

3D model of current building massing

STUDY AREA 3 CANLEY VALE

STUDY AREA 3 CANLEY VALE

LOCAL CONTEXT

Canley Vale is located in the south east of the Fairfield LGA and sits strategically between Fairfield and Cabramatta, along the corridor that follows the rail lines. Orphan School Creek runs in an east-west direction in the northern part of the catchment area.

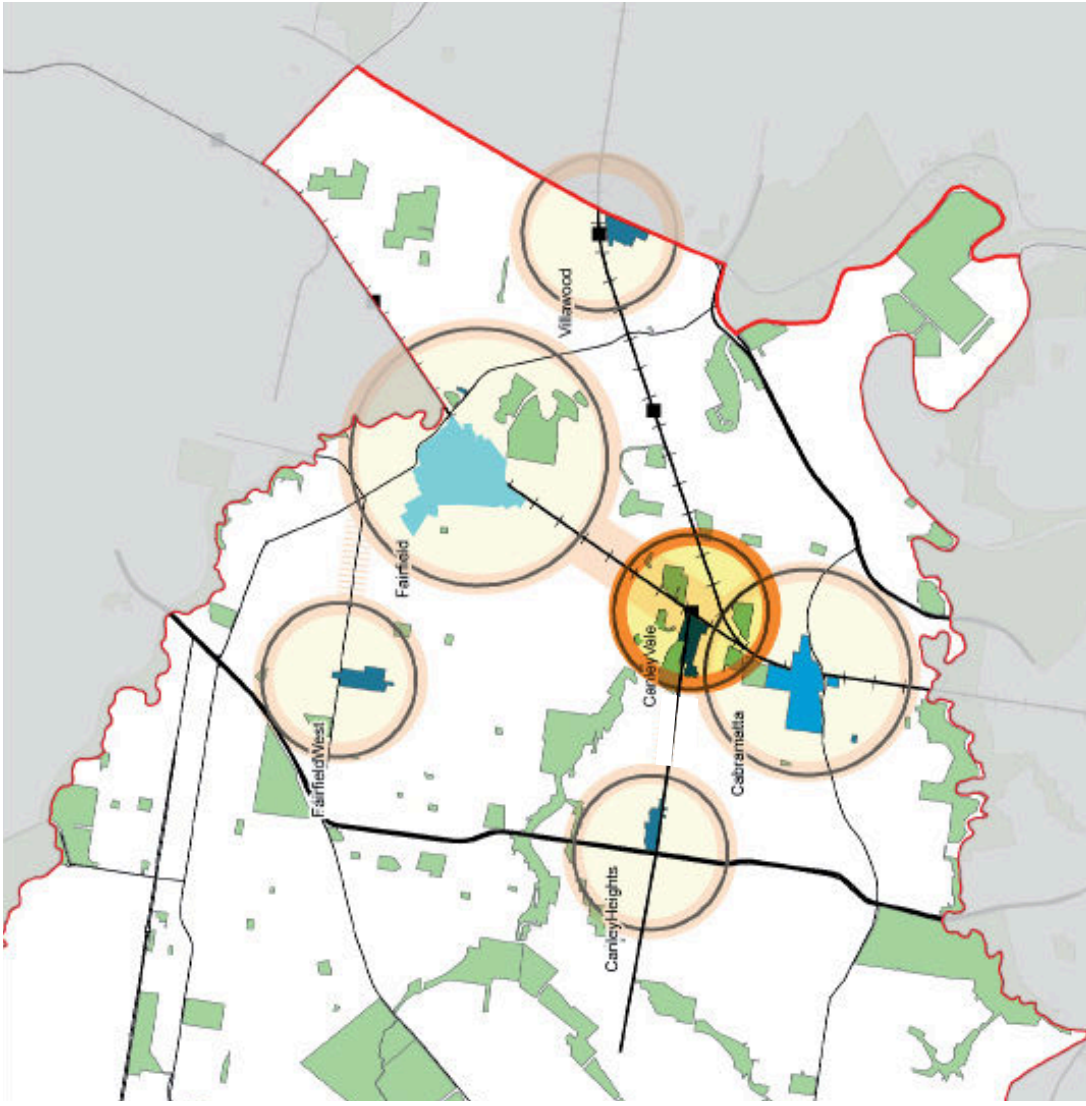
Orphan School Creek provides a range of open space areas which are used for passive and active recreation uses and contributes to the amenity of the centre.

The centre is focussed on Canley Vale Road and the rail station. Canley Vale Road is a key east-west road which links through to the Cumberland Highway and through to Prairiewood.

Canley Vale is classified as a Village within the LGA centres hierarchy, its catchment is 600m and contains a range of land uses.

Community facilities in the Canley Vale catchment include a preschool, primary school and three child care centres.

There are currently approximately 800 dwellings within Canley Vale 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 3 CANLEY VALE URBAN STRUCTURE

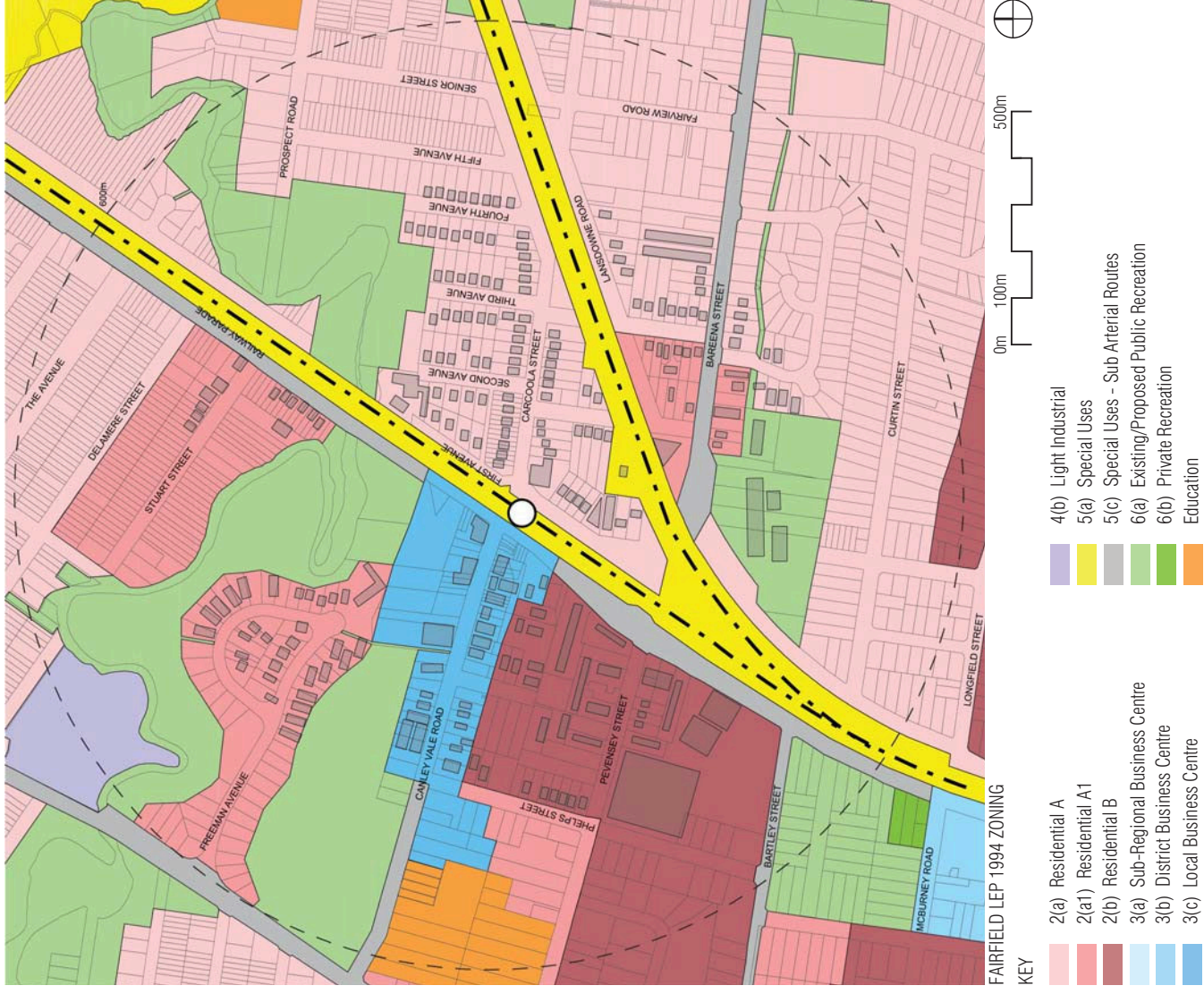
The intersection of two rail lines and the Orphan School Creek to the north, are the defining elements of Canley Vale. The primary commercial and residential areas are focussed on the western side of Railway Parade, along Canley Vale Road.

The Canley Vale commercial core extends along Canley Vale Road and is small in scale. Built form is generally 1-2 storeys. A large club/pub dominates the western end of the centre.

Orphan School Creek runs through the north of the catchment and constrains much of the land for open space. As a result the road pattern is less regular in the north than the south.

The creek corridor and surrounding low-lying lands provide for a variety of open space areas within the catchment. The Cabravale Leisure Centre is located along Bareena Street adjacent to the railway line.

A small triangle of land sits between the junction of the two railway lines in the eastern part of the catchment. The majority of the land is residential but access to this area is limited.



STUDY AREA 3 CANLEY VALE MOVEMENT AND ACCESS

There are two railway lines running through Canley Vale, but the train station is located only on the Railway Parade railway line. This provides access to the City to Campbelltown and Blacktown to Campbelltown lines are accessible from Cabramatta.

East-west movement within Canley Vale is highly restricted by the two railway lines. The land between the two railway lines is isolated with limited access in or out of this area.

The railway lines also reduce the connectivity of the eastern half of the catchment with the core commercial areas in the west.

Pedestrian access is good around the commercial centre, but again east-west pedestrian movements are restricted to dedicated rail crossing points.

Canley Vale is serviced by three bus services, which provide access to Blacktown, Cabramatta, Fairfield and Liverpool. The railway line provides access to the CBD, Parramatta, Liverpool and Campbelltown. Peak rail services run every 5-10 minutes and off peak run every 15-30 minutes.

Limited access and high levels of flood prone land raise issues in relation to emergency access/egress.

There is a limited parking within the commercial core and around the railway station. This creates issues at peak times.

A regional bike path is located on the eastern side of the railway line, linking Cabramatta to the Sydney CBD and Campbelltown. There is a regional bike path along Orphan School Creek which intersects the Canley Vale commercial core. This bike path extends from the Western Sydney Regional Park to Bankstown.



STUDY AREA 3 CANLEY VALE ENVIRONMENTAL CONSTRAINTS

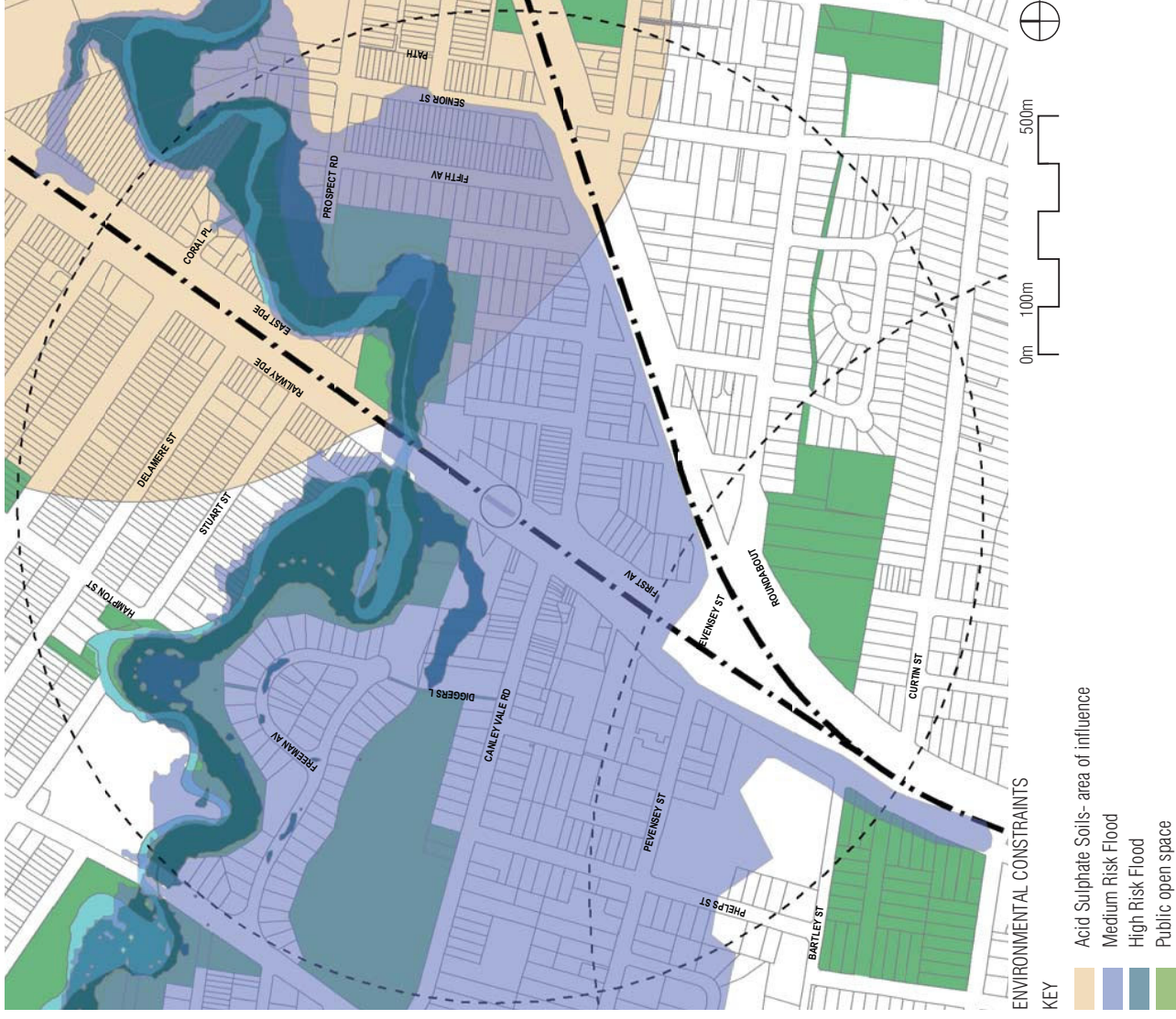
The topography of Canley Vale is highly influenced by the Orphan School Creek in the north. There are high points directly south of the railway station however the remainder of the catchment is relatively flat.

Orphan School Creek is a major water way which extends through the Canley Vale catchment. The creek meanders through the north of the catchment creating areas of open space and a high quality amenity.

Orphan School Creek presents a high flood risk to the Canley Vale catchment. Almost the entire catchment to the south of the creek is subject to the PMF (Probable Maximum Flood) flood risk, however this has not historically constrained development. The Fairfield RDS 2009 will seek to limit development in the high and medium risk flood prone areas.

Acid sulphate soils impacts the areas in the north-east of the catchment.

There are areas of vegetation along the creek corridors.



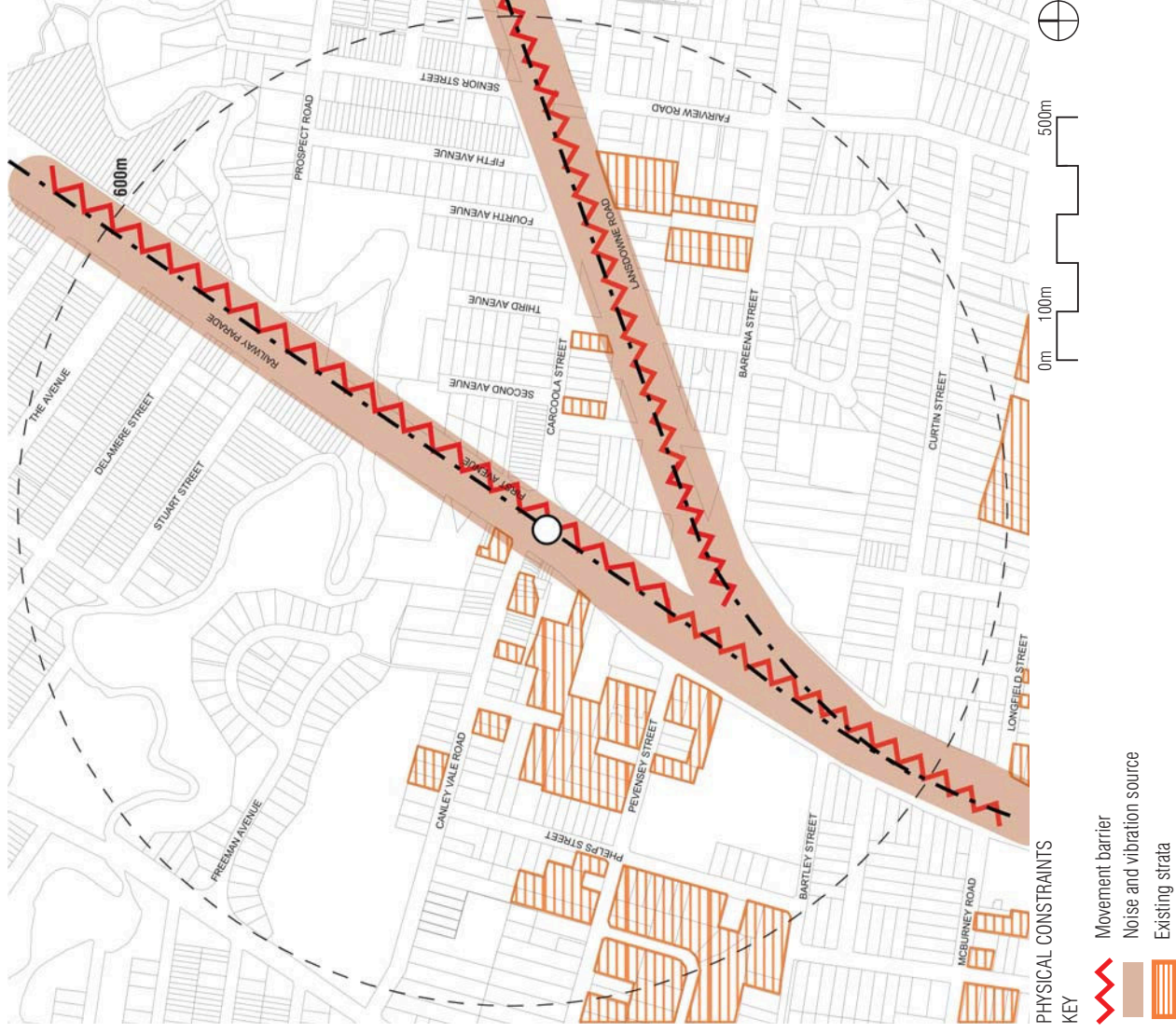
STUDY AREA 3 CANLEY VALE

PHYSICAL CONSTRAINTS

The primary physical development constraint in Canley Vale is the two railway lines. These greatly impact access and movement within the catchment and reduce access to the commercial core. As such, some areas within the catchment have a greater association with neighbouring centers.

The railway lines also present visual, acoustic and amenity barriers.

The South Sydney Freight Line is proposed along the eastern railway line, parallel to Landsdowne Road. Upgrading of the railway line will have significant impacts on noise and vibration along the rail corridor. Where the rail line adjoins residential areas it is proposed to construct an 8m high noise wall along the rail line. This wall will further impede visual and physical connectivity.



STUDY AREA 3 CANLEY VALE OPPORTUNITIES AND CONSTRAINTS

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

Opportunities:

- *Opportunities for long-term densification:* The process of increasing densities could follow a 'contained density' model, with maximum densities reached within the 'peninsular' sites surrounded by the railway line. There would then be 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.
 - *Public transport:* Canley Vale is well connected to the wider metropolitan area via bus and train, enhancing its viability as a consolidated, densified area, with new residential development within walking distance of key transport routes.
 - *Shop-top housing:* There are opportunities for shop-top housing within the commercial centre at Canley Vale. This would involve an increase in density which would benefit the public domain in terms of enhancing Canley Vale Road, and increasing levels of activity during the day and night, which would have a positive impact on the safety of the public realm.
 - *Open Space:* There are areas of high quality open space around the study area however, these areas are heavily constrained by flood.
- Constraints:
- *Connectivity:* Pedestrian connections within Canley Vale are constrained by the presence of railway lines and arterial roads at Railway Parade and Lansdowne Road. New pedestrian connections are required between the three key aspects of the study area, as divided by these key transport routes.
 - *Flooding:* Flood risk in Canley Vale is concentrated in the north of the study area, around an extensive area of open space and affects a significant part of the precinct.
 - *Existing strata:* Strata is concentrated around Canley Vale Road and Pevensey Street, with existing strata laws serving to restrict opportunities for future redevelopment.

STUDY AREA 3 CANLEY VALE SUSTAINABILITY MATRIX

VILLAGE	Aspirational Target	Current Status	Recommendations
Dwelling Target	2,100-5,500 dwellings within 600m radius.	Currently 802 dwellings within 600m radius.	Limited opportunity to increase dwelling stock to meet target for village due to environmental constraints.
Housing Types	Maximum height 6 storeys. High density 30% Medium density 40% Low density 30%.	High density 34% Medium density 14% Low density 53%	Maintain existing densities and zones across the catchment. There are some limited opportunities for additional dwellings within the provisions of the existing zones.
Affordable Housing	Affordable housing integrated into new developments. Desirable location for affordable housing, to ensure residents can access a broad range of services available in major centres	DoH own stock around First and Fifth Ave. in total 67 lots.	Identify opportunity to integrate affordable housing stock within new developments.
Employment and Centres	Cluster of shops for daily shopping with 10-50 shops: -Small supermarket -Strip of shops -Limited services -Limited medical services	Contains 50+ plus shops which includes take away, daily shops and services.	Ensure commercial core retains a mix 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 and improve emergency access in flood prone areas.
Public Transport	Bus interchange (more than 1 bus) 14 hr services 10 - 15 min frequency	Centre serviced by train and bus services. Peak rail services are provided every 5-10 minutes and off peak 15-30mins.	Work with the State Government to increase frequency of services and enhance access to the railway station.
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	Creek provides a range of open space areas. Also benefited by the recreation swimming centre and bowling centre.	Maintain the quality and quantum of open space within the catchment
Natural Environment	Refer all centres	Area highly constrained by flooding.	Minimise additional development and increases in density in areas impacted by flooding.
Community Facilities	1 local community health centre; 1 preschool; 1 public primary school; Child care facilities; Aged care facilities	Contains a range of community facilities to meet current population.	Ensure community facilities meet 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	High quality town centre with civic and open spaces.	Maintain quality and amenity of urban spaces.
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 3 CANLEY VALE STRUCTURE PLAN PRINCIPLES

1. Promote shop-top housing in commercial in short term.
2. Strategic redevelopment site for high density housing, development should not increase risk of flood to surrounding area.
3. Existing high density area. Opportunity for short term renewal through this area.
4. Corridor of high/medium density connecting to Cabramatta catchment in the medium term.
5. Area constrained by flooding and poor access, therefore limited opportunity for additional density.
6. Continuation of corridor between Fairfield and Canley Vale in the medium term.
7. Existing medium density area, further development constrained by flooding issues.
8. Encourage new development with frontage to open space links.

URBAN RENEWAL MASTER PLAN

Given the limited re-development potential, a Urban Renewal Master Plan is not a priority in the short to medium term. Flooding and access issues limits the opportunity to increase densities and it is considered that medium and high densities should not be located in areas of medium and high flood risk. Back zoning of existing medium and high density residential impacted by flooding is recommended, where Council drainage studies clearly demonstrate the land is not suitable for development.

An URMP for Canley Vale should establish a long term (20 year) plan which will ensure Canley Vale meets the required level of services and facilities for a village. The plan would focus on public domain upgrades and provision of community services. It should also provide direction on a long term corridor between Fairfield and Cabramatta along the train line. The vision for Canley Vale 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.

