



Joins Figure 9.1e

Joins Figure 9.1c



**Figure 9.1d** Land use





**Figure 9.1e** Land use

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## Adjacent land uses

The project would be located within an urban environment with varied characteristics. The nature and character of land uses within the vicinity of the project are provided below, and a description of each of the key characteristics of the project corridor moving along the project from the Lilyfield stop to the Dulwich Hill Interchange stop is included.

### *Lilyfield stop to Marion stop*

At the northern end of the corridor, land uses are characterised primarily by residential developments, comprising generally traditional semi-detached dwellings and some newer townhouse developments, in particular on the eastern side of the corridor. The City West Link runs adjacent to, and crosses over, the rail corridor between Lilyfield stop and Hawthorne Canal. The Lilyfield area also contains a number of low density industrial uses such as smash repairs, textile warehouses and auto-mechanic businesses outside the immediate vicinity of the project corridor.

South of the City West Link there are a number of open spaces adjacent to the corridor, including Blackmore Oval and Hawthorne Canal Reserve, and Richard Murden Reserve on the western side of Hawthorne Canal. There is a large industrial site comprising a number of workshops and warehouses located between the disused Rozelle goods line corridor and Hawthorne Canal, south of Blackmore Oval.

As the corridor continues south alongside Hawthorne Canal, land uses are characterised by increased industrial developments on the eastern side of the rail corridor, including sites north and south of Marion Street. Lambert Park, a local sports ground, is located directly south of Marion Street on the eastern side of the corridor. Other sensitive land uses within this vicinity include the Marion Nursing Home and Scouts Hall. Within walking distance of the proposed Marion stop is the Leichhardt Marketplace.

### *Marion stop to Lewisham West stop*

Approaching Parramatta Road, the predominant land use continues to be lower and medium density residential development, although Hawthorne Canal runs between the rail corridor and the houses on the western side. At Parramatta Road, land uses immediately adjoining the existing rail corridor, and extending in each direction away from the rail corridor are generally represented by low density industrial development particularly centred on the primary road transport corridor of Parramatta Road. Between Parramatta Road and the Inner West Rail Line there is a combination of low and high density residential developments located in the small network of streets, away from the main interface with this road corridor. Cadigal Reserve, an area of open space, is to the west of the corridor.

Continuing south of the Inner West Rail Line between Longport Street and Old Canterbury Road, existing land uses are predominantly characterised by a mix of low and high density industrial developments and bulky goods retailers, including the Summer Hill Mills (former Mungo Scott Mills) complex on the western side of the corridor (refer to Photo 9.3) and several industrial warehouses on the eastern side.



**Photo 9.3      Photograph of the Summer Hill Mills (former Mungo Scott Mills) site and industrial land opposite**

Source: Parsons Brinckerhoff 2010

***Lewisham West stop to Dulwich Hill Interchange***

South of Old Canterbury Road, land uses are dominated by residential land uses, predominantly represented by traditional low density housing. In more recent years, however, medium density redevelopment sites including the former Waratah Flour Mill site and the land south of New Canterbury Road have been redeveloped for higher density residential apartment use to complement the traditional single detached dwellings common in the remainder of the area (refer to Photo 9.4).

Additional land uses within the vicinity of the project, in particular the GreenWay shared path component, include the following open space reserves:

- Hoskins Park
- Johnson Park
- Arlington Recreational Reserve.



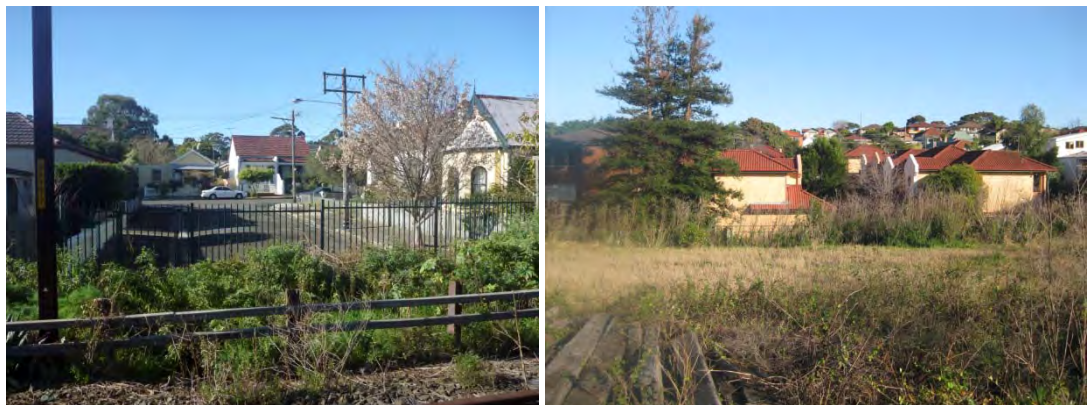
**Photo 9.4      Photographs of existing high density residential development adjoining the rail corridor**

Source: Parsons Brinckerhoff 2010

The southern end of the project location is also characterised by residential development which is predominantly low density detached dwellings. Jack Shanahan Park provides an area of open space within the triangle formed by the existing heavy rail corridor and the two spurs of the disused Rozelle goods line corridor. A public school and childcare centre are adjacent to the eastern side of the rail corridor approximately 440 metres to the north of Dulwich Hill Railway Station.

### ***Dulwich Hill Interchange to Cooks River***

Near Dulwich Hill Railway Station the on-street section of the GreenWay shared path would traverse between Jack Shanahan Park and the Cooks River. This area contains low density residential land uses. Near Dulwich Hill Railway Station there is also a series of small shops along Wardell Road.



**Photo 9.5      Photographs of existing low density residential development adjoining the rail corridor**

Source: Parsons Brinckerhoff 2010

### ***Pymont stabling and maintenance facility***

The land adjoining the stabling and maintenance facility in Pymont generally includes residential developments to the west, the Novotel Hotel to the north and the Sydney Convention Centre and commercial developments to the east. In addition, the Western Distributor forms a vertical boundary to the site above the stabling and maintenance facility.

### **Residential and other sensitive land uses adjacent to the project**

Residential and other sensitive land uses along the project corridor would potentially be affected during construction and operation of the project. These would include the following sensitive land uses:

- residential — particularly within streets adjacent to the light rail corridor and where the GreenWay shared path is located outside the light rail corridor. This would also include residents located within streets that provide access for construction vehicles to the proposed construction sites
- various parklands and sporting facilities surrounding the corridor, particularly Blackmore Oval, Richard Murden Reserve, Hawthorne Canal Reserve, Lambert Park, Hoskins Park, Johnson Park and Jack Shanahan Park

- childcare centres in close proximity to the corridor, such as Explore and Develop on Old Canterbury Road, Kegworth Out Of School Hours Care, Bambini of Lilyfield and Early Achievers Child Care Centre
- nursing homes located on Old Canterbury Road and Marion Street
- educational facilities such as Dulwich Hill Preschool and Dulwich Hill Public School
- churches and places of worship including the Greek Orthodox Church on Hercules Street.

Impacts on these land uses during construction and operation are discussed in Section 9.3.1 and Section 9.3.2, respectively.

Further from the immediate surrounds of the project corridor, a number of sensitive land uses have been identified which would potentially be impacted on by the project. Impacts would generally be limited to those resulting from construction traffic and would include temporary increases in noise and volumes of traffic on the local road network. These land uses include a mixture of residential, industrial and commercial uses, in addition to churches, schools and aged-care facilities within 300 to 400 metres of the project. These sites are discussed in greater detail within the social impact assessment in Section 17.1.

## 9.3 Impacts on land use

### 9.3.1 Impacts during construction

#### Temporary land take

Construction of the project would require the temporary use of land outside of the permanent project footprint but within the identified construction footprint (as identified in Section 7.9.1 and Figure 7.1a to 7.1g) for the following activities:

- establishment of on-street cycleway on Dobroyd Parade, along Weston Street and near Dulwich Hill Railway Station
- construction of the GreenWay shared path within the Richard Murden Reserve, Johnson Park and Jack Shanahan Park – land on either side of the GreenWay shared path would be required for temporary land take in order to construct the shared path
- construction of pedestrian access paths to light rail stops including the bridge over Hawthorne Canal
- the signalised intersection at Marion Street
- the construction compound within Richard Murden Reserve
- construction vehicle access points.

The use of these sites would be subject to consultation with relevant landowners and other stakeholders. The impacts on these sites have been assessed in this environmental assessment (EA). Impacts such as damage to vegetation and existing local infrastructure (footpaths, kerbs etc) and public access restrictions are expected to be short term in nature. These areas would be reinstated upon completion of construction in the area.



Temporary worksites may also be required outside of the construction footprint (as identified in Section 7.9.1 and Section 7.9.4). The location and extent of these areas would be identified during detailed design by the construction contractor(s). Management measures to minimise impacts on these sites have been identified in Section 7.9.4.

## Amenity

The construction of the project would adversely affect the amenity of some adjoining land uses due to impacts such as:

- noise generated by construction activities (refer to Chapter 11)
- dust generated by construction activities (refer to Section 17.6)
- traffic disruption associated with construction traffic and potential temporary road closures (refer to Chapter 10)
- visual impacts associated with land clearing, stockpiles and construction vehicles/equipment (refer to Chapter 14).

Amenity-related impacts on adjacent land use would be most significant in areas where residential properties or other sensitive land uses are either located directly adjacent to construction activities (predominantly within the vicinity of the new stops) or where residential/sensitive receivers have an unscreened view of the construction areas.

Amenity impacts would be short term in nature and would be managed in accordance with the mitigation measures identified in the relevant impact assessment chapters noted above.

### 9.3.2 Operational impacts on land use

#### Property acquisition

No private property acquisition would be required as part of the project.

The permanent footprint of the project would be largely within the existing rail corridor, currently owned by RailCorp. It is however noted that some portions of government-owned land would be required to be permanently acquired as a result of the project. These portions include:

- acquisition of a small portion of land on Bedford Crescent would need to occur to accommodate a wider rail corridor at the proposed Dulwich Hill Interchange stop. The land is owned by the Marrickville Council and comprises verge and kerbside parking areas
- one existing RailCorp-owned building (7 Darley Road) may need to be acquired and demolished as part of the project. The site currently contains a steel-framed structure with a total area of approximately 2,800 square metres. This building is identified in Figure 6.1b.

## Easements and rights of way

The GreenWay shared path (where outside of the rail corridor) and access paths to stops and to the GreenWay shared path would involve some land requirements outside of the rail corridor. It is anticipated that the land involved, such as on existing paths, parks and roads, would be in the ownership of local councils or other government bodies. This additional land would be identified as the design process progresses and would be secured by way of easements or rights of way where possible.

## Land use in the vicinity of the project

The operation of the project is also expected to positively influence current land use through:

- improving connectivity between the communities on the eastern and western sides of the existing rail corridor and along the corridor. The disused Rozelle goods line corridor currently presents a physical barrier between communities. The project would provide corridor crossing points at each of the light rail stops and an additional crossing point over Hawthorne Canal. The GreenWay shared path would also provide opportunities for local connections along the corridor
- regenerating and reactivating the currently disused government asset comprising the disused Rozelle goods line corridor through the extension of the existing light rail system between Lilyfield and Dulwich Hill
- encouraging land uses on either side of the existing rail corridor that have historically been separated from each other to re-orient their land uses towards the light rail stops and the GreenWay shared path
- providing an additional regional pedestrian and cycle shared path which has been designed to link with the extensive local and regional infrastructure currently existing within the local area.

## *Pymont stabling and maintenance facility*

The existing land use of the stabling and maintenance facility would generally not be changed as a result of the project. The existing car park and carriage wash rail area would be maintained during the operational periods of the day for continued use. During the night, the areas would be used as stabling yards for light rail vehicles.

## Amenity

The operation of the project would result in adverse amenity impacts for some adjoining land uses including:

- noise from light rail vehicle operations, stop activities and maintenance activities (however this is anticipated to be lower than the previous goods vehicles which previously operated within the approved corridor) (refer to Chapter 11)
- visual intrusion – from the new stops and GreenWay shared path (refer to Chapter 14)
- increased commuter traffic (primarily pedestrian) within the local area resulting from both the operation of the light rail and the GreenWay shared path (refer to Chapter 10).



These issues and management measures to mitigate impacts are further discussed in the relevant impact assessment chapters noted above.

The operation of the project would also result in positive amenity impacts for some adjoining land uses through the encouragement of a shift away from private vehicle to public and active transport options (light rail, walking, cycling etc) thereby reducing traffic impacts on the existing local and arterial road network with a corresponding improvement to local air quality.

### **Impacts on future land uses and developments**

A number of future transport and development sites have been identified along the corridor of the project. Each of these sites is currently at a different stage of planning development assessment and may be affected by, or impact upon, the project.

Three of the future identified developments of particular relevance to the project include:

- mixed use development at 78–90 Old Canterbury Road, Lewisham — this proposal is for the development of a mixed use residential and retail development (including a retail core and five residential tower blocks between six and fourteen storeys on the existing industrial land to the east of the proposed Lewisham West stop. This development has recently been provided with Director-General's Requirements (DGRs) by the Department of Planning and is currently in the EA preparation phase
- Summer Hill Mills (former Mungo Scott Mills) mixed use development — planning for the redevelopment of the Summer Hill Mills site (former Mungo Scott Mills) is currently underway. The redevelopment of the site (in its current form) is anticipated to include approximately 300 dwellings, 2,500 square metres of retail space and 4,000 square metres of commercial space. This development is currently in the master planning phase of development
- Grove Street, Dulwich Hill — a master plan for this area is currently being developed by Marrickville Council for future residential development.

These developments are anticipated to integrate positively with the project by providing an opportunity to develop a transit-orientated development around future urban development areas. The project would assist in being a catalyst for the economic development of land in the vicinity of the transport stops as a result of the greater accessibility provided.

All future developments along the project corridor, and in particular development proposed for sensitive land uses, would be required to consider the potential impacts of the project on that development and the potential impacts of that development on the project.

## 9.4 Management of impacts

The project has been designed to minimise the overall impact of the project on adjoining land uses.

Consultation would play a vital role during the construction phase of the project to mitigate potential land use and amenity issues, particularly for sensitive land uses within the immediate vicinity of the project. Information would be provided to the local community on a regular basis throughout the construction of the project to ensure that they are adequately informed of the proposed works at any given time. The appropriate sequencing of construction activities would also be managed to ensure that impacts on public land or the local road network would be minimised as far as practicably possible.

While construction impacts to properties adjacent to the project would be temporary in nature, it is acknowledged that management measures would be required to ensure that these impacts do not have a significant adverse impact on the amenity of these areas. A number of management measures that have been designed to reduce amenity-related impacts on adjacent land uses are discussed in Chapters 10 (traffic), 11 (noise), 14 (visual amenity) and Sections 17.1 (economic and social) and 17.6 (air quality).