The Sydenham to Bankstown Draft Urban Renewal Corridor Strategy was exhibited between October 2015 and February 2016.

The proposals for areas of increased housing densities around train stations that will become part of the new Sydney Metro generated significant community and stakeholder interest resulting in over 1,800 submissions on the Strategy.

Key issues raised in the Hurlstone Park Station Precinct included:

- The need for the protection of areas of heritage and local character;
- The Strategy will result in the loss of Hurlstone Park’s unique and fine-grain character and ‘village feel’;
- Concern about the integration of apartment development with the surrounding lower density areas;
- Preference for density to be focused along Canterbury Road;
- The Strategy should recognise the GreenWay project;
- The importance of including new open space in developments;
- Concern about the potential impact on biodiversity, including the long nosed bandicoot;
- Poor design quality of recent developments along Canterbury Road; and
- Apartments will result in negative impacts such as overshadowing and privacy issues.

During the course of 2016, a detailed review of the Strategy was undertaken. This included a community design workshop held in May 2016, architect and urban design reviews and heritage studies.

The revised Strategy has been updated to:

- Retain areas identified as potential Heritage Conservation Areas for low density housing, in particular along Duntroon Street, Hopetoun Street and Railway Street;
- Reduce the extent of the medium rise housing area and identify a maximum height limit of five storeys;
- Identify areas where public domain improvements will be carried out and improve pedestrian and cycle connections across the precinct and to open space;
- Apply transition edges to provide a sensitive interface with low density areas and heritage items to minimise potential amenity impacts; and
- Extend the precinct boundary of the Hurlstone Park Station Precinct to Church Street to include more of Hurlstone Park suburb within the precinct.

The vision for the Hurlstone Park Station Precinct is:

- Retain existing valued neighbourhood character;
- Protect additional Heritage Conservation Areas and items;
- Improved streetscape along Crinan Street and station forecourt to reinvigorate the shopping strip while retaining and enhancing its village-like character;
- Improved public and active transport connections as a result of both the Sydney Metro train upgrade and the potential shared pedestrian/cycle paths and linear parks along the railway line; and
- Encourage development of an appropriate scale in the context of the surrounding low density neighbourhood character.

The proposed changes to the land uses and built form controls in the Hurlstone Park Station Precinct would provide 100 additional dwellings by 2036.

The following actions for the Hurlstone Park Station Precinct will commence in the next 12 months:

- **Design of the GreenWay South West**
  DPE is preparing a concept landscape masterplan for a shared pedestrian and cycle link and linear park should surplus rail land become available.

- **Public Domain and Station Access Plans**
  Sydney Metro are preparing a Public Domain and Station Access Plan for improved station design, accessibility and interchange with other modes of transport. The new metro station at Hurlstone Park will provide improved pedestrian and bicycle access.

- **Finalisation of the Strategy and Local Planning Direction**
  DPE will finalise the Strategy including a local planning direction (a Section 117 Direction) to ensure that future residential development across the corridor is consistent with the Strategy.

- **Special Infrastructure Contribution**
  DPE is preparing a draft Special Infrastructure Contribution plan (SIC) to identify the regional infrastructure improvements required to support growth in the corridor. The SIC levy will fund a range of community, transport and open space infrastructure.

- **Planning for Schools**
  The Department of Education will identify locations for new or expanded schools within the corridor based on the growth proposed in the Strategy.

- **Precinct Support Scheme Funding**
  DPE will provide funding to Councils through the Precinct Support Scheme to improve amenity and infrastructure within the corridor.

- **Heritage Conservation**
  Canterbury-Bankstown Council will finalise a Planning Proposal to protect newly identified Heritage Conservation Areas across the Hurlstone Park Station Precinct.
EXECUTIVE SUMMARY

FIGURE 1: THE REVISED LAND USE PLAN – HURLSTONE PARK STATION PRECINCT
INTRODUCTION

1.1 Introduction
This chapter builds on the themes and visions developed for the revised Sydenham to Bankstown Urban Renewal Corridor Strategy and looks specifically at the Hurlstone Park Station Precinct. The Hurlstone Park community places a great deal of value on the heritage and local character assets of the area. The introduction of the Sydney Metro will provide the opportunity for additional homes near the station but this will be balanced with retaining existing areas of community value.

This chapter will provide a summary of the issues raised during community and stakeholder consultation along with some of the findings of the independent review carried out by CM+ and an architectural review by Tribe Studio. Canterbury-Bankstown Council’s Heritage Study of Hurlstone Park was also used to inform the revised Strategy, and identifies potential heritage items and potential Heritage Conservation Areas.

A revised vision statement and land use plan is presented along with updated housing and employment forecast data showing how the proposed changes will deliver new homes and jobs. Finally the chapter will conclude with a schedule of the infrastructure required in Hurlstone Park to support this growth and the key actions for the Strategy to be implemented.

1.2 Character and context
The Hurlstone Park Station Precinct is located within the City of Canterbury-Bankstown Local Government Area and approximately 8.5km from the Sydney CBD. The precinct borders the suburbs of Dulwich Hill to the north and east, Earlwood to the south and Canterbury to the west. Hurlstone Park is predominantly residential in nature.

The village centre has a traditional, fine grain built form with one to two storey high street buildings. The centre has a consistent form created by building height and street width proportions. Together with its low vehicular speed and narrow carriageway, Crinan Street provides a comfortable and attractive public domain for pedestrians. Significant other commercial activities are centred on the Canterbury Road and New Canterbury Road intersection to the north.

A small area of medium density walk-up buildings are located primarily to the north of the railway station with surrounding residential areas are largely occupied by single detached houses on relatively compact lots dating from around the early-20th century.

The Hurlstone Park Station Precinct contains several local heritage items, including Hurlstone Park Station, several Victorian era houses located on Garnett Street and Federation era houses on Euston Road to the north of the station and on Hopetoun Road to the south of the station. A heritage review of Hurlstone Park was undertaken by Canterbury-Bankstown Council, identifying seven potential Heritage Conservation Areas and 51 potential Heritage Items. Council is finalising a planning proposal to formalise these findings.
Existing social infrastructure within the precinct includes Ewan Park playing fields and walking and cycling infrastructure, linking with the network of open space areas adjacent to the Cooks River. There are limited number of school facilities with Edgeware Public School being the only educational facility within the precinct.

The existing road network currently restricts vehicular movement within the precinct, with its major access points located at the intersection of Crinan Street and Canterbury Road, and Duntroon Street and New Canterbury Road.
To inform the draft Strategy, an opportunity and constraints analysis was undertaken by JBA and identified areas (labelled A and B in Figure 5) as having the most renewal potential and for further investigation within the Hurlstone Park Station Precinct.

Area A was identified as an area to intensify residential density within 400 metres from Hurlstone Park Station. The level of intensification within this area was proposed for low rise apartments between three and five storeys.

Area B was another area identified for intensification that spread over the Hurlstone Park and Dulwich Hill Station Precincts. The rationale behind the opportunity for intensification was due to its proximity to schools, retail and transport services, and the ability to consolidate on the existing presence of low rise walk-up apartments in the area. The level of intensification within this area was also for low rise apartments between three and five storeys.

The draft Strategy proposed for greater residential density in the area bounded by Dunstaffenage Street, Wallace Lane, Duntroon and Floss Streets in the Hurlstone Park Station Precinct. This was predominantly focused around the existing railway station and main shopping street along Crinan Street.

FIGURE 5: POTENTIAL RENEWAL AREAS

Source: © JBA, 2015
WHAT WE’VE HEARD

3

3.1 Community feedback
The draft Strategy was publicly exhibited from 14 October 2015 to 7 February 2016. 1,800 submissions were received of which 330 related to the Hurlstone Park Station Precinct.

Key issues raised in the Hurlstone Park community included:

- Areas of heritage and local character should be protected and not be redeveloped;
- The Strategy will result in the loss of Hurlstone Park’s unique and fine-grain character and ‘village feel’;
- The blocks bounded by Floss Street, Dunstaffnage Street, Melford Street and Kilbride Street should be maintained as single dwelling houses;
- Duntroon Street, Commons Street, Hopetoun Street, Starkey Street and Hampden Street should be maintained as is;
- Concern about the integration of high density development with the surrounding lower density areas;
- Preference for density to be focused along Canterbury Road;
- The Strategy should recognise the GreenWay project;
- The importance of including new open space in developments;
- Poor design quality of recent developments along Canterbury Road;
- High density will result in negative impacts such as overshadowing and privacy issues; and
- Concern that the identified precinct boundaries would change existing suburb boundaries of Hurlstone Park and Canterbury.

A number of submissions proposed sites where redevelopment could be considered as part of the Strategy or where additional development potential could be investigated, such as:

- Canterbury Park Racecourse should be considered to accommodate residential development or public open space;
- Residential high rise should be considered along Canterbury Road and New Canterbury Road;
- Density should be focused on industrial and underutilised land, and above the railway stations;
- Height transitions will not provide for adequate integration of new developments with existing housing;
- Crinan Street should be revitalised with increased density while protecting the existing character of the shopfronts;
- The medium rise area be extended north of Hampden Street; and
- The northern side of New Canterbury Road should be included in the Hurlstone Park Station Precinct.

Submissions from this precinct were also concerned about the consultation process, impacts of growth and development on the character of the area, housing affordability, design quality of new apartments, local traffic and parking issues, and the adequacy of existing infrastructure, services and open space to meet the demands of increased population. These issues are discussed in detail in the corridor report.
3.2 Council feedback
The former City of Canterbury Council (now Canterbury-Bankstown Council) provided a submission. The key points raised in their submission included:

- Concern that the draft Strategy did not provide adequate protection to existing heritage items within Hurlstone Park Station Precinct;
- Council foreshadowed its intentions to prepare a new heritage study to list areas within Hurlstone Park as Heritage Conservation Areas. Council requested that no increases to housing density are proposed until the study is completed;
- Need for a more detailed level of masterplanning;
- A lack of focus on measures to improve liveability including public domain, open space, housing affordability, design excellence, social infrastructure and sustainability; and
- Lack of clarity on funding for infrastructure improvements.

2.3 Community workshops
In May 2016 the Department undertook a series of six community workshops to provide further opportunities for community and land owner feedback. 59 participants attended the Hurlstone Park Station Precinct workshop. The key issues raised included:

- Hurlstone Park needs to be considered as a whole suburb and should include the part of Hurlstone Park shown in the ‘Canterbury Precinct’. Some commented that this area should continue to provide for single dwelling residences;
- Council is currently considering Hurlstone Park as a heritage precinct;
- Development would be more appropriate in other areas such as Canterbury Road, light industrial areas or Canterbury Racecourse. Others commented that the Racecourse should be converted into public open space;
- General support for the revitalisation of Crinan Street with cafes, outdoor dining, more retail and specialty shops, and streetscape improvements such as street trees and refurbished shop fronts;
- The Canterbury-Hurlstone Park RSL Club carpark was also identified as an area for possible redevelopment;
- There was support for greater landscaping of streets, more pedestrianised areas and improved connections to recreational areas;
- Cycle paths were seen as important, particularly to connect to the Cooks River and Campsie; and
- Congestion on Canterbury Road was highlighted as an existing issue that will be exacerbated by future growth.

Further details are provided in the Community Workshop Outcomes Report available on the Department’s website.
**SECTION 3: WHAT WE’VE HEARD**

**FIGURE 9: COMMUNITY WORKSHOP RECOMMENDATIONS**

- **Mixed views on Canterbury Racecourse** - either keep as open space or focus future development here.
- **Support for shop-top housing of up to 3 storeys along Crinan Street**.
- **Focus new development along Canterbury Road**.
- **Consider redevelopment on Canterbury - Hurlstone Park RSL site**.
- **Retain building facades in new development**.
- **Consider need for more community uses**.
- **No support for increased density on Kilbride and Acton Streets. Consider this as part of Hurlstone Park**.
- **No support for increased density on Floss and Dunstaffenage Streets**.
- **Retain ‘village’ character and Federation homes**.
- **Consider heritage potential in future development**.
- **Recognise Melford Street as important in terms of local character**.

Source: Elton, 2016
SECTION 3: WHAT WE’VE HEARD

FIGURE 10: COMMUNITY WORKSHOP RECOMMENDATIONS

Consider local traffic and ‘rat-running’

Improve underpass connection and public lighting

Consider potential for open space areas along the railway line

Improve pedestrian links to Ewen Park

Maintain views to the Cooks River

Consider traffic congestion along Canterbury Road

Improve connections for pedestrians under the railway line

Redevelop existing red brick apartment buildings

Source: Elton, 2016
A detailed review process was undertaken following the exhibition of the Strategy. A summary of the findings are provided below and the full reports can be found on the Department’s website.

4.1 CM+ design review
Conybeare Morrison (CM+) are a leading architectural and urban design practice with extensive experience in masterplanning, place making and urban transformation. DPE engaged CM+ to review the land use plans publicly exhibited and identify areas where improvements could be made to provide a better outcome for residents, future residents and businesses in the Station Precinct.

CM+ recommended a number of modifications to the Hurlstone Park Station Precinct Plan including:

- Provide for medium rise housing within close proximity to the rail station, subject to the outcome of Canterbury-Bankstown’s heritage study;
- Provide new pedestrian links between:
  - Common Street and Marrickville Golf Club; and
  - Floss Street and Crinan Street;
- Consider three to five storey shop-top housing along Crinan Street with upper level setbacks from the street; and
- Consider potential for mixed use on the Canterbury-Hurlstone Park RSL site.

It should be noted that the Department has not carried forward these recommendations to increase heights and density in the existing residential areas, in light of the submissions received during consultation and results of Council’s heritage study.
4.2 Architectural design review

Tribe Studio undertook a study to examine the precinct’s integration with Sydney Metro and to review the urban design principles in the draft Strategy. The Government Architect NSW oversaw this study and input was provided by the Department, Sydney Metro Delivery Team the local Councils.

The key recommendations were:

- Preserve the Crinan and Floss Street characters by retaining existing high quality two storey shop top housing;
- Create a “station square” with landscaping and outdoor café seating;
- Relocate density to Canterbury and New Canterbury Road corridor, with increased setbacks to introduce bike lanes, street planting, and retail/commercial uses;
- Provide cycle and pedestrian routes along the rail corridor, improve the existing river front cycle route and north-south connections including the underpass at Foord Avenue;
- Enhance street planting for provision of shade and continuity of tree canopy;
- Five to seven storey residential development at the town centre along Floss and Duntroon Streets that also have an established network of rear lanes;
- Create a defined town centre focus on Floss Street and Crinan Street through corner architecture, creating a marker without the incorporation of podium or upper level setbacks;
- Establish a two to three storey transition edge on the periphery of proposed five to seven storey residential development to provide an appropriate interface and preserve solar amenity and privacy with single dwelling areas;
- Reorientate housing towards the river and introduce controls to manage public-private interface; and
- Improve facilities of river front parklands including sporting, play, bathrooms, seating, barbeques, shade provision.
SECTION 4: DEVELOPING THE REVISED STRATEGY

FIGURE 13: ARCHITECTURAL DESIGN REVIEW RECOMMENDATIONS

- 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 at Hurstville 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 of Hurstville to Crirnan Street retail zone.
- Opportunity for markets/cafe seating.
- Explore potential for strategic land acquisitions/new setbacks 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, picnic areas, bays, bollards and planting to street edges.
- New Dunstall Menage Street and cycle access at Food 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 curtailage for existing church to South and provides green respite.

Source: Tribe Studio 2016
4.3 Canterbury-Bankstown Council Heritage Study

On 27 September 2016 Council endorsed the Hurlstone Park Heritage Assessment Study, which identified potential heritage items and potential Heritage Conservation Areas (HCAs) within the Hurlstone Park.

The study identified 51 new potential heritage items and 7 new potential Heritage Conservation Areas in Hurlstone Park (shown in Figure 14), including Crinan Street shops, Duntroon Street, Floss Street, Hampden Street, Melford Street and Tennent Parade.

A Planning Proposal was submitted to the Department in November 2016 to formalise these findings. Council has applied interim heritage protection to these sites while further investigations implementation are underway. Extensive consultation with the local community will be undertaken as part of the Planning Proposal process.

4.4 Employment lands analysis

AEC were engaged to investigate the impact on employment uses that might be displaced by these changes and where those businesses might relocate. AEC also considered likely future demand for employment land along the corridor.

The key findings were:

- Retail floorspace in the Hurlstone Park Station is experiencing lower demand, compared to the strong demand conditions in other precincts along the corridor;
- Poor demand in the Hurlstone Park Station Precinct is likely to be attributed to the quantity and poor quality stock of retail floorspace, along with the limited residential growth in the immediate catchment; and
- The incorporation of new retail floorspace on the ground floor of new developments will be important to address the supply shortfall of retail space and support the viability and of retail strips within the Hurlstone Park Station Precinct.

Source: Canterbury-Bankstown Council, 2016

FIGURE 14: POTENTIAL HERITAGE CONSERVATION AREAS OVERVIEW
This section addresses the issues raised in submissions and our further consultations and details how we have revised the Strategy.

5.1 Corridor-wide issues
A number of issues were raised in relation to the draft Strategy that have implications for the corridor as a whole. These included concerns over the consultation process, appropriate areas for growth, schools and community facilities, design quality, affordable housing, social impacts and the provision of utilities infrastructure and services to meet the increase in density. Strategies for the implementation of the plan were also raised.

Corridor wide issues have been addressed in the Corridor Report and are discussed in more detail below.

5.2 Precinct-level issues
5.2.1 Local character and heritage
A large number of submissions felt that the Strategy should give further consideration to the impacts on heritage items and local character in the Station Precinct. Concern was raised that the Strategy would result in the loss of Federation and California bungalow heritage homes. Duntroon Street South was considered in many submissions to be of heritage value. The Sugar Mill, Beulah Vista, and St Pauls Canterbury on Church St were also considered to contribute to Hurlstone Park’s heritage value.

Many submissions also felt that the proposed increase in housing density would result in the loss of Hurlstone Park’s unique and fine-grain character and ‘village feel’.

Crinan Street shops were among the possible conservation areas identified in Council’s heritage assessment. The shops were designated for shop top housing in the draft Strategy. This designation was intended to reflect existing planning controls for shops, which allow for business and residential uses and heights increased from the current 14m (approximately four storeys) height limit, to five storeys. It is recommended that the shop top designation be retained at a maximum height of five storeys and heritage considerations of the existing shop top housing along Crinan Street be managed through design principles.

Houses at 66, 68, 70, 72, 76 and 78 Crinan Street were identified as possible heritage items. This group of houses was within the area designated for medium rise in the draft Strategy. As a result of the heritage study recommendations and concerns raised in submissions regarding the loss of heritage fabric and neighbourhood character this area has been designated for single dwellings in the revised Strategy.

In response to public submissions and the findings of the heritage review, proposed medium rise housing along on Duntroon Street, Hopetoun Street and Railway Street has been removed from the Strategy and this area has been retained as single dwelling areas.
5.2.2 Land use and density

The aim of the Strategy is to identify opportunities for some increased density within 400m of the station in order to focus growth in the core of the precinct, while minimising land use or density change in valued neighbourhood areas.

Crinan Street Shop Top Housing

Multiple submissions supported the revitalisation of Crinan Street through increased density. There was also some support among community workshop participants for the revitalisation of Crinan Street with cafes, more shops and streetscape improvements. As noted above, the shop top designation in the draft Strategy was intended to retain existing planning controls which provide for development of up to four storeys.

As highlighted within AEC’s Employment Report, there is lack of demand in the Hurlstone Park Station Precinct, likely to be attributed to the quantity and poor quality stock of retail floorspace, along with the limited residential growth in the immediate catchment. A number of ground floor uses along Crinan Street are occupied by local residents who utilise the ground floor space for storage purposes and who live upstairs, diminishing activity along the retail strip.

Tribe Studio highlighted the opportunity to incorporate a built form on the corner of Floss Street and Crinan Street that sets a focus for the town centre through corner architecture. A potential issue of applying this recommendation from Tribe Studio will be the relationship with the existing shop top character that is of heritage significance.

As a response to the proposed Heritage Conservation Area along Crinan Street, it is recommended that the shop top designation be retained, with a maximum height of five storeys. Heritage considerations of the existing shop top housing along Crinan Street should be managed through retaining the existing facades and following specific design principles, which will also be included as part of the precinct’s strategic intent:

- Incorporate a street wall built to the to the existing two storey and parapet height and alignment;
- Incorporate active ground floor uses; and
- Ensure upper levels (up to five storeys from ground level) beyond street wall height are set back from the street alignment to minimise the apparent scale of buildings from the public domain.

Renewal of existing shops through redevelopment and encouraging active ground floor uses will contribute to the revitalisation and enlivening of the retail strip. Retaining the existing facades will reinforce the historic local character of the area.

Floss Street

To the south of the rail line, the lower elevation of Mill Lane and Floss Street will minimise overshadowing impacts in this area, and development will be very limited on the northern side of Crinan Street where the elevation is higher. A range of new housing choices will be provided. For instance, ground floor terrace-style apartments may cater to families while smaller units may provide for seniors who are looking to downsize.

Medium rise development will be accommodated within the area bounded by Marcia Street, Fernhill Street, Floss Street and the rail line. These areas proposed for increased densities will immediately abut low density neighbourhood areas.
The revised Strategy incorporates transition edges to manage the interface between medium rise housing areas and low density areas in order to minimise potential amenity impacts. Figure 14 illustrates its application through the transition of built form to a lower height or change of built form typology. This will reduce the scale of built form of development to provide a sensitive interface with low density areas and heritage items, along with minimising potential amenity impacts of adjoining properties including solar access and visual privacy.

Future development within the Hurlstone Park Station Precinct will need to incorporate the following design principles:

- A maximum of five storeys, with the top most level setback from the building line to minimise apparent scale from the public domain; and
- Manage interface with low density neighbourhood areas through increased setbacks and landscaping treatments that aim to minimise potential amenity impacts.

Canterbury Hurlstone Park RSL
The Canterbury Hurlstone Park RSL presents an opportunity for increased densities and renewal along Canterbury Road. The draft Strategy designated the site for shop top housing. The CM+ review identified the opportunity for taller mixed use buildings on Canterbury-Hurlstone Park RSL. The Community workshop in Hurlstone Park also highlighted a preference of future development being located along Canterbury Road, where public domain improvements can be delivered through renewal.

It is recognised that the site’s significant size and proximity to local retail and transport services may make it suitable for greater density and height. The future redevelopment of the site could support taller towers that protrude from a low scale podium. The incorporation of any taller building elements require the appropriate management of interface issues with surrounding neighbourhood areas. There is an opportunity to deliver additional public benefit such as the dedication of additional floor space for community uses e.g. library or community centre.

The proposed height and density on the site will be subject to the Canterbury Road Review process, currently undertaken by Canterbury-Bankstown Council, and for that reason the revised Strategy has retained the shop top housing designation. The revised Strategy will be updated to designate a land use that reflects the outcomes of the Canterbury Road Review.

Canterbury Road review
The Department of Planning and Environment is working closely with Canterbury-Bankstown Council and NSW Government Agencies to review the existing policy framework and recent development approvals along Canterbury Road between Punchbowl and Hurlstone Park. A report is currently being prepared that will recommend changes and improvements to the policy framework and set a clear long term framework for development along Canterbury Road. The strategic review of Canterbury Road is recognised within the Strategy and Land Use Plans, which may have an impact on future development activity.

The review will investigate:

- Appropriate zoning, height limits, use and design of developments along the Canterbury Road Corridor;
- Measures to manage traffic, transport and car parking issues; and
- Measures to manage environmental issues, including noise and pollution.
5.2.3 Transport, traffic and access

Sydney Metro

Improvements to the existing entry will be part of the Sydney Metro project along with public domain and access improvements. Further details of station entries will be included in the Environmental Impact Statement for the Sydney Metro Southwest, due to be lodged in 2017.

Pedestrians and cycling

It is recognised that improvements to streetscapes are required to support the proposed increase in population within the Precinct. Streetscape works are proposed to improve pedestrian amenity, accessibility and safety, including:

- Investigating the potential for a shared pedestrian and cycle path between Bankstown and Sydenham (GreenWay South West);
- New or improved pedestrian refuges around the station on Crinan Street, Duntroon Street and Floss Street;
- A zebra crossing on the raised threshold at Duntroon Street to remove ambiguity about the pedestrian right of way;
- Improved the pedestrian and cycle amenity in the underpass on Foord Avenue; and
- Enhanced connections and the quality of the Cooks River open space corridor.

The majority of these improvement are intended to be funded by Council’s Section 94 Contribution plans. Further detail on the source of funding for streetscape improvements are provided within Section 8 Infrastructure.
5.2.4 Public domain

The workshop participants sought public domain improvements including green streetscapes with more trees and wider footpaths. This is consistent with the recommendations of Tribe Studio to improve the public realm around the station including the creating a new urban plaza and improving streetscape on Crinan Street. This is expected to be funded through Council’s s94 contributions.

Tribe Studio identified opportunities to improve the Crinan Street public realm including introducing landscaped outstands between existing parallel parking bays. A new Station Square was proposed, accommodating areas for weekend markets and outdoor cafe seating. To activate this area, future development will need to address to the proposed Square to encourage greater activity.

The new metro station works will include public realm upgrades around the station environs. Council will prepare a public domain strategy will be prepared for Crinan Street and Floss Street to improve the footpaths, street lighting and amenity and safety for pedestrians.

5.2.5 Open space and recreation

Given the limited scope for change in the Hurlstone Park Station Precinct, the potential to increase public open space and recreation facilities is restricted. The potential GreenWay South West will see improved pedestrian and cycle connections along the railway line and connecting Hurlstone Park to the network of open space areas along the corridor as part of the ‘Green Grid’. Furthermore, connections to and across the Cooks River open space corridor could be enhanced through improved pathways and bridge upgrades.
SECTION 5: KEY CONSIDERATIONS

FIGURE 22: WHAT’S CHANGED FROM DRAFT STRATEGY – HURSTON PARK STATION PRECINCT

- Precinct boundary extended to Church Street
- Reduce to single dwelling area to respond to local character and public submissions.
- Reduce to single dwelling area to respond to local character and public submissions.
- Reduce to single dwelling area to respond to local character and public submissions.
6.1 Vision

Existing valued neighbourhood character areas are retained.

Additional Heritage Conservation Areas and items are protected in Hurlstone Park.

Streetscape improvements along Crinan Street and station forecourt will reinvigorate the shopping strip whilst retaining and enhancing its village-like character.

Improved public and active transport connections as a result of both the Sydney Metro train upgrade and the potential GreenWay SouthWest.

Encourage development of an appropriate scale in the context of the surrounding low density neighbourhood character.

6.2 Strategic intent

The strategic intent of the Land Use Strategy provides the core planning principles and outcomes that should guide development in the future. The local planning direction that has been prepared in conjunction with this Strategy will include a reference to this strategic intent and any planning applications relating to the Hurlstone Park Station Precinct will need to be generally compliant with these objectives.

The strategic intent of the Land Use Strategy is as follows:

- Council to exhibit a Planning Proposal to protect newly identified Heritage Conservation Areas and items;
- Shop top housing along Crinan and Floss Streets are to be a maximum height of five storeys. Heritage considerations of the existing shop top housing along Crinan Street must be considered;
- Allow residential development to occur within the area bounded by Marcia Street, Fennhill Street, Floss Street and the railway line. Future development will be a maximum of five storeys.
- Manage interfaces with low density neighbourhood areas through transitions in built form or typology and increased setbacks and landscaping treatments that aim to minimise potential amenity impacts.
- Ensure that any residential development adjacent to the freight line is designed to mitigate against noise and vibration;
- Future development is to protect existing trees; maintain the existing urban forest and increase tree canopy cover in accordance with state and local Policies;
- Development will deliver affordable housing in accordance with state and local affordable housing policy;
- Opportunity for taller mixed use buildings on Canterbury-Hurlstone Park RSL, pending the outcome of Canterbury Road review. Additional public benefit (provision of community centre and/or library) and compliance with NSW Apartment Design Guide will be provided as part of the future development of the RSL for a more intensive use. Any proposal for increased height and density on the site will need to demonstrate strong design principles; and
- Require satisfactory arrangements be in place for the provision of State and regional infrastructure to support development prior to construction.
6.3 Built form typology in the Hurlstone Park Station Precinct

**Low rise housing**
- Typically a terrace / townhouse of two to three storeys;
- Provide front landscape setback ranging from 3-6 metres between street alignment and building line where there is no activity;
- Side and rear setbacks are to retain amenity for residents for adjoining neighbours;
- Deep rear setback for private open space for each dwelling; and
- Council are encouraged to review existing height and FSR controls as part of their comprehensive LEP review to improve development feasibility within the existing land use zone.

**Main street shop top housing**
- To be located along existing retail strip on Crinan Street;
- A maximum of five storeys with upper two floors setback;
- Provide active retail frontages at street level;
- Build to the street alignment and to the side boundary to retain a consistent streetscape; and
- Retain heritage items and incorporate into new developments; and
- Provide awnings for pedestrian weather protection.

**Medium rise housing**
- A maximum of five storeys with upper floor setback to provide transition in scale to existing development on opposite side of street;
- Incorporate upper level setbacks further to minimise scale of building to the street;
- Provide a front landscape setback, typically 3-6 metres;
- Include side and rear setbacks to retain amenity for residents for adjoining neighbours; and
- Retain heritage items and incorporate into new developments.
SECTION 6: THE REVISED STRATEGY

6.4 Revised forecasts
Careful analysis of market trends, development feasibility and population changes has been undertaken to establish a projection of dwelling take up in the first 20 years. The proposed changes to the land uses and built form controls in the Hurlstone Park Station Precinct would allow for 100 dwellings to be constructed in the precinct by 2036.

The graph above shows the forecast take-up of development and the total number of dwellings in the precinct resulting from the proposed land use changes. The take-up rate is important to identify the infrastructure needs to support growth.

The actual number of dwellings achieved by 2036 may differ to those forecast, as they will be dependent on several factors including economic and market conditions, social trends, technological changes, housing preferences and immigration levels. Infrastructure and services required to accommodate growth will be periodically reviewed to ensure that infrastructure is delivered in a timely and coordinated way and where possible keeps pace with growth and development over time by service providers to identify the need for additional services or works that may be required.

The market demand
Development prospects are generally favourable in the middle station precincts (Hurlstone Park, Canterbury, Campsie and Belmore), with ownership fragmentation and high existing-use values the main impediments to development feasibility. Areas identified for higher density will be more feasible to develop. In contrast, only incremental take-up of development opportunities in areas with lower densities is likely. Medium density products (townhouses, villas, duplexes) are unlikely to be delivered unless a site is vacant or can be acquired at a low cost. This is likely to affect the take up of development opportunities within the Hurlstone Park Station Precinct due to relatively low densities envisaged.

While demand for new dwellings is strong (consistent with middle ring suburbs across Sydney), the lack of large scale opportunities for development has hindered the supply of new housing. Development take-up is subject to both demand-side and supply-side factors and there is a direct relationship between population growth and housing demand. Households consider factors such as cost, location and convenience to their place of work when making decisions about the type and quality of housing within their financial capability.

Market demand within the middle station precincts and their broader suburbs is healthy and sustained, consistent with observations across inner ring suburbs where a variety of public transport options are available as well as access to an amenity-rich environment. Despite relatively modest demand projected for the Inner station precincts, it is conceivable that these station precincts will serve to accommodate unmet demand from areas outside the station precincts. Supply-led demand is expected to occur in the middle station precincts as feasible development opportunities are unlocked.
6.5 Change from current planning framework

FIGURE 26: CURRENT PLANNING FRAMEWORK – HURLSTONE PARK STATION PRECINCT
The following key actions will drive the implementation of the Strategy in the Hurlstone Park Station Precinct in next 12 months:

- **Design of the GreenWay South West**
  DPE is preparing a concept landscape masterplan for a shared pedestrian and cycle link and linear park should surplus rail land become available.

- **Public Domain and Station Access Plans**
  Sydney Metro are preparing a Public Domain and Station Access Plan for improved station design, accessibility and interchange with other modes of transport. The new metro station at Sydenham will provide improved pedestrian and bicycle access.

- **Finalisation of the Strategy and Local Planning Direction**
  DPE will finalise the Strategy including a local planning direction (a Section 117 Direction) to ensure that future residential development across the corridor is consistent with the Strategy.

- **Special Infrastructure Contribution**
  DPE are preparing a draft Special Infrastructure Contribution plan (SIC) to identify the regional infrastructure improvements required to support growth in the Corridor. The SIC levy will fund a range of community, transport and open space infrastructure.

- **Planning for Schools**
  The Department of Education will identify locations for new or expanded schools within the corridor based on the growth proposed in the Strategy.

- **Precinct Support Scheme Funding**
  DPE will provide funding to Councils through the Precinct Support Scheme to improve amenity and infrastructure within the Corridor.

- **Heritage Conservation**
  Canterbury-Bankstown Council will finalise a Planning Proposal to protect newly identified Heritage Conservation Areas across the Hurlstone Park Station Precinct.
SECTION 7: ACTIONS

FIGURE 28: ACTION STRATEGY FOR THE HURLSTONE PARK STATION PRECINCT

- Council and DPE to review planning controls and development approvals along Canterbury Road.
- DPE to finalise design and funding arrangements for the GreenWay South West project.
- Sydney Metro to prepare a Public Domain and Station Access Plan.
- Council to prepare a Planning Proposal to protect newly identified heritage conservation areas.
- DPE to finalise local planning direction to guide future development.
- Council to prepare a public domain strategy for town centre.
- No changes proposed to valued neighbourhood character areas.
FIGURE 29: INFRASTRUCTURE – HURLSTONE PARK STATION PRECINCT

- New/improved pedestrian crossing
- Improved bus interchange
- Improved public realm
- GreenWay South West cycle route
- Existing on-road cycle route
- Improved bus service
- Precinct boundary
- Existing railway station
- New Metro station
- New Metro line
- New public plaza and/or public domain improvements
- New street and/or pedestrian connection
The following table provides an overview of the infrastructure projects that have been identified to support growth in the Hurlstone Park Station Precinct:

<table>
<thead>
<tr>
<th>Measure</th>
<th>Responsibility</th>
<th>Justification</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Public Transport</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T1</td>
<td>Sydney Metro City &amp; Southwest, including:</td>
<td>Sydney Metro is currently preparing the Sydenham to Bankstown EIS for public exhibition in 2017.</td>
</tr>
<tr>
<td></td>
<td>● New modern metro stations that are fully accessible;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>● Improved pedestrian access and bicycle parking; and</td>
<td></td>
</tr>
<tr>
<td></td>
<td>● Improved public domain around the station.</td>
<td></td>
</tr>
<tr>
<td>T2</td>
<td>Upgrade interchange between rail and buses.</td>
<td>Sydney Metro potentially requires changes to existing interchange arrangements in the vicinity of the stations, including changes to locations of bus stops, new/relocated kiss and ride, taxi ranks (Sydney Metro, 2017).</td>
</tr>
<tr>
<td><strong>Walking and cycling</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P1</td>
<td>Potential new shared bicycle and pedestrian path along the existing rail corridor between Bankstown and Sydenham stations.</td>
<td>This measure would enhance local movement across the Corridor, particularly for those people both living and working within the corridor. It would encourage short trips to be made by non-motorised modes instead of private vehicles (ARUP 2015).</td>
</tr>
<tr>
<td><strong>Walking and cycling continued</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P2</td>
<td>Improve pedestrian amenity, accessibility and safety around the precinct:</td>
<td>Council</td>
</tr>
<tr>
<td></td>
<td>● New pedestrian refuges around the station on Crinan Street, Duntroon Street and Floss Street; and</td>
<td></td>
</tr>
<tr>
<td></td>
<td>● Paint a zebra crossing on the raised threshold at Duntroon Street.</td>
<td></td>
</tr>
<tr>
<td>P3</td>
<td>Public domain improvements along Crinan Street.</td>
<td>Council</td>
</tr>
<tr>
<td></td>
<td>Enliven Crinan Street commercial and retail area and utilise the drama of the gradual rise up Crinan Street from north to south to create a town centre with presence and a focus (Tribe Studio, 2016).</td>
<td></td>
</tr>
<tr>
<td>P4</td>
<td>New cycleway along Foord Avenue, Hopetoun Street and Floss Street.</td>
<td>Council</td>
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<tr>
<td></td>
<td>There is significant opportunity to reduce private vehicle demand through the enforcement of the local cycle network through the implementation of area wide LGA bicycle plans (ARUP, 2015).</td>
<td></td>
</tr>
<tr>
<td><strong>Open space</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>O1</td>
<td>New urban plaza on Floss Street.</td>
<td>Council</td>
</tr>
<tr>
<td></td>
<td>The Floss Street carpark could be converted to a new Station Square, creating a pedestrian terminus to Crinan Street and a focal point of the village centre with market facilities located along the southern edge of the square and new shops on the northern edge facing the square. (Tribe Studio, 2016).</td>
<td></td>
</tr>
</tbody>
</table>
**IMPLEMENTATION**

9

### 9.1 Finalisation of the Strategy

Following exhibition of this Strategy, the Department of Planning and Environment, in consultation with Council and key stakeholders will make any amendments required prior to finalisation. The Strategy will inform future land use change and guide development in the precinct. Once finalised, the Strategy will be implemented through amendments to local planning instruments, local planning investigations and planning proposals.

To ensure future land use change is consistent with the Strategy a local planning direction under Section 117 Direction of the Environmental Planning and Assessment Act 1979 will be applied to the revised Strategy.

The local planning direction will require future amendments to any local or state planning instruments or planning proposals to be generally consistent with the finalised Strategy.

In particular, future rezoning proposals should demonstrate consistency with the following sections of the strategy:

- Figure 23 – Revised Land Use Plan;
- Section 6.2 – Strategic Intent;
- Section 6.3 – Built Form Typology; and
- Section 8 – Infrastructure Strategy.

### 9.2 Planning pathways

To achieve the objectives of the Strategy, changes to the current planning controls in the Hurlstone Park Local Environmental Plan (LEP) 2011 are required. This includes amendments to the zoning, height, density, and built form controls. This would occur through local council and private proponent led planning proposals.

**Local planning proposals**

Local councils periodically review the land use zoning planning controls that apply in their local government area. This is normally undertaken as comprehensive review of a council’s LEP. The local council would prepare a planning proposal detailing the amendments to the LEP, which would need to be generally consistent with the Strategy.

Planning proposals can also be prepared by land owners or developers to amend the zoning and/or planning controls that apply to their land.

A Ministerial Direction will be issued by the Minister for Planning under section 117 of the Environmental Planning and Assessment Act, 1979. The s117 Ministerial Direction requires the Strategy and Land Use Plan, to be considered when planning proposals are being prepared, assessed and determined in the Corridor.

With regards to the Canterbury Road Review, once the review has been completed, a report will be produce to give guidance for any future rezoning proposals. Land owners and developers will then be able to lodge planning proposals to the Council that align with the recommendations of the review.