



3D model of current building massing

STUDY AREA 6 VILLAWOOD

STUDY AREA 6 VILLAWOOD

LOCAL CONTEXT

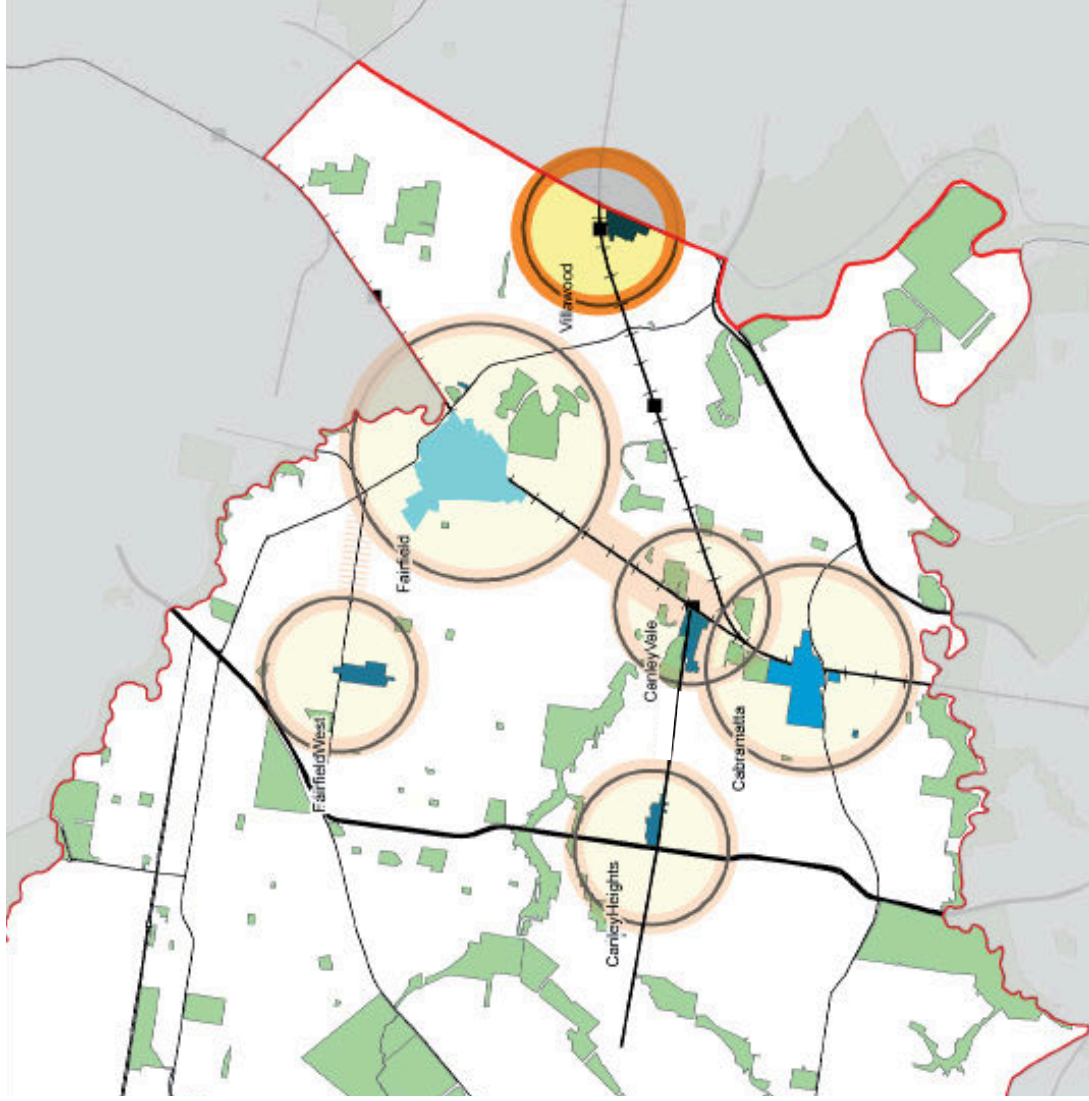
Villawood is located to the east of the LGA and sits adjacent to the municipal boundary to Bankstown LGA.

Villawood is located approximately 2km east of Fairfield and it is located approximately 10km from both Parramatta (to the north) and Bankstown (to the east).

Classified as a Village within the LGA centres hierarchy, its catchment is 600m, focused primarily on the railway line which runs east-west through the centre. The retail area sits directly south abutting Woodville Road.

Villawood abuts the southern end of Fairfield East/Leightonfield industrial area. Woodville Road provides a buffer between residential and industrial land uses.

Villawood currently has limited community facilities and would require additional investment in a local community facilities prior to encouraging future development. There are currently approximately 350 dwellings within Villawood which is significantly lower than the metropolitan dwelling target for villages at 2,100 to 5,500 dwellings within a 600m radius. This is primarily as half the catchment sits outside the Fairfield LGA and is dominated by industrial uses.



CENTRES AND CORRIDORS

KEY

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

STUDY AREA 6 VILLAWOOD URBAN STRUCTURE

Woodville Road and the railway line define the structure of Villawood, creating four distinct precincts. Given the municipal boundary along Woodville Road, only the western precincts are in the Fairfield LGA.

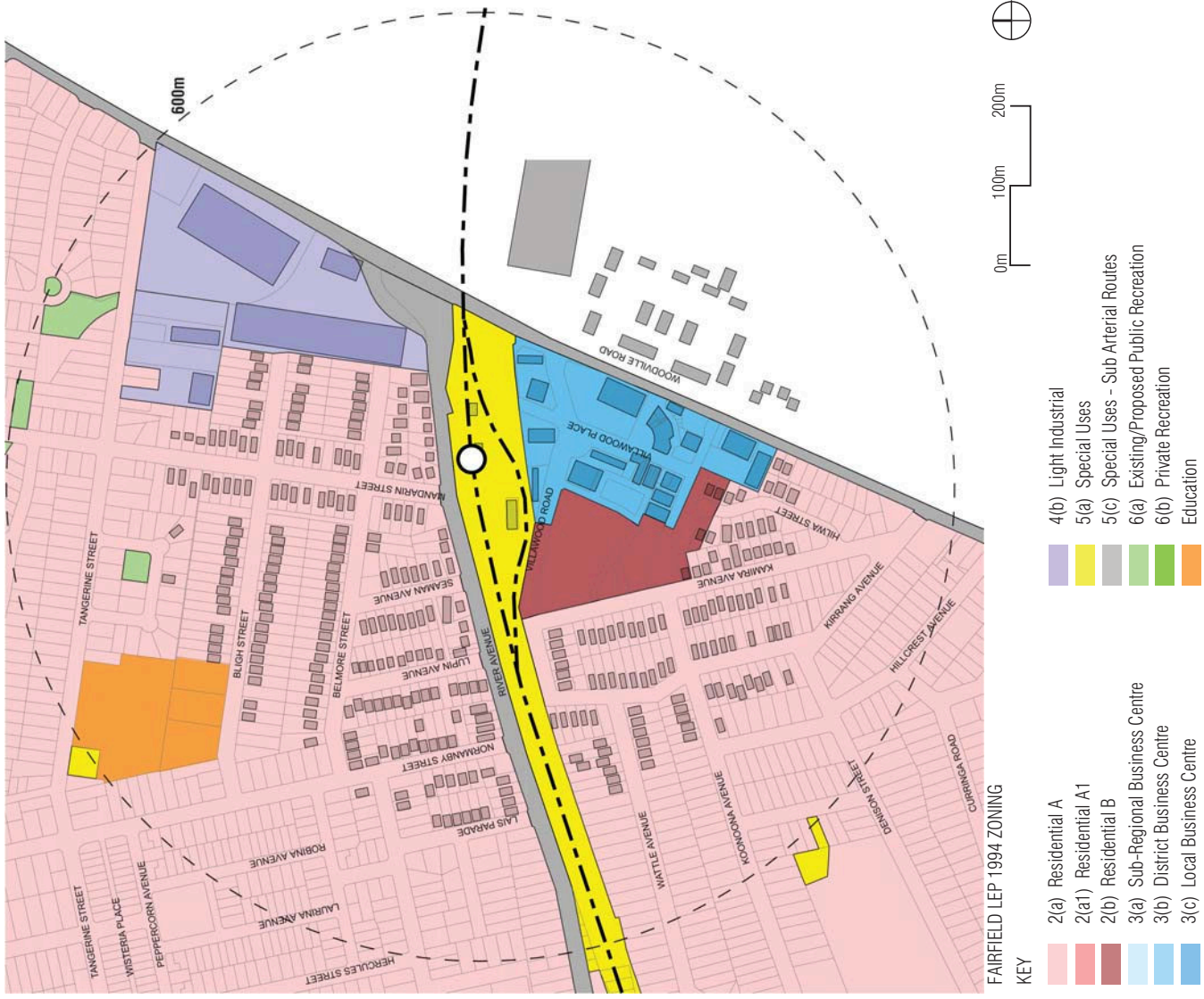
The commercial / mixed use centre is focused around Villawood Place, south of the station and abutting Woodville Road. There is limited connectivity between the railway station and the commercial centre.

The areas to the west of commercial core are currently low density residential; however the vacant land abutting the commercial core is subject to a Department of Housing master plan which proposes to redevelop the site.

North of the railway line is predominantly low density residential with a small area of industrial abutting Woodville Road. A school is located within the northern residential area.

The low density residential areas continue west through to the Horsley Drive, which is outside the catchment of Villawood, but forms the natural western boundary.

There is limited provision of open space areas within the catchment, although areas of informal recreation space exist around Villawood Road and Villawood Place.



STUDY AREA 6 VILLAWOOD MOVEMENT AND ACCESS

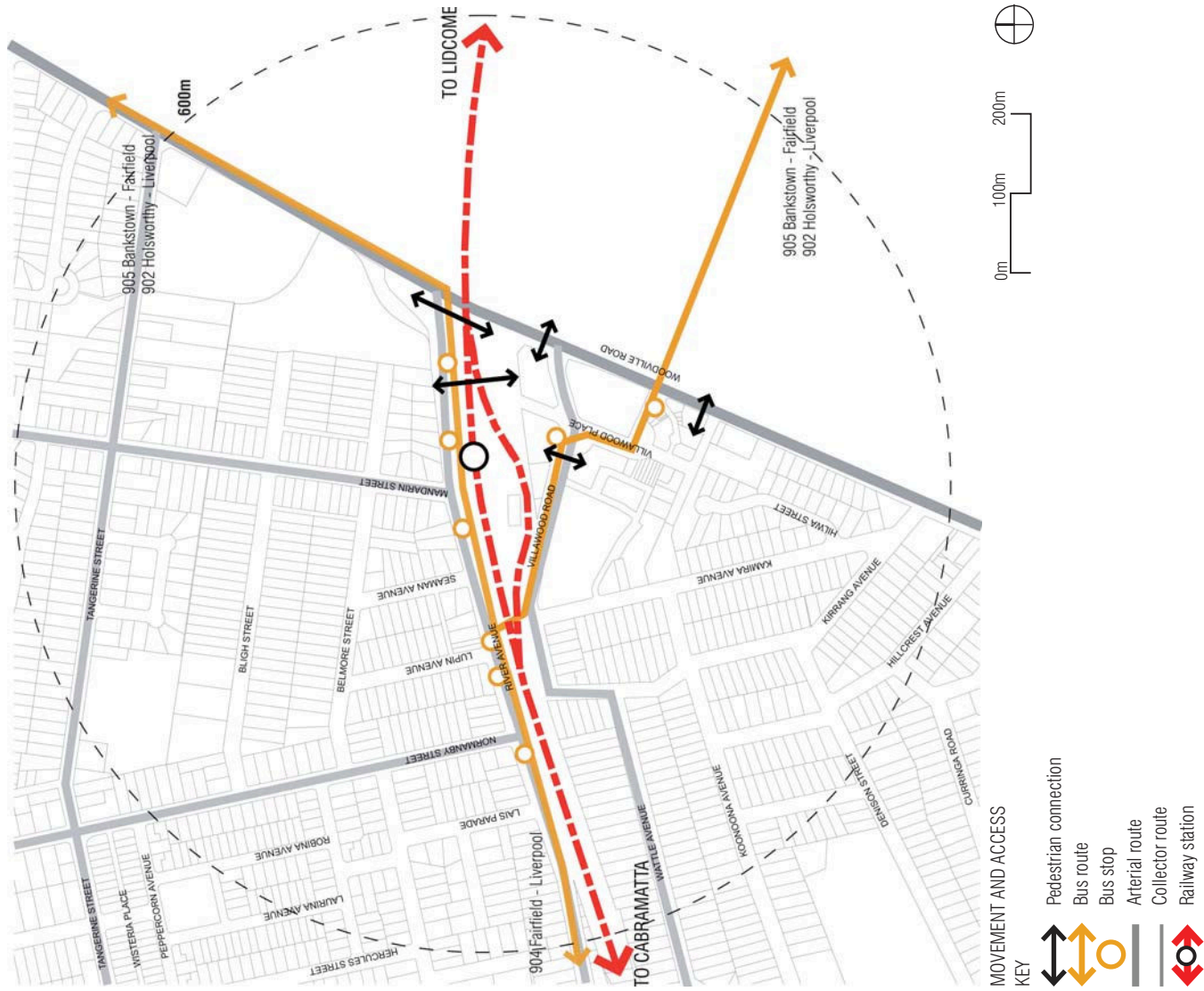
Woodville Road provides the primary access to Villawood and provides linkages to the sub-regional area including Parramatta. River Avenue which runs parallel to the train line in the north also provides east-west linkages.

Villawood is serviced by both bus and rail. Two train lines use the station, providing access to the Sydney CBD, Liverpool and Lidcombe. The train line is proposed to be upgraded to include the Southern Sydney Freight Line. Peak rail services run every 5-10 minutes and off peak run every 15-30 minutes.

Bus routes and stops are concentrated along River Avenue, all aspects of the catchment are within walking distance of routes towards Liverpool, Bankstown, and Fairfield.

Pedestrian amenity within the centre is varied, with a higher quality public domain in the commercial core compared to surrounding areas. The railway line does limit north-south pedestrian movements, but crossings are provided at the station and at Woodville Road. The amenity, accessibility and safety of railway crossings is an issue.

Villawood is located outside the regional bike network.



STUDY AREA 6 VILLAWOOD ENVIRONMENTAL CONSTRAINTS

The topography of Villawood is relatively flat with high points located to the east.

Villawood is located outside significant waterways, however there are some flooding issues in the far north of the catchment.

The catchment is not impacted by acid sulphate soils.



STUDY AREA 6 VILLAWOOD

PHYSICAL CONSTRAINTS

The railway line and Woodville Road area are the most significant constraints to Villawood, creating physical, visual and noise barriers.

The railway line hinders north-south access and is proposed to be upgraded to include the South Sydney Freight Line. Upgrading of the railway line to enable heavy goods traffic 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.

Land along the railway line has a low quality amenity and there are potential safety issues around the railway station, particularly at night.

There is limited strata development affecting the precinct.



STUDY AREA 6 VILLAWOOD OPPORTUNITIES AND CONSTRAINTS

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

Opportunities:

- *Department of Housing land:* The numerous DoH properties at Villawood offer opportunities for public sector medium-high density renewal projects.
- *Existing densification:* The presence of quality medium density development, in the form of townhouses around Normanby Street, offers a useful precedent for future development.

Constraints:

- *Connectivity:* Connections within Villawood are compromised by the railway line running east/west, and by the arterial Woodville Road. There are opportunities for new pedestrian connections, linking the north and south of the study area.

STUDY AREA 6 VILLAWOOD SUSTAINABILITY MATRIX

VILLAGE	Aspirational Target	Current Status	Recommendations
Dwelling Target	2,100-5,500 dwellings within 600m radius.	337 dwellings in a reduced catchment due to LGA boundary.	Limited opportunity to meet target due to LGA boundary and industrial uses.
Housing Types	Maximum height 6 storeys. High density 30% Medium density 40% Low density 30%.	High density 21% Medium density 5% Low density 74%.	Priorities development of medium density dwellings.
Affordable Housing	Affordable housing integrated into new developments.	Significant amount of DoH including future proposal for redevelopment adjacent to commercial core.	Ensure affordable housing integrates with other housing stock and provide mixed income 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 20+ shops including a small supermarket, range of small daily shops.	Ensure integration of existing retail area with Department of Housing proposal. Upgrade public domain and enhance pedestrian environment.
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	Serviced by railway station and buses. Peak rail services are provided every 5-10 minutes and off peak 15-30mins.	Improve the amenity, access and safety around railway station and the frequency of services.
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	No local parks and neighbourhood parks are poorly distributed.	Provide additional open space to support new developments and increases in density.
Natural Environment	Refer all centres	Minimal environmental constraints.	
Community Facilities	1 local community health centre 1 preschool 1 public primary school Child care facilities Aged care facilities	Community facilities limited to a public primary school and senior citizens centre.	Provide a community hub and facilities located or adjacent to commercial core.
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	Safety issues, particularly North south access through village (through railway)	Provide a public meeting space within commercial core and improved access, amenity and safety around railway line.
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 6 VILLAWOOD STRUCTURE PLAN PRINCIPLES

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

URBAN RENEWAL MASTER PLAN

Villawood is a short to 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 Villawood meets the required level of services and facilities for a village. The vision for Villawood 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 Villawood should ensure a suitable transition between the lower density areas and the Department of Housing proposal for Kamira Avenue. It should also prioritise development of medium density housing and a range of community facilities and open space to support an increased population.

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

