



Sydenham to Bankstown Urban Renewal Corridor Strategy

Peer Review - RECOMMENDATIONS REPORT

Prepared for:



Conybeare Morrison International Pty Ltd

Architecture + Master Planning + Urban Design | 52-58 William Street East Sydney NSW 2011
T: +61 2 8244 8888 | mail@cmplus.com.au | www.cmplus.com.au

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1.0 Introduction

The NSW Department of Planning and Environment (DPE) commissioned Conybeare Morrison (CM⁺) in May 2016 to undertake a Peer Review of the Sydenham to Bankstown Urban Renewal Corridor Strategy. The Strategy included consultation with Marrickville Council, City of Canterbury and Bankstown City Council and was placed on public exhibition in October 2015. The Strategy was prepared by JBA Urban Planning on behalf of the Department.

1.1 Urban Renewal Corridor Strategy

The Strategy establishes ‘...a strategic planning framework to guide future development and infrastructure delivery within the Sydenham to Bankstown Urban Renewal Corridor over the next 20 years.’

The Strategy identifies opportunities for additional housing and jobs around each station and the infrastructure required to support future growth.

1.2 Strategy Objectives

The primary aims of the Strategy are to:

- Identify the environmental and built form constraints and opportunities for renewal.
- Develop a vision and land use plan for each precinct.
- Project appropriate housing and employment growth to 2036.
- Be informed by market demand and economic feasibility analysis.
- Undertake a high level infrastructure capacity analysis.
- Identify the infrastructure required to support projected growth.
- Identify various transport infrastructure and service improvements.
- Develop a framework to guide future land use change.
- Provide an evidence base for more detailed precinct planning.
- Establish an implementation and monitoring framework.

1.3 Study Area

The Sydenham to Bankstown renewal corridor is defined by the 13km ‘spine’ of the existing Bankstown Rail Line, that extends from Bankstown in the west to Sydenham in the east – a total of eleven stations. The study area focusses on the area within an 800m radius of each station. Refer to Figure 1.

Site inspections were undertaken by the Peer Review team over several days in June 2016.

1.4 Peer Review Methodology

The Peer Review commenced with establishing a thorough understanding of each station precinct as a unique ‘place’ along the corridor and also within a regional context. The Review sought to identify the urban characteristics that make each Centre unique - to establish opportunities for each Centre to develop and grow, whilst maximising amenity and quality of life. The Review sought opportunities to enhance the day-to-day experience of living, working and visiting each Centre.

The Peer Review methodology was as follows:

- Inception and briefing
- Study Area inspections
- Review background reports and studies
- Review constraints and land use mapping
- Review Corridor Strategy
- Review urban planning principles
- Review proposed zoning, built form and HOB controls
- Review constraints analysis
- Review yield assumptions and calculations
- Review eleven station catchment layouts
- Identify areas of concern and urban planning issues
- Record comments on mapping bases
- Workshop draft recommendations with DPE
- Input feedback from DPE and Councils
- Input recent heritage study outcomes
- Prepare draft Peer Review report
- Finalise Peer Review report.



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2.0 Corridor Overview



The Peer Review recommendations represent a ‘fresh look’ at the urban planning of the corridor and each Centre, challenging the draft exhibited plans, and then recommending refinements and improvements to the proposed Strategy. In broad terms the proposed planning of the urban renewal corridor and station precincts is supported.

2.1 Key Urban Planning Issues

Following familiarisation with the study area, the previous analysis work undertaken and the Renewal Corridor planning, the CM⁺ Peer Review team identified the key urban planning issues that included:

- New post-exhibition construction activity
- Addressing recent heritage study advice and Planning Proposals
- Optimising land use and zoning
- Maximising development potential (e.g. height) within walking distance of stations
- Fine tuning building height and scale transitions at the edge of Centres
- Assessing appropriate ‘Main Street’ development and built form
- Maximising the permeability and ‘fine grain’ of Centres
- Identifying potential new pedestrian and green links
- Exploring potential over-rail development and public space.

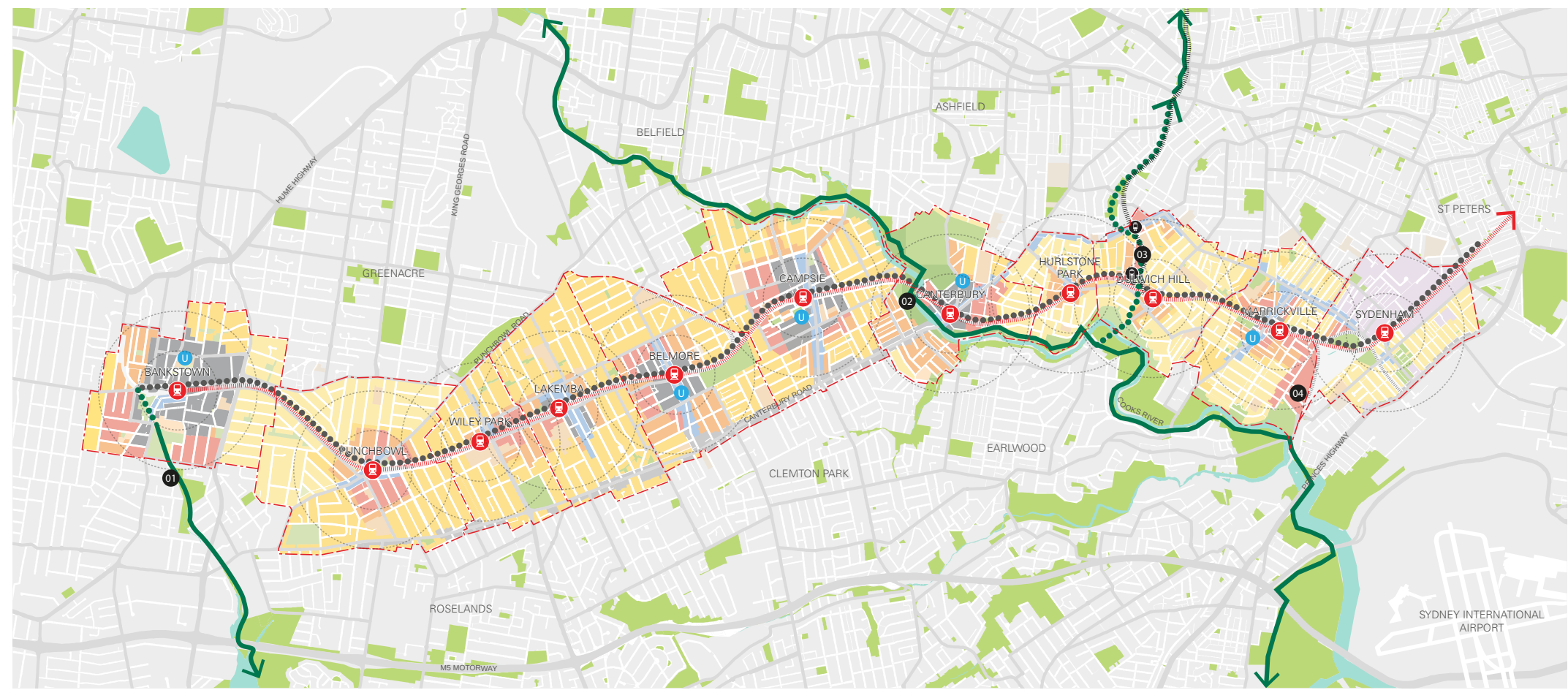


Figure 1. Urban Renewal Corridor (Urban Renewal Corridor Strategy, October 2015, JBA)

Legend

- Railway line & station
- Inner West Light Rail and station
- Precinct boundary
- 400m & 800m walking catchment
- Public open space

Key sites for open space upgrades and links

- 01** Salt Pan Creek corridor open space upgrade and links
- 02** Cocks River corridor open space upgrade and links
- 03** Greenway Corridor shared path
- 04** Carrington Road precinct

- Existing pedestrian and cycleways
- Proposed pedestrian and cycleways
- Sydenham to Bankstown pedestrian and cycle link
- Streetscape improvements and small urban spaces

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3.0 Urban Design Principles

The following Urban Design Principles guided the Peer Review process:

3.1 Focus Density

Development density and building height should be focussed within the immediate walking catchment of each of the Metro stations – rather than spreading the density, as this would result in a larger ‘footprint’ that would impact the residential neighbourhoods that surround many of the Centres.

As Bankstown is a Strategic Centre, it is appropriate that high density development is permitted within a 600m radius of the station. For all other Centres along the Urban Renewal Corridor, high density development should focus within a 400m walking radius of each station.

3.2 Transition Height

The building heights of each Centre should transition from taller buildings near to Metro stations, stepping down in height to adjoining low density residential neighbourhoods. In some cases, local edge transitions are identified at the periphery of Centres, to ensure an appropriate transition in scale to adjoining low density residential streets.

3.3 Respect Heritage

New site-specific, post exhibition heritage studies have clarified the heritage significance of a number of buildings and streetscapes, informing the Peer Review. Heritage buildings, facades, items, street tree planting and views of significance should be respected in the urban planning of Centres. Adjoining development should be of appropriate scale and built form, and utilise contemporary architectural treatments and materials and finishes that respect and complement the architectural or landscape character of the heritage item.

3.4 Maximise Permeability

Many Centres are transitioning from an existing retail ‘Main Street’, surrounded by a ring of low or medium scale residential development (or from large-lot industrial land uses) to a medium-high density mixed use development typology. This change in urban density requires a corresponding rethink towards a ‘finer grain’ urban fabric that prioritises pedestrian permeability and amenity - new streets, laneways, pedestrian shared zones and links will be required.

3.5 Foster a Lively ‘Main Street’

A lively ‘Main Street’ in each Centre provides local residents and visitors from a wider catchment, a place to access essential services, to shop for food, clothes and household goods, to be entertained and to socialise e.g. to meet for a meal or a coffee.

Successful ‘Main Streets’, prioritise pedestrians and limit high volumes of through traffic. Parking is generally best located at the rear of the block, and street frontages are best when ‘fine-grained’ in scale, with a rich mix of street activity. Solar access should be maintained and where five or six storey buildings are permitted they should have appropriate setbacks from the predominant ‘street wall’, or from heritage façades.

3.6 Celebrate Waterways

Where drainage canals or other waterways occur within Centres they should be ‘celebrated’ – seen as a potential urban asset, rather than hidden from sight. Canals can be opened up and landscaped – returned to their ‘natural’ state with improved access (pedestrian and cycle paths) and opportunities for the public to safely engage with the ‘urban stream’. Properties along open canals should address and provide frontages to the canal and access ways.

Similarly, in many cases railway corridors are an opportunity to provide landscaped green corridors, incorporating recreational walking and cycling pathways.

3.7 Provide New Urban Places

Many Centres lack a defined ‘heart’ – an urban meeting place, such as a plaza or urban park, that provides a focus for the community and for social events and activities. Where this amenity is currently lacking, they should be planned for in the future.

3.8 Permit Additional Height Around Parks

Large landscaped open spaces, located in and around Centres, such as existing parks and reserves, provide a high level of amenity for residents - in the form of access to recreational green space and in outlook. Where appropriate, additional building height is recommended, for residential development located around the edges of existing parks and reserves, subject to assessment of shadow impacts.

3.9 Protect Quality Streetscapes

Within a number of the Centres, there are existing consolidated residential streetscapes, usually near the periphery, that consist of consistent, quality architectural residences and associated street landscaping. In these cases, not otherwise protected by heritage considerations, well-established streetscapes and communities are preserved, regardless of potential for increased height or density.

3.10 Develop Over Railway Stations

In the larger Centres, where topography and railway station configuration permit, there are opportunities to improve connectivity over the rail corridor, and to introduce new areas of public domain, bridging over the railway, in conjunction with development of the air-rights.

3.11 Consider Dual Use

At some Centres, such as at Punchbowl, there is an opportunity for school sports fields and facilities, out of school hours, to be utilised more broadly by the community. In Centres with access to only limited public open space, access to school sporting fields for informal play and recreational activities would be of great benefit.



Figure 2. Existing Images - Sydenham

4.0 Sydenham

4.1 Overview

Sydenham is a larger Centre, with a significant proportion of the walking catchment comprised of industrial land uses, railway infrastructure and lands affected by Sydney Airport flight path noise contours. Despite these real constraints, the Centre boasts striking station architecture, a tightly knit traditional residential community and several instances of innovative and contemporary retrofitting of former industrial buildings.

4.2 Opportunities

Building on the exhibited Urban Renewal's proposals, additional opportunities include new Mixed Use areas, higher value employment zones and additional pedestrian, cycle and 'green links'.



Figure 3. Combined Constraints Plan (Urban Design Analysis Report - May 2016, JBA)

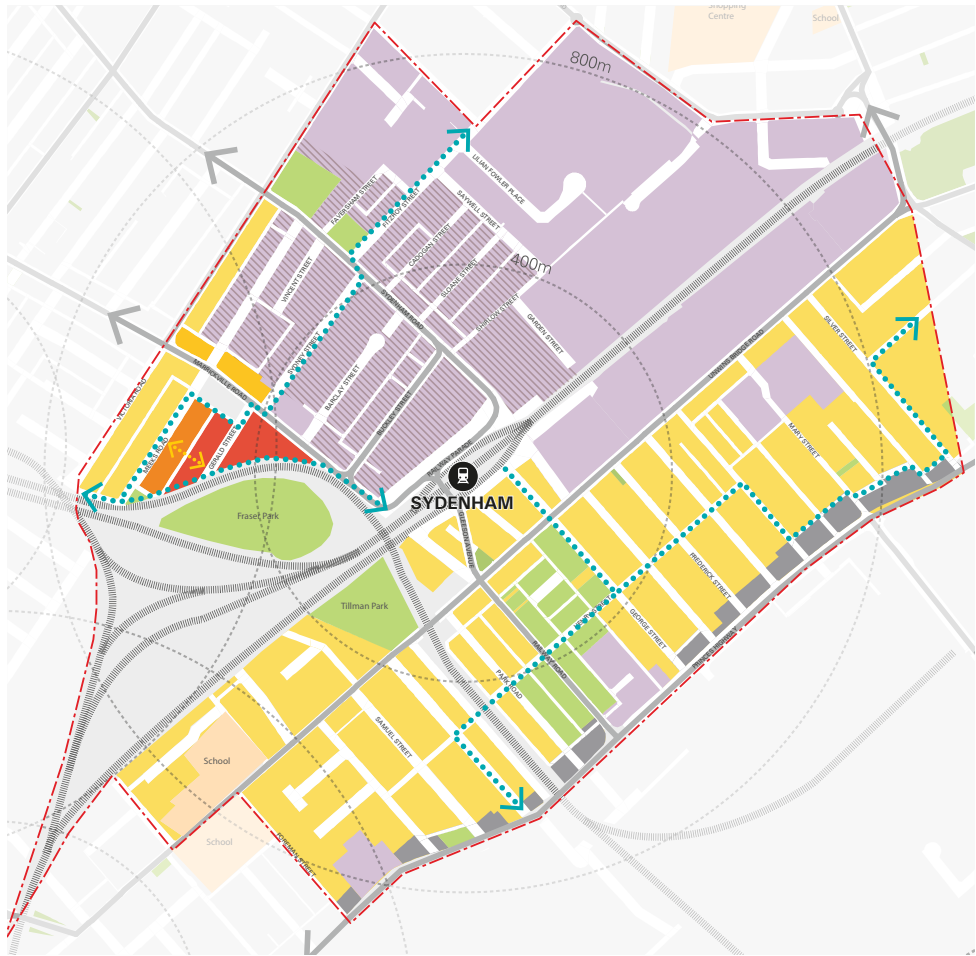
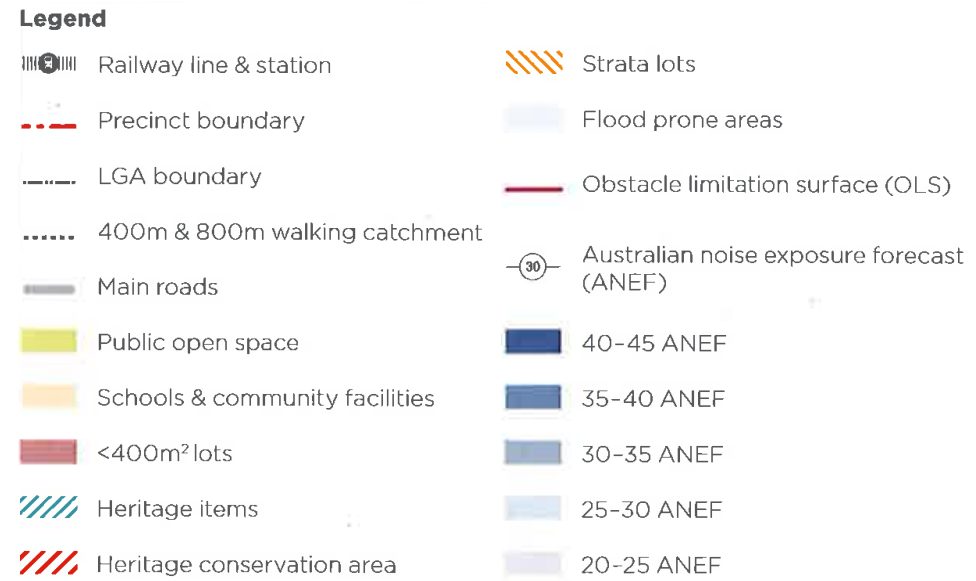
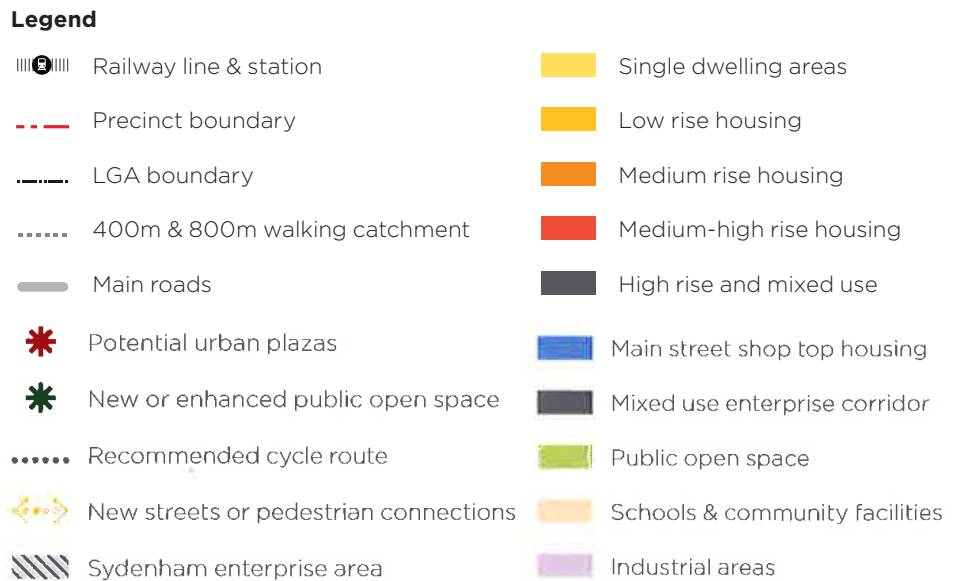
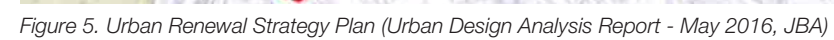
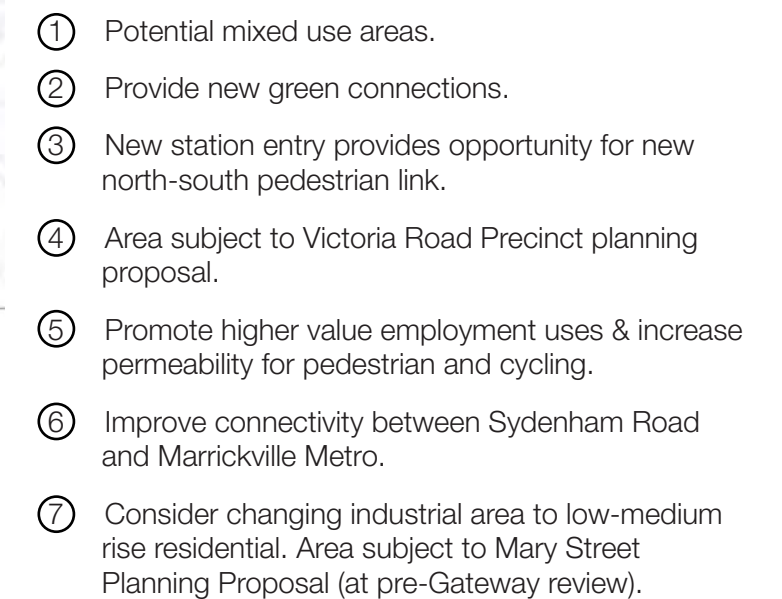


Figure 4. Land Use and Infrastructure Plan (Urban Design Analysis Report - May 2016, JBA)







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