

9.5

STRATEGIC CONTEXT LEWISHAM SOUTH







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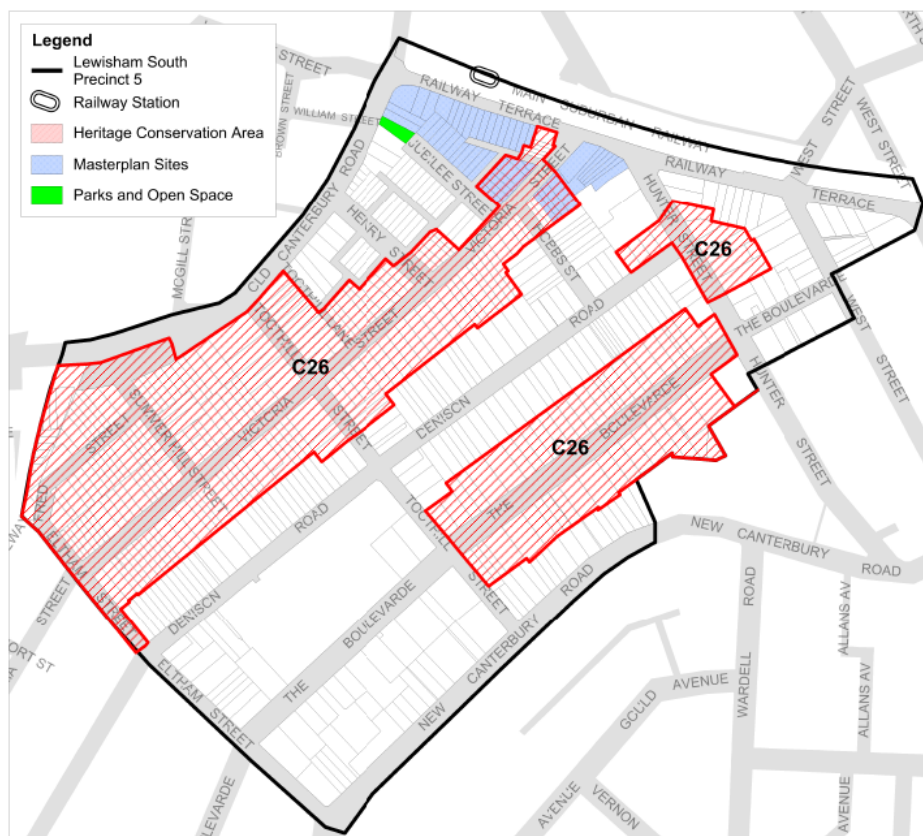




Part 9 Strategic Context

9.5 Lewisham South (Precinct 5)

Map of precinct



9.5.1 Existing character

This precinct is located towards the north-western corner of the land where this DCP applies and contains much of the part of Lewisham located south of the Western Rail Line. The precinct is generally bounded by the rail line, Old Canterbury Road, Eltham Street, New Canterbury Road and the rear of properties on the southern side of The Boulevard.

Around the perimeter of the precinct, Old Canterbury Road, Railway Terrace and New Canterbury Road carry high volumes of traffic, with adverse impacts for residential amenity, especially along Railway Terrace. Toothill Street also carries a considerable volume of traffic.

The precinct is predominantly residential, but includes a small amount of commercial development to the south of Lewisham Rail Station in Victoria Street. A considerable number of shopfronts are used for residential purposes on Railway Terrace and in Victoria Street. The precinct includes two schools, namely Lewisham Public School and Christian Brothers' Lewisham High School, each of which occupy sites of more than one hectare.

The precinct contains Lewisham Rail Station, and is located close to Petersham Rail Station. The commercial centre of Petersham, focused upon New Canterbury Road and Audley Street, is a short distance to the east.

The street layout of the precinct is characterised by a fairly regular grid pattern. Denison Road and The Boulevarde offer long lengths of street without intersections. The Boulevarde is a wide street lined on both sides by mature and uniformly placed Brush Box trees. A series of irregular laneways and smaller street blocks around Jubilee Street and Henry Street give the area a different character to the rest of the precinct. Off-street car parking is minimal, and there are few street-facing garages and carports.

The residential development in the precinct is predominantly dwelling houses, with a smaller number of terrace houses, semi-detached dwellings and residential flat buildings. The residential development consists mainly of Victorian buildings, although Federation and Inter-War buildings are also present. Many of the residential flat buildings in the precinct are of an Inter-War style. The section of The Boulevarde between Toothill Street and Hunter Street contains a series of large, Victorian homes which continue to display intact external features.

The precinct contains the majority of the Lewisham Estate Heritage Conservation Area (HCA 26). This HCA contains four distinct areas, three of which are located within this planning precinct.

Most buildings are set back between 2 metres and 4 metres from the front property boundary. The front setbacks are landscaped with a mixture of native and exotic plantings. Front fences are of a variety of styles, but are generally low.

The precinct does not contain any areas of public open space, but Morton Park is located immediately to the south on New Canterbury Road. The precinct generally slopes to the west. It is located in the Hawthorne Canal sub-catchment, which drains northwards to Port Jackson. The rear property boundaries of properties located on Fred Street along the western edge of this precinct are located along the GreenWay and Light Rail Corridor. 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).

9.5.2 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 within the precinct.



4. To protect significant streetscape 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 preserve the predominantly medium density residential character comprising terrace/row housing on individual allotments within the precinct.
6. To ensure the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
7. To protect the identified values of the Lewisham Estate Heritage Conservation Area.
8. 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. 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 9.5.4 Precinct-specific planning controls.
10. To ensure that new development considers all potential impacts to biodiversity.
11. To ensure that higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
12. To ensure that the design of higher density development protects the residential amenity of adjoining and surrounding properties.

9.5.3 Heritage Conservation Areas (HCAs)

The majority of the Lewisham Estate Heritage Conservation Area is contained within the precinct. See Part 8 (Heritage) of this DCP for detailed controls and guidelines.

9.5.3.1 HCA 26: Lewisham Estate Heritage Conservation Area (C26)

The Lewisham Estate Heritage Conservation Area is of historical significance as an area developed from a series of subdivisions from the early 1880s to 1898, beginning with the Lewisham Estate subdivision prior to 1882.

The HCA is of aesthetic significance because it contains a range of housing typologies (late 19th – early 20th century) including finely crafted Victorian Italianate, Rustic Gothic, Filigree and Regency houses, terraces and villas and later Federation examples of the same typologies, including good examples of Federation cottages, terraces and substantial Queen Anne houses in Hunter Street at the northern end of the precinct and Toothill Street. Several good examples of houses and residential flat buildings from the Inter-War period can also be found.

The Lewisham Estate Heritage Conservation Area is socially significant for providing evidence of the late 19th century community demonstrated through the prominent location of community facilities at the northern end of the area close to New Canterbury Road including the Baptist Church (The Boulevarde) and Depression relief work programs (including the stone wall to Old Canterbury Road).

The HCA is representative of the range of building types and forms available to the community in the late 19th to early 20th centuries, including the detached villa, mansion and cottage, semi-detached and terrace house.

The key period of significance for the Lewisham Estate Heritage Conservation Area is 1880 to 1940.

9.5.4 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.
- C7** HCA 26 Lewisham Estate Heritage Conservation Area has been identified as containing the following streetscapes:
 - a. Mixed Residential Streetscapes (Type B). Refer to Section 8.3 of this DCP for relevant controls.Relevant Architectural Style Sheets for HCA 26 Lewisham Estate Heritage Conservation Area include:
 - b. Victorian Italianate/Victorian Filigree. Refer to Section 8.5.1 of this DCP for relevant controls.
 - c. Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.
 - d. Inter-War styles (in particular Californian bungalow). Refer to Section 8.5.3 of this DCP for relevant controls.

9.5.5 Site-specific planning controls

9.5.5.1 Masterplan Area (MA 5.1)

Masterplan location

- C8** Masterplan Area 5.1 relates to the allotments shaded in Figure (5.1a).



Site amalgamation

- C9** The redevelopment of allotments shaded in Figure (5.1a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (5.1b).
- C10** 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

- C11** The height of proposed buildings on the land shaded in Figure (5.1a) must conform to the control diagram(s) in Figures (5.1b) and (5.1c). The height is expressed in number of storeys.

Boundary setbacks

- C12** The boundary setbacks of proposed buildings on the land shaded in Figure (5.1a) must conform to the control diagram(s) in Figures (5.1b) and (5.1c). The setbacks are expressed in metres.

Sustainable envelopes and occupant amenity

- C13** The siting, orientation, depth and separation of proposed buildings on the land shaded in Figure (5.1a) must conform to the control diagram(s) in Figures (5.1b) and (5.1c). The dimensions are expressed in metres.

Upper floor and roof setbacks

- C14** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings on the land shaded in Figure (5.1a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (5.1b) and (5.1c). The setbacks are expressed in metres.

Articulation zones

- C15** The envelope of buildings on the land shaded in Figure (5.1a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (5.1b) and (5.1c), must predominantly express a street fronting building edge with articulations to the building edge adding visual richness.
- C16** The envelope of buildings on the land shaded in Figure (5.1a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (5.1b) and (5.1c), may include deep articulations to the building form to break up the massing.

Domain interface and structure

- C17** The redevelopment of the land shaded in Figure (5.1a) must conform to the control diagram in Figure (5.1b) in regards to:
- The location of active land uses and frontages at ground level;
 - The location of vehicular entries;
 - The location of publicly accessible and dedicated pedestrian links;
 - The location and extent of public domain infrastructure; and
 - The location and extent of road widening dedication.

Landmarks and gateways

C18 The redevelopment of the land shaded in Figure (5.1a) must incorporate landmark features on the corner of Victoria Street and Railway Terrace.

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.

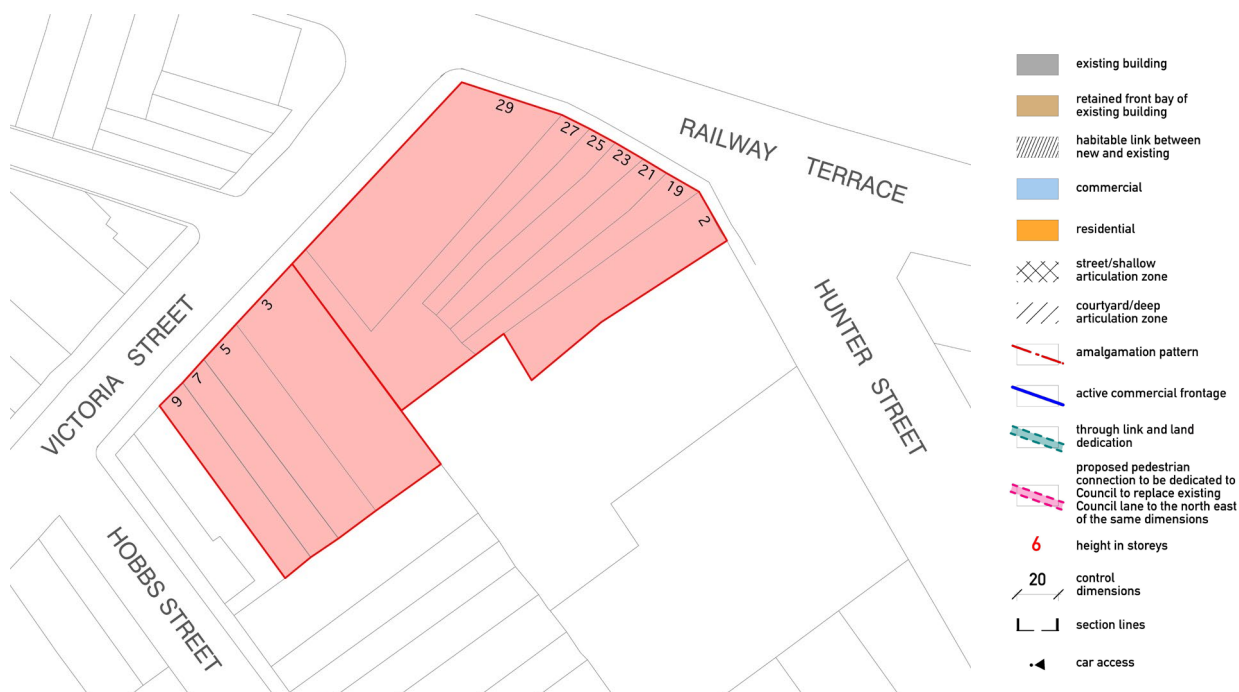


Figure 5.1a Location Diagram

Legend



Figure 5.1b Plan Diagram

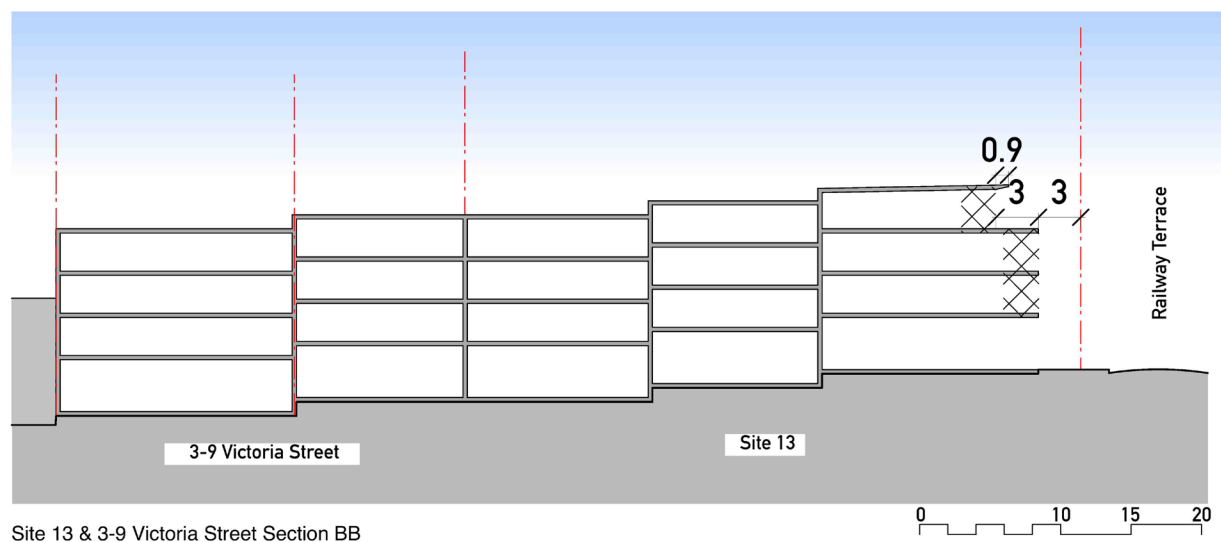
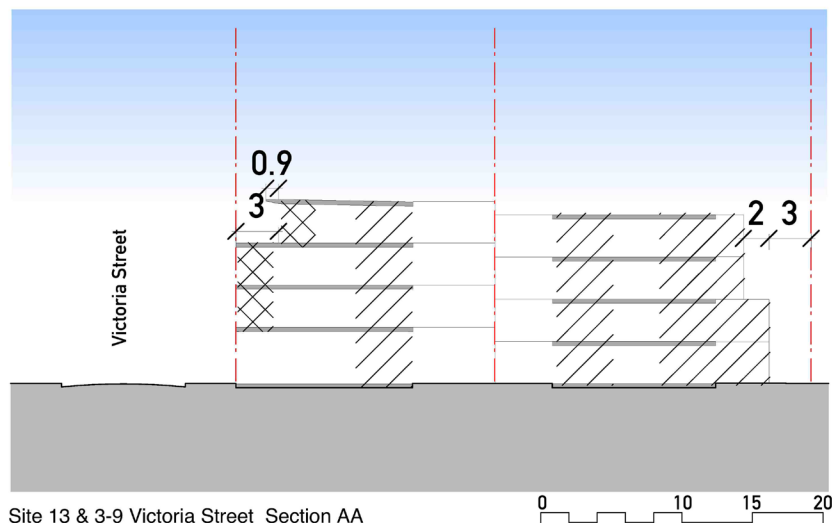


Figure 5.1c Section Diagrams

9.5.5.2 Masterplan Area (MA 5.2)

Masterplan location

C19 Masterplan Area 5.2 relates to the allotments shaded in Figure (5.2a).

Site amalgamation

C20 The redevelopment of allotments shaded in Figure (5.2a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (5.2b).

C21 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

- C22** The height of proposed buildings on the land shaded in Figure (5.2a) must conform to the control diagram(s) in Figures (5.2b) and (5.2c). The height is expressed in number of storeys.

Boundary setbacks

- C23** The boundary setbacks of proposed buildings on the land shaded in Figure (5.2a) must conform to the control diagram(s) in Figures (5.2b) and (5.2c). The setbacks are expressed in metres.

Sustainable envelopes and occupant amenity

- C24** The siting, orientation, depth and separation of proposed buildings on the land shaded in Figure (5.2a) must conform to the control diagram(s) in Figures (5.2b) and (5.2c). The dimensions are expressed in metres.

Upper floor and roof setbacks

- C25** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings on the land shaded in Figure (5.2a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (5.2b) and (5.2c). The setbacks are expressed in metres.

Articulation zones

- C26** The envelope of buildings on the land shaded in Figure (5.2a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (5.2b) and (5.2c), must predominantly express a street fronting building edge with articulations to the building edge adding visual richness.
- C27** The envelope of buildings on the land shaded in Figure (5.2a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (5.2b) and (5.2c), may include deep articulations to the building form to break up the massing.

Domain interface and structure

- C28** The redevelopment of the land shaded in Figure (5.2a) must conform to the control diagram in Figure (5.2b) in regards to:
- The location of active land uses and frontages at ground level;
 - The location of vehicular entries;
 - The location of publicly accessible and dedicated pedestrian links; and
 - The location and extent of public domain infrastructure.

Landmarks and gateways

- C29** The redevelopment of the land shaded in Figure (5.2a) must incorporate landmark features on the corner of Old Canterbury Road and Railway Terrace.

- 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.*



Figure 5.2a Location Diagram



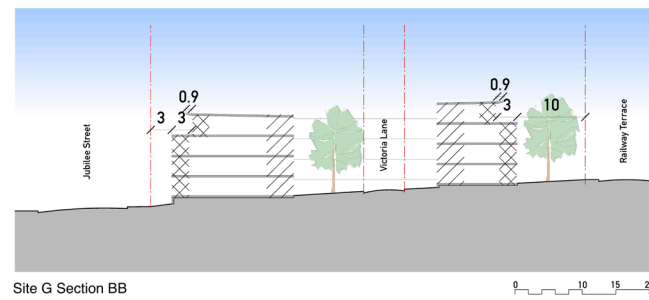
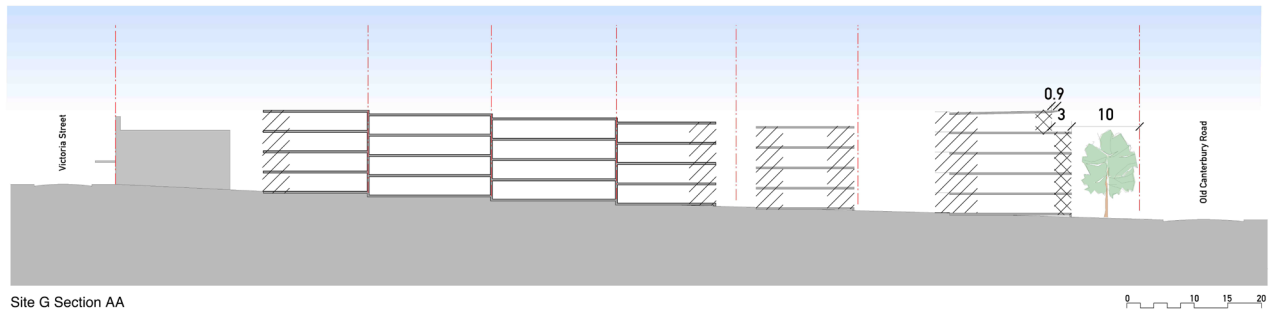


Figure 5.2c Section Diagrams