

West Street Precinct Master Plan

West Street to Thomas Street Lewisham



August 2019

Prepared by Urbanac Pty Ltd for Catholic Healthcare, in partnership with Jackson Teece

Source: Cover base image source NSW Government Spatial Service sixmaps.nsw.gov.au

A 102% proportional increase in people aged 85 and over and a 64% increase in the 65-84 age group, is expected by 2036. This means 16% of the District’s population will be aged 65 or over in 2036, up from 12% in 2016. The local government areas of Sydney, Bayside and the Inner West will have the largest projected growth in both age group...

Coordinated and additional health, social and aged care services and collaborative responses across government and industry are needed to meet the expected increase in demand for local aged care facilities and respite services.

Greater Sydney Commission, Eastern City District Plan (p29)

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1 Executive Summary

Identified as the *West Street Precinct* for the purposes of this master plan, the street block bounded by West Street, Thomas Street and the railway line forms a distinct precinct with characteristics that distinguish it from surrounding land. This reflects the historic uses and ownership of the land and the presence of several heritage items (and their associated curtilages) within the Precinct.

The land within this precinct is within Zones SP2 Community Facilities and Zone SP2 Educational Establishments in accordance with the provisions of Marrickville Local Environmental Plan 2011 (MLEP 2011). In keeping with the special zoning, there are no maximum height of buildings or floor space ratio (FSR) controls applying to the land within the precinct.

Despite this zoning, the Precinct has the potential for significant change, particularly for increased residential redevelopment focused on providing greater housing choice close to existing transport infrastructure. This Precinct can assist in realising this objective, with a particular focus on housing choice for our aging population.

In particular the Precinct has a high level of accessibility to public transport systems, including excellent proximity to the existing and underutilised Lewisham Train Station, and good proximity to the Dulwich Hill Light Rail and Parramatta Road buses. There is great opportunity to improve housing choice within the area and to contribute to a liveable and sustainable community that is well connected to the surrounding area, directly responding to State Government's priorities to increase residential densities, and housing choice in established centres that are close to public transport.

The preparation of a master plan for the Precinct is intended to help guide the future development of the Precinct. The objective of this master plan is to ensure that future development in the Precinct is planned cohesively.

In particular, the precinct master plan is intended to ensure that development aspirations by Catholic Healthcare to provide an increased level of housing for the aged can occur in a way that is sympathetic to the remainder of the Precinct and without significant adverse effects on the amenity of the surrounding area.

This master plan presents an analysis of the context and structure of the area a local scale, mindful of broader regional planning, and identifying key constraints and opportunities. It will also provide urban design principles for the Precinct addressing the scale of development, access to and around the Precinct, landscaping and open space.

The objective of this precinct master plan is to provide an urban design framework for the Precinct that addresses the scale and density of development, local area traffic management, landscaping, and public domain improvements. Due to the unpredictable nature of future development in the Precinct, which is likely to support existing institutional needs rather than being a more traditional redevelopment with entirely new and independent uses the master plan does not intend to provide specific building envelopes or planning controls for the Precinct. A range of different community, institutional and other uses could be considered, as well as more typical residential and employment generating uses in proximity to transit.

In addition, the presence of several significant heritage items in the Precinct means that it is considered that the master plan for this Precinct should not specify individual envelopes that could have the potential to adversely impact on heritage significance without a nuanced understanding of the specific relationships between proposed development and the adjacent heritage items and their curtilage.

Because of this unusual potential for such a wide range of uses with significantly different potential building forms, and the need to achieve a sensitive heritage relationship, the precinct master plan identifies zones for future development rather than individual building envelopes. Given this context it is considered that decision making regarding individual building envelopes is most appropriately made at the development application stage where the subtlety of the scale and interface issues can be properly assessed.

Notwithstanding the above, master planning for Site 1, which is to be the subject of a development application by Catholic Healthcare, is further developed in order to provide guidelines, principles and controls for new building envelopes for the proposed residential aged care facility.

This last level of detail confirms the size and scale of envelopes that will achieve a high quality urban design fit both with the precinct and with the wider area. This work is underpinned by a substantial analysis of the recent approaches to building heights in the inner west for similar and comparable sites, appended to the master plan.

The proposed envelopes have also been modelled into a view analysis confirming that despite the proposed height for new buildings of 7-12 storeys the proposal is in keeping with recent comparable development in the nearby area and does not dominate the surrounding area in key view corridors.

2 The Subject Land

2.1 The Precinct

The Precinct comprises the street block bounded by West Street, Thomas Street and the railway line. Together these sites form a distinct precinct within the local area with characteristics reflecting the historic uses and ownership of the land, which distinguish it from surrounding land. The Precinct is composed of three major landholdings (numbered anticlockwise from the south east):

- Site 1 – Owned by Catholic Healthcare and includes the former novitiate and an aged care facility (Lot 1 of DP1116995)
- Site 2 – Owned by the St Vincent De Paul Society and includes the St Vincent De Paul Marian Centre (this was formerly the Lewisham Hospital site) (Lot 2 of DP1116995)
- Site 3 – Owned by the Catholic Diocese of Lewisham and includes the St Thomas Becket's Catholic Church, Eileen O'Connor Catholic College and Trinity Grammar School. (Lot 22 of DP827632)

Together the land amounts to just under 4.5 ha (approximately 4.51Ha) with frontages to Thomas Street, West Street and including an internal private road, Charles O'Neil Way, which aligns with Carrington Street opposite, and is a cul-de-sac that extends into the centre of the Precinct providing rear service access to all three sites. The site also shares a boundary with the Western Rail Line to the south.

The land falls from the south west to the north east a total of approximately 15m with the lowest point at the north west corner of the Precinct. From west to east the cross fall is approximately 5m, including some areas of banking and retaining walls within the Precinct.



Figure 1 Master Plan Precinct



Figure 2 Master Plan Precinct – Aerial Photograph

Source: NSW Government Spatial Service sixmaps.nsw.gov.au



Figure 3 Master Plan Precinct - Views along West Street (from Railway Terrace, left, to Thomas St, right)



Figure 4 Master Plan Precinct – Views along Thomas St (from West St, top left, to Lewisham Station, bottom right)



Figure 5 Master Plan Precinct – Views along the pedestrian cycle path between adjacent to the railway, and towards the Precinct from the from Railway Terrace over the West Street bridge)



Figure 6 Master Plan Precinct – Views along Charles O'Neil Way (internal road, from Thomas St, top left, travelling southwards, bottom right)



Figure 7 Surrounding Areas (Railway south side underpass; Petersham Park from West St and looking north east and south east)



Figure 8 Surrounding Areas – Nearby recent residential development: at McGill St Precinct from Railway Terrace; at Leichhardt viewed from Petersham Park entry; and opposite on West St

2.2 Surrounding Land

Precinct context

The Precinct is located in the suburb of Lewisham, characterised by a mixture of terraced style housing and a range of community facilities including schools, parklands, churches and an aquatic centre.

To the south are a cycleway and the main western railway line. Further to the south are Petersham Public School, Petersham TAFE College West St Campus and a Presbyterian Church. The area's major open space, Petersham Park is opposite the Precinct, providing active and passive recreation opportunities. Within the overall park is the Fanny Durack Aquatic Centre providing community swimming facilities. Nearby is the Petersham Bowling Club providing lawn bowls and associated recreational activities.

Public Transport

The Precinct is well serviced by public transport with a bus stop along West Street and Lewisham Train Station within close proximity. It is noted that Parramatta Road is located approximately 260m to the north of the Precinct.

Rail

Lewisham Railway Station is situated immediately to the south of the Precinct. Situated on the T2 Airport, Inner West & South Railway Line within the Sydney metropolitan train network, this line accommodates high frequency services between Leppington in the south - west, Macarthur and the Southern Highlands in the south and the City and Airport in the east. The T2 Line provides good connectivity to the remainder of the Sydney Train Network.

Bus

The Precinct is within the 400m catchment of bus routes along Parramatta Road and along New Canterbury Road, providing high frequency public transport access throughout the inner-west and south.

Light Rail

The Precinct is within the 400m catchment of two light rail stops on the Central to Dulwich Hill light rail line – Lewisham West to the south west, and Taverners Hill to the north west.

Road Network

Thomas Street

Thomas Street performs a local access function under the care and control of Inner West Council. It provides a local connection between West Street/Station Street in the north and Lewisham Railway Station in the south. Thomas Street intersects with Carrington Street/Charles O'Neill Way adjacent to the Precinct under major/minor priority control, with Thomas Street performing the priority route.

At the north-east corner of the Precinct, Thomas Street forms a 4-way intersection with West Street/Station Street under 'Give Way' priority control, with West Street performing the priority route.

A channelized treatment is provided over the Thomas Street (western) approach to West Street, which provides an exclusive slip lane and a combined through and right turn lane.

Thomas Street provides a 12m wide carriageway, providing one through lane of traffic in each direction in conjunction with parallel parking along both kerb alignments.

Traffic flow has a sign posted speed limit of 50km/h, with a 40km/h school zone speed limit applying during school starting and finishing.

West Street

West Street performs a major collector road function under the care and control of Inner West Council. It provides a north-south connection between Parramatta Road in the north with Railway Terrace to the south, intersecting with both roads under traffic signal control.

West Street generally provides a 14m wide pavement providing one through lane of traffic in each direction in conjunction with parallel parking along both kerb alignments.

Parking restrictions apply on approach to major intersections to facilitate the provision of exclusive turning lanes/overtaking lanes.

Traffic flow within West Street has a sign posted speed limit of 60km/h.

Charles O'Neill Way

Charles O'Neill Way performs a local access function to abutting land, running generally north-south through the Precinct. It provides a 6.0m wide pavement that widens in various locations to accommodate 90 degree angled parking along both kerb alignments servicing the abutting land uses.

Pedestrian Access

Formalised pedestrian entrances are currently provided all the street frontages of the Precinct. Externally, the following existing public pedestrian infrastructure is provided within proximity to the Precinct:

- Paved footpaths are provided along both sides of West Street, Thomas Street and Carrington Street
- Two wombat crossings are provided across Carrington Street between Nestor Lane and Thomas Street
- Two marked pedestrian crossings are provided across Thomas Street between Carrington Street and West Street
- A wombat crossing provided over West Street at southern approach to Thomas Street
- A pedestrian crossing provided over West Street aligned near the southern extent of Petersham Park



Figure 9 Master Plan Precinct – Context Map

Source: NSW Government Spatial Service sixmaps.nsw.gov.au

2.3 Statutory Planning Context

Marrickville Local Environment Plan 2011

The principal planning instrument applying to the Precinct and providing the planning controls and key development standards is the Marrickville LEP 2011 ("the LEP").

Land Use

The land within the Precinct is within Zones SP2 Community Facilities and Zone SP2 Educational Establishments in accordance with the provisions of the LEP (see Figure 10, the Precinct is marked with an asterisk). The LEP land zoning for the Precinct reflects the historic uses and ownership of the land and the presence of several heritage items (and their associated curtilages) within the Precinct.

In keeping with the special zoning, there are no maximum height of buildings or floor space ratio (FSR) controls that apply to the land within the Precinct.

Surrounding land uses include:

- Special infrastructure for the adjacent Western Rail Line, the Light Rail line to the west and the Parramatta Road corridor to the north.
- Special infrastructure for education purposes in relation to a number of nearby schools
- Recreation (primarily Petersham Park, but also a number of small pocket parks)
- Residential (primarily R2 but with significant localised areas of R4 land on the south side of the railway and opposite the Precinct on West Street)
- Business and high density residential uses associated with the McGill Street precinct to the south west of the Precinct

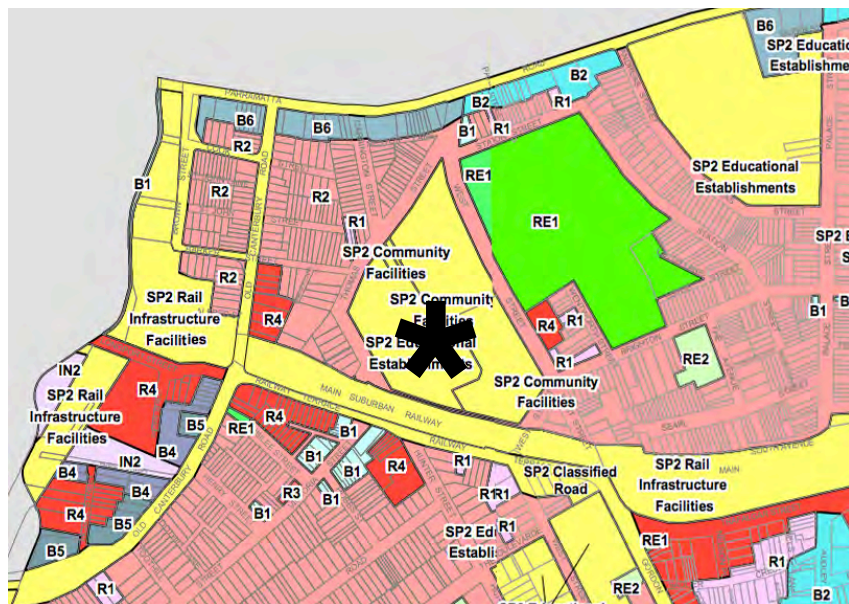


Figure 10 Extract LEP Zoning Map

Source: legislation.nsw.gov.au

Key Development Standards

The LEP also contains key development standards for height and floor space ratio. While the master plan Precinct does not have height or floor space controls, the controls for the surrounding land are given in the LEP maps for Height of Buildings and Floor space Ratio (see Figure 11 and Figure 12). Nearby heights are generally "J" 9.5m but range up to "u" 32m, and FSRs generally "F" 0.6:1 but also range up to "V1" 3:1.

These standards likely to be increased in the area north of the Western Rail Line and West of West Street, as discussed in the next section.

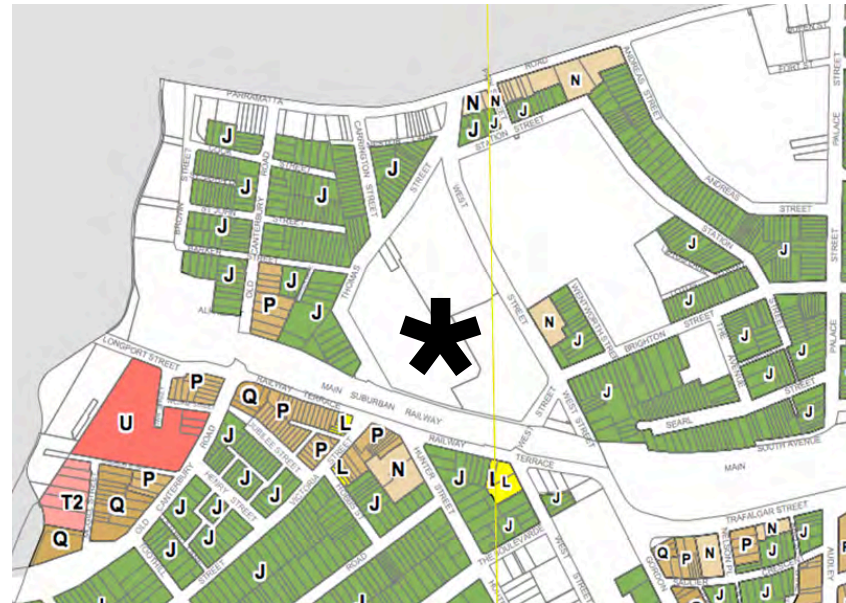


Figure 11 Extract LEP Height of Buildings Map

Source: legislation.nsw.gov.au

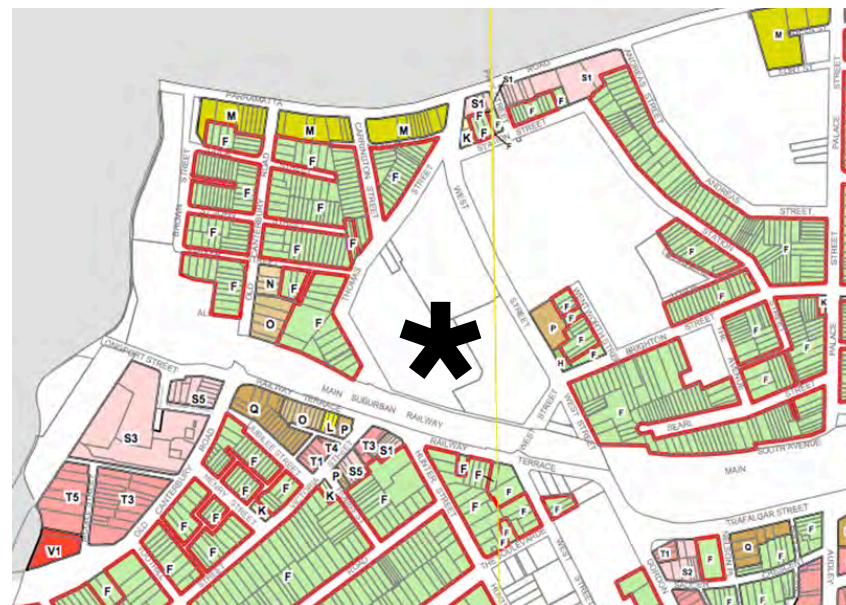


Figure 12 Extract LEP FSR Map

Source: legislation.nsw.gov.au

Heritage

All of the land within the master plan Precinct is identified on the LEP's heritage map.

The listings within the LEP's Schedule 3 are:

- Former Lewisham Hospital, Convent and grounds, including interiors (local significance), 1 Thomas Street and 2B and 2C West Street, item I63
- St Thomas's Catholic Church, School and Presbytery, including interiors (local significance), 3 Thomas Street item I64

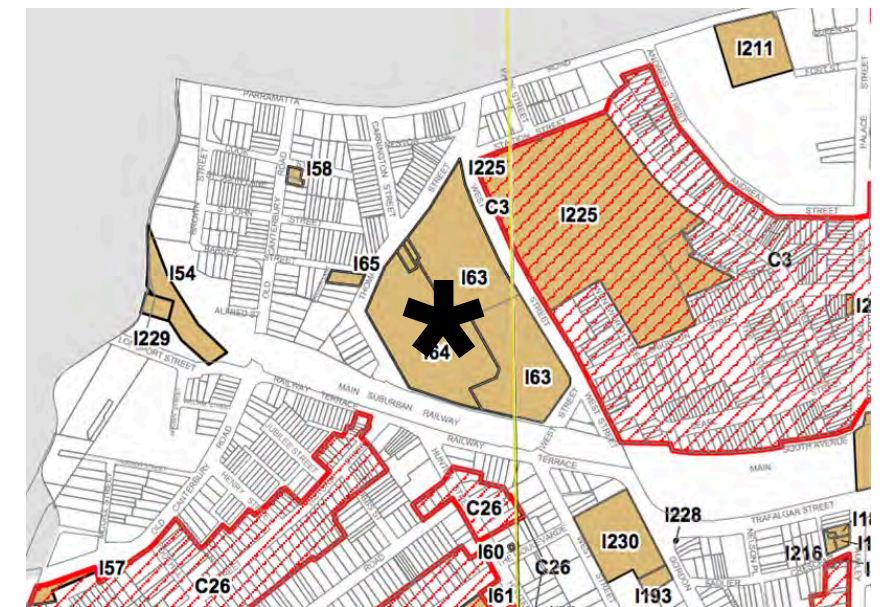


Figure 13 Extract LEP Zoning Map

Source: legislation.nsw.gov.au

The land opposite the Precinct on West Street is part of the Petersham North Heritage Conservation Area, Reference C3, including Petersham Park, which is separately listed as a heritage item, Reference I225

Opposite the Precinct across Thomas Street, Number 36 Thomas Street is a heritage item listed as "Victorian style villa, including interiors" Reference I65.

Clause 5.10(10) to MLEP 2011 provides an incentive for the conservation and ongoing management of the integrity of a heritage item or place. Clause 5.10(1) permits the use of a heritage item or place or the use of the land on which the item is located for a purpose which is not otherwise permitted with consent in the land use tables, subject to achieving certain criteria including a range of heritage related outcomes and that "*the proposed development would not have any significant adverse effect on the amenity of the surrounding area*".

Marrickville DCP

Marrickville Development Control Plan 2011 provides detailed guidance for the use of land and design and assessment of new development.

There are various provisions of MDCP that apply to the Precinct. Of most relevance at a master plan stage are the Precinct-specific objectives for development in the Petersham North Precinct within which the subject site is located. Those objectives are:

1. To protect and preserve the identified period buildings within the precinct and encourage their sympathetic alteration or restoration.
 2. To protect the identified heritage items within the precinct.
 3. To maintain distinctly single storey streetscapes that exist within the precinct.
 4. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.
 5. To ensure that new development considers all potential impacts to biodiversity.
 6. To preserve the predominantly low density residential character of the precinct.
 7. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
 8. To ensure that new development located on the GreenWay and Light Rail Corridor acknowledges and respects its environmental and social values; and adheres to the design principles and planning considerations for development fronting the GreenWay Corridor as detailed within 9.1.4 Precinct-specific planning controls.
 9. To ensure orderly development on masterplan sites in accordance with the principles of the masterplan vision, including allotment amalgamations, where required, that are not detrimental to achieving the overall masterplan structure and achieve an efficient and high quality built outcome."

2.4 Strategic and Policy Context

Greater Sydney Regional Plan

The draft Greater Sydney Region Plan supports the vision for a metropolis of three cities that will rebalance growth and deliver its benefits more equally and equitably to residents across Greater Sydney. Relevant directions include giving people housing choices and developing a more accessible and walkable city with more dwellings within walking distance of centres and transport.

A Plan for Growing Sydney

A Plan for Growing Sydney (published 2014) is the NSW Government’s main plan for guiding land use and planning decisions across the metropolitan region over the next 20 years. It sets a vision for Sydney to be a strong global city, a great place to live. Sydney’s future growth is guided by the following planning principles:

- Increasing housing choice around all centres through urban renewal in established areas
- Connecting centres with a networked transport system.
- Stronger economic development in strategic centres and transport gateways

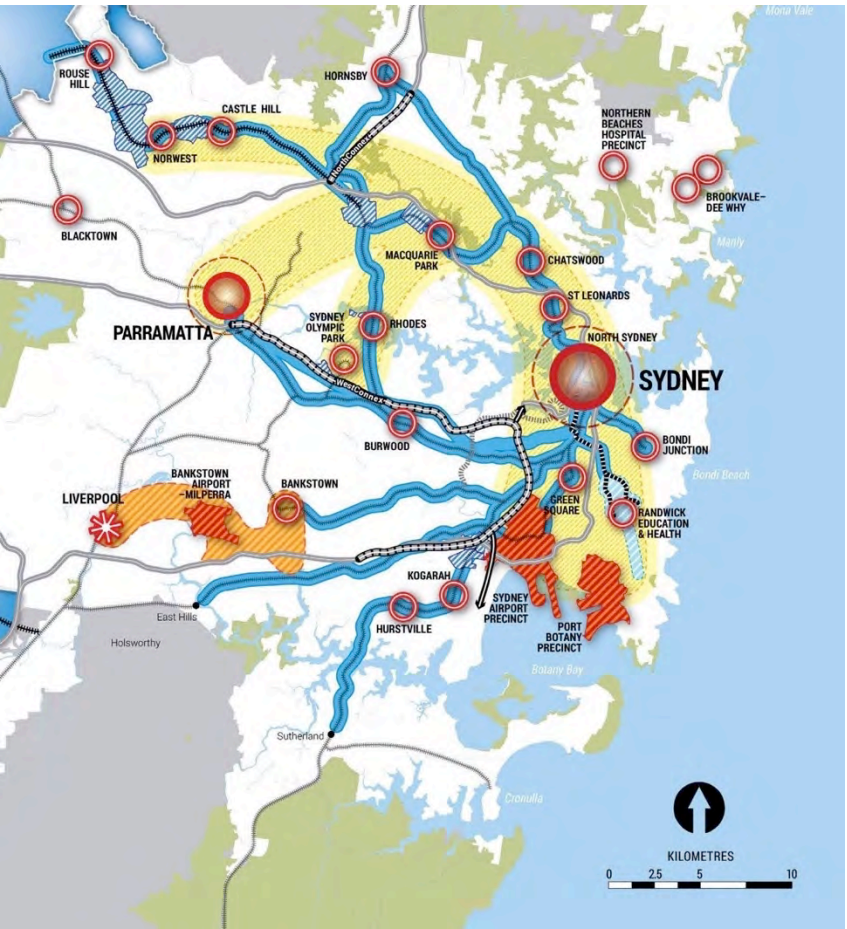


Figure 14 A Plan for Growing Sydney

Source: Department of Planning and Environment

Parramatta Road Corridor Urban Transformation Strategy

The Parramatta Road Urban Transformation Strategy is the NSW Government’s 30-year plan setting out how the Parramatta Road Corridor (the Corridor) will grow and bring new life to local communities living and working along the Corridor.

The Strategy provides the long-term vision and framework to support co-ordinated employment and housing growth in the Corridor in response to significant transport and infrastructure investment, economic and demographic shifts, and industrial and technological advances.

Eight ‘Precincts’ have been identified along the Corridor in consultation with local councils. These Precincts have been earmarked for renewal because of their unique access to jobs, transport, infrastructure and services, and ability to accommodate new development in a balanced way. The Precincts in Corridor East are Homebush, Burwood-Concord, Kings Bay, Taverners Hill, Leichhardt and Camperdown.



Figure 15 Extract Parramatta Road Corridor

Source: Parramatta Road Corridor Urban Transformation Strategy November 2016 p15

The Taverners Hill precinct is immediately adjacent to the master plan site and extends north of Parramatta Road. The strategy describes the vision for the precinct as:

"An urban village with strong green, water and active transport links via the adjoining GreenWay; a traffic calmed road network; a revitalised neighbourhood centre around a pedestrianised Parramatta Road intersection; and enhanced accessibility to nearby multiple public transport modes and high amenity neighbourhood parks, squares and leafy streets just off Parramatta Road"

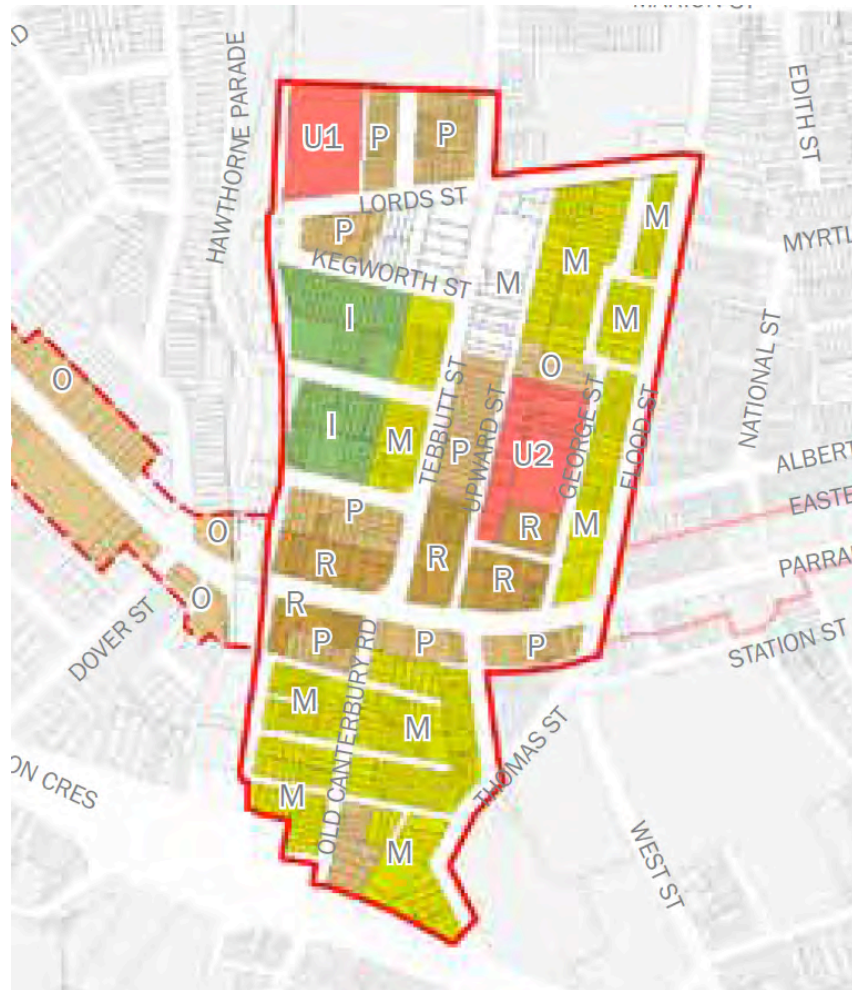


Figure 16 Taverners Hill Recommended Building Heights
 Source: Parramatta Road Corridor Urban Transformation Planning and Design
 Guidelines Implementation Tool Kit November 2016 Figure 10.18 p217

The recommended maximum building heights for the precinct are shown in Figure 45. The tallest buildings will be up to 32 metres located on Upward Street and on Lords Road close to the Marion Light Rail stop and other nearby facilities and services such as Kegworth Public School and Leichhardt Marketplace. Building heights along Parramatta Road, Lords Road west of Tebbutt Street, and the southern end of Tebbutt Street and immediately adjacent to Lewisham rail station range from 17-21 metres, or 4-6 storeys. These parts of the Precinct are best served by existing or proposed public transport and therefore could be appropriate for some intensification.

While the final form of the PRUTS is yet to be finalised, it is highly likely that the wider area is expected to undergo change in the near future, with heights of up to eight storeys provided along major infrastructure routes (Parramatta Road) and higher heights at select locations close to existing transport infrastructure up to 32m. This will provide a new context for the West Street Precinct with higher heights significantly changing the character of the area north of Lewisham Station.

For more information please refer to Appendix 1.

Sydenham to Bankstown Urban Renewal Corridor Strategy

The Sydenham to Bankstown Urban Renewal Corridor Strategy provides a framework for development to complement the upgrade of the existing heavy rail corridor to metro that is cohesive with the existing character and amenity of the area. The Corridor Strategy also sets out actions for implementation and provides a detailed list of infrastructure required to support renewal.

The Strategy proposes changes to land use and built form controls that would provide over 35,000 dwellings to be constructed across the 11 Station Precincts. Under the strategy, all of the stations other than Hurlstone Park are slated to have within 400m of the station new development of at least medium/high rise housing. Medium/high rise housing is at least 8 storeys in height, corresponding to a building height of approximately 28m (based on 4m height for the ground floor and 3m for the subsequent floors and lift motor room/plant).

For the larger centres, high rise housing will form the core. High rise housing starts from 9 storeys and extends to 25 storeys. The upper end of this range will be accommodated mainly within the Bankstown CBD and larger town centres such as Campsie and Canterbury. The lower end of this range will be accommodated mainly within the smaller town centres such as Marrickville, Belmore and Lakemba.

Sydenham, Marrickville, and Dulwich Hill Stations are all within the Inner West local government area. Sydenham is affected by aircraft operations, limiting potential height in the immediate proximity of the station. The area around Dulwich Hill Railway Station and Dulwich Grove Light Rail Stop is slated for medium-high rise (8 storeys) while Marrickville is slated for high rise development of a minimum 9-12 storeys (see Figure 18 – areas shown red are to be 8 storeys, grey areas are high rise at 9-12 storeys or more).

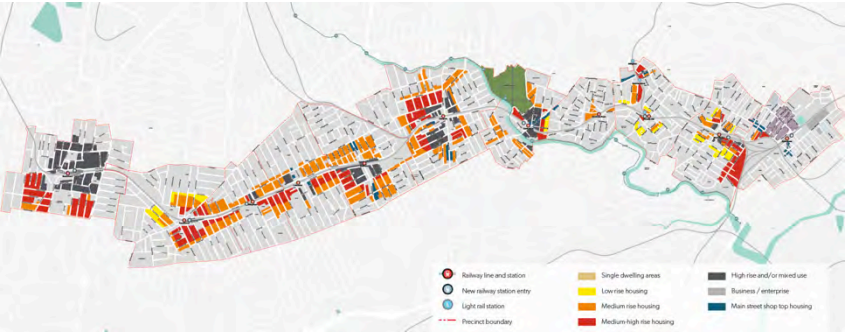


Figure 17 Sydenham to Bankstown Urban Renewal Corridor Strategy Land Use Map June 2017
 NSW Government, Department of Planning and Environment Sydenham to Bankstown Urban Renewal Corridor Strategy June 2017

While the strategy addresses providing housing and employment in support of new infrastructure (the new Metro rail infrastructure) its provisions indicate current thinking around the kind of development that should be expected around transport infrastructure.



Figure 18 Land Use Map – Marrickville June 2017
 NSW Government, Department of Planning and Environment Sydenham to Bankstown Urban Renewal Corridor Strategy June 2017

Petersham RSL

The Petersham RSL site between Fisher, Trafalgar and Regent Streets and Fozzard Lane in Petersham was the subject of a recent planning proposal and development control plan amendment process. The site is only approximately 500m east of the 2B West St site.

The recent amendment of the LEP height of Buildings Map to permit 35m here and the approval of the application with a height of up to 11 storeys demonstrate Council's recent support for higher building forms adjacent to ridges and topographic high points. Like the West Street site, the RSL is also within 400m of existing railway infrastructure (Lewisham Station in the case of West Street and Petersham Station in the case of the Petersham RSL site) with both sites offering equivalent opportunities to provide housing choice in close proximity to transport. The approved development includes 9-11 storey building forms on the Trafalgar Street frontage.

For more information please refer to Appendix 1.

3 Site Analysis

3.1 Transport

The Precinct is only 40m from Lewisham Station, but is also in close proximity (400m) to a range of other public transportation. Figure 19 shows the 400m range from nearby transportation:

- Lewisham Train Station (red)
- Petersham Train Station (red)
- Lewisham West Light Rail Stop (green)
- Taverners Hill Light Rail Stop (green)
- The proposed Taverners Hill major transport node on Parramatta Road (blue)

The Precinct is also close to:

- Bus Routes on West Street
- Bus routes on Parramatta Road buses
- Bus routes on Railway Terrace and New Canterbury Road



Figure 19 Existing Transport Diagram

Key Observations

- The site is extremely well serviced by public transport and is within 400m of heavy rail, light rail (2 stops), and bus routes on two major arterial roads including the proposed Taverners Hill major transport node on Parramatta Road. As a result it is highly suited for intensification to deliver housing choice and or employment.

3.2 Open Space and Recreation

The Precinct has good accessibility to open space, largely through its proximity to Petersham Park.

Open space in the area within 400m of the precinct includes:

- Petersham Park
- Fanny Durack Aquatic Centre
- Petersham Bowling Club
- The GreenWay

The nearby area also includes, Brighton Street Reserve further to the east.

These are shown green on Figure 20.



Figure 20 Existing Open Space Diagram

Key Observations

- There is an opportunity for small and moderate scale passive open space areas to complement the larger open space of Petersham Park, and as a counterpoint to Petersham Park's active recreation program including the Fanny Durack Aquatic Centre and the more linear nature of the GreenWay.

3.3 Barriers and Constraints

The Precinct is affected by significant physical barriers caused by the railway and arterial road network. The major barriers are shown in Figure 21:

- The Western Railway is a significant barrier to north-south movement in the vicinity of the subject site (red)
- West Street is a barrier to East-West movement in the vicinity of the Precinct. In large part this is due to the sharp bend on West Street near the south east corner of the Precinct, including the steep incline to the railway overbridge crossing the Western Railway Line and the significant level change to Site 1 (purple)
- There is a moderate constraint caused by the existing topography. The overall master plan site falls approximately 15m from south to north, and approximately 3-5m from west to east (purple).

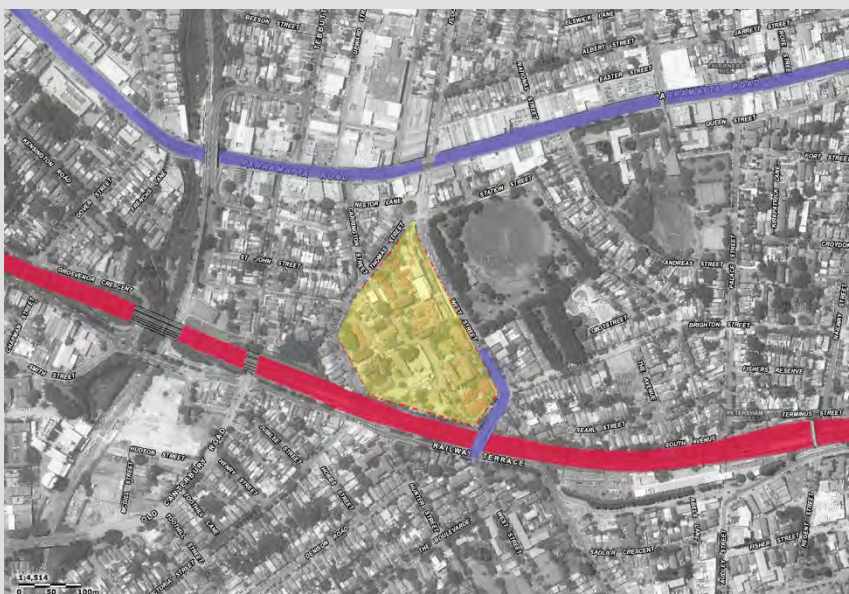


Figure 21 Existing Barriers and Constraints Diagram

Key Observations

- Major barriers are the western rail line and the heavily trafficked West Street in the lead up to the crossing of the rail line and the intersection with Railway Terrace due to the road design. The barrier of the railway line significantly constrains north-south movement in the vicinity of the Precinct.

3.4 Bicycle Access

The Precinct is identified as being on local and regional routes LR11- Petersham to Lewisham Local Route and RR02 Leichhardt to Earlwood Regional Route.

Key Observations

- The pathway between the Precinct and the railway line is noted as a key linkage in the Marrickville Bicycle Strategy
- The strategy also notes the potential for cycle facilities along part of the West Street Frontage of the Precinct, separated from vehicular traffic (regional route off road). This would require additional land, or alternatively, a reallocation of the existing road reservation, reducing the current pedestrian/carparking and roadway allocation to provide for separated cycle facilities
- The Bicycle Strategy also identifies Lewisham Station as a priority bicycle parking location. There may be an opportunity for private sector parking initiatives within the Precinct given its proximity to Lewisham Station

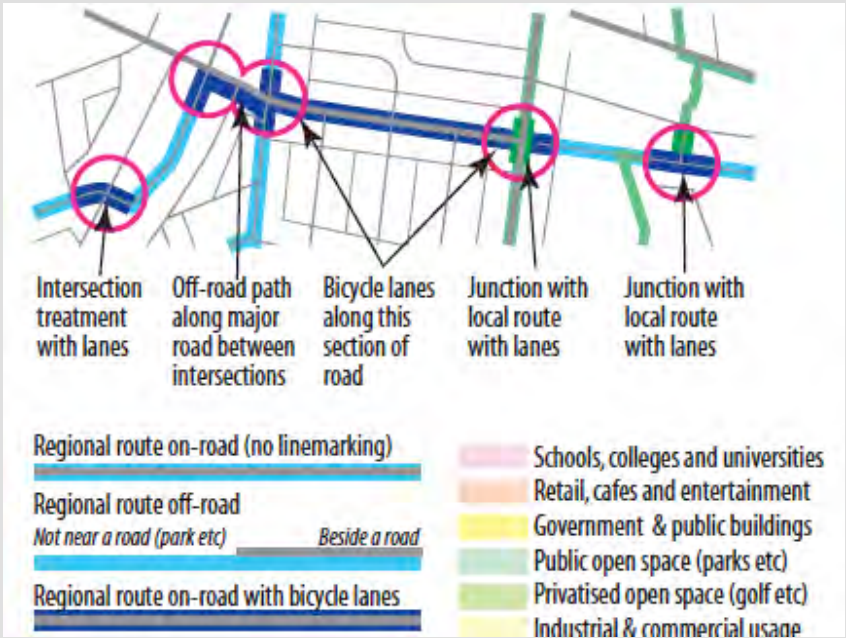
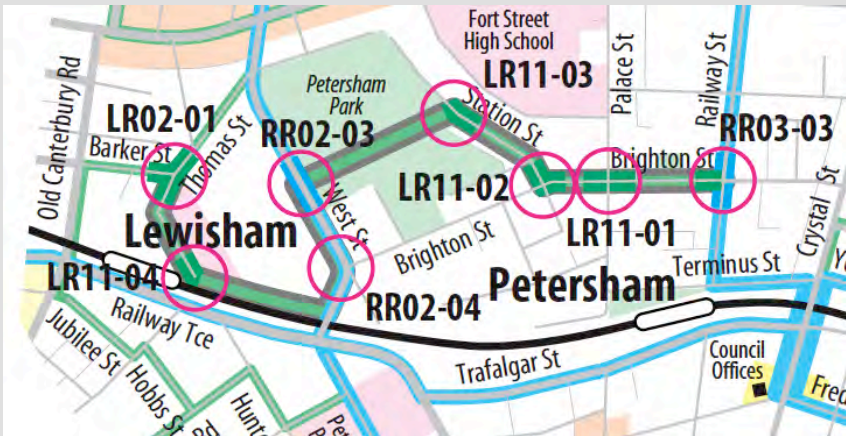


Figure 22 Marrickville Bicycle Strategy 2007 – Extract Route LR11 and Key to Route Detailing Map symbols
Source: Marrickville Bicycle Strategy 2007

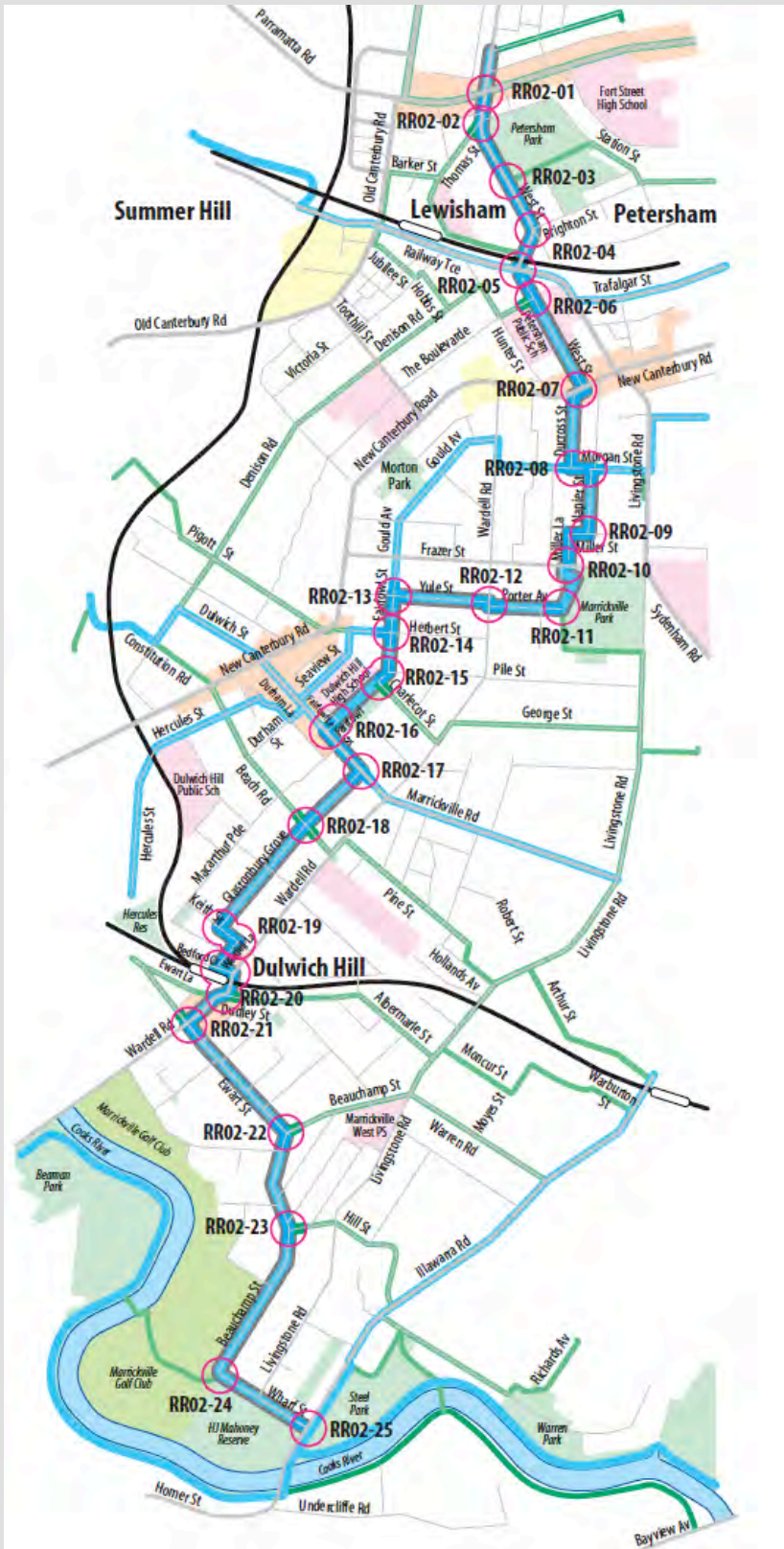


Figure 23 Marrickville Bicycle Strategy 2007 – Extract Route RR02
Source: Marrickville Bicycle Strategy 2007

3.5 Pedestrian Access

Desirelines and Potential Through Site Access

- Lewisham vs Petersham Station
 - Lewisham and Petersham Railway Stations are only 743m apart
 - Most of the 400m potential transit catchment to Lewisham Station to the north west is currently occupied by institutional buildings of the Precinct and Petersham Park rather than containing transit oriented residential catchment
 - Recreational destinations of Petersham Park and The Fanny Durack Aquatic Centre are closer to Petersham Station than Lewisham Station, so desirelines to transit trend towards Petersham Station rather than towards the Precinct.
 - Searle Street is a cul-de-sac that does not access West Street. As a result transit desirelines trend towards Petersham Station.
- Desirelines to Lewisham Station
 - East of the Precinct, residential development with desirelines to the Lewisham Station for transit is limited to West Street, Wentworth Street and Brighton Street west of the Bowling Club (the rest being closer to Petersham). This equates to approximately only 45 lots, or around 100 people maximum.
 - North of Parramatta Road pedestrian catchment desirelines trend to Thomas Street rather than through the Precinct.
 - The St Vincent De Paul Marian Centre is an employment destination however natural desirelines are along Thomas Street rather than through the Precinct.
 - There is a potential desireline from Lewisham Station through the Precinct for users of the proposed uses on Site 1 satisfied by providing a link to the pathway along the railway boundary.
 - The school uses on Site 3 are unsuitable for public through site linkages for student safety and security reasons – as a result any potential through-site links through Site 1 cannot naturally connect to links through Site 3.
- Desirelines to Other Transport
 - The significant barriers of the Rail Line and Parramatta Road mean that the Precinct does not affect any north-south desirelines to transit or other destinations.

Key Observations

- The barriers of the western rail line and West Street near the rail crossing, plus the proximity of Petersham Railway Station to the area's major recreational spaces mean that there are no significant natural pedestrian desirelines through the Precinct despite the long frontages.
- Any through-site links through Site 1 cannot naturally connect to links through Site 3 due to the school uses on Site 3
- As a result there is no particular value in urban design terms to creating a through site link at the middle of the Precinct which are unlikely to be well used, and do not correspond to any identified desirelines to transit or key destinations.



Figure 24 Pedestrian Desirelines to Lewisham Station Diagram

Source: Basemap from NSW Government Spatial Service sixmaps.nsw.gov.au

Red dotted arc indicates 400m to Petersham Station. Red coloured areas show transit desirelines trending to Petersham Station.

Blue dotted arc indicates 400m to Lewisham Station. Blue coloured areas show transit desirelines trending Lewisham Station.

The hatched area indicates the approximate extent of the existing school in the Precinct, which is a barrier to any potential public through-site links.

3.6 Typology

The nature of residential aged care housing models is that in order to achieve the necessary levels of building efficiency, with shared facilities and accommodation across a single level floorplate, the resulting built form typology has a significant scale.

The West Street site has a number of key attributes that make it suitable for this larger scale residential typology of development:

- the existing built form across the block is of a range of scales including larger floorplate institutional buildings, including the existing aged care on the site, and recognised by the special infrastructure zoning
- the surrounding context beyond the block is predominantly residential providing a suitable location in terms of other social infrastructure (compared to, for instance, an industrial or employment lands context)
- the site is in close proximity to existing transport infrastructure providing access for works, residents and visitors
- adjacent railway infrastructure that isolates the site from the surrounding residential areas, together with the significant level changes on the site allows the bulkiest parts of the typology to be kept inbound on the site and to be screened by smaller built forms further supporting the fit within the context
- combining the residential aged care podium typology with independent living units, which function more like apartments, allows pop-up tower forms above the podium with smaller floorplates
- collocation of the residential aged care uses into a single built form assists with the meaningful interpretation of the site's heritage buildings and open space by not filling the site with a collection of smaller building forms

These observations are consistent with the Site Compatibility Certificate for the development, which has identified that Seniors Housing is a land use that is compatible with the context and setting of the Precinct.

With the envelope appropriately driven by residential aged care and independent living unit uses, the design challenge is to ensure that the inevitable building mass is managed with appropriate design articulation so as to ensure it is not bulky and achieves a successful scale interface with adjacent development.

Distribution of the built form on the site in this manner not only authentically allows larger forms to effectively located on southern part of the precinct but is also the best option for heritage and for open space.

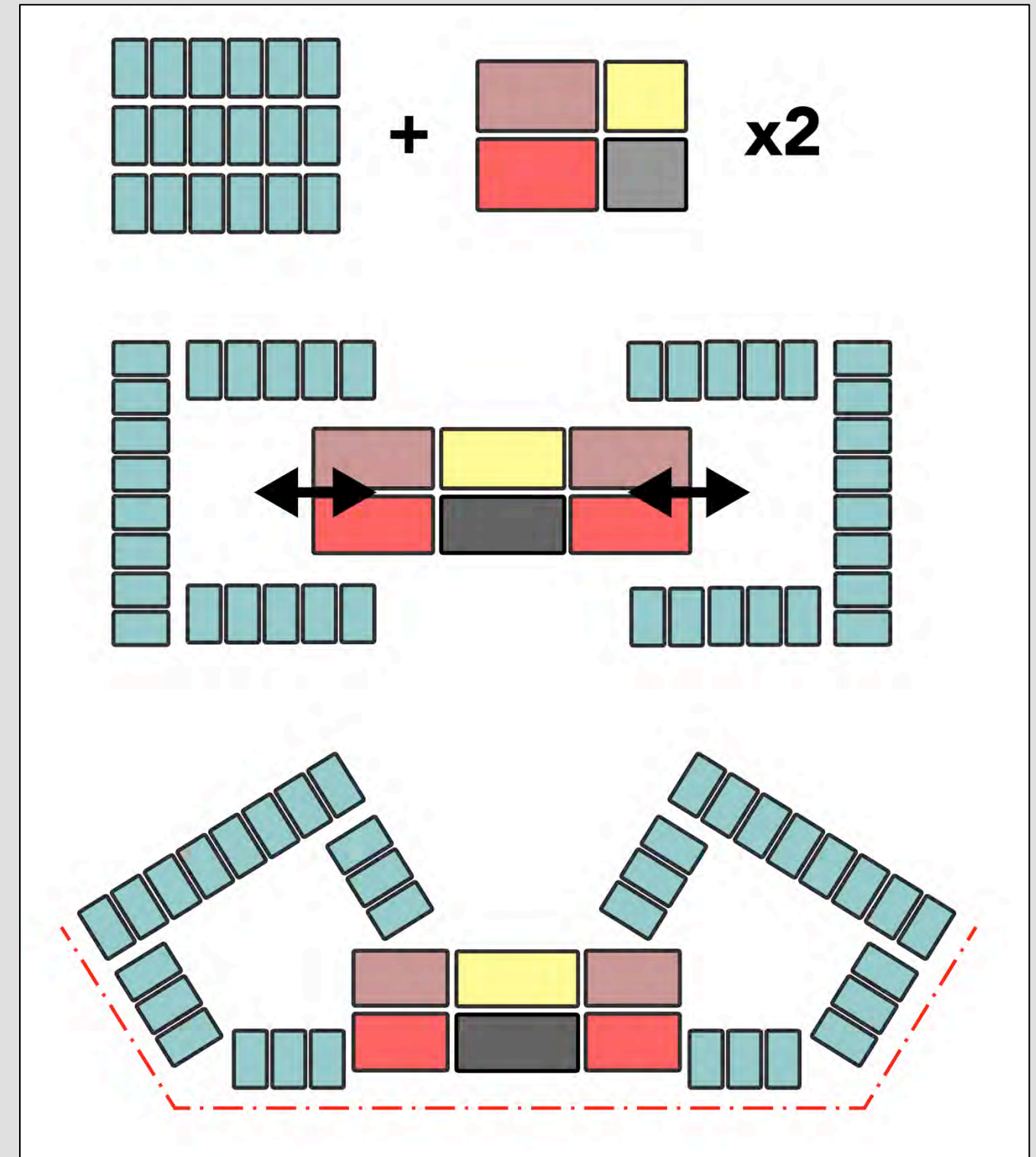


Figure 25 Typology Diagram

4 Master Plan Strategies

4.1 Access

Overview

The site analysis has identified potential and limited value in providing pedestrian linkages generally through the Precinct. Key linkages to improve access into and around the Precinct have instead been identified responding to the Precinct's specific uses and characteristics.

Key Urban Design Principles

- ***Treat the pathway along the railway as a street frontage***
 - Set back development on the southern boundary of the Precinct to provide space to increase the width of the pedestrian and cycle pathway and enhance the public domain quality and landscaping of this path
 - Ensure that all buildings facing the pathway provides high levels of passive surveillance and are not primarily composed of back of house, plantrooms or other non-active spaces
 - Provide separate ground level entry to any independent living units facing the pathway (via the unit's private open space)
 - Ensure pedestrian connectivity into Site 1 and Site 3 between building envelopes
- ***Provide space for enhanced bicycle facilities***
 - Any significant redevelopment of Site 1 should consider providing space for an off-road bicycle path on West Street separated from vehicles and pedestrians in accordance with Marrickville Bicycle Strategy 2007 in consultation with Council
 - Any significant redevelopment of Site 3 should consider providing private sector bicycle commuter parking and end of trip facilities directly accessed from path along the rail line to further encourage cycling uses on this path in proximity to Lewisham Station and expand the reach of the rail network.
- ***New Vehicle and Pedestrian Access***
 - Connect Charles O'Neil Way to West Street on the southern side of the Novitiate Building and on the northern side of the Ann Walsh Building to provide the major new entrance to the development with access for pedestrian and vehicles and improving permeability into the Precinct
- ***Formalise Access Arrangements***
 - Legally formalise access arrangements by negotiating appropriate easements to ensure access is maintained over time and to provide for the upkeep of the public domain

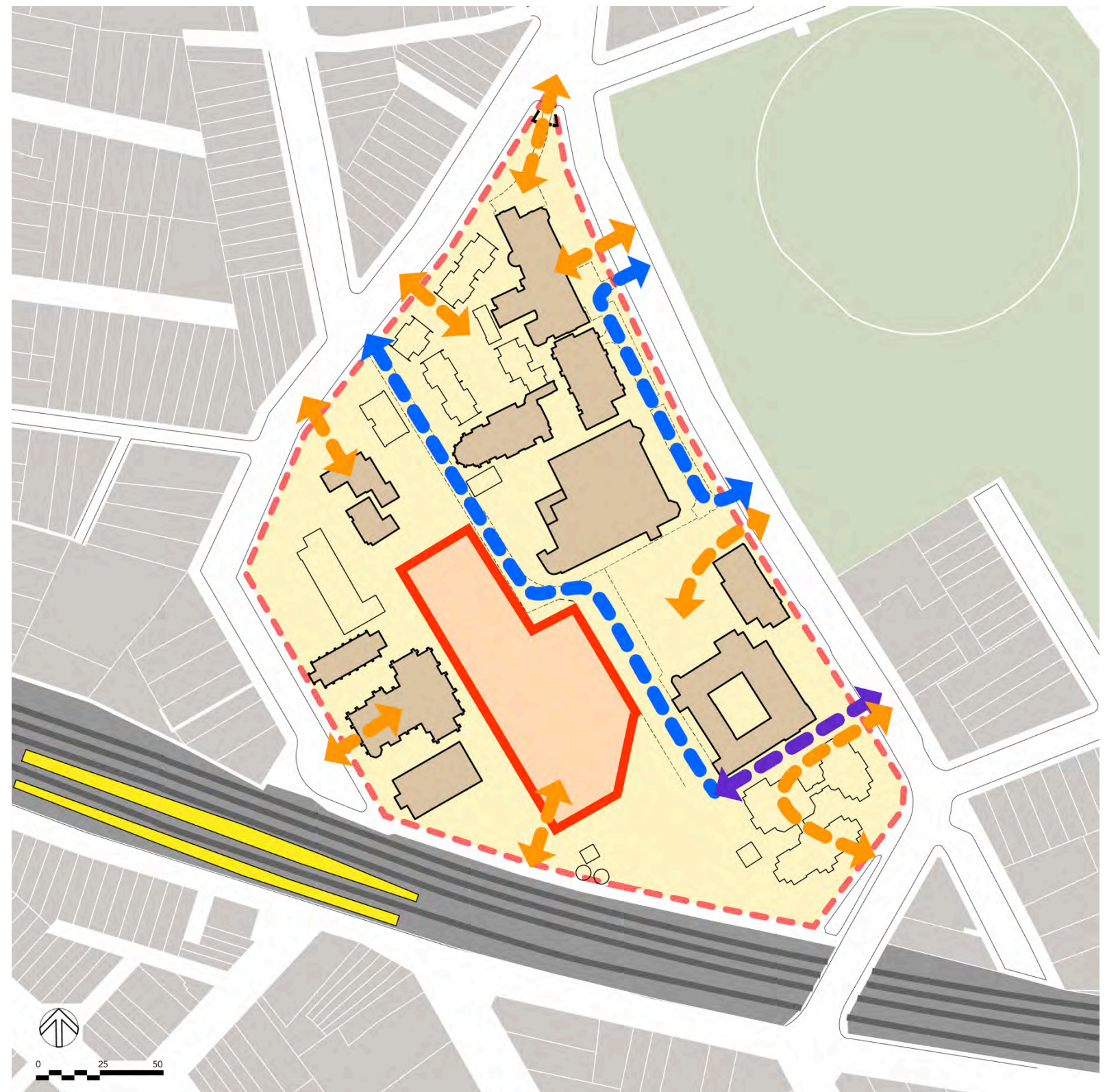


Figure 26 Master Plan Access Diagram

1. Blue – Existing Vehicle Access
2. Purple – New Vehicle Access
3. Orange – Pedestrian Access
4. Red – Existing School – unsuitable for public through site linkages for student safety and security reasons

4.2 Open Space/Landscape

Overview

The area is well serviced by open space with Petersham Park and the Fanny Durack Aquatic centre located across West Street. Key opportunities to supplement these major spaces with more intimate passive recreation heritage gardens have been identified to provide a rich environment for the Precinct's users as well as making these spaces publicly available during normal operating/daylight hours.

Urban Design Principles

- **North Garden**
 - Conserve the heritage significant formal north garden to the north of the Novitate Building for use as a public space with pedestrian connection to West Street providing a quiet recreation space for users of the Precinct and for the public during normal operating/daylight hours
- **West Street Gardens**
 - Conserve the heritage significant formal front garden in front of the Novitate Building on West Street for use as a public space during normal operating/daylight hours
 - Site any new development south of the West Street Garden close to the street alignment to formally frame this garden
 - Improve the permeability of the West Street frontage of Site 1 for pedestrians, including residents of and visitors to the proposed aged care facility, by removing most or all the solid brick wall and replacing it with more transparent fencing or threshold treatments that interpret the Precinct's cloistered/separated history while improving visual connectivity
- **Perimeter landscaping**
 - Improve perimeter landscaping to the pathway on the Precinct's southern boundary next to the railway while maintaining appropriate safety and security sightlines in accordance with CPTED principles
 - Improve the public domain of Charles O'Neil Way with clearer pedestrian and vehicle infrastructure and improved planting areas within the centre of the Precinct
- **Forecourt**
 - Consider a landscaped civic orientation space at the end of Charles O'Neill Way on Site 1 to provide a forecourt to new building entrances
- **Biodiversity**
 - The site is located within a Bandicoot Protection Area and Wildlife Corridor and development proposals should opportunities for including suitable new vegetation
- **Rooftops**
 - The rooftops of new podium buildings should be landscaped

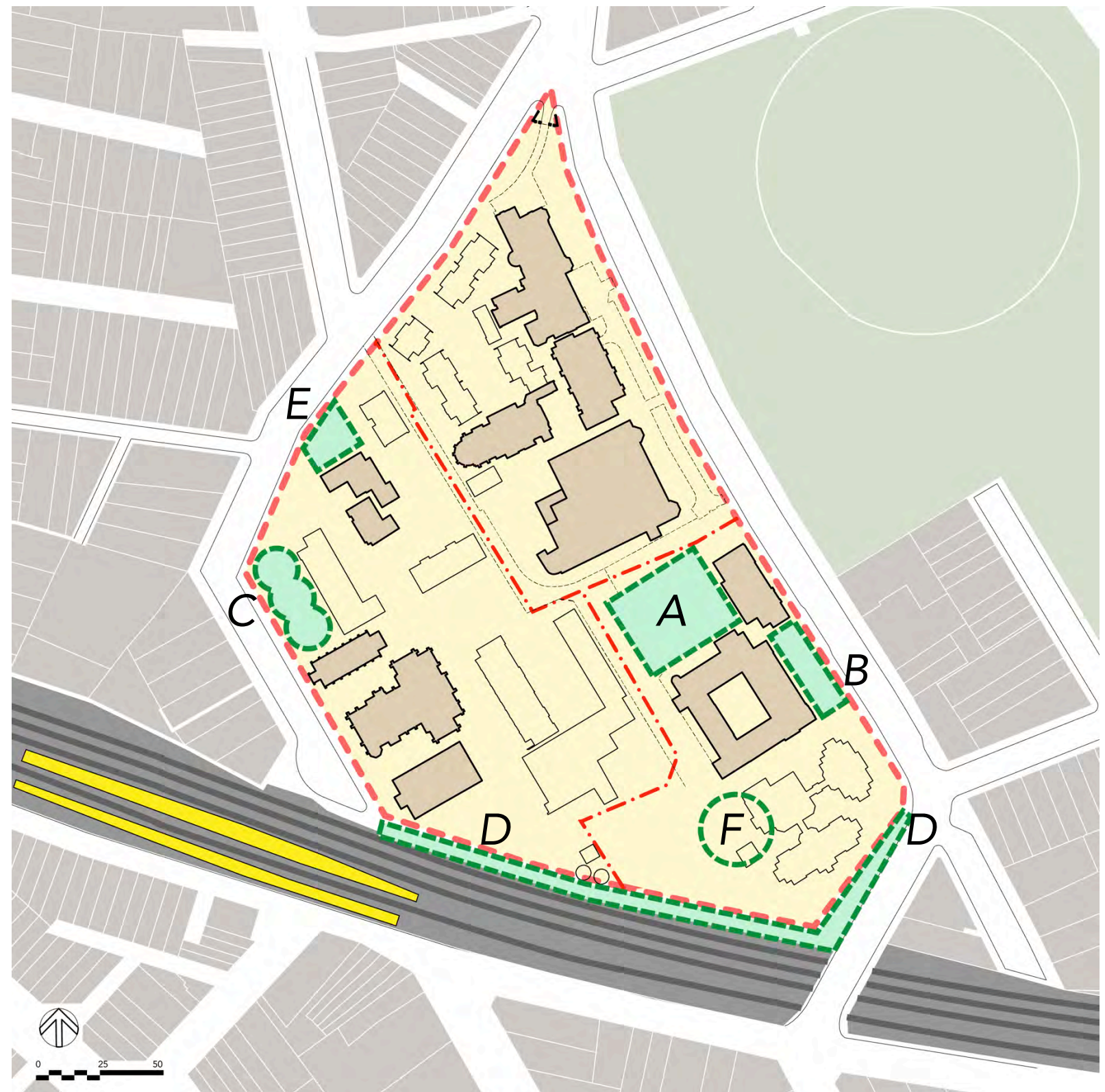


Figure 27 Master Plan Open Space/Landscape Diagram

- A. New Public Passive Open Space – North Garden
- B. New Public Passive Open Space – West Street Formal Garden
- C. Maintain Existing Trees and Landscaping at Thomas Street Corner
- D. Enhance Landscaping and Planting along the Railway Pedestrian and Cycle Path
- E. Maintain the Presbytery Front Garden
- F. Consider a civic orientation forecourt

4.3 Future Built form

Overview

The numerous heritage buildings in the Precinct, and their curtilage constrain the parts of the Precinct that could accommodate future development. It should be noted that many of the heritage items have a significant bulk and scale.

Note: This master plan identifies zones for future development rather than individual building envelopes. This is because there could be a wide range of building forms resulting from the different potential uses on the site, many of which could be institutional. It is not envisaged that all of the indicated infill building zones would be fully covered by new buildings. Individual envelopes should be designed based on a nuanced understanding of the specific relationships between proposed development and the adjacent heritage items and their curtilage at the development application stage.

Urban Design Principles

- **Heritage Opportunities**
 - Conserve significant heritage buildings and spaces as part of any major redevelopment within the Precinct's individual sites
 - Utilise curtilages around heritage buildings to provide access and/or supplement open space and landscaping
 - Setbacks to heritage items to be determined by reference to the items significance but should generally not be less than 6m
 - Contemporary buildings should not mimic heritage buildings and should have a contemporary compatible form and design.
 - Orthogonal arrangements of buildings is not encouraged, but may be required for some heritage relationships
- **Infill Development Opportunities**
 - Align new buildings to respond to the alignments of existing heritage buildings and spaces - new infill buildings should generally respect the orthogonal layout of adjacent heritage items in interface areas (not applicable to towers)
 - Align a new front building on West Street (at the eastern corner of the Precinct) with the street alignment of the Ann Walsh Building to respond to the orthogonal alignment of heritage buildings and to formally frame the space of the West Street Garden in front of the Novitiate building.
 - Generally adhere to ADG rules of thumb for building separation between habitable rooms/balconies, even where uses are not residential:
 - Up to 4 storeys: 12m
 - 5-8 storeys: 18m
 - 9 or more storeys: 24m
 - Include smaller scale design elements in lower scale buildings to enhance visual relationships with the Precinct's heritage buildings and explore opportunities for taking design cues from the heritage buildings in new infill buildings

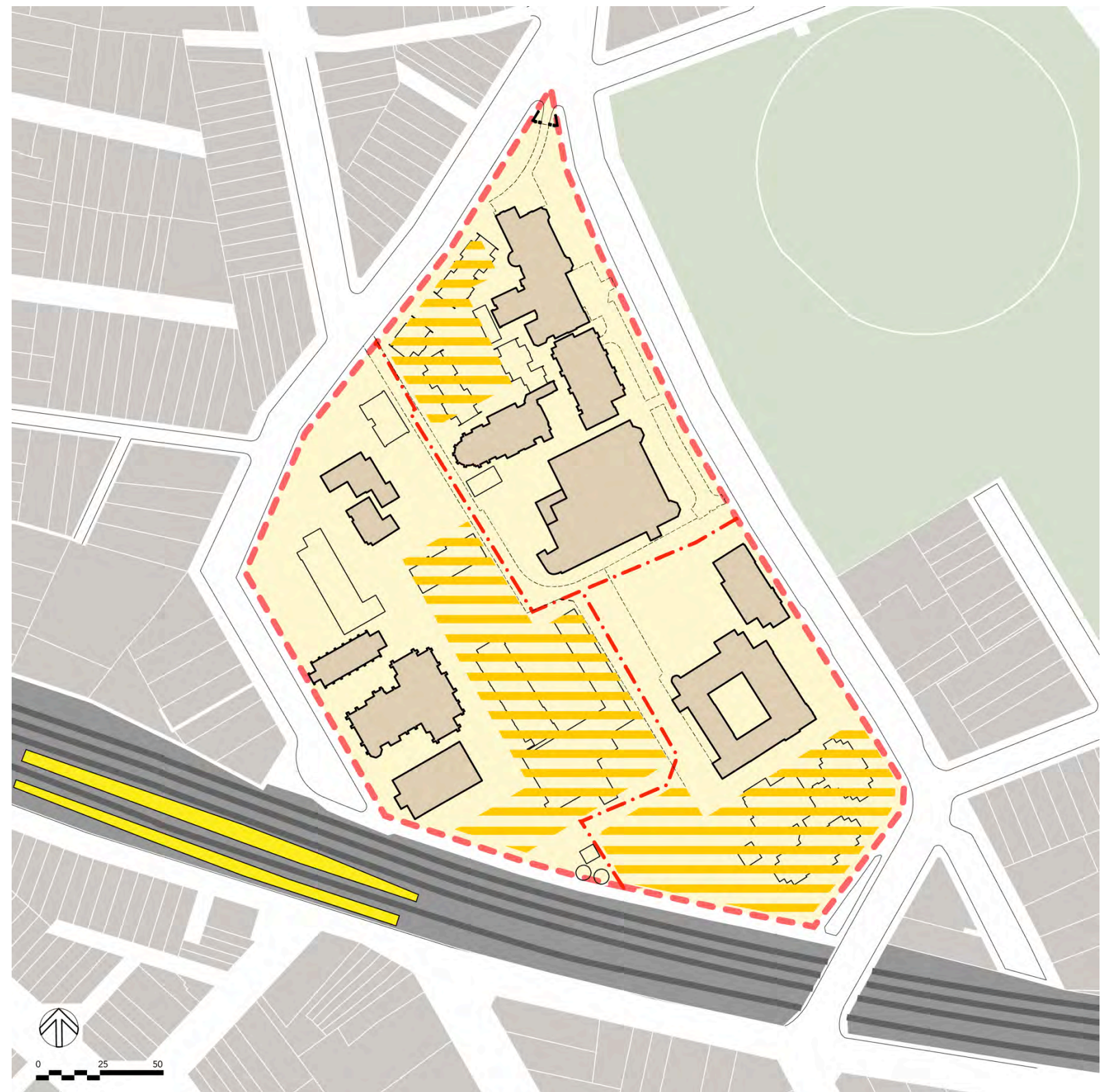


Figure 28 Master Plan Future Built Form Diagram

- Heritage buildings shown brown
- Approximate probable maximum extent of potential infill shown yellow hatch (horizontal).

- **Managing Scale**
 - The isolated nature of the Precinct from directly adjacent sensitive use, and railway and road corridor buffers to the south makes the Precinct appropriate for larger building forms along the southern boundary, without causing significant impacts. Adjacent to these and in the other infill areas within the Precinct, smaller forms can achieve an appropriate transition to existing heritage items
 - The substantial scale of the institutional buildings along West Street, including the Novitiate, gives them a strong presence at the scale of the podium form, and helps to mitigate potential scale impacts that might otherwise arise from new towers in reasonably close proximity.
 - On Thomas Street, heritage buildings including the church, while still architecturally imposing, have a smaller scale. Tower forms have been restrained to Site 1, with the land occupied by the school providing a buffer of at least 30m between proposed towers and the nearest heritage item and set back so that they are more than 6m east of the rear of the nearest heritage item. This offset and buffer will help to manage any potential for scale impacts by ensuring towers are seen to be in the background and significantly off to the side when looking at the heritage item frontages from the adjacent and directly opposite footpaths of Thomas Street.
 - Tower elements have been arranged to avoid dominating views with particular urban design significance for heritage items both on West Street and on Thomas Street – such as along a building's axes of symmetry or along formal building entry pathways.
- **Height**
 - Heights should be measured in storeys using the ground level at the nearest boundary with the public domain as the datum level, not including lift overruns and plant.
 - Lower scale buildings and podium buildings can be up to a comparable height to the heritage buildings (i.e. 4-6 storeys).
 - Towers can be 7-12 storeys (residential floor to floor) taking cues from comparable sites in the inner west.
 - Keep the tallest elements setback from nearby heritage items and other sensitive land uses by locating towers internal to the sites and along the southern boundary where they can be buffered by the railway and the level change.
 - Step tower forms to respond to buffering provided by the depth of the site and the railway interface; and to manage scale and bulk by allowing a variety of heights and forms.
- **Design**
 - Towers should be designed to minimise bulk and achieve a good scale interface with the heritage buildings in the Precinct (many of which have a substantial institutional scale).

- Towers above a podium should be smaller floorplates ideally of no more than 750sqm in order to ensure towers have a slender, elegant proportion. Where towers exceed 750sqm there should be careful architectural articulation to ensure the expression of towers is slender and not bulky when viewed from key locations.
- **Solar Access**
 - Tower forms should be located in order to minimise impacts on solar access to nearby residential uses along Railway Terrace and to ensure that a minimum of 2 hours midwinter solar access is provided to the living areas of these dwellings and to a useable area of private open space in accordance with ADG rules of thumb.
- **Views of the Sky**
 - Tower forms should be located to allow views to the sky between towers from key open spaces.
 - New taller buildings should be located so that they do not dominate the background of heritage items from key locations (such as Precinct entry points and on major axes of symmetry set up by the architecture of the heritage item).

4.4 Public and Community Benefits

Overview

Although the Site Compatibility Certificate has identified that Seniors Housing is a land use that is compatible with the context and setting of the Precinct, this does not override the objectives that apply to all development in Zone SP2 Community Facilities. While seniors housing is a desirable outcome for the wider community it is not in and of itself a 'public benefit'.

As a result the proposal will need to demonstrate that it will deliver public benefits and community-enhancing infrastructure.

The following opportunities are identified in order to stimulate a discussion with the Council about which opportunities are likely to meet the community needs for the Lewisham area.

- **Heritage**
 - Whilst heritage conservation is a statutory requirement, nevertheless the upgrade and conservation of the heritage buildings in the Precinct represents a significant and demonstrable community benefit.
- **Open Space**
 - The Precinct contains existing open spaces, primarily adjacent to heritage items, in particular the North Garden adjacent to the Novitiate Building, and the West Street Garden in front of the Novitiate Building and south of the Ann Walsh Building.

These spaces have been in private use for a considerable period. Conserving these gardens and making these available for use by the public (during daylight hours or equivalent) would supplement existing open space in the area and represent a significant public/community benefit.

- **Cycling connectivity**
 - There are significant opportunities for the current path along the rail line to be enhanced to include contemporary cycling facilities, potentially separated from pedestrian uses, and with connectivity improvements into the potential extension of this path to the wider cycling network in consultation with Council.
 - Any significant redevelopment of Site 1 should consider providing space for an off-road bicycle path on West Street separated from vehicles and pedestrians in accordance with Marrickville Bicycle Strategy 2007 in consultation with Council
 - Any significant redevelopment of Site 3 should consider providing private sector bicycle commuter parking and end of trip facilities directly accessed from path along the rail line to further encourage cycling uses on this path in proximity to Lewisham Station and expand the reach of the rail network.
- **Community meeting spaces**
 - Many of the internal spaces within new buildings or heritage items are of a size and scale that could make them suitable for use by the community. With appropriate legal arrangements and booking systems in place, these rooms could provide a significant public benefit for use by community groups in the local area seeking meeting or function space. In particular these could be programmed to be available outside regular business hours when the various uses are still staffed, but demand is low as these are likely to be the most desirable times for community use (e.g. early evenings and weekends). This potential should be discussed with Council in order to determine the level of community need and any correlation with the spaces within the Precinct. As an added advantage, the use of any heritage interiors for community use will widen the potential for heritage interpretation and community appreciation of these significant interiors.
- **Public Art**
 - Significant development proposals for sites within the precinct should include provision of public art at key site entrances, public spaces or other suitable locations.

5 Master Plan – Site 1

Plan Diagram Key

- A. Treat the pathway along the railway as a street frontage and provide space for enhanced bicycle facilities
- B. New vehicle access
- C. New pedestrian access
- D. Conserve the North Garden
- E. Conserve the West Street Gardens
- F. Provide Forecourt as a new civic orientation space
- G. Front setback to a new West Street building minimised to formally frame the West Street Garden
- H. Improve the permeability of the West Street frontage, by removing most or all the solid brick wall and replacing it a brick and palisade fence
- I. Improve the public domain of Charles O'Neil Way with clearer pedestrian and vehicle infrastructure and improved planting
- J. Landscape the rooftops of new podium buildings
- K. Conserve and adaptively reuse significant heritage buildings
- L. Articulate larger tower floorplates to manage scale and bulk

Note: Master Plan floor plates shown are approximate and represent one option: the non-orthogonal nature of the site and the absence of a street grid hierarchy means a range of floorplates and building orientations could be appropriate

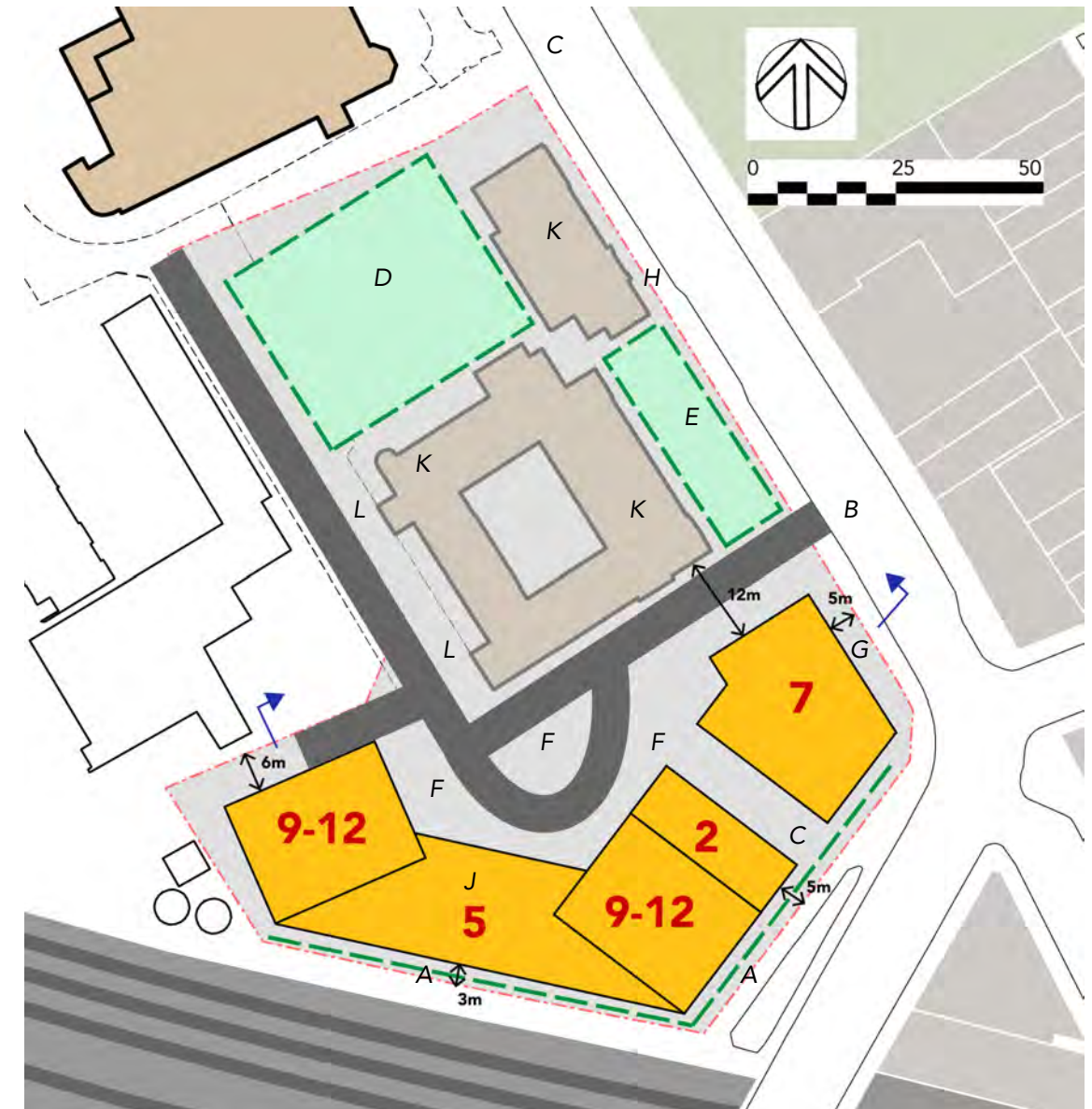


Figure 29 Site 1 Master Plan – Plan Diagram

Section Diagram Key

- A. Step tower forms to respond to buffering provided by the depth of the site and the railway interface; and to manage scale and bulk by allowing a variety of heights and forms (heights measured from the existing ground level at the adjacent boundary, excluding rooftop plant and lift towers):
 - Building 1: 9-12 Storeys – recommended height 12 Storeys
 - Building 2: 9-12 Storeys – recommended height 9 Storeys
 - Building 3: 7 Storeys
- B. Landscape the rooftops of new podium buildings
- C. Provide views of the sky between tower forms
- D. Generally adhere to ADG rules of thumb for building separation between tower forms
- E. Articulation zone (balconies, indents etc.)

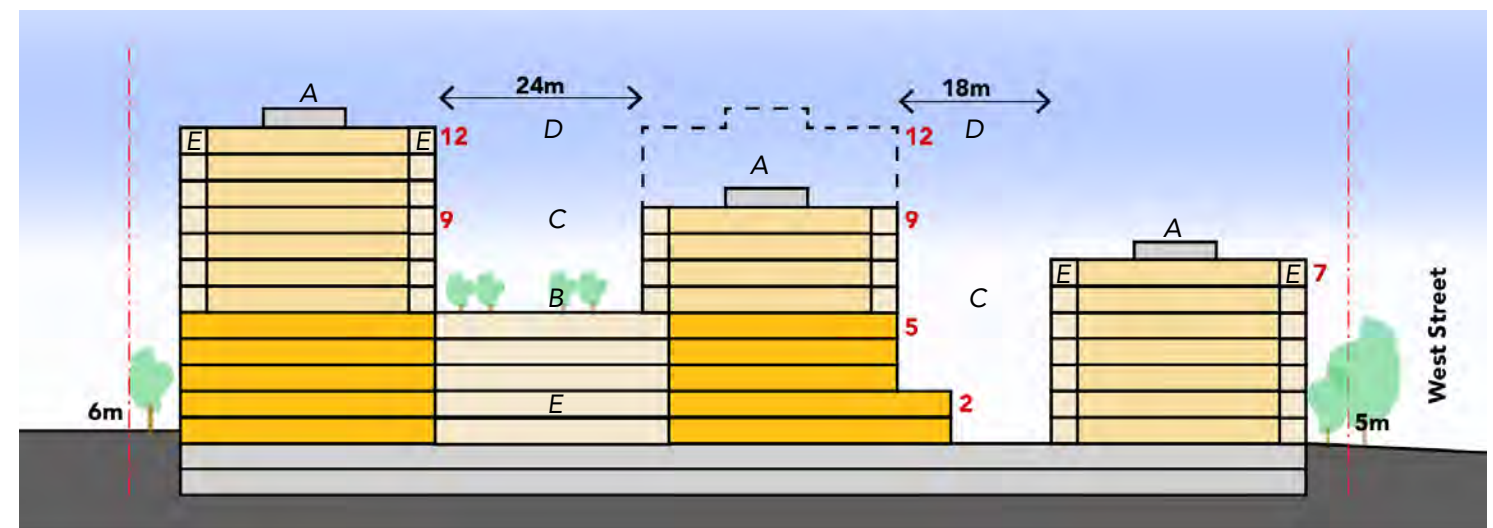


Figure 30 Site 1 Master Plan – Section Diagram

6 View Analysis

This section models the proposed broad building forms for Site 1 from nearby publicly accessible locations. The views were selected to provide a reasonable range of potential views from locations where the public would typically see the built form in their day-to-day experience of the area, such as at park entrances, views along streets and at key intersections. These are indicated on the map at Figure 31.

The photomontage views were generated by Jackson Teece and Virtual Ideas using Revit and based on surveys of the site and of the novitate building to calculate potential envelopes and map them to the relevant photographs. The silhouette of the envelope is represented as a dotted outline. This means that the envelopes shown tend to exaggerate the bulk and scale because they lack the finer building articulation of windows, doors and other features that establish human scale.

The view analysis shows that despite the height of the towers proposed by this master plan, they fit well into the context. This is largely as a result of the nature of Site 1, which is screened from most nearby public vistas by the railway line, level changes and the large scale of adjacent institutional buildings. This is particularly clear in the distant views such as from locations 4, 5, 7 and 8, which show that the envelopes do not dominate the area despite their height. Views from closer inevitably show envelopes having a larger impact, such as from locations 1 and 3, but even from close by these are considered acceptable, with the buildings in most cases significantly set back from adjoining public domain.

Further view analysis should form part of any development application, when the built form has full articulation and a higher grain resolution.



Figure 31 View Analysis Locations Map

Source: Basemap from NSW Government Spatial Service sixmaps.nsw.gov.au



Figure 32 View Analysis Image – Location 1
Source: Jackson Teece



Figure 34 View Analysis Image – Location 3
Source: Jackson Teece



Figure 33 View Analysis Image – Location 2
Source: Jackson Teece



Figure 35 View Analysis Image – Location 4
Source: Jackson Teece



Figure 36 View Analysis Image – Location 5 (envelope not visible from this location)
Source: Jackson Teece



Figure 38 View Analysis Image – Location 7
Source: Jackson Teece



Figure 37 View Analysis Image – Location 6
Source: Jackson Teece



Figure 39 View Analysis Image – Location 8
Source: Jackson Teece

7 Next Steps

It is anticipated that this master plan will be used to inform new planning, urban design and building design for any major new development applications within the Precinct.

In particular it is intended that the master plan will accompany a major development application for Site 1 to be lodged in 2018/2019 and should be used to inform development assessment by Council.

References

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Draft Greater Sydney Region Plan – Our Greater Sydney 2056
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Marrickville Bicycle Strategy 2007
August 2007

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A Plan for Growing Sydney
December 2014

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Sydenham to Bankstown Urban Renewal Corridor Strategy
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Marrickville Station Precinct – Sydenham to Bankstown Urban Renewal Corridor, A plan to transform Carrington Road and Illawarra Road into vibrant new precincts with new shops, retail and apartments.
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NSW Government, Urban Growth
Parramatta Road Corridor Urban Transformation Planning and Design Guidelines Implementation Tool Kit
November 2016

NSW Government, Urban Growth
Parramatta Road Corridor Urban Transformation Strategy
November 2016

West Street Precinct Master Plan

Appendices



Appendix 1 Inner West Heights Review

Appendix 2 Building Types

Appendix 1 Inner West Heights Review

Overview

This appendix provides a brief review of heights of buildings within the Inner West local government area and nearby surrounds. The purpose of the study is to highlight existing and proposed heights in comparable locations to the West Street Precinct including sites in close proximity to railway stations or other transport and comparable large and former institutional sites. It includes a brief overview of:

- existing statutory planning
- current strategic planning for comparable places
- existing comparable development

Summary Findings

Existing planning within the Inner West local government area provides a range of heights corresponding both to local context and former industrial and institutional sites.

- Based on currently permissible heights elsewhere in the inner west local government area, when setting new height controls for former institutional and industrial sites, setting maximum height of buildings controls up to 35m (approximately 11 residential storeys) would not be setting new precedents.

A *Plan for Growing Sydney* (published 2014) and *Towards Our Greater Sydney 2056* both provides for increased housing choice and renewal around transport corridors. As a result current regional and sub-regional strategic planning initiatives include allowing additional height for development that contributes to housing choice and is within 400m of existing or proposed transport infrastructure.

- Based on current strategic planning approaches in comparable areas, when setting new height controls for development within 400m of railway infrastructure that provide improved housing choice, heights of 8 storeys (28m) should be expected as a minimum, and heights could be higher at significant stations/town centres (up to 25 storeys or 76m).
- Specifically within the Inner West local government area, current strategic planning by the NSW Government is currently suggesting medium-high rise development with heights of 9-12 storeys for the medium term in centres well serviced by transport.
- Surrounding these higher rise areas transition to lower scale areas can be expected through medium rise building forms of 5-7 storeys.

Former Ashfield Local Government Area

The Ashfield Local Environment Plan 2013 is the primary instrument controlling heights in the proximity of Ashfield Railway Station. Permissible heights are typically 30m, based on a 23m 'base height' and a 7m affordable housing bonus height under Clause 4.3A. This equates to 9-10 storeys, noting that several recent buildings in the area have lift overruns and architectural roof features that exceed these heights.

Summer Hill Train Station, also in the former Ashfield local government area has low-rise residential uses and local centre 1-2 storey main street shops surrounding the station with heights of generally 8.5 – 10m permissible. In particular, there the pattern of land ownership does not include any large sites or former industrial uses in close proximity to the station, which correlates with the LEP's low height limits.

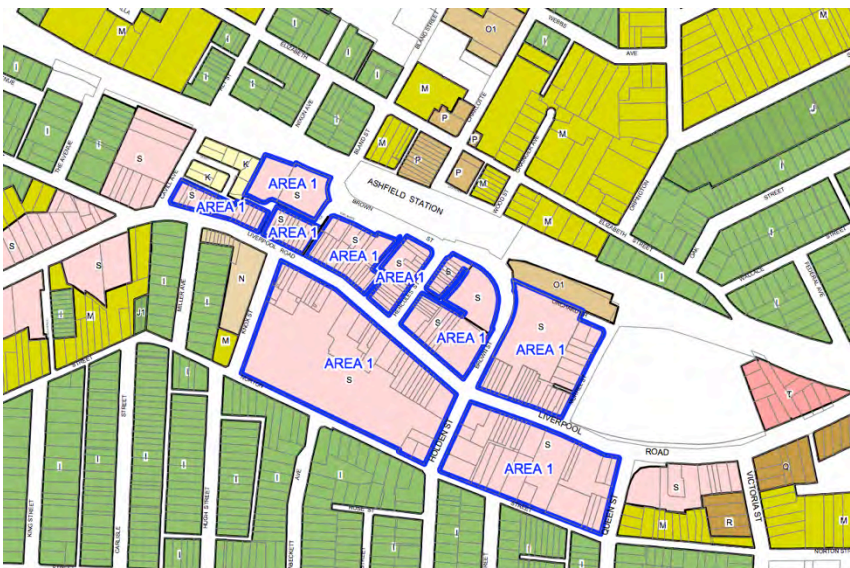


Figure 40 Extract Ashfield LEP Height of Buildings Map

Source: legislation.nsw.gov.au

Observations

When setting new height controls for large sites in Ashfield LEP area close to existing railway infrastructure, setting maximum height of buildings controls up to 30m (approximately 9 residential storeys) would not be setting new precedents.

Former Marrickville Local Government Area

The Marrickville Local Environment Plan 2011 is the primary instrument controlling heights in the former Marrickville Local government area. The maximum height of buildings controls in the Marrickville Local Environment Plan typically correlate to the existing development on the land.

- Most of the low rise residential areas have correspondingly low height of buildings control, predominantly 9.5m.
- Buildings fronting Main Streets in the local government area typically have a height of buildings control ranging from N (14m) to Q (20m).
- Several key former institutional and industrial sites, however, have far greater heights ranging from 26 to 35m. These include the McGill Street/Hudson Street (Lewisham West) Precinct (which is less than 400m from the West Street Precinct sites) the former industrial site at Grove Street Dulwich Hill, the Petersham RSL site, a site on Illawarra Road adjacent to Marrickville Train Station, and a site in the Dulwich Hill Local Centre, a site on Livingstone Road.

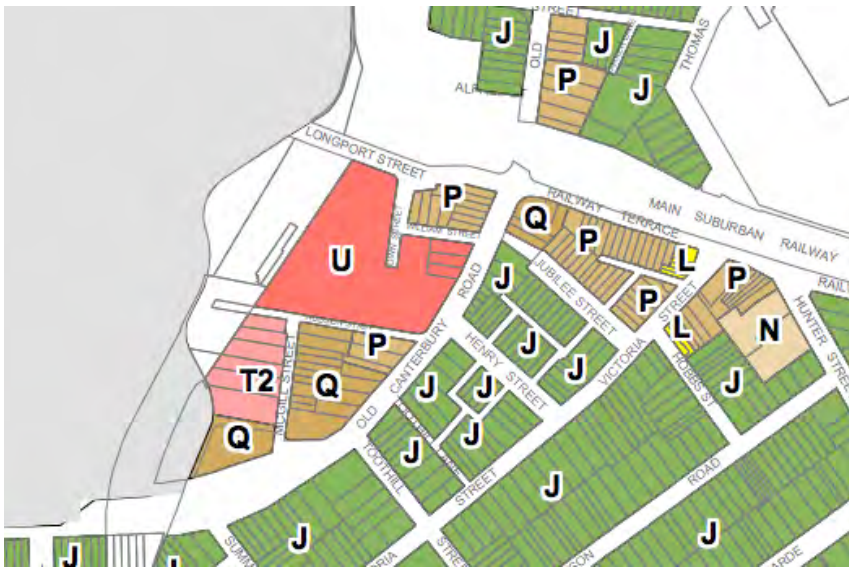


Figure 41 Extract Marrickville LEP Height of Buildings Map

Source: legislation.nsw.gov.au

Observations

When setting new height controls for former institutional and industrial sites in Marrickville LEP area, setting maximum height of buildings controls up to 35m (approximately 11 residential storeys) would not be setting new precedents.

Sydenham to Bankstown Urban Renewal Corridor Strategy

The Sydenham to Bankstown Urban Renewal Corridor Strategy provides a framework for development to complement the upgrade of the existing heavy rail corridor to metro that is cohesive with the existing character and amenity of the area. The Corridor Strategy also sets out actions for implementation and provides a detailed list of infrastructure required to support renewal.

The Strategy proposes changes to land use and built form controls that would provide over 35,000 dwellings to be constructed across the 11 Station Precincts. It will encourage more jobs for this growing population.

While the strategy addresses providing housing and employment in support of new infrastructure (the new Metro rail infrastructure) its provisions indicate current thinking around the kind of development that should be expected around transport infrastructure.

The strategy characterises six building types to be employed in the renewal of the centres within the corridor.

Under the strategy, all of the stations other than Hurlstone Park are slated to have within 400m of the station new development of at least medium/high rise housing. Medium/high rise housing is at least 8 storeys in height, corresponding to a building height of approximately 28m (based on 4m height for the ground floor and 3m for the subsequent floors and lift motor room/plant).

Surrounding the medium high-rise areas are medium rise buildings of 5-7 storeys height, corresponding to a building height of approximately 19-25m.

For the larger centres, high rise housing will form the core. High rise housing starts from 9 storeys and extends to 25 storeys. The upper end of this range will be accommodated mainly within the Bankstown CBD and larger town centres such as Campsie and Canterbury. The lower

end of this range will be accommodated mainly within the smaller town centres such as Marrickville, Belmore and Lakemba.

The lower end corresponds to a building height of approximately 31m, and the upper end 79m.

Sydenham, Marrickville, and Dulwich Hill Stations are all within the Inner West local government area.

Sydenham is affected by aircraft operations, limiting potential height in the immediate proximity of the station.

The area around Dulwich Hill Railway Station and Dulwich Grove Light Rail Stop is slated for medium-high rise (8 storeys) while Marrickville is slated for high rise development of a minimum 9-12 storeys (see Figure 43. Note: The plan envisages that areas coloured red will be 8 storeys in height, and those coloured mid grey are to be 9-12 storeys or taller).

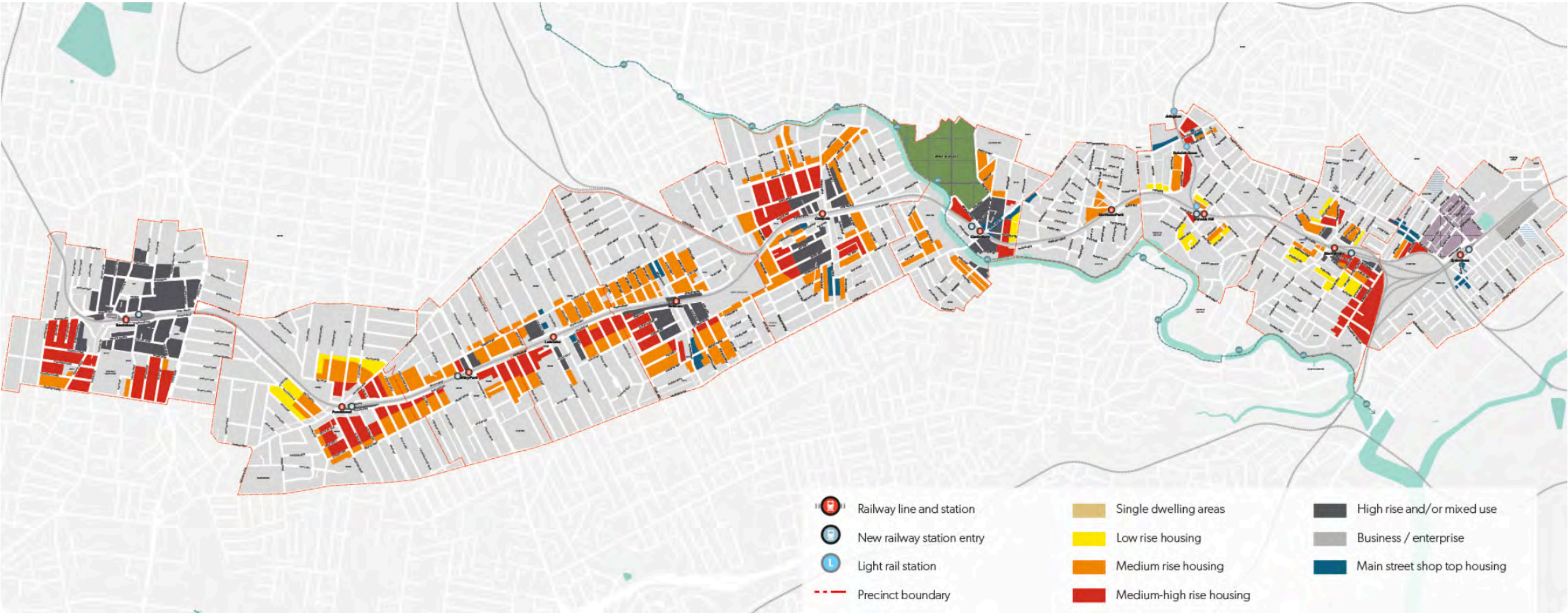


Figure 42 Sydenham to Bankstown Urban Renewal Corridor Strategy Land Use Map June 2017
NSW Government, Department of Planning and Environment Sydenham to Bankstown Urban Renewal Corridor Strategy June 2017

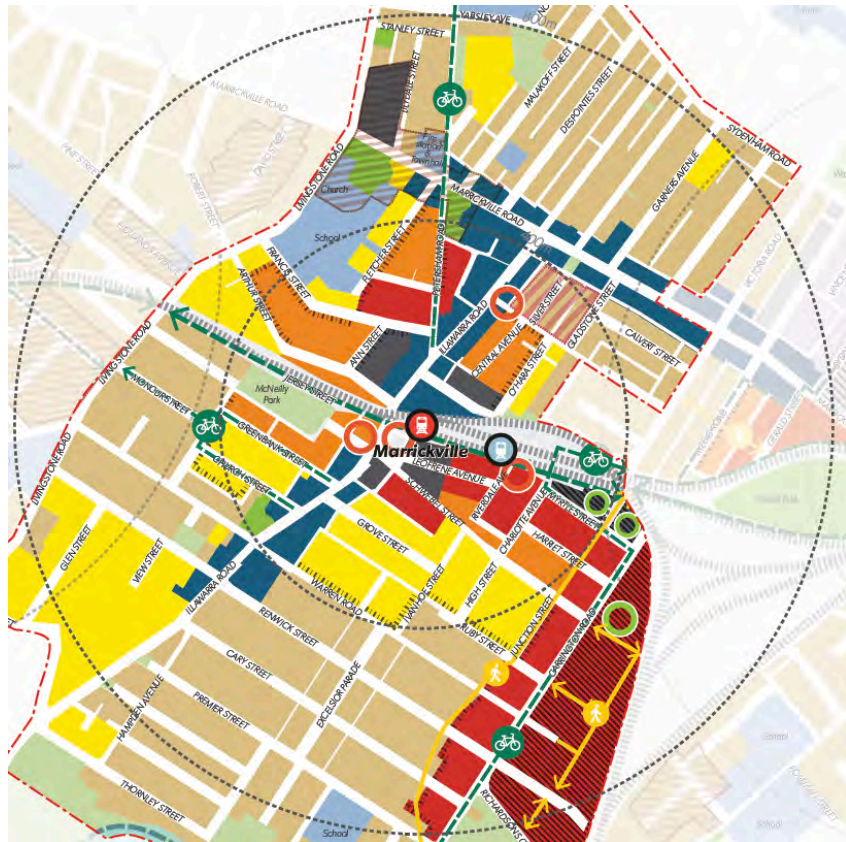


Figure 43 Land Use Map – Marrickville June 2017
 NSW Government, Department of Planning and Environment Sydenham to Bankstown Urban Renewal Corridor Strategy June 2017

Observations

When setting new height controls for development within 400m of railway infrastructure and that provides improved housing choice, heights of 8 storeys (28m) should be expected as a minimum, and heights could be higher at significant stations/town centres (up to 25 storeys or 76m).

In particular, if the study is translated into new planning controls additional height is highly likely for Marrickville Town Centre, expected to be at least in the order of 12 storeys and possibly more setting new precedents for the area.

It is considered that Lewisham Station represents a lower order of centre compared to Marrickville, however applying a similar set of controls to the 400m vicinity of Lewisham station as applies to the smaller stations of the Sydenham to Bankstown Urban Renewal Corridor Strategy would likely result in heights for new housing developments of not less than 28m and as much as 31-76m.

Surrounding the higher rise areas transition to lower scale areas can be expected through medium rise building forms of 5-7 storeys

Parramatta Road Urban Transformation Strategy (PRUTS)

The Parramatta Road Urban Transformation Strategy is the NSW Government's 30-year plan setting out how the Parramatta Road Corridor (the Corridor) will grow and bring new life to local communities living and working along the Corridor.

The Strategy provides the long-term vision and framework to support co-ordinated employment and housing growth in the Corridor in response to significant transport and infrastructure investment, economic and demographic shifts, and industrial and technological advances.

Eight 'Precincts' have been identified along the Corridor in consultation with local councils. These Precincts have been earmarked for renewal because of their unique access to jobs, transport, infrastructure and services, and ability to accommodate new development in a balanced way. The Precincts in Corridor East are Homebush, Burwood-Concord, Kings Bay, Taverners Hill, Leichhardt and Camperdown.

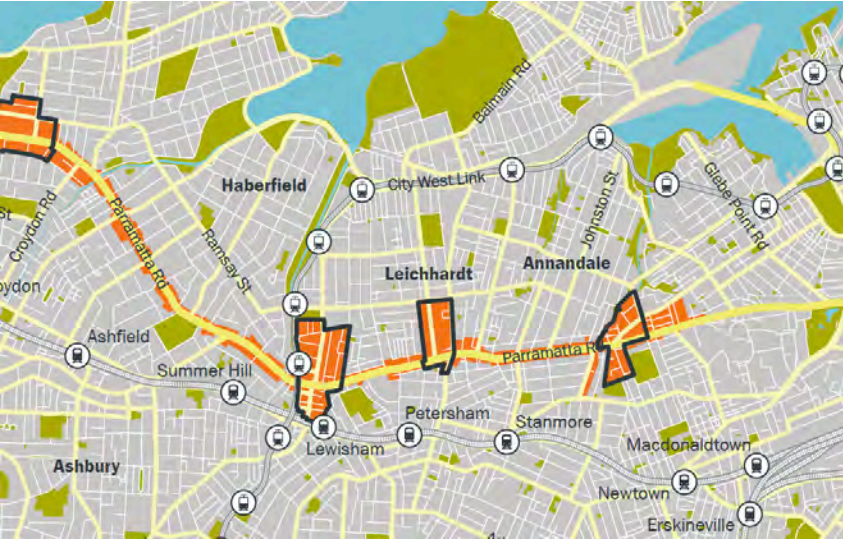


Figure 44 Extract Parramatta Road Corridor
 Source: Parramatta Road Corridor Urban Transformation Strategy November 2016 p15

The Taverners Hill precinct is immediately adjacent to the master plan precinct and extends north of Parramatta Road. The strategy describes the vision for the precinct as:

"An urban village with strong green, water and active transport links via the adjoining GreenWay; a traffic calmed road network; a revitalised neighbourhood centre around a pedestrianised Parramatta Road intersection; and enhanced accessibility to nearby multiple public transport modes and high amenity neighbourhood parks, squares and leafy streets just off Parramatta Road. "Tebbutt Street will be reinforced as the Precinct's main street. Residential development will take place around this area, providing defined streets and open

spaces. Taller buildings will be developed along Parramatta Road and close to the light rail stops."

The strategy also notes a range of potential outcomes including opportunities to "leverage new development to provide new open space and high-quality and active public domains."

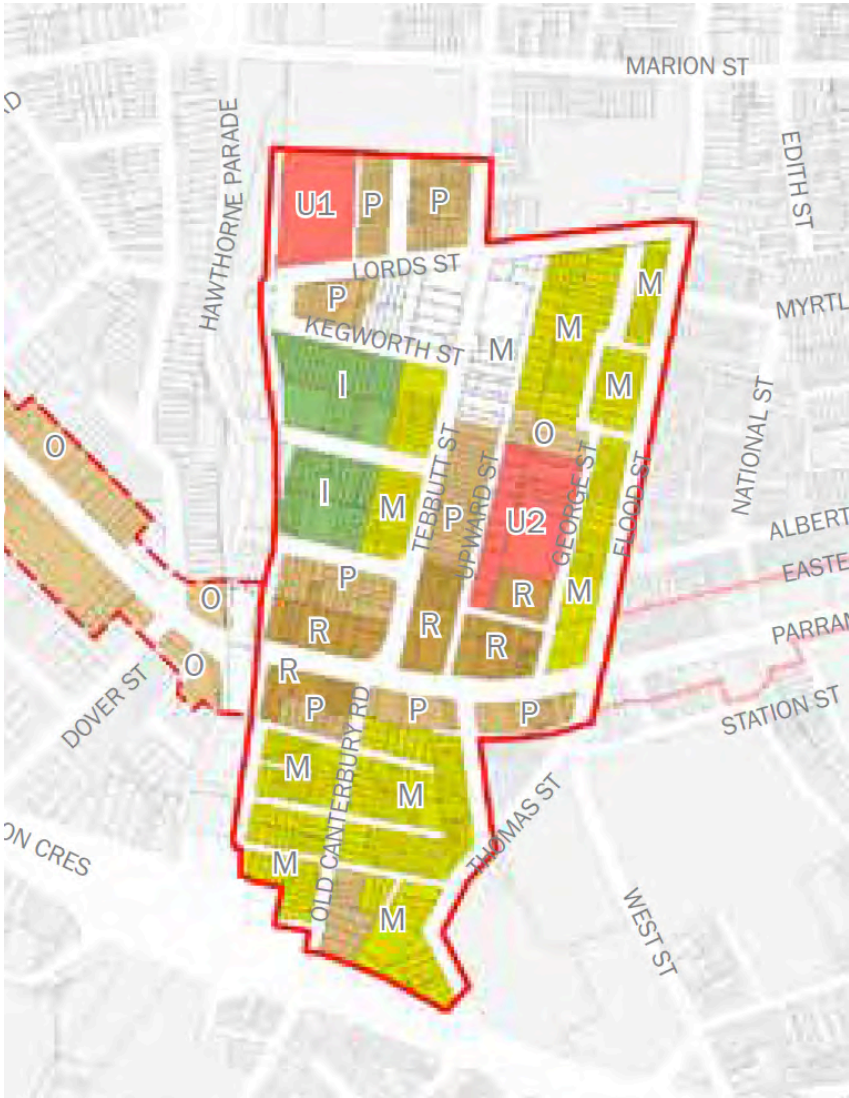


Figure 45 Taverners Hill Recommended Building Heights
 Source: Parramatta Road Corridor Urban Transformation Planning and Design Guidelines Implementation Tool Kit November 2016 Figure 10.18 p217

The recommended maximum building heights for the precinct are shown in Figure 45. The tallest buildings will be up to 32 metres located on Upward Street and on Lords Road close to the Marion Light Rail stop and other nearby facilities and services such as Kegworth Public School and Leichhardt Marketplace. Building heights along Parramatta Road, Lords Road west of Tebbutt Street, and the southern end of Tebbutt Street and immediately adjacent to Lewisham rail station range from 17-21 metres, or 4-6 storeys.

Low scale heights are recommended throughout the remainder of the Precinct. Including opposite the Precinct on Thomas Street, which will have a 12m height limit (generally 3 storeys).

Observations

While the final form of the PRUTS is yet to be finalised, it is highly likely that the wider area is expected to undergo change in the near future, with heights of up to eight storeys provided along major infrastructure routes (Parramatta Road) and higher heights at select locations close to existing transport infrastructure up to 32m.

This will provide a new context for the West Street Precinct with higher heights in the medium term significantly changing the character of the area north of Lewisham Station.

Comparable Sites

While large parts of the inner west includes low rise housing, including terrace housing, bungalows and other low height dwellings, the area is also characterised by large institutional and industrial sites. Many of these institutional and industrial sites are in a state of transition as the existing uses, such as manufacturing, have ceased or moved to more outlying areas, and new development, primarily but not exclusively residential flat buildings, have replaced these former uses. As a result, the wider inner west area is now characterised by a mix of both low rise residential uses and medium-high rise former institutional and industrial sites in close proximity.

Whilst it is not within the scope of this report to examine the full development history of comparable former industrial and institutional sites, the following recent developments are noted as being relevant to the consideration of appropriate heights for the inner west area.

- Trio Apartments – Former Camperdown Children's Hospital site, Pyrmont Bridge Road, Camperdown – range of heights up to 17 storeys
- Chris O'Brien Lifehouse at Royal Prince Alfred Hospital, Missenden Road, Camperdown – 10 hospital storeys (equivalent to approximately 13-14 residential storeys)
- Residential Development, Upward Street Leichhardt – 9 storeys
- Residential Development Harold Park former tramsheds and harness racing track, The Crescent, Glebe – 8 storeys

It is noted that despite the height of these developments, while they do tend to be prominent in the immediate surrounds, they do not generally dominate the wider area, with most being buffered by lower medium rise development that provides a transition to lower rise residential.



Figure 46 Trio Apartments, Former Camperdown Children's Hospital site



Figure 48 Royal Prince Alfred Hospital – Chris O'Brien Lifehouse



Figure 47 Residential Development, Upward Street Leichhardt



Figure 49 Residential Development Harold Park former tramsheds and harness racing track

Petersham RSL

The Petersham RSL site between Fisher, Trafalgar and Regent Streets and Fozzard Lane in Petersham was the subject of a recent planning proposal and development control plan amendment process. The site is approximately 500m east of the 2B West St site.

Up until 26 July 2018 the maximum permissible building height on the RSL site was 26m under the Marrickville LEP 2011. On 27 July 2018 however the height of buildings map was amended to permit 35m height on this location.

A development application for the site was lodged in April 2018 and includes 3 sites across 287-309 Trafalgar St, Petersham (DA201800173).

Council's description of the proposed development is:

'To demolish existing improvements for the staged construction of 357 apartments over 2 sites with associated basement parking. 3-7 Regent Street is to be comprised of a residential flat building ranging from 5 to 8 storeys containing 108 apartments with basement parking. 13-17 Regent Street is to be comprised of 3 residential buildings ranging from 6 to 7 storeys with 50 apartments and basement parking. 287-309 Trafalgar Street and 16-20 Fisher Street is to be comprised of a mixed use building ranging from 2 to 11 storeys in height containing a new registered club premises for the Petersham RSL Club fronting Trafalgar Street, café and 3 residential buildings containing 196 apartments and 3 x 2 storey Soho apartments fronting Fozzard Lane with associated basement parking and public domain works linking Regent Street to Fozzard Lane. Approval is also sought for the subdivision of land to accommodate widening of Fozzard Lane as well as the stratum subdivision of lots in the development.'

It should be noted that the Petersham RSL site is located in one of the higher parts of Petersham, only one block from Canterbury Road, which effectively follows the ridgeline. This is also evidenced by the nearby location of the Petersham Water Tower site, which uses gravity to generate water pressure and is at a local high point, only 100m from the RSL site.

The recent amendment of the LEP height of Buildings Map and the lodgement of the application with a height of up to 11 storeys demonstrate Council's recent support for higher building forms adjacent to ridges and topographic high points. Like the West Street site, the RSL is also within 400m of existing railway infrastructure (Lewisham Station in the case of West Street and Petersham Station in the case of the Petersham RSL site) with both sites offering equivalent opportunities to provide housing choice in close proximity to transport.



Figure 52 Petersham RSL DA Rise in Storeys Plan

Source: Petersham RSL Development Application

Figure 53 Petersham RSL DA Photomontage

Source: Petersham RSL Development Application



Appendix 2 Building Types

This master plan follows the definitions of building types as described in the Sydenham to Bankstown Urban Renewal Corridor Strategy.

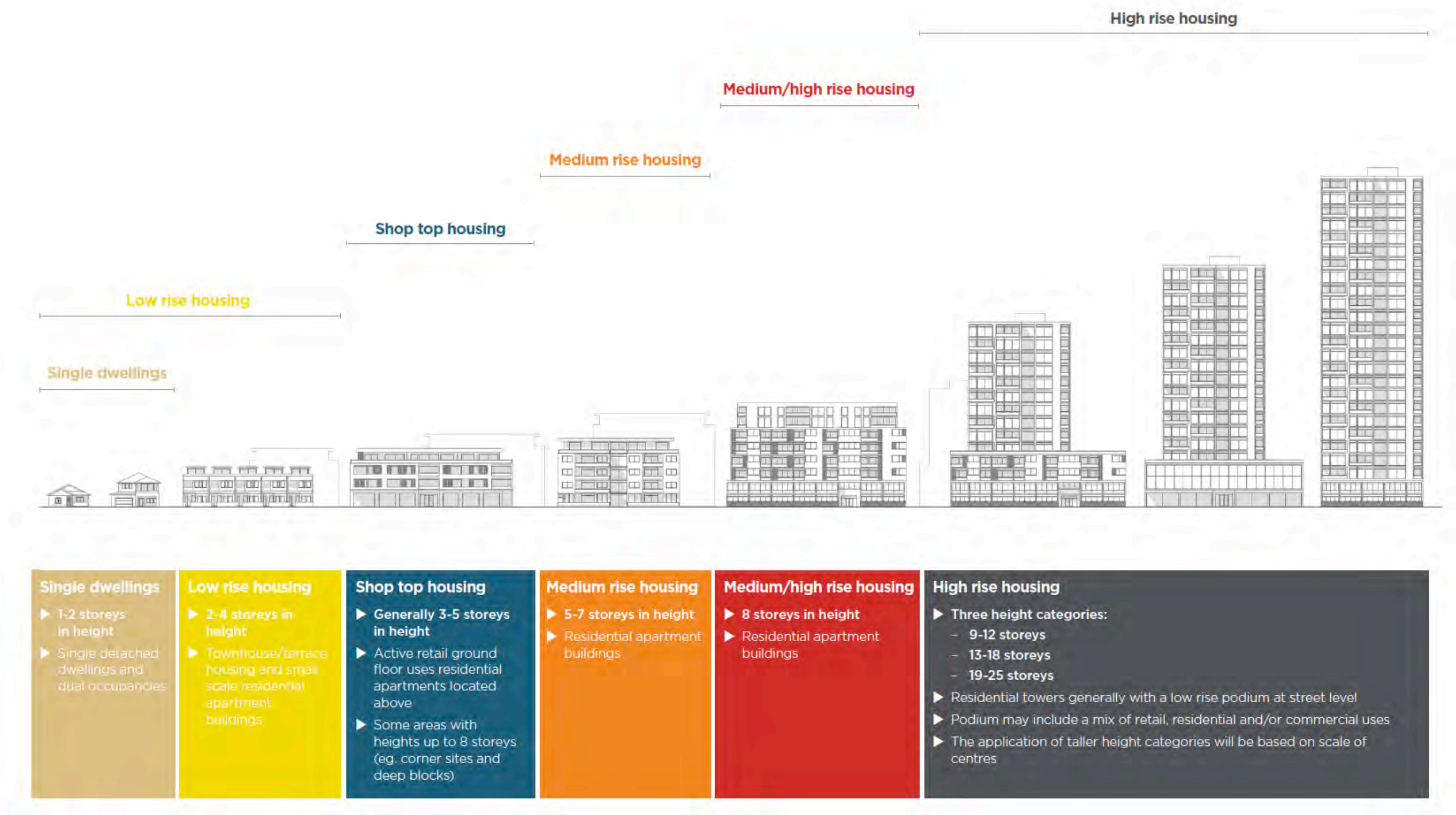


Figure 54 Sydenham to Bankstown Urban Renewal Corridor Strategy Building Types
Source: NSW Government, Department of Planning and Environment Sydenham to Bankstown Urban Renewal Corridor Strategy 2015

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