SUBMISSION TO THE NSW DEPARTMENT OF PLANNING AND ENVIRONMENT

SYDENHAM TO BANKSTOWN URBAN RENEWAL CORRIDOR

SUBMITTED BY:

LUCI-ANNE KRELLER
BACHELOR OF ARTS (HONS)
MASTER OF URBAN AND REGIONAL PLANNING (HONS)
CONSULTANT URBAN PLANNER
SUMMARY AND RECOMMENDATIONS

The revised Sydenham to Bankstown Urban Renewal Corridor proposes increased densities along rail stations/town centres and surrounding streets to 800m, in eleven suburbs on the Bankstown rail line from Bankstown to the West, to Marrickville to the east. Following community feedback the current proposal was amended to alter heights and zoning permissibility and to respond to various community concerns including open space, amenity, heritage, neighbourhood character and infrastructure. In general, some of the town centres as proposed are considered acceptable, however the new Strategy is still an overdevelopment of the Corridor and there is a need to revise what is proposed to minimise impacts on heritage and urban character in key centres. The issue of infrastructure provision is still unresolved in this Strategy and there is a need to plan for staged infrastructure and to ensure Corridor/Precinct Planning is consistent overall with District Plans (Greater Sydney Commission) which are not yet finalised.

The summary of general recommendations are as follows:

1) Ensure consideration of social impacts are incorporated into future Corridor/Renewal/Precinct Planning; that community/community groups/businesses/industries/creative industries/local government are engaged at the outset of planning and throughout the planning process,
2) Change zoning and reduce proposed heights to limit over development in key town centres in the Corridor (Marrickville, Dulwich Hill, Campsie); retain other centres as proposed (Hurlstone Park, Sydenham, Bankstown, Wiley Park, Punchbowl)
3) Distribute densities more equitably along the entirety of the proposed Metro rail line (ie Sydney-wide),
4) Protect suburbs with urban and heritage character in the Corridor (Marrickville, Dulwich Hill, Campsie, parts of Canterbury), and areas with potential heritage value (Belmore),
5) Better address anticipated infrastructure needs arising from the Corridor proposal, clearly identify infrastructure/community facility shortfalls and adjusting densities in the Corridor accordingly,
6) Plan for staging of infrastructure in conjunction with development in the Corridor,
7) Ensure consistency and compatibility between Metropolitan Planning/ District Plans under the Greater Sydney Commission, and Corridor and Precinct Plan proposals by the Department of Planning and Environment.

The summary of specific, suburb/town centre recommendations is as follows:

Summary of recommendations:
1) Sydenham: Retain as proposed. Proposal of 500 new dwellings acceptable. Proposed heights of 12 storeys on corner sites is excessive.
2) Marrickville: To be investigated further. In light of heritage and urban character, proposal of 6000 new dwellings is a significant over development (Bankstown City is proposed for 6000 new dwellings). Heights of 12 storeys and above (Carrington Precinct development) are excessive. Recommended comprehensive heritage assessment, review, and down zone/reduce heights.
3) Dulwich Hill: To be investigated further. In light of heritage and urban character, proposal of 2000 new dwellings is an overdevelopment. Heights of 8 storeys is excessive. Recommended comprehensive heritage assessment, review, and down zone/reduce heights.
4) Hurlstone Park: retain as proposed. Proposal of 500 new dwellings is acceptable. Heights of 5 storeys is acceptable.

5) Canterbury: To be investigated further. Proposal of 4000 new dwellings is acceptable. Heights of 25 storeys is excessive. Recommended comprehensive heritage assessment, review, and down zone/reduce heights where recommended.

6) Campsie: To be investigated further. In light of heritage value, proposal of 6000 new dwellings is a significant over development. Heights of 25 storeys are excessive. Recommended comprehensive heritage assessment, review, and down zone/reduce heights.

7) Belmore: To be investigated further. In light of its potential heritage value, proposal of 3000 new dwelling is an overdevelopment. Heights of 25 storeys is excessive. Recommended comprehensive heritage assessment, review, and down zone/reduce heights.

8) Lakemba: To be investigated further. Proposal of 3000 new dwellings may be an overdevelopment. Heights of 12 storeys-to be reviewed. Recommended heritage assessment, review, and down zone/reduce heights.

9) Punchbowl: Retain as proposed. Proposal of 2500 new dwellings is acceptable. Heights of 12 storeys- to be reviewed. Amend zoning maps where necessary, where they impact on local heritage items.


11) Bankstown: Retain as proposed. Proposal of 6000 new dwellings is acceptable. Heights of 25 storeys is acceptable.
BACKGROUND TO REVISED SYDENHAM TO BANKSTOWN URBAN RENEWAL CORRIDOR

A Plan for Growing Sydney (DOP, 2014), identified the need to accommodate 725,000 new homes over the next 20 years within the Sydney Metropolitan area and to locate new housing within existing urban areas and adjacent to transport, open space and infrastructure. Canterbury-Bankstown is one of the five local government areas with the highest number of additional homes forecast to be built in Sydney over the next five years, after Blacktown, Sydney and Parramatta.

The Sydenham to Bankstown Urban Renewal Corridor has been devised to address this anticipated housing demand by focussing higher density development along the existing heavy rail line and replacement of this line with a Metro service. This Strategy has been revised and new dwelling numbers are as follows: Sydenham (500), Marrickville (6000), Dulwich Hill (2000), Hurlstone Park (100), Canterbury (Priority Precinct- 4000), Campsie (Priority Precinct- 6000), Belmore (Priority Precinct- 3000), Lakemba (3000), Punchbowl (2500), Wiley Park (2000), Bankstown (6000).

It is acknowledged that there is urgent need to increase housing supply within the Sydney Metropolitan Area.

COMMENTS:

1) ENSURE SOCIAL IMPACTS ARE INCORPORATED INTO FUTURE METROPOLITAN PLANNING FOR INCREASING DENSITIES

The revised Sydenham to Bankstown Urban Renewal Corridor plan proposes changes to 11 town centres and surrounding streets (to 800m). The social impacts of this Strategy have not been specifically addressed nor is an assessment of social impacts a part of current Renewal/Precinct Planning in other suburbs. In this Corridor local businesses will be affected. Many light and creative industries will be affected. The existing communities in each town centre will need to find new homes, businesses, industries and places of work elsewhere over time (assuming they do not want to purchase the apartments to be developed). Community groups will be affected (eg the Lakemba Mosque, All Saints Greek Orthodox Church Belmore, Maronite Sisters of the Holy Family Belmore, light industries in the Carrington Rd Precinct Marrickville). Many community members within this Corridor and areas subject to Precinct Plans are not being captured in initial notification or consultation processes. There is not always successful tailoring of communication to multicultural communities. Suburbs that have a high community value for their urban/heritage character and village feel (such as Dulwich Hill and Marrickville), may not be recognised until later in the planning process.

It is recommended that future planning for new Priority Precincts and Corridors must address the social impacts and the community must be informed/engaged early on and throughout the process, to better match the objectives of a plan with the needs and values of the relevant communities.

2) CHANGE ZONING AND HEIGHTS IN CORRIDOR TO REDUCE OVERDEVELOPMENT

Under the Sydenham to Bankstown Urban Renewal Corridor there is a significant difference between the dwelling capacity under the proposed zoning (91,262), the stated potential dwelling
numbers outlined above (ie the anticipated take up of dwellings totalling 35,000) and the projected demand (23,586 dwellings). Although up take is expected to be around 35,000 dwellings, the Strategy has a dwelling capacity of 91,262 because:

1) it retains the entire medium density suburb zoning in areas such as Belmore and Campsie whilst allowing 3-4 storeys in this zone (4 storeys within 500m of rail lines) rather than the current 2-3 storeys permissible,
2) it changes selected street blocks from currently low density R2 zones into medium density zones (proposed yellow low rise housing zone, 3-4 storeys) in suburbs where the Council specifically chose to limit density and heights for urban character and heritage reasons (eg Marrickville and Dulwich Hill), and
3) it increases building heights at each of the 11 rail stations significantly above current permissible heights.

<table>
<thead>
<tr>
<th>SUBURB</th>
<th>LOW</th>
<th>SHOP</th>
<th>MED</th>
<th>MED-HIGH</th>
<th>HIGH</th>
<th>ADDITIONAL HEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>SYDENHAM</td>
<td>2</td>
<td>6</td>
<td>5</td>
<td>8</td>
<td>12</td>
<td>12 on corners</td>
</tr>
<tr>
<td>MARRICKVILLE</td>
<td>2-4</td>
<td>12?</td>
<td>5</td>
<td>8</td>
<td>12</td>
<td>To 25 storeys in Carrington Rd??</td>
</tr>
<tr>
<td>DULWICH HILL</td>
<td>2-3</td>
<td>3</td>
<td>5</td>
<td>8</td>
<td>NIL</td>
<td>NIL</td>
</tr>
<tr>
<td>HURLSTONE PARK</td>
<td>2-3</td>
<td>5</td>
<td>5</td>
<td>NIL</td>
<td>NIL</td>
<td></td>
</tr>
<tr>
<td>CANTERBURY</td>
<td>2-4</td>
<td>3</td>
<td>6</td>
<td>8</td>
<td>12-25</td>
<td>Depends on block location</td>
</tr>
<tr>
<td>CAMPSIE</td>
<td>2-4</td>
<td>3</td>
<td>6</td>
<td>8</td>
<td>12-25</td>
<td>Depends on block location</td>
</tr>
<tr>
<td>BELMORE</td>
<td>2-4</td>
<td>3</td>
<td>5</td>
<td>8</td>
<td>12-25</td>
<td>Depends on block location</td>
</tr>
<tr>
<td>LAKEMBA</td>
<td>2-4</td>
<td>3</td>
<td>6</td>
<td>8</td>
<td>12</td>
<td>Additional height possible in key blocks/atop rail</td>
</tr>
<tr>
<td>PUNCHBOWL</td>
<td>2-4</td>
<td>3</td>
<td>5</td>
<td>8</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>WILEY PARK</td>
<td>2-4</td>
<td>3</td>
<td>6</td>
<td>8</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>BANKSTOWN</td>
<td>2-4</td>
<td>3</td>
<td>6</td>
<td>8</td>
<td>12-25</td>
<td>Additional height possible in key blocks/atop rail</td>
</tr>
</tbody>
</table>

Irrespective of the anticipated take-up (35,000), the 11, predominantly local-scale town centres are being proposed for densities much higher than other suburbs across Sydney and just below that in the City of Sydney, Blacktown City and Sydney’s second CBD, Parramatta. When combined with yet to be completed residential flat development along Canterbury Road and proposed redevelopment of key sites such as the Canterbury Racecourse, the Carrington Road Marrickville Precinct and potential sale and redevelopment of surplus Council buildings that may come on line in the future (eg Canterbury Council chambers) the dwelling capacity for the Corridor will far exceed 91,000.
The revised Strategy continues to be an overdevelopment of the Corridor and there is scope to REDUCE the number of new dwellings proposed by making changes to zoning and building heights in key town centres.

3) DISTRIBUTE DENSITIES EQUITABLY ALONG THE METRO LINE

When looking at the dwelling capacity the Sydenham to Bankstown Corridor appears to be taking housing demand from beyond it boundaries, leveraging the government’s investment into improved train services by providing a Metro. This Corridor is currently characterised by local town centres and low-density residential areas (other than Canterbury and Bankstown) and it should not take the bulk of the demand generated by a privately-run Metro rail. Many community members in the Corridor are not yet aware of the Metro proposal itself, and the costs to the community (of demolition of existing rail and new construction, loss of access to City Rail stations, cost of journey, time periods without any rail service during construction of Metro, no driver or conductor, safety of Metro vs Waratah trains) and benefits (faster service) of the Metro should be independently assessed and made publicly available.

Opportunities to increase densities more equitably along the proposed Metro line, and to reduce the impact on key suburbs in this Corridor, should be investigated.

4) PROTECT AREAS WITH URBAN AND HERITAGE CHARACTER; PROTECT EXISTING INDUSTRIES

The 11 suburbs within the Corridor contain significant urban areas, heritage shopping precincts, conservation areas, heritage street trees and sandstone gutters, heritage items (local and State level) and potential additional heritage conservation areas (identified by the NSW National Trust) which are not currently listed in an LEP. The Corridor’s heritage studies looked at whether or not study areas identified in prior public submissions had sufficient merit for listing as Conservation Areas. This study did not address how existing heritage items would be affected by the up zoning and for many of the 11 suburbs, the up zoning will be likely to alter or destroy these items and irretrievably alter the character of these town centres. In terms of land use, the 11 suburbs also have vital local-scale businesses (eg in town centres) and there is a creative/light industry located adjacent to the Marrickville urban centre (the Carrington Road Precinct) which is of Regional and City-wide significance and must be retained in planning for up zoning.

Summary of recommendations:
1) Sydenham: Retain as proposed. Proposal of 500 new dwellings acceptable. Proposed heights of 12 storeys on corner sites is excessive.
2) Marrickville: To be investigated further. In light of heritage and urban character, proposal of 6000 new dwellings is a significant over development (Bankstown City is proposed for 6000 new dwellings). Heights of 12 storeys and above (Carrington Precinct development) are excessive. Recommended comprehensive heritage assessment, review, and down zone/reduce heights.
3) Dulwich Hill: To be investigated further. In light of heritage and urban character, proposal of 2000 new dwellings is an overdevelopment. Heights of 8 storeys is excessive. Recommended comprehensive heritage assessment, review, and down zone/reduce heights.
4) Hurlstone Park: retain as proposed. Proposal of 500 new dwellings is acceptable. Heights of 5 storeys is acceptable.
5) Canterbury: To be investigated further. Proposal of 4000 new dwellings is acceptable. Heights of 25 storeys is excessive. Recommended comprehensive heritage assessment, review, and down zone/reduce heights where recommended.
6) Campsie: To be investigated further. In light of heritage value, proposal of 6000 new dwellings is a significant over development. Heights of 25 storeys are excessive. Recommended comprehensive heritage assessment, review, and down zone/reduce heights.
7) Belmore: To be investigated further. In light of its potential heritage value, proposal of 3000 new dwelling is an overdevelopment. Heights of 25 storeys is excessive. Recommended comprehensive heritage assessment, review, and down zone/reduce heights.
8) Lakemba: To be investigated further. Proposal of 3000 new dwellings may be an overdevelopment. Heights of 12 storeys-to be reviewed. Recommended heritage assessment, review, and down zone/reduce heights.
9) Punchbowl: Retain as proposed. Proposal of 2500 new dwellings is acceptable. Heights of 12 storeys- to be reviewed. Amend zoning maps where necessary, where they impact on local heritage items.
11) Bankstown: Retain as proposed. Proposal of 6000 new dwellings is acceptable. Amend zoning maps where necessary, where they impact on local heritage items.

DETAILED DISCUSSION

**Sydenham:**
Dwelling numbers are 500.

Recommendations:
1) Retain as proposed. Proposal of 500 new dwellings acceptable.
2) Proposed heights of 12 storeys on corner sites is excessive; review.

**Marrickville:**
Dwelling numbers increased from 3978 to 6000. This is an extreme overdevelopment of this town centre. Marrickville is taking on more than its equitable share of the density of the Corridor, and this has irreversible impacts on its valued urban and heritage character. The urban streetscape, village feel and viable creative/light industries within the centre of this suburb are of vital importance to its local communities and it this value extends to the inner-west Region and to the City of Sydney. The heritage assessment focussed on identifying potential conservation areas to the north of the rail line, thus omitting the Marrickville South area targeted for much of the up zoning. Further, the individual heritage items are referred to in the Strategy but not marked on maps for the Corridor. Some of these are located within areas proposed for up zoning however this has not been considered when proposing the zoning and heights within this current Strategy. This is critical given that Marrickville has a State Heritage Listed Rail Station with interiors, and a Significant Retail Street Grouping.

Recommendations:
1) To be investigated further. Complete a comprehensive heritage assessment of the streets within the 800m Precinct area
2) Any new development should be a maximum of three storeys where it adjoins single dwellings
3) Any new development should be no higher than five storeys in the Carrington Road Precinct.
4) Retain industrial zoning to facilitate continuity of existing creative/light industries and manufacturing in any redevelopment of Carrington Road Precinct (refer to DA with Inner West Council).
5) Retain heritage items/consider adaptive reuse: Civic Precinct Heritage Conservation Area. Noted on Revised Land Use Plan but no discussion on its future.
6) Retain heritage item and consider adaptive reuse (local): 274A Marrickville Road. Former Marrickville Post Office. Not noted on Revised Land Use Plan? Is within the Main Street/Shop top housing zone and no discussion on its future.
7) Consider adaptive reuse of heritage item (local): 182-186 Livingstone Road and 313-319 Marrickville Road. Former Marrickville Hospital site and Victorian cottage, including interiors. Noted on Land Use Plan. Is within proposed high-rise and/or mixed use zone so appears to be proposed for demolition.
8) Retain heritage item (local): 10 & 47 Carrington Rd Marrickville. Carrington Road- select industrial facades and Canary Island Palms. Not noted on Revised Land Use plan. Is within the Carrington Road Precinct and proposed medium-high density zone and no discussion on its future.
9) Retain heritage item (local): High, Junction, Ruby and Schwebel Streets. Stonewalling, terracing and street planting. Not noted on Revised Land Use Plan. Is within proposed low-rise, medium-rise and high-rise zones and no discussion on its future.
10) Retain heritage item (local): 1 Myrtle Street. Stone house, including interiors. Not noted on Land Use Plan? Is within the high-rise/mixed use zone.
11) Retain heritage item (local): 3 Esk St Marrickville. Victorian style cottage including interiors. Is within the proposed low-rise housing zone.
12) Retain heritage item (State Heritage Register): Illawarra Rd. Marrickville Railway Station group, including interiors. Not noted on Revised Land Use Plan but potentially demolished as part of Metro proposal.
13) Investigate dwellings on Warburton and Church Street Marrickville (in the Heritage Area Reviews) whether these groups are rare, representative or commonplace in the Marrickville Municipality. If they are found to be rare or a particularly good or intact representative examples of Federation or Inter-War buildings, they may be considered by Council to be added to the existing heritage items already gazetted in Schedule 5 of the Marrickville Local Environmental Plan 2011. This work would be carried out in the more detailed analysis of the area as part of the listing process.
14) Investigate adding the Silver/Gladstone Street Group (in the Heritage Area Reviews) as a Conservation Area in the Marrickville LEP.

**Dulwich Hill:**

Dwelling numbers retained at 2000. This is an overdevelopment of this town centre. Dulwich Hill is taking on more than its equitable share of the density of the Corridor, and this also has irreversible impacts on its valued urban and heritage character. The urban streetscape and village feel of this suburb are of vital importance to its local communities and to those of the Inner-West and City of Sydney. The heritage assessment focussed on identifying potential conservation areas at Durham Street, Wardell and Riverside Crescents, the block bounded by Hercules, Consett and Terrace Road, Ewart Street. The existing heritage significance of this suburb demands that a comprehensive heritage assessment be undertaken of the 17 streets proposed for up zoning and new individual heritage item and groupings (ie street, pair, multiple adjoining houses) be proposed for listing prior to progressing this plan.
Recommendations:
1) To be investigated further. Complete a comprehensive heritage assessment of the streets within the 800m Precinct area.
2) Development should be a maximum of of three storeys where it adjoins single dwellings.
3) Maximum heights permissible of 5 storeys across the suburb.
4) Retain heritage item (local): 286 Wardell Road Marrickville. Victorian cottage, including interiors. Not noted on Land Use Plan. Is within the low-rise housing zone.
5) Inner West Council to heritage list the former maternity hospital in The Parade. Is within the low-rise housing zone.
6) Inner West Council to heritage list the 1929 Uniting Church in Constitution Road. Is potentially within the low-rise/medium rise housing zone.
7) Inner West Council to heritage list the Greek Church at Hercules Street.

Hurlstone Park:
Dwelling numbers are 500. This is acceptable. Strategy proposes creation of conservation zones to protect heritage/urban character.

Recommendations:
1) Retain as proposed.
2) Maximum heights of 5 storeys acceptable.

Canterbury:
Dwelling numbers are 4000. This is acceptable. Dwelling heights to 25 storeys. This is excessive. Canterbury has 17 individual heritage items in the Canterbury Local Environmental Plan which are affected by this Strategy. This suburb has also been identified by the NSW National Trust as having one street groupings worthy of listing as potential conservation areas.

Recommendations:
1) To be investigated further. Complete a comprehensive heritage assessment of the streets within the 800m Precinct area.
2) Heights of 25 storeys is excessive. Reduce heights where recommended.
4) Retain heritage item (local): 150-152 Canterbury Road Canterbury. Federation police station (former). Not noted on Land Use Plan. Is within the main street shop top housing zone.
5) Retain heritage item (local): 184 Canterbury Road Canterbury. Inter war motor garage. Not noted on Land Use Plan. Is within the main street shop top housing zone.
7) Retain heritage item (local): 208 Canterbury Road Canterbury. Inter war hotel (former Hotel Canterbury). Not noted on Land Use Plan. Is within the main street shop top housing zone.
8) Retain heritage item (local): 260A, 260 and 262 Canterbury Road Canterbury. Inter war urban park- Mary MacKillop Reserve. Adjoins proposed high rise and/or mixed use zone. Down zone adjoining land to appropriate height.
9) Retain heritage item (local): Charles Street Canterbury (over Cooks River). Federation Railway bridge. Not noted on Land Use Plan. Is between the high rise and medium-high rise housing zone.


12) Retain heritage item (local): 9 Fore Street Canterbury. Federation stone house “Bethungra”. Is within the Canterbury Road Review and the medium rise housing zone.

13) Retain heritage item (local): 10 Fore Street Canterbury. Federation stone house “Iserbrook”. Is within the Canterbury Road Review and the medium rise housing zone.


15) Retain heritage item (local): 59 Minter Street Canterbury. Victorian house “Fairview”. Not noted on Land Use Plan. Is within the high rise and/or mixed use housing zone.

16) Retain heritage item (State): 2-4 Sugar House Road Canterbury. Canterbury Sugar Mill (former). Not noted on Land Use Plan. Is within the medium-high rise housing zone.


18) Retain heritage aspects of heritage item in redevelopment: Canterbury Park Racecourse.


**Campsie:**

Dwelling numbers are 6000. This is the same as Bankstown and is an overdevelopment of this town centre. Dwelling heights proposed as 25 storeys. This is excessive. Campsie has 24 individual heritage items in the Canterbury Local Environmental Plan which are all located in the town centre and are affected by this Strategy (ie potential loss of entire heritage of Campsie). This suburb has also been identified by the NSW National Trust as having one street groupings worthy of listing as potential conservation areas.

1) To be investigated further. Complete a comprehensive heritage assessment of the streets within the 800m Precinct area.

2) Heights of 25 storeys is excessive. Review and reduce heights where recommended.

3) Retain heritage item (local): Federation urban park, Anzac Park.

4) Retain heritage item (local): 151-155 Beamish Street Campsie. Inter war theatre (former Orion Theatre). Not noted on Land Use Plan. Is within the high rise and/or mixed use zone.

5) Retain heritage item (local): 158 Beamish Street Campsie. Inter war shop with dwelling above. Not noted on Land Use Plan. Is within the shop top housing use zone.

6) Retain heritage item (local): 160 Beamish Street Campsie. Inter war shop with dwelling above. Not noted on Land Use Plan. Is within the shop top housing zone.

7) Retain heritage item (local): 191-197 Beamish Street Campsie. Federation commercial buildings- Coffil’s buildings. Not noted on Land Use Plan. Is within the shop top housing zone.

8) Retain heritage item (local): 203 Beamish Street Campsie. Inter war commercial building- Station house. Not noted on Land Use Plan. Is within the shop top housing zone.

9) Retain heritage item (local): 294 Beamish Street Campsie. Federation Fire Station- Campsie Fire Station. Not noted on Land Use Plan. Is within the shop top housing zone.
10) Retain heritage item (local): 56-58 Campsie Street Campsie. Inter war court house (former Campsie Court House). Not noted on Land Use Plan. Is within the business/ enterprise zone.

11) Retain heritage item (local): 575 Canterbury Road Campsie. Inter war hospital building-Canterbury Hospital.

12) Retain heritage item (local): Eighth Avenue Campsie. Inter war street trees.

13) Retain heritage item (local): 61 Eighth Avenue Campsie. Federation weatherboard house. Not noted on Land Use Plan. Is within the medium-high rise housing zone.

14) Retain heritage item (local): 63 Eighth Avenue Campsie. Federation weatherboard house. Not noted on Land Use Plan. Is within the medium-high rise housing zone.


16) Retain heritage item (local): 97 Eighth Avenue Campsie. Federation house. Not noted on Land Use Plan. Is within the medium-high rise housing zone.


18) Retain heritage item (local): Fifth Avenue, Campsie. Inter war street trees. Not noted on Land Use Plan. Adjoins the medium rise housing zone.


27) Investigate potential conservation area (Campsie) Lawn Avenue.

**Belmore:**

Dwelling numbers are 3000. This is an overdevelopment of this town centre. Belmore has 22 individual heritage items in the Canterbury Local Environmental Plan which are affected by the Strategy and has also been identified by the NSW National Trust as having three street groupings worthy of listing as potential conservation areas (one of these reviewed by the Corridor Strategy Heritage Study but not recommended for listing ). Recommended to re-assess these areas.

**Recommendations:**

1) To be investigated further. Complete a comprehensive heritage assessment of the streets within the 800m Precinct area.

2) Heights of 25 storeys is excessive. Review and reduce heights where recommended.
3) Investigate potential conservation area (Paxton Avenue) within streets bounded by Burwood Road to the west, Lakemba Street to the south, and the rail line to the east. Down zone from existing R3 zone and proposed low rise housing Strategy zone to single dwelling zone.

4) Investigate potential conservation area (Redman Parade) within streets bounded by Sudbury Street to the west, Lakemba Street to the north, and the rail line to the east. Down zone this area from existing R3 zone and proposed medium density housing and low rise housing Strategy zone to single dwelling housing.

5) Investigate potential conservation area (Belmore) within streets bounded by Burwood Road to the west, Leylands Parade to the south, and Myall Street to the east. Down zone this area from existing R3 zone and proposed high rise and/or mixed Strategy zone, to single dwelling zone.

**Lakemba:**

Dwelling numbers are 3000. Marginal overdevelopment. Lakemba has 8 individual heritage items in the Canterbury Local Environmental Plan which are affected by this Strategy. This suburb has also been identified by the NSW National Trust as having two street groupings worthy of listing as potential conservation areas.

**Recommendations:**

1) To be investigated further. Complete a comprehensive heritage assessment of the streets within the 800m Precinct area
2) Heights of 12 storeys-to be reviewed
3) Retain heritage item (local): 78 Quigg Street South. Federation weatherboard house. Not noted on Land Use Plan. Is within the low rise housing zone.
5) Retain heritage item (local): 54-60 The Boulevarde Lakemba. Inter war post office building-Lakemba Post Office. Noe noted on Land Use Plan. Is within the main street shop top housing. 
7) Retain heritage item (local): 28 Yerrick Road Lakemba. Federation and inter war house. Not noted on Land Use Plan. In low rise housing zone 
8) Retain heritage item (local): 30 Yerrick Road Lakemba. Federation and inter war house. Not noted on Land Use Plan. In low rise housing zone
9) Retain heritage item (local): 32 Yerrick Road Lakemba. Federation and inter war house. Not noted on Land Use Plan. In low rise housing zone
11) Investigate potential conservation area (Lakemba) at Dennis Street
12) Investigate potential conservation area (Lakemba) at Hillview Street

**Punchbowl:**

Dwelling numbers are 2500. This is acceptable. Punchbowl has 3 individual heritage items in the Canterbury Local Environmental Plan which are affected by this Strategy. Punchbowl has also been identified by the NSW National Trust as having two street groupings worthy of listing as potential conservation areas.

**Recommendations:**

1) Amend zoning maps where necessary, where they impact on local heritage items.
2) Heights of 12 storeys to be reviewed.
3) Retain heritage item (local): Broadway and Hillcrest Street. War memorial and street trees. Not noted on Land Use Plan. Is within the medium rise and medium-high rise housing zone.

6) Investigate potential conservation area (Punchbowl) at Defoe Street
7) Investigate potential conservation area at Punchbowl (Check NSW National Trust proposed Precinct 27-Punchbowl)

Wiley Park:
Dwelling numbers are 2000. This is acceptable. Wiley Park has 1 heritage item in the Canterbury Local Environmental Plan which is affected by this Strategy.

Recommendations:
1) Retain as proposed.
2) Heights of 12 storeys to be reviewed.
3) Retain heritage item (local): 91-93 King Georges Road. Inter war railway station buildings (Wiley Park Railway Station). Not noted on Land Use Plan. Affected by Metro proposal.

Bankstown:
Dwelling numbers 6000. This is acceptable. Building heights as proposed are appropriate for major City/destination such as Bankstown, however there is no building transition zone between the single dwelling zone and its adjoining medium and high-rise zone. Bankstown has 5 individual heritage items in the Canterbury Local Environmental Plan which are affected by this Strategy.

1) Retain as proposed.
2) Heights of 25 storeys acceptable; review at transitional areas (between high rise and single dwelling areas).
4) Retain heritage item (local): 290 South Terrace Bankstown. Shop. Not noted on Land Use Plan. Is within the high rise and/or mixed use zone
5) Retain heritage item (local): 26 Stanley Street. Bankstown Chinese Baptist Church. Not noted on Land Use Plan. Is within the medium-high rise housing zone
6) Retain heritage item (local): WSHC House, “Weymouth”. 10 Vimey Street. Not noted on Land Use Plan. Is within the low rise/medium rise housing zone
7) Retain heritage item (local): 22 Vimey Street. WSHC House, “The Nest”. Not noted on Land Use Plan. Is potentially within the low rise housing zone

5) IDENTIFY INFRASTRUCTURE/COMMUNITY FACILITY SHORTFALLS AND ADJUST DENSITIES ACCORDINGLY

There are existing infrastructure limitations which mean that the Corridor simply cannot accommodate significantly increased densities. The Strategy attempts to address some infrastructure needs but it is clear that in some cases (eg open space), this shortfall will not be able to be adequately addressed in redevelopment of the Corridor, whilst in other cases, impacts would be
cumulative and increase as construction occurs (local and regional traffic, flooding). Reducing extent of zoning and heights are necessitated when considering these shortfalls. The infrastructure shortfalls/impacts are identified as follows:

**Open Space**

Both the Inner West Council and the City of Canterbury-Bankstown areas as a whole do not have a high provision of open space for their population size. Within the City of Canterbury, whilst it has 341.3 hectares of open space, this will only represent 1.88 hectares per 1,000 people in 2031 (excluding the additional dwellings proposed by the Corridor) and a number of suburbs are significantly lacking open space. Also, not all of the open space is usable and a large proportion is Crown land or State Government owned. The suburbs that have a critically low or very low provision of open space are Campsie-Clemton Park, Roselands, Lakemba, Wiley Park and Belmore. Often these suburbs also have a greater need for open space due to their population character and their potential for future growth.

The Strategy proposal is as follows:

1) **Marrickville**- Proposal to provide public open space as part of the redevelopment of large sites e.g Carrington Road redevelopment site (15% of total site area, located in the centre of the new development). The Carrington Rd Precinct also has proposed light industrial on ground floor and residential development above, which raises questions as to the size, quality, access to and usability of this open space. Providing open space along the Metro rail line is potentially poor quality and of limited value due to safety issues.

2) **Dulwich Hill**- Proposal to improve local green space via two projects, a local park built over the existing station carparking (“The Hill”) and improvements to the Jack Shanahan Reserve. Again these may not actually take place and do not add substantially to the open space shortfall in the suburb. Proposal also states that the future of Marrickville Golf Course should be considered by the Inner West Council as a potential source of additional open space. The golf course is publicly owned and leased to Marrickville Golf Club. Future options could include reusing this area as new open space for the community, reducing the size of the golf course to incorporate new areas of accessible open space or improving public connections over the golf course. The likelihood of the Golf Course being purchased by the Inner West Council for public use seems very limited.

3) **Canterbury**- There is a loss of green space with proposed redevelopment of the Canterbury Racecourse to high density residential. This will reduce the open space in this suburb even though it is described as potentially providing new public open space in the Strategy. There is only limited potential to create open space links along the Cooks River. Tasker Park does not require any upgrading and functions well as it is.

4) **Campsie**- Here the proposal is to create open space within tightly constrained development sites and along existing roadways or public spaces which does not provide particularly usable open space. For example, the Strategy states that there is potential for a new linear park incorporating the existing street trees and median strip by closing the southern half of Eighth Avenue, providing driveway access only; creating additional open space south of the Carrington and Anzac Squares by narrowing the street and increasing building setbacks. Railway easements, car parks, verges and vacant lands are intended to be utilised to create a network of small parks and open spaces along the rail corridor with improved access between the town centres and railway stations. The Strategy also recommends removing rear fences and facing development edges towards the open space along the river edge to encourage greater access to the amenity of Cooks River. The Strategy flags that the redevelopment of Canterbury-Bankstown’s Administration
building could also incorporate public open space as part of any future redevelopment (ie for additional housing on top of that currently proposed in this Strategy);

5) Belmore- Belmore’s proposal has almost no new or additional open space with the only proposal being the creation of linear areas on land adjoining rail lines. The Belmore Sportsground is stated to have better connections to the station via a potential linear park along the rail corridor and the Sportsground will be upgraded.

**Local and Regional traffic impacts**

The impacts of increased densities on local and regional traffic is not addressed within the Corridor strategy, which focusses on macro strategies such as improving bus lanes or connections and upgrading entry/exits on roads such as Stacey Street Bankstown. There are existing problems with local and regional traffic in key streets (insert photos below) across the Corridor and any significant development would create a cumulative impact that would only increase as development occurs. This could partly be addressed at the Development Application stage through traffic studies but would not be able to be monitored effectively across the whole Corridor over time. Not everyone is going to travel by public transport and it is not clear how this increased volume could be reduced in any case.

**Primary and secondary schools**

As raised by the community, there is an existing shortfall in available public school places across the Corridor however there is no concurrent planning with the Department of Education for schools to meet the demands of increasing the dwellings by 35,000. The Corridor strategy states that the Department of Education is to identify locations for new or expanded schools arising from the Corridor proposal. Within the Corridor area, many primary schools are at or over capacity (eg Ferncourt Public School Marrickville). Suitable sites for the location of any new schools are not identified within the Strategy and it is difficult to determine where they could be located in this Corridor.

**Community facilities**

There is a need to ensure community facility requirements are identified both across the Corridor and within each suburb and to ensure that these are provided in new development within or near town centres.

1) Marrickville- new library and community hub are proposed to be incorporated into the former Marrickville Hospital site,
2) Campsie- There is a need to provide new and improved local facilities including an upgraded library and meeting areas, to meet the needs of the community as the Corridor develops. There is a need for community meeting spaces located near Campsie Station or to use Lotus Gardens and the Council Chambers site to be redeveloped to provide new cultural and community spaces or as part of the redevelopment of the Campsie Centre.
3) Canterbury- There is a need to provide community facilities within the town centre and to also retain the Canterbury Bowling Club as a community green/recreation space (this requires decision to rezone this site, decided prior to this Strategy, by Canterbury Council to be reversed).

**Flood affectation**

Flood issues affect many of the proposed development sites across the Corridor, however flood minimisation is to be addressed on a site by site basis within the DA process and through Council flood policies. Again, as much of the Corridor is flood prone there is the potential for cumulative
impacts on flooding which are not able to be adequately monitored or managed this way, across the Corridor.

**Electricity supply**
The most recent power station was constructed in 1987 and there is an urgent need to review electricity supply issues to meet the construction of any new dwellings across Sydney.

6) OUTLINE STAGING OF INFRASTRUCTURE NEEDS AND ENSURE CONSISTENCY WITH METROPOLITAN PLANNING BY THE GSC

It is critical to plan for infrastructure demands when proposing to significantly increase densities across the Sydney Metropolitan Area. It is no clear how this Strategy fits into City-wide infrastructure staging and Metropolitan planning by the Greater Sydney Commission. When combined with the continued release of Priority Precincts (15 new Precincts in June) there are cumulative impacts on infrastructure providers, eg City Rail, Department of Education, local councils, Roads and Maritime Services, electricity providers and raises questions as to HOW infrastructure can be staged or funded, in the absence of any strategic planning in this Corridor and Priority Precincts.

This need to concurrently plan for infrastructure has been consistently raised as an issue by the community and local government within previous submissions and has been also raised as a concern by the Greater Sydney Commission. Greater Sydney Commissions District Plans encompass changing demographics, economy, housing, open space and other characteristics, and provide the basis for making decisions about public spaces, community facilities, housing, jobs, transport options, schools and hospitals to meet the needs of the community across Greater Sydney. The District Plans are to provide the basis for housing provision across Sydney and have been on exhibition until 31 March 2017. Submissions to this are being reviewed.

The GSC propose a different strategy for urban development, focussing on one area at a time, concurrently planning for different development scenarios and creating Growth Infrastructure Compacts which ensure that infrastructure provision is better co-ordinated and staged to meet needs in different areas prior to up-zoning. It is critical that broad (District Plans) and specific (Corridor and Precinct Plans) strategies for Sydney’s future housing and infrastructure needs are co-ordinated, consistent and inform each other. Ideally, this Corridor strategy should be withdrawn so that it can be adjusted to conform with the relevant District Plan. Looking at different development scenarios, the Strategy should now include:

1) How many new schools are needed (primary and high schools), where they are needed and how they can be provided across the Corridor as the community increases,
2) The transport changes that are proposed, encompassing private and public bus changes and local and state road changes needed to accompany new development- listed and timed prior to and as development takes place,
3) Ensuring protection of existing open space areas and the timing of upgrading or installing new open space prior to, or as development takes place,
4) Planning for flood impacts across the Corridor rather than just site by site during the Development Application process,
5) Ensuring protection for natural areas within the Corridor, such as the Cooks River.