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PLANNING PROPOSAL REVIEW
245 MARION STREET, LEICHHARDT

RESPONSE TO INNER WEST ARCHITECTURAL EXCELLENCE PANEL REPORT (dated 4.11.2019)

Issues Raised		Applicant's Response
1	**Context and Neighbourhood**	
a)	The site has a dual frontage with primary address to Marion Street at the south, and a secondary address to Walter Street at the north. Each street has a different character and built context, and would benefit from a built form far more responsive to each of these two addresses and the varied urban contexts. The proposed use of a uniform, podium + paired tower building form across the length of site is not supported. The 8/9 storey proposal is without precedent with the immediate context and as a result represents an uncomfortable precedent.	**Response to streetscape** The development seeks to preserve industrial uses and will thus have its own expression in predominantly residential streetscapes. Adjacent to the site in: ▪ Marion Street is a large 2-3 storey aged care building. ▪ Walter Street is a single storey industrial building and 2 storey terrace style residential buildings. The building form presents a 3 storey façade in the form of a podium to Marion Street and Walter Street, with taller elements of the built form set back from the street. The podium provides a lower built form to contextually integrate the development at street level with surrounding developments. The built form could be configured in the design development phase to articulate a compatible rhythm and texture. **Uniform podium** It should be noted that the podium is additionally a built form intended to segregate the Residential uses from the Industrial/ Urban Services activities. Furthermore, the podium height approximates that of the Light Rail immediately to the west and is consistent with the linear character of the Light Rail embankment. A second note of relevance is the planned open space on the podium between the towers. This open space aligns with the axis of Hawthorne Street to the east and focuses potential views of the Haberfield hillside, should the Residential Aged Care site ever be redeveloped.
b)	The urban design rationale and resultant justification for the primary development controls of height, setback, open space and FSR is not established by the proposal.	**Urban design rationale** The urban design rationale of the development is underpinned by an approach that will deliver the following quality design outcomes of: ▪ A high standard of urban design in the public and private domains. ▪ A development that is compatible with the existing character of industrial sites along the light rail infrastructure and integrates with the pattern of development of surrounding buildings, ▪ High quality landscaped and public domain areas within the development, with high pedestrian amenity within the development – to create places for people.

220 Willoughby Road, Crows Nest, NSW, Australia, 2065

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		▪ Crime prevention measures to promote safer places and spaces within and around the development. ▪ A legible, permeable and universally accessible landscaped public domain at street level that connects the surrounding neighbourhood to the public transport node. ▪ A development that provides a low street façade that relates to the surrounding streetscape with higher urban forms set back from the street. ▪ A development that provides high residential amenity and minimises visual and residential amenity impacts to surrounding developments and public places. **Resultant justification for the primary development controls of height, setback, open space and FSR** ▪ The primary development controls of setbacks and open space are in accordance with SEPP 65's *Apartment Design Guide* requirements (at a minimum). ▪ The proposed building height of 8 storeys provides a building height compatible with development heights along former industrial sites, particularly adjacent to the light rail/ former goods rail line (at Summer Hill, Lewisham and Dulwich Hill). ▪ The proposed density for the development has an overall FSR of 3:1 with a FSR of 2.425:1 above (visible) ground level. The visible FSR is similar to the allowable FSR for the Taverners Hill Precinct (of 2.4:1). ▪ A FSR of 1:1 is proposed for employment uses with: – Minimum 3,200 for urban services and light industrial uses. – The remaining for ancillary permissible employment uses. ▪ A FSR of 2:1 is proposed for residential uses. Refer additionally to the Concept Design Report and Planning Proposal Report.
2	**Built form and scale**	
a)	The built form creates a poor interface along the western boundary adjacent to the light rail corridor and the 'Greenway'. The ground floor includes a blank wall across the entire western edge, which is a very poor presentation to an important open space, ecological and recreational corridor.	The Ground Floor of the Development is configured to accommodate Light Industrial/ Urban Services uses and is built to the site's Western boundary. The comment in the AEP report referring to the "blank wall across the entire western edge" is misleading. The subject wall occupies 75% of the western boundary and is shown to be articulated with fenestration in a predictable and rhythmic pattern. The fenestrated openings could consist of fire-rated glass block or fixed windows with fire shutters.

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b)	An accessible through-site link for pedestrian and cyclists should be located along the light rail corridor to augment the Greenway.	There is a pedestrian and cycleway to the west of the light rail corridor of the Greenway. The *Greenway Master Plan* identifies this path (located between the Canal and the rail line) to be upgraded to connect to parklands and the Bay Precinct to the north. The proposal provides an accessible through-site link along the eastern side of the site, as a shared path and pedestrian-cycle link from the northern residential precinct to the light rail station at Marion Street.
c)	The proposal replaces the existing light industrial use on the site with new 'urban services' located primarily in subterranean and basement locations. This space will necessarily rely entirely upon artificial light and ventilation, and the Panel questions the resultant amenity, serviceability and utility of such employment space.	The Concept Design proposes areas allocated to Industrial/Urban Services use are located at Ground Level (approx. 36%) and Basement levels (approx. 64%). The space located at Ground Level has the opportunity of natural light from east and west, and ventilation from its eastern facade. The areas located at Basement levels will depend on artificial light and ventilation. Given the value of land in the inner precincts of Sydney, it is conceivable that modern industrial developments would be built to boundaries over multiple levels. A quick survey of such developments would indicate that the proportion of industrial space with natural light to that without natural light is similar to the proportion noted above. Typically, an Industrial use such as a Motor Service Centre would have its Service Reception and Administrative functions at ground level and production functions below. It is not uncommon for workshop areas to be enclosed with little/ no natural light and be mechanically ventilated.
d)	It is considered that the existing post-1940s industrial building with its saw-toothed roof offers a better physical environment for light industrial uses when compared with the proposed uses located within basements. Overall, the proposal sets an unconvincing precedent for built form integration of light industrial and residential uses.	The existing industrial building on the development site has a traditional sawtooth roof form providing potential light and ventilation to the production floor space. This form of industrial building is not employed in the modern era due to issues of: ▪ Fire safety and spread of fire. ▪ Stormwater reticulation and flooding (box gutters and internal downpipes). ▪ Intrusion of columns into production space. ▪ Engineering of lightweight structure in respect to wind loadings. The proposal provides an innovative model for integration of light industrial/ urban uses with residential uses. An example of this integration is the East Village on South Dowling Street, South Sydney, that accommodates the Audi auto service centre with retail and multi-unit residential above.

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e)	Given the site's prominence on Marion Street at the light rail stop, the proposed 8/9 storey built form will create visual impacts within the public domain when viewed from – Marion Street, Walter Street, Hawthorne Street, Daniel Street, Loftus Street and Lambert Park. The visual impacts on the Haberfield Heritage Conservation Area No. 42 should also be tested, including views from Hawthorne Parade, the adjacent open space and Tressider Avenue.	The above-ground structure of the concept design comprises two main elements: ▪ Podium ▪ Residential towers The podium structure is comparable with the height and linear character of the Light Rail embankment immediately adjacent. The Light Rail embankment is visible, albeit hidden by adjacent dense tree canopy. The residential towers can be seen from select the locations, but the full height of the building can only be seen from Marion Street and Walter Street. Viewed from the Haberfield Conservation Area to the west, only the upper storeys of the development can be seen above a linear vegetated tree-lined corridor that borders the western side of Hawthorne Canal, west of the railway line. In the broad context of the Light Rail corridor, the corridor is punctuated with buildings of vertical urban forms on industrial sites along this former goods rail line, reflecting its previous function as a goods rail serving industry. The specific industrial built form developed on these sites along the Inner West rail line had large footprints and high urban forms, and were historically located within the context of low density, small residential allotments consisting of single and later 2 storey dwellings. Sites along the rail corridor have been redeveloped in recent times and continues to provide transport, previously for goods and currently for people. It is considered relevant that buildings of vertical scale populate the nodes of the rail corridor for access to public transport, as well as in recognition of the rail corridor's traditional character. The architecture could be developed to break down the scale of the towers with horizontal articulation of the building forms.
3	**Ground Floor Configuration**	
a)	The opportunity of creating a high quality, amenable through-site link for pedestrians and cyclists to augment connections to the 'Greenway' is not evident.	A 'though-site link" is proposed in the Concept Design and it is intended to provide a short cut for commuters north and east of Walter Street to access the Light Rail. The through-site link of an internal roadway is conceived as a quality landscaped internal roadway and public domain with high pedestrian amenity at street/ ground level, with features that include: ▪ Dedicated vehicular roadway – to be designed with materials that discourage vehicular speed. ▪ Adjoining sheltered pedestrian walkway (min. 2.5m wide) along active facades for employment uses and dedicated residential entrances – providing passive surveillance of the public domain.

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		▪ An avenue of canopied trees along the eastern boundary providing shade to the internal roadway, augmented by low level planting on both sides of the vehicular accessway. The reference in the AEP report to the words "high quality, amenable through-site link" is acknowledged, and by way of response, the design could be developed to provide an elevated through-site connection with the following characteristics: ▪ Dedicated pedestrian access at Podium level with stair and lift connections to Marion Street and Walter Street, with this accessway separated from vehicular traffic. ▪ The upper level pedestrian accessway could be configured to connect directly with the Marion Street stop at light rail level. ▪ The accessway could be integrated with the communal open space at Podium level and designed with landscape amenity. Furthermore, it is considered that the Greenway design has already been formulated and would not benefit greatly from incorporation with 245 Marion Street.
b)	The 'urban services' and the associated vehicle circulation driveway and ramp system results in a car-dominated environment, which is in conflict with the residential use and the desired future character of the area.	This comment is taken on board and is addressed in the accompanying sketch illustrating how the design could be developed with a podium level through-site link. This initiative would achieve the following: ▪ Dedicated pedestrian through-site link at podium level connected by stair and lift to Marion Street, Marion Light Rail stop and Walter Street. ▪ All pedestrian residential access via through-site link at podium level. ▪ Residential vehicular access segregated and accessed exclusively from Walter Street. ▪ All Industrial/ Urban Services access at Ground Level connecting to Marion Street, with provision for controlled egress to Walter Street for waste collection vehicles and emergency services. ▪ A physical barrier provided by the elevated through-site link segregating sight lines and mitigating noise connections between the residentially operated areas and the industrial functions at Ground level.
c)	Pedestrian access and the safe movement of residents appears to be in conflict with the proposed car-based urban services use, as they have a shared address to the internal street/ driveway.	A dedicated sheltered pedestrian walkway, minimum 2.5m wide, is provided along the internal roadway. However, the alternative proposal previously described would provide complete segregation between residential and employment traffic and movement.

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d)	Ground floor activities and uses are ambiguous and it is unclear how an amenable residential address can be established at street level adjacent to ongoing light industrial land uses.	Ground Floor activities are anticipated to be predominantly Urban Services with ancillary permissible uses, all to be of low amenity impact. Residential entrances located within these frontages are similar to that occurring in an urban street. Adoption of the alternative proposal described above would have residential access and address at podium level and residential vehicle access exclusively from Walter Street.
4	**Amenity**	
a)	The 'urban services' spaces provided within the basement will have no natural amenity and no outlook for users.	This is addressed in item 2c above.
b)	The impacts of a car-dominated physical environment upon the amenity of residents and neighbours is inappropriate to residential uses.	This is addressed in items 3b, 3c and 3d above.
c)	It appears likely that the basement will be highly serviced spaces requiring extensive mechanical exhaust and ventilation. It also appears that basement exhausts are located along the eastern site boundary, adjacent to the windows of the existing neighbouring retirement home.	The site presently functions as a Motor Service facility and has done for more than 30 years. This function is seen as a viable Industrial/ Urban Services use for this site, providing employment and a service to the local community. There is sound rationale to reinstate this use in the development. Contemporary motor service centres generally have their workshop areas located internally, reliant on artificial light and ventilation (e.g. the Audi service centre in the East Village complex). It is also relevant that a modern Motor Service facility produces less exhaust, emissions, noise and traffic movements than the traditional models, as: ▪ Engine diagnosis is managed by technology with less engine running duration. ▪ Internal combustion engines continue to produce less emissions. ▪ Over time engines will reach zero running emissions. ▪ Unit repairs are generally performed off site on a unit exchange basis. ▪ Brake and suspension testing is generally carried out by diagnostic machines within the facility. The intention is to exhaust the subterranean spaces via core ducts to the upper roof level, compliant with relevant Australian Standards. The rectangular elements shown along the eastern boundary of the Ground/ Level 1 plan are egress stairs from basement levels.

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5	**Landscape Design**	
a)	The communal open space is provided on the first floor slab that covers car access ramp located below, in a configuration that delivers little amenity and is not supported.	The communal open space at First Floor level, located between the 2 residential towers will be a passive open space and is one of several communal open spaces. The open space will have no conflict with vehicular movements and will be accessed from Ground Floor and First Floor levels. The podium open space, is yet to be fully landscape designed as an attractive space that will be designed for quality outdoor amenity with planting, open and shaded areas, shared by both residential and employment activity users. Portions of the open space will receive sun up to 9am and from 1pm onwards in mid-winter, and will receive sun all day at the solstices. Communal open spaces are additionally proposed at the roof level of both residential towers. These spaces will be landscaped to delivery passive recreation areas and outdoor amenity. Open space at roof level will be used only by residents.
b)	There is lack of meaningful deep soil area for soft landscaping and tree planting. What is provided is limited to a narrow strip along the eastern boundary offering little amenity or utility. A deep soil target of 15% of the site should be provided based on ADG Part 3E-1.	Deep soil zones are provided along the northern and eastern boundaries of the site, not intruded by the basement footprint, to enable the planting of medium-sized canopied trees: ▪ Along the eastern boundary of the site (with a 3m wide deep soil zone which extends to 5m at the northern half of the site) – for the planting of evergreen trees, complemented by lower shrubs and ground covers. ▪ Along the northern boundary (with a 6m deep soil zone) – for the planting of deciduous trees, complemented by perimeter shrubs and turf. Deep soil planting (Apartment Design Guide) requires minimum 7% (Design Criteria). The ADG notes that for some sites, it may be possible to provide deep soil planting, depending on site area and context, with 15% of the site as deep soil on sites greater than 1,500m^2. The document acknowledges that the design could achieve alternative forms of planting, such as on structure. Additional deep soil zones can be created within raised planters located at the podium communal open space for the planting of small shade trees.
6	**Other**	
a)	The 3D views appear to be inaccurate for the intended purpose of establishing visual impacts.	Images reviewed and are not misleading.

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b)	GFA calculations not included.	Floor space ratios and gross floor area (as defined by planning instruments) are stated in Planning Proposal and Concept Design Reports.
c)	The proposal needs to incorporate flood impact assessments and adopt a flood planning level for the basement, ground and residential levels.	A Flood Plain Risk Management Study identified the site to be partially within the low flood risk precinct, below the 100 year ARI (average recurrence interval) flood event and is not subject to a high hydraulic hazard. The site remains largely unaffected by overland flows, except within the northern and southern sides of the site, adjacent to Walter Street and Marion Street. The study recommends acceptable flood planning levels to be at the minimum of: ▪ RL 4.65 – for the 1 in 100 year flood event/ occurrence. ▪ The second floor to be set at the minimum level of minimum RL 5.0 – which will be considered as the safe refuge area. The proposed development has: ▪ Ground Floor Level (L1) at RL 4.65. ▪ Level 2 at RL 9.15. The internal roadway extending through the site provides an overland flow path for the development.
d)	Any overshadowing of Lambert Park should be quantified and a justification provided.	The solar access impact of the proposed development on Lambert Park – in **mid-winter**: ▪ Between 9am-12pm: No impact on Lambert Park football field. ▪ Between 12-3pm: small amount of the grandstand and approx. 3-5m in front of the space in front of the grandstand is impacted. The impact of the linear grandstand over-shadowing portion of the green has not been indicated in the shadow diagrams. ▪ After 3pm: a small portion (approx. 1/8 of the football field is impacted). At **solstices**: No impact.
7	**Conclusion**	
a)	The urban design merit of the proposal has not been established. The location of the urban services in a basement location with no natural amenity is not supported.	Refer to response in 1(a). It is not uncommon for auto service/ repair facilities to have windowless interiors and rely on artificial light and mechanical ventilation. It is accepted that the existing sawtooth roofed building provides a wonderful amenity and character. Its viability as an industrial premises is questionable however in respect to:

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		▪ Compliance with current building codes and NCC, in particular fire safety. ▪ Access provisions. ▪ Flexibility of internal arrangements. ▪ Cost of maintenance. ▪ Under-utilisation of the site.
b)	No strategic justification for the introduction of higher density residential uses has been made, nor has the compatibility between light industrial uses and residential uses been established.	Strategic justification has been provided on the rationale of a transit-orientated development. *A Metropolis that Works* states that "there may be compatibility between some urban services and high density residential". International and local examples indicate the compatibility between light industrial/ urban services and residential uses, in the: ▪ Strathcona Village development in Vancouver, Canada. ▪ East Village development in Zetland, NSW.
c)	Urban services located in the basement do not offer a good physical environment. The proposal sets a poor built form precedent for the integration of light industrial and residential uses and is likely to compromise the viability of the light industrial use.	While the existing land use of auto service/ repair facilities, relocation within the basement of the development can be criticised on the basis of amenity. It is not unusual and acceptable to operators in modern multi-level industrial/ commercial developments to be located within windowless environments with little or no natural light.
d)	The car-dominated environment on the ground floor is in conflict with the predominant residential use.	This aspect is covered in section 3b above.
e)	Critical urban design opportunities to augment the Greenway and to improve linkages and access to the light rail stop has not been proposed.	The proposed internal roadway provides the opportunity for linkages from the northern residential precinct to Marion Street and entry to the light rail station. The Greenway has its own Urban Design and Landscape Masterplan with identified linkages to key nodes and local streets.

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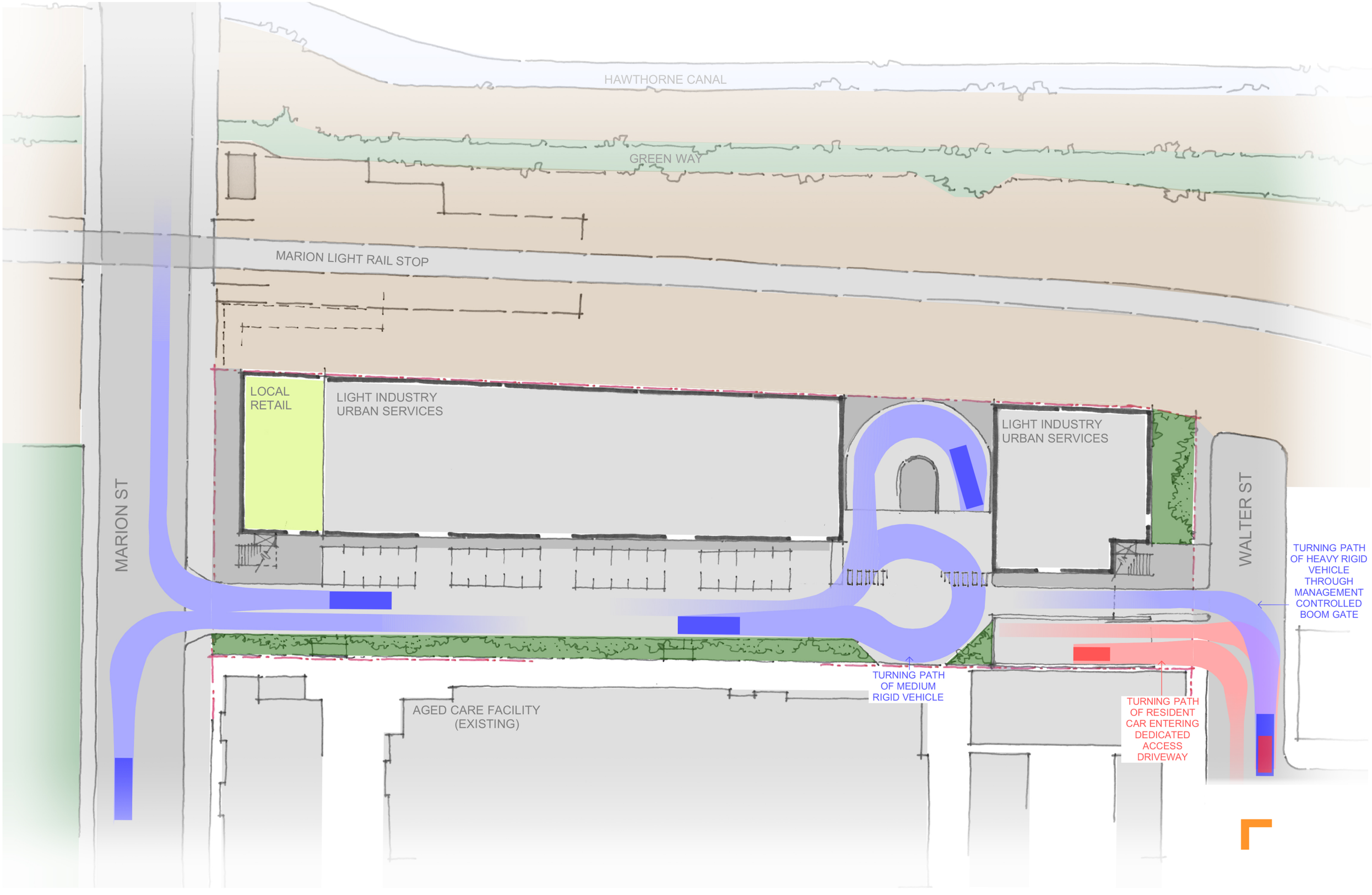
24/01/2020



GROUND LEVEL LAYOUT

DWG # 01 5/02/2020

SCALE 0m 5m 10m 15m 20m 25m

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EXPLORING ACCORD BETWEEN INDUSTRIAL / URBAN SERVICES WITH RESIDENTIAL APARTMENTS

REDEVELOPMENT OF 245 MARION STREET, LEICHHARDT - PLANNING PROPOSAL

PODIUM LEVEL LAYOUT

EXPLORING ACCORD BETWEEN INDUSTRIAL / URBAN SERVICES WITH RESIDENTIAL APARTMENTS

DWG # 02 5/02/2020

SCALE 0m 5m 10m 15m 20m 25m

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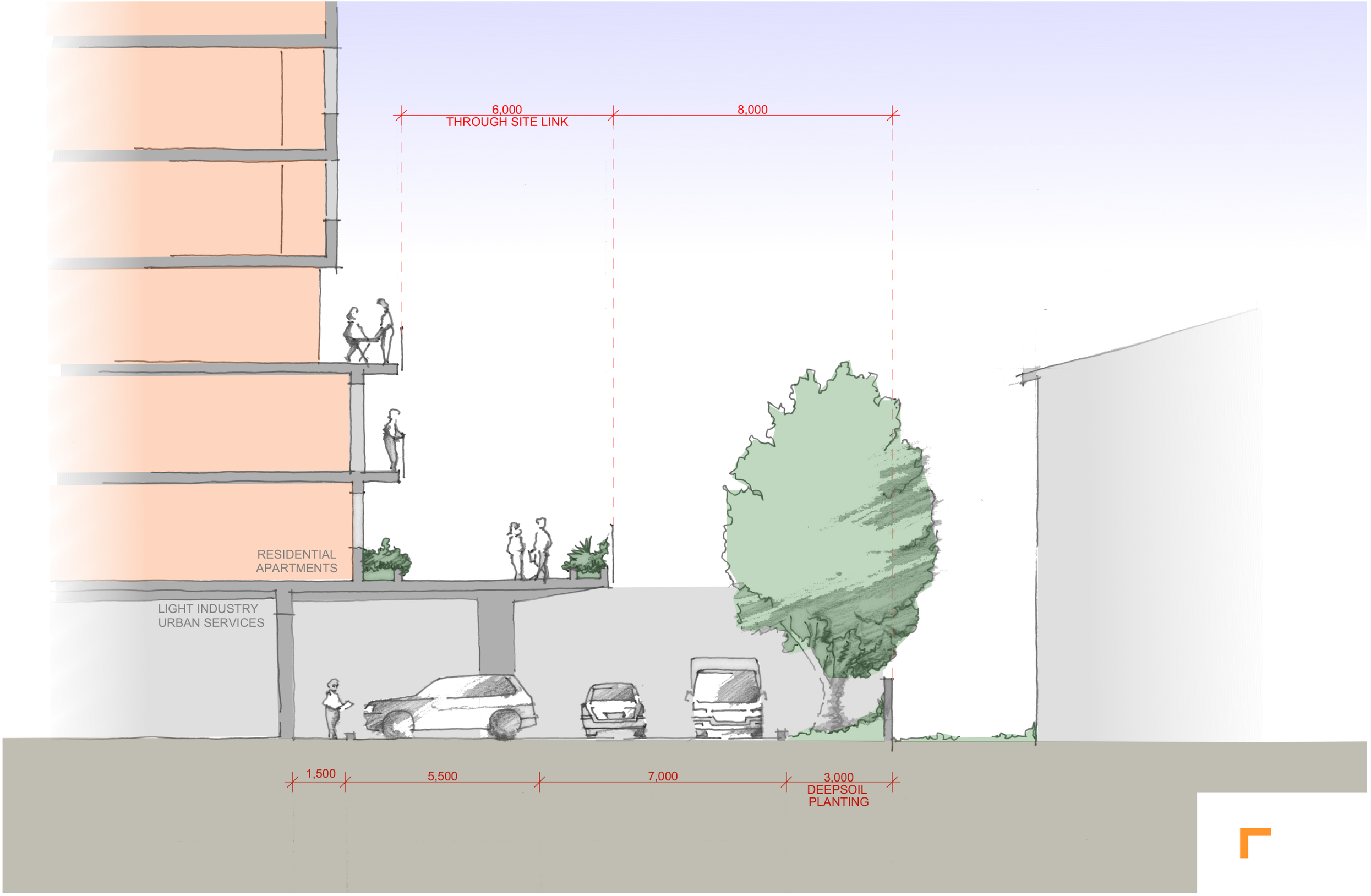
REDEVELOPMENT OF 245 MARION STREET, LEICHHARDT - PLANNING PROPOSAL



CROSS SECTION THROUGH INDUSTRIAL COURT AND THROUGH SITE LINK

EXPLORING ACCORD BETWEEN INDUSTRIAL / URBAN SERVICES WITH RESIDENTIAL APARTMENTS

DWG # 03 5/02/2020

SCALE 0m 1m 2m 3m 4m 5m

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REDEVELOPMENT OF 245 MARION STREET, LEICHHARDT - PLANNING PROPOSAL