

**REVISED PLANNING PROPOSAL FOR THE VICTORIA ROAD PRECINCT,**  
**MARRICKVILLE (PP 2015 MARRI 004 00)**  
**OTHER MATTERS FOR CONSIDERATION**

This Tab provides consideration and an assessment of other matters in respect of the Planning Team Report for the Revised Planning Proposal for the Victoria Road Precinct, Marrickville.

**TRAFFIC, TRANSPORT AND PARKING**

A Traffic and Transport Assessment prepared by Hyder Consulting, has been submitted with the planning proposal. This report relates to Section 117 Direction 3.4 Integrating Land Use and Transport.

*i. Traffic*

The Assessment investigated traffic counts at three key intersections along Victoria Road:

- Victoria Road and Sydenham Road;
- Victoria Road and Chapel Street; and
- Victoria Road and Rich Street.

The intersection at Victoria Road and Sydenham Road is signalised (traffic lights), while the Chapel and Rich Street intersections are controlled through signs. The Chapel Street intersection is to the south of Marrickville Public School.

The assessment report states that Victoria Road carries 800-900 vehicle movements per hour and the road can accommodate another 600 vehicle movements in peak time. At full capacity (once redeveloped), the assessment states the Precinct would generate 2,664 vehicle movements per hour in the peak period, an increase of 1,063 movements per hour. This is a 40 per cent increase in vehicle movements per hour in the peak period, although the substantial increase in movement will occur over the life of the project. See table below extracted from the report.

**Table 3-15 Net Traffic Generation**

| Land Use        | AM Peak 1 Hour<br>(Vehicles) |     |         | PM Peak 1 Hour<br>(Vehicles) |       |         |
|-----------------|------------------------------|-----|---------|------------------------------|-------|---------|
|                 | In                           | Out | Two Way | In                           | Out   | Two Way |
| Proposed Future | 1,982                        | 682 | 2,664   | 682                          | 1,982 | 2,664   |
| Existing        | 1,281                        | 320 | 1,601   | 320                          | 1,281 | 1,601   |
| <b>Net</b>      | 701                          | 362 | 1,063   | 362                          | 701   | 1,063   |

In reviewing traffic generation, the assessment reviewed RMS' Guide to Traffic Generating Developments (2002) and given a score (A to F, with A being the highest). RMS consider anything higher than a D to be acceptable. Under current conditions, the Chapel and Rich Street intersections rated F for both AM and PM traffic. The Sydenham intersection rated B for the AM peak and C for the PM peak. Without upgrades to the Sydenham intersection, it is expected to rate F if the area were to be developed under the proposed controls. If upgraded, the intersection would be rated as a C (see table extracted from the report below).

**Table 3-17 Future Intersection Level of Service with Intersection Upgrade**

| Int ID | Intersection                  | Control | AM    |     |                 | PM    |     |                 |
|--------|-------------------------------|---------|-------|-----|-----------------|-------|-----|-----------------|
|        |                               |         | DOS   | LOS | Ave Delay (sec) | DOS   | LOS | Ave Delay (sec) |
| I-1    | Sydenham Road – Victoria Road | Signals | 0.827 | C   | 32              | 0.724 | C   | 32              |

The assessment states that in the five year period between July 2008 and July 2013, 133 accidents occurred on Victoria Road between Sydenham Road and Stanmore Road, averaging approximately 26 accidents per year. 12.5 per cent of the accidents involved pedestrians.

The planning proposal argues its proposal will reduce heavy vehicle movements in the area. Heavy vehicles will have access to State and Regional roads and heavy vehicle movements in the Precinct will be further reduced with the construction of WestConnex (completion 2019).

The assessment report recommends upgrades to the intersection at Victoria Road and Sydenham Road to provide three dedicated right hand turns into Victoria Road. The proposal states this could be funded through local contributions. The funding of local road upgrades through contributions is a matter for negotiation between the proponent, Council and RMS. The assessment report also recommends the signalisation of the Chapel Street and Rich Street intersections. Given the high levels of patronage on these streets (currently and proposed) and proximity to the primary school, it is recommended that signalisation is further investigated with RMS.

#### *ii. Transport*

The area is well-serviced with public transport options. The site (at its closest point and where residential uses are proposed) is 500 metres from Sydenham Station. Four bus services run along Victoria Road, three along Sydenham Road, two along Addison Road and four along Edinburgh Road. Council has a dedicated bicycle network through the Precinct which connects to other precincts, including the CBD.

#### *iii. Parking*

Parking in the Precinct is already severely constrained. The assessment highlights on-street parking is permitted along Victoria Road but with clearway restrictions between the AM peak (7-9AM). The assessment states “at present, a number of business and industrial sites do not provide any or sufficient on-site parking as evidenced by heavily utilisation of on-street parking and use of kerb areas for parking and business loading dock purposes. Currently, due to the shortage of parking on site, some businesses park across the pedestrian footpaths”. The planning proposal argues the current parking situation creates ‘a poor streetscape and pedestrian environment’.

Intensifying the uses within the Precinct may create larger parking issues, particularly where different uses interface (residential and industrial uses). Parking space is already constrained and will be exacerbated by the increased demand. In a site visit to the Precinct on 17 December 2015, the Department observed vehicles parked on the footpath, double parking, vehicles being delayed by more than five minutes due to vehicle loading and unloading (backing traffic to unsafe levels) and vehicles travelling the wrong side of the road to avoid parked vehicles and traffic jams.

The Department notes the proposal intends to provide a detailed Transport Management and Access Plan (TMAP) for public exhibition. It is argued the coordinated redevelopment of the site will allow for on-site parking to be provided. The Department agrees that a detailed TMAP will assist in delivery of on-site parking. It is recommended that RMS and the Department are consulted on the TMAP prior to public exhibition and that the TMAP include options during construction. In addition, the Department recommends consultation with RMS regarding future road and signalling upgrade for the Precinct. The Department notes the recommendation of the Urban Design Study to provide a dedicated parking structure to activate the street and to alleviate car parking issues. It is recommended that this be given further consideration.

## **FLOODING**

The planning proposal was accompanied by a Flood Liability Report, prepared by WMA Water (Appendix I). This report relates to Section 117 Direction 4.3 Flood Prone Land.

The report states the Precinct is flood affected by overland and mainstream flows from the Marrickville Valley catchment and partially flood affected by the Cooks River in a Probable Maximum Flood event. In a flood event, Sydenham Road and Victoria Road act as flood ways, and a number of areas act as storage areas (including areas identified for redevelopment). See attached maps at the end of this document.

The report divides the Precincts into a number of sub-areas and provides an assessment of the constraints and opportunities (see Figures 2 to 6 in the Flood Liability Report and attached maps at the end of this document). An assessment of the sub-areas is listed below. The planning proposal states the industrial areas around Fitzroy and Chapel Streets (particularly to the south of Victoria Road are the most constrained), while land to the north is somewhat constrained. It is noted that R4 High Density Residential zoning has been requested in the area around Wicks Park and this area has been designated as 'constrained'.

### *i. Areas identified with Some Constraint*

Areas 3 and 4 are on the north side of Victoria Road and proposed for B5 Business Development zoning. Victoria Road, Cook Road and Brompton Street are not suitable for egress. There is an open channel at the northern edge of Area 4 but has less flood constraints as it is higher.

Areas 9 and 10 are proposed for B5 Business Development zoning. Both Areas have substantial egress issues (via Victoria Road). Area 9 is flood affected, while Area 10 is relatively flood free.

Area 13 is highly flood affected but has good egress. Area 15 and 16 are proposed for the intense residential uses. Area 15 has no flooding constraints, good egress and nearly flood free. Area 16 has one good source of egress (Farr Street), no egress to the north and the other two streets, Sydenham Road and Victoria Road are floodways. The report states development potential may be impacted for land fronting Victoria Road and Sydenham Road.

### *ii. Areas identified as Constrained*

Three sub-areas which have been identified for rezoning (in full or in part) have been designated as constrained – Wicks Park (Area 14), the industrial area at the southern edge (Faversham Street to Fitzroy Street – Area 12) and the industrial area (Victoria Road to Fitzroy Street) towards the south-east corner of the Precinct (Area 8).

Despite no development being proposed on Wicks Park, the park is severely flood affected and egress is poor. High density development is proposed around the park, potentially compounding affectation and egress issues, particularly in emergency situations.

Area 12 “suffers from a near total lack of egress” and is severely flood affected. The proposal seeks to rezone part of this land R4 High Density Residential and B5 Business Development (from Sydenham Road to Hans Place along Faversham Street). Rezoning part of this land for residential uses is not ideal. The report states that “uses will be constrained by a lack of ability to evacuate in the event of a flood”. This portion of the area is immediately adjacent to the Faversham Street area, which has severe flood affectation and a total lack of egress.

It is proposed to rezone the northern portion of Area 8 to B5 Business Development. While this zone does not permit residential development, it is envisaged that the area will become commercial office space and showroom area. The report notes the area is bound by an open channel, three flooded roads (Fitzroy Street is heavily flooded). It states that egress is very poor, the area is heavily flood affected, and less land is available for development (without causing unacceptable impacts).

It should be noted Areas 15 and 16, where the denser development is suggested, has relatively good evacuation access. The report states Area 15 is “nearly entirely flood free”. Area 16 is affected in pockets around Victoria Road and egress along Farr Street would work.

Marrickville Council recently reviewed their flood controls and flood maps. The amended flood maps are contained in the Marrickville DCP 2011 and have statutory weight by virtue of Clause 6.3 of the Marrickville LEP 2011. Under the amended flood maps, a large portion (approximately 50 per cent) of the Precinct is identified as Flood Liable Land and Flood Planning Area. The report condensed Council’s DCP flood controls to the following:

- residential development in substantially flood impacted areas (based of Probable Maximum Flood results) will be complicated by evacuation issues;
- residential development in floodways will likely not be allowed on the basis that such development is not compatible with a floodway classification; and
- any proposed development in the Precinct will require a relatively extensive study in order to cover flooding related aspects of the proposed development.

Given the significant amount of flood affected land in the Precinct, it is recommended that further consideration be given to flood controls, particularly the section 117 related to development in flood prone land. It is recommended that design solutions to mitigate flood impacts be placed on public exhibition. It is recommended the R4 High Density Residential zoning around Wicks Park be reconsidered given the high levels of flood affection and constraints on egress.

## **HERITAGE**

There are two locally listed heritage items within the Victoria Road Precinct – Sims Metal Factory on Shepherd Street (identified as Item I118) and 14 Rich Street (identified as Item I117).

A large heritage conservation area, the Llewellyn Estate Heritage Conservation Area, lies on the south-east boundary of the Precinct. The conservation area adjoins four other heritage conservation areas. There are no State listed heritage items in the Precinct. This report relates to Section 117 Direction 2.3 Heritage Conservation. See maps below.

A detailed map of Precinct 47, outlined in green. The map shows a network of streets including Victoria Rd, Mitchell Street, and various residential streets like Edward Street, Gorman Street, and Prampton Avenue. Key locations are labeled: 'Fmr Town Hall' (brown building), 'Marrickville PS' (brown building), 'Victoria Rd' (orange label), 'Flood storage reserve (pumping station)' (brown building), and 'Federation Terraces' (brown building). A red arrow points to a specific location on Victoria Rd. The map also shows surrounding precincts 194, 117, 172, 110, 125, and 181. A yellow line runs along the top edge of the map.

A heritage assessment, conducted by Graham Brooks and Associates, has been provided with the planning proposal.

The Sims Metal Factory, located at 61-65 Shepherd Street, is an office and factory complex. The item has industrial architectural significance, in particular, the saw-tooth roof design. The Heritage Assessment states:

- the building has been subject to a number of modifications since its construction in 1921, particularly in the 1960s and again in the 1980s, when its use changed from a leather belting factory to metal casting to metal recycling and storage;
- in the late 1990s, Council approved four DAs for the site, two were for the demolition of the heritage listed building;
- the building is used to manufacture paper products for the food industry; and
- the factory building was identified as significant in the 1986 Marrickville Heritage Study, but a 1995 study concluded the building was of low integrity and should not retain its heritage status.

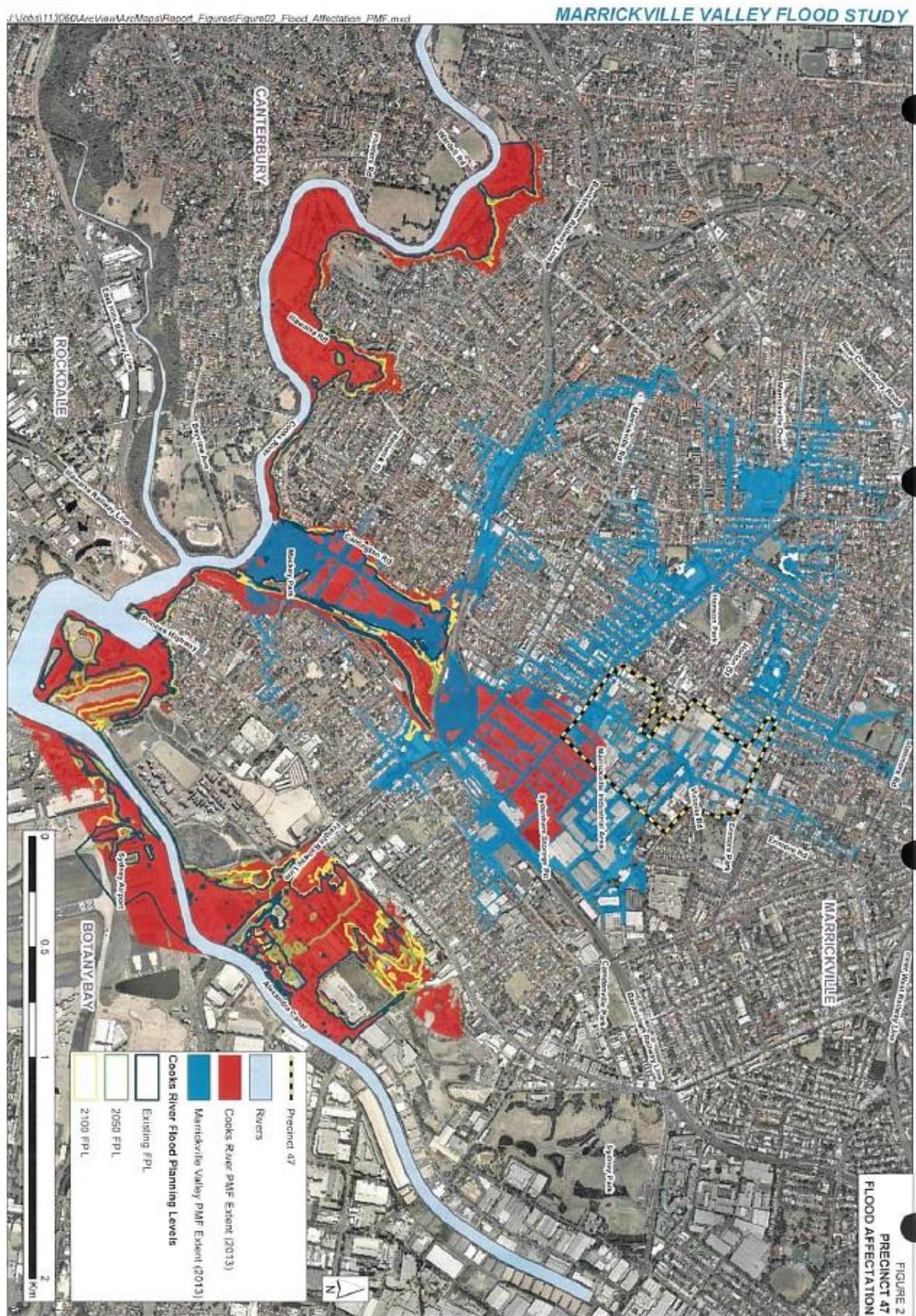
The property at 14 Rich Street contains a number of attached factories with frontage on Rich Street, Chapel Street and Shepherd Street. The item has significance as it has an unusual industrial facade and “is an important streetscape element illustrative of the growth of industry in the area” (NSW Heritage Register). The Heritage Assessment states:

- the interesting and unusual façade creates a unique streetscape when coupled with Marrickville Primary School (also a locally listed heritage item, located just outside the Precinct boundary); and
- there has been some modification to the original façade as some external materials have been replaced.

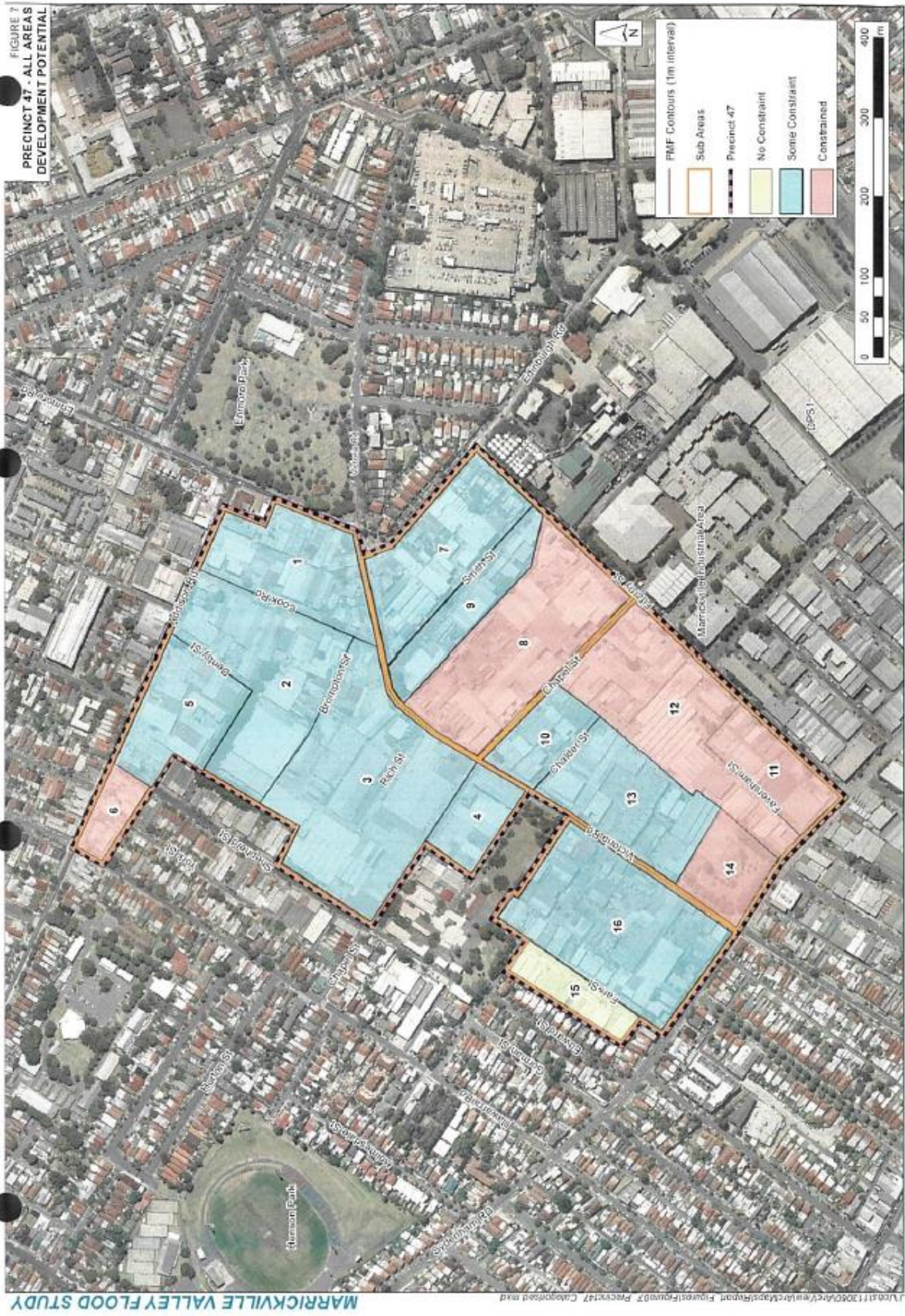
The report concludes that the building at 61-65 Shepherd Street has been subject to significant change (the metal frame is the only original feature) and that its heritage significance has been diminished. The site at 14 Rich Street contributes to the streetscape and has heritage significance. The report recommends that both sites could be retained and adaptively re-used. The report also recommends a review of the listings of both heritage items under Schedule 5 as there are anomalies in the property descriptions and the Heritage maps.

The planning proposal argues the significance of the two items does not place a significant constraint on redevelopment within the Precinct. The Department accepts the advice that the local heritage items can be adaptively re-used and do not place a constraint on development.

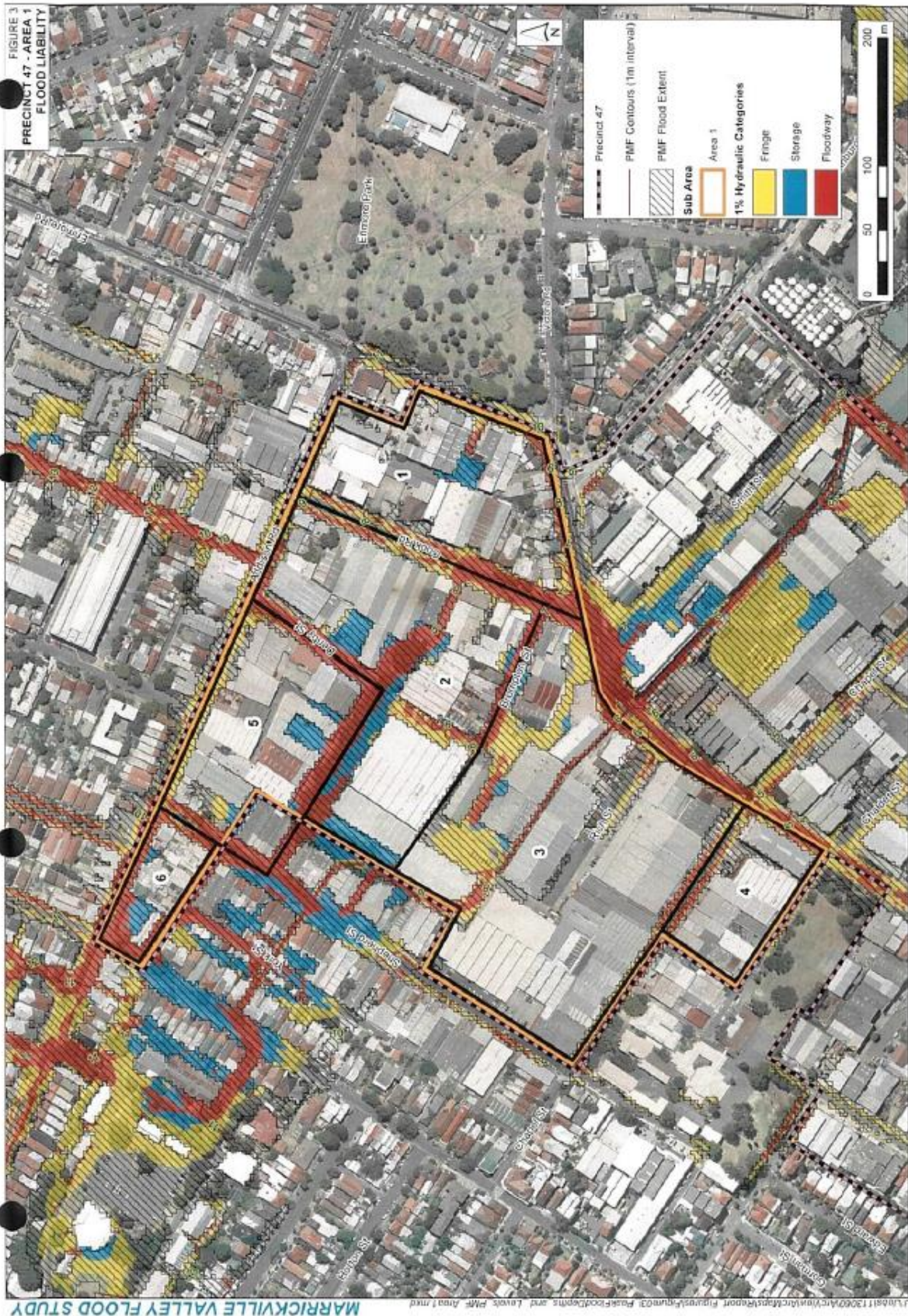
## Marrickville Flood Study



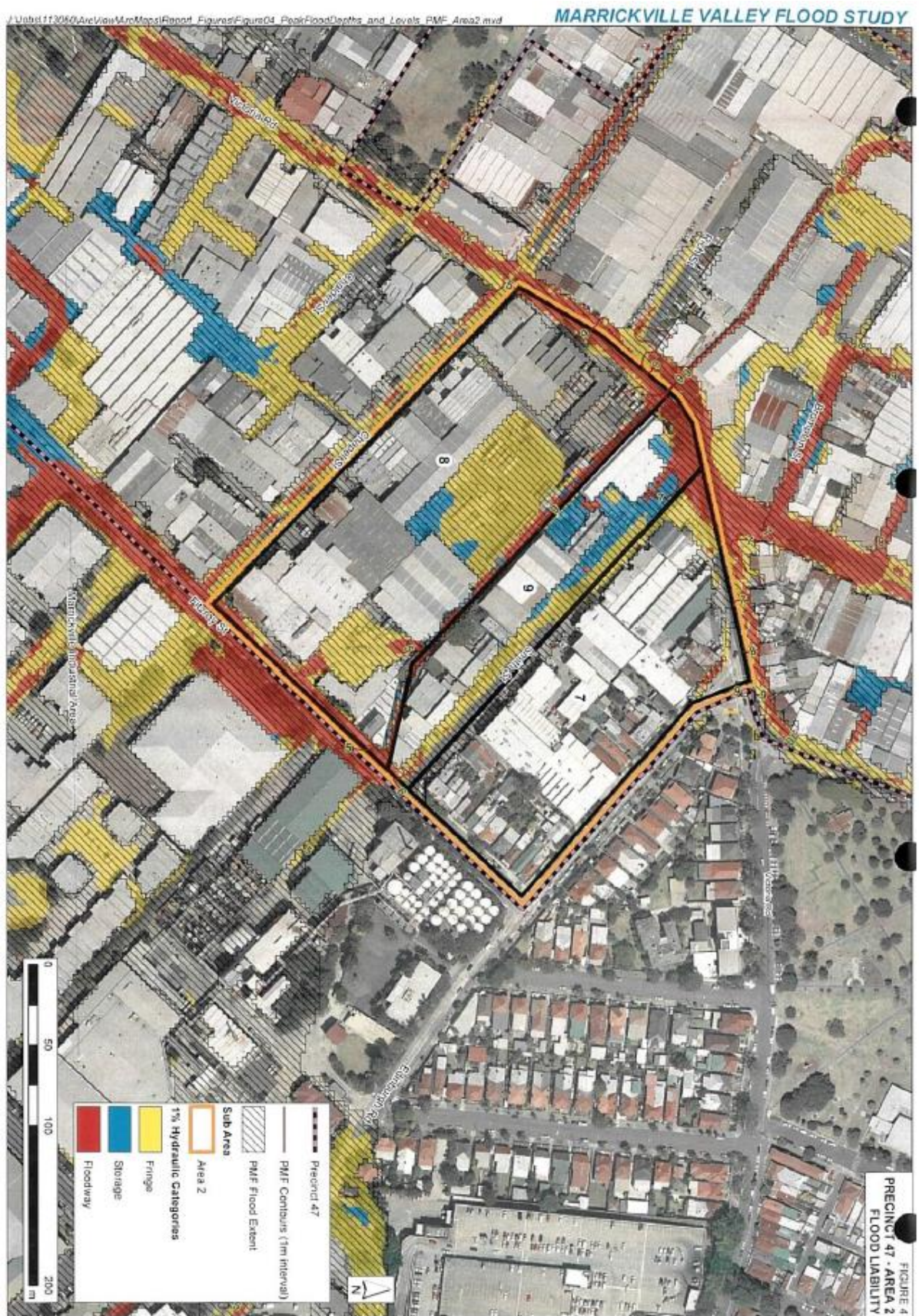
### Constraints Map



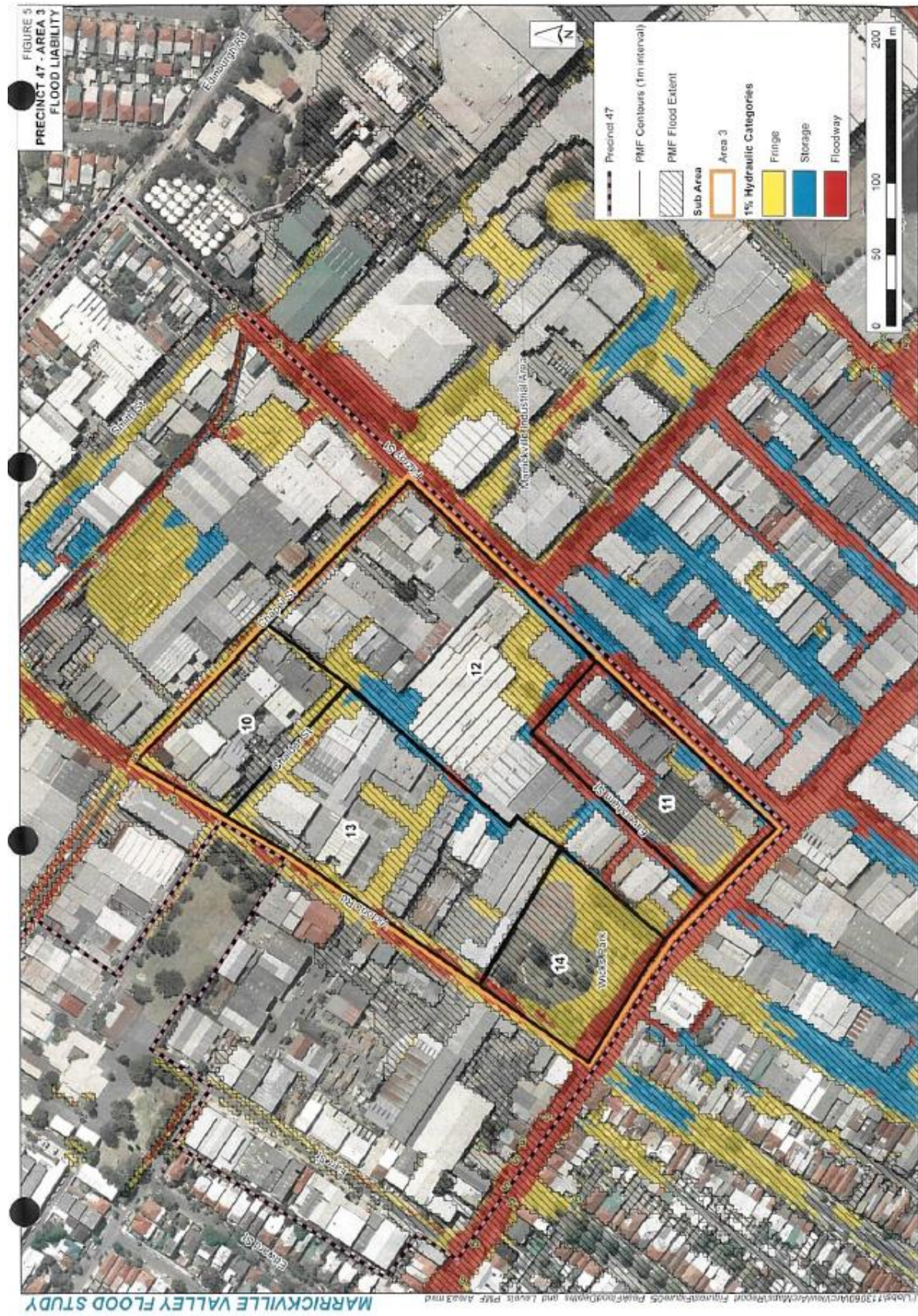
*Sub areas 1-6*



*Sub areas 7-9*



*Sub areas 10-14*



## Sub areas 15-16



## Marrickville Council Flood Planning Map (recently amended)

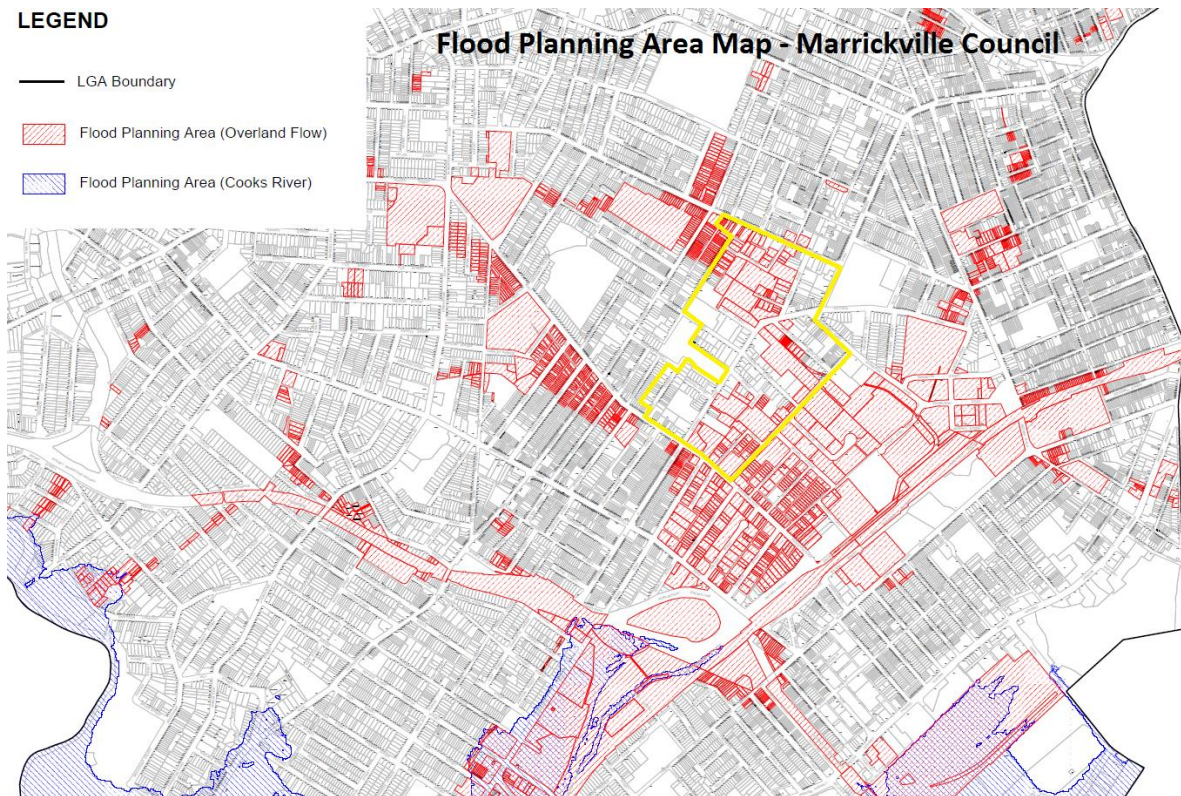
*Extract*

### LEGEND

— LGA Boundary

 Flood Planning Area (Overland Flow)

 Flood Planning Area (Cooks River)



## Marrickville Council Flood Liabile Land Map (recently amended)

*Extract*

### LEGEND

- LGA Boundary
-  Flood Liabile Land

