



*3D model of current building massing*

# STUDY AREA 1 FAIRFIELD CENTRE

## STUDY AREA 1 FAIRFIELD

### LOCAL CONTEXT

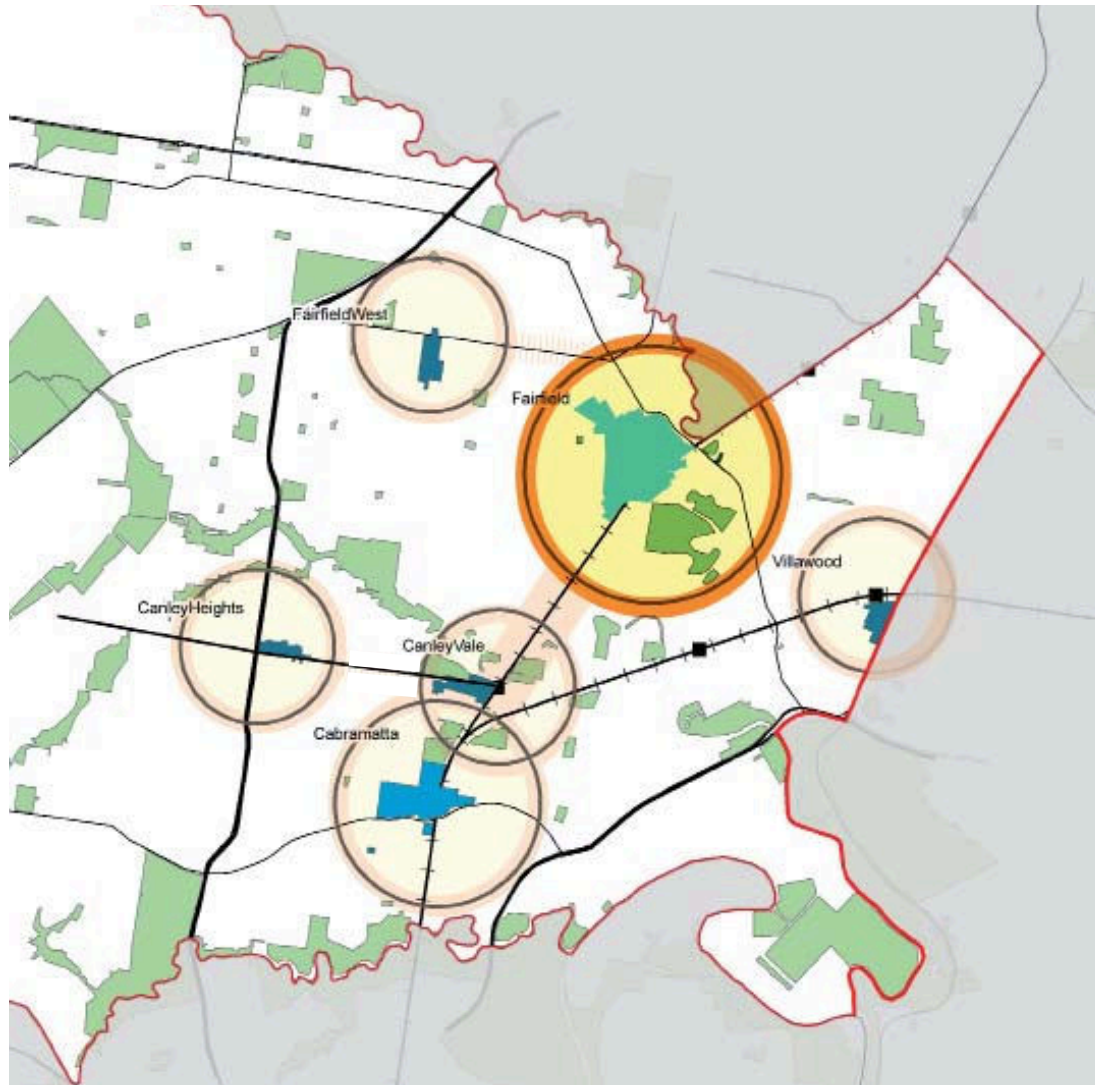
Fairfield Centre is the largest centre and is located in the north-east of the LGA towards the municipal boundary with Holroyd. A small portion of the catchment extends outside the municipal boundary in the north-east.

Classified as a potential Major Centre in the Metropolitan Strategy, it has a significant sub-regional catchment and provides a range of high level retail, commercial and civic functions for the LGA. The centre is anchored on the railway line which provides access to Blacktown, Liverpool, Parramatta, Campbelltown and the Sydney CBD. The centre is also serviced by a number of buses and a large interchange.

The catchment of Fairfield, as defined by the centres hierarchy, is 1km which contains approximately 3,500 dwellings within this catchment. Whilst the majority of the residential built form is medium density (ie 3 storey walk up flats), the number of dwellings is at the lower end for Major Centres (typically 9,000-28,000 dwellings).

Fairfield currently contains a wide range of community facilities including a district level and local level community centre, 2 local community health centres, 3 preschools, 3 primary schools, 1 secondary school, 2 libraries and 1 senior citizen centre.

A recently completed DCP affects a large proportion of the Town Centre.



#### CENTRES AND CORRIDORS

##### KEY

- CENTRE
- SUB REGIONAL BUSINESS CENTRE
- DISTRICT BUSINESS CENTRE
- LOCAL BUSINESS CENTRE

## STUDY AREA 1 FAIRFIELD

### URBAN STRUCTURE

Fairfield Centre extends into the Holroyd LGA and there are significant areas of industrial land to north east of study area, just beyond the 1km Major Centre catchment.

Fairfield Centre is characterised by mixed land uses, predominantly combinations of commercial and residential land uses.

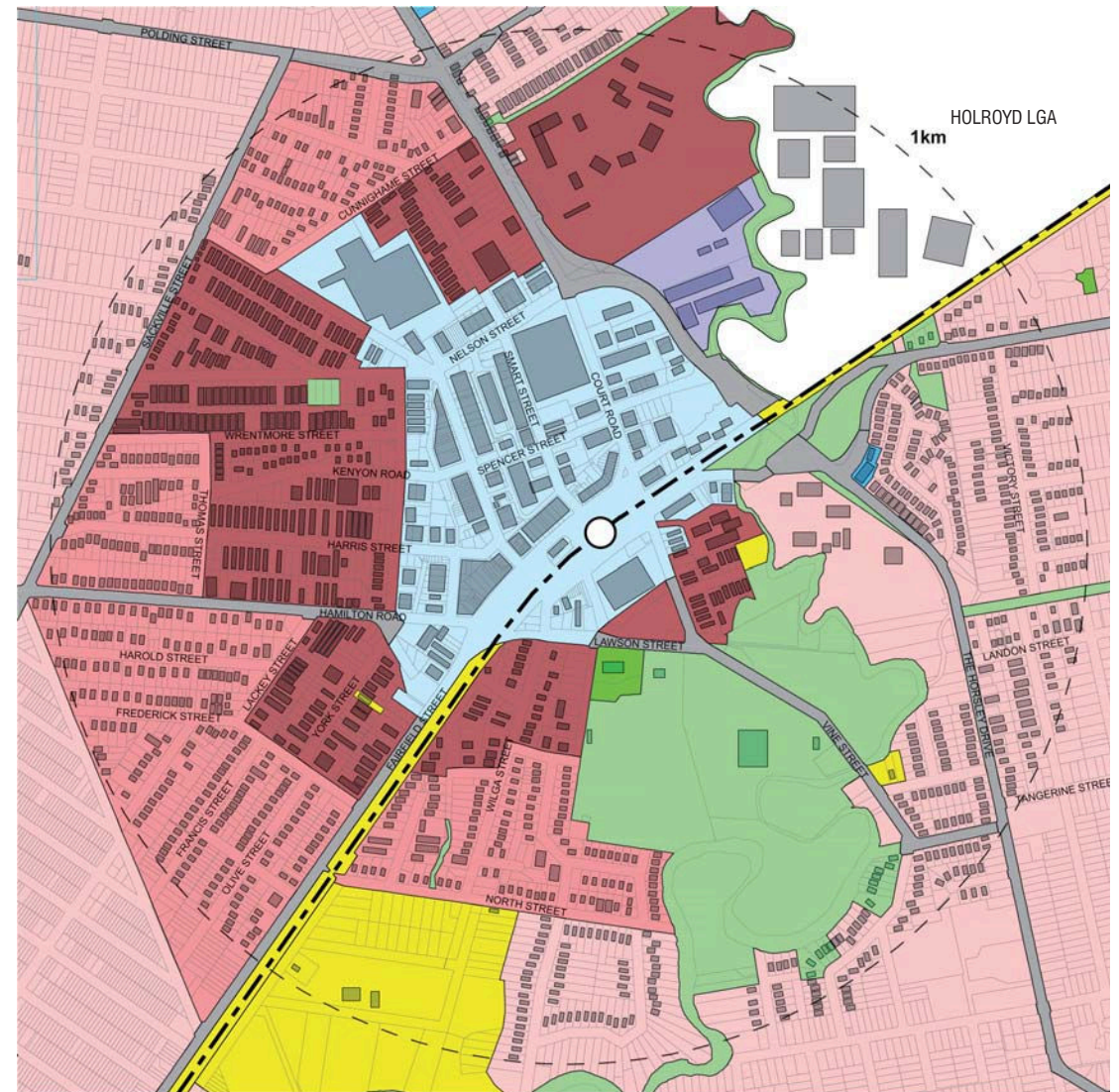
The catchment of Fairfield is divided by the railway line which runs north-east to south-west and provides a physical and visual barrier through the catchment. The commercial core is located on the northern side of the railway with expansive primary access from The Horsley Drive

The commercial core contains a range of commercial, retail, civic and residential uses which serve a sub-regional catchment and reinforce the importance of Fairfield Centre as a civic and community hub. The commercial core is focused towards the railway station, with limited commercial uses located on the southern side of the railway station. The DCP for the commercial core allows for buildings up to 12 storeys, which has not yet been fully realised. Ware Street has been the focus of recent public domain upgrades and a civic area is located in the west of the centre.

The commercial core is surrounded by pockets of medium density residential. This area was primarily developed in the 1970s and much of the housing stock is 3 storey walk ups, which are nearing the end of their life cycle. Strata titling of these lots presents a key challenge for redevelopment of the land directly around the commercial core of Fairfield Centre.

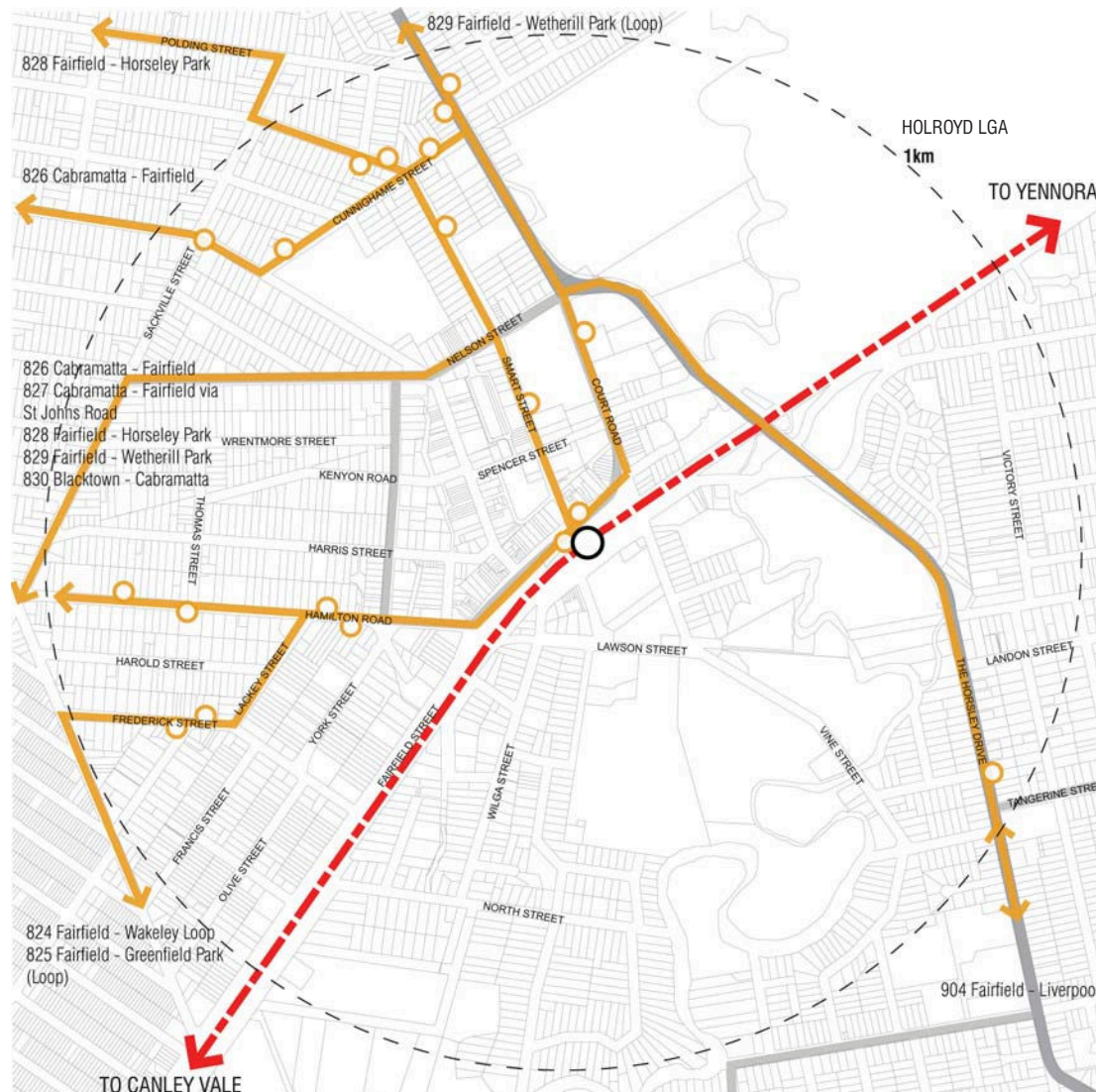
Medium density dwellings continue to the west, providing a suitable transition to the low density dwellings across Sackville Street. Low density dwellings also dominate the land south of the railway line, within the Fairfield Centre catchment area. The area to the south of the railway line is dominated by Prospect Creek and parklands. Small pockets of medium density residential have been located towards the railway station, but the remainder of the dwellings are low density.

Fairfield Park, located to the south of the railway line provides an important source of open space for the Fairfield Centre. However the railway line reduces access to the park from the north. There is limited open space within the north, particularly in the medium density areas north of the commercial core and also within the commercial core itself.



FAIRFIELD LEP 1994 ZONING KEY

- |  |   |
|--|---|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #f8d7da; border: 1px solid #c6c8ca; margin-right: 5px;"></span> 2(a) Residential A                | <span style="display: inline-block; width: 15px; height: 15px; background-color: #d1ecf1; border: 1px solid #c6c8ca; margin-right: 5px;"></span> 4(b) Light Industrial                    |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #f4cccc; border: 1px solid #c6c8ca; margin-right: 5px;"></span> 2(a1) Residential A1              | <span style="display: inline-block; width: 15px; height: 15px; background-color: #fff3cd; border: 1px solid #c6c8ca; margin-right: 5px;"></span> 5(a) Special Uses                        |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #e2e3e5; border: 1px solid #c6c8ca; margin-right: 5px;"></span> 2(b) Residential B                | <span style="display: inline-block; width: 15px; height: 15px; background-color: #e0e0e0; border: 1px solid #c6c8ca; margin-right: 5px;"></span> 5(c) Special Uses - Sub Arterial Routes  |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #d9ead3; border: 1px solid #c6c8ca; margin-right: 5px;"></span> 3(a) Sub-Regional Business Centre | <span style="display: inline-block; width: 15px; height: 15px; background-color: #d9ead3; border: 1px solid #c6c8ca; margin-right: 5px;"></span> 6(a) Existing/Proposed Public Recreation |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #d9ead3; border: 1px solid #c6c8ca; margin-right: 5px;"></span> 3(b) District Business Centre     | <span style="display: inline-block; width: 15px; height: 15px; background-color: #d9ead3; border: 1px solid #c6c8ca; margin-right: 5px;"></span> 6(b) Private Recreation                  |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #d9ead3; border: 1px solid #c6c8ca; margin-right: 5px;"></span> 3(c) Local Business Centre        | <span style="display: inline-block; width: 15px; height: 15px; background-color: #d9ead3; border: 1px solid #c6c8ca; margin-right: 5px;"></span> Education                                |



### MOVEMENT AND ACCESS

- KEY
- Pedestrian connection
  - Bus route
  - Bus stop
  - Arterial route
  - Collector route
  - Railway line/station



## STUDY AREA 1 FAIRFIELD MOVEMENT AND ACCESS

The Horsley Drive is an arterial road which provides north/south access through the LGA and connects into Hume Highway to the south. The Horsley Drive is a key access road to the Fairfield Centre and forms the northern boundary to the commercial core.

The quality of the pedestrian environment in the commercial core is varied. Upgrades have occurred around Ware Street, but additional attention is required to the north and west of the commercial core and to provide improved linkages to the railway station.

The majority of vehicular movement in the Fairfield Centre is east-west providing access into the commercial core, key roads include Polding Street, Nelson Street and Hamilton Road. The east west roads feed into the broader arterial road network.

There is high demand for on-street parking in much of the study area, with particular emphasis on streets surrounding the railway station.

Fairfield Street, runs along the railway line and provides the primarily east/west route through the commercial core.

The commercial area is centred on the Fairfield Railway Station, which lies on the Sydney CBD to Campbelltown line and the Blacktown to Campbelltown line. Peak rail services run every 5-10 minutes and off peak run every 15-30 minutes.

There are 3 pedestrian linkages across the railway line but they are generally poor, in terms of accessibility, equitable access and safety and security and in need of upgrades.

Approximately 10 bus services provide access to surrounding suburbs and centres such as Cabramatta, Wetherill Park, Wakeley and Liverpool.

Bicycle routes run parallel to the rail line (on the eastern side) and also along the Horsley Drive, connecting north to the Prospect Creek trail.

## STUDY AREA 1 FAIRFIELD

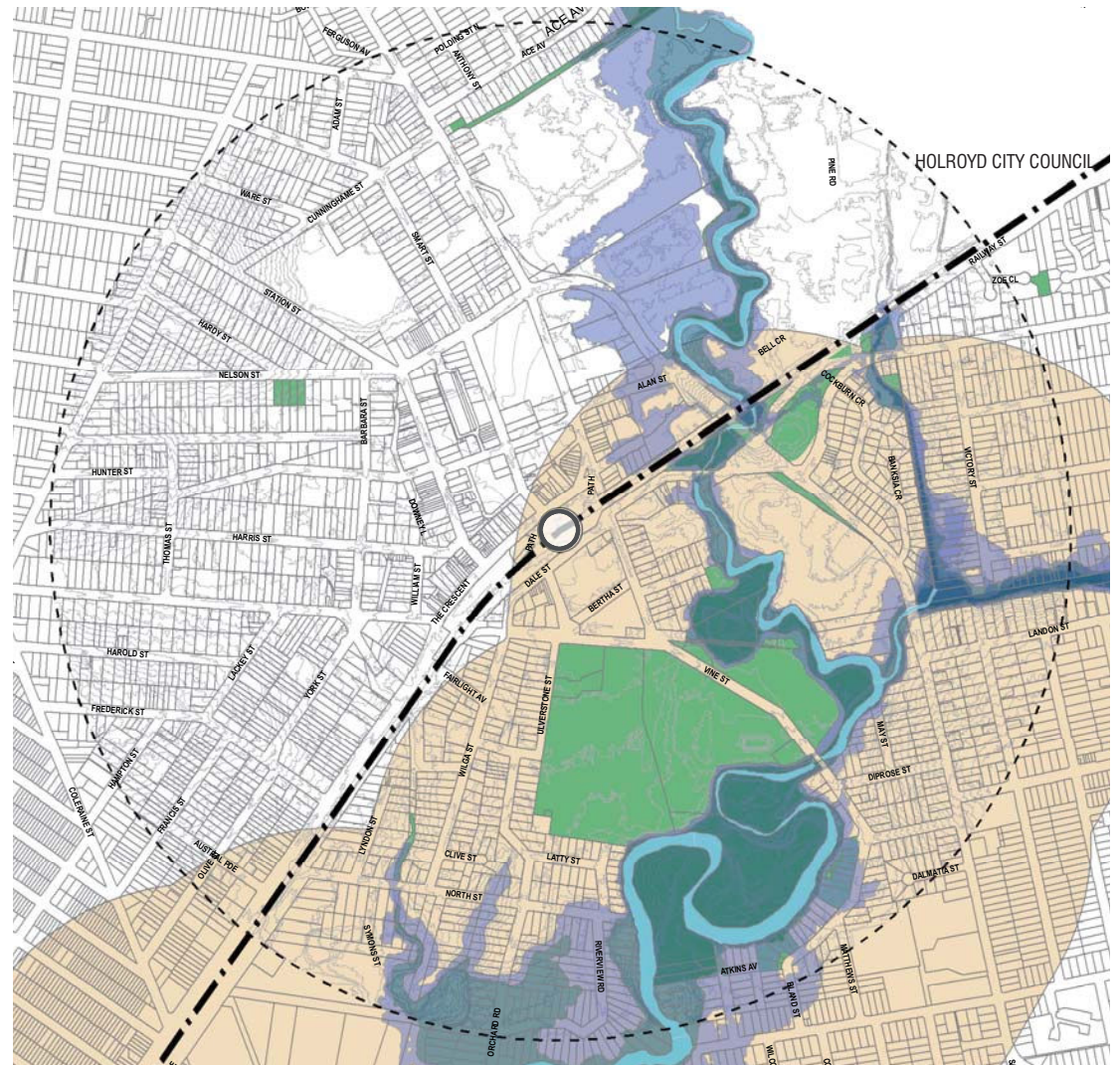
### ENVIRONMENTAL CONSTRAINTS

The topography is relatively even across the catchment, with some level changes along the Prospect Creek corridor.

Prospect Creek is a major creek which runs through the LGA and through the eastern side of the Fairfield Centre. Extensive areas of open space along Prospect Creek provide a green corridor running north-south through the study area. The areas of open space in this corridor provide an important source of open space and recreation for the catchment.

Areas along Prospect Creek are subject to flooding. The 1:100 flood line affects a significant proportion of areas within the eastern half of the catchment, particularly around the Horsley Drive (north of railway line) and through the low density residential areas east of Fairfield Park. This limits the development potential of these areas.

Acid sulphate soils impact on the eastern part of the catchment and limited areas in the south. The extensive amount of acid sulphate soils may impact development viabilities in these areas and requires further investigation.




#### ENVIRONMENTAL CONSTRAINTS

##### KEY

- Acid Sulphate Soils- area of influence
- Medium Risk Flood
- High Risk Flood
- Public open space





- PHYSICAL CONSTRAINTS  
KEY
-  Movement barrier
  -  Noise and vibration source
  -  Existing strata

## STUDY AREA 1 FAIRFIELD PHYSICAL CONSTRAINTS

The railway line is a physical and visual barrier through the Fairfield Centre catchment, restricting pedestrian and vehicular movement.

The Horsley Drive is a divided road that contains high traffic volumes and provides a barrier to pedestrian movement.

The presence of strata development restricts re-development opportunities of the 3-storey walk ups directly to the west of the commercial core.

Noise and vibration would have a negative impact on potential intensification of sites to the south and north of railway line.



## STUDY AREA 1 FAIRFIELD

### OPPORTUNITIES AND CONSTRAINTS

The key opportunities and constraints to increasing residential densities within the 1km catchment of the Proposed Major Centre at Fairfield include the following:

#### Opportunities:

- *Open space:* There are substantial areas of open space within the catchment area, with a 'ribbon' of open space effectively bisecting the study area along a north/south axis. This offers opportunities for new development to orientate towards open space, making use of existing assets in terms of day/sun light access, visual quality, landscaping, and the opportunities for passive and active recreational activities. However, open spaces and flood levels, also constrain the amount of land available for densification.
- *Transport connections:* Fairfield benefits from strong transport connections to the wider metropolitan area via bus and rail. These links enhance the viability of higher density residential development, particularly within a 400-800m walking distance of key transport nodes.

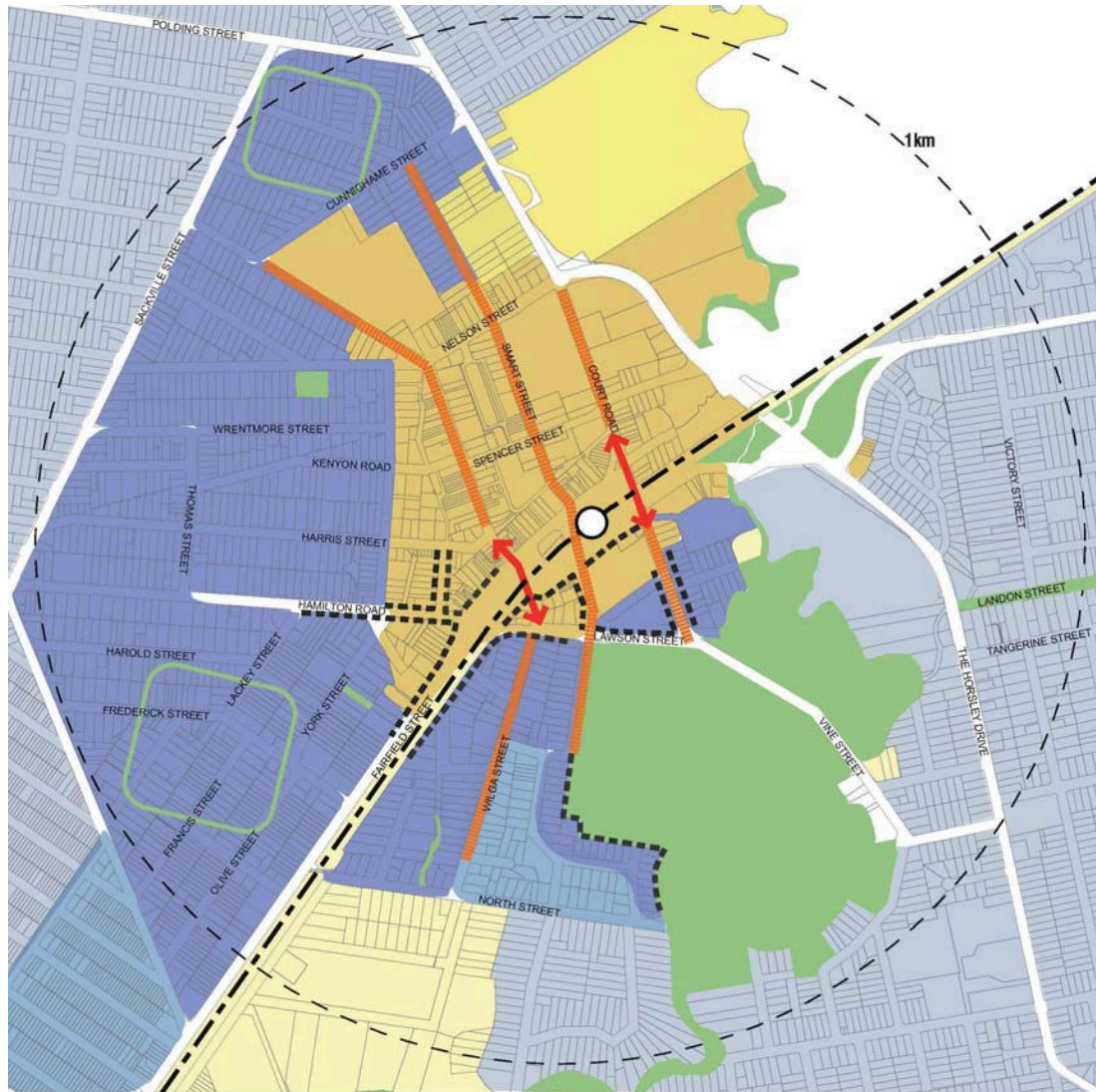
#### Constraints

- *Existing strata:* A significant proportion of the existing housing stock around the centre of Fairfield, and in particular in the western parts of the catchment, is under strata ownership. Although this could offer a precedent for medium-high density residential uses, and some redevelopment has occurred in areas featuring significant quantities of strata, it does preclude the likelihood of widescale redevelopment as a consequence of existing strata laws.
- *Permeability:* Connections and movement from north west to south east across the study area are compromised by the presence of an arterial road and a railway line, with relatively few opportunities for pedestrian crossing. There are therefore opportunities to enhance pedestrian connectivity.
- *Flood affected areas:* A large proportion of the study area is subject to flooding, with particular concentrations of flood risk on the eastern periphery of the study area. This would restrict viability or prohibit any future development.
- *Acid sulphate soils:* A large proportion of the study area features acid sulphate soils. This would increase the cost and potentially restrict viability.












## STUDY AREA 1 FAIRFIELD

### SUSTAINABILITY MATRIX

MAJOR CENTRE	Aspirational Target	Current Status	Recommendations
Dwelling Target	9,000-28,000 within 1km radius.	Currently 3,482 dwellings within 1km radius, significant potential to increase dwelling stock to meet the target for a Major Centre.	Increase dwelling stock within the catchment to support the role of Fairfield as a Major Centre. Key locations for additional growth are within the commercial core, western half of the precinct and long term, a corridor formation to Fairfield Heights and Canley Vale.
Housing Types	Maximum height 12 storeys. High density 50%; Medium density 40%; Low density 10%.	High density 53% Medium density 16% Low density 31%	Improve the dwelling mix by supporting increases in medium and high density dwellings.
Affordable Housing	Affordable housing integrated into new developments. Priority location for affordable housing, to ensure residents can access a broad range of services available in major centres.	Contains limited DoH stock, however low cost housing is available in catchment.	Priority location for affordable housing developments, integrated with new development.
Employment and Centres	Retail to support specialised function of centre: -Daily retail and shopping needs -Business/industry support services -Hotel and accommodation -Convention and hotel facilities -Night time economy	Contains a broad range of retail facilities which has a regional catchment. Centre also plays an administrative role and provides a range of professional services.	Continue to build on mix, diversity of retail and commercial services.
Service Infrastructure	Refer all centres	Council to liaise with relevant authorities to determine current capacity.	Provision of services to be reviewed in-line with increases in density.
Public Transport	Public transport interchange for bus and train 24 hr public transport services for rail and bus 5-10 min frequency in peak and 10-15 off peak Strong connection to other centres Park and ride facilities	Centre is focussed on a train station and has a range of bus services. Peak rail services are provided every 5-10 minutes and off peak 15-30mins.	Investigate the role of Polding Street as a future east-west bus link.  Seek to create bus links between Canley Vale and Fairfield to enhance access.
Open Space and Recreation	District level park (3-10ha) linking into surrounding district level open space; Range of local (1-4ha) and neighbourhood (0.25-2ha) parks across residential area Cycle links to other centres and key destinations; Universally accessible pedestrian facilities throughout centre.	Contains a District level park but local and neighbourhood parks are limited, particularly in the west.  Acquisition of site being investigated as part of open space strategy.	Ensure increased density within the western half of the catchment is supported by additional open space.  Improve pedestrian linkages between residential areas and Fairfield Park.
Natural Environment	Environmental constraints will not impede or restrict future development.	South-eastern half of catchment is highly constrained.	Focus new housing in north and west of catchment.
Community Facilities	District level community centre; 3 local community centres; 4 local community health centres; 3 preschools 3 public primary schools; 2 public secondary schools; 1 local TAFE 2 youth centres; 2 branch libraries; Child care facilities; Aged care facilities	Contains a wide range of community facilities, but additional may be required as it is the primary centre and in a high-need location.	Provide additional community facilities in line with the needs of current and future population.
Urban Design and Public Domain	High quality public places and domain for workers and residents i.e. plaza, square High quality and safe public domain during both day and night	Amenity is varied, particularly within commercial core and around train station.	Continue public domain upgrades, including better cycle/pedestrian linkages particularly in commercial core.
Sustainable Development	All new housing to be adaptable and embrace principles of sustainable housing design	Older housing stock which generally does not adhere to sustainable design criteria	Ensure future dwellings are constructed to the standards of SEPP 65 and are accessible.



2031 VISION  
KEY

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



## STUDY AREA 1 FAIRFIELD

### STRUCTURE PLAN PRINCIPLES

1. Maintain existing planning controls (which allow up to 12 storeys) within the commercial core and stimulate new development through a range of public domain upgrades and site specific master planned developments. The commercial core should provide residential housing stock in the short term.
2. Increase opportunity for high density zoning along Sackville Street (east) in the medium term.
3. Potential for long-term corridor along Polding Street, connecting to Fairfield Heights should a future bus route be established.
4. Existing 3 storey walk-ups to the west of the commercial core provide a long term opportunity for redevelopment if strata titling issues are overcome. Amalgamation of lots and a master planning approach would be required to ensure high quality built form outcomes.
5. Long term potential for higher density development on larger lots, allowing graduation of developments between high density, commercial core and surrounding low density areas.
6. Constrained by existing strata, but long term potential for high density.
7. Medium density corridor along railway line to Canley Vale as a long term objective.
8. Short term opportunity for high density, mindful of building controls to mitigate rail noise and vibration.
9. Sydney Water Land with long term potential for partial redevelopment.
10. Lots fronting the western side of Fairfield Park provide an opportunity for higher density dwellings which take advantage of views and amenity of the park in the short term.
11. Flood prone land with limited potential.
12. Existing schools.

### URBAN RENEWAL MASTER PLAN

Fairfield is a high priority location for a Urban Renewal Master Plan (URMP). The URMP should establish a long term (20 year) plan which will ensure Fairfield meets the required level of services and facilities for a major centre. The vision for Fairfield should be based on the Structure Planning Principles (above) and develop a detailed action and implementation plan to address the Recommendations in the Sustainability Matrix. Details of the general requirements of an Urban Renewal Master Plan are in Section 5.5.

The URMP for Fairfield should prioritise the renewal of the commercial core through adoption of the DCP and public domain improvements. This should be followed by renewal of areas currently zoned medium density in the south and east.