

**Submission  
No 11**

**CRITICAL TRANSPORT INFRASTRUCTURE SUPPORTING THE WESTERN  
SYDNEY INTERNATIONAL AIRPORT AND WESTERN SYDNEY  
AEROTROPOLIS**

**Organisation:** Fairfield City Council

**Date Received:** 21 March 2024

21 March 2024



Ms Lynda Voltz MLA  
Committee Chair  
Legislative Assembly Committee on Transport and Infrastructure  
Parliament House  
Macquarie Street  
Sydney NSW 2000

Dear Ms Voltz,

**Re: Inquiry into Critical Transport Infrastructure Supporting the Western Sydney International (WSI) Airport and Western Sydney Aerotropolis**

Fairfield City Council appreciates the opportunity to provide this submission to the Inquiry into critical transport infrastructure supporting the Western Sydney International Airport and Western Sydney Aerotropolis.

This submission draws on content from multiple submissions that Council has made to various inquiries and state and federal agencies concerning deficiencies in transport infrastructure and policy in Western Sydney.

In brief, a recurrent theme in all of Council's submissions is the significant deficiency in access to public transport (particularly east west connections), for the community of Fairfield, overreliance on private motor vehicles for access to work and lifestyle opportunities, and significant financial costs associated with this reliance including toll charges.

The most recent of the Council submissions was to the Premier in which Council provided a prospectus (Attached) that outlined both the challenges and opportunities that face Fairfield City.

The prospectus identifies that Fairfield LGA is just 6 km east of the new Airport and has the lowest SEIFA ranking in all of NSW. Whilst the prospectus addresses a range of social, economic and infrastructure factors, a major focus is on the need for improved transport infrastructure and the benefits that this would bring to Fairfield and the Aerotropolis.

The most significant item is the progression of the planned East-West Rail Link between Greater Parramatta and the new airport and the common benefits that this would bring to the Sydney metropolis, Aerotropolis, Western Sydney and Fairfield LGA.

For the reasons outlined below, it is Council's view this project is the most obvious and value adding city shaping project that could be progressed under the current strategic land use and transport plans for the Sydney Metropolis and the Aerotropolis.

This submission also identifies the need for a Rapid Bus from Parramatta via Prairiewood and Bonnyrigg to the Aerotropolis and the Southern Link Road starting at the intermodal at Mamre Road and extending over the M5 to Smithfield/Wetherill Park. More generally, the need for airport related transport infrastructure to address the inequitable costs of transport for Fairfield and Western Sydney residents is discussed.

### **East-West Rail Link between Greater Parramatta and the Western Sydney Aerotropolis.**

The City of Fairfield would be fully traversed by the proposed East-West airport rail line (the “real” Metro West).



As outlined in the prospectus, there are opportunities to realise significant new housing supply in Fairfield City with some 18,000 potential dwellings on already zoned land and another 10,000 dwellings in centres as part of a planning proposal that has been with the State government for finalisation since July 2022. This does not include multiples of these numbers in potential new and renewed precincts and centres in Cecil Park/Horsley Park, Prairiewood and Smithfield that would be unlocked by the East-West airport rail line. These locations could also accommodate new employment opportunities leveraging proximity to the Airport, Parramatta and Sydney CBD.

The proposed rail link has been examined in multiple plans and strategies including:

- 2018 joint State and Federal Western Sydney Rail Needs Study that identified Prairiewood as an anchor station on the East-West Link corridor between Greater Parramatta and the new airport.
- The Future Transport Strategy further set a 'city shaping' vision around the East-West corridor which was subsequently included in Infrastructure Australia's Infrastructure Priority List.
- A Metropolis of Three Cities – the Greater Sydney Region Plan (2017) and Western City District Plan (2018).

The East-West Link can play a critical role in the commercial success of the Commonwealth's new airport. With an East-West Link in place, the airport would receive:

- More revenue from easterly commuter demand from Greater Parramatta
- A much more secure labour supply suited to its demands, sourced from employment and transport deprived populations to its immediate east.

Council's prospectus has called for an expedited revised business case for the East-West Rail Link including Prairiewood and Cecil Park stations, specifically accounting for:

- Its 'city shaping' development potential
- Constraints in Westmead's public transport network
- Potential additional station locations within Cumberland LGA
- The new airport's need for access to a suitable labour pool and easterly demand for Parramatta
- Opportunities to integrate the markets of the new airport and Greater Parramatta.

Extending the Link beyond Westmead, via a new spur to Epping and Macquarie Park, could also:

- Complete a clear 'missing link' in the Greater Parramatta's arterial public transport network
- Support western connectivity between Sydney Metro's West and North West lines
- Network together a 'knowledge corridor' of complementary existing and future precincts.

### **Rapid Bus from Parramatta to Airport/Aerotropolis via Prairiewood and Bonnyrigg (single seat, no changeover)**

In the interim, until such time as major east-west rail services are provided connecting Fairfield residents to the broader region, there is an urgent need for provision of additional bus services (including rapid bus upon opening of the Western Sydney Airport), to ensure access for the general community and population of Fairfield to the work and lifestyle opportunities in the region.

### **Construction of Southern Link Rd from Mamre Rd Intermodal to Smithfield/Wetherill Park over the top of the M7.**

Provision of the Southern Link Road as a critical freight corridor (connected to Victoria Street, Smithfield) is necessary to ensure an efficient link from industrial

areas in Fairfield and Cumberland LGAs (most significantly Smithfield/Wetherill Park) to the Aerotropolis intermodal facility to reduce pressure on the existing road network and sustain industrial activity in existing industrial estates.

### **Costs of private vehicle travel**

Council draws the Inquiry's attention to the inequitable cost of private motor vehicle travel for residents of both Fairfield and Greater Sydney in general. Analysis by Data Urbanism and Architecture concludes that infrastructure planning and delivery over the past decade *"has reinforced rather than redressed the income inequality between the northeast and southwest halves of the Greater Sydney region"*.

The Australian Automobile Association's transport affordability index suggests typical annual vehicle costs in Sydney of about \$25,600.00 a year, with fuel about 20% of costs and tolls about 19% of costs, respectively. Cost impacts will disproportionately fall on households, like those in the Fairfield LGA, with either more vehicles, longer trips, or both.

Benchmarking suggests average household vehicle expenditure in the Parkland councils is about \$25,000.00 a year higher than in Parramatta and about \$39,000 a year higher than for City of Sydney households.

In this respect, Council maintains its position that major road infrastructure projects such as the M12 Motorway must provide toll free access to the Western Sydney International Airport, as well as the need to consider financial relief for residents of Western Sydney on other toll roads servicing the Region.

I thank the Inquiry members for considering this submission. Should you wish to discuss the matter further, please contact Mr Marcus Rowan via email at [REDACTED] or directly on [REDACTED]

Yours faithfully,

[REDACTED]

Andrew Woodley  
**Director City Planning**

Attachment: Fairfield City Prospectus



# Fairfield City Infrastructure and Place Prospectus

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**Fairfield City Council acknowledges the Cabrogal of the Darug Nation as the traditional custodians of the Fairfield Local Government Area and pays its respects to its Elders both past, present and emerging.**

# Fairfield's Key Development Opportunities

## FAIRFIELD CITY'S KEY ECONOMIC NEEDS

Fairfield City is a community of 200,000+ residents of great diversity and aspirations. Located approximately 20km west of the Sydney CBD and 6km to the east of the Western Sydney Airport it consists of three broad areas:

- An **Eastern Area**, featuring the Fairfield, Smithfield and Cabramatta centres, supporting 132,000 people, 25,000 jobs and \$4.2B a year of production locally.
- A **Central Area**, featuring Smithfield-Wetherill Park Industrial Estate, Fairfield Hospital and Prairiewood and Bonnyrigg centres, supporting 75,000 residents, 30,000 jobs and \$5.3B a year of production locally.
- A **Western Area**, featuring Horsley Park and Cecil Park Urban Investigation Area and Western Sydney Parklands, with 4,000 residents, 5,500 jobs and \$800M a year of production locally.

Over the past decade or so, Fairfield's economy has seen several welcome developments:

- Local economic growth has outpaced NSW overall
- Local jobs growth also outpaced the statewide rate.

**But welcome trends should not deflect from uncomfortable truths. In terms of per capita expenditure on public transport infrastructure, tertiary education facilities and opportunities for job progression, Fairfield remains Sydney's most disregarded and overlooked LGA - and by a lot. In the context of Sydney, nowhere needs extra opportunities and investment from Federal and State Governments nearly so much as Fairfield does.**

Implications of underfunding are clearest in the 'kitchen table' economics of jobs and incomes, seen below. There is little surprise that Sydney's west is disadvantaged relative to its centre and east. However, few know just how much Fairfield trails even the west's other neighbouring disadvantaged areas:

- Fairfield has Sydney's highest unemployment and lowest incomes.
- Against Canterbury, Liverpool, Campbelltown or Blacktown, Fairfield incomes are \$140 - \$328 a week lower (-22% to -40%), with unemployment 21-50% more likely.
- Against eastern and northern LGAs, Fairfield's workers are 2 - 3 times more likely to be without work, with just 30-50% of their incomes.

This scale of entrenched deficiencies in access to adequate public transport (including access to the Western Sydney Airport), opportunities for job progression and education relays social costs over generations, burdening individuals and society for lifetimes and beyond. Cutting the 'negative externalities' down can help make NSW both a fairer and more productive place.

**Put plainly: Fairfield offers NSW's clearest case for integrated economic policies to cut disadvantage - and one already neglected and de-prioritised for far too long.**

The means of addressing Fairfield's position is **greater access to opportunity**, via multiple levers.

Education is critical in affording better prospects, as more schooling means higher incomes. Yet even against nearby areas, Fairfield residents are three times more likely to have left at Year 8 or earlier, or not be schooled at all.

Beyond school, higher education magnifies gains. Workers in Sydney's west with degrees earn 2.5 times the incomes of Year 10-12 school leavers. Yet Fairfield remains the west's only LGA of its scale without an established local university campus.

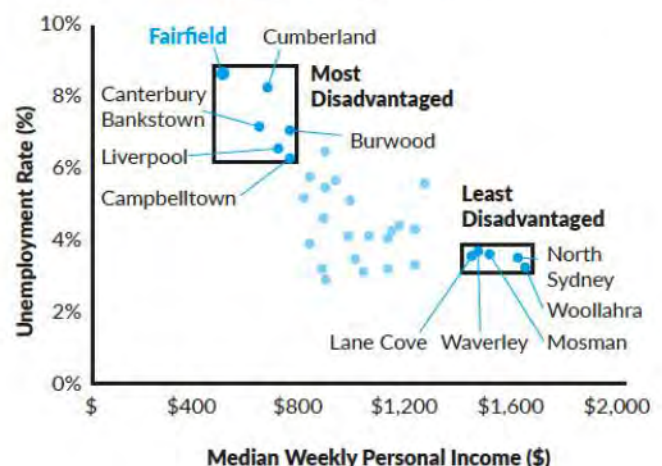
## FOSTERING FAIRFIELD'S NEW OPPORTUNITIES: TRANSFORMING PLACE, PRECINCT & ACCESS BEYOND

To foster further local growth, Fairfield has identified five priority precincts, outlined on the following pages. These precincts offer Fairfield's disadvantaged the greatest potential for local access to growth in incomes and jobs.

But as well as local opportunities, Fairfield's disadvantaged also deserve better access to Sydney precincts further afield, presently frustrated by transport network constraints.

Emerging precincts like that at Westmead and the new airport should offer many opportunities, but few in Fairfield will access them easily. Transport network investment (including public transport infrastructure) is needed to transform access to wider opportunity.

**Sydney's Most & Least Disadvantaged LGAs: Labour Market Outcomes**





# Prairiewood & Cecil Park

## PRODUCTIVE ALREADY, WITH UPSIDE POTENTIAL

Prairiewood precinct is in the north of Fairfield's Central Area in a corridor bound by Polding Street and Smithfield Road (refer to map page 6).

The precinct includes Fairfield Hospital and other health facilities, a school and a shopping centre, and significant community lands and facilities. Today, these uses support 2,800 jobs and \$250 million a year in local production.

About three-quarters of these jobs relate to three core population-serving activities: retail; accommodation and food services; and health and social services. On a smaller scale, business numbers in other sectors have also grown rapidly, like in construction (+16% in two years) and professional services (up more than one-third).



## PRAIRIEWOOD'S SCALE & TRANSFORMATIVE POTENTIAL

Given the deficiencies in job and income potential referred to previously, Prairiewood precinct is especially notable for its development potential for housing and employment.

The precinct consists of more than 100Ha of mostly publicly owned land, lending a lot of scope for new housing and job- intensive precinct opportunities. As a site within a broader urban transformation corridor, Prairiewood precinct's uses could potentially include:

- New residential areas
- Enterprise corridors
- Community, cultural, educational and health precincts.

Potential yields from comparable examples across Sydney include:

- Camellia-Rosehill (200Ha, 15,400 jobs/10,000 dwellings)
- Rhodes (1,100 jobs/4,200 dwellings)
- Randwick Health and Education (60Ha, 15,500 jobs)
- Macquarie Park (120Ha, 20,000 jobs/7,650 dwellings)
- Hills Showground precinct (94Ha, 3,500 jobs/ 1,620 dwellings).

## 'CITY SHAPING' TRANSPORT ARTERIES & NEW MARKET LIFEblood

These examples reflect Prairiewood's scope and potential to not only provide local jobs, but also increase access to opportunity in other forms. This might include:

- Providing an efficient mass transit gateway to emerging precincts, such as at the new Airport, Westmead and beyond
- Addressing Fairfield's lack of an established university campus
- More public services tailored to the needs of disadvantaged groups
- Upgrading the existing health precinct.

Whether for jobs, education, housing or other social outcomes, Prairiewood's potential for truly transformative outcomes requires investment in an arterial transport link such as the Parramatta to Western Sydney Airport railway (the true 'Metro West') which is already in State planning strategies.

The 2018 joint State and Federal Western Sydney Rail Needs Study outcomes identified Prairiewood as an anchor station on the East-West Rail Link corridor between Greater Parramatta and the new airport. The Future Transport Strategy further set a 'city shaping' vision for Prairiewood, with a supporting listing to reserve the East-West corridor in Infrastructure Australia's Infrastructure Priority List.

In the 2023 NSW Budget \$550 million has been allocated for the expansion of the Fairfield Hospital. This will lead to a significant investment in healthcare infrastructure. Fairfield City Council sees this significant investment as a catalyst for healthcare precinct development focused on community services which align with the socio-economic needs of Fairfield LGA and the broader Western Sydney.

The precinct also incorporates major district recreation and cultural facilities associated with the Fairfield Showground and Leisure Centre (Aquatopia) which already host an extensive range of sporting and cultural events including major festivals throughout the year.



For Fairfield, the East-West Rail Link offers greatest merit if integrated with Sydney Metro West at Westmead. This 'city shaping' rail investment network profile would offer Fairfield workers four gains in access to opportunity:

- Uplift in Prairiewood's local opportunities, reflecting greater potential and catalysed development
- Greater direct regional access via stations to:
  - the new Airport's growth
  - Westmead's growth
- Greater indirect regional access, likely including Sydney's two major jobs hubs, Greater Parramatta and eastern harbour CBD, via Sydney Metro West
- Participating in rail network and precinct construction.

However, the economic virtues of the East-West Rail Link are not limited to Fairfield's disadvantaged workers alone.

As well as partial gains from the East-West Rail Link's reference project, extending the Link beyond Westmead via a new spur to Epping and Macquarie Park could:

- Complete a clear 'missing link' in its Greater Parramatta's arterial public transport network
- Support western connectivity between Sydney Metro's West and North West lines
- Network together a 'knowledge corridor' of complementary existing and future precincts.

Lastly, the East-West Rail Link can play a critical role in the commercial success of the new airport. With an East-West Rail Link in place, the airport would secure:

- More revenue from easterly commuter demand from Greater Parramatta
- A much more secure labour supply suited to its demands, sourced from Fairfield workers and elsewhere east, grateful for the opportunity.

In the interim, until such time as major east-west rail services are provided connecting Fairfield residents to the broader region, there is an urgent need for provision of additional bus services (including rapid bus upon opening of the Western Sydney Airport), to ensure access for the general community and workforce of Fairfield work and lifestyle opportunities in the region.





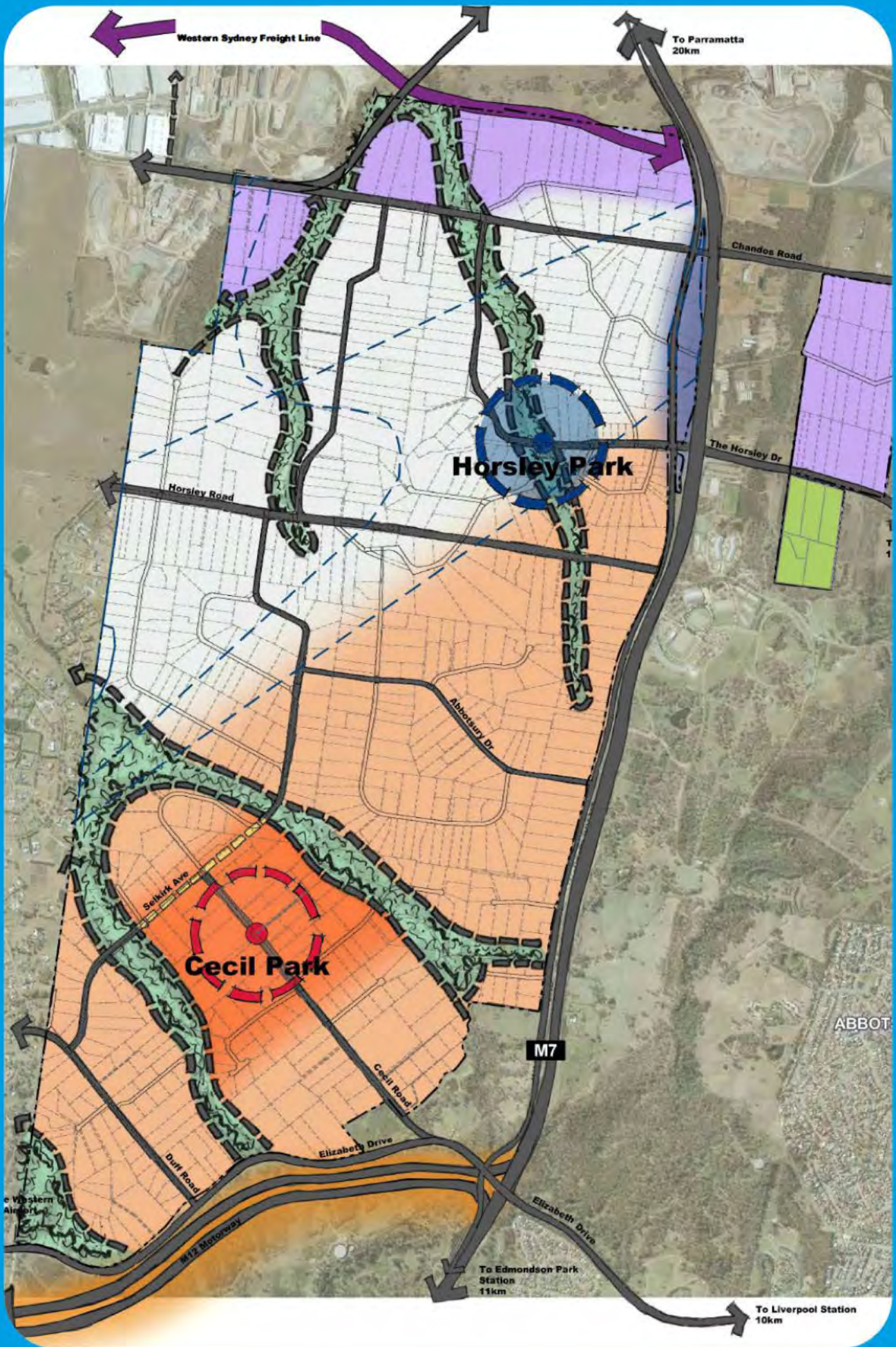
### FOSTERING A NEW CENTRE AT CECIL PARK

Transport for NSW's detailed evaluations of the East-West Rail Link also strongly support the concept of a new station at Cecil Park, in Fairfield City's Western Area.

This would create a new centre of significant scale, incorporating housing, business and job opportunities leveraging proximity to the airport and Parramatta.

Council, in conjunction with the Greater Cities Commission, has prepared a draft Structure Plan (next page) for the Horsley Park/Cecil Park UIA in the Western Area that could unlock land for future housing. Comprising approximately 1,575 hectares the precinct has the potential for 20,000+ dwellings. This area of the City is also ideally located to take advantage of other major infrastructure being planned/constructed (e.g. M12 Motorway) to support the Western Sydney Airport and Aerotropolis.

*“Intelligent Prairiewood investment strategy can significantly increase local residents’ access to jobs, education, housing and other social outcomes by leveraging public investment to catalyse private markets”*





# Smithfield-Wetherill Park Industrial Estate

## SYDNEY'S GREATEST HUB OF TRADITIONAL INDUSTRIAL ACTIVITIES

The Smithfield-Wetherill Park Industrial Estate is in the north of Fairfield City's Central Area, adjoining Prairiewood to its south, with Prospect Reservoir and M4 to its north and Western Sydney Parklands and M7 to its west.

The Industrial Estate is Fairfield's leading economic precinct by a large margin. At close to 800 hectares, it accounts for around 8% of Fairfield City's land area, while contributing almost a third of local economic production.

## SIGNIFICANCE TO FAIRFIELD CITY

The value of local production undertaken in the Industrial Estate exceeds \$2.6 billion a year, generating the profits and incomes critical to the prosperity and living standards of the businesses and workers engaged in its activities.

No other area of Fairfield City more closely reflects the traditional strengths of Fairfield's economy. Two-thirds of all the economic gains made in Fairfield in the decade to 2020-21 related to just four of its industries. Together, these four critical industries are most heavily concentrated in the Industrial Estate, accounting for more than 60% of its 18,000 jobs:

- manufacturing (5,000 jobs)
- construction (2,600 jobs)
- logistics (1,800 jobs)
- wholesale trade (1,600 jobs).

Other significant activities are also supported within the Industrial Estate, including retail (supporting 950 jobs), administrative services (800 jobs), professional services (550 jobs) and utilities and accommodation and food services (350 jobs each).

One of the most remarkable features of the Industrial Estate is its extensive clustering of relatively large-scale successful businesses. ABS data reflects that at June 2022, 179 of the businesses located in the precinct had annual revenues of \$10 million or more, led by:

- wholesale trade (49 businesses)
- manufacturing (40 businesses)
- construction (36 businesses)
- logistics and admin services (10 businesses each).

Additionally, the precinct's recent business count profile suggests a growing complementary supply chain of services that appear to be co-locating alongside its traditional leading industries. In just the two years to June 2022:

- the precinct's number of logistics and financial services businesses earning \$10 million or more a year in revenue a year doubled
- the precinct's businesses counts in financial services, rental and property services, professional services and administrative services grew by between 6% and 23%, skewed towards high-revenue businesses.



## THE INDUSTRIAL ESTATE IN A CITY-WIDE CONTEXT

While not so large a job centre as Sydney's major CBD areas or Macquarie Park, Smithfield-Wetherill Park Industrial Estate is underappreciated for its significance.

The significant role of the Industrial Estate in Sydney's economy is most clearly seen in the context of city-wide job concentrations of its four major most critical industries:

- **The Industrial Estate is Sydney's most significant manufacturing precinct**, with 12% more jobs than the next largest precinct, Macquarie Park.
- Numerous construction sites in the eastern CBD areas make them the city's most significant construction precincts by employment. However, **beyond the eastern CBD construction zones, the Industrial Estate trails only Lalor Park-Kings Langley for construction industry jobs.**
- Macquarie Park is Sydney's most significant wholesale trade precinct by a large margin, trailed by the eastern CBD areas and their surrounds. However, **the Industrial Estate and nearby Western Sydney Employment Area support the most wholesale trade jobs in Sydney outside the eastern clusters.**
- Sydney's top 12 precincts for logistics jobs either:
  - are located at in the eastern corridor between Sydney CBD, airport and port, or
  - have direct motorway access and/or direct freight rail network access.
- **The Industrial Estate has the most logistics jobs among Sydney precincts outside the eastern CBD, port and airport corridor and beyond direct access to motorway or freight rail networks.**

## FUTURE DEVELOPMENT NEEDS

The precinct's successes are underpinned by its strong industrial base, central location both in Sydney and broader east coast markets, supported by generally good access to nearby motorway networks. Four directions can support the Estate's further prosperity.

Much faster progress is required on The Horsley Drive's upgrade. The 2023-24 State Budget continued the long delays since planning began in 2015, despite TfNSW statements suggesting works would begin in early 2023. With less than \$800,000 spent in 2022-23, just \$2.8 million allocated in 2023-24 and no planning application lodged, works appear unlikely to begin anytime soon.

Provision of the Southern Link Road as a critical freight corridor (connected to Victoria St) is critical for an efficient link from industrial areas in Fairfield to the Aerotropolis intermodal facility to reduce pressure on the existing road network and sustain industrial activity in existing industrial estates.

Supply chain disruptions, global trade policy shifts and favourable exchange rates have prompted a resurgence in domestic manufacturing. State and Federal Governments have met this with new policy approaches, although major precincts like the Industrial Estate are unaddressed. New approaches to partnership for the Industrial Estate should be explored, with focus on opportunities in crossovers between its dual strength manufacturing and construction, like School Infrastructure NSW's record delivery program.

Lastly, more engagement and research is required to understand the precinct's emerging supply chains. Further growth in these areas can afford local residents greater opportunities and job diversity while increasing state and national productive potential.

***"Smithfield-Wetherill Park is Sydney's most significant manufacturing precinct"***



# Fairfield & Cabramatta Town Centres



## FAIRFIELD CITY CENTRE

Fairfield City Centre is in Fairfield City's eastern area, close to its north-eastern boundary.

The centre supports a range of social amenities. Across the 43 hectares at the core of the centre, Fairfield features a wide range of services, cultural, dining, food facilities and infrastructure.

Access to, from and within Fairfield centre is considerably enhanced by its train station and active transport links. Compared to suburbs further west, Fairfield also enjoys relatively good connectivity with neighbouring centres along the T5 Cumberland line, including Parramatta, Westmead, Liverpool and Campbelltown.

Zoning in Fairfield centre predominantly provides for commercial and mixed uses, appropriate to its heavy focus on 'population-serving' activities. Health care, food and general retail and social assistance employ the greatest number of people in the centre.

Much of the low density residentially zoned land on the periphery of the centre is already zoned for medium rise housing. The obstacle to the realisation of this housing supply (up to 18,000 dwellings) is the viability of development. Investment into the centre is needed to improve viability and create a mutually beneficial jobs and housing cycle.

Altogether, Fairfield City Centre supports more than 2,550 jobs, yielding a total of \$270 million a year in local production.



## CABRAMATTA TOWN CENTRE

Cabramatta Town Centre is also located in the Fairfield City's eastern area, relatively close to the south-eastern border with the Liverpool LGA.

The core of Cabramatta centre is around 21 hectares, or around half the size of Fairfield's core. Cabramatta is especially well-known for its food culture, but also supports a wide variety of services and social amenities.

As for Fairfield centre, Cabramatta's connectivity to and from adjoining centres is significantly better than for suburbs and centres further west, thanks to its train station and T5 Cumberland line access. Cabramatta enjoys wider connectivity again through T3 line's connections to centres like Bankstown and the harbour CBD.

Cabramatta centre's zoning is mostly for mixed uses, as well as enterprise corridor uses on the southern side of Cabramatta Road. Financial and insurance services are the largest contributor to production in Cabramatta centre, with retail its largest employer.

Altogether, Cabramatta centre supports more than 2,300 jobs and \$258 million in local production annually.



## COMMON THEMES & POINTS OF DIFFERENCE

Comparison of the Fairfield and Cabramatta centres reflects similar scale and function in terms of commercial services, facilities and public transport connections, but also key differences in composition, drivers of growth and needs for development.

A key commonality is their shared significance of the centres to Fairfield City's night-time, cultural and visitor economy. As well as easy access for visitors from neighbouring areas via public transport, both host distinctive events and representing the city's diversity and food culture very effectively.



While both centres are squarely focused on population services, a distinction lies in the sources of demand and industry composition across the precincts:

- Fairfield's population-serving strengths are oriented towards government-led sectors like public administration, education and health care and social assistance.
- Cabramatta's population-serving strengths are much more market-oriented, as for retail, accommodation and food services, with a much stronger local job count in these activities than in Fairfield centre (900 to 560).

Another difference comes in the composition of local enabling supply chains. Both have around 550 jobs in these industries, although with different emphasis:

- Cabramatta has 150 extra workers in finance, property, telecommunications and professional services
- Fairfield has 130 extra workers in logistics and administrative and support services.

The relocation of government agencies to Fairfield City Centre would build upon the role and function of the centre and have a gentrifying effect.

## PRECINCT ENHANCEMENT PRINCIPLES

The urban design principles for each centre identify key directions for further enhancing their amenity and productivity.

For Fairfield City centre, the key directions feature:

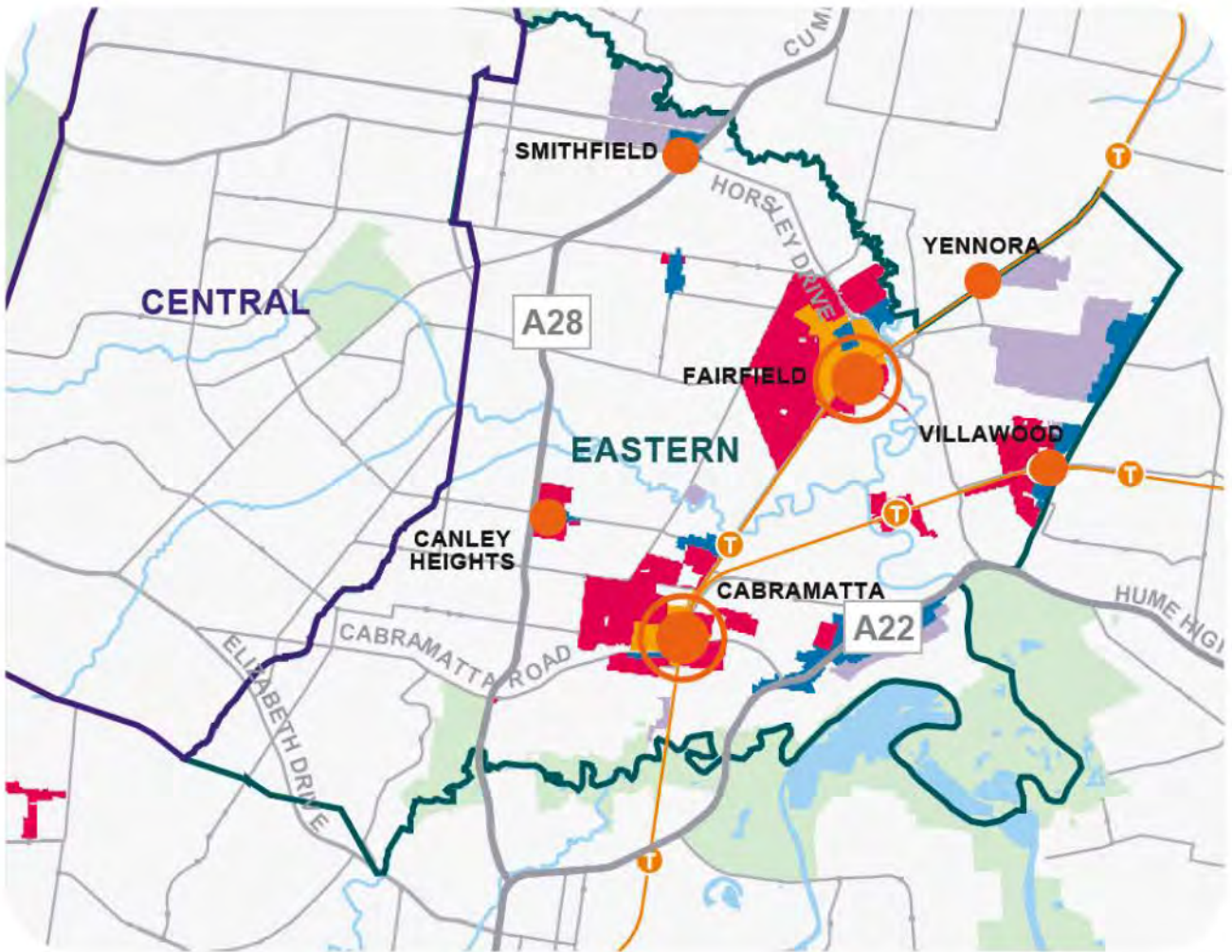
- Reinforcing Ware St as its heart, focused on retail and entertainment
- Encouraging residential development through shop top housing
- Making Barbara St a boulevard for transitioning from the core into residential uses
- Creating more spaces for business start-ups and social enterprises
- Supporting local businesses and the night time economy
- Integrating multi-level car parking with housing and other uses.

For Cabramatta centre, the key directions feature:

- Protecting John St as Cabramatta's primary retail high street
- Upgrading the public domain and streetscape to enhance its active transport and tourism potential
- Developing multi-storey car parking on the periphery of the centre's core
- Retaining the enterprise corridor on Cabramatta Road
- Developing commercial and retail anchors in the centre's opportunity sites to the north and east.

Implementation of these directions can best be achieved in partnership with the NSW Department of Planning, NSW Government Architect and related agencies.





*“Fairfield and Cabramatta centres reflect similar scale and function in terms of commercial services, facilities and public transport connections, but also key differences in composition, drivers of growth and needs for development”*

# Next Steps

## THE WAY FORWARD FOR FAIRFIELD

Correcting the longstanding policy neglect of Fairfield's social and economic disadvantage should be viewed as a matter of urgency, efficiency and fairness.

To tackle the extreme deficiencies in public transport, tertiary education and opportunities for job progression in Fairfield's community, all levels of government should adopt an integrated policy and investment strategy. This strategy should focus on measures affording easier access to better opportunities, both locally and across Sydney region.

To develop and progress such a strategy, Fairfield City Council should collaborate with the other levels of government.

The NSW and Commonwealth governments will bring the financial means and policy levers needed to implement transformative changes required.

The strategy should adopt priority measures for Fairfield's leading precincts as its cornerstones for greater local access to opportunity, set out below.

## PRAIRIEWOOD & CECIL PARK PRECINCT PRIORITIES

1. **Jointly investigate transformative land uses within the Prairiewood precinct to increase local access to jobs and opportunity, including:**
  - a. Intensified health and education uses, including a university campus
  - b. Public and social services hub
  - c. Business park
  - d. Complementary residential uses
  - e. Cultural and recreation hub.
2. **Expedite a revised business case for the East-West Rail Link including a Prairiewood station, specifically accounting for:**
  - a. Its 'city shaping' development potential
  - b. Constraints in Westmead's public transport network
  - c. Potential additional station locations within Cumberland LGA
  - d. The new airport's need for access to a suitable labour pool and easterly demand for Parramatta
  - e. Opportunities to integrate the markets of the new airport and Greater Parramatta.
3. **Renew planning activity for Cecil Park, accounting for the greater development potential offered by a new railway station.**

## SMITHFIELD-WETHERILL PARK PRECINCT PRIORITIES

1. Funding the expedited delivery of The Horsley Drive upgrade.
2. Collaborate with Transport for NSW to fund, plan and develop a rolling program of projects for cutting congestion on Smithfield-Wetherill Park Industrial Estate's access to the M7 and M4, considering the state, regional and local road networks **including extension of the Southern Link Rd onto Victoria St in Wetherill Park.**
3. Engage with Investment NSW and the Commonwealth Department of Industry to develop:
  - a. A rapid supply chain opportunities analysis to identify potential high-yield industries well-suited to the precinct
  - b. Related opportunities to co-invest in precinct activity.
4. Engage with School Infrastructure NSW to explore ways of exploiting the precinct's location and dual strengths in manufacturing and construction to increase Fairfield's participation in the record schools investment program
  - One specific opportunity for investigation is the precinct's potential as a hub of Schools Infrastructure NSW's Modern Methods of Construction program.

## FAIRFIELD & CABRAMATTA CENTRE PRECINCT PRIORITIES

1. Collaborate with the NSW Department of Planning, NSW Government Architect and related agencies to develop and invest in a place investment program for each of Fairfield and Cabramatta centres.
  - Priority initiatives for each centre should reflect the strategic priorities identified through Council's recent urban design processes.
2. Strengthen Fairfield's cultural and brand identity for place through enhancing the ambition of arts, culture and night time economy and events initiatives.
3. **Identify opportunities to re-locate more government jobs into Fairfield centre.**
4. Investigate Cabramatta centre's opportunities to:
  - a. Magnify and accelerate development of its northern and eastern re-development opportunity sites
  - b. Foster stronger growth in its emerging professional services cluster of enabling industries.