Corridor Strategy

Sydenham to Bankstown Urban Renewal Corridor
Introduction

The Sydenham to Bankstown Urban Renewal Corridor Strategy plans for 35,400 new homes and 8,700 jobs over the next 20 years and infrastructure to support the future community’s needs.

The Strategy builds on the Sydney Metro City and Southwest project and provides a coordinated approach to infrastructure delivery and development across the corridor.

The station precincts are already great places to live and have their own unique qualities. This Strategy will enhance the precincts by valuing neighbourhood character, renewing town centres, providing improved open spaces and community services and facilities.

The initial draft Strategy was released in October 2015. This revised Strategy addresses the feedback received from public submissions, community workshops, meetings and additional technical studies.

Have your say

Join your neighbours and help shape your precinct. Go to: planning.nsw.gov.au/sydenhamtobankstown

Here you can:

► view the full Corridor Strategy and precinct plans
► register for events and project updates
► view the video
► fill in the survey
► make a submission

Thank you to everyone who has participated in the project to date.
Vision

The Sydney Metro City and South West project will be a catalyst for urban renewal and transformation.

We will use this project to:

• Improve open space and walking and cycling connections should surplus rail land become available.
• Value and respect existing neighbourhood character.
• Improve housing options and town centres.
• Better connect communities.
• Coordinate the delivery of infrastructure to support growth.

Priorities

The Sydney Metro City and South West project provides a unique opportunity to renew and revitalise the 11 station precincts along the Bankstown line. Our key priorities are:

- More housing options
- Connect people and jobs
- Value heritage and neighbourhood character

Provide a range of new homes to suit different lifestyles and budgets including affordable housing in new developments.

Allow for new homes to be built close to the metro stations so that more people live within a 30 minute commute of major job hubs.

Retain streets that contribute to the local character of the area and protect heritage areas in particular streets with Federation period homes.

- Improve and enhance local business
- Improve connectivity and open space
- Collaborative planning
- Infrastructure funding

Retain the scale and character of popular local shopping areas and encourage revitalisation of quieter shopping areas.

Identify areas for new open space as well as pedestrian and cycle paths including the potential for GreenWay South West – a cycleway and pedestrian shared path along the rail corridor between Sydenham and Bankstown.

Continue to work with councils and other state government agencies to identify improvements to transport, social infrastructure and open space.

Establish a levy/contributions framework (called a Special Infrastructure Contribution scheme) so that new development contributes to the cost of regional infrastructure delivery.
We heard that different communities have different expectations about how their areas should develop.

To address this feedback we have:

- Retained more areas for single dwellings and low density housing particularly in the inner station precincts.
- Provided more detail about transition and apartment design to reduce the impact on the existing land use.
- Proposed development on under-utilised land and industrial areas.
- Increased areas of higher housing between Belmore and Punchbowl.

The map on page 5 shows the change from the current planning framework.
Sydney Metro City and Southwest will provide a significant increase in transport capacity with new trains and faster, more frequent services. This Strategy will support the new metro by improving cycle, pedestrian and public transport connections. These improvements will reduce the reliance on cars, especially for journeys to work and short local trips, and help to reduce traffic congestion within the precincts.

This Strategy has identified additional areas for improved walking, cycling and bus infrastructure to make it easier and more convenient for people to travel to work, school, shops, family and friends.

The final Strategy will include a Special Infrastructure Contribution scheme to help fund upgrades to the network including priority bus corridors and road improvements.

Your feedback: Reducing traffic congestion and car parking on residential streets is important to you
Walking and cycling

Your feedback: Improved pedestrian and cycle paths is important for liveability, health and safety.

The main walking and cycling initiative will be the proposed expansion to the GreenWay. Existing plans show the GreenWay running from Iron Cove to the Cooks River in Dulwich Hill. The GreenWay South West project will see the walking and cycling path continue from Dulwich Hill east to Sydenham and west to Bankstown should surplus land become available along the rail corridor.
Open space

Your feedback: New homes and shops need to be supported by more parks

The revised Strategy includes actions for new, improved or expanded open space in areas where there is a significant change in the amount of new homes. This includes a potential park along the rail line from Lakemba to Punchbowl and improvements to existing open spaces such as Terry Lamb Reserve in Belmore.
**Schools and childcare**

*Your feedback: There is a need to provide more education opportunities to support the growing population*

We have worked with the Department of Education as they prepare their School Assets Strategic Plan and District Cluster Plans. These plans will identify existing capacity issues at local schools and the upgrades required. We will continue to work with the Department of Education in the precinct planning phases to identify the design requirements and potential sites before the precinct is rezoned. Key state and regional infrastructure items will be funded by the Special Infrastructure Contribution Levy to be released in 2017.
Local character and heritage

Your feedback: Retaining neighbourhood characteristics and the protection of heritage and conservation areas are important to you

We’ve included potential heritage items and conservation areas in the Marrickville, Dulwich Hill, Hurlstone Park and Canterbury precincts. We have also revised the plans to retain neighbourhood character and provided a more detailed vision and design objectives for each of the precincts.
The final Strategy shapes the future direction and vision for the Sydenham to Bankstown corridor over the next 20 years. It provides the framework for other state government agencies and local councils to deliver coordinated transport, education, health and open space infrastructure.

We will use community feedback from the revised Strategy to produce the final Strategy. Once finalised, we will continue to work with stakeholders to deliver the intent of the Strategy and plans over the coming years.

**Strategy timeline**

- **2015 - 2016**
  - Community engagement activities – workshops, information, sessions, etc

- **2015**
  - Release draft Strategy and precinct plans for community feedback

- **2017**
  - Release revised corridor Strategy and precinct plans
  - Community ‘has their say’ on the revised Strategy and plans

- **2017**
  - Release final Strategy

- **2018-2019**
  - Short term actions and implementation

- **2020-2036**
  - Ongoing actions, implementation and review