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Canley Vale Urban Design Study
Fairfield Centres Studies

Prepared for
Fairfield City Council

Issued
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At SJB we believe that the future of the city is in generating a rich urban experience through the delivery of density and activity, facilitated by land uses, at various scales, designed for everyone.

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Contents

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Executive Summary

The delivery of the future Western Sydney Airport, and its associated infrastructure will radically change the spatial social and economic landscape of the Western City as defined in strategic policy document. Fairfeield City Council (FCC) is currently undertaking a significant number of studies to inform the planning changes that need to be put in place.

This Study is part of a suite of projects that will inform the planning proposal for the Fairfield Local Environmental Plan 2020 and future amendments including:

- Local Housing Strategy (including Affordable Housing Strategy)
- Community & Open Space Needs Study
- Open Space Strategy
- Transport Study
- Public Domain Plans
- Heritage Study
- Biodiversity Strategy
- Industrial Lands Review
- Business Lands Review
- Rural Lands Urban Investigation Area

This Urban Design Study (the Study) for the Canley Vale Town Centre study area provides a series of recommendations to Fairfield City Council's (Council) with the view of informing future planning policy. This includes the preparation of Council's Local Strategic Planning Statement (LSPS), the review of the Fairfield Local Environmental Plan (LEP) and the Development Control Plan (DCP) for Carramar Town Centre. It will also inform the mechanisms that enable Council to deliver on its mandate such as Developer Contributions Planning and Planning Agreements which deliver identified community benefits.

This design-led process is part of Council's accelerated LEP review process and seeks to achieve a broad set of urban design outcomes through the review of the planning controls. The Study specifically aims to guide future planning proposals and development applications within the Canley Vale study area that will maximise the unique characteristics, opportunities, amenity and vibrancy that the centre can offer.

Stakeholder engagement

Prior to commencing work, a range of targeted stakeholders were consulted to provide a snapshot of community needs and landowner aspirations prior to formulating opportunities to realise desirable development potential reflecting locational strengths and quality urban design within an accessible and safe public domain.

Study Structure

This study is structured into five sections chapters:

Chapter One: Introduction

provides the strategic context for the study

Chapter Two: Foundation of place

Presents a detailed analysis of the study area that describes existing urban form and pattern, its history and place in Fairfield City and the broader region inclusive of any significant influences outside of the study area.

Chapter Three: Place-based urban design framework

Established the overachieving principles and objectives that any changes to the planning environment should seek to achieve. It also outlines a series of recommended actions and changes to development controls that Council should consider.

Chapter Four: Illustrative massing

Provides an illustration of the possible built form that could result from the recommended changes to the development controls

Chapter Five: Recommendations

Outlines a series of more technical plans and drawings that may be included in future revisions of the development controls for the area.

In gaining place knowledge, the following constraints were identified:

- Flood risks associated with Orphan School Creek
- Small and fragmented land parcels
- A high concentration of Stata properties that make it challenging to assemble land for redevelopment
- The railway line and creeks as barriers to movement

Having considered the study area's characteristics, community needs, landowner aspirations, and site constraints, the following opportunities have been identified:

- Improve access to and the amenity of Orphan School Creek
- Improve in the public domain along Canley Vale Road to make it a more pedestrian friendly street
- Support a large retail anchor at the western end of the centre to broader the retail offer and draw further foot traffc through the centre
- Improve connections to Cabravale Leisure Centre and Cabramatta, Cabravale Park
- To broaden the residential offer in the centre including higher density shop-top housing and medium density housing (townhouses) and low-rise apartments with high levels of amenity

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The study recommends significant uplift within the study area with the potential addition of an additional 11,312m2 of commercial and retail Gross Floor Area (GFA) as well as approximately 1,265 additional dwellings in the form of apartments across a range of accommodation including low rise apartments and shop-top housing.

This new development generates demand for infrastructure, inclusive of community facilities, open space (either new or embellishment of existing provision) pedestrian links, traffic and road network improvements. The following infrastructure needs have been identified for the study area:

- public domain improvements along Canley Vale Road
- a new public open space / plaza on Canley Vale Road
- improved access to open space, specifically Orphan School Creek and Cabravale Park
- investments into the redevelopment of Cabravale Leisure Centre
- public domain improvements to Phelps Street including the undergrounding of existing powerlines and a shared / dedicated cycle path
- affordable housing

The in order to retain the existing character of the centre study and create space for growth has recommended :

- the rezoning of a significant portion of the study area from Zone R2 low density housing to Zone R4 high density housing
- Using Floor Space Ratio (FSR) as the key metric governing development in the study area
- an increase in the base FSR on specific sites
- the introduction of bonus FSR linked to the a preferred amalgamation plan that would see progressive residential led development on the periphery of the centre with increases in height in areas where the impacts on the public domain and existing properties are limited
- New public spaces and street connections to ensure that Canely Vale Road enjoys high levels of solar access
- The removal of height controls from the LEP whilst ensuring that a range of heights is specified in the DCP with buildings ranging from 3 to 12 storeys to allow for variation
- The upgrading of the public domain and the expansion of existing open space and improving links to the existing open spaces

Figure 01: Illustrative massing view from the south west

Introduction

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This chapter explains the study purpose and process as background information followed by an overview of the study area and the key existing strategic and local policies for Fairfield LGA and Canely Vale

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1.2 Background

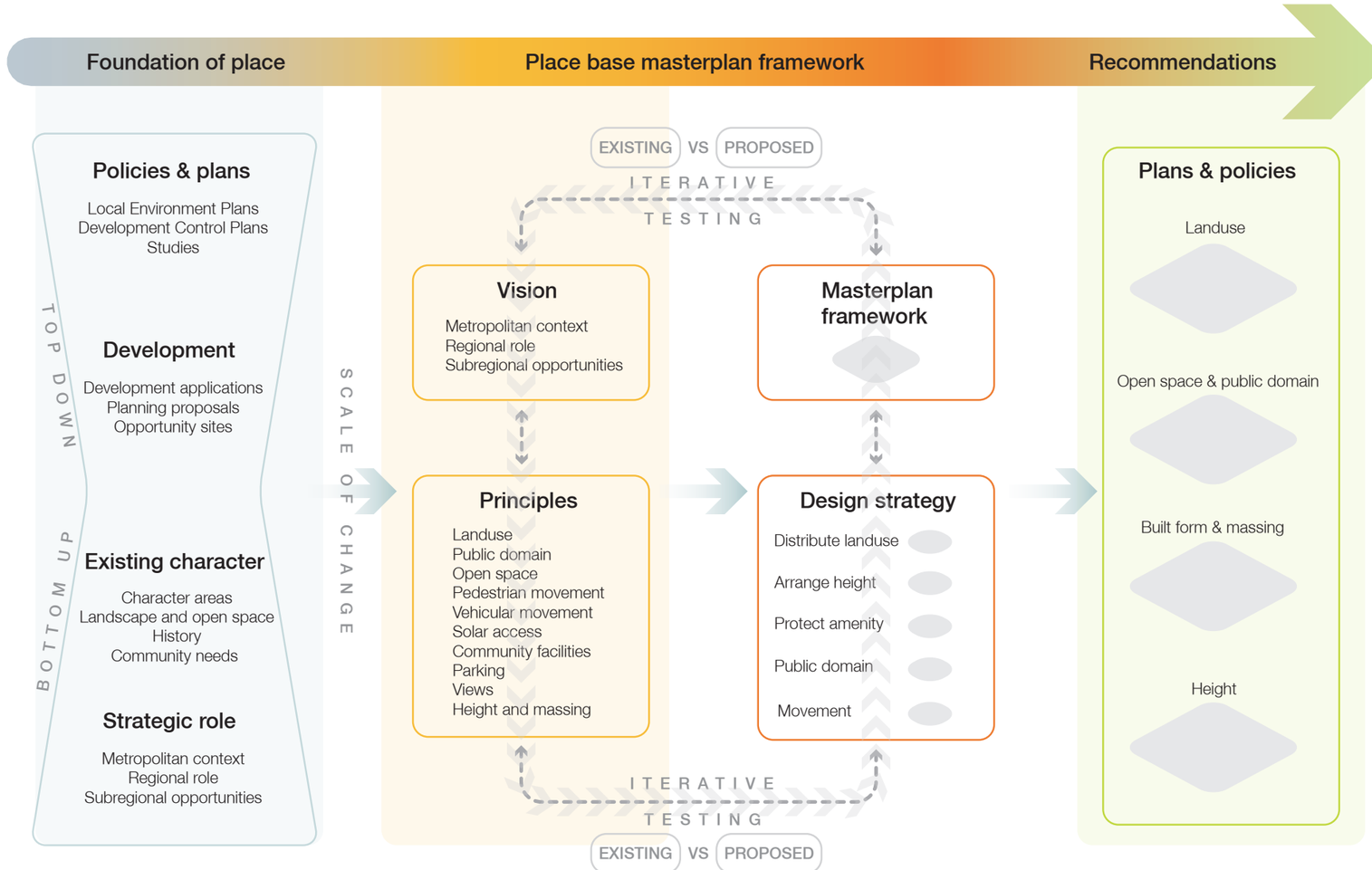
Fairfield City Council (FCC) have a program to review the Local Environmental Plan (LEP) controls for a number of town and neighbourhood centres with the view of supporting appropriately scaled development that builds upon and reinforces the character of each centre and meets the community's desires and aspirations for current and future generations. In April 2019 FCC appointed SJB Architects to prepare masterplans for the three centres of Cabramatta, Canley Vale and Carramar. The urban design work that underpins the evolving masterplans with targeted landowner and community engagement will test certain assumptions and development scenarios in order to make recommendations for LEP amendments where required.

This report deals specifically with Canley Vale and is structured to follow two main project stages.

The first stage of the project called "Foundation of Place" provided an opportunity for the urban design team to develop a working knowledge of each centre. This involved getting an understanding of:

- the existing character of the centre through site visits
- the existing land use planning framework, development controls, as well as metropolitan, district, and local policies and strategies through desktop research
- exploration of key opportunity sites where development in most likely in the shot to medium term
- where the centre sits in the hierarchy of metropolitan centres
- community needs through socio-economic profiles and a review of recent studies
- the health of the development industry through a review of recent development applications
- stakeholder aspirations for the centre through interviews of landowners with significant land holdings as well as community based organisation such as local schools and community advocates.

Central to the foundational first stage is the definition of the non-negotiable/core qualities that will need to be retained and protected into the future. The combination of these findings leads to a set of potential opportunities and aspirations that are mediated though the spatial constraints (such as flood affected land, road network congestion etc) and opportunities for each centre. These will then be filtered through the lens of the principles outlined in the NSW Government Architect's



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Better Placed framework to identify the Future Desired Character of the centre and identifying key sites where changes to the LEP controls should be considered to better realised the true potential of the centre while protecting the amenity and enjoyment of the place.

The second stage of the project uses a Place Based Land Use Planning Framework where proposals for each Urban Design Study Purpose

1.1 Study Purpose and Objectives

Urban Design Study Purpose

The purpose of this study is to undertake an urban design review to guide future planning proposals and development applications that will maximise the unique characteristics, opportunities, amenity and vibrancy that the Canley Vale local centre can offer.

This Study has been undertaken according to the principles set out in the NSW Government's Western City District Plan. In summary, it takes a design-led planning approach that requires urban design that focuses on people in order to create great places to meet, work, exercise and socialise.

This requires a focus on the whole picture: the streets, the neighbourhoods, the centres and suburbs that will be real, attractive places and provide a great way of life for new and existing residents.

This Study has been prepared in response to an identified need by Fairfield City Council to facilitate revitalisation in the Canley Vale local centre and broader study area.

The Canley Vale Local Centre Urban Design Study seeks to:

- reflect an analysis of current strengths, weaknesses, opportunities and threats determined through in-depth place knowledge built on site visits, literature review, and stakeholder consultation;
- outline a strategic approach to planning and development standards impacting upon built form;
- consider potential development outcomes based on appropriately managing amenity impacts (e.g. overshadowing levels of adjoining development);
- identify movement network and public domain improvements in the Canley Vale local centre and wider study area to overcome existing weaknesses and cater for demand generated from future development;
- recommend development standards within Fairfield Local Environmental Plan 2013 (FLEP 2013) and development controls within a new Canley Vale Local Centre Development Control Plan.
- opportunity site are tests and broad recommendations are made for the future development of the centre.

This Urban Design Study, and subsequent Public Domain Plans, are part of the planning process for a new Local Environmental Plan (LEP). As part of the process Council will be preparing a Local Strategic Planning Statement (LSPS), which will be in formed in part by the outcomes and recommendations of this study. The LSPS will set out the 20-year vision for land-use in the local area, the special character and values that are to be preserved and how change will be managed into the future.
Delivery of outcomes will be implemented by amendments to the Fairfield Local Environmental Plan 2013 (FLEP 2013) as well as updates to the Fairfield City Centre Development Control Plan 2013. Implementation will be further supported by Council's four year Delivery Plan and annual Operational Plan.

This Urban Design Study identifies key urban design, built form and place making actions to improve the vitality and vibrancy of the Canley Vale local centre as well as to enhance the liveability, accessibility and functionality of the broader study area.

This Study and its recommendations seek to put in place the foundations and opportunities to create a place that is attractive for people and capital investment as well as being inclusive and diverse. Above all, the Study's recommendations will be the means of catalysing and implementing a broader revitalisation of the Canley Vale local centre and broader study area.

This Study investigates urban interrelationships across the Canley Vale local centre and broader study area to identify potential mutual public and private benefits that can be achieved through development within the centre.

Urban Design Study Objectives

To support the functionality of the built form and the wellbeing of a growing residential community, Fairfield City Council seeks to develop a vision for the Canley Vale local centre and broader study area that:

- is based on a solid foundation of place knowledge and responds to local policy, planning framework and landowner aspirations;
- delivers on the objectives, planning priorities and actions of the Greater Sydney Plan – A Metropolis of Three Cities and Western City District Plan.
- formulates development opportunities that reflect locational strengths and quality urban design outcomes within an accessible and safe public domain.
- provides indicative estimates of potential residential yield and commercial/retail floor space with clear outline of assumptions for calculating these areas.
- outlines achievable building envelopes and recommended proposed height and density controls as well as development controls to guide and manage impacts and maintain access to sunlight and adequate ventilation.
- identify and recommend options for additional infrastructure including facilities, open space (either new or embellishment of existing), pedestrian links, car parking, traffic and road network improvements to meet anticipated future demand.

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1.3 The study area

The Canley Vale Study area is confined to the two urban super blocks to the west of Canley Vale railway station. Canley Vale local centre is defined:

- Adams Park and Orphans School Creek to the north
- the railway Line to the east
- Pevensey Street to the south, and
- Sackville Street to the west.

The Canley Vale study area has not been extend east of the railway line due to flooding characteristics and the inability for the road network to accommodate adequate evacuation routes with any further intensification of development for the precinct.

Similarly, the study area has not been extended north to the Orphan School Creek line due to existing flood risk levels, but this study has considered the future role of this area in its relationship to the centre.

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1.4 Metropolitan context

The centres in Fairfield are situated between Liverpool and Parramatta, both of which are experiencing significant planned growth and consolidation into major subregional city centres. This growth will be supported by public investments into infrastructure and through the relocation of key public institutions to these centres.

Bankstown is also a major hub in this regional network of centres and will benefit from the extension of metro services from Sydney CBD westwards. Early proposals for the metro's route included an extension to Cabramatta. Discussions on a possible extension toward Liverpool through the Bankstown Airport site and Chipping Norton. Metro services from Bankstown in the mid 2020's will extend the reach of public transport to the inner metropolitan area of Waterloo and onto the outer reaches of the north-west at Rouse Hill via the employment, health and education centres of the Sydney CBD, North Sydney and Macquarie University.

Within the Fairfield City Council local government area, Fairfield is the most important centre relative to the strategic hierarchy and growth in south-west Sydney. In order of strategic significance, the three centres comprising this study are Cabramatta, Canley Vale and Carramar. All three centres will benefit significantly from the improving infrastructure of the Western City District.

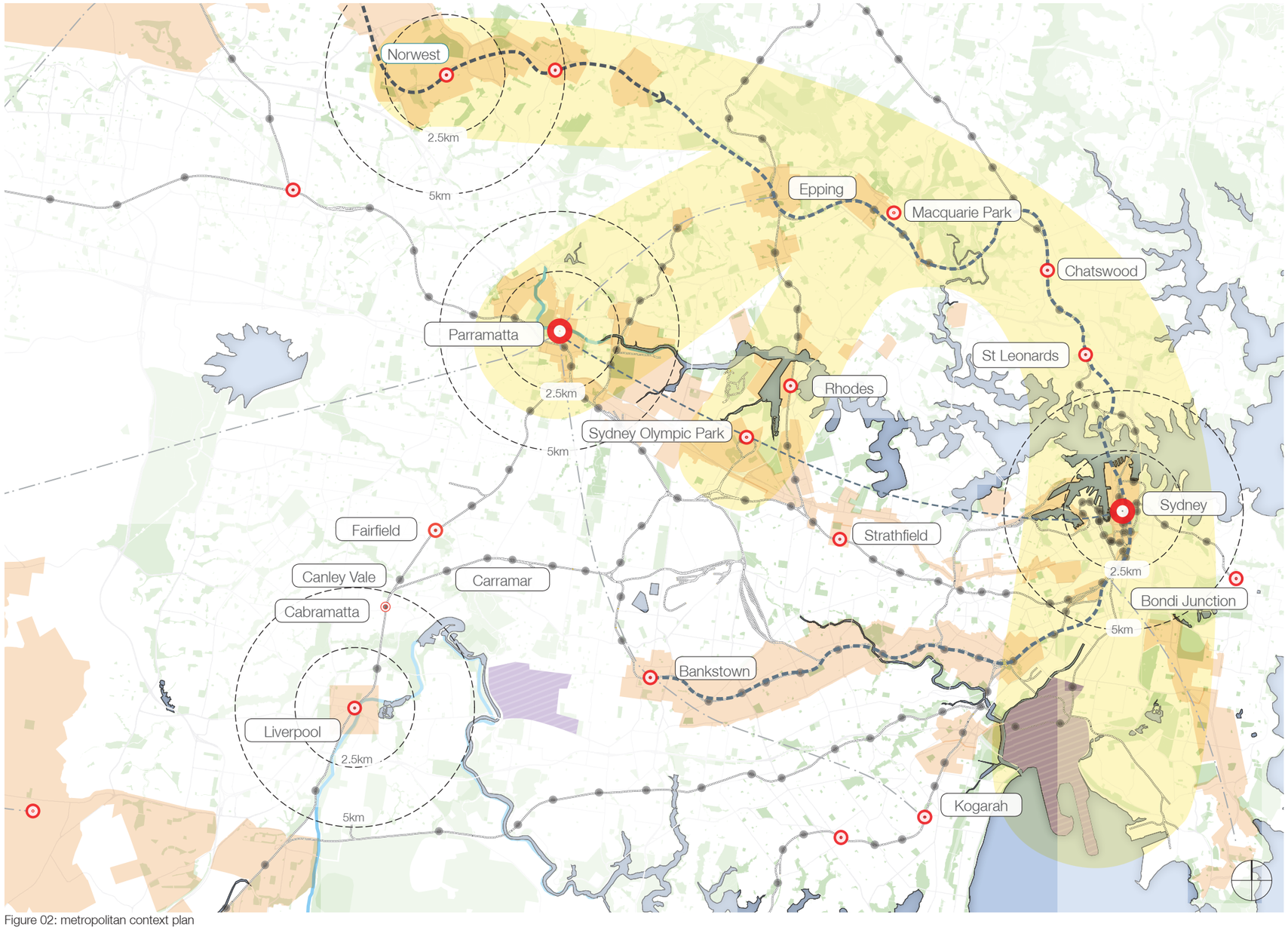

Figure 02: metropolitan context plan

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1.5 Metropolitan, district and local strategic planning

Greater Sydney Regional Plan

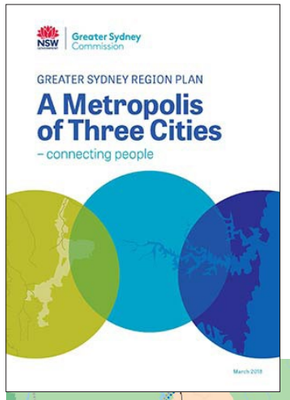
In March 2018, the Greater Sydney Commission (GSC) released the Greater Sydney Region Plan (GSRP), A Metropolis of Three Cities ('the Plan'). The Plan is built on a vision of three cities where most residents live within 30 minutes of their jobs, education, health facilities and services (see plan below). This vision seeks to bring together land use and transport patterns to boost Greater Sydney's liveability, productivity and sustainability by spreading the benefits of growth. The plan identifies Liverpool as a major metropolitan centre very close to Canley Vale with links to the future Western Sydney Airport, but is largely silent on the three centres that are the subject of this study. Canley Vale local centre is located adjoining the Orphan School Creek corridor, with Canley Vale Road running parallel to it.

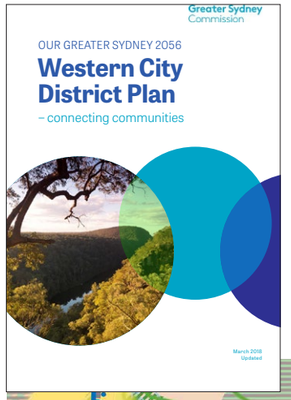
The Western City District Plan

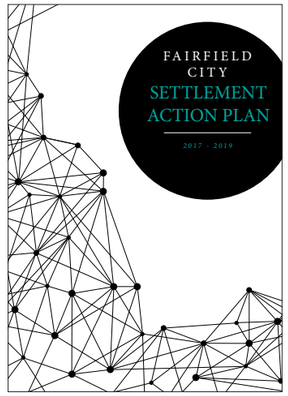
The Western City District Plan is one step down from the GSRP and provides guidance on the future of the western city district. The Western City District Plan characterises Cabramatta and Fairfield as diverse neighbourhoods and multicultural hubs and recognises the important role that migrants and refugees play in the social and economic landscape of the district. Greater emphasis is placed on Fairfield as a strategic centre and Cabramatta is designated as a local centre. Little detail is provided on the three centres which are the subject of this study. Fairfield is one of five housing market demand areas. It proposes to expand existing parklands to create a continuous network of high quality parkland, with specific mention of Cabramatta Creek and Orphan School Creek. The housing target for Fairfield City is 3,050 in the short term (to 2021).

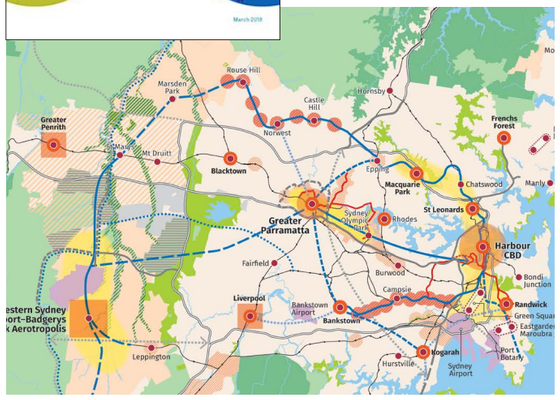
The Fairfield City Settlement Action Plan 2017–2019

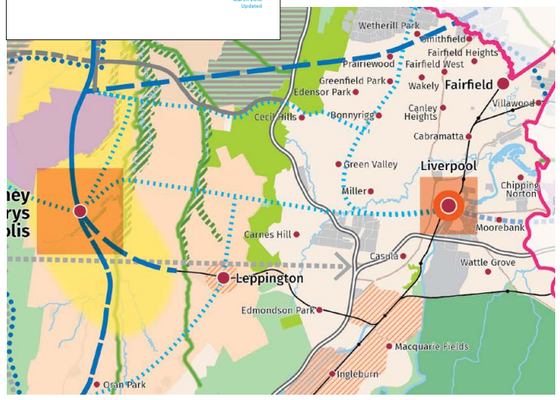
The Fairfield City Settlement Action Plan 2017–2019 advocates for adequate resource allocation and innovative approaches to improve accessibility to short and long term housing options for humanitarian entrants, refugees, people seeking asylum and other vulnerable migrant groups. During 2016–17, neighbourhoods in Fairfield have been contributing to the missing middle housing typology mix with the emergence of duplex and triplex developments.
The Fairfield City Settlement Action Plan contains three broad categories – people, opportunity and place. These categories are further divided into 8 action areas that seek to address the strategic long term development of the communities.











PEOPLE

Action Area One
Safe and Responsible Communities

Refugees, people seeking asylum and other vulnerable migrant groups are aware of their rights and responsibilities under Australian law and know how to access the relevant community based, legal supports and relevant services when required.

Action Area Two
Physical and Mental Health and Wellbeing

Refugees, people seeking asylum and other vulnerable migrant groups are well informed of the physical and mental health supports available to them. Barriers to service access are minimised or completely eliminated where possible.

Action Area Three
People with a Disability (PWD)

Expand access to physical, mental and social supports available for PWD who form refugee, people seeking asylum and other vulnerable migrant groups.

OPPORTUNITY

Action Area Four
Meaningful Engagement, Skills Development, Education and Integration within Local Communities

Expand local volunteering, educational, transition and employment opportunities for refugees, people seeking asylum and other vulnerable migrant groups - increasing accessibility to paid employment opportunities.

Action Area Five
Volunteerism in Relation to Supporting Newly Arrived Refugee, Humanitarian Entrant and Other Vulnerable Migrant Communities

Coordination and acknowledgement of local volunteers in supporting refugee, humanitarian entrant and other vulnerable migrant communities.

Action Area Six
Information and Coordination

Stakeholders work collaboratively to share information and achieve outcomes for refugees, people seeking asylum and other vulnerable migrant groups.

PLACE

Action Area Seven
Housing Accessibility

Advocate for adequate resource allocation and innovative approaches to improve accessibility to short and long term local housing options for humanitarian entrants, refugees, people seeking asylum and other vulnerable migrant groups.

Action Area Eight
Evidence Based Planning and Advocacy

Build platforms, provide leadership and opportunities for collaboration for local and regional leadership on issues impacting refugees, people seeking asylum and other vulnerable migrant groups.

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1.6 The Fairfield City Centres Study 2015

The purpose of this policy is to describe the retail and commercial role of each centre in Fairfield City and provide consistent criteria against which planning proposals or development applications for retail and commercial proposals are to be assessed. The Fairfield City Centres Study (2015) identifies the following four main commercial centres:

- Fairfield City Centre
- Cabramatta Town Centre
- Prairiewood Town Centre
- Bonnyrigg Town Centre

Of these four main centres there are three distinct centre functions identified:

- Major Town Centre (Fairfield City Centre);
- Specialist Centre (Cabramatta Town Centre).
- Subregional Centres (Prairiewood and Bonnyrigg town centres)

The pre-eminent commercial centre within the Fairfield Local Government Area is Fairfield City Centre. This Centre has the largest concentration of commercial office and retail floor space and currently promotes the widest range of uses. The Cabramatta Town Centre provides the second largest concentration of commercial office and retail floor space and is designated as a Specialist Centre due to its unique cultural character. The centre is a thriving and vibrant hub of activity and attracts businesses and customers from a wide catchment and variety of ethnic backgrounds.

Local Centres are defined as sharing the following characteristics:

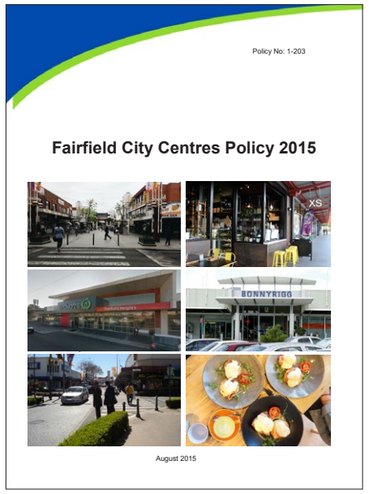
- Providing for the major weekly food shopping and convenience retail needs of the population of more than one suburb and providing a range of non-retail professional and personal services
- Including ancillary services such as a tavern, professional and health services, community facilities, post office and service station.

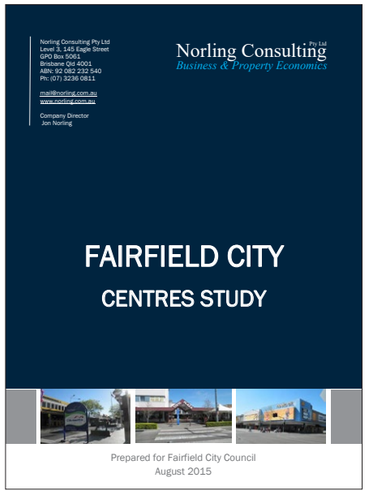
The Study notes that it would be desirable to focus and consolidate commercial growth within existing centres and to encourage rejuvenation and urban renewal within its main town centres.

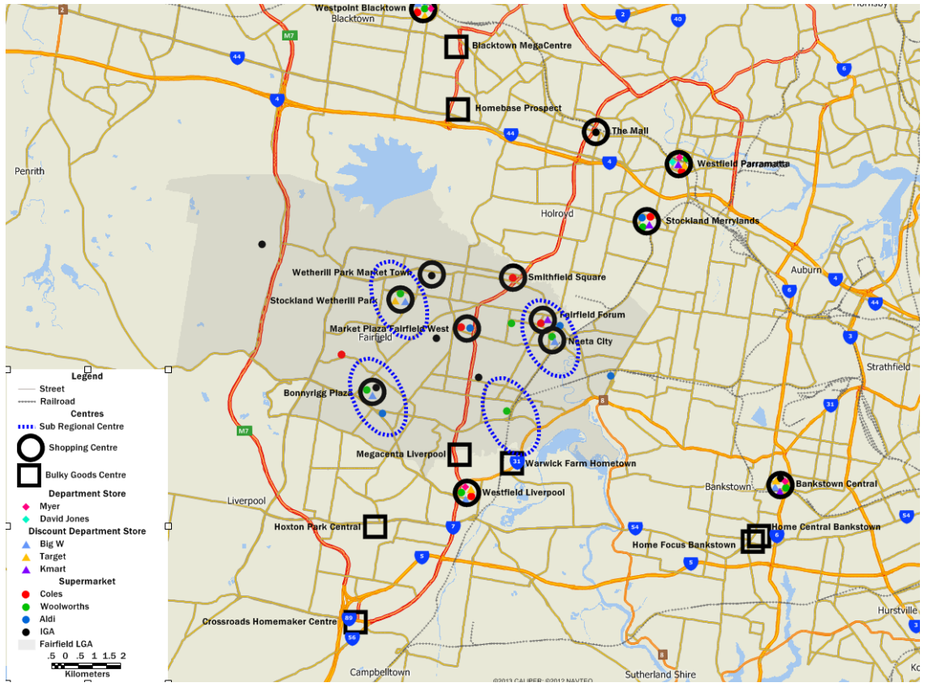
The scale and nature of activities means that ideally additional growth should be located in the main town centre areas, in proximity to other services (including public transport) and facilities that either support or compliment the nature of activities associated with entertainment facilities and function centres.

Other relevant recommendations to this Study include:

- The centres strategy and the Fairfield Local Environmental Plan (LEP) which guides land use and development standards such as height of buildings and floor space ratios, should be enabling, facilitating and encouraging the rejuvenation of mature building structures and their uses to allow for the constantly evolving retail environment and expectations of residents
- Increased building heights should be given serious consideration for medium to high density residential precincts located in close proximity to centres and public transport systems, especially in Fairfield and Canley Vale.
- The LEP should incentivise site amalgamation within centres such as by offering greater height limits for larger allotments.
- Develop and implement a staged plan to improve public spaces within all major centres, particularly the Cabramatta Town Centre.







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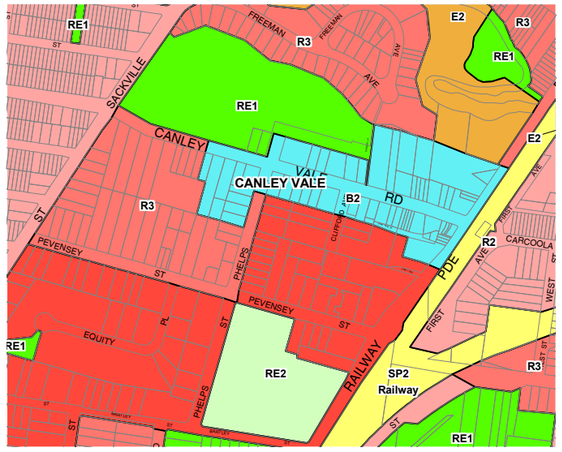
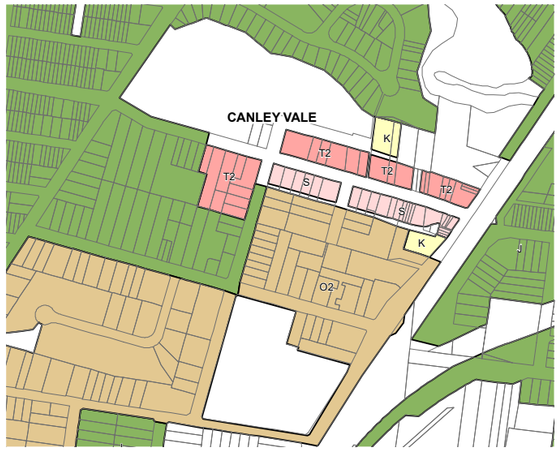
1.7 Current Local Environmental Plan controls under Fairfield LEP 2013



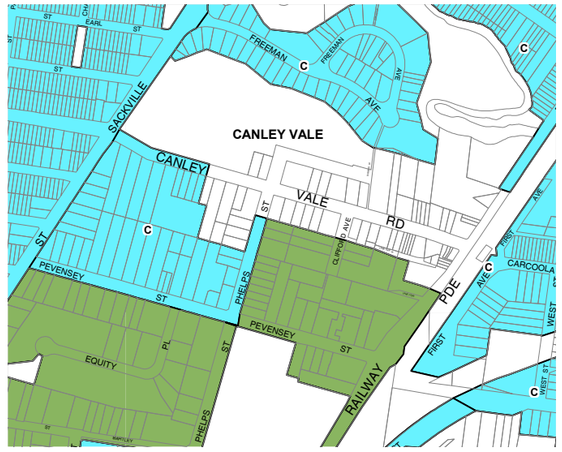
Land use LEP map 2013

- B1 Neighbourhood Centre
- B2 Local Centre
- B3 Commercial Core
- B4 Mixed Use
- B5 Business Development
- B6 Enterprise Corridor
- E2 Environmental Conservation
- E3 Environmental Management
- IN1 General Industrial
- IN2 Light Industrial
- R1 General Residential
- R2 Low Density Residential
- R3 Medium Density Residential
- R4 High Density Residential
- RE1 Public Recreation



Height of buildings LEP map 2013

- G 7
- H 7.5
- I 8
- J 9
- K 10
- L 11
- M 12
- N1 13
- N2 14
- O1 15
- O2 16
- P1 17
- P2 18
- Q 20
- R 21
- S 23
- T1 25
- T2 26
- T3 27
- T4 29



Floor space ratio LEP map 2013

- A1 0.1
- A2 0.33
- C 0.45
- D 0.5
- E 0.57
- J 0.8
- N 1
- R 1.45
- S 1.5
- T 2
- U 2.5
- V 3
- W 3.5
- X 4

Cadastre

Cadastre 26/03/2015 © Fairfield City Council

Heritage LEP map 2013

Land Use Zoning

Most of the properties along Canley Vale Road are zoned B2 Local Centre whilst those to the rear and in side streets are zoned R3 Medium Density Residential and R4 High Density Residential.

Height of buildings

Mixed use development (typically commercial /retail on the ground and first floor and shop top housing above) on the northern edge of Canley Vale Road is limited to 26m (8 storeys) and 23m (7 storeys) to the south, allowing for buildings of up to 8 storeys on that side of the street which minimises overshadowing over adjoining properties. To the south and east in the medium to high density residential land, height is restricted to 9m (2 storeys) and 15m (4 storeys).

Floor Space Ratio

The area around the Canley Vale local centre is designated an FSR control of 0.8 and 0.45:1. The centre itself has no FSR controls and relies on the height of buildings development standard to control development.

Heritage

The Canley Vale local centre contains three listed heritage items

- Westacott Cottage is a late Victorian rendered masonry cottage. Its historical significance is for its association with William Westacott
- No. 2 Canley Vale Road this shop along with the neighbouring shops are the oldest surviving commercial buildings in Canley Vale
- Teacher's Residence at Canley Vale Public School is a transitional Victorian/ Federation brick cottage, one of the oldest and the best of the city's residential buildings.

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1.8 Canley Vale Corridor Development Control Plan No 37, Amendment 9

The preparation of this DCP began with an intensive two-day community workshop held in Canley Heights in July 2003. Both centres were chosen to form the "Canley Corridor" as it was envisioned that that two centres would be linked with high density housing along Canley Vale Road. At the conclusion of a series of presentations and interactive sessions, three future desired character statements were developed by the community:

"In the future Canley Corridor we will have:

Housing - A variety of quality housing choices, well designed according to desired community standards enforced by Council through strong design rules and controls, with apartment style living along the Canley Vale Road corridor containing public spaces and mixed uses, leading out to detached housing on the edges: housing that is adaptable to changing lifestyles, with useable open spaces, developed in a controlled and sympathetic way that results in superior environmental and amenity outcomes for residents and the broader community.

Open space - An open system that is safer, visible, easily accessed along a cleaner Orphan School Creek. The Canley Corridor will also have small parks throughout residential areas, developed so that they can be used by families and children for passive uses (like picnics, walking) and active uses (like sport, cycling) and community celebrations. Our open spaces will connect communities living in an urban setting with the natural environment that offers education to stop polluting of waterways, and work opportunities for the development of the open space system through planting colourful and native trees that do not block views into the open space. The creeks will be healthier and provide an opportunity for aquatic life that local children can see and appreciate the local biodiversity. Developments that face the open spaces along the creek are encouraged, so that people can maximise the asset and reduce anti social behaviour and dumping. New development will provide funding opportunities and structures for devices that trap rubbish and help keep Orphan School Creek cleaner than it is today.

Traffic - Traffic along Canley Vale Road at an appropriate speed with parking along the road and behind the shops, with a reduced opportunity for accidents that result between cars and pedestrians. Through traffic will be passing at the

Conceptual sketches and images communicating the scale of development anticipated at the time

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edges of the Canley Corridor, not through the commercial centres. Traffic will also be reduced through supporting public transport that is frequent and affordable, and supported by land uses that will promote its patronage. Bus stops must be close to where people want to get on and off – about 5 minutes walking distance to a bus stop. Traffic in side streets should be calm and slow, and provide a safe and pleasant walking environment for residents be they children or the elderly. Footpaths, with local public art that gives a real community feel, shaded by trees to let us hear the birds as well as protect our skin from the sun."

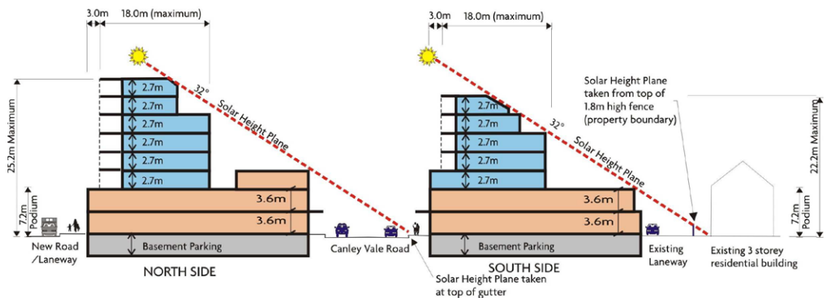
After considering social, economic and environmental factors and the implications on these factors resulting from the desired future character statements, a Canley Corridor Masterplan was prepared, which underpinned the controls and objectives identified in the Canley Vale DCP. The plan contains the following objectives:

- Promote redevelopment of the centre that is economically, environmentally, and socially sustainable
- Provide for high quality open space and public domain areas
- Encouraging good design and urban outcomes
- Ensuring local town centres history is protected
- Providing for efficient and safe movement into, out of and within the local town centres

The controls seek to support medium density development and protect solar access to Canley Vale Road and to properties to the south of the commercial core. A three storey street wall along Canley Vale Road is proposed within buildings to the north and south varying between 6 and 8 storeys. Despite this provision the envisaged built form illustrated would take the form of a continuous buildings above podium level oriented east-west. This would cast significant shadow across the street and would be a negative overall outcome for the street.

A lane is proposed between Phelps Street and Clifford Avenue to allow for rear servicing and access to basement car parks. Controls are imposed to support amalgamation based on a minimum 25m wide site. Three master plan sites area proposed which will be subjected to site specific scrutiny.

Despite these generous design controls no significant development in the centre has occurred. This could be for a number of reasons including: fragmented land ownership of smaller parcels, shallow lots, competition from other centres, market requirements for car parking, the high cost of providing basement car parking in an area with flood risk, and insufficient margins to ensure development profitability. Since the publication of this DCP, State Policy SEPP 65 - Design Quality of Residential Apartment Development, and the accompanying Apartment Design Guideline, came into effect. New rules and guidelines make the realisation of development more challenging without site amalgamations due to higher standards in amenity and more onerous controls to ensure liveable environments for developments and adjoining properties.



Foundation of Place

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This chapter presents an analysis of Canley Vale so as to obtain a better understand of the nature of change and development that is required. It culminates in a preferred amalgamation plan, opportunities plan and constraints plan which underpin frameworks in the following.

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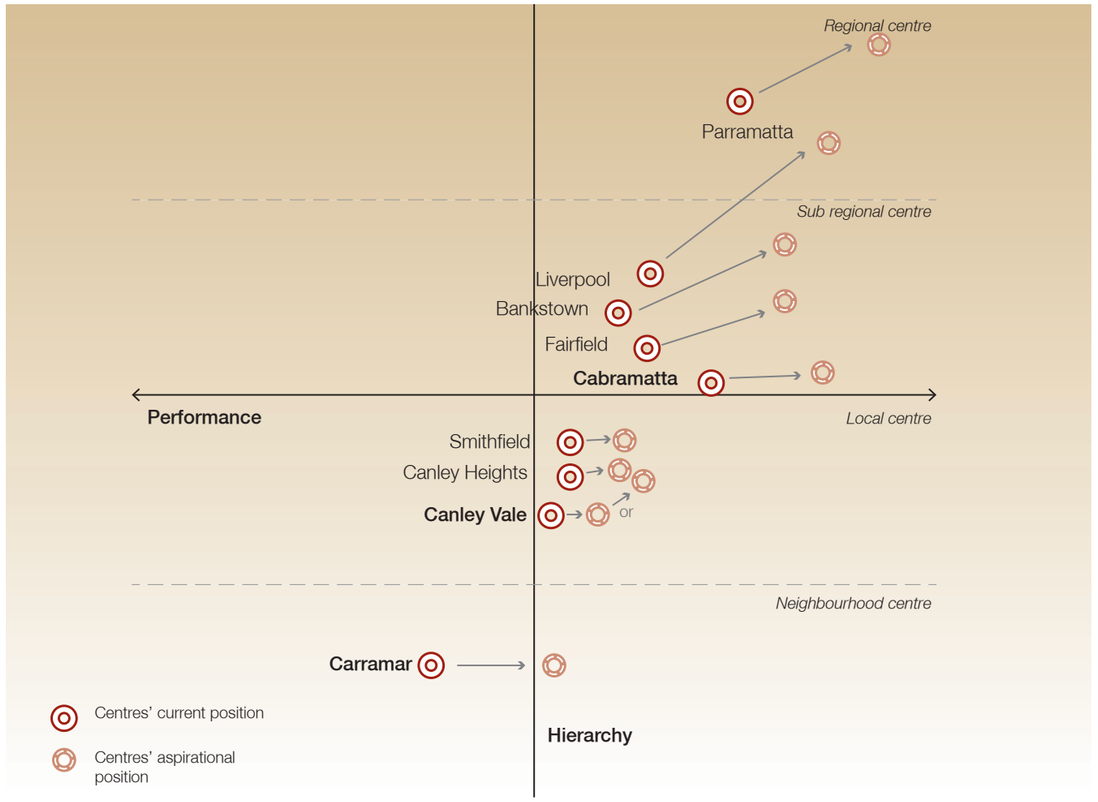
2.1 Canley Vale regional context



The centres in Fairfield City function within a wider network of economic centres within the western Sydney region. There are a number of large centres that impact on and influence growth and development within Cabramatta. This includes development activities and land uses in the major centres of Liverpool, Bankstown (being the closest) and Parramatta as well as more local impacts of activities around Canley Vale, Canley Heights, and Bonnyrigg.

As already identified above and as confirmed by the Fairfield Centres Study, Fairfield City Centre exhibits the characteristics of a Major Centre through the presence of the Fairfield Courthouse and Local Area Command, and will be promoted as a subregional centre. Cabramatta Town Centre fills a niche market and has a distinct cultural identity drawing shoppers and tourists from far afield into the centre, particularly over the weekend for an authentic experience of Asian culture, fresh produce and cooked food.

The proximity of Canley Heights and Cabramatta to Canley Vale will limit to some extent to which Canley Vale will grow commercially, coupled with limited land to develop. Certainly a modest increase in density together with an improved retail offering, including a larger grocer or medium line supermarket could lift the position of Canley Vale compared to the successful day and night time economy of neighbouring Canley Heights.

In this context, two potential development path ways present themselves for Canley Vale.

The first pathway entails modest improvements that would see performance and experiential benefits to the centre, requiring public investment in the quality, quantity and connections within the public domain. This scenario needs to leverage on the infrastructure advantage afforded to it by the railway station, Adams Park and proximity to Cabramatta, as well as capitalise on any increase in economic activity that may result from increased residential accommodation within the centre that may be delivered through the development of key opportunity sites so the centre develops.

The second pathway would see more structural transformation of the centre that would release significantly more development potential in the centre through the reallocation of land uses and the optimisation of development potential outside of flood prone areas. This scenario will be more challenging to deliver, but would represent a step change in the way the centre works and functions. It may need to be explored in the next planning review of Canley Vale in the medium term should the centre prove to remain stagnant despite a future significant upturn in the local market that sees other centres grow through investment.

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2.2 Subregional opportunities

Most key centres in the east of Fairfield City are oriented and serviced by railway stations which provide public transport connection to metropolitan Sydney. Local high streets generally stem perpendicular to the railway tracks and are the main focus of pedestrian activity. They support a diverse range of local businesses. Car parks are generally located around the periphery of each centre and perform an important function for shoppers and commuters.

Fairfield City, with an area of 100 km2, is served by the Hume Highway to the south, The Horsley Drive (diagonally across the City), Cumberland Highway (linking employment zones to the north down to Liverpool in the south) and the M7 Motorway to the west, which are the key arterial routes through the area. Cabramatta Road is the main vehicular route to and from Hume Highway (A22) and provides direct connections to Liverpool, Parramatta, Penrith and the inner west. The Horsley Drive defines the eastern edged of Carramar and links the Hume Highway to Fairfield. Canley Vale and Canley Heights are focused on the spinal high street of Canley Vale Road.

Riparian corridors in an east-west direction knit together many of the public open spaces in Fairfield. They accommodate a range of parks, facilities public functions, bicycle paths, and playgrounds. They also form significant barriers to movement an impact on access and the catchment that each centre can serve.

At the subregional scale there is a significant opportunity to strengthen the relationship between Canley Vale and Cabramatta with a green connection through the middle of the centres lined with public open spaces. This would link Orphan School Creek to Cabramatta Creek and the broader Georges River basin.

It is also clear from this plan that at the subregional scale the potential growth of Canley Vale is impacted by its proximity to Cabramatta to the south, Canley Heights to the west, the barrier of the Orphan School Creek corridor to the north and the railway line to the east. Long term growth potential will depend of a multitude of factors including local constraints which are unpacked later in this Study.

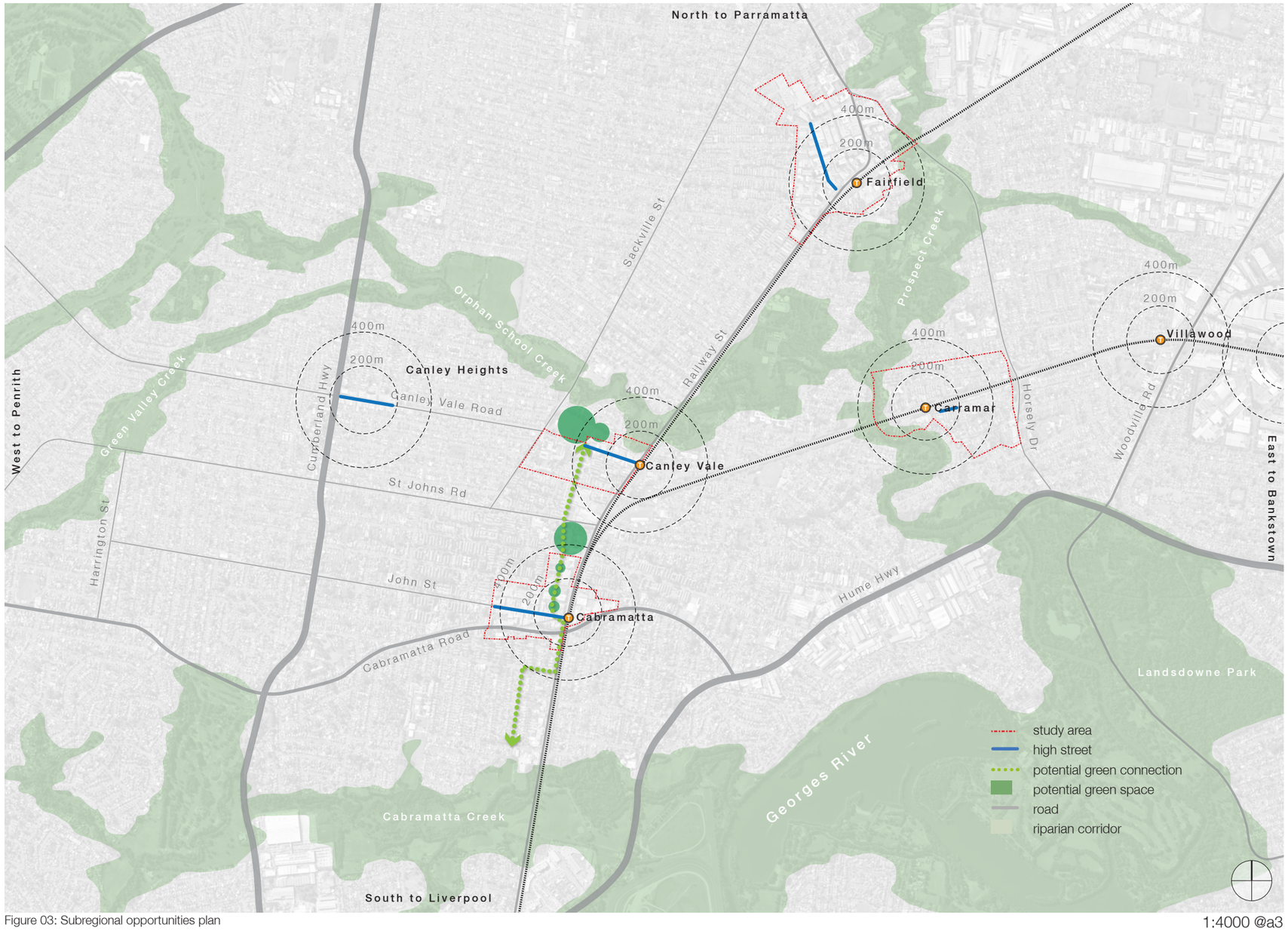

Figure 03: Subregional opportunities plan

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2.3 Canley Vale historical development

The Canley Vale local centre is located approximately 1.2km north of Cabramatta and takes the form of a high street along Canley Vale Road. It is anchored on its eastern end by Railway Parade and Canley Vale railway station, which enjoy services on the T2 and T5 with services linking to Parramatta, Liverpool, Bankstown, Glenfield, Leppington, Blacktown and Sydney. Adams Park anchors its western end and is a focal point for the community offering passive and active recreation activities. Orphan School Creek runs to the north of the centre and is an important riparian corridor that runs through the western suburbs of Sydney forming part of the Green Grid with its cycleway linking to an extensive local and regional network.

The centre of Canley Heights is located to 1.5km to the west of Canley Vale and, on account of better road connections, footpath widths, convenient and well dispersed car parking facilities on the periphery of the centre, it has a higher concentration of retail land uses despite Canley Vale's advantage of the train station. Development in the early 2000's saw significant renewal in the centre and a food destination revival in great scale.
At the subregional scale there is a significant opportunity to strengthen the relationship between Canley Vale and Cabramatta with a green connection through the middle of the centres lined with public open spaces. This would link Orphan School Creek to Cabramatta Creek and the broader Georges River basin.

It is also clear from this plan that at the subregional scale the potential growth of Canley Vale is impacted by its proximity to Cabramatta to the south, Canley Heights to the west, the barrier of the Orphan School Creek corridor to the north and the railway line to the west. Long term growth potential will depend of a multitude of factors including local constraints which are unpacked later in this report.

For 30,000 years before Europeans arrived, the area now known as Fairfield City was home to the Cabrogal, an Aboriginal clan of the Darug people, whose lands were around Cabramatta Creek. The Cabrogal ate native vegetables, grubs and animals and made bark canoes for fishing and transportation. Evidence of this period has been found in the form of scarred trees, stone tools and campsites, largely around the creeks.

When Governor Lachlan Macquarie established the township of Liverpool in 1810, the municipal boundaries of the new town included the Cabramatta and Canley Vale district. Grants in the area were awarded as early as 1818, when Catherine Prout received 691 acres. This land, just south of present-day Cabramatta station running in a narrow strip along the railway line for about a kilometre, remained in the Prout family for many years.

Due to the rich soil of the flood plains, agriculture, farms and dairies quickly emerged. In the mid-1880s the land was used mainly for timber logging, farming and vineyards.
Fairfield is named after the family estate of John Horsley – Fairfield Manor in Somerset, England, to honour the family.

As with Fairfield, the coming of the railway line in 1856 brought expansion to Cabramatta and Canley Vale. Timber fruit and vegetables which were produced abundantly in the district could now be quickly and easily transported to the markets of distant towns. Canley Vale's first public school opened in August 1884, with Mr Edward H Grant as the first Principal. The new school attracted many pupils from Fairfield West and Fairfield Heights.

People of the south-western districts have generally regarded Cabramatta and Canley Vale as a single community and the area is often referred to as Cabravale. The two towns have developed similarly; their commercial centres within easy walking distance of each other; they share centrally located civic amenities; and for 56 years they had a common local government administration after Nicholas McBurney assisted in securing the separation of Cabramatta and Canley Vale from Liverpool.

The township of Canley Vale was doomed not to develop commercially from Henry Parkes' time. While most of the district's town centres expanded with the increase of population, some tended to decline, and Canley Vale and

1953 Aerial Photo

Smithfield were amongst the most conspicuous of these. Canley Vale was so close to Fairfield and Cabramatta, and the residential population was so small, that merchants were not attracted to the area. The layout of the town and the street patterns were, (and still are) very restricting, with no potential for an extensive shopping area in the narrow Railway Parade. This is because the Orphan School Creek flows through a deep gully and under a large bridge at one end of the station, while at the other end, the street is diminished by a steep road ramp leading to the rail overpass.

The Canley Vale Road area of the town deters the shopping motorist, because of the restricted traffic flow, with only Phelps Street offering an exit between Railway Parade and distant Sackville Street. Extension of the town area is prevented by the Adams Park playing fields and the Canley vale Primary School.

However, Canley Vale's commercial shortcomings provided an advantage to the Canley Heights shopping centre. Having good access from all directions, Canley Heights was at the centre of the district's building boom in the late fifties, plus the later Housing Commission projects in the same area. The fine shopping centre which spread along Canley Vale Road, is a natural consequence of the growing population.

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The centre is surrounded by a buildings to a variety of styles, heights and uses. The area to the south of the centre contains a high density of medium density 3-4 storey residential flat buildings, the majority of which were developed between the 1960s and 1980s. These developments provide affordable accommodation to a diverse community. Due to the density of development and the fact that there many of the properties are strata means that these areas are unlikely to see change in the short to medium term. The area to the north (Freemans Avenue) is located in flood prone land and comprises of low rise one and two storey detached dwellings on large circa 600m^2 properties.

The Canley Vale Road has generous foot ways and the shops provide a mix of food (restaurants) fresh food and convenience retail. Westacott Cottage is the main heritage item within the centre and is situated on Railway Parade and is classified as a local heritage item. Canley Vale is flood affected and development to the north of the centre is heavily impacted by the flooding constraints associated with Orphan School Creek.

Canley Vale Road main street

Wide generous footpaths

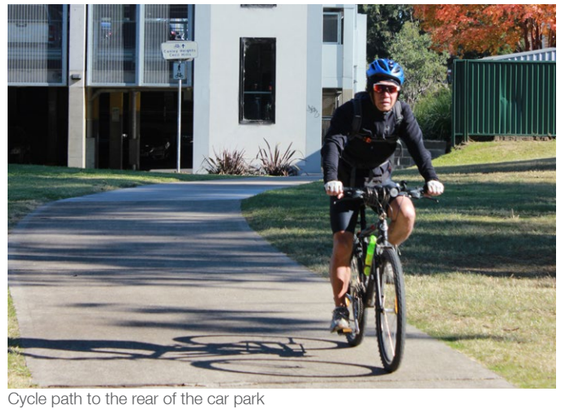

Railway Parade and Canley Vale Railway Station

Richards on the Park - a key leisure destination


Low rise strata development

Low rise strata development with inactive ground floor on Canley Vale Road


Orphan School Creek - an impressive riparian corridor


Cycle path to the rear of the car park


Shared path meandering through Adams Park

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2.4 Character areas

The compact nature of Canley Vale local centre makes it possible to identify five clear character areas:

1. Canley Vale main street - runs between Phelps Street and the railway station. The fine grain urban character comprises of individual properties with narrow lot frontages. The height of buildings varies between one and three storeys buildings and are of a variety of architectural styles. Many building previously contained small scale cotton manufacturing businesses and retain a very functional character. Most uses are serviced from the street, but some have access to the rear via Clifford Lane or Phelps Street
2. Local centre residential - this precinct is located to the south of the high street and comprises a range of different housing typologies. The dominant building typology is two to four storey walk-up residential flat buildings. There are also detached houses, older and new aspirational homes.
3. Canley Vale Public School – A complex of one and two storey buildings, with heritage properties linking it to the past that make this intimate learning environment a safe and special place.
4. Sackville Street Edge - this narrow triangular precinct bookends the western end of the centre. Spatially separated from the commercial core by the school this area is more residential in nature and is comprised of small 300-600m2 lots accommodating suburban housing typologies. The precinct includes the Kapitbahayan housing cooperative that pioneered an innovative form of affordable social housing provision for Filipino migrants living in Western Sydney
5. Cabravale South - this precinct is the interface between Cabramatta and Canley Vale and provides affordable low-rise high density accommodation for residents. Most of these properties are individually strata titled and due to its density and ownership model is unlikely to change in the near future. It includes Cabramatta Diggers which is in the process of redeveloping and will shortly include a new hotel to expand its offering to tourists and business travellers seeking accommodation locally.
6. Freemans Avenue precinct is located to the north of the centre and Adams Park. It comprises a mix of one and two storey detached housing, much of which backs onto the park. The land, developed by the NSW Housing Commission, is largely flood affected, inclusive of a nursing home that adjoin the multi-level commuter car park.
7. Canley Heights - The area west of Sackville Street is more suburban and comprises of detached houses and terrace style houses on narrow lots.
8. Cabravale East - Located at the junction of two railway lines precinct comprises of larger suburban houses on larger 600-800m^2 lots

Figure 04: Character areas

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2.5 Landscape, open space and recreation

Adams Park is the centre piece of Canley Vale and affords residents access to a range of passive and active recreational opportunities. It is also used by Canley Vale Public School as a playground and sports facility.

Orphan School Creek, located to the north of the local centre, provides green connectivity across the district and forms part of the Green Grid. Crossing points across the corridor are few and many of the properties that abut the riparian corridor turn their backs on this valuable amenity. The 181 space multi deck commuter car park, opened in 2015, severs the connection between Adams Park and the riparian corridor and compromises the ability to visually connect the two distinctive passive and active recreation spaces.

The Cabravale Leisure Centre (inclusive of gym facilities and a 20 metre indoor pool) is located to the east of the railway line and while close to the Canley Vale local centre is separated visually by road embankments, coupled with the leisure centre being located on low lying land.

Residents living within residential flat developments around the local centre rely on the district level public open spaces, all within a 200 metre radius which is a benchmark for high density living. A smaller more intimate open space, offering balance in scale to the larger district parks, exists outside the study area in nearby Equity Place off Pevensey Street.

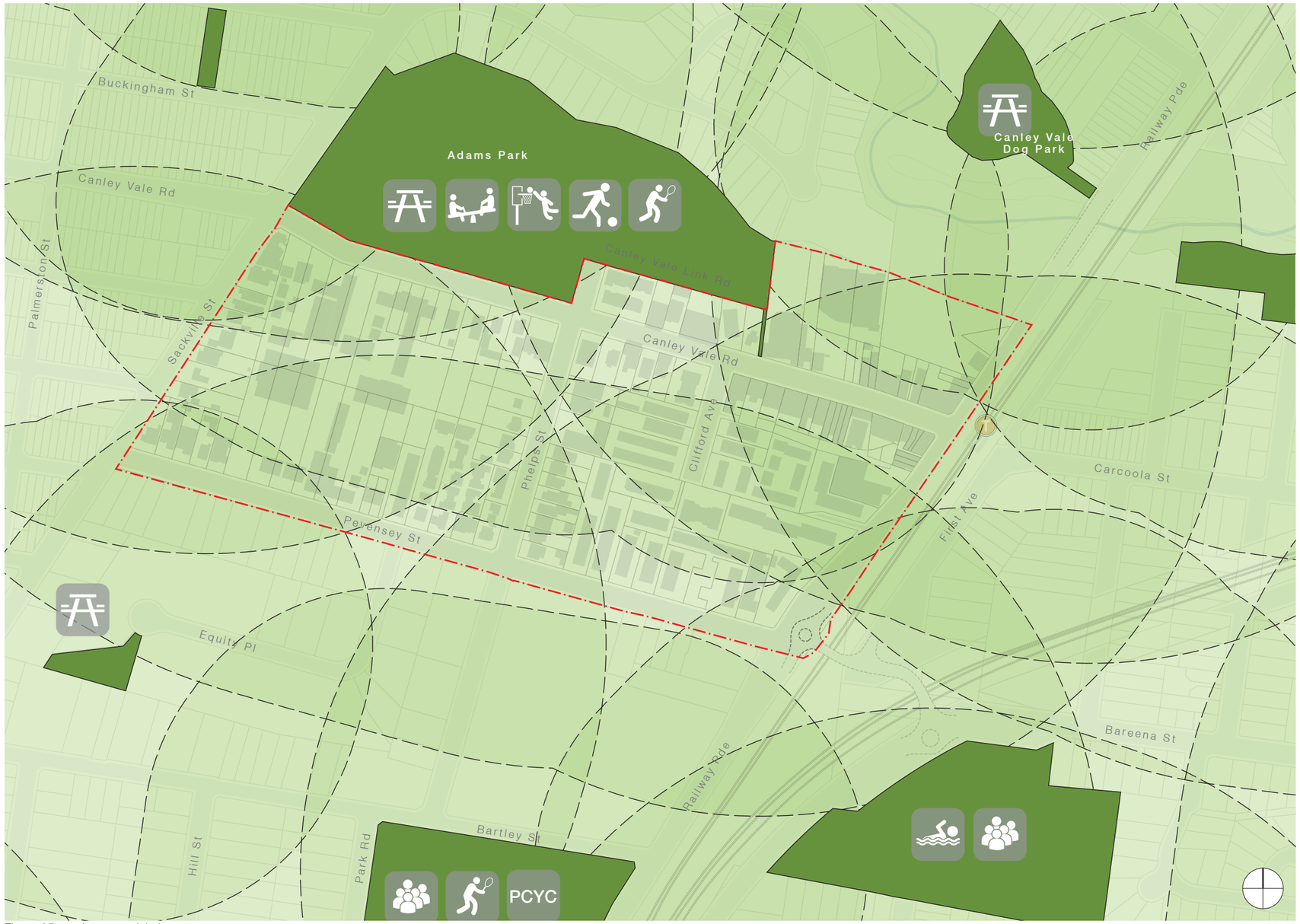

Figure 05: study area aerial plan

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2.6 Community needs

Key demographic characteristics

Canley Vale is a highly culturally diverse community. The key demographic indicators are:

Age Profile

- Canley Vale shares a similar age profile to greater Sydney, however has a higher proportion of secondary students (aged 12 to 17; 8.2% compared to 6.9%) and tertiary students (aged 18 to 24; 11% compared to 6.9%). It also has a lower proportion of people aged

Household characteristics

- The main household type in Canley Vale is couples with children (38.8%) followed by one parent families (20%; note that this is double Greater Sydney's proportion of one parent families). Canley Vale also has a significantly lower proportion of lone person households than Greater Sydney (17.9% compared to 20.4%).
- The median household size in Canley Vale is 3.22 persons per dwelling, higher than the Greater Sydney median of 2.72.
- The majority of households in Canley Vale fully own their home (29.3%), a slightly higher proportion than Greater Sydney. There is also a lower proportion of households renting (both privately at 21.6% and socially at 4.2%)

Socio-economic disadvantage

- Canley Vale's SEIFA score is 794.3 – significantly more disadvantaged than Greater Sydney (1,108).
- Additionally, in 2016 the median household income in Canley Vale was $1,025, and 27.3% of households reported a household income of less than $650 a week - almost the double the proportion of households as Greater Sydney.
- This has implications for housing affordability, as well as access to jobs and education and supporting social infrastructure such as libraries.

Cultural diversity

- 59.4% of people were born overseas, predominantly in South East Asia. The main places of birth are Vietnam (28.9%), Cambodia (6.1%) and China (4.3%).
- 51% of residents speak a language other than English at home higher than Greater Sydney (35.8%).

Fairfield City has adopted the Fairfield City Settlement Action Plan new which seeks to facilitate the settlement of refugee communities into Sydney. Fairfield City accommodated 3,000 humanitarian arrivals in 2016.Under this plan Fairfield City committed to settle at least half of Australia's special intake of 12,000 Syrian and Iraqi refugees in 2017. The need for affordable housing to accommodate larger families is required now and into the future. Development opportunities could provide potential community benefits to meet this demand, and assist in assimilating and settling vulnerable families with dignity.

Social infrastructure

What social infrastructure currently exists?

- Canley Vale's social infrastructure needs are largely serviced by nearby Cabramatta. There are no community facilities within the study area other than Westacott Cottage which is a Not For Profit community based arts and crafts centre shopfront open at selected times . The centre, which has run art classes, china painting lessons and spinning, weaving and crafts classes since Council's purchase and refurbishment of the building in 1979. The Fairfield City Council Cabravale Leisure Centre is located within walking distance on the eastern side of the Canley Vale railway station.

What is needed?

- Cabravale Leisure Centre is located within walking distance to Canley Vale centre, however the connectivity is poor due to the rail-line, and lack of a path connecting the station to the leisure centre.
- A greater offering at the Cabravale Leisure Centre, including outdoor pool, would be advantageous for a growing community in higher density (inclusive of neighbouring Cabramatta) seeking to escape summer heat as well as general well-being through aquatic activity.

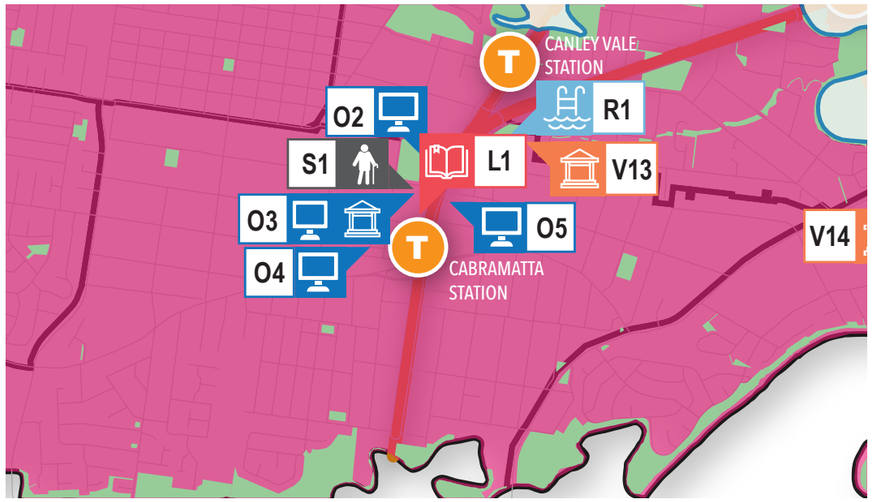

Figure 1 - Audit of social infrastructure within Cabramatta Place

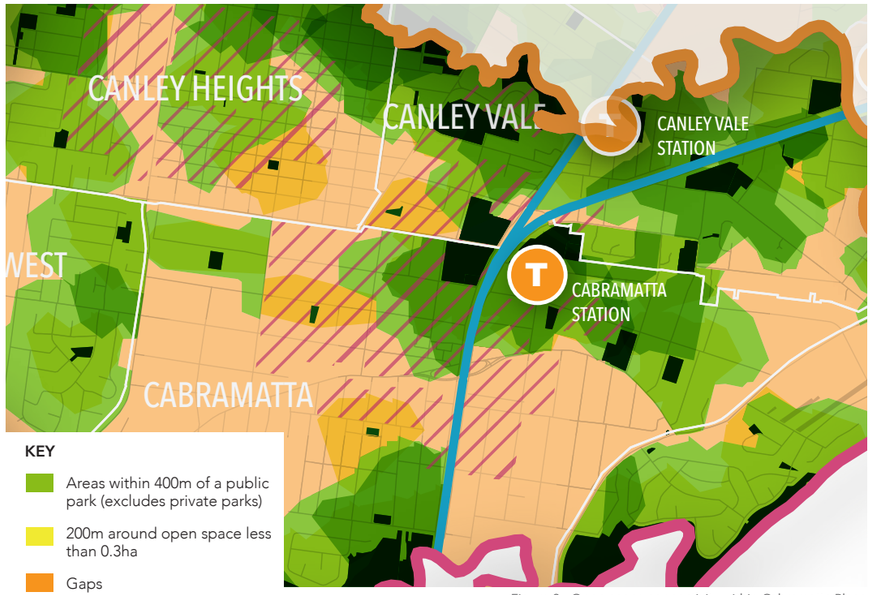

Figure 2 - Open space connectivity within Cabramatta Place

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Open space

What open space currently exists?

- Canley Vale benefits from the district-level, and sporting hub Adams Park (4.9ha) which is on the fringe of the village centre, and Orphan School Creek which provides linkage recreation opportunities.
- Figure 2 shows that all properties within the Canley Vale Local Centre is within 400m or 200m of a park.

What is needed?

- While good access to open space already exists within Canley Vale, there could be opportunities for the urban form to better respond to the creek, connecting residents to many other centres in the LGA, and Western Sydney through the walking/cycling paths.

Map Ref	Name	Type	Suburb	Size (m^2)	Capacity (people)	Hierarchy	Staffed/managed by	Function and Description
O3	Cabramatta Community Centre and Hall	Community Services Hub/Venue for Hire	Cabramatta	1,140	Hall: 100 Rm1: 25Rm 2: 20	District	Community Services Centre - Staffed by Core Community (anchor tenant) Hall is unstaffed and bookings are managed by Council	Original council chambers at front serve as 20 offices for community service providers. Hall extension provides large and small meeting spaces. Numerous large offices, 2 meeting rooms and hall
L1	Whitlam Library	Central Library	Cabramatta	3,000	NA	District	Council	Has several features including: children's program room, multiple study areas, outdoor cafe, music and video studio, VR Studio, business hub, quiet study areas
C2	Canley Heights Community Centre	Multi-purpose community centre	Canley Heights	220	60	Local	Staffed by CORE (anchor tenant)	Community centre, programs managed by CORE/ hireable venue for events
O2	Arthur West Memorial Hall	Community Office Accommodation	Cabramatta	170	40	Local	Fairfield Women's health service	Located in Cabravale Park . Hired on a EOI to one group. Exclusively used by Fairfield Women's health service
O4	Dutton Plaza offices	Community Office Accommodation	Cabramatta	129	NA	Local	Mission Australia	Used as office accommodation by a NGO
O5	Fisher Street carpark offices	Community Office Accommodation	Cabramatta	30	NA	Local	VAMSA	Used as office accommodation by a local community organisation
S1	Cabravale Senior Citizen's Centre	Seniors centre	Cabramatta	145	80	Local	Not staffed	An ageing single use building constructed in 1953, predominantly used as a social meeting space
V12	Girl guide hall, Pigeon Club, RSL Youth	Venue for hire	Canley Heights	196	100	Local	Not staffed, bookings managed by tenants/ Council	Three individual buildings on the same site, 2 are tenanted with one building managed by Council
V13	Bushido Judo Club	Venue for hire	Canley Vale	587	200	Local	Used soley by the Bushido Judo Club	Private booking not community access

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2.7 Development activity

Whilst the centre has been revitalised through new businesses, development activity within Canley Vale has been relatively subdued. New businesses, mainly food and beverage related and some service industries have moved into older building stock, rejuvenating shop fronts improving perceptions of the centre.

1. Since 2005, Council has invested in improvements to Adams Park, providing car parking along Canley Vale Road. A link road was also provided to the north of the shops with the view of improving the interface onto the park and providing access to future development sites
2. In 2015 a multi storey 181 space commuter car parking facility was opened, funded by the State Government. The car park has severed the spatial open space link between Adams Park and Orphan School Creek corridor to the rear of Canley Vale Road properties
3. A single storey commercial development (40 Canley Vale Road) filled a gap in the Canley Vale Road mainstreet, but did not take advantage of the development potential latent in the site as a result of 8 storey height of building controls
4. 62-74 Canley Vale Road is the most the most significant potential development site within the centre. It consists of 8 separate properties under a single ownership. The property has been the subject of one development approval for a multi-level mixed use development which lapsed, and subsequent concepts, each of which is presented on the next page
5. Other smaller scale investments have been made into smaller scaled residential flat buildings and large suburban houses along Sackville Street

Figure 06: study area aerial plan

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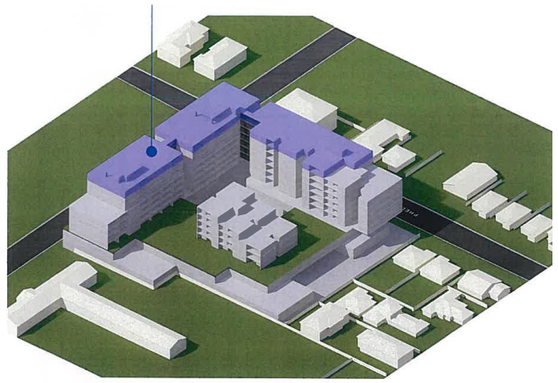
62-74 Canley Vale Road & 19-21 Phelps Street Site 2006 Proposal

The 2006 development application, with consent granted and since lapsed, proposed a total of 14,710m2 of floor space including 100 residential units over 5-8 storeys, 3,610 m2 of retail development (including a small supermarket of 1,120 m2) and 3,609 m2 of commercial uses at first floor level. It provided a communal open space and deep soil in line with the DCP controls. Vehicular access to basement parking was provided off Phelps Street.

Retail GFA	3,610m^2
Commercial GFA	3,609m^2
Residential GFA	7,221m^2
Residential Units	100
Proposed FSR	1.72:1
Parking	371



62-74 Canley Vale Road & 19-21 Phelps Street Site 2017 Proposal

A concept with a total of 27,080m2 of floor space sought to increase the development potential for the site by exceeding existing development standards within the Fairfield LEP. It proposed mixed use development with a commercial podium, an L-shaped 9 storey residential block fronting onto Canley Vale and Phelps Street, and a short residential tower in the centre of the site on top of the podium where communal open space is specified in the Canley Corridor DCP.

Retail GFA	4,920m^2
Commercial GFA	4,880m^2
Residential GFA	7,221m^2
Residential Units	175
Proposed FSR	3.16:1
Parking	454

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2.8 Strengths Weaknesses, Opportunities and Threats (SWOT)

Following the review of all baseline documentation, numerous site visits, engagements with local stakeholders and a internal workshop with the design team, including CRED consulting, the following SWOT analysis was undertaken to help inform and direct the project.

Strengths	Weaknesses	Opportunities	Threats
· Canley Vale Road as a well-defined main street with food and entertainment offering, both day and night with ample car parking at night time · Canley Vale Railway Station and associated commuter car park creates a focus for pedestrian activity and movement, with CCTV cameras to creating sense of safety · Adams Park as a fantastic recreational and open space amenity bringing people to the centre at different times of the day within a creek corridor setting	· The largest development opportunity within the centre remains unrealised despite a relatively buoyant development environment over the last 5-10 years. Many consider this single site as critical for the turn around of the centre. · Small, underdeveloped sites along Canley Vale Road · Shallow lots and urban blocks that limit the range of building typologies possible within the block · Small lots and fragmented ownership · Small vacant / underdeveloped sites along the high street · Lack of connections to and across Orphan School Creek · The car park severs the continuity of the open space connection between Adams Park and Orphan School Creek	· For the development of high quality residential accommodation in the centre in the short, medium and long term in a centre that enjoys good access to public transport, open space, recreation facilities and neighbouring Cabramatta · Improve the quality of the public domain and retail experience along Canley Vale Road · Provide public car parking strategically to support economic activity · A significant redevelopment opportunity at the western edge of the local centre for mixed use development (Canley Vale Road/Phelps Street) and of public housing land to renew social housing as well as increase numbers of dwellings · The connection of the Canley Vale Link Road and Westacott Lane in the long term with the redevelopment of 41 Canley Vale Road (Richards on the Park) · Public housing sites offer an opportunity for redevelopment · To strategically reconsider the structure of the centre given the flood affected area to the north of Adams Park. This could involve the potential acquisition of properties along Freemans Avenue, the enlargement of Adams Park and development intensification along Canley Vale Road	· Congestion on Canley Vale Road and the poor functioning of the intersection at Railway Parade in peak periods, creating a grid lock and unpleasant amenity Development erodes the quality of the high street · Over reliance on one site for the turn around of the Centre

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2.9 Stakeholder aspirations

Over the course of the project a number of key stakeholders were engaged to solicit their views on their future vision and aspirations for the area. This included a business association and primary school that is located in the study area.

Probing questions were asked to understand what they perceived the opportunities for the centre was and what they foresaw as being obstacles for the achievement of their vision. The key messages from the stakeholders have been integrated into the above SWOT analysis and are not duplicated here.

Each stakeholder who is a landowner was then invited by Fairfield City Council to submit a conceptual proposal for their sites, or sites that they have an interest in. The adjacent images, descriptions and reflections summaries these proposals.

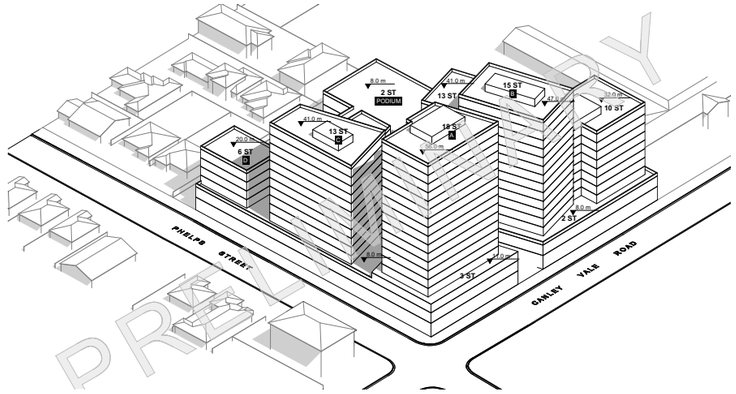
This invitation has been useful in so far as it has provided the design team with an understanding land owners expectations, however it is limited in the following ways:

- It was only possible to engage a very limited number of stakeholders within the time-frame of the project.
- There are likely to be other stakeholders, such as tenants and community members, who have been missed during the process
- There may be other stakeholders who would have liked to make a submission, either dependently or with another party, but have not been able to do so
- There may be stakeholder who may not realise the development potential of their site or do not have the resources to prepare a proposal at this time
- The proposals have been made in the absence of a holistic vision or framework for the centre
- The scale of the proposals have been directed by the land owner and as such generally seek to maximise the commercial return from the development of their site
- The proponents have had a very limited time period to prepare their proposals
- The proposals have not considered the cumulative impact of similar development opportunities within the centre

The purpose of this urban design study is to consider these proposals and provide an measured and objective position on what would be appropriate fro the centre. The developer aspirations are a useful barometer of expectations and need to me moderated based on the objectives and principles established for the centre through this process. Other stakeholders will be able to provide their input during the public participation phase of this project.

Key takeaway messages from stakeholder aspirations:

- There appears to be an appetite to explore significant building height uplift within the local centre, but this is largely confined to one site.
- The fragmented nature of property ownership makes the creation of larger consolidated sites difficult.



62-74 Canley Vale Road 2017 Proposal

The revised proposal presented by the proponent of this site seeks to maximise the potential development yield of the site, without a broader vision and quantum of development proposed on the site.

The residential component has increased significantly from current development controls and the previously approved development, including five residential towers ranging in height from 5 storeys to the south to 18 storeys at the corner of Phelps Street and Canley Vale Road.

Reflection

The commercial component of the proposal is not dissimilar to that which has been previously proposed and approved. This would help improve the retail offering of the centre and help reaffirm the centre's position within hierarchy of urban nodes. A supermarket would create a point of interest and activation in competition with Cabramatta.

The proposal has need assessed against the provisions of State Policy SEPP 65 and Apartment Design Guidelines. A major shortcoming of the proposal relates to the a misalignment with Principle 1: Context and Neighbourhood Character and Principle 2: Built Form and Scale of the ADG which quires designs to be sensitive to and respectful of their receiving context. The potential impact on surround land uses, including overshadowing and overlooking issues related to Canley Vale Public School, have not been addressed. At a technical level the proposal fails to meet a number of requirements specifically building separation (less then 24m for buildings over 8 storeys) and solar access requirements to the units.

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2.10 Opportunity sites analysis

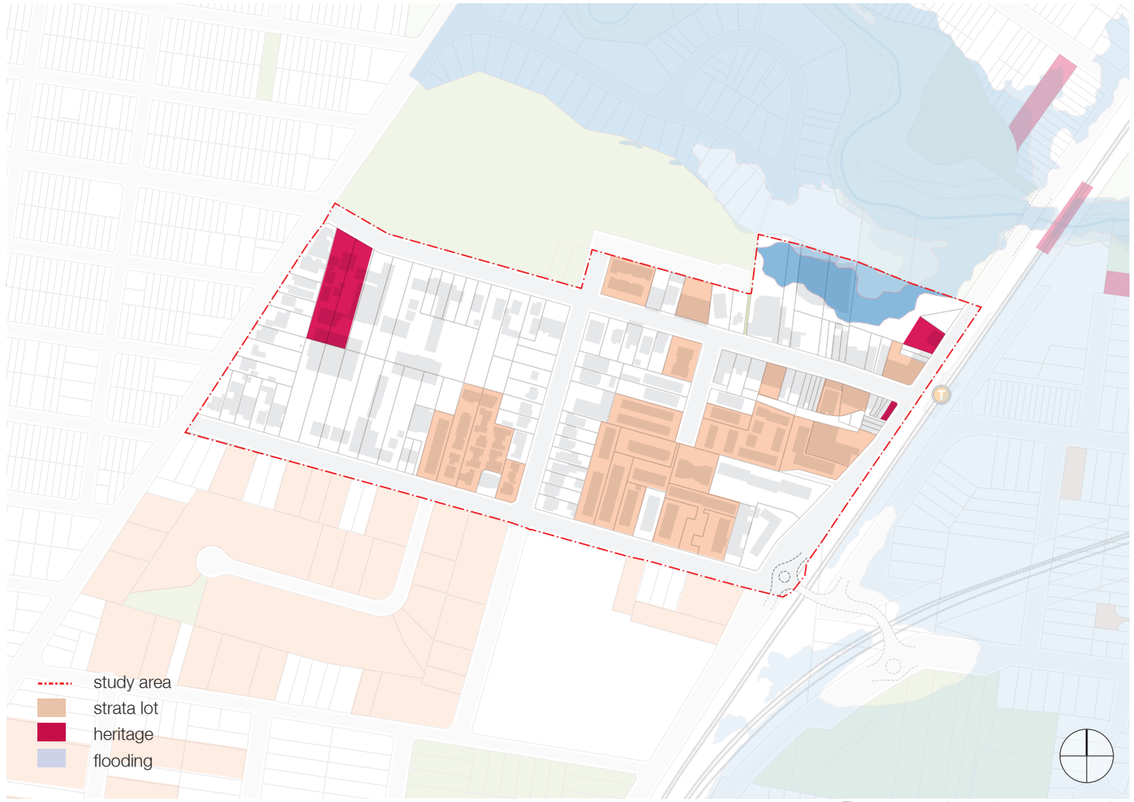

Figure 07: amalgamation constraints plan

Figure 08: amalgamation opportunities plan

The fragmented pattern of ownership within Canley Vale requires the amalgamation of a number of properties to arrive at a site that is viable for redevelopment. This short study seeks to identity potential opportunity / amalgamation sites based on an understanding of the constraints to amalgamation and the relative size of properties (hence their potential to accommodate a denser form of development).

Amalgamation constraints

This plan illustrates the major constraints to amalgamation of lots. The three key factors are:

- flooding
- strata (both residential and commercial)
- heritage

In comparative examples in Sydney flooding makes development prohibitively costly, strata requires significant capital investment and time and heritage has legal restrictions to change.

Amalgamation opportunities

This plan illustrates the major opportunities to amalgamation of lots. The three key factors are:

- lots of a significantly developable size (greater than 750m^2)
- several contiguous parcels with a single owner
- sites with development proposals or submissions to government

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2.11 Potential amalgamation patterns and opportunity sites

The adjacent plan builds upon the above analysis and provides an indication of the potential amalgamated development sites based on the above criteria.

The main opportunity sites that have been identified, in order of potential include:

1. 62-74 Canley Vale Road & 19–21 Phelps Street
2. Canley Vale Road redevelopment - this is likely to be very challenging given the fragmented ownership but potential for redevelopment exists where more than two properties are amalgamated
3. Phelps and Clifford Avenue Amalgamation and Redevelopment - between where lots of more than 1,500m2 can be assembled with access off Clifford or Phelps Street
4. Sackville Triangle Amalgamation and Redevelopment - properties at 45 to 53 Pevensey Street, and 260 to 272 Sackville Street.
5. Phelps Street South Amalgamation and Redevelopment - properties at 10 to 24 Phelps Street (east side) and 21 to 25 Phelps Street (west side).
6. Richards on the Park including the amalgamation with adjacent properties
7. The amalgamation and redevelopment of LACH owned properties together with one adjacent land parcel

Figure 09: proposed preferred amalgamation plan

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2.12 Constraints

Key Constraints for Canley Vale include:

1. Canley Vale proximity to higher order centres of Cabramatta to the south, Fairfield to the north and Canley Heights to the west has an impact on the scale of economic activity that can be supported in the centre
2. The railway line to the east of the centre that forms a barrier to integration to the east
3. Orphan School Creek to the north is a significant barrier to pedestrian movement into the centre from the north
4. Flooding constraints to the north of the centre
5. Congestion on Canley Vale Road at peak times
6. Sackville Street as a busy road which is difficult to cross
7. Fragmented land ownership
8. Shallow lot depths along the hight street
9. Local heritage assets that need to be retained and integrated into development proposals
10. Aviation constraints related to Bankstown Airport limit the future height of buildings
11. Overlooking concerns related to Canley Vale Public School
12. Noise impacts from the railway line which is due to increase with the upgrading of the freight rail line to the east of the site

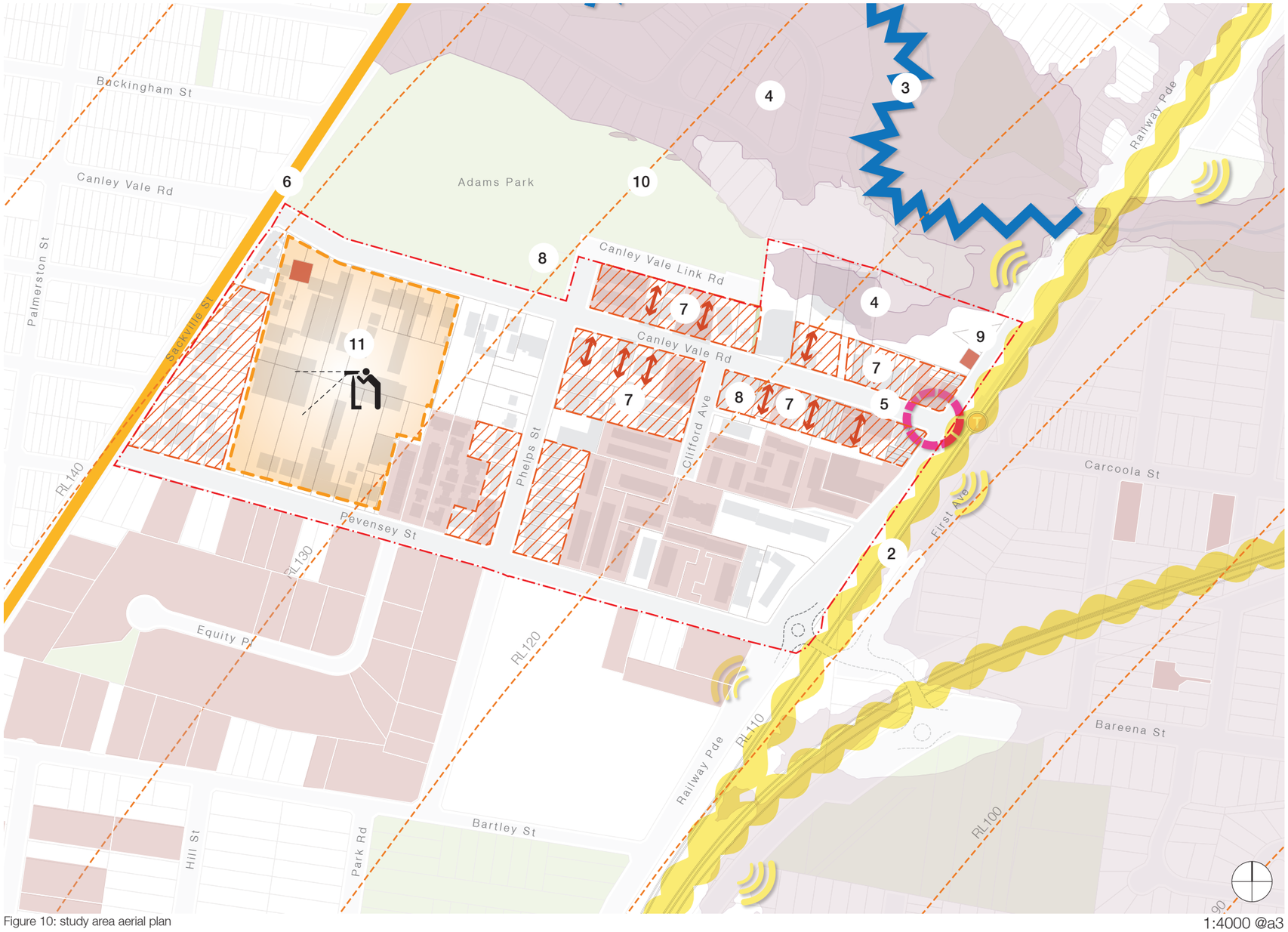

Figure 10: study area aerial plan

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2.13 Opportunities

Key opportunities for Canley Vale include:

1. Celebrate the station as a terminating axial gateway to Canley Vale Road and improve legibility to promote public transport
2. Reinforce Canley Vale Road, between Phelps Street and Railway Parade, as the economic heart of the centre and invest in the public domain to improve legibility, encourage lingering and create a positive visitor experience
3. Celebrate the gateway into the centre at the western end of Canley Vale Road at Sackville Street
4. Improve the spatial connection between Adams Park and Orphan School Creek
5. Improve the connections across Canley Vale Road through the introduction of additional formal crossing points
6. Develop vacant sites along the high street to reinforce the street wall
7. Bookend the high street on its western end with a landmark development and potential retail anchor (with additional car parking to support the centre)
8. Take advantage of views and northerly aspect onto Adams Park
9. Support amalgamation, intensification and redevelopment along Sackville Street
10. Reinforce Phelps Street as a key green connecting route to Cabravale Park and Cabramatta
11. Support amalgamation, intensification and redevelopment at the southern gateway to the centre on Phelps Street
12. Improve / introduce new pedestrian crossings on Pevensy Street to improve safe access to schools and amenities
13. Improve connections long term to Cabravale Leisure Centre

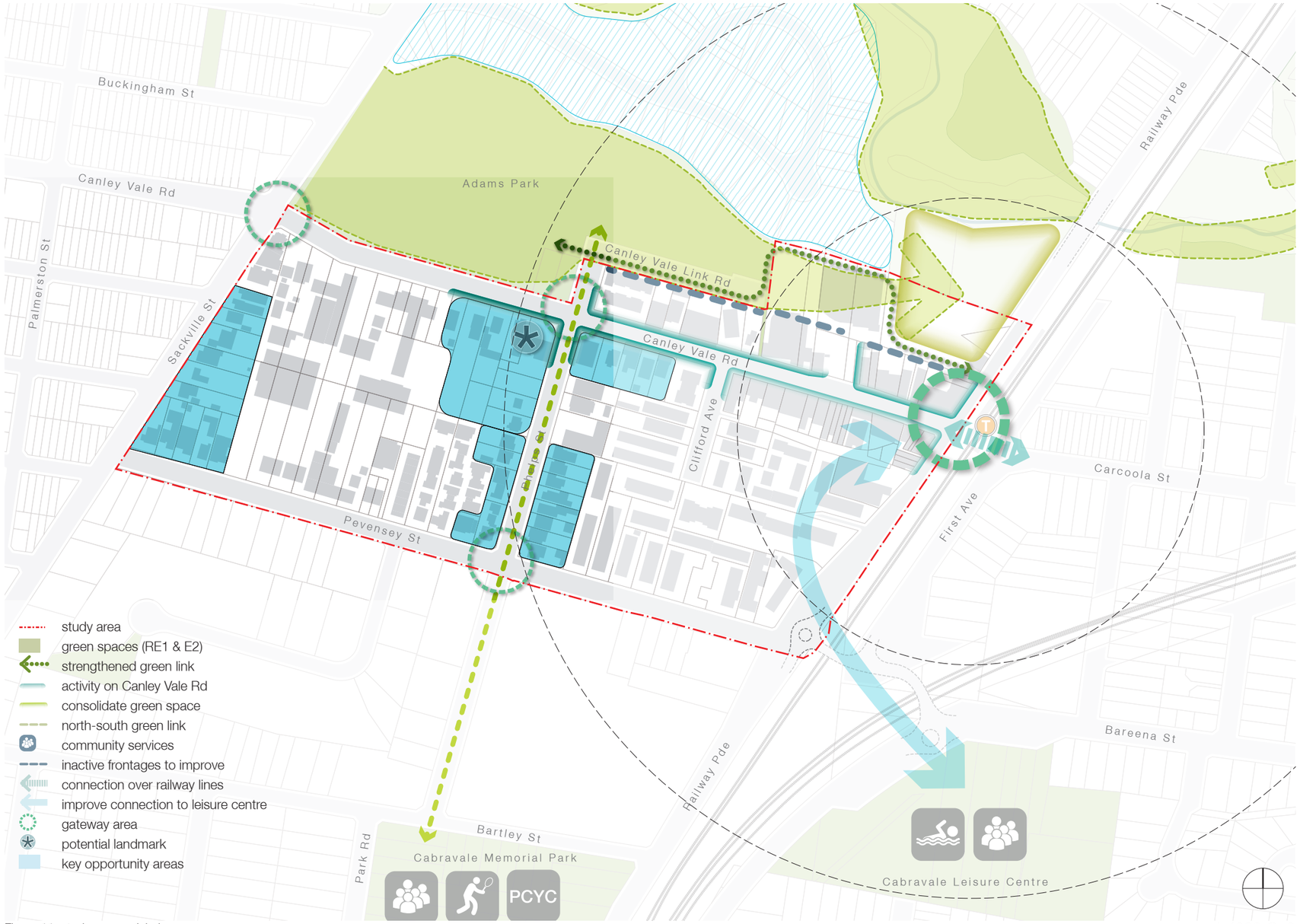

Figure 11: study area aerial plan

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Place based urban design framework

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This chapter outlines the objectives and priorities of the place based urban design framework. These are then distilled into recommendations for changes to the development controls from the perspective of landuse, public domain, built form and movement.

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3.1 Purpose and vision

The Place Based Urban Design Framework sets out an objective based framework for land use change and public and private investment within the study area. The framework looks to strike a balance between creating value through the amendments to planning controls in order to deliver public benefits and the emergence of a vibrant and healthy community. Rather than propose a vision for Canley Vale the adjacent infographic seeks to communicate the qualities that the centre has and should aspire to.

The main qualities of Canley Vale are:
- a vibrant and functional main street
- great access to Adams Park, a district open space and local destination
- great access to the green open space network through Orphan School Creek

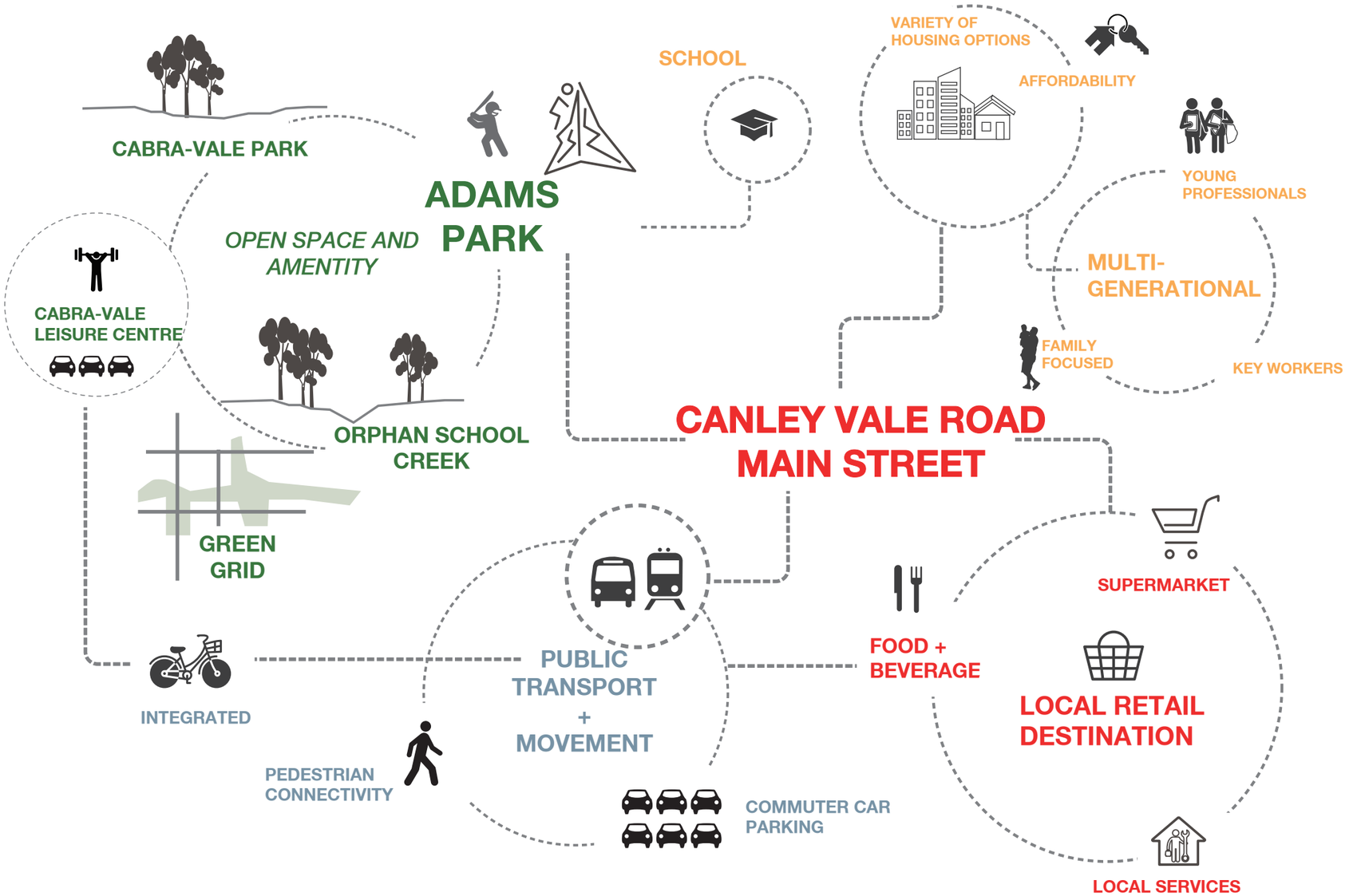
The main challenges for Canley Vale include:
- rental stress
- fragmented land ownership
- restricted land zoned for commercial and retail activity
- lack of housing choice
- lack of housing demand (aspirational housing)
- poor connection with Cabramatta to the south

In Canley Vale the community needs and desired public benefits include:
- additional affordable housing
- additional car parking to support economic activity
- an improved public domain
- better connections through and between centres

The place based framework that follows has been divided up into the following themes:

- Land use
- Built form
- Movement
- Public domain

Each section begins by outlining the key objectives under each theme. Precedent images have been carefully selected to accompany the objectives and provide a visual reference. This is followed by a framework plan, a set of recommended actions for FCC and recommendations for amendments to development controls.



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3.2 Land use framework

Objectives

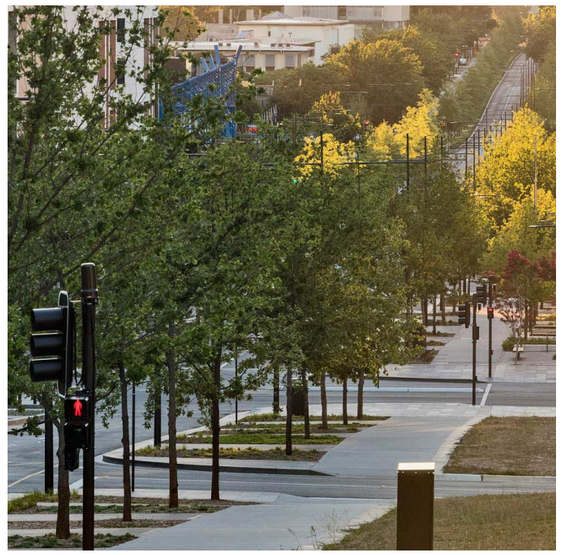
- Consolidate Canley Vale role as a local centre
- Increase residential density in the centre because of its proximity to public transport, services and open space
- Strengthen Canley Vale Road as a pedestrian focused retail and commercial high street
- Ensure land uses adjacent to existing or new public open spaces are complementary
- Promote mixed use development on sites that are consolidated and able to be consolidated without compromising amenity

Mixture of retail with residential above defining the street and a central public space

Mid-rise residential fronting public open space

Example of retail ground floor with apartments providing passive surveillance above

Mixed use with commercial offices, residential apartments and retail ground floors



Green linear streets can anchor multiple landuses

Convenience retail situated in a podium on a street intersection

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Recommended actions

1. FCC to develop a contributions plan to secure funding for the upgrade of the public domain along Canley Vale Road
2. FCC to develop an Affordable Housing Policy to support an increase of affordable housing provision in an equitable manner across the LGA
3. FCC to encourage development of a convenience retail anchor at the intersection of Canley Vale Road and Phelps Street
4. FCC to work with LACH and adjacent property owners to encourage the redevelopment of an amalgamated land parcel for higher density residential development

Recommended DCP / LEP controls

5. Rezone R3 land (medium density residential) within the study area to R4 (high density residential)
6. Introduce Active Street Frontage controls along Canley Vale Road as part of the LEP/DCP
7. Explore rezoning land along Phelps Street to B2 to encourage non residential land uses (community/early learning) along Phelps Street

Figure 12: land use framework plan

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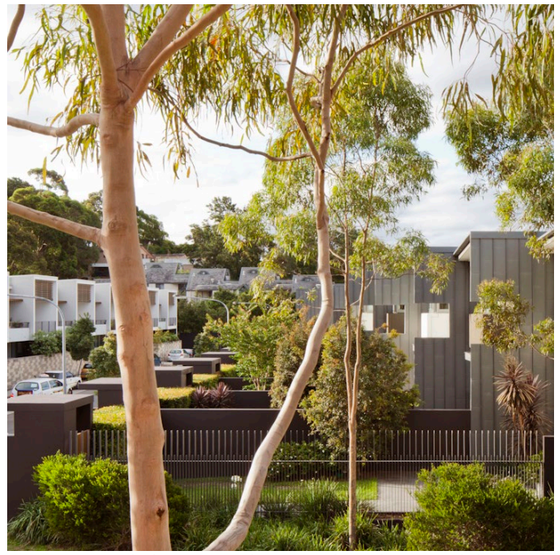
3.3 Built form framework

Objectives

- Ensure Canley Vale Road has continuous active frontage at ground floor
- Improve visual connection between Canley Vale Road, Adams Park and Orphan School Creek
- Ensure gateways to the centre are suitably marked with landmark built form to improve legibility
- Improve perceptions of safety
- Ensure development that is in scale and fits within the future vision for the neighbourhood
- Ensure an appropriate transition to the existing lower scale 2-4 storey development
- Protect solar amenity to Canley Vale Road through appropriate height and built form
- Protect an appropriate level of solar amenity for Canley Vale Public School
- Minimise the overshadowing of existing dwellings

Mid-rise residential apartments fronting public open space

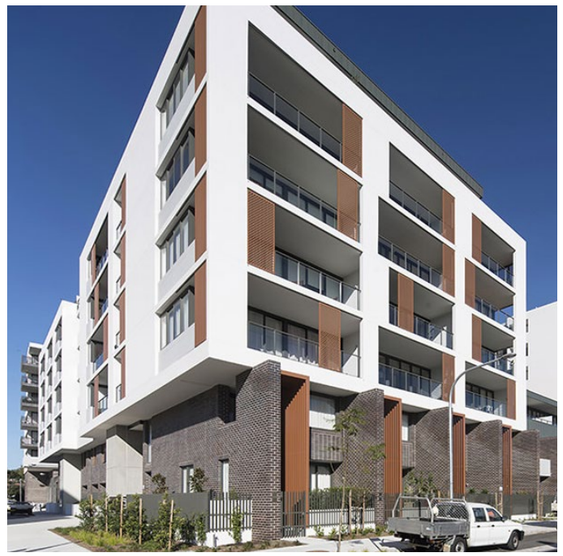


Medium density terraces set amongst existing vegetation

Comfortable public domain between ground floor colonnade and existing mature trees

Balconies at building rear oriented for solar access and provide passive surveillance

Building peeled back to create space for ground floor dining



Mixture of typologies with hybrid terraces at ground and apartments above

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Recommend changes to DCP / LEP

1. The LEP should include a preferred amalgamation plan with FSR bonuses to encourage amalgation and deliver desired public benefits and through site links
2. Remove Height of Building controls in the LEP and introduce a corresponding FSR control to allow for variation and flexibility in built form
3. DCP to stipulate an increase building heights around the station, either side of new public open spaces and links to frame corners and at the key gateways to the centre
4. DCP to introduce active street frontage controls along Canley Vale Road
5. DCP to stipulate a introduce a maximum 2 storey street wall along Canley Vale Road. Upper storeys should be set back by a minimum of 3m
6. DCP to specify a minimum street frontage of to 35m for mixed- use development with one street frontage to ensure active street frontage whilst allowing flexibility in amalgamation patterns
7. DCP should consider a minimum lot size of 1,400m2 , minimum street frontage of 30m and a maximum 50% site coverage for high density residential development
8. DCP to introduce ground floor building setbacks of:
   - 0m setback along Canley Vale Road between Phelps Street and Railway Parade
   - 3m setback along Canley Vale Road to the west of Phelps Street
   - 3m setback to the western side of Phelps Street and 6m to the eastern side of the street to allow for cycleway and tree planting
   - 5m setback to all other streets
9. DCP to require buildings above the streetwall to be set back from the common boundary according to ADG at a minimum to allow sunlight into Canley Vale Road
10. DCP to introduce a solar access controls to ensure no additional over shadowing of Canley Vale Public School between 9am and 3pm on the winter solstice
11. DCP to stipulate the use of architectural devices to prevent direct overlooking of Canley Vale Public School

Figure 13: built form framework plan

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3.4 Public domain framework

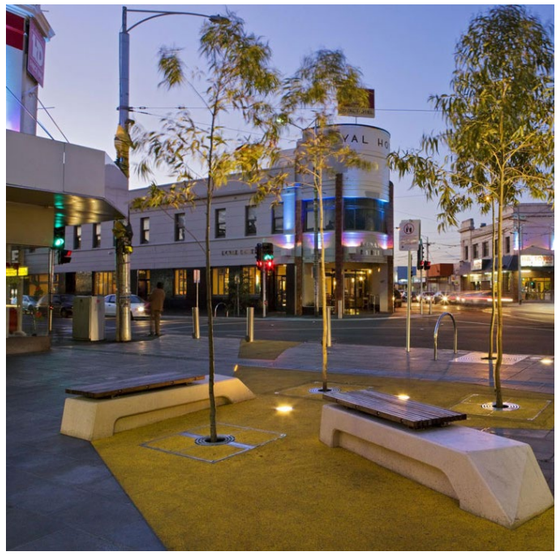
Objectives

- Improve the streetscape for pedestrians and cyclists throughout the centre especially along Canley Vale Road
- Create new civic and incidental spaces along Canley Vale Road to promote lingering and social interaction
- Improve the relationship between the high street on Canley Cale Road and Orphan School Creek
- Improve green connections southwards towards Cabravale Park and Cabramatta
- Introduce public art to create visual interest and offer opportunities for cultural expression
- Address the negative visual impacts of the overhead powerlines

Range of tactile materials to deliniate public domain

Colourful and dynamic street furniture

Public spaces should be designed to accommodate easy pedestrian movement



This space has passive surveillance from vehicles and is well lit

Facilities for a range of ages can be integrated

Public domain should accommodate special events

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Recommended actions

$ 1. FCC to prepare a contributions plan to fund:
- the acquisition of key properties along the northern edge of Canley Vale Road for new public open spaces and street links
- public domain improvements along Canley Vale Road
- the undergrounding of power-lines along Phelps Street

$ 2. FCC to consider the acquisition of 31 Canley Vale Road for the creation of a new public space

$ 3. FCC to apply for grant funding to widen the footway on both sides of Canley Vale Road, introduce mid block pedestrian crossings and plant street trees between car parking spaces

$ 4. FCC to prepare a plan for the upgrade of Phelps Street and introduce new street tree planting according to this plan

$ 5. FCC to explore ways to screen and make the existing multistorey carpark more attractive

Recommended DCP / LEP controls

6. DCP controls to ensure that all development adjacent to Adams Park and Orphans School Creek addresses and overlooks the open space system

Figure 14: public domain framework plan

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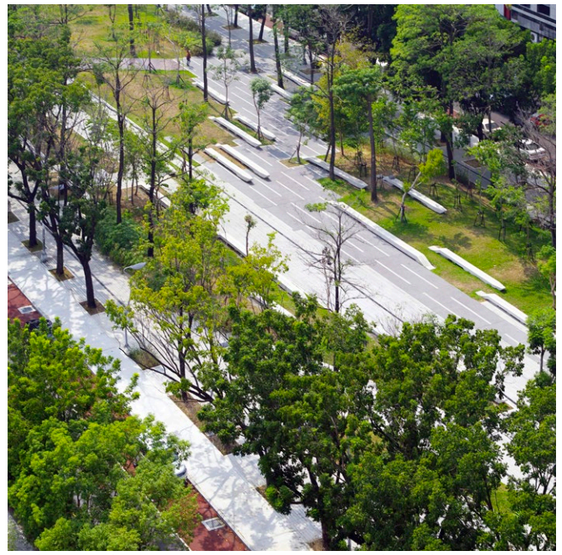
3.5 Movement framework

Objectives

- Increase the amount of pedestrian foot traffic to and within Canley Vale
- Improve the quality pedestrian environment to make it safer and more attractive to walk and shop
- Minimise the impact of servicing on the public domain
- Improve pedestrian connections between Canley Vale and local destinations
- Promote cycling as a transport mode to and within Canley Vale
- Support the strategic location of town centre car parking to support retail and commercial land uses

Clearly defined footpath, cyclepath and carriageway for a major street

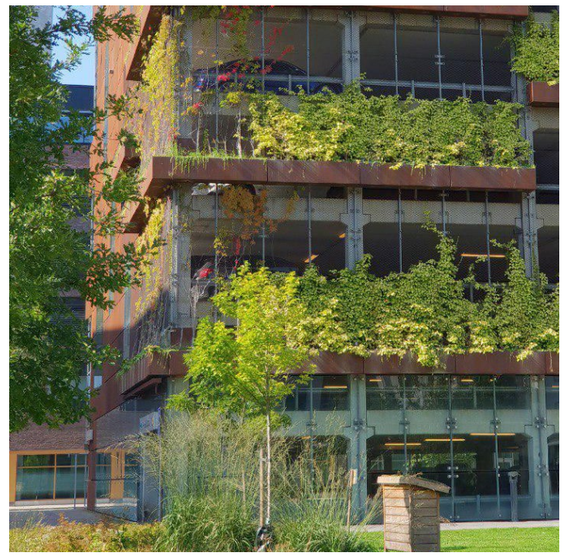


Water sensitive urban design basin integrated into street parking and footpath

High street accommodating pedestrian shoppers, parking, trees and vehicular movement

Building alignment, detailing and street design slows vehicles and creates safe places for people

Pedestrian crossings can be reinterpreted as public art



Carparking can be screened with vegetation, perforated screens or public art

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Recommended actions

$ 1. FCC to prepare a public domain plan for Canley Vale Road and allocate funding for delivery. The upgrades should seek to discourage undesirable through traffic and improve pedestrian safety by slowing vehicular traffic, by reducing carriageway widths, widening of the footways, introducing new pedestrian crossings, planting street trees and investigating shared and separated cyclepaths

$ 2. FCC to undertake public domain improvements along Phelps Street to facilitate pedestrian and cyclist movement from Canley Vale to Cabramatta and Cabravale Park

$ 3. FCC with other stakeholders to investigate provision of decked commuter / visitor carparking on the Cabravale Leisure Centre site with improved pedestrian connections to the facility

$ 4. FCC to investigate the acquisition of 45 Canley Vale Road to provide a connection to Adam's Park via Canley Vale Link Road and an intersection with Clifford Avenue

5. FCC to improve connection across the railway and improve footpaths on the eastern side of the railway including First Ave, Railway Pde and Bareena St

Recommended DCP / LEP controls

6. DCP controls to discourage vehicular access to development lots from Canley Vale Road and support a rear lane serving arrangement

7. DCP controls to limit street frontage of lots along Canley Vale Road to 35m to accommodate vehicular access and ensure active frontage where amalgamation as per the preferred amalgamation plan is not possible

8. DCP to specify higher car parking rates for retail development on strategic sites on the periphery of the centre to encourage short stay public / visitor carparking as a public benefit to encourage walk-in

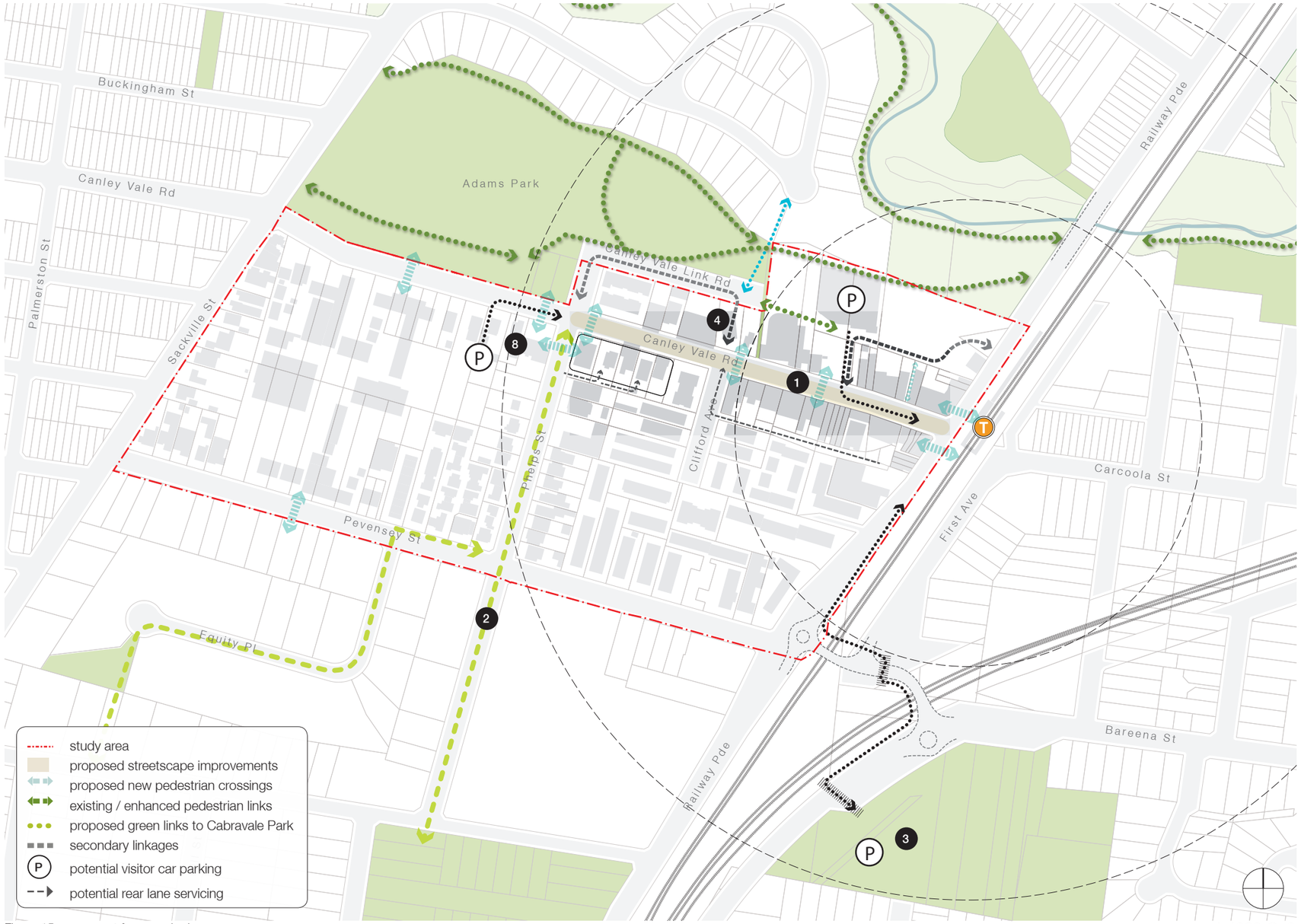

Figure 15: movement framework plan

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Illustrative massing

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The images presented in this chapter illustrate what Canley Vale could look like based on the recommendations and strategies outlined in chapter 3. It is important to note that the massing is conceptual and that the purpose of presenting them in the study is to provide stakeholders and community members with a visual picture of the implications of some of the more technical terms such as FSR mean in terms of built form

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4.1 Concept massing

The illustrations presented in this section provide an indication of what Canley Vale might look like based on the recommendations under each of the masterplan framework themes and the potential amalgamation sites unidentified above. It is important to note that these images are illustrative and provide a sense of the proposed scale of change envisaged. The ultimate built form will look very different from what is presented as these will go through separate Development Application processes and amalgamation patters are likely to look slightly different

The concept masterplan entails the redevelopment of a number of different properties within the centre. Without a detailed land use audit assumptions have been made to arrive at an approximate quantum of retail / commercial GFA and existing residential units that would be redeveloped under this scenario. These assumptions are listed below.

Based on these assumptions the concept masterplan illustrated here would deliver approximately 1,2600 new dwellings and approximately 11,315m^2 of commercial / retail GFA

Estimate of existing commercial GFA (sqm)	13,029
Estimate of existingl residential GFA (sqm)	14,181
Estimate of existing residential dwellings	142
Proposed new commercial GFA (sqm)	24,341
Proposed new residential GFA (sqm)	119,343
Proposed dwellings	1,404
net increase in commercial GFA (sqm)	11,312
net increase in residential GFA (sqm)	105,162
net increase in dwellings	1,262

Assumptions
Existing residential units -calculated based on 1.5 x the residential building footprint area divided by 100m^2/dwelling
Existing retail/commercial GFA - calculated based on 75% x the commercial footprint area and 50% x the building footprint area for 1st floor level

Proposed residential yield based on based on areas drawn from the 3D model with a 75% efficiency and 85m^2/dwelling
Proposed commercial / retail GFA based on 80% efficiency

Figure 16: Illustrative massing view from the south west

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*please note heights and FSRs illustrated on this page are indicative only and conform to the framework plan in the previous chapter and the planning maps in the subsequent chapter.

Figure 18: Illustrative massing view from the south east

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4.2 Shadow study

Figure 19: 9am shadow study

9am

Figure 20: 11am shadow study

11am

The shadow study demonstrates the movement of shadows on the 21st of June (winter solstice) which is the shortest and most shady day of the year.

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Figure 21: 1pm shadow study

1pm

The shadow study demonstrates the movement of shadows on the 21st of June (winter solstice) which is the shortest and most shady day of the year.

Figure 22: 3pm shadow study

3pm

Recommendations

5

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This final chapter consolidates all the above recommendations and proposals into a series of drawings that may form part of a revised LEP or DCP

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5.1 Recommended LEP zoning

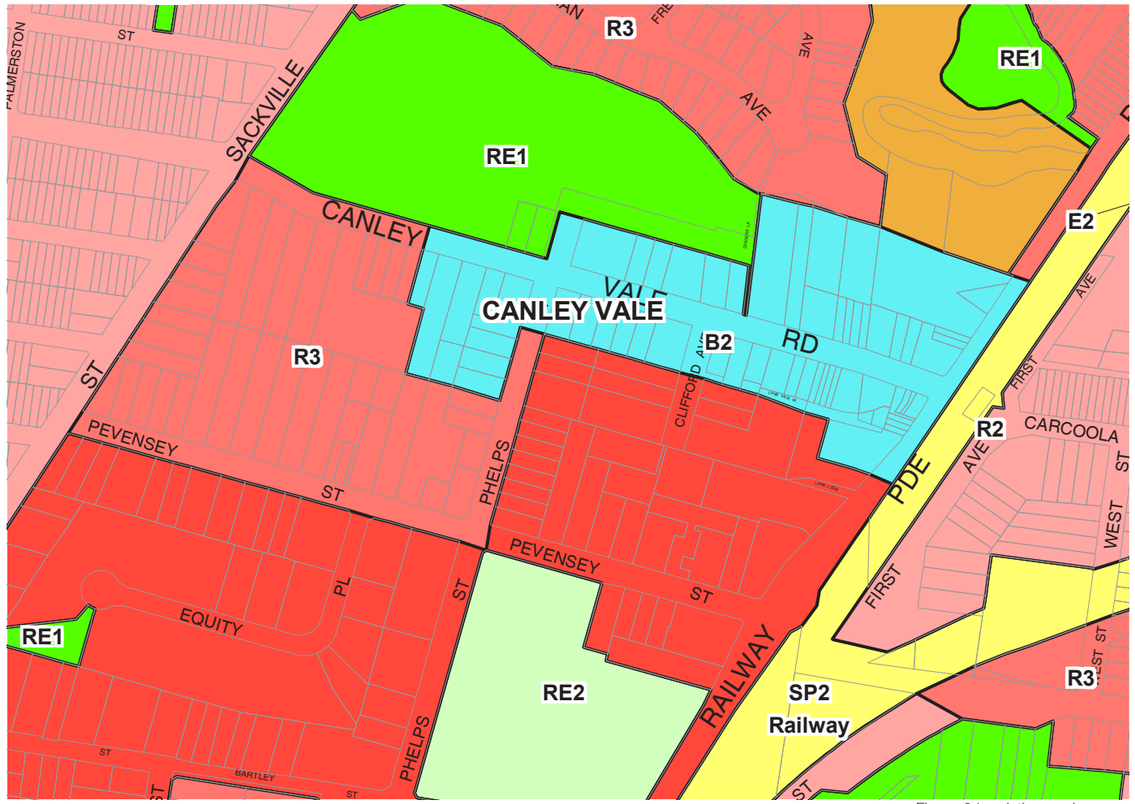

Figure 24: existing zoning map

Existing Zoning

The plan above illustrates the current landuse zoning LEP map 2013.

B1	Neighbourhood Centre
B2	Local Centre
B3	Commercial Core
B4	Mixed Use
B5	Business Development
B6	Enterprise Corridor
E2	Environmental Conservation
E3	Environmental Management
IN1	General Industrial
IN2	Light Industrial
R1	General Residential
R2	Low Density Residential
R3	Medium Density Residential
R4	High Density Residential
RE1	Public Recreation
RE2	Private Recreation
RU1	Primary Production
RU2	Rural Landscape
RU2	Rural Landscape
RU4	Primary Production Small Lots
RU5	Village
SP1	Special Activities
SP2	Infrastructure
SP3	Tourist
W2	Recreational Waterways
MD	SEPP (Major Development) 2005
WSP	SEPP (Western Sydney Parklands) 2
WSE	SEPP (Western Sydney Employment
DM	Deferred Matter

Figure 23: recommended zoning plan

Recommended Zoning

The plan above illustrates the proposed landuse zoning.

- study area
- B2
- R4
- RE1

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5.2 Recommended base FSR plan

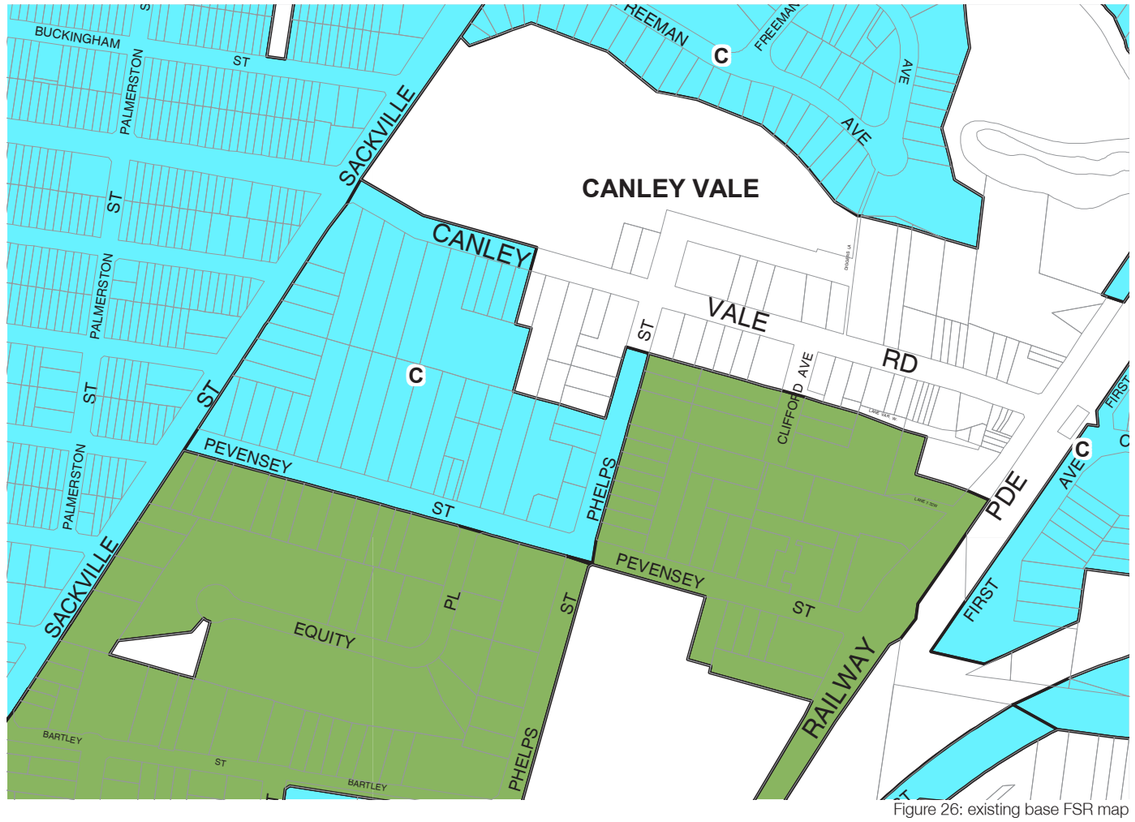

Figure 26: existing base FSR map

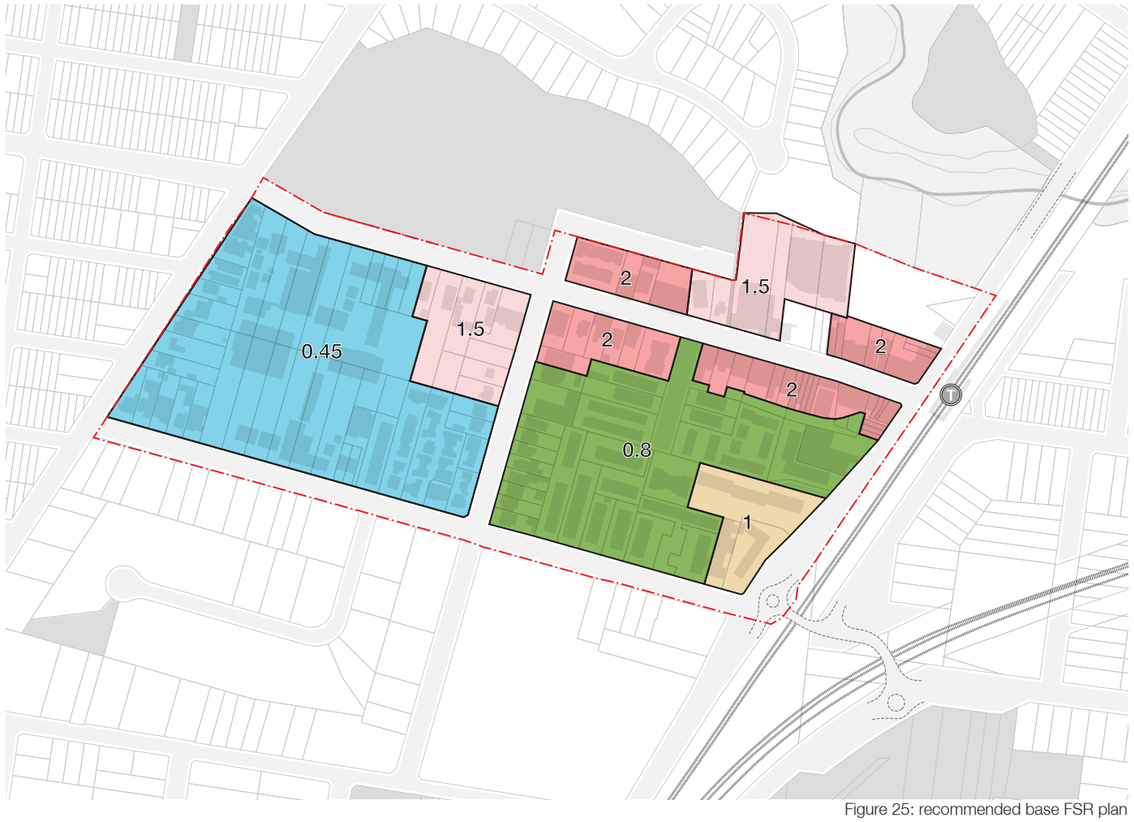

Figure 25: recommended base FSR plan

Existing FSR

The plan above illustrates the current floor space ratio LEP map 2013.

A1	0.1
A2	0.33
C	0.45
D	0.5
E	0.57
J	0.8
N	1
R	1.45
S	1.5
T	2
U	2.5
V	3
W	3.5
X	4

Recommended base FSR

The plan above illustrates the proposed base floor space ratios.

- study area
- 0.45 FSR
- 0.8 FSR
- 1 FSR
- 1.5 FSR
- 2 FSR

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5.3 Preferred amalgamation plan and opportunity sites

The adjacent plan illustrates the preferred amalgamation pattern. It is based on a combination of the opportunity sites analysis, opportunities and constraints plans and logical aggregation of smaller sites into larger sites which can deliver key public benefits.

It approximately reflects recent development applications or preliminary discussions with council officers, other sites identified by the consultant team as a result of analysis and publicly owned sites that show development potential.

site index	address	site area (m²)
1	49,51,53 Pevensey St	2,263
2	270,272, Sackville St	2,173
3	45,47 Pevensey St	1,545
4	266,268 Sackville St	1,848
5	260,262,264, Sackville St	1,393
6	21,23 Pevensey St and 25 Phelps St	1,898
7	62,68,70,72,74 C. Vale Rd 19,21 Phelps St	8,727
8	23,23A Phelps St	1,226
9	18,20,22,24 Phelps St	2,085
10	10,12,14,16 Phelps St	1,962
11	4,6 Phelps St	2,090
12	2 Phelps St and 58,60 Canley Vale Rd	2,243
13	55 Canley Vale Rd	1,804
14	52,54,56 Canley Vale Rd	1,812
15	51,53 Canley Vale Rd	1,201
16	50 Canley Vale Rd	1,208
17	47-49 Canley Vale Rd	1,207
18	46,48 Canley Vale Rd	1,115
19	1 Pevensey St and 139 Railway Pde	2,929
20	139 Railway Pde (primary strata address)	3,943
21	42,44 Canley Vale Rd	1,142
22	41,43 Canley Vale Rd	5,132
23	28, 32,34,40,36-38 Canley Vale Rd	1,368
24	26-28 Canley Vale Rd	1,319
25	15,17,21,23 Canley Vale Rd	1,653
26	4,6,8,10 C. Vale Road and 120,122 Railway Pde	850
27	11 Canley Vale Rd and 112,111 Railway Pde	1,565

Figure 27: preferred amalgamation plan

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5.4 Recommended LEP floor space ratio bonuses

In order to encourage amalgamation the following sites are subject to bonus FSR if the preferred amalgamation and relevant criteria are delivered through a development application. In some cases a design excelence process will need to be followed as these are prominent sites that require high levels of design resolution. The design excelence process is to be determined by Council.

Figure 28: recommended FSR bonus plan

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5.5 Floor space ratio and yield schedule

The adjacent table presents a summary of the existing and proposed FSRs and yields for the proposed amalgamated sites including and excluding the bonus FSR.

		Existing		Proposed base		Bonus		Potential total yield				
Index	Site Area (sqm)	Existing FSR	Existing permissible GFA (sqm)	Proposed base FSR	Proposed Possible GFA (sqm)	Proposed Bonus FSR	Potential permissible GFA (sqm)	Potential Total FSR	Potential permissible GFA with bonuses (sqm)	Comm/ Retail GFA (Assumed FSR1:0.75)	Res GFA	Est potential Units
1	2,263	0.45	1,019	0.45	1,019	0.55	1,245	1.00	2,263	-	2,263	27
2	2,173	0.45	978	0.45	978	0.55	1,195	1.00	2,173	-	2,173	26
3	1,545	0.45	695	0.45	695	0.55	850	1.00	1,545	-	1,545	18
4	1,848	0.45	832	0.45	832	0.55	1,016	1.00	1,848	-	1,848	22
5	1,393	0.45	627	0.45	627	0.55	766	1.00	1,393	-	1,393	16
6	1,898	0.45	854	0.45	854	0.25	474	0.70	1,328	-	1,328	16
7	8,727	0.00	-	1.50	13,090	1.00	8,727	2.50	21,817	6,545	15,272	180
8	1,226	0.45	552	0.45	552	0.85	1,042	1.30	1,594	-	1,594	19
9	2,085	0.80	1,668	0.80	1,668	0.50	1,042	1.30	2,710	-	2,710	32
10	1,962	0.80	1,570	0.80	1,570	1.00	1,962	1.80	3,532	-	3,532	42
11	2,090	0.80	1,672	0.80	1,672	1.00	2,090	1.80	3,763	1,045	2,717	32
12	2,243	0.00	-	2.00	4,486	2.00	4,486	4.00	8,971	1,682	7,289	86
13	1,804	0.00	-	2.00	3,609	2.00	3,609	4.00	7,218	1,353	5,864	69
14	1,812	0.00	-	2.00	3,623	1.30	2,355	3.30	5,979	1,359	4,620	54
15	1,201	0.00	-	2.00	2,402	1.30	1,561	3.30	3,963	901	3,062	36
16	1,208	0.00	-	2.00	2,416	1.30	1,570	3.30	3,986	906	3,080	36
17	1,207	0.00	-	2.00	2,415	1.30	1,570	3.30	3,984	906	3,079	36
18	1,115	0.00	-	2.00	2,229	1.30	1,449	3.30	3,678	836	2,842	33
19	2,929	0.80	2,343	1.00	2,929	1.60	4,686	2.60	7,615	-	7,615	90
20	3,943	0.80	3,154	1.00	3,943	1.00	3,943	2.00	7,886	-	7,886	93
21	1,142	0.00	-	2.00	2,283	1.30	1,484	3.30	3,767	856	2,911	34
22	5,132	0.00	-	1.50	7,697	1.00	5,132	2.50	12,829	3,849	8,980	106
23	1,368	0.00	-	2.00	2,737	1.30	1,779	3.30	4,516	1,026	3,489	41
24	1,319	0.00	-	2.00	2,638	0.60	791	2.60	3,429	989	2,440	29
25	1,653	0.00	-	2.00	3,306	1.30	2,149	3.30	5,455	1,240	4,215	50
26	850	0.00	-	2.00	1,701	2.00	1,701	4.00	3,401	638	2,764	33
27	1,565	0.00	-	2.00	3,131	2.00	3,131	4.00	6,261	1,174	5,087	60
TOTALS			15,963		75,099		61,806		136,905	25,304	111,601	1,316

Figure 29: built form schedule

Note: There are currently no FSR controls in much of the study area. It is therefore not possible to calculate a net increase or decrease of GFA based on the amended controls
GFA for commercial based on 75% of the site area
Residential GFA is estimated to be the balance of the GA can dwellings calculated on 85m²/dwelling

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5.6 Recommended height of buildings

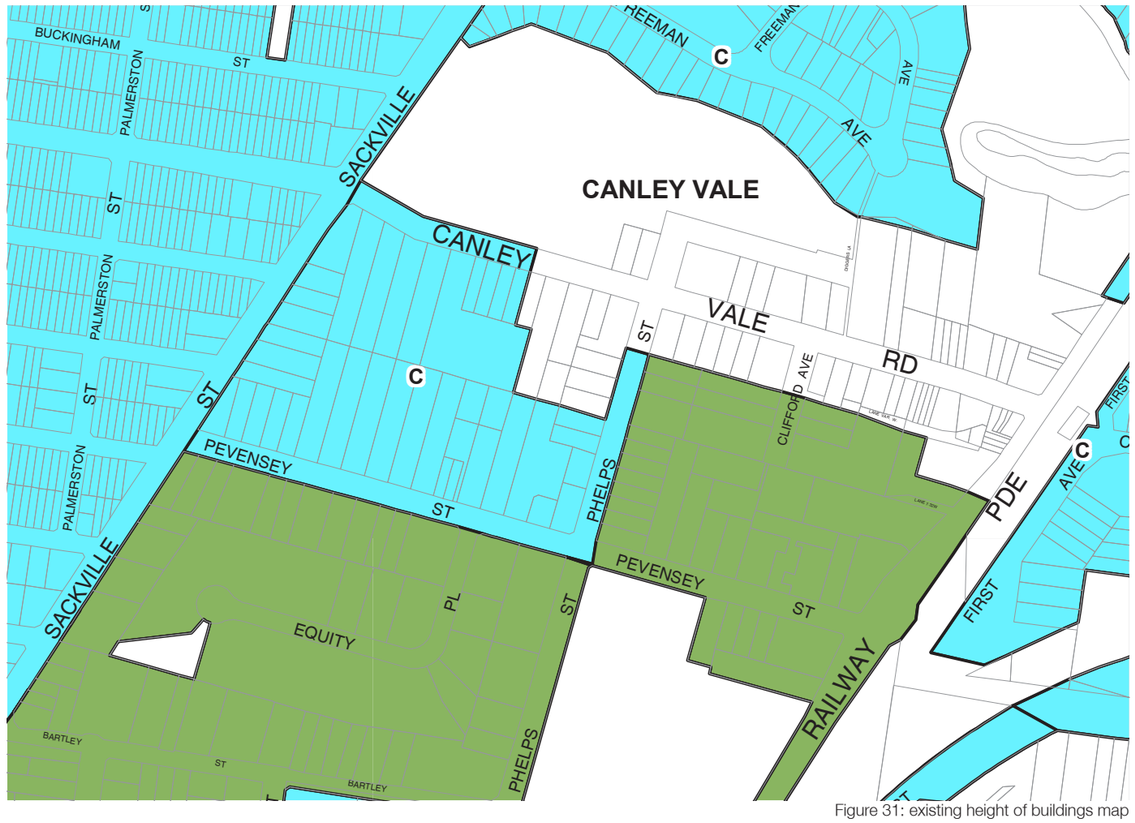

Figure 31: existing height of buildings map

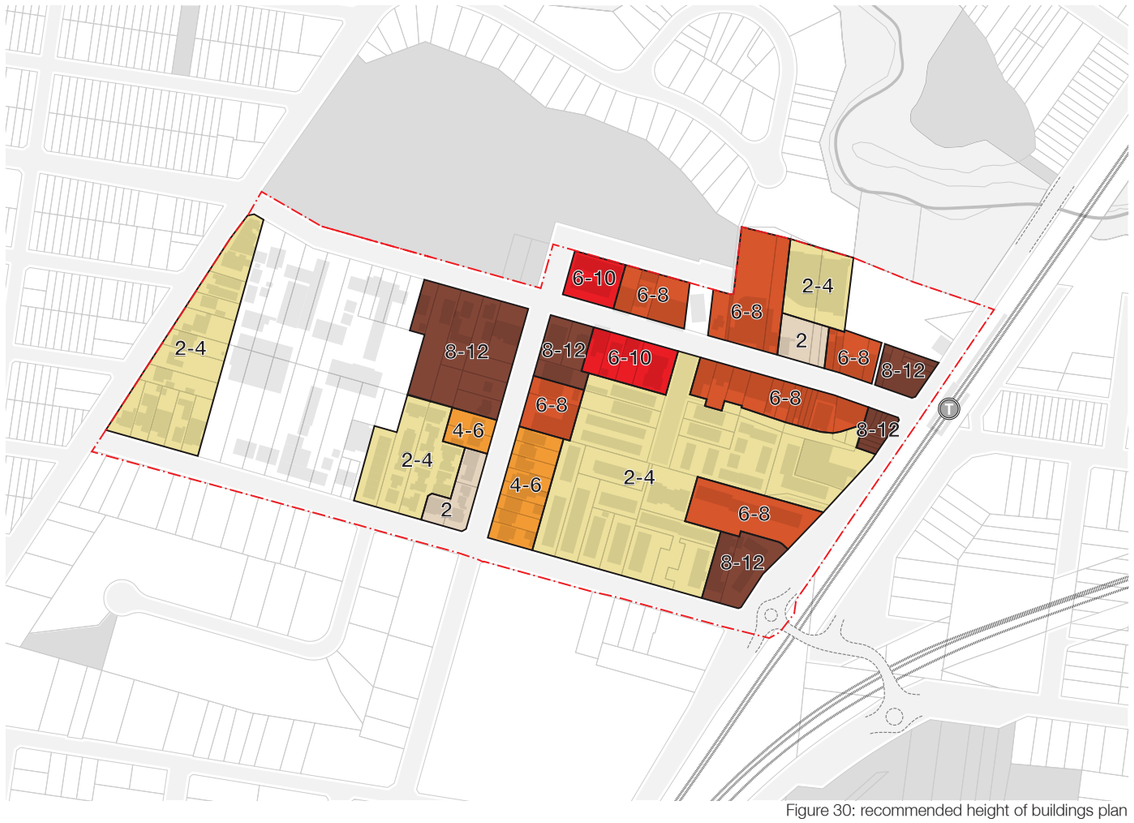

Figure 30: recommended height of buildings plan

Existing height of buildings (LEP)

The plan above illustrates the current height of buildings LEP map 2013.

G	7	S	23
H	7.5	T1	25
I	8	T2	26
J	9	T3	27
K	10	T4	29
L	11	U1	30
M	12	U2	33
N1	13	V1	38
N2	14	V2	39
O1	15	W	42
O2	16	AA	66
P1	17		
P2	18		
Q	20		
R	21		

Recommended height of buildings (DCP)

The plan above illustrates the recommended range of heights for buildings that should be included in the DCP. As FSR is the key factor that governs the overall quantum of development per site, the heights are suggested as a range. This encourages variation in building scale and allows proponents to be generous with the floor-to-floor storey heights within the development resulting in an improved outcome for residents. Buildings heights are also limited by the Obstacle Limitation Surface (aviation control) associated with Bankstown airport.

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5.7 Recommended setbacks

The adjacent plan illustrates the recommended minimum setbacks in order to define streets, spaces and the public domain. In addition to the identified in-lot setbacks, proposed buildings should have a 3m above-podium setback to ameliorate potential environmental impacts and provide built form articulation.

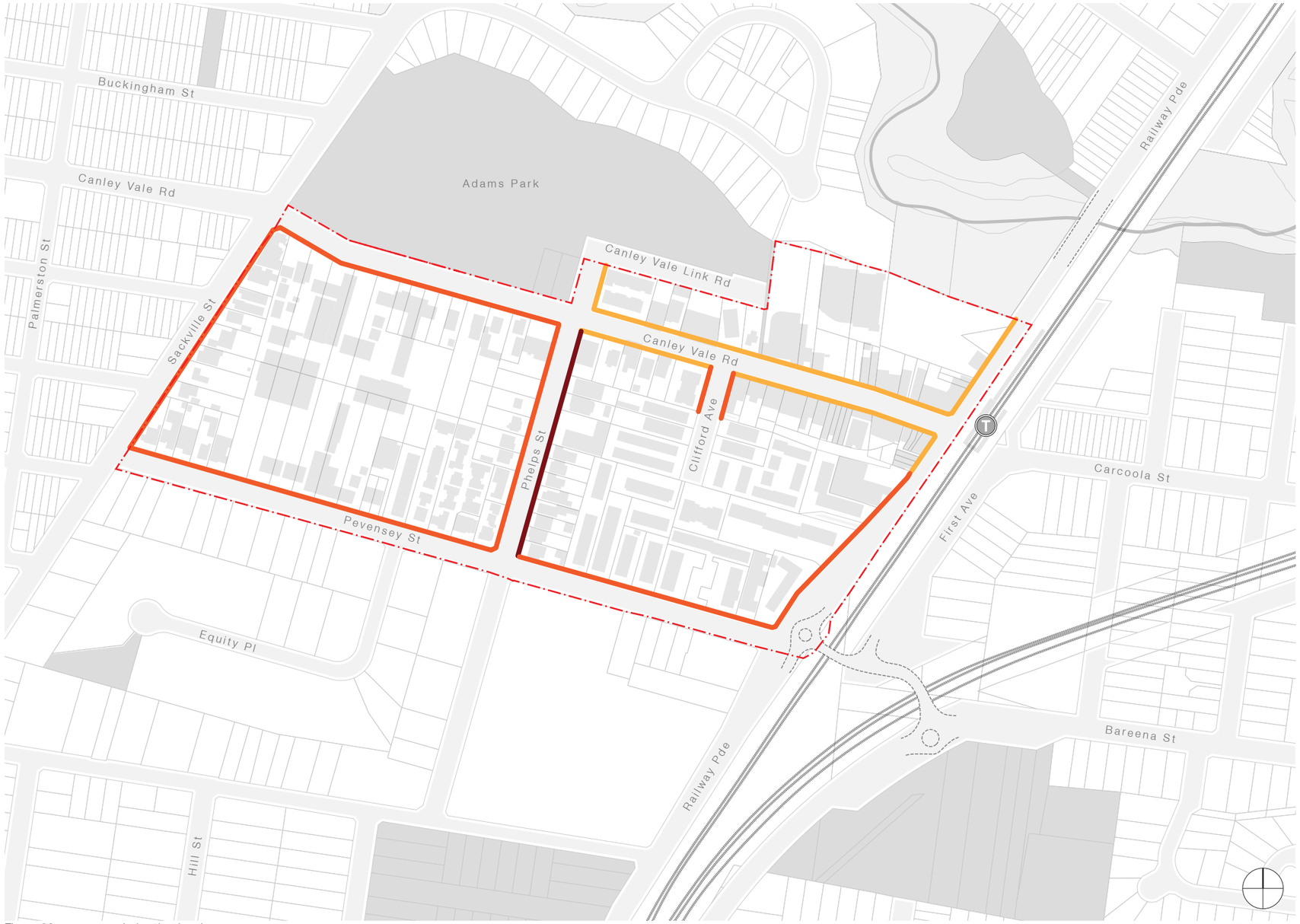

Figure 32: recommended setbacks plan

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5.8 Public benefits

Being located close to the train station, the Cabramatta Community Hub, Cabravale Park and Adams Park Canley Vale Centre is well endowed with public facilities and amenities. Notwithstanding this, the value unlocked through the proposed changes to the development controls should be harnessed by FCC and invested in the centre. It has been recommended that a contributions plan is prepared to ensure that funding is pooled so that public investment can be made strategically by FCC into Canley Vale. The adjacent plan and companying table that follows should be used to inform the contributions plan and seeks to link specific public benefits to particular amalgamation sites.

Public benefits

1. Public domain upgrades around the station and along Canley Vale Road, including tree planting and new paving
2. The creation of a new public plaza on Canley Vale Road to the south of the multistorey car park
3. New linkages and public streets
4. Pedestrian through-site link / public right-of-way
5. Investments into Cabravale Leisure Centre, including commuter car parking
6. Phelps Street shared path / cycle lane and public domain upgrade
7. Undergrounding of overhead powerlines on Phelps Street
8. Additional town centre car parking within built form

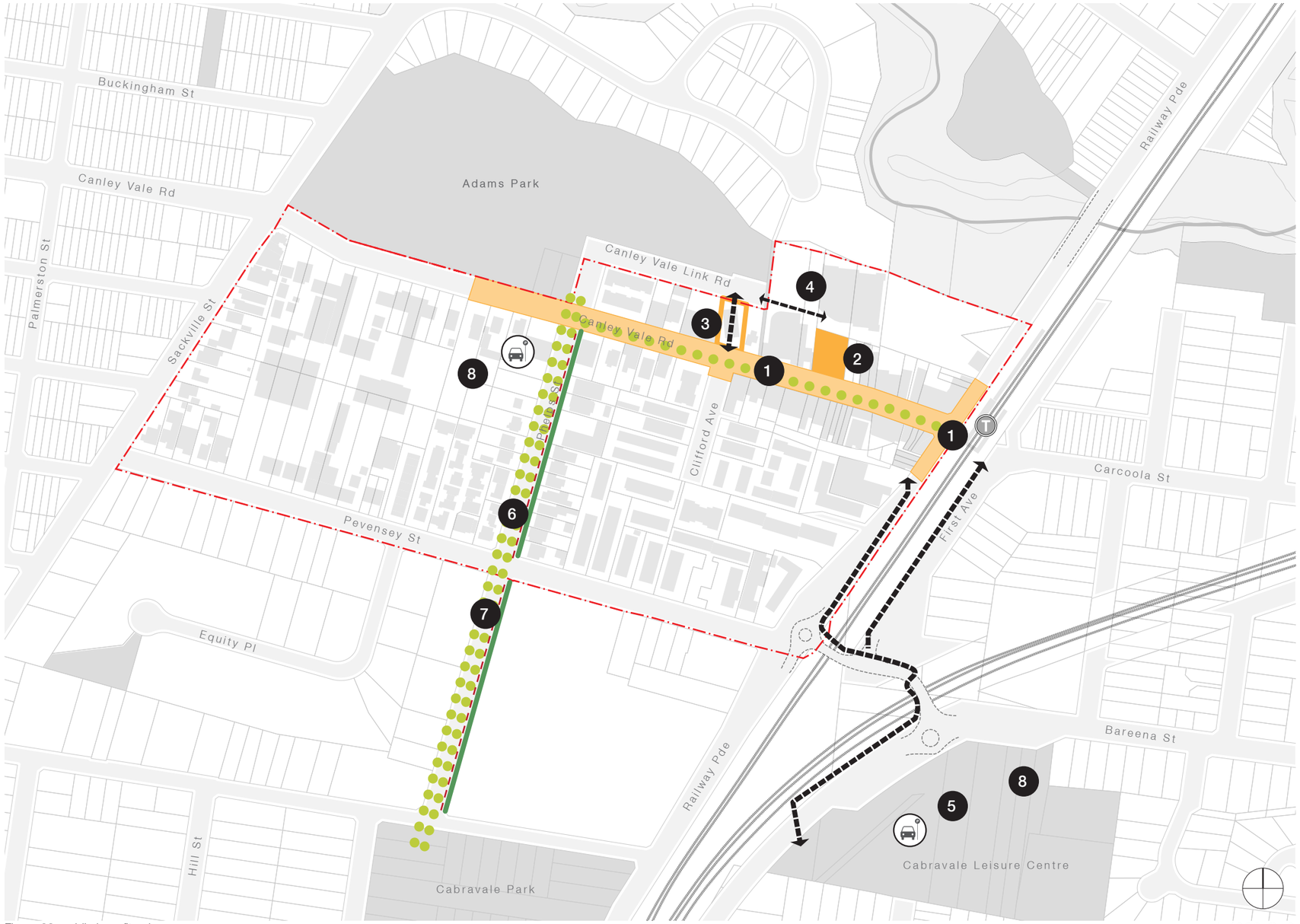

Figure 33: public benefits plan

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Recommendations

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Public benefit	Description	Associated amalgamated parcel number
Affordable housing	A provision of affordable housing within a development in proportion to the development uplift achieved through amendments to planning controls as per Council Policy to be developed	All development (1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20, 21,22,23,24,25,26,27)
Canley Vale Road and Station precinct public domain upgrade	Financial contributions towards public domain upgrades around the station	All development (1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20, 21,22,23,24,25,26,27)
The Canley Vale Plaza	Financial contributions towards the acquisition of and development of 31 Canley Vale Road as a public plaza	All development (1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20, 21,22,23,24,25,26,27)
A new public street and link to Adams Park	Financial contributions towards the acquisition of 45 Canley Vale Road for a pedestrian oriented street connection between Canley Vale Road / Clifford Avenue and Adams Park	All development (1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20, 21,22,23,24,25,26,27)
Cabravale Leisure Centre upgrades / redevelopment	Financial contributions towards the upgrading of / redevelopment of Cabravale Leisure Centre together with additional commuter / town cretonne car parking with new / improved pedestrian connections to Canley Vale Centre	All development (1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20, 21,22,23,24,25,26,27)
Phelps Street shared path	Buildings on those properties on the eastern side of Phelps Street are to be set back from the existing street boundary by 6m with the first 3m the setback being subdivided and dedicated to Council for the construction of a dedicated cycle or shared pedestrian / cycle facility along Phelps Street to Cabravale Park / Cabramatta	Setback and dedication: 9, 10, 11, 12 All development (1,2,3,4,5,6,7,8,13,14,15,16,17,18,19,20, 21,22,23,24,25,26,27)
The under-grounding of overhead powerlines along Phelps Street	Financial contributions towards the under-grounding of the overhead powerlines	All development (1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20, 21,22,23,24,25,26,27)
Financial contributions towards the delivery of additional public facilities	Financial contributions towards the delivery of new public facilities to support increased residential densities in line with Councils Community Infrastructure Needs Study	All development (1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20, 21,22,23,24,25,26,27)
On site through-site-links	The provision of a through-site link through amalgamated lot 22 in the form of a public right of way as an extension of Canley Vale Link Road linking to potential Canley Vale Plaza	22
Town Centre Parking	Public parking provision over and above that which is required for on site commercial / retail provision to attract visitors to Canley Vale in the short to medium term	Directly / on site 6 Contributions to off site parking (Cabravale Leisure Centre All development (1,2,3,4,5,7,8,9,10,11,12,13,14,15,16,17,18,19,20, 21,22,23,24,25,26,27)

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