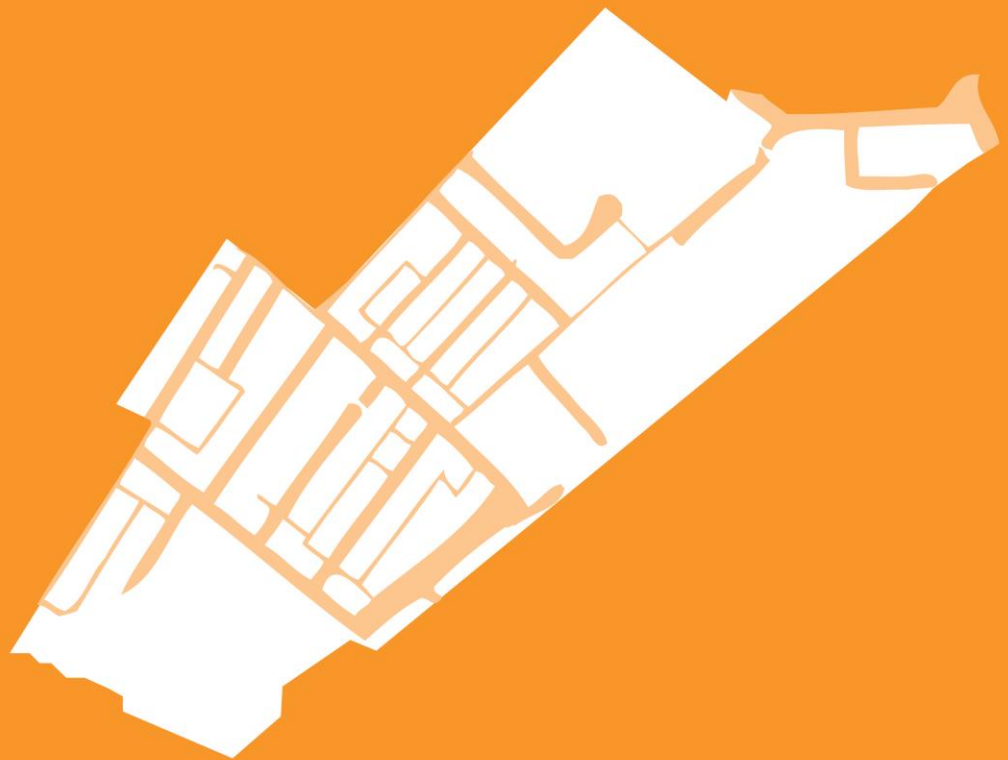


# 9.43

## STRATEGIC CONTEXT SYDNEY STEEL







# Contents

---

<b>Part 9</b>	<b>Strategic Context.....</b>	<b>1</b>
<b>9.43</b>	<b>Sydney Steel (Precinct 43).....</b>	<b>1</b>
<b>9.43.1</b>	<b>Existing character.....</b>	<b>1</b>
<b>9.43.2</b>	<b>Desired future character.....</b>	<b>3</b>
<b>9.43.3</b>	<b>Heritage Conservation Areas (HCAs).....</b>	<b>3</b>
<b>9.43.4</b>	<b>Precinct-specific planning controls.....</b>	<b>3</b>
<b>9.43.5</b>	<b>Site-specific planning controls.....</b>	<b>3</b>

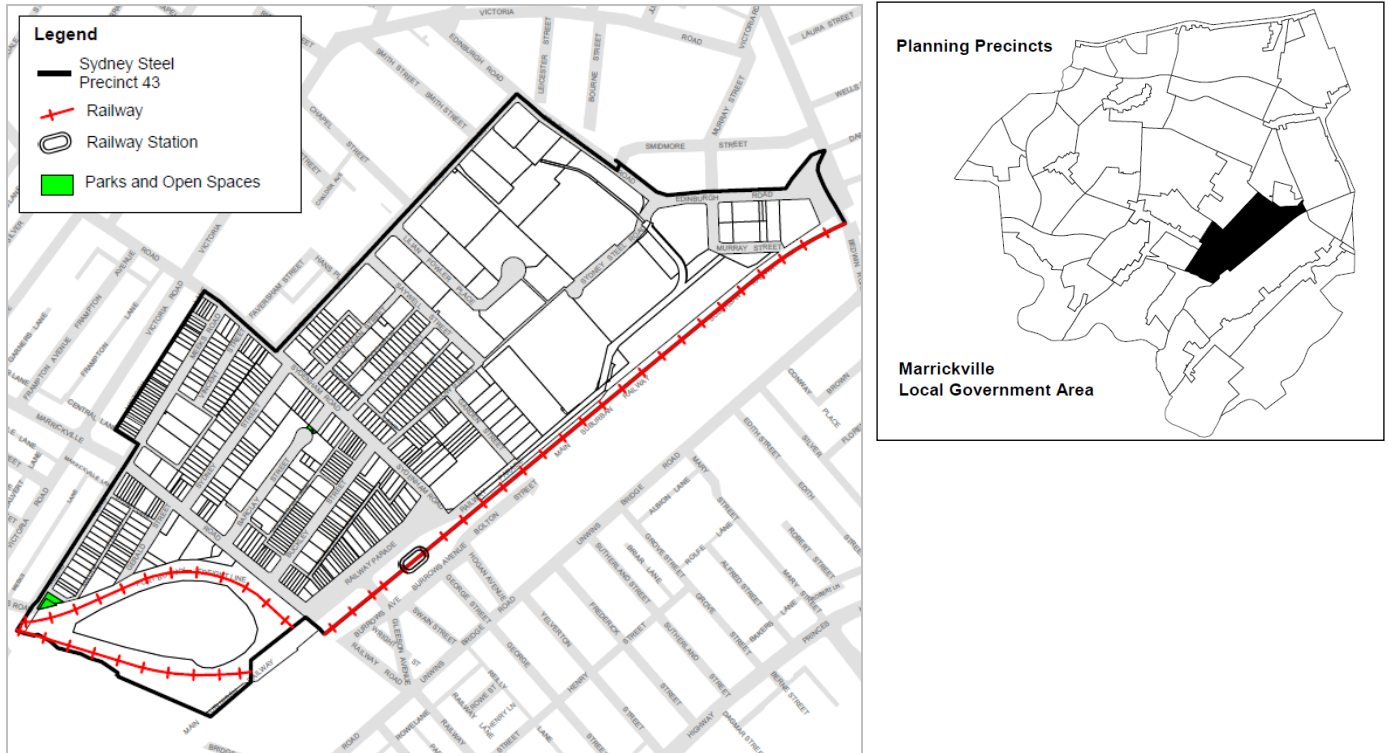




## Part 9 Strategic Context

### 9.43 Sydney Steel (Precinct 43)

#### Map of precinct



#### 9.43.1 Existing character

This precinct is located in the eastern section of the Marrickville local government area within the suburb of Marrickville. The precinct is generally bounded by Edinburgh Road to the north, railway land where railway tracks converge to the south west, the main suburban railway line to the east, and Meeks Road and Fitzroy Street to the west.

The name of the precinct is derived from its history. Sydney Steel was one of the major companies operating on the former site of the Gumbramorra Swamp. Sydney Steel provided steel to numerous construction projects, including the Sydney Harbour Bridge and the Sydney naval dock. Ceasing operation in the 1960s, at one time they employed 7,500 workers.

Classified roads within or on the edge of the precinct consist of Sydenham Road, Railway Road and Buckley Street. Marrickville Road and Sydenham Road dissect through the middle of the precinct. Those roads are busy thoroughfares within the precinct. Sydenham railway station is located within the precinct, and is a major connecting station on the Sydney rail network. The Bankstown Line and goods line converge at the south western edge of the precinct, while the main suburban railway line runs along the eastern boundary of the precinct.

The land-use pattern of the area generally consists of a mixture of general industrial uses, some commercial (business) uses, and some light industrial uses in the south western section of the precinct. Older residential buildings are interspersed with

## PART 9: STRATEGIC CONTEXT

industrial buildings throughout the entire precinct. Properties south of Marrickville Road, with frontages onto Meeks Road are zoned for office and light industrial uses, creating a buffer between residential and industrial uses. This also applies to properties on the western side of Meeks Road, to the north of Marrickville Road.

The subdivision pattern of the area is characterised by large-sized industrial lots to the north and east, predominantly used for heavy industrial uses, and small to medium-sized light industrial lots to the south-west. Large-sized lots are interspersed within the fragmented lots, found particularly around Barclay Street, Meeks Road, Gerald Street and Garden Street.

The north-eastern section of the precinct is categorically traditional industrial allotments, with large-scale warehouses dominating the area. The central and south-western sections of the precinct are characterised by small, fragmented lots, originally developed to accommodate workers accommodation. Due to their restrictive size, industries operating within older, existing buildings are less intensive than those found in purpose built industrial buildings located in the northern section of the precinct.

The building stock in the precinct is predominantly brick and paint/render with the occasional colorbond sheeting façade. The style of the buildings are categorised as inter war industrial period with some modern industrial buildings. The average height in the precinct is one to three storeys. Roof style is generally flat and pitched roofs and the predominant roof material is metal. The building stock has predominantly a zero building line to the street, with the occasional large setback, and is generally consistent. There is no private landscaping visible from the street.

The streets in the fragmented section of the precinct are narrow in width, and are characterized by one or two small to medium sized native street trees. Pedestrian accessibility and amenity is generally poor in the streets leading from Sydenham Road to Saywell Street with narrow and uneven footpaths. On street parking is available on one side of the street, however many potential parking spaces are lost through the majority of individual sites containing laybacks to access parking areas and for loading and unloading purposes. Numerous buildings have allocated space for off-street parking within their respective site.

The southern section of the precinct provides the only open space and passive recreation in the precinct. Fraser Park, Sydney Portugal Community Club and Kickoff Soccer Centre make up the available space. Braddock Playground, located on Meeks Road, is characterized by a small patch of grass with low timber fencing/barriers.

There are no Heritage Conservation Areas contained within the precinct. However, the precinct does contain a number of listed heritage items, one of State Significance, being the Sydenham Pit and Drainage Pumping Station. The pumping station is a representative example of Inter-War Mediterranean Revival style public utility building.

The entire precinct is affected by flooding. Originally the precinct was a large tract of swamp land that was seen as an impediment to development in the area. There was little consideration for its major role in maintaining the local ecology. This area was developed for industrial purposes following the draining of the Gumbramorra Swamp from the low lying areas of Marrickville in the early 20<sup>th</sup> century. Sydenham Pit and Drainage Pumping Station was built as an extension to the existing drainage scheme developed in the 1890s for the Gumbramorra Swamp.

The precinct is directly under the Kingsford Smith flight path and is heavily affected by aircraft noise, with the entire precinct with an ANEF 25+, and some areas with an



ANEF of 35-40. Due to its constraints, industrial and employment generating uses are deemed suitable land uses.

### **9.43.2 Desired future character**

The desired future character of the area is:

1. To protect the identified Heritage Items within the precinct.
2. To protect the integrity and on-going retention of the existing industrial zoned land, particularly those identified as being of State significance.
3. To retain the existing employment generating land uses.
4. To ensure new development is compatible with the operations of Sydney Airport.
5. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.
6. To enhance existing streets and encourage pedestrian activity, where appropriate, through improvements to road infrastructure and landscaping.
7. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
8. To facilitate efficient parking, loading and access for vehicles that minimises impact to streetscape appearance, commercial viability and vitality and pedestrian safety and amenity.

### **9.43.3 Heritage Conservation Areas (HCAs)**

There are no Heritage Conservation Areas contained within the precinct.

### **9.43.4 Precinct-specific planning controls**

Nil

### **9.43.5 Site-specific planning controls**

Nil