



# PRECINCT 75

## DESIGN REPORT

**tonkinzulaikhagreer** ARCHITECTS  
FEBRUARY 2020

PRECINCT  
**75**





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## EXECUTIVE SUMMARY

This design report has been prepared by Tonkin Zulaikha Greer Architects for JVMC.

The proposal is a Stage 1 Planning Proposal to change the zoning classification of an existing development at 75 Mary Street, St Peters from light industrial to a mixed use redevelopment of residential and commercial uses.

This design report supports the Planning Proposal for the submission, prepared by Mersonn.

St Peters is an area in transition, evolving from its industrial past into a thriving and creative urban village. Strategically located within future employment zones, in close proximity to Sydney Airport and the CBD, as well as the local centres of Marrickville and Newtown, it is an area with potential for urban renewal.

The vision for Precinct 75 is an environment that embraces its industrial past, as a means of generating a viable future. The rich character of the site is defined by a compelling confluence of robust industrial infrastructure and a diverse population of local creative industries. It is this unique sense of place that Precinct 75 seeks to nurture and engage.

At the core of this proposal is a mixed use philosophy; a forward thinking and sustainable urban approach that emphasises low impact, neighbourhood focused living. Precinct 75 will provide an increase in employment generating floor space, accompanied by a range of residential typologies suitable for a diverse cross section of the community

Using a long term, coordinated approach to the site allows the development to establish a fundamental set of urban principles. As a result, the public domain will be significantly enhanced with a series of new pedestrian through site links, publicly accessible landscaping and pocket parks, as well as a new central urban boulevard and park, which will become the heart and gathering space of the local community of residents, artists and workers.

Precinct 75 will be a benchmark development within the locality that strives for high quality public space, nestled amongst a revitalised industrial backdrop, for living, working and creating.





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THE SITE



1.1 THE SITE

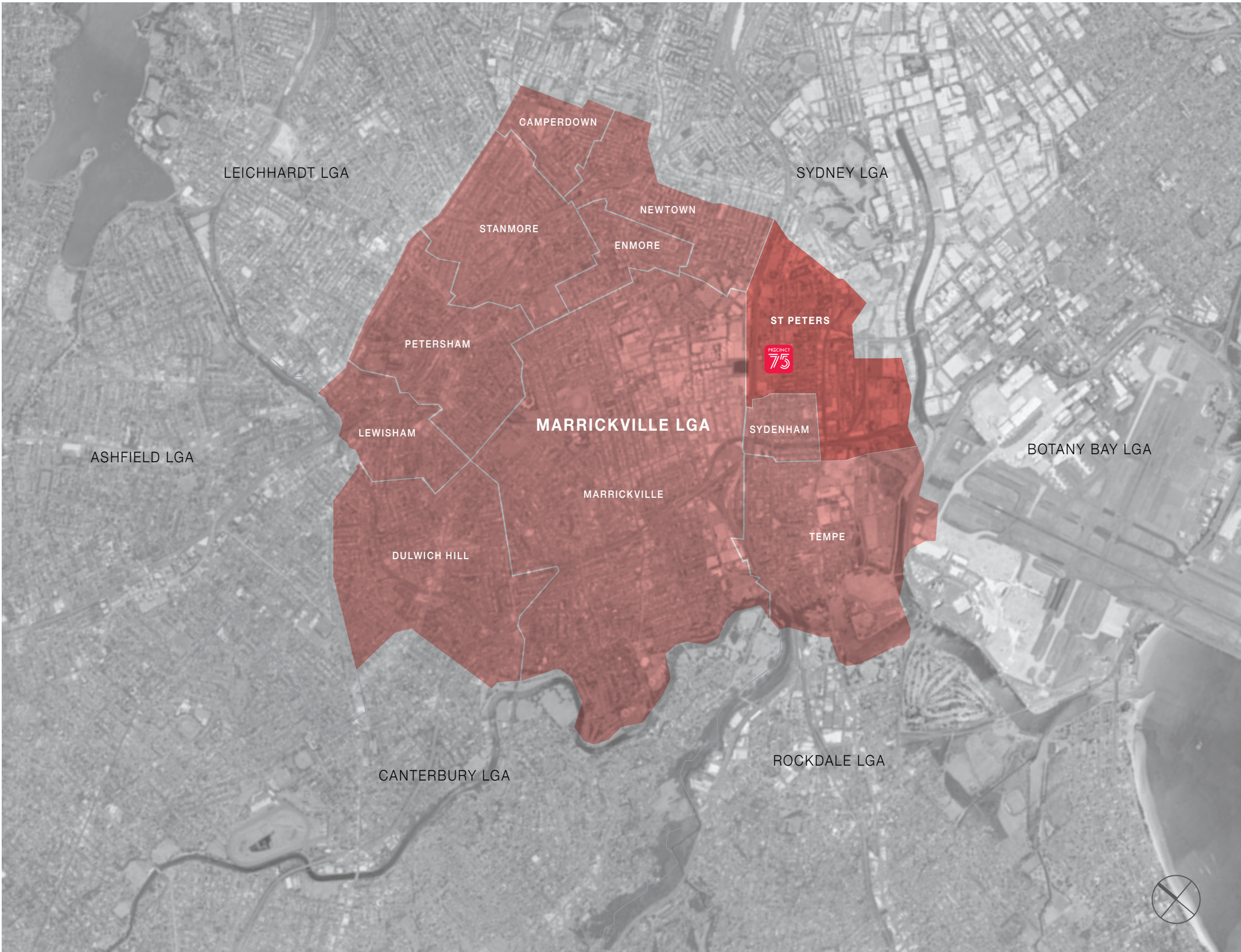
CONTEXT

METROPOLITAN CONTEXT PLAN

'Precinct 75' is located in Sydney's Inner West region, approximately 5 kilometres south west of Sydney CBD. The site is located in the suburb of St Peters, which falls under the authority of Marrickville Council local government area.

According to Marrickville Council, "the area contains one of the highest percentages of artists, cultural workers and arts industries of any local government area in Australia."<sup>1</sup>

While historically an industrial area, increasingly St Peters has become home to a diverse range of residential, commercial and industrial uses.



1. Marrickville Council Annual Report 2011-12



CONTEXT  
PUBLIC TRANSPORT & PARKING PLAN

TRAINS







The site is situated between Sydenham and St Peters trains stations, which are 600m and 900m away from the site, respectively. Sydenham station is serviced by three lines, the T2 Airport & Inner West Line, the T3 Bankstown Line and the T4 Eastern Suburbs and Illawarra Line. St Peters station is serviced by a single line, the T3 Bankstown Line.

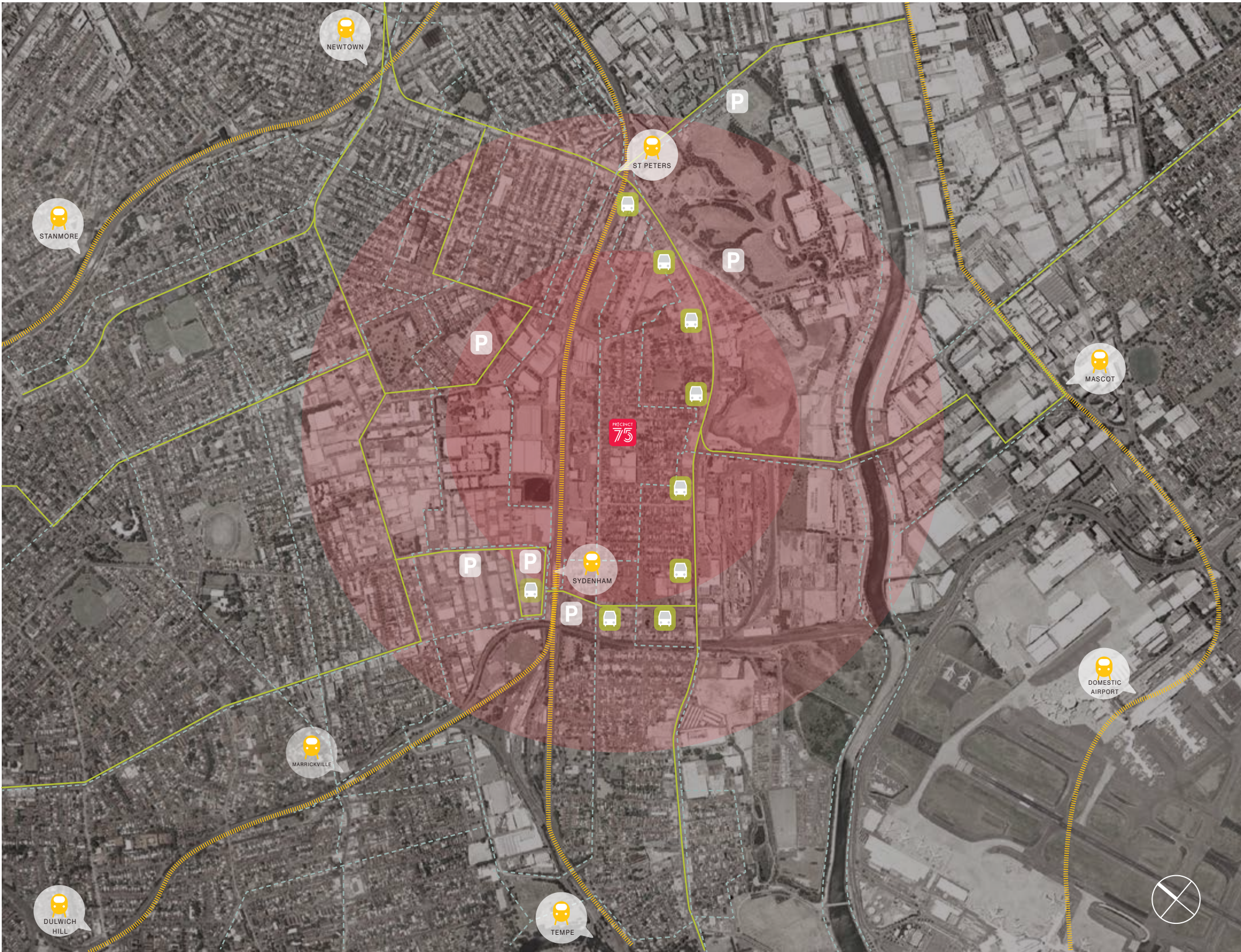
BUSES

Major bus routes in close proximity to the site run along the Princes Highway. The closest bus stop is approximately 200m from the site, with services running north to Sydney CBD and Bondi Junction and south to Kogarah and Wolli Creek.

CYCLING

The site is bounded by a regional cycling route to the south, which runs along Grove St, Bakers, Roberts and Edith Lanes. There is also an on-road bike lane located on Unwins Bridge Road. In late 2014, an on-road bike lane was introduced into Mary Street.

-  Parking
-  Bus Stop
-  Train Station
-  Rail Network
-  Bus Network
-  Bicycle Network





CONTEXT  
GREEN SPACE PLAN

While there are sporadic pockets of public open space within the general locality of the subject site, this is substantially lacking in the immediate vicinity of the site. The closest significant parks are Sydney Park, Camdenville Park and Simpson Park, which are approximately 6-8 minutes walk from of the site. Sydney Park, in particular, is one of the larger parks in the inner city (41 hectares), with a range of recreational facilities, including wetlands, bicycle and walking tracks, a children's playground and sports ground.

Other than public parks, the only other significant contribution to open green space within the surrounding region is located at schools and their sporting grounds.

Currently, the site itself is completely devoid of any vegetated areas and public open space.

 Green Space





CONTEXT  
CULTURAL PRECINCTS PLAN

There are various established neighbourhoods and precincts surrounding the site. At present, there is a lack of neighbourhood focus for the fabric between Princes Highway and Unwins Bridge Road.

KING STREET, NEWTOWN

King Street, Newtown is a substantial retail precinct, extending south from City Road, at its northern end, to the Princes Highway in St Peters. Newtown is renowned for its high population of artists and students, making it a lively and eclectic urban centre.

ENMORE ROAD, ENMORE

Enmore Road takes off from the centre of Newtown, continuing through to Marrickville. While not as densely populated as King Street, Enmore Road is also a thriving retail and cultural precinct. The strip tends to be a home for smaller, independent businesses that have moved away from the intensity of King Street.

ST PETERS TRIANGLE, ST PETERS

St Peters triangle is a new mixed use precinct to the north east of the subject site. The precinct is bounded by the Princes Highway, Campbell Street and the railway line.

MARRICKVILLE ROAD, MARRICKVILLE

Marrickville Road is more of a neighbourhood centre within the region. With an increasingly diverse mix of international food, cosmopolitan cafes and independent retailers, it is more local than Newtown and Enmore which have a much broader catchment.

WOLLI CREEK CENTRE

Wolli Creek is currently undergoing transformation from an industrial precinct into a high density mixed use environment.





CONTEXT  
ROAD NETWORK PLAN

The subject site is bounded by Mary Street on its south west and Edith Street to its north east. These two roads provide an east-west passage between the Princes Highway and Unwins Bridge Road. In general, these streets are vehicle dominated, providing limited pedestrian amenity.

PRINCES HIGHWAY

The Princes Highway is the major artery within the regional road network that runs along the east and south coast. The Highway connects Sydney CBD with southern Sydney and beyond.

CANAL ROAD

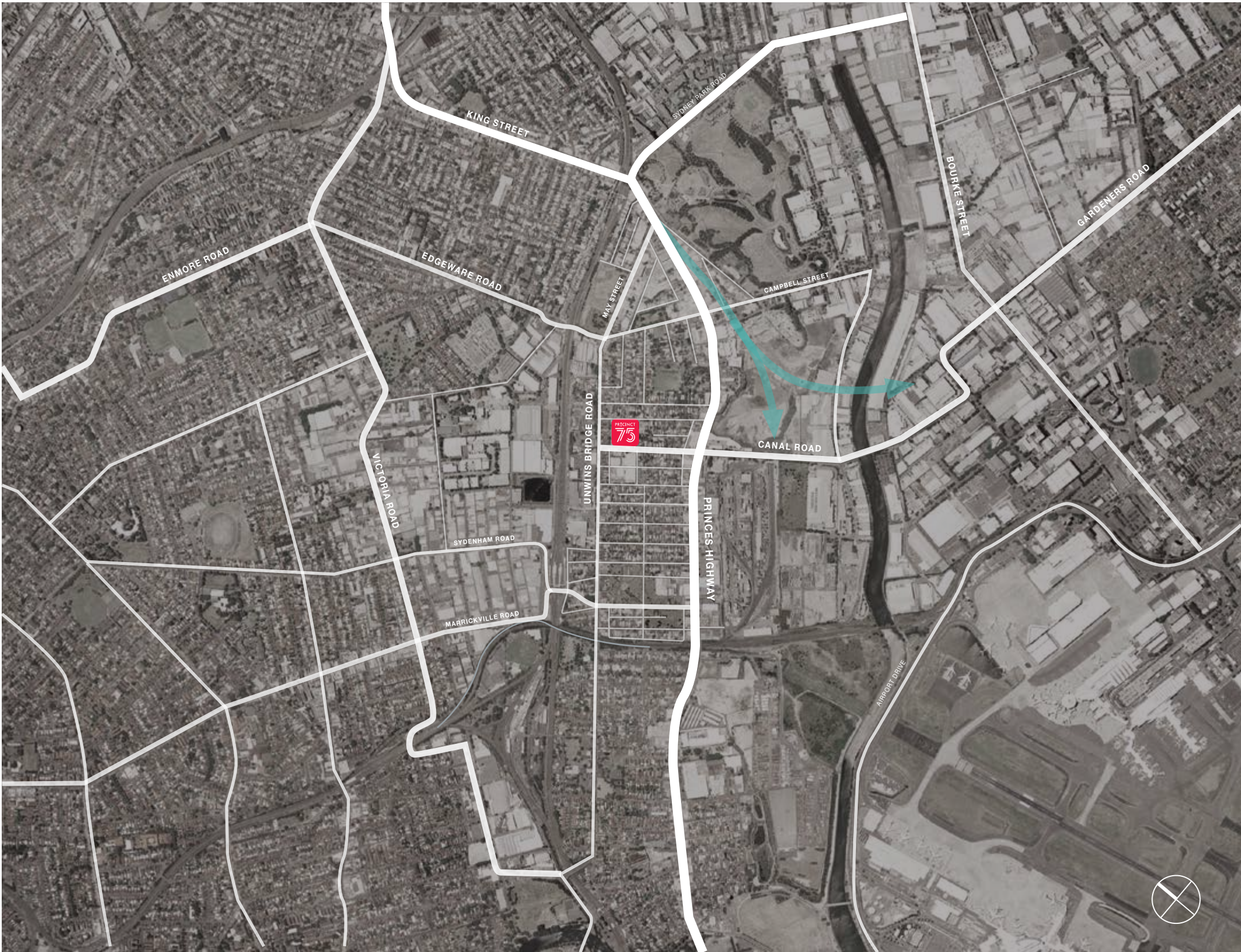
Canal Road is a primary connector between the Princes Highway and the Sydney Airport. Mary Street, which runs along the south western boundary of the subject site is a continuation of Canal Road, towards Unwins Bridge Road.

UNWINS BRIDGE ROAD

Unwins Bridge Road runs parallel to the Princes Highway. It is a secondary artery within the local road network that provides access to both Mary Street and Edith Street, which bound the subject site.

WESTCONNEX

The WestConnex is a proposed motorway that will run between Beverly Hills in Southern Sydney to Parramatta in Western Sydney. Stage 2 of the construction, which is due to commence in 2015, will have an interchange at a nearby site in St Peters.

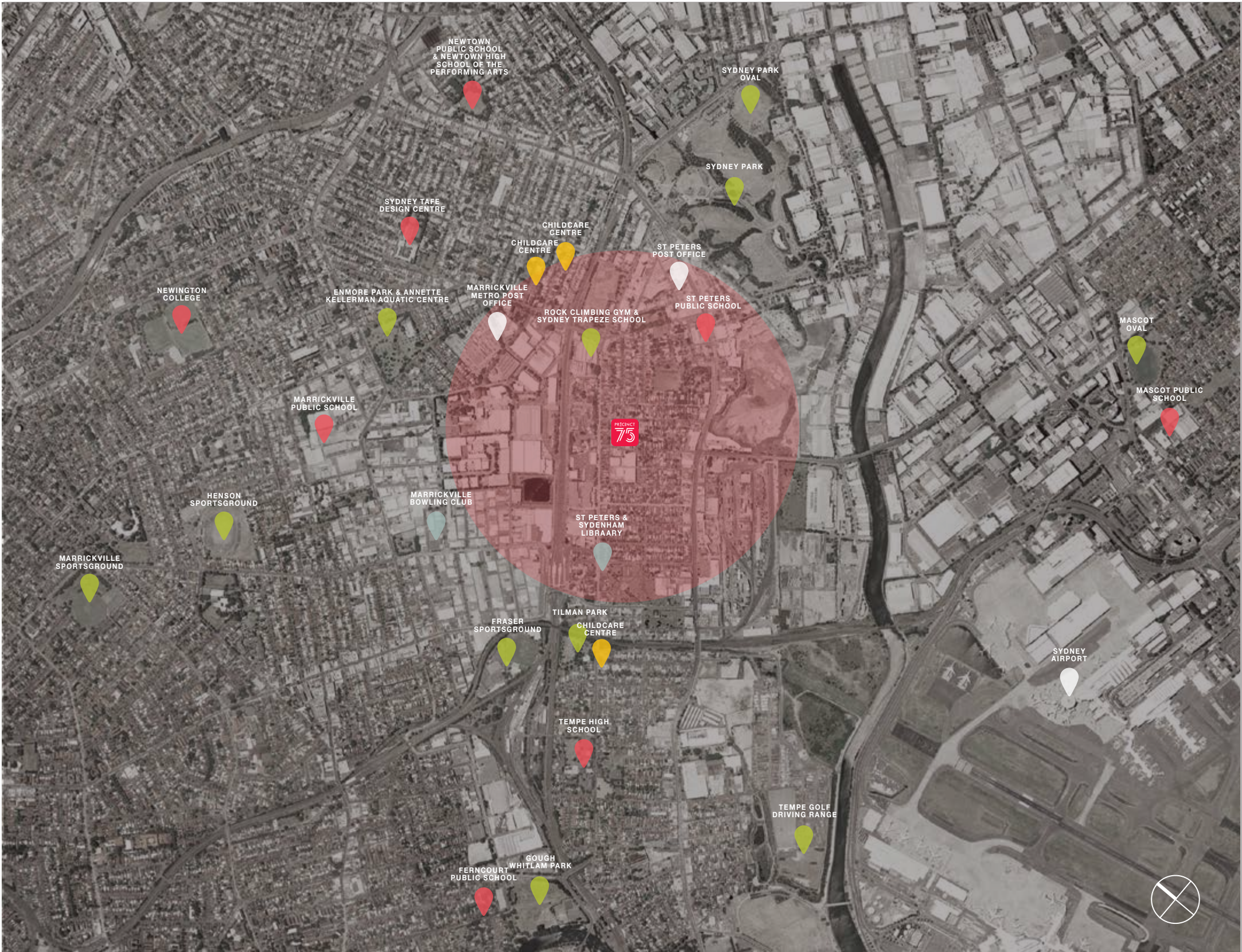




CONTEXT  
LOCAL AMENITY PLAN

There are very few amenities located in the direct vicinity of the site, with a reliance on the neighbouring suburbs of Marrickville, Tempe and Newtown for such services.

Since the subject site was purchased in 2013, the new owners have taken steps to revitalise the precinct. New, vibrant tenancies have been introduced into the site, providing increased amenity to the surrounding areas. Some such tenants, include a cafe and coffee roaster, cross-fit gym and microbrewery. There is also a car-share facility located on site.



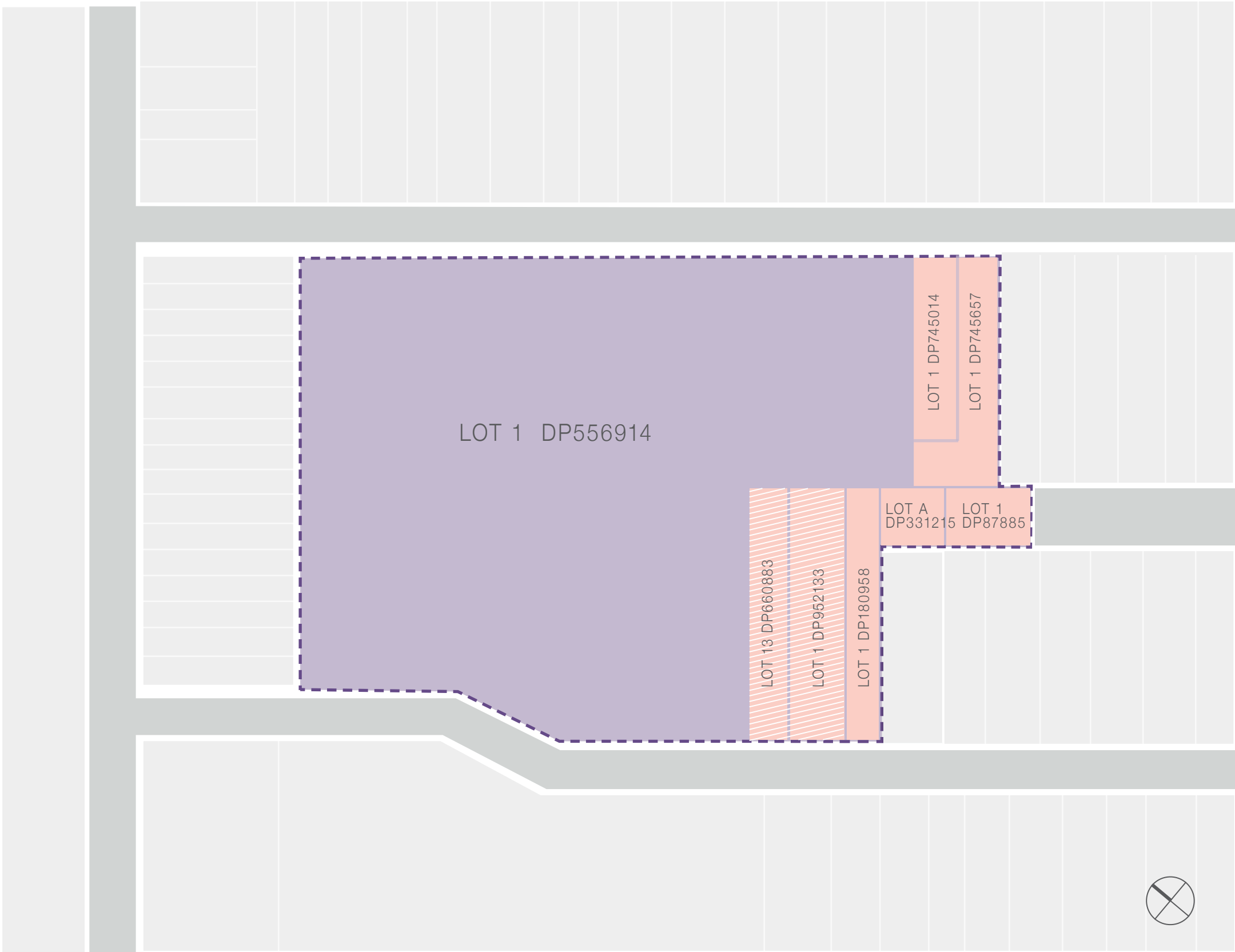


1.2 EXTENT OF LAND FOR CONSIDERATION

The subject site is comprised of six separate lots. The largest of which, being Lot 1 DP556914, is currently zoned as IN2 'Light Industrial'. The five other lots are currently zoned as R2 'Low Density Residential'.

The proposed area for rezoning extends beyond the boundary of the subject site to include 2 neighbouring lots. These lots are currently zoned as R2 'Low Density Residential'. This area has been included in order to rationalise the shape of the rezoned land and thereby ensure that it has the potential to be an integrated part of the long term urban strategy.

- IN2 Light Industrial
- R2 Low Density Residential
- R2 Low Density Residential – Lot not owned by Applicant
- Proposed area for rezoning





### 1.3 THE SITE

The area of the subject site is 1.53 hectares.

#### BUILDINGS

There are currently 12 existing buildings on site, ranging from single storey lightweight structures to more sizable and robust warehouses of up to three storeys. The more substantial, masonry buildings are generally situated along the north west and south west portion of the site, while the lightweight structures are generally along the south east boundary. Many of the buildings have been extended in a piecemeal fashion over the years. As such, in many cases, the structure defined as the 'building' tends to be a series of interconnected sub-structures.

#### STREET FRONTAGES AND SITE PATTERN

The site has two substantial street frontages. The frontage onto Edith Street is 143m long, while that toward Mary Street is 108m. Within the site, there is a series of streets allowing vehicular access throughout, however, due to the ongoing, adhoc development of the site, the street pattern is rather inefficient and awkward to navigate and is non-compliant with contemporary standards.

#### GROUND PLANE AND TOPOGRAPHY

There is a significant slope across the site. The fall is approximately 5 meters from Edith Street down towards Mary Street. At present, the majority of the ground plane is covered with hard, impermeable surfaces that significantly reduce the potential for ground water infiltration.

#### NEIGHBOURING BUILDINGS

The site is predominantly surrounded by one and two storey residential dwellings. Adjacent the south west boundary of the site, across Mary Street, there is an area of 2 storey, light industrial warehouses.

#### PARKING

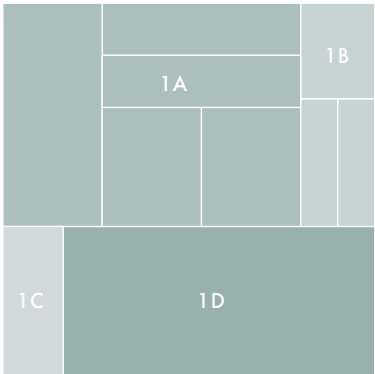
There is currently a large, unsealed parking area in the north east corner of the site, which can accommodate approximately 70 cars. Vehicles can currently enter the site from multiple points along Edith Street and a single point on Mary Street.





1.3 SITE DESCRIPTION

BUILDING 1



**BUILDING 1A** .....●

Building 1A is a single level structure for the most part, with a small second floor to the north. The ground floor of the building is divided into three equal bays with a sawtooth roof, while the second level has a gable roof. The western wall of the structure abuts the property boundary. An internal stair in the north west corner provides access to part of level 1 (the bathrooms). The remainder of the space is accessed via Building 1B from the east and Building 6C from the north.



**BUILDING 1B** .....●

Building 1B is a three storey structure divided into two separate portions. The southern portion has a gable roof, while the northern portion has a flat roof with a parapet wall to all facades. An internal stair provides access to level 1. Level 2 is accessed via Building 1C.



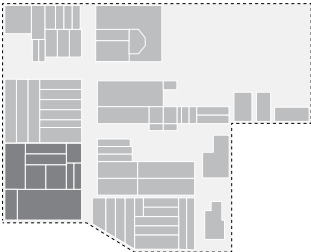
**BUILDING 1C** .....●

Building 1C is a single level structure at the south-west corner of the building, which allows vehicle access from Mary St. It has a skillion roof with a parapet wall to the west and south. The western wall of the structure abuts the property boundary.



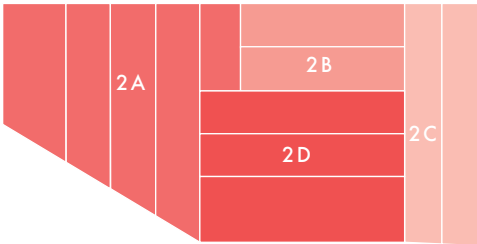
**BUILDING 1D** .....●

Building 1D is a three storey structure that fronts onto Mary St. It has a gable roof with a parapet wall to the south, east and west facades. The building has a hoist that can be accessed from Mary St. There are two bridges, one on level 1 and another on level 2, which provide access to Building 2. The building has one internal stair in the north west corner. Level 1 and 2 can also be accessed from an external stair/bridges.





BUILDING 2



**BUILDING 2A** .....●

Building 2A is a three storey structure with a single storey loading bay at its west side. The southern facade of the building fronts onto Mary St. The three storey portion of the building is divided into four equal bays with a sawtooth roof and a parapet wall on its south (Mary St) facade. The loading bay has a skillion roof and also has a parapet wall on its south facade. There are two bridges, one on level 1 and another on level 2, which provide access to Building 1. There is no internal stair in this portion of Building 2, however level 1 be accessed internally via Building 2D. Level 2 can be accessed via an internal stair from the adjacent structure, Building 3A. There is an external stair and bridges on the west side of the building that provide access to all levels.

**BUILDING 2B** .....●

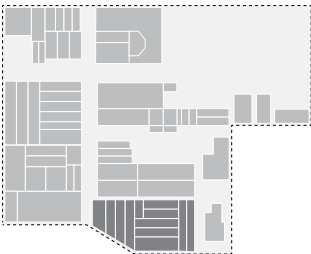
Building 2B is a single storey structure with a gable roof. The structure is ‘land locked’ by other portions of Building 2 and Building 3.

**BUILDING 2C** .....●

Building 2C is a two storey structure with a gable roof and parapet wall on its south (Mary St) facade. There is an internal stair in the south west corner of the structure.

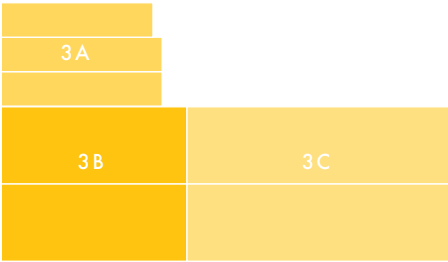
**BUILDING 2D** .....●

Building 2D is a two storey structure divided into two sections. The southern section has a skillion roof and a parapet wall to Mary St. The northern section has a gable roof. There is an internal stair in the south east corner of the structure. The building can also be accessed via Building 2A adjacent.





BUILDING 3



**BUILDING 3A** .....●

Building 3A is a single storey lightweight structure. The structure has a gable roof on its southern portion and a skillion roof to the north. The building is essentially a ‘lean-to’, whereby its southern side is supported by the adjacent brick wall from Building 3B.



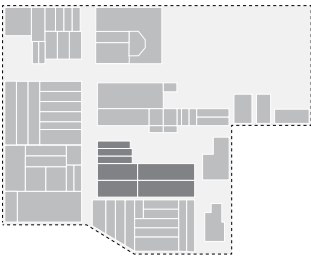
**BUILDING 3B** .....●

Building 3B is a two storey structure with a gable roof. There is a stair in the south west corner of the building that provides access to a small mezzanine level. There is an external stair on the west side of the building that provides access to level 1. Level 1 can also be accessed internally via the adjacent structure Building 2A.



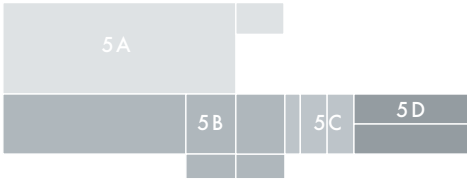
**BUILDING 3C** .....●

Building 3C is a single storey structure with a gable roof. There is a mezzanine level across the southern side of the structure. There are two internal stairs that provide access to the mezzanine level.





BUILDING 5



BUILDING 5A .....

Building 5A is a single storey structure with a skillion roof.



BUILDING 5B .....

Building 5B is a predominantly single storey building with a small two storey extension on the south side of the structure. The structure has two main sections, one of which has a hipped roof and the other a sawtooth roof. There is an internal stair in the south east of the structure that provides access to the small second level.



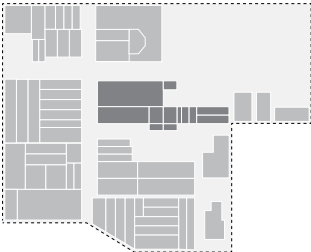
BUILDING 5C .....

Building 5C is a two storey structure with a flat roof. There is an external stair on the north side of structure that provides access to level 1.



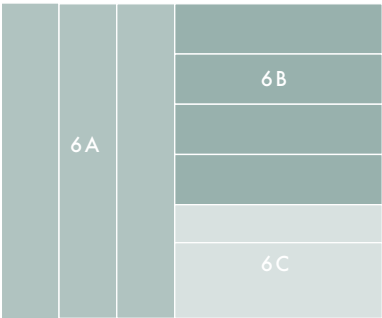
BUILDING 5D .....

Building 5D is a two storey structure with a gable roof. Level 1 is accessed via the adjacent structure, Building 5C.





BUILDING 6



**BUILDING 6A** .....●

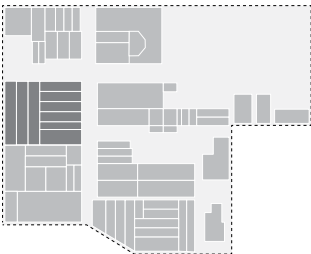
Building 6A is a three storey structure with a small mezzanine in the south east corner between ground floor and level 1. The building is divided into three equal structural bays with a sawtooth roof. The western wall of the structure abuts the property boundary. There are two bridges, one on level 1 and another on level 2, which provide access to Building 7. The mezzanine level is accessed via a stair in the south west of the building. Another internal stair in the south west of the building provides access to level 1 and 2. There is an external stair on the north side of the structure that accesses level 1. There are also multiple access points on all levels from the adjacent structure, Building 6B.

**BUILDING 6B** .....●

Building 6B is a three storey structure divided into two separate portions. The southern portion has a pitched roof with a parapet wall to the south west corner, while the northern portion has a pitched roof with a gable end. There is a working goods lift at the north west corner of the building which accesses all levels. There is no internal stair in this portion of Building 6, however it can be accessed internally via Building 6A. There is an external stair to the north side of the building that accesses all levels.

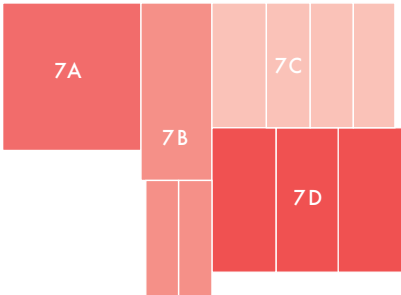
**BUILDING 6C** .....●

Building 6C is a two storey structure with a combination between a pitched and sawtooth roof. There is no internal stair in this portion of Building 6, however it can be accessed internally via Building 6A.





BUILDING 7



**BUILDING 7A** .....●

Building 7A is a single storey structure that abuts both north and west boundaries of the site. The north facade of the structure fronts onto Edith St. The structure is comprised of two separate parts, each with a skill ion roof. There is a courtyard on the south side of the building, which houses a sub-station.



**BUILDING 7B** .....●

Building 7B is a three storey structure with a skillion roof. The north facade of the building fronts onto Edith St. There is an internal stair between level 1 and level 2. There are two external stairs on the west side of the building that provide access to level 1. There also internal access to level 1 via the stair in the adjacent sub-structure, Building 7D.



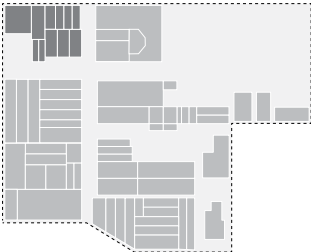
**BUILDING 7C** .....●

Building 7C is a two storey structure divided into four bays of similar proportion. The bays have a series of gable and skillion roofs, the most easterly of which is only a single level. The north facade of the building fronts onto Edith St. There is an internal stair in the adjacent sub-structure, Building 7D that provides access to level 1.



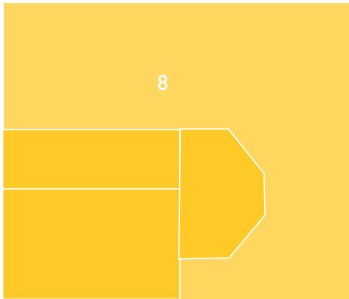
**BUILDING 7D** .....●

Building 7D is a two storey structure divided into three equal bays with a sawtooth roof. There is an internal stair in the south west corner of the structure.

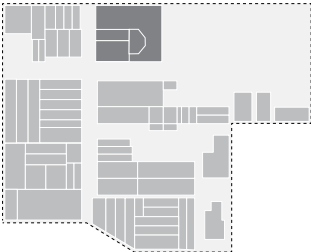
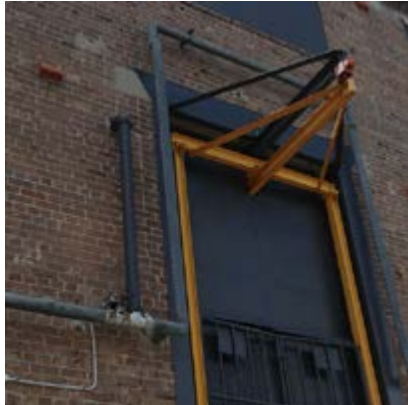




BUILDING 8



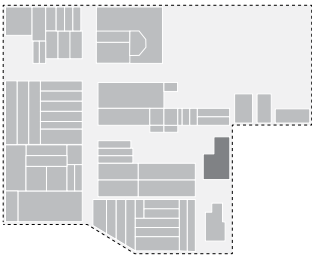
Building 8 is a predominantly two storey structure with a relatively small third storey. The two storey part of the structure has a flat concrete roof, while the third storey is made up two parts, each with a skillion roof. The north facade of the building fronts onto Edith St. There are two internal stairs on the south side of the building, both of which provide access to all levels.





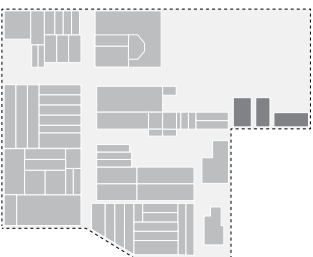
BUILDING 4

Building 4 is a single storey lightweight shed structure.



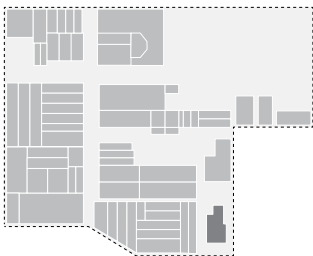
BUILDINGS 9, 10 & 11

Buildings 9, 10 & 11 are single storey lightweight sheds with simple gable roof structures.



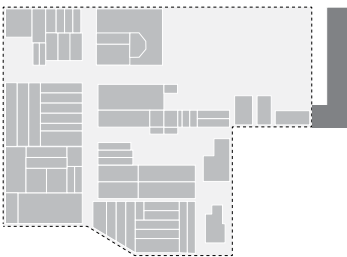
BUILDING 12

Building 12 is a single storey brick structure with a timber framed/metal deck roof.



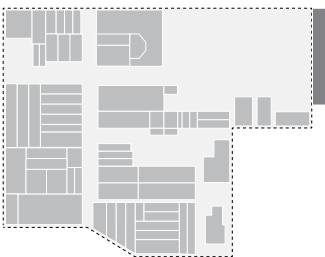
50 EDITH ST

50 Edith St is a single storey dwelling, set back from the street behind a timber paling fence, hidden behind a Lilly Pilly tree.



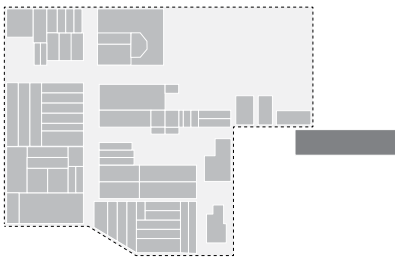
52 EDITH ST

52 Edith St is a single storey workers cottage, set back from the street behind a painted timber picket fence. It is constructed from weatherboards and has a corrugated iron roof.



43 ROBERTS ST

43 Roberts St is a single storey dwelling, with rendered and painted brickwork, tiled roof and timber window frames





1.5 SITE ANALYSIS

SITE CONSTRAINTS

AIRCRAFT NOISE

The site is subject to moderate levels of aircraft noise due to its proximity to the airport and flight path located between 20-25 ANEF.<sup>2</sup>

TRAFFIC ALONG MARY STREET

Mary Street has a high volume of traffic movements. This creates noise pollution problems for the site.<sup>3</sup>

NO PUBLIC OPEN SPACE

Vehicles currently have access to all areas of the site. High quality open space is significantly limited.

NO LANDSCAPE

The site is currently barren, completely devoid of any greenery. The unsealed parking area leads to high levels of dust within the site.<sup>4</sup>

CONTAMINATION

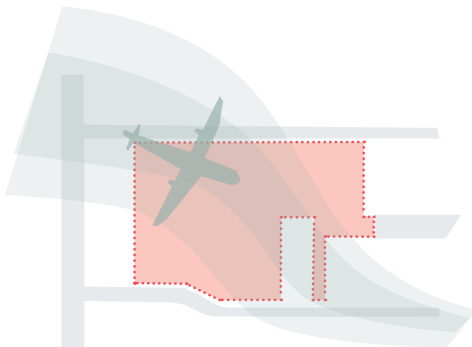
Due to the industrial history of the site, there are areas of contamination that will require suitable treatment.<sup>5</sup>

SIGNIFICANT SLOPE

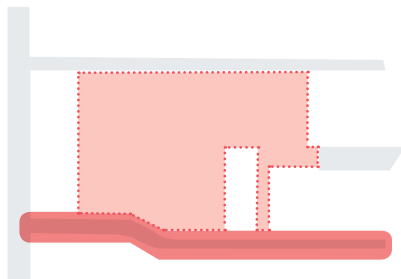
There is approximately 5 meters of fall between Edith Street and Mary Street. As a result, the site is not easily accessible for persons with disabilities.<sup>6</sup>

INDUSTRIAL SITE SURROUNDED BY LOW DENSITY RESIDENTIAL

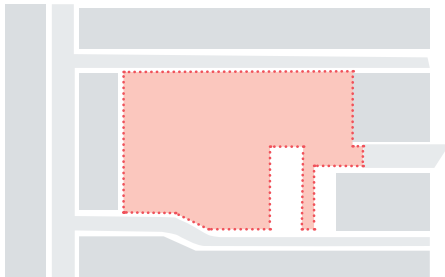
The site is surrounded by small scale residential dwellings. The interface between these uses is currently harsh and unconsidered.



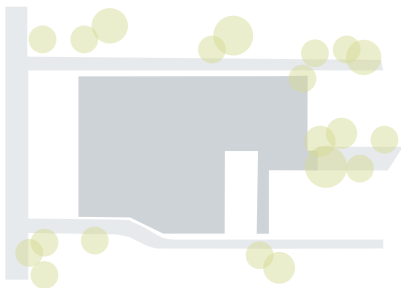
AIRCRAFT NOISE



TRAFFIC ALONG MARY STREET



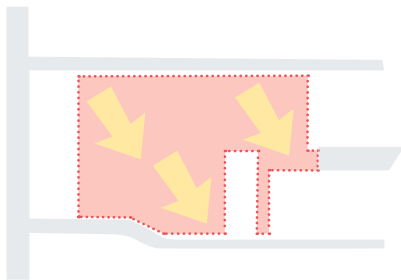
NO PUBLIC OPEN SPACE



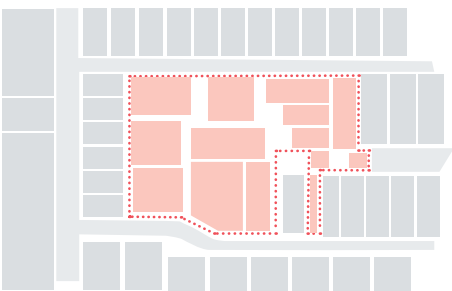
NO LANDSCAPE



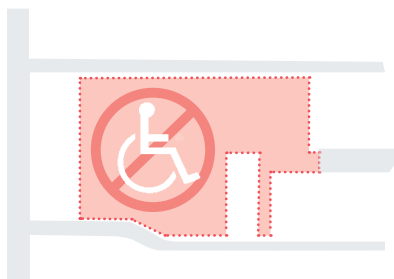
CONTAMINATION



SIGNIFICANT SLOPE  
ACROSS SITE



INDUSTRIAL SITE SURROUNDED BY  
LOW DENSITY RESIDENTIAL



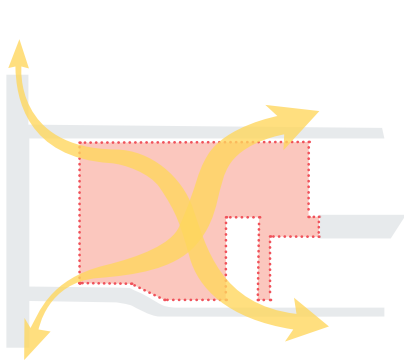
LACK OF ACCESS & BCA COMPLIANCE

2. Acoustic Study  
3. Acoustic Study and Traffic Study  
4. Landscape Report  
5. Environmental Report  
6. BCA Report

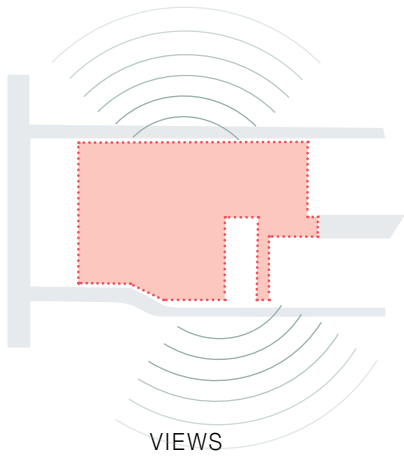


1.5 SITE ANALYSIS  
SITE OPPORTUNITIES

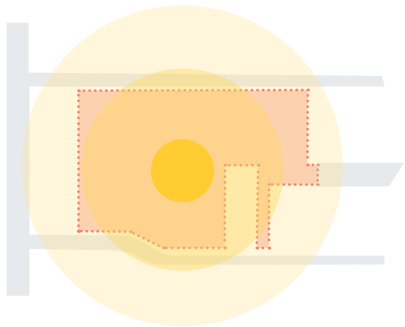
- ACCESS**  
Through-site links towards local public transport network.  
Pedestrian friendly and permeable site.
- VIEWS**  
Views of Sydney CBD to the north and Botany Bay to the south.
- COMMUNITY**  
Strong sense of place. A neighbourhood centre and event space for the local community
- LANDSCAPE**  
Increased public open space. Parks, plazas, gardens and street trees.
- CREATIVE INDUSTRIES**  
Retain character of site, as local creative industry precinct.  
Encourage increased awareness of the small creative industries and provide suitable commercial outlets.
- LIVE/ WORK**  
Suitable for small businesses. Low impact and sustainable.
- ARCHITECTURAL INTEREST**  
Adaptive reuse of industrial fabric. Create a unique and idiosyncratic urban environment.
- ENCOURAGE EMPLOYMENT**  
Retain substantial proportion of floor space for employment generating uses. Support the ongoing use of the site for creative production and upgrade existing floor space to meet contemporary standards.



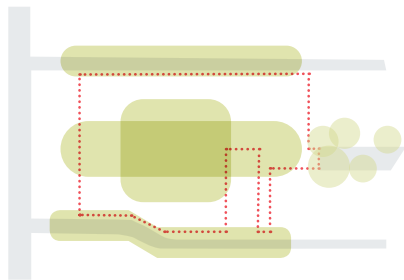
ACCESS



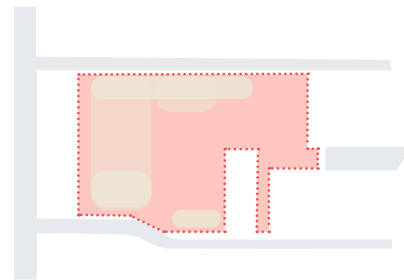
VIEWS



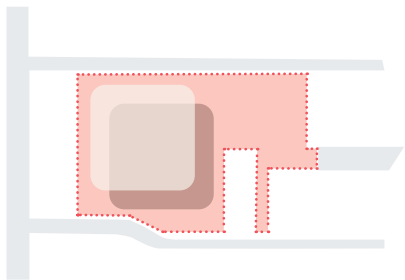
COMMUNITY



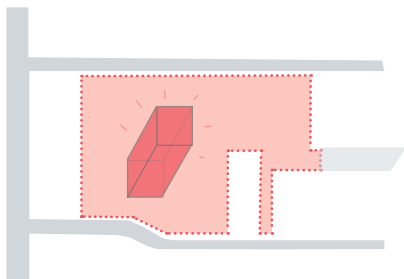
LANDSCAPE



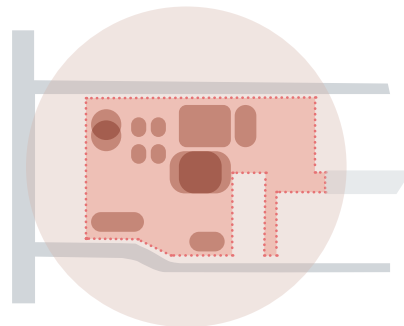
CREATIVE INDUSTRIES



LIVE/WORK



ARCHITECTURAL  
INTEREST



ENCOURAGE EMPLOYMENT





2

PLANNING  
FRAMEWORK





## 2.1 PLANNING OVERVIEW

The following section of this report outlines the planning policies relevant to this proposal. The policies assessed within the study range in scale from broad brush statewide strategies to the more immediate local planning context. The plans addressed in this section of the report are as follows:

1. Draft Sydney Metropolitan Plan
2. Sydney South Subregion Plan
3. Marrickville Urban Strategy
4. Marrickville Local Environmental Plan

By comparing the proposal to a comprehensive planning framework, the proposal intends to ensure an integrated urban design approach, which addresses the long term operation of the site in relation to all relevant levels of the planning hierarchy.

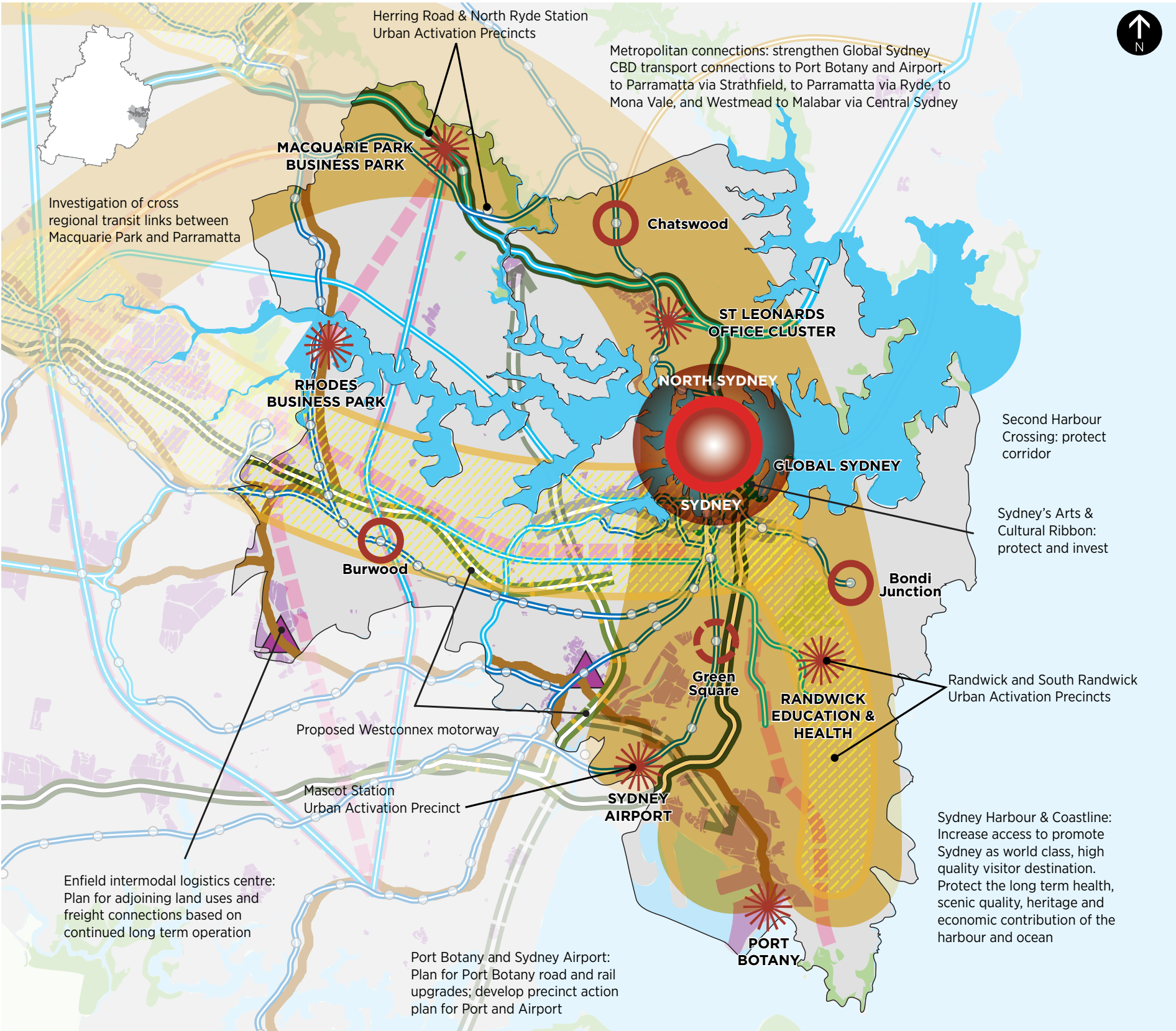
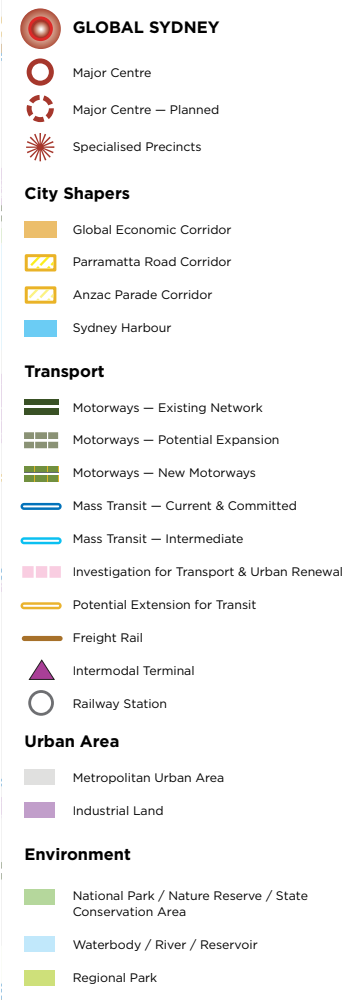


2.2 DRAFT SYDNEY METROPOLITAN PLAN

The draft Sydney Metropolitan Plan provides a macro scale strategy for the coordinated direction of ongoing growth in Sydney. Particularly, the plan outlines the expected demands for housing and employment in relation to population growth over the next 20 years. And, in turn, identifies over arching development strategies to support the above projections.

According to the plan, by 2031 there will be an additional 1.3 million people across Sydney metropolitan area, with a requirement for “545,00 new homes and 625,00 new jobs.”<sup>7</sup>

The subject site is located adjacent to the “Global Economic Corridor” within the plan, which follows the Princes Highway.





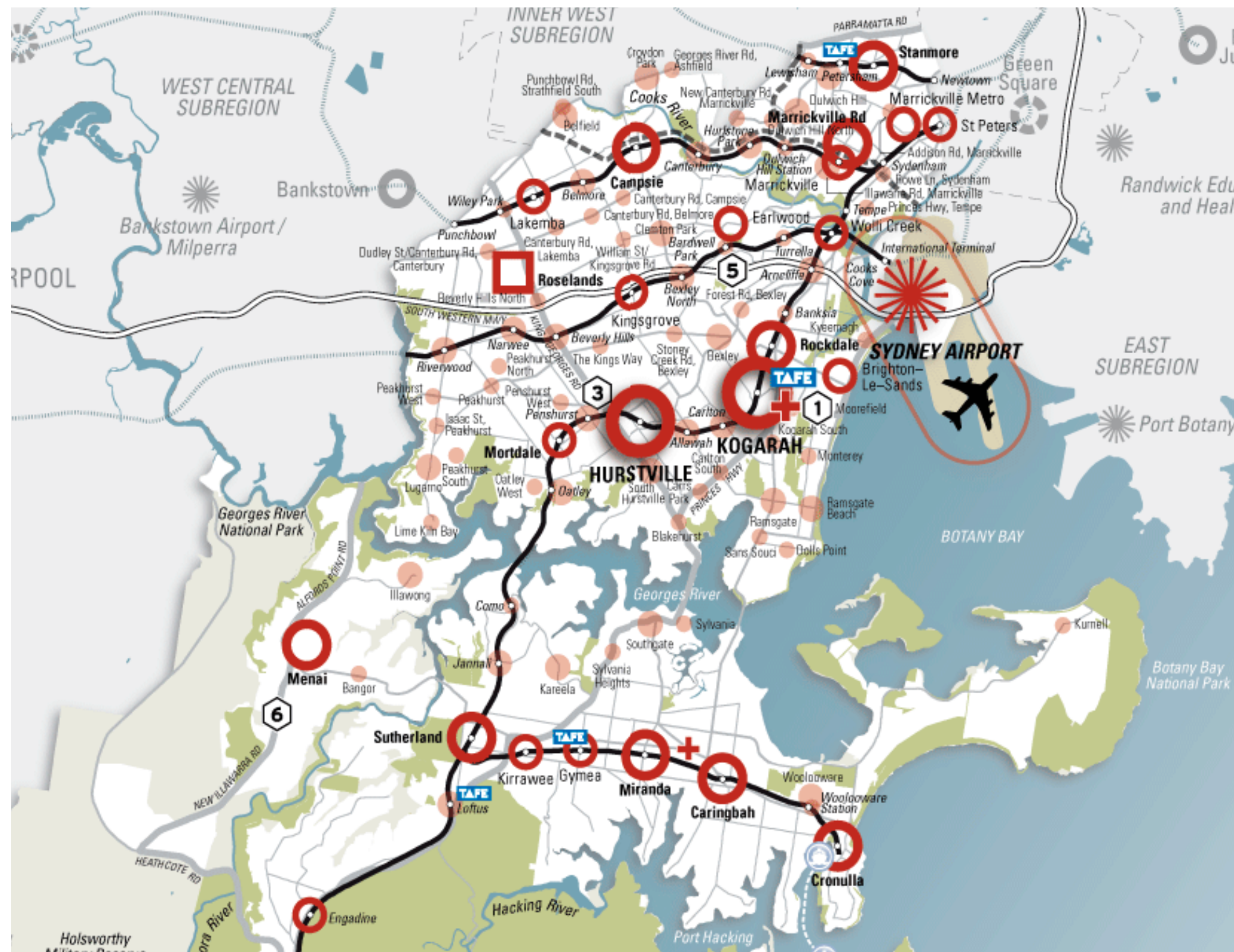
## 2.3 SYDNEY SOUTH SUBREGION PLAN

Subregional planning is a critical step in the implementation of the 2005 Metropolitan Strategy, *City of Cities: A Plan for Sydney's Future*. It allows the translation of the Metropolitan Strategy to the local level, with specific details on housing, employment and infrastructure.

St Peters, as part of the Marrickville LGA, falls into the South Subregion, and is identified as an area that is ripe for renewal. Specifically, it is noted as containing 'key sites that should be retained for residential support services, light industry and more intensive employment land use opportunities'.

Key directions for the Marrickville LGA are to accommodate an additional 4,150 dwellings and an additional 500 jobs by 2031.

This increase in housing and employment will be primarily achieved through the renewal and densification of existing employment lands in the St Peters area.





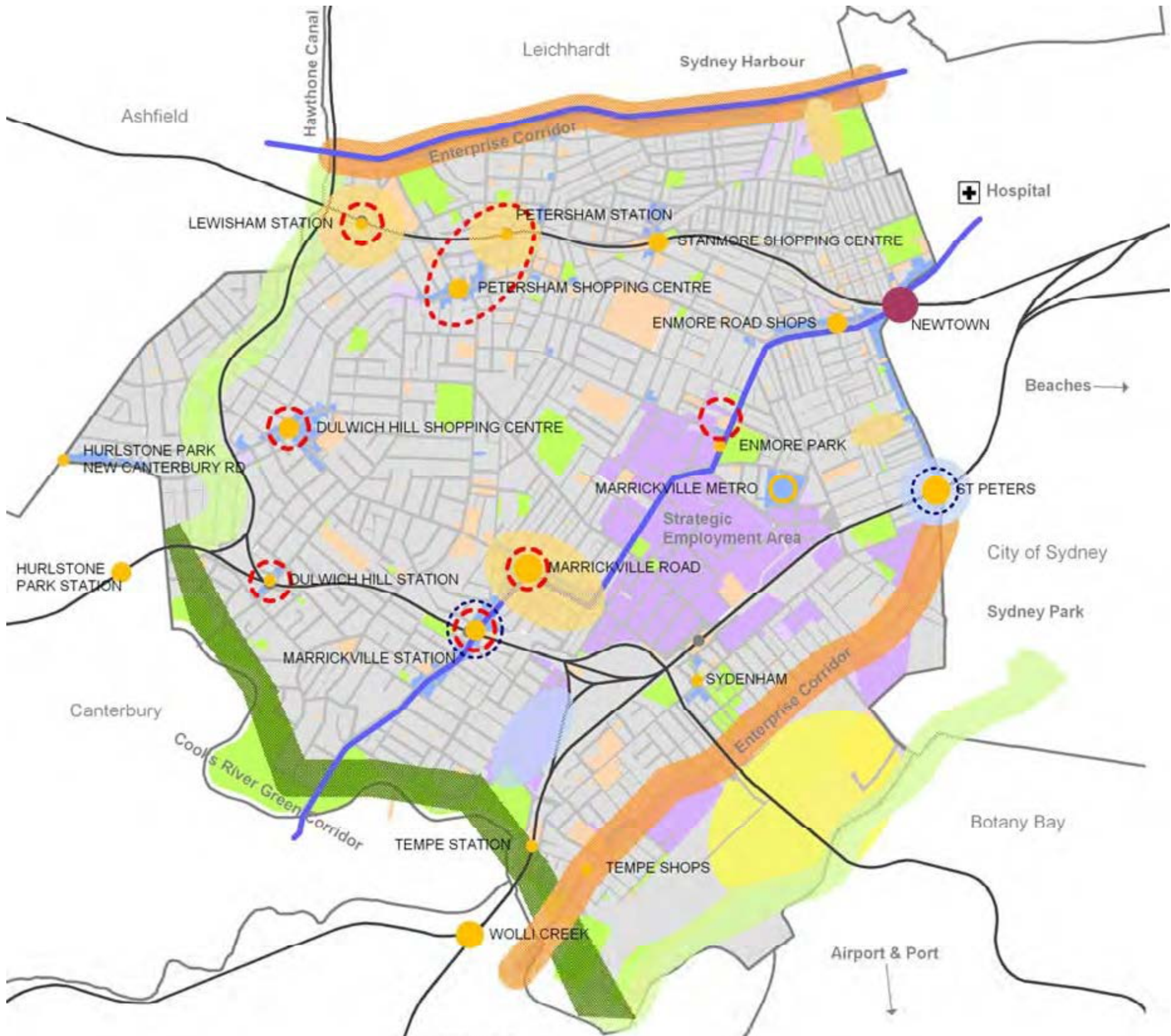
2.4 MARRICKVILLE URBAN STRATEGY

The Marrickville Urban Strategy provides a consolidated planning framework for the Marrickville LGA. The intention of the strategy is to translate the principles of the Sydney Metropolitan Plan within a local planning context. The following are key points within the plan:

- 1. Focus on residential density in and around centres;
- 2. Focus on commercial zoned land in centres;
- 3. Rezone select industrial sites;
- 4. Develop new centres;
- 5. Rezone select special uses sites; and
- 6. Increase density in infill areas

The subject site currently falls within an isolated portion of the ‘Strategic Employment Area.’

<div><div></div><div>Town Centre</div></div> <div>Town Centres generally have concentrations of retail, health and professional services, mixed with medium density residential in and around the centre. Town Centres also serve surrounding residential areas and provide for public transport interchange. <i>Newtown.</i></div>	<div><div></div><div>Investigation Areas for New Centres</div></div> <div>These are investigation areas for redevelopment of larger clusters of industrial land into new centres, with improved access to shops, services and transport, while maintaining or increasing total employment. These investigation areas are within or near to the Strategic Employment Lands. <i>St Peters and Carrington Road.</i></div>
<div><div></div><div>Village</div></div> <div>Village centres are generally medium sized concentrations of retail, health and other services integrated with medium density residential. Regional public transport provides connections to Town Centres. <i>Marrickville Road and St Peters (potential Village).</i></div>	<div><div></div><div>Enterprise Corridor</div></div> <div>Areas immediately around busy roads that connect centres, containing important commercial, retail and light industrial activities. Often providing lower rent locations for start-up enterprises. <i>Parramatta Road and Princes Highway are Enterprise Corridors.</i></div>
<div><div></div><div>Small Village</div></div> <div>Small Village centres are generally small sized concentrations of retail and other local services integrated with medium density residential, with public transport services. <i>Stannmore, Dulwich Hill Shopping Centre, Enmore Road Shops, Marrickville Station and Petersham.</i></div>	<div><div></div><div>Green Corridor (indicative)</div></div> <div>Important biodiversity and recreational connections. The Cooks River is a priority area for improved river and ecosystem health; future improved links to the Hawthorne Canal and along the Alexandra Canal are being investigated.</div>
<div><div></div><div>Neighbourhood</div></div> <div>Neighbourhoods generally have local shops combined with lower density and medium density residential development. They service the daily needs of residents with basic services within walking distance. They generally have four to 10 shops with access to parks, primary school and child care. Local transport services operate to larger centres. <i>Lewisham, Dulwich Hill Station, Tempe Station, Tempe Shops, Sydenham, Enmore Park Shops and Petersham Station.</i></div>	<div><div></div><div>Airport and Port Related Activities</div></div> <div>These lands contain important industries that support the major economic gateways of the Port and Airport.</div>
	<div><div></div><div>Heritage Items</div></div> <div>Heritage items shown are those identified in MLEP 2001 as heritage items or on the State Heritage Register.</div>
	<div><div></div><div>Open Space</div></div> <div>Local and regional parks, playgrounds and sportsfields.</div>
<div><div></div><div>Stand Alone Shopping Centre</div></div> <div>Large managed retail centre, with supermarket, discount department store, specialty food and clothing. <i>Marrickville Metro.</i></div>	<div><div></div><div>Strategic Bus Corridors</div></div> <div>New direct and frequent State Government bus services linking to Sydney CBD along Parramatta Road and along Illawarra Road, Victoria Road, Enmore Road and King Street.</div>
<div><div></div><div>Focus for Renewal</div></div> <div>Focus for new housing and local improvements to access, parks and public domain. <i>Marrickville Road, near Enmore Park, Petersham (Shops and Station), Lewisham, Dulwich Hill Shops, Dulwich Hill Station and Marrickville Station.</i></div>	<div><div></div><div>Employment Lands</div></div> <div>Sites for light industry, which are generally small and isolated. These locations provide local production and services.</div>
<div><div></div><div>Station Revitalisation Plans</div></div> <div>Draft Revitalisation Plans have been prepared for <i>Marrickville and St Peters Railway Stations</i> as Urban Strategy case studies.</div>	<div><div></div><div>Strategic Employment Lands</div></div> <div>Contain various employment activities such as factories, warehouses, transport logistics or major storage operations with some associated offices. These places are vital to the economy and ability to service the city.</div>
<div><div></div><div>Mixed Used Development Investigation Areas</div></div> <div>Within the centres, there are opportunities to increase the level of mixed use development. This may be in select industrial sites that are redundant and/or present residential amenity conflicts. Further investigation is required to consider these sites. <i>Petersham Station, Lewisham, Australia Street, Alice Street, Marrickville Road and Meeks Road.</i></div>	<div><div></div><div>Shops, Restaurants and Services</div></div> <div>An area zoned in council's planning controls for commercial and business activities. The majority are located in centres and are a focal point for transport services.</div>





2.5 LOCAL ENVIRONMENT PLAN & ANEF CONTOURS

The Marrickville Local Environmental Plan (LEP) is a local planning instrument, which provides a legal framework for all development within the LGA. The LEP is comprised of two sections, one being written and the other a series of maps.

LAND ZONING

The subject site is currently zone as 'IN2' Light Industrial.

FLOOR SPACE RATIO

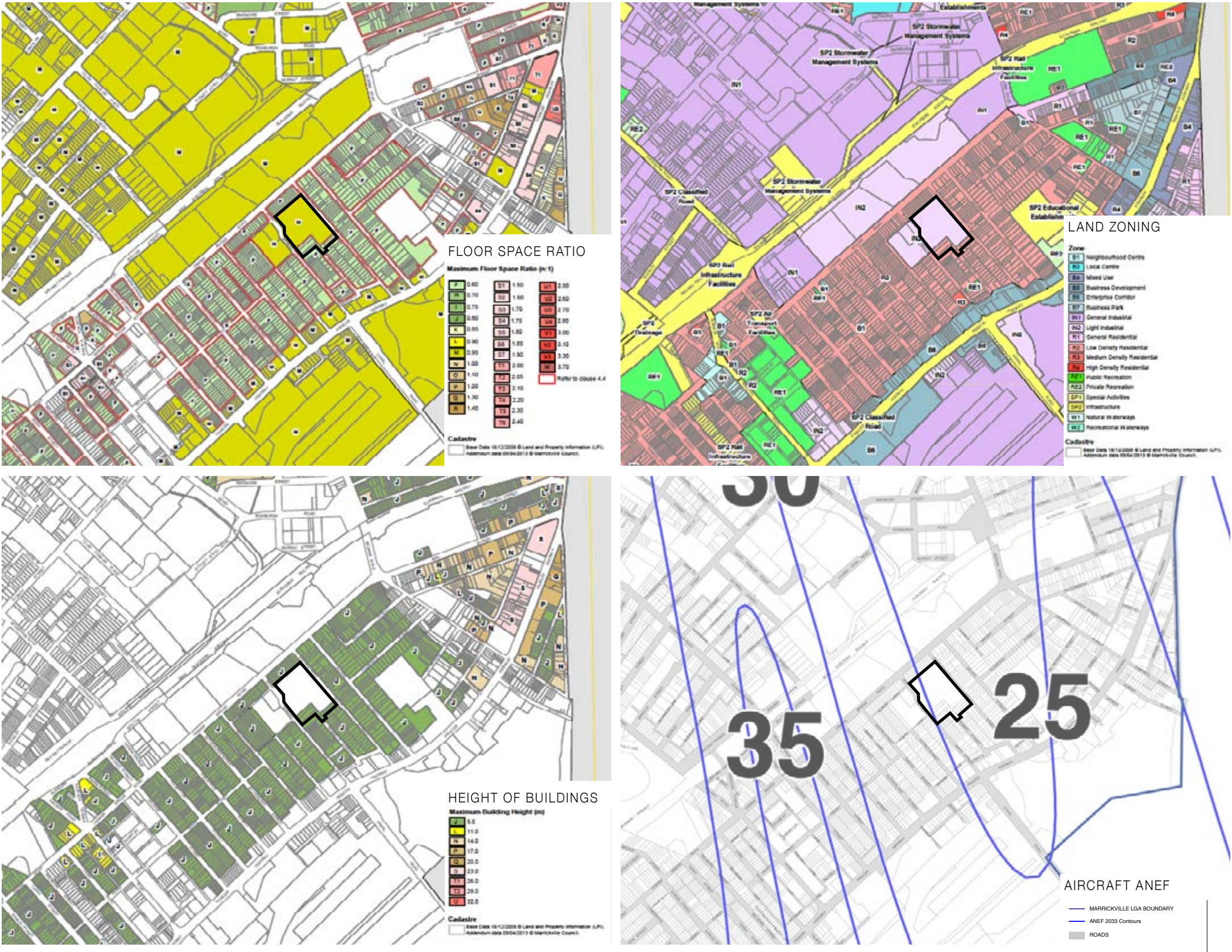
The subject site is currently in category 'M', allowing a floor space ratio of 0.95:1.

HEIGHT OF BUILDINGS

The site is not currently subject to height controls under the Marrickville LEP.

ANEF CONTOURS

The site is predominantly in the ANEF 25-30 contour for noise impact. A small portion along the south west of the site is within the 25-30 contour.







3

DESIGN  
RESPONSE



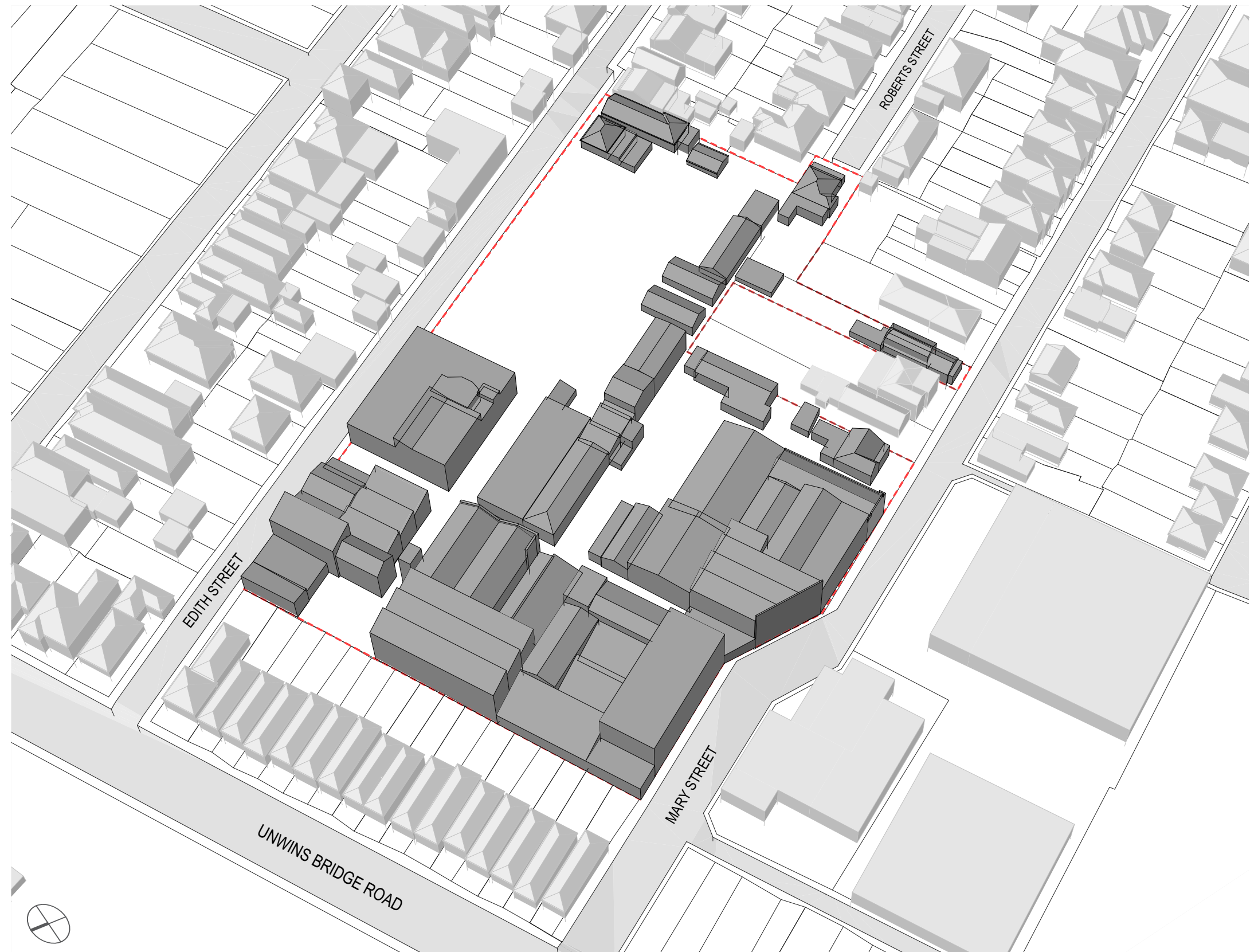
3.1 EXISTING SITE





### 3.2 EXISTING SITE - MASSING

At present, existing built forms are disproportionately spread across the site. The north west boundary of the site has substantial 2-3 storey buildings, the highest of which are 14.5 metres above ground level. These buildings abut the neighbouring properties along Unwins Bridge Road. The scale of these buildings is maintained through the central portion of the site, along Mary Street and Edith Street, but rapidly drops off towards the south east of the site. This portion of the site has a series of small, single story buildings in a disorderly arrangement. The north east corner of the site is currently completely vacant, leaving a large gap in the streetscape along Edith Street.



Existing Building



3.3 SELECTIVE DEMOLITION

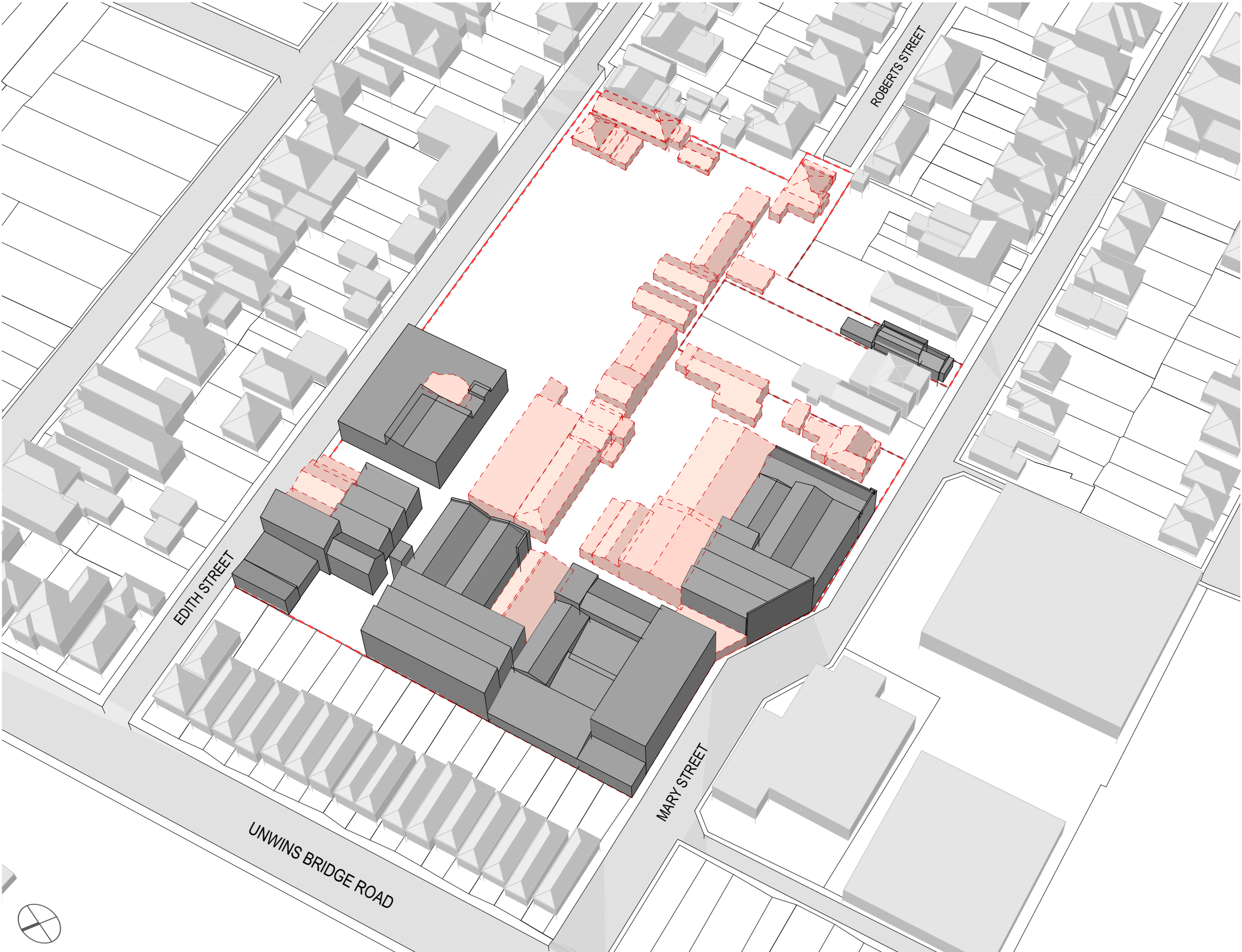
LONG TERM MASTERPLAN

Recognising the inherent character and cultural value of the existing industrial fabric, much consideration has been taken when selecting any building to be demolished. However, in order to develop a coordinated, long term urban strategy for the site several buildings will require demolition.

MERIT BASED SELECTION

In general, those buildings nominated for demolition fall into one or more of the following categories; contemporary lightweight sheds, intrusive later additions, obstructions to through-site links and/ or of poor construction making them unsuitable for reuse.

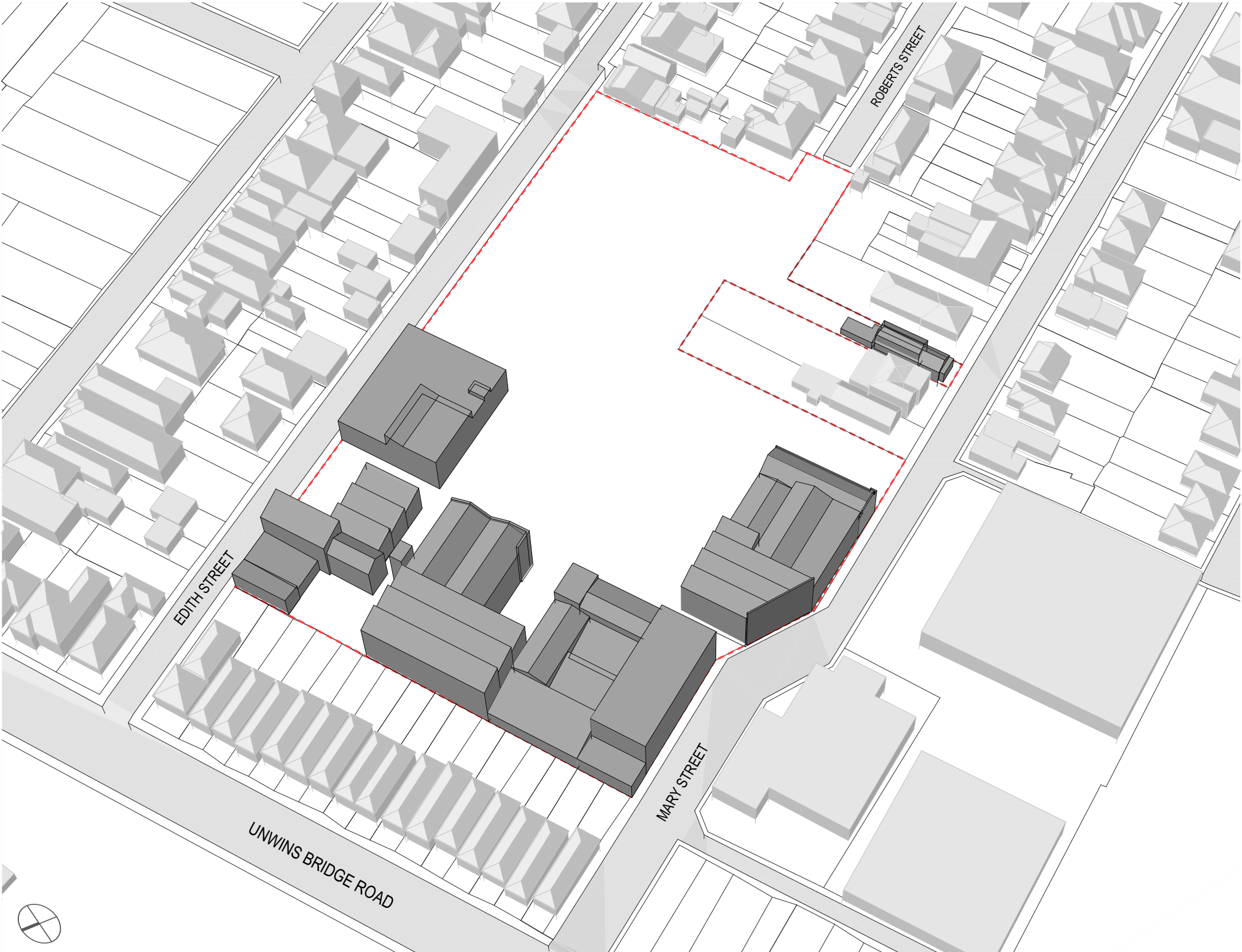
- Existing Building to be Retained
- Existing Building to be Demolished





3.4 BUILDINGS TO BE RETAINED

A large proportion of the existing industrial buildings on site should be retained. These buildings are nominated for retention in order to maintain the site as a precinct for local creative industries. Moreover, buildings to be retained are of robust construction with strong architectural and aesthetic qualities. This will ensure that the site not only maintains its unique industrial character, but is also suitable for ongoing use, adaptive reuse and upgrading.



Existing Building to be Retained



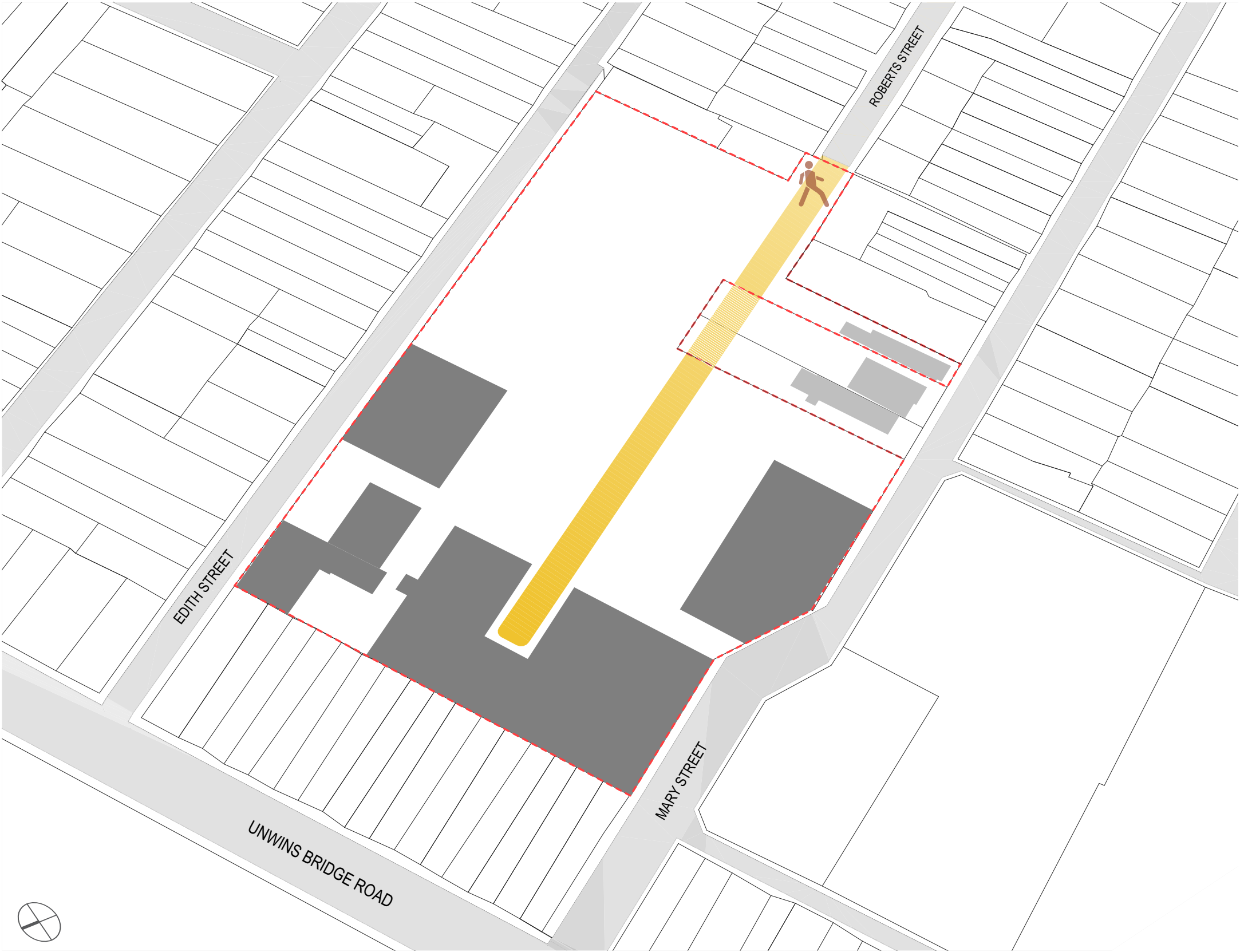
3.5 PEDESTRIAN & BICYCLE EXTENSION OF ROBERTS STREET



PEDESTRIAN AMENITY

Roberts Street is a cul-de-sac with small scale single storey dwellings. The end of the street abuts the south eastern boundary of the subject site. At present, pedestrian amenity for the surrounding neighbourhood is limited. Particularly, access to and from nearby train stations, as well as toward the Princes Highway is indirect and unpleasant. The opportunity exists to increase the pedestrian and bicycle amenity for residents of Roberts Street and the surrounding residential area by creating a link through the subject site towards Unwins Bridge Road.

URBAN GENERATOR

While fundamentally a simple gesture, the pedestrian extension of Roberts Street becomes a framework for the generation of urban principles across the site and for the site to become a pedestrian and bicycle focus for the neighbourhood.



-  Pedestrian Through-site Link
-  Existing Building to be Retained



3.6 PRIMARY THROUGH-SITE LINKS

ACCESS TO PUBLIC TRANSPORT NETWORK

The opportunity exists to activate the site and improve amenity within the local area by providing effective through-site links. The primary links, which run between Edith Street and Mary Street, would provide residents with a pedestrian friendly route from Unwins Bridge Road while en route to either St Peters or Sydenham station. This amenity would also become available to the residents of Roberts Street through the proposed pedestrian access at the end of the cul-de-sac.

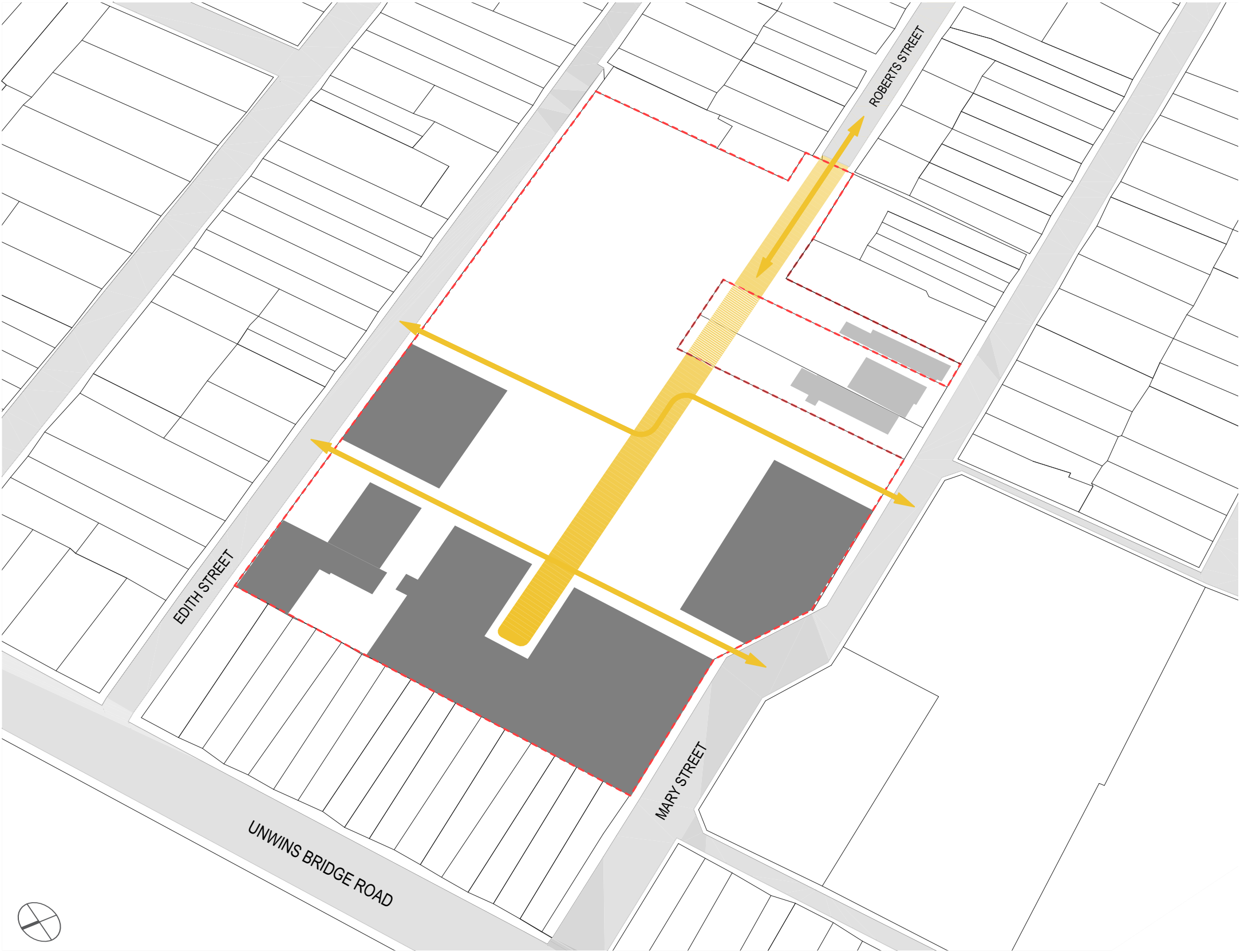
SITE ACTIVATION



In addition to providing better access to the train network, the through-site links would also encourage pedestrian activity within the site. This would provide increased exposure, activity and interest for the creative industries on site and support the long term viability of businesses.

The opportunity exists for the site to become a meeting point and melting pot, a vibrant and inhabited space to be colonised by the local community.

PASSIVE SURVEILLANCE

An active and well populated pedestrian environment is recognised as a highly effective strategy for crime prevention both within the site and the immediate surrounds.



-  Pedestrian Through-site Link
-  Existing Building to be Retained



3.7 REINSTATE STREET BLOCK PATTERN

LONG TERM, COORDINATED MASTERPLAN

At present, the buildings on site have been built in a piecemeal fashion. Due to a series of seemingly ad hoc additions, the site lacks order internally and fails to integrate itself within the broader urban environment.

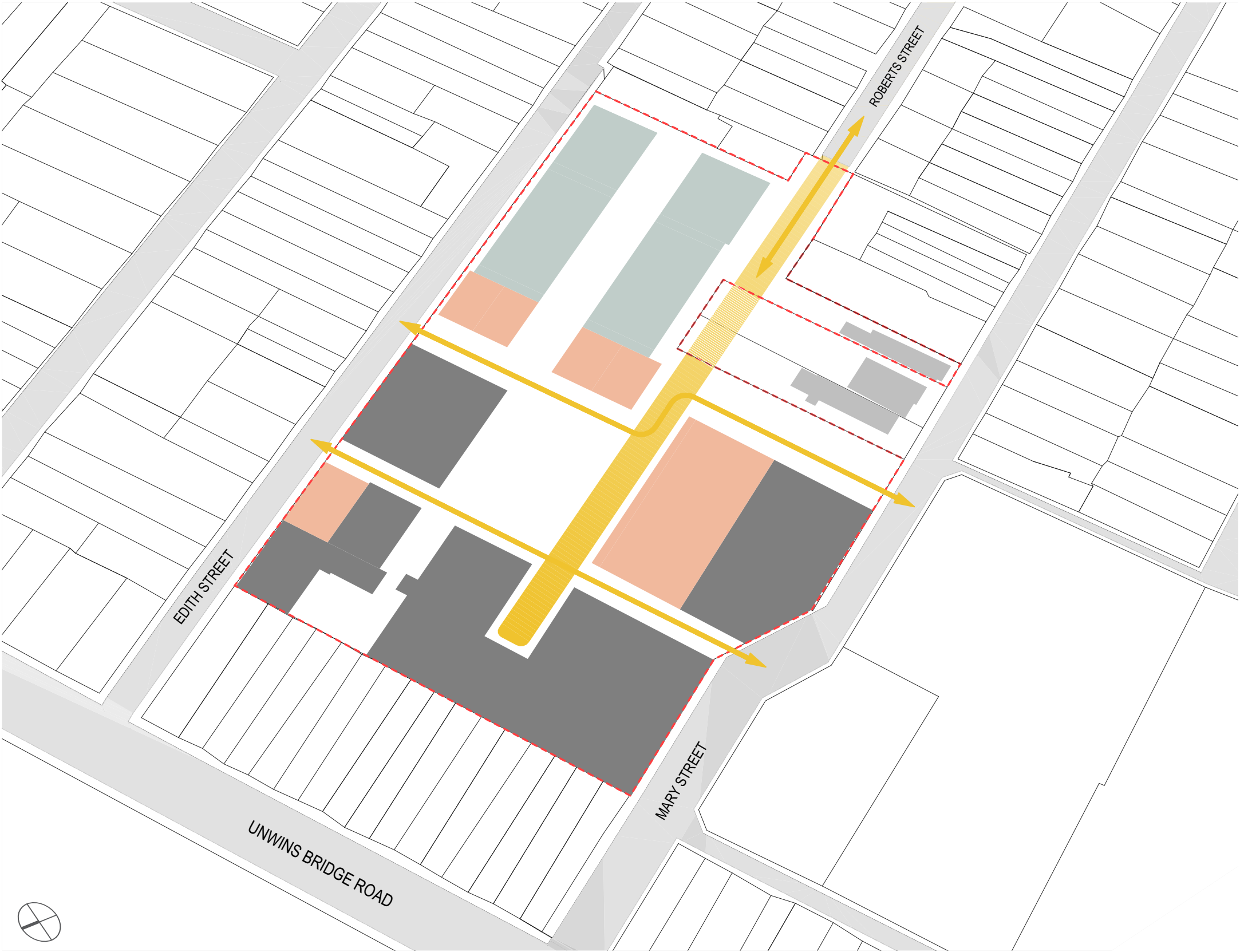
ESTABLISHING AN URBAN MICROCOSM

The opportunity exists to establish a functional and permeable street pattern, which acts to encourage both movement through and moments within the site. A pedestrian focussed neighbourhood could emerge, defined by strong streetscapes which order and frame the public domain.

TRANSITIONAL INTERFACE BETWEEN USES AND NEIGHBOURS

The distribution of uses within the site follows a natural progression of intensity across the site. Residential uses would be located along the eastern boundary of the site in order to complement the neighbouring residential interface along Edith Street and establish a buffer between the residential and creative industry uses. The centre of the site is seen as an opportunity for vertically mixed uses, with commercial premises at the lower levels and residential above. Little change would occur for the western portion of the site, which historically accommodates existing creative industries and light industrial uses.

- Residential Building Opportunity
- Commercial Building Opportunity
- Pedestrian Through-site Link
- Existing Building to be Retained





3.8 INCREASE PEDESTRIAN PERMEABILITY

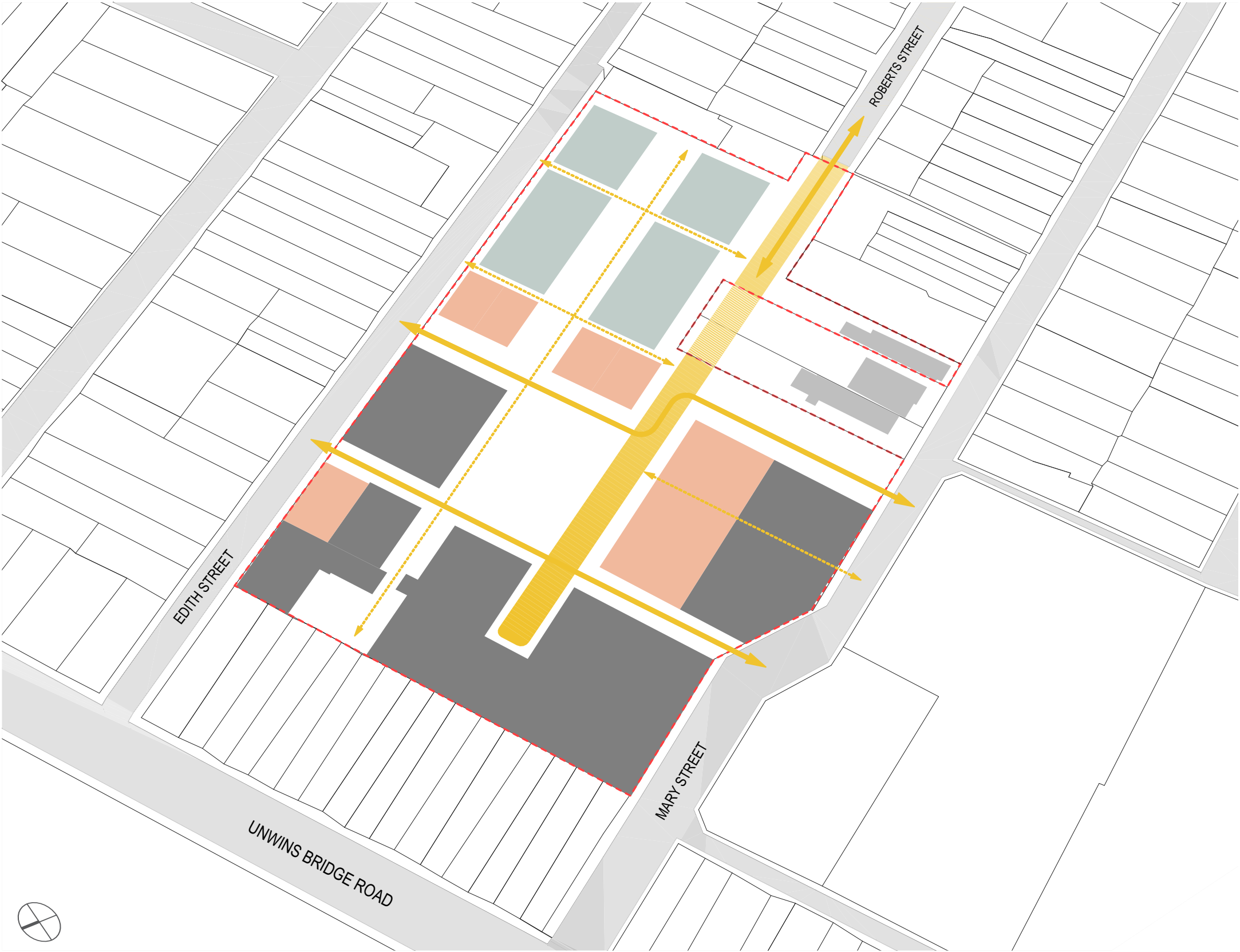
SEMI-PRIVATE PATHS FOR RESIDENTS

Aside from the primary through-site links, the opportunity exists for a secondary overlay of pedestrian movement. This overlay provides a finer grain of movement for inhabitants and patrons of the site, as opposed to those that are utilising the primary links as thoroughfare. These site-links would also allow residents of the site to maintain a semi-private pattern of movement that is separated from public activity on the site.

SUBDIVISION OF STREETScape MASSING

At a formal, urban level, these pedestrian paths subdivide the massing of the residential building footprint running along Edith Street. This facilitates a more appropriate transition from small scale residences to the site's existing industrial core.

- Residential Building Opportunity
- Commercial Building Opportunity
- Pedestrian Through-site Link
- Existing Building to be Retained





3.9 TRAFFIC MANAGEMENT STRATEGY

INTEGRATION INTO EXISTING ROAD NETWORK

The opportunity exists for a vehicular entry and exit strategy that funnels traffic movements to and from primary arteries within the existing road network. Traffic arrives to the site from Unwins Bridge Road or Princes Highway, via Edith Street and leaves the site toward Unwins Bridge Road, via Mary Street.

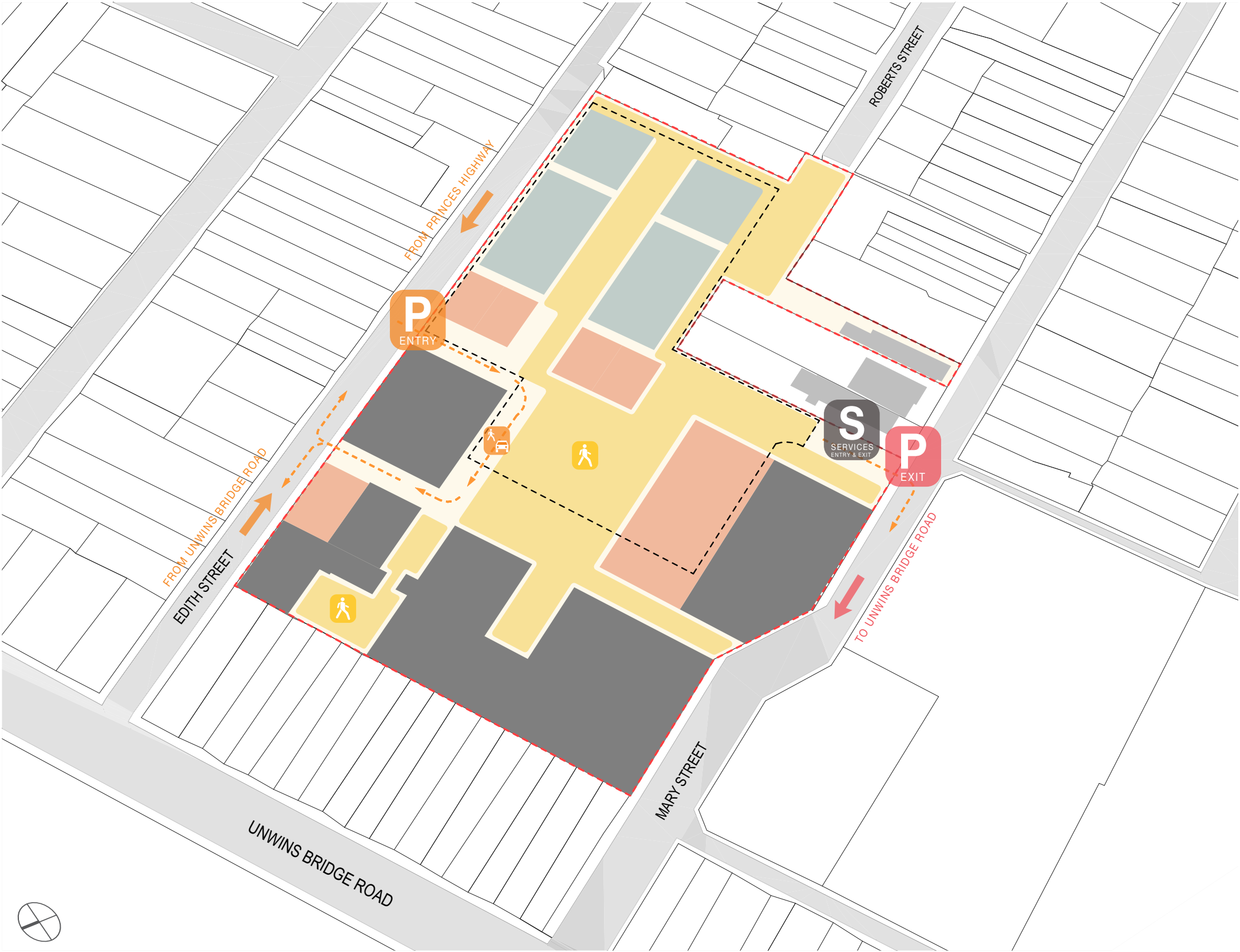
MINIMISE IMPACT ON NEIGHBOURS

Limiting traffic movements to main roads, restricting limited disruption on quieter residential streets. Garbage truck and service access are limited to a single entry/ exit point on Mary Street, adjacent to an industrial site. This would be the only exit for the carpark.

MAXIMISE ‘PEDESTRIAN ONLY’ ZONES ON SITE

The majority of the site is pedestrianised. Public vehicle access to the site would be limited to the carpark only. A small shared loop off Edith Street could accommodate service vehicles and deliveries.

- Pedestrian Only Zone
- Shared Zone
- Commercial Building Opportunity
- Residential Building Opportunity
- Existing Building to be Retained





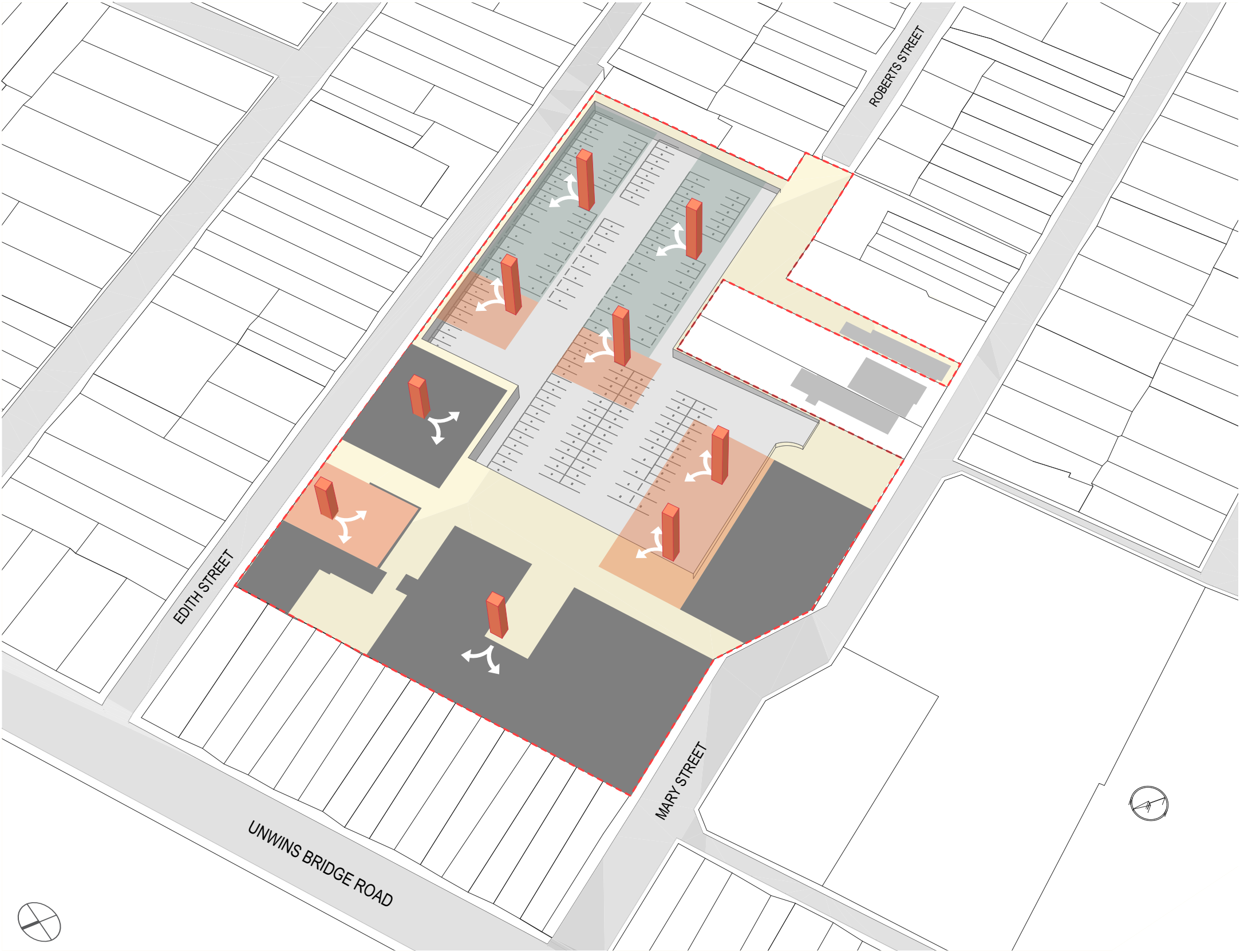
3.10 UNDERGROUND PARKING AND VERTICAL CIRCULATION

**PARKING**  
Basement parking is proposed for the site in order to support the fundamental pedestrian focused principles of the proposal. Parking is to be provided both for residents of the site and creative industry uses to support the viability of employment generating uses within the site.

The quantity of parking to be provided intends to strike a balance between adequate amenity for persons working and living on the site, and restricting traffic movements and reliance on private cars.

**VERTICAL CIRCULATION**  
Upgrades to all existing buildings are proposed to allow for servicing and equitable access throughout the site.

- Vertical Circulation
- Commercial Building Opportunity
- Residential Building Opportunity
- Existing Building to be Retained





3.11 LANDSCAPE OPPORTUNITIES

PUBLIC DOMAIN

The provision of a high quality public domain is essential to the overall activation of the site. At an urban level, the public domain provides a network of spaces and circulation that supports the operation of built infrastructure. The opportunity exists for the public domain to double up as a space for gathering, as well as an escape within the more urbanised surroundings.

SEMI-PRIVATE GARDENS

The opportunity exists for ‘semi-private open space’ between the new residential zones. The area not only provides much needed open space for the residents, but also acts as a buffer, shielding them from the more public parts of the site.

PUBLIC SANCTUARY

The opportunity exists for a small pocket park in the courtyard between Buildings 6 and 7. This park is intended to be a more intimate environment, a lush sanctuary tucked within the robust industrial fabric.

STREET TREES

Additional street trees provide shading and privacy for the proposed residences along Mary Street. They also provide a softness to the streetscape, as it transitions from residential to commercial scale buildings.

DEEP SOIL ZONES

The opportunity exists for substantial areas of the site to be employed as deep soil zones. This will increase groundwater recharge on the site, which is, at present, a barren and impermeable concrete cap. Additionally, these zones will enable the provision of canopy trees to many areas of the site.

-  Landscape Opportunity
-  Commercial Building Opportunity
-  Residential Building Opportunity
-  Existing Building to be Retained





3.12 ENVIRONMENTAL INITIATIVES

MAXIMISE INDOOR ENVIRONMENT QUALITY

Natural ventilation will be emphasised in new buildings on the site to ensure a high internal air quality for occupants. Natural lighting and thermal comfort will be achieved through sensitive and intelligent material selection, building design and orientation.

WASTE MANAGEMENT

Sufficient spatial provisions will be made to allow for the effective separation of waste from recycling.

ADAPTIVE REUSE

“The greenest building is the one that already exists.”

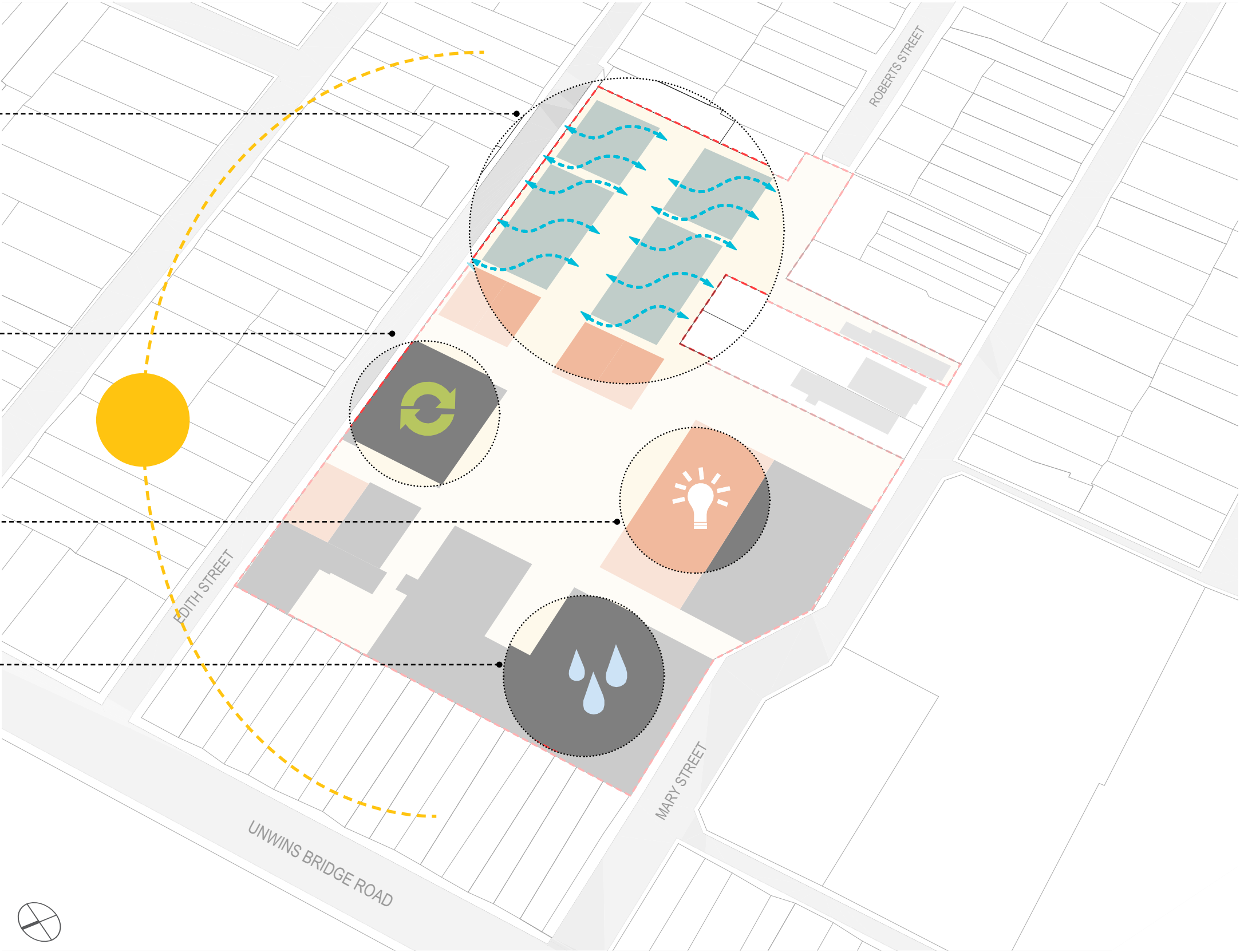
By retaining a substantial proportion of the buildings on site, the proposal will minimise natural resource consumption, waste, pollution and toxicity during refurbishment and construction. These outcomes will be similarly reflected in the proposal’s intention to reuse materials and elements that have been salvaged during demolition.

LOW ENERGY DEMANDS

Utilising a combination of smart technologies through building services and excellent passive design initiatives, energy consumption could be minimised across the site. This would also reduce operational costs for residences and businesses, alike.

WATER CONSERVATION & MANAGEMENT

Water usage could be reduced with the installation of low flow equipment and careful selection of landscaping. The site would harvest and reuse rainwater for irrigation and garden watering. Smart water metering could be installed to monitor water efficiency measures and identify any abnormal usage patterns.





3.13 NEIGHBOURHOOD CENTRE

THE PLAZA

The heart of the site is a central plaza, a multipurpose social and civic space for the local community. Set beneath a canopy of trees, the plaza is envisaged as a unique public space for markets, performances and cultural events.

THE PARK

Adjacent the central plaza, a large, gently sloping lawn is proposed. The lawn is a place for colleagues to gather at lunch, a family picnic or a lazy nap in the sun. At approximately 600m², the park would provide a substantial contribution to public open space within the highly urbanised surroundings.

BOUTIQUE RETAIL, CAFES AND RESTAURANTS

Surrounding the plaza, a mix of small scale cafes, restaurants, community spaces and retail space that are complimentary to the site and neighbourhood could be established for the local community.

COMMUNITY SPACE

A space for local community use formalises the eastern corner of the neighbourhood centre. The flexible space, which looks out onto the central lawn and plaza, is intended to accommodate a range of community uses; meetings, seminars and workshops.

PUBLIC ART

The ongoing use of the site, as a creative precinct for artists, would be reflected in the provision of high quality public art. This would also provide an opportunity to engage with the existing artistic community on the site in order to both develop the public art strategy and to deliver site specific art pieces. The site could tie into the street art precinct at May Lane, north of the site in St Peters.

- Neighbourhood Centre
- Event Space
- The Park
- Commercial Building Opportunity
- Residential Building Opportunity
- Existing Building to be Retained





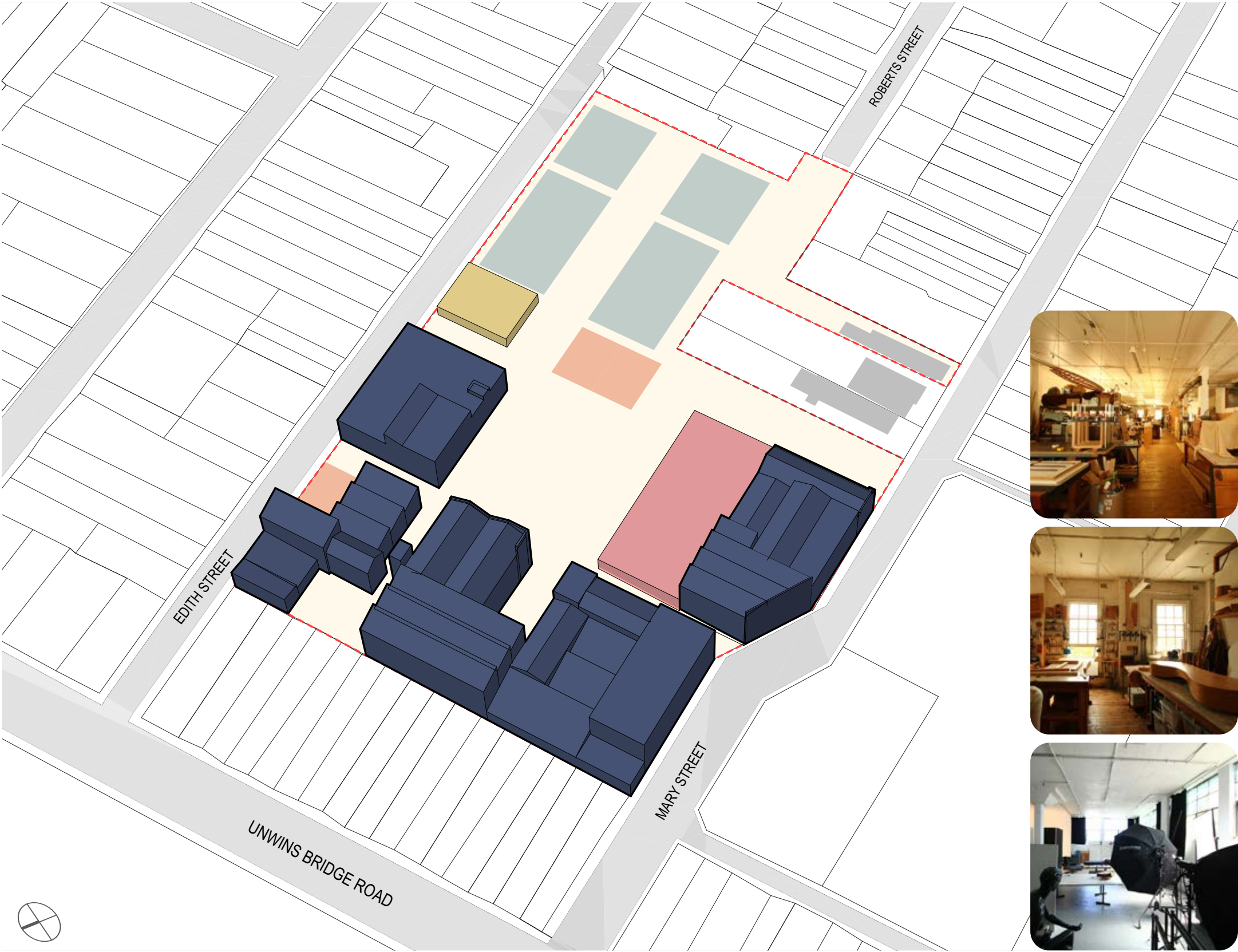
3.14 COMMERCIAL FLOOR SPACE TO BE RETAINED

RETENTION OF THE CREATIVE INDUSTRIES

The site is currently occupied by a range of light industrial and creative industry tenancies, including photography and recording studios, fashion and textile production, artisan wood workers, coffee roasters, micro brewers, etc.

This rich palette of creatives are the lifeblood of the site. The retention of buildings occupied by these parties is a key driver of the proposal, recognising that they are integral to its operation, both current and future, as a productive creative precinct.

- Community Space Opportunity
- Commercial Building Opportunity
- Residential Building Opportunity
- Existing Building to be Retained



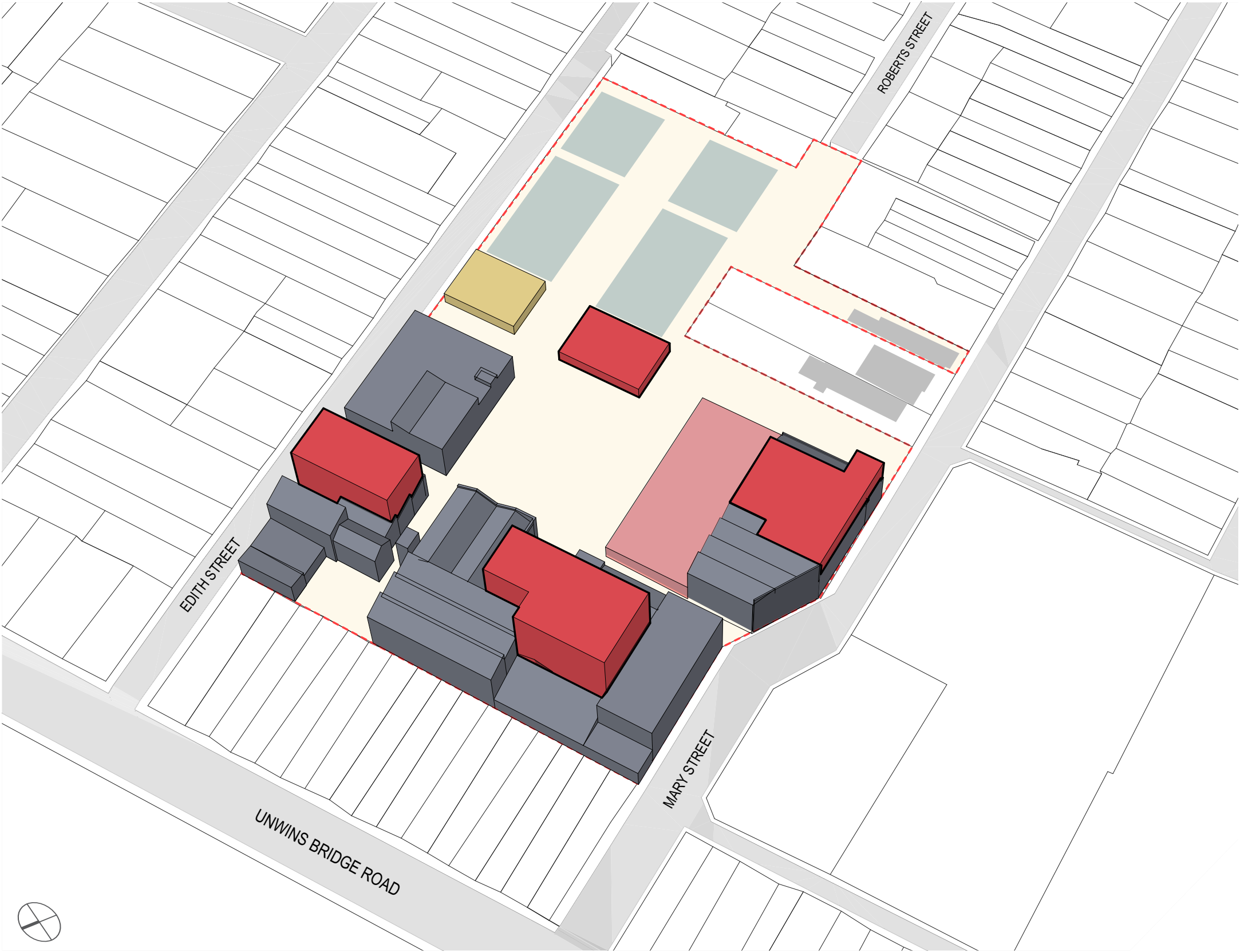


3.15 SUPPLEMENTARY COMMERCIAL FLOOR SPACE

The site has historically provided significant employment opportunities in the area. This focus on employment is in line with Marrickville Council's long term urban strategy for this locality, whereby the site is within the 'Strategic Employment Area' adjacent to the 'Enterprise Corridor' along the Princes Highway.

Accordingly, the retention of a high volume of employment generating floor space is integral to this proposal. While approximately 4,600m<sup>2</sup> of such floor space would be lost due to the removal of existing buildings, an additional 5,600m<sup>2</sup> is proposed in new floor space. Additionally, approximately 250m<sup>2</sup> of floor space for community activities is also proposed on site.

The increase in employment generating floor space is consistent with the planned floor space under the current LEP 2012 control of 0.95:1.



- Community Space Opportunity
- Commercial Building Opportunity
- Residential Building Opportunity
- Existing Building to be Retained



3.16 RESIDENTIAL TYPOLOGY  
- APARTMENT BUILDINGS

MASSING

The massings are proposed to be terraced in order to provide an appropriate transition from the one and two storey residences along the south eastern boundary to the existing industrial scale forms on site. As such, adjacent the neighbouring residences along Edith Street, the massing is limited to a maximum of two storeys and a substantial boundary setback provided.

The massings are subdivided into smaller scale blocks in order to integrate the buildings into the existing street pattern. This also enables greatly increased pedestrian access to the site and passive design opportunities.

STREETSCAPE DEFINITION

The north east corner of the site is currently vacant, causing a disruption in the rhythm of built form along Edith Street. The proposal will provide an appropriate form to reinstate the streetscape, and a transition as its shifts from a residential to industrial scale.

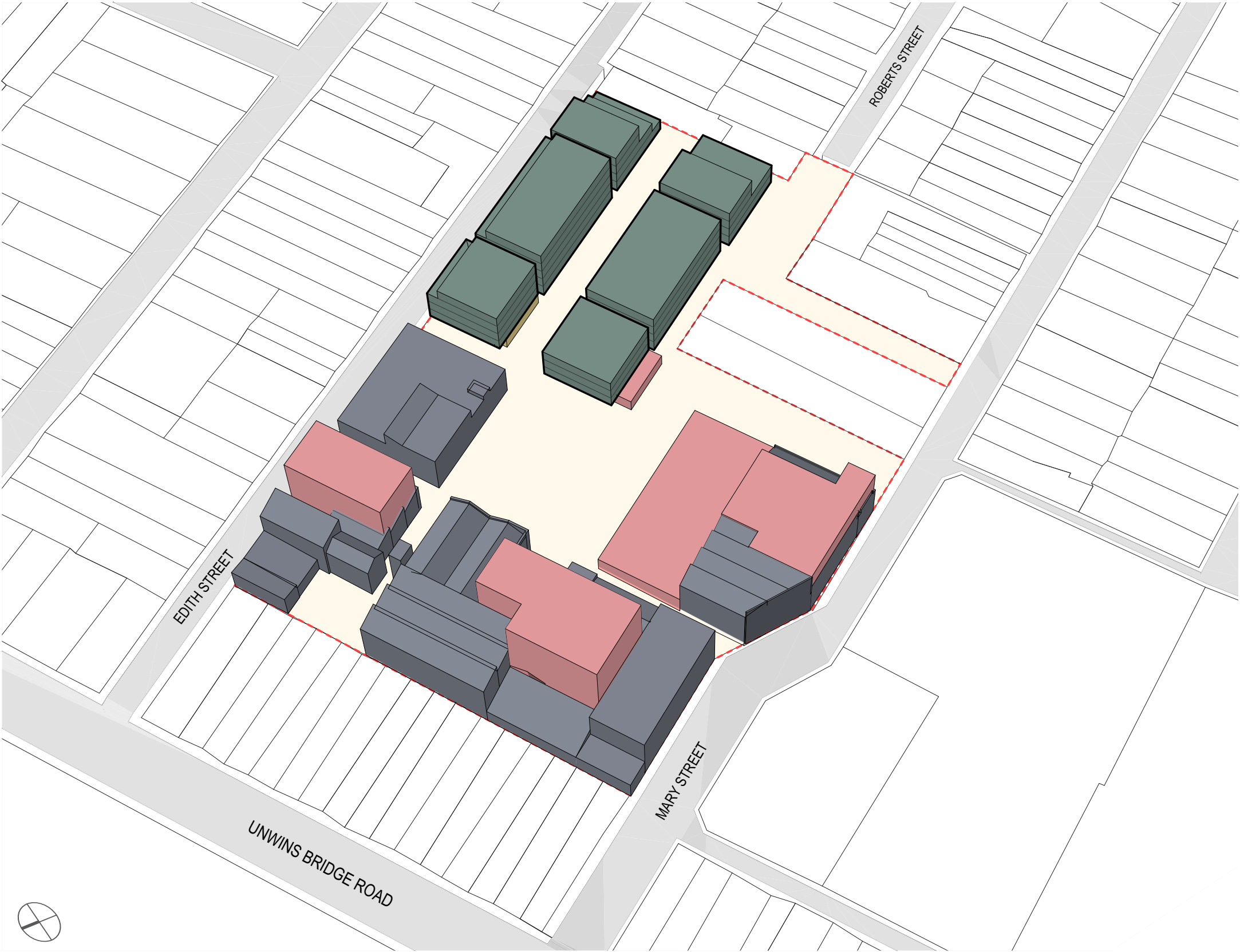
SEPP 65

The residential buildings will be designed to comply with the performance requirements of SEPP 65. As such, the buildings are separated to ensure appropriate privacy, oriented to maximise solar access and subdivided to ensure cross ventilation throughout.

OPEN SPACE DEFINITION

The arrangement of the proposed buildings is such that they provide definition to the negative space between the two masses. As a result, the space between becomes a cloistered area of semi-private open space for the amenity of on-site residents.

- Community Space Opportunity
- Commercial Building Opportunity
- Residential Building Opportunity
- Existing Building to be Retained





3.17 RESIDENTIAL TYPOLOGY  
- COMMERCIAL HYBRID

MASSING

These buildings are massed toward the centre of the site, with a maximum of 8 storeys. This reduces the impact on the streetscape and overshadowing of neighbours. Accordingly, the massing is decreased along Edith Street, where a maximum of 6 storeys is proposed.

MIXED USE

The central portion of the site blends the existing commercial uses along the north western portion of the site with the proposed residential uses to the north east. These buildings maintain commercial uses at the lower levels, with residential uses proposed above.

This approach to the development intends to integrate its industrial past and current creative vibrancy with its future livability.

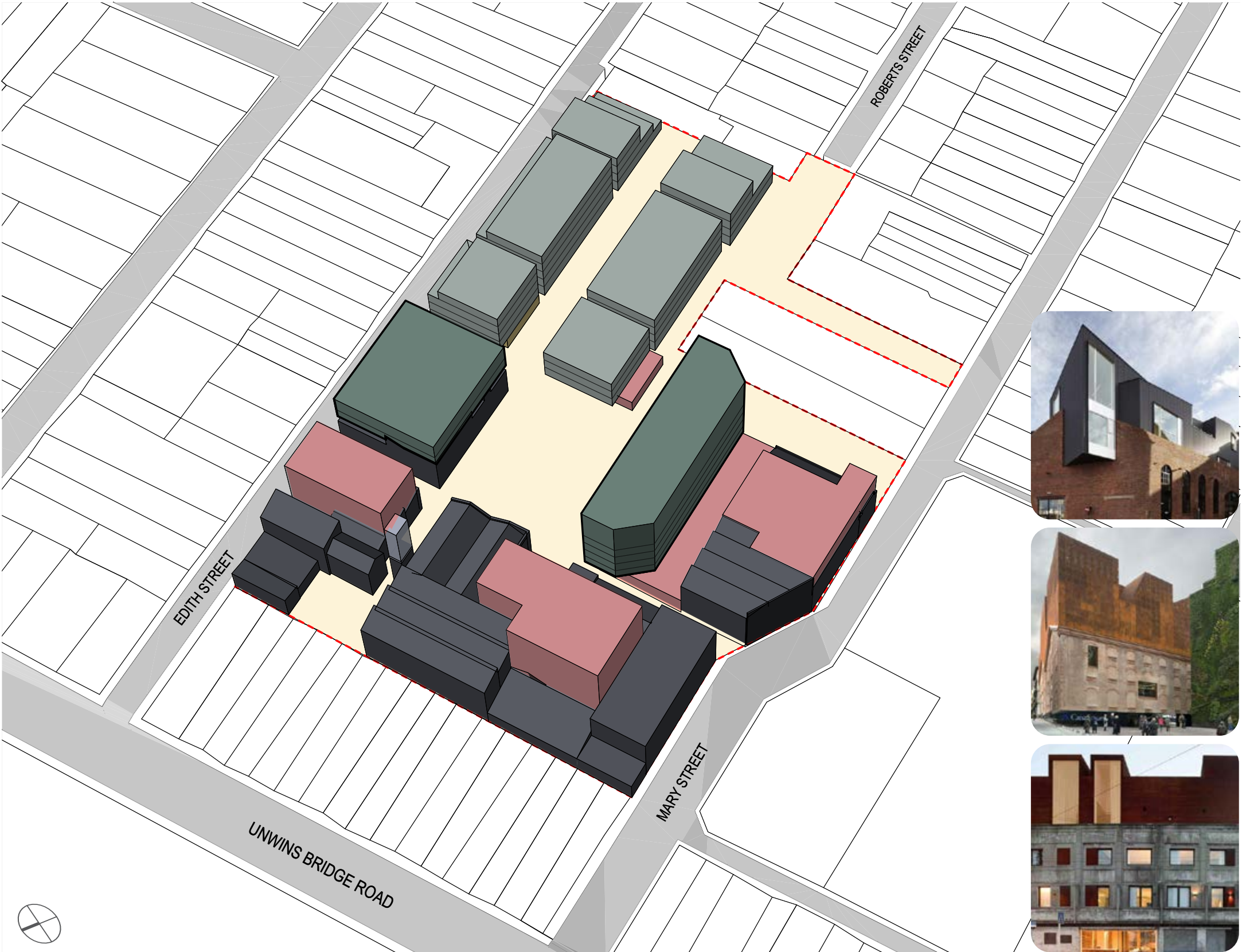
LIVE/ WORK

There is the opportunity for SOHO (small office/ home office) living arrangements, which would suit the ongoing use of the site as a productive precinct for small creative industries. Such living arrangements embody a highly sustainable urban strategy, by introducing pedestrian friendly networks with reduced distances between residences and places of work and leisure.

DIVERSITY

By creating a greater variety of housing stock, the proposal intends to cater for a more diverse cross-section of local residents.

- Community Space Opportunity
- Commercial Building Opportunity
- Residential Building Opportunity
- Existing Building to be Retained





3.18 LONG TERM VISION





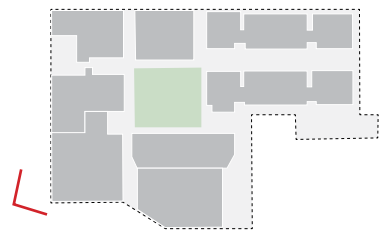


4

DESIGN  
CONCEPT

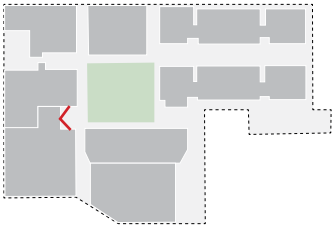


#### 4.1 AERIAL VIEW



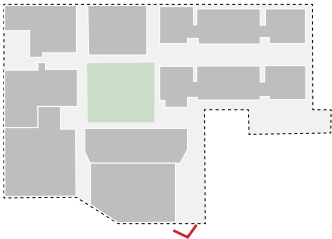


4.1 THE PLAZA



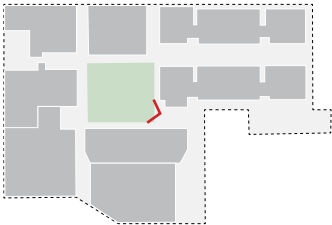


4.1 MARY STREET ENTRY





4.1 THE PARK





4.2 PLANS - SITE





4.2 PLANS - GROUND FLOOR





4.2 PLANS - LEVEL ONE





4.2 PLANS - LEVEL TWO





4.2 PLANS - LEVEL THREE





4.2 PLANS - LEVEL FOUR





4.2 PLANS - LEVEL FIVE





4.2 PLANS - LEVEL SIX



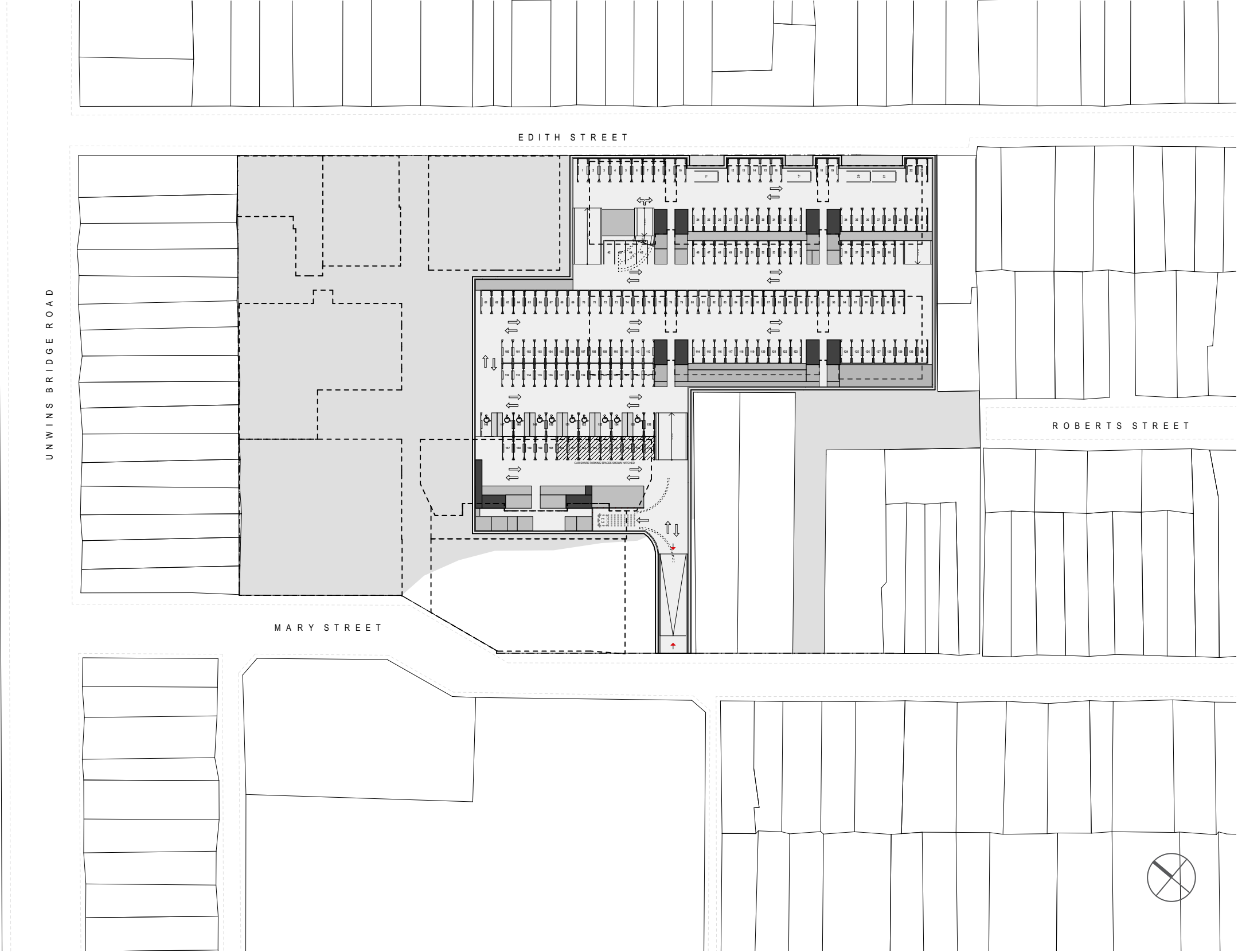


4.2 PLANS - LEVEL SEVEN



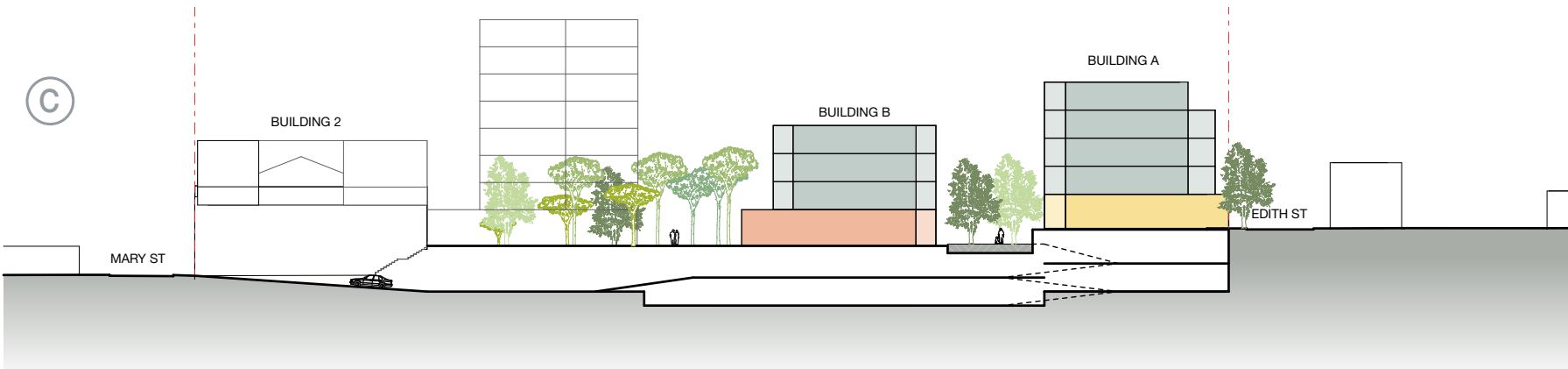
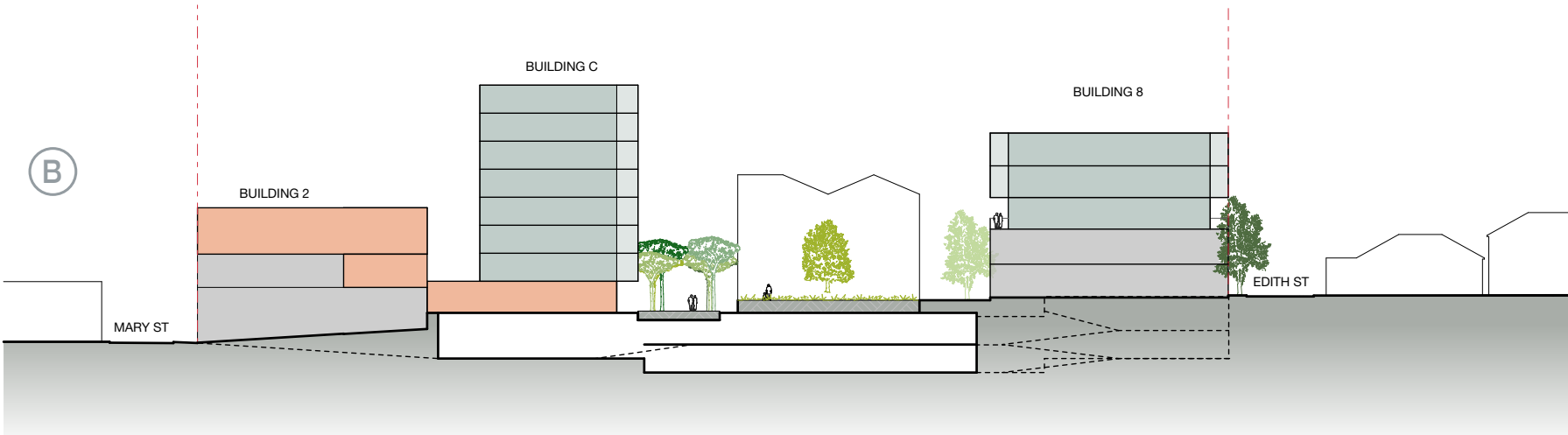
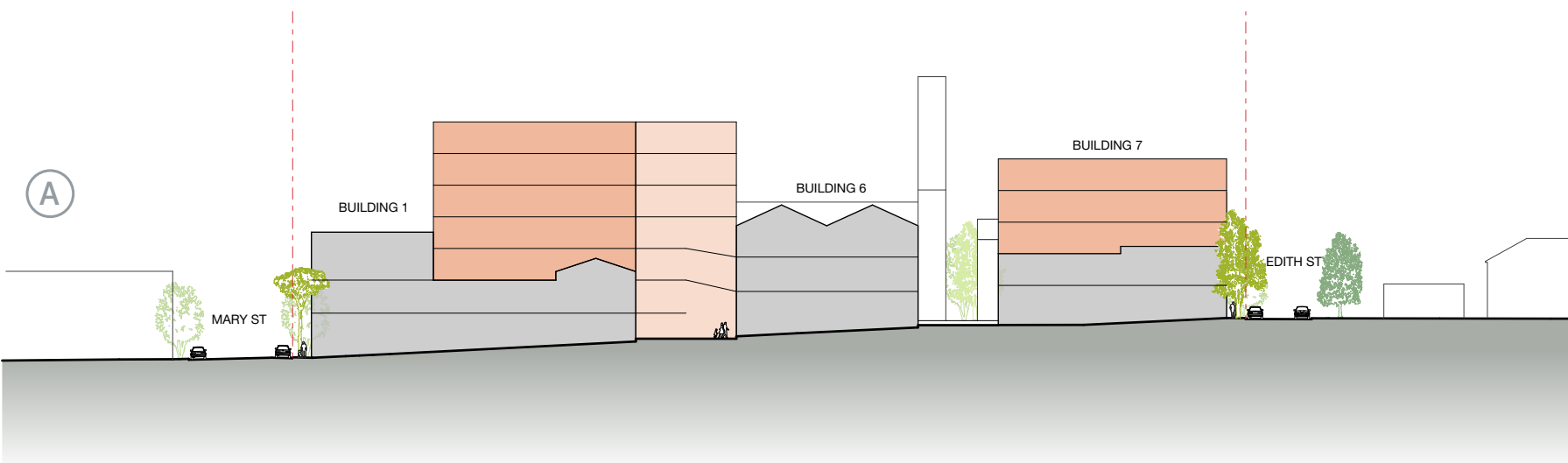
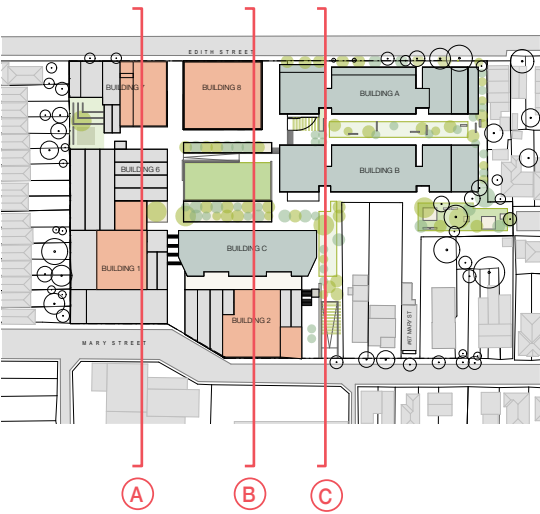


4.2 PLANS - TYPICAL BASEMENT PLAN





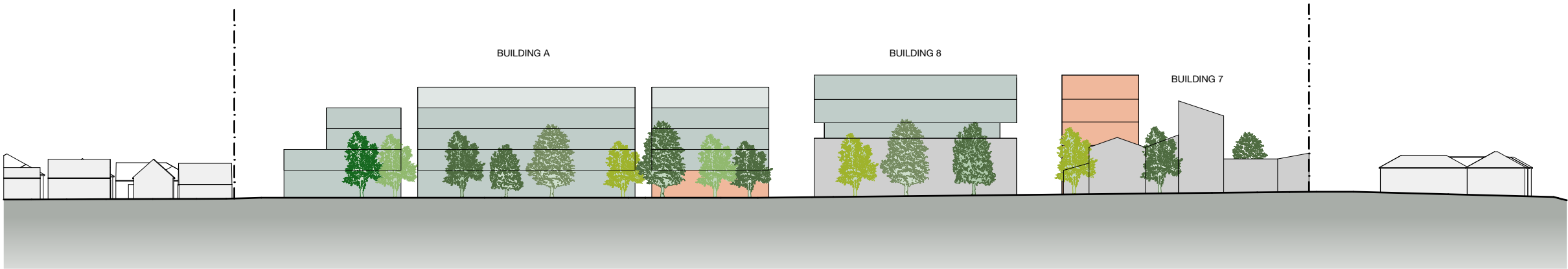
4.2 SITE SECTIONS



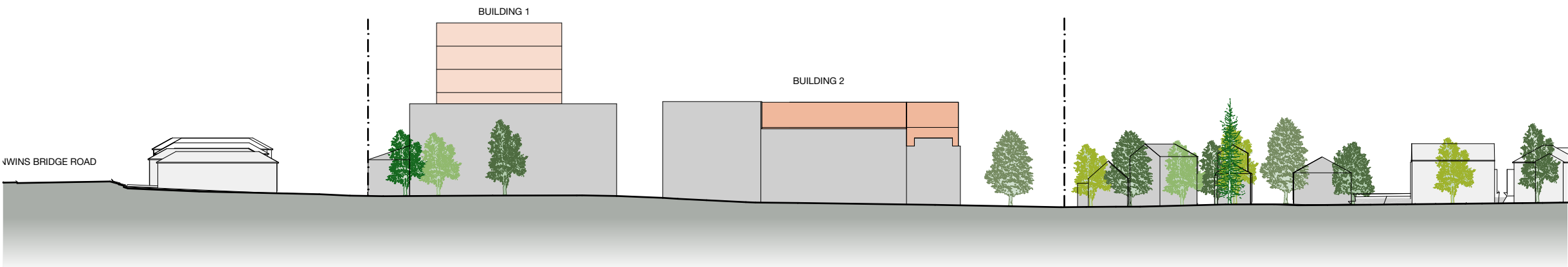
- Proposed Community Use
- Landscape Opportunity
- Proposed Commercial Use
- Proposed Residential Use
- Retained Commercial Use



4.2 SITE ELEVATIONS



EDITH STREET ELEVATION

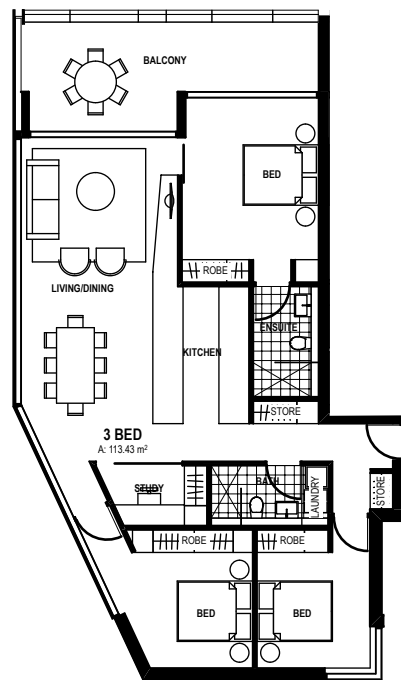


MARY STREET ELEVATION

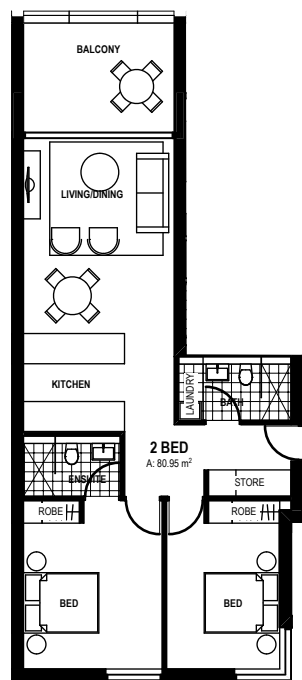
- Proposed Community Use
- Landscape Opportunity
- Proposed Commercial Use
- Proposed Residential Use
- Retained Commercial Use



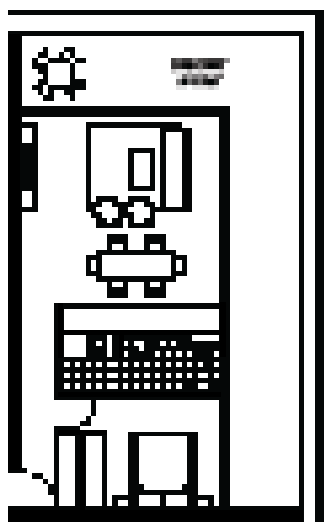
4.2 TYPICAL APARTMENT LAYOUTS



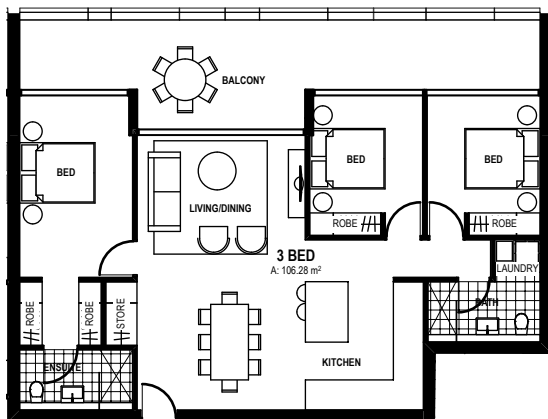
3 BED - DUAL ASPECT



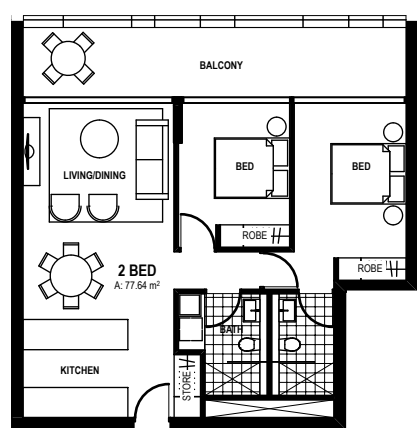
2 BED - DUAL ASPECT



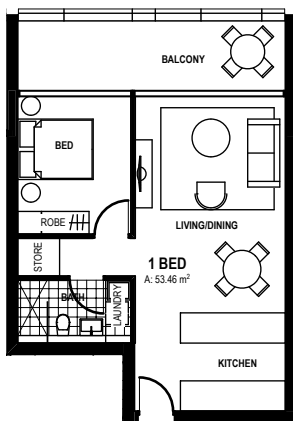
1 BED - DUAL ASPECT



3 BED - SINGLE ASPECT



2 BED - SINGLE ASPECT



1 BED - SINGLE ASPECT



4.3 SHADOW DIAGRAMS - SUMMER



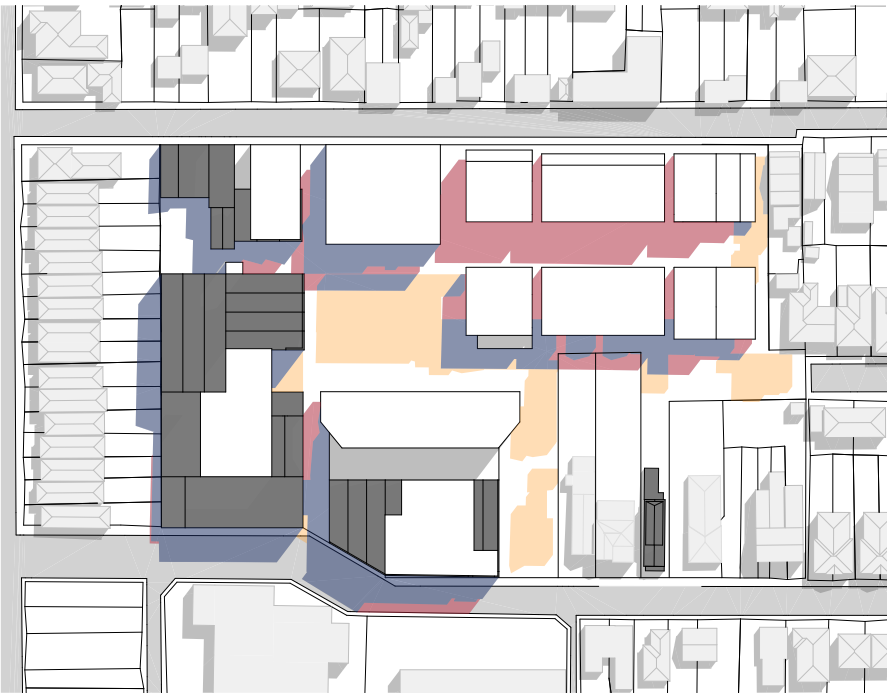
EXISTING SHADOWS DECEMBER 21 – 9AM



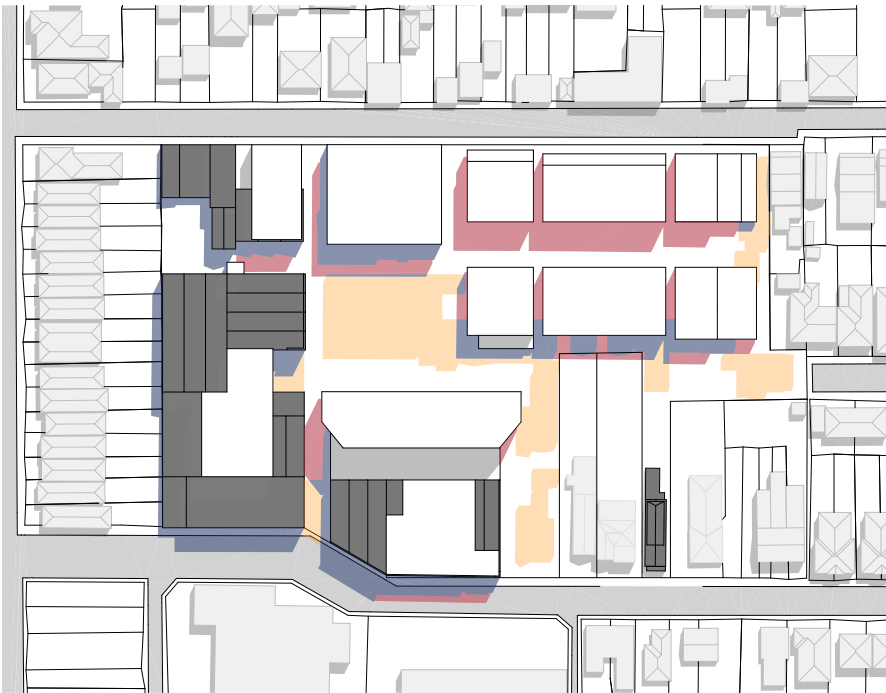
EXISTING SHADOWS DECEMBER 21 – 10AM



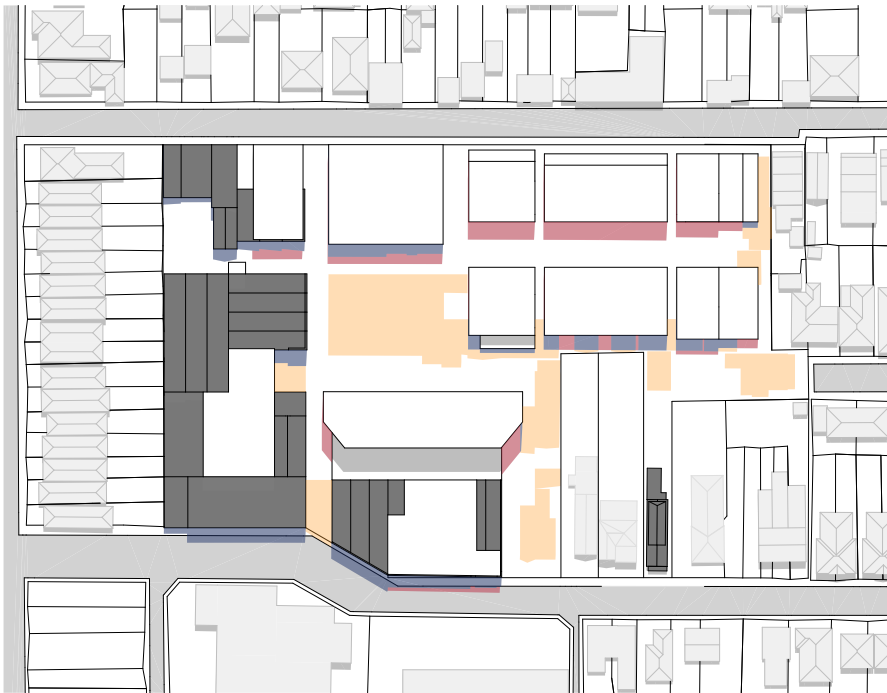
EXISTING SHADOWS DECEMBER 21 – 11AM



PROPOSED SHADOWS DECEMBER 21 – 9AM



PROPOSED SHADOWS DECEMBER 21 – 10AM



PROPOSED SHADOWS DECEMBER 21 – 11AM

- EXISTING SHADOWS
- ADDITIONAL SHADOWS FROM PROPOSED DEVELOPMENT
- IMPROVED SOLAR ACCESS DUE TO DEMOLITION OF EXISTING BUILDINGS

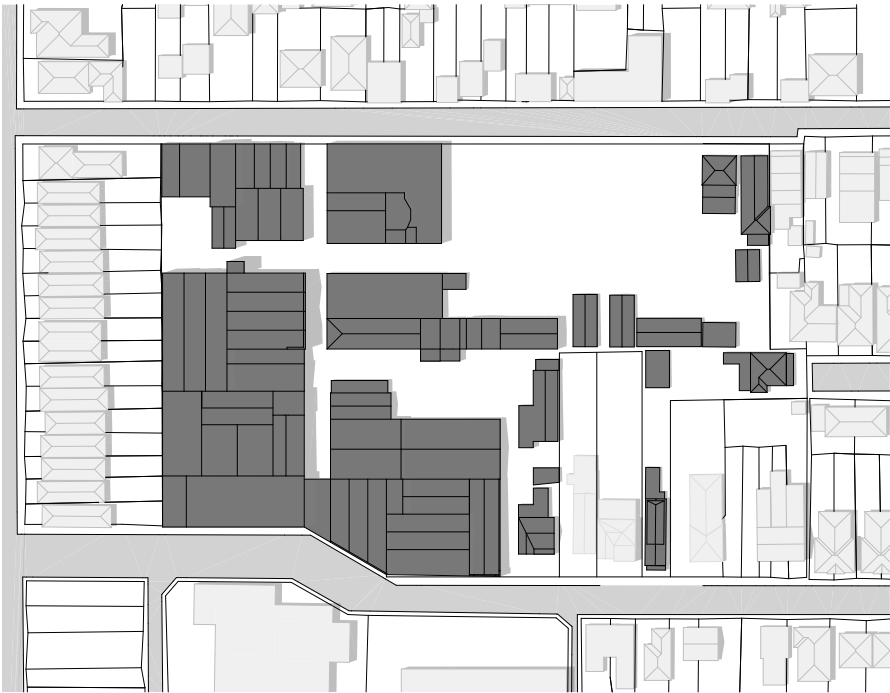




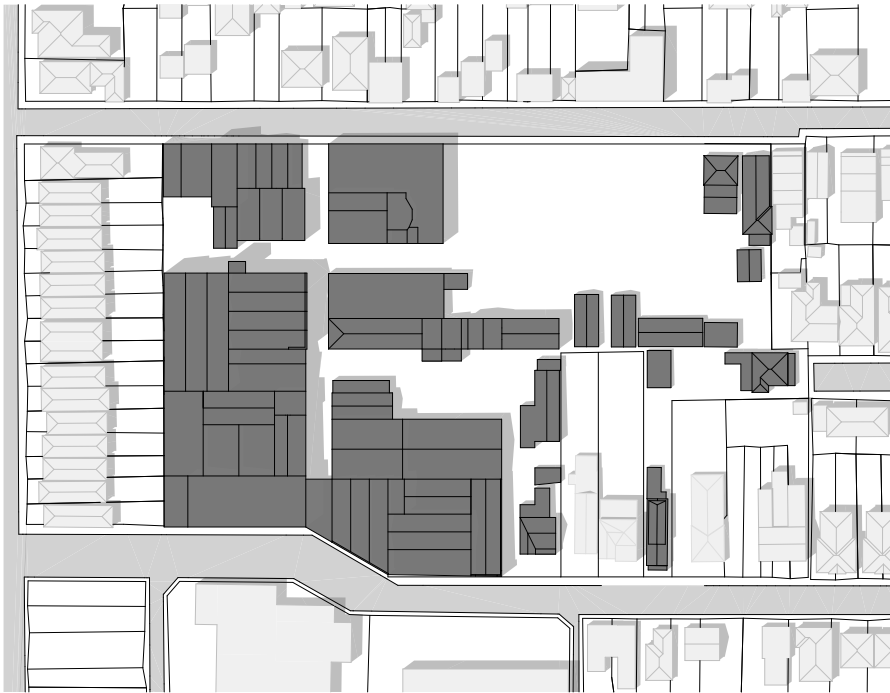
4.3 SHADOW DIAGRAMS - SUMMER



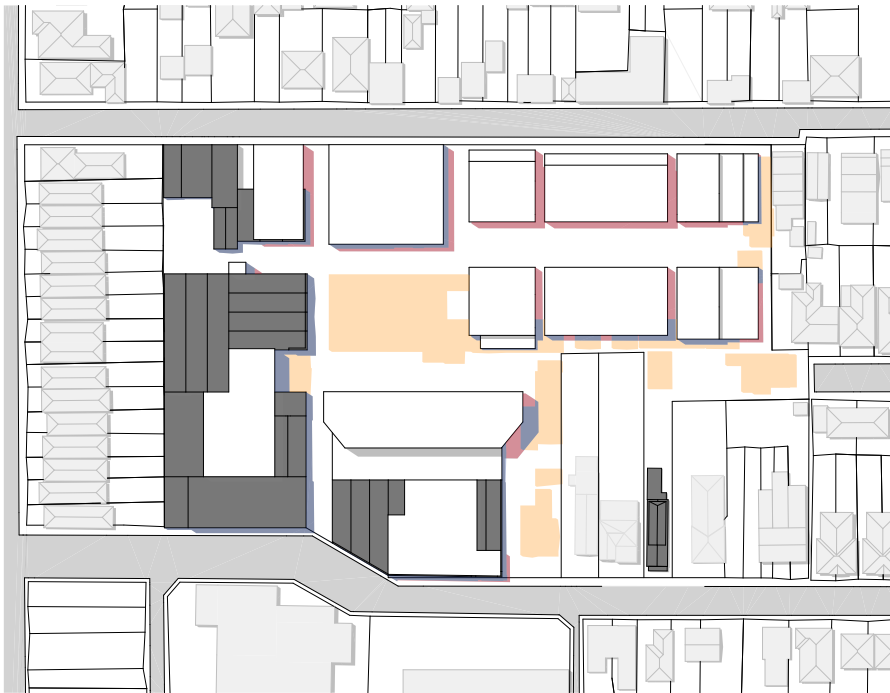
EXISTING SHADOWS DECEMBER 21 – 12PM



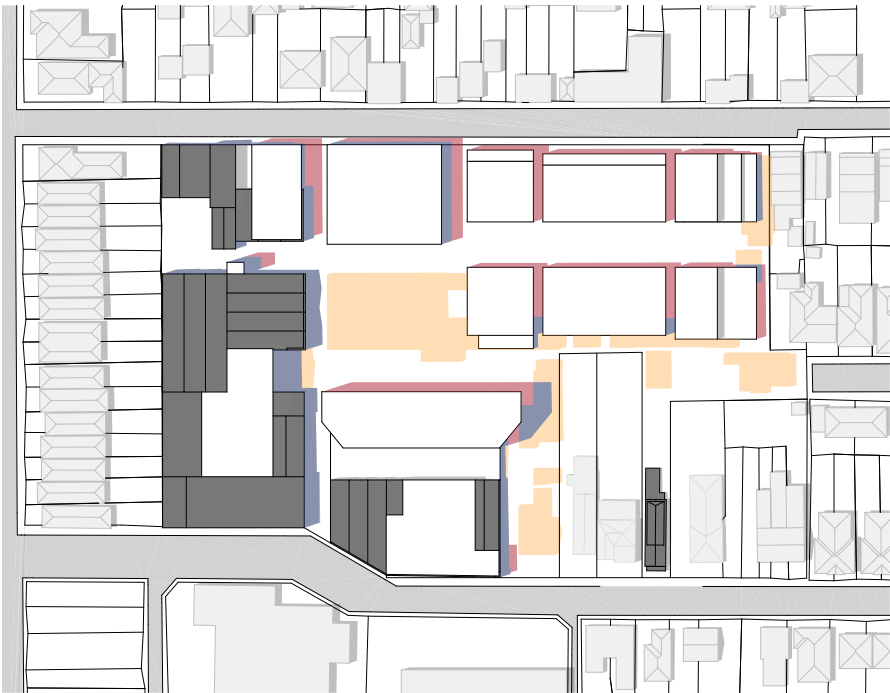
EXISTING SHADOWS DECEMBER 21 – 1PM



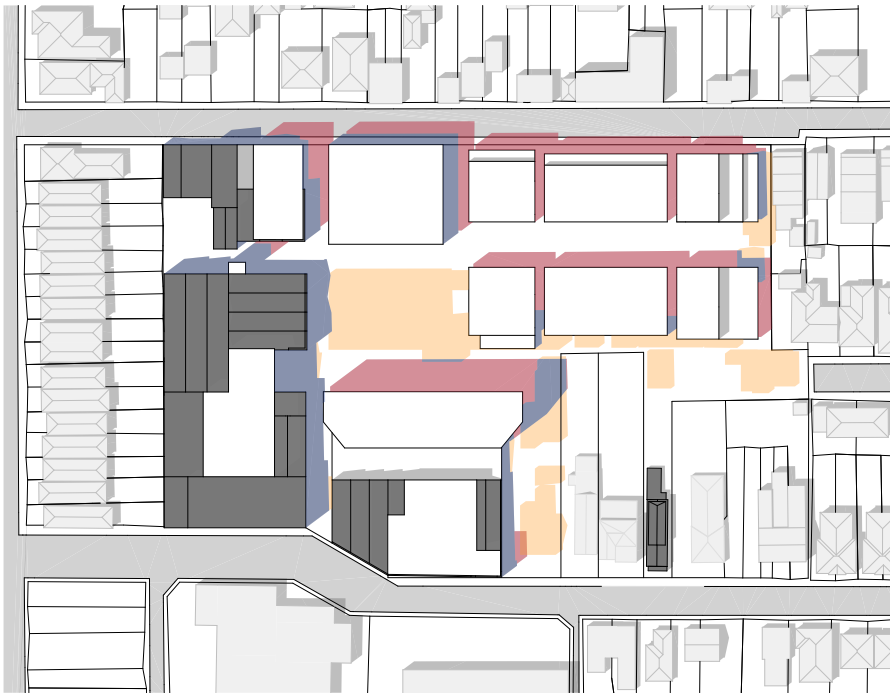
EXISTING SHADOWS DECEMBER 21 – 2PM



PROPOSED SHADOWS DECEMBER 21 – 12PM



PROPOSED SHADOWS DECEMBER 21 – 1PM



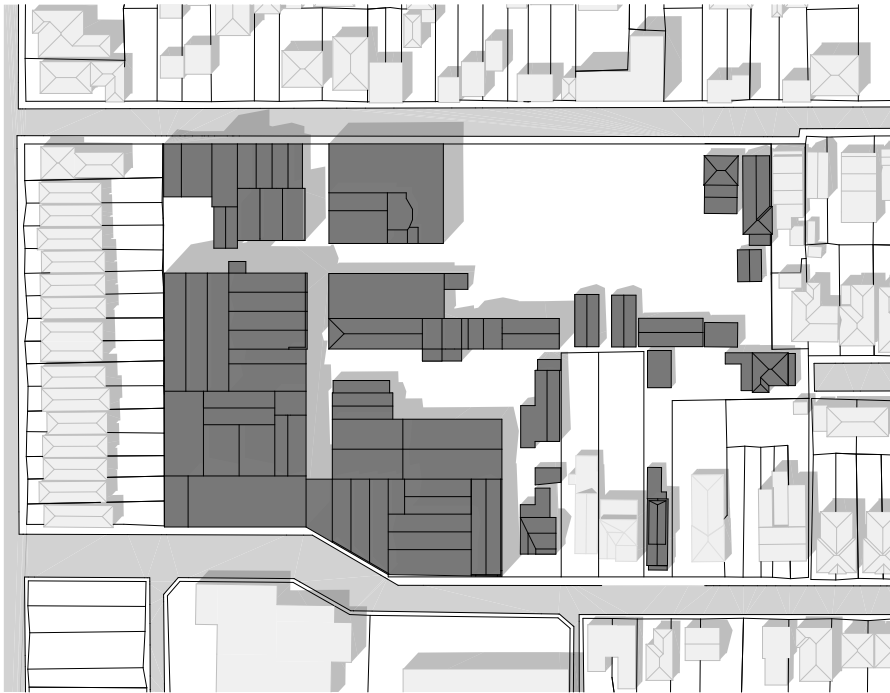
PROPOSED SHADOWS DECEMBER 21 – 2PM

- EXISTING SHADOWS
- ADDITIONAL SHADOWS FROM PROPOSED DEVELOPMENT
- IMPROVED SOLAR ACCESS DUE TO DEMOLITION OF EXISTING BUILDINGS

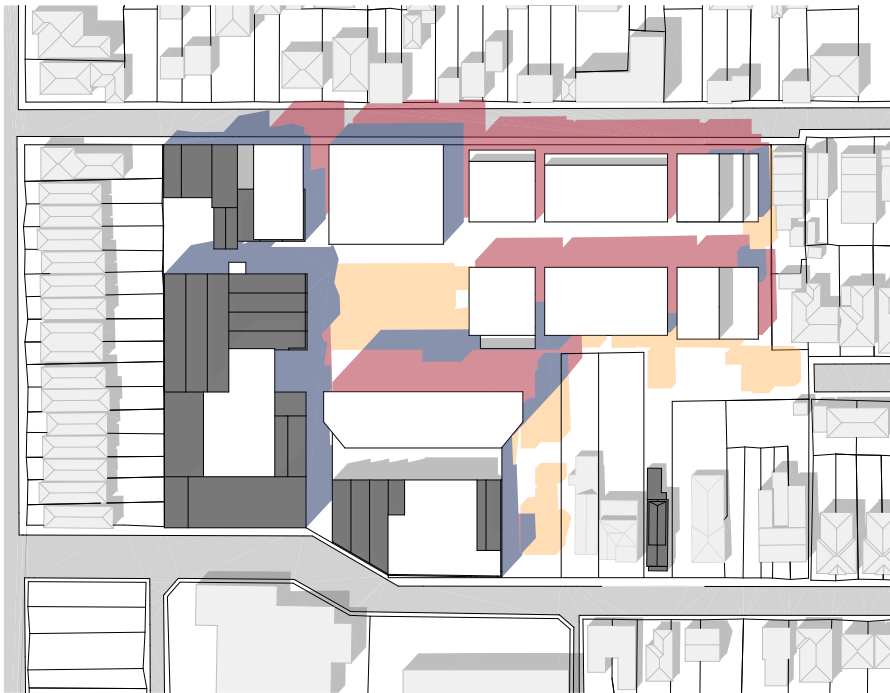




4.3 SHADOW DIAGRAMS - SUMMER 3PM



EXISTING SHADOWS DECEMBER 21 – 3PM



PROPOSED SHADOWS DECEMBER 21 – 3PM

- EXISTING SHADOWS
- ADDITIONAL SHADOWS FROM PROPOSED DEVELOPMENT
- IMPROVED SOLAR ACCESS DUE TO DEMOLITION OF EXISTING BUILDINGS





4.3 SHADOW DIAGRAMS - EQUINOX



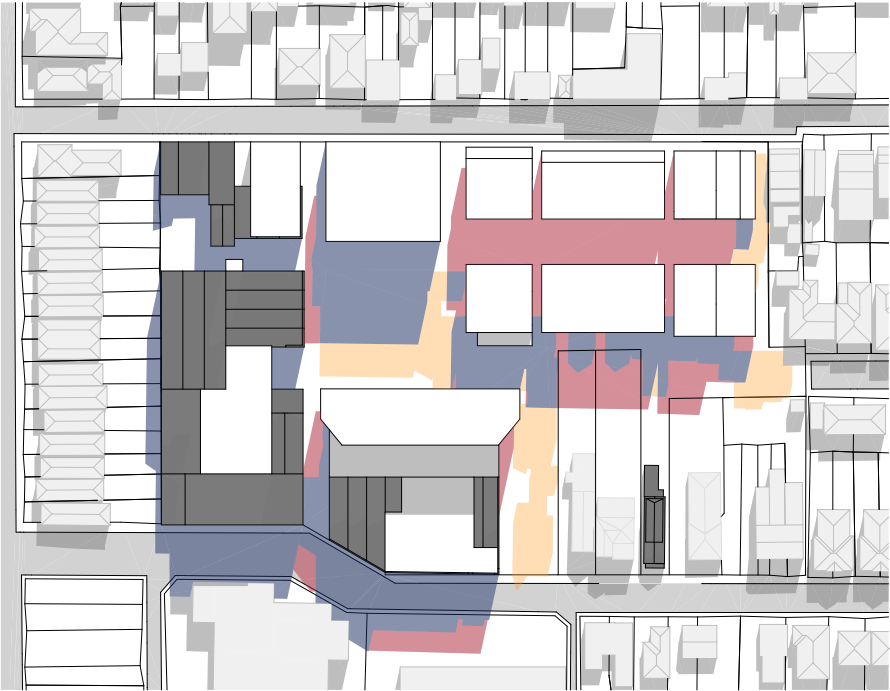
EXISTING SHADOWS MARCH/SEPTEMBER 21 – 9AM



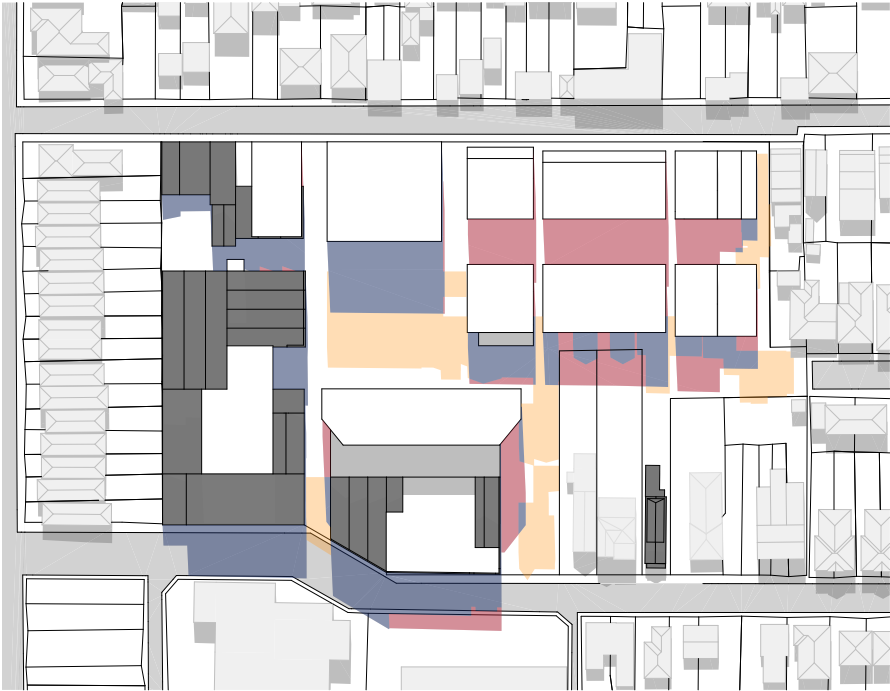
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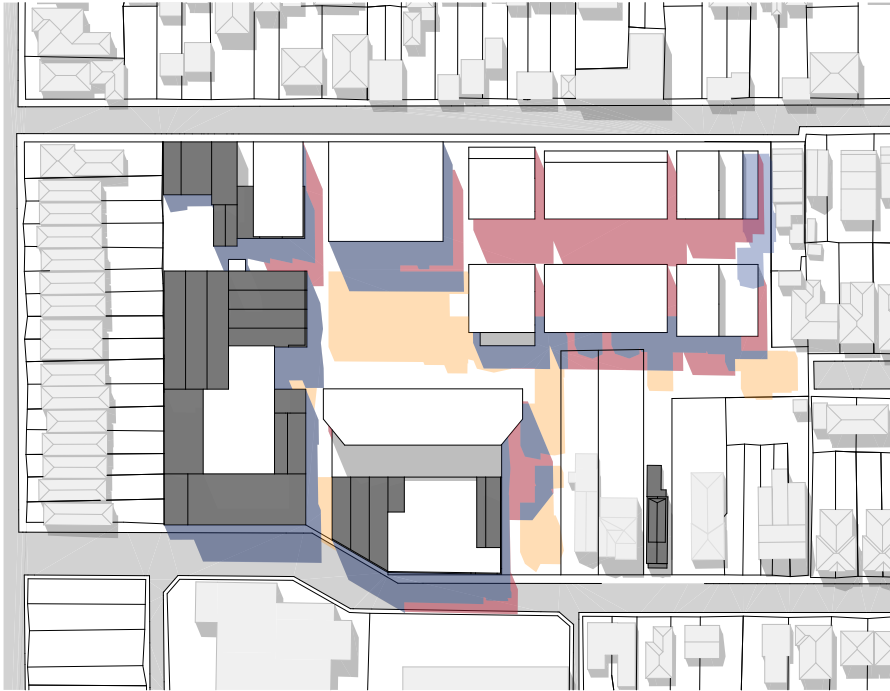
EXISTING SHADOWS MARCH/SEPTEMBER 21 – 11AM



PROPOSED SHADOWS MARCH/SEPTEMBER 21 – 9AM



PROPOSED SHADOWS MARCH/SEPTEMBER 21 – 10AM



PROPOSED SHADOWS MARCH/SEPTEMBER 21 – 11AM





4.3 SHADOW DIAGRAMS - EQUINOX 12PM – 2PM



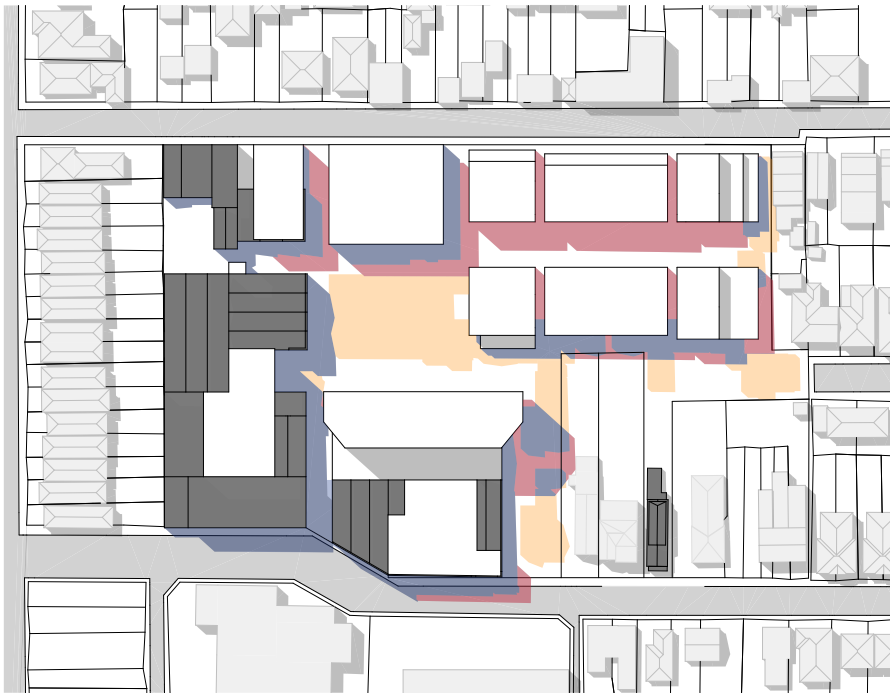
EXISTING SHADOWS MARCH/SEPTEMBER 21 – 12PM



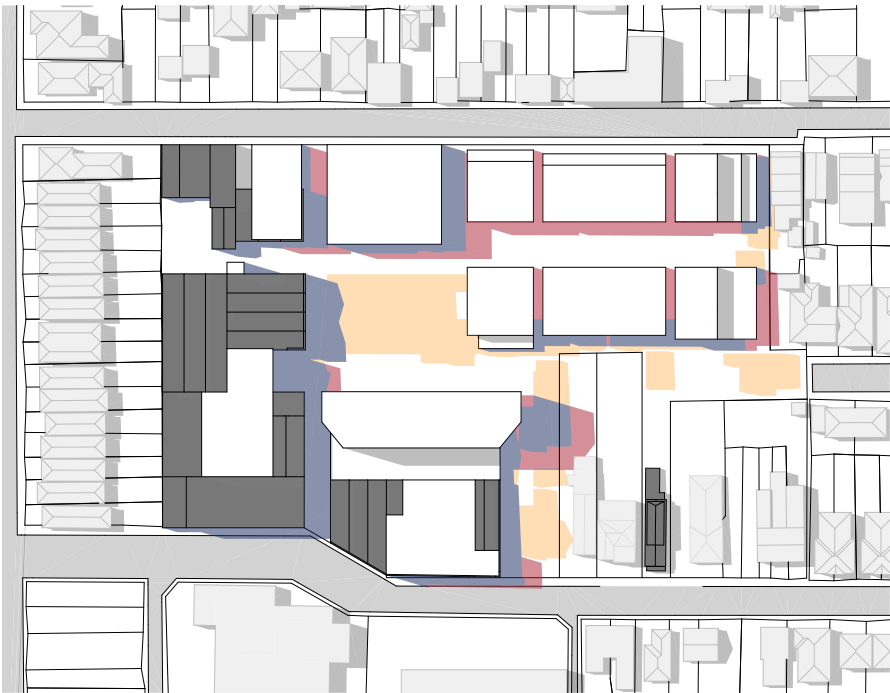
EXISTING SHADOWS MARCH/SEPTEMBER 21 – 1PM



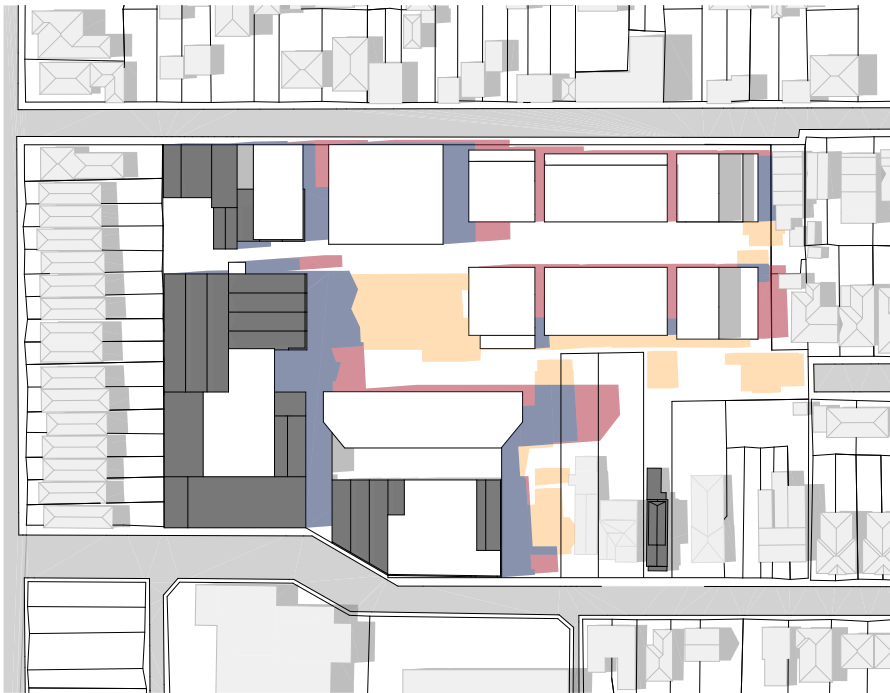
EXISTING SHADOWS MARCH/SEPTEMBER 21 – 2PM



PROPOSED SHADOWS MARCH/SEPTEMBER 21 – 12PM



PROPOSED SHADOWS MARCH/SEPTEMBER 21 – 1PM



PROPOSED SHADOWS MARCH/SEPTEMBER 21 – 2PM

- EXISTING SHADOWS
- ADDITIONAL SHADOWS FROM PROPOSED DEVELOPMENT
- IMPROVED SOLAR ACCESS DUE TO DEMOLITION OF EXISTING BUILDINGS

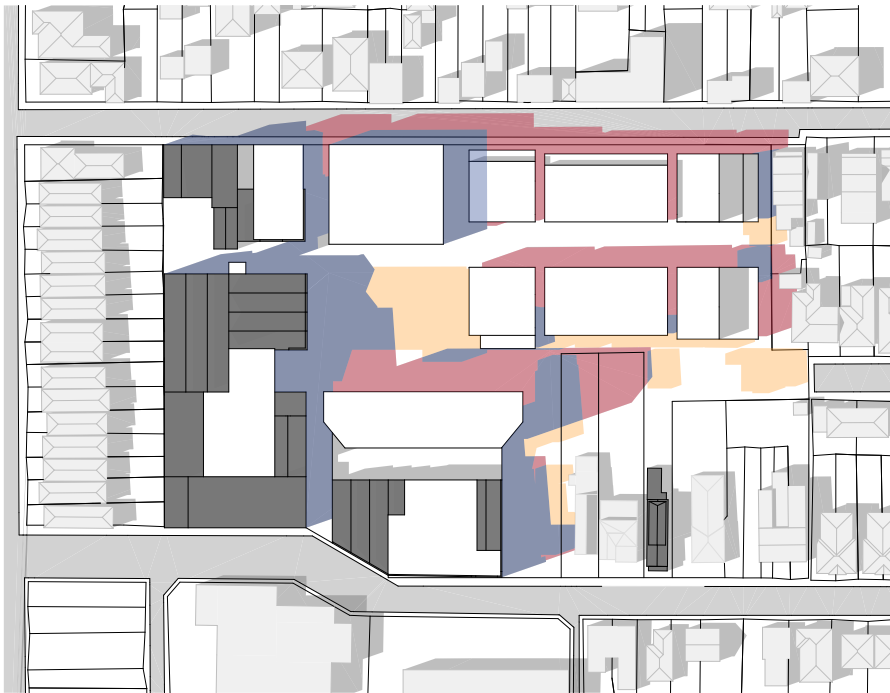




4.3 SHADOW DIAGRAMS - EQUINOX 3PM



EXISTING SHADOWS MARCH/SEPTEMBER 21 – 3PM



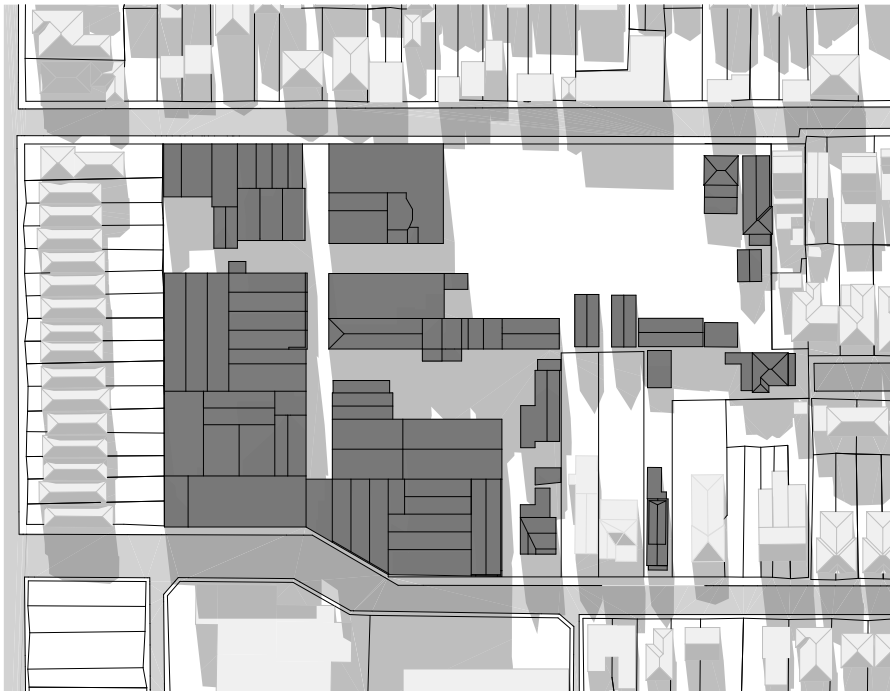
PROPOSED SHADOWS MARCH/SEPTEMBER 21 – 3PM

- EXISTING SHADOWS
- ADDITIONAL SHADOWS FROM PROPOSED DEVELOPMENT
- IMPROVED SOLAR ACCESS DUE TO DEMOLITION OF EXISTING BUILDINGS





4.3 SHADOW DIAGRAMS - WINTER 9AM - 11AM



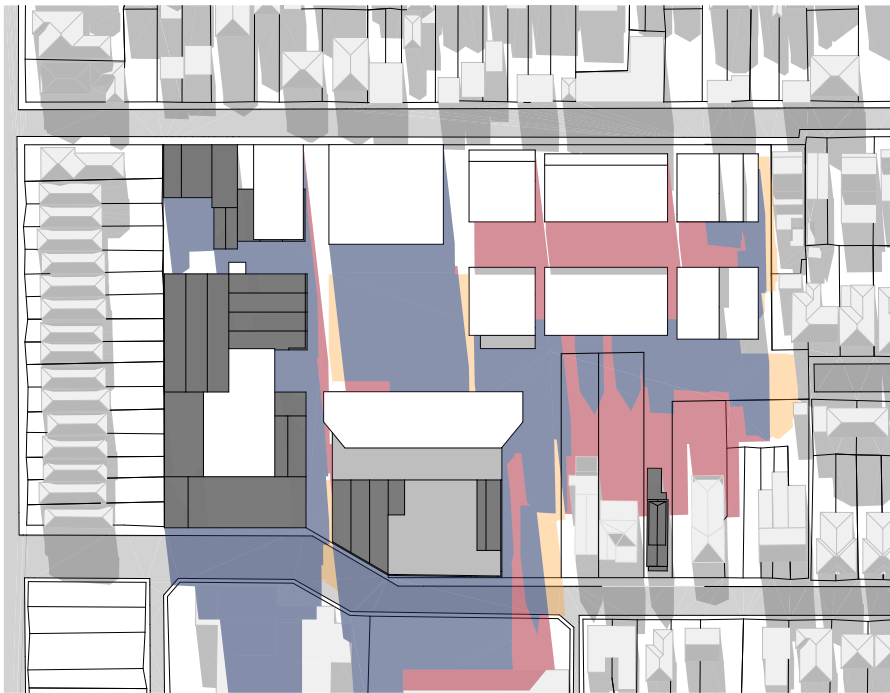
EXISTING SHADOWS JUNE 21 – 9AM



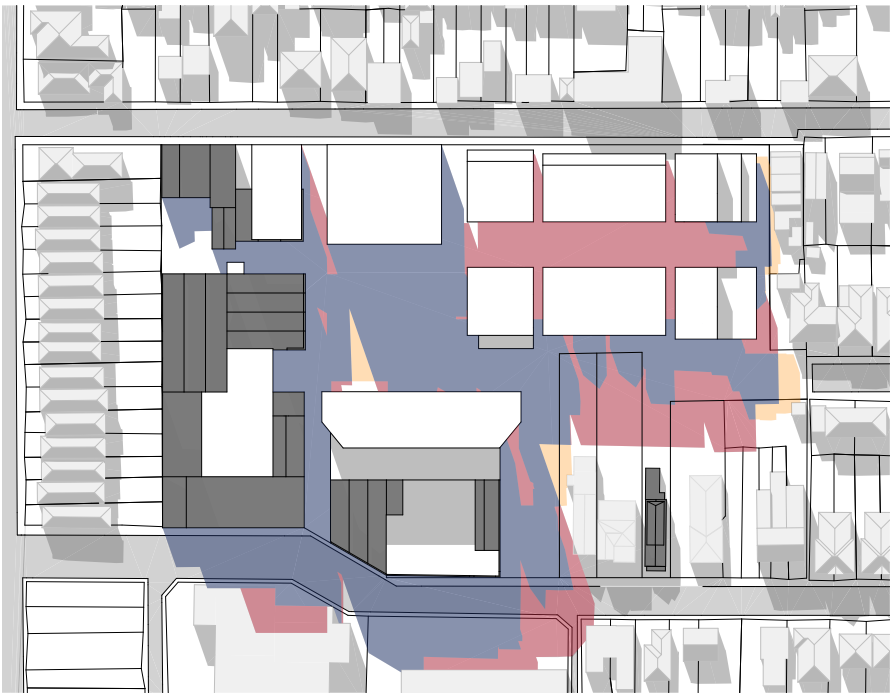
EXISTING SHADOWS JUNE 21 – 10AM



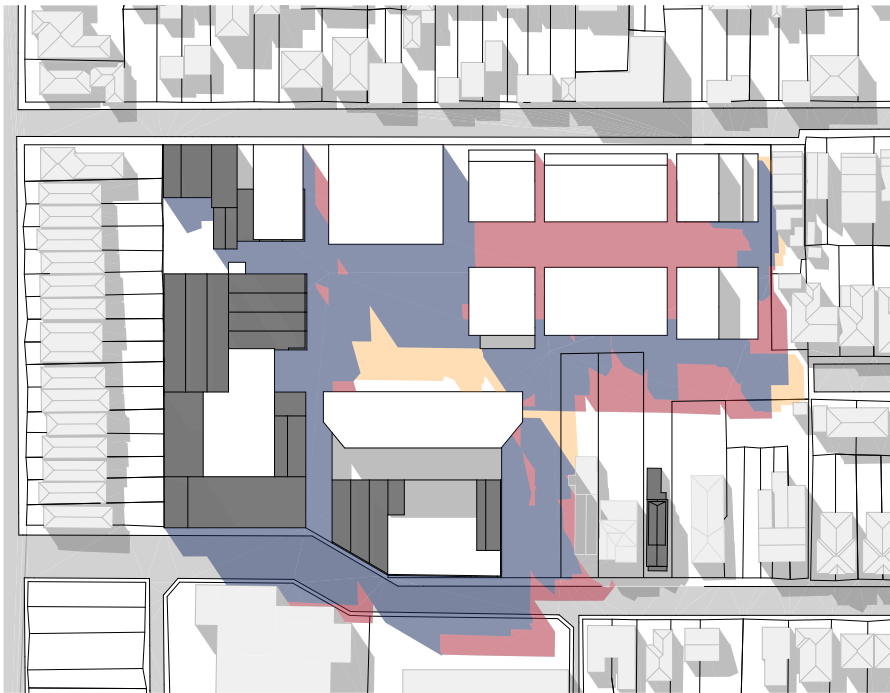
EXISTING SHADOWS JUNE 21 – 11AM



PROPOSED SHADOWS JUNE 21 – 9AM



PROPOSED SHADOWS JUNE 21 – 10AM



PROPOSED SHADOWS JUNE 21 – 11AM

- EXISTING SHADOWS
- ADDITIONAL SHADOWS FROM PROPOSED DEVELOPMENT
- IMPROVED SOLAR ACCESS DUE TO DEMOLITION OF EXISTING BUILDINGS





4.3 SHADOW DIAGRAMS - WINTER 12PM - 2PM



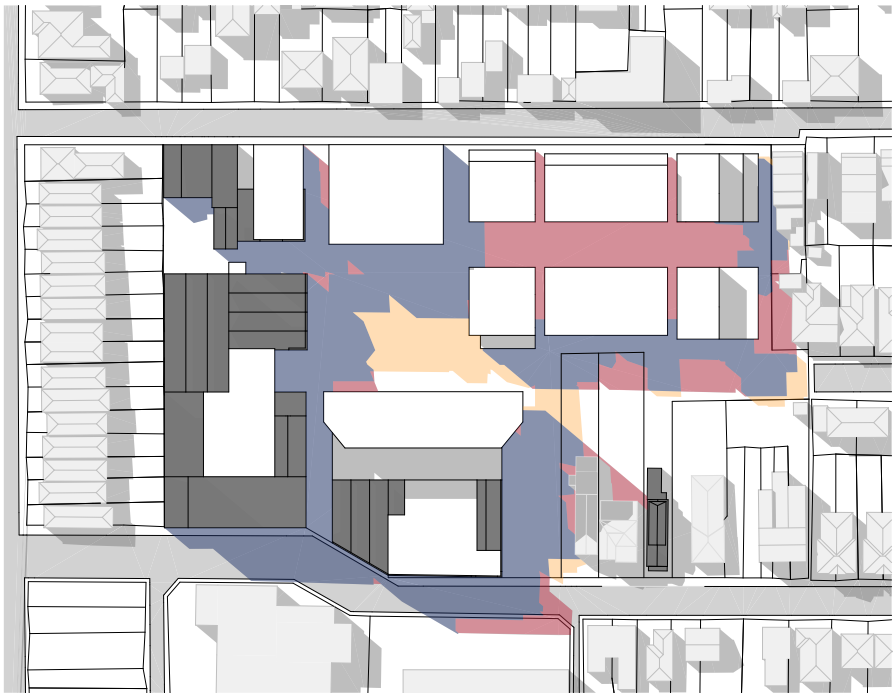
EXISTING SHADOWS JUNE 21 – 12PM



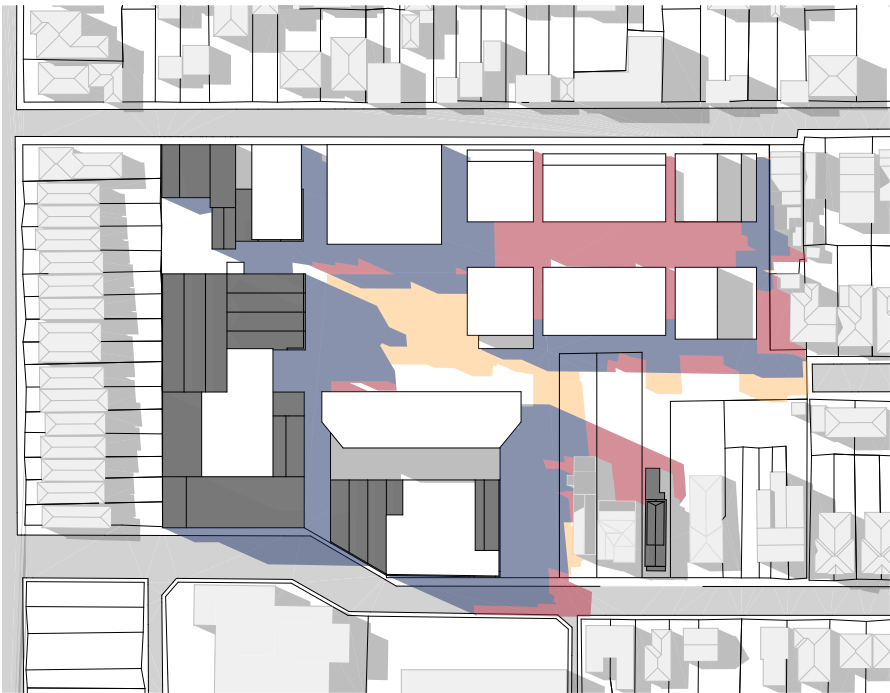
EXISTING SHADOWS JUNE 21 – 1PM



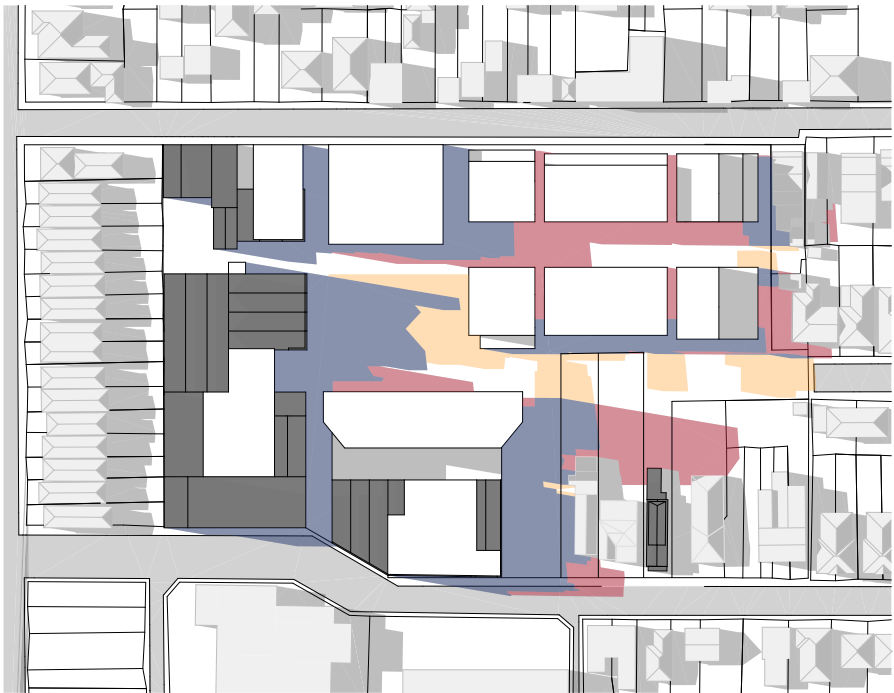
EXISTING SHADOWS JUNE 21 – 2PM



PROPOSED SHADOWS JUNE 21 – 12PM



PROPOSED SHADOWS JUNE 21 – 1PM



PROPOSED SHADOWS JUNE 21 – 2PM

- EXISTING SHADOWS
- ADDITIONAL SHADOWS FROM PROPOSED DEVELOPMENT
- IMPROVED SOLAR ACCESS DUE TO DEMOLITION OF EXISTING BUILDINGS

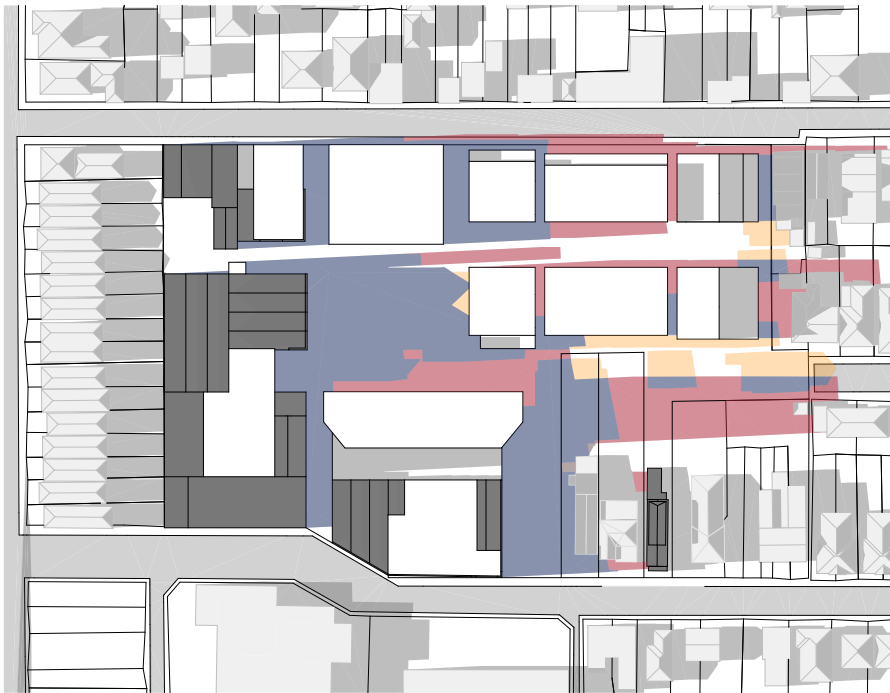




4.3 SHADOW DIAGRAMS - WINTER 3PM



EXISTING SHADOWS JUNE 21 – 3PM



PROPOSED SHADOWS JUNE 21 – 3PM

- EXISTING SHADOWS
- ADDITIONAL SHADOWS FROM PROPOSED DEVELOPMENT
- IMPROVED SOLAR ACCESS DUE TO DEMOLITION OF EXISTING BUILDINGS





