



Figure 22. Existing Images - Canterbury

8.0 Canterbury

8.1 Overview

Canterbury has rapidly grown in recent years, undergoing a significant change in scale and character. Large scale apartment development located to the south of the station and overlooking the Cooks River, has established a new urban precinct. The original Canterbury Road shopping strip now carries high volumes of traffic and no longer functions as a viable 'Main Street'. Significant sections of the walking catchment are comprised of green space, including Canterbury Racecourse and the Tasker Park playing fields. The recent Aldi supermarket links through to strip shopping along Canterbury Road, north of the station.

8.2 Opportunities

Opportunities include allowing additional height along Canterbury Road, establishing a new 'Main Street' (Jeffrey Street), allowing some additional height on some sites close to the station and along Cooks River park frontages, refinements in built form transition to adjoining residential areas, and maintaining existing lower heights at the west, south and eastern periphery of the Centre.

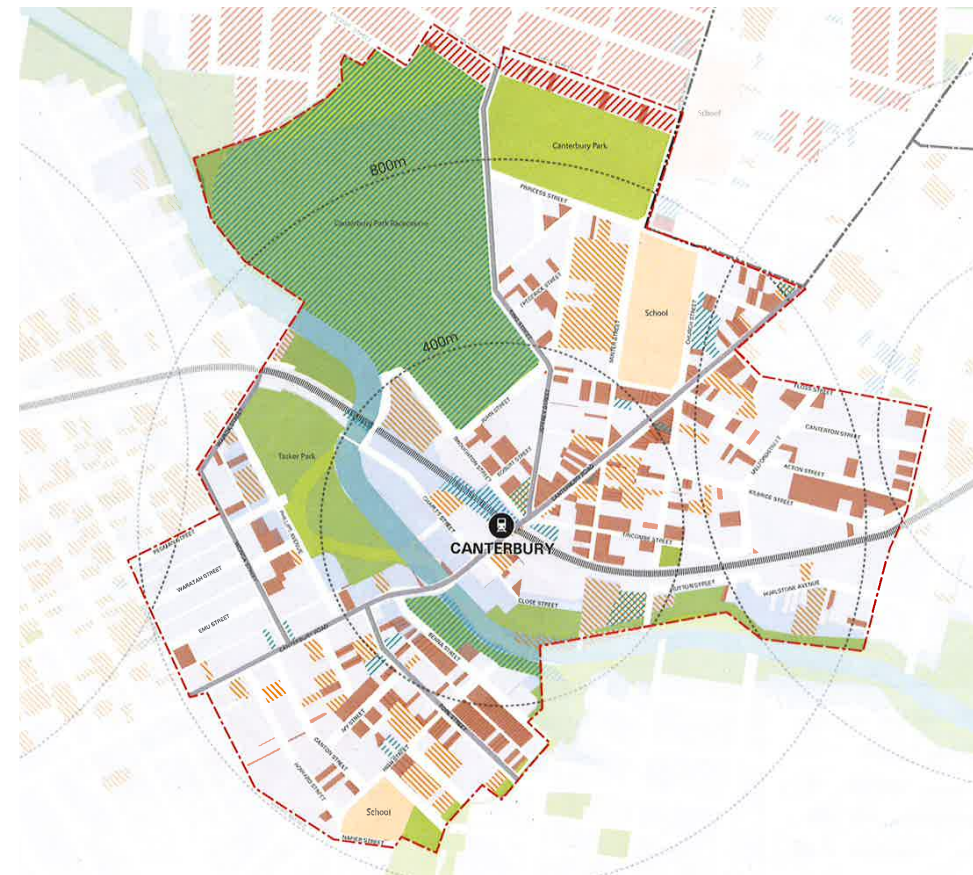


Figure 23. Combined Constraints Plan (Urban Design Analysis Report - May 2016, JBA)

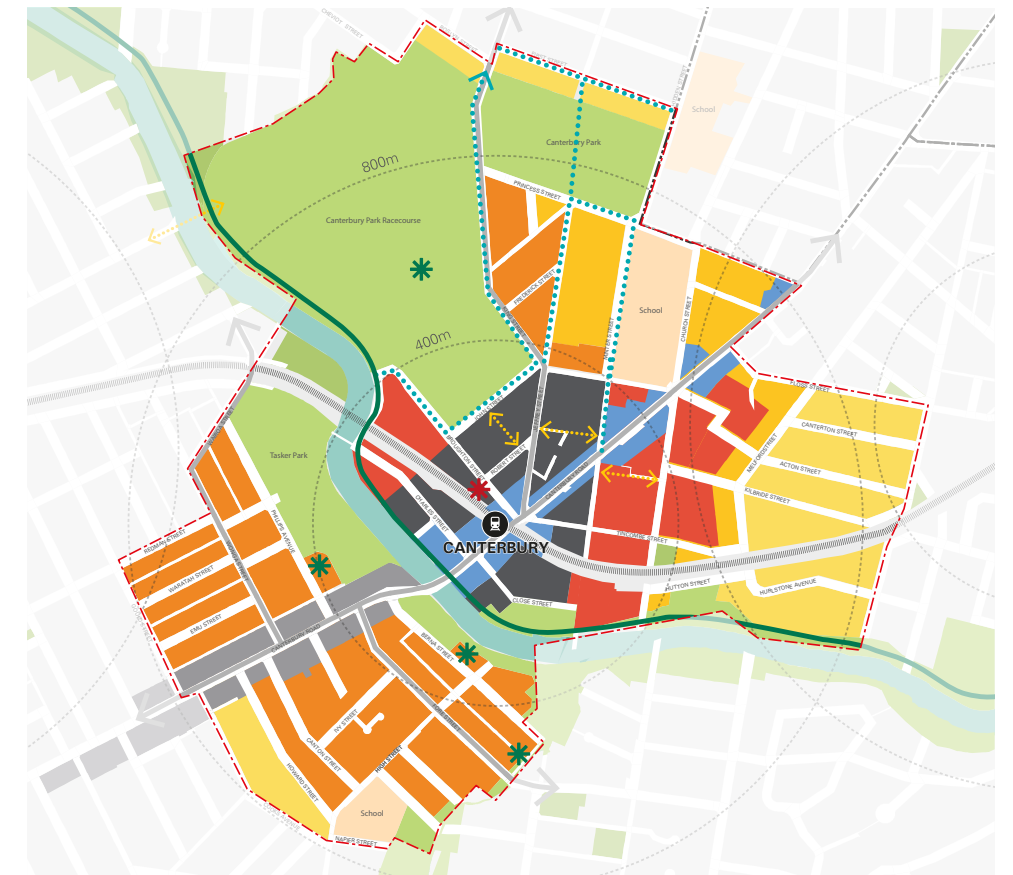
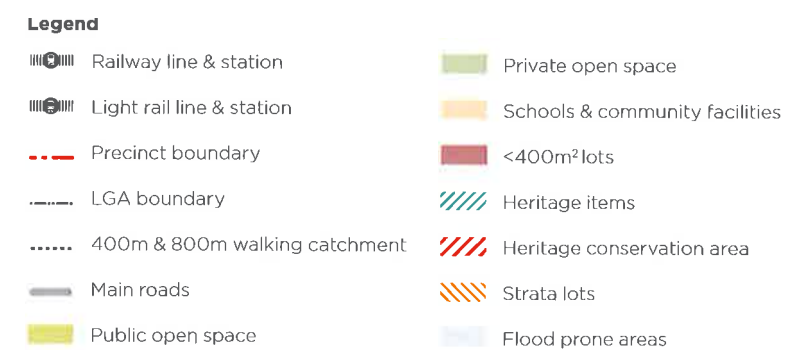
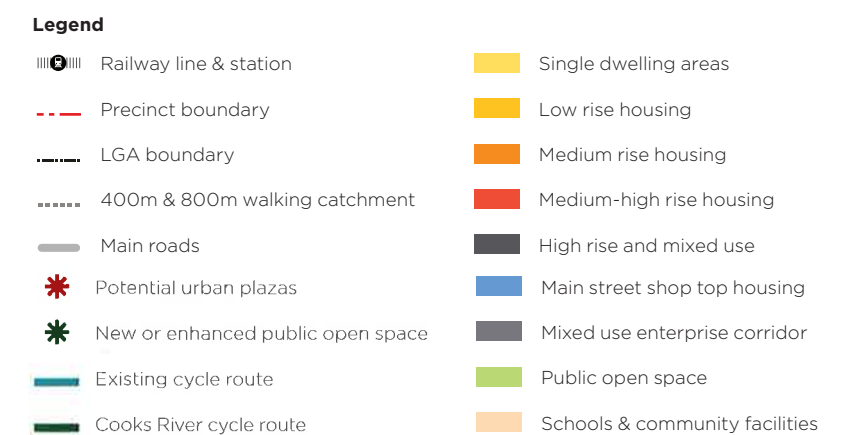


Figure 24. Land Use and Infrastructure Plan (Urban Design Analysis Report - May 2016, JBA)



8.0 Canterbury

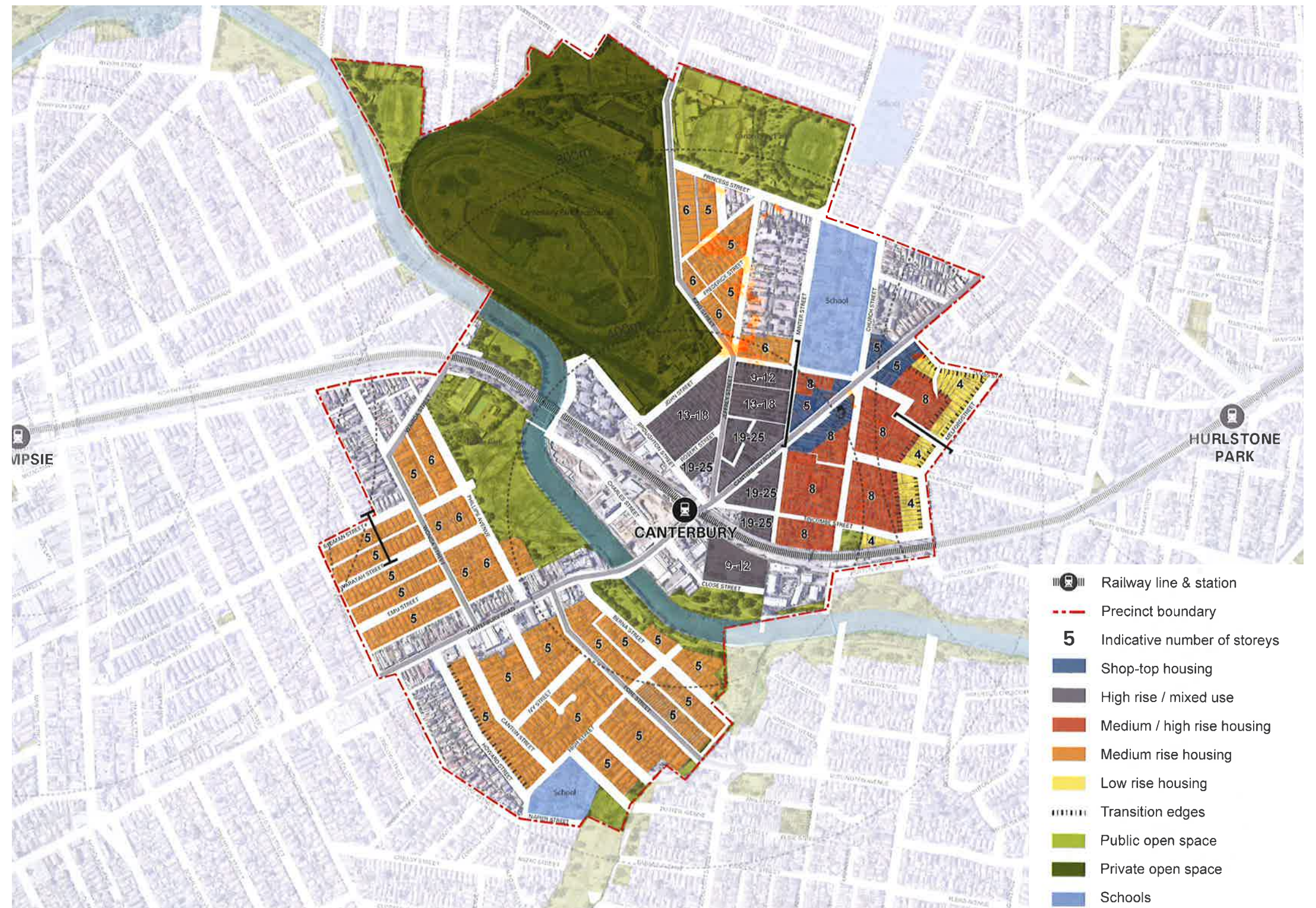


Figure 25. Urban Renewal Strategy Plan (Urban Design Analysis Report - May 2016, JBA)

8.0 Canterbury

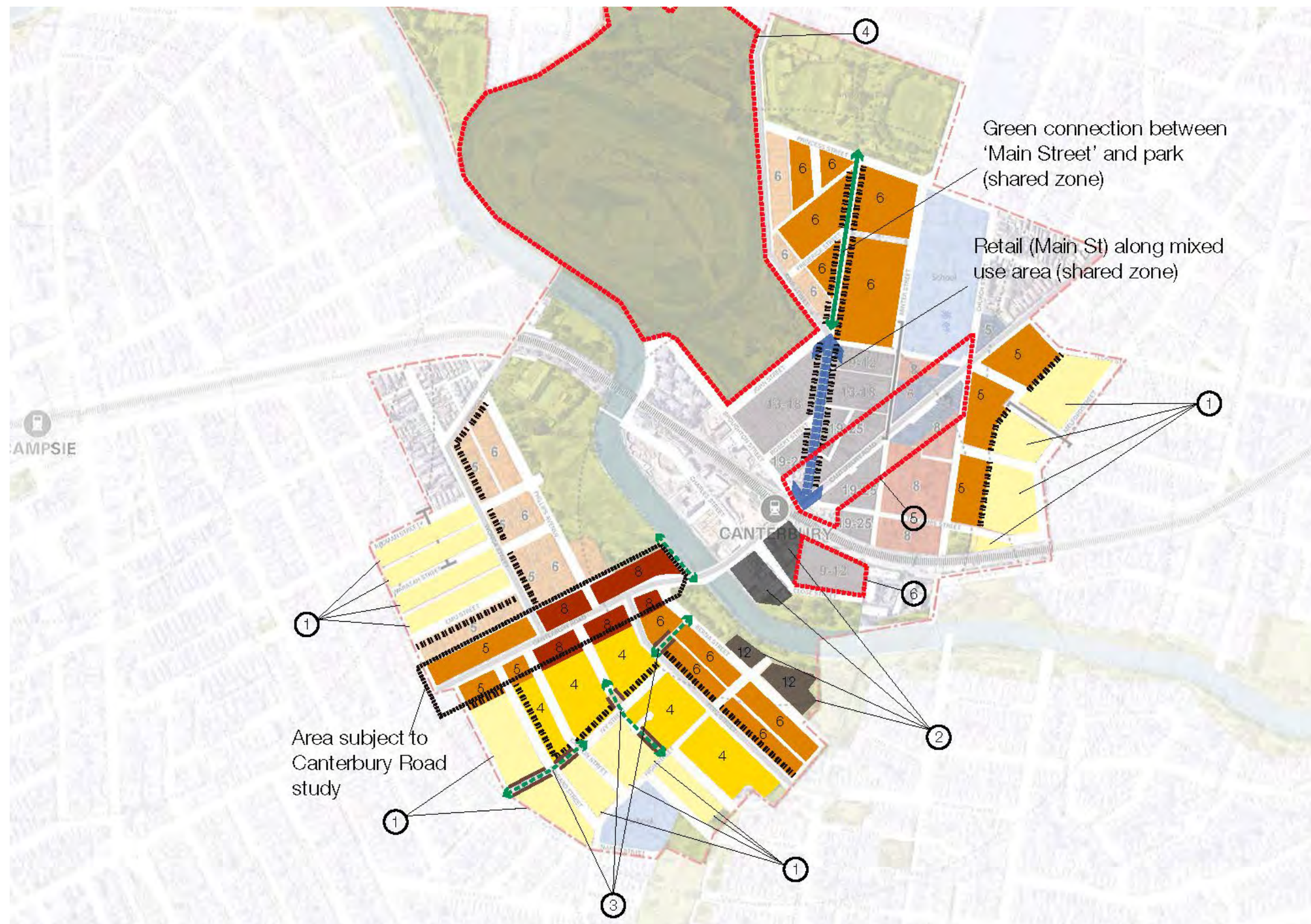


Figure 26. CM⁺ Recommendations Plan

- ① Maintain area of low density housing in areas away from the stations
- ② Provide for high density housing within close proximity to the stations.
- ③ Provide new pedestrian links.
- ④ Masterplan required for Canterbury Racecourse site should redevelopment be required.
- ⑤ Additional block study recommended to address relationship between heritage and high rise development.
- ⑥ Area subject to Planning Proposal for the site.



Figure 27. Existing Images - Campsie

9.0 Campsie

9.1 Overview

Campsie is a large Centre with a robust urban structure - including a well-defined 'Main Street' and overall street 'grid and block' structure. It has a central meeting place - Anzac Mall, and has ornate parks and green links in the south, and rows of heritage palm trees in the north. Campsie is rapidly developing, with many new apartment buildings, recently completed, or under construction – the quality of development outcomes is mixed.

9.2 Opportunities

Opportunities include allowing controlled development above 'Main Street' buildings, and additional redevelopment at the east and west edges of the Centre, with appropriate scale transition. Allowing some additional height within proximity to the station, generally 'fine tuning' the built form, providing new pedestrian links as sites redevelop and a potential new 'green link' following the railway alignment.



Figure 28. Combined Constraints Plan (Urban Design Analysis Report - May 2016, JBA)

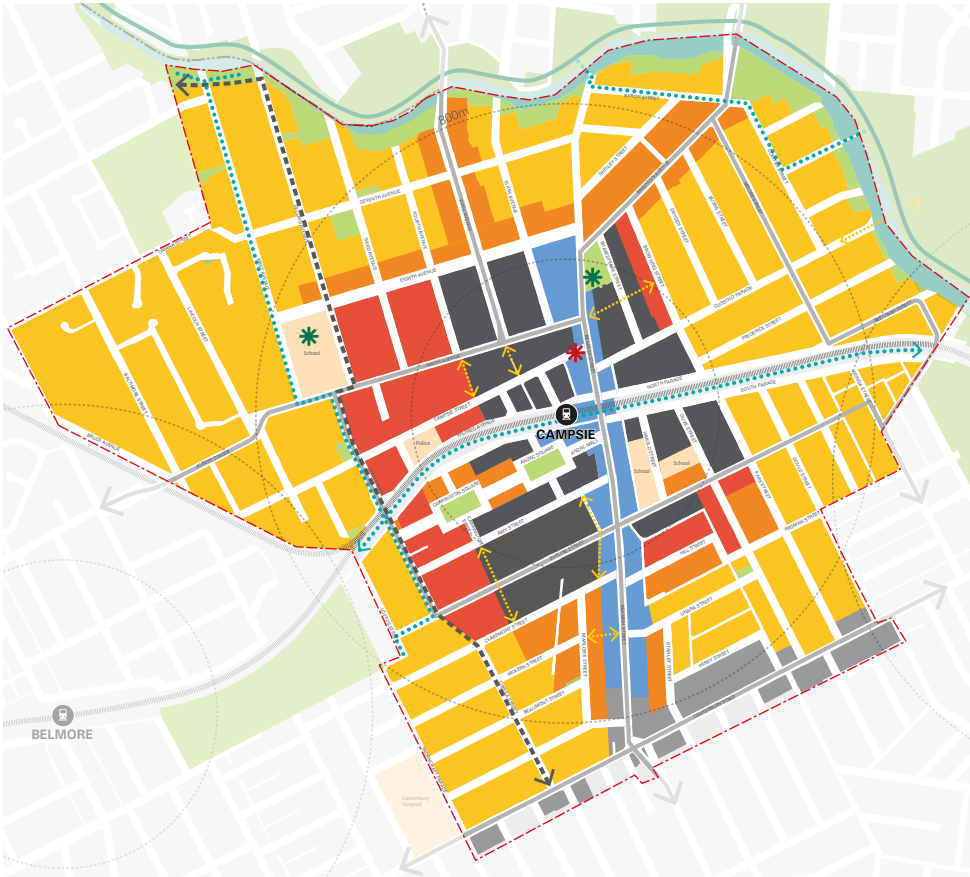
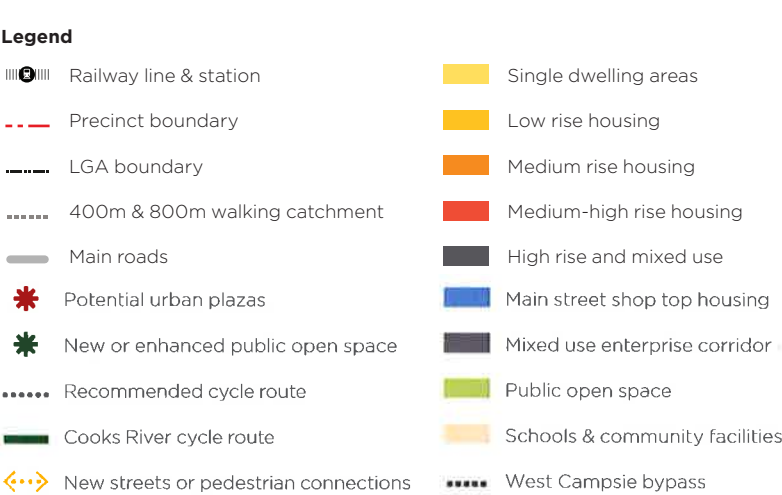


Figure 29. Land Use and Infrastructure Plan (Urban Design Analysis Report - May 2016, JBA)



9.0 Campsie

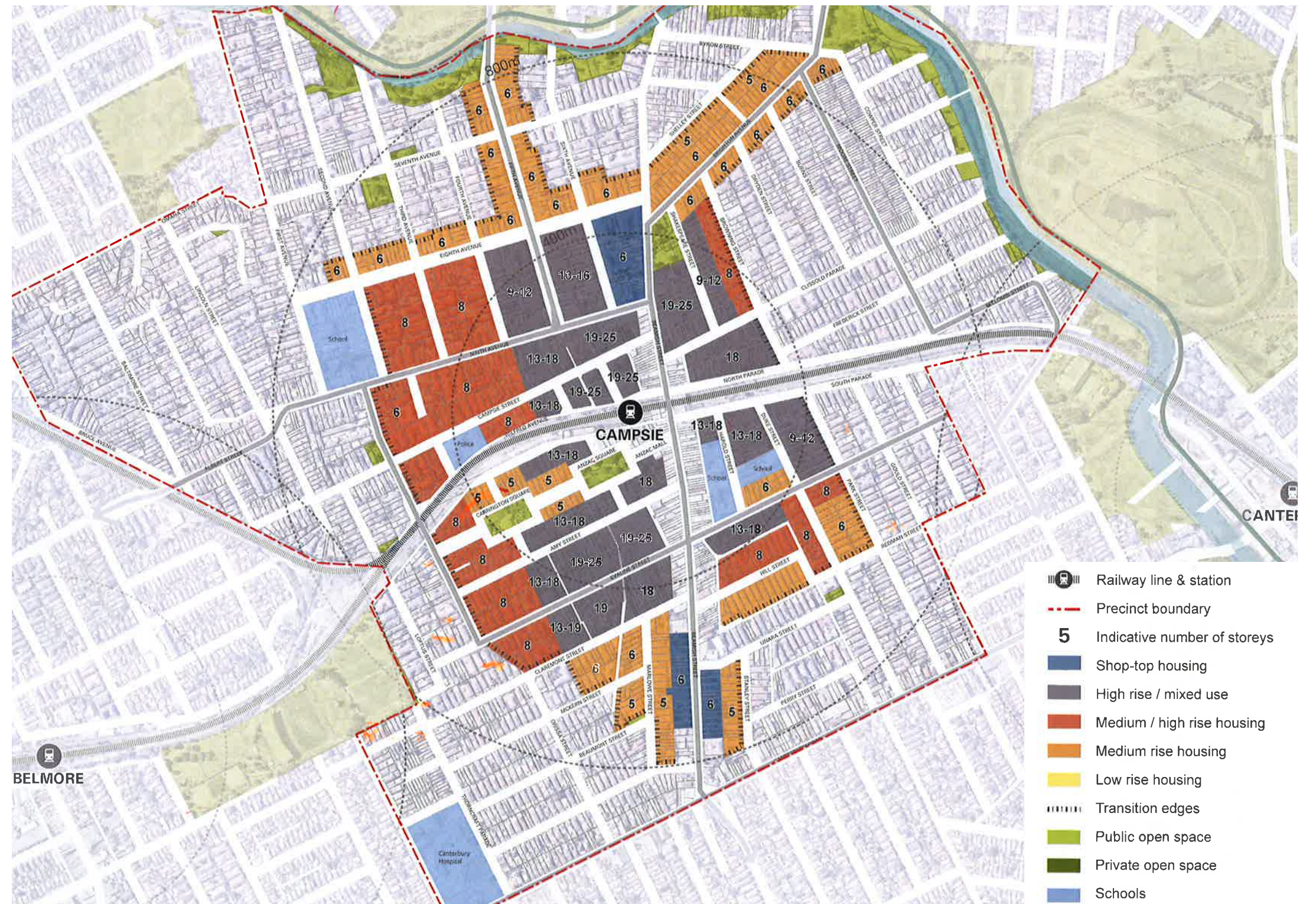
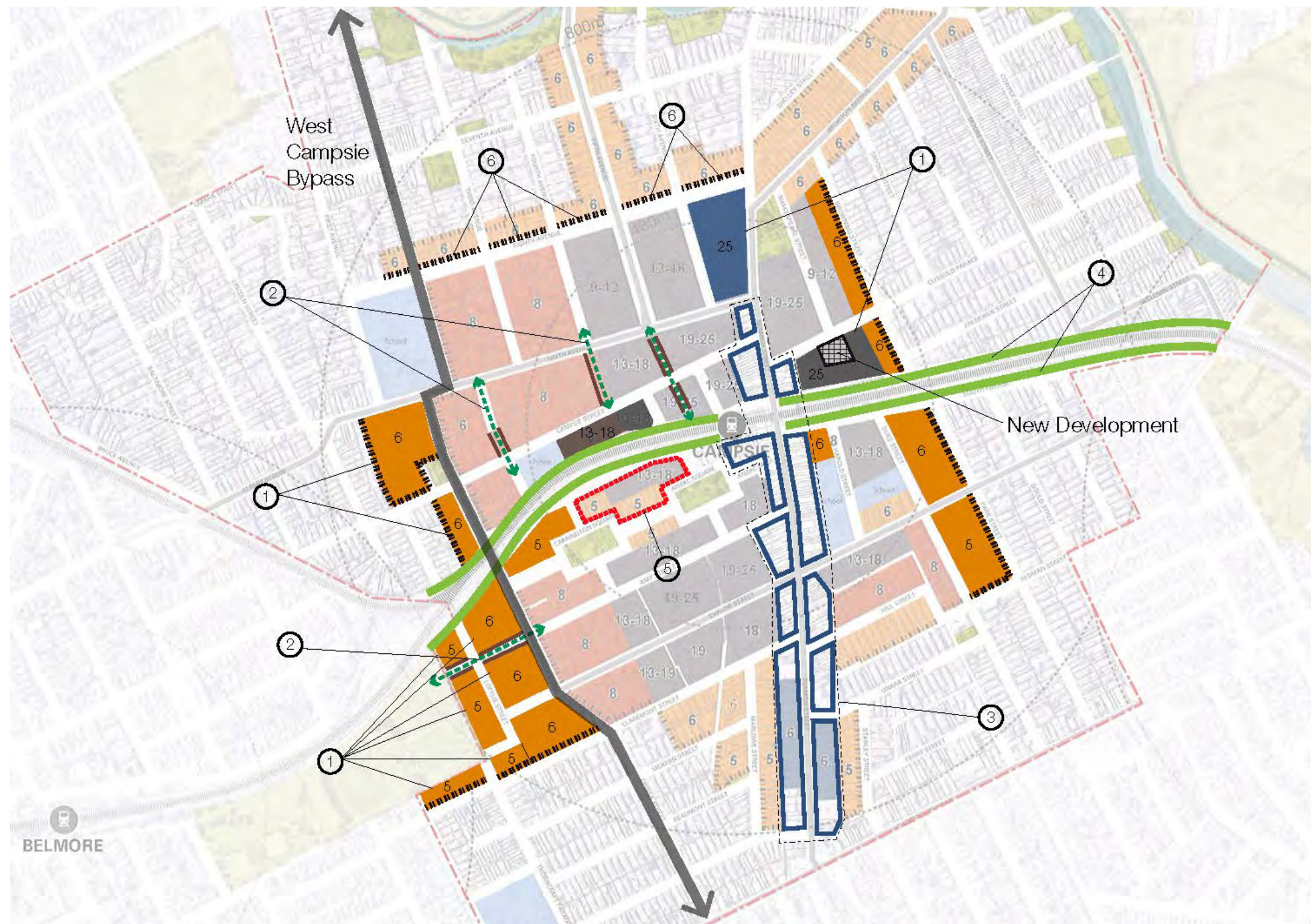


Figure 30. Urban Renewal Strategy Plan (Urban Design Analysis Report - May 2016, JBA)

9.0 Campsie



- ① Potential height increases are generally supported within close proximity to the station and West Campsie Bypass.
- ② Provide new pedestrian links as sites redevelop.
- ③ 3-5 stories retail street with upper levels setback from the street.
- ④ Transform carparks along rail line into linear green connections.
- ⑤ Limit to five stories north of Carrington and Anzac Squares. Potential high rise building if setbacks and subject to shadow study proving that there is no significant overshadowing of Squares.
- ⑥ Provide upper level setbacks on Eighth Avenue to protect solar access to heritage listed landscaping, subject to shadow study and arboreal assessments.

Figure 31. CM⁺ Recommendations Plan



Figure 32. Existing Images - Belmore

10.0 Belmore

10.1 Overview

Belmore is a medium size Centre with a well-formed and successful 'Main Street' and overall street 'grid and block' structure. The Canterbury League Club redevelopment is nearing completion in the southwest of the Centre and in the east is Belmore Sportsground, and associated parklands and recreational facilities.

10.2 Opportunities

Opportunities include allowing some additional height within proximity to the station and generally 'fine tuning' the built form, allowing controlled development above 'Main Street' buildings, providing new pedestrian links as sites redevelop and a potential new 'green link' following the railway alignment.



Figure 33. Combined Constraints Plan (Urban Design Analysis Report - May 2016, JBA)

- Legend**
- Railway line & station
 - Precinct boundary
 - LGA boundary
 - 400m & 800m walking catchment
 - Main roads
 - Public open space
 - Private open space
 - Schools & community facilities
 - <400m² lots
 - Heritage items
 - Strata lots

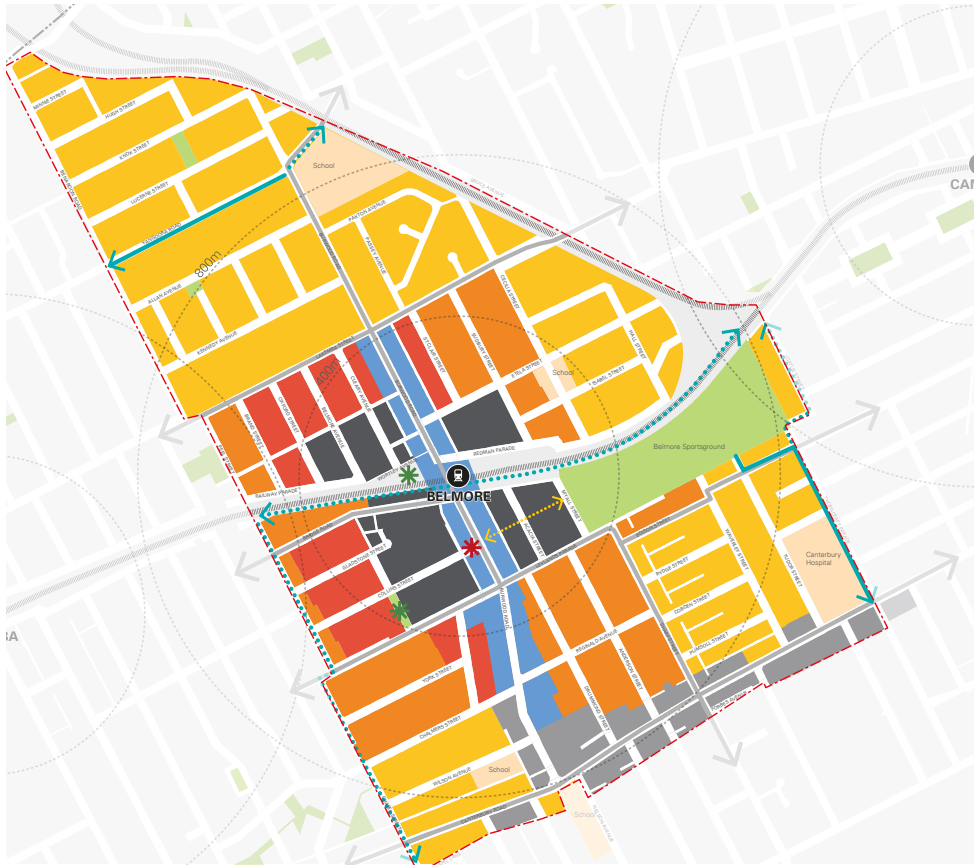


Figure 34. Land Use and Infrastructure Plan (Urban Design Analysis Report - May 2016, JBA)

- Legend**
- Railway line & station
 - Precinct boundary
 - LGA boundary
 - 400m & 800m walking catchment
 - Main roads
 - Potential urban plazas
 - New or enhanced public open space
 - Existing cycle route
 - Recommended cycle route
 - New streets or pedestrian connections
 - Single dwelling areas
 - Low rise housing
 - Medium rise housing
 - Medium-high rise housing
 - High rise and mixed use
 - Main street shop top housing
 - Mixed use enterprise corridor
 - Public open space
 - Schools & community facilities

10.0 Belmore

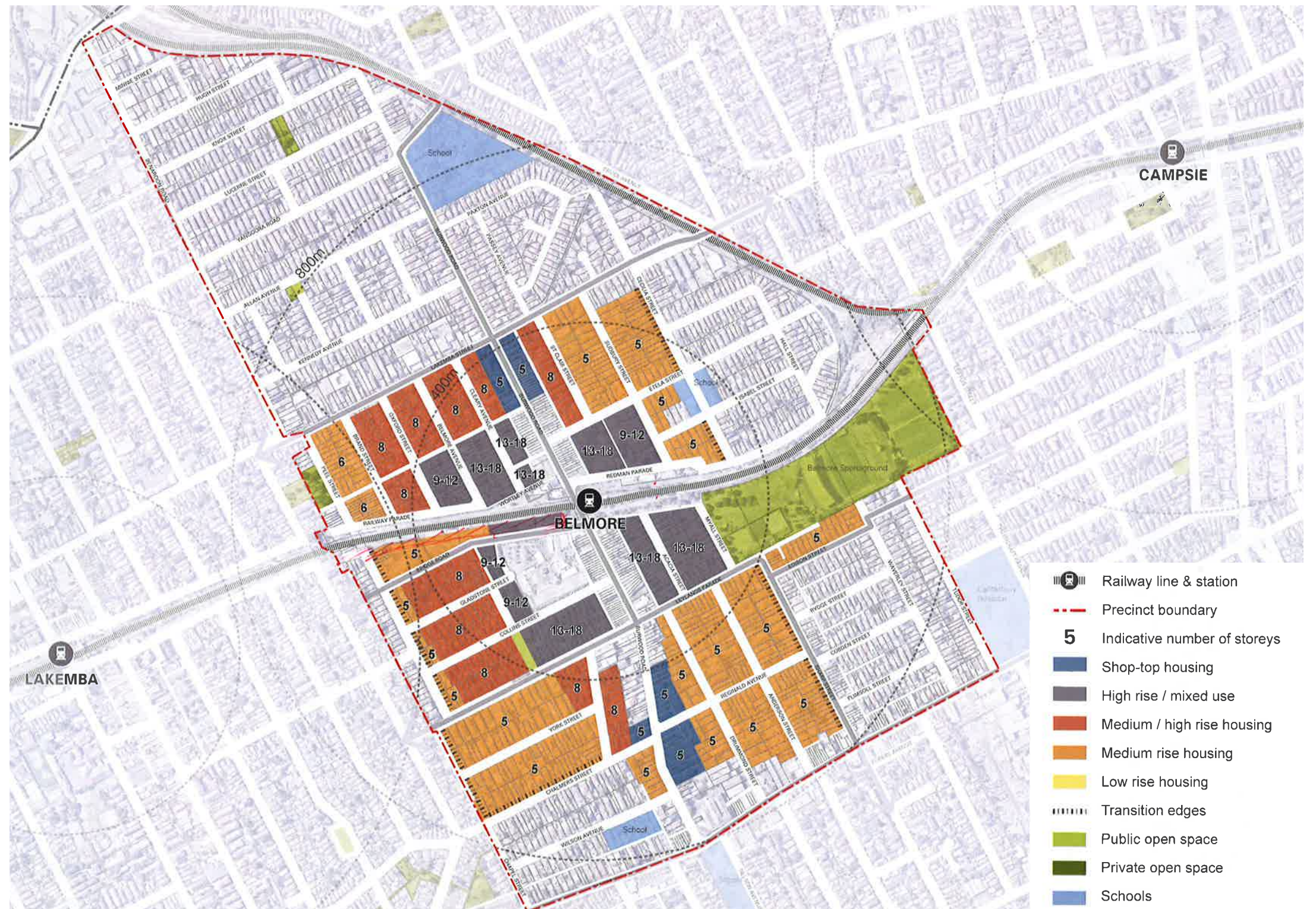
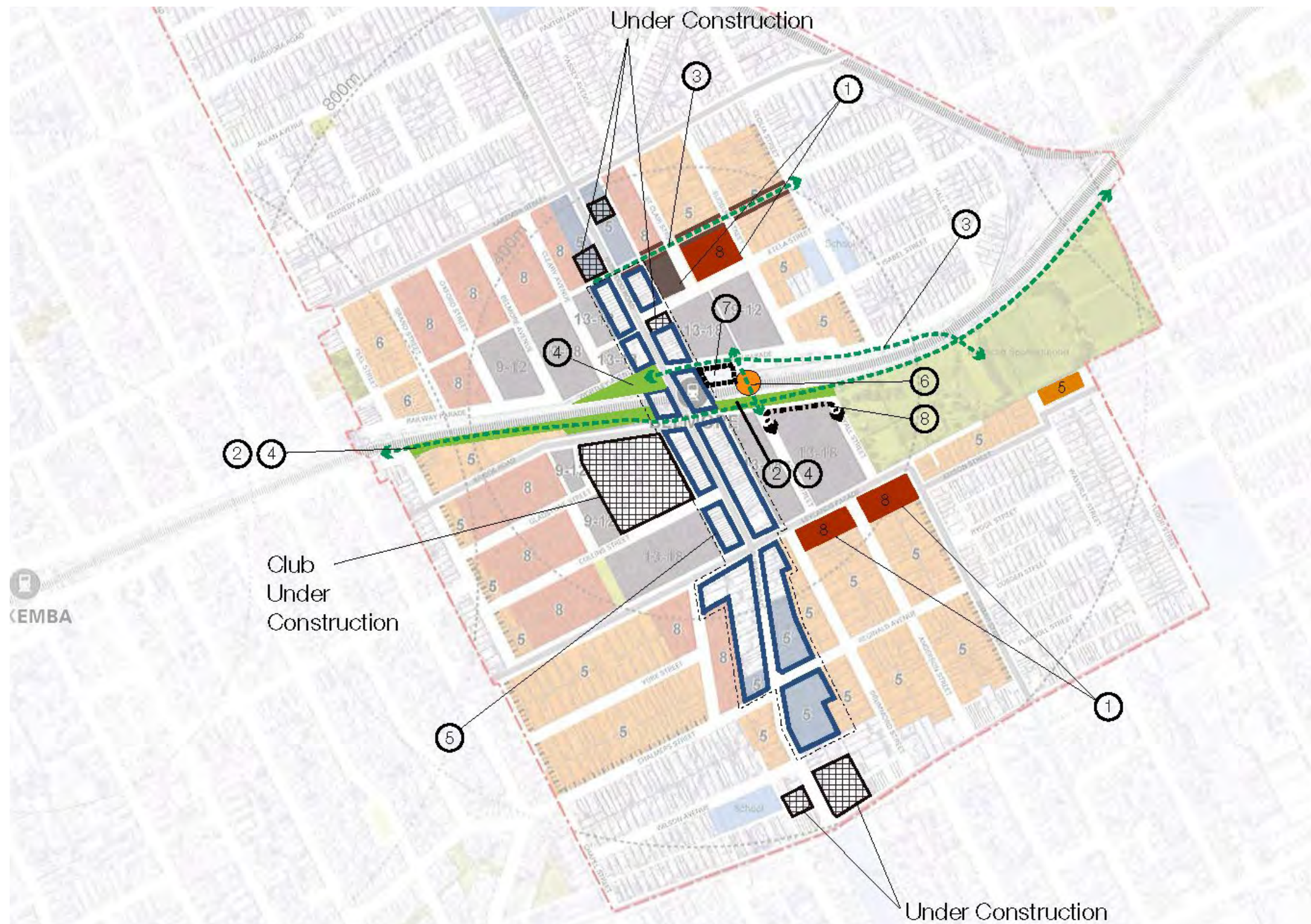


Figure 35. Urban Renewal Strategy Plan (Urban Design Analysis Report - May 2016, JBA)

10.0 Belmore



- ① Potential height increases are generally supported within close proximity to station and along Edison and Palmer Street to define an urban edge for the park, and due to ready access to open space amenity.
- ② Potential linear green connection and shared path.
- ③ Improve connectivity.
- ④ New open space.
- ⑤ 3-5 stories retail street with upper levels setback from the street to protect street character and solar access.
- ⑥ Opportunity for new north-south connection & extension of open space over existing car park if, station entry relocated.
- ⑦ Consolidation of existing car parking into a multi level car park to free up land for new open space. Potential public facilities / retail in ground floor to activate street frontage.
- ⑧ New local vehicular connection.

Figure 36. CM⁺ Recommendations Plan