

An aerial photograph of a city, likely Canterbury, New Zealand. The image shows a dense urban area with a river winding through it. A large, oval-shaped stadium is visible on the left side of the image. The city skyline is visible in the background, with several tall buildings. The overall tone of the image is slightly faded and has a soft, hazy quality.

Built Form Study

186 - 206 Canterbury Road, 98 - 102 Minter Street & 17 - 29 Tincombe Street,
Canterbury.

January 2023

summary

JML Architecture has been engaged by J-Group to prepare a Built Form Study for the site located at 186 - 206 Canterbury Road 98-102 Minter Street, and 17-29 Tincombe Street, Canterbury. The Built Form Study has been prepared to support an application for a Site Compatibility Certificate (SCC) to the Department of Planning and Environment. Upon determination of the application and the issue of the SCC, a major project application will be progressed to the Department of Planning and Environment for a build-to-rent development under Clause 27 of Schedule 1 of the Planning Systems SEPP 2021.

The vision for the site is aspirational, derived from the existing and emerging strategic planning framework, the proximity of the site to public transport, the timing of the new Sydenham to Bankstown metro service, and the urgent need for the provision of affordable housing in locations close to transport, jobs, services and recreation.

The design and development for the site undergone detailed study and analysis over a number of years. Various schemes and development outcomes have been contemplated since 2016 in response to the Government's direction for urban renewal along the Sydenham to Bankstown corridor. While the final development outcome will be subject to a detailed assessment process, working collaboratively with the consent authority and the State Design Review Panel, it is clear that a residential flat building development is, compatible with the existing and future land uses and context for the Canterbury town centre.

The built form study considered three main scenarios, all supporting 471 additional dwellings, with 50% (236) of dwellings utilised as affordable dwellings. The built form scenario's contemplate various heights. The scheme advanced as part of the SCC application supports development up to 15 storeys.

The existing heights in the centre provide for development up to 9 to 10 storeys in height. In order to achieve the objectives of the local strategic planning framework, including council's local strategic planning statement and housing strategy, greater heights will likely be contemplated in the area. The site is opposite the train station and has been significantly amalgamated to produce a key site within the centre of Canterbury. The heights envisaged are considered compatible with the existing and preferred future surrounding development. The final design and heights will be subject to the future design led process.

In summary, this report provides for a development scenario to support the application for a SCC as follows:

- 471 dwellings (236 affordable)
- 15 storeys
- 98-102 Minter Street, and 17-29 Tincombe Street, Canterbury.
- 4 level podium with above podium setbacks
- 3,759sq.m of communal open space
- 2,866sq.m of the ground floor is dedicated as public open space



the site's potential

“.....Sydney Metro City and South West will connect Canterbury to the 30 minute city and is a catalyst for the urban renewal and transformation of Canterbury into an active transport hub.....”

The 20-year strategy for the Sydenham to Bankstown Urban Renewal Corridor recognises the opportunity presented by this increased connectivity, Sydney’s population growth over the next two decades and the preference to have this growth around the new metro stations. It aims to create opportunities for higher urban densities but also bring together innovative urban thinking and best practice ideas that present new ways to shape and create new vibrant and attractive places, places that not only help strengthen the local community, but are also able to attract visitors, workers and investment to the area and enhance overall liveability.

Canterbury, a local centre on this corridor, presents an opportunity to deliver the strategy’s vision. Canterbury has the potential to become one of the fastest growing suburbs in Sydney, due to a variety of factors, including its proximity to local employment and the CBD, changing lifestyle preferences and the area’s affordability,. It already accommodates a good mix of cultures, it has easy access to the city and the Inner West, and has access to a wide range of outdoor and recreational spaces along the Cooks River.

“.....Canterbury has the potential to be renewed into a higher density centre that locates people close to public transport, services, amenities, open space and jobs.....”

Connective City 2036 sets out a vision for the Canterbury-Bankstown area that promotes growth in the existing centres. The strategy is for 80% of housing growth to be focused in existing centres with infrastructure and transport access and to adopt a place-based approach that promotes vibrant, prosperous and attractive places that the community can be proud of.

The vision for Canterbury is for the renewal of the existing local centre through intensification focused around the existing train station and future metro station to support the growth of the southern district. To deliver this vision, Canterbury will need to become a highly urbanised centre with higher densities located within easy walking distance of the local transport services, supported by a network of open spaces and amenities. To date, housing choice has been constrained under the existing land use framework of Canterbury Bankstown and high density housing is difficult to deliver under the current planning controls relating to lot sizes, tenant leases and high land prices. The strategy acknowledges the need to unlock and grow the capacity of the centre.



Areas accessible within 30 minutes from Canterbury through walking cycling and public transport:



Site location plan:

why densify?

"....The site provides a unique opportunity to provide housing and jobs close to a high amenity transport hub and build on the greater connectivity that the improvements to Canterbury Station will bring....."

Opportunity to provide housing for a growing population



Over the next 20 years, the population of the Canterbury-Bankstown LGA will grow from 360,000 in 2019 to 500,000 in 2036. Key drivers of population growth are overseas migration and a high fertility rate. Dwelling numbers for the LGA are similarly expected to rise from 121,319 in 2019 to 160,669 in 2036, equating to a requirement of more than 2,300 new homes every year.

The proposal has the opportunity to provide up to 470 dwellings next to the public transport hub of Canterbury Station.

Opportunity to provide jobs and amenity close to homes



Over the next 20 years, jobs in the Canterbury-Bankstown LGA will grow from 110,000 in 2019 to 155,000 in 2036, equating to more than 2,600 new jobs every year.

The proposal has the opportunity to provide up to 10,600m² of commercial and retail GFA next to the public transport hub of Canterbury Station. This equates to more than 385 jobs based on an average of 1 job/28m² GFA.

Opportunity to build on the greater connectivity provided by the Sydney Metro



Sydney Metro received planning approval on 19 December 2018 to upgrade the T3 Bankstown Line between Sydenham and Bankstown to metro standards and construction is currently under way. In 2024, Canterbury will benefit from the increased connectivity that the Sydney Metro will provide to Greater Sydney as well as the improvements to the existing train station.

The site is located next to the station and has the opportunity to support the vision for the 30 minute city by providing homes and jobs close to transport and amenity.

current drivers & trends Option 1 - 15 levels

"..... Sydney could easily fit half of the population growth forecasted for the city over the next 20 years around the new train stations, which would significantly contribute to the estimated requirements of 1 million new homes for Greater Sydney by 2041....."

A defining characteristic of Sydney's housing scene is that high density living is not confined to the inner core, but extends a good 20km from the CBD, especially to the west. Sydney's fastest growing LGAs include those which are located in the middle band of established western suburbs but are experiencing high levels of housing construction on strategic sites

Local Centre 1: Strathfield



34 Churchill Avenue, Strathfield.

30-34 Churchill Avenue is a 16 storey, 132 lot, apartment building built in 1982 next to the Strathfields train station. It adjoins an existing 8 storey commercial building to the south and Strathfield Central to the east. The ground floor has no street activation, infact the first three levels of the development are for parking. Its surrounding locality is characterised by a range of residential, and small-scale retail and business uses but the locality can be described as an area undergoing transition from a traditional local centre dominated by shop top housing to an area supporting a higher order centre serving local residents and regional visitors , which will be complemented with higher density mixed-use developments surrounding the commercial core.

"..... Strathfield along with Burwood and Homebush have been identified as priority precincts earmarked for growth and revitalisation to fast-track the building of new homes close to existing transport and services....."

Local Centre 3: Lidcombe



Lidcombe Town Centre.

Lidcombe's Town Centre Strategy recommends the following urban principles:

- Modest expansion of the commercial area to support a greater diversity.
- Provide a transition from the commercial building heights within the town centre to the surrounding areas.
- Generate a built form that is responsive to its context, provides street level views and vistas that enhance's the sense of place.
- Increase the permitted heights:
 - to facilitate a variety of well-designed buildings that support environmental comfort and public amenity
 - to provide a varied skyline that emphasises the role of the centre and shares distant views to city skylines and iconic places.
 - to facilitate pedestrian connections to create a vibrant, attractive centre.
- Encourage the precincts north and south of the rail line to continue to evolve.

".....New development in the area is aimed at supporting the increasing demand for varied housing and boosting the growth of local business and commercial assets within proximity of an established local centre....."

Local Centre 3: North Ryde



5 Delhi Road, North Ryde.

5 Delhi Road is a 15 storey, 260 lot apartment building built in 2018 in North Ryde. It is ideally positioned close to North Ryde's Station and offers a convenient lifestyle with easy access to retail outlets and green open spaces, which are planned around making good use of its position adjacent to North Ryde Station and Epping Road bus services. It provides a series of pedestrian and cycle networks and aims to encourage people who would currently drive to switch modes to public transport.

"..... the aim for the area is to encourage walking, cycling and public transport use by focusing growth in town centres, improving public domains and enhancing community safety.. .."

current drivers & trends Option 2 - 20 levels

“..... Strategic guidance for new housing identifies that urban renewal provides opportunities to focus new housing in existing and new centres with frequent public transport that can carry large numbers of passengers.....”

As part of meeting the housing needs the District Plan proposes affordable housing targets that would build on A Plan for Growing Sydney within Government-led urban renewal projects. This will be at a level of 5 – 10% of new floor space and on land within existing and new centres that have been re-zoned and where a need for affordable housing has been identified.

Local Centre 1: Granville



6 East Street, Granville.

The Granville Precinct has and still is experiencing considerable urban renewal. A number of development applications have been lodged with Council for the redevelopment of the existing industrial uses and low density residential uses in the area to new high-rise mixed use developments that have large residential components. This urban renewal is part of A Plan for Growing Sydney, which outlines the State Government's plan to deliver homes, jobs and infrastructure to support the growing population. Key directions to described in the Plan relate to accelerating housing supply and urban renewal across Sydney, with a focus on providing homes in areas well serviced by existing or planned infrastructure.

“..... the Paramatta Road Corridor Urban Transformation Strategy is an integrated land use and transport plan to revitalise Parramatta Road by delivering housing, employment, public transport, open space and amenity needs.....”

Local Centre 2: Wolli Creek



35 Arncliffe Street, Wolli Creek.

35 Arncliffe Street is a 20-storey mixed use development with ground floor retail units and residential apartments above. It is surrounded by has numerous green open spaces, is within walking distance to Wolli Creek train station and is only a short drive to the CBD, M5 link & Sydney Airport. As part of the vision for Wolli Creek, 35 Arncliffe Street creates a high quality, high density urban environment, for living, working and recreation, containing a high level of urban activities focused in an area next to the station. It defines its street edges and street activation and provides a safe pedestrian environment.

“.....Wolli Creek was rezoned for mixed use urban renewal in the early 2000s and enjoys excellent access to the rail, road and regional open space networks and easy access to the CBD.....”

Local Centre 3: Arncliffe



Arncliffe Central, Arncliffe.

Arncliffe Central is located within an area which is going to undergo significant urban renewal, housing and population growth and is part of LAHC's "Communities Plus" initiative, which aims to deliver a mixed use, mixed income neighbourhood, with high quality residential buildings, retail offering and an open space network designed to create a community oriented and inclusive public domain. The proposed tall buildings highlight the location of the park and the sites proximity to the station and are slender and well-proportioned. It accommodates ground floor retail, improves pedestrian connectivity and permeability and pedestrian connectivity between the Railway Station, Eden Street and Princes Highway, and includes a 4,000m2 publicly accessible park. The design will also reinstate the natural topography of the site.

“..... with the aim of linking people to place, the new masterplanned neighbourhood will bring the convenience of city living to Arncliffe, and deliver an all-in-one destination for retail, dining, and wellness.”

current drivers & trends

Option 3 - 25 levels and above

“..... Higher density neighbourhoods within local centres and within walking distance of public transport, combined with the right planning policies, are the key to sustainably solving our housing crisis and planning issues.....”

Over the next 20 years, just under half (45 per cent) of Sydney's population could be built within walking distance of a train station, delivering up to 327,000 new dwellings in highly accessible locations. However, it is equally important to create high-quality walkable neighbourhoods with a mix of uses, including retail, office, recreation, civic and public open spaces. Local centres that have already embraced this new direction focused on high density mixed-use residential developments located within walking distance to metro stations are:

Local Centre 1: North Ryde



Ryde Garden, North Ryde.

Conceived as a family of buildings set around an outdoor public domain, Ryde Garden aims to accommodate alternative living styles, for various age groups and needs, and offer excellent outdoor residential amenity through a number of alternative outdoor spaces. It is a development that combines simple passive design strategies with well detailed elements and allows the building to integrate with the proposed landscape treatment. It responds to its surrounding context, orientation and maximises views. It delivers strong environmental credentials for solar and cross-ventilation in combination with other environmental strategies to achieve Greenstar accreditation.

“..... The new North Ryde Metro station sits at the doorstep of the project, which means residents are only just one stop away from either Chatswood or Macquarie Park and can travel easily to and from the city.....”

Local Centre 2: Homebush



Grand Park, Homebush.

Occupying a prime location in the heart of Homebush, Grand Park offers easy pedestrian connections to Homebush train station, bus and rail connections and is only a few minutes drive to either Strathfield's Town Centre, Rhodes and Sydney Olympic Park. It's built form consists of two towers of varying heights (23 and 26 storeys) linked with a podium that defines a shared ground floor zone, various communal open spaces, laneways, the canal and surrounding development. Grand Park is a development aimed at encouraging residential activation, pedestrian permeability, providing easy access to local amenity, encouraging the use of public transport and strengthening existing urban pedestrian connections

“.....Homebush has been transformed into an active and varied hub, blending higher density housing and a mix of different uses, supported by a network of green links and open spaces within walking access to the train station.....”

Local Centre 3: Edgecliff



Renelagh Apartments, Edgecliff.

17 Darling Point Road is a singular 30-storey landmark building, located just 250m from Edgecliff's train station and retail hub. It accommodates no retail or commercial uses and is entirely residential in use. It has panoramic views over the surrounding context and well connected to the surrounding public parks and neighbouring local centres. It will be located next to the new proposed commercial centre, which Woollahra's Local Government are currently reviewing and planning for Edgecliff, a new commercial centre which will see additional new developments up to 28 levels along New South Head Road. Its location deserves to be capitalised upon, announcing a sense of place and the location of train station.

“..... Edgecliff is an ideal location for new homes and commercial uses and is a key gateway, which connects the Woollahra Local Government Area to Sydney's CBD and more broadly to the eastern suburbs.”

the site's context

“The urban form of Canterbury reveals numerous characteristics that relate to the development of the area over time”

Urban form & Heritage



Canterbury is developing rapidly as a high density mixed use residential area. The suburb has seen recent (and continuing) extensive, large scale, high density housing development that is beginning to define a new town centre. But the urban form to the north of the river, which extends a considerable distance along Canterbury Road and would once have been a vibrant commercial hub, is now in mixed condition with a number of vacancies and is dominated by heavy traffic along Canterbury Road. It no longer functions as a retail high street but instead has newer development (for example Aldi) set behind and accessed from side streets or lanes.

Close to the station are two listed heritage items: the former Post Office, and the inter-war Canterbury Hotel, both in red brick. While most of the new development is focused around Charles Street, likely future development to the northern area of Canterbury Road will only further extend and transform the urban form and scale of the centre.

“Movement networks are legible when people can easily see where they are going, with clear and direct lines of sight and minimal spaces for concealment”

Transport & Access



Canterbury Road is a significant barrier to east-west movement due to heavy traffic and limited crossing points. Together with extended clearways this creates an unpleasant pedestrian environment on the principal north-south spine of the precinct. Access into the station is currently constrained by the poor quality and narrow width of the footpaths, and there is currently no accessible path of travel.

New streetscape upgrades including street tree planting will assist to make pedestrian movement more enjoyable and comfortable but the local context will need to be reviewed to achieve better access to the public transport facilities.

Vehicle movement around the site is available from three sides, with the quieter Tincombe Street and Minter Street acting as secondary roads to the primary Canterbury Road. These roads also serve the existing residential areas to the east of the site.

“Sydney’s Green Grid seeks to increase open space, biodiversity and increase connectivity between open spaces, town centres, public transport hubs and major residential areas”

Landscape & Open Space



Canterbury Road slopes down towards the Cooks River, providing some long vistas towards the river and open space from the upper areas. Closer to the station the new, tall buildings of the Charles Street centre dominate the outlook from the station platforms. There are no street trees on Canterbury Road itself; mature trees on Broughton Street provides some relief from the otherwise ‘hard’ urban character, as do open views east and west from the rail overbridge.

Awnings on Canterbury Road, north of the station, provide some weather protection and give a human scale and sense of containment to the footpath although vehicle noise and vibration impacts are still considerable; but this consistent form breaks down at the station.

key objectives

".....respond to the strategic importance of the site's location to provide density close to public transport, services and amenity....."

The site is located to the north of the open space along the Cooks River and just over a 100m from the train and metro stations, is readily accessible from Canterbury Road, the town centre core area and the surrounding street network. It is almost triangular in shape, with an area of 6,950m², and is one of only a few large site in the town centre, which has strategic merit for high density and potential to act as a gateway development for the town centre.

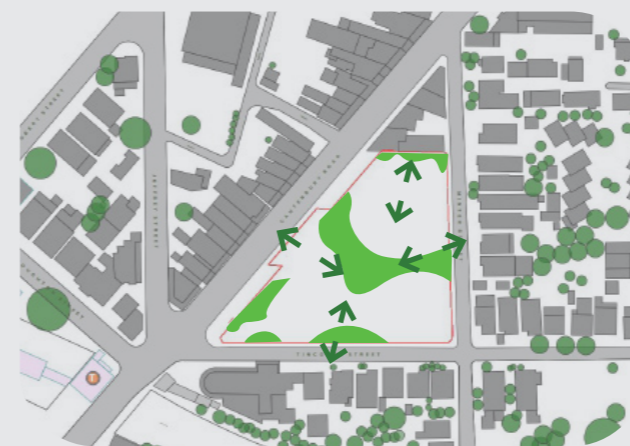


"The site is in a key location next to Canterbury Station and is one of the few large sites in the area with the opportunity to deliver the strategic vision for the area."



Direct Link to the Station

Proposed improvements to the station and the new metro station will provide greater connectivity to Greater Sydney and support Canterbury's growth as a local centre. A new green plaza is proposed at the south west corner of the site to cater for the pedestrian foot traffic from the station.



A New Experience

The proposal provide a vibrant and active public domain that will support employment and residential uses and create a legible and accessible public domain structure.



Active Streets

The proposal responds to its relationship to the surrounding urban context. A human scale is proposed through an articulated street edge that relates to the existing and future podium heights on Canterbury Road, Tincombe Street and Minter Street. A considered mix of retail and commercial spaces will accommodate a



Pedestrian Connectivity

Canterbury is a compact local centre with fine grain blocks either side of Canterbury Road. It is supported by a number of laneways and side streets. The proposed design will provide pedestrian links which will connect to the existing and future context.



A Green Heart

Built form has the opportunity to be focused around a new landscaped open space in the center of the site to provide a place where the community can meet and engage, supported by a network of smaller open spaces located to the edges of the site.



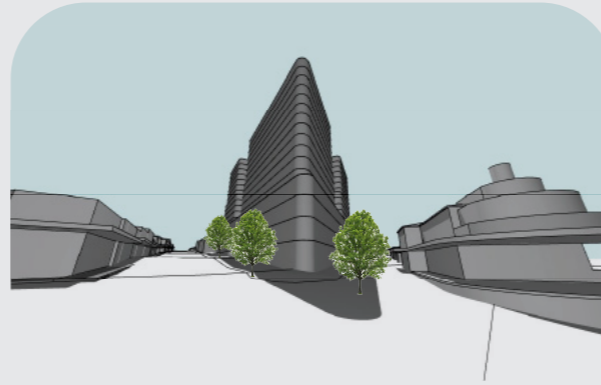
Consolidated Site Access & Loading

The proposal optimises pedestrians, cyclists, and universal access to and within the development to ensure a safe, attractive and efficient public domain. Service areas and underground parking will be within the site and all vehicle movement into the site will be through a

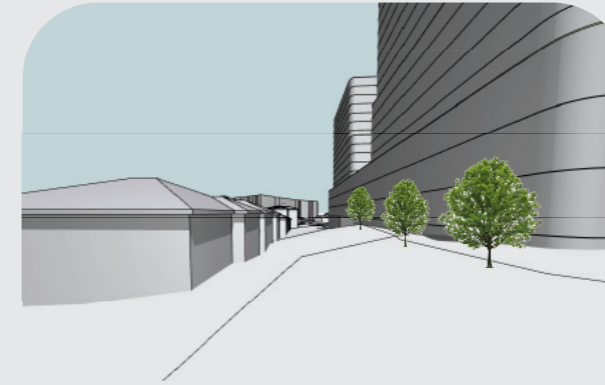
approach option 1

Proposed Controls:

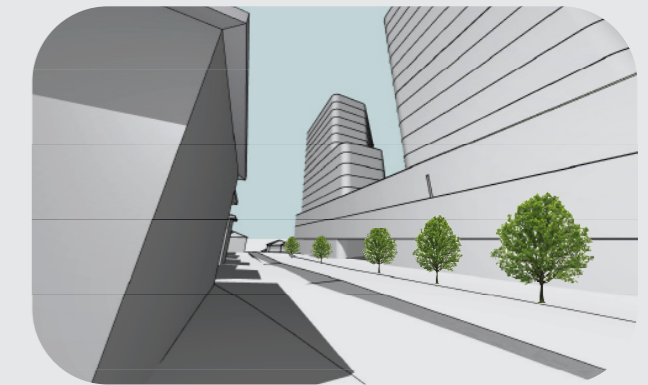
- A new FSR of 7.5:1
- A new 15 storey building height
- Podium setbacks of 4.5m along Minter Street & Tincombe Street and 7m along Canterbury Road to allow for the Canterbury Road Corridor strategy.
- Above podium structure setback an additional 1.5m



View along Canterbury Road



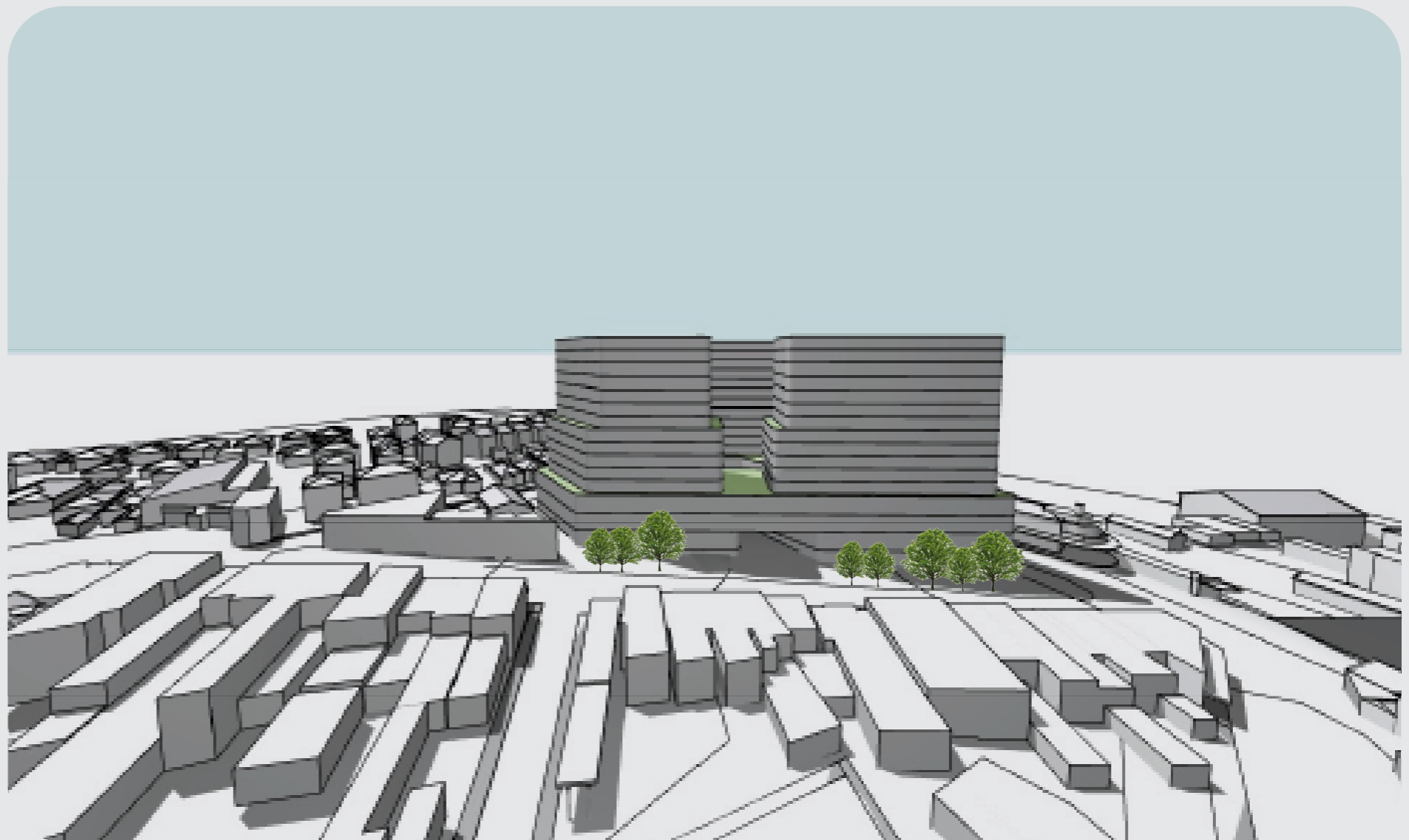
View along Tincombe Street



View along Minter Street



Proposed site plan

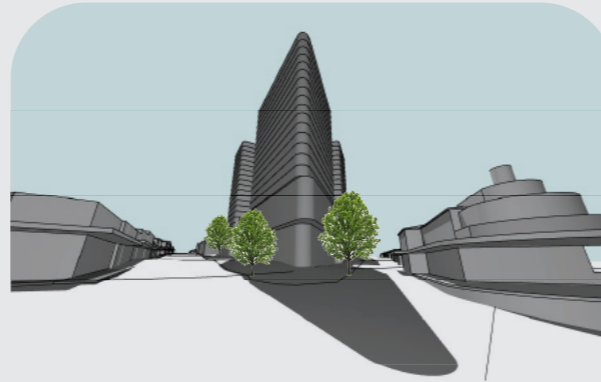


Aerial view

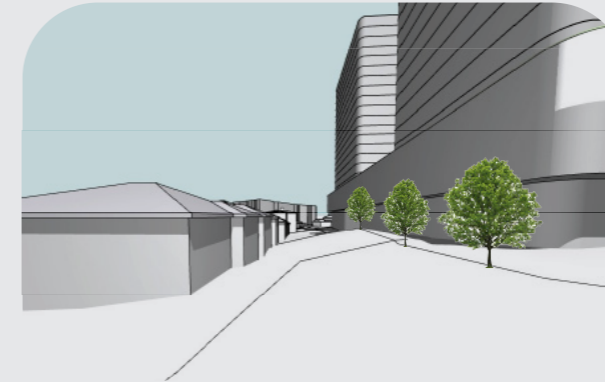
approach option 2

Proposed Controls:

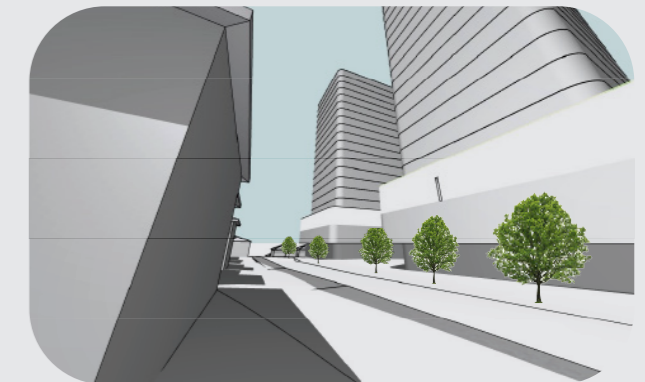
- A new FSR of 7.5:1
- A new 20 storey building height
- Podium setbacks of 4.5m along Minter Street & Tincombe Street and 7m along Canterbury Road to allow for the Canterbury Road Corridor strategy.
- Above podium structure setback an additional 3m



View along Canterbury Road



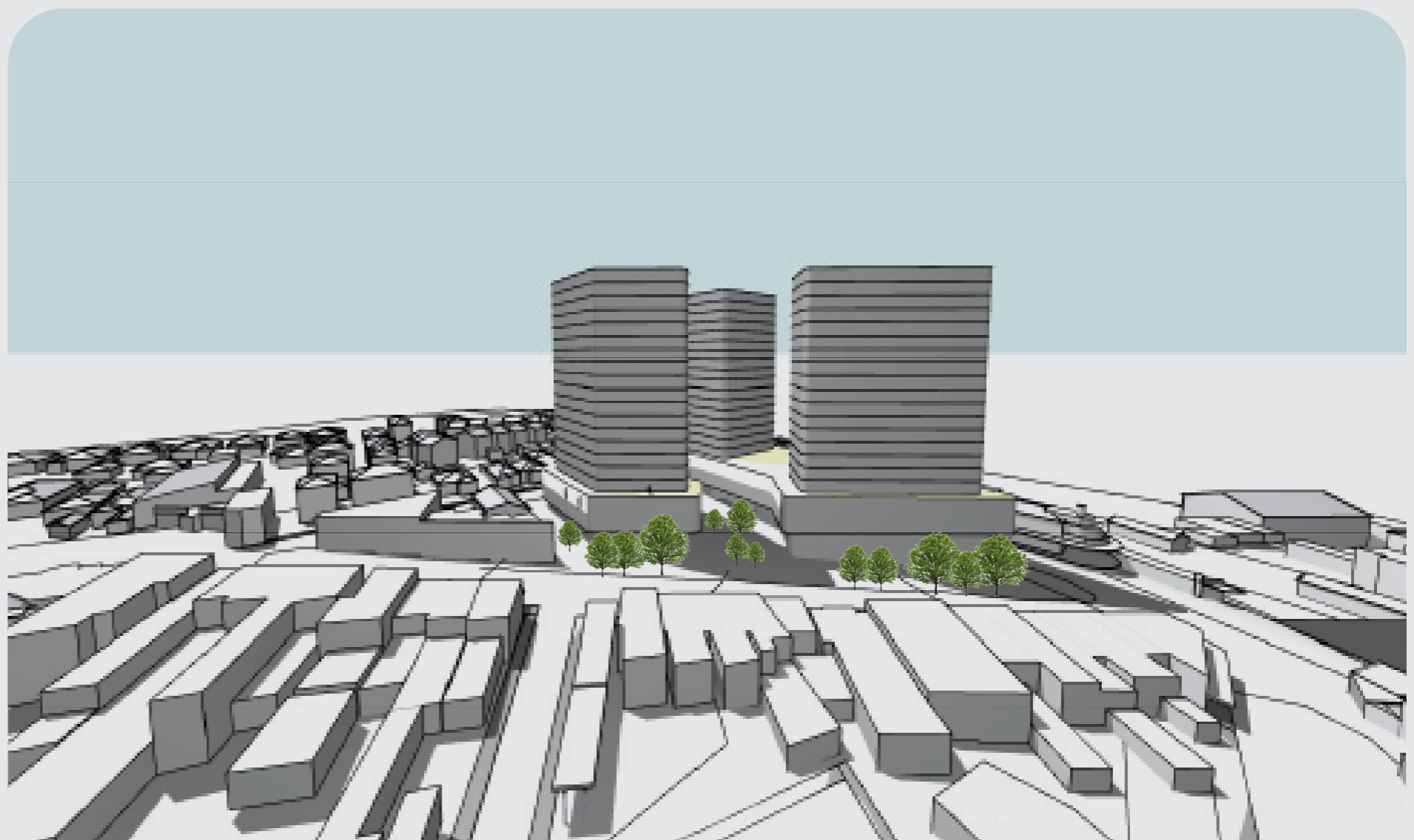
View along Tincombe Street



View along Minter Street



Proposed site plan

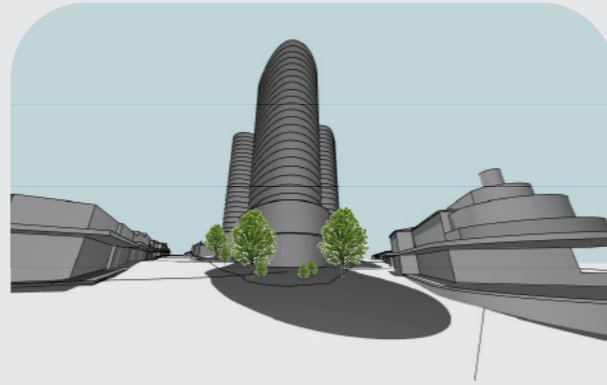


Aerial view

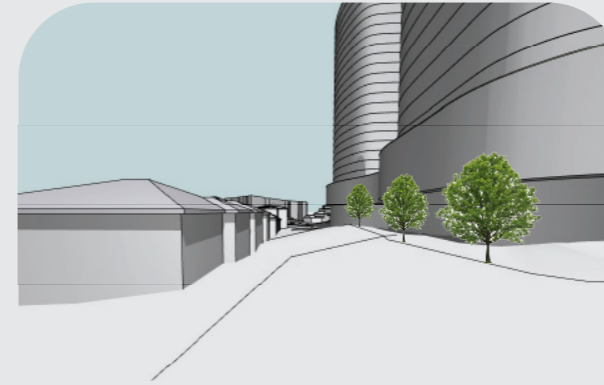
approach option 3

Proposed Controls:

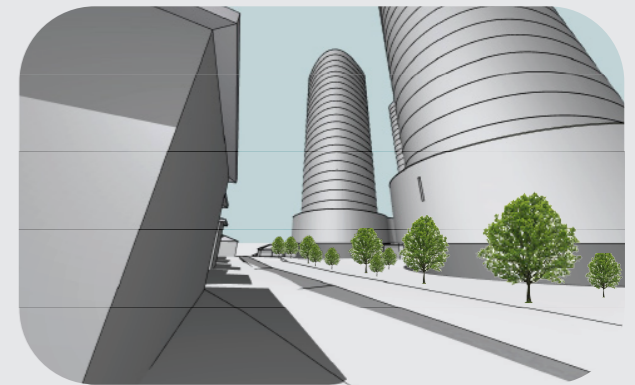
- A new FSR of 7.5:1
- A new max. 25 storey building height
- Podium setbacks of 4.5m along Minter Street & Tincombe Street and 7m along Canterbury Road to allow for the Canterbury Road Corridor strategy.
- Above podium structure setback an additional 3m
- 4,600sqm of public open space



View along Canterbury Road



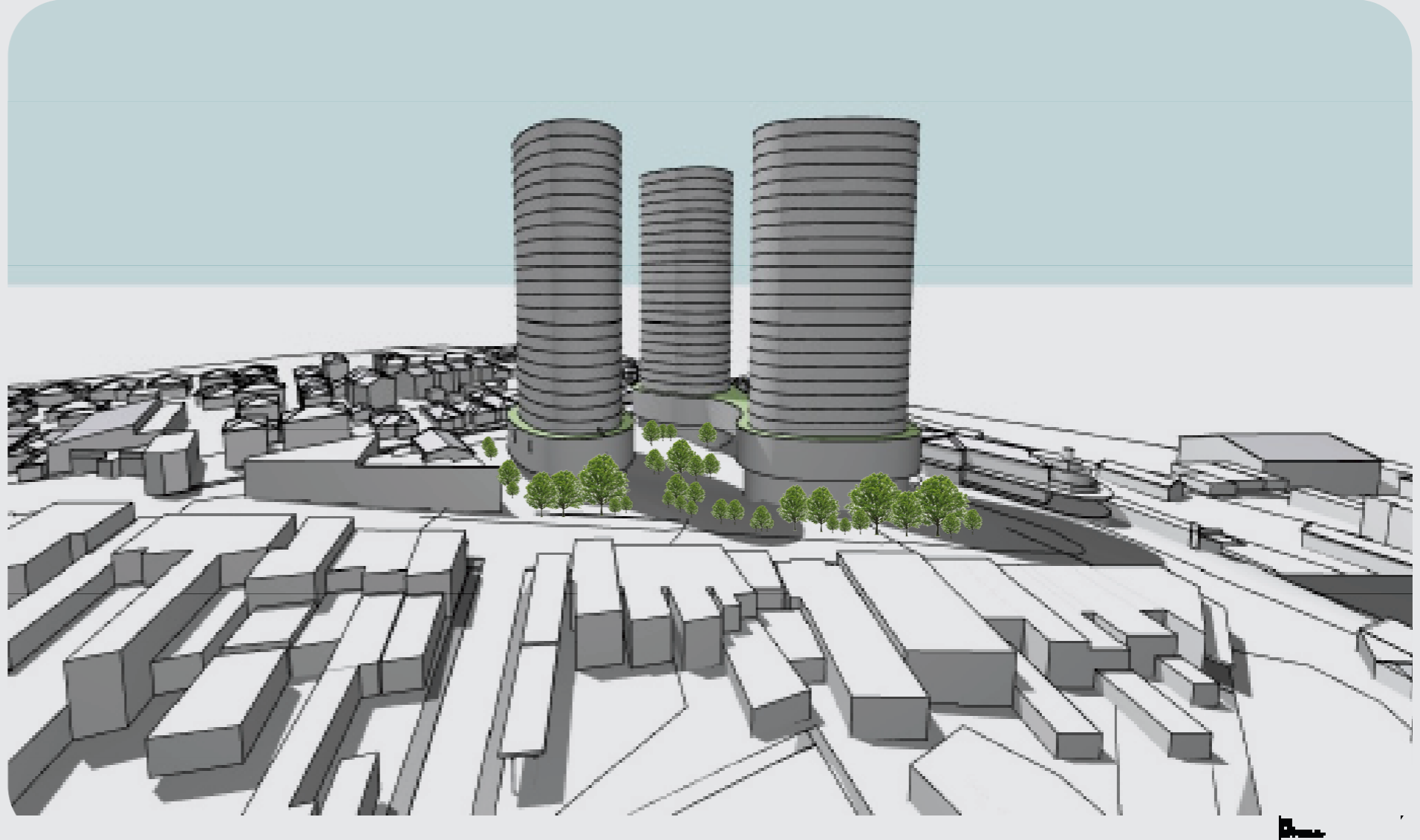
View along Tincombe Street



View along Minter Street



Proposed site plan

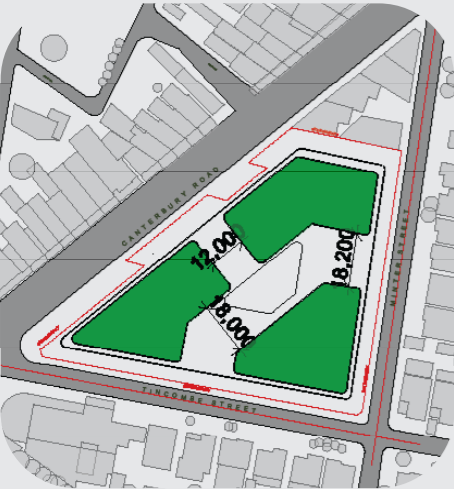


Aerial view

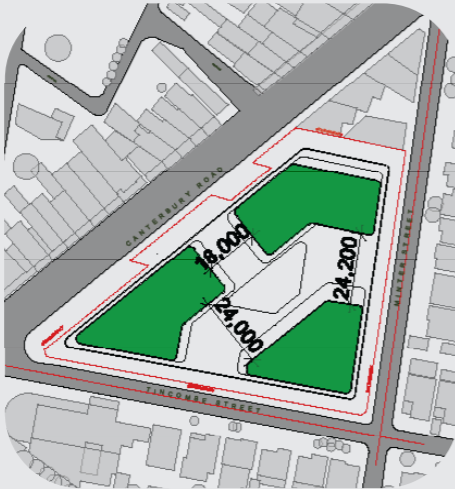
site compliance

Option 01

Building Separation:



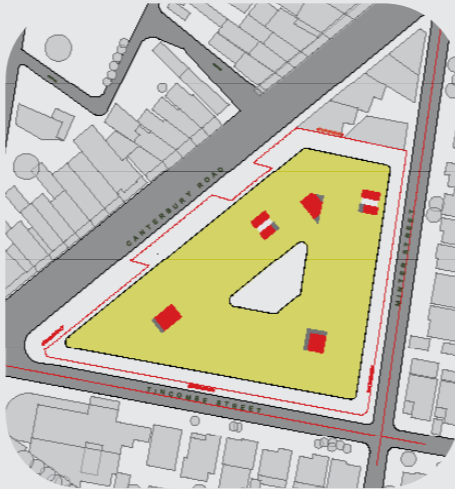
Levels 3 - 7



Levels 8 - 14

Section 2F (Building Separation) of the ADG has been used as a guide for the separation distances between the residential elements. The separation distances indicated are measured from the external face of the facade.

GFA Calculations



Levels 1 - 2



Levels 3 - 7



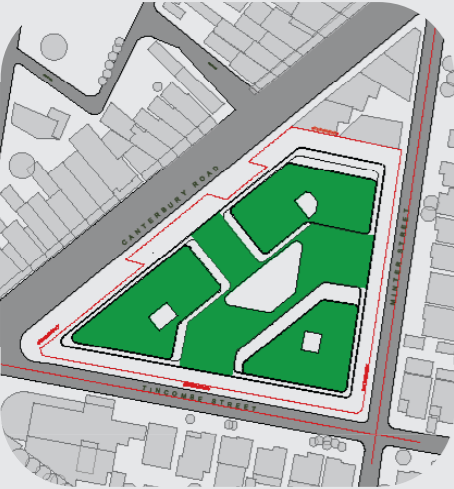
Levels 8 - 14

Site Area = 6,960m²
Proposed FSR / GFA = 7.5: 1 or 52,200m²

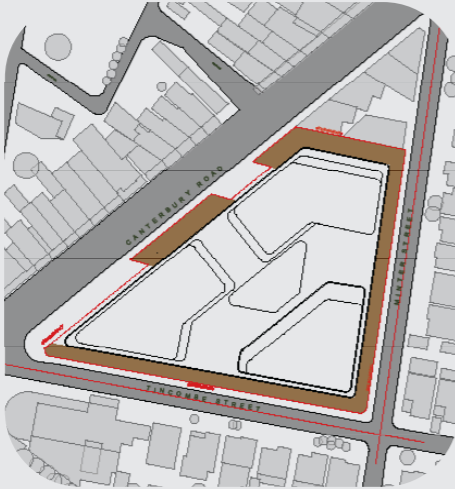
	Use:	GFA:
Level 14	Resi	2,255m ²
Level 13	Resi	2,255m ²
Level 12	Resi	2,255m ²
Level 11	Resi	2,255m ²
Level 10	Resi	2,255m ²
Level 9	Resi	2,255m ²
Level 8	Resi	2,255m ²
Level 7	Resi	2,475m ²
Level 6	Resi	2,475m ²
Level 5	Resi	2,475m ²
Level 4	Resi	2,475m ²
Level 3	Resi	2,475m ²
Level 2	Com/Resi	4,830m ²
Level 1	Com/Resi	4,830m ²
Ground	Ret	4,170m ²
L. Ground	Ret	3,880m ²
Basement 1	Ret	4,600m ²
Basement 2	Ret	1,730m ²

Total GFA 52,200m²

COS & Deep Soil:

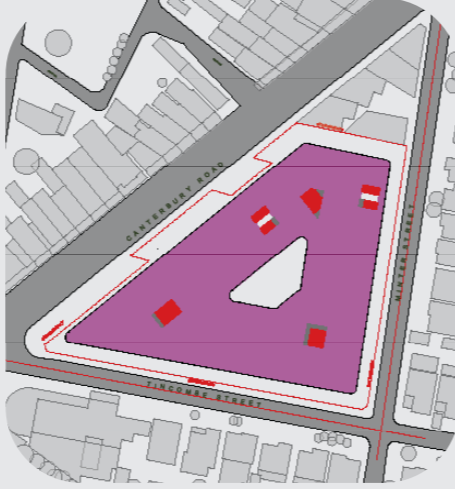


The COS required to support the residential component of the design is located on level 3 and the roof areas. The total COS provided is 3,759m², 2,019m² above the required 1,740m². There is also 2,866m² of the site area dedicated to public open space / public movement.



The deep soil zone is a continuous 6m wide zone, which wraps around the perimeter of the site to allow for street trees. The deep soil zone is 1,439m² (20%), 951m² above the required 488m² (7%).

Solar & Cross Ventilation Calculations:



Levels 1 - 2



Levels 3 - 7



Levels 8 - 14

	Co Liv	Unit No.	Solar	C. Vent	South
Level 14	-	25	17	-	4
Level 13	-	25	17	-	4
Level 12	-	25	17	-	4
Level 11	-	25	17	-	4
Level 10	-	25	17	-	4
Level 9	-	25	17	-	4
Level 8	-	25	17	14	4
Level 7	-	29	22	19	3
Level 6	-	29	22	19	3
Level 5	-	29	22	19	3
Level 4	-	29	22	19	3
Level 3	-	29	22	19	3
Level 2	76	-	-	-	-
Level 1	75	-	-	-	-
Ground					
L. Ground					
Basement 1					
Basement 2					
Total	151	320	229 (72%)	109 (65%)	43 (14%)

Total Unit No. = 471 units.

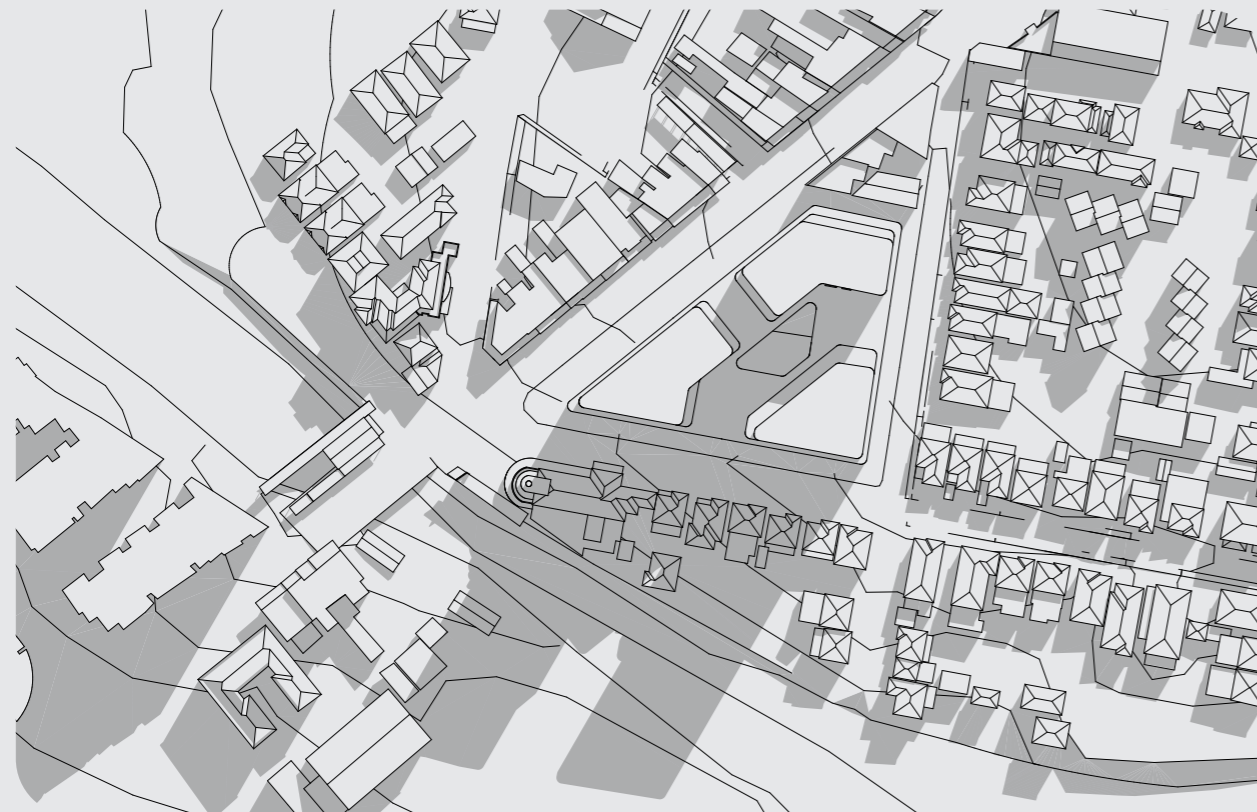
winter shadow studies Option 01

The proposed tower locations and heights have been designed so that there is no impact on the surrounding outdoor public areas, in particular the outdoor public space located to the south of Close Street and to the north of the Cooks River - the Close Street Reserve.

All building elements including lift overruns, and essential services and communications have been designed to be under the sun access plane.



21st June 9.00am



21st June 10.00am



21st June 11.00am

winter shadow studies

Option 01



21st June 12.00pm



21st June 1.00pm



21st June 2.00pm



21st June 3.00pm



our vision

".....a new connected destination in the heart of Canterbury that offers housing choice, job opportunities, green open spaces and is underpinned by sustainable and design excellence principles....."