

VICTORIA ROAD PRECINCT MARRICKVILLE

PLANNING PROPOSAL + MASTERPLAN

JULY 2015

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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. The Planning Proposal is accompanied by a number of technical reports and studies that establish the context for land use change. This Urban Design Report and Master Plan has been prepared in response to these studies in order to inform the future land use planning framework for development within Precinct 47.

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 along the Victoria Road strategic bus corridor where appropriate;
- 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

In brief, the preliminary 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 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 above ANEF25. 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

- 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 ⁽¹⁾.

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.

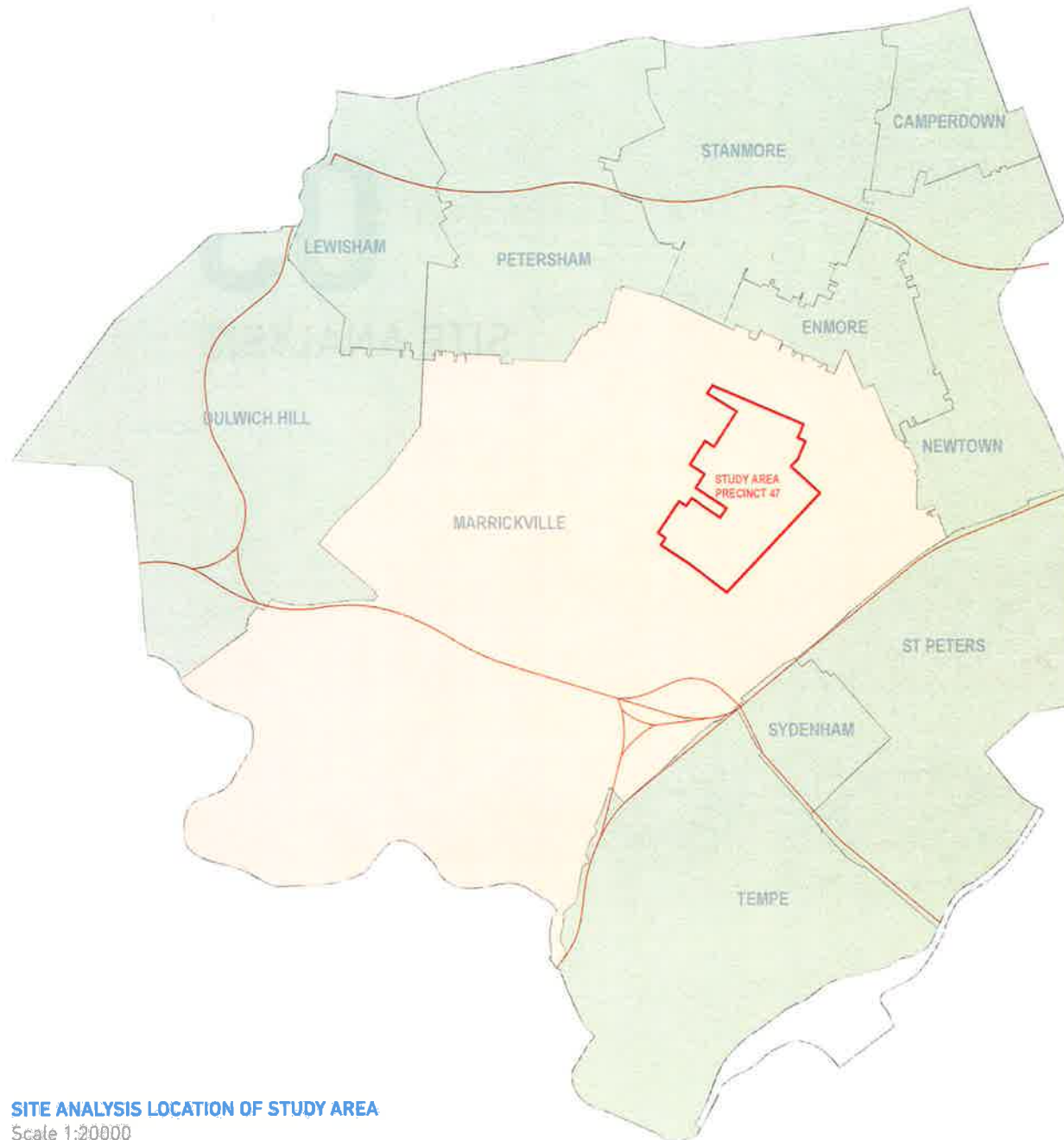
The Planning Report prepared by JBA outlines in greater detail the nature of the strategic planning framework and the strategic justification for land use change in light of A Plan for Growing Sydney.

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.

03

SITE ANALYSIS



SITE ANALYSIS LOCATION OF STUDY AREA
Scale 1:20000

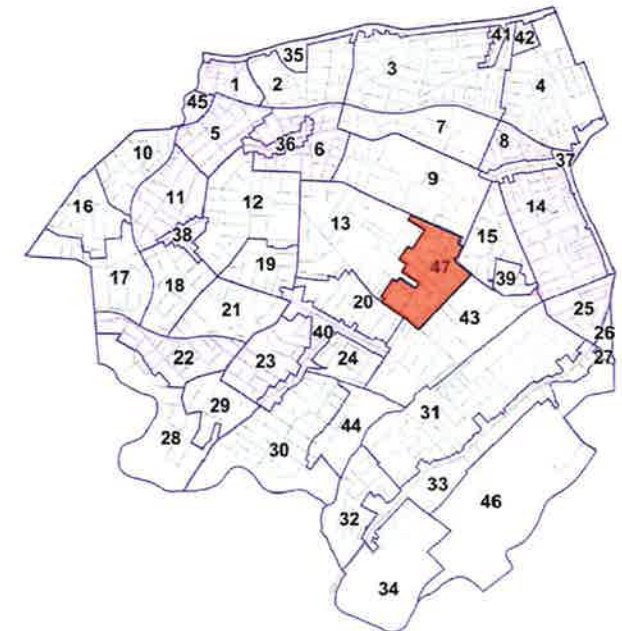
SITE ANALYSIS

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 at Edinburgh Rd



2 Victoria Road at Smith Lane



3 Smith Street



4 Rich Street



5 Victoria Road - Kennards Storage



6 Chapel Street East



7 Victoria Road 142A



8 Chadder Street



9 Chadder 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

SITE ANALYSIS

LOCAL CONTEXT



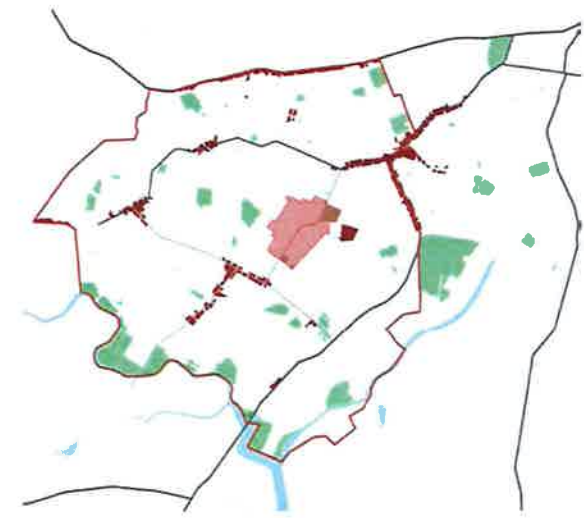
LGA AND SURROUNDS

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. It should be noted that industrial lands surrounding the Alexandra Canal to the east (which form part of the City of Sydney LGA) will potentially be rezoned to allow for more mixed commercial and residential uses in the future. 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

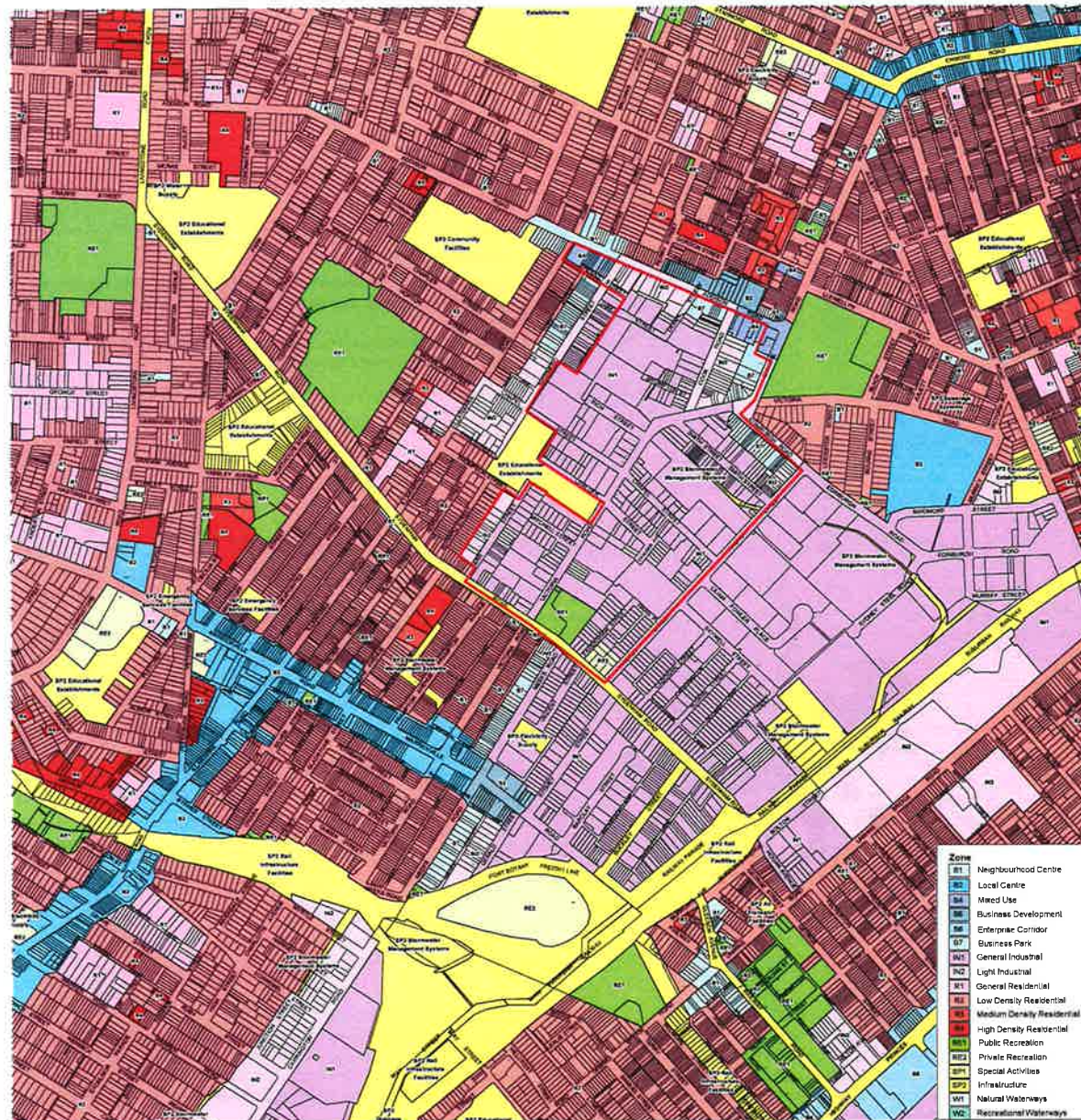


RIDGELINE ACTIVE STRIPS AND RESIDENTIAL AMENITY

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

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.



SITE ANALYSIS CURRENT ZONING

Scale 1:10000

SITE ANALYSIS

CURRENT ZONING

The precinct is predominately zoned IN1 General Industrial. Small parcels of land on the northern and western precinct edges have been zoned IN2 Light Industrial, B4 Mixed Use and B7 Business Park in an attempt to provide a buffer to adjoining residential zones. Despite the principal industrial zoning some small pockets of low density residential buildings exist.

MASTERPLAN DESIGN CONSIDERATIONS

*The uniform industrial zoning is redundant and rezoning should respond to both existing and desired future character.
New zoning should provide appropriate interfaces between different uses, both new and existing, and allow for a critical mass that promotes their viability and creates 'hubs' of like businesses.*



1 Commercial Strip at Addison Road



2 Industrial Properties on Victoria Road



3 Farr Street with a mix of industrial and residential properties



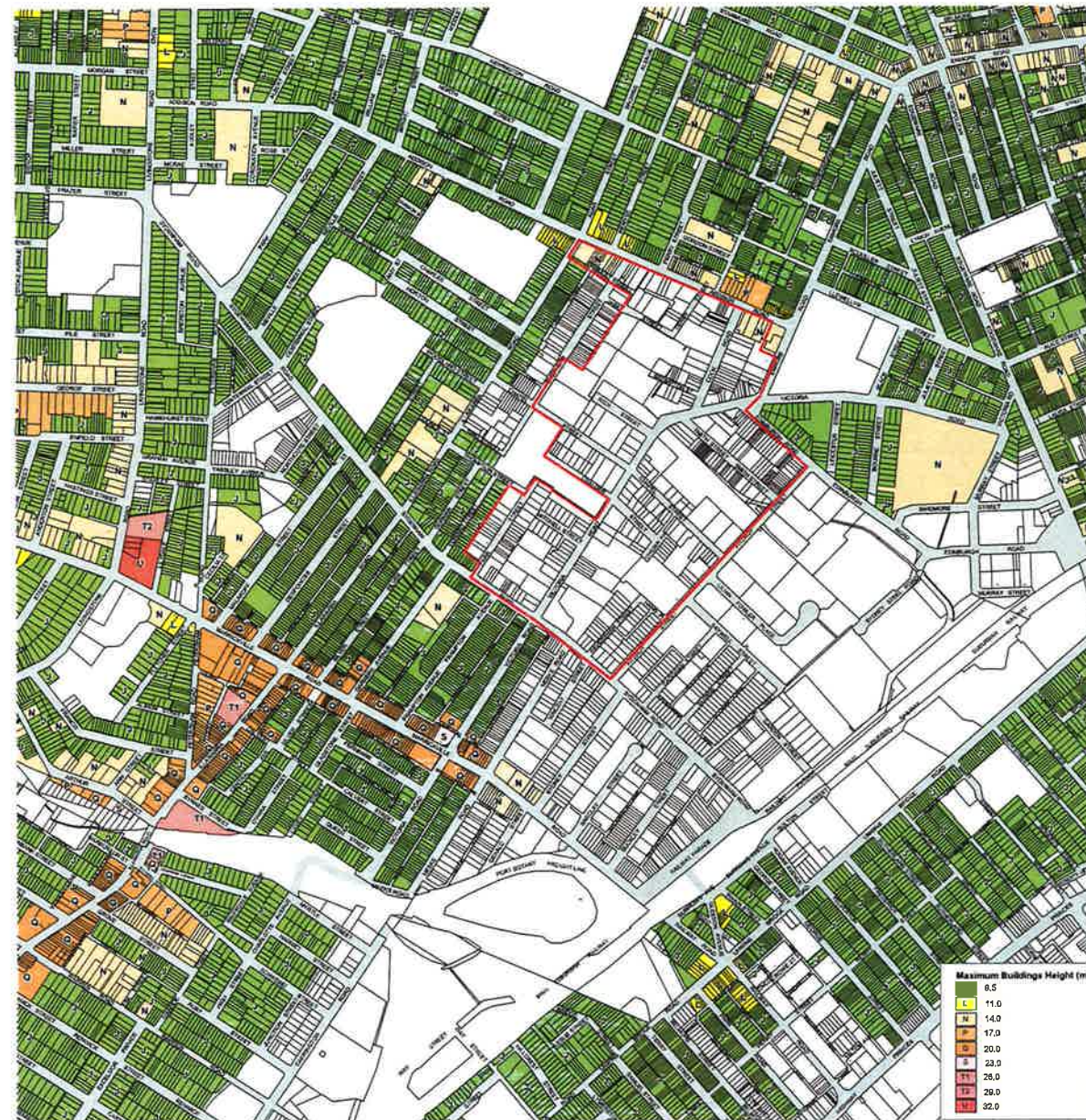
4 Victoria Road Residential next to Industrial Properties



5 Industrial Properties on Victoria Road



6 Residential Properties on Victoria Road



SITE ANALYSIS

CURRENT MAXIMUM 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.

MASTERPLAN DESIGN CONSIDERATIONS

Heights around the edge of the precinct should respond to the adjacent context to provide a transition from the central area of the precinct.

There is an opportunity for higher buildings in the central area where increased density is desirable to create the intensity of different uses that supports their viability. Victoria Road as a commercial corridor, link between existing retail precincts, and public transport route is also an opportunity for building heights that define it as a significant urban road.



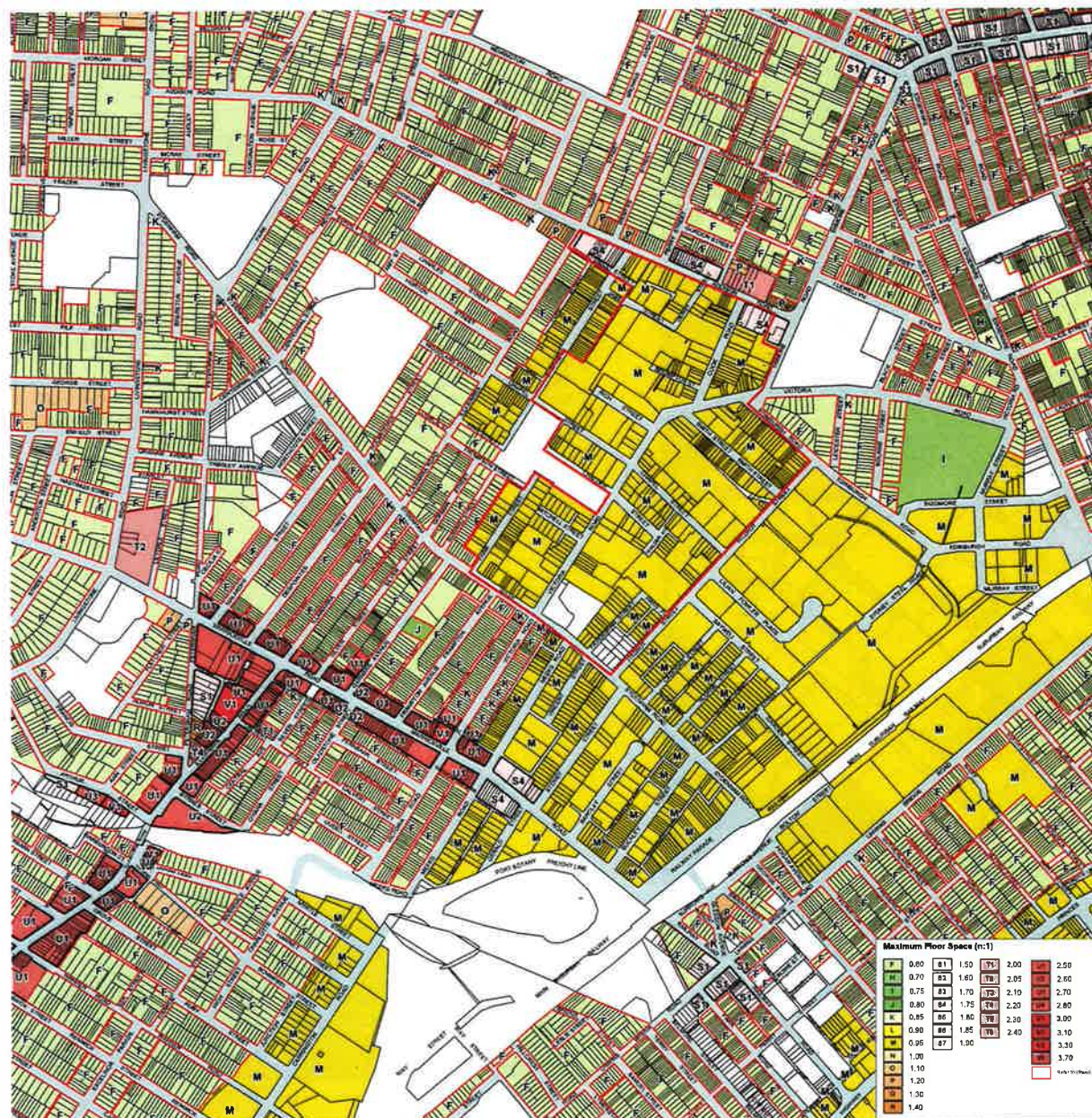
1 Majority of buildings 1 to 2 storeys



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

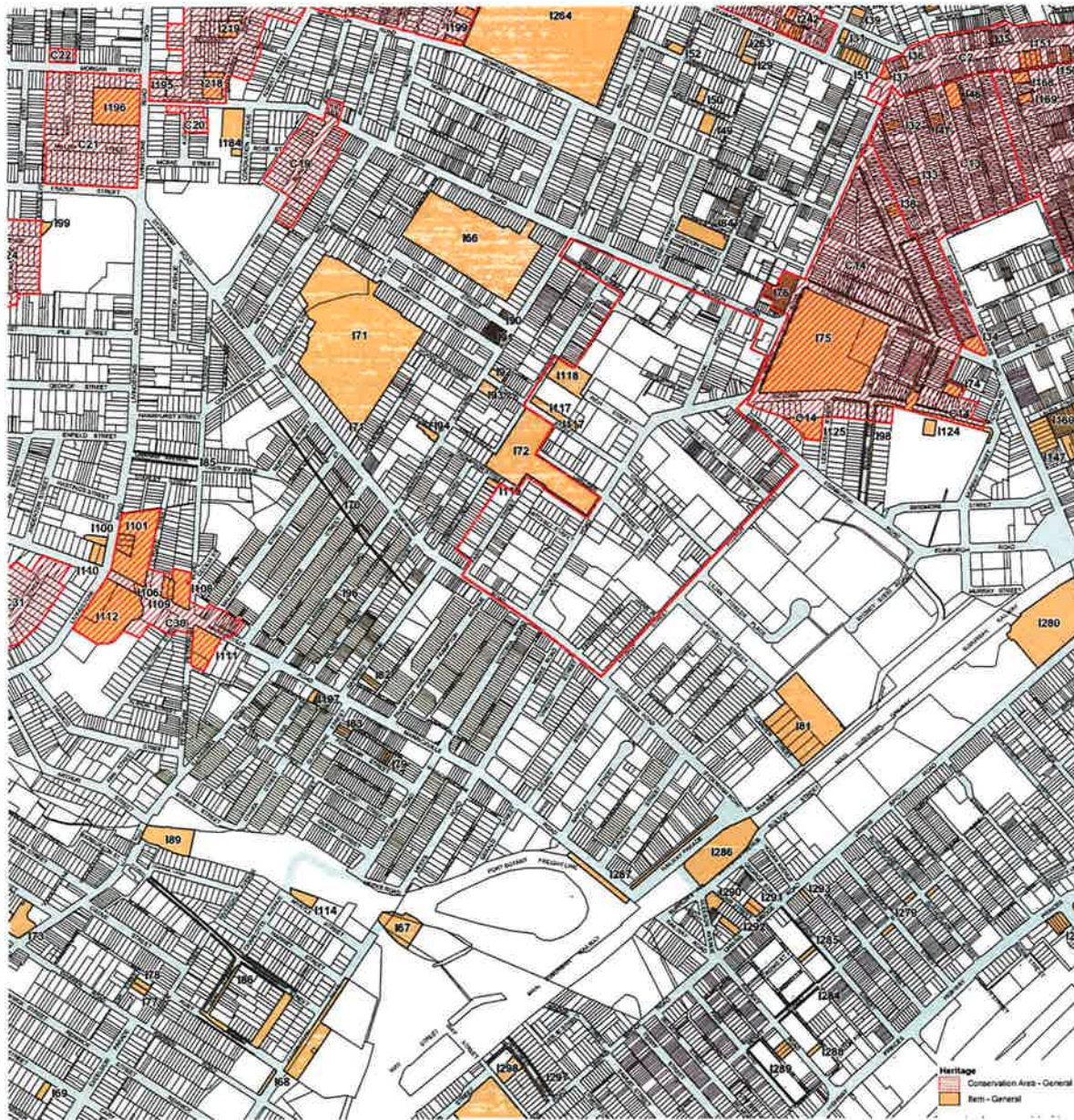
CURRENT FSR

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.

MASTERPLAN DESIGN CONSIDERATIONS

The Floor Space Ratios will be a result of the desired building envelopes and so a range is anticipated specific to its adjacent context.

An increase in development density provides the opportunity for an increase and diversity of employment opportunities, increased housing supply and subsequent improvements in provision of new streets, paths and public domain.



SITE ANALYSIS

HERITAGE

There are two listed heritage items within the precinct:

- 1117 Industrial facade - 14 Rich Street (Local)
- 1118 Sims Metal Factory including interiors - 61-65 Shepherd Street (Local)

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

- 172 Marrickville Public School
- 175 Enmore Park
- 1119 Lauraville - Victorian Italianate Residence

MASTERPLAN DESIGN CONSIDERATIONS

*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 172 Marrickville Public School



2 Heritage Item 1117 Industrial Facade



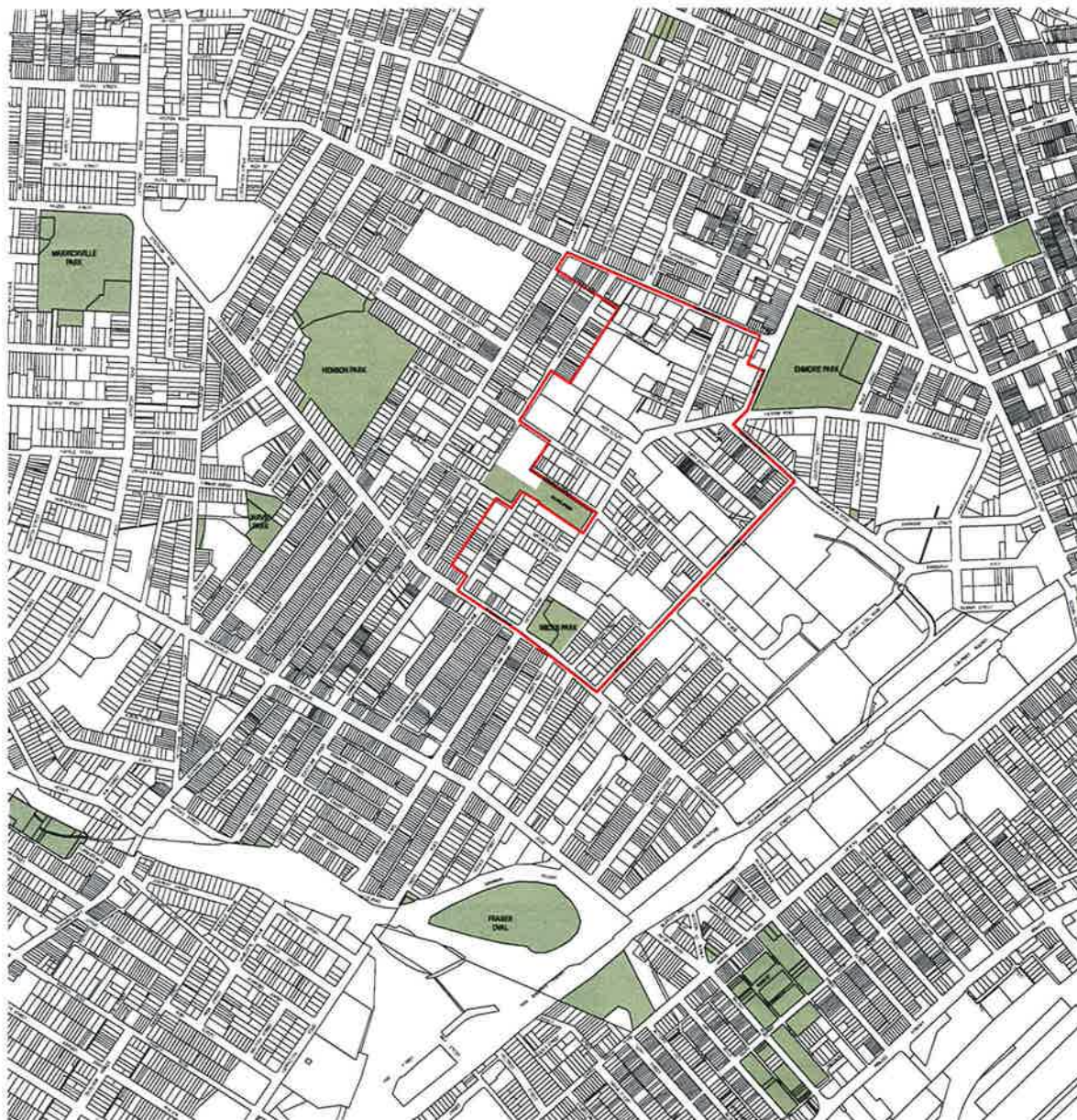
3 Heritage Item 1118 Sims Metal Factory



4 Heritage Item 1117 Industrial Facade

SITE ANALYSIS_HERITAGE

Scale 1:10000



SITE ANALYSIS_PARKS

Scale 1:10000

SITE ANALYSIS

PUBLIC PARKS/ OPEN SPACES

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 CONSIDERATIONS

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

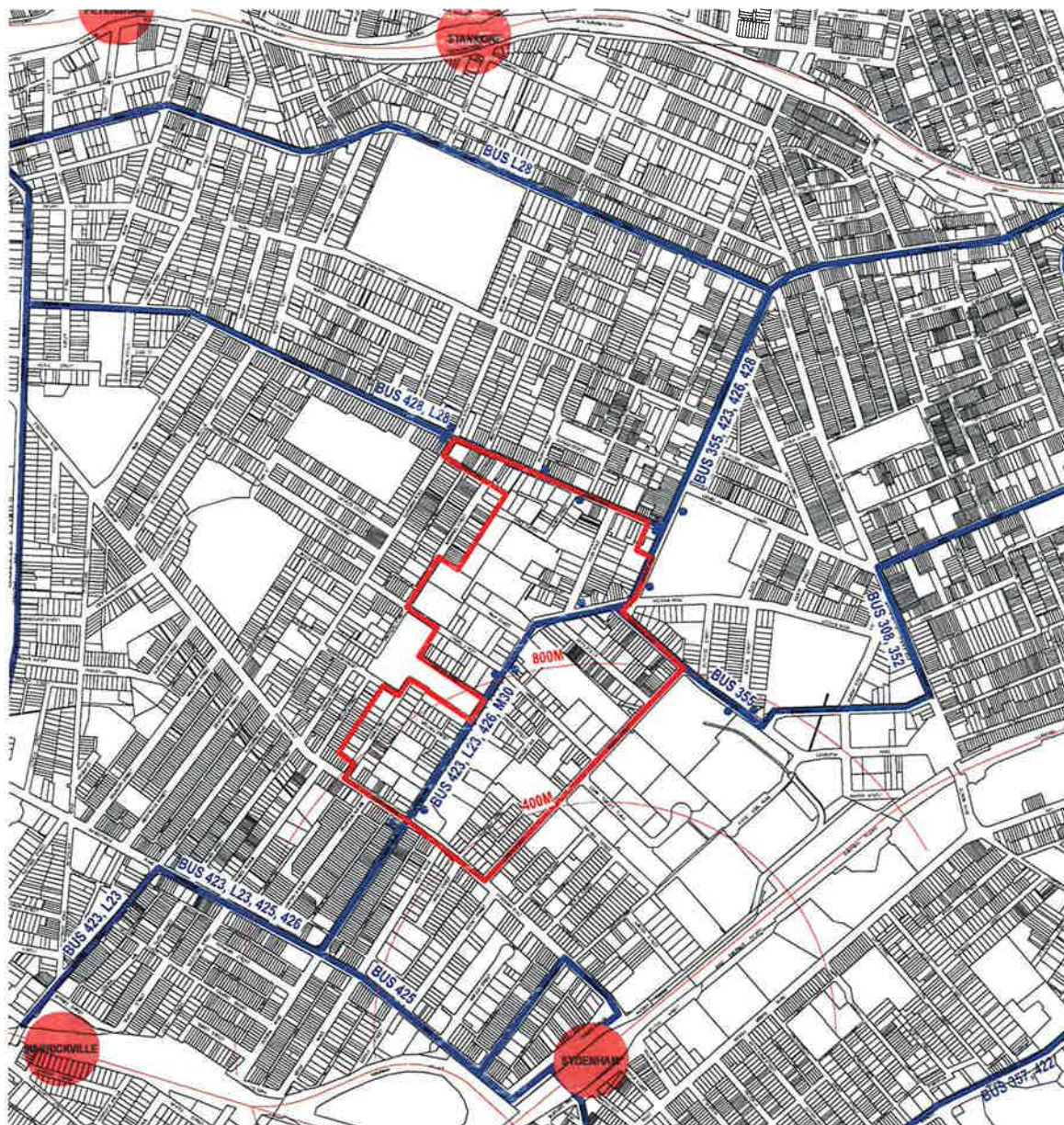
Establish an extensive green network that encourages access to the Victoria Road precinct and connects the significant green spaces within and around the precinct.



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

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

Sydenham and Marrickville Station are set to form part of the new CBD and South-Sydney Metro rail service, which connects through the CBD to North Sydney, Macquarie Park and Sydney's north-west. Sydenham Station is within walking distance of Precinct 47, and is expected to be a major interchange station between the existing Sydney Trains network and the new Metro. This improved accessibility will support higher densities and more intense utilization of land around this improved infrastructure.

Bus

Victoria Road is identified by the NSW government as a priority bus corridor, and a significant number of bus services 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)

MASTERPLAN DESIGN CONSIDERATIONS

The precinct is close to public transport options, particularly at the southern end, which benefits increased densities.

Decrease current travel distances to public transport options with a more permeable block structure and pedestrian path network.



1 M30 bus route along Victoria Road



2 423 bus route along Victoria Road



SITE ANALYSIS_BIKE PATHS
Scale 1:10000

SITE ANALYSIS BIKE PATH NETWORK

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 Illawarra Rd/ 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 CONSIDERATIONS

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

AUSTRALIAN NOISE EXPOSURE FORECAST (ANEF) CONTOURS

The entire precinct is within the ANEF 20+ contour and is subject to the provisions of clause 6.5(3) of the LEP in accordance with the S117 Local Planning Direction. JBA, Turners and EMM have prepared an Aircraft Noise Strategy that demonstrates how aircraft noise can be effectively mitigated through building design and siting. This strategy includes recommendations for the layout of buildings and block alignments which are required to be taken into account at both the masterplanning and detailed design stages. Subject to the implementation of the measures set out in this strategy, it is expected that good internal residential amenity can be achieved in accordance with the noise criteria set out in the relevant Australian Standards (AS 2021).

MASTERPLAN DESIGN CONSIDERATIONS

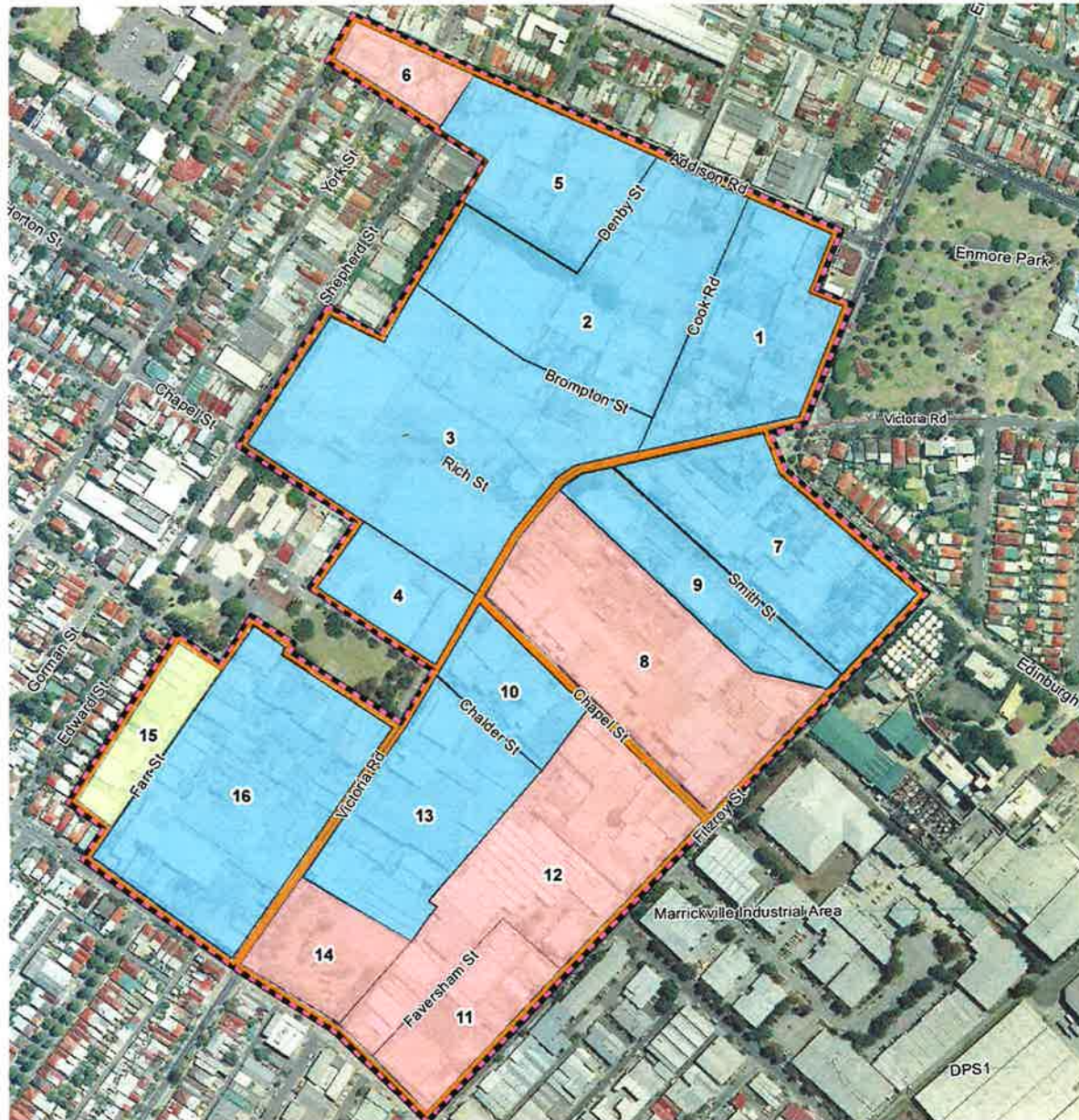
Any residential development needs to be constructed to meet the internal noise level recommendations contained in AS2021.



SITE ANALYSIS - ANEF CONTOURS

Scale 1:10000

25 ANEF CONTOURS



FLOOD PRONE LAND

SITE ANALYSIS 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.

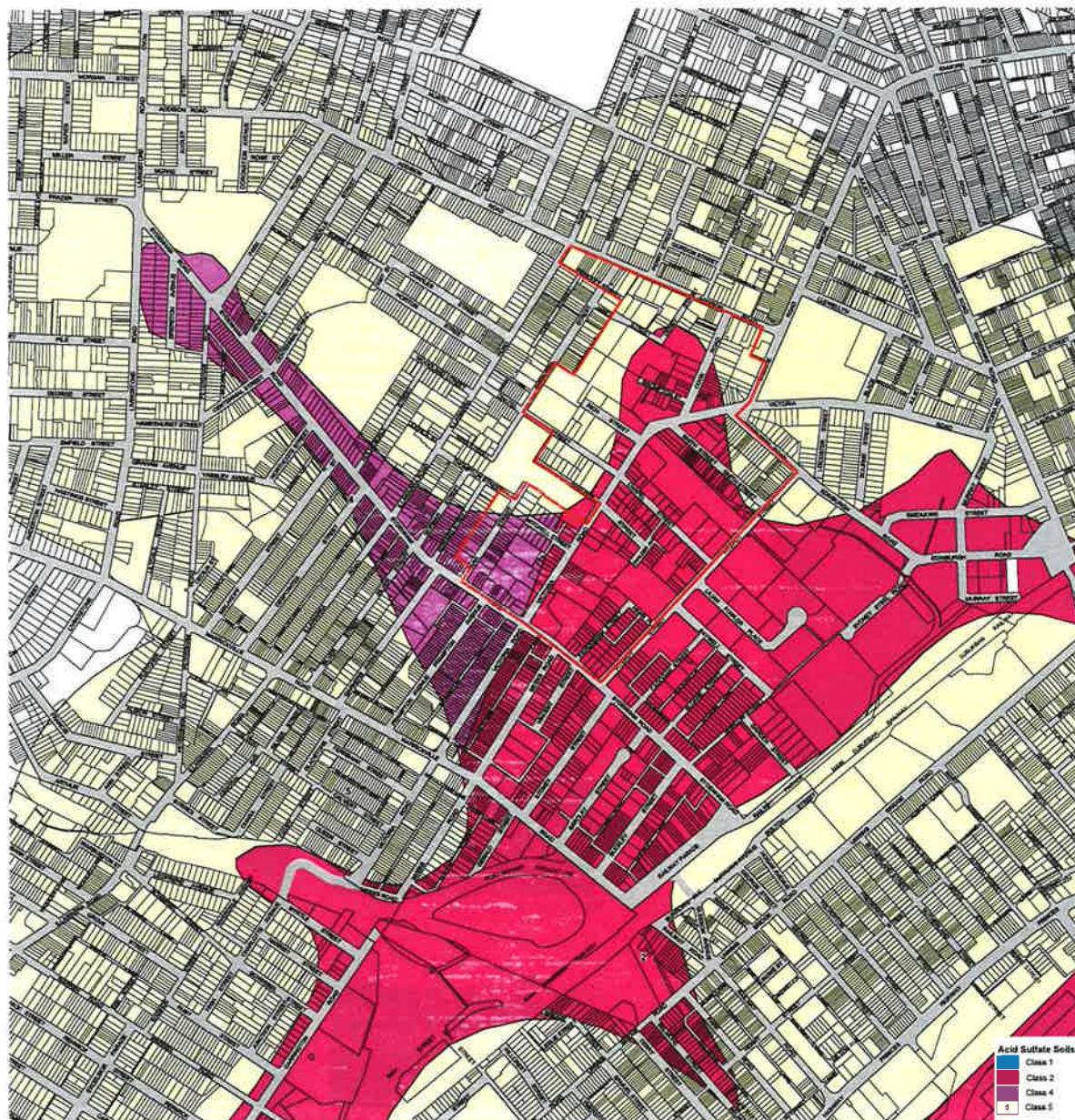
The diagram to the left summarises the extent of flooding constraints on the Victoria Road Precinct. This figure illustrates that the south-eastern corner of the precinct, primarily being land in the vicinity of Fitzroy Street and Chapel Street, is the most constrained portion of the site. The remainder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

MASTERPLAN DESIGN CONSIDERATIONS

Stormwater management should be considered precinct wide to benefit from an integrated and holistic approach. Stormwater runoff and peak discharges can be reduced with the reduction in hardstand areas and developments that incorporate stormwater retention for re-use, and detention for controlled discharge.

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



SITE ANALYSIS_ACID SULPHATE SOILS

Scale 1:10000

SITE ANALYSIS

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.

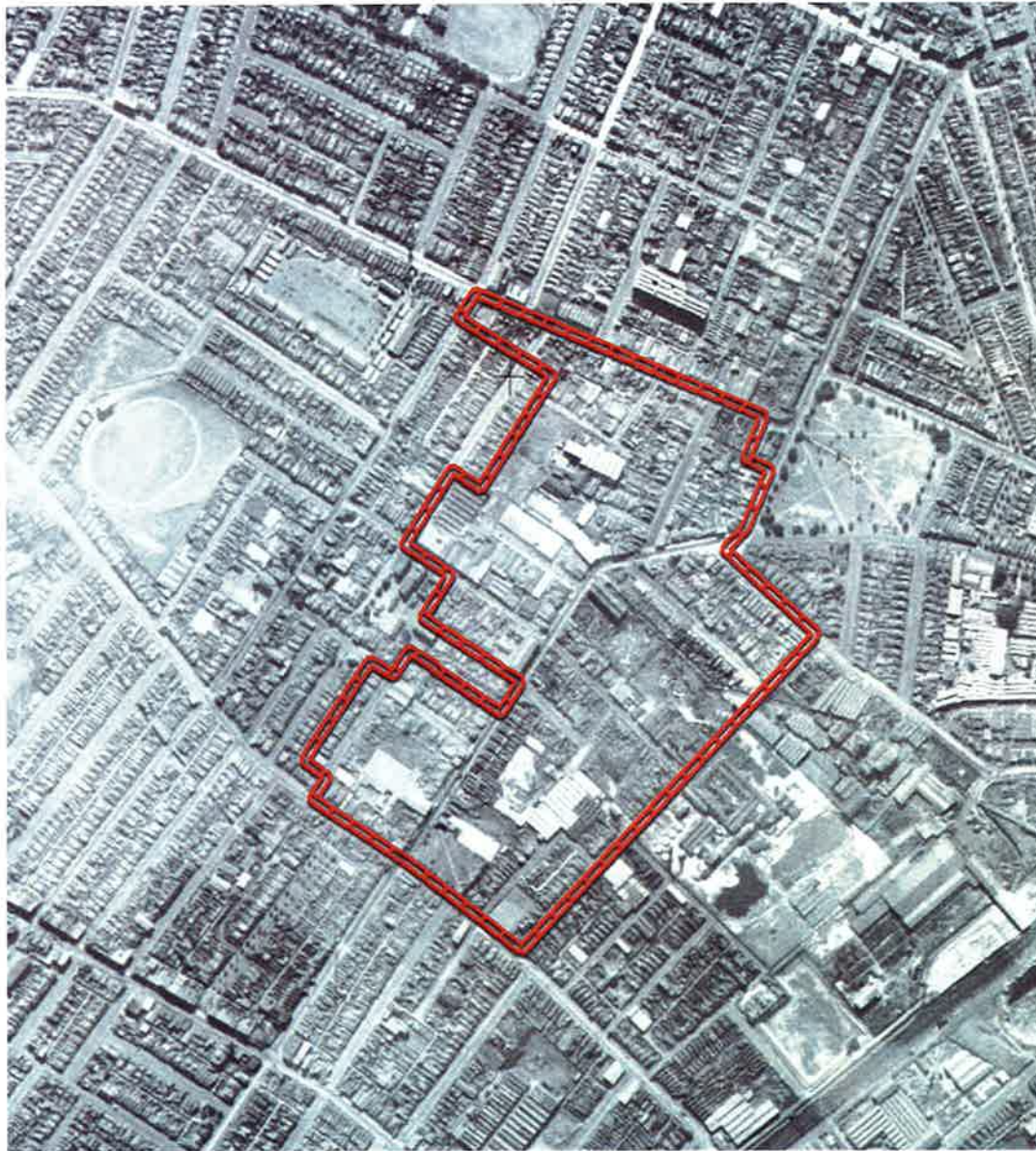
CLASS OF LAND AS SHOWN ON ACID SULFATE SOILS PLANNING MAPS	WORKS
1	Any works
2	Works below natural ground surface Works by which the watertable is likely to be lowered
3	Works beyond 1 metre below natural ground surface Works by which the watertable is likely to be lowered beyond 1 metre below natural 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.

MASTERPLAN DESIGN CONSIDERATIONS

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 hindrance 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



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



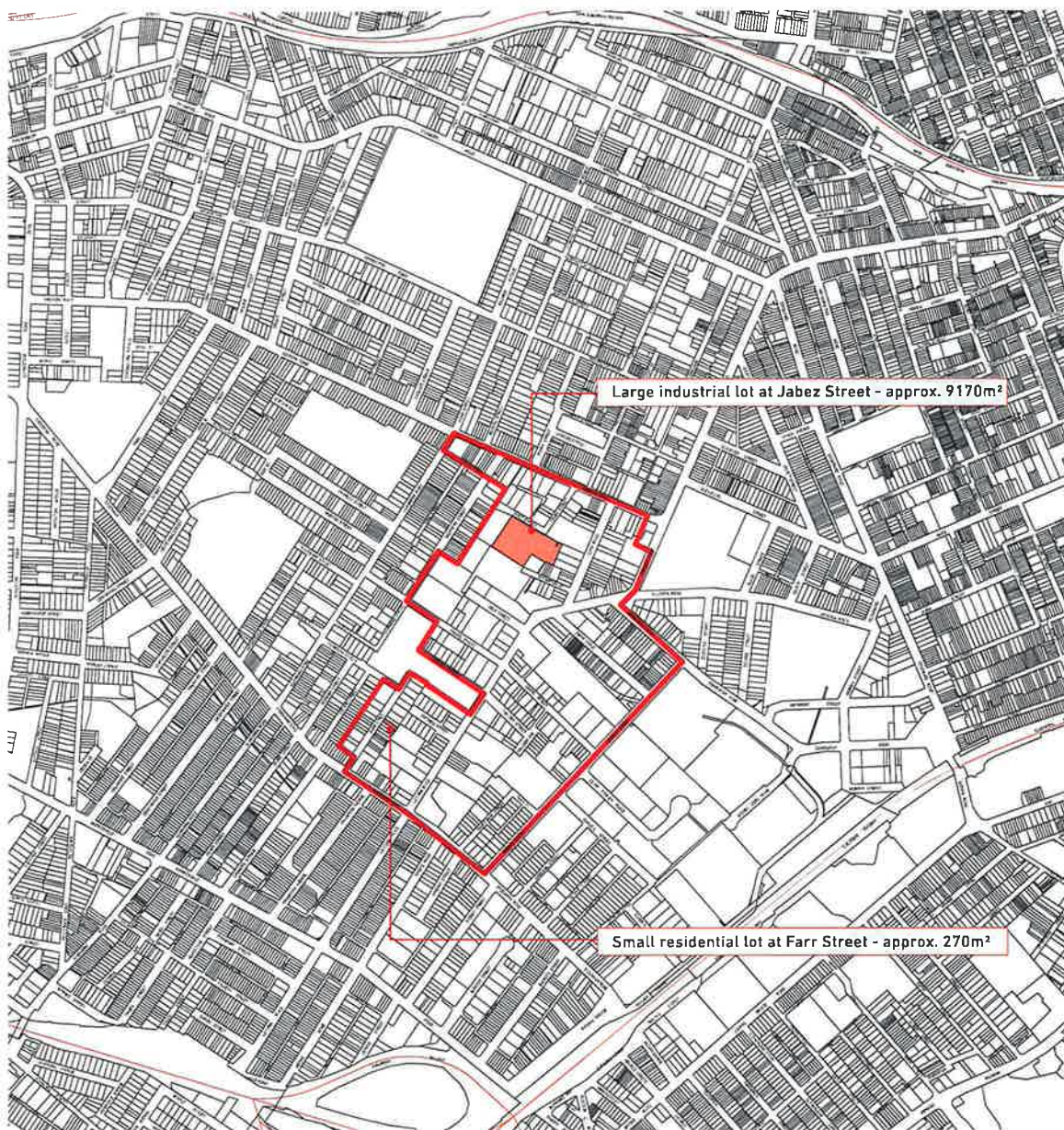
2 Corner Victoria and Sydenham Roads



3 Victoria Road, Marrickville



4 An example of the industrial warehouses found throughout Marrickville



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 CONSIDERATIONS

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

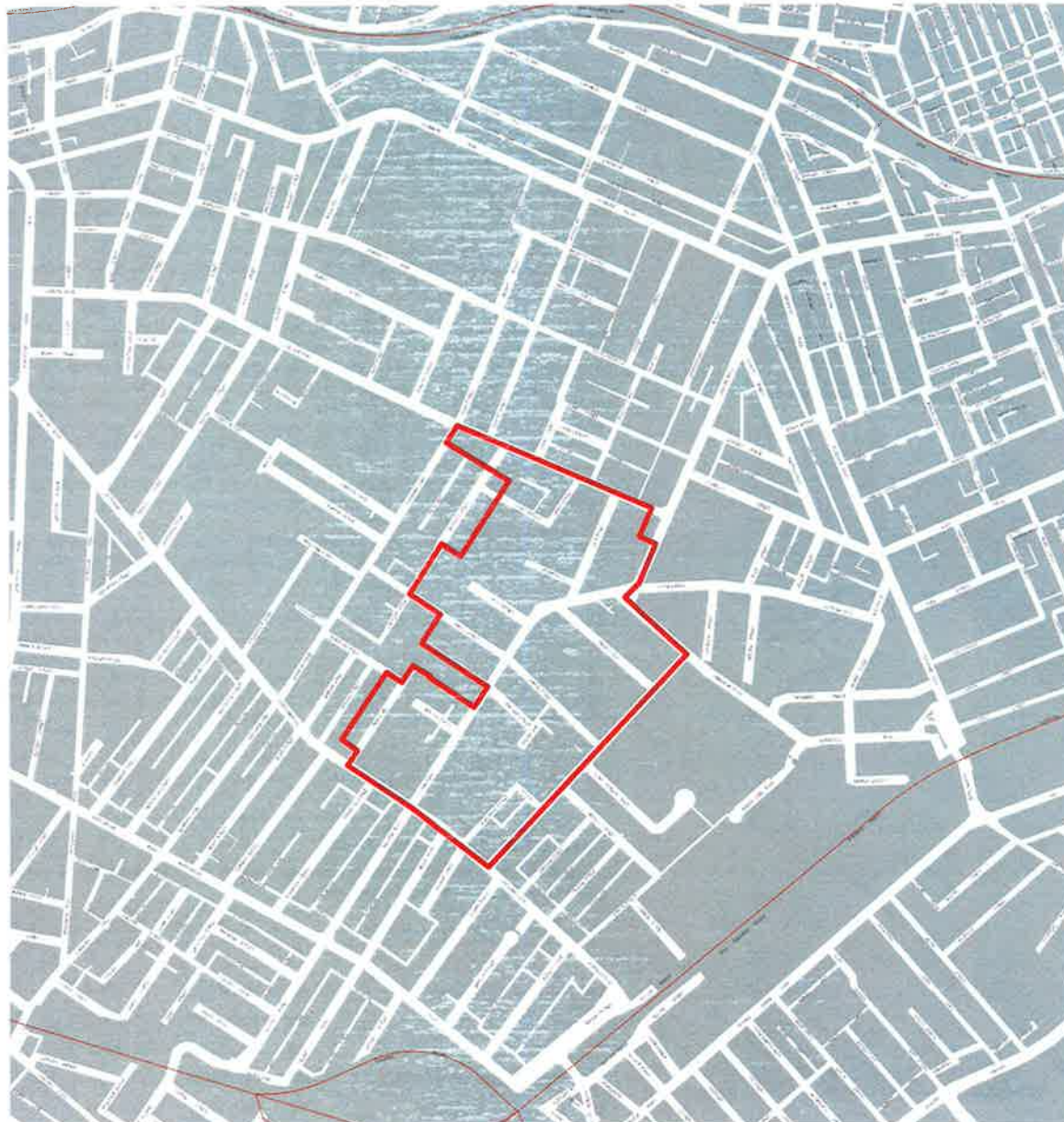


3 A typical example of the light industrial development occurring in the area



4 Light industrial sites

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



SITE ANALYSIS

STREET PATTERN

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 CONSIDERATIONS

The large street block pattern reflects the site's current (larger lot) industrial usage and provides good flexibility for redevelopment. The precinct would benefit from the addition of a network of finer grain pedestrian connections and enhancement of local connectivity with the creation of small-scale linkages (eg shareways).

Victoria Road is a key higher order road and provides an opportunity for more intense forms of development that reinforce its role as a major collector road through the precinct.



1 The wide, busy traffic thoroughfare of Victoria Road



2 A busy local street



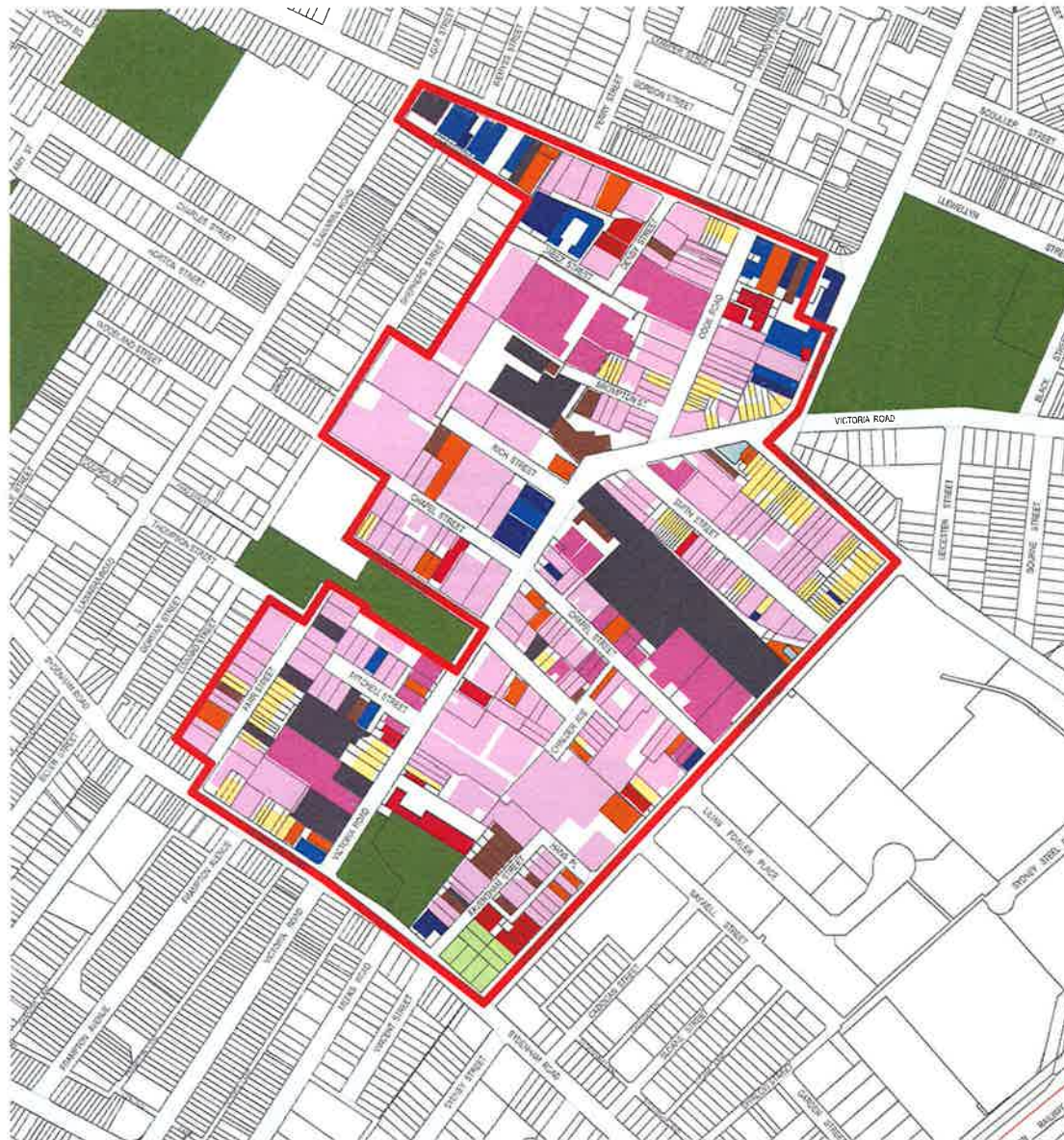
3 A typical narrow back lane with poor pedestrian amenity



4 An example of a typical laneway found throughout the precinct

SITE ANALYSIS_STREET PATTERN

Scale 1:10000



SITE ANALYSIS_CURRENT USE PATTERN (2014)

Scale 1:5000

SITE ANALYSIS

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 Thompson Street as well as Edinburgh Road. However, there is also a number of isolated residential 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.

MASTERPLAN DESIGN CONSIDERATIONS

The Master Plan and future development controls should provide a framework that will enable more coordinated and orderly development.

- | | |
|---|--|
| GENERAL INDUSTRIAL | SPECIAL USE |
| LIGHT INDUSTRIAL | VACANT / UNDERUTILIZED LOTS |
| RESIDENTIAL | VACANT PROPERTIES FOR LEASE |
| CREATIVE BUSINESSES / ARTS | PUBLIC PARK |
| HOMEMAKER BUSINESS | PRIVATE GREEN SPACE |
| COMMERCIAL | ROADS |
| RETAIL | P47 BOUNDARY |
| COMMUNITY RECREATION | |

SITE ANALYSIS

ART STUDIOS, GALLERIES, CREATIVE WORKSHOPS

CREATIVE ARTS LIST FOR PRECINCT 47

Faversham Street
3 Faversham Street
- Retro Punk & Junk Art Studio

6 Faversham Street
- Red Rattler Theatre

11 Faversham Street
- SNO Contemporary Art Projects

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

Farr Street
20 Farr Street - Farr Street Art Studio

Mitchell Street
174 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 Cafe

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

Brompton Street
10 Brompton - Val Jelopinski Sculpture Studio

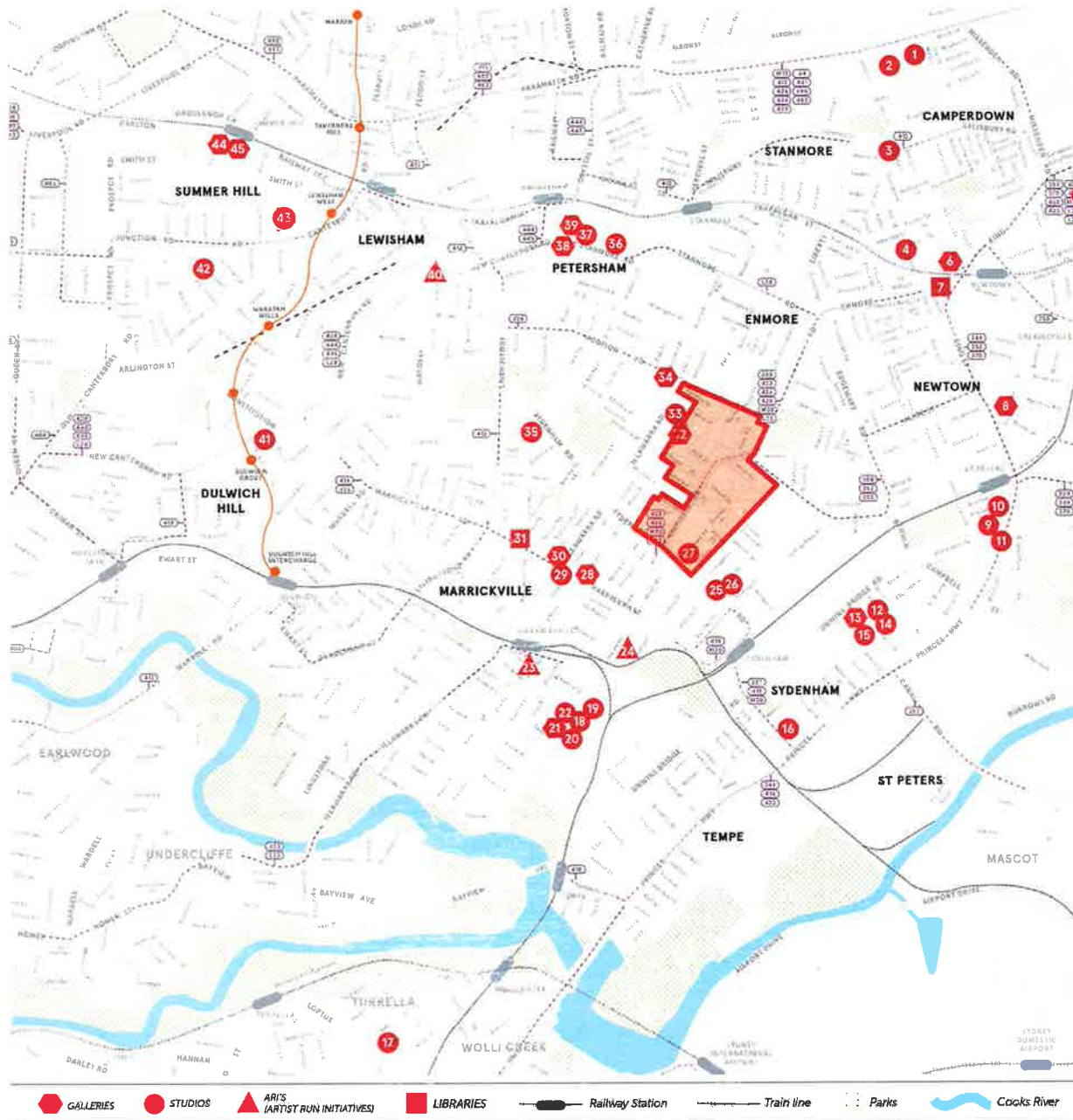
Denby Street
4 Denby Street - Denby Street Studios

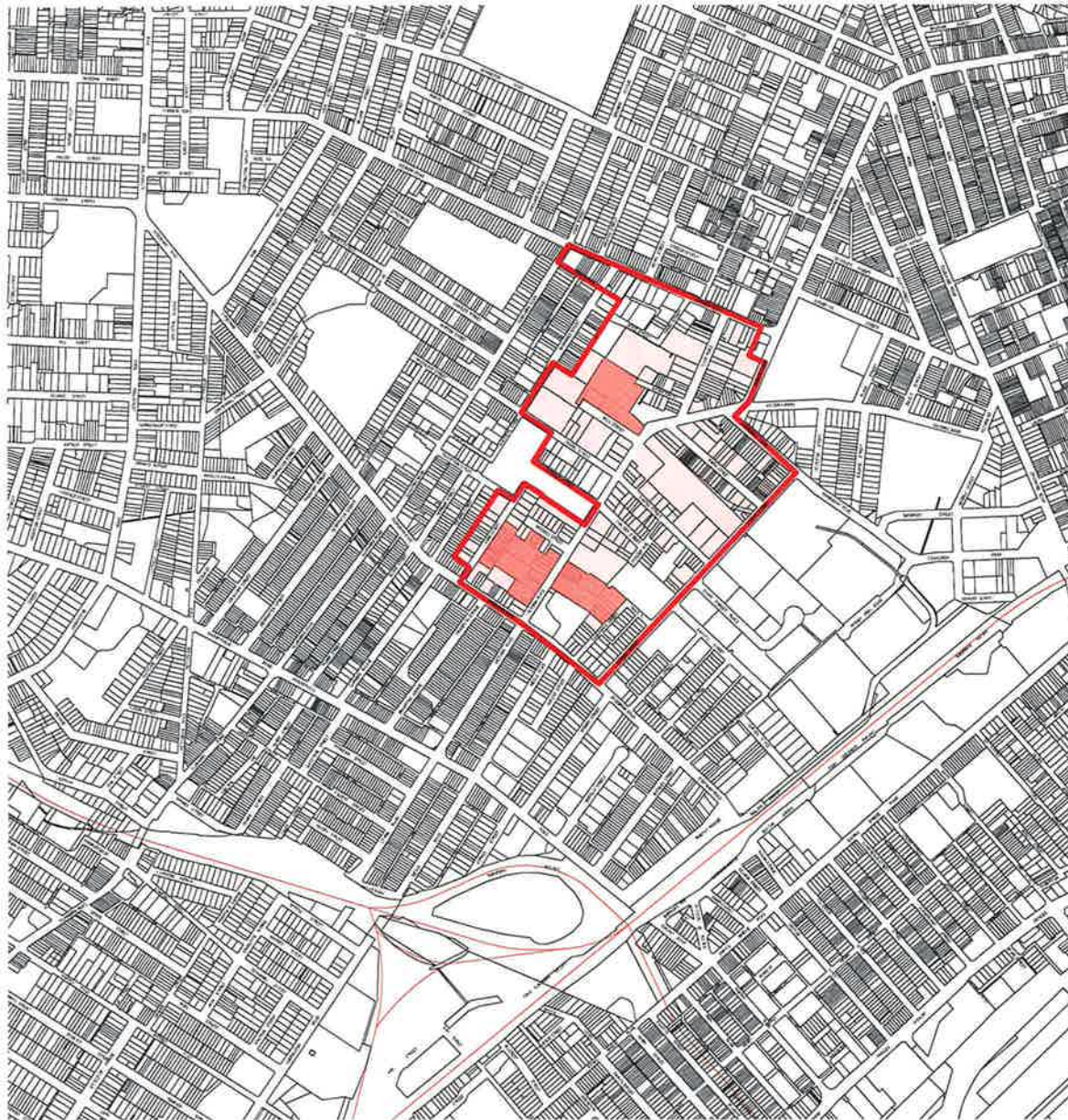
Jabez Street
374 Jabez Street - ACC Audio Studio

MASTERPLAN DESIGN CONSIDERATIONS

The creative businesses in and around the precinct contribute to the unique character of the area. Encourage existing creative businesses to remain and allow new creative businesses in appropriate locations through suitable zoning and potential diversity of building typologies.

- | | | |
|--|--|--------------------------------------|
| 1 CHRISSE COTTER GALLERY | 11 TORTUGA STUDIOS | 21 AIRSPACE PROJECT |
| 2 MICHELLE MORCOS AT ART CAMP | 12 MLC GALLERY | 22 SQUAREPEG STUDIOS |
| 3 ARTISTE GALLERY | 13 STUDIO 464 | 23 MARRICKVILLE GARAGE |
| 4 LENNOX STREET STUDIO | 14 TINPOT STUDIO | 24 MONSTER MOUTHE STUDIOS |
| 5 NEWTOWN ARTISTAT | 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 SALKAGUNDI STUDIOS | 27 RED RATTLES STUDIOS RETROSPECTIVE |
| 8 ALPHA GALLERY | 18 JANE HOLLARD JEWELLERY | 28 SNO CONTEMPORARY ART PROJECTS |
| 9 MAY STREET STUDIOS | 19 THINK NEGATIVE - ANALOGUE PHOTOGRAPHIC ARTS | 29 LOVEDRAWING |
| 10 MAYS LANE ART PROJECT | 20 STUDIO 1A SYDNEY | 30 ESP GALLERY |
| | | 31 MARRICKVILLE LIBRARY |
| 32 FACTORY 49 | 33 ONEART STUDIO | |
| 34 SHEPHERD STUDIOS | 34 NEWSAGENCY GALLERY | |
| 35 ADDISON ROAD COMMUNITY CENTRE | 35 WOODPAPERSLX | |
| 36 STIRRUP GALLERY | 36 THE FRACKING REDUNDANTS ART GALLERY | |
| 37 SERAPHINA MARTIN PRINTMAKING STUDIO (HUT 27B) | 37 STUDIO 190 | |
| 38 ROOMIES ARTSPACE (HUT 4B) | 38 CONNIE DIMAS JEWELLERY BY HAND | |
| 39 THE ULTIMO PROJECT (HUT 24) | 39 ROSEDALE STREET GALLERY | |
| 40 THE BOWER REUSE AND REPAIR CENTRE (HUT 24) | 40 MUNGO ART STUDIOS | |
| 41 IT'S A SIGN AT THE OLD SIGN SHOP | 41 THE CREATORY | |
| | 42 SWEETS WORKSHOP | |





SITE ANALYSIS_OWNERSHIP+SUPPORTIVE LANDOWNERS

Scale 1:10000

SITE ANALYSIS

OWNERSHIP STATUS & 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 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.

MASTERPLAN DESIGN CONSIDERATIONS

Facilitate the delivery of orderly and coordinated development by being aware of lot boundaries and enabling re-development to occur progressively with minimum cooperation between adjacent land owners required.

The large lots and consolidated land holdings provide opportunities to address development constraints such as increasing vehicular and pedestrian permeability, creating street address for new development, reducing adjacent land use conflicts, reducing amenity impacts of increased density and taller building envelopes, and improved Stormwater management.

■ LAND OWNED AND CONTROLLED BY SPONSOR OF THE STUDY

■ LANDOWNER WHO HAS EXPRESSED SUPPORT

04

DESIGN PRINCIPLES

DESIGN PRINCIPLES

MASTERPLAN DESIGN CONSIDERATIONS

REGIONAL CONTEXT

The precincts close proximity to regional infrastructure such as 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.

LOCAL CONTEXT

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.

CURRENT ZONING

The uniform industrial zoning is redundant and rezoning should respond to both existing and desired future character.

New zoning should provide appropriate interfaces between different uses, both new and existing, and allow for a critical mass that promotes their viability and creates 'hubs' of like businesses.

CURRENT MAXIMUM BUILDING HEIGHT

Heights around the edge of the precinct should respond to the adjacent context to provide a transition from the central area of the precinct.

There is an opportunity for higher buildings in the central area where increased density is desirable to create the intensity of different uses that supports their viability. Victoria Road as a commercial corridor, link between existing retail precincts, and public transport route is also an opportunity for building heights that define it as a significant urban road.

CURRENT FSR

The Floor Space Ratios will be a result of the desired building envelopes and so a range is anticipated specific to its adjacent context.

An increase in development density provides the opportunity for an increase and diversity of employment opportunities, increased housing supply and subsequent improvements in provision of new streets, paths and public domain.

HERITAGE

Heritage items make the precinct diverse and distinctive.

Sims Metal Factory could be converted into a train hall & shine venue, village markets, exhibitions, community events, functions and become an important gathering place for the existing and new community.

PUBLIC PARKS/ OPEN SPACES

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 and around the precinct.

PUBLIC TRANSPORT

The precinct is close to public transport options, particularly at the southern end, which benefits increased densities.

Decrease current travel distances to public transport options with a more permeable block structure and pedestrian path network.

BIKE PATH NETWORK

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.

ANEF CONTOURS

Any residential development needs to be constructed to meet the internal noise level recommendations contained in AS2021.

FLOOD PRONE LAND

Stormwater management should be considered precinct wide to benefit from an integrated and holistic approach. Stormwater runoff and peak discharges can be reduced with the reduction in hardstand areas and developments that incorporate stormwater retention for re-use and detention for controlled discharge.

ACID SULPHATE SOILS

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 hindrance to development.

CADASTRAL PATTERN

The pattern of development within the surrounding area is generally fine grained and predominantly 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.

STREET PATTERN

The large street block pattern reflects the site's current character of industrial usage and provides good flexibility for redevelopment. The precinct would benefit from the addition of a network of finer grain pedestrian connections and enhancement of local connectivity with the creation of small-scale linkages (eg shareways).

Victoria Road is a key higher order road and provides an opportunity for more intense forms of development that reinforce its role as a major collector road through the precinct.

CURRENT USE PATTERN

The Master Plan and future development controls should provide a framework that will enable more coordination and orderly development.

ART STUDIOS, GALLERIES, CREATIVE WORKSHOPS

The creative businesses in and around the precinct contribute to the unique character of the area. Encourage existing creative businesses to remain and allow new creative businesses in appropriate locations through suitable zoning and potential diversity of building typologies.

OWNERSHIP STATUS & LOCAL SUPPORT

Facilitate the delivery of orderly and coordinated development by being aware of lot boundaries and enabling re-development to occur progressively with minimum cooperation between adjacent land owners required. The large lots and consolidated land holdings provide opportunities to address development constraints such as increasing vehicular and pedestrian permeability creating street address for new development, reducing adjacent land use conflicts, reducing amenity impacts of increased density and taller building envelopes, and improved stormwater management.

DESIGN PRINCIPLES

GREEN SPACES & GREEN CONNECTIONS

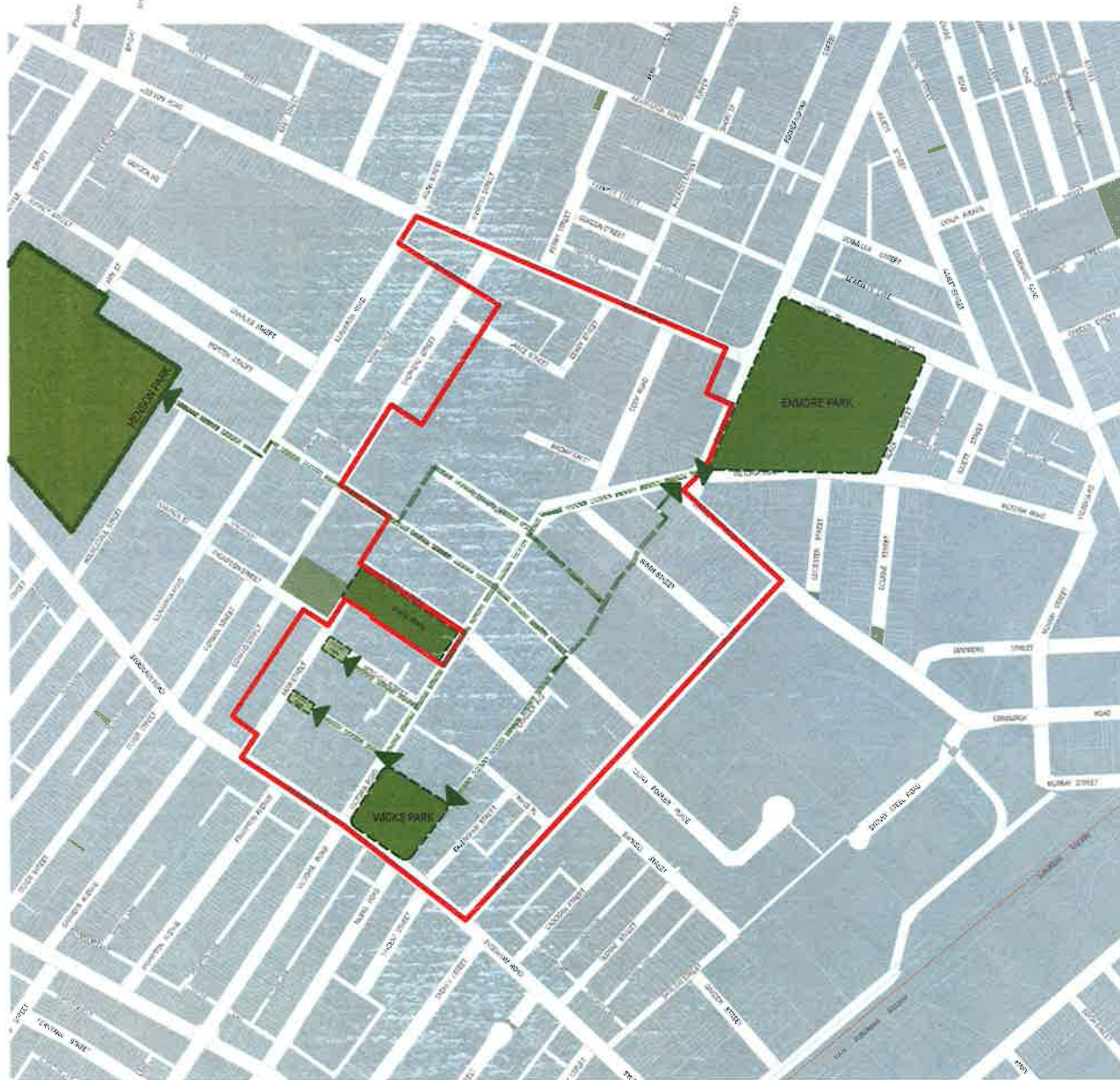
MASTERPLAN DESIGN CONSIDERATIONS

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.

THE URBAN DESIGN STRATEGY

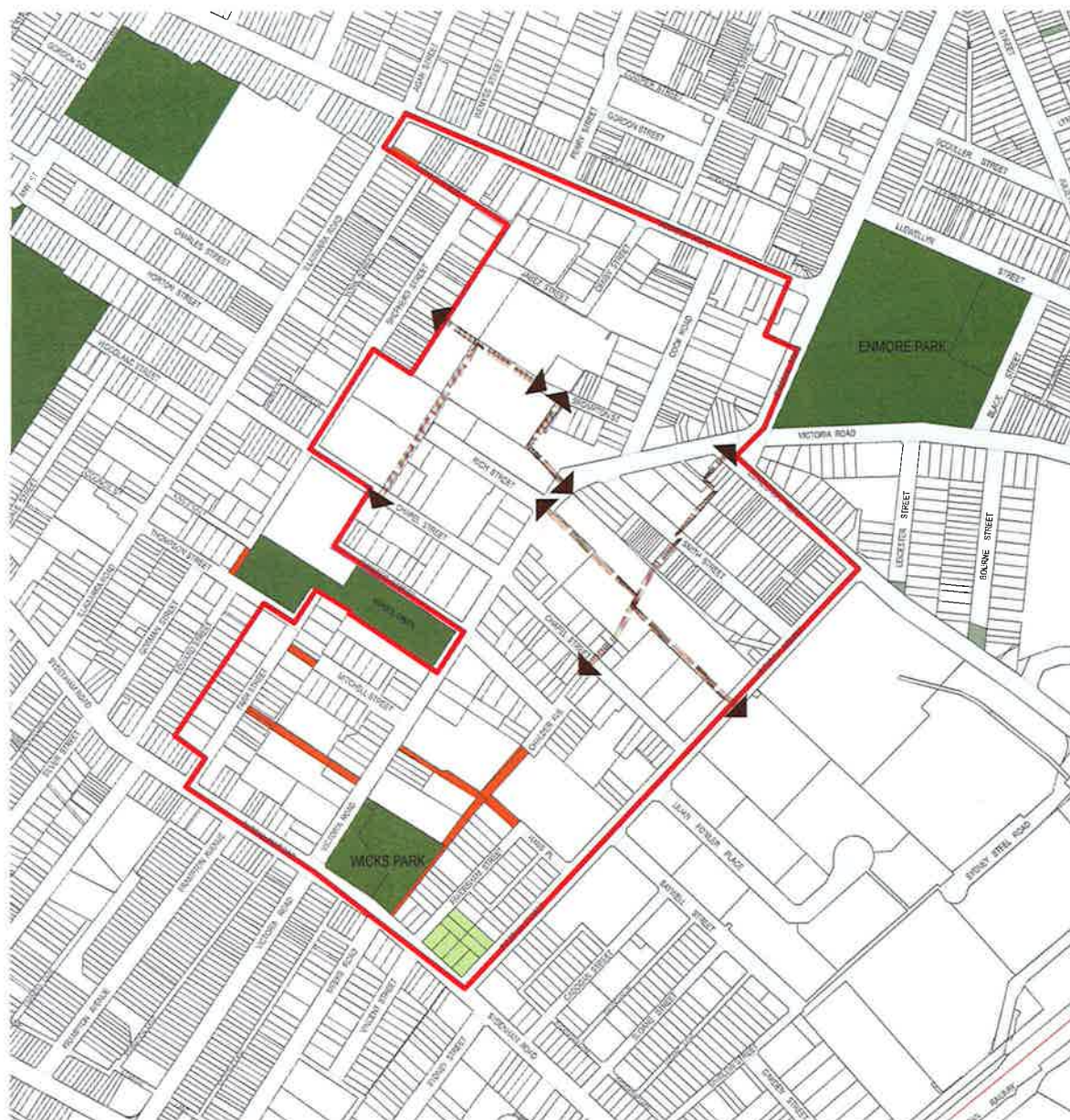
- Revitalise existing public open spaces and create new 'green' connections between them
- Enhance links from Wicks Park to Enmore Park and Henson Park
- Upgrade Wicks Park and promote as 'clean, green and attractive public place' for the new residential areas
- Create additional 'pocket parks' in the 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

PROPOSED GREEN CONNECTIONS

Scale 1:6000



PROPOSED NEW CONNECTIONS

Scale 1:5000

DESIGN PRINCIPLES

INCREASED PERMEABILITY

MASTERPLAN DESIGN CONSIDERATIONS

PUBLIC TRANSPORT

The precinct is close to public transport options, particularly at the southern end, which benefits increased densities. Decrease current travel distances to public transport options with a more permeable block structure and pedestrian path network.

BIKE PATH NETWORK

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.

STREET PATTERN

The large street block pattern reflects the site's current (larger lot) industrial usage and provides good flexibility for redevelopment. The precinct would benefit from the addition of a network of finer grain pedestrian connections and enhancement of local connectivity with the creation of small-scale linkages (eg shareways).

THE URBAN DESIGN STRATEGY

New streets and paths are located to build upon the existing network, extending them where practical to make through connections. Dead ends are extended to streets beyond and development sites are created by new street frontages. This creates a regular block structure that is familiar, easy to navigate and comprehend. New street and path locations have considered the existing lot boundaries and how development could occur progressively on adjacent lots over time. In some locations, new streets may become shared or non-vehicular paths at the interface with the surrounding area, to support traffic management, whilst maintaining pedestrian and cycling permeability. The large block structure is transformed into a finer grain, with a range of block sizes to suit different building typologies.

- ➡ POSSIBLE FUTURE CONNECTIONS
- EXISTING ROADS
- PROPOSED CONNECTIONS
- P47 BOUNDARY

DESIGN PRINCIPLES

PROPOSED BLOCK STRUCTURE

MASTERPLAN DESIGN CONSIDERATIONS

STREET PATTERN

The large street block pattern reflects the site's current (larger lot) industrial usage and provides good flexibility for redevelopment. The precinct would benefit from the addition of a network of finer grain pedestrian connections and enhancement of local connectivity with the creation of small-scale linkages (eg shareways).

OWNERSHIP STATUS AND LOCAL SUPPORT

Facilitate the delivery of orderly and coordinated development by being aware of lot boundaries and enabling re-development to occur progressively with minimum cooperation between adjacent land owners required.

The large lots and consolidated land holdings provide opportunities to address development constraints such as increasing vehicular and pedestrian permeability, creating street address for new development, reducing adjacent land use conflicts, reducing amenity impacts of increased density and taller building envelopes, and improved Stormwater management.

THE URBAN DESIGN STRATEGY

The large block structure is transformed into a finer grain, by new streets and paths, with a range of block sizes to suit different building typologies. Site ownership and boundaries have been considered so that development may occur with minimal reliance on co-operation between adjacent blocks. The resulting block dimensions support relatively efficient and environmentally sustainable building forms and typologies. Blocks are also of sufficient size to make significant developments that can contribute to addressing site constraints of permeability, street frontage, stormwater management and reduction of conflicts between different adjacent land uses.

➔ POSSIBLE FUTURE CONNECTIONS

EXISTING ROADS

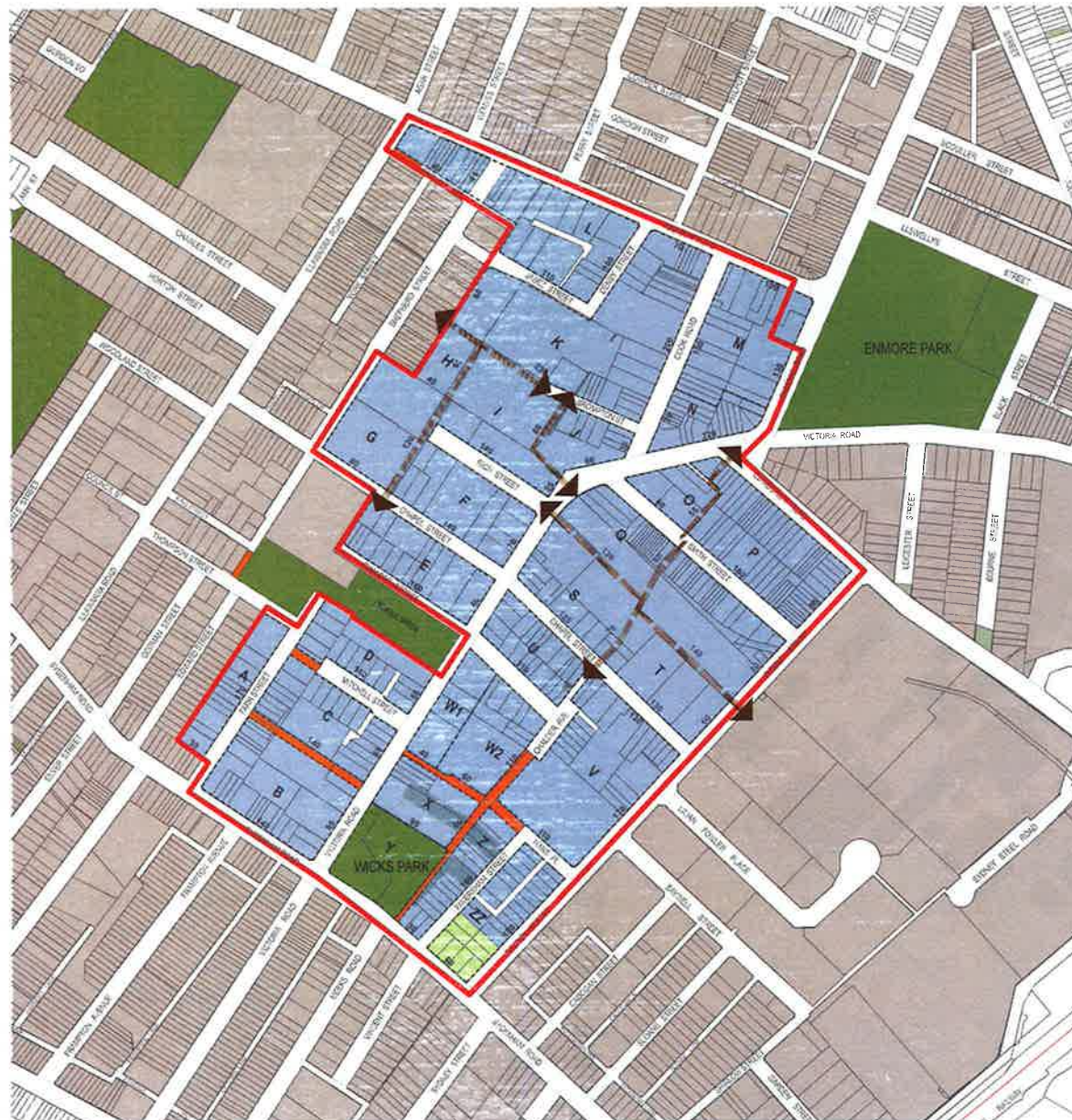
PROPOSED CONNECTIONS

EXISTING BLOCK STRUCTURE

PROPOSED BLOCK STRUCTURE

P47 BOUNDARY

150 APPROX. BLOCK DIMENSIONS



PROPOSED NEW BLOCK STRUCTURE

Scale 1:5000

DESIGN PRINCIPLES

BUILT FORM / BUILDING HEIGHTS

MASTERPLAN DESIGN CONSIDERATIONS

CURRENT MAXIMUM BUILDING HEIGHT

Heights around the edge of the precinct should respond to the adjacent context to provide a transition from the central area of the precinct. There is an opportunity for higher buildings in the central area where increased density is desirable to create the intensity of different uses that supports their viability. Victoria Road as a commercial corridor, link between existing retail precincts, and public transport route is also an opportunity for building heights that define it as a significant urban road.

THE URBAN DESIGN STRATEGY

Heights are generally stepped down towards the edges of the precinct to transition to existing lower scale building forms. Along Sydenham Road and Farr Street the building heights are stepped down to 3 storeys. Towards the middle of the site they transition up to 10-14 storeys closer to Victoria Road. Along Victoria Road 6-7 storey building forms provide an urban scale to this commercial spine and public transport route defining it as the primary road through the precinct. Behind the Victoria Road buildings the envelopes are generally lower between 4 and 6 storeys. Some taller building forms of 8-14 storeys are located within the development sites, away from the consistent heights along Victoria Road and the transitional heights at the edges of the precinct. The maximum height of 14 storeys, excluding plant and lift overruns, is within the OLS surface of 51m building height. The mix of lower and taller buildings provides diversity in the building forms and typologies and a visually more interesting built form landscape for the precinct.

- ➡ POSSIBLE FUTURE CONNECTIONS
- MLEP HEIGHT AS PER EXISTING CONTROLS
- 3 PROPOSED 3 STOREY BUILDING
- 4 PROPOSED 4 STOREY BUILDING
- 4+1 PROPOSED 4 STOREY BUILDING WITH 1 ADDITIONAL POP-UP STOREY
- 4+2 PROPOSED 4 STOREY BUILDING WITH 2 ADDITIONAL POP-UP STOREYS
- 6 PROPOSED 6 STOREY BUILDING
- 6+1 PROPOSED 6 STOREY BUILDING WITH 1 ADDITIONAL POP-UP STOREY
- 8-10 PROPOSED 8-10 STOREY BUILDING
- 12-14 PROPOSED 12-14 STOREY BUILDING
- EXISTING BUILDINGS
- PROPOSED LANDSCAPED AREA
- EXISTING ROADS
- PROPOSED CONNECTIONS (ROADS, PLAZAS, SHARED WAYS)
- P47 BOUNDARY

PROPOSED HEIGHTS

Scale 1:5000

DESIGN PRINCIPLES VICTORIA ROAD COMMERCIAL CORRIDOR

MASTERPLAN DESIGN CONSIDERATIONS

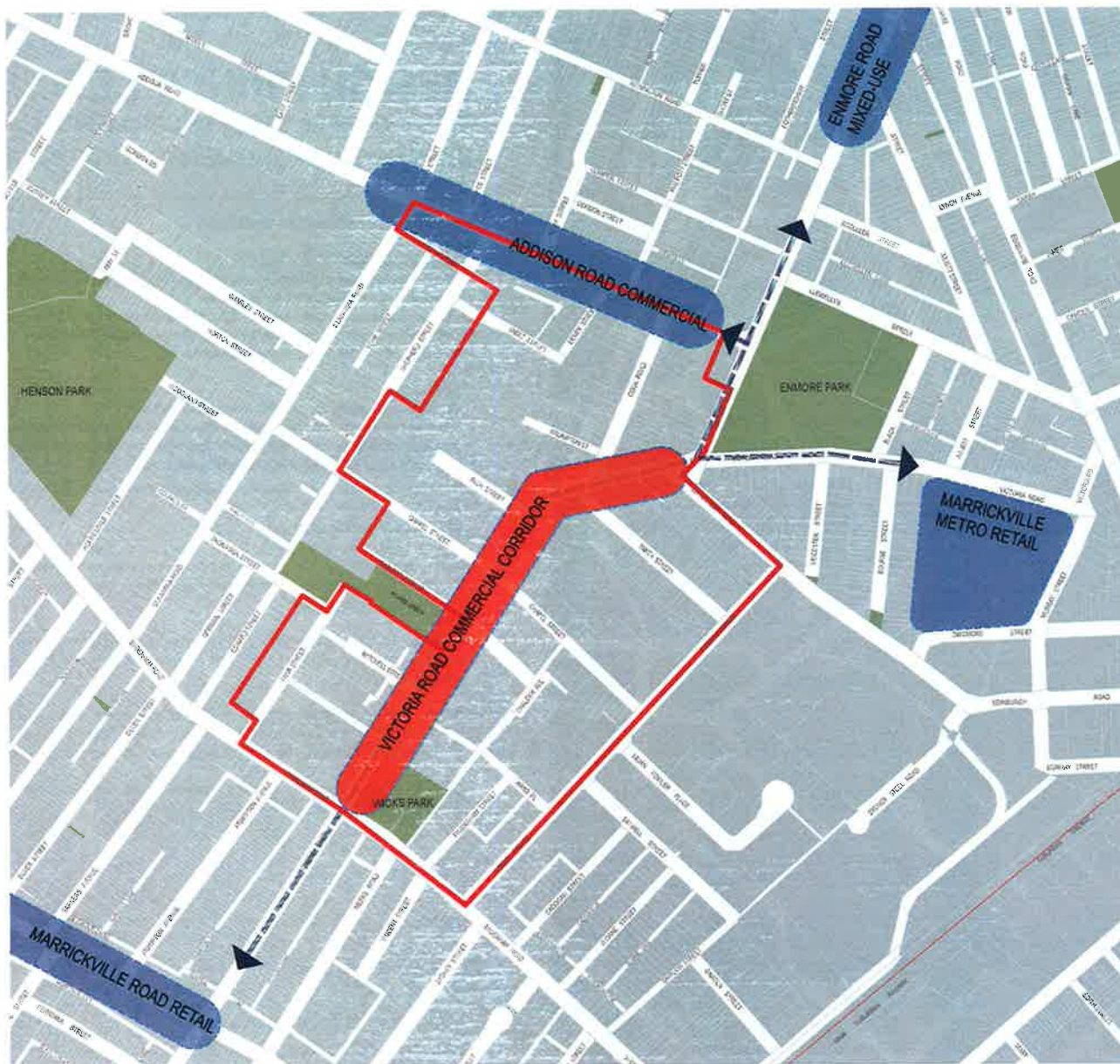
STREET PATTERN

Victoria Road is a key higher order road and provides an opportunity for more intense forms of development that reinforce its role as a major collector road through the precinct.

THE URBAN DESIGN STRATEGY

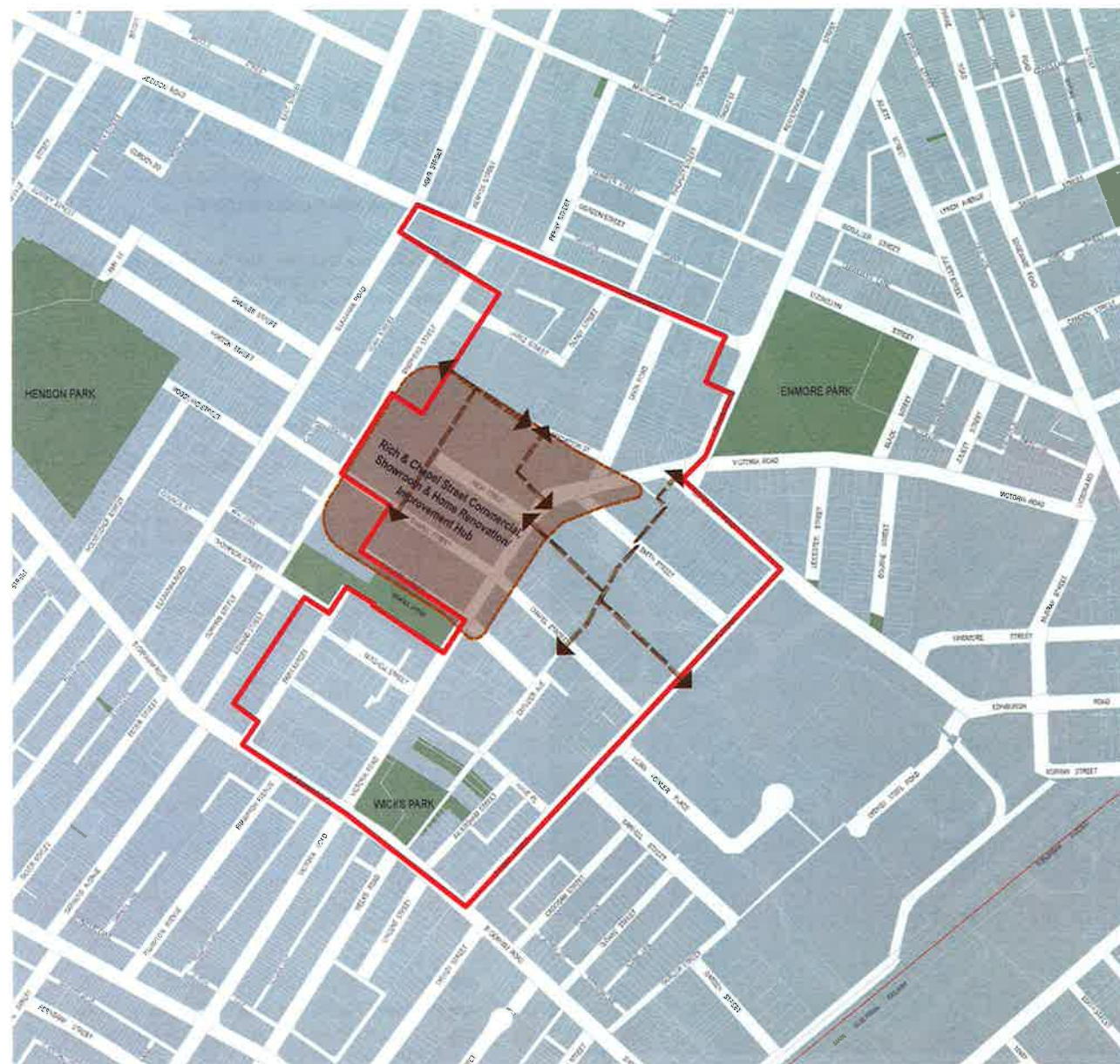
- Promote Victoria Road as the central commercial spine within the precinct => increase commercial floorspace & activity
- Use this street to establish the character of the precinct - an area of active street life.
- Use the Victoria Road spine as a link to connect existing commercial and retail strips such as Marrickville Road retail, Addison Road Commercial, Marrickville Metro, Enmore Road Mixed-Use
- Support these uses with increases in residential dwellings, in appropriate locations, as well as spaces for new enterprises and "start-ups" for local businesses.

- EXISTING RETAIL OR COMMERCIAL CENTRE
- PROPOSED COMMERCIAL CORRIDOR AT VICTORIA ROAD
- ➔ VICTORIA ROAD 'LINK' TO CONNECT EXISTING RETAIL AND COMMERCIAL STRIPS



VICTORIA ROAD COMMERCIAL CORRIDOR

Scale 1:6000



RICH & CHAPEL STREET COMMERCIAL, SHOWROOM AND HOME RENOVATION HUB
Scale 1:6000

DESIGN PRINCIPLES

RICH & CHAPEL STREETS COMMERCIAL, SHOWROOM AND HOME RENOVATION HUB

MASTERPLAN DESIGN CONSIDERATIONS

CURRENT ZONING

The uniform industrial zoning is redundant and rezoning should respond to both existing and desired future character. New zoning should provide appropriate interfaces between different uses, both new and existing, and allow for a critical mass that promotes their viability and creates 'hubs' of like businesses.

HERITAGE

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.

THE URBAN DESIGN STRATEGY

- Support creation of 'hubs' for the precinct's existing home renovation and food production businesses, with ancillary showrooms and cafes. Promote active or display oriented ground floor uses with Commercial uses above.
- Build on existing small scale boutique home renovation stores to create a new collection of stores as a local point around Rich and Chapel Streets.
- Re-use the heritage listed Sims metal factory at the end of Rich Street to become a new destination for the local residents for example as a market venue, exhibition space or community facility.
- Encourage conversion of existing warehouses as well as upgrading of existing built forms with new infill developments.

➔ POSSIBLE FUTURE CONNECTIONS

■ PROPOSED RICH & CHAPEL ST COMMERCIAL, SHOWROOM AND HOME RENOVATION HUB

DESIGN PRINCIPLES

RESIDENTIAL AMENITY

MASTERPLAN DESIGN CONSIDERATIONS

ANEF CONTOURS

Any residential development needs to be constructed to meet the internal noise level recommendations contained in AS2021.

PUBLIC TRANSPORT

The precinct is close to public transport options, particularly at the southern end.

Decrease current travel distances to public transport options with a more permeable block structure and pedestrian path network.

PUBLIC PARKS AND OPEN SPACES

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.

THE URBAN DESIGN STRATEGY

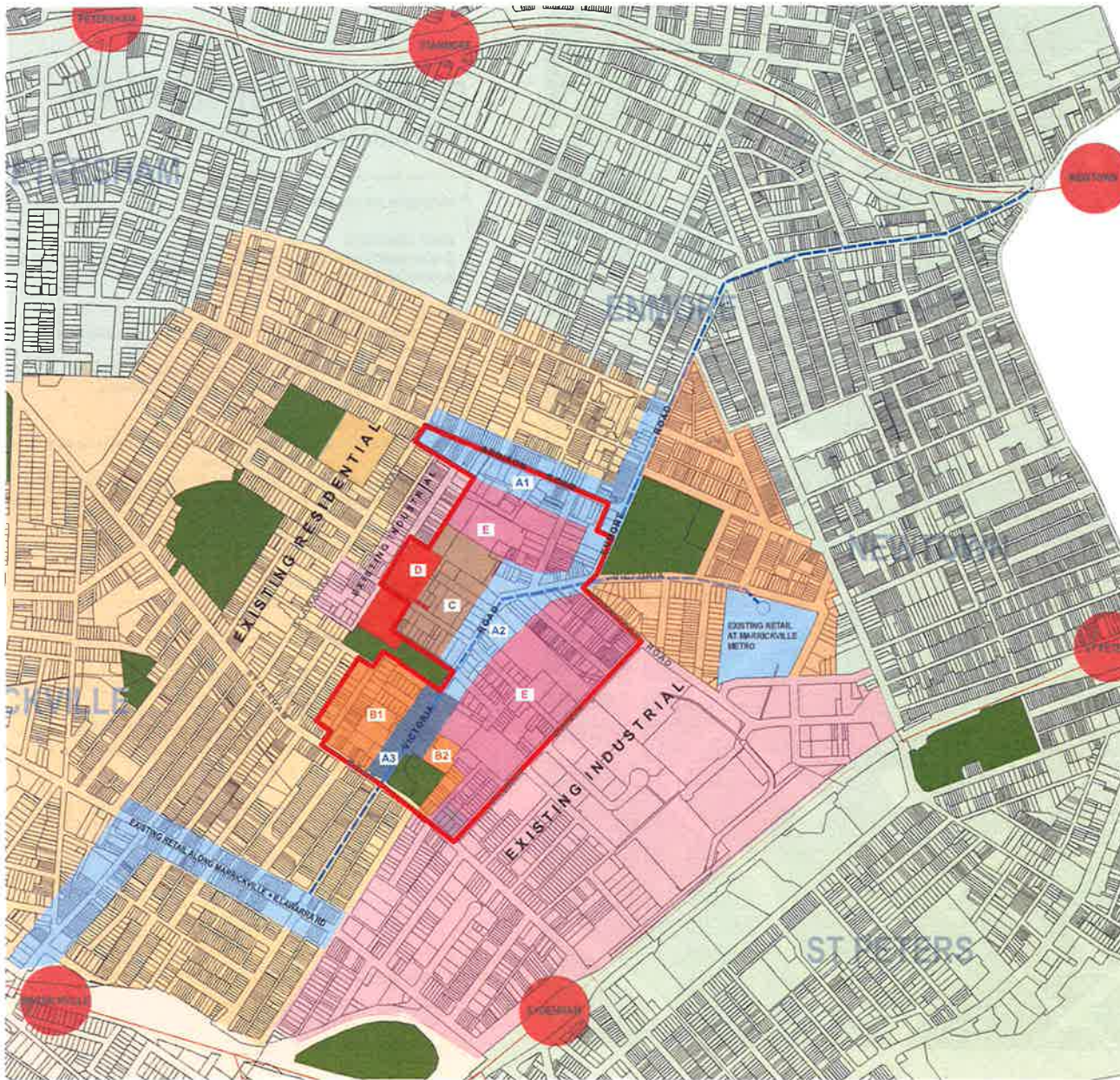
- Cluster new primarily residential development close to existing residential areas, open space, community facilities enhancing visual amenity to residents in addition to ensuring dwellings have good access to parks and recreational facilities. Increase residential and mixed use densities in these key locations
- Encourage active streets as important gathering places and focal points for the community. Public domain improvements will focus on amenity in these streets and narrow lanes and public art will be an important part of this amenity.
- Provide more connections, explore the potential for the creation of new pedestrian links, and encourage and increase walking

- PROPOSED PREDOMINANTLY RESIDENTIAL PRECINCTS
- PROXIMITY TO EXISTING RESIDENTIAL PRECINCTS AND/OR PUBLIC PARKS AND/OR COMMUNITY FACILITIES
- PROPOSED COMMUNITY HUB



RESIDENTIAL DEVELOPMENT

Scale 1:6000



DESIGN PRINCIPLES

LAND USE PRINCIPLES

ZONING OBJECTIVES

A1

- Retain and intensify commercial use along Addison Road
- Promote active street frontages

A2

- Encourage new mixed-use, non-residential 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

A3

- Encourage new mixed-use development with active ground floor uses along Victoria Rd with residential uses above
- 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

B1 + B2

- 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

- Support creation of 'hubs' for the precinct's existing home renovation and food production businesses with ancillary showrooms and cafes. Promote active or display oriented ground floor uses with Commercial uses above.
- Build on existing small scale boutique home renovation stores to create a new collection of stores as a focal point around Rich and Chapel Streets
- Encourage conversion of existing warehouses as well as upgrading of existing built forms with new infill developments

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

JULY 2015

3050-MASTERPLAN-04-01-03

DESIGN PRINCIPLES

VISION STATEMENT

Our vision for the Victoria Road Precinct is of a vibrant, diverse and sustainable mixed use precinct, enabled by a new urban framework that provides pedestrian, cyclist and vehicular permeability, interesting and appropriate built form, high quality public spaces and access to all the amenities that will make the precinct a highly desirable place to work and live.

The rezoning and renewal of this precinct provides the opportunity to make significant improvements to the public domain, develop new residential communities and increase employment opportunities. New commercial space will provide a critical mass to support emerging creative and technology businesses that are attracted by affordable and flexible space.

A new urban framework will better organise the distribution of the uses so that each use is supported rather than conflicted by its proximity to other uses. From its early days the area has accommodated a mix of fine grain working class housing along with a coarser grain of commercial and industrial development. However the current mix of fragmented ownership, small sites but large blocks and poor access for heavy vehicles conflicts with the industrial zoning.

The new street network should connect and interlace into the existing surrounding areas so that there is permeability to and from the heart of the precinct for both residents and businesses, without impacting on the surrounding existing industrial and commercial uses and their transport corridors. A high quality public domain will encourage pedestrian traffic and expansion of businesses into outdoor areas that will result in a lively, attractive and activated streetscape. Increased soft landscaping and street tree planting will provide a perceived buffer from traffic, increased microclimate comfort, scale and colour.

Victoria Road is envisaged as becoming an active mixed-use street, providing a connection between the established village centres of King Street, Newtown (to the north of the precinct) and Marrickville Road, Marrickville (to the south), giving a distinctive identity to the neighbourhood and providing a strong edge to existing parks and proposed open space areas.

New exciting residential development will be established at the southern end of the precinct close to existing residential areas, public transport, open space and community facilities which will ensure dwellings have good access to parks, the school, amenities and recreational facilities. This new residential population will stimulate existing businesses and retail outlets in Marrickville. Mixed uses will increase opportunities for residents to work locally and use local retail and leisure facilities. Active uses such as cafes, studios and small retail opportunities which line the streets and face open spaces will assist in increasing activity levels and pedestrian traffic in the area. Boutique home renovation businesses are also present in the precinct and new showrooms could enhance and develop the theme of home improvement offerings without competing with existing retail centres.

Almost by osmosis the area has become a beacon for creative industries such as theatres, studios, art galleries and entertainment production businesses. The vision aims to foster this trend and encourage the creation of a local artistic and creative hub.

The conversion of the area around the heritage-listed Sims metal factory into a community hub could accommodate spaces for childcare, school expansion and community halls and promote symbiosis between cultural & community facilities and creative industries. This area will establish and nurture community identity, social networks and participation in community life. It will be a lively meeting place with a spirit reflecting the creativity of the local neighbourhood.

Existing open spaces and parks within the precinct will be updated and promoted as green, active and attractive public places for the new residential areas. Strategically placed new 'pocket parks' will enhance the public domain and increase amenity for new residents. The inclusion of new through-site pedestrian links will increase permeability of the precinct and allow better activation of all areas. Both proposed and existing streets, laneways and shareways will now become hubs of activity, lined with live/work/creative/ active type development.

The scale of the proposed built form is generally 3 to 7 storeys, with opportunities for some signature taller forms around Wicks Park and the timberyard site where large landholdings would allow for such developments to be successfully accommodated without loss of amenity to the neighbouring areas.

Building envelopes have been configured to provide strong definition to existing and new streets and laneways whilst responding to the opportunities and constraints presented by the existing surrounding context. Building envelopes at the interface with the surrounding area provide a transition to the central precinct area where taller building forms create a more urban environment and active public domain and present opportunities for a variety of building typologies. 6-7 storey buildings along Victoria Road designate it as the primary road through the precinct; the main commercial corridor and public transport route. Behind these, building forms are generally lower 3-6 storey forms that relate to their contextual location and site orientation. In the general industrial areas the building forms could be equivalent to 3-4 commercial or residential storeys to accommodate high-bay warehouses.

The Victoria Road precinct presents an exciting possibility to provide a creative, livable and sustainable community that is well connected to the surrounding area. With the State and Local Government's view to increase residential and employment densities, diversity and mixed uses around established centres that are close to public transport, this precinct can assist in realizing this objective.

As the precinct will be reshaped over a 15 to 20 year horizon, the proposed design with its mixture of uses allows for the gentle and graded transformation of the precinct so that there is some melding between the current uses and the new uses during the transition phase.

05

MASTERPLAN

MASTERPLAN

ILLUSTRATIVE PLAN

Block E, F, H, I, J
Encourage conversion of existing warehouses as well as upgrade of existing built forms with new infill developments.
Support creation of a 'hub' for the precinct's existing home renovation and food production businesses, with ancillary showrooms and cafes. Promote active or display orientated ground floor uses with commercial uses above.

Block G - Special use precinct
Allow for spaces for childcare, school expansion and community halls
Promote symbiosis between cultural & community facilities and creative industries
Encourage conversion of Sims Metal Factory into a 'rain, hail & shine' venue (village markets, exhibitions, community events, functions)

Block D
Medium density residential with landscaped communal courtyard will enhance visual amenity to residents in addition to good access to parks, schools, public transport and recreational facilities

Mitchell Street
to be upgraded to shared road / plaza with street trees and pocket park

Block A
Low-rise residential

Block C
Medium density residential with landscaped communal courtyard. Good access to parks, schools, public transport and recreational facilities.

New shared road/ plaza
with street trees and pocket park

Block B
High density residential with signature 14+10 storey buildings & landscaped communal courtyard/
Views to Wicks Park and the CBD will enhance visual amenity to residents in addition to good access to parks, schools, public transport and recreational facilities.

Block K, L & M
Existing Industrial and Commercial (along Addison Road) to be retained

Victoria Road
Promote Victoria Road as the central commercial spine within the precinct => Encourage active street life with predominantly showrooms at ground floor and commercial office space above

Block P
Existing Residential and Industrial to be retained

Block O, Q, S, U
Special transitional industrial & light industrial sites between new employment uses and existing traditional industrial core.

Block R, T, V, W2
Existing Industrial to be retained

Block X
High density residential with signature 14 storey apartment block and landscaped communal courtyard/ Views to Wicks Park and the CBD will enhance visual amenity to residents in addition to good access to parks, schools, public transport and recreational facilities.

Block Z
High density residential with signature 12 storey apartment block and linear communal park/ Views to Wicks Park and the CBD will enhance visual amenity to residents in addition to good access to parks, schools, public transport and recreational facilities.

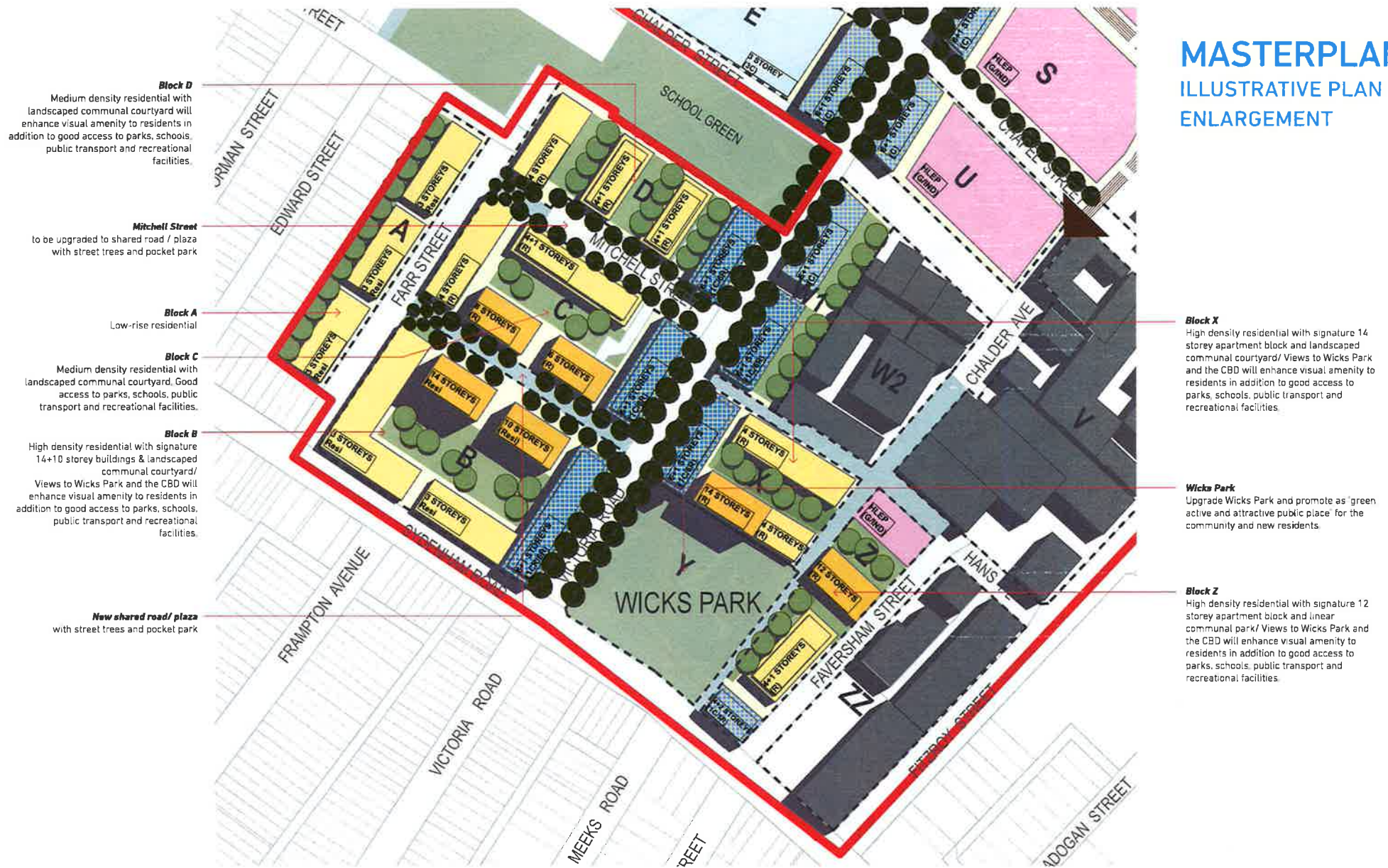
Wicks Park
Upgrade Wicks Park and promote as 'green, active and attractive public place' for the community and new residents.

ILLUSTRATIVE MASTERPLAN

Scale 1:4000

➡ POSSIBLE FUTURE CONNECTIONS

MASTERPLAN ILLUSTRATIVE PLAN ENLARGEMENT



ILLUSTRATIVE MASTERPLAN ENLARGEMENT

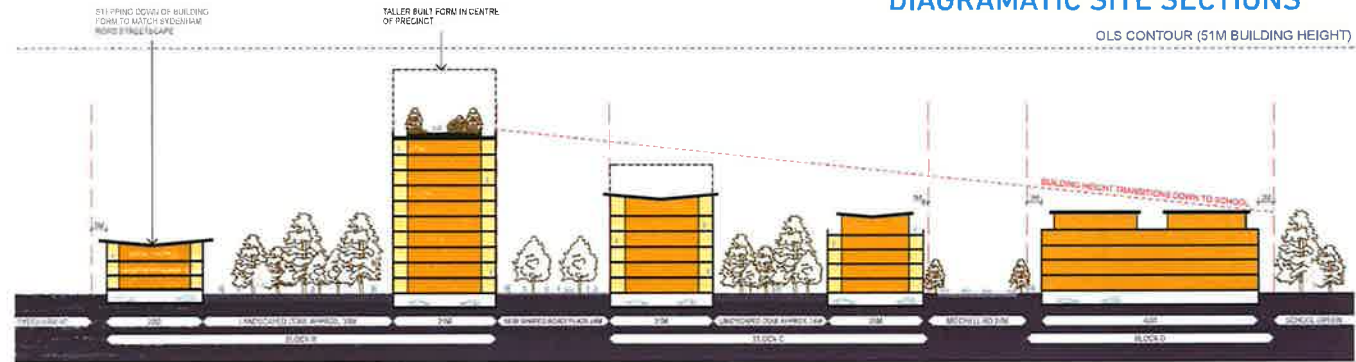
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MASTERPLAN

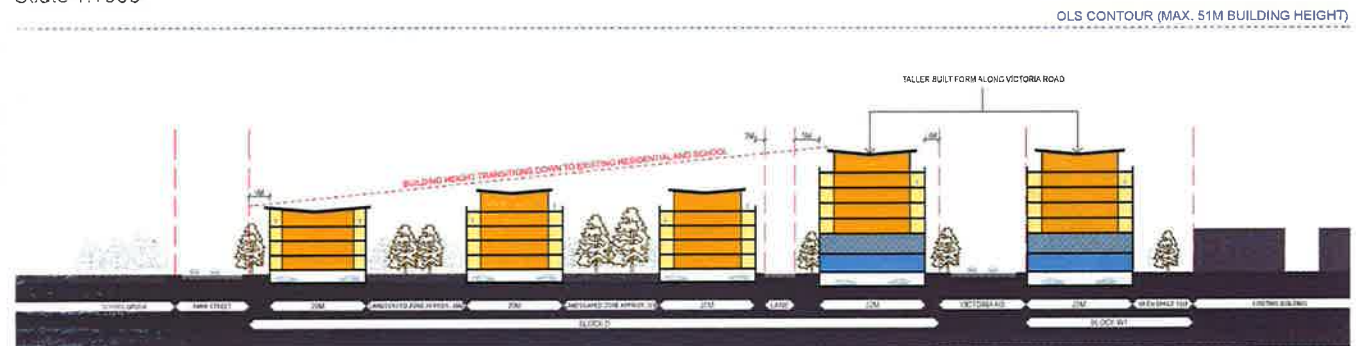
DIAGRAMATIC SITE SECTIONS



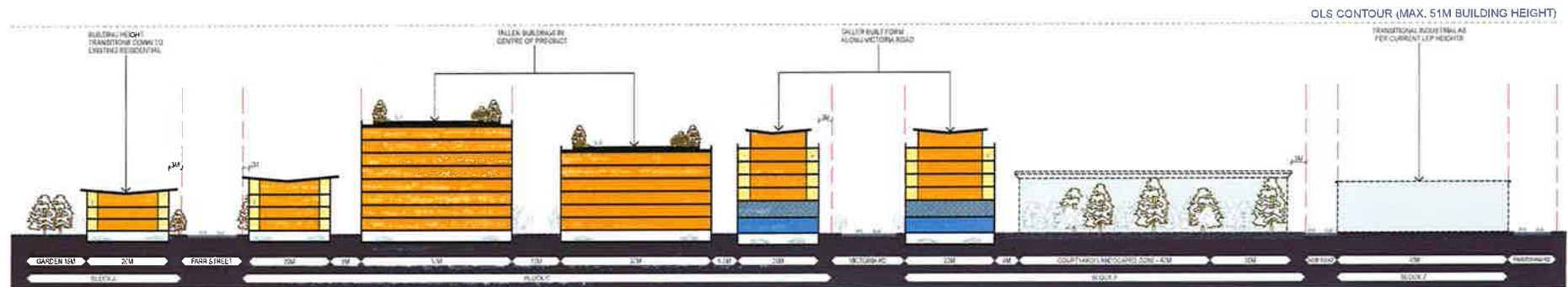
KEY PLAN SITE SECTIONS
Scale 1:8000



SITE SECTION 1
Scale 1:1000



SITE SECTION 2
Scale 1:1000



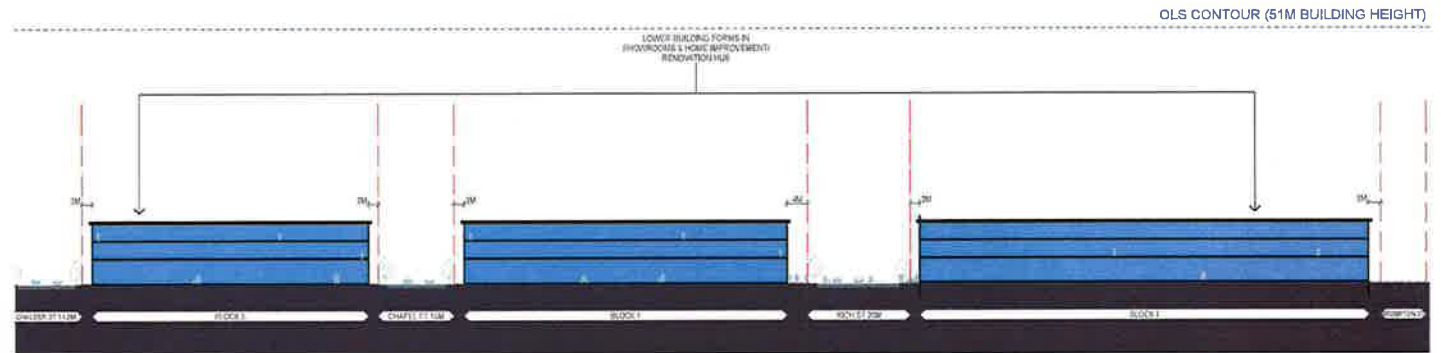
SITE SECTION 3
Scale 1:1000

MASTERPLAN

DIAGRAMATIC SITE SECTIONS



KEY PLAN SITE SECTIONS
Scale 1:8000



SITE SECTION 4
Scale 1:1000



SITE SECTION 5
Scale 1:1000

VICTORIA ROAD PRECINCT MARRICKVILLE
PLANNING PROPOSAL + MASTERPLAN

turner.

