# PART B
# STAGE 1 HOUSING INVESTIGATION AREAS

**Part B sets out the urban design framework and proposed planning control changes for Stage 1 HIAs:**

- **HIA 1A: Marrickville-Dulwich Hill**
- **HIA 1B: Ashfield-Croydon**

**Each HIA provides the following:**

- **Place Analysis**
- **Urban Design Framework**
- **Sub-Precincts**
- **Proposed Maps**

# 4. HIA 1A - Marrickville - Dulwich Hill

## 4.1. Place Analysis

Marrickville and Dulwich Hill are characterised by their network of interconnected streets, forming a modified grid in contrast to the gentle undulations of the natural topography. The important neighbourhood connectors of Marrickville Road, Illawarra Road and New Canterbury Road generally connect high points, and are positioned to align with historic Aboriginal movement corridors.

The land falls towards the Cooks River and its floodplain. With development preceding strategic planning, the open space today is largely limited to the river corridor, whilst other large areas of open space relate to schools, former quarries or industrial sites.

Built form character is eclectic and responds to the industrial heritage of the Inner West. Attracted by the availability of factory work and cheap housing, migrants influenced the character of Marrickville and Dulwich Hill by adapting housing to their needs and establishing a myriad of local businesses.

A thorough place analysis was undertaken that considered the existing place characteristics of the HIA. This included consideration of:

- → Character
- → Lot sizes
- → Topography
- → Tree Canopy Cover
- → Urban Heat
- → Flooding
- → Blue-green grid
- → Existing open spaces
- → Heritage
- → Recent developments
- → Aircraft Obstacle Limitation Service (OLS)

The Place analysis is summarised into two consolidated maps:

- → Challenges
- → Opportunities

### 4.1.1. Challenges

The following diagram synthesises the key challenges for considerations in developing the Master Plan. This includes:

**Flooding**

High flood hazard (H4 and above) primarily located within low lying lands:

- → Along railway corridor adjacent to Marrickville Station
- → Along Elizabeth Ave, Dulwich Hill through to Arlington Oval
- → Along light rail corridor from Arlington through to the north
- → Southwest of Waratah Mill light rail stop, to the south of Hampstead Road
- → Between Ewart Street and Tennyson Street, southwest of Dulwich Hill Station

**Heritage**

- → HCAs with major areas situated to the east of Dulwich Hill Station and North of Elizabeth Avenue, Dulwich Hill
- → Heritage items and period buildings primarily located within Dulwich Hill Town Centre, Marrickville Road (within town centre) and Illawarra Road

**Strata Buildings**

Clusters of strata buildings with more than 7 units in the following locations indicating low likelihood of redevelopment:

- → West of the light rail corridor between Arlington and Dulwich Grove
- → North of Marrickville Station
- → East and southwest of Waratah Mills light rail stop
- → South of Dulwich Hill Station

**Lot Size**

Clusters of small (<300 sqm) and fragmented lots located:

- → Between Marrickville Station and Sydenham Road
- → East of Illawarra Road
- → East of Waratah Mills light rail stop
- → East of Arlington light rail stop
- → Southwest of McNeilly Park

**Sydney Airport Obstacle Limitation Surface (OLS)**

- → Maximum 51m AHD within most of the eastern portion of the precinct, allowing the development height up to 15 storey, depending on the topography

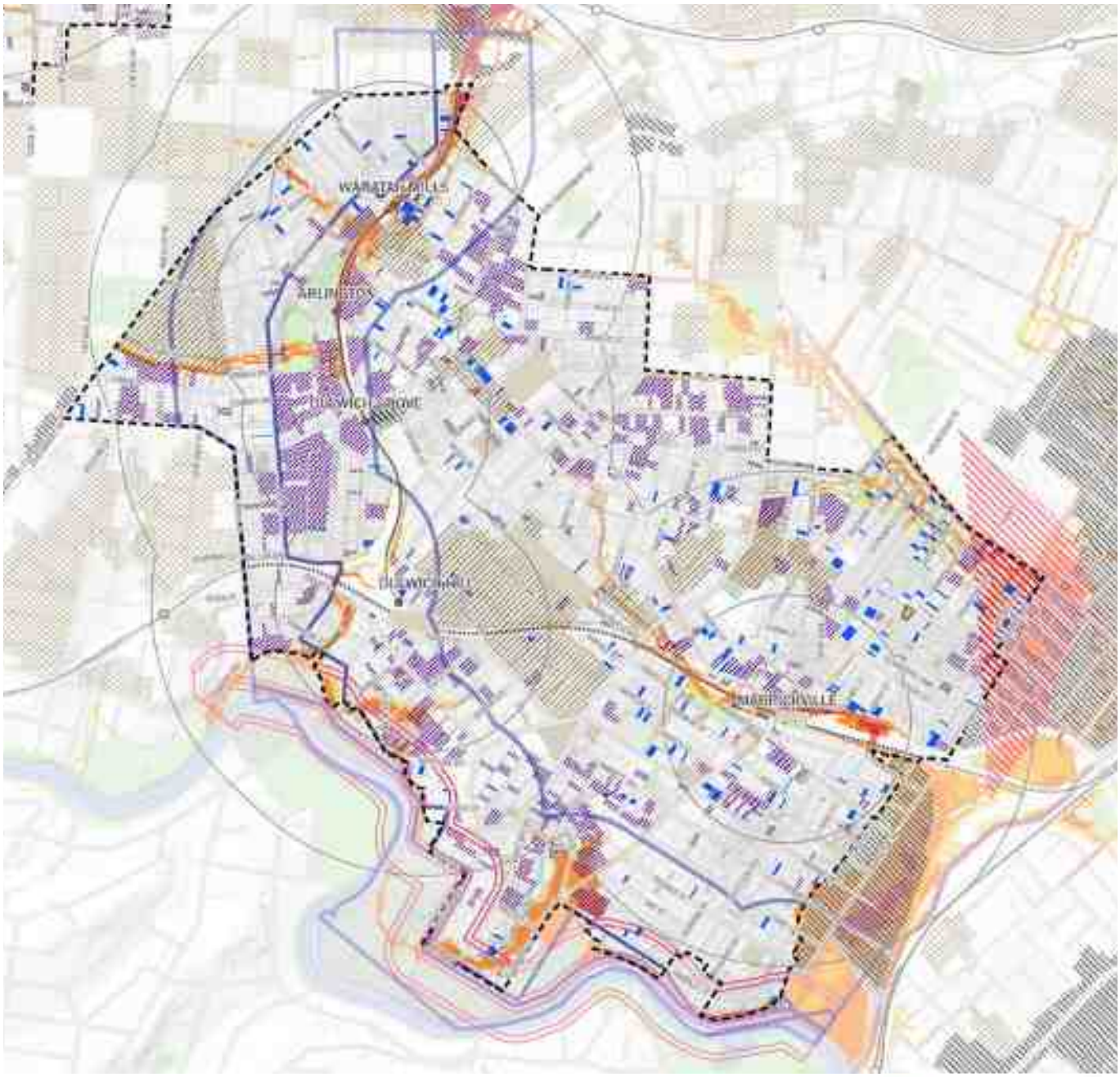



*Figure 14: Marrickville-Dulwich Hill-Challenges*

## 4.1.2. Opportunities

The opportunities for Marrickville -Dulwich Hill HIA have been identified based on the strategic and local planning context, place analysis, vision and place principles. This includes:

1. Strengthen the connectivity between Dulwich Hill Town Centre, Marrickville Town Centre, Marrickville Station and Dulwich Hill Station through public domain and active transport improvement along primary street corridors.
2. Identify commercial street corridors along Marrickville Road, Illawarra Road and New Canterbury Road as the primary corridors to locate housing densities.
3. Locate higher densities within Dulwich Hill and Marrickville local centres, adjacent to transit hubs and key open spaces, including McNeilly Park, Arlington Oval and Johnson Park.
4. Clusters of medium to large size lots (>400sqm) with single ownership primarily located in the following locations:
   - → South of Marrickville Road between Livingstone Road and Macarthur Parade
   - → Hercules Street, Dulwich Hill
   - → West of Arlington and Waratah Mills Light Rail stops
   - → South of Dulwich Hill Station
5. Identify key government / Council owned lands with potential for redevelopment including:
   - → NSW Land and Housing Corporation (LAHC) site, Illawarra Road, Marrickville
   - → Seaview Street car park, Dulwich Hill
   - → Loftus Street car park, Dulwich Hill
6. Identify key cul-de-sac streets, long urban blocks and desired pedestrian and cyclists' movements to provide potential mid-block active transport connections. This is to increase block permeability and accessibility to key destinations including stations, centres and parks.
7. Identify potential locations to deliver public open space and community infrastructure to respond to gap analysis identified in the social infrastructure needs study.

*Figure 15: Marrickville-Dulwich Hill Opportunities*

## 4.2. Urban Design Framework

The Urban Design Framework for Marrickville–Dulwich Hill precinct is organised into three layers, being:

→ Structure Plan
→ Local Character and Heritage
→ Open Space and Public Domain
→ Connectivity and Movement

## 4.2.1. Structure Plan

The map overleaf is the proposed urban structure for the Marrickville-Dulwich Hill HIA to accommodate an increase in housing capacity whilst responding to local characteristics.

The key directions for the Structure Plan include:

- → Establish a circuit growth corridor connecting key centres, the GreenWay and transit hubs with improved streetscapes and active transport infrastructure.
- → Concentrate density along the circuit growth corridor, key centres, railway stations and around key open spaces such as McNeilly Park, Arlington Oval and Johnson Park.
- → Support housing diversity, including varying apartment types, sizes, family-oriented apartments and social and affordable housing. Introduce minimum affordable housing requirements (in-perpetuity) for new developments.
- → Undertake targeted heritage investigations to review the significance of existing heritage listed items and heritage conservation areas.
- → Protect key heritage items and HCAs.
- → Locate higher density around Marrickville local centre, Dulwich Hill local centre and railway stations, stepping down towards the lower density developments and / or HCAs.
- → Create active transport connections at key urban blocks to connect key streets and increase permeability.
- → Facilitate improved public domain outcomes throughout these precincts and where necessary, identify constrained streets to widen footpaths, create new connections and improve pedestrian experience. This is to occur through identifying sites (or part thereof) as land reserved for acquisition by Council for delivery of these public benefits which would occur over time.
- → Provide development incentives to facilitate lot amalgamation and deliver public realm improvements such as new active transport connections and public open spaces.
- → Deliver social and recreational infrastructure through identification of appropriate sites for expansion of existing parks, new open spaces, public plazas and social/ community infrastructure to meet the needs of the future population in these areas.

### Delivery Of Public Benefits

A number of public benefits are identified which will be delivered over time as redevelopment occurs through different mechanisms such as:

- → **Key sites (private-led delivery or public-private partnership):** this Master Plan identifies certain sites as key sites and includes site-specific LEP provisions which will require commitment to the delivery of public benefits on these sites before an uplift can be provided. For these sites, existing FSRs and HOBs have been maintained in the proposed FSR/ HOB maps. Site-specific LEP provisions will detail the intended public benefits and maximum permissible FSRs/ heights to offset these public benefits.
- → **Land Acquisition (Council-led delivery):** Certain sites have been identified for land acquisition by Council. These will be identified in the LEP and occur over time through negotiations with the land-owners and developers.

## Structure Plan Cont'd

**Legend**

HIA 1 Boundary

Structure Plan Circuit

**Land Use and Density**

Local Town Centre

High Density Residential

Medium Density Residential

Medium-Low Density Residential

Infrastructure / Education

Key Sites

**Open Space and Public Domain**

Existing Public Open Space

Proposed New Public Open Space

Key Site Open Space Delivery

Inner West Blue-Green Grid - Connectivity

**Connectivity and Movement**

Railway Line and Stations

Light Rail Line and Stops

400m-800m Catchment

Potential Active Transport Connections

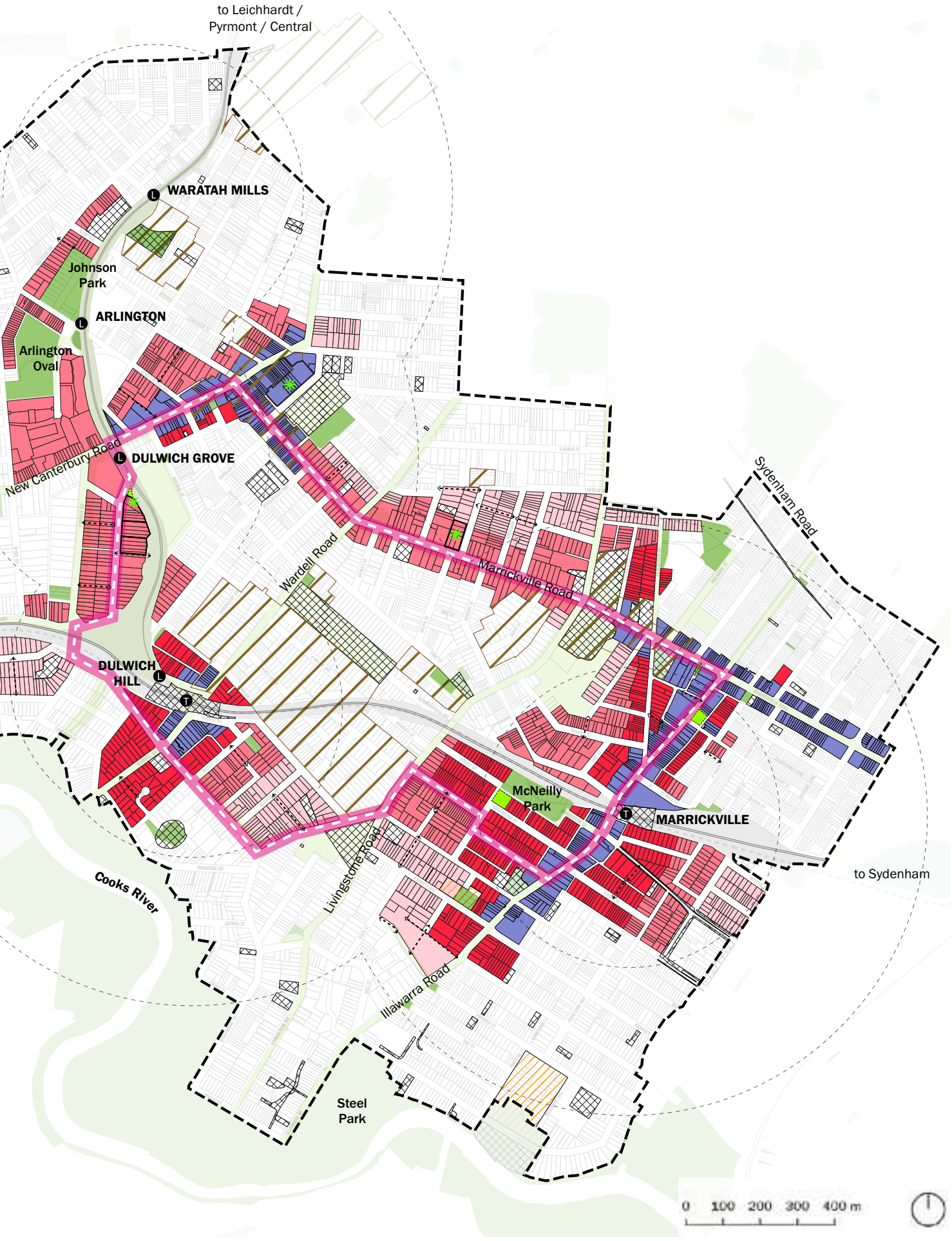
**Heritage**

Heritage Conservation Areas

Heritage Item - General

Heritage Item - Archaeological

*Figure 16: Marrickville - Dulwich Hill Structure Plan*


to Leichhardt /
Pyrmont / Central
WARATAH MILLS
Johnson
Park
ARLINGTON
Arlington
Oval
New Canterbury Road
DULWICH GROVE
Wardell Road
Marrickville Road
Sydenham Road
DULWICH
HILL
McNeilly
Park
MARRICKVILLE
to Sydenham
Cooks River
Livingstone Road
Illawarra Road
Steel
Park
0 100 200 300 400 m

## 4.2.2. Local Character and Heritage

Local character and heritage are central to the future of Marrickville- Dulwich Hill. Heritage investigations have been undertaken as part of the Master Planning process, led by GML, to review heritage significance of specific HCAs and items and advice on heritage values, character, and key areas for retention in the Master Plan. This review has informed proposed changes to existing heritage significance of two heritage items in Dulwich Hill (proposed to be de-listed) and one HCA (change boundaries of the South Dulwich Hill HCA (C107) Marrickville/Dulwich Hill). These are discussed further in the Heritage report prepared by GML.

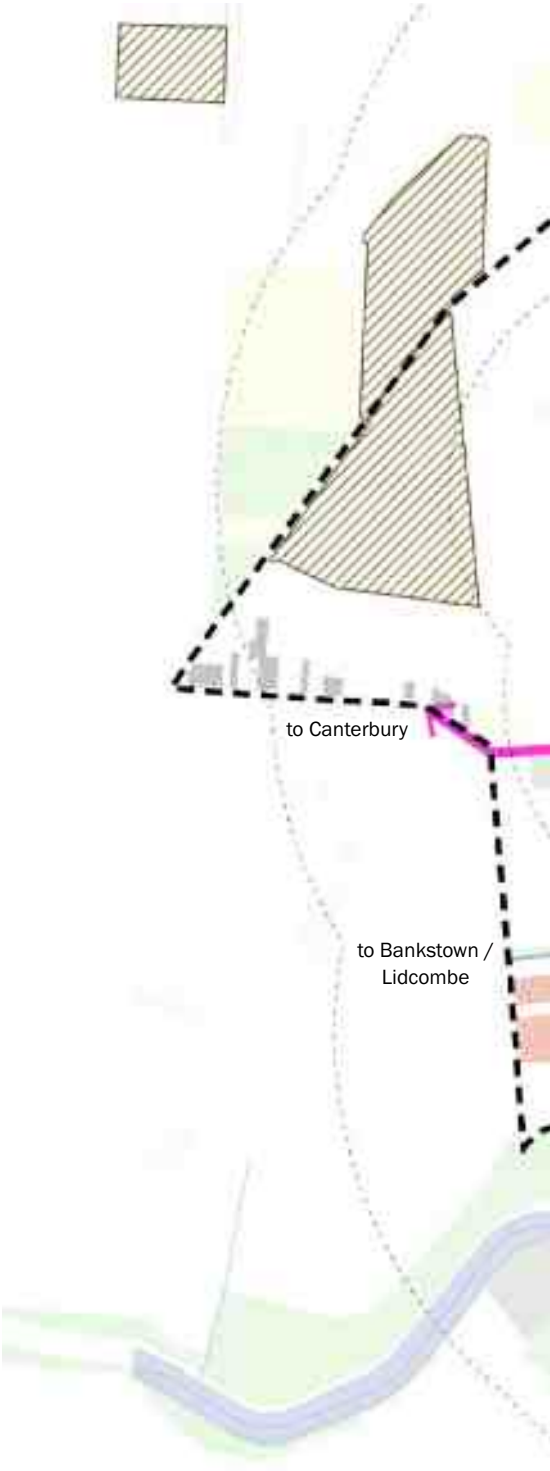
*Table 1: Heritage items proposed for de-listing or amendment*

| Item | Address | Property Description | Recommendation |
|---|---|---|---|
| 'Federation Arts and Crafts style house—"Leonardi", including interiors' (I1009) | 61 Garnet Street, Dulwich Hill | Lot 1 DP 310484 | De-list the Item |
| 'Gladstone Hall, including interiors (I1008) | 114 Ewart Street, Dulwich Hill | Lot 0 SP 79274 | Amend the Item to reduce the curtilage of the heritage significance to exclude the townhouses. |

*Table 2: HCA amendments*

| HCA | Proposed amendment | Amended from Heritage Map |
|---|---|---|
| South Dulwich Hill HCA (C107) Marrickville/ Dulwich Hill | Remove triangular block bounded by Wardell Road, Wilga Avenue and the railway line from HCA boundary as shown in map, comprising:<br>→ 1 Wilga Avenue, Lot 13 DP 8233<br>→ 3 Wilga Avenue, Lot 12DP 8233<br>→ 5 Wilga Avenue, Lot 11 DP 8233<br>→ 7 Wilga Avenue, Lot 10 DP 8233<br>→ 234 Wardell Road, Lot A DP 954736<br>→ 236 Wardell Road, Lot 1 DP 955709<br>→ 238 Wardell Road, Lot 2 DP 901053<br>→ 240 Wardell Road, Lot 1 DP 901053<br>→ 242 Wardell Road, Lot 1 DP 871357 | |

Housing density increases will largely avoid HCAs, and any proposed changes are minimised and validated by heritage experts to preserve residential character. In town centres, period and contributory buildings are encouraged to be retained, with setback controls to maintain separation, preserving the fine grain character while allowing increased development intensity.




**Legend**

- HIA 1 Boundary
- Structure Plan Circuit
- Local Centres
- Infrastructure / Education
- Heritage Conservation Areas
- Period/Contributory Buildings
- Existing Public Open Space
- Proposed Uplift Areas
- Railway Line and Stations
- Light Rail Line and Stops
- 400m-800m Catchment

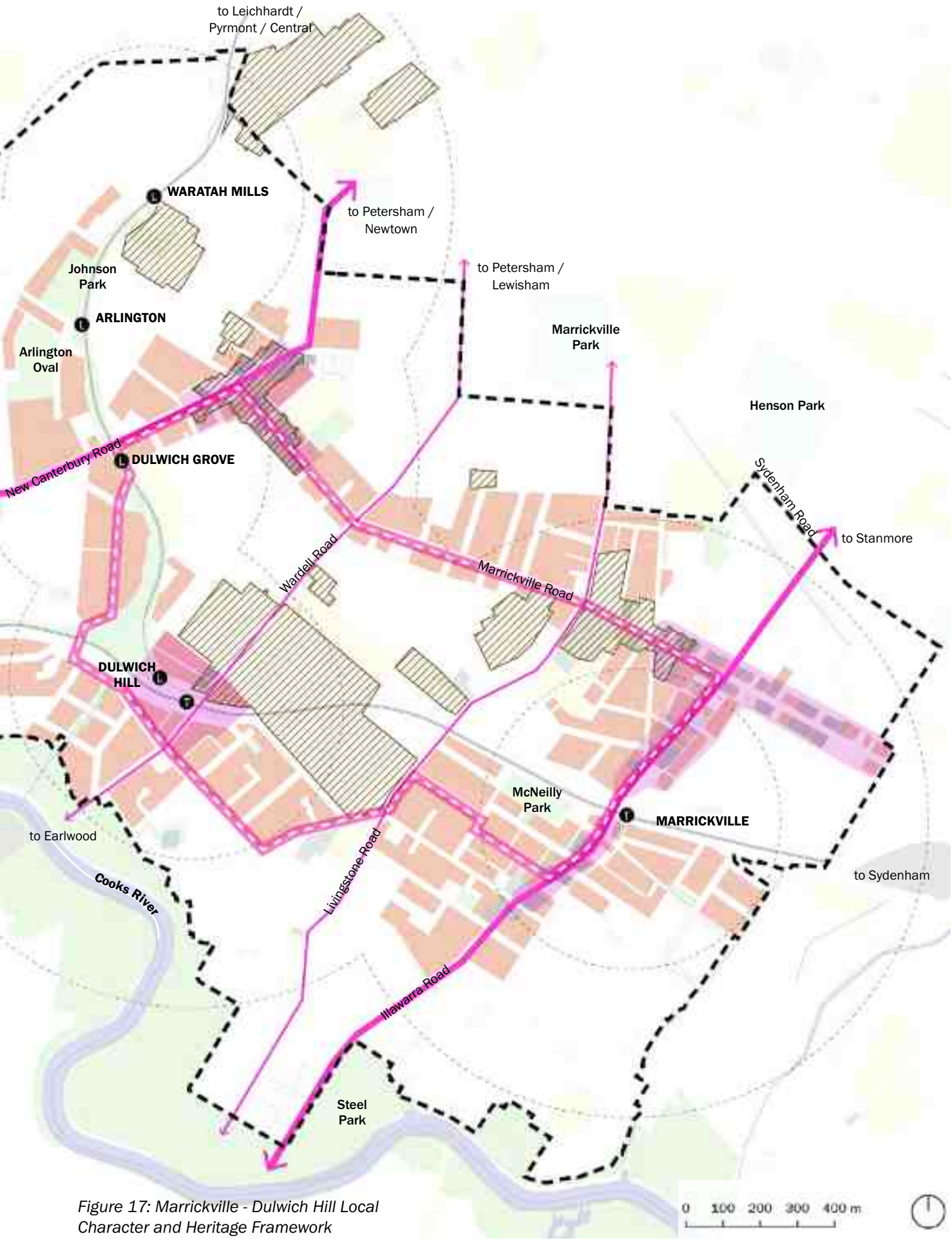



*Figure 17: Marrickville - Dulwich Hill Local Character and Heritage Framework*

## 4.2.3. Open Space and Public Domain

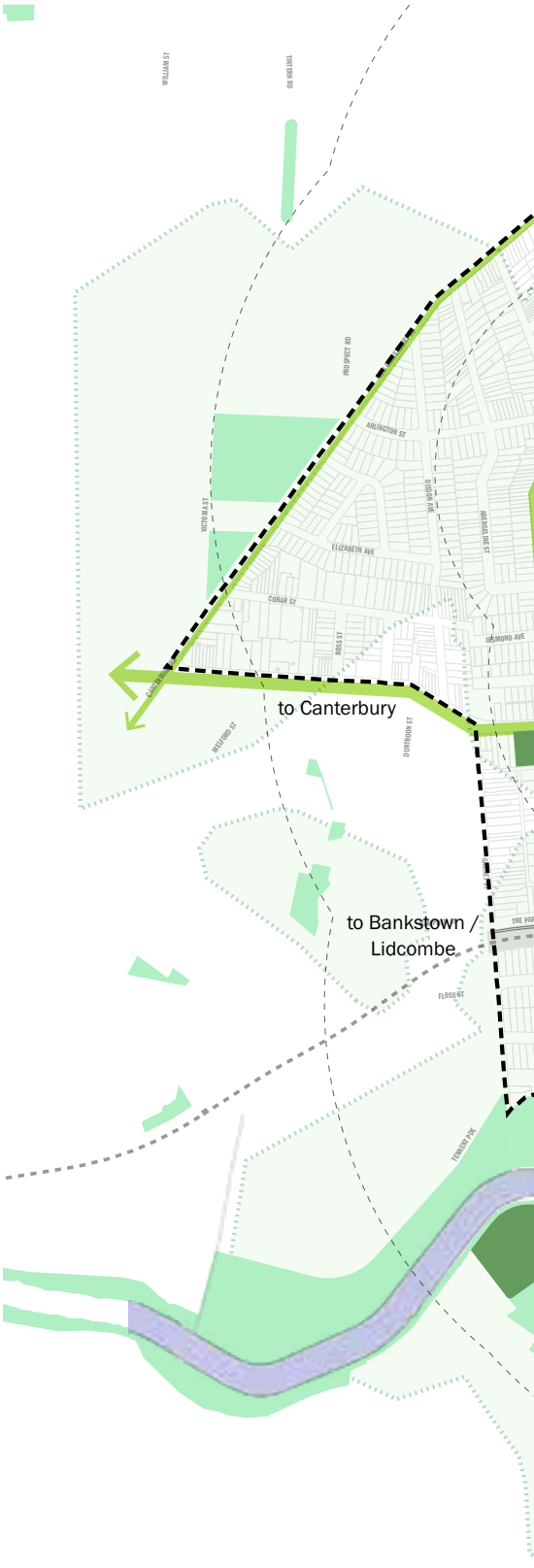
The open space and public domain framework seeks to reinforce the Inner West Blue-Green Grid Strategy and enhance canopy cover.

Key existing corridors and associated projects form part of the structure for housing uplift, including the GreenWay, rail corridor and key streets. This supports the principle of 'amenity-oriented development' as well as 'transit-oriented development'.

New open spaces and public plazas are proposed to enhance the open space network and address the identified open space shortfall within Dulwich Hill – Marrickville. This is informed by the work undertaken as part of the Social Needs Study and will be delivered through land acquisition, key sites mechanism or council-led delivery of public domain works. This includes:

*Table 3: Proposed public open space / plaza*

| No | Location | Indicative Area (sqm) | Delivery Mechanism | Notes |
|---|---|---|---|---|
| | **Public Open Spaces and Plazas** | | | |
| 1 | Calvert Street car park | 1,050 sqm | Capital works (existing Council owned land | New public plaza.<br>Rezoned as RE1 in the LEP to commit to the delivery of this plaza. |
| 2 | 39-45 Greenbank Street, Marrickville | 1,470 sqm | Land Acquisition (4 lots) | McNeilly Park extension resulting in a total of 1.38 ha of public open space. |
| 3 | 14-32 Seaview Street, 374-376 New Canterbury Road, Dulwich Hill | 2,000 sqm | Key site | New public plaza alongside other community spaces. |
| 4 | 359-365 Marrickville Rd & 2-6 Woodbury St, Marrickville | 1,000 sqm | Key site | New public open space. |
| 5 | 45-61 Hercules Street, Dulwich Hill | 1,720 sqm | Key site | GreenWay corridor expansion. |




**Legend**

- HIA 1 Boundary
- Railway Line and Stations
- Light Rail Line and Stops
- 400m-800m Catchment
- Open Space 5-min Walkable Catchments
- Key Sites

**Open Space and Public Domain**

- GreenWay
- Inner West Blue-Green Grid
- Potential Active Transport Connection
- Waterway
- Existing Public Open Space
- Existing Private Open Space
- Proposed New Public Open Space
- Key Site Open Space Delivery

*Figure 18: Marrickville - Dulwich Hill Open Space and Public Domain Framework*

to Leichhardt / Pyrmont / Central
WARATAH MILLS
to Petersham / Newtown
to Petersham / Lewisham
Johnson Park
ARLINGTON
Arlington Oval
Marrickville Park
Henson Park
New Canterbury Road
DULWICH GROVE
Sydenham Road
to Stanmore
Wardell Road
Marrickville Road
DULWICH HILL
McNeilly Park
MARRICKVILLE
to Earlwood
Cooks River
Livingstone Road
to Sydenham
Illawarra Road
Steel Park
0 100 200 300 400 m

## 4.2.4. Connectivity and Movement

The Connectivity and Movement Plan intends to create an interconnected street network in Marrickville – Dulwich Hill that offers relative permeability for a range of transport modes.

The Master Plan proposes mid-block active transport connections at key locations, primarily within long street blocks and cul-de-sac streets. This is to enhance pedestrian and cycling connectivity and to improve access to key streets and destinations i.e. centres, open space and transit hubs. These would be delivered through Public Realm incentives (FSR and height of building) where additional density (FSR) and height bonuses will be provided for delivery of these public benefits.

To support enhanced amenity within these areas in tandem with increased housing density and diversity, it is proposed to facilitate public domain improvements. In selected locations, public benefits including wider footpaths, cycleways and extension of laneways will be facilitated by land acquisition through negotiations with developers as redevelopment occurs. No new vehicular lanes are intended through these proposed road widenings.

Further, providing more homes and businesses in areas that are designed for both living and working can reduce the need for cars and encourage shorter, walkable trips and boost public transport use. As outlined in the supporting Strategic Transport Plan, new off-street parking controls (maximum car parking rates) are proposed for areas uplifted in the Master Plan, reflecting the opportunities provided by the high levels of accessibility in these areas. These are outlined in the draft Design Guide that will inform preparation of future Development Control Plans.

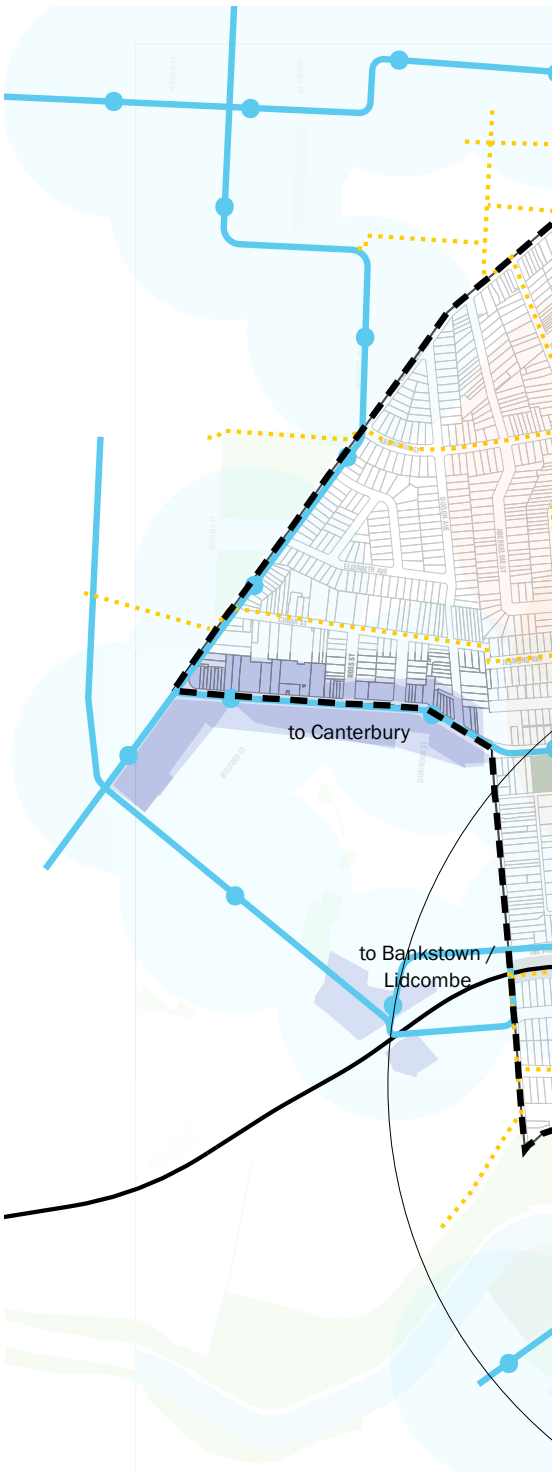
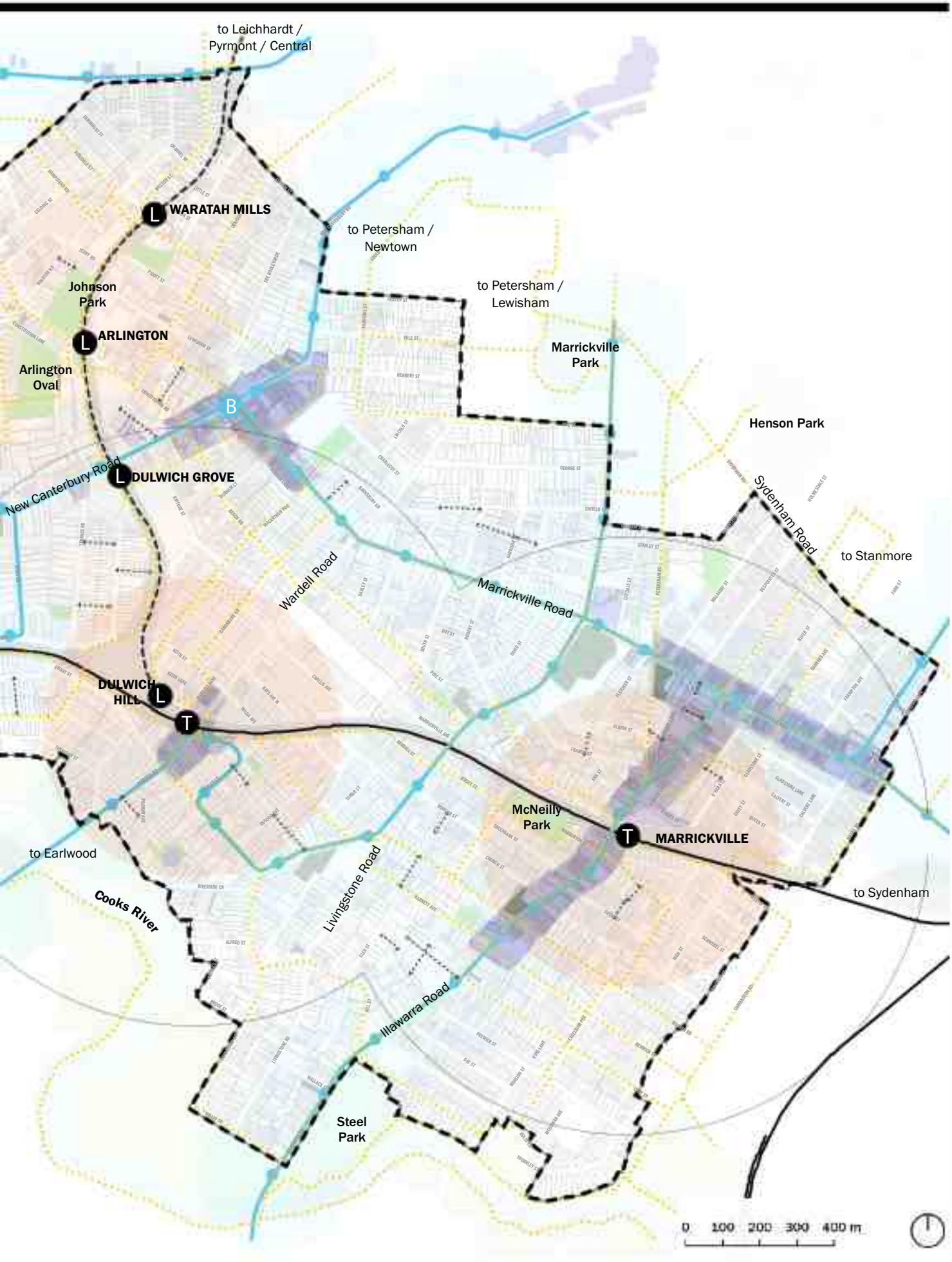



*Figure 19: Marrickville - Dulwich Hill Connectivity and Movement Framework*


to Leichhardt / Pyrmont / Central
WARATAH MILLS
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Johnson Park
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ARLINGTON
Marrickville Park
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B
Henson Park
New Canterbury Road
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Sydenham Road
to Stanmore
Wardell Road
Marrickville Road
DULWICH HILL
McNeilly Park
MARRICKVILLE
to Earlwood
Cooks River
Livingstone Road
to Sydenham
Illawarra Road
Steel Park
0 100 200 300 400 m

## 4.3. Sub-Precincts

### 4.3.1. Overview

There are 11 sub-precincts identified within Dulwich Hill - Marrickville study area, of which six are proposed for uplift. This includes:

*Table 4: Dulwich Hill - Marrickville Sub-Precincts*

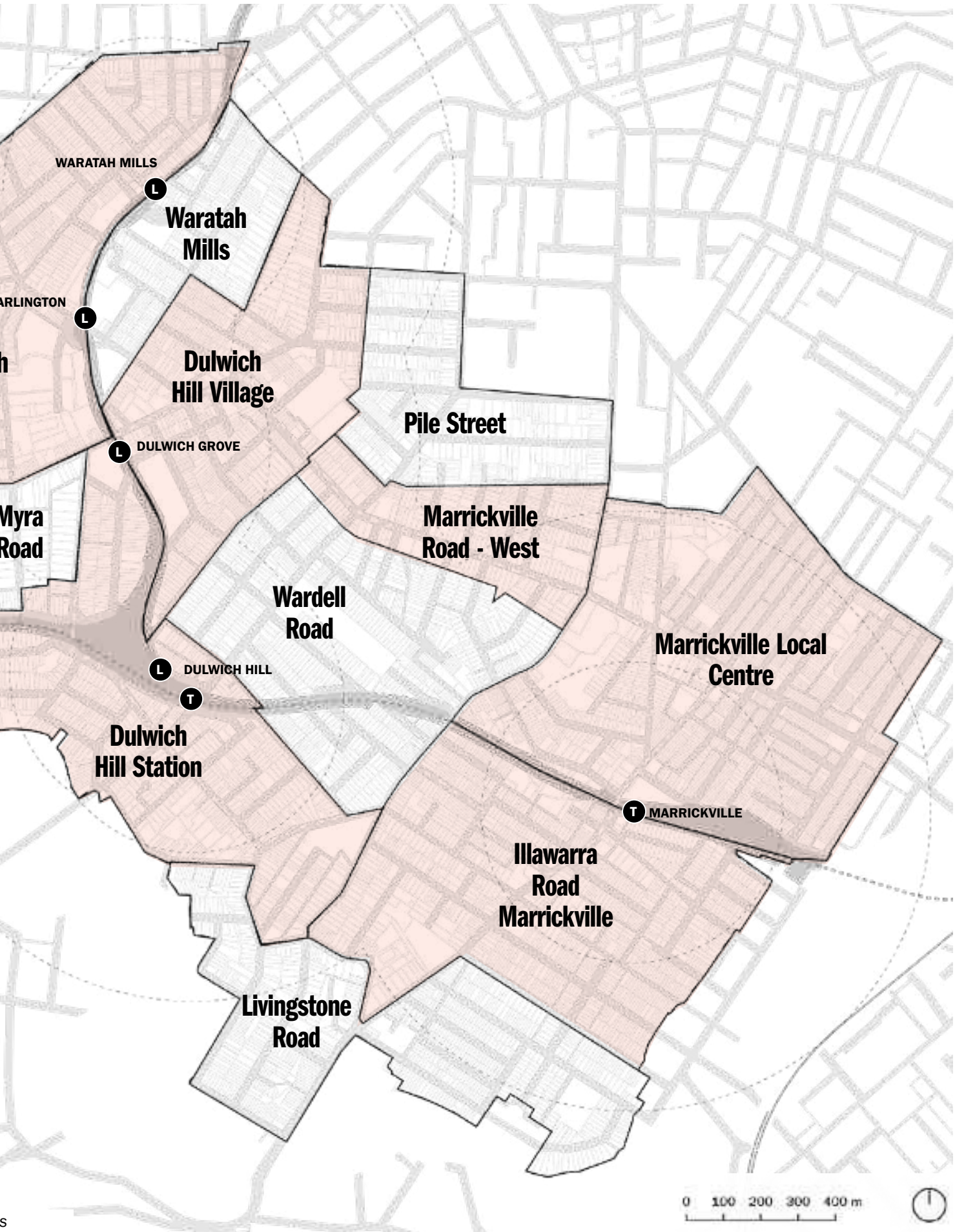
| Sub-Precinct | |
|---|---|
| **Sub-Precincts (Proposed for Uplift)** | |
| 1 | Marrickville Local Centre |
| 2 | Illawarra Road Marrickville |
| 3 | Marrickville Road - West |
| 4 | Dulwich Hill Station |
| 5 | Dulwich Hill Village |
| 6 | Dulwich Hill North |
| **Sub-Precincts (No Change)** | |
| 7 | Livingstone Road |
| 8 | Pile Street |
| 9 | Wardell Road |
| 10 | Myra Road |
| 11 | Waratah Mills |

Each sub-precinct with proposed uplift provides the following:

- → Existing Character:
  - → Existing place character
  - → Partial areas of no change rationale
- → Desired Future Character:
  - → Indicative structure plan
  - → Place-based approach description

For further design guidelines for each sub-precincts including key sites, building setbacks and street wall, refer to Design Guide document.

*Figure 20: Dulwich Hill-Marrickville Sub-Precinct*


WARATAH MILLS
Waratah Mills
ARLINGTON
Dulwich Hill Village
Pile Street
DULWICH GROVE
Myra Road
Marrickville Road - West
Wardell Road
Marrickville Local Centre
DULWICH HILL
Dulwich Hill Station
MARRICKVILLE
Illawarra Road Marrickville
Livingstone Road
0 100 200 300 400 m

## 4.3.2. Marrickville Local Centre

### Existing Character

- → Marrickville Road is characterised by two storey shops with a collection of civic buildings including the historic Town Hall and new Marrickville Library.
- → Illawarra Road has recent mixed use development contributing to an emerging character.
- → Residential developments are primarily characterised by primarily Federation and / or Victorian style with some inter-war houses and a mix of old and new residential flat buildings.

*Marrickville Road fine grain shopfront character (Hassell)*

*Calvert Street fine grain lots and houses (NearMap)*

### Desired Future Character

- → Reinforce Marrickville Town Centre function by promoting commercial and mixed-use development with ground level activation along Marrickville Road and Illawarra Road, whilst retaining the heritage and fine grain shopfront character.

**Open Space and Public Domain**

- → New Town Centre Plaza on the Calvert Street car park and protect solar access to the plaza.

**Connectivity, Access and Movement**

- → Provide mid-block active transport connections at cul-de-sac streets and long urban block at Tuohy Lane and Fletcher Street.
- → Expand Tuohy Lane to Marrickville Road to facilitate new mid-block connection and public domain works in the town centre.
- → Promote pedestrian movement along streets by minimising vehicle crossovers / service locations and locating them in areas of lower pedestrian movement and desire lines.

**Density and Height**

- → Allow 8 -10 storey building heights along Marrickville Road, Illawarra Road and Petersham Road, and up to 12 storey where lots are larger.
- → Transition the density and building heights down to 4-6 storey west of Petersham Road and east of Illawarra Road towards lower density residential and HCAs.

**Heritage and Built Form**

- → Retain heritage facade character adjacent to the C65 HCA on Marrickville Road at Petersham Road, Malakoff Street and Fletcher Street.
- → Retain contributory buildings where they relate to a heritage conservation area or are identified as period buildings in the DCP.
- → Where development of contributory buildings occurs, the façade and first bays of the building are to be retained.

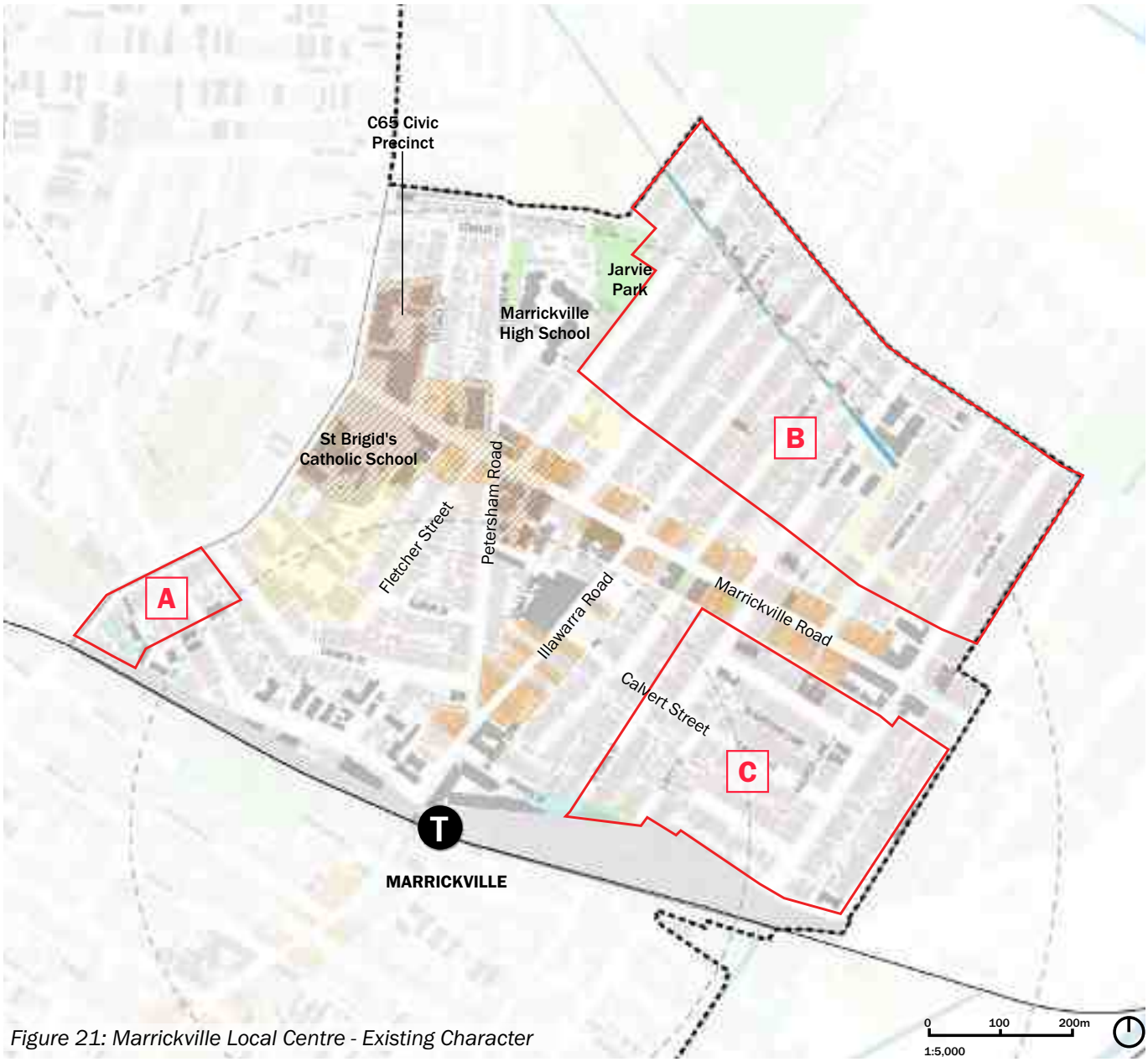



*Figure 21: Marrickville Local Centre - Existing Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Areas of No Change
- Railway Line and Station
- 400m & 800m Catchments
- Existing Building
- Existing Apartments and Strata
- Heritage Conservation Area
- Heritage Item - General
- Period Buildings
- Areas of Higher Flooding Hazard
- Existing Infrastructure/ Education
- Existing Open Space

| Areas of No Change | |
|---|---|
| A | New strata buildings with more than 13 lots. |
| B | Areas affected by high hazard flooding. |
| C | Residential neighbourhood east of Illawarra Road with strong cohesive character. |

# Marrickville Local Centre Cont'd

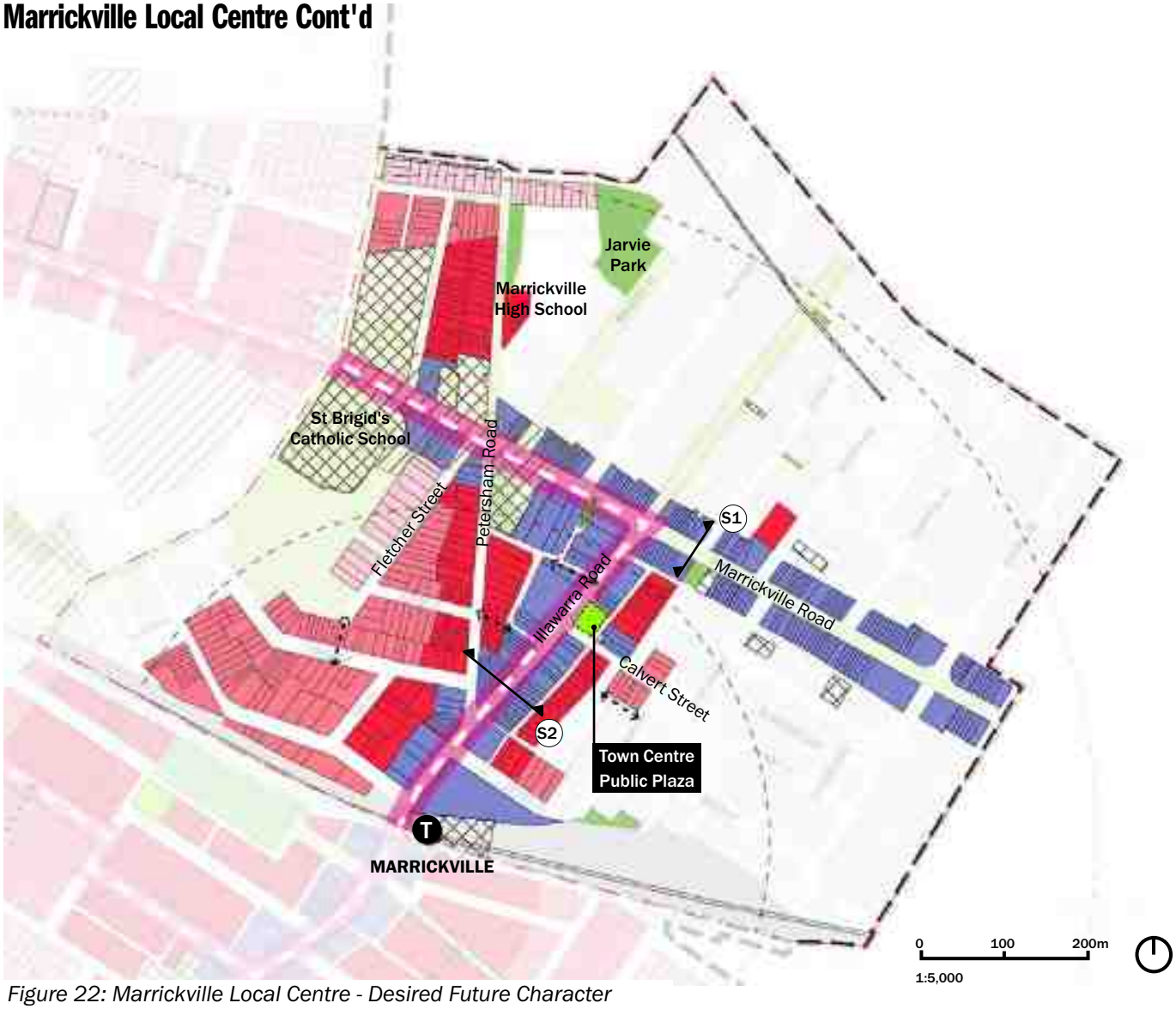



*Figure 22: Marrickville Local Centre - Desired Future Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Structure Plan Circuit
- Section Indicator

**Land Use and Density**

- Local Town Centre
- High Density Residential
- Medium Density Residential
- Medium-Low Density Residential

**Open Space and Public Domain**

- Existing Public Open Space
- Proposed New Public Open Space

**Heritage**

- Heritage Conservation Area
- Heritage Item - General

**Connectivity and Movement**

- Railway Line and Stations
- 400m-800m catchment
- Potential Active Transport Connection

## Proposed Land Reserved for Acquisition

| Location | Nature of acquisition | Public benefit |
|---|---|---|
| 306 and 308 Marrickville Road, Marrickville | Both properties to be acquired. | Extension of Tuohy Lane to Marrickville Road to provide a walking and cycling connection. |

Source: Piccolo

Source: 14-26 Bruce Street, Kensington, Victoria

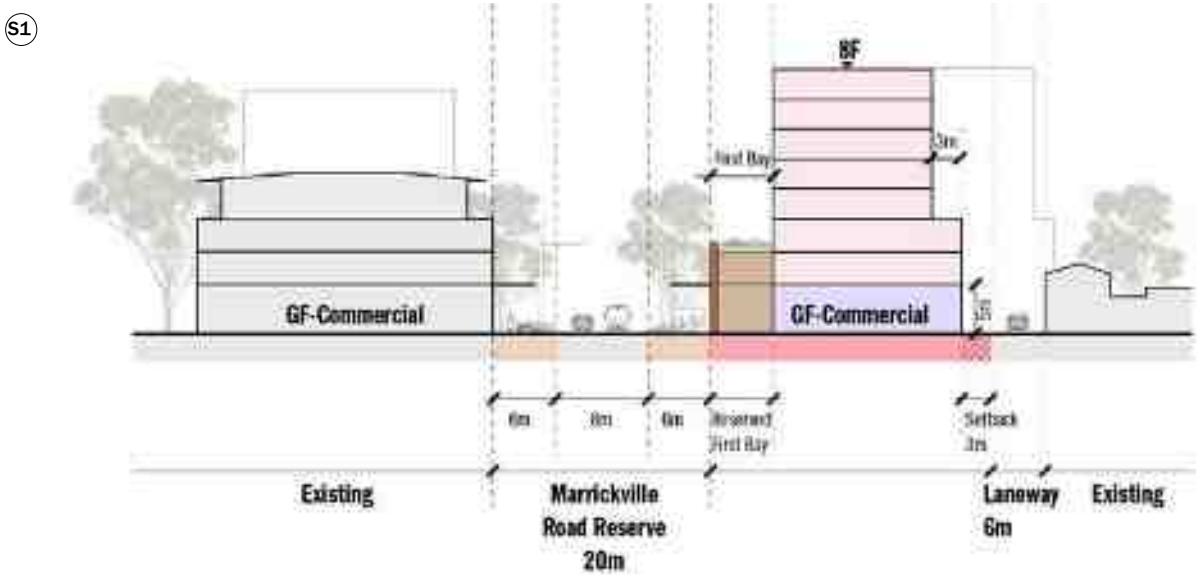



*Figure 23: Section 1 - Marrickville Road Reserve*

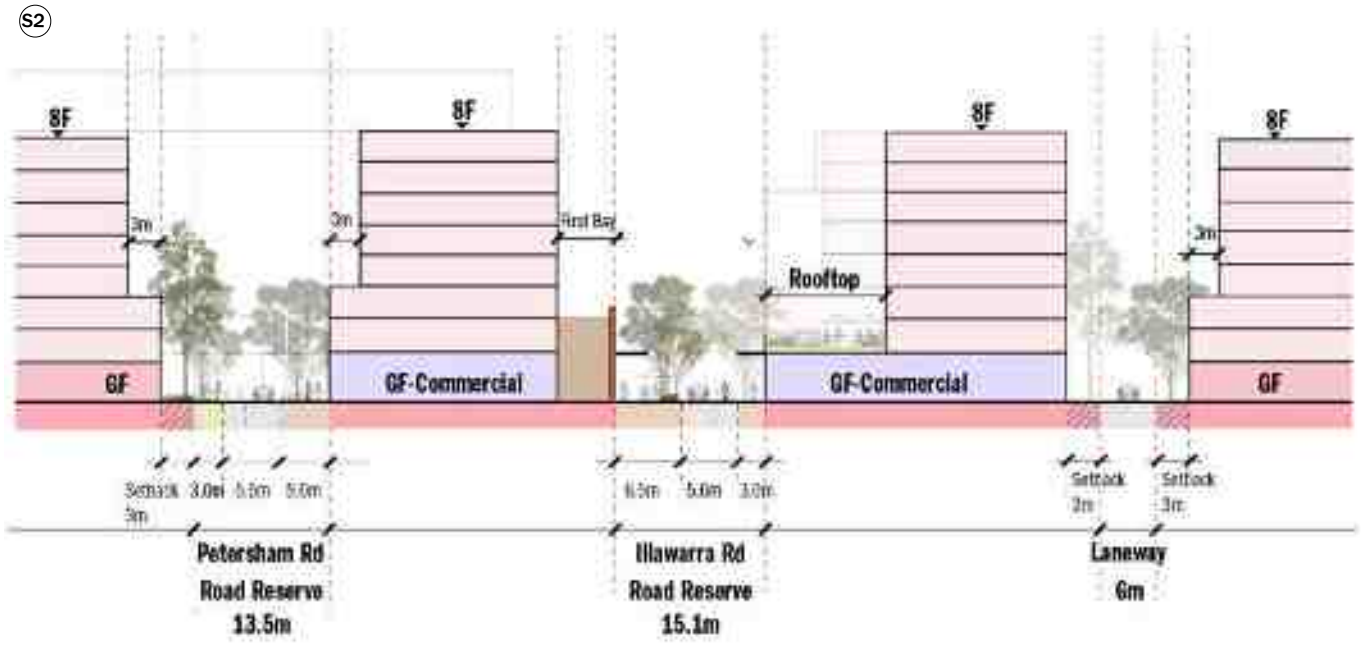



*Figure 24: Section 2 - Illawarra Road and Petersham Road*

## Marrickville Town Centre Plaza

### Proposed New Public Open Space

- → Deliver a new public open space on Illawarra Road and Calvert Street (existing car park).
- → Minimum 1,200sqm of public space/plaza with seating, planting, and shade.
- → Ensure activated ground floor frontages at 124 - 128 Silver Street (to remain E1 zoning) - key interface for the new plaza.
- → Active ground floor along Illawarra Road.
- → 6 metre tower setbacks on either side of Illawarra Road given its narrow street width.
- → 3 metre setbacks to the north and south of the plaza to encourage activation and outdoor seating.
- → Solar analysis complies with assumptions described in General Controls.

*Figure 25: Proposed Marrickville Town Centre Plaza solar analysis*

**Legend**

% of the area receives sunlight for a minimum of two hours between 9am and 3pm on 21 June (mid-Winter)

% of the area that does not achieve sunlight for a minimum of two hours between 9am and 3pm on 21 June (mid-Winter) See General Controls in the DCP for solar access requirements.

*Figure 26: Proposed New Town Centre Plaza Guidelines*

**Legend**

- Amalgamated Lot Boundary (Assumption)
- Special Uses
- Heritage Item - General
- Proposed Public Open Space
- Building Envelope Boundary
- Tower Envelope Boundary
- Ground Floor Setback
- Awning
- Active Frontage
- Vehicle Connections
- Potential Active Transport Connection
- Indicative Vehicle Access Point
- Land Reservation for Acquisition

## 4.3.3. Illawarra Road Marrickville

### Existing Character

- → Illawarra Road – Marrickville precinct includes mix of uses varying from single dwellings, residential flat buildings, commercial uses and mixed-use developments.
- → The street network provides an interconnected grid pattern with predominantly east-west direction. A few urban blocks including along Warren Road have over 200m in length.
- → Period buildings along Illawarra Road contribute to the character of the place.
- → McNeilly Park is the key public open space within the precinct offering substantial neighbourhood amenity and provides an opportunity for expansion of open space with 'amenity-oriented development' in the surrounding area.

*Greenbank Street and McNeilly Park (NearMap)*

*Illawarra Road (Google Maps)*

### Desired Future Character

- → Concentrate commercial and mixed-use development along Illawarra Road south of Marrickville station reinforcing its town centre function.

**Open Space and Public Domain**

- → Expand McNeilly Park providing a total of 1,308 sqm public open space via Council acquisition of four lots between 39-45 Greenbank Street.
- → Proposed future active transport connections for increased permeability to be delivered via public realm incentives.

**Connectivity, Access and Movement**

- → Promote pedestrian movement along streets by minimising vehicle crossovers / service locations and locating them in areas of lower pedestrian movement and desire lines.

**Density and Height**

- → Concentrate high density residential (10 storey) around the town centre at Illawarra Road and around McNeilly Park, transitioning down to lower neighbourhood scale at four to six storey.

**Heritage, Built Form and Character**

- → Adopt change in the urban character to support more housing close to the train station and in close proximity to thriving town centres.
- → Retain and promote the fine grain character of commercial street frontages with active uses and appropriate street wall heights consistent with old and new character.
- → Retain existing tree canopy and consider provision for greener streets
- → Retain existing fig trees along Warburton Street through appropriate consideration in relation to increased setbacks to accommodate root zone.

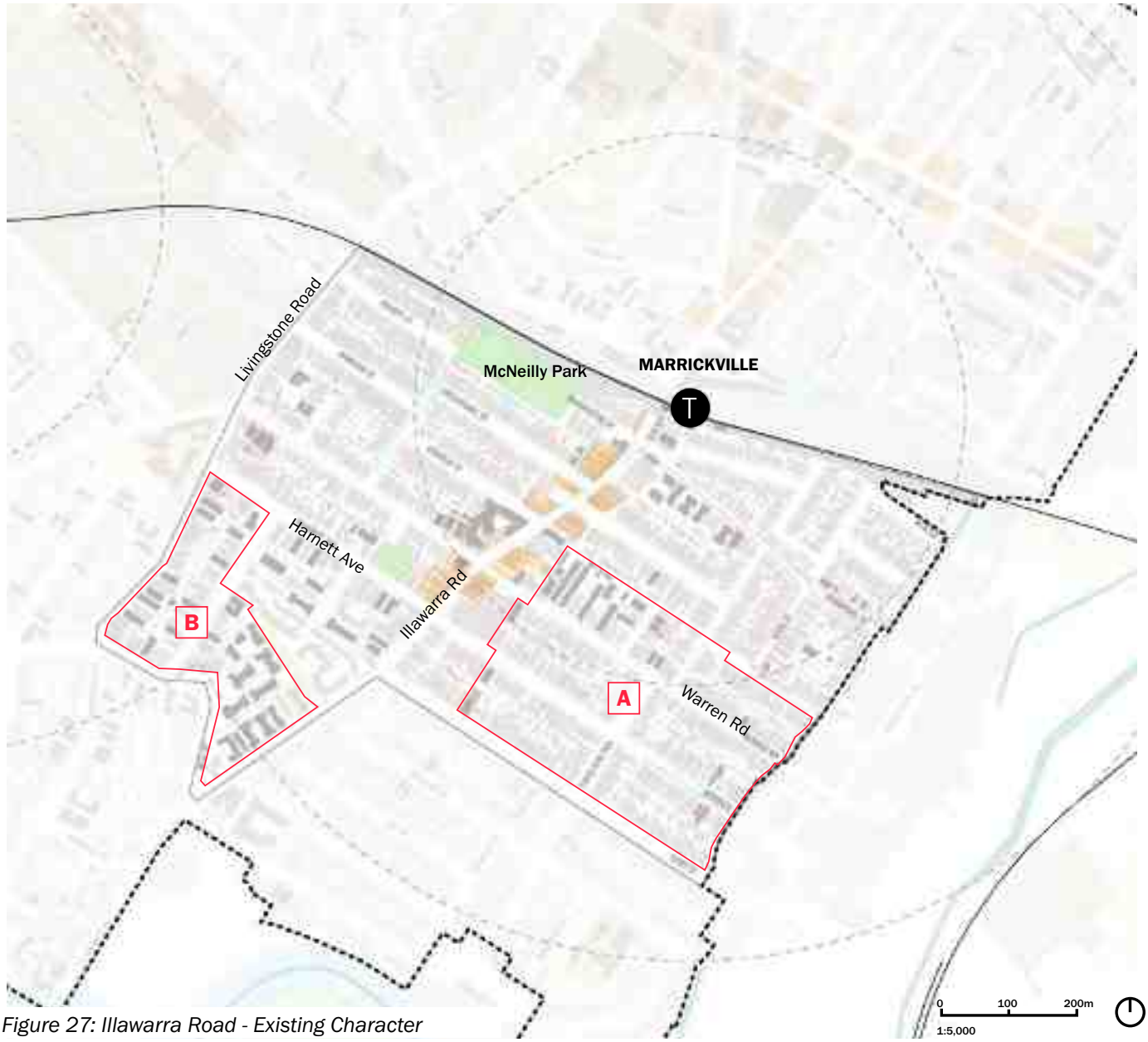



*Figure 27: Illawarra Road - Existing Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Areas of No Change
- Railway Line and Station
- 400m & 800m Catchments
- Existing Building
- Existing Apartments and Strata
- Heritage Conservation Area
- Heritage Item - General
- Period Buildings
- Areas of Higher Flooding Hazard
- Existing Infrastructure/Education
- Existing Open Space

| Areas of No Change | |
|---|---|
| A | Area contains large number of walk up flats and predominantly small, fragmented lots. |
| B | Located away from Marrickville Centre spines. Area is flood affected and predominantly strata buildings are less likely to develop. |

# Illawarra Road Marrickville Cont'd

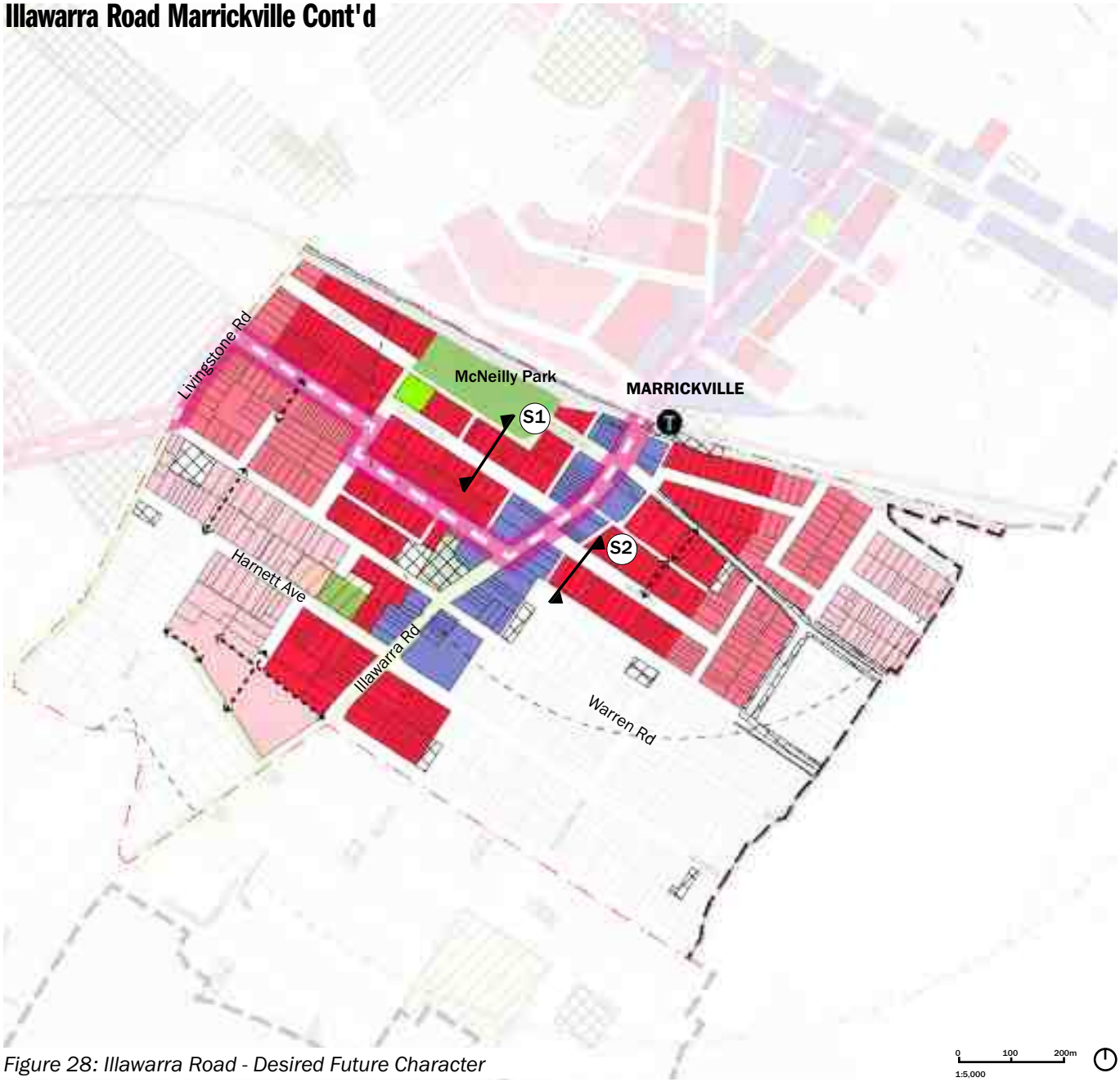



*Figure 28: Illawarra Road - Desired Future Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Structure Plan Circuit
- Section Indicator

**Land Use and Density**

- Local Town Centre
- High Density Residential
- Medium Density Residential
- Medium-Low Density Residential

**Open Space and Public Domain**

- Existing Public Open Space
- Proposed New Public Open Space

**Heritage**

- Heritage Conservation Area
- Heritage Item - General

**Connectivity and Movement**

- Railway Line and Stations
- Light Rail Line and Stops
- 400m-800m catchment
- Potential Active Transport Connection

## Proposed Land Reserved for Acquisition

| Location | Nature of acquisition | Public benefit |
|---|---|---|
| 39-45 Greenbank Street, Marrickville | 4 Properties to be acquired | Expansion of McNeilly Park to serve the existing and future community |

*Wonderland apartments. Source: FJC Studio*

*Ashmore Precinct, Erskineville, NSW. Source: Hassell*

S1

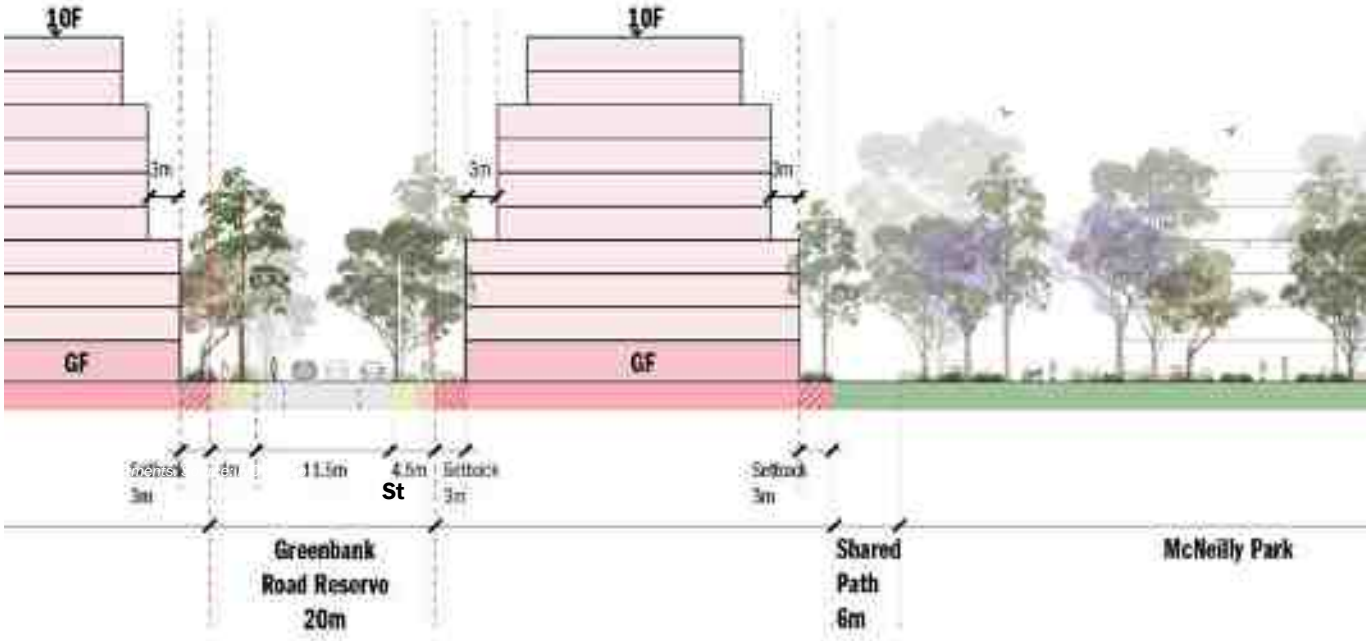



*Figure 29: Section 1 - McNeilly Park interface*

S2

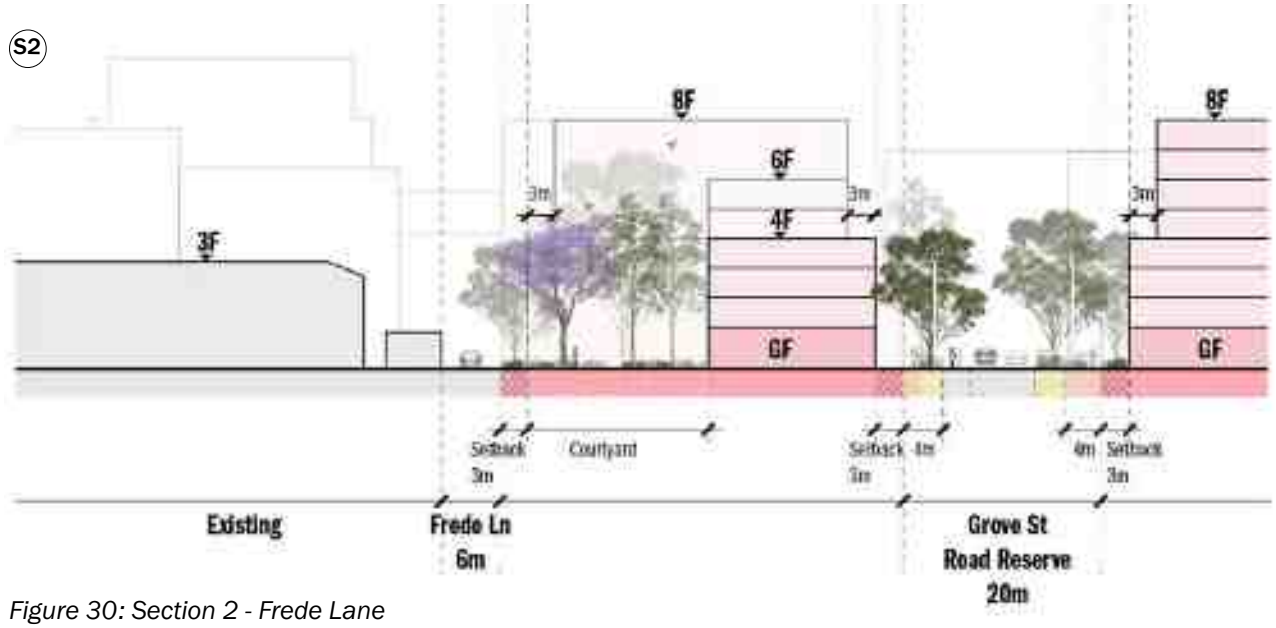



*Figure 30: Section 2 - Frede Lane*

## 4.3.4. Marrickville Road - West

### Existing Character

- → Marrickville Road is the former tram route, characterised by a mix of dwelling houses and residential flat buildings set back from the street frontage.
- → Predominantly single storey Federation, Inter-War and Post War with the occasional contemporary and Victorian building.
- → Relatively large lot sizes as compared to other sub-precincts.
- → Lack of open space within the sub-precinct.

*Marrickville Road (Hassell)*

*Marrickville Road (Hassell)*

### Desired Future Character

- → Establish Marrickville Road as an avenue of medium to high density residential apartments, with ample front setbacks offering landscape and tree planting opportunities to strengthen the avenue character.

**Open Space and Public Domain**

- → New public open space (minimum 1,000sqm) on Marrickville Road. This location, at the midpoint between the Dulwich Hill and Marrickville centres, offers a counterpoint to the intended residential form, and a new point of focus for the neighbourhood. This is to be delivered by private sector through key sites mechanism.
- → Potential active transport connections to be delivered through public realm incentives.

**Connectivity, Access and Movement**

- → Access to new development is provided by side streets or laneways. Where no alternative is available access will be considered from Marrickville Road.
- → Promote pedestrian movement and active transport connections between:
  - → Barnsbury Grove and Marrickville Road
  - → Woodbury Street to Harrison Street and Anderton Street

**Density and Height**

- → Allow a six storey building height along Marrickville Road that steps down to four storey building heights to the north.

**Heritage, Built Form and Character**

- → Retain heritage listed items as they contribute to the character of the area. Development adjacent to heritage items to adhere to setbacks outlined in the Design Guide.

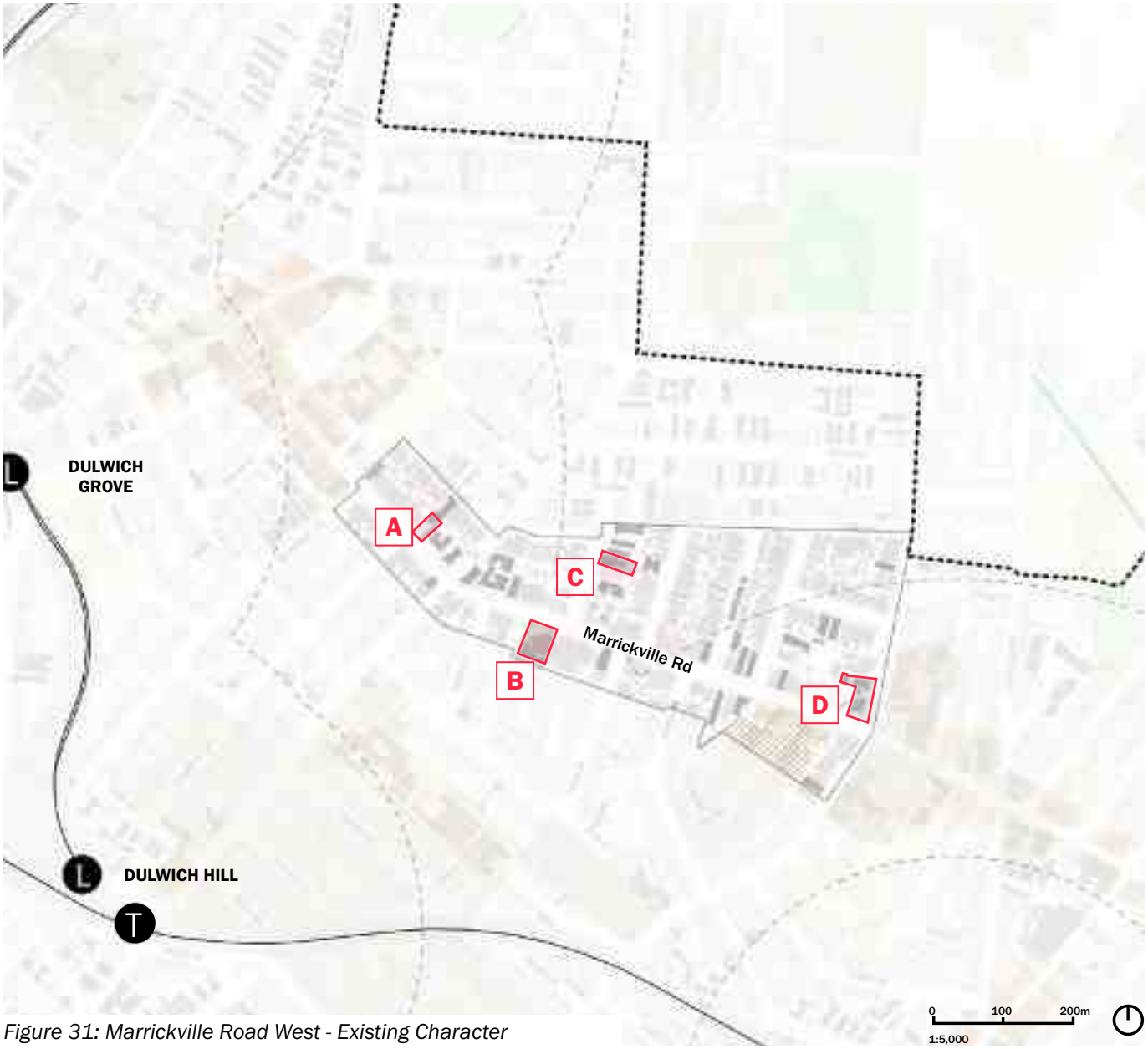



*Figure 31: Marrickville Road West - Existing Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Areas of No Change
- 400m & 800m Catchments
- Existing Building
- Existing Apartments and Strata
- Heritage Conservation Area
- Heritage Item - General
- Areas of Higher Flooding Hazard
- Existing Infrastructure/Education
- Existing Open Space

| Areas of No Change | |
|---|---|
| A | Heritage listed properties to be retained. |
| B | |
| C | |
| D | |

## Marrickville Road West Cont'd

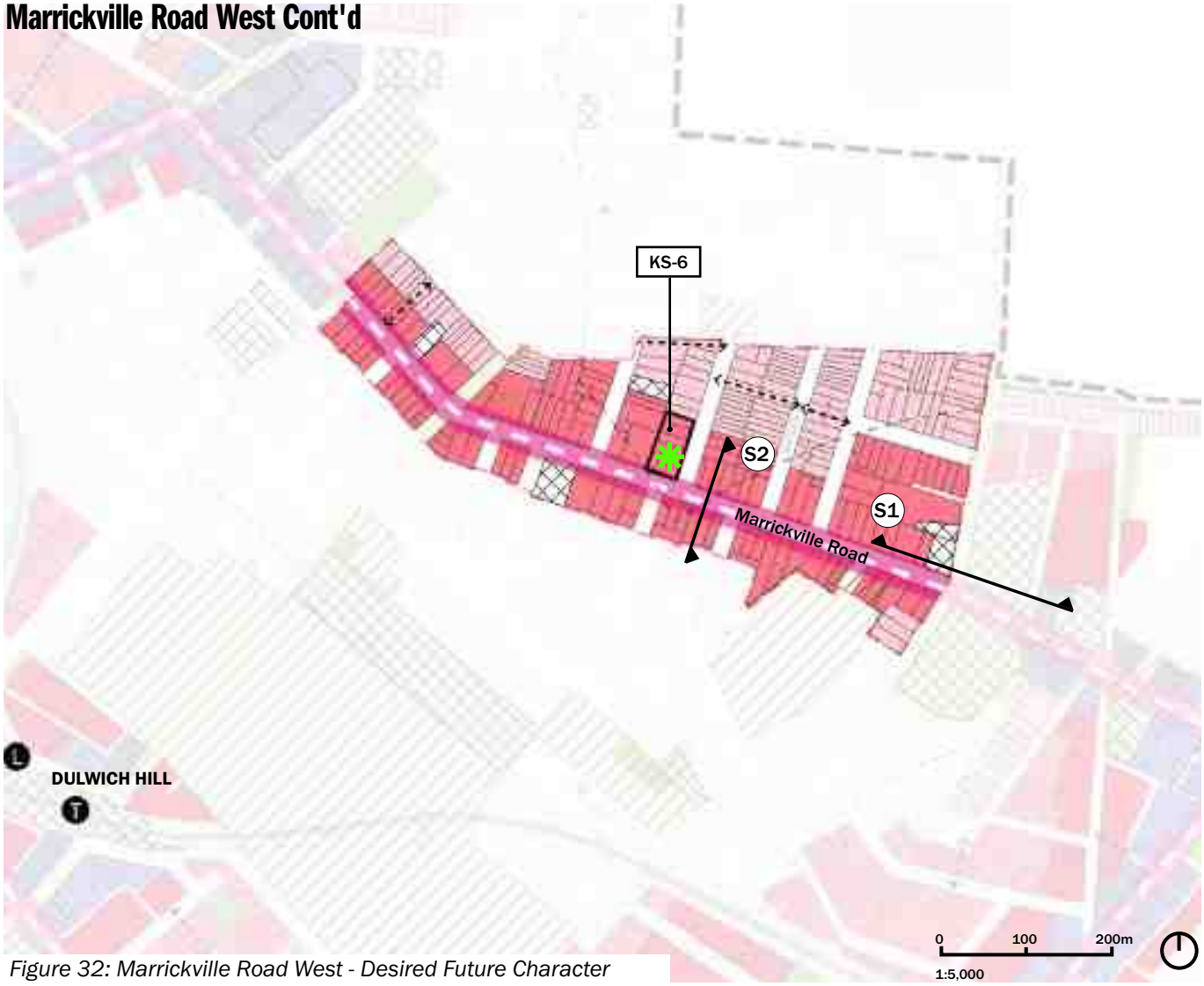



*Figure 32: Marrickville Road West - Desired Future Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Key Site
- Structure Plan Circuit
- Section Indicator

**Land Use and Density**

- Local Town Centre
- Medium Density Residential
- Medium-Low Density Residential

**Open Space and Public Domain**

- Existing Public Open Space
- Key Site Open Space Delivery

**Heritage**

- Heritage Conservation Area
- Heritage Item - General

**Connectivity and Movement**

- Railway Line and Stations
- Light Rail Line and Stops
- 400m-800m catchment
- Potential Active Transport Connection

### Key Site

| Area no. | Address | Key Site Public benefit | Maximum FSR | Maximum HOB |
|---|---|---|---|---|
| KS-6 | 365-359 Marrickville Rd & 2-6 Woodbury St, Marrickville | New public open space of minimum 1,000sqm along Marrickville Road | 3.1:1 | 48.8m (15 storey) |

Source: Allies and Morrison, Ironworks, Mill Rd, Cambridge, UK

Source: Alison Brooks Architects, Ely Court London

S1

*Figure 33: Section 1 - Through Livingstone Road*

S2

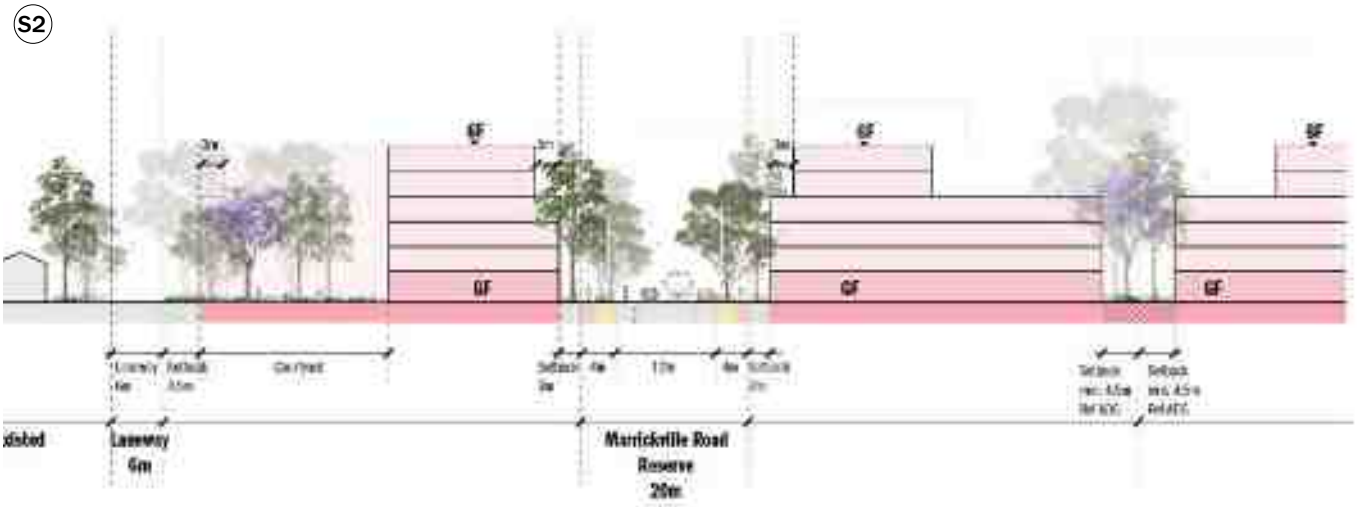



*Figure 34: Section 2 - Through Marrickville Road*

## Key Site - KS-6

### 365-359 Marrickville Rd & 2-6 Woodbury St, Marrickville

- → Key sites will retain their existing FSR and height controls and incentivised for delivery of public open space and through site link through identification as key sites in the LEP. Uplift will only be provided if public benefits are delivered on these sites.
- → Deliver a new public open space of minimum 1,000 sqm along Marrickville Road through the LEP key site mechanism in an area where there is a deficit of open space.
- → Amenity is critical to support density in this location.
- → Surrounding sites are recommended for 7-15 storey, with 3 metre setbacks from the street and a 3m upper level setback.
- → Street tree planting is essential in contributing to canopy cover and mitigating urban heat island effect.

| Key Site 6 | |
|---|---|
| **Development Summary** | |
| Site Address | 365-359 Marrickville Rd & 2-6 Woodbury St, Marrickville |
| Total Site Area (sqm) | 3,094 sqm (assumed amalgamation) |
| Proposed FSR (n:1) | 3.1:1 |
| Proposed HOB (m / storey) | 48.8m / 15 storey |
| Public Open Space Area Provision (m) | 1,003 sqm |

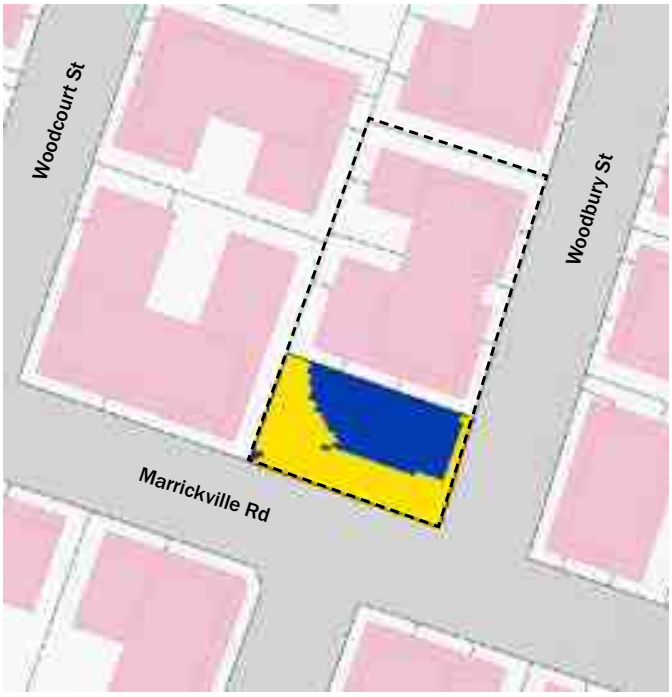



*Figure 35: KS-6 proposed open space solar analysis*

**Legend**

**% of the area receives sunlight for a minimum of two hours between 9am and 3pm on 21 June (mid-Winter)**

**% of the area that does not achieve sunlight for a minimum of two hours between 9am and 3pm on 21 June (mid-Winter)**

*See General Controls in the DCP for solar access requirements.*

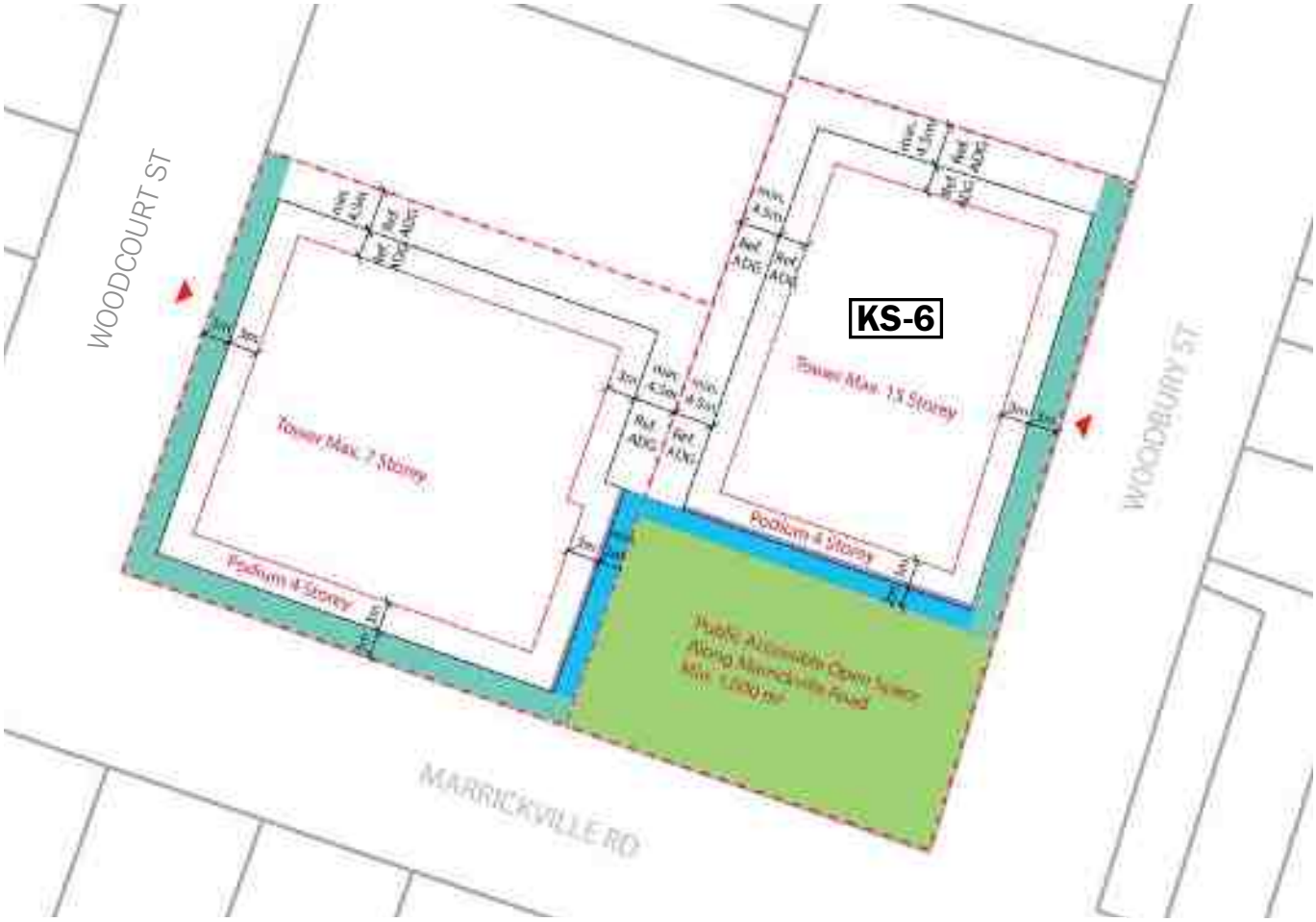
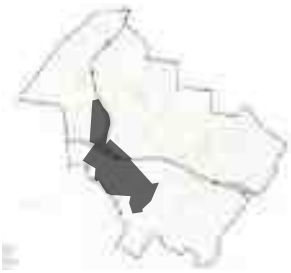



*Figure 36: Key Site Diagram - KS-6: 365-359 Marrickville Rd & 2-6 Woodbury St, Marrickville*

**Legend**

- Amalgamated Lot Boundary (Assumption)
- Public Open Space
- Podium Envelope Boundary
- Tower Envelope Boundary
- 2m Setback
- 3m Setback
- Indicative Vehicle Access Point



## 4.3.5. Dulwich Hill Station

### Existing Character

- → Dulwich Hill Station sub-precinct focuses around the rail station and light rail stop, including the local centre at Wardell Road.
- → The topography is characterised by undulating landform and falls towards Cooks Creek to the south.
- → The built form character is primarily two storey dwellings with clusters of walk-up apartment buildings from various periods.
- → Street reserves are generally wide with consistent lot pattern.

*Wardell Road local centre (NearMap)*

*Hercules Street (Hassell)*

### Desired Future Character

- → Expand the local centre north of the station to facilitate provision of everyday retail and services for local residents.
- → Propose E1 Local Centre Zoning to the north of Wardell Road and next to Dulwich Hill Station.

**Open Space and Public Domain**

- → Facilitate expansion of the GreenWay Corridor as identified in Council's endorsed Greenway Master plan to the rear of properties along Hercules Street, Dulwich Hill. This is to be delivered by private sector through key sites mechanism.
- → Extension of Hercules Lane to connect to the Greenway by provision of a new 6m wide mid-block connection. This will also be delivered through the key sites' mechanism.

**Connectivity, Access and Movement**

- → Promote pedestrian movement and new active transport connections particularly to the Greenway:
  - → Hercules Street to the Greenway
  - → Hercules Street to Terrace Road
  - → Pilgrim Avenue to Wardell Road
  - → Beauchamp to Osgood Avenue
  - → Wicks Avenue to Bayley Street

**Density and Height**

- → Concentrate 10 storey building heights around Dulwich Hill Station and transitioning down to 8 storey building heights along Wardell Road then stepping further down to 4 storey building heights towards the edges of the sub-precinct.

**Heritage and Built Form**

- → Amend boundary of HCA (C107) - the triangular block bounded by Wardell Road, Wilga Avenue and the railway line - represents an opportunity for increased density.

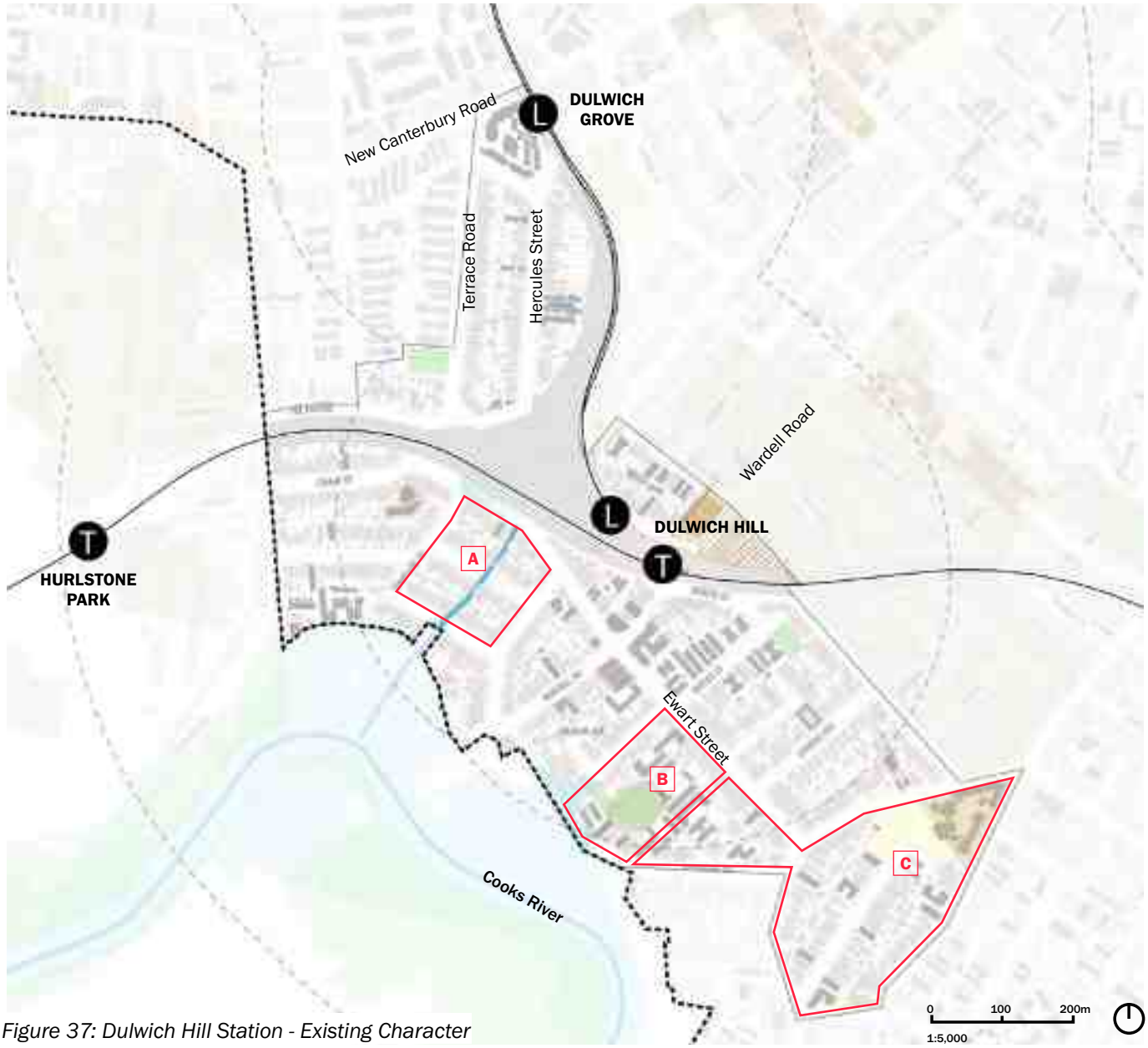



*Figure 37: Dulwich Hill Station - Existing Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Areas of No Change
- Railway Line and Stations
- Light Rail Line and Stops
- 400m & 800m Catchments
- Existing Building
- Existing Apartments and Strata
- Heritage Conservation Area
- Heritage Item - General
- Period Buildings
- Areas of Higher Flooding Hazard
- Existing Infrastructure/Education
- Existing Open Space

| Areas of No Change | |
|---|---|
| A | Areas affected by flood requiring further investigation. |
| B | Strata properties less likely to develop. |
| C | Marrickville West Public School. |

# Dulwich Hill Station Cont'd

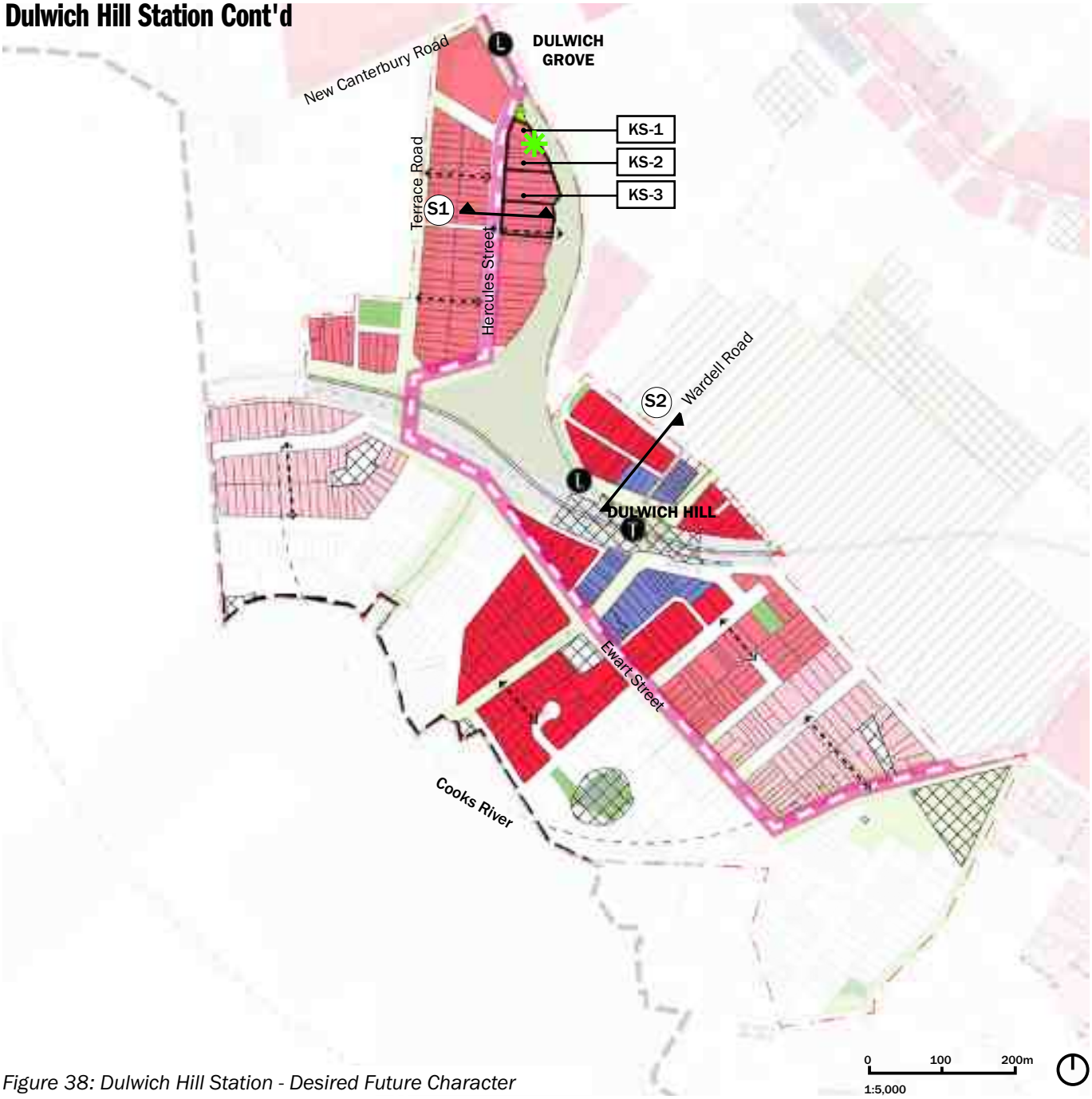



*Figure 38: Dulwich Hill Station - Desired Future Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Key Site
- Structure Plan Circuit
- Section Indicator

**Land Use and Density**

- Local Town Centre
- High Density Residential
- Medium Density Residential
- Medium-Low Density Residential

**Open Space and Public Domain**

- Existing Public Open Space
- Key Site Open Space Delivery
- Proposed New Public Open Space

**Heritage**

- Heritage Conservation Area
- Heritage Item - General

**Connectivity and Movement**

- Railway Line and Stations
- Light Rail Line and Stops
- 400m-800m catchment
- Potential Active Transport Connection

## Key Sites

| Area no. | Address | Key Site Public benefit | Maximum FSR | Maximum HOB |
|---|---|---|---|---|
| KS-1 | 45 – 53 Hercules Street, Dulwich Hill | Dedication of approx. 1,059sqm for new open space along the Greenway Corridor. | 2.8:1 | 29.6m (9 storey) |
| KS-2 | 55 - 61 Hercules Street, Dulwich Hill | Dedication of approx. 319sqm for new open space along the Greenway Corridor. | 2.8:1 | 23.2m (7 storey) |
| KS-3 | 63 – 71 Hercules Street, Dulwich Hill | Dedication of 6m wide strip along southern boundary (approx. 413sqm) for an extension of Hercules Lane to improve pedestrian and cycling accessibility. | 2.8:1 | 26.4m (8 storey) |

S1

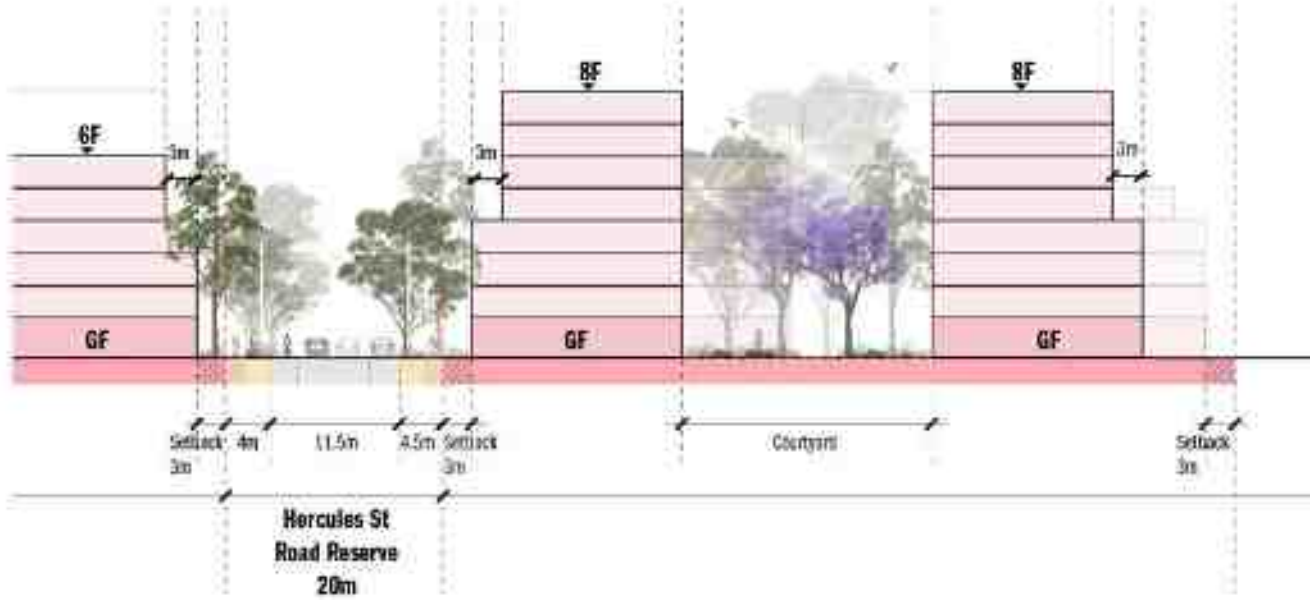



*Figure 39: Section 1 - Through Hercules Street*

S2

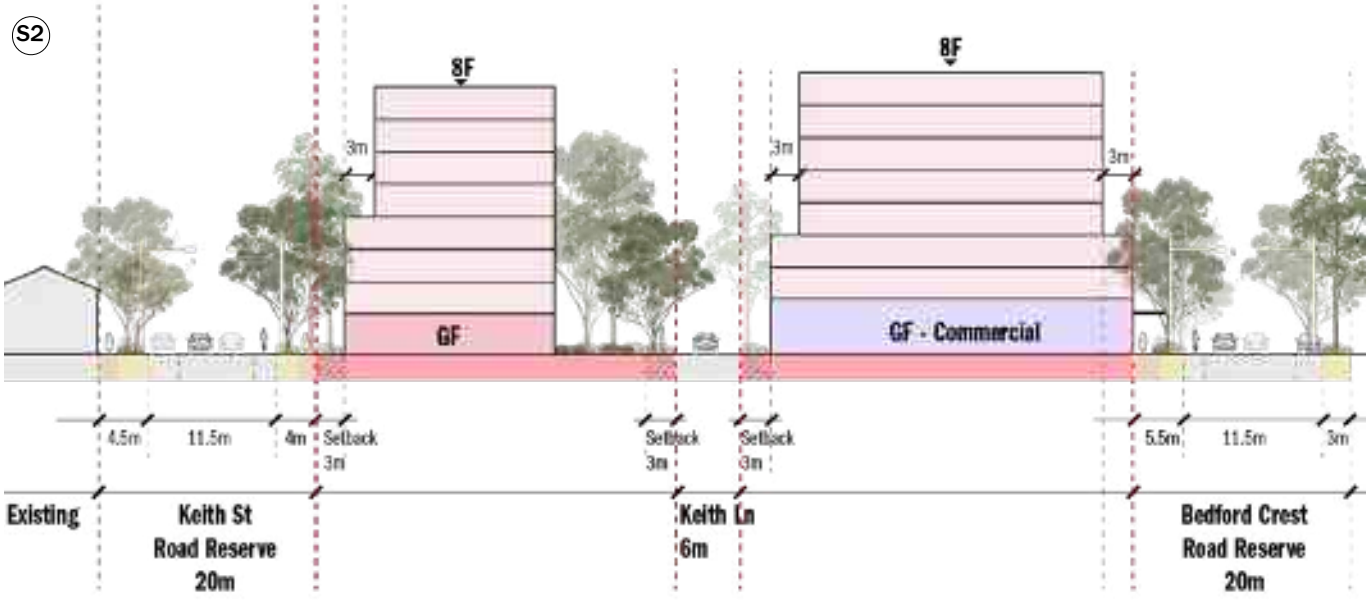



*Figure 40: Section 2 - From Bedford Crescent, through Keith Lane and Keith Street*

# Dulwich Hill Station Cont'd

## Key Site - KS-1 - KS-3

### Hercules Street Precinct

- → Key sites will retain their existing FSR and height controls and incentivised for delivery of public open space and through site link through identification as key sites in the LEP. Uplift will only be provided if public benefits are delivered on these sites.
- → KS-1 and KS-2 to facilitate land dedication of up to 1,378 sqm to expand the GreenWay Corridor as per Council's endorsed Greenway master plan.
- → KS-3 to deliver the 6m wide land dedication for mid-block active transport link, extension of Hercules Lane.
- → Concentrate height and density close to the station and public open space.
- → Incentivise residential development in this location at FSR 2.8:1 and up to 8-9 storey.

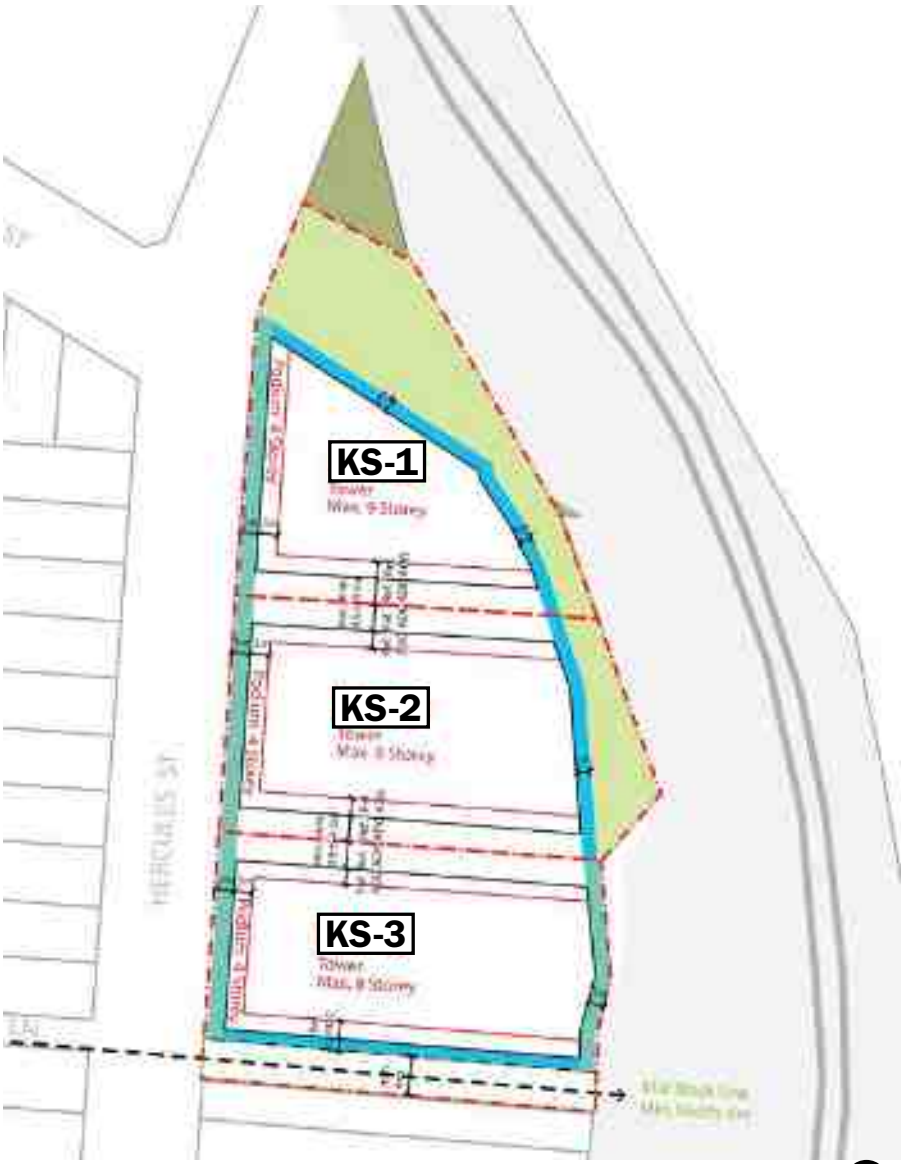



*Figure 41: Key Site Diagram - KS 1-3: Hercules Street Precinct*

**Legend**

- Amalgamated Lot Boundary (Assumption)
- Public Open Space
- Land Dedicated to Public Open Space
- Building Envelope Boundary
- Tower Envelope Boundary
- Through Site Link
- 3m Setback
- 2m Setback
- Potential Active Transport Connection

*Table 5: Key Site 1 - 3 Development Summary*

| | Key Site 1 | Key Site 2 | Key Site 3 |
|---|---|---|---|
| Site Address | 45-53 Hercules Street | 55-61 Hercules Street | 63-71 Hercules Street |
| Total Site Area (sqm) | 2,910sqm | 2,983 sqm | 3,028 sqm |
| Proposed FSR (n:1) | 2.8:1 | 2.8:1 | 2.8:1 |
| Proposed HOB (m/st) | 29.6m / 9 storey | 23.2m / 7 storey | 26.4m / 8 storey |
| Public Realm Provision | Public open space - 1,059 sqm | Public open space - 319 sqm | 6m wide mid-block link - 413 sqm |

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## 4.3.6. Dulwich Hill Village

### Existing Character

- → Dulwich Hill Village is a local centre located at the intersection of two primary movement corridors - Marrickville Road and New Canterbury Roads.
- → Built form includes mix of heritage and period buildings. Few infill developments that responded sensitively to the existing heritage and built form context.
- → Sub-precinct contains the Dulwich Hill Public School and Dulwich High School of Visual Arts and Design. These two attractors, in addition to the local centre, make the sub-precinct a busy destination.
- → Residential streets surrounding the local centre comprise single storey semi-detached and narrow frontage detached homes.

*Corner of Marrickville Road and New Canterbury Road (Hassell)*

*Detached home with narrow side setback along Denison Road (Hassell)*

### Desired Future Character

- → Commercial and mixed-use development along Marrickville Road and New Canterbury Road reinforcing its town centre function, whilst considering its heritage character.

**Open Space and Community Infrastructure**

- → Deliver new through-site connections, public plaza and community infrastructure on the site bounded by Seaview Street and New Canterbury Road.
- → New district-level multi-purpose community hub is recommended on this site as per the Social Infrastructure Needs study. Options to leverage private sector funding to assist with the delivery of new civic assets. This will be delivered through the Key sites' mechanism.

**Connectivity, Access and Movement**

- → Promote pedestrian movement and active transport connections through public realm incentives between:
  - → Seaview Street and New Canterbury Road
  - → New Canterbury Road to Denison Road
- → Improve public domain along Constitution Road which is currently constrained due to its narrow width. 2m wide land reserved for acquisition is recommended along the southern edge of Constitution Road between New Canterbury Road and Denison Street. This will provide opportunities for public domain improvements such as footpath widening, landscaping, cycleway etc. This will be delivered incrementally as redevelopment occurs.
- → Extend Fairfowl Lane at the rear of properties fronting Marrickville Road to facilitate access and servicing for Marrickville Road properties and new active transport connection.

**Density and Height**

- → Allow 10 storey building heights along Hercules Street, stepping down towards Marrickville Road, New Canterbury Road and MacArthur Parade.
- → Incentivise up to 14 storey building height at the Seaview Key Site.
- → Limit street wall heights to 3 - 4 storey along New Canterbury Road to retain human scale character.

**Heritage, Built form and Character**

- → Retain contributory buildings within the HCA and consider the retention and integration of period buildings into new developments.

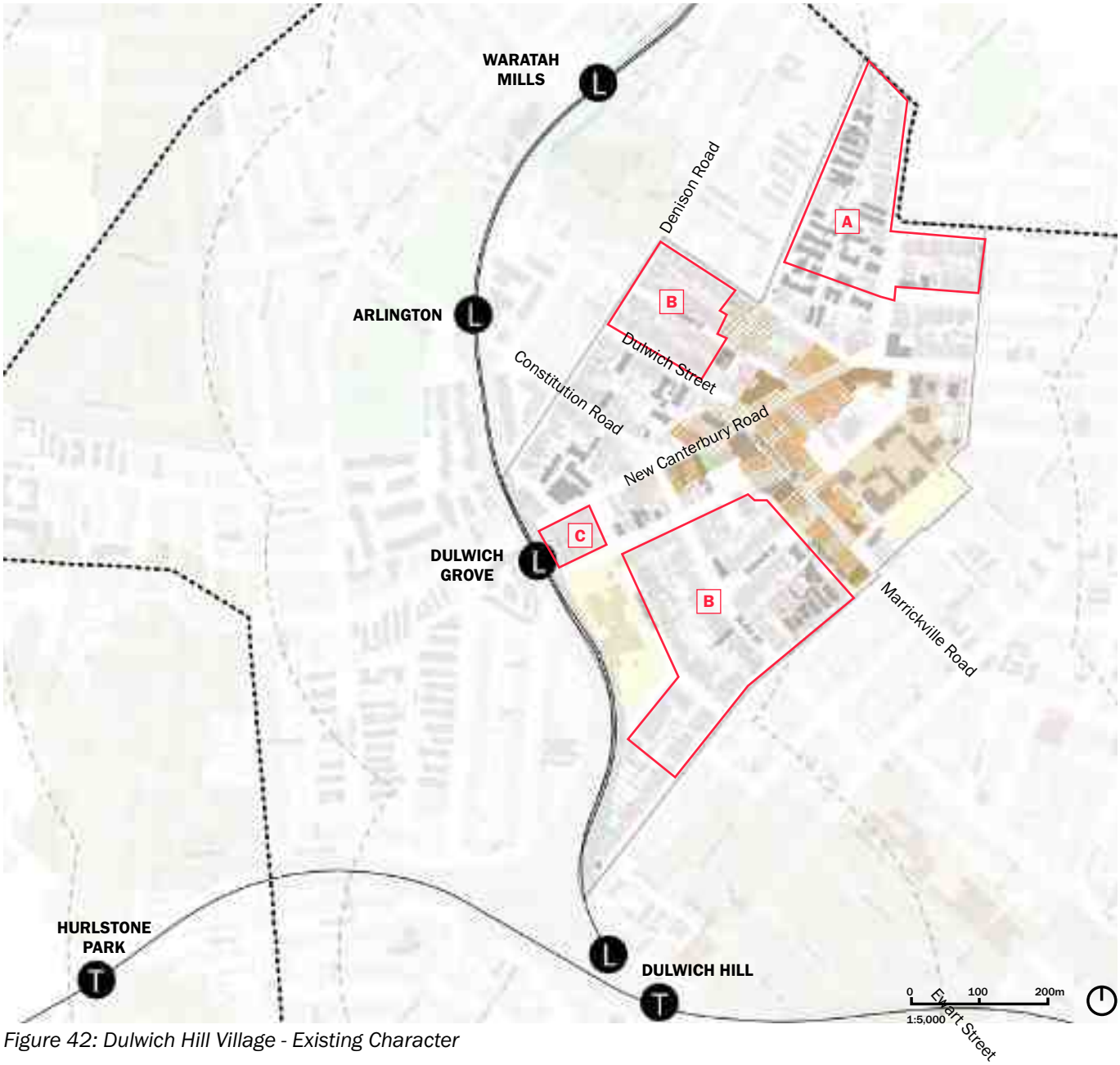



*Figure 42: Dulwich Hill Village - Existing Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Areas of No Change
- Railway Line and Stations
- Light Rail Line and Stops
- 400m & 800m Catchments
- Existing Building
- Existing Apartments and Strata
- Heritage Conservation Area
- Heritage Item - General
- Period Buildings
- Areas of Higher Flooding Hazard
- Existing Infrastructure/Education
- Existing Open Space

| Areas of No Change | |
|---|---|
| A | Strata properties on New Canterbury Road and north and south of Pigott Street are less likely to get developed. |
| B | Fine grain subdivision patterns not suitable for redevelopment. |
| C | Sites subject of recent proponent-led rezoning. |

## Dulwich Hill Village Cont'd

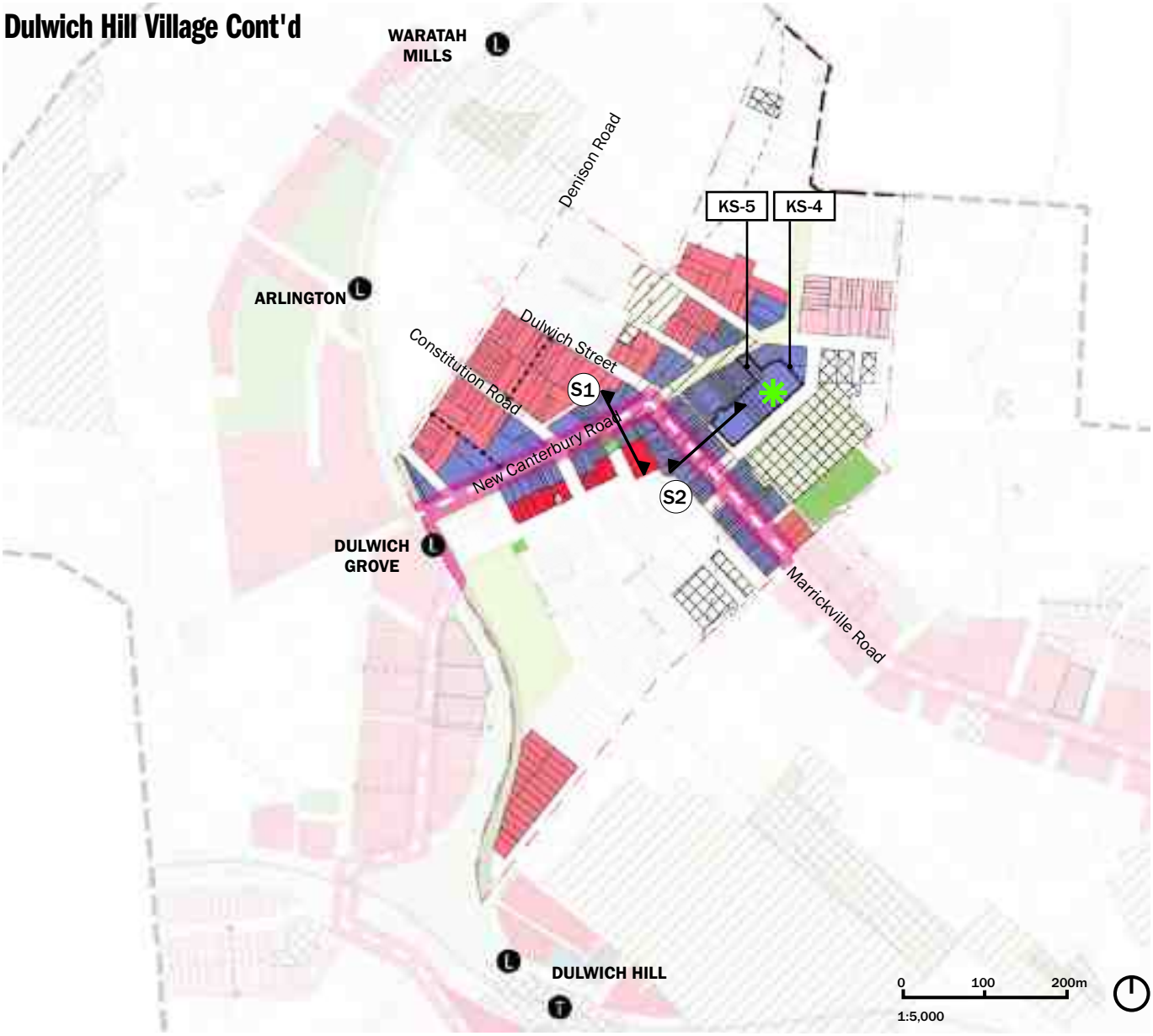



*Figure 43: Dulwich Hill Village - Desired Future Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Key Site
- Structure Plan Circuit
- Section Indicator

**Land Use and Density**

- Local Town Centre
- High Density Residential
- Medium Density Residential
- Medium-Low Density Residential

**Open Space and Public Domain**

- Existing Public Open Space
- Key Site Open Space Delivery

**Heritage**

- Heritage Conservation Area
- Heritage Item - General

**Connectivity and Movement**

- Light Rail Line and Stops
- 400m-800m catchment
- Potential Active Transport Connection

## Proposed Land Reserved for Acquisition

| Location | Nature of acquisition | Public Benefit |
|---|---|---|
| Constitution Road (western side)<br>→ 491 New Canterbury Road Dulwich Hill<br>→ 499 New Canterbury Road Dulwich Hill<br>→ 133-151 Constitution Road Dulwich Hill | 2m wide strip along Western side of Constitution Road | Public domain improvements including widened footpath and active transport. |
| → 467-473 Marrickville Road, Dulwich Hill | 7m wide strip at rear of properties | Extension of Fairfowl Lane to facilitate access and servicing and active transport connection. |

## Key Sites

| Area no. | Address | Key Site Public benefit | Maximum FSR | Maximum HOB |
|---|---|---|---|---|
| KS-4 | 14-32 Seaview Street, Dulwich Hill | → Public plaza with a minimum area of 2,000sqm<br>→ District-level community/cultural facility of minimum 3,200sqm | 3.5:1 | 48.4m (14 storey) |
| KS-5 | 374-376 New Canterbury Road, Dulwich Hill | → Two active transport connections minimum 6m wide between Seaview Street and New Canterbury Road | 3.0:1 | 23.3m (6 storey) |

S1

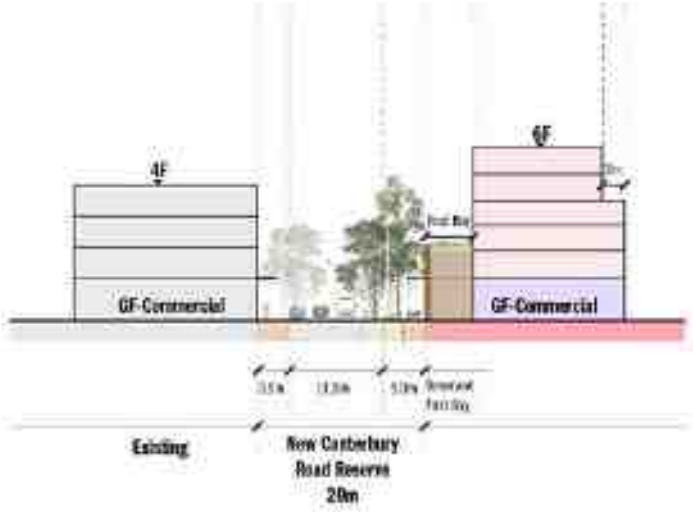



*Figure 44: Section 1 - Through New Canterbury Road*

S2

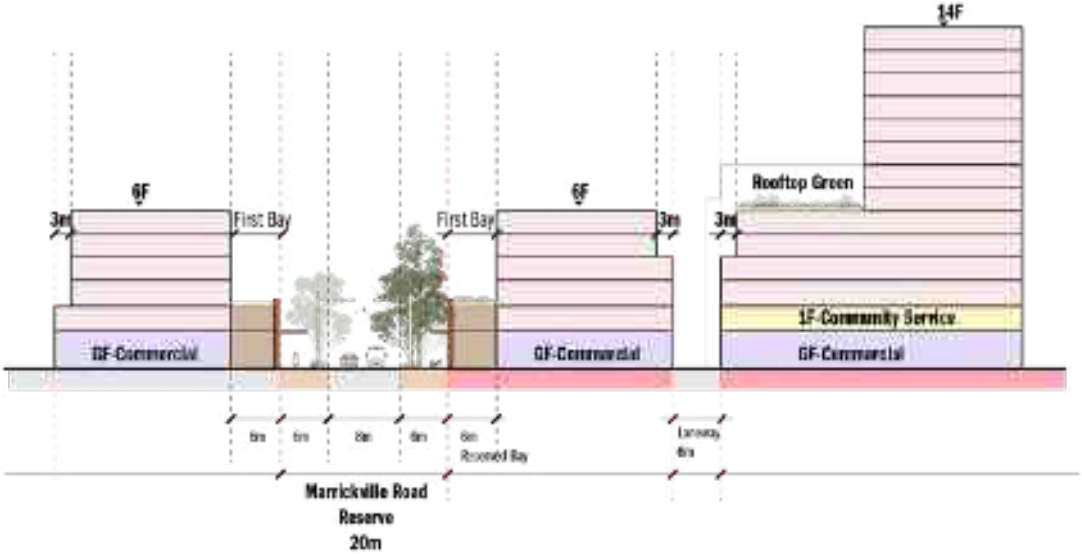



*Figure 45: Section 2 - Through Marrickville Road*

## Key Site - KS-4 - KS-5

### Seaview Street Precinct

- → Key Site between Seaview Street and New Canterbury Road includes Council and privately-owned land.
- → Opportunity to delivery new connections, public plaza, community infrastructure as per identified needs to service the future population.
- → Ensure solar amenity to the school to the south is protected as per design guidelines.
- → Deliver active ground floor uses, contributing to the town centre.
- → Maximum heights up to 14 storey with a 4 storey street wall height and 3 metre tower setback from Seaview Street.
- → Indicative public plaza to be delivered with a minimum area of 2,000 sqm.
- → Community facility to be delivered in this location with a minimum floor space area of 3,200sqm including affordable commercial space, not-for-profit tenancies, and district level hub.
- → Potential for active transport links between Seaview Street and New Canterbury Road.
- → Development uplift will only be provided subject to provision of public benefits through the LEP Key sites mechanism.

*Table 6: Key Site 4 - 5 Development Summary*

| | Key Site 4 | Key Site 5 |
|---|---|---|
| Site Address | 14 - 32 Seaview Street, Dulwich Hill | 374 - 376 New Canterbury Rd, Dulwich Hill |
| Total Site Area (sqm) | 6,385 sqm | 533 sqm |
| Proposed FSR (n:1) | 3.5:1 | 3.0:1 |
| Proposed HOB (m/st) | 48.9m / 14 storey | 23.3m / 6 storey |
| Public Realm Provision | Public plaza - 2,000 sqm<br>Community Facility Space - 3,200 sqm | 6m wide mid-block active transport connection |

*Figure 46: Proposed public plaza and school open space solar analysis*

**Legend**

**% of the area receives sunlight for a minimum of two hours between 9am and 3pm on 21 June (mid-Winter)**

**% of the area that does not achieve sunlight for a minimum of two hours between 9am and 3pm on 21 June (mid-Winter)**
*See General Controls in the DCP for solar access requirements.*

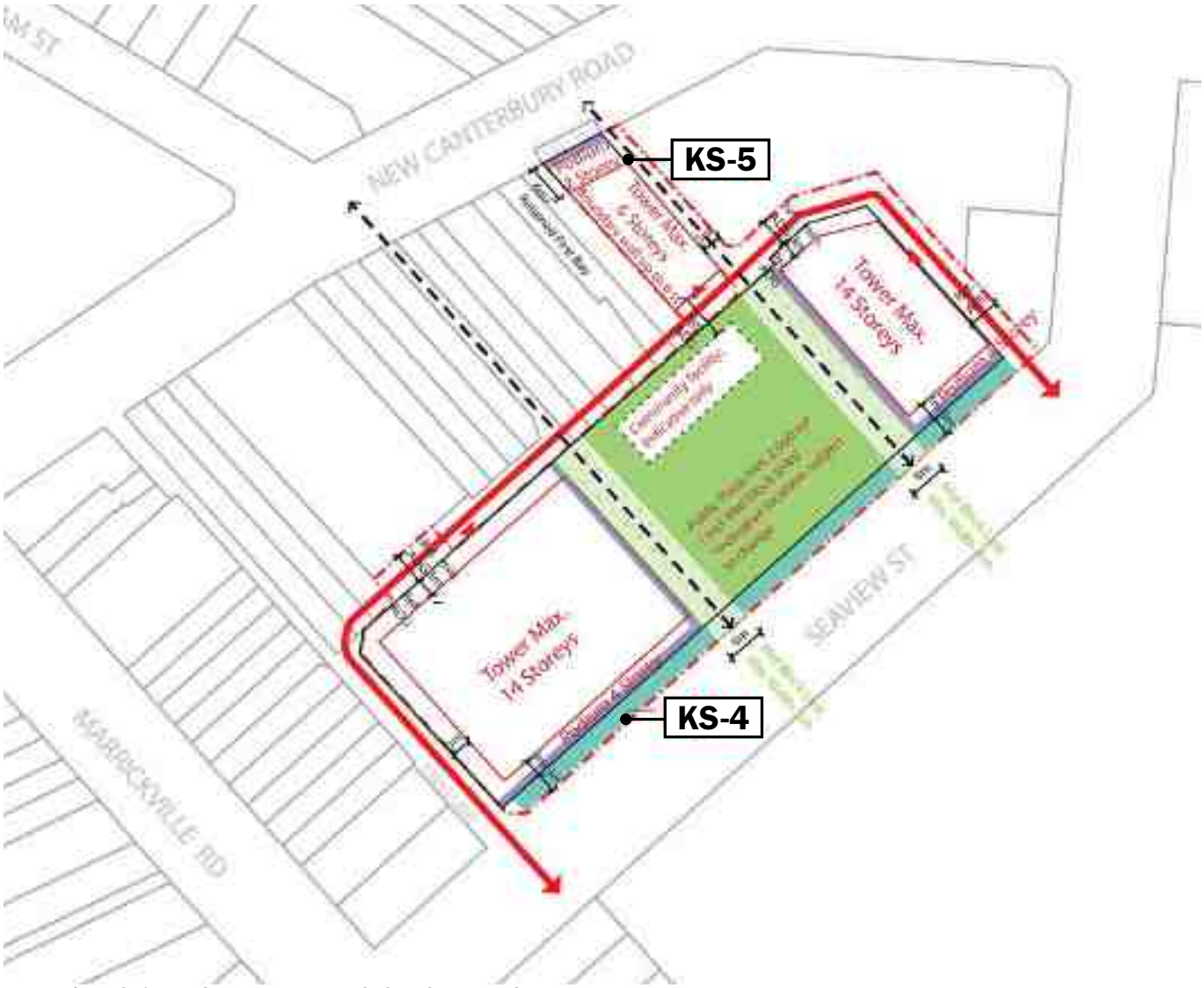



*Figure 47: KS-6 Key Site Diagram - KS 4-5: Seaview Street Precinct*

**Legend**

- Amalgamated Lot Boundary (Assumption)
- Special Uses
- Heritage Item - General
- Public Open Space
- Building Envelope Boundary
- Tower Envelope Boundary
- Through Site Link
- Ground Floor Setback
- Awning
- Active Frontage
- Vehicle Connections
- Potential Active Transport Connection
- Indicative Vehicle Access Point

## 4.3.7. Dulwich Hill North

### Existing Character

- → Dulwich Hill North sub-precinct is bounded by the intersection of New Canterbury Road and Old Canterbury Road, north towards Waratah Mills light rail station and east to the light rail.
- → Short distance to Arlington and Waratah Mills light rail stations.
- → Topography presents challenges for connectivity between Arlington Oval (former quarry with significant level changes) and Union Road, Windsor Road and Constitution Road.
- → Contains the Abergeldie Estate Heritage Conservation Area
- → Former historic mill sites have been converted into apartment representing an evolving character.

*Waratah Mills (Hassell)*

*Union Street (Google Maps)*

### Desired Future Character

- → Establish medium density residential character in proximity to the light rail, Johnson Park and Arlington Oval.
- → Leverage existing apartment buildings and commercial spaces on New Canterbury Road for further medium density redevelopment.

**Open Space and Public Domain**

- → Ensure continued and improved access to public open spaces – Johnson Park, Arlington Oval and J.F. Laxton Reserve, and the GreenWay.

**Connectivity, Access and Movement**

- → Promote pedestrian movement by providing active transport connections at Windsor Road to Johnson Park.

**Density and Height**

- → Allow up to 6 storey building heights which is relatively consistent with the existing apartment building scale in this sub-precinct.

**Heritage and Built Form**

- → Residential development adjacent to heritage items will have a 3 -storey street wall height with a 3 storey upper level setback. Refer to the Design Guide for detailed guidance.

*Figure 48: Dulwich Hill North - Existing Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Areas of No Change
- Light Rail Line and Stops
- 400m & 800m Catchments
- Existing Building
- Existing Apartments and Strata
- Heritage Conservation Area
- Heritage Item - General
- Period Buildings
- Areas of Higher Flooding Hazard
- Existing Infrastructure/Education
- Existing Open Space

| Areas of No Change | |
|---|---|
| A | Retain Abergeldie Estate HCA. |
| B | Retain lots at Hampstead Road, Rosedale Street, Fairmount Street - existing character to be maintained. |
| C | Retain period buildings and new strata developments along New Canterbury Road. |

# Dulwich Hill North Cont'd

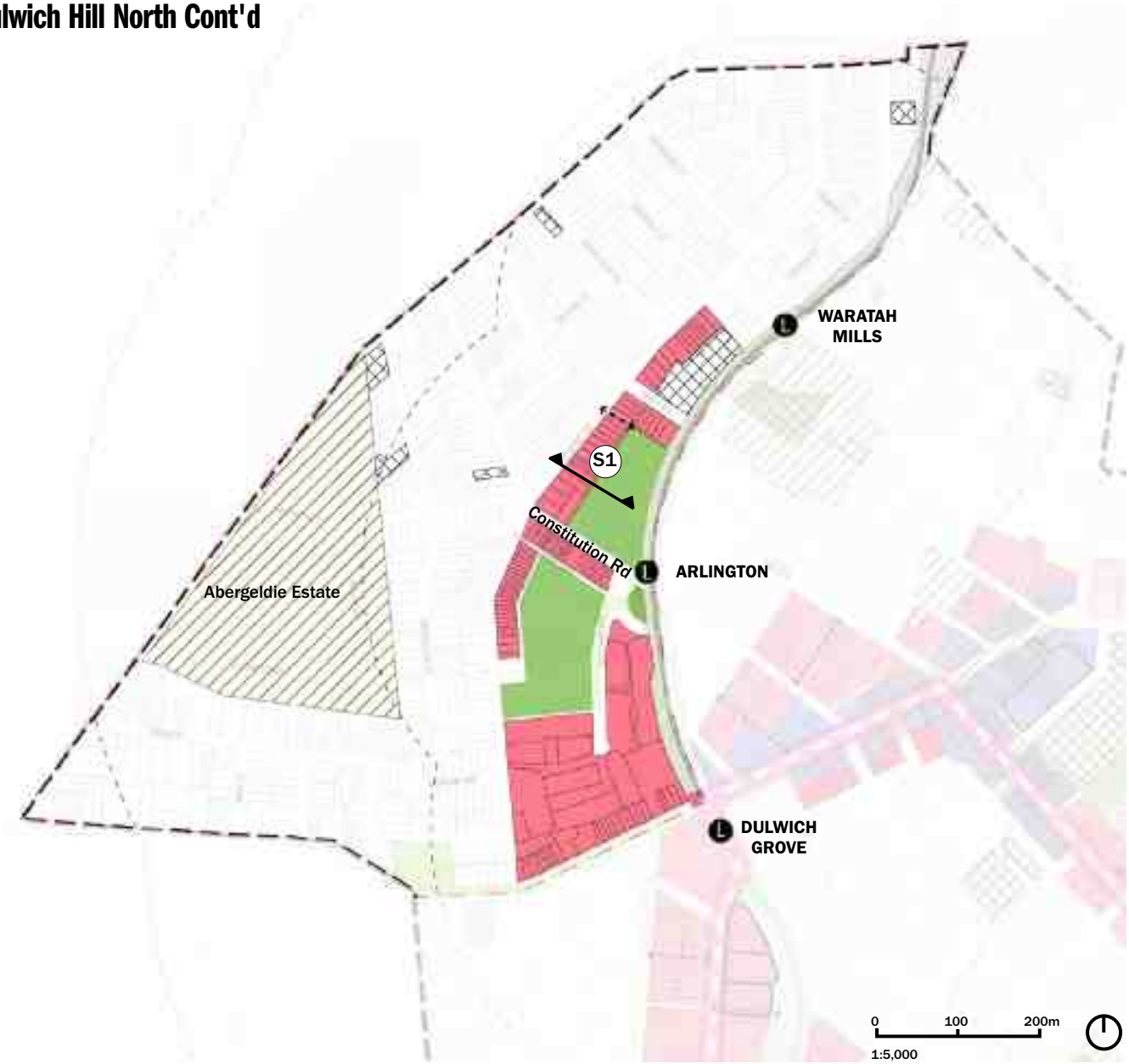



*Figure 49: Dulwich Hill North- Desired Future Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Key Site
- Structure Plan Circuit
- Section Indicator

**Land Use and Density**

- Medium Density Residential

**Open Space and Public Domain**

- Existing Public Open Space

**Heritage**

- Heritage Conservation Area
- Heritage Item - General

**Connectivity and Movement**

- Light Rail Line and Stops
- 400m-800m catchment
- Potential Active Transport Connection

*Source: JCB, Oxford & Peel Apartments, Collingwood, Victoria*

S1

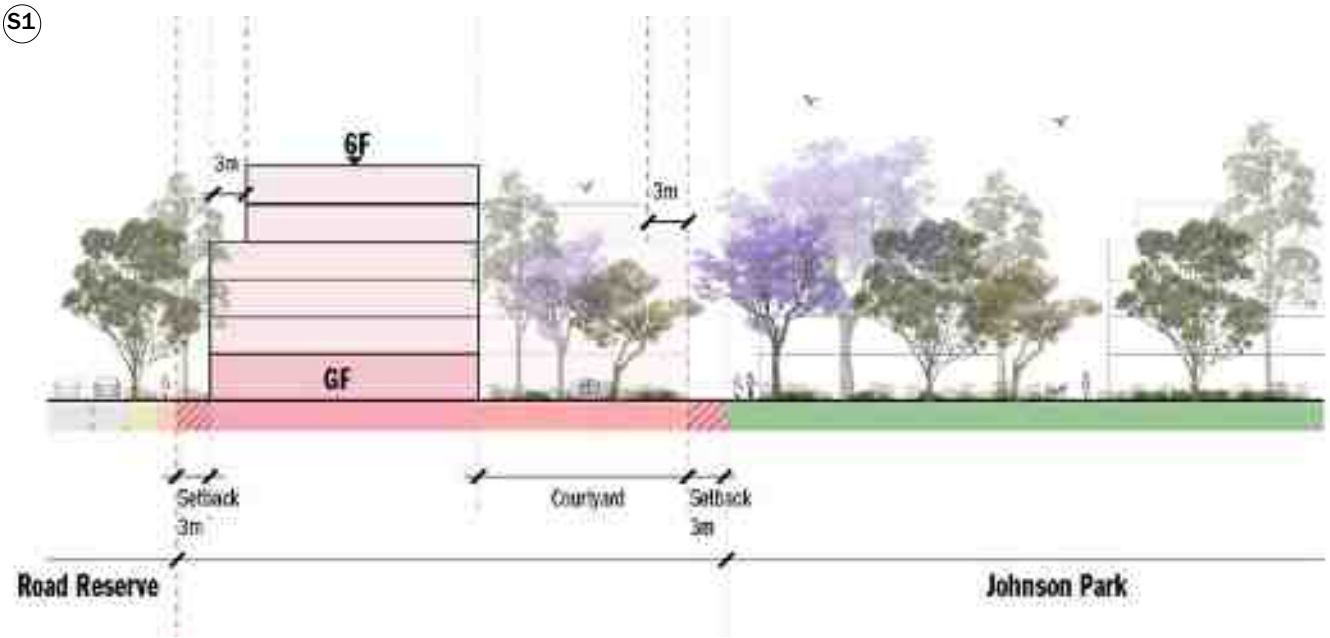
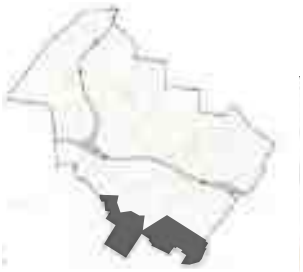



*Figure 50: Section 1 - Through Johnson Park*



## 4.3.8. Livingstone Road (Area of No Change)

### Existing Character

- Livingstone Road area is characterised by Steel Park to the south bounding the Cooks River at the edge of the study area.
- Topography is steep, with the entire area sitting on a ridge with the crest located roughly at the intersection of Renwick Street and Excelsior Parade.
- To the east of Illawarra Road, the subdivision pattern is regular, with each lot often containing a single detached dwelling.
- Well-established neighbourhoods with views and heritage character making it a desirable location.
- The majority of the streets have street trees and footpaths on both sides.
- Sandstone has been used in the public domain in the way of retaining walls and guttering, and rock faces can be seen facing the street on residential properties, providing a link to the area's quarrying history.

### Challenges

- A number or heritage listed properties within the sub-precinct.
- Large number of properties with high strata ownership.
- Small lot size and fragmented lots to the east of Illawarra Road.

No proposed uplift in this sub-precinct, noting:

| Areas of No Change | |
|---|---|
| A | This area has a number of heritage listed properties to be protected, as well as strata properties unlikely to change. |
| B | Ferncourt Public School in the south eastern corner of the study area is surrounded by detached and semi-detached single dwellings in small, regular lot patterns. |

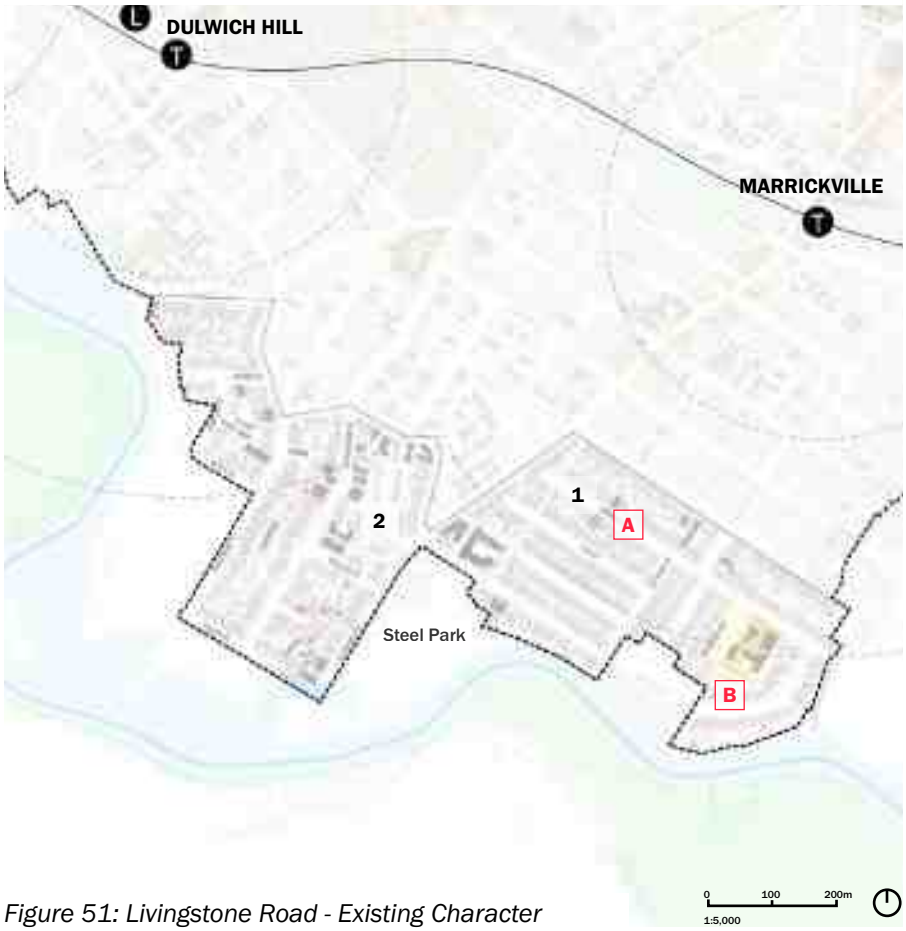



*Figure 51: Livingstone Road - Existing Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Railway Line and Stations
- 400m & 800m Catchments
- Existing Apartments and Strata
- Heritage Conservation Area
- Heritage Item - General
- Period Buildings
- Areas of Higher Flooding Hazard
- Existing Infrastructure/ Education
- Existing Open Space

## 4.3.9. Pile Street (Area of No Change)

### Existing Character

- → Pile Street is a residential area that borders Marrickville, Dulwich Hill and Lewisham.
- → Wardell Road is the main north-south connection containing larger residential lots. This area also has a less regular subdivision pattern due to the introduction of New Canterbury Road and Wardell Road.
- → This neighbourhood has wider streets with footpaths on both sides. It also has good access to public open space.

### Challenges

- → The area within the boundary on the adjacent map is not recommended for change due to a large number of properties with high strata ownership.

No proposed uplift in this sub-precinct.

*Figure 52: Pile Street Sub-Precinct Map*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- 400m & 800m Catchments
- Existing Apartments and Strata
- Heritage Conservation Area
- Heritage Item - General
- Period Buildings
- Areas of Higher Flooding Hazard
- Existing Infrastructure/ Education
- Existing Open Space

## 4.3.10. Wardell Road (Area of No Change)

### Existing Character

- The Wardell Road sub-precinct is situated between Dulwich Hill station and Dulwich Hill village, south of Marrickville Road.
- The area is predominantly residential, with St Maroun's College, and associated buildings, being a major faith-based landholder within this area.
- The residential typologies include a large number of detached and semi-detached houses in federation and inter-war styles that are protected under the HCAs.

### Challenges and Opportunities

- Large Heritage Conservation Areas to the southern and eastern portion of the sub-precinct.
- Any uplift in this area will be isolated from the primary growth corridor.

No proposed uplift in this sub-precinct, noting:

| Areas of No Change | |
|---|---|
| A | Maintain the HCAs and the faith-based landholding around the school. |
| B | No change proposed in this sub-precinct, but the uplift around Dulwich Hill station and along Marrickville Road will inform the evolving character of the place over time. |

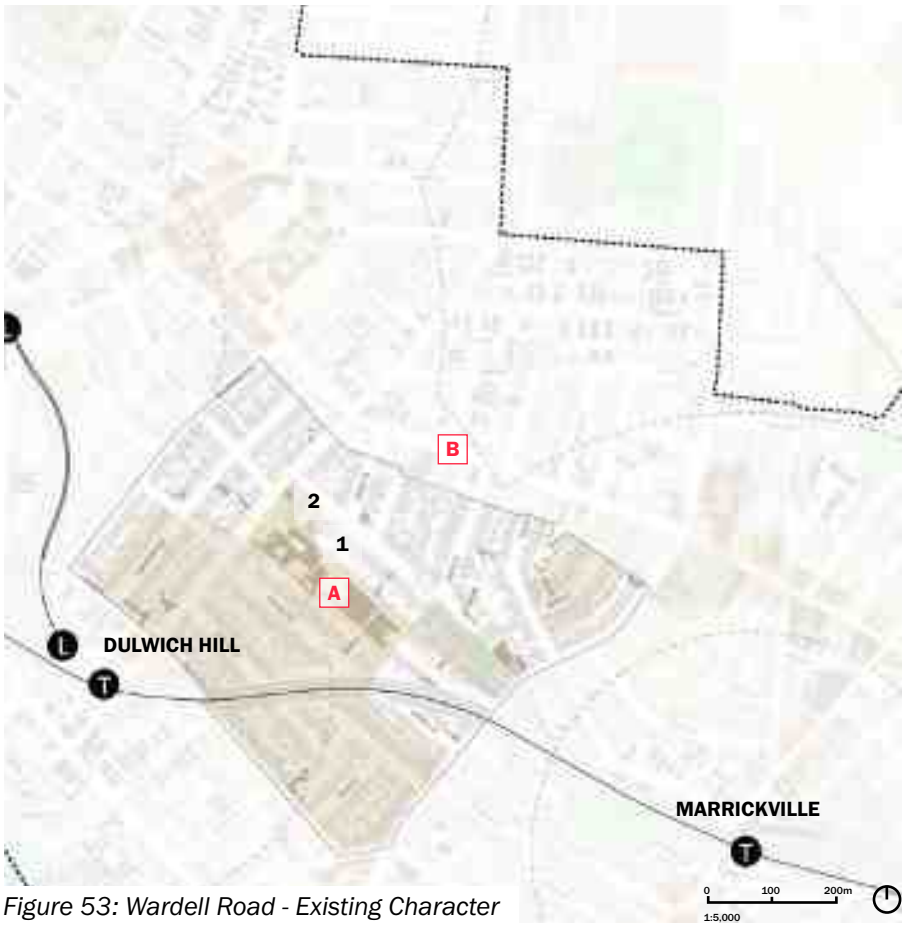



*Figure 53: Wardell Road - Existing Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Railway Line and Stations
- Light Rail Line and Stops
- 400m & 800m Catchments
- Existing Apartments and Strata
- Heritage Conservation Area
- Heritage Item - General
- Period Buildings
- Areas of Higher Flooding Hazard
- Existing Infrastructure/ Education
- Existing Open Space

## 4.3.11. Myra Road (Area of No Change)

### Existing Character

- The Myra Road sub-precinct is a discrete pocket west of the GreenWay and light rail corridor containing a substantial number of residential flat buildings and characterful bungalow (detached) dwellings.
- Myra Road is almost exclusively developed for residential flat buildings. Most are from the 1970s, and range in height from three to four storey. Many have ground level garages, which dominate the streetscape and have resulted in very wide driveways and few street trees.
- Streets are wide, offering opportunity for substantial tree canopies. The road corridors tend to also be wide, with considerable areas of paving.
- North of the rail corridor, streets are aligned north-south, whilst south of the rail corridor, streets are aligned east-west.

### Challenges and Opportunities

- Large number of properties with high strata ownership meaning the likelihood of redevelopment is low.
- Any uplift in this area will be isolated from the primary growth corridor.

No proposed uplift in this sub-precinct, noting:

| Areas of No Change | |
|---|---|
| A | Substantial number of existing residential flat buildings in strata ownership, low likelihood of redevelopment. |
| B | Area isolated from the defining urban spines of Dulwich Hill. |

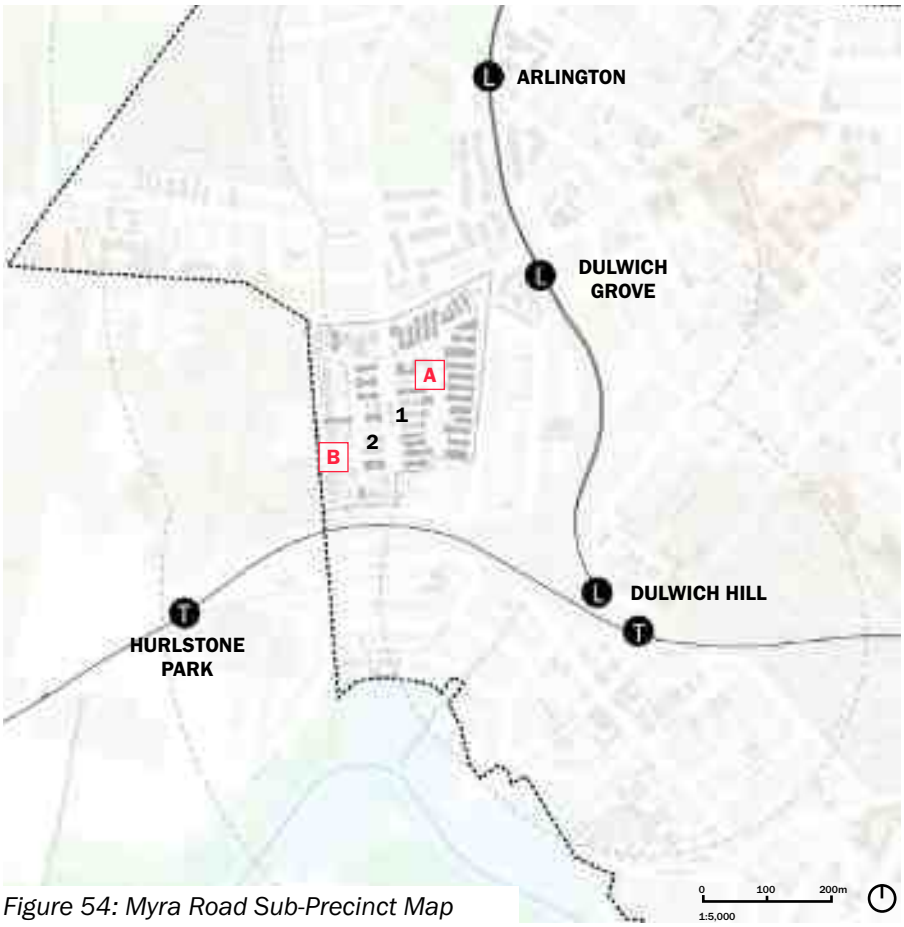



*Figure 54: Myra Road Sub-Precinct Map*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Railway Line and Stations
- Light Rail Line and Stops
- 400m & 800m Catchments
- Existing Apartments and Strata
- Heritage Conservation Area
- Heritage Item - General
- Period Buildings
- Areas of Higher Flooding Hazard
- Existing Infrastructure/ Education
- Existing Open Space

1

2

## 4.3.12. Waratah Mills (Area of No Change)

### Existing Character

- Waratah Mills sub-precinct lies to the east of the GreenWay and light rail corridor, focused around Hoskins Park and the Waratah Mills light rail stop.
- Its street blocks are generally aligned in a north-south pattern, relating to the GreenWay, except for east-west blocks framing Pigott Street and Hoskins Park.
- Most streets contain a very fine grain pattern of low scale residential homes, with most being semi-detached dwellings.
- Former industrial and mill sites have been redeveloped for high density apartment buildings, up to eight storey in height.
- A number of residential flat buildings are located on larger lots along The Boulevarde.
- Topography generally falls westwards towards the GreenWay, with a relatively gentle slope.

### Challenges and Opportunities

- Flooding issues within areas along the light rail corridor.
- Fine grain lot arrangement poses challenges to deliver residential flat buildings.
- Recent large residential apartments around Arlington light rail stop.

No proposed uplift in this sub-precinct, noting:

| Areas of No Change | |
|---|---|
| A | Flood impacts. |
| B | A number of strata properties meaning limited opportunity for change. |
| C | Isolated street blocks between areas of constrained land would result in an incohesive character. |

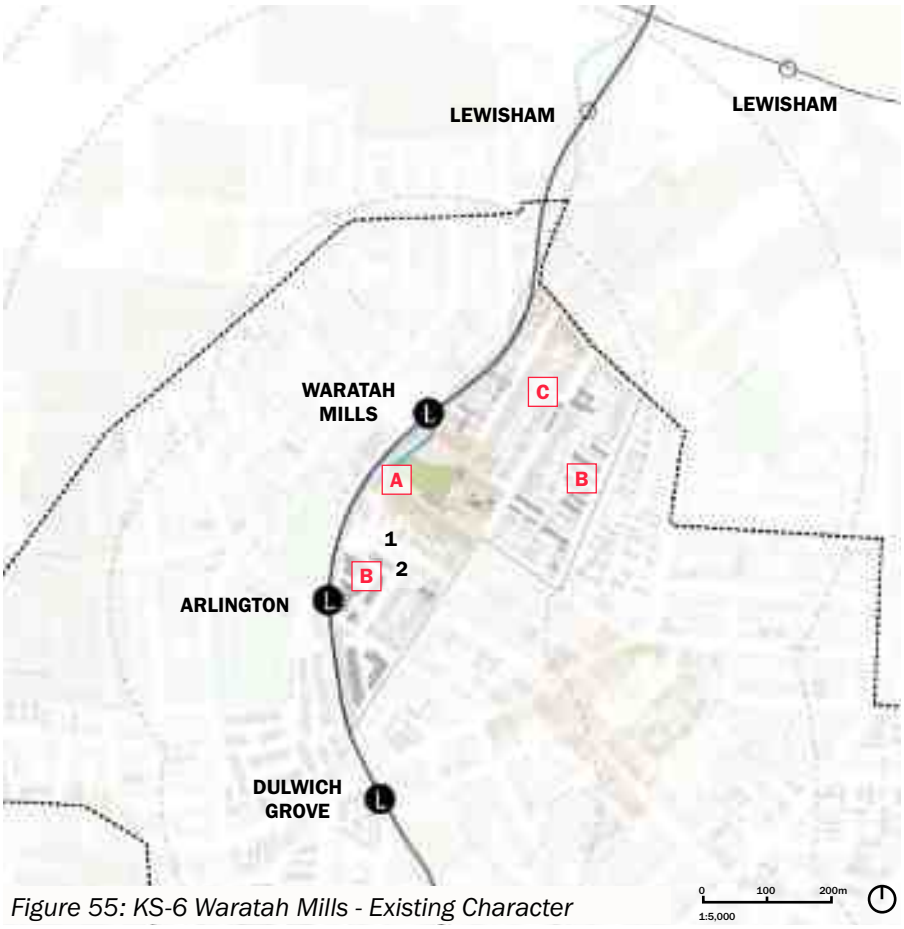



*Figure 55: KS-6 Waratah Mills - Existing Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- 400m & 800m Catchments
- Existing Apartments and Strata
- Heritage Conservation Area
- Heritage Item - General
- Period Buildings
- Areas of Higher Flooding Hazard
- Existing Infrastructure/ Education
- Existing Open Space

# 4.4. Proposed Maps

The proposed LEP controls amendments that reflect the proposed structure plan include:

→ Land Zoning
→ Floor Space Ratio Map
→ Height of Building Map
→ Heritage Map
→ Key Sites Map
→ Land Reservation Acquisition Map

## 4.4.1. Minimum Site Area Requirements

It is proposed that minimum street frontage and lot isolation requirements would apply to certain sites being uplifted for new housing. These requirements will encourage orderly development with adequate area to accommodate positive built form outcomes, including enabling development to achieve requirements of the NSW ADG and provide adequate amenity for future residents.

### Minimum Street Frontage for Residential Flat Buildings

It is proposed that a minimum street frontage of 21m be required for residential flat buildings in the HIAs. This will apply to the R3 Medium Density Residential and R4 High Density Residential zones. No minimum street frontage requirements will apply for shop top housing or mixed-use developments in E1 Local Centre, E2 Commercial Centre and MU1 Mixed Use zones. This is to allow flexibility for retention of the fine grain character in town centres.

### Minimum Site Area Requirements to Prevent Lot Isolation

To ensure that land does not become isolated and is capable of being redeveloped for residential flat buildings or shop top housing, land adjoining a redevelopment site must have the following minimum dimensions:

→ Area of 600sqm in R3 and R4 zones
→ Minimum frontage of 12m in E1, E2 and MU1 zones

## 4.4.2. Land Zoning

### Existing

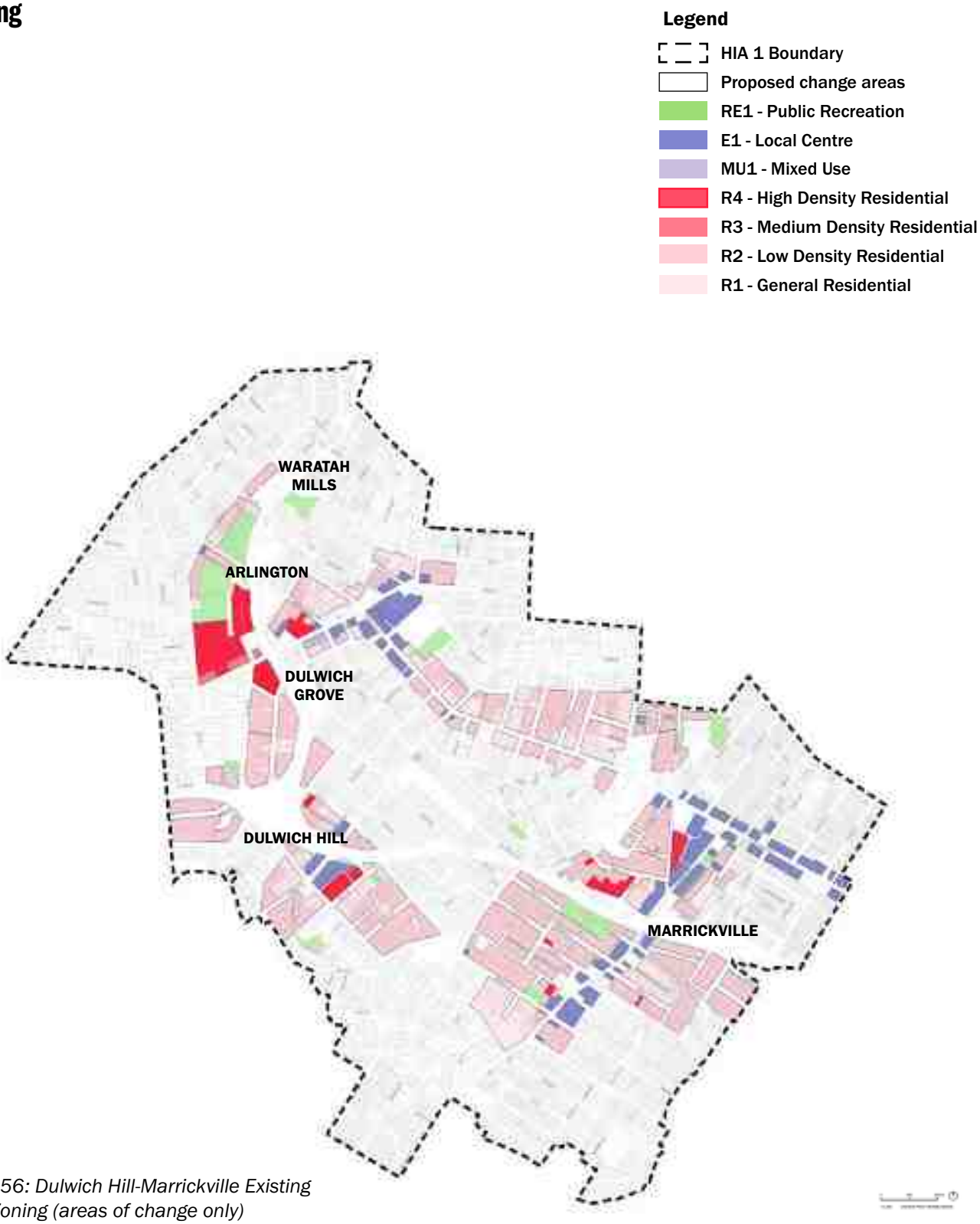



*Figure 56: Dulwich Hill-Marrickville Existing Land Zoning (areas of change only)*

## Proposed

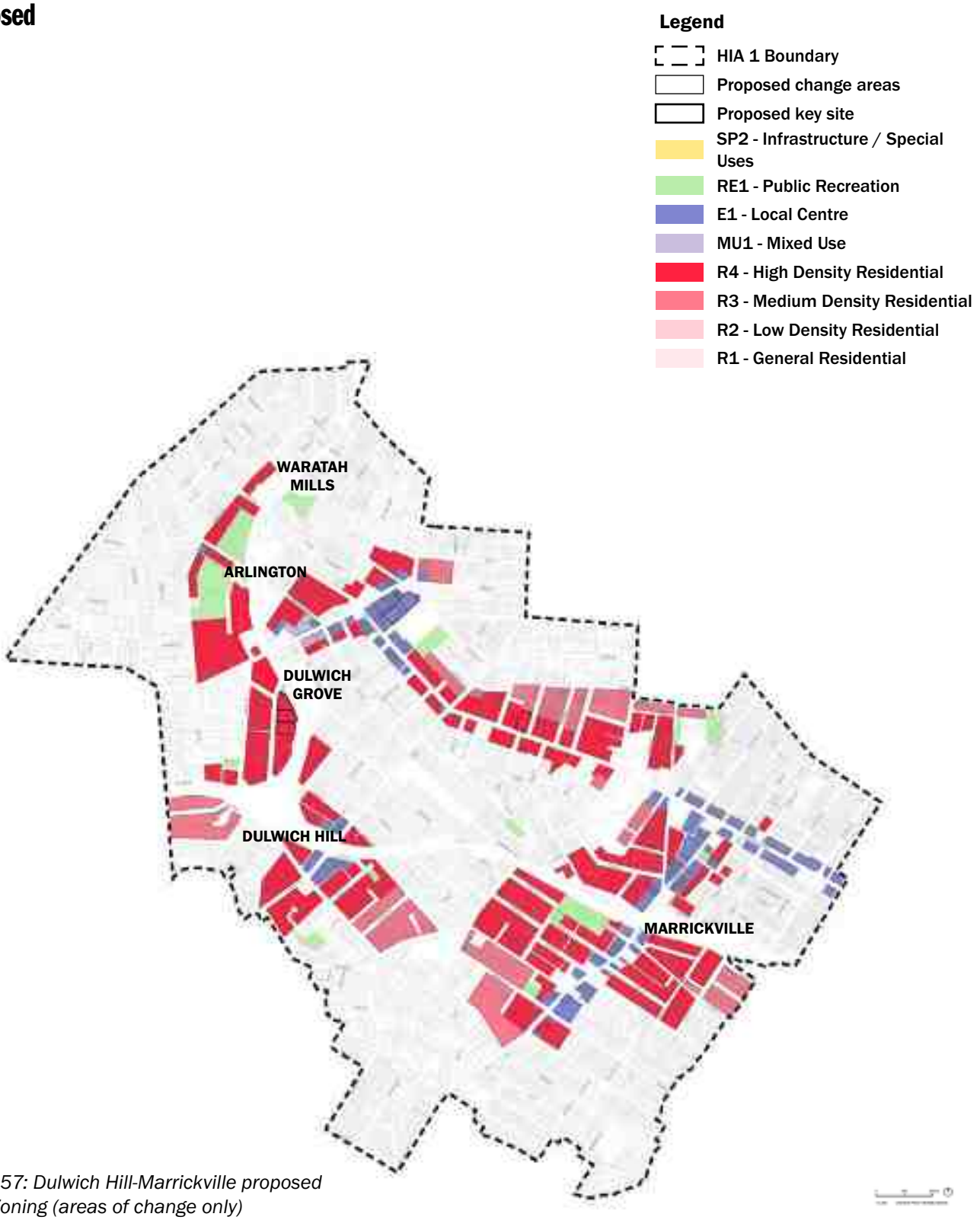



*Figure 57: Dulwich Hill-Marrickville proposed Land Zoning (areas of change only)*

## 4.4.3. Floor Space Ratio Map

### Existing

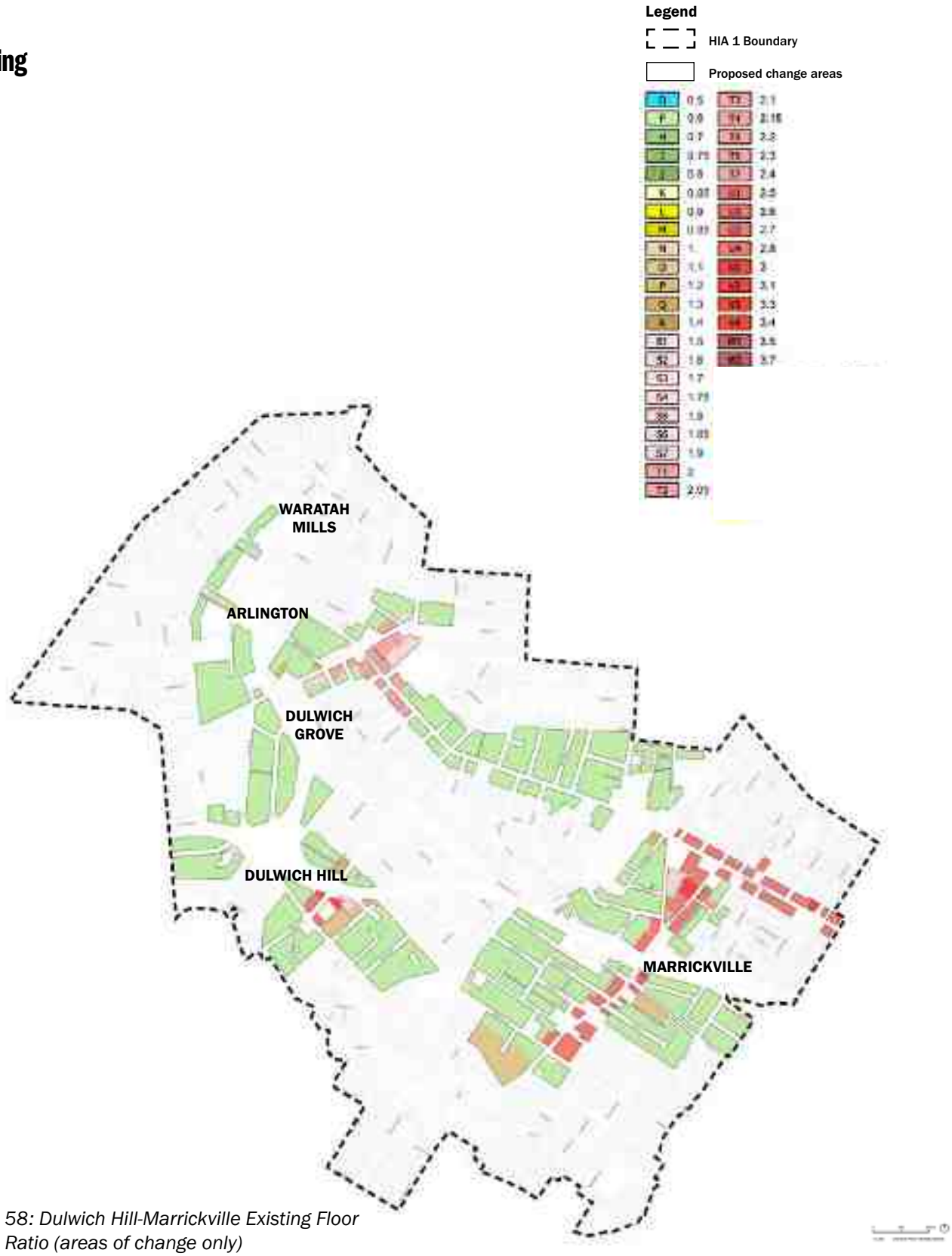



*Figure 58: Dulwich Hill-Marrickville Existing Floor Space Ratio (areas of change only)*

## Proposed

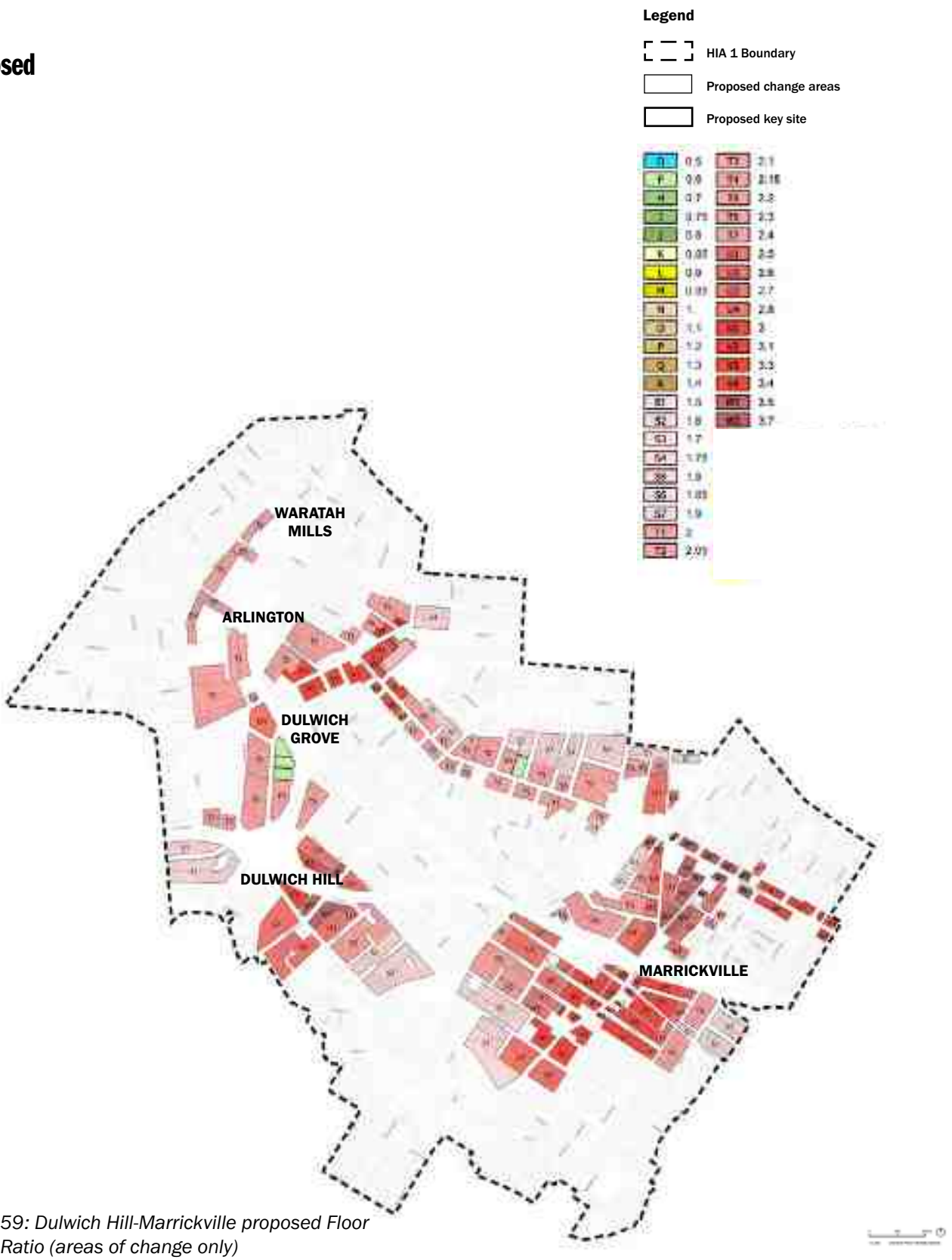



*Figure 59: Dulwich Hill-Marrickville proposed Floor Space Ratio (areas of change only)*

## 4.4.4. Height of Building Map

### Existing

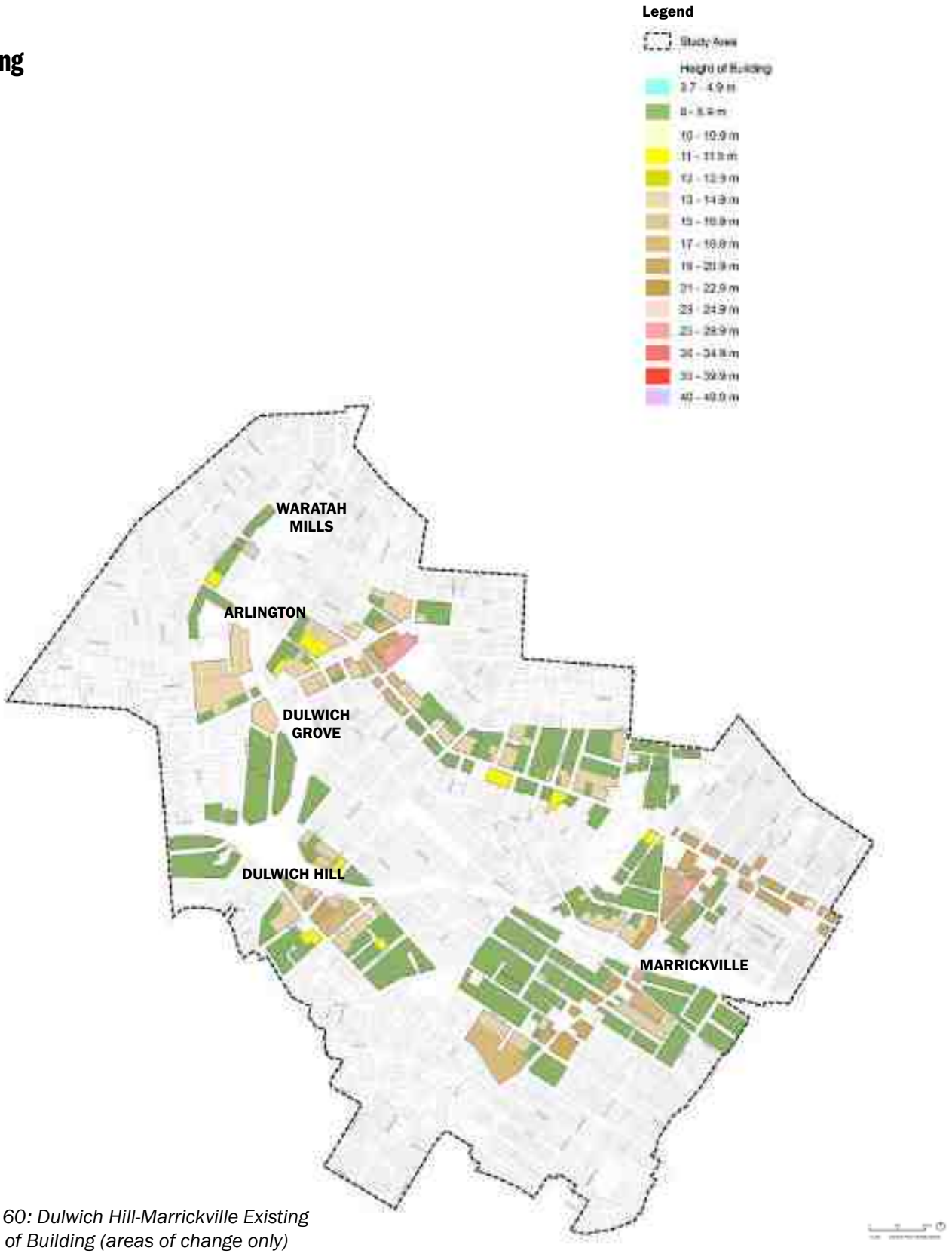



*Figure 60: Dulwich Hill-Marrickville Existing Height of Building (areas of change only)*

## Proposed

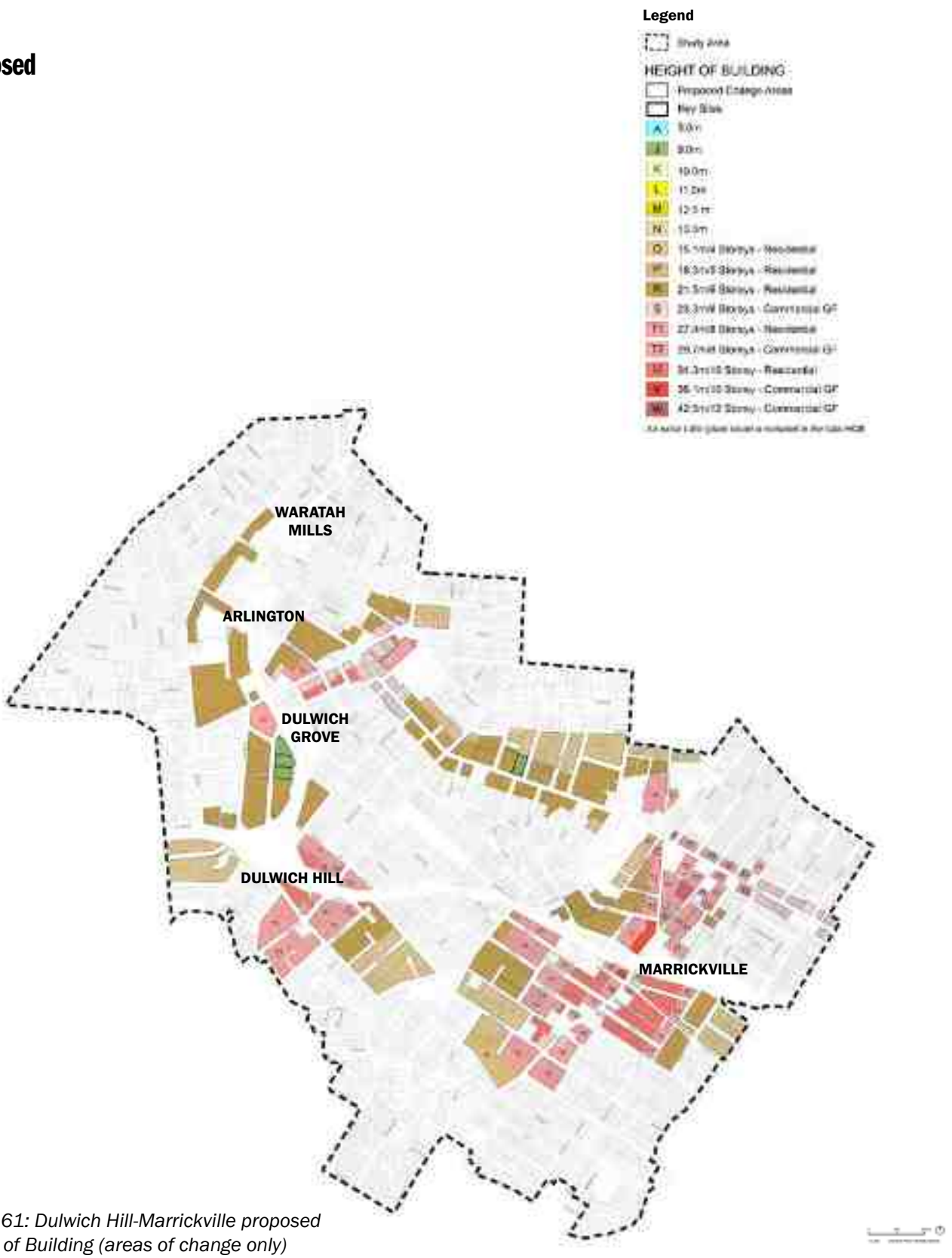



*Figure 61: Dulwich Hill-Marrickville proposed Height of Building (areas of change only)*

## 4.4.5. Heritage Map

## Existing

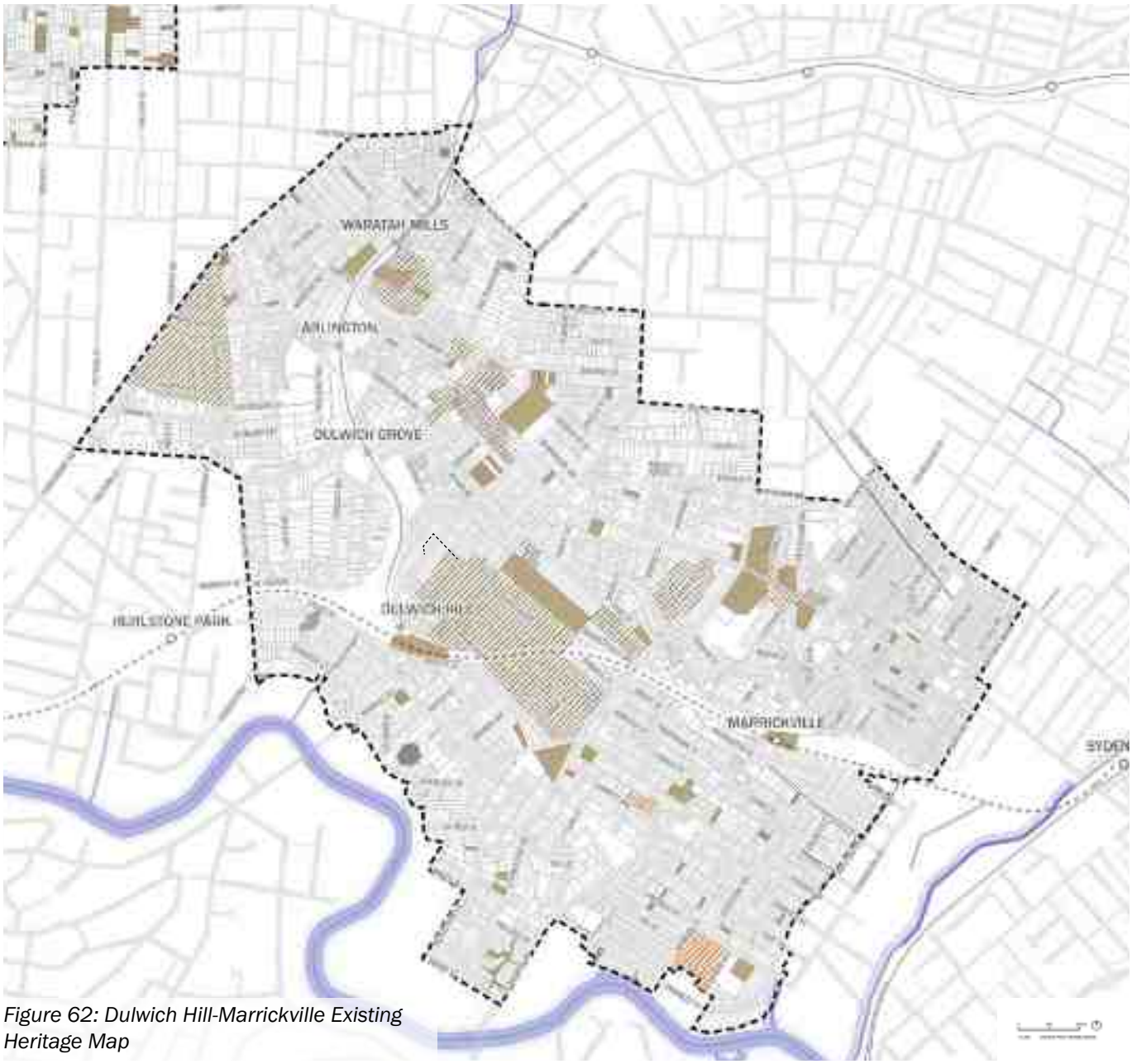



*Figure 62: Dulwich Hill-Marrickville Existing Heritage Map*

## Proposed

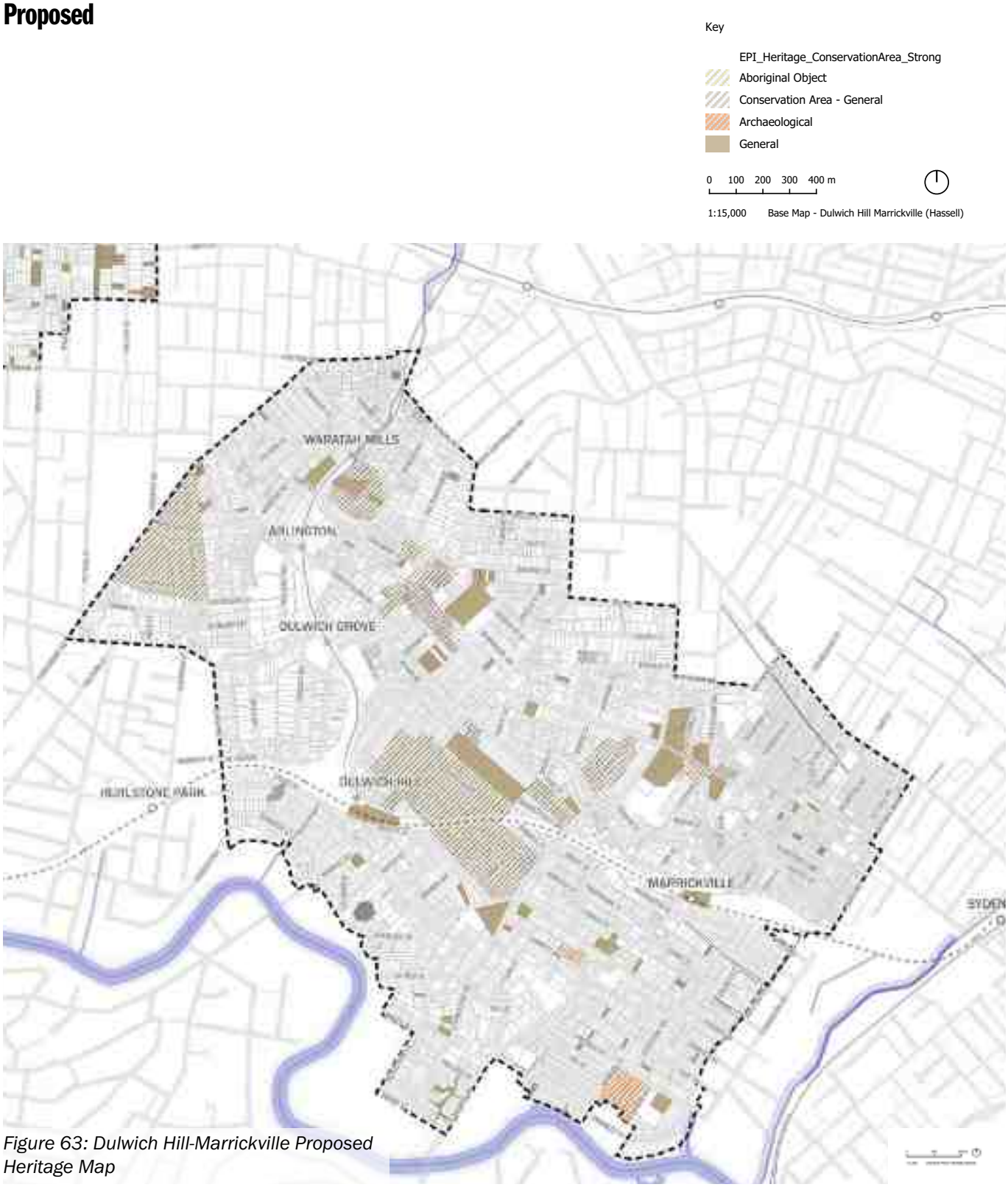



*Figure 63: Dulwich Hill-Marrickville Proposed Heritage Map*

## 4.4.6. Key Sites Map

This delivery mechanism will only be used where a network link or publicly accessible space has been identified as having district importance.

## Existing

*Figure 64: Dulwich Hill-Marrickville Existing Key Sites Map*

*Table 7: HIA 1A Dulwich Hill-Marrickville: Proposed Key Sites*

| Area no. | Address | Key Site Public benefit | Maximum FSR | Maximum HOB |
|---|---|---|---|---|
| KS-1 | 45 – 53 Hercules Street, Dulwich Hill | Dedication of approx. 1,059sqm for new open space along the Greenway Corridor | 2.8:1 | 29.6m (9 storey) |
| KS-2 | 55 - 61 Hercules Street, Dulwich Hill | Dedication of approx. 319sqm for new open space along the Greenway Corridor | 2.8:1 | 23.2m (7 storey) |
| KS-3 | 63 – 71 Hercules Street, Dulwich Hill | Dedication of 6m wide strip along southern boundary (approx. 413sqm) for an extension of Hercules Lane to improve pedestrian and cycling accessibility | 2.8:1 | 26.4m (8 storey) |
| KS-4 | 14-32 Seaview Street, Dulwich Hill | → Public plaza with a minimum area of 2,000sqm<br>→ District-level community/cultural facility of minimum 3,200sqm<br>→ Two active transport connections minimum 6m wide between Seaview Street and New Canterbury Road | 3.5:1 | 48.4m (14 storey) |
| KS-5 | 374-376 New Canterbury Road, Dulwich Hill | | 3.0:1 | 23.3m (6 storey) |
| KS-6 | 365-359 Marrickville Rd & 2-6 Woodbury St, Marrickville | → New public open space of minimum 1000sqm along Marrickville Road | 3.1:1 | 48.8m (15 storey) |

## Proposed

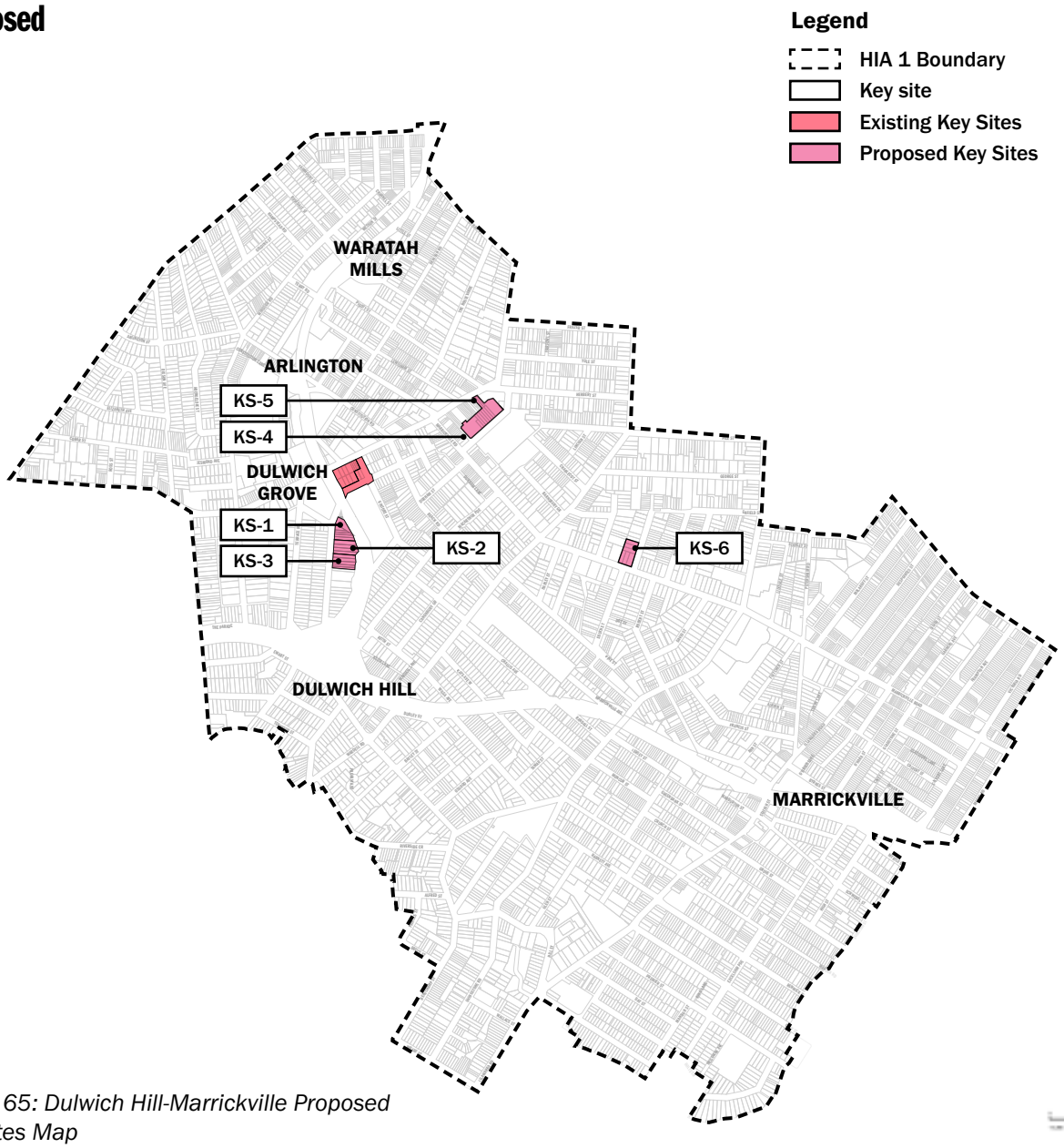



*Figure 65: Dulwich Hill-Marrickville Proposed Key Sites Map*

## 4.4.7. Land Reservation Acquisition Map

## Existing

*Figure 66: Dulwich Hill-Marrickville Existing Land Reservation Acquisition Map*

## Proposed

*Figure 67: Dulwich Hill-Marrickville Proposed Land Reservation Acquisition Map*

# 5. HIA 1B - ASHFIELD - CROYDON

This chapter sets out the indicative master plan for the Ashfield - Croydon precinct and is organised into the following sections:

- → Place Analysis
- → Urban Design Framework
- → Sub-precincts
- → Proposed Maps

## 5.1. Place Analysis

Ashfield and Croydon are characterised by their network of interconnected streets, forming a modified grid north and south of the rail corridor. Liverpool Road and Parramatta Road trace Aboriginal walking tracks.

Ashfield developed in the 1830s–1850s with grand homes, later replaced by manor houses and flats. Liverpool Road remains a key commercial hub. North of the rail line are historic institutions and churches.

Croydon, developed after 1909, is lower scale with Federation homes, especially south of the station. The north side features fine-grained shops and walk-up flats, reflecting diverse architectural styles.

A thorough place analysis was undertaken that considered the existing place characteristics of the HIA. This included consideration of:

- → Character
- → Lot sizes
- → Topography
- → Tree  Canopy Cover
- → Urban Heat
- → Flooding
- → Blue-green grid
- → Existing open spaces
- → Heritage
- → Recent developments

The place analysis is summarised into two consolidated maps, being:

- → Challenges
- → Opportunities

### 5.1.1. Challenges

**Flooding**

High flood hazard (H4 and above) primarily located within low lying lands:

- → Areas along Iron Cove Creek including:
  - → Severe flooding hazard south of railway corridor along Heighway Avenue and Thomas Street
  - → Between Norton Street and Thomas Street
  - → Between Elizabeth Street and John Street
- → Between Pratten Park and Thomas Street, through Arthur Street, Norton Street and Liverpool Road
- → Along Brown Street between Hercules Street and the railway underpass
- → South of Elizabeth Street between Bland Street and Alt Street
- → Between Orpington Street and Bland Street, through to Curt Street, Ashfield

**Heritage**

- → HCAs are dispersed within the precinct and primarily situated southwest of Ashfield Park, between Elizabeth Street and Eccles Avenue, along Miller Avenue and between Milton Street and King Street.
- → Heritage items are also dispersed throughout the precinct, with significant clusters situated along Bland Street, Charlotte Street, Albert Parade and Elizabeth Street, Ashfield.

**Strata Buildings**

Clusters of strata buildings with more than 7 units in the following locations indicating low likelihood of redevelopment:

- → North of Ashfield Station bounded by Elizabeth Street, Orpington Street, Bland Street and Pembroke Street
- → South of the railway corridor between Brown Street and the Avenue
- → Around Liverpool Road and Milton Street / Frederick Street intersection
- → Along Alt Street and east of Frederick Street, between Elizabeth Street and John Street

**Lot Size**

Clusters of small (<300 sqm) and fragmented lots primarily located within the following locations:

- → North of Ashfield Station
- → Along Liverpool Road between Queen Street and Miller Avenue
- → East of Pratten Park along Rose Street
- → Along Frederick Street between Liverpool Road and Heighway Avenue
- → West of Lion Street, Croydon
- → Along Milton Street North, Ashfield
- → Within Croydon local centre north of the railway corridor

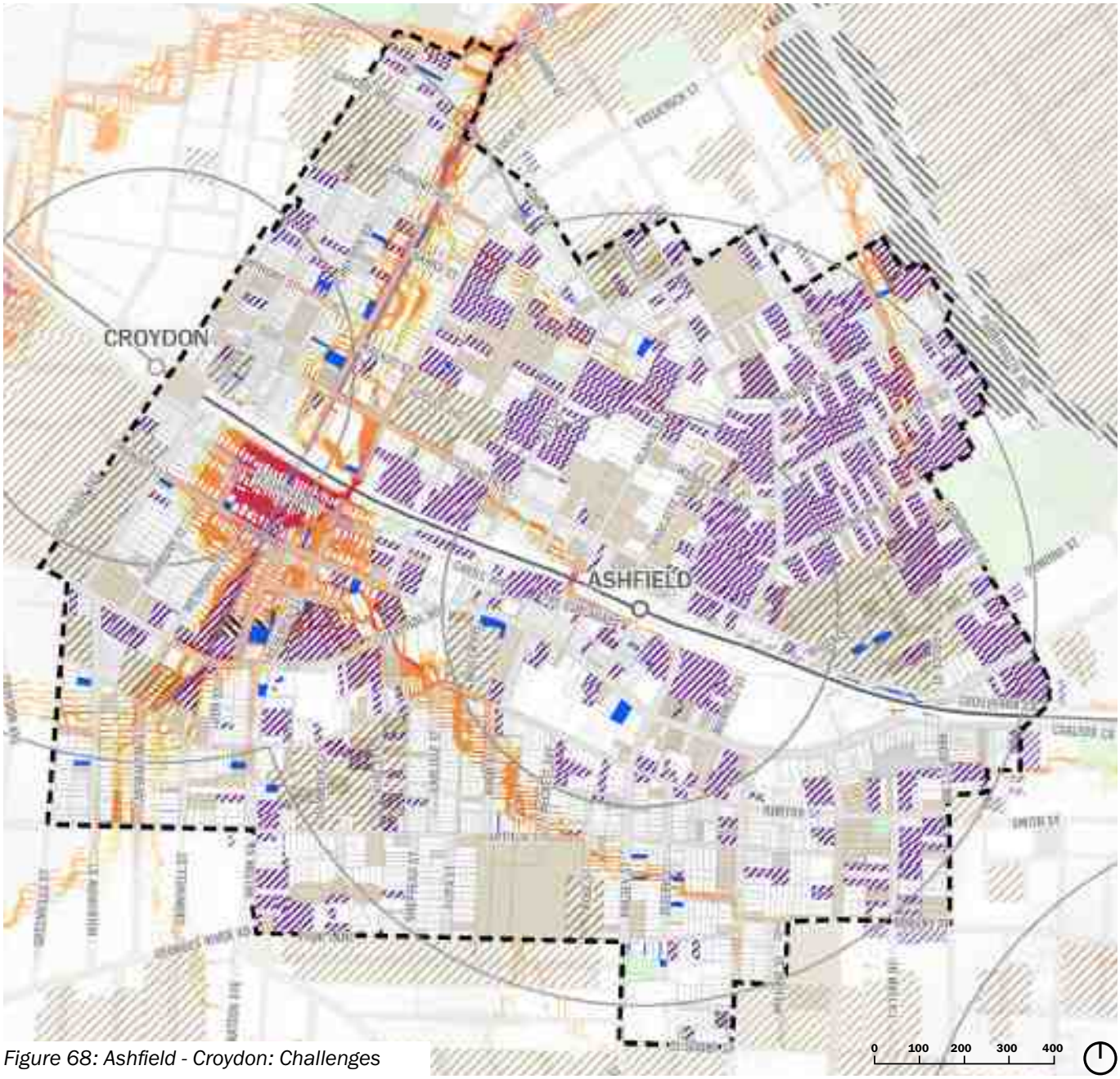



*Figure 68: Ashfield - Croydon: Challenges*

## 5.1.2. Opportunities

The consolidated opportunities for Ashfield-Croydon HIA have been identified based on the strategic and local planning context, place analysis, vision and place principles. This includes:

1. Identify primary street corridors as the key urban spines that connect key centres, stations and open spaces within the precinct. This includes:
   - → Liverpool Road
   - → Elizabeth Street
   - → Frederick Street – Milton Street
   - → Bland Street – Holden Street
2. Locate higher densities along Liverpool Road, around Ashfield Station and southeast of Croydon station, reflecting the role and function of Ashfield Town Centre and Croydon Local Centre.
3. Clusters of medium to large lots (>400sqm) in single ownership and outside of HCAs primarily located to the south of the railway corridor around:
   - → Holden Street, Norton Street, Prospect Road and Clissold Street, Ashfield
   - → Norton Street, Sheppard Street, Carlisle Street and Park Lane, Ashfield
   - → Edwin Street, Liverpool Road, Milton Street North and railway corridor.
   - → Norton Street, Greenhills Street, Arthur Street and Milton Street.
   - → Iron Cove Creek Corridor, north of Elizabeth Street.
4. Iron Cove Creek corridor to the north of Croydon railway station provides the opportunity to establish active transport / cycleway corridor connecting the precinct to wider cycleway network and development with a focus of liveability.
5. Identify key government / Council owned lands with potential for redevelopment and/ or provision of public benefits.
6. Improve permeability by providing mid-block active transport connections through cul-de-sacs and long urban blocks.
7. Identify locations to deliver public open space and community infrastructure to respond to the gap analysis identified in the social infrastructure needs study.

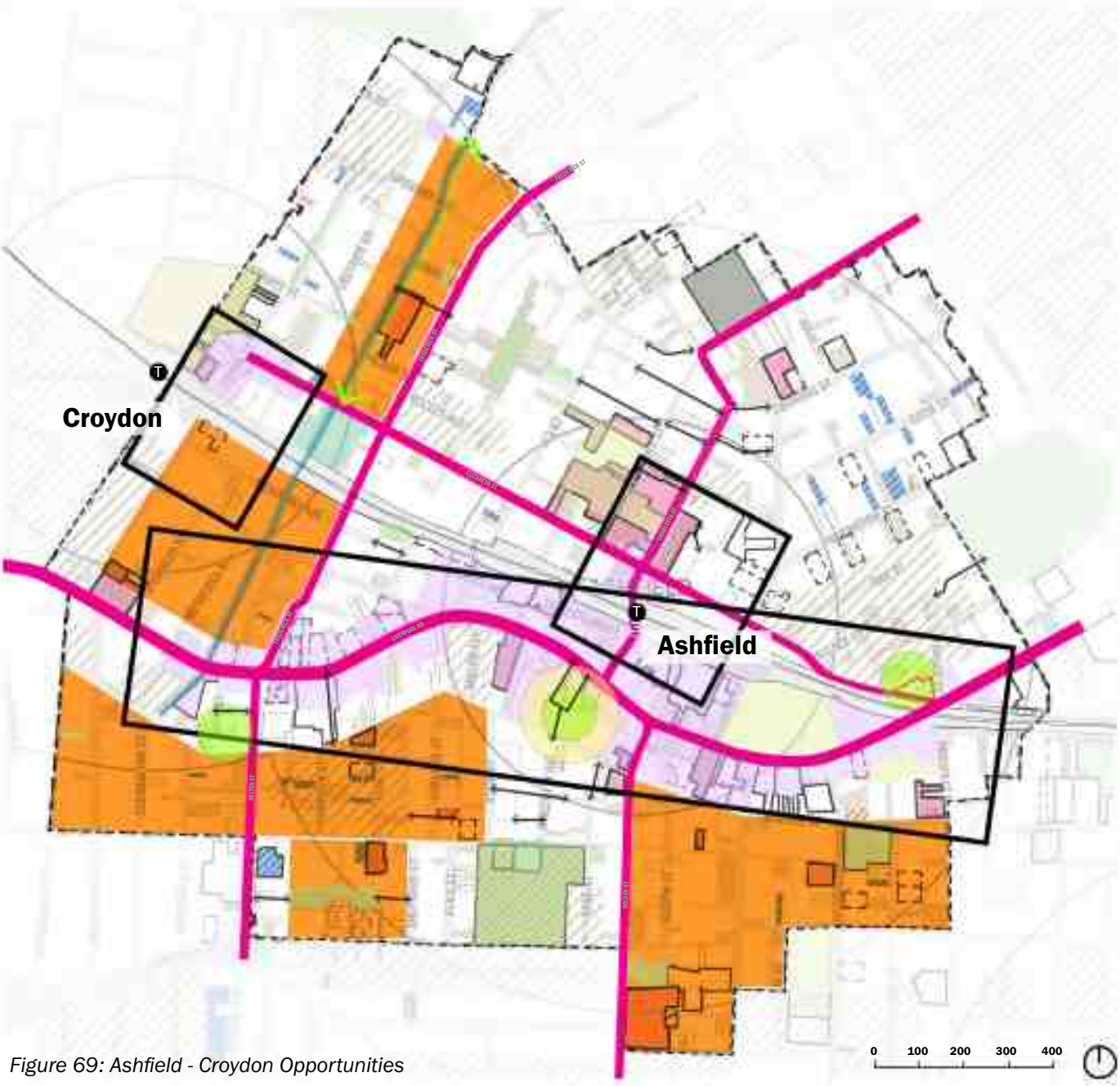



*Figure 69: Ashfield - Croydon Opportunities*

**Legend**

- HIA 1 Boundary
- Local Centre / Mixed Use
- Social and Affordable Rental Housing
- Social and Community Housing
- Infrastructure / Education
- Faith Based Properties
- Existing Public Open Space
- Heritage Conservation Area

**Single Ownership Lot Size**

- >400 sqm
- >1,200 sqm
- >2,400 sqm

**Opportunities**

- Key growth corridors
- Proposed areas for higher densities
- Clusters of medium to large size lots
- Iron Cove Creek Corridor
- Key government/council owned lands
- Potential active transport links
- Potential locations to deliver public open space and community infrastructure

## 5.2. Urban Design Framework

The Urban Design Framework for Ashfield-Croydon precinct is organised into four layers, being:

→ Structure Plan
→ Local Character and Heritage
→ Open Space and Public Domain
→ Connectivity and Movement

## 5.2.1. Structure Plan

The map on the following page provides the proposed urban structure for Ashfield – Croydon HIA to accommodate increase in housing capacity whilst responding to local characteristics.

The key directions for the Structure Plan include:

- → Identify areas of consistent local/heritage character to be retained and areas of existing mixed density and inconsistent character.
- → Establish urban spines along primary street corridors that connect key amenities including activity nodes, community infrastructure and open space as well as existing areas of inconsistent character, as the focus areas for uplift. This includes:
  *East-West corridors*
  - → Liverpool Road
  - → Elizabeth Street

  *North-South corridors*
  - → Frederick Street – Milton Street
  - → Charlotte Street – Holden Street
- → Locate medium to high density developments along these key urban spines and areas identified for public realm improvements, i.e. along Iron Cove Creek.
- → Locate higher densities along Liverpool Road, north of Ashfield Station and southeast of Croydon Station, reinforcing Ashfield Town Centre and Croydon Local Centres' role and function.
- → Undertake targeted heritage investigations to review the significance of existing heritage listed items and HCAs.
- → Identify key secondary streets with potential public domain and tree canopy enhancements. These include Edwin Street, Alt Street, Bland Street, Norton Street, Arthur Street, High Street, A'Beckett Avenue, Victoria Street and Loftus Street.
- → Create active transport connections at key cul-de-sac streets and long urban blocks to improve accessibility and connectivity throughout neighbourhoods and to amenities including stations and open spaces.
- → Facilitate improved public domain outcomes throughout these precincts and where necessary, identify constrained streets to widen footpaths, create new connections and improve pedestrian experience. This is to occur through identifying sites (or part thereof) as land reserved for acquisition by Council for delivery of these public benefits which would occur over time.
- → Provide development incentives to facilitate lot amalgamation and deliver public realm improvements such as new active transport connections and public open spaces.
- → Deliver social and recreational infrastructure through identification of appropriate sites for new open spaces, public plazas and social/ community infrastructure to meet the needs of the future population in these areas.

### Delivery of Public Benefit

A number of public benefits are identified which will be delivered over time as redevelopment occurs through different mechanisms such as:

- → **Public realm incentives (privately led):** Sites and groups of sites have been identified for FSR and HOB development incentives to be allocated where a developer chooses to provide public realm enhancements. They may include publicly accessible open space and/or through-site-links with active transport connections.
- → **Key sites (private-led delivery or public-private partnership):** this Master Plan identifies certain sites as key sites and includes site-specific LEP provisions which will require commitment to the delivery of public benefits on these sites before an uplift can be provided. For these sites, existing FSRs and HOBs have been maintained in the proposed FSR/ HOB maps. Site-specific LEP provisions will detail the intended public benefits and maximum permissible FSRs/ heights to offset these public benefits.
- → **Land Acquisition (Council-led delivery):** Certain sites have been identified for land acquisition by Council. These will be identified in the LEP and occur over time through negotiations with the landowners and developers.

# Structure Plan Cont'd

**Legend**

- HIA 1 Boundary
- Key Sites
- Key Growth Spines

**Land Use and Density**

- Centres And Mixed Uses
- High Density Residential
- Medium Density Residential
- Medium-Low Density Residential
- Existing Infrastructure / Education

**Public Realm and Connectivity**

- Existing Public Open Space
- Key Site Open Space Delivery
- Proposed New Public Open Space
- Proposed Road Reserve Widening for Public Realm Upgrades
- Existing Publicly Accessible Space
- Potential Publicly Accessible Space
- Potential Active Transport Connection
- Potential Canopy /Public Realm Enhancement

**Heritage**

- Heritage Conservation Area (HCA)
- HCA Proposed To Be Removed
- Heritage Item
- Heritage Item Proposed To Be Removed

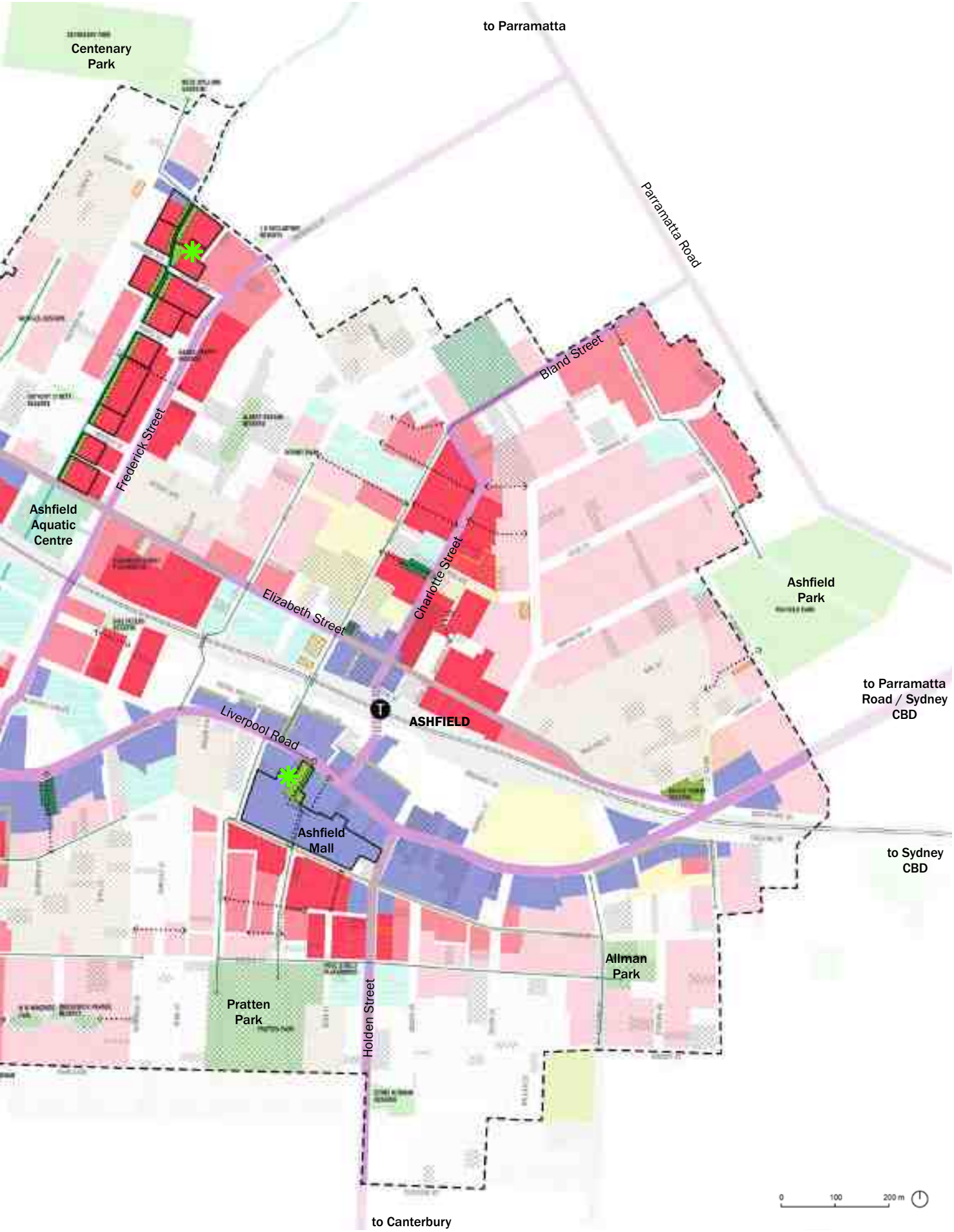
- Areas Subject to Further Investigation*

*Notes:*

***Heighway Avenue, Croydon area only:*** *Land is affected by significant flooding. Investment in flood mitigation infrastructure required before additional housing can be considered in this area.*

***Other areas:*** *These areas were initially considered for additional housing opportunities. However, proposed developments resulted in widespread off-site flooding impacts and require further technical investigations and design modelling to mitigate flooding issues before any uplift can be provided.*

*Figure 70: Ashfield - Croydon Structure Plan*


to Parramatta
Centenary Park
Parramatta Road
Bland Street
Frederick Street
Ashfield Aquatic Centre
Elizabeth Street
Charlotte Street
Ashfield Park
to Parramatta Road / Sydney CBD
ASHFIELD
Liverpool Road
Ashfield Mall
to Sydney CBD
Allman Park
Pratten Park
Holden Street
to Canterbury
0
100
200 m

## 5.2.2. Local Character and Heritage

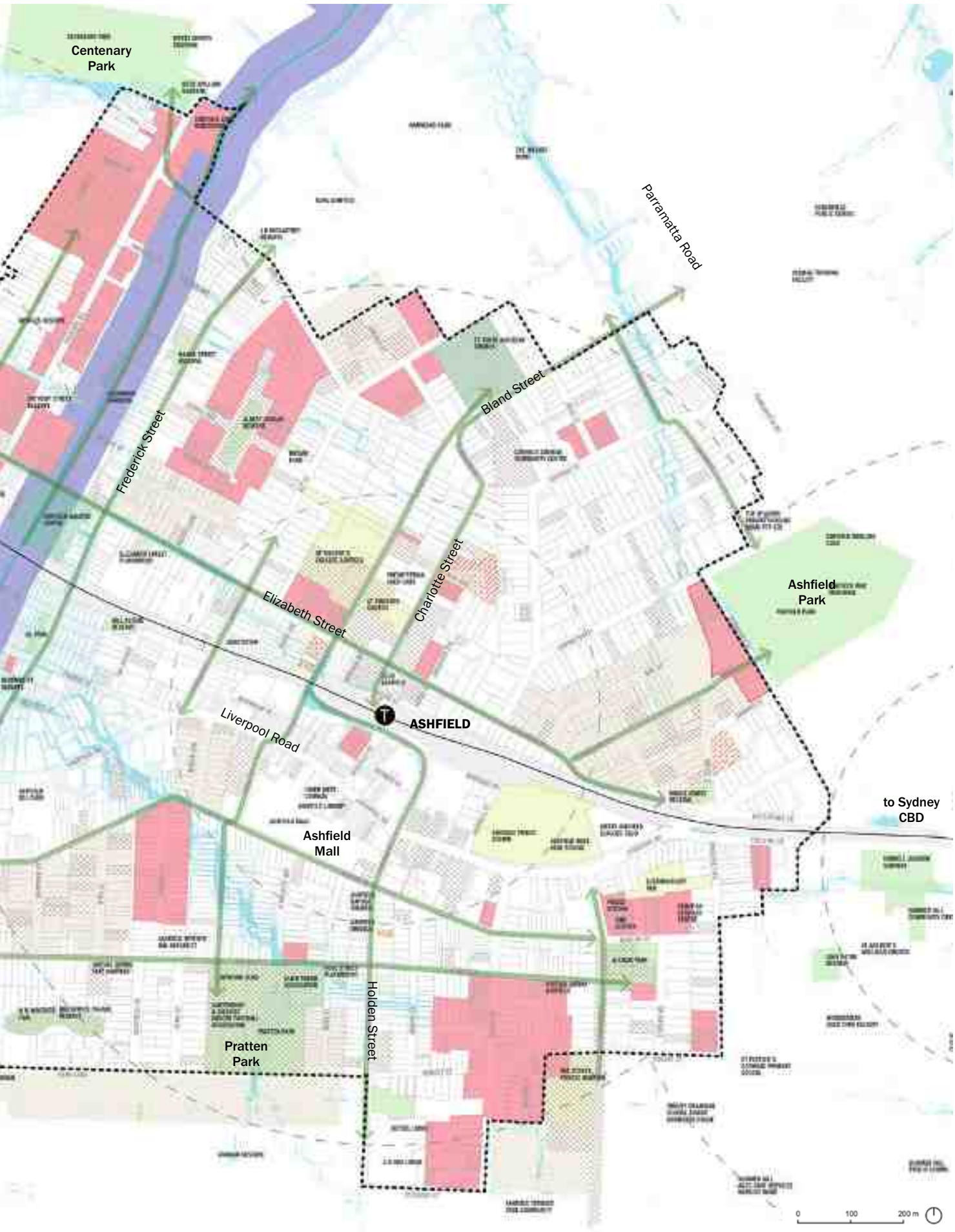
Local character and heritage are central to planning the future of these areas. Heritage investigations have been undertaken as part of the Master Planning process, led by GML, to review heritage significance of specific HCAs and items and advise on heritage values, character, and key areas for retention in the Master Plan. This review has informed proposed changes to the heritage status of the properties identified in the pages that follow. The supporting justification is discussed further in the report prepared by GML.

Areas with high local character value will be preserved, representing unique features like brick patterns, workers' cottages, and art-deco flats. Contributory buildings will be retained, and local character statements should protect these areas. Development will be sympathetic to local character through material selection and appropriate stepping in height.

**Legend**

- Reconnect to Iron Cove Creek
- Respond to Water Flow, Restore Water Health
- Priority Green Corridors
- Heritage Listing Removed
- Heritage Listed Item Retained
- Heritage Conservation Area Retained
- Key Areas Requiring Additional Protection of Local Character

*Figure 71: Ashfield - Croydon Local Character and Heritage Framework*


Centenary Park
Parramatta Road
Bland Street
Frederick Street
Charlotte Street
Elizabeth Street
Ashfield Park
ASHFIELD
Liverpool Road
to Sydney CBD
Ashfield Mall
Holden Street
Pratten Park
0
100
200 m

# Local Character and Heritage Cont'd

*Table 8: Heritage items proposed for de-listing or amendment*

| Item | Address | Property Description | Recommendation |
|---|---|---|---|
| 'House, including interiors' (I127) | 2 Bland Street, Ashfield | Lot 1 DP 984246 | De-list the Item |
| 'House, including interiors' (I128) | 4 Bland Street, Ashfield | Lot 1 DP 960770 | De-list the Item |
| 'House, including interiors' (I129) | 6 Bland Street, Ashfield | Lot 1 DP 960163. | De-list the Item |
| 'House, including interiors' (I130) | 8 Bland Street, Ashfield | Lot 1 DP 959955 | De-list the Item |
| 'House, including interiors' (I204) | 28 Holden Street, Ashfield | Lot 6 Section 1 DP 820 | De-list the Item |
| 'House, including interiors' (I405) | 2 Webbs Avenue, Ashfield | Lot 1 DP 951111 | De-list the Item |
| 'Shops, offices and dwellings, including interiors (I196) | 27 Hercules Street, Ashfield | Lot 2 DP 450205 | Amend the Item to remove 'including interiors' |

*Table 9: HCA amendments*

| HCA | Proposed Amendment | Amended from Heritage Map |
|---|---|---|
| Federal-Fyle HCA (C5), Ashfield | Remove section east of Bruce Street and south of Ormond Street from HCA boundary as shown in map, comprising:<br>→ 8 Bruce Street, Lot 1 DP 305233<br>→ 10 Bruce Street, Lot 2 DP 173042<br>→ 12 Bruce Street, Lot 3 DP 305233<br>→ 14 Bruce Street, Lot 4 DP 305233<br>→ 1 Ormond Street, Lot 1 DP 104180 | |
| Webbs Avenue HCA (C25), Ashfield | Remove the HCA. | |
| Ivanhoe Estate (C42), Croydon | Remove 2 Rangers Road from the HCA. | |

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## 5.2.3. Open Space and Public Domain

The open space and public domain framework seeks to reinforce the Inner West Blue-Green Grid Strategy by identifying primary street corridors, the Iron Cove Creek corridor and open spaces as the structure in locating housing density. This supports the principle of 'amenity-oriented development' as well as 'transit-oriented development'.

New open spaces proposed within public land and publicly accessible open spaces potentially delivered within private land are numbered in the adjacent map and detailed in the pages that follow.

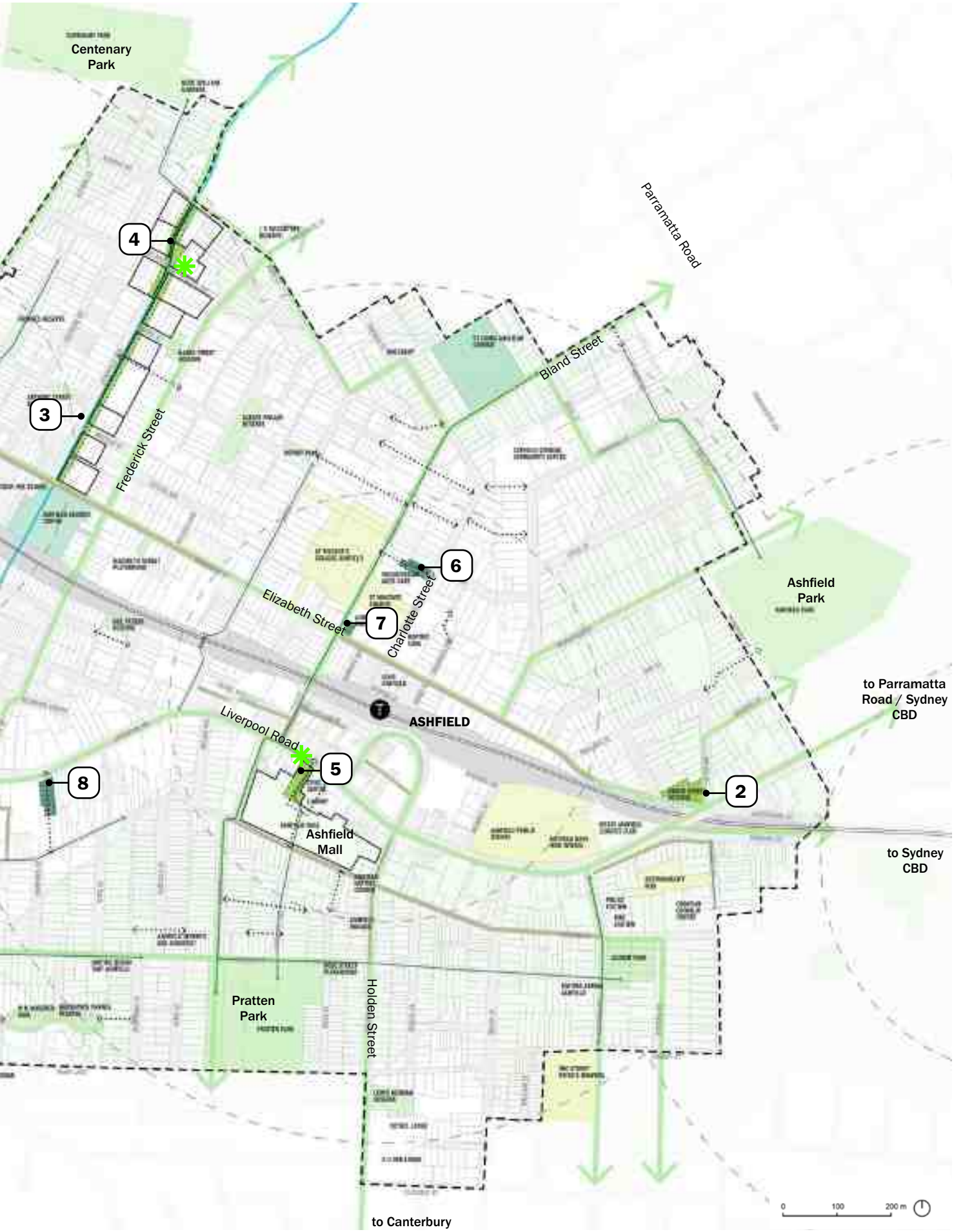
**Legend**

- HIA 1 Boundary
- Railway Line and Stations
- 400m-800m Catchment
- Existing Infrastructure / Education
- Waterway

**Open Space and Public Domain**

- Existing Public Open Space
- Proposed New Public Open Space
- Key Sites *(Proposed Public Benefit)*
- Key Site Open Space Delivery
- Proposed Road Reserve Widening for Public Realm Upgrades
- Existing Publicly Accessible Space / Plaza
- Potential Publicly Accessible Space
- Inner West Blue-Green Grid
- Potential Active Transport Connection
- Potential Canopy /Public Realm Enhancement

*Figure 72: Ashfield - Croydon Open Space and Public Domain Framework*


Centenary Park
Parramatta Road
Bland Street
Frederick Street
Elizabeth Street
Charlotte Street
Liverpool Road
Holden Street
ASHFIELD
Ashfield Park
Ashfield Mall
Pratten Park
to Parramatta Road / Sydney CBD
to Sydney CBD
to Canterbury
2
3
4
5
6
7
8
0
100
200 m

# Open Space and Public Domain Cont'd

## Proposed Public Open Space and Publicly Accessible Open Space

New open spaces and public plazas are proposed to enhance the open space network and address the open space shortfall in Ashfield-Croydon. This is informed by the work undertaken as part of the Social Needs Study and will be delivered through land acquisition, key sites mechanism, public realm incentives or council-led delivery of public domain works.

*Table 10: Proposed Public Open Space*

| No | Location | Indicative Area (sqm) | Delivery Mechanism | Notes |
|---|---|---|---|---|
| | **Public Open Space** | | | |
| 1 | 213 – 217 Norton Street, Croydon and 12-20 Lion Street, Croydon | 2,450 sqm | Land Reservation for Acquisition and RE1 Zoning | Lion Street Playground extension. |
| 2 | Bruce Street Reserve | 2,300 sqm | Proposed rezoning to RE1 Public Recreation | Reflect its existing use and commit to future use as a park. |
| 3 | Iron Cove Creek corridor, between Elizabeth Street and John Street | 6,690 sqm | Key Sites | Iron Cove Creek Corridor |
| 4 | 7-15 Hedger Avenue, 5-7 Vine Street, Ashfield | 750 sqm | Key Site | Iron Cove Creek Corridor |
| 5 | Ashfield Mall - 260A Liverpool Road, Ashfield | 2,000 sqm | Key Site | New public plaza |

In addition, there are opportunities for new public open spaces as part of certain large sites which can be potentially achieved through negotiations with owners and developers. These sites have been identified for 'public realm incentive' bonus to provide 'publicly accessible open space'. Refer to Part D Development Incentives section of this report.

*Table 11: Proposed Publicly Accessible Open Space*

| No | Location | Indicative Area (sqm) | Delivery Mechanism | Notes |
|---|---|---|---|---|
| | **Publicly Accessible Open Space** | | | |
| 6 | Presbyterian Aged Care - 19A, 21 – 23 Bland Street and 40 Charlotte Street, Ashfield | 1,250 sqm | Public Realm Incentive | New publicly accessible open space with a minimum 20m wide dimension |
| 7 | 1-9 Bland Street, Ashfield | 280 sqm | Public Realm Incentive | New publicly accessible landscaped plaza with a minimum 20m wide street frontage |
| 8 | Ashfield RSL Club - 364-376 Liverpool Road and 193 Norton Street, Ashfield | 1,250 sqm | Public Realm Incentive | New publicly accessible open space with a minimum 20m wide dimension |

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## 5.2.4. Connectivity and Movement

The Connectivity and Movement Plan intends to create an interconnected street network in Ashfield-Croydon that offers relative permeability for a range of transport modes.

A development incentives-based approach will support provision of new active transport connections at key locations, primarily within long street blocks and cul-de-sacs, where considered appropriate by Council. This is to enhance pedestrian and cycling connectivity and to improve access to key streets and destinations i.e. centres, open space and transit hubs. These would be delivered through Public Realm incentives (FSR and height of building) where additional density (FSR) and height bonus will be provided for delivery of these public benefits.

The Master Plan proposes new street reserve widenings along parts of Elizabeth Street, Norton Street, Holden Street and Liverpool Road where existing roads are narrow and constrained. The widening supports space for public domain improvement, tree planting and active transport connectivity. No new vehicular lanes are intended through these proposed road widenings.

Further, providing more homes and businesses in areas that are designed for both living and working can reduce the need for cars and encourage shorter, walkable trips and boost public transport use. As outlined in the supporting Strategic Transport Plan, new off-street parking controls (max. car parking rates) will be proposed for areas uplifted in the study areas, reflecting the opportunities provided by the high levels of accessibility in these areas. These are outlined in the draft Design Guide that will inform preparation of future Development Control Plans.

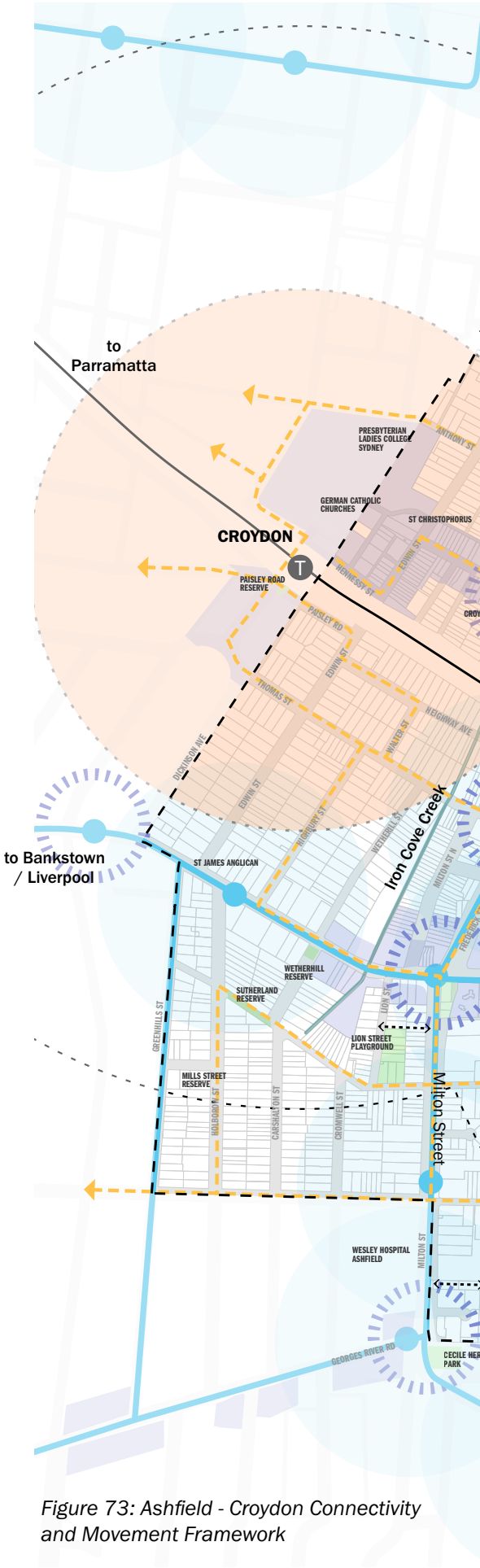



*Figure 73: Ashfield - Croydon Connectivity and Movement Framework*

to Parramatta
Centenary Park
CENTENARY PARK
BEDE SPILLANE GARDENS
J G MCCARTNEY RESERVE
Parramatta Road
Bland Street
BRIDGES RESERVE
BANKS STREET RESERVE
ANTHONY STREET RESERVE
ALBERT PARADE RESERVE
ROTARY PARK
ST JOHNS ANGLICAN CHURCH
AMESBURY
CATHOLIC CHINESE COMMUNITY CENTRE
Frederick Street
Ashfield Aquatic Centre
ASHFIELD AQUATIC CENTRE
ELIZABETH STREET PLAYGROUND
ST VINCENT'S COLLEGE ASHFIELD
PRESBYTERIAN AGED CARE
ST VINCENTS CHURCH
ASHFIELD PRESBYTERY
BAPTIST CARE
CLUB ASHFIELD
Charlotte Street
Elizabeth Street
BILL PETERS RESERVE
Ashfield Park
ASHFIELD PARK
to Parramatta Road / Sydney CBD
ASHFIELD
Liverpool Road
CIVIC CENTRE
LIBRARY
ASHFIELD MALL
BRUCE STREET RESERVE
ASHFIELD PUBLIC SCHOOL
ASHFIELD BOYS HIGH SCHOOL
WESTS ASHFIELD LEAGUES CLUB
to Sydney CBD
ASHFIELD BAPTIST CHURCH
SUSTAINABILITYHUB
POLICE STATION
FIRE STATION
CROATIAN CATHOLIC CENTRE
ASHFIELD MOSQUE
ASHFIELD SEVENTH DAY ADVENTIST
UNITING QUONG TART ASHFIELD
ROSE STREET PLAYGROUND
ALLMAN PARK
UNITING ABRINA ASHFIELD
Holden Street
W H WAGENER OVAL
BRUNSWICK PARADE RESERVE
PRATTEN PARK
THE SYDNEY PRIVATE HOSPITAL
LEWIS HERMAN RESERVE
BETHEL LODGE
A H ORR LODGE
to Canterbury
to Canterbury

## 5.3. Sub-Precincts

There are 15 sub-precincts identified within Ashfield-Croydon study area, of which 12 are proposed for uplift. This includes:

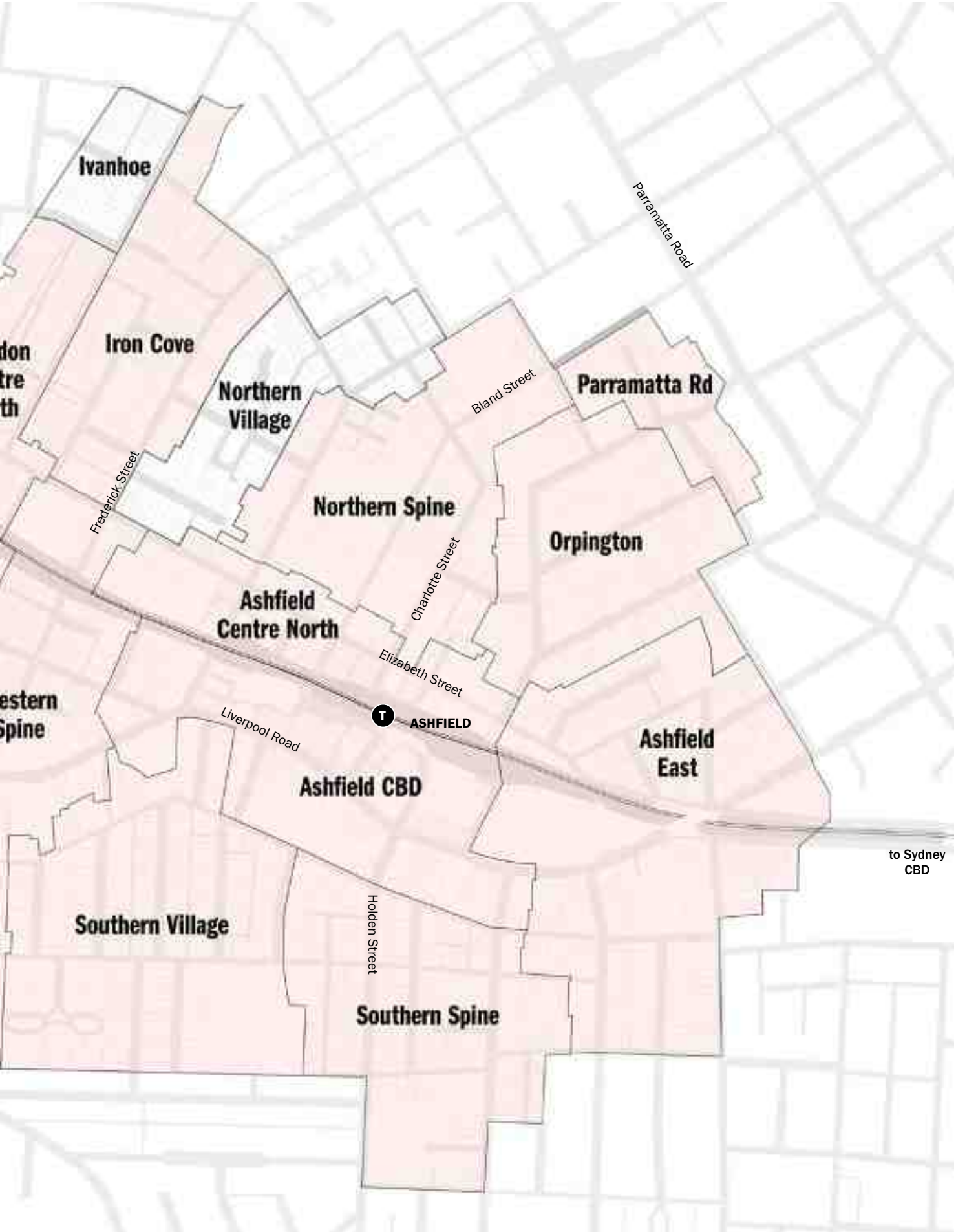
| | Sub-Precinct |
|---|---|
| **Sub-Precincts Proposed for Uplift** | |
| 1 | Ashfield East |
| 2 | Orpington |
| 3 | Parramatta Road |
| 4 | Northern Spine |
| 5 | Ashfield Centre North |
| 6 | Ashfield CBD |
| 7 | Southern Spine |
| 8 | Southern Village |
| 9 | Western Spine |
| 10 | Iron Cove |
| 11 | Croydon Centre North |
| 12 | Croydon Centre South |
| **Sub-Precinct Areas of No Change** | |
| 13 | Northern Village |
| 14 | Ivan Hoe |
| 15 | Wetherill |

For each sub-precinct with proposed uplift the following is provided:

- → Existing character
  - → Existing place character
  - → Partial areas of no change rationale
- → Desired future character
  - → Indicative structure plan
  - → Place based approach description

For further design guidelines for each sub-precincts including key sites, building setbacks and street wall, refer to Design Guide document.

*Figure 74: Ashfield-Croydon Sub-Precincts*


Ivanhoe
Parramatta Road
Iron Cove
Northern Village
Bland Street
Parramatta Rd
Frederick Street
Northern Spine
Orpington
Charlotte Street
Ashfield Centre North
Elizabeth Street
ASHFIELD
Liverpool Road
Ashfield East
Ashfield CBD
to Sydney CBD
Holden Street
Southern Village
Southern Spine

## 5.3.1. Ashfield East

### Existing Character

- → The built form and public domain experience along Liverpool Road within this sub-precinct does not fully represent a gateway statement to the Ashfield Town Centre.
- → The character of the Federal Fyle HCA and Victoria Road is inconsistent.
- → Outside the Liverpool Road and Elizabeth Street spines is a concentration of mostly older walk-up developments where current controls result in dormer-style roof forms.

*Entrance to the centre along Liverpool Road*

*New and older development along Prospect Road*

### Desired Future Character

- → Promote development outcomes that will have a positive, transformative effect to the eastern gateway of Ashfield Town Centre.

**Open Space and Public Domain**

- → Improve connections to Ashfield Park and strengthen the role of Bruce Street Reserve, Ashfield and Allman Parks for the broader Ashfield area.
- → Rezone Bruce Street Reserve to RE1 for provision of public open space.
- → Achieve a high-quality landscape setting and green canopy to building frontages along Liverpool Road, Elizabeth Street at entry to the major centre.

**Connectivity, Access and Movement**

- → Promote pedestrian movement along streets by minimising new driveways and locating them on rear lanes and side streets.
- → Remove vehicular access from Liverpool Road into Bruce Street.
- → Development adjoining the Bruce Street reserve provides a landscaped setback, footpath widening and shared path to Bruce Street.
- → Expand the public domain in streets which are narrow and constrained to allow for wider footpaths and improved active transport connections. Proposed land reserved for acquisition along these streets which will be delivered incrementally as redevelopment occurs.

**Density and Height**

- → Encourage taller forms at gateway locations on Elizabeth Street (site not directly facing the HCA) and Liverpool Road.
- → Allow up to 6 storey buildings along Elizabeth Street with less sensitive HCA interfaces.
- → Allow up to 11 storey buildings to the north of the Sustainability Hub allowing multiple built form configurations and still enable redevelopment for adjacent sites.

**Heritage and Built Form**

- → De-list the inconsistent portion of the HCA along Bruce Street and Osmond Street and the heritage item Pembroke Street as recommended by Heritage Study.
- → Integrate heritage items with sympathetic redevelopment.
- → Avoid uplift to areas with consistent groups of heritage and adjoining sympathetic dwellings to retain the historical settings.
- → Development along Prospect Road to retain vistas to the Croatian Catholic Church Spire seen from the opposite footpath.

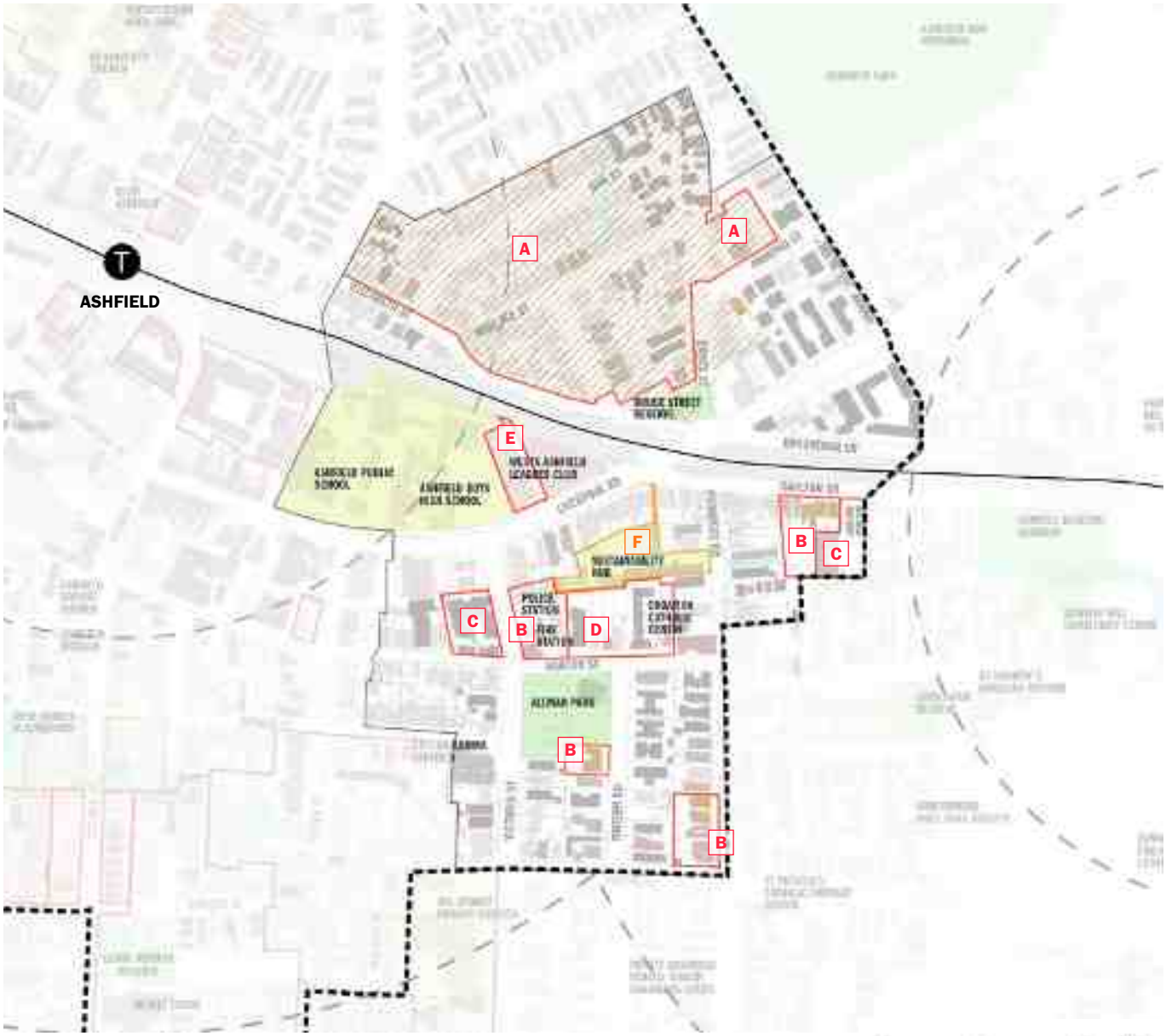



*Figure 75: Ashfield East - Existing Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Areas of No Change
- No Change, Future Opportunities
- Railway Line and Station
- 400m & 800m Catchments
- Existing Apartments and Strata
- Heritage Conservation Area
- Heritage Item - General
- Groups of buildings that contribute to the local character and/or historical setting
- Areas of Higher Flooding Hazard
- Existing Infrastructure/Education
- Existing Public Open Space

| Areas of No Change | |
|---|---|
| A | HCA north of Ormond Street and west of Bruce Street |
| B | Groups of heritage listed buildings and buildings that contribute to the local character |
| C | Existing/approved development already at the highest scale suitable to the site |
| D | Retain low-rise scale fronting Allman Park |
| E | Minimise impacts to school amenity as per principles in current DCP |
| **Potential Future Opportunity Sites** | |
| F | Consider rezoning of the Sustainability Hub allowing orderly, integrated development of the block to achieve an improved design outcome and higher density at the eastern gateway of Ashfield Town Centre. |

# Ashfield East Cont'd

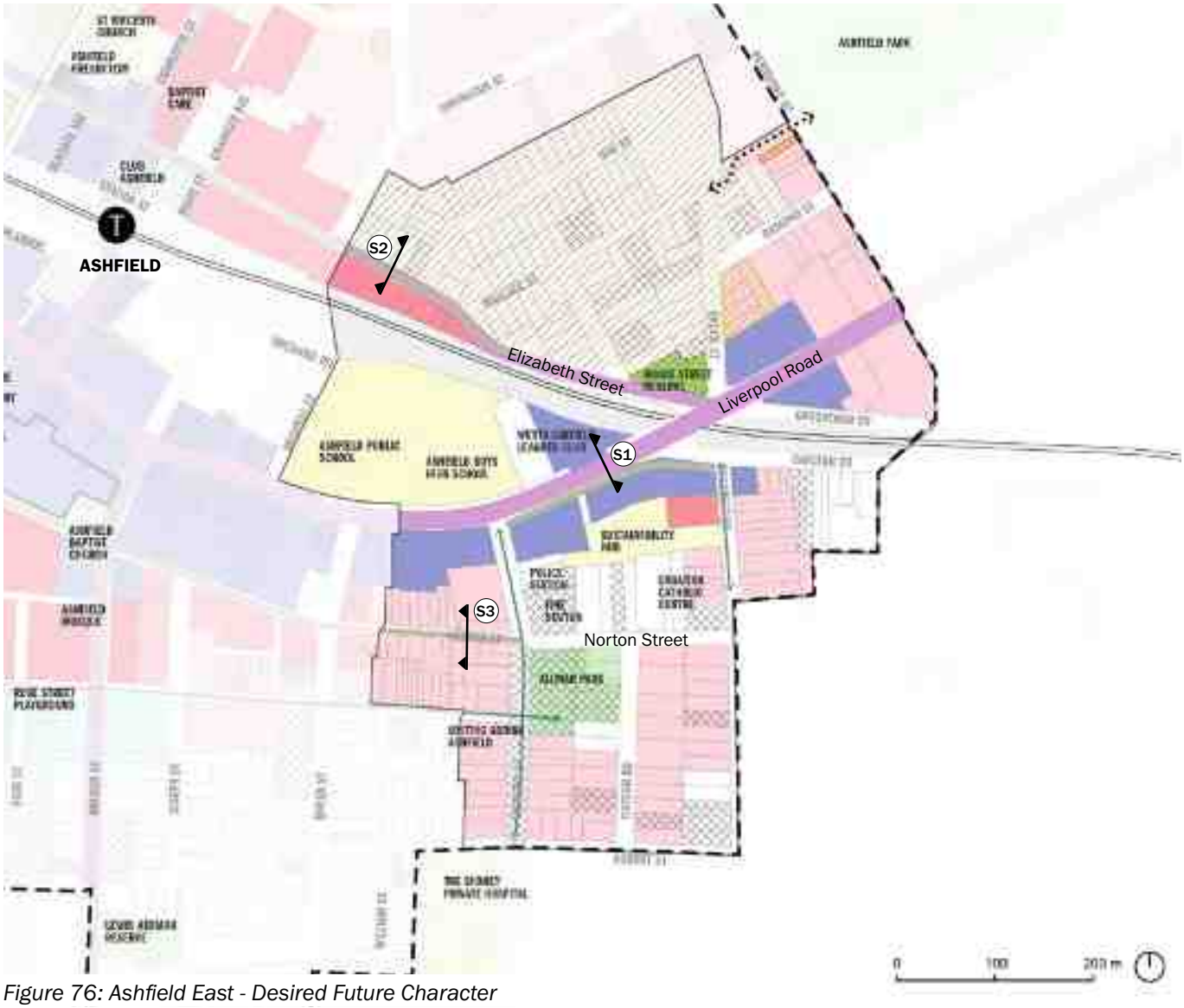



*Figure 76: Ashfield East - Desired Future Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Key Site
- Key Growth Spines
- Railway Line and Station
- Section Indicator

**Land Use and Density**

- Centres And Mixed Uses
- Medium Density Residential
- Medium-Low Density Residential
- Existing Infrastructure / Education

**Heritage**

- Heritage Conservation Area (HCA)
- HCA Proposed To Be Removed
- Heritage Item
- Heritage Item Proposed To Be Removed

**Public Realm and Connectivity**

- Existing Public Open Space
- Proposed New Public Open Space
- Proposed Road Reserve Widening for Public Realm Upgrades
- Potential Canopy /Public Realm Enhancement
- Potential Active Transport Connection

Waterloo (Princeton)

Oxford Street Bondi Junction (MGNDU)

Ironbark apartments, Forest Lodge (Scott Carver)

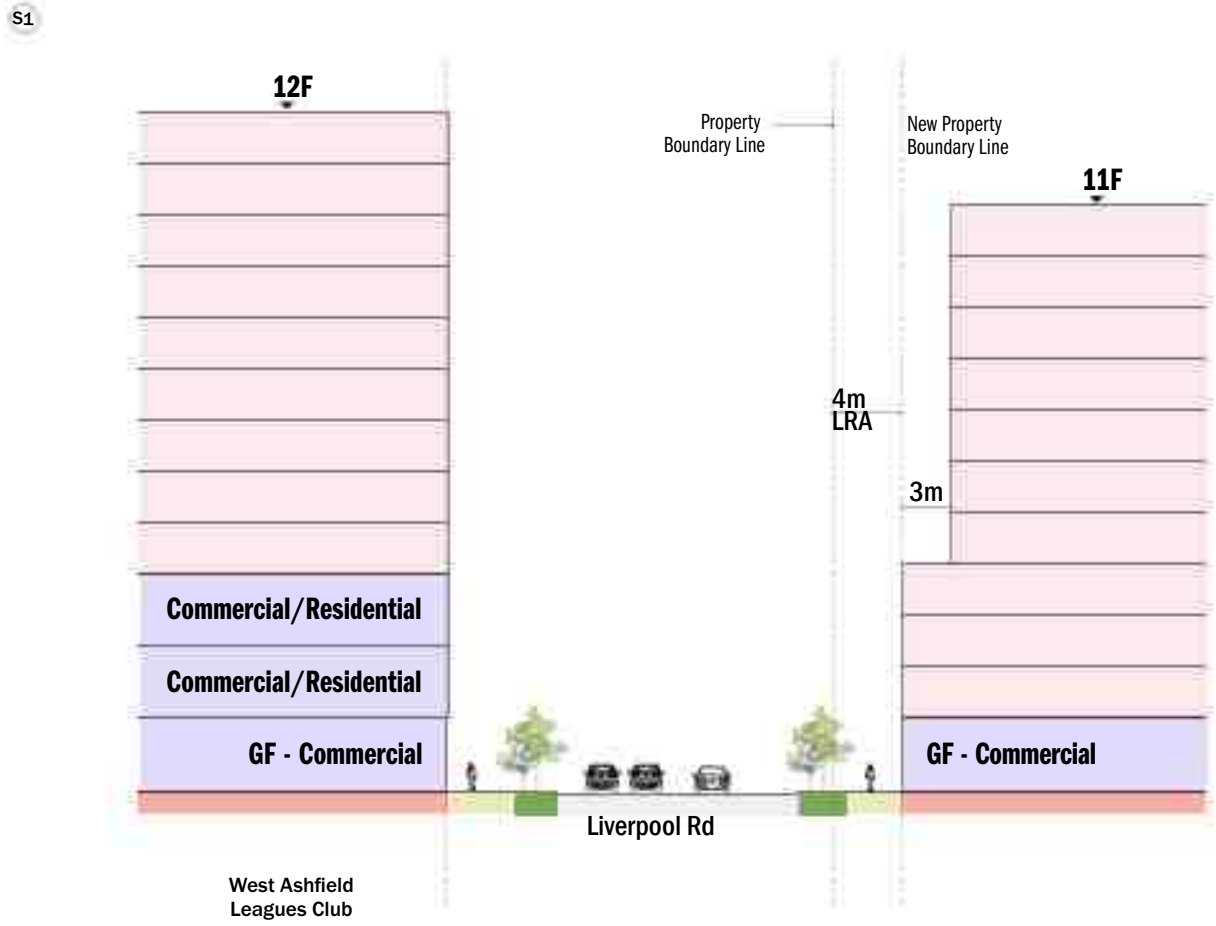



*Figure 77: Section 1 - Liverpool Road at entrance to the centre near Carlton Crescent. Includes Land Reservation for Acquisition (LRA)*

Linden St, Sutherland
PBD Architects

Gower St, Summer Hill (Google maps)

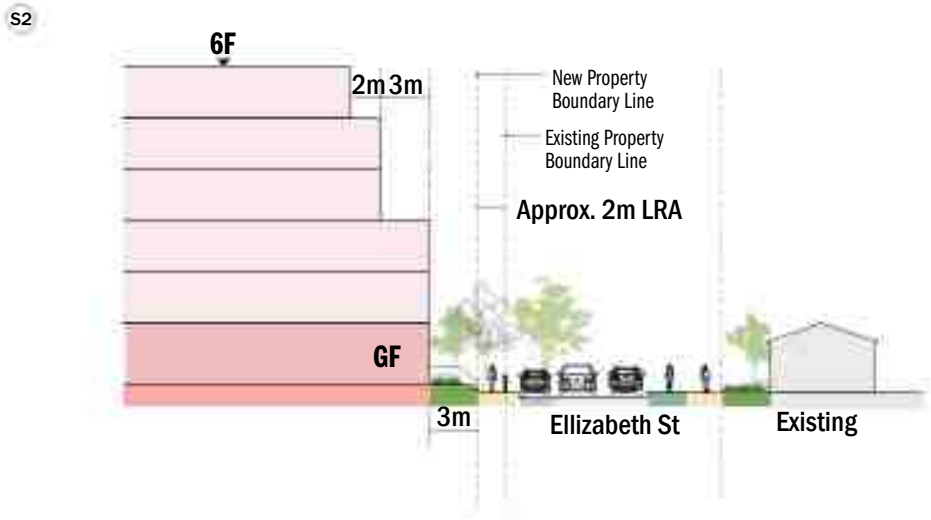



*Figure 78: Section 2 - Elizabeth Street (East of Orpington Street) includes Land Reservation for Acquisition (LRA)*

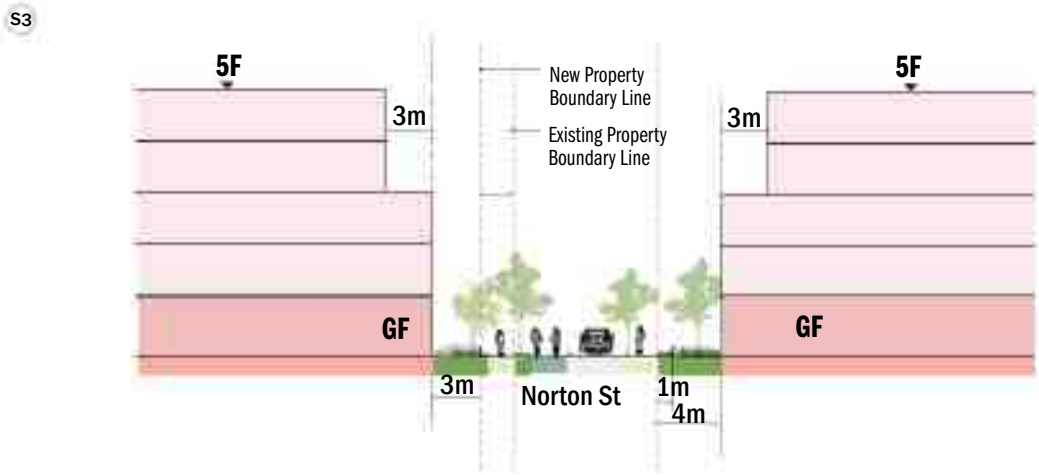



*Figure 79: Section 3 - Norton Street (west of Queen Street) includes Land Reservation for Acquisition (LRA)*

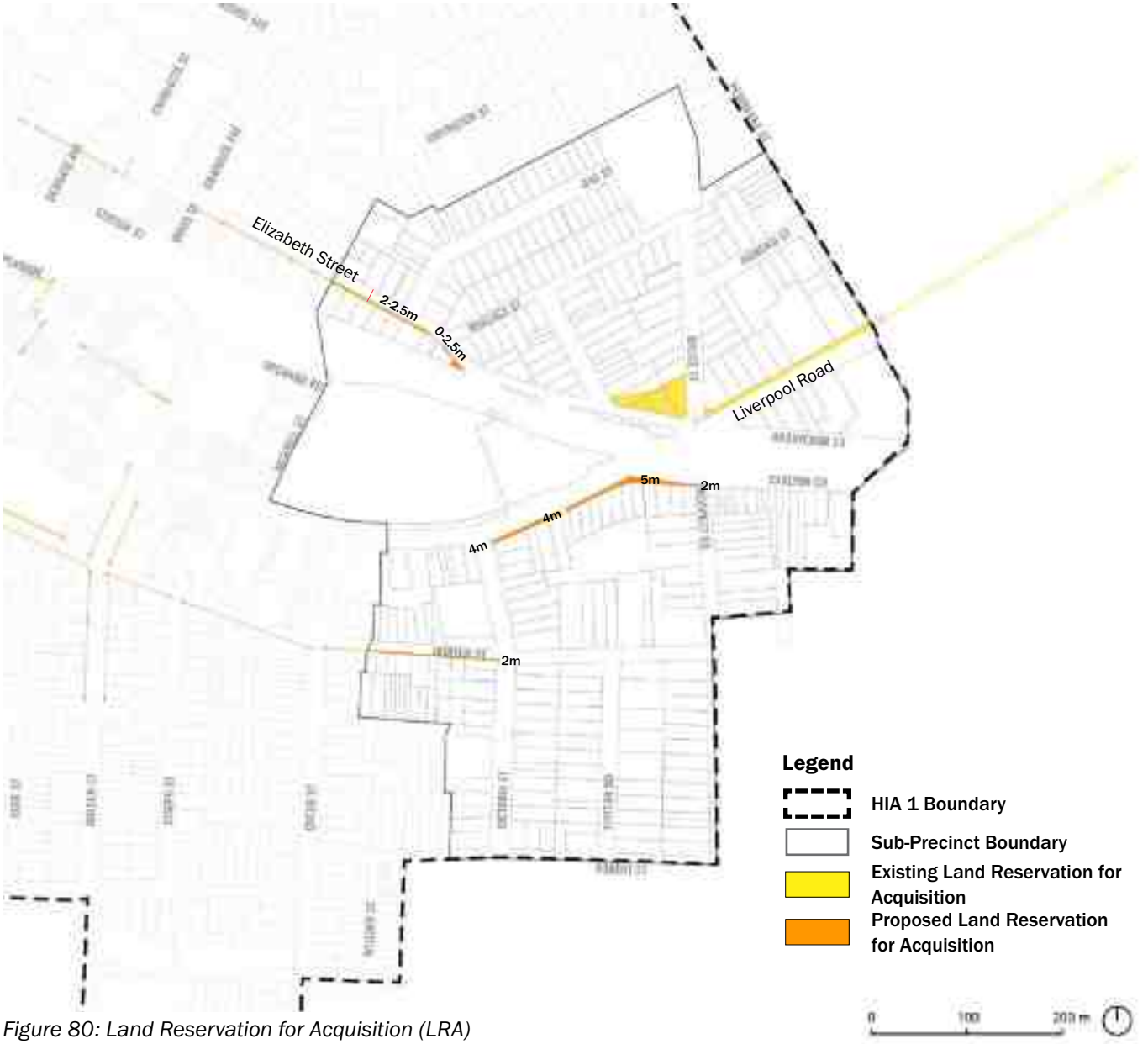



*Figure 80: Land Reservation for Acquisition (LRA)*

## Proposed Land Reservation Acquisition

| Location | Nature of acquisition | Public benefit |
|---|---|---|
| Norton Street (southern side)<br>→ 16-30 Norton Street, Ashfield<br>→ 11 Victoria Street, Ashfield | 2m wide strip to be acquired adjacent to Norton Street. | Widening of road reserve for improved public domain and active transport including a cycle link, footpath widening and tree planting. |
| Liverpool Road/Carlton Crescent<br>→ 2 Victoria Street, Ashfield<br>→ 90-108 Liverpool Road, Ashfield<br>→ 124-127 Carlton Crescent, Ashfield | 2m-5m wide strip to be acquired adjacent to Liverpool Road/Carlton Crescent. | Widening of road reserve to improve public domain, including active transport and landscaping. |
| Elizabeth Street (gateway)<br>→ 8 Elizabeth St, Ashfield | Triangular-shaped area of land of approximately 50m2 to the eastern end of property. | Landscaping and possible public art/ wayfinding. |
| Elizabeth Street (east of Orpington Street)<br>→ 8-24 Elizabeth Street, Ashfield | Up to 2.5m wide strip to be acquired on the southern side of Elizabeth Street. | Widening of road reserve to improve public domain. |

*Note: All LRA will be subject to a survey to determine exact dimensions.*

## 5.3.2. Orpington

### Existing Character

- → High predominance of walk-up flats with above ground parking and only a few sites left to redevelop. Most non-strata properties are already residential flat buildings providing for diverse housing.
- → Current controls are intended to deliver 3.5 storeys and result in bulkier development with wide, complex façades, in an area of generally narrow, fine-grained façades.
- → Inconsistent public domain quality with non-canopy exotic and/or invasive species, narrow or poorly kept footpaths and verges. Julia Street is identified as a Green Grid link yet currently lacks quality footpaths and canopy.
- → Parts of the sub-precinct are flood-affected and require detailed flood studies before any uplift can be considered.

*Existing development built to current controls on Chandos Street*

*Development surrounding major heritage item on Julia Street*

### Desired Future Character

- → Retain existing fine-grained mid-rise character.
- → Guide redevelopment of remaining sites and enable development of walk-up flats by allowing moderately taller mid-rise buildings.

**Connectivity, Access and Movement**

- → Identify and incentivise mid-block active transport connections between Chandos Street and Charlotte Street to improve pedestrian/cyclists accessibility and connectivity.

**Density and Height**

- → Allow up to 5 storey building height where appropriate integrating existing walk-up flats height character while allowing upper floor building separation.
- → Transition the height down to four storeys along Orpington Street and Julia Street responding the HCA and major heritage item.
- → No uplift on sites adjacent the major heritage item at the corner of Chandos and Julia Streets, noting these sites have already developed to their maximum suitable capacity.

**Heritage and Built Form**

- → De-listing of 2 Webbs Avenue, Ashfield as recommended by Heritage Study.

*Figure 81: Orpington - Existing Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Areas of No Change
- No Change, Future Opportunities
- Railway Line and Station
- 400m & 800m Catchments
- Existing Apartments and Strata
- Heritage Conservation Area
- Heritage Item - General
- Areas of Higher Flooding Hazard
- Existing Public Open Space

**Areas of No Change**

| | |
|---|---|
| A | Heritage item and adjoining sites already developed to maximum potential. |

**Potential Future Opportunity Sites**

| | |
|---|---|
| B | These areas were initially considered for additional housing opportunities. However, proposed developments resulted in widespread off-site flooding impacts and require further technical investigations and design modelling to mitigate flooding issues before any uplift can be provided. |

# Orpington Cont'd

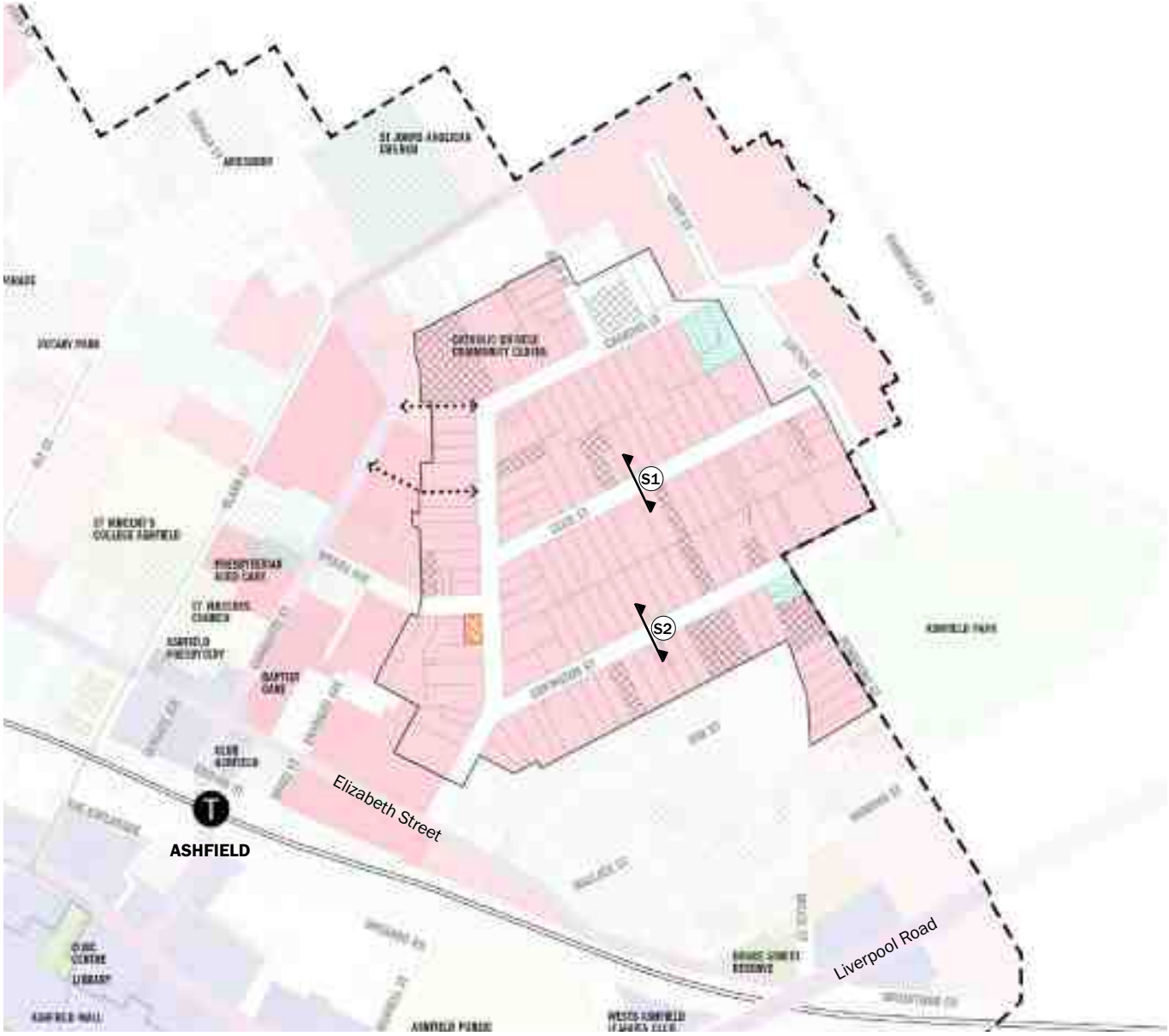



*Figure 82: Orpington - Desired Future Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Key Growth Spines
- Railway Line and Station
- Section Indicator

**Land Use and Density**

- Medium-Low Density Residential

**Heritage**

- Heritage Conservation Area (HCA)
- Heritage Item
- Heritage Item Proposed To Be Removed

**Public Realm and Connectivity**

- Existing Public Open Space
- Potential Active Transport Connection

- Areas Subject to Further Investigation*

**Note: These areas were initially considered for additional housing opportunities. However, proposed developments resulted in widespread off-site flooding impacts and require further technical investigations and design modelling to mitigate flooding issues before any uplift can be provided.*

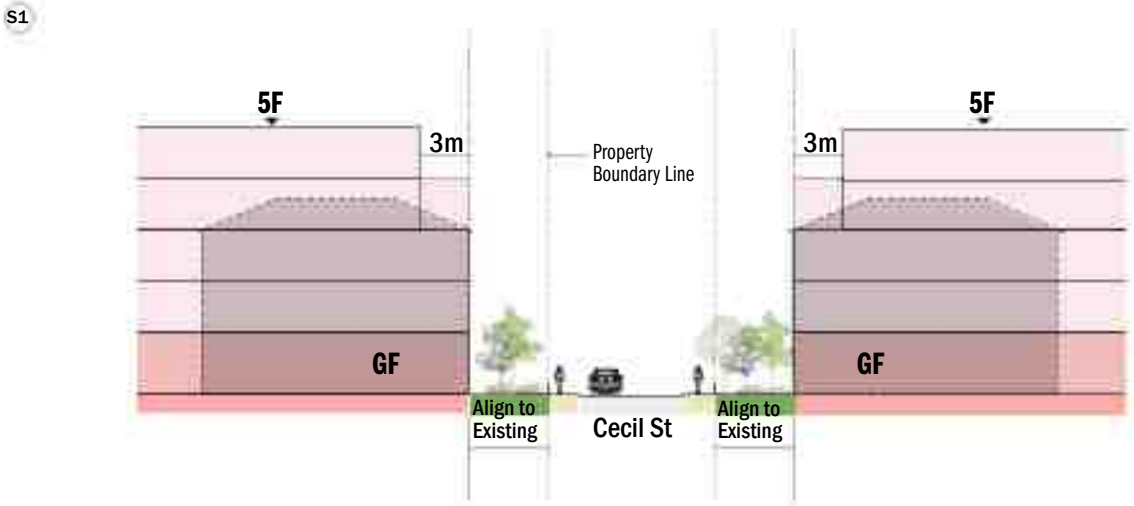



*Figure 83: Section 1 - Cecil Street*

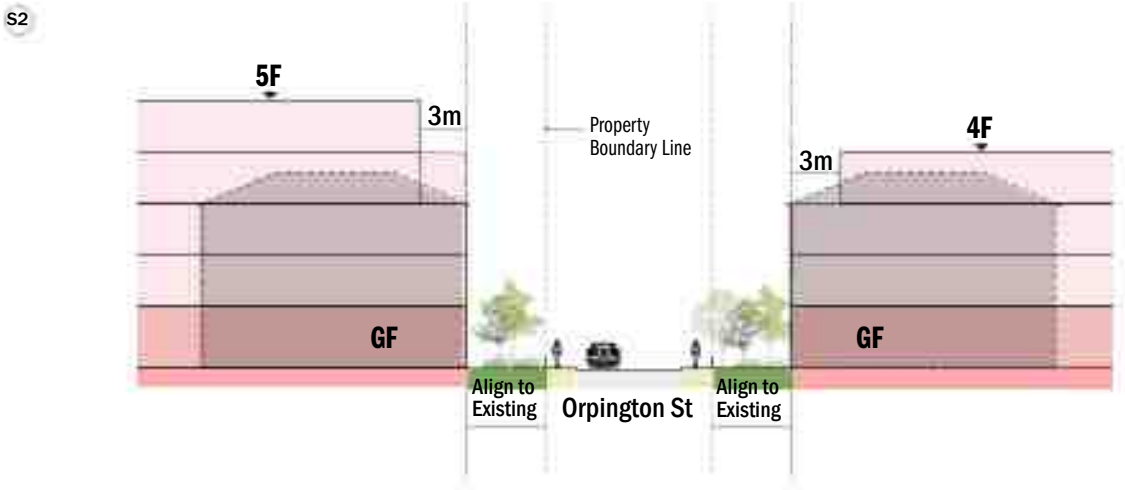



*Figure 84: Section 2 - Orpington Street*

## 5.3.3. Parramatta Road

### Existing Character

- → The area has a mixed density character with walk-up flats in both R2 and R3 zones and a scattering of heritage listed buildings.
- → Bland Street is the main corridor with inconsistent pockets of density linking Ashfield Station to privately owned open space at St John's Church.
- → The transformation of Parramatta Road and the new major supermarket at the Bland Street corner has seen larger scale development emerge at the area's eastern edges.
- → Current controls are intended to deliver 3.5 storeys and result in wide complex façades in an area of generally narrow, fine-grained façades.
- → The landscape is also inconsistent, with narrow footprints containing narrow or no verges and sparse canopy cover.

*Existing walk-up flats at Loftus Street*

*Built and landscape elements along Curtis Street*

### Desired Future Character

- → Deliver housing intensity in this location close to Ashfield Park and Parramatta Road.
- → Manage any flooding impacts through detailed building design response.

**Connectivity, Access and Movement**

- → Provide public realm incentive for delivery of the Green-Grid link identified as "Liverpool Road to Bland Street" (Blue-Green Grid Strategy) through Curt Street as that is a more direct path and closer to activity nodes on Parramatta Road.

**Density and Height**

- → Mid-rise character of typically 6 storey along Bland Street, Curt Street and Loftus Street.
- → Allow up to 7 storey building height along the eastern side of Curt Street closer to shops.
- → Transition the height down to 5-6 storey buildings along Loftus Street to integrate with adjoining existing development.

**Heritage and Built Form**

- → Respond to the street alignment of the heritage item at the corner of Loftus and Cecil Streets.
- → Maximum 3-storey podium and 6m tower setback at heritage interfaces.

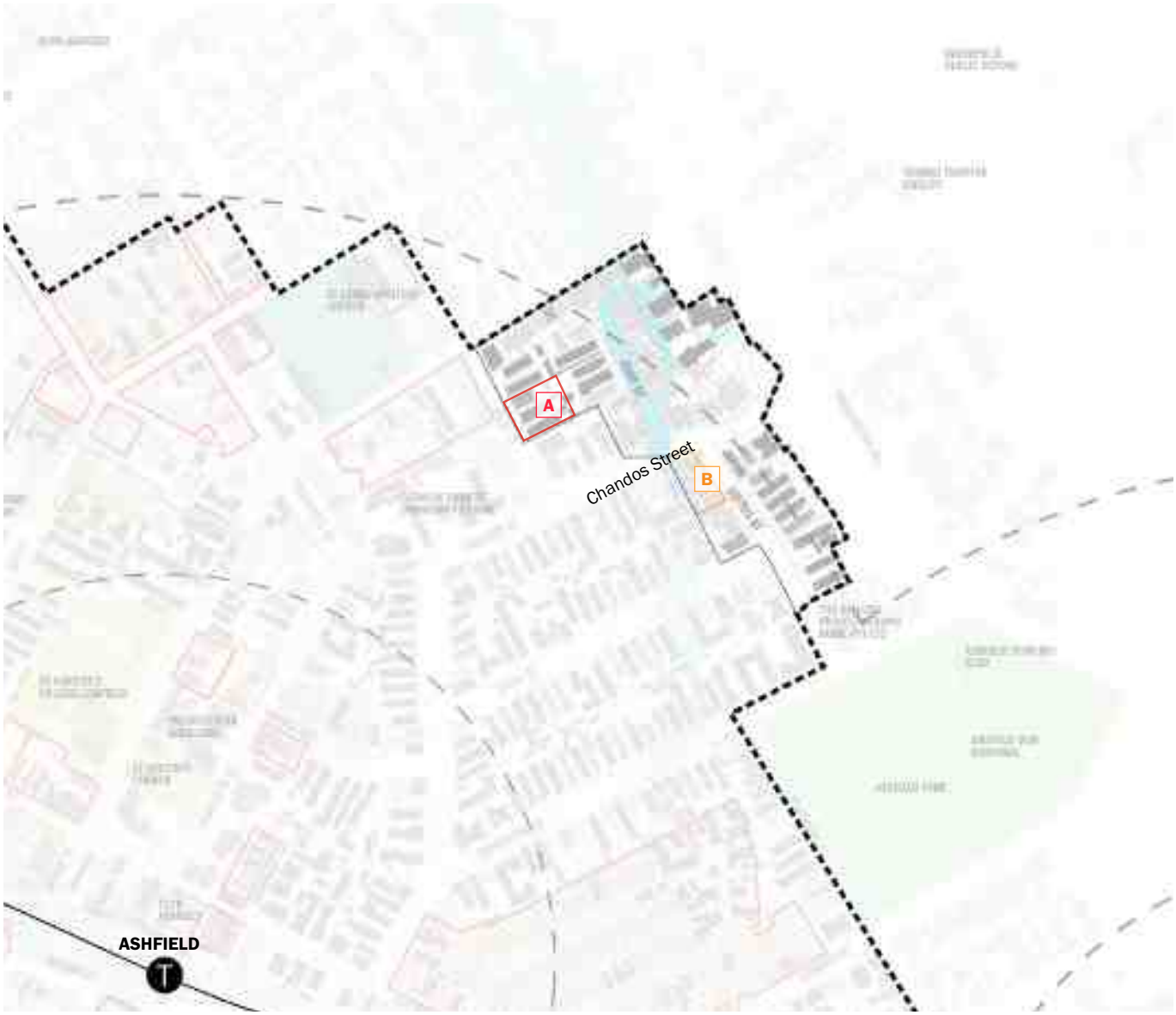



*Figure 85: Parramatta Road - Existing Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Areas of No Change
- No Change, Future Opportunities
- Railway Line and Station
- 400m & 800m Catchments
- Existing Apartments and Strata
- Heritage Conservation Area
- Heritage Item - General
- Areas of Higher Flooding Hazard
- Existing Infrastructure/Education
- Existing Public Open Space

| Areas of No Change | |
|---|---|
| A | Heritage item and adjoining sites already developed to maximum potential. |
| **Potential Future Opportunity Sites** | |
| B | These areas were initially considered for additional housing opportunities. However, proposed developments resulted in widespread off-site flooding impacts and require further technical investigations and design modelling to mitigate flooding issues before any uplift can be provided. |

*Figure 86: Parramatta Road - Desired Future Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Key Growth Spines
- Railway Line and Station
- Section Indicator

**Land Use and Density**

- Medium Density Residential
- Medium-Low Density Residential

**Heritage**

- Heritage Item

**Public Realm and Connectivity**

- Existing Public Open Space
- Potential Active Transport Connection
- Potential Canopy /Public Realm Enhancement
- Areas Subject to Further Investigation*

**Notes: These areas were initially considered for additional housing opportunities. However, proposed developments resulted in widespread off-site flooding impacts and require further technical investigations and design modelling to mitigate flooding issues before any uplift can be provided.*

Victoria Street (Google maps)

Through site link, Rosebery (Google maps)

The Rochford, Erskineville, Studio Johnston (Boardman, Brett)

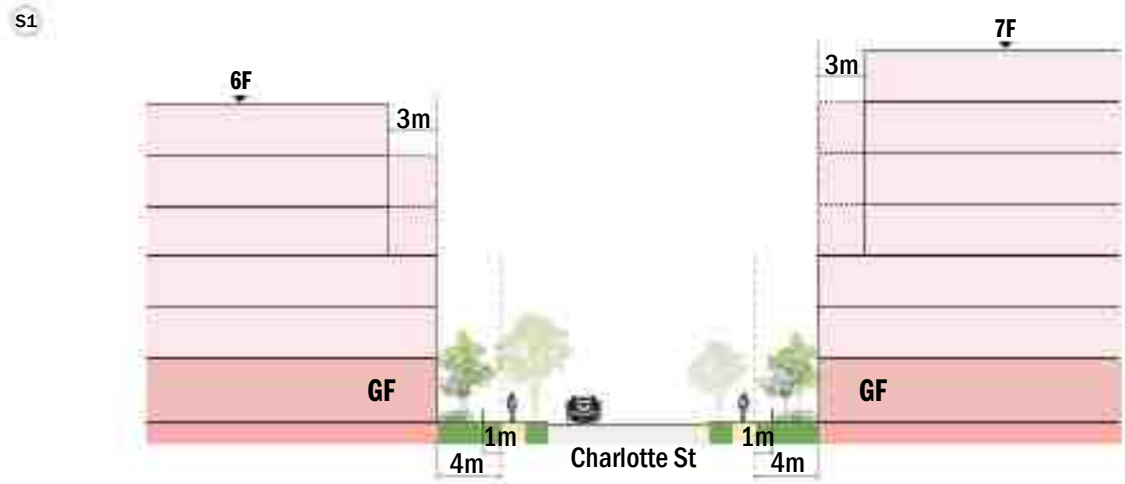



*Figure 87: Section 1 - Curt Street*

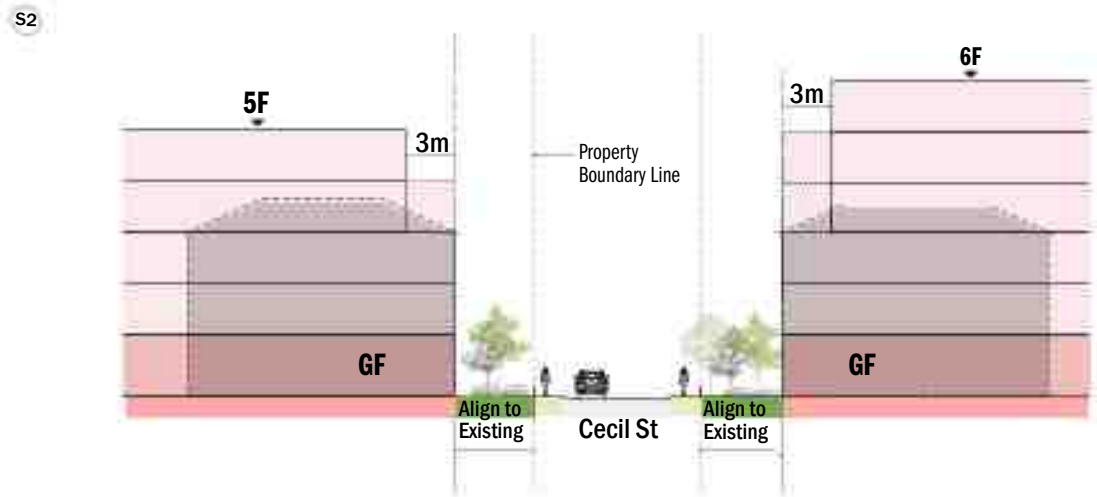



*Figure 88: Section 2 - Loftus Street*

## 5.3.4. Northern Spine

### Existing Character

- A mix of smaller-scale heritage buildings near the station and larger institutional buildings along streets such as Charlotte Street and Bland Street. Scales of apartment buildings and street interfaces vary greatly.
- St Vincent's Catholic Church, the Taringa Street HCA and associated spire, and the grounds of St John's Anglican Church together with the existing houses across Bland Street provide a sense of place.
- St Vincent's School and the Presbyterian Aged Care facility both take a large proportion of land, preventing through-site connections between Bland and Charlotte Streets.

1

*Presbyterian Aged Care facility on Charlotte Street*

2

*St Vincent's Catholic Church on Bland Street*

### Desired Future Character

- Reinforce Charlotte Street as a key growth corridor.
- Proposed lower scale developments adjoining St John's Church define the northern bookend of the corridor, providing the connection to the emerging services and development along Parramatta Road.

**Open Space and Public Domain**

- Enable delivery of publicly accessible open space on the Presbyterian Aged-Care site through a public realm incentive.

**Connectivity, Access and Movement**

- Provide public realm incentive to deliver mid-block active transport connections between:
  - Bland and Alt Streets
  - Charlotte and Comet Streets
  - Charlotte and John Streets
  - Chandos and Charlotte Streets
  - Charlotte and Bland Streets
  - Webbs Avenue and Grainger Avenue

**Density and Height**

- Allow buildings up to 9 storeys along Bland Street and Charlotte Street.
- Transition the height down to 5 storeys towards Alt Street and 4 storeys adjoining St John's Church to the north.
- Relatively lower density along Alt Street allowing an appropriate response to constraints including flooding, small scale heritage buildings, vistas to the HCA and concentration of E-W orientated walk-up flats.

**Heritage, Built Form and Character**

- Retain groups of heritage buildings and buildings of complementing character fronting St John's Church grounds.
- De-list the Webbs Avenue HCA as recommended by Heritage Study, allowing an improved built form response that addresses Charlotte Street.
- Respect the terminating vistas of Charlotte Street and Alt Street, and transition in scale and density towards the heritage item Amesbury house and surrounding Taringa Street HCA.

*Figure 89: Northern Spine - Existing Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Areas of No Change
- No Change, Future Opportunities
- Railway Line and Station
- 400m & 800m Catchments
- Existing Apartments and Strata
- Heritage Conservation Area
- Heritage Item - General
- Areas of Higher Flooding Hazard
- Existing Infrastructure/Education
- Existing Public Open Space

| Areas of No Change | |
|---|---|
| A | Areas with strong consistent character, heritage significance and established tree canopy. |
| B | Development in this area has high potential to impact views and vistas to and from the Taringa Street HCA and its landmark spire. |
| C | Unsuitable to increased density given shallow lots, existing strata and character of surrounding context. |
| D | Significant publicly accessible space that provides good amenity. |
| E | St Vincent's College - If any further expansion of school uses is sought, that should be conditioned to provision of a through-site link between Alt and Bland Streets. |
| **Potential Future Opportunity Sites** | |
| F | These areas were initially considered for additional housing opportunities. However, proposed developments resulted in widespread off-site flooding impacts and require further technical investigations and design modelling to mitigate flooding issues before any uplift can be provided. |

*Figure 90: Northern Spine - Desired Future Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Key Growth Spines
- Railway Line and Station
- Section Indicator

**Land Use and Density**

- Centres And Mixed Uses
- High Density Residential
- Medium Density Residential
- Medium-Low Density Residential
- Existing Infrastructure / Education

**Heritage**

- Heritage Conservation Area (HCA)
- HCA Proposed To Be Removed
- Heritage Item

**Public Realm and Connectivity**

- Existing Public Open Space
- Proposed New Public Open Space
- Existing Publicly Accessible Space
- Potential Publicly Accessible Space
- Potential Canopy /Public Realm Enhancement
- Potential Active Transport Connection

- Areas Subject to Further Investigation*

**Note: These areas were initially considered for additional housing opportunities. However, proposed developments resulted in widespread off-site flooding impacts and require further technical investigations and design modelling to mitigate flooding issues before any uplift can be provided.*

Flour Mill Way, Summer Hill (Hassell)

Breese Street, Brunswick VIC
DKO Architecture (Ross, T)

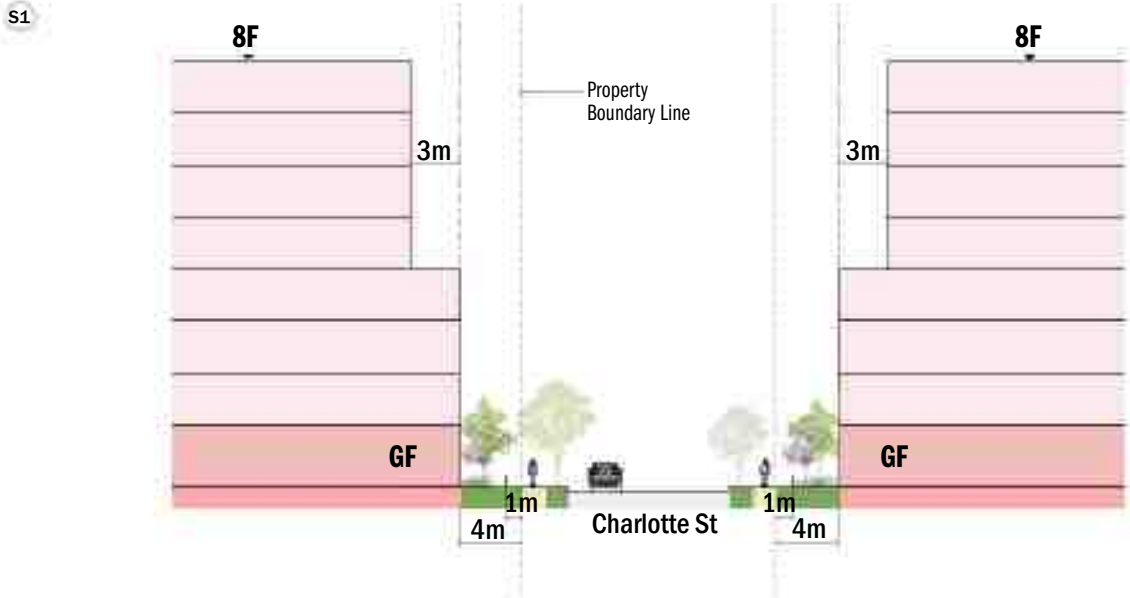



*Figure 91: Section 1 - Charlotte Street north of Webbs Avenue*

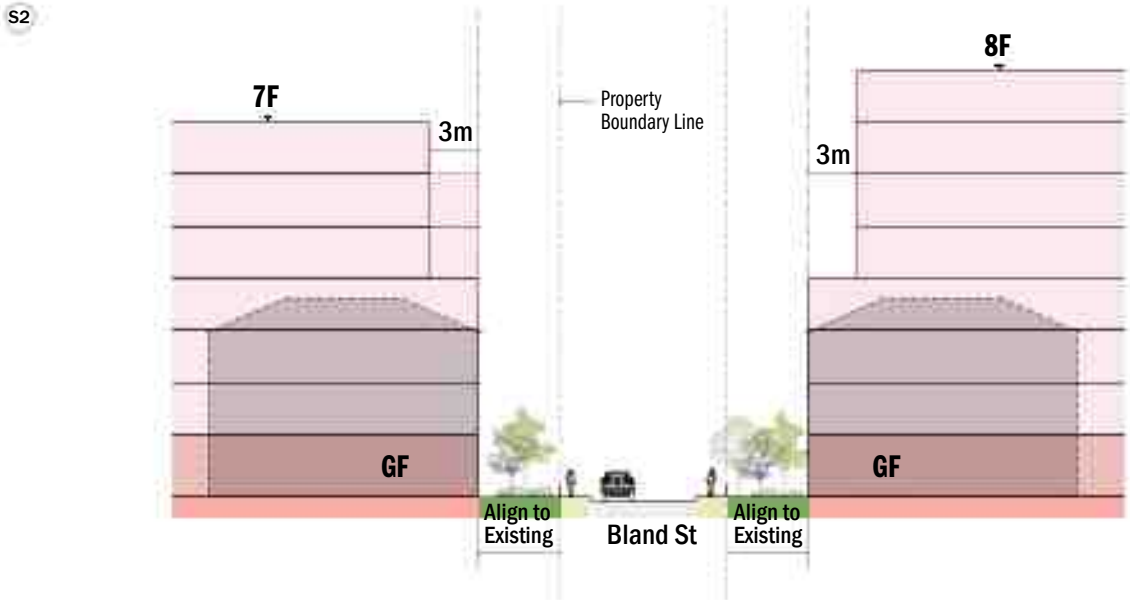



*Figure 92: Section 2 - Bland Street south of Charlotte Street*

IVRY Housing units, Paris (LAN Architects)

IVRY Housing units, Paris (LAN Architects)

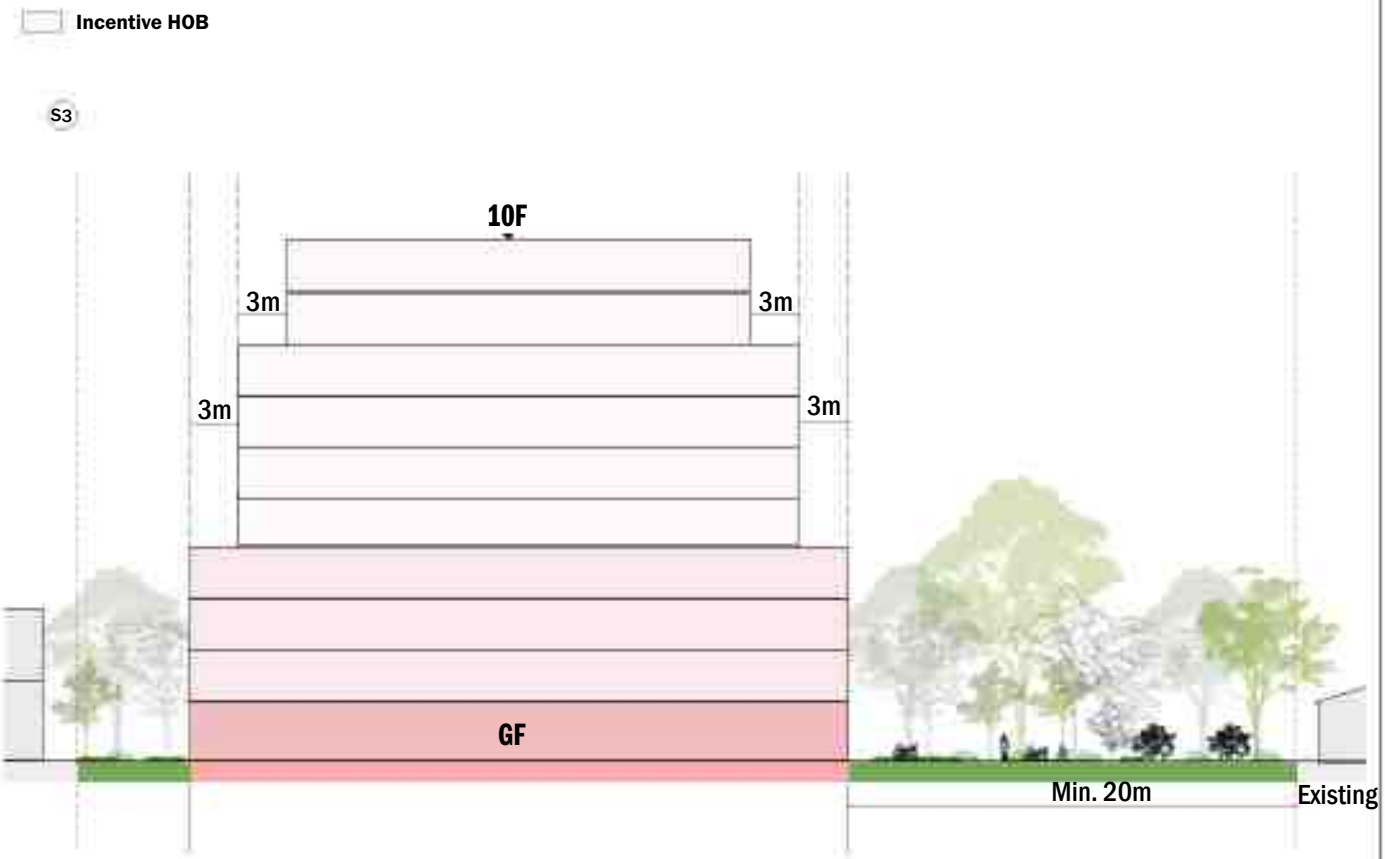



*Figure 93: Section 3 - Opportunity site at 40 Charlotte Street*

# Opportunity Site

## 40 Charlotte Street - Public Realm Incentive

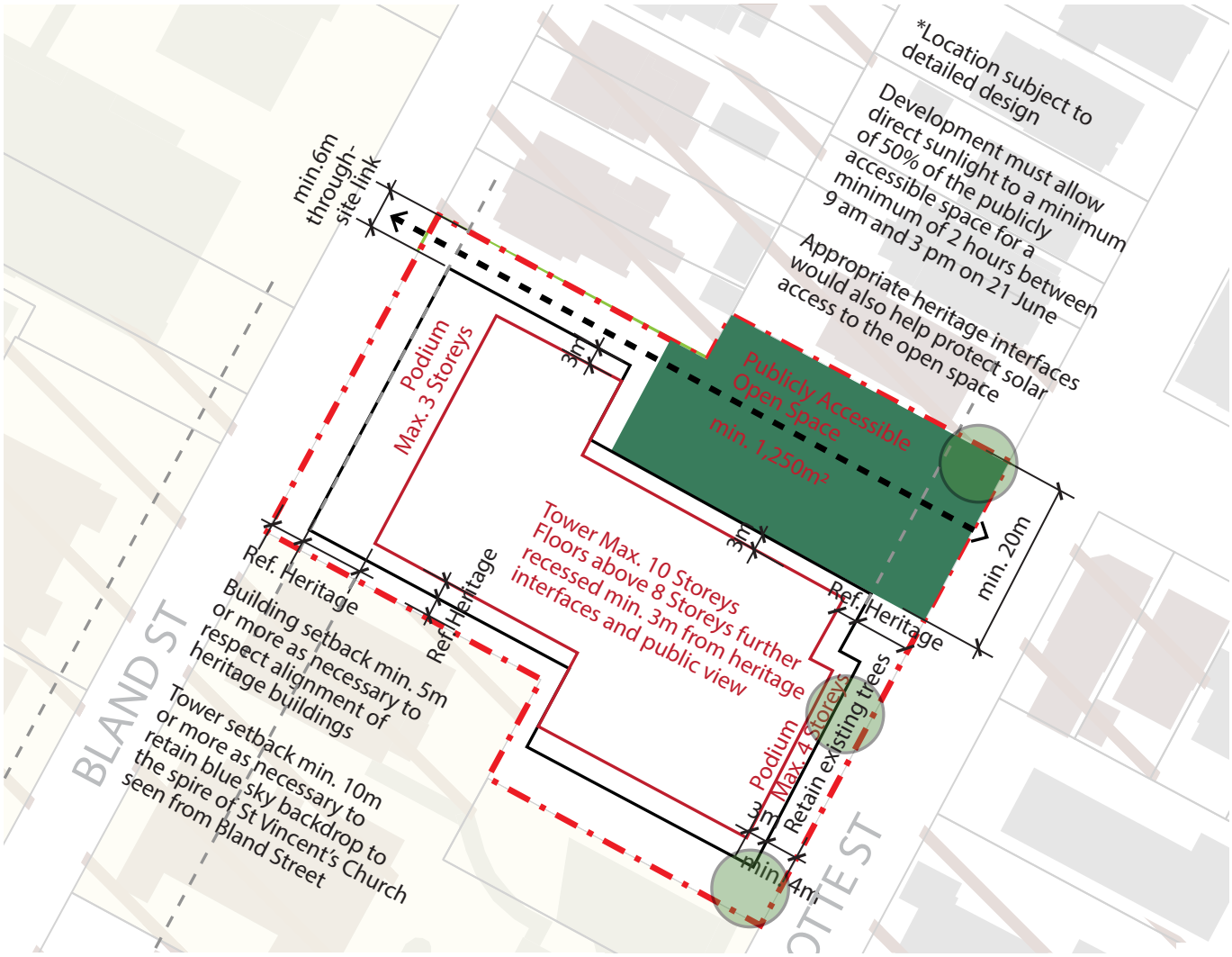



*Figure 94: Indicative Potential Layout and Design Principles*

- → The Presbyterian Aged Care site has potential to deliver an important publicly accessible green space to service this area.
- → If a residential flat building is developed on that site and green spaces are provided for public use, exemptions to communal open space requirements should be considered.
- → Development must retain a blue sky backdrop to the St Vincent's Church spire seen from the south within the public domain along Bland Street.
- → The publicly accessible open space provided must be a minimum of 20m wide at the frontage that adjoins a street/ public land as per standard conditions specified in Section 5. To be delivered according to the DCP and to Council's satisfaction.

| 40 Charlotte Street | |
|---|---|
| Total Site Area (sqm) | 5,917 sqm |
| **Base Controls** | |
| Base FSR (n:1) | 1.3:1 |
| Base HOB (m/storey) | 16m / 4storeys |
| **Development Incentives** | |
| Minimum Site Area FSR | 15% |
| Minimum Site Area FSR | 3.2m |
| Public Realm FSR | 60% |
| Public Realm HOB | 16m |
| **Base Controls + Incentives** | |
| FSR (n:1) | 2.28:1 |
| HOB (m/storey) | 35.2m / 10 storeys |

**Legend**

- Amalgamated Site
- Potential Publicly Accessible Open Space
- Potential Active Transport Connection
- Existing Trees to be Retained
- Building Envelope Boundary
- Tower Envelope Boundary

## 5.3.5. Ashfield Centre North

### Existing Character

- → A mixed scale, village character with a range of historic buildings including education institutions, churches and two-storey commercial shops.
- → Local centre activity extends north along Charlotte Street towards Elizabeth Street from Ashfield train station.
- → A broad mix of residential building types, including federation homes, Californian bungalows, 19th century terraces and residential flat buildings, on medium to large-scale lots.

*Mix of dwelling typologies along Elizabeth Street*

*Arrival into train station from Charlotte Street*

### Desired Future Character

- → Enable high density development within the highly accessible area along Elizabeth Street while responding to heritage significance and the local character.
- → Future development on deferred Elizabeth Street sites is possible , however detailed flooding analysis is required to ensure flooding is not displaced onto surrounding sites.

**Open Space and Public Domain**

- → Enable delivery of publicly accessible open space on the Presbytery car park site through public realm incentive which will define the emerging centre at Ashfield North and improve the visual access to the existing heritage building.
- → Proposed public domain and active transport improvements along Elizabeth Street, delivered through road reserve widening as sites redevelop.

**Connectivity, Access and Movement**

- → Emphasise Elizabeth Street as the key urban spine, and Bland and Alt Streets as key connectors between Ashfield North and Ashfield Town Centre.

**Density and Height**

- → Allow 10 to 13 storey building heights to lots south of Elizabeth Street and at the corner of Charlotte and Elizabeth Streets near the station.
- → Transition the height down to 5 to 8 storey building heights north of Elizabeth Street and towards the edges of the sub-precinct.

**Heritage, Built Form and Character**

- → Emphasise the heritage and civic nature of Bland Street and the unique identity of North Ashfield by preserving and enhancing views to the Presbytery and St Vincent's Church and delivering a publicly accessible plaza in this area.
- → De-list houses on Bland Street adjacent the rail underpass as identified in the Heritage Study.

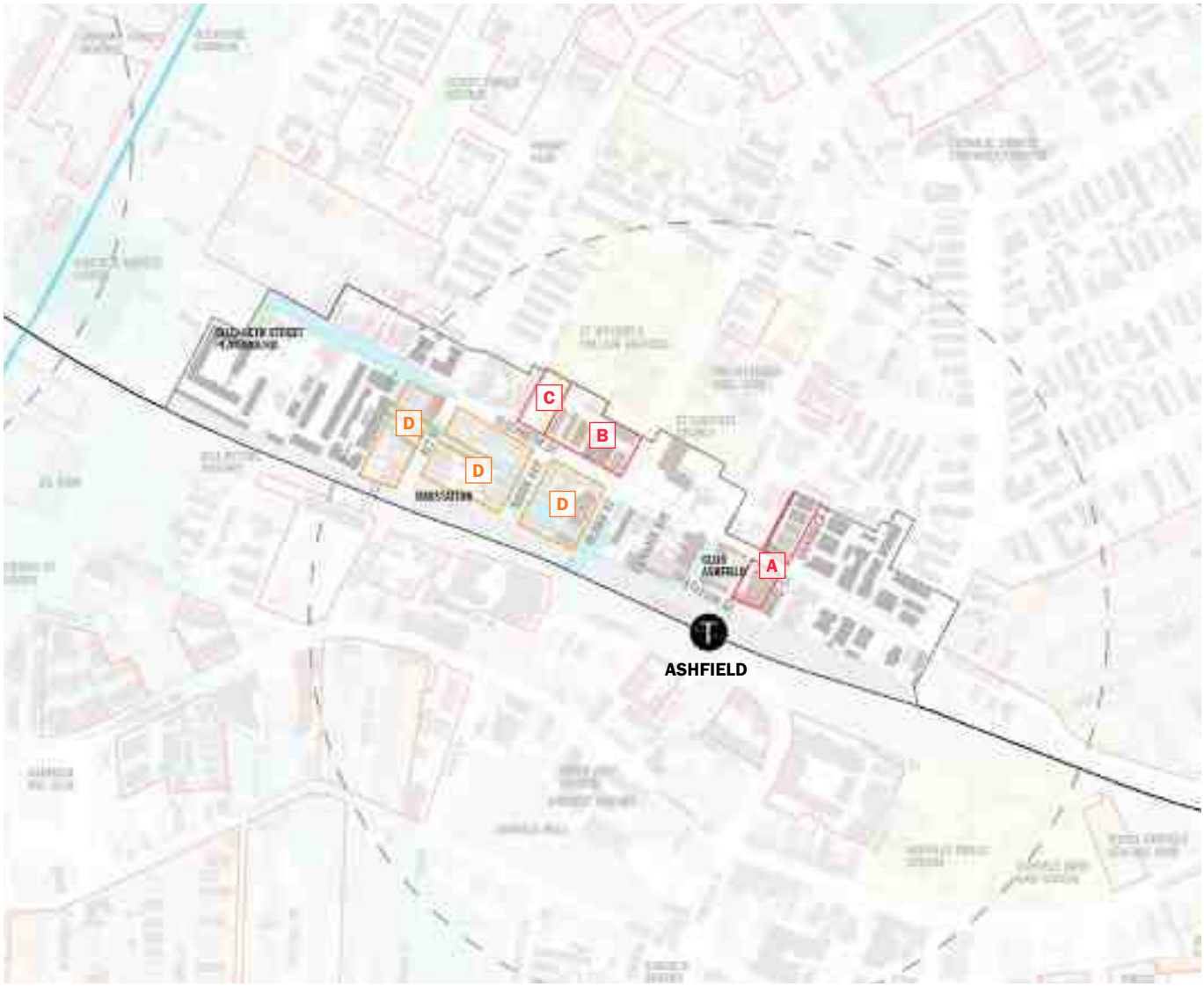



*Figure 95: Ashfield Centre North - Existing Character*

**Legend**

- Sub-Precinct Boundary
- Areas of No Change
- No Change, Future Opportunities
- Railway Line and Station
- 400m & 800m Catchments
- Existing Apartments and Strata
- Heritage Conservation Area
- Heritage Item - General
- Areas of Higher Flooding Hazard
- Existing Infrastructure/Education
- Existing Public Open Space

| Areas of No Change | |
|---|---|
| A | Group of single storey heritage homes along Wood Street and adjoining art-deco flats on Grainger Avenue that provide a low scale backdrop to the major heritage item at Charlotte Street and help retain a mix of more affordable housing options. |
| B | Group of single storey heritage buildings and buildings that contribute to the historical setting. |
| C | School expansion has impacted the character and activation of Elizabeth Street. Further expansion into this area should be avoided. |
| **Potential Future Opportunity Sites** | |
| D | These areas were initially considered for additional housing opportunities. However, proposed developments resulted in widespread off-site flooding impacts and require further technical investigations and design modelling to mitigate flooding issues before any uplift can be provided. |

# Ashfield Centre North Cont'd

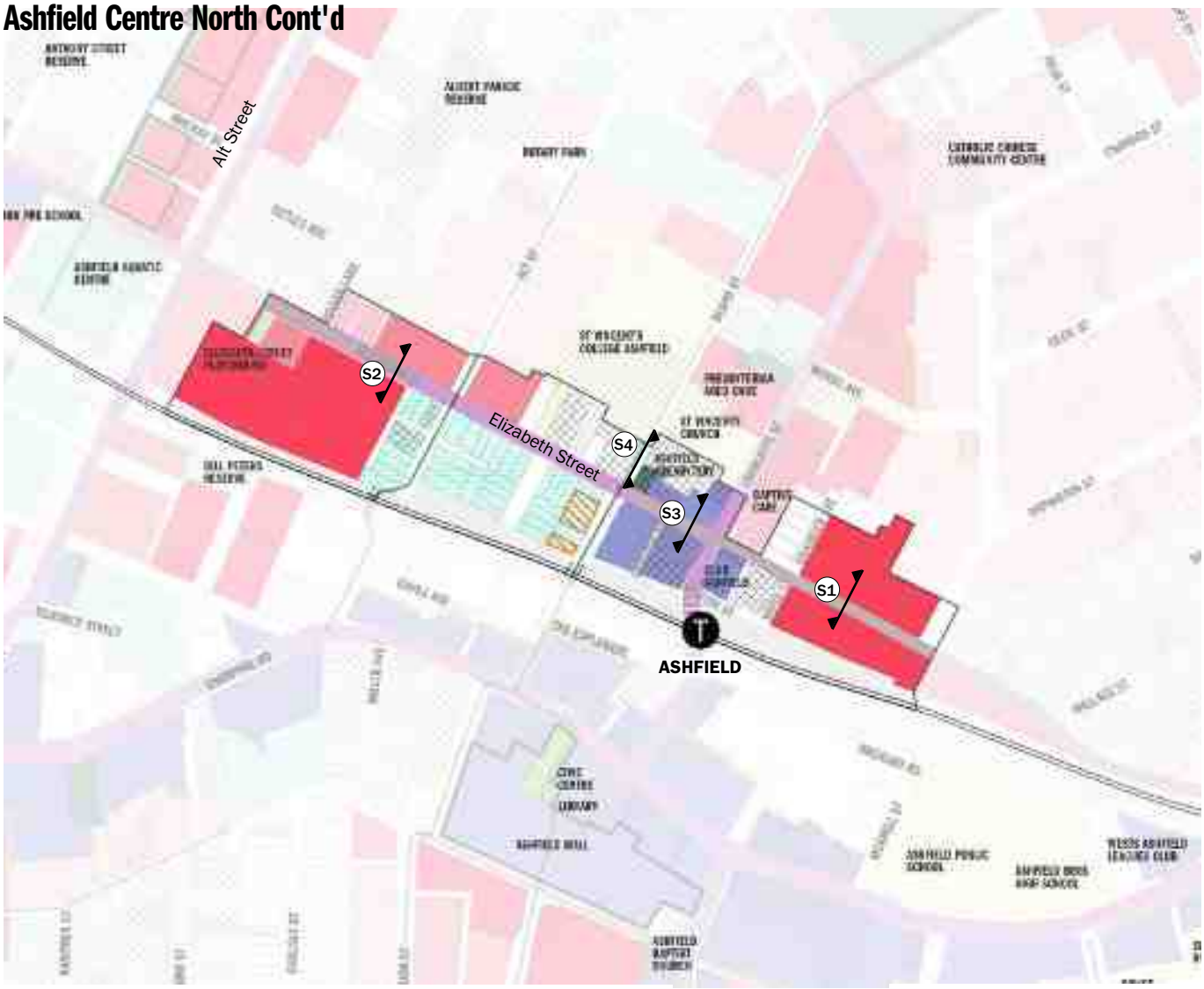



*Figure 96: Ashfield Centre North - Desired Future Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Key Growth Spines
- Railway Line and Station
- Section Indicator

**Land Use and Density**

- Centres And Mixed Uses
- High Density Residential
- Medium Density Residential
- Medium-Low Density Residential
- Existing Infrastructure / Education

**Heritage**

- Heritage Conservation Area (HCA)
- Heritage Item
- Heritage Item Proposed To Be Removed

**Public Realm and Connectivity**

- Existing Public Open Space
- Potential Publicly Accessible Space
- Potential Canopy /Public Realm Enhancement

- Areas Subject to Further Investigation*

**Note: These areas were initially considered for additional housing opportunities. However, proposed developments resulted in widespread off-site flooding impacts and require further technical investigations and design modelling to mitigate flooding issues before any uplift can be provided.*

Tower relationship to heritage, The Foundry, Glebe (Turner Architects)

Waterloo (Princeton)

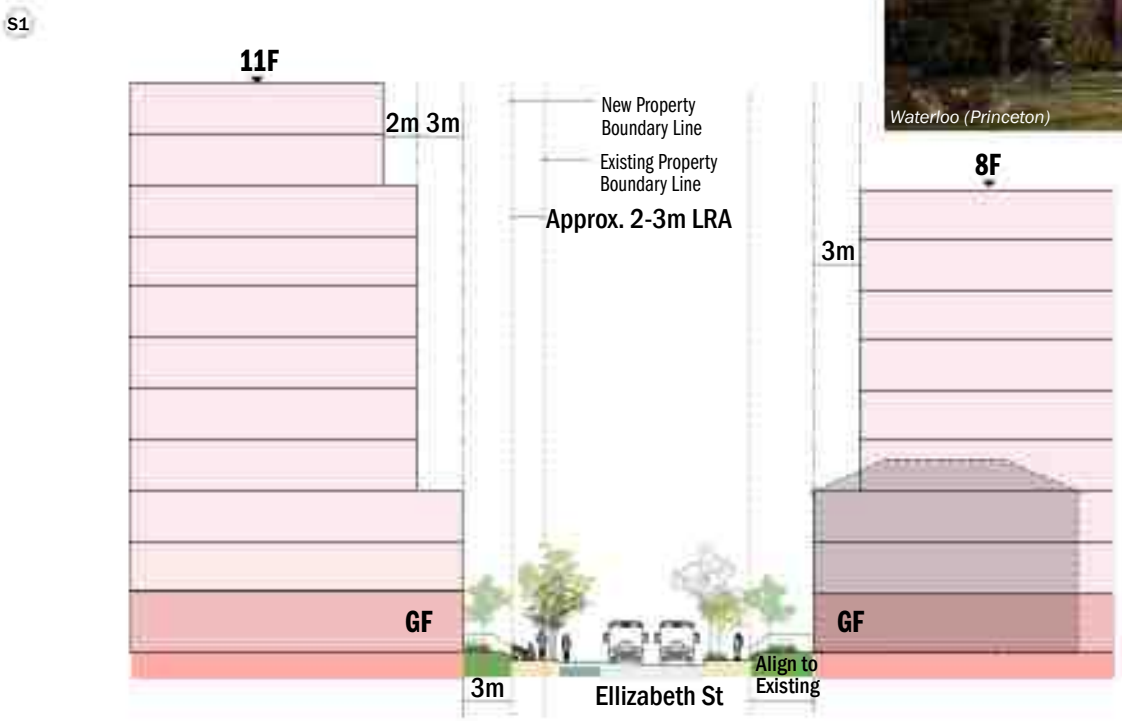



*Figure 97: Section 1 - Elizabeth Street west of Grainger Avenue including Land Reservation for Acquisition (LRA)*

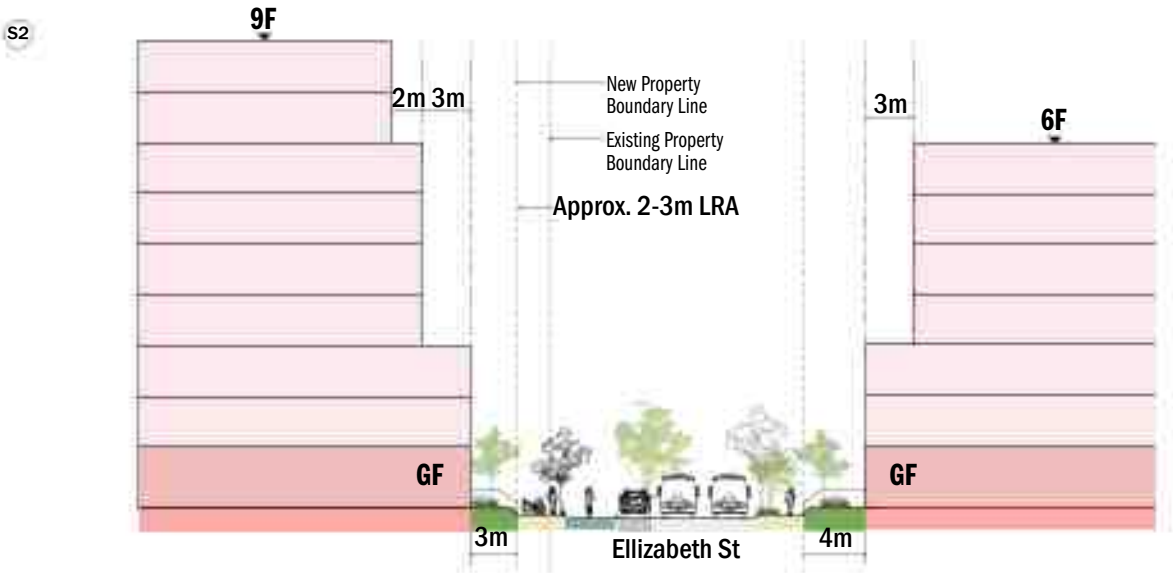



*Figure 98: Section 2 - Elizabeth Street west of Alt Street including LRA*

Mountain View, California (Hassell)

Nightingale Marrickville (SJB)

Newcastle West End (EJE)

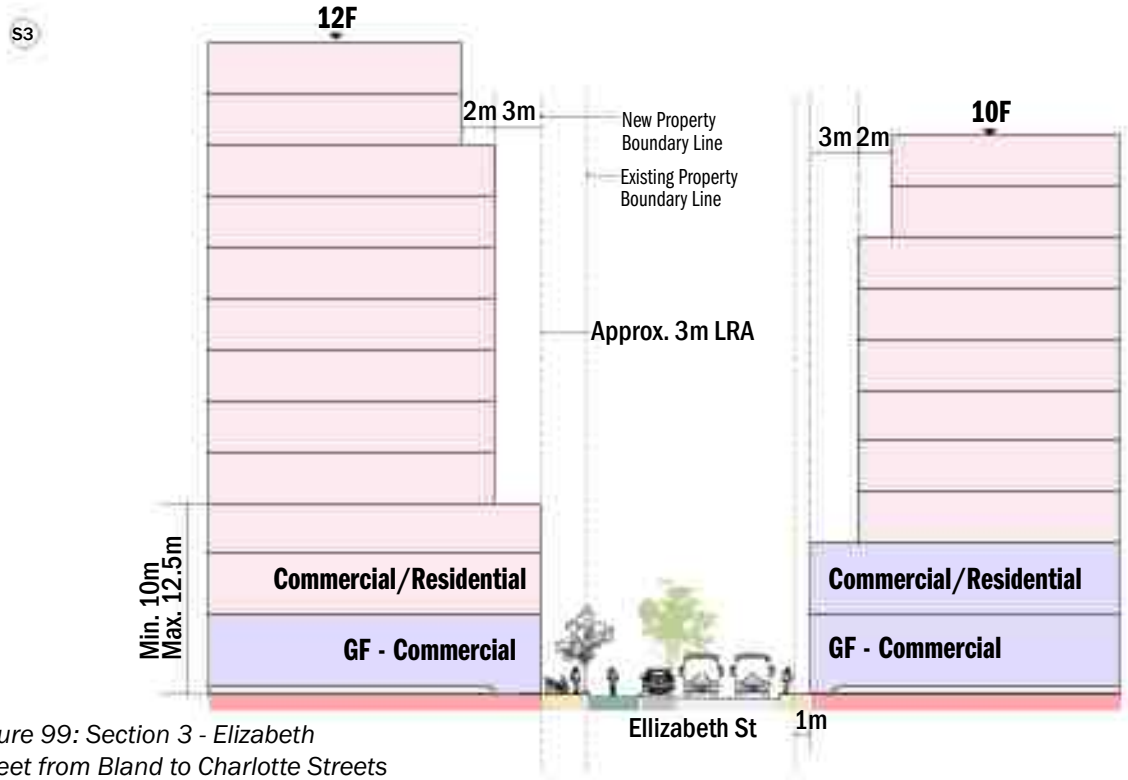



*Figure 99: Section 3 - Elizabeth Street from Bland to Charlotte Streets including LRA*

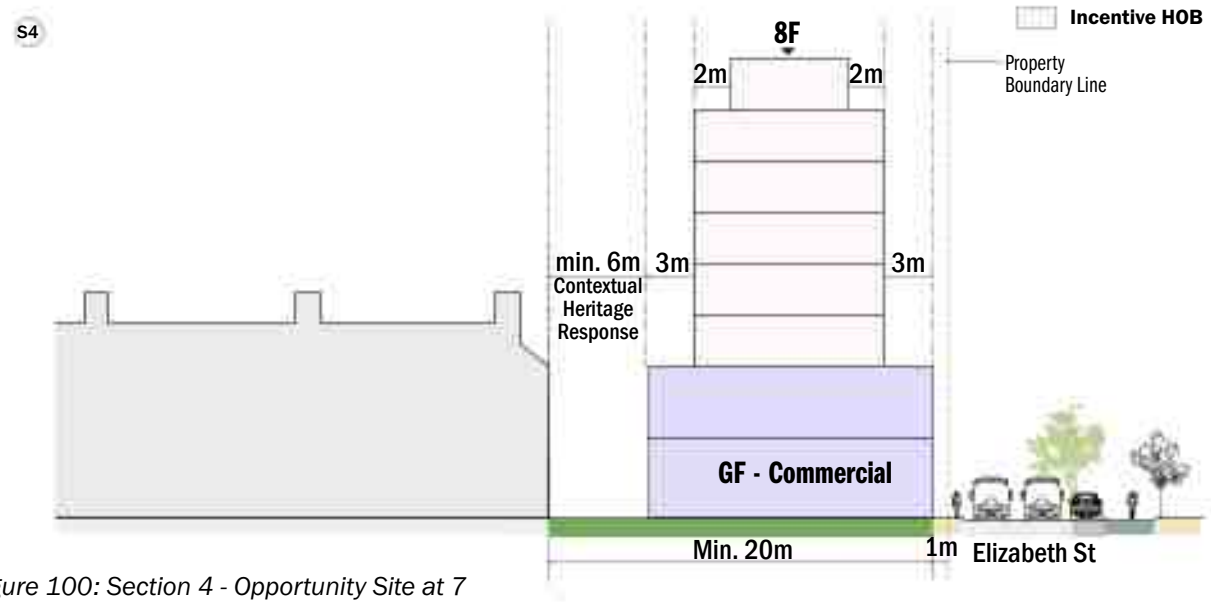



*Figure 100: Section 4 - Opportunity Site at 7 Bland Street including LRA*

# Opportunity Site

## 7 Bland Street - Public Realm Incentive

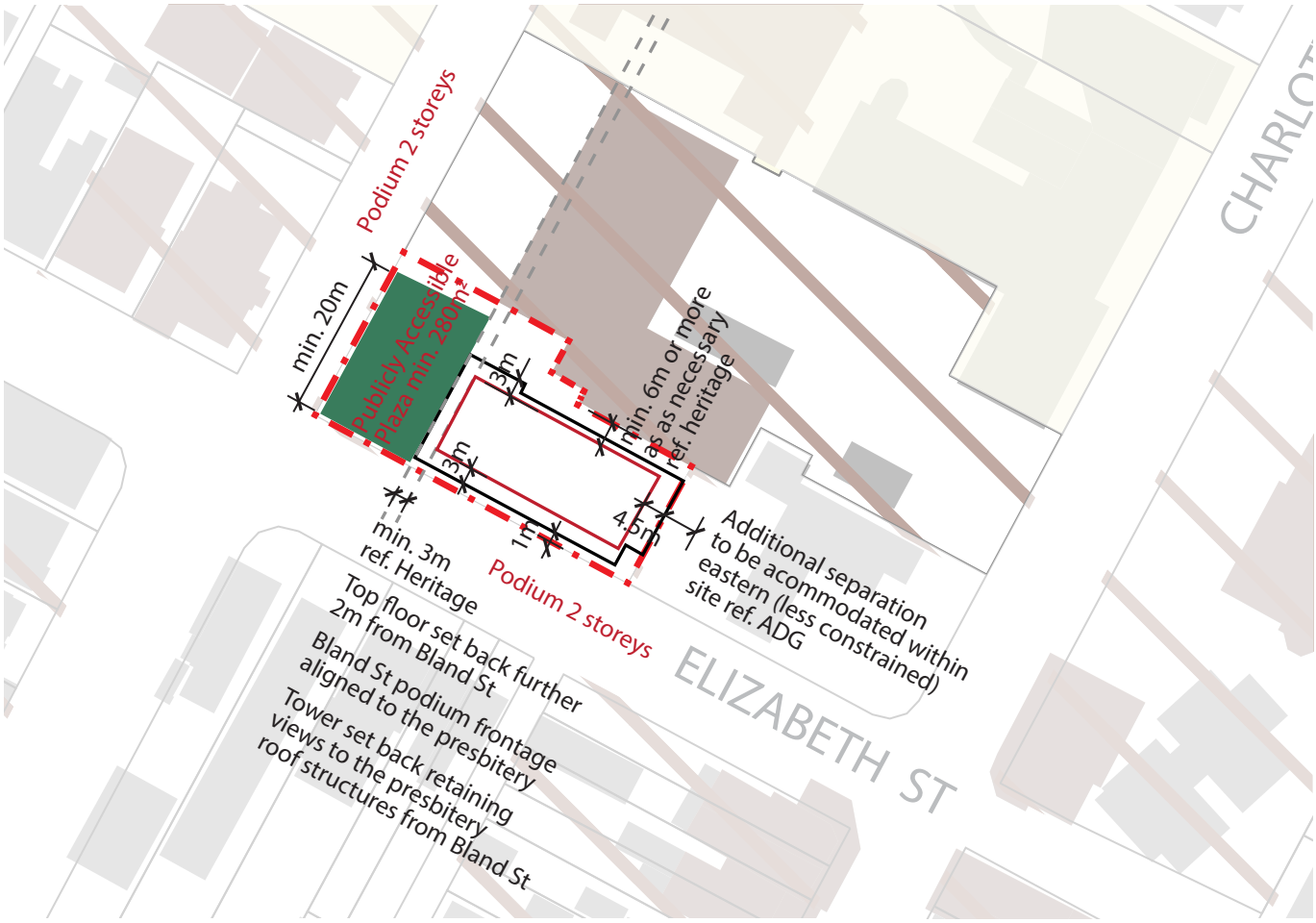



*Figure 101: 7 Bland Street - Indicative Potential Layout and Design Principles*

- → The Presbytery car park site has potential to deliver an important plaza to define the emerging centre at Ashfield North and significantly improve the existing heritage response.
- → If plaza is provided for public use, consider exemptions to communal open space requirements given the site constraints.
- → Development must follow the alignment of the Presbytery and retain a blue sky backdrop to the St Vincent's Church spire seen from the south within the public domain along Bland Street.
- → The publicly accessible area provided must be a minimum of 20m wide at the frontage that adjoins a street/public land as per standard conditions specified. To be delivered according to the DCP and to Council's satisfaction.

| 7 Bland Street | |
|---|---|
| Total Area (sqm) | 1,092 sqm |
| **Base Controls** | |
| Base FSR (n:1) | 1.3:1 |
| Base HOB (m/storey) | 12.5m / 3 storeys |
| **Development Incentives** | |
| Minimum Site Area FSR | 15% |
| Minimum Site Area FSR | 3.2m |
| Public Realm FSR | 60% |
| Public Realm HOB | 16m |
| **Base Controls + Incentives** | |
| FSR (n:1) | 2.28:1 |
| HOB (m/storey) | 31.7m / 8 storeys (with 2 storeys commercial podium) |

**Legend**

- Amalgamated Site
- Potential Publicly Accessible Space / Plaza
- Potential Active Transport Connection
- Building Envelope Boundary
- Tower Envelope Boundary

# Ashfield Centre North Cont'd

*Figure 102: Land Reservation for Acquisition*

## Proposed Land Reservation Acquisition

| Location | Nature of acquisition | Public benefit |
|---|---|---|
| Elizabeth Street (east of Grainger Avenue)<br>→ 10 Wood Street, Ashfield<br>→ 26-46 Elizabeth Street, Ashfield | 2.3m to 3.4m wide strip to be acquired adjacent to Elizabeth Street. | Widening of road reserve to improve public domain. |
| Elizabeth Street (between Charlotte and Bland St)<br>→ 20 Charlotte Street, Ashfield<br>→ 56-64 Elizabeth Street, Ashfield | Approx. 2.7m wide strip to be acquired adjacent to Elizabeth Street. | Widening of road reserve to improve public domain. |
| Elizabeth Street (west of Alt Street)<br>→ 106-132 Elizabeth Street, Ashfield<br>→ 5 Benalla Ave, Ashfield | 2.4m to 2.6m wide strip to be acquired adjacent to Elizabeth Street. | Widening of road reserve to improve public domain. |

*Note: All LRAs will be subject to a survey to determine exact dimensions.*

*Where the LRA is shown over heritage listed properties, it is not intended to acquire or demolish heritage listed buildings, only to acquire parts of the lot (subject to survey) where the retained building would not be impacted.*

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## 5.3.6. Ashfield CBD

### Existing Character

- → The town centre still retains majority of its historical two-storey terraced commercial properties, several of which are heritage listed.
- → Liverpool Road and Hercules Street are the major retail strips.
- → Overall character is mixed with walk-up flats to the north of Liverpool Road, older office buildings and more recent shop-top housing throughout, and services and non-traditional retail and private recreational uses (club) at the edges.

*Corner of Liverpool Road and Brown Street*

*New mixed use development at the corner of John Street and Croydon Road*

### Desired Future Character

- → Reinforce Ashfield Town Centres role and function by promoting commercial and mixed-use development with ground level activation along Liverpool Road, improved public domain, civic space and pedestrian connectivity.

**Open Space and Public Domain**

- → New 2,000sqm public plaza within the Ashfield Mall site to be delivered with redevelopment via the Key Sites mechanism.
- → Potential active transport connections to be delivered through public realm incentives.
- → Public domain improvements along Markham Place, Chessell Lane and the Esplanade to be committed for delivery through proposed building setbacks and identifying parts of sites for land reserved for acquisition.

**Connectivity, Access and Movement**

- → Encourage pedestrian connectivity between Liverpool Road and Norton Street via proposed active transport connections through the Ashfield Mall site. These will be delivered through the Key Sites mechanism.
- → Extend the pedestrian connection between Ashfield Mall and Pratten Park along A'Beckett Avenue.

**Density and Height**

- → Allow 8 to 13 storey building heights, concentrating higher densities along key growth spines of Liverpool Road and Holden Street.
- → Provide development incentive of up to 17 storeys where desirable site amalgamations and active transport connections are achieved.

**Key Sites**

- → Potential future redevelopment of the Ashfield Mall site and associated public benefits proposed to be delivered via Key Site mechanism.

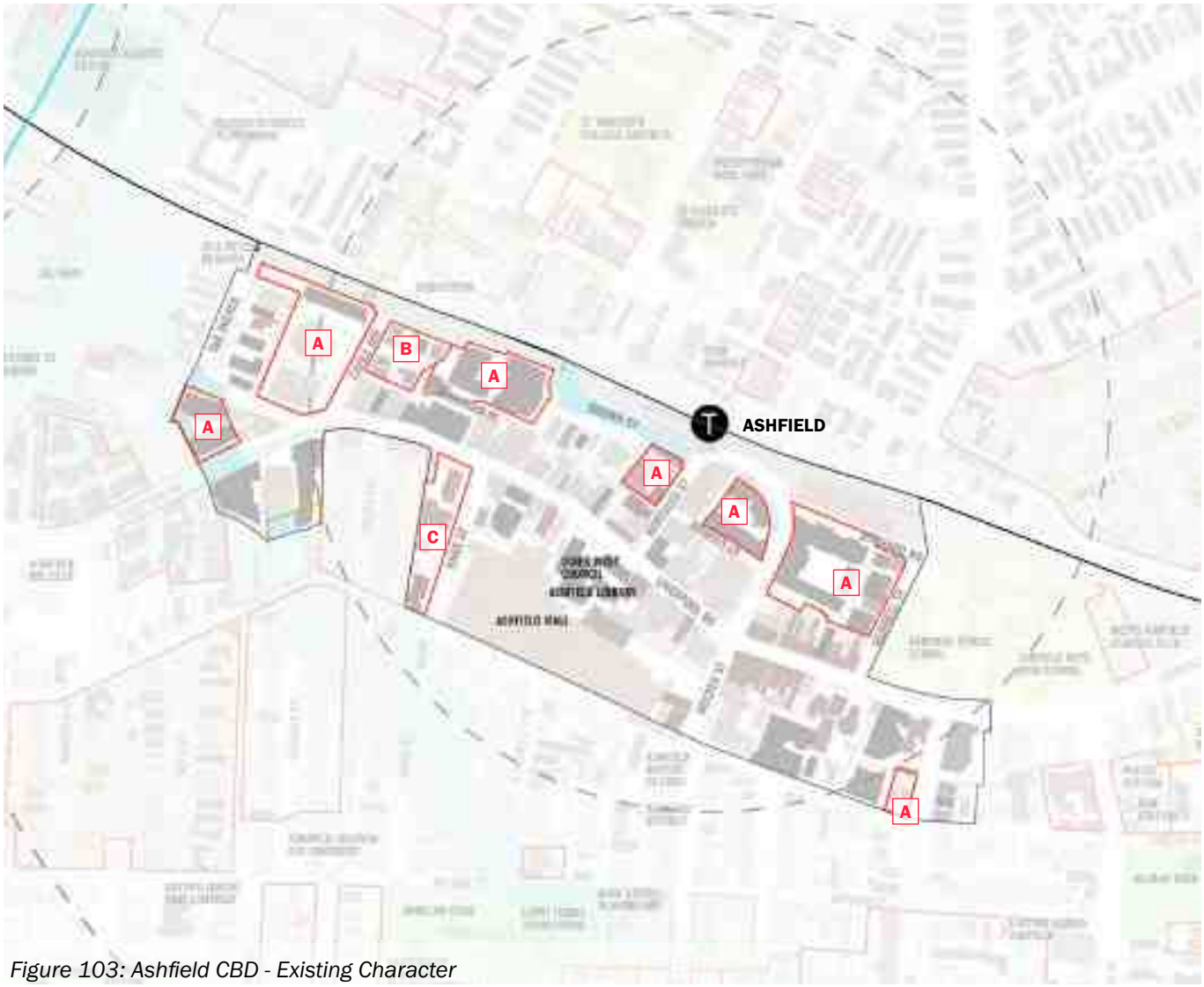


*Figure 103: Ashfield CBD - Existing Character*

**Legend**

- Sub-Precinct Boundary
- Areas of No Change
- Railway Line and Station
- 400m & 800m Catchments
- Existing Apartments and Strata
- Heritage Conservation Area
- Heritage Item - General
- Areas of Higher Flooding Hazard
- Existing Infrastructure/Education
- Existing Public Open Space

| Areas of No Change | |
|---|---|
| A | Existing/approved development and/or existing controls already correspond to the maximum scale suitable to the site and surrounding context. |
| B | Retain diversity of dwelling types and a mix of more affordable housing options. |
| C | Retain heritage setting. |

## Ashfield CBD Cont'd

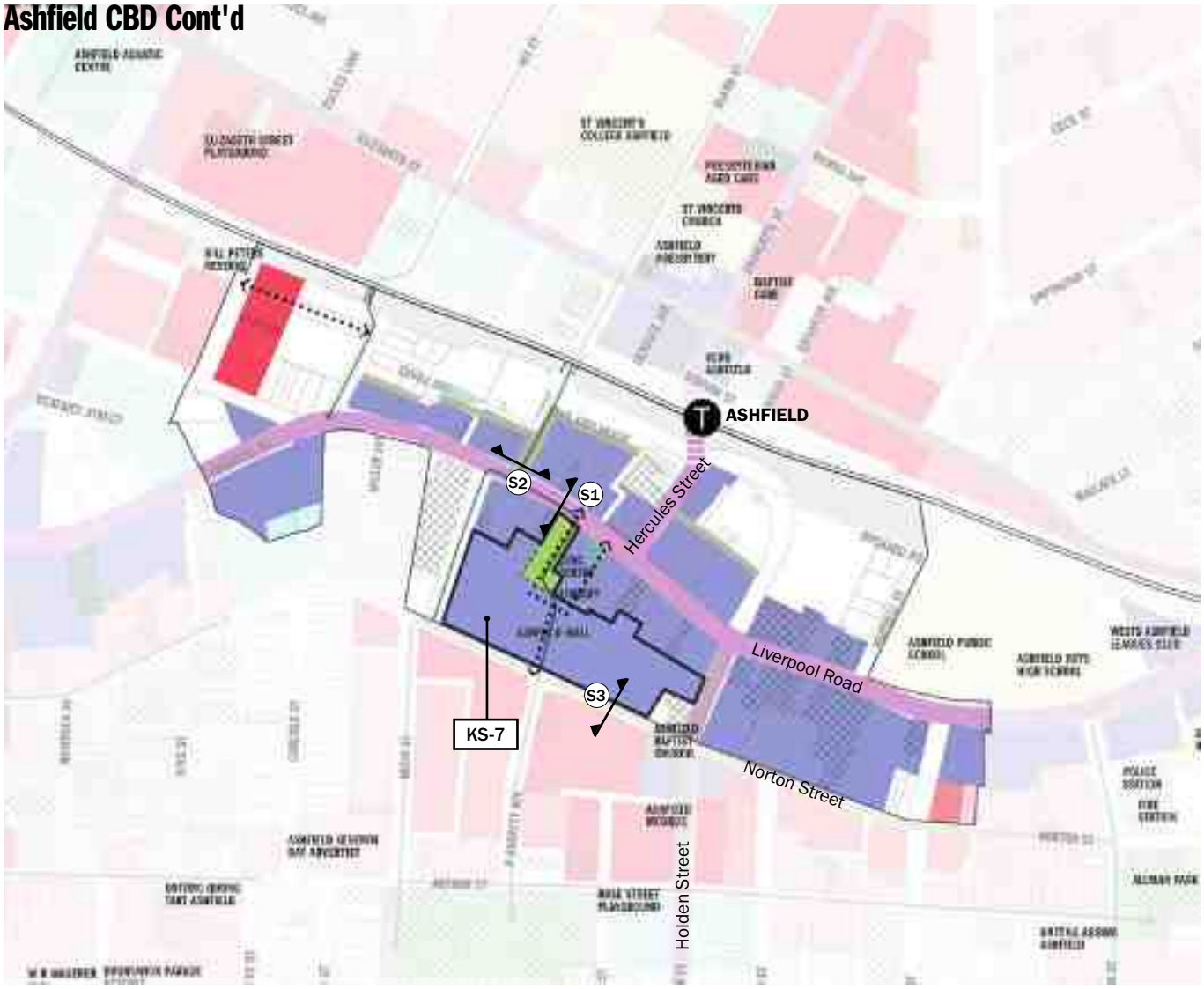


*Figure 104: Ashfield CBD - Desired Future Character*

**Legend**

- Sub-Precinct Boundary
- Key Site
- Key Growth Spines
- Railway Line and Station
- Section Indicator

**Land Use and Density**

- Centres And Mixed Uses
- High Density Residential
- Medium Density Residential
- Medium-Low Density Residential
- Existing Infrastructure / Education

**Heritage**

- Heritage Conservation Area (HCA)
- Heritage Item

**Public Realm and Connectivity**

- Existing Public Open Space
- Proposed New Public Open Space
- Proposed Road Reserve Widening for Public Realm Upgrades
- Existing Publicly Accessible Space/Recreation
- Potential Publicly Accessible Space
- Potential Active Transport Connection

## Key Sites

| Area no. | Address | Key Site Public benefit | Maximum FSR | Maximum HOB |
|---|---|---|---|---|
| KS-7 | 260A Liverpool Road | → New public open space minimum 2000m2 , provided as a contiguous space with minimum dimension 20m.<br>→ New active transport connections between Liverpool Road minimum 9m wide. | 4:1 | 76m (22 storeys) |

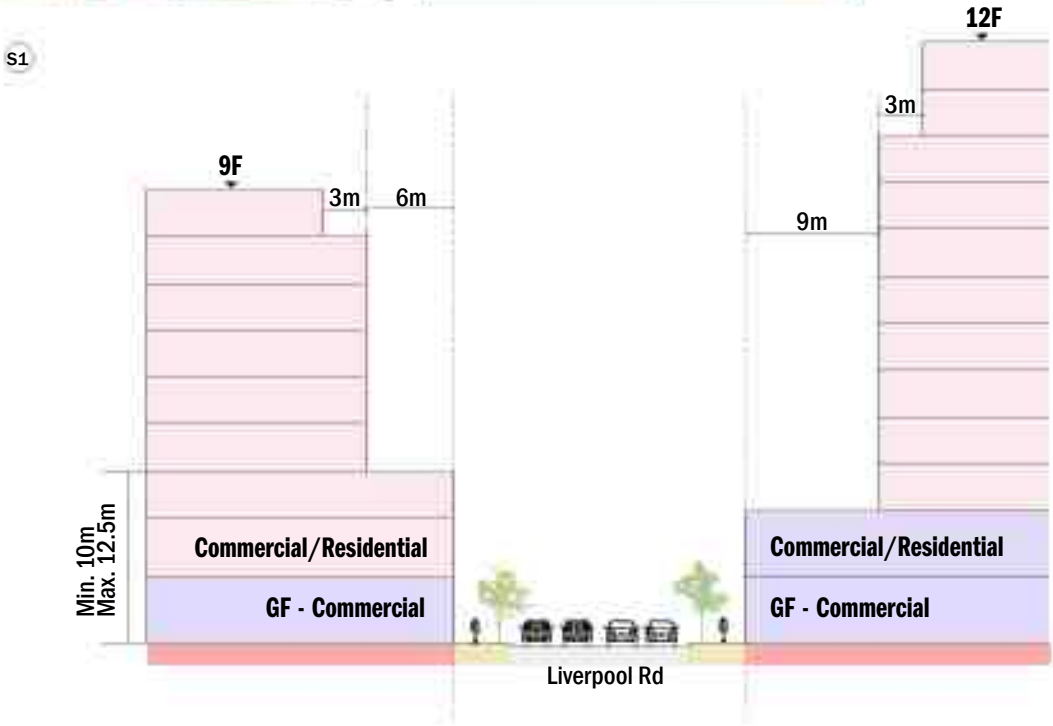


*Figure 105: Section 1 - Liverpool Road*

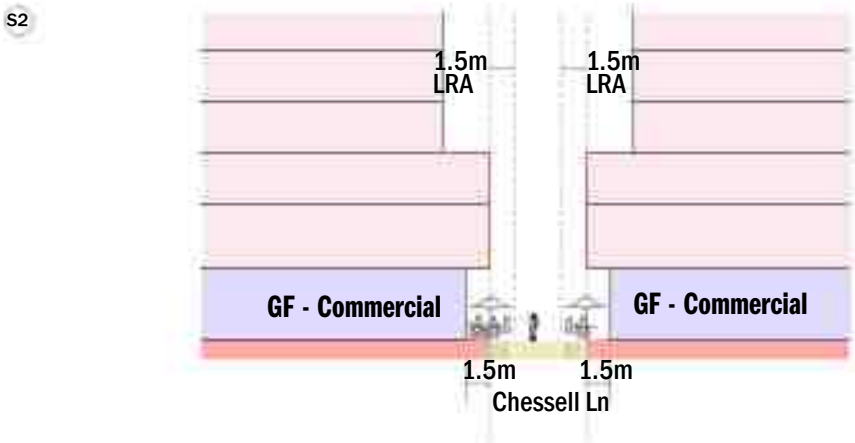


*Figure 106: Section 2 - Chessell Street interfaces including Land Reservation for Acquisition (LRA)*

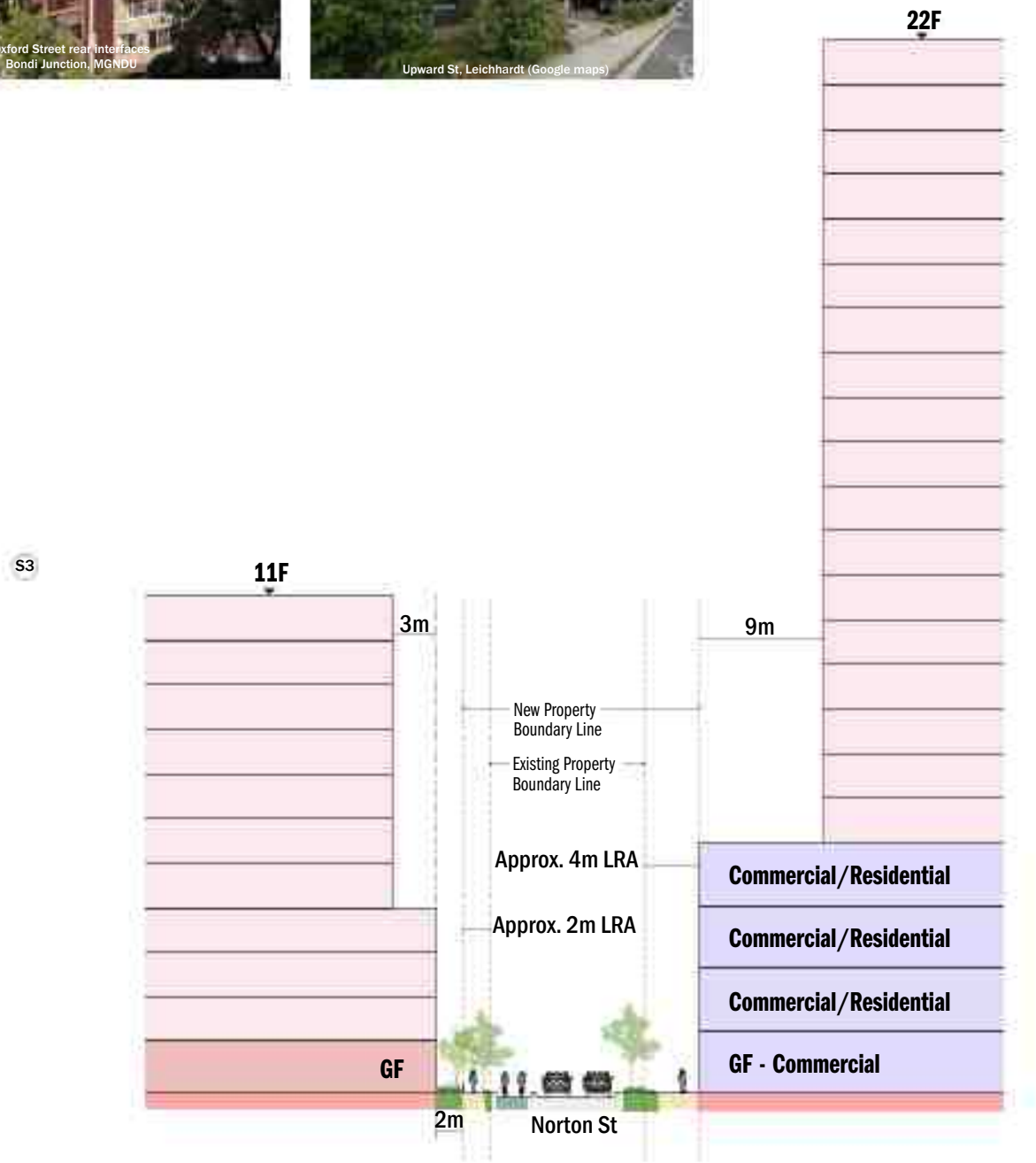


*Figure 107: Section 3 - Norton Street (Knox to Holden Streets)*
*Key site interface and Land Reservation for Acquisition (LRA)*

# Key Site - KS 7

## Ashfield Mall, 260A Liverpool Road

### Purpose

- → To facilitate additional infrastructure in the form of a public plaza, play space, green spaces and active transport connections that enhance the identity of the centre and connect the CBD to Norton Street, A'Beckett Avenue, and ultimately Pratten Park.
- → To provide for uses and development outcomes that encourage economic growth, employment and reinforce the status of Ashfield as a centre.
- → Objectives, principles and guidelines established in the current Ashfield CBD DCP, Ashfield CBD Public Domain Plan and the associated detailed master plan have solid design foundations and should continue to inform future controls for the precinct while reflecting updated HOB, FSR and street wall heights.

### Public Domain And Connectivity

- → Public open space in the form of a plaza and play space and associated green spaces to have a minimum 2,000m$^2$ contiguous area and dimensions wider than 20m.
- → The location of the public space shown in the figures is indicative and recommended if integrated development considerations are not possible. The final location is to be determined at detailed design stage integrating Council's future plans to its adjoining land and potential augmentation or consolidation of the existing plaza and facilities provided within Council land.
- → Development on this site and adjoining development must allow direct sunlight to a minimum of 50% of the public space for a minimum of 2 hours between 9 am and 3 pm on 21 June (mid winter). In determining the location of the plaza/open space, the development potential of sites to the north should be considered.
- → Provide one main active transport connection minimum 9m wide open to the sky accessible 24/7 to all abilities, designed and located as to allow a direct connection between civic services, Liverpool Road and Norton Street, and further to A'Beckett Avenue and Pratten Park.
- → Existing vehicular access and right-of-way to adjoining properties from Holden and Knox Streets to be retained (minimum 7m wide) with improved overall public access and amenity including footpaths. Refer to objectives in the current Ashfield CBD DCP and Public Domain Plan.
- → Improved amenity along Norton Street through acquisition of 4m reservation along the southern boundary for public domain upgrades and delivery of the objectives of the Inner West Cycling Strategy.
- → Minimise the impact of parking areas, vehicular traffic, ingress and egress, particularly along Norton Street. Refer to objectives and guidelines in the current Ashfield CBD DCP and Public Domain Plan in relation to above ground parking, vehicular access, services and retaining street/pedestrian amenity.

# Ashfield CBD Cont'd

## Heritage Interfaces

→ Setbacks and street wall height at the eastern portion of the site are to respond to the Ashfield Baptist Church according to the heritage controls in the current DCP and additional guidelines proposed.

## Built Form

→ Development is to respond to and retain development potential (including future amenity) of sites to the south. The maximum building height should not exceed 76m or 22 storeys. Most towers to be below 18 storeys (including podium) with some 22 storeys allowed further set back from Norton Street. Building massing is to be well distributed throughout the site while avoiding a single disproportionally tall tower or several towers of similar height.

→ Development applications must demonstrate how future development on adjoining lots can achieve applicable controls including all land in the block bound by Liverpool Road, Knox, Norton and Holden Streets and all land south of Norton Street that may be impacted by overshadowing.

→ Development applications must include a Public Domain Plan, traffic and parking strategies developed in consultation with Council.

→ Given the prominent location due to topography and the future vision for Norton Street, development is to avoid a wall of buildings orientated East-West, allowing other future tall buildings to shape a more identifiable skyline of a CBD seen from the south.

→ Above 10 storeys, the floor plate area (measured from the outside of the building walls) should not exceed 800m$^2$.

→ The street wall and upper level setbacks should be designed to provide definition to the street, minimise amenity impacts, the scale and bulk of tall towers as perceived from Norton Street and Knox Streets. To that end, a 4-storey street wall (not exceeding 17.5m height) with 6m upper level setback is an acceptable solution. A lower street wall may emphasise the tower scale and require additional setbacks or lower towers.

→ Encourage residential uses within the podium and provide for passive surveillance to Norton and Knox Streets at all times.

→ A continuous street wall can be allowed for a maximum length of 55m before building separation or significant articulation is required. Where separation of the podium components is not practical, an articulation zone should be provided with minimum dimensions of 6m x 4m (width or depth).

→ Stepping of built form visible from the public domain should be limited to a maximum of two steps accommodating a setback from the street wall and a setback to the uppermost 1-2 floors.

## Development Summary

| **260A Liverpool Road** | |
|---|---|
| Total Site Area (sqm) | 21,715 sqm |
| Proposed Max FSR (n:1) | 4.0:1[1] |
| Proposed Max HOB (m/ storey) | up to 76m / 22 storeys |
| **Development Summary** | |
| *Indicative Non-Residential / Commercial GFA (sqm)* | *36,000 sqm* |
| *Indicative Residential GFA (sqm)* | *50,000 sqm* |
| Indicative Total GFA | 86,000 sqm |
| **Public Benefits Provision** | |
| Public Open Space[2] | min. 2,000 sqm |
| Active Transport Connections | min. one (1) active transport connection |

[1] *FSR calculations include existing residential flat buildings and any parking above ground)*

[2] *Public open space in the form of a public plaza and play space (or as directed by Council), and associated landscaped areas*

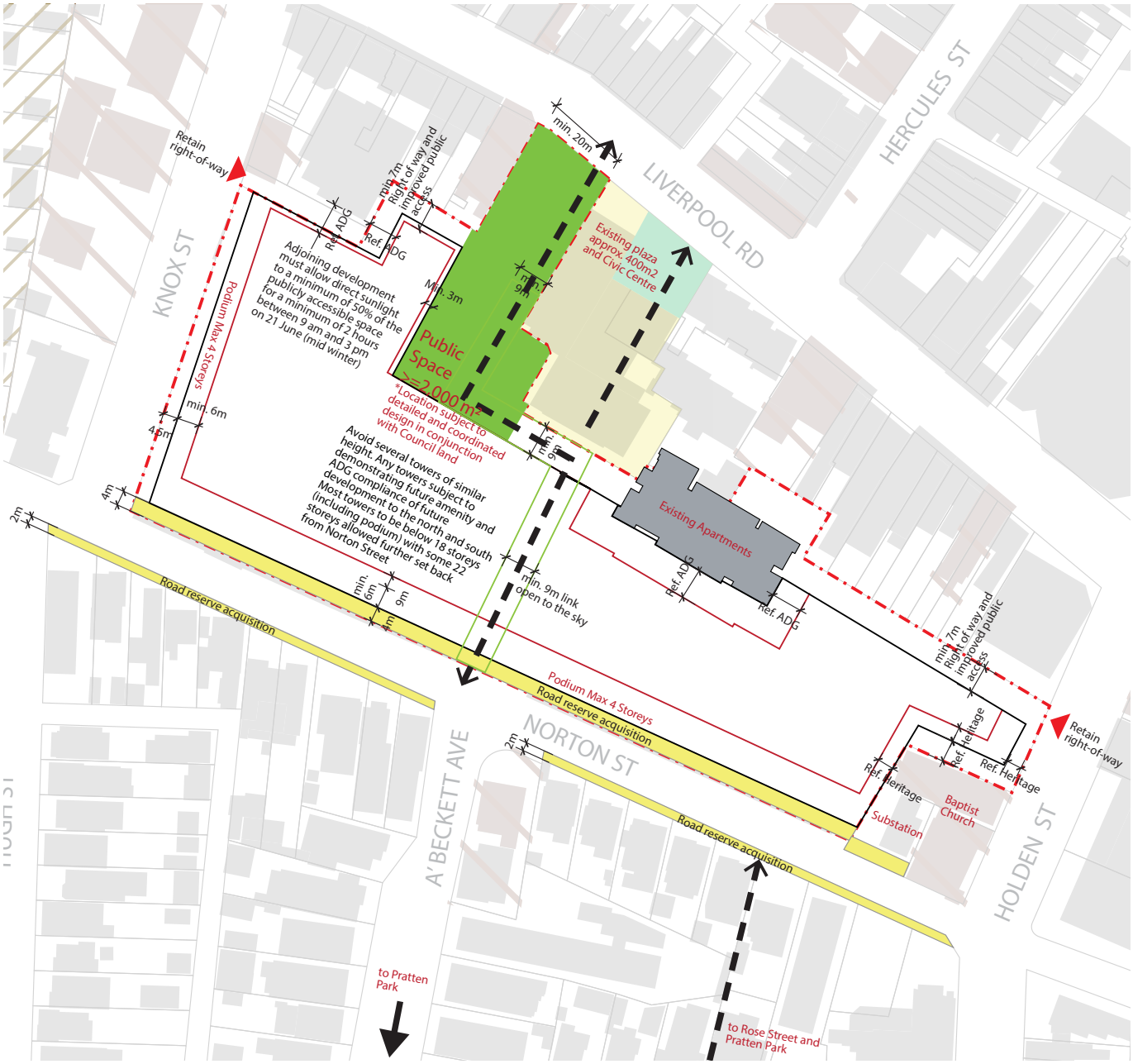


*Figure 108: KS-7 Indicative Potential Layout and Design Principles (assuming a new plaza fronting Liverpool Road - location to be determined through detailed/integrated design with existing plaza).*

**Legend**

- Amalgamated Site
- Existing Plaza
- Civic Centre, Council-Owned Land
- Land Reservation for Acquisition
- Potential Publicly Accessible Open Space (indicative location subject to integrated design)
- Potential Active Transport Connection
- Existing Vehicular Right-of-Way Retained
- Building Envelope Boundary
- Tower Envelope Boundary

## Ashfield CBD Cont'd

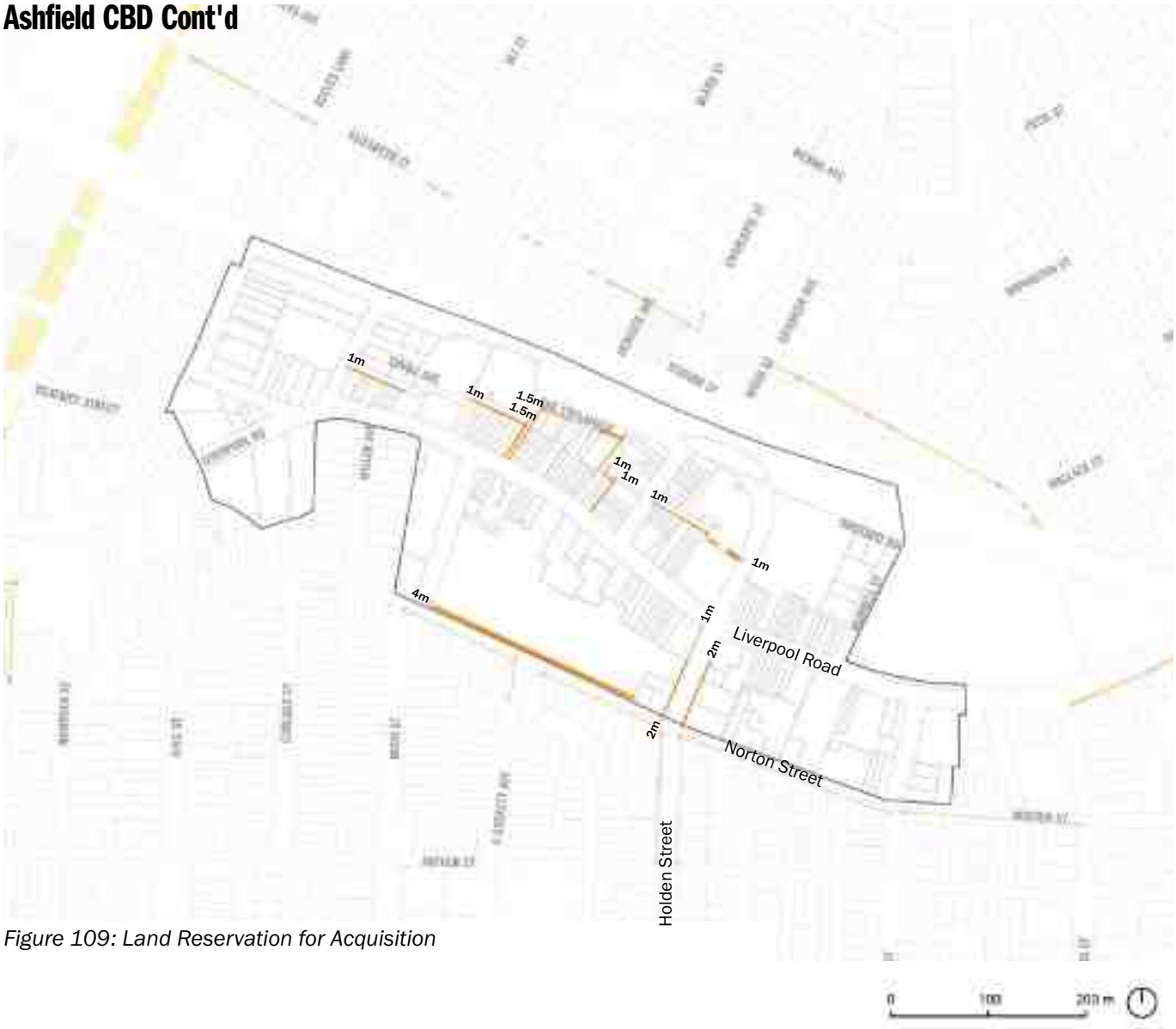


*Figure 109: Land Reservation for Acquisition*

## Proposed Land Reservation Acquisition

| Location | Nature of acquisition | Public benefit |
|---|---|---|
| Norton Street (Ashfield Mall)<br>→ 260A Liverpool Road, Ashfield | 4m wide strip to be acquired adjacent to Norton Street. | Widening of road reserve for improved public domain and active transport including a cycle link, footpath widening and tree planting.<br>The greater public domain width is also required to accommodate the intended scale of a future redevelopment of Ashfield Mall. |
| Holden Street (east)<br>→ 260A Liverpool Road, Ashfield<br>→ 2A Holden Street, Ashfield<br>→ 2-4 Holden Street, Ashfield<br>→ 6-8 Holden Street, Ashfield | 2m wide strip to be acquired adjacent to Holden Street. | Widening of road reserve to improve public domain and access to Pratten Park from the CBD. |
| Holden Street (west)<br>→ 206-208 Liverpool Road, Ashfield | 1m wide strip to be acquired adjacent to Holden Street. | Widening of road reserve to improve public domain. |
| Drakes Lane (eastern end)<br>→ 223-237 Liverpool Road, Ashfield | 1m-4m wide of land to be acquired along Drakes Lane. | Formal extension of Drakes Lane will create a through-block connection from Hercules Street. |
| Drakes Lane (southern side)<br>→ 241-255 Liverpool Road, Ashfield<br>→ 24 Hercules Street, Ashfield | 1m wide strip to be acquired adjacent to Drakes Lane. | Widening of road reserve to enhance serviceability and public domain. |
| Fox Lane (both sides)<br>→ 15-27 Hercules Street, Ashfield<br>→ 13 The Esplanade, Ashfield | 1.2m-1.7m wide strip to be acquired on both sides of Fox Lane. | Widening of road reserve to improve public domain, including active transport and landscaping. |
| The Esplanade<br>→ 1-4 The Esplanade<br>→ 7A The Esplanade<br>→ 13 The Esplanade, Ashfield<br>→ 287, 297-301 &305-315 Liverpool Road, Ashfield | 1m-3.7m wide strip to be acquired adjacent to The Esplanade. | Widening of road reserve to improve public domain. |
| Chessell Lane<br>→ 1 The Esplanade, Ashfield<br>→ 293-297 Liverpool Road, Ashfield | 1.5m wide strip to be acquired on either side of Chessell Lane. | Widening to accommodate outdoor dining, tree planting and active transport. |
| Cavill Avenue (southern portion)<br>→ 345-357 Liverpool Road, Ashfield | 2m wide strip to be acquired on the southern side of Cavill Avenue. | Widening to accommodate outdoor dining, tree planting and active transport. |

*Note: All LRAs will be subject to a survey to determine exact dimensions.*

*Where the LRA is shown over heritage listed properties, it is not intended to acquire or demolish heritage listed buildings, only to acquire parts of the lot (subject to survey) where the retained building would not be impacted.*

## 5.3.7. Southern Spine

### Existing Character

- → Holden Street is the main spine from south towards the CBD. It has a very diverse character ranging from single dwellings to commercial offices and institutional buildings. Holden Street has good pedestrian interfaces, comparatively larger verges and canopy along both sides of the road.
- → Poor interface along Norton Street facing Ashfield Mall. The tall, blank wall and the narrow street creates a poor amenity outcome. There is also a lack of canopy, footpath and verges along Norton Street and Arthur Street, while Pratten Park is visually and physically disconnected from Arthur Street and Ashfield CBD.

*Norton Street interface with Ashfield Mall*

*Holden Street and Ashfield Mosque*

### Desired Future Character

- → Emphasise Holden Street as a key urban spine and the southern gateway to Ashfield CBD.
- → Increase density and street amenity in areas with good access to services and open space.

**Open Space and Public Domain**

- → Proposed public domain and active transport improvements along Norton Street with improved streetscape, additional tree canopy and dedicated cycleway. These will be delivered incrementally as redevelopment occurs through identifying land reserved for acquisition.
- → Identify Arthur Street as a 'Greener Street' with improved public domain and tree canopy, providing connections between key open spaces of Allman Park to the east and Pratten Park to the west.

**Connectivity, Access and Movement**

- → Improve pedestrian connections between Ashfield CBD, Ashfield Mall and Pratten Park along A'Beckett Avenue.
- → Identify potential active transport connections at long urban block and cul-de-sac streets to improve pedestrian and cyclist accessibility and connectivity.

**Density and Height**

- → Encourage taller buildings of up to 12 storeys along Holden Street towards the northern bookend to define the arrival experience into the CBD.
- → Transition building heights down to 4 storeys towards Joseph Street and Queen Street.

**Heritage, Built Form and Character**

- → Developments adjacent to heritage buildings to sensitively respond the heritage character through building articulation.

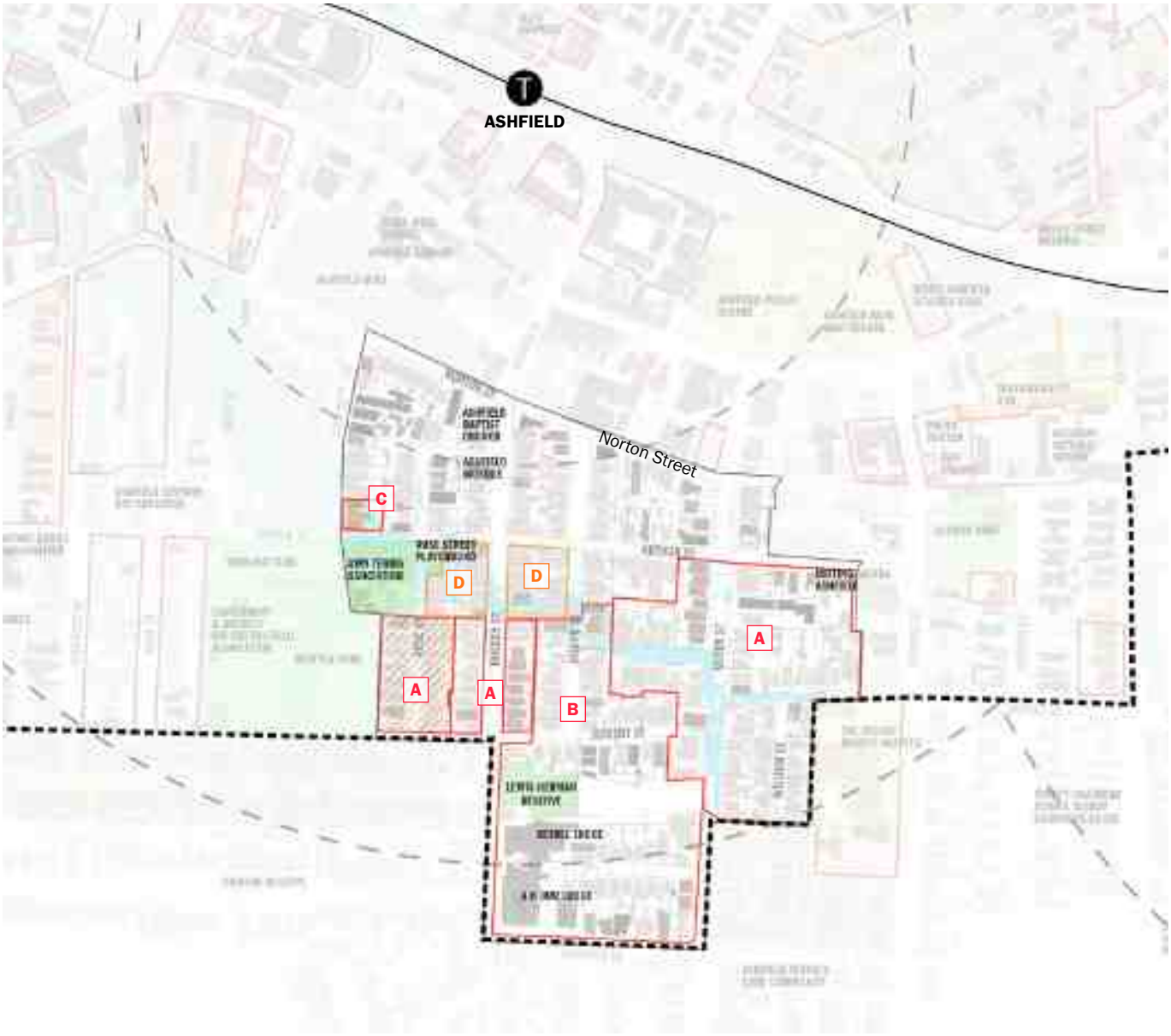


*Figure 110: Southern Spine - Existing Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Areas of No Change
- No Change, Future Opportunities
- Railway Line and Station
- 400m & 800m Catchments
- Existing Apartments and Strata
- Heritage Conservation Area
- Heritage Item - General
- Groups of buildings that contribute to the local character and/or historical setting
- Areas of Higher Flooding Hazard
- Existing Public Open Space

| **Areas of No Change** | |
|---|---|
| A | Consistent character highly representative of local architectural styles and various heritage items. |
| B | Low-scale character where significant flooding affectation would disconnect any potential pockets of change from the key urban growth spines, exacerbating potential character impacts of introduced density. |
| C | Heritage item and surrounding small buildings forming its consistent setting. Any larger built-forms tested demonstrated to significantly impact flooding issues downstream. |
| **Potential Future Opportunity Sites** | |
| D | These areas were initially considered for additional housing opportunities. However, proposed developments resulted in widespread off-site flooding impacts and require further technical investigations and design modelling to mitigate flooding issues before any uplift can be provided. |

## Southern Spine Cont'd

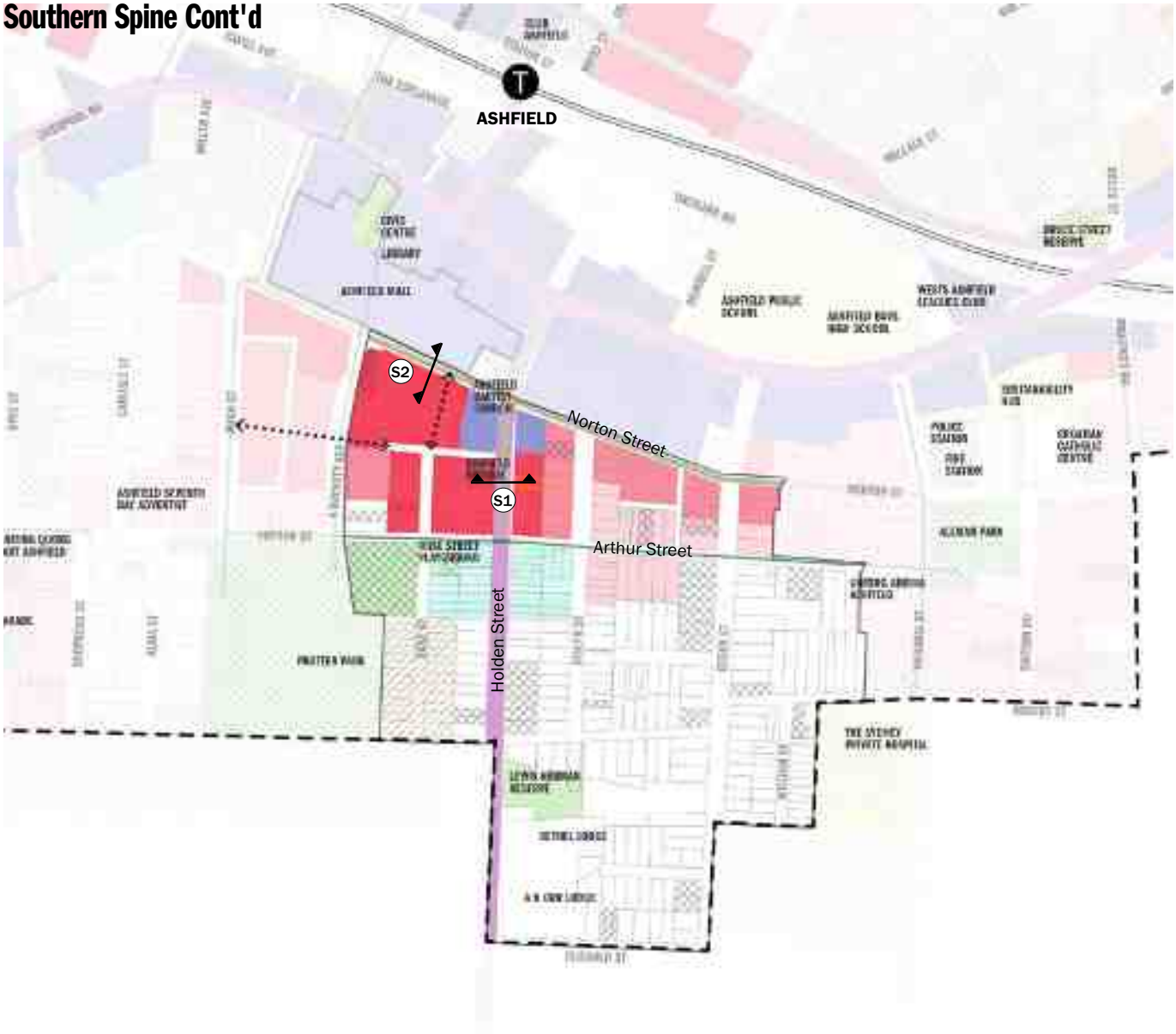


*Figure 111: Southern Spine - Desired Future Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Key Growth Spines
- Railway Line and Station
- Section Indicator

**Land Use and Density**

- Centres And Mixed Uses
- High Density Residential
- Medium Density Residential
- Medium-Low Density Residential

**Heritage**

- Heritage Conservation Area (HCA)
- Heritage Item
- Heritage Item Proposed To Be Removed

**Public Realm and Connectivity**

- Existing Public Open Space
- Proposed Road Reserve Widening for Public Realm Upgrades
- Potential Active Transport Connection
- Potential Canopy /Public Realm Enhancement

- Areas Subject to Further Investigation*

**Note: These areas were initially considered for additional housing opportunities. However, proposed developments resulted in widespread off-site flooding impacts and require further technical investigations and design modelling to mitigate flooding issues before any uplift can be provided.*

Through site link, Rosebery (Google maps)

Phillip St, St Marys
McGregor Westlake (Ferguson, T)

Princes Highway, Rockdale (Princeton)

*Figure 112: Section 1 - Holden Street*

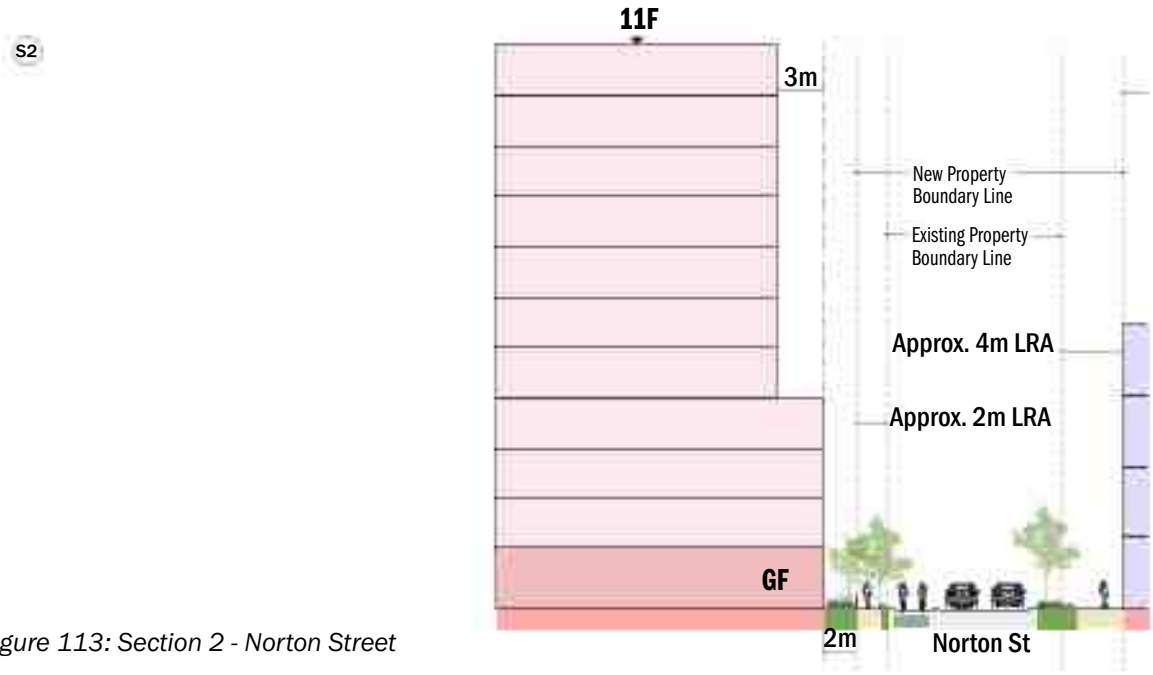


*Figure 113: Section 2 - Norton Street*

## Southern Spine Cont'd

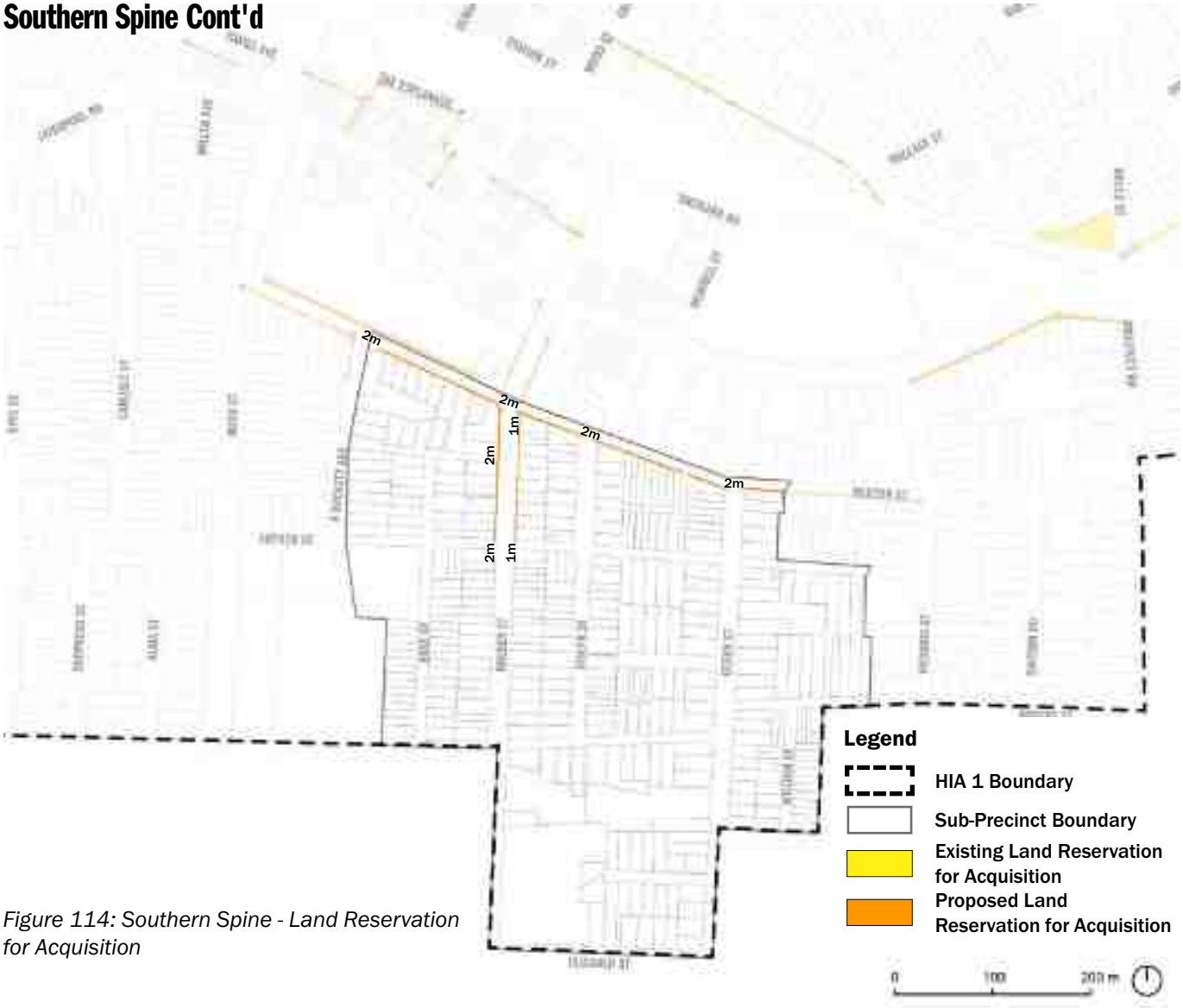


*Figure 114: Southern Spine - Land Reservation for Acquisition*

### Proposed Land Reservation Acquisition

| Location | Nature of acquisition | Public benefit |
|---|---|---|
| Norton Street (southern side)<br>→ 48-60 Norton Street, Ashfield<br>→ 19 Holden Street, Ashfield<br>→ 16 Holden Street, Ashfield<br>→ 1 Joseph Street, Ashfield<br>→ 4 Joseph Street, Ashfield<br>→ 32-46 Norton Street, Ashfield<br>→ 3 Queen Street, Ashfield<br>→ 12-14 Queen Street, Ashfield | 2m wide strip to be acquired adjacent to Norton Street. | Widening of road reserve for improved public domain and active transport including a cycle link, footpath widening and tree planting. |
| Holden Street (west)<br>→ 19-21 Holden Street, Ashfield<br>→ 25-27 Holden Street, Ashfield | 2m wide strip to be acquired adjacent to Milton Lane. | Widening of road reserve to improve public domain and active transport to Pratten Park. |
| Holden Street (east)<br>→ 16-38 Holden Street Ashfield | 1m wide strip to be acquired adjacent to Holden Street. | Widening of road reserve to improve public domain. |

*Note: All LRAs will be subject to a survey to determine exact dimensions.*

*Where the LRA is shown over heritage listed properties, it is not intended to acquire or demolish heritage listed buildings, only to acquire parts of the lot (subject to survey) where the retained building would not be impacted.*

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## 5.3.8. Southern Village

### Existing Character

- → Majority of the area is low-scale residential with a pocket of existing mid-rise development to the south west along Brunswick Parade and some walk-up flats along Norton Street and King Street.
- → There are numerous heritage listed items within and outside the three HCAs within the precinct and one large HCA immediately to the south along Park Lane.

*Norton Street*

*Arthur Street*

### Desired Future Character

- → Low -mid rise residential precinct with built form that integrates with the existing character.
- → Proposed development controls that allow larger ground level landscape and deep soil zone, allowing space to mitigate flood risk within areas between Arthur Street and Norton Street.

**Open Space and Public Domain**

- → Higher density developments planned along Norton Street adjoining Ashfield Mall would unlock key public domain improvements along Norton Street and A'Beckett Avenue. Proposed new road widenings along sections of these streets will allow wider footpaths and active transport connections for improved public domain.
- → Identify Arthur Street as 'Greener Street' with improved public domain and additional tree canopy.

**Connectivity, Access and Movement**

- → Proposed public realm incentive to deliver active transport connections between:
  - → Shepherd Street and Brunswick Parade Reserve
  - → Carlisle Street and laneways on both sides
  - → Hugh Street and A'Beckett Avenue

**Density and Height**

- → Allow 11 storey buildings at the corner of A'Beckett Avenue and Norton Street.
- → Allow 4 storeys along Arthur Street with modulation that responds to the narrow road reserve.
- → Allow 4 storeys along Shepherd Street to minimise impacts to the existing character.

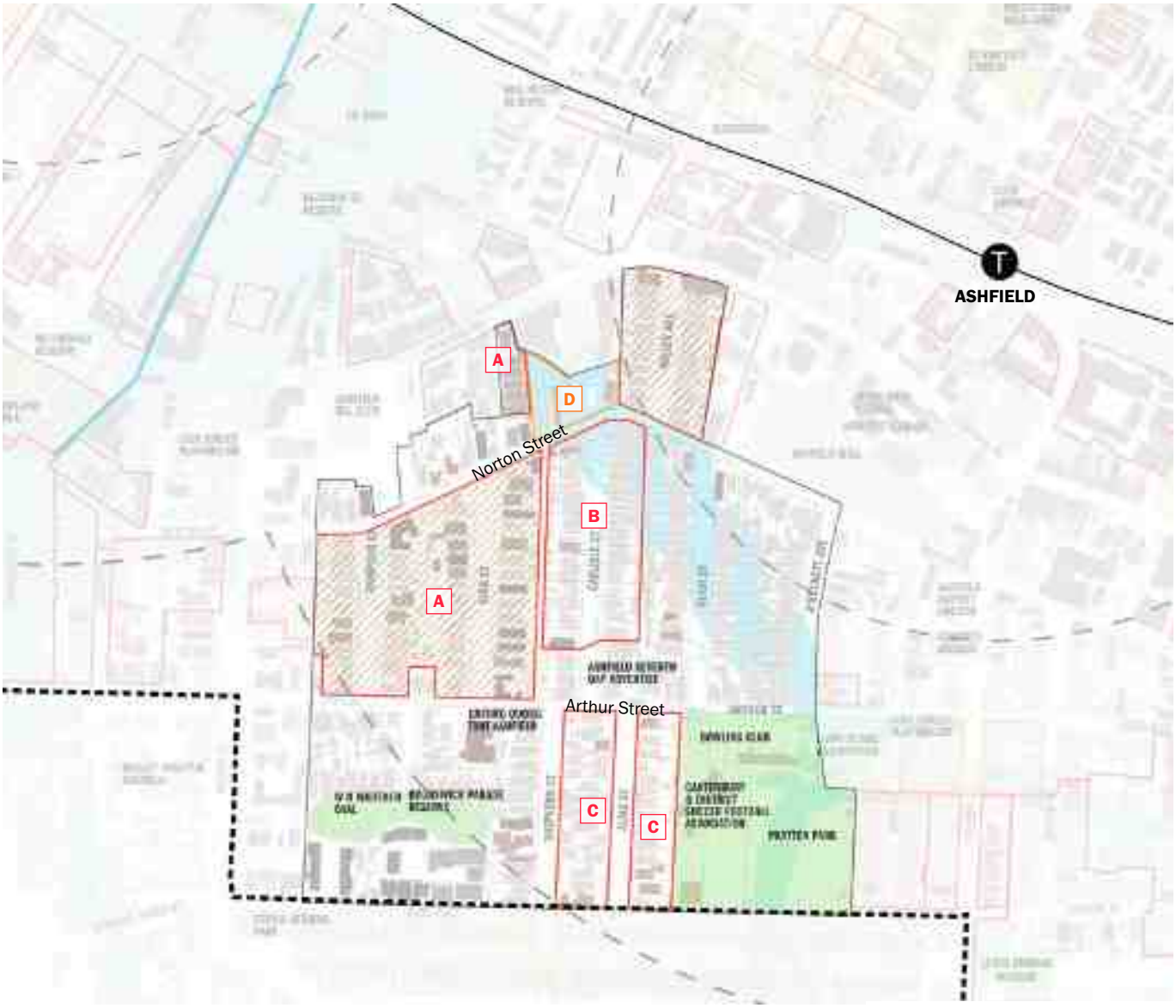


*Figure 115: Southern Village - Existing Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Areas of No Change
- No Change, Future Opportunities
- Railway Line and Station
- 400m & 800m Catchments
- Existing Apartments and Strata
- Heritage Conservation Area
- Heritage Item - General
- Areas of Higher Flooding Hazard
- Existing Infrastructure/Education
- Existing Public Open Space

| Areas of No Change | |
|---|---|
| A | No changes to controls within retained HCAs. |
| B | The western and the eastern sides of Carlisle Street that back the HCA have very narrow lots with < 8m frontage and are flood affected. Any typology apart from single dwelling should be avoided, as it could disrupt the fine-grained facade rhythm and likely cause broader flooding impacts. |
| C | Consistent character representative of local architectural styles and dotted heritage items. This would require very low-density development to appropriately respond to character and may result in only a couple of sites ever redeveloping and thus, impacting the streetscape and broader character of this area. |
| **Potential Future Opportunity Sites** | |
| D | These areas were initially considered for additional housing opportunities. However, proposed developments resulted in widespread off-site flooding impacts and require further technical investigations and design modelling to mitigate flooding issues before any uplift can be provided. |

## Southern Village Cont'd

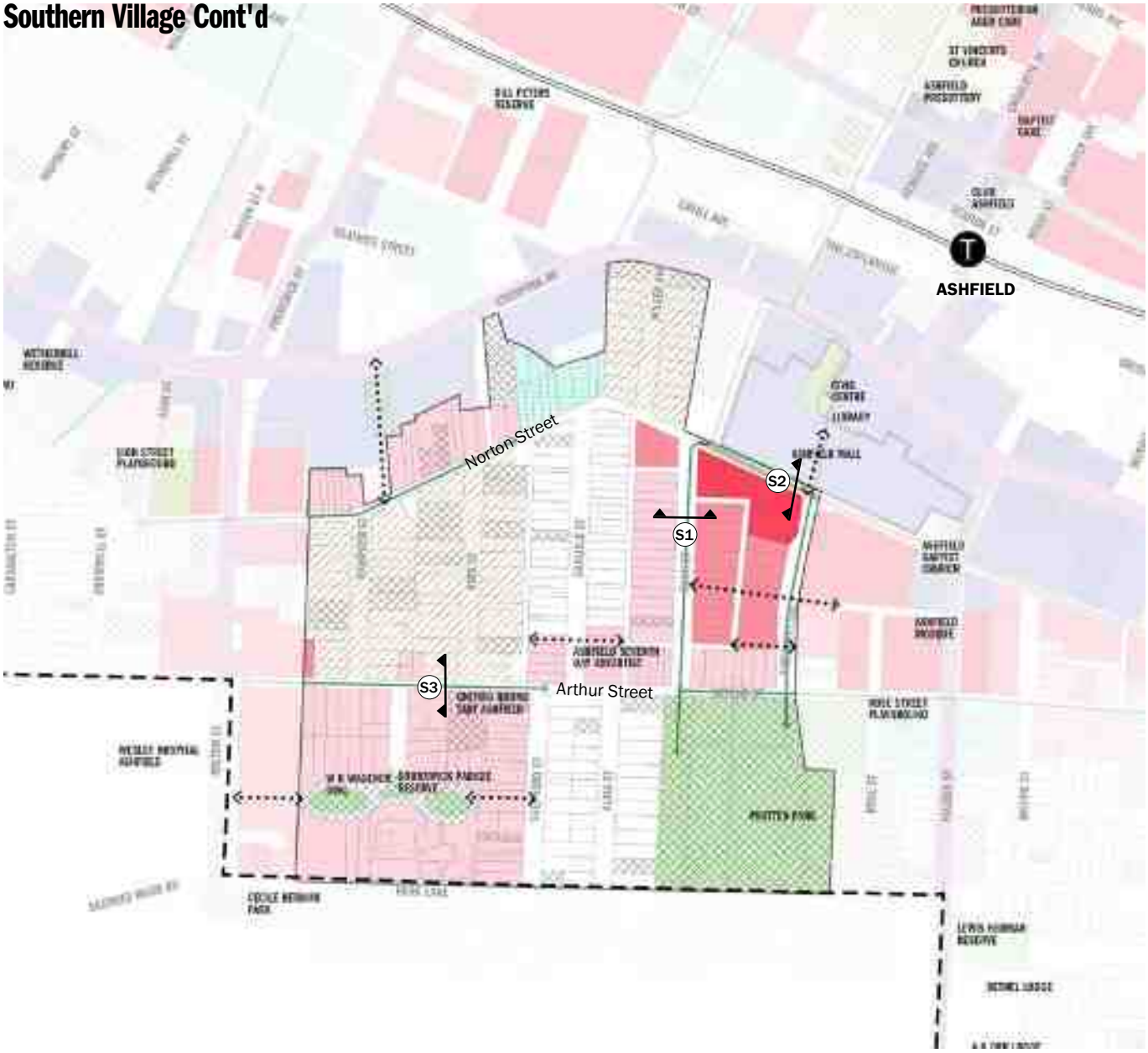


*Figure 116: Southern Village - Desired Future Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Key Growth Spines
- Railway Line and Station
- Section Indicator

**Land Use and Density**

- High Density Residential
- Medium Density Residential
- Medium-Low Density Residential

**Heritage**

- Heritage Conservation Area (HCA)
- Heritage Item

**Public Realm and Connectivity**

- Existing Public Open Space
- Proposed Road Reserve Widening for Public Realm Upgrades
- Potential Active Transport Connection
- Potential Canopy / Public Realm Enhancement

- Areas Subject to Further Investigation*

**Note: These areas were initially considered for additional housing opportunities. However, proposed developments resulted in widespread off-site flooding impacts and require further technical investigations and design modelling to mitigate flooding issues before any uplift can be provided.*

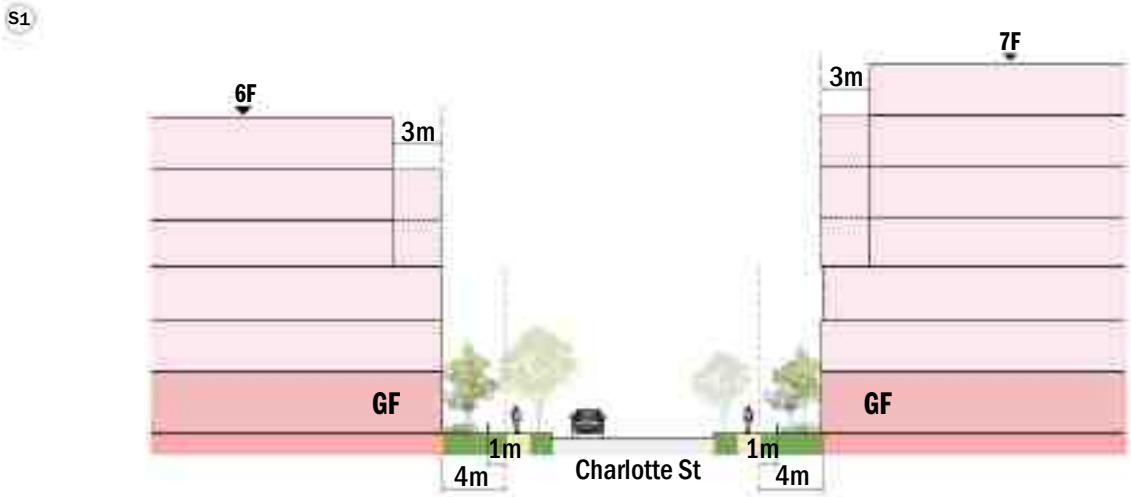


*Figure 117: Section 1 - Hugh Street*

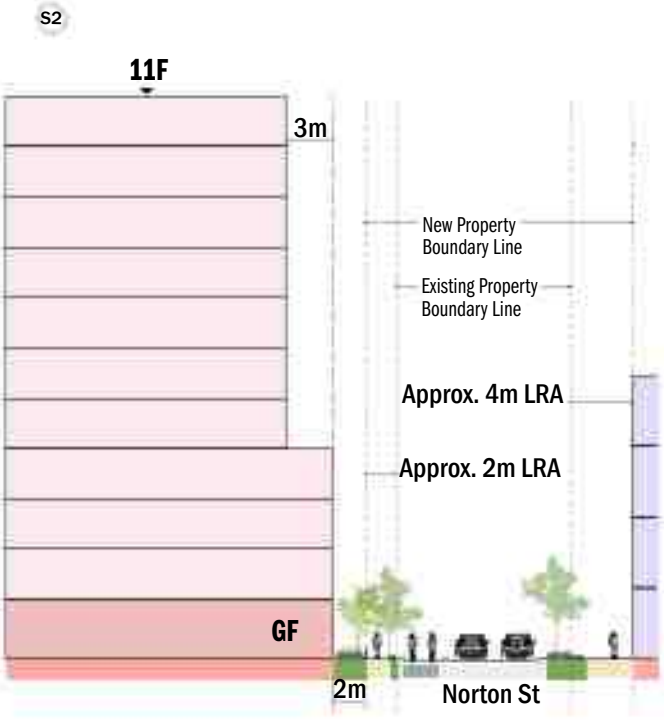


*Figure 118: Section 2 - Norton Street east of Knox Street*

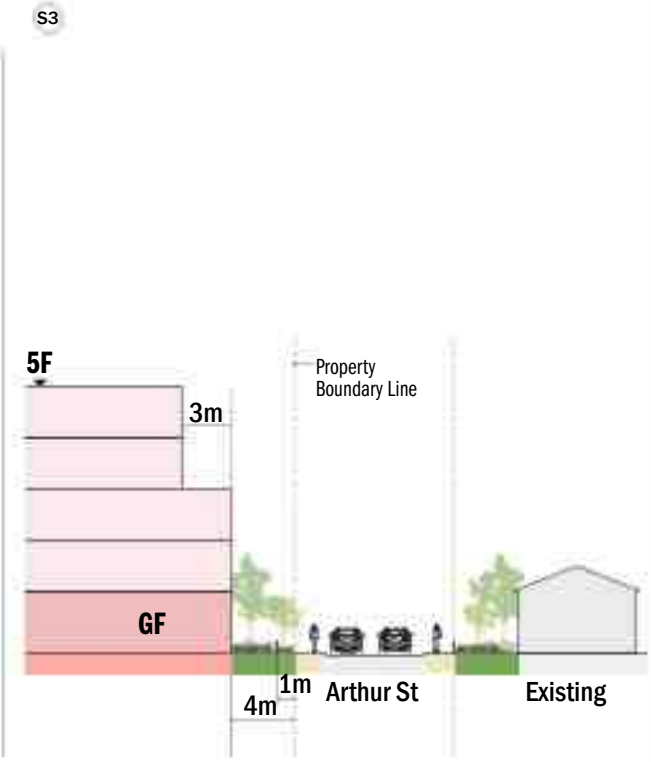


*Figure 119: Section 3 - Norton Street west of Shepherd Street*

## Southern Village Cont'd

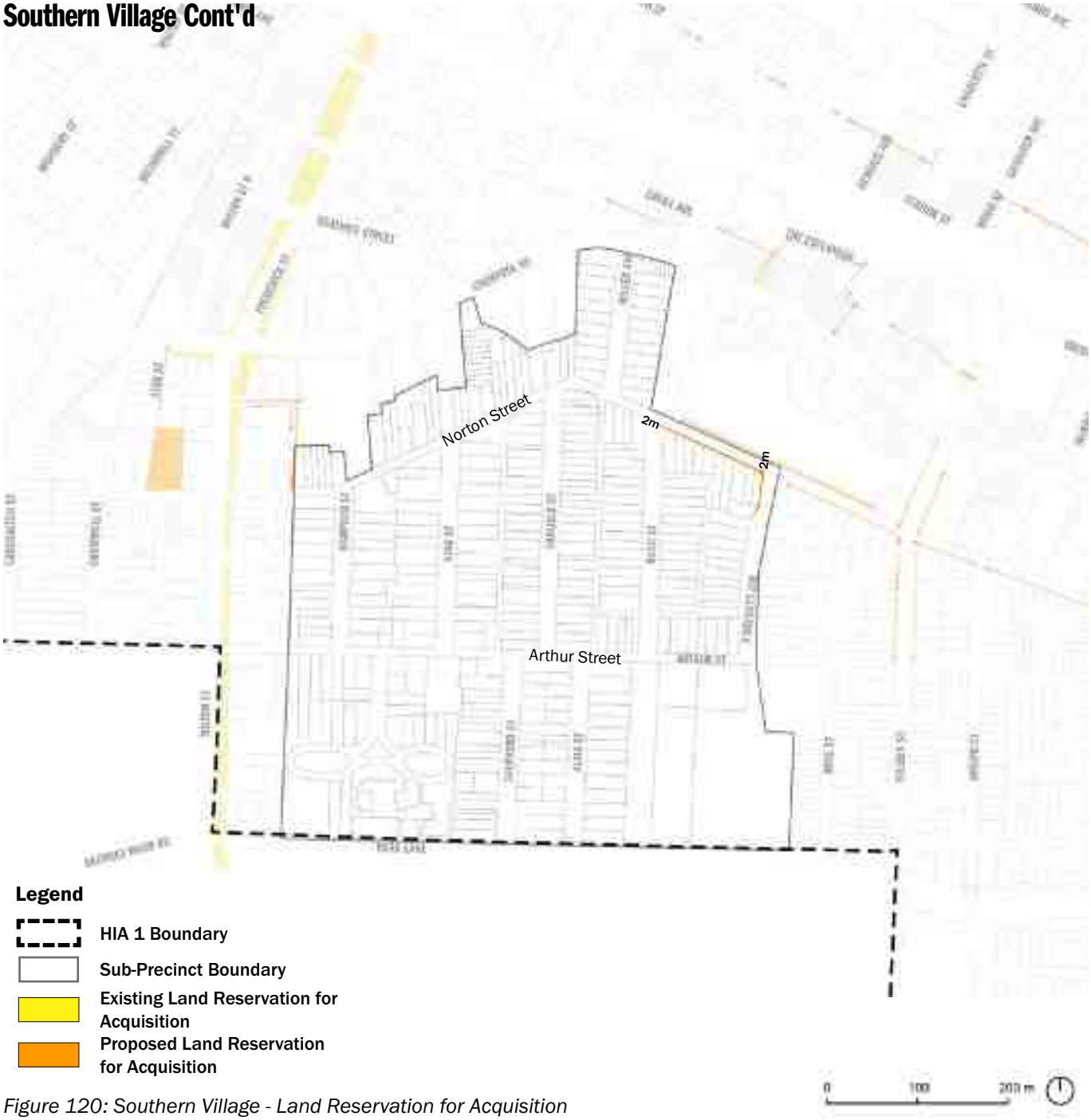


*Figure 120: Southern Village - Land Reservation for Acquisition*

### Proposed Land Reservation Acquisition

| Location | Nature of acquisition | Public benefit |
|---|---|---|
| Norton Street (southern side)<br>→ 76-92 Norton Street, Ashfield | 2m wide strip to be acquired adjacent to Norton Street. | Widening of road reserve for improved public domain and active transport including a cycle link, footpath widening and tree planting. |
| A'Beckett Avenue<br>→ 76 Norton Street, Ashfield<br>→ 24 A'Beckett Avenue, Ashfield | 1.5m-2.5m wide strip to be acquired adjacent to A'Beckett Avenue. | Widening of road reserve for improved public domain, including active transport and landscaping. |

*Note: All LRAs will be subject to a survey to determine exact dimensions.*

*Where the LRA is shown over heritage listed properties, it is not intended to acquire or demolish heritage listed buildings, only to acquire parts of the lot (subject to survey) where the retained building would not be impacted.*

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## 5.3.9. Western Spine

### Existing Character

- → Mixed scale of 6-7 storey buildings to single storey terraces along Frederick Street and Liverpool Road. Broad mix of commercial and industrial buildings, old and new strata blocks and quaint heritage homes.
- → Fair tree canopy cover in the north, which becomes less as heading south towards Liverpool Road.

*Recent development along Liverpool Road*

*Thomas Street small scale dwelling adjoining existing open space within road widening reservation*

### Desired Future Character

- → Create a focal node of high density mixed-use developments on Liverpool Road and the Frederick Street, Milton Street intersection.
- → Identify Frederick Street and Milton Street as the key urban spines with improved public domain and tree canopies.

**Open Space and Public Domain**

- → Expand Lion Street Playground into an approximately 2,800 sqm new public open space via Council acquisition of 8 properties between 12-20 Lion Street and 213-217 Norton Street.
- → Maintain a minimum two hours solar access to minimum 50% of the new public open space area between 9AM – 3PM in mid-winter.
- → Improve pedestrian access to the new park from Milton Street with a widened footpath. This will be delivered incrementally as redevelopment occurs to the north of the new park.
- → Provide public realm incentive to Ashfield RSL site to potentially deliver a new public open space and active transport connections between Liverpool Road and Norton Street.
- → Beatrice Street should remain closed to vehicular traffic from Frederick Street and existing trees retained. Development setbacks should help create a landscaped pedestrian entry portal into the new developed area.

**Connectivity, Access and Movement**

- → Existing Land Reservation by TfNSW for widening of Frederick Street to be maintained.
- → Promote pedestrian movement by providing active transport connections delivered through public realm incentives between:
  - → Norton Street and Liverpool Road
  - → Lion Street and Milton Street
  - → Heighway Avenue and The Avenue

**Density and Height**

- → 6 to 11 storey buildings with taller buildings situated along the east side of Milton Street / Frederick Street.
- → Allow up to an 8 storey building at Elizabeth Street and Frederick Street intersection to improve current building interface condition and respond to future road widening.
- → Lower scale-built form on sites adjacent to Iron Cove Creek.

**Heritage, Built Form and Character**

- → Lower scale-built form on sites adjacent HCAs.
- → New open space at Lion Street will provide a transition between new development and the group of heritage properties.

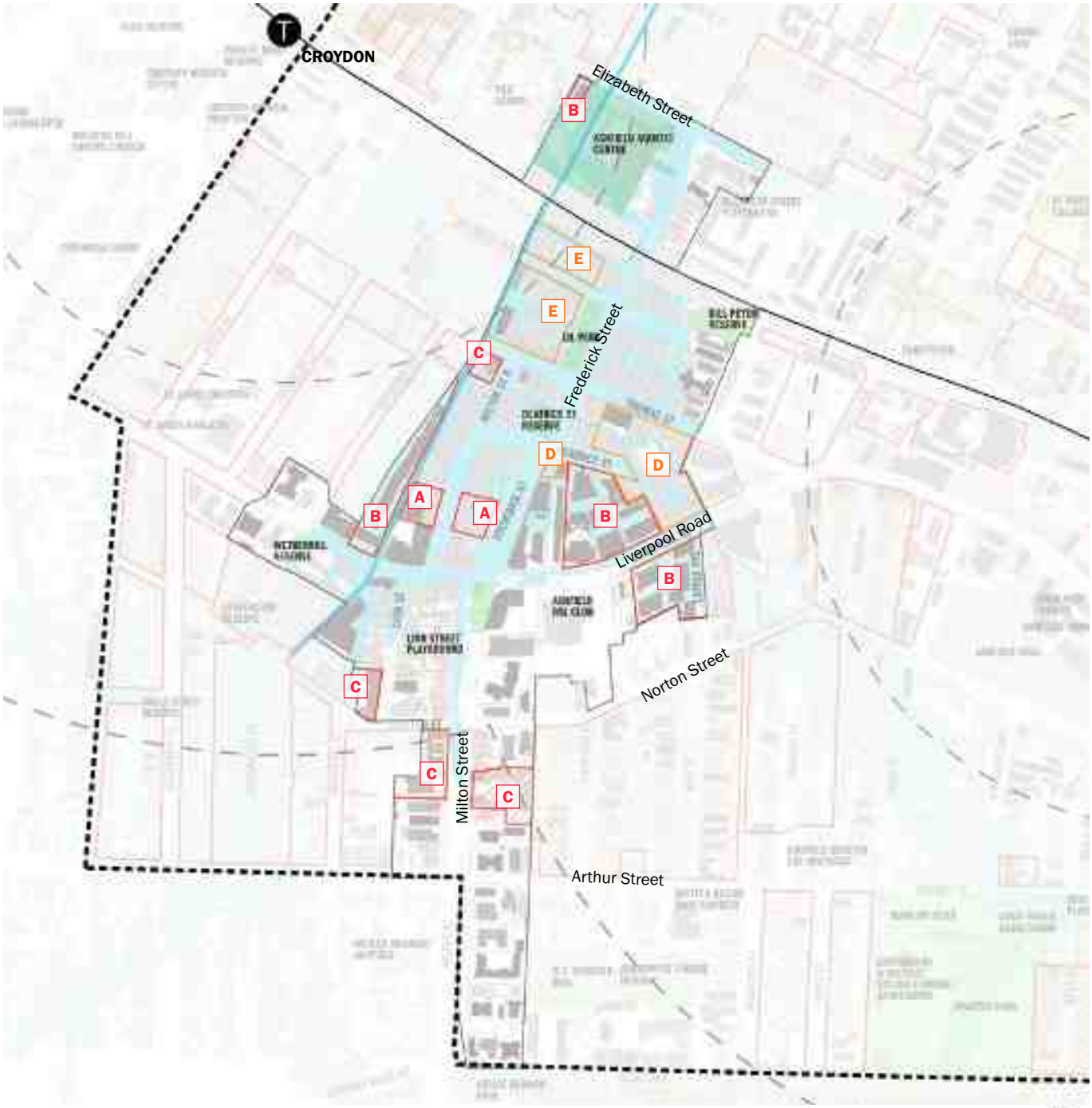


*Figure 121: Western Spine - Existing Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Areas of No Change
- No Change, Future Opportunities
- Railway Line and Station
- 400m & 800m Catchments
- Existing Apartments and Strata
- Heritage Conservation Area
- Heritage Item - General
- Areas of Higher Flooding Hazard
- Existing Public Open Space
- Existing Publicly Accessible Space/ Recreation

| Areas of No Change | |
|---|---|
| A | Retain land designated to employment use. |
| B | Large strata where development potential has already been maximised. |
| C | HCAs, groups of heritage listed items and other buildings that contribute to their settings. |
| **Potential Future Opportunity Sites** | |
| D | These areas were initially considered for additional housing opportunities. However, proposed developments resulted in widespread off-site flooding impacts and require further technical investigations and design modelling to mitigate flooding issues before any uplift can be provided. |
| E | Land is affected by significant flooding. Investment in flood mitigation infrastructure required before additional housing can be considered in this area. |

## Western Spine Cont'd

*Figure 122: Western Spine - Desired Future Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Key Growth Spines
- Railway Line and Station
- Section Indicator

**Land Use and Density**

- Centres And Mixed Uses
- High Density Residential
- Medium Density Residential
- Medium-Low Density Residential

**Heritage**

- Heritage Conservation Area (HCA)
- Heritage Item

**Public Realm and Connectivity**

- Existing Public Open Space
- Proposed New Public Open Space
- Proposed Road Reserve Widening for Public Realm Upgrades
- Existing Publicly Accessible Space
- Potential Publicly Accessible Space
- Potential Active Transport Connection
- Areas Subject to Further Investigation*

**Note: These areas were initially considered for additional housing opportunities. However, proposed developments resulted in widespread off-site flooding impacts and require further technical investigations and design modelling to mitigate flooding issues before any uplift can be provided.*

Eglinton Place, Dublin
(ALTUS Architecture)

Residential streetscape, Erskineville
(DKO Architecture)

The Foundry, Glebe (Turner Studio)

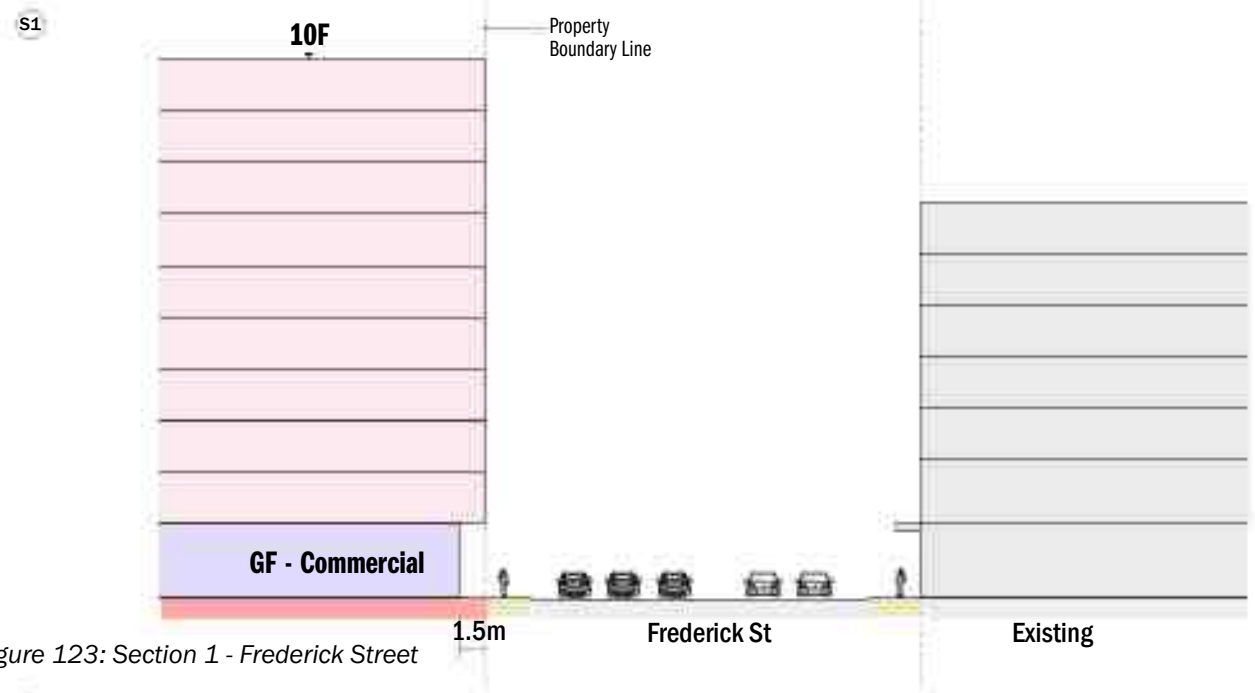


*Figure 123: Section 1 - Frederick Street*

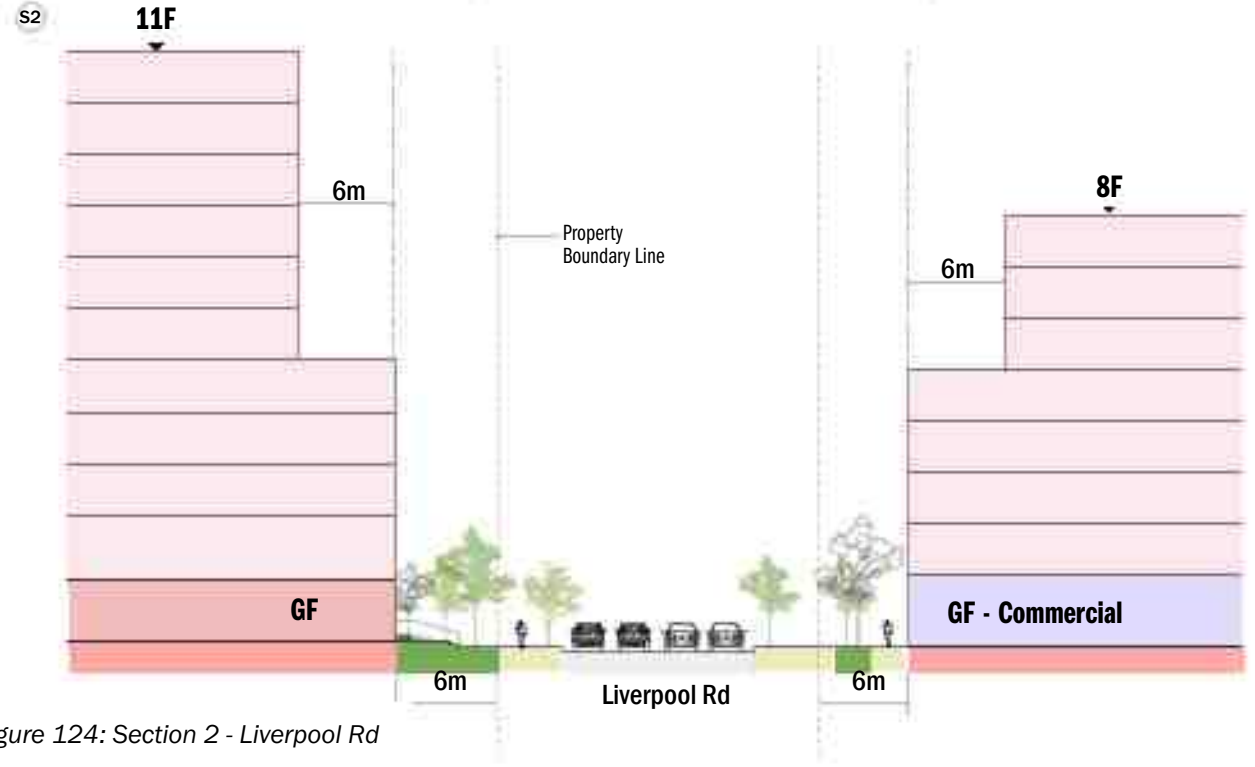


*Figure 124: Section 2 - Liverpool Rd*

*Tower relationship to heritage, The Foundry, Glebe (Turner Architects)*

*Bigge Street, Liverpool, Turner Architects (Boardman, B)*

*Roselawn, Dublin (ALTUS Architecture)*

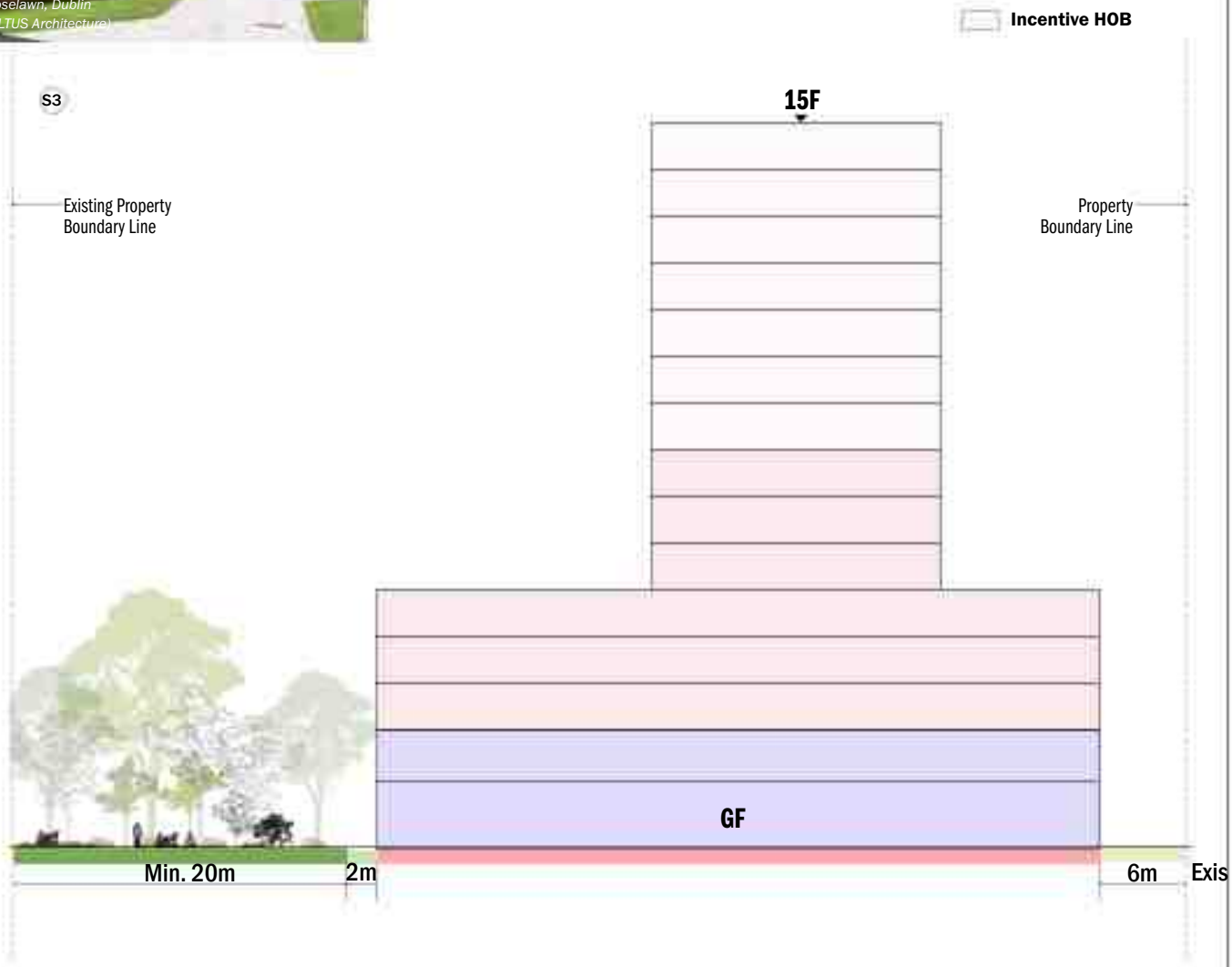


*Figure 125: Section 3 - Opportunity Site - 374 Liverpool Road*

# Opportunity Site

## 374 Liverpool Road - Public realm incentive

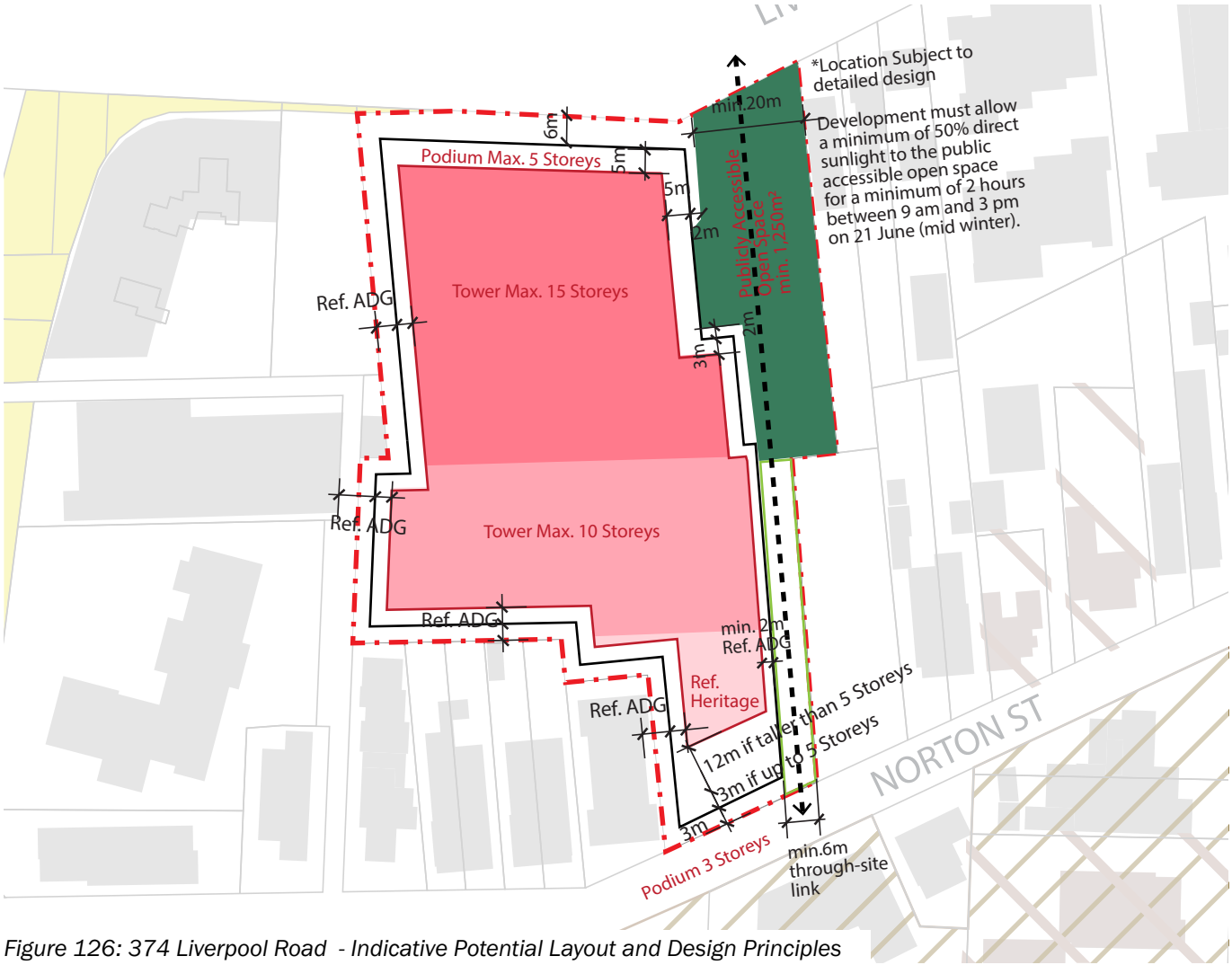


*Figure 126: 374 Liverpool Road - Indicative Potential Layout and Design Principles*

- → The Ashfield RSL site has potential to deliver an important publicly accessible green space to service the broader area and improve the perception of Liverpool Road and the centre at this important gateway location.
- → Development must retain a blue sky backdrop seen the from the conservation area to the south through building orientation and height modulation.
- → The publicly accessible area provided must be a minimum of 20m wide at the frontage that adjoins a street/public land. To be delivered according to the DCP and to Council's satisfaction.

Note: Height near the HCA will be minimised through additional DCP controls.

| 374 Liverpool Road | |
|---|---|
| Total Area (sqm) | 9,096 sqm |
| **Base Controls** | |
| Base FSR (n:1) | 0.7:1, 2.2:1 |
| Base HOB (m/storey) | 12.5m, 15m & 30m |
| **Development Incentives** | |
| Minimum Site Area FSR | 20% (North) 15% (South) |
| Minimum Site Area FSR | 6.4m (North) 3.2m (South) |
| Public Realm FSR | 60% |
| Public Realm HOB | 16m |
| **Base Controls + Incentives** | |
| FSR (n:1) | 1.22:1, 3.85:1 |
| HOB (m/storey) | 31.5m, 34m, 52.5m (up to 15 storeys) |

**Legend**

- Amalgamated Site
- Potential Publicly Accessible Open Space
- Potential Active Transport Connection
- Limited height at HCA interface (DCP)
- HOB: 34m
- HOB: 52.5m
- Podium envelope boundary
- Tower envelope boundary

## Western Spine Cont'd

*Figure 127: Western Spine - Land Reservation for Acquisition*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Existing Land Reservation for Acquisition
- Proposed Land Reservation for Acquisition

## Proposed Land Reservation Acquisition

| Location | Nature of acquisition | Public benefit |
|---|---|---|
| Lion Street (eastern side)<br>→ 400 Liverpool Road, Croydon<br>→ 2-8 Lion Street, Croydon | 2m wide strip to be acquired adjacent to Lion Street | Public domain improvements including widened footpath and landscaping to facilitate improved pedestrian connection from Liverpool Road to a future public open space on Lion Street. |
| Lion Street open space<br>→ 12-16, 18B & 20 Lion Street, Croydon<br>→ 213-217 Norton Street, Ashfield | 8 properties to be acquired | Extend Lion Street Playground to provide approx. 2,830sqm of public open space. |
| Milton Lane (northern side)<br>→ 380-382 Liverpool Road, Ashfield<br>→ 378 Liverpool Road, Ashfield | 2.5m wide strip to be acquired adjacent to Milton Lane | Widening of road reserve to improve accessibility for all road users and provide a future active transport connection to the Ashfield RSL site. |
| Milton Lane (southern side)<br>→ 40 Milton Street, Ashfield | 1m wide strip to be acquired adjacent to Milton Lane | |
| Milton Lane (eastern side)<br>→ 209 Norton Street, Ashfield<br>→ 364-376 Liverpool Road, Ashfield<br>→ 205 Norton Street, Ashfield | 2m wide strip to be acquired adjacent to Milton Lane | |
| Milton Lane (western side)<br>→ 40 Milton Street, Ashfield<br>→ 211 Norton Street, Ashfield | 1.5m-2.5m wide strip to be acquired adjacent to Milton Lane | |
| Elizabeth Street (west of Elizabeth Street Playground)<br>→ 144-152 Elizabeth Street, Ashfield | 2.5m-3.5m wide strip to be acquired on the southern side of Elizabeth Street | Widening of road reserve to improve public domain provide an interface area for taller built form. |

*Note: All LRAs will be subject to a survey to determine exact dimensions.*

*Where the LRA is shown over heritage listed properties, it is not intended to acquire or demolish heritage listed buildings, only to acquire parts of the lot (subject to survey) where the retained building would not be impacted.*

# 5.3.10. Iron Cove

## Existing Character

- → Iron Cove Creek is not accessible for the most part and is surrounded by existing single storey residences on narrow lots immediately adjoining the creek in areas of high flood hazard. At the northern portion sits the junction of Iron Cove Creek and Dobroyd Canal.
- → The area has an inconsistent character east of Etonville Parade.
- → There is a notable concentration of walk-up flats west of Frederick Street.
- → The public domain is poor quality and there is generally a lack of canopy throughout the precinct. Mackay and Banks Streets are exceptions with good canopy cover.

*Iron Cove Creek corridor along Etonville Parade*

*New mixed use development at the corner of John Street and Croydon Road*

## Desired Future Character

- → Revitalisation of Iron Cove Creek to provide open space corridor, active transport connections and enabling reconnection to Country.

**Open Space and Public Domain**

- → Approximately 800 sqm new public open space proposed on the western end of Hedger Avenue as part of Iron Cove Creek corridor revitalisation. This will be delivered by developers as sites redevelop through the key sites mechanism.
- → Development to address and activate new public spaces along the creek and protect the amenity of residents fronting Frederick Street.

**Connectivity, Access and Movement**

- → Proposed 6-10m wide open space and active transport corridor along Iron Cove Creek.
- → Proposed active transport connections between Iron Cove Creek and Frederick Street to be delivered via key site and public realm incentives.

**Density and Height**

- → Proposed medium to high density residential along Frederick Street reinforcing it as a key urban spine with access to the Iron Cove Creek corridor.
- → Proposed taller building height of up to 11 storeys within area between Frederick Street and Iron Cove Creek, transitioning down towards John Street and Croydon Road in response to their low density residential character.

**Key Sites**

- → The Iron Cove Creek corridor and resulting built form are proposed to be delivered via Key Site mechanism where a certain FSR and HOB for the site will be achievable if sites amalgamate according to the specified pattern and deliver the identified infrastructure.
- → The key sites will concentrate the highest densities. Generally 2.5:1 to 2.8:1 and up to 3.2:1 on some gateway or constrained sites.
- → Taller buildings are concentrated along Iron Cove Creek stepping down towards lower scale blocks of single dwellings.

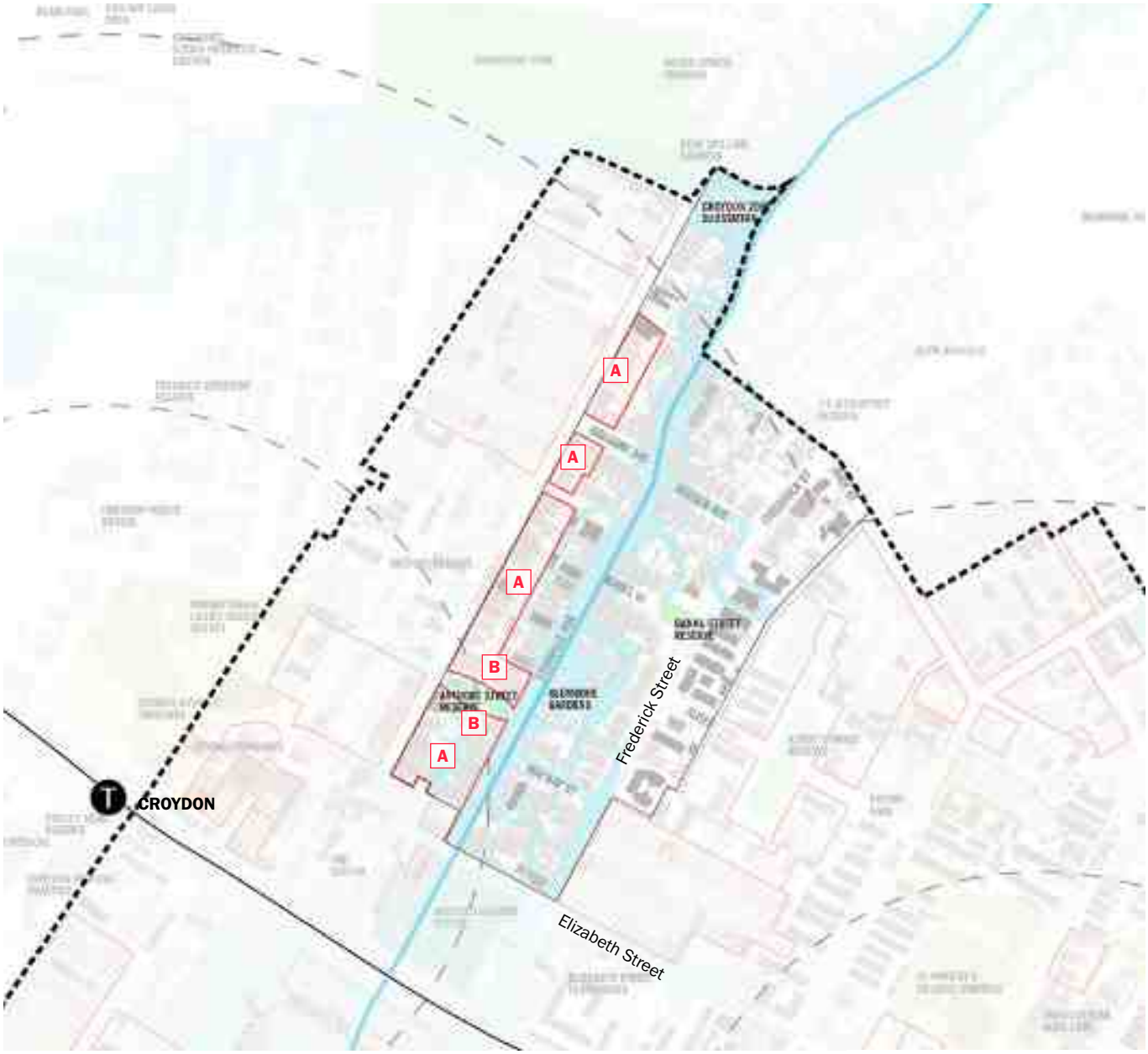


*Figure 128: Iron Cove - Existing Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Areas of No Change
- No Change, Future Opportunities
- Railway Line and Station
- 400m & 800m Catchments
- Existing Apartments and Strata
- Heritage Conservation Area
- Heritage Item - General
- Areas of Higher Flooding Hazard
- Existing Infrastructure/Education
- Existing Public Open Space

| Areas of No Change | |
|---|---|
| A | Fine-grained lots and low-scale homes strongly representative of local architectural styles. |
| B | The area surrounding Anthony Street reserve offers limited opportunity for buildings over two storeys given potential overshadowing of the reserve or adjoining backyards. |

*Figure 129: Iron Cove - Desired Future Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Key Site
- Key Growth Spines
- Railway Line and Station
- Section Indicator

**Land Use and Density**

- Centres And Mixed Uses
- High Density Residential
- Medium Density Residential
- Medium-Low Density Residential

**Heritage**

- Heritage Conservation Area (HCA)
- Heritage Item

**Public Realm and Connectivity**

- Existing Public Open Space
- Proposed New Public Open Space
- Existing Publicly Accessible Space/Recreation
- Potential Active Transport Connection

## Key Sites

| Area no. | Address | Key Site Public benefit | Maximum FSR | Maximum HOB |
|---|---|---|---|---|
| KS-8 | 68, 70A, 74, 76 John St, Croydon | Landscaped/active transport corridor – 6m wide | 2.5:1 | 30m (8 storeys) |
| KS-9 | 2, 4, 6 Gregory Ave, Croydon | Landscaped/active transport corridor – 6m wide | 2.5:1 | 30m (8 storeys) |
| KS-10 | 56-66 John Street, 1, 3 Vine Street, Ashfield | Landscaped/active transport corridor – 10m wide | 2.5:1 | 36.5m (10 storeys) |
| KS-11 | 7-15 Hedger Avenue, 5-7 Vine Street, Ashfield | Landscaped/active transport corridor -6m wide plus public open space with min. area of 800m2 and 20m minimum dimension | 2.8:1 | 39.5m (11 storeys) |
| KS-12 | 9-15 Gregory Ave & 1-5 Hunt St, Croydon | Landscaped/active transport corridor -10m wide | 2.7:1 | 33.5m (9 storeys) |
| KS-13 | 2-18 Hedger Avenue & 80 Frederick Street, Ashfield | Landscaped/active transport corridor – 10m wide | 2.8:1 | 39.5m (11 storeys) |
| KS-14 | 1-9 Banks St, Ashfield | Landscaped/active transport corridor – 10m wide | 2.8:1 | 39.5m (11 storeys) |
| KS-15 | 2-12 Banks St, Ashfield | Landscaped/active transport corridor – 10m wide | 2.8:1 | 39.5m (11 storeys) |
| KS-16 | 25 Etonville Pde, Ashfield | Landscaped/active transport corridor – 10m wide plus Through-site link min. 6m wide towards Frederick St for future connection to Albert Pde | 2.8:1 | 39.5m (11 storeys) |
| KS-17 | 1-7 Mackay St, Ashfield | Landscaped/active transport corridor – 10m wide plus | 2.8:1 | 39.5m (11 storeys) |
| KS-18 | 2-8 Mackay Street and 4A Etonville Pde, Ashfield | Landscaped/active transport corridor – 10m wide Retain existing right-of-way to 25 Etonville Pde - relocation along Mackay St allowed. | 3.3:1 | 39.5m (11 storeys) |
| KS-19 | 179, 181, and 183 Elizabeth St, Ashfield | Landscaped/active transport corridor – 10m wide | 3:1 | 39.5m (11 storeys) |

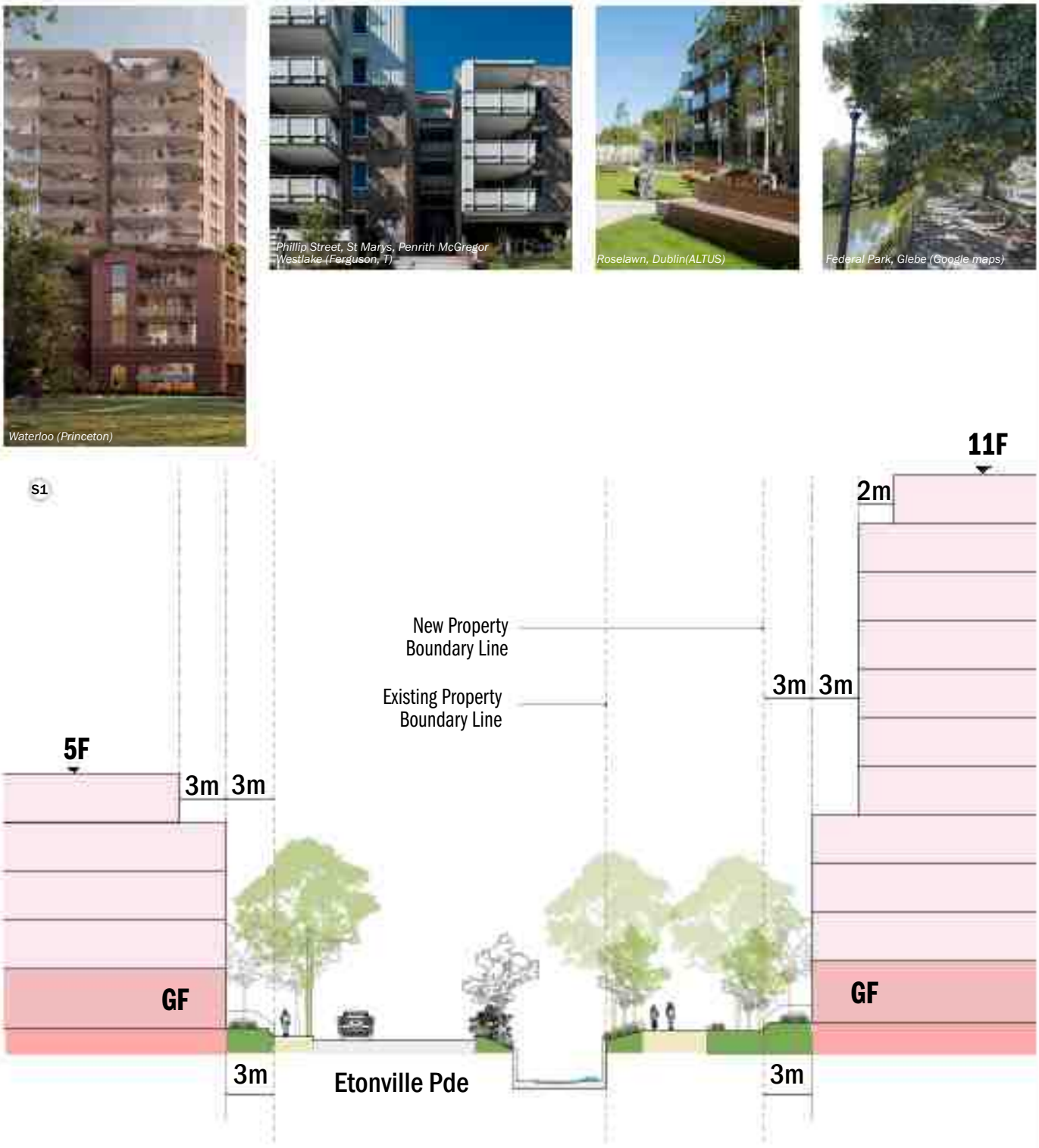


*Figure 130: Section 1 - Etonville Parade*

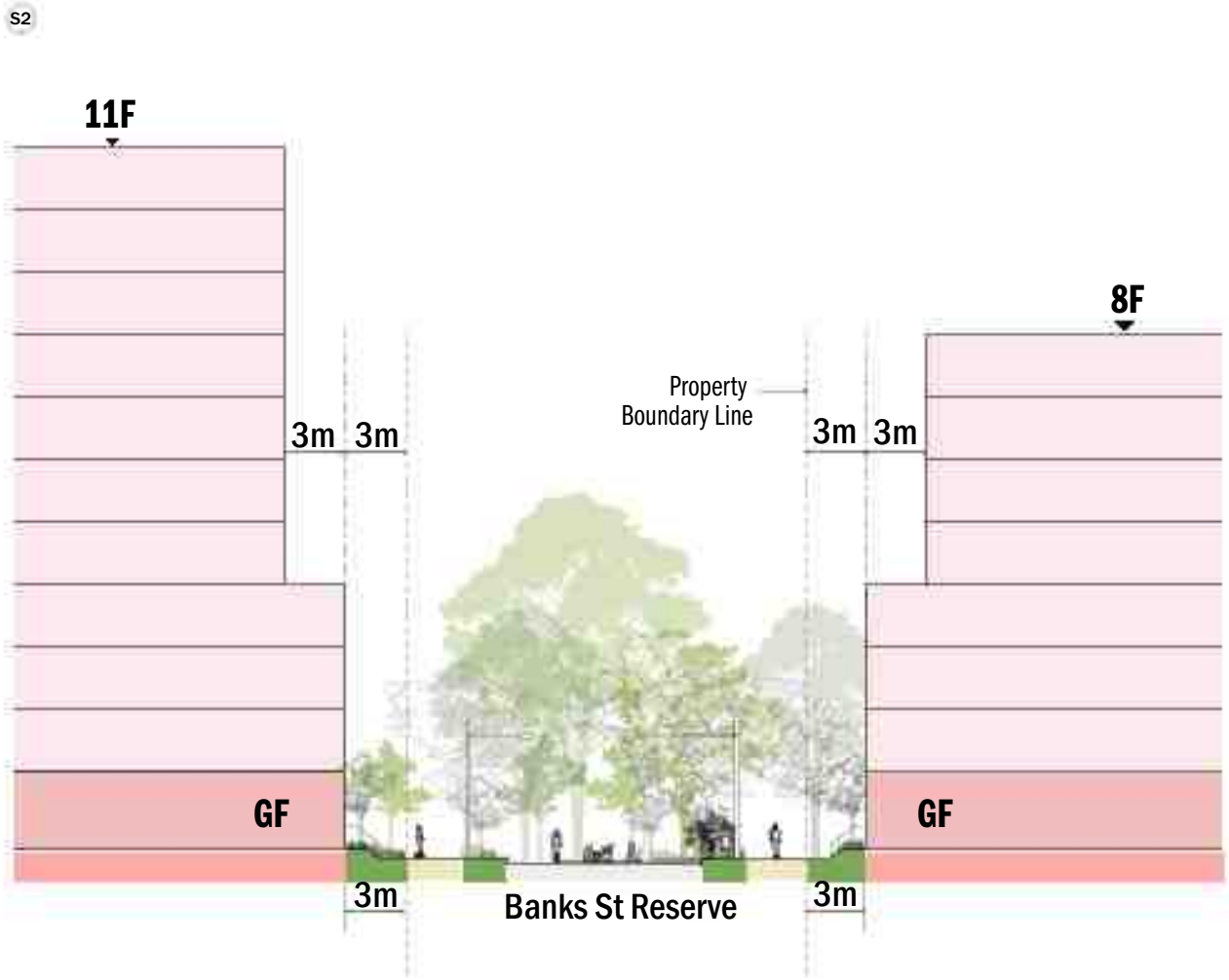


*Figure 131: Section 2 - Banks Street*

# Iron Cove Cont'd

## Key Site - KS 8 - KS 19

### Iron Cove Precinct

### Overarching Purpose

- → Revitalisation of Iron Cove Creek to provide public access to the creek corridor and help enable re-connection to Country.
- → Provide a continuous landscaped/active transport corridor, a new small public park fronting Iron Cove Creek complemented by canopy and landscaped areas within private development to create an enhanced, more natural environment and connected habitat for non-human kin.
- → Support the emerging neighbourhood centre near John Street to service the broader existing and new community and reduce car dependency.

### Public Domain And Connectivity

- → A continuous landscaped/active transport corridor 6-10m wide as well as a small public park fronting Iron Cove Creek to be delivered through redevelopment and dedicated to Council.
- → Any public open space delivered through private redevelopment and dedicated to Council must be sited adjoining the creek corridor, be a minimum 20m wide and allow direct sunlight to a minimum of 50% of the public space for a minimum of 2 hours between 9 am and 3 pm on 21 June (mid winter).
- → A through-site link to provide a more direct connection through to Albert Parade will be crucial to allow the broader existing and future population in Ashfield North to reconnect to the creek and requirements should be flexible. A minimum 6m wide link partially delivered subject to future development on the subsequent site should be allowed. The link could initially be provided through a landscaped setback with a registered easement (dedication not required).
- → Existing right of way to be relocated to the area shown from MacKay Street into 25 Etonville Parade with a minimum width of 3 metres.
- → Vehicular access across the creek into the eastern sites should be discouraged and allowed only in exceptional cases as a secondary escape route.

### Built Form

- → The key sites will be allowed FSR from 2.5:1 to 3.3:1 and HOB from 8 to 11 storeys stepping down towards John Street and Croydon Road.
- → Distribution of building massing and scale is to minimise impacts to existing residential uses and character along Croydon Road and John Street.
- → Development to address and activate new public spaces along the creek.
- → Building setbacks to the creek corridor should encourage canopy and landscaped areas within private development that complement the corridor creating a more natural environment for reconnection to Country.
- → Private gardens fronting the creek to include tree planting with buildings set back a minimum 3 metres from the land to be dedicated (refer to DCP diagrams) .
- → While definition of the corridor through a uniform setback at gateway locations is recommended, horizontal articulation (variable additional landscaped setbacks to the creek corridor through articulation of building façades) should be encouraged to avoid creating a wall of buildings that emphasize the artificial channelled creek environment.
- → Retention of existing native trees and vegetation should be strongly encouraged to ensure that pedestrian amenity and a more natural character are achieved from the earlier days of development in the precinct.
- → To define the entry points of the corridor, in areas fronting lower scale residential uses and along side streets, a 3-4 storey street wall height with 3m upper level setback is an acceptable solution
- → In the central area of the corridor fronting additional landscaped areas/public open space or areas of change e.g. Etonville Parade, a more flexible, principled approach to street wall may be considered with buildings up to 9 storeys allowed to be expressed in their entirety as slender façades (without a street wall) to create more varied interfaces to the rigid corridor and respond to the finer grained, more organic built form character that defines Ashfield-Croydon.

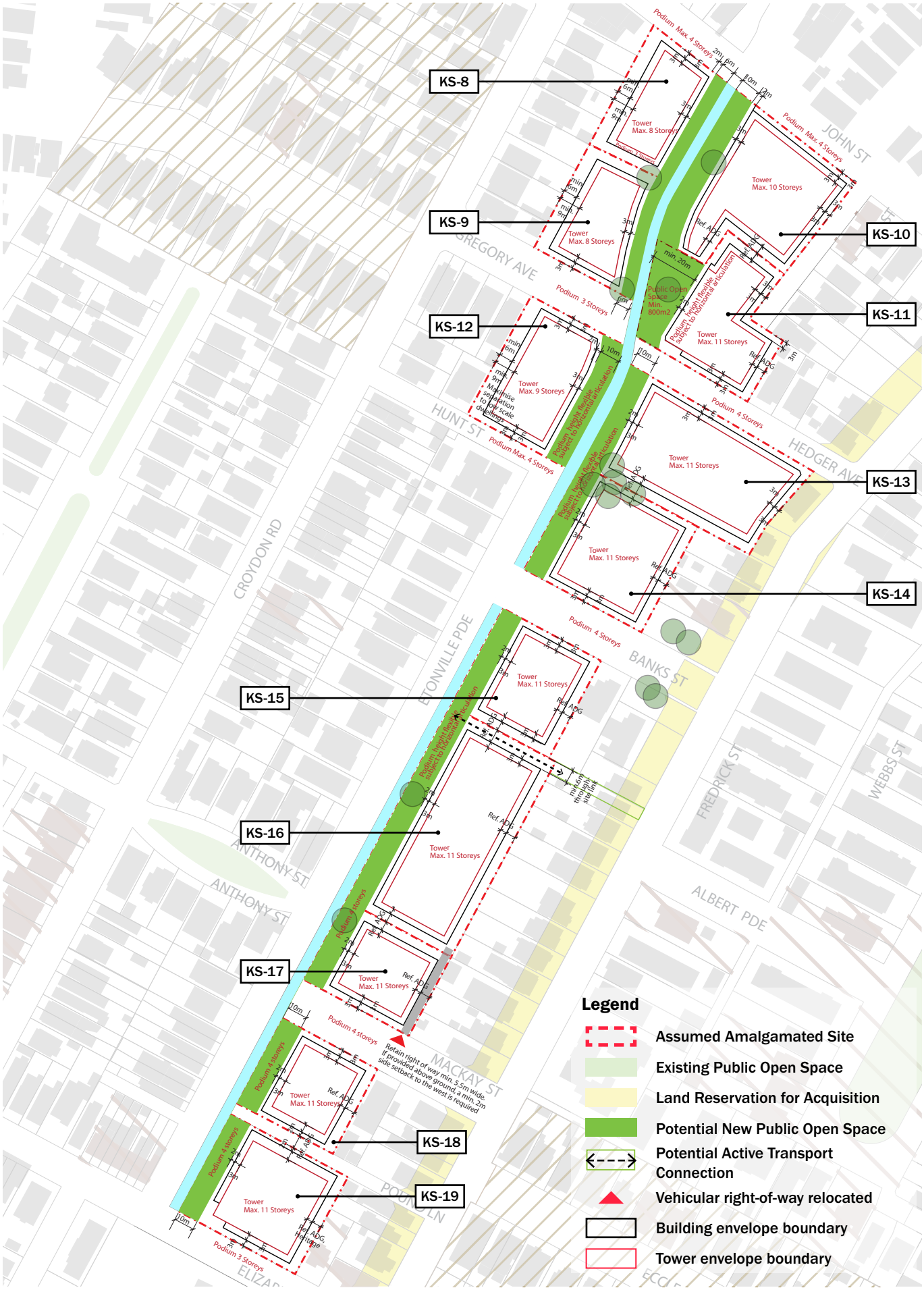


*Figure 132: Indicative Potential Layout and Design Principles*

## 5.3.11. Croydon Centre North

### Existing Character

- → The area near the current station exit at Hennessy Street is surrounded by large buildings mostly associated to the school.
- → The area between Elizabeth Street and Anthony Street and the length of Croydon Road have high local character value, with a variety unique architectural styles.
- → There is a strong vista along Elizabeth Street dotted with heritage items and buildings of high local character value towards the heritage-listed St Christophorus Church.

*Elizabeth Street vista to St Christophorus Church*

*Heritage terraces along Edwin Street*

### Desired Future Character

- → Enable high density development opportunities close to Croydon station and local centre whilst protecting the HCA.
- → Reinforcement of existing mixed built form character area along Edwin Street north of Anthony Street fronting Bridges Reserve.

**Open Space and Public Domain**

- → Enable public domain improvements that facilitate access to the station and integrate new development with the historical landscape character.

**Connectivity, Access and Movement**

- → Identify Edwin Street as 'Greener Street' with improved public domain and additional tree canopy.

**Density and Height**

- → Allow up to 10 storey building heights to the west of Ashfield Aquatic Centre.
- → Transition building heights down to 4- 5 storeys towards the HCAs and lower scale neighbourhood.
- → Rezone the western side of Croydon Road behind Edwin Street to R3 medium density residential, whilst retaining the existing FSR and HOB controls. Thus allowing lower scale residential flat buildings and attached dwellings to complement the scale and fine grain character of Croydon Road.

**Heritage, Built Form and Character**

- → Buildings along Elizabeth Street to retain privacy, solar amenity to adjoining low density areas and maintain scale relationship to the St Christophorus Church.

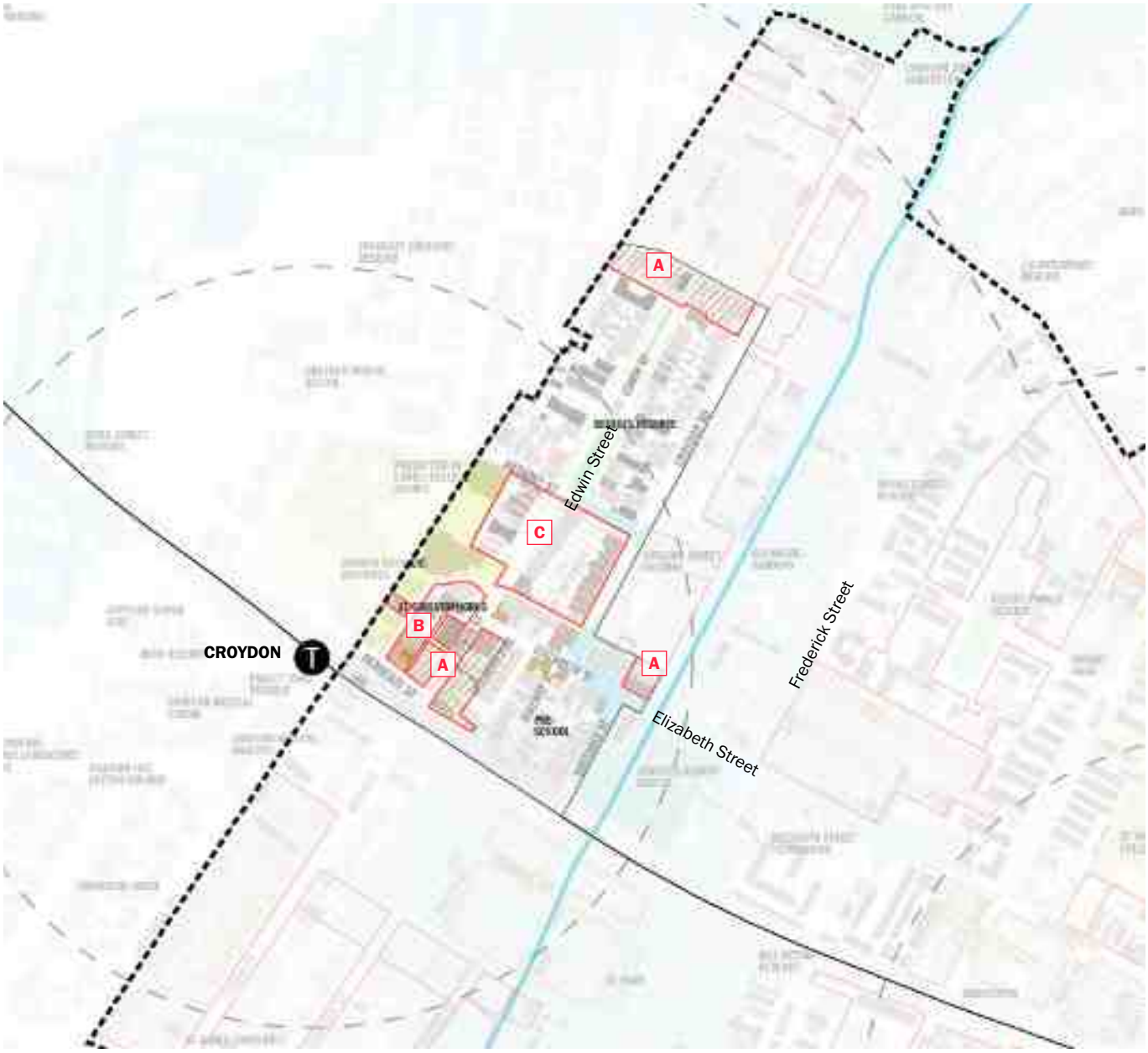


*Figure 133: Croydon Centre North - Existing Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Areas of No Change
- Railway Line and Station
- 400m & 800m Catchments
- Existing Apartments and Strata
- Heritage Conservation Area
- Heritage Item - General
- Areas of Higher Flooding Hazard
- Existing Infrastructure/Education
- Existing Public Open Space

| Areas of No Change | |
|---|---|
| A | HCA proposed to be retained and group of heritage listed buildings. |
| B | Existing buildings of high local character value on constrained sites near the curtilage of the heritage listed church. |
| C | Concentration of unique small scale local building typologies sandwiched between groups of heritage listed items. Topography variation would make residential flat buildings highly visible and incompatible in this area. |

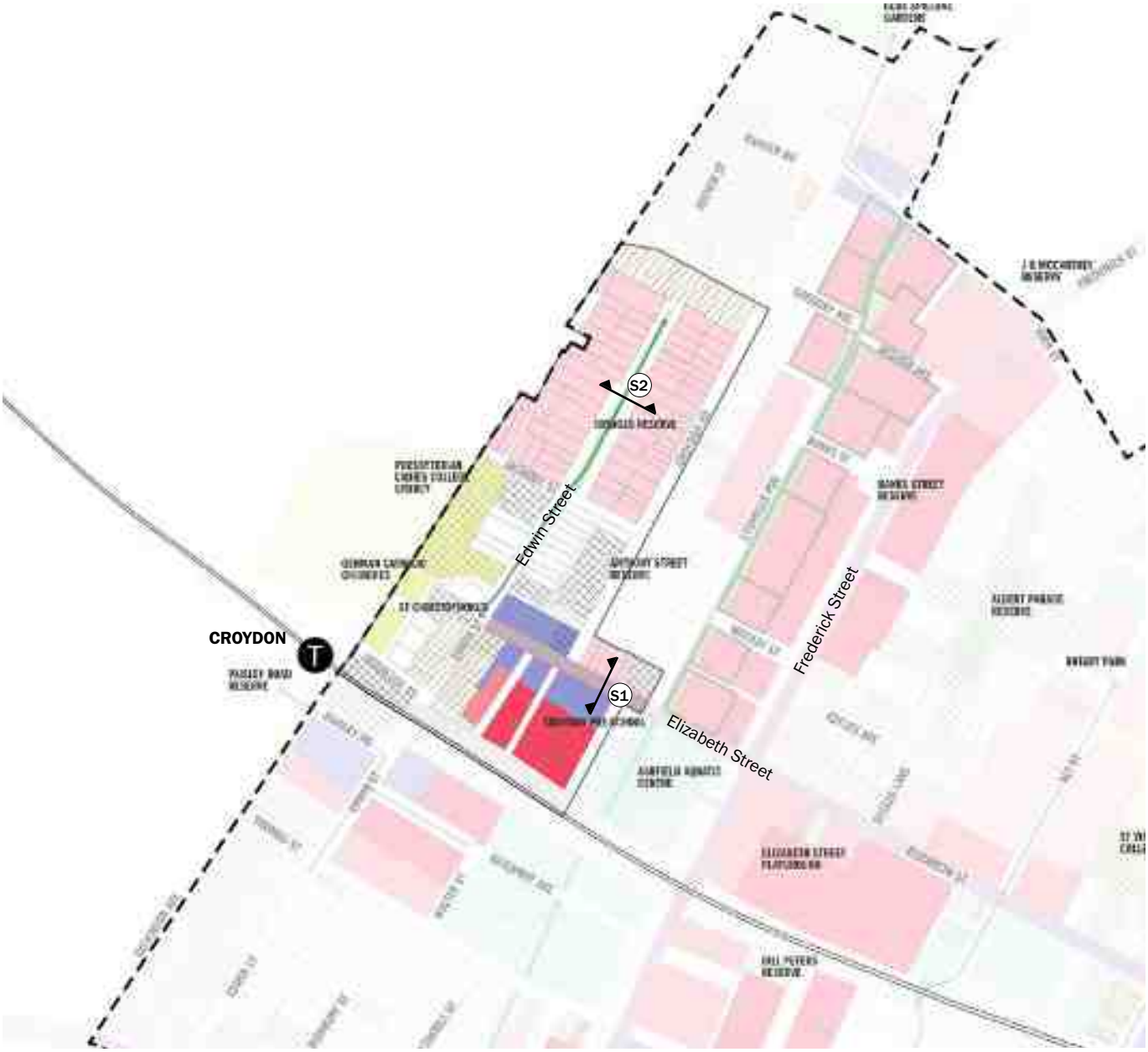


*Figure 134: Croydon Centre North - Desired Future Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Key Growth Spines
- Railway Line and Station
- Section Indicator

**Land Use and Density**

- Centres And Mixed Uses
- High Density Residential
- Medium Density Residential
- Medium-Low Density Residential
- Existing Infrastructure / Education

**Heritage**

- Heritage Conservation Area (HCA)
- HCA Proposed To Be Removed
- Heritage Item
- Heritage Item Proposed To Be Removed

**Public Realm and Connectivity**

- Existing Public Open Space
- Proposed New Public Open Space
- Proposed Road Reserve Widening for Public Realm Upgrades
- Existing Publicly Accessible Space
- Potential Publicly Accessible Space
- Potential Active Transport Connection
- Areas Subject to Further Investigation*

**Note: These areas were initially considered for additional housing opportunities. However, proposed developments resulted in widespread off-site flooding impacts and require further technical investigations and design modelling to mitigate flooding issues before any uplift can be provided.*

The Rathbone, Surry Hills (Scott Carver)

Wynyard Central,Auckland (Architectus)

Gower St, Summer Hill (Google maps)

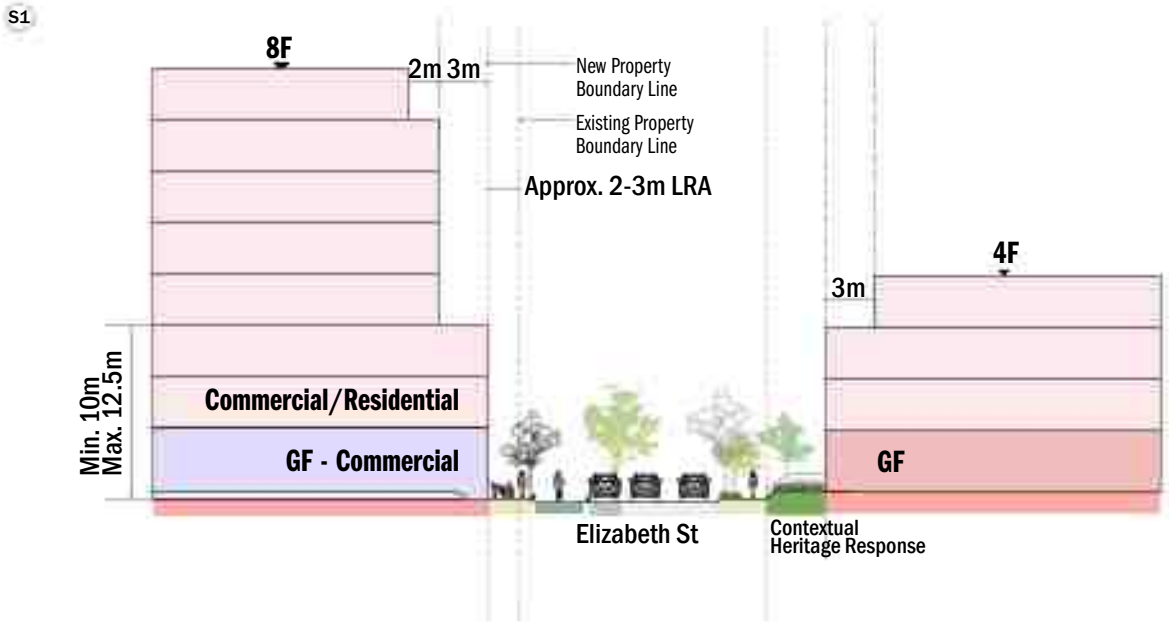


*Figure 135: Section 1 - Elizabeth Street*

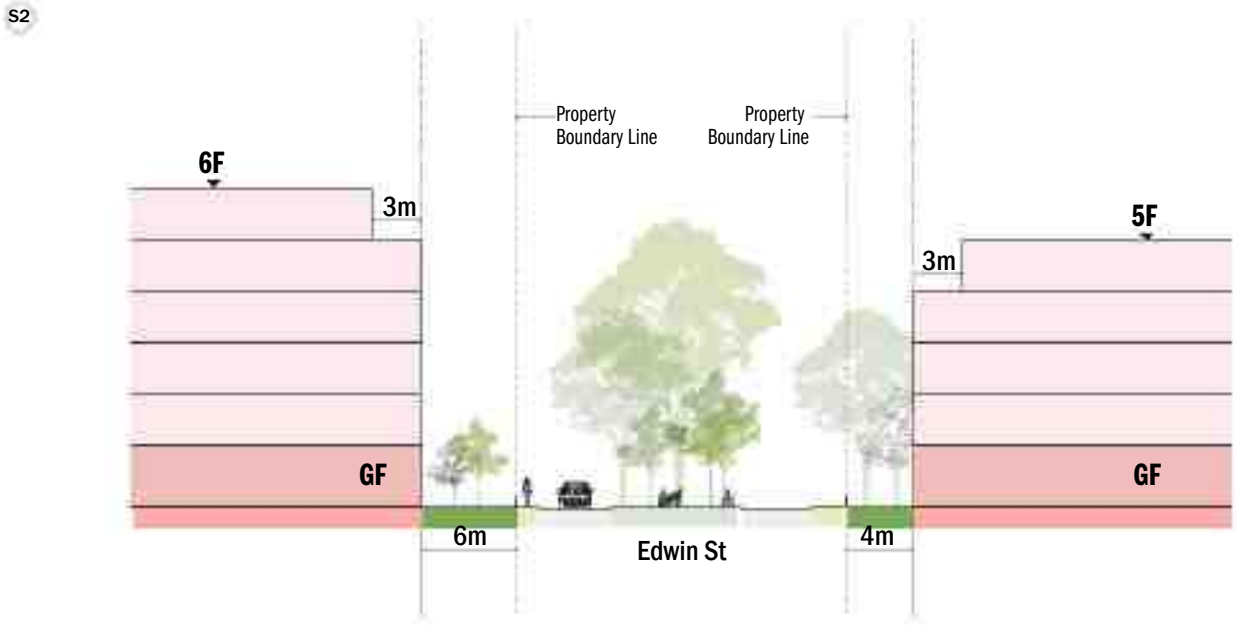


*Figure 136: Section 2 - Edwin Street*

# Croydon Centre North Cont'd

*Figure 137: Land Reservation for Acquisition*

## Proposed Land Reservation Acquisition

| Location | Nature of acquisition | Public benefit |
|---|---|---|
| Elizabeth Street (west of Etonville Parade)<br>→ 190-216 Elizabeth Street, Ashfield<br>→ 9 Hordern Parade, Ashfield | 2.5m wide strip to be acquired on the southern side of Elizabeth Street. | Widening of road reserve to improve public domain. |

*Note: All LRAs will be subject to a survey to determine exact dimensions.*

*Where the LRA is shown over heritage listed properties, it is not intended to acquire or demolish heritage listed buildings, only to acquire parts of the lot (subject to survey) where the retained building would not be impacted.*

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## 5.3.12. Croydon Centre South

### Existing Character

- → Limited facilities within Croydon local centre including lack of a full-line supermarket.
- → The area contains a HCA comprising Federation homes. It has typically larger lots and frontages, with generous setbacks hosting substantial front gardens.
- → Croydon station has a low service frequency. Buses do not service the centre. This has resulted in a car oriented community despite proximity to the station.

*Edwin Street*

*Heighway Street*

### Desired Future Character

- → Expand the local centre with proposed mixed use along Paisley Road and Edwin Street, complementing The Strand's retail and commercial services.
- → Opportunity to expand the local centres footprint to service the growing local population.
- → Opportunities to preserve character by limiting development potential in HCAs and adjacent land of a similar character.
- → Avoid densification in areas affected by flooding near Iron Cove Creek along Thomas Street and Heighway Avenue until further resolution of flooding constraints. Significant investment in infrastructure to alleviate flooding could support additional housing along Heighway Avenue.

**Open Space and Public Domain**

- → Retain the generous streetscape character along Edwin Street where development adjoins the HCA.

**Connectivity, Access and Movement**

- → Identify Paisley Road, Edwin Street and Heighway Avenue as 'Greener Streets' with improved public domain and tree canopy.

**Density and Height**

- → Locate higher density developments adjacent to Croydon station, allowing up to 12 storey buildings along Paisley Road.
- → Allow up to 10 storey buildings along parts of Heighway Avenue where flood modelling has been completed and supports the desired built form outcomes.
- → Transition the building height down to 6-7 storeys towards Thomas Street and Walter Street.

**Heritage, Built Form and Character**

- → Allow up to 6 storeys buildings for areas adjoining HCAs.
- → Heritage interface controls apply to development adjoining the HCA along Edwin Street and Thomas Street.
- → Retain the HCA owing to its consistent quality of fine federation homes with typical 'model neighbourhood' subdivision pattern.

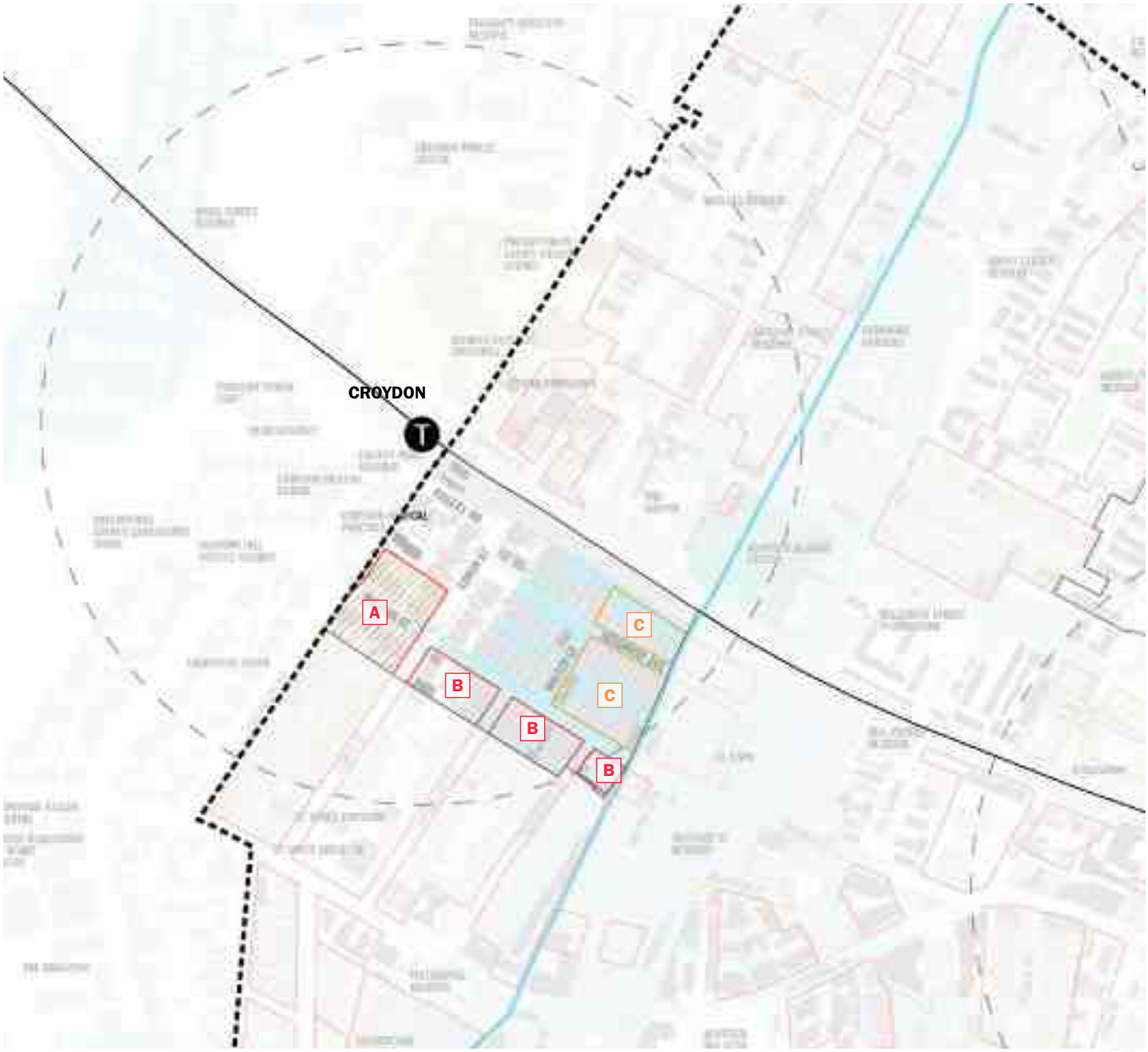


*Figure 138: Croydon Centre South - Existing Character*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Areas of No Change
- Railway Line and Station
- 400m & 800m Catchments
- Existing Apartments and Strata
- Heritage Conservation Area
- Heritage Item - General
- Areas of Higher Flooding Hazard
- Existing Infrastructure/Education
- Existing Public Open Space

| Areas of No Change | |
|---|---|
| A | Retain existing controls within the HCAs. |
| B | Retain low scale character. |
| **Potential Future Opportunity Sites** | |
| C | Land is affected by significant flooding. Investment in flood mitigation infrastructure required before additional housing can be considered in this area. |

# Croydon Centre South Cont'd

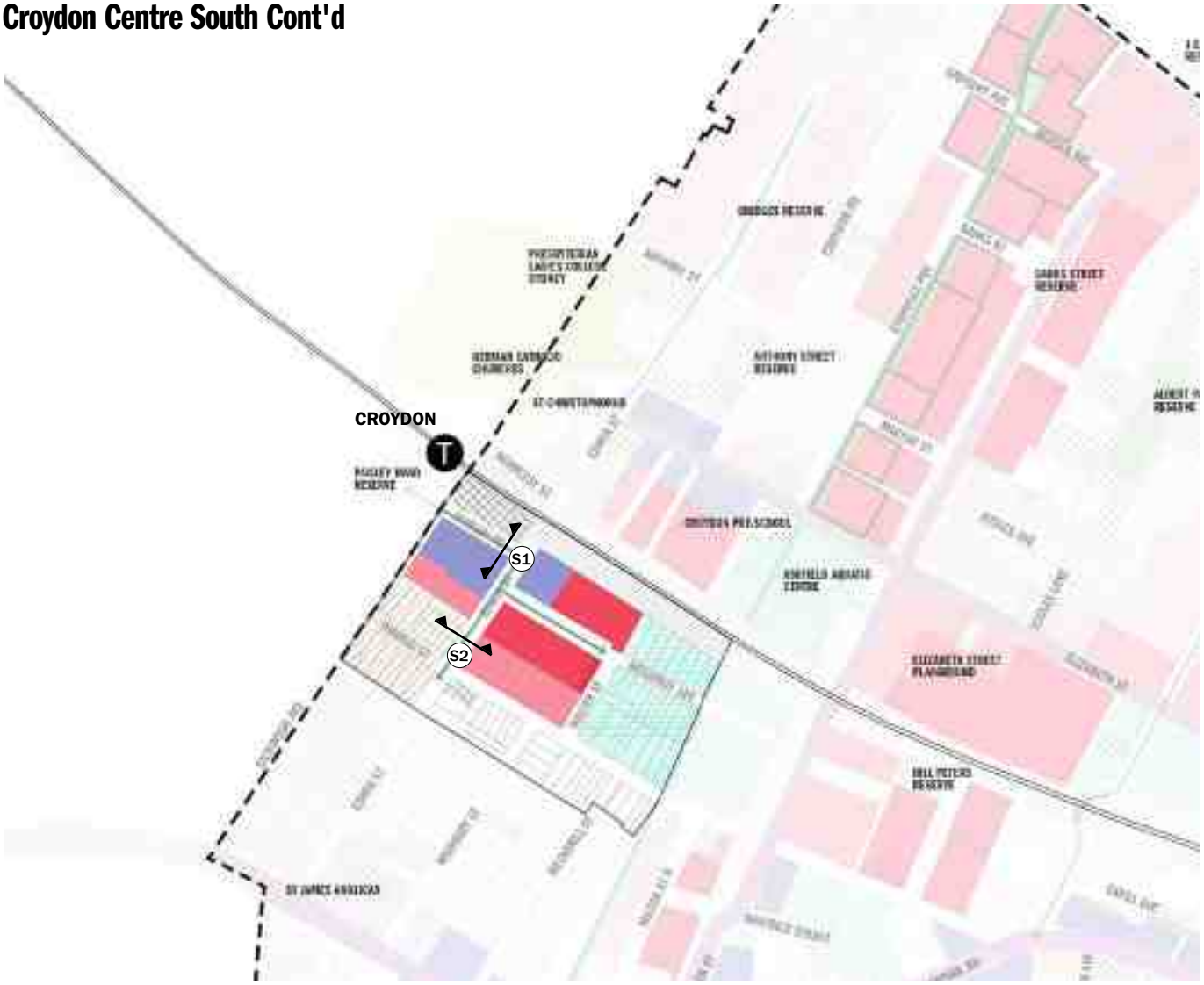


*Figure 139: Croydon Centre South - Desired Future Character*

0 100 200 m

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Key Growth Spines
- Railway Line and Station
- Section Indicator

**Land Use and Density**

- Centres And Mixed Uses
- High Density Residential
- Medium Density Residential

**Heritage**

- Heritage Conservation Area (HCA)
- Heritage Item

**Public Realm and Connectivity**

- Potential Canopy /Public Realm Enhancement

- Areas Subject to Further Investigation*

**Note: Land is affected by significant flooding. Investment in flood mitigation infrastructure required before additional housing can be considered in this area.*

Rosebery streetscape (Google maps)

Ironbark apartments, Forest Lodge (Scott Carver)

Fieldwork, Cremorne, Victoria

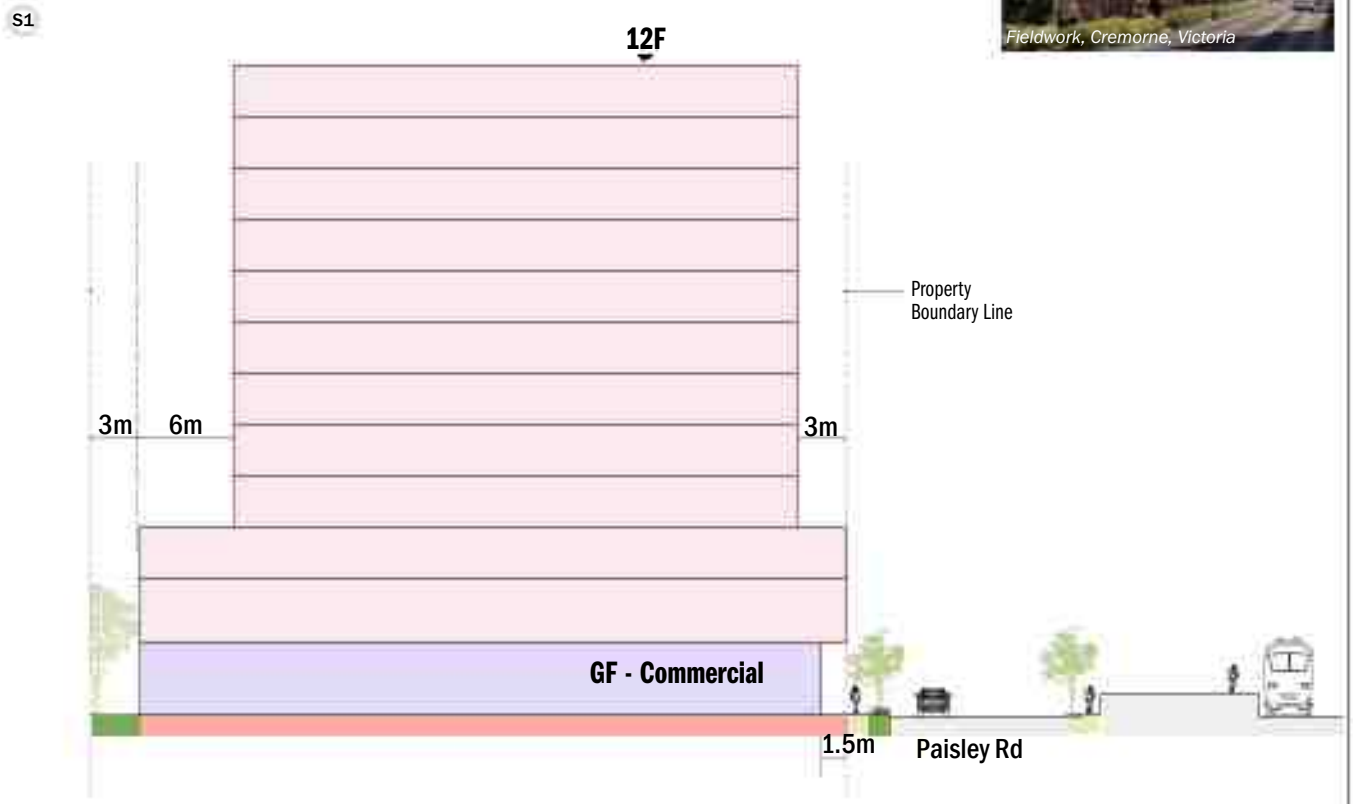


*Figure 140: Section 1 - Paisley Street from Edwin Street corner*

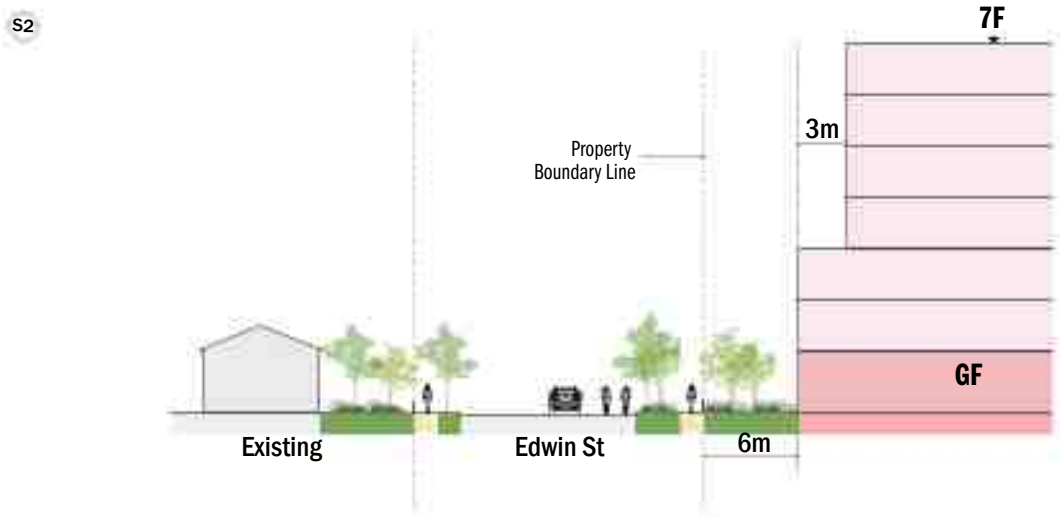


*Figure 141: Section 2 - Edwin Street*

# 5.3.13. Northern Village (Area of No Change)

## Existing Character

- This area has a distinctive sense of place characterised by two HCAs, small scale and grand heritage homes and the landscaped setting of Albert Parade Reserve.
- Predominately low scale residential comprised of single dwelling, strata and walk-up flats.
- Substantial mature tree canopy along the streetscape and within individual lots.
- It is centred between two key road corridors, Frederick Street and Alt Street, that connect North Ashfield / Parramatta Road and Ashfield Town Centre.

## Challenges and Opportunities

- Pocket parks and open spaces provide through-site links to the main corridors.
- Low density areas near Albert Parade Reserve are significantly flood affected.
- The existing character along John Street, Alt and Charlotte Streets to the north protect the setting of Taringa Street HCA and vistas to its character defining spire.
- Existing walk-up flats are of low density configuration with generous front setbacks and deep soil. Increasing density/building scale would affect the broader landscaped setting of Albert Street or the heritage settings.

No proposed uplift in this sub-precinct, noting:

| Areas of No Change | |
|---|---|
| A | Retain existing controls within the HCA to preserve heritage significance. |
| B | Retain existing density and scale to protect the landscaped and heritage settings. |
| C | Retain existing character to protect the HCA setting and vistas that provide a sense of place. |

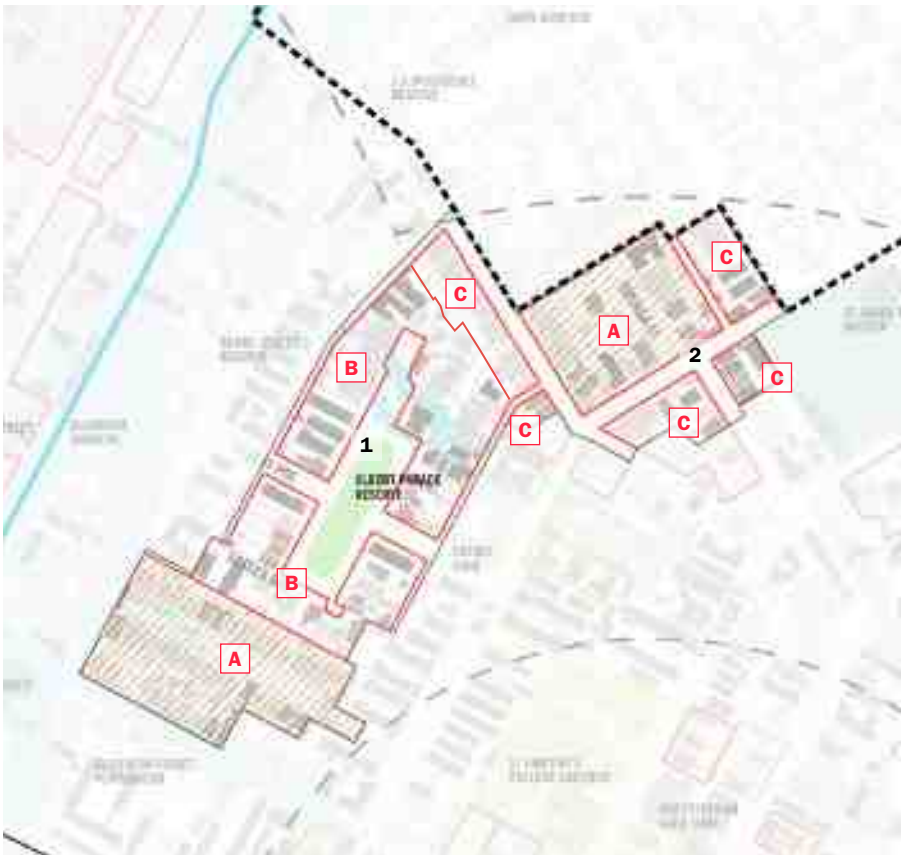


*Figure 142: Challenges and Opportunities*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Areas of No Change
- 400m & 800m Catchments
- Existing Apartments and Strata
- Heritage Conservation Area
- Heritage Item - General
- Areas of Higher Flooding Hazard
- Existing Public Open Space

# 5.3.14. Ivanhoe (Area of No Change)

## Existing Character

- → Predominately comprises HCAs with single-storey dwellings.
- → Areas along Croydon Road present a more consistent character with a few two-storey walk-up flats dispersed within northern areas.
- → The streets have generally an open landscape character with wide footpaths and verges.
- → Iron Cove Creek and Dobroyd Canal confluence is located to the northern bookend of the sub-precinct. These canals are characterised by hardscape and engineered water infrastructure.
- → There is a lack of visual and physical integration with the adjoining Centenary Park to the north and Edwin Street to the south.

## Challenges and Opportunities

- → Despite proximity to Centenary Park and Centenary sports grounds, direct access is limited by large expansion of car parks, topography and gated entrances.
- → The HCA creates a barrier between this area and the rest of Croydon particularly the station area.
- → Existing walk-up flats are mostly two storeys with East-West orientated buildings.
- → Opportunity to remove detracting site 2 Rangers Road from the HCA identified in Heritage Study.

No proposed uplift in this sub-precinct, noting:

| Areas of No Change | |
|---|---|
| A | HCAs and adjoining areas where new development would visually impact the setting of the HCA. |
| B | Area of low scale single-dwellings and 2 storey walk-up flats facing E-W constraining taller development on remaining lots due to amenity impacts. |

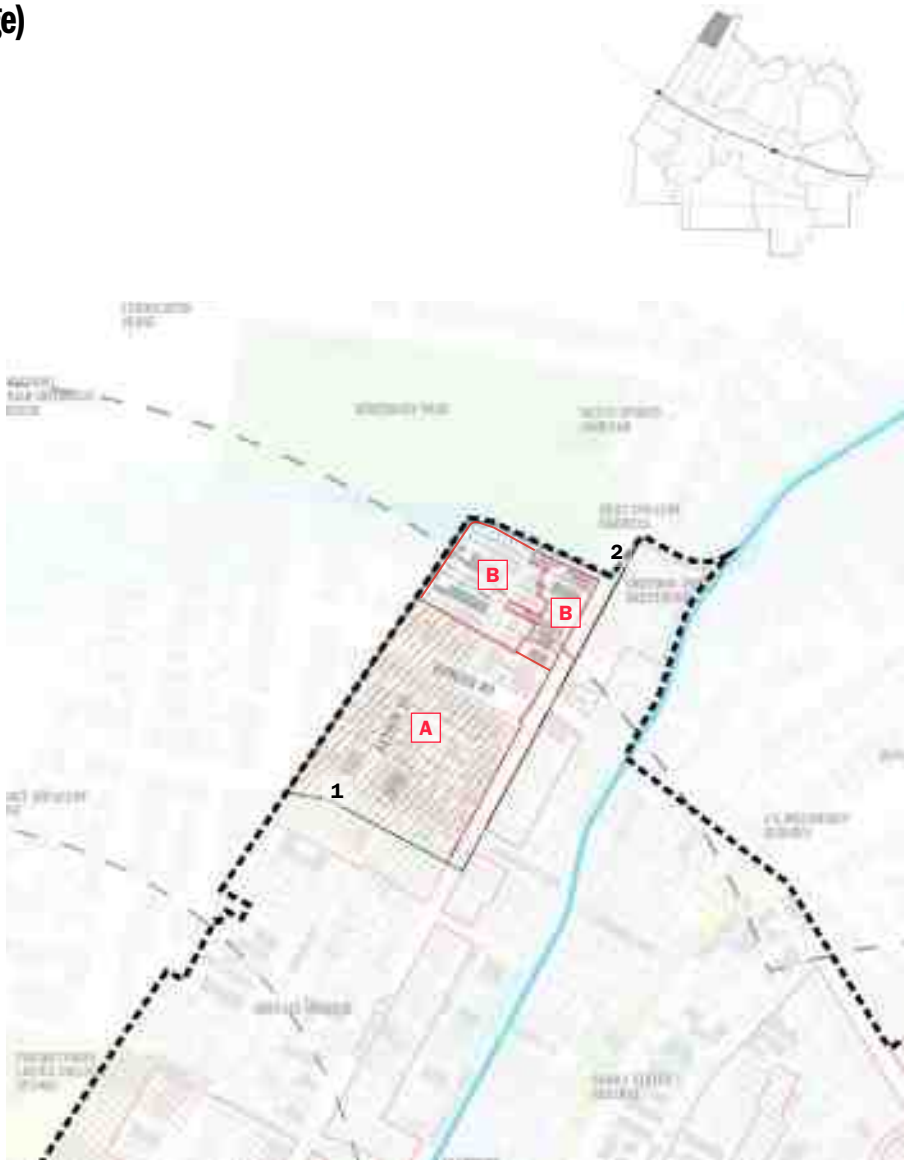


*Figure 143: Challenges and Opportunities*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Areas of No Change
- 400m & 800m Catchments
- Existing Apartments and Strata
- Heritage Conservation Area
- Heritage Item - General
- Areas of Higher Flooding Hazard
- Existing Public Open Space

# 5.3.15. Wetherill (Area of No Change)

## Existing Character

- This area has predominantly low scale and single storey dwellings and includes a number of heritage-listed sites and HCAs.
- HCA along Edwin Street is associated with a model of low-density subdivision pattern. Aligned to that, lot size and patterns are generally larger than other parts of the precinct. Cromwell and Norton Streets have finer grained development pattern.
- Consistent groups of dwellings with high local character value particularly along Edwin, Highbury, Wetherill, Norton and Cromwell Streets adjoin the conservation areas. These settings are further supported by the surrounding backdrop of consistently low scale.
- Some recent redevelopments do not respond to the local character.
- Mature tree canopies on many streets and within properties, particularly along Holbrow Street with wide footpaths and verges.

## Challenges and Opportunities

- Carshalton Street is heavily impacted by flooding.
- Liverpool Road is a barrier to walking to Croydon Station.
- A few pocket parks provide respite space while the area is a fair distance from larger open space.

No proposed uplift in this sub-precinct, noting:

| Areas of No Change | |
|---|---|
| A | Retain existing controls within the HCA to preserve heritage significance. |
| B | Retain areas of high local character value. |
| C | Retain building scale (max. 2 storeys) where development could interfere with setting of HCA, heritage items or areas of high local character value. |
| D | The few strata buildings and existing controls are at the maximum suitable scale for their location. |

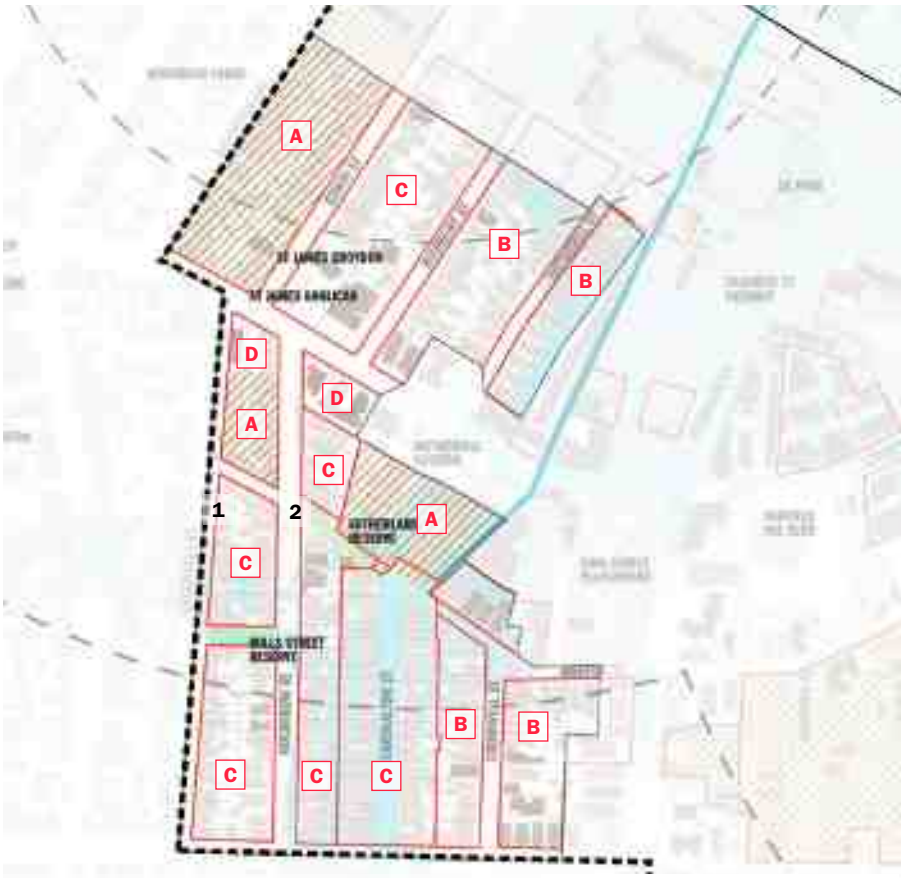


*Figure 144: Challenges and Opportunities*

**Legend**

- HIA 1 Boundary
- Sub-Precinct Boundary
- Areas of No Change
- 400m & 800m Catchments
- Existing Apartments and Strata
- Heritage Conservation Area
- Heritage Item - General
- Areas of Higher Flooding Hazard
- Existing Public Open Space

# 5.4. Proposed Maps

The proposed LEP controls amendments that reflect the proposed structure plan include:

→ Minimum Site Area Requirements
→ Land Zoning
→ Floor Space Ratio Map
→ Height of Building Map
→ Heritage Map
→ Key Sites Map
→ Land Reservation Acquisition Map

## 5.4.1. Minimum Site Area Requirements

It is proposed that minimum street frontage and lot isolation requirements would apply to certain sites being uplifted for new housing. These requirements will encourage orderly development with adequate area to accommodate positive built form outcomes, including enabling development to achieve requirements of the NSW ADG and provide adequate amenity for future residents.

### Minimum street frontage for residential flat buildings

It is proposed that a minimum street frontage of 21m be required for residential flat buildings in the HIAs. This will apply to the R3 Medium Density Residential and R4 High Density Residential zones. No minimum street frontage requirements will apply for shop top housing or mixed-use developments in E1 Local Centre, E2 Commercial Centre and MU1 Mixed Use zones. This is to allow flexibility for retention of the fine grain character in town centres.

### Minimum Site Area Requirements to prevent lot isolation

To ensure that land does not become isolated and is capable of being redeveloped for residential flat buildings or shop top housing, land adjoining a redevelopment site must have the following minimum dimensions:

→ Area of 600m$^2$ in R3 and R4 zones
→ Minimum frontage of 12m in E1, E2 and MU1 zones

## 5.4.2. Land Zoning

## Existing

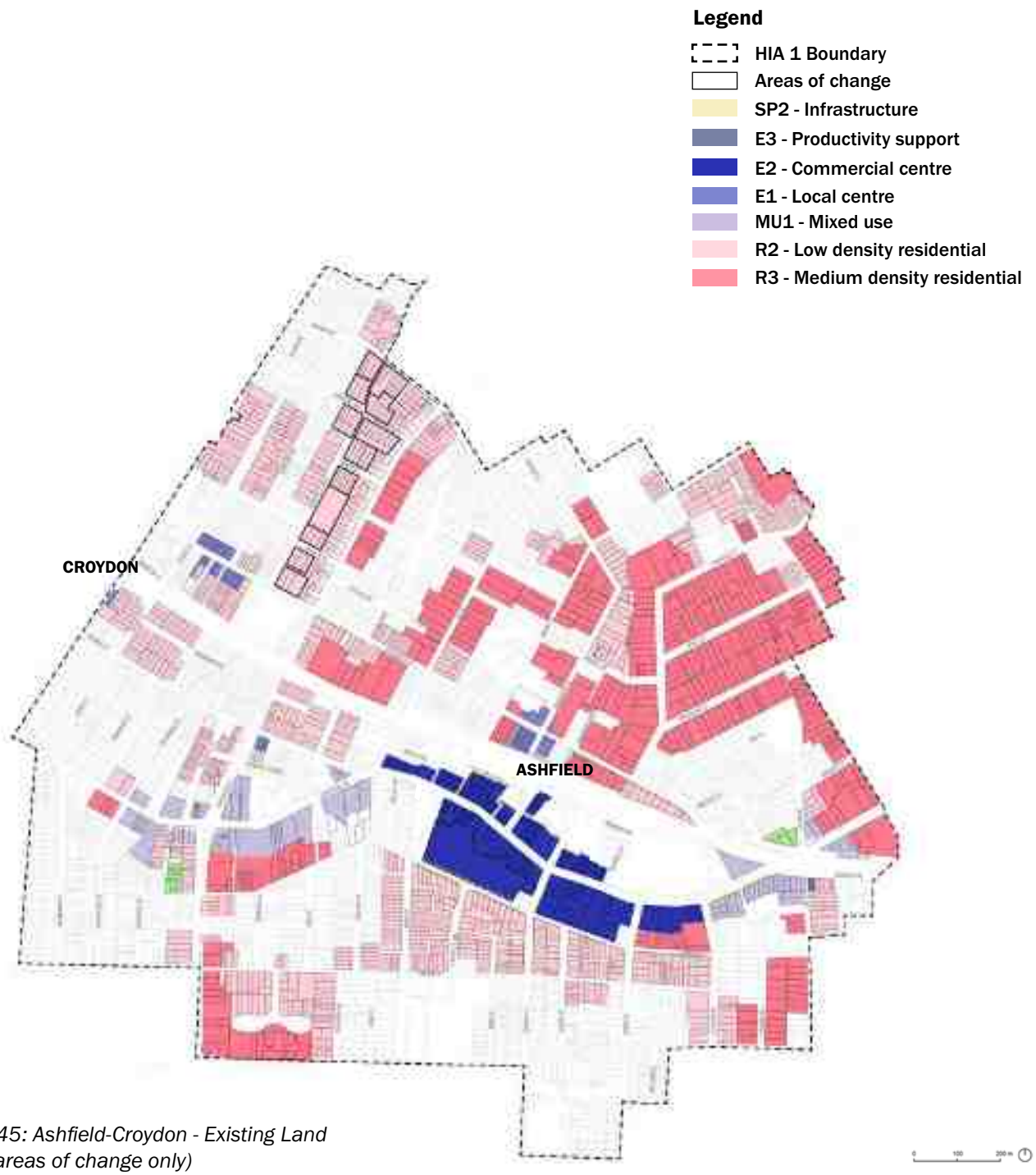


*Figure 145: Ashfield-Croydon - Existing Land Zoning (areas of change only)*

## Proposed

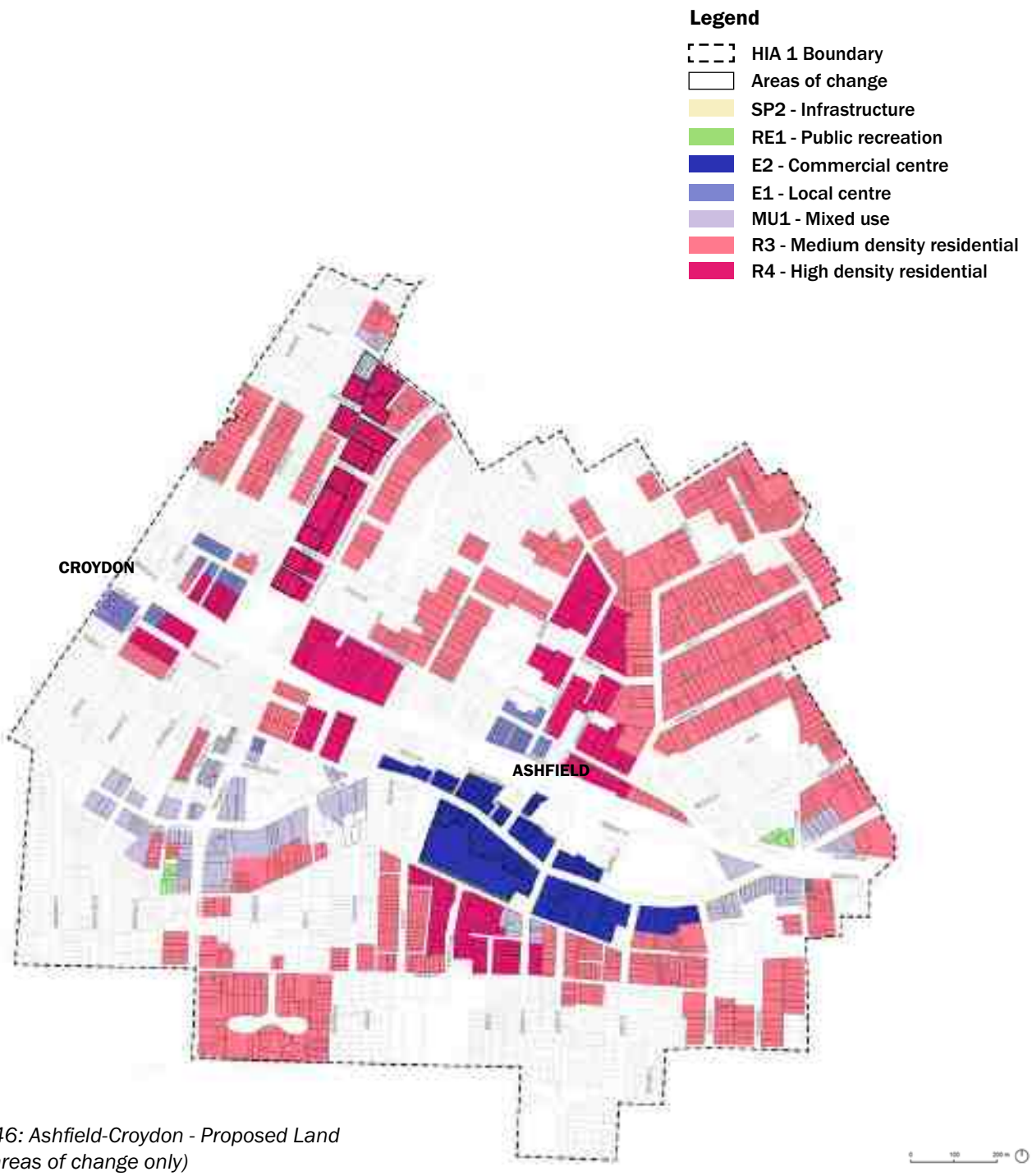


*Figure 146: Ashfield-Croydon - Proposed Land Zoning (areas of change only)*

## 5.4.3. Floor Space Ratio Map

### Existing

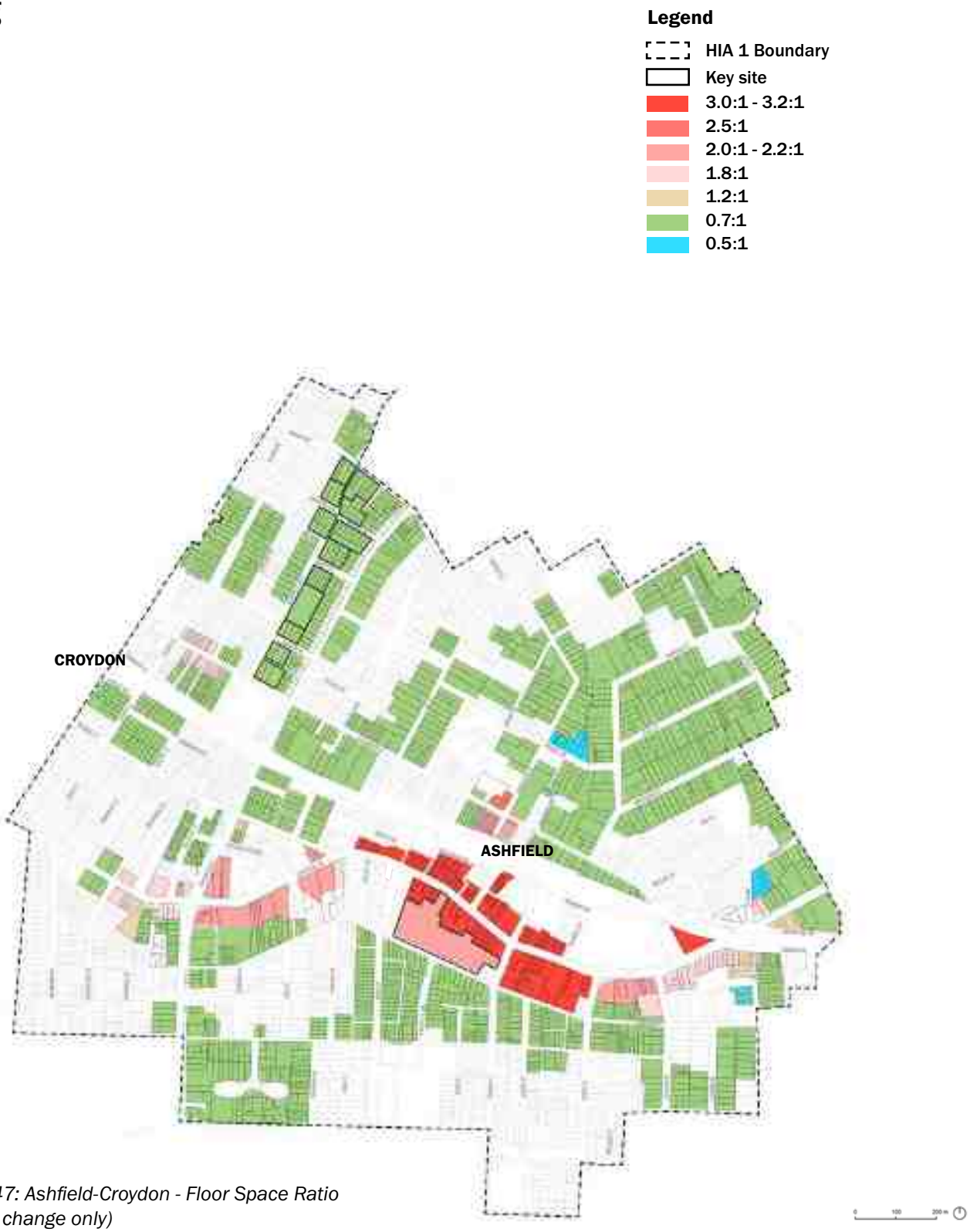


*Figure 147: Ashfield-Croydon - Floor Space Ratio (areas of change only)*

## Proposed

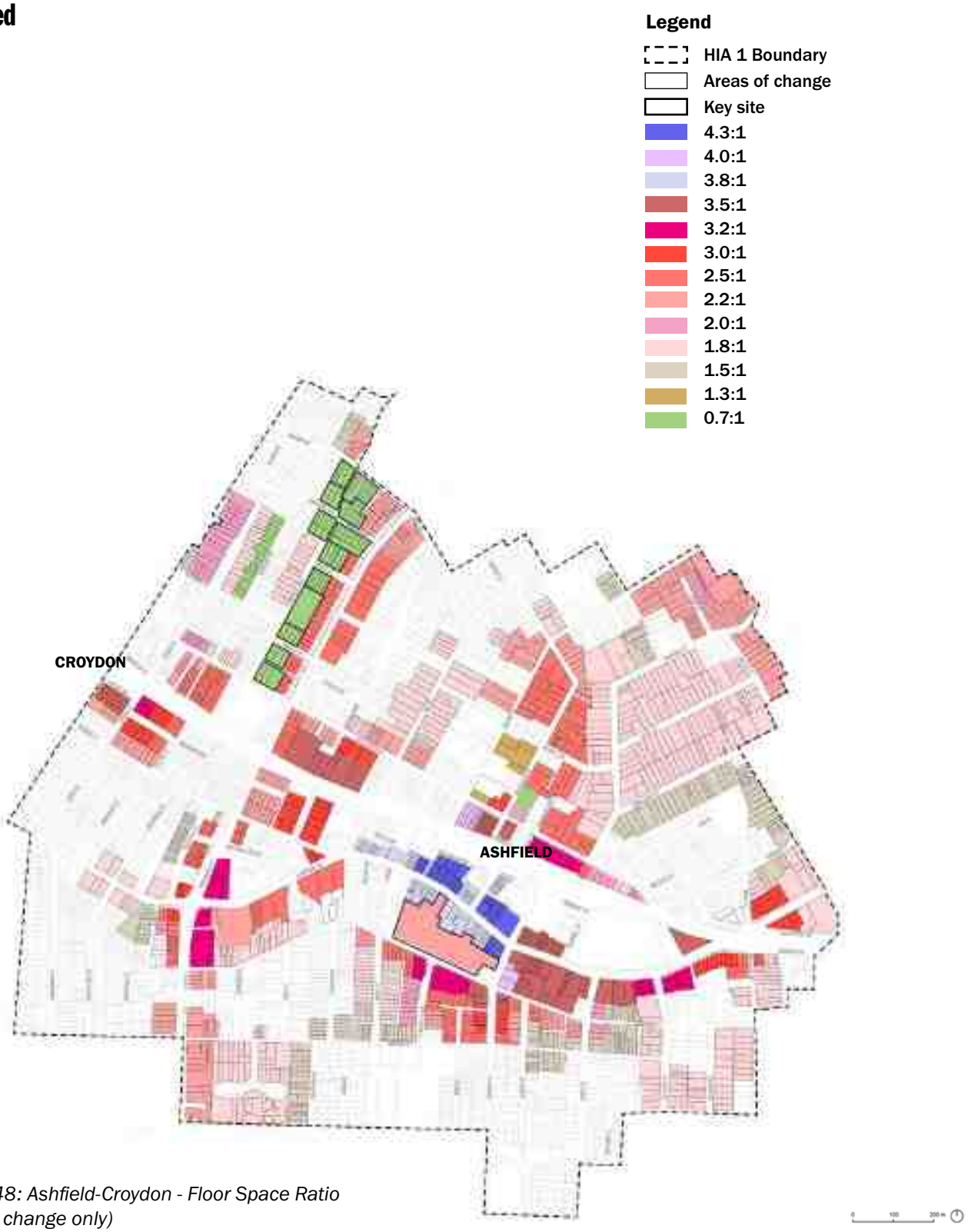


*Figure 148: Ashfield-Croydon - Floor Space Ratio (areas of change only)*

## 5.4.4. Height of Building Map

### Existing

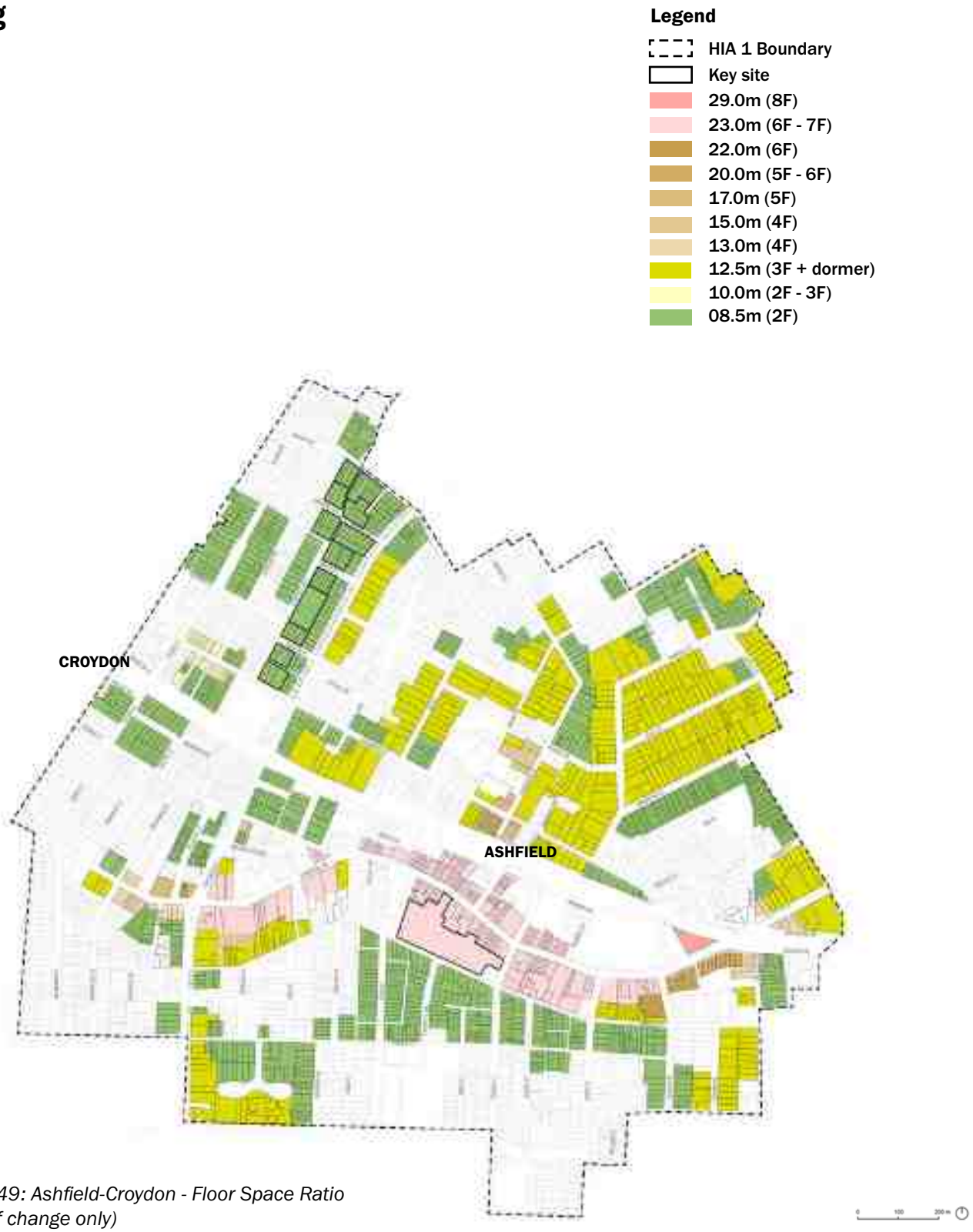


*Figure 149: Ashfield-Croydon - Floor Space Ratio (areas of change only)*

## Proposed

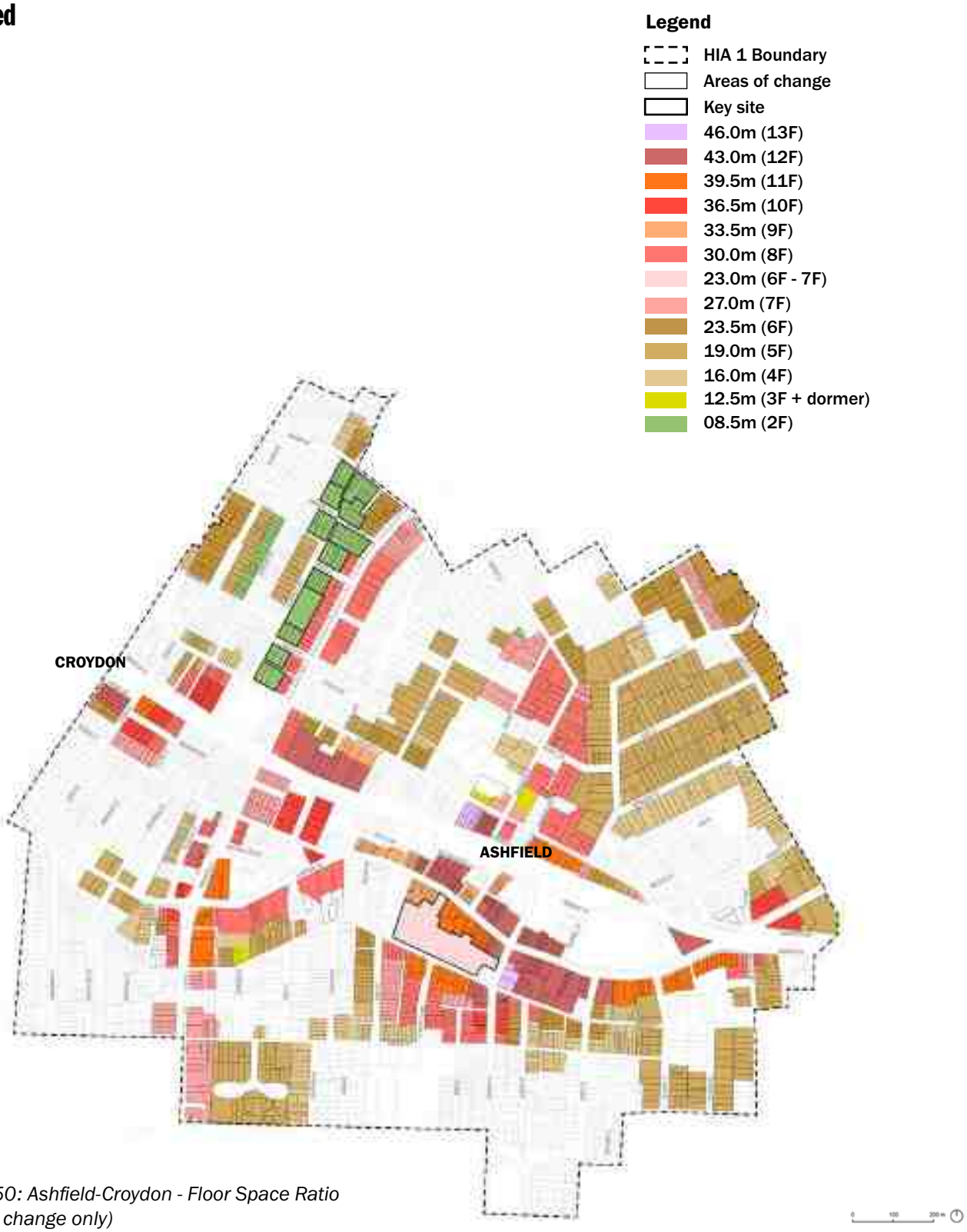


*Figure 150: Ashfield-Croydon - Floor Space Ratio (areas of change only)*

## 5.4.5. Heritage Map

## Existing

*Figure 151: Ashfield-Croydon - Existing Heritage Map*

## Proposed

*Figure 152: Ashfield-Croydon - Proposed Heritage Map*

## 5.4.6. Key Sites Map

## Existing

*Figure 153: Ashfield-Croydon - Existing Key Sites Map*

## Proposed

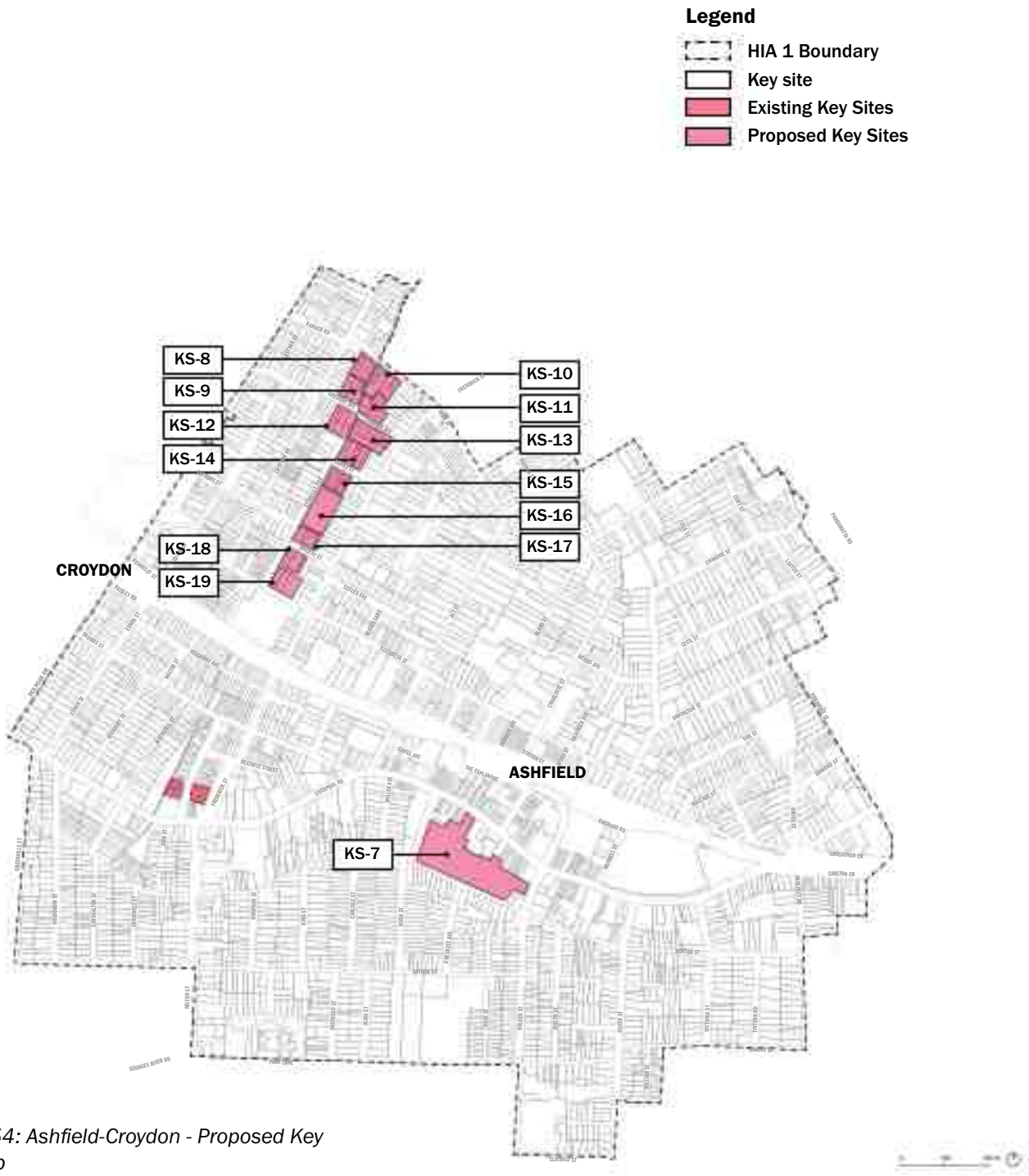


*Figure 154: Ashfield-Croydon - Proposed Key Sites Map*

## Key Sites Map Cont'd

*Table 12: HIA 1B Ashfield-Croydon - Proposed Key Sites*

| Area No. | Address | Key Site Public Benefit | Max. FSR | Max. HOB |
|---|---|---|---|---|
| KS-7 | 260A Liverpool Road | → New public open space minimum 2000m2 , provided as a contiguous space with minimum dimension 20m<br>→ New active transport connections between Liverpool Road minimum 9m wide | 4.0:1 | 76m (22 st.) |
| KS-8 | 68, 70A, 74, 76 John St, Croydon | → Landscaped/active transport corridor – 6m wide | 2.5:1 | 30m (8 st.) |
| KS-9 | 2, 4, 6 Gregory Ave, Croydon | → Landscaped/active transport corridor – 6m wide | 2.5:1 | 30m (8 st.) |
| KS-10 | 56-66 John Street, 1, 3 Vine Street, Ashfield | → Landscaped/active transport corridor – 10m wide | 2.5:1 | 36.5m (10 st.) |
| KS-11 | 7-15 Hedger Avenue, 5-7 Vine Street, Ashfield | → Landscaped/active transport corridor -6m wide plus public open space with min. area of 800m2 and 20m minimum dimension | 2.8:1 | 39.5m (11 st.) |
| KS-12 | 9-15 Gregory Ave & 1-5 Hunt St, Croydon | → Landscaped/active transport corridor -10m wide | 2.7:1 | 33.5m (9 st.) |
| KS-13 | 2-18 Hedger Avenue & 80 Frederick Street, Ashfield | → Landscaped/active transport corridor – 10m wide | 2.8:1 | 39.5m (11 st.) |
| KS-14 | 1-9 Banks St, Ashfield | → Landscaped/active transport corridor – 10m wide | 2.8:1 | 39.5m (11 st.) |
| KS-15 | 2-12 Banks St, Ashfield | → Landscaped/active transport corridor – 10m wide | 2.8:1 | 39.5m (11 st.) |
| KS-16 | 25 Etonville Pde, Ashfield | → Landscaped/active transport corridor – 10m wide plus<br>→ Through-site link min. 6m wide towards Frederick St for future connection to Albert Pde | 2.8:1 | 39.5m (11 st.) |
| KS-17 | 1-7 Mackay St, Ashfield | → Landscaped/active transport corridor – 10m wide plus | 2.8:1 | 39.5m (11 st.) |
| KS-18 | 2-8 Mackay Street and 4A Etonville Pde, Ashfield | → Landscaped/active transport corridor – 10m wide<br>→ Retain existing right-of-way to 25 Etonville Pde - relocation along Mackay St allowed. | 3.3:1 | 39.5m (11 st.) |
| KS-19 | 179, 181, and 183 Elizabeth St, Ashfield | → Landscaped/active transport corridor – 10m wide | 3.0:1 | 39.5m (11 st.) |

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## 5.4.7. Land Reservation for Acquisition Map

## Existing

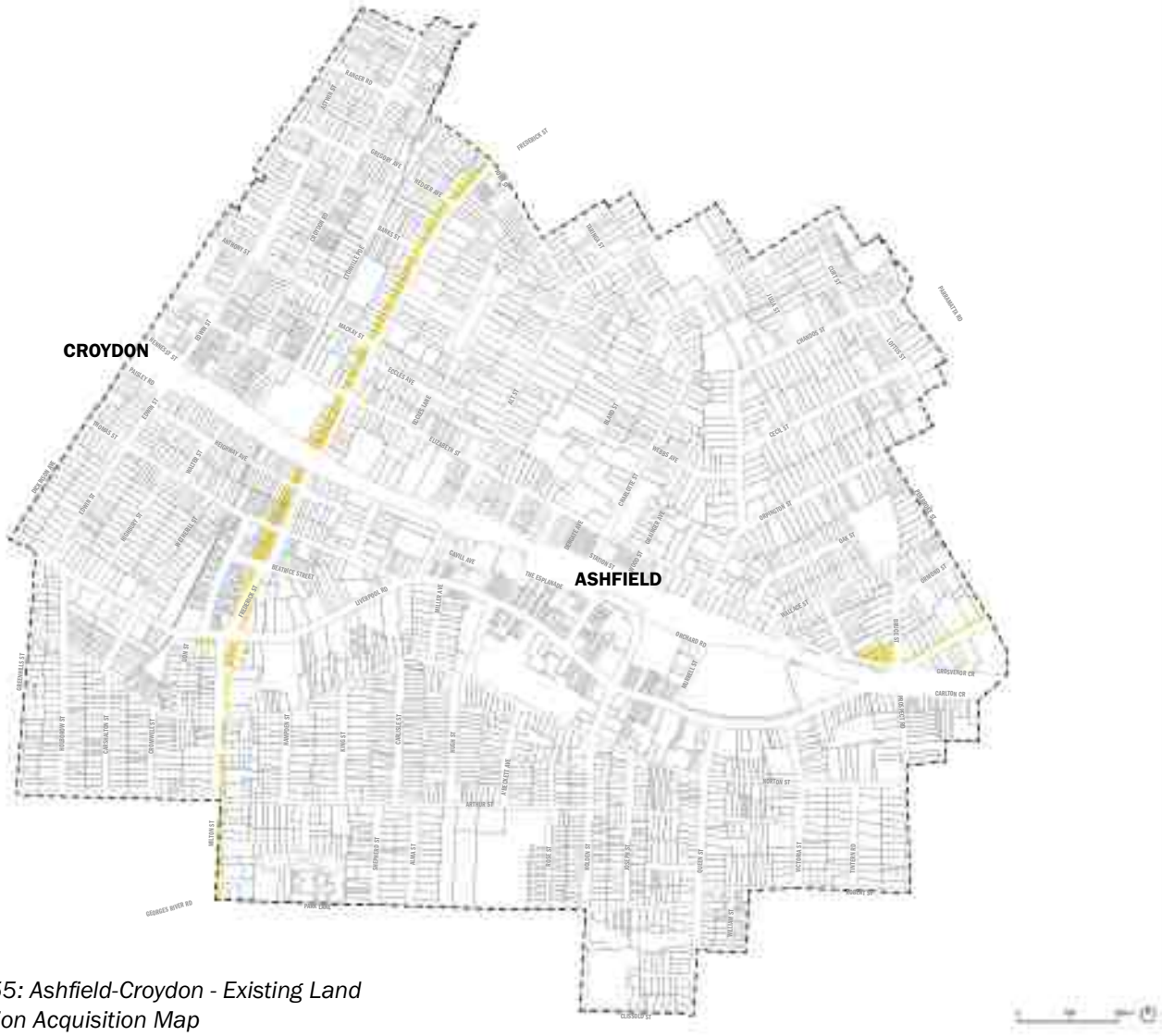


*Figure 155: Ashfield-Croydon - Existing Land Reservation Acquisition Map*

## Proposed

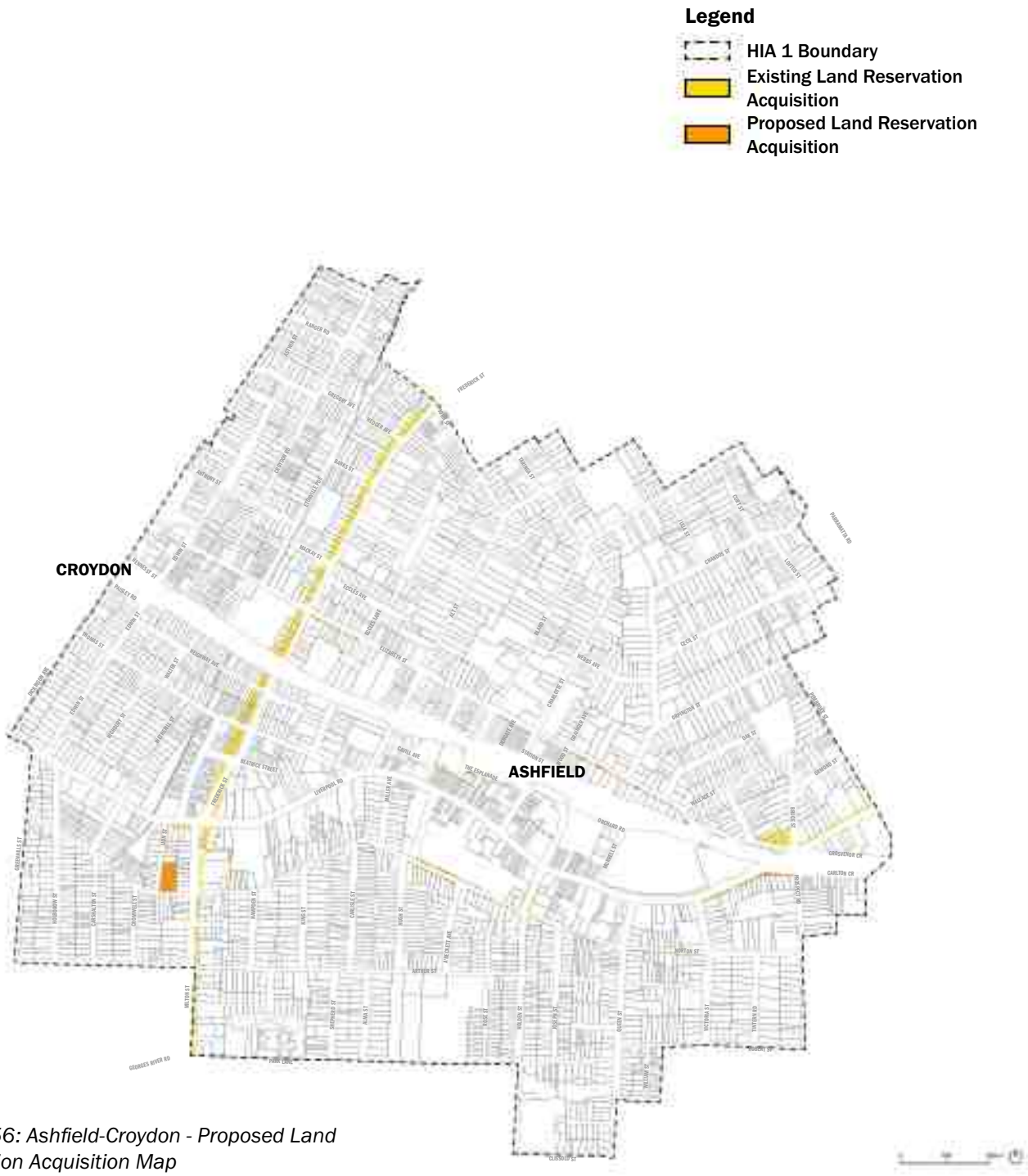


*Figure 156: Ashfield-Croydon - Proposed Land Reservation Acquisition Map*