

A detailed pencil sketch of a city street scene. On the left, a tall, multi-story building with a grid-like window pattern stands. To its right, a row of trees with dense foliage lines the sidewalk. In the foreground, several bicycles are parked or in motion along the street. Further back, a car is visible. On the right side of the image, another building is sketched, and more trees are visible in the background. The overall style is architectural and illustrative.

VICTORIA ROAD PRECINCT MARRICKVILLE

FINAL PLANNING PROPOSAL + MASTERPLAN

JULY 2016

TURNER

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01

INTRODUCTION

INTRODUCTION

EXECUTIVE SUMMARY

This Urban Design Report and Master Plan has been prepared in order to inform new planning controls for Precinct 47 within the Marrickville LGA, which is centred around Victoria Road, Marrickville.

Background

On 1 May 2012, Council resolved to advise E & D Danias Pty Ltd, the proponent, that Council would consider revised planning controls for the precinct and invited the proponent to submit a Planning Proposal. A requirement of this resolution was that an Urban Design Report be prepared to support the land use planning recommendations in any Planning Proposal.

Turner forms part of the expert consultant team who have been engaged by E & D Danias Pty Ltd, who are a major landholder within the Precinct 47, to prepare the technical studies in support of this Planning Proposal. E & D Danias Pty Ltd represent a number of major land holders within Precinct 47. Turner have been engaged as Urban Designer to undertake the design analysis, identify the Master Plan design principles with the consultant team, prepare options for the new road network, block structure and building envelopes, and consolidate these into this Urban Design Report.

Need for Planning Proposal

The Planning Study and Planning Proposal identifies a number of factors that have contributed to a need to reconsider land use controls within Precinct 47, including the changing nature of employment lands and industrial activity, new transport and infrastructure investment, the NSW Government’s new Plan for Growing Sydney, significant population growth projections and advances in building and design technology.

In May 2014 a preliminary Planning Proposal was submitted for Council approval to proceed to Gateway Determination. After consultation with Council and the Dept. of Planning and Environment a revised Planning Proposal was lodged in August 2015 and approved by Council without amendment in November 2015, to be forwarded to the Dept. of Planning and Environment for Gateway Approval.

In March 2016 the Dept. of Planning and Environment deemed that the Planning Proposal had strategic merit and issued a Gateway Approval and Conditions to be addressed before the Final Planning Proposal goes on public exhibition. The Conditions also reference an independent Urban Design Study completed by Roderick Simpson for Council on 23 October 2015.

In May 2016 Marrickville Council exhibited the Sydenham Station Creative Hub whose boundaries are adjacent to Precinct 47. The proposal acknowledges the declining industrial use in the area, noting the high number

of vacancies, and recommends zoning changes to broaden business uses in the area with a focus on encouraging more creative uses and temporary accommodation. This is consistent with the approach taken in the Victoria Road Precinct Planning Proposal.

The final Planning Proposal is accompanied by a number of technical reports and studies that establish the context for land use change. This final Urban Design Report and Master Plan has been prepared in response to these studies, and to address the Gateway Conditions, Urban Design Study recommendations, and interface with the proposed Sydenham Station Creative Hub.

Objectives and Summary of Provisions

The core objectives of this Planning Proposal are summarised as follows:

- provide a 15 to 20 year strategic plan for Precinct 47;
- maintain or grow employment within the precinct;
- provide a broader mix of businesses whilst ensuring that new development does not directly compete with existing retail centres;
- incorporate medium to high-density residential development in the southern part of Precinct 47 adjacent to existing residential zones;
- create a vibrant hub for Marrickville’s burgeoning creative industries that complements the existing arts and cultural premises in the precinct.
- facilitate improvements to permeability, streetscapes and amenity within the precinct;
- ensure that existing businesses within the precinct may continue to operate unimpeded;
- ensure appropriate interfaces between the precinct, surrounding residential and industrial areas;
- create unique retail experiences that do not compete with established retail along Marrickville Road and at Marrickville Metro by providing an opportunity to build on the precinct’s existing home renovation businesses, creative industries and food production, with ancillary showrooms and cafes.

Gateway Conditions

This Urban Design Report has addressed the relevant Gateway Conditions as follows:

- Condition 1.b). Adjacent to Wicks Park the zoning has been changed from R4 High Density Residential to B4 Mixed Use, which also applies across Victoria Road. A B5 Business Development zone to the north and east of this B4 zone will provide an appropriate transition to the adjacent IN1 General Industrial zone. This will support the development of fine grain buildings and retention of any character buildings around Faversham Street and Fitzroy Street as recommended in Urban Design Study Item 5.1.

- Condition 1.c) II. The proposed building height along Sydenham Road, between Victoria Road and Farr Street, is 11m or 3 storeys to the street frontage with 3 storeys and 2 storeys setback with heights up to 20m at the rear (3+2). This is consistent with Urban Design Study Item 7.2 which suggested a 4 storey street edge with 2 storeys setback above, and heights up to 21m, could be supported. This provides a suitable transition from higher buildings within Blocks B and C to the surrounding residential areas.

- Condition 1.c) III. The proposed building height on the west side of Farr Street is 14m, consistent with the 3 storeys suggested in Urban Design Study Item 7.3. The eastern side of Farr Street has been revised to 5 storeys plus storey setback above as suggested in Item 7.3. Block D which is south of Marrickville Public School Green has a consistent 20m building height behind the higher zone along Victoria Road. These all provide a transition from higher residential buildings within Blocks B and C to the existing surrounding residential areas.

- Condition 1.c) IV. The advice provided in the Urban Design Study has been incorporated in to the Master Plan and Urban Design Report, as discussed above, revising the building heights on Blocks A, B, C, D, V, W2, X, Z, and ZZ.

- Condition 1.e) III. As noted under Condition 1.b) above, adjacent to Wicks Park the zoning has changed from R4 High Density Residential to B4 Mixed Use. A B5 Business Development zone to the north and east of this B4 zone will provide an appropriate transition to the adjacent IN1 General Industrial zone at Faversham Street. No residential uses are proposed in areas above a 30 ANEF Contour.

In brief, the final Planning Proposal envisages that the Marrickville Local Environmental Plan 2011 would be amended to include the following planning provisions for the precinct:

- land use zone for the precinct to permit business, light industrial and residential uses;
- maximum building heights up to RL50 (14 storeys);
- maximum floor space ratios up to 3.5:1;

It is envisaged that a Draft Development Control Plan amendment to Marrickville Development Control Plan 2011 for Precinct 47 would also be prepared by the proponent in collaboration with Marrickville Council, and publicly exhibited along with the final Planning Proposal.

INTRODUCTION

EXECUTIVE SUMMARY

KEY DESIGN ISSUES

Distribution of Uses

The Master Plan needs to accommodate a range of uses that maintains or increases employment opportunities within the precinct, including for the increasing local white collar population, without unreasonably impacting surrounding retail precincts. It should allow existing viable businesses to remain in operation and enhance the augmentation of the existing creative industries and showroom businesses. This will help develop an authentic and unique character for the precinct.

Residential uses are needed in appropriate locations to provide a critical mass of population to support new businesses and services. The quantity and diversity of accommodation can support housing affordability and contribute to the additional housing needed for Sydney's growing population.

The master plan needs to provide a framework for the co-ordinated distribution of uses that provides an appropriate interface between new and existing employment and residential uses.

ANEF Contours

The distribution of uses needs to consider the overlay of ANEF noise contours over the precinct and the location of residential uses below ANEF30. The layout of buildings and block alignments need to be considered at both the master planning and detailed design stages to mitigate the effects of aircraft noise to achieve good internal residential amenity in accordance with the noise criteria set out in the relevant Australian Standards (AS 2021).

Permeability and Block Structure

The network of vehicular, bicycle and pedestrian connections needs to improve the precincts integration with the surrounding area, increasing connectivity to public transport options and bike path network, and contributing to traffic and parking management. New streets and pathways should provide a finer grain of development than the existing large block structure and a transition to the finer grain of the surrounding areas. New streets and pathways need to provide street frontage and address for new buildings and create a block structure that enables efficient development of desired building typologies. The new network needs to consider the relationship to existing infrastructure and property boundaries so that development may occur progressively with minimum cooperation between adjacent land owners required.

Building Envelopes and Density

Building envelopes need to provide appropriate transitions to the scale of the surrounding area whilst providing opportunities for increased heights towards the centre of the precinct where increased density and taller buildings are desired to sustain the viability of the variety of services and amenities envisaged. Increased height and density along public transport routes and adjacent to open space maximises their benefits and sustainability. Taller envelopes in appropriate locations can also promote more slender building forms that maximise opportunities for good natural ventilation, daylighting, and solar access, as well as open space at ground level. The distribution of building envelopes and heights should allow for SEPP65 to be satisfied whilst enabling the desired future urban form to be realised. The proximity to Sydney Airport will also need to be considered in the location and height of any taller building envelopes.

Stormwater and Flooding

The precinct is subject to some flooding constraints, with a number of open drainage channels running through the precinct. The Stormwater strategy needs to be considered at a precinct level to develop a holistic and co-ordinated approach that can be implemented in stages as development progresses, maximising the benefits from new and upgraded infrastructure including roads and public domain.

INTRODUCTION

OBJECTIVES & INTENDED OUTCOMES

The primary objective of the Planning Proposal is to establish a strategic land use plan for the transition of the Victoria Road Precinct over the next 15 to 20 years.

Employment and Economy

- Provide land use zones which better meet the demand for inner-ring employment land, including for light industries and creative businesses.
- Facilitate an orderly transition over time from existing industrial uses to modern mixed business uses, including protection of viable existing business uses.
- Ensure that there is as a minimum no net loss in employment within the precinct.
- Promote new development which does not detract from retail businesses in existing local centres within the local government area.
- Ensure that viable existing businesses are able to continue to operate, either within existing premises or in new premises within the precinct.
- Create direct employment through the redevelopment stages as well as indirect employment in local businesses and construction support services.
- Encourage the growth of emerging creative industries and home renovation businesses within the precinct and the establishment of creative and home improvement hubs.

Housing

- Provide for additional housing to meet the needs of Sydney's growing population.
- Support housing affordability policies by increasing housing supply and diversity.
- Provide Affordable Housing Stock as part of the residential mix.
- Ensure that new housing has a high level of amenity in terms of location, access to services and facilities, solar access and acoustic attenuation.
- Ensure that the interface between existing and new housing with employment uses is appropriate.

Urban Design

- Promote development of fine grain buildings and retention of character buildings.
- Stimulate the urban renewal of a run-down industrial precinct.
- Provide uplifts in urban density commensurate to the site's proximity to transport, local centres, services and recreational facilities.
- Create a vibrant mixed use precinct which promotes activity throughout the day and evening.
- Ensure that future development within the precinct incorporates design excellence and high quality public domain treatments.
- Improve permeability within the precinct to encourage walking and cycling.
- Significantly upgrade streetscapes to create pleasant and attractive spaces.
- Provide for new open space within the precinct.

Sustainable Development

- Accommodate growth by increasing urban densities in existing, under-utilised urban areas.
- Built form to adopt industry best practice environmentally sustainable design principles.
- Promote non-car travel in favour of more sustainable transit modes.
- Provide new housing in an area with good access to retail and community services and recreational facilities.

Intended Outcome

Over the next 15-20 years, the Victoria Road Precinct will be transformed into a vibrant mixed use precinct that supports ongoing local employment within the Inner West. Modern businesses and creative industries will thrive within the precinct, giving the area a distinct character whilst ensuring that new development does not detract from existing retail streets and centres. Key sites within the precinct will be redeveloped, contributing to an improvement in the aesthetic and amenity of the local area and encouraging activity within the public domain. Housing will be incorporated into new development within the precinct, creating an environment where residents can live close to their place of work whilst enjoying a high level of residential amenity. Diversity in housing stock will be increased whilst ensuring that new development is consistent with, and contributes positively to, the lifestyle of the area.

02

PLANNING & POLICY CONTEXT

PLANNING & POLICY CONTEXT

RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

A Plan for Growing Sydney

The NSW Government released its new metropolitan strategy, A Plan for Growing Sydney, in December 2014. This plan outlines a series of objectives and actions for metropolitan-scale planning in Sydney in order to respond to the challenges of population growth over the coming decades. Sydney’s population is expected to grow from 4.3 million residents to 5.9 million residents by 2031 – an increase of more than one-third and substantially faster than the city’s growth in recent decades. At the same time, the strategy seeks to improve the standing of the CBD and Parramatta as the hubs of economic activity in Sydney, with the expansion of employment lands in Western Sydney in order to improve economic activity, reduce congestion and deliver a more equitable distribution of employment throughout the city.

A Plan for Growing Sydney identifies Precinct 47 as being located outside of the land identified as being strategic employment land required to support Sydney Airport and Port Botany. The plan also identified significant new investment in the Westconnex motorway, a primary objective of which is to allow freight and industrial traffic to bypass the Inner West and Inner South. The strategy identifies a new transit-oriented and corridor-based approach to growth, with a new Rapid Transit system linking from Bankstown to Sydenham Station - within 800 metres of Precinct 47 – and through the CBD, North Sydney, Macquarie Park and out to Sydney’s north-west. These planning actions support a transition of Precinct 47 away from the traditional but fragmented manufacturing land use and to a use that better supports the objectives and aims of promoting housing growth and better utilization of new transport infrastructure.

The Planning Report prepared by JBA outlines in greater detail the nature of the strategic planning framework and the strategic justification for land use change in light of A Plan for Growing Sydney.

Victoria Road Employment Strategy (JBA 2015)

JBA has prepared an Employment Strategy for the Victoria Road Precinct within Precinct 47 in order to identify existing employment patterns, identify opportunities to better meet the employment needs of Marrickville residents and to facilitate the economic revitalization of the area. The Employment Strategy makes a number of recommendations that seek to reconcile the need to activate Victoria Road, provide more locally relevant employment-generating uses (i.e. professional services, creative uses) and explore opportunities to better integrate employment and housing uses. This Strategy has informed the built form recommendations considered in this Urban Design Report and Master Plan, and is attached to the final Planning Proposal.

Gateway Approval and Final Planning Proposal

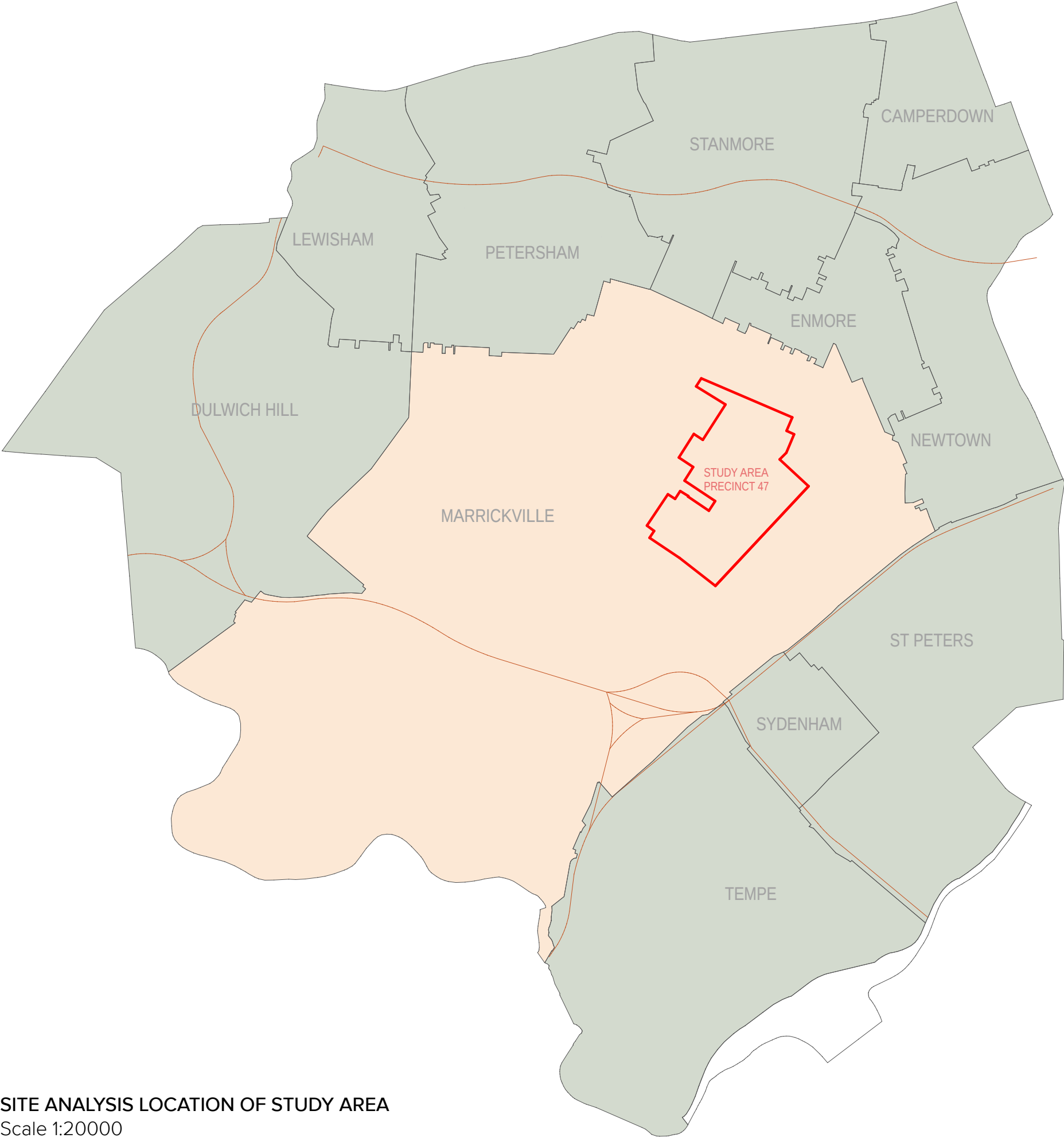
In May 2014 a preliminary Planning Proposal was submitted for Council approval to proceed to Gateway Determination. After consultation with Council and Dept. of Planning and Environment a revised Planning Proposal was lodged in August 2015 and approved by Council without amendment in November 2015, to be forwarded to the Dept. of Planning and Environment for Gateway Approval.

In March 2016 the Dept. of Planning and Environment deemed that the Planning Proposal had strategic merit and issued a Gateway Approval and Conditions to be addressed before the Final Planning Proposal goes on public exhibition.

This final Urban Design Report, as part of the final Planning Proposal, incorporates responses to the Gateway Conditions, Urban Design Study recommendations by Roderick Simpson for Council, and interface with the proposed Sydenham Station Creative Hub.

03

SITE ANALYSIS



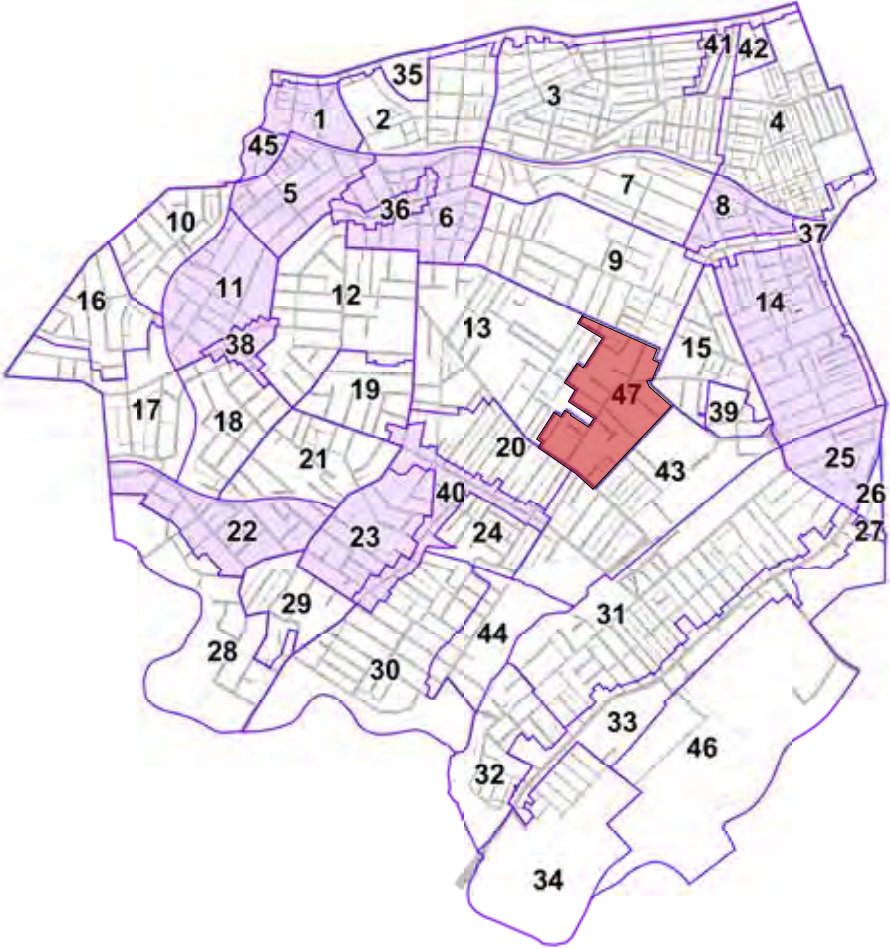
SITE ANALYSIS LOCATION OF STUDY AREA
Scale 1:20000

SITE ANALYSIS

LOCATION OF STUDY AREA

THE STUDY AREA
The Marrickville DCP divides the Marrickville Local Government Area (LGA) into 47 planning precincts. Each planning precinct has its own distinct character and provides an important contextual basis for establishing appropriate types of development in association with other controls within the DCP.

The subject of this study is Precinct 47 which is commonly known as the Victoria Road precinct. It is approximately 36 hectares in area and is located approximately 6km south-west of the Sydney CBD, 3km north of Sydney Kingsford-Smith Airport and 8km north-west of the Port Botany Container Freight Terminal.



Marrickville LGA - Planning Precinct Map

SITE ANALYSIS

SITE IMPRESSIONS



KEY PLAN VIEWS
Scale 1:5000



1 Victoria Road cr Edinburgh Rd



2 Victoria Road cr Smith Lane



3 Smith Street



4 Rich Street



5 Victoria Road - Kennards Storage



6 Chapel Street East



7 Victoria Road 142A



8 Chalder Street



9 Chalder Street looking to School Green



10 Victoria Road Existing Street Planting



11 Victoria Road Industrial Estate



12 Victoria Road_Danias Timberyard



13 Victoria Road Wicks Park



14 Victoria Road Wicks Park



15 Wicks Park_Back of Faversham Street Properties

SITE ANALYSIS

REGIONAL CONTEXT

The urban and subregional context of the Victoria Road Precinct is illustrated in below diagrams and is characterised by the following:

- strong linear road connections in the form of Victoria Road and Sydenham Road;
- high level of public transport accessibility with regular bus services running along Victoria Road and elsewhere within the precinct, with good connections to suburban rail services at Newtown, Marrickville and Sydenham Stations;
- proximity to subregional centre-based (Marrickville Metro) and main street (King Street, Enmore Road, Marrickville Road) retail and services;
- adjacent to low and medium-density residential development to the north and west;
- adjacent to industrial-zoned land to the south and east;
- proximity to local (Enmore Park, Wicks Park) & regional (Sydney Park) open space

MASTERPLAN DESIGN CONSIDERATIONS

The precincts close proximity to regional infrastructure such as Sydney Airport, railway lines and arterial roads makes it very suited to increased development densities. This is supported by existing public transport options that could be enhanced with increased patronage.

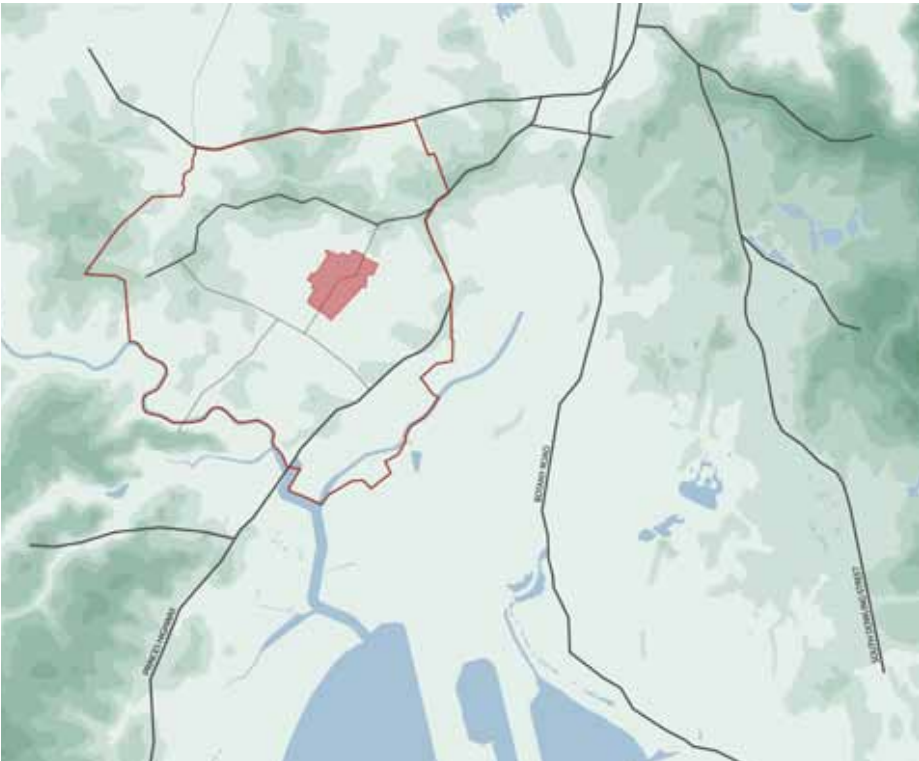
Many of the surrounding areas have developed unique characters making them desirable places to live and work with a strong yet diverse community identity. The Master Plan needs to encourage a unique and authentic character to develop out of the precincts existing positive attributes that distinguishes it from both the established and renewing suburbs.



TOPOGRAPHY AND SURROUNDING LAND

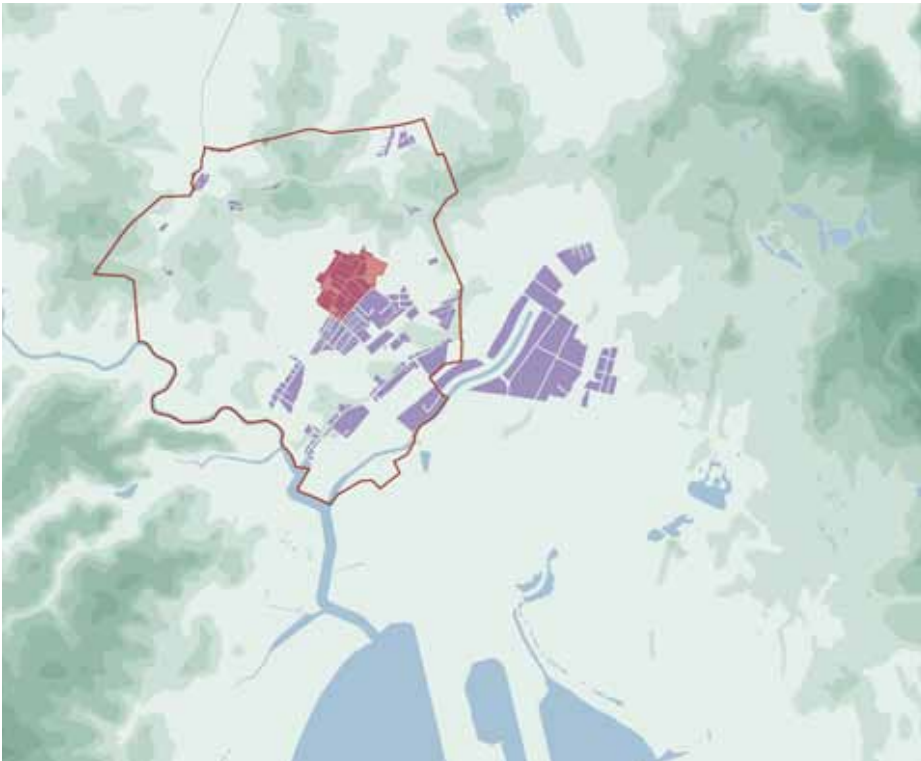
The topography of the landscape surrounding the Marrickville LGA is generally subtle. The surrounding landforms are:

- Sydney Harbour catchment to the North
- Botany basin to the East
- Cumberland Plain to the West
- Cooks River Valley to the South



MAIN ROADS

Main roads such as Princess Highway, Botany Road and South Dowling Street have developed along ridgelines and the generally irregular road pattern is a response to the existing topographical conditions



SOUTH SYDNEY INDUSTRIAL

The traditional growth of the City of Sydney and the proximity to the airport and Port Botany are the reasons for much of the land in and around the Victoria Road corridor to be developed for industrial purposes.

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

SITE ANALYSIS

LOCAL CONTEXT

MASTERPLAN DESIGN CONSIDERATIONS
The Masterplan should allow existing viable businesses to remain as part of the employment diversity in the area, especially adjacent to industrial zones in adjacent precincts.
There is an opportunity to make green connections between surrounding open space areas through the new network of roads and paths.



LGA AND SURROUNDS

Marrickville sits on the northern bank of the Cooks River and shares a border with Sydenham, Tempe, Dulwich Hill, Petersham, Stanmore, Enmore, Newtown & St Peters.



MARRICKVILLE INDUSTRIAL AND ALEXANDRA CANAL

Industrial uses within the Marrickville LGA lie predominantly to the south east of the study area. The industrial development occurring within the study area is generally low in quality and potentially reaching the end of its economic life. Both state and local planning strategies recognise that Sydenham Industrial area has and will continue to face job decline as the traditional manufacturing sector relocates to larger and cheaper land in western Sydney.



RIDGELINE ACTIVE STRIPS AND RESIDENTIAL AMENITY

To both the north and the south of the study area are ridgeline roads of retail and other active uses, stitching together a series of residential neighbourhoods. There are a scattering of local urban parks within close proximity however there is no connection between these open space areas.

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