PART C
STAGE 2 HOUSING INVESTIGATION AREAS

OVERVIEW

Part C of this document sets out the urban design framework and proposed LEP controls for Stage 2 HIAs comprised of Summer Hill, Lewisham, Petersham, Stanmore, Leichhardt, St Peters, Sydenham and Tempe precincts. It provides the following:

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

6. HIA 2 – SUMMER HILL, LEWISHAM, PETERSHAM, STANMORE, LEICHHARDT, ST PETERS, SYDENHAM AND TEMPE

6.1. Place Analysis

The master plan for HIA 2 provides a connected network of change areas that reinforce the Inner West's urban structure. Change areas are focused around:

- → Key activity spines such as Parramatta Road, Norton Street, Marion Street and Crystal Street.
- → Areas of open space such as Pioneer Park and Lambert Park in Leichhardt.
- → Near to existing centres such as Marrickville Metro and the Petersham and Lewisham local centres.
- → Within opportunity areas near to stations, such as near Petersham Station and Sydenham Station.

The change areas also capture the NSW Government's Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) intent, where that land does not carry an existing employment function, or is constrained by other factors.

Development scales vary across the master plan area, with a human scale being the principal factor. Heights typically range from three to six storeys across the master plan area, with limited opportunity areas proposed for eight storeys near to Marrickville Metro shopping centre.

Due to technical considerations, several areas in Summer Hill, Tempe and Leichhardt have been deferred pending further studies.

No additional open spaces or public infrastructure is proposed as part of this master plan - these items are outside the scope of this study.

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

- → Character
- → Lot sizes
- → Recent developments
- → Topography
- → Flooding
- → Blue-green grid
- → Tree Canopy Cover
- → Urban Heat
- → Existing open spaces
- → Heritage
- → Movement
- → Sydney Airport - Australian Noise Exposure Forecast
- → Sydney Airport - Procedures for air navigation services – aircraft operations (PANS- OPS) surfaces
- → Sydney Airport - Aircraft Obstacle Limitation Service (OLS)

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

- → Challenges
- → Opportunities

6.1.1. Challenges

Areas Excluded from Investigations

Stage 2 HIA Master Plans identify additional housing opportunity areas across the railway stations, light rail and local centre catchments beyond Stage 1 HIA. Large areas within the LGA were investigated in detail and sub-areas have been strategically identified for upzoning to support new housing opportunities, specifically where sites are not constrained by:

- → 100 year and probable maximum flood (PMF) flood affected properties
- → Heritage Conservation Areas (HCAs) and Heritage Items (HIs) outside of local centres
- → Sydney Airport's Australia Noise Exposure Forecast (ANEF) 30+
- → Employment Lands (E3 / E4 zones)

Consolidated Challenges Map

In addition to identifying excluded areas from the investigations, further place analysis was undertaken and synthesised into a consolidated challenges map illustrated in the overleaf diagram. This includes:

Lot Size and Fine Grain Pattern

Most neighbourhoods within Stage 2 HIA comprised of <300 sqm small lot size and fine grain pattern. This includes:

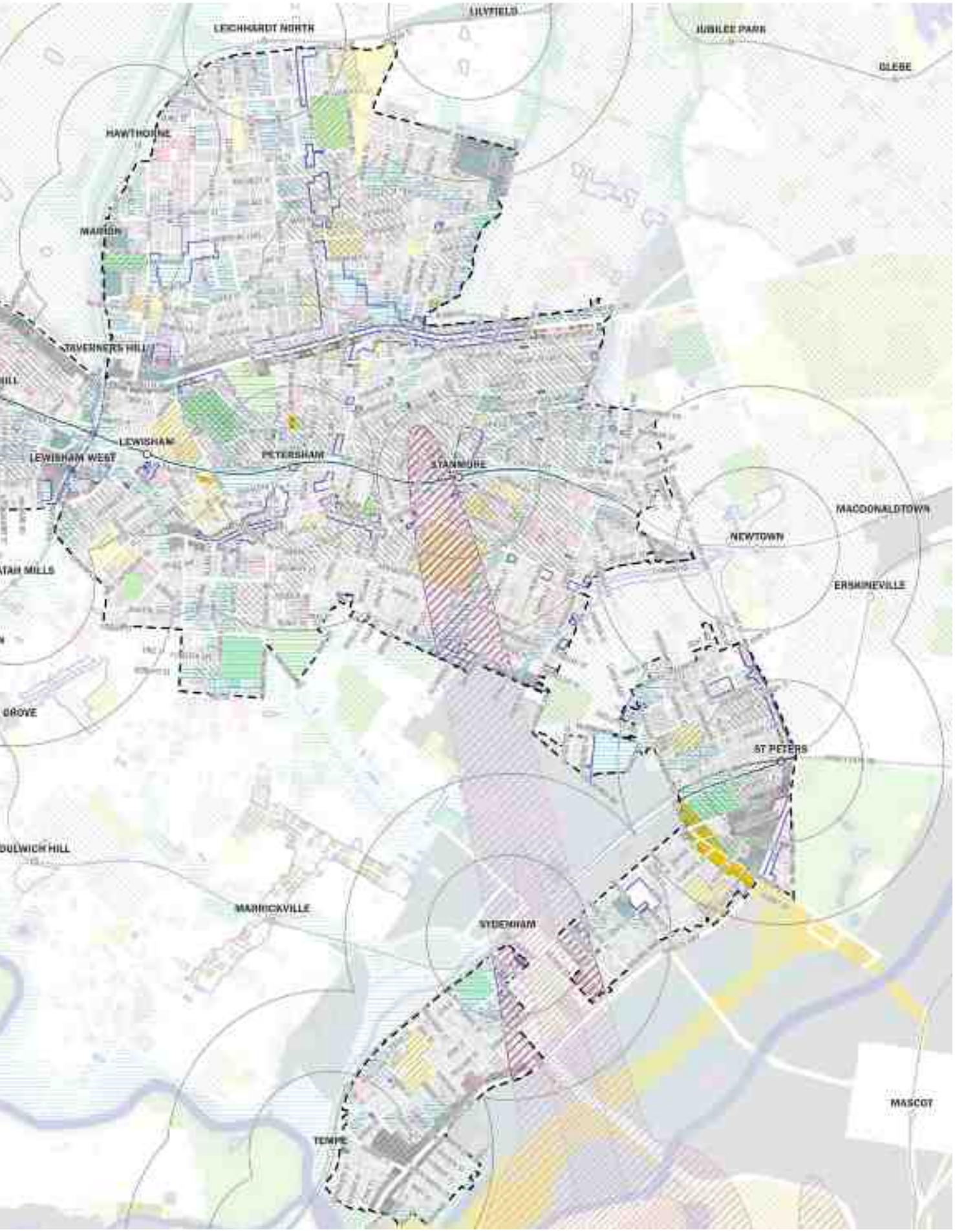
- → South of Marion Street, Leichhardt
- → East of Norton Street, Leichhardt
- → West of Catherine Street, Leichhardt
- → Between Stanmore Station and Parramatta Road
- → North of St Peters Station
- → South-eastern side of Smith Street, Summer Hill

Strata Titled Properties

There are a number of strata titled properties primarily situated within 400m railway stations and light rail stops catchments, with the majority of properties with greater than 6 units such as around:

- → North of Summer Hill Station
- → South of Petersham Station
- → Lewisham West light rail stop
- → West of Hawthorn light rail stop

Figure 157: HIA 2 - Challenges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PETERSHAM
STANMORE
MACDONALDTOWN
NEWTOWN
ERSKINEVILLE
ST PETERS
MARRICKVILLE
SYDENHAM
MASCOT
TEMPE

6.1.2. Opportunity Areas

Opportunity Areas Criteria

The opportunity areas for Stage 2 HIA were identified based on the following criteria:

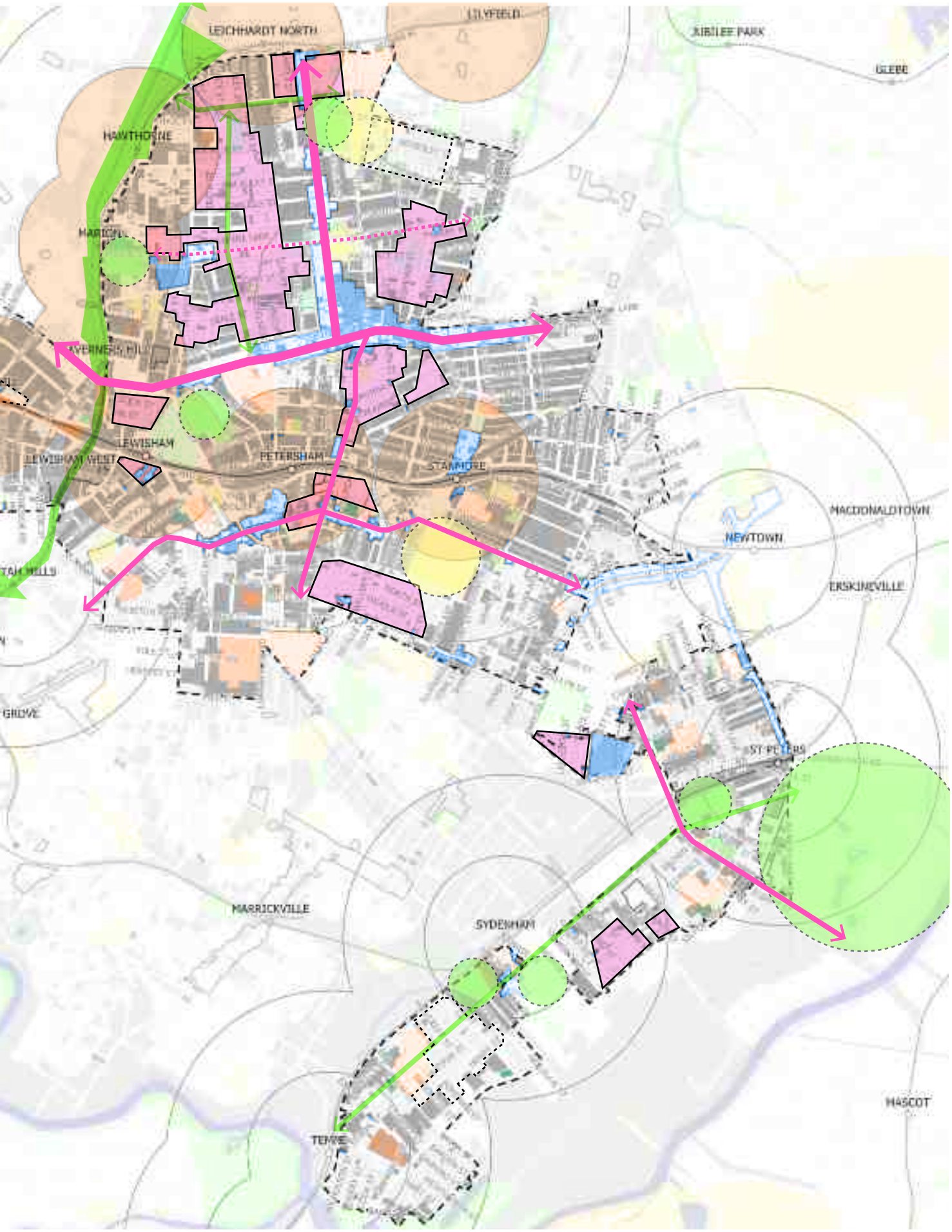
- → Supported by key street corridors, including:
  - → Parramatta Road
  - → Marian Street, Leichhardt
  - → Norton Street, Leichhardt
  - → Crystal Street, Petersham
- → Within an accessible walking distance to stations, light rail stops and major bus stops with frequent services
- → Adjacent to key amenities, local centres and open spaces
- → Additional densities reinforce existing local centres functions
- → Areas that are cohesive, have suitable neighbourhood size and not fragmented by constrained lands
- → Outside constrained areas excluded from the investigation, i.e. flood affected, HCA and Heritage items outside of centres, ANEF 30+ and employment zones

Opportunity Areas Outcome

These result in clusters of opportunity areas that are primarily located within the following locations and illustrated in the opposite map.

- → Sites within PRCUTS study area along Parramatta Road
- → Along Norton Street, Marion Street, Elswick Street and Catherine Street in Leichhardt
- → Around Lewisham and Petersham Stations
- → Adjacent to Marrickville Metro
- → Along Frederick Street and Robert Street, St Peters

Figure 158: HIA 2 - Opportunities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TEMPE

6.2. Urban Design Framework

The Urban Design Framework for Stage 2 HIA precinct is organised into four layers, being:

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

6.2.1. Structure Plan

The map overleaf provides the proposed urban structure for Stage 2 HIA within Summer Hill, Lewisham, Petersham, Stanmore, Leichhardt, St Peters, Sydenham and Tempe precincts to accommodate an increase in housing capacity whilst responding to local characteristics.

The key directions for the structure plan include:

- → Identify new housing opportunities, specifically where sites are not constrained by:
  - → 100 year and probable maximum flood (PMF) affected properties
  - → Heritage Conservation Areas (HCAs) and Heritage Items (HIs) outside of local centres
  - → Sydney Airport's Australia Noise Exposure Forecast (ANEF) 30+
  - → Employment Lands (E3 / E4 zones)
- → Establish primary and secondary urban spines that connect key centres, public transport and open spaces. This includes:

Primary Spines:

  - → Parramatta Road
  - → Norton Street and Marion Street, Leichhardt
  - → Crystal Street, Petersham

Secondary Spines:

  - → Elswick Street, William Street and Catherine Street, Leichhardt
  - → New Canterbury Road and Addison Road, Petersham
  - → Unwins Bridge Road, Mary Street, and Campbell Road, St Peters
- → Incorporate the proposed uplift identified in the Parramatta Road Corridor Urban Transformation Strategy on the lands which are unconstrained in Taverners Hill and Leichhardt Precincts.
- → Protect key heritage items and HCAs in residential zones.
- → Propose medium-low to medium density uplift within opportunity areas along the primary and secondary urban spines, key open spaces of Pioneer Park and Lambert Park; key centres of Marrickville Metro, Lewisham and Petersham and around key railway stations of Lewisham, Petersham, Sydenham and Marion light rail stop.
- → Provide development incentives to promote lot amalgamation, appropriate density and higher sustainability standards.
- → Allow up to 3-6 storeys developments within the opportunity areas with limited opportunities of up to 8 storeys adjacent to Marrickville Metro shopping centre.
- → Identify additional housing opportunity areas that are subject to further technical investigations, noting the existing constraints currently presented, including but not limited to flooding, transport, and public domain. This includes:
  - → Summer Hill Town Centre
  - → Leichhardt Marketplace Shopping Centre and the adjoining properties
  - → Residential areas bounded by Catherine Street, Hill Street, Balmain Road and Moore Road in Leichhardt
  - → Residential areas between Tempe Public School and Belmore Street, Tempe

Structure Plan Cont'd

Legend

- HIA 2 Boundary
- Structure Plan Spines
- Secondary Structuring Corridor
- PRCUTS Stage 1

Land Use and Density

- Centres And Mixed Use
- High Density
- Medium Density
- Medium-Low Density
- Low Density
- Infrastructure / Education
- Existing E1 Local Centre Zone (no proposed changes)

Open Space

- Public Open Space

Connectivity and Movement

- Railway Line And Stations
- Light Rail Line And Stops
- 400m-800m Catchment

Heritage

- Heritage Item - General

Figure 159: HIA 2 - Structure Plan

to Pyrmont / Central
LILYFIELD
LEICHHARDT NORTH
HAWTHORNE
MARION
Pioneer Park
Elswick Street
Norton Street
Catherine Street
Marion Street
Leichhardt Marketplace
to Sydney CBD
Parramatta Road
TAVERNERS HILL
Weekley Park
Petersham Park
LEWISHAM
LEWISHAM
PETERSHAM
STANMORE
to Central / Sydney CBD
Crystal Street
New Canterbury Road
NEWTOWN
MACDONALDTOWN
Newington College
WARATAH MILLS
Morton Park
Addison Road
Marrickville Park
DULWICH GROVE
Alice Street
ST. PETERS
Marrickville Metro
May Street
Sydney Park
DULWICH HILL
Campbell Street
Unwins Bridge Road
MARRICKVILLE
SYDENHAM
Mary Street
Railway Road
Princes Highway
TEMPE
to Wolli Creek / Hurstville
0 200 400 m
1:24,000 @ A3

6.2.2. Local Character and Heritage

Neighbourhoods across the Inner West have a varied character. With housing density uplift, character will change across the affected areas. However, design and spatial principles are used to inform development outcomes, including:

- → Excluding heritage items and most Heritage Conservation Areas from density uplift, except where a heritage control area applies across a local centre where shop top housing is already permitted
- → Responding to key structural elements of the Inner West's urban character, including movement and activity corridors and open space where some degree of intensity already occurs.
- → Promoting development outcomes that respect the character and amenity of adjacent development with contextual setbacks, building podium definition and materiality.

Across Leichhardt the scale of built for is typically one to two storey detached dwellings. Built across slightly larger lots than other areas of the Inner West, Leichhardt neighbourhoods are supported by wider streets, and longer boulevards connecting to the harbour.

Petersham and Lewisham developed around the rail corridor, with a greater mix of uses traditionally, including warehouses and some industrial functions. Smaller lots and terraces and serviced by generally narrow streets with an irregular grid pattern.

Marrickville near to Addison Road and Marrickville Metro contains larger lots, with a range of housing types. Large Victorian terraces have been converted over time to mansion housing, whilst single and two storey detached dwellings are prevalent, especially on larger lots.

Sydenham and Tempe are characterised by small lots and narrow streets connecting to Unwins Bridge Road or Princes Highway. Housing is detached, or semi-detached, with lot sizes varying. Some wider streets provide good connectivity to Sydenham Station and offer opportunity for some urban uplift.

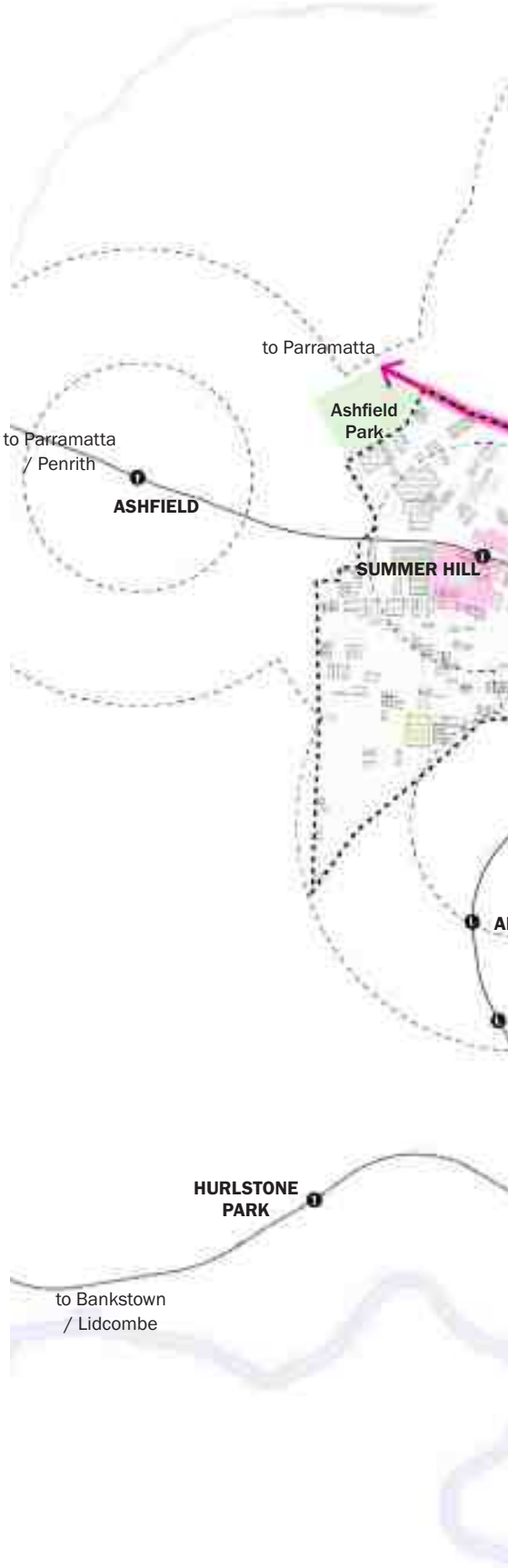
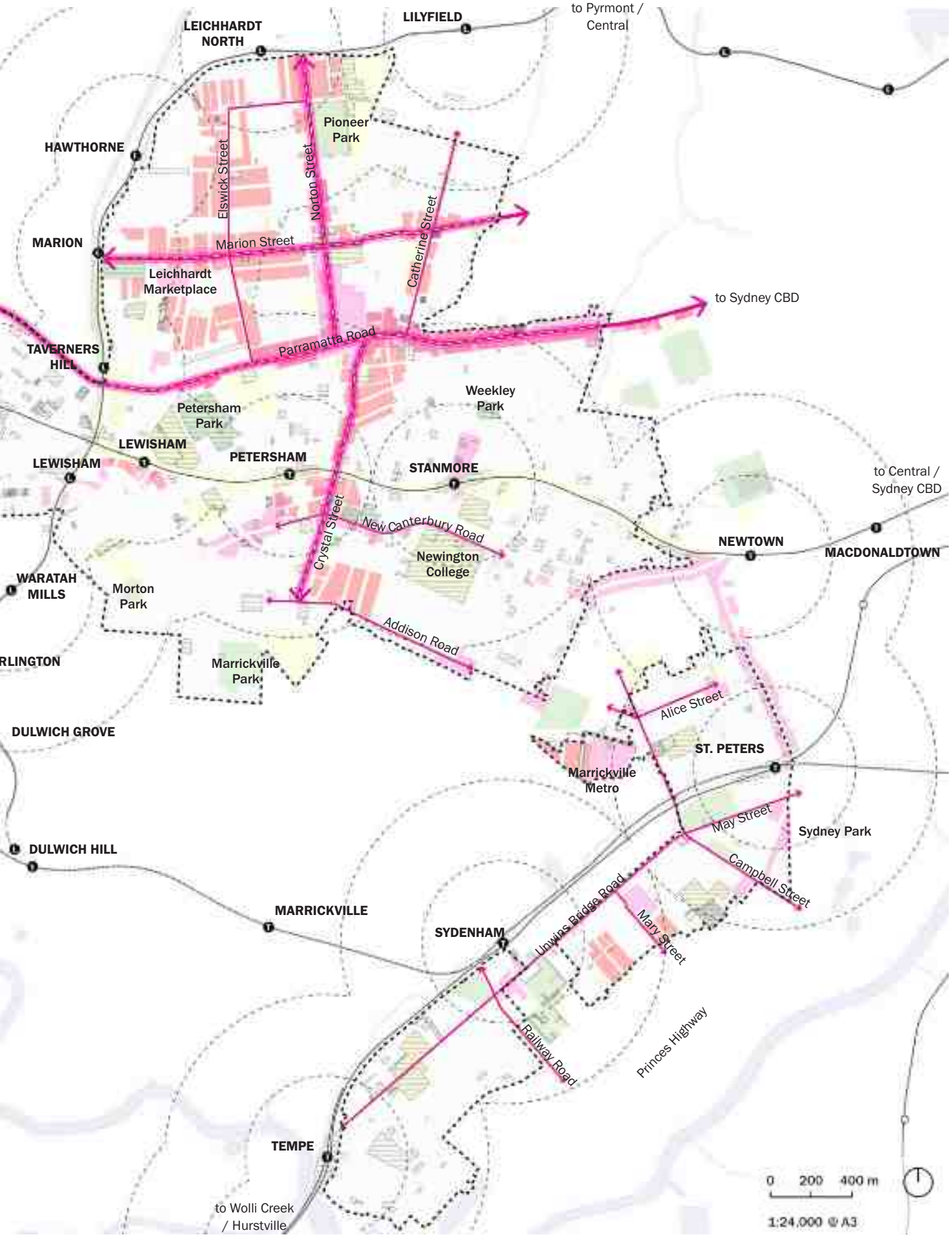


Figure 160: HIA 2 - Local Character and Heritage Framework


to Pyrmont / Central
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Elswick Street
Norton Street
Catherine Street
MARION
Marion Street
Leichhardt Marketplace
to Sydney CBD
Parramatta Road
TAVERNERS HILL
Weekley Park
Petersham Park
LEWISHAM
LEWISHAM
PETERSHAM
STANMORE
to Central / Sydney CBD
Crystal Street
New Canterbury Road
NEWTOWN
MACDONALDTOWN
Newington College
WARATAH MILLS
Morton Park
Addison Road
RLINGTON
Marrickville Park
Alice Street
DULWICH GROVE
ST. PETERS
Marrickville Metro
May Street
Sydney Park
DULWICH HILL
Campbell Street
Unwins Bridge Road
MARRICKVILLE
SYDENHAM
Mary Street
Railway Road
Princes Highway
TEMPE
to Wolli Creek / Hurstville
0 200 400 m
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6.2.3. Open Space and Public Domain

The Inner West's Blue-Green Grid Strategy establishes a vision for greener and cooler streets and parks across the study area. The open space and public domain framework for Stage 2 HIA seeks to reinforce the Inner West Blue-Green Grid Strategy by identifying key street corridors and open spaces as the primary structure in locating housing density.

This includes:

- **Inner West Blue-Green Grid Corridors**
  - Parramatta Road – Connectivity
  - Norton Street - Connectivity / Recreation
  - Marion Street - Connectivity / Recreation
  - Crystal Street – Connectivity
  - Unwins Bridge Road – Connectivity
- **Open Spaces**
  - Pioneer Park, Leichhardt
  - Lambert Park, Leichhardt

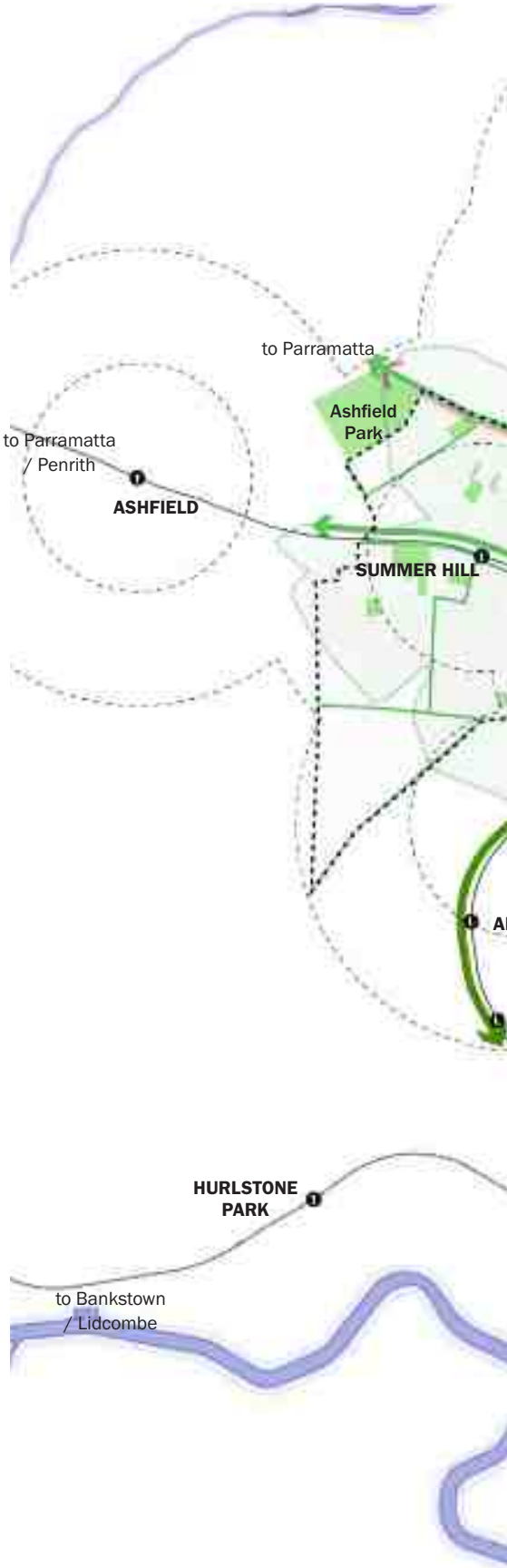
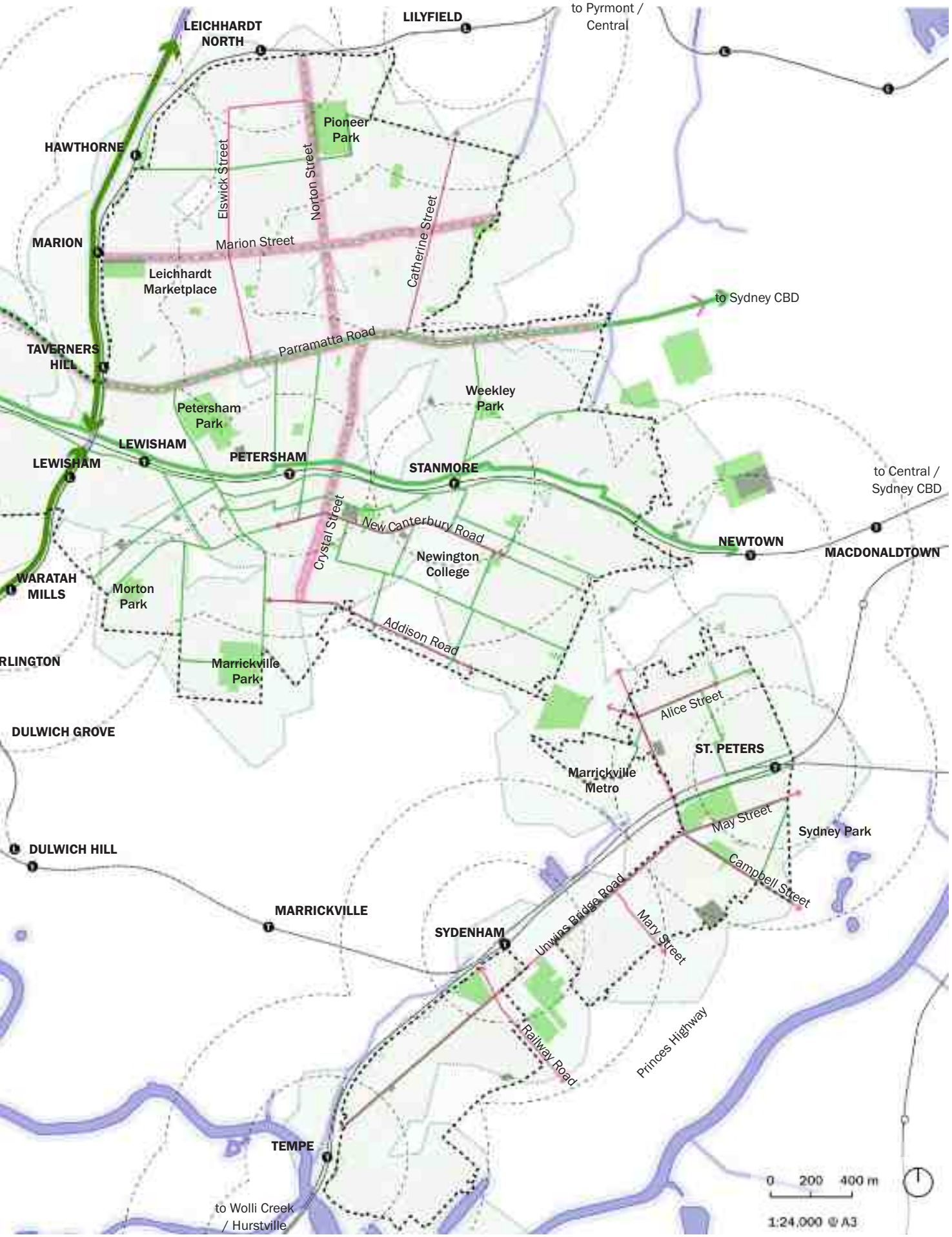


Figure 161: HIA 2 - Open Space and Public Domain Framework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Campbell Street
MARRICKVILLE
SYDENHAM
Unwins Bridge Road
Mary Street
Railway Road
Princes Highway
TEMPE
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to Wolli Creek / Hurstville

6.2.4. Connectivity and Movement

The Inner West's movement hierarchy is founded on historic streets and rail corridors. These corridors support community interaction, local economy, local centres and connections to broader parts of Sydney.

The Master Plan identifies key movement corridors that serve as the urban spines in locating and distributing densities within Stage 2 HIA. These are classified under two categories, being:

Primary Spines:

- → Parramatta Road
- → Norton Street and Marion Street, Leichhardt
- → Crystal Street, Petersham

Secondary Spines:

- → Elswick Street, William Street and Catherine Street, Leichhardt
- → New Canterbury Road and Addison Road, Petersham
- → Unwins Bridge Road, Mary Street, and Campbell Road, St Peters

Some of these street corridors have functioned as places that define the character and focus of neighbourhoods. This includes Leichhardt's Norton Street and Marion Street. For other street corridors, the Master Plan framework provides the opportunity for improved place outcomes alongside complementary Council public domain planning.

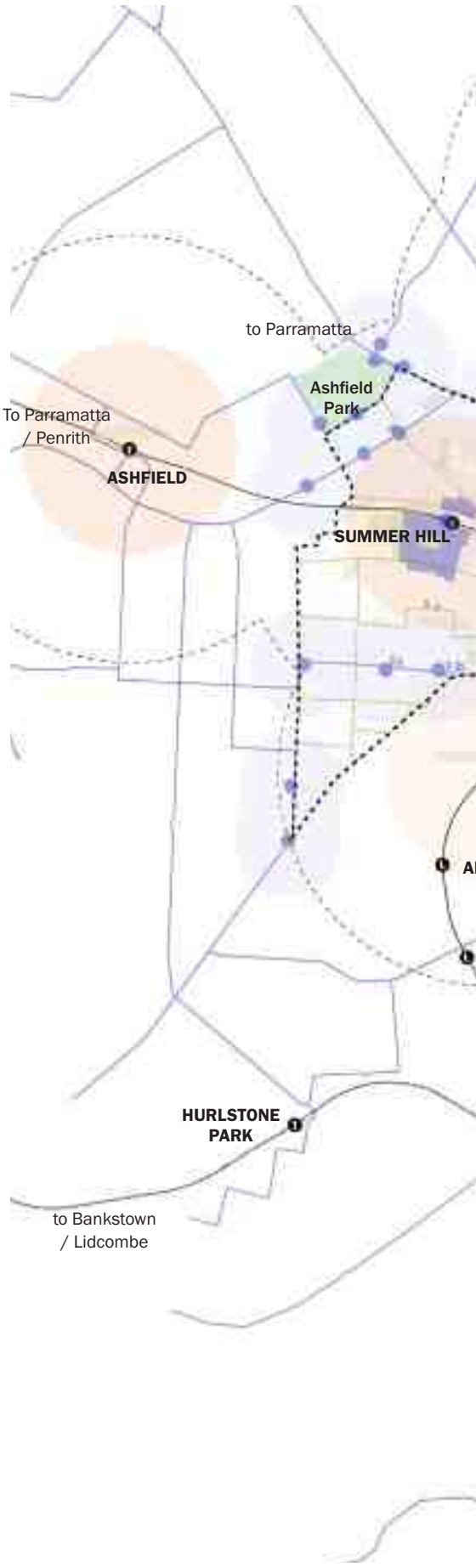
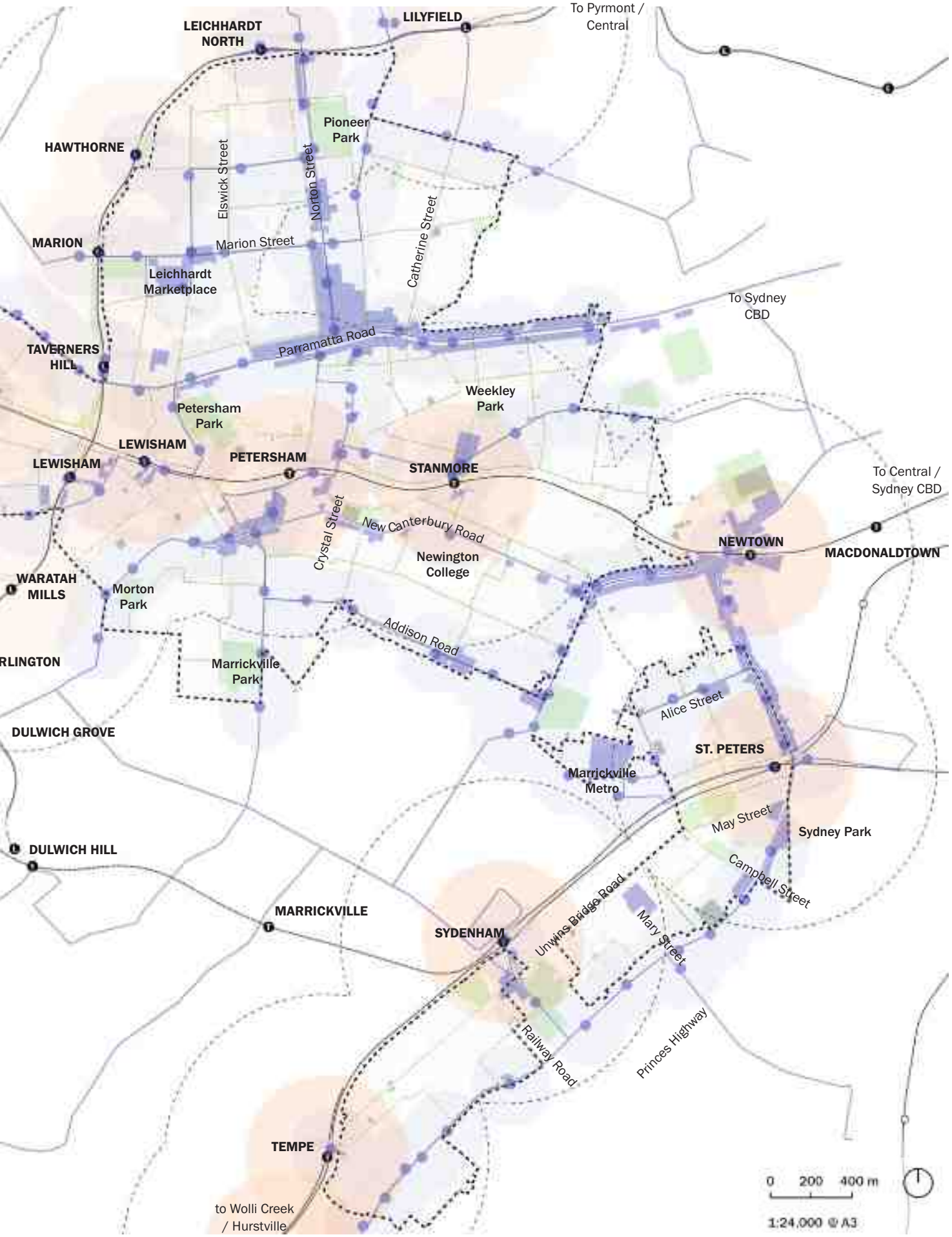


Figure 162: HIA 2 - Connectivity and Movement Framework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Marion Street
Leichhardt Marketplace
To Sydney CBD
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TAVERNERS HILL
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6.3. Sub-Precincts

6.3.1. Sub Precinct Overview

There are 15 sub-precincts identified within the study area that are proposed for uplift. These include:

Sub-Precinct	
Sub-Precincts (Proposed for Uplift)	
1	Elswick Street North
2	Leichhardt North
3	Norton Street North
4	Norton Street South
5	Marion Street
6	Catherine Street
7	Taverners Hill
8	Parramatta Road West
9	Parramatta Road East
10	Crystal Street North
11	Lewisham Station
12	Crystal Street South
13	Addison Road
14	Marrickville Metro
15	Sydenham

Each sub-precinct provides the following:

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

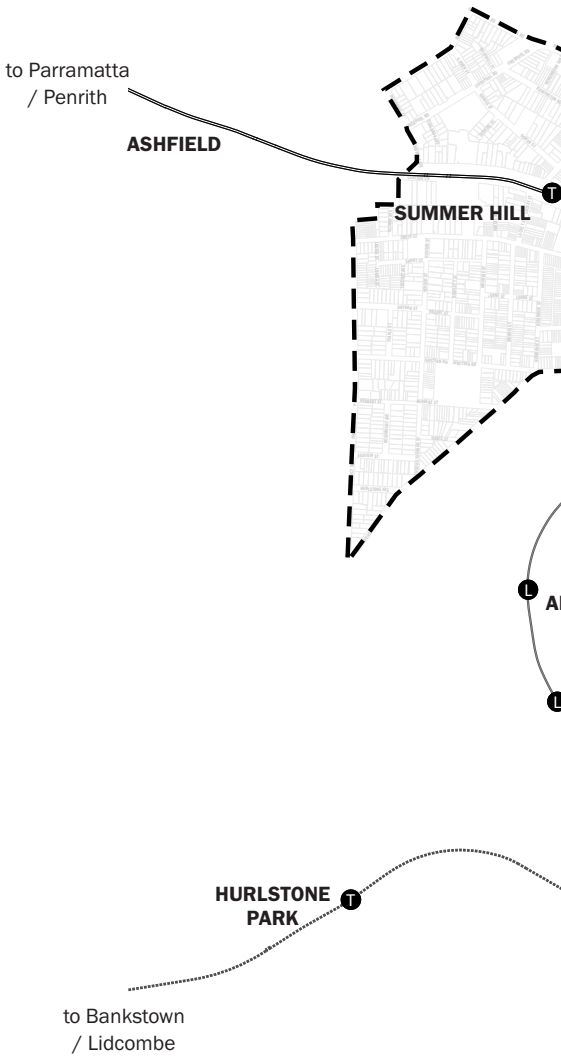
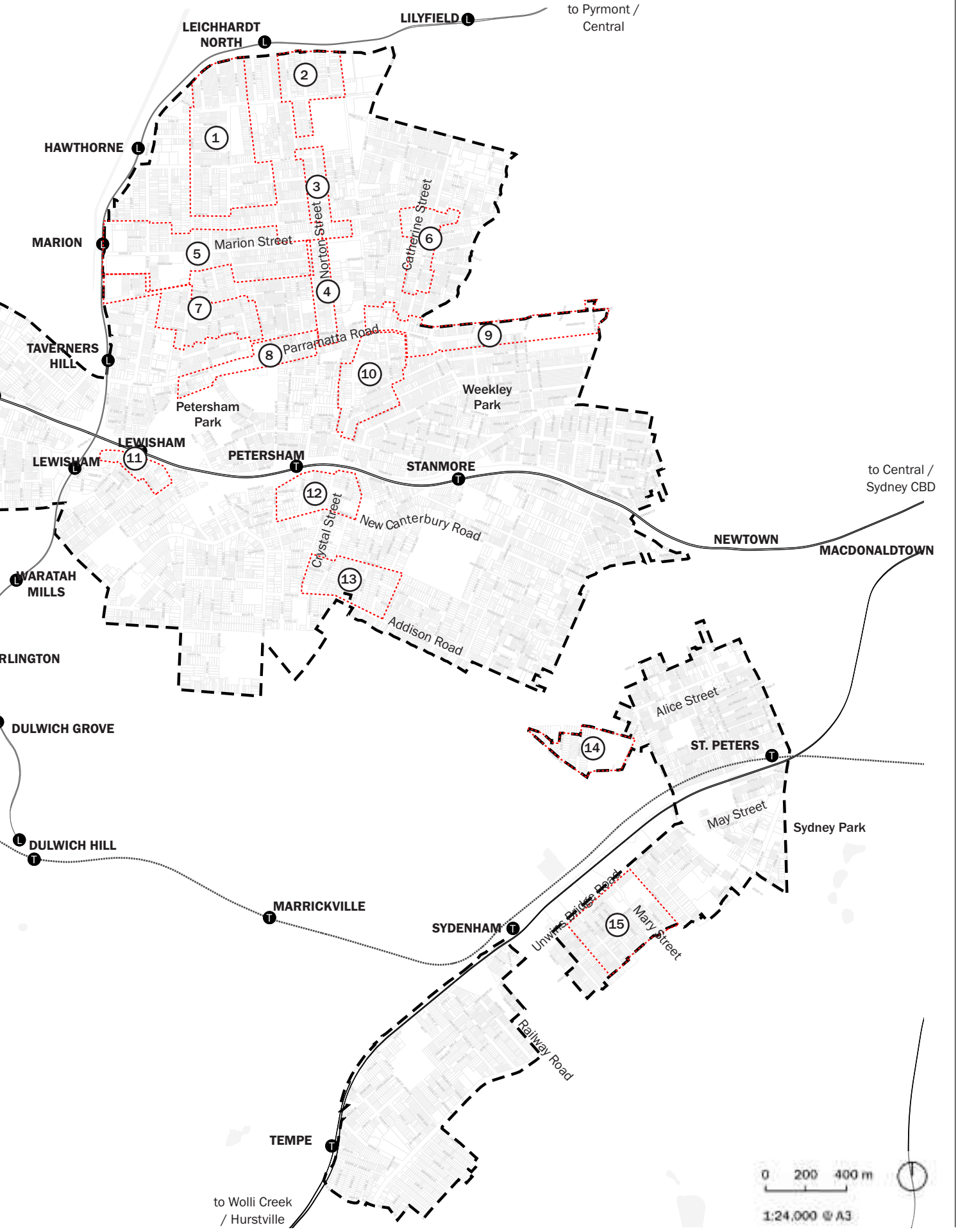


Figure 163: HIA 2 - Sub Precincts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6.3.2. Elswick Street North

Existing Character

- → Elswick Street is a north-south street corridor through the locality, providing a connection to Parramatta Road to the south.
- → The area is characterised by a low-scale, leafy residential neighbourhood with predominantly detached housing from different eras. Housing styles and lot widths are varied from 6m to 15m, with narrow side setbacks and diverse materials including brick, timber and render.
- → The land slopes westward toward Hawthorne Canal, offering long views to the west.
- → A few areas are flood affected along the light rail corridor to the north and along Flood Street to the west.

Elswick Street housing across varying eras

Allen Street detached housing

Desired Future Character

- → Establish a medium-scale residential neighbourhood along Elswick Street spine, leveraging proximity to public transport stops (Leichhardt North and Hawthorne stops), parks, and schools.

Density and Height

- → Allow up to 3 storey residential buildings within opportunity areas along Elswick Street spine and surrounding streets.

Heritage and Built Form

- → Provide a minimum 3m front setback, aligning with the prevailing setback pattern to provide landscaping and deep soil planting.
- → Provide a minimum 3m side setback and 6m rear setback to maintain building separation, provide communal open space and keep the openness of streetscapes.

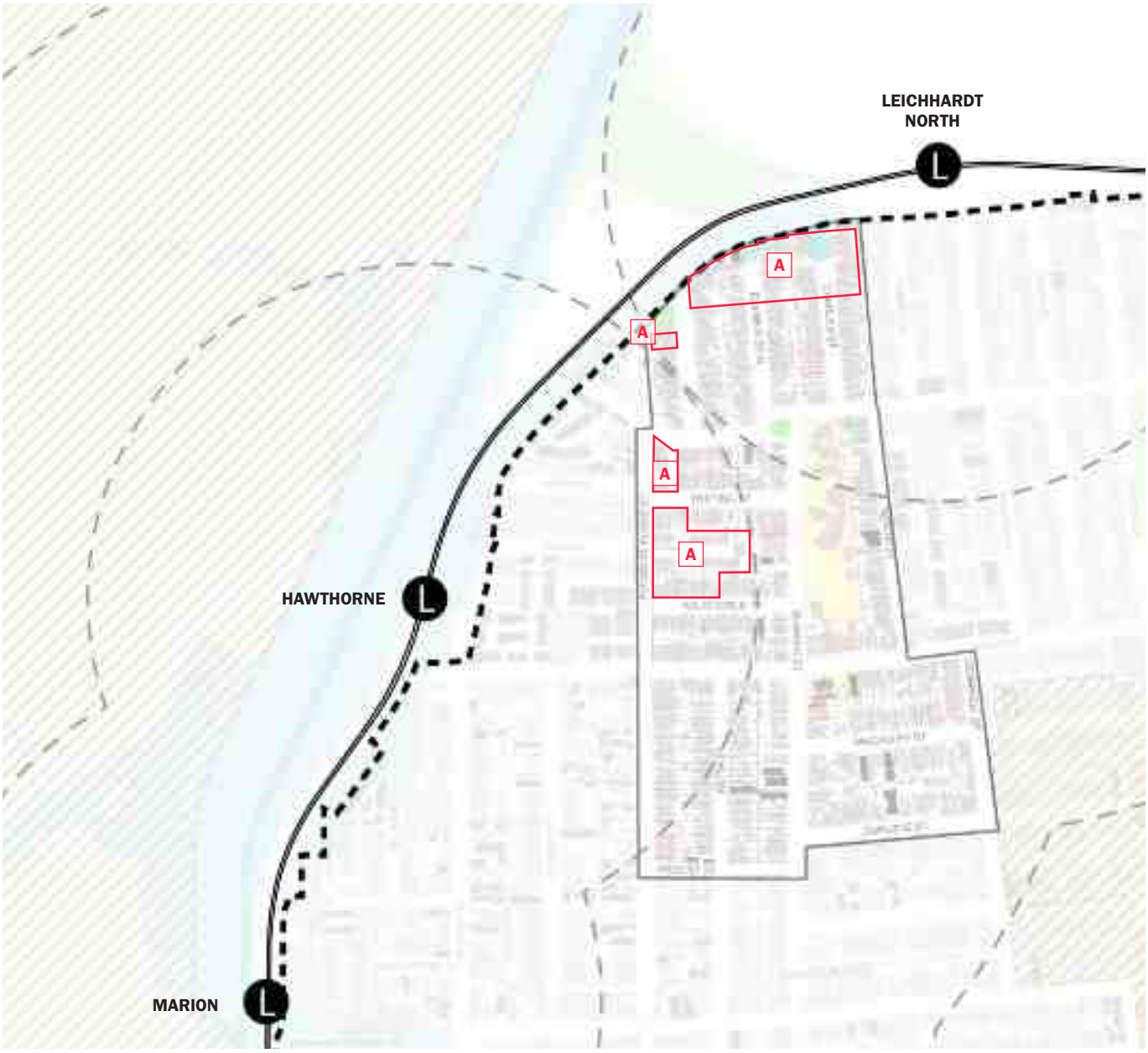

Figure 164: Elswick Street North - Existing Character

Legend

- HIA 2 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
- Areas of Higher Flooding Hazard
- Existing Infrastructure/ Education
- Existing Open Space

Areas of no change	
A	These sites are flood affected and have not been considered for uplift.

Elswick Street North Cont'd

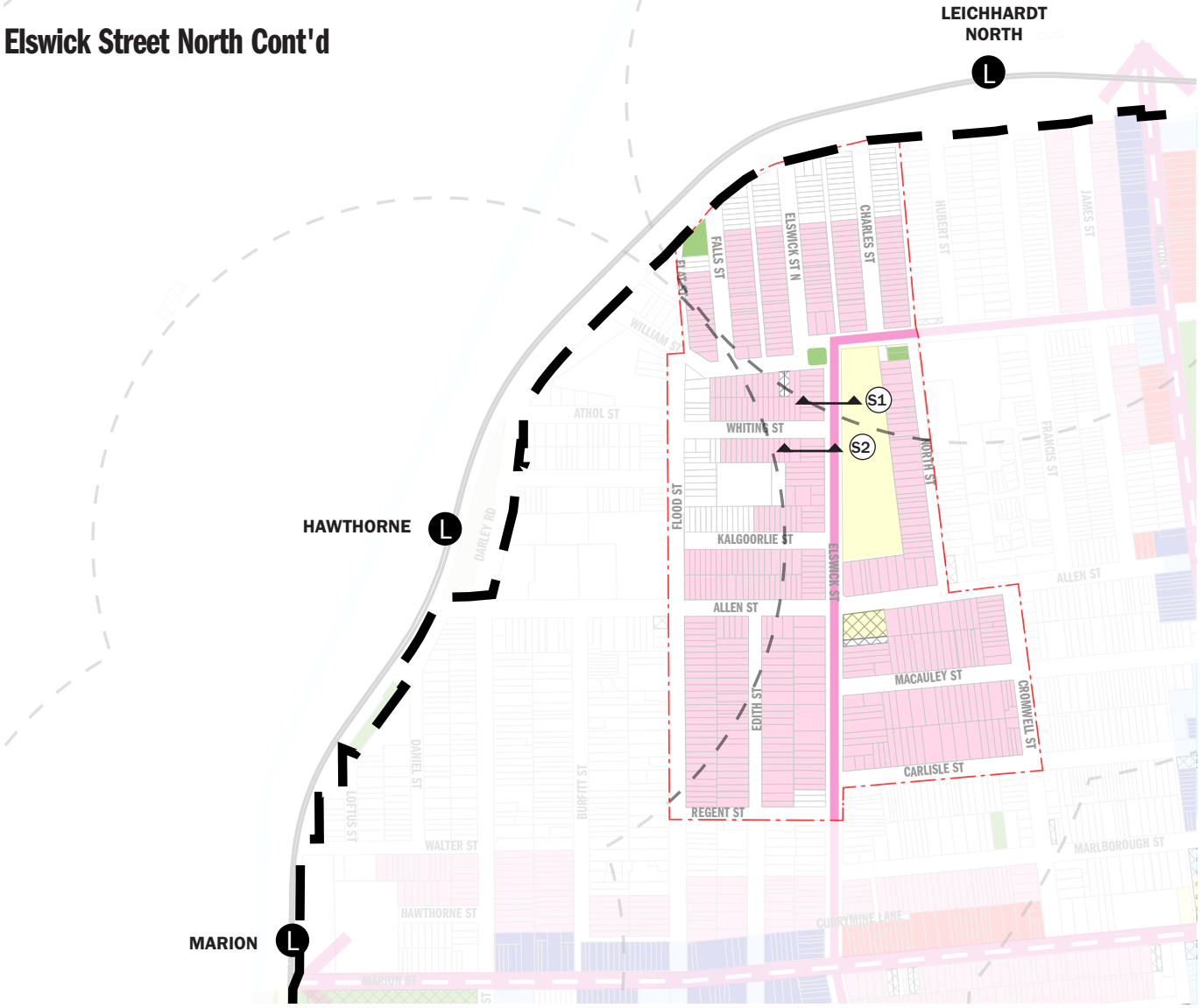

Figure 165: Elswick Street North - Desired Future Character

Legend

- HIA 2 Boundary
- Sub-Precinct Boundary
- Secondary Structuring Corridor
- Section Indicator

Land Use and Density

- Low Density
- Infrastructure / Education

Open Space

- Existing Public Open Space

Connectivity and Movement

- Light Rail Line And Stops
- 400m-800m Catchment

Heritage

- Heritage Item - General

S1

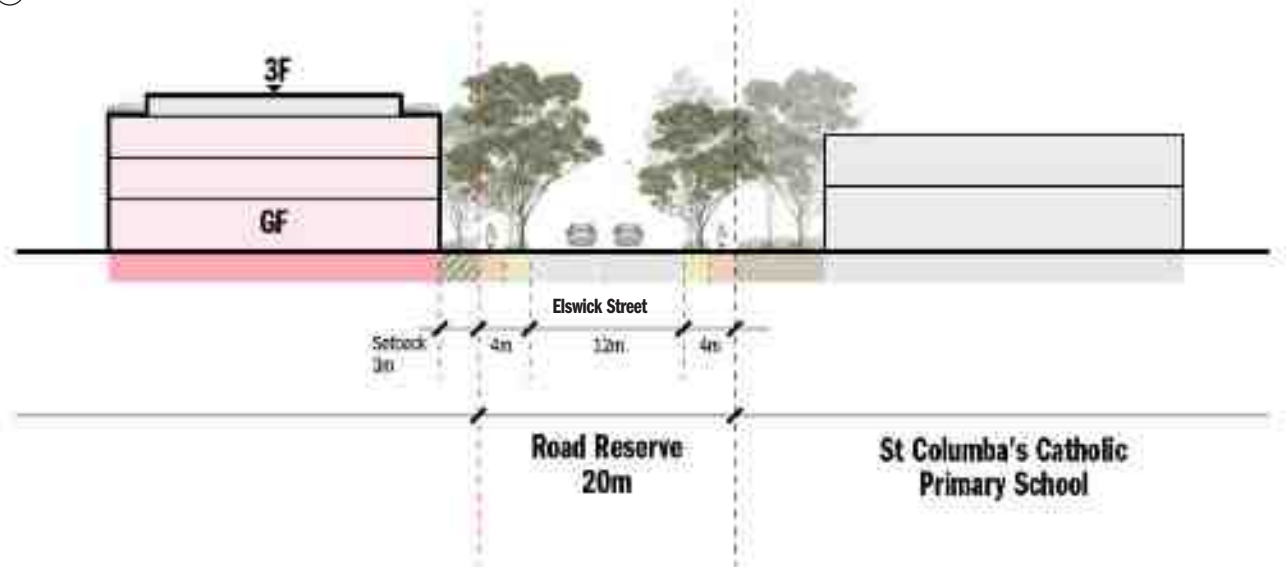

Figure 166: Section 1 - cross section of a three storey residential building on Elswick Street opposite St Columba's

S2

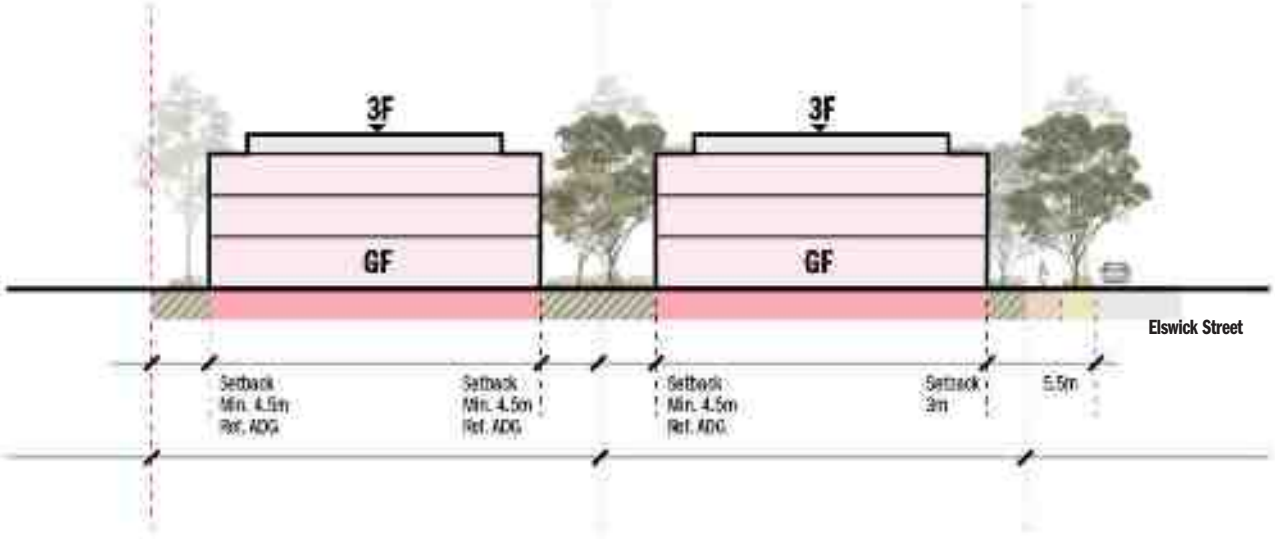

Figure 167: Section 2 - side cross section of a three storey residential building on Elswick Street with an existing dwelling at the rear

Bellevue Apartments, Sydney

6.3.3. Leichhardt North

Existing Character

- → Leichhardt North is characterised by a predominantly north-south street pattern with wide and open streets.
- → The existing buildings are generally detached single storey dwellings that range from 7m to 15m wide with considerable depth.
- → Norton Street forms the primary spine with mixed residential and commercial uses, anchored by Pioneer Park.
- → A few properties are affected by flooding along William Street and the southern end of the sub-precinct.

Henry Street detached housing

Contemporary shop top housing, Norton Street

Desired Future Character

- → Reinforce the existing Leichhardt North local centre and intensify the development within areas adjacent to Leichhardt North light rail stop and Pioneer Memorial Park.

Density and Height

- → Allow up to 4 storey buildings within the existing local centre along Norton Street.
- → Allow up to 5 storey buildings within the following areas:
  - → Block bounded by Norton Street, William Street and Derbyshire Road.
  - → Along Norton Street directly across from Pioneer Memorial Park.
- → Transition the building height down to three storeys west of Norton Street.

Heritage and Built Form

- → Retain the existing Orthodox Church on Henry Street.
- → Provide an upper-level setback above 4 storey street wall to reduce visual bulk and scale when viewed from the street.
- → Provide minimum front and side setbacks of 3m for residential buildings, aligning with prevailing condition to allow deep soil planting.
- → Retain the brick and tile character of the neighbourhood by incorporating brick and masonry materials at lower levels of new developments.

Heritage and Built Form

- → Retain the existing Orthodox Church on Henry Street.
- → Provide an upper-level setback above 4 storey street wall to reduce visual bulk and scale when viewed from the street.
- → Provide minimum front and side setbacks of 3m for residential buildings, aligning with prevailing condition to allow deep soil planting.
- → Retain the brick and tile character of the neighbourhood by incorporating brick and masonry materials at lower levels of new developments.

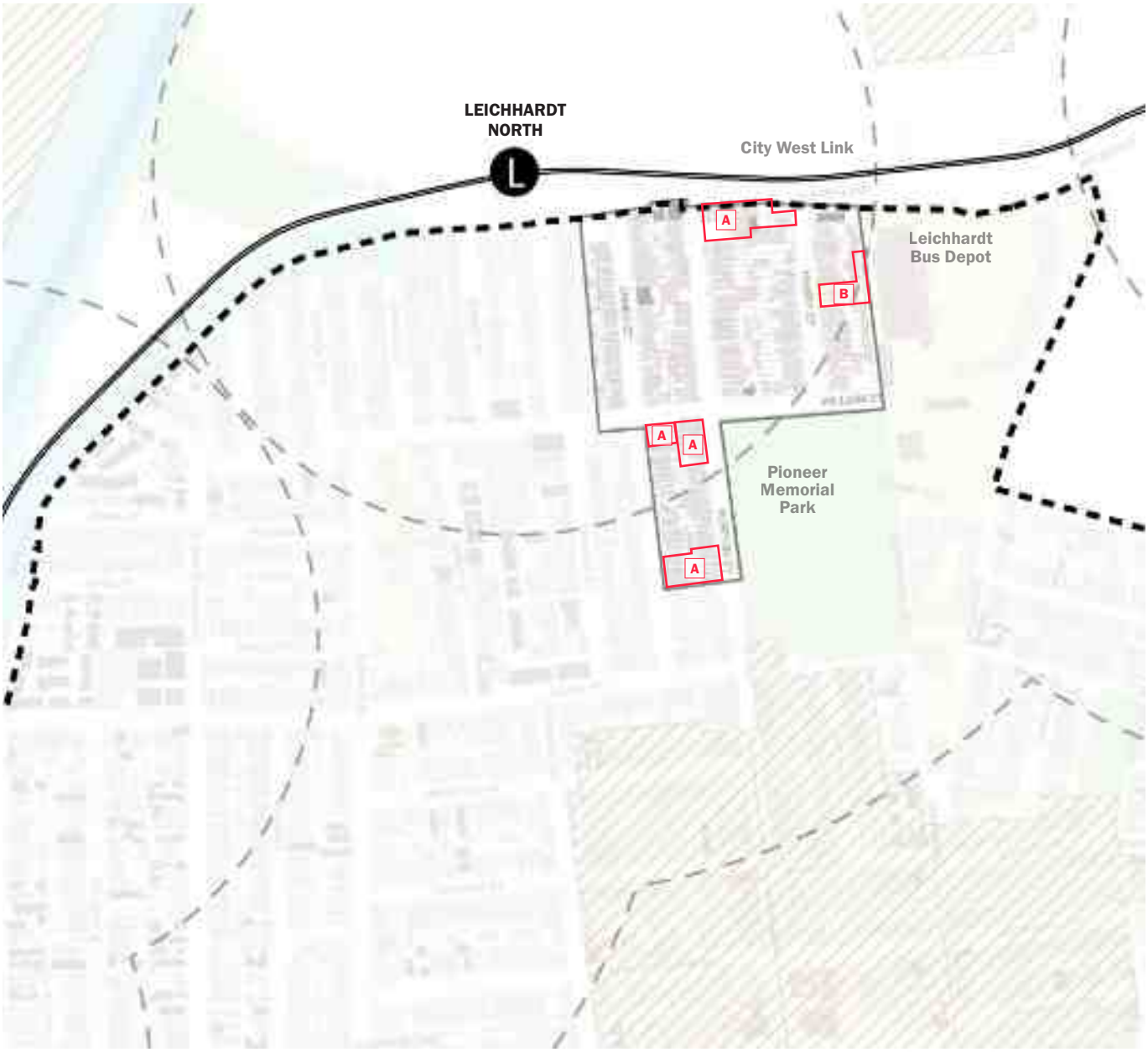

Figure 168: Leichhardt North - Existing Character

Legend

- HIA 2 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
- Existing Open Space

Areas of no change	
A	These sites are flood affected and have not been considered for uplift.
B	The existing Orthodox Church on Henry Street will be retained.

Leichhardt North Cont'd

Figure 169: Leichhardt North - Desired Future Character

Legend

- HIA 2 Boundary
- Sub-Precinct Boundary
- Structure Plan Spines
- Secondary Structuring Corridor
- Section Indicator

Land Use and Density

- Centres And Mixed Use
- Medium Density
- Low Density
- Infrastructure / Education
- Existing E1 Local Centre Zone (no proposed changes)

Open Space

- Existing Public Open Space

Connectivity and Movement

- Light Rail Line And Stops
- 400m-800m Catchment

Heritage

- Heritage Item - General

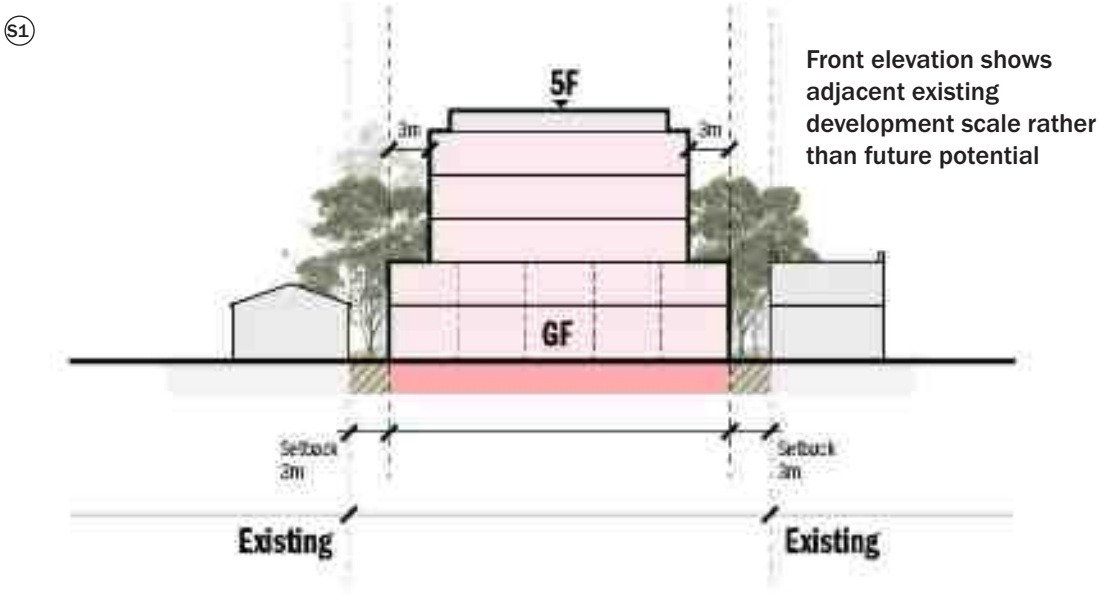

Figure 170: Section 1 - Front elevation of five storey residential building on Norton Street (assumed five lot amalgamation)

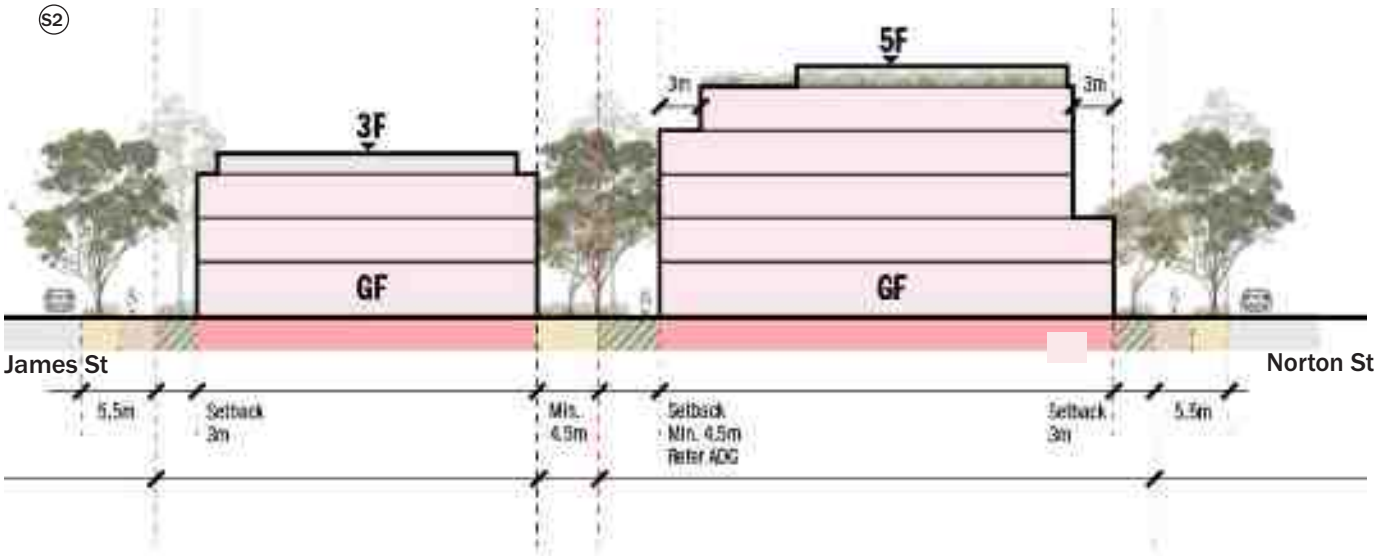

Figure 171: Section 2 - side sectional elevation of a five storey residential building on Norton Street with a three storey residential building on James Street

The Rathbone, Surry Hills (Scott Carver)

6.3.4. Norton Street North

Existing Character

- → Norton Street North has a historic character, marked by civic landmarks; Leichhardt Town Hall, All Souls Anglican Church, and the Post Office.
- → This precinct is situated at a high point with long eastern views to the harbour and city.
- → Norton Street is the core commercial strip and north-south spine, characterised by 2 storey traditional brick shopfronts with awnings and newer mixed-use developments up to four storeys.
- → A few properties are affected by an HCA along Norton Street.

Henry Street detached housing

Contemporary shop top housing, Norton Street

Desired Future Character

- → Enhance the existing local centre along Norton Street by increasing density and providing opportunities for additional housing close to key amenities and services.

Density and Height

- → Allow up to 6 storey mixed-use developments on E1 Local Centre zoned land on Norton Street.
- → Allow development to the street boundary within E1 Local Centre land, with ground level active shopfronts.
- → Investigate redevelopment opportunity for the Inner West Administration building (Leichhardt Service Centre) site into a mixed-use development with commercial, community services and upper-level residential uses.

Heritage and Built Form

- → Maintain the existing façade and first bay of buildings within the HCA, with a 3m upper-level setback above the building parapet.
- → Allow up to 4 storey side boundary walls to maintain a consistent street wall and the urban setting of Norton Street.

Heritage and Built Form

- → Maintain the existing façade and first bay of buildings within the HCA, with a 3m upper-level setback above the building parapet.
- → Allow up to 4 storey side boundary walls to maintain a consistent street wall and the urban setting of Norton Street.

Figure 172: Norton Street North - Existing Character

Legend

- HIA 2 Boundary
- Sub-Precinct Boundary
- Areas of No Change
- 400m & 800m Catchments
- Existing Building
- Existing Apartments and Strata
- Heritage Conservation Area
- Heritage Item - General
- Existing Infrastructure/ Education
- Existing Open Space

Areas of no change	
A	These sites have been excluded as they form part of the HCA outside the town centre.
B	This site is a recent development.
C	This site is a heritage listed item.

Norton Street North Cont'd

Figure 173: Norton Street North - Desired Future Character

Legend

- HIA 2 Boundary
- Sub-Precinct Boundary
- Structure Plan Spines
- Secondary Structuring Corridor
- Section Indicator

Land Use and Density

- Centres And Mixed Use
- Medium Density
- Infrastructure / Education
- Existing E1 Local Centre Zone (no proposed changes)

Open Space

- Public Open Space

Connectivity and Movement

- Railway Line And Stations
- Light Rail Line And Stops
- 400m-800m Catchment

Heritage

- Heritage Item - General

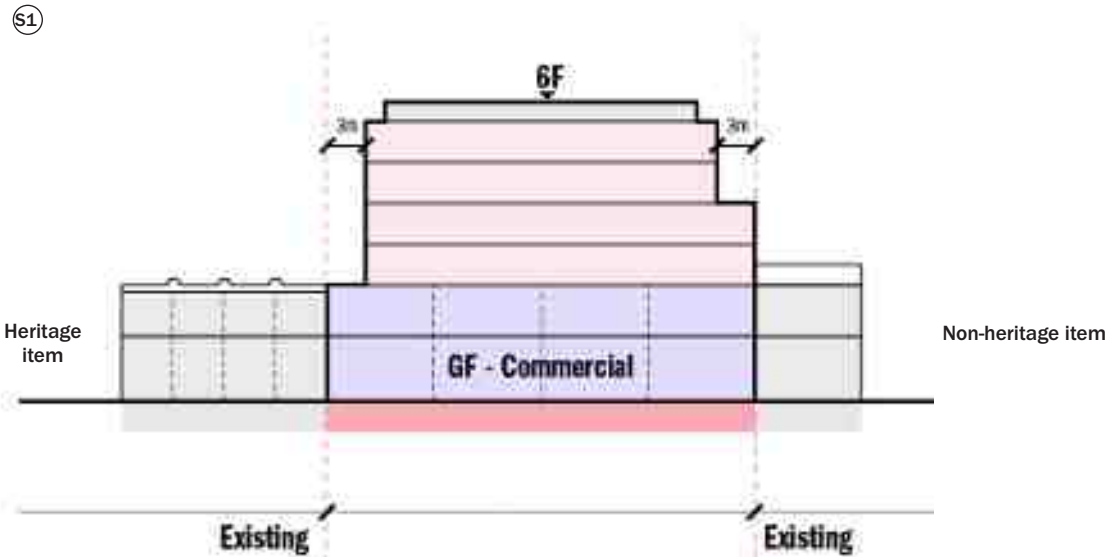

Figure 174: Section 1 - front elevation of a six storey mixed use development on Norton Street, showing side setbacks adjacent to heritage and non-heritage items

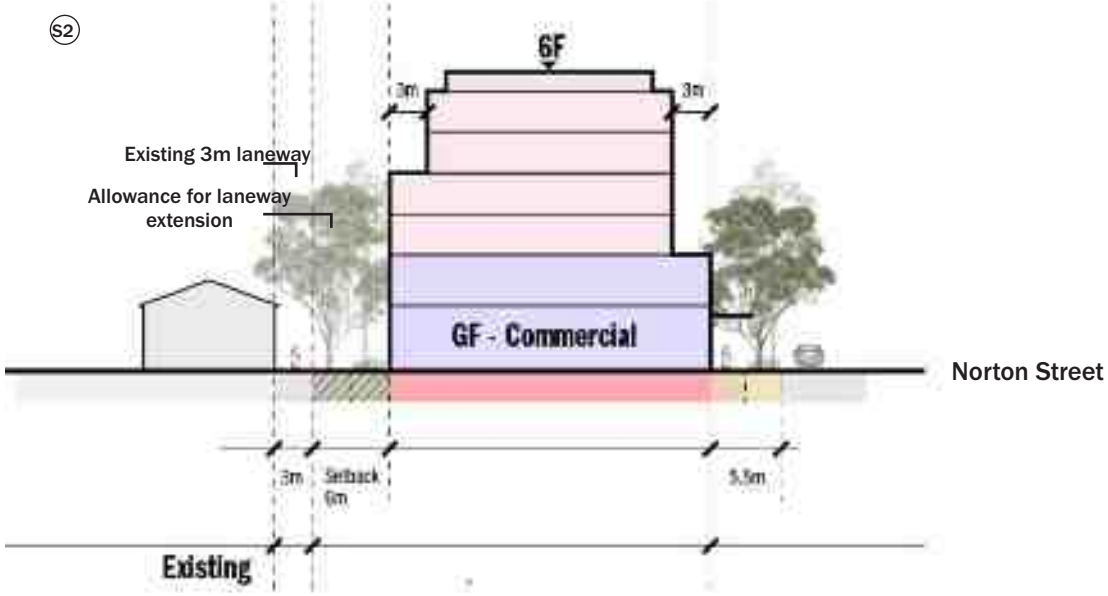

Figure 175: Section 2 - side cross section of a six storey mixed use development on Norton Street with an existing lot and laneway at the rear

Surry Hills Village (TOGA)

Leichhardt Service Centre Additional Controls

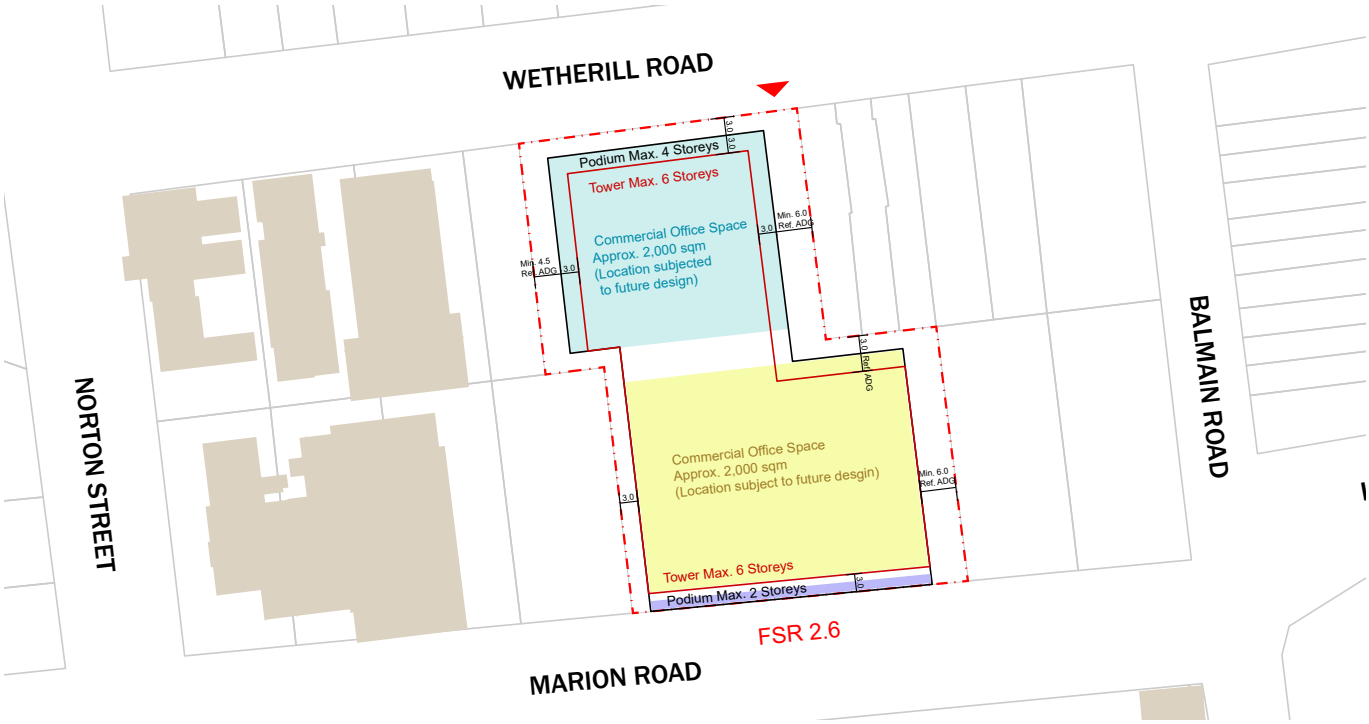

Figure 176: Leichhardt Service Centre - Development Guidelines

- → Redevelop the Leichhardt Service Centre and car park area into a mixed-use development, primarily for community use, including 2,000 sqm library and 2,000 sqm municipal office space.
- → Incorporate residential floor space, including affordable housing, above the community and office uses.
- → Locate the library on Marion Street to strengthen the civic presence alongside Leichhardt Public School and Town Hall.
- → Locate municipal offices on ground and first floors fronting Wetherill Street, extending the civic character of the street with the Post Office and Uniting Church.
- → Allow building height up to 6 storeys to respond to the surrounding heritage context and Leichhardt Town Hall spire.
- → Allow a minimum 3m setback along Wetherill Street and 0m setback along Marion Street with active ground floor/ community uses.
- → Align street frontage and wall heights with the scale and character of neighbouring buildings.
- → Setback the new development above 2 storeys by 3m from the street boundary.
- → Minimise basement footprint to allow for deep soil planting and tree canopy establishment.

Leichhardt Service Centre	
Development Summary	
Total Site Area (sqm)	4,209 sqm
Proposed Zoning	E1 Local Centre
Proposed FSR (n:1)	2.6:1
Proposed HOB (m/storey)	23.3m / 6 storey
Indicative Library GFA (sqm)	2,000 sqm, 1 storey
Indicative Municipal Administration Office GFA (sqm)	2,000 sqm, 2 storey

Legend

- Amalgamated Lot Boundary (Assumption)
- Cadastre
- Podium Envelope Boundary
- Tower Envelope Boundary
- Indicative Location for Office / Admin Space
- Indicative Location for Ground Level Library Space
- Active Frontage
- Indicative Vehicle Access Point

Norton Street North Additional Controls

- → Prioritise Norton Street for pedestrians and limit vehicular access and crossovers.
- → Utilise existing laneways, rights-of-way, or vehicle easements for parking, loading, and servicing access.
- → Propose a minimum setback of 3m at the rear to enable widening of laneway for access.
- → Refer to preferred vehicle access points for assumed development sites as a guide, as shown in the figure to the right.

Figure 177: Norton Street North Sub-Precinct Access Map

Legend

- Assumed Development Site
- Limited Vehicle Site Access Street
- Preferred Vehicle Access Street
- Existing Right Of Way / Easement
- Building Setback Zone
- Potential Future Lane
- Preferred Vehicle Access Location

6.3.5. Norton Street South

Existing Character

- → Leichhardt's principal local centre, Norton Street is a traditional high street with commercial properties, converted residential terraces and contemporary shopping centre.
- → The Italian Forum has a taller street interface for a limited portion of the street at six storeys.
- → Commercial properties primarily rely on street parking, with limited rear access via Renwick Street. The high extent of built form and limited street trees contribute to a reduced tree canopy.
- → Commercial uses have occupied former residential terraces on the western side of Norton Street creating varied building setbacks. Recently constructed buildings are built to the street boundary, whilst the retained terraces typically have a 3m setback, often times with a level change at the building line.
- → This area is affected by PRCUTS and parts of Norton Street east being finalised for upzoning by the Department of Planning, Housing and Infrastructure (DPHI) through the Stage – 1 PRCUTS Draft LEP Amendment.

Southern Norton Street commercial properties

Desired Future Character

- → Enhance Norton Street's commercial high street function with complementary, higher-density mixed-use development along with PRCUTS Stage 1.

Connectivity, Access and Movement

- → Control vehicle access to sites, prioritise shared crossovers to minimise pedestrian disruption.
- → Set back development from rear boundaries to enable shared vehicle access or landscaped communal spaces.

Density and Height

- → Activate the street with ground floor commercial uses and allow upper floors for commercial and / or residential uses.
- → Frame the street with buildings up to 6 storeys, aligning with PRCUTS Stage 1 density goals.
- → Establish a four-storey street wall with upper-level setback for additional storeys.
- → Norton Street to Renwick Street to reduce impact on surrounding lower-density development.
- → Design new buildings in a contemporary style with reference to historic elements.
- → Provide modulation in facades for the first two storeys to maintain a fine-grain street interface pattern.

Heritage and Built Form

- → Moderate development scale, height and density adjacent HCAs, ensuring appropriate transitions.
- → Provide an upper-level side setback for developments adjoining heritage items, with podium and streetwall height referencing key horizontal features of the adjoining heritage item, i.e. parapet, gutter line, roof line.
- → Transition building height from Norton Street to Renwick Street to reduce impact on surrounding lower-density development.
- → Design new buildings in a contemporary style with reference to historic elements.
- → Provide modulation in facades for the first two storeys to maintain a fine-grain street interface pattern.

Figure 179: Norton Street South - Existing Character

Legend

- HIA 2 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 No Change	
A	These sites have been excluded as they form part of the HCA outside the town centre.
B	These sites have been excluded due to their pending heritage status.

Norton Street South Cont'd

Figure 180: Norton Street South - Desired Future Character

Legend

- HIA 2 Boundary
- Sub-Precinct Boundary
- Structure Plan Spines
- PRCUTS Stage 1
- Section Indicator

Land Use and Density

- Centres And Mixed Use
- Existing E1 Local Centre Zone (no proposed changes)

Connectivity and Movement

- 400m-800m Station Catchment

Heritage

- Heritage Item - General

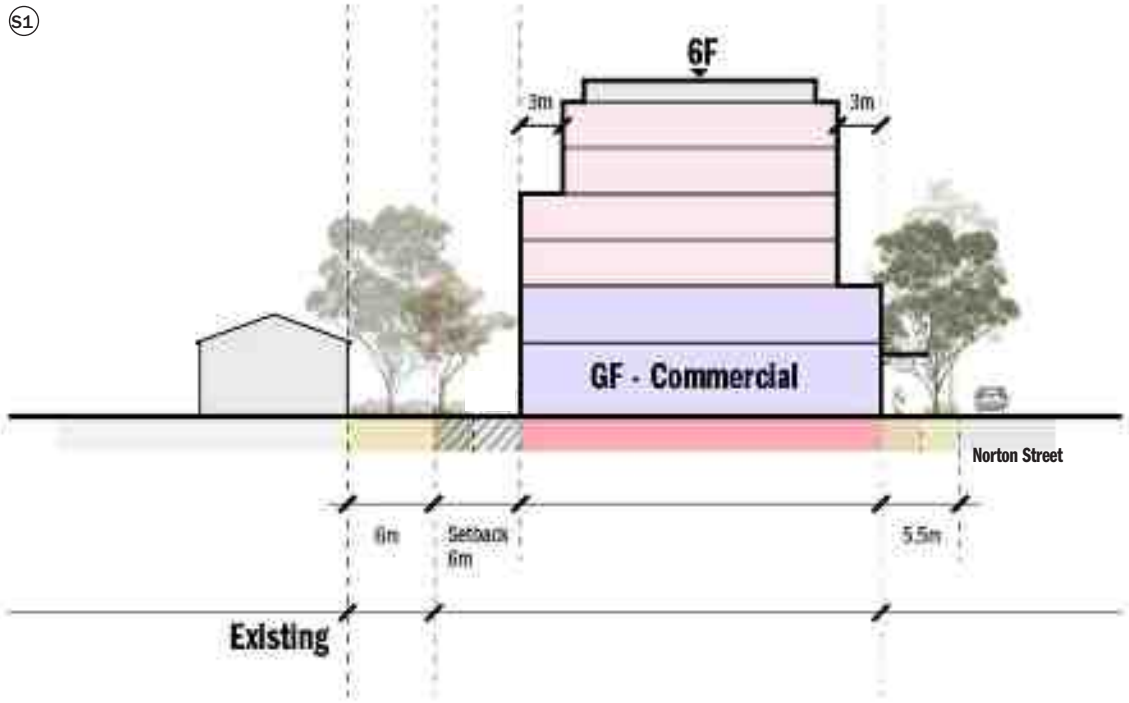

Figure 181: Section 1 - side cross section of a six storey mixed use development on Norton Street with an existing lot at the rear

Norton Street South Additional Controls

- → Prioritise Norton Street for pedestrians by limiting vehicle access and crossovers.
- → Utilise existing right-of-way or easements for parking, loading, and servicing access. Enable shared vehicle access from Norton Street where no laneway exists, as shown in Figure to the left.
- → Refer to the following diagram for preferred vehicle access points for assumed development sites as a guide.

Figure 182: Norton Street South access guide

Legend

- Assumed Development Site
- Limited Vehicle Site Access Street
- Preferred Vehicle Access Street
- Existing Right Of Way / Easement
- Building Setback Zone
- Potential Future Lane
- Preferred Vehicle Access Location

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6.3.6. Marion Street

Existing Character

- → Marion Street functions as a key east-west street corridor within Leichhardt with frequent bus services and access to the Leichhardt Marketplace, Marion light rail stop, and Norton Street.
- → Built forms along Marion Street have varied character and style, ranging from traditional 2 storey shopfronts, Victorian terraces, 1970s walk-ups and recent developments.
- → Day Street is a parallel street to the south of Marion Street. It provides a quieter street with predominantly 2 storey detached dwellings and landscaped front setbacks.
- → The western side of the sub-precinct is affected by flooding and a few lots are strata titled.

Leichhardt Marketplaces Shopping Centre

Day Street detached housing

Desired Future Character

- → Establish Marion Street as a key urban spine and high street to unlock density while enhancing liveability through proximity to public transport and amenities including Leichhardt Marketplace Shopping Centre, Lambert Park and Marion Light Rail stop.

Connectivity, Access and Movement

- → Control vehicle access to sites, prioritise shared crossovers to minimise pedestrian disruption.
- → Set back development from rear boundaries to enable shared vehicle access or landscaped communal spaces.

Density and Height

- → Expand the existing E1 Local Centre zone along Marion Street between Foster Street and Elswick Street, excluding flood constrained lands, accommodating commercial uses and enhancing the interface with Leichhardt Marketplace.
- → Establish a high street with building heights up to five storeys and ground floor activation on both sides of the street.
- → Support residential intensification towards Elswick Street to the east, allowing 5 storey buildings.
- → Step down the building height to 3 storeys away from Marion Street to reflect a lower neighbourhood scale, maintaining landscaped setbacks and open streetscape character.

Heritage and Built Form

- → Require 3m setback above the second storey of mixed-use development to preserve the high street character of Marion Street.
- → Require a 3m setback for ground floor residential uses along Marion Street for front gardens and deep soil planting.
- → Retain existing development controls between heritage items located between Elswick Street and Renwick Street to preserve appropriate interface and context.

Figure 183: Marion Street - Existing Character

Legend

- HIA 2 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
- Areas of Higher Flooding Hazard
- Existing Open Space

Areas of No Change	
A	These sites are flood affected and have not been considered for uplift.
B	These sites have been excluded due to their narrow widths in between two heritage-listed items, where setback requirements to heritage results in an undevelopable site.

Marion Street Cont'd

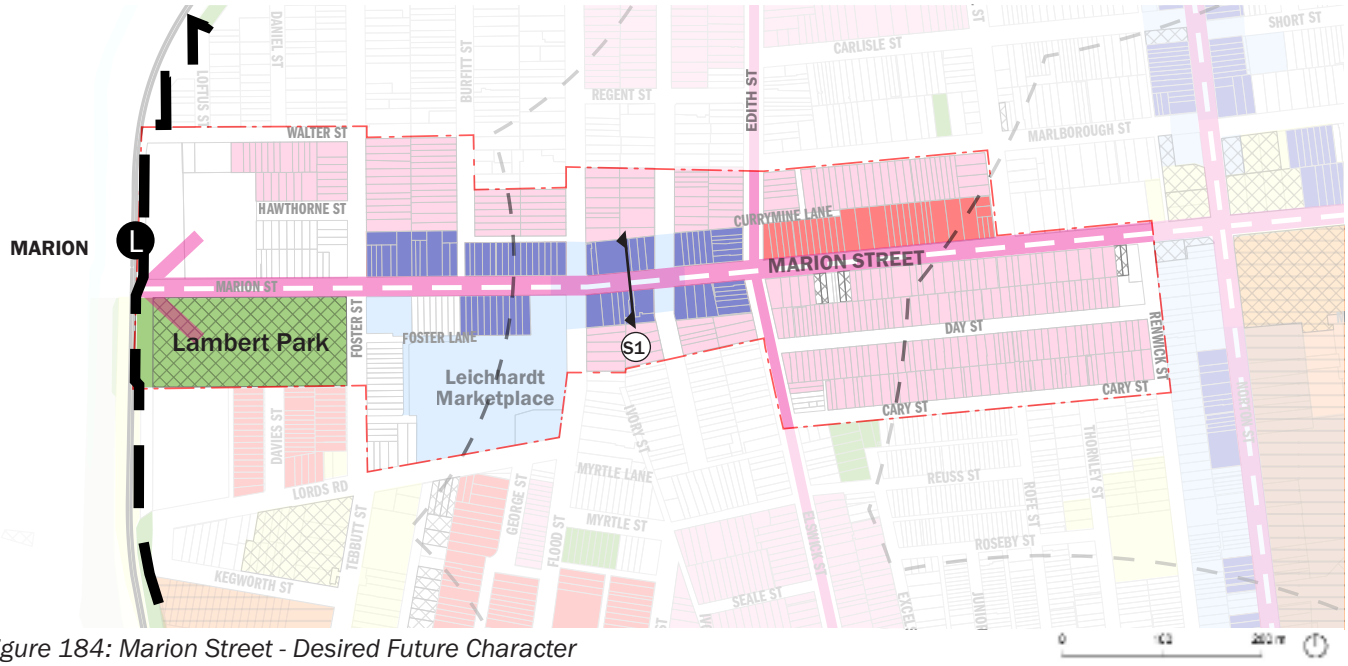

Figure 184: Marion Street - Desired Future Character

Legend

- HIA 2 Boundary
- Sub-Precinct Boundary
- Structure Plan Spines
- Secondary Structuring Corridor
- Section Indicator

Land Use and Density

- Centres And Mixed Use
- Medium Density
- Low Density
- Infrastructure / Education
- Existing E1 Local Centre Zone (no proposed changes)

Open Space

- Existing Public Open Space

Connectivity and Movement

- Light Rail Line And Stops
- 400m-800m Catchment

Heritage

- Heritage Item - General

S1

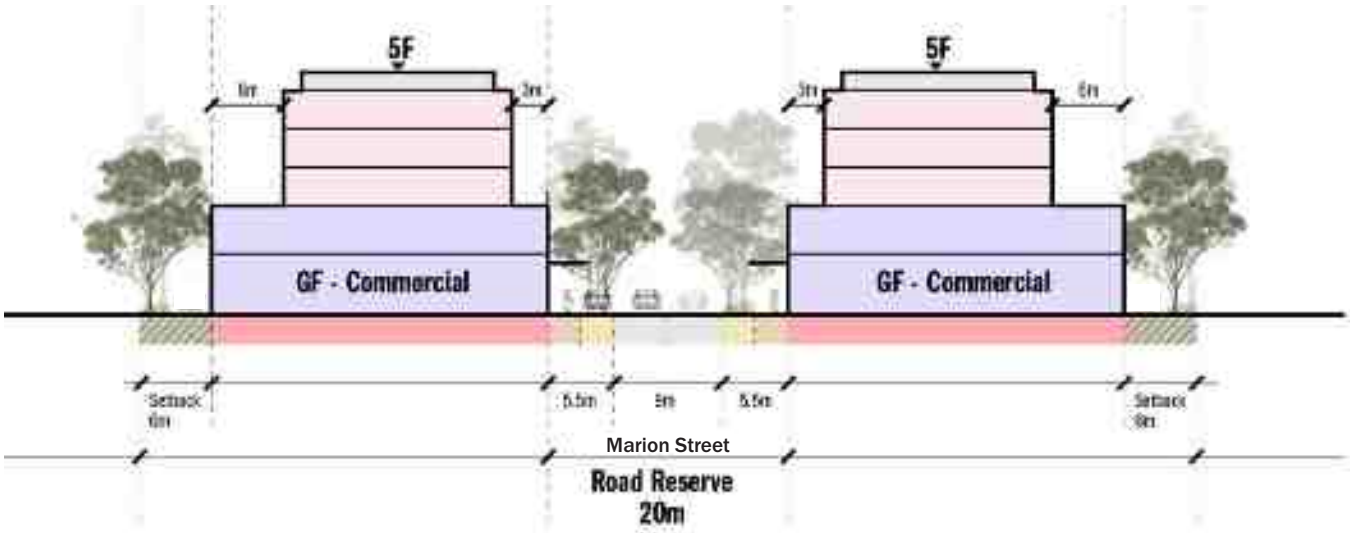

Figure 185: Section 1 - Cross section through Marion Street showing new developments on either side with active frontages, three metre setbacks above two storeys and six metre rear setbacks (refer to ADG)

Surry Hills Village (TOGA)

Marion Street Additional Controls

Figure 186: Marion Street town centre access guide

- → Prioritise pedestrian access along Marion Street by minimising vehicle crossovers.
- → Utilise existing laneways for parking, loading, and servicing access.
- → Identify potential future laneways, shown in yellow in the figure above, for long-term planning context.
- → Provide rear building setback for new development where laneways do not exist to enable a laneway access in the future.
- → Refer to the figure above for preferred vehicle access points for assumed development sites as a guide.

Legend

- Assumed Development Site
- Limited Vehicle Site Access Street
- Preferred Vehicle Access Street
- Existing Laneway
- Building Setback Zone
- Potential Future Lane
- Preferred Vehicle Access Location

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6.3.7. Catherine Street

Existing Character

- → Catherine Street is a key north-south street corridor providing connection between Parramatta Road to the south and Lilyfield to the north.
- → Public transport access is limited, with potential for future improvement.
- → The area is characterised by a mix of single storey terraces, detached dwellings, and larger historic homes on deep lots with dual frontages or laneways. Setbacks are typically as shallow as 1-2m with some garages built to the boundary.

Low scale terraces on Catherine Street

MacKenzie Street detached housing

Desired Future Character

- → Foster increased density along Catherine Street appropriate to proximity to public transport, Parramatta Road and schools.

Density and Height

- → Allow a consistent building height of up to 3 storey along Catherine Street.

Heritage and Built Form

- → Present residential flat buildings as separated forms with landscaped side and rear setbacks to retain an open streetscape and landscaping opportunities.
- → Ensure front setbacks to align with the prevailing street setbacks.
- → Provide consistent controls for building setbacks from side and rear boundaries.
- → Modulate facades with 6–7m vertical bays to reflect the prevailing built form rhythm and fine grain.

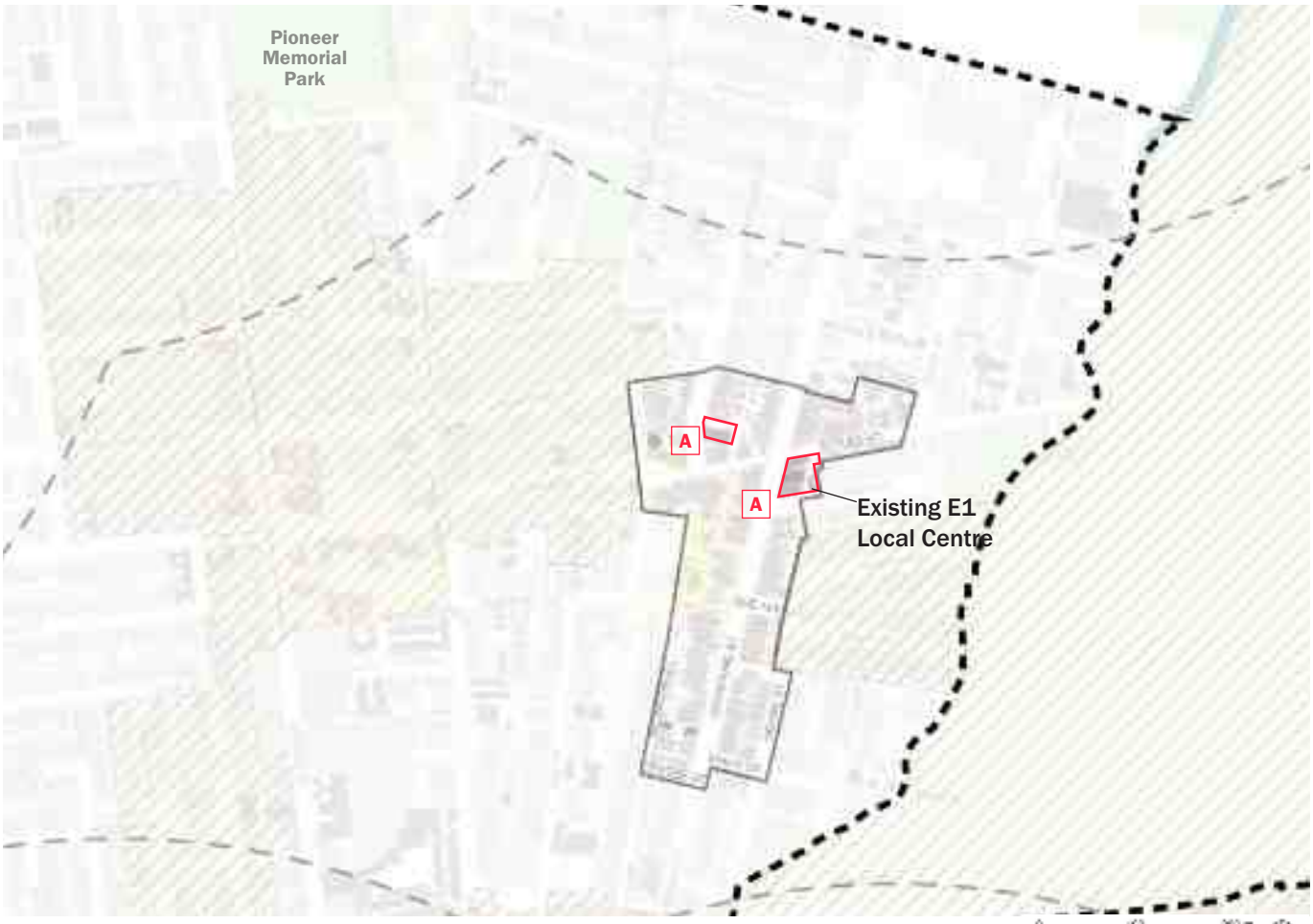

Figure 187: Catherine Street - Existing Character

Legend

- HIA 2 Boundary
- Sub-Precinct Boundary
- Areas of No Change
- 400m & 800m Catchments
- Existing Building
- Existing Apartments and Strata
- Heritage Conservation Area
- Heritage Item - General
- Existing Infrastructure/ Education
- Existing Open Space

Areas of No Change	
A	These sites are heritage listed and have not been considered for uplift.

Catherine Street Cont'd

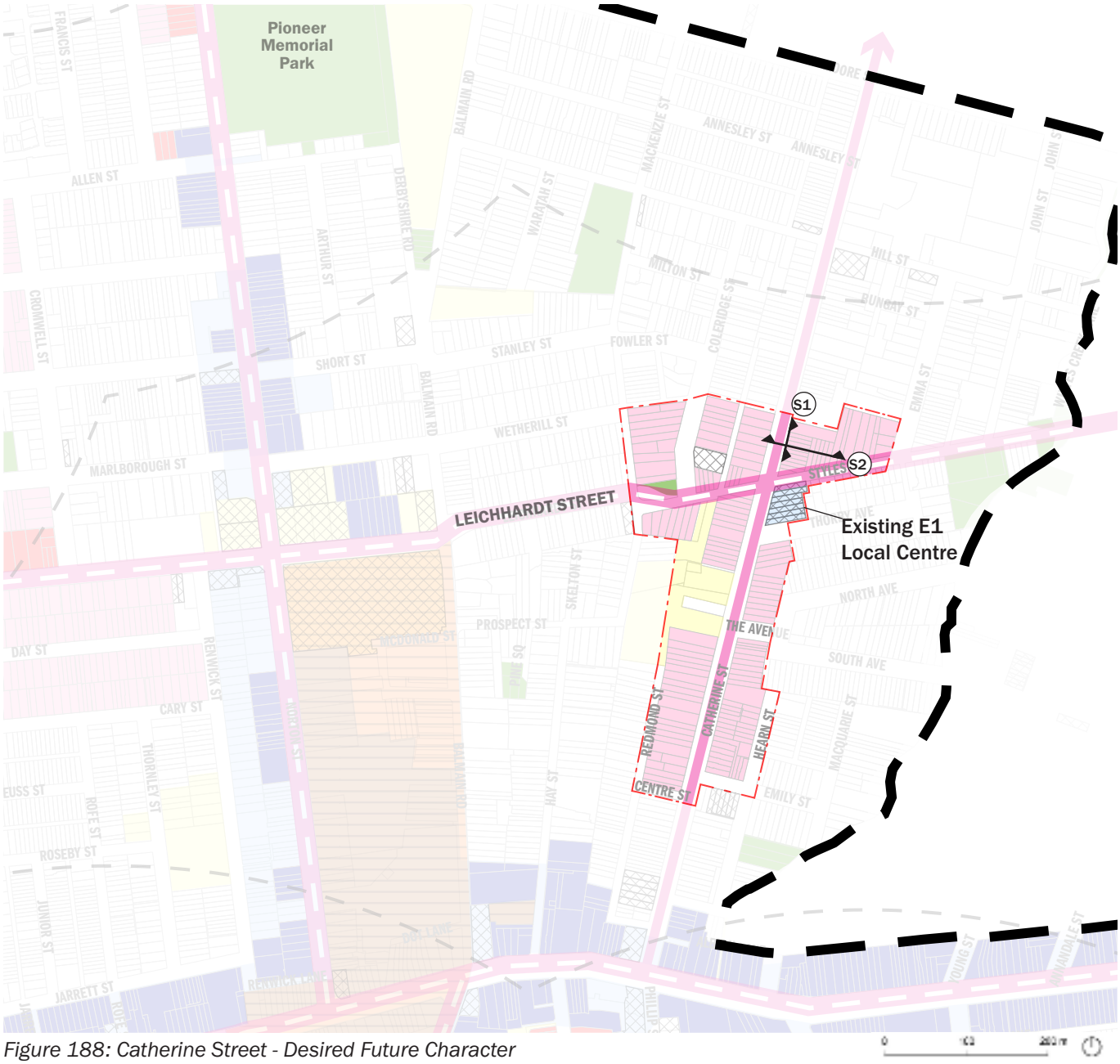

Figure 188: Catherine Street - Desired Future Character

Legend

- HIA 2 Boundary
- Sub-Precinct Boundary
- Structure Plan Spines
- Secondary Structuring Corridor
- Section Indicator
- PRCUTS Stage 1

Land Use and Density

- Low Density
- Infrastructure / Education
- Existing E1 Local Centre Zone (no proposed changes)

Open Space

- Existing Public Open Space

Connectivity and Movement

- 400m-800m Station / Stop Catchment

Heritage

- Heritage Item - General

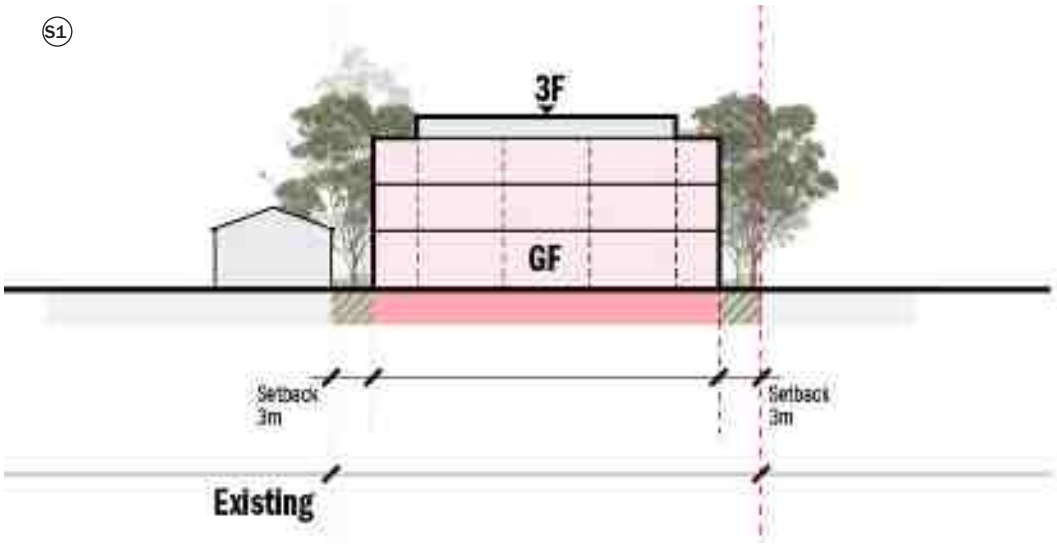

Figure 189: Section 1 - front elevation of a three storey residential building on Catherine Street

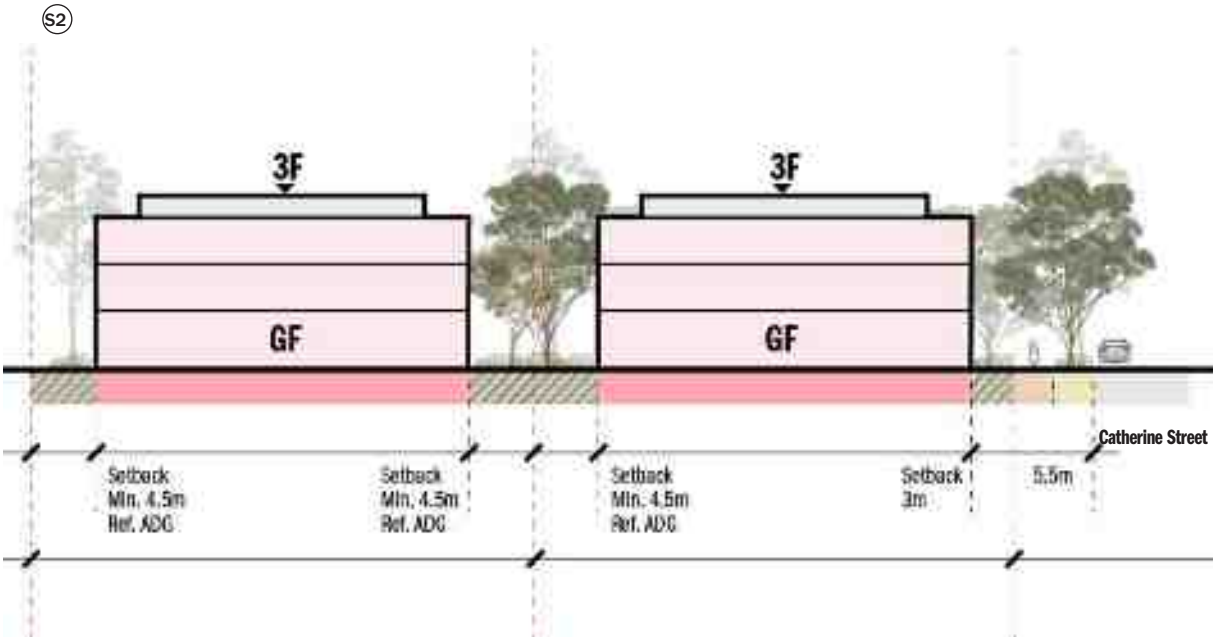

Figure 190: Section 2 - side cross section of three storey residential buildings on Catherine Street and Styles Street

6.3.8. Taverners Hill

Existing Character

- → The area is predominantly residential, featuring single-storey detached and attached houses with varied facades depending on lot width from 4.5m to 12m.
- → Streets are approximately 20m wide, allowing for street trees, kerbside parking, and landscaped front setbacks from 3m to 6m, contributing to spacious and green streetscapes.
- → A few properties are affected by flooding along Lords Road and Myrtle Street.
- → This sub-precinct is partially affected by PRCUTS and the areas to the west of Flood Street are being finalised for upzoning by the Department of Planning, Housing and Infrastructure (DPHI) through the Stage – 1 PRCUTS Draft LEP Amendment.

Davies Street attached housing

George street detached housing

Desired Future Character

- → Establish a medium-density residential neighbourhood with access to key amenities including Leichhardt Marketplace Shopping Centre, Lambert Park and bus services along Parramatta Road.

Density and Height

- → Promote density within walking distance of the Parramatta Road bus corridor and Leichhardt Marketplace Shopping Centre.
- → Allow up to 5 storey residential buildings within deeper lots adjacent to Lambert Park and along Flood Street and George Street (PRCUTS Stage 1 area).
- → Reduce the development density and height to 3 storeys, providing a transition from higher density developments within PRCUTS Taverners Hill precinct.

Heritage and Built Form

- → Leverage deep lot dimension and north-south street orientation to optimise solar access to residential units.
- → Provide a minimum 3m front setback allowing landscaping and deep soil zones for tree canopy planting.
- → Establish a four storey street wall for taller development owing to the street width, with upper-level setbacks to maintain a human scale at street level.
- → Lower building heights to three storeys for shallower blocks and narrow streets.

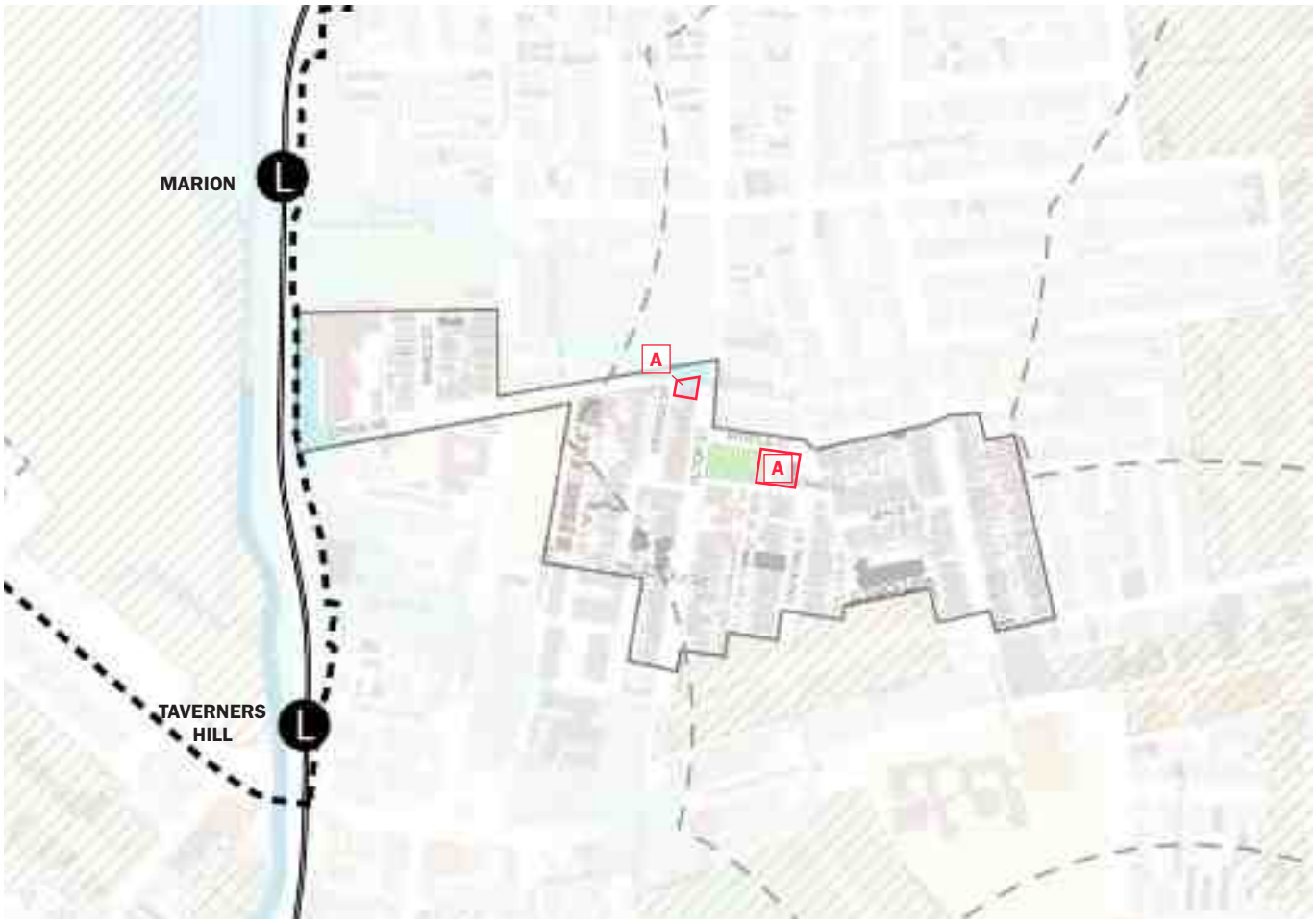

Figure 191: Taverners Hill - Existing Character

Legend

- HIA 2 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
- Areas of Higher Flooding Hazard
- Existing Open Space

Areas of No Change	
A	These sites are flood affected and have not been considered for uplift.

Taverners Hill Cont'd

Figure 192: Taverners Hill - Desired Future Character

Legend

- HIA 2 Boundary
- Sub-Precinct Boundary
- Structure Plan Spines
- Secondary Structuring Corridor
- PRCUTS Stage 1
- Section Indicator

Land Use and Density

- Medium Density
- Low Density
- Infrastructure / Education
- Existing E1 Local Centre Zone (no proposed changes)

Open Space

- Existing Public Open Space

Connectivity and Movement

- Light Rail Line And Stops
- 400m-800m Catchment

Heritage

- Heritage Item - General

S1

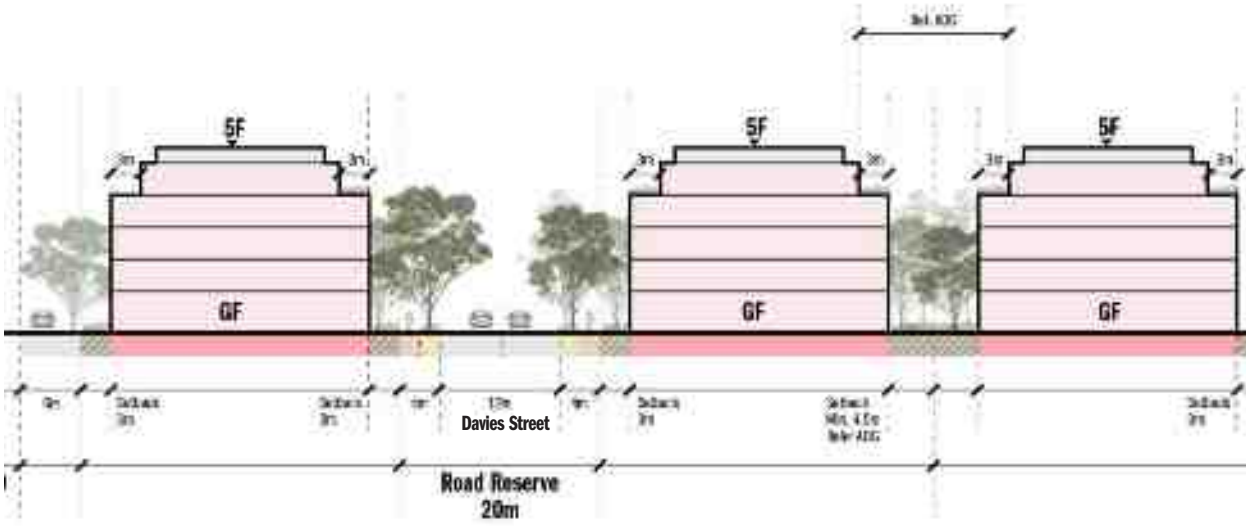

Figure 193: Section 1 - Cross section showing new five storey developments residential developments on either side of Davies Street, Taverners Hill

Studio Komma (The Netherlands)

6.3.9. Parramatta Road West

Existing Character

- → Parramatta Road West is characterised by historic 2 storey Victorian style commercial terraces forming a regional east-west spine shaped by Sydney's former tram system. Parramatta Road facing sites typically have access to a rear laneway.
- → Newer showroom-style commercial buildings and a few shop-top housing developments are interspersed throughout.
- → Parramatta Road's high traffic volume creates a harsh pedestrian environment with no tree canopy cover. This has led to visible deterioration of building conditions and mixed ground floor use quality, despite heritage controls preserving its historic character.
- → Jarrett Street to the north of Parramatta Road presents a fine-grain, mixed-use environment with residential terraces, old warehouses, and varied character, though it is situated outside the heritage conservation areas.
- → A few properties are affected by flooding along Station Street and there are established commercial developments adjacent to Fort Street High School.
- → This sub-precinct is affected by PRCUTS and is being finalised for upzoning by the Department of Planning, Housing and Infrastructure (DPHI) through the Stage – 1 PRCUTS Draft LEP Amendment.

Existing residential on Jarrett Street

Desired Future Character

- → Support the urban transformation strategy identified in PRCUTS by establishing a medium density mixed-use development with ground level activation, public domain improvement and access to schools and public transport along Sydney's primary east-west city-shaping corridor.

Connectivity, Access and Movement

- → Utilise rear laneways and rights of way for vehicle, loading and service access for developments along Parramatta Road.

Density and Height

- → Allow new developments up to 6 storeys with ground level commercial / non-residential uses and upper levels accommodating commercial or residential uses in alignment with the E1 local centre zoning.
- → Support the local centres function by providing ground level non-residential uses on developments along Parramatta Road.
- → Retain Jarrett Street's fine grain mixed-use and function, with commercial ground floor frontages, and development up to 4 storeys, with the upper floors set back to transition scale towards residential areas to the north.

Heritage and Built Form

- → Ensure infill development along Parramatta Road respects the fine grain rhythm of the historic character, with buildings constructed to the street boundary.
- → Retain the historic commercial shopfront fabric of Parramatta Road and its prevailing two storey street wall.
- → Establish a four-storey street wall with upper-level setbacks for sites not containing historic buildings, leveraging the broad width of Parramatta Road to support additional height.

Figure 194: Parramatta Road West - Existing Character

Legend

- HIA 2 Boundary
- Sub-Precinct Boundary
- Areas of No Change
- 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

Areas of No Change	
A	These sites are flood affected and have not been considered for uplift.
B	This area has been excluded due to E3 zoning.

Parramatta Road West Cont'd

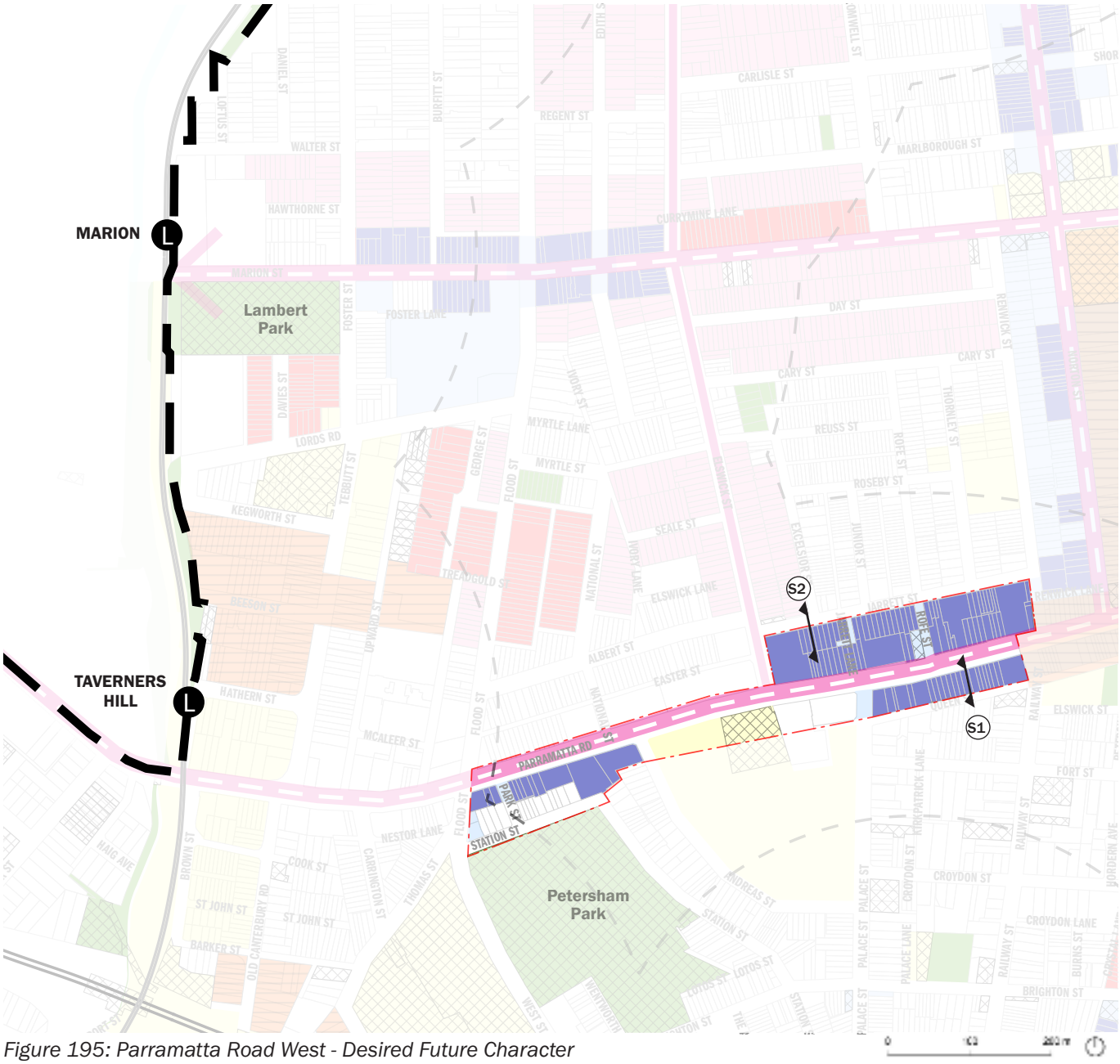

Figure 195: Parramatta Road West - Desired Future Character

Legend

- HIA 2 Boundary
- Sub-Precinct Boundary
- Structure Plan Spines
- Secondary Structuring Corridor
- Section Indicator

Land Use and Density

- Centres And Mixed Use
- Infrastructure / Education
- Existing E1 Local Centre Zone (no proposed changes)

Connectivity and Movement

- Light Rail Line And Stops
- 400m-800m Station / Stop Catchment

Heritage

- Heritage Item - General

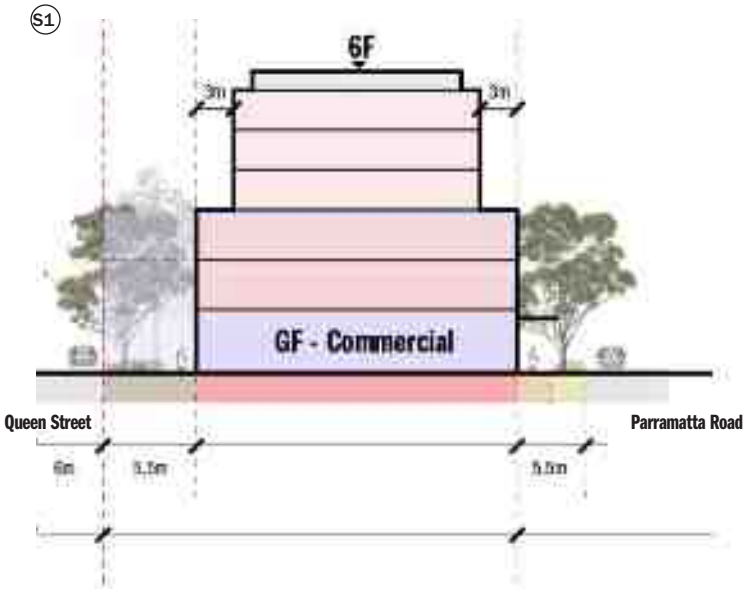

Figure 196: Section 1 - Parramatta Road side cross section showing setback conditions within HCA above existing three storey commercial building

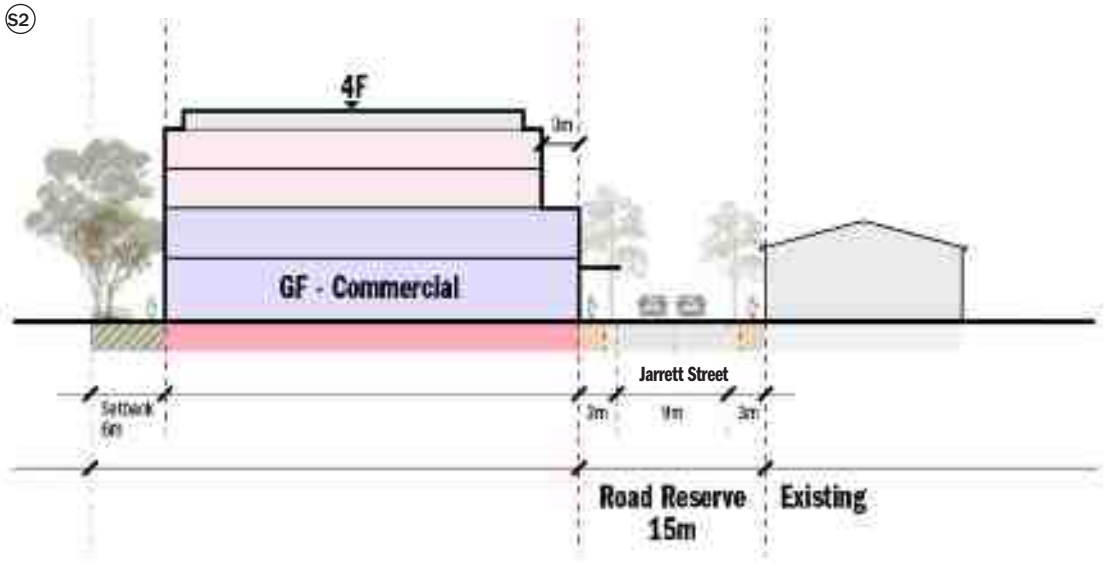

Figure 197: Section 2 - cross section through Jarret Street showing relationship to existing built form

Lygon Street, Brunswick (Fieldworks Projects)

6.3.10. Parramatta Road East

Existing Character

- → Similar to Parramatta Road West precinct, the area characterised by predominantly 2 storey Victorian shopfronts with narrow frontages and a consistent street wall, contributing to a traditional urban rhythm.
- → High traffic volumes provide a harsh pedestrian environment with no tree canopy cover along the corridor. It impacts building conditions and street activation, despite the heritage controls aiming to preserve its architectural fabric.
- → Historic character is occasionally interrupted by broader, low-scale commercial buildings, while newer developments often include shop-top housing with upper-level set back above the street wall.
- → A few properties are affected by flooding along Margaret Street.
- → This sub-precinct is partially affected by PRCUTS with the areas to the west of Johnston Street are being finalised for upzoning by the Department of Planning, Housing and Infrastructure (DPHI) through the Stage – 1 PRCUTS Draft LEP Amendment.

Existing two storey commercial frontages on Parramatta Road, generally of low quality facades

Newer development is low scale and broad, inconsistent with the prevailing character

Desired Future Character

- → Support the urban transformation strategy identified in PRCUTS by establishing a medium density mixed-use development with ground level activation, public domain improvements and access to public transport along Sydney's primary east-west city-shaping corridor.

Connectivity, Access and Movement

- → Utilise rear laneways and rights of way for vehicle, loading and service access for developments along Parramatta Road.

Density and Height

- → Extend E1 zoning on the southern side of Parramatta Road between Northumberland Avenue and Bridge Road, aligning with zoning to the west and further east.
- → Support the local centre function by providing ground level non-residential uses on developments along Parramatta Road.
- → Allow buildings up to 6 storeys with non-residential ground level uses, subject to relevant interface requirements identified in the PRCUTS Stage 1 strategy.

Heritage and Built Form

- → Ensure infill development along Parramatta Road respects the fine grain rhythm of the historic character, with buildings constructed to the street boundary.
- → Retain the historic commercial shopfront fabric within heritage conservation areas and its prevailing two storey street wall along Parramatta Road.
- → Establish a four-storey street wall with upper-level setbacks for sites not containing historic buildings, leveraging the broad width of Parramatta Road to support additional height.

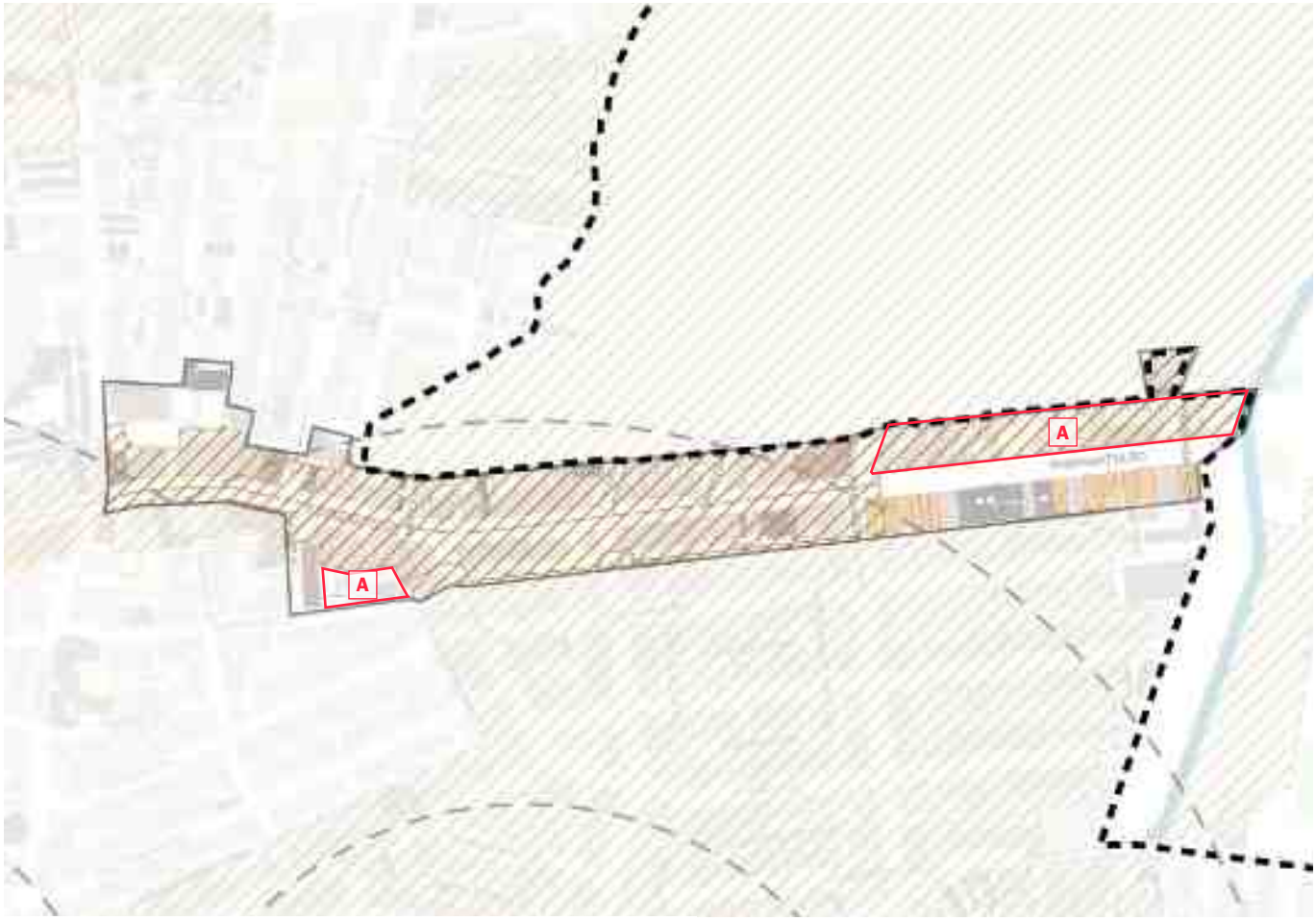

Figure 198: Parramatta Road East - Existing Character

Legend

- HIA 2 Boundary
- Sub-Precinct Boundary
- Areas of No Change
- 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	These sites are flood affected and have not been considered for uplift.

Parramatta Road East Cont'd

Figure 199: Parramatta Road East - Desired Future Character

Legend

- HIA 2 Boundary
- Sub-Precinct Boundary
- Structure Plan Spines
- Secondary Structuring Corridor
- PRCUTS Stage 1
- Section Indicator

Land Use and Density

- Centres And Mixed Use
- Infrastructure / Education
- Existing E1 Local Centre Zone (no proposed changes)

Connectivity and Movement

- 400m-800m Station / Stop Catchment

Heritage

- Heritage Item - General

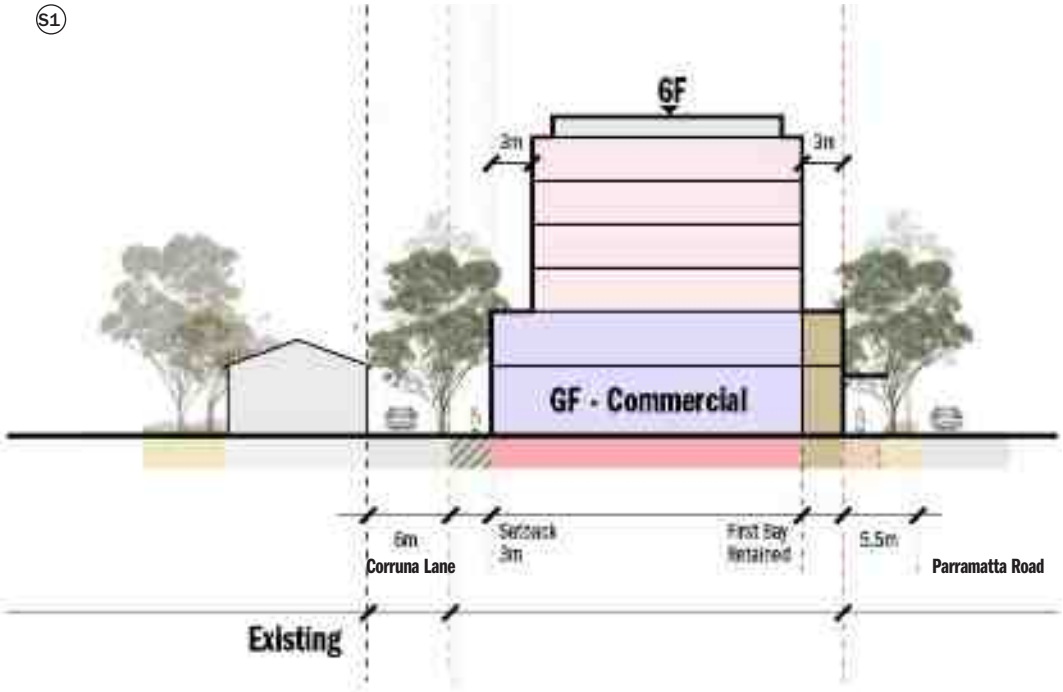

Figure 200: Section 1 - Parramatta Road section (within HCA)

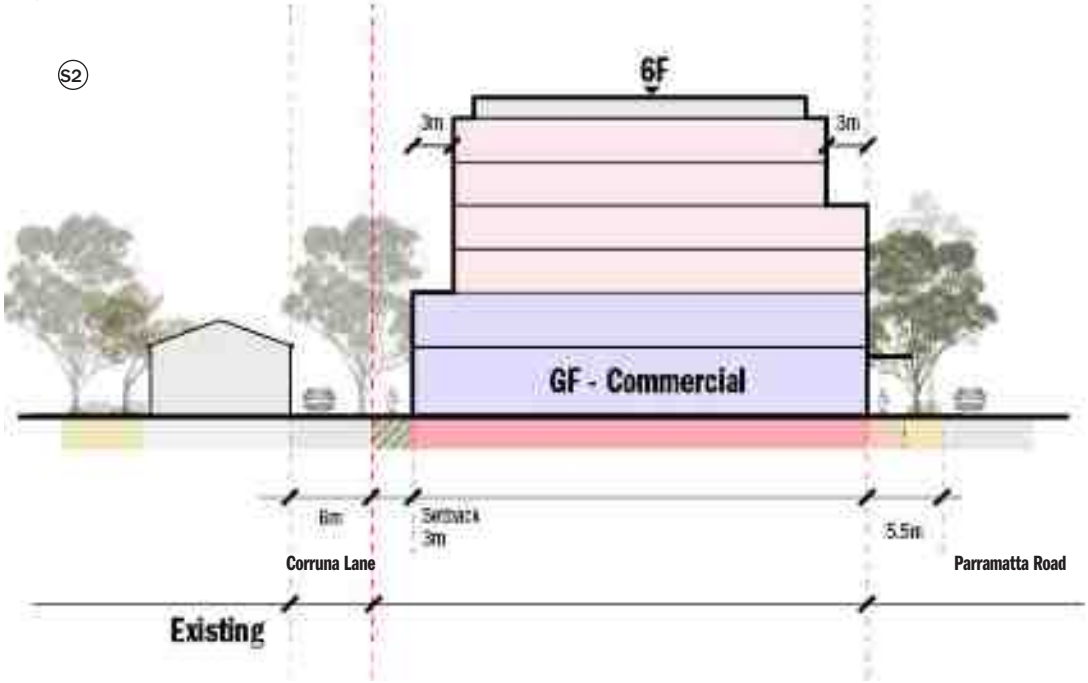

Figure 201: Section 2 - Parramatta Road section (outside HCA)

Newcastle East End (SJB)

6.3.11. Crystal Street North

Existing Character

- → Crystal Street has a range of land uses and building scales, between 1 and 3 storeys, with the TAFE campus serving as a 5 storey landmark to the northern end.
- → Properties along Crystal Street typically have narrow frontages and minimal setbacks with limited garden space. Former commercial and industrial buildings have typically been redeveloped into residential flat buildings.
- → Residential streets running off Crystal Street have low density housing and some low scale residential flat buildings. They are leafy streets with good canopy cover.
- → The sub-precinct is partially affected by a HCA along Croydon Street and flooding near the eastern end of Westbourne Street.
- → Parts of the sub-precinct are affected by Stage 1 Draft LEP amendment for PRCUTS which is being finalised by DPHI.

Crystal Street shops near Parramatta Road

Desired Future Character

- → Establish Crystal Street as a key north-south urban spine with improved public domain and access to public transport, connecting Parramatta Road to the north and Petersham Station to the south. The street hosts of a range of land uses including medium density residential, an education facility, and commercial uses.
- → Promote walkability and support vibrant street life between Parramatta Road and the rail corridor.

Density and Height

- → Allow up to 6 storey buildings along Crystal Street, transitioning to 3-4 storeys adjacent to the existing low-scale neighbourhood.
- → 3 storey street wall in the E1 Local Centre zones, with upper floors set back by 3m.
- → Transition Crystal Street North into a vibrant centre with E1 zoning for additional density and ground-floor activation.

Heritage and Built Form

- → Setback ground floor residential uses by 3m for enhanced tree planting and deep soil.

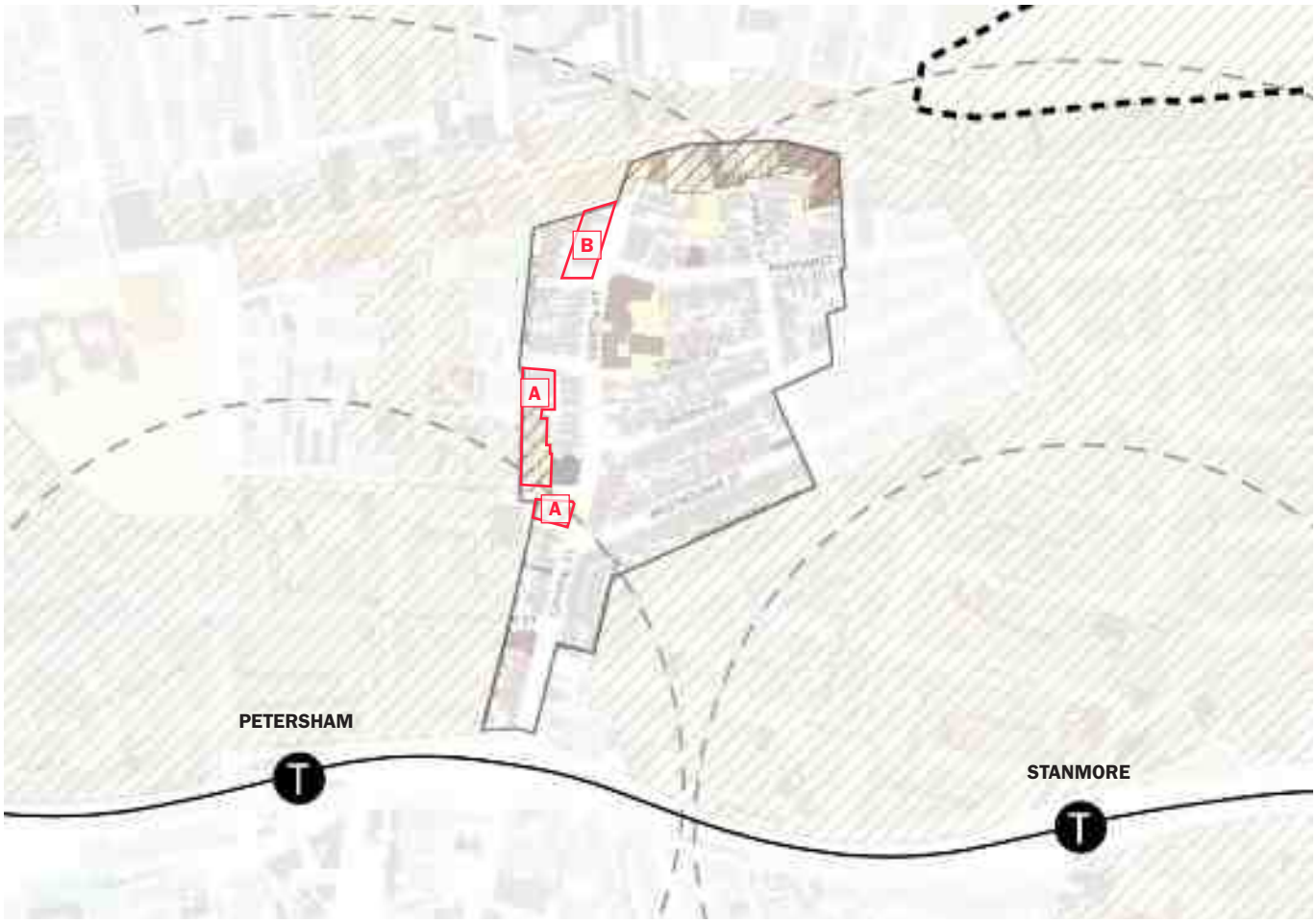

Figure 202: Crystal Street North - Existing Character

Legend

- HIA 2 Boundary
- Sub-Precinct Boundary
- Areas of No Change
- Railway Line And Stations
- 400m & 800m Catchments
- Existing Building
- Existing Apartments and Strata
- Heritage Conservation Area
- Heritage Item - General
- Existing Infrastructure/ Education

Areas of No Change	
A	These sites have been excluded as they form part of an HCA, or adjacent development to the north on Fort Street would negatively impact the HCA.
B	This area is being progressed via PRCUTS Stage 1.

Crystal Street North Cont'd

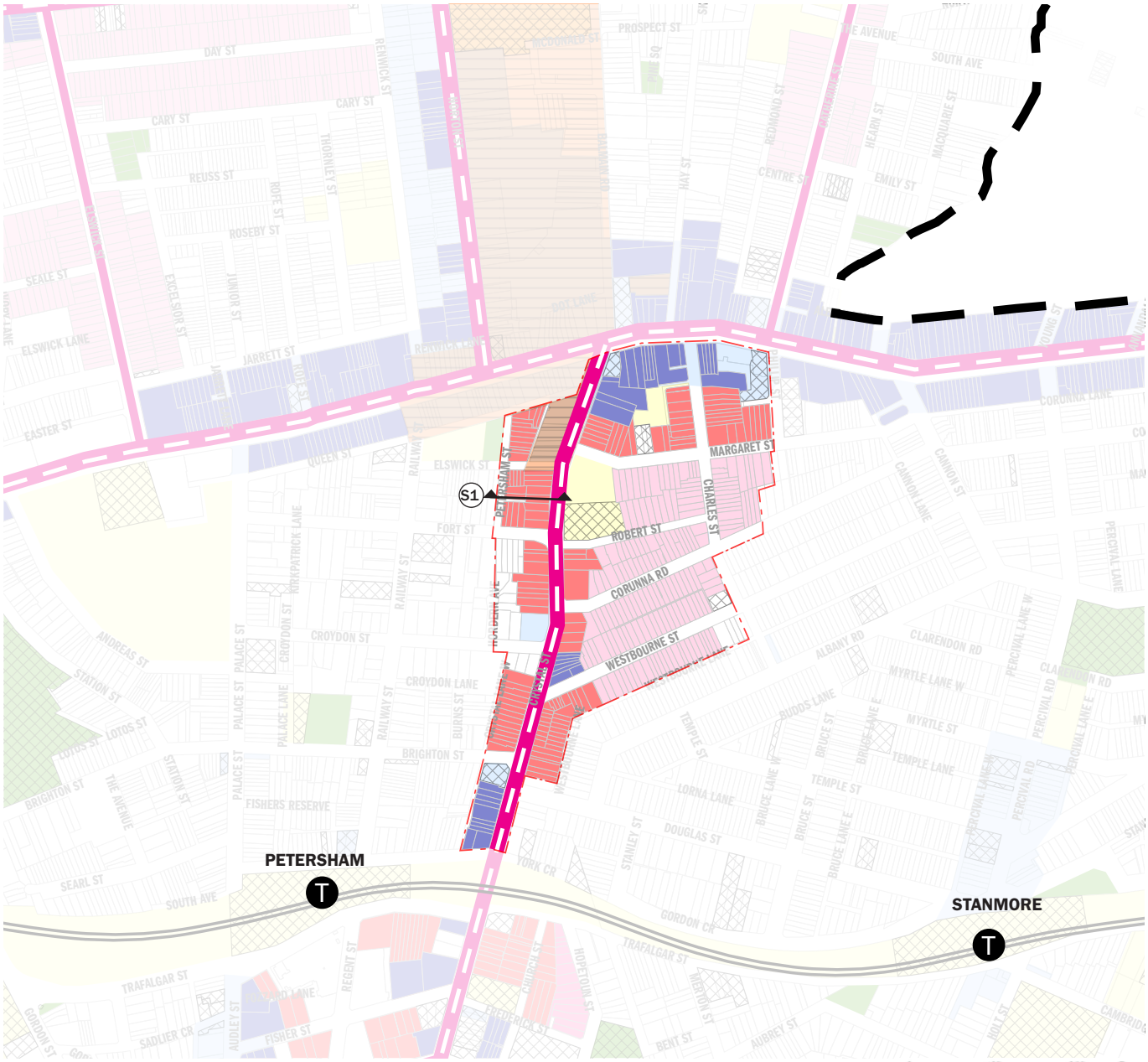

Figure 203: Crystal Street North - Desired Future Character

Legend

- HIA 2 Boundary
- Sub-Precinct Boundary
- Structure Plan Spines
- PRCUTS Stage 1
- Section Indicator

Land Use and Density

- Centres And Mixed Use
- Medium Density
- Low Density
- Infrastructure / Education
- Existing E1 Local Centre Zone (no proposed changes)

Connectivity and Movement

- Railway Line And Stations
- 400m-800m Catchment

Heritage

- Heritage Item - General

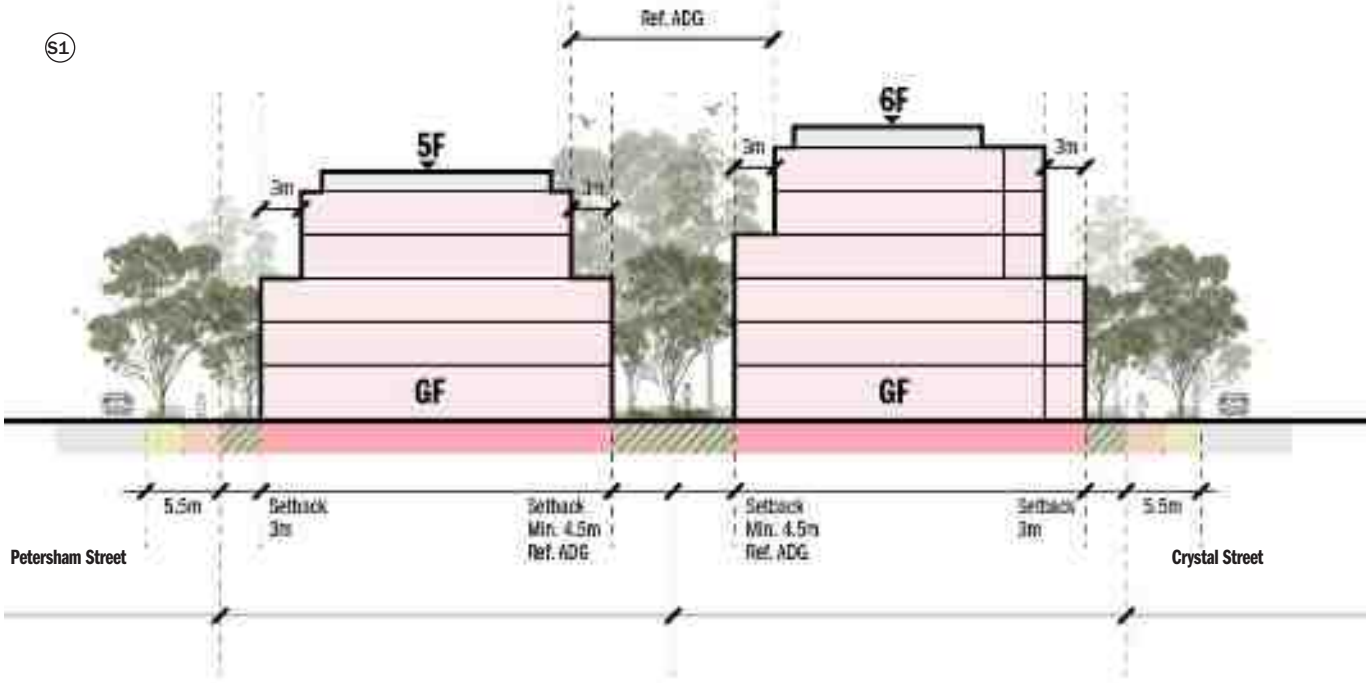

Figure 204: Section 1 - Indicative built form between Crystal Street and Petersham Street

Finlayson Apartments (Candalepas)

6.3.12. Crystal Street South

Existing Character

- → Crystal Street South sub-precinct is characterised by a mix of high-density mixed-use development, low-rise homes, commercial buildings, and civic landmarks including Petersham Town Hall.
- → Audley Street serves as a local high street, with potential for better connectivity to civic landmarks like Petersham Town Hall and the Inner West Council Service Centre via Fisher Street and Trafalgar Street.
- → The eastern portion of the precincts has predominantly single-storey homes with narrow streets adjacent to All Saints Anglican Church.
- → Large properties along Regent Street have been recently developed into multi-storey residential buildings.

9-storey development on the Petersham RSL site

Historic commercial and residential buildings at the corner of Crystal Street and Stanmore Road

Desired Future Character

- → Establish a medium to high density mixed-use centre with direct access to Petersham Station, integrating Audley Street, and civic space within Petersham Town Hall and the Inner West Council Petersham Service Centre.

Density and Height

- → Allow up to 6 storey buildings along Crystal Street and within the uplifted areas between Audley Street and Crystal Street.
- → Allow a building up to 9 storeys on the Petersham Service Centre site for a potential mixed-use development.
- → Transition building heights down to 4-5 storeys on the blocks west of Crystal Street, reducing the density and scale towards heritage items and the lower scale residential neighbourhood.

Heritage and Built Form

- → Establish a 4 storey street wall along Crystal Street and transition to a 3 storey street wall for properties adjacent to Petersham Town Hall in response to the Hall's heritage significance.

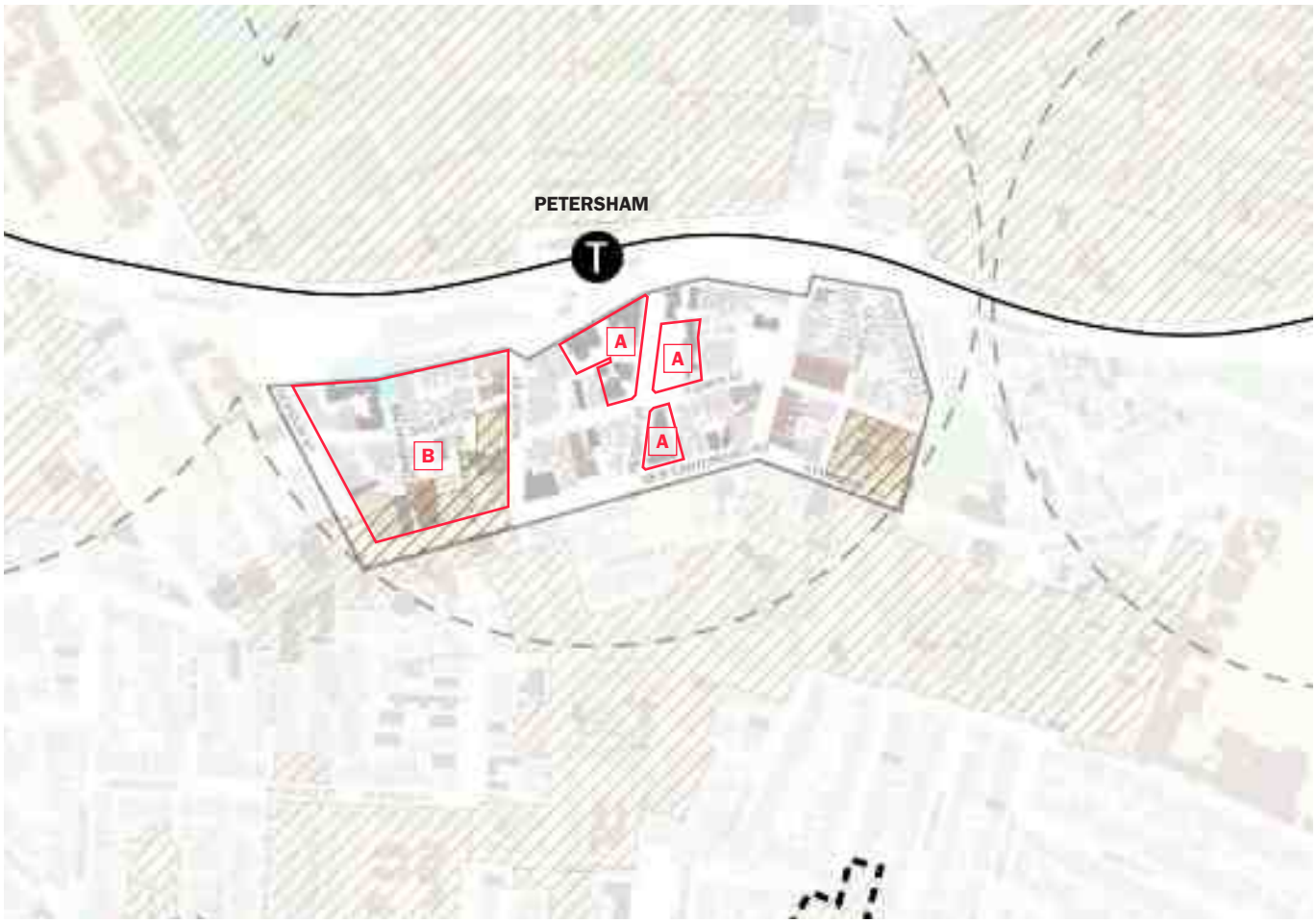

Figure 205: Crystal Street South - Existing Character

Legend

- HIA 2 Boundary
- Sub-Precinct Boundary
- Areas of No Change
- Railway Line And Stations
- 400m & 800m Catchments
- Existing Building
- Existing Apartments and Strata
- Heritage Conservation Area
- Heritage Item - General
- Areas of Higher Flooding Hazard
- Existing Open Space

Areas Of No Change	
A	These lots have not been considered for uplift as they have already been zoned R4.
B	The lots west of Audley Street have not been considered for uplift due to flood affectation, strata properties and small and irregular lots sizes.

Crystal Street South Cont'd

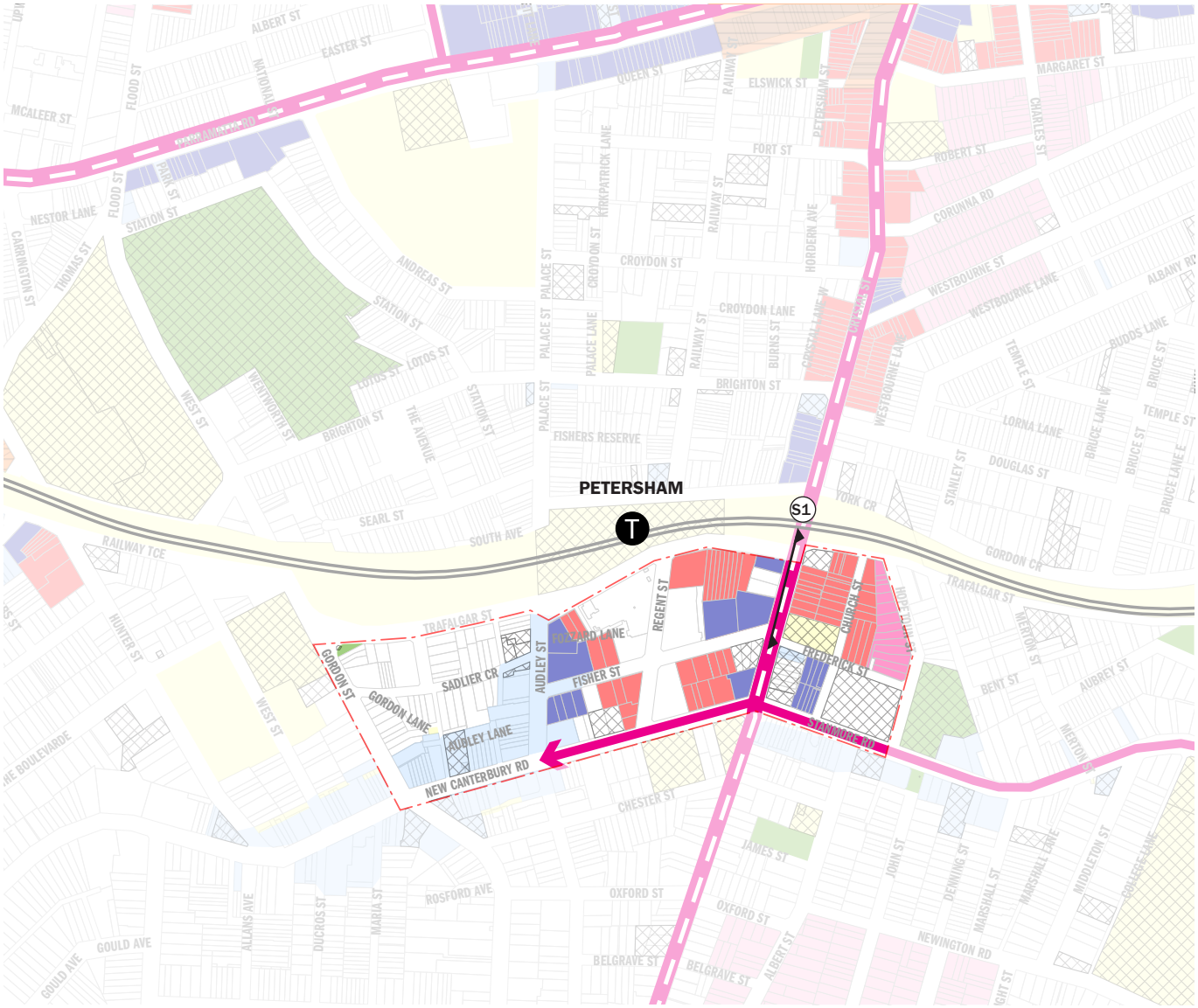

Figure 206: Crystal Street South - Desired Future Character

Legend

- HIA 2 Boundary
- Sub-Precinct Boundary
- Structure Plan Spines
- Secondary Structuring Corridor
- Section Indicator

Land Use and Density

- Centres And Mixed Use
- Medium Density
- Medium-Low Density
- Infrastructure / Education
- Existing E1 Local Centre Zone (no proposed changes)

Open Space

- Existing Public Open Space

Connectivity and Movement

- Railway Line And Stations
- 400m-800m Catchment

Heritage

- Heritage Item - General

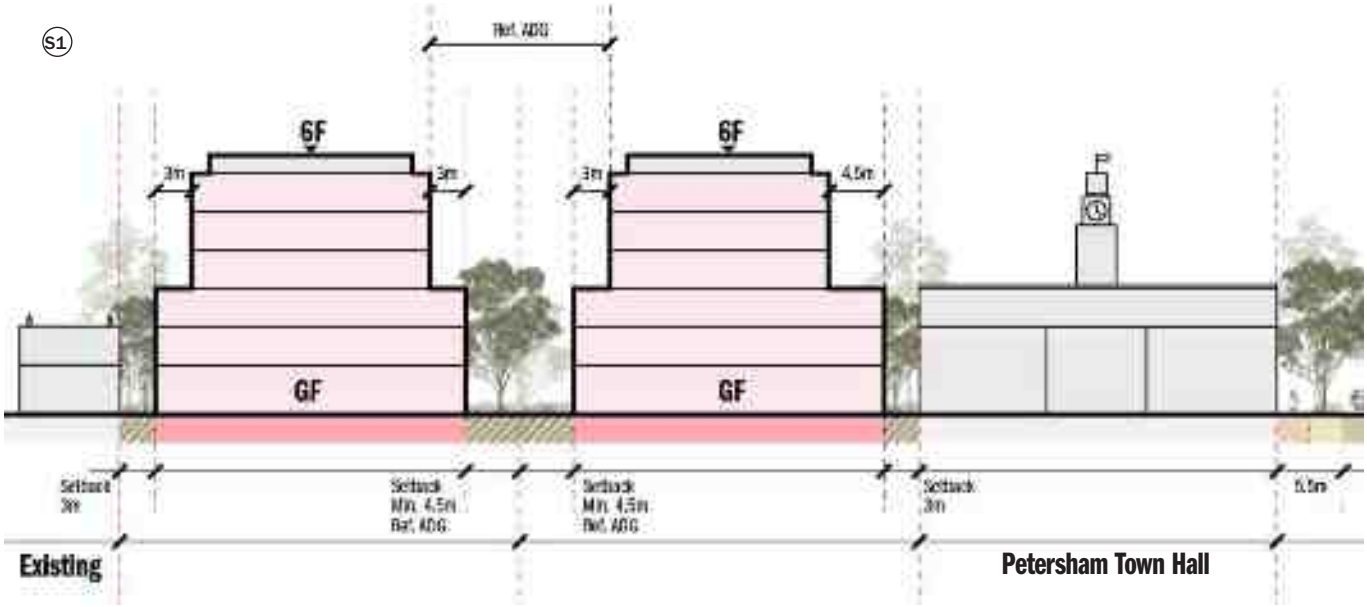

Figure 207: Section 1 - Front elevation from Crystal Street showing the change areas in relation to the existing built form and Petersham Town Hall

Ruby Lucy Hotel, Waterloo, London

6.3.13. Lewisham Station

Existing Character

- → Lewisham Station precinct is characterised by predominantly residential buildings with heights ranging between 1-2 storeys. A number of former and currently occupied commercial buildings are located directly south of Lewisham Station on Victoria Street and Railway Terrace.
- → More recent 4-5 storey developments present and emerging character on either end of the precinct.
- → Old Canterbury Road serves as a key north-south street corridor crossing under the railway, whereby Railway Terrace provides an east-west connection between Lewisham and Petersham.
- → Properties along Hobbs Street and Denison Road are affected by flooding.

Recent medium-high density development off Longport Street

Commercial buildings on Victoria Street

Desired Future Character

- → Extend medium density residential development from Lewisham West light rail stop to Lewisham Station.
- → Re-activate street frontages along Longport Street and Railway Terrace.

Density and Height

- → Allow up to 6 storey buildings within this precinct providing a scale transition between up to 8 storeys high-density developments around Lewisham West light rail stop and low-scale residential neighbourhoods to the east.

Heritage and Built Form

- → Allow developments within MU1 Mixed Use and E1 Local Centre zoned land to be built to the street boundary, providing ground level activation and street presence.
- → Provide a minimum setback of 3m from the street for ground floor residential development, allowing landscaping and separation from busy streets, in particular Longport Street, Old Canterbury Road and Railway Terrace.
- → Establish a 3 storeys street wall with an upper-level setback in both residential and mixed-use developments.

Heritage and Built Form

- → Allow developments within MU1 Mixed Use and E1 Local Centre zoned land to be built to the street boundary, providing ground level activation and street presence.
- → Provide a minimum setback of 3m from the street for ground floor residential development, allowing landscaping and separation from busy streets, in particular Longport Street, Old Canterbury Road and Railway Terrace.
- → Establish a 3 storeys street wall with an upper-level setback in both residential and mixed-use developments.

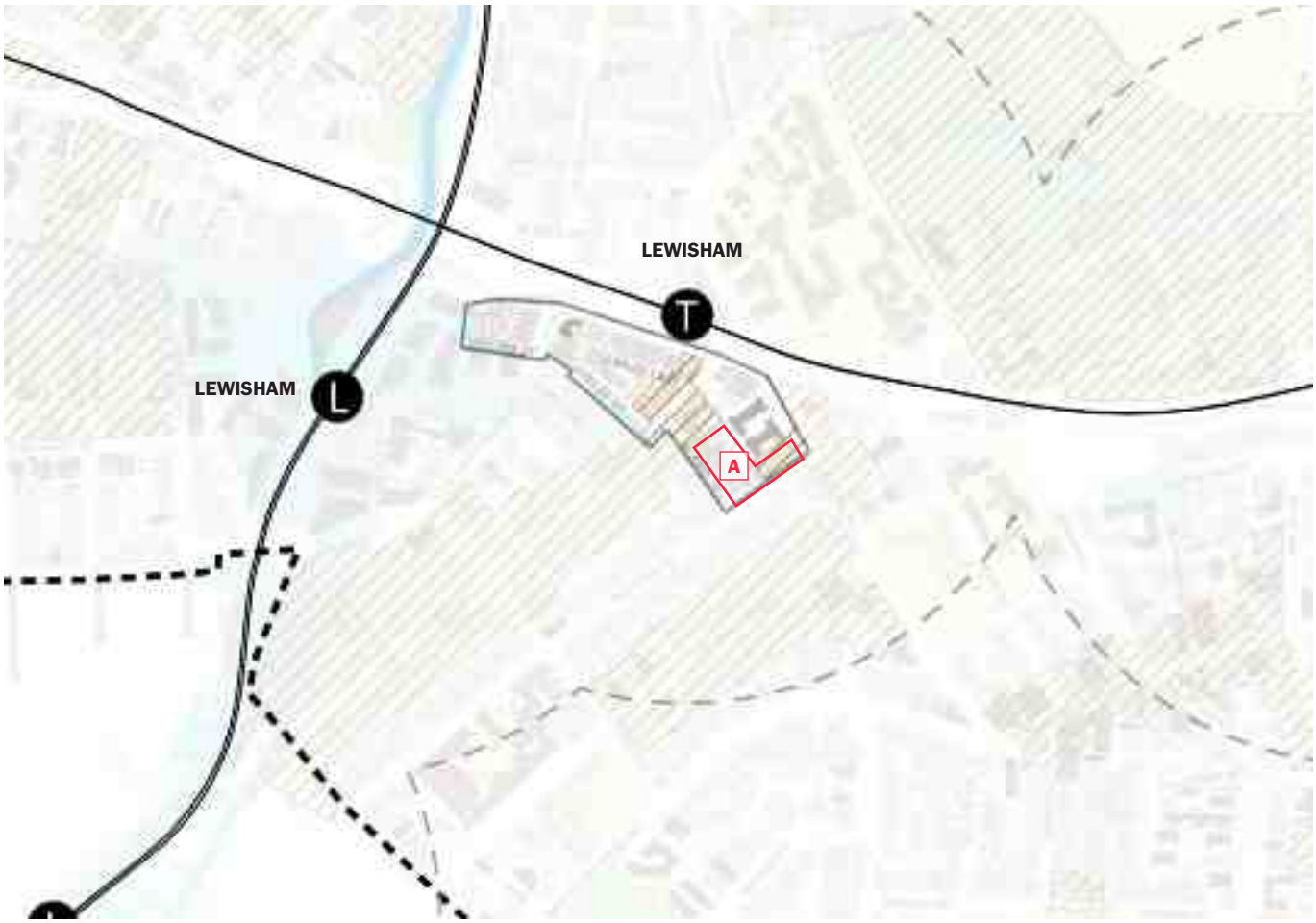

Figure 208: Lewisham Station - Existing Character

Legend

- HIA 2 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
- Areas of Higher Flooding Hazard
- Existing Open Space

Areas of no change	
A	These sites are flood affected and have not been considered for uplift.

Lewisham Station Cont'd

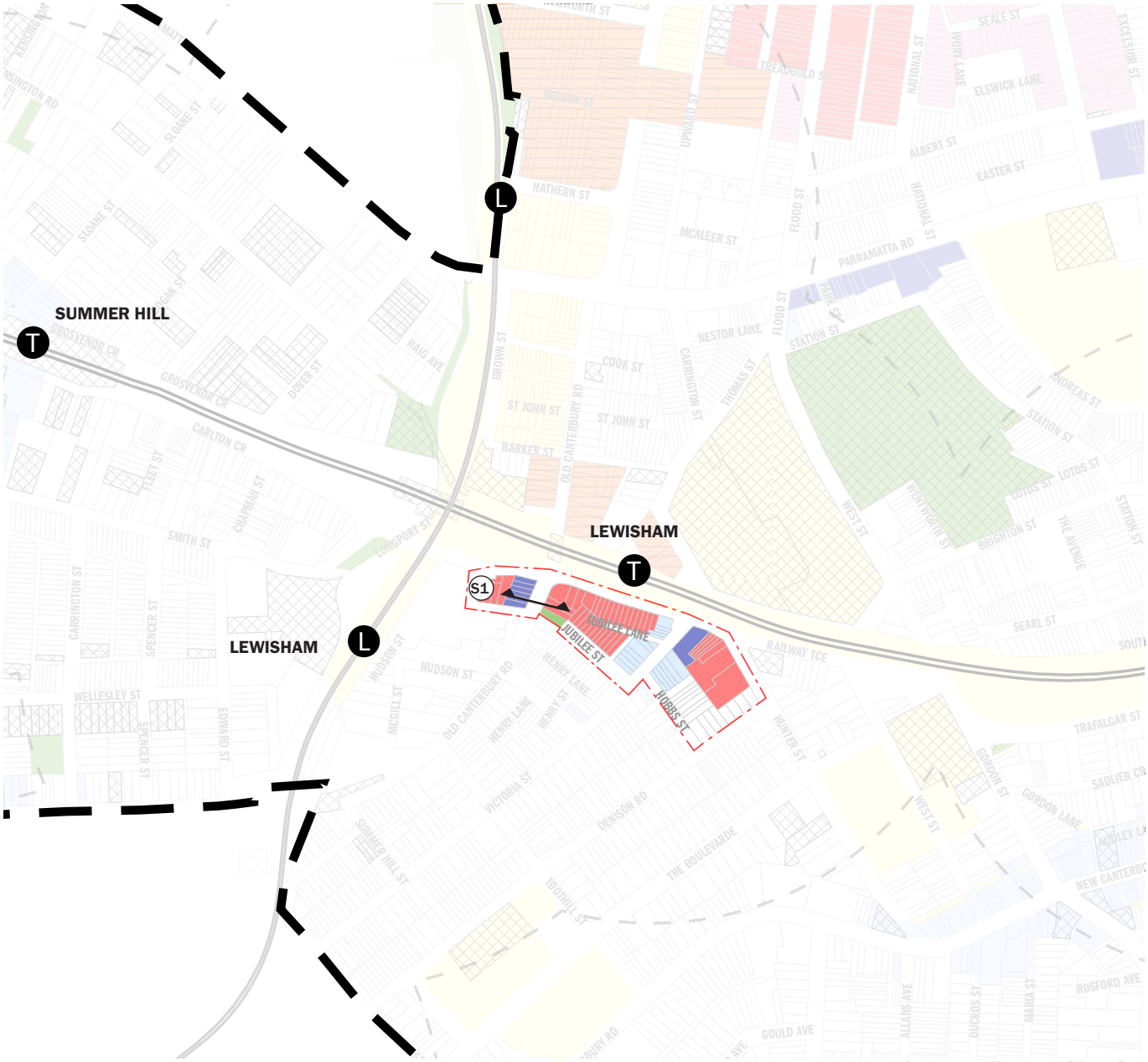

Figure 209: Lewisham Station - Desired Future Character

Legend

- HIA 2 Boundary
- Sub-Precinct Boundary
- Section Indicator

Land Use and Density

- Centres And Mixed Use
- Medium Density
- Infrastructure / Education
- Existing E1 Local Centre Zone (no proposed changes)

Open Space

- Existing Public Open Space

Connectivity and Movement

- Railway Line And Stations
- Light Rail Line And Stops
- 400m-800m Catchment

Heritage

- Heritage Item - General

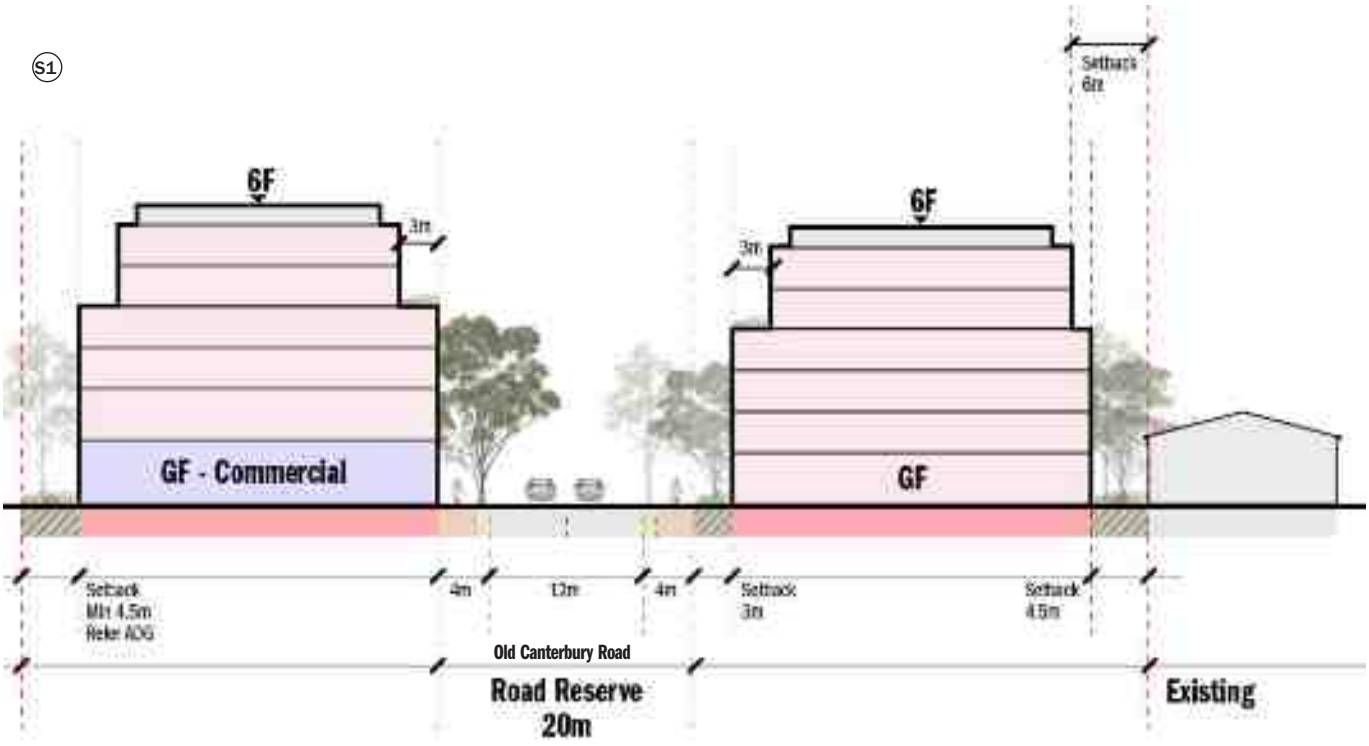

Figure 210: Section 1 - Section through Old Canterbury Road showing a six storey building with commercial uses on the ground floor, and a six storey residential building

East Sydney Collection by MHNDU

6.3.14. Addison Road

Existing Character

- → Addison Road sub-precinct is a low scale residential neighbourhood with predominantly 1-2 storey detached homes, occasional semi-detached dwellings and walk-up flats.
- → Lot sizes are generally deep, ranging between 30m and 50m with varied widths between 6m and 15m.
- → Streets are also generally wide ranging between 15 and 20m.
- → A small commercial centre is located at the John Street and Addison Road intersection. It has minimal activation with some vacant shops.

Local shops on Addison Road

Bright Street

Desired Future Character

- → Establish a medium-density residential sub-precinct with an active neighbourhood centre while preserving the low to medium-scale of Addison Road.

Density and Height

- → Maintain the residential neighbourhood character of the sub-precinct bounded by Addison Road and Newington Road whilst lifting density by allowing up to three-storey residential developments.

Heritage and Built Form

- → Provide a minimum 3m building front setback from the street, allowing for landscaped front gardens and deep soil for tree planting.
- → Retain a minimum 6m rear setback for rear gardens.
- → Recommend buildings utilise bricks with a darker shade or rendered concrete materials to maintain the neighbourhood character.

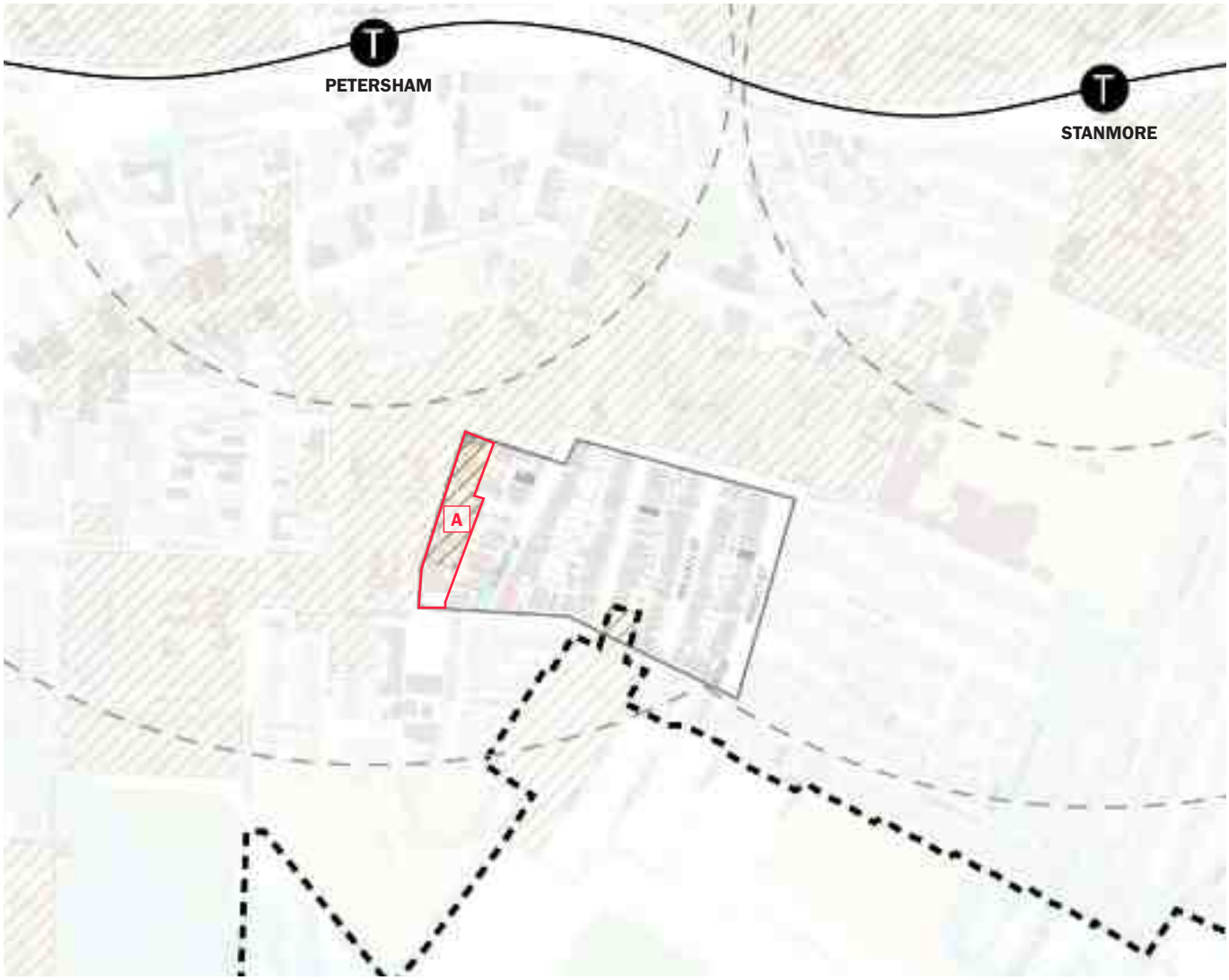

Figure 211: Addison Road - Existing Character

Legend

- HIA 2 Boundary
- Sub-Precinct Boundary
- Areas of No Change
- Railway Line And Stations
- 400m & 800m Catchments
- Existing Building
- Existing Apartments and Strata
- Heritage Conservation Area
- Heritage Item - General
- Areas of Higher Flooding Hazard

Areas of No Change	
A	These lots are within the HCA and have not been considered for uplift.

Addison Road Cont'd

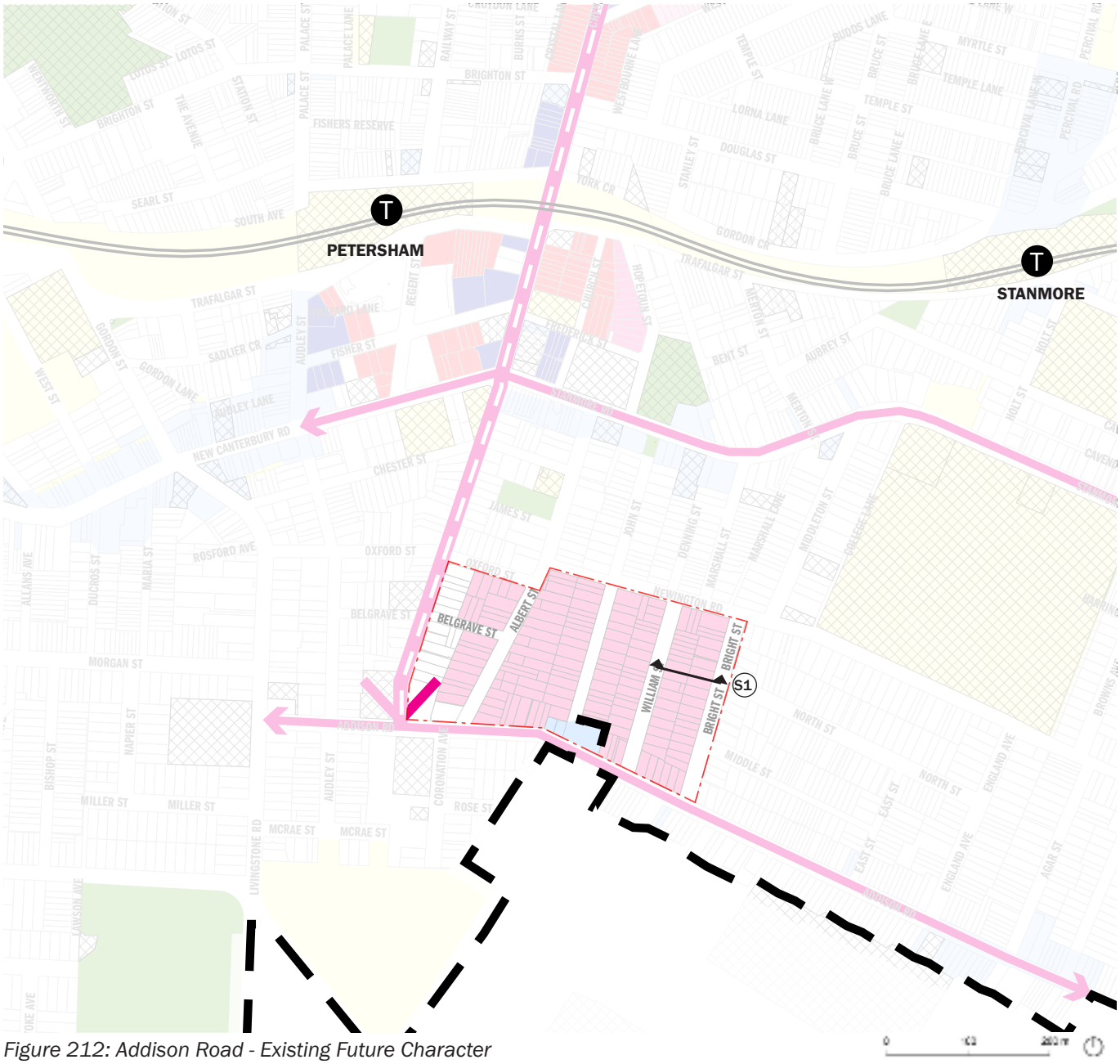

Figure 212: Addison Road - Existing Future Character

Legend

- HIA 2 Boundary
- Sub-Precinct Boundary
- Secondary Structuring Corridor
- Section Indicator

Land Use and Density

- Low Density
- Infrastructure / Education
- Existing E1 Local Centre Zone (no proposed changes)

Connectivity and Movement

- Railway Line And Stations
- 400m-800m Catchment

Heritage

- Heritage Item - General

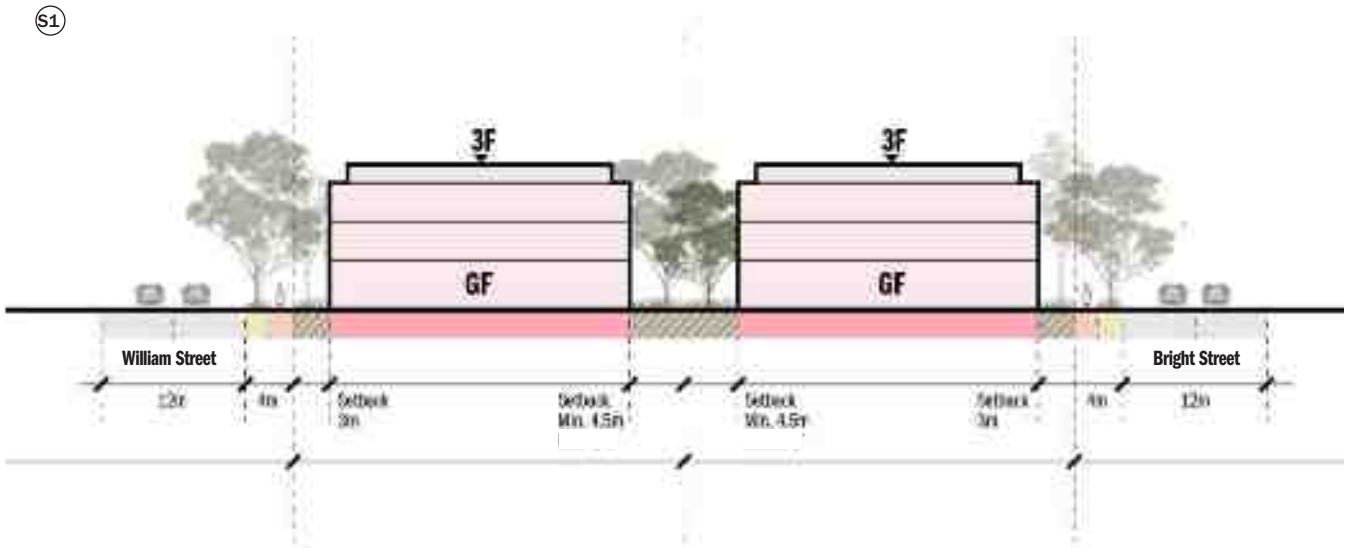

Figure 213: Section 1 - Side cross section showing two uplift lots between William and Brights Streets

Parkvilla Brederode (Architonic)

6.3.15. Marrickville Metro

Existing Character

- → Marrickville Metro is a former industrial area and characterised by medium-density residential neighbourhood with wide streets and rear laneways and the Marrickville Metro shopping centre.
- → Stead House on Leicester Street is a heritage-listed aged care facility surrounded by newer buildings as part of the complex.
- → The properties along Victoria Road to the northern side of the sub-precinct is part of HCA.

Stead House with newer residential buildings

Bourne Street

Desired Future Character

- → A medium-density residential neighbourhood that responds to the heritage significance of Stead House, that leverages nearby amenities; Marrickville Metro, Enmore Park and Annette Kellerman Aquatic Centre.

Density and Height

- → Allow up to 3 storey medium-density residential buildings within properties surrounding Stead House to the west.
- → Transition the height up to 5-6 storeys for urban block between Leicester and Bourne Streets towards Marrickville Metro.
- → Allow up to 8 storeys buildings for properties adjoining Marrickville Metro.

Heritage and Built Form

- → Provide a transition in building height from the Marrickville Metro shopping centre to the low-scale residential neighbourhood and the HCA.

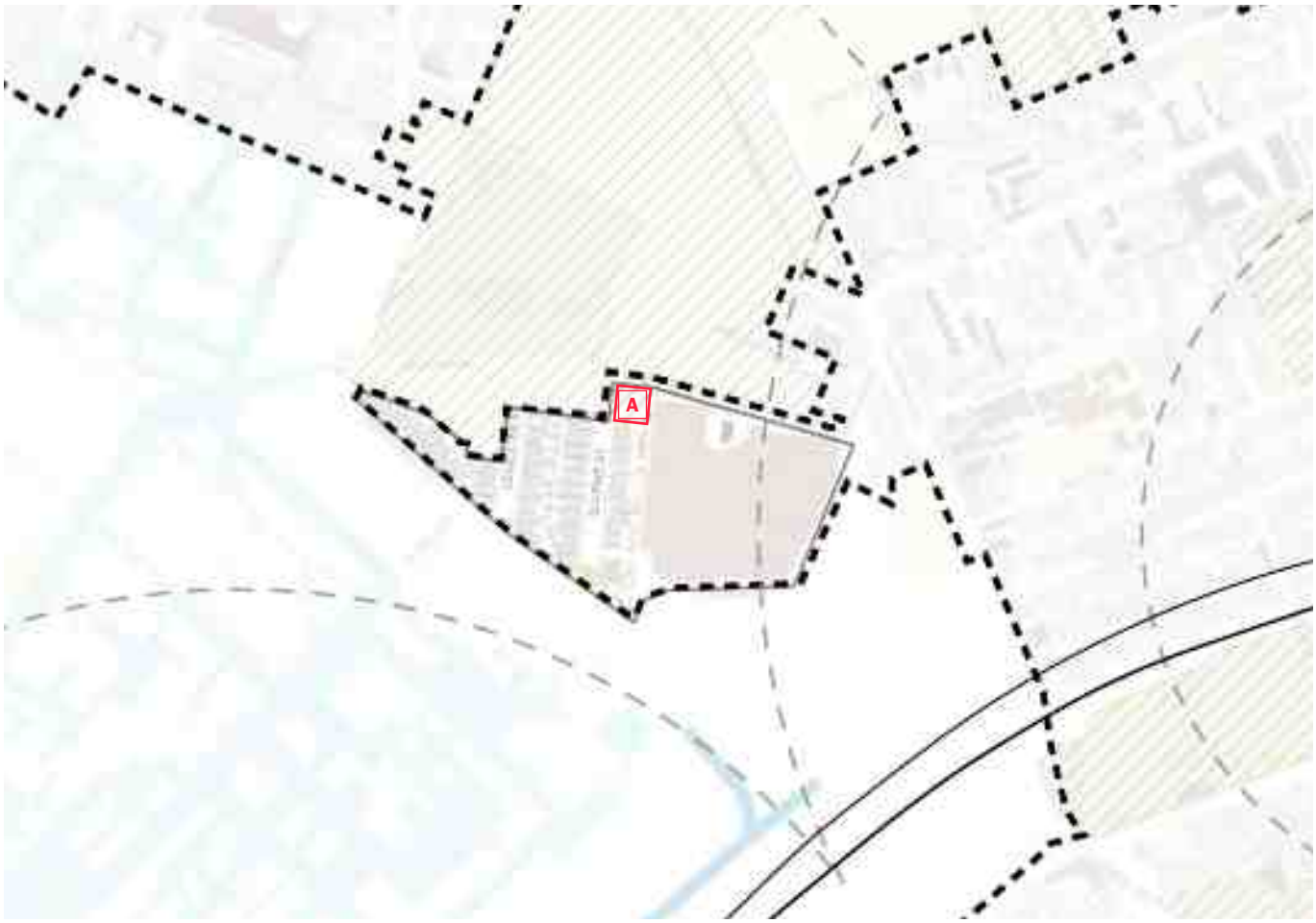

Figure 214: Marrickville Metro - Existing Character

Legend

- HIA 2 Boundary
- Sub-Precinct Boundary
- Areas of No Change
- 400m & 800m Catchments
- Existing Building
- Heritage Conservation Area
- Heritage Item - General
- Existing Open Space

Areas of No Change	
A	These lots are within the HCA and have not been considered for uplift.

Marrickville Metro Cont'd

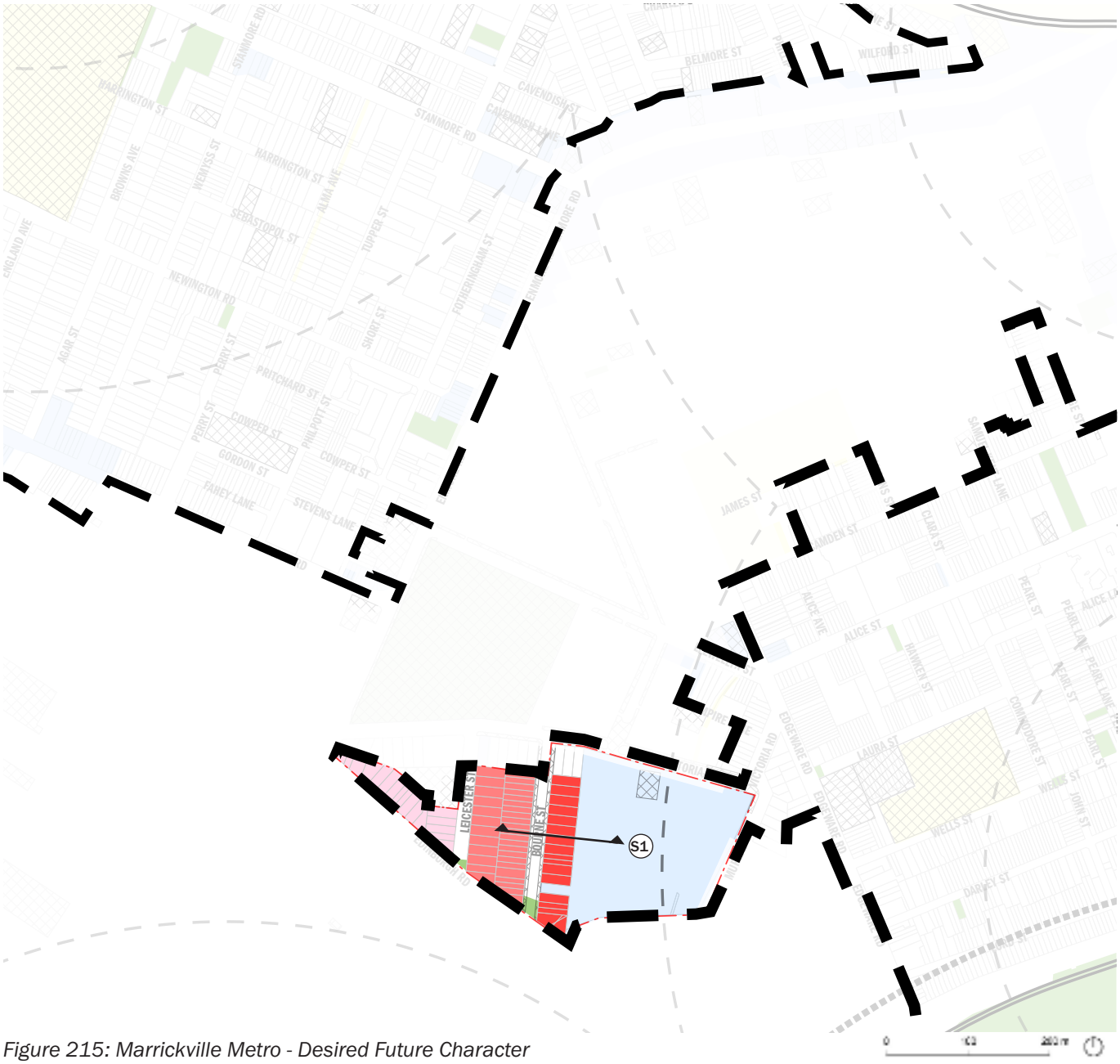

Figure 215: Marrickville Metro - Desired Future Character

Legend

- HIA 2 Boundary
- Sub-Precinct Boundary
- Section Indicator

Land Use and Density

- Centres And Mixed Use
- High Density
- Medium Density
- Low Density
- Infrastructure / Education
- Existing E1 Local Centre Zone (no proposed changes)

Open Space

- Existing Public Open Space

Connectivity and Movement

- 400m-800m Station Catchment

Heritage

- Heritage Item - General

S1

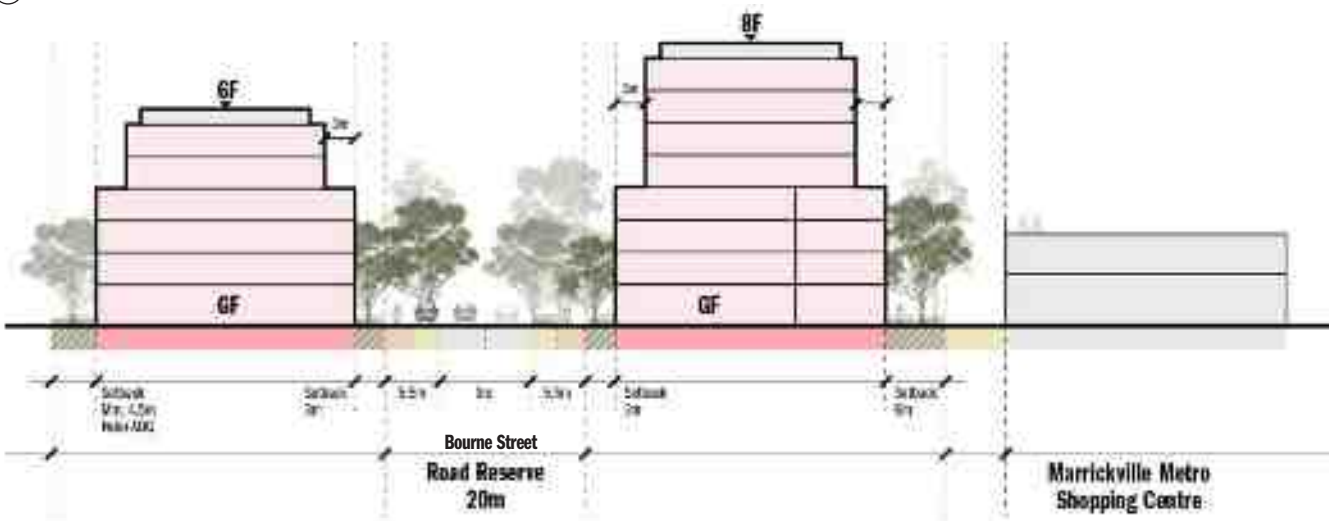

Figure 216: Section 1 - Section through Bourne Street towards Marrickville Metro

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

6.3.16. Sydenham

Existing Character

- → Sydenham sub-precinct is characterised by detached and semi-detached dwellings with a fine grain subdivision pattern, serviced by Sydenham Station to the north-west, a major transport hub connecting to multiple train lines and the Sydney Metro.
- → There is poor tree canopy cover across the area and notably suffers from the urban heat island effect.
- → Key features include Sydenham Green's recreational space to the south and Precinct 75, a mixed-use development currently under construction for 200+ build-to-rent apartments and commercial and industrial uses.
- → This area is primarily constrained by airport noises (ANEF 20-30), flight path height restrictions (OLS RL 28m - RL 38m), flood affected properties along Unwins Bridge Road.

Recently developed houses on Mary Street, looking towards the former Precinct 75

Desired Future Character

- → Sydenham is an infill urban renewal precinct with a medium-low density residential neighbourhood scale, leveraging its proximity to the major transit hub Sydenham Station, open space and the Precinct 75 redevelopment.

Density and Height

- → Allow up to 5 storey buildings along Frederick Street, western side of Sutherland Street, and between Mary Street and Edith Street.
- → Allow up to 3 storey buildings within the central area between Sutherland Street and Grove Street, noting the small lot sizes and narrow streets.

Heritage and Built Form

- → Establish 3 storey street wall with a minimum 3m upper-level setback for taller buildings.
- → Provide a minimum 6m rear setbacks transitioning to the adjoining existing low-scale neighbourhood.

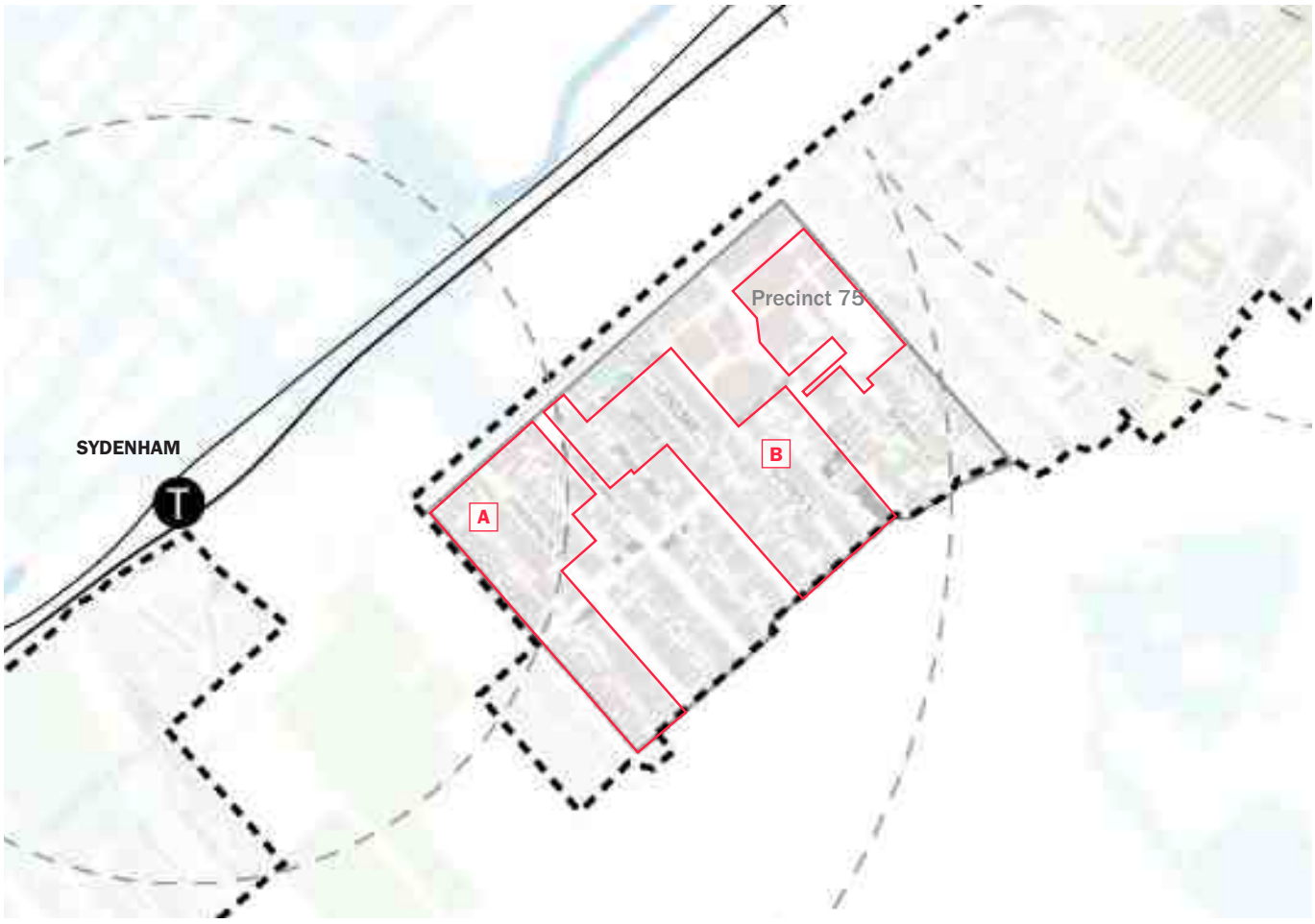

Figure 217: Sydenham - Existing Character

Legend

- HIA 2 Boundary
- Sub-Precinct Boundary
- Areas of No Change
- Railway Line And Stations
- 400m & 800m Catchments
- Existing Building
- Existing Apartments and Strata
- Heritage Conservation Area
- Heritage Item - General
- Areas of Higher Flooding Hazard
- Existing Open Space

Areas of No Change	
A	These sites are affected by the ANEF 30+ and have been excluded.
B	These sites are flood affected and are not suitably connected to Unwins Bridge Road, street reserve widths and lot depths create a challenging uplift environment. As such, this area has not been considered for uplift.

Sydenham Cont'd

Figure 218: Sydenham - Desired Future Character

Legend

- HIA 2 Boundary
- Sub-Precinct Boundary
- Structure Plan Spines
- Secondary Structuring Corridor
- PRCUTS Stage 1
- Section Indicator

Land Use and Density

- Centres And Mixed Use
- Medium Density
- Low Density
- Infrastructure / Education
- Existing E1 Local Centre Zone (no proposed changes)

Open Space

- Existing Public Open Space

Connectivity and Movement

- Railway Line And Stations
- 400m-800m Catchment

Heritage

- Heritage Item - General

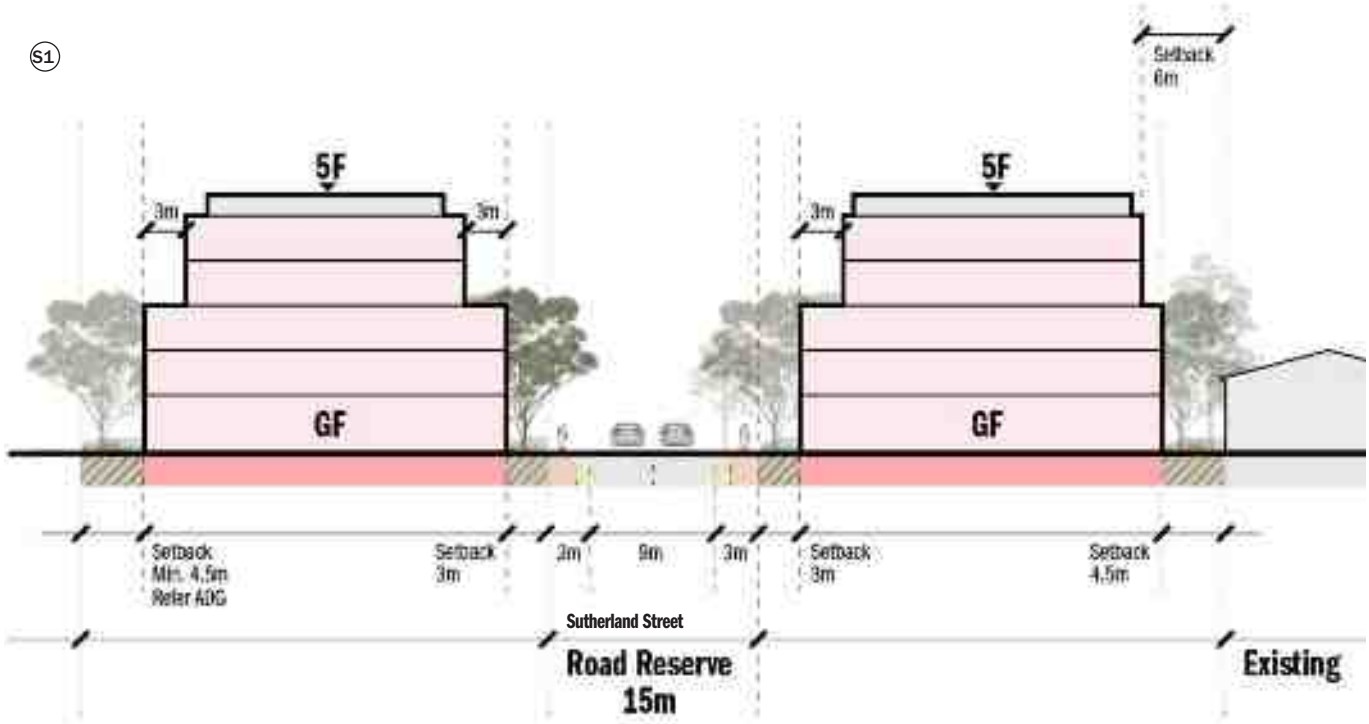

Figure 219: Section 1 - Section through Sutherland Street showing typical street wall heights and front setbacks

The Burcham (AJC)

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6.4. Proposed LEP Maps

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

→ Land Zoning;
→ Floor Space Ratio Map; and
→ Height of Building Map.

6.4.1. 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

6.4.2. Land Zoning

Existing

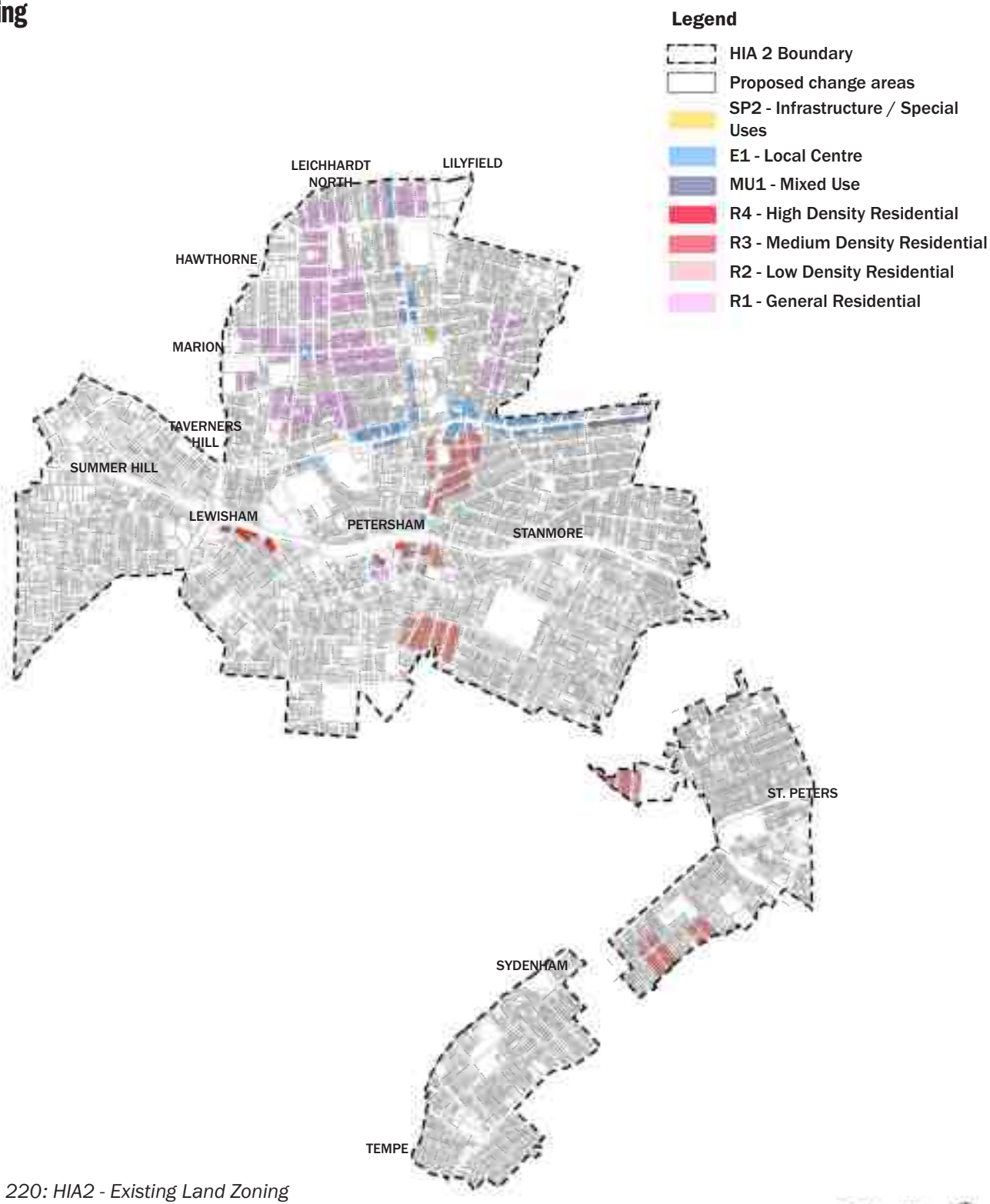

Figure 220: HIA2 - Existing Land Zoning (areas of change only)

Proposed

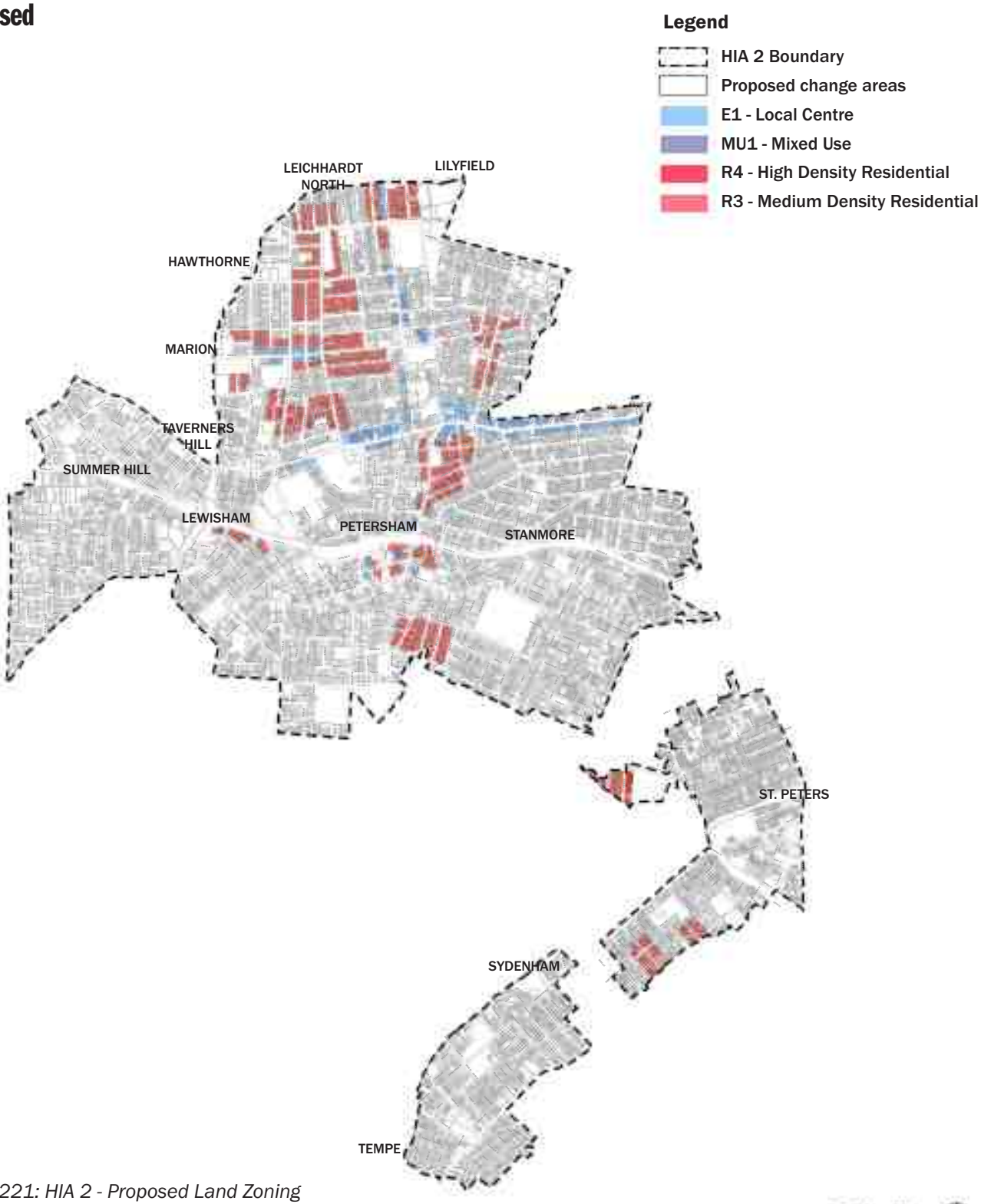

Figure 221: HIA 2 - Proposed Land Zoning (areas of change only)

6.4.3. Floor Space Ratio

Existing

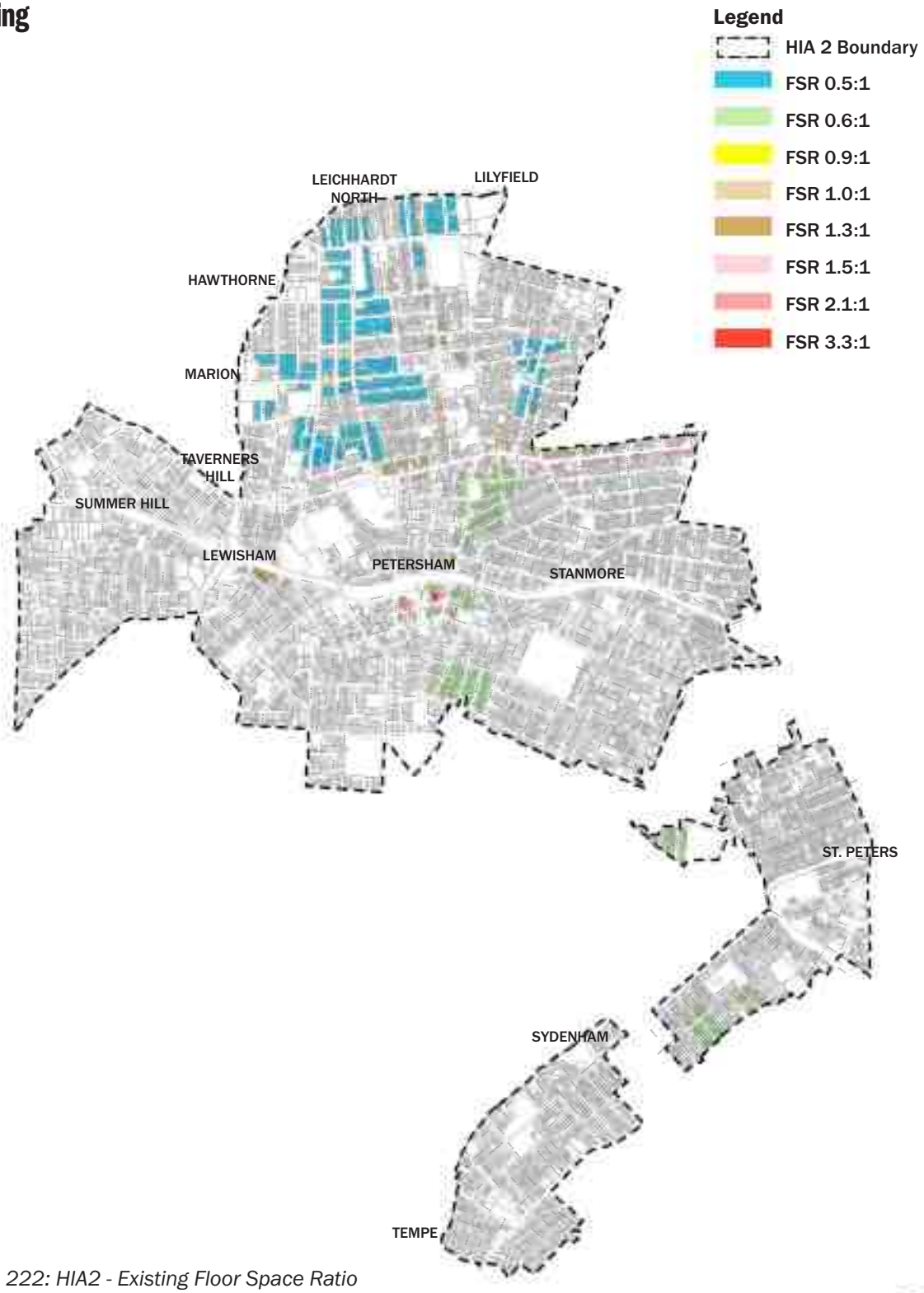

Figure 222: HIA2 - Existing Floor Space Ratio (areas of change only)

Existing

Proposed

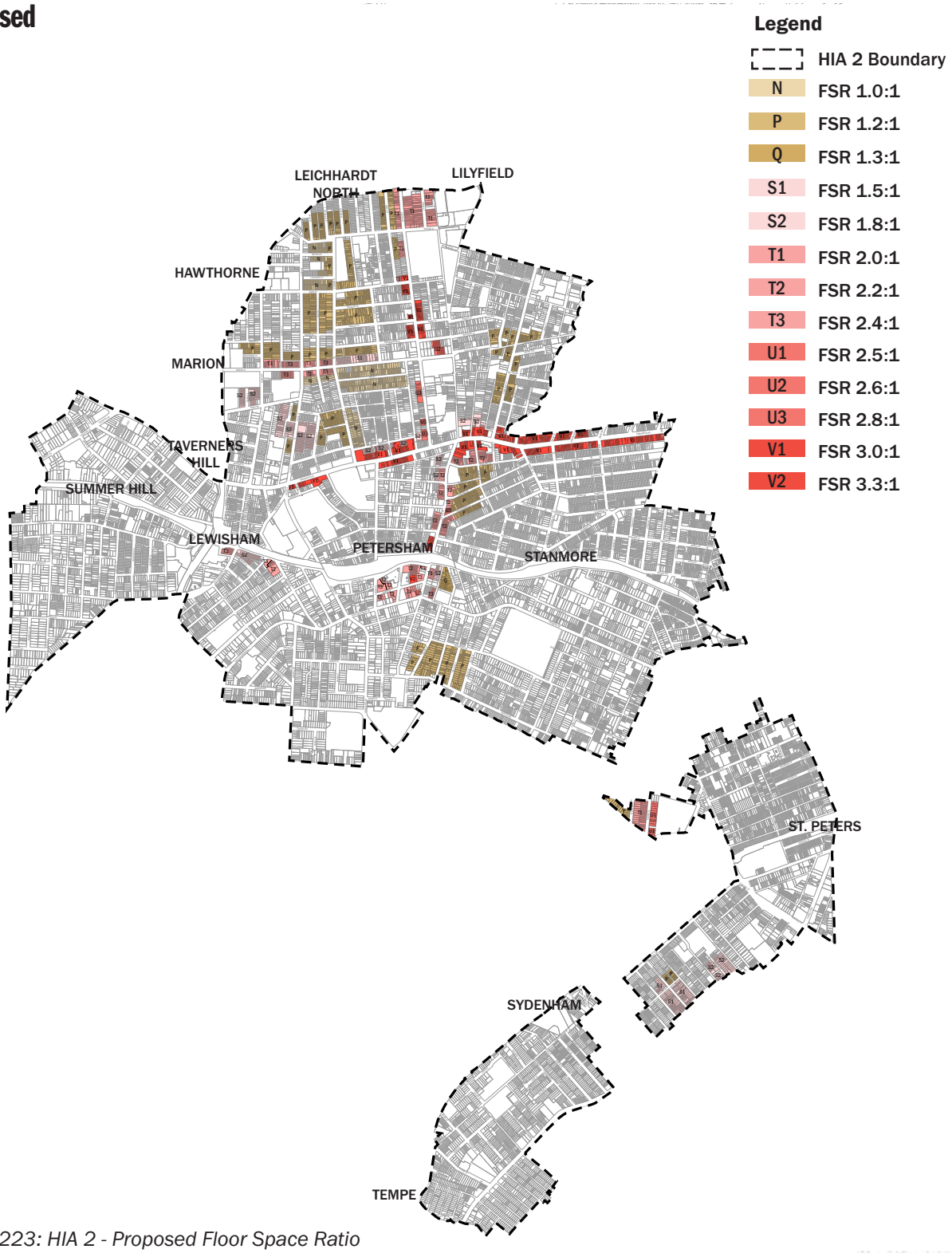

Figure 223: HIA 2 - Proposed Floor Space Ratio (areas of change only)

6.4.4. Height of Building

Existing

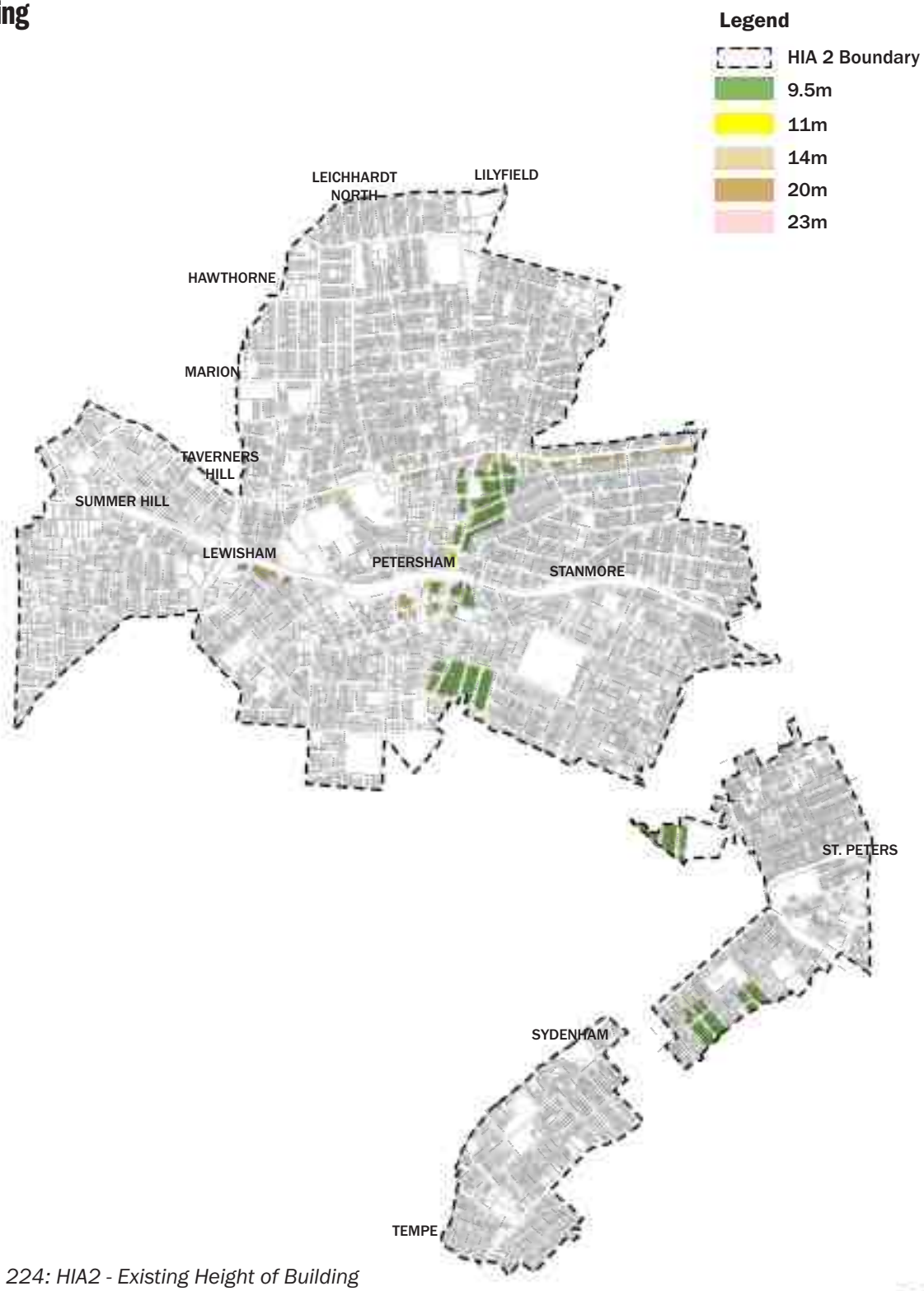

Figure 224: HIA2 - Existing Height of Building (areas of change only)

Proposed

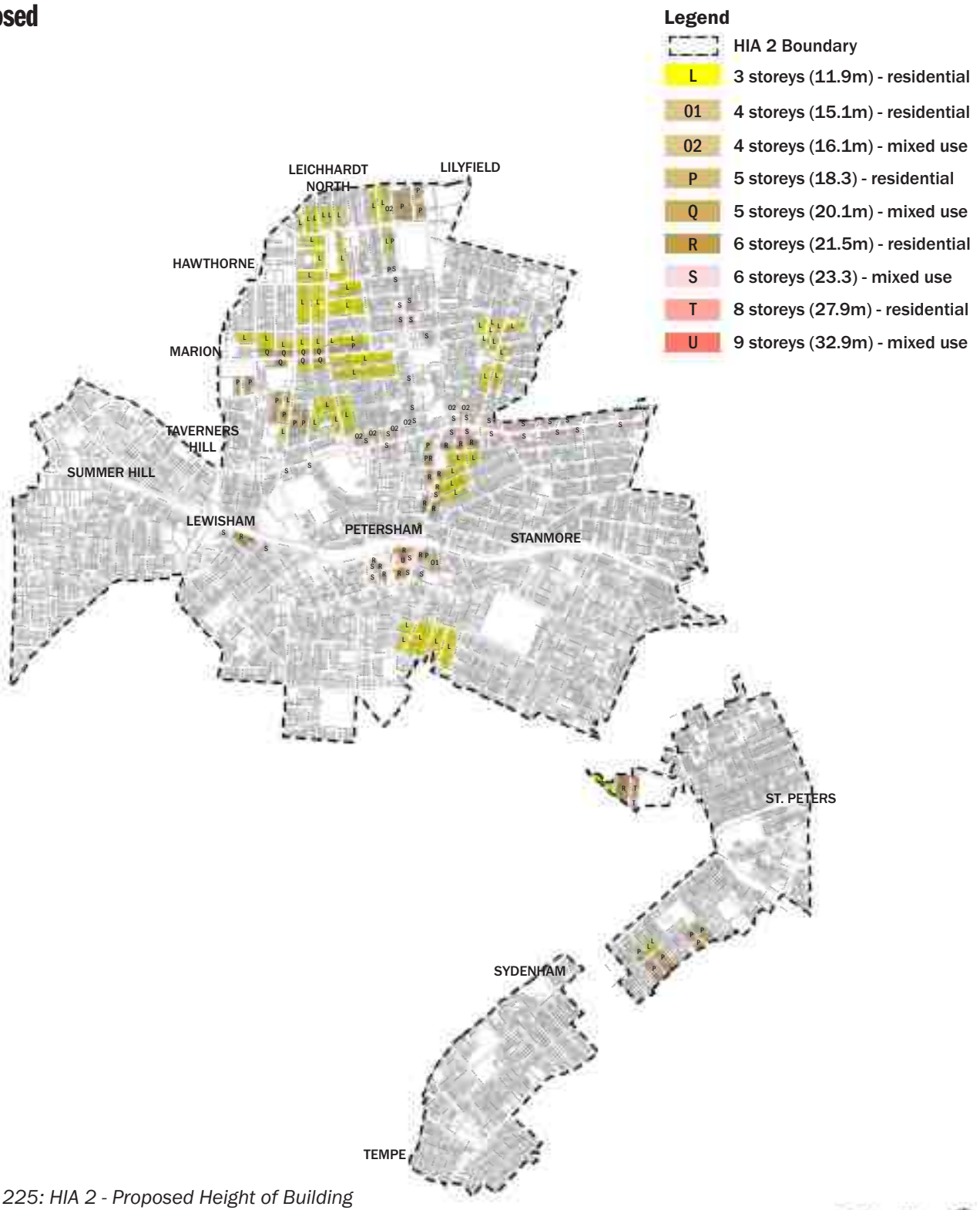

Figure 225: HIA 2 - Proposed Height of Building (areas of change only)