PLANNING PROPOSAL

GEORGIOUS CONFECTIONARY & SARAY RUGS SITES

141-161 NEW CANTERBURY ROAD PETERSHAM

REZONE LAND PARCEL TO B5 BUSINESS DEVELOPMENT WITH RESIDENTIAL FLAT BUILDINGS TO BE ADDED AS AN ADDITIONAL PERMISSIBLE USE IN SCHEDULE 1 OF MARRICKVILLE LEP 2011. INDICATIVE USES ARE TO COMPRISE GROUND LEVEL NON-RESIDENTIAL LAND USES, WITH RESIDENTIAL USES ABOVE AND BEHIND. FSR AND BUILDING HEIGHT ARE PROPOSED TO BE CONSISTENT WITH BUILT FORM CONTROLS APPLICABLE TO THE PETERSHAM VILLAGE CENTRE, BEING 2.2:1 AND 17M RESPECTIVELY.

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EXECUTIVE SUMMARY

DATE: 14 AUGUST 2014

APPLICANT: GIOVANNI CIRILLO

ARCHITECT: BENSON & MCCORMACK

Planning Lab has been engaged by Custom Carpets to prepare a Planning Proposal for the site known as "Georgiou's Confectionary" (also including the adjacent "Rug Warehouse") at 141- 161 New Canterbury Road, Petersham.

In summary, this Planning Proposal comprises an application to change the zoning of the 2334m2 site at 141 – 161 New Canterbury Road, Petersham from IN2 Light Industrial to Zone to B5 Business Development, with residential flat buildings to be added as additional permissible use in Schedule 1 of Marrickville Local Environmental Plan 2011.

In accordance with the advice of Marrickville Council prior to lodgement, retail premises are to be a prohibited use to prevent the lateral extension of the Petersham retail strip to the subject site.

In tandem with the changes to the land use zoning, it is proposed to increase the FSR from 0.95:1 to 2.2:1 and apply a height limit of 17m consistent with the current envelope controls to the east along New Canterbury Rd, Petersham.

The controls have been modelled in the accompanying Planning Proposal to ensure that future built form is appropriate to the local context, has an appropriate scale relationship with neighbouring contributory buildings, and which is able to satisfy SEPP 65 and the accompanying Residential Flat Design Code. The proposal is generally consistent with the built form controls of the local area and responds to the scale, proportions and vernacular of surrounding buildings in Petersham.

The proposed B5 Business Development zone (as amended by Schedule 1) will permit residential accommodation to occur above and behind a non-residential future commercial tenancy facing New Canterbury Rd, Petersham.

It is anticipated that feasible future developments on the site will include ground floor commercial or showroom tenancies, 4 levels of residential flats above and behind the non-residential area, with 2 levels of underground parking.

The planning proposal seeks to amend Marrickville Local Environmental Plan 2011 (MLEP 2011) to redefine land use zones, floor space ratio, building heights and development controls to enable the site's redevelopment.

Council is also recommended to include development control plan (DCP) amendments specific to the site (Section 6.36.5.3) to outline the opportunities and constraints for future development, and to ensure that specific land use configuration and design objectives are achieved.

KEY CONTROLS FOR 141-161 NEW CANTERBURY ROAD PETERSHAM

PLANNING PROPOSAL	REZONE LAND PARCEL TO B5 BUSINESS DEVELOPMENT PLUS RESIDENTIAL FLAT BUILDINGS TO BE ADDED AS AN ADDITIONAL PERMISSIBLE USE IN SCHEDULE 1 OF MARRICKVILLE LEP 2011. INDICATIVE USES ARE TO COMPRISE GROUND LEVEL NON-RESIDENTIAL LAND USES, WITH RESIDENTIAL USES ABOVE AND BEHIND. INCREASES TO FSR AND BUILDING HEIGHT ARE TO BE CONSISTENT WITH THE CURRENT BUILT FORM CONTROLS TO THE EAST OF THE SUBJECT SITE.

MARRICKVILLE LEP	12 DECEMBER 2011
MARRICKVILLE DCP	12 DECEMBER 2011

MARRICKVILLE LEP 2011	EXISTING PROVISIONS	PROPOSED PROVISIONS
LAND USE ZONING	IN2 LIGHT INDUSTRIAL	B5 BUSINESS DEVELOPMENT RESIDENTIAL FLAT BUILDINGS LISTED AS A PERMITTED USE IN SCHEDULE 1.
MAXIMUM HEIGHT (M)	INNOMINATE	17M
FLOOR SPACE RATIO (FSR)	0.95:1	2.20:1

INTRODUCTION

This report presents an analysis and justification for an amendment to Marrickville LEP 2011 land use controls, which applies to a land parcel in Petersham. The site is commonly known as "Georgiou's Confectionary" (also including the adjacent "Saray Rug Warehouse" and hereafter to be referred to as the Subject Site) and it is bounded by New Canterbury Road to the south and Hunter Street to the north as shown on the accompanying schematic drawings by Benson and McCormack Architects.

The intent of the amendment is to allow for predominantly residential development with commercial uses at Street level facing New Canterbury Rd, Petersham. The possibility of a variety of uses on the land parcel will generate activity and contribute to the diversity of the local area.

The planning proposal has been prepared in accordance to the following key documents:

- Section 55 of the Environmental Planning and Assessment Act 1979 (EPAA)
- Guide to Preparing Local Environmental Plans (Department of Planning and Infrastructure)
- Guide to Preparing Planning Proposals (Department of Planning and Infrastructure)

The planning proposal has been prepared to allow for the Gateway Determination process by the Minister and NSW Planning & Environment, under section 56 of the EPAA.

OBJECTIVES

The objectives of the planning proposal are:

- To provide an alternative land use for a key site in close proximity to the Petersham town centre,
- To positively contribute to the vitality of the Petersham town centre by providing a mix of future land uses,
- To conserve a building of demonstrable streetscape value also having high visibility, industrial character and local recognition,
- To enable the redevelopment of the subject site for medium density residential use and ancillary commercial purposes.
- To introduce new provisions for the building height and floor space ratio to allow for higher density living and commercial spaces that will accommodate the future growth of Marrickville LGA and Petersham Town centre.

These planning objectives will be achieved by amending the existing Marrickville LEP 2011 in the following manner:

- Amending the Marrickville LEP 2011 Land Zoning Map for the subject site at 141 -161 New Canterbury Road, Petersham to show the site as zoned B5 Business Development with residential flat buildings to be added as additional permissible use in Schedule 1 of Marrickville Local Environmental Plan 2011, and
- Amending the Marrickville LEP 2011 Height of Building Map to indicate a maximum permissible height of 17m on the site, and
- Amending the Marrickville LEP 2011 Floor Space Ratio Map to indicate a maximum permissible floor space ratio of 2.20:1, and.
- Amending the Marrickville DCP 2011 (Section 9.36.5.3) to include indicative building location, height, storeys, setbacks, and land uses as shown in the schematic accompanying diagrams prepared by Benson and McCormack Architects.

JUSTIFICATION

The site is currently zoned for light industrial purposes, and has the potential for significant change, particularly for mixed use redevelopment, with a focus on greater housing opportunities on a site with excellent proximity to the Petersham village centre and its railway station.

The objective of this Planning Proposal is to ensure that future development for the site is planned in a sensible and well considered manner. This report will provide the urban design and planning controls for the site that address the scale and density of development, local area traffic conditions, and the future mix of land uses.

This study aims to recognise the highest and best use of the site and provide a framework for future development. The study will be built upon an analysis of the sites basic locational fundamentals, its orientation, urban design context and location in relation to the local road network.

The subject site is one which is highly visible and accordingly, it is to be expected that it should be met with considerable local, community and resident interest. With a high level of accessibility to excellent public transport (notably the railway station at Petersham but also including excellent local bus services), and excellent proximity to local shopping, dining and essential services, there is great opportunity to improve housing choice within the area and to provide a creative, livable and sustainable future development that is well connected to the surrounding area.

It is also noted that the State Government's priority is to increase residential and employment densities, diversity and mixed uses around established centres that are close to public transport, this site can contribute towards realizing this objective.

MARRICKVILLE URBAN STRATEGY 2007

The Planning Proposal for the subject site satisfies the provisions of the Marrickville Urban Strategy 2007 and detailed extracts of the consistency of this proposal with the Strategy are cited below.

The Marrickville Urban Strategy (2007) outlines the planning context for future development within the LGA and adopts the principles of the Sydney Metropolitan Strategy by focusing additional housing growth within existing centres and maintaining jobs and employment lands within the LGA.

The Urban Strategy and the Integrated Transport Strategy (see below) forms the basis for Council's approach to rezonings to focus new development in highly accessible areas. The Urban Strategy recommends that Council should plan for an additional 3,830 dwellings over the next 25 years, with 80% of these located in or near centres and within walking distance of centres and public transport.

The subject sits on the edge of the Petersham Shopping Centre in the Marrickville Urban Strategy Map (see extract below):

The Urban Strategy Map

The document relies upon the following Strategy Directions:

1. Continue to support Marrickville's diverse community;
2. Focus new residential development in existing centres with good public transport and services to improve housing choice;
3. Strengthen and renew the Marrickville/Sydenham strategic employment lands;
4. Enhance the distinctive character of local centres;
5. Improve local public transport, walking and cycling connections to centres;
6. Continue to improve local parks and public domain in centres;
7. Investigate opportunities to increase community facilities; and
8. Continue to improve the environment with a focus on the Cooks River and creating new "green corridors" linking the River to the Hawthorne Canal and Sydney Park.

The subject site is located immediately adjacent to an area shown in blue on the Urban Strategy Map. These are referred to specifically as "An area zoned in council's planning controls for commercial and business activities. The majority are located in centres and are a focal point for transport services".

In terms of Urban Strategy Renewal Approaches, the Strategy states that there is potential for some 650 dwellings in and around centres and 530 on select industrial sites. To achieve this, the strategy recommends that Council should:

"Focus new residential development around town, village and neighbourhood centres in walking distance to public transport, shops and services. Viability and design impact analysis will be required to determine the appropriate scale of redevelopment. Community consultation noted a preference for up to three storey residential development where appropriate.

Higher scale development in selected centres could support revitalisation by making redevelopment more viable.

This would also remove the pressure for redevelopment in out-of-centre locations and industrial areas.
EG: Dulwich Hill Station, Dulwich Hill, **Petersham** (shops and station), Lewisham, Marrickville Road, near Enmore Park, Marrickville Station and St Peters ...

Rezone 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. EG: Australia St, Alice St, McGill St, sites near Petersham Station, Meeks Road and Grove Street....".

Section 4.7 Urban Strategy Directions states:

Focus New Residential Development in Existing Centres with Good Public Transport and Services to Improve Housing Choice

Opportunities for new residential development will be provided around Dulwich Hill Station, Dulwich Hill, **Petersham (shops and station)**, Lewisham, Marrickville Road, near Enmore Park, Marrickville Station and St Peters.

The changing community profile and future housing demands will require a mix of dwelling types that are accessible, adaptable and affordable. There is already a diverse mix of housing types in Marrickville LGA.

The locations in and around centres provide good access to shops, services and transport. Future development will be focused on centres and provide new housing choices. This approach will also ensure that many areas will remain unaffected. The areas around Marrickville and St Peters railway stations could accommodate increased retail floor space and commercial activity along with increases in residential dwellings.

5.2.2 Objective 1: Accommodate Future Housing Demand:

Focus New Residential Development in Existing Centres with Good Public Transport and Services to Improve Housing Choice

"The Urban Strategy needs to respond to future housing need through policy changes to the current planning framework. It is apparent that the nature of existing development and the location of Marrickville LGA place some constraints on future development.

Action 1.1: Encourage urban renewal in and around centres: The greatest opportunity for change is in the centres of Dulwich Hill Station, Dulwich Hill, Petersham, Lewisham, Marrickville Road, near Enmore Park, Marrickville Station and St Peters...."

5.4.2 Objective 5: Integrate Land Use and Transport

Action 5.1: Focus new development in areas within walking distance of centres and public transport

The focus of new development will be in areas within walking distance of centres and public transport (refer to Action 1.1 and 1.2). This will support the comparatively high levels of walking and cycling and the low levels of car ownership and use that already exist in Marrickville. These are also the locations where transport providers are more likely to be able to improve the levels of service in the future.

These locations include Dulwich Hill Station, Dulwich Hill, **Petersham**, Lewisham, Marrickville Road, near Enmore Park, Marrickville Station and St Peters

MARRICKVILLE LEP 2011

The Marrickville LEP (Local Environmental Plan) 2011 is the key statutory document guiding development within the LGA. The LEP was made on 12 December 2011 as part of the implementation of the standardised LEPs across NSW. The LEP identifies land use zones and determines built form through Floor Space Ratios (FSR) and height controls.

The aims of the Marrickville LEP 2011 are:

(a) *to support the efficient use of land, revitalisation of centres, integration of transport and land use and an appropriate mix of uses,*

(b) *to increase residential and employment densities in appropriate locations near public transport while protecting residential amenity,*

(c) *to protect existing industrial land and facilitate new business and employment,*

(d) *to promote sustainable transport, reduce car use and increase use of public transport, walking and cycling,*

(d) *to promote accessible and diverse housing types including the provision and retention of affordable housing,*

(e) *to ensure development applies the principles of ecologically sustainable development,*

(f) *to identify and conserve the environmental and cultural heritage of Marrickville,*

(g) *to promote a high standard of design in the private and public domain*

In addition to the prescribed land use zones, the instrument contains provisions dealing with:

Part 4 Principal development standards

4.1 Minimum subdivision lot size
4.1AA Minimum subdivision lot size for community title schemes
4.2 Rural subdivision
4.3 Height of buildings
4.4 Floor space ratio
4.5 Calculation of floor space ratio and site area
4.6 Exceptions to development standards

Part 5 Miscellaneous provisions

5.1 Relevant acquisition authority
5.2 Classification and reclassification of public land
5.3 Development near zone boundaries
5.4 Controls relating to miscellaneous permissible uses
5.5 Development within the coastal zone
5.6 Architectural roof features
5.7 Development below mean high water mark
5.8 Conversion of fire alarms
5.9 Preservation of trees or vegetation
5.9AA Trees or vegetation not prescribed by development control plan
5.10 Heritage conservation
5.11 Bush fire hazard reduction
5.12 Infrastructure development and use of existing buildings of the Crown
5.13 Eco-tourist facilities

Part 6 Additional local provisions

6.1 Acid sulfate soils
6.2 Earthworks
6.3 Flood planning
6.4 Terrestrial biodiversity
6.5 Development in areas subject to aircraft noise
6.6 Airspace operations
6.7 Foreshore building line
6.8 Development on the foreshore must ensure access
6.9 Converting industrial or warehouse buildings to multi dwelling housing, office premises or residential flat buildings in residential zones
6.10 Use of existing non-residential buildings in residential zones
6.11 Use of dwelling houses in business and industrial zones
6.12 Business and office premises in certain zones
6.13 Dwellings and residential flat buildings in Zone B7 Business Park
6.14 Location of sex services premises

SITE DETAILS AND LOCATION

SITE LOCATION MAP
141-161 NEW CANTERBURY ROAD PETERSHAM
SOURCE: BENSON MCCORMACK ARCHITECTS

LOT/DP AND PROPERTY OWNERSHIP

The site identification details of the land parcel are indicated on the table below:

LOT	DP	ADDRESS	OWNER
1	718901	141 – 161 NEW CANTERBURY RD	GEORGE & TINA GEORGIOU

SOURCE NSW GOVERNMENT – SPATIAL INFORMATION EXCHANGE 2014

The site has an area of 2334 m2 and it is zoned IN2 for light industrial uses under the Marrickville LEP 2011. The subject site has been subdivided to house two different warehouse retail outlets that include the "Georgiou's Confectionary warehouse" and the 'Saray Rug Warehouse'.

Georgiou's Confectionary warehouse is located at 147 New Canterbury Road. It is a 1-2 storey brick building that fronts New Canterbury Road along the south and adjoins residential dwellings to the north and retail/ commercial uses to the west. The building currently functions as a factory outlet that sells local and imported confectionary, production space for gifts and hampers and a tour site for visitors.

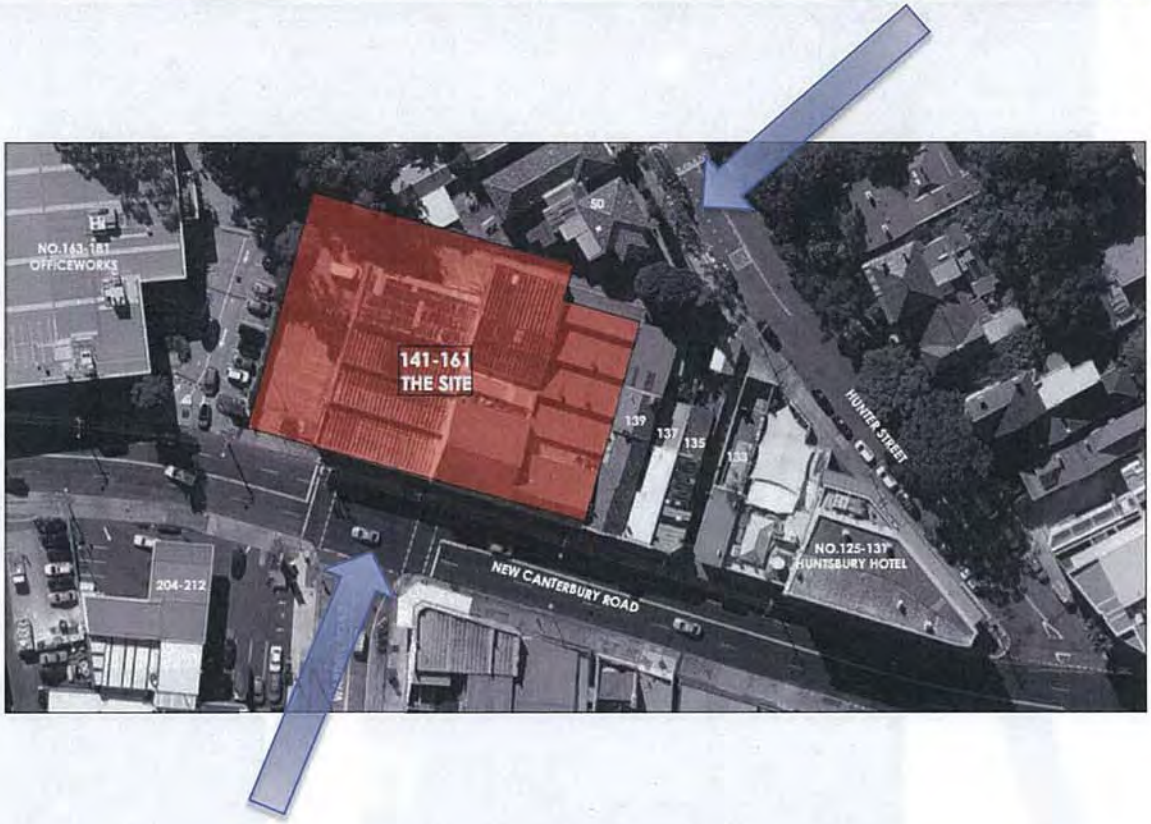
The Saray Rug Warehouse is a 2 storey brick building located at 147B New Canterbury Road. The building is bounded by the Georgiou's Confectionary warehouse to the west, industrial warehouses to the east and residential dwellings to the north. Currently the building is used as a wholesale and retail distributor of rugs.

Both buildings contain relatively unproductive warehouse-retail activities and given their strategic location are capable of more appropriate urban land uses which recognise their urban context, and contribute to the local area in more productive ways.

The main entrances to the buildings are located on the frontage along New Canterbury Road. The rear of the premises is accessible through a service driveway via New Canterbury Road. The driveway services both Georgiou's Confectionary Warehouse and Saray Rugs Warehouse. The buildings are also accessible through a laneway known as Frazer Lane via Hunter Street.

SITE LOCATION MAP: 141-161 NEW CANTERBURY ROAD PETERSHAM
SOURCE: BENSON MCCORMACK ARCHITECTS

SITE CONTEXT MAP AND PHOTOS: 141-161 NEW CANTERBURY ROAD PETERSHAM
SOURCE: BENSON MCCORMACK ARCHITECTS



REPAIRS

NO.163-181
OFFICEWORKS
141-161
THE SITE
139
137
135
133
HUNTER STREET
NO.125-137
NEW CANTERBURY ROAD
WARDELL ROAD

NISSAN JUKE

URBAN STRUCTURE

The site is benefitted by a sound urban structure of public transport, local and regional roads, major parks, shopping, employment and services. Connectivity of Petersham to the CBD of Sydney and neighbouring suburbs is excellent and can be attributed to the presence of a number of different movement systems (trains, buses and public roads). Most significantly, the proximity of the site to the Great Western Railway line provides a strong east-west movement system, connecting to Sydney's CBD with frequent and high quality services (typically 4 trains per hour for most of the day, 7 days per week).

The layout and hierarchy of the regional road network (with routes which generally radiate westwards from the CBD), also offers a strong movement system in close proximity to the precinct. This regional road network is strongly influenced by the dominant east-west aligned movement systems of the railway line and Parramatta Road. In the context of open space, there is a scattering of major regional parks in the region (notably Petersham Park) with smaller local green spaces being located the in the wider locality.

ADAPTIVE REUSE OF EXISTING FACADE

The subject site comprises two (2) existing buildings on the site. The older building of the two buildings is commonly known in the immediate and broader community as the 'Georgiou's' chocolate factory with its prominence due to the longevity of the current building's use and the exposed position opposite the Wardell Road intersection.

The building was constructed during the interwar period (c.1915 – c.1940) and is 1-2 storeys in height with the single storey component consisting of a saw-tooth roof while the 2 storey section has administrative office space located at first floor with a tiled pitched roof over. The front façade (New Canterbury Road) of the Georgiou building comprises face brickwork typical in detail to numerous other warehouse/industrial buildings built during this period. There is modest consistency in the articulation of window openings in the façade with the most consistent element being the pronounced head and window sills. Lower floor windows are timber framed with varying sill heights whilst the upper floor windows are aluminium framed (not original) but consistent in dimension and set-out.

The second building is a post war 2 storey warehouse presently known as the 'Saray Rug Warehouse'. This building is similar in height and dimension as the larger portion of the Georgiou building adjacent albeit comprising poorer architectural merit due to the lack of brickwork detailing and horizontal proportioning of most openings. The conservation significance of the building fabric of both buildings behind the front facades is of little consequence and as such the greater envelope can be removed in favour of redeveloping the site.

The front facades of the Georgiou building should be retained however and be adaptively integrated with redevelopment of the site. The Rug Warehouse façade can be removed if only to complete the 'streetwall' presentation of the site to New Canterbury Road. This façade can however be removed in favour of a new 2 storey façade that adopts a parapet equal in height to the 2 storey section of the Georgiou façade. Openings in a new façade should have a vertical emphasis and attempt to be consistent in head and sill height as the existing openings of the Georgiou facade.

New and existing facades addressing New Canterbury Road will be finished with face brickwork and will not be cemented rendered and/or painted. Balconies will not be added to the existing and proposed façade with private open space for the residential component occurring behind the street facades.

The existing 'Georgiou's Pty Ltd' signage located just below the single story parapet should be retained. All other signage can be removed and / or replaced. The merits of new signage for the ground floor commercial tenancies will be assessed through the DA process.

Vehicular access into a new development will be no longer permissible from New Canterbury Road but rather from Frazer Lane to the rear, via Hunter Street. The large existing opening(s) in the existing front facades, previously utilised for loading should be retained and adaptively re-used for pedestrian access to ground floor commercial tenancies.

The western wall of the Georgiou building should be retained for the first 6m from the frontage to complete the perceived building form when viewed from New Canterbury Road. New openings are permissible but similar in scale and detail to those presenting to New Canterbury Road.

SURROUNDING LAND USES

The site is surrounded by a variety of land uses with light industrial uses adjacent to the land parcel to the east, west and south. Land zoned as Local Centre can be found extending east along New Canterbury Road. General residential and low-density residential land uses are located to the north and the south of the site. Residential dwellings in the area are a mix of single storey freestanding houses, double storey terraces, shop top housing and pockets of 3-4 storey contemporary residential flat buildings.

Local Centre land parcels, extending along New Canterbury Road in the easterly direction, are predominantly used as bulky goods warehouses for rugs, upholstery and floor coverings. A service station, smash repair garages, a St John's Ambulance building and a pub known as the Huntsbury Hotel can also be found in the area. To the west of the subject site, there is an Officeworks office supplies store and a ceramic tile outlet. Following on from these two retail outlets, residential land parcels can be found along New Canterbury Road in a westerly direction.

The subject site is located 1km south of Parramatta Road and about 500m away from Petersham Railway Station on the Inner West Railway Line. Lewisham railway station is located approximately 400m north west from the subject site. Lewisham west light rail is located 500m north east from the site.

There are a few public parks located within 1km of the site. Petersham Park is located 600m north of the subject site, while Morton Park is located 400m south and Marrickville Park 800m south. Civic buildings such as Marrickville Council Chambers and Petersham Town Hall are located 500m east from the subject site. Local health facilities and medical centres are located within 1km of the subject site. Sydney Private Hospital is located approximately 2km west of the site and Royal Prince Alfred Hospital located approximately 3km east.

A number of education facilities can be found within 1km of the subject site. They range from primary school, high school to tertiary institutions. Education facilities located south of the site include Wilkins Public School, Newington College and Christian Brothers High School. Education facilities located north of the subject site include Petersham Public School, TAFE College (West Street Campus) and Forte Street High School.

A variety of stores are located along Parramatta Road and this retail strip is accessible to the local areas of Lewisham and Petersham. Leichhardt Market place retail centre, Norton Plaza and the Italian forum is located within 1km of the subject site.

TRAFFIC CONDITIONS

The roads surrounding the subject site are organised into a hierarchy by Roads and Maritime Services (RMS) in the following manner:

- New Canterbury / Stanmore Road - classified State Road with two traffic lanes in each direction providing the key road link to Hurlstone Park and Newtown.
- Parramatta Road – classified State Road with three traffic lanes in each direction providing key east-west road link between Parramatta and Sydney CBD.
- Sydenham Road, Livingstone Road, Gordon Street and Railway Terrace – classified State Roads with two traffic lanes in each direction providing key north-south road link between Sydenham and Lewisham.
- Hunter Street is a local unclassified road used as vehicular and pedestrian access to frontage properties. Kerbside parking is permissible on both sides of the road.

The annual average daily traffic along New Canterbury Road where the subject site is located is in the order of 23,000 vehicles per day and 38,000 vehicles per day along Railway Terrace. This is the current indication of existing traffic conditions from RMS's *Annual Average Daily Traffic* data.

Traffic surveys conducted by traffic consultant Varga Traffic Planning Pty Ltd yielded the following results:

- two-way traffic flows in New Canterbury Road are typically in the order of 1,600 vph during the AM peak period and 2,400 vph during the AM peak period
- two-way traffic flows in Hunter Street are typically less than 80 vehicles per hour (vph) during peak periods.

The report concludes that *"In the circumstances, it is clear that the proposed development will not have any unacceptable traffic implications in terms of road network capacity, and that no road improvements or intersection upgrades will be required as a consequence of the Planning Proposal" ...*

In addition, following discussions with Council, a further analysis was undertaken to assess the potential traffic implications of increased traffic flows which may occur if similar Planning Proposals were approved on a number of neighbouring sites fronting this section of New Canterbury Road as set out in the table below:

The Report concludes that:

"In summary, redevelopment of the neighbouring sites in the precinct could accommodate approximately 326 apartments and 3460m2 of non-residential floor space.

The neighbouring sites therefore have a cumulative traffic generation potential of 164 vph in addition to the 34 vph which is expected to be generated by the subject Planning Proposal.

It is noted that, with the exception of the small site located immediately to the east of the subject site (which has a frontage to Hunter Street), all the other sites have street frontages to New Canterbury Road or Wardell Road only.

An assessment of the cumulative traffic generation potential of all sites has been undertaken using the SIDRA capacity analysis and the results of that analysis is also summarised on Table 3.1, revealing that the New Canterbury Road/Hunter Street intersection will continue to operate satisfactorily, with a total increase in average vehicle delays of less than 1 second per vehicle.

Accordingly, the analysis confirms that if similar Planning Proposals were implemented on the neighbouring sites fronting New Canterbury Road the cumulative traffic implications of all potential developments would not have any unacceptable traffic implications in terms of road network capacity, and that no road improvements or intersection upgrades would be required as a consequence of the cumulative redevelopment of the subject site plus all the other neighbouring sites.

LAND USE CONTROLS

The site is zoned IN2 Light Industrial zone and has a floor space ratio of 0.95:1 in the Marrickville LEP 2011. These controls are proposed to change in the Marrickville Local Environmental Plan 2011, with the site rezoned to B5 Business Development and the FSR increased to 2.20:1.

There are no building height controls for the subject site in Marrickville LEP 2011, resulting in building heights being generated by provisions of Marrickville DCP 2011. It is proposed that this is amended in Marrickville LEP 2011 and the maximum height for the land parcel to be set at a maximum of 17m.

CONSEQUENTIAL DCP AMENDMENTS - BUILDING ENVELOPE AND LAND USE

A preliminary massing study has been produced to analyse the impact of the planning proposal with the aforementioned changes in FSR, building height and building typology. Essentially the existing façade facing New Canterbury Road will be retained to preserve the character of the building. It is proposed that the ground floor will comprise of commercial spaces with 4 levels of residential flats above and behind the non-residential tenancies, with 2 levels of underground parking.

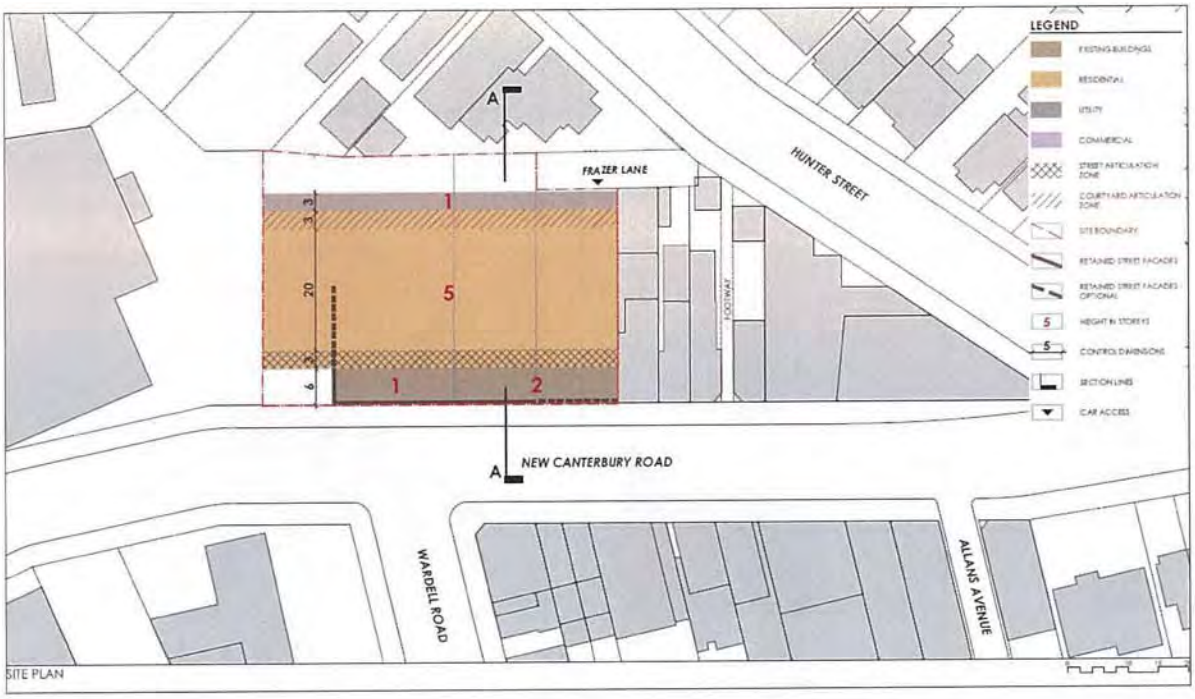
The height of the building will be sympathetic to the existing built form and align with the maximum building height set by the Huntsbury Hotel. The dwelling mix proposed is to include studios, 1 bedroom and 2 bedroom apartments.

As demonstrated by the Benson and McCormack massing models and urban design analysis accompanying this Planning Proposal, the intended future building form illustrated is consistent with envelope controls outlined in Part 5 – Commercial and Mixed Use Development of MDCP2011; particularly part 5.1.3.3 – Massing and Setbacks.

It is recommended that Marrickville DCP 2011 be amended to address Council's land use and building configuration objectives for the site.

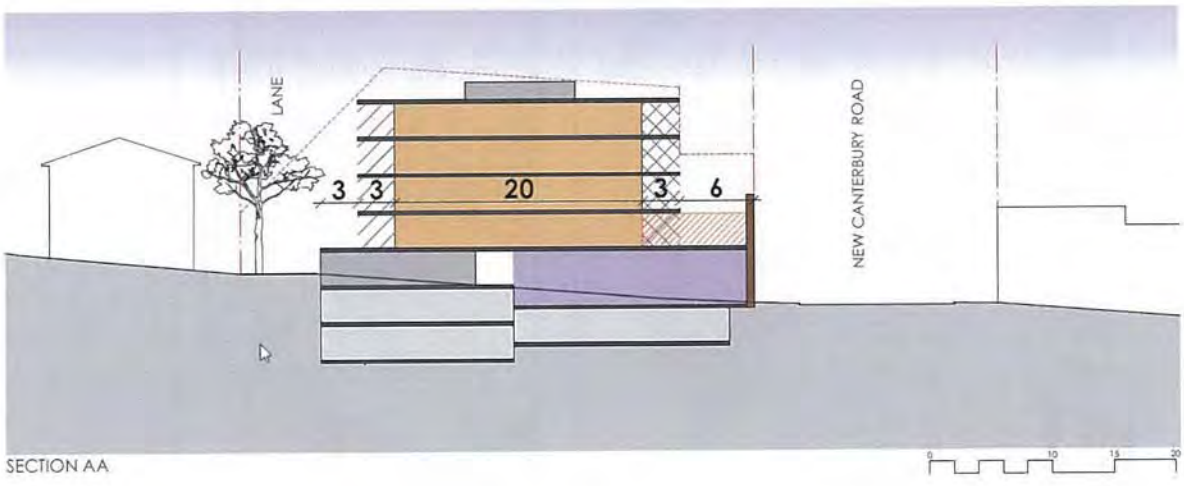
In particular Section 6.36.5.3 should be inserted into the DCP to:

1. *Refer to the site specifically,*
2. *To stipulate that the minimum percentage of non-residential floor space on the ground floor be 50% of the ground floor building footprint, as shown on the diagram by Benson and McCormack Architects, and*
3. *To indicate a typical building envelope in section for the redevelopment the site as shown below:*



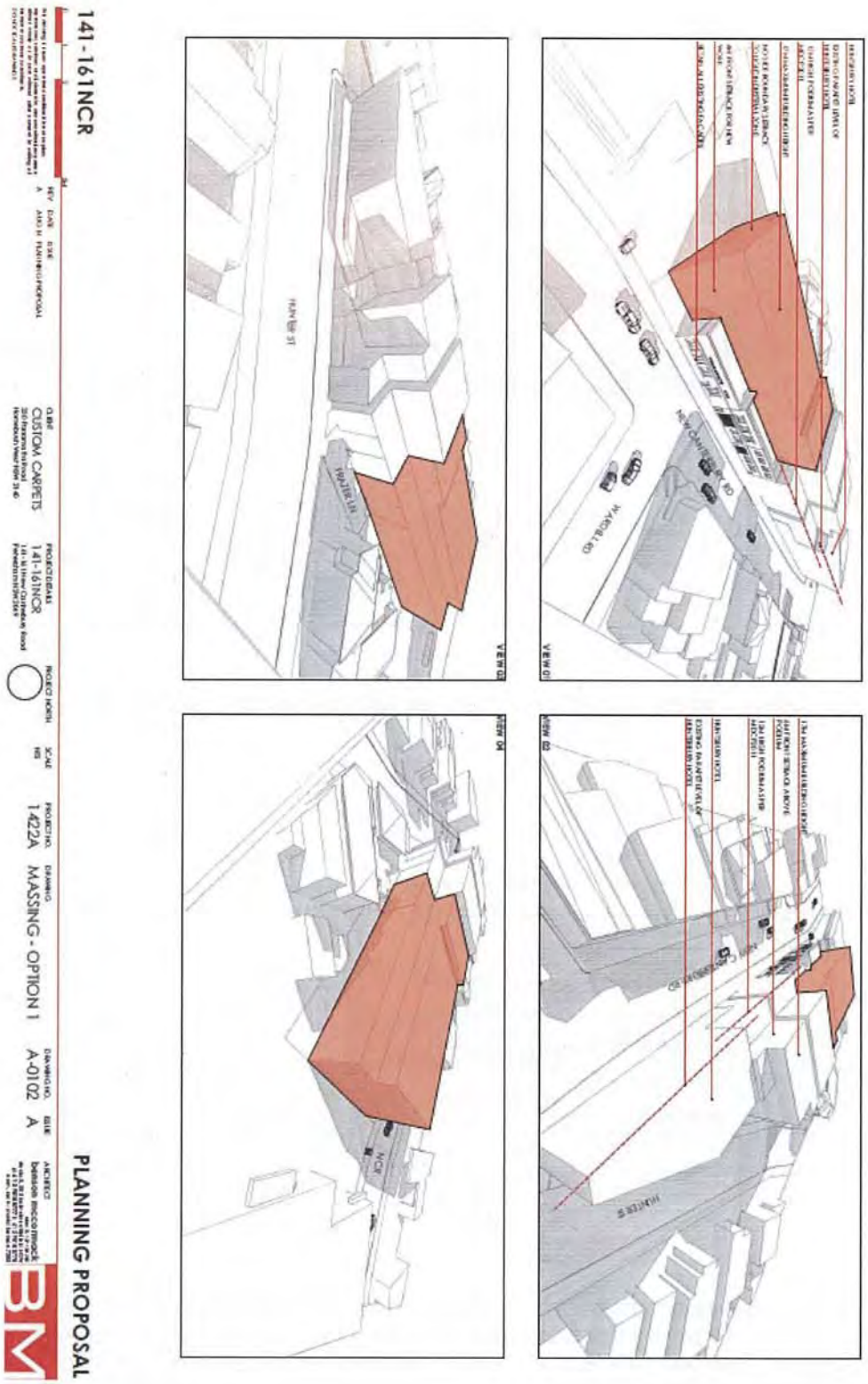
SITE PLAN

MARRICKVILLE DCP 2011 / SECTION 6.36.5.3: TO BE AMENDED TO REFER TO THE SUBJECT SITE.



SECTION AA

THE BUILDING ENVELOPE AND CONFIGURATION OF LAND USES IS TO BE GENERALLY AS INDICATED ON THE DIAGRAMS BY BENSON AND MCCORMACK ARCHITECTS. THE MINIMUM PERCENTAGE OF NON-RESIDENTIAL FLOOR SPACE ON THE GROUND FLOOR IS TO BE 50% OF THE GROUND FLOOR BUILDING FOOTPRINT AND THE BUILDING SECTION TO BE AS DESCRIBED ABOVE.



BUILDING MASSING DIAGRAMS: 141-161 NEW CANTERBURY ROAD PETERSHAM
SOURCE: BENSON MCCORMACK ARCHITECTS

BUILDING MASSING DIAGRAMS: 141-161 NEW CANTERBURY ROAD PETERSHAM
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BUILDING MASSING DIAGRAMS: 141-161 NEW CANTERBURY ROAD PETERSHAM
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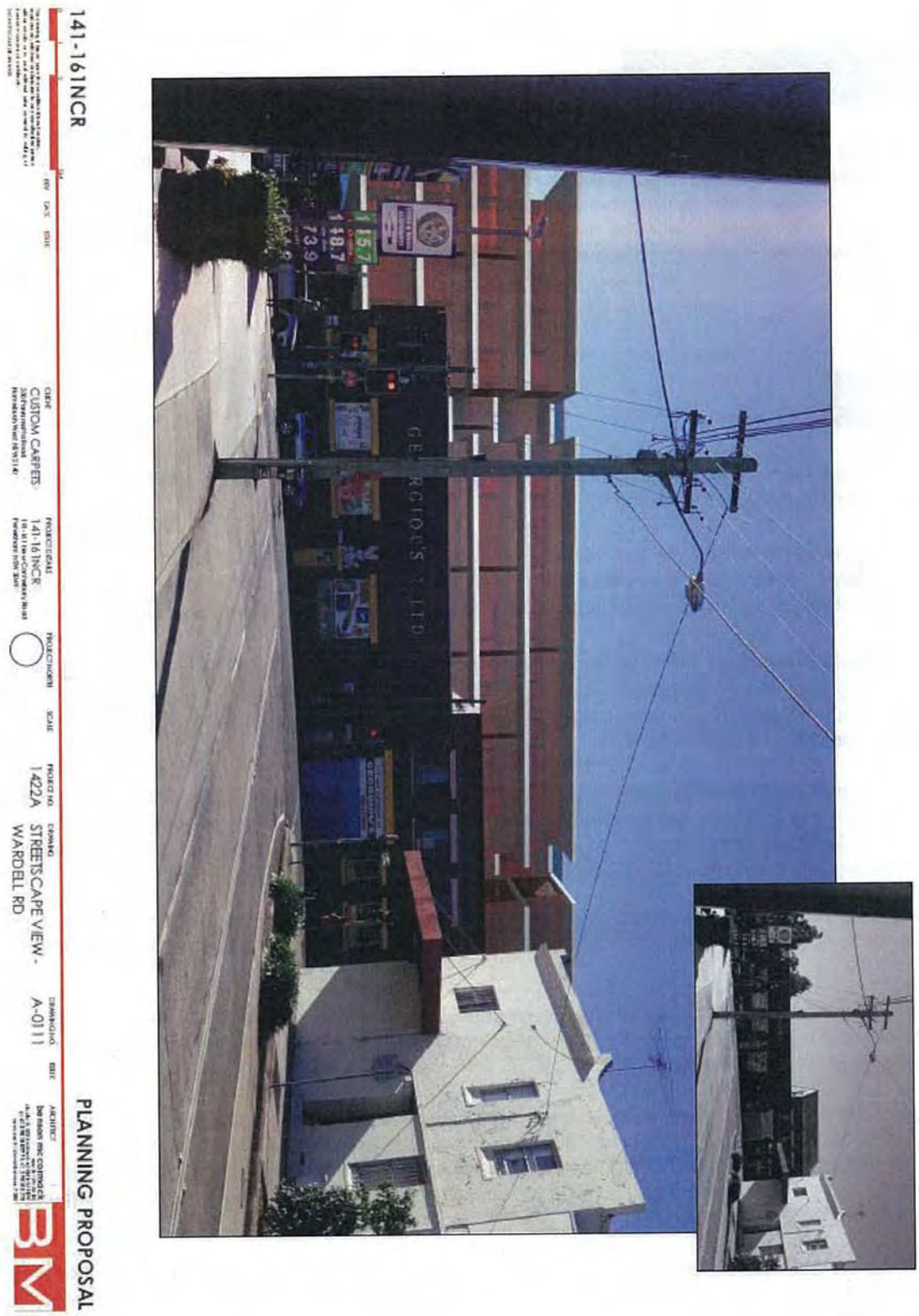

BUILDING MASSING DIAGRAMS: 141-161 NEW CANTERBURY ROAD PETERSHAM
SOURCE: BENSON MCCORMACK ARCHITECTS

COMMUNITY CONSULTATION

It is understood that the Planning Proposal will be publicly displayed once it has been provided with a Gateway Determination and certified for exhibition by NSW Planning & Environment.

The exhibition will be in accordance with the requirements of the Environmental Planning and Assessment Act 1979 and Environmental Planning and Assessment Regulation 2000.

CONCLUSION

This Planning Proposal recommends changes to the relevant planning controls applicable to the subject site at 141- 161 New Canterbury Road, Petersham.

Specifically, it is proposed to change the zoning from IN2 Light Industrial to Zone to B5 Business Development to apply a FSR of 2.2:1 and a maximum height of 17m under Marrickville Local Environmental Plan 2011, consistent with the current envelope controls to the east along New Canterbury Rd, Petersham.

The controls have been modelled in detail by Benson and McCormack Architects in the accompanying Planning Proposal to ensure that future built form is appropriate to the local context, has an appropriate scale relationship with neighbouring contributory buildings, and which is able to satisfy SEPP 65 and the accompanying Residential Flat Design Code.

The proposal is generally consistent with the built form controls of the local area and responds to the scale, proportions of surrounding buildings in Petersham. The proposed B5 Business Development zone (as amended by schedule 1) will permit residential accomodation to occur above and behind a non-residential future commercial tenancy facing New Canterbury Rd, Petersham.

It is anticipated that feasible future developments on the site will include ground floor commercial or showroom tenancies, 4 levels of residential flats above and behind the non-residential area, with 2 levels of underground parking.

Council is also recommended to include development control plan (DCP) amendments in Section 6.36.5.3 specific to the site to outline the opportunities and constraints for future developments, and to ensure that detailed design objectives are achieved.

The Planning Proposal is entirely consistent with the Marrickville Urban Strategy 2007 as cited at length above and will provide an ideal and appropriate alternative land use for a key site in close proximity to the Petersham town centre. It will positively contribute to the vitality of the Petersham town centre by providing a mix of future land uses, and conserve a building of demonstrable streetscape value also having high visibility, industrial character and local recognition,

In addition, the Planning Proposal will also introduce accompanying provisions for the building height and floor space ratio to allow for higher density living and commercial spaces that will accommodate the future growth of Marrickville LGA and Petersham Town centre, whist ensuring well considered bulk and scale relationships with buildings in the Petersham village centre.

APPENDIX 1: MASSING MODELS - BENSON AND MCCORMACK

APPENDIX 2: TRAFFIC AND PARKING ASSESSMENT REPORT- VARGA TRAFFIC PLANNING