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URBAN RENEWAL STUDY

197-199 LYONS RD, DRUMMOYNE

SUBMISSION TO CANADA BAY COUNCIL

APRIL 2014

cityscape planning + projects

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DISCLAIMER

This report is provided to accompany a Planning Proposal related to the subject site and is to be used for that purpose solely and for the client exclusively. No liability is extended for any other use or to any other party. Whilst the report is derived in part from our knowledge and expertise, it is based on the conditions prevailing at the time of the Report and upon the information provided by the client.

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1.0 INTRODUCTION

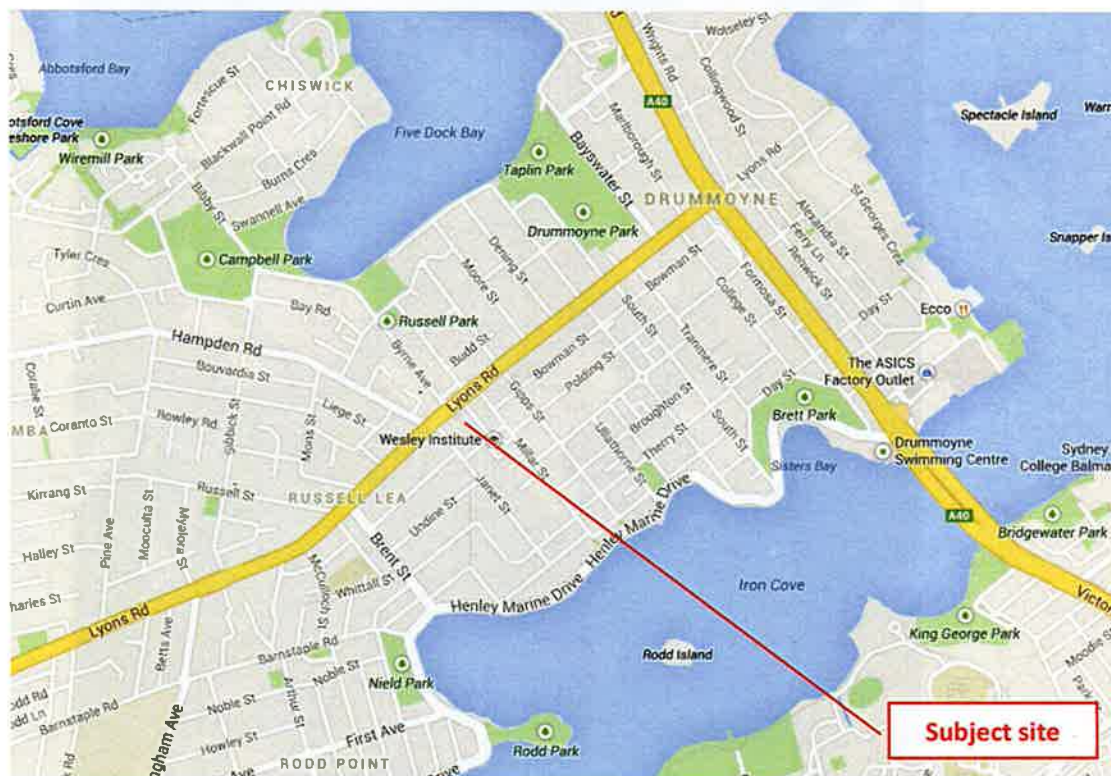


Fig 1: Street View of Site

This report has been prepared as a background planning study to support a *Planning Proposal* to be submitted on the subject site. It analyses the subject site and its urban context, including land-use, built forms and statutory development controls.

The report also explores re-development outcomes and models new built forms on the subject site as a means of analysing the impacts of potential urban renewal.

Fig 2: Location of subject site



2.0 SUBJECT SITE

The subject site is known as 197-199 Lyons Rd, Drummoyle and is comprised of two lots with the following real property description:

Lot: 100 DP: 802582

Lot: 18 DP: 5229

The site has a total area of area of 1274.5m².

The location of the site is shown at Figure 2 whilst the sites cadastral arrangements and an aerial photo of the site are shown at Figures 2-3.

The site provides two free-standing cottages. An image of these built forms is provided at Figure 4.

Fig 2: Cadastral Boundaries

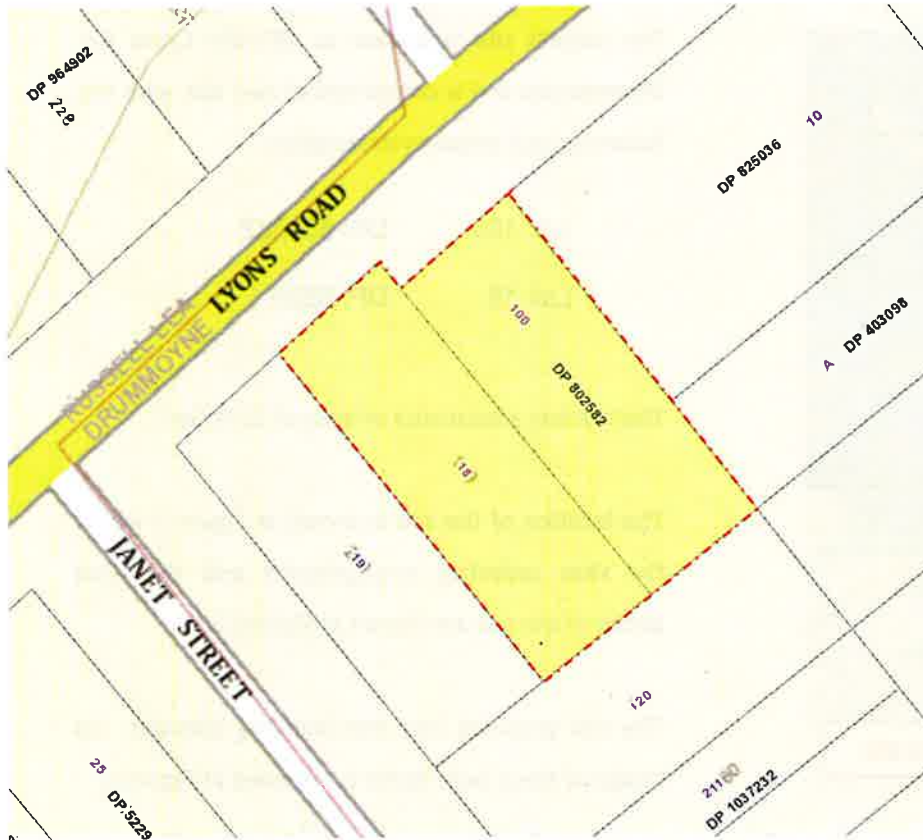


Fig 3: Aerial Photo

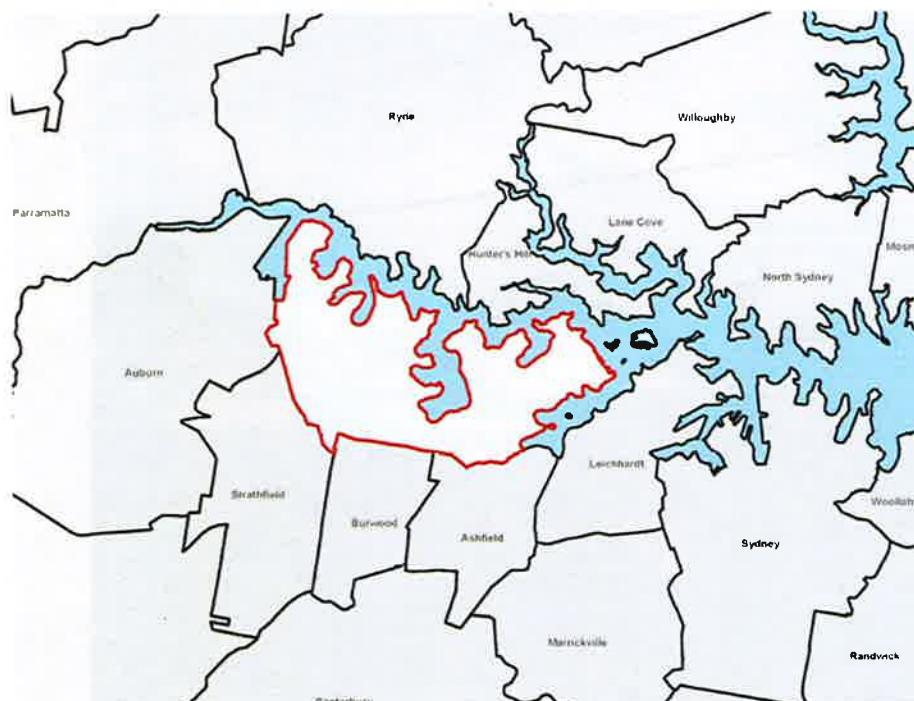


Fig 4: Existing Cottages



3.0 PLANNING CONTEXT

Fig 5: Regional Context - Canada Bay LGA



3.1 REGIONAL CONTEXT

The site sits within the suburb of Drummoyne, and the Canada Bay Local Government Area (LGA). It forms part of the inner western region of Sydney and sits on the peninsula between Iron Cove and Five Dock Bay. It is surrounded on three sides by Sydney Harbour and the Parramatta River.

Drummoyne is linked to Rozelle by the Victoria Road and Huntleys Point by the Gladesville Bridge. Victoria Road, one of Sydney's busiest roads, cuts through the heart of Drummoyne en route to the Sydney CBD. The LGA is also bounded by Parramatta Rd to the south. The connectivity to Victoria Rd and Parramatta Rd makes the Sydney CBD transport hub extremely accessible, as numerous and frequent bus routes from Sydney's west merge in Drummoyne.

The regional context of the site is further demonstrated in the inner West Structure Plan, which forms a component of Metropolitan Planning Strategy. An extract of this plan is provided at Figure 6.

structure plan

INNER WEST SUBREGION

Fig 6: Metropolitan Strategy - Inner West

Subject site

metropolitan STRATEGY

FIGURE 4 INNER WEST SUBREGION STRUCTURE PLAN

THE STRUCTURE PLAN IDENTIFIES THE POLICE OF CENTRES, KEY CORRIDORS, MAJOR ATTRACTIONS AND KEY TRANSPORT FUNCTIONS



METROPOLITAN ATTRACTOR

The Inner West has a number of tourism localities which are metropolitan-wide attractors for Sydney residents, and regional and international tourists



REGIONAL PARKS

Major parks in the subregion include Birchgrove Park, Leichhardt Park, Timbrell Park and Henley Park. Bicentennial Park and Millennium Parklands adorn the subregion.



FERRY WHARF/ROUTE

Ferry service Parramatta River and Sydney Harbour providing both local transport connections and major tourism attractors for the subregion



STRATEGIC BUS CORRIDORS

New direct and frequent bus services linking with Strategic Centres within and outside the subregion



RAIL LINE: STATION



PLANNED NORTH WEST METRO BENJAMIN ALTHAMPT



LIGHT RAIL LINE: STATION



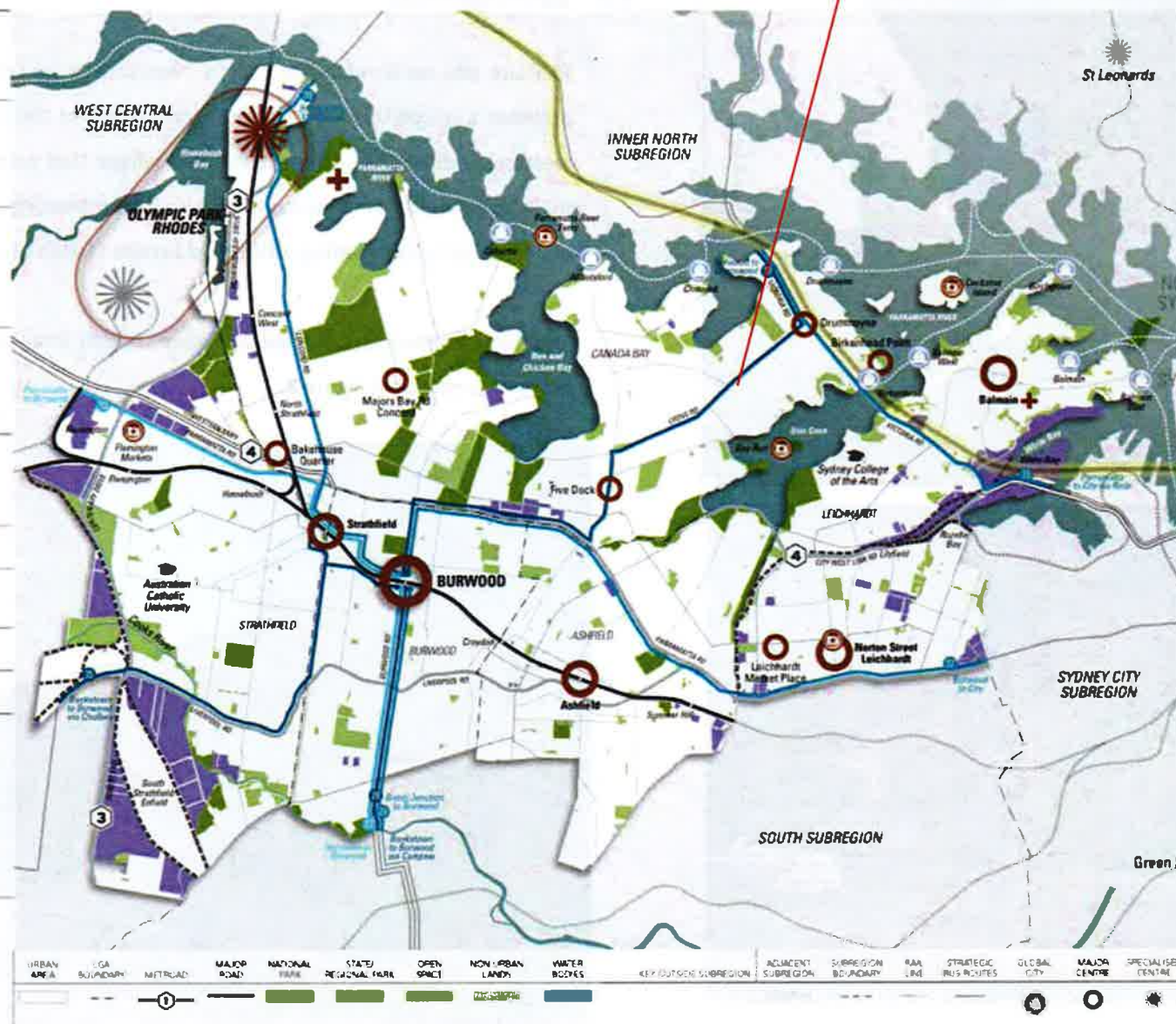
FREIGHT RAIL LINE



EMPLOYMENT LANDS

Traditional industrial areas and business and technology parks for higher order employment. They are vital to supporting the economy to service the city and incorporate light industries, heavy industry manufacturing, urban services, warehousing and logistics and high-tech based economies

NOTE: WHITE BAY/BAYS PRECINCT UNDER INVESTIGATION



INNER WEST TO 2031
30,000 new homes
12,500 new jobs
6 villages
4 towns
1 major centre
1 specialised centre

STRATEGIC CENTRES



SPECIALISED CENTRE

OLYMPIC PARK-RHODES

Areas containing major airports, ports, hospitals, universities, research and business activities. These perform a vital economic and employment role which generate metropolitan wide benefits



MAJOR CENTRE

BURWOOD

Major shopping and business centre serving the subregion with large shopping malls, specialist retail, medical services, taller office and residential buildings, council offices, central community facilities and a minimum of 8,000 jobs

LOCAL CENTRES



TOWN CENTRE

ASHFIELD, BALMAIN, NORTON STREET STRATHFIELD



VILLAGE

BIRKENHEAD POINT, FIVE DOCK, CONCORD, DRUMMOYNE, LEICHHARDT MARKET PLACE, BAKEHOUSE QUARTER

NOTE: THE FUTURE ROLE OF LOCAL CENTRES IS TO BE DETERMINED BY LOCAL GOVERNMENT OVER THE LIFE OF THE STRATEGY



3.2 LOCAL CONTEXT

The site sits on a ridge-line that is represented by Lyons Rd. Lyons Rd provides a mixed use land use outcome, however the site sits within the western perimeter of a neighbourhood village that provides a traditional main street retail environment, with shop top housing and other diverse economic activity including offices and service station etc.

This local context is provided at Figure 7 with images of the Lyons Rd corridor provided at Figure 8.



Fig 7: Local Urban Context

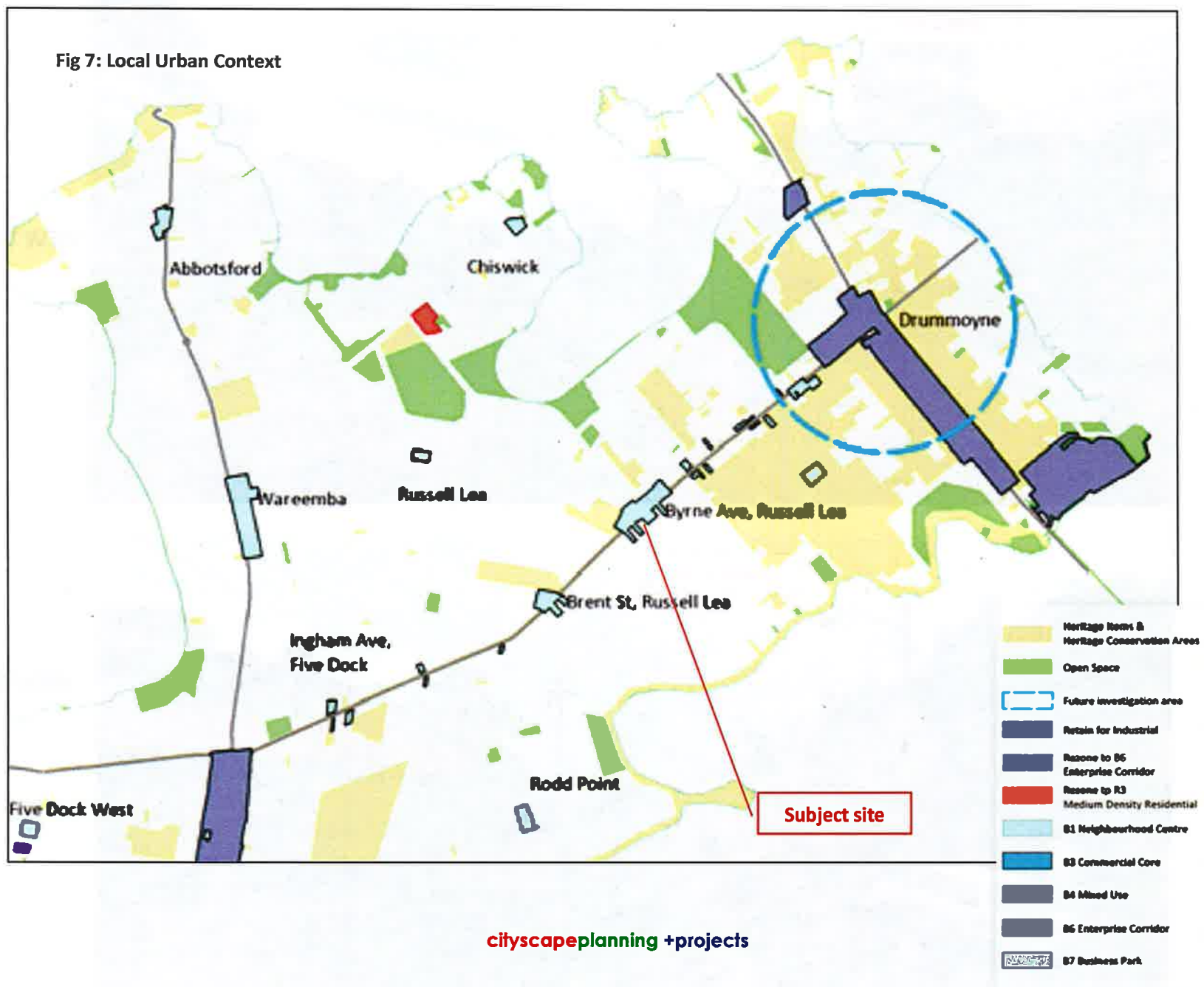


Figure 8: Lyons Road Corridor



VIEW WEST



VIEW EAST

3.3 NATURAL ENVIRONMENT

The site is located within an urban environment that has been highly modified over many decades of urban development. Therefore, neither the site nor the local environs accommodated any items of natural or ecological significance.

However, site sits within a catchment that drains to the Sydney harbour the harbour area hosts biological resources on its shoreline and urban interface. This is demonstrated at Figure 9.

The sites location with the Sydney Harbour catchment compels all development to ensure that that the natural and visual qualities of the harbour are not compromised.

Fig 9: Natural Environment





3.4 TRANSPORT + CONNECTIVITY

The site enjoys direct vehicular access to a major road, which currently provides regular bus services (See figure 10) on the following bus routes:

- X04 City
- 504 City
- 490 Hurstville
- 492 Rockdale

These services provide both standard and express services to the Sydney CBD as well as cross-town services which provide direct access to various suburbs and Burwood Rail Station. The frequency of these services is greater than 8 per hour in peak periods (see Figure 11).

Accordingly, the area is considered to have excellent access to public transport services and this is further reflected in Journey to Work (JTW) and public transport patronage surveys (see Figure 12).

Fig 10: Public Transport Map



Fig 1 Fig 11: Bus Service Frequency

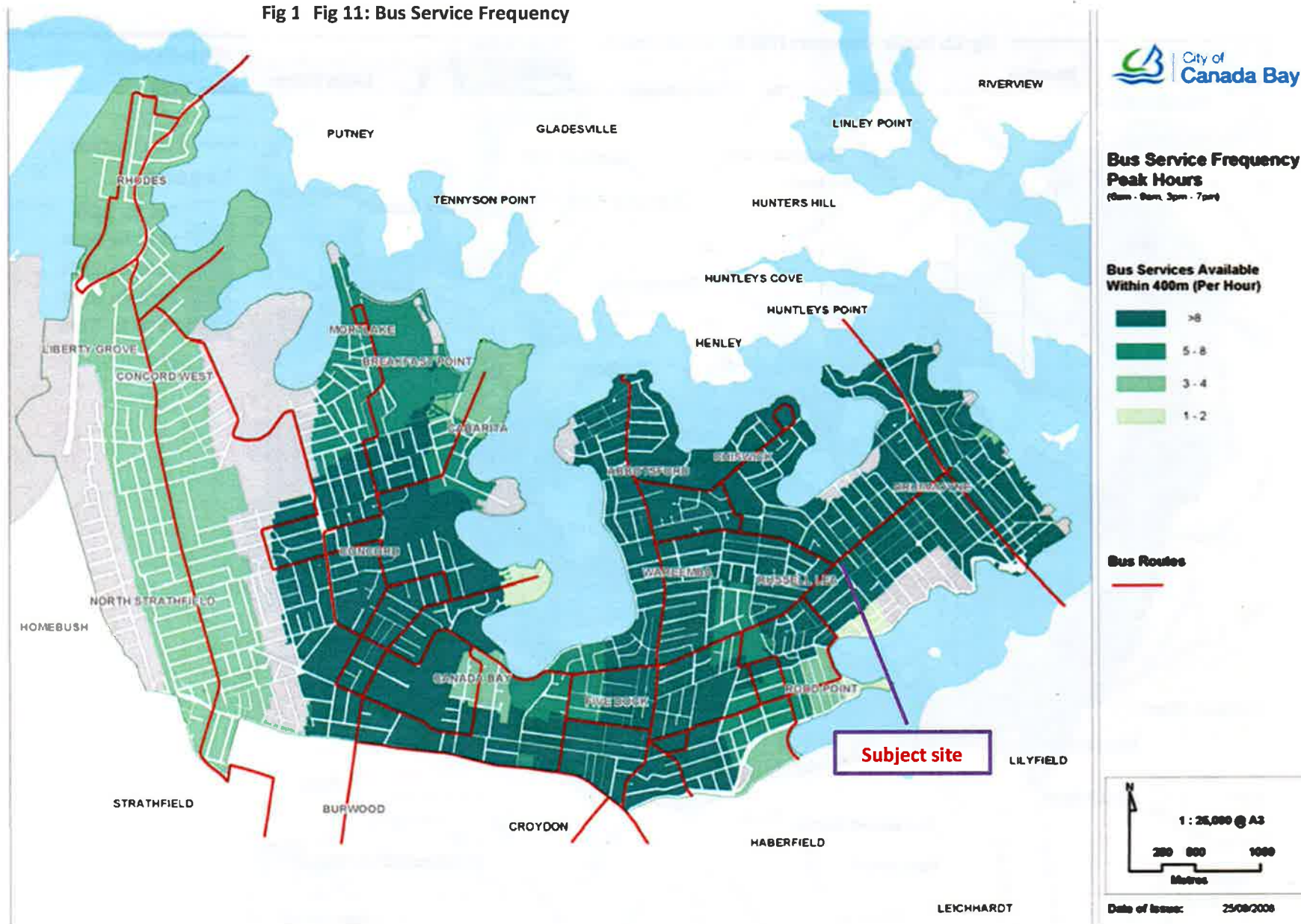
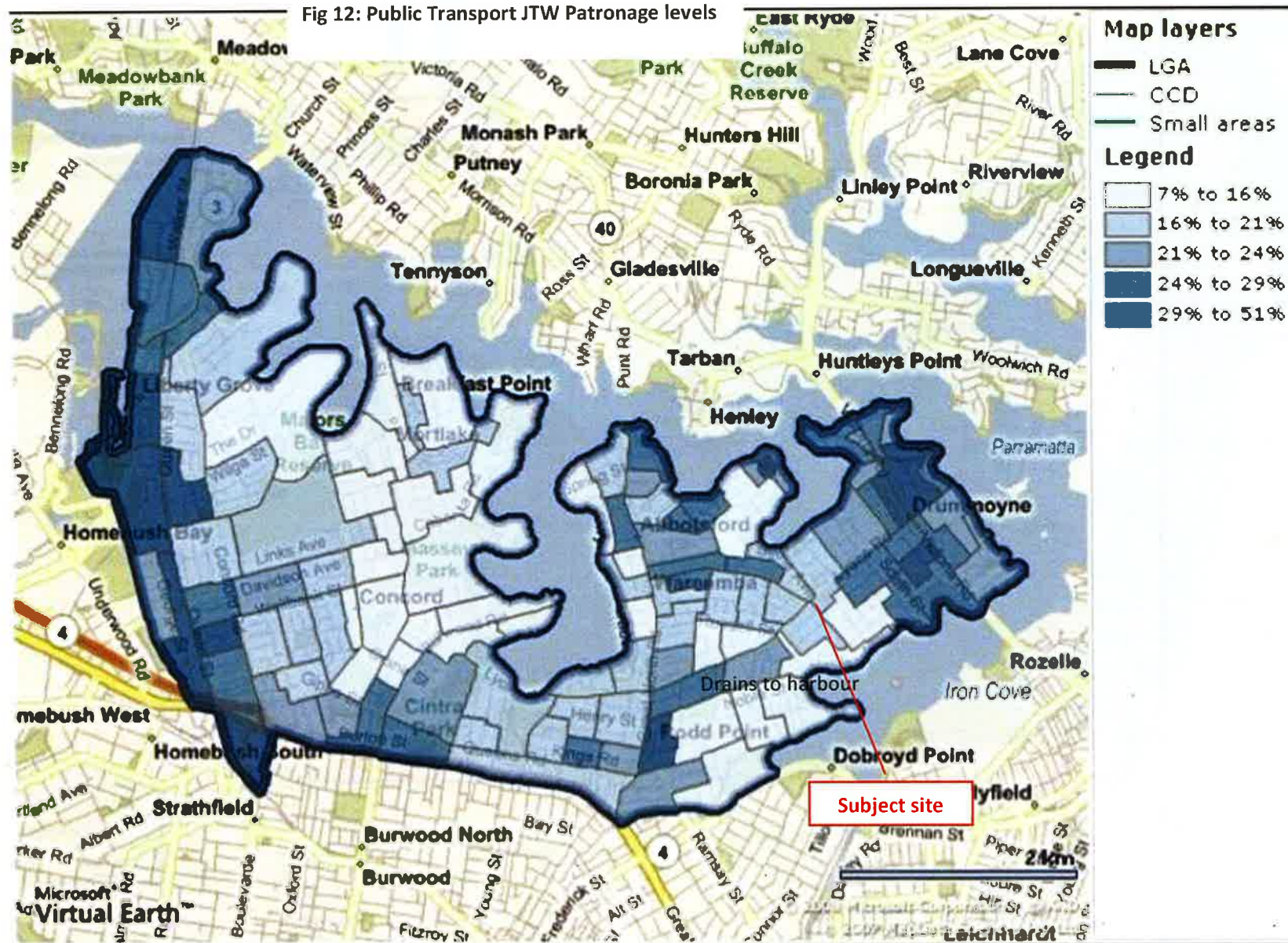


Fig 12: Public Transport JTW Patronage levels



4.0 STRATEGIC PLANNING CONTEXT

The City of Canada Bay Local Planning Strategy 2010-2031 identifies a series of outcomes, objectives and actions that are intended to guide land use planning within the City.

Key Objectives and actions relevant to the subject site are identified at Table 1.

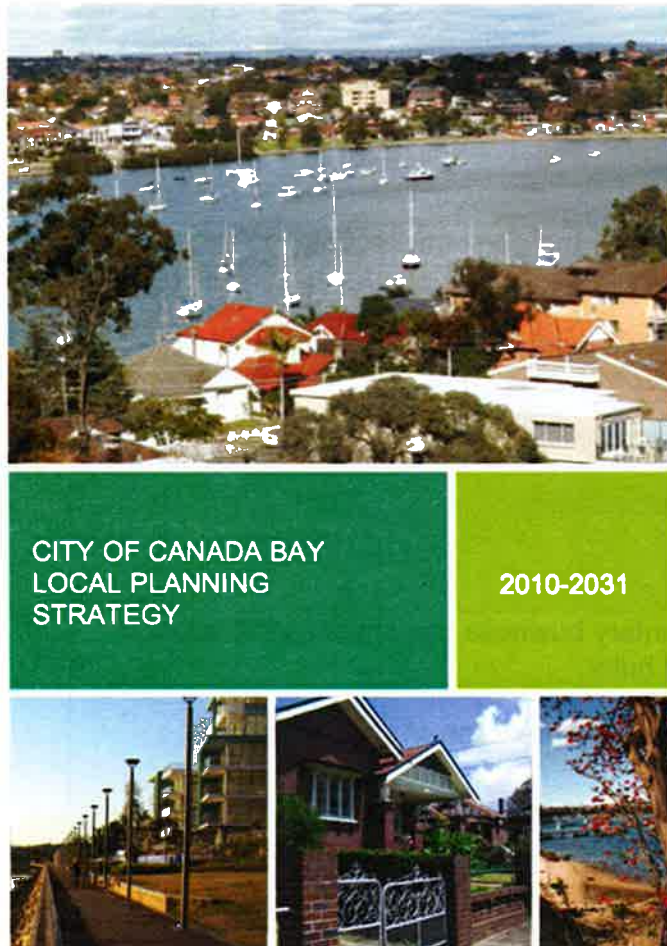


TABLE 1: LOCAL PLANNING STRATEGIES

Objectives	Actions
OT1 Integrate land use and transport	AT2 New development in areas within walking distance of centres and public transport.
OT3 Promote walking and cycling for local trips.	AT9 Promote pedestrian safety and personal security.
OH1 Provide for a mixture of housing types over the short to medium term.	AH1 Planning controls that promote a mix of housing types. AH2 Ensure adaptable and accessible development. AH3-8 Facilitate housing affordability.
OE1 Continue to strengthen employment and retailing in local centres.	AE1 Promote a complementary business mix in centres to support successful neighbourhood hubs. AE2 Ensure the retention of small frontage shop premises.

5.0 STATUTORY PLANNING CONTEXT

5.1 ZONE

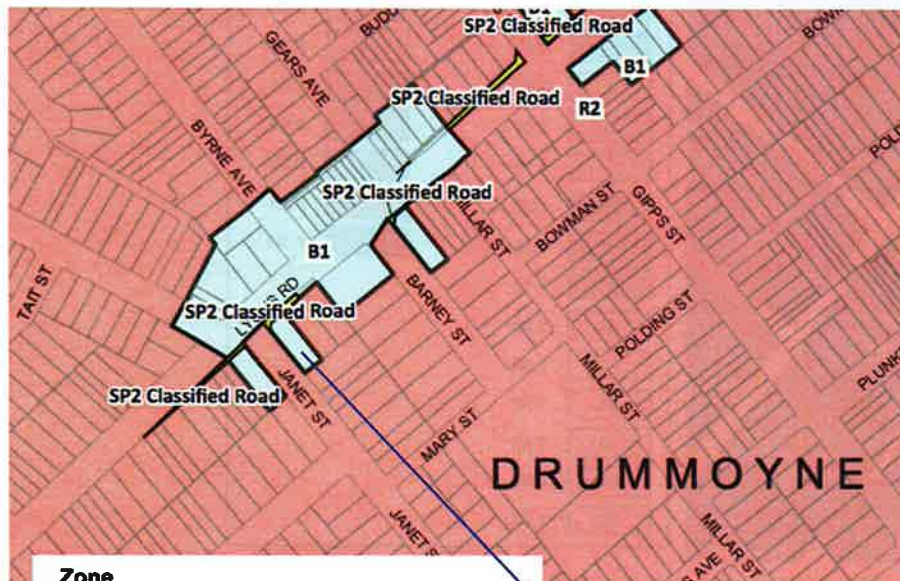
The site is zoned part **R2 Low Density Residential** and part **SP2 Infrastructure – Classified Road** pursuant to Canada Bay LEP 2013. Adjacent lands to the north, east and west are zoned as **B1 – Neighbourhood Centre**.

5.2 HEIGHT

LEP 2013 identifies a maximum building height for the subject site and adjacent lands of 8.5m.

5.3 FSR

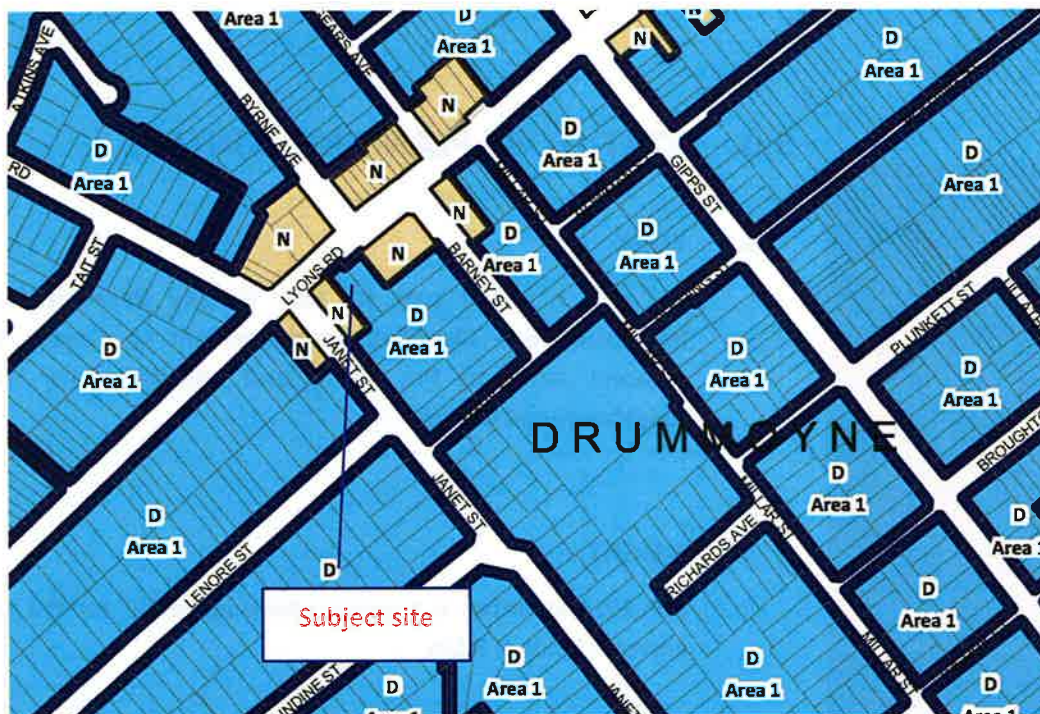
LEP 2013 identifies a maximum FSR for the subject site of 0.5:1 but provides for a maximum FSR of 1:1 for adjacent lands to the north, east, and west.



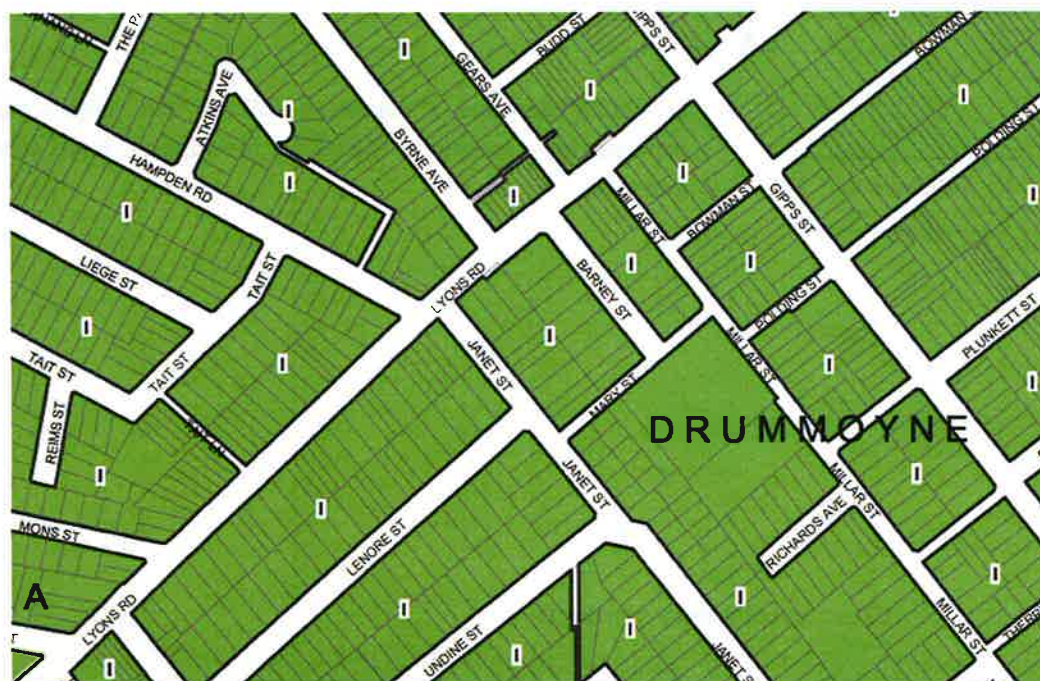
Zone

B1	Neighbourhood Centre
B3	Commercial Core
	Mixed Use
	Enterprise Corridor
B7	Business Park
E2	Environmental Conservation
IN1	General Industrial
R1	General Residential
	Low Density Residential
R3	Medium Density Residential
R4	High Density Residential
RE1	Public Recreation
RE2	Private Recreation
SP2	Infrastructure

Subject site



Maximum Floor Space Ratio (n:1)			
D	0.50	T1	2.00
F	0.6	T2	2.10
H	0.70	T3	2.26
I	0.75	T4	2.30
L	0.90	U1	2.50
N	1.00	U2	2.80
O	1.10	U3	2.90
Q1	1.30	V	3.30
Q2	1.35	Y	4.50
R	1.40		
S1	1.50		
S2	1.60		
S3	1.76		
S4	1.80		
S5	1.83		
S6	1.90		



Maximum Building Height (m)			
I	8.5	S1	23.0
J1	9.0	S2	24.0
J2	9.5	T1	25.0
K	10.0	T2	27.0
L	11.0	T3	28.0
M	12.0	T4	29.0
N	14.0	U	31.0
O1	15.0	V	35.0
O2	16.0	AA	63.0
P1	17.0	AB1	82.0
P2	18.0	AB2	84.0
Q	20.0		
R1	21.0		
R2	22.0		

6.0 URBAN RENEWAL OPPORTUNITY

6.1 OPPORTUNITY

The site provides several characteristics that make it ideally suited to more intensive urban development forms. These are summarised below:

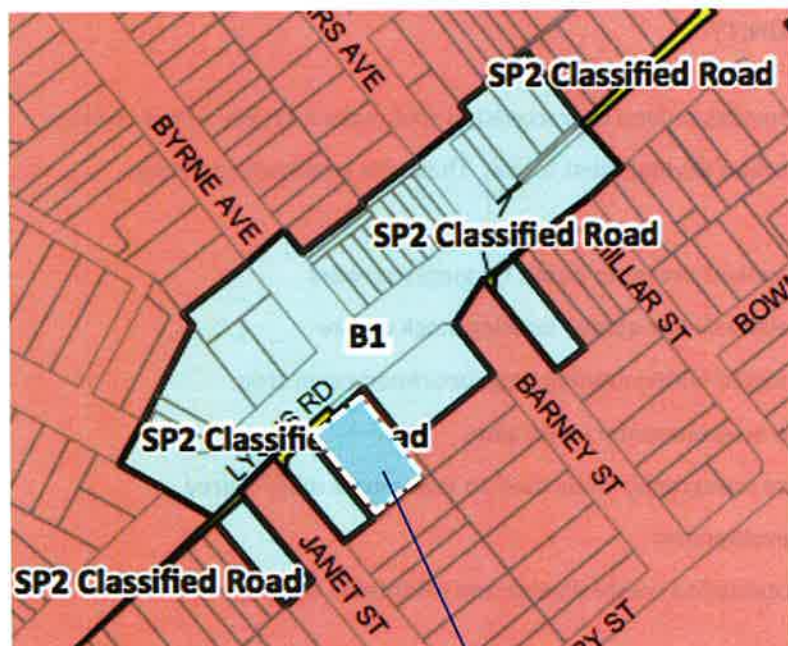
- Excellent access to public transport services
- Relatively low quality housing stock on site
- Located within existing neighbourhood retail strip
- No environmental constraints
- Site topography lends itself to low impact multi-storey development
- Potential to create diverse and affordable housing

6.2 CONSTRAINT

The site and environs provide the following constraints to its re-development. These are summarised below:

- Current zoning and FSR controls
- Adjoins established residential development to the south
- Potential noise disturbance from adjacent uses and road corridor

6.3 BEST LAND USE FIT



Subject site

The site represents somewhat of a planning anomaly as it provides residential land uses and zoning within a neighbourhood retail precinct.

This residential land use zoning serves to disrupt the rhythm and integrity of that retail strip and its streetscape.

Accordingly a mixed-use development outcome that provided ground floor retail activity and upper level residential development would service to overcome the anomalous nature of the existing land use arrangements.

Such a development outcomes could both strengthen the role of the local retail strip and provide much needed diverse housing opportunities for the broader LGA.

6.4 BUILT FORM + SCALE

The scale of any mixed use development should respond to the existing built forms and planning controls that currently operate within the within the neighbourhood retail strip. As such development should provide a maximum height of 8.5m and FSR of 1:1.

7.0 CONCEPT PLAN

A concept plan for the preferred urban renewal development type has been developed and is provided in the following pages.

This concept plan provides:

- Ground floor retail
- Ground floor parking = 28 spaces
- Two levels of shop top type housing
- GFA 1274m²
- FSR of 1:1

Fig 13: FLOOR PLAN



Fig 14: CROSS- SECTION

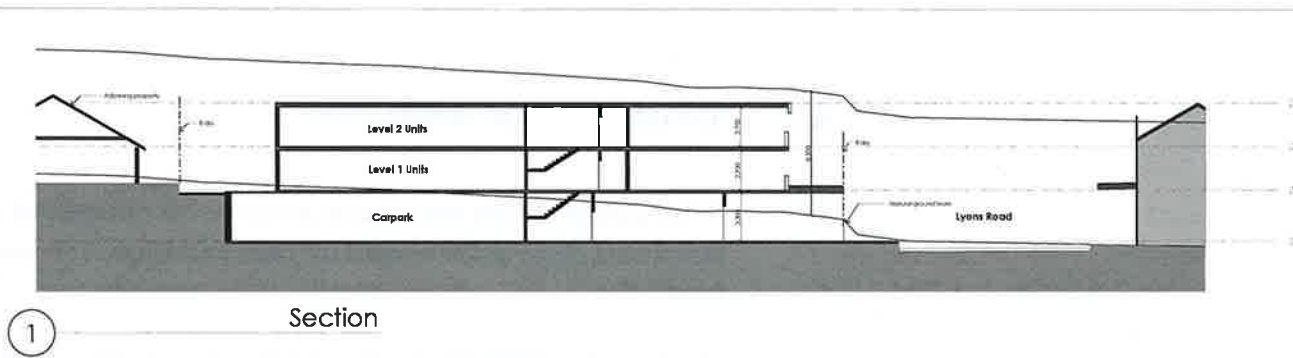


Fig 15: SHADOW DIAGRAMS



1 9 am midwinter



1 noon midwinter



1 3pm Midwinter

REVISION	DESCRIPTION	DATE	CHECKED
A	xxx	xxx	xx

CLIENT			
M Gallo Pty Ltd			
PROJECT			
197-199 Lyons Rd, Drummoyne			
DRAWING TITLE			
Section and Shadow diagrams			
PROJECT No		DRAWING No	
140312		A.02	
DRAWING SCALE		REVISION	
As Shown		A	
SHEET SIZE		DATE	
A2		BT	
ARCHITECT			
Barbara Tondawicki Architects		Architects	
Hawkesbury Professional and Business Chambers Corner George and Dight Streets Windsor PO Box 32 Kurrajong NSW 2756 p 45 770 119 f 45 774 655 e barbara@barbaratondawicki.com.au			

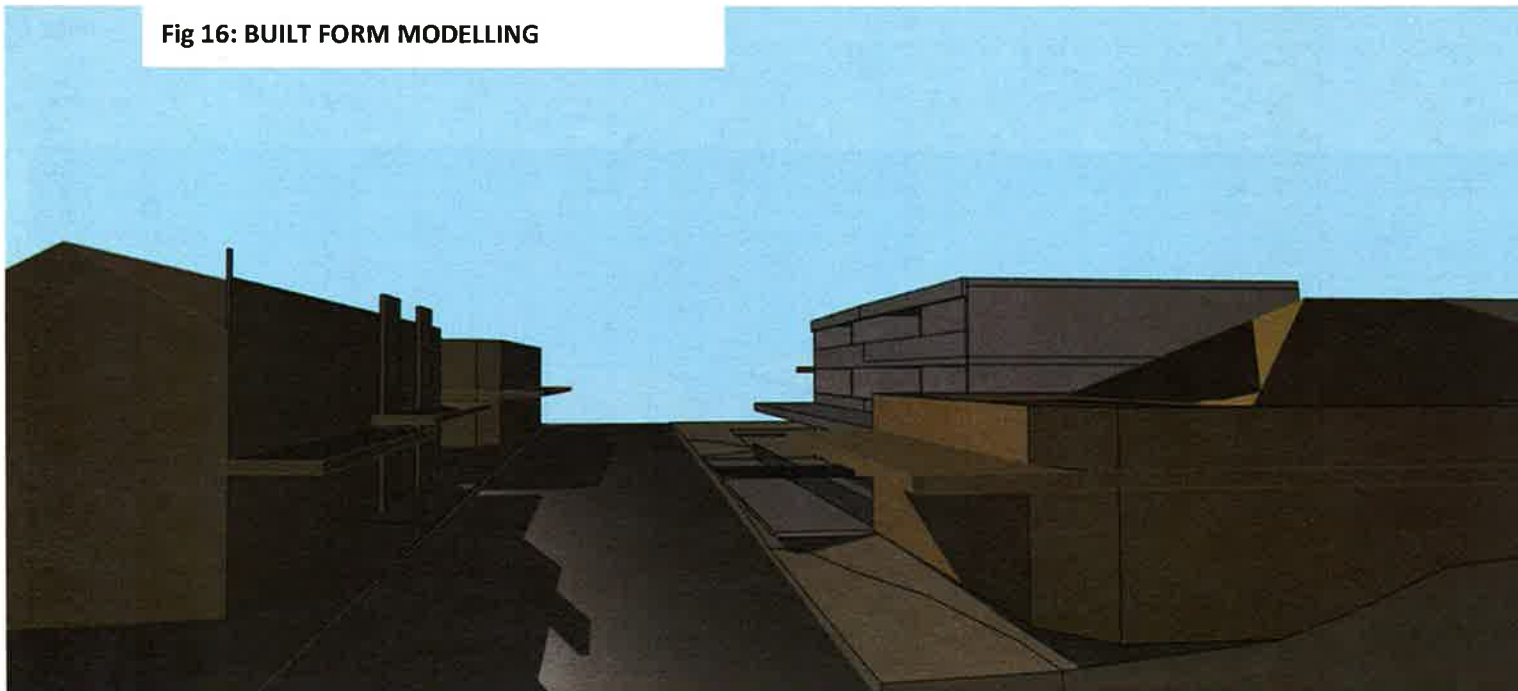
Concepts

8.0 URBAN FORM ANALYSIS

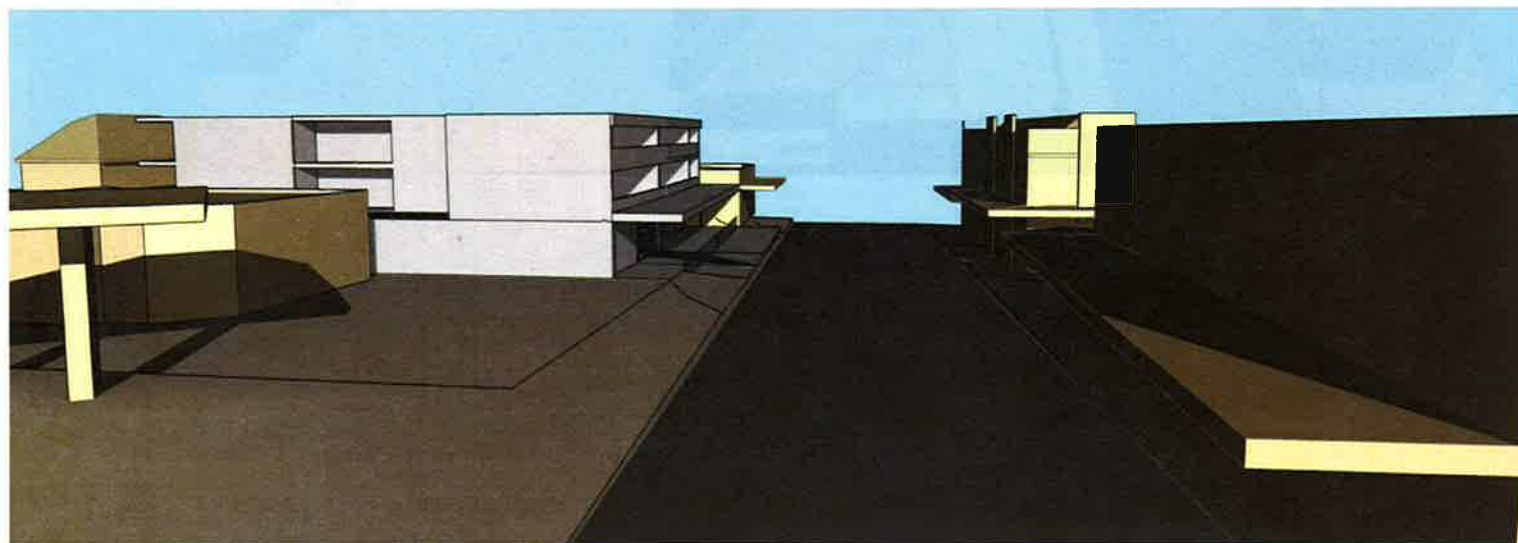
A 3D model of the site and adjacent lands has been developed to allow an assessment of the urban renewal concepts impact upon the existing urban form.

Images of this model are provided at Figure 16 and demonstrate that the concept will sit comfortably within the streetscape, providing a building height and form that is consistent with the scale of adjacent development within the retail strip.

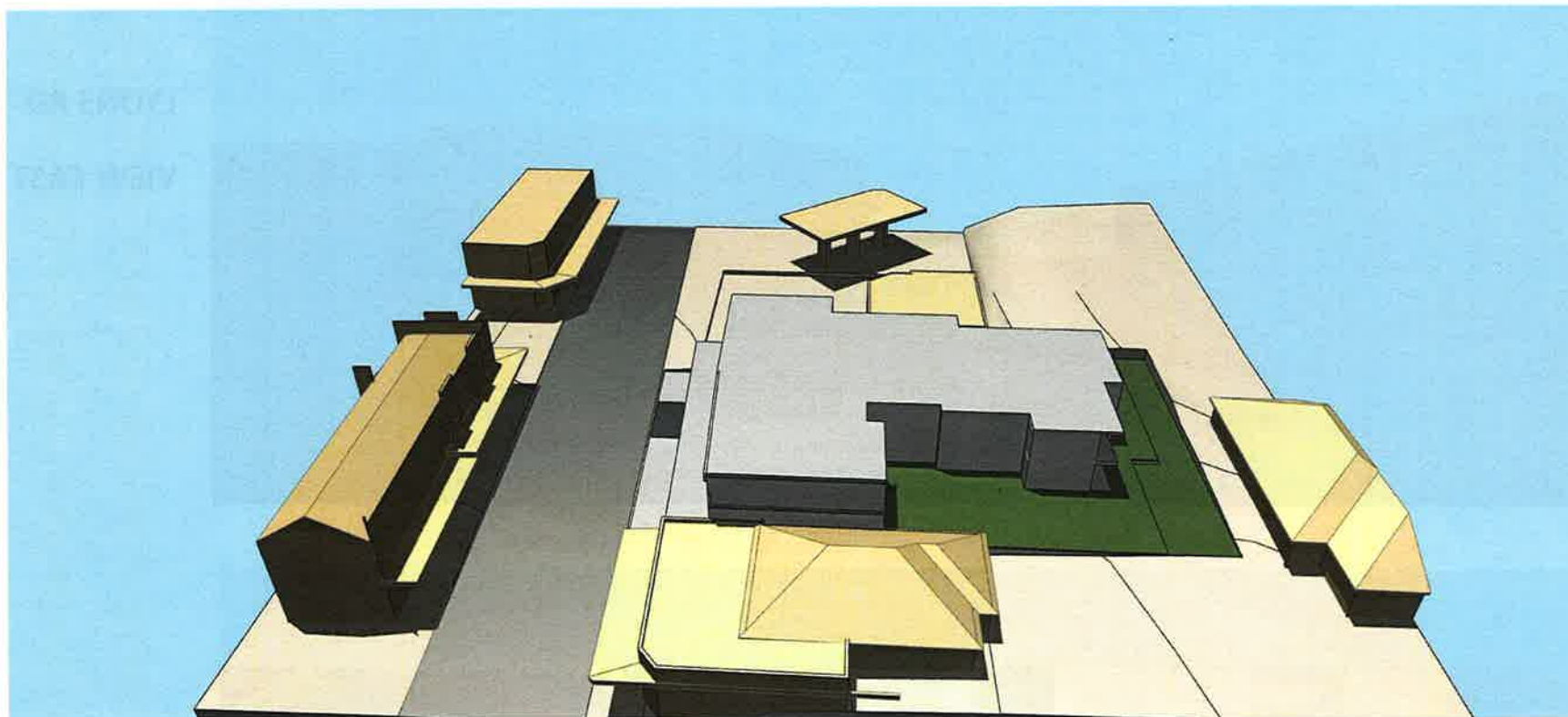
Fig 16: BUILT FORM MODELLING



LYONS RD
VIEW EAST



LYONS RD
VIEW WEST



E
ELEVATED VIEW FROM WEST ALONG LYONS RD

9.0 RECOMMENDATION

The site is ideally suited to urban renewal for the purposes of a mixed-use development, which will facilitate the delivery of several key land use planning outcomes.

To facilitate this outcome the statutory planning framework should be amended as follows:

- B1 Neighbourhood Centre Zone
- FSR = 1:1

