

9.1

STRATEGIC CONTEXT LEWISHAM NORTH







Contents

Part 9	Strategic Context.....	1
9.1	Lewisham North (Precinct 1).....	1
9.1.1	Existing character.....	1
9.1.2	Desired future character.....	2
9.1.3	Heritage Conservation Areas (HCAs).....	3
9.1.4	Precinct-specific planning controls.....	3
9.1.5	Site-specific planning controls.....	4
9.1.5.1	Masterplan Area (MA 1.1).....	4

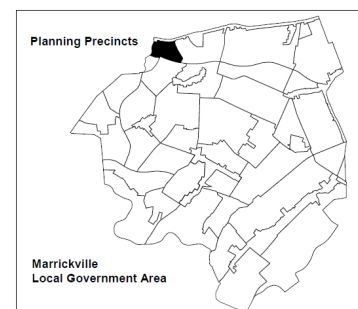
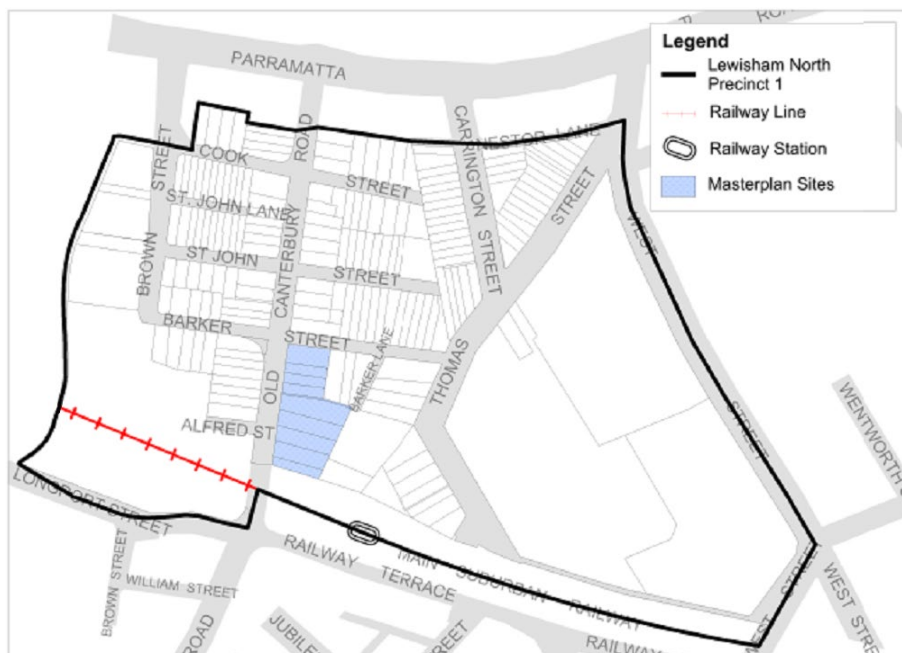




Part 9 Strategic Context

9.1 Lewisham North (Precinct 1)

Map of precinct



9.1.1 Existing character

This precinct is located in the north-western corner of the land where this DCP applies, in the northern part of the suburb of Lewisham. It predominantly consists of dwelling houses with the dominant non-residential use being retail shops.

The precinct is bounded to the south by the Western Rail Line, to the north by the Parramatta Road commercial/light industrial area, to the west by the Rozelle goods line/Hawthorne Canal and to the east by West Street, which borders Petersham Park. The land slopes gently down from the south-eastern corner to the north and west.

Old Canterbury Road and the western sides of Barker and Cook Streets connect to and from the Parramatta Road overpass and are the start/end of a major regional route originating to the north of this precinct at Parramatta Road, heading through Canterbury to Liverpool, as well as being part of the Port Botany to M2 route. An arterial road corridor runs through these properties to allow for a future enlarged road link.

Thomas Street was the original route of Old Canterbury Road, redirected when the Western Rail Line was constructed in the 1850s. A village named "Petersham" was established at this time between Parramatta Road and Old Canterbury Road and was associated with a cluster of early hotels established around the intersection of those two roads. West Street was, in the early part of the 1800s, the start of one of the early road links connecting Sydney to the south over the Cooks River. West Street is now used as an alternative truck route linking from Livingstone Road to Parramatta Road.

The regional roads in the precinct contain very high levels of traffic, including large trucks, which severely reduces the street amenity. In addition, properties near the Western Rail Line are subject to high train noise.

The street and lot pattern are generally cohesive, except for a few vacant RMS-owned lots, and dwellings are relatively unaltered and in a good state of repair. By contrast, the streets on the eastern side of Old Canterbury Road, Thomas Street and Carrington Street have low traffic and correspondingly higher street amenity. The Lewisham Rail Station has a northern tunnel entrance off the end of Thomas Street which provides a high amenity public access for surrounding residents.

Streets vary from narrow to wide. Narrow streets have thin verges with no or few small street trees, while wider streets have medium sized verges with nature strips and predominantly a mix of medium-sized exotic and native tree species, including the common Callistemon (Bottlebrush). Front setbacks are predominantly medium, usually accommodating planter beds and/or shrub landscaping. Lots vary in width, depth, area and shape but are predominantly small to medium.

The precinct mostly contains freestanding dwelling houses, but also a considerable amount of semi-detached and terrace housing types. The dwellings are from various periods, with considerable representations of mid to late Victorian, Federation and Inter War and occasional group of Early Victorian (Georgian style). Dwellings are predominantly single storey, with terracotta tiled pitched roofs, with an even mix of render/painted and face brick wall material. Front fencing is a mix of Iron Palisade, timber picket, brick, metal and combinations.

Part of the GreenWay, a proposed regional cycling and walking trail, traverses this precinct. The GreenWay is an urban green corridor in Sydney's Inner West connecting the Cooks River to Iron Cove. The GreenWay follows the route of the disused Rozelle freight rail corridor, which has been converted to light rail, and also incorporates the Hawthorne Canal. The vision for the GreenWay is for a "recognisable environmental, cultural and sustainable transport corridor linking two of Sydney's most important waterways".

The precinct has been identified as having high biodiversity values. It is essential that development within the precinct considers the potential impacts to biodiversity including native fauna (including Threatened Species and Endangered Populations); native vegetation (including Endangered Ecological Communities); and habitat elements (including their condition, structure, function, connectivity and disturbance).

On the eastern side of the precinct is a large area of land bounded by West Street, Thomas Street and the Western Rail Line. The land was established by the Catholic Church in the 1840s and evolved to provide various religious, educational, medical and senior housing uses. Two heritage item listings cover the whole site, which contains many large historic institutional buildings and landscape settings.

9.1.2 Desired future character

The desired future character of the area is:

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.

9.1.3 Heritage Conservation Areas (HCAs)

There are no Heritage Conservation Areas within the precinct. However, two significant heritage items within the precinct are St Thomas's Catholic Church, school and presbytery (to Thomas Street) and convent and the former Lewisham Hospital, Convent and grounds (to West Street). A conservation management plan prepared in 1990 and updated in 1999 exists for the West Street site (the former Lewisham Hospital).

9.1.4 Precinct-specific planning controls

- C1** New development should address the GreenWay Corridor, recognising the space as an active frontage with substantial visual and environmental benefits; as well as an active transport corridor, and provide opportunities for street activation and/or public art and animation.
- C2** New development along the GreenWay Corridor should provide new and/or enhanced links to the GreenWay Corridor and Light Rail stops for new and existing bicycle and pedestrian networks, including appropriate signage and lighting.
- C3** New development should provide permeability across the GreenWay and Light Rail Corridor where possible; and ensure that all public access is safe and permanently accessible.
- C4** New development should be designed to link or integrate areas of open space and landscaping with the GreenWay Corridor; and materials used in any part of the development should complement the GreenWay's visual amenity and should be sourced from verifiable sustainable sources and/or recycled products.
- C5** New development should avoid the creation of a 'tunnel' effect along the GreenWay Corridor and be stepped back to ensure a 'human scale' is maintained immediately adjacent to the GreenWay Corridor, and should create new and/or enhance existing view corridors both to and through the GreenWay.
- C6** New development should respect local fauna by minimising lighting impacts on nocturnal fauna; reinforcing the permeability of the GreenWay Corridor to the surrounding built environment for local fauna;

and providing a minimum 3 metre native vegetation buffer between the GreenWay Corridor and any new development.

9.1.5 Site-specific planning controls

9.1.5.1 Masterplan Area (MA 1.1)

Masterplan location

C7 Masterplan Area 1.1 relates to the allotments shaded in Figure (1.1a).

Site amalgamation

C8 The redevelopment of allotments shaded in Figure (1.1a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (1.1b).

C9 Amalgamation of allotments must not result in any adjoining sites being isolated to the extent that it is not possible for development to occur in accordance with the urban design vision for the Masterplan Area.

Building height

C10 The height of proposed buildings on the land shaded in Figure (1.1a) must conform to the control diagram(s) in Figures (1.1b) and (1.1c). The height is expressed in number of storeys.

Boundary setbacks

C11 The boundary setbacks of proposed buildings on the land shaded in Figure (1.1a) must conform to the control diagram(s) in Figures (1.1b) and (1.1c). The setbacks are expressed in metres.

Sustainable envelopes and occupant amenity

C12 The siting, orientation, depth and separation of proposed buildings on the land shaded in Figure (1.1a) must conform to the control diagram(s) in Figures (1.1b) and (1.1c). The dimensions are expressed in metres.

Upper floor and roof setbacks

C13 The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings on the land shaded in Figure (1.1a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (1.1b) and (1.1c). The setbacks are expressed in metres.

Articulation zones

C14 The envelope of buildings on the land shaded in Figure (1.1a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (1.1b) and (1.1c), must be predominantly expressed as a building edge, with shallow articulations to the building edge adding visual richness.

C15 The envelope of buildings on the land shaded in Figure (1.1a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (1.1b) and (1.1c), may include deep articulations to the building form to break up the massing.



Domain interface and structure

- C16** The redevelopment of the land shaded in Figure (1.1a) must conform to the control diagram in Figure (1.1b) in regards to:
- i. The location of active land uses and frontages at ground level;
 - ii. The location of vehicular entries;
 - iii. The location of publicly accessible and dedicated pedestrian links; and
 - iv. The location and extent of public domain infrastructure.

NB *If there is any inconsistency between the plan diagram and section diagram(s) the plan diagram will prevail to the extent of the inconsistency.*



- existing building
- retained front bay of existing building
- habitable link between new and existing
- commercial
- residential
- street/shallow articulation zone
- courtyard/deep articulation zone
- amalgamation pattern
- active commercial frontage
- through link and land dedication
- proposed pedestrian connection to be dedicated to Council lane to the north east of the same dimensions
- height in storeys
- control dimensions
- section lines
- car access

Legend



Figure 1.1b Plan Diagram

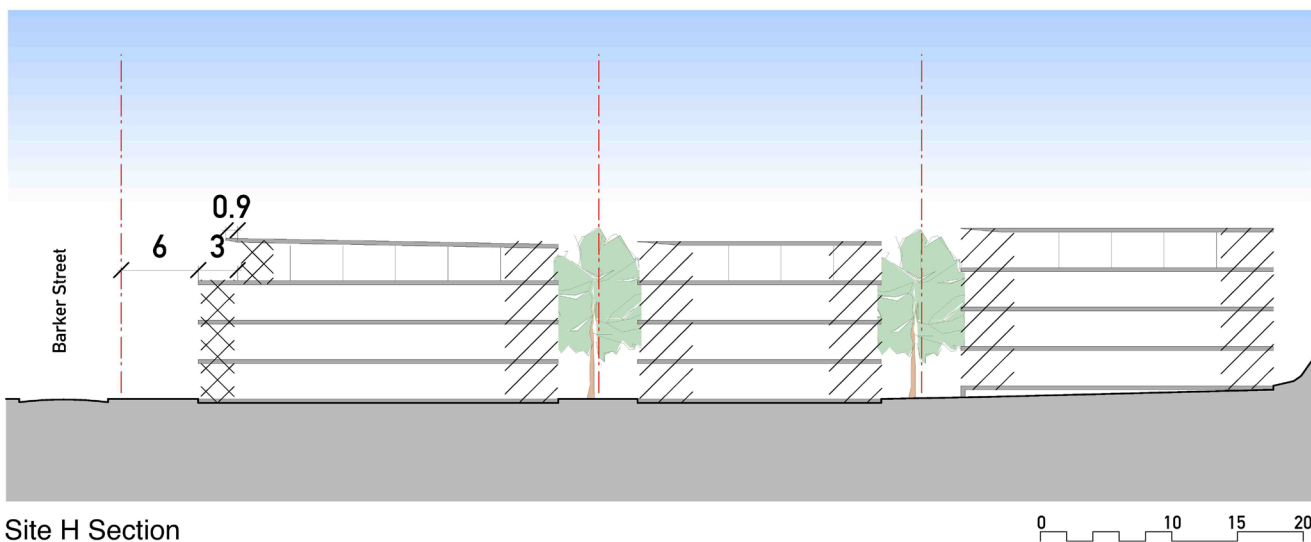


Figure 1.1c Section Diagram