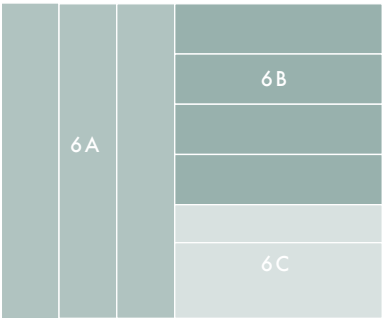


BUILDING 6



BUILDING 6A●

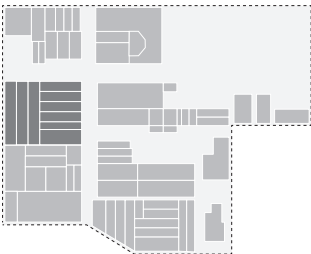
Building 6A is a three storey structure with a small mezzanine in the south east corner between ground floor and level 1. The building is divided into three equal structural bays with a sawtooth roof. The western wall of the structure abuts the property boundary. There are two bridges, one on level 1 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●

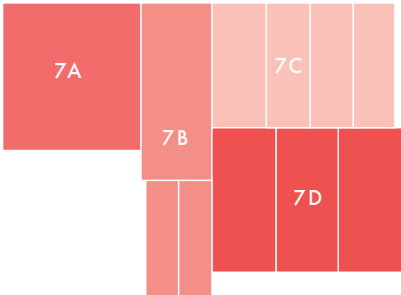
Building 6B is a three storey structure divided into two separate portions. The southern portion has a pitched roof with a parapet wall to the south west corner, while the northern portion has a pitched roof with a gable end. There is a working goods lift at the north west corner of the building which 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.



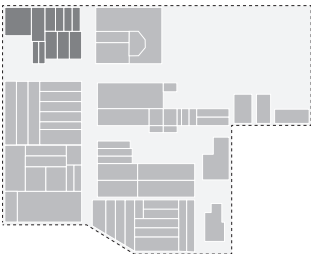
BUILDING 7C●

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.

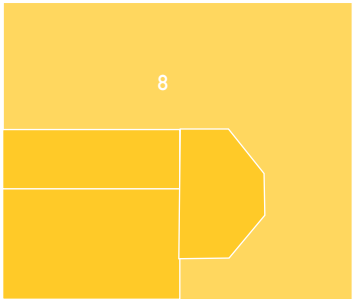


BUILDING 7D●

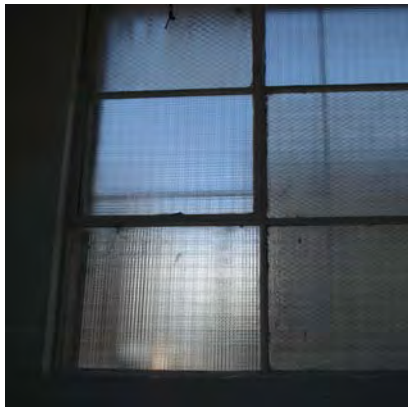
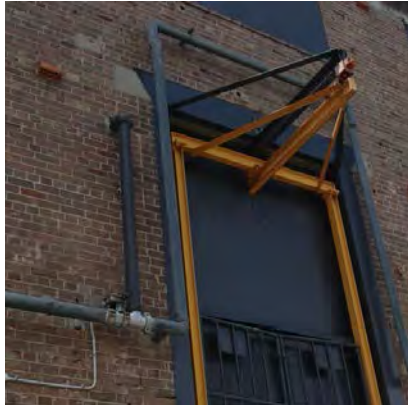
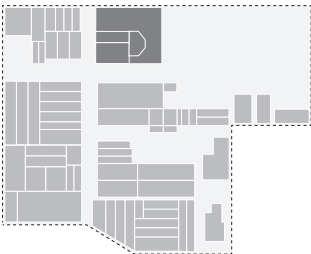
Building 7D is a two storey structure divided into three equal bays with a sawtooth roof. There is an internal stair in the south west corner of the structure.



BUILDING 8

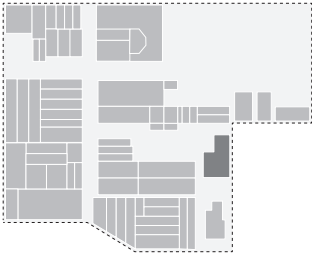


Building 8 is a predominantly two storey structure with a relatively small third storey. The two storey part of the structure has a flat concrete roof, while the third storey is made up two parts, each with a skillion roof. The north facade of the building fronts onto Edith St. There are two internal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



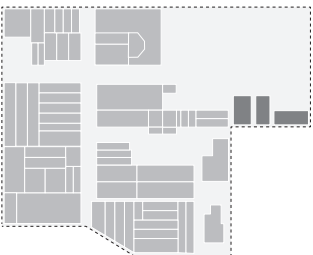
BUILDING 4

Building 4 is a single storey lightweight shed structure.



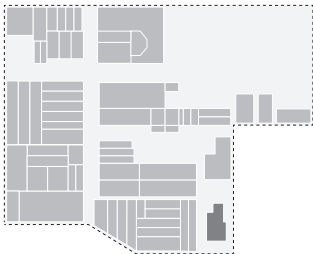
BUILDINGS 9, 10 & 11

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



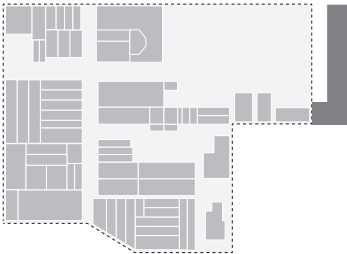
BUILDING 12

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



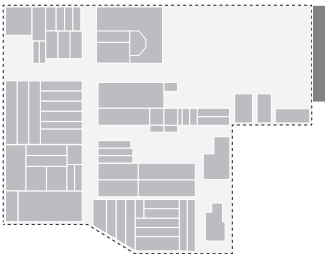
50 EDITH ST

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



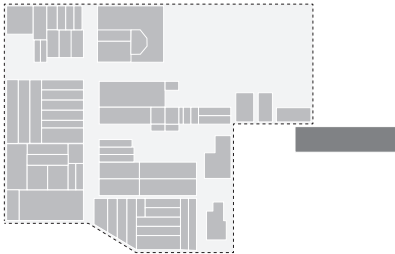
52 EDITH ST

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.²

TRAFFIC ALONG MARY STREET

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

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.⁴

CONTAMINATION

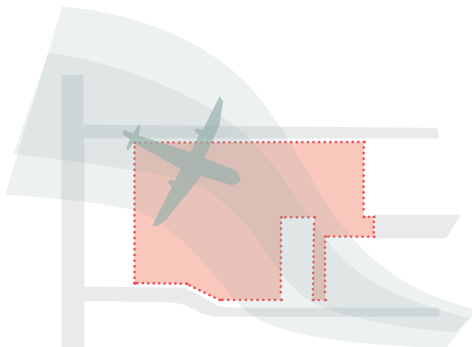
Due to the industrial history of the site, there are areas of contamination that will require suitable treatment.⁵

SIGNIFICANT SLOPE

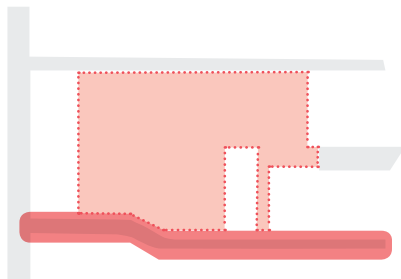
There is approximately 5 meters of fall between Edith Street and Mary Street. As a result, the site is not easily accessible for persons with disabilities.⁶

INDUSTRIAL SITE SURROUNDED BY LOW DENSITY RESIDENTIAL

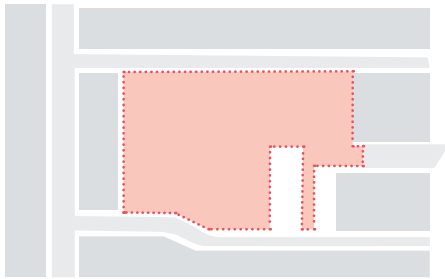
The site is surrounded by small scale residential dwellings. The interface between these uses is currently harsh and unconsidered.



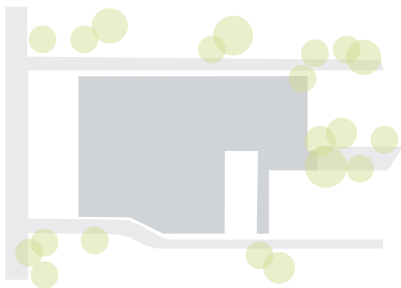
AIRCRAFT NOISE



TRAFFIC ALONG MARY STREET



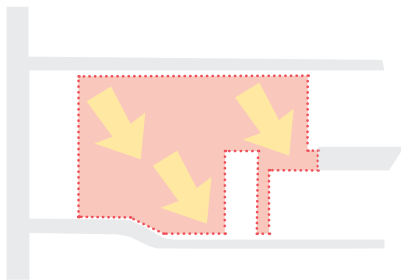
NO PUBLIC OPEN SPACE



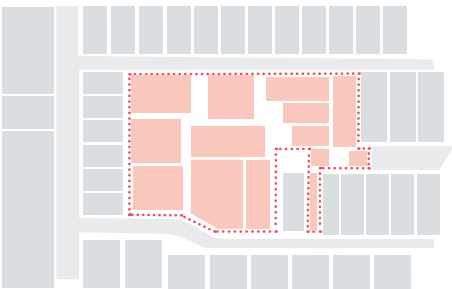
NO LANDSCAPE



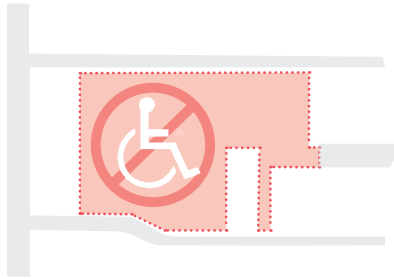
CONTAMINATION



SIGNIFICANT SLOPE
ACROSS SITE



INDUSTRIAL SITE SURROUNDED BY
LOW DENSITY RESIDENTIAL

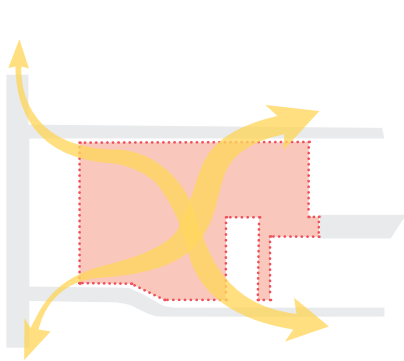


LACK OF ACCESS & BCA COMPLIANCE

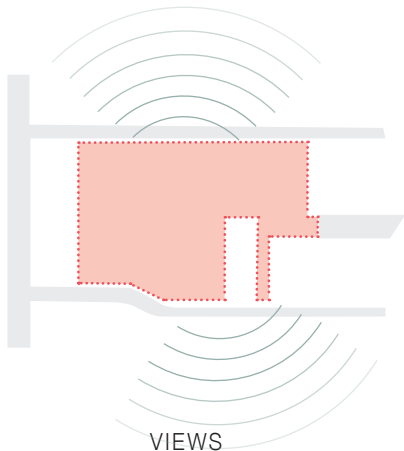
2. Acoustic Study
3. Acoustic Study and Traffic Study
4. Landscape Report
5. Environmental Report
6. BCA Report

1.5 SITE ANALYSIS
SITE OPPORTUNITIES

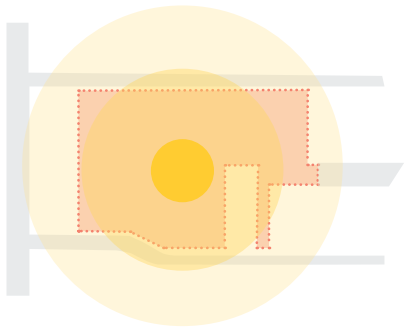
- ACCESS**
Through-site links towards local public transport network.
Pedestrian friendly and permeable site.
- VIEWS**
Views of Sydney CBD to the north and Botany Bay to the south.
- COMMUNITY**
Strong sense of place. A neighbourhood centre and event space for the local community
- LANDSCAPE**
Increased 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.



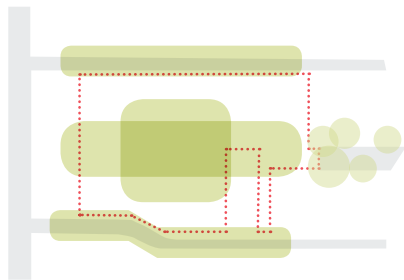
ACCESS



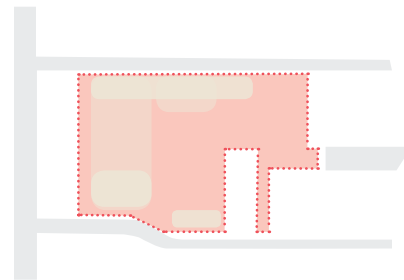
VIEWS



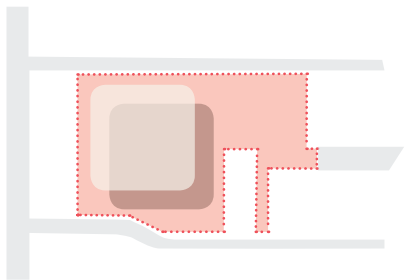
COMMUNITY



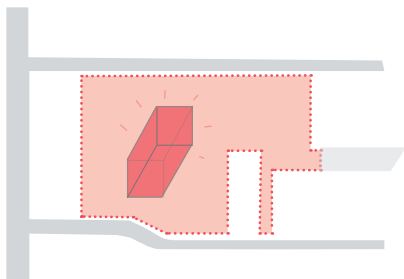
LANDSCAPE



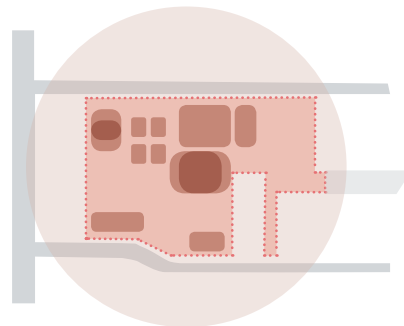
CREATIVE INDUSTRIES



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

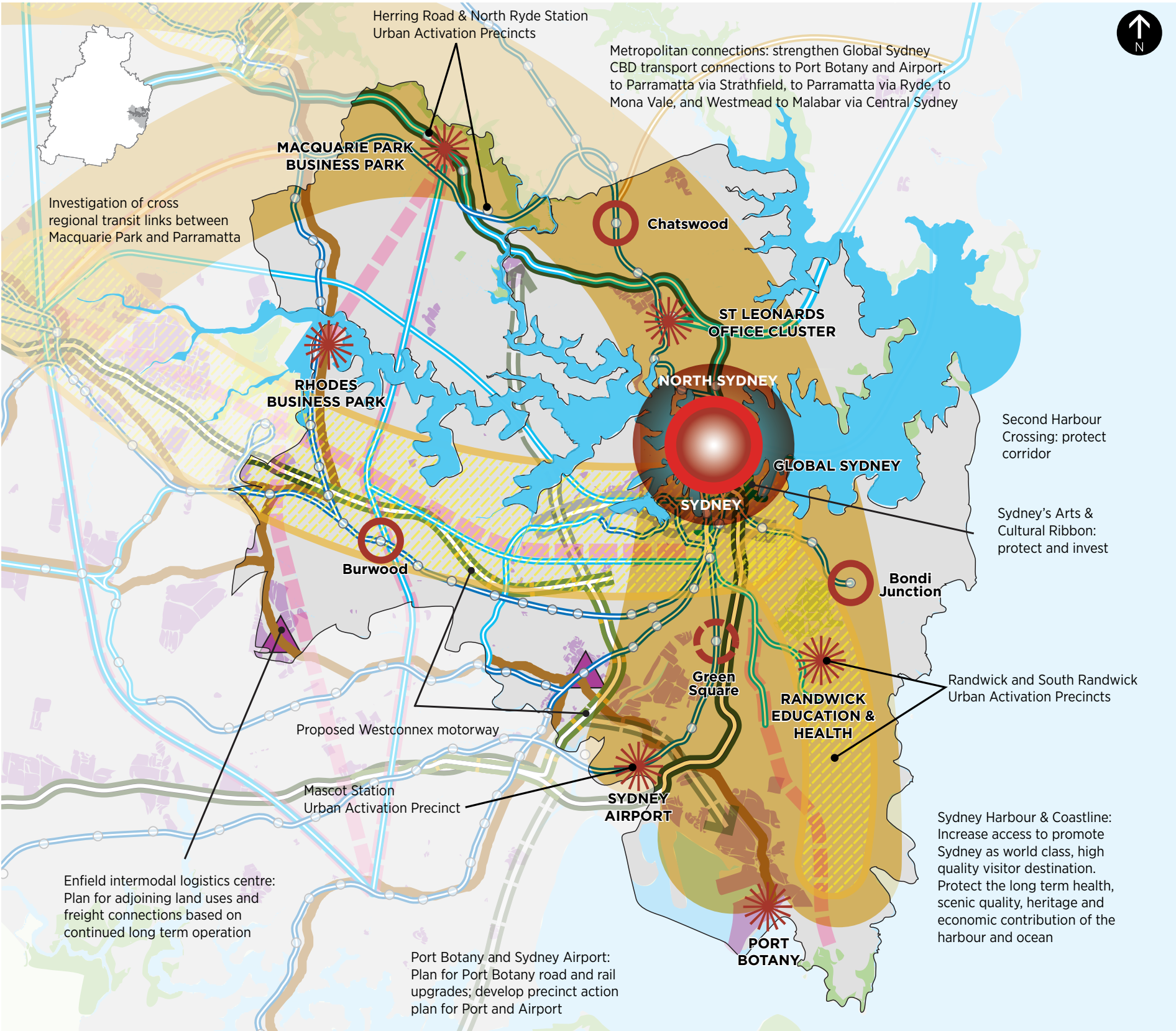
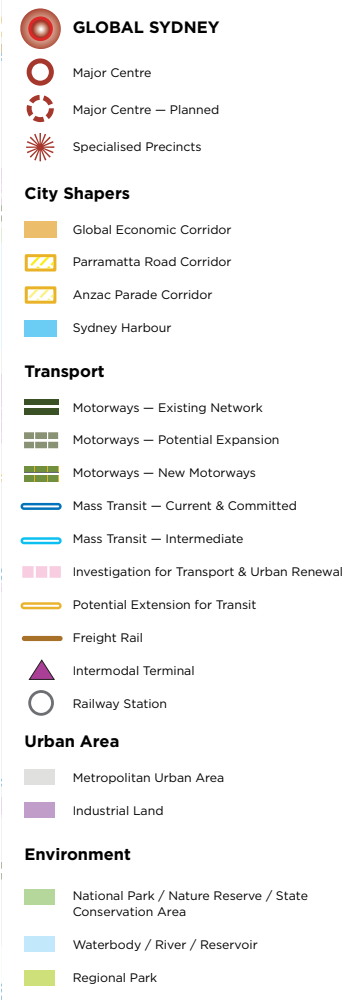
By comparing the proposal to a comprehensive planning framework, the proposal intends to ensure an integrated urban design approach, which addresses the long term operation of the site in relation to all relevant levels of the planning hierarchy.

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.”⁷

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.

SMALL VILLAGES

Allawah
Amcliffe
Belmore
Beverly Hills
Bexley
Bexley North
Canterbury
Carlton
Clemton Park
Croydon Park
Dulwich Hill
Hurlstone Park
Illawarra Road, Marrickville
Illawong
Jannali
Kareela
Lofus
Lugarno
Narwee
New Canterbury Road, Petersham
Oatley
Penshurst
Ramsgate
Ramsgate Beach
South Hurstville
Southgate
Woolooware

NEIGHBOURHOOD CENTRES

Addison Road, Marrickville
Bangor
Banksia
Bardwell Park
Beverly Hills North
Blakehurst
Canterbury Road, Belmore
Carlton South
Carrs Park
Como
Dolls Point
Dudley St/Canterbury Rd, Canterbury
Dulwich Hill Station
Forest Rd, Peakhurst
Georges River Road, Ashfield
Haldon St/Canterbury Rd, Lakemba
Heathcote
Isaac Street, Peakhurst
King Georges Road, Wiley Park
Kogarah South
Kyeemagh
Kumell
Lewisham
Lime Kin Bay
Monterey
Moorefield
New Canterbury Road, Marrickville
Oatley West
Peakhurst
Peakhurst North
Peakhurst South
Peakhurst West
Penshurst West
Princes Highway, Tempe
Rowe Lane, Sydenham
Sans Souci
Sylvania
Sylvania Heights
The Kings Way
Turrella
William Street/Kingsgrove Road
Woolooware Station

CENTRES IN THE SOUTH SUBREGION

KEY

SPECIALISED CENTRE

SYDNEY AIRPORT AND ENVIRONS

MAJOR CENTRES

HURSTVILLE
KOGARAH

TOWN CENTRES

Campsie
Caringbah
Cronulla
Marrickville Road
Menai
Miranda
Rockdale
Stanmore
Sutherland

STAND ALONE SHOPPING CENTRE

Roselands

VILLAGES

Brighton-Le-Sands
Earlwood
Engadine
Gymea
Illawarra Rd, Marrickville
Kingsgrove
Kirrawee
Lakemba
Marrickville Metro
Mortdale
Punchbowl
St Peters
Wooli Creek

FERRY WHARFS

FERRY ROUTES

STRATEGIC BUS CORRIDORS

RAIL LINE; STATION

RAIL FREIGHT LINE

MAJOR HOSPITAL

PRECINCT 75 DESIGN REPORT | SEPTEMBER 2015 | PREPARED BY TONKIN ZULAIKHA GREER

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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.’

Town Centre 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>	Investigation Areas for New Centres 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>
Village 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>	Enterprise Corridor 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>
Small Village 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>	Green Corridor (indicative) 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.
Neighbourhood 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>	Airport and Port Related Activities These lands contain important industries that support the major economic gateways of the Port and Airport.
	Heritage Items Heritage items shown are those identified in MLEP 2001 as heritage items or on the State Heritage Register.
	Open Space Local and regional parks, playgrounds and sportsfields.
Stand Alone Shopping Centre Large managed retail centre, with supermarket, discount department store, specialty food and clothing. <i>Marrickville Metro.</i>	Strategic Bus Corridors 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.
Focus for Renewal 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>	Employment Lands Sites for light industry, which are generally small and isolated. These locations provide local production and services.
Station Revitalisation Plans Draft Revitalisation Plans have been prepared for <i>Marrickville and St Peters Railway Stations</i> as Urban Strategy case studies.	Strategic Employment Lands 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.
Mixed Used Development Investigation Areas 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>	Shops, Restaurants and Services 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.



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

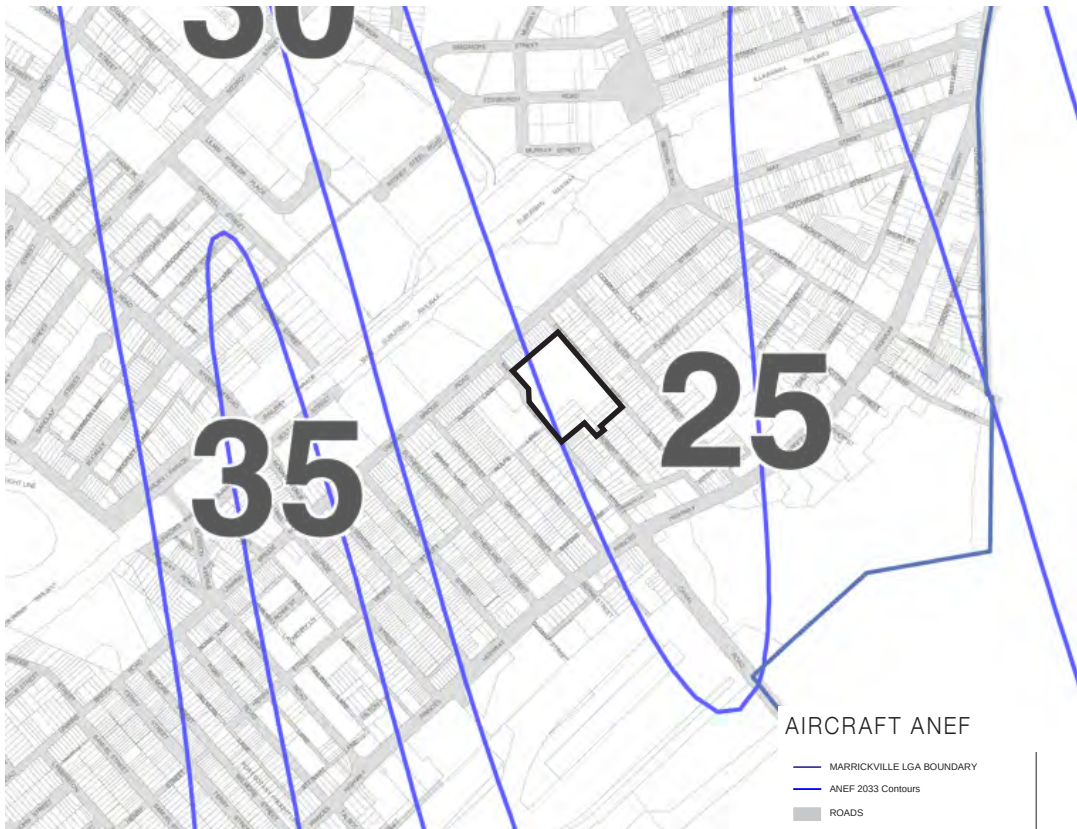
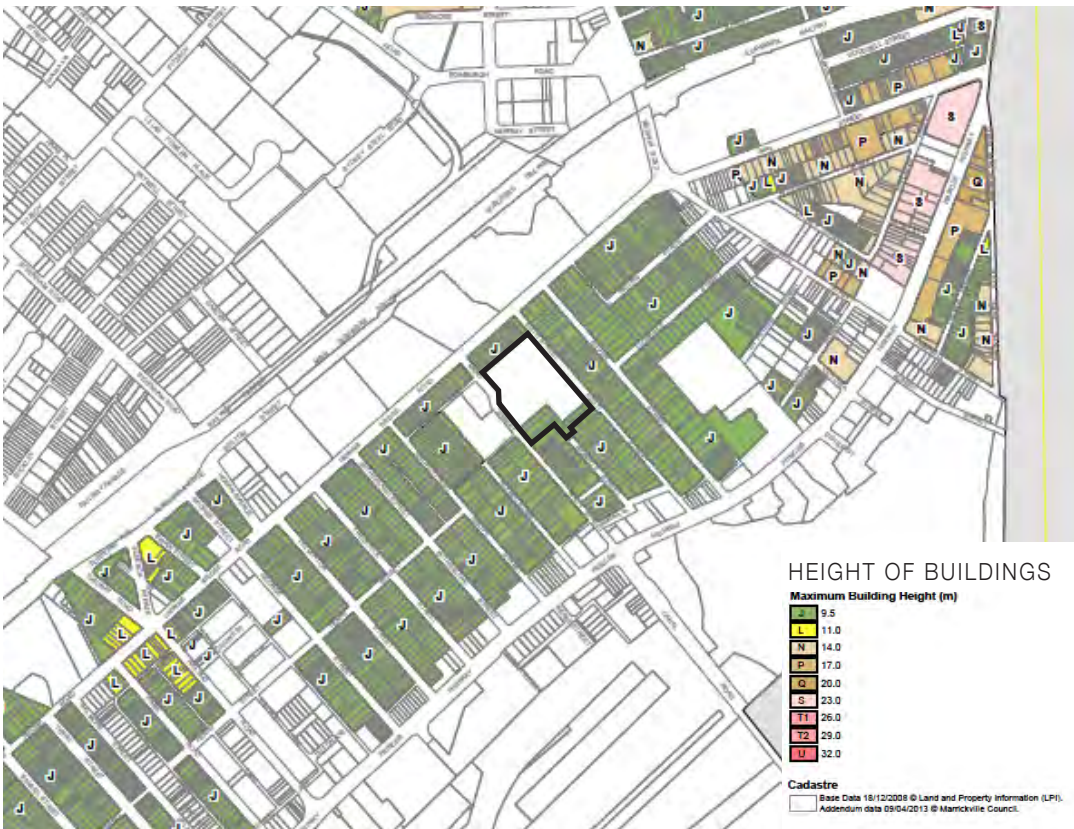
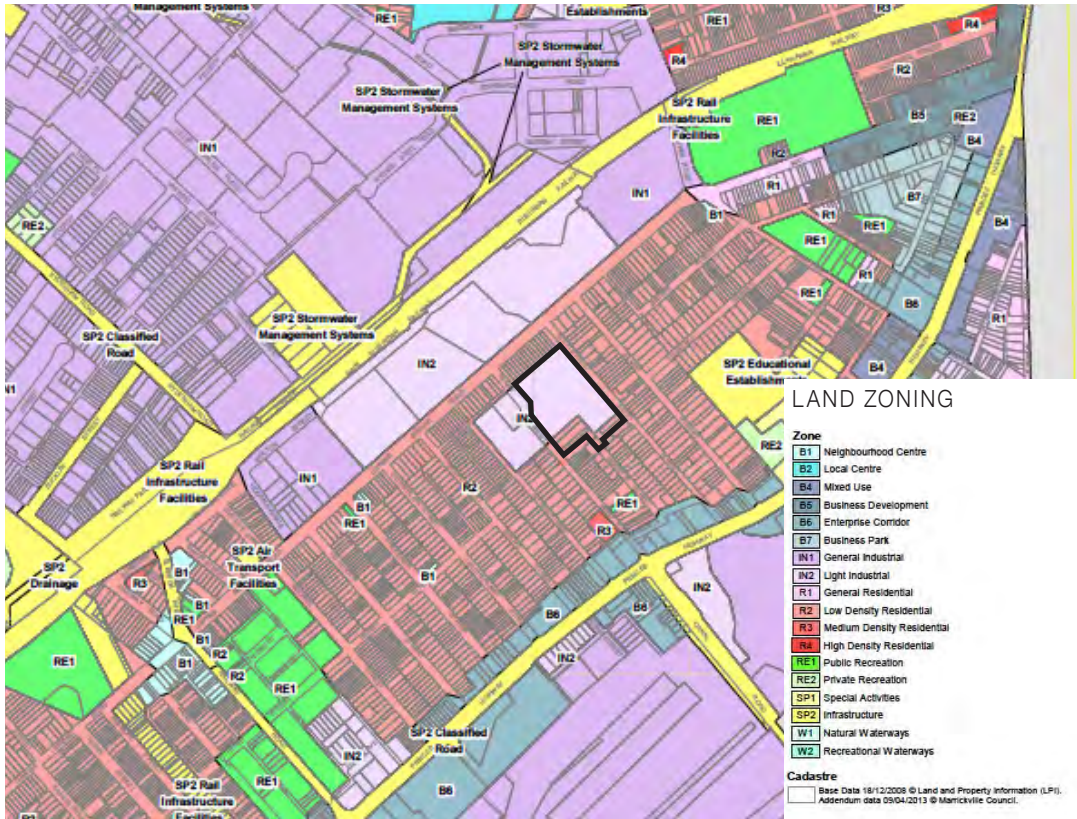
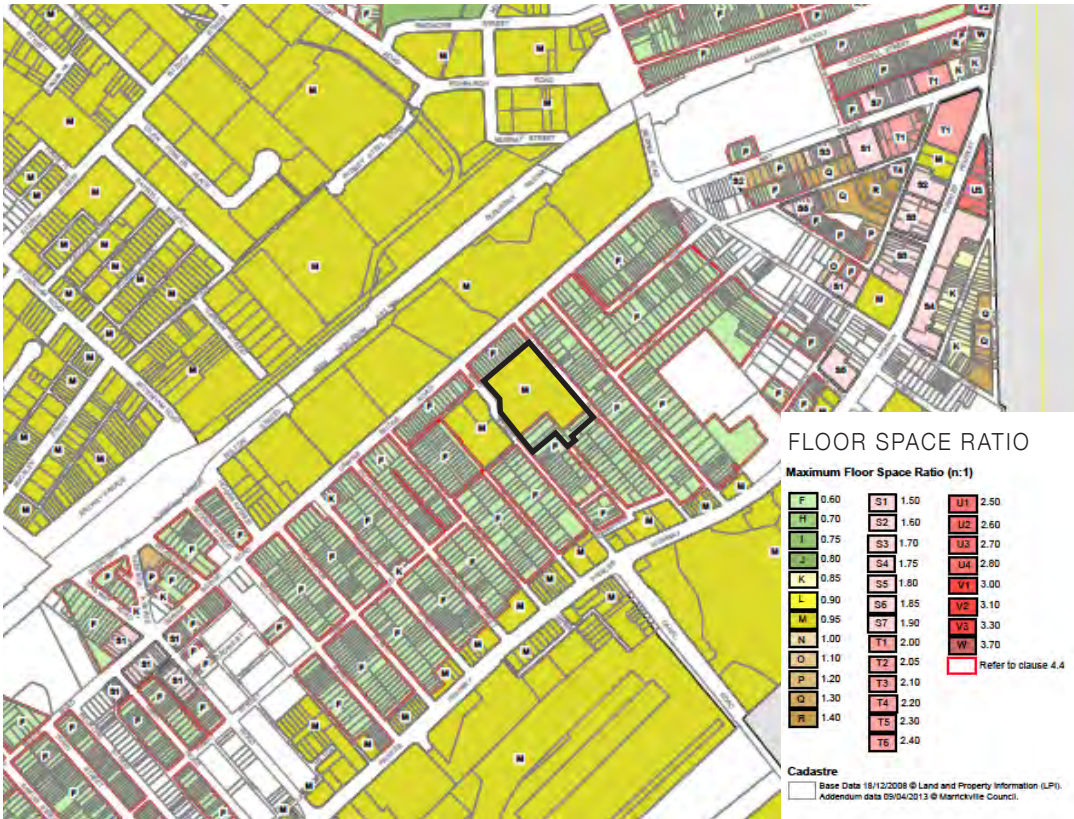
The subject site is currently in category 'M', allowing a floor space ratio of 0.95:1.

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

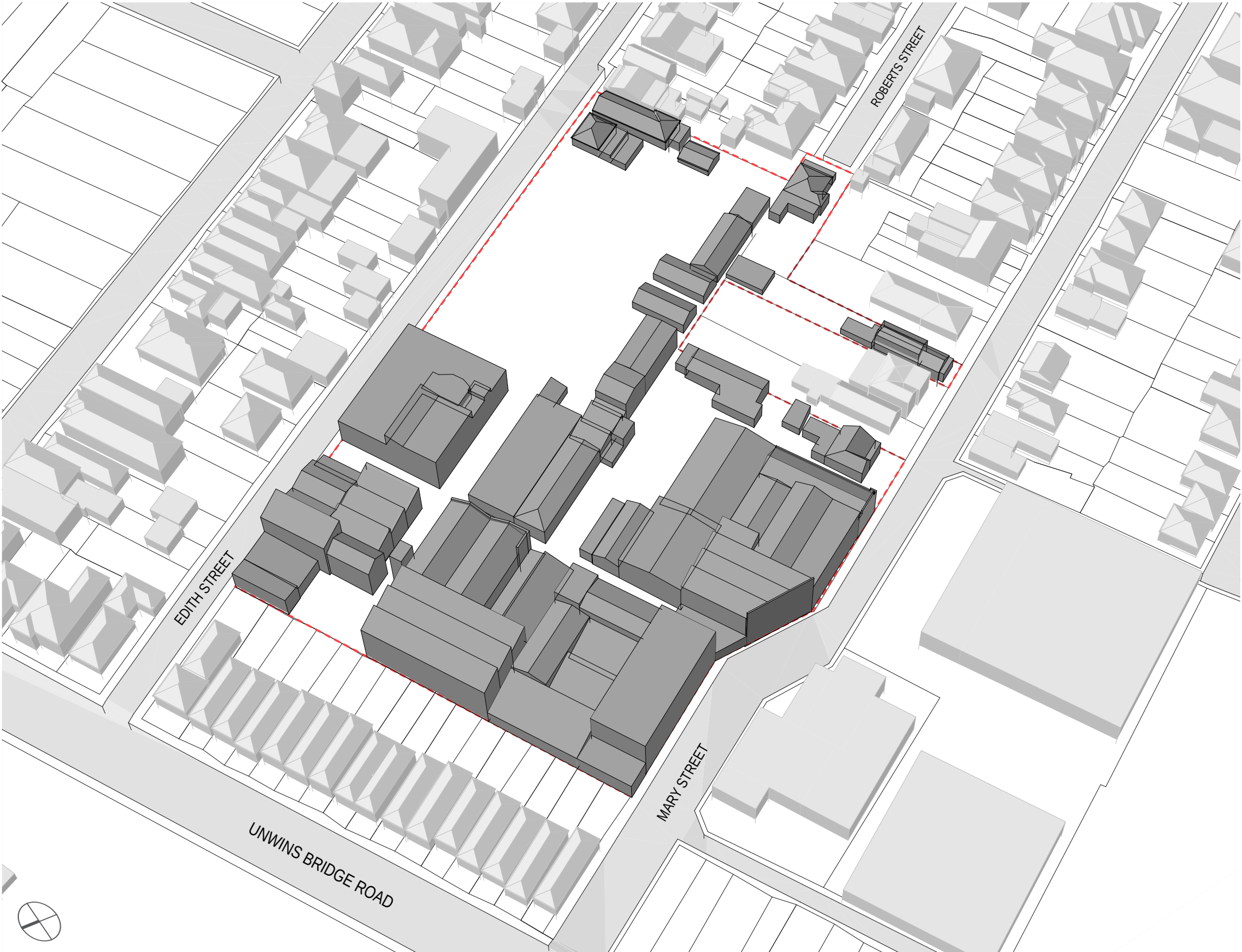
DESIGN
RESPONSE

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

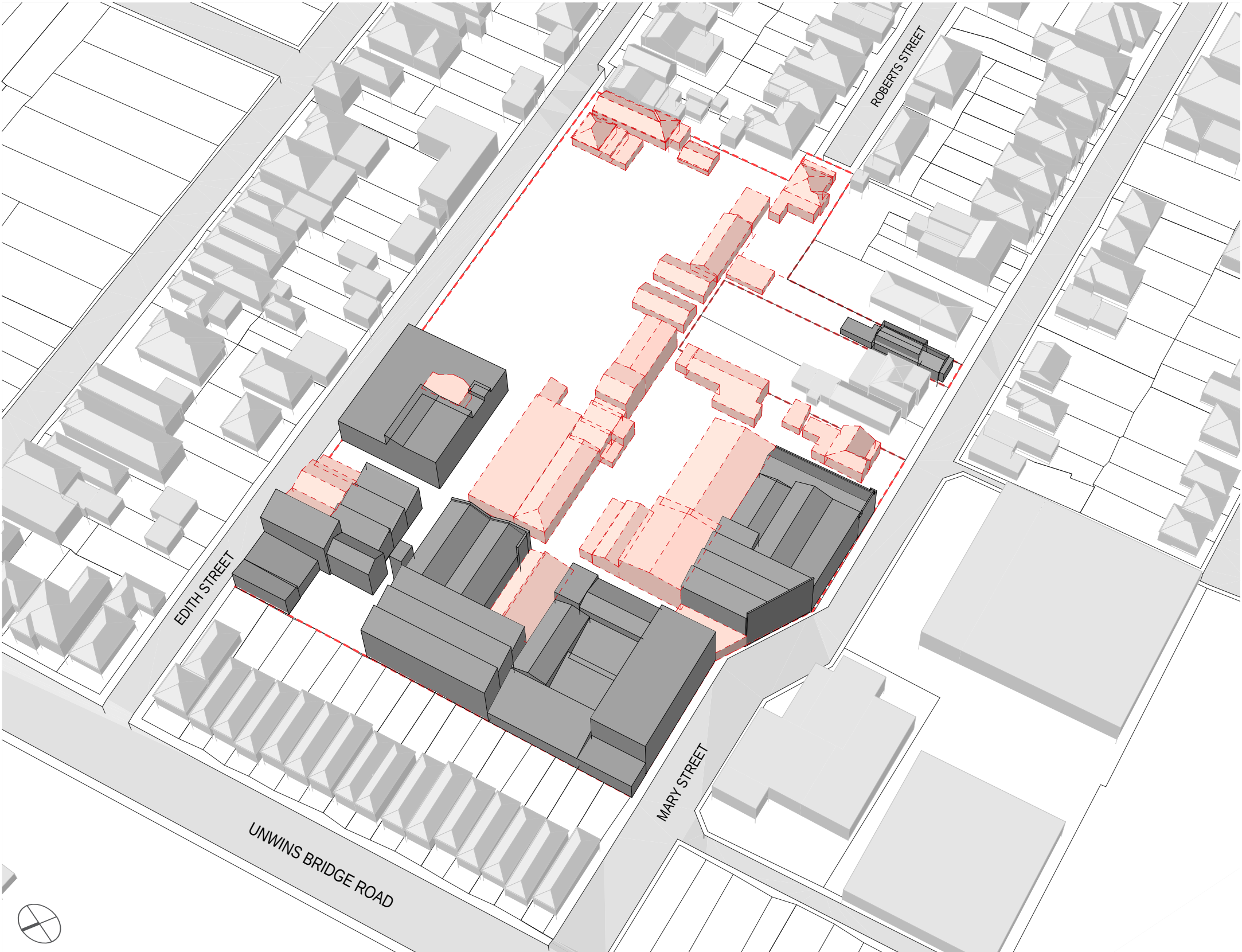
LONG TERM MASTERPLAN

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

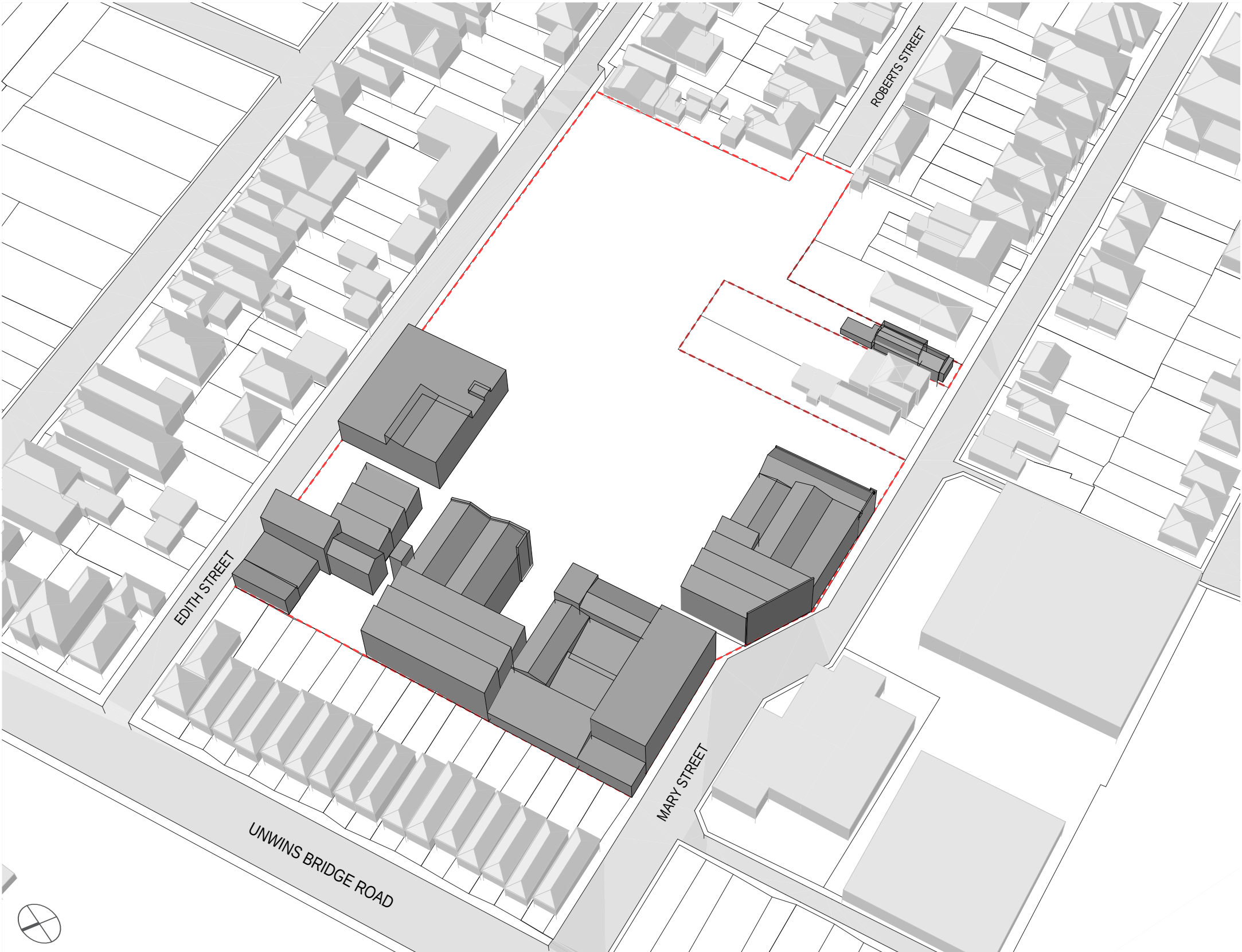
In general, those buildings nominated for demolition fall into one or more of the following categories; contemporary lightweight sheds, intrusive later additions, obstructions to through-site links and/ or of poor construction making them unsuitable for reuse.

- 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.



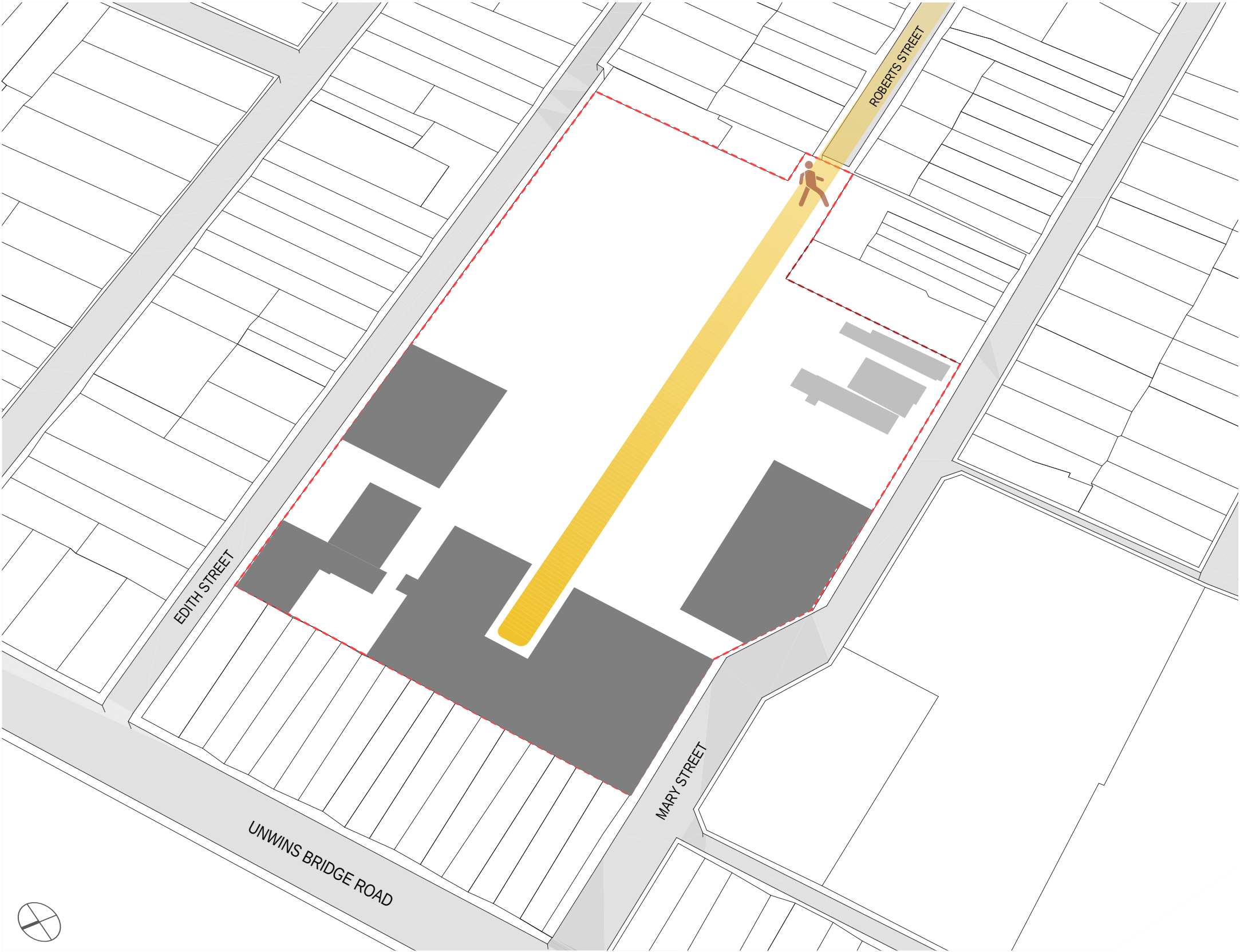
3.5 PEDESTRIAN & BICYCLE EXTENSION OF ROBERTS STREET

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.

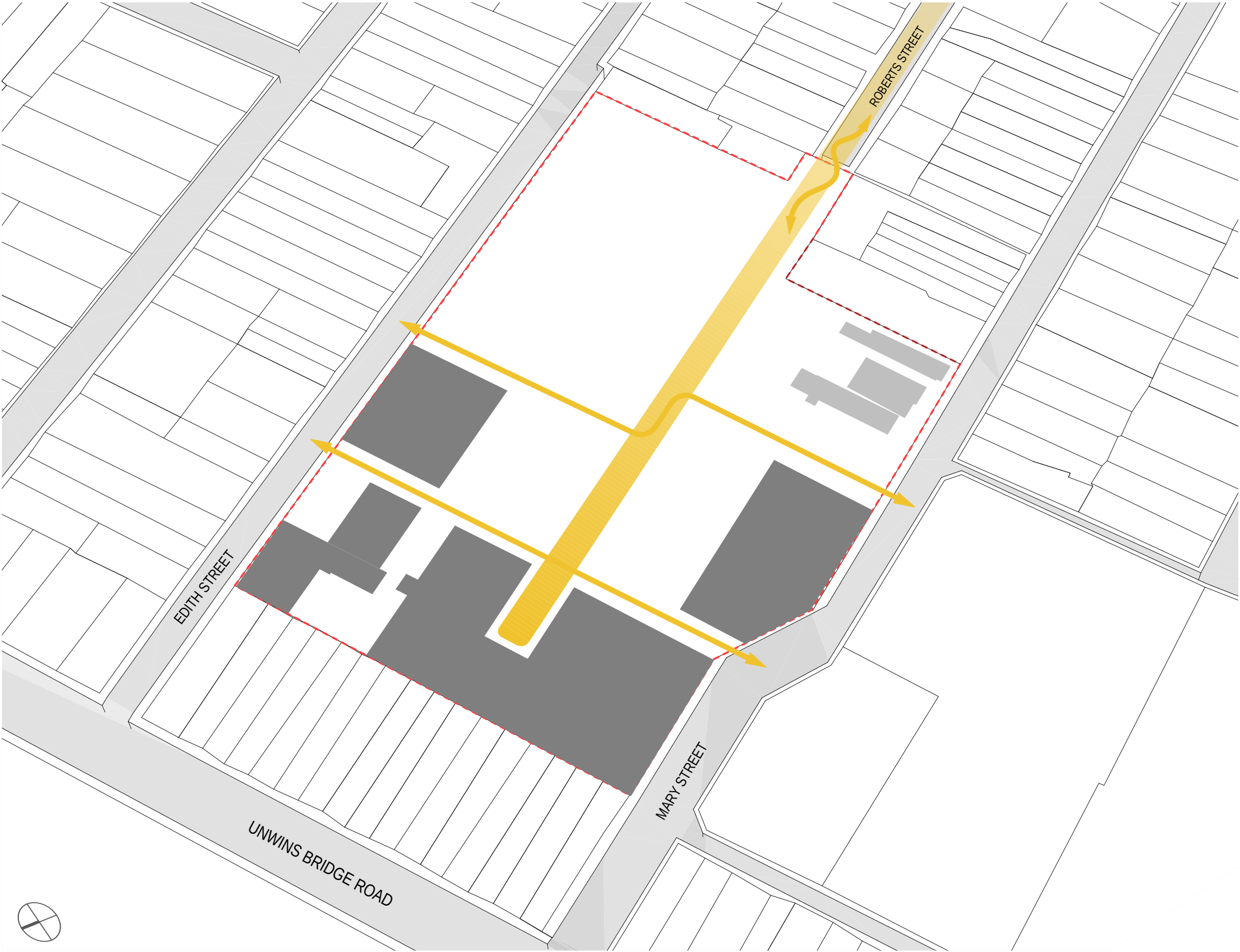
SITE ACTIVATION

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.



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

