either new or embellishment of existing), pedestrian links, car parking, traffic and road network improvements to meet anticipated future demand.**

This Study investigates potential public and private benefits that can be achieved





2. CONTEXT

An ageing centre in need of revitalisation to overcome the divisive effects of a major traffic route.

2.1 Local Context

The Smithfield Town Centre and wider study area is approximately 33.3ha in size and generally bounded by Victoria Street to the north, O'Connell Street to the west and Oxford Street and Smithfield Park to the east, being situated approximately 2.5km north west of the Fairfield City Centre. The Horsley Drive forms Smithfield Town Centre's main street and links directly to Fairfield City Centre via this gateway corridor. The study area is not serviced by a railway station and is reliant on bus services for connection to Fairfield City Centre and further afield to Parramatta.

The wider study area is largely residential in character, primarily in the form of low-density dwellings, with some more examples of medium density residential development in the study area. There is an area of land being used for semi industrial purposes located in the northern portion of the study area adjacent to wider industrial uses to the north.

The study area is bisected by Cumberland Highway, also known as Smithfield Road. To the north and outside of the study area is the Prospect Creek riparian corridor. This corridor defines the northern boundary of the Smithfield suburb as well as the northern extents of the Fairfield LGA in this locality.

There is no public open space in the study area. Major public open space areas outside of the study area include Smithfield Park on The Horsley Drive to the east (2.8 ha with playing field and amenity building, offering direct connection to Prospect Creek corridor and regional cycleway) and Brennan Park bound by Brennan Street, Cumberland highway and Bourke Street (19.3 ha with playing fields, tennis courts and amenity building) and Prospect View Park (2.78 ha with playing field and amenity building) on Polding Street to the south.

Figure 2. Local Context

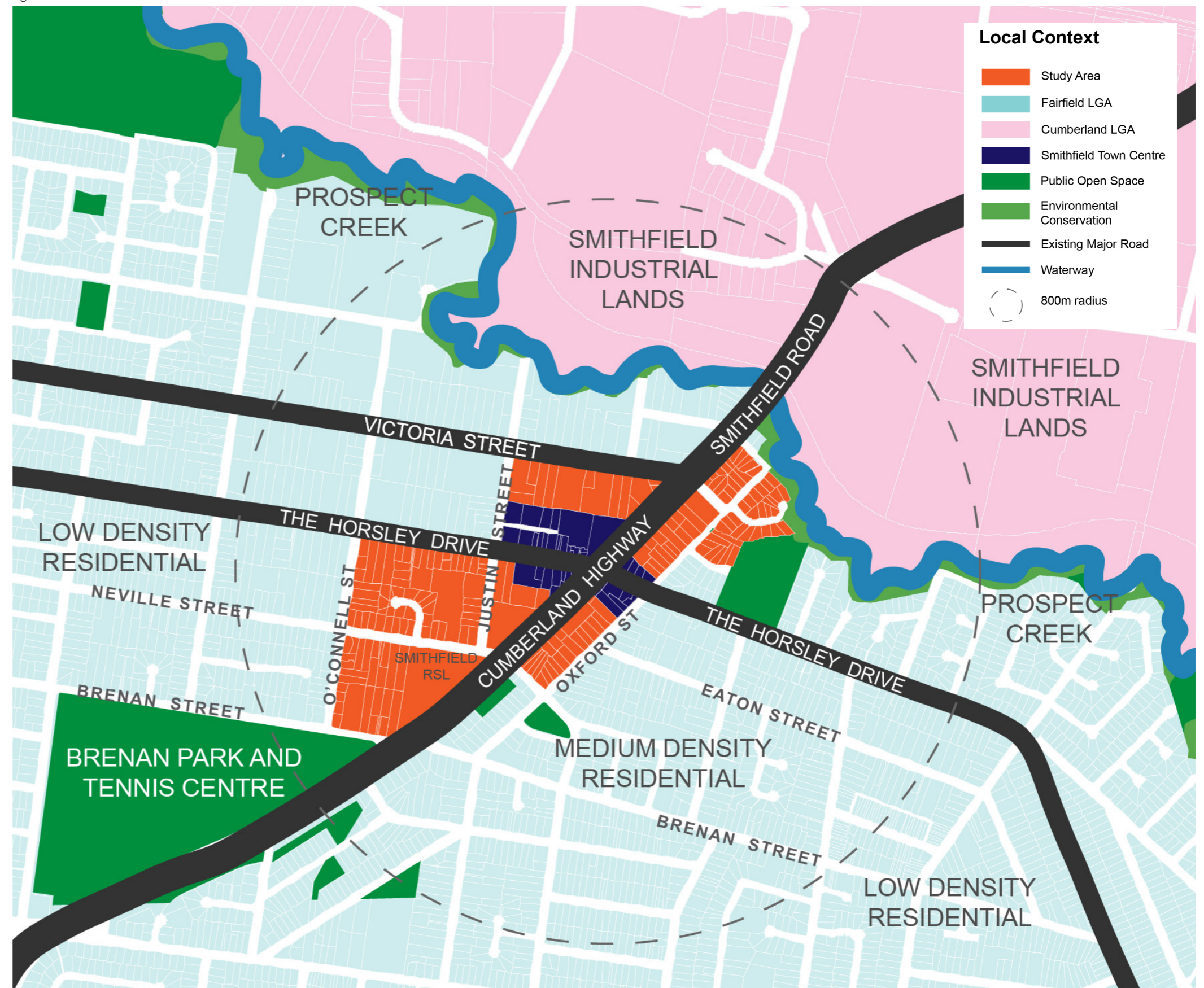




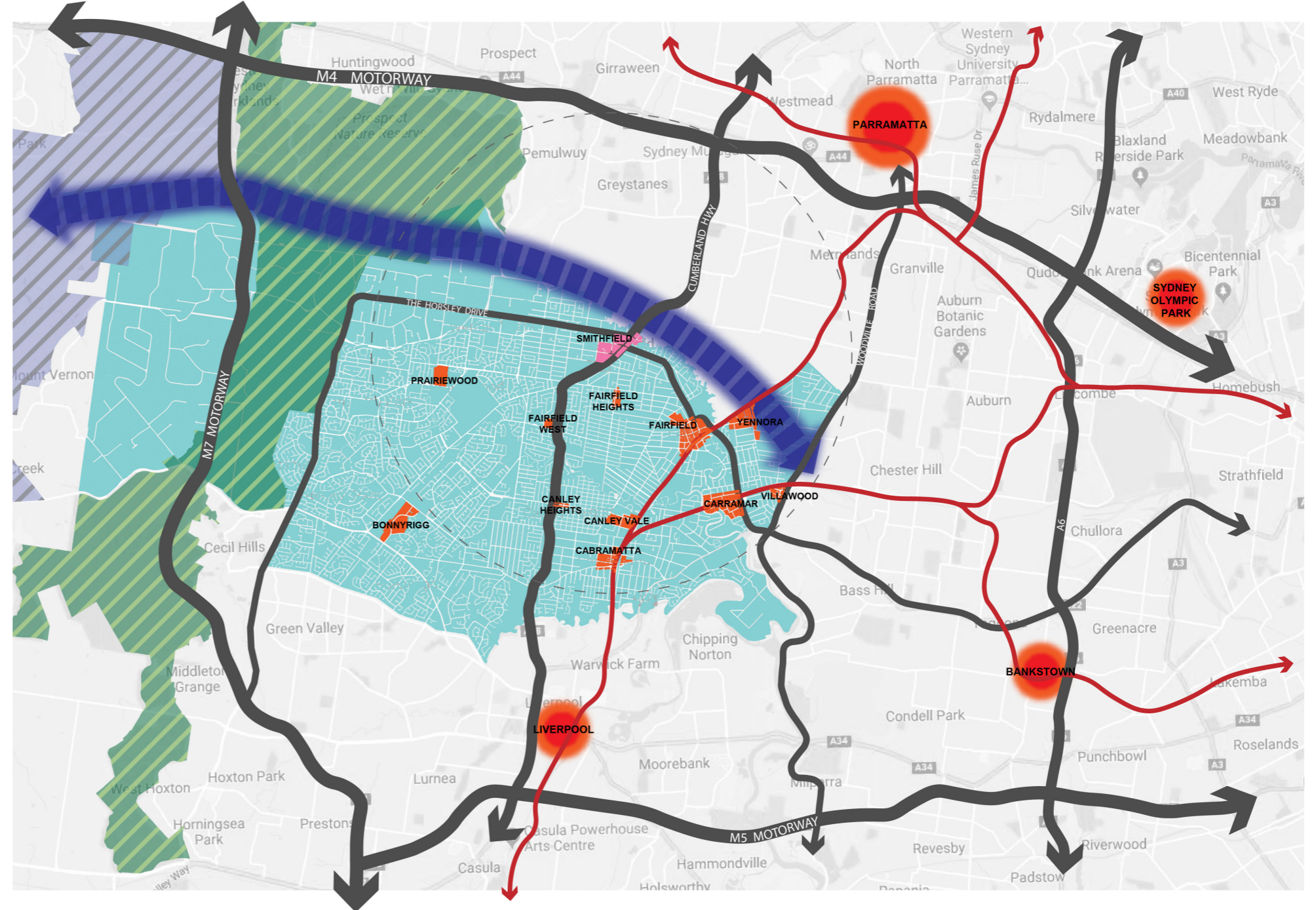
Figure 3. District Context

2.2 District Context

Smithfield Town Centre and study area is located to the north east of the Fairfield Local Government Area and is adjacent to the municipal boundary of Cumberland Council.

The Smithfield Town Centre itself is located approximately 2.5 km north west of Fairfield City Centre and 7km from Parramatta (to the north) and 11km Bankstown (to the south). Liverpool is located approximately 7km (to the south) and is the nearest emerging regional centre.

The Smithfield study area is located along the Cumberland Highway (A28) which provides connection to the M4 Motorway to the north and M7 Motorway to the south.



District Context

- Study Area
- Fairfield LGA
- Commercial Centre*
- Western Sydney Parklands
- Western Sydney Employment Area
- Existing Rail
- Existing Major Road
- Western Sydney Freight Line Investigation Area
- Major Strategic Centre



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



3. STAKEHOLDER ENGAGEMENT



Enhancing the retail offer and the placemaking qualities of the Smithfield Town Centre are important to the community.



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

In order for the project team to better understand the aspirations of key stakeholders prior to the formulation of development concepts, landowners and/or representatives for larger strategic sites were invited to participate in focus group sessions. These sessions were conducted in May 2018.

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

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

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

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



BUILT FORM

- Increasing building height and density within the town centre has potential to facilitate new residential and commercial development within the heart of Smithfield.
- Consolidating smaller key sites within the town centre can help to overcome site constraints and lead to better built form outcomes.



LAND USE

- Providing more diverse and affordable housing opportunities is important to facilitate ageing in place and to cater for young families wanting to move to or remain in the area.
- increasing the offering of neighbourhood shops, attractions and amenities within the town centre will help to provide for the needs of the local community and to improve the attractiveness of the area. Examples include:
 - » Upgrading the local Coles supermarket.
 - » Providing a hotel on the Smithfield RSL site to meet the accommodation demand from nearby industrial workers.



PUBLIC REALM

- Enhancing the streetscape comfort, amenity, visual quality and sense of identity for the Smithfield town centre will make it a more desirable area to invest and shop in.
- Installing public toilets within the town centre will help to meet the needs of the local community.



MOVEMENT

- Reducing traffic congestion in the town centre and improving parking, particularly during peak periods (e.g. school pick-up) will help to improve access within the town centre and study area.
- Improving pedestrian connectivity and safety between the school and Brennan Park can enhance safe movement for school children and use of the park by local schools.




COMMUNITY


- The community values a spirit of cooperation and community mindedness which is evidenced by the sharing of access and car parking between schools and Smithfield RSL.
- Considering refugees with trauma recovery goals when planning for the town centre will help to provide safe an inclusive centre for new residents needing a sense of security. The three goals are:
 - » Safety and connections;
 - » Dignity and value; and
 - » Meaning and purpose.
- Ensuring that the planning process considers the needs of culturally diverse community members, the young and old, residents and households on low incomes, and apartment dwellers will help to establish an open and inclusive planning process.



4. PLANNING CONTEXT



Council aims to build on previous planning initiatives to create a new vision for the Smithfield Town Centre.





The Fairfield Local Environmental Plan 2013 (FLEP 2013) applies to all land within Smithfield Study Area. It sets out permissible land uses, building height and floor space ratio (FSR) within the centre.

This map illustrates the proposed bus routes and land use zones for the Smithfield area. The map is color-coded to show different zones: purple for residential (R3), red for residential (R2), green for residential (RE1), blue for residential (B2), and yellow for residential (B5). The map also shows the locations of proposed bus routes, including the 'Strategic Bus Corridor' and 'SP2' routes. Key roads shown include Victoria St, Cumberland St, Smithfield Rd, and various local streets like Justin St, Horsley Dr, and Neville St. The map is labeled with 'SMITHFIELD' and 'SP2 Classified Road'.



Land Use, Building Height and Floor Space Ratio

The Smithfield Town Centre is zoned under the Fairfield Local Environmental Plan 2013 (FLEP 2013) and consists of the following zones:

- **B5 Business Development:** This zone applies to the south western area bounded by Smithfield Road/ Cumberland Highway and Victoria Street. This B5 zone provides a transition to the industrial zones at the north, and the local centre and medium density residential zones at the south. The B5 zone enables a mix of business uses and large retail formats that are generally compatible with light industrial uses in areas with proximity to residential zones.
- **B2 Local Centre:** This zone includes a group of commercial properties and community uses around the intersection of Smithfield

Road and The Horsley Drive. This zone is characterised by commercial development with ground level activity. Development in this zone is permitted up to 11 metres and includes mixed use and shop top housing to support local business activity. The Smithfield Square Shopping Centre and other local shops adjoin the R3 Medium Density Residential zone to the south-east.

- **R3 Medium Density Residential:** This zone encompasses part of the large residential area that extends towards the south of Smithfield Town Centre. Permissible building height is up to 9 metres. Some facilities and services identified in the zone include churches, museums, a library, a school, a medical centre and several commercial establishments that complement the adjoining B2 zone at the north.

- **SP2 Infrastructure:** This zone applies to the major arterial roads of Smithfield Road/ Cumberland Highway, Victoria Street and The Horsley Drive.

- **RE1 Public Recreation:** This zone includes a small part of Smithfield Park located in the residential area at the west of Smithfield Road/ Cumberland Highway.

- **RE2 Private Recreation:** This zone encompasses the Smithfield RSL Club located at the corner of Smithfield Road/ Cumberland Highway and Neville Street.

- **E2 Environmental Conservation:** Although the study area does not include this zone, Prospect Creek (zoned E2) is located within close proximity to the northern boundary of the study area. Prospect Creek forms a natural boundary between the

Smithfield general industrial areas and extensive open space lands and regional cycleway network in Cumberland Council. The E2 zone aims to enhance and protect the ecological values, riparian corridors and water quality associated with the waterways of Fairfield.

Building height is limited to 11 metres in the town centre and 9 metres in medium density residential areas.

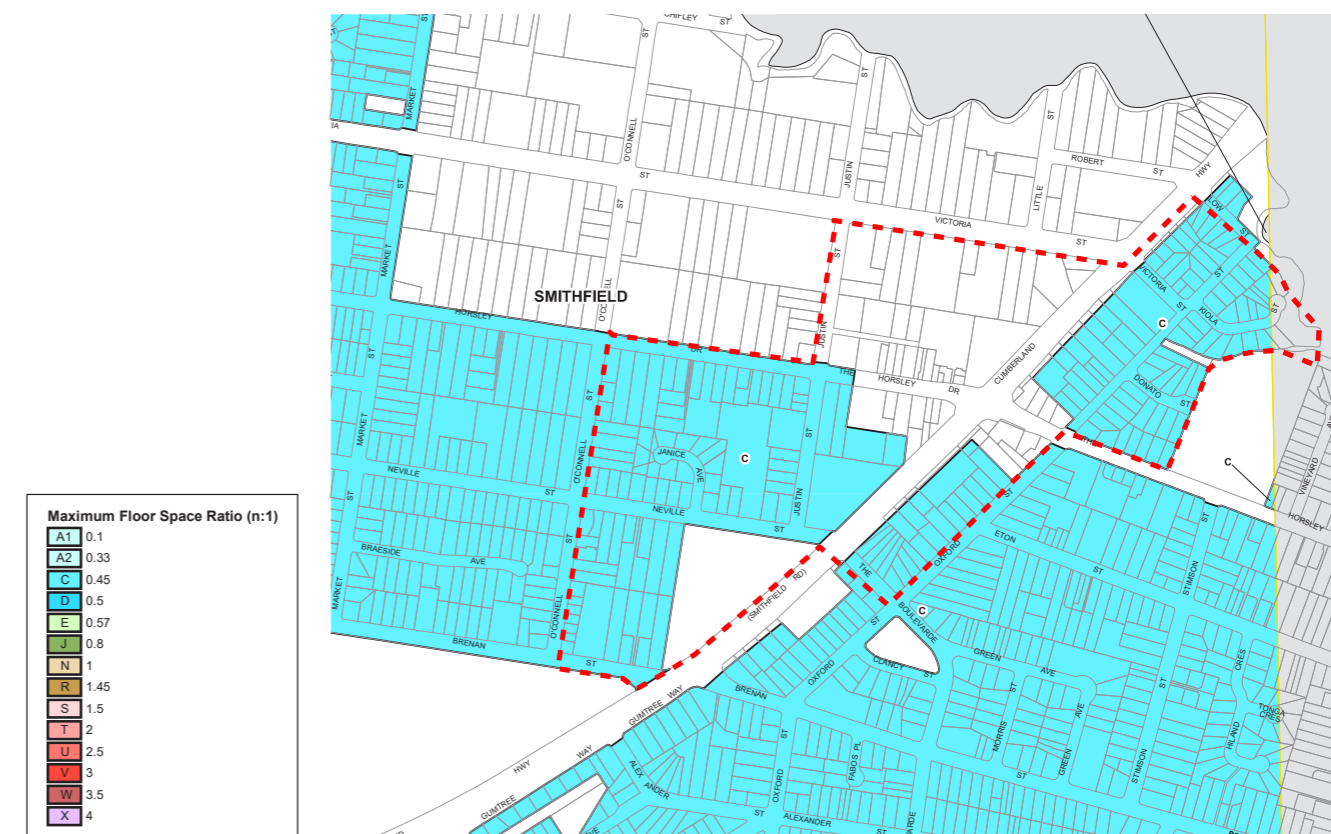
Residential zoned land is limited to an FSR of 0.45:1.

There is no height or FSR limit in the B5 zone or the RSL site. FSR is not limited in business zoned areas.

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



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





Heritage

Within the study area, there are three heritage items of local significance identified in the Heritage Map under the FLEP 2013. These include the St Gertrude’s School Church, St James Anglican Church and a Federation House fronting The Horsley Drive.

There are two heritage items of local significance outside the study area and in close proximity to the Smithfield Town Centre. These are the Uniting Church Cemetery and the Victorian Museum Building, slab and Collection.

The majority of the heritage items within and nearby the study area are located in an R3 zone, except for the Uniting Church Cemetery, which is in the IN1 General Industrial zone to the north-west. Clause 5.10 (Heritage Conservation) under the FLEP 2013 aims:

- to conserve the environmental heritage of Fairfield,
- to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,
- to conserve archaeological sites,
- to conserve Aboriginal objects and Aboriginal places of heritage significance.

Heritage items in and adjacent to the study area which are listed under Schedule 5 of the FLEP 2013 are identified in Table 1. Refer also to Section 1.2 for further information pertaining to the history of Smithfield.

Item	Address	Property	Significance	Number
Within Study Area				
Church	1 Justin Street	Lot 101, DP 839545	Local	190
Mid-Victorian church	13-15 Justin Street	Lot 14, DP 1033062	Local	191
Federation house	716 The Horsley Drive	Lot 5, DP 11029	Local	198
Adjacent to Study Area				
Victorian museum building, slab hut and museum collection	632 The Horsley Drive	Lot 100, DP 884001	Local	196
Uniting Church Cemetery	711 The Horsley Drive	Lots 1 and 2, DP 195872	Local	197

Table 1. Heritage Items

Figure 7. Heritage map (Source: NSW Legislation)



Minimum Lot Sizes

There are no minimum lot size requirements within the study area.

However, a minimum lot size of 450m² is required within the residential zones surrounding the study area. In addition, a lot size of 900m² is required for dual occupancies located within this zone, as noted under Clause 4.1B in the FLEP 2013.

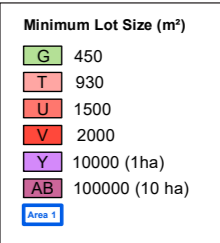
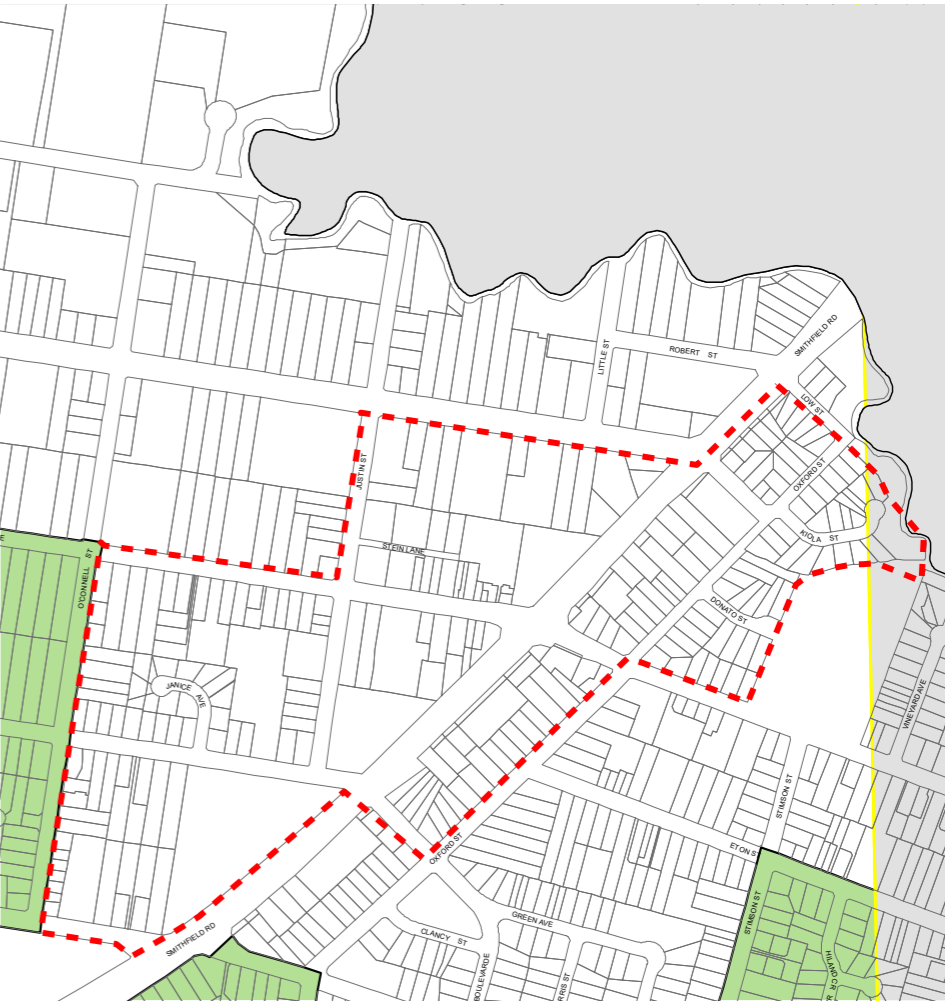


Figure 8. Minimum lot size map (Source: NSW Legislation)



The Prospect Creek riparian corridor in the north west portion of the study area

Land Reservation Acquisition

FLEP 2013 identifies a number of land parcels subject to acquisition by the RMS along Smithfield Road/ Cumberland Highway to accommodate future road widening for the purpose of a strategic bus corridor.

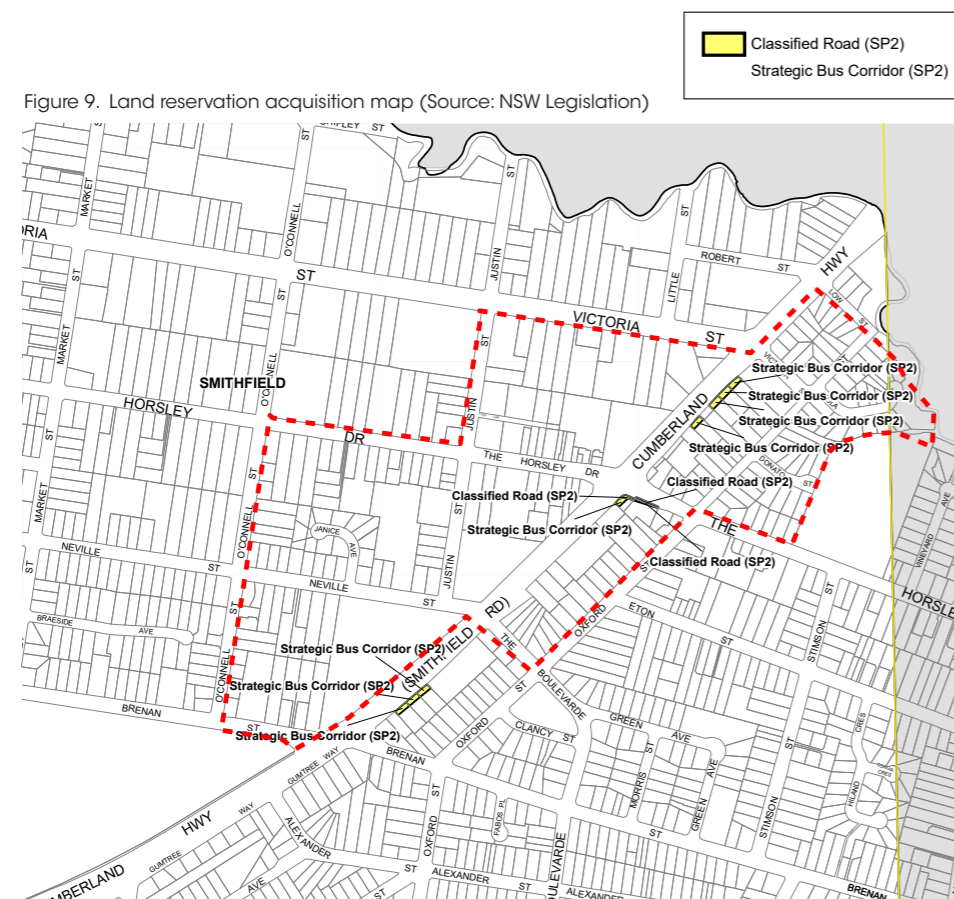


Figure 9. Land reservation acquisition map (Source: NSW Legislation)

Riparian Lands and Watercourses

The Prospect Creek riparian corridor in the north west portion of the study area is identified in the Riparian Lands and Watercourses Map under the FLEP 2013. Any future development which is located partially within or immediately adjacent to the Prospect Creek corridor will be subject to assessment under Clause 6.6 (Riparian Lands and Watercourses) of the FLEP 2013, which aims to protect and maintain:

- water quality within watercourses,
- the stability of the bed and banks of watercourses,
- aquatic and riparian habitats,
- ecological processes within watercourses and riparian areas.



Figure 10. Riparian Lands and Watercourses map (Source: NSW Legislation)





Terrestrial Biodiversity

There is a small area of biodiversity value identified on the north-west portion of the study area. Prospect Creek is identified in the Terrestrial Biodiversity Map under the FLEP 2013.

Any future development which is located partially within or immediately adjacent to the Prospect Creek corridor will be subject to assessment under Clause 6.5 (Terrestrial Biodiversity) of the FLEP 2013, which aims to:

- **protect native fauna and flora, and**
- **protect the ecological processes necessary for their continued existence, and**
- **encourage the conservation and recovery of native fauna and flora and their habitats.**

Prospect Creek is also mapped in the Biodiversity Values (BV) map, which identifies land with high biodiversity value that is particularly sensitive to impacts from development and clearing. The map identifies biodiversity values established under Part 7 of the Biodiversity Conservation Act 2016.

The BV map forms part of the Biodiversity Offsets Scheme Threshold which is one of the triggers for determining whether the Biodiversity Offset Scheme (BOS) applies to a development proposal.

Figure 11. Biodiversity map (Source: NSW Legislation)



Design Excellence

No specific provisions currently exist under the FLEP 2013 to promote design excellence. In a policy sense, facilitating design excellence in the Smithfield Town Centre and wider study area via policy, is limited to guidance under relevant SEPPs and provisions under the Fairfield City Wide Development Control Plan 2013.

Fairfield Citywide Development Control Plan 2013

The Smithfield Town Centre is subject to Fairfield Citywide Development Control Plan 2013 (FCWDCP 2013) .

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

Proposed Amendments to Draft FLEP

In 2012, Fairfield City Council received a submission in respect of the public exhibition of the draft LEP to replace the Fairfield LEP 1994 as part of the transition of planning controls to the standard instrument. This submission sought to include 'hotel or motel accommodation' as permissible uses in the RE2 Private Recreation zone where the Smithfield RSL Club is located. The request did not carry though the proposed uses under the site zoning under FLEP 2013.

Proposed Amendments to FLEP 2013

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



Current Development Proposals / Approvals

On 26 December 2016, the Smithfield RSL Club received development consent (DA-912.1/2015) for the construction of a total of 325 spaces within a four storey car park on the Smithfield Road/ Cumberland Highway frontage.

No other major development has been recently approved within the study area. However, a number of minor developments have been approved within the Smithfield Town Centre. These include medium density residential developments and change of use applications to a number of commercial premises.

Developer Contributions

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

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

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

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

Table 2. Development Contributions

As at 2019, there are no works programmed with the study area that are funded by the Plans.

4.2 Strategic Planning Context

Key strategic planning documents applicable to the Smithfield study area are 'A Metropolis of Three Cities - The Greater Sydney Region Plan' and the 'Western City District Plan', both prepared by the Greater Sydney Commission (GSC) and adopted in March 2018.

Fairfield City Council has undertaken a proactive approach in preparing and implementing a number of strategic studies with the aim of facilitating ongoing improvement in the Smithfield town centre and study area. This urban design study builds upon Council's evolving strategic vision. It identifies key actions that will assist in reinforcing Council's aim to enhance Smithfield's economic vitality and vibrancy, important to Smithfield's interest.

4.2.1. A METROPOLIS OF THREE CITIES - THE GREATER SYDNEY REGION PLAN 2018

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

TEN DIRECTIONS FOR THE METROPOLIS OF THREE CITIES

A liveability, productivity and sustainability framework

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

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

Important actions for the Western City District include the coordination of land use and infrastructure, the alignment of forecast growth with infrastructure, and the provision of infrastructure using a placed-based approach. The implementation and governance commitments of the Western Sydney City Deal¹ requires the GSC to coordinate land use and infrastructure for the Western City District.

4.2.2. WESTERN CITY DISTRICT PLAN

The Western City District Plan sets out a vision for the district and an emerging Western Parkland City. It is a 20-year plan to manage growth in the context of economic, social and environmental matters and guides implementation of the A Metropolis of Three Cities - Greater Sydney Region Plan, at a district level.

More specifically, the Western City District Plan sets out a vision for the district and an emerging Western Parkland City. The District Plan contains a range of planning priorities and actions, which are to be implemented by Council through the development of a Local Strategic Planning Statement, updates to the LEP and DCP, and the assessment of planning proposals. The District Plan aims to establish the Western Parkland City as a 'City in its Landscape'.

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

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

- **Infrastructure and Collaboration:** The Plan recognises the need to align forecast growth with infrastructure, considering the adaptability of infrastructure and its potential shared use to reduce the demand for new infrastructure. A collaborative approach will support the development of adaptive and flexible regulations to allow decentralised utilities.
- **Liveability:** The Plan aims to deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities. This will require the integration of culturally diverse communities, including the engagement of Aboriginal communities.

Other actions include design-led planning of the public realm – footpaths, squares, open spaces, parks and nature strips – should result in places and streets that are safe and functional, supporting people to walk and cycle rather than drive.
- **Productivity:** The Plan identifies the need to provide access to jobs, goods and services by increasing the liveability of the centres and improving transport services. The Plan notes the importance of creating the conditions for residential development, but not at the expense of the attraction and growth of jobs, retailing and services.
- **Sustainability:** The Plan seeks to maximise the use of existing open space and protect, enhance and expand public open space. The Plan acknowledges the opportunities to expand a network of diverse, accessible, high quality open spaces that respond to the needs and values of communities as populations grow.



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

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

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

This Urban Design Study seeks to deliver outcomes that align with the five themes and Planning Priorities (refer Figure 12), with a particular focus on following Planning Priority 4 Actions:

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

Figure 12. Key Themes and Planning Priorities (Source: Fairfield City 2040)

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

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

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

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

Western Sydney Freight Line

Figure 13 illustrates the indicative location of the planned Western Sydney Freight Line for investigation over a 10-20 year period. This line is proposed to pass north of the Smithfield town centre. Further information relating to this initiative is provided in Section 4.2.5 and Figure 15.

Western Sydney Airport to Parramatta Rail Link

As illustrated in Figure 14, a passenger rail link between the future Western Sydney Airport and Aerotropolis and Parramatta is identified as an initiative for investigation over a 10 year timeframe. This link notionally connects the airport with Parramatta via the Fairfield Local Government Area in the general vicinity of Smithfield.

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



Figure 13. Western Sydney Freight Line (Source: TfNSW)

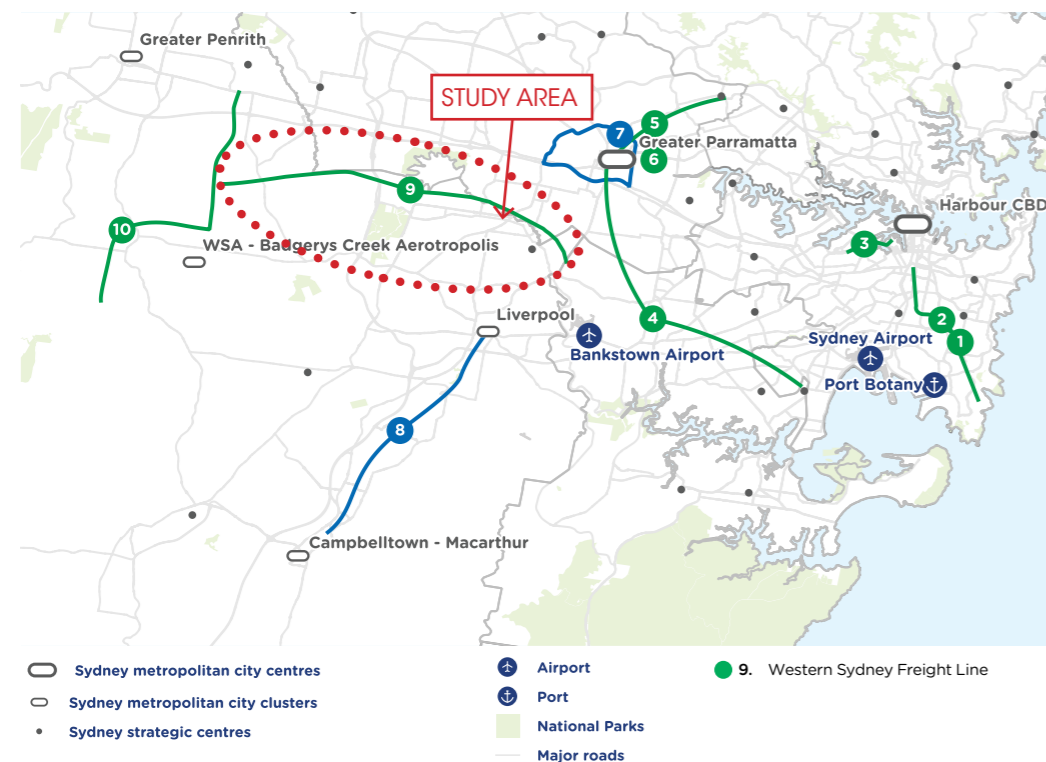
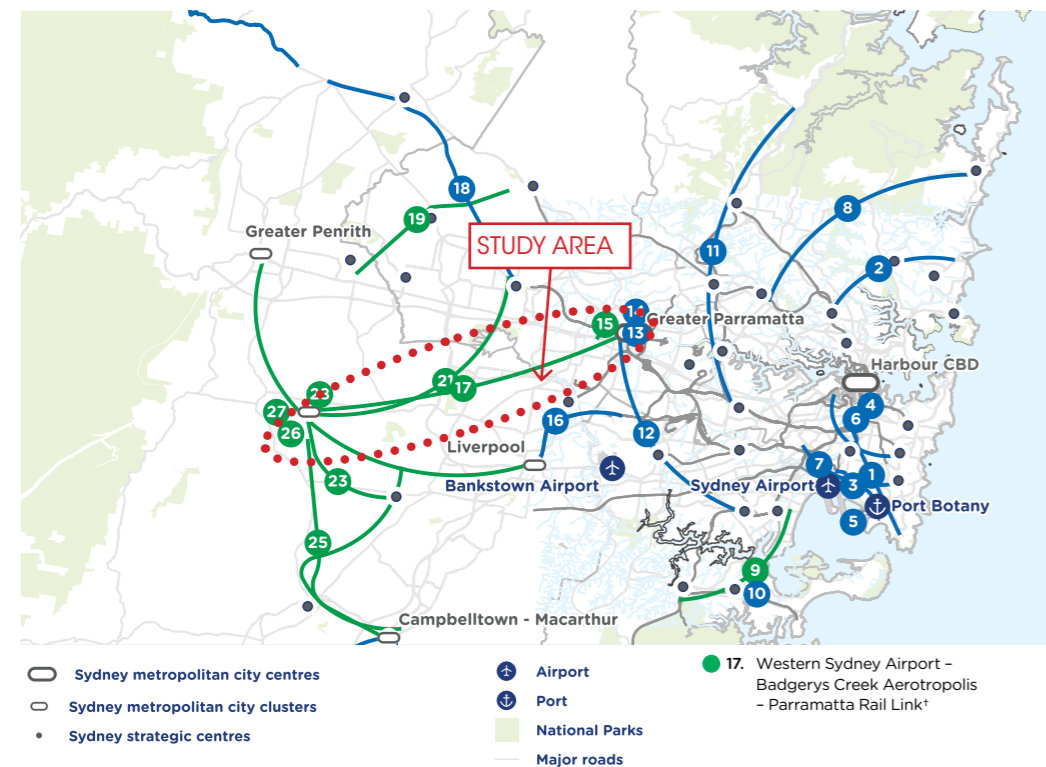


Figure 14. Western Sydney Airport/ Aerotropolis - Parramatta Rail Link (Source: TfNSW)



4.2.5. MAJOR STRATEGIC INFRASTRUCTURE

RMS Strategic Bus Corridor (Smithfield Road/ Cumberland Highway)

As identified in Section 4.1.1 [refer to LRA Map - Figure 9] parts of the Cumberland Highway/ Smithfield Road have been identified for future road widening. Identified land parcels adjacent to this road are subject to acquisition for the purposes of establishing a strategic bus corridor along this route. However, at this point in time there has been no formal commitment by NSW Roads and Maritime Services or Transport for NSW to fund or establish this infrastructure other than to amass the necessary land parcels.

Western Sydney Airport/Aerotropolis

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

Western Sydney Transport Corridors

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

- the Bells Line of Road – Castlereagh Connection corridor;
- the Outer Sydney Orbital corridor;
- the North South Rail Line/ South West Rail Link Extension corridors; and
- the Western Sydney Freight Line Corridor.

Collectively, these major transport projects will provide greater travel and transport options to improve regional transport connections and meet future demand for

freight, tourist and commuter traffic.

While these corridors may not be built for many years, their successful delivery requires foresight and close coordination with current land-use planning for surrounding areas. This includes identifying and protecting future transport corridors from new urban development, and planning town centres to capitalise on new opportunities afforded by better connectivity.

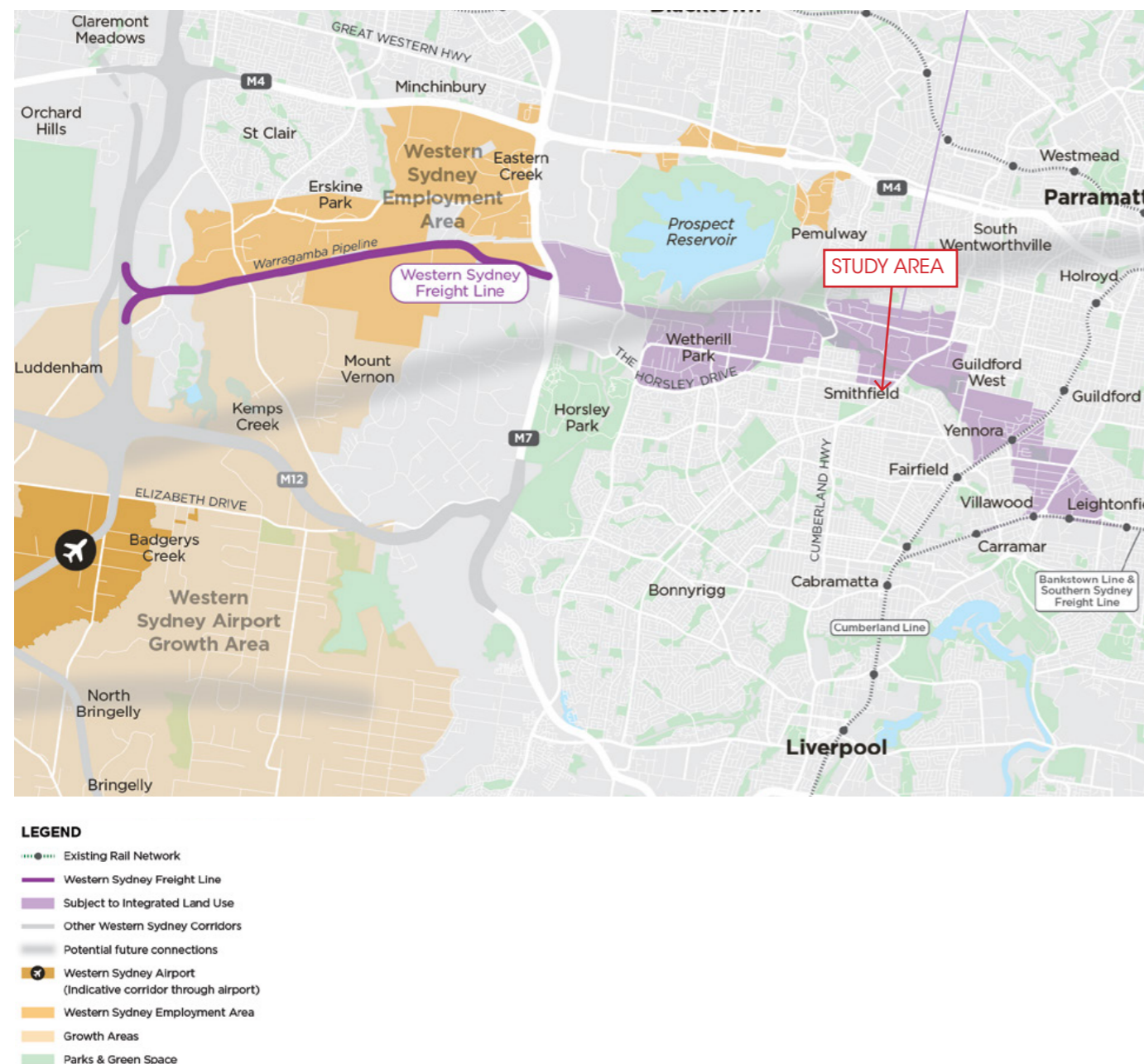
Of the four major Western Sydney Corridors, the Western Sydney Freight Line Corridor will have the greater effect in relation to the Smithfield study area. At this stage of the planning process, a recommended corridor has only been identified between the M7 Motorway and proposed Outer Sydney Orbital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

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

Smithfield and the other abovementioned areas have been identified within an integrated land use area (Figure 15). These areas will be subject to integrated land use and transport planning to understand how the future freight rail line can serve employment lands and stimulate economic opportunities into the future.



Figure 15: Recommended corridor for the Western City Freight Line (Source: TfNSW)



4.2.6. BETTER PLACED

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

Key objectives of the policy are outlined as follows:

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

For the Smithfield Town Centre and broader study area, Better Placed brings focus to the need to provide and create public spaces which are sustainable, safe, liveable, attractive and vibrant.

These matters will be considered in the preparation of design principles and concepts.

4.2.7. 2016 – 2026 FAIRFIELD CITY PLAN: COMMUNITY STRATEGIC PLAN

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

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

1. Community Wellbeing

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

2. Places and Infrastructure

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

3. Environmental Sustainability

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



- > Environmental compliance is regulated and enforced.

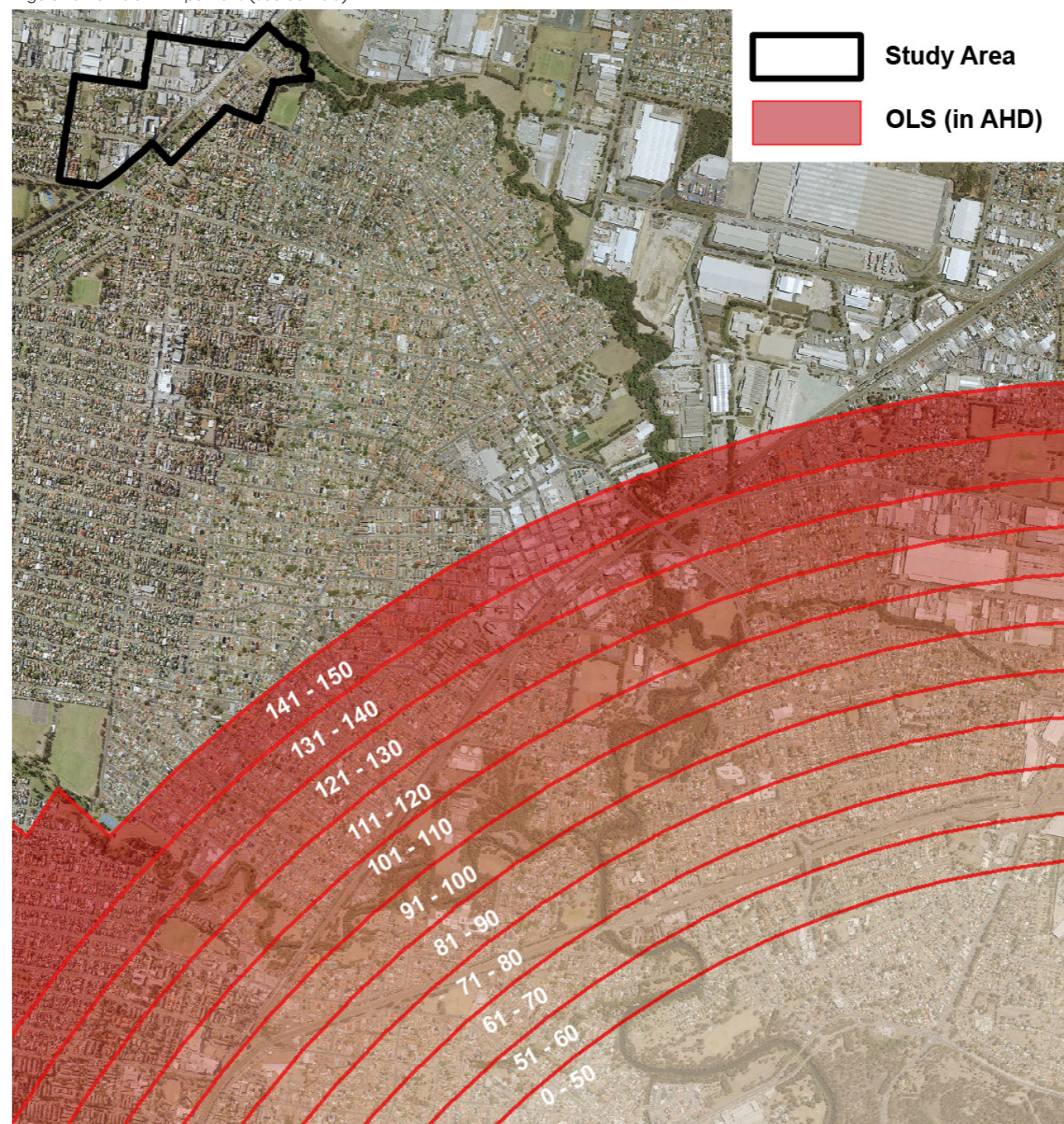
4. Local Economy and Employment

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

5. Good Governance and Leadership

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

Figure 16. Bankstown Airport OLS (Source: FCC)



4.2.8. BANKSTOWN AIRPORT PRESCRIBED AIRSPACE

The Smithfield Town Centre and study area are located within the prescribed airspace for Bankstown Airport. Figure 16 highlights the location of the Study area in relation to Sydney Airport's Obstacle Limitation Surface (OLS). The OLS defines the airspace to be protected for aircraft operating during the initial and final stages of flight, or manoeuvring in the vicinity of the airport.

The study area is located in the Outer Horizontal Surface in which a maximum height of 150AHD applies.

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

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

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

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



4.2.9. CYCLING AND RECREATION

The Smithfield study area is well located in close proximity to a major 29km loop cycleway. As can be seen in Figure 17, this cycleway connects Prospect Reservoir, Western Sydney Parklands, Orphan School Creek corridor, Fairfield City Centre, Prospect Creek corridor, schools and numerous dedicated cycleways comprising the broader cycling network.

Figure 17 illustrates the many unique recreational experiences connected by Fairfield’s cycleways, which provides access to both local and district level opportunities.

There is an opportunity to improve the relationship with this cycleway to increase accessibility and enjoyment of this unique recreational experience by enhancing Smithfield as a key destination along this route.

Figure 17. Fairfield LGA's cycleway & recreation network (Source: Fairfield City)



4.2.10. THE MISSING MIDDLE

In 2015, the NSW Government examined opportunities to enhance housing choice across NSW to suit the diverse needs of a growing population. It identified that the NSW Planning System had in place effective policies to deliver low density detached dwellings and high density residential flat buildings. However, these housing types alone could not sufficiently cater for the broad spectrum of housing preferences, needs and affordability thresholds across NSW.

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

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

This Urban Design Study is cognisant of the role of medium density housing in delivering housing diversity and its contribution to maintaining housing affordability. Facilitating the delivery of medium density housing will be a key consideration for the Smithfield Study Area where such housing types are contextually appropriate.





5. DEMOGRAPHIC & ECONOMIC SNAPSHOT

A diverse, growing and
welcoming community.



5.1 Our Smithfield Community – Who we are



Demographic Profile

- Smithfield's population, in the area defined as the suburb of Smithfield, is estimated in 2016 at 12,811 with a density of 27.78 persons per hectare². The median age is 37 years old.



We are a growing community

- Smithfield welcomed around 985 new residents between 2011 and 2016 indicating an 8.9% growth rate over the five years or 1.7% annually⁴.



We are diverse

- 52% of residents in Smithfield were born overseas with the top nationalities being Iraqi (14%), Vietnamese (6%) and Italian (3%).
- Over 60% of households speak a language other than English at home. 40% of the population is Catholic, 10% have no religion, 8% Islam and 8% Buddhist.



We are growing older

- Smithfield's population is ageing. The overall share of residents aged over 50 grew from 31.8% to 34.5% between 2011 and 2016.
- The largest changes in age structure were empty nesters and retirees (60-69) (+205/ 10%), older workers and pre-retirees (+187/ 12.4%) and tertiary education and independence (18-24) (+184/ 9.7%).



We are welcoming

- Fairfield City consistently welcomes more refugees than any other City in Australia³.
- In 2016 the City settled 4,759 refugees which was 46% of total refugee settlements in NSW. In 2017 the City settled another 2,798 refugees which was 42% of total refugee settlements in NSW.
- In the first quarter of 2019 Fairfield has already settled 444 refugees, which is 32% of total refugees settled in NSW over this quarter.



We strive to overcome disadvantage

- Smithfield has a high level of disadvantage which is consistent with the average across the City.
- It is in the top 6% of most disadvantaged places across Australia⁵.

2. 2018 ABS Estimated Resident Population (via Profile I.D of Smithfield Suburb (SSC) boundary)

3. Australian Government Department of Social Services settlement data. 'refugees' denotes those settling under a humanitarian visa.

4. i.d profile population summary 'Fairfield'

5. Profile i.d index of relative socio-economic disadvantage (SIEFA) by profile area



Our income is lower

- The median weekly household income is \$1,173 compared with \$1,750 across Greater Sydney.
- 27% of household incomes across the Smithfield are classified as very low income (<\$650p/w in 2016) compared with 17% across Greater Sydney.



We live in low and medium density neighbourhoods

- The most common housing type is detached dwellings (78%) compared to 55% across Greater Sydney.
- Medium density housing accounts for 19% of Smithfield's housing stock while high density housing accounts for 0.1%.



Many of us own our homes

- 58% of residents in Smithfield are homeowners with 30% of residents owning their own home outright.
- 38% of residents are renting their home..



Where we work

- More Smithfield residents work in construction (522/ 12.6%) than any other industry.
- Other top industries are manufacturing (440/ 10.6%) and health care and social assistance (418 / 10.6%).
- Construction is the fastest growing industry (+127 over 5 years), while manufacturing is the fastest declining industry (-210 over 5 years).



Couples with Children

- Smithfield's largest household structure is couples with children (50%) followed by couples without children (25%) and single parent families (23%).
- There is a high proportion of single parent families when compared with Greater Sydney (15%).



We mainly drive to work

- 11% of residents travel to work by public transport, while 76% travel to work by car.
- Rail is the most popular form of public transport (10%) and patronage is growing.

A hand-drawn map of a commercial area. The map shows several buildings with blue roofs and walls, some with blue star-like symbols. There are green spaces, streets, and a river or canal. The map is divided into sections by a diagonal line. The top section is blue and contains the title. The bottom section is white and contains the text. The map is drawn in a simple, sketchy style with bold lines and flat colors.

6. CURRENT SITUATION

An ageing commercial centre seeking a new lease on life.

6.1 Smithfield Town Centre Structure

Smithfield Town Centre is located on The Horsley Drive, which forms the main street focus for commercial activity. This centre sits within a broader orthogonal grid of east-west streets parallel to The Horsley Drive (i.e. Victoria, Neville and Brennan Streets). These are intersected by north south streets (i.e. Justin, O'Connell and Market Streets). The truncated at 45 degrees by Smithfield Road/ Cumberland Highway (A28) creates irregularly shaped street blocks throughout the study area.

East of the Cumberland Highway the street pattern is less regular. This area consists of low density residential areas and Smithfield Park, which is surrounded by the rear fences of adjacent residential properties. The Prospect Creek corridor forms the north eastern edge of the study area.

To the north of the Smithfield Town Centre, Victoria Street is the focus of larger scale light industrial uses, which are visually prominent adjacent to a four lane generally treeless road. An area of highway commercial in this part of the study area buffers the town centre from the industrial land uses north of Victoria Street.

To the south of the town centre, Neville Street and the cul-de-sac of Janice Avenue are largely low-density residential streets. West of the RSL site is a large area of vacant land. St Gertrude's Catholic Primary School occupies a significant area of land in the study area. The school is largely landlocked.

Smithfield Road/ Cumberland Highway bisects the study area. The eastern edge of this roadway includes a number of large vacant land parcels interspersed with older style homes and storage yards. This is the result of land acquisition by RMS for the purposes of a Strategic Bus Corridor (refer Section 4.1.1), with surplus land having been sequentially disposed of by the RMS.

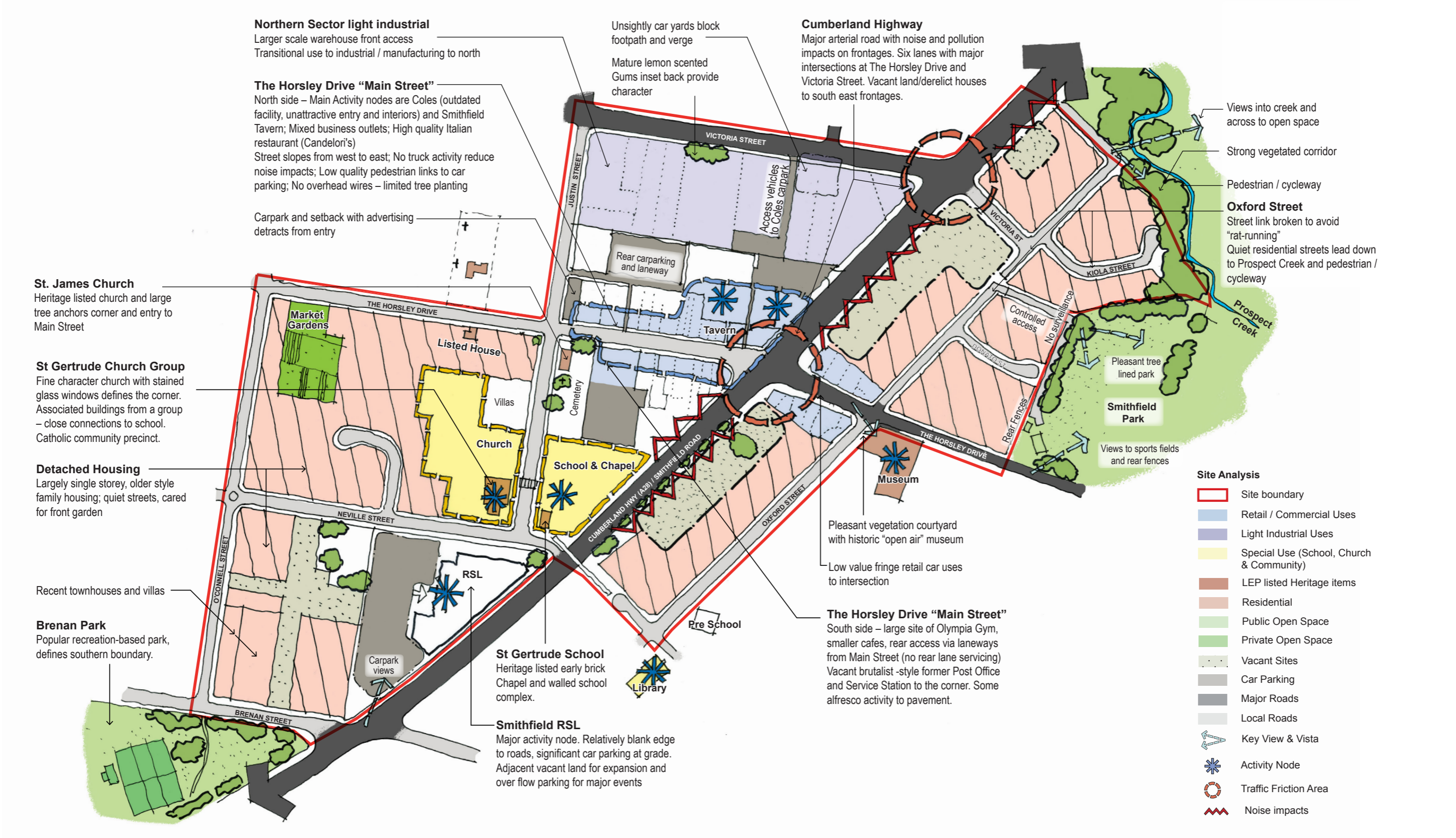
Refer the site analysis plan provided as Figure 18.

The Horsley Drive forms the main street focus for commercial activity.





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





6.2 Local Land Use

The Smithfield Town Centre is characterised as a local 'main street' based centre. The Horsley Drive between Justin Street and the Cumberland Highway is the primary retail focus of the Centre.

The Centre includes a range of uses that are generally characteristic of a local centre. The Centre is anchored by Smithfield Square, which includes a lower grade Coles supermarket. The shopping centre is trading poorly owing in part to its limited offer, the ageing nature of the shopping centre, the dated design and lack of shopfronts, lack of legibility to allow direct access to a convenient and safe car park. Most importantly, the superior competitive advantages of other centres such as Fairfield Heights Woolworths (1.5 kms away), Fairfield West Aldi, Coles and extensive range of specialty shops including post office (3kms away) and the comprehensive and modern offer at Stockland's Wetherill Park at Prairiewood (4 kms away) contribute to this situation. The ongoing viability of the Coles supermarket

at Smithfield is held to question given superior food retail offering nearby. Other uses along The Horsley Drive include the Smithfield Tavern and Smithfield RSL Club.

Candelori's Italian restaurant is a focus of The Horsley Drive main street and is renowned for its fine Italian dining experience, with an extensive trade during lunch and dinner. There is a service station at the corner of Cumberland Highway and The Horsley Drive. There is evidence of recent investment with new businesses including a café recently commencing operation on the main street along with a gymnasium and other food and beverage outlets.

Retail activity is principally along the north side of The Horsley Drive, on the south side closer to the Cumberland Highway intersection while fast food outlets are generally located along the west side of Cumberland Highway to Victoria Street.

Commercial and retail uses also occur on The Horsley Drive east of the highway, however with heavy traffic

conditions and poor pedestrian environment in this part of the centre, businesses tend to be either vehicle focused (e.g. auto repairs and car wash) or wholesale focused, which are less reliant on foot traffic, which is minimal in those locations.

There remains a number of vacancies in the centre. Anecdotally, this has also been attributed to challenging economic circumstances associated with the competitive advantages of other nearby centres such as Prairiewood. However, there was evidence that new fitouts were occurring at the time of conducting site visits to inform this study.

The remainder of the study area includes residential uses. While residential land in the study area is zoned for medium density, most residential land remains predominantly low density. There is a small area of B5 Business Development zoned land, which includes auto wreckers. This land transitions use between the Smithfield Town Centre and General Industrial uses to the north.

Significant non-retail land uses within the Study Area include:

- **St. Gertrude's Primary School and Church to the south.**
- **St. Gertrude's Parish Church and St. Benedict's Shrine both on Justin Street.**
- **Smithfield RSL Club.**

Immediately adjacent to the Study Area are located some important community assets:

- **Prospect Creek and riparian corridor to the north.**
- **Smithfield Park to the east.**
- **Fairfield City Museum and Gallery to the east.**
- **Brenan Park and Tennis Centre to the south.**
- **Smithfield Public School to the west.**



SMITHFIELD TOWN
CENTRE IS A LOCAL
'MAIN STREET' BASED
CENTRE



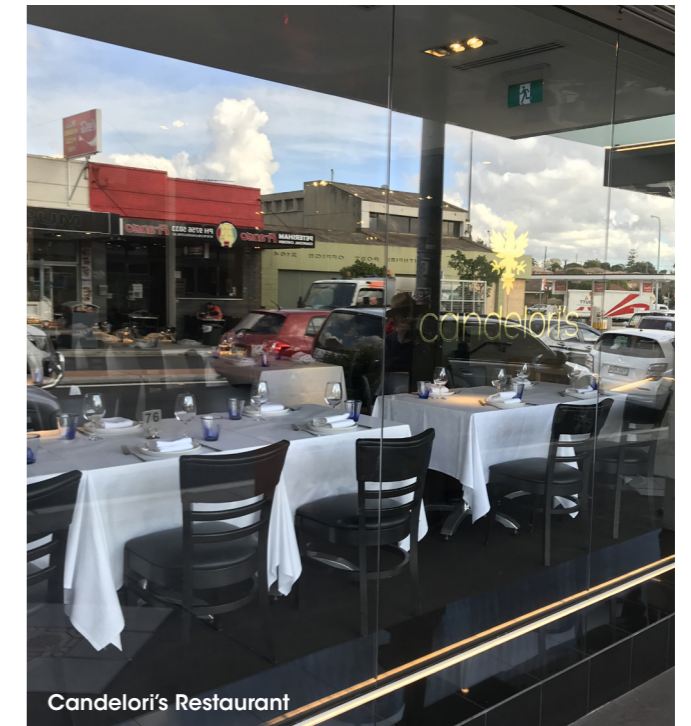
Fairfield City Museum and Gallery includes collection of early buildings as an "open air" museum.



Motor wrecking/ spare parts within the study area



Vehicle oriented uses on the Cumberland Highway (Smithfield Road)



Candelori's Restaurant



Brenan Park and Tennis Centre



St Gertrude's Catholic School



Highway commercial uses on Victoria Street transition from the town centre to industrial uses to the north



6.3 Present Condition & Local Character

6.3.1. BUILT FORM

Smithfield Town Centre is oriented east-west along The Horsley Drive. The main retail strip mainly consists of single storey shopfronts with some two storey commercial uses. At street level, shopfronts are generally fine-grained shop buildings, with the exception of a commercial complex and the gymnasium, which is located in a former supermarket building. Buildings are generally of plain styling throughout the centre. The former post office is a notable building constructed in the concrete 'brutalist' style.

Smithfield Square Shopping Centre is characterised as a small internalised mall. As a key anchor for the town centre, it presently lacks visibility and legibility from The Horsley Drive main street frontage and provides a poor entrance experience from the main street. Vehicle access to the shopping centre, Smithfield Tavern and the BWS liquor store is via a rear parking lot off Victoria Street to the north or directly off the Cumberland Highway.

Outside of the town centre, most of the study area is comprised of free standing and older style low density residential dwellings. While the residential areas in the study area are zoned to accommodate medium density residential uses, low density detached 1-2 storey residential dwellings remain the predominant dwelling

type. However there are emerging examples of duplex type development and town houses on land adjacent to the study area, which is potentially indicative of demand for greater housing diversity in the locality.

There is a light industrial strip along Victoria Street comprising of larger scale bulky 1-2 two-storey, typically utilitarian in style as would generally be associated with workshops and warehousing. These provide a transitional form between the town centre and general industrial areas to the north of the study area.

The western sector in the vicinity of Justin Street is characterised by free standing ecclesiastical and school buildings with historic and streetscape interest.

The Smithfield RSL Club building is a visually prominent low rise feature along the Cumberland Highway and is a key community destination for gaming, food, entertainment and social activity in this locality. However, its introspective design and large areas of surface car parking provides minimal contribution to streetscape activation and character.

Areas of the food court dining area present to Cumberland Highway, a strategy that should be encouraged in future redevelopment so as to assist with casual surveillance of the Cumberland Highway pedestrian route, while also adding points of interest for passing motorists observing a more activated building façade.



Smithfield RSL is a popular destination but the building is largely introspective



The majority of houses in the study area are low density detached dwellings



Fine grain main street with awnings over the footpath

Shopfronts are fine grained, offering potential for streetscape activation



Poor entry experience to Coles



Petrol station at the gateway to the Smithfield Town Centre



Highway commercial uses on Victoria Street buffer the town centre from industrial uses to the north



Blank walls to laneways



Ageing buildings with simple brick and parapet brick construction



Commercial building of plain style on The Horsley Drive



Former Post Office in the 'brutalist' style



Smithfield RSL Club: Adding points of interest to passing motorists on the Cumberland Highway is encouraged



6.3.2. HERITAGE

The first Aboriginal custodians of the land, European pioneers, and notable or special occurrences, places or buildings are all important bases for storytelling to occur.

Despite Smithfield's rich history, very little of its physical heritage remains within the immediate town centre. Items of social and/or architectural significant that defined Smithfield Town Centre's character and have been lost:

- The imposing two storey post office built in 1901 until its destruction by fire in 1971.
- Morandini's blacksmith on the corner of the Cumberland Highway (Smithfield Road) and The Horsley Drive was replaced by the petrol station.
- The Victoria Hotel was demolished to make way for a tavern-shopping complex in 1982.
- The natural environment of the region which was well timbered with ironbark, gum, box, mahogany and fine quality stringy bark.

This highlights to importance of integrating future development forms in a manner that protects and responds sympathetically to Smithfield's heritage places. It also highlights the importance of storytelling and the interpretation of historical link to place in the day to day experience of the Smithfield Town Centre and through public art and landscape design.

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

The Fairfield Museum is at the southern end of the centre adjacent to the study area. It includes a number of heritage-listed and reconstructed buildings, recreating the experience of local life from the 1880s to the 1930s. At present, the museum is separated from the main activity areas of the town centre, highlighting a need to improved accessibility of key facility and heritage experience across the Cumberland Highway divide.

Two items on The Horsley Drive main street that define the Smithfield Town Centre's heritage through its social development:

- At the eastern corner, St James Anglican (Mid Victorian) Church and cemetery at 13-15 Justin Street, inclusive of its War Memorial wall mounted marble name tablet with hinged wooden side boards also displaying gilt names, surmounted by a wooden pediment with an inscription "For God, King and Country"
- At the western corner, the concrete post office built in 1971 and bearing an imprint "SMITHFIELD POST OFFICE EIIR", with EIIR being the present Queen's royal cypher, simply meaning 'Elizabeth the Second, Regina', with Regina being Latin for Queen. After the completion of the Smithfield Post Office, the use of the royal cypher very soon stopped being Commonwealth practice on government buildings.

The potential loss of the brutalist style Smithfield Post Office building and its significant elements is concerning potentially warranting its conservation. Adaptive reuse of the building is encouraged, potentially incorporated into a broader redevelopment as a community building. The relocation of the Smithfield library into the old post office is one possibility, making sense given the proximity of the two primary schools.





6.4 Streetscape, Placemaking and Public Realm

The Horsley Drive streetscape is characterised by generally low-quality built form, poor visual amenity and limited visual streetscape quality. A sole remaining building linking to Smithfield's commercial past and social development is at risk of loss without intervention.

High traffic volumes along its 500m length of The Horsley Drive main street, disrupting the comfort and ambience generally desirable in a main street. This inhibits pedestrian comfort and limits potential for street life to occur such as alfresco dining and the spilling out of retail uses into the street. Access driveways interrupt the continuity of shopfronts both on the north and southern sides of the centre.

Continuous awnings provide for weather protection along the lengths of The Horsley Drive between Cumberland Highway and Justin Street and a degree of pedestrian amenity. While this is a benefit for the town centre, the awnings generally constructed to the curb edge, which restricts potential for the planting of street trees. This is evidence of a lack of street tree planting in the centre and trees planted only where awnings are not present.

The Cumberland Highway frontage is generic and characterless by a prevalence of vehicle based uses including drive-in fast food and liquor outlet and the corner service station uses. Drive thru's offer little incentive for multipurpose trips and engage in the broader retail offer or to contribute to the place making potential of the centre. In any future redevelopment of the Smithfield RSL, the Cumberland Highway façade should include points of interest for passing motorists.

Smithfield Town Centre lacks a heart, with footpaths comprising the only public space areas. Streetscape embellishment in the form of planters with small food producing trees, with local business owners expressing willingness to contribute to the upkeep of these planters, instils a sense of care and pride in the main street.

While there is some public seating of good quality, the town centre would benefit from increased public seating that is integrated with a cohesive vision for streetscape and landscape design, particularly along The Horsley Drive.





6.5 Visual and Environmental Amenity

Heavy traffic volumes impacts the Town Centre, the particularly Cumberland Highway with its road freight transport that results in poor street amenity and character. The Cumberland Highway generates considerable noise and pollution, adversely affecting the visual quality of the Centre, as well as comfort level in streets and public places. Car parking along The Horsley Drive within the Town Centre provides a physical buffer between passing traffic and pedestrians using the footpath.

Streetscape quality and built form is generally low quality throughout the study area, especially along Victoria Street. However, there are some buildings of good visual quality and character such as churches and heritage-listed buildings and paving treatments along The Horsley Drive in the town centre. There is also evidence of significant investment in business along The Horsley Drive, with Candeloni's being a notable example and exceptional offering in the Centre. While this restaurant has a high visual quality from the street, alfresco dining remains a largely untapped opportunity in the centre owing mainly to lack of ambience associated with traffic conditions.

Urban heat island effect is exacerbated by a lack of trees throughout the entire study area including residential areas. Where there are trees, these are often on church or school sites or in rear gardens and are of a substantial scale worthy of retention (e.g. at St. James Church). Awnings in the town centre inhibit growth of advanced trees within the footpath area. There are no trees planted within The Horsley Drive's central median, however a small number of trees exist where no overhead awnings are provided.

Hot summer temperatures are of further detriment to the comfort and attractiveness of the centre inhibiting ability for Smithfield to compete with nearby centres such as Prairiewood, which offer climate better comfort due to control and ease of access.



Unattractive and non-activated pedestrian links



Typical footpath with awnings.
High end restaurant - "Candeloni's".



Vehicle traffic disturbs the ambience and amenity of the town centre



Building setback with tree planting. Parked vehicles provide a buffer to traffic



Poor pedestrian conditions - Victoria Street.



6.6 Ownership Pattern

The majority of land in the study area is under private ownership with a mix of small detached housing lots and larger sites including the Smithfield RSL Club, St. Gertrude's Parish and Primary School and Smithfield Tavern. There are few strata owned sites within residential and industrial land use. Smithfield Public School is just outside the western periphery of the study area.

Several lots to the east of the Cumberland Highway believed to have been reserved for a strategic bus corridor which is no longer required are owned by Government agencies including Office Strategic Lands (Minister Administering the EPA Act 1979) Fairfield City Council and RMS. Some of these lots are cleared and vacant and some have houses in poor condition, creating development opportunities for future residential development, with an affordable housing component.

Fairfield City Council also controls one lot between Donato Street and Kiola Street associated with Smithfield Park and some land on eastern boundary as part of the Prospect Creek reserve. NSW Land and Housing Corporation owns a small lot within the study area and therefore there is no opportunity to either dispose or redevelop assets for a mixed tenure of higher density housing to maximise the availability of social housing.

The lots around the existing activity centre vary considerably in size with smaller irregularly subdivided lots west of the Smithfield Tavern site. There are two large sites along Victoria Street under Strata Plan. There are vacant large lots to west of Smithfield RSL Club. A significant portion of the entire street block bound by Neville Street, Smithfield Road, Brenan Street and O'Connell Street is in consolidated ownership. This is a major opportunity site and is conducive to a holistic master planning approach.

The residential lots vary significantly in shape and size with a number of triangular lots due to subdivision over time. The block north of Neville Street between O'Connell Street and Justin Street seems unlikely to change significantly due to large land controlled by St. Gertrude's Parish and subdivided lots off Janice Avenue and battle axe lots south of The Horsley Drive. As St Gertrude's is largely landlocked, any future need to increase capacity may require consideration for a more efficient use of the existing land with more compact development forms.

Figure 19. Land Ownership

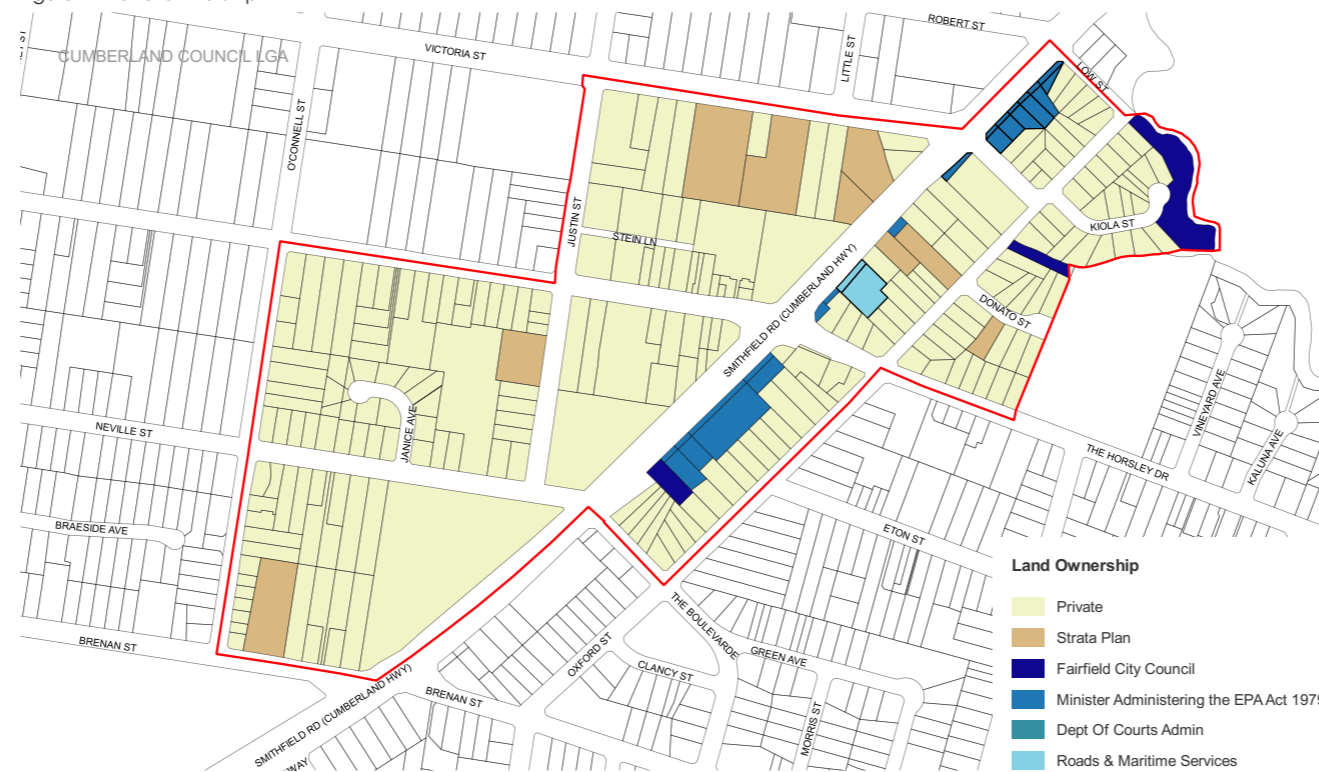


Figure 20. Large Land Parcels





6.7 Movement and access

6.7.1. PUBLIC TRANSPORT

The Smithfield Town Centre is not serviced by a railway line. The nearest train station is Fairfield railway station, approximately 3km from the study area.

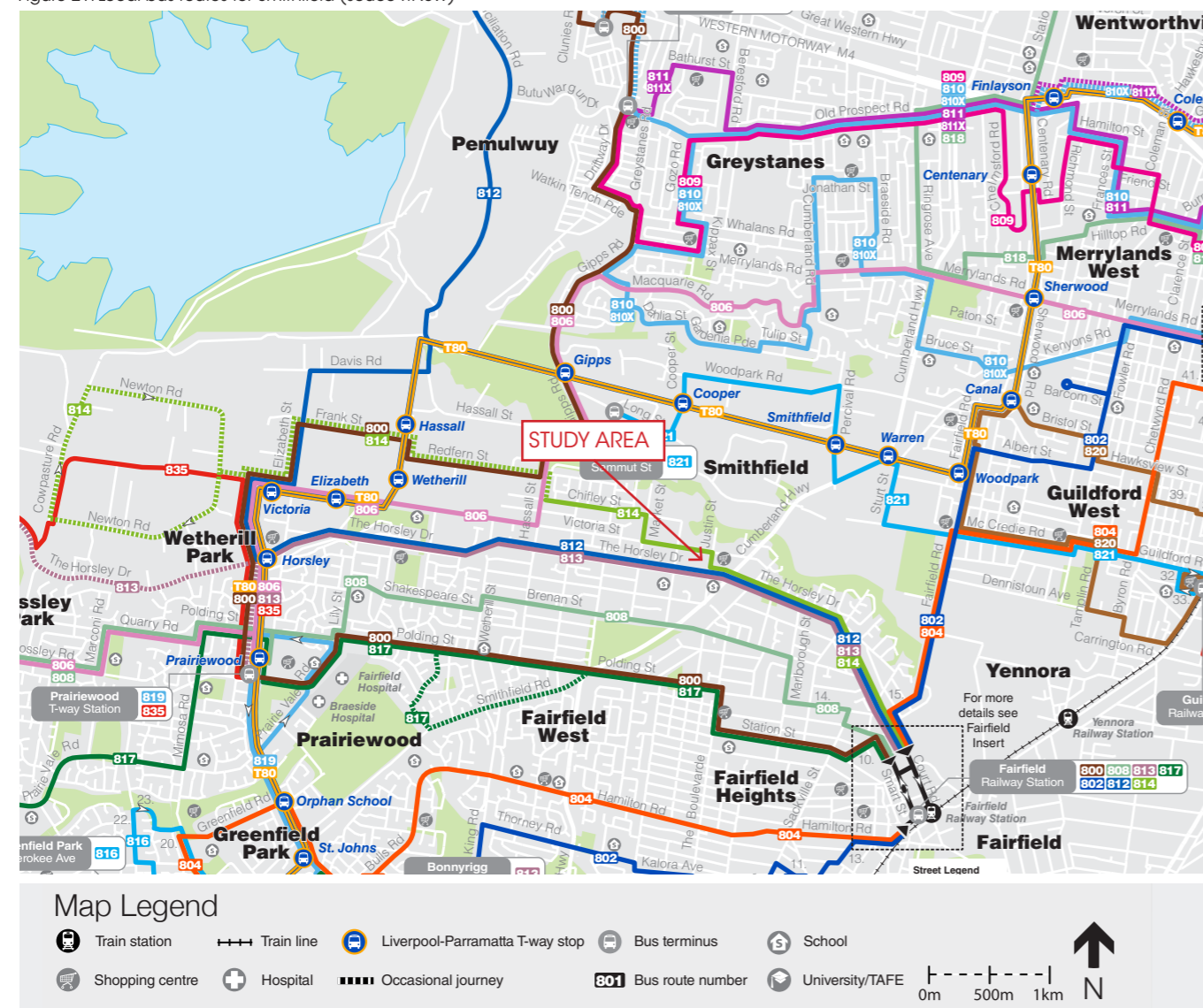
The study area is serviced by the following bus routes: Route 812 between Blacktown and Fairfield, Route 813 between Bonnyrigg and Fairfield, and

Route 814 (Fairfield to Smithfield).

Apart from access via bus services, Smithfield is largely characterised as a vehicle-based centre.

Land parcels along Cumberland Highway within the Study Area have been subject to ongoing acquisition of the purposes of a strategic bus corridor. However there is no formal commitment for this to occur at this point in time. The timeframe for this to occur has not been confirmed by RMS or TfNSW.

Figure 21. Local bus routes for Smithfield (source TfNSW)



6.7.2. ROADS AND CAR PARKING

The Horsley Drive west of the Cumberland Highway is a two-lane road (travel lane and parking lane), separated by a median strip. East of the Cumberland Highway, The Horsley Drive becomes a classified road, however, the portion of this road within the Town Centre is not classified and is the responsibility of Council.

Victoria Street acts as an alternative route to The Horsley Drive from the west to the Cumberland Highway. Heavy vehicles are not permitted to use The Horsley Drive between the Cumberland Highway and Justin Street providing a traffic relief for the main retail frontages of the Centre. However, traffic volumes remain that bring throughout the day with long queues towards the Cumberland Highway intersection. At most times of day, The Horsley Drive in the Smithfield Town Centre accommodates a single lane of traffic movement in each direction with the addition lane used for parking. Parked cars provide a buffer between traffic and the footpath acting partly as a traffic calming device. The additional lane is made available for traffic movement at peak times.

Local residential streets include O'Connell, Neville, Justin and Brennan Streets. Traffic congestion is a key issue at peak times along Neville Street associated with the traffic from St Gertrude's Catholic Primary School and Smithfield Public School. 40 km/h school zones apply in The Horsley Drive, Justin Street and Neville Street.

Congestion on local residential street during peak times are caused by school traffic associated with St Gertrude's Catholic Primary School and the nearby Smithfield Public School has been sharing the Smithfield RSL car park during pick-up and drop-off periods. Although this is an informal arrangement, it highlights the spirit of cooperation within the local community.

Lack of service laneways result in the main street retail frontages being poorly serviced via the single one non-continuous Stein Lane, which is accessed from Justin Street to the north of The Horsley Drive. There is no rear lane servicing the southern side of the main street. For these properties, vehicular access and servicing is via narrow lanes between the shops accessed from The Horsley Drive, which disrupts pedestrian movement and impacts on pedestrian safety.

Car parking areas are to the north side of The Horsley Drive behind the Smithfield Square Coles and the Smithfield Tavern and along the laneway access via Justin Street. Anecdotally, there is limited car parking throughout the Centre but access to off-street car parking is convoluted and lacks legibility.

6.7.3. ACTIVE TRANSPORT

Pedestrian activity is facilitated by footpaths which are generally provided to both sides of the street throughout the study area. There is a pedestrian overpass between The Boulevard and Neville Street across the Cumberland Highway providing safe access to the St. Gertrude's School Precinct and Brennan Park.

The Cumberland Highway is a divisive element within the study area with wide crossing distances and long waiting times for crossing cycles. This results in significant disconnection between the town centre and commercial and residential areas to the east of the study area as well as the Fairfield Museum just outside of the study area. The timeframe to cross during a crossing phase of pedestrian signals is relatively short, which is inhibitive to the safe comfortable crossing of people with less mobility such as seniors, and people with a disability.

There are no dedicated cycleways within the study area (refer to Figure 22), however there is a pedestrian/cycleway located to the south side of the Prospect Creek and east of Cumberland Highway. Refer also to Section 4.2.9 for more information on cycling routes.



Figure 22. Existing Cycle Network (source Fairfield City Council)



- Cycle Newtwork**
- Site boundary
 - Existing Local Cycleway route
 - Public Open Space
 - Retail
 - Employment Precincts
 - 🏠 Libraries
 - 🏠 Museums
 - Exercise Equipment

Source: Fairfield City Cycleways - 2019
(Updated March 2019)





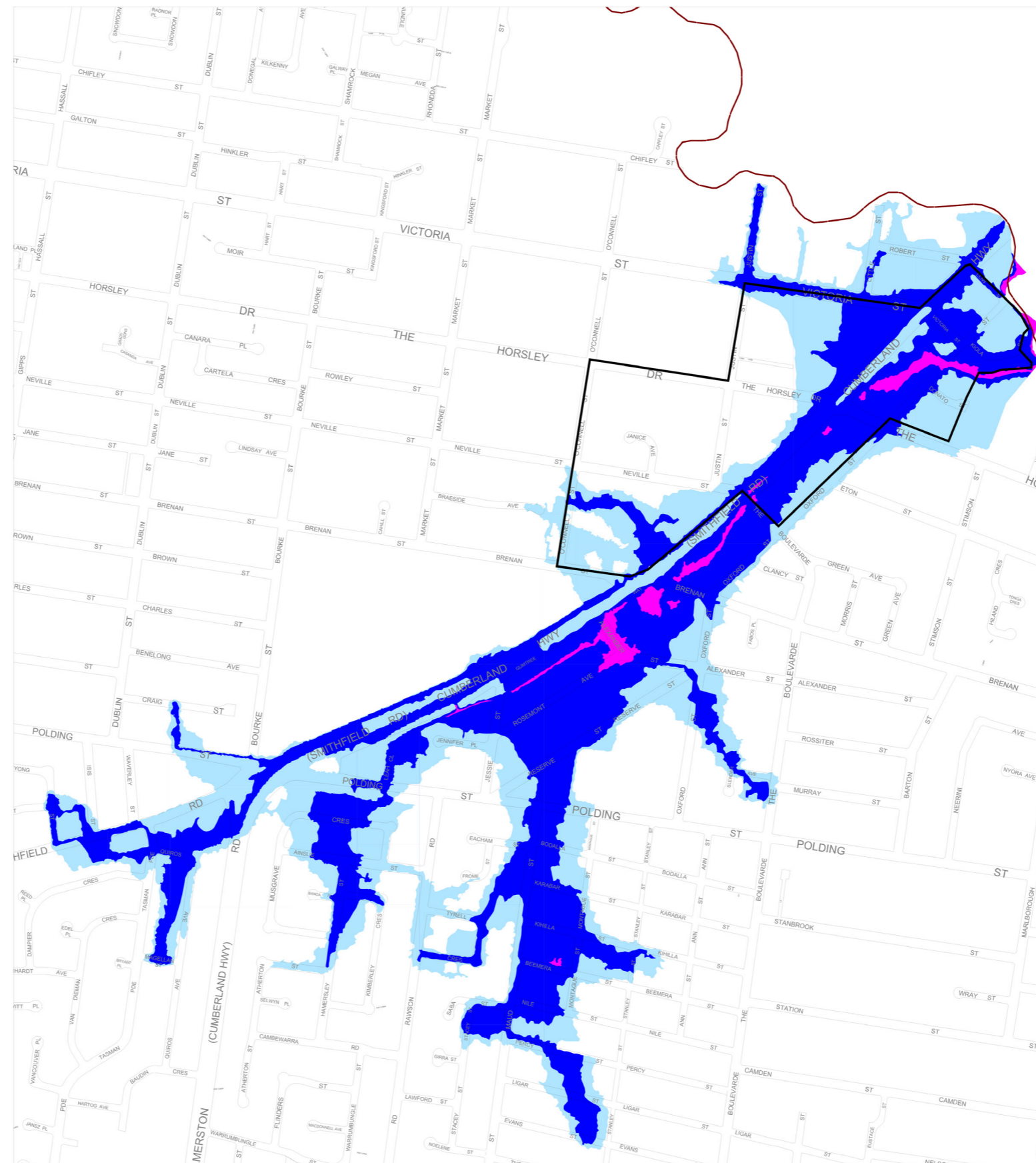
Figure 23. Smithfield Flood Planning Map (source Fairfield City Council)

6.8 Flooding

A significant portion of the study area is under low to medium risk of flooding associated with the Prospect Creek riparian corridor (refer to Figure 23). Risks relate to both mainstream and overland flooding.

There is a small area at high risk of flooding to the east of Smithfield Road/ Cumberland Highway. Flood affected areas are generally located in the north-eastern, eastern and southern portions of the study area. The western portion is largely unaffected.

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



Study Area



High Flood Risk Precinct

Land below 100 year flood that is either subject to a high hydraulic hazard or where there are significant evacuation difficulties.



Medium Flood Risk Precinct

Land below the 100 year flood that is not subject to a high hydraulic hazard and where there are no significant evacuation difficulties.



Low Flood Risk Precinct

All other land within the floodplain i.e. within the Probable Maximum Flood (PMF) extent, but not identified as within the high or medium flood risk precinct.



Cumberland
Highway
generates noise
and pollution,
adversely
affecting visual
quality of
the Centre



7. CONSTRAINTS & OPPORTUNITIES

There is a need for affordable and best-fit housing options to provide increased housing choices for people on low incomes.





7.1 Constraints

Analysis highlights both constraints and opportunities which have formed the basis of the urban design recommendations contained within this study. These opportunities are further depicted in Figure 24 and include the following:

- **Noise, pollution and divisive impacts from the major road system.**
- **Lack of adequate rear servicing and access to retail uses.**
- **Apparent lack of car parking.**
- **Lack of community “heart” in the form of a public space.**
- **Fragmented land ownership requires amalgamation for development sites.**
- **Large land holdings of Church and Schools limits expansion to the south.**
- **Smithfield RSL Club site disconnected to main street.**
- **Flooding close to Prospect Creek.**

7.2 Opportunities

7.2.1. LAND USE – HOUSING

- **Medium to higher density housing in suitable locations to support Smithfield Town Centre vitality.**
- **Utilise vacant sites to along the southern side of the Cumberland Highway and adjacent to Smithfield Park for medium to high residential uses.**
- **New higher density residential opportunities around Smithfield Park to increase passive surveillance the open space.**
- **Medium to high density residential infill opportunities west of Justin Street and north of Neville Street.**
- **Utilise the vacant land south of Neville Street for high density residential uses as a gateway to the Smithfield Town Centre.**
- **Enhance housing diversity to create affordable and best-fit housing options to provide increased housing choices for people on low incomes.**
- **Provide new opportunities to accommodate Smithfield’s ageing population.**

7.2.2. LAND USE – COMMUNITY, COMMERCIAL, RETAIL, INDUSTRIAL

- **Potential for renewal of ageing key retail and commercial facilities.**
- **Potential to use under-developed corners sites more efficiently.**
- **Reinforce The Horsley Drive as the ‘main street’ of the Smithfield Town Centre.**
- **Potential to introduce hotel and motel uses to support community and entertainment uses.**
- **Ensure appropriate transition between the Smithfield Town Centre, Victoria Street and general industrial uses to the north.**
- **Improve the relationship between the Smithfield Town Centre ‘main street’ and the Fairfield Museum.**



The need for affordable housing in Fairfield City*

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

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

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

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

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

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



Figure 24. Key Opportunities and Constraints (Source: LFA)





7.2.3. DESIRED BUILT FORM

- Improve visual quality and place identity associated with underutilised corner sites including the service station / used car / car wash uses sites.
- Reinforce The Horsley Drive 'main street' pedestrian qualities with human scaled active frontages.
- Protect and enhance local heritage buildings and places.
- Create a western gateway to Smithfield Town Centre.
- Buildings that allow for tree planting to occur in the streets.
- Potential for development along the southern side of Cumberland Highway and 'Acoustic Barrier' housing to ameliorate noise impacts associated with Cumberland Highway traffic for residential areas on Oxford Street.
- Buffer Cumberland Highway in a manner that manages noise and pollutants.
- Potential to establish a 'green corridor' with an avenue of substantial green trees consistent with John Ryan Brenan's early grand vision for Smithfield.
- Address public domain areas such as Smithfield Park and Prospect Creek with built form by orientating to for enjoyment of green view corridors as well as providing casual surveillance for sense of safety.
- Introduce a taller landmark building on the Smithfield RSL site to accommodate hotel and motel uses.
- Building height on the Smithfield RSL site, corner of Neville Street and Cumberland Highway, to be sited away from the axis of St Benedict's Church and the view corridor down Justin Street to avoid visual intrusion.

7.2.4. PUBLIC DOMAIN, LANDSCAPE AND PLACE

- Enhance the visual quality of streetscape and provide better comfort and safety for pedestrians.

- Protect and enhance the relationship between the public domain and heritage buildings.
- Improve the relationship between residential development and neighbourhood parkland to improve the visual quality of the edges and passive surveillance of parkland.
- Improve the visual quality of the edges to Cumberland Highway and provide a high level of amenity for adjacent existing and future residential uses.
- Create new linkages and open space elements as part of the development of large opportunity sites.

7.2.5. MOVEMENT AND ACCESS

- Reduce the pedestrian barrier effect of the Cumberland Highway.
- Minimise disruption to Cumberland Highway traffic flow associated with new development adjacent to the highway.
- Discourage the use of The Horsley Drive as a through traffic route.
- Enhance pedestrian amenity and safety within the study area and encourage a fairer balance between pedestrian and vehicle movement.
- Enhance intuitive way finding between key destinations such as the town centre, Fairfield Museum and Prospect Creek.
- Improve access and intuitive way finding to existing public open spaces and cycling routes adjacent to or in walking or cycling distance the study area.
- Enhance pedestrian permeability within the Smithfield Town Centre and wider Study Area
- Improve accessibility to car parking throughout the centre with a new public car park encouraged.
- Road network improvements including a service accessway between Victoria Street and The Horsley Drive, rear servicing to lots north and south of 'Main Street', a north-south cross site link with the RSL

*Improve
the relationship
between new
residential
development
and
parkland*



Smithfield Town Centre looking north along Smithfield Road / Cumberland Highway



8. PLACE BASED FRAMEWORK

Enhancing Smithfield Town
Centre as a place to live,
visit, work and play.



8.1 Urban Design Principles

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

8.1.1. LAND USE, VIBRANCY AND VITALITY

Housing

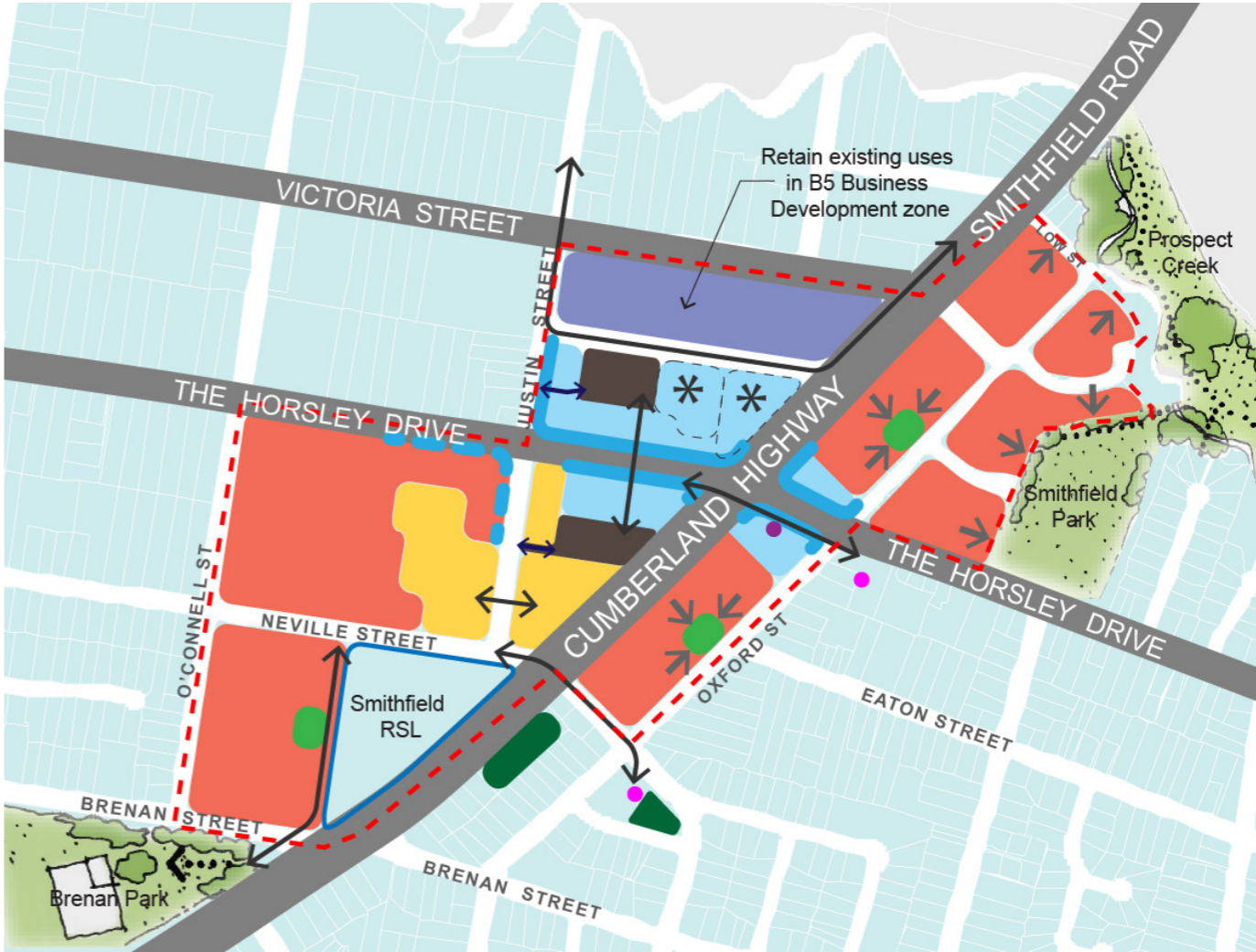
- Encourage new medium to higher density housing in close proximity to the Smithfield Centre that will support the viability of a range of retail and commercial uses within the Centre.
- Encourage redevelopment of vacant land along the southern side of the Cumberland Highway and adjacent to Smithfield Park for medium to higher density residential uses that is suitably designed to address noise and traffic constraints.
- Establish new high density residential buildings and streets that front onto and overlook Smithfield Park.
- Create high density housing west of Justin Street and north of Neville Street (up to four storeys).
- Establish new high density development south of Neville Street up to six storeys, with greater height on the corner of Brennan Street and O'Connell Street.
- Incorporate seniors housing within the residential development south of Neville Street.

Community, commercial, retail, industrial

- Encourage redevelopment of the ageing key retail/ commercial facilities such as Smithfield Plaza and the Smithfield Tavern with retail, tavern and shop top housing.
- Promote redevelopment of currently under-developed prime corner properties adjacent to Cumberland Highway for high density shop top housing.
- Enhance activation of retail frontages along The Horsley Drive 'main street' with consolidated parking to the rear.

- Support further development of the RSL site as an important community recreational facility by introducing of hotel/ motel uses.
- Support the Smithfield RSL providing points of interest along its Cumberland Highway façade.
- Maintain light industrial uses on Victoria Street to 'buffer' the effects of heavy vehicle traffic bypassing The Horsley Drive.
- Incorporate community uses to ground floor frontage to The Horsley Drive to better connect the Fairfield Museum with the Centre.

Figure 25. Land Use, Vibrancy and Vitality Principles



Land Use, Vibrancy & Vitality

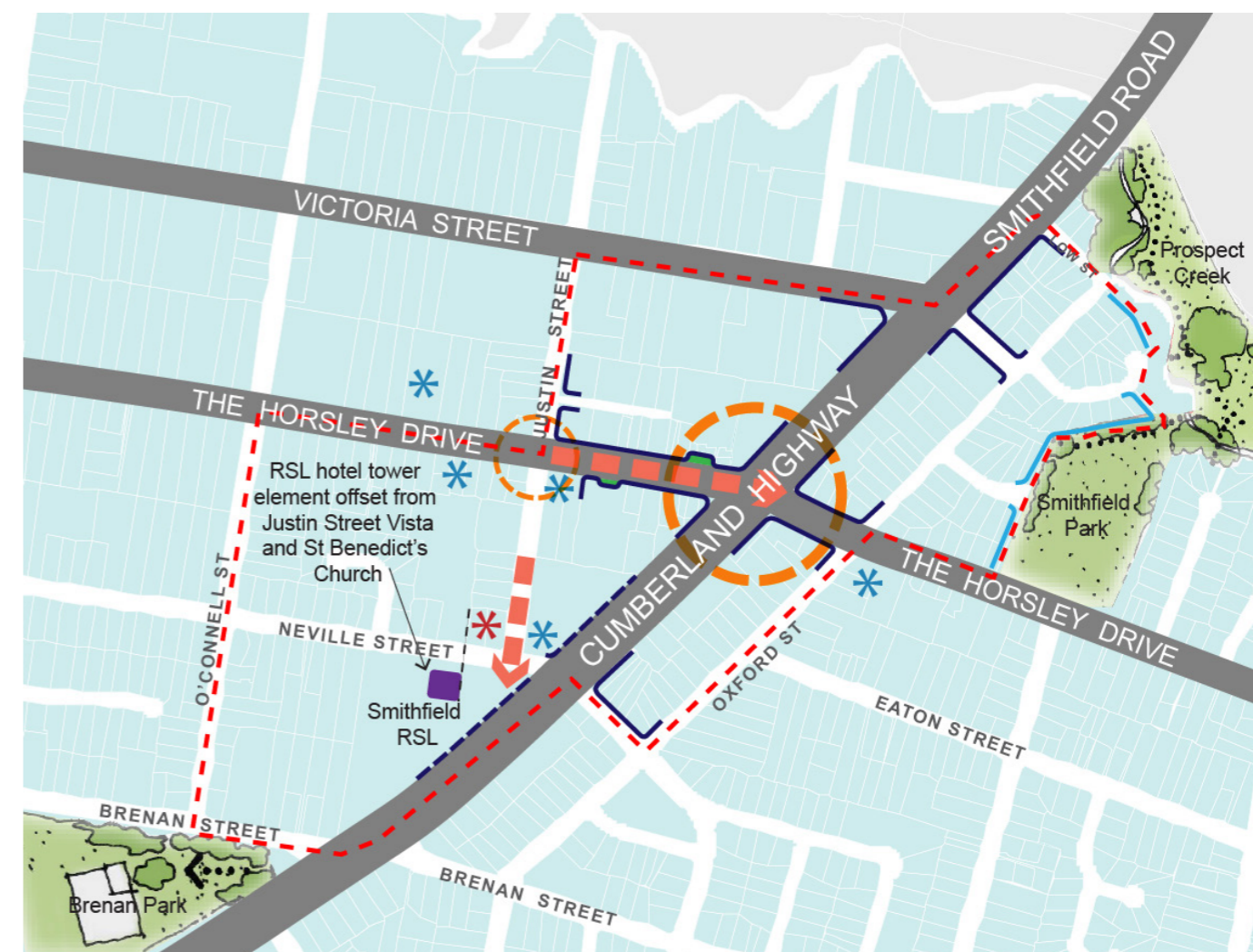




8.1.2. DESIRED BUILT FORM

- Replace underdeveloped and unsightly service station/ used car /car wash buildings with new built form that define the edges of the main intersections and 'main street' to provide a recognisable urban form with landmark and gateway buildings (four to six storeys).
- Enhance and evolve The Horsley Drive 'main street' with new mixed use development that is built to street edges with upper level setbacks to maintain pedestrian scale and character (four to six storeys).
- Ensure that new development in proximity to heritage buildings is visually compatible with setbacks and built form to respect scale and views to heritage or landmark buildings.
- Define western entry to The Horsley Drive 'main street' with built form that creates a new gateway (four to six storeys).
- Provide setbacks to The Horsley Drive that enable a wider footpath to be created and awnings that enable the development of street tree canopies.
- New residential development to the south of Cumberland Highway of a four to six storey scale that acts as 'noise barrier' to housing and designed to minimise impacts of noise and pollutants from traffic.
- Establish built form along Cumberland Highway with building setbacks that provide for an avenue of tree planting.
- New residential development to be designed in a manner that enables buildings to front onto public domain areas (e.g. Smithfield Park and Prospect Creek).
- Any taller building on the RSL site to be sited away from the axis of St Benedict's Church and the view corridor down Justin Street to avoid visual intrusion and the sightlines down Justin Street.
- Development on the western corner of Cumberland Highway and The Horsley Drive to respect and respond to the vista along The Horsley Drive.

Figure 26. Built Form Principles



Built Form

- Study Area
- Existing Major Road
- Reinforce Urban Edge
- Setback for Urban Space
- Existing Built Edge
- Building Frontage to Address and Overlook Parkland
- Important Vista
- Future RSL Hotel Tower
- Major Parklands
- * Heritage Item
- * Landmark Building (existing)
- Gateway/ Landmark Corner



8.1.3. MOVEMENT AND ACCESS

- Provide rear land access for new medium and high density residential development along Cumberland Highway to minimise disruption to heavy traffic routes.
- No vehicular access to be permitted from Cumberland Highway to residential development sites.
- Retain the existing heavy vehicle bypass on Victoria Street to allow for public domain enhancement of The Horsley Drive and the improvement of the Centre's 'main street' qualities.
- Introduce safety / traffic calming measures in areas of high pedestrian activity - particularly Justin Street and The Horsley Drive 'main street' section.
- Enhance pedestrian crossing opportunities across Cumberland Highway to the north to complement Brenan Street overpass to allow east and west pedestrian movements for residents in new housing.
- Develop a Local Area Traffic Management Plan for the study area to explore potential for:
 - > Single lane traffic with tree planting and permanent parallel parking in the road reserve.
 - > Establishing a new mid-block pedestrian crossing.
 - > Traffic calming measures in areas of high pedestrian activity (e.g. Justin Street).
 - > Consider closure of Low Street at The Cumberland Highway to improve residential amenity and reduce intersections.
- Prepare a Pedestrian Accessibility Plan for the study area. Key considerations include:
 - > Enhance intuitive way finding between key destinations such as the town centre and Fairfield Museum.

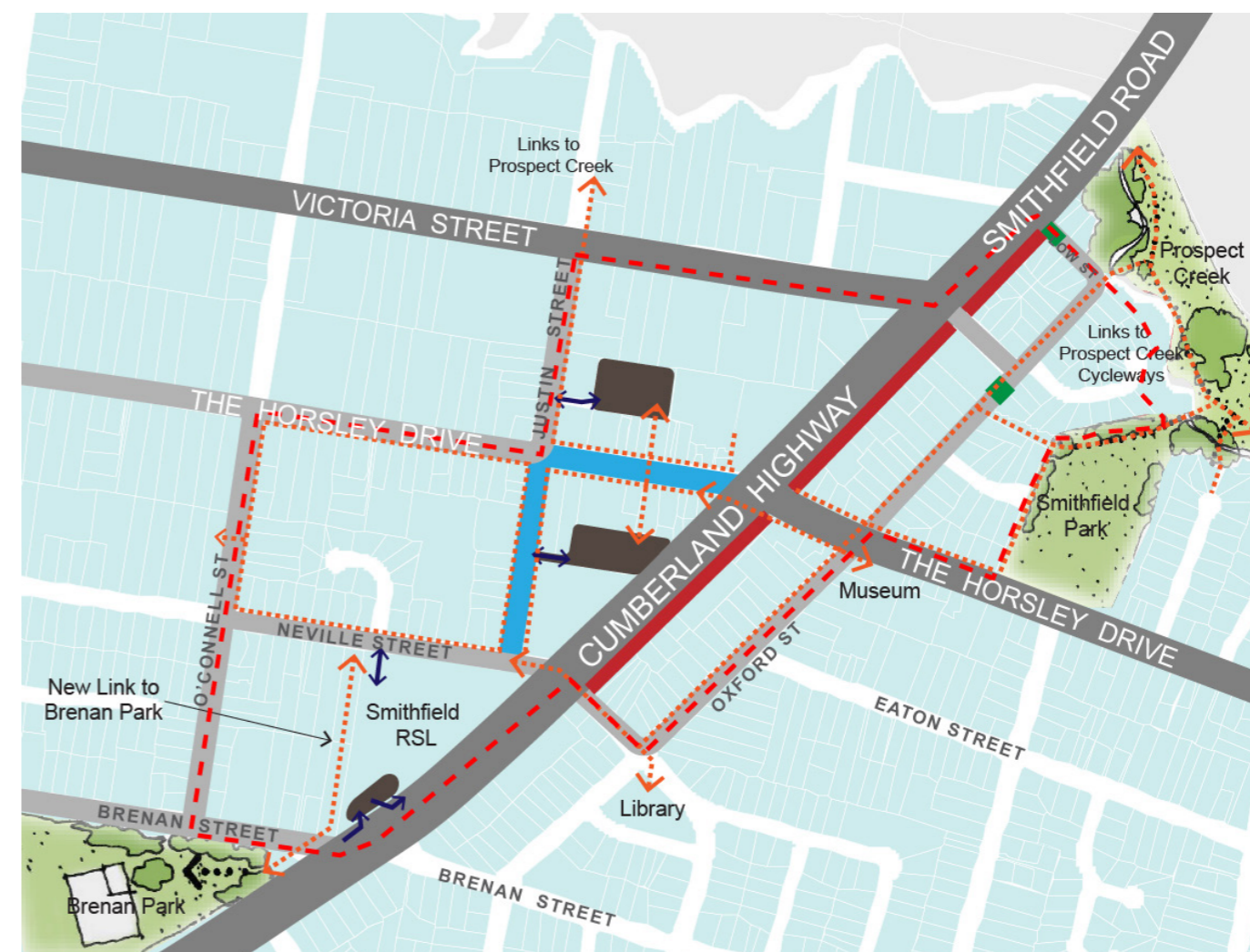
- > Provide for a safe and convenient pedestrian and cycling connections to Prospect Creek Corridor, especially along Oxford Street.
- > Providing enhanced pedestrian links to community facilities, the museum and school / ecclesiastical uses from the Centre.

• Prepare a Public Car Parking Plan. Key considerations include:

- > explore new provision and support shared car park use of the Smithfield RSL Club site for interim school and church uses / events.
- > encourage public and private car parking and rear servicing to lots north and south of The Horsley Drive 'Main Street'.
- > support shared carpark use of the RSL site for interim school and church uses / events.
- > direct traffic and car parking access to the RSL site away from Neville Street to ease existing congestion particularly at school peak times.

- Establish new crossing opportunities across Prospect Creek (Justin Street) to allow access to regional cycleway and Prospect Creek open space corridor.
- Establish a cross site pedestrian link between Neville Street and Brenan Park.

Figure 27. Movement and Access Principles



Movement & Access

- Study Area
 - Existing Major Road
 - Secondary Road
 - Car Parking
 - Street Closure (subject to investigation)
 - Traffic Calming
 - No Vehicle Access
 - Enhance Pedestrian Network
 - Car Park Access
- Note: Direct access between car parking and Smithfield Road/ Cumberland Highway subject to RMS approval
- Major Parklands



8.1.4. PUBLIC DOMAIN, LANDSCAPE AND PLACE

- Implement a 'main street' improvement program supported by a Public Domain Plan for The Horsley Drive between Cumberland Highway and Justin Street to stimulate centre renewal and enhance the public domain and stimulate street life. This should include:

- > street tree planting with new trees and raingardens between parking bays, which will require one lane traffic each way.
- > new pedestrian crossing mid-block.
- > a new small urban square as entry to main retail supermarket provided as a point of public benefit on the northern side of The Horsley Drive.
- > a new small urban square on the southern side of The Horsley Drive as an entry/ access point to a new public car park.
- > ongoing upgrades to urban furniture (seating, rubbish bins, lighting and public art).
- > streetscape design that provides for and encourages alfresco activity.

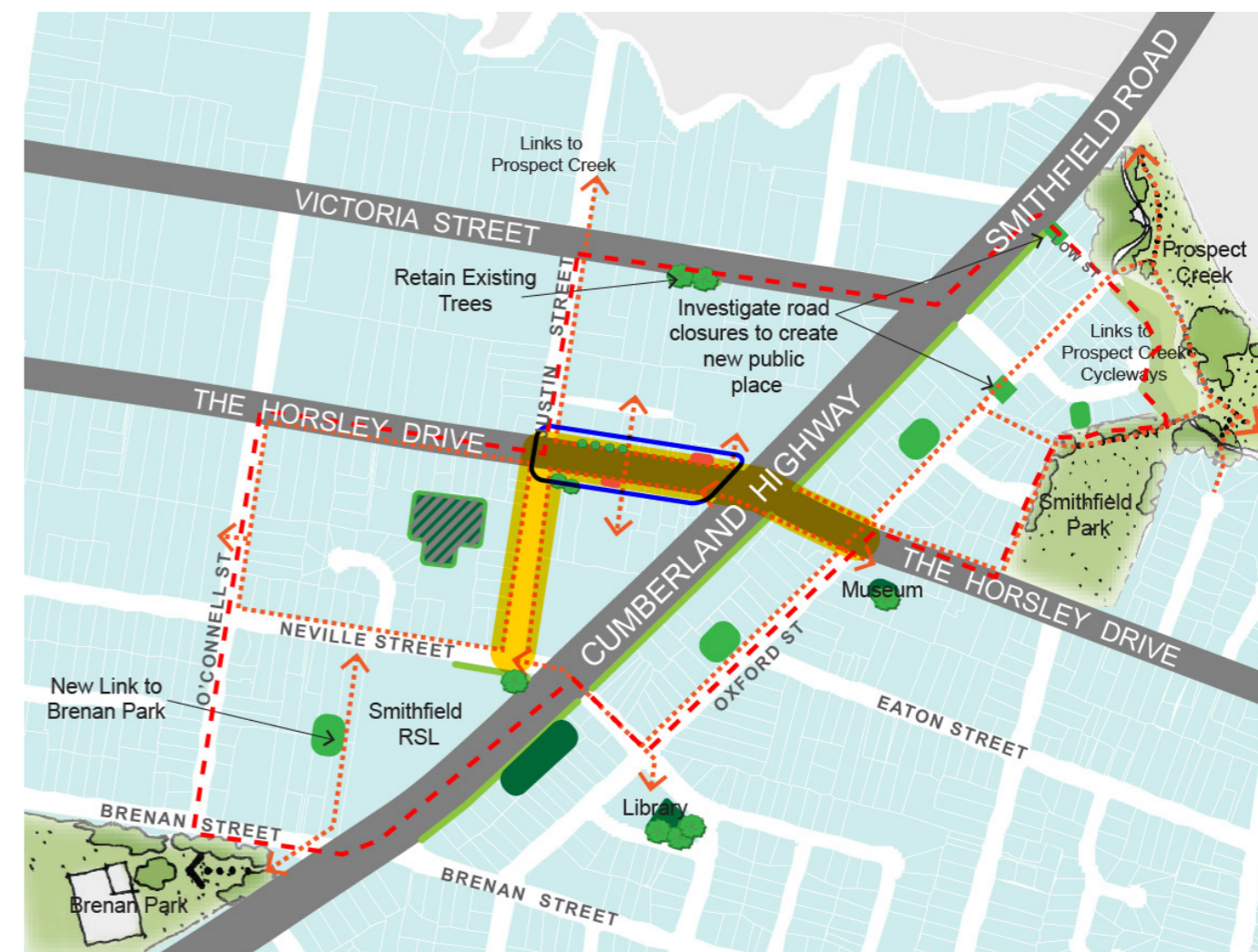
- Implement a streetscape improvement program supported by a Public Domain Plan for Justin Street to improve walkability, pedestrian safety and comfort. This should include:

- > street tree planting with new trees and raingardens between parking bays.
- > streetscape design that provides for and encourages alfresco activity.

- Prioritise new streetscape and tree planting to important pedestrian links, residential, streets and major streets throughout the study area.
- Enhance the access, setting and views to significant heritage buildings and local landmarks including the Museum, St James Church / graveyard, St Gertrude's Chapel and the main church of St Benedict's.

- Better connect neighbourhood parks within residential blocks east of Cumberland Highway with Brenan Park with a defined cycleway link via The Horsley Drive, Justin Street and Oxford Street.
- Enhance connection between the Smithfield Town Centre (i.e. 'main street') and residential areas to Prospect Creek.
- Create a north-south cross site link with the RSL expansion area between Justin Street and Brenan Park.
- Orientate new housing to address public domain areas for improved public safety of Smithfield Park and Prospect Creek.
- Establish a 'green corridor' in reserved areas along the eastern side of Smithfield Road/ Cumberland Highway corridor with formal boulevard of street trees and native tree planting.
- Incorporate new pocket parks within residential redevelopment blocks west of Cumberland Highway and adjacent to Smithfield RSL to improve access to Brenan Park from the main street (via Justin Street) and St Gertrude's primary school.

Figure 28. Public Domain, Landscape and Place Principles



Public Domain, Landscape & Place

- Study Area
- Existing Major Road
- Public Open Space - Existing
- Public Open Space - Future
- Major Parklands
- Open Space (School) - Existing
- New Urban Plaza
- Streetscape Improvement Project
- Main Street
- Enhance Pedestrian Network
- New Tree Avenue
- Important Trees



8.2 Urban Framework

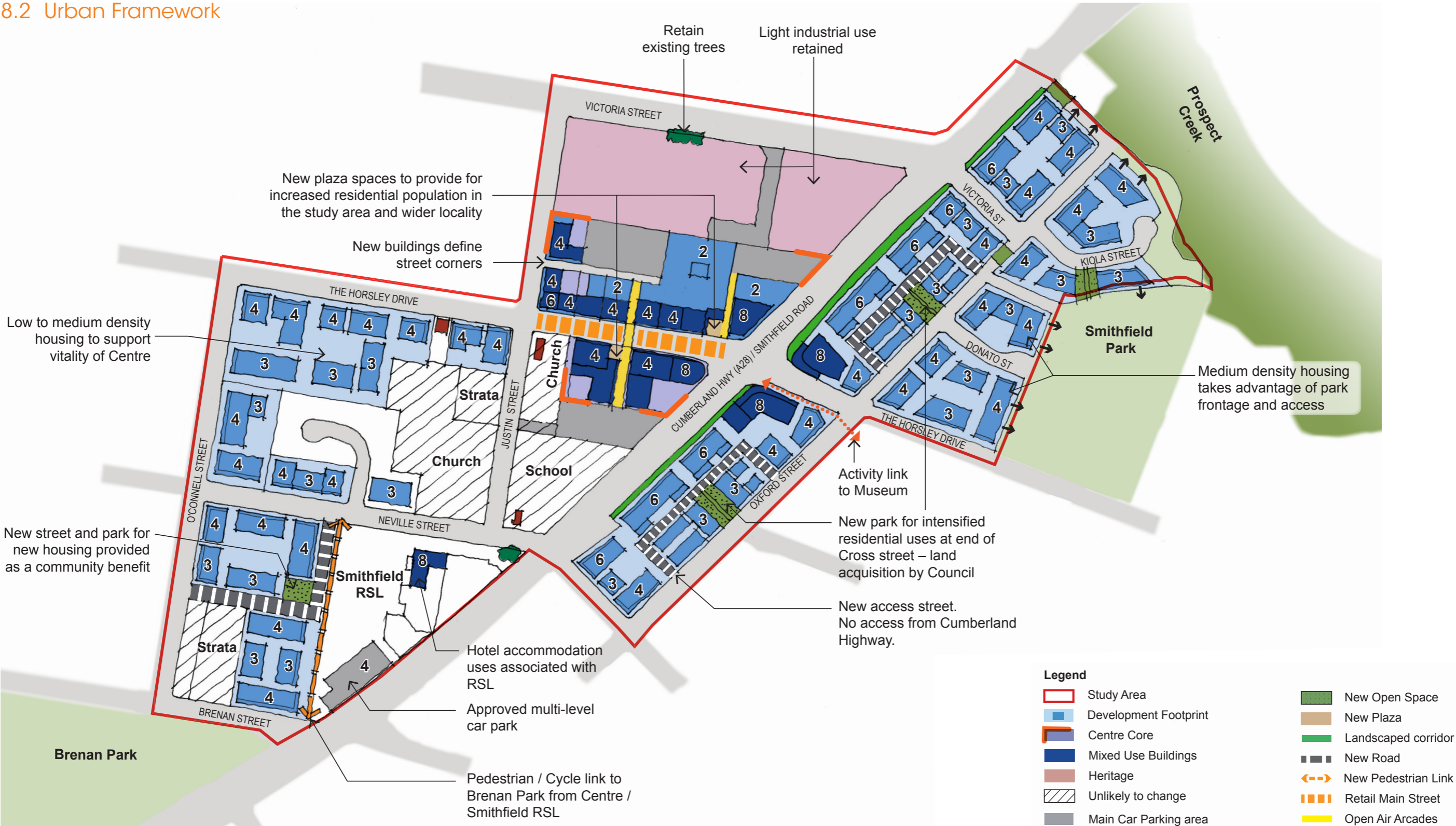


Figure 29. Urban Framework - Structure Plan



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

The Plan is focussed on establishing The Horsley Drive through the Town Centre as a traffic-calmed and pedestrian friendly retail space, supported by increased and easily accessible car parking opportunities.

New residential opportunities in the Town Centre and underutilised land in walking distance to the Town Centre will stimulate retail and community activity and make a necessary contribution to its vibrancy and economic vitality. Enhancing the commercial and retail offer on both sides of the Cumberland Highway aims to improve east/west attraction along The Horsley Drive to assist in bridging this barrier and divide.

New connections, providing connectivity and safety and new public parkland areas, will cater for increased population, while also establishing a positive and interactive relationship between new residential development and existing parklands and public places throughout the study area.

The desired development strategy for the Smithfield Town Centre and study area is described as follows:

- **Articulated and well-designed built form to be generally 4-6 storeys maximum height, with taller 8 storey heights for gateway and landmark sites, especially the intersection of The Horsley Drive and Cumberland Highway.**
- **A new community facility on The Horsley Drive to the east of Cumberland Highway to enable relation of the existing Smithfield Library and provide a community 'stepping-stone' to the nearby Fairfield Museum.**
- **Traffic calming to The Horsley Drive between Justin Street and Cumberland Highway, with streetscape improvements including tree planting and investigation for permanent car parking and 2 way, single lane traffic movement (subject to precinct traffic study).**

- **New car parking opportunities either side of The Horsley Drive main street with open-air pedestrian connections linking to the retail precinct.**
- **New high-density residential development on the eastern side of Cumberland Highway transitioning towards medium density residential areas west of Oxford Street and towards Smithfield Park.**
- **New laneway links connecting to Oxford Street to enable former RMS acquired land to enable high density residential uses without the need for direct access onto Cumberland Highway.**
- **New public open spaces and pocket parks to provide for increased residential population in the study area and wider locality.**
- **New streets and connections between Neville Street and O'Connell Street to enhance permeability and provide safer and more enjoyable access between the Town Centre (main street), school and Brenan Park.**
- **A green setback to the eastern side of Cumberland Highway to enable a tree canopy and green buffer to soften the visual appearance of Cumberland Highway.**
- **Enable medium to high density development, potentially include of seniors housing, to occur in existing low-density residential areas and underutilised land west of the RSL in a form that creates increased permeability and a new public open space.**
- **Medium to high density residential development oriented to front onto and enhance passive surveillance Smithfield Park.**
- **Retention of heritage items throughout the study area and to encourage development outcomes that respect the scale and curtilage of those items.**
- **Improved cycling connections through the centre and along Oxford Street to Prospect Creek cycleways.**

- **Enable the development of hotel/ motel uses on the RSL site.**
- **Retain light industrial/ business uses along Victoria Street.**



Setbacks

New development in the study area is generally anticipated to be in the form of shop top housing developments within the B2 Local Centre zone and residential flat buildings in the proposed R4 High Density residential zone. In these zones, building envelopes will largely be guided via SEPP 65, supported by the Apartment Design Guide (ADG). As such, most aspects of the building envelope are provided adequately for under the existing State-level framework.

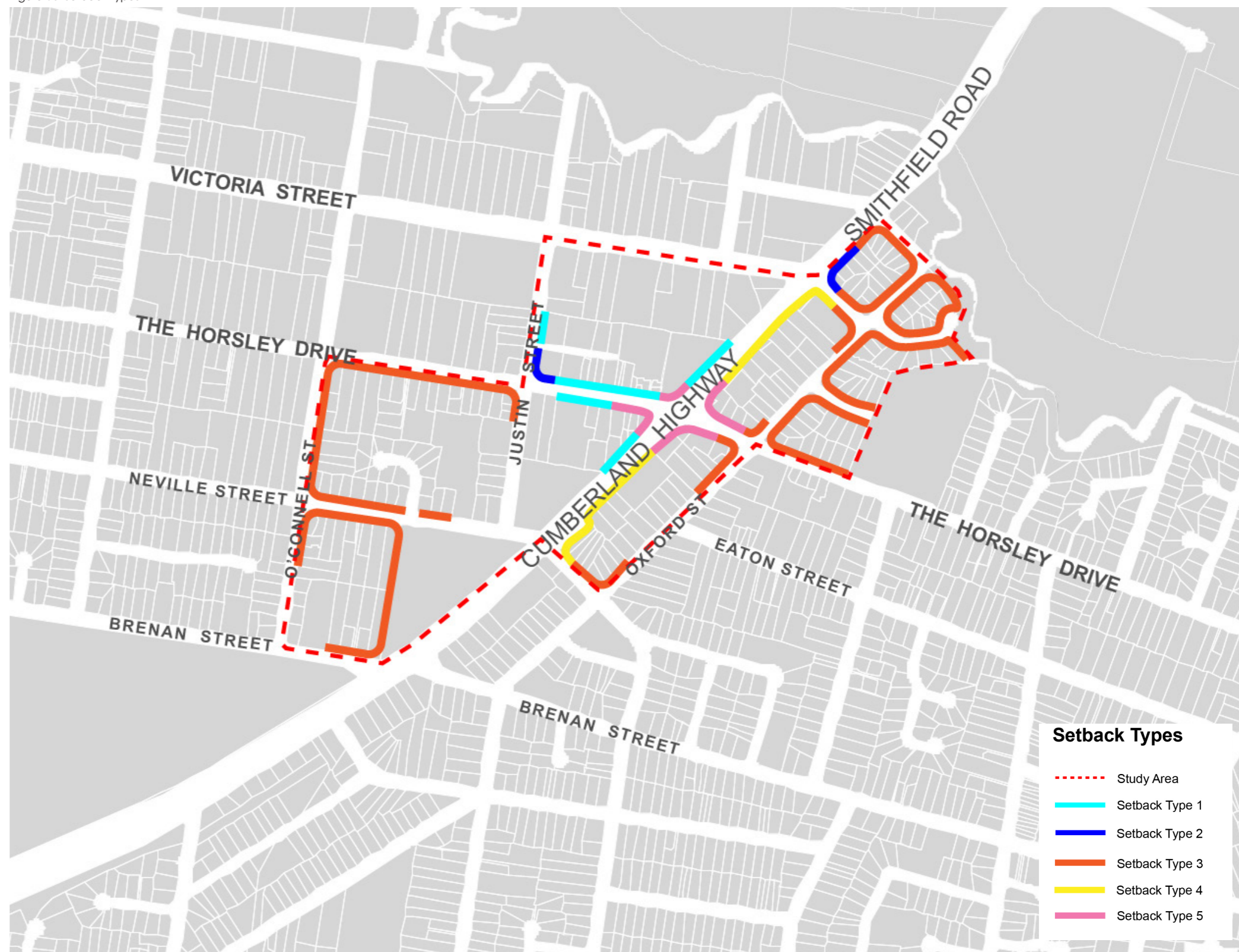
There is a need to complement the ADG by providing place-specific guidance in order to appropriately manage streetscape outcomes. In this regard the following matters are fundamental to guiding development in the Fairfield City Centre:

- **establishing a human scale at the street edge and reflecting the established bulk and scale, particularly at the street edge;**
- **minimising the occurrence of blank side walls, noting that the ADG permits party walls being set back at nil to the boundary; and**
- **establishing the desired public realm outcomes, including new linkages, public places and improved safety.**

The above will need to be supported with controls that manage the visual quality of above ground car parking to ensure appropriate sleeving and/or screening occurs.

Recommended street and laneway setbacks throughout the Smithfield Town Centre are illustrated in Figure 30 with corresponding diagram for street setback types provided as Figure 31 – Figure 35.

Figure 30. Setback Types

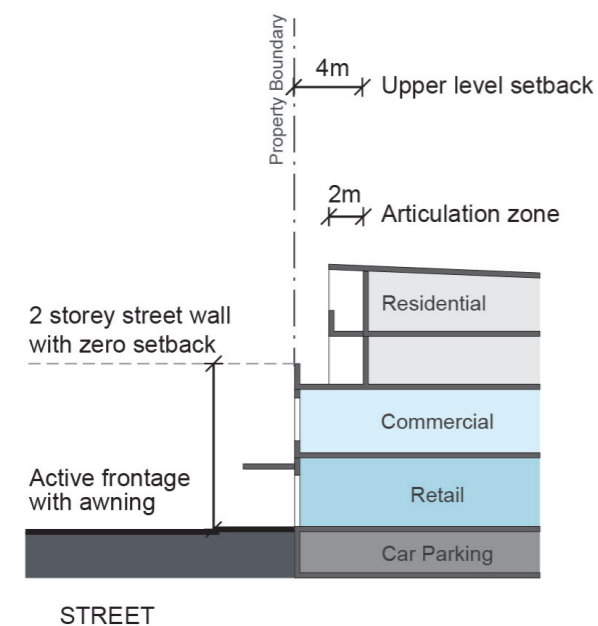




TYPE 1

Shop top housing to 4 storeys

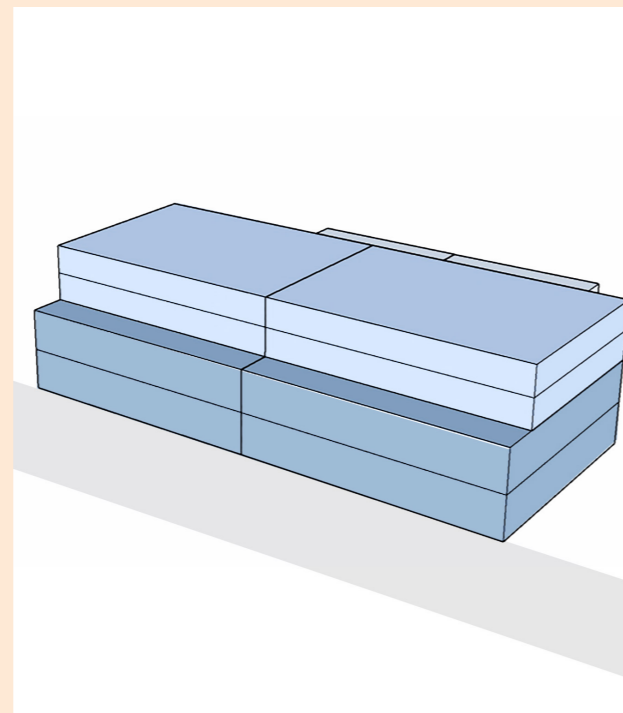
- Nil setback to podium level for maximum 2 storeys.
- Upper levels set back 4m to maintain human scale at the street edge.



SETBACK TYPE 1

Figure 31. Setback Type 1

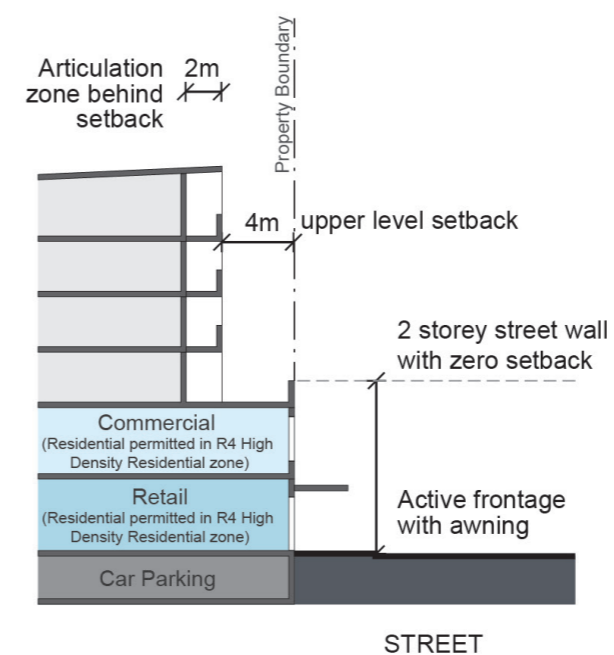
Type 1: Indicative form



TYPE 2

Shop top housing 6 storeys

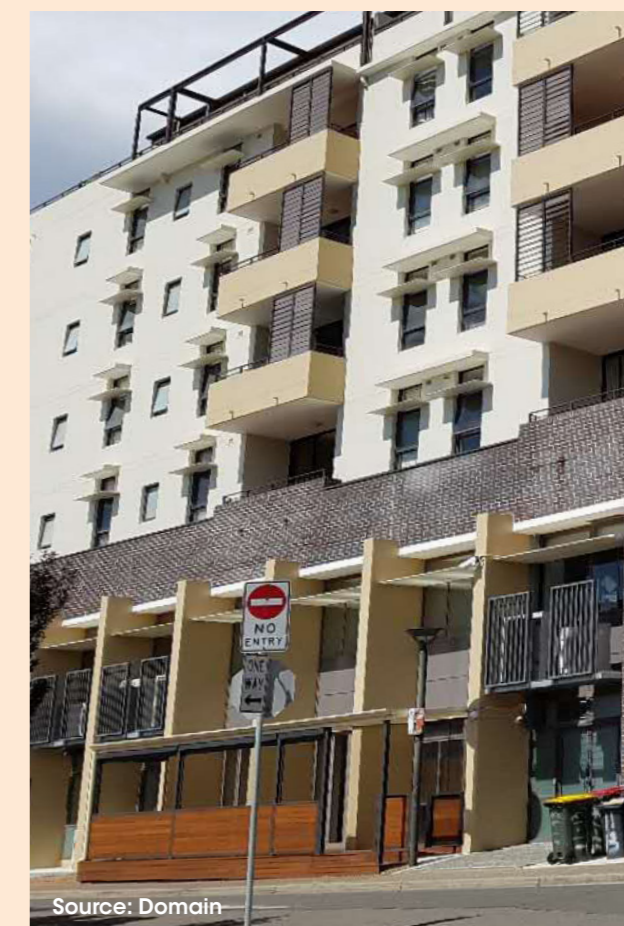
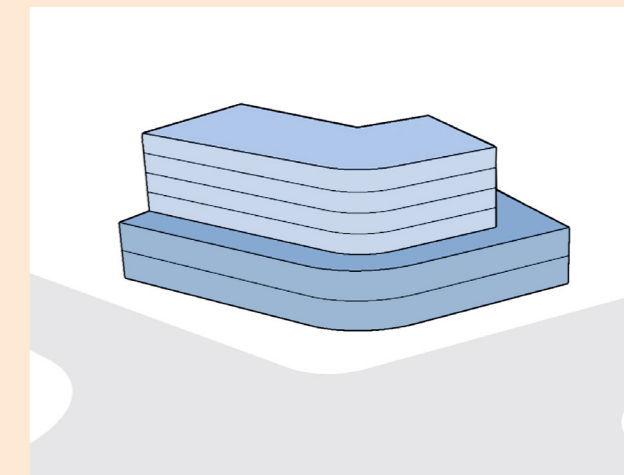
- Nil setback to podium level for maximum 2 storeys.
- Upper levels set back 4m to maintain human scale at the street edge.



SETBACK TYPE 2

Figure 32. Setback Type 2

Type 2: Indicative form



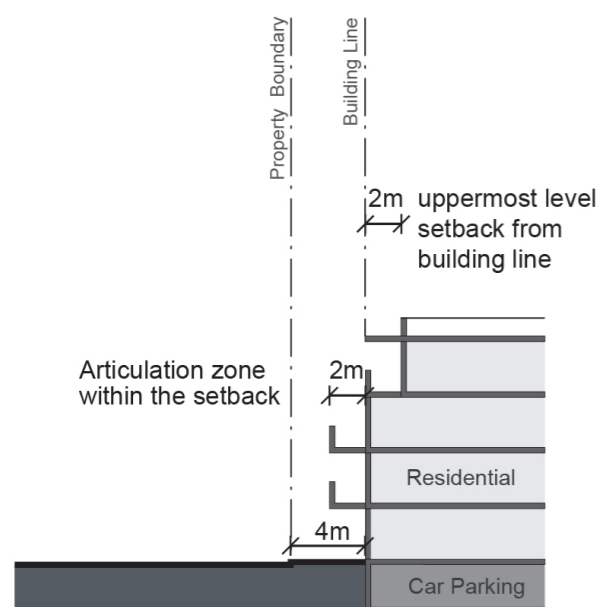
Source: Domain



TYPE 3

3-4 Storey Residential Flat Buildings

- 4m setback. Uppermost level set back 2m to reduce visual impacts of building bulk.

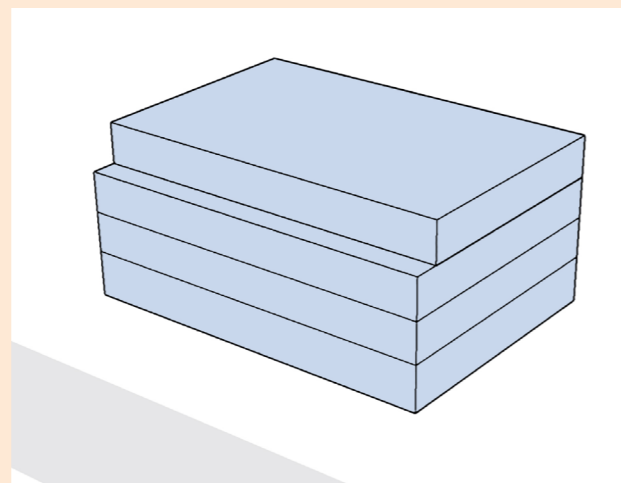


STREET

SETBACK TYPE 3

Figure 33. Setback Type 3

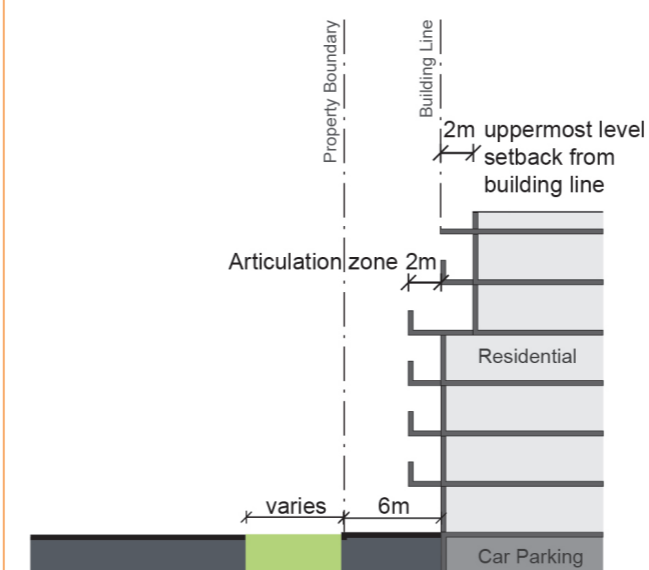
Type 3: Indicative form



TYPE 4

6 Storey Residential Flat Buildings

- 6 metre setback from Smithfield Road/ Cumberland Highway, landscaped with native trees and vegetation to buffer residential uses from heavy traffic environment. Uppermost 2 levels set back by 2m to reduce visual impacts of building bulk.



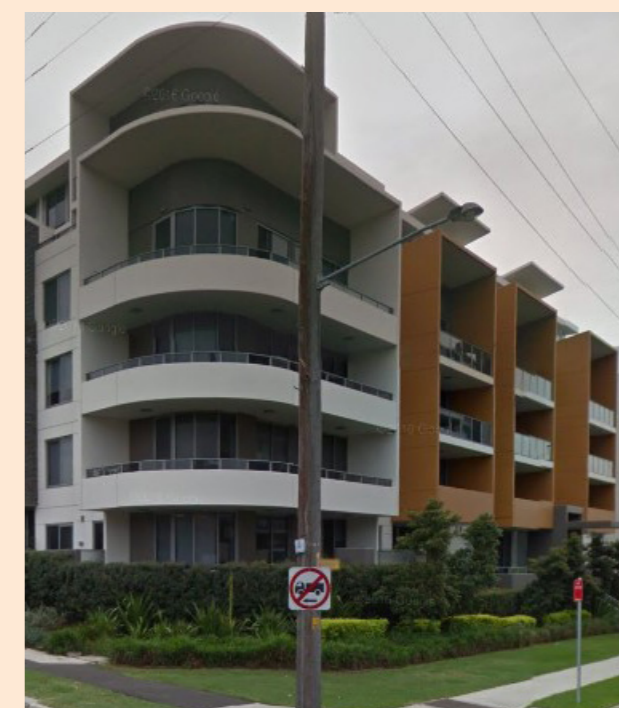
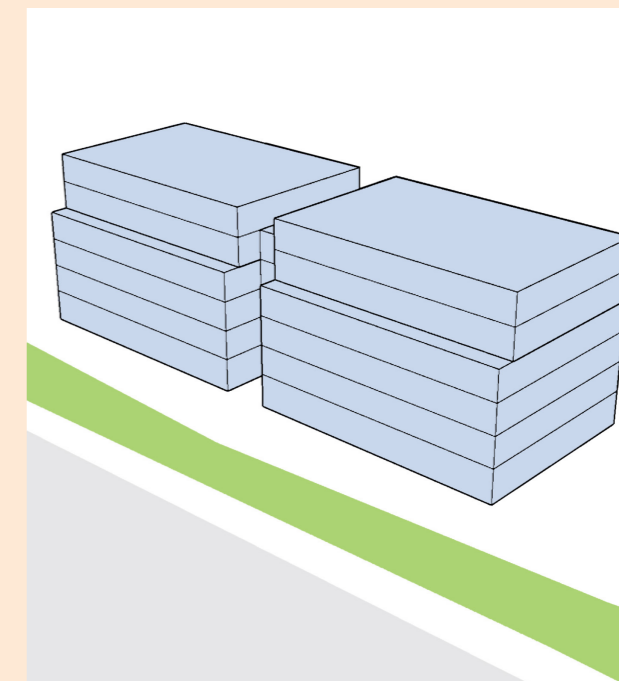
SMITHFIELD ROAD/
CUMBERLAND
HIGHWAY

GREEN
CORRIDOR

SETBACK TYPE 4

Figure 34. Setback Type 4

Type 4: Indicative form

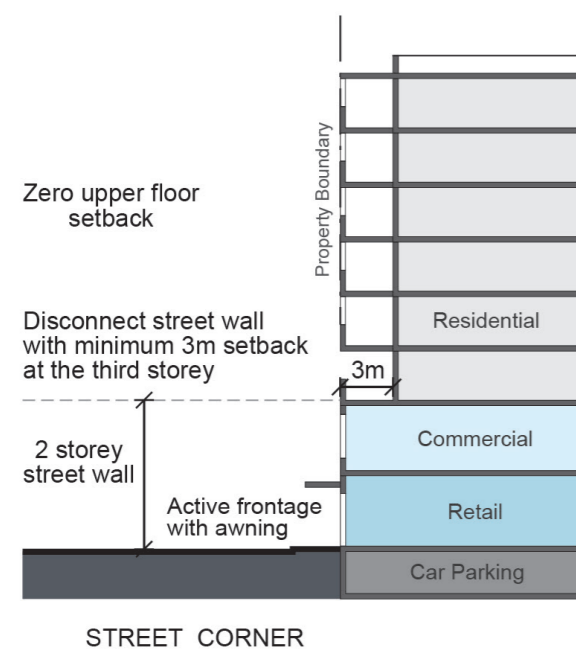




TYPE 5

8 Storey Prominent Corners

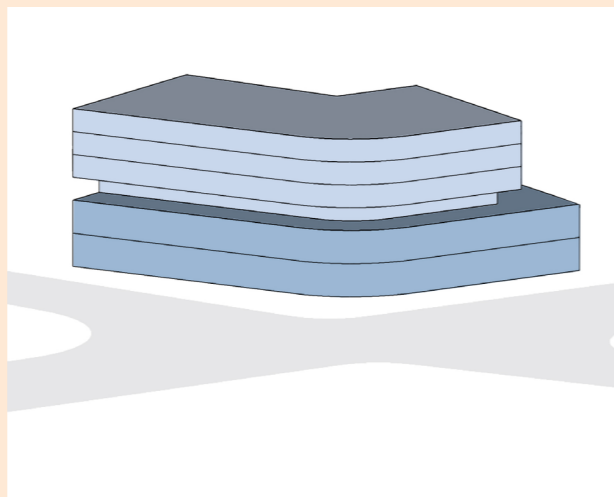
- Key entries to the City Centre and corner sites are to be emphasised by distinctive architectural design and/or building height.
- Nil setbacks may be considered for all street corners subject to appropriate architectural articulation and detailing.



SETBACK TYPE 5

Figure 35. Setback Type 5

Type 5: Indicative form



LOW RISE MEDIUM DENSITY HOUSING

2-3 Storey Terraces, Manor Houses and Dual Occupancy

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





8.2.1. HERITAGE AND CHARACTER

Any future development involving a heritage item, or in the vicinity of a heritage item, is subject to the provisions of Clause 5.10 under the FLEP 2013. This urban design study supports the retention and conservation of all heritage items identified under Schedule 5 of FLEP 2013. This is especially important given the limited remaining heritage in the Smithfield Town Centre and wider study area.

When undertaking development within the Smithfield Town Centre, it is important that significant heritage elements are conserved and enhanced within the Centre and architectural responses are appropriate to the heritage context. The design and built form of adjacent new buildings need to take into account the scale and heritage significance of these elements.

Where appropriate, this urban design study supports the adaptive reuse of heritage items to enable the repurposing heritage buildings and to support the sustainability of their ongoing use. This may include the integration of heritage buildings within a contemporary form, where a high quality of design is supported by a heritage impacts statement, conservation management plan and schedule of conservation works.

There is a general understanding among heritage professionals that façadism is considered contrary to good conservation practice and should be avoided.

Any works involving a heritage item are to be carried out in accordance with the heritage management guidelines outlined in *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013*.

The Smithfield Post Office is not heritage listed but makes a significant contribution to local character. It is desirable for this to be respected, retained and incorporated in future development.

In addition, the quality of new built form in the Smithfield Town Centre and wider study area should be of such a standard and quality to form the basis for creating tomorrow's heritage.

Heritage
elements are to
be conserved
and enhanced





Public Art

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

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

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

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

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

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



Fairfield City Centre - Faces of Fairfield



Epoch Plaza (Fairfield City Centre)
- Sculptural heritage silhouettes

8.2.2. HOUSING AFFORDABILITY

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

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

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

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

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

As a principles, for sites that are proposed to be up-zoned from R3 Medium Density Residential to R4 High Density Residential, the provisions of an Affordable Housing Strategy should apply.



8.3 Indicative Massing

Figure 36 provides an impression of potential future long term built form massing that could occur through the application of the principles outlined in the Urban Framework Plan.



Figure 36. Indicative massing (view looking north)



8.4 Indicative Yield Analysis

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

The calculation of Gross Floor Areas (GFA) for each of the key development sites within the Smithfield Town Centre and wider Study area is based on the following assumptions:

- **Area calculations are taken from the 3D computer model (Figure 35). Residential towers are 20m wide in the model.**
- **Retail / commercial / office of the lower level/s is measured at 100% i.e. Gross Building Area (GBA) or Gross Envelope Area (GEA) is the same as GFA.**

- **For residential uses, an 'efficiency factor' of 75% is applied to the GBA to determine the GFA. This accounts for balconies, articulation, vertical circulation, setbacks and the like.**
- **An average dwelling size of 90m² - 100 m² is then divided into the GFA to estimate the yield.**

Note that all apartment yields are indicative only.

The indicative yields have been prepared to inform the potential FSR controls for the Smithfield study area. These yields will also assist in informing later traffic impacts analysis.

Figure 37. Yield Areas

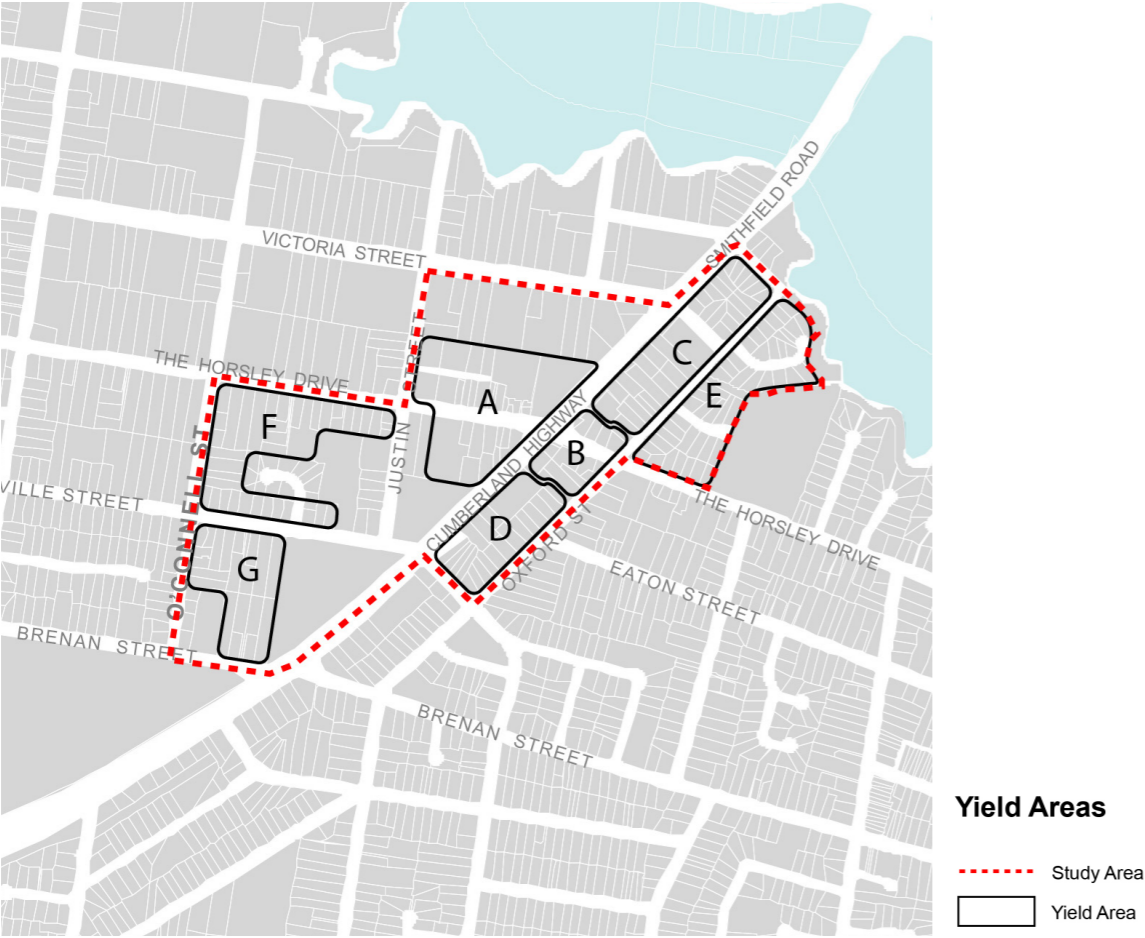


Table 3. Indicative Yield Analysis (estimates based on high level modelling)

Smithfield Indicative Yields Summary								
Yield Area	Current Achievable GFA	Potential GFA				No. of apartments (assume 2 bedroom) excluding bonus 100m ²	No. of apartments (assume 2 bedroom) excluding bonus 90m ²	Approximate car parking on site - residential (est) (1.25 per unit) excluding bonus
		Overall GFA (sqm)	Retail/ Commercial GFA (sqm)	Residential GFA (sqm)	Overall GFA plus 0.5:1 bonus			
A	29,290	46,975	29,689	19,322	58,601	173	192	215 - 240 spaces
B	8,417	17,854	3,869	12,704	23,337	140	155	175 - 195 spaces
C	9,626	35,540	-	30,828	46,235	355	395	445 - 495 spaces
D	6,184	24,230	-	19,080	31,101	242	269	300 - 340 spaces
E	11,768	32,462	-	36,367	45,537	325	361	400 - 450 spaces
F	14,741	36,326	-	19,747	52,705	363	404	455 - 505 spaces
G	8,067	22,249	-	10,956	31,213	222	247	280 - 310 spaces
TOTAL	92,423	220,789	38,711	182,078	293,882	1,778	1,976	2,270 - 2,535

SUMMARY - NET INCREASE IN GFA (INDICATIVE)

- GFA existing permissible: 92,423m²
- GFA net base increase: 128,366m²
- GFA net bonus increase: 73,093m²
- GFA net increase: 201,459m²



8.5 Delivery of public benefits

Figure 38 and Table 4 summarise the public benefits intended to be achieved as a result of this Study to support the amenity of intensifying residential and retail uses in the Fairfield City Centre. These include a range of new public open spaces as well as improvements to public domain and connectivity throughout the centre.

Land Acquisition

Where future infrastructure (e.g. new town centre car park) is identified, a proactive approach to ensure the delivery of such infrastructure by Council is warranted. This may require Council to acquire these strategic land parcels to future-proof the delivery of identified public benefits.

Planning Agreements

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

Incentive clauses in the LEP

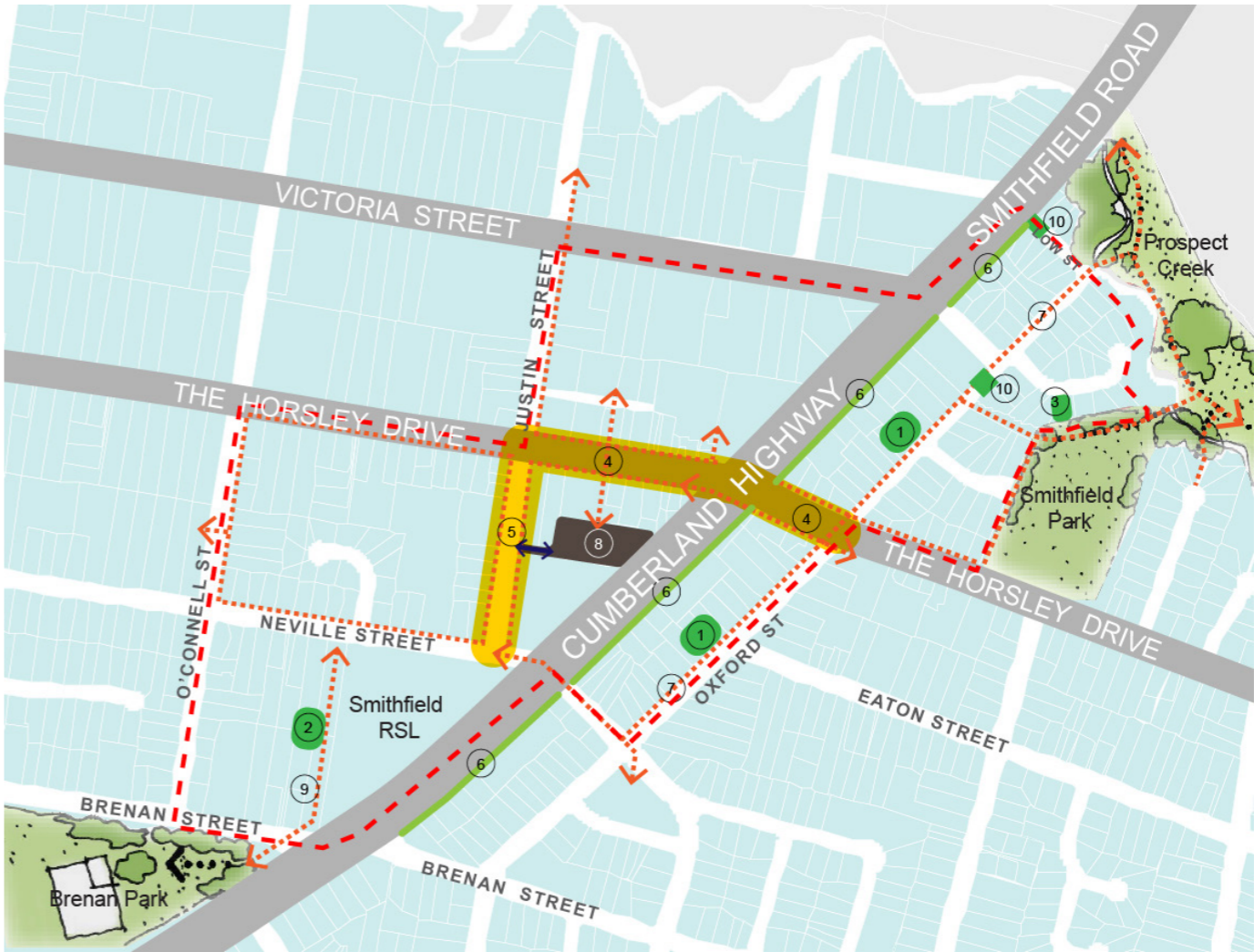
Additional height and FSR bonus clauses may also assist in further incentivising design excellence, and potentially provide an additional mechanism to facilitate the delivery of public benefits. This may occur in conjunction with detailed design and Development Application processes. This will be useful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

Development Contributions Plans

Council will further consider the potential character of streets and public places, identified to be established or enhanced by this Study, and via a Public Domain Plan. As part of this process, public benefits that are best

delivered with the support of developer contributions may be identified in a Developer Contributions Plan. The Public Domain Plan will identify elements for inclusion in a Developer Contributions Plan in accordance with Clauses 7.11 and 7.12 of the *Environmental Planning and Assessment Act 1979*.

Figure 38. Key Public Benefits



Public Benefits

- Study Area
 - Existing Major Road
 - Major Parklands
 - Town Centre Car Park
 - Public Open Space - Future
 - Streetscape Improvement Project
 - New Tree Avenue
 - ... Enhance Pedestrian Network
 - ↔ Car Park Access
- Note: Direct access between car parking and Smithfield Road/ Cumberland Highway subject to RMS approval



Table 4. Key Public Benefits

Item	Identified Public Benefit	Delivery
New Public Open Spaces		
1	2 Neighbourhood Parks (Oxford Street): Two new parks of approximately 900m ² each, to be located on the north western side of Oxford Street. The parks will include child play facilities, soft landscaping surfaces, shading elements, public art and seating.	Land acquisition by Council. Council to detail intended outcome via a Public Domain Plan. Land acquisition, public realm embellishments supported by developer contributions and planning agreements.
2	Neighbourhood Park (within land bounded by Neville street, O'Connell Street, Brenan Street and RSL site): A new park of approximately 550m ² to adjoin the new link between Neville Street and Brenan Street. The park will include child play facilities, soft landscaping surfaces, shading elements, public art and seating.	Council to detail intended outcome via a Public Domain Plan. Land dedication, public realm embellishments supported by developer contributions and planning agreements.
3	Neighbourhood Park (Kiola Street to Smithfield Park open space link): A new park of approximately 750m ² to connect Kiola Street with Smithfield Park. This park will include child play, soft landscaping surfaces, shading elements, public art and seating.	Council to detail intended outcome via a Public Domain Plan. Land dedication, public realm embellishments supported by developer contributions and planning agreements.
Streetscape Upgrades and General Improvements to Connectivity		
4	The Horsley Drive: Embellishment of The Horsley Drive between Justin Street and Oxford Street to reduce car dominance, enhance its role as a pedestrian oriented street, including: <ul style="list-style-type: none"> > street tree planting with new trees and raingardens between parking bays, which will require one lane traffic each way. > new pedestrian crossing mid-block. > a new small urban square as entry to main retail supermarket. > ongoing upgrades to urban furniture (seating, rubbish bins, lighting and public art). > streetscape design that provides for and encourages alfresco activity. 	Council to detail intended outcome via a Public Domain Plan. Public realm embellishments to be supported by developer contributions and planning agreements. Implementation of streetscape activation via the DCP.
5	Justin Street: Embellishment of Justin Street between Neville Street and The Horsley Drive to reduce traffic speed, enhance its role as a pedestrian oriented street, including: <ul style="list-style-type: none"> > street tree planting with new trees and raingardens between parking bays. > streetscape design that provides for and encourages alfresco activity. 	Council to detail intended outcome via a Public Domain Plan. Public realm embellishments to be supported by developer contributions and planning agreements.
6	Smithfield Road/ Cumberland Highway Green Corridor: Landscape upgrades to create a formal boulevard of street trees and native tree planting along the south eastern side of Cumberland Highway. The green corridor will include landscaping on land reserved for RMS strategic corridor and setbacks to future residential apartments.	Subject to discussions between Fairfield City Council and RMS. Public realm embellishments may potentially be supported by developer contributions and planning agreements. Landscape setbacks for residential development to be implemented via the DCP (refer Type 4 setback provisions).
7	Oxford Street: Streetscape improvements to Oxford Street to improve pedestrian amenity, accessibility and links to Smithfield Park and Prospect Creek Corridor for pedestrians and cyclists.	Council to detail intended outcome via a Public Domain Plan. Public realm embellishments to be supported by developer contributions and planning agreements.
8	Town Centre Car Park: New town centre car park south of The Horsley Drive supported by intuitive links to the main street. Car park to be shaded with tree planting.	Land acquisition by Council. Public realm embellishments supported by developer contributions and planning agreements.
9	New Neville Street - Brenan Park link: New link between Neville Street and Brenan Park to provide safe pedestrian access to Brenan Park.	Land dedication, public realm embellishments supported by developer contributions and planning agreements.
10	Potential Road Closures (subject to investigation): Potential closure of Oxford Street (near Victoria Street) and Low Street (near Cumberland Highway) for new public open space elements and traffic calming.	Council to consider and investigate potential for road closure and public realm embellishment via a Public Domain Plan, supported by a traffic study. If feasible, implementation of public realm embellishments to be supported by developer contributions and planning agreements.
11	General Improvements to Streetscape and Connectivity: General upgrades to the streetscape and public realm to facilitate better connectivity and streetscape amenity as identified in Figures 24 - 27 of this urban design study.	Public realm embellishments supported by developer contributions and planning agreements.

A 3D architectural rendering of a city block, featuring several multi-story buildings with blue facades and flat roofs. A green path or road winds through the blocks. The scene is viewed from an elevated perspective, showing the layout of the buildings and the surrounding area. The image is used as a background for the slide, with a blue horizontal band across the middle containing the title.

9. RECOMMENDED PLANNING FRAMEWORK

The tools to make it happen.



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

This section outlines recommended amendments to the FLEP 2013 as well as recommendations for development controls under the Fairfield City Wide DCP. The DCP will complement existing built form controls under the Apartment Design Guide (ADG). The ADG provides comprehensive built form guidance for residential flat buildings and shop housing, which is expected to be the predominant residential form within the Smithfield Town Centre and wider Study Area.

The ADG takes precedence over a DCP and the recommended DCP controls seek to complement but not vary the provisions of ADG in order to achieve the intended outcomes of this urban design study. Therefore, the recommended DCP provisions do not repeat or seek to vary any controls under the ADG.

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

9.1 Fairfield Local Environmental Plan 2013

To realise the outcomes of the Urban Framework Plan, amendments will be required to FLEP 2013. It is intended that this study for Smithfield Town Centre and Study Area will largely form the basis of landowner or applicant-initiated planning proposals to amend the FLEP 2013. However, Council may choose to implement some amendments via a Council led planning proposal.

Each planning proposal will need to be supported by the relevant technical studies including but not limited to:

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

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

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

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

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

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

9.1.1. LAND USE ZONING

Figure 39 illustrates the amendments to the Land Use Zoning mapping for specific sites under the FLEP 2013 to achieve the outcomes envisaged by the urban framework plan.

A minor expansion of the B2 Local Centre zone is proposed to enable consolidation of development sites with a consistent zoning, appropriate zoning for the car park site south of The Horsley Drive, and rationalisation of

B2 Local Centre zone boundaries. The majority of existing R3 Medium Density Residential uses are proposed to be zoned as R4 High Density Residential, which permits the development of residential flat buildings.

Upzoned sites should be subject to Affordable Housing provisions. Some lots along Oxford Street will retain the R3 Medium Residential zoning to provide an appropriate transition between high density residential uses along Cumberland Highway towards R3 zone east of Oxford Street.

Figure 39 highlights only land parcels identified for amendment.

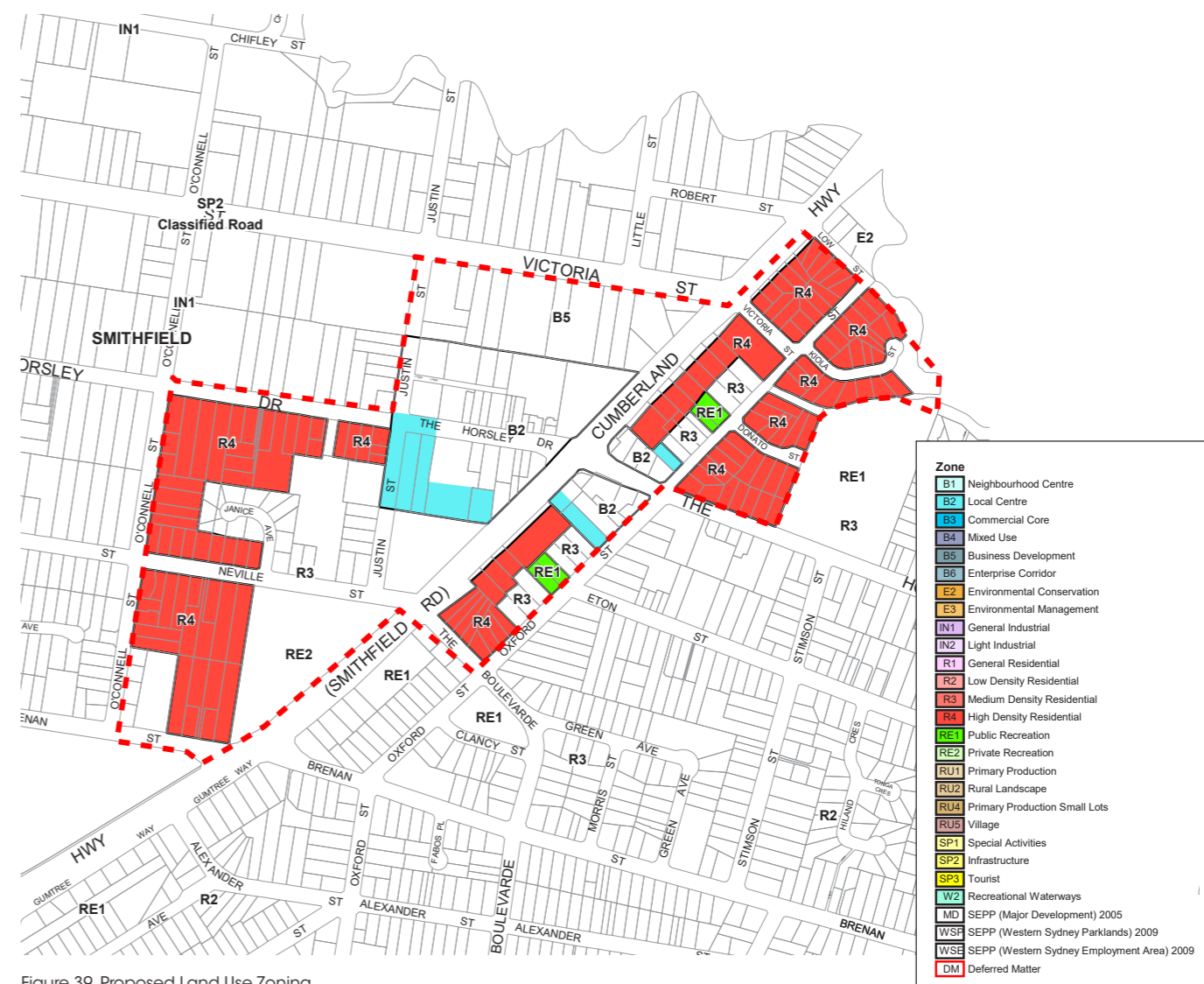


Figure 39. Proposed Land Use Zoning



9.1.2. HEIGHT OF BUILDINGS

Figure 40 illustrates the amendments to the Height of Buildings mapping for specific sites under the FLEP 2013 to achieve the outcomes envisaged by the urban framework plan. Figure 40 highlights only land parcels identified for amendment. That is, the land to be amended has been coloured according to the appropriate height designation.

Figure 40 highlights only land parcels identified for amendment.

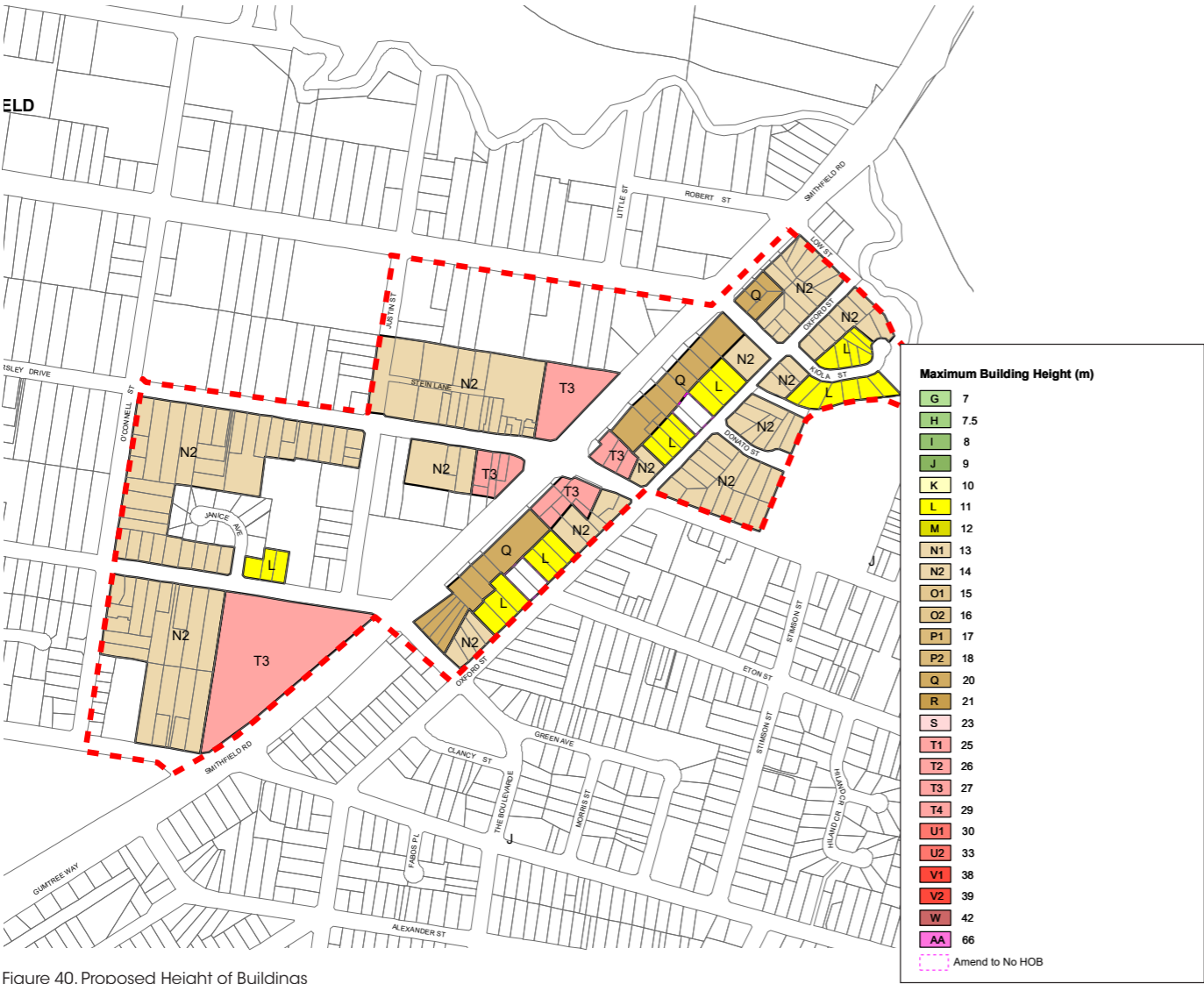


Figure 40. Proposed Height of Buildings

9.1.3. FLOOR SPACE RATIO

Figure 41 illustrates the specific amendments to the Floor Space Ratio mapping under the FLEP 2013 to achieve the outcomes envisaged by the urban framework plan. Figure 41 highlights only land parcels identified for amendment. That is, the land to be amended has been coloured according to the appropriate FSR designation. For land within the expanded B2 zone, those sites have been identified for no FSR designation, consistent with the wider B2 zone.

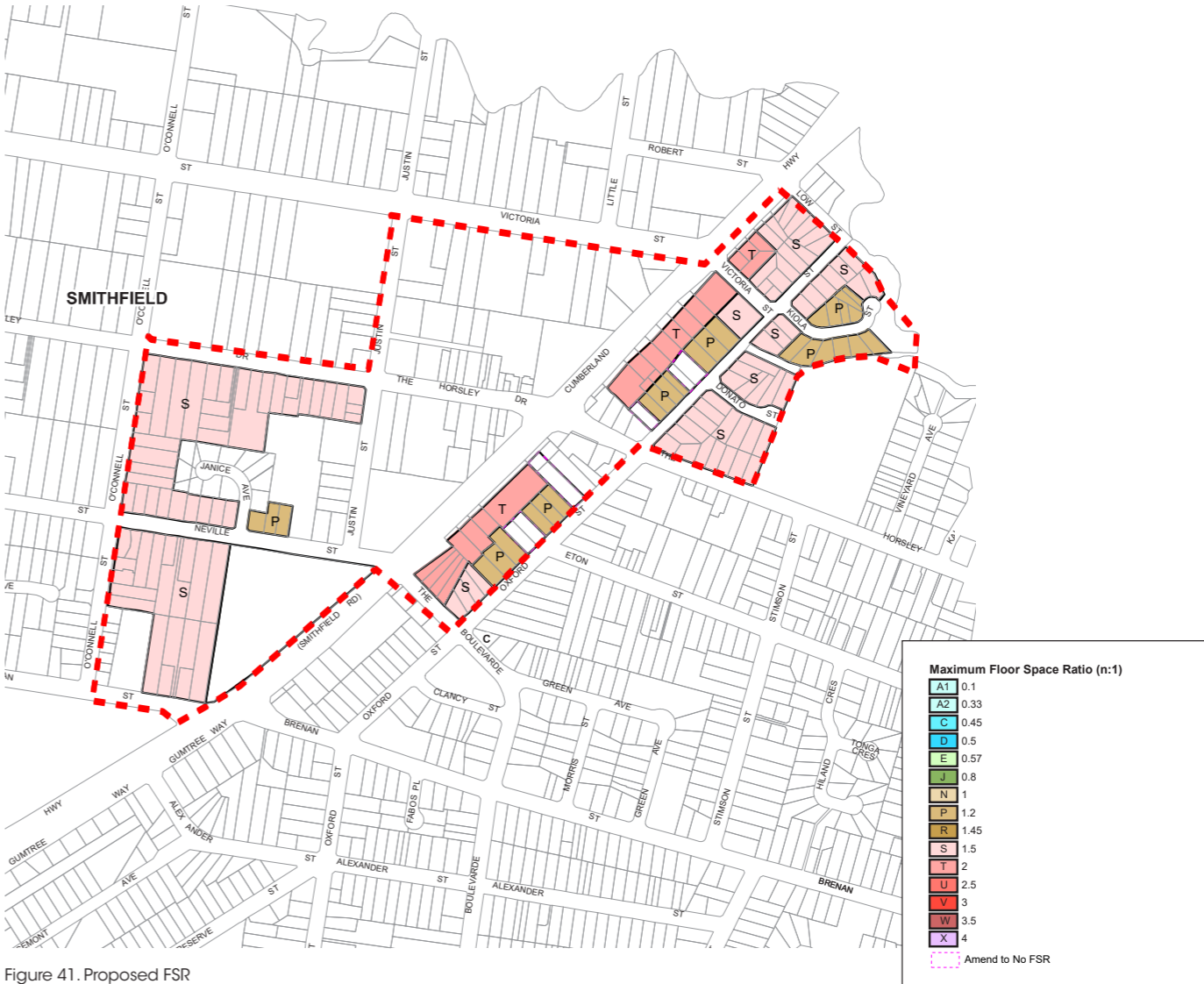


Figure 41. Proposed FSR



9.1.4. BONUS HEIGHT AND FSR

Where a public benefit identified by this study is provided (e.g. a new laneway, a public car park, new pedestrian link, laneway widening, new public open space or public realm embellishment - over and above any commitment to such benefits via the Planning Proposal process), Council may consider a bonus additional height of up to 3.5m and FSR up to 0.5:1 as part of the Development Application process.

To facilitate this, it is recommended that an enabling clause be introduced under Part 7 of FLEP 2013.

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

9.1.5. KEY SITES (ADDITIONAL PERMITTED USES)

Figure 42 illustrates the specific amendments to the Key Sites (Additional Permitted Uses) mapping under the FLEP 2013 to achieve the outcomes envisaged by the urban framework plan. It is proposed to identify the RSL site as a key site to enable the permitted use of 'hotel or motel accommodation' as per the definition under the FLEP 2013 and to apply a maximum GFA to that use.

Example wording for inclusion under Schedule 1 of FLEP 2013 (subject to review):

24 Use of certain land at 88-102 Smithfield Road, Smithfield

- (1) This clause applies to land identified as "24" on the Key Sites Map.
- (2) Development for the purposes of 'hotel or motel accommodation' is permitted with development consent.
- (3) Despite subclause (2), development for the purposes of 'hotel or motel accommodation' is permitted only if the combined gross floor area for that use does not exceed 5,500m².



Figure 42. Key Sites



9.1.6. LAND RESERVE ACQUISITION

Figure 43 illustrates the amendments to the Land Reserve Acquisition mapping for specific sites under the FLEP 2013 to achieve the outcomes envisaged by the urban framework plan.

This map identifies a strategic site that is critical to achieving consolidated car parking identified within this urban design framework, warranting its acquisition. Figure 43 highlights only land parcels identified for amendment.

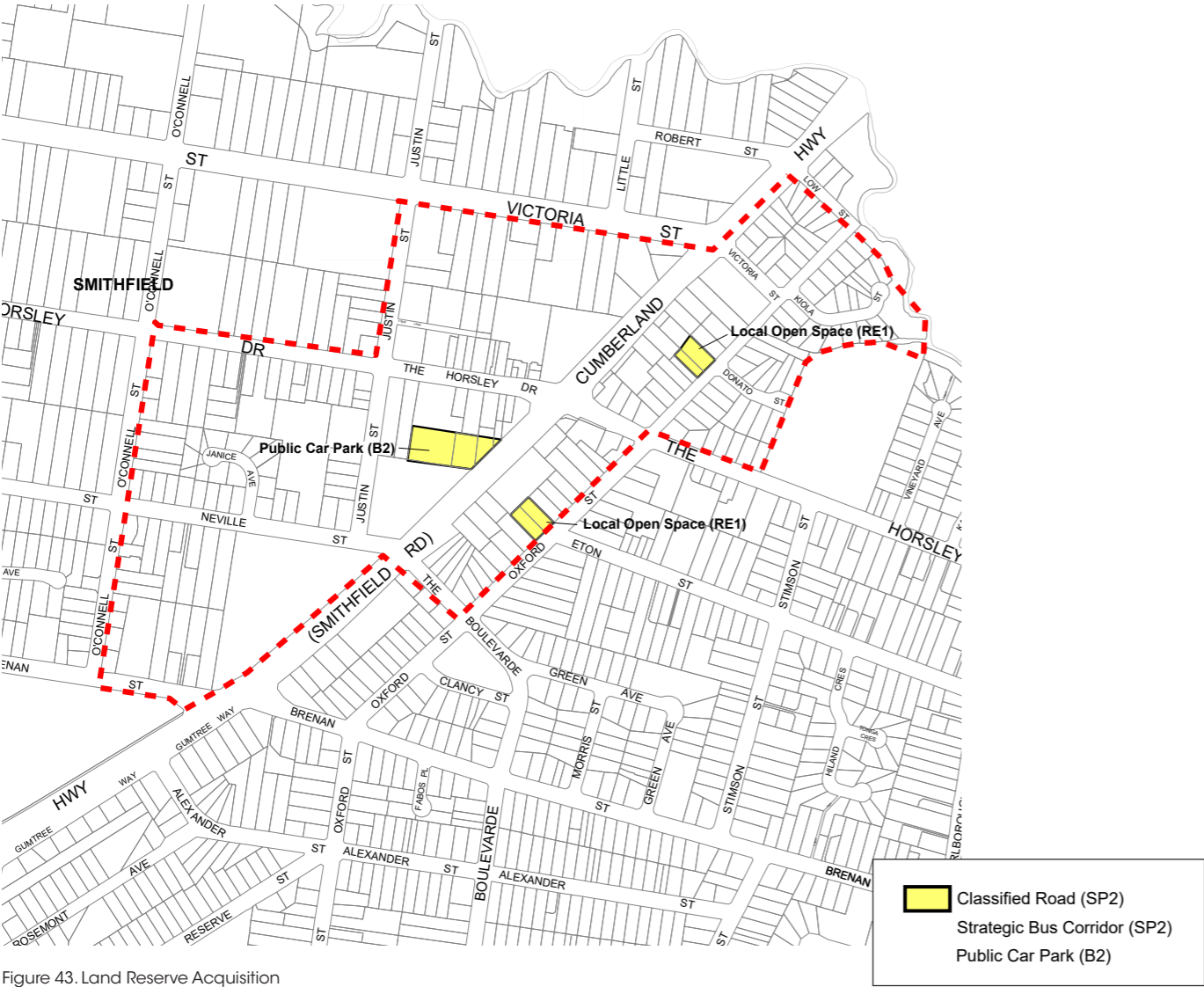


Figure 43. Land Reserve Acquisition

9.1.7. SITE AMALGAMATION

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

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

provision are known as Town Centre Precincts.

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

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

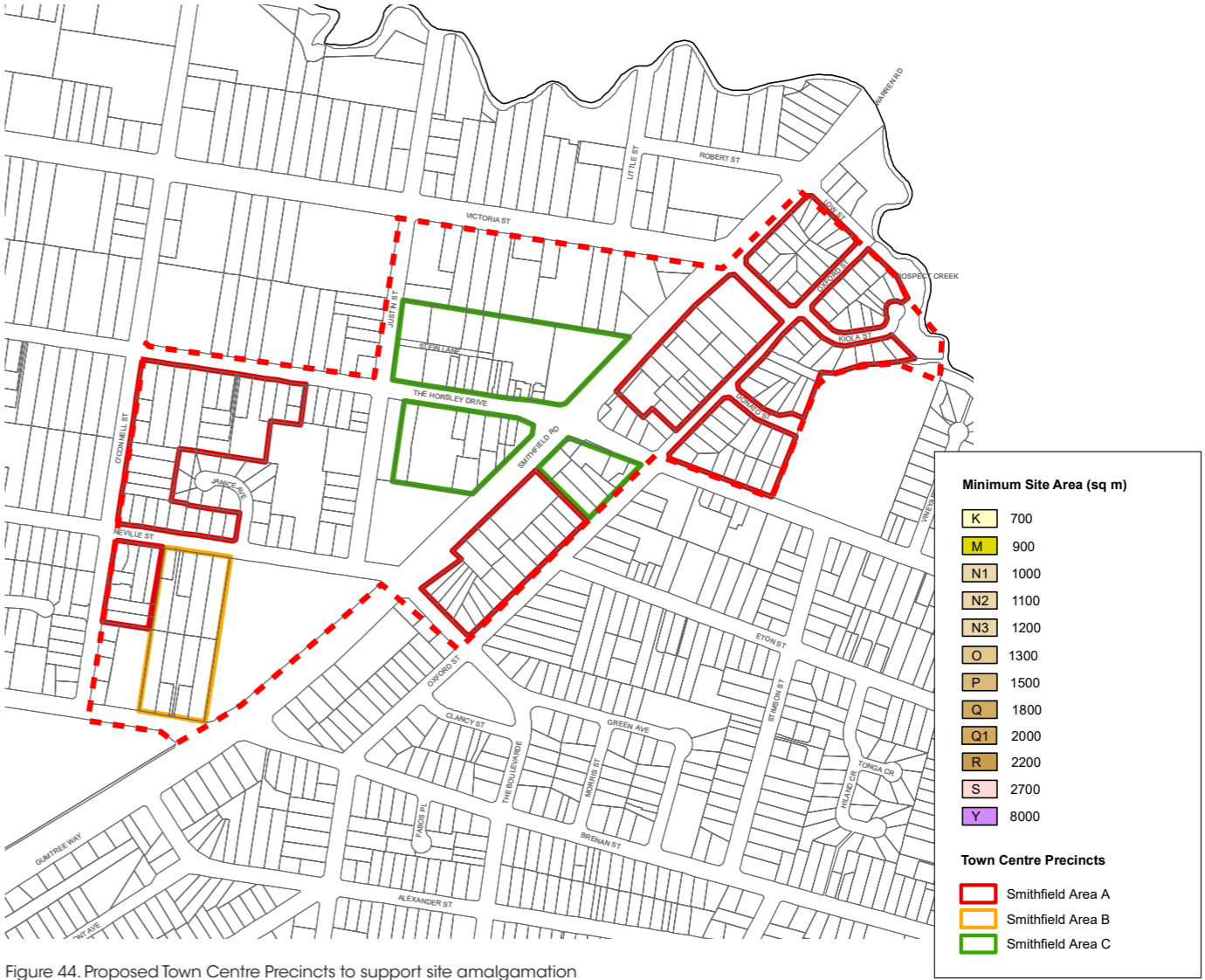


Figure 44. Proposed Town Centre Precincts to support site amalgamation



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

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

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

With respect to new Town Centre Precincts, it is proposed that additional clauses 7.10 and 7.11 be inserted within Part 7 to apply the relevant lot size requirements.

Potential LEP provisions are demonstrated in the following summary box:

7.10 Smithfield Floor Space Ratio:	7.11 Smithfield Height of Buildings
(1)The objective of the clause is to facilitate land consolidation.	(1)The objective of the clause is to facilitate land consolidation.
(2)The floor space ratio of a building on a lot that is on land identified as "Smithfield—Area A" on the Town Centre Precinct Map must not exceed 0.45:1 unless the size of the lot is at least 2,000 square metres.	(2)The height of a building on a lot that is on land identified as "Smithfield—Area A" on the Town Centre Precinct Map must not exceed 15 metres unless the size of the lot is at least 2,000 square metres.
(3)The floor space ratio of a building on a lot that is on land identified as "Smithfield—Area B" on the Town Centre Precinct Map must not exceed 0.45:1 unless the size of the lot is at least 8,000 square metres.	(3)The height of a building on a lot that is on land identified as "Smithfield—Area B" on the Town Centre Precinct Map must not exceed 9 metres unless the size of the lot is at least 8,000 square metres.
(4)The floor space ratio of a building on a lot that is on land identified as "Smithfield—Area C" on the Town Centre Precinct Map must not exceed 1:1 unless the size of the lot is at least 1,500 square metres.	(4)The height of a building on a lot that is on land identified as "Smithfield—Area C" on the Town Centre Precinct Map must not exceed 11 metres unless the size of the lot is at least 1,500 square metres.

9.1.8. STREETSCAPE ACTIVATION

It is recommended that Council introduce streetscape activation clause and maps for lots in the Smithfield Town Centre. The urban framework plan in Figure 28 and the land use, vibrancy and vitality principles in Figure 24 illustrates streets intended to be activated.

9.1.9. DESIGN EXCELLENCE

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

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

Note that the Smithfield study area is subject to other constraints such as building height limitations associated with the protected airspace of Bankstown Airport.

9.1.10. VOLUNTARY PLANNING AGREEMENTS

There are a number of sites and localities for which the urban framework plan identifies particular public benefits (e.g. new links and public open space and car parking).

To achieve the public benefits identified in this Urban Design Study, the appropriate planning mechanism for delivery is through the use of Voluntary Planning Agreements (VPAs). This study recommends that VPAs are submitted by proponents and negotiated with Council in conjunction with Planning Proposals within the study area.

VPAs may also be used for other sites where a direct public benefit has not been identified within the site, depending on the potential to provide alternative community benefits or benefits that exceed those in Council's developer contributions plans.

Fairfield City Council's Voluntary Planning Agreements Policy (2018) outlines the principles, framework and negotiation processes that will be used to enter into VPAs for the Fairfield City Centre.

9.2 Proposed controls to be incorporated into the DCP

Recommended DCP controls are provided in Appendix A. These controls pertain to B2 Local Centre and proposed R4 High Density Residential zoned land.

The existing controls under the Fairfield City Wide DCP currently provides guidance for remaining R3 Medium Density Residential and B5 Business Development zoned land.

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

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

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

APPENDIX A

– DRAFT DCP



DRAFT DCP

This draft DCP applies to all land in the Smithfield Town Centre and surrounding study area.

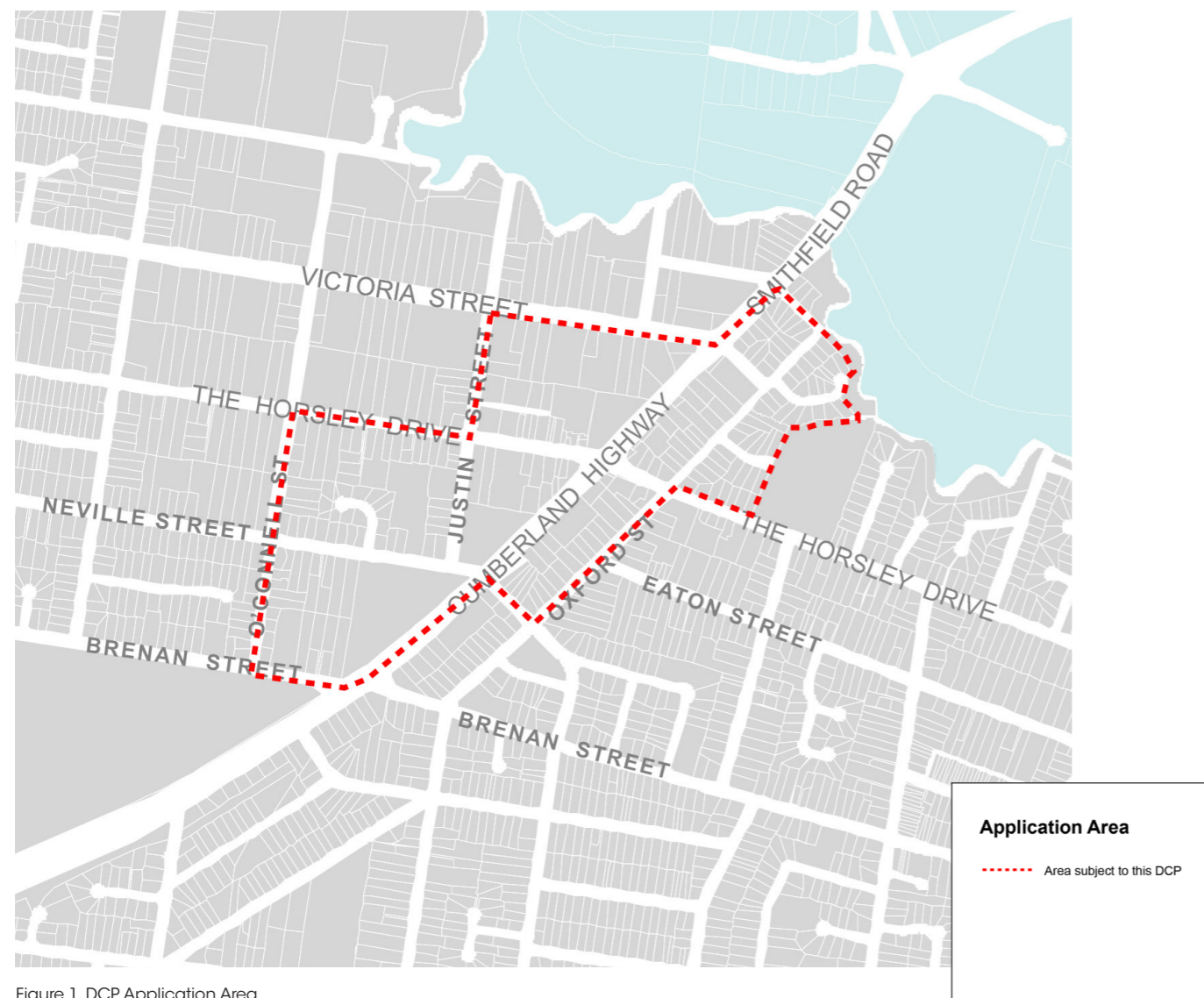


Figure 1. DCP Application Area

A.1 Objectives

The objectives for all development in the Smithfield Town Centre and surrounding area are:

- **To improve the amenity of the Smithfield Town Centre for business, workers, residents and visitors.**
- **To enhance Smithfield Town Centre as a vibrant and pedestrian-oriented place with a diverse range of activities and destinations.**
- **To ensure the compatibility of land uses and minimise land use conflict.**
- **To provide a diverse range of shops and services in the Smithfield Town Centre that cater for a diverse range of needs.**
- **To promote design excellence in all built form and public domain outcomes, which enhance and responds to the local character of Smithfield Town Centre.**
- **To reinforce The Horsley Drive as the principal main street focus and heart of activity for Smithfield Town Centre.**
- **To minimise residential noise exposure from Smithfield Road/ Cumberland Highway, The Horsley Drive and Victoria Street with façades that are attractively designed and allow for passive surveillance of adjacent streets and public realm.**
- **To reduce the barrier effects of the Cumberland Highway by providing destinations of high quality and community value on both sides of the highway.**
- **To facilitate development that transitions in land use between the Smithfield Town Centre and to a human-scaled development towards peripheral areas adjacent to existing medium density residential areas.**
- **To activate and meaningfully address streets and public places with 'fine-grained' and articulated building frontages.**

A.2 Controls

A.2.1 KEY PRINCIPLES

All development in the Smithfield DCP Application Area is to demonstrate how it is consistent with and delivers on the principles and urban framework set out in the Smithfield Town Centre Urban Design Study 20XX. These principles are summarised in Figures 2-5.



Figure 2. Land Use, Vibrancy and Vitality Principles

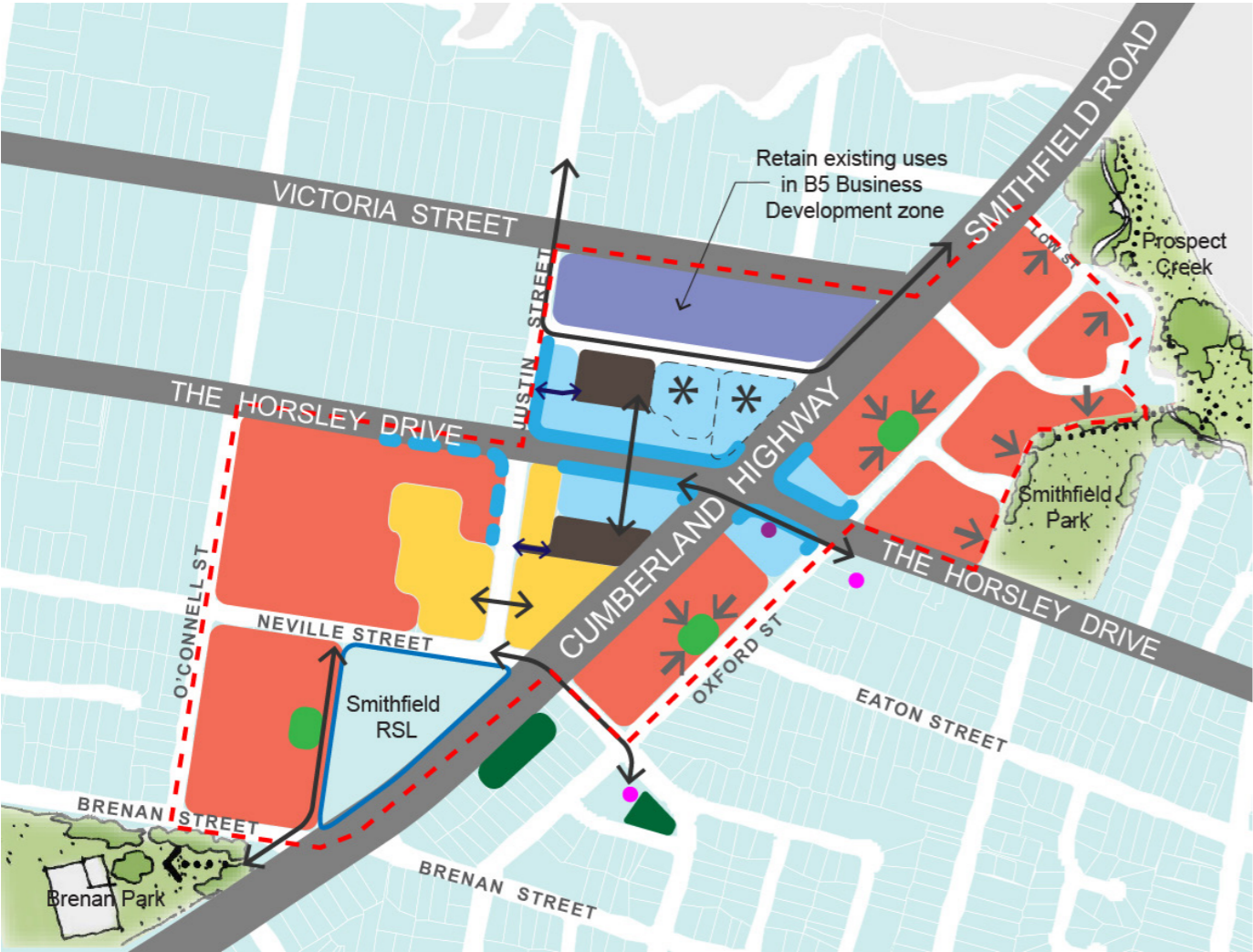
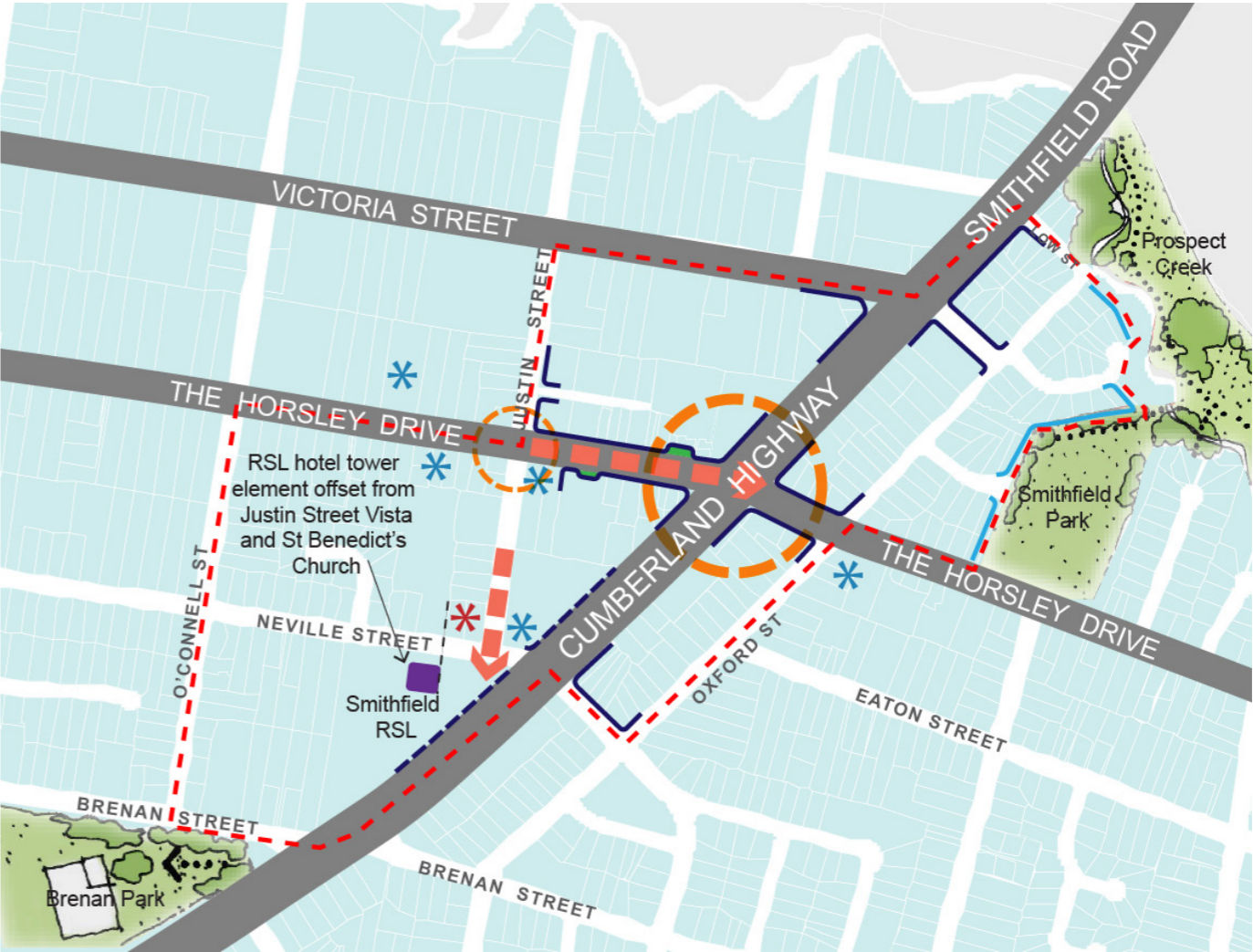


Figure 3. Built Form Principles



Land Use, Vibrancy & Vitality

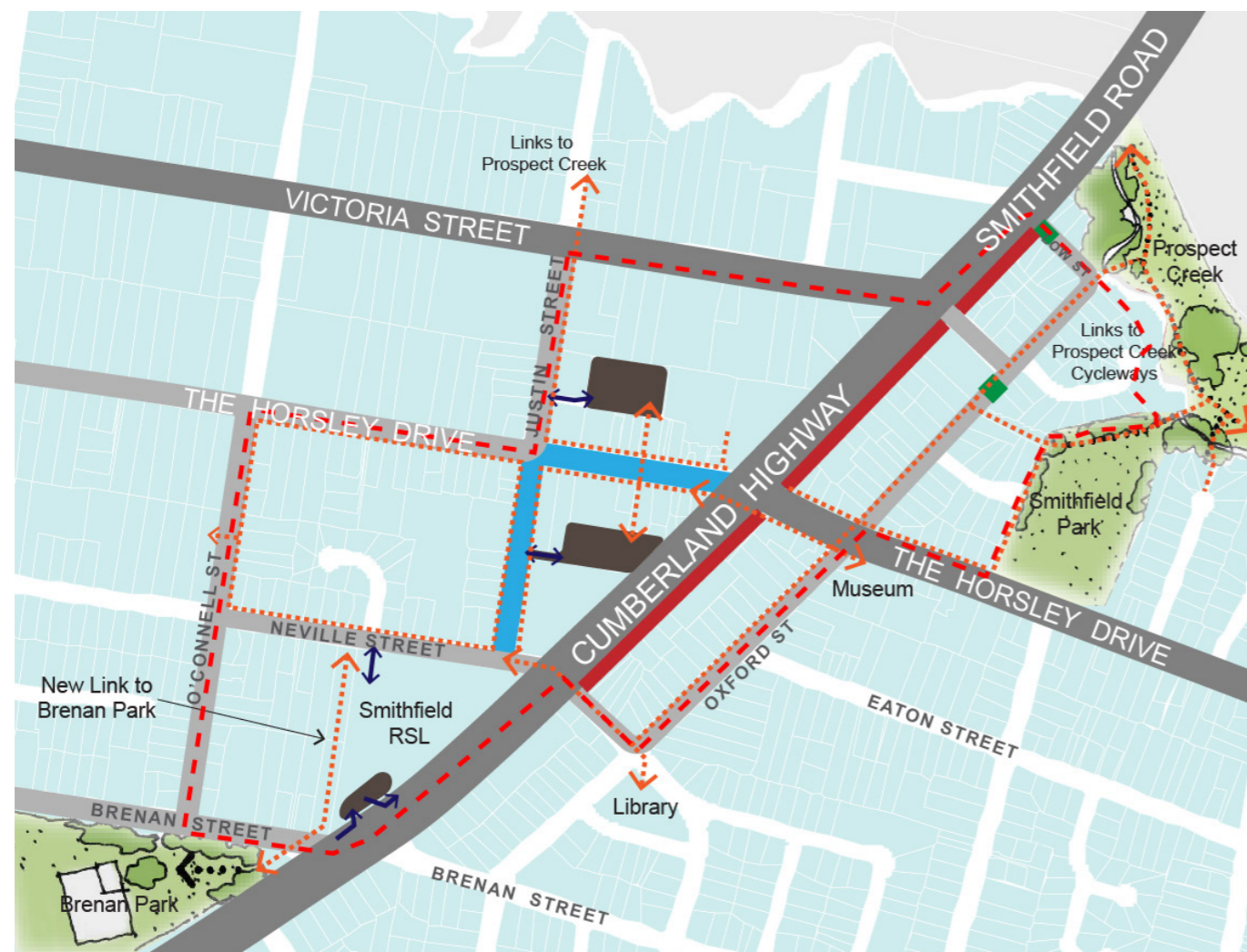
- Study Area
- Existing Major Road
- Reinforce Retail Activity
- Potential Neighbourhood Retail
- Residential Intensification
- Retail/ Commercial Heart
- Education/ Religious uses
- Major Parklands
- Public Open Space - Existing
- Public Open Space - Future
- Light Industrial/ Business
- Car Parking
- * Key Land Use Precinct
- Community uses (existing)
- Community uses (future)
- ↔ Key Link
- ↔ Car Park Access
- Residential Address

Built Form

- Study Area
- Existing Major Road
- Reinforce Urban Edge
- Setback for Urban Space
- Existing Built Edge
- Building Frontage to Address and Overlook Parkland
- Important Vista
- Future RSL Hotel Tower
- Major Parklands
- * Heritage Item
- * Landmark Building (existing)
- Gateway/ Landmark Corner



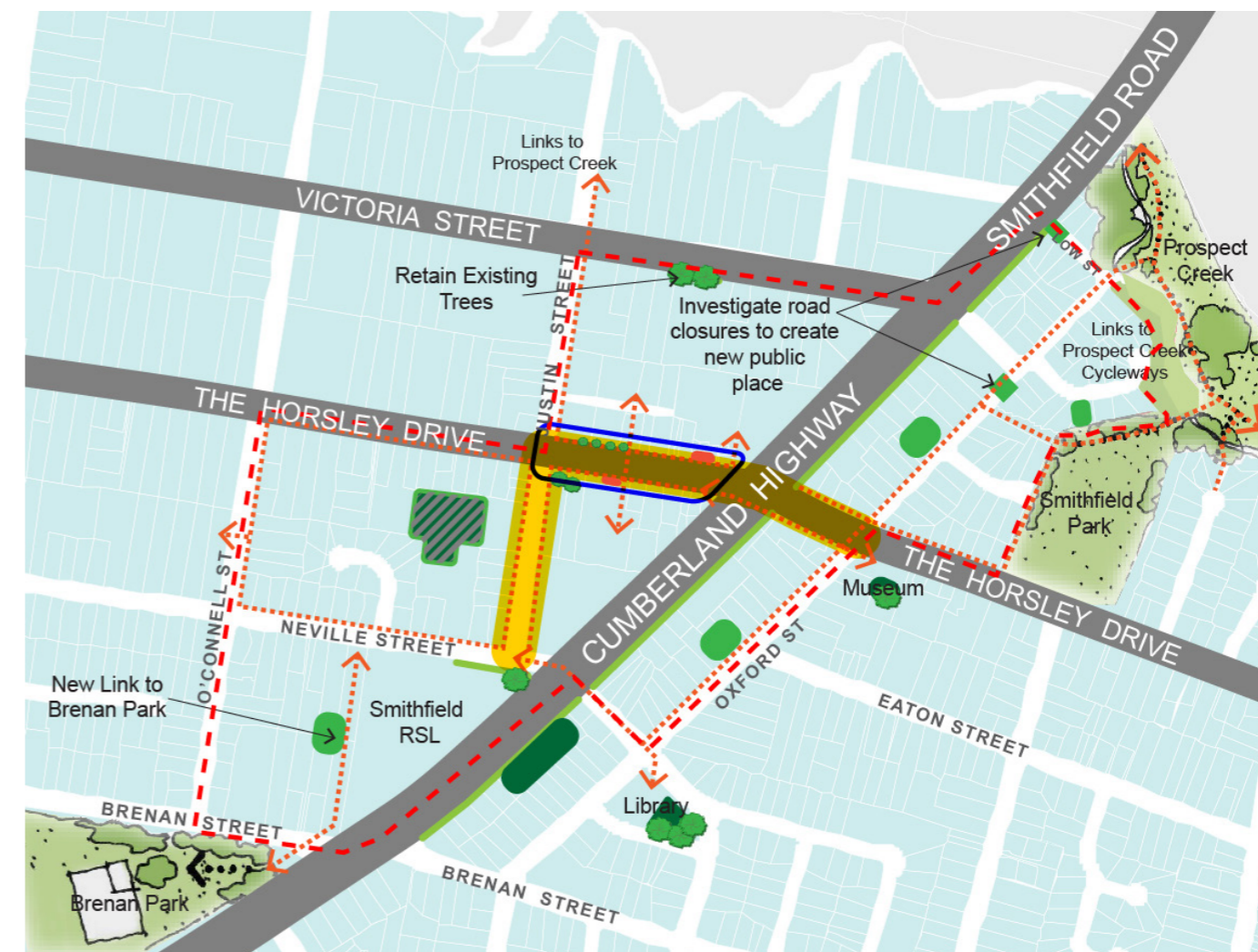
Figure 4. Movement and Access Principles



Movement & Access

- Study Area
 - Existing Major Road
 - Secondary Road
 - Car Parking
 - Street Closure (subject to investigation)
 - Traffic Calming
 - No Vehicle Access
 - Enhance Pedestrian Network
 - ↔ Car Park Access
- Note: Direct access between car parking and Smithfield Road/Cumberland Highway subject to RMS approval*
- Major Parklands

Figure 5. Public Domain, Landscape and Place Principles



Public Domain, Landscape & Place

- Study Area
- Existing Major Road
- Public Open Space - Existing
- Public Open Space - Future
- Major Parklands
- Open Space (School) - Existing
- New Urban Plaza
- Streetscape Improvement Project
- Main Street
- Enhance Pedestrian Network
- New Tree Avenue
- Important Trees



A.2.2 URBAN FRAMEWORK PLAN

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

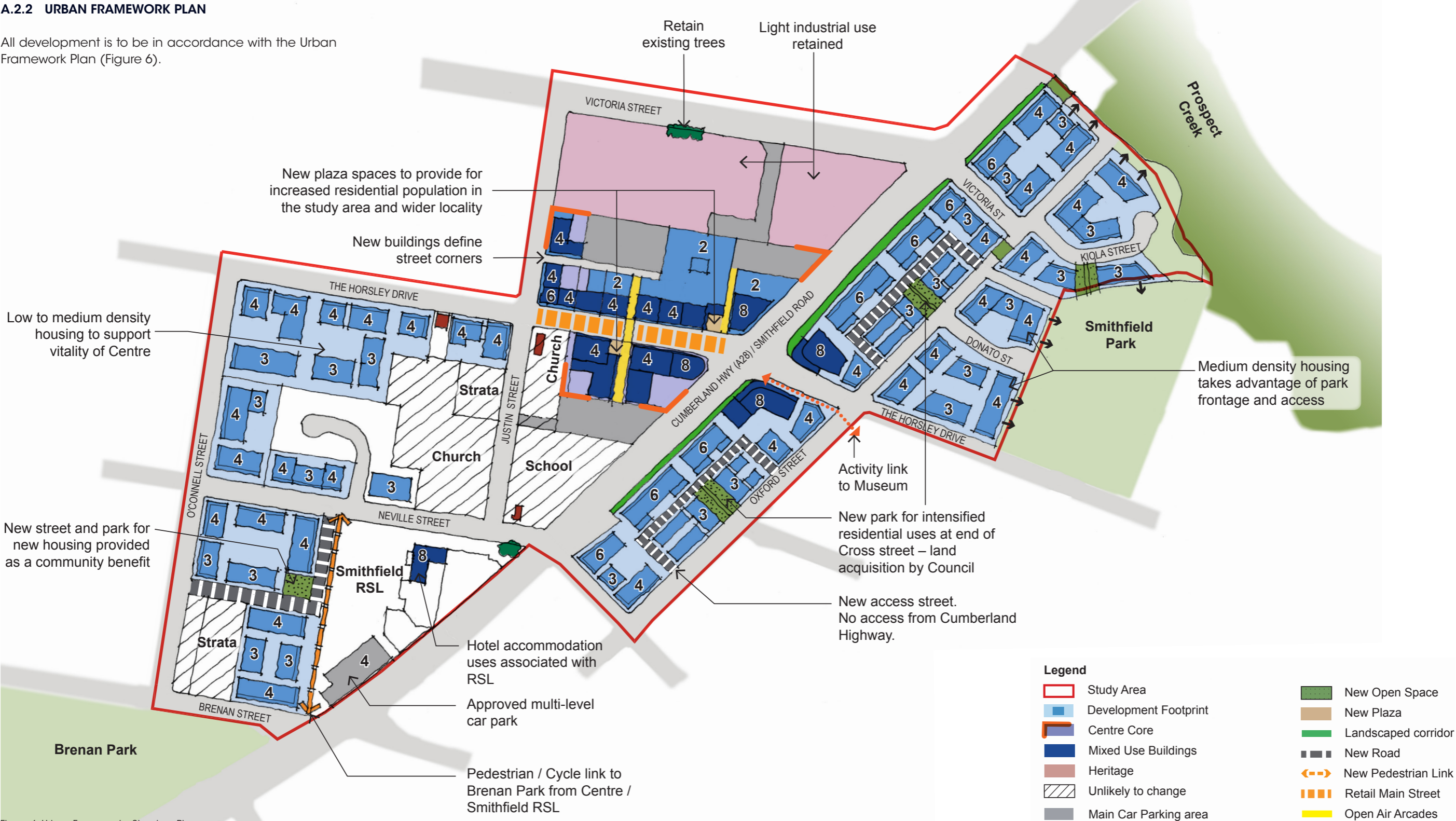


Figure 6. Urban Framework - Structure Plan

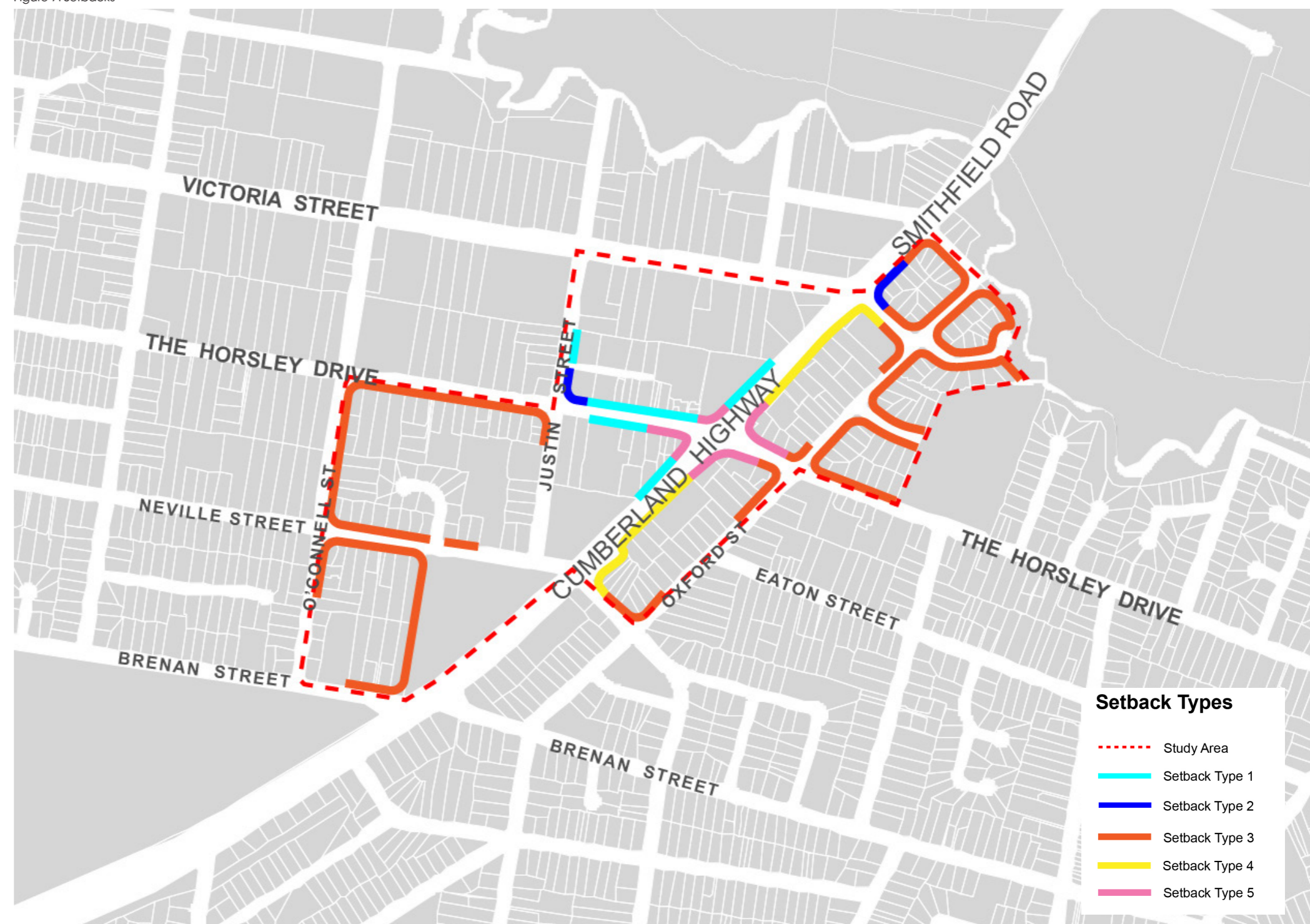


A.2.3 SETBACKS

Setbacks in the Smithfield Study Area are to be in accordance with the Setback Types outlined in Figure X and the corresponding street section in Table X.

Type 4 setbacks may be provided on any street corner in the B2 Local Centre, subject to design excellence.

Figure 7. Setbacks

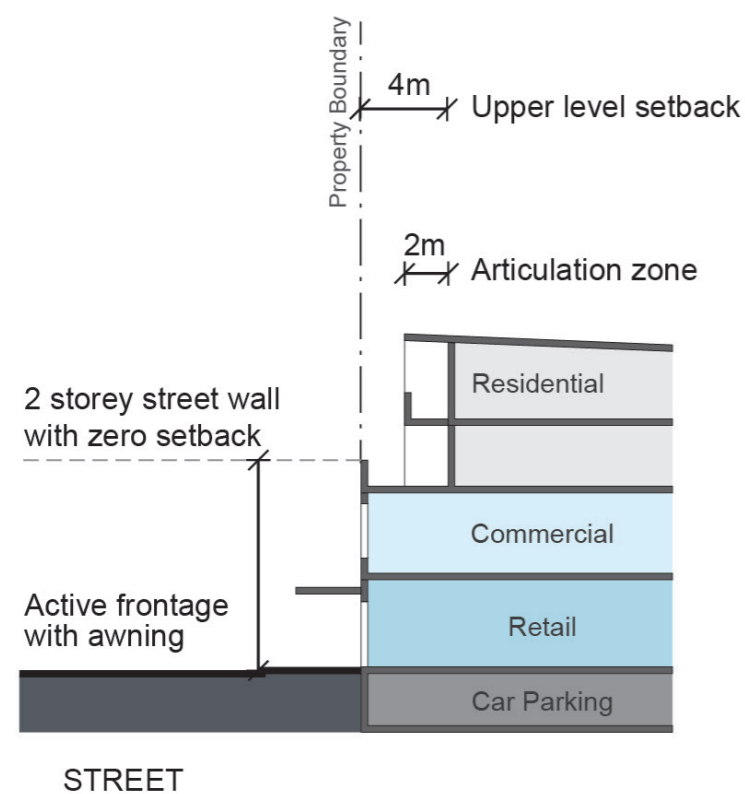




TYPE 1

Shop top housing to 4 storeys

- Nil setback to podium level for maximum 2 storeys.
- Upper levels set back 4m to maintain human scale at the street edge.



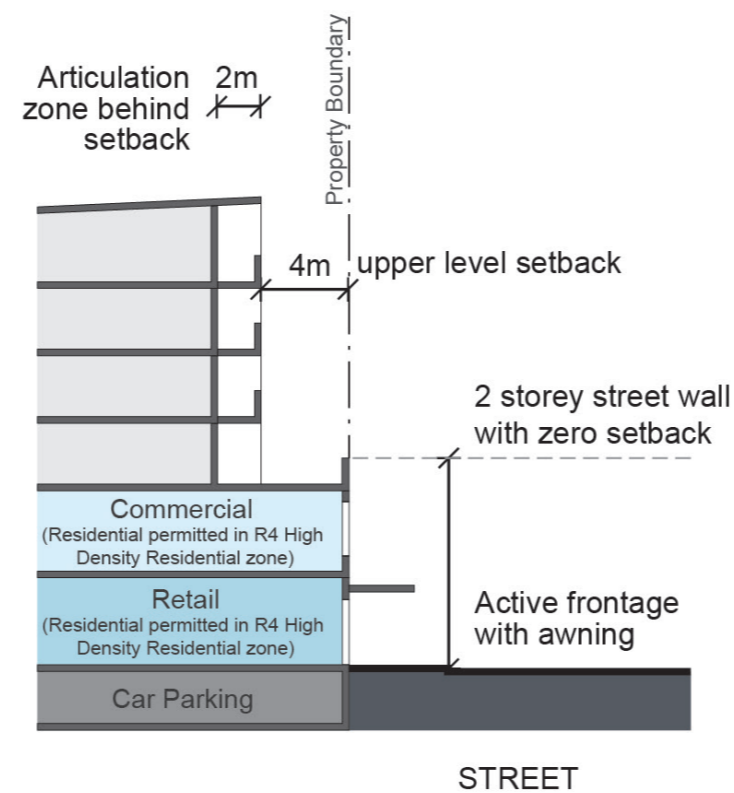
SETBACK TYPE 1

Figure 8. Setback Type 1 - 2 Storey Podium

TYPE 2

Shop top housing 6 storeys

- Nil setback to podium level for maximum 2 storeys.
- Upper levels set back 4m to maintain human scale at the street edge.



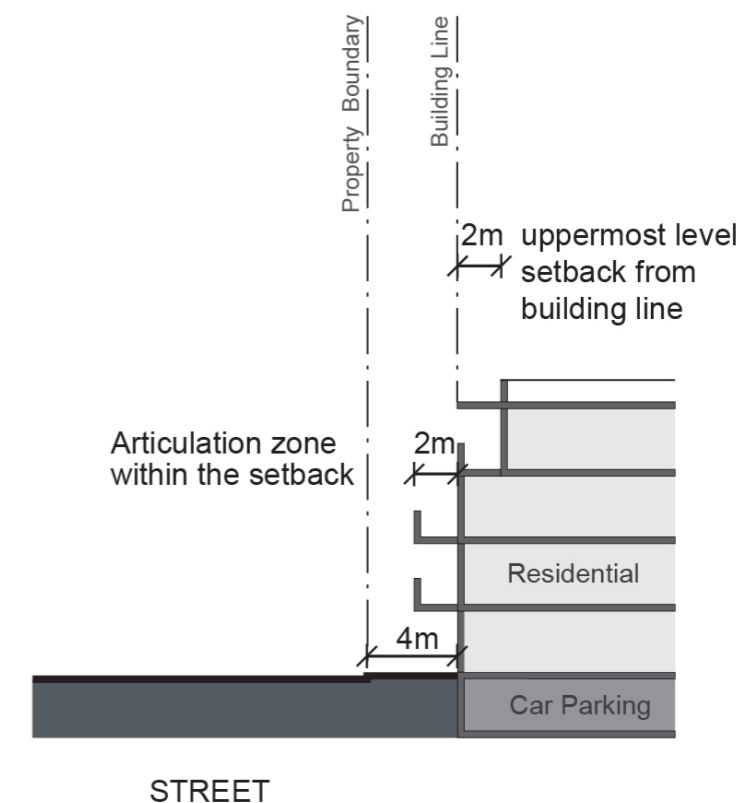
SETBACK TYPE 2

Figure 9. Setback Type 2

TYPE 3

3-4 Storey Residential Flat Buildings

- 4m setback. Uppermost level set back 2m to reduce visual impacts of building bulk.



SETBACK TYPE 3

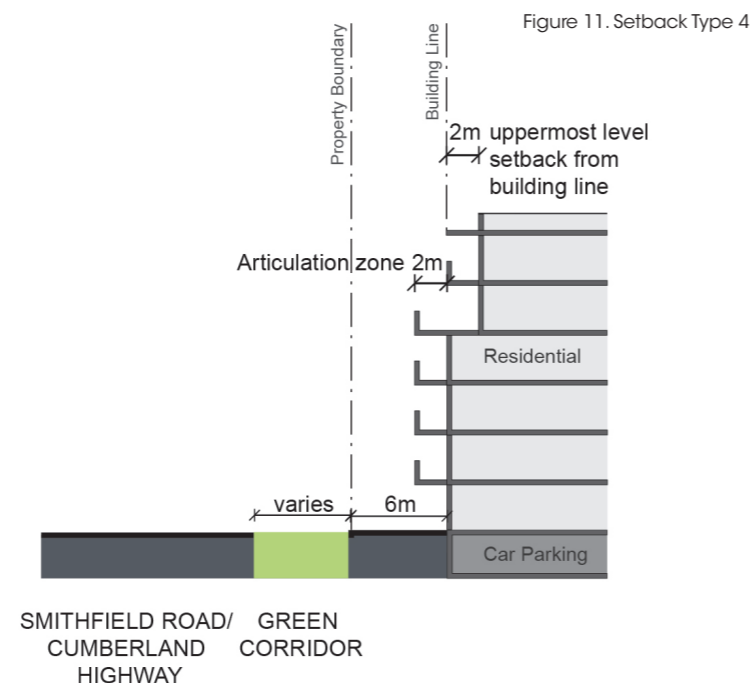
Figure 10. Setback Type 3



TYPE 4

6 Storey Residential Flat Buildings

- 6 metre setback from Smithfield Road, landscaped with native trees and vegetation to buffer residential uses from heavy traffic environment. Uppermost 2 levels set back by 2m to reduce visual impacts of building bulk.

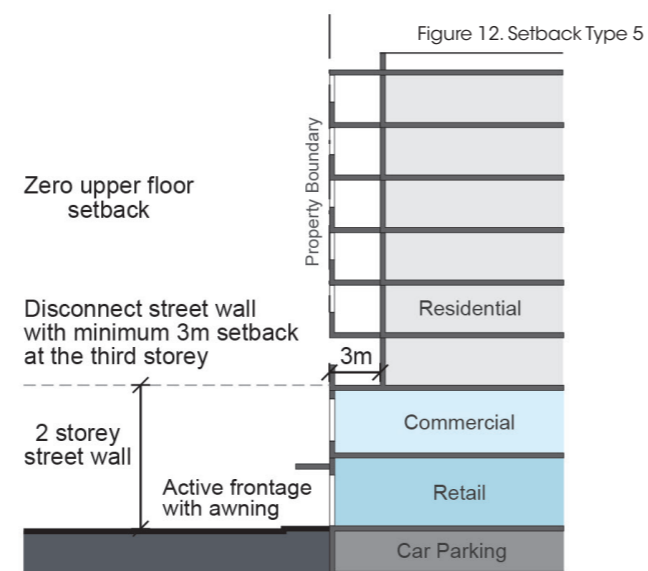


SETBACK TYPE 4

TYPE 5

8 Storey Prominent Corners

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



SETBACK TYPE 5

LOW RISE MEDIUM DENSITY HOUSING

2-3 Storey Terraces, Manor Houses and Dual Occupancy

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





A.2.4 STREETScape AND BUILDING DESIGN

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

A.2.5 PUBLIC DOMAIN AND LANDSCAPING

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

A.2.6 VEHICLE ACCESS AND CAR PARKING

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

sleeved with residential or commercial uses or provided with semi-permeable screening of a high design quality and visually artistic appearance to minimise the visibility of car parking from the street and public realm.

- At grade open-air car parking areas should be landscaped with trees to reduce the impact of hard paving and summer sun.
- Vehicle access is to be designed so as to minimise potential conflict and safety impacts between pedestrians, cyclists and vehicle traffic.

A.2.7 TREATMENT OF ADJOINING LANEWAYS

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

A.2.8 SAFETY AND SECURITY

- All development in the Smithfield Town Centre and wider study area is to be supported by a Crime Prevention Through Environmental Design (CPTED) study to demonstrate how the development incorporates 'Safer by Design' principles of:
 - > Surveillance: Maximise visibility and surveillance of the public environment. When there are 'eyes on the street' or 'natural surveillance' from passers-by, and if public places are overlooked from adjoining buildings, people feel safer and potential offenders feel exposed. Natural surveillance is one of the primary aids for crime prevention. Lighting to external or publicly

accessible places, including car parks, are to be provided with appropriate lighting.

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



