



Photomontage by: Rock Hunter Australia Pty Ltd

Urban Design Report 913-925 Punchbowl Road and 21 Canterbury Road, Punchbowl

November 2023





View northwest to site over Canterbury Road and Punchbowl Road intersection



Chris Tsioulos

Director, B.Arch. (Hons)
NSW Reg. No.5143

CMT Architects (Australia) Pty Ltd

Level 1, 61-65 Kingsway
Kingsgrove NSW 2208
E: chris@cmtarchitects.com
T: 02 9587 4330
F: 02 9587 4332

Date:

9 November 2023

Disclaimer:

This report has been prepared by CMT Architects (Australia) Pty Ltd. CMT Architects does not accept any liability or responsibility whatsoever in respect of any use of, or reliance upon, this report by any third party. Use or copying of this report in whole or in part without the written permission of CMT Architects (Australia) Pty Ltd is strictly not permitted.



View east to site over Canterbury Road

Contents

1. Introduction	1
2. The Subject Site and Local Context	3
3. Strategic Context	6
4. Current Statutory Controls and Background	10
5. Urban Design Principles	12
6. The Proposal	14
7. Conclusion	32

Figures and Tables

- Figure 1. View east to site and proposed development over Canterbury Road
- Figure 2. The Subject Site
- Figure 3. Surrounding Suburbs Context
- Figure 4. Existing road and public transport network
- Figure 5. Extract Connective City 2036 (Canterbury Bankstown Council Local Strategic Planning Statement (LSPS))
- Figure 6. Extract Connective City 2036 (Canterbury Bankstown Council Local Strategic Planning Statement (LSPS))
- Figure 7. Current Land Use – R2 Low Density Residential and B1 Neighbourhood Centre
- Figure 8. Current Building Height – (J) 9 metres and (L) 11 metres
- Figure 9. Current FSR – (N) 1:1 and (D) 0.5:1
- Figure 10. Current Additional Permitted Uses - Nil
- Figure 11. Key Constraints and Opportunities
- Figure 12. Urban Design Principles
- Figure 13. Conceptual Built Form Layout
- Figure 14. Proposed – R4 High Density Residential and B1 Neighbourhood Centre
- Figure 15. Proposed – (L) 11m, (P) 17m, (S) 23m, (T1) 25m, (T2) 26m and (U2) 32m
- Figure 16. Proposed – (O) 1.3:1 and (T) 2:1
- Figure 17. Additional Permitted Uses (include ‘function centre’ uses on the site under Schedule 1 of the LEP)
- Figure 18. Proposed Land Use Concept General Arrangement
- Figure 19. Proposed Conceptual Built Form – Aerial View Northwest
- Figure 20. Proposed Conceptual Built Form – Street View Northwest
- Figure 21. Proposed Conceptual Built Form
- Figure 22. Landscape Plan
- Figure 23. Proposed Conceptual Ground Level
- Figure 24. Proposed Conceptual First Level
- Figure 25. Proposed Conceptual Second Level
- Figure 26. Proposed Conceptual Third Level
- Figure 27. Proposed Conceptual Fourth Level
- Figure 28. Proposed Conceptual Fifth Level
- Figure 29. Proposed Conceptual Sixth Level
- Figure 30. Proposed Conceptual Seventh Level

Figures and Tables

- Figure 31. Proposed Conceptual Eighth Level
- Figure 32. Proposed Conceptual Ninth Level
- Figure 33. Proposed Conceptual Basement 1
- Figure 34. Proposed Conceptual Basement 2
- Figure 35. Proposed Conceptual Sections & Alignment to Future Intersection Upgrade
- Figure 36. Solar Access Analysis
- Figure 37. ADG Solar Access Analysis
- Figure 38. ADG Cross Ventilation Analysis
- Figure 39. View East
- Figure 40. View West
- Figure 41. View Northeast
- Figure 42. View east along Canterbury Road to intersection with Punchbowl Road
- Figure 43. Photomontage Canterbury Road and Punchbowl Road Intersection
- Figure 44. View east from corner of Canterbury Road and John Street
- Figure 45. View west to corner of Canterbury Road and Punchbowl Road
- Figure 46. View south from corner of Punchbowl Road and Viola Street
- Figure 47. View northeast to corner of Moxon Road and Weyland Street

- Table 1. Properties comprising the subject site
- Table 2. Proposed Land Use Zone
- Table 3. Proposed Floor Space Ratio Development Standard
- Table 4. Proposed Height of Building Development Standard



Figure 1. View east to site and proposed development over Canterbury Road

1. Introduction

The Urban Design Report has been prepared by CMT Architects (Australia) Pty Ltd (CMT Architects) (the Proponent) in support of a future Planning Proposal to amend the *Canterbury-Bankstown Local Environmental Plan 2023* (LEP) for the site located at 913–925 Punchbowl Road and 21 Canterbury Road in Punchbowl (site). This report supports a Scoping Proposal has been prepared in accordance with the NSW Department of Planning's Local Environmental Plan (LEP) Plan Making Guideline dated September 2022.

The site is most commonly known as 'Club Punchbowl' (Club), which has been a long-standing focal point and community facility for the Croatian community in the Sydney Metropolitan Area.

The vision for the site is to deliver a new contemporary Club that is supported by a mixed-use development and an active immediate local community. Club patronage has been in slow decline for many years and developing the site with an active community will contribute to the Club's long-term viability.

Refer to Figure 1 on the opposite page for the indicative built form massing of the potential future development that could be achieved on the site under the proposed future proposed development standards.

Critical to the success of a mixed used development on the site is the creation of:

- A high-amenity and vibrant place that attracts visitors to the Club;
- High quality landscaping and public spaces; and
- Supporting retail/commercial uses to meet the daily needs of the local community and that are complimentary to the Club.



2. The Subject Site and Local Context

2.1 The Site

The site is located within the Canterbury-Bankstown Local Government Area (LGA), located in the suburb of Punchbowl and within 1.2km from the Punchbowl local centre. The closest strategic centre to the site is Bankstown, located approximately 3.3km from the site. Located along Canterbury Road, the site is accessible by bus, serviced by Routes 487 and N30 with connections to Bankstown and Canterbury. The closest train station to the site is Punchbowl Station, located 4km south of the site. The site has good road access, with two street frontages along Canterbury Road (to the south) and Punchbowl Road (to the east). Punchbowl Park is located east of the site and Punchbowl Road. Access to this Park is challenging as it is not accessible via Punchbowl Road. This park provides a range of facilities including sports fields, tennis courts and play equipment, which service the recreational needs for the local area.

The applies to the site known as Nos. 913–925 Punchbowl Road and 21 Canterbury Road in Punchbowl. The site comprises the properties shown in Table 1 below and in Figure 2 of this report. Also, refer to Figure 3 for an aerial views of the site in its surrounding context.

Table 1. Properties comprising the subject site

Property Address	Legal Description
913 Punchbowl Road, Punchbowl	Lot B, DP 378634
915 Punchbowl Road, Punchbowl	Lot 2, DP 21524
917 Punchbowl Road, Punchbowl	Lot 3, DP 21524
919 Punchbowl Road, Punchbowl	Lot 4, DP 21524
921 Punchbowl Road, Punchbowl	Lot 6, DP 5245
921A Punchbowl Road, Punchbowl	Lot A, DP 378634
921B Punchbowl Road, Punchbowl	Lot D, DP 382627
923 Punchbowl Road, Punchbowl	Lot 15, DP 132440
925 Punchbowl Road, Punchbowl	Lot 1, DP 236825
21 Canterbury Road, Punchbowl	Lot 14, DP 132440

2.1 The Site (cont.)

The site is well serviced by buses. Bus stops are located immediately in front of the site on Canterbury Road, which service bus routes 487 and N30. The no. 487 bus route provides a connection between Bankstown City Centre and Punchbowl Centre, while the N30 bus provides a service between Macarthur Station and Town Hall Station, Sydney CBD. Punchbowl train station is located approximately 1.2 kilometres from the site, while Bankstown train station is located within 1.8 kilometres of the site.

There are also numerous public open spaces and recreational facilities in close proximity to the subject site. Specifically, a large open space recreation area is located directly east, opposite the site, known as Punchbowl Park. Punchbowl Park includes two cricket ovals and tennis courts.

2.2 Local Context

The site is located within the Canterbury-Bankstown Local Government Area (LGA), located in the suburb of Punchbowl, located 1.2km from Punchbowl local centre. The closest strategic centre to the site is Bankstown, located approximately 3.3km from the site. Located along Canterbury Road, the site is accessible by bus, serviced by Routes 487 and N30 with connections to Bankstown and Canterbury. The closest train station to the site is Punchbowl Station, located 4km south of the site. The site has good road access, with two street frontages along Canterbury Road (to the south) and Punchbowl Road (to the east). Punchbowl Park is located east of the site and Punchbowl Road. Access to this Park is challenging as it is not accessible via Punchbowl Road. This park provides a range of facilities including sports fields, tennis courts and play equipment, which service the recreational needs for the local area.

2.3 Site Context

The site known as Club Punchbowl is located at 913 - 925 Punchbowl Road and 21 Canterbury Road, Punchbowl, located on the northern side of Canterbury Road. The site is made up of approximately 2 hectares of land, bounded by Canterbury Road to the south, Punchbowl Road to the east, low density residential housing to the north and light industrial and low density housing to the west. The site is constrained by an electricity and drainage easement, located on the western boundary of the site.

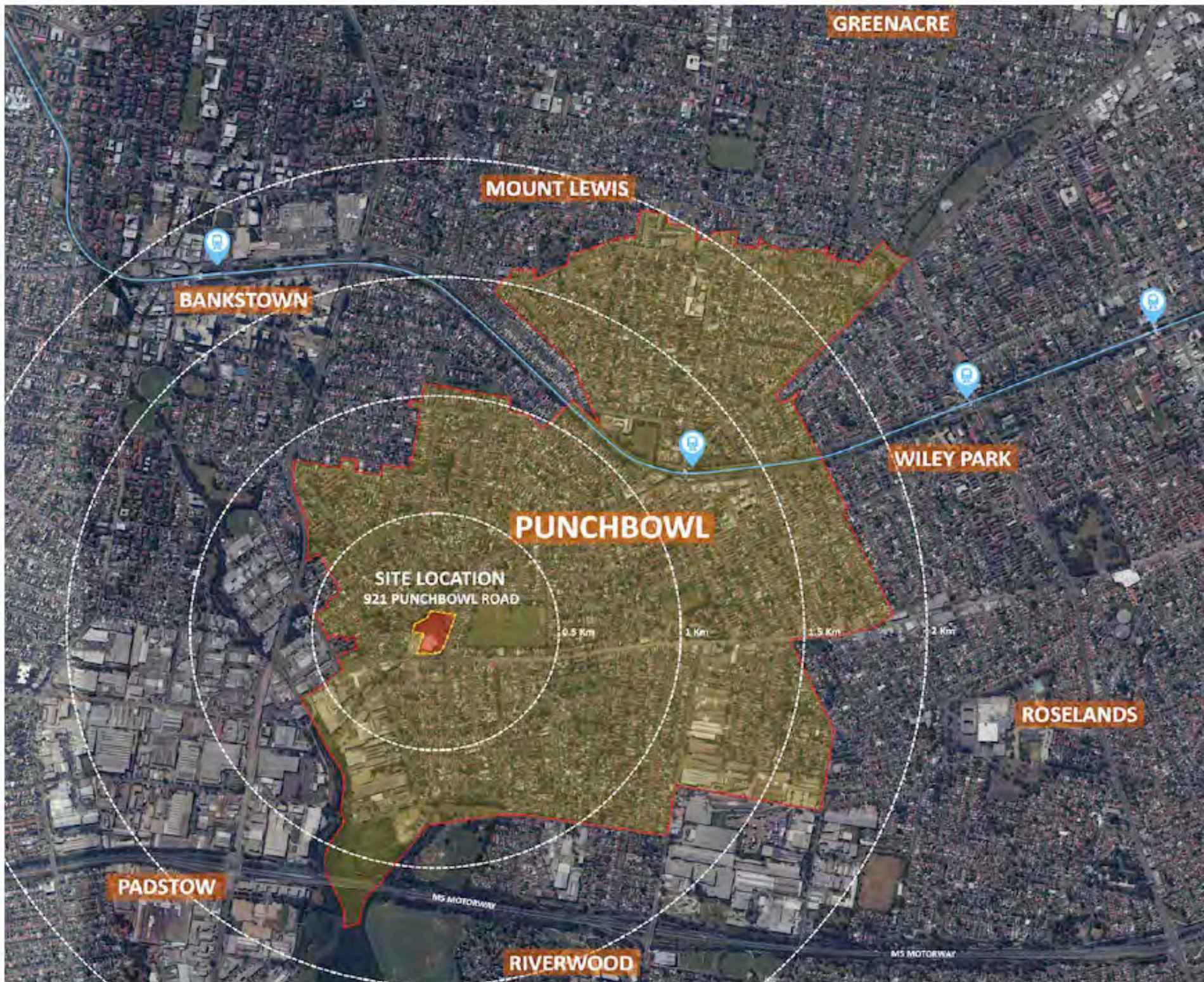


Figure 3. Surrounding Suburbs Context

3. Strategic Context

The appropriate built form outcome for the site should be a balance of the need to achieve the sites maximum potential, with the need to provide good amenity for apartments and is consistent with the broader strategic planning for the hierarchy of centres at an LGA scale and along the Canterbury Road Corridor.

The Canterbury-Bankstown Local Strategic Planning Statement: A Connective City 2036 (LSPS) identifies a hierarchy of 34 centres in Canterbury-Bankstown LGA to help better plan for growth. The hierarchy of centres informs decisions about building use, built form, local infrastructure and open space.

In addition to the centres hierarchy, CMT Architects has reviewed the existing and planned heights across local and strategic centres in the LGA. These heights provide context for an appropriate height strategy in addition to the centres hierarchy, as described in the LSPS. This work was completed prior to exhibition of the LSPS.

Further, the LSPS identifies the site as Village Centre. Therefore, the LSPS recognises that the site has a strategic role in the Canterbury-Bankstown LGA and is suitable for a mixed use development. The existing and proposed future land uses, as well as future controls are reflective of the Village Centre.



Figure 4. Existing road and public transport network



Figure 5. Extract Connective City 2036 (Canterbury Bankstown Council Local Strategic Planning Statement (LSPS))

1 plan for Connective City 2036

For the first time we have a consolidated vision for Canterbury-Bankstown that guides growth and balances what makes a city complete. *Connective City 2036* creates opportunities for living, working, access and movement. It protects environmental qualities, celebrates precious waterways, and knits together the cultural fabric of this vibrant new city within a quality urban setting.

This Plan reflects how we want the City to evolve as it welcomes an additional 135,000 residents and 44,000 workers by 2036.

Connective City 2036 aims to integrate a variety of transport modes with different land uses so that more people can connect to more places within the City and beyond. It will help to improve the City's ecological and river systems and create quality places for healthy living and ecological integrity.

-  0-10 YEARS COMMITTED SYDNEY METRO STATIONS AT STRATEGIC CENTRES BANKSTOWN AND CAMPSIE
-  0-10 YEARS COMMITTED SYDNEY METRO STATIONS
-  20+ YEARS VISIONARY STATION
-  0-10 YEARS COMMITTED SYDNEY METRO CITY AND SOUTH-WEST
-  0-10 YEARS COMMITTED INDICATIVE SYDNEY METRO WEST ROUTE
-  COUNCIL PREFERRED MASS TRANSIT/ TRAIN ROUTE
 - Linking Parramatta to Kogarah underground via Bankstown
 - Linking Liverpool to Sydney CBD underground via Bankstown and Bankstown Airport
 - Linking Macquarie Park to Hurstville underground via Campsie and Kingsgrove
 - Responds to 20+ year visionary routes in Future Transport 2056
-  COUNCIL PROPOSED 20+ YEARS VISIONARY MASS TRANSIT/ TRAIN INTERCHANGE AT KINGSGROVE AND PADSTOW
-  COUNCIL PROPOSED 20+ YEARS VISIONARY MASS TRANSIT/ TRAIN STATION AT BANKSTOWN AIRPORT AND CHULLORA
-  Riverwood underground station as an alternative to Padstow
-  FREIGHT NETWORK AND STATE SIGNIFICANT INTERMODAL RAIL FREIGHT LINK
 - Protect essential freight connections
 - Reinforce the importance of Chullora intermodal as a State significant rail freight link

-  EXISTING TRAIN STATIONS CONTINUE TO SERVE THE CITY
-  RETAIN AND MANAGE CHULLORA INDUSTRIAL AND URBAN SERVICES LAND
 - Freight and urban support services
 - Chullora Junction upgraded
 - Yana Badu Wetlands subject to collaboration with Sydney Water and Cooks River Parkland are enhanced
 - Promote innovation and high tech jobs
-  MAJOR ROADS REINFORCED AS METROPOLITAN TRANSPORT AND FREIGHT ROUTES
 - M5 Motorway, Henry Lawson Drive, Stacey Street, Hume Highway and King Georges Road/ Roberts Road
-  RETAIN AND MANAGE INDUSTRIAL AND URBAN SERVICES LAND
 - An increase in jobs, commerce and local services
 - An increase in industrial, distribution and warehousing businesses serving Greater Sydney
-  BANKSTOWN STRATEGIC CENTRE, HEALTH AND EDUCATION PRECINCT
 - Possible location for the new Bankstown Hospital (subject to investigation by Health Infrastructure NSW)
 - Location for the new university
 - Bankstown's civic and cultural life provides 24-hour places to live, work and play and supports health and education
 - Quality public areas support higher density retail, commercial and residential places
 - Outstanding architectural marvels protected and celebrated

-  THE APPIAN WAY, THE CIVIC FOCUS FOR THE CITY CENTRE
-  CHAPEL ROAD PRECINCT
 - Chapel Road links Chullora, Bankstown and Padstow along a civic street of public places and cultural, education, health and commercial settings
-  BANKSTOWN AVIATION AND TECHNOLOGY PRECINCT
 - Retain, manage and optimise assets and industrial land around Bankstown Airport
 - Build on the specialised aviation, advanced manufacturing and emergency services role
-  STRATEGIC CENTRE EASTERN LIFESTYLE AND MEDICAL PRECINCT
 - Civic, cultural, education and health uses within a vibrant, mainstreet town character
-  EASTERN LIFESTYLE AND MEDICAL PRECINCT
-  CANTERBURY ROAD AND KINGSGROVE ROAD MEDICAL PRECINCT
 - An urban boulevard connects an extended health and urban services precinct near Canterbury Hospital
-  KINGSGROVE TO BE RETAINED AND MANAGED, A PLACE FOR BUSINESS AND JOB GROWTH
-  ESTABLISHED LOWER-SCALE RESIDENTIAL AREAS PROTECTED
-  LOCAL CENTRES PROVIDE URBAN AND COMMUNITY SERVICES
 - Canterbury, Belmore, Lakemba, Padstow, Revesby, Chester Hill, Earlwood, Greenacre and Yagoona

-  VILLAGE CENTRES PROVIDE URBAN SERVICES
 - Punchbowl, Willey Park, Canterbury Road, Hurlstone Park, CR- Campsie, CR- Belmore, CR- Lakemba, CR- Punchbowl, Narwee, Clomton Park, Roselands, Chullora, Yagoona- Hume Highway/ Rookwood Road
-  LOCAL CENTRE POTENTIAL FOR RESIDENTIAL GROWTH
 - Supported by mass transit/ train service
-  VILLAGE CENTRE POTENTIAL FOR RESIDENTIAL GROWTH
-  SMALL VILLAGE CENTRES SUPPORT URBAN AMENITY
-  GREATER SYDNEY GREEN GRID
 - River Parklands
 - Regional parklands protected for ecology and recreational activities
 - On the basis that the Australian Turf Club ceases operations in Canterbury, the future of this site will be subject to further investigation and a master plan to determine an appropriate balance of uses including open space
 - Yana Badu Wetlands subject to collaboration with Sydney Water
-  Integrated Blue and Green Web
 - Conservation corridors, urban forest tree canopy along streets, parks and gardens
 - Salt Pan Creek and tributaries
 - Duck River and tributaries
 - Cooks River, Woll Creek and tributaries
 - Georges River and tributaries
 - Metro linear green space

4. Current Statutory Controls and Background

4.1 Current Statutory Controls on the Site

The current development standards that apply to the site under the *Canterbury-Bankstown Local Environmental Plan 2023* are shown in the images on the opposite page.

4.2 Background

On 28 November 2017, Council endorsed the Planning Proposal to be sent to the NSW Department of Planning, Infrastructure and Environment (DPIE) for Gateway Determination. Council's resolution states:

- "1. Council prepare and submit a planning proposal to the Greater Sydney Commission to seek a Gateway Determination that will:
 - (a) Rezone the properties at 913 to 921B Punchbowl Road in Punchbowl from Zone R2 Low Density Residential to Zone B1 Neighbourhood Centre, subject to determining whether any retail or commercial uses are necessary for the area north of the drainage easement section of the site along Punchbowl Road (noting that residential flat buildings are permissible in the B1 zone).*
 - (b) Permit a maximum 17 metre building height and a maximum 1.8:1 FSR. This should include a consideration of different height levels across the site, in association with relevant FSRs across the site (but achieving the same potential yield), including specific treatment of the zone interface between the northern part of the site and the R2 zoning to address adverse amenity impacts.*
 - (c) Do not apply the Lot Size Map to the properties at 913–921B Punchbowl Road as the Lot Size Map does not apply to Zone B1 Neighbourhood Centre (if the site was to have a residential zoning which allowed residential flat buildings).**
- 2. Subject to approval from the Greater Sydney Commission, Council exhibit the planning proposal, and the matter be reported to Council following the exhibition – outlining any submissions received and the way forward.*
- 3. Council prepare and exhibit DCP amendments to support the planning proposal, and the matter be reported to Council prior to exhibition.*
- 4. Council delegate authority to the General Manager to complete the actions outlined in the recommendations of this report."*

On 25 May 2018, DPIE issued a Gateway Determination. Subsequently, Council engaged Architectus to undertake an urban design peer review of the proposal. The urban design peer review recommended alternative controls to the endorsed planning proposal controls. This planning proposal is generally consistent with the alternative controls recommended by Architectus. The Architectus review recommended the following controls to be adopted on the site:

- Land use zoning The proposed zoning for the southern part of the site should remain zoned B1 Neighbourhood Centre and the current R2 zone in the north is proposed to be zoned R4 High Density Residential.
- Floor space ratio The proposed floor space ratio (FSR) for the site relates to the zoning. The B1 zone has a proposed FSR of 2:1 while the R4 zone has a proposed FSR of 1.1:1.
- Maximum height of building - The proposed maximum building height limit ranges between 11m (3 storeys) and 20m (6 storeys).



Figure 7. Current Land Use – R2 Low Density Residential and B1 Neighbourhood Centre



Figure 8. Current Building Height – (J) 9 metres and (L) 11 metres



Figure 9. Current FSR – (N) 1:1 and (D) 0.5:1



Figure 10. Current Additional Permitted Uses - Nil

5. Urban Design Principles

5.1 Key Constraints and Opportunities

In developing the urban design principles for the site an analysis of the constraints and opportunities was firstly undertaken. The constraints and opportunities are listed below.

Constraints

- Development is not permitted in the electricity transmission easement, other than landscaped area and roads.
- Development is not permitted over the stormwater channel easement.
- A drainage easement is centrally located in an east-west direction that generally divides the site into the northern portion and southern portion.
- Proposed road widening along Canterbury Road and on the corner of Punchbowl Road.
- Location of main road entry into and egress from the site on Punchbowl Road is not to be located in a more southerly location than where the entry/egress point is currently located.

Opportunities

- Minus the relevant easements, the remainder of land is a large portion that would allow for well arranged development footprints in balance with meaningful sized open space.
- The electricity transmission easement provides an opportunity for a large open space area.
- Provide a secondary internal road access to Punchbowl Road given the length of the Punchbowl Road frontage on the site.
- Potential to create multiple public access routes into and through the site. Optimise pedestrian permeability through the site.
- Due to the centrally located drainage easement that runs in an east-west direction, the site benefits from a natural division between the northern portion and southern portion.
- Existing main entry into the site is located a substantial distance away from the intersection of Canterbury Road and Punchbowl to not impact traffic movements and function of the intersection.
- Significant road widening would improve vehicle movements and function of the Canterbury Road and Punchbowl Road intersection creating benefits to motorists well beyond the site and for the region.

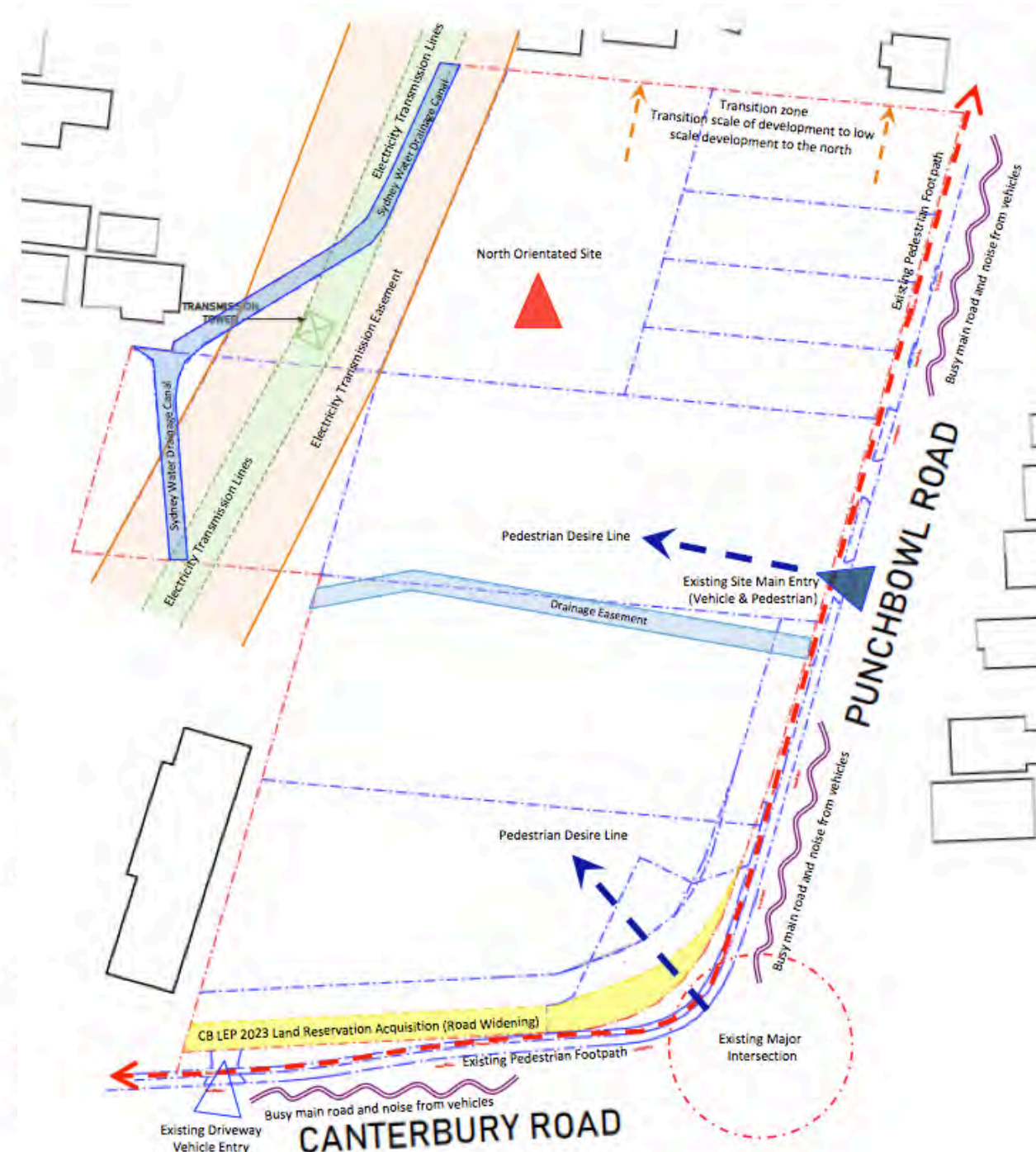


Figure 11. Key Constraints and Opportunities

5.2 Key Urban Design Principles

The key urban design principles that have been developed for the site include:

- Take advantage of the electricity transmission easement and existing stormwater channel on the western boundary of the site to create a large meaningful open space area.
- Take advantage of the north-south alignment of the site to orientate buildings in a manner that optimises solar access to buildings and to open space.
- Locate main vehicle entry/exit into the site in the same location and it currently exists.
- Locate a secondary vehicle exit point north of the existing main entry.
- Do not locate any vehicle entry/exit points south of the main vehicle entry/exit as to not adversely impact the Canterbury Road and Punchbowl Road intersection.
- Create perimeter buildings to southern portion of site along Canterbury Road and Punchbowl Road in order to create an acoustic barrier between the busy roads and internal area of the site.
- Centrally locate open space with buildings enveloping the space, while also achieving large internal building separations.
- Provide a built form transition towards the north of the site to the existing adjoining low scale residential development.
- Create a landmark element on the corner of Canterbury Road and Punchbowl Road.
- Optimise opportunities for passive surveillance with residential apartments facing the public domain.
- Optimise the street front exposure of the 'Club' on Canterbury Road while providing an active street frontage to Canterbury Road and Punchbowl Road.
- Provide internal street activation with commercial uses and open space.
- Provide opportunities for outdoor seating and dining that can take advantage of solar access during the day and providing a pleasant night time experience, while not being adversely impacted by Canterbury Road and Punchbowl Road.
- Optimise pedestrian access and permeability through the site.



Figure 12. Urban Design Principles

6. The Proposal

6.1 Vision

The key intent and objective of the project is to facilitate the development of a mixed-used development that ensures that the Club, which has a significant role in the community is able to remain on the site, while achieving a high quality and attractive local centre. The key intended outcomes and objectives are:

- To concentrate a range of mixed use development and residential flat buildings at an important junction of the Canterbury Road and Punchbowl that 'books' the western end of the Canterbury Road Corridor Review;
- To achieve a scale of built form that responds to the scale of recently completed seven storey development to the south of the site along Canterbury Road;
- To establish maximum floor space and height of building development standards that provide design flexibility while promoting excellent design principles and environmental outcomes;
- To provide future residents and local community with good amenity such as significant publicly accessible landscaped area, deep soil planting area and long periods of solar access to open space areas;
- To establish an appropriate transition to the northern boundary of the site to the low-rise suburban neighbourhood;
- To reinforce the role of the Club in the community and ensure its viability as a destination location;
- Provide ongoing employment on the site including the Club as well as other complimentary local centre uses;
- Stimulate re-activation of the site that is presently under-utilised;
- Provide convenience-based retail and uses, which is a key amenity driver and a critical component to the place making of the site as well as the attractiveness of the site as a destination site; and
- Facilitate land uses that continue the activation of the site during the evenings and on weekends.

As such, this report has been prepared to assist Council in preparing a Planning Proposal to amend the land use zones, height of building development standard and floor space ratio (FSR) development standard on the site and under the *Canterbury-Bankstown Local Environmental Plan 2023*, in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

6.2 The Proposal

To achieve the vision, the proposed amendments to *Canterbury-Bankstown Local Environmental Plan 2023* are:

- Amend the Land Zoning Map by rezoning the properties at Nos. 913–921B Punchbowl Road in Punchbowl from Zone R2 Low Density Residential to R4 High Density Residential;
- Amend the Height of Buildings Map by applying varying maximum building heights across the site including 11 metres, 17 metres, 23 metres, 25 metres, 26 metres and 32 metres building heights;
- Amend the Floor Space Ratio Map by applying a maximum 1.3:1 floor space ratio to the properties at Nos. 913–921B Punchbowl Road and a maximum 2:1 floor space ratio to the properties at Nos. 923–925 Punchbowl Road and 21 Canterbury Road;
- Amend Schedule 1 - Additional Permitted Uses to include ‘function centre’, ‘tourist and visitor accommodation’ and ‘registered clubs’ uses on the site, which is consistent with the current approved uses on the site. For further details refer to the discussion in Chapter 3 of the supporting Scoping Report.
- Do not apply the Lot Size Map to the properties at Nos. 913–921B Punchbowl Road in Punchbowl as the Lot Size Map does not apply to Zone B1 Neighbourhood Centre.

The proposal has been reviewed in context of the previous B1 Neighbourhood Centre and the NSW State Government’s Employment Land Use Reform. The previous Zone B1 Neighbourhood Centre under the previous *Bankstown Local Environmental Plan 2015* permitted more land uses on the site than those identified under the current consolidated LEP. In particular, the land uses included, ‘tourist and visitor accommodation’ and ‘registered clubs’.

This proposal seeks that ‘tourist and visitor accommodation’ and ‘registered clubs’ and ‘function centre’ uses be included in the current consolidated LEP as additional permitted uses within the B1 Zone, as these uses were previously permitted on the site, and these uses are already approved on the site and have been continually operating on the site for many years. However, in regard to the NSW State Government’s ‘Employment Land Use Zones Reform’, all B1 Zones are to be replaced with an E1 Local Centre Zone. In this case, when an E1 Zone is implemented on the site, the only anticipated ‘additional permitted land use’ that would be required to be included in Schedule 1 of the current consolidated LEP would be ‘registered clubs’.

Proposed Conceptual Built Form and Open Space Layout



Figure 13. Conceptual Built Form Layout

Proposed Land Use Zones and Development Standards



Figure 14. Proposed – R4 High Density Residential and B1 Neighbourhood Centre

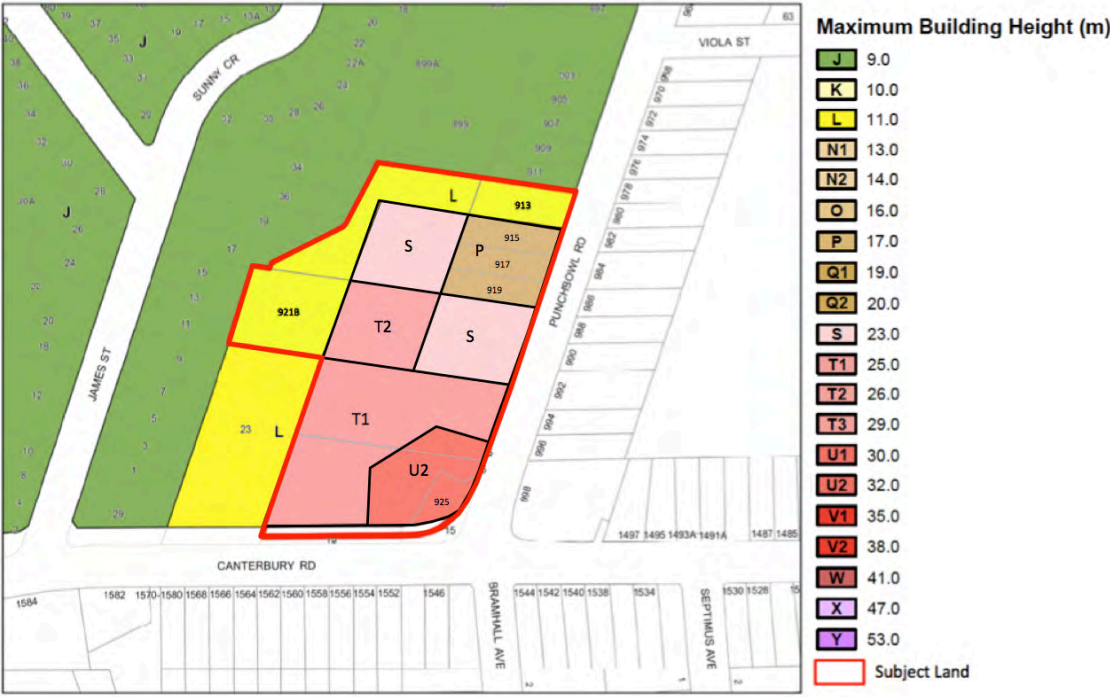


Figure 15. Proposed – (L) 11m, (P) 17m, (S) 23m, (T1) 25m, (T2) 26m and (U2) 32m

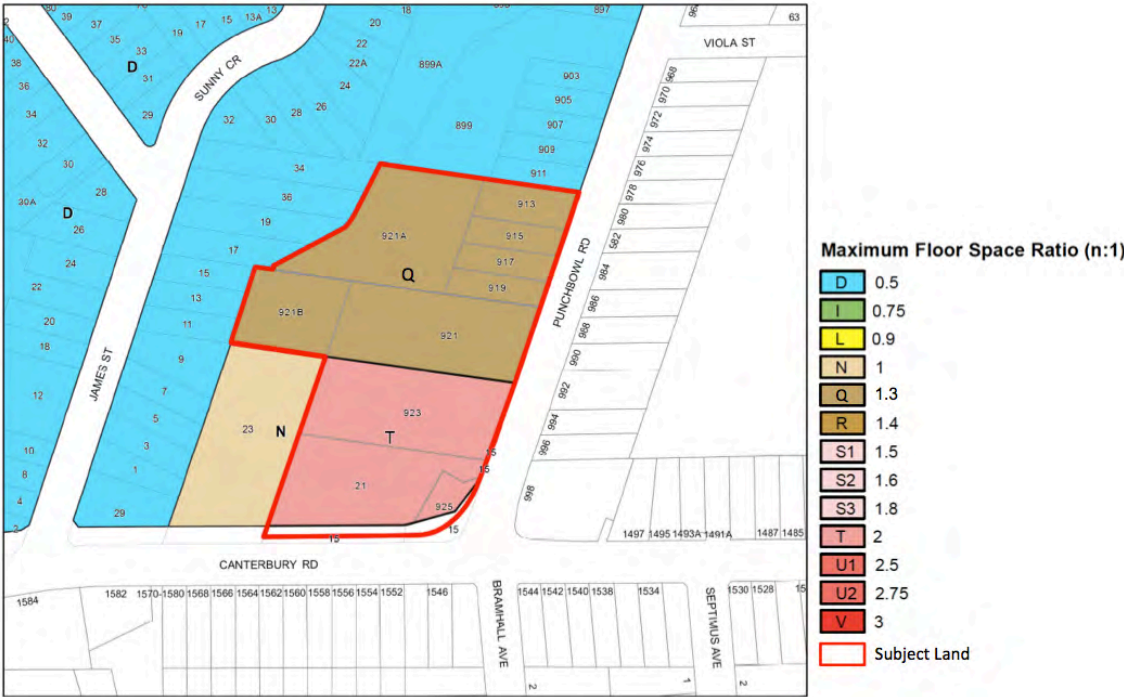


Figure 16. Proposed – (Q) 1.3:1 and (T) 2:1



Figure 17. Additional Permitted Uses

The Proposal

The proposal seeks to achieve the following key elements and spaces:

The Club: 1,585sqm GFA (redevelopment club on the site);

Retail: A total of approximately 1,980sqm GFA;

Residential dwellings: A total 322 residential apartments, plus 12 multi-dwelling townhouses

North portion of site: Site area is 12,623sqm
Total proposed GFA is 16,410sqm
Total FSR is 1.3:1

Southern portion of site: Site area is 8,196sqm
Total proposed GFA is 16,392sqm
Total FSR is 2:1

The figure on this page shows the proposed conceptual general arrangement, including the land uses, roads and open spaces on the site.

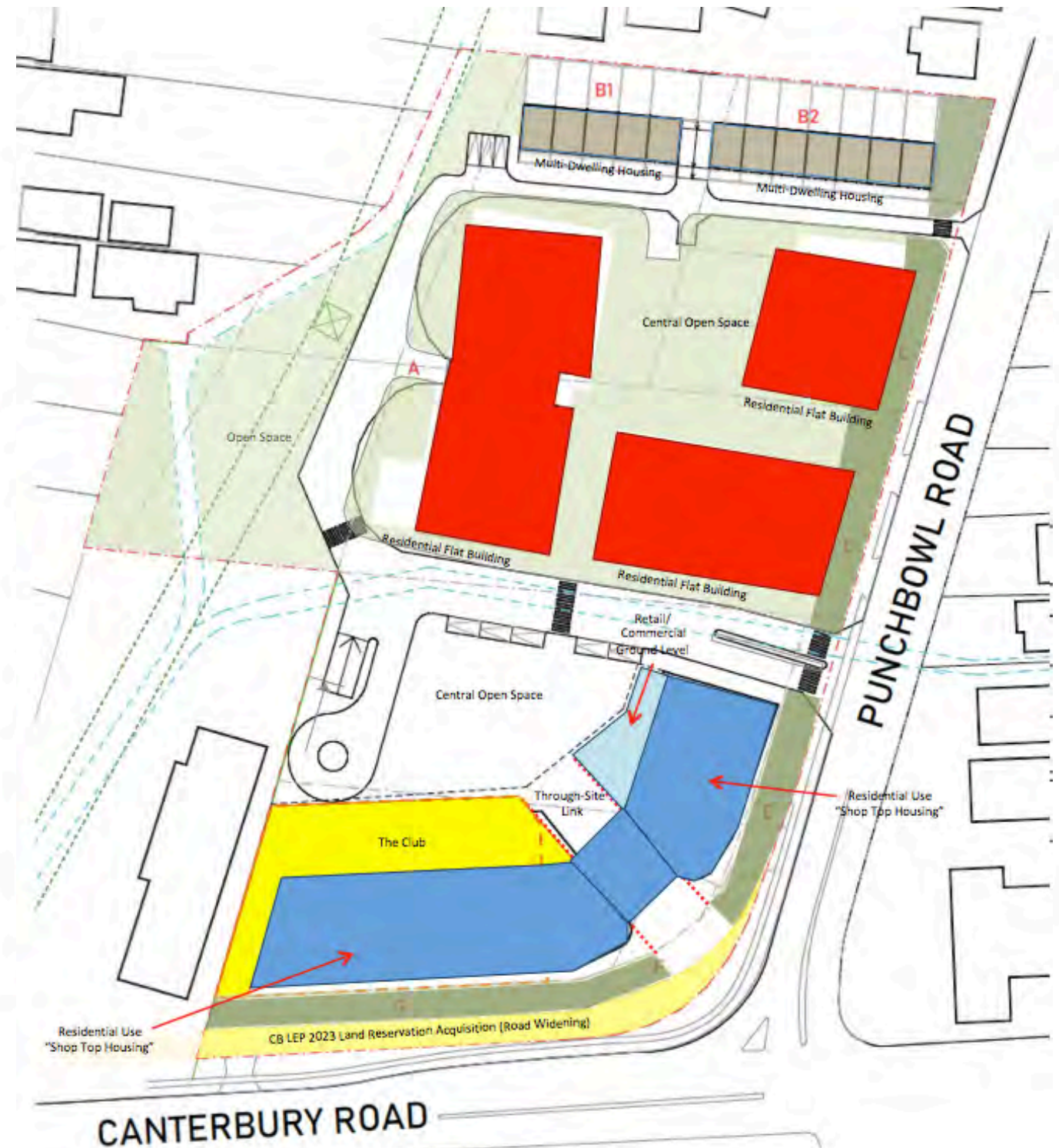


Figure 18. Proposed Land Use Concept General Arrangement

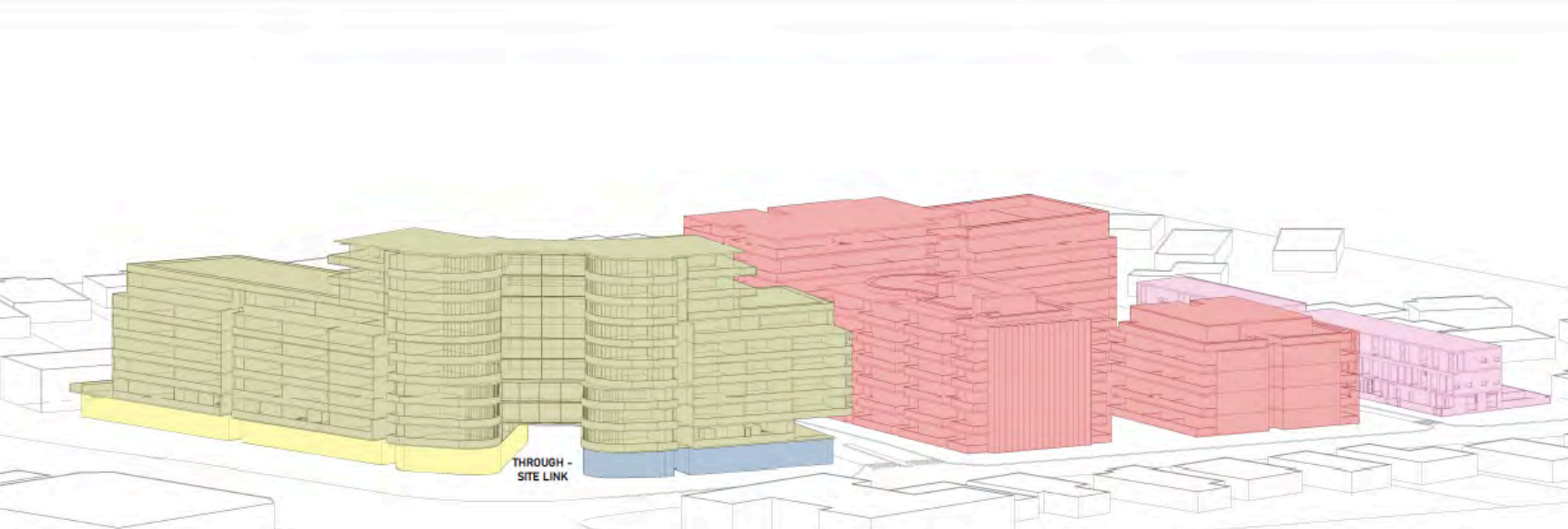


Figure 19. Proposed Conceptual Built Form – Aerial View Northwest

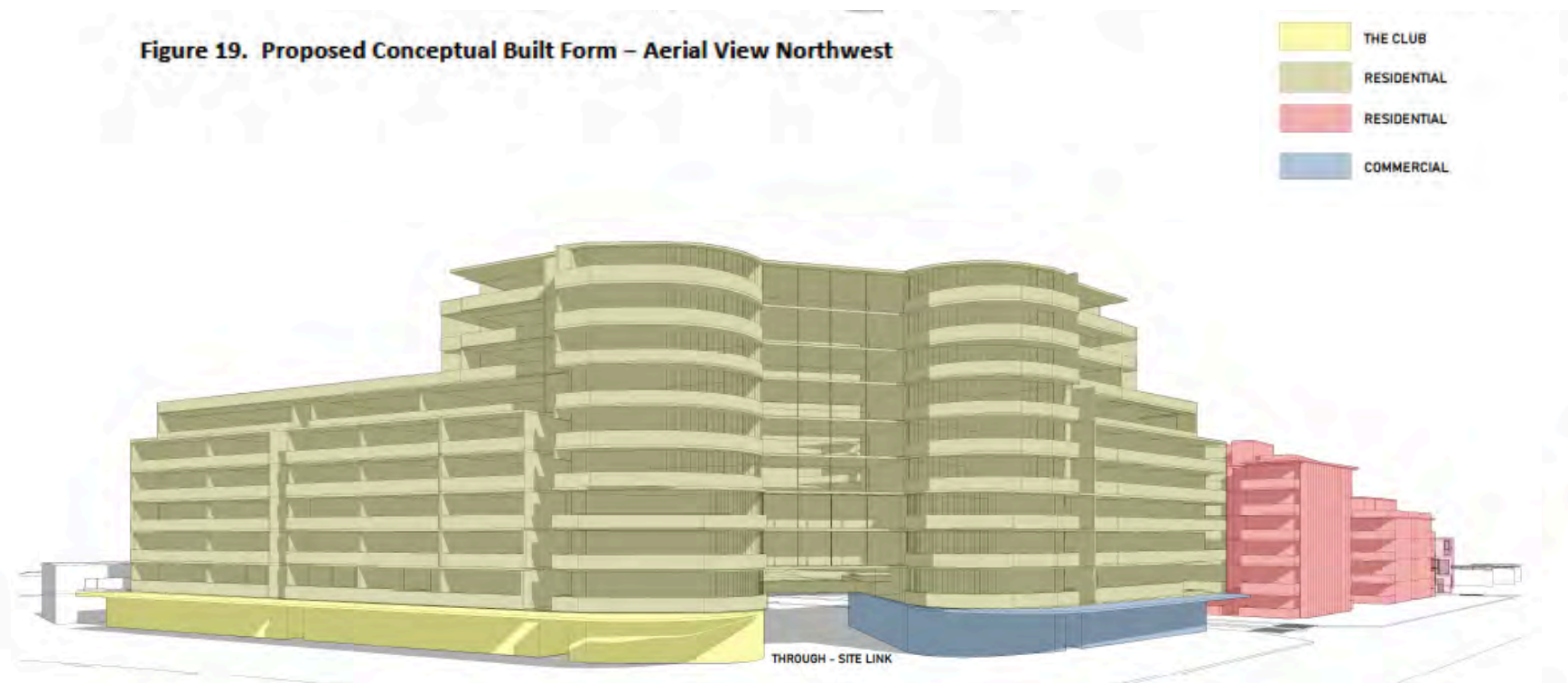


Figure 20. Proposed Conceptual Built Form – Street View Northwest

The figures on this page show the proposed concept built form on the site. Note that the proposal includes a transition zone with multi-dwelling townhouses located on the northern boundary between the proposed R4 Zone and the adjoining property, which is an R2 Low Density Residential Zone.

Additionally, photomontages of the proposal later in this report, clearly shows the well-balanced built form with the proposed concept landscape design. The proposed concept landscape design also shown in Figure 22 on the following page, aims to provide a minimum of 10,000sqm of ground level landscaped common open space area that equates to approximately 50% of the total site area. The proposal more than complies with the minimum 25% of this site area COS design criteria under the Apartment Design Guide (ADG).

The proposal also achieves approximately 6,000sqm of deep soil landscaped area, which equates to a approximately 29% of the total site area. The proposal more than complies with the minimum 7% of this site area COS design criteria under the Apartment Design Guide (ADG).

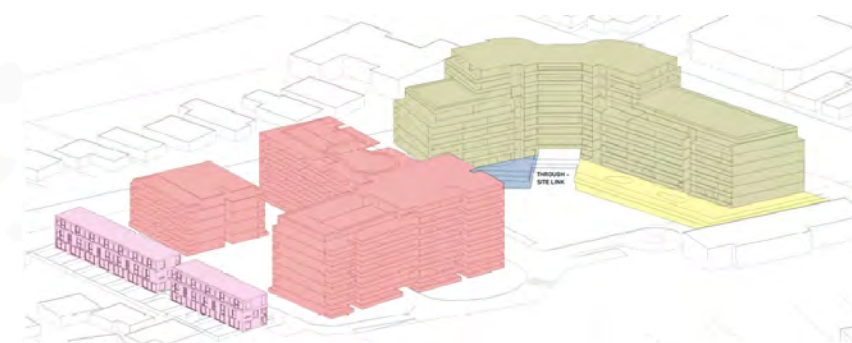


Figure 21. Proposed Conceptual Built Form



Figure 22. Landscape Plan



Figure 23. Proposed Conceptual Ground Level



Figure 24. Proposed Conceptual First Level



Figure 25. Proposed Conceptual Second Level

- PRIVATE OPEN SPACE
- 1 BEDROOM UNIT
- 2 BEDROOM UNIT
- 3 BEDROOM UNIT
- TOWNHOUSE
- COMMERCIAL SPACE
- BOUNDARY



Figure 26. Proposed Conceptual Third Level



Figure 27. Proposed Conceptual Fourth Level



Figure 28. Proposed Conceptual Fifth Level



Figure 29. Proposed Conceptual Sixth Level

- PRIVATE OPEN SPACE
- 1 BEDROOM UNIT
- 2 BEDROOM UNIT
- 3 BEDROOM UNIT
- TOWNHOUSE
- COMMERCIAL SPACE
- BOUNDARY



Figure 30. Proposed Conceptual Seventh Level



Figure 31. Proposed Conceptual Eighth Level

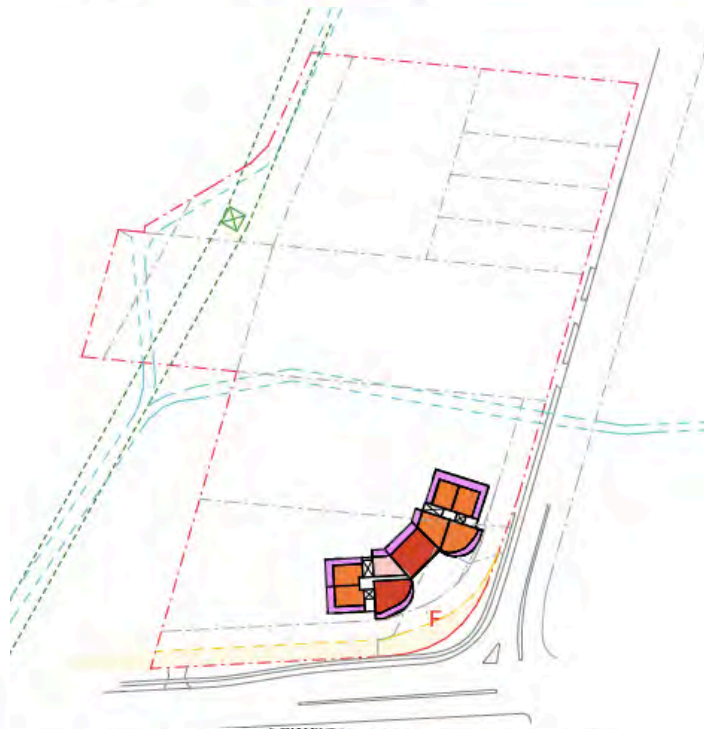


Figure 32. Proposed Conceptual Ninth Level

- PRIVATE OPEN SPACE
- 1 BEDROOM UNIT
- 2 BEDROOM UNIT
- 3 BEDROOM UNIT
- TOWNHOUSE
- COMMERCIAL SPACE
- BOUNDARY



Figure 33. Proposed Conceptual Basement 1

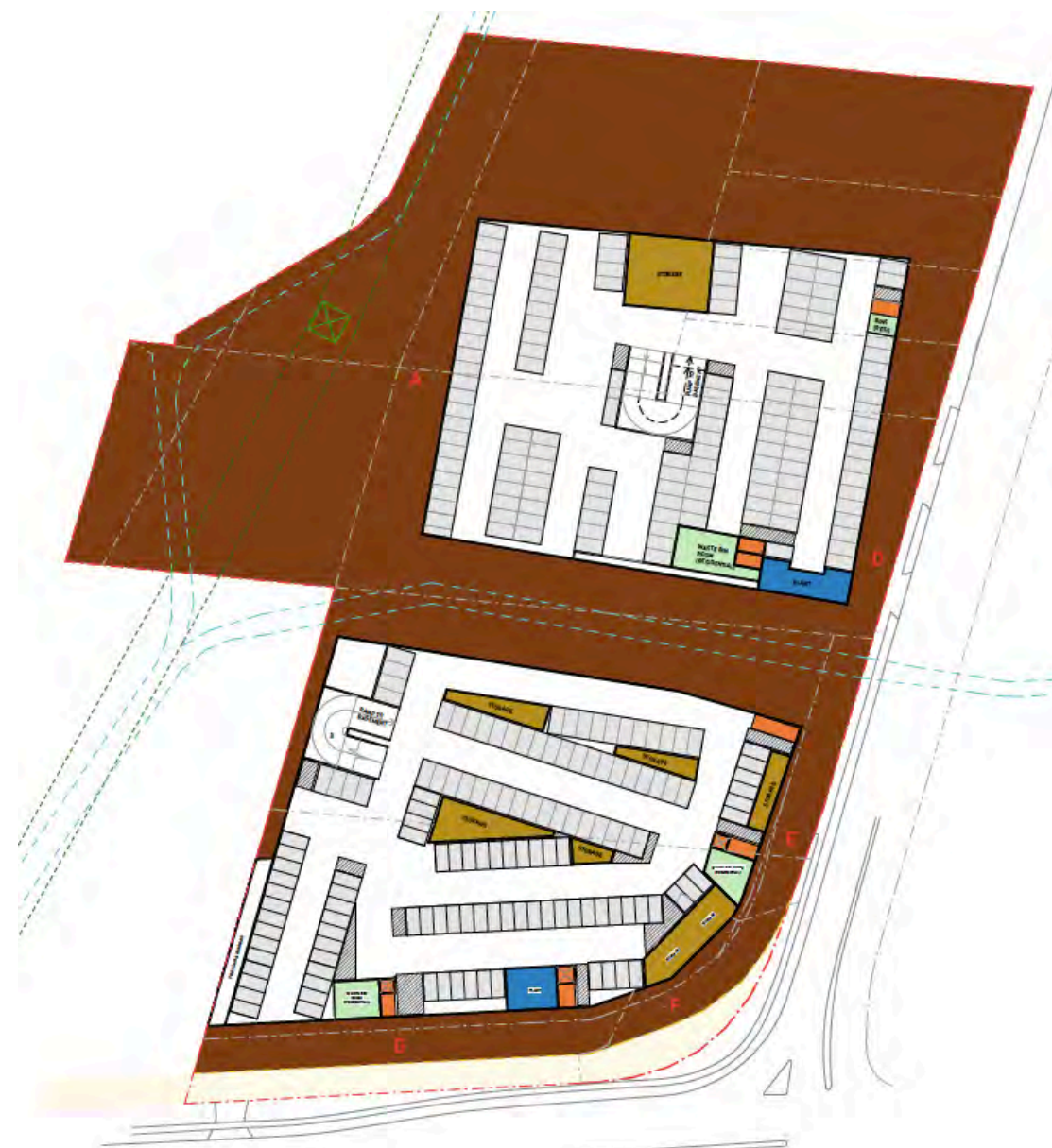


Figure 34. Proposed Conceptual Basement 2

- PRIVATE OPEN SPACE
- 1 BEDROOM UNIT
- 2 BEDROOM UNIT
- 3 BEDROOM UNIT
- TOWNHOUSE
- COMMERCIAL SPACE
- BOUNDARY

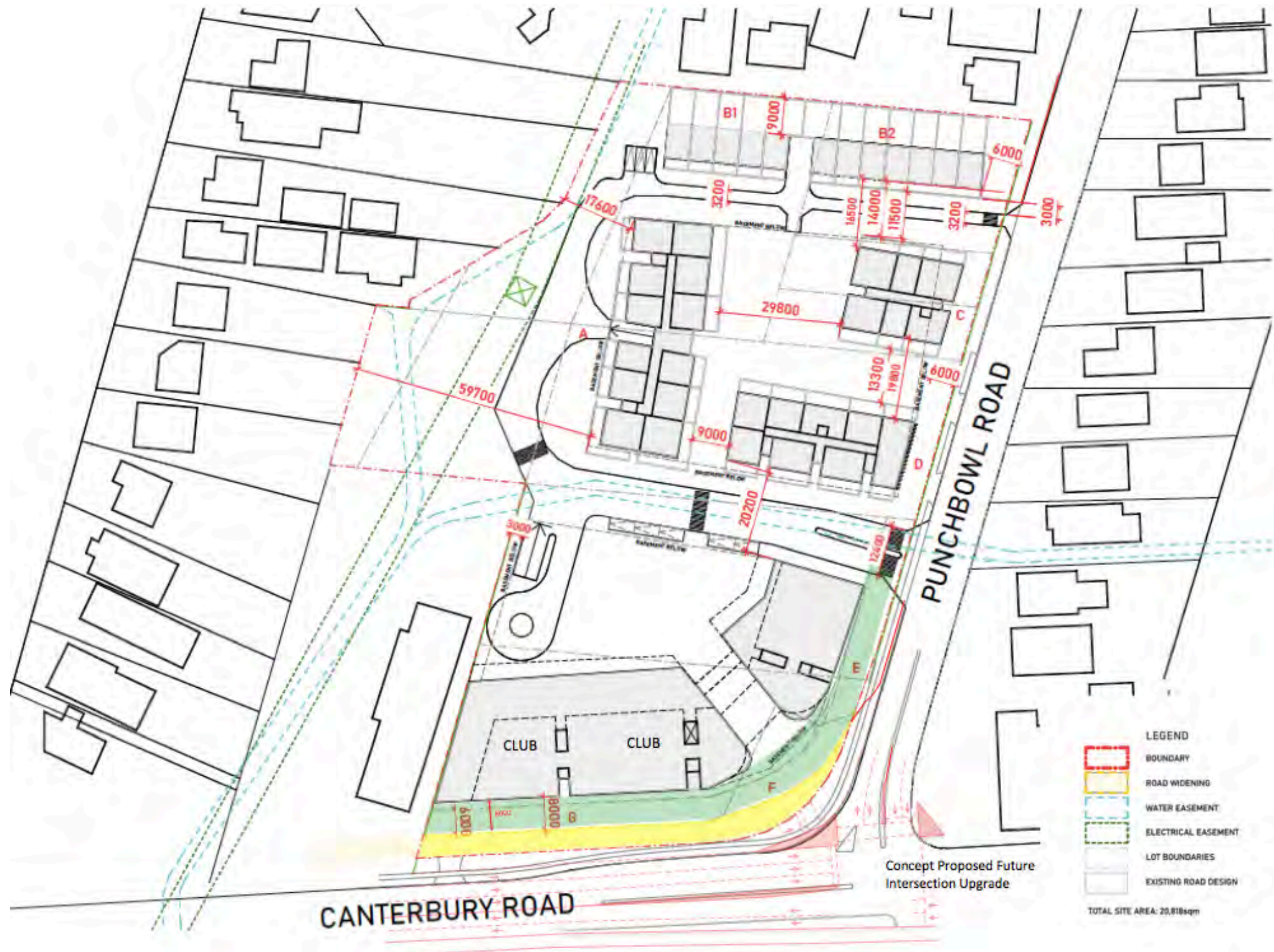
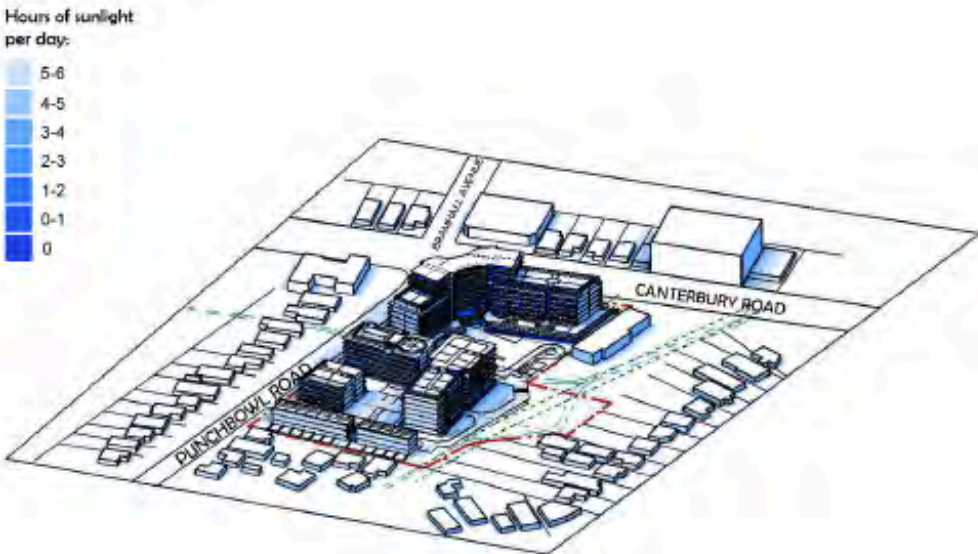
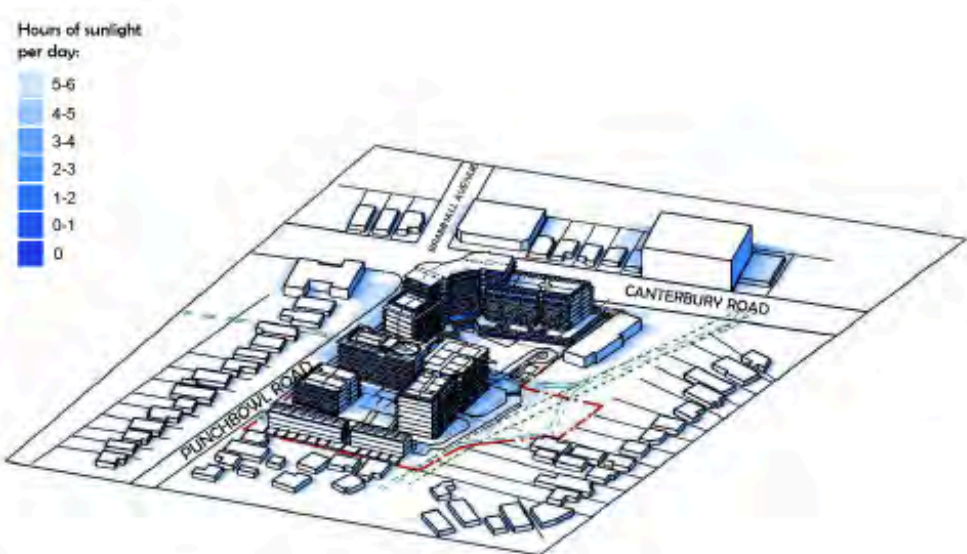


Figure 35. Proposed Conceptual Setbacks & Alignment with Future Intersection Upgrade

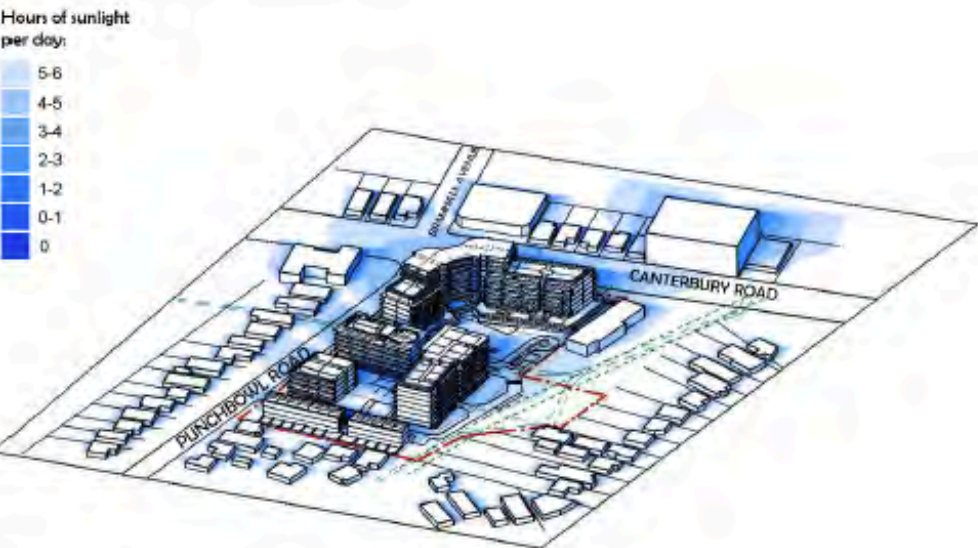
Solar Access Analysis



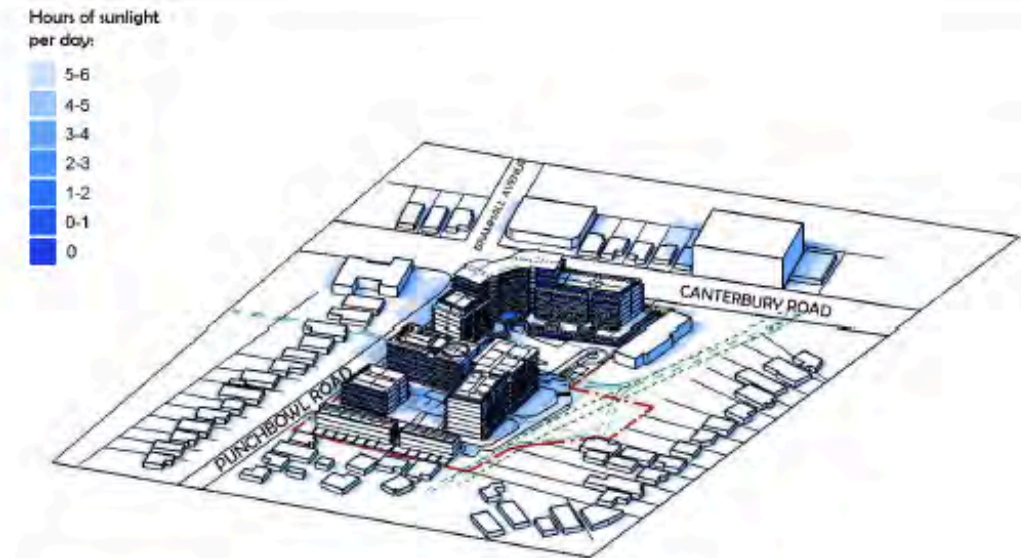
921 Punchbowl Road, Punchbowl
Summer Solstice
21st December



921 Punchbowl Road, Punchbowl
Autumn Equinox
21st March



921 Punchbowl Road, Punchbowl
Winter Solstice
21st June



921 Punchbowl Road, Punchbowl
Spring Equinox
21st September

Figure 36. Solar Access Analysis

Apartment Design Guide Compliance – Solar Access Analysis

The ADG requires a minimum of 70% of total apartments receive a minimum of 2 hours of solar access in mid-winter. The proposed conceptual design achieves a minimum of 2 hours of solar access to residential dwellings in the mid-winter to 247 dwellings from the total of 322 dwellings. This equates to 76% of dwellings.

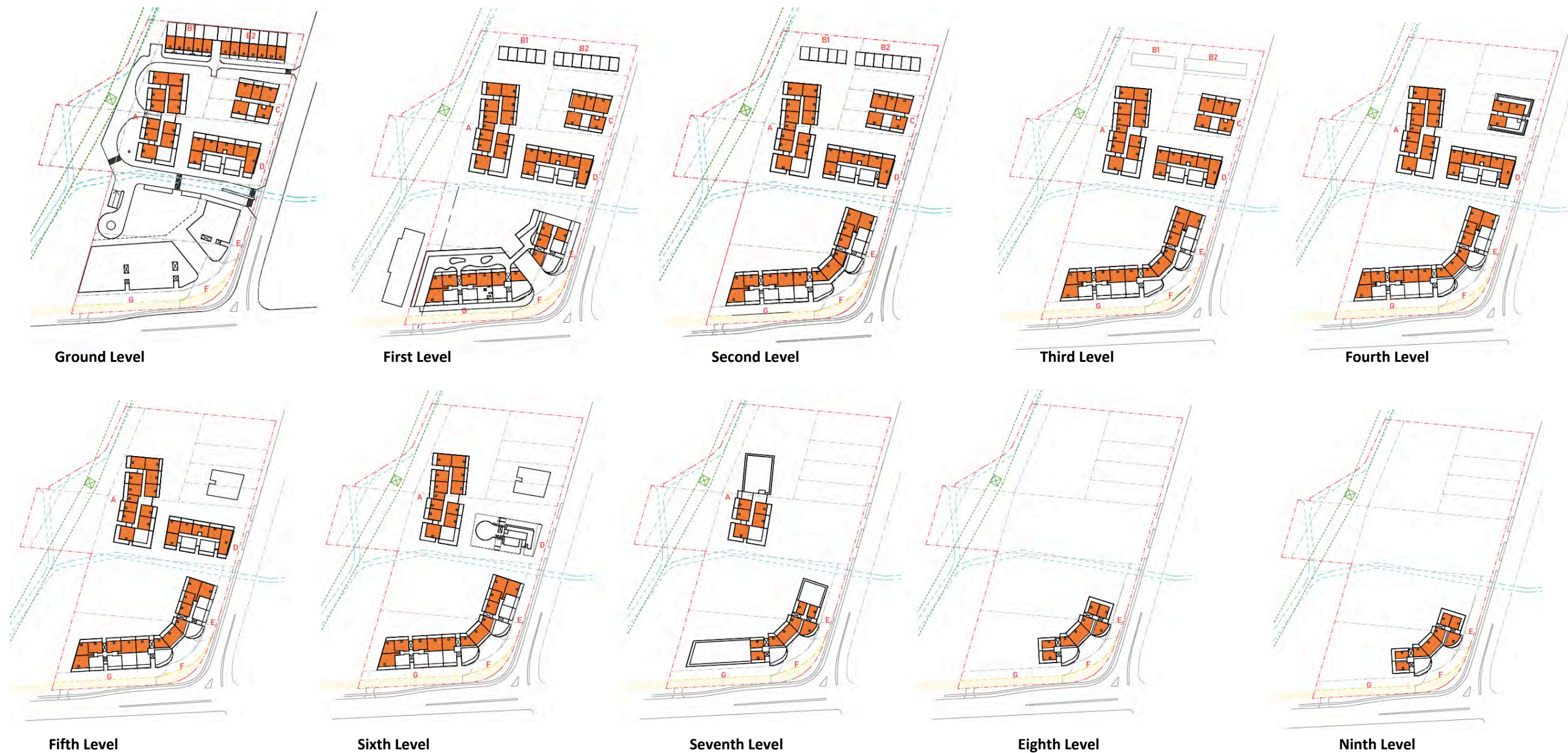


Figure 37. ADG Compliance Solar Access

Apartment Design Guide Compliance – Cross Ventilation Analysis

The ADG requires a minimum of 60% of total apartments achieve cross ventilation. The proposed conceptual design achieves cross ventilation to 230 dwellings from the total of 322 dwellings. This equates to 71% of dwellings achieving cross ventilation.

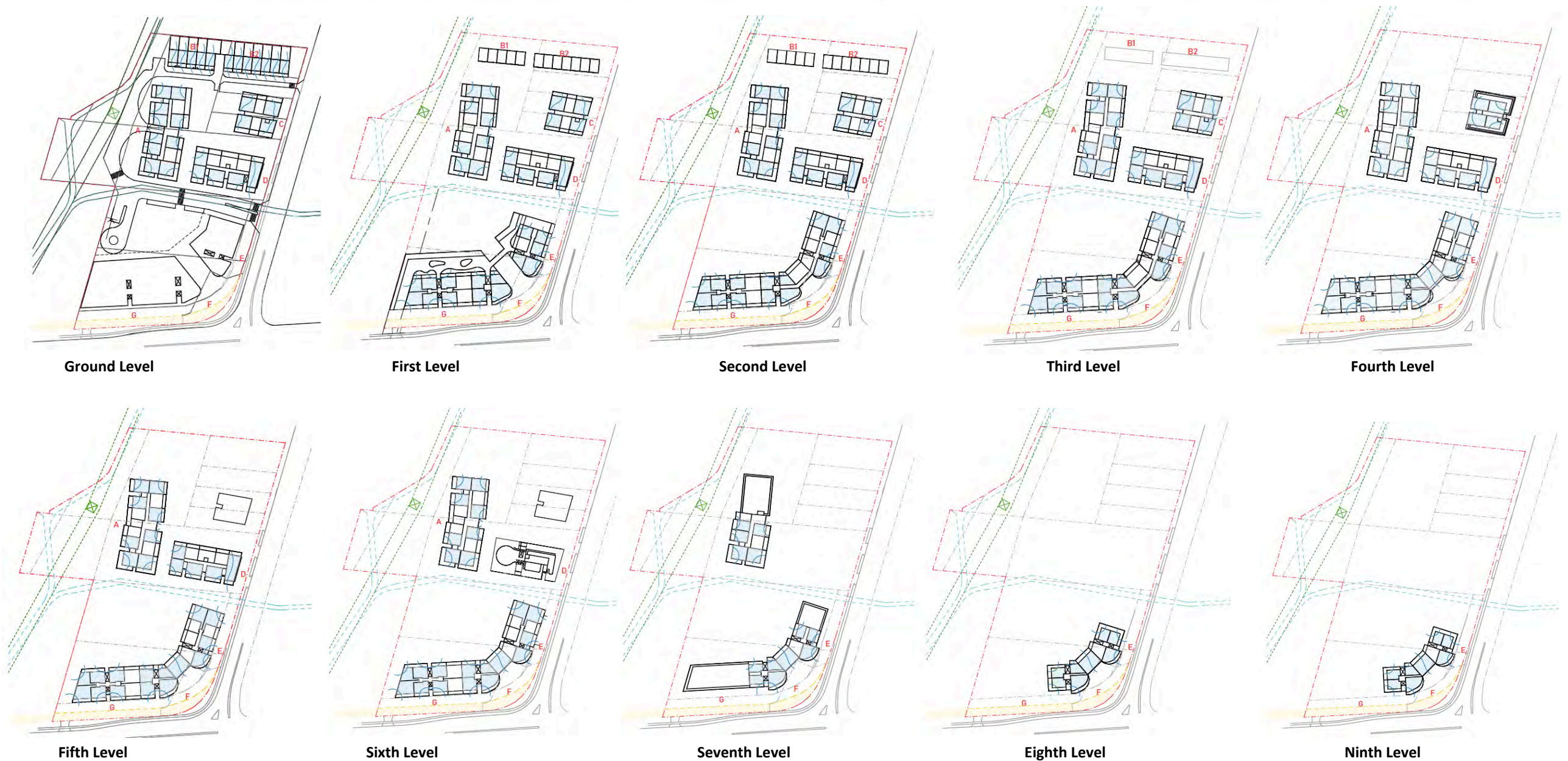


Figure 38. ADG Compliance Cross Ventilation

Perspectives



Figure 39. View East



Figure 40. View West



Figure 41. View Northeast



Figure 42. View east along Canterbury Road to intersection with Punchbowl Road

Perspectives



©2023 Rock Hunter Australia Pty Ltd

Figure 43. Photomontage Canterbury Road and Punchbowl Road intersection

Perspectives



Figure 44. View east from corner of Canterbury Road and John Street



Figure 45. View west to corner of Canterbury Road and Punchbowl Road

Perspectives



Figure 46. View south from corner of Punchbowl Road and Viola Street



Figure 47. View northeast to corner of Moxon Road and Weyland Street

7. Conclusion

CMT Architects and the project team have undertaken extensive analysis of the site and the site's context in consideration of the potential future role in support of economic growth of the area, and importantly in the role of the 'Club' as a social and community asset to the local area and LGA. CMT Architects have developed clear urban design principles for the site through comprehensive evidence based analysis that gives rise to the proposed conceptual built form outcome on the site.

CMT Architects consider it appropriate to provide a built form scale on the site that varies to respond the site's surrounding characteristics while also achieving a high quality design and high quality residential amenity. These aspects include a) the response to busy Canterbury and Punchbowl Road, as well as the large scale of the intersection, b) the recently completed seven storey development to the south of the site on Canterbury Road, and c) the transition in scale and built form to lower scale development to the north of the site. Ultimately, the proposal seeks to redevelop the site with an appropriate scale and density that would encourage the economic and social revitalisation of the 'Club', while also achieving much improved environmental outcomes on the site.

The proposed amendments to the LEP and the site specific design guidelines offer an opportunity to revitalise the site and spatially allow for significant public benefits. The proposal will improve public domain interfaces, will strengthen the area's connectivity for pedestrians and create a pedestrian friendly permeable site with attractive open space and community facilities for local residents and visitors. The proposal also seeks to deliver a minimum of 5% affordable housing of the total number of dwellings, which also provides a significant public benefit. Other public benefits include the road widening of Canterbury Road to improve traffic flows and the function of the Canterbury Road and Punchbowl Road intersection, as well as dedication of a 60sqm community activity space and the provision of a 'Level 2' playground.

The various environmental considerations on the site including any potential flooding can be successfully managed within the development and appropriate solutions can be adopted. Refer to the relevant expert consultant assessment reports that support this report and the Scoping Report.

Overall, the proposal provides for an attractive urban environment that fits within the context of the area, while also improving and enhancing the character of the area. It provides for vibrant, activated, public open spaces. It improves the connectivity within and around the site and it creates landmark building elements on the corner of Canterbury Road and Punchbowl Road.

Based on the opportunities available within the site and its relationship to surrounding context, it is reasonable and appropriate to consider higher density and building heights on the subject site. Therefore, we encourage Council to support this proposal and recommend it for 'gateway' approval.

THIS PAGE LEFT INTENTIONALLY BLANK

