



Fairfield City Council's Vision for Revitalising Villawood Town Centre

Adopted 27 March 2018

Villawood Town Centre Urban Design Study



Document ID: 217:023 Villawood Town Centre Urban Design Study

| Date | Status | Prepared by | Approved by |
|-----------------|----------------------------|----------------|--------------|
| 2 November 2017 | Final Draft for Exhibition | Sonny Embleton | Helen Deegan |
| 18 April 2018 | Adopted by Council * | Sonny Embleton | Helen Deegan |

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* The Villawood Town Centre Urban Design Study was adopted by the Ordinary Meeting of Council on 27 March 2018.



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1. Introduction and Background

1.1 About Villawood Town Centre

The Villawood Town Centre is located upon the traditional lands of the Cabrogal people.

The Villawood Town Centre is a transit oriented centre within the Fairfield Local Government Area (LGA) that served a growing and thriving post WWII working class community housed in public and private housing. The Town Centre is serviced by the Villawood railway station on the T3 Bankstown Line. It is well located adjacent to both train and bus services.

The centre largely consists of consolidated parcels under single ownership. These include land parcels under the ownership of Land and Housing Corporation (LAHC), Railcorp and Aldi.

In the 1990s, the need for renewal and envisioning an alternative future for Villawood was demonstrated by Fairfield City Council through a community and stakeholder charrette process. In the early 2000s a period of renewal occurred, initiated by Fairfield Council in the updating of public spaces and the arrival of an Aldi supermarket.

Despite this investment and the arrival of a significant supermarket anchor, the centre has not benefited from

broader consumer spending. Villawood is currently an under-performing local centre, focused around Villawood Place, and its run down character is reflective of a history of economic decline since the development of alternative comprehensive centres including Bass Hill Plaza and other social changes. Community facilities located on LAHC land are also in need of renewal.

A number of mixed use development proposals have been approved within the centre since 2015. There is potential for significant renewal and a transformation from a centre of decline to a place of opportunity.

1.2 Purpose of this Study

Fairfield City Council (Council) has engaged TPG Town Planning and Urban Design (lead consultant), LFA Pacific (Urban Design) and AECgroup (Market and Economic Feasibility), to prepare an urban design study for Villawood Town Centre.

This Study has been undertaken according to the principles set out in the NSW Government's South west District Plan. In summary, 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. 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 Study has been prepared in response to an identified need by Council to facilitate revitalisation in the Villawood Town Centre and to build upon current market interest in redevelopment of the centre.

The Villawood Town Centre Urban Design Study seeks to:

- reflect an analysis of current strengths, weaknesses, opportunities and threats determined through site visits, literature review, and stakeholder consultation;
- outline a strategic approach to planning and development standards impacting upon built form;
- test development scenarios based on economic feasibility and minimising amenity impacts (e.g. unacceptable overshadowing levels of adjoining development)
- identify road network and public domain improvements in the Town Centre and its immediate surrounding area reflecting existing weaknesses as well as demand generated from future development;

- recommend development standards contained within Fairfield Local Environmental Plan 2013 (FLEP 2013) and development controls within a new Villawood Town Centre Development Control Plan.

This Urban Design Study identifies key urban design, built form and place making actions to improve the vitality and vibrancy of the Villawood Town Centre. This Study and its recommendations seeks to 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. Above all, the Study's recommendations will be the means of catalysing and implementing a broader revitalisation of the Villawood Town Centre.

This Study investigates urban interrelationships across the Villawood Town Centre to identify potential mutual public and private benefits that can be achieved through development within the Town Centre. Specifically, the provision of open space, community facilities and roadways on and through private lands have been identified.

The primary focus of this Study is the existing town centre as defined by the current business (B2 Local Centre) zone and adjacent vacant residential (R4 High



Density Residential) precinct immediately west of the commercial precinct. There is opportunity for this Study to be implemented through:

- a Council initiated Planning Proposal (the investigations and development concepts considered in this Study are to provide inputs into potential amendments to the relevant LEP and DCP controls);
- any future applicant initiated planning proposals; and
- any future placed based initiatives having regard to other regard to other Council priorities and budgetary considerations.

The Study has also taken into account the viability of recommendations. This ensures that what has been suggested by way of urban design outcomes can be realised over time in an economic sense, responding to changing market cycles. Noting that other issues such as traffic, environmental or specific social implications (other than from a place making perspective) have not been included in this analysis.

1.3 Urban Design Study Objectives

To supporting the functionality of the built form and the well being of a growing residential community, Fairfield City Council seeks to:

a) Reimagine development options for the Villawood Town Centre that supports a liveable built form, active street frontage, and growth of the local economy – a centre that is developing and business is thriving and where people feel welcome, safe and proud to call it home.

b) Progressively develop a permeable public domain with pedestrian connections with increased walkability and town centre identity through social, cultural and public art elements – a social, healthy and proud community that “celebrates diversity” because of the quality of public places, spaces and connections.

c) Achieve public domain, pedestrian connections and community infrastructure as part of the community benefit offered in future development – exploring proposed changes to existing land use zoning and development standards where it is clear the community also benefits in creating a desirable Town Centre.

1.4 Stakeholder Engagement

Stakeholders in the Villawood Town Centre were invited to participate in focus group sessions with the project team at Fairfield City Council’s offices on 13 December 2016. The intent of the Stakeholder engagement sessions was to enable stakeholders to express their aspirations for the Villawood Town Centre.

Stakeholders were also invited to submit proposals for their site for the consideration of the project team. The premise of Council’s approach at the early stage of the project was to provide the project team with some local knowledge and a sense of stakeholder aspirations prior to the development of concepts by the project team.

Response by Villawood Town Centre stakeholders to attend this session was minimal, however the Land and Housing Corporation (LAHC), which owns a major opportunity site adjoining the Villawood Town Centre and the owner of the Premier Pianos at the end of the Town Centre were able to provide some meaningful inputs into the process.

Themes emerging from discussions with participants are provided in Table 1. These were considered in the preparation of principles and concepts.

This plan will be publicly exhibited and any feedback taken into consideration by Council in the finalisation of this plan and the preparation of any future planning proposal to amend existing development controls.

Table 1. Summary of themes

| Site | Core themes and key opportunities |
|--|--|
| Land and Housing Corporation Site | <p>LAHC is a major site and stakeholder in Villawood. They wish to be an active contributor to achieving positive outcomes in the Villawood Town Centre.</p> <p>LAHC is considering a substantial development to occur on the site consisting of 30% public and 70% privately owned housing.</p> <p>May potentially consider reconfiguration of Kamira Court and some site boundaries to create a more rational structure and opportunities for open space and new linkages.</p> |
| Gospel Pianos Site | <p>Reconsider scale of development on the site given the site’s potential to transition between Villawood Town Centre and R4 High Density Residential land to the south.</p> <p>Encourage amalgamation of the site with adjacent petrol station to enable more rational approach to development.</p> <p>Potential to create a green link along Howatt Street to connect with Hilwa Park.</p> <p>Potential for the site to be a bookend/ gateway to the Town Centre.</p> |

2. Villawood Town Centre in Context

2.1 Local Context

The Villawood Town Centre consists of the business heart at the eastern side of the study area and the vacant Kamira Court Residential Precinct (owned by Land and Housing Corporation - LAHC), Hilwa Park and Railcorp land immediately land south of the Villawood Railway Station. The study area is bound by Villawood railway station to the north, Woodville Road to the east, existing low density residential development to the south along Hilwa Street and Kamira Avenue to the west.

The Town Centre is well serviced by train and bus services providing access to Fairfield City Centre and other larger service and employment centres such as Liverpool, Parramatta CBD and the Sydney CBD. Bus stops are concentrated on River Avenue to the north of the Railway, Woodville Road and Villawood Place.

Villawood Town Centre is intersected by Villawood Road, Kamira Court, Villawood Place and Howatt Street. Villawood Place provides the primary commercial and retail focus in the centre.

A significant area of the walkable catchment consists of industrial uses, particularly to the north and east of the Villawood Town Centre being Fairfield East and Leightonfield industrial areas. The remainder of the walkable catchment consists of low density residential uses, with a significant portion of this having been identified for increased density to R4 High Density Residential development up to six storeys.

Minimal provision of public open space exists within or in close proximity to the Villawood Town Centre. Hilwa Park is a narrow linear park, some 4,250m² in area, providing a child play area. The park has been renewed under Fairfield Council's Park Improvement Program, inclusive of public art. A neighbourhood park between 3,500m² and 5,000m² in area is required for existing and future residents, especially those living in apartments.



Figure 1. Local Context and Study Area (Source SIX Maps/ TPG)

2.2 District Context

The Villawood Town Centre is located to the east of the Fairfield Local Government Area and is adjacent to the municipal boundary of Canterbury/ Bankstown. The Villawood Town Centre is located approximately 2km east of Fairfield and 10km from both Parramatta (to the north) and Bankstown (to the east). Liverpool is located approximately 6.5km (to the south west) and is the nearest emerging regional centre.

The Villawood Town Centre is located immediately south of the railway line which runs in an east-west direction, providing direct connection between Villawood and Liverpool, Bankstown and Sydney CBD. It also provides connection to Parramatta CBD via Lidcombe. The train corridor includes the Southern Sydney Freight Line.

Villawood Town Centre is accessible to the broader road network via The Horsley Drive (A22) providing access to Fairfield City Centre and further afield via Smithfield Road (A28) to the M4 Motorway.

Henry Lawson Drive provides a direct connection to the M5 Motorway via regional open space, while the Hume Highway connects Villawood with the Sydney CBD and Liverpool.



Figure 2. District Context (Source SIX Maps/ TPG)

3. Current Planning Context

3.1 Statutory Planning Context

3.1.1 Fairfield Local Environmental Plan 2013

Current land use zoning, height of building and floor space ratio mapping is illustrated in Figures 3-5 with a summary of relevant provisions below.

Land use zoning

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

B2 Local Centre: This zone defines the existing commercial core the centre and generally includes properties bound by Kamira Court to the west, properties fronting the north side of Villawood Road, Woodville

Road to east, Howatt Street and Hilwa Park to the south and includes a group of commercial properties at the corner of Howatt Street and Woodville Road north of the existing R3 Medium Density Residential zone.

R4 High Density Residential: this zone includes LAHC land generally bound by Hilwa Park, Kamira Court, Kamira Avenue and Villawood Road and permits development up to six storeys.

SP2 Infrastructure: This zone generally encompasses the large area of Railcorp land along the railway line and adjacent to the railway station. Woodville Road is also zoned SP2 Infrastructure as it is a classified road.

RE1 Public Recreation: This zone applies to Hilwa Park at the south western corner of the town centre. The land surrounding the Town Centre is zoned R3 Medium Density Residential.

Maximum Building Height

A maximum building height of 26 metres applies to the Villawood Town Centre core. A height of 20 metres is currently permissible for the Town Centre fringe. A maximum height of 10 metres applies to a land parcel adjacent to the Villawood train station and the site on the southern corner of Woodville Road and Howatt Street. These building heights are generally consistent with the applicable structure plan which applies to the eastern side of the town centre and commercial core.

Clause 7.8 Villawood—height of buildings restricts maximum building height in the Town Centre to 9m unless specified minimum site area has been achieved. While the clause identified the B2 Local Centre zoned area of the centre in the Villawood Precinct, no minimum site area is stipulated on any land in this precinct and therefore does not trigger the 9m maximum height limit.

Given the proposed increased density of R3 Medium Density Residential land to R4 High Density Residential in adjacent to the Town Centre, the opportunity to consider transitional heights between the Town Centre and surrounding residential frame is a key consideration.

Floor Space Ratio (FSR)

FSR controls only apply to the R4 High Density Residential zoned land in the Villawood Town Centre. A maximum FSR of 2:1 applies for all R4 zoned land in the centre. No FSR limitations apply to B2, SP2 or RE1 zoned land in the centre.

Clause 4.4A of the FLEP 2013 stipulates minimum site frontage for FSR thresholds to be achieved in the R4 High Density Residential Zone. This is only applicable to the large LAHC site, which meets minimum street frontage requirements and as a result, the 2:1 FSR depicted on the FSR map is permitted.



Figure 3. LZN map (source NSW Legislation)

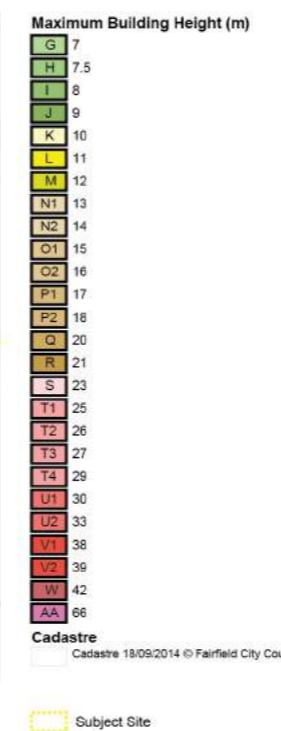
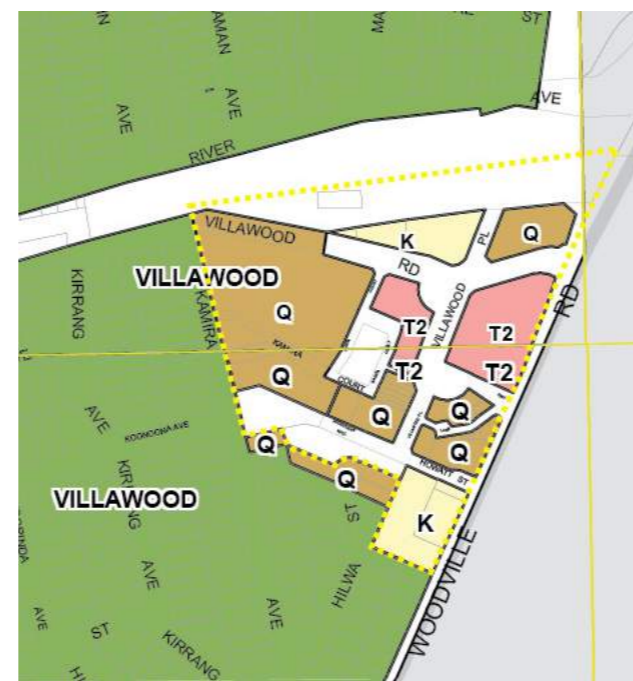


Figure 4. HOB map (source NSW Legislation)



Figure 5. FSR map (source NSW Legislation)

Design Excellence

No specific provisions currently exist under the FLEP 2013 to promote design excellence. Promoting design excellence in the Villawood Town Centre is therefore limited to relevant State Environmental Planning Policies (SEPPs), provisions under the Fairfield City Wide Development Control Plan 2013 and the Stage 1 Villawood Town Centre Structure Plan (2008).

3.1.2 Surrounding Planning Context – Proposed Amendments to FLEP 2013

The centre is generally surrounded by R3 Medium Density Residential zoned land, with a maximum building height of 9 metres and FSR of 0.45:1.

Residential Development Strategy - Rezoning

A Council initiated planning proposal for rezoning of some precincts adjacent to the Villawood Town Centre has been approved at the Gateway and awaiting implementation. This proposal includes:

- land use rezoning from R3 Medium Density Residential to R4 High Density Residential;
- increased building height from 9 metres (two storeys) to 20 metres (six storeys); and
- increased FSR from 0.45:1 to 2:1 depending upon lot dimensions.

The above proposal pertains mainly to residential lands west of the Villawood Town Centre. In February 2016, the Gateway determined that proposal should proceed to exhibition. This Study will take into consideration the impacts of this proposal on the surrounding context of the Villawood Town Centre noting its implementation was pending at the time of preparing this Study.

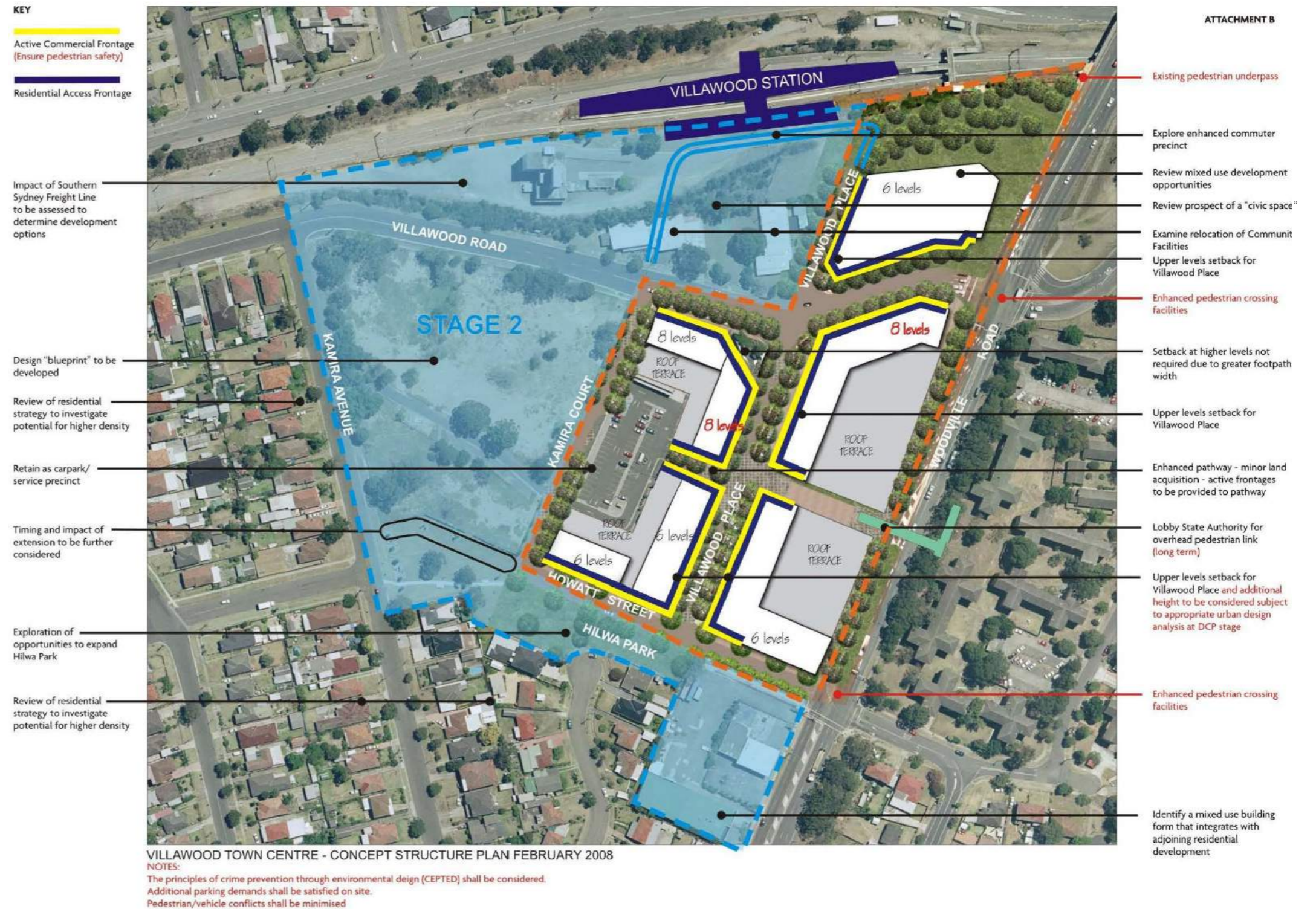


Figure 6. Stage 1 Villawood Town Centre Concept Structure Plan (2008)

3.1.3 Fairfield City Wide Development Control Plan 2013

The Fairfield City Wide DCP generally applies to all land in the Fairfield LGA with the exception of the Western Sydney Employment Area, Western Sydney Parklands and those areas subject to an alternative DCP. The Villawood Town Centre is subject to this DCP.

The DCP provides guidance for residential flat buildings and development in commercial centres.

It is important to note that the DCP reiterates FSR limits based on minimum site area as provided for under Clause 4.4A of the FLEP 2013.

3.1.4 Villawood Town Centre Structure Concept Plan (2008)

The Villawood Town Centre Concept Structure Plan (2008) is a key guiding plan for the Villawood Town Centre. It is applicable only to a portion of the study area. The Structure Plan excludes lands adjacent to the railway station, the large tract of LAHC land to the east of the centre, Hilwa Park and the Gospel Pianos and petrol station sites on Woodville Road, south of Hilwa Street. Refer Figure 6.

The Structure Plan outlines the broad principles of the Town Centre to:

- utilise Villawood Place as the central organising commercial spine;
- identify opportunities of new links to be established including the extension of Howatt Street to Kamira

Avenue and the potential for a pedestrian overpass over Woodville Road;

- ensure the setback of upper levels along Villawood Place;
- consider additional height with appropriate urban design;
- explore opportunities to expand Hilwa Park; and
- assess the impact of the (now constructed) Southern Sydney Freight line.

Since the adoption of the Structure Plan, there has been a significant shift in expectation at all levels of government for effective urban consolidation, particularly in locations adjacent to railway stations and transport nodes.

A key limitation of the Structure Plan is that it only provides guidance for a portion of the centre. Given the significance of the large parcel of LAHC land to the west of Kamira Court, in relation to the Villawood Place main street spine, whole of town centre guidance is essential to achieving coordinated outcomes in the Villawood Town Centre.

The Structure Plan is also limited in that it is not bound by existing land tenure and makes assumptions of land consolidation of both public and privately owned land throughout the precinct. This is highly complex to implement and unlikely to occur in the short to medium without major intervention or minimum lot size controls.

This Study seeks to build upon the core principles of the Structure Plan to establish a whole of centre planning framework for the Villawood Town Centre.

3.2 Strategic Planning Context

This Study has been developed taking into account key State and local planning strategies.

This Study builds upon Council's evolving strategic vision and actions to reinforce its aim of enhancing Villawood Town Centre's economic vitality and vibrancy.

3.2.1 A Plan for Growing Sydney

The relevant metropolitan strategy relating to this locality is *A Plan for Growing Sydney* released by the NSW Department of Planning and Environment in December 2014. The Plan identifies growth projections from a whole of Sydney perspective and specifically identifies Western Sydney as a key to Sydney's success.

The strategy seeks to achieve the following outcomes for Sydney:

- Goal 1: A competitive economy with world-class services and transport.
- Goal 2: A city of housing choice, with homes that meet our needs and lifestyles.
- Goal 3: A great place to live with communities that are strong, healthy and well connected.
- Goal 4: A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources.

The Plan identifies the Villawood Town Centre as being located in the South West Subregion, which is the subject of the Draft South West District Plan.

This Study aligns with the vision, directions and outcomes of *A Plan for Growing Sydney*, in particular:

Direction 1.4: Transform the productivity of Western Sydney through growth and investment

The Plan notes the considerable role of Western Sydney in ensuring Sydney's long term prosperity. Fairfield LGA and Villawood Town Centre each play a role in ensuring access to employment, housing choice and amenities. This Study provides opportunity to further invest and growth in Villawood.

Direction 2.1: Accelerate housing supply across Sydney

This Study identifies and promotes new opportunities for increased housing choice and options in the Villawood Town Centre. This Study aims to facilitate urban renewal in a locality serviced by public transport routes and with access to a range of local employment opportunities and amenities.

Direction 3.1: Revitalise existing suburbs

A Plan for Growing Sydney recognises the social and economic benefits associated with focusing new housing within Sydney's established suburbs. This Study encourages renewal and revitalisation of the existing Villawood Town Centre to create new opportunities and greater amenity for the Villawood and wider community.

Direction 3.2: Create a network of interlinked, multipurpose open and green spaces across Sydney

A Plan for Growing Sydney aims to improve the quality of green spaces and create an interconnected network of open spaces and parks. A more strategic approach to identifying and connecting open spaces will support the development of a city-wide 'Green Grid'. Open spaces will promote a healthier urban environment, improve community access to recreation and exercise, encourage social interaction, support active transport connections to centres and public transport, and improve the city's environmental resilience.

Direction 3.3: Create healthy built environments

The built environment can encourage healthy communities by creating mixed-use centres that provide a convenient focus for daily activities. Creating attractive public spaces and improving the quality of the public domain through better design, including landscaping, lighting and traffic calming measures in high pedestrian areas.

3.2.2 Draft South West District Plan

The draft South West District Plan was developed by the Greater Sydney Commission. The Plan outlines a vision for Greater Sydney's South West District, which includes the Fairfield City Council local government area. It has been developed to facilitate greater liveability, improve employment opportunities and to create housing choices and access to amenities that respond to the needs of a changing and growing population.

The District Plan does not specifically reference Villawood Town Centre, however the centre is complementary to Fairfield City Centre, which is identified as a District Centre. The Fairfield City Centre is expected to provide jobs growth from an estimated 5,400 jobs in 2016 to some 10,000 jobs by 2036. It is anticipated that the Fairfield LGA will experience population growth of 20,450, representing 12.5% growth to 2036.

To accommodate that growth, the Plan establishes a housing target of 3,050 new dwellings in the Fairfield LGA between 2016 and 2021. The District Plan acknowledges the draft Fairfield Residential Development Strategy (2009) as instrumental in creating housing capacity in the Fairfield LGA.

This Study for Villawood Town Centre aligns with the key priorities and actions outlined by the District Plan, in particular:

3.3 Integrating land use and transport planning to drive economic activity

The District Plan notes the role of infill development and urban renewal is ongoing in the Fairfield LGA. This Study seeks to increase housing opportunities and diversity in the Villawood Town Centre to assist Fairfield City Council in meeting its dwelling targets. The proposed increase in residential densities is anticipated to boost economic activity within the centre.

3.7.1 Facilitate local employment in land release and urban renewal areas

The District Plan notes the importance of supporting urban renewal to provide new housing and local employment. This Study encourages the establishment of new shop top housing opportunities in the Villawood Town Centre.

4.4.5 Support social housing

Just under 18,500 South West District households receive social housing – this represents 5% of all District households. There are clusters of social housing in the Campbelltown area, Macquarie Fields, Bonnyrigg, Currans Hill, Liverpool and Fairfield. There is considerable demand for social housing and this is expected to increase. This Study will assist in creating opportunities associated with the large area of LAHC land in the western precinct of the Villawood Town Centre.

4.6.2 Plan for safe and healthy places

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 that can support people to walk or cycle rather than drive. Walkable, well-lit places and paths can provide a sense of safety for women, young children and older people, all of whom are often the first to sense that a neighbourhood is not safe – especially after dark.

Healthy built environments, preventing physical and mental health problems, is achieved through the provision of functional well connected streets and public spaces, in neighbourhoods that fulfil the services and social needs of residents. Building on Action 3.3.1 of *A Plan for Growing Sydney* guidelines for the planning, design and development of a safe and healthy built environment can potentially be more effective if they are incorporated into broader considerations outlined in the Liveability Framework and the Draft Policy on Urban Design and Architecture.

4.7.2 Support the creative arts and culture

The public domain is an important place for cultural exchange through public art, cultural programs and

festivals. Neighbourhood street fairs, festivals, fêtes, indoor and outdoor exhibitions, workshops and community markets provide important opportunities for people of all ages and walks of life to experience and participate in arts and culture. In the District arts and culture promote local identity and provide for the needs of different groups in the community. Nurturing a culture of art in every day local spaces through design led planning can facilitate community cohesion and important liveability outcomes. Arts and cultural policy, investment and actions should be well integrated into urban development. This can be achieved through planning proposals for urban renewal areas.

3.2.3 Better Placed

The NSW Government Architect's policy, "Better Placed" (May 2017), outlines principles, objects and directions for creating well-designed built environments. This policy establishes a baseline of what is expected to achieve good design, across all projects in NSW. Good design creates useable, user-friendly, enjoyable and attractive places and spaces, which continue to provide value and benefits to people, the place and the natural environment over extended periods. Good design brings benefits socially, environmentally and economically, and builds on these benefits over time – continually adding value.

Better Placed outlines seven key considerations to ensure that the state's cities, towns, public spaces, landscapes and buildings are well designed. These include context; sustainability; inclusiveness, safety and liveability; functionality; "value adding"; and attractiveness.

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

3.2.4 Draft Fairfield Residential Development Strategy 2009 – Study Area 6 Villawood

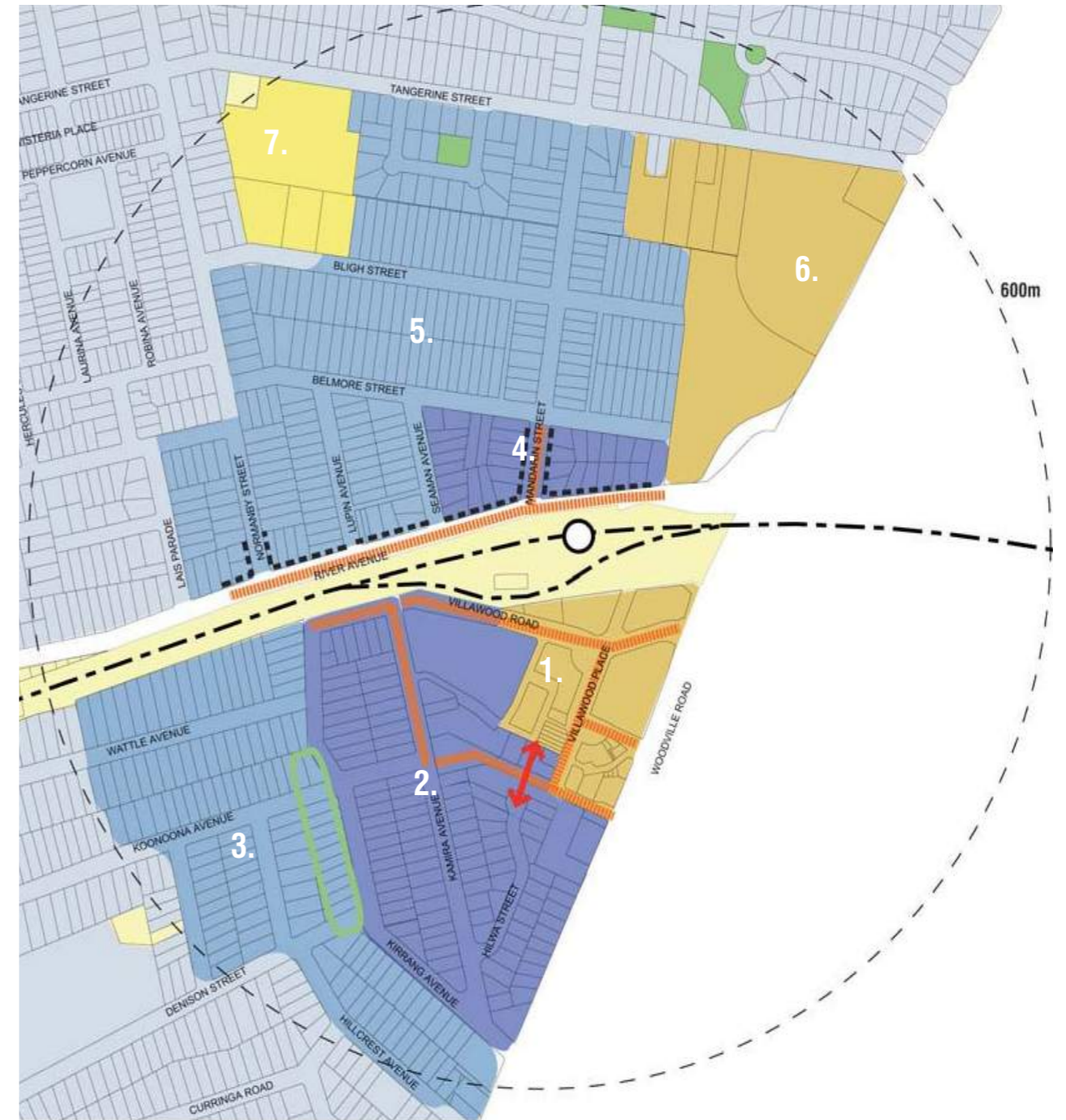
The Fairfield Residential Development Strategy (RDS) 2009 provides the framework to accommodate a dwellings target of 24,000 in the Fairfield LGA dwelling by 2031. The study recommends the following for Villawood:

- Prioritise development of medium density dwellings.
- Ensure affordable housing integrates with other housing stock and provide mixed income developments.
- Ensure integration of existing retail area with Department of Housing proposal. Upgrade public domain and enhance pedestrian environment.
- Provision of services to be reviewed in-line with increases in density.
- Improve the amenity, access and safety around railway station and the frequency of services.
- Provide additional open space to support new developments and increases in density.
- Provide a community hub and facilities located or adjacent to commercial core.
- Provide a public meeting space within commercial core and improved access, amenity and safety around railway line.
- Ensure future dwellings are constructed to the standards of SEPP 65 and are accessible.

The following structure planning principles were reflected in the RDS (refer Figure 7):

- Department of Housing land with master plan for high density residential towers. This will be developed in the short term.
- Extend high density area within walking distance of commercial core and railway station, in the medium term.
- Provide medium density housing on periphery of walkable catchment in the short term.
- Opportunity to improve north-south linkages across railway line. If station access and linkages provided, could provide high densities in the medium term.
- Depending on increased access through railway station, opportunity to increase to medium density in the medium term.
- Light industrial and bulky goods precinct. Need to manage interface amenity issue.
- Activation and public domain improvements should increase safety and security in the precinct. Upgrades are required in the short term.

This Study has taken into account the above structure planning principles in developing a future vision for the Villawood Town Centre.



2031 VISION
KEY

- | | | | |
|--|----------------------------|--|----------------------------|
| | EMPLOYMENT USES | | LINKAGES |
| | LOW DENSITY RESIDENTIAL | | FRONTAGES |
| | MEDIUM DENSITY RESIDENTIAL | | PEDESTRIAN DOMAIN UPGRADES |
| | HIGH DENSITY RESIDENTIAL | | TRAIN STATION |
| | SPECIAL USES | | |
| | OPEN SPACE | | |

0m 100m 200m

Figure 7. Fairfield Residential Development 2009 Structure Plan for Villawood (source Fairfield City Council)

4. Current Situation

This section provides an analysis of the current situation in the Villawood Town Centre and outlines key challenges that will need to be addressed in order to enhance the vitality and vibrancy of the town centre.

4.1 Present Condition

The Villawood Town Centre is presently run-down and lacking in vibrancy and vitality associated with evidence of people coming to a town centre with purpose and for pleasure.

There is minimal relationship between the public and private realm: people are not staying to enjoy outdoor spaces after attending to their shopping. Streetscapes are harsh and uninviting: it has a poor visual character evidenced by instances of graffiti and neglect.

Despite the presence of the supermarket retail anchor Aldi, business activity in the centre is minimal with many shop fronts either boarded up in preparation of redevelopment or closed with roller shutters.

The Villawood Town Centre is currently on the cusp of transition. A number of key sites have been identified for redevelopment in the short term, with development consents either in place or under assessment.

4.2 Town Centre Structure

The Villawood railway station provides a key focus for the Centre's structure. It aligns with the Villawood Place 'main street' spine, which is characterised by existing street tree planting and distinctive curved shapes in the subdivision pattern, forming small plaza spaces along this spine. Despite the street characteristics creating a unique sense of place, the potential plaza spaces lack an inviting character to attract people and local business investment: the "place making offer" of Villawood Town Centre.

The railway station is presently disconnected from the primary retail area by a large tract of vacant land and underutilised government owned land immediately south of the station as well as the wide expanse of the Villawood Road and Villawood Place intersection. Despite there being a safe crossing point across Villawood Road near Villawood Place, it is generally unattractive for pedestrians. Disconnection is exacerbated by the location of the existing railway station access bridge, which is significantly offset from the Villawood Place alignment.

The heavily trafficked Woodville Road defines the eastern extent of the centre. Opportunities for safe pedestrian crossing between retail areas and residential areas east of Woodville Road are limited to the southern side of key intersections with Howatt Street and Villawood Road. A pedestrian bridge crossing between these two intersections has previously been proposed and supported by Council, however this has yet to eventuate.

A Council owned car park consisting of 59 car parking spaces is located at rear of buildings to the west of Villawood Place. It is situated adjacent to a large vacant parcel of LAHC land on Kamira Court, which formerly contained 1960s three storey walk-up public housing. This site is bisected by the east-west aligned portion of Kamira Court, which connects through to Kamira Avenue and western residential areas identified for future high density residential development up to 6 storeys. This site is grassed and fenced off. Due to the site being well maintained, a positive open space experience has been in place for a number of years despite it being inaccessible.

Hilwa Park is immediately to the south of Kamira Place and, in conjunction with Howatt Street, generally defines the southern extent of the Centre. It is an east-west linear public park linking the shops and Howatt Street to Koonoona Avenue and the adjacent single and two storey dwellings to the south. Back fences form



Figure 8. Site Analysis (source LFA)

a southern boundary to the park that creates a space lacking sufficient surveillance to promote a sense of safety for users.

Further to the west and to the south of the Town Centre is single family detached housing, while to the east of Woodville Road there is a large older post WWII style social housing estate with brick walk up flats, townhouses and detached housing located within the City of Canterbury-Bankstown.

4.3 Built form

The Villawood Town Centre consists of one and two storey development with the following predominant building types:

- traditional main street buildings with minimal setbacks and retail frontages directly accessible from the street, generally located on the western site of Villawood Place; and
- single storey commercial buildings with large setbacks to accommodate car parking adjacent to the street edge (e.g. KFC, BWS, Aldi Supermarket).

The limited potential for these building types to interrelate contributes to a fragmented feel to the centre. The role of traditional main street typologies will be reinforced by the introduction of new mixed use buildings in the short to medium term as planned shop top housing developments are realised.

4.4 Current Development Proposals/ Approvals

Proposals for the Centre generally consists of 6-8 storey shop top housing developments designed to address key streets and public places with ground floor retail and commercial uses.

At present, the sites identified for redevelopment are fenced, undergoing demolition phase or buildings awaiting redevelopment. This significantly contributes to the poor overall quality of the Town Centre. When constructed, these developments will significantly alter the character of the Town Centre and take the first steps towards its revitalisation.

There are three development applications/ approvals for shop top housing developments within the Villawood Cown Centre, providing for some 242 units. These are outlined as follows:

| Address | Proposal |
|--|---|
| 47 and 53 Pedestrian Mall (47 Villawood Place) | Six (6) storey shop top housing with retail/commercial to ground floor and five levels above containing 45 apartments. VPA is in place for an extension of Howatt Street to link to the existing car park. |
| 882-890 Woodville Road, Howatt Street, Cheryl Lane | Six (6) storey shop top housing with retail/commercial to ground floor and five levels above containing 80 apartments. |
| 1 Villawood Place | 8-9 storey shop top housing with retail/commercial to ground floor and 7 levels of 119 apartments above. Development currently being marketed on site. Existing buildings have been demolished and the early stages of construction have commenced. |

4.5 Place Making and Public Realm

The existing place making characteristics of the Villawood Town Centre are defined by Hilwa Park at the south west corner of the centre as well as existing variations to street setbacks at various points along Villawood Place. These setbacks define existing plaza spaces at key corners and a wide pedestrian spine opposite the Aldi supermarket. A small family oriented park with children's play equipment is located on Villawood Road adjacent to the disused community facility.

Whilst none of these spaces have been landscaped to their fullest place making potential, they provide some degree of civic character and some opportunities for public gathering. There is potential to further define the individual roles of these spaces to form a broader, interconnected place making experience within the Villawood town centre.

There are known safety issues for areas around the railway station, particularly at night. This is largely attributed to lack of activity and passive surveillance in the area. The centre does not presently support significant levels of vibrancy or pedestrian activity at any time of the day or night.



Proposed Maple Village development 1 Villawood Place
(source <http://www.grandviewco.com.au/maplevillage>)



Proposed development at 882-890 Woodville Road
(source <http://www.888villawood.com.au/>)



Proposed development at 47 and 53 Pedestrian Mall
(source http://mingtian.com.au/ad_project/halo-villawood)



Uninviting narrow laneway connection between Villawood Place, the public carpark and Kamira Place site.



Sites awaiting development are fenced and inactive.



Howatt Street / Hilwa Park. Shows redevelopment site and existing shops with shuttered frontages.



Vast expanse of bitumen is a barrier between the train station and the retail areas of the centre.



Proposed new main street developments will enhance the character of the centre.



Development site on Villawood Place as seen from the Council car park at the rear (now demolished).



Kamira Place site park-like character. Previous social housing blocks have been demolished and site remains fenced and vacant.



Building setbacks create a series of small plaza spaces along Villawood Place.



Shuttered shop fronts contribute to an unwelcoming town centre feel.



Villawood Place main street has a fine grain but lacks pedestrian foot traffic.

5. Opportunities, Constraints and Issues

As demonstrated within the opportunities and constraints diagram in Figure 9, there are a number of opportunities that could be built upon to achieve the objectives identified in Section 1.3.

5.1 Opportunities

The key opportunities for Villawood Town Centre include the following:

Accessibility/connectivity

- Potential to enhance east west connectivity through the Centre via Villawood Place and access from the west by establishing a new pedestrian overpass bridge. This link has potential to connect residential areas east of Woodville Road to Kamira Avenue via Villawood Place and Council owned car park to the west of Villawood Place.
- Potential to provide a more legible road structure by realigning Kamira Court road way to connect Howatt Street with Kamira Avenue and Koonoona Avenue. This should allow for a more rational layout for new residential development on the LAHC site.
- Potential for general improvements to all streets to provide improved pedestrian amenity throughout the centre.
- Allow two-way traffic in the southern sector of Villawood Place to improve legibility and convenience. Slow traffic treatments should be provided for pedestrian amenity and safety
- Additional railway access bridge and pedestrian crossing to directly connect and align with Villawood

Place. The potential also exists for a second crossing to the west to improve north south connectivity into proposed R4 High Density Residential areas north of the railway line in Fairfield East.

- Potential to formalise linkages between the Kamira Place site and Villawood Place via the car park. Improvements to the car park to include a defined pedestrian crosslink to the open arcade and landscaping with trees to improve shading. Potential for quality landscaping to enable dual use of car park as a place for local events such as occasional markets or community fairs.
- Rationalising the Villawood Place and Villawood Road intersection to optimise the width of the carriageway and reduce crossing distances to improve connectivity to the railway station and enhance pedestrian amenity and safety.

Housing renewal and diversity

- The large LAHC opportunity site offers significant potential for public sector medium to high density renewal projects and potential to establish new public open space opportunities. The Kamira Place site has the potential to provide a stimulus to the Villawood Town Centre and overcome its current isolation from surrounding residential areas.
- The proposed rezoning of low density single detached housing areas to the west, south (Villawood) and north (Fairfield East) in conjunction with new shop top housing developments in the Centre itself will build upon the existing the residential catchment to improve viability for retail activities in the centre.



Figure 9. Constraints and Opportunities (source LFA)

Civic and open spaces

- Increased open space provision and improved visibility and safety for Hilwa Park. Potential to establish a green link between Hilwa Park and Woodville Road. Replacement, relocation or improvement of the existing public toilet facilities.
- Opportunity to rationalise and expand the southern boundary to Hilwa Park and integrate with rezoned land for high density apartment style housing to create an enhanced green link and define the southern extent of the Centre.
- Improved streetscape and tree planting to Villawood Place and the enhancement of existing plaza spaces with improved street furniture, paving treatments and traffic calming measures to enhance pedestrian amenity in the Centre.

Community facilities

- The potential relocation of existing community facilities on Villawood Road and redevelopment of the site for more intensive mixed use purposes. Potential new location for community facilities may be integrated within the LAHC Kamira Place site as a part of a potential future public housing project.

5.2 Constraints

- Noise / pollution from heavy vehicle traffic on Woodville Road affects building design and street use / activity to new development.
- Woodville Road is a barrier to pedestrian access to the town centre. Potential for elevated pedestrian crossing.
- Railcorp owned land along rail corridor separates the Town Centre from the railway station. Suitable for car parking or more intensive use, particularly along Villawood Place extension.

- Land along the rail corridor is subject to noise and vibration from the South Sydney Freight line.
- Topography is relatively flat and there is a low to medium flood risk flooding or acid sulphate soils. The Villawood Town Centre is identified on the overland flooding maps as including both low and medium risk precincts. In general, low risk areas apply to properties fronting onto Villawood Place and the LAHC land north of Kamira Court.
- Medium risk areas include the length of Woodville Road between Villawood Road and Howatt Street as well as the LAHC site south of Kamira Court, Hilwa Park, the Council car park on Kamira Court, 1 Villawood Place KFC site and the eastern portion of railway land adjacent to Woodville Road.

5.3 Issues

- Redundant and less than optimal location of community facilities
- Isolated, barren and underutilised public places giving impression of lifeless Centre.
- Significant under provision of accessible open space for existing and future residents
- Poor landscape character and heat island effect is evident to streets.
- Accessibility barrier across railway line both in location of pedestrian overpass and no lifts.
- Lack of housing diversity and density in a transit orientated centre
- Depressed centre economy and vitality
- Development approvals for mixed use development not transitioned to construction



Large area of railway land separates the town centre from the railway station and is a source of noise and vibration.



Woodville Road is a heavy traffic route and is unfriendly to pedestrians with few opportunities for safe crossing.



Few public open spaces exist in and around the centre. Hilwa Park is located on the edge of the town centre and contains few place making opportunities.



Rethinking roads and pedestrian ways will assist in improving the place making experience in Villawood.

6. Urban Framework and Development Strategy

6.1 Urban Design Objectives

Following review of the background material and analysis of the opportunities and constraints, the following urban design objectives and principles have been prepared for the Villawood Town Centre.

Accessibility/Connectivity

- To create a robust, walkable precinct with accessible services, facilities, open spaces and public transport connections (bus and rail).
- To improve convenient and safe pedestrian access to the Railway Station (including lift access).

Built form and land uses

- To develop a mixed use character with a focus on residential and opportunities for work, life and play.
- To provide attractive opportunities for future developers to deliver desired built form and place making outcomes guided by appropriate bulk (building footprints) and scale (height of building)

- To incorporate sustainability practices in urban design, landscape and building design (e.g. solar passive design and energy efficiency).
- To address and improve the interface between mixed use development sites and adjoining residential land uses.

Centre vitality and economy

- To support the transformation of Villawood Town Centre into an active safe and vibrant local centre.
- To encourage apartment style living to enliven and regenerate the town centre and stimulate business activity

Civic and open spaces

- To support place-making in Villawood Town Centre to increase local identity, memorable experiences and sense of place.
- To provide enjoyable, active, permeable, high quality public domain and open spaces through social, cultural and public art elements.

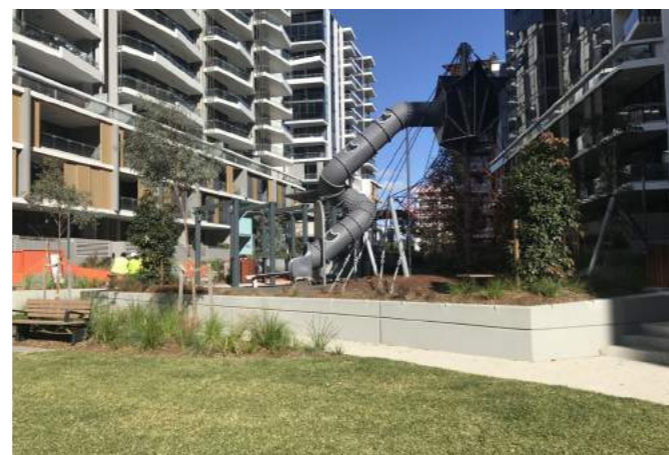
- To provide attractive opportunities and incentives for future developers through exploring changes to existing planning and development standards that would also provide community benefits through the provision of public spaces.
- To undertake streetscape improvements to Villawood Place as the main focus of retail and community activity.

Housing

- To support the development of shop-top apartment style housing/ mixed use development within Villawood Place, side streets and larger sites.
- To support the development of Kamira Place for new social, affordable and private housing in a medium to high density format.
- To integrate future housing with new or existing community facilities and open space.



A strong interrelationship between buildings and adjacent links and public places is encouraged



Quality public open space is increasingly important in higher density residential areas.



Interactive and vibrant streetscapes.



Quality public spaces and pedestrian friendly slow traffic environments.

6.2 Urban Design Principles

To support delivery of these objectives, the following key urban design principles have been established:

Accessibility / Connectivity

- Enhance accessibility to and through the Town Centre commensurate with future development of the Centre and adjacent residential area to the west.
- Extend Koonoona Avenue into Kamira Court to meet Howatt Street (which is to be extended to Kamira Court).
- Allow for commuter and shopper overflow car parking along the rail corridor as a buffer use and service with a new street extension of Kamira Court north of Villawood Road (subject to level changes).
- Villawood Place to be low speed shared space and designed accordingly with raised pavements at pedestrian crossings / plaza space.
- Redesign required for Villawood Road / Villawood Place intersection to reduce pavement areas and more safely direct traffic. Introduce soft landscape elements.

- Create a strong, continuous east-west pedestrian spine from Kamira Avenue to and over Woodville Road.
- Widen open arcade between Villawood Place and the car park. Create a pedestrian space across the car park and reconfigure existing car park to be more pedestrian friendly.
- Support a new accessible access to and crossing of the railway line at the head of Villawood Place, being a safer, more convenient location.
- Support an overhead pedestrian bridge to Woodville Road.

Public Domain

- Create a central plaza space focused on Villawood Place including access-ways, street verge areas and new building setbacks.
- Link to quadrant space at Villawood Road.
- Replicate tree-planting and pedestrian space to west side of Villawood Place to the east side.
- Expand Hilwa Park in conjunction with redevelopment of the southern residential area.

- New development should positively address the park with living areas and low fencing to encourage casual surveillance
- New paving, tree-planting and street furniture.
- Support environment and sustainability by tree planting, landscape and rain gardens.
- **Centre vitality and economy**
- Encourage new housing accessible to public transport services and facilities that will support the viability of a range of commercial uses within the town centre.
- Establish appropriate bulk, scale and heights that will create the residential densities required to provide a vibrant and active centre and taking into account local context.

New Development

- Ensure development is consistent with the requirements and practices set out in SEPP 65 and the Apartment Design Guide.
- Encourage new housing accessible to public transport services and facilities that will support the viability of a range of commercial uses within the Town Centre.

- Safer by Design principles to be incorporated (CPTED implementation with projects). New housing on the Kamira Court site to be socially mixed with a target outcome of 70% private housing and 30% social housing, including a component of affordable housing.
- Appropriate design measures to mitigate noise impacts associated with railway and Woodville Road.
- New development adjacent to the Railway corridor / freight line to incorporate acoustic and vibration design principles and appropriate landscape treatments.
- Active frontages to mixed use developments required to Villawood Road, Villawood Place and Kamira Court. Awnings or colonnades for weather protection to all retail uses.
- Awnings or colonnades for weather protection to all retail uses.

Community Facilities

- Replace ageing community facilities with appropriate purpose designed new facilities integrated within the Town Centre and/or LAHC land.



Buildings of high architectural quality that are visually prominent on key corners.



Articulated buildings that provide good interaction with the adjacent public realm.



High quality street treatments and buildings with architectural quality and visual diversity.



New public places that provide for community gathering and interaction.

6.3 Urban Framework Plan

An Urban Framework Plan has been prepared to guide future development (refer Figure 10). The Plan incorporates the Urban Design principles and objectives outlined above.

The Plan is focussed on Villawood Place as the main activated retail space, a strong north / south axis to the Station and an east / west axis connection for bringing new residential development into the Centre. The plan also considered the large LAHC housing opportunity site at Kamira Avenue to the west of the Villawood Town Centre as an integral component of the centre.

New streets provide connectivity and safety and new public parkland areas will cater for increased population, which will in turn stimulate retail and community activity.

The desired development strategy for the Villawood Town Centre is described as follows:

- Built Form to be 8-12 storeys maximum height, noting that building height restrictions also apply due to proximity of flight paths associated with Bankstown Airport. The limit of building height is 12 storeys.

- Integrate medium to high density social affordable and private housing on LAHC Kamira Avenue site with the Centre and surrounding residential areas.
- Provide new community facilities as part of the comprehensive redevelopment of the Town Centre.
- Redevelop existing community facility sites located on LAHC land for more intensive mixed uses.
- Provide active, safe pedestrian and street routes linking the Villawood railway station, retail centre and main car parking areas.
- Improved safe connections to surrounding residential areas and to the north of the railway line in Fairfield East (subject to planning proposal to rezone to R4 High Density Residential).
- Instigate public domain improvements focussed on Villawood Place as the retail / main street. Include formal and informal meeting places, street planting, urban furniture, public art, alfresco dining and the like.
- Sites south of Howatt Street are preferable amalgamated to facilitate viable high density residential development. Consolidate retail activity to sites to the north of Howatt Street.

It is noted that within the current NSW Government's Sydenham to Bankstown Urban Renewal Corridor Strategy (August 2017), transit orientated centres similar to Villawood, in the adjoining local government area of Canterbury-Bankstown are subject to master planning to accommodate the Sydney South West Metro Project.

Within the Wiley Park Station Precinct, smaller in area compared to Villawood (due, in part, to the absence of a supermarket and associated at grade car park), the Strategy supports high rise mixed use housing up to 12 storeys, medium high rise housing up to eight storeys, medium rise housing up to six storeys and four storey low rise housing on the periphery of the centre.

While Villawood Town Centre has been assessed independently and according to its own unique characteristics, the building heights proposed for Wiley Park and neighbouring Lakemba are notably consistent in scale to the recommended heights within Villawood Town Centre.



New community facilities to cater for the needs of a growing population



High quality streetscape treatments within large setbacks and plaza spaces in Villawood Town Centre to create a place for people (source Mark Wilson Media).



New public places that provide a place for community cohesion.

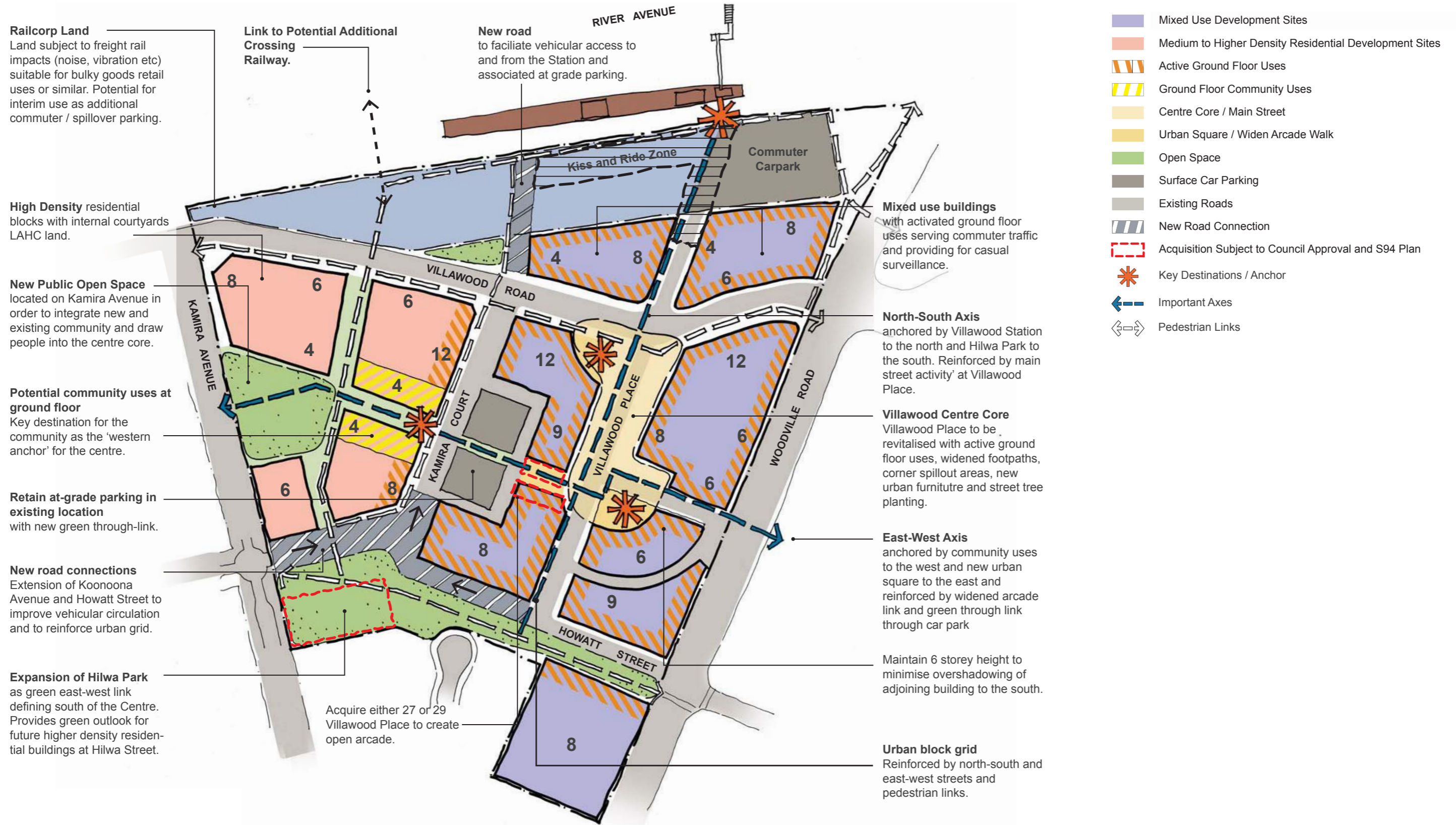


Figure 10. Urban Framework Plan (source LFA)

6.4 Indicative Massing Diagrams

Figures 11- 13 provide an illustrative view of building massing that would occur through the application of the principles outlined in the Urban Framework Plan.

- Residential (current DA approved site)
- Residential
- Retail



Figure 11. Heights Plan of Villawood Town Centre (source LFA)



Figure 12. View of Villawood Town Centre looking north (source LFA)



Figure 13. View of Villawood Town Centre looking south (source LFA)

6.5 Indicative Yield Analysis

Based on the 3D modelling undertaken, the following indicative floor space yields have been extracted. The calculation of Gross Floor Areas (GFA) for each of the key development sites within the Villawood Town Centre is based on the following assumptions:

- Area calculations are taken from the 3D computer model. 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 (E=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 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 Villawood Town Centre. These yields will also assist in informing later traffic impacts analysis.

| Retail Heart - Villawood | | | |
|---|--|----------------------|----------------------|
| Area location | | | |
| Area description | Land west of Kamira Court (i.e. B2 zoned land) | | |
| Site area | 25,270m ² of developable land | | |
| Key Streets | Villawood Place, Villawood Road, Woodville Road and Howatt Street | | |
| Desirable community benefit opportunity | Increased open space, interconnected pedestrian network, quality streetscapes, new shop top housing. | | |
| Zone | B2 Local Centre | | |
| Height of building | 6 storeys (20m); 8 storeys (26m); 12 storeys (39m) | | |
| Indicative Yields | | | |
| Floor Space Ratio | 3.8:1 (average) | | |
| Potential GFA | Overall | Residential | Retail/ Commercial |
| | 100,700m ² | 80,500m ² | 20,200m ² |
| No. of apartments (assume 2 bedroom) 90-100m² | 805-895 units | | |
| Car parking on site – residential (est) (1.25 per unit) | 1,000-1120 spaces | | |

| Kamira Court (LAHC) Housing Site- Villawood | | | |
|---|--|----------------------|--|
| Area location | | | |
| Area description | Land east of Kamira Court (i.e. R4 zoned land) | | |
| Site area | 17,350m ² | | |
| Key Streets | Villawood Road, Kamira Court, Kamira Avenue | | |
| Desirable community benefit opportunity | New open space, through site links, quality streetscapes, new affordable housing (30/70 mix) | | |
| Zone | R4 High Density Residential | | |
| Height of building | 3 storeys (11m); 6 storeys (20m); 8 storeys (26m); 12 storeys (39m) | | |
| Indicative Yields | | | |
| Floor Space Ratio | 2.3:1 (average) | | |
| Potential GFA | Overall | Residential | Retail/ Community/ commercial |
| | 39,375m ² | 36,025m ² | 1,950m ² (retail) 1,400m ² (community/ commercial) |
| No. of apartments (assume 2 bedroom) 90-100m² | 360-400 units | | |
| Car parking on site – residential (est) (1.25 per unit) | 450-500 spaces | | |

7. Recommended Planning Framework

7.1 Fairfield Local Environmental Plan 2013

To realise the outcomes of development concepts in Section 6, amendments will be required to the FLEP 2013. The recommended planning controls for the Villawood Town Centre are based on concepts outlined in Section 6.

It is intended that this study for Villawood Town Centre will inform a Council initiated planning proposal to amend the FLEP 2013. It is noted that additional studies (e.g. traffic) are likely to be required to inform any future planning proposal.

A specific description of recommended amendments is outlined as follows:

7.1.1 Land Use Zoning

The eastern part of the Villawood Town Centre is zoned B2 Local Centre and shop top housing is a permissible use with consent. The westernmost part of the centre is zoned R4 High Density Residential. The urban framework plan in Figure 10 envisages the provision of community facilities to be accommodated on a portion of the site. Such facilities are currently permissible in the R4 High Density Residential zone. However, should the LAHC seek to include office uses on the site, inclusion of an additional permissible use of 'Office Premises' or the like may be required if not incidental to a permissible use such as 'community facility'.

Each of these land use zonings is consistent with the land uses envisaged within this Study. Therefore the current land use zone is generally appropriate to achieve the intended outcomes and no change to land use zoning

is necessary for existing R4 High Density Residential and B2 Local Centre zoned lands. However, some adjustment to the south west corner of the R4 High Density Residential zone will be necessary to facilitate reconfiguration of the LAHC site and the establishment of new vehicle connections in that part of the site.

A small area of R4 High Density Residential land has been identified for potential expansion of Hilwa Park at the south west corner of the site. This would require a formal acquisition process to be undertaken by Council. Should this occur, a rezoning from R4 High Density Residential to RE1 Public Recreation will be required.

7.1.2 Floor Space Ratio

There are presently no floor space ratio (FSR) controls in the B2 Local Centre zoned land in the Villawood Town Centre, however FSR applies on R4 land (i.e. LAHC site). Any future shop top housing within B2 zoned will be required to demonstrate compliance with SEPP 65/ Apartment Design Guide, which provides for limitations to building envelope (i.e. building depth, building separation distance, solar access). Combined with building height limitations is sufficient to ensure massing will not result in adverse impacts between neighbouring land parcels. Therefore, the introduction of floor space ratio controls would be considered unnecessary and is not recommended for the B2 Local Centre zoned land in the Villawood Town Centre.

The LAHC site is zoned R4 High Density Residential and presently limited to a maximum FSR of 2:1. The concept provided in Section 7 for this site would result in a floor space ratio of 2.3:1. Therefore it is recommended that the FSR designation for this site be increased to 2.5:1 on the LAHC site.

Alternatively, consistent with the broader centre, Council may consider removing the FSR controls entirely and providing greater reliance on building envelope limitations imposed by SEPP 65/ Apartment Design Guide in respect to matters including building depth, building separation distance, solar access

7.1.3 Building Height

Based on the Urban Framework Plan in Figure 10, a range of heights is proposed across the study area, with 8 storeys south of Howatt Street, increasing to 8-12 storeys in areas more central to the centre.

Recommended amendment of the Height of Buildings Map is provided for in Figure 15.

7.1.4 Minimum Site Area

It is recommended that Council introduce a minimum site area lot size for particular sites within the study area to ensure the opportunities associated with the development of larger opportunity sites. This will enable a greater height of building to be balanced with the ability to ensure desired amenity for residents as well as community benefits that may be derived in the Villawood Town Centre.

Proposed minimum site area map (CL2) is provided as Figure 16.

7.1.5 Streetscape Activation

It is recommended that Council introduce streetscape activation clause and maps for lots in the Villawood Town Centre. The urban framework plan in Figure 10 reflect streets intended to be activated.

7.1.6 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 Villawood Town Centre is subject to other constraints such as building height limitations associated with the protected airspace of Bankstown Airport.

7.1.7 Proposed Land Use, Height, FSR and Site Area Mapping

Figures 14-17 outline recommended amendments to the Fairfield LEP 2013 mapping.

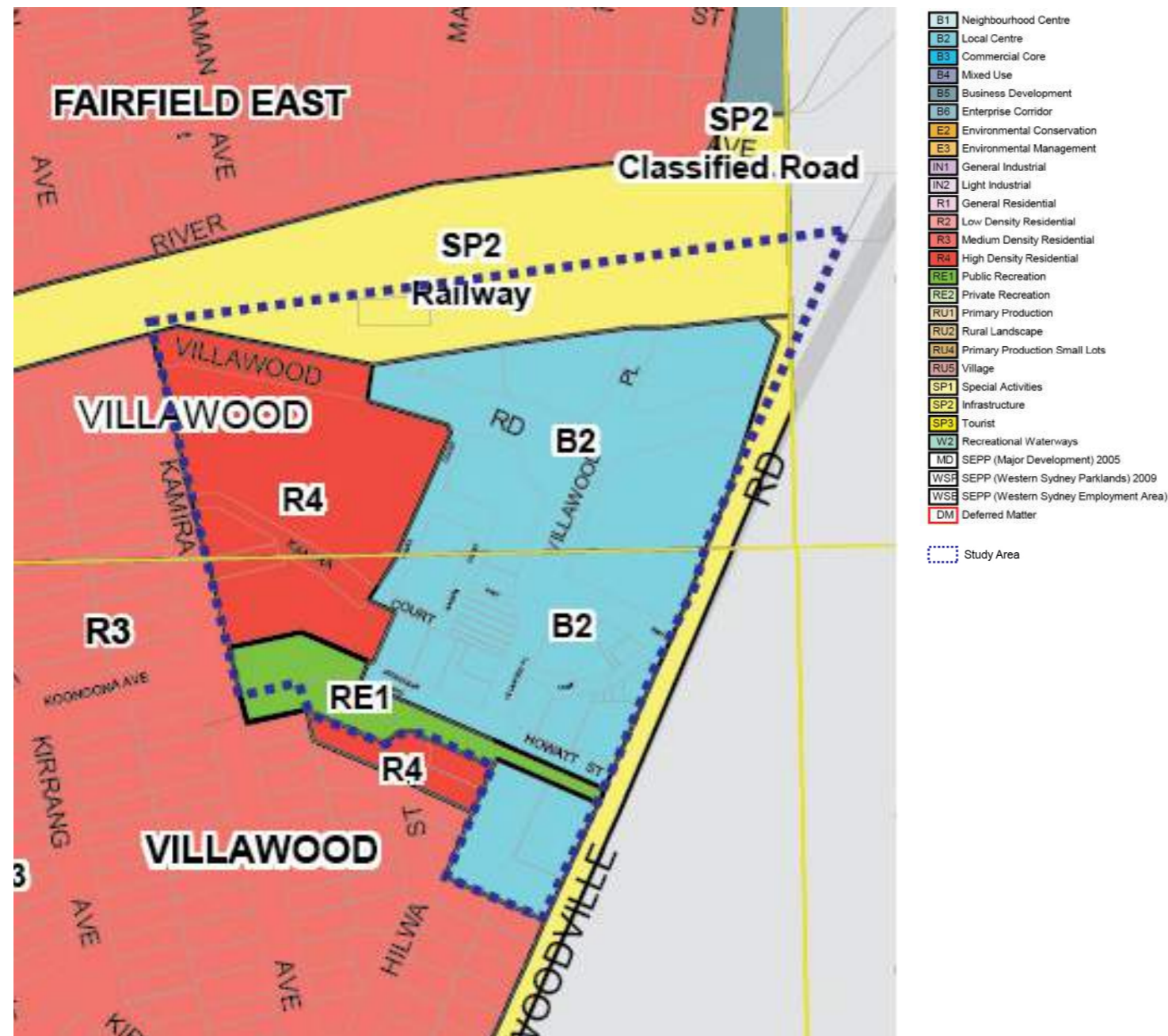


Figure 14. Proposed LZN mapping (Source DPE)



Figure 15. Proposed HOB mapping - (Source DPE)

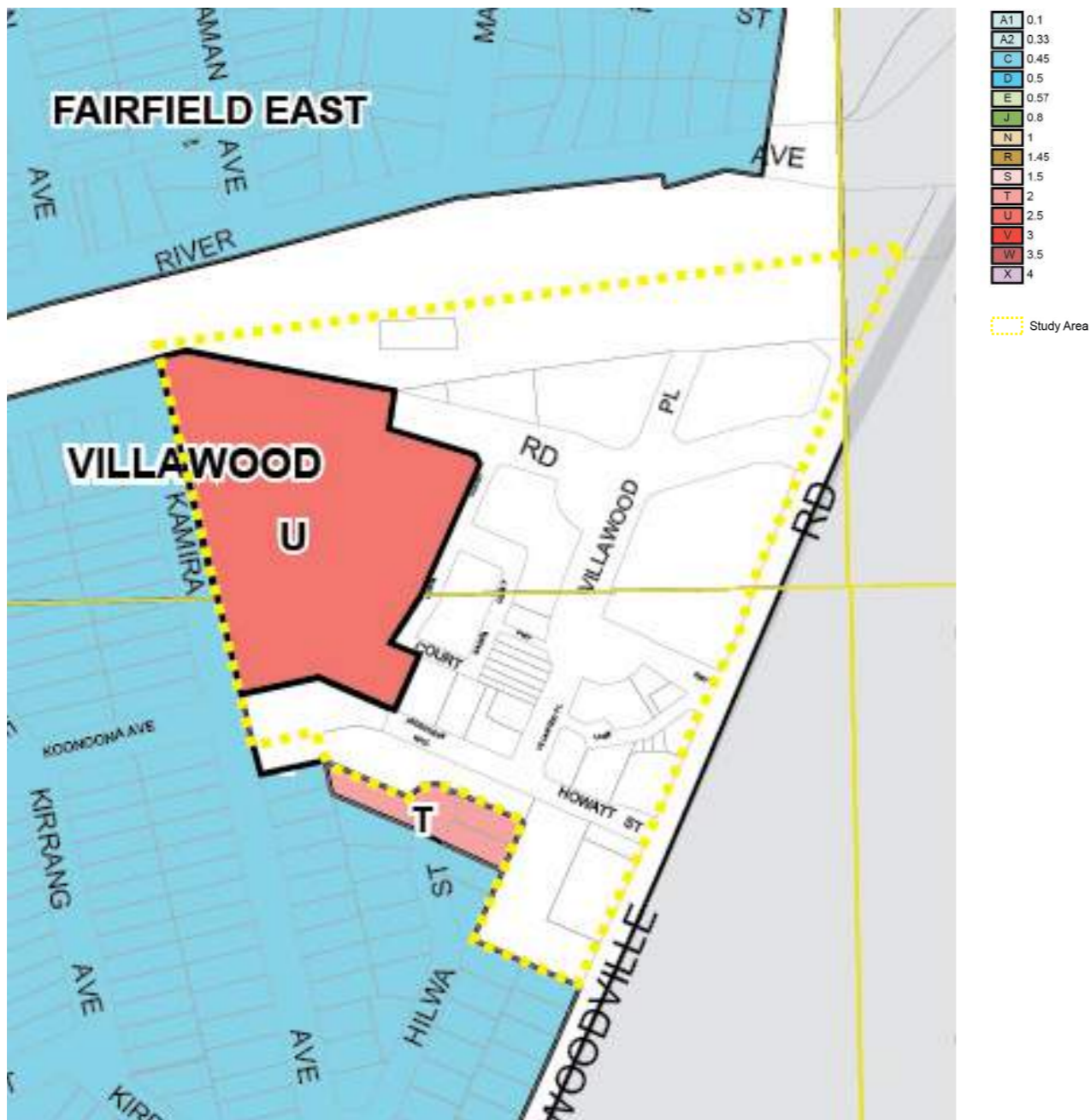


Figure 16. Proposed FSR mapping - (Source DPE)

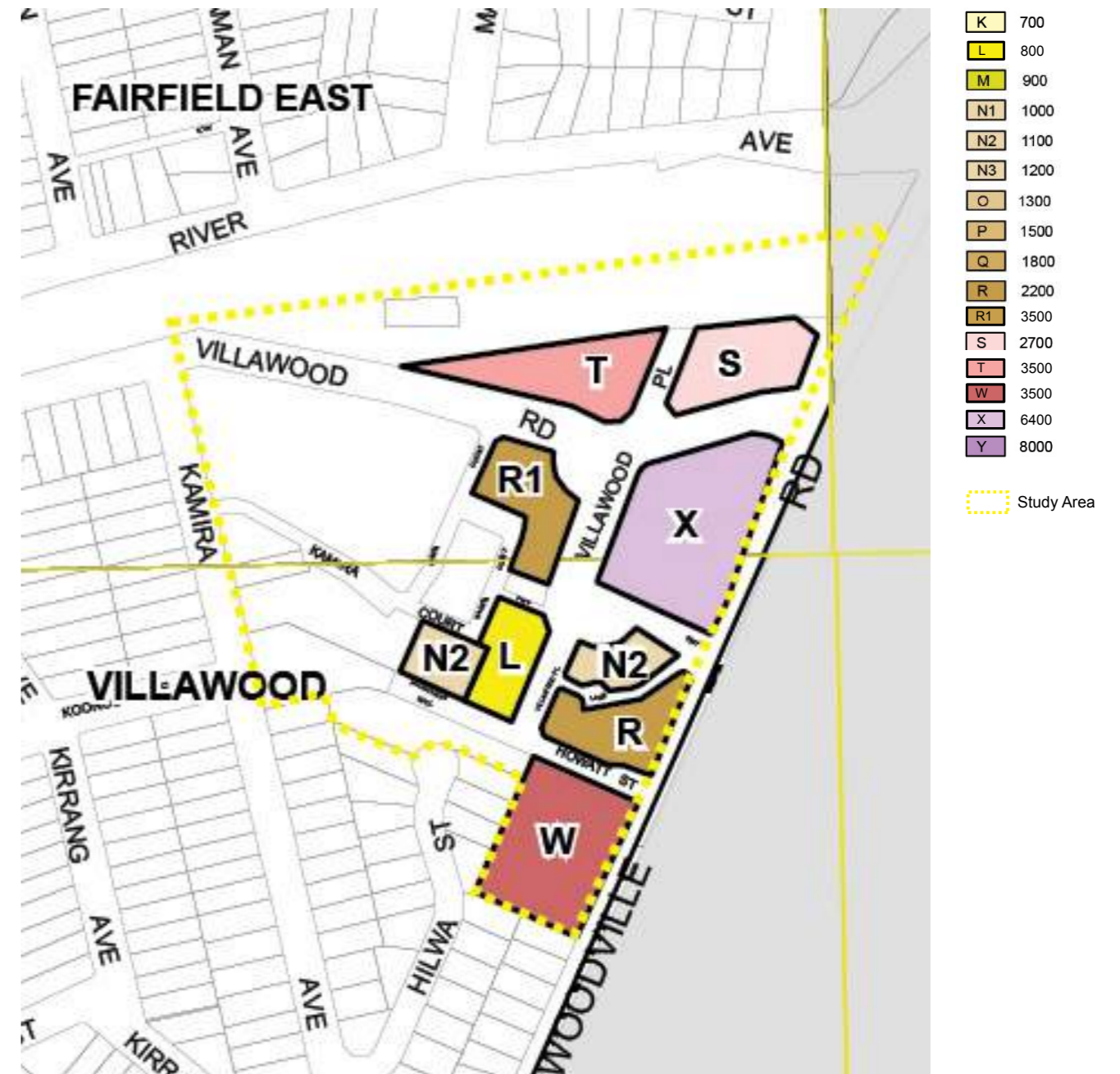


Figure 17. Proposed CL2 mapping (Source DPE)

7.2 Recommended DCP Provisions

Development in the Villawood Town Centre is currently guided by the Villawood Town Centre – Concept Structure Plan and no provisions specific to the centre are presently provided for in a Council place based DCP.

As such this section outlines recommended DCP provisions for the Villawood Town Centre.

The recommended provisions have been developed to focus on matters specific to the Villawood Town Centre and do not seek to duplicate the requirements of SEPP 65/ Apartment Design Guide (ADG) (e.g. building separation, solar access, building depth and the like).

The centre consists of two distinct precincts, being the:

- **Business Precinct:** focused on Villawood Place, the portion of Villawood Road to the east of Kamira Court and Howatt Street; and
- **Residential Precinct:** consists of the large Land and Housing Corporation site bound by Kamira Avenue, Villawood Road, Kamira Court and Hilwa Park.

Therefore, whole of centre DCP provisions have been provided for as well as precinct specific guidance necessary for each of the above precincts. It is intended that the proposed DCP provisions would supersede the Villawood Town Centre – Concept Structure Plan 2008.

DCP - Villawood Town Centre - Whole of Centre

Site Identification



Key objectives

- To improve the amenity of Villawood Town Centre for business, workers, residents and visitors.
- To enhance Villawood Town Centre as a vibrant place with a diverse range of activities and destinations.
- To encourage design excellence for all buildings which enhance and responds to the local character of Villawood Town Centre.
- To ensure a human scale for all development in the Villawood Town Centre.
- To provide a diverse range of shops and services in the Villawood Town Centre that cater for local needs.
- To minimise adverse impact and enhance the amenity of adjacent residential areas.
- To ensure the compatibility of land uses and minimise land use conflict.
- To create a unique sense of place through place making initiatives and urban art.

DCP - Villawood Town Centre - Whole of Centre

Villawood Town Centre Structure Plan

Railcorp Land
Land subject to freight rail impacts (noise, vibration etc) suitable for bulky goods retail uses or similar. Potential for interim use as additional commuter / spillover parking.

Link to Potential Additional Crossing Railway.

New road to facilitate vehicular access to and from the Station and associated at grade parking.

High Density residential blocks with internal courtyards LAHC land.

New Public Open Space located on Kamira Avenue in order to integrate new and existing community and draw people into the centre core.

Potential community uses at ground floor
Key destination for the community as the 'western anchor' for the centre.

Retain at-grade parking in existing location with new green through-link.

New road connections
Extension of Koonoona Avenue and Howatt Street to improve vehicular circulation and to reinforce urban grid.

Expansion of Hilwa Park as green east-west link defining south of the Centre. Provides green outlook for future higher density residential buildings at Hilwa Street.

Acquire either 27 or 29 Villawood Place to create open arcade.

Kiss and Ride Zone

Commuter Carpark

Mixed use buildings with activated ground floor uses serving commuter traffic and providing for casual surveillance.

North-South Axis anchored by Villawood Station to the north and Hilwa Park to the south. Reinforced by main street activity' at Villawood Place.

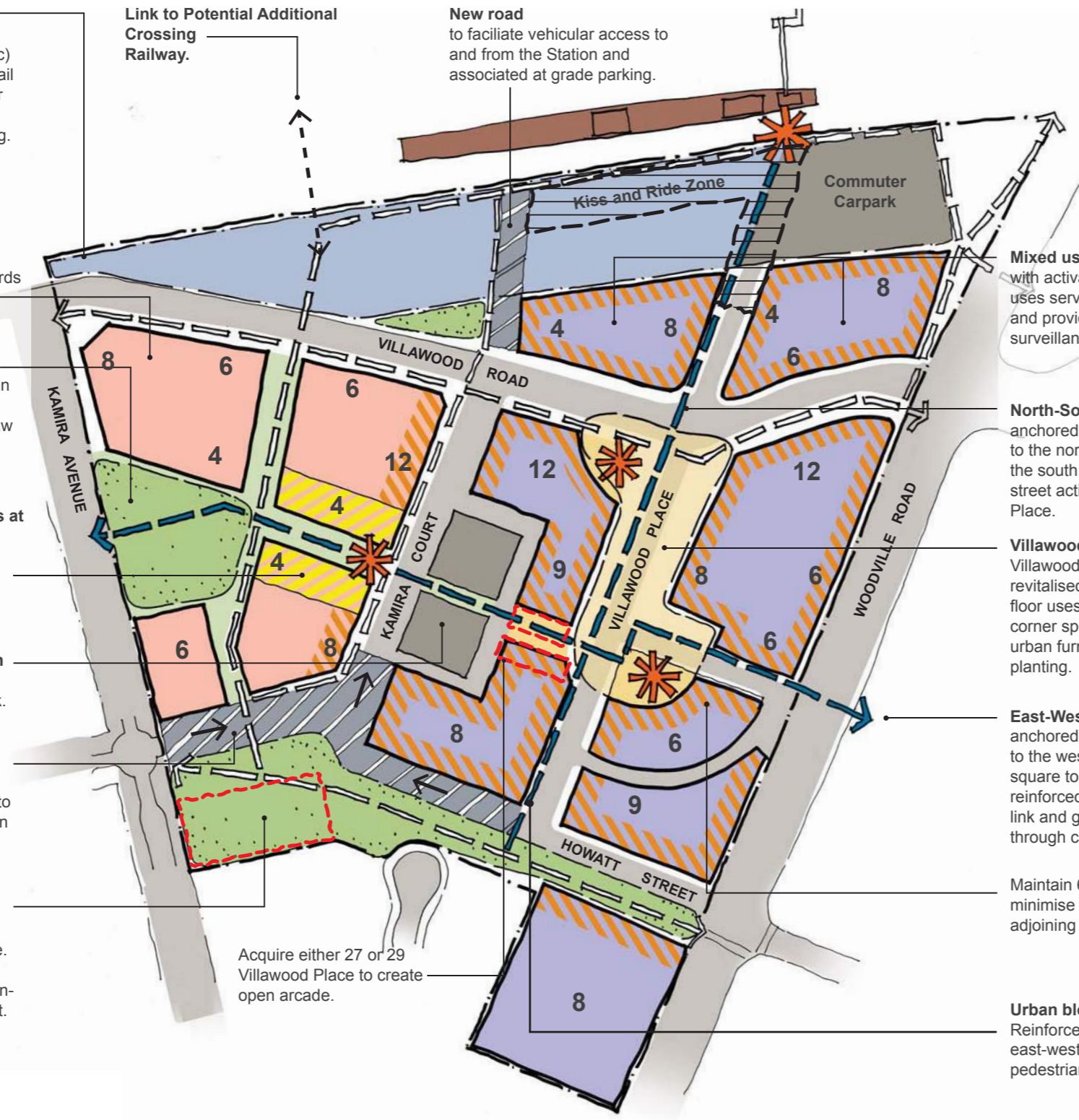
Villawood Centre Core
Villawood Place to be revitalised with active ground floor uses, widened footpaths, corner spillout areas, new urban furniture and street tree planting.

East-West Axis anchored by community uses to the west and new urban square to the east and reinforced by widened arcade link and green through link through car park

Maintain 6 storey height to minimise overshadowing of adjoining building to the south.

Urban block grid
Reinforced by north-south and east-west streets and pedestrian links.

- Mixed Use Development Sites
- Medium to Higher Density Residential Development Sites
- Active Ground Floor Uses
- Ground Floor Community Uses
- Centre Core / Main Street
- Urban Square / Widen Arcade Walk
- Open Space
- Surface Car Parking
- Existing Roads
- New Road Connection
- Acquisition Subject to Council Approval and S94 Plan
- Key Destinations / Anchor
- Important Axes
- Pedestrian Links



DCP - Villawood Town Centre - Whole of Centre

Villawood Town Centre Structure Plan

All development in the Villawood Town Centre shall be in accordance with the Villawood Town Centre Structure Plan.

Streetscape and Building Design

- Articulation and distribution of building height is to be in accordance with the Town Centre plan.
- Buildings facade(s) to be of a high quality and provide visual interest to the street.
- Buildings are to be designed with a high level of architectural detail and articulation consisting of a variety of materials and form.
- Corner buildings are to be designed to reflect their prominent position and should be distinctive in their architectural detail.
- Building design is to provide for the shading and shelter of the adjacent public realm where appropriate, particularly along key commercial streets.

Place Making

- Consideration should be given to the positive contribution each development site can make the improvement of the adjacent street or public realm.
- Place making elements to be incorporated into in accordance with the Villawood Town Centre Structure Plan.
- Establish intuitive connections that cater appropriately for vehicles and pedestrians, providing consideration for establishing a slow traffic environment that promotes pedestrian enjoyment and safety.
- Enhance the quality and increase the availability of public open space in the Villawood Town Centre. Public open space is to be provided in accordance with the Villawood Town Centre Structure Plan.

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, or where appropriate, sleeved with active uses to main street frontages.
- Open car parking areas should be landscaped with trees to reduce the impact of hard paving and summer sun.

Treatment of Rear Laneways

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

Safety and Security

- All development is required to maximise natural surveillance of adjacent streets, and public places.
- All proposed development in the Villawood Town Centre should 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.
 - » 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.

DCP - Villawood Town Centre - Business Precinct

Site Identification



Setbacks

Villawood Place, Villawood Road, Woodville Road, Hilwa Street
Nil up to 3 levels. 3 metres setback for all levels above 3 levels.

Corner lots

Where a building seeks to reinforce the visual prominence of its corner location, reduced setbacks may be permitted to corner lots based on individual merit.

Laneway (portion of Villawood Place north of site at 3-5 Howatt Street and 882-890 Woodville Road, Villawood)

As per SEPP 65/ Apartment Design Guide.

Adjoining Property

As per SEPP 65/ Apartment Design Guide.

Streetscape and Building Design

- Active frontages in the form of commercial, retail or other non residential uses are to be provided to Villawood Place, Villawood Road, Kamira Place, Kamira Avenue and Woodville Road. Active uses are to be provided to a minimum of 75% of the ground floor frontage to these streets.
- Where proposed, active frontages in the form of neighbourhood shops, or community facilities or other non residential uses are to be provided to address Kamira Court and be collocated with the east west pedestrian link proposed to connect Villawood Place and Kamira Court
- Where a building fronts onto the existing lane way (i.e. part of Villawood Place north of site at 3-5 Howatt Street and 882-890 Woodville Road Villawood), active frontage is not required. Consideration should be given for passive surveillance and establishing a high quality visual appearance.
- Provide continuous awnings for all development fronting Villawood Place, Villawood Road and Woodville Road.
- Awnings should be parallel to the pavement and be of metal construction.

Place Making

- High quality landscaping treatments to be provided that establish a cohesively landscaped slow traffic environment at the corner Villawood Road and Villawood Place; and the north west corner of the Villawood Place 'loop'. This is to include:
 - » Enhancement of existing plaza spaces and setback zones to include hard and soft landscaping treatments, widened footpaths, public art, street tree planting, new urban furniture public seating;
 - » Removal and relocation of car parking at the north west corner of the Villawood Place 'loop' to increase the area of the existing plaza space.
 - » Consideration for bump up/ bump down road treatments and high quality paving within the carriageway.
- Improve the landscaping quality of the Kamira Court car park to include tree plantings, a pedestrian footpath linking to Kamira Avenue and quality paving treatments, which enable use of the car park for occasional events (e.g. weekend markets).
- Widen the pedestrian links between Villawood Place and Kamira Court. This link should connect to the LAHC site to form a continuous connection to Kamira Avenue.
- Extend Hilwa Park along the southern side of Howatt Street to create a pedestrian oriented tree-lined boulevard including seating and consideration of pedestrian and cycling movement.

Vehicle Access and Car Parking

- No vehicle access is to be provided from Villawood Place, with the exception of the portion of Villawood Place north of site at 3-5 Howatt Street and 882-890 Woodville Road, Villawood.
- Service areas, substations and refuse collection should not be provided on the Villawood Place frontage, with the exception of the portion of Villawood Place north of site at 3-5 Howatt Street and 882-890 Woodville Road, Villawood.

DCP - Villawood Town Centre - Residential Precinct

Site Identification



Setbacks

Villawood Road, Hilwa Street, Kamira Court (including Kamira Court extension)

Nil up to 3 levels. 3 metres setback for all levels above 3 levels.

Corner lots

Where a building seeks to reinforce the visual prominence of its corner location, reduced setbacks may be permitted to corner lots based on individual merit.

Internal links

Nil up to 3 levels. 3 metres setback for all levels above 3 levels.

Streetscape and Building Design

- Where proposed, active frontages in the form of neighbourhood shops, or community facilities or other non residential uses are to be provided to address Kamira Court and be collocated with the east west pedestrian link proposed to connect Villawood Place and Kamira Court.
- Where a building fronts onto the existing lane way (i.e. part of Villawood Place north of site at 3-5 Howatt Street and 882-890 Woodville Road Villawood), active frontage is not required. Consideration should be given for passive surveillance and establishing a high quality visual appearance.
- Where non residential uses are proposed at ground level, continuous awnings are to be provided.
- Awnings should be parallel to the pavement and be of metal construction.

Place Making

- A new public open space with a minimum area of 3,500m² is to be provided adjacent to Kamira Avenue.
- The new public open space is required to be connected to the town centre via an internal open-air pedestrian link that aligns with the east west pedestrian link provided for in the Villawood Town Centre Structure Plan.
- Extend Hilwa Park southwards along Kamira Avenue (subject to land acquisition by Council).

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