

3D model of current building massing

STUDY AREA 5 FAIRFIELD HEIGHTS

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LOCAL CONTEXT

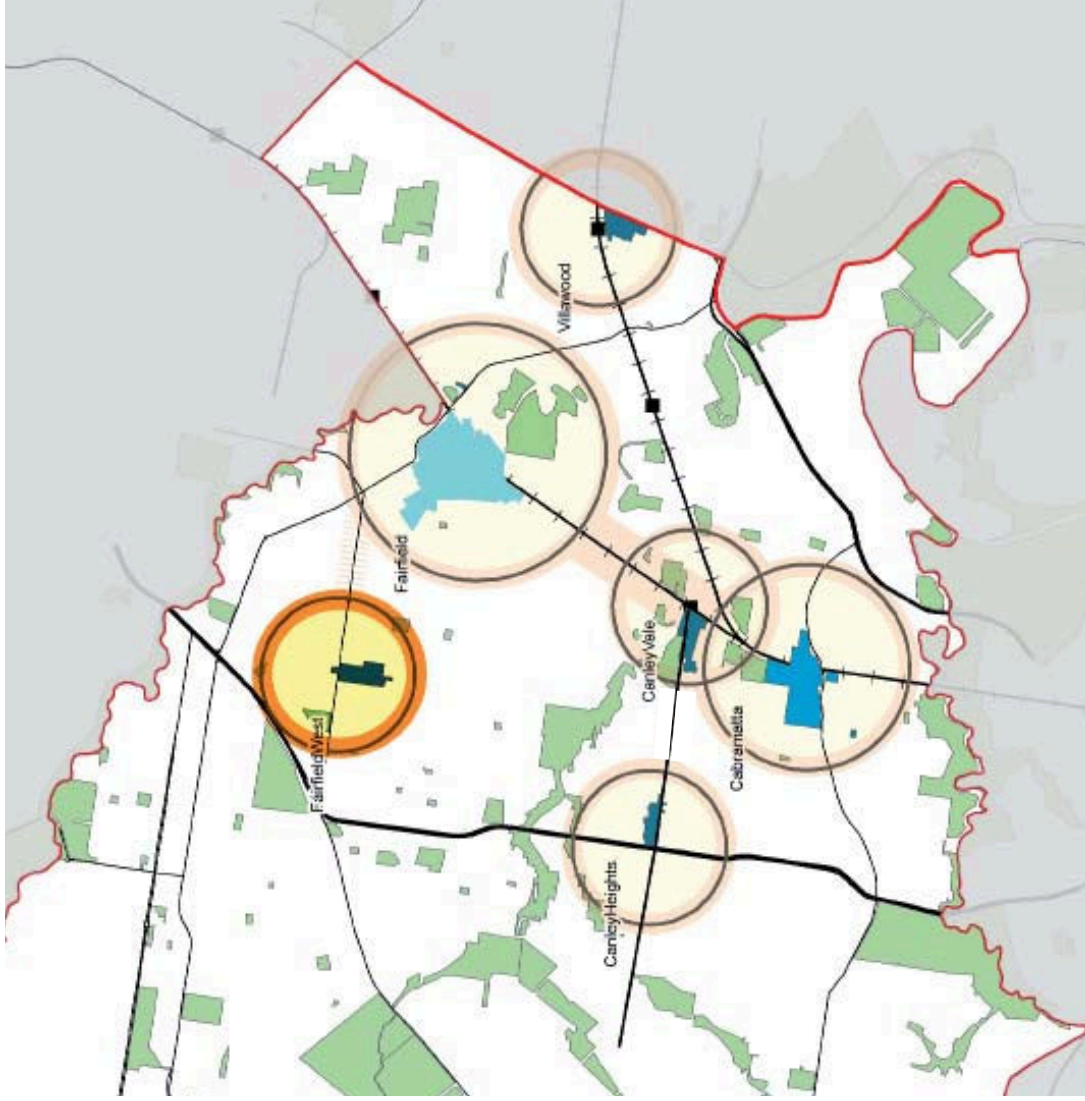
Fairfield Heights is located in the north-east of the LGA, half way between the Cumberland Highway and Fairfield commercial area. Smithfield sits to the north of Fairfield Heights and beyond is the Fairfield industrial corridor.

Fairfield Heights sits away from the key arterial road network, but is intersected by Polding Street, which has the potential to be a key east-west public transport link within the LGA, linking the two major centres of Prairewood and Fairfield.

The Metropolitan Strategy has identified Fairfield Heights as a small village, however Council is seeking reclassification of Fairfield Heights as a village. The catchment of Fairfield Heights contains residential development with the main commercial focus along The Boulevard which intersects Polding Street.

Community facilities in the Fairfield Heights catchment include a primary school, two child care centres and a nursing home.

There are currently approximately 1,300 dwellings within Fairfield Heights which is short of the dwelling target for villages at 2,100 to 5,500 dwellings within a 600m radius.



CENTRES AND CORRIDORS

KEY

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

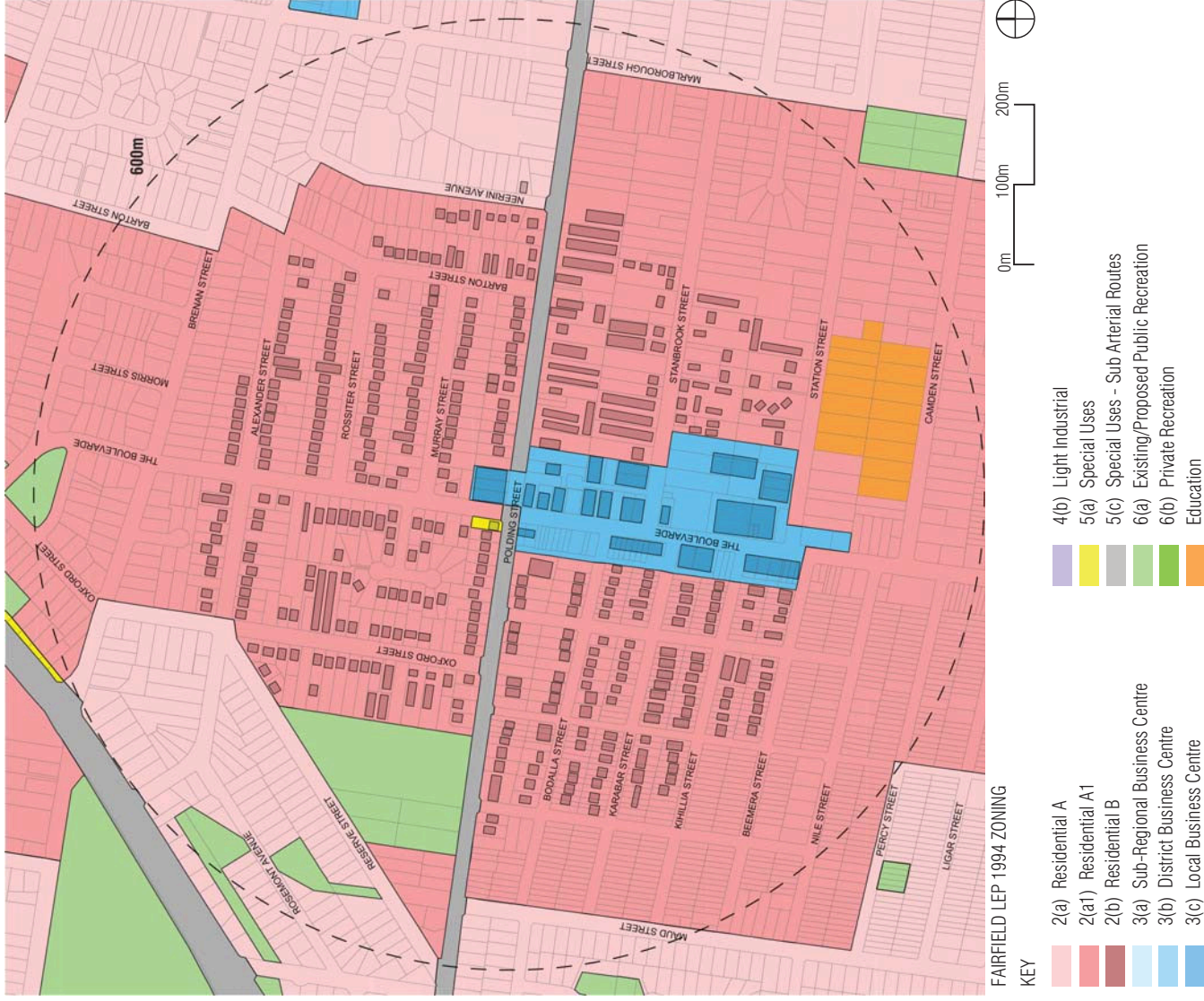
STUDY AREA 5 FAIRFIELD HEIGHTS URBAN STRUCTURE

Fairfield Heights has a grid pattern street structure with Polding Street providing a key east-west axis and The Boulevard the north-south axis.

The commercial area of Fairfield Heights sits along The Boulevard, to the south of Polding Street. The retail area has extended slightly east along Stanbrook Street and Station Street.

The size of residential lots vary with larger strata lots south east of Polding Street and small 'triple' lots on the south western side of the commercial area. Lots to the north are more regular in size (500-600sqm).

Open space and civic spaces are limited, particularly in close proximity to the commercial centre. A large area of open space is located to the north west of the commercial centre, fronting Polding Street, however this has poor connectivity with the commercial area.



STUDY AREA 5 FAIRFIELD HEIGHTS MOVEMENT AND ACCESS

Primary vehicle movements are east-west along Polding Street, which intersects the Cumberland Highway to the west and links to Fairfield to the east.

The remainder of roads in Fairfield Heights are residential in character, with the exception of The Boulevard. The commercial area along The Boulevard is a key destination for local traffic.

The regular road network provides good pedestrian access with bus routes running along Brennan Street, Polding Street. The Boulevard and Station Street, providing access to Cabramatta and Fairfield. There is potential to develop Polding Street as a key bus arterial between the major centres of Prairiewood and Fairfield.

Parking within Fairfield Heights commercial core is provided on-street, with large on-grade parking provided at the retail complex between Stanbrook and Station Streets.

The Fairfield Heights commercial core amenity is fair, however it lacks any civic or open spaces.

Fairfield Heights sits outside the regional bike network.



STUDY AREA 5 FAIRFIELD HEIGHTS ENVIRONMENTAL CONSTRAINTS

The topography of Fairfield Heights is defined by a high-point at the intersection of Polding Street and the Boulevard, with ridge lines extending north-south.

Fairfield Heights is relatively unconstrained by natural systems. There are no flooding or acid sulphate soils constraints.

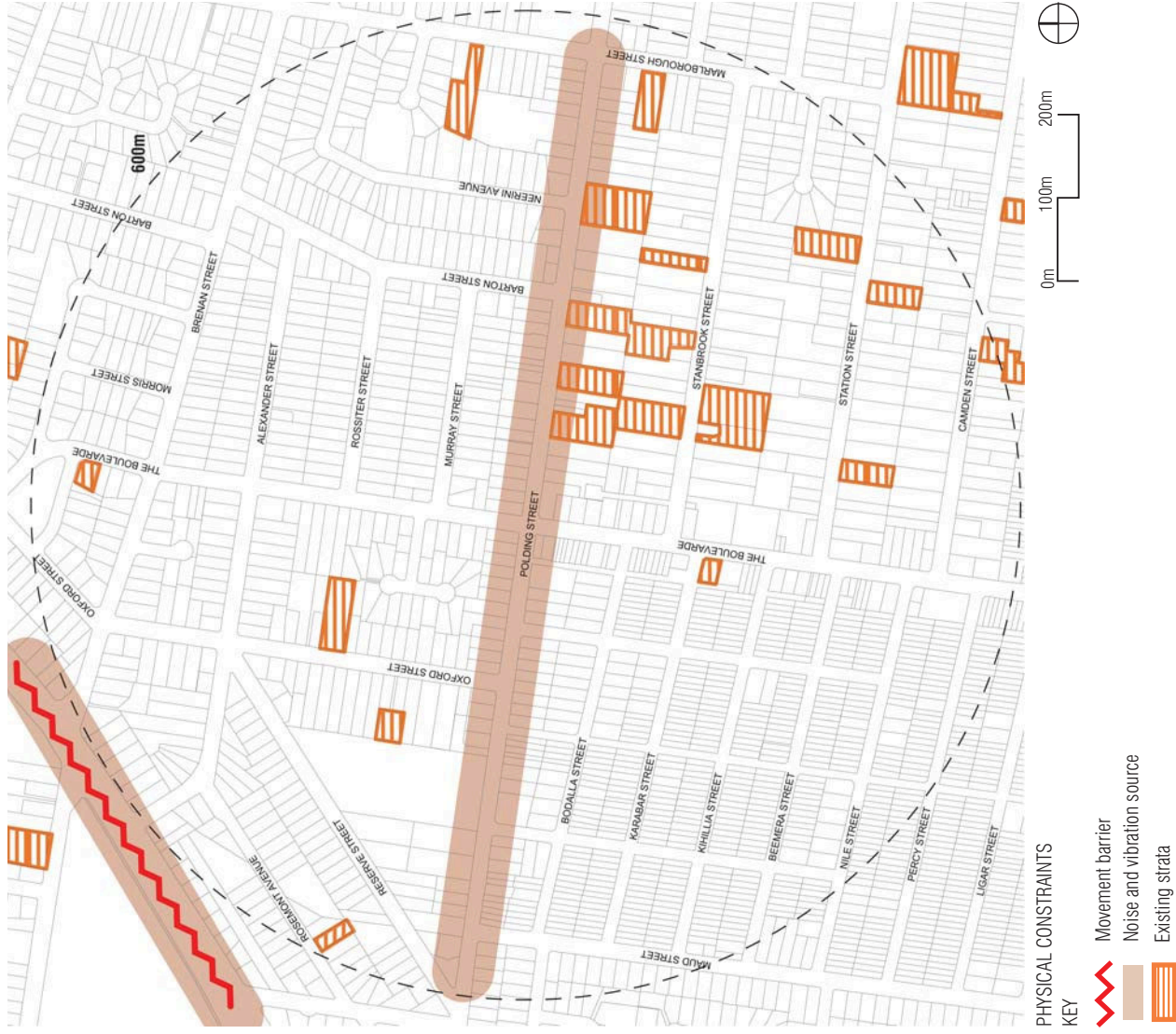
There is limited open space opportunities within the centre.



STUDY AREA 5 FAIRFIELD HEIGHTS PHYSICAL CONSTRAINTS

There are limited development constraints in Fairfield Heights. Increased traffic along Polding Street as the result of a new key bus axis, could potentially create amenity impacts for development along this axis.

There is a small concentration of strata lots in the south east quadrant of Fairfield Heights. The small 'tripleplex' lots in the south west quadrant could also be considered as a minor constraint to a larger scale redevelopment, however they currently allow small, terrace style housing.



STUDY AREA 5 FAIRFIELD HEIGHTS OPPORTUNITIES AND CONSTRAINTS

The key opportunities and constraints to increasing residential densities within the 600m catchment of the proposed Village centre at Fairfield Heights include the following:

Opportunities:

- **Public domain:** The public realm would benefit from enhancement comparable to treatments at Canley Heights and Canley Vale. This could involve the introduction of street trees and street furniture, and a possible town centre square and civic space.
- **Shop-top housing:** There are opportunities for shop-top housing within the commercial centre at Fairfield Heights. This would involve an increase in density which would benefit the public domain in terms of enhancing the sense of enclosure along The Boulevard, and increasing levels of activity during the day and night, which would have a positive impact on the safety of the public realm.
- **Opportunities for long-term densification:** The process of increasing densities could follow a 'contained density' model, with maximum densities reached around the existing commercial hub at The Boulevard and, to a lesser degree, Polding Street, with incremental reductions in density down to the low rise suburban character which constitutes the predominant typology of the area. The viability of development along main routes could be enhanced by retail or other publicly accessible uses.
- **Open space:** The area of open space to the north west of the study area could be utilised by new, denser development in terms of access to sun/day light, landscaping, and opportunities for recreation.

STUDY AREA 5 FAIRFIELD HEIGHTS SUSTAINABILITY MATRIX

VILLAGE	Aspirational Target	Current Status	Recommendations
Dwelling Target	2,100-5,500 dwellings within 600m radius.	Currently 1,262 dwellings within a 600m catchment.	Opportunity to increase dwelling stock to meet range for a village.
Housing Types	Maximum height 6 storeys. High density 30% Medium density 40% Low density 30%.	High density 1% Medium density 31% Low density 68%	Need to increase proportion of high density stock.
Affordable Housing	Affordable housing integrated into new developments.	No DoH stock within catchment. Significant low cost housing available in catchment.	Encourage affordable housing in catchment.
Employment and Centres	Cluster of shops for daily shopping with 10-50 shops: -Small supermarket -Strip of shops -Limited services -Limited medical services	Contains 60+ shops including take away, daily shops and services.	Maintain diversity and quality 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	Bus interchange (more than 1 bus) 14 hr services 10 - 15 min frequency	Contains bus two services.	Review opportunity to develop Polding Street as a key east-west bus route.
Open Space and Recreation	1 local park (1-4ha) 3 neighbourhood parks (0.25-2ha) Cycle links to other centres and key destinations Universally accessible pedestrian facilities throughout centre	Contains two local parks but no neighbourhood parks.	Increase amount and distribution of open space across catchment, particularly in south-east of catchment.
Natural Environment	Refer all centres	No major environmental constraints.	
Community Facilities	1 local community health centre; 1 preschool; 1 public primary school; Child care facilities; Aged care facilities	Limited community facilities with some cultural facilities and two child care centres.	Provide additional community facilities in line with the needs of current and future population.
Urban Design and Public Domain	Active urban space which facilitates formal and informal meeting and gathering spaces i.e. plaza, square, mall etc High quality and safe public domain	The public domain is fair, but lacks any civic space.	Investigate additional open space within the commercial core to increase activation. Improve quality of public domain in commercial core.
Sustainable Development	All new housing to be adaptable and embrace principles of sustainable housing design	Older development does not meet sustainable housing criteria.	Ensure future dwellings are constructed to the standards of SEPP 65 and are accessible.

STUDY AREA 5 FAIRFIELD HEIGHTS STRUCTURE PLAN PRINCIPLES

1. Promote shop top housing in commercial core in the short term.
2. If Polding Street is developed into a strategic east-west bus link, provide mixed-use development along Polding Street over the medium term.
3. Reinforce Polding Street as a key axis through provision of high density over the medium term.
4. Existing catchment area currently zoned for medium density, with limited uptake. This should be the focus for redevelopment in the short term.
5. Currently zoned for medium density lots, future redevelopment limited by existing strata lots.
6. Existing school.
7. Provide linkages to open space and orientate development towards these new access ways in the short term.
8. Break up long blocks with mid-block links.
9. Investigate civic space
10. Investigate additional open space

URBAN RENEWAL MASTER PLAN

Fairfield Heights is a medium term priority location for the preparation of an Urban Renewal Master Plan (URMP). The URMP should establish a long term (20 year) plan which will ensure Fairfield Heights meets the required level of services and facilities for a village. The vision for Fairfield Heights 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.

The URMP for Fairfield Heights should prioritise the in-fill of existing areas zoned medium density. Local area improvement plans could assist in attracting medium density housing. High density around the core should be considered in the medium along with a corridor of medium density towards Fairfield.

Details of the general requirements of an Urban Renewal Master Plan are in Section 5.5.

