

MIXED USE DEVELOPMENT

LEWISHAM CONCEPT PLAN STUDY FOR ENVIRONMENTAL ASSESSMENT

7 8 - 9 0 O L D C A N T E B U R Y R O A D , L E W I S H A M

OCTOBER 2010



2.1_PRECINCT CONTEXT

Sydney Metropolitan Strategy

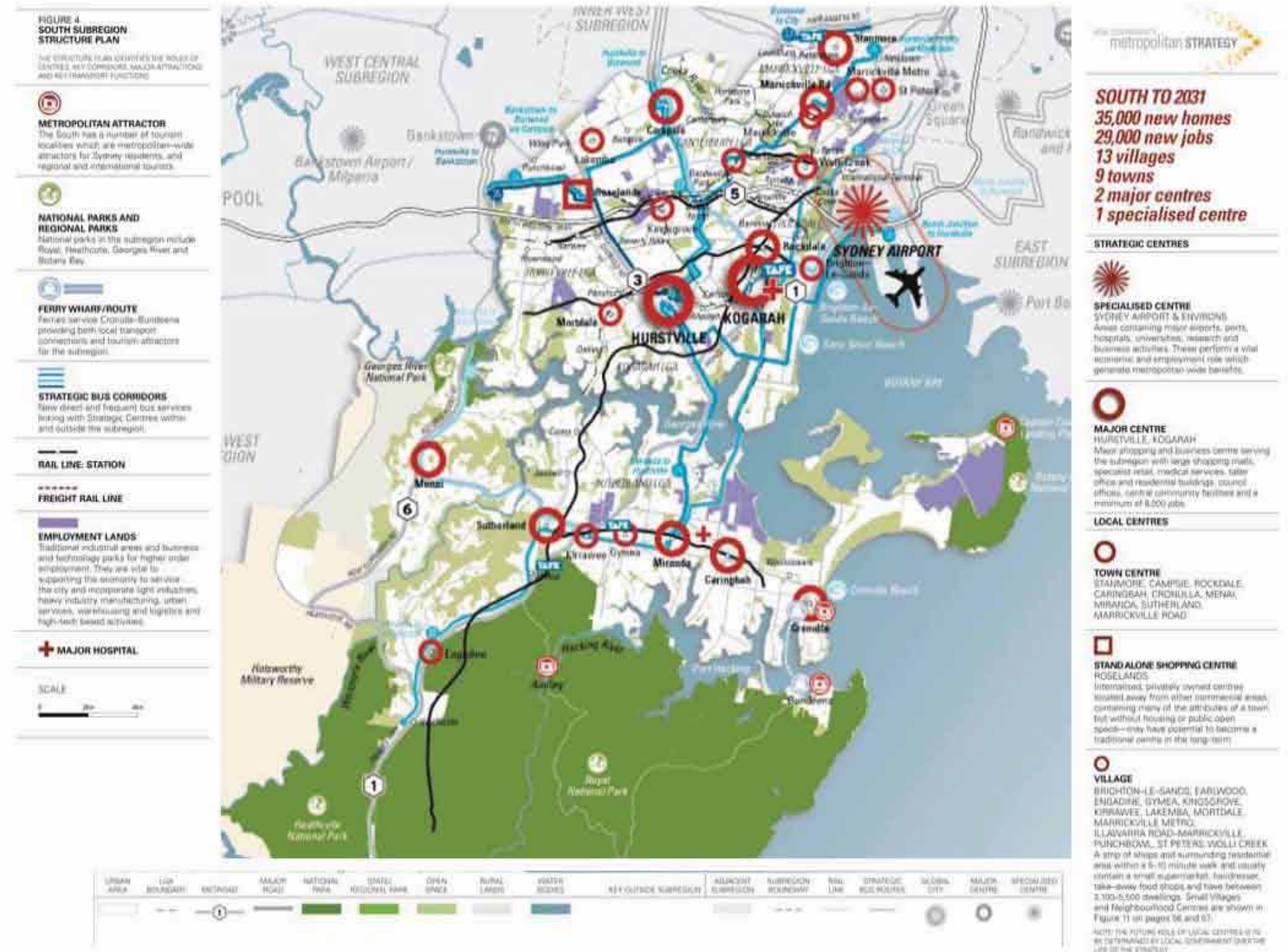
The Sydney Metropolitan Strategy—City of Cities 2005 is a broad framework to secure Sydney's place in the global economy by promoting and managing growth. It is a strategic document that outlines a vision for Sydney over the next 25 years. It is also the start of a process to bring the State Government, local government, stakeholders and the community together to discuss, review and then make decisions to guide the future of Sydney's economy, environment and communities.

The Strategy covers 8 key areas and encourages sustainable development and increased employment opportunities in the metropolitan area. According to the strategy, population growth is expected to have one million people to the city over the next 20 years requiring the provision of significantly increased residential and employment facilities. It proposes that only 30% of the estimated 450,000 additional dwellings required can be accommodated in the new release areas and therefore most of the growth must occur in existing urban areas.

Major centres such as Burwood and Hurstville will be a focus for shopping and business activity. The Strategy also calls for improved suburban centres and neighbourhoods that will provide access to high quality and suitable housing, jobs, transport choices and open space. One of the strategies for the location of centres and corridors is to concentrate activities near public transport networks.

The strategy proposes that high-density residential uses should be clustered in centres to ensure accessibility and make better use of existing transport and other infrastructure. The concentrating of residential development aims to strengthen centres, towns, and neighbourhoods that are focused around the transport network. The strategy recognizes that some areas of industrial land R.N. locations with very good access to transport and services and could be redeveloped for residential and mixed uses. However in doing so it is important to understand the cumulative impact of such rezonings on the supply of employment land in the region and to only rezone such lands where they are not needed for forecast employment.

A mix of housing types, parks and public places are to be available in different locations across the region. Development will be limited in suburban neighbourhoods to protect the local character.



Draft South Subregion Strategy, Department of Planning, 2007

2.2_PRECINCT CONTEXT

Draft South Subregion Strategy 2007

The Draft Subregion Strategy translates objectives of the NSW Government's Metropolitan Strategy and State Plan to the local level. The NSW Government placed the draft Southern Subregion Strategy on exhibition in late 2007 for public comment. When finalised, the Subregion Strategy will guide land-use planning until 2031 in the Canterbury, Hurstville, Kogarah, Marrickville, Rockdale, and Sutherland local government areas.

The strategy identifies 9 key areas for the Southern Subregion area namely to:

- retain strategic employment lands;
- plan for employment growth at Sydney Airport and environs;
- strengthen Hurstville's commercial centre;
- promote Kogarah as a major centre;
- identify and investigate renewal areas for the South;
- explore options for future development of Rockdale Town Centre and Botany Bay foreshore;
- investigate and resolve the roles of Caringbah, Miranda and Sutherland centres;
- recognize diversity across the subregion; and
- protect scenic, heritage and environmental assets of the subregion.

The Strategy will investigate increasing densities in all centres where access to employment, services and public transport are provided or can be provided. It identifies Lewisham as a neighbourhood centre.

The strategy provides dwelling targets for the Subregion. The target for Marrickville LGA is 4,150 additional dwellings by 2031. It is proposed to achieve the target largely through renewal of existing areas, particularly focusing residential development around major centres, town centres, villages and neighbourhood centres along transport corridors whilst at the same time providing a wider choice of housing to respond to the changing demographics and housing affordability issues.

The subregional strategy identifies 3 categories for employment lands with Category 1 being land that should be retained for industrial purposes, Category 2 is land with potential to allow a wider range of employment uses and Category 3 is for land that could be investigated for alternate uses. The subject lands identified as part of the Lewisham hold Canterbury Road precinct and are in Category 3. The strategy comments on the precinct in the following terms:

"The combined size of the precinct across the two subregions is in excess of 10ha. It is relatively isolated from nearby residential uses and located on a busy road. These factors combined with the proximity of the site to Lewisham Station suggest it is suitable for change to category 3, and a mixed use zoning, ensuring the retention of some employment activities. All future uses will need to consider adjacent industrial activity to the west, and residential to the east."



Marrickville Urban Strategy 2007

The Marrickville Urban Strategy was adopted by Council on 3 April 2007 and therefore predates the Department of Planning's draft South Subregion Strategy 2007. The Council's Strategy provides the planning context for future development across the Marrickville LGA. It establishes a vision and co-ordinated directions addressing a range of planning, community, and environmental issues, intended to guide short, medium and long term strategic planning policies. The Urban Strategy states that it reviews current land use and zoning issues at a strategic level and incorporates the many existing Marrickville Council plans and strategies. It is intended to inform the review and rationalisation of Council's planning controls which will culminate in the production of a comprehensive planning strategy and new Local Environmental Plan (LEP).

The Marrickville urban renewal approaches can be described as:

1. Focus on residential density in and around centres;
2. Focus on commercial zoned land in centres;
3. Rezone select industrial sites;
4. Develop new centres;
5. Rezone select special uses sites; and
6. Increase density in infill areas.

In summary, the Urban Strategy suggests that Marrickville Council should plan for 3,830 dwellings over 25 years, through a mix of the renewal approaches described, to provide:

- rezoning and development controls to provide for 2,530 dwellings in the first 10 years;
- an additional 1,300 in 10 to 25 years; and
- 80 percent of new dwellings being located in or near centres, in walking distance to shops and services close to public transport.

The subject site forms part of that area, referred to in the strategy as "McGill Street area". It is adjacent to a proposed green corridor linking the Cooks River to Iron Cove via the Hawthorne Canal. The McGill Street area is identified as appropriate for the second urban renewal strategy i.e. the rezoning of select industrial sites. The strategy comments as follows:

"Rezoning selected industrial sites to cater for residential housing demand, address local amenity and provide space for community facilities. These selected sites would be subject to strict rezoning criteria including if they are located close to a centre and proximity to public transport."

Council is in the process of preparing a new LEP based on the above strategies and a review of its current planning controls. However, the new LEP has not been placed on public exhibition and is not publicly available at this time.

Metropolitan Transport Plan (light rail corridor from Dulwich Hill to Lilyfield)

In the Inner West, an extended light rail system will give residents another option for accessing the CBD, Pyrmont and Darling Harbour. It will allow commuters to connect with the Inner West and Bankstown CityRail Lines.

The route intersects with bus services at Norton St, Marion St, Leichhardt, and Parramatta Rd, Lewisham. It passes between western Leichhardt and Haberfield, an area poorly served by buses, and under the main western railway near Lewisham station. It doesn't take much imagination to see that a stop at this location could be linked by walkway or even moving footway to Lewisham station, providing an important point of interchange with the Western rail line.

There is sufficient space in the corridor to support segregated bicycle and pedestrian access, overcoming potential conflicts that arise from shared paths.

The GreenWay could also form the focus of a wider program of quiet "green streets" that have speed restrictions and streetscapes with appropriate surface and curb treatments to support cycling, walking and better community interaction. The GreenWay will also enhance the amenity of the local environment for residents.



Marrickville Urban Strategy, Marrickville Council, 2007



Marrickville LEP 2001 zoning map

3.1.1_PRECINCT ANALYSIS

AERIAL PHOTO

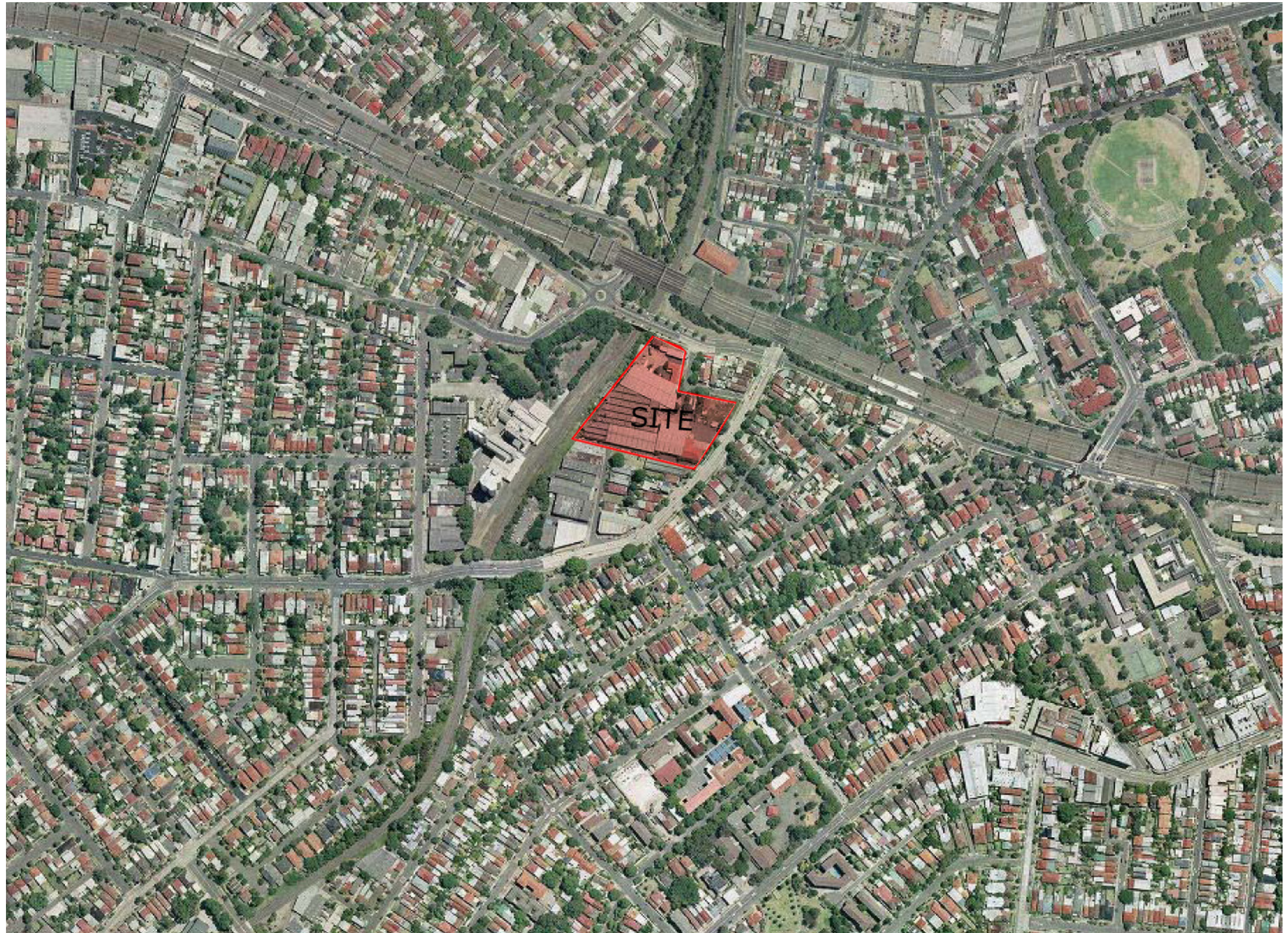
Existing Urban Character

The predominant character of the site is non-descript 2 storey industrial buildings of no heritage significance or architectural merit.

The adjoining Allied Mills site contains several heritage items such as the Mungo Scott brick warehouse towers. The Silo structures are culturally significant to the area as examples of the industrial history of the site and as cultural landmarks. In addition this site contains a green space on the corner of Smith St and Longport St with a substantial stand of trees which have cultural and heritage significance.

The residential fabric to the west is characterized by a 2-3 storey fabric containing a mixture of styles and densities including terrace houses and Victorian villas.

The most significant cultural buildings in the area are the larger institutional buildings along Thomas and Barker Sts including the Trinity Grammar School and Aged care facility.



3.1.2_PRECINCT ANALYSIS

SITE PHOTO -

ADJOINING ALLIED MILLS SITE

The adjoining Allied Mills (Mungo Scott) site has been recently vacated. Formerly it was used as a flour refining plant. The site contains several heritage warehouse structures and significant green space and substantial trees. The existing wheat silos are up to 14 storey in height.



3.1.2_PRECINCT ANALYSIS

SITE PHOTO -

12 STOREY ADJOINING SILOS



CORNER OF LONGPORT STREET AND OLD CANTERBURY ROAD



This intersection adjoins the embankment for the state rail commuter line. This embankment provides a green space. The subject site sits in a valley and the embankment helps mask the site from the north.



3.1.2_PRECINCT ANALYSIS

SITE PHOTO -

SITE ALONG OLD CANTERBURY ROAD



Old Canterbury Road is characterized by existing and disused industrial structures of poor architectural expression and streetscape. The residential housing to the east consists of 2 storey detached dwellings. Recent council urban studies such as for Railway Terrace propose 4 storey future development on the eastern side of the road.

3.1.2_PRECINCT ANALYSIS

SITE PHOTO -

OLD CANTERBURY ROAD



LONGPORT STREET

LONGPORT STREET



CORNER OF LONGPORT STREET & OLD CANTERBURY ROAD



3.1.2_PRECINCT ANALYSIS

SITE PHOTO

COMMUTER RAIL BRIDGE



ADJOINING FREIGHT LINE



ADJOINING FREIGHT LINE



ADJOINING FREIGHT LINE



Freight Line

The adjoining freight line is soon to become obsolete. A joint action by councils along the route is proposing the Greenways project. This will transform this corridor into a public green space. This corridor will contain walking tracks, cycle ways and recreation space and green habitats and is the location for the proposed light-rail extension. The applicant has proposed providing a light rail station in this location.

3.1.2_PRECINCT ANALYSIS

SITE PHOTO

ADJOINING ALLIED MILLS HERITAGE TREES



VIEW TO SITE FROM WILLIAM STREET



The area contains pocket parks such as in Jubilee Street. These corridors establish green axes which determine the proposed structure of the subject site.

ADJOINING JUBILEE STREET PARK



SUMMER HILL COMMERCIAL CENTRE



3.1.2_PRECINCT ANALYSIS

AERIAL PHOTO

1943

HISTORY

The aerial photos below demonstrate the development of the surrounding area from 1943 to 2007.

Originally a rural area, the site was subdivided in the 1880s. Prior to the war, the area was characterized by larger estates. After the war the area was subdivided to provide workers' housing and the final street pattern established – see photo 1943. By this time the Allied Mills structures can be clearly seen. More recently medium density housing has been developed sporadically in the area.



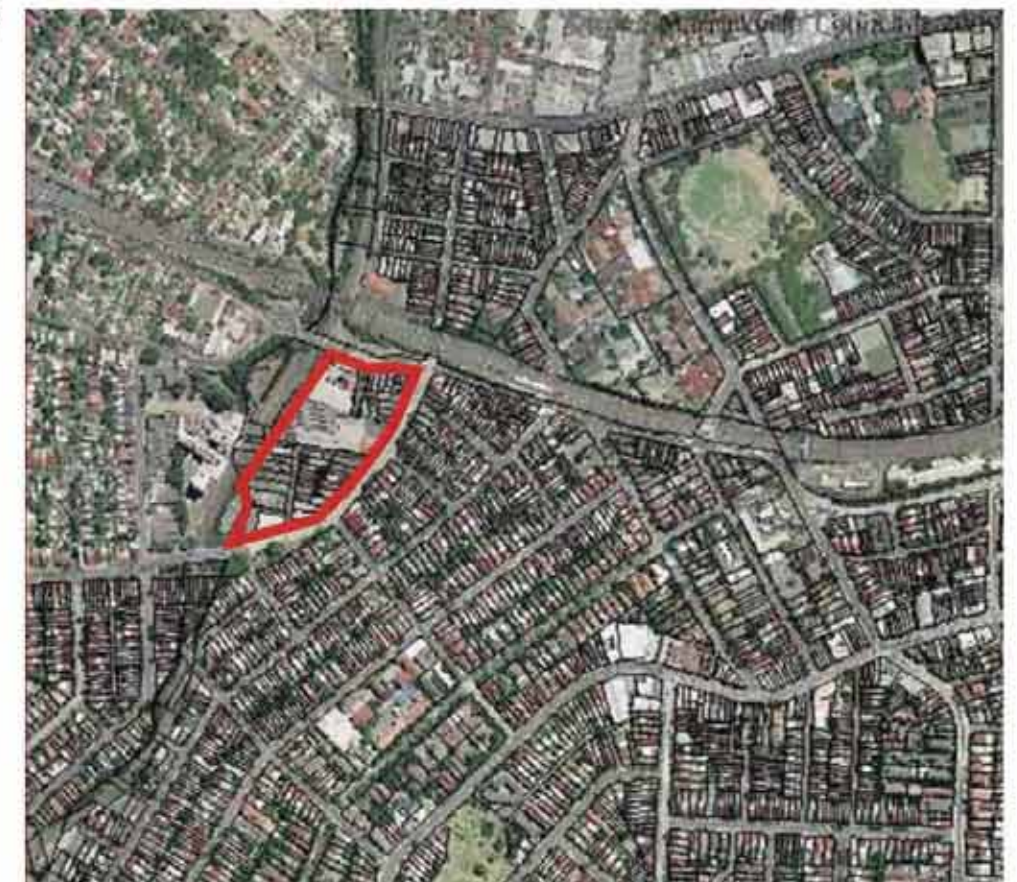
2003



2005



2007



3.1.3_PRECINCT ANALYSIS

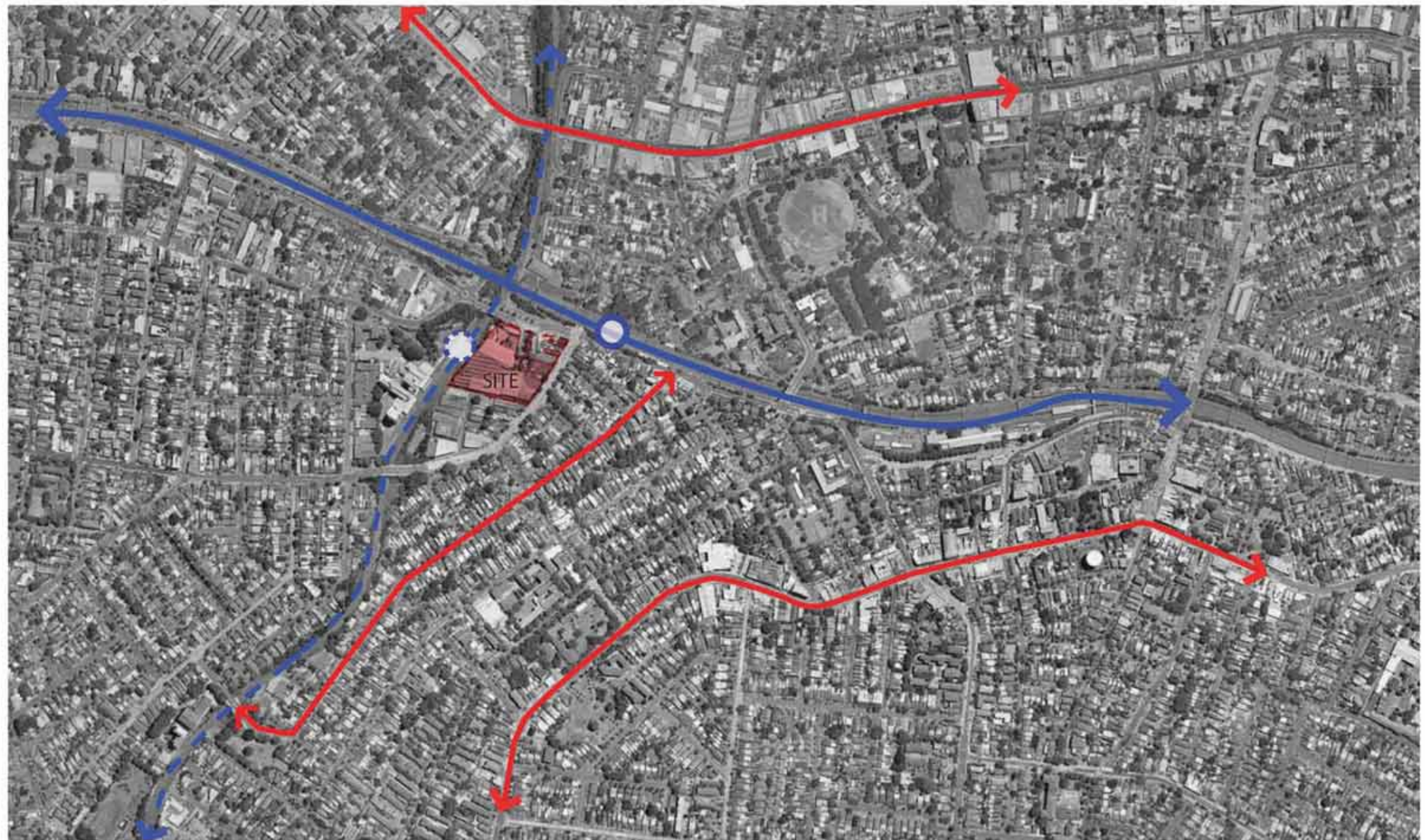
GREATER LEWISHAM TRIANGLE

The subject site and McGill precinct are well located within the inner west peripheral area of the Sydney CBD. The site lies on the nexus between major rail, road and freight infrastructures serving the population.

The site adjoins Lewisham train station on the main western rail line. It also adjoins the soon to be disused Rozelle freight line. It also adjoins 2 major arterial road links which connect Sydney to the western regions. The Parramatta Road has traditionally been the principle artery to Parramatta and the west and Canterbury Road is the principle link to Bankstown and Liverpool in the south west.

The proposed light rail extension will further serve the site with transport.

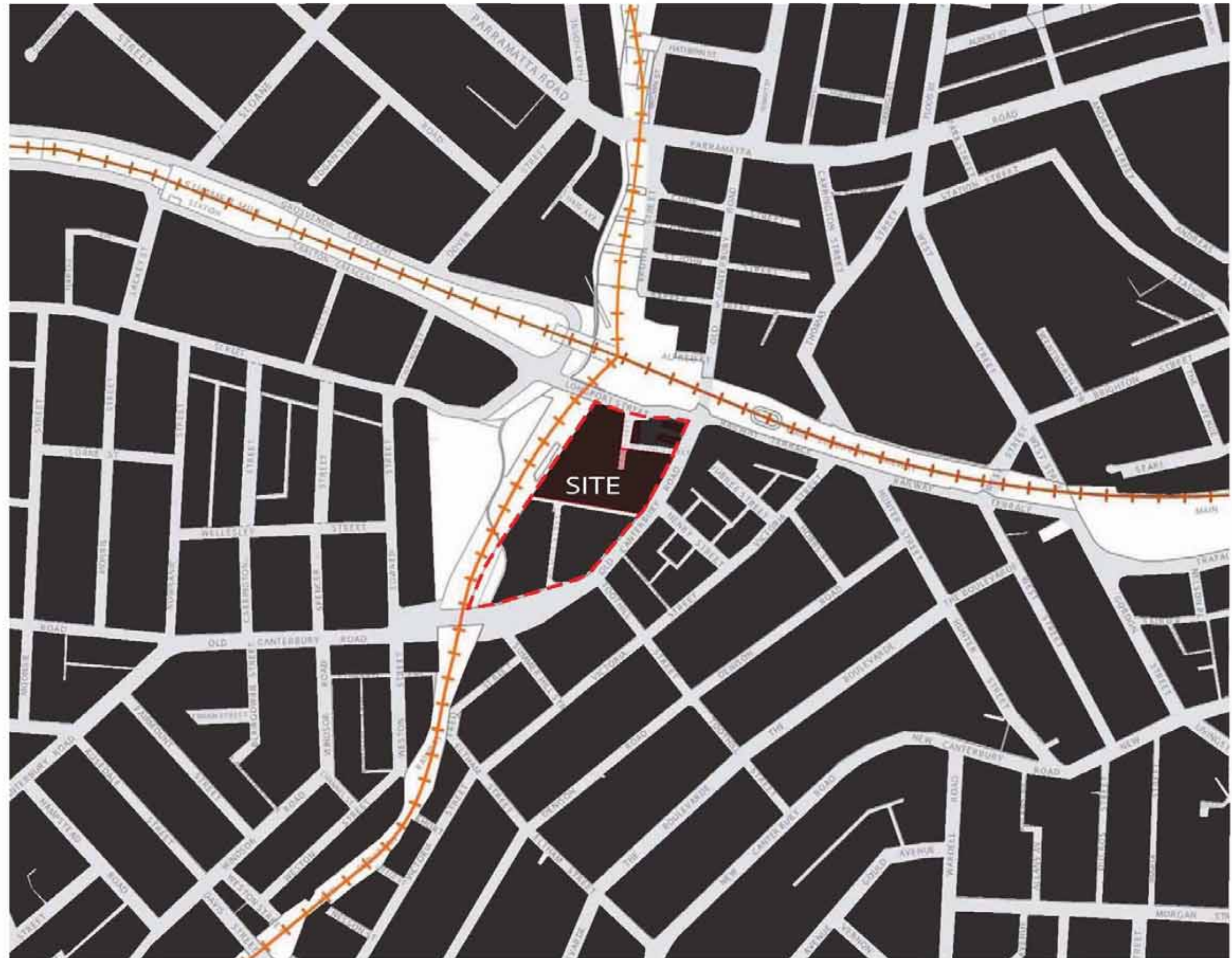
-  LEWISHAM RAILWAY STATION
-  LEWISHAM LIGHTRAIL STATION
-  RAILWAY LINE
-  PROPOSED LIGHTRAIL LINE
-  MAJOR ROADS



3.2.1_PRECINCT ANALYSIS

STREET BLOCK PATTERN

The principle and arterial roads respond to major topographic features such as ridges and creeks and canals. Within this structure exists a traditional Sydney block grid of approximately 200m x 80m. The grid to the west of the site is oriented north/south. The grid to the east is oriented north-east to align with old Canterbury Road.



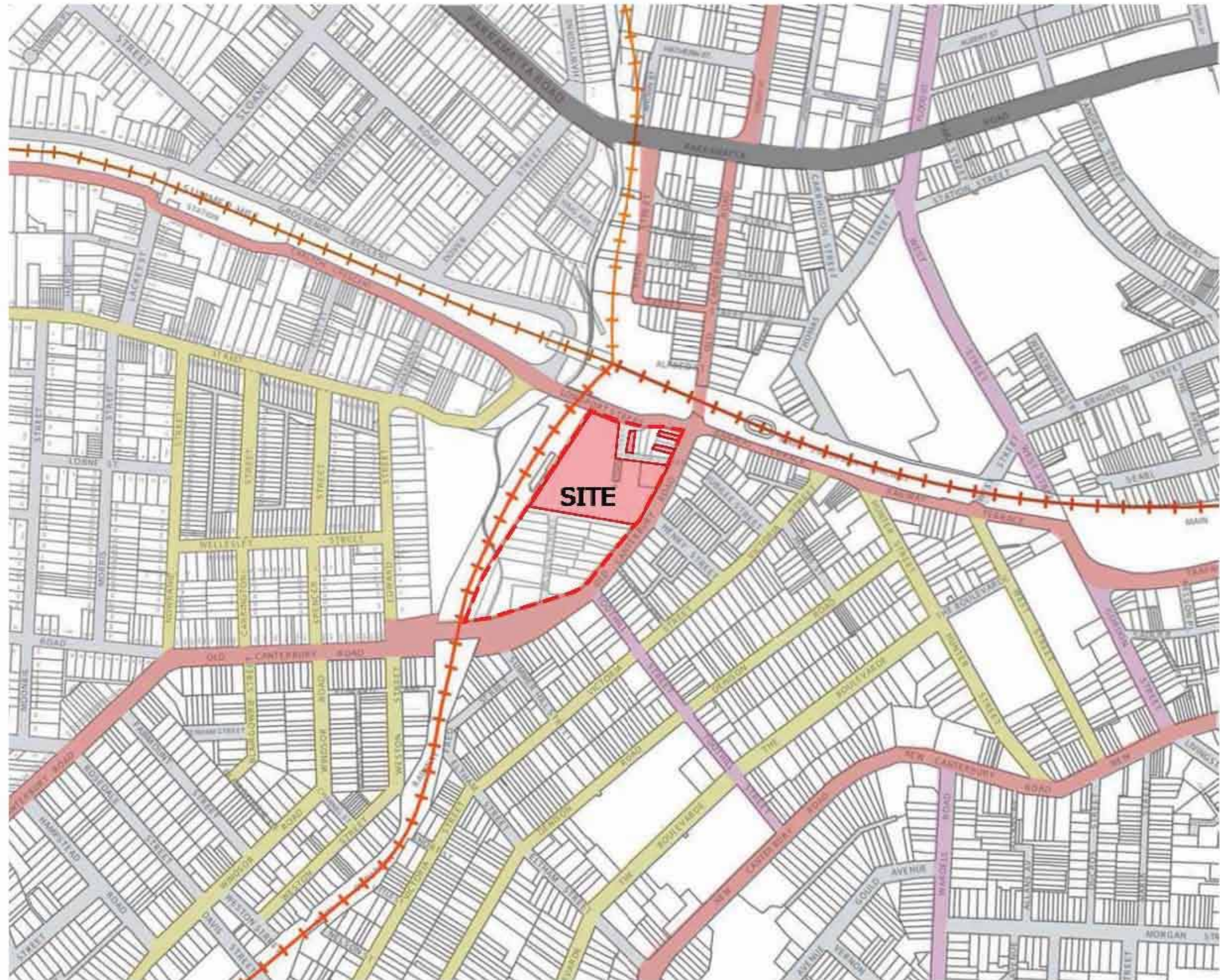
3.2.3_PRECINCT ANALYSIS





ROADS AND ACCESS

-ROAD HEIRARCHY

2 major arterial road links which connect Sydney to the western regions. The Parramatta Road has traditionally been the principle artery to Parramatta and the west and Canterbury Road is the principle link to Bankstown and Liverpool in the south west.

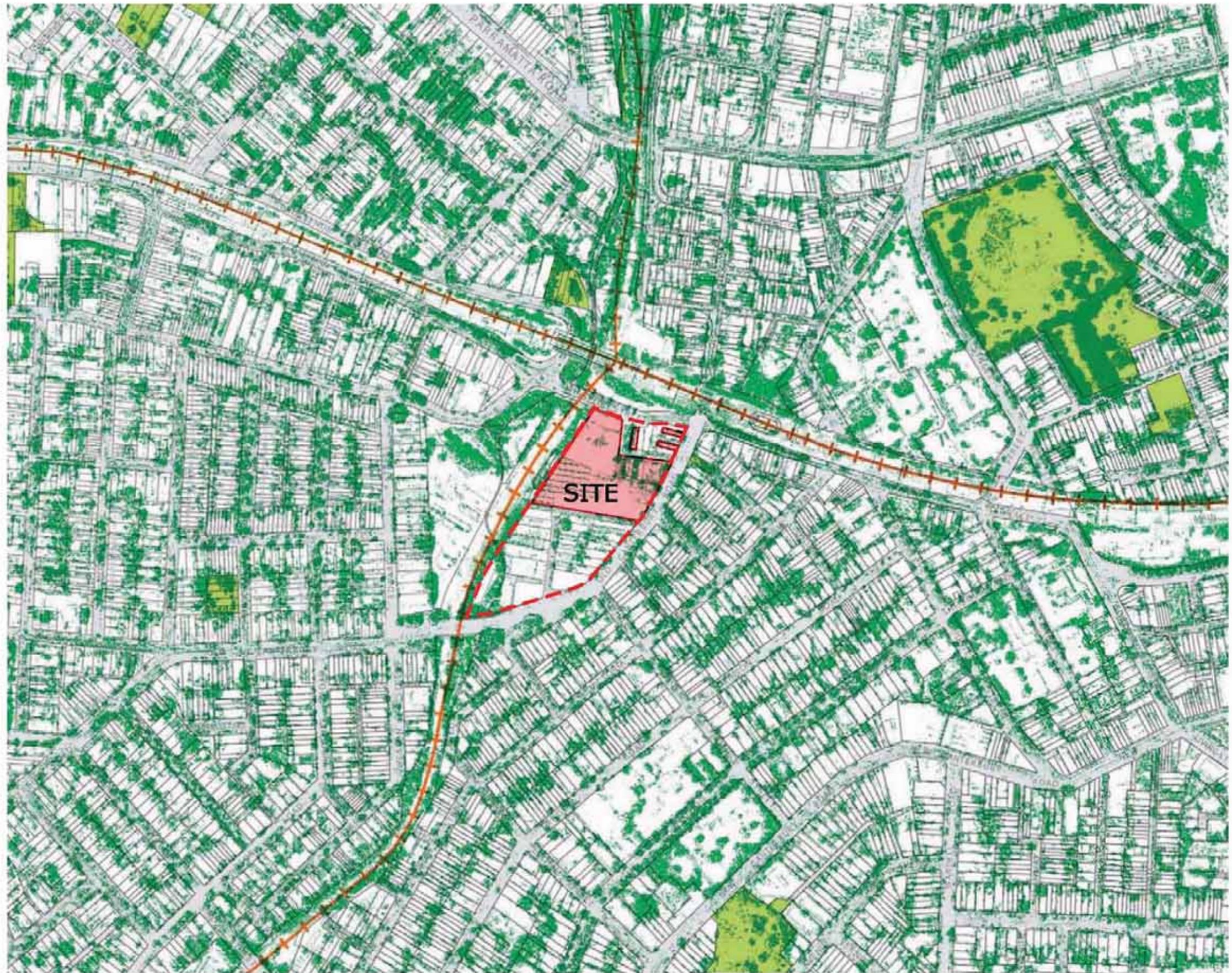
This hierarchy connects to the major local loads which adjoin the site. Regional roads create the suburban block pattern in the locality.



-  ARTERIAL ROAD
-  MAJOR ROAD
-  FEEDER ROAD
-  REGIONAL ROAD

3.2.5_PRECINCT ANALYSIS

VEGETATION AND
OPEN SPACE



3.2.6_PRECINCT ANALYSIS

TRANSPORTATION

Rail

The site lies on the nexus between major rail, road and freight infrastructures serving the population. The site adjoins Lewisham train station on the main western rail line. It also adjoins the soon to be disused Rozelle Freight line.

Currently Lewisham station has a frontage to Thomas Street and no access from Railway Terrace as it had done in the past. There is an opportunity to connect the station to Railway Terrace and link it to the site via Jubilee Street or even a bridge over Old Canterbury Road. There is, therefore, potential to improve the connectivity of the station to the surrounding streetscape.

Bus

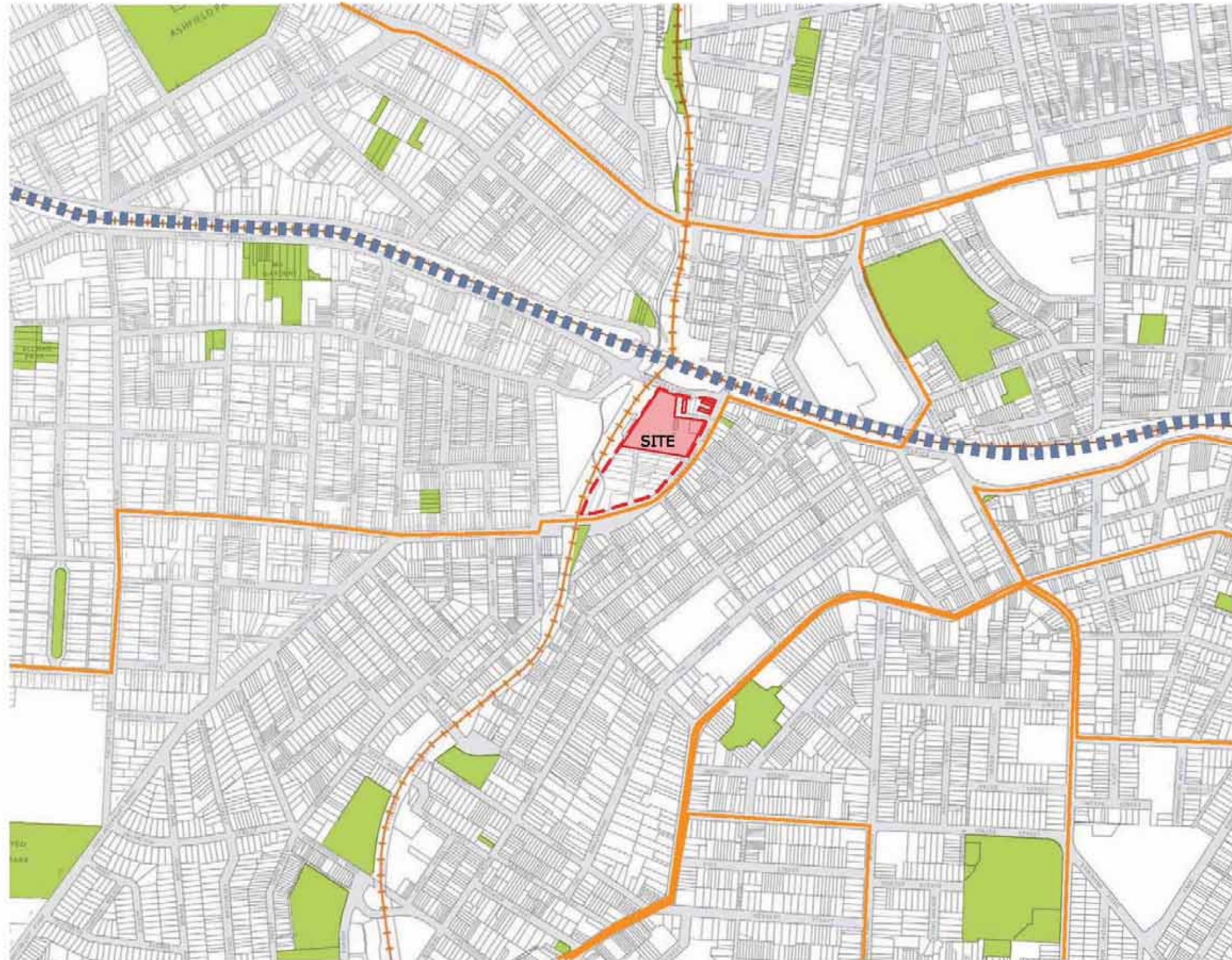
Old Canterbury Rd is well served by buses making the site very accessible via public transport. Canterbury Rd is served by the 413 which travels between Campsie and the CBD. Parramatta Rd is heavily serviced by buses including the 480, 483 and 461 routes.




Light Rail

It is proposed that the inner west light rail system be extended along the greenways route. Further there is potential to locate a light rail station adjoining the site. This would further enhance the connectivity of the site.

Traffic

The subject site has frontage to 3 streets. In addition Brown Street and William Street traverse the site. The traffic study contains a detailed strategy to improve the existing traffic patterns.



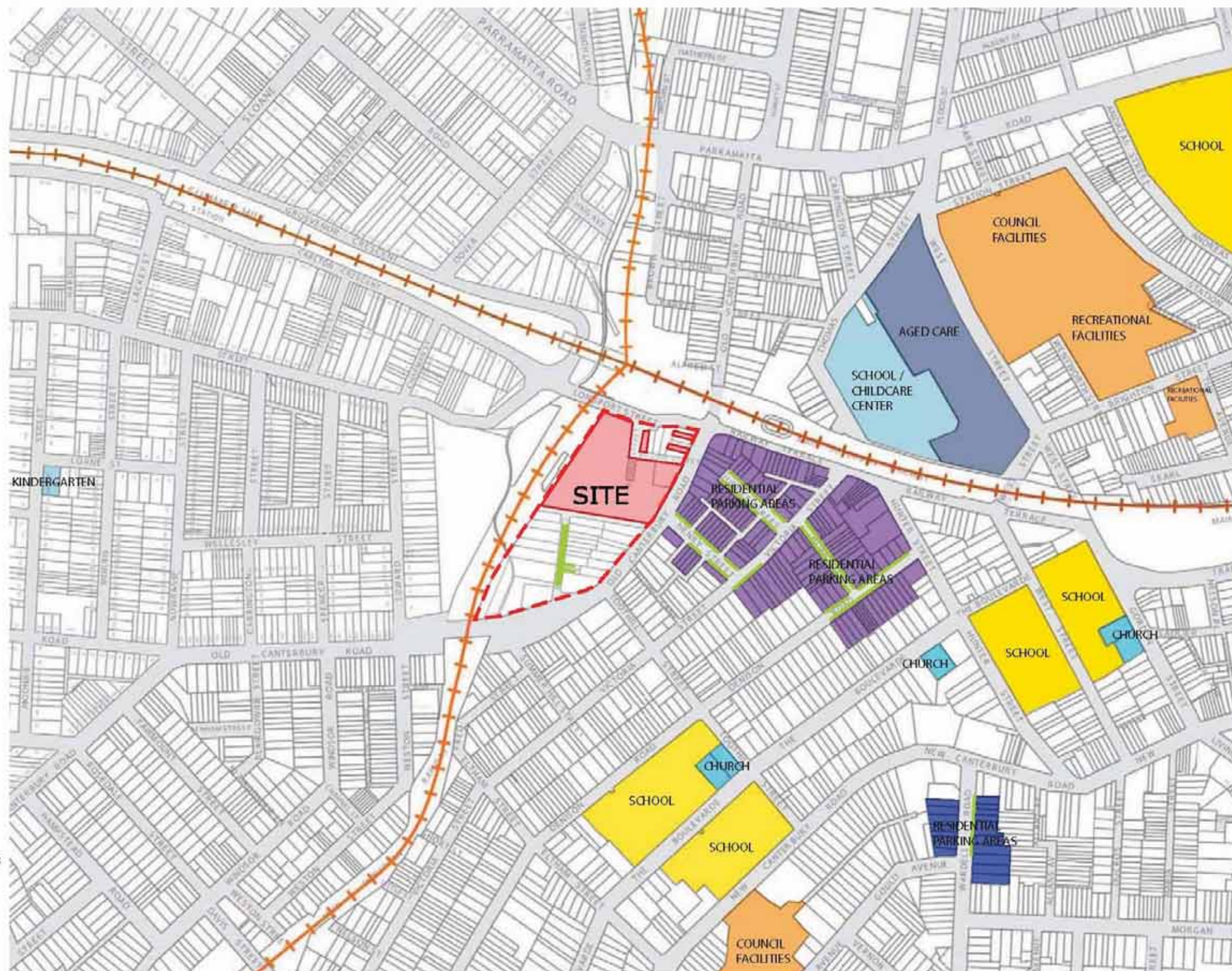
-  BUS ROUTE
-  CITYRAIL ROUTE
-  DISUSED FREIGHT RAIL CORRIDOR

3.2.10_PRECINCT ANALYSIS

COMMUNAL FACILITIES

This diagram demonstrates that the locality is well served by community facilities. There is a high proportion of schools in the area including Trinity Grammar School, aged care, churches and sporting grounds. Additional public space would enhance the communal facilities in the area.

- INDUSTRIAL
- AGE CARE CENTRE
- RESIDENTIAL PARKING AREAS
- COUNCIL FACILITIES
- SCHOOL / AGE CARE
- CHURCH



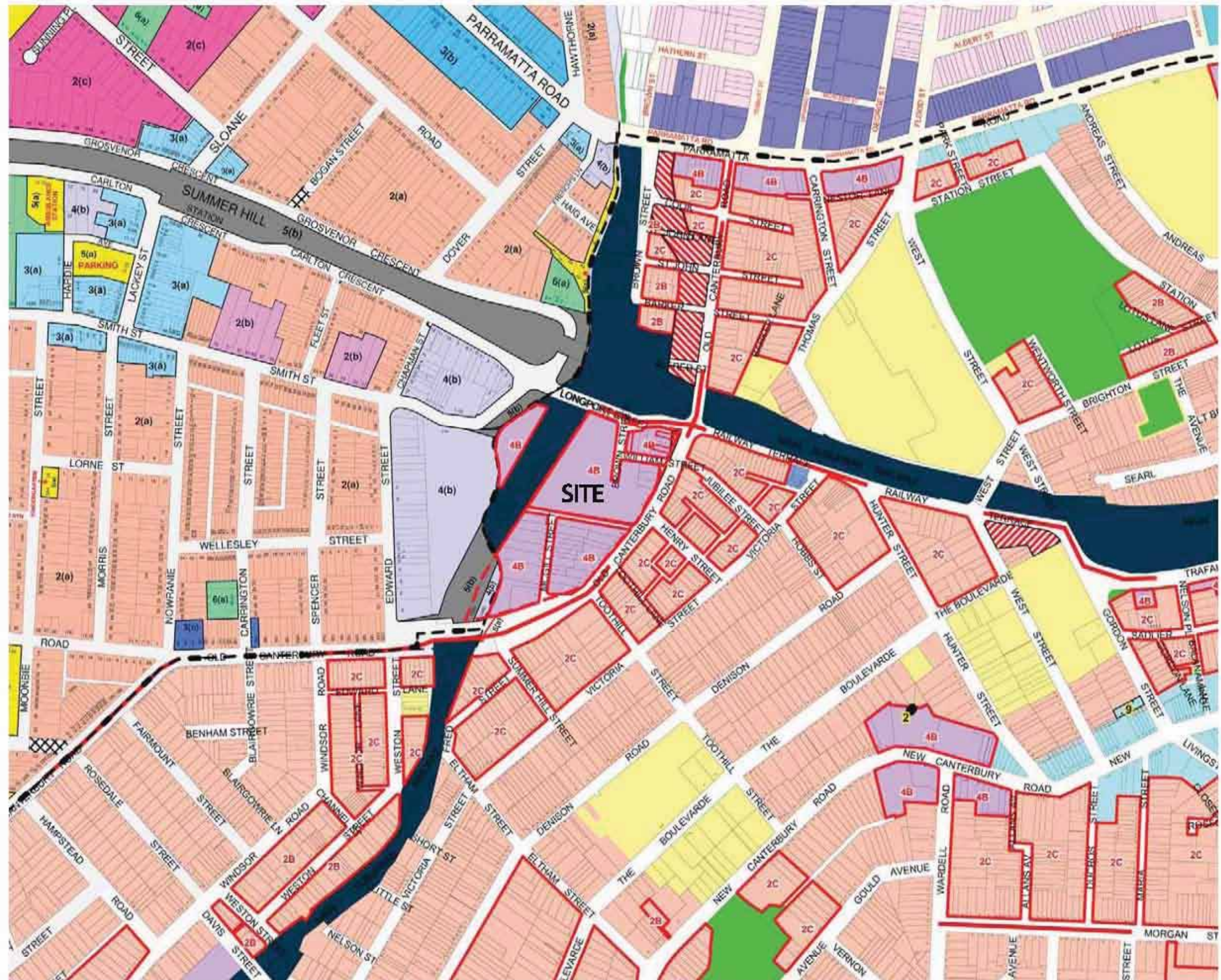
3.2.11_PRECINCT ANALYSIS

ZONING

The precinct is currently zoned 4(b) light industrial under the Marickville LEP 2001. The site is currently occupied by a mixture of 2 storey warehouse and light industrial uses. Some of the lots are in use and others are obsolete.

The areas surrounding the site are zoned 2C residential which is the highest density residential zoning in the LGA.

The areas neighbouring the site to the west in the Ashfield LGA contain 2(a) residential zoning and areas of 2(b) zoning.

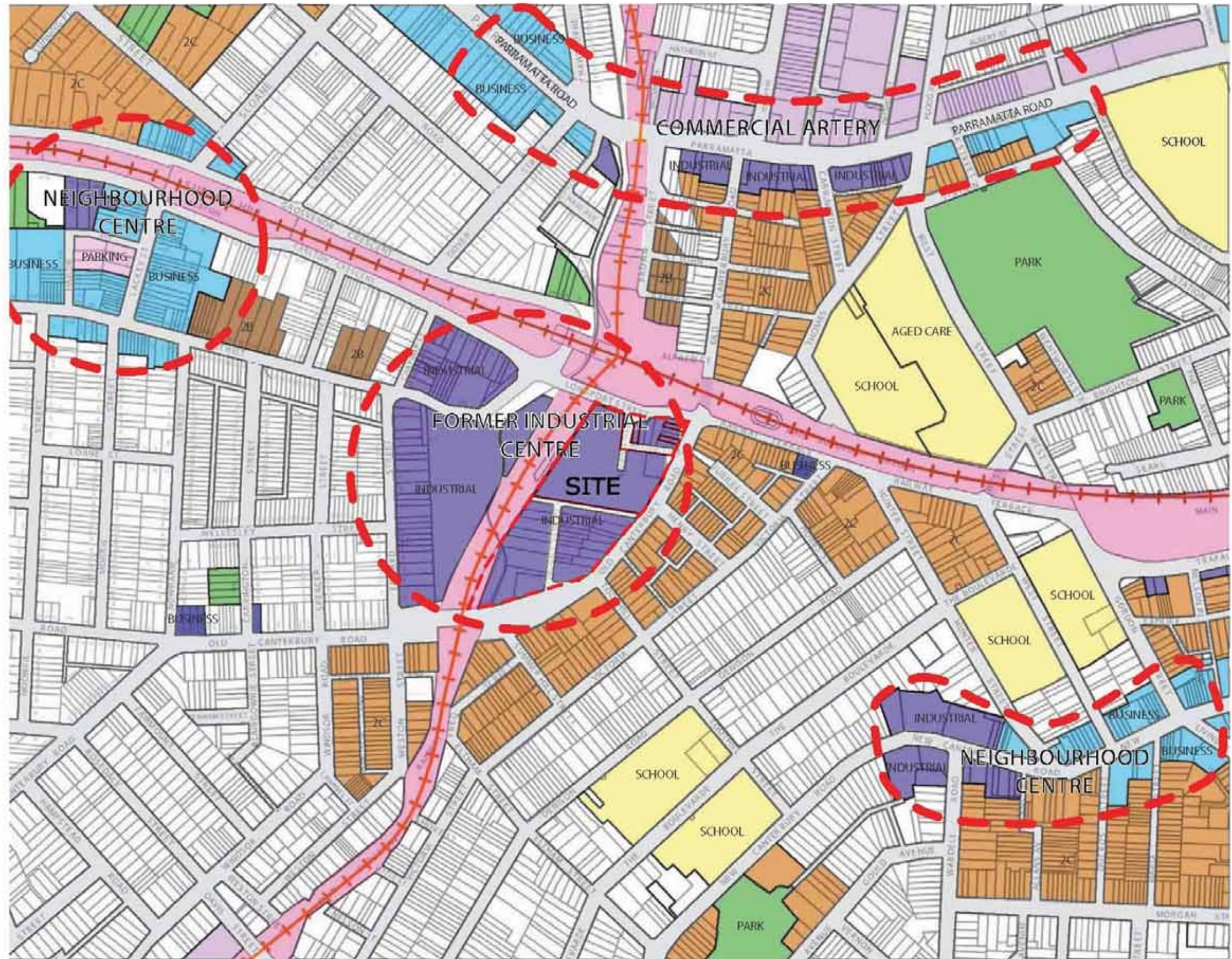


3.2.12_PRECINCT ANALYSIS

LAND USE

The predominant land use in the locality is residential. There are also several pockets of mixed use areas which characterize neighbourhood centres such as Ashfield.

There is concentration of mixed use commercial uses which forms the Parramatta Rd corridor. The subject site is typical of remnant former industrial areas which are surrounded by residential zones.



3.2.13_PRECINCT ANALYSIS

CONTOUR MAP

The topography of the area is characterized by low hills. There is approximately a 40 m variation in levels in the vicinity.

The major roads tend to be located on the ridgelines. In addition, prominent buildings such as Trinity Grammar and Lewisham Nursing home are located on the ridge lines. Green spaces and parklands are located in Valleys adjoining storm water canals such as Hawthorn canal which are often former creek beds.

The site is located at a relatively low point in the area and surrounded by ridges. There is a 30m (10 storey) differential between the site and surrounding rises. As a result any bulk and scale on the site tends to have minimal visual impact. This is demonstrated by the limited impact caused by the 12 storey silos.

