

INNER WEST ARCHITECTURAL EXCELLENCE PANEL – REPORT

Site Address:	3 Myrtle Street & 3-5 Carrington Road Marrickville
Proposal:	A planning proposal to amend the LEP by introducing residential accommodation to light industrial zone, increasing the building height to 42m and floor space ratio to 4.65:1
File Reference:	Planning Proposal
AEP members in attendance:	Jocelyn Jackson (Director, TKD Architects); Matthew Pullinger (Director, Matthew Pullinger Architect); Niall Macken (Team Leader, Heritage & Urban Design, Inner West); Vishal Lakhia (Urban Design Advisor, Inner West)
Assessment Planner:	Gibran Khouri
Meeting Date:	11 August 2020
Report Date:	17 August 2020
Previous AEP:	12 September 2017
Disclosure of Interest:	-

BACKGROUND:

The Architectural Excellence Panel reviewed the urban design report and discussed the planning proposal with Inner West Council's strategic planning team. There is a previously rejected planning proposal for a mixed use proposal including high density housing on the site which was reviewed by the Panel in 2017.

DISCUSSION:

1. The Panel considers the scale, bulk and height of the proposal to be out-of-character with its context. The urban design rationale and justification for the proposed primary development controls, including building height, floor space ratio, building depth, site setbacks and open space, is not clear or compelling. The urban design strategy appears to rely on Obstacle Limitation Surface constraints of the airport as the determinate for building scale, rather than a contextual analysis of the site and its context, an assessment of reasonable impacts, or any other considerations to determine ultimate development capacity.
2. The Panel expressed concern for the resulting impacts upon residential amenity of the adjacent low density dwelling houses to the south of Myrtle Street, particularly considering the extent of overshadowing at mid-winter and the proposed scale transition. Similarly, no suitable built form relationship has been established with the adjacent heritage cottage.
3. Additional to point 1 above, the Panel is concerned the strategic value of the site is not well suited to the proposed intensification of land use - including residential uses - particularly as a consequence of the site's inherent lack of access to public open space, amenity constraints due

to aircraft noise and existing train and freight lines, flooding, and the walking distance proximity to Marrickville or Sydenham Train Station.

4. The Panel discussed the proposed built-to-rent model, noting it is a generally positive form of residential accommodation offering greater certainty of rental tenure. The Panel therefore raises the corresponding need to achieve acceptable standards for residential amenity. The achievement of this necessary residential amenity is not clear, and the compatibility of any such built-to-rent uses with proposed or ongoing adjacent light industrial uses has not yet been established by the proposal.
5. The live/work units shown within the upper levels of the proposal appear to be configured as typical residential apartments, and any explanation as to how built-to-rent spaces might differ from typical residential apartments is currently lacking. The Panel also considers the proposed floor to ceiling heights of 3.1m further reinforces the conventional residential type.
6. The ground floor configuration lacks provision of open space or landscaped areas for amenity. The proposal also needs to incorporate flood impact assessment and adopt credible flood planning levels to the basement crests and ground floor design, and potentially make provision for emergency flood evacuation.
7. The Panel discussed the configuration of various adjacent land parcels, including the Sydney Water asset located between the two subject sites. It appears the land adjacent to the existing stormwater channel facilitates service access to the land currently used for passenger and freight rail to the north. Details regarding integration of the landscape/public domain design of the proposal with the Sydney Water asset on adjacent land are not evident.