
CORRIDOR STRATEGY

W HURLSTONE PARK

Fine Grain, Public Domain and Station Integration Study

Design Presentation
28 October 2016

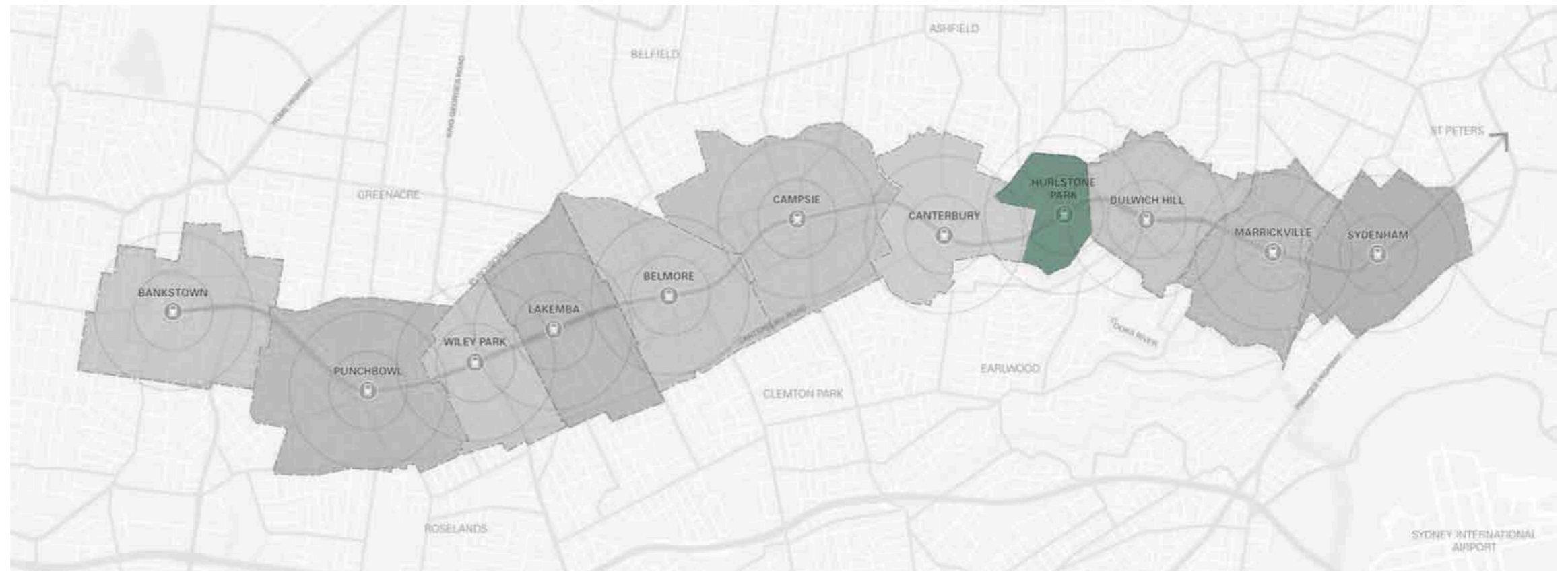
Prepared for the NSW Government

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1.0 INTRODUCTION

This report is prepared by Tribe Studio Pty Ltd in response to the Brief from the Office of the Government Architect dated 21.09.2016 titled Sydenham to Bankstown Corridor Strategy: Fine Grain, Public Domain and Station Integration Study.

The construction of the new Metro line presents a once in a generation urban place making opportunity. This report presents a public domain led, integrated urban vision for the Hurlstone Park and Canterbury precincts along the corridor informed by fine grain site analysis and subsequent critique of the broader brushstroke Sydenham to Bankstown Urban Renewal Corridor Strategy (Department of Planning, October 2015).

Fine Grain Site Analysis of Canterbury is included in the site analysis at Appendix 5.1.

The body of this study is composed of Key Opportunities within the precinct (arising out of site analysis) and Proposals for the precincts.

Hurlstone Park is a largely residential area, characterised by low density residential development, largely Federation and inter-war. It is bound by the busy, arterial Canterbury Road to the North and West, New Canterbury Road to the North, The Cooks River to the South and Dulwich Hill to the East.

It has an existing, quiet, low-rise high street, Crinan Street which has brick shop-top housing and a continuous street awning. Crinan Street meets Floss and Duntroon Street at the rail line, and the junction contorts into a kind of five-ways over at the station exit. There are commercial buildings at the junction on all these streets.

There are scattered multi-residential developments within the area, ranging from modest 2 storey interwar walk-ups to enormous 1970s strata amalgamations.

Canterbury Road and New Canterbury Road are busy streets, with four lanes of traffic, scant vegetation and mixed development including the RSL, petrol stations, single storey bungalows, shop top housing.

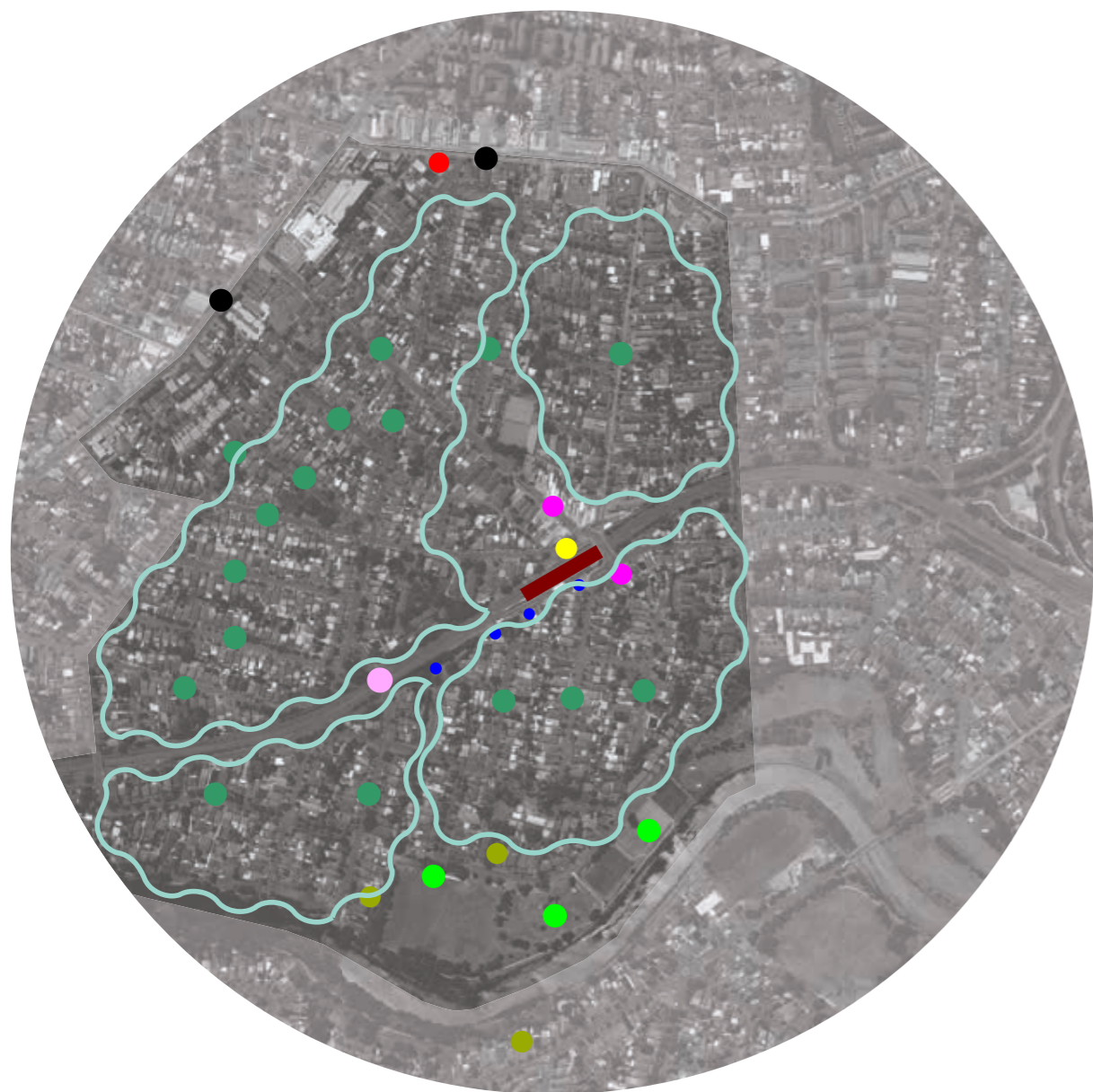
The Cooks River to the South is bound on both sides by well kept landscaping. There is a continuous bike/pedestrian path along the river, and the path ranges from quite intimate in scale, to being the edge of large parks and recreation spaces stringing along the river.



2.0 ASSESTS, LIABILITIES AND OPPORTUNITIES TABLE (ARISING FROM SITE ANALYSIS (APPENDIX 5.1))

	KEY ASSETS	LIABILITIES	KEY OPPORTUNITIES
RIVERSIDE PARKS + CONTINUOUS BIKE/PEDESTRIAN PATH	River and River path – views, open space, access to big sky, run/walk/cycle to Botany Bay (10Km), passive and active recreation places, variety of outdoor open spaces in scale, design, vegetation, edge condition, beautiful heritage bridges, access to park and river frontage on South side, some good landscape design and river edge (notably superior to Canterbury portion of path)	Some poor landscape design – edges where parks meet roads, where parks meet private property, connections to the north sometimes poorly resolved/difficult to navigate. Lacklustre / poor amenities buildings.	<ul style="list-style-type: none"> - Improve park edges – retaining, fencing, planting, seating, parking - Improve park facilities including barbecues, picnic areas, seating, play equipment, sporting equipment, youth facilities - Density at park edge – increase residential density at park frontage. Note that orientation and topography may make multi-unit residential development undesirable due to lack of solar access.
TOWN CENTRE	Two storey brick shop-top housing character. Small scale retail tenancies attract small businesses (note that many currently untenanted). Charming village feel. Commercial hub at station/transportation hub.	<p>Low scale of development feels very ‘sleepy’ especially given rise to rail crossing. The existing station building and large intersection is a missed opportunity for a sense of town centre/arrival.</p> <p>Disconnection between north and south retail zones across rail line.</p> <p>Carparking at station lost urban/open space opportunity.</p> <p>Poor street planting.</p> <p>Vehicle heavy and dominant, with two lanes parking, two lanes traffic.</p> <p>Many corners create engaging street geometry but current massing/architecture does not take advantage of this condition.</p> <p>Station entry poor. Not aligned Crinan Street axis. Poor architectural quality. Urban anticlimax.</p>	<ul style="list-style-type: none"> - Enliven Crinan Street commercial/retail corridor. Ground plane and landscaping. Align new Metro exit with Crinan Street axis - Convert parking into town square. Activate town square edge on South side with weekend market/other uses. Preserve 2 storey shop-top character, while increasing population/activity/liveliness. - Use existing five-ways street geometry to create engaging corner architecture condition to describe the town centre (a small Piccadilly Circus or large Darlington Gaol). - Increase density on south side of railway. Create ‘terminus’ urban wall. Improve laneway conditions/address Increase heights and density within 200m radius of station to north. - Utilise the drama of the gradual rise up Crinan Street from north to south to create a town centre with presence/height and a focus (town square and station exit).
CANTERBURY AND NEW CANTERBURY ROADS	Major arterial roads defining the northern boundary of Hurlstone Park. The area is described by arterials to the north and the river to the south, meaning that although the suburb is only 9km from the city, it feels incredibly quiet, pedestrian friendly and like a destination, rather than a path to somewhere else.	<p>Canterbury and New Canterbury Roads are four lane roads with no parking, scant crossings and poor pedestrian environments.</p> <p>There is a mix of building types along these roads, ranging from multi unit residential to large hospitality (RSL, pubs), petrol stations, warehouse retail, shop top housing and single storey bungalows in suburban gardens. Many commercial tenancies are vacant.</p> <p>These roads create an abrupt break in the established tree canopy and restrict pedestrian and cycle.movement.</p> <p>Vehicle dominant.</p>	Canterbury and New Canterbury Roads, in the Hurlstone Park and Canterbury precincts, are well within the 800m walking/cycling distance of the railway station exits. This is a key opportunity to rezone these sites for high density living and in doing so, address the ground plane condition. Ground plane should include: street trees, low street planting, shade/rain protection (from colonnade or awnings), separation of pedestrians from high-speed car edge, more pedestrian/bike crossings/ bike lane introduction of enterprise corridor for the length of the Hurlstone Park and Canterbury portions of these roads.

3.0 KEY OPPORTUNITIES MAP



-
- - Improve Pedestrian and Cycling environments at Canterbury and New Canterbury Roads
- - Improve green environments at Canterbury and New Canterbury Roads
- - Retain and preserve existing heritage character, single storey street address
- - Enhance existing street planting to extend tree canopy (Note that much of leafy character of Hurlstone Park is established by trees on private property).
- - Areas where tree canopy is largely established by trees on private property
- - New station square at proposed metro exit north /terminus to Crinan Street retail zone
- - Opportunity for markets/ cafe seating
- - Explore potential for strategic land acquisitions/ new setback controls to establish cycleway in rail corridor and take advantage of lovely character and existing mature planting
- - Improve park edges, especially at interface of public and private property
- - Improve park facilities including toilets, play equipment, sports facilities, shade, pic nic areas, bbqs, bollards and planting to street edges
- - New Dunstaffenage Street and cycle access at Foord Avenue. Enhance North-South connections and access to riverfront amenity
- - Enhance and enliven existing village centre. Use street geometry and rise over rail line to create dramatic architectural presence/sense of arrival/ corner architecture
- - Metro Station
- - New urban pocket park to New Canterbury Road. Creates curtelage for existing church to South and provides green respite

RIVERSIDE PARKS + CONTINUOUS BIKE/PEDESTRIAN PATH



Improve interface with private domain. Remove ad-hoc residential fence edge condition

TOWN CENTRE

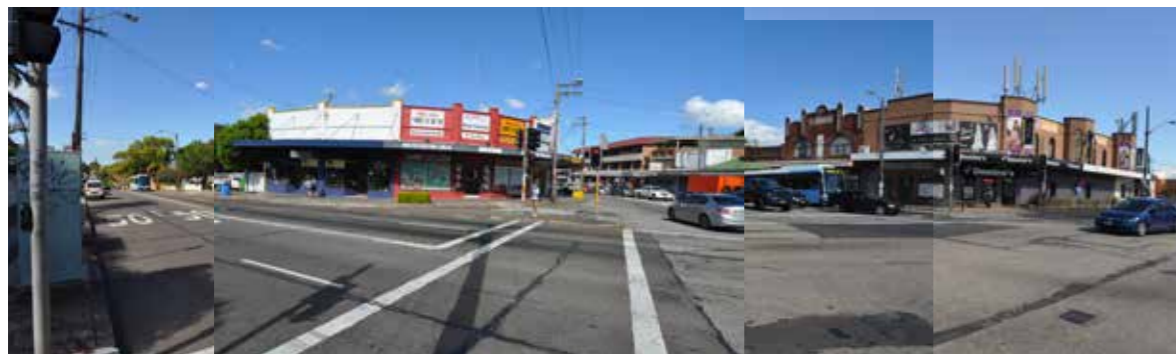


Crinan St - enhance village character, explore potential for corner architecture and sense of arrival at village centre



Carpark at train station - potential for new station square, market place, outdoor cafe seating.

CANTERBURY AND NEW CANTERBURY ROADS



Arterial roads on boundary - Canterbury Rd - Opportunity to increase density, improve pedestrian + cycle amenity, create green canopy, create street wall and increase density.



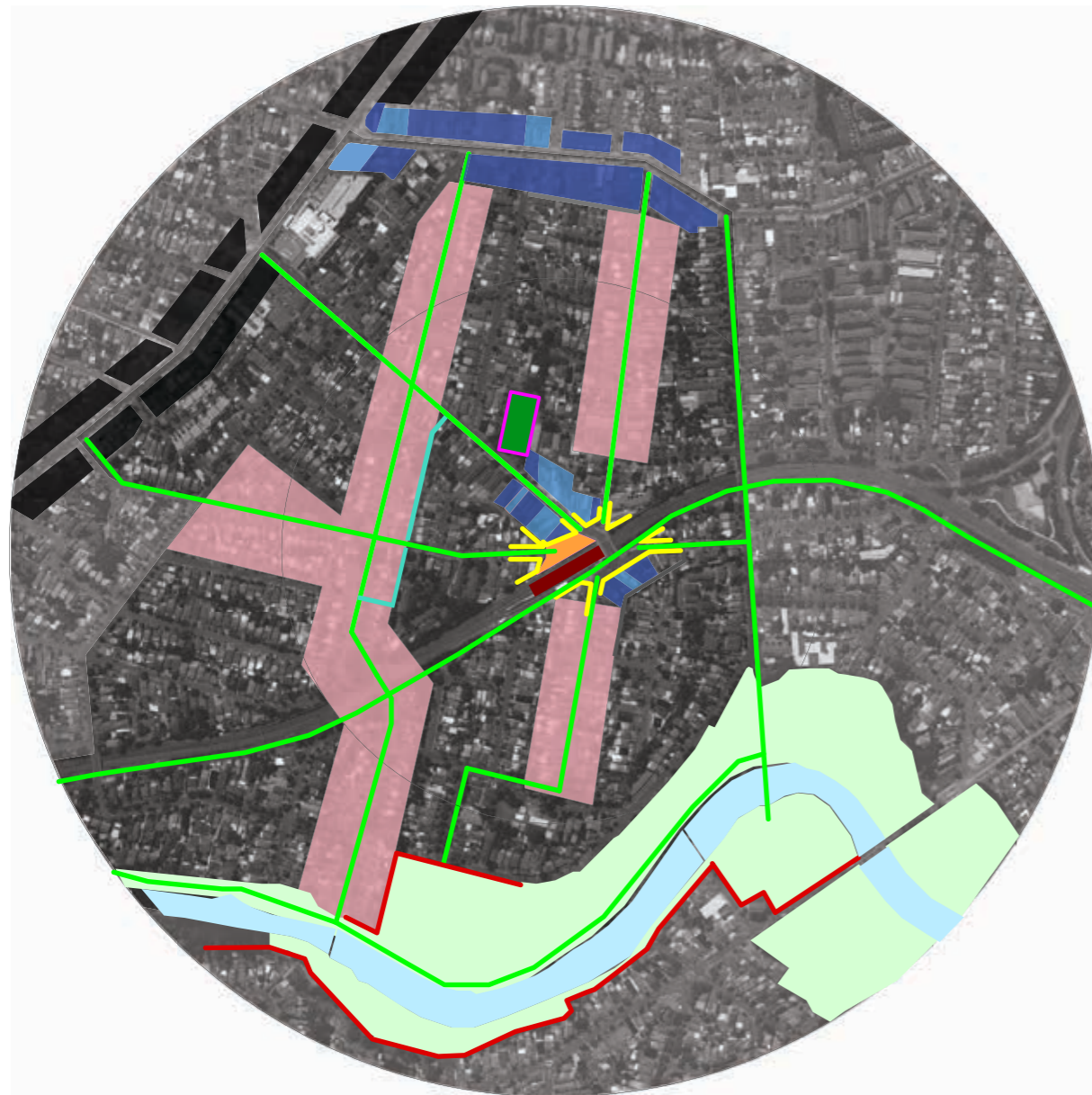
New Canterbury Rd - Increase density, greenery + pedestrian amenity



Quiet pedestrian streets - protect and enhance



4.0 THE PROPOSAL



Crinan Street, Floss Street, Town Square Village Centre

- - Retain existing high quality 2 storey shop-top housing. Preserve character and grain of Crinan and Floss Street shopping precincts. Preserve affordable, small scale retail. Preserve affordable housing provision.
- - New sympathetic shop-top housing infill to Crinan and Floss Streets. Establish awning and parapet controls.
- - Proposed Metro location, entry to align Crinan St axis
- - Proposed Station Square, weekend markets, landscaping, outdoor cafe seating
- - New corner architecture expression to define town centre
- - New rear lanes to separate single residential sites from areas of proposed increased density. (Subject to detailed masterplan.)

Cycle and Pedestrian

- - Cycle and pedestrian routes to connect rail corridor, existing river front cycle route. Improved North-South connections including underpass at Foorde Street, enhanced street planting for provision of shade and continuity of tree canopy
- - Preserve single storey heritage residential character to key streets. Foorde Avenue/Dunstaffenage Street, Floss Street, Duntroon Street. Preserve heritage character, small rise and scale and retain/protect mature trees on private property that are largely responsible for establishing leafy canopy in Hurlstone Park.

River Front Parks

- - Parkland. Improve facilities including sporting, play, toilets, seating, barbecues, shade provision
- - Improve edge condition at interface with private property including introduction of fence controls, controls related to new housing types, planting, etc
- - Existing Bowling Club to be preserved as open space.

Preserve

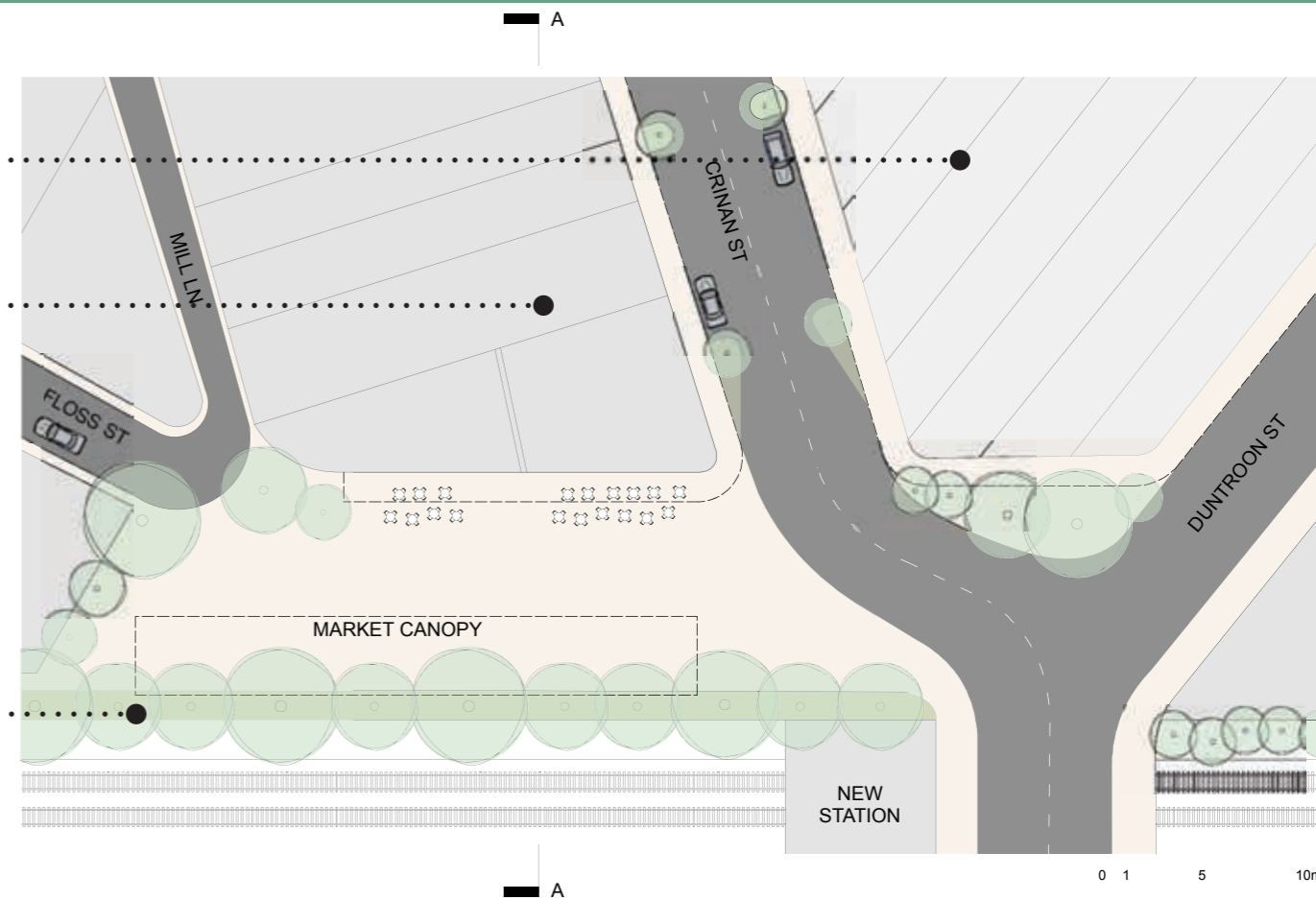
- Crinan Street and Floss Street Shop-top village character
- Street trees, mature trees on private property, tree canopy character
- Heritage houses and heritage character or precinct
- Single storey street address to Dunstaffenage Street
- Open space at Bowling Club site. Future uses may include childcare centre and park

4.1 CRINAN ST, FLOSS ST, TOWN SQUARE VILLAGE CENTRE



Section A through proposed Floss St town square

Existing infill shop-top housing
 Retail/cafes
 Housing over 2-5 storeys
 Variable heights to preserve solar access to square



Plan of station and town square



Opportunities to improve ground level + provide new infill



Varying qualities of existing shop-top housing



Opportunities to improve and enhance town centre character



Rail overpass - missed opportunity to 'announce' town centre.



View down Crinan Street from Overpass

4.1 CRINAN ST, FLOSS ST, TOWN SQUARE VILLAGE CENTRE

The Floss Street Carpark will be converted to a new Station Square, creating a pedestrian terminus to Crinan Street and a focal point of the village centre. The new Metro Exit will be accessed off this square, on axis with Crinan Street. Market Facilities will be located along the southern edge of the square. New shops on the northern edge will face the square.

Crinan Street's existing shop-top character will be preserved. Better examples of the type will be preserved. Detracting examples will be replaced with higher density housing, that still slots into the awning and parapet language of the street. Shop-top housing will increase in height at the 5-ways intersection, creating dramatic corner architecture.

Ground plane and landscape improvements will be implemented along Crinan and Floss Streets.

The increase in density around the town centre, on the existing 5-ways street geometry will create a dynamic town centre focus through corner architecture. Podium designs should not be considered as they diminish to power of the corner. Top floor setbacks should not be considered. The strength of the proposal is in drama, creating a centre of the town, where it is currently poorly defined.



Existing carpark adjacent to train station. Opportunity to create vibrant and sensitive character of place.



New town centre and heights at critical corners. Central square, market place, outdoor seating. View from new station square.

4.1 CRINAN ST, FLOSS ST, TOWN SQUARE VILLAGE CENTRE



Location

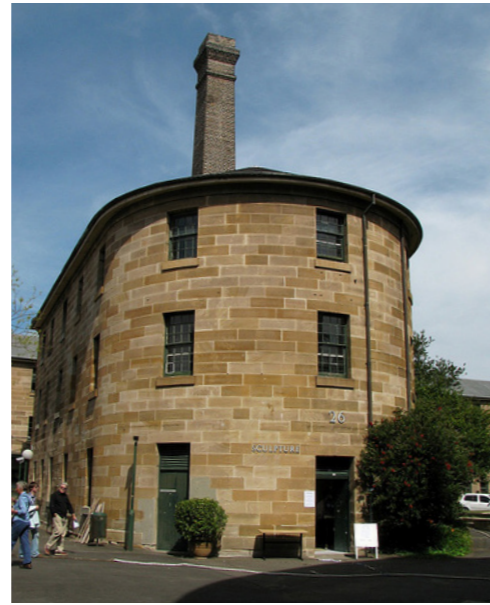


Existing view to station from Crinan St



Proposed view to station and station square from Crinan St. Retail higher quality shop-top housing. New sympathetic 2-3 storey infill respecting parapet and awning lines. Increased heights at critical corners. Street planting and ground plane

4.1 CRINAN ST, FLOSS ST, TOWN SQUARE VILLAGE CENTRE



Precedents - Corner Architecture

Corner architecture creates engaging, dynamic urban spaces



Street trees and shop-top housing



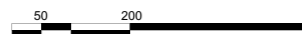
Covered market place








Multi-purpose canopy for markets, seating at town centre

Precedents - Town squares, markets, active shop-top precincts

New station square with pavilion provides public event space and sense of place



-  - Existing River Front Parks.
-  - Cycle Path at Rail Corridor.
-  - Points where cycle path meets private property. Explore setback controls/aquisition.
-  - New underpass at Foord Avenue to enhance pedestrian and cycle connections. North and south access to river front paths.
-  - Cycle and pedestrian routes. Link Canterbury and New Canterbury Roads through Hurlstone Park to riverfront amenity and continuous river front cycle/ pedestrian way on Cooks River.



Existing river front bike / walk path



Mature street planting



Existing river front bike/ walk path



No pedestrian/cycle access under rail corridor at Foord St



Excellent pedestrian amenity - shady, heritage architecture.

4.2 CYCLE AND PEDESTRIAN

Hurlstone Park is well serviced by the existing cycle/pedestrian path along the Cooks River, connecting to Botany Bay. This cycle way can link Hurlstone Park/Canterbury to the proposed Sydenham-Bankstown rail corridor cycleway, providing outstanding cycling amenity in the area.

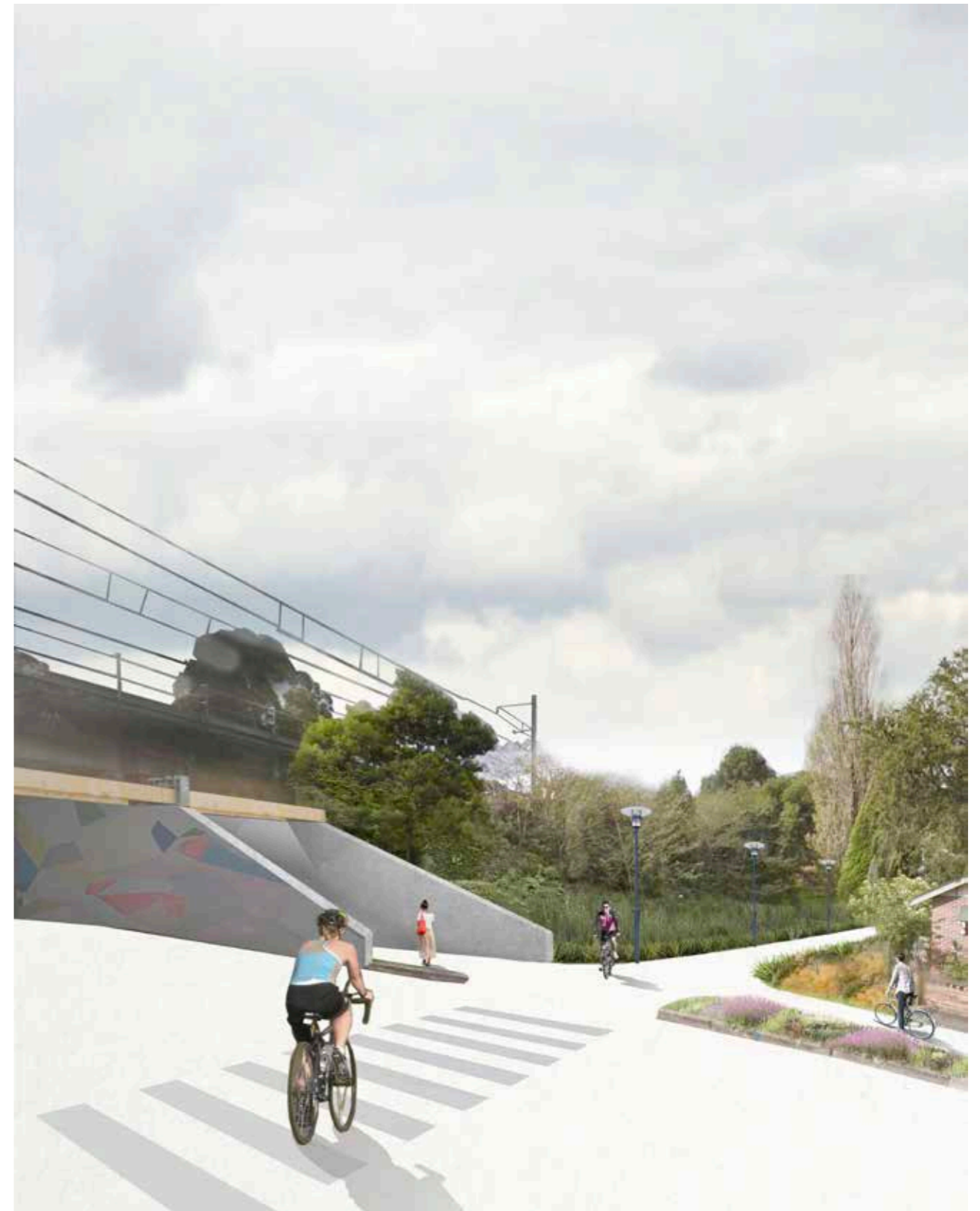
In order to establish the rail corridor cycleway in Hurlstone Park, there will need to be some strategic acquisitions of land and/or establishment of increased setbacks to new developments.

At the fine grain, Hurlstone Park will benefit from increase north-south cycling connections, linking the proposed higher density Canterbury and New Canterbury Roads to the River frontage. Key cycle routes should have enhanced street planting and shade provision.

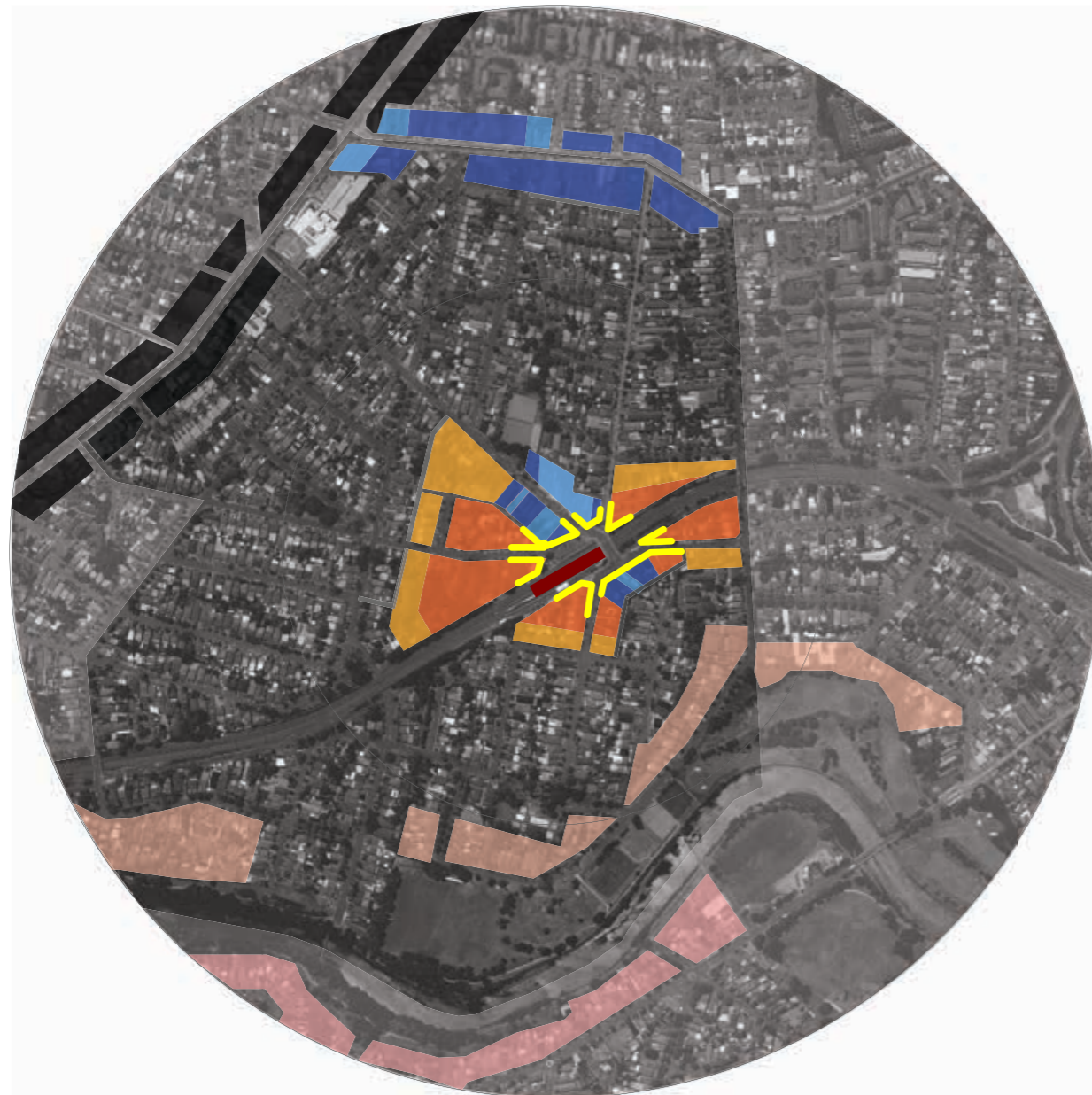
At Foord Avenue, there should be a new underpass to the rail line, facilitating the safe movement of pedestrians and cyclists North-South to the River.











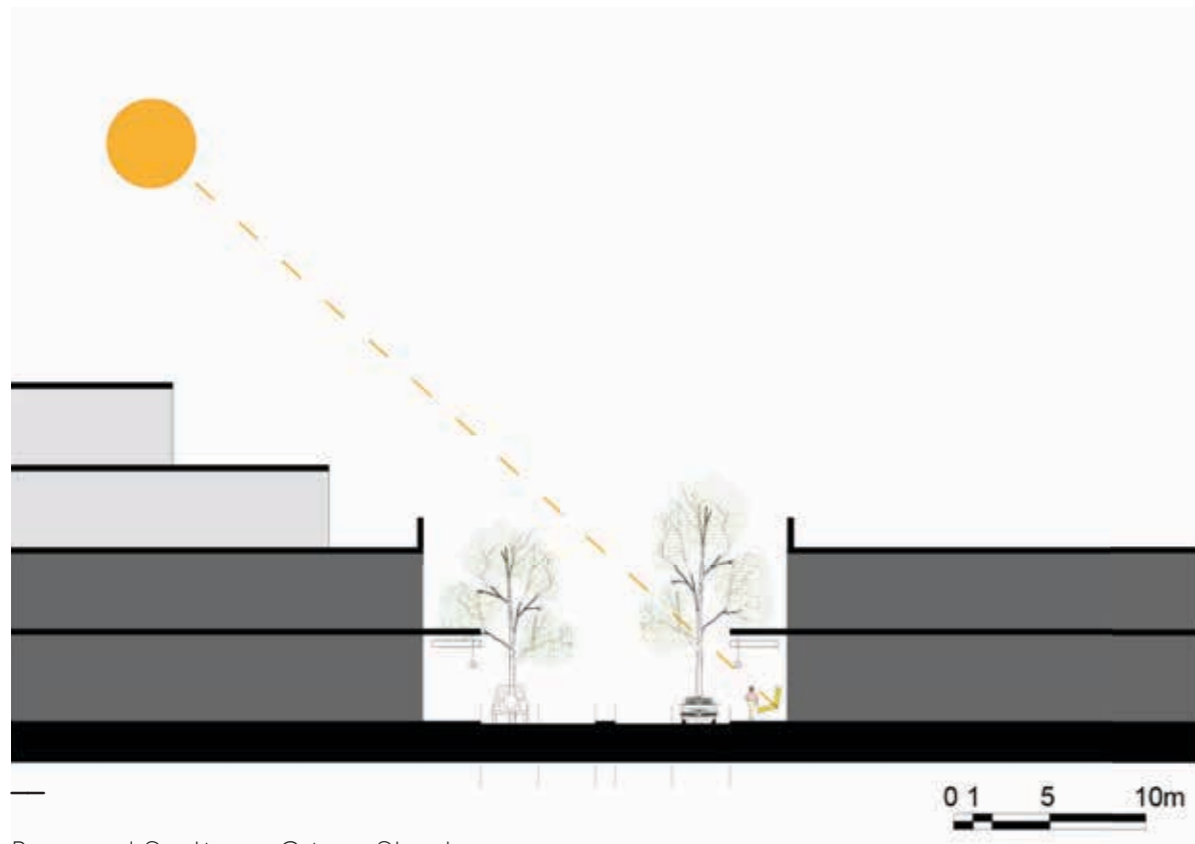
Existing heritage underpass on Foord Ave



Proposed development of green belt along rail corridor and enhanced North-South connection including pedestrian and cycle underpass at Foord Ave

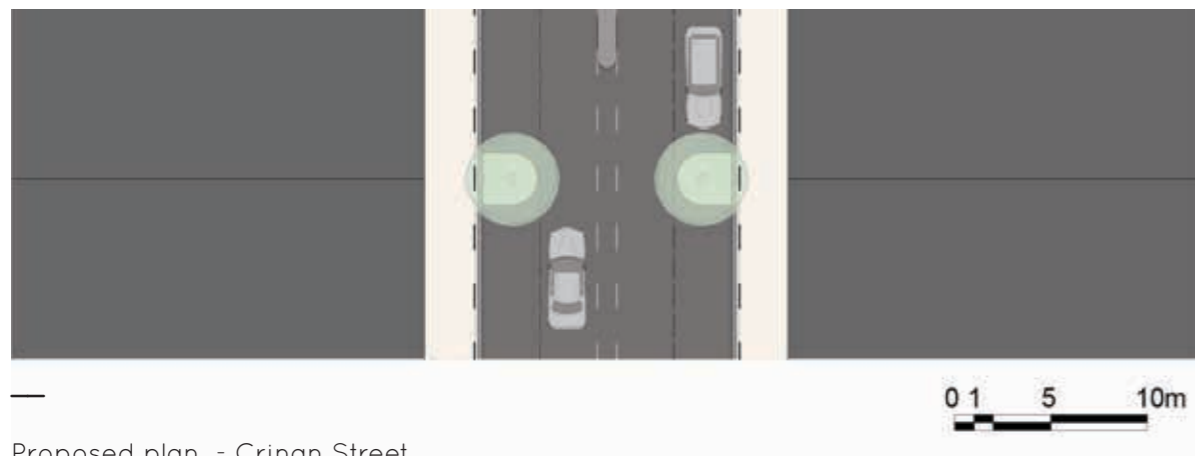


-  - Existing 2 Storey Shop-top of heritage/charming character to be retained
-  - Shop-top infill up to 4 storeys. Respect parapet and awning lines.
-  - Canterbury Road subject to separate masterplan
-  - 5 - 7 storey residential development.
Note: no podium treatments to key corner architecture sites.
-  - 2 -3 storey residential development
-  - Key corner sites earmarked for maximum heights
-  - Explore 2-3 storey townhouse development to river/park frontages facing south
-  - Explore potential for increased density facing north at river front.
Note: this is outside of the study area.

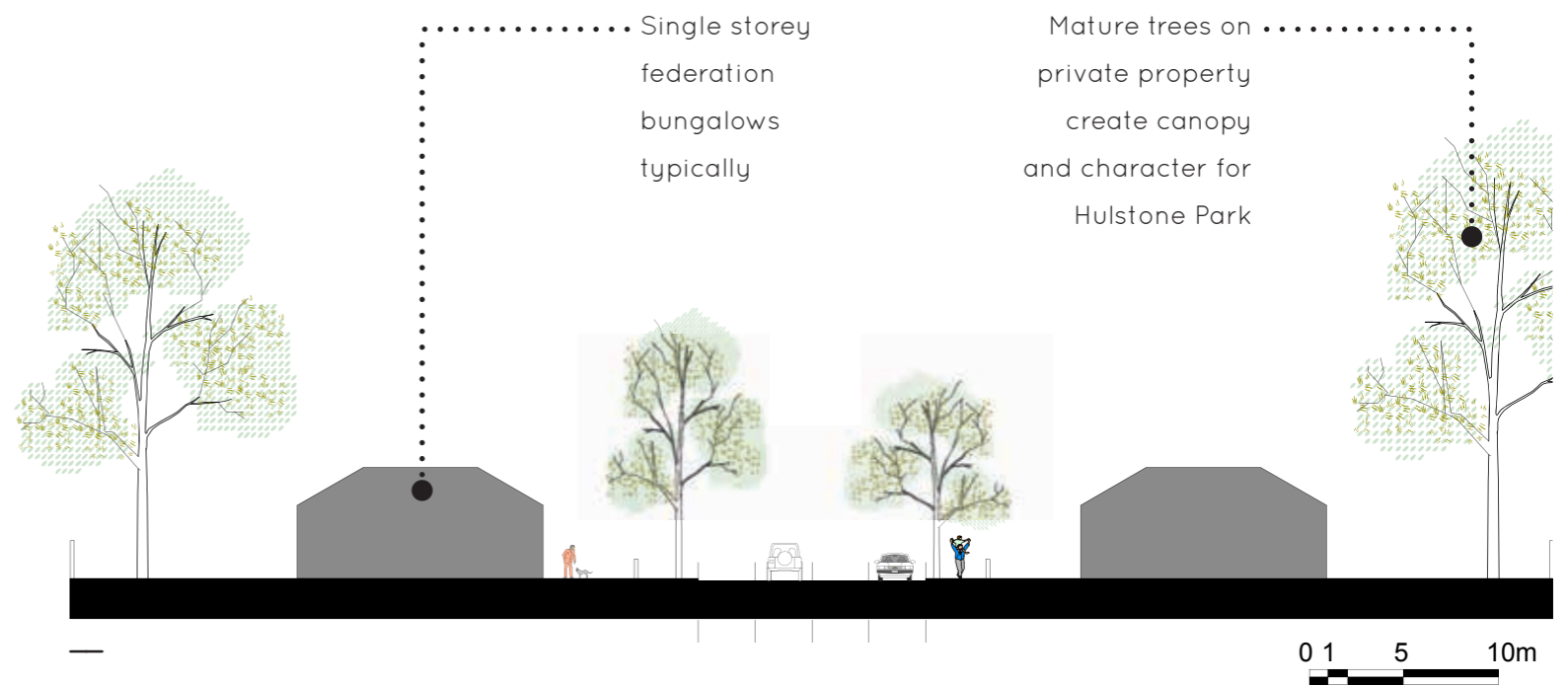


Proposed Section - Crinan Street

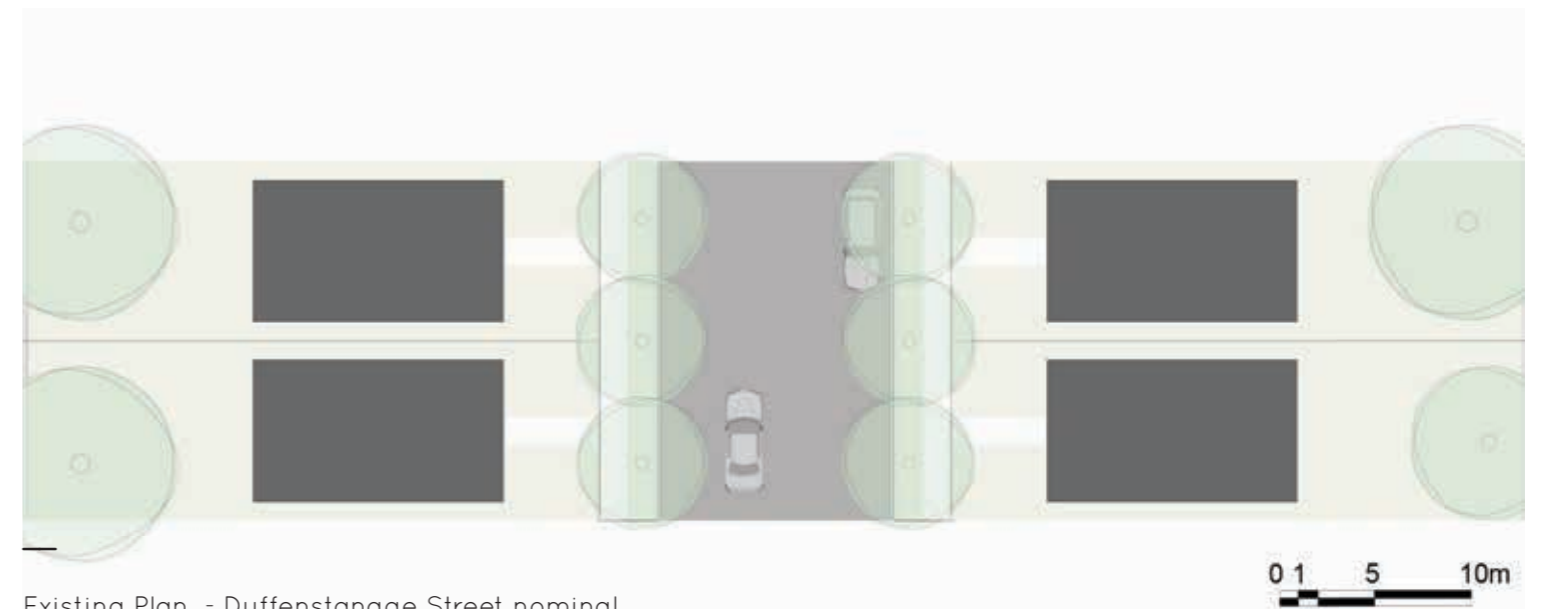
New infill to respect amenity, parapets and sight lines



Proposed plan - Crinan Street



Existing Section - Duffenstange Street



Existing Plan - Duffenstange Street nominal

Retain single residential, single storey language. This will preserve existing street trees and trees on private property

4.3 DENSITY



Proposed section of river front.
Explore potential for 2-3 storey townhouse development



Precedents - Higher density at river front parks

Improve edges by orientating housing towards river. Higher density housing takes advantage of outlook and park setting

4.4 RIVER FRONT PARKS



- Existing River Front Parks
- Cycle and pedestrian routes. Link Canterbury and New Canterbury Roads to riverfront amenity and continuous river front cycle/pedestrian way on Cooks River
- Improvements to Park interface with road. New bollards, retaining walls, planting strategy, signage.
- Key Projects. These include amenity blocks, barbeque facilities, inventive active recreation zones and play equipment, seating, shade, various treatments of the river edge, planting upgrades, bollards, lighting, retaining etc
- Improvements to Park interface with private property. Investigate opportunities to increase density at park interface and turn new residential buildings to face the park, increasing passive surveillance and improving edge activity. NB: Increased density may not be appropriate due to topography and orientation. In this case, sheet metal fences should be banned as they prohibit vegetation growth. Introduce edge plantings to conceal ad-hoc private fences which currently make up the edge condition of the park.



Continuous path



Varying spatial and landscape qualities



Private/public interface is poor



Occasionally a house faces the park



Large open playing fields. Poor edges, amenity, buildings, BBQ structures

4.4 RIVER FRONT PARKS



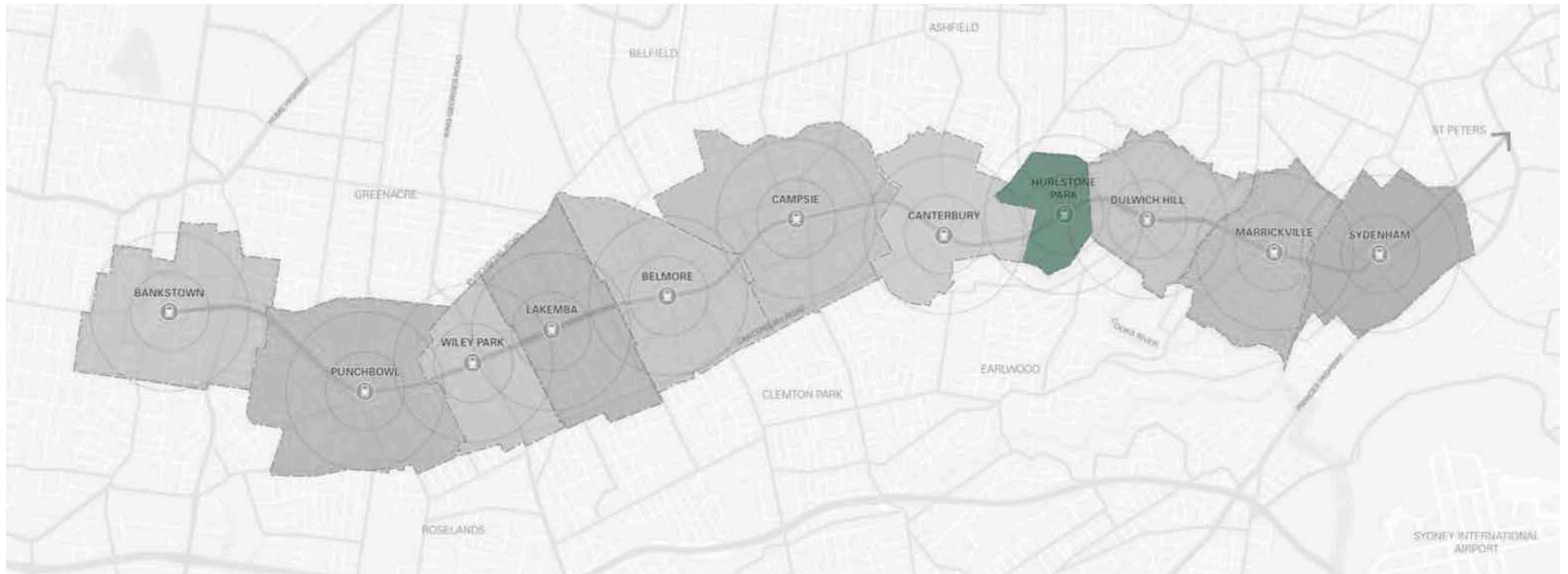
Precedents - River Edge

Active engagement with river, refined edges, pedestrian and cycle paths



Precedents - Amenities

Public amenities at the river front, including bbq facilities, shade structures, toilets and seating.



5.1 SITE ANALYSIS



Hurlstone Park is a largely residential area, characterised by low density residential development, largely Federation and inter-war. It is bound by the busy, arterial Canterbury Road to the North and West, New Canterbury Road to the North, The Cooks River to the South and Dulwich Hill to the East.

It has an existing, quiet, low-rise high street, Crinan Street which has brick shop-top housing and a continuous street awning. Crinan Street meets Floss and Duntroon Street at the rail line, and the junction contorts into a kind of five-ways over at the station exit. Commercial buildings bleed onto these streets.

There are scattered multi-residential developments within the area, ranging from modest 2 storey interwar walk-ups to enormous 1970s strata amalgamations.

Canterbury Road and New Canterbury Road are busy streets, with four lanes of traffic, scant vegetation and mixed development including the RSL, petrol stations, single storey bungalows, shop top housing.

The Cooks River to the South is bound on both sides by well kept landscaping. There is a continuous bike/pedestrian path along the river, and the path ranges from quite intimate in scale, to being the edge of large parks and recreation spaces stringing along the river.





Crinan Street is retail high street that crosses rail line



Garden suburb heritage character



Established street trees and mature trees on private land create canopy.



Park - River side parks create outstanding amenity and recreation opportunities



New Canterbury Road. Vehicle dominant, poor pedestrian and cycle environment.



TOPOGRAPHY

Hurlstone Park is largely flat in its northern parts, with a steep slope down to the river at the South.

The sloping areas of the suburb display uniquely Sydney vegetation patterns: sandstone outcrops with vertical vegetation, large eucalypts etc and affords views down to the river from surrounding streets. Topography near the river contorts pedestrian and cycle access to the river.

The high street, Crinan Road, rises up gently to the south at the rail crossing, creating a sense of arrival at town centre/station exit. Unfortunately, current urban and architectural design does not take advantage of this natural sense of village centre.

The fact that Hurlstone Park slopes down to the river at the South means that views/outlook and solar access are in opposite directions. The topography does not lend itself naturally to the siting of increased density at the river front as solar access and overshadowing will present difficult issues to overcome.



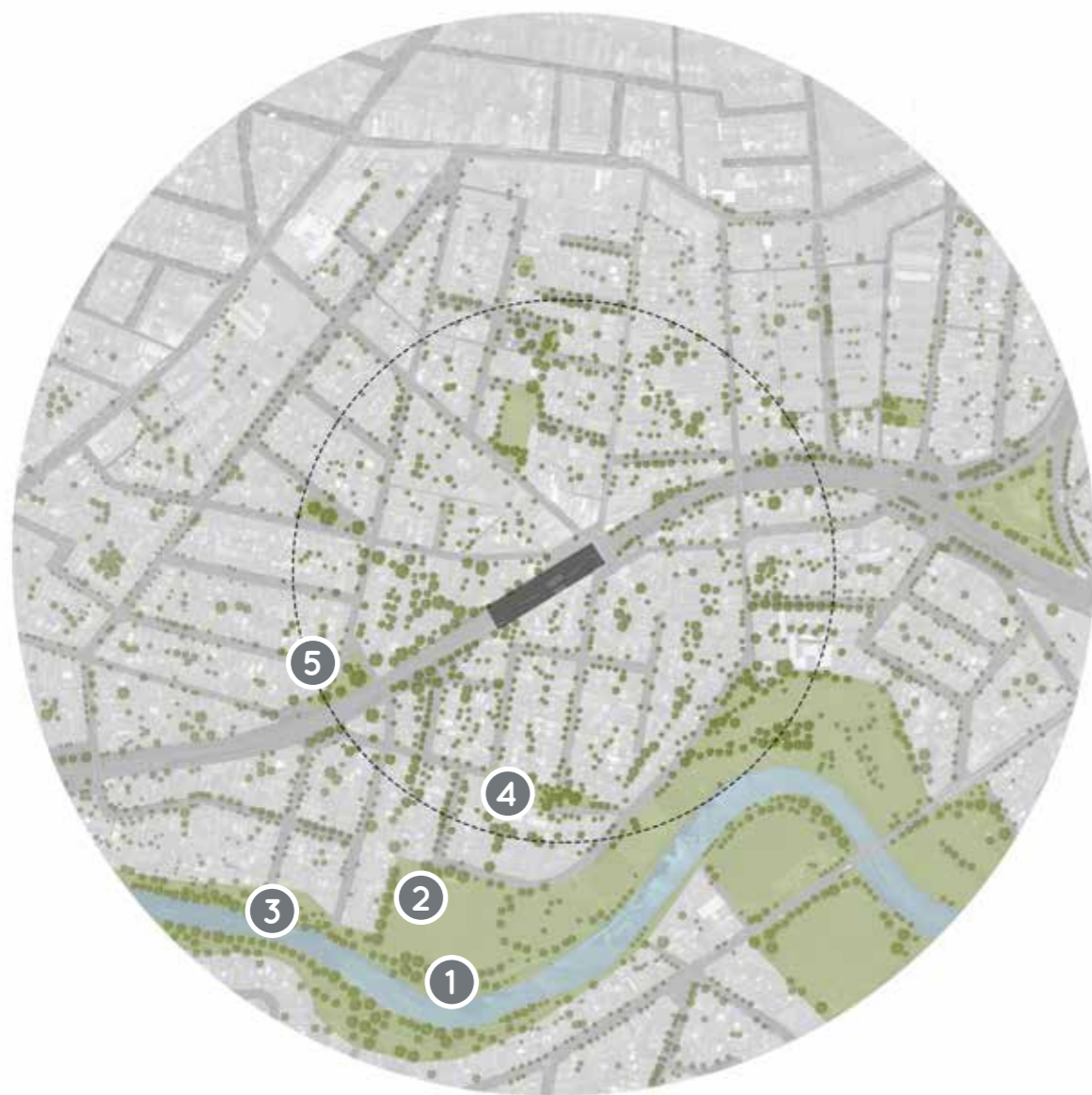
Largely flat precinct

Gentle slope on Crinan Street up to south

Near the river, stone cuttings visible

Stone cuttings facing south create unique vegetation character.

River-side paths + level playing fields



LANDSCAPE

Hurlstone Park has a network of large and small green spaces stringing along the edge of the Cooks River. There are quiet intimate paths through casuarina forests, and large spaces for sports and active recreation. There has been some recent attention paid to the edge condition along the river with paving, planting and seating upgrades.

Where the river front parks meets private property there is room for systematic improvement to the public domain. In many places, a patchwork of private fences forms the park edge, giving it an ad-hoc edge character.

Improvements to the park interface with surrounding streets is also an opportunity. Siting of amenities is at times poor. Bollard design and edge treatment is of low quality. In contrast with the upgrades to planting, seating, edge details etc on the river edge of the park, it looks poor.

There is also an opportunity for some inventive play spaces in the river side parks.

There are several pocket parks in Hurlstone Park. At Burnett Street, Edgeware School meets a park born out of the sloped terrain and exposed sandstone floaters. This is a unique, shady park adjacent to a school and a great opportunity for some inventive play equipment that acknowledges the park's natural features.

At the significant rail underpass on Foord Avenue/ Dunstaffenage Street, there is a triangular pocket park, again with play equipment. This is a lovely park, that again takes advantage of the topography and it is a mini destination along the key route, North - South to the Cooks River.

Unfortunately, there is no pedestrian/cycle linkage under the rail adjacent to the car access. This presents a key opportunity for improvement.



Casuarina forests at river edge

Active recreation space/sports fields at river edge

Path at river edge

Burnett St pocket park

Foord Av pocket park



On the north side of Hurlstone Park's high street, Crinan Road, there is a Bowling Club offering open space in a natural gully. This open space separates the commercial end of the street from the residential, and should be maintained as an open space, even if the private ownership of the club changes hands. A key opportunity to explore is the siting of a daycare centre on this site, taking advantage of the open space, proximity to train/public transport and commercial/retail area.

Street Planting and Green Character

Hurlstone Park's character is largely established by the small house in large suburban lot typology. There is extensive street planting on many streets with a range of maintenance levels. Significantly, large trees on private land, in back gardens and in strata gardens, make an enormous contribution to the sense of consistent tree canopy within the area.

Adjacent to the south side of the rail-line, there is a heavily vegetated green belt of varying widths. This forms part of the green strategy and is designated for conversion to

public land as a bike route. At the fine grain, it becomes apparent that connections across this belt of green need attention and there are a few 'chunks' of taken out of the belt, where private land butts up to the rail corridor. In the rezoning of the area, these sites may be earmarked for acquisition or should be subject to setback controls that facilitate the continuous bike corridor.

Canterbury Road and New Canterbury Road

Canterbury Road and New Canterbury Road are both four traffic lane roads that have scant planting and few crossings. They are vehicle dominant.

A new landscape strategy for Canterbury and New Canterbury Roads is a key opportunity. The goal should be to transform these streets into pleasant pedestrian/cycle environments and connect a green corridor through the precinct.



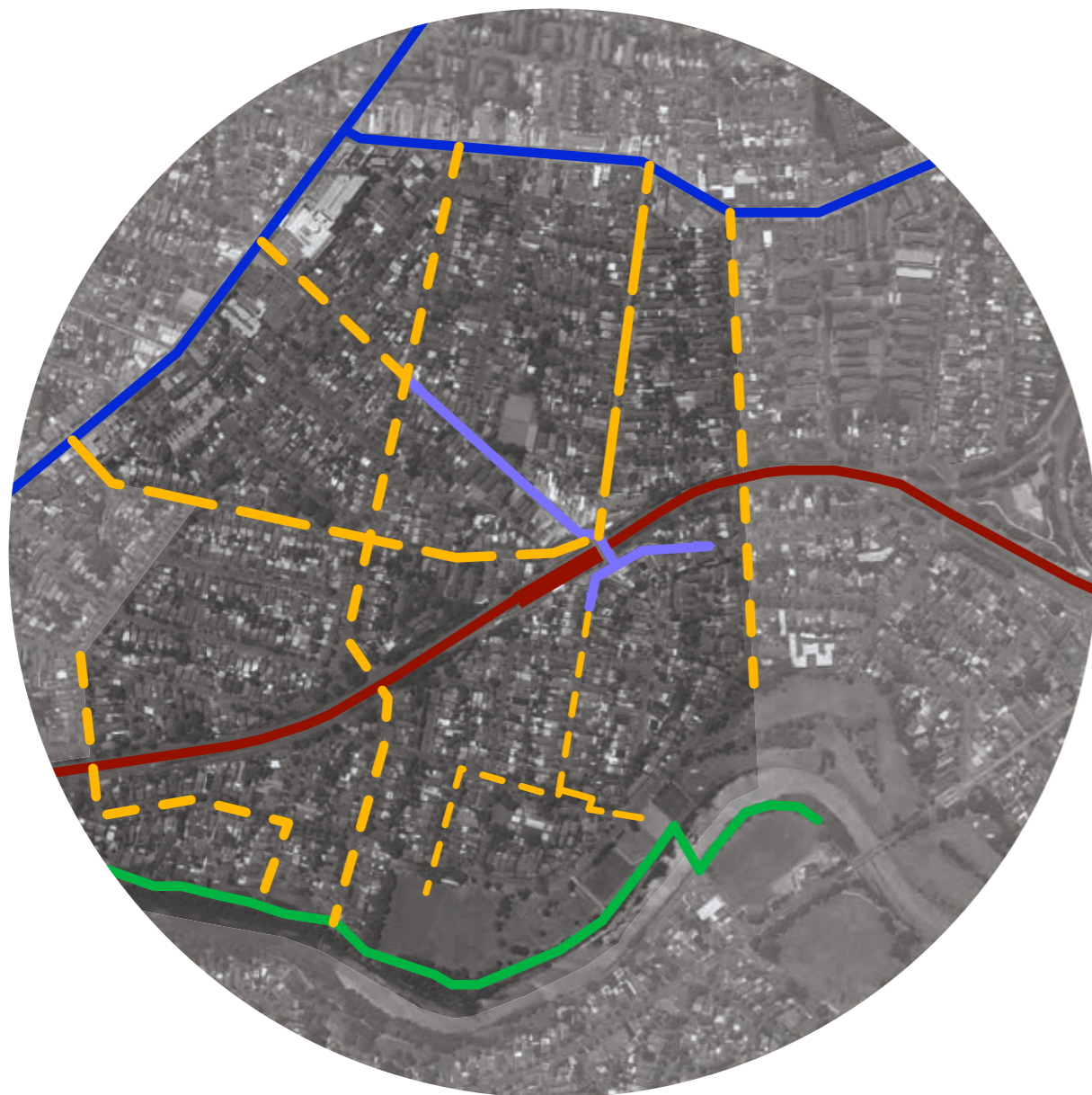
Bowling green

Street planting

Vegetated green belt at rail corridor
Fenced off

Canterbury Rd

New Canterbury Rd



TRANSPORTATION

Hurlstone Park is well serviced by public transportation with the future metro line stopping at the heart of the village. Bus routes connect the train station to the Canterbury Road via Crinan Street and local routes service the southern part of the precinct.

The local character of the place makes a terrific pedestrian and cycling environment, with low rise streets shaded by existing mature street trees. Key routes connecting north to south, linking the precinct to the amenity of the river front, are lovely in character but suffer at the junctions with the railroad, especially on Dunstaffenage St/ Foorde St where there is only a narrow vehicle underpass, it is unsafe for pedestrians and cyclists. Improving this bike and pedestrian link to the river is a key opportunity.

A future cycle route along the rail corridor will be of a very high quality in Hurlstone Park, where parts of the rail corridor are very generous and highly vegetated. This will require some strategic site acquisitions/setback controls to new sites with higher densities at the town centre.

Alternatively or additionally, the major cycle route following the Metro line could depart from the Metro line at Canterbury and rejoin in Dulwich Hill, detouring along the cycle paths of the Cooks River.

Legend

- Sydenham to Bankstown Rail line with proposed Metro Station exit at Crinan/Floss Street
- Major bus routes
- Minor bus route
- Existing established Cooks River cycleway
- Strong North-South and East-West pedestrian routes north of rail line, connecting Canterbury and New Canterbury Roads with village centre/ station. Convoluted paths south to riverfront due to rail line and steep topography.



Bus Routes

Parking at railway edge on Floss St



Bicycle paths well established at river front

Dunstaffnage St, one of the main North-South links



Train - heritage station buildings + stone cutting

Station building at heart of town centre. Anti climatic.



● Heritage items

○ Identify contributory/charming shop-top housing

Heritage items at 01.10.2016
NB Canterbury Council have since listed 51 additional sites.

HERITAGE

Housing

Hurlstone Park has a heritage character. It was planned in the garden suburb model, but on a more modest scale than Burwood or Strathfield. The neighbourhood character is established by single storey brick and tile bungalows in several styles: Queen Anne, Edwardian, Victorian, Federation, interwar and Californian bungalow. The planning pattern is predominantly small house in large garden and large trees give the sense of a continuous tree canopy. It is a unique, nostalgic environment and should be preserved.

(Key opportunity: preserving the heritage character of Hurlstone Park is a key opportunity and it should be noted that the boundaries of this potential Conservation Area spill into the Canterbury study area. Local government should establish rules and guidelines to preserve the single storey street address, significant trees, heritage materials and palettes)

Crinan Street, Floss Street and Shop-Top retail precinct.

The commercial and retail centre of Hurlstone Park is a modestly scaled village sited predominantly on the north side of the rail-line, spilling over the rail bridge in a contorted five-ways to the south side. It is not a major arterial road. Many of the retail tenancies are vacant.

The two storey shop-top form and character to Crinan Road is charming and loved by the locals. While the buildings themselves are not brilliant examples of the type, they are much loved by the residents and create a charming, fine grain village character. The better examples should be retained, and the detracting examples should be replaced with sensitive infill.

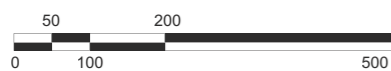


Shop top housing - varying conditions



Heritage listed rail underpass - poor condition

Examples of Victorian and Federation bungalows



BUILT CHARACTER AND SCALE

Housing

The predominant building type is the single storey bungalow. There are also many new single residences up to two storeys. Residential apartment buildings generally slot into the suburban subdivision pattern. They range in age from interwar to 1970s and 80s. There are some particularly poor examples from late last century where siting is poor, street address is poor, and all evidence would suggest that internal amenity is poor (bad orientation, low ceilings, entries miles off the street frontage etc).

It is assumed these buildings are strata titled and therefore difficult to replace. While they are not ideal residential developments, they will protect a level of affordable housing within the precinct. The corridor strategy presents a unique opportunity to revisit this building type and prepare strategies for its future.

Shop top housing and town centre

The station block of Crinan street is characterised by shop top housing, with small lot sizes (approximately 6-10m retail frontages) serviced by rear lanes. The fine grain of this development and its charming form are a key part of establishing Hurlstone Park's sense of place and its centre.

While the shop-top housing creates a charming scale at Crinan Street, the place where the roads converge is a missed urban design opportunity. The existing station entry is small in scale. The end of Crinan street is announced by a paling fence and an ad hoc carpark. Creating a focal point at the station and immediate surroundings and an engaging pedestrian/shopper/commuter experience at Hurlstone Park center is a key opportunity.

Park and River Edges

The southern edge of Hurlstone Park is where the residential meets park and river. This edge contains a mixture of types including bungalows, contemporary two storey town houses and apartment buildings. It is an area of potential densification but it should be noted that due to orientation and topography, it may be impossible to meet solar access requirements of current codes for residential flat buildings.

5.1 SITE ANALYSIS



Single Houses

Private fences to public parks.

New houses + contemporary rear additions



Multi-unit residential up to two storeys



Shop top housing - Crinian Road



Canterbury Rd - mix of building types, scales, characters. No consistent elements

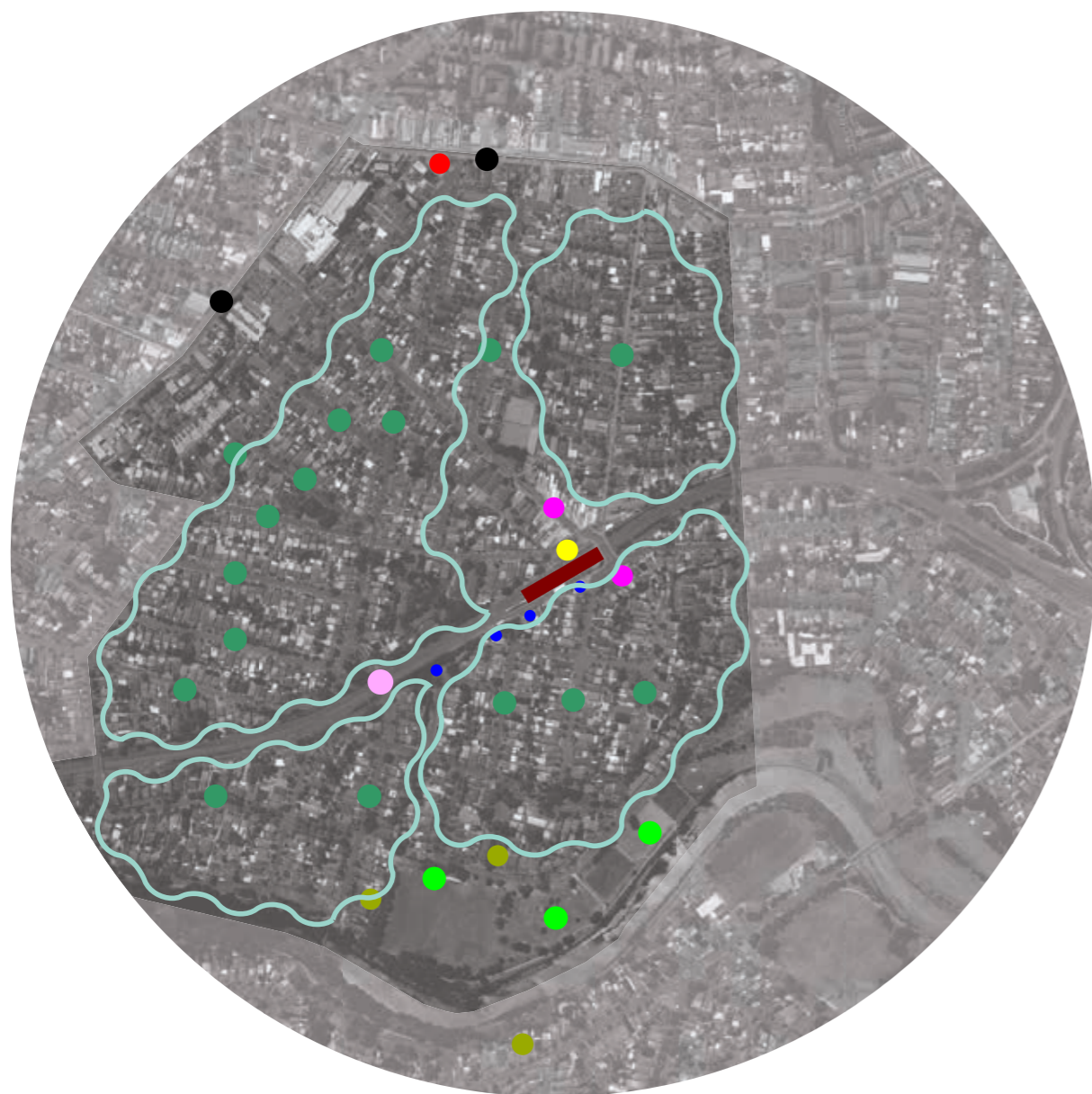


New Canterbury Rd - Mix of building types, scales and characters. Lots of new construction establishing 2-3 storey street wall. Up to 5 storeys setback. Continuous awnings



Park edges - poor interface with private domain

	KEY ASSETS	LIABILITIES	KEY OPPORTUNITIES
RIVERSIDE PARKS + CONTINUOUS BIKE/PEDESTRIAN PATH	River and River path – views, open space, access to big sky, run/walk/cycle to Botany Bay (10Km), passive and active recreation places, variety of outdoor open spaces in scale, design, vegetation, edge condition, beautiful heritage bridges, access to park and river frontage on South side, some good landscape design and river edge (notably superior to Canterbury portion of path)	Some poor landscape design – edges where parks meet roads, where parks meet private property, connections to the north sometimes poorly resolved/difficult to navigate. Lacklustre / poor amenities buildings.	<ul style="list-style-type: none"> - Improve park edges – retaining, fencing, planting, seating, parking - Improve park facilities including barbecues, picnic areas, seating, play equipment, sporting equipment, youth facilities - Density at park edge – increase residential density at park frontage. Note that orientation and topography may make multi-unit residential development undesirable due to lack of solar access.
TOWN CENTRE	Two storey brick shop-top housing character. Small scale retail tenancies attract small businesses (note that many currently untenanted). Charming village feel. Commercial hub at station/transportation hub.	<p>Low scale of development feels very ‘sleepy’ especially given rise to rail crossing. The existing station building and large intersection is a missed opportunity for a sense of town centre/arrival.</p> <p>Disconnection between north and south retail zones across rail line.</p> <p>Carparking at station lost urban/open space opportunity.</p> <p>Poor street planting.</p> <p>Vehicle heavy and dominant, with two lanes parking, two lanes traffic.</p> <p>Many corners create engaging street geometry but current massing/architecture does not take advantage of this condition.</p> <p>Station entry poor. Not aligned Crinan Street axis. Poor architectural quality. Urban anticlimax.</p>	<ul style="list-style-type: none"> - Enliven Crinan Street commercial/retail corridor. Ground plane and landscaping. Align new Metro exit with Crinan Street axis - Convert parking into town square. Activate town square edge on South side with weekend market/other uses. Preserve 2 storey shop-top character, while increasing population/activity/liveliness. - Use existing five-ways street geometry to create engaging corner architecture condition to describe the town centre (a small Piccadilly Circus or large Darlington Gaol). - Increase density on south side of railway. Create ‘terminus’ urban wall. Improve laneway conditions/address Increase heights and density within 200m radius of station to north. - Utilise the drama of the gradual rise up Crinan Street from north to south to create a town centre with presence/height and a focus (town square and station exit).
CANTERBURY AND NEW CANTERBURY ROADS	Major arterial roads defining the northern boundary of Hurlstone Park. The area is described by arterials to the north and the river to the south, meaning that although the suburb is only 9km from the city, it feels incredibly quiet, pedestrian friendly and like a destination, rather than a path to somewhere else.	<p>Canterbury and New Canterbury Roads are four lane roads with no parking, scant crossings and poor pedestrian environments.</p> <p>There is a mix of building types along these roads, ranging from multi unit residential to large hospitality (RSL, pubs), petrol stations, warehouse retail, shop top housing and single storey bungalows in suburban gardens. Many commercial tenancies are vacant.</p> <p>These roads create an abrupt break in the established tree canopy and restrict pedestrian and cycle movement.</p> <p>Vehicle dominant.</p>	Canterbury and New Canterbury Roads, in the Hurlstone Park and Canterbury precincts, are well within the 800m walking/cycling distance of the railway station exits. This is a key opportunity to rezone these sites for high density living and in doing so, address the ground plane condition. Ground plane should include: street trees, low street planting, shade/rain protection (from colonnade or awnings), separation of pedestrians from high-speed car edge, more pedestrian/bike crossings/ bike lane introduction of enterprise corridor for the length of the Hurlstone Park and Canterbury portions of these roads.



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- - Improve Pedestrian and Cycling environments at Canterbury and New Canterbury Roads
- - Improve green environments at Canterbury and New Canterbury Roads
- - Retain and preserve existing heritage character, single storey street address
- - Enhance existing street planting to extend tree canopy
(Note that much of leafy character of Hurlstone Park is established by trees on private property)
- - Areas where tree canopy is largely established by trees on private property
- - New station square at proposed metro exit north /terminus to Crinan Street retail zone
- - Opportunity for markets/ cafe seating
- - Explore potential for strategic land acquisitions/ new setback controls to establish cycleway in rail corridor and take advantage of lovely character and existing mature planting
- - Improve park edges, especially at interface of public and private property
- - Improve park facilities including toilets, play equipment, sports facilities, shade, pic nic areas, bbqs, bollards and planting to street edges
- - New Dunstaffenage Street and cycle access at Foord Avenue. Enhance North-South connections and access to riverfront amenity
- - Enhance and enliven existing village centre
- - Use street geometry and rise over rail line to create dramatic architectural presence/sense of arrival/ corner architecture
- - Metro Station
- - New urban pocket park to New Canterbury Road. Creates curtelage for existing church to South and provides green respite



Improve interface with public and private domain

Landscape design upgrade.

TOWN CENTRE

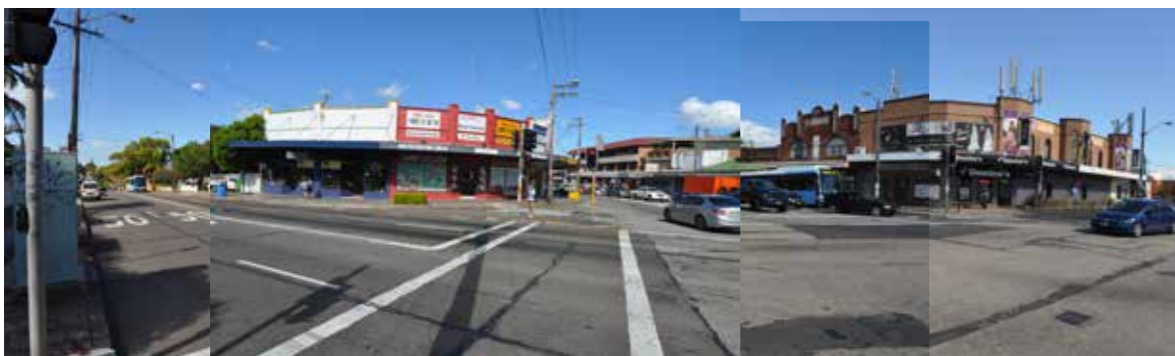


Crinan St - enhance village character, explore potential for corner architecture



Carpark at train station. Potential new station/ town square, marketplace and outdoor seating.

CANTERBURY AND NEW CANTERBURY ROADS



Canterbury Rd - Improve pedestrian + cycle amenity, increase density and create green canopy.



New Canterbury Rd.



Quiet pedestrian streets - protect and enhance, and protect trees on private property.