



Ashfield Council

Ashfield Urban Planning Strategy 2010

October 2010

www.ashfield.nsw.gov.au

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1.0 Introduction

Purpose

The purpose of the Ashfield Urban Planning Strategy 2010 is:

- to provide the strategic underpinning for the preparation of Council's comprehensive *Local Environmental Plan 2010*;
- to provide the long term direction for land use planning decisions within the Ashfield local government area;
- to demonstrate that strategic directions and actions, including additional dwelling and employment capacity targets, as set out in the Sydney Metropolitan Strategy 2005 and the Draft Inner West Subregional Strategy 2008 can be implemented;
- to assist decision making in terms of future infrastructure projects, population growth and economic investment within the local government area.

A number of the actions set out in this Urban Planning Strategy will be implemented through Council's forthcoming comprehensive *Local Environmental Plan 2010* and *Development Control Plan 2007*. Other actions require further investigation and community consultation, and will be implemented over time. This Strategy also includes actions that are proposed to be delivered under separate programs, such as the *Cooks River to Iron Cove GreenWay Sustainability Project*.

The Urban Planning Strategy is to be reviewed and updated every five years (2015, 2020, 2025, and 2030) as part of the required five year review of the comprehensive *Local Environmental Plan 2010*. This review process will ensure that the broader strategic directions remain relevant and that Council's planning controls reflect best practice outcomes.

The intention of this strategy is to provide a concise, plain-English summary of the key strategic directions and actions that will guide future planning initiatives in the Ashfield local government area. This Strategy is supported by a detailed background analysis within the *Ashfield Urban Strategy – Analysis and Issues (June 2008)*. The *Ashfield Structure Plan 2010* also illustrates how the proposed directions and actions meet the expected outcomes under the Sydney Metropolitan Strategy and the Draft Inner West Subregional Strategy.

Modernising Council's Planning Controls

The NSW Government is requiring all local governments to review and update their Local Environmental Plans (LEPs) into a single comprehensive LEP that accords to the State wide Standard LEP Instrument. The Ashfield Local Environmental Plan 1985 (LEP 1985) is the principal planning instrument governing land use planning decisions within the Ashfield local government area. The LEP is 25 years old and has been amended over 100 times since its introduction. Many of its provisions are outdated and do not reflect more recent trends in planning, urban design and sustainability.

In addition, the historic land use zoning of many sites within the local government area does not reflect the activities that are currently being undertaken on these sites. As such, the *Ashfield Local Environmental Plan 2010*, underpinned by the *Ashfield Urban Planning Strategy 2010*, aims to modernise Council's regime so that any new development retains the unique characteristics of Ashfield area.

In addition, the historic land use zoning of many sites within the local government area does not reflect the activities that are currently being undertaken. As such, the *Ashfield Local Environmental Plan 2010*, underpinned by the *Ashfield Urban Planning Strategy 2010*, aims to modernise Council's planning regime so that any new development retains and complements the unique characteristics of the Ashfield local government area.

Sydney Metropolitan Strategy 2005

In December 2005, the *Sydney Metropolitan Strategy: City of Cities, A Plan for Sydney's Future* was released by the NSW Government. The Metropolitan Strategy aims to provide a broad framework for securing Sydney's place in the global economy by promoting and managing growth. The Strategy incorporates a vision for Sydney's growth over the next 25 years and directions on how development issues will be addressed across the Sydney Metropolitan Region.

The Metropolitan Strategy forecasts growth of 1.1 million additional people within the Sydney Metropolitan Region by 2031. It seeks to achieve a balanced approach to growth, with a focus on high quality development with ready access to transport in established areas, and an increased supply of land for new release housing.

To accommodate population growth forecast for 2031, the Metropolitan Strategy anticipates that an additional 640,000 new dwellings will be required for Sydney. Under existing planning controls, current dwelling forecasts anticipate 190,000 new dwellings to be constructed within existing areas of the city. The Metropolitan Strategy aims to achieve 60-70% of new housing within existing urban areas, particularly within identified strategic centres and corridors, within a walking distance of retail outlets, employment and services, focussed on access to public transport. In addition to housing growth, the Metropolitan Strategy recognises the need to encourage economic growth and the provision of employment opportunities. By 2031, it is anticipated there will be an additional 500,000 jobs in the Sydney Metropolitan Region.

Under *Ministerial Direction No. 7.1 – Implementation of the Metropolitan Strategy* which took effect on 1 October 2009, Council's new comprehensive *Local Environmental Plan 2010* is required to implement the vision, land use strategy, policies, outcomes and actions of the Metropolitan Strategy.

Inner West Subregion - Draft Subregional Strategy 2008

Subsequent to the release of the Metropolitan Strategy, the NSW Government has undertaken a number of detailed strategies to augment the overarching Metropolitan Strategy at the subregional level.

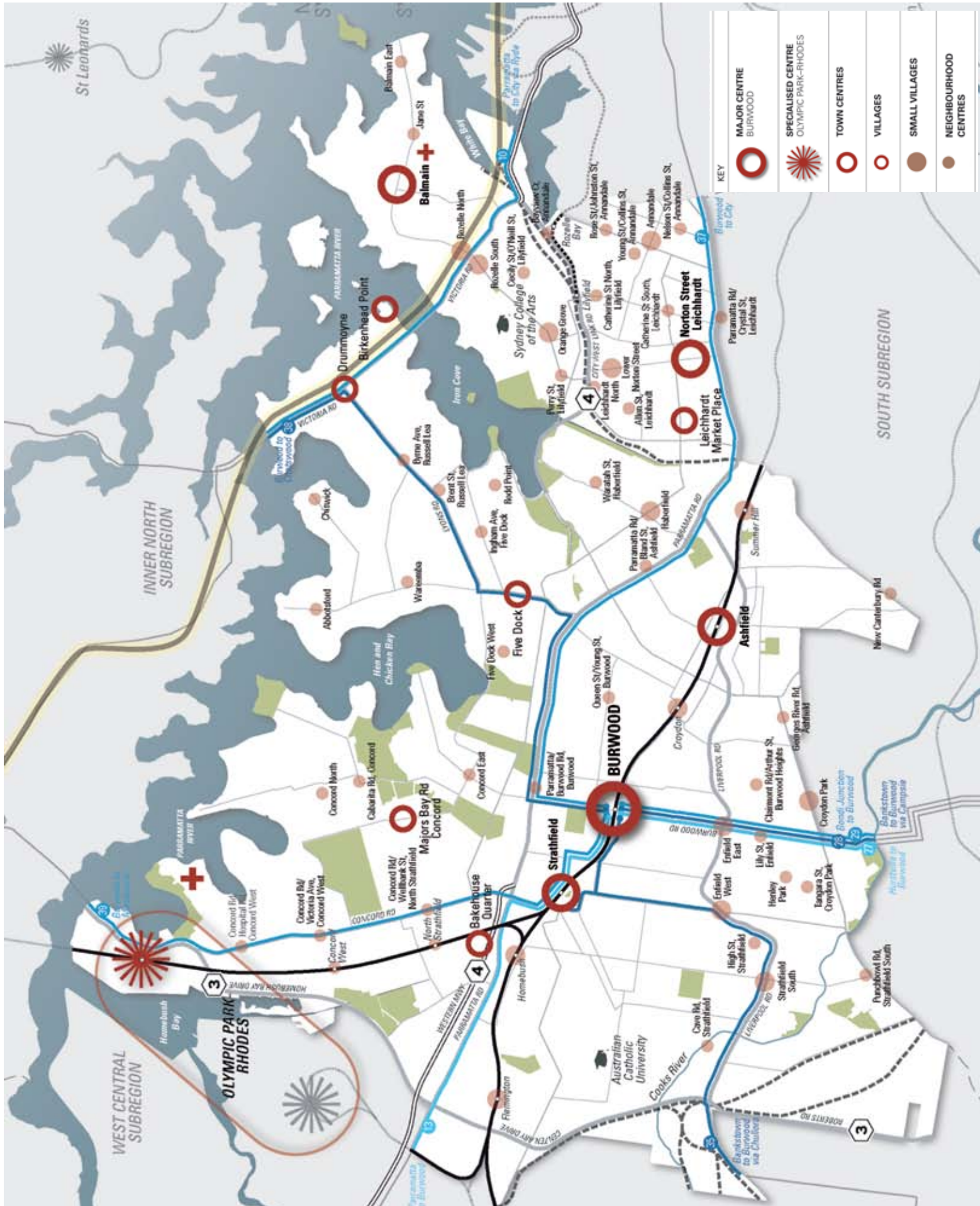
Ashfield is part of the Inner West Subregion which also comprises Burwood, Canada Bay, Leichhardt and Strathfield local government areas. In early 2008, the NSW Government released the Draft Inner West Subregional Strategy. The Draft Strategy sets out the key strategic directions for the Inner West subregion:

- Support and differentiate the role of strategic centres;
- Protect employment lands and working harbour;
- Promote Parramatta Road as an enterprise corridor;
- Improve housing choice;
- Manage traffic growth and local travel demand;
- Protect and promote recreational activity and environmental assets; and
- Celebrate cultural diversity.

The Draft Strategy has set a housing target for the Inner West Subregion of 30,000 new dwellings and an employment capacity target of 10,000 new jobs by 2031. The Ashfield local government area has been set a dwelling target of 2,000 additional dwellings and an employment capacity target of 500 additional jobs by 2031. Both of these targets can be met.



Inner West Subregion Centres Map



Source: NSW Department of Planning

The Place

2.0 The Place

Location

The local government area of Ashfield lies at the heart of Sydney's Inner West. At only 8.3km in land area, the local government area is located some 8km to the west of the Sydney CBD and 7km north-west of the Sydney International Airport. Neighbouring local government areas include Canada Bay, Leichhardt, Marrickville, Canterbury, Burwood and Strathfield. The boundaries of the local government area are generally defined by Parramatta Road, Iron Cove Creek Canal and Iron Cove (Parramatta River) in the north, the Hawthorne Canal, disused rail goods line and Old Canterbury Road in the east, Holden Street in the south, and Greenhills Street, and Lang Street in the west. Ashfield is made up of a series of centres and neighbourhoods – Ashfield, Summer Hill, Haberfield, Dobroyd Point, Croydon and parts of Croydon Park and Hurlstone Park.

History

The original inhabitants of the Ashfield area were the Cadigal and Wangal People Aboriginal people. The first land grant was made in 1794 starting the European settlement of the area. The construction of the Sydney-Parramatta railway line in the mid 1850s was a significant catalyst for the growth of Ashfield that continued through to the 1870s and 1880s. On Friday 29 December 1871, the "Borough of Ashfield" was proclaimed a Municipality. Residential and industrial expansion continued during the early 1900s with substantial development during the interwar period.

People

Ashfield has around 41,800 residents. Its population has been relatively stable since the early 1960s, peaking at a high of 45,000 in 1971 and gradually declining through to the 1980s. Despite a recent decline, the population of Ashfield is predicted to increase to around 43,600 by 2031. The median age of the population is predicted to increase over time (up from 37 in 2001 to 40 in 2031) and the percentage of the population aged over 65 years is also predicted to increase in Ashfield over time (up from 15% in 2001 to 19% in 2031).

Ashfield is a culturally diverse area. Overall, 43% of the population was born overseas, and 37% are from a non-English speaking background. The dominant non-English speaking country of birth is China, where nearly 10% of the population were born, followed by Italy and India.

Environment and Open Space

The Ashfield local government area falls across a number of water catchments with a large portion of the area draining north to the Parramatta River, via the Hawthorne Canal and the Dobroyd Stormwater Channel. The southern part of the local government area falls south towards the Cooks River. With over a century of urbanisation, little of the former remnant vegetation and biodiversity that once occupied the Ashfield region exists. However, Ashfield has some of the best tree lined streets in Sydney as well as a number of great urban parks. Many of these parks have heritage significance and are well used by the community. They offer opportunities for active sports such as cricket and soccer. Other recreation facilities include the shared pedestrian / cycle link around Iron Cove which forms part of the 'Bay Run' and the Ashfield Aquatic Centre.

Housing

The Ashfield local government area has just under 17,000 occupied dwellings. In the 10 years (1997 – 2007), there were approximately 1,300 new dwelling commencements. Around 47% of all dwellings are classified as units, flats or apartments, with 2 and 3 bedroom dwellings comprising 72% of the housing stock and 1 bedroom dwellings and studios (bed sits) making up only 12%. The occupancy rate (for all dwellings) is 2.47 persons per dwelling.

Like other Inner West local government areas, Ashfield is densely populated relative to the rest of Sydney. The population density of the local government area is 4,825 people per square kilometre.

The gross residential density across the local government area is around 20 dwellings per hectare and the net residential density is around 31 dwellings per hectare. However, residential densities vary across the local government area, with net residential density up to 90 dwellings per hectare in Ashfield, 35 dwellings per hectare in Summer Hill, 25 dwellings per hectare in Croydon Park and 15 dwellings per hectare in Haberfield.

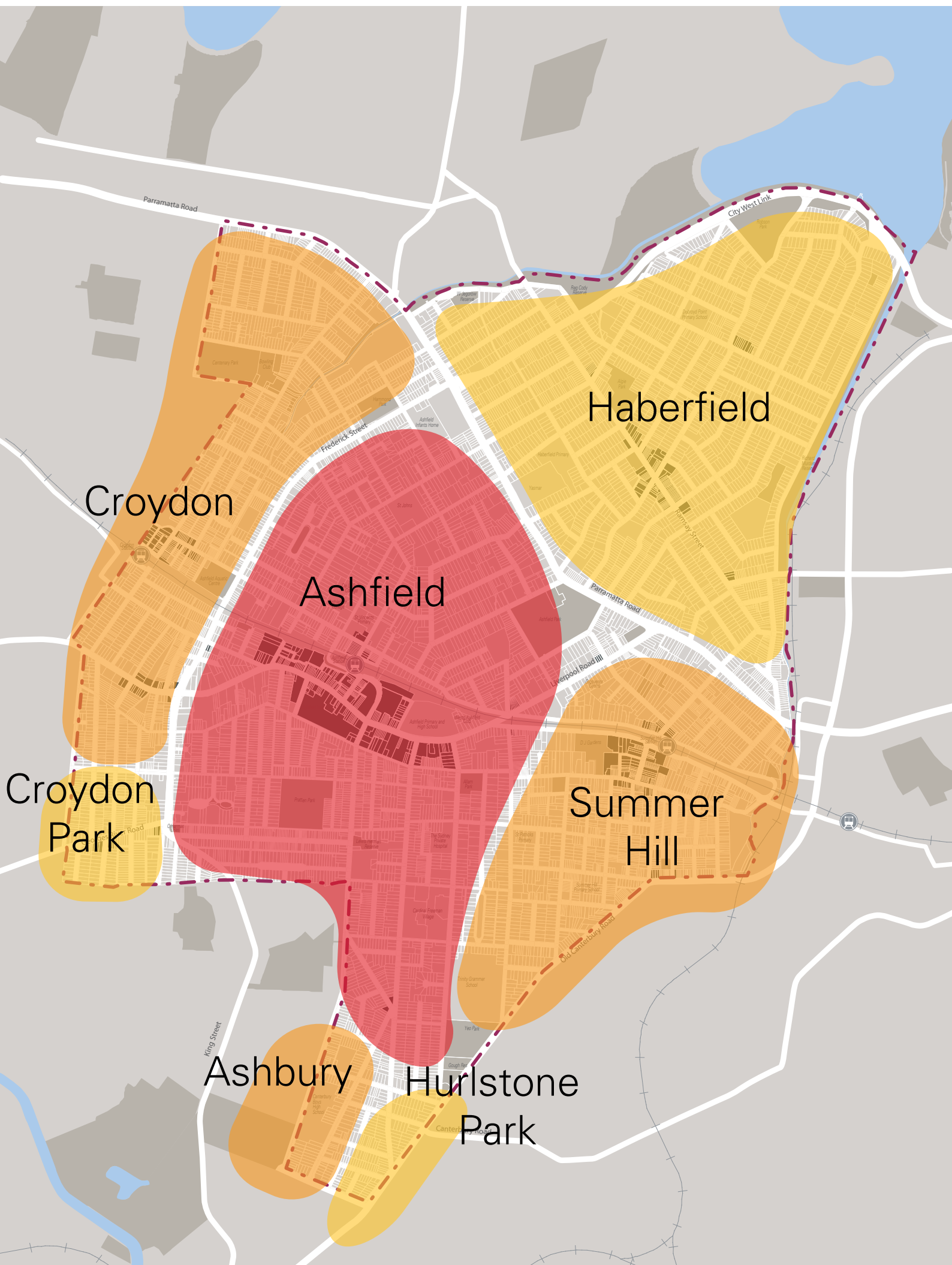
Character

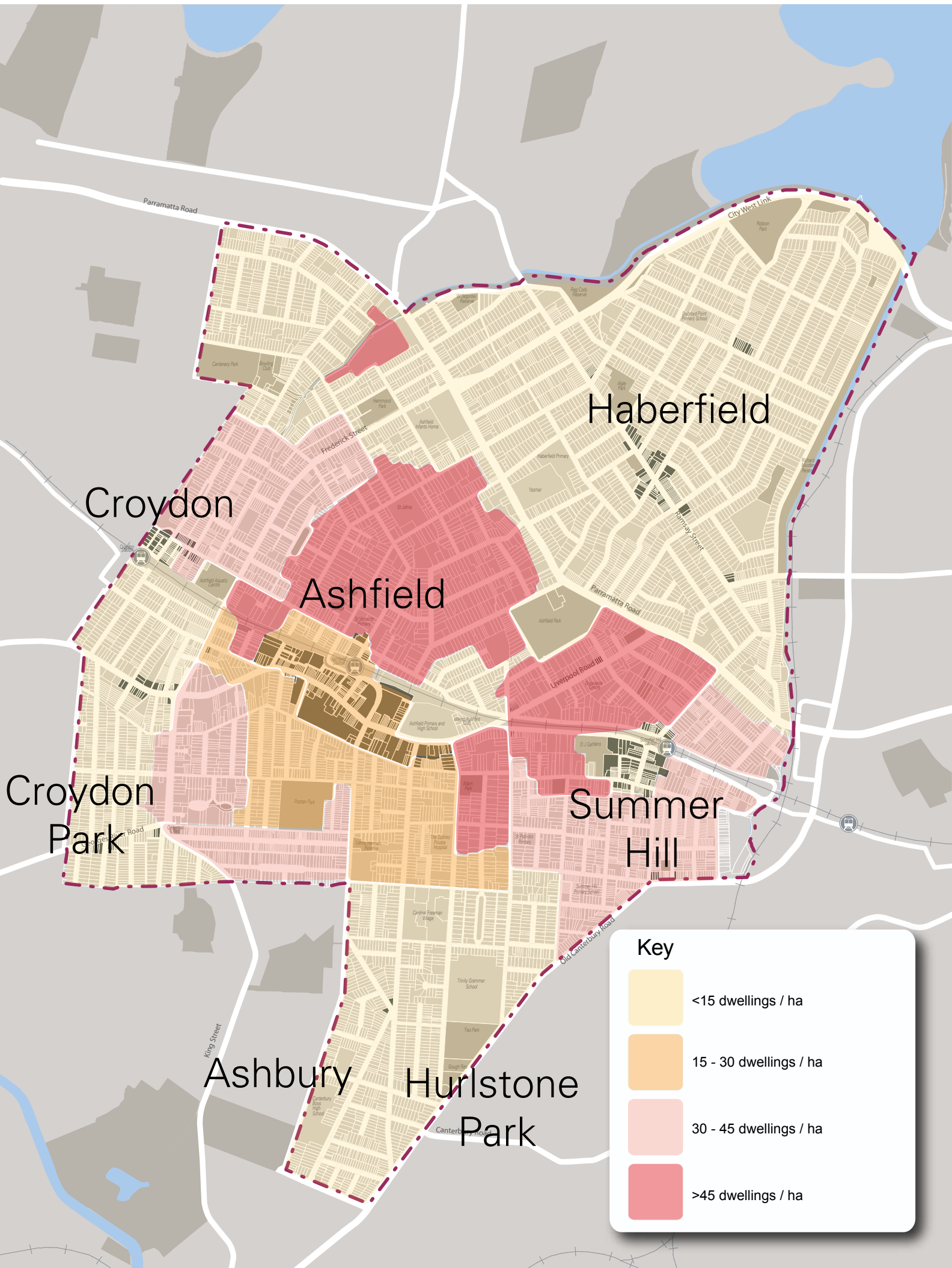
The architecture of Ashfield's residential housing is a significant component of the character of the local government area. Ashfield's earliest remaining houses display a Victorian Georgian style whilst at the turn of the 20th Century, the Federation style of architecture dominated home building in Ashfield. The Inter-War period saw significant residential development in Ashfield with the bungalow form, which originated in California, lining many of Ashfield's streets. The Ashfield local government area has experienced significant residential flat development throughout the 20th Century. Early flat development occurred around Summer Hill and Ashfield Rail Stations, however, it wasn't until the 1950s and 1960s that large numbers of dwellings were replaced with brick 'walk-up' flats. In the 1990s, a number of townhouse and apartment buildings were constructed on 'surplus sites', particularly around the Ashfield Town Centre.

Transportation

The Ashfield local government area is well served by public transport in the form of heavy rail and bus services. The Main Western Rail Line, between the Sydney CBD and Western Sydney, passes through Ashfield with stations at Summer Hill, Ashfield and Croydon. A significant amount of Ashfield's population lives within walking distance of these three stations. Express rail services from Ashfield Rail Station provide a 10 – 15 minute service to the Sydney CBD at regular intervals throughout the day and evening. A number of bus services cross the local government area providing connections to and from the Sydney CBD as well as other regional centres, such as Rockdale, Burwood, Strathfield and Hurstville. The majority of services pass through the Ashfield Town Centre. Around 35% of Ashfield residents travel to work using public transport which is substantially more than the average for Sydney at 18%.

Ashfield is crossed in an east to west direction by the key road transport routes of Parramatta Road, the City West Link and the Hume Highway (Liverpool Road). These routes, which also link the Sydney CBD with Western Sydney, result in significant volumes of traffic passing through Ashfield on a daily basis, negatively affecting the amenity of places such as the Ashfield Town Centre and Parramatta Road.





What People Said

Ashfield's Biggest Conversation –What people Said?

During 2009, Council undertook community consultation to inform the preparation of its 10 year Strategic Plan and the Urban Planning Strategy. The Ashfield's Biggest Conversation featured a series of conversations with people who live, work or have an interest in Ashfield and sought feedback on their vision, opinions and ideas for the future of the area over the next 10 years. This is a snapshot of responses:

Maintain existing amount of industrial and employment lands in order to provide jobs

More emphasis on needs of families, children and cyclists

Protect the amenity and streetscape of our neighbourhood areas, through careful and thorough assessment of the design quality of applications for alterations to houses or new houses

Create and manage heritage conservation areas in order to maintain a unique historic environmental setting and sense of place for Ashfield

Apply the Triple Bottom Line - Economic, Environmental and Social when assessing development applications

Strategy should include ideas for more local corner shops in order to contribute to creating a more community/ neighbourhood quality environment

Check adequacy of engineering infrastructure and the municipality's ability to take future growth

Strategy must take into account Ashfield's current makeup and ability to take new development growth, ie its absorption capacity

Pursue the Parramatta Road Strategy of encouraging a greater range of business opportunities along Parramatta Road, pedestrian crossings, and promoted and find opportunities for constructing a "greenway" trail/paths between Iron Cove and Cooks River

Strategy should consider dual occupancy/semi-detached housing as a means to contribute to Ashfield's dwelling targets

New town planning law should be simple and easy to read

Carry out more public domain works

Better and more development in the Parramatta Road and Liverpool Road areas

Promoting greater sustainable environmental awareness, composting and waste, and building design requirements in town planning controls for the Ashfield Town Centre

“Ashfield...is an agricultural district, the greater portion consisting of good arable land, well suited for market-gardening, which branch of industry is extensively carried out in the neighbourhood. There is one steam flour mill and baker (Boylson’s) and a bone dust and soap and candle manufactory (Tancred’s in Ashfield)...The means of communication are to Burwood and Petersham by rail, and to Fivedock and Canterbury by goods line. With Sydney the communication is by rail eight times daily...the area is a great resort of persons in search of health and a change of air and is much improved in the last few years. The population is about 1,000 and the number of houses being about 200...at no distant day [it] is destined to become a place of considerable importance.”

New South Wales Gazetteer 1886

Vision

3.0 Vision

A Great Place to Live

Vibrant Village Centres

A Thriving Place to do Business

A More Sustainable Environment



Key

	Cooks River to Iron Cove Greenway Project		Key Urban Renewal Sites
	Ashfield Town Centre		Regional Pedestrian / Cycle Routes
	Enterprise Corridor (Parramatta Road and Old Canterbury Road)		Renewal Areas (including new zonings and development standards)
	Village Centres		
	Neighbourhood Centres / Corner Stores		

A Great

4.0 A Great Place to Live

Key Directions

- 01** Promote Urban Renewal in and Around the Ashfield Town Centre
- 02** Implement Proposed Heritage Listings and Conservation Areas
- 03** Ensure New Housing Meets the Needs of the Local Community
- 04** Improve the Residential Amenity and Urban Design of New Housing
- 05** Improve the Quality, Quantity and Accessibility of our Open Space

Place to Live

4.1 Context

The Ashfield local government area is a great place to live due to its location, housing stock, access to transport, community and education facilities, and its pleasant natural environment. It is important that all future development within Ashfield not only protects the heritage values but also enhances the built environment and contributes to making Ashfield a great place to live.

In the 10 years (1997 – 2007), approximately 1,300 dwellings were constructed within the Ashfield local government area. The majority of this growth comprised new apartments and townhouses located in and around the Ashfield Town Centre as well as on a number of infill sites identified under Ashfield Local Environmental Plan 1985 (Amendment No. 61).

The Draft Inner West Subregional Strategy nominates a target of an additional 2,000 to be accommodated within Ashfield over the 25 years period (2006 – 2031). This equates to around 80 additional dwellings per year.

These additional dwellings will be required to meet Ashfield’s expected population growth over this period. The target of 2,000 additional dwellings reflects the ongoing trend of falling dwelling occupancy rates and the demand for smaller dwellings to meet the needs of changing household structures (ie smaller family sizes, more single people living alone and an ageing population). The table below illustrates the approximate distribution of additional dwelling capacity across the local government area over the 25 year period (2006 – 2031).

However, not all of the additional dwelling capacity needs to be catered for immediately. The *Urban Planning Strategy* and *Local Environmental Plan 2010* aim to provide the capacity for an additional 1,400 dwellings by 2021 (70% of overall dwelling target). Importantly, sufficient capacity is available within areas currently zoned for residential uses to meet the majority of this target over the next 10 years. For example, in the past few years, development consent has already been granted for around 450 dwellings in and around the Town Centre.

Site / locality	Approximate additional dwelling capacity
Ashfield Town Centre	1,100
Ashfield East	50
Ashfield West	350
Summer Hill Village	100
Croydon Village	15
Haberfield	25
Existing medium density zones	50
Other infill sites	310
Total	2,000



4.2 Key Directions and Actions

01 Promote Urban Renewal in and Around the Ashfield Town Centre

Ashfield Town Centre is located towards the centre of the Ashfield local government area along the Main Western Rail Line. The Town Centre is partly divided by the rail corridor with the majority of the Town Centre on the southern side of the corridor, which itself is divided by the busy Liverpool Road (Hume Highway). It comprises the main retail, commercial and civic functions of the local government area and, in recent years, the introduction of new apartment buildings in and around the periphery of the Town Centre has provided opportunities for people to live close to transport and shops.

Notwithstanding the existing residential development capacity that exists under Council's current planning controls, as the centrepiece of the local government area, there is a need to ensure that the Town Centre remains commercially strong and that new, quality development contributes to the urban renewal of the Town Centre as a whole. As such, the area in and around the Ashfield Town Centre should continue to be the focus for accommodating the majority of Ashfield's future housing requirements into the future.

The Town Centre, and its surrounds, is divided into four areas:

- Ashfield Central – the 'core' of the town centre which is predominantly retail and commercial in nature;
- Ashfield East – the eastern 'fringe' of the centre from the rail corridor to the core focused on Liverpool Road
- Ashfield West – the western 'fringe' from Milton / Frederick Street to the core focussed on Liverpool Road; and
- Broader catchment (ie 800m) – the notional walking distance to and from Ashfield Rail Station.

The urban renewal and residential accommodation strategies for the Ashfield Town Centre are set out in the table below. New development will be controlled through maximum height limits and floor space ratios within the *Local Environmental Plan 2010*, more detailed envelope controls with Council's *Development Control Plan 2007* and the built form controls applicable to residential development contained within the *NSW Residential Flat Design Code*.

Locality	Urban renewal / residential strategies
Ashfield Central	- Promote mixed use development with ground level active, non-residential uses. - Consolidate fragmented miscellaneous zoning into a single B4 Mixed Use zone. - Maintain the existing predominant 6-8 storey height limit across the central area. The building height controls should reflect the 'Street Wall Height Zone' as identified within the Ashfield Development Control Plan - Part C3 Ashfield Town Centre Part 2.
Ashfield East	- Consolidate fragmented zoning and rezone for mixed uses fronting either side of Liverpool Road. - Rezone No. 7 – 9 Victoria Street (Ashfield Wests car park) from Residential to B4 Mixed Use.
Ashfield West	- Consolidate fragmented zoning and rezone for mixed uses fronting either side of Liverpool Road. - Establish a predominant building height of 6 storeys fronting Liverpool Road, stepping down to 4 storeys away from the Liverpool Road. - Rezone land at the corner of Liverpool Road (Nos. 361 – 391) and Thomas Street (Nos. 2 – 8) to permit mixed uses with ground level active, non-residential uses (see figure overpage).
Broader Catchment	- Maintain the predominant existing low density residential zones. - Retain the existing FSR in the 2B and 2C residential zones to the south of Parramatta Road. - Consolidate the existing 2(b) and 2(c) Residential zones into a single R3 Medium Density Residential zone with differential height limits and floor space ratio controls where required.



Ashfield Town Centre



Specific Actions

01	Rezone Ashfield Central and the eastern and western approaches to Ashfield Central, along Liverpool Road to B4 Mixed Use.
02	Prepare site specific concept plans and Development Control Plan amendments for: - land at the corner of Liverpool Road (No. 270) and Knox Street (No. 2 Knox Street); and - land at the corner of Liverpool Road (Nos. 361 – 391) and Thomas Street (Nos. 2 – 8).
03	Retain the existing FSR in the 2B and 2C residential zones south of Parramatta Road.
04	Review and update the Ashfield <i>Development Control Plan 2007</i> as it relates to the Ashfield Town Centre so as to ensure that the adequate built form guidelines are included for new development.

02 Implement Proposed Heritage Listings and Conservation Areas

Ashfield has a number of fine examples of buildings, subdivisions, parks and streetscapes that contribute to its urban character, the most significant being the Haberfield Conservation Area in Ashfield's north – 'Australia's first comprehensively planned and developed garden suburb'. Haberfield is listed on the Register of the National Estate as well as under the Ashfield Local Environmental Plan 1985. Development within the Haberfield Conservation Area is controlled via specific provisions contained in Council's *Local Environment Plan 2010* and Council's *Development Control Plan 2007*.

In the past five years, Council has undertaken a number of comprehensive precinct heritage studies to identify further heritage items and conservation areas across the local government area. The majority of the proposed heritage items and conservation areas are predominantly within the more peripheral, low density residential parts of the local government area and therefore away from where the majority of the future dwelling growth that will be focused in and around the Ashfield Town Centre. The implementation of this 'heritage overlay' within the *Local Environmental Plan 2010* will assist in retaining and enhancing Ashfield's character.

Specific Actions

01	Retain and preserve all existing heritage items and conservation areas.
02	Implement, through the new Local Environmental Plan 2010, all the existing heritage conservation Areas and heritage items contained in the <i>Ashfield Local Environmental Plan 1985</i> , and all the proposed heritage conservation areas and local heritage items that Council has resolved to progress to date.

03 Ensure New Housing Meets the Needs of the Local Community

Changing population demographics and continuing pressure on housing affordability means that Council needs to ensure that new housing within the Ashfield local government area caters for the needs of our community in general and specific sectors of the community that require more specific housing needs. The key housing issues facing Ashfield in the coming decades will include:

- how to cater for an ageing population and the consequential increase in the demand for aged care housing, dementia facilities, services for the elderly, and health and disability services;
- how to better cater for more people living alone – by 2026 more than 3 million Australians are expected to be living in single person households;
- how to ensure that new housing is socially inclusive and provides for the different needs of the population; and
- how to address the increasing lack of housing affordability across the local government area.



Tackling these issues is a matter for all levels of government. Both *State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004* and *State Environmental Planning Policy (Affordable Rental Housing) 2009* (ARH SEPP) will facilitate the majority of the housing needs for seniors, the disabled and people on very low, low and medium incomes. The ARH SEPP covers a range of dwelling types such as apartments, townhouses, boarding houses and 'granny flats'. Council will monitor the application of the ARH SEPP to ensure that new affordable housing development is compatible with the character of the existing locality.

Council can also contribute by ensuring its planning policies and controls provide housing opportunities that meet the identified needs of the community, and by working closely with community housing providers and the Housing NSW to facilitate new appropriately located and designed community and social housing within the local government area.

To encourage a greater housing choice, semi-detached dwellings (with a minimum lot size of 250m²) will be permitted in the residential areas that are within walking distance of the rail stations (except for conservation areas).

Specific Actions

01	Retain, through the new <i>Local Environmental Plan 2010</i> , the existing Residential 2(a) zones (to be called R2 Low Density Residential Zone).
02	Provide for a mix of housing types across the local government area in the form of dwellings, apartments, townhouses, shop top housing, semi-detached dwellings and secondary dwellings.
03	Review the dwelling size and mix controls within <i>Development Control Plan 2007</i> to ensure that an appropriate provision of studio, 1 and 2 bedroom apartments are being provided in all new residential development and that Council's minimum apartment sizes are consistent with those recommended in the NSW Residential Flat Design Code.
04	Ensure that new affordable housing and boarding houses created under State Environmental Planning Policy (Affordable Rental Housing) 2009 within the R2 Low Density Residential Zone are compatible with the existing character of the locality.
05	Continue to implement the universal accessible housing principles and controls contained in Part C1 of Council's <i>Development Control Plan 2007 – Access and Mobility</i> for all new residential flat building, shop top housing, townhouse and villa developments. Expand the applicability of Part C1 to include semi-detached dwellings.
06	Land currently zoned Special Uses (such as school sites, hospital sites and church sites, etc) should retain a similar zoning under the <i>Local Environmental Plan 2010</i> .
07	Monitor the ongoing effectiveness of the Boarding House <i>Development Control Plan 2007</i> with respect to encouraging the retention of existing boarding houses and providing for new boarding house accommodation.
08	Permit 'Group homes' within the B1 Neighbourhood Centre Zone (Note: it is a mandatory permissible use within all of the Residential Zones and the B4 Mixed Use Zone).
09	Allow the subdivision of 'Semi-detached dwellings' (with a minimum lot size of 250m ²) within the R2 and R3 Residential zones that are located within the walking catchments of Croydon, Ashfield and Summer Hill Rail Stations (ie generally between 600 – 800m). Amend <i>Development Control Plan 2007</i> to include new design controls for semi-detached dwellings.



04 Improve the Residential Amenity and Urban Design of New Housing

The amenity of new housing in Ashfield can be affected by a number of environmental impacts such as noise from aircraft as well as noise and vibration from main roads and the rail corridor. New housing in and around the Ashfield Town Centre may be subject to one or all of these potential noise impacts. Council will ensure that the internal amenity of new housing meets the required standards applicable under *State Environmental Planning Policy (Infrastructure) 2007* and *Development Near Rail Corridors and Busy Roads - Interim Guideline (2008)*.

Specific Actions	
01	Ensure that all new housing is designed in accordance with the minimum recommendations set out in for <i>Development Near Rail Corridors and Busy Roads - Interim Guideline (2008)</i> .
02	Expand Council's 'Design Champion' policy (ie the use of persons with advanced architectural expertise to advise Council's town planning staff and applicants or urban design, architectural and heritage matters) on a case by case basis.
03	Review and update Council's <i>Development Control Plan 2007</i> to: ■ ensure that controls for residential flat buildings are consistent with the <i>NSW Residential Flat Design Code</i>; ■ incorporate adequate design controls for granny flats, townhouses, boarding houses and residential flat buildings where permissible under the <i>ARH SEPP 2009</i>.
04	Where possible, building owners or their representatives be referred to current best practice design guide for the refurbishment of 'older style' (1950s – 1970s) walk up residential flat buildings with particular focus on seeking to improve the environmental performance and internal amenity of the units including health and wellbeing.

05 Improve the Quality, Quantity and Accessibility of our Open Space

Quality open space within urban environments is becoming increasingly important for its amenity and recreational function. It also plays an important social role in providing a meeting place for residents. At around 45ha of public open space across the local government area, open space, relative to population, is less than commonly used benchmarks. Given the urbanised nature of the local government area and the high cost of land, opportunities for Council to provide more open space is limited. Despite this, Council has improved the quality of many of the parks and playground facilities within the local government area and the overall amount of public open space has increased slightly as a result of the abandonment of the former RTA road reservation along Park Avenue. In this context, the main direction of Council will be to improve the quality and make the most of the existing open spaces and assets.

Specific Actions	
01	Undertake a Recreation Needs Assessment in the future to guide Council's recreation planning needs.
02	Continue to improve amenity of existing open space areas across the local government area.
03	Maintain the current provision of public open space.
04	Explore opportunities to utilise the grounds and facilities of public and private schools as well as churches and other community facilities.
05	Lobby the NSW Government to permit public access to the gardens at the Yasmar site at 185 Parramatta Road.
06	Complete the landscape improvement works at Lewis Herman Reserve (Holden Street) and finalise the creation of the new public park.
07	Investigate the potential for a new public park as part of any future adaptive reuse of the former Flour Mills site at Summer Hill.
08	Complete the current Section 94 Plan Review and prepare a new Section 94 Plan.
09	Retain the private recreation zoning of the Croydon Bowling Club with no residential uses permitted.
10	Support the Ashfield Aquatic Centre expansion.
11	Encourage the use of local and regional parks for health and fitness purposes through the provision of walking and cycling trails, and the like.
12	Explore possibilities for the use of existing open space on School sites, and under utilised sites owned by the RTA.





5.0 Vibrant Village Centres

Key Directions

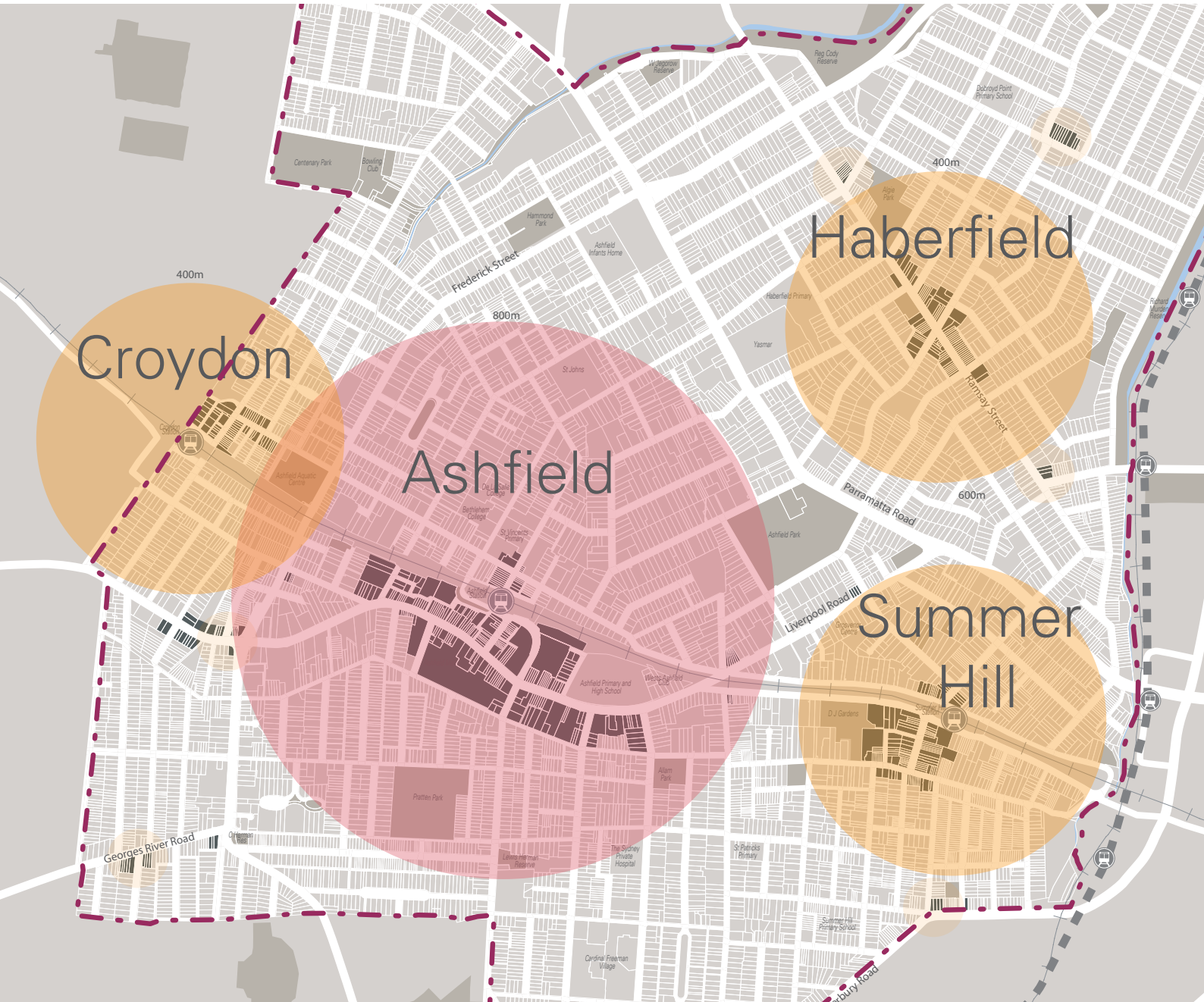
- 01** Improve the Attractiveness of Ashfield Town Centre
- 02** Retain the Heritage Value of Summer Hill Urban Village
- 03** Retain the Heritage Value of Haberfield Urban Village
- 04** Retain the Heritage Value of Croydon Urban Village
- 05** Encourage Corner Stores as Community Focal Points

5.1 Context

The Ashfield local government area includes a number of urban villages - Ashfield Town Centre, Croydon Village, Summer Hill Village and Haberfield Village. These village centres play an important role in the daily lives of residents. They are the main focal points for retail shops and commercial activities, cafes and restaurants, community and civic facilities and are well

served by public transport, being rail and/or bus routes. All of the village centres have different physical characteristics and have varying degrees of economic strength and public amenity. The table below provides a brief summary of the key features of the four village centres.

Location	Classification	Notional walking radii	Key features
Ashfield	Town Centre	800m	Rail station, Ashfield Mall, Ashfield Council Chambers, restaurants, retail shops, commercial offices, residential apartment buildings, medical centres and community services.
Summer Hill	Small Village	400m	Rail station, small supermarket, restaurants and cafes, retail shops, at-grade car park and community services.
Croydon	Small Village	400m	Rail station, retail shops, service station, private secondary school (PLC).
Haberfield	Small Village	400m	Retail shops, small supermarket, restaurants, cafes, service station and community services.



5.2 Key Directions and Actions

01 Improve the Attractiveness of Ashfield Town Centre

The need to improve the attractiveness and amenity of the Ashfield Town Centre has been identified as a key priority for Council. In 2008, Council adopted the Ashfield Town Centre Town Planning Strategy which sets out a number of specific strategies and actions aimed at achieving this objective. Through new development opportunities, enhanced civic functions and an improved and safer public domain, Council's goal is to make the Town Centre a more attractive place to work, live and shop.

The Ashfield local government area experiences significant through traffic (ie not originating from Ashfield) in an east-west direction along the main arteries of Parramatta Road, the City West Link and Liverpool Road. The through traffic along Liverpool Road severely impacts on the amenity of the Ashfield Town Centre and is likely to continue to do so into the future.

As part of a contingency for any future planning of the proposed M4 East Motorway extension, Council will seek local improvements, such as promoting traffic calming measures and removal of clearways along Liverpool Road, within the Ashfield Town Centre. The long term reduction of traffic, in particular heavy traffic, along Liverpool Road (in between Parramatta Road and Frederick Street), in favour of an increase in capacity along Frederick Street (between Parramatta Road and Liverpool Road) would also create a relief route that would reduce traffic volumes through the Ashfield Town Centre.

Specific Actions

01	Implement the identified actions contained within the Ashfield Town Centre Town Planning Strategy 2008, in particular, the actions aimed at improving the quality of the public domain. The Strategy is to be reviewed within 5 years to assess its effectiveness and the implementation of the actions outlined therein.
02	Examine opportunities to improve the amenity of the Ashfield Town Centre / Liverpool Road by implementing traffic calming measures, appropriate crossings for pedestrians and the promotion of Parramatta Road / Frederick Street as an alternative traffic route.
03	Prepare a comprehensive Public Domain Improvement Plan for the Town Centre and the improvement projects contained therein are included in Council's new Section 94 Plan.

Ashfield Council Centre Redevelopment

A key catalyst project that will assist in improving Ashfield Town Centre will be the completion of the Council Administration Building and Civic Centre at 260 Liverpool Road, Ashfield. The redeveloped Council Centre will be an example of sustainable and contemporary urban design. The \$15m project will include a state of the art library, a new customer service centre, community rooms, a landscaped forecourt, a small retail tenancy, and refurbished staff accommodation. It will provide for the needs of Council's staff and the community now and into the future.



02 Retain the Heritage Value of Summer Hill Village

Summer Hill Village is located in the eastern part of the local government is on the Main Western Railway Line. The village centre is partly divided by the rail corridor with the majority of the village on the southern side of that corridor.

Summer Hill Village contains a small supermarket, speciality retail shops as well as a number of community support services. The centre of the village includes an at-grade car park and small civic plaza.

The distinct heritage character and village atmosphere of Summer Hill is to be protected and enhanced, particularly the older, Victorian era buildings. The village centre is to be identified as a new heritage conservation area. New development is to be consistent with the scale and character of the existing buildings.

The predominantly vacant warehouse buildings at No. 69 – 72 Carlton Crescent (between Carlton Crescent and Hardie Avenue) provide an opportunity to enhance the vitality and safety of the village centre with a mix of new uses that will provide better street activation, new employment opportunities and an improved built form and character.

Specific Actions

- | | |
|----|--|
| 01 | Maintain existing building heights and floor space controls for the village centre. |
| 02 | Implement the designation of the Summer Hill Village as a heritage conservation area. |
| 03 | Retain the at-grade public car park at Hardie Avenue and improve the amenity of the civic plaza on Lackey Street. |
| 04 | Promote a mix of retail, commercial and community uses within the village centre as well as shop top housing. |
| 05 | Rezone No. 69 – 72 Carlton Crescent to B4 Mixed Use, the same as the remainder of the Summer Hill Village. Ensure any new development on this land is consistent with the scale of the existing buildings and other buildings within the village centre. |
| 06 | Encourage the ongoing restoration of buildings in accordance with best practice heritage principles. |
| 07 | Improve the quality of the public domain within the village centre. |

03 Retain the Heritage Value of Haberfield Village

The Haberfield Village is located at the intersection of Ramsey and Dalhousie Streets. It comprises a vibrant strip of retail shops, cafes and restaurants with a strong association with the Italian community. It also has a service station and community facilities, including a library. The village is part of the Haberfield Conservation Area and features a relatively intact 2 storey streetscape of Federation period shops. This existing character is to be maintained with no increase in development potential identified for the village centre.

Specific Actions

- | | |
|----|--|
| 01 | Maintain existing building heights and floor space controls for the village centre. |
| 02 | Promote a mix of retail, café/restaurant and commercial uses within the village centre. |
| 03 | Rezone Federation Place on Ramsay Street from Special Uses to Public Recreation. |
| 04 | Encourage the ongoing restoration of buildings in accordance with best practise heritage principles. |
| 05 | Apply the B4 Mixed Use Zone to the existing retail shops / medical centres at No. 191 – 193 Ramsay Street. |

04 Retain the Heritage Value of Croydon Village

Croydon Village, at the western extremity of the Ashfield local government area is divided into two parts with the 'main street' (The Strand) located on the southern side of the rail line (within Burwood local government area) and the Edwin Street North shops located on the northern side of the rail line (within Ashfield). The village centre, which is classified as a 'Small Village' under the Draft Inner West Subregional Strategy, lacks economic vitality.

The village centre is relatively small and constrained in its potential to grow whilst the Edwin Street North shops are to be identified as a heritage conservation area. As such, no substantial increase in retail or residential floor space is proposed. Zoning boundary anomalies along Elizabeth Street and Hordern Parade are to be rationalised.

The implementation of the public domain improvement works outlined in the *Croydon North Masterplan 2008* will improve the attractiveness of the village centre and is intended to act as a catalyst to attract a wider range of shops and cafes as well as increase the amenity of the village centre for shop-top housing. Likewise, a recent amendment to *Ashfield Development Control Plan* removed the need for additional car parking to be provided where a change of use is proposed to encourage the new businesses to relocate to the village centre.

Specific Actions	
01	Maintain existing building heights and floor space controls for the village centre.
02	Council is to implement the public domain works outlined in the <i>Croydon North Masterplan 2008</i> .
03	Designate the Edwin Street North shops a heritage conservation area.
04	Zone the Croydon Village to B4 Mixed Use. Amend the zoning boundary along the southern side of Elizabeth Street and along the western side of College Street to better reflect existing non-residential uses.
05	Rezone No. 9 Hordern Parade from 4(b) Light Industrial to R3 Medium Density with a height limit of 2 storeys.
06	Encourage the ongoing restoration of buildings in accordance with best practise heritage principles.

05 Encourage Corner Stores as Community Focal Points

Corner stores comprise a single shop or group of shops that provide local services (such as a convenience store). Ashfield traditionally has had a large number of corner stores throughout the local government area providing services such as milk bars, news agencies, mixed businesses, grocers, butchers, and the like. Under the centres hierarchy set out in the Draft Inner West Subregional Strategy, these corner stores are defined as 'neighbourhood centres'.

A large number of corner stores no longer serve this local retail function. This can be due to either a lack of viability, the loss of existing use rights (many of the stores are zoned for residential uses only), or the conversion of the stores to non-local service retail (ie showrooms on busy roads) or for residential use.

Corner stores can act as important focal and meeting points by providing convenience retailing, fresh produce and/or cafes within walking distance of local communities. They can minimise the need to drive to larger centres for basic goods.

Specific Actions	
01	Allow a range of permissible uses on identified corner stores sites, including neighbourhood shops (ie newsagents, convenience stores, grocers etc), cafes, business premises, food and drink premises and shop-top housing.
02	Council is to encourage owners to restore and enhance corner stores through the provision of advice on matters such as facade colour schemes, appropriate signage etc.
03	Council is to investigate appropriate corner store locations to undertake specific public domain improvement works such as footpath upgrades and widening, seating and landscaping and improved short stay parking.



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A Thriving Place

6.0 A Thriving Place to do Business

Key Directions

- 01** Refocus Parramatta Road Corridor as an Enterprise Corridor
- 02** Encourage New Business Opportunities within Ashfield Town Centre
- 03** Support Home Based and Community Based Employment
- 04** Foster Local Business
- 05** Support New Uses for the Former Mungo Flour Mills site, Summer Hill and adjoining Industrial Land
- 06** Promote Renewal of Businesses at Canterbury Road, Hurlstone Park

6.1 Context

The employment capacity target for the Inner West Subregion (Ashfield, Burwood, Canada Bay, Leichhardt, Strathfield) is an additional 10,000 new jobs by 2031 (112,000 in total). The Ashfield local government area has been set a target of 500 additional jobs by 2031.

As at 2006, there were approximately 9,650 jobs in the Ashfield local government area, with around two thirds in full-time roles. Of these approximately:

- 40% were in the public and private administration, support services, education, training, health care and social service sectors;
- 25% were in the wholesale and retail trade, accommodation and food sectors; and
- 13% were in the financial and insurance services, real estate services and professional, scientific and technical service sectors.

There is no specific data on where the existing jobs are located, however, the majority are expected to be along the Parramatta Road Corridor, within the Ashfield Town Centre and scattered throughout the local government area (ie hospitals, nursing homes and schools).

Ashfield has been affected by broader employment trends that have been occurring across Sydney, in particular Inner Sydney, in recent years. These key trends include the:

- decline of traditional forms of manufacturing;
- relocation of large manufacturers, distributors and transport companies to Western Sydney;
- growth of retail, accommodation, cafe and restaurant employment;
- growth in property and business services;
- slow decline of government administration and defence employment; and
- growth in the education and health care sectors.

Based on the existing employment profile of the local government area and regional trends in employment growth, the additional 500 jobs are likely to be within the business administration, property services, health care and retail sectors. At an average of 35m² per new job, around 17,500m² of new employment floor space would be required to cater for these additional jobs.

The Sydney Metropolitan Strategy incorporates a centres policy which identifies centres and corridors for the future concentration of employment generating activities. Spatially, the greatest opportunity for employment growth within Ashfield local government area is likely to be within:

- the Parramatta Road Corridor;
- the Ashfield Town Centre;
- health and aged care facilities and educational establishments; and
- home based and community based employment facilities.

The Ashfield local government area currently has a relatively small amount (8.8ha) of industrial zoned land. Much of it comprises small parcels of land, some of which are in poorly located positions. The main locations of industrial zoned land are along Parramatta Road and at Summer Hill. It is estimated that less than 50% of the existing industrial zoned land is currently being used for industrial purposes.



6.2 Key Directions and Actions

01 Refocus Parramatta Road Corridor as an Enterprise Corridor

Parramatta Road is the primary thoroughfare that passes through the Ashfield local government area. At present, the road corridor is characterised by a mix of fragmented land uses, underutilised sites and is generally of a poor visual amenity and quality.

The Sydney Metropolitan Strategy identifies Parramatta Road as both an 'enterprise corridor' (strips of commercial or industrial activity along busy roads) and a 'renewal corridor' (areas that are partly run down and/or have significant underutilised infrastructure). The corridor presents the greatest opportunity for employment growth within Ashfield, through revitalisation and intensification of employment uses. The corridor has significant capacity for a large variety of employment and business uses, such as showrooms, commercial offices and light industrial premises. The corridor is also highly accessible in terms of public transport with over half of the corridor being within walking distance of both Summer Hill and Ashfield Rail Stations as well as being served by a number of bus routes.

New planning controls will be prepared for the corridor to ensure that both impacts on adjacent residential properties are minimised and high quality development outcomes are achieved. Maximum building heights and floor space ratio controls will be included in the new comprehensive *Local Environmental Plan 2010* and these will be supported by new building envelope controls within *Development Control Plan 2007* such as setbacks, overshadowing, build-to-lines, pedestrian amenity, loading and servicing and operational aspects.

Specific Actions	
01	Rezone land along the Parramatta Road Corridor to 'B6 Enterprise Corridor'. Permit a wide range of competitive business, retail, light industrial and employment generating uses.
02	Prohibit further residential and seniors living development along the road corridor.
03	Implement new planning controls for the B6 zoned land including maximum height limits and floor space ratios within the comprehensive <i>Local Environmental Plan 2010</i> and a specific building envelope section within <i>Development Control Plan 2007</i> so as to ensure new development is compatible with adjoining residential properties and heritage conservation areas.



02 Encourage New Business Opportunities in Ashfield Town Centre

The Ashfield Town Centre has experienced residential growth in the past 10 years. At the same time there has been minimal growth in the commercial office and retail sectors, with the exception of the fresh food and restaurant market. It is important that the Town Centre has a strong commercial and business sector and that there are opportunities for new stand alone and mixed use developments.

Business uses, which are intrinsic to a town centre, in Ashfield have the competitive advantage of access to many modes of public transport. Their presence provides significant 'flow on' economic benefits to retailers and support services and provides local employment opportunities.

The current planning controls disadvantage businesses in favour of residential development within the Town Centre. As the two uses have very different floor space ratio requirements (due to having different floor plates), it is proposed to remove the maximum floor space restrictions for non-residential development with the proposed B4 Mixed Use zone within the Town Centre. However, greater certainty will be given to maximum building heights within the Town Centre as well as more detailed envelope controls with *Council's Development Control Plan 2007*.

Specific Actions

01	Promote new retail and business opportunities as part of mixed use developments within the town centre and within the western and eastern fringes of the centre.
02	Simplify the planning controls for Ashfield Town Centre to facilitate more opportunities for stand alone and mixed use, business development.

03 Support Home Based and Community Based Employment

Home based employment is increasing in popularity. It tends to be undertaken by professionals, managers and administrators and is most common within the property and business services industry and education sector. The labour force profile of the Ashfield local government area is well represented within these two fields. At a broader level, home based employment has benefits for the broader community and economy including:

- better work-life balance for workers through enhanced workplace flexibility;
- improved business and employment opportunities for residents; and
- less car based travel during peak periods.

The Ashfield local government area also has a significant amount of community based employment within the education, aged care and health care sectors. Facilities such as the Sydney Private Hospital, Wesley Private Hospital, Grosvenor Centre Hospital, Cardinal Freeman Village, Trinity Grammar School, Canterbury Boys High School, Bethlehem College and De La Salle College are all community assets as well as high employment generators.

Specific Actions

01	Support the appropriate provision of 'Home business', 'Home occupations', and 'Home industries' within all residential and business zones (Note: 'Home occupations' are a mandatory permissible use without consent in the R2 Low Density Residential Zone).
02	Ensure that <i>Local Environmental Plan 2010</i> permits the reasonable expansion of community based employment facilities whilst maintaining appropriate levels of amenity to adjoining properties.
03	Improve the amenity and activate rear laneway areas by encouraging businesses to front the laneways. Council will also consider rear laneway areas in their public domain improvement works.

04 Foster Local Business

The Ashfield local government area has a long tradition of small scale businesses providing for the needs of local communities. Local shops and businesses help create a traditional market place where people interact with shopkeepers, mix with others, and enjoy the use of public spaces. They are a key element in defining a strong 'sense of place' in places such as Haberfield and Summer Hill Urban Villages.

In 2007, Council employed a dedicated Economic Development Officer for the first time, in recognition of the need to foster local business. The economic development strategy achievements to date include:

- the creation of a single Chamber of Commerce "AshBiz" to represent business owners across the entire local government area. This single, unified entity replaced five independent chambers and now has around 90 financial members;
- the establishment of the *AshfieldBusiness.com.au* website which acts as a web based business directory that provides a free listing for businesses within the local government area. It contains a prospectus on the benefits of doing business in Ashfield (in six languages), demographic information, an events calendar, fact sheets and frequently asked questions. The website will be used as a communication tool to assist with the branding of Ashfield as a 'food destination' and to support Buy Local campaigns;
- participation in the Sydney Morning Herald International Food Festival holding three events over three days; Ashfield's Big Yum Cha, Primavera in Haberfield and Summer Hill Global Village Gourmet Tour. These events attracted around 50,000 people over three days and attracted revenues estimated at around \$1.25 million;
- the inaugural *AshBiz Excellence in Business Awards* which presented awards to businesses who had been operating for 20 years or more in Ashfield and also to individual category winners;
- participation in the Sydney Inner West Small Business Expo (with Strathfield, Leichhardt, Canada Bay and Burwood Councils) aimed at helping small businesses through the global financial crisis; and
- organisation of a series of full TAFE accredited Training Seminars for small businesses in food hygiene.

05 Support New Uses for the Former Mungo Flour Mills site, Summer Hill and adjoining Industrial Land

The former Mungo Flour Mills is located at Smith and Edward Streets, Summer Hill, just south of the Main Western Railway Line and adjacent to the disused goods rail line and the Marrickville local government boundary. Adjoining the Mills site is No. 32 – 46 Edward Street, a row of mixed residential dwellings and warehouse buildings. Industrial land is also located to the north of the mill in the block bounded by Chapman Street, Smith Street and Carlton Crescent.

The mill ceased operation in 2008. The 2.15ha site contains landmark storage silo, administration buildings and landscaped gardens. When operational, around 125 employees were employed in the site, using around 10,000m² floor space.

The site and the adjoining land are identified as being 'employment generating' in the State Government's Industrial Lands Policy. The Draft Inner West Subregional Strategy 2008 identifies the site and surrounding industrial land as being a 'Category 1' site meaning that it is to be retained for industrial uses. The industrial land on the opposite side of the railway line (within the Marrickville local government area) has been identified for redevelopment and is currently undergoing a master planning exercise to permit a range of residential and business uses.

The industrial areas at Summer Hill, including the Mills site, are strategically located a short distance (around 500m) from Summer Hill Rail Station would be adjacent to a potential light rail station. The characteristics of these sites, in particular, their proximity to Summer Hill Village, landscape and built form qualities, high land value and the relatively limited demand for 'lower order' industrial land in the Inner West, suggests that a wider range of land uses, including commercial and residential uses, could be accommodated on these sites in order to provide a better planning and heritage outcome as well as more realistic employment opportunities.

Specific Actions

01	Continue to deliver outcomes sought in existing economic development strategies with the flexibility to take advantage of opportunities when they arise.
02	Ensure that planning controls within town and village centres provide opportunities for new small businesses to occupy the ground level of buildings and to ensure that parking requirements are not overly onerous.
03	Investigate the establishment of a Business Improvement District for the Ashfield Town Centre.

Specific Actions

- | | |
|----|---|
| 01 | Consider rezoning of the former Flour Mills site and nearby industrial zoned land from 4(b) Light Industrial to B4 Mixed Use, dependent upon prior Council assessment of a Masterplan for the site. |
| 02 | Require the preparation of a masterplan and an amendment to Development Control Plan 2007 to address: <ul style="list-style-type: none"> ▪ public access to potential future light rail; ▪ conservation of the relevant industrial heritage; ▪ potential for a new public open space and cycle and pedestrian paths; ▪ revegetation of habitat for endangered species; ▪ incorporation of the Greenway Project including pedestrian trails and restoration of indigenous vegetation; and ▪ land use distribution - residential uses, including affordable housing, and employment opportunities such as small scale commercial offices, 'start up' / innovation businesses, live / work premises, local retail / café uses. |

06 Promote Renewal of Businesses at Canterbury Road, Hurlstone Park

Like Parramatta Road, Canterbury Road at Hurlstone Park is identified as an 'Enterprise Corridor' within the Sydney Metropolitan Strategy. Currently, this small section of Canterbury Road (from Griffiths Street to Princess Street) comprises a mix of business, industrial and residential uses. In order to renew this area for primarily business uses, the zoning and planning controls are to be consolidated.

Specific Actions

- | | |
|----|---|
| 01 | Rezone land along Canterbury Road (between Griffiths Street and Princess Street) to 'B6 Enterprise Corridor'. Permit a wide range of business, retail and employment generating uses |
| 02 | Implement new planning controls for the B6 zoned land including maximum height limits within the comprehensive <i>Local Environmental Plan 2010</i> and a specific section with <i>Development Control Plan 2007</i> so as to ensure new development is compatible with adjoining residential properties. |





7.0 A More Sustainable Environment

Key Directions

- 01** Improve the Quality of Water Entering the Parramatta River and Cooks River
- 02** Actively Support the Implementation of the Cooks River to Iron Cove GreenWay
- 03** Make it Easier to Cycle around Ashfield
- 04** Make More Use of Public Transport
- 05** Support Alternative Transport Uses along the Goods Line

7.1 Context

"The concept of 'sustainability' provides an integrated approach to meeting our social, economic and environmental goals in a way that is equitable within and between generations. For local government it is about planning and providing for the needs of individuals and communities, protecting ecosystems and their services and creating prosperity." Australian Local Government Association

Council is currently in the process of developing a number of broad strategies aimed at making the Ashfield local government area more environmentally sustainable. These include:

- implementing *Council's Local Action Plan* to reduce greenhouse gas emissions;
- preparing a *Sustainability Action Plan*; and
- producing a *Street Tree Strategy* to identify the health of the current street tree population, provide a maintenance plan and identify appropriate replacement/new plantings.

Council has commenced the *Sustainability Action Plan* and the *Street Tree Strategy* and these are expected to be delivered within the next 12 months. In addition, the key areas of focus in the coming years will be:

- a greater focus of sustainable water management, in particular, minimising potable water use and improving the quality of stormwater runoff entering local waterways;
- a more proactive promotion of alternative, 'carbon friendly' forms of travel such as public transport, light rail, cycling and walking;
- an increase in 'green' buildings through better application of sustainable building techniques that are above and beyond minimum requirements such as BASIX and Section J of the BCA; and
- supporting actions to reduce aircraft noise and pollution.



Pratten Park Stormwater Harvesting and Irrigation Project

The Pratten Park Stormwater Harvesting and Irrigation Project was completed by Council in October 2009 with funding assistance through an Australian Government Community Water Grant and a NSW Environmental Trust Grant for 'Sustaining the Parramatta River'.

The project involves collecting water from an existing stormwater pipe running through the park, storing it in three 120,000 litre underground concrete storage tanks and using it to water the oval via a new sprinkler system. This will reduce the reliance on valuable drinking water to irrigate the oval and also lower the quantity of stormwater from this catchment going into the Parramatta River.

This initiative demonstrates Council's commitment to reducing its reliance on the potable water supply and creating a more sustainable oval.

7.2 Key Directions and Actions

01 Improve the Quality of Water Entering the Parramatta River and Cooks River

The Ashfield local government area lies across two water catchments – the Parramatta River Catchment to the north and the Cooks River Catchment to the south. Haberfield, Ashfield, Summer Hill and Croydon drain north to the Parramatta River via the Dobroyd Stormwater Channel and the Hawthorne Stormwater Canal. Ashbury in the south drains to the Cooks River.

The urbanised nature of the local government area continues to put pressure on the quality of water run-off entering both catchment systems. Whilst the water quality of the Parramatta River has been improving in recent years, the Cooks River remains one of the most polluted urban rivers in Australia.

Council is committed to improving the quality of water entering into both the Parramatta River and the Cooks River. To this end, more sustainable urban water management practices will be implemented and Council will continue to actively participate in regional catchment management planning.

Specific Actions

01	Council will continue to participate in and implement the outcomes of the Cooks River Sustainability Initiative.
02	Council will prepare and implement an Integrated Water Management Plan to assist in future as land and water management decisions.
03	Council will undertake a review of its <i>Development Control Plan 2007</i> and engineering technical standards to incorporate, where practical, best practice Water Sensitive Urban Design principles and methods. These are to be applied to new development and Council public works.

02 Actively Support the Implementation of the Cooks River to Iron Cove GreenWay

The Cooks River to Iron Cove GreenWay extends along a substantial portion of the eastern boundary of the Ashfield local government area - from Old Canterbury Road at Summer Hill north along the disused railway goods line and the Hawthorne Canal to Iron Cove at Haberfield. The GreenWay extends south to the Cooks River at Dulwich Hill.

The vision for the Greenway is “...a *recognisable environmental, cultural and non-motorised transport corridor linking the sub-catchments of two of Sydney’s most important waterways.*”

The key elements of the GreenWay will include:

- a regional north-south shared pedestrian and cycle pathway linking the Cooks River Pathway with the Iron Cove Bay Run providing a valuable link in the Sydney Metropolitan Recreational Trail Network;
- revegetation of the corridor with indigenous species to enhance its biodiversity and wildlife habitat; and
- a ‘quiet street network’ incorporating local streetscape improvements, water sensitive urban design, traffic calming, bushcare and community gardens.

Specific Actions

01	Council will continue to support the Implementation of the Cooks River to Iron Cove GreenWay project.
02	Council will ensure that any new development adjacent to the corridor does not impact upon its implementation and supports the principles of transit orientated development.
03	Council will identify opportunities for new links into future regional cycling pedestrian paths, such as at Richard Murden Reserve and the former Flour Mills site at Summer Hill.

03 Make it Easier to Cycle around Ashfield

The Ashfield local government area is conducive to cycling and walking as it is flat, is relatively compact and has a well connected street network. There are numerous benefits of cycling and walking, including:

- increased liveability;
- better health;
- improved equity of access;
- cost-effectiveness;
- a cleaner environment; and
- safer streets.

A number of walking and cycling routes exist throughout Ashfield, however, more work is needed to extend and link these facilities with surrounding routes.

Specific Actions

01	Council will develop a comprehensive local government area wide cycling strategy that incorporates: ■ a new shared pedestrian / cycle route between Ashfield Centenary Sports Area at Croydon along the Dobroyd Canal to the Parramatta River; ■ a regional shared pedestrian / cycle link between the 'Bay Run' at Iron Cove with the 'Bay to Bay' Share Way along the Cooks River; ■ new and improved local on-street cycle routes that link in with these regional routes, local routes in adjoining local government areas, and the Ashfield Town Centre and other urban villages centres, and major open spaces; and ■ improved walking routes across the local government area combining Ashfield's streetscapes, heritage walks, open space and fitness trails.
02	Enhance the amenity and safety of the public domain and key pedestrian links in and around the Ashfield Town Centre as well the Croydon, Haberfield and Summer Hill Urban Villages.

04 Encourage the Development of Energy Efficient 'Green' Buildings

By permitting additional development within the Ashfield Town Centre, Council has the opportunity to encourage developers to achieve higher levels of environmental performance in the new buildings. Currently, there are no local measures in place to encourage developers to build high sustainability performance buildings.

Specific Actions

01	Investigate measures to encourage higher levels of environmental performance in new residential and non-residential buildings.
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05 Make More Use of Public Transport

The Ashfield local government area is well served by public transport in the form of heavy rail and bus services. Approximately 40% of the Ashfield local government area is within the walking catchments of its three rail stations, which in turn provide relatively easy access to the both the Sydney and Parramatta CBDs – from Ashfield Rail Station, express services provide a 10–15 minute service to the Sydney CBD at regular intervals throughout the day and evening.

The Ashfield local government area is an excellent example of the principles of Transit Oriented Development (TOD) in that:

- almost the entire LGA is within 400m walking distance of a public transport node (bus stop or rail station);
- its retail and commercial centres are based on public transport nodes;
- the residential densities are highest within the walking catchments of the rail stations; and
- the grid street network is well connected and permeable making walking to and from the public transport nodes easier.

Specific Actions

01	Council will continue to improve the public domain, pedestrian amenity and safety of areas around rail stations and main bus stops so as to facilitate better public transport use.
02	New residential and commercial development will continue to be located in close proximity to existing public transport nodes.
03	Council will lobby the NSW Government to increase the parking capacity of the existing at-grade car park near Ashfield Rail Station for commuter parking as well as an improved 'kiss and ride' facility.

06 Support Alternative Transport Uses along the Goods Rail Line

Council supports the NSW Government's proposal for the use of the Goods Rail Line which extends along the eastern boundary of the local government area for the extension of the existing light rail network from Lilyfield to Dulwich Hill. The expansion of the light rail system to Dulwich Hill will include up to 10 new stations, many of which are likely to be located within the Ashfield local government area, and 5.6km of new track. The extension would provide greater access to public transport for eastern parts of Haberfield and Summer Hill. A key stop along the route would occur at Summer Hill, adjacent to the former Mungo Flour Mills site.

Specific Actions

01	Council will actively support the use of the Goods Rail Line for the expansion of the light rail network.
02	Any redevelopment of the former Mungo Flour Mills site at Summer Hill is to support and cater for any potential extension of light rail as well as regional pedestrian link.

8.0 Summary of Directions and Actions

A Great Place to Live

Promote Urban Renewal in and Around the Ashfield Town Centre

- 01 Rezone Ashfield Central and the eastern and western approaches to Ashfield Central, along Liverpool Road to B4 Mixed Use.
- 02 Prepare site specific concept plans and Development Control Plan amendments for:
 - land at the corner of Liverpool Road (No. 270) and Knox Street (No. 2 Knox Street); and
 - land at the corner of Liverpool Road (Nos. 361 – 391) and Thomas Street (Nos. 2 – 8).
- 03 Retain the existing FSR in the 2B and 2C residential zones south of Parramatta Road.
- 04 Review and update the Ashfield *Development Control Plan 2007* as it relates to the Ashfield Town Centre so as to ensure that the adequate built form guidelines are included for new development.

Implement Proposed Heritage Listings and Conservation Areas

- 01 Retain and preserve all existing heritage items and conservation areas.
- 02 Implement, through the new Local Environmental Plan 2010, all the existing heritage conservation Areas and heritage items contained in the *Ashfield Local Environmental Plan 1985*, and all the proposed heritage conservation areas and local heritage items that Council has resolved to progress to date.

Ensure New Housing Meets the Needs of the Local Community

- 01 Retain, through the new *Local Environmental Plan 2010*, the existing Residential 2(a) zones (to be called R2 Low Density Residential Zone).
- 02 Provide for a mix of housing types across the local government area in the form of dwellings, apartments, townhouses, shop top housing, semi-detached dwellings and secondary dwellings.
- 03 Review the dwelling size and mix controls within *Development Control Plan 2007* to ensure that an appropriate provision of studio, 1 and 2 bedroom apartments are being provided in all new residential development and that Council's minimum apartment sizes are consistent with those recommended in the NSW Residential Flat Design Code.
- 04 Ensure that new affordable housing and boarding houses created under State Environmental Planning Policy (Affordable Rental Housing) 2009 within the R2 Low Density Residential Zone are compatible with the existing character of the locality.
- 05 Continue to implement the universal accessible housing principles and controls contained in Part C1 of Council's *Development Control Plan 2007* – Access and Mobility for all new residential flat building, shop top housing townhouse and villa developments. Expand the applicability of Part C1 to include semi-detached dwellings.
- 06 Land currently zoned Special Uses (such as school sites, hospital sites and church sites, etc) should retain a similar zoning under the Local Environmental Plan 2010.
- 07 Monitor the ongoing effectiveness of the Boarding House *Development Control Plan 2007* with respect to encouraging the retention of existing boarding houses and providing for new boarding house accommodation.
- 08 Permit 'Group homes' within the B1 Neighbourhood Centre Zone (Note: it is a mandatory permissible use within all of the Residential Zones and the B4 Mixed Use Zone).
- 09 Allow the subdivision of 'Semi-detached dwellings' (with a minimum lot size of 250m²) within the R2 and R3 Residential zones that are located within the walking catchments of Croydon, Ashfield and Summer Hill Rail Stations (ie generally between 600 – 800m). Amend *Development Control Plan 2007* to include new design controls for semi-detached dwellings.

Improve the Residential Amenity and Urban Design of New Housing

- 01 Ensure that all new housing is designed in accordance with the minimum recommendations set out in for Development Near Rail Corridors and Busy Roads - Interim Guideline (2008).
- 02 Expand Council's 'Design Champion' policy (ie the use of persons with advanced architectural expertise to advise Council's town planning staff and applicants on urban design, architectural and heritage matters) on a case by case basis.
- 03 Review and update Council's *Development Control Plan 2007* to:
 - ensure that controls for residential flat buildings are consistent with the *NSW Residential Flat Design Code*;
 - incorporate adequate design controls for granny flats, townhouses, boarding houses and residential flat buildings where permissible under the ARH SEPP 2009.
- 04 Where possible, building owners or their representatives be referred to current best practice design guide for the refurbishment of 'older style' (1950s – 1970s) walk up residential flat buildings with particular focus on seeking to improve the environmental performance and internal amenity of the units including health and wellbeing.

Improve the Quality, Quantity and Accessibility of our Open Space

- 01 Undertake a Recreation Needs Assessment in the future to guide Council's recreation planning needs.
- 02 Continue to improve amenity of existing open space areas across the local government area.
- 03 Maintain the current provision of public open space.
- 04 Explore opportunities to utilise the grounds and facilities of public and private schools as well as churches and other community facilities.
- 05 Lobby the NSW Government to permit public access to the gardens at the Yasmar site at 185 Parramatta Road.
- 06 Complete the landscape improvement works at Lewis Herman Reserve (Holden Street) and finalise the creation of the new public park.
- 07 Investigate the potential for a new public park as part of any future adaptive reuse of the former Flour Mills site at Summer Hill.
- 08 Complete the current Section 94 Plan Review and prepare a new Section 94 Plan.
- 09 Retain the private recreation zoning of the Croydon Bowling Club with no residential uses permitted.
- 10 Support the Ashfield Aquatic Centre expansion.
- 11 Encourage the use of local and regional parks for health and fitness purposes through the provision of walking and cycling trails, and the like.
- 12 Explore possibilities for the use of existing open space on School sites, and under utilised sites owned by the RTA.

Vibrant Village Centres

Improve the Attractiveness of Ashfield Town Centre

- 01 Implement the identified actions contained within the Ashfield Town Centre Town Planning Strategy 2009, in particular, the actions aimed at improving the quality of the public domain. The Strategy is to be reviewed within 5 years to assess its effectiveness and the implementation of the actions outlined therein.
- 02 Examine opportunities to improve the amenity of the Ashfield Town Centre / Liverpool Road by implementing traffic calming measures, appropriate crossings for pedestrians and the promotion of Parramatta Road / Frederick Street as an alternative traffic route.
- 03 Prepare a comprehensive Public Domain Improvement Plan for the Town Centre and the improvement projects contained therein are included in Council's new Section 94 Plan.

Retain the Heritage Value of Summer Hill Urban Village

- 01 Maintain existing building heights and floor space controls for the village centre.
- 02 Implement the designation of the Summer Hill Village as a heritage conservation area.
- 03 Retain the at-grade public car park at Hardie Avenue and improve the amenity of the civic plaza on Lackey Street.
- 04 Promote a mix of retail, commercial and community uses within the village centre as well as shop top housing.
- 05 Rezone No. 69 – 72 Carlton Crescent to B4 Mixed Use, the same as the remainder of the Summer Hill Village. Ensure any new development on this land is consistent with the scale of the existing buildings and other buildings within the village centre.
- 06 Encourage the ongoing restoration of buildings in accordance with best practice heritage principles.
- 07 Improve the quality of the public domain within the village centre.

Retain the Heritage Value of Haberfield Urban Village

- 01
- 02 Promote a mix of retail, café restaurant and commercial uses within the village centre.
- 03 Rezone Federation Place on Ramsay Street from Special Uses to Public Recreation.
- 04 Encourage the ongoing restoration of buildings in accordance with best practice heritage principles.
- 05 Apply the B4 Mixed Use Zone to the existing retail shops / medical centres at No. 191 – 193 Ramsay Street.

Retain the Heritage Value of Croydon Urban Village

- 01 Maintain existing building heights and floor space controls for the village centre.
- 02 Council is to implement the public domain works outlined in the Croydon North Masterplan 2008.
- 03 Promote a mix of retail, café/restaurant and commercial uses within the village centre.
- 04 Zone the Croydon Village to B4 Mixed Use. Amend the zoning boundary along the southern side of Elizabeth Street and along the western side of College Street to better reflect existing non-residential uses.
- 05 Rezone No. 9 Hordern Parade from 4(b) Light Industrial to R3 Medium Density with a height limit of 2 storeys.
- 06 Encourage the ongoing restoration of buildings in accordance with best practice heritage principles.

Encourage Corner Stores as Community Focal Points

- 01 Allow a range of permissible uses on identified corner stores sites, including neighbourhood shops (ie newsagents, convenience stores, grocers etc), cafes, business premises, food and drink premises and shop-top housing.
- 02 Council is to encourage owners to restore and enhance corner stores through the provision of advice on matters such as facade colour schemes, appropriate signage etc.
- 03 Council is to investigate appropriate corner store locations to undertake specific public domain improvement works such as footpath upgrades and widening, seating and landscaping and improved short stay parking.

A Thriving Place to Do Business

Refocus Parramatta Road Corridor as an Enterprise Corridor

- 01 Rezone land along the Parramatta Road Corridor to 'B6 Enterprise Corridor'. Permit a wide range of competitive business, retail, light industrial and employment generating uses.
- 02 Prohibit further residential and seniors living development along the road corridor.
- 03 Implement new planning controls for the B6 zoned land including maximum height limits and floor space ratios within the comprehensive *Local Environmental Plan 2010* and a specific building envelope section within *Development Control Plan 2007* so as to ensure new development is compatible with adjoining residential properties and heritage conservation areas.

Encourage New Business Opportunities within Ashfield Town Centre

- 01 Promote new retail and business opportunities as part of mixed use developments within the town centre and within the western and eastern fringes of the centre.
- 02 Simplify the planning controls for Ashfield Town Centre to facilitate more opportunities for stand alone and mixed use, business development.

Support Home Based and Community Based Employment

- 01 Support the appropriate provision of 'Home business', 'Home occupations', and 'Home industries' within all residential and business zones (Note: 'Home occupations' are a mandatory permissible use without consent in the R2 Low Density Residential Zone).
- 02 Ensure that *Local Environmental Plan 2010* permits the reasonable expansion of community based employment facilities whilst maintaining appropriate levels of amenity to adjoining properties.
- 03 Improve the amenity and activate rear laneway areas by encouraging businesses to front the laneways. Council will also consider rear laneway areas in their public domain improvement works.

Foster Local Business

- 01 Continue to deliver outcomes sought in existing economic development strategies with the flexibility to take advantage of opportunities when they arise.
- 02 Ensure that planning controls within town and village centres provide opportunities for new small businesses to occupy the ground level of buildings and to ensure that parking requirements are not overly onerous.
- 03 Contribute to supporting local businesses by continuing to upgrade the public domain and general amenity of the urban village and neighbourhood centres.
- 04 Investigate the establishment of a Business Improvement District for the Ashfield Town Centre.

Support New Uses for the Former Mungo Flour Mills site, Summer Hill and adjoining Industrial Land

- 01 Consider rezoning the former Flour Mills site and nearby industrial zoned land from 4(b) Light Industrial to B4 Mixed Use, dependent upon prior Council assessment of a Masterplan for the site.
- 02 Require the preparation of a masterplan and an amendment to *Development Control Plan 2007* to address:
 - public access to potential future light rail;
 - conservation of the relevant industrial heritage;
 - potential for a new public open space and cycle and pedestrian paths;
 - revegetation of habitat for endangered species;
 - incorporation of the Greenway Project including pedestrian trails and restoration of indigenous vegetation; and
 - land use distribution - residential uses, including affordable housing, and employment opportunities such as small scale commercial offices, 'start up' / innovation businesses, live / work premises, local retail / café uses.

Promote Renewal of Businesses at Canterbury Road, Hurlstone Park

- 01 Rezone land along Canterbury Road (between Griffiths Street and Princess Street) to 'B6 Enterprise Corridor'. Permit a wide range of business, retail and employment generating uses.
- 02 Implement new planning controls for the B6 zoned land including maximum height limits within the comprehensive *Local Environmental Plan* and a specific section with *Development Control Plan 2010* so as to ensure new development is compatible with adjoining residential properties.

A More Sustainable Environment

Improve the Quality of Water Entering the Parramatta River and Cooks River

- 01 Council will continue to participate in and implement the outcomes of the Cooks River Sustainability Initiative.
- 02 Council will prepare and implement an Integrated Water Management Plan to assist in future land and water management decisions.
- 03 Council will undertake a review of its *Development Control Plan 2007* and engineering technical standards to incorporate, where practical, best practice Water Sensitive Urban Design principles and methods. These are to be applied to new development and Council public works.

Actively Support the Implementation of the Cooks River to Iron Cove GreenWay

- 01 Council will continue to support the Implementation of the Cooks River to Iron Cove GreenWay project.
- 02 Council will ensure that any new development adjacent to the Greenway corridor does not impact upon its implementation and supports the principles of transit orientated development.

Make it Easier to Walk and Cycle around Ashfield

- 01 Council will develop a comprehensive local government area wide cycling strategy that incorporates:
 - a new shared pedestrian / cycle route between Ashfield Centenary Sports Area at Croydon along the Dobroyd Canal to the Parramatta River;
 - a regional shared pedestrian / cycle link between the 'Bay Run' at Iron Cove with the 'Bay to Bay' Share Way along the Cooks River;
 - new and improved local on-street cycle routes that link in with these regional routes, local routes in adjoining local government areas, and the Ashfield Town Centre and other urban villages centres, and major open spaces; and
 - improved walking routes across the local government area combining Ashfield's streetscapes, heritage walks, open space and fitness trails.
- 02 Enhance the amenity and safety of the public domain and key pedestrian links in and around the Ashfield Town Centre as well the Croydon, Haberfield and Summer Hill Urban Villages.
- 03 Council will prepare a public domain plan for the Ashfield Town Centre identifying specific works to improve amenity and safety, particularly along Liverpool Road.

Encourage the Development of Energy Efficient 'Green' Buildings

- 01 Investigate measures to encourage higher levels of environmental performance in new residential and non-residential buildings.

Make More Use of Public Transport

- 01 Council will continue to improve the public domain, pedestrian amenity and safety of areas around rail stations and main bus stops so as to facilitate better public transport use.
- 02 New residential and commercial development will continue to be located in close proximity to existing public transport nodes.
- 03 Council will lobby the State Government to increase the parking capacity of the existing at-grade car park near Ashfield Station for commuter parking as well as an improved 'kiss and ride' facility.

Support Alternative Transport Uses along the Goods Rail Line

- 01 Council will actively support the use of the Goods Rail Line for the expansion of the light rail network.
- 02 Any redevelopment of the former Flour Mills site at Summer Hill is to support and cater for any potential extension of light rail as well as regional pedestrian link.

Further Reading

www.ashfield.nsw.gov.au

www.ashfieldbusiness.com.au

www.ourriver.com.au

www.parramattariver.org.au

www.greenway.org.au

www.ashbug.org.au

www.ecotransit.org.au

www.planning.nsw.gov.au

www.metrostrategy.nsw.gov.au

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Ashfield Urban Strategy: Analysis and Issues (June 2008) JBA Urban Planning

Ashfield State of the Environment Report (2007-2008) Ashfield Council

Cities for Tomorrow: Integrating Land Use Transport and the Environment (1999) Austroads

Draft Parramatta Road Sector 2 Structure Plan (2005) Department of Planning and Local Government Taskforce

Draft Local Planning Strategy (2009) City of Canada Bay

Inner West Subregion Draft Subregional Strategy (2008) NSW Department of Planning

Locations of Work in Australia (November 2005) Australian Bureau of Statistics

Planning Guidelines for Walking and Cycling (2004) NSW Department of Planning

Speed the Plough, Ashfield 1788- 1988 (1988) Sheena and Robert Coupe

State of the Environment Report (2007 – 2008) Ashfield Council

Sydney's Economic Geography: Trends and Drivers (2004) SGS Economics & Planning for Department of Planning

Working Together To Sustain The Parramatta River Project - Water Sensitive Urban Design Policy Review (February 2009) prepared by Cardno Lawson Treloar Pty Ltd for Parramatta City Council

Credits

Graphic Design and Photography by JBA Planning





