

TOWN PLANNING REPORT

**PROPOSED MIXED USE DEVELOPMENT, 78-90
OLD CANTERBURY ROAD, LEWISHAM**

REQUEST FOR PART 3A STATUS

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1.0 Introduction

This report provides a background and briefing on a proposed mixed use residential and retail development on a substantial consolidated site at 78-90 Old Canterbury Road, Lewisham. It is to accompany a request for consideration of the classification of the site as a “major project”, under State Environmental Planning Policy (State Significant Development) 2005..

The development concept covers the entire street block bounded by Old Canterbury Road in the east, Longport, Brown and William Streets in the north, Hudson Street in the south and the Dulwich Hill – Rozelle Goods railway to the west.

2.0 Site

2.1 Site Details

The subject site comprises Lot 11, DP 774322; Lots 6-8, DP 977044; Lots 1-5, DP 226469; Lot 1, DP 67926; Lot 1, DP 734142; Lots 1 & 2, DP 215127. The site is generally known as 78-90 Old Canterbury Road, Lewisham. It is irregular in shape, has an area of approximately 13130m² and a frontage of approximately 160m to Old Canterbury Road. It is proposed that a concept plan include the island site adjoining Old Canterbury Road, which is partly owned in the same interests, and demonstrate potential connectivity with the adjoining industrial land to the south-west.

The site is currently occupied by a number of old existing dwellings and low scale warehouse buildings.

2.2 Zoning

The site is zoned partly Light Industrial B and partly Arterial Road Widening under Marrickville Local Environmental Plan 2001. The proposed development is not permissible under that zone.

2.3 Site Context

The context of the site is featured by:

- Old Canterbury Road and the traffic carried by it in line with its regional functions. The 413 Campsie to City bus route passes the site.
- residential development to the east of the site along Old Canterbury Road forming part of a proposed Heritage Conservation Area
- industrial development adjoining the site along the Old Canterbury Road frontage
- the main western railway line to the north and the Dulwich Hill- Rozelle goods railway line to the west of the subject site. The railway lines have the effect of providing significant barriers between the site and residential areas beyond the railways. Lewisham Railway Station is adjacent to the site to the north-east (approximately 200m away). There is a proposal to run a light rail service on the goods line

2.4 Ground Conditions

The industrial history of the bulk of the site will necessitate assessment of ground conditions as part of any development application.

3.0 Development Concept

The preliminary development concept is illustrated on the plans prepared by Tony Owen NDM Architects accompanying this report.

The development concept involves:

- demolition of the existing structures on the site
- ground remediation as required
- excavation to provide for basement parking levels to provide required parking. The opportunity to provide parking for rail commuters is to be explored.
- Construction of a local shopping complex at ground level, behind a row of town houses to Canterbury Road. The centre is to be anchored by a supermarket and food market, with specialty shops contributing to around 9000m² of retail space
- construction of 5 residential buildings between 4 and 12 levels stepping back from the Canterbury Road frontage, and containing up to 500 dwellings. The overall concept would have a floor space ratio of 4:1. “Key Worker” affordable housing is to be incorporated.
- Landscaped treatment of the shopping centre podium roof
- Provision for vehicular access via Longport Street

The development concept represents a capital investment value in excess of \$150M. It would generate substantial employment in construction (up to 3000 person years), and up to 850 full and part time jobs in operation.

The request is accompanied by preliminary assessments of traffic and retail impact

4.0 Project Benefits

The concept offers a range of benefits including –

- Provision of additional housing opportunities, including “key worker” housing in a locality highly accessible by public transport. The proposal would support the

proposal for light rail on the goods line. The potential provision of parking for rail commuters would improve public transport access.

- Providing access for residents to major supermarket facilities, which facilities are unlikely to be provided in any established business zone because of land fragmentation and the limited extent of land zoned for business purposes. The shopping facilities will provide new public domain and a local meeting place
- Comprehensive and coordinated development of an entire street block, which provides a range of opportunities for site upgrading, publicly accessible facilities, access improvements and the like. The site enables substantial separation to existing residential development.
- Removal of the implications of development under the present zone, including impacts of industrial activity and heavy vehicle traffic on residential areas and on an inadequate road network.
- Significant potential employment generation in construction and operation.
- Assistance to Council in the attainment of housing growth targets, and in reducing the prospect of change in heritage conservation areas.

5.0 Part 3A Criteria

The following is a summary assessment of the proposed development concept against the criteria for Major Project Residential Commercial or Retail projects published by the Department of Planning.

In terms of the Major Project criteria the concept clearly satisfies the baseline of \$50M capital investment value. It is generally important in achieving State or regional planning objectives in –

- promoting more efficient use of existing infrastructure
- providing residential growth adjacent to existing and potential public transport routes
- linking employment and residential uses
- it is consistent with the draft Sub-regional Strategy

In terms of the criteria established by the Department for determining that the concept is likely to contribute to State or regional planning objectives-

(a) Local impediments to urban renewal

The existing industrial zoning is a relic of former eras where the area was populated by an industrial workforce, and the locality was more central to the metropolitan area. It is unsuited to modern industrial development because the road system is inadequate, there is no longer a substantial local pool of local industrial labour, and the site is constrained by its residential context. Its recent history of vacancies and marginal tenancies provides confirmation.

The zoning presents a significant impediment to urban renewal. Both Council and Department of Planning strategic planning documents support its conversion to mixed use development, with the associated focus on Lewisham Station. The Council has indicated that the rezoning process would delay the lodging and determination of a development application by at least 2 years or more, given the Council's resources and other priorities. In the current economic climate this delay will severely prejudice the potential project.

(b) Facilitate housing or job growth

The concept would clearly result in increased housing and employment opportunities. The notional loss of land zoned for employment purposes needs to be considered in the context of-

- Changed local demographics, where the Marrickville LGA population is no longer representative of an industrial based workforce.
- The location and characteristics of the site, which not only render it unsuitable for modern industrial use, but also raise the issue of conflict with the predominantly residential context.
- The practical effect of the proposal in providing employment opportunities that are relevant to the local population.
- The provision of “key worker” housing is likely to complement local employment opportunities.

(c) Transport Accessibility

The proposal provides for growth in an area with high levels of public transport (rail and bus) accessibility, and supporting the potential extension of light rail past the site. The site is within 200m of Lewisham Station. Bus services between Campsie and the City run past the site. The site would be ideal for a station in the event that the potential light rail extension past the site is to proceed.

(d) Improved Infrastructure

The proposal will enable more efficient use of existing infrastructure, and is capable of being implemented without any material infrastructure implications or requirement for public investment in infrastructure upgrading.

Affordable housing is to be incorporated in the project.

The proposal will provide new public domain elements in and around the retail facilities, as well as roof top gardens for residents.

The potential for rail commuter parking will enhance existing public transport.

(e) Environmental Sensitivity

The proposal would convert derelict industrial land into an effective local community facility. There are no natural environmental issues involved.

(f) Local Council Issues

The potential redevelopment of the site has been discussed with the Council. It is generally consistent with the Marrickville Urban Strategy, although is a more substantial project than that envisaged in the strategy. Consistent with the strategy, there would be advantage to the Council in the increased dwelling yield, particularly given the Council's intent to shield heritage conservation areas from urban consolidation pressures. The Council has not addressed buildings of the height proposed in its planning regime, although it should be noted that the site enables building height to be arranged to avoid material impacts on established residential areas.

As noted above, the need for rezoning would critically delay the project if it was left in Council's hands. Council officers have indicated there is no objection to the matter being called in.

The redevelopment is likely to involve the closure of existing public roads and their incorporation into the site. This aspect would benefit from independent and external assessment.

6.0 Conclusion

The preliminary development concept warrants consideration as a State significant "major project", in the circumstances.