

**Regional Panels Secretariat  
GPO Box 39  
Sydney 2001**

**30 January 2017**

**TRIM ref:SC549**

Dear Sir/Madam

**Objection to rezoning of 67-73 Lords Road, Leichhardt  
Planning Proposal ref: PP\_2016\_LEICH\_002\_00**



On behalf of the GreenWay Program and the GreenWay Steering Committee, I am writing to object to the planning proposal to rezone 67-73 Lords Road, Leichhardt to permit a high density residential development of 315 dwellings.

We object to the planning proposal for the following reasons:-

- Loss of economically viable land containing local services, light industrial land uses and non-industrial activities of considerable value to the community;
- Increase in traffic and consequent increase in the likelihood of conflict between cars, cyclists and pedestrians on Lords Road, including Kegworth PS students;
- Incompatibility with the Parramatta Road Corridor Urban Transformation Strategy, in particular the vision, planning and design guidelines for Taverners Hill Precinct;
- Poorly conceived and inadequate provision of community facilities and local infrastructure in the Lords Road area;
- Incompatibility with Leichhardt Council (now Inner West Council) strategies and plans for the area

This submission contains a brief description of the GreenWay corridor, in which the proposed development site is located and the GreenWay shared path, which is less than 50ms from the site. It outlines in more detail the reasons for our objections to the planning proposal.

## **1. The GreenWay**

The GreenWay is a 5.5 km urban environmental corridor linking the Parramatta River at Iron Cove to the Cooks River at Earlwood. Following the route of the Inner West Light Rail, the GreenWay features bike paths and foreshore walks, cultural and historical sites, public art, cafes, urban bushcare sites and a range of parks, playgrounds and sporting facilities. See attached GreenWay map (**attachment 1**), accessed from [www.greenway.org.au](http://www.greenway.org.au).

The GreenWay Program is funded by the Inner West Council and the City of Canterbury Bankstown. The objective of the Program is to implement the Inner West community's vision for the GreenWay outlined in the Cooks River to Iron Cove Master Plan and Coordination Strategy adopted by the four councils in 2009 (ref:

[www.greenway.org.au](http://www.greenway.org.au)). The Program aims to maximize the qualities of the GreenWay as a unique sustainable transport, environmental and cultural corridor.

The GreenWay Steering Committee was established in 2010 to advise the councils on strategic direction and priorities for the GreenWay Program. The committee comprises councilors, council staff and community representatives from each of the LGA's and from established GreenWay community groups such as Friends of the GreenWay, Inner West Environment Group and Ashfield Bike Users Group.

The proposed development site is located within the GreenWay corridor and less than 50ms from the GreenWay shared path. The section of Lords Rd. forming the southern boundary of the site is a gateway to the GreenWay and forms an essential part of the east/west pedestrian/cycle connection to the GreenWay, which provides a direct link to/ from Leichhardt, Haberfield and Summer Hill.

## **2. Basis of objection to proposed rezoning of 67-73 Lords Rd**

### **2.1 Loss of economically viable land containing local services, light industrial land uses and non-industrial activities of considerable value to the community**

A key objective of the GreenWay Program is to facilitate and enhance opportunities for social connections, healthy living and local cultural development. The Lords Road site as it currently functions provides these opportunities. For example, it contains the ArtEst Art School and Gallery, which for 7 years has hosted the annual GreenWay Art Exhibition (**attachment 2**). ArtEst's weekly program also provides many opportunities for local people to connect through community art and culture.

The Lords Road Industrial Estate contains a sizeable community church and 2 long-established gym/fitness facilities which are popular with locals wishing to maintain a fit and healthy lifestyle. The loss of these facilities would seriously impact continued social connections, healthy living and cultural development, all essential objectives of the GreenWay Program. The GreenWay Art Exhibition would be greatly impacted.

A key objective of the GreenWay is to enhance pedestrian and cycle access to local employment. The Lords Road site currently supports at least 62 local jobs which can be easily accessed via the GreenWay or Inner West Light Rail. It makes sense to maintain and grow local employment on this site (eg knowledge-based and creative industries) to take advantage of the active travel and public transport links to the site.

The benefits of continued use of the site for creative industries and high value light manufacturing are outlined by Leichhardt Council in the Leichhardt Employment and Economic Development Plan 2013 and supporting reports prepared for Council by SGS Economics. It makes sense to "grow" these uses on an existing site well served by active transport infrastructure and public transport services.

### **2.2 Increase in traffic and consequent increase in the likelihood of conflict between cars, cyclists and pedestrians, including Kegworth PS students**

The 315 dwellings proposed for the site will significantly increase traffic in the precinct, in particular along Lords Rd and Kegworth St. The site is located 50 ms

from Kegworth PS, which currently has an enrollment of nearly 300 students and is expected to grow in light of increased residential development proposed for the Taverners Hill precinct. 315 dwellings in Lords Rd will generate extra traffic and exacerbate conflict with parents and children on their way to Kegworth in a car, on foot or on bikes.

Kegworth PS has been participating in the GreenWay Schools Active Travel Pilot Program which aims to increase the number of Kegworth students walking, cycling and skating to school. The social, economic and environmental benefits of increased school active travel rates are well known and documented. The students have identified Lords Rd as a recommended active travel route to/from school. Increased traffic from the development could undermine attempts to increase active travel at Kegworth and reduce many benefits associated with increases in active travel rates.

The additional cars from 315 dwellings will exacerbate conflict with pedestrians and cyclists accessing the GreenWay via Lords Road, which is a major gateway to the GreenWay and an important east/west link for cyclists and pedestrians from Leichhardt, Habefield and Summer Hill. The GreenWay has been identified as a key regional cycle way in various state and local government strategies and plans, including the Leichhardt Bike Plan (2015), Draft Central Sydney Planning Strategy (2016) and Urban Growth Urban Transformation Strategy (2016). Completion of the GreenWay Missing Links by 2020 (**attachment 3**) will result in a significant increase in the number of pedestrians/cyclists using the GreenWay and will increase conflict between cars and pedestrians/cyclists using Lords Rd. to get to the GreenWay.

### **2.3 Incompatibility with the Parramatta Road Corridor Urban Transformation Strategy, in particular the vision, planning and design guidelines for Taverners Hill Precinct.**

The proposed development is incompatible with the vision outlined for the Taverners Hill Precinct in the Planning and Design Guidelines for the Parramatta Road Corridor Transformation Strategy published by the Minister for Planning in November 2016.

The vision states that *“Taverners Hill will be an urban village with walking and cycling links to the GreenWay. Its existing mix of warehouse and service industries interspersed with residential dwellings will be reinforced”*. The guidelines go on to state that *“the established residential character of low scale workers cottages, detached houses and existing property setbacks will be preserved. Any small scale development that interfaces with Kegworth PS will be appropriately scaled to ensure it limits overshadowing and overlooking into the school”*. The proposed development is not “small scale”. It will encroach on/overlook properties on Davies Lane and Lords Rd and the 8 storey buildings proposed would easily overlook Kegworth PS. Traffic generated by the development will undermine the role of Lords Rd. which the Urban Growth guidelines identify as a priority route for pedestrians to/from the GreenWay.

### **2.4 Poorly conceived and inadequate provision of community facilities and local infrastructure in the Lords Road area**

The GreenWay corridor in which the proposed development site is located provides a range of important local infrastructure, linked open space and community facilities

for the existing and future Inner West community. The proposed development will extinguish important local community facilities on the site such as ArtEst, the community church and the 2 existing gym/fitness centres. The open space and community facilities proposed in the draft VPA are inadequate, poorly conceived, badly located and duplicate existing facilities, as described below:-

- The proposed “fitness circuit” does not adequately compensate for the loss of the 2 existing gym/fitness centres and duplicates the active travel and fitness opportunities already available along the GreenWay.
- The proposed children’s playground on site is less than 50ms from the existing playground in Lambert Park and is unlikely to compliment the well established one.
- The proposed childcare centre will compete with the Paisley Park Childcare centre located on Lords Rd some 25ms East of the site and the home day care and support facility run by Inner West Council in Lambert Park, 50 ms from the site.
- The proposed fitness circuit and open space/playground areas will be significantly overshadowed by the proposed 8 storey buildings and are unlikely therefore to comply with minimum 3 hours sunlight requirements.
- The new section of “bike path” and “new open space” areas proposed on the western and southern boundary of the site are in effect located on Lords Rd and on public land at the end of Lords Rd, which are either owned by Council or RailCorp, so the net gain to the community is negligible.

## **2.5 Incompatibility with Leichhardt Council (now Inner West Council) strategies and plans for the area**

The proposal is incompatible and/or in conflict with many of the objectives, recommendations, guidelines and requirements outlined in various strategies and plans developed and adopted by Leichhardt Council (now Inner West Council):- eg

Leichhardt Employment Lands Study 2011  
 Leichhardt Affordable Housing Strategy 2011  
 Leichhardt Employment and Economic Development Plan 2013  
 Leichhardt LEP 2013  
 Various urban design and development controls in the Leichhardt DCP 2013  
 Leichhardt Social Impact Assessment Policy  
 Leichhardt Environmental Sustainability Strategy

We hope that the Central Sydney Planning Panel will take note of the objections in this submission during its assessment of the proposed rezoning of 67-73 Lords Rd.

Yours sincerely

Nick Chapman  
 GreenWay Place Manager

### **Attachments**

1. GreenWay Map/Brochure
2. 2016 GreenWay Art Exhibition poster
3. GreenWay Missing Links Update – September 2016