



# Sydenham to Bankstown Urban Renewal Corridor Consultation Update

April 2016

Cover Image - Artist impression of Anzac Mall Campsie

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## 1. INTRODUCTION

This report provides an update on community and stakeholder engagement undertaken to date on the development of the draft Sydenham to Bankstown Urban Renewal Corridor Strategy (the Corridor Strategy).

The Sydenham to Bankstown Corridor includes 13km of the existing Bankstown Rail Line from Bankstown west to Sydenham. It is the location of the proposed extension of the Sydney Metro from Chatswood to Bankstown.

The Corridor Strategy establishes a strategic planning framework to guide future development and infrastructure delivery within the Sydenham to Bankstown Urban Renewal Corridor over the next 20 years. The strategy provides a comprehensive evidence base to support future growth in the Sydenham to Bankstown Urban Renewal Corridor by identifying opportunities for additional homes and jobs close to existing public transport, employment areas and town centres.

The Corridor Strategy includes a land use and infrastructure analysis for each of the station precincts along the Bankstown Rail Line: Bankstown, Punchbowl, Wiley Park, Lakemba, Belmore, Campsie, Canterbury, Hurlstone Park, Dulwich Hill, Marrickville and Sydenham. It outlines the future vision and character for each area, the number of new homes and jobs that could be delivered and the improvements to community facilities, public spaces, the transport network and other infrastructure needed to support growth.

The NSW Government has worked closely with Marrickville Council, City of Canterbury and Bankstown City Council to develop the Corridor Strategy. Urban design and technical studies have been undertaken to inform the strategy and understand the growth potential and infrastructure needs along the corridor.

The draft Corridor Strategy was placed on public exhibition between 15 October 2015 and 7 February 2016. 1440 submissions were received. This report summarises the results of the exhibition and the consultation undertaken to date in order to provide an update on feedback collected to date and to outline the next steps as the Corridor Strategy is reviewed and finalised.

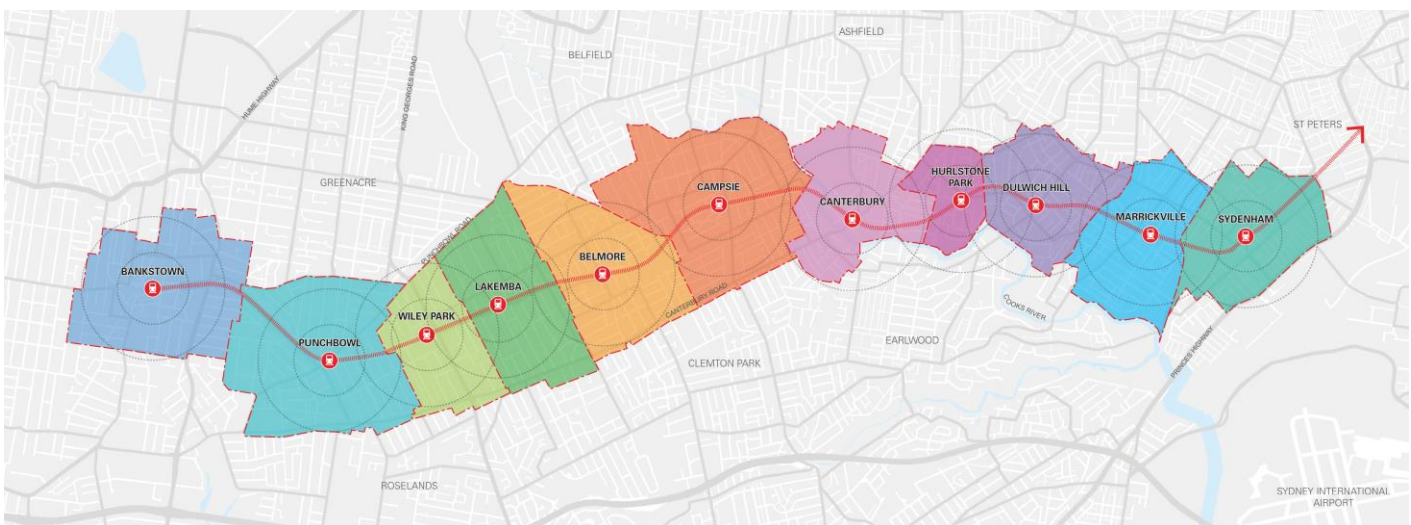


Figure 1: Sydenham to Bankstown Urban Renewal Corridor

## 2. ENGAGEMENT APPROACH

The community and key stakeholders have been engaged over the course of the preparation of the Corridor Strategy will continue to be engaged through the remainder of the process. The key engagement milestones for engagement are shown below.



Figure 2: Engagement Approach

## 3. WORKING WITH COUNCIL

Throughout the development of the Corridor Strategy the Department has held regular workshops with Canterbury City Council, Bankstown City Council and Marrickville Council whose areas cover the Corridor. Representatives from Transport for NSW and the Sydney Metro team also attended the workshops. Briefings were also given to elected Councillors prior to the exhibition.

## 4. ONLINE SURVEY

The Department published an online survey on its website between late May and late July 2015 to seek feedback from the community about their infrastructure, open space, public domain and housing priorities in order to help inform the draft Corridor Strategy.

### Social media campaign

In order to raise awareness of the Corridor Strategy and to promote the online survey the Department ran a Facebook advertising campaign that harnessed Facebook's geo-targeting capabilities to promote the survey to community members and to encourage feedback; resulting in 4,281 unique visits to the website.





Figure 3: Social media advertisements

### Online survey results

A full report on the survey results was made available on the Department’s website in November 2015. (<http://www.planning.nsw.gov.au/~media/Files/DPE/Reports/sydenham-to-bankstown-online-survey-results-2015-11.ashx>). A summary of the results of this survey is provided in the following section.

In total, 770 people completed the survey. The respondent’s location is shown in Figure 3 below. The largest number of respondents who completed the survey lived in the Dulwich Hill, Marrickville, Campsie and Bankstown precincts.

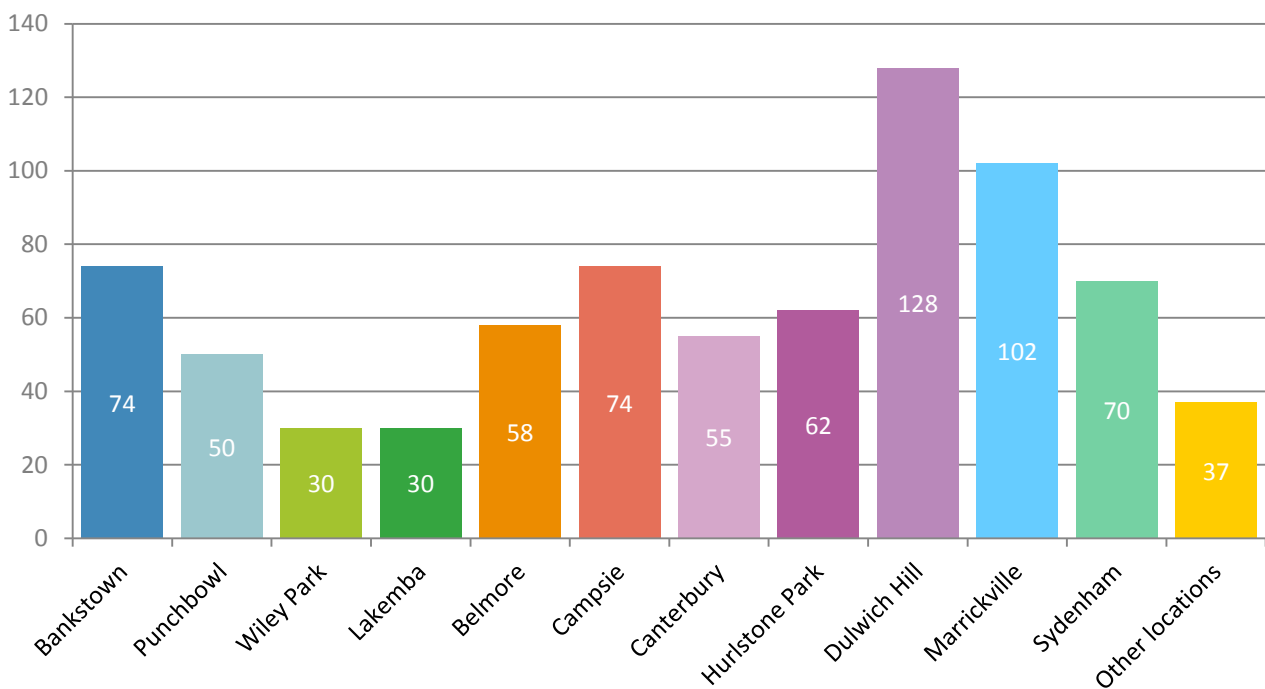


Figure 4: Location of respondents to the online survey

The survey asked respondents to rank what made their neighbourhood great and what they value most. Responses to these questions are shown in the following Figures 5 and 6. Positive attributes of the existing Corridor identified in the survey include good access to public transport, a sense of community and public open space and parks.

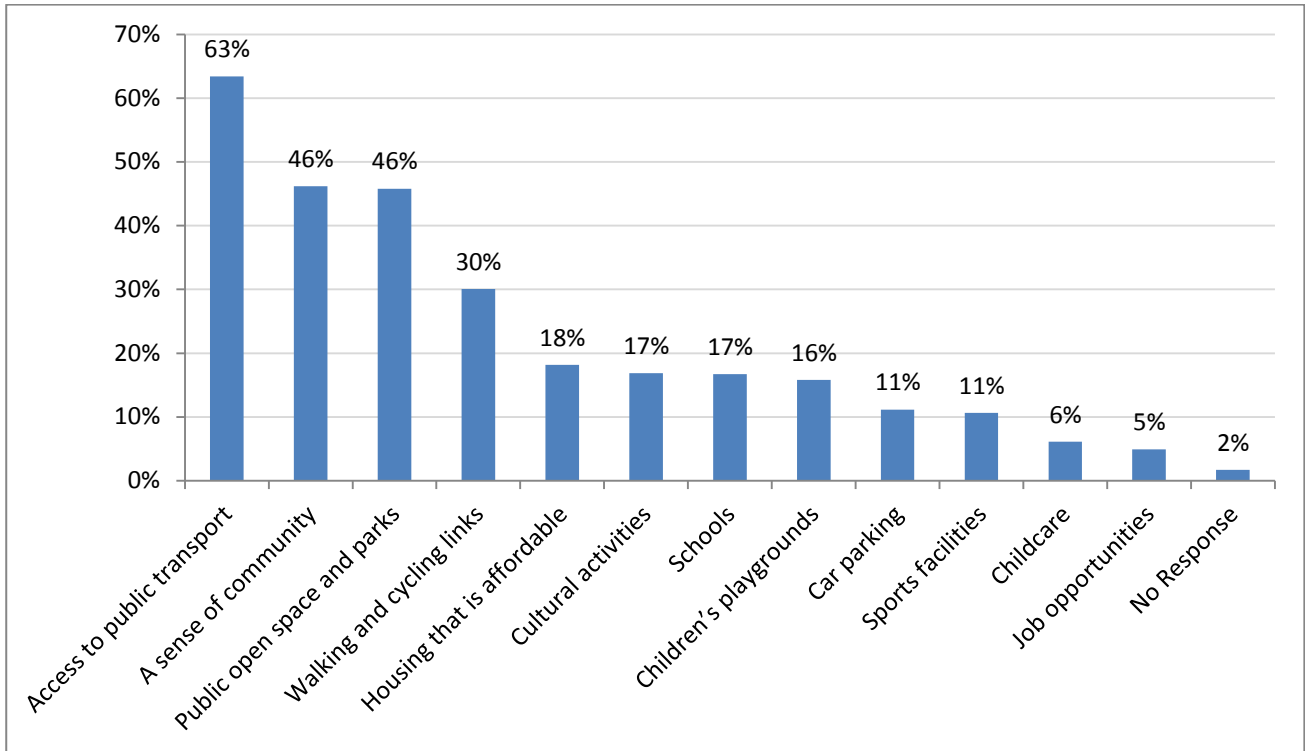


Figure 5: Positive features of the corridor identified in the online survey

Respondents were also asked to rank their top priorities for the future of the area. The response to this question is shown in Figure 7. Key priorities for improving the future of the Corridor included preserving the local character, maintaining a sense of community, having public open space and parks and good walking and cycling links.

### How the online survey results were used

The results of the online survey informed the preparation of the draft Corridor Strategy and precinct plans. Key findings of the survey included:

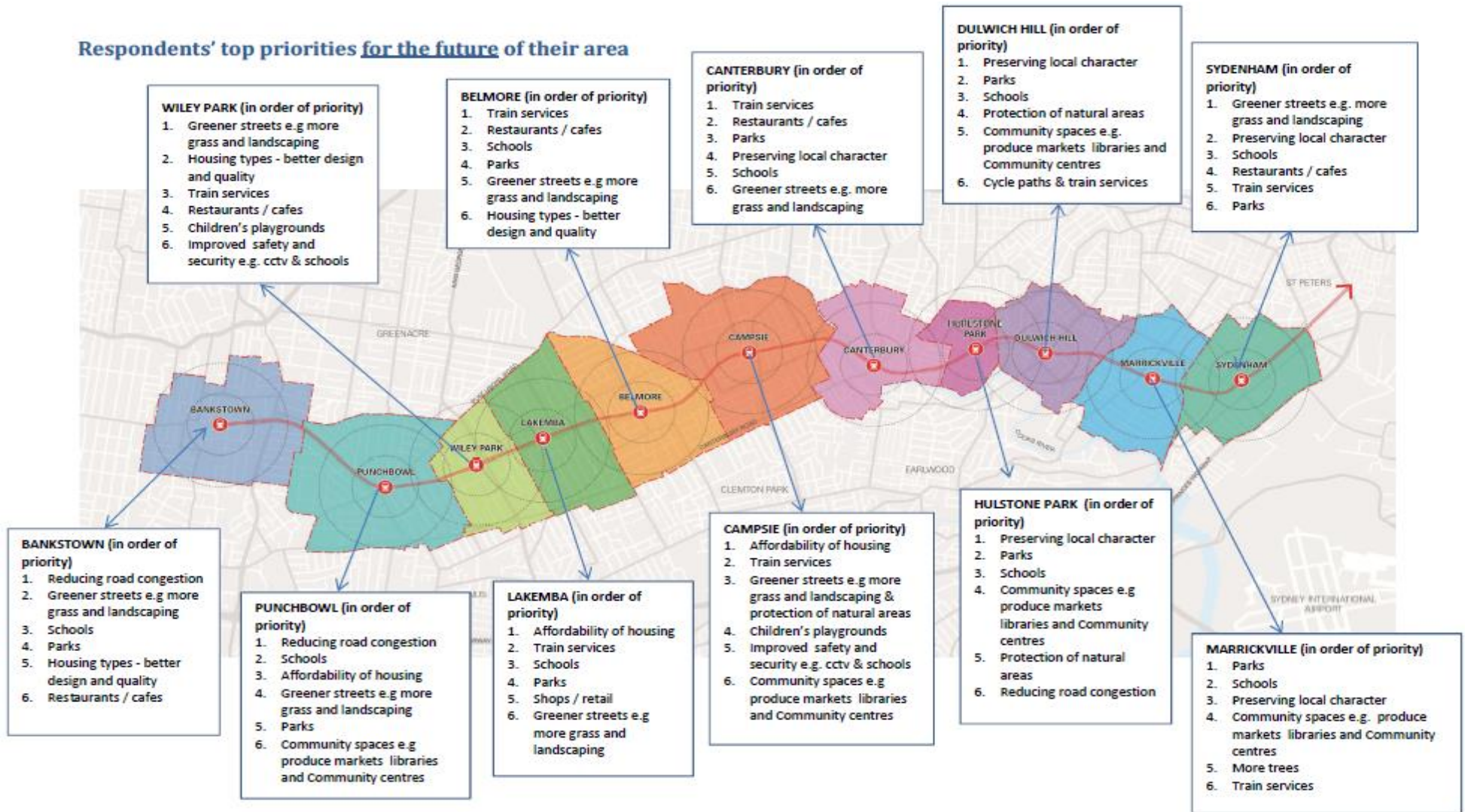
- The importance of access to public transport by focusing the main activity in areas close to the stations.
- Improvements to open space and walking and cycling links are needed to support growth.
- Retail development close to public transport could be enhanced.

Figure 6: What respondents currently value most in their area (top 3 priorities)





Figure 7: Respondents priorities for the future of their area



## **5. PUBLIC EXHIBITION**

The draft Corridor Strategy and draft structure plans for each of the 11 precincts were placed on public exhibition from 15 October 2015 and the exhibition was extended until 7 February 2016, providing more than three months for the community to have their say.

A total of 1,440 submissions were received. Of these submissions:

- 5 were from government agencies
- 25 were from community and special interest groups
- 1,410 were submissions from members of the public

During the exhibition, a number of engagement activities were undertaken to ensure the community were informed and provided with adequate opportunities to have their say. These included:

### **Project email & phone**

A dedicated project email address and a 1300 number were established at the beginning of the investigation, and the community and stakeholders have been able to register to receive email updates.

### **Media releases and advertising**

The Department also provided information to the community via the media including issuing media releases at critical points in the process and through paid advertising.

Advertisements were placed in local newspapers the Bankstown Torch, the Canterbury Express and the Inner West Courier to announce commencement of the exhibition, as well as in Council publications. Translated advertisements were also placed in El Telegraph (Arabic), the Australian Chinese Daily (Chinese) and the Chieu Duong (Vietnamese).

Posters and flyers advertising the public exhibition period were placed at public locations including local council buildings, libraries and train stations.

### **Project webpage**

A dedicated project webpage was established and has been kept updated throughout the project.  
[www.planning.nsw.gov.au/sydenhamtobankstown](http://www.planning.nsw.gov.au/sydenhamtobankstown)

During the exhibition the draft Strategy was made available on the Department's website along with an online submission portal. Links to the project were also made available on the Department's 'On Exhibition' page and on the 'Have your say' website.

<http://www.haveyoursay.nsw.gov.au/consultations/sydenham-to-bankstown-urban-renewal>

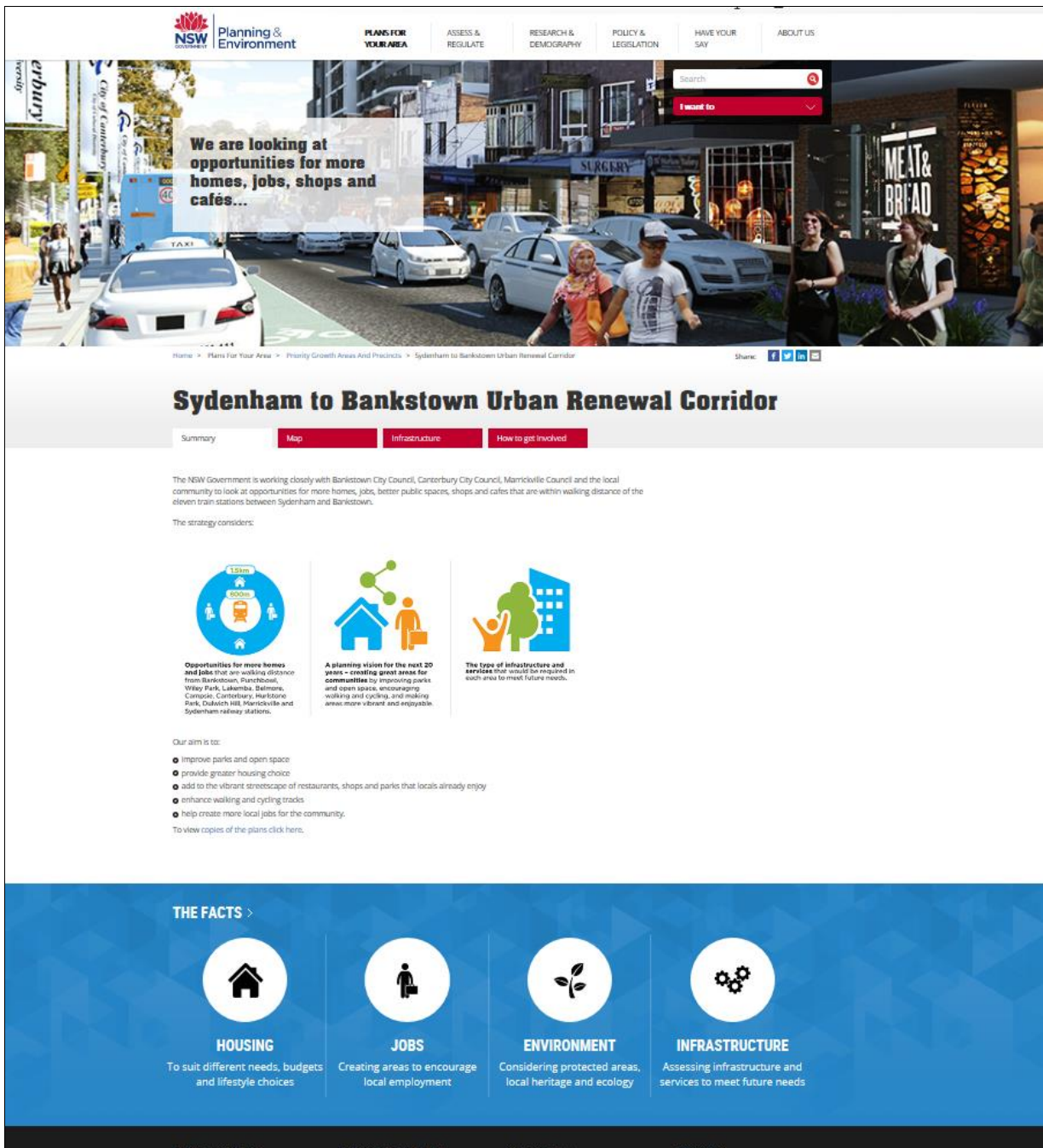


Figure 8: Project Webpage

## Exhibition locations

During the exhibition the documentation was made available at the Department’s Information Centre and at local libraries and Council buildings within the Corridor.

Summaries of the draft Corridor Strategy and each of the Precinct Plans were prepared and made available at exhibition locations. The purpose of these summaries was to ensure all community members could easily and quickly understand the draft Corridor Strategy.



The summaries were provided in English and also translated in the following community languages:

- Arabic
- Bengali
- Chinese
- Greek
- Portuguese
- Vietnamese



Figure 9: Translated project summaries

## Information sessions

Six community information sessions were held throughout the corridor in the following locations:

- Seaview Street Hall, Dulwich Hill
- Marrickville Town Hall
- Bankstown City Library & Knowledge Centre
- Campsie Library
- Lakemba Library
- Immanuel Community Hall, Hurlstone Park

The community information sessions provided an opportunity for local residents to receive information about the draft plans and discuss details with Departmental representatives. Large scale plans and copies of the main reports were provided at each session, allowing for productive discussion of the details of the proposals.



Figure 10: Bankstown Community Information Session

## 6. SUBMISSIONS

### Key issues raised in agency submissions

#### Bankstown City Council

##### Differences with the Bankstown CBD Local Area Plan

- Potential height increases are generally supported subject to review of background studies.
- Provide adequate setbacks on residential streets (Stacey Street) to maintain amenity.
- Extension of the mixed use area within Bankstown may detract from the core of the centre.

##### Heights

- Provide clearer guidance on the 9+ height limit given for high rise and mixed use areas.
- Provide certainty that approval can be achieved for building heights above the Obstacle Limitation Surface given for the Sydney Airport in accordance with the *Airports Act 1996* (Cth).

##### Heritage

- Protect heritage items in the Bankstown CBD.
- Provide appropriate transitional height provisions within the vicinity of heritage items along Vimy Street.

### **Background studies**

- Copies of background studies underpinning the Draft Strategy should be made available. *(Note these were subsequently made publicly available).*

### **Bankstown & Punchbowl stations**

- Include details on the Bankstown and Punchbowl Station upgrades.
- Consider undergrounding of the stations to allow development of the airspace above the stations and to improve connectivity.

### **Priority transport network**

- Confirm how a connection between Liverpool, Parramatta and the Sydney Olympic Park will be provided.
- Review the existing regional bus network to provide an efficient service.

### **Funding and timing of public infrastructure**

- Provide more certainty around funding mechanisms for community infrastructure.
- Consider funding mechanisms other than the Section 94 contribution levy.
- Include timeframes for investigation works identified in the Strategy.

### **Open space**

- Provide more open space and recreation facilities.
- Consider potential public access to school resources out of hours.

### **Metro extension**

- Identify the potential investigation area for the Metro extension to Liverpool in the Bankstown CBD.

### **Previous consultation information**

- Include results of the earlier community consultation and how it has fed into the process.

## **Marrickville Council**

### **Strategic framework and structure planning**

- Undertake next level of design investigation comprising of master planning and a related statutory framework.
- Include analysis of the existing urban structure to establish workable building typologies and car parking strategies.
- Consider a variety of heights and densities rather than a blanket approach to integrate the new development within the established areas.
- Next actions given in the Strategy with resource implications should include how they will be financed and managed.

### **Provision and funding of public infrastructure**

- Ensure provision of supporting infrastructure, including open space, recreation and community facilities.
- Council's 'Recreation User Needs Research Report 2011' notes there is currently an undersupply of local open space.



- Consider State infrastructure needs from a whole of government approach.
- Consider the cumulative pressure placed on infrastructure from population growth in the Inner West including the increase in densities proposed along the Parramatta Road Corridor.
- Improve streets as a recreation resource to encourage active transport options.
- Undertake place making in redevelopment areas incorporating high quality urban design.
- Alternative funding arrangements for the walking and cycling link from Sydenham to Bankstown are required to make this a realistic proposal.
- Provide more certainty around funding mechanisms for infrastructure including alternatives to Section 94 contributions.

#### **Consistency with Council's plans**

- Be consistent with Council's plans including the draft Public Domain Study and the integrated place-making project 'Tomorrow's Dulwich Hill'.
- The Calvert Street carpark in Marrickville is identified by Council for future redevelopment
- More accurately represent the land use for Church sites (currently zoned public recreation).

#### **Local character and heritage**

- Retain more of the character and heritage of Marrickville and Dulwich Hill.
- Ensure protection of all heritage items and other high quality period buildings.
- Consider interface issues between areas of high density housing and high quality detached dwellings.
- Protect heritage streetscapes including the South Dulwich Hill Heritage area.

#### **Environmental issues**

- Enhance the condition and ecological health of the Cooks River and Salt Pan Creek.
- Include opportunities for using alternative water for non-potable usage.
- Encourage water sensitive urban design and water management facilities.
- Enhance existing biodiversity along the corridor which is currently in a degraded condition.
- Urban renewal should not encroach into known bandicoot habitat as identified in the Bandicoot Protection Area (Marrickville Development Control Plan 2011).
- Include waste management, energy management and other sustainability initiatives.

#### **Housing affordability and choice**

- Incorporate reference to housing affordability, diversity and choice.
- Include affordable housing targets and the mechanisms to achieve them.
- Require development controls that ensure a mix of dwelling type, size and tenures.

#### **Strategy implementation**

- Provide a comprehensive precinct wide master plan to avoid development occurring in an ad-hoc manner.
- Provide for staged implementation focusing first on industrial lands close to the stations and main streets.

#### **Sydenham precinct**

- Incorporate Council's planning proposal to increase residential densities within the Enterprise Area around Victoria Road and Wicks Park.

- Increased residential development is supported outside areas most significantly affected by aircraft noise and where it can act as a buffer to industrial areas.
- Consideration should be given to future industrial needs in this area.
- Consider how the east-west cycle link will integrate with local streets.
- Improve links to the unused railway land in Sydenham to Fraser Park which has potential to provide open space or recreation and bush regeneration.
- Provide more specific detail around how urban amenity could be improved including improvements for pedestrians and cyclists as a priority above vehicles.
- The Proposed Sydenham Enterprise Area should mirror Council's proposed Sydenham Station Creation Hub.

### **Marrickville Precinct**

- No change to the north-east part of the precinct is appropriate due to small lot sizes and to protect city views.
- Redevelopment extending south-east of Marrickville Station is appropriate as it has good access to the station and includes large regular shaped blocks.
- Higher scale development close to the rail corridor is appropriate.
- Carrington Road areas to the south of the rail line should be low and medium rise housing.
- Blanket high rise housing on the western Side of Carrington Road may create interface issues with surrounding streets and will not sit well at the low point in the topography.
- Further analysis of the proposed heights in the Marrickville town centre is required to ensure they can be accommodated within the existing street network.
- Prominent areas such as High Street should be excluded from higher density development.
- The impact of heights in Grove, Ivanhoe and High Streets may result in shadowing impacts on properties to the south.
- Consider higher densities along Schwebel Street to take advantage of city views.
- Increases in densities should be restricted to the north side of Greenbank Street.
- Further analysis of the heights along Arthur and Ann Streets are required to ensure consistency with the local environmental plan and to reduce potential for a high walling effect.
- A new walk/cycle link should be provided to join Fletcher Street to Francis Street and a new pedestrian link should be considered from Esk Lane to Schwebel Street.
- The eastern side of Central Avenue should be reduced to medium rise height due to narrow property depth and topography.
- The new street and pedestrian bridge on Myrtle Street may be better located on the alignment of Carrington Road to provide access of the railway land.
- A potential commuter car and bike park for Marrickville Station is recommended between the railway tracks near the Victoria Road rail underpass.

### **Dulwich Hill Precinct**

- Extend the Dulwich Hill precinct to include the entire commercial centre.
- Further investigate Council owned car parks on Loftus Street and Seaview Street for redevelopment and a potential urban plaza.
- Ensure retention of commuter car parking.
- Retain areas with already high quality streetscapes, including:

- the block bound by Hercules Street, Beach Road, Macarthur Parade and Kintore Street;
- the northern side of Macarthur Parade between Beach Road and Marrickville Road;
- land between Ewart Street and the railway line, west of Ness Avenue; and
- Wardell Road between Ewart Street and the Cooks River.
- The block bound by Hercules Street, Consett Street and Terrace Road should remain intact with higher scale development to occur further to the west.
- Apartments shown on David Street, a Heritage Conservation Area, and in areas that contain heritage items are not supported.

## **Canterbury City Council**

### **Detailed analysis required**

- Undertake a more detailed investigation to support the proposed changes.
- Undertake an urban design study to develop a master plan for each centre.

### **Provision of open space and infrastructure**

- Undertake further analysis of the infrastructure requirements to support growth.
- Provide a variety of additional open space areas to meet needs of new population.
- Identify methods of obtaining open space other than Section 94 contributions.
- Zone new areas of open space public recreation with a land reservation acquisition.
- Consider accessibility and connectivity of open space.
- Provision of open space should not reduce car parking.
- Facilitate access to school facilities for open space in a standardised way.

### **Housing affordability**

- Make affordable housing a key objective in the Strategy.
- Increased levels of affordable housing are required across the city.

### **Strategy implementation**

- The Strategy should be implemented through a precinct wide master planning approach.

### **Liveability**

- Implement and address the benchmarks given in the draft SSROC report 'Liveability Benchmarks for Central and Southern Sydney'.

### **Funding of infrastructure**

- The infrastructure requirements identified will be difficult to fund under Section 94 developer contributions.

### **Development around peripheral suburban streets**

- Maintain areas of low density housing in areas away from the stations to provide a variety of housing types.
- Provide for high density housing within close proximity to the stations.

### **Heritage**

- Include consideration of the potential Hurlstone Heritage Conservation Area and surrounds.

- A heritage study of the heritage conservation potential of Hurlstone Park is required.

## **Sydney Water**

### **Provide improvements to environmental amenity**

- Implement the Strategy in such a way that it does not adversely impact on, and provides improvements to, the environmental amenity of the region.
- Undertake an integrated, collaborative planning approach to infrastructure and environmental development.

## **South Western Sydney Local Health District**

### **Sustainability initiatives**

- Provide secure bicycle storage facilities and commuter car parking at Bankstown Station.
- Ensure consideration of green building design and water recycling schemes.
- Ensure consideration of the impact of wind tunnel effects and overshadowing.

## **NSW Department of Education and Communities**

### **Funding for education facilities**

- A preliminary analysis of the population changes in the Corridor has been undertaken and will be included in the Department's annual review of school projections.
- Growth in the Corridor would place increasing pressure on the Department's ability to meet statutory obligations particularly where there is no developer state infrastructure contribution required.

## **Key issues raised in public submissions**

A summary of the key issues raised in the public submissions is provided below. A breakdown of the issues raised for each precinct is provided in the following section.

### **Improve and provide infrastructure to support growth**

- The proposed changes will put pressure on local infrastructure including public transport, local streets, schools, childcare, hospitals, community facilities, recreation facilities and open space.
- Current infrastructure is already not coping with existing needs.
- The Corridor Strategy should include analysis of the capacity of local infrastructure and identify new services required by increases in population.
- Any improvements/extensions required to Canterbury Hospital should be identified.
- The Strategy should not rely solely on developer delivery of infrastructure.
- The Strategy should identify appropriate mechanisms for funding and delivery of infrastructure.

### **Improve and provide more open space**

- Improve the quality of existing open space and recreation facilities.

- Provide additional open space and recreation facilities to meet the needs of the proposed population increase.
- The Strategy should improve, and provide more, cycleways.
- Distinguish more clearly between public open space and open space that is not accessible to the public.
- More detail of the open space proposed along the rail corridor should be provided.

### **Traffic congestion and improvements needed to the road network and public transport**

- The traffic report does not adequately address congestion that may occur in the proposed areas of high density.
- Improvements are needed to enhance road capacity and safety.
- The Strategy should improve facilities for pedestrians on existing streets and provide new pedestrian links.
- The capacity of the Sydney Metro should be increased to accommodate growth.
- The potential for additional customer costs from the privatisation of parts of the Metro will impact on the communities.
- Improvements should be made to local bus services.
- Parking, including commuter car parking, should be improved and increased.

### **Sustainability and environmental concerns**

- The Strategy should consider biodiversity impacts including impacts on native vegetation and wildlife corridors.
- The habitat for the long-nosed bandicoot and the Dulwich Hill Natural Resource (Biodiversity) Area should be protected.
- The Strategy should require sustainable design.
- Protection of the Cooks River and potential flooding should be addressed

### **Housing affordability**

- The Strategy should plan for the provision of more affordable housing
- The Strategy should consider housing for the elderly

### **The impacts of increases to density**

- The impact of higher densities on existing dwellings should be considered including privacy impacts, overshadowing and view blocking.
- The Strategy should retain existing, well-established homes (in areas such as Hurlstone Park) and consider increasing densities on vacant lots or areas in need of revitalisation.
- The impacts on heritage items and heritage areas should be considered. The Strategy should include further analysis of the heritage of the corridor and ensure protection of heritage items and character.
- Higher densities will impact on the character of streetscapes and neighbourhoods.
- Increases in densities have the potential to change community character.

- Consideration should also be given to the impacts of potential high-density development that is already approved but not yet constructed or already provided for by relevant Local Environmental Plans.

### **Support for higher densities**

- Increasing residential densities around stations and in accessible locations is supported.
- Increase densities and renewal is appropriate along main streets in the town centres.

### **Inadequacies in the consultation process**

- More consultation is required to cater for the large and diverse community within the Corridor.
- The exhibition timeframes were only extended due to community and local Council pressure and a portion of the time fell in the holiday period.
- Consultation should provide for non-English speakers and those who are not accustomed to on-line processes.
- All supporting studies should be made available and those that were made available were not available for the full extent of the exhibition.
- The consultation process should be similar to that which has been provided for the development of the strategy for the renewal of the Parramatta Road Corridor.



## Key issues raised by precinct

The submissions received raised issues relating to both the Corridor and for individual precincts. Dulwich Hill, Marrickville and Hurlstone Park received the most submissions as shown in the graph below. Some submissions raised issues covering more than one precinct and this is reflected in the number of submissions per precinct.

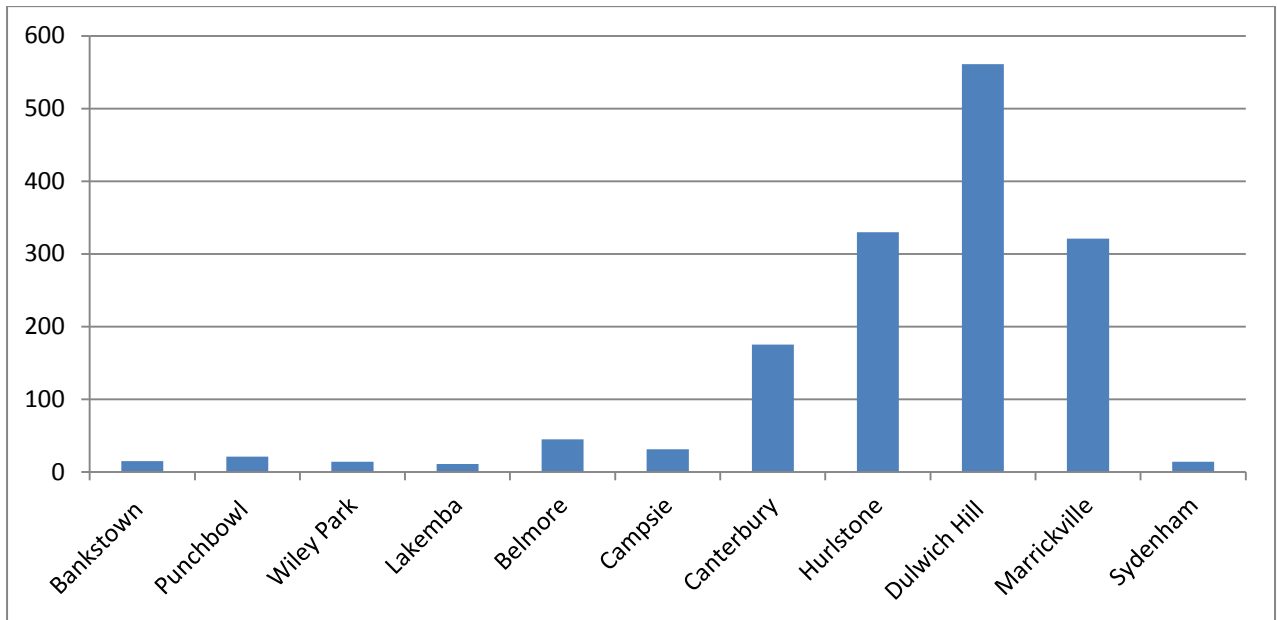


Figure 11: Number of submissions that raised issues for each precinct.

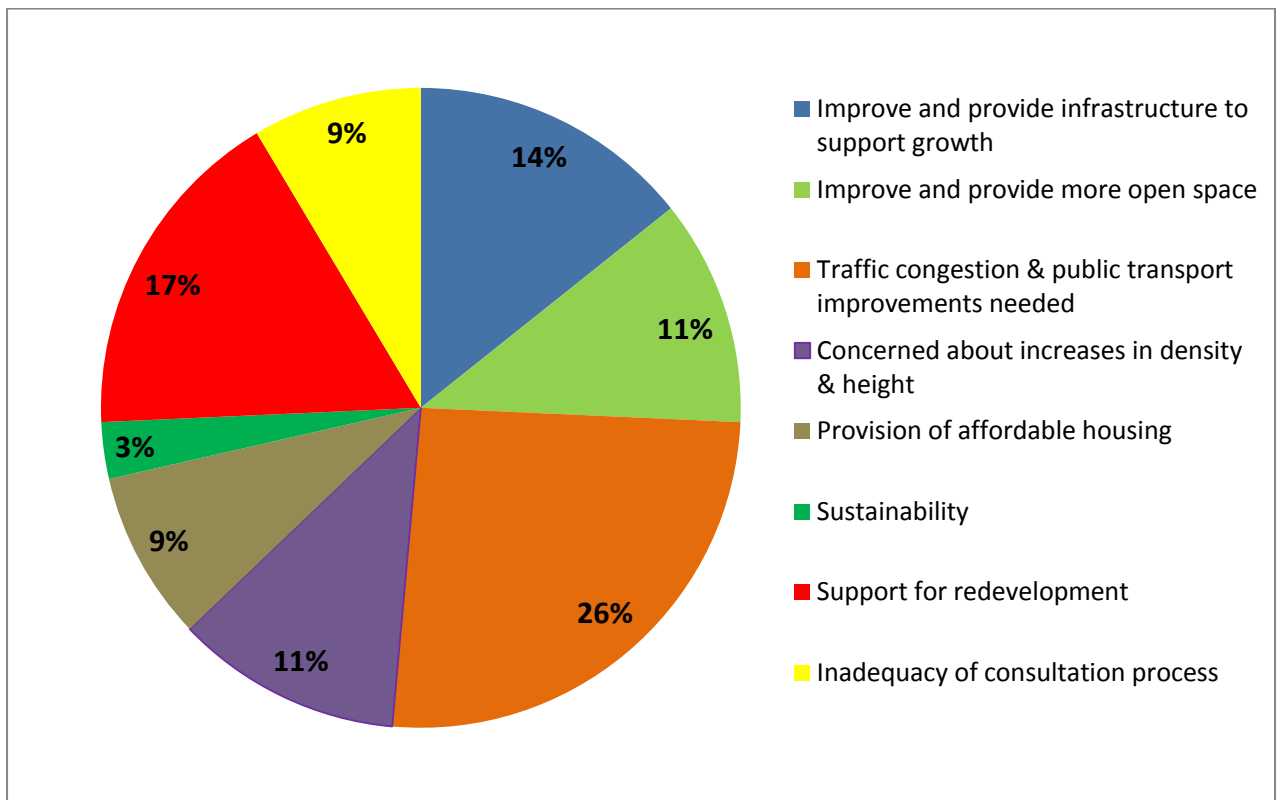


Figure 12: Key issues raised in submissions for Bankstown (n = 15 Bankstown submissions)

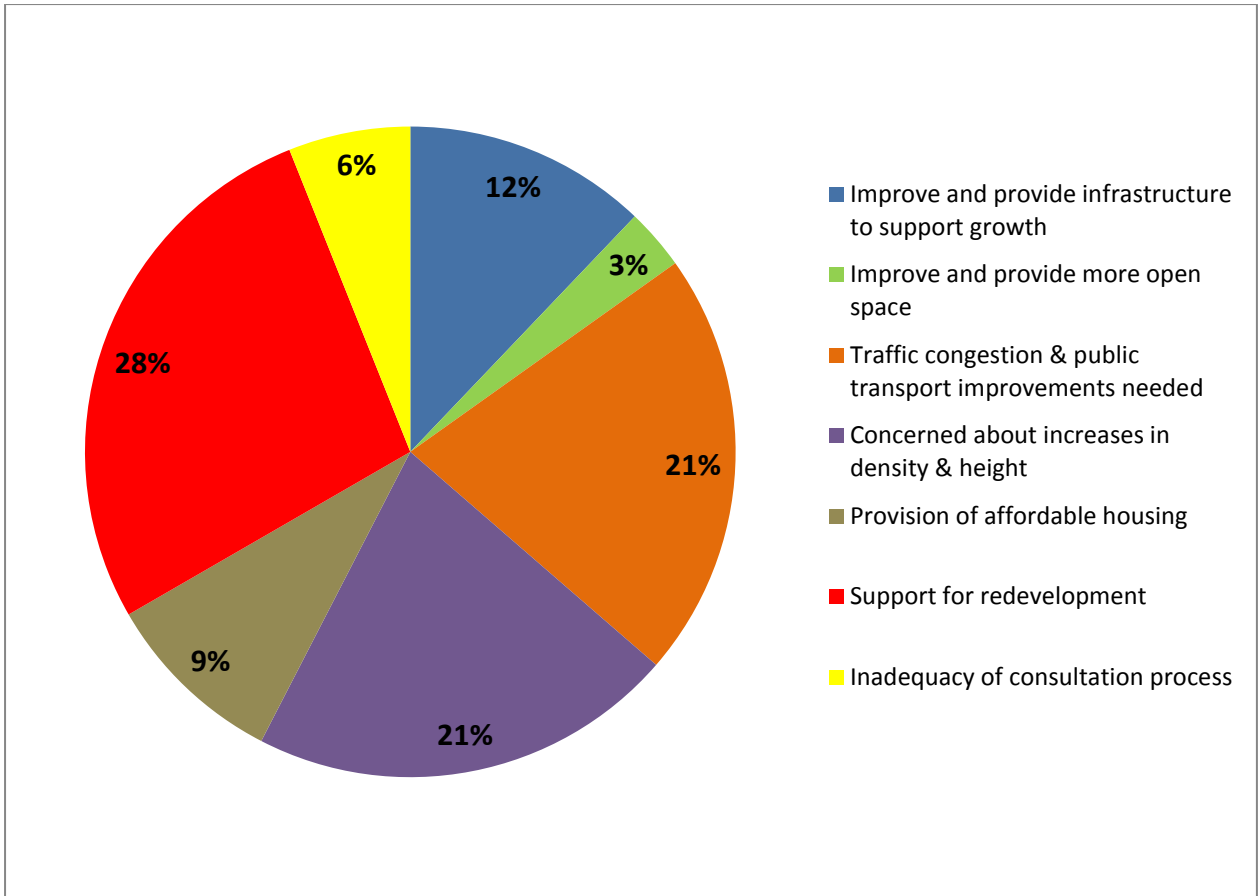


Figure 13: Key Issues raised in submissions for Punchbowl (n = 21 Punchbowl submissions)

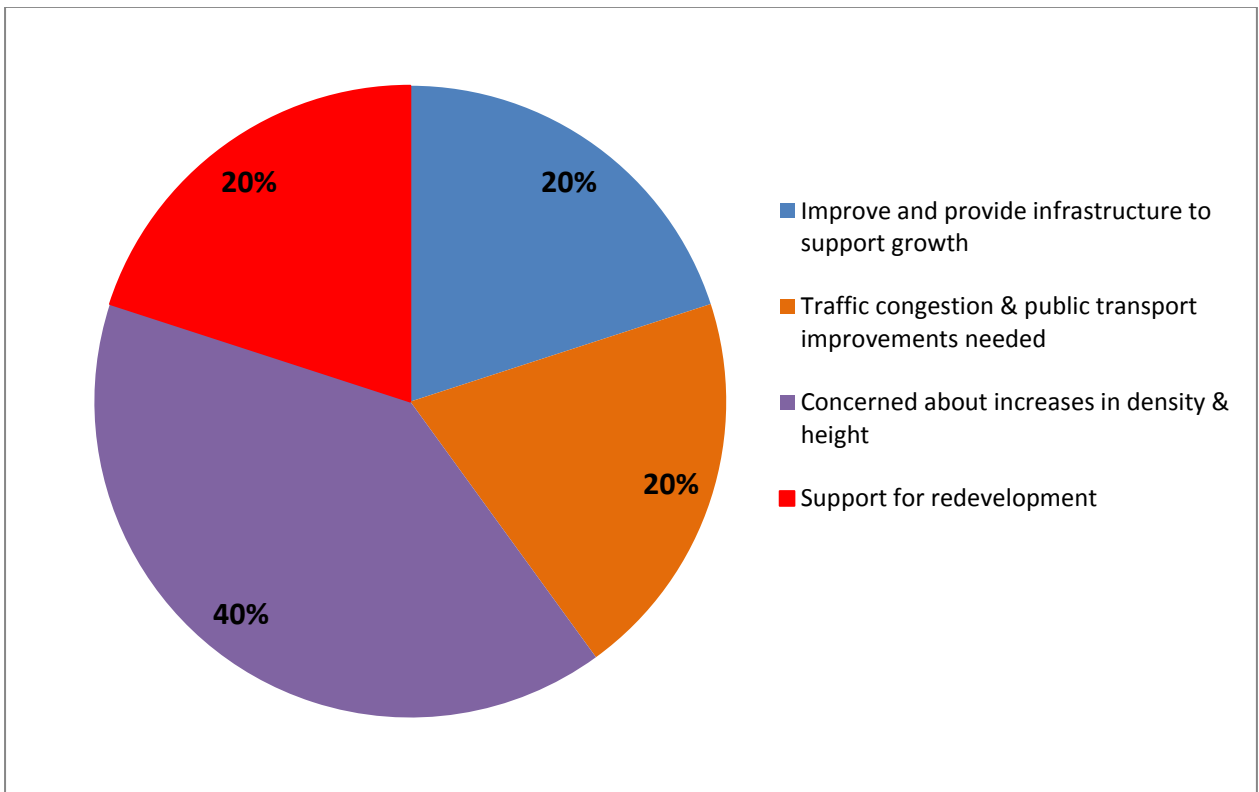


Figure 14: Key Issues raised in submissions from Wiley Park (n = 14 Wiley Park submissions)

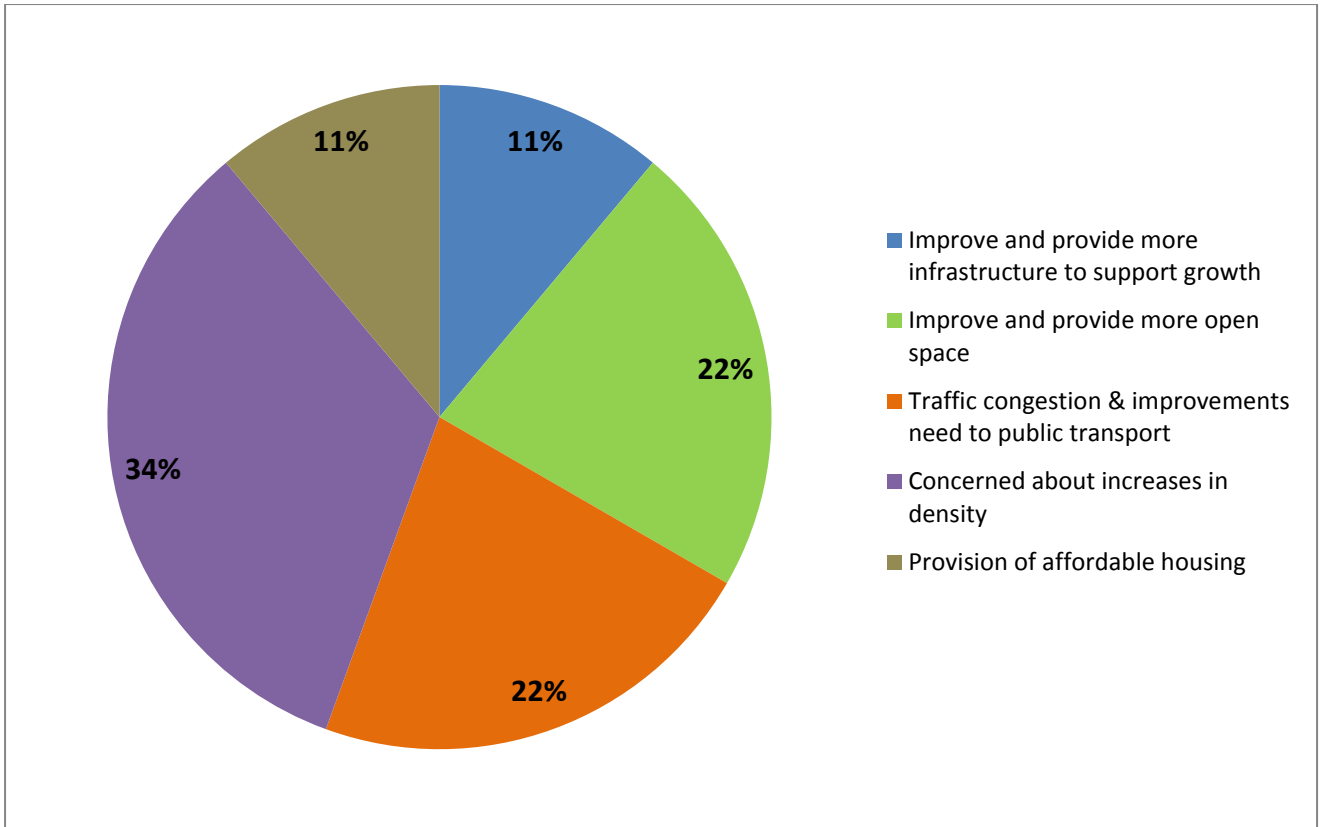


Figure 15: Key Issues raised in submissions from Lakemba (n = 11 Lakemba submissions)

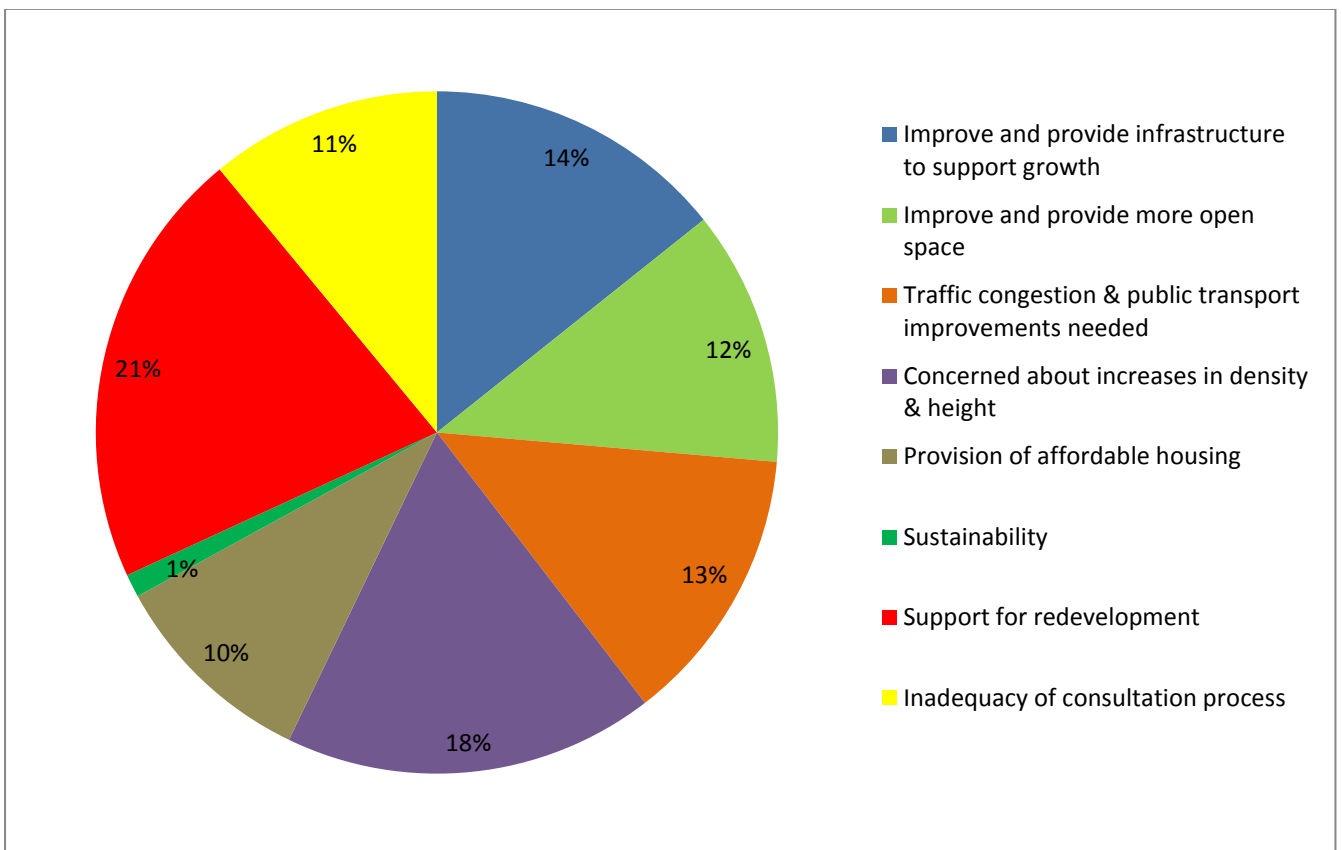


Figure 16: Key Issues raised in submissions from Belmore (n = 45 Belmore submissions)

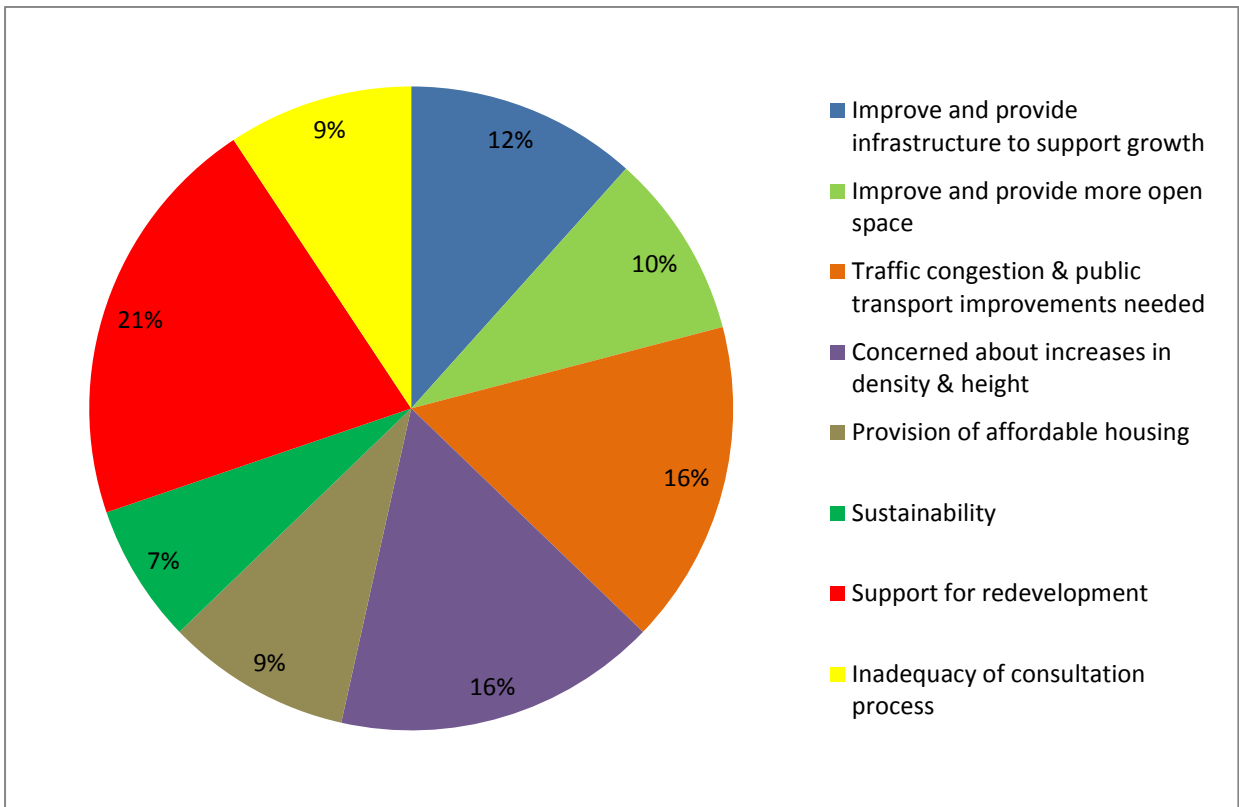


Figure 17: Key Issues raised in submissions from Campsie (n=31 Campsie submissions)

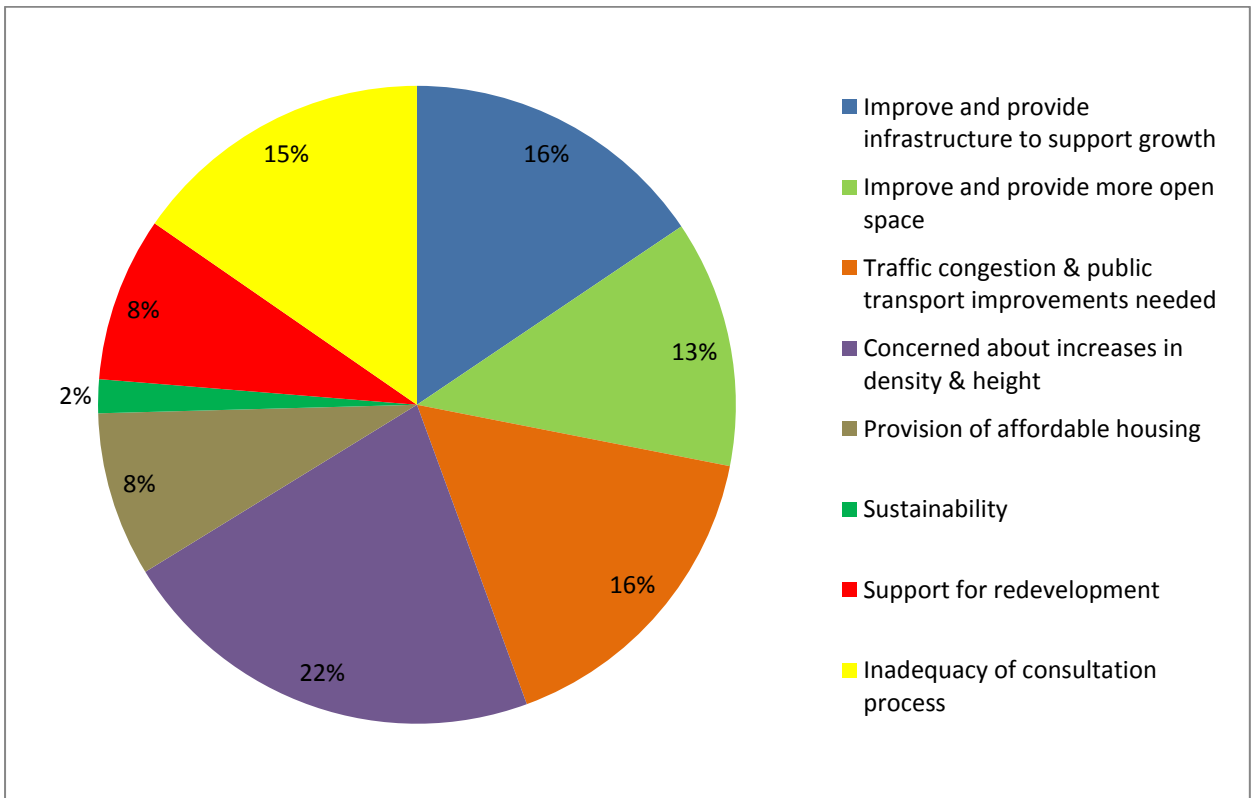


Figure 18: Key Issues raised in submissions from Canterbury (n=176 Canterbury submissions)

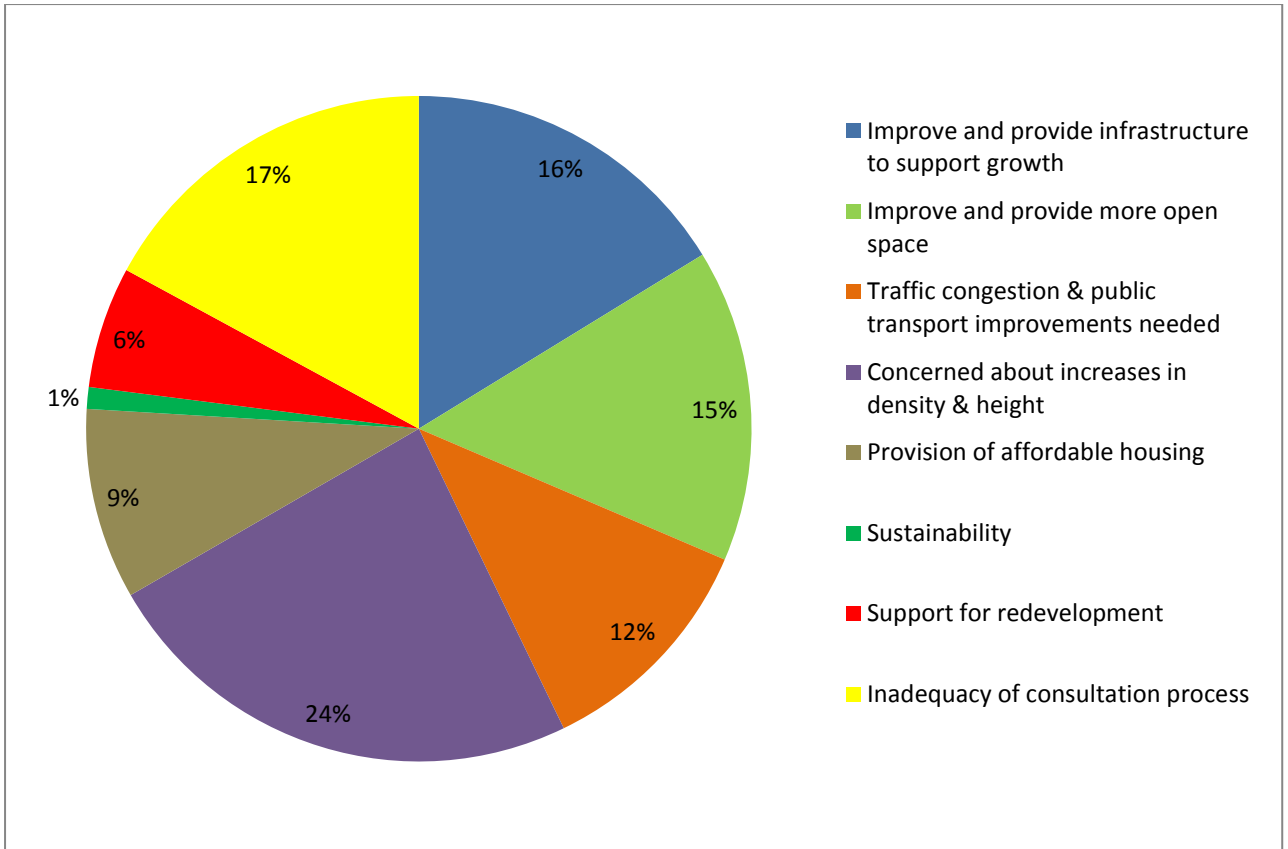


Figure 19: Key Issues raised in submissions from Hurlstone Park (n=330 Hurlstone submissions)

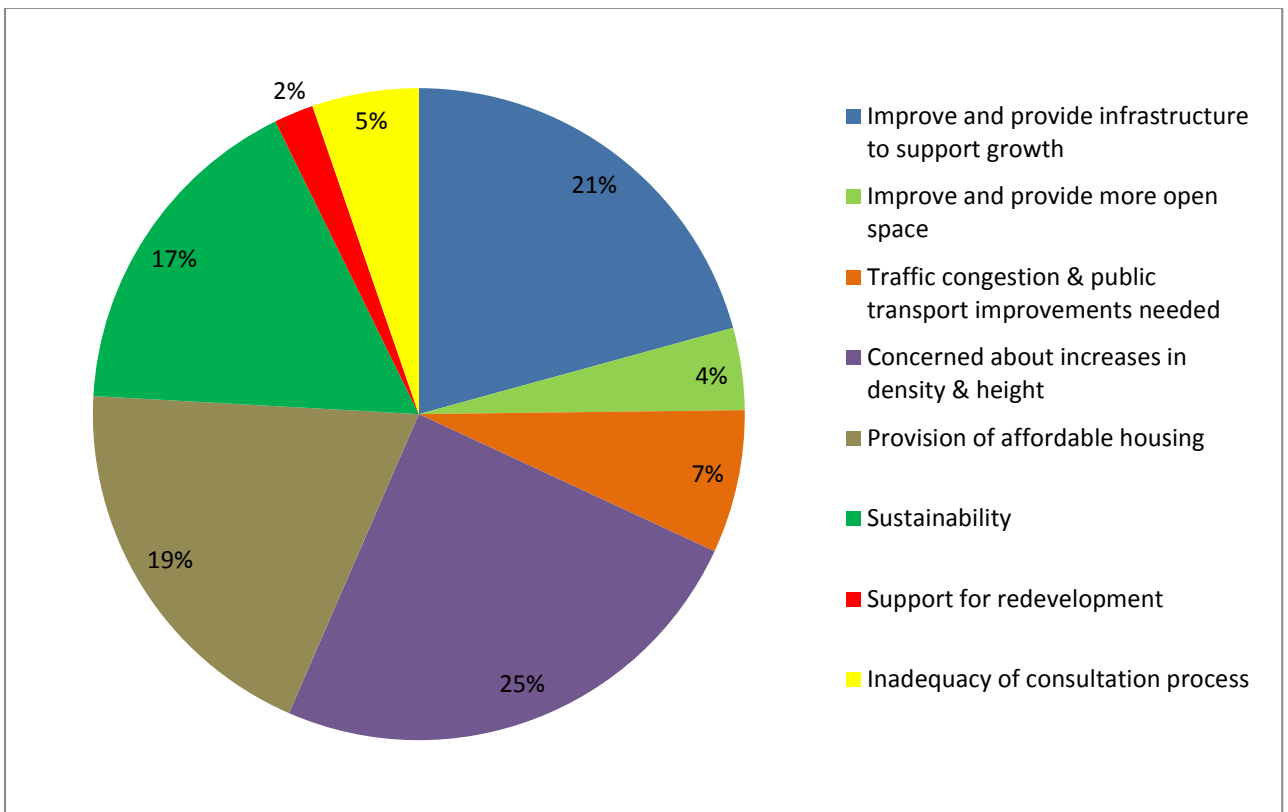


Figure 20: Key Issues raised in submissions from Dulwich Hill (n=561 Dulwich Hill submissions)

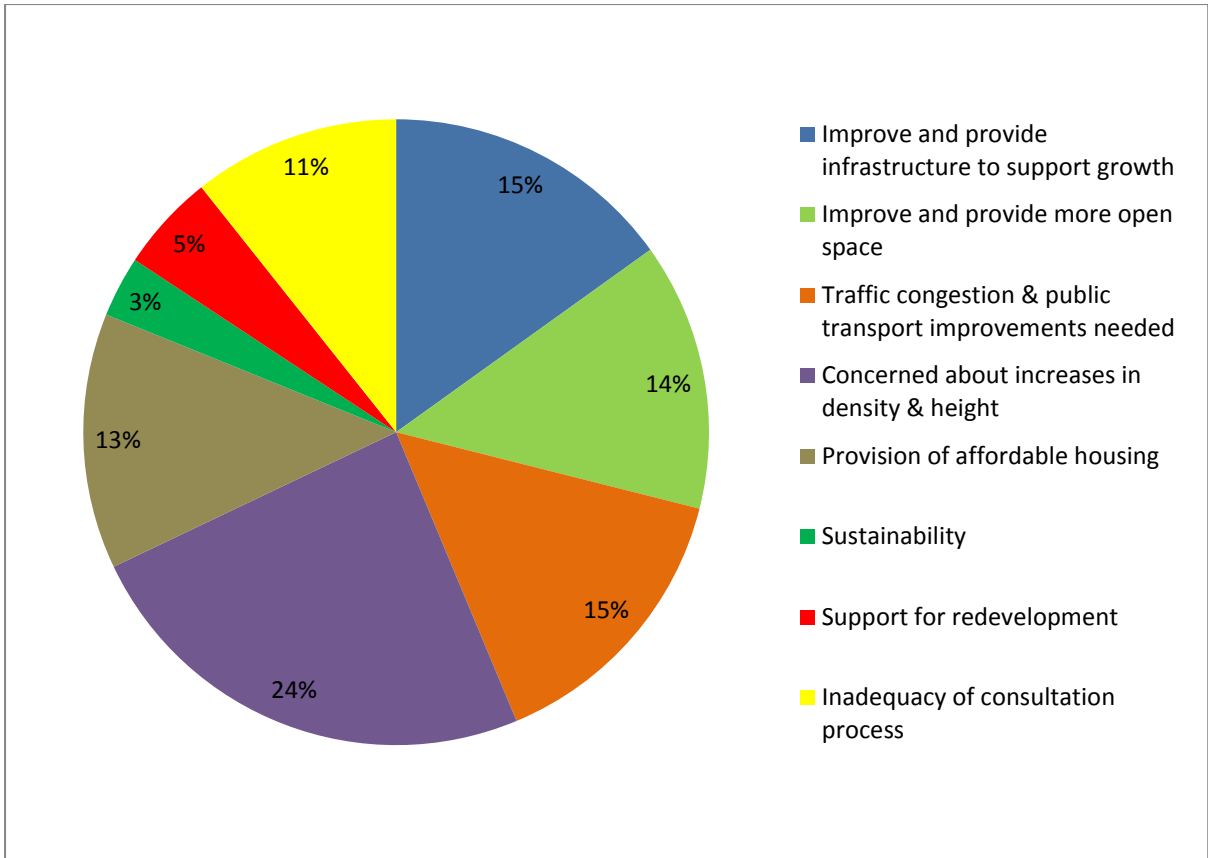


Figure 21: Key Issues raised in submissions from Marrickville (n = 321 Marrickville submissions)

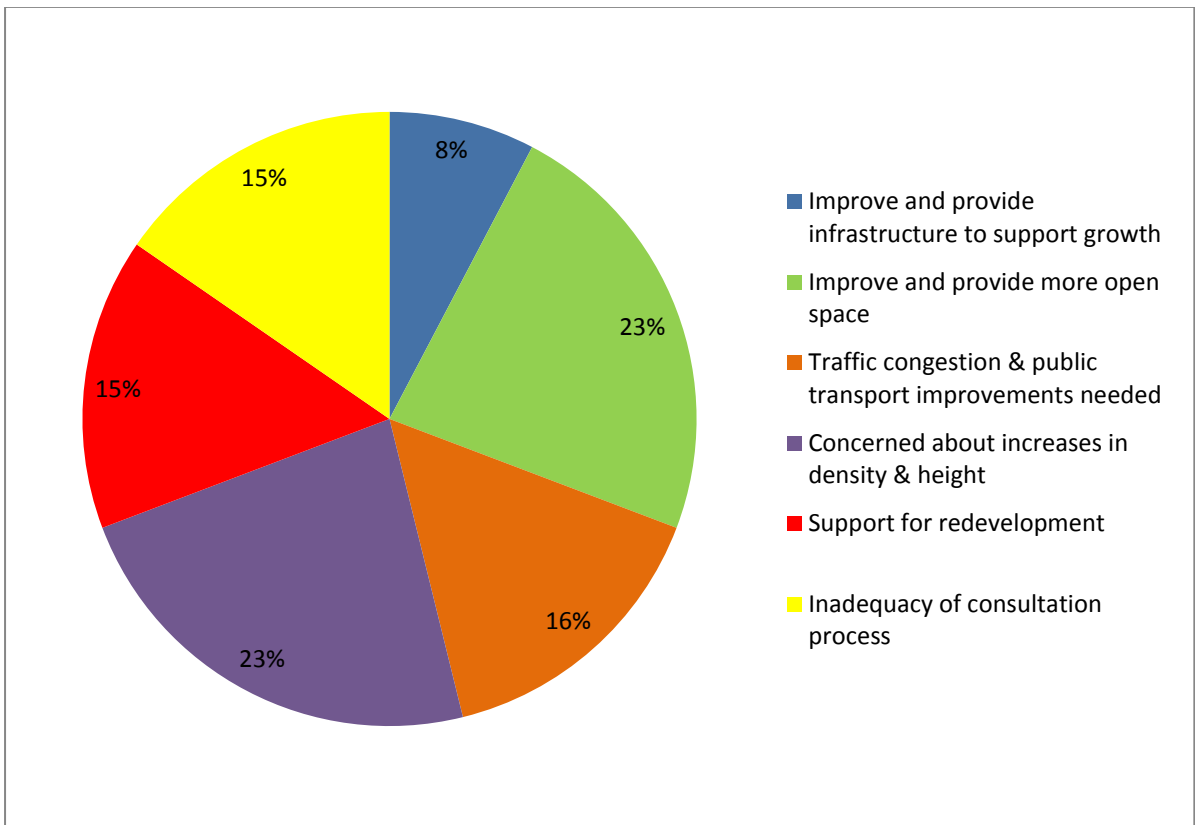


Figure 22: Key Issues raised in submissions from Sydenham (n = 14 Sydenham submissions)



## **7. NEXT STEPS**

### **Community Design Workshops**

The Department will host a series of community design workshops and will invite representatives from councils and community groups to work with planners from the Department to improve the plans for each station precinct. The purpose of the workshops is to further understand the issues raised in the exhibition to inform the finalisation of the Strategy.

### **Review of the Strategy**

Following the analysis of key issues raised through both the exhibition and the workshops, the Strategy will be reviewed. Where significant issues are identified these will be further investigated and where required, amendments will be made to the Strategy.

### **Exhibition of Amended Strategy**

The amended Strategy will be re-exhibited alongside a response to all submissions received. This will allow the community and stakeholders to review how the issues raised have been addressed and provide an opportunity for further comment prior to finalisation.

### **Finalisation of the Corridor Strategy**

Following the exhibition of the Amended Strategy, the Department will make a recommendation to the Minister for Planning, and once the Strategy is finalised, a Section 117 local planning direction will be issued. This planning direction will require future planning proposals to be consistent with the Strategy.