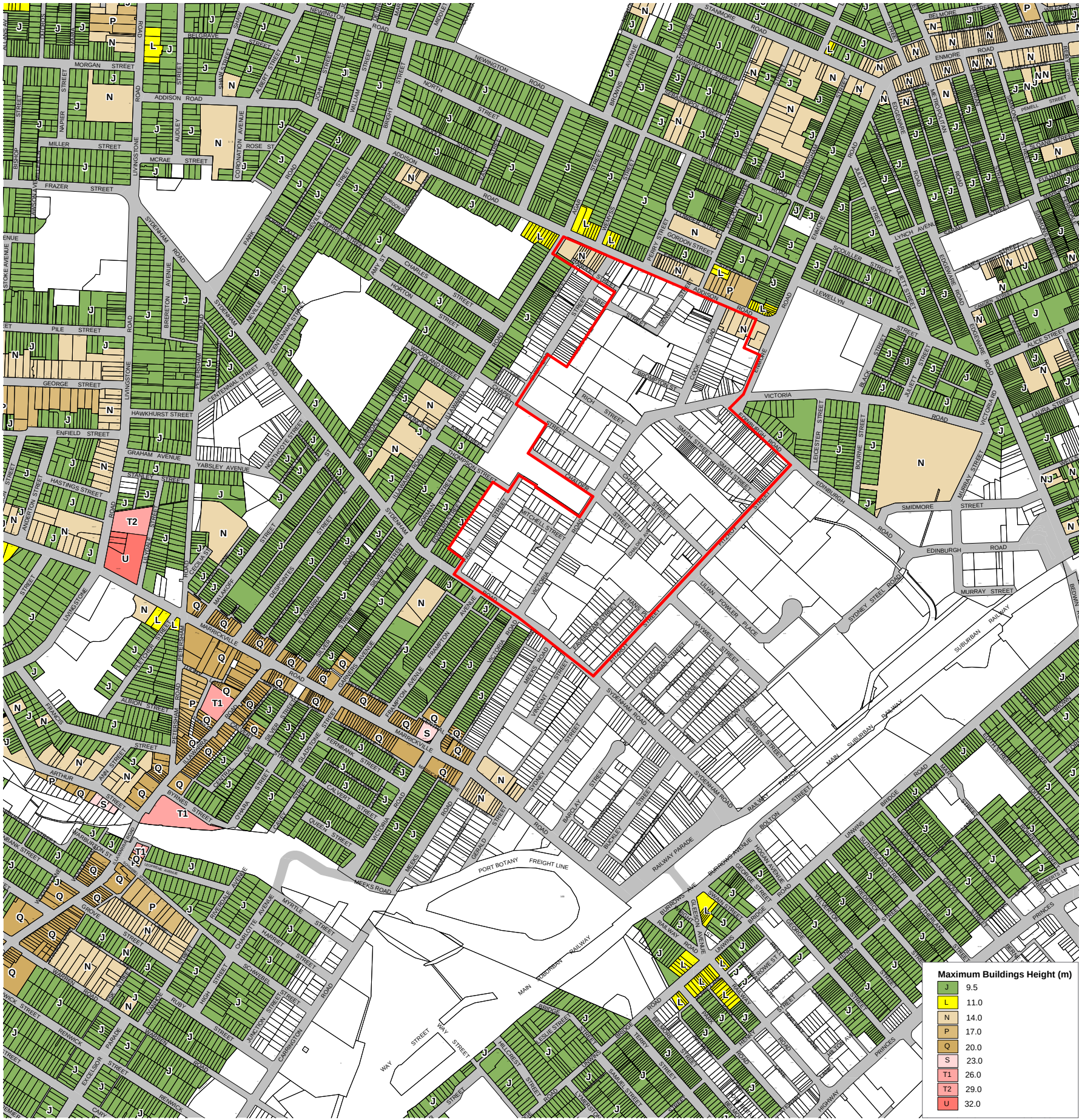




SITE ANALYSIS

CURRENT MAXIMUM BUILDING HEIGHT

BUILDING HEIGHT
The majority of the precinct is not subject to maximum building height controls apart from a very small number of properties on Addison Road near the intersections with Enmore Road, Cook Road, Shepherd Street and Illawarra Road which are subject to a maximum building height limit of 14m.

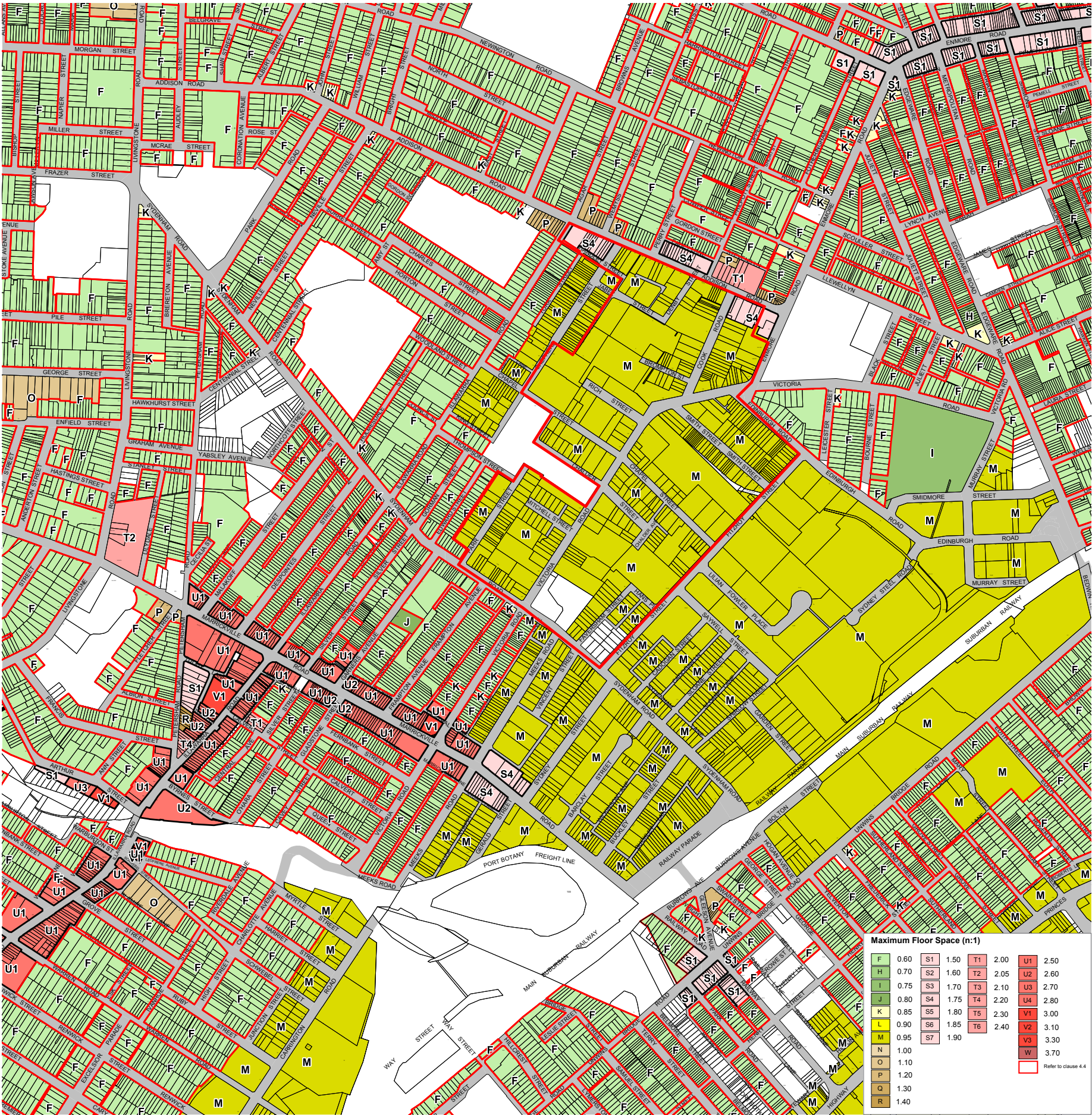


1 Majority of buildings 1 to 2 storeys



2 Highest building in the precinct: Kennards Storage @ approx. 15m

SITE ANALYSIS_CURRENT MAX. BUILDING HEIGHTS
Scale 1:10000



SITE ANALYSIS_CURRENT FSR

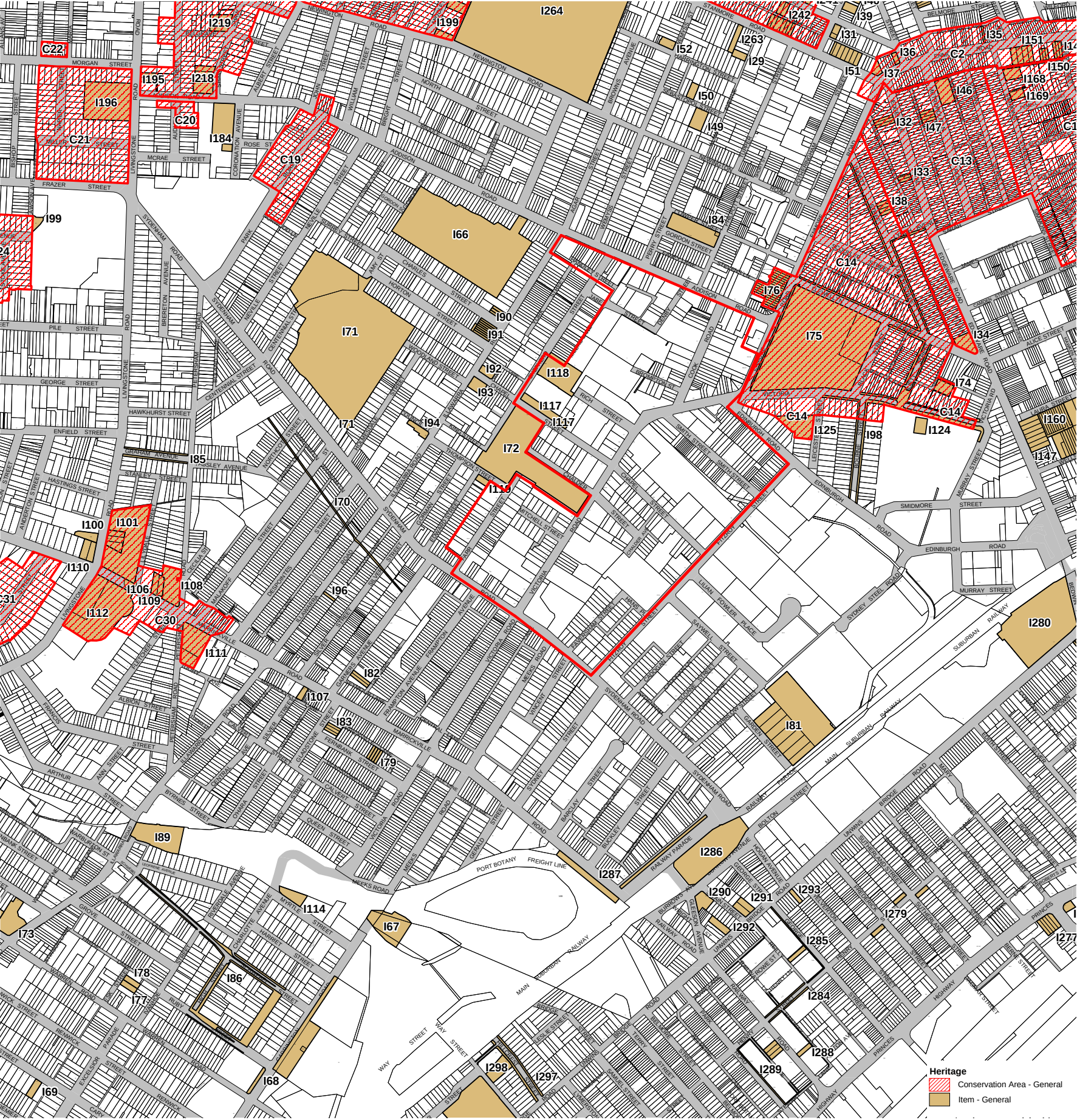
Scale 1:10000

SITE ANALYSIS

CURRENT FSR

FLOOR SPACE RATIO

The majority of the precinct is subject to a Floor Space Ratio (FSR) of 0.95:1 with the exception of some properties on Addison Road near the intersections with Enmore Road, Cook Road, Shepherd Street and Illawarra Road which are subject to a higher FSR of 1.75:1.



SITE ANALYSIS_HERITAGE
Scale 1:10000

SITE ANALYSIS HERITAGE

HERITAGE

There are two listed heritage items within the precinct:

- I117 Industrial façade -14 Rich Street (Local).
- I118 Sims Metal Factory, including interiors – 61-65 Shepherd Street (Local).

There are also significant heritage items directly adjacent to the precinct:

- I72 Marrickville Public School
- I75 Enmore Park
- I119 Lauraville - Victorian Italianate Residence

MASTERPLAN DESIGN CONSIDERATION

Heritage items make the precinct diverse and distinctive. Sims Metal Factory could be converted into a 'rain, hail & shine' venue (village markets, exhibitions, community events, functions) and become an important gathering place for the existing and new community.



1 Heritage Item: I72 Marrickville Public School



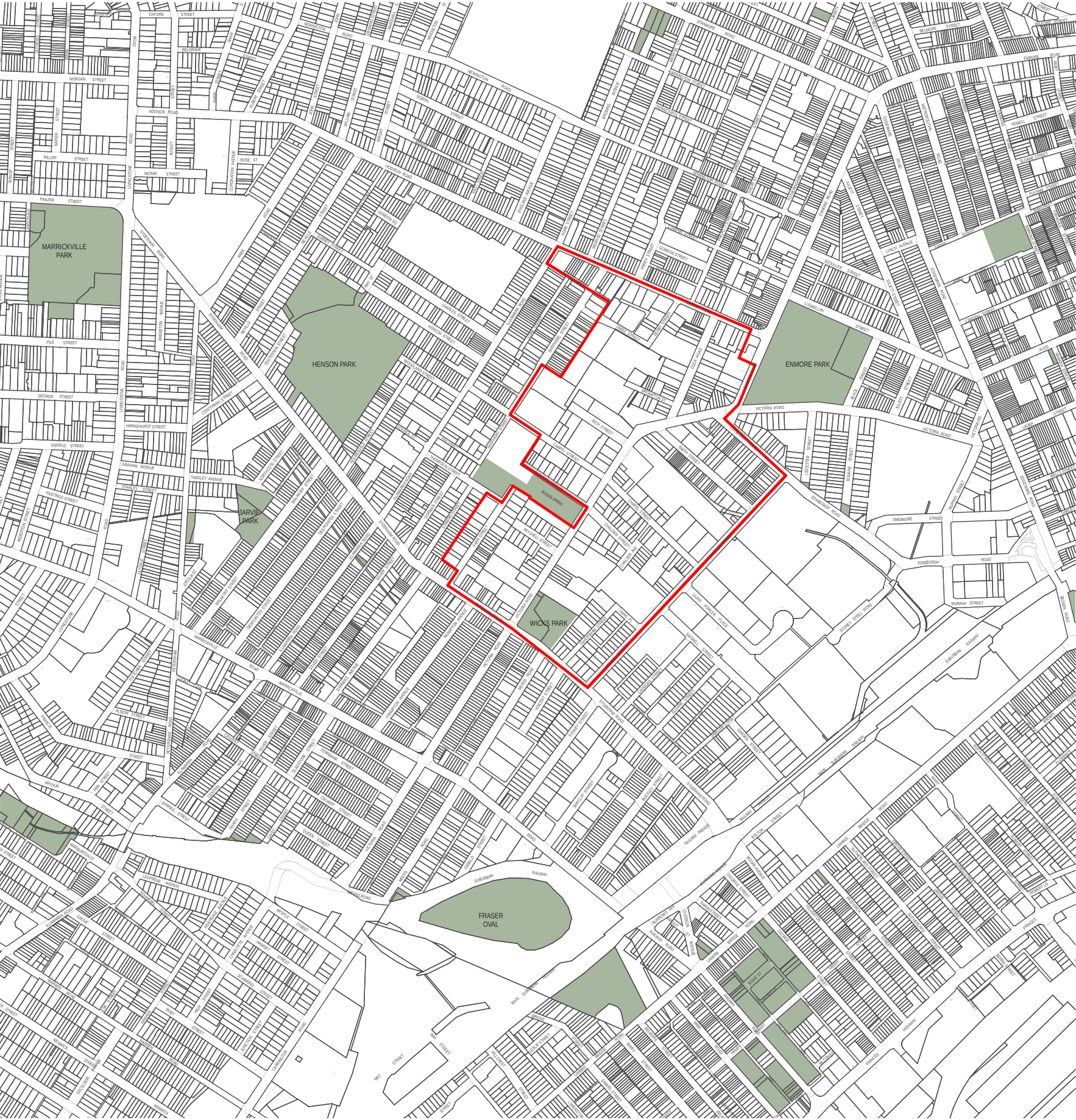
2 Heritage Item: I117 Industrial Façade



3 Heritage Item: I118 Sims Metal Factory



4 Heritage Item: I117 Industrial Façade



SITE ANALYSIS_PARKS
Scale 1:10000

SITE ANALYSIS

PUBLIC PARKS/ OPEN SPACES

PUBLIC PARK AND OPEN SPACE
The precinct has good access to open space assets with Wicks Park being at the South East perimeter and Enmore Park to the North East. However, a green network that allows for connections between these two parks does not exist.

Although some mature vegetation exists (in the form of formal street plantings) the precinct generally lacks streets trees and planting.

MASTERPLAN DESIGN CONSIDERATION

Parks, pocket parks, significant trees and street planting need to be incorporated into any future development.

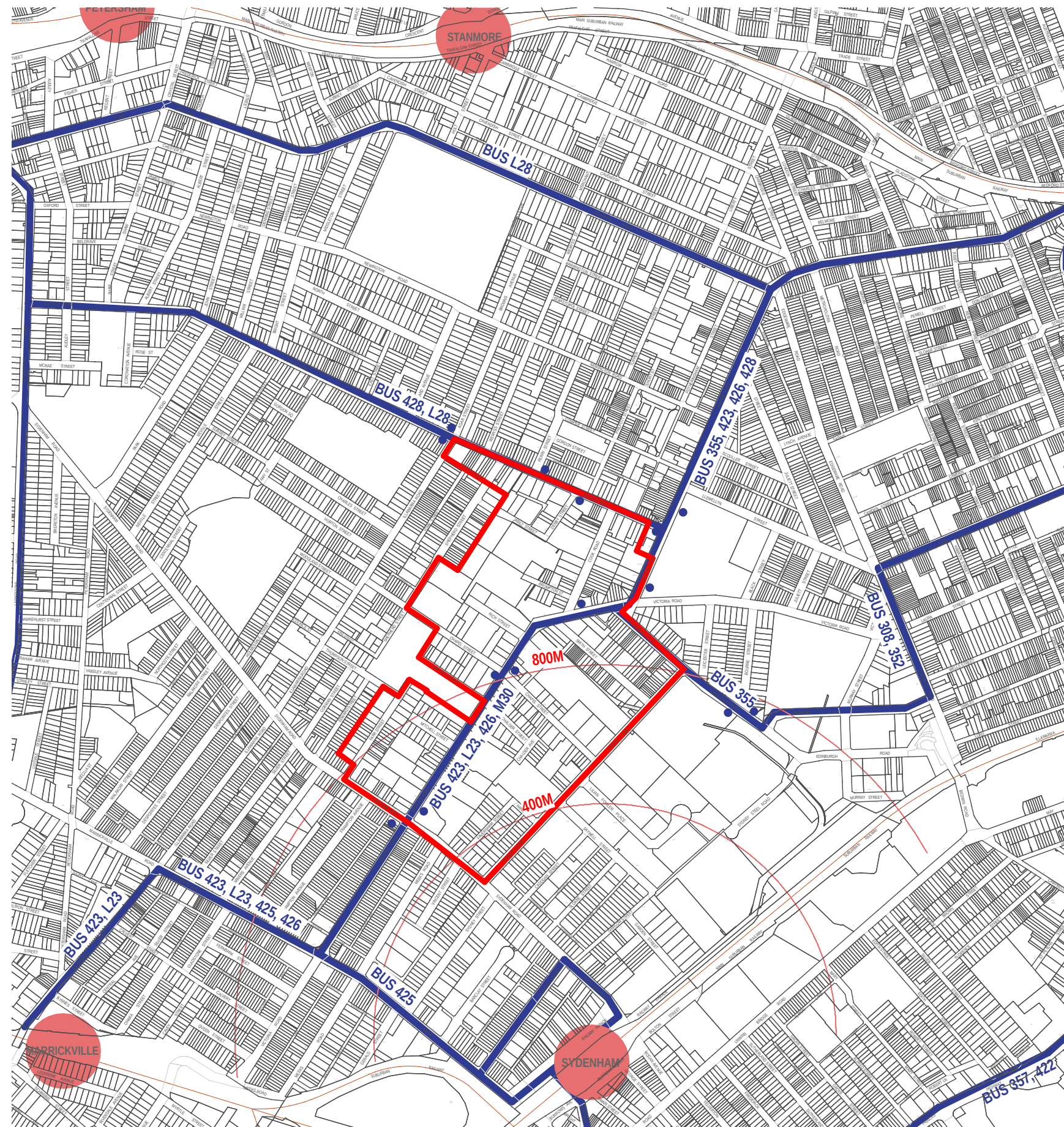
Establish an extensive green network that encourages access to the Victoria Road precinct and connects the significant green spaces within the precinct.



1 Enmore Park just north of Victoria Road Precinct



2 Wicks Park: on the southern perimeter of Victoria Road Precinct



SITE ANALYSIS_PUBLIC TRANSPORT

Scale 1:10000

 BUS STOP
 TRAIN STATION

SITE ANALYSIS

PUBLIC TRANSPORT

Transport and Access

The area has good access to public transport being served by both bus and rail services.

Train

Walking distances to local train stations from the nearest precinct boundaries are detailed below:

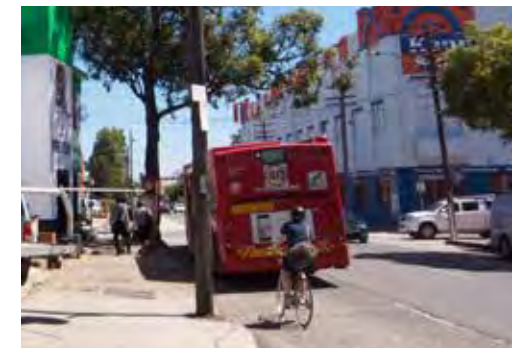
- Sydenham Station – 500m
- Marrickville Station – 1.1km
- Stanmore Station – 1.2km
- Newtown Station – 1.5km

With the exception of Sydenham Station, these are considered to be a long walk from the precinct for widespread usage.

Bus

However, a significant number of bus services also run regularly through the precinct along Victoria Road or along Addison Road and Sydenham Road with stops at these train stations, including:

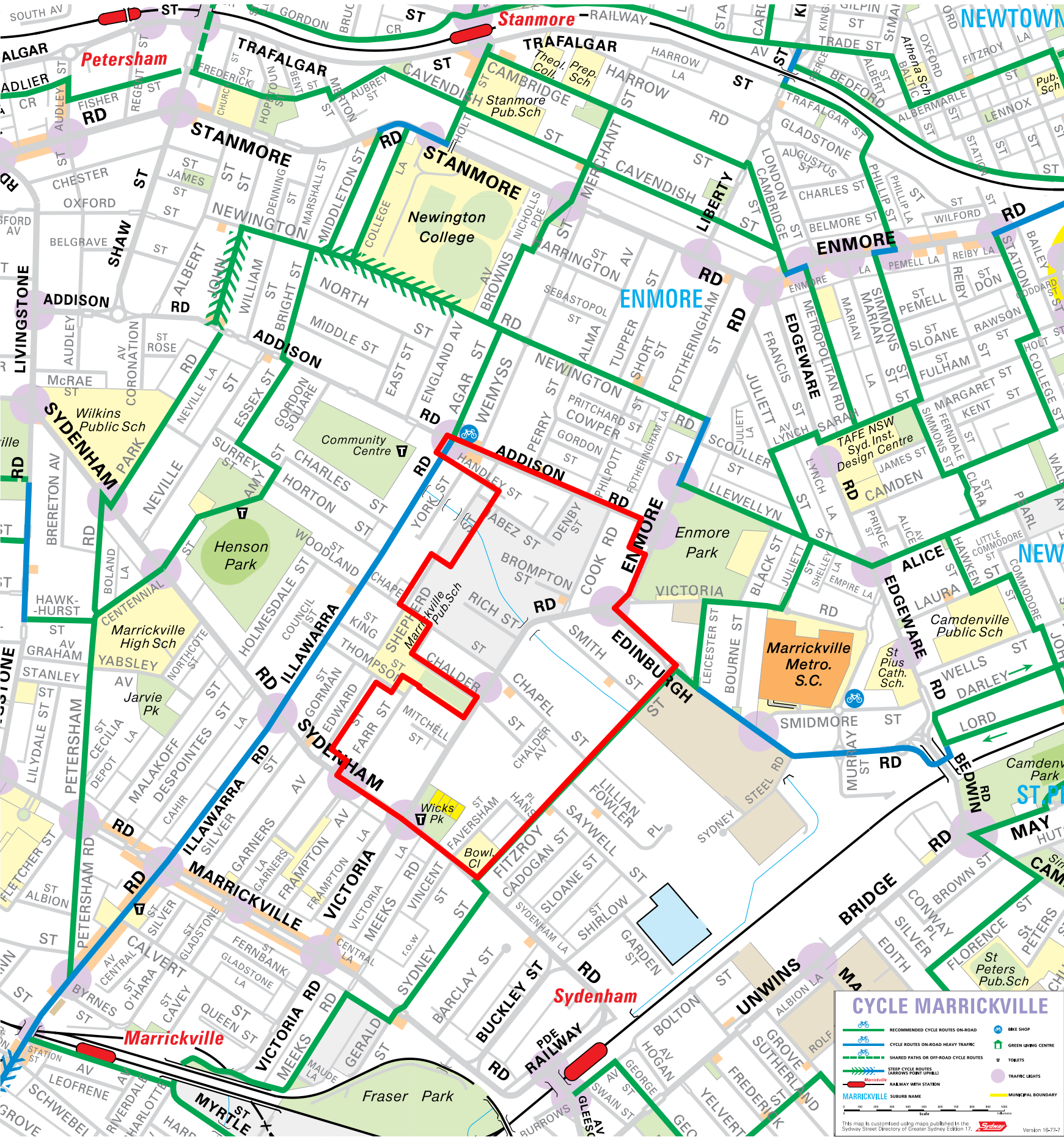
- M30 Metrobus (Sydenham – Mosman)
- 423 (Kingsgrove – Sydney CBD)
- 426 (Dulwich Hill -Sydney CBD)
- L23 (Kingsgrove – Sydney CBD express)
- 418 (Burwood – Bondi Junction)
- 426 (Dulwich-Sydney CBD)
- 428 (Canterbury –Sydney CBD)
- 308 (Marrickville Metro – Sydney CBD)
- 352 (Marrickville – Bondi Junction)
- 353 (Eastgardens – Bondi Junction)



1 M30 bus route along Victoria Road



2 423 bus route along Victoria Road



SITE ANALYSIS_BIKE PATHS
Scale 1:10000

SITE ANALYSIS

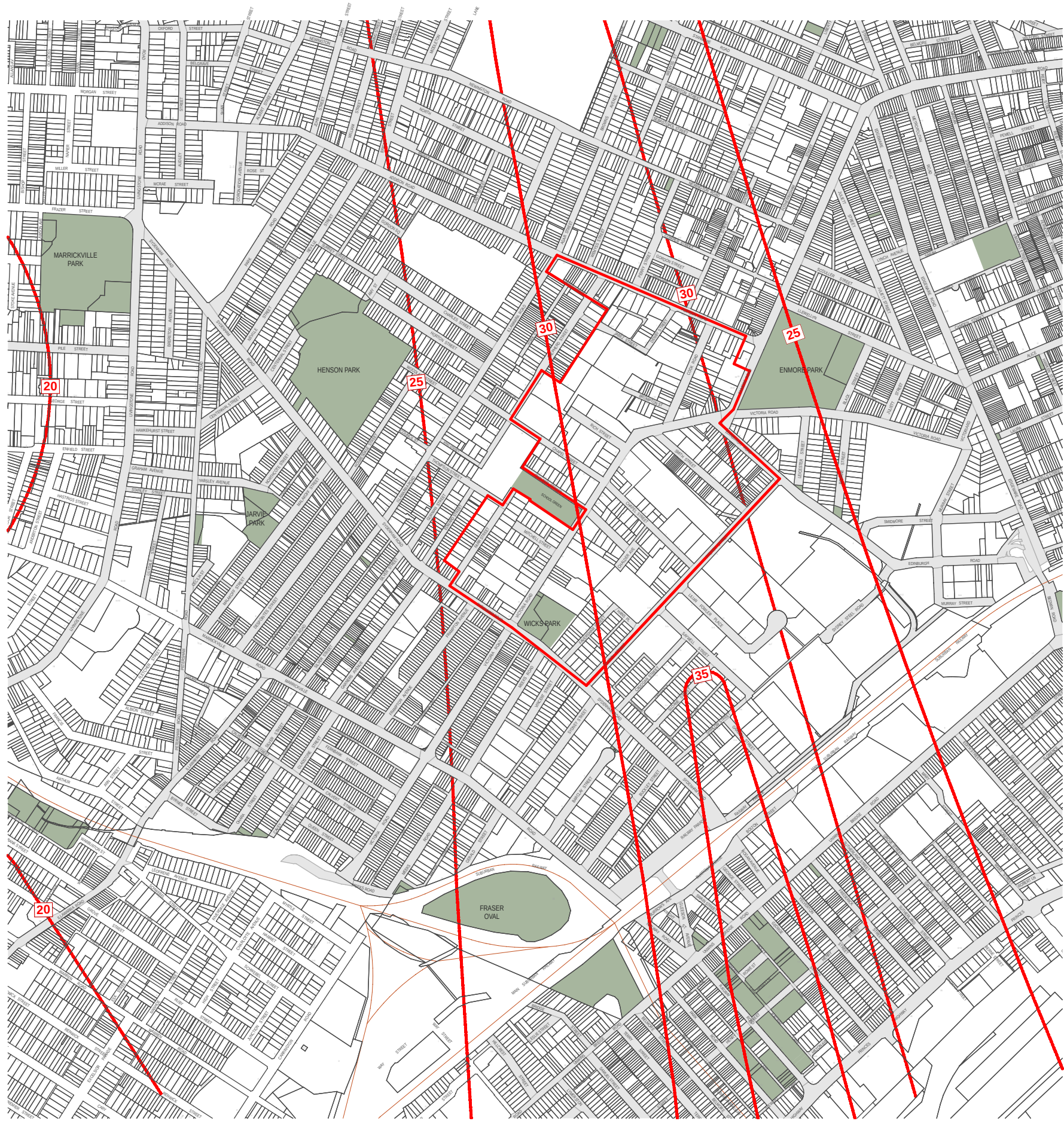
BIKE PATHS

Bicycle Routes
Marrickville Council has developed a range of on road cycling facilities to encourage cycling as an alternative means of travel to the private car. Council has identified cycle routes along the north/west (along illawarraRd/ Addison Rd) and the east/ south (Marrickville Rd/ Fitzroy St) parts of the precinct. Council is continuing to review and extend cycle routes within the LGA.

MASTERPLAN DESIGN CONSIDERATION
Cycling is convenient and sustainable. Enhance the current bike network in the area by incorporating additional bicycle friendly streets throughout the precinct which connect the existing routes.



1 A new move - a green network providing safe, high quality and continuous routes for cyclists



SITE ANALYSIS_ANEF CONTOURS
Scale 1:10000

SITE ANALYSIS

ANEF CONTOURS

Australian Noise Exposure Forecast (ANEF)
The entire precinct is within the ANEF 20+ contour and is subject to the provisions of clause 6.5(3) of the LEP, which states that:

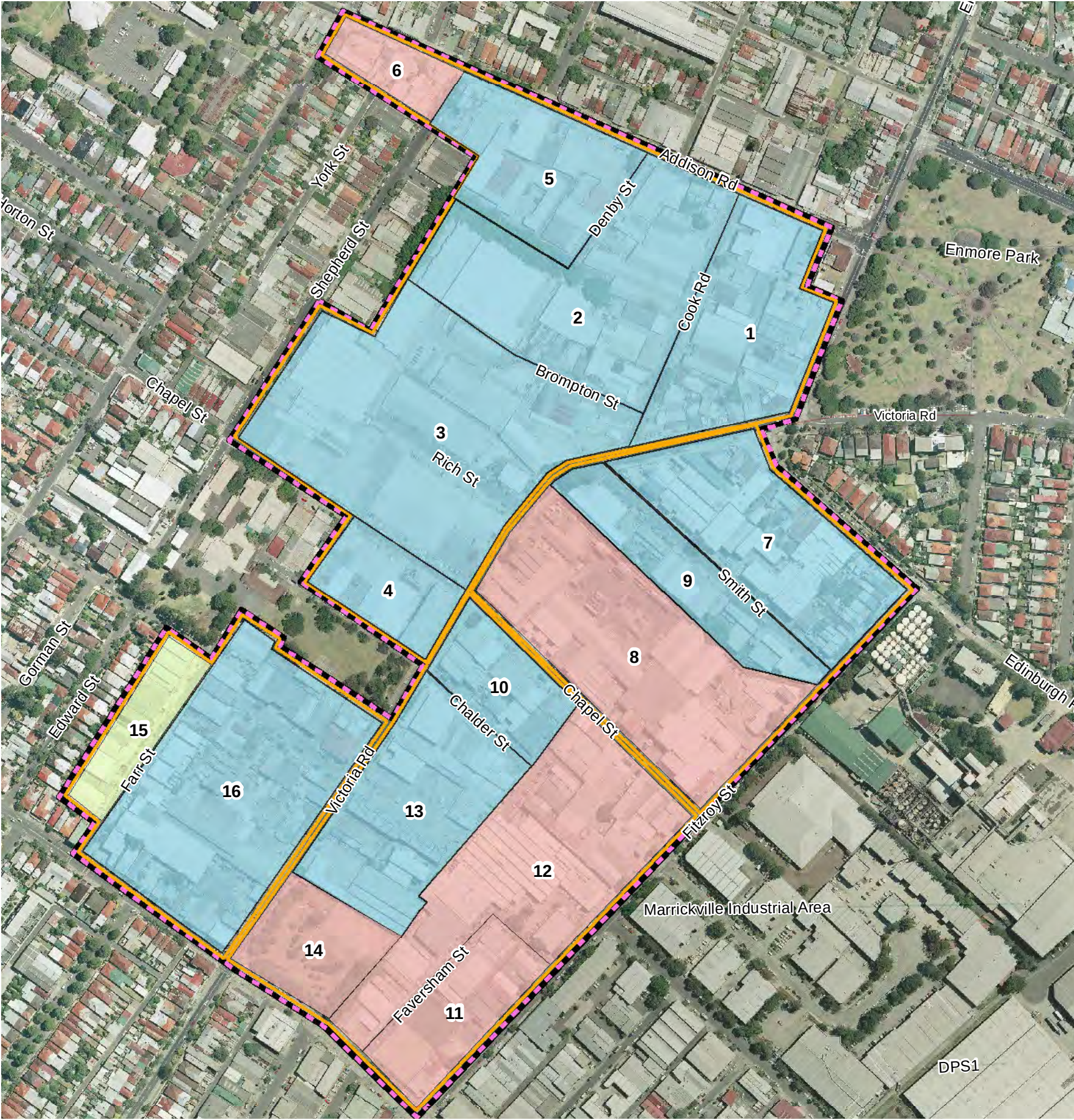
- (3) Before determining a development application for development to which this clause applies, the consent authority:
- (a) must consider whether the development will result in an increase in the number of dwellings or people affected by aircraft noise, and
 - (b) must consider the location of the development in relation to the criteria set out in Table 2.1 (Building Site Acceptability Based on ANEF Zones) in AS 2021—2000, and
 - (c) must be satisfied the development will meet the indoor design sound levels shown in Table 3.3 (Indoor Design Sound Levels for Determination of Aircraft Noise Reduction) in AS 2021—2000.

The eastern and western part of the site are within the ANEF 25 contour whereas the centre of the precinct is in the ANEF 30 contour.

A considerable number of existing residential dwellings within the precinct and in adjacent areas have exposures exceeding ANEF 25.

It should be noted that appropriate architectural and technical solutions permitted under Australian Standards can achieve the required residential amenity even in severely noise impacted areas and that a number of new residential developments have recently been approved by Council in areas exceeding ANEF 25.

MASTERPLAN DESIGN CONSIDERATION
Any residential development needs to be constructed to meet the internal noise level recommendations contained in AS2021. Communal recreation spaces should be located in less noise impacted areas where possible.



SITE ANALYSIS

FLOOD PRONE LAND

FLOOD PRONE LAND

A Flood Liability Report has been prepared for the precinct by WMA Water which provides a high level assessment of existing flood conditions and constraints on future development within the precinct.

The Victoria Road Precinct forms part of the Marrickville Valley catchment, which is the primary influence on localised flooding in the Marrickville area. During major flood events Sydenham Road and Fitzroy Street act as floodways, whilst other roads in the precinct act as flood storage areas. Flood waters affect a number of properties within the precinct, largely in the vicinity of roads and open stormwater channels.

WMA have undertaken an assessment of flooding impacts on individual sub-catchments within the precinct based on the suitability of each sub-catchment for residential development. Highly flood-prone land is better utilised for industrial uses, as these types of businesses can more readily adapt their practices to flooding. WMA have determined that development for residential uses can occur where:

- basement car park entrances can be designed for the 1% AEP event height plus 0.5m;
- evacuation is possible;
- new development would not impact on flooding on surrounding properties; and
- there is no exacerbation of flood risk.

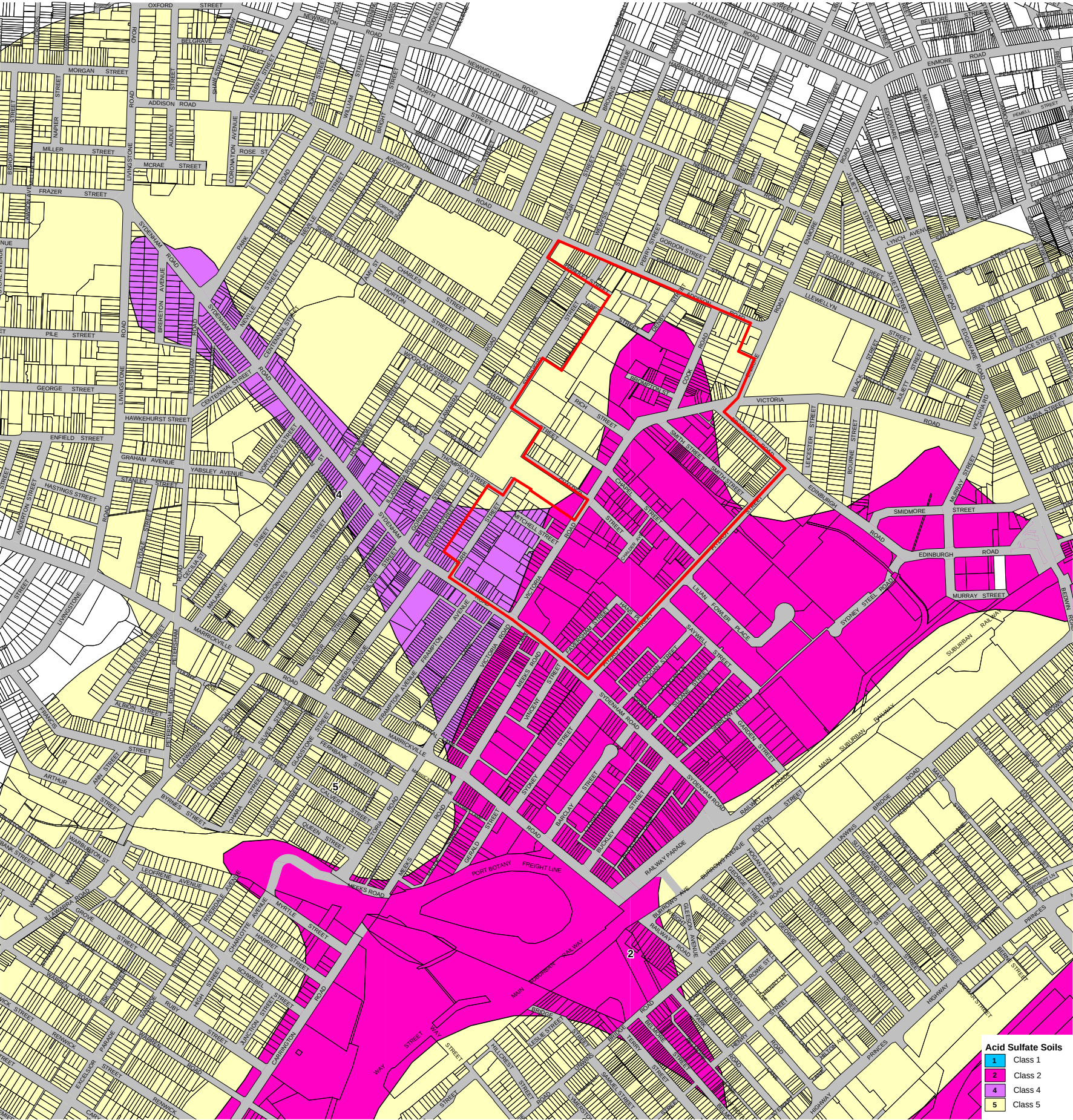
The diagram to the left summarises the extent of flooding constraints on the Victoria Road Precinct. This figure illustrates that the south-eastern corner of the precinct, primarily being land in the vicinity of Fitzroy Street and Chapel Street, is the most constrained portion of the site. The remainder of the precinct is subject to some constraints on development, which are primarily associated with the availability of evacuation routes and the extent of flooding.

The detailed planning proposal will require further investigation into the impact of proposed block layouts, new road connections and potential stormwater infrastructure upgrades on flooding within the precinct and surrounding areas.

- SUB AREAS
- PRECINCT 47
- NO CONSTRAINT
- SOME CONSTRAINT
- CONSTRAINED

FLOOD PRONE LAND

Diagrams + text sourced from : 'Precinct 47 - Flood Liability Report' by Webb, McKeown & Associates Pty Ltd 13/9/2013



SITE ANALYSIS_ACID SULPHATE SOILS
Scale 1:10000

SITE ANALYSIS

ACID SULPHATE SOILS

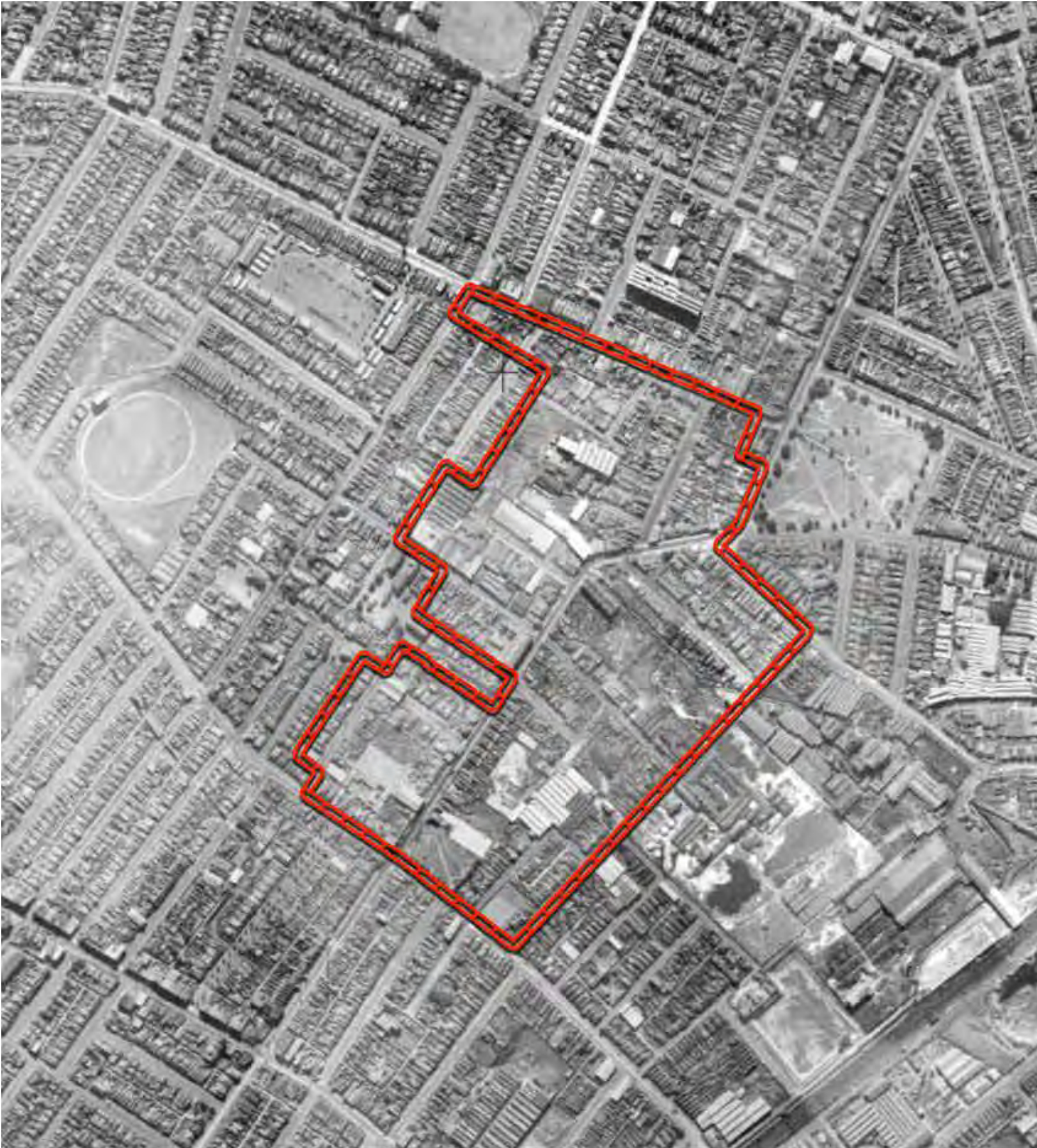
Acid Sulphate Soils
The Acid Sulfate Soils Planning Map establishes five classes of land (see Table 2.1) based on the probability of the acid sulfate soils being present.

CLASS OF LAND AS SHOWN ON ACID SULFATE SOILS PLANNING MAPS	WORKS
1	Any works
2	Works below natural ground surface Works by which the waterable is likely to be lowered
3	Works beyond 1 metre below natural ground surface Works by which the watertable is likely to be lowered beyond 1 metre below natural ground surface
4	Works beyond 1 metres below natural ground surface Works by which the watertable is likely to be lowered beyond 2 metres below natural ground surface
5	Works within 500 metres of adjacent Class 1, 2, 3 or 4 land which are likely to lower the watertable below 1 metre AHD on adjacent Class 1, 2, 3 or 4 land.

The maps do not describe the actual severity of acid sulfate soils in a particular area but provide a first indication that acid sulfate soils could be present on the site. For each class of land, the maps identify the type of works likely to present an environmental risk if undertaken in the particular class of land. If these types of works are proposed, further investigation is required to determine if acid sulfate soils are actually present and whether they are present in such concentrations as to pose a risk to the environment. In those cases sulfate soils management plan must be prepared and development consent must be obtained from council.

Acid sulphate soils are regularly encountered in the Sydney metropolitan area and can be addressed with conventional construction practice. As such, acid sulphate soils are not a hinderance to development

Table sourced from : 'Acid Sulfate Soils Assessment Guidelines' by the NSW Acid Sulfate Soils Management Advisory Committee August 1998



13050 VICTORIA ROAD_AERIAL IMACLE_CA.1943

SITE ANALYSIS

AERIAL CIRCA 1943

The predominant land use within the precinct appears to be residential which is highlighted by the fine mixed-grain pattern of development occurring. There is also evidence of pockets of coarse grain commercial/ industrial development occurring within the study area, the result perhaps of the influence of the closely situated Sydney Airport.

Enmore Park is evident and today is significant as it was the first park to be proclaimed in the area. It is located within close proximity to the densely settled working class area of Newtown and to the original village of Marrickville. Henson Park, also evident in the photo, is the only one of the many parks formed on the sites of former brickpits which has retained evidence of its former use in its shape.

Marrickville Council purchased the disused brickpit in 1923. Marrickville School opened in the Primitive Methodist Chapel in 1864. A new building was opened in 1865 and attendance increased rapidly. It was enlarged a number of times during the following years, and in 1889 became a superior Public School. It has continued to grow until the present day.

The Shepherd Street substation is a purpose designed and built structure constructed c1919. It was built by the Municipal Council of Sydney during the early phase of expansion of the electricity network into the suburbs



1 Addison Road (c1936)



2 Marrickville Shopping Centre, Illawarra Road (c1936)



3 Enmore Park (c1920)



4 An example of the industrial factories found throughout Marrickville

Images+text sourced from : 'Victoria Road Precinct Marrickville - Urban Design Study' by Hassell/ 24/2/2011



13050 VICTORIA ROAD_AERIAL IMACLE CA.2013

SITE ANALYSIS

AERIAL 2013

The Victoria Road precinct covers an area of approximately 36ha. The area comprises mainly light industrial development (approximately 30ha) with Enmore Park and some residential development located adjacent in the north eastern corner. Victoria Road generally bisects the precinct in a north/south direction, connecting Enmore Road in the north with Sydenham Road and Marrickville Road to the south. Marrickville Metro shopping centre is located to the east of the precinct.

To the south is Marrickville town centre which is located along Marrickville Road.



1 The currently under utilised Wicks Park



2 Corner Victoria and Sydenham Roads

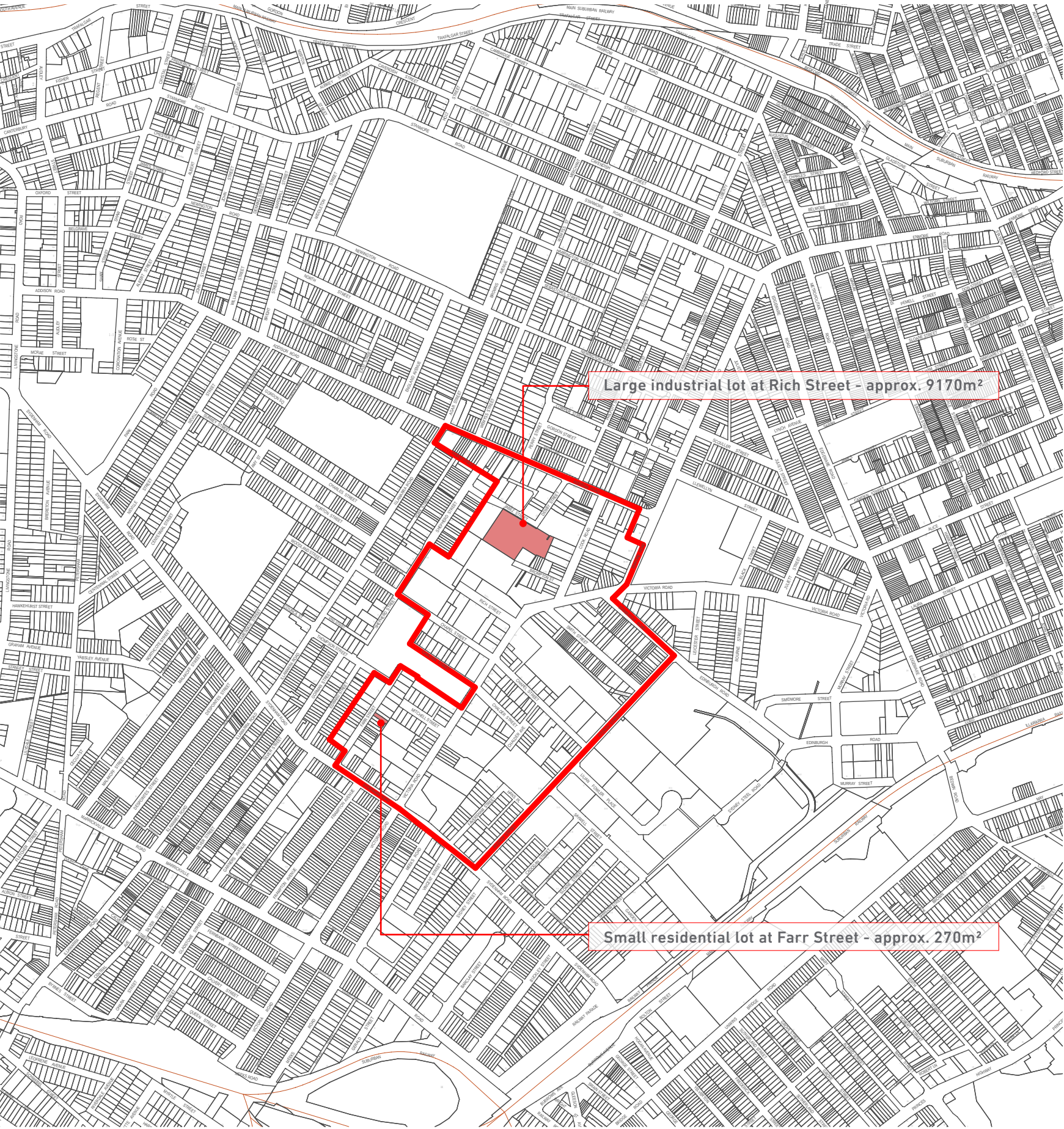


3 Victoria Road, Marrickville



4 An example of the industrial warehouses found throughout Marrickville

Images+text sourced from : 'Victoria Road Precinct Marrickville - Urban Design Study' by Hassell/ 24/2/2011



SITE ANALYSIS_CADASTRAL PATTERN
Scale 1:10000

SITE ANALYSIS

CADASTRAL PATTERN

The Marrickville LGA represents an urban and landscape character that is typical of the structure of the inner suburbs of Sydney.

The study area is largely made up of attached residential, small terrace lots and medium to large sized industrial lots. The precinct comprises a diverse range of lot sizes with lots ranging from small lots around 120m² and typical terrace house sizes of around 323m², to larger industrial sites of approximately 9000m².

MASTERPLAN DESIGN CONSIDERATION

The pattern of development within the surrounding area is generally fine grained and predominately residential in both scale and character. The proposed uses for the precinct should therefore respond to its surrounding context more appropriately so as to better integrate uses and avoid conflicts currently experienced.



1 The area is a mixture of one and two storey dwellings and rows of terraces



2 Front fencing of the residences play a major role in the visual unity of the streetscape



3 A typical example of the light industrial development occurring in the area



4 Light industrial sites

Images+text sourced from : 'Victoria Road Precinct Marrickville - Urban Design Study' by Hassell/ 24/2/2011



SITE ANALYSIS_STREET PATTERN
Scale 1:10000

SITE ANALYSIS

STREET PATTERN

The precinct comprises a diverse range of street widths and street hierarchies ranging from main roads, such as Victoria Road (with 18m road reserve) to local 15m wide roads like Chapel Street, and narrow laneways (at only approximately 6m wide).

In the context of street blocks, as the diagram highlights, many are long and hinder permeability both within and through the area.

The surrounding residential areas consist of predominantly Victorian rows of terraces laid out in a loose rectilinear street grid. The roads tend to follow earlier subdivision patterns, resulting in some areas of consistent street layout. Allotment sizes and rear lanes contrasting with other areas which comprise inward orientated cul de sacs and short intersecting irregular streets.

MASTERPLAN DESIGN CONSIDERATION
The large street block pattern reflects the site's current (larger lot) industrial usage - block sizes permit good flexibility for redevelopment. The precinct would benefit from the addition of a network of finer grain pedestrian connections. Enhance local connectivity by the creation of small-scale linkages (eg shareways).



1 The wide, busy traffic thoroughfare of Victoria Road



2 A busy local street

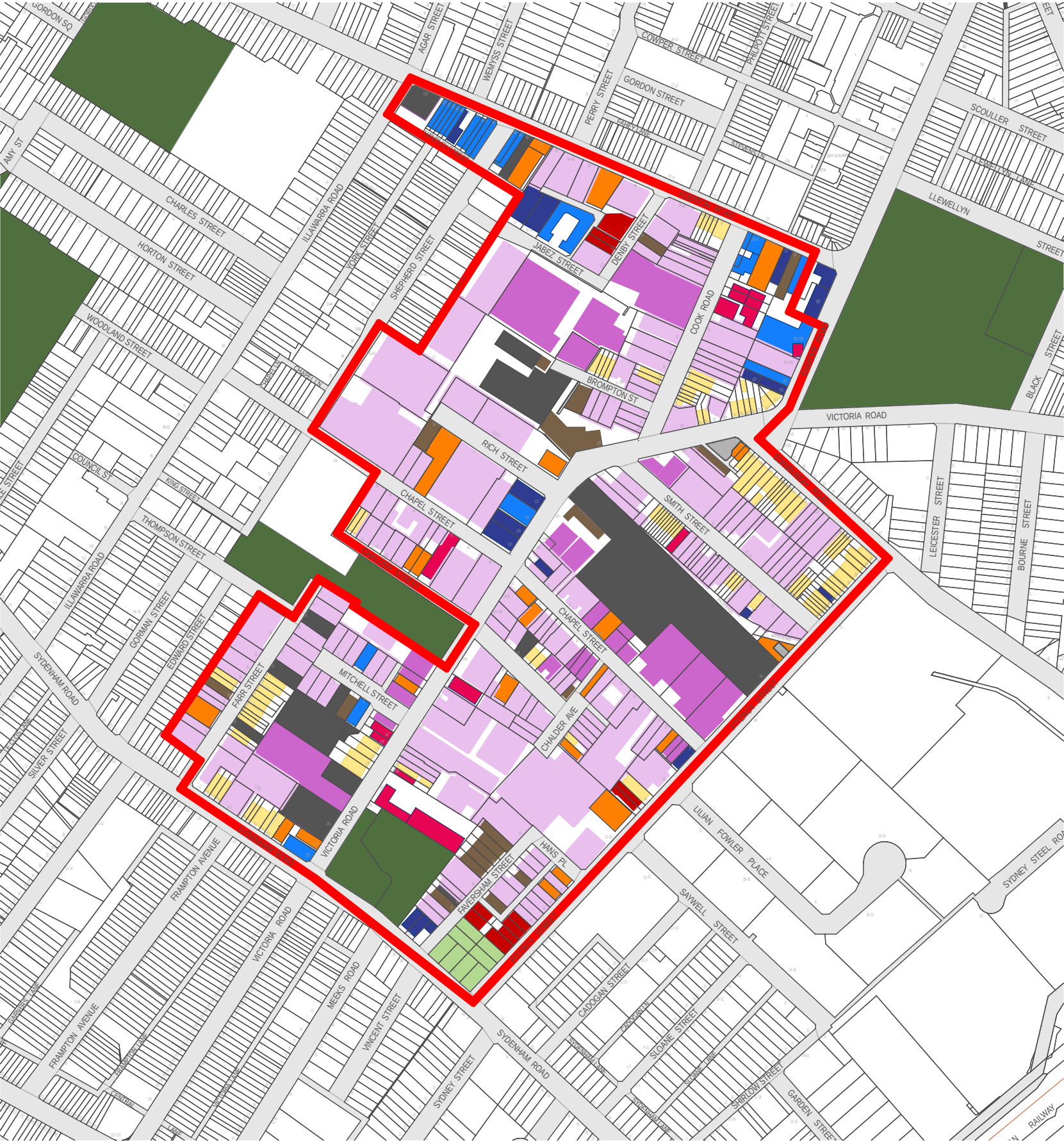


3 A typical narrow back lane way with poor pedestrian amenity



4 An example of a typical laneway found throughout the precinct

Images+text sourced from : 'Victoria Road Precinct Marrickville - Urban Design Study' by Hassell/ 24/2/2011



SITE ANALYSIS_CURRENT USE PATTERN
Scale 1:5000

SITE ANALYSIS

CURRENT USE PATTERN

Current Use Pattern
The precinct is predominately zoned industrial with some small pockets of business land uses. However, the uniform zoning is not reflected in the current use pattern which shows a diverse distribution low-density residential, education, creative industries, entertainment and recreational uses additional to industrial and business uses. A number of sites within the precinct are vacant, and a number of buildings are also unoccupied or under-occupied.

Larger businesses within the precinct include the Danias Timer Yard, Confetta, Johnson’s Transport (now relocated to Smithfield), Millers Storage and the Factory Theatre. There is a clustering of smash repairers and auto-related businesses located within the central and northern portions of the precinct. Victoria Road is characterised by a mix of home renovation showrooms, cafes and light industrial uses. Heavier industrial and manufacturing uses appear to be focused towards the Fitzroy Street boundary. There are a number of specialised food manufacturers and suppliers throughout the precinct operating on a range of scales. There is also a range of boutique coffee shops and bakeries in the vicinity of Addison Road, Mitchell Street and Wicks Park. The Henson Park Hotel is located near the western boundary on Illawarra Road.

Low-density residential dwellings within the precinct are generally located in the vicinities of Illawarra Road and Thomson Street as well as Edinburgh Road, however, there is also a number of residential isolated dwellings located throughout the main industrial precinct.

At the south-east corner of the precinct, the Marrickville Bowling and Recreation Club is located nearby to Wicks Park. A number of creative enterprises have spontaneously established themselves within the precinct, including the Factory Theatre on Victoria Road near Rich Street, which is a well-known live entertainment venue in the area, and the Red Rattler on Faversham Street. There are also a number of galleries and art studios located in the precinct.

Conclusion: The current land uses do not resemble the permissible land uses. As time goes on the trend of uses that diverge from the current zonings will continue.

- GENERAL INDUSTRIAL

LIGHT INDUSTRIAL

RESIDENTIAL

CREATIVE BUSINESSES/ ARTS

HOMEMAKER BUSINESS

COMMERCIAL

RETAIL

COMMUNITY RECREATION
- SPECIAL USE

VACANT/ UNDERUTILIZED LOTS

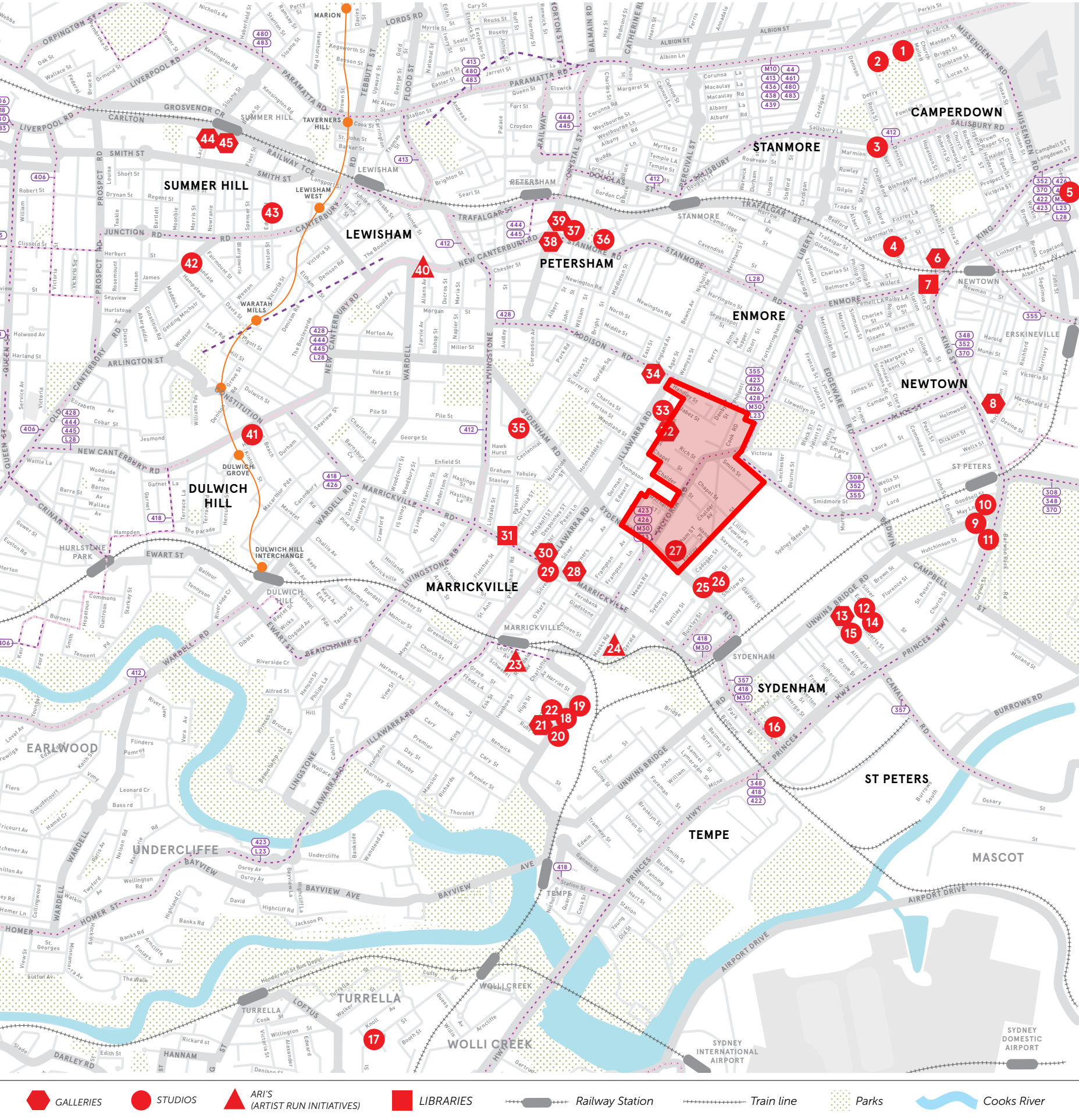
VACANT PROPERTIES FOR LEASE

PUBLIC PARK

PRIVATE GREEN SPACE

ROADS

P47 BOUNDARY



SITE ANALYSIS

ART STUDIOS, GALLERIES, CREATIVE WORKSHOPS

CREATIVE ARTS LIST FOR PRECINCT 47

Faversham Street

3 Faversham Street
- Retro Funk & Junk Art Studio

11 Faversham Street
- SNO Contemporary Art Projects

6 Faversham Street
- Red Rattler Theatre

18 Faversham Street
- Sound Works Recording Studio
- Brad Robson Artist

Farr Street

20 Farr Street - Farr Street Art Studio

Mitchell Street

L1/4 Mitchell Street - Music Studio

Rich Street

14 Rich Street - Wizard Art Gallery

Shepherd Street

23 Shepherd Street - Dynamix Art Studio
49 Shepherd Street - Factory 49 Art Studio
56 Shepherd Street - The Sculptor Studio

Addison Road

10 Addison Road - Pink Art Gallery Café

Victoria Road

102 Victoria Road - Bek Art Studio
105 Victoria Road - The Factory Theatre

Brompton Street

10 Brompton - Val Jelobinski Sculpture Studio

Denby Street

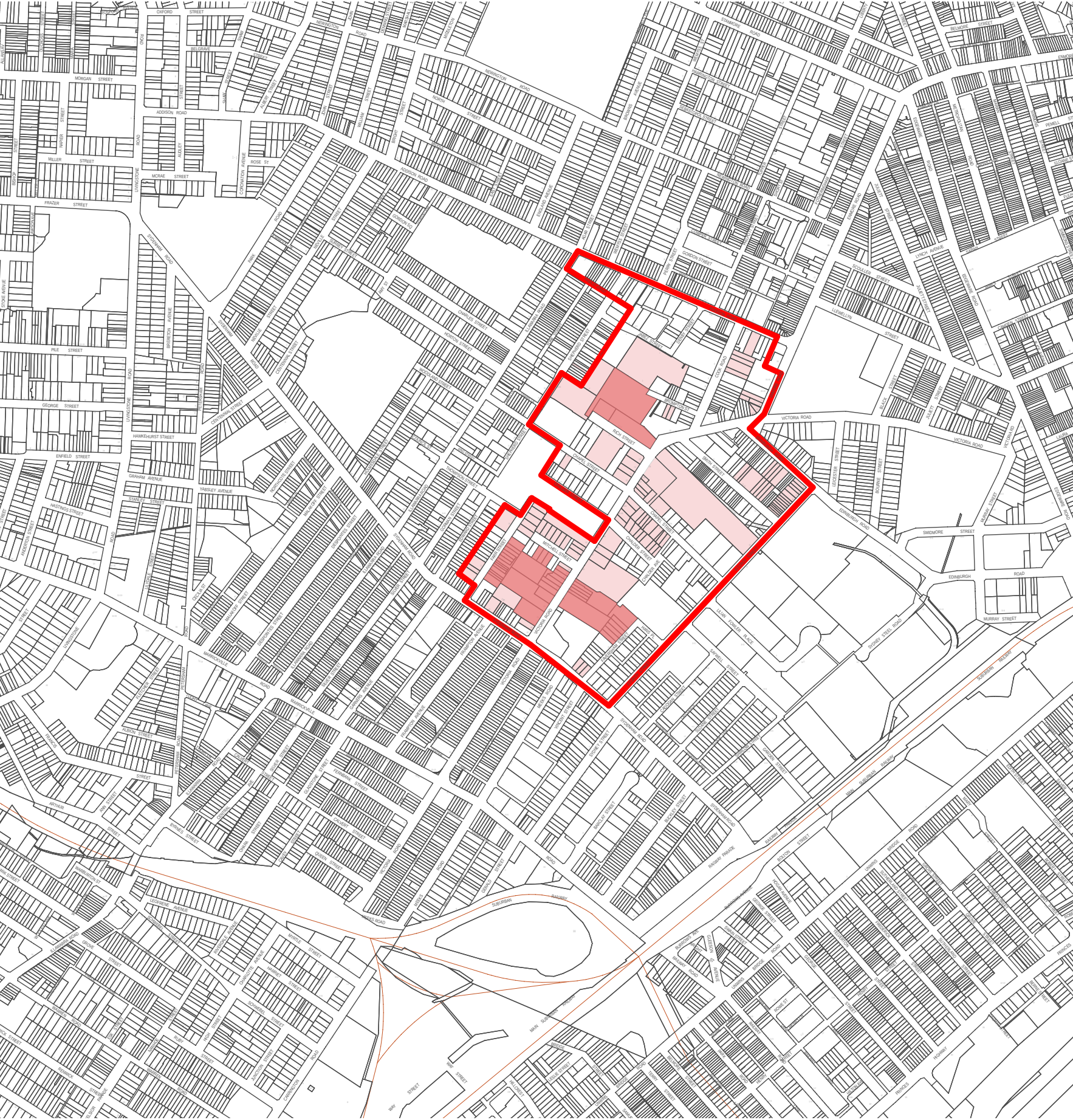
4 Denby Street - Denby Street Studios

Jabez Street

3/4 Jabez Street - ACC Audio Studio

- | | | |
|--|--|--|
| 1 CHRISSIE COTTER GALLERY | 11 TORTUGA STUDIOS | 21 AIRSPACE PROJECT |
| 2 MICHELE MORCOS AT ART CAMP | 12 MLC GALLERY | 22 SQUAREPEG STUDIOS |
| 3 ARTSITE GALLERY | 13 STUDIO 464 | 23 MARRICKVILLE GARAGE |
| 4 LENNOX STREET STUDIO | 14 TINPOT STUDIO | 24 MONSTER MOUSE STUDIOS |
| 5 NEWTOWN ARTSEAT | 15 ANNABEL BUTLER AT MARY STREET STUDIOS | 25 SCRATCH ART SPACE |
| 6 GEORGINA ST | 16 STONE VILLA STUDIOS | 26 MESS WITH IT PROJECT ROOM |
| 7 BLACK ROSE ANARCHIST LIBRARY AND SOCIAL CENTRE | 17 SALMAGUNDI STUDIOS | 27 RED RATTLER'S STUDIOS RETROSPECTIVE |
| 8 ALPHA GALLERY | 18 JANE POLLARD JEWELLERY | 28 SNO CONTEMPORARY ART PROJECTS |
| 9 MAY STREET STUDIOS | 19 THINK NEGATIVE - ANALOGUE PHOTOGRAPHIC ARTS | 29 ILOVEDRAWING |
| 10 MAY'S LANE ART PROJECT | 20 STUDIO 1A SYDNEY | 30 ESP GALLERY |
| | | 31 MARRICKVILLE LIBRARY |
| 32 FACTORY 49 | 36 ONEART STUDIO | |
| 33 SHEPHERD STUDIOS | 37 NEWSAGENCY GALLERY | |
| 34 ADDISON ROAD COMMUNITY CENTRE | 38 WOODPAPERSILK | |
| 34 STIRRUP GALLERY | 39 THE FRACKING REDUNDANTS ART GALLERY | |
| 34 SERAPHINA MARTIN PRINTMAKING STUDIO (HUT 37B) | 40 STUDIO 190 | |
| 34 ROOMIES ARTSPACE (HUT 43) | 41 CONNIE DIMAS JEWELLERY BY HAND | |
| 34 THE ULTIMO PROJECT (HUT 24) | 42 ROSEDALE STREET GALLERY | |
| 34 THE BOWER REUSE AND REPAIR CENTRE (HUT 34) | 43 MUNGO ART STUDIOS | |
| 35 IT'S A SIGN AT THE OLD SIGN SHOP | 44 THE CREATORY | |
| | 45 SWEETS WORKSHOP | |

Map sourced from : 'MOST - Marrickville Open Studio Trail' - www.marrickville.nsw.gov.au



SITE ANALYSIS

OWNERSHIP STATUS & LOCAL SUPPORT

Ownership & Local Support
This proposal has a capacity to be implemented that is rare in today's urban context. The sponsor of this proposal has both owned and operated businesses in the Victoria Road precinct for more than 40 years, and over the years, has accumulated a number of relatively large land holdings within the precinct.

Having control of a significant number of properties to act as catalyst for the renewal process, the sponsor is prepared to take the initiative and is ready to act now.

The design values presented in this proposal are based on the profound belief in the benefits of collaboration. The sponsor is committed to understanding the needs, aspirations and objectives of all precinct stakeholders. In so doing, together with thoughtful design, they believe they will be able to achieve a sustainable result for the renewal of the Victoria Road precinct.

The sponsor is committed to the success of Marrickville and informed communication with various precinct stakeholders has been initiated. The adjacent diagram highlights significant landowners who have who have expressed support in principle for this urban design study and master plan proposal for the precinct.

To implement this vision requires a change to the zoning and other statutory provisions within Marrickville Council's Local Environmental Plan. The intention is to work with Council, the Department of Planning and the wider community in order to progress the consideration of a new set of precinct wide development controls to guide the future redevelopment of the area.

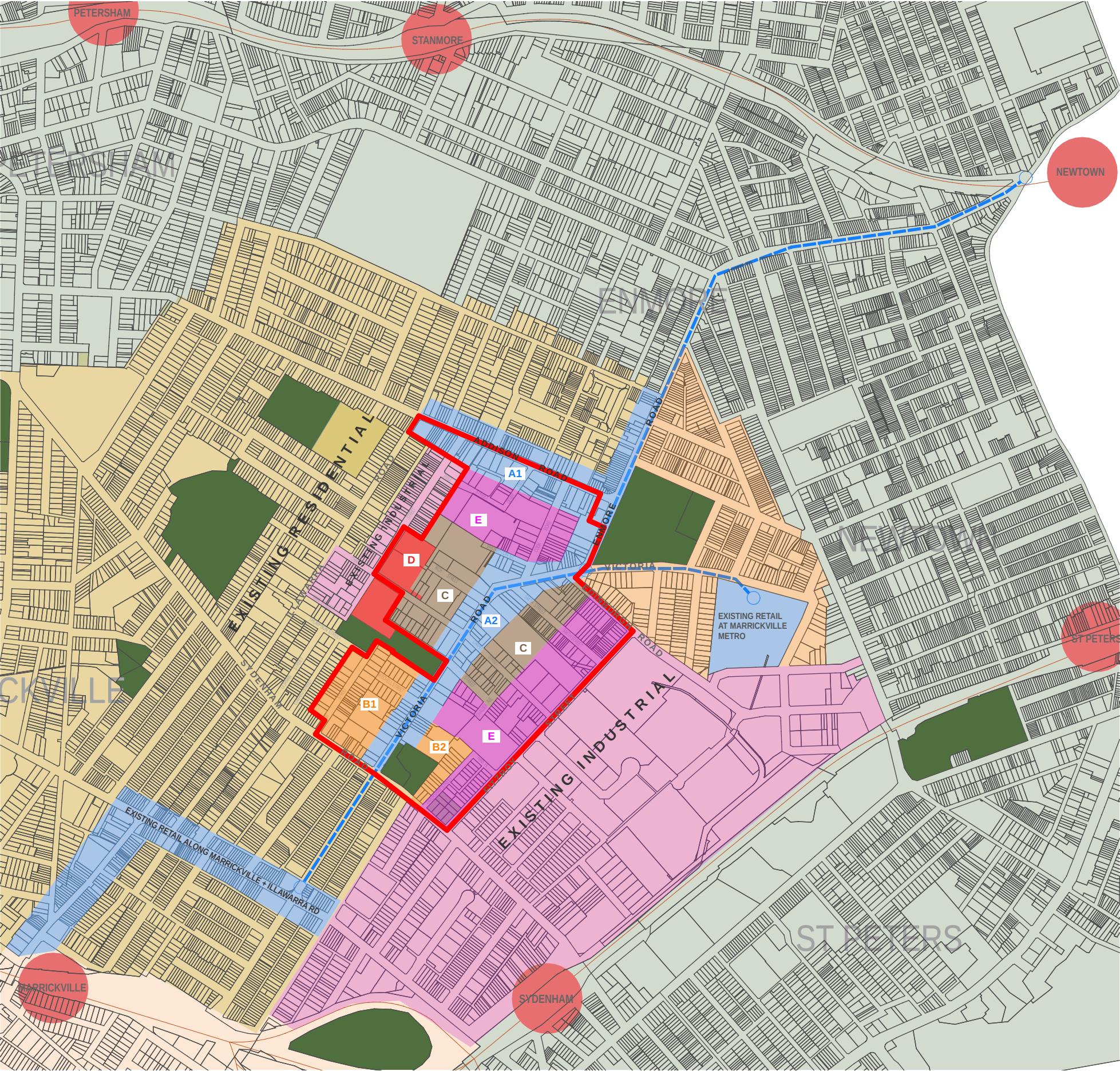
- LAND OWNED AND CONTROLLED BY SPONSOR OF THE STUDY
- LANDOWNER WHO HAS EXPRESSED SUPPORT

SITE ANALYSIS_OWNERSHIP+SUPPORTIVE LANDOWNERS
Scale 1:10000

Text sourced from : 'Victoria Road Precinct Marrickville - Urban Design Study' by Hassell/ 24/2/2011

04

DESIGN PRINCIPLES



DESIGN PRINCIPLES

HIGH LEVEL ZONING OBJECTIVES

ZONING OBJECTIVES

- A1**
- Retain and intensify commercial use along Addison Road
 - Promote active street frontages
- A2**
- Encourage new mixed-use development with active ground floor uses along Victoria Rd
 - Create a physical street edge that clearly defines this major road
 - Promote activity and enhance street scape: street tree planting, cafes with outdoor seating, bicycle parking, street furniture, street parking, pockets parks
- B**
- Promote residential developments near interfaces with existing residential areas along Illawarra Road and (South of) Sydenham Road and in close proximity to school, Wicks Park and a variety of public transport options
 - Encourage work-live scenarios
- C**
- Area for intensification and diversification of employment & residential uses
 - Encourage 'creative industries clusters'
 - Promote conversion of existing warehouses into artist studios, exhibition spaces and creative industries work spaces. Promote street activation, local coffee and lunch spots
 - => reference: Powerhouse Apartments, Buckingham St Studios
- D**
- Special use.
 - Encourage conversion of Sims Metal Factory into a 'rain, hail & shine' venue (village markets, exhibitions, events, functions)
 - => reference: Carriage Works
 - Promote symbiosis between cultural facilities and creative industries
- E**
- Special transitional industrial zone between new employment uses/ residential and existing traditional industrial core

SITE ANALYSIS_HIGH LEVEL OBJECTIVES FOR THE SITE

Scale 1:10000



GREEN CONNECTIONS

Scale 1:6000

DESIGN PRINCIPLES
GREEN SPACES & GREEN CONNECTIONS

- GREEN SPACES & CONNECTIONS**
- Revitalise existing public open spaces and create new 'green' connections between them.
 - Enhance links from Wicks Park to Enmore Park and Henson Park
 - Upgrade Wicks Park and promote as 'clean, green and attractive public place' for the new residential areas.
 - Create additional 'pocket parks' in the new residential precinct(s) to increase amenity for residents
 - Create additional 'green connections' through the precinct which conveniently links the primary school with the train station.

- Existing parks
- Proposed parks
- Proposed new 'green' connection connecting existing and new parks