



PRECINCT 75

DESIGN REPORT

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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

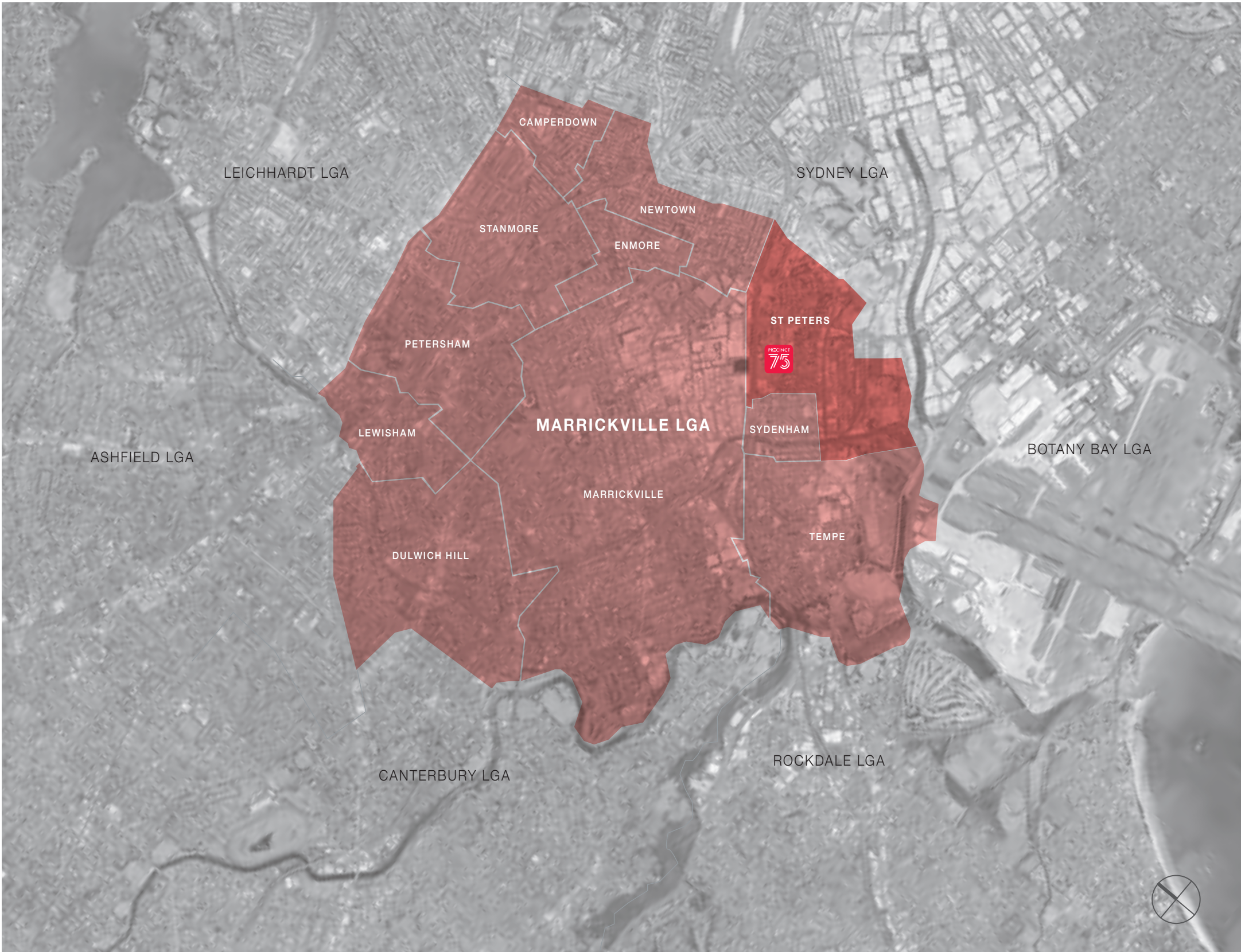
CONTEXT

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."¹

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.

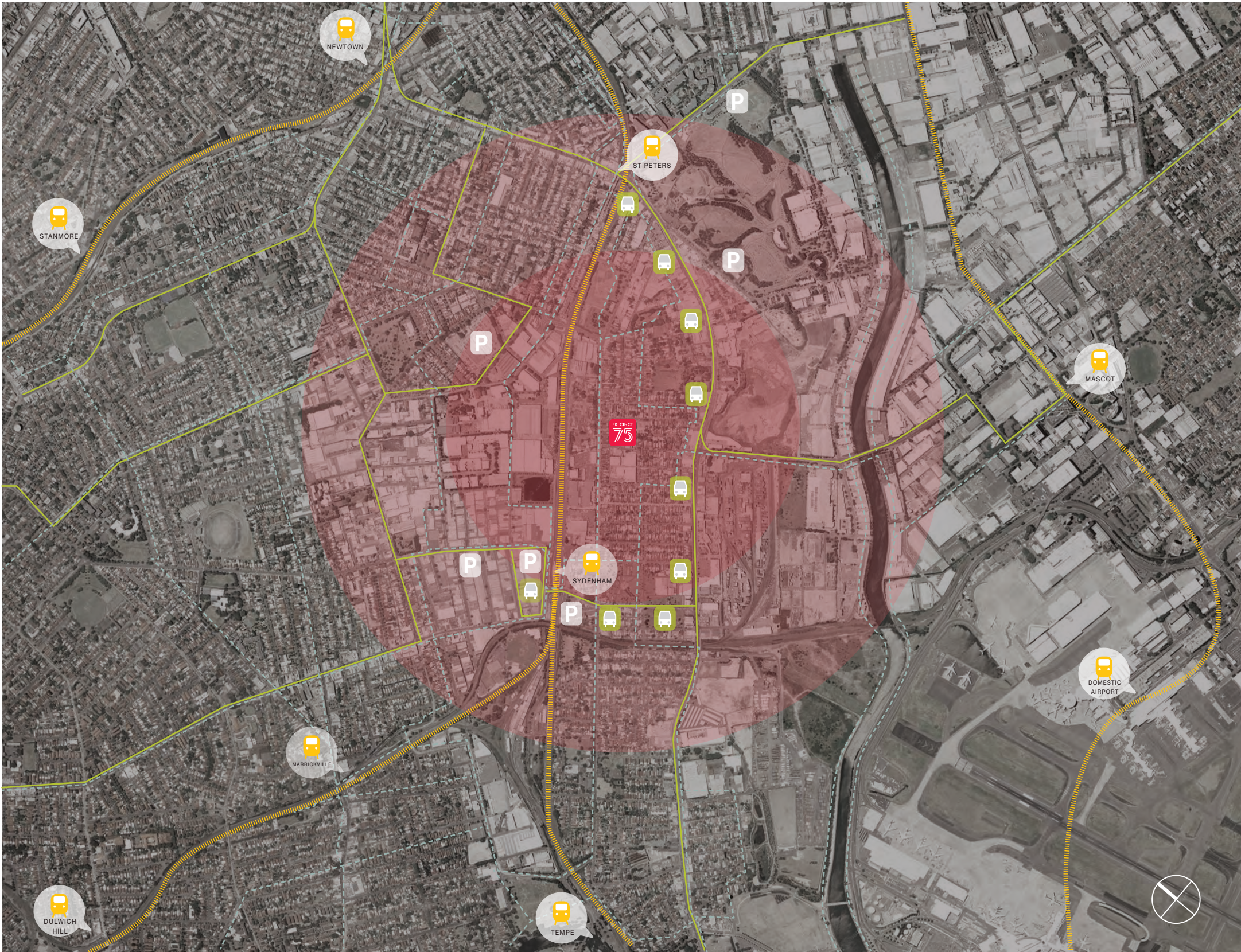
BUSES

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

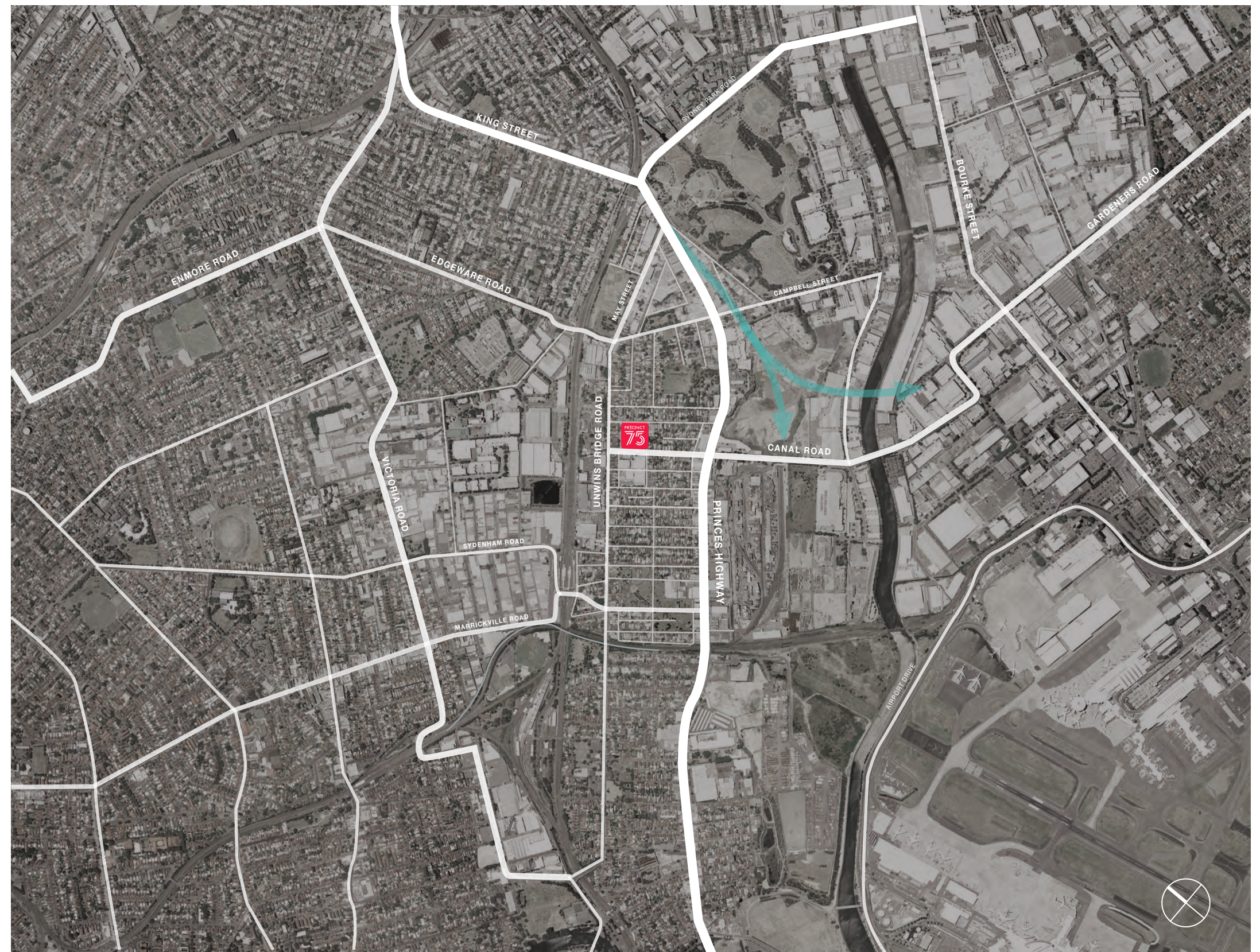
Canal Road is a primary connector between the Princes Highway and the Sydney Airport. Mary Street, which runs along the south western boundary of the subject site is a continuation of Canal Road, towards Unwins Bridge Road.

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

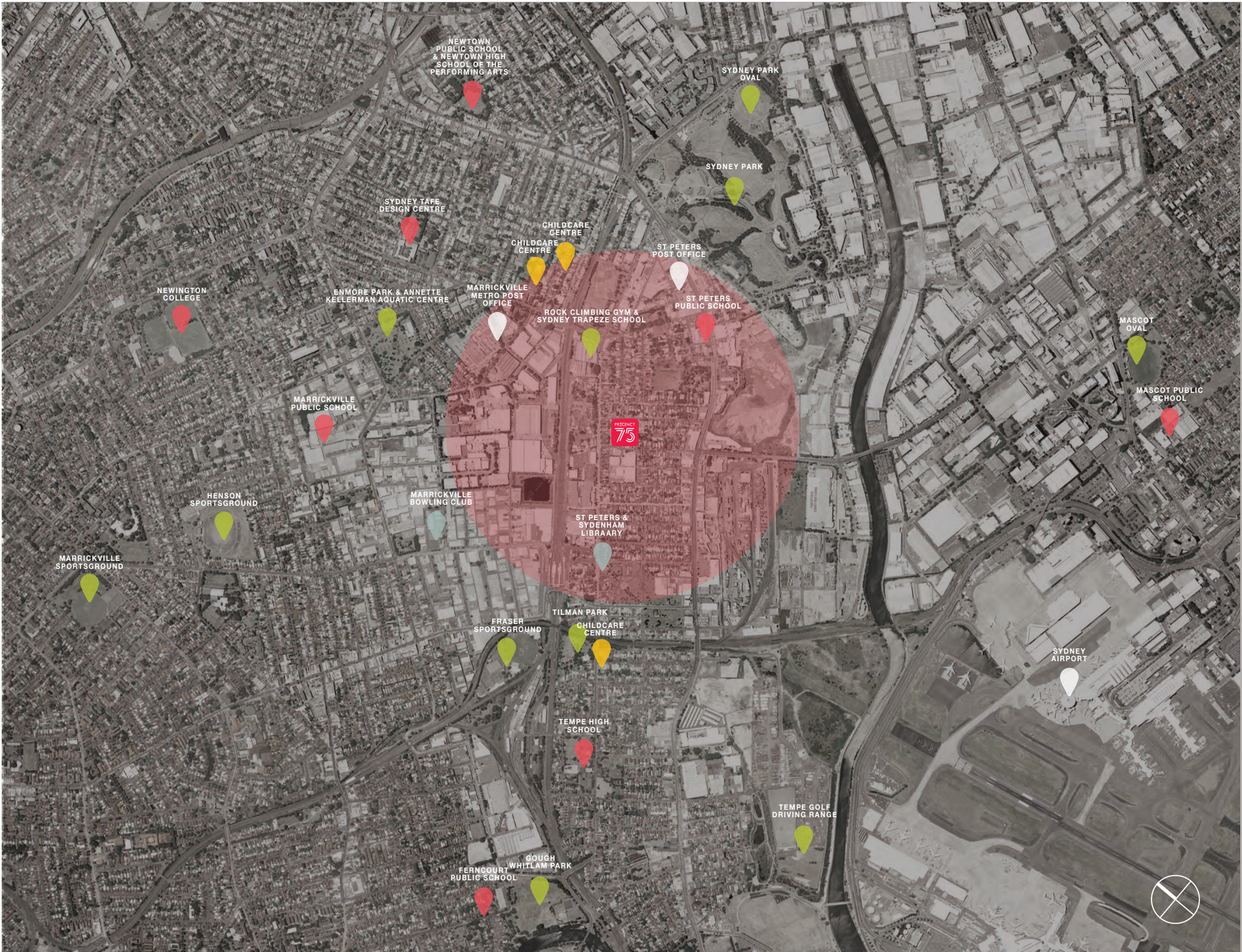
The WestConnex is a proposed motorway that will run between Beverly Hills in Southern Sydney to Parramatta in Western Sydney. Stage 2 of the construction, which is due to commence in 2015, will have an interchange at a nearby site in St Peters.



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.



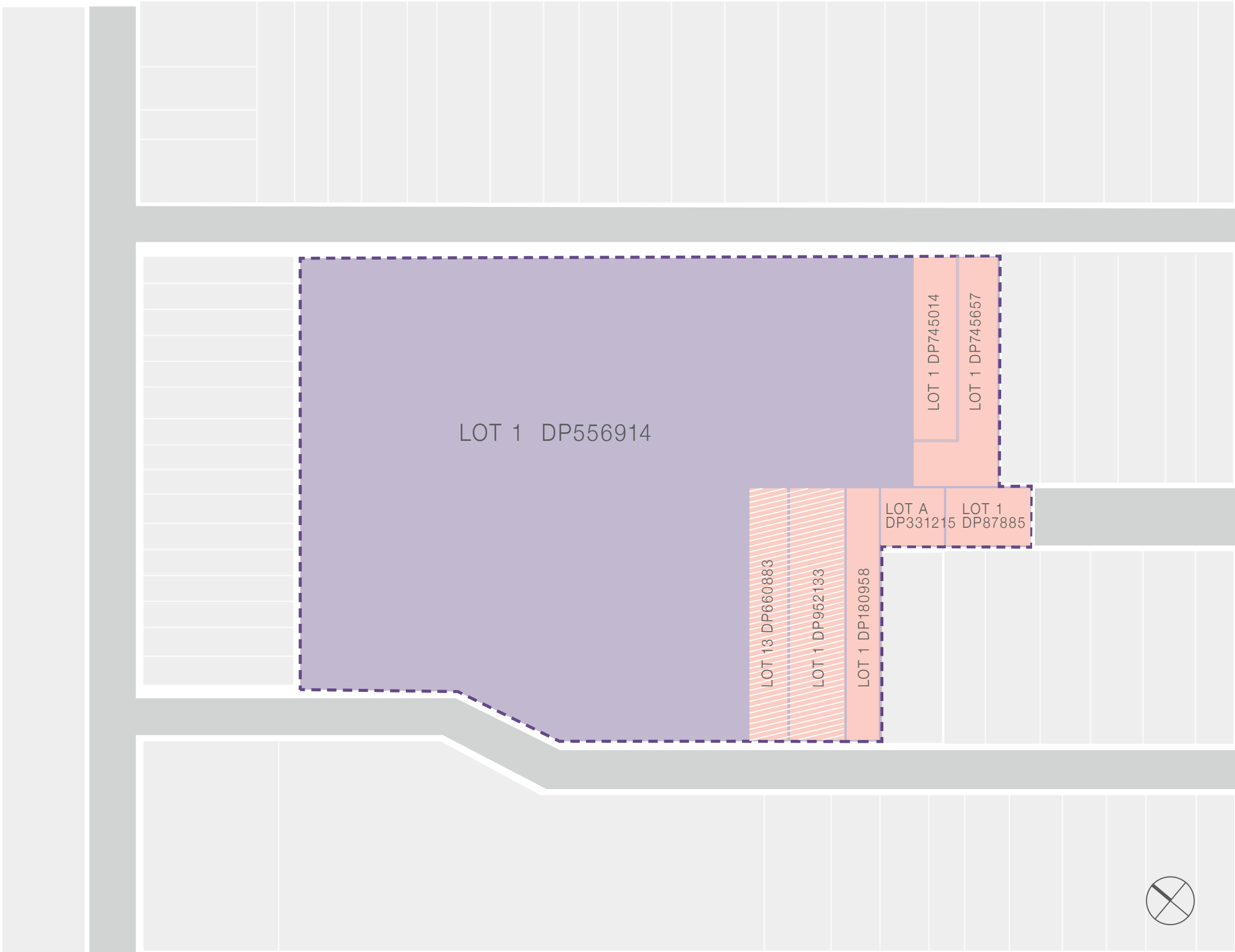
- Child Care Centre
- Schools
- Post Office
- Community Facilities
- Sports and Recreation Facilities

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.

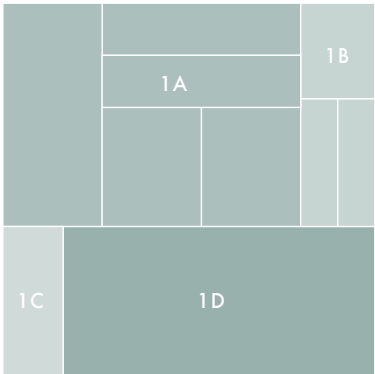
PARKING

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.



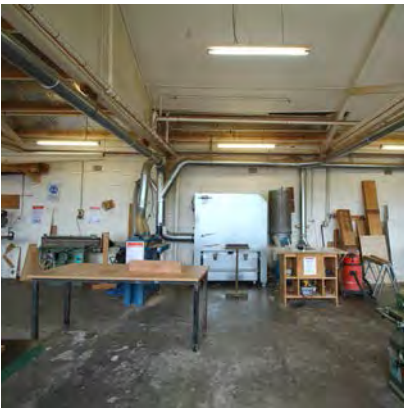
1.3 SITE DESCRIPTION

BUILDING 1



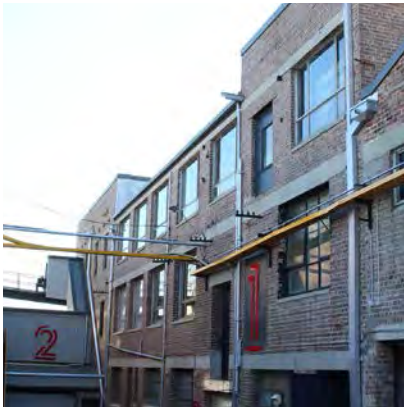
BUILDING 1A●

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.



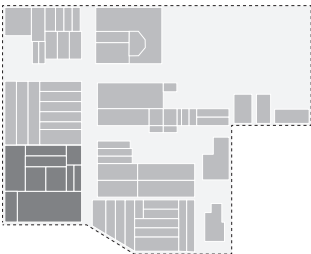
BUILDING 1C●

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.

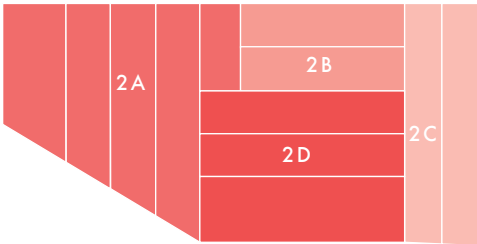


BUILDING 1D●

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●

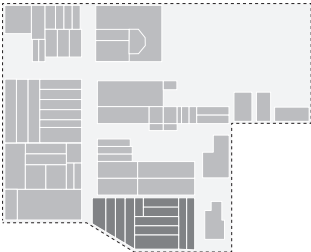
Building 2B is a single storey structure with a gable roof. The structure is ‘land locked’ by other portions of Building 2 and Building 3.

BUILDING 2C●

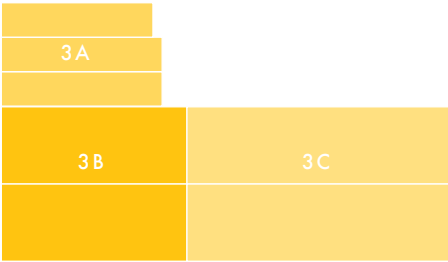
Building 2C is a two storey structure with a gable roof and parapet wall on its south (Mary St) facade. There is an internal stair in the south west corner of the structure.

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.



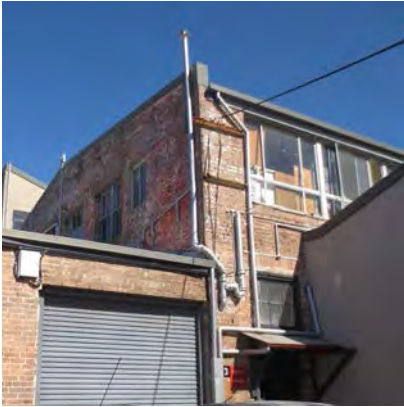
BUILDING 3



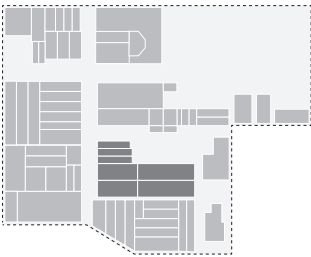
BUILDING 3A●
Building 3A is a single storey lightweight structure. The structure has a gable roof on its southern portion and a skillion roof to the north. The building is essentially a ‘lean-to’, whereby its southern side is supported by the adjacent brick wall from Building 3B.



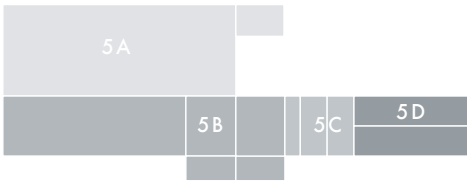
BUILDING 3B●
Building 3B is a two storey structure with a gable roof. There is a stair in the south west corner of the building that provides access to a small mezzanine level. There is an external stair on the west side of the building that provides access to level 1. Level 1 can also be accessed internally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

