CANTERBURY BANKSTOWN

Canterbury Road Review

July 2017

Table of Contents

Executive Summary

Canterbury Road is major traffic arterial between Sydney's south west and inner west. Until relatively recently the Canterbury Road Corridor predominantly supported a wide range of industry and commerce, interspersed with single dwellings and some small walk-up apartments.

This review provides a new approach to the development footprint and urban form of Canterbury Road. The current form of development along Canterbury Road is based on large boxy buildings that look out on a very busy and freight driven road corridor. A new approach that uses the numerous intersections between Canterbury Road and local arterial roads has been used to create new junction points for development. These junction points will help to create attractive places with local open space opportunities and public transport connections that link the proposed new Metro Line (currently the T3 Bankstown Line) to the T2 Airport Line (previously known as the East Hills Line).

The Canterbury Road Masterplan 2010 had a vision for revitalisation and significant change that began with the *Canterbury Local Environmental Plan 2012* (LEP) which introduced development potential for residential flat buildings, shop top housing and mixed-use housing developments over much of the Canterbury Road Corridor.

Large sections of the Corridor have since transformed. Numerous six and eight storey housing developments have been built. These are mostly over the section from New Canterbury Road in Hurlstone Park through to the Burwood Road intersection in Belmore. There are also densely concentrated and larger buildings around the Cooks River.

The vision of the 2010 masterplan has however not been achieved. The traffic function of the road has increased with new development adding traffic volume. The quality of the road environment for residents and pedestrians remains low and the vision of the 2010 masterplan is today further from reality than ever before. Any plan for the revitalisation of the traffic arterial is therefore as much about a plan for the design and quality of the road, including the public domain, as it is for new development.

A review of the planning framework for Canterbury Road Corridor has been undertaken because:

- Roads and Maritime Services (RMS) have questioned the compatibility of the arterial road and land use functions the extent of potential residential development;
- There are Planning Proposals to change the land use and built form planning controls on numerous sites which require a consistent and strategic response;
- A number of developments were approved by the former Canterbury Council in excess of the built form controls and the cumulative impact of this was not contemplated when the LEP was prepared;
- There is some concern among the community and stakeholders about the quantity and design quality of housing developments and whether there are adequate local amenities and open spaces to support residents; and

- The planning framework needs to be reconsidered in the context of the recently released draft South District Plan, Sydney Metro and related Sydenham to Bankstown Urban Renewal Strategy.

The Review focuses on land with a frontage to Canterbury Road and a wider area of land between the road and the T3 Bankstown Line (referred to as the Greater Canterbury Corridor) which, west of the Cooks River, lies between 600m and 900m to the north of Canterbury Road.

Investigations by Urban Design, Economics and Transport consultants have found:

- Canterbury Road Corridor is a noisy, polluted and harsh environment, generally unsuitable in its current state for housing;
- Achieving the necessary amenity improvements required for additional housing in the corridor would be difficult due to the road's function as an arterial road, the expense of providing such improvements and other constraints in relation to the width of the road and adjoining development and land uses;
- The amount of open space in the Greater Canterbury Corridor is well below accepted benchmarks;
- Existing open space is concentrated in a small number of larger parks with much of the area lacking a walkable connection to open space for daily needs;
- Canterbury Road and the network of local streets have potential for streetscape enhancements to address the environmental quality, aid residential amenity and improve connectivity to the T3 Bankstown line;
- Canterbury Road can continue to support housing numbers equivalent to or greater than the forecast capacity in the LEP, in the right locations, with the right design supported by streetscape improvements and a broader range of open space and public domain works;
- The planning framework within the Greater Canterbury Corridor should enable more medium density housing to meet market demand and expectations and provide opportunities for housing to connect to north-south and east-west transport opportunities;
- Canterbury Road should continue to provide land for bulky goods retail and service/light industry to meet demand;
- Canterbury Road will continue to support a heavy and growing volume of traffic;
- The T3 Bankstown Line provides an east-west train service between Liverpool and the Sydney CBD with an uplift in patronage expected with conversion to the Sydney Metro; and
- A large number of bus services in the study area provide local and regional connectivity generally in the north-south direction including train stations along the T2 Airport Line and T3 Bankstown Line.

In response to these findings, a new planning approach is recommended. One which redistributes mixed-use housing development to land that can benefit from existing open space, is located to better support existing centres, is structured around a longer-term plan for urban amenity and connectivity and is consistent with the NSW government's green-grid concept. The concentration of development in a series of junction points along Canterbury Road helps to create attractive places with local open space opportunities and existing public transport connections that provide north/south links between the proposed new Metro (T3) Line to the T2 Airport Line. A high level traffic analysis indicates that, of the planning

approaches considered, this approach will result in the lowest levels of additional traffic congestion.

Section 1 provides more background to the Review and the area being investigated. Section 2 is an overview of all of the factors at work and findings that lead to a new vision. Section 3 sets out the Review recommendations and the various actions to implement these over approximate time scales. Sections 4 and 5 contain more detailed information that underpins the recommendations.

1 Background

Why is Canterbury Road under review?

The *Canterbury Local Environmental Plan 2012* (LEP), adopted 1 January 2013 established the current planning framework for the Canterbury Road Corridor. The LEP was a partial implementation of the Canterbury Road Masterplan 2010 which envisioned revitalisation without compromising the mobility and function of the road. It set the following vision for Canterbury Road:

> *"…create a node of highest intensity, genuinely mixed use at Canterbury Town Centre, and a lower level of intensity of pedestrian orientated mixed uses at important intersections along the Road. The remaining stretches in between should then be predominately built as support mixed use and residential to re-focus finer grain commercial and retail investment back into the pedestrian orientated centres*."

The Canterbury Residential Development Strategy (RDS), adopted by the former Canterbury Council in 2014 was prepared to ensure that the LEP contained the right package of zonings and development controls to guide and cater for housing growth, consistent with the State government's housing agenda through to 2031.

Since the adoption of the LEP there has been a steady take-up of development opportunities, concentrated at the eastern end of the Corridor, particularly on the brownfield renewal sites adjacent the Cooks River.

The Canterbury Road Review was prompted by:

- Issues and impacts associated with this additional development and resulting dwelling yield, from approved developments that exceed the height and floor space controls that was not contemplated when the LEP was made;
- A comprehensive submission from RMS expressing concerns about cumulative traffic impacts from proposed rezonings of land to B5 Business Development under the LEP for residential uses with increased yields in Canterbury Road;
- A large number of privately led planning proposals that seek to increase the development potential of numerous development sites with site specific amendments to the LEP;
- The release of government strategies and infrastructure projects such as the draft South District Plan, Sydney Metro and the related Sydenham to Bankstown Urban Renewal Strategy and WestConnex; and
- The relatively low level of take up of land zoned R3 Medium Density Residential and R4 High Density Residential under the LEP.

In response to the above, Canterbury-Bankstown Council resolved on 26 July 2016 and later on 23 August 2016 to:

- Commence a strategic review of the existing policy framework for the Corridor;
- Determine how best to incorporate recent developments into a revised framework for the Corridor;

- Adopt a methodology to guide a strategic review of the Corridor (refer below); and
- Endorse the establishment of a Steering Committee comprising representatives from Council, the Department of Planning and Environment (DP&E), Roads and Maritime Services (RMS), Transport for NSW (TfNSW) and Greater Sydney Commission (GSC).

The Review will be used by a range of stakeholders, including Canterbury-Bankstown Council and NSW State agencies, to:

- Guide changes to land use planning and built form controls along the Corridor;
- Provide the evidence to support informed decisions and advocacy to government in relation to current and future growth and infrastructure strategies;
- Establish a long-term plan for investment in and enhancement of urban amenities, open space, active transport, street design and other infrastructure in the Canterbury Road Corridor and the Greater Canterbury Corridor;
- Support requests for government support and funding to aid in the delivery of some of the Review recommendations, for example the GSC's Metropolitan Greenspace Program; and
- Inform decisions on Planning Proposals related to the Corridor and Greater Canterbury Corridor.

How has the Review been undertaken?

A methodology adopted by Council on 23 August 2016 required the Review of the Canterbury Road Corridor to have reference to the following:

- Recent development approvals along the Corridor;
- Current Planning Proposals (both Council and applicant initiated);
- The current planning framework for the Corridor (and any relevant supporting studies);
- Accessibility to community facilities, services and open space;
- The proposed traffic solutions, including the use of laneways;
- Stage 2 Sydney Metro and associated Sydenham to Bankstown Urban Renewal Corridor Strategy currently under preparation by the Department of Planning and Environment;
- Relevant directions as a result of the draft South District Plan;
- Whether the Corridor is suitably located to facilitate further increases in density;
- The appropriateness of existing zones along the Corridor;
- Traffic, transport and car parking issues;
- Urban design and built form controls along the Corridor (including adjacent low density residential zones);
- The character of New Canterbury Road as distinct from the rest of the Corridor; and
- The long-term vision of the Corridor.

A Steering Committee was established to guide the Council's review with membership from the DP&E, the RMS, TfNSW and the GSC.

The Steering Committee identified key considerations for the Review and determined that studies were required for urban design, economics and transport and traffic. The following studies were prepared by the following consultancies:

- Urban Design Study – Hill Thalis Architecture + Urban Projects Pty Ltd;
- Economic Analysis – SGS Economics and Planning; and
- Transport and Traffic Study – GHD.

The above deliverables are attached to this report.

The key recommendations of the studies have informed the recommendations included in this Review which were endorsed for public exhibition at the final Steering Committee on 30 June 2017.

The above process and proposed exhibition and implementation is shown in Figure 1 below.

The Area under Review

The Review has focussed primarily on land that has a frontage to Canterbury Road and New Canterbury Road from Hurlstone Park to Punchbowl, referred to in this Review report as the Canterbury Road Corridor or Corridor.

A comprehensive review of the land use, transport and urban amenity and infrastructure relating to Canterbury Road requires consideration of a much wider area. With the strong influence of the T3 Bankstown Line and its associated transport and land use plans, the Review has also focussed on the land between Canterbury Road and the rail corridor, referred to in this Review as the Greater Canterbury Corridor.

The various consultant reports also rely on different study areas to support some of the analysis, as defined within those reports appended to this Review. The Corridor and Greater Canterbury Corridor are shown at Figures 2 and 3.

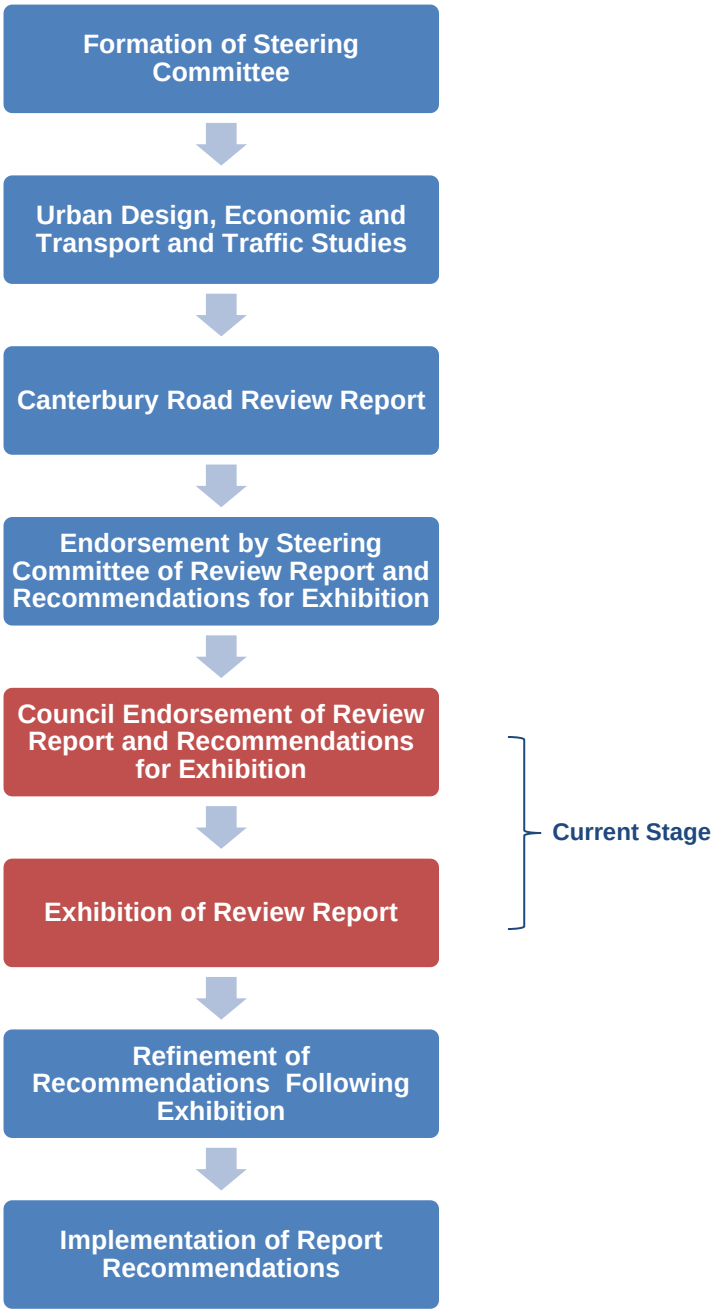


Figure 1 – Review Process

About the Canterbury Road Corridor

The Canterbury Road Corridor is well connected, serviced land with embedded infrastructure, gentle topography in a key central Sydney location. It is close to the City, airport, Port Botany, the Inner West and South and Liverpool. The road is parallel to the T3 Bankstown Line rail corridor, about 600 to 900m to the north) and the T3 Airport Line (previously known as the East Hills rail line) about 2.5kms to the south.

Canterbury Road is a strategically important transport corridor for the City of Canterbury-Bankstown and the wider region. It is one of the major arterial corridors of the South District of Sydney with a significant volume of daily traffic. As a classified arterial road, Canterbury Road serves as a major road transport link from Sydney's Inner West to the Outer Western Suburbs. It intersects with Bexley Road in Campsie and King Georges Road (averaging 40,000 vehicles per day) in Wiley Park, both classified roads with large volumes of North-South traffic.

The Corridor and centres along the T3 Bankstown Line form the economic backbone of the region, with a concentration of commercial, industrial and retail activities. On the railway line Canterbury Town Centre, Lakemba and Punchbowl are classified as a local centres and Campsie is listed as a district centre in the draft South District Plan.

Although lacking east-west permeability, streets north of Canterbury Road provide a network of connections to railway stations and as such much of Canterbury Road is within a reasonable walking distance of mass rapid transit.

There is an absence of facilities such as community centres and libraries and a significant undersupply of open space distributed along the Corridor and in the adjacent neighbourhood.

Source: Hill Thalis Re-Imagining Canterbury Corridor

Figure 2 – The Canterbury Road Corridor

Source: Hill Thalis Re-Imagining Canterbury Corridor

Figure 3 – The Greater Canterbury Corridor

2 Overview

The Dynamics of Canterbury Road

The planning directions set by the *Canterbury Local Environmental Plan 2012* (LEP) built on the directions of the 2010 Canterbury Road Masterplan and were in part a response to the requirement for denser infill development to accommodate a growing population in Sydney. Owing to land constraints and the low-rise character of the inner-city suburbs, like many councils across Sydney, the former Canterbury Council looked to road corridors to accommodate density.

The LEP provides for significant dwelling numbers in mixed use developments aimed at transformation of the Corridor into a dynamic mixed-use place over the entire 8km from Hurlstone Park to Punchbowl. Clause 1.2 of the LEP states that one of the Aims is to: '*revitalise Canterbury Road by encouraging a mix of land uses that does not detract from the economic viability of existing town centres'.*

The notion of stimulating development to revitalise a long and tired corridor is sound. But without related plans to improve the amenity of Canterbury Road and the quantity and quality of open space and urban amenities to support the land use plan, revitalisation is not occurring in a way that supports new housing with urban amenity. Achieving the necessary amenity improvements required for additional housing in the corridor would also be difficult due to the road's function as an arterial road, the expense of providing such improvements and other constraints in relation to the width of the road and adjoining development and land uses.

Since the LEP was made, the vision for how Sydney will accommodate its growing population has evolved. The Greater Sydney Commission (GSC) has formed and released a new Greater Sydney Region Plan draft District Plans and several major infrastructure projects are underway, specifically, WestConnex, Sydney Metro and the related housing and jobs plan - Sydenham to Bankstown Urban Renewal Strategy.

Canterbury Road is a major east-west arterial with two lanes in each direction that carry around 45,000 vehicles per day. During peak periods, the road can experience volumes of up to 1300 vehicles an hour in each direction and between peaks these volumes do not significantly decrease.

This arterial traffic function of Canterbury Road is predicted to increase despite the existence of the M5 and plans for its duplication with WestConnex. It also works as an overflow for motorway traffic when the M5 is restricted or closed.

In its current state, the Canterbury Road Corridor is a harsh, noisy and polluted environment. By common sense measures the frontage to the road is not a good

place for dense residential housing. There is increasing evidence[1] that suggests busy arterial roads are not suitable locations to live.

Land with a frontage to Canterbury Road currently contains:

- Approximately 3025 dwellings[2], accommodating about 8500 people;
- A mixture of single dwellings, medium density flats and town houses concentrated at the western end;
- More recent multi-storey housing, concentrated east of Belmore Road; and
- Employment across a range of sectors (refer to Economic Analysis).

The development potential within the current LEP provides for a theoretical maximum dwelling capacity of 11689, although a more realistic capacity scenario[3] of approximately 7000 dwellings exists based on feasibility assessments.

In the Canterbury Road Corridor, the LEP permits housing on land zoned B2 Local Centre and B5 Business Development[4] and stand-alone housing developments of different densities in the R3 Medium Density and R4 High Density residential zones. The Canterbury Development Control Plan 2012 (DCP), adopted with the LEP, did not introduce any substantive new controls for residential development on Canterbury Road, apart from front setbacks of 3m (in mixed-use developments) and 6m (in residential developments with a residential ground plane). There are not any other related plans for addressing urban amenity in terms of the quality of the road for residents and pedestrians, open space, active and public transport.

The above zones apply to approximately 74% of the land in the Corridor. The few exceptions to this are on small pockets of land zoned B6 Enterprise Corridor, SP2 Infrastructure and RE1 Public Recreation under the LEP.

Despite the harsh conditions on the road frontage, some recent housing has achieved acceptable levels of amenity. Not all multi-unit housing development has a sole frontage to the road, many have good sun access, outlook, ventilation and northerly views, and direct access to a local street network, particularly those on the northern side of Canterbury Road. In the Charles Street, brownfield renewal sites (included in the above 3025 dwelling estimate), much of the housing is located away from the road frontage, close to open space on the Cooks River.

Many of the recent housing developments have little relief from the road corridor, and no prospect for access to better urban amenities in the future. With the current land use plan for the Canterbury Road Corridor disproportionately focussed on housing, there is no

[1] Refer to Section 3.8 of the Urban Design Study.
[2] Existing dwelling capacity includes dwellings in new apartment developments that have commenced construction but are not yet completed. It does not include dwellings that have development approval but are awaiting commencement of construction.
[3] The 'realistic' dwelling capacity excludes all 3+ storey strata titled buildings, refer to SGS Economic Analysis.
[4] In standard template LEPs the B5 zone does not usually allow housing. The Canterbury LEP allows shop top housing and, under clause 6.7, mixed use development incorporating residential accommodation, provided the ground level is not used for residential accommodation.

indication that the traffic function will ease and basic urban amenities well below accepted benchmarks, a new direction is needed.

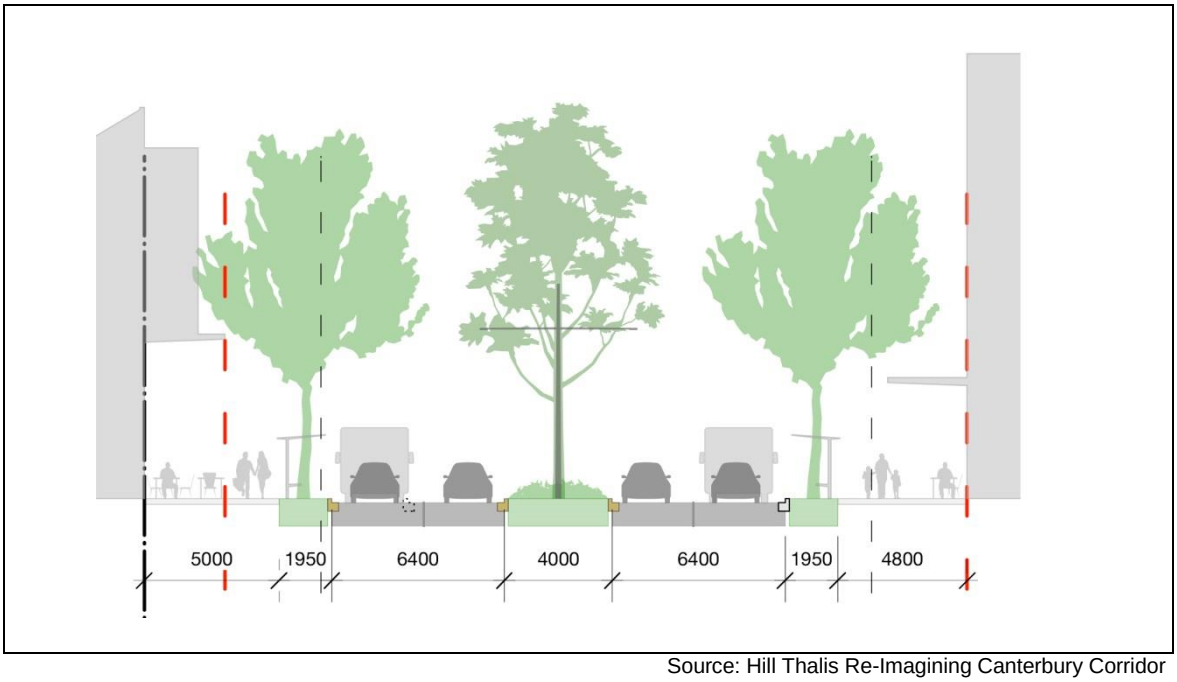
The Urban Design Study commissioned for the Review provides a detailed analysis of the existing conditions, recent developments, benchmarking, health, amenity, lifestyle and design quality and public domain. It identifies a number of issues that do not support Canterbury Road for a proliferation of housing along the full length of the Corridor, with the road in its current condition.

The Urban Design Study undertook design led investigations with findings for preferred built forms and land use distribution, and approaches for improving the conditions for a more liveable corridor. It proposes a new street cross section design for Canterbury Road, focused in 7 key locations to achieve a better balance between the traffic carrying requirements, pedestrian and street vitality and residential amenity.

An indicative street cross section:

- Introduces a tree canopy along the footpath and within a new central median;
- Provides for natural cooling of the corridor heat island;
- Achieves safer pedestrian crossing points;
- Provides space for car right turning bays at key intersections; and
- Allows for widened footpaths ultimately, subject to the dedication of land as sites are developed.

The new street cross section for the 7 Junctions is shown in Figure 4 below.



Source: Hill Thalis Re-Imagining Canterbury Corridor

Figure 4 – Indicative Canterbury Road Cross Section

Consistent with the directions now being encouraged by the Greater Sydney Commission and the Department of Planning and Environment, the Urban Design Study has also developed a broader series of public domain enhancements including a network of new local parks and connecting streets and enhanced north south streets that establish and reinforce a green-grid for the Greater Canterbury Corridor. This longer-term plan is the basis for the redistribution of land use and built form along the Canterbury Road Corridor recommended as an outcome of this Review.

As part of an iterative process with the Steering Committee, Council and all specialist consultants, a new vision for Canterbury Road Corridor has been developed, initiated in the short term with changes to the land zoning and controls and targeted streetscape enhancement works where timing and funding supports this. Over the longer term, further investigations are recommended for more significant changes to address the undersupply of open space and the strong potential for higher quality streets and connectivity in the Greater Canterbury Corridor.

A New Vision for Canterbury Road

In contrast to the current approach which allows different residential densities dispersed along an 8km corridor, a new vision for Canterbury Road would see:

- A concentration of mixed use development with multi-unit housing in **7 identified Junctions** – locations where streets that connect north to the railway line form a junction with Canterbury Road;
- Additional mixed-use housing in a further **11 localities**. These locations are on land that provides for housing in a mixed-use development, ***and*** is in a location that is aligned with the longer-term plan for new open space, streetscape and public domain improvements across the Greater Canterbury Corridor;
- Potential streetscape enhancement works concentrated in the Junctions and Localities;
- A more nuanced approach to the distribution of density aimed at stronger alignment between density and amenity and based on the 'green grid' and 'liveability' initiatives promoted by NSW Government Architect's Office and the GSC through the various district plans;
- A counterpoint of activity and a "signpost" to mark where the established and emerging centres around the Campsie, Belmore, Lakemba, and Wiley Park and Punchbowl railway stations extend from Canterbury Road via north running streets;
- Well-defined, public and active transport links north via a network of streets to the stations, to support the above;
- An indicative built form with a maximum of 6 storeys, the basis of which is set out in the Urban Design Study and was feasibility tested in the Economics Analysis;
- A plan which is responsive to future possibilities on the Canterbury Road Corridor such as a continuation of the new street cross section design over greater lengths of Canterbury Road;
- Planning controls outside the Junctions and Localities that support the identified demand for commerce on Canterbury Road;
- Maintain the medium density residential zonings, predominantly to the western end of the Corridor; and
- A longer-term investigation of the possibilities to address the critical shortage of open space to service the existing and emerging population of residents within the Greater Canterbury Corridor, subject to:

    - Compiling and costing the minimum range of suggested open space, lanes and new street connections, and related infrastructure;
    - Identification of Council and government funding sources and infrastructure contributions for catalyst urban amenity improvements;
    - Detailed feasibility testing of the potential for identified development outcomes to contribute towards the above infrastructure and open space and to address housing affordability;
    - Extensive engagement with land holders, the wider community, government agencies and development industry to explore further and refine all of these possibilities, commencing with the exhibition of this Review; and
    - Design development and social, economic and environmental evaluation of the built form possibilities outlined in the Urban Design Study.

The new vision is a plan focussed on integrated transport, land use, place making and public amenity to achieve minimum liveability outcomes in the context of broader urban transformation.

With over 8km of road frontage and more than 100 hectares of land in highly fragmented ownership in the Corridor, the vision has a long-term horizon. The recommendations in the following section outline the steps toward this new planning and public realm framework for Canterbury Road.

3 Recommendations

The following recommendations and actions result from the collective work of all specialist consultant investigations under the guidance of the Steering Committee.

The recommendations:

- Initiate discussions with the community, land holders, government agencies and the development industry, commencing with the public exhibition of this Review;
- Are the first step towards important strategic planning changes that will be governed by rigorous planning processes including stakeholder engagement;
- Are a guide against which current Planning Proposals for land on the Canterbury Road Corridor can be evaluated against;
- Relate primarily to that part of the Corridor west of the boundary of the Canterbury Priority Precinct surrounding Canterbury town centre and the Cooks River; and
- Commence planning for a new urban strategy and initiatives relating to land use, built form, urban amenity and infrastructure for the Canterbury Road Corridor and the Greater Canterbury Corridor.

Implementation of these recommendations would see a redistribution of housing potential to align with a longer-term approach to density with amenity, for a more liveable city.

Based on forecasts and yield estimates, the new vision would achieve a similar or greater amount of housing in the Canterbury Road Corridor, with these numbers subject to refinement as part of future planning phases. While some land will see gains, other land will have potential reduced and overall these changes are necessary to create a more holistic and liveable plan for the long-term. During the implementation of the various recommendations, new and alternate locations for density may be proposed. Council should only support such proposals if they fulfil the strategic initiatives of the Review and do not compromise the longer-term plan based around an improved public domain.

Council will need to review outstanding Planning Proposals for consistency with this review. Where a Planning Proposal is not consistent with this Review proponents will have the opportunity to revise proposals to demonstrate compliance or to propose other actions that achieve the corridor vision, for example land offsetting or dedication of open space.

A high degree of collaboration and coordination across State government and between State and local government will be required.

The recommendations and related actions should not be construed to be Council endorsed or funded projects.

Land Use

1	**Concentrate residential development west of the Cooks River at 7 Junctions at the intersection of Canterbury Road and identified north running streets, as shown in Figures 5 and 6 below**

Timing: **Short term**

Responsibility: **Council**

Key Actions	
A	• Prepare a Planning Proposal and associated draft DCP controls incorporating the required amendments to achieve the above planning outcome, based on: ○ A land use zone such as B2 Local Centre which provides for medium and high-density housing as part of mixed use development, within the Junctions; ○ An area for each centre based on the findings of the Urban Design Study and refined with input from exhibition of the Review and any other studies undertaken in preparation of the Planning Proposal; ○ Height of Building and Floor Space Ratio Controls that reflect the built form and building typology findings of the Urban Design Study and the findings of the Economic Analysis in relation to main street retail, service/light industry and other non-residential land uses; and ○ An economic development and engagement program aimed at attracting supermarkets to the optimal location.
	• Require the preparation of a local retail study with any proposal for a supermarket within any of the identified Junctions, to assess the impact on retail uses within the established Junctions that are focussed around the T3 Bankstown Line stations.

Considerations and Justification:

- The Urban Design Study has estimated the suggested built form outcomes could achieve a yield of 3792[5] dwellings within the Junctions.
- Streetscape enhancement of Canterbury Rd and intersecting streets can be targeted within these Junctions.
- There is potential for two additional full line supermarkets within the Greater Canterbury Corridor area which, if located within the Junctions, would support main street retail.
- The recent Woolworths in the Charles Street near Canterbury Railway Station is not located to support other retail and is a lost opportunity which planning policies and economic development strategies should aim to prevent in the future (refer to SGS Economic Analysis).

[5] Excludes 3025 existing dwellings

2	**Allow additional residential development in the 11 Localities, on the northern side of the road, between the 7 Junctions, as identified on Figures 5 and 6 below**

Timing: **Short term and ongoing**

Responsibility: **Council**

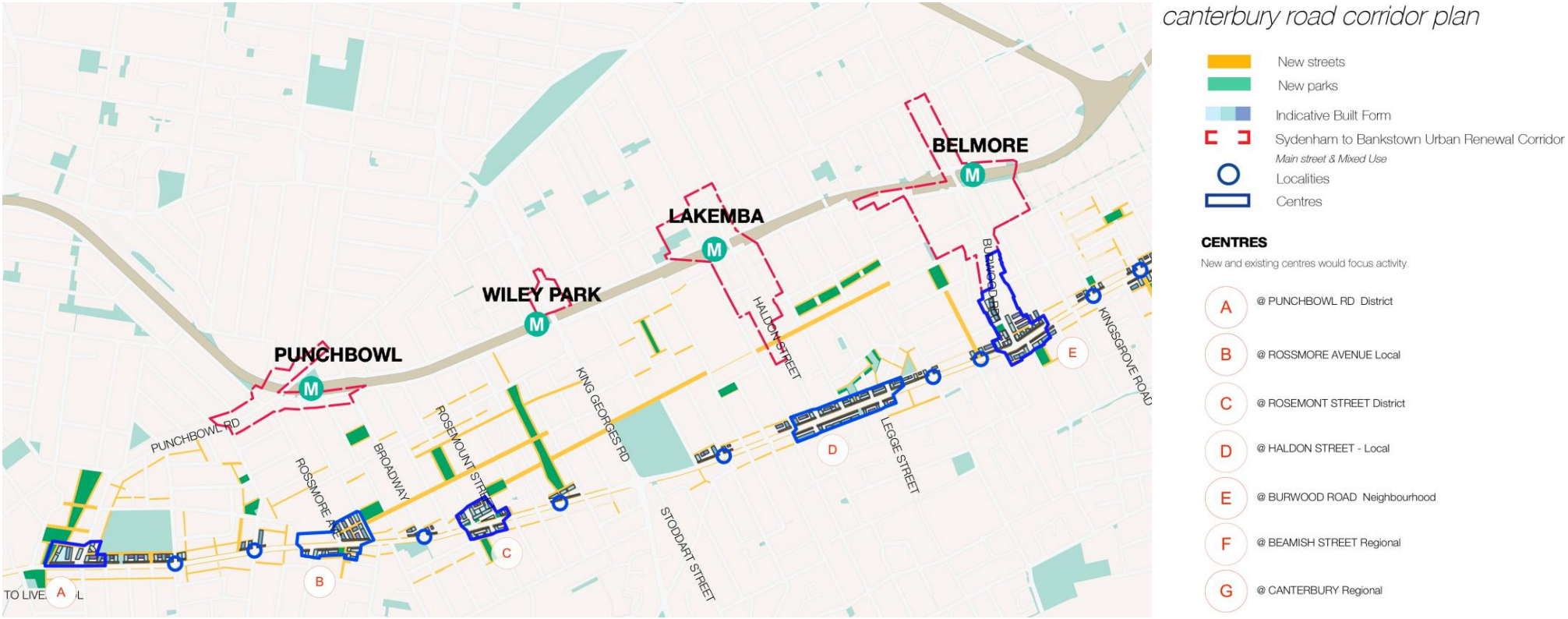
Key Actions	
A	• Prepare a Planning Proposal and associated draft DCP controls to achieve the above planning outcome, based on: ○ A land use zone within these Localities which provides for mixed use development including medium and high-density forms of residential accommodation above ground level such as B2 Local Centre; ○ An area for each locality based on the findings of the Urban Design Study and refined with input from exhibition of the Review and any other studies undertaken in preparation of the Planning Proposal; and ○ Height of Building and Floor Space Ratio controls that reflect the built form and building typology findings of the Urban Design Study and the findings of the Economic Analysis in relation to main street retail, service/light industry and other non-residential land uses.
B	• Investigate a possible form based code within the LEP to guide the development outcomes in the identified Junctions and Localities.

Considerations and Justification:

- These locations for density have been determined from detailed analysis and a plan for broader and longer-term urban amenity improvements - a 'green-grid' approach to streetscape, public domain and open space outcomes, on intersecting streets and within the Greater Canterbury Corridor. Refer to page 67 of the Urban Design Study.
- In the short term:
  - local streetscape works would happen as development occurs, in accordance with a public domain plan (refer to Recommendation 13).
- In the longer term:
  - streetscape enhancement potential for Canterbury Road within the Junctions could be achieved in the Localities as well; and
  - the full range of urban amenity improvements would be a long-term outcome, reliant on further investigation of the urban form possibilities for the Greater Corridor Area (refer to Recommendation 14).
- The Localities are focussed on the northern side of Canterbury Road, as opposed to the southern side because:
  - housing can orient north, away from the road in a specific 'noise barrier' building typology;
  - a residential address can be provided via a network of new lanes to the north;
  - there are fewer potential impacts for adjacent single dwellings; and
  - there is better access to services, public transport and, in the longer term, broader amenity and open space outcomes outlined in the Urban Design Study for land between Canterbury Road and the T3 Bankstown Line.

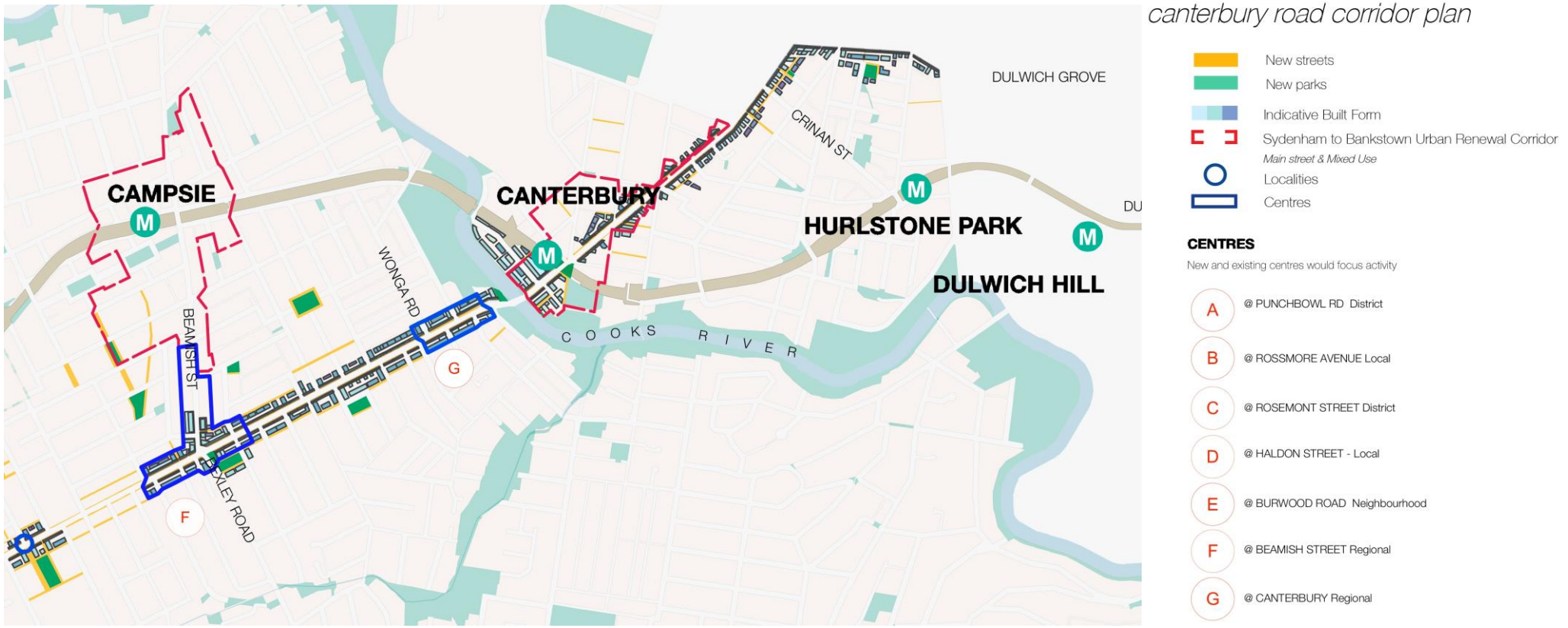
- The Urban Design Study has estimated the suggested built form outcomes would achieve a yield of 6154[6] dwellings within the Localities.
- Combined with housing yield figures in the 7 Junctions this totals 9946 dwellings.
- This is comparable to the current theoretical LEP yield potential of 11,689[7].

[6] Excludes existing dwelling supply of 3025
[7] This is the theoretical maximum for the whole Corridor, excluding 3025 existing dwellings. A realistic estimate reduces this to 6860 dwellings (refer to page 49 of the SGS Economic Analysis).



Source: Hill Thalis Re-Imagining Canterbury Corridor

Figure 5 – Canterbury Road Review



Source: Hill Thalis Re-Imagining Canterbury Corridor

Figure 6 – Canterbury Road Review

3	**Exclude multi-storey housing from other land fronting Canterbury Road**

Timing: **Short term**

Responsibility: **Council**

Key Actions	
A	• Prepare a Planning Proposal to achieve the above land use outcome, based on: ○ An appropriate new zone for land outside the 7 Junctions and 11 Localities currently zoned B5, B2 and R4 zone. ○ Consideration of the status of any development sites that have already been well-progressed ○ Maintaining the R3 zone for medium density housing (refer to related controls review at Recommendation 6).

Considerations and Justification:

- This planning outcome supports the concentration of development within the Junctions and Localities identified in Recommendation 1 and 2.
- It protects and reinforces the current and future enterprise corridor (principally bulky goods and service/light industry) that Canterbury Road offers the local and regional area, as identified in the Economics Analysis.
- Employment and economic diversity can be encouraged and located where it serves a denser population from other planning strategies including Sydenham to Bankstown Renewal and potential within the Greater Canterbury Corridor.
- Concentrating residential development, as part of a mixed use development, within the identified Junctions and Localities will support more feasible development outcomes in those locations.

Note: The glossary defines multi-storey housing.

4	**Investigate potential for bulky goods retail and light industry on the ground plane of mixed use residential developments on Canterbury Road**

Timing: **Short term**

Responsibility: **Council and Department of Planning and Environment**

Key Actions	
A	• Prepare specific planning and design controls that support and, potentially, incentivise these outcomes.
B	• Incorporate these outcomes as part of the above Planning Proposals (Recommendation 1-3).
C	• Prepare specific development controls relating to tenancy size, floor to ceiling heights that enable level uses for bulky goods retail and potentially, service and light industry, as an alternative to main street retail.

Considerations and Justification:

- There is not sufficient main street demand to support a proliferation of shop-top housing along Canterbury Road. This is shown in the vacant retail tenancies in recently completed shop top housing developments.
- Bulky goods retail, service/light industry have good demand with scope to increase with the right site conditions that allow good exposure to convert to real trade.
- The current B5 zone provides for this outcome by allowing other permissible uses (such as light industry) on the ground level of mixed use developments.
- The planning framework resulting from implementation of the Review recommendations should look to continue to provide this outcome with related design controls to manage potential impacts between different uses.

5	Concentrate commercial office development within the Canterbury Town Centre

Timing: **Ongoing**

Responsibility: **Council and Department of Planning and Environment**

	Action
A	• Ensure this outcome is supported in the Department of Planning and Environment's Sydenham to Bankstown Corridor Urban Renewal Strategy, as well as in the Campsie Town Centre

Considerations and Justification:

- There is weak demand for commercial office floorspace on Canterbury Road and a risk that ad hoc provision of offices across the Corridor would provide little to no benefit over home based offices.
- Commercial offices gravitate to established centres such as Campsie and Bankstown and the future Metro Station within the Canterbury Town Centre will like provide accessibility benefits to support some commercial office development.

6	**Improve delivery of medium density housing types such as semi-detached and town housing developments on R3 zoned land within the Greater Canterbury Corridor area and south of Canterbury Road**

Timing: **Medium to long term**

Responsibility: **Council and Department of Planning and Environment**

Key Actions	
A	• Identify the constraints to the take-up of medium density housing such as attached dwellings, terrace houses, semi-detached dwellings, dual occupancies, multi dwelling housing on R3 zoned land.
B	• Review the current planning controls with reference to the design directions in the Urban Design Study and the NSW Government's Draft Medium Density Design Guide for optimal streetscape outcomes.

Considerations and Justification:

- The Economic Analysis highlights the strong market demand for single dwellings.
- With a finite number of single dwellings, it also highlights the importance of diversity of housing types, beyond residential apartments, to meet this demand.
- Some of the demand for single dwellings may move to other markets before considering an apartment but town-house or semi-detached housing may be a form of housing that meets this market demand.
- The large areas of land zoned R3 Medium Density Residential present enormous potential to support this outcome but the low take-up of this form of development confirms there are constraints in the controls.
- As identified earlier in the RDS minimum lot frontage, setbacks, landscape areas, heights and car parking requirements need to be revisited. Innovation with medium density design to address the usual issues associated with servicing, lot amalgamations and the potential for new rear lanes should be explored.
- The Urban Design Study offers suggestions to be further explored.

Built form

7	**Apply an FSR control and related design controls to all land along Canterbury Road zoned for mixed-storey housing developments**

Timing: **Short term**

Responsibility: **Council**

Key Actions	
A	• Incorporate these changes in the land use Planning Proposals identified above.
B	• An appropriate FSR for each site be determined as recommended in the Urban Design Study, i.e. between 1.2 to 1.9:1 for residential and 0.6:1 for ground floor non-residential.
C	• Review the current development controls and look at new controls to ensure better design outcomes, having regard to the findings and recommendations in Chapter 4 of the Urban Design Report.

Considerations and Justification:

- Statutory height limits are the primary determinant of yield in the B5 zone, with no applicable FSR.
- The Urban Design Study highlights the problems with this and has suggested a maximum built form within the identified Junctions and Localities on Canterbury Road in the range of 1.2 to 1.8:1 for residential and a 0.6:1 for ground floor non-residential.
- The consistent application of an FSR control would provide greater certainty of development outcomes and is an effective control of the bulk and form of development. Strict compliance with these controls is important to ensure orderly outcomes and creates the potential for delivery of public benefits such as laneways.
- Related to bulk and form are design issues identified with the scale and quality of mixed use buildings. The Urban Design Study makes many findings and recommendations in Chapter 4 which should be considered in addition to the Apartment Design Guide.
- In the Economic Analysis, the development scheme proposed in the Urban Design Study is feasible but only if there is an:
  - increase in locations of FSR from 1.8 to 1.9;
  - a reduction of onsite parking requirements for bulky goods retail and non-supermarket main street retail; and
  - an allowance of at grade parking where sites are of a sufficient size.

8	**Ensure a consistent minimum setback from Canterbury Road for potential streetscape enhancements**

Timing: **Short term**

Responsibility: **Council**

Key Actions	
A	• Review the current 3m and 6m setback controls to ensure they are the appropriate setback for the various Junctions and Localities, having regard to the potential streetscape enhancements
B	• Investigate options to require dedication of land for maximum public benefit

Considerations and Justification:

- Building setbacks from the Canterbury Road frontage are established in the current controls.
- They are essential to achieve the streetscape enhancements outlined in the Urban Design Study.
- Consistent application of these controls is essential to achieve the desired outcomes.
- The provision of land for road infrastructure requirements associated with the proposed 7 Junctions, including right turn storage bays, should be considered with dedication at no cost of land for maximum public benefit.

9	**Apply a car parking rate for all new developments aimed at promoting alternative mode choice and develop policies to ensure the allocation of car share spaces within new developments and in strategic, on-street locations**

Timing: **Short term**

Responsibility: **Council, Roads and Maritime Service and Department of Planning and Environment**

Key Actions	
A	• Incorporate these amendments as part of other Planning Proposals and related development controls.
B	• Investigate the potential for a financial contribution in-lieu of parking provision to fund improvements to streetscape and active transport outcomes consistent with the urban amenity and infrastructure outcomes in other recommendation.

Considerations and Justification:

- The availability of public transport in the Greater Canterbury Corridor, in particular the future upgrade of T3 Bankstown Line and numerous bus routes that cross Canterbury Road, supports the possibility of reducing parking rates.
- Limited parking will assist in promoting sustainable transport choice, housing affordability and project feasibility and eases impact upon the road network.

Urban Amenity and Infrastructure

10	**Establish appropriate planning controls to ensure a continuous network of rear lanes, parallel to Canterbury Road**

Timing: **Short term**

Responsibility: **Council and Roads and Maritime Service**

Key Actions	
A	• Undertake further feasibility testing for optimal delivery of the lanes
B	• Investigate possible mechanisms to incentivise delivery of laneways as sites are developed with appropriate planning controls
C	• Develop supporting policies for the design and function of lanes so that they collectively form an accessible network and are not exclusively for private and service vehicle access.

Considerations and Justification:

- The Urban Design Study highlights the value in a continuous network of rear lanes to provide increased pedestrian circulation and permeability and improve servicing and connectivity.
- The recommendation to provide for additional mixed use housing outcomes within the 7 Junctions and 11 Localities is aligned to the potential for improved urban amenity available in these locations.
- Feasibility testing shows the lane dedication is economically viable.
- The optimum mechanism to incentivise delivery of the proposed rear lanes will need to be investigated and identified.
- The Roads and Maritime and Council will need to work together on the design requirements associated with the proposed continuous network of rear lanes parallel to Canterbury Road.
- Supporting policies will be required to ensure laneways can be knitted together, with appropriate cross section lane design, to form a future network and are not considered as private driveways.

11	**Further investigate the potential funding sources and delivery mechanisms for targeted streetscape enhancement works to Canterbury Road and adjoining north running streets**

Timing: **Short term**

Responsibility: **Council, Roads and Maritime Service, Transport for NSW and Department of Planning and Environment**

Key Actions	
A	• Further evaluate the preferred street designs for technical compliance
B	• Develop indicative costing of priority works in the Junctions initially
C	• Work with TfNSW, RMS and DP&E to identify potential funding sources and contribution mechanisms that could contribute to these outcomes
D	• Review the existing development contribution plans or prepare a new plan for Canterbury Road for the new planning framework associated with this Review.

Considerations and Justification:

- The Urban Design Study includes recommendations for the design of a new street cross sections to Canterbury Road in the Junctions and north running streets. Refer to the page 66 of the Urban Design Study.
- A ‘longer-term’, aspirational goal for streetscape enhancement works over greater lengths of Canterbury Road, within the Localities should be considered.
- The key challenge in accommodating streetscape improvements along Canterbury Road is the need to retain the road’s arterial function, the availability of land and possible funding sources.

12	**Investigate a package of road management measures aimed at rebalancing the priority of the arterial road function relative to the liveability qualities of Canterbury Road Corridor**

Timing: **Medium term**

Responsibility: **Council and Roads and Maritime Service**

Key Actions	
A	• Work with TfNSW and RMS on a strategy to achieve this recommendation whilst maintaining the primary function of Canterbury Road as a movement corridor
B	• Focus attention on attainable measures that complement the new planning framework

Considerations and Justification:

- Road safety measures within the 7 Junctions should be reviewed by Council and the RMS to ensure they align with evolving land uses and development outcomes.
- Road safety measures should recognise the evolving residential development and business activities that support Canterbury Road whilst maintaining the movement function.
- Optimising traffic signal operations on the Canterbury Road corridor, subject to any changes not impacting on the overall network performance of the corridor.

13	**Prepare a detailed public domain plan for new lanes and streetscape enhancements within each of the 7 Junctions, on the north running streets that form part of the 11 Localities and for the wider range of open space and public domain improvements in the Greater Canterbury Corridor**

Timing: **Short term**

Responsibility: **Council**

Key Actions	
A	• Council's City Design team to progress this deliverable in a staged manner.
B	• Ground truth and develop design detail for the initiatives and directions in the Urban Design Study

Considerations and Justification:

- A public domain plan would offer:
  - certainty for development obligations with respect to works in the public domain;
  - guidance for Council's streetscape works in these locations; and
  - the required evidence when council advocates for certain outcomes and funding sources associated with the Sydenham to Bankstown Urban Renewal Strategy.
- There are very poor public domain outcomes in relation to recent developments, such as in the Charles Street area. This may have been prevented if certain outcomes were required with a public domain plan.
- A public domain plan would need to guide preferred outcomes for public domain improvements within the NSW government's Canterbury Priority Precinct and be responsive to any public domain directions set for the Priority Precinct.
- Implementation of public domain improvements should look at a tiered approach with focus on:
  - Improvements to public land as part of a private development;
  - Dedication or easement for improved land with public domain improvements as part of a private development;
  - Works on public land by Council; and
  - Targeted acquisition of strategic sites for public domain improvements such as open space, new street and lane connections.

14	**Advance consideration of the urban form possibilities in the Greater Canterbury Corridor, aimed at addressing the critical shortage of open space, urban amenity and street connectivity**

Timing: **Medium to long term**

Responsibility: **Council**

Key Actions	
A	• Undertake extensive consultation followed by detailed design and feasibility investigations in relation to higher density forms such as those in the Urban Design Study.
B	• Investigate funding streams for targeted acquisition and development feasibility of potential development contributions to address the open space shortages and improve connectivity and quality pedestrian and cyclist links that comprise the greed-grid concept.
C	• Develop the details to test and evaluate the environmental impacts of the various built form approaches.
D	• Refine with feedback from exhibition of this Review and future engagement processes.

Considerations and Justification:

- These initiatives and the related built form outcome are conceptual, for initial feedback from public exhibition of this draft.
- The outcomes have been identified as of critical importance to support the urban amenity of existing and future populations on the Canterbury Road Corridor and the wider area.
- The Urban Design Study and Council's Open Space Strategy have found public open space to be in undersupply, particularly walking access to small and medium sized spaces to support daily passive recreation needs.
- The design detail development and feasibility testing of these schemes will be focussed on the potential for this green network to be delivered through a combination of targeted acquisition, contributions and land dedication in return for the increased development uplifts and would be subject to a staged and gradual release over a long-term horizon.

15	Review Planning Proposals for consistency with the Review

Timing: **Short term**

Responsibility: **Council**

Key Actions	
A	• Council to review outstanding Planning Proposals for consistency with this review.

Considerations and Justification:

- Proponents of Planning Proposals that are not consistent with this Review should have the opportunity to revise proposals, either to demonstrate compliance or to propose other actions that achieve the corridor vision. This could include, for example, land offsetting or dedication of open space.

4 Context

4.1 Planning Strategy and Policy Context

A review of planning strategies and policies relevant to Canterbury Road and surrounds has been undertaken.

The recommendations of this Review are consistent with these strategies and policies which broadly aim to:

- meet housing demand trends across the sub-market;
- provide for growth in adjoining areas, particularly in established centres along the Sydenham to Bankstown Corridor;
- ensure that adjoining and surrounding employment precincts continue to be protected; and
- increase the amount and distribution of open space and social infrastructure.

State Strategies

Greater Sydney Regional Plan, A Plan for Growing Sydney (2014)

A Plan for Growing Sydney provides a high-level guidance for housing and employment growth across the city. The plan's focus is to channel economic trends into a metropolitan-wide spatial and policy vision.

A major priority of the plan is to address housing affordability issues by delivering housing opportunities within centres and along transport corridors. The plan also emphasises the importance of subregional planning. Canterbury Road is located in the south subregion. The Department of Planning and Environment has identified the need to work closely with Council within that subregion to identify locations for housing intensification and urban renewal within the Corridor.

NSW 2021 (2011)

NSW 2021 is a 10-year plan to rebuild the economy, provide quality services, renovate infrastructure, restore government accountability, and strengthen the local environment and communities.

Key goals and priority actions of NSW 2021 include:

- Improving housing affordability and availability, including facilitating the delivery of 25,000 new dwellings in Sydney per year;
- Encouraging job growth in centres close to where people live and to provide access to public transport;
- Increasing the share of commuter trips made by public transport;
- Improving the efficiency of the road network during peak times on Sydney's road corridors; and

- Increasing walking and cycling.

Draft South District Plan (2016)

The South District covers the Local Government Areas (LGAs) of Canterbury-Bankstown, Georges River and Sutherland.

The Draft South District Plan aims to bridge the gap between Metropolitan and Local Planning. The district plan is targeted to address a range of district-relevant housing and employment issues that go beyond local government boundaries.

The Draft South District Plan identifies a dwelling target of 23,250 dwellings to 2021 and 83,500 to 2036. For the Canterbury-Bankstown LGA, a target of 13,250 by 2021 is proposed. This is 57% of the housing growth over the next 5 years for the entire South District.

Canterbury Road is identified as a corridor which is undergoing significant urban renewal, with the draft District Plan foreshadowing a need to be mindful of dwelling demand, growth in the adjoining areas and the role of Canterbury Road more broadly.

In relation to employment, it is noted that the district plan (and A Plan for Growing Sydney) focuses on strategic centres for industrial, commercial or specialised activity. The plan prioritises more jobs in the right locations to create the best productivity outcomes.

Draft Sydenham to Bankstown Urban Renewal Corridor Strategy (2017)

The draft strategy is based on a detailed land use and infrastructure analysis for each of the station precincts along the T3 Bankstown Line including Punchbowl, Wiley Park, Lakemba, Belmore, Campsie, Canterbury and Hurlstone Park. A built form and land use plan is included in the draft strategy with high rise mixed use and higher density residential development within a 400m walking catchment. The Canterbury Road corridor is shown for as a mixed-use enterprise corridor. The Strategy refers to the Canterbury Road Review.

The Sydenham to Bankstown Urban Renewal Corridor Strategy plans for 35,400 new homes and 8,700 jobs over the next 20 years and supporting infrastructure. Bankstown, Campsie and Marrickville Station Precincts are forecast for the largest growth with approximately 6000 additional dwellings forecast for these Station Precincts each by the year 2036.

Both Campsie and Bankstown are identified as District Centres in the plan playing a significant role in providing regional jobs growth. The draft South District Plan gives jobs targets to 2036 for the Campsie and Bankstown Station Precincts of 7,000 to 7,500 and 17,000 to 25,000 respectively. Approximately 400 jobs are forecast for Canterbury (approximately 1800 in total).

Local Government Area Open Space Guidelines (2010)

The State Government's Recreation and Open Space Planning Guidelines for Local Government provides standards for open space planning in NSW.

Local Strategies

Canterbury Residential Development Strategy (2013)

The Canterbury Residential Development Strategy (RDS) was prepared to ensure that appropriate zonings, development controls and planning framework were developed to guide and cater for the growth of the Canterbury residential community, and to be consistent with State Government housing targets.

A primary goal of the RDS is to ensure that the mix of local planning controls is appropriate in helping to deliver a desired housing outcome. The RDS examined the following elements:

- Identification of the drivers of housing supply and demand in the Canterbury Local Government Area (LGA);
- An understanding of how the previous Canterbury LGA and surrounding LGAs are performing against the dwelling targets set by the State Government;
- Quantification of the development capacity available from existing controls to continue to provide a range of housing;
- Identification of constraints to growth within areas allocated for housing; and
- Exploration of the need for changes to controls in order to meet the dwelling targets.

The strategy identifies opportunities for accommodating dwelling growth, including Canterbury Road. It identifies areas with greater accessibility to railway stations as key. The strategy quantifies development capacity under existing planning controls to ensure that a range of housing types is capable of being provided. Under the RDS, the former Canterbury LGA has a theoretical capacity for a further 28,000 dwellings, with 2000 of those dwellings along Canterbury Road.

The dwelling capacity of Canterbury Road has since increased, as the strategy ultimately recommended that the market determine the land use mix within the Canterbury Road Corridor in these zones by permitting residential flat buildings with consent. To that end, the market has since taken up opportunities for residential development along the Corridor.

Towards 2032 – City of Canterbury Economic Development and Employment Strategy (2009)

Prepared by SGS Economics and Planning, the strategy made recommendations for a range of employment centres with appropriate zones for jobs. Canterbury Road was identified as a reasonable location for residential growth, with existing employment precincts identified for business growth with a recommendation that bulky good/showroom use be retained to capitalise on exposure.

Canterbury Open Space Strategy (2017)

A draft 10-year strategy to guide future provision, development and management of open space across the former Canterbury LGA.

The strategy identifies a critical lack of open space across the former Canterbury LGA and in particular across significant areas of land where residential intensification is proposed between the T3 Bankstown Line and Canterbury Road and to the south of Canterbury Road.

Land for targeted acquisition and enhancement are identified.

Draft Canterbury Community and Cultural Facilities Strategy (2016)

This draft Strategy is a companion to the Open Space Strategy and focuses on the provision and distribution of social infrastructure and compares this with a range of benchmarks, provision standards and population projections in order to quantify need.

The work has found that the Canterbury LGA and the Canterbury Road Corridor have significant deficiency in quantity, quality and type of social infrastructure.

As with increasing open space provision there is a significant challenge for Council to develop and implement a funding strategy to enhance social infrastructure.

Canterbury Road Master Plan (2010)

This was developed to set a new vision for Canterbury Road Corridor through to 2020. The master plan was originally prepared in 2003 and revised in 2010.

It made findings in relation to:

- the high levels of traffic and the implications for walkability, amenity and land uses which can adequately operate along the road;
- the way in which parks and natural features along the Corridor intersect with the road;
- how community facilities are unable to generate a positive impact on the street and the public realm; and
- the problematic distance of established centres; they are disconnected from the road corridor, but still close enough to compete with residual retail offerings along the road itself.

It sought to achieve many things that have been identified in this Review as lacking, such as:

- walkability, access, an active and attractive public domain and public transport enhancements;
- Canterbury Road as a place for public life and the structure plan proposed a series of mixed use centres at the junction of Canterbury Road and major streets, with Canterbury Town Centre having primacy; and
- short and long-term goals towards improving the amenity and functions of Canterbury Road and its surrounds and not just isolated properties along its length.

It is almost 15 years since the masterplan first drafted plans for revitalisation. The implementation has not worked, with Canterbury Road today no closer to what was envisioned.

This highlights that revitalisation is much more than a new land use plan. It requires commitment across government and must ensure public domain improvements are planned and implemented and the priorities between people and vehicle traffic are reconsidered.

Planning Instruments and Policies

There are many planning instruments and policies that apply to development on the Canterbury Road Corridor. Those that are key to the land use and built form outcomes along the corridor are summarised below.

State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development

The NSW Government promotes better apartment design across NSW through the *State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development* (SEPP 65).

The policy aims to deliver a better living environment for the residents now choosing this form of housing, and enhance our streetscapes and our neighbourhoods across the State. It does this by establishing a consistent approach to the design and assessment of apartments and the way they are assessed by councils.

The Apartment Design Guide explains how to apply SEPP 65's design principles to the design of new apartments.

SEPP 65 applies to development for the purpose of a residential flat building, shop top housing or mixed use development with a residential accommodation component that is 3 or more storeys with 4 or more dwellings.

Canterbury Local Environmental Plan 2012

The Aims of the LEP are:

a) *to provide for a range of development that promotes housing, employment and recreation opportunities for the existing and future residents of Canterbury,*
b) *to promote a variety of housing types to meet population demand,*
c) *to ensure that development is of a design and type that supports the amenity and character of an area and enhances the quality of life of the community,*
d) *to create vibrant town centres by focusing employment and residential uses around existing centres and public transport nodes,*
e) *to revitalise Canterbury Road by encouraging a mix of land uses that does not detract from the economic viability of existing town centres,*
f) *to retain industrial areas and promote a range of employment opportunities and services,*
g) *to promote healthy lifestyles by providing open space that supports a variety of leisure and recreational facilities and encouraging an increased use of public transport, walking and cycling,*
h) *to protect the natural environment for future generations and implement ecological sustainability in the planning and development process,*
i) *to protect and promote the environmental and cultural heritage values of Canterbury.*

A description of each of the zones relevant to the Canterbury Road Corridor is provided in the following table:

Zone	Description
R3 Medium Density Residential	A zone that provides for the housing needs of the community and a variety of housing types within a medium density residential development environment. Other land uses are enabled that provide facilities or services to meet the day to day needs of residents.
R4 High Density Residential	A zone that provides for the housing needs of the community and a variety of housing types within a high density residential development environment. Other land uses are enabled that provide facilities or services to meet the day to day needs of residents.
B2 Local Business Centre	A zone that provides for a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area. The zone enables employment opportunities in accessible locations, maximises public transport patronage and encourages walking and cycling. The zone also facilitates and supports investment, economic growth and development for active, diverse and well-designed centres.
B5 Business Development	A zone that enables a mix of business and warehouse uses, and bulky goods premises that require a large floor area, in locations that are close to, and that support the viability of, centres. The zone also: • Provides for residential uses in conjunction with mixed use development to create an attractive streetscape supported by buildings with a high standard of design; • Supports urban renewal that encourages an increased use of public transport, walking and cycling; and • Encourages employment opportunities on Canterbury Road and in accessible locations.
B6 Enterprise Corridor	A zone that promotes businesses along main roads and to encourage a mix of compatible uses. The zone also: • Provides a range of employment uses (including business, office, retail and light industrial uses); • Maintains the economic strength of centres by limiting retailing activity; • Facilitates the revitalisation of Canterbury Road and create an attractive streetscape supported by buildings of a high standard of design; and • Supports urban renewal and a pattern of land use and density that reflects the existing and future capacity of the transport network. An objective state that residential uses, but only as part of a mixed-use development, are also provided for. However, this is an error in the LEP and needs to be corrected as no residential uses are or where ever intended to be permitted in the zone.
SP2 Infrastructure	A zone that provides for infrastructure and related uses and that prevents development that is not compatible with or that may detract from the provision of infrastructure.
RE1 Public Recreation	A zone that provides for land to be used for public open space or recreational purposes. The zone also provides for a range of recreational settings and activities and compatible land uses, as well as aiming to protect and enhance the natural environment for recreational purposes.

Table 2 – Zone Descriptions

The main density controls of the LEP are height and floor space ratio controls. These apply to the R3 Medium Density Residential, R4 High Density Residential, B2 Local Business Centre. The B5 Business Development zone has a height control but no FSR control.

In standard template LEPs the B5 zone does not usually allow housing. The Canterbury LEP allows shop top housing and, under clause 6.7, mixed use development incorporating

residential accommodation, provided the ground level is not used for residential accommodation. Clause 6.7 states:

6.7 Mixed use development in business zones

(1) This clause applies to land in the following zones:

(a) Zone B1 Neighbourhood Centre,

(b) Zone B2 Local Centre,

(c) Zone B5 Business Development.

(2) Despite any other provision of this Plan, development consent may be granted to a mixed-use development, on land to which this clause applies, incorporating residential accommodation and a medical centre.

(3) Development consent must not be granted to development under subclause (2) for mixed use development incorporating residential accommodation and a medical centre unless the consent authority is satisfied that the ground level of the building will not be used for the purpose of residential accommodation.

Other LEP provisions, including site specific provisions, also apply to land within the Corridor and can be viewed via the NSW Government's legislative website.

Canterbury Development Control Plan 2012

Two parts of the Canterbury Development Control Plan 2012 (DCP) apply to Canterbury. These are outlined below.

D2 Canterbury Town Centre

Chapter D2 of the DCP contains the following objectives for the Canterbury Town Centre:

- *To achieve the full development potential of land and best use of services in the centre;*
- *To encourage the redevelopment of the riverfront district into an attractive vital and vibrant mixed-use environment via a network of publicly accessible spaces and places;*
- *To create an attractive waterfront along the Cooks River through the provision of pedestrian and cycle ways, landscaped open spaces and opportunities for outdoor activities; and*
- *To reinstate the role of the town centre on Canterbury Road.*

The following controls also apply:

- Development is to be consistent with the public domain requirements identified.
- Redevelopment in the Canterbury Town Centre requires a minimum lot size of 1500m².
- Key elements of the public domain that are to be provided for include:
  - The foreshore promenade along the Cooks River; and
  - The creation of the Market Lane that provides a retail link from the railway station through to the foreshore promenade.

D6 Canterbury Road Structure Plan

Chapter D6 of the DCP includes a structure plan for Canterbury Road with the following objectives:

- *To create attractive and vibrant mixed-use environments via the provision of a rich network of publicly accessible spaces, walkable streets and places; and*
- *To provide improved open space/public domain to serve the local community.*

The DCP specifies that the development of Canterbury Road should be undertaken in accordance with the following character areas:

Character Areas	Description
Urban Core (Town Centre)	Areas that constitute urban core developments are high population density zones that exhibit buildings from three (3) to nine (9) storeys.
Urban Centres (B2 Local Centre Zone)	Local centres that exhibit heights of three (3) to five (5) storeys. These centres range from a wide variety of characteristics such as infill sites, extensions to already present heritage sites or buildings in locations that are considered to be complex or highly influential.
Urban General (B5 Business Development Zone)	Medium scale buildings within the height range of three (3) to six (6) storeys with a mostly variable street alignment structure, experience development under the urban general category.
Urban Enterprise (B6 Enterprise Corridor Zone)	Buildings from one (1) to three (3) with a variable street alignment. Buildings within the urban enterprise are predominantly commercial in nature and exhibit employment zones.
Urban Residential (R4 High Density Residential Zone)	Urban Residential buildings comprise of buildings that are predominantly residential in nature and range from three (3) to five (5) storeys.

Table 3 – Character Area Descriptions

Other Controls

Other DCP controls, including site specific controls, also apply to land within the town centre and Corridor and can be viewed via Council's website.

Section 94 and 94A contributions

The Canterbury Development Contributions Plan 2013 was prepared to address anticipated demand for local infrastructure generated by both residential and non-residential development within the previous Canterbury LGA until 2033. The plan applies to all of the LGA, except that part which is referred to as the Canterbury Town Centre. For contributions applying to development in Canterbury Town Centre, the Canterbury Town Centre and Riverfront Precinct – Development Contributions Plan applies.

4.2 Existing Conditions

Public Domain

Canterbury Road

The Canterbury Road Corridor is both a traffic corridor and a series of distinct but interconnected places that have their own identity and play a particular role in the overall character of the Corridor. The character of the Corridor varies and its distinctiveness is as a result of many different factors including changes to topography, land use, subdivision pattern, built form and economic and demographic characteristics.

Canterbury Road is currently a degraded and congested environment that is hostile to urban living. It has high traffic volumes and is congested during peak hours and during the day. The environmental quality of the road is very poor with no street trees, very poor pedestrian amenity, and narrow footpaths with limited crossings.

There is also a critical lack of open space. Compared to typical benchmarks for open space, the Corridor has less than 20% of recommended amount of open space for local and district parks and these are poorly distributed and generally inaccessible to local residents.

Land Use Mix and Form of Development

As part of the completion of the Economic Analysis of the Canterbury Road Review study area, SGS Economics and Planning (SGS) undertook a land use survey. The following precinct descriptions of the study area are summarised from their report and provide an outline of existing development by precinct. The precinct descriptions are provided below in an east to west order. More detailed descriptions can be read in the SGS report.

Source: SGS Economics and Planning, 2017

Figure 5 – Existing Development by Precinct

North East – New Canterbury Road

The area of the precinct which falls on New Canterbury Road is comprised of:

- A mixture of buildings which are presently under construction or have been recently completed;
- Retail with residential above the ground floor; and
- A mixture of successful restaurants and personal service retailers.

The remainder of the precinct is:

- Largely comprised of residential developments, being a mix of both detached dwellings and residential flat buildings;
- Punctuated with the occasional retail premises; and
- Vacant retail floorspace (a substantial amount), either in retail buildings or on the ground floor of new, predominantly residential buildings, constructed as mixed-use development.

Canterbury Town Centre

Within the Canterbury Town Centre precinct:

- the Cooks River and the T3 Bankstown Line both present significant barriers to movement within the Canterbury Town Centre precinct (areas situated between these two barriers have considerably restricted North-East/South-West accessibility);
- there is a concentration of development activity due to its collocation with Canterbury Railway Station; and
- a higher residential density/mixed use is increasing its significance as a local centre.

The area to the west of the railway line and east of Cooks River has seen most of the recent development activity.

The Sydenham to Bankstown Urban Renewal Strategy has designated this centre as part of a much larger Priority Precinct.

To the east of the railway station there is much vacancy among older building stock, in part due to the development potential contemplated by Sydenham to Bankstown Urban Renewal Strategy.

To the West of the Cooks River within the precinct, there are three development sites along Canterbury Road, as well as some recently developed residential flat buildings. These are interspersed with a mixture of residential dwellings and ageing main street retail buildings, some of which appear to be vacant.

Campsie

Within the Campsie precinct:

- The eastern portion of the precinct contains a prevalence of retail activity, interspersed with some residential buildings;
- The retail floorspace is typically poor in condition and there are a number of vacancies in this strip; and
- The southern side of the street has several construction projects underway between the start of the precinct and Duke Street, two of which were commenced following the acquisition and amalgamation of contiguous lots which were formerly occupied by detached houses.

There is a cluster of bulky goods, light industrial and local service industrial buildings, bounded by Stanley, Perry and Una Streets.

At the intersection of Canterbury Road with Beamish Street and Bexley Road:

- retail uses provide an active street frontage on two of the corners of the intersection; and
- pedestrian amenity within the area is notably poor, and there are particularly high volumes of traffic passing through the intersection.

Belmore – Lakemba

Within the Belmore – Lakemba precinct:

- there are less vacancies and also less construction activities than in the other four precincts;

- the area is well represented for bulky goods uses;
- the eastern portion of this precinct is largely residential, with large numbers of detached residential dwellings;
- between King Georges Road and Punchbowl Public School there is a substantial number of buildings for bulky goods retail, which host a range of uses such as trades suppliers and furniture retailers;
- at the western extent of the precinct, there are several large lots containing light industrial buildings, which play host to a range of bulky goods retailers;
- some sites have been subject to recent development consents for residential development; and
- behind Canterbury Road, Punchbowl Park presents a significant segment of open space (6.2 hectares). The park also has substantial sporting fields, including two ovals and two tennis courts.

The remainder of the precinct is largely constituted by single residential dwellings, with the occasional retail or residential flat building interspersed.

Punchbowl – Wiley Park

Within the Punchbowl – Wiley Park precinct:

- retail is struggling, although automobile related land uses feature prominently;
- there is a substantial level of construction currently under way, particularly in proximity to Burwood Road, where there are two recently completed residential flat buildings;
- Belmore South Public School is located at the intersection with Burwood and Canterbury Roads, with properties to the west of this being largely comprised of religious services and residential premises (largely comprised of detached houses);
- the Western portion is comprised of detached residential dwellings however there is a large floorplate bulky goods retailer (Harvey Norman);
- at the intersection of Canterbury and King Georges Roads, Wiley Park (7.7 hectares) constitutes a regionally significant piece of open space; and
- King Georges Road presents a significant barrier to East-West pedestrian accessibility.

4.3 Recent Planning Outcomes

Recent Approvals and Development Outcomes

Since 2014, numerous developments along the Corridor were approved by the former Canterbury Council in excess of height and massing controls set by the LEP and DCP. Refer to the analysis included at section 4.4 of the Urban Design Study. The outcome of this recent development is also detailed in the section below.

Recent Court Cases

Council has received numerous Class 1 Land and Environment Court appeals centred on Canterbury Road. Key issues discussed include:

- Building Height;
- Laneways and Voluntary Planning Agreements; and
- Floor Space Ratio.

Planning Proposals

At the commencement of the review, there were twelve Planning Proposals along the corridor. In recent years, 6 applicant initiated Planning Proposals have sought to amend the LEP to increase the Height of Building control, remove or increase the Floor Space Ratio control and rezone land, usually to B5 Business Development Zone. The B5 zone has no FSR control and permits residential as part of mixed used development.

There were also a further 6 sites that the former Canterbury Council resolved to rezone (and/or increase the height controls for) as part of a Planning Proposal to implement the RDS.

The high number of Planning Proposals was a contributing factor for Council undertaking this Review. At the Council meeting of 22 November 2016, Council resolved not to proceed with three of the Planning Proposals and to wait for the outcome of the Review to proceed with the remaining 9.

5 Canterbury Road Review

5.1 Urban Design Study

Council engaged Hill Thalis Architecture + Urban Projects Pty Ltd to provide advice on built form, land use, open space and other urban design solutions as a major component to establishing a new vision for the Corridor.

The following details the methodology used to complete the Urban Design Study, key findings of the study, the vision reached and recommendations to achieve the vision.

Methodology

The methodology employed focused on developing a framework to ensure density and scale is calibrated to location and amenity. This aimed to ensure that there is generally a diminishing intensity away from dense centres to sparser edges, with higher density concentrated at areas of increased amenity so that more people benefit from the amenity introduced to the locality though an integrated planning strategy.

In order to acquire well based and comprehensive findings to feed into the methodology, the following steps were undertaken by the urban designers:

1. Identified and acquired an understanding of the spatial implications of state government growth projections and housing targets for the Canterbury Road Corridor.
2. Gained an understanding of the capacity to accommodate growth targets under existing planning controls.
3. Identified amenity and capacity constraints of the immediate Canterbury Road environment.
4. Reviewed a range of recent development applications for mixed use and residential redevelopments along Canterbury Road against *State Environmental Planning Policy No. 65 Design Quality of Residential Apartment Development* provisions and identified any shortcomings of existing planning controls.
5. Undertook detailed analysis of existing open space provision and shortfalls against accepted NSW local government area open space provision benchmarks and identified implications for urban renewal in the Corridor.
6. Undertook an assessment of the existing street and pedestrian network in relation to walkability, accessibility to public transport, open space and community facilities.
7. Proposed ways to remedy identified deficiencies to the existing open space and street, lane and walkway network including recommendations to address identified deficiencies.
8. Proposed ways to deliver responsive and innovative architecture located to deliver complete neighbourhood structure with the right scale, density, diversity and amenity as well as an exemplary public realm.

Following the completion of the above work, key findings were established and a vision and recommendations for a renewed Corridor set.

Initially, the work was focused on the land abutting the length of Canterbury Road. However, the urban designers found that a plan for the Corridor must include the surrounding streets. This is because they considered that Canterbury Road could accommodate much more housing but only if conditions were radically overhauled with streets trees, widened footpaths, laneways and other improvements. Such amenity improvements for the road corridor would not enable the arterial road to maintain its function. The current proposal has therefore been proposed to deliver a practical and feasible outcome.

The provision of additional open space within the immediately surrounding area would also be required due to a current critical shortage in the area. Due to the practical and financial difficulties of providing such improvements and open space, a revised approach to focus on Junctions was made.

The Junctions are structured around important north streets and in those locations where density either exists now, or could be provided in the future. Land north of Canterbury Road also became part of the focus (i.e. the Greater Corridor) due in part to the influence of the T3 Bankstown Line further to the north.

Key Findings

Key findings were made in relation to the following and are discussed in full in the Urban Design Study:

- Canterbury Road and Surrounding Streets;
- Public Transport;
- Cycleway Network;
- Street Tree Planting;
- Drainage;
- Heritage;
- Open Space;
- Rear Lanes and Shared Access Ways;
- Buffer for Noise and Air Sensitive Uses; and
- New Centres on Canterbury Road.

Urban Design Vision and Recommendations

The vision is a design led urban renewal that transforms the Canterbury Road Corridor into sustainable and resilient place with a:

- complete neighbourhood structure with a range of accessible parks and community facilities that meet community needs;
- diverse range of housing types including single family and missing middle housing types as well as medium and high-rise apartment buildings;
- connective street pattern that facilitates walkability, particularly to parks and community places and public transport;

- fine mesh of green streets and parks that contributes to Sydney's 'green grid' and canopy cover;
- comprehensive active travel network that facilitates walking and cycling; and
- distinctive and high quality public domain that provides memorable and highly valued places for the community to meet, celebrate and to live with dignity.

The recommendations to achieve the urban design vision and can be found on page 93 of the Urban Design Study. The Vision in Section 2 and recommendations of this Review report draws from the work in the Urban Design Study.

5.2 Economic Analysis

SGS Economics and Planning analysed the economic issues associated with development along the Canterbury Road Corridor to investigate:

- the demand for dwellings and the viability of residential and/or mixed-use redevelopment of land in the Corridor in the future;
- the appropriate volume, type and location of retail and commercial uses along the Corridor in the future, including the composition of floorspace demand for land uses along Canterbury Road and the future role of this road corridor and its sites;
- the development potential of current planning controls, cognisant of a range of development feasibility factors; and
- potential changes that are required to the planning vision and controls off the back of the economic evidence which has been assessed in the analysis.

The Economic Analysis is included.

Methodology

The following was undertaken to complete the economic analysis:

- Reviewed the alignment between state and local policy and the economic role of the Canterbury Road Corridor.
- Assessed economic and market trends.
- Undertook a comprehensive audit of the composition of land uses along the corridor's study area.
- A number of issues for the future growth of this Corridor were canvassed which require deeper consideration. This was built on a level of understanding by quantifying and articulating the likely outcomes for:
    - housing, with a focus on semi-detached and apartment dwellings;
    - employment, with a focus on office and service industry jobs; and
    - retailing, including bulky goods, showrooms and main street retail.
- Analyse demand and supply to arrive at an understanding of market depth for each of the above uses.
- Undertook development feasibility testing to better understand potential barriers to the supply of above uses.

Overall Conclusions and Recommendations

The following key recommendations were made in relation to the Corridor and the scheme outlined in the Urban Design Study.

- Encourage an urban outcome based on Junction intensification;
- Encourage the development of bulky goods showrooms and stores at the podium (ground floor) levels of new residential developments; and
- Encourage the development of supermarkets at key Junctions along the corridor, noting that only two would be feasible.

Further to the above, analysis found that development feasibility is reasonable in many locations along the corridor. The development scheme proposed in the Urban Design Study is also largely feasible but only if there is an:

- increase proposed residential FSR cap from 1.8 to 1.9;
- a reduction of onsite parking requirements for bulky goods retail and non-supermarket main street retail; and
- an allowance of at grade parking where sites are of a sufficient size.

The analysis has shown that in most cases Council will only need to use one of the above dot points to ensure that development is feasible, although some may be more effective in some instances than others.

5.3 Transport and Traffic Study

GHD were engaged to complete a study of the current and future traffic and transport infrastructure and services to assist Council to effectively manage impacts associated with development within and in proximity to the Canterbury Road Corridor.

Methodology

In summary, the following was undertaken to complete the Transport and Traffic Study:

- Specifying the role of Canterbury Road in the context of a local and regional network;
- Identifying the current operation of traffic and transport facilities within the Corridor;
- Identifying the role and performance of the traffic and transport facilities accounting for the expected population growth within the Corridor study area; and
- Identifying opportunities to mitigate/alleviate the impacts of the forecast growth on traffic and transport facilities.

Key Findings and Recommendations

Key findings and recommendations were made in the Transport and Traffic Study for the following:

- Canterbury Road currently experiences significant levels of traffic congestion (particularly during peak morning and evening periods), leading to longer travel times along the corridor.
- During the morning peak, the eastbound direction was observed to be significantly more congested when compared to the westbound direction which is consistent with the traffic data from the Roads and Maritime count station and Google Traffic outputs
- SIDRA outputs for the existing situation indicates that the following intersections on Canterbury Road operate with a poor level of service in at least one peak hour:
    - Rossmore Road;
    - King Georges Road;
    - Kings Grove Road and Sharp Street;
    - Thorncraft Parade and Charlotte Street;
    - Charles Street;
    - Close Street; and
    - Jeffery Street and Broughton Street.
- Site observations indicate that typically there is spare parking capacity on the road network in proximity to Canterbury Road. However, roads located adjacent to retail and commercial precincts and Canterbury Hospital were observed to be at or near capacity.
- The T3 Bankstown Line provides an east-west train service between Liverpool and the Sydney CBD with an uplift in patronage expected with conversion to the Sydney Metro.
- A large number of bus services in the study area provide local and regional connectivity generally in the north-south direction including train stations along the T2 Airport Line and T3 Bankstown Line.
- Canterbury Road currently functions as a busy arterial road, which is a key barrier to walking with reducing the amenity through this corridor.
- The majority of the study area has limited and disconnected bicycle riding routes.

- To ensure that the Canterbury Road Corridor can be sustainably developed, an effective transport and traffic plan that integrates with land use, activity and sustainability is required.
- Reducing the number of right turn bays from Canterbury Road into side streets would reduce delays and improve the overall flow of traffic.

EMME Modelling

Strategic traffic modelling for the Transport and Traffic Study was undertaken for the following scenarios using the EMME software:

- The base case (existing conditions);
- Option 1 – Maximum dwelling yield and non-residential floor space under the LEP;
- Option 2 - Hill Thalis scenario (detailed at 5.1 of this report) plus traffic management measures;
- Option 3 - Hill Thalis scenario plus traffic management measures and travel demand measures; and
- Option 4 - Maximum dwelling yield and non-residential floor space under the LEP plus traffic management measures and travel demand measures.

Modelling Options 2 to 4 quantified the impacts of the introduction of traffic management measures and travel demand measures on the operation of the key intersections on Canterbury Road.

The modelling analysis indicated that Option 3 above provides the best outcome for the Canterbury Road Corridor in terms of overall travel times and reduced congestion when compared to the other options. Nevertheless, the modelling analysis for this option indicates that both travel times and congestion are expected to increase above current levels.

The modelling outputs show that to reduce the traffic impacts associated with the forecast changes in land use, the proposed travel demand measures are critical in managing the overall demand on the network. However, even by implementing the proposed travel demand measures and traffic management measures, a number of intersections are still expected to operate with a poor level of service. This is consistent with the analysis undertaken for the existing situation, which indicates that there are a number of intersections along Canterbury Road which operate with a poor level of service, including at:

- King Georges Road;
- Thorncraft Parade / Charlotte Street;
- Beamish Street / Bexley Road; and
- Charles Street.

SIDRA Modelling

Sidra modelling has been undertaken. Refer to the attachments to this report.

6 Glossary

Term	Meaning
Active transport	Active transport includes non-motorised forms of transport involving physical activity, such as walking and cycling. It also includes public transport to meet longer distance trip needs as public transport trips generally include walking or cycling components as part of the whole journey.
Canterbury Road Corridor	Land fronting Canterbury Road and within the Canterbury Town Centre.
Canterbury Road Review	The review of planning controls along Canterbury Road as detailed in this report
Corridor	Land fronting Canterbury Road and within the Canterbury Town Centre.
DCP	Canterbury Development Control Plan 2012.
DP&E	Department of Planning and Environment
Economic Analysis	Economic analysis completed by SGS Economics and Planning for the Corridor.
Greater Canterbury Corridor	Land between Canterbury Road and T3 Bankstown Line.
Green Grid	Open spaces, parks, bushland, natural areas, waterway corridors and tree-lined streetscapes in a network that connects our homes to centres, public transport, jobs and recreation. This is an initiative of the Greater Sydney Commission via their Metropolitan Greenspace Program and 'A Plan for Growing Sydney'.
High density housing	Residential flat building, shop top housing or mixed-use development (with a residential component). Does not include medium density housing.
Junctions	One of seven locations in the Canterbury Road Corridor where growth in dwellings numbers and jobs is proposed to be concentrated and provide: • A range of higher density housing forms; • A range of shops, employment opportunities and community facilities; and • Access to employment, services and infrastructure.
LEP	*Canterbury Local Environmental Plan 2012.*
Locality	A place where increased residential density is proposed to assist with providing amenity, such as open space for residents in the surrounding area or a green street as proposed in the Hill Thalis report.
Manor homes	A form of housing where a single building contains 4 dwellings, 2 at ground floor level and 2 at first floor level.
Metro	A proposed upgrade of the existing T3 rail line between Sydenham to Bankstown that will provide a new generation of fast, safe and reliable trains with a train service every four minutes at peak times.
Medium density housing	Terraces, townhouses, villas, manor homes, dual occupancies and semi-detached dwellings.
Missing middle	A policy gap in the NSW Planning System for the development of medium density housing forms.
Multi-storey housing	Residential flat building, shop top housing or mixed-use development (with a residential component). Does not include medium density housing.
Planning Proposal	A planning proposal is a document that explains the intended effect of an amendment to an LEP and sets out the justification for making that plan. It is used and read by a wide audience including those who are responsible for deciding whether a proposal is to proceed, as well as the general community.
Priority Precincts	Priority Precincts are areas generally located around transport corridors or strategic centres and have broad social, economic and environmental significance for the community. Planning for these areas is coordinated

Term	Meaning
	by state and local government which helps ensure infrastructure such as schools, parks, community facilities, public transport and road upgrades are delivered to support community needs.
RMS	Road and Maritime Service
Steering Committee	A committee established in parallel and to assist with Council's Canterbury Road Review, with membership from the NSW Department of Planning and Environment, the NSW Roads and Maritime Service, Transport for NSW and the Greater Sydney Commission.
T3 Bankstown Line	Rail line proposed to be replaced by a Metro service between Sydenham and Bankstown.
T2 Airport Line	Rail line running east west to the north of the study area previously known as the East Hills Line.
TfNSW	Transport for NSW
The Review	Canterbury Road Review
Travel Demand Management	Strategies that encourage as shift from single occupant private vehicles trips.
Traffic Management Measures	Physical to improvements to increase the performance of a road and intersections
Urban Design Study	Urban Design Study for the Corridor and Greater Canterbury Corridor completed by Hill Thalis Architecture + Urban Projects Pty Ltd.