



## **Planning Proposal**

### **Amendment to Marrickville Local Environmental Plan 2011 for Additional Building Height, Additional Floor Space Ratio and Additional Permitted Use for Residential Accommodation**

**3 Myrtle Street and 3-5 Carrington Road, Marrickville**

**Lot 3 & 4 DP 774207**

**Prepared by Willowtree Planning Pty Ltd on behalf of  
Qualitas**

**September 2020**

## PLANNING PROPOSAL

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### Document Control Table

Document Reference:	WTJ18-474_Planning Proposal		
Date	Version	Author	Checked By
27 November 2018	DRAFT 1	R. Streeter	C. Wilson
7 January 2019	DRAFT 2	R. Streeter	C. Wilson
7 March 2019	DRAFT 3	R. Streeter	C. Wilson
18 March 2019	DRAFT 4	R. Streeter	C. Wilson
20 March 2019	FINAL	R. Streeter	C. Wilson
11 May 2020	Amended	R. Streeter	C. Wilson
20 May 2020	Amended	R. Streeter	C. Wilson
17 June 2020	Amended	R. Streeter	C. Wilson
15 September 2020	Amended	R. Streeter	C. Wilson

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## EXECUTIVE SUMMARY

This Planning Proposal has been prepared by Willowtree Planning Pty Ltd on behalf of Qualitas, and seeks to amend *Marrickville Local Environmental Plan 2011* (MLEP2011) to include additional building height, additional floor space ratio (FSR) and an Additional Permitted Use (APU) for Residential Accommodation on the site. The land subject to this Planning Proposal is described as 3 Myrtle Street and 3-5 Carrington Road, Marrickville (Lot 3 & 4 DP 774207).

The proposed rezoning intends to facilitate the future development of the site for an industrial-led creative cooperative, comprising flexible industrial and warehouse space and a range of 'live-work' dwellings. Building heights up to 42m (9 storeys) and a 4.65:1 FSR are required to support the creation of a creative cooperative on the site.

Subsequent to the lodgement of the original Planning Proposal in March 2019, this Planning Proposal has been amended to convert all live-work dwellings to Build To Rent (BTR). The envisaged BTR live-work dwellings would offer the flexibility and co-location opportunities required by creatives, in a more affordable and secure format. The inclusion of BTR specifically responds to the mandate established by the NSW Government in the Explanation of Intended Effects (EIE) for the new Housing Diversity State Environmental Planning Policy (SEPP). The EIE seeks to establish a planning pathway to support BTR developments and incentivise institutional investment.

The mix of land uses sought to be incorporated within the site are partly permitted but partly prohibited in the relevant *IN2 Light Industrial* zone pursuant to MLEP2011. While Light Industry and Warehouse or Distribution Centres are permitted with consent, Residential Accommodation is prohibited. Accordingly, an APU is proposed for Residential Accommodation in order to realise the envisaged 'live-work' concept for creatives. As part of the amendment to the Planning Proposal a custom land use definition for 'creative BTR' has been conceptualised.

To demonstrate the potential for the site as a creative cooperative, an Urban Design Report has been prepared by Roberts Day (**Appendix 2**). The concept design has been informed by detailed site analysis and consideration of the surrounding context in order to provide an optimal development outcome that capitalises on the strategic potential of the land, uplifts the surrounding public domain and provides a high level of amenity.

A summary of the key planning metrics for the concept scheme is provided below and is further detailed in the Urban Design Report:

<i>Concept Design (Roberts Day 2020)</i>	
<b>Planning Metric</b>	<b>Concept Proposal</b>
Site Area	3,768m <sup>2</sup>
Gross Floor Area (GFA) – Industrial/Warehouse	5,565m <sup>2</sup>
GFA – BTR Live-Work Dwellings ('Hybrid Residential')	11,960m <sup>2</sup>
BTR Dwelling Yield	175-225 dwellings
GFA – Total	17,525m <sup>2</sup>
FSR	4.65:1
Building Height	42m (9 storeys)

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The proposed amendments to MLEP2011 are appropriate for the following reasons:

- The proposed MLEP2011 amendment would enable the future development of the site for a high-density industrial-led creative cooperative comprising flexible industrial and warehouse space and a range of BTR 'live-work' dwellings. While Light Industry and Warehouse or Distribution Centres are already permitted with consent in the IN2 Light Industrial zone, an APU is required for Residential Accommodation to realise the envisaged 'live-work' concept for creatives.
- To support the inclusion of BTR within the creative cooperative, a distinct land use definition is proposed; 'creative BTR'. This custom definition would highlight the unique offering now proposed in the form of BTR live-work dwellings, and would secure both the live-work dwelling concept and BTR in the one gazetted Planning Proposal.
- Attributing a new land use definition to the proposed creative cooperative, is also anticipated to assist with the future diffusion of the concept as a model for effectively addressing the living and working needs of creatives and therefore promoting the growth of this priority industry sector.
- BTR would promote a more diverse, secure and affordable offering of long-term residential accommodation and business space on the site, vertically integrated in a hybrid, fit-for-purpose building specifically designed in response to the housing and employment needs of creatives. BTR, encompassing a live-work design, would respond to the need for a more accessible rental market and an improved diversity of housing and employment options, meaning that creatives would have new access to a product specifically designed to meet both their working and living needs in an affordable hybrid package.
- The benefits of BTR are closely related to its custom fit-for-purpose design and construction, and the safeguard against individual units being Strata Titled at any time in the future. Other key advantages of BTR relate to a more accessible rental market, an additional housing and business product to augment choice, security of tenure, stable rental growth, and a more sustainable, durable and better-managed building.
- Being generally 20% cheaper to construct compared to traditional residential flat buildings, BTR facilitates rents that are below the current market in the area (on average). Additionally, there may be opportunity to deliver 15% affordable units.
- As well as targeting affordability, the BTR would include units aimed at the creative sector, supportive of ageing-in-place, and accommodating of those who are differently-abled.
- The inclusion of BTR specifically responds to the mandate established by the NSW Government in the EIE for the new Housing Diversity SEPP. The EIE seeks to establish a planning pathway to support BTR developments and incentivise institutional investment.
- Additional building height and FSR are also required to support the creation of a creative cooperative on the site.
- Given the site's strategic location within an urban renewal and transit corridor, and in proximity of public transport infrastructure (Marrickville train station and Sydney Metro), jobs and services, it provides valuable opportunity to contribute to higher

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employment densities and a sustainable, transit-oriented community focused on the creative industrial sector.

- Consistent with strategic policy for urban renewal and transit corridors, the proposal would create opportunities for new jobs, diverse new housing and an activated public domain, combining to revitalise strategically-located land in immediate proximity of major public transport.
- This also reflects the government's strategic objectives for Sydney Metro, which is purposed as a catalyst of revitalization.
- Overall, the proposal is consistent with the State, regional and local strategic planning framework. As described through this report, the proposal is specifically consistent with the NSW State Priorities, Directions for a Greater Sydney, the Greater Sydney Region Plan, the Eastern City District Plan, Create NSW's Cultural Infrastructure Plan 2025+, Inner West Community Strategic Plan, Inner West Council's Local Strategic Planning Statement (LSPS), draft *Inner West Employment and Retail Lands Strategy* and *Our Inner West Housing Strategy*. The proposal reflects the vision for the Sydenham to Bankstown urban renewal and transit corridor, transitioning role of employment lands, and the growth of creative industries.
- In particular, the site and proposed industrial-led creative cooperative are consistent with the Region Plan and District Plan and deliver on a number of the Plans' objectives, particularly as they relate to the Sydenham to Bankstown urban renewal and transit corridor, the provision of new and diverse housing supply in the right locations, the creation of the 30 minute city through the suitable location of housing, jobs, services and infrastructure, the maintenance and management of employment lands, targeting priority sectors (namely creative industries), and supporting the growth of creative industries through the provision of suitably-designed and located facilities offering flexible live-work opportunities.
- The supply of urban services and employment lands would *not* be eroded as a result of the proposal. The maintenance of the IN2 Light Industrial zoning over the site would retain the numeric area of employment land in Marrickville and increase employment densities. The envisioned industrial-led creative cooperative, whilst introducing a residential component to the site, would dually provide opportunity for higher employment densities *and* more diverse industries to be supported. The proposal therefore offers an innovative solution to retaining and managing employment lands in accordance with the Region Plan and District Plan.
- The proposed range of flexible industrial/warehouse spaces and BTR live-work dwellings would generate new employment opportunities, specifically meet the unique working and living requirements of creatives, augment the amenity of the site and immediate neighbourhood, and align with the transitioning 'creative' role of the Inner West's employment precincts. It is noteworthy that creative industries are expressly identified by the Plans as one of five priority sectors targeted for growth.
- Through the delivery of 175-225 BTR dwellings, the proposal would also contribute to meeting supply targets, placing downward pressure on prices to improve affordability, and diversifying housing choice. Hybrid 'live-work' dwellings in a range of unit sizes and all secured as BTR, would assist in accommodating a variety of price-points and meeting the needs of Sydney's diverse and growing population, including the specific housing needs of the Inner West's growing creative community.

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- The *Cultural Infrastructure Plan 2025+* developed by Create NSW identifies strong demand for flexible, affordable, fit-for-purpose and sustainable space, arising from the rapid growth of the cultural sector, the increasingly important role of creative industries in NSW' economy, and the ongoing transitioning of the economy. In response, the proposal incorporates a range of formal and informal, flexible and purpose-built, spaces of varying scales to accommodate a wide range of creative industry sectors and associated activities. The provision of BTR live-work dwellings (secured in perpetuity) would improve access to affordable space for the creative community.
- Meeting the needs of the creative community requires housing to be made available in close proximity to creative industrial areas, and in other cases for workspaces and homes to be more closely fused. Live-work models respond to the functional requirements arising from the nature of creative sector activities and also from affordability pressures.
- Similarly, the proposal delivers on key objectives of the LSPS relating to the maintenance of industrial zones whilst supporting their increased productivity, accommodating affordable entry points for a range of industries, and growing Inner West as a leading creative and cultural hub. Notably, the LSPS identifies the creative industries as a targeted sector, and acknowledges that innovative approaches are required to meet the needs of the creative sector (given these needs remain unmet under the current Planning framework).
- In accordance with the Inner West Community Strategic Plan, the proposal would directly underpin the rise of the Inner West's 'creative ecosystem' through the provision of an industrial-led creative cooperative that is purpose-built to reflect and respond to the needs of a wide variety of creative sectors. The cooperative incorporates a wide range of work spaces and hybrid live-work options (including BTR live-work dwellings) to accommodate individuals, start-ups and enterprises pursuing a diversity of creative activities. In this, the proposal would foster the establishment and growth of businesses, creation of new job opportunities and strength of the local economy. As described through this Planning Proposal report, whilst retaining the supply of industrial-zoned land, the proposal would enable the realisation of these benefits for the creative industries and local economy more broadly.
- The proposed LEP amendment aligns with the relevant Section 9.1 Ministerial Directions including as they relate to business and industrial zones, residential zones, and the integration of land use and transport.
- The proposal is consistent with the aims of MLEP2011 as it seeks to facilitate the sustainable development and use of strategically-located land for higher densities of employment-generating activities and diverse housing, to meet the needs of local and regional populations, achieve a high quality urban environment and revitalise Marrickville.
- The future provision of an industrial-led creative cooperative is consistent with the IN2 zone objectives as it maintains the use of the site for light industrial and warehouse uses whilst enabling higher employment densities and greater flexibility in response to the changing nature of industry and growing demand from the art, technology, production and design sectors. The co-location of BTR hybrid live-work dwellings further responds to the rising demands of the creative sector, and through architectural design the compatibility of the range of uses on the subject and surrounding sites would be secured.

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- An APU for Residential Accommodation, or for the custom use of 'creative BTR', on the site within the IN2 zone is appropriate, having regard to the following:
  - The proposed APU would achieve the objectives of the IN2 Light Industrial zone.
  - Residential Accommodation, specifically in the format of creative BTR, would integrate with the range of other uses already permitted in the IN2 zone.
  - All other proposed uses are already permitted with consent, demonstrating the primary suitability of the IN2 zone for facilitating the envisaged development of the site for an industrial-led creative cooperative.
  - Consistent with the intent of the IN2 zone, the proposed live-work dwellings would assist in the meeting the unique and growing needs of the creative sector for co-located spaces conducive to both living and working.
  - Accordingly, the proposed APU would complement the role and function of Marrickville's light industrial areas, which already comprise a high share of creative industries (though often in informal live-work spaces).
  - Whilst maintaining the potential for the site to support a higher density *and* diversity of light industry, warehousing and related employment-generating activities, BTR live-work dwellings would allow the site to also contribute to the delivery of new, diverse and affordable housing.
  
- The proposed amendment of the MLEP2011 height of buildings and FSR standards to allow built form up to 9 storeys (42m) with a 4.65:1 FSR, would continue to achieve the objectives of the standards, as follows:
  - The site and immediately-surrounding area are zoned for a combination of industry, infrastructure and residential development. Within 400m walking distance of the site (toward Marrickville train station and local centre), new mixed use development with building heights up to 10 storeys provide higher densities and greater intensities of land use. The proposal would integrate with the transitional built form character of the area associated with new and emerging development in close proximity to the site.
  - Additionally, the renewal of the site, inclusive of higher density built form and mixed uses, reflects strategic objectives for development along railway lines and leverages new infrastructure investment (namely the Sydney Metro station at Marrickville).
  - The density of development proposed for the site, combined with the stepped design of the concept built form, would create a transition in height and scale along the railway corridor, between existing multi-storey mixed use development in the local centre and surrounding residential and industrial areas.
  - This would also protect the amenity of existing residential development, proposed open spaces and the new residential dwellings to be provided on the site, including with respect to solar access, privacy, views and visual impact.
  
- As detailed in the Urban Design Report (**Appendix 2**), the Concept Design is capable of compliance with the key requirements of the ADG. Whilst detailed assessment of a proposed development would be undertaken at the DA stage, the concept design demonstrates that future high density development on the site can be designed to provide a high level of amenity for the subject and adjoining sites. Similarly the potential of developing adjoining sites in accordance with the ADG has been demonstrated.

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- The proposal will not result in any land use conflict but rather will complement and support the range of existing and future land uses and development types in immediate proximity of the site.
- The proposal would provide the opportunity to more effectively relate to the public domain through new publicly-accessible open space, active ground floor uses, and high quality architectural design.
- The proposal will not exhibit any adverse environmental impact. Rather the proposal will enable the redevelopment of redundant industrial facilities for higher density development that is highly accessible and serviced by existing and planned infrastructure. The site's redevelopment would create opportunities for development designed in accordance with the principles of ESD, new publicly-accessible open spaces, the co-location of jobs and housing, and the promotion of active transport use.
- As detailed in the Economic Impact Assessment (**Appendix 5**) the proposal would generate positive economic outcomes associated with delivering flexibly-configured industrial floorspace that responds to the unique spatial requirements of creative industries for a mix of floorspace types to accommodate a range of production, storage, administration and marketing activities under one roof. Simultaneously the proposal would respond to expressed demand for live-work opportunities, with global research and Planning strategies affirming the benefits of co-locating affordable housing and business space in new developments.
- Significant economic impacts also relate to the output, GRP, incomes and employment generated during both the construction and operation phases of the project, which significantly exceed the economic impacts that could be generated under the current Planning controls. The proposal is estimated to generate the following net additional economic activity compared to the base case:
  - Construction Phase:
    - \$92.0 million in output.
    - \$31.1 million contribution to GRP.
    - \$18.5 million in incomes and salaries paid to households.
    - 224 FTE jobs.
  - Operational Phase:
    - \$50.4 million additional in output.
    - \$24.2 million additional in contribution to GRP.
    - \$12.8 million additional in incomes and salaries paid to households.
    - 143 additional FTE jobs.

Overall, the proposal would facilitate greater floorspace capacity to accommodate more intensive employment and economic activity.

The subject site is therefore considered suitable for higher density development incorporating a hybrid of creative, live-work opportunities in a BTR format, which the proposed amendment to MLEP2011 would enable. Accordingly, it is requested that the Planning Proposal is supported.

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The Planning Proposal is structured in accordance with the following:

- Part A Land to Which the Planning Proposal Applies
- Part B Objectives or Intended Outcomes
- Part C Explanation of Provisions
- Part D Justification for Proposed LEP
- Part E Community Consultation
- Part F Conclusion
  
- **Appendix 1** Survey Plan
- **Appendix 2** Urban Design Report
- **Appendix 3** Heritage Report
- **Appendix 4** Transport Impact Assessment
- **Appendix 5** Economic Impact Assessment
- **Appendix 6** Flood Impact Assessment
- **Appendix 7** Draft Voluntary Planning Agreement Offer
- **Appendix 8** Strategic Merit Test
- **Appendix 9** Legal Advice

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## PART A LAND TO WHICH THIS PLANNING PROPOSAL APPLIES

### 1.1 SITE DESCRIPTION AND EXISTING DEVELOPMENT

The subject site is identified as 3 Myrtle Street and 3-5 Carrington Road, Marrickville, being legally described as Lot 3 & 4 DP 774207.

The site exhibits a combined area of 3,768m<sup>2</sup> with dual street frontages to Myrtle Street to the south-west and Carrington Street to the south-east. To the north-east the site adjoins the railway line; to the south-east a warehouse or distribution facility is located on the opposite side of Carrington Road; to the south-west a warehouse or industrial facility, creative industries and dwelling houses are located on the opposite side of Myrtle Street; and to the north-west the site adjoins a heritage-listed dwelling house.

The site of 5 Myrtle Street is situated in-between the two (2) lots comprising the subject site, and incorporates a Sydney Water canal and a driveway connecting to the railway reserve to the rear of the developed sites. This results in the north-western boundary of 3-5 Carrington Road and the south-eastern boundary of 3 Myrtle Street sharing common boundaries with the canal.

In its existing state, the site is occupied by vehicle repair, warehouse and distribution facilities. Specifically, built form on the site of 3-5 Carrington Road comprises a two (2) storey brick and corrugated metal building with hardstand for car parking and temporary vehicle storage adjacent to the north-eastern, south-eastern and north-western site boundaries. The site of 3 Myrtle Street contains another two (2) storey brick and corrugated metal building with loading facilities and car parking accommodated to the rear adjacent to the north-eastern boundary.

Vehicular access to the site is facilitated via four (4) driveway crossings on Myrtle Street and two (2) driveway crossings on Carrington Road.

Landscaping is limited to shrubs and weeds adjacent to the side boundaries of 3-5 Carrington Street, street trees adjacent to the Myrtle Street frontage and trees/shrubs adjacent to the railway corridor.

The site is shown in **Figure 1** and **Figure 2** below.

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Figure 1. Existing Site Development (SIX Maps 2018)

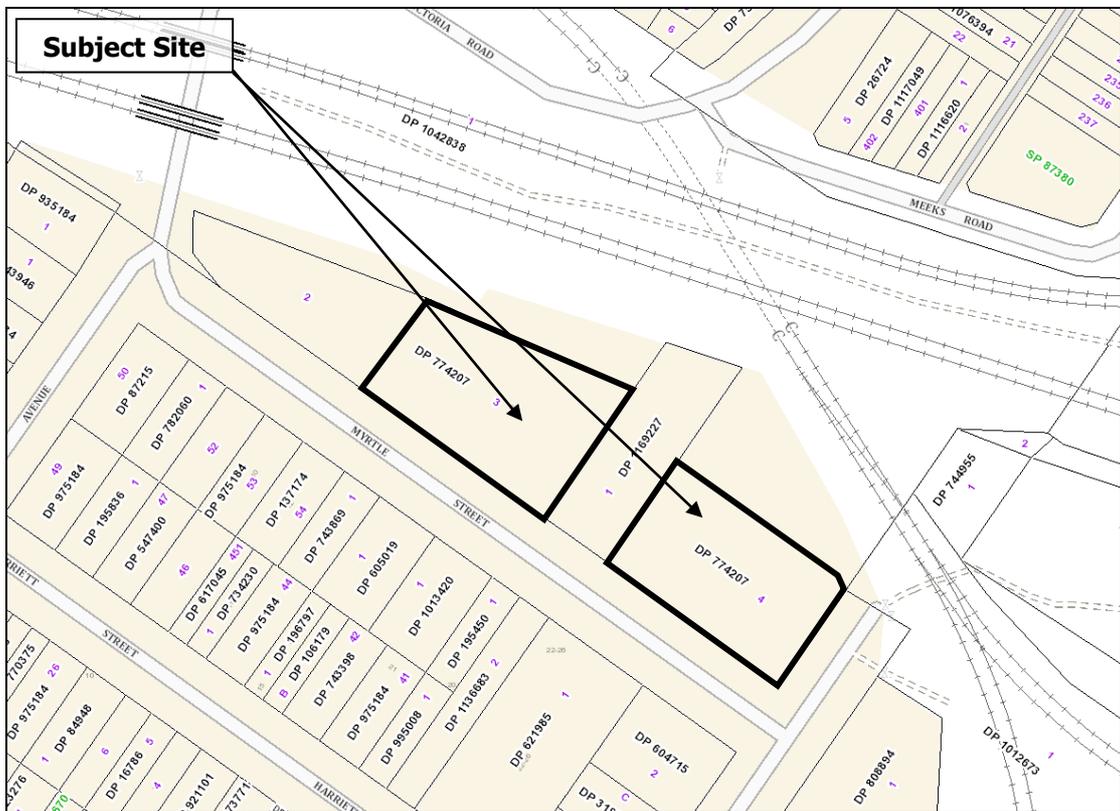


Figure 2. Cadastral Map (SIX Maps 2018)

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### 1.2 LOCAL AND REGIONAL CONTEXT

The site is located in the suburb of Marrickville which forms part of the Inner West Local Government Area (LGA) (former Marrickville LGA) and is located approximately 8km south-west of the Sydney CBD.

The site context exhibits a transitional character that is generally defined by industrial and warehouse uses to the south; residential development to the south-west, west and north of the railway line; and rail infrastructure to the north and east. Existing development generally exhibits building heights of 1-2 storeys but ranges in age of construction and style. Newer Shop Top Housing and Residential Flat Buildings along Illawarra Road exhibit building heights up to 10 storeys.

Key elements of the surrounding context include:

- Marrickville local centre (Illawarra Road) 400m to the east
- Marrickville local centre (Marrickville Road) 650m to the north
- Mackey Park and Cooks River 900m to the south
- Fraser Park and football club 1km to the north-east

The site context also exhibits a unique interface of creative industries and manufacturing, with a critical mass of enterprises with functions and products that 'bridge' across both sectors. Several existing and future creative clusters are situated through the surrounding area. **Figure 5** below shows the concentration of existing creative businesses in Marrickville, accounting for the following disciplines:

- Architecture and design
- Art and photography
- Food and beverage production
- Furniture, woodwork and leather
- Marketing and PR
- Music recording
- Printing and publishing
- Textiles, fashion and jewelry
- Theatre production

The site is within walking distance of key public transport nodes, including:

- 400m walking distance of Marrickville train station
- 1.3km of Sydenham train station
- 1.3km of Tempe train station

Bus stops situated along Illawarra Road and Marrickville Road provide connections to Kingsgrove, Sydney CBD, Dulwich Hill and Burwood, via surrounding suburbs.

Resulting from the proximity of the site to public transport, active transport networks and services, the site has been awarded a walkscore of 89 (very walkable, most errands can be accomplished on foot) and a transit score of 80 (excellent transit, transit is convenient for most trips).

Importantly, in the future the accessibility and walkability of the site will be further enhanced through the delivery of Sydney Metro at Marrickville, within approximately 400m walking distance of the site.

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The site is also located within the Marrickville Station Precinct of the Sydenham to Bankstown Urban Renewal Corridor, as described in greater detail in **Part D** of this Planning Proposal report.

The local and regional context is shown in **Figures 3-5**.

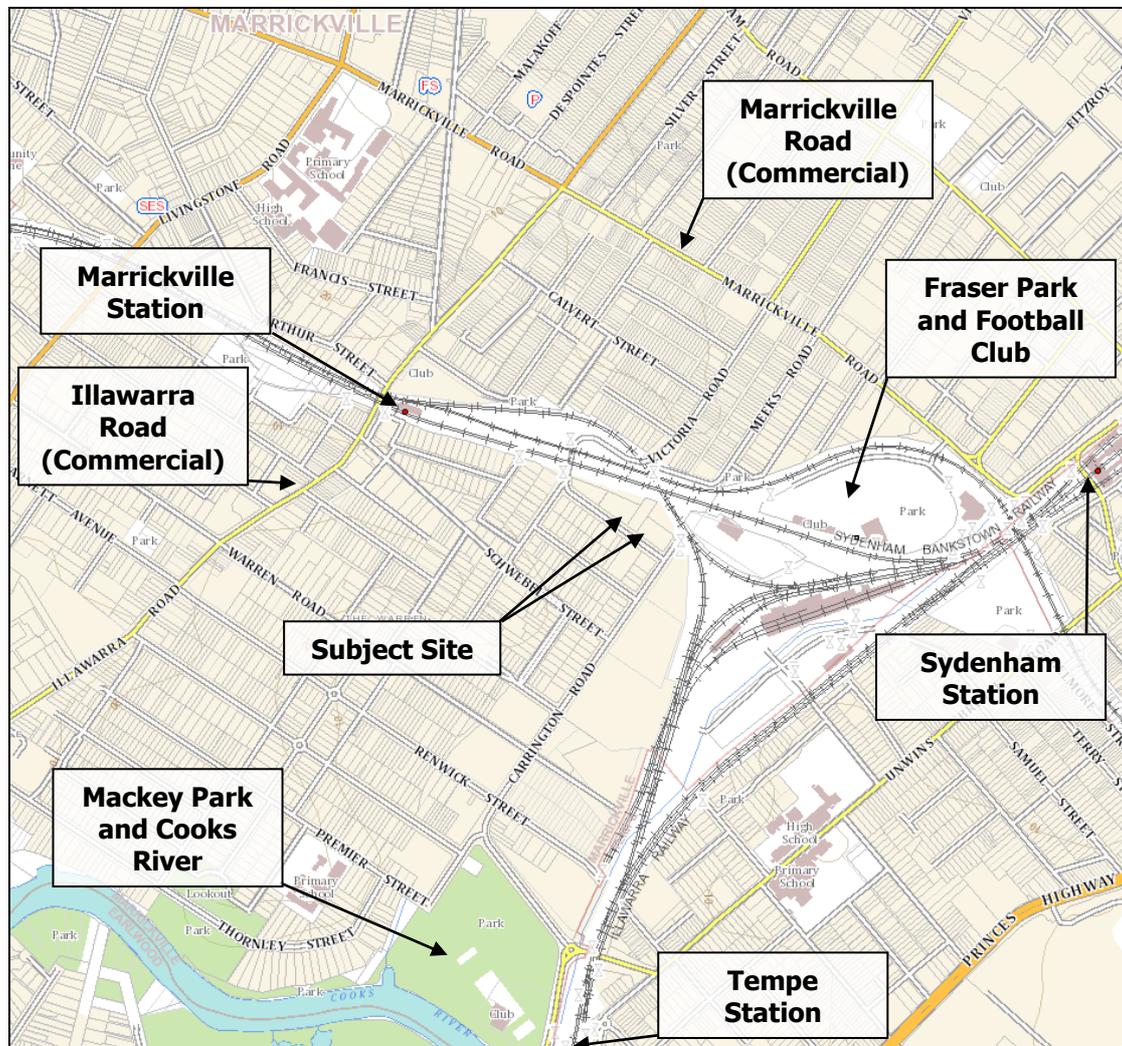


Figure 3. Context Map (SIX Maps 2018)

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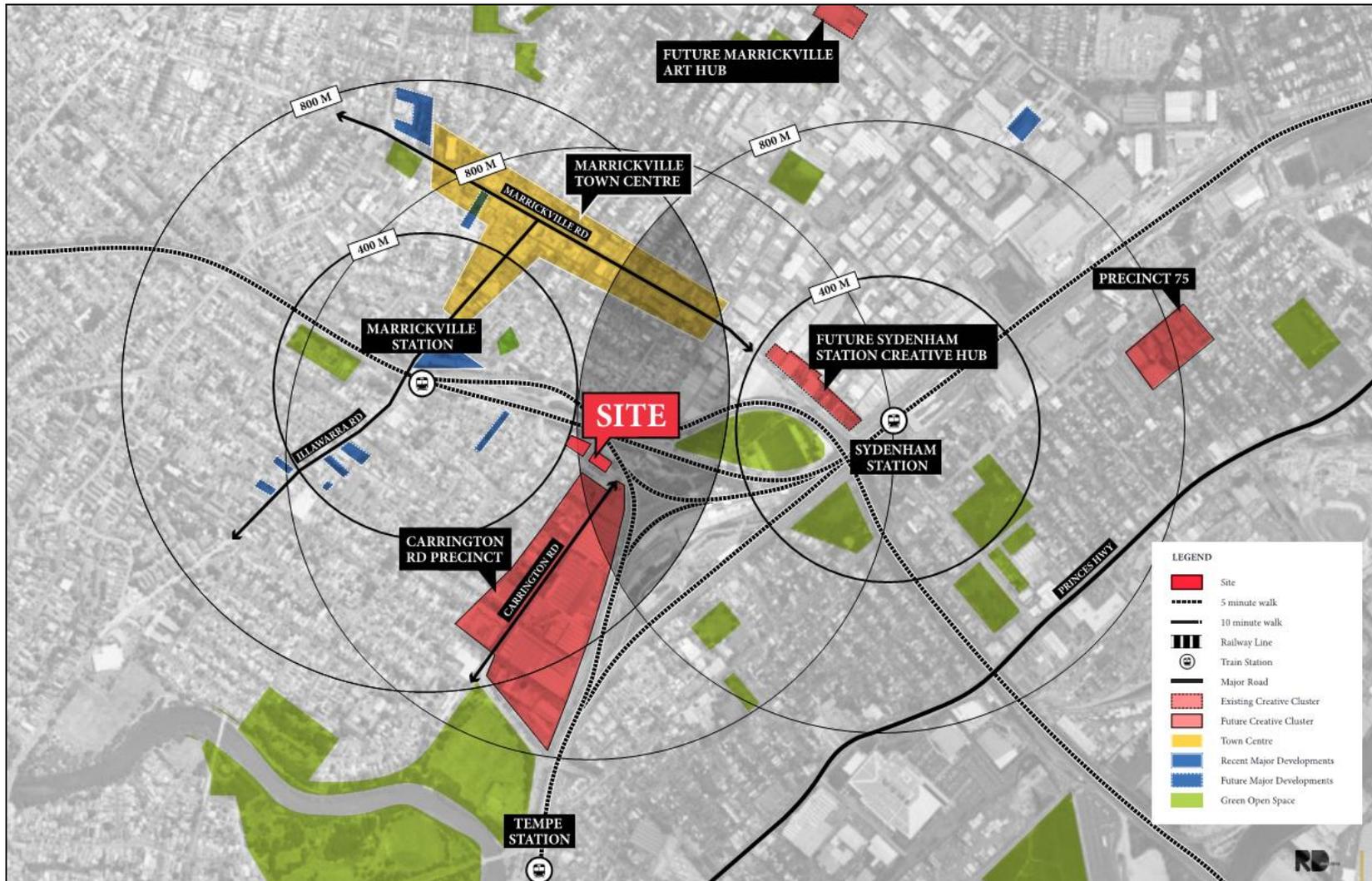


Figure 4. Strategic Context Map (Roberts Day 2019)

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Figure 5. Creative Businesses in Marrickville (Roberts Day 2019)

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### 1.3 PLANNING CONTEXT

#### 1.3.1 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

A rezoning application must have consideration to the objectives of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The objectives are as follows:

- (a) *to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,*
- (b) *to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,*
- (c) *to promote the orderly and economic use and development of land,*
- (d) *to promote the delivery and maintenance of affordable housing,*
- (e) *to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,*
- (f) *to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),*
- (g) *to promote good design and amenity of the built environment,*
- (h) *to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,*
- (i) *to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,*
- (j) *to provide increased opportunity for community participation in environmental planning and assessment.*

This submission has considered, and is consistent with, the objects of the EP&A Act, which have been addressed in the various sections of this report and summarised as follows:

- The site is not identified in proximity of any area of biodiversity and accordingly the proposal would not exhibit any adverse impact on the natural environment or other resources. Rather the proposal relates to a site that has been historically developed and forms part of an established urban area.
- The proposal would create opportunities for ecologically sustainable development that achieves economic, environmental and social objectives.
- The proposal would facilitate the orderly and economic use and development of land by enabling development in direct proximity of major public transport infrastructure, established employment-generating activities and residential development, and land designated for urban renewal.
- The proposal would support surrounding communities by providing diverse housing (including Build To Rent (BTR) live-work dwellings) and flexible industrial/warehouse space to accommodate current and projected growth in a highly accessible location.
- The subject site does not comprise heritage significance and therefore presents significant opportunity for renewal.
- By supporting the future development of the site, the proposal generates opportunity for the creation of a creative cooperative that delivers high quality design and high levels of amenity.

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### 1.3.2 MARRICKVILLE LOCAL ENVIRONMENTAL PLAN 2011

The site is subject to the provisions of MLEP2011. The aims of MLEP2011 are:

- (1) *This Plan aims to make local environmental planning provisions for land in that part of Inner West local government area to which this Plan applies (in this Plan referred to as Marrickville) in accordance with the relevant standard environmental planning instrument under section 33A of the Act.*
- (2) *The particular aims of this Plan are as follows:*
  - (a) *to support the efficient use of land, vitalisation of centres, integration of transport and land use and an appropriate mix of uses,*
  - (b) *to increase residential and employment densities in appropriate locations near public transport while protecting residential amenity,*
  - (c) *to protect existing industrial land and facilitate new business and employment,*
  - (d) *to promote sustainable transport, reduce car use and increase use of public transport, walking and cycling,*
  - (e) *to promote accessible and diverse housing types including the provision and retention of affordable housing,*
  - (f) *to ensure development applies the principles of ecologically sustainable development,*
  - (g) *to identify and conserve the environmental and cultural heritage of Marrickville,*
  - (h) *to promote a high standard of design in the private and public domain.*

The proposal is consistent with the aims of MLEP2011 as it seeks to facilitate the sustainable development and use of strategically-located land for higher densities of employment-generating activities and diverse housing, to meet the needs of local and regional populations, achieve a high quality urban environment and revitalise Marrickville.

Relevant zoning and development standards are summarised in the subsequent sections.

#### **Zoning and Permissibility**

The site is zoned *IN2 Light Industrial* pursuant to MLEP2011 (**Figure 6**).

The objectives of the IN2 zone are:

- *To provide a wide range of light industrial, warehouse and related land uses.*
- *To encourage employment opportunities and to support the viability of centres.*
- *To minimise any adverse effect of industry on other land uses.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.*
- *To support and protect industrial land for industrial uses.*
- *To provide business and office premises for the purposes of certain art, technology, production and design sectors.*
- *To enable a purpose-built dwelling house to be used in certain circumstances as a dwelling house.*

The future provision of an industrial-led creative cooperative is consistent with the IN2 zone objectives as it maintains the use of the site for light industrial and warehouse uses whilst enabling higher employment densities and greater flexibility in response to the changing nature of industry and growing demand from the art, technology, production and design sectors. The co-location of BTR hybrid live-work dwellings further responds to the rising

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demands of the creative sector, and through architectural design the compatibility of the range of uses on the subject and surrounding sites would be secured.

Within the IN2 zone the following are permissible without consent:

### ***Home occupations.***

Within the IN2 zone the following are permissible with consent:

*Depots; Dwelling houses; Garden centres; Hardware and building supplies; Hospitals; Industrial training facilities; Intensive plant agriculture; Kiosks; Landscaping material supplies; **Light industries**; Markets; Neighbourhood shops; Places of public worship; Plant nurseries; Roads; Sewage reticulation systems; Take away food and drink premises; Vehicle sales or hire premises; **Warehouse or distribution centres; Any other development not specified in item 2 or 4.***

Within the IN2 zone the following are prohibited:

*Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Eco-tourist facilities; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Function centres; Health services facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); **Industries**; Information and education facilities; Jetties; Marinas; Mooring pens; Moorings; Open cut mining; Passenger transport facilities; Port facilities; Public administration buildings; Recreation facilities (major); Recreation facilities (outdoor); Research stations; **Residential accommodation**; Restricted premises; **Retail premises**; Rural industries; Sewerage systems; Tourist and visitor accommodation; Vehicle body repair workshops; Waste or resource management facilities; Water recreation structures; Water supply systems; Wholesale supplies.*

Also of note, additional provisions apply to the following specific land uses of relevance:

- Home Businesses (type of Business Premises) – pursuant to Clause 5.4, *the carrying on of the business must not involve the use of more than 50 square metres of floor area.*
- Home Industries (type of Light Industry) – pursuant to Clause 5.4, *the carrying on of the home industry must not involve the use of more than 30 square metres of floor area.*
- Artisan Food and Drink Industry (type of Light Industry) – pursuant to Clause 5.4, *the floor area used for retail sales (not including any cafe or restaurant area) must not exceed:*
  - *11% of the gross floor area of the industry, or*
  - *400 square metres,**whichever is the lesser.*
- Business and Office Premises – pursuant to Clause 6.12, in the IN2 zone, Business or Office Premises *must be used for a creative purpose such as media, advertising, fine arts and craft, design, film and television, music, publishing, performing arts, cultural heritage institutions or other related purposes.*

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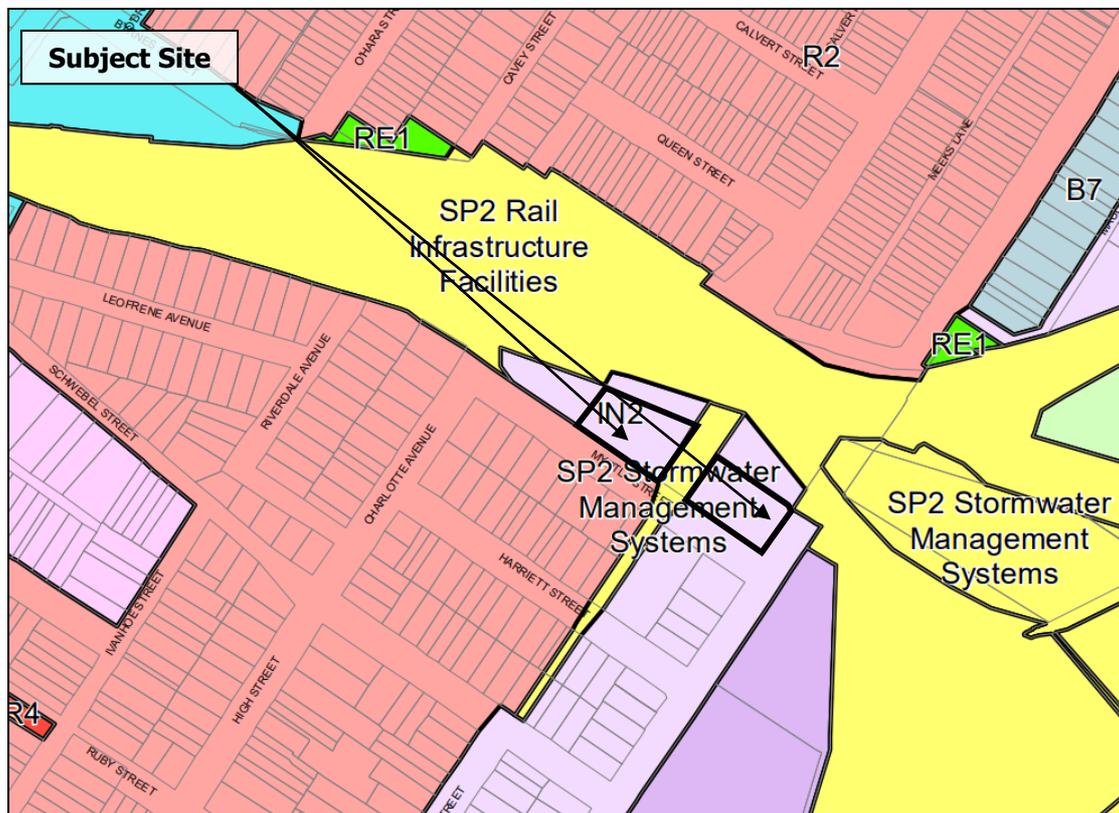
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Accordingly, Light Industry and Warehouse or Distribution Centres, as well as Business Premises and Office Premises used for creative purposes, are permitted with consent on the site. No changes to the zoning provisions would therefore be required to facilitate the flexible industrial/warehouse component of the envisaged scheme.

The live-work dwellings, being a key element of the hybrid creative cooperative, would however be defined as Residential Accommodation. All types of Residential Accommodation are currently prohibited on the site and therefore an Additional Permitted Use (APU) is proposed.

It is noted that Home Businesses, Home Industries and Home Occupations are already permitted on the site, meaning that the intended future use of the dwellings (once delivered in accordance with an APU for Residential Accommodation) for hybrid live-work purposes related to the creative sector, would be suitably enabled under the current zoning.

Further details of the proposed mix of land uses and required zoning provisions are provided in **Part C** of this report.



**Figure 6. Zoning Map (NSW Legislation 2018)**

### ***Minimum Subdivision Lot Size***

The site is not subject to a minimum lot size pursuant to MLEP2011.

No change to the minimum subdivision lot size control is required to support the proposed creative cooperative.

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### *Height of Buildings*

The site is not subject to a maximum building height pursuant to MLEP2011 (**Figure 7**).

To promote the efficient and sustainable use of land it is proposed to amend the Height of Buildings development standard, as described in **Part C**.



**Figure 7. Height of Buildings Map (NSW Legislation 2018)**

### *Floor Space Ratio*

The site is subject to a maximum FSR of 0.95:1 pursuant to MLEP2011 (**Figure 8**).

To support the orderly and economic development of land it is also proposed to amend the FSR development standard, as described in **Part C**.

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**Figure 8. Floor Space Ratio Map (NSW Legislation 2018)**

### ***Land Reservation***

The site is not subject to any land reservations identified in the relevant MLEP2011 map.

### ***Heritage Conservation***

The site is not identified as an item of environmental heritage or within a heritage conservation area.

The site does however directly adjoin Heritage Item I114, described as 'Stone house, including interiors' of local significance at 1 Myrtle Street (Lot 1 DP 774207).

The site is also located in proximity to Heritage Item I67, described as 'Sewage pumping station 271, chimney stack and two storey residence, including interiors' of State significance at Carrington Road (northern end) (Lot 1 DP 182542 and Lots 1 & 2 DP 744955).

The future development of the site for a creative cooperative is considered compatible with adjoining and nearby heritage items. If required to support future built form development, a Heritage Impact Statement would be prepared.

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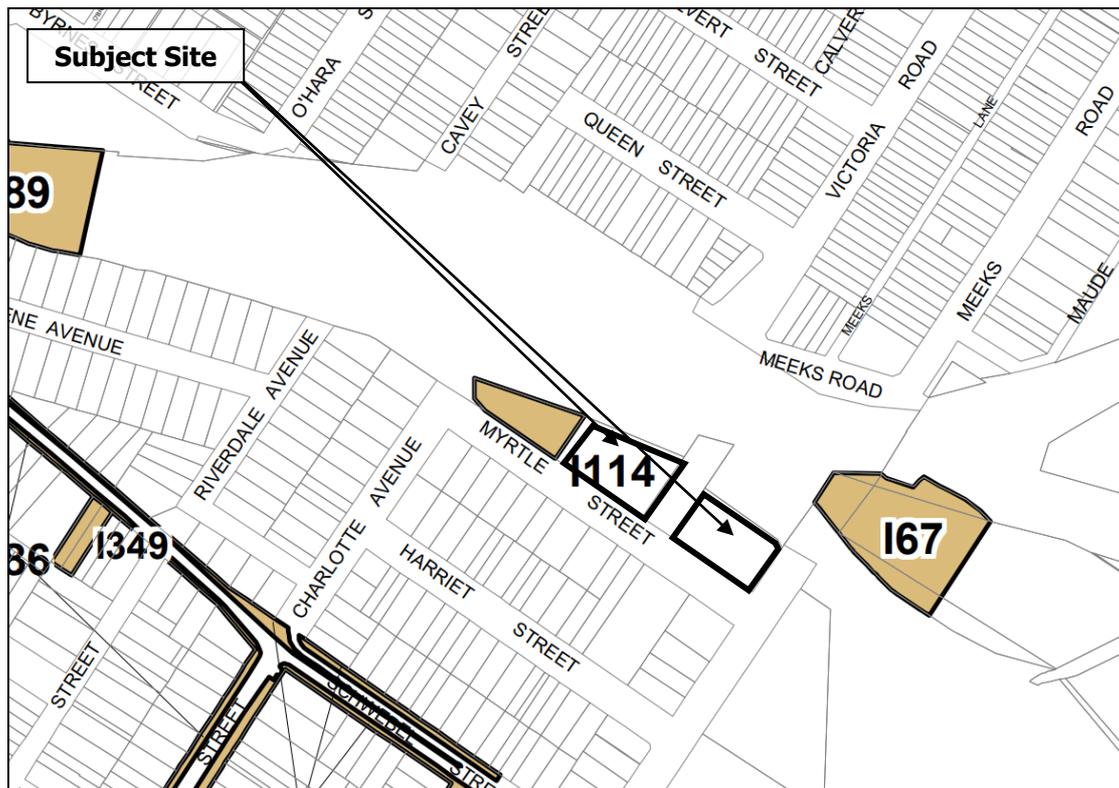


Figure 9. Heritage Map (NSW Legislation 2018)

### *Acid Sulfate Soils*

The site is identified as containing Class 2 acid sulfate soils in the relevant MLEP2011 map (Figure 10).

Any geotechnical testing required with respect to acid sulfate soils would be carried out prior to physical works occurring on the site. Further consideration of acid sulfate soils would be offered at the future DA phase, as required under Clause 6.1 of MLEP2011.

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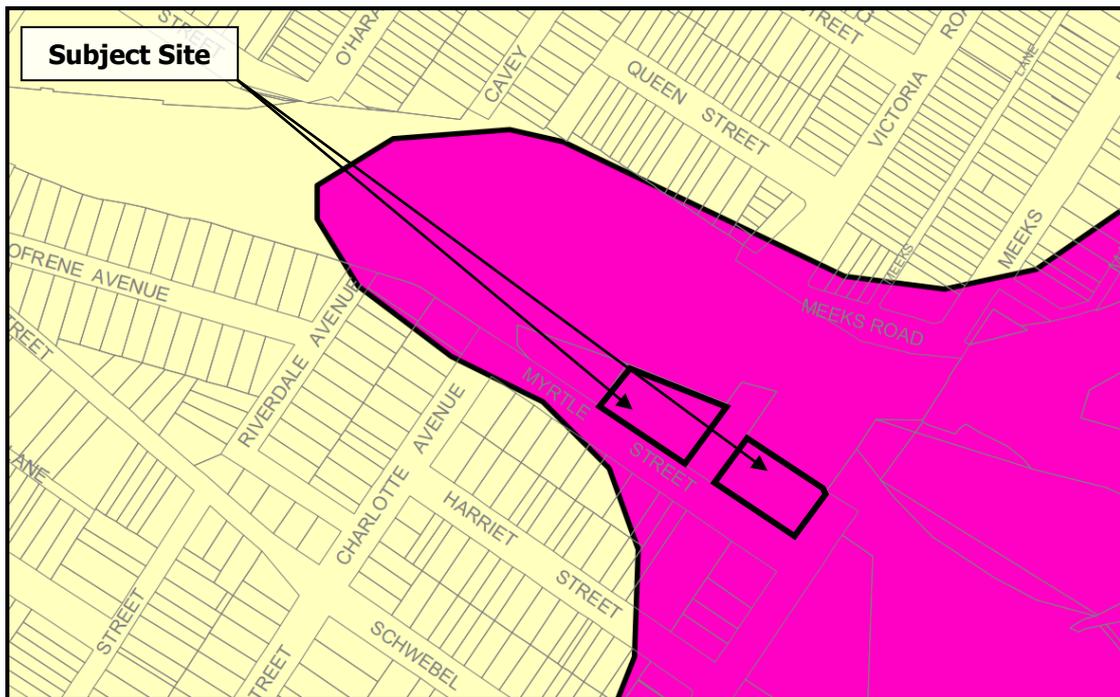


Figure 10. Acid Sulfate Soils Map (NSW Legislation 2018)

### Flood Planning

The site is identified as flood prone land pursuant to MLEP2011 (**Figure 11**).

The Flood Impact Assessment concludes the development will not have any unacceptable flood impacts. Further details are provided in **Section 4.3.2** and **Appendix 6**.

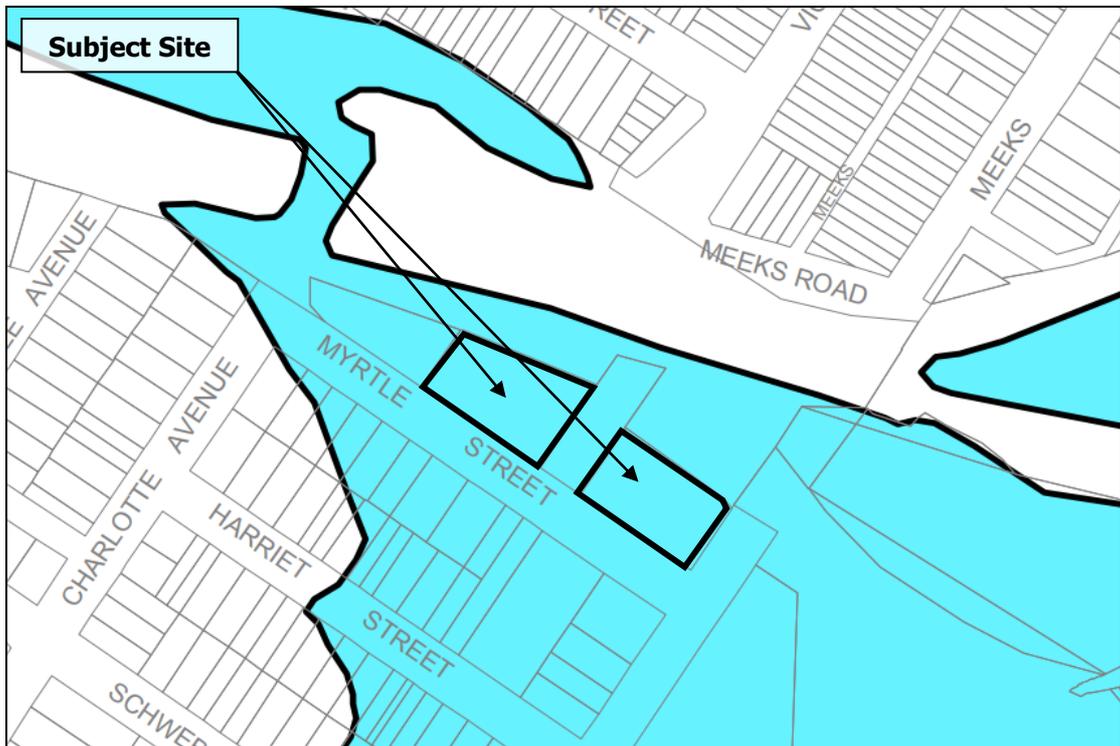


Figure 11. Flood Planning Map (NSW Legislation 2018)

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### ***Terrestrial Biodiversity***

The site is not identified as, or in proximity to, mapped terrestrial biodiversity pursuant to MLEP2011.

### ***Aircraft Noise and Airspace Operations***

The site is identified within an ANEF contour of 20 or greater and accordingly future development would need to be designed having regard to potential aircraft noise. Acoustic assessment to determine compliance with relevant Australian Standards would support the future DA.

### ***Foreshore Building Line***

The site is not identified as being affected by the foreshore building line pursuant to MLEP2011.

## **1.3.3 STATE ENVIRONMENTAL PLANNING POLICY NO. 65 DESIGN QUALITY OF RESIDENTIAL APARTMENT BUILDINGS**

*State Environmental Planning Policy 65 – Design Quality of Residential Apartments Buildings* (SEPP 65) contains nine (9) design principles aimed to ensure a high quality of residential apartment development. More detailed design criteria is provided in the Apartment Design Guide (ADG).

Future redevelopment of the site for a residential flat building, shop top housing and/or mixed use development comprising residential accommodation, is required to consider SEPP 65 and the ADG.

As detailed in the Urban Design Report at **Appendix 2**, the concept design is capable of compliance with the key requirements of the ADG, including with respect to building setbacks, building depth, visual privacy, open space, solar access, parking, apartment size and mix, and apartment design. Whilst detailed assessment of a proposed development for the site would be undertaken at the DA stage, the concept design demonstrates that future high density development on the site can be designed to provide a high level of amenity for residents of the subject and adjoining sites.

Similarly the potential of developing adjoining sites in accordance with the ADG has been demonstrated. Further details are provided in **Part C** of this report and **Appendix 2**.

## **1.3.4 DRAFT ENVIRONMENTAL PLANNING INSTRUMENTS**

The Explanation of Intended Effects (EIE) for a new Housing Diversity SEPP was exhibited 29 July 2020 to 09 September 2020, and submissions are currently under consideration by the Department of Planning, Industry and Environment (DPIE). The purpose of the proposed SEPP is to consolidate and update the Government's housing-related policies. It is proposed to introduce three (3) new land use terms to help facilitate housing projects that will stimulate economic recovery. BTR housing in particular has been identified as an opportunity for stimulus, and the new SEPP establishes a planning pathway to support developments of this type and incentivise institutional investment.

BTR offers a response to the growing need for secure, long term rental options. Under the EIE, BTR is described as purpose-built rental housing, held in single ownership and professionally managed. It is designed to attract institutional investment and provide for a more stable rental sector. BTR is generally:

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- High density development;
- Situated in well-located areas, close to transport and amenity;
- Funded by larger-scale institutional investors; and
- Focused on providing a good experience for tenants through the provision of on-site services and facilities, professional management and long-term leases.

BTR housing has the potential to provide long lasting community benefits, with greater housing choice for tenants who would have access to high-quality dwellings, in a stable rental environment. Increased rental security may also have wider social and economic benefits, with tenants better able to establish themselves in a community.

The Government is encouraging the development of BTR as it responds to the need for more rental housing during the recovery from COVID-19 and would generate more construction jobs. This Planning Proposal therefore responds to this mandate.

### 1.3.5 MARRICKVILLE DEVELOPMENT CONTROL PLAN 2011

*Marrickville Development Control Plan 2011* (MDCP2011) applies to land within the former Marrickville LGA and complements MLEP2011 by providing more detailed controls to guide development. The objectives of MDCP2011 are:

- To provide detailed design objectives and controls which encourage innovative design that positively responds to the character and context of the locality and which encourage high quality urban design outcomes. This information is provided for guidance only and does not form part of the legal document.*
- To ensure future developments consider the needs of all people who live, work and visit the Marrickville LGA, including people with a disability.*
- To maintain and enhance the environmental and cultural heritage of the Marrickville LGA.*
- To enhance the quality of life and the wellbeing of the local community.*
- To support the integration of transport and land use, including increased residential and employment densities in appropriate locations near public transport, while protecting residential amenity;*
- To promote sustainable transport, i.e. reduced car use and increased use of public transport, walking and cycling;*
- To ensure that development considers the principles of ecologically sustainable development, in particular energy, water and stormwater efficiency, solar access, waste reduction and local biodiversity.*
- To ensure that development positively responds to the qualities of the subject site and is appropriate for the site and its context.*
- To minimise negative impacts of development on the amenity of surrounding neighbourhood.*
- To provide guidelines for specific development types and development sites to ensure appropriate high quality development within the Marrickville LGA.*

Future development on the site would consider the objectives and provisions of MDCP2011.

Preliminary consideration of design parameters is offered in the Urban Design Report at **Appendix 2**, including with respect to building height, FSR, setbacks, building separation, solar access and the ADG.

A site-specific DCP (*'3 Myrtle Street & 3-5 Carrington Road Marrickville, Amendment No. 14 to Marrickville DCP 2011, Site-specific DCP, September 2020'*) has also been prepared to provide detailed provisions for the future development of the site in accordance with this Planning Proposal. A copy of the site-specific DCP is provided at **Appendix 10**.

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## **PART B OBJECTIVES OR INTENDED OUTCOMES**

### **2.1 OBJECTIVES AND INTENDED OUTCOMES**

The key objective of the proposed LEP amendment is to enable an appropriate density of development on the site and a compatible range of uses. This intended outcome would be achieved with respect to the following secondary objectives:

- Provide high density development on the site incorporating flexible industrial and warehouse space and a range of BTR 'live-work' dwellings, particularly tailored to the unique interface of creative industries, manufacturing and housing in the immediate area.
- Introduce a development that complements the range of surrounding land uses, integrates with the variety of built form densities in the general area, responds to the strategic location of the site and leverages new infrastructure investment (namely the Sydney Metro station at Marrickville).
- Pioneer an industrial-led creative cooperative in Australia, responding to international precedence in hybrid live-work concepts for creative sectors.
- Promote the sustainable use of land through appropriate development typologies and scales.
- Maintain light industrial and warehouse uses on the site whilst enabling higher employment densities and greater flexibility in response to the changing nature of industry and growing demand from creative sectors.
- Provide diverse new BTR housing in a highly accessible, established urban area to improve housing choice and affordability in the area and ultimately meet the housing needs of the growing community of creatives in the area.
- Activate the site and public domain at street level through new publicly-accessible open space, active ground floor uses, and high quality architectural design.
- Augment the amenity of the subject site whilst preserving the amenity of adjoining sites, including with respect to solar access, natural ventilation and privacy.
- Secure additional public benefit through a Voluntary Planning Agreement (VPA) addressing the securement of BTR live-work dwellings and allocation of affordable industrial/warehouse space.

The future development of the site would be subject to separate approval under a DA.

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## PART C EXPLANATION OF PROVISIONS

### 3.1 OVERVIEW

It is proposed to amend MLEP2011 in order to include additional building height, additional FSR and an APU, to support the future development of the site for an industrial-led creative cooperative.

As the majority of proposed 'creative' uses are already permitted with consent in the IN2 zone, required changes to the zoning provisions would be limited to an APU for Residential Accommodation or 'creative BTR'.

### 3.2 PROPOSED LAND USES

A range of land uses are being considered for inclusion on the site to create an industrial-led creative cooperative incorporating a range of creative spaces and mix of live-work opportunities.

The proposed uses, corresponding MLEP2011 land use definitions and current permissibility, are outlined in **Table 1**.

<b>Proposed Use</b>	<b>MLEP2011 Land Use Definition</b>	<b>Current Permissibility</b>
Flexible industrial space	Light Industry	Permitted with consent
	Artisan Food and Drink Industry (being a type of Light Industry)	Permitted with consent
Flexible warehouse space	Warehouse or Distribution Centre	Permitted with consent
Associated office space, collaborative spaces and break-out spaces	Office Premises	Permitted with consent <i>only</i> for creative purposes (Clause 6.12 of MLEP2011)
Creative business space	Business Premises	Permitted with consent <i>only</i> for creative purposes (Clause 6.12 of MLEP2011)
BTR live-work dwellings	Residential Accommodation	Prohibited
	'Creative BTR'	Prohibited
	Home Occupation	Permitted without consent
	Home Industry (being a type of Light Industry)	Permitted with consent
	Home Business	Permitted with consent

These flexible spaces and land use definitions are considered to accommodate and encompass the following, more specific, creative sector types:

- Architecture and design
- Marketing and PR
- Artists and photography
- Printing and publishing
- Music studios
- Textiles, fashion and jewelry
- Theatre props
- Art galleries

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- Food and beverage production
- Furniture, woodwork and leatherwork

Further to the above, to support the inclusion of BTR within the creative cooperative, a distinct land use definition is proposed; 'creative BTR'. It is considered that a new definition for 'creative BTR' would highlight the unique offering now proposed in the form of BTR live-work dwellings. This custom definition would reflect the unique characteristics key to the creative cooperative; being the provision of hybrid living and working accommodation and the BTR tenure type, and secure both the live-work dwelling concept and BTR in the one gazetted Planning Proposal.

Attributing a new land use definition to the proposed creative cooperative, is also anticipated to assist with the future diffusion of the concept as a model for effectively addressing the living and working needs of creatives and therefore promoting the growth of this priority industry sector.

In the instance the creation of a new land use definition was not considered timely in the context of this Planning Proposal, it is reiterated that the more generic existing definition for 'Residential Accommodation' would continue to support the envisaged live-work dwellings when combined with the definition of Light Industry (already permitted with consent) and complemented by mechanisms to secure live-work dwellings as BTR.

The zoning changes required to enable the above land uses on the site are considered in **Section 3.3** below.

### 3.3 AMENDMENT TO MARRICKVILLE LEP 2011 LAND USE ZONING

As outlined in **Section 3.2** above, the majority of proposed land uses are permissible with consent on the site pursuant to the current IN2 zoning. No rezoning would therefore be required with respect to the following uses:

- Flexible industrial and warehouse space with associated office and business spaces for creatives (defined as Light Industry, Warehouse or Distribution Centre, Office Premises and Business Premises);
- Home-based creative work (defined as Home Occupation, Home Industry and Home Business).

The exception is the live-work dwellings proposed to meet the unique needs of the growing creative community by offering a hybrid dwelling that fuses living with workspace. Accordingly, an APU is proposed for 'creative BTR'.

Alternatively, as discussed in **Section 3.2** above, the existing definition of Residential Accommodation would also encompass the proposed live-work dwellings. Pursuant to the dictionary of MLEP2011, *Residential Accommodation* is defined as follows:

***residential accommodation*** means a building or place used predominantly as a place of residence, and includes any of the following:

- (a) attached dwellings,
- (b) boarding houses,
- (c) dual occupancies,
- (d) dwelling houses,
- (e) group homes,
- (f) hostels,

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- (g) multi dwelling housing,
- (h) residential flat buildings,
- (i) rural workers' dwellings,
- (j) secondary dwellings,
- (k) semi-detached dwellings,
- (l) seniors housing,
- (m) shop top housing,

but does not include tourist and visitor accommodation or caravan parks.

To support the inclusion of 'creative BTR' or Residential Accommodation on the site as an APU, it is proposed to include the following clause in Schedule 1 of MLEP2011:

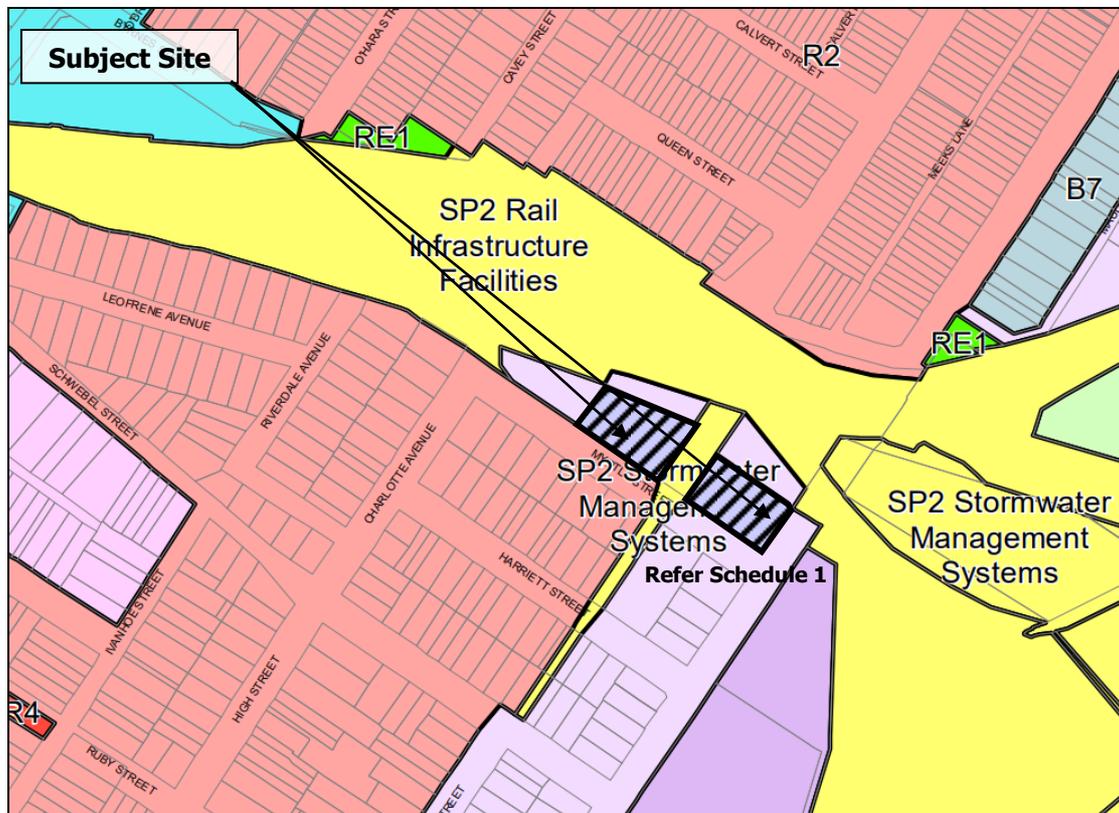
### **Schedule 1 Additional Permitted Uses**

#### **Use of certain land at 3 Myrtle Street and 3-5 Carrington Road, Marrickville**

- (1) This clause applies to land at 3 Myrtle Street and 3-5 Carrington Road, Marrickville, being Lot 3 DP 774207 and Lot 4 DP 774207, in Zone IN2 Light Industrial.
- (2) Development for the purposes of Creative Build To Rent (BTR) is permitted with consent.

As discussed above, if required the term 'creative BTR' could be substituted with 'Residential Accommodation'.

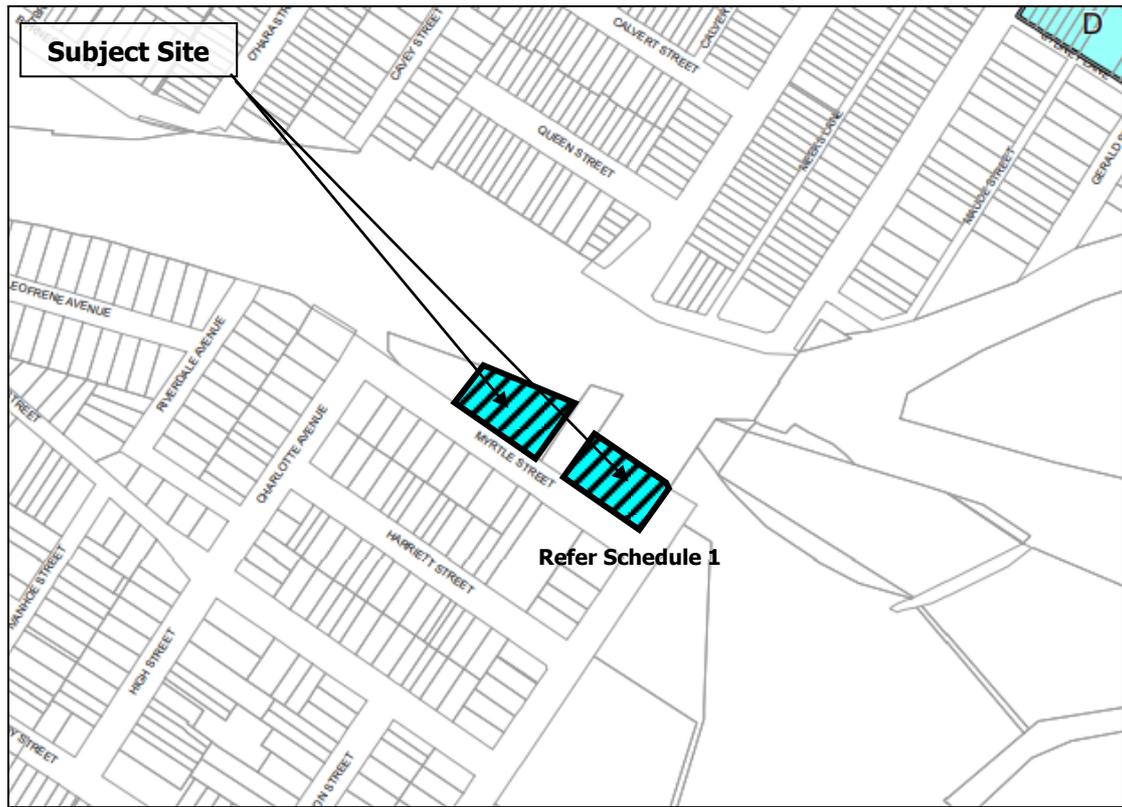
The required extent of the LEP amendment for an APU is shown in **Figures 12-13**.



**Figure 12. Proposed Zoning Map (NSW Legislation 2018)**

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**Figure 13. Proposed Key Sites Map (NSW Legislation 2019)**

The inclusion of 'creative BTR' or Residential Accommodation as an APU on the site would achieve the IN2 zone objectives, as summarised in **Table 2**.

<b>Table 2. MLEP2011 IN2 Zone Objectives</b>	
<b>IN2 Zone Objectives</b>	<b>Consistency of Proposed APU with IN2 Zone Objectives</b>
<i>To provide a wide range of light industrial, warehouse and related land uses.</i>	<p>The proposed industrial-led creative cooperative would retain light industrial and warehouse uses on the site in a variety of formats, including flexible ground and lower level spaces as well as home workspaces/studios within individual dwellings.</p> <p>The inclusion of live-work dwellings on the site in conjunction with light industrial and warehouse space is <i>key</i> to creating the hybrid live-work opportunities demanded by the creative sector.</p> <p>The variety of light industrial, warehouse and other work spaces incorporated in the concept would cater to a wide range of creative uses, as outlined in <b>Section 3.2</b> of this report.</p>
<i>To encourage employment opportunities and to support the viability of centres.</i>	The range of light industrial, warehouse and other creative spaces incorporated in the

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<b>Table 2. MLEP2011 IN2 Zone Objectives</b>	
<b>IN2 Zone Objectives</b>	<b>Consistency of Proposed APU with IN2 Zone Objectives</b>
	<p>envisaged industrial-led creative cooperative as either dedicated units, open-plan floor plates or within live-work dwellings, would support a range of employment-generating activities across a variety of creative sectors.</p> <p>The proposal would therefore support both a higher density <i>and</i> greater diversity of employment opportunities on the site, focused on creative industry sectors which are already highly prevalent in the area.</p>
<i>To minimise any adverse effect of industry on other land uses.</i>	<p>Consistent with the current range of permissible uses and LEP definition of Light Industry, the creative industries envisaged to be accommodated on the site would be highly compatible with other land uses on the subject and surrounding sites.</p> <p>The design and construction of the built form would promote the protection of amenity for the dwellings included in the concept as well as for residential properties in the vicinity of the site.</p>
<i>To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.</i>	<p>The APU for 'creative BTR' or Residential Accommodation is specifically proposed to enable housing to meet the day-to-day living needs of workers on the site and in the surrounding area. Creatives in particular require nuanced working and living environments that offer the advantages of co-location and hybrid live-work spaces.</p>
<i>To support and protect industrial land for industrial uses.</i>	<p>The envisioned industrial-led creative cooperative would maintain the use of the site for light industrial uses (particularly creative industries) whilst enabling higher employment densities and greater flexibility in response to the changing nature of industry and growing demand from creative sectors.</p> <p>The cooperative specifically responds to rising demand for live-work spaces that meet the needs of creative industries, yet are not yet formally recognized by current Planning controls.</p>
<i>To provide business and office premises for the purposes of certain art, technology, production and design sectors.</i>	<p>The flexible workspaces incorporated in the creative cooperative would support a variety of creative office and creative business</p>

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<i>Table 2. MLEP2011 IN2 Zone Objectives</i>	
<i>IN2 Zone Objectives</i>	<i>Consistency of Proposed APU with IN2 Zone Objectives</i>
	<p>functions, including for the art, technology, production and design sectors.</p> <p>The live-work dwellings have been designed to accommodate home office occupations, home businesses and home industries, as particularly demanded by certain creative industry sectors.</p>
<p><i>To enable a purpose-built dwelling house to be used in certain circumstances as a dwelling house.</i></p>	<p>Whilst the proposal does not relate to any 'purpose-built dwelling houses' within the meaning of MLEP2011, this objective nevertheless demonstrates that the inclusion of housing within the IN2 zone is anticipated by Council and DPIE.</p> <p>This reflects the historic mix of land uses in the area, and the ongoing transitional character and role of Marrickville's light industrial areas in accommodating work spaces and housing in close proximity of each other.</p> <p>The proposed live-work dwellings reflect this hybrid of work and living and respond to the demand for such a concept demonstrated through the often informal live-work options sought by creatives.</p>

Accordingly, an APU for 'creative BTR' or Residential Accommodation on the site within the IN2 zone is considered appropriate, having regard to the following matters:

- As outlined in **Table 2**, the proposed APU would achieve the objectives of the IN2 Light Industrial zone.
- Residential accommodation, in the form of creative BTR, would integrate with the range of other uses already permitted in the IN2 zone.
- All other proposed uses are already permitted with consent, demonstrating the primary suitability of the IN2 zone for facilitating the envisaged development of the site for an industrial-led creative cooperative.
- Consistent with the intent of the IN2 zone, the proposed live-work dwellings would assist in the meeting the unique and growing needs of the creative sector for co-located spaces conducive to both living *and* working.
- Accordingly, the proposed APU would complement the role and function of Marrickville's light industrial areas, which already comprise a high share of creative industries (though often in informal live-work spaces).

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- Whilst maintaining the potential for the site to support a higher density and diversity of light industry, warehousing and related employment-generating activities, live-work dwellings would allow the site to *also* contribute to the delivery of new, diverse and affordable housing.

For the reasons outlined above, the proposal is considered highly appropriate and desirable for the site and also for the surrounding area.

**3.4 AMENDMENT TO MARRICKVILLE LEP 2011 HEIGHT OF BUILDINGS**

Amendment is sought to Clause 4.3 Height of Buildings of MLEP2011 in order to achieve the objectives of the proposal, being the future development of the site for an industrial-led creative cooperative.

Pursuant to Clause 4.3 of MLEP2011 the site is not currently subject to a maximum building height.

To support the envisaged development and range of uses on the site, it is requested to amend the provisions of Clause 4.3 to provide a 42m maximum building height for the site. This would enable the future development of the site for nine (9) storey buildings, which is conducive to the creation of a creative cooperative to support the living and working needs of the growing creative sector.

As demonstrated in **Table 3**, the existing objectives of Clause 4.3 would not be altered by this proposal but rather would be achieved by the amendment.

<b>Table 3. MLEP2011 Height of Buildings (Clause 4.3) Objectives</b>	
<b>Height of Buildings Objectives</b>	<b>Consistency of Proposed Building Height with Objectives</b>
<i>(a) to establish the maximum height of buildings,</i>	This Planning Proposal seeks to establish a maximum building height over the site to guide future development.
<i>(b) to ensure building height is consistent with the desired future character of an area,</i>	<p>The site context exhibits a transitional character, being situated at the interface of industrial and residential areas and also directly adjoining rail infrastructure. New mixed use development with building heights up to 10 storeys are situated within 400m walking distance of the site (toward Marrickville train station and local centre).</p> <p>Accordingly a transition to greater built form densities and greater land use intensities may already be observed in the nearby area.</p> <p>Additionally, urban renewal is a common objective for land along railway lines and in proximity to train stations. Renewal, inclusive of higher density built form and mixed uses, is particularly promoted in strategic plans in association with Sydney Metro and other major government infrastructure projects.</p> <p>The proposed building height would therefore</p>

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<b>Table 3. MLEP2011 Height of Buildings (Clause 4.3) Objectives</b>	
<b>Height of Buildings Objectives</b>	<b>Consistency of Proposed Building Height with Objectives</b>
	integrate with new and emerging development in close proximity to the site, reflects strategic objectives for development along railway lines, and leverages new infrastructure investment (namely the Sydney Metro station at Marrickville).
<i>(c) to ensure buildings and public areas continue to receive satisfactory exposure to the sky and sunlight,</i>	Through site planning and architectural design based on site and context analysis, future built form on the site may be sited and designed to maintain suitable levels of solar access to surrounding residential development and open space.  Solar Amenity Studies are documented in the Urban Design Report at <b>Appendix 2</b> .
<i>(d) to nominate heights that will provide an appropriate transition in built form and land use intensity.</i>	The site and immediately-surrounding area are zoned for a combination of industry, infrastructure and residential development. Within 400m walking distance of the site (toward Marrickville train station and local centre), new mixed use development with building heights up to 10 storeys provide higher densities and greater intensities of land use.  The building height proposed for the subject site therefore presents the opportunity to create a transition along the railway corridor, between existing multi-storey mixed use development in the local centre and surrounding residential and industrial areas.  The stepped design of the concept development would concentrate the highest elements in the centre of the site and adjacent to the railway line. Lower building elements and open space would be provided adjacent to the existing residential property to the north-west and the street frontage. The design of the built form would therefore provide an effective height transition.

The required extent of the LEP amendment for additional building height is shown in **Figure 14**.

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**Figure 14. Proposed Height of Buildings Map (NSW Legislation 2018)**

**3.5 AMENDMENT TO MARRICKVILLE LEP 2011 FLOOR SPACE RATIO**

To achieve the objectives of the proposal, it is also required to amend Clause 4.4 Floor Space Ratio of MLEP2011 to allow increased density.

Pursuant to Clause 4.4 of MLEP2011 the site is currently subject to a 0.95:1 maximum FSR, which restricts the viability of developing the site.

To facilitate the redevelopment of the site for an industrial-led creative cooperative, it is requested to amend the provisions of Clause 4.4 to provide a 4.65:1 maximum FSR.

As demonstrated in **Table 4**, the existing objectives of Clause 4.4 would not be altered by this proposal but rather would be achieved by the amendment.

<b>Table 4. MLEP2011 FSR (Clause 4.4) Objectives</b>	
<b>FSR Objectives</b>	<b>Consistency of Proposed FSR with Objectives</b>
<i>(a) to establish the maximum floor space ratio,</i>	This Planning Proposal seeks to establish a maximum FSR over the site to guide future development.
<i>(b) to control building density and bulk in relation to the site area in order to achieve the desired future character for different areas,</i>	As described above in the context of the objectives for the Building Height standard, the site context exhibits a transitional character defined by industrial, residential and infrastructure developments, as well as new high-density mixed-use development within short walking distance. Strategic Planning objectives also emphasise the concentration of urban renewal and higher-

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<b>Table 4. MLEP2011 FSR (Clause 4.4) Objectives</b>	
<b>FSR Objectives</b>	<b>Consistency of Proposed FSR with Objectives</b>
	<p>density mixed-use development along rail corridors, around train stations and in association with Sydney Metro.</p> <p>The proposed FSR would therefore support an appropriate building density and bulk, such that development on the site integrates with new and emerging development in close proximity to the site, reflects strategic objectives for development along railway lines, and leverages new infrastructure investment (namely the Sydney Metro station at Marrickville).</p>
<p>(c) to minimise adverse environmental impacts on adjoining properties and the public domain.</p>	<p>Through site planning and architectural design based on site and context analysis, future built form on the site may be sited and designed to avoid adverse environmental impacts, instead maintaining suitable levels of amenity for surrounding residential development and open space, including with respect to solar access, privacy, views and visual impact.</p> <p>Solar Amenity Studies are documented in the Urban Design Report at <b>Appendix 2</b>.</p>

The required extent of the LEP amendment for additional FSR is shown in **Figure 15**.



**Figure 15. Proposed Floor Space Ratio Map (NSW Legislation 2018)**

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### 3.6 CONCEPTUAL BUILT FORM

To test the suitability of the site for high density development with a maximum height of 42m and 4.65:1 FSR, a concept development scheme has been prepared by Roberts Day and is detailed in **Appendix 2**.

The concept design has been informed by detailed site analysis and consideration of the surrounding context in order to provide an optimal development outcome that capitalises on the strategic potential of the land, uplifts the surrounding public domain and provides a high level of amenity.

As outlined in the Urban Design Report (**Appendix 2**), the built form is the outcome of a detailed design process. Commencing with the built form recommendations of the *Sydenham to Bankstown Corridor Strategy*, a 12 storey building envelope was extruded over the site. The height was then reduced to nine (9) storeys in order to optimise solar amenity, provide a more effective height and façade transition, achieve consistency with the 5-10 storey built form character of mixed use development in emerging metro corridors and transit-oriented local centres, and ultimately produce a functional, highly-amenable and good quality urban design outcome.

The compression of the western elevation, stepping of the built form, cantilevering of the eastern elevation, configuration of internal spaces, maximisation of green spaces through publicly-accessible ground level open spaces and upper-level & rooftop communal spaces, and façade design, further enhance the ultimate urban design outcome for the site and its surrounds.

The design of the development also responds to key findings from analysis of local and global precedents where industrial and residential uses have worked alongside each other. Common design takeaways include:

- Separate employment and residential entrances for both pedestrians and vehicles;
- Thick slabs between the two uses for sound attenuation;
- Residential dwellings set back on street frontage to minimise noise from employment activity;
- Private residential roof terraces or communal areas located away from employment uses;
- Parking and/or vehicular access can be used as an acoustic buffer between the uses;
- Podiums can provide two functions: both separating the employment and residential uses, as well providing outdoor communal space;
- Use of double-glazing and winter-gardens on upper residential floors; and
- Employment plant located away from residential uses.

Specifically, the concept scheme incorporates two (2) buildings, separated by the Sydney Water Canal.

Flexible industrial/warehouse space is proposed at the ground level of both buildings, a combination of industrial/warehouse space and live-work dwellings are proposed for Levels 1 and 2, and Levels 3-9 are proposed to include live-work dwellings exclusively. Two (2) basement levels are proposed beneath each of the buildings for the purpose of car parking and bicycle parking.

A stepped built form is envisaged (3 storeys to 9 storeys), providing a transition in height and scale and protecting the amenity of existing residential development in the vicinity, existing and proposed open spaces and the new residential dwellings to be provided on the site.

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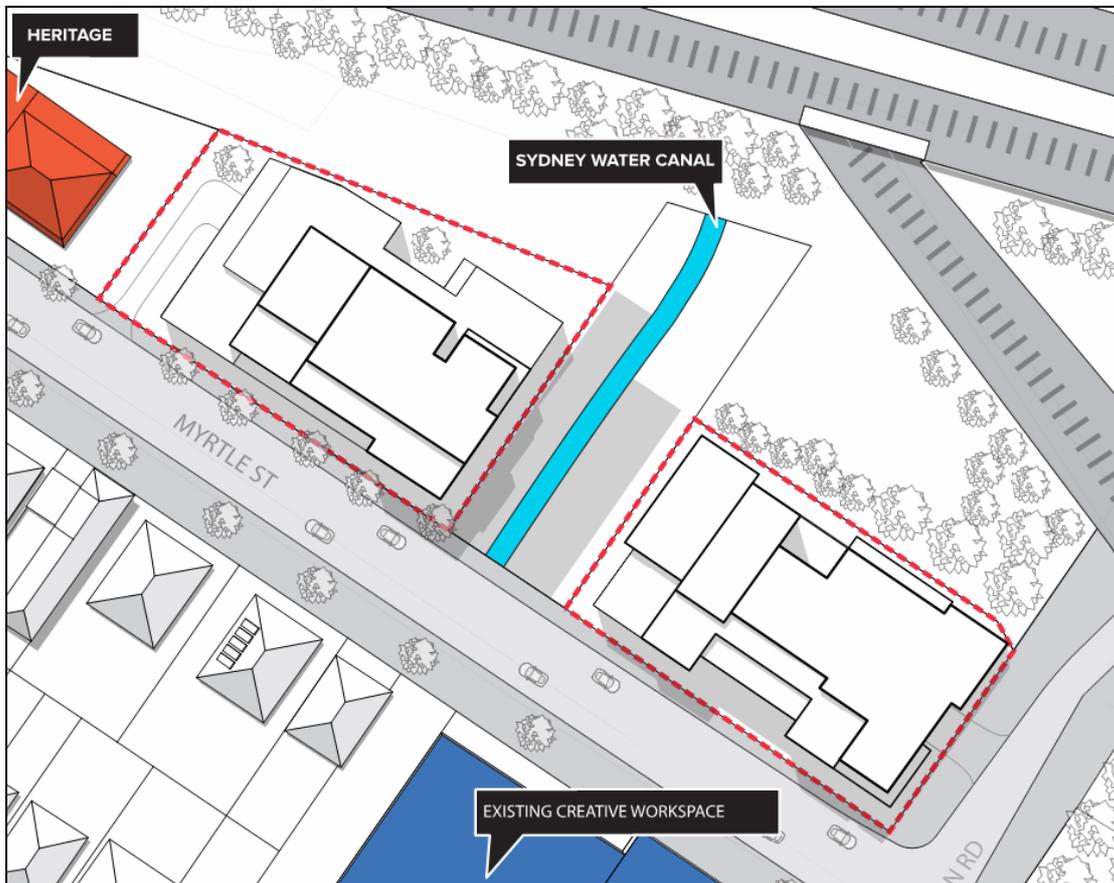
The proposed mix of land uses and concept design also accord with the seven (7) principles of the 'Better Placed' Draft Design Policy, as detailed in **Appendix 2**.

Development particulars for the concept scheme are summarised in **Table 5**.

**Table 5. Concept Design (Roberts Day 2020)**

<b>Planning Metric</b>	<b>Concept Proposal</b>
Site Area	3,768m <sup>2</sup>
GFA – Industrial/Warehouse	5,565m <sup>2</sup>
GFA – BTR Live-Work Dwellings ('Hybrid Residential')	11,960m <sup>2</sup>
Dwelling Yield	175-225 dwellings
GFA – Total	17,525m <sup>2</sup>
FSR	4.65:1
Building Height	42m (9 storeys)

The concept design for the future development of the site is shown in **Figures 16-21**.

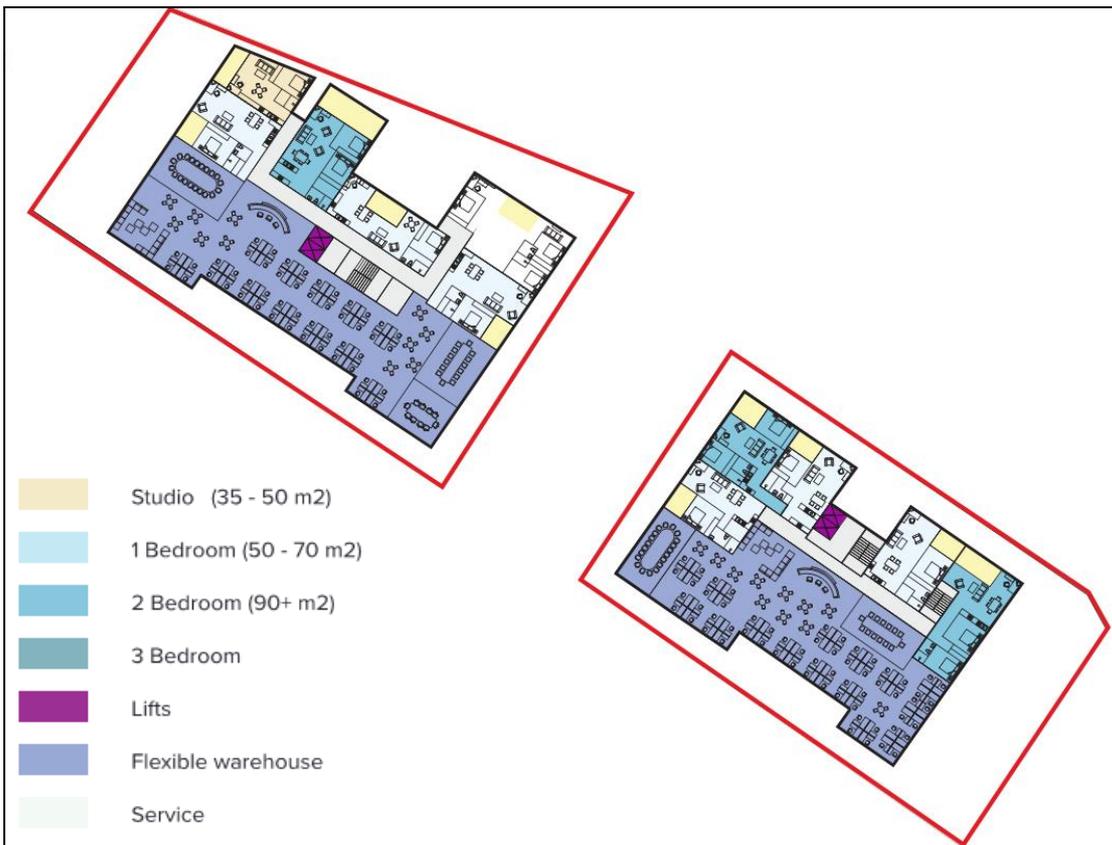


**Figure 16. Concept Site Plan (Roberts Day 2019)**



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**Figure 19. Indicative Floor Plan and Land Use Mix – Level 1-2 (Roberts Day 2019)**



**Figure 20. Indicative Floor Plan and Land Use Mix – Level 3-9 (Roberts Day 2019)**

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**Figure 21. Visualisation (Roberts Day 2019)**

### 3.7 PUBLIC DOMAIN AND LANDSCAPE

The industrial-led creative cooperative sought to be delivered through the proposed LEP amendments, would significantly improve the quality of the public domain adjacent to the site. The proposal would also create new public spaces *within* the site, to expand the scale of the public domain to the benefit of the local community.

An activated public domain would be achieved through:

- New ground-level publicly-accessible open space;
- Active frontages at street level;
- Orientation of buildings to address the street, canal and open space; and
- Landscaping.

The 'greening' of the street frontage and canal corridor would contribute to the fine grain and human scale of the streetscape and boost tree canopy cover. Terrace and rooftop gardens would also contribute to the urban tree canopy, positively contributing to microclimate, biodiversity and habitat, whilst optimising opportunities for social interaction amongst residents and workers.

The activation of the public domain, including landscaping, is visually depicted in **Figures 22-25**.

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**Figure 22. Visualisation – Streetscape Presentation (Roberts Day 2019)**



**Figure 23. Visualisation – Streetscape Presentation and Publicly-Accessible Open Space (Roberts Day 2019)**

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Figure 24. Visualisation – Active Frontages (Roberts Day 2019)



Figure 25. Visualisation – Publicly-Accessible Open Space (Roberts Day 2019)

### 3.8 DESIGN PARAMETERS AND ADG COMPLIANCE

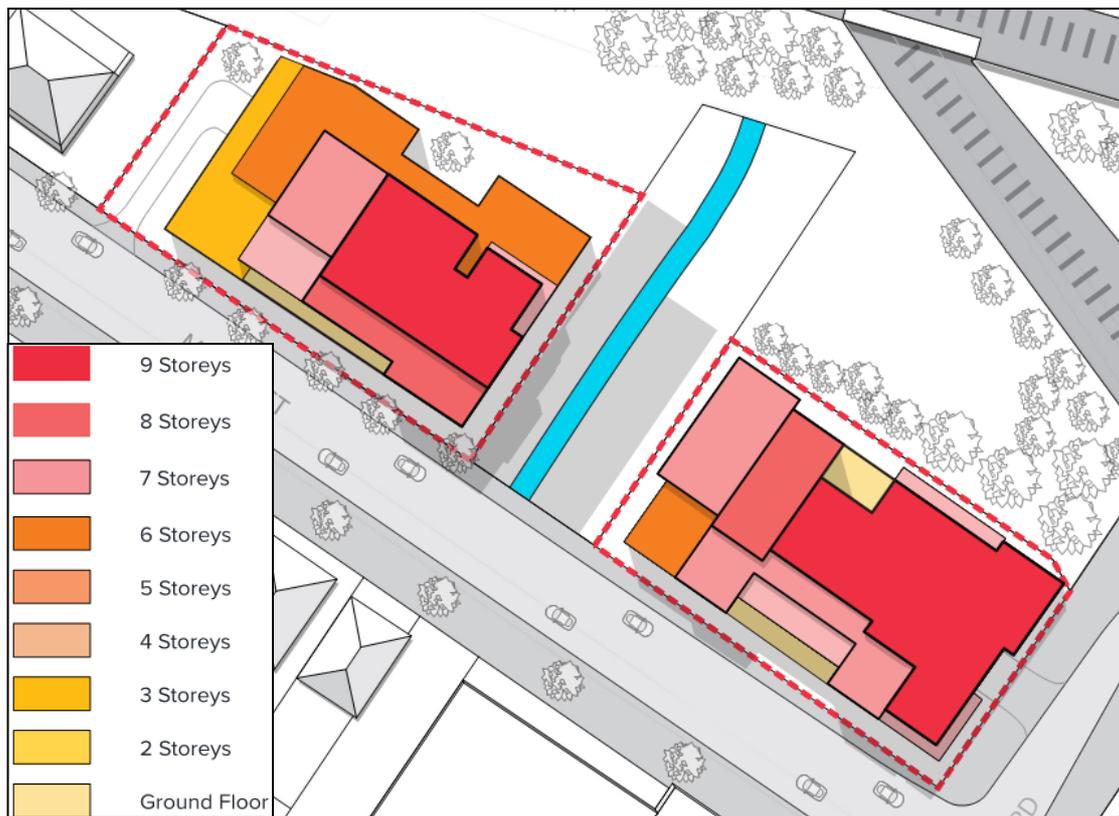
The capability of the concept design complying with the ADG has been confirmed within the Urban Design Report at **Appendix 2**, including in respect to building setbacks, building depth, visual privacy, open space, solar access, parking, apartment size and mix, and apartment design.

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Whilst detailed assessment of a proposed development for the site would be undertaken at the DA stage, the concept design demonstrates that future mixed use development on the site can be designed to provide a high level of amenity for residents of the subject and neighbouring sites.

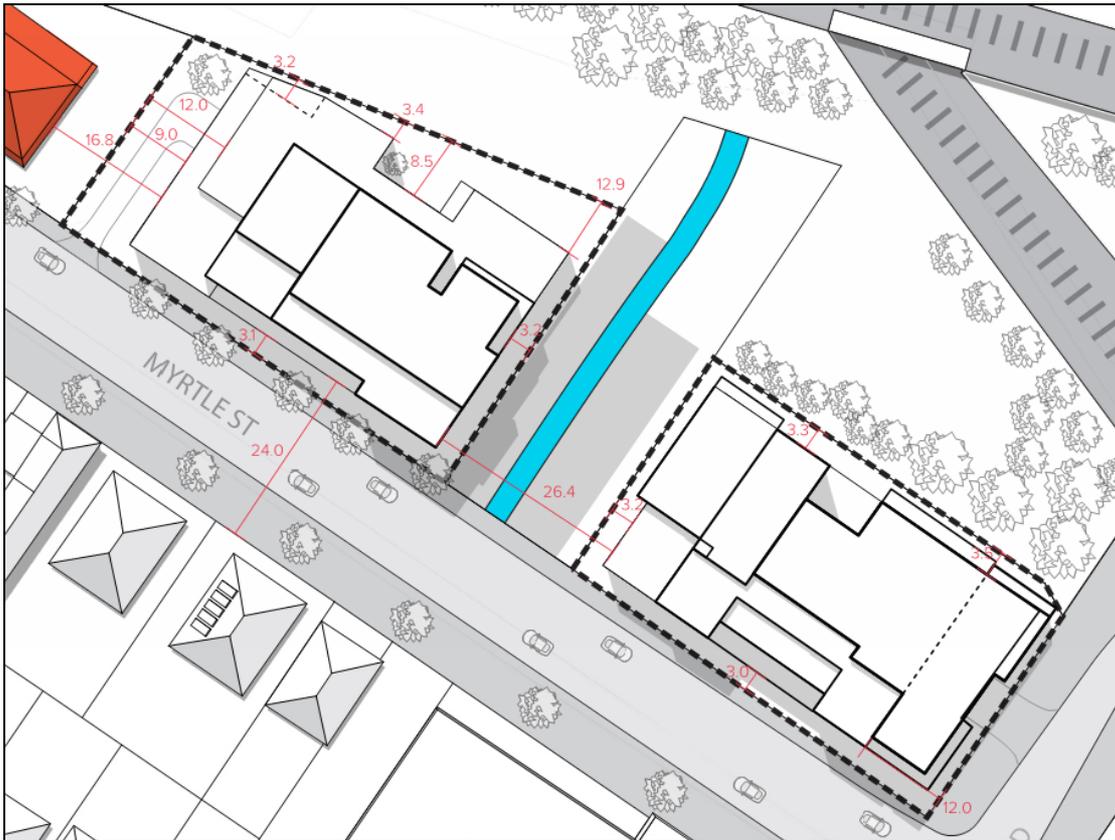
Key design parameters for the concept development are shown in **Figures 26-27**. It is noted that the building separation distances shown in **Figure 27** comply with the ADG.



**Figure 26. Building Height Plan (Roberts Day 2019)**

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**Figure 27. Setbacks and Building Separation (Roberts Day 2019)**

### 3.9 VOLUNTARY PLANNING AGREEMENT

A draft VPA Offer has been prepared to ensure the proposal provides significant public benefit through the securement of BTR live-work dwellings and allocation of affordable industrial/warehouse space.

Additionally, there may be opportunity to deliver 15% affordable units, with affordable floor space pegged at an agreed rate to deliver on key Council and State government objectives of housing affordability.

A copy of the VPA offer is included at **Appendix 7**. The finalisation of the VPA will form the subject of ongoing discussion with Inner West Council.

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## PART D JUSTIFICATION FOR PROPOSED LEP AMEDMENT

### 4.1 NEED FOR THE PLANNING PROPOSAL

The DPIE document *A Guide to Preparing Planning Proposals* includes the following questions in describing the need for the Planning Proposal.

#### 4.1.1 IS THE PLANNING PROPOSAL A RESULT OF ANY STRATEGIC STUDY OR REPORT?

The proposed amendment to MLEP2011 for additional building height, additional FSR and an APU, to support the development of an industrial-led creative cooperative on the site, aligns with a number of State, regional and local strategic studies and reports, as outlined in the following sections.

##### 4.1.1.1 NSW STATE PRIORITIES

Eighteen (18) state priorities are being actioned by the NSW Government to *make this state of ours even better*. The priorities have been categorised under the following headings:

- *Strong budget and economy*
- *Building infrastructure*
- *Protecting the vulnerable*
- *Better services*
- *Safer communities*

The future provision of high density development on the site for the purpose of an industrial-led creative cooperative would achieve a number of Priorities, as outlined below.

##### ***Making it Easier to Start a Business***

In recognition of the job creation, boosted productivity and economic strength associated with business start-up investment, the government seeks to create a business-friendly environment for entrepreneurs.

The envisioned creative cooperative would incorporate a range of flexible work spaces suited to various creative businesses and entrepreneurs. The dedication of affordable industrial/warehouse space and delivery of BTR live-work dwellings would particularly target start-ups and create an environment accessible to start-ups.

##### ***Encouraging Business Investment***

The government seeks to attract and grow business, create jobs and enhance prosperity.

The industrial-led creative cooperative would maintain employment uses on the site through ground and lower level industrial/warehouse space and work spaces incorporated in live-work dwellings. This would support economic investment and job creation, in accordance with the government's economic priorities.

##### ***Improving Road Travel Reliability***

As part of improving the overall efficiency and reliability of the State's transport network, the government has prioritised encouraging commuters to use public transport and to undertake off-peak travel more often. Combined with building extra road capacity, this would enable

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business and the community to move around the city with greater ease, reducing travel times, boosting productivity and reducing business costs.

The site is located in proximity of established and planned public transport infrastructure, including existing Marrickville train station and Sydney Metro. The site is also highly walkable and cycleable, owing to the proximity of transit hubs, established local centres, transitioning employment and creative precincts, and existing pedestrian and cycle routes.

New creative industrial and hybrid residential development on the site would therefore promote the use of active transport modes for future workers, residents and visitors. Additionally, the need to travel at all would be reduced through the co-location of working and living opportunities on the site.

### ***Increasing Housing Supply***

The government seeks to support continued housing growth across NSW, with additional housing supply to place downward pressure on house prices.

The delivery of 175-225 new dwellings, which would be enabled through this Planning Proposal, would contribute to increased housing supply in a strategic location with immediate access to transport infrastructure, employment and the services required to meet the day-to-day needs of the future community.

Specifically, the proposal would incorporate a new typology of 'live-work' dwelling tailored to the needs of creatives. All dwellings would be delivered on a BTR basis, thereby securing rental accommodation in perpetuity.

The proposal would therefore assist in meeting the diverse housing needs of Sydney's existing and growing population, and in particular the Inner West's growing creative community.

### ***Increasing Cultural Participation***

The government recognises that participation in the arts promotes personal and collective wellbeing, as well as contributing strongly to an innovative and robust local economy.

By facilitating the redevelopment of the site for a creative cooperative, the proposal would support the delivery of flexible industrial/warehouse spaces and live-work opportunities, that specifically respond to the unique requirements of the creative industries.

## **4.1.1.2 DIRECTIONS FOR A GREATER SYDNEY**

Directions for a Greater Sydney outlines a set of common guiding principles that will help navigate the future of Greater Sydney and ensure it is a great place to live, for us and future generations.

The ten (10) key directions include:

- *A city supported by infrastructure*
- *A city for people*
- *Housing the city*
- *A city of great places*
- *Jobs and skills for the city*
- *A well connected city*
- *A city in its landscape*

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- *An efficient city*
- *A resilient city*
- *A collaborative city*

In accordance with these directions, the future industrial-led creative cooperative (to be facilitated through the additional height, FSR and APU proposed under this Planning Proposal), would provide new employment and housing in an established area that is serviced by established and future infrastructure.

The proposed range of flexible industrial/warehouse spaces and live-work dwellings would generate new employment opportunities, specifically meet the unique working and living requirements of creatives, augment the amenity of the site and immediate neighbourhood, and align with the transitioning 'creative' role of the Inner West's employment precincts.

Growth would therefore be aligned with existing and planned infrastructure, ensuring the new community would be supported by all infrastructure and services required to facilitate liveability, productivity and sustainability. In this regard, high-density mixed-use development on the site would contribute to the realisation of the '30 minute city'.

Through the delivery of 175-225 dwellings, the proposal would also contribute to meeting supply targets, placing downward pressure on prices to improve affordability, and diversifying housing choice. Hybrid 'live-work' dwellings in a range of unit sizes and delivered as BTR, would assist in accommodating a variety of price-points and meeting the needs of Sydney's diverse and growing population, including the specific housing needs of the Inner West's growing creative community.

Through providing diverse new housing and jobs in a vibrant mixed use environment that is supported by public transport and other key infrastructure, the proposal would assist in creating a community for people. The site would become a great place to live, work, visit and socialise, being defined by design excellence, high quality public spaces, opportunities for planned and spontaneous social interaction, walkability, cycleability and creativity.

### 4.1.1.3 GREATER SYDNEY REGION PLAN

The *Greater Sydney Region Plan- A Metropolis of Three Cities* represents an amendment to *A Plan for Growing Sydney*. The Plan outlines a vision for Sydney to 2056, defined by three (3) cities; the Western Parkland City, the Central River City, and the Eastern Harbour City. The Plan seeks to foster productivity, liveability and sustainability, to be achieved through the '30 minute city' model by which more than 60% of people live within 30 minutes of jobs, education, health facilities and services. The creation of the 30 minute city is to be promoted through infrastructure investment and coordinated transport and land use planning.

The ten (10) directions underpinning the Plan emphasise infrastructure delivery, increasing housing choice, creating walkable neighbourhoods and 'great places to live', supporting economic growth, and promoting environmental sustainability. Overall, the Plan aims to accommodate an additional 725,000 dwellings and 817,000 new jobs.

For the purpose of the Plan, Sydenham to Bankstown (which incorporates Marrickville and the subject site) is identified as a mass transit corridor, a corridor for transit oriented development and an urban renewal corridor (refer **Figures 28-30**).

Pursuant to Objective 10 of the Plan, more housing is to be delivered in the 'right locations'. Opportunities for urban renewal are to be recognized in conjunction with the location and capacity of existing and proposed infrastructure. Where there is significant investment in

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mass transit corridors, urban renewal may best be investigated in key nodes along the corridor. Locational criteria for urban renewal include:

- Alignment with infrastructure, including Sydney Metro.
- Accessibility to jobs.
- Accessibility to regional transport.
- Catchment areas in walking distance of centres offering transit options.
- Walking and cycling networks.

Additionally, under Objective 14 transit corridors are expressly identified in the context of integrating land use and infrastructure planning and recognised as being critical in the creation of 30-minute cities. This is in turn key to realising the Plan's Productivity Priorities.

In accordance with the identification of Marrickville as part of the Sydenham to Bankstown urban renewal corridor designated for transit oriented development in conjunction with the delivery of Sydney Metro, the subject site presents opportunity for new development that contributes to the required jobs and housing growth.

The site meets the locational criteria for urban renewal and new housing, and therefore the proposed addition of residential accommodation on the site would achieve the objectives of the Plan.

Further, the proposed introduction of BTR specifically aligns with Objective 11 of the Region Plan which outlines a number of mechanisms to promote housing diversity and affordability for low and moderate income earners (such as creatives), including innovative rental models within purpose-designed rental buildings ('build to rent') close to public transport and centres. By safeguarding against the Strata Titling of individual units, the proposed BTR scheme would secure the live-work dwellings in perpetuity and avoid the future dilution and gentrification of the rental accommodation or light industrial space by market housing.

Together, the maintenance of employment on the site *and* provision of new housing would contribute to the creation of the 30 minute city owing to the immediate proximity of the site to jobs, services and transport infrastructure.

Importantly, the supply of urban services and employment lands would *not* be eroded as a result of the proposal. The maintenance of the IN2 Light Industrial zoning over the site would retain the numeric area of employment land in Marrickville and increase employment densities. The envisioned industrial-led creative cooperative, whilst introducing a residential component to the site, would dually provide opportunity for higher employment densities and more diverse industries to be supported. The proposal therefore offers an innovative solution to retaining and managing employment lands in accordance with Objective 23 of the Plan.

Additionally, Objective 23 of the Plan acknowledges the range of uses, including creative and new economy uses, required to be accommodated by industrial and urban services land. Mixed light industry, new economy and creative uses are identified under the heading of 'location and infrastructure requirements' as requiring a small number of purpose-built factory buildings, typically surrounded by residential uses with access to public transport.

Being situated at the interface of residential and industrial areas and in short walking distance of public transport, the site is ideally situated to accommodate creative industries. The co-location of housing on the site in the form of live-work dwellings would further enhance the mix of employment and residential opportunities available to the creative industry in the area. As such, the envisioned purpose-built, industrial-led, creative cooperative reflects the objectives of the Plan.

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Further, the importance of accommodating creative industries is emphasised in Objective 24 of the Plan which expressly identifies creative industries as one of five priority sectors targeted for growth. The *Jobs for the Future* report by Jobs for NSW, identifies creative industries as one of 11 segments that NSW should target as part of its whole-of-government agenda to create one million new, globally-competitive and resilient jobs in NSW by 2036.

Similarly, Objective 9 of the Plan seeks to support creative industries and innovation. Artistic, cultural and creative works, particularly where visible and accessible, are recognised as contributing to local identity and great places, boosting the economy and attracting investment. Creative industries have a growing role in the region's productivity, with creativity, entrepreneurship, technical ability and collaboration being essential skills for the future workforce. To achieve these liveability benefits and productivity outcomes, multi-functional and shared spaces are required, with opportunities for artists and makers to live, work and learn locally. The provision of arts and creative spaces in areas experiencing significant urban renewal will support local identity. Reducing the regulatory burden for creative uses is essential.

The proposed industrial-led creative cooperative would deliver a variety of flexible spaces conducive to the needs of different creative sectors. As well as including a range of multi-functional, shared and visible *workspaces*, the cooperative would integrate opportunities for creatives to live *and* work on the one site through co-located live-work dwellings.

The delivery of such spaces and opportunities would support existing creative industries in the area by enabling access to appropriate facilities and new opportunities, foster the growth and expansion of the creative industries in the Inner West, allow for creatives to be 'less hidden' (noting that currently a lack of suitable and affordable spaces forces creatives to 'invent' informal live-work spaces), introduce a public interface to creative spaces to encourage awareness and involvement in the arts and culture, and invite interaction between workers and residents prompting the benefits of collaboration and general social interaction.

Overall, the site and proposed industrial-led creative cooperative are therefore consistent with the Region Plan and deliver on a number of the Plan's objectives, particularly as they relate to the Sydenham to Bankstown urban renewal and transit corridor, the provision of new and diverse housing supply in the right locations, the creation of the 30 minute city through the suitable location of housing, jobs, services and infrastructure, the maintenance and management of employment lands, targeting priority sectors (namely creative industries), and supporting the growth of creative industries through the provision of suitably-designed and located facilities offering flexible live-work opportunities.

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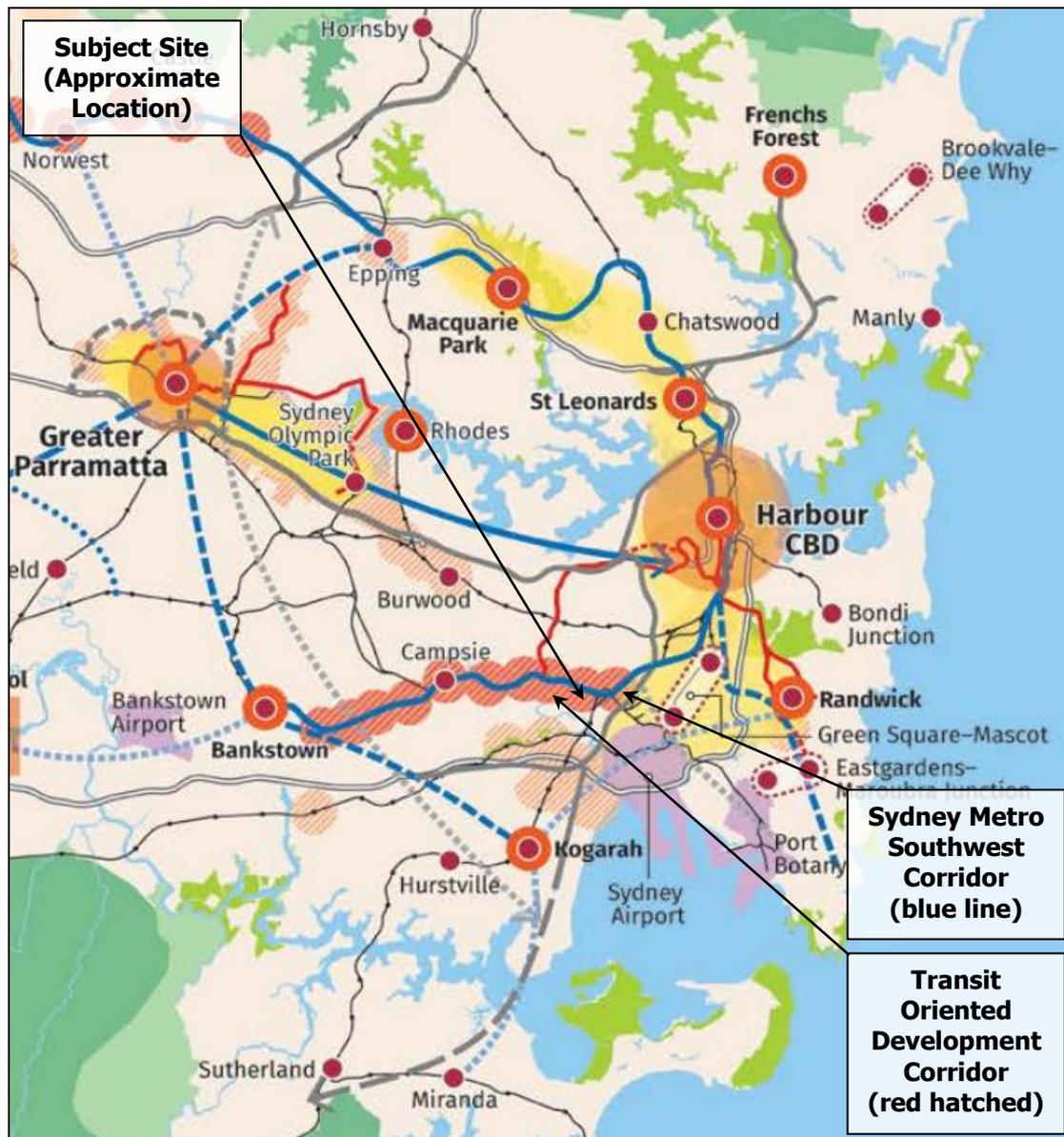


Figure 28. Three Cities Vision (Greater Sydney Commission 2018)

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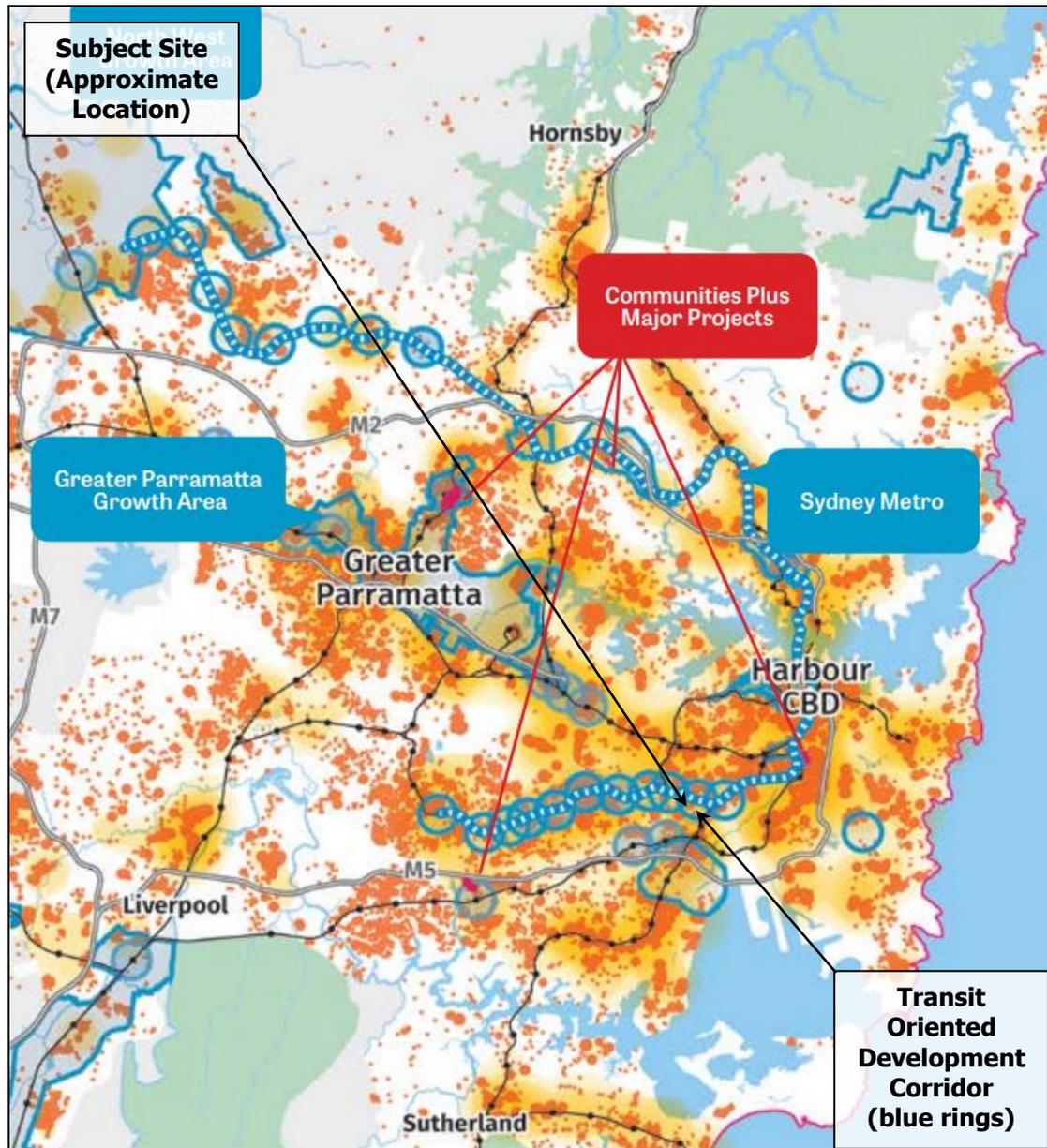


Figure 29. Urban Renewal Locations (Greater Sydney Commission 2018)

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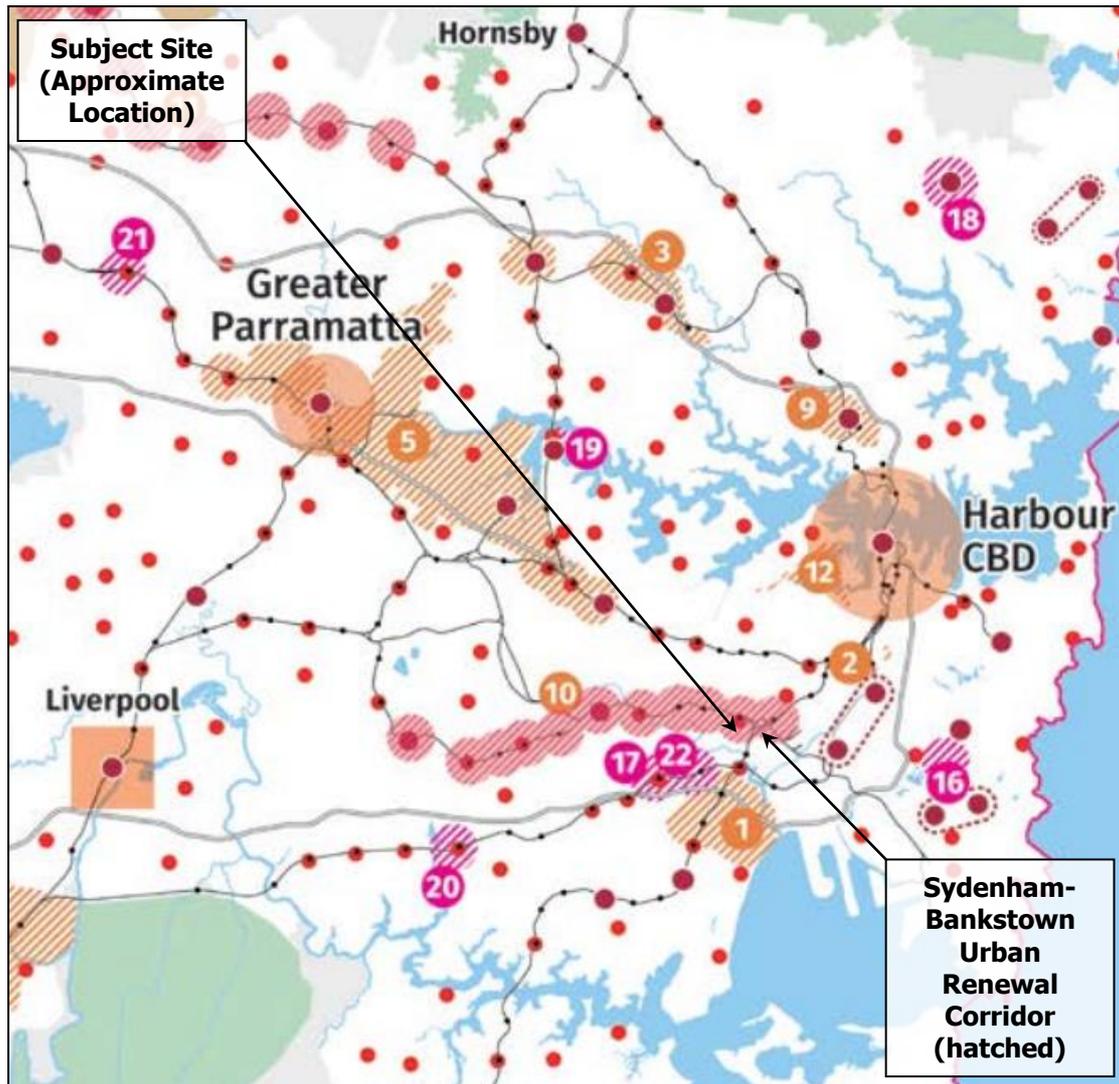


Figure 30. Urban Renewal Locations (Greater Sydney Commission 2018)

### 4.1.1.4 EASTERN CITY DISTRICT PLAN

The Eastern City District Plan has been designed to provide a 'bridge' between regional and local level planning, and assist in the *implementation* of strategic envisioning.

Marrickville is situated in the Eastern City District, which is envisioned as an 'economic powerhouse' complemented by liveable neighbourhoods and iconic places. Innovation, creative industries, knowledge-intensive jobs, economic development and a night-time economy, are to be supported. At the same time, urban renewal will deliver new housing close to transport and other infrastructure. Overall, 325,000 additional people and 157,500 additional dwellings are projected for the Eastern City district by 2036.

The Plan establishes a number of priorities and actions to guide growth, development and change, relating to infrastructure & collaboration, liveability, productivity and sustainability. The priorities and actions relevant to the subject site, wider Inner West area, and proposed development are discussed as follows.

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### ***Infrastructure and Collaboration***

Additional infrastructure and services are required to support Sydney's growth, and in turn infrastructure investment will contribute to the shape and connectivity of Greater Sydney. Planning for infrastructure requires coordination across all levels of government, industry and the community.

The Sydenham to Bankstown Urban renewal Corridor is recognized as a collaborative process.

The proposed development would support the transformation that is being pursued by various levels of government in conjunction with the major transport investment in Sydney Metro. The development would effectively align jobs and housing growth with new infrastructure, in accordance with Planning Priorities E1 and E2.

### ***Liveability Priorities***

Pursuant to Planning Priority E5, additional housing in the right locations to improve diversity and affordability coordinated with infrastructure and services, is required in response to population growth and demographic change. 157,500 additional homes will be required across the district by 2036, including 5,900 homes in Inner West LGA by 2021. A target for 5-10% of new residential floor space to provide affordable rental housing has been established. Urban renewal corridors, including Sydenham to Bankstown, are earmarked for concentrations of new housing. Key to liveable places are walkability, cycleability, a fine grain urban form and land use mix.

Being identified within the Sydenham to Bankstown Urban Renewal Corridor (**Figure 31**), the site is ideally located for new housing in accordance with the criteria for 'more housing in the right locations' established under Planning Priority E5). By providing new residential accommodation in conjunction with flexible industrial/warehouse space, the proposed industrial-led creative cooperative on the site would accommodate a wide range of people, as required by the Plan's Priorities. Housing affordability and choice would therefore be improved through the injection of additional housing supply and dwelling diversity. In particular, the delivery of BTR hybrid live-work dwellings, would respond to the unique housing needs of the creative community.

The proximity of the site to public transport (Marrickville train station and Sydney Metro) as well as existing and future jobs and services, contributes to a connected, walkable, cycleable and highly amenable urban environment that would be further enhanced through new hybrid creative industrial and residential development.

This also reflects Planning Priority E4 which aims to foster healthy, creative, culturally-rich and socially-connected communities, partly through providing capacity for creative industries, arts and cultural uses to locate near to major cultural institutions, for example in the Inner West and Sydenham to Bankstown.



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enable housing in short walking distance of Marrickville centre and within a light industrial precinct, whilst retaining the supply of land available for employment and suitably co-existing with a wide range of light industrial activities (in particular creative industries).

This also reflects Planning Priority E12 which seeks to retain and manage industrial and urban services land whilst suitably responding to the changing nature of this economic sector as new industries emerge with different requirements.

As noted above, the existing supply of IN2-zoned land would be maintained as a result of the proposal. The range of light industrial, warehouse and other creative spaces incorporated in the envisaged industrial-led creative cooperative as either dedicated units, open-plan floor plates or within live-work dwellings, would support a range of employment-generating activities across a variety of creative sectors. The proposal would therefore support both a higher density *and* greater diversity of employment opportunities on the site, focused on creative industry sectors which are already highly prevalent in the area. On this basis, the proposal is entirely consistent with Planning Priority E12 and the District Plan's approach to employment lands.

### ***Sustainability Priorities***

As well as growing, landscapes, waterways and biodiversity should be protected and enhanced and efficiency and resilience promoted. Sustainability also requires the protection of open spaces and building design that promotes energy and water efficiency.

The redevelopment of the site for higher-density, hybrid industrial, creative and residential development would augment the efficiency with which land is used through the diversification and densification of uses that are highly compatible with surrounding development and coordinated with supportive infrastructure. The redevelopment of land that has been historically developed would promote the creation of a better quality environment built on the principles of sustainability.

### **4.1.1.5 CULTURAL INFRASTRUCTURE PLAN 2025+**

*Cultural Infrastructure Plan 2025+* has been developed by Create NSW to ensure that all NSW benefits from cultural infrastructure. The Plan articulates the strategic priorities for NSW to be a place where:

- *Culture is recognised as an integral part of communities and a key element of creating great places for people to live, work, visit, play and do business. Cultural infrastructure planning is integrated with state and local planning processes.*
- *Everyone can access the infrastructure they need to make culture part of their everyday lives.*
- *There is an increased availability of affordable, fit-for-purpose and sustainable space to support growth of the cultural sector and creative industries.*
- *Cultural infrastructure delivery and funding is supported by partnerships across NSW Government, local councils, cultural organisations, philanthropists and business.*
- *Greater Sydney's three cities become a leading cultural capital in the Asia-Pacific and continue to grow the visitor economy, employment and growth.*
- *Creativity and access to culture thrives across NSW through a strategic and coordinated approach to cultural infrastructure planning.*

Creative industries employ 212,600 people and are growing at an average rate of 2.9% each year. Growth and productivity of the cultural sector is however limited by a lack of access to affordable space. There is strong demand for more flexible spaces which support a broad range of needs. In response to this growth, the increasingly important role of creative

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industries in NSW' economy, and the ongoing transitioning of the economy, Strategic Priority 3 seeks to increase the availability of affordable, fit-for-purpose and sustainable space to support growth of the cultural sector and creative industries. The following identifies core needs for cultural sector infrastructure:

- *Formality – The need for informal spaces that facilitate creative experimentation, innovation, knowledge exchange and informal learning, as well as formal spaces for presentation, broad social recognition and critique.*
- *Scale – The need for spaces that can accommodate a broad variety of solitary and communal cultural production and expression.*
- *Affordability – The need for spaces that are affordable for the entire creative community.*
- *Geography – The need for spaces located in all urban and regional environments where creative workers live, visit or work.*
- *Suitability – The need for spaces that are flexible and usable for a broad range of cultural needs, as well as fit-for-purpose spaces designed for modes of cultural expression with specific requirements.*
- *Modes of participation – The need for spaces for the consumption and sharing of cultural product, as well as space for its production such as industrial facilities.*
- *Access – The need for spaces that facilitate access to cultural activity, such as affordable housing for artists, as well as spaces that are accessible to specific communities or individuals, as well as open, public access spaces.*
- *Timing – The need for spaces that operate at all times of the day, depending on need and context.*
- *Connectivity – The need for spaces that facilitate the sharing and exchange of cultural expression occurring in other locations, such as cultural clusters and the internet.*

The proposed industrial-led creative cooperative has been designed having regard to the core needs of the creative industries. In accordance with identified needs, the cooperative incorporates a range of formal and informal, flexible and purpose-built, spaces of varying scales to accommodate a wide range of creative industry sectors and associated activities.

The dedication of affordable industrial/warehouse space and the delivery of BTR live-work dwellings, would improve access to affordable space for the creative community. Additionally, the live-work dwellings have been designed to offer a more affordable option so that creatives requiring only small-scale workspaces avoid the need to separately lease a home *and* a workspace (or alternatively 'make do' with 'informal' hybrid live-work situations).

The proximity of the site to public transport infrastructure and the services of a local centre, whilst being at the interface of light industrial and residential areas and immersed in the Inner West's growing network of dispersed and clustered creative industries, provides a geography and levels of access and connectivity, that are ideal for the establishment of an industrial-led creative cooperative.

Accordingly, the proposed industrial-led creative cooperative would contribute to achieving the priorities for cultural infrastructure and creative industries in NSW.

### 4.1.1.6 SYDNEY METRO

Sydney Metro encompasses 31 stations along a 66km route extending from Cudgegong Road in Sydney's north-west to Bankstown, via Macquarie Park, Chatswood, North Sydney Sydney CBD and Sydenham. Sydney Metro is being delivered in three (3) stages, being the Northwest (Stage 1 – currently under construction), City & Southwest (Stage 2 – early works underway)

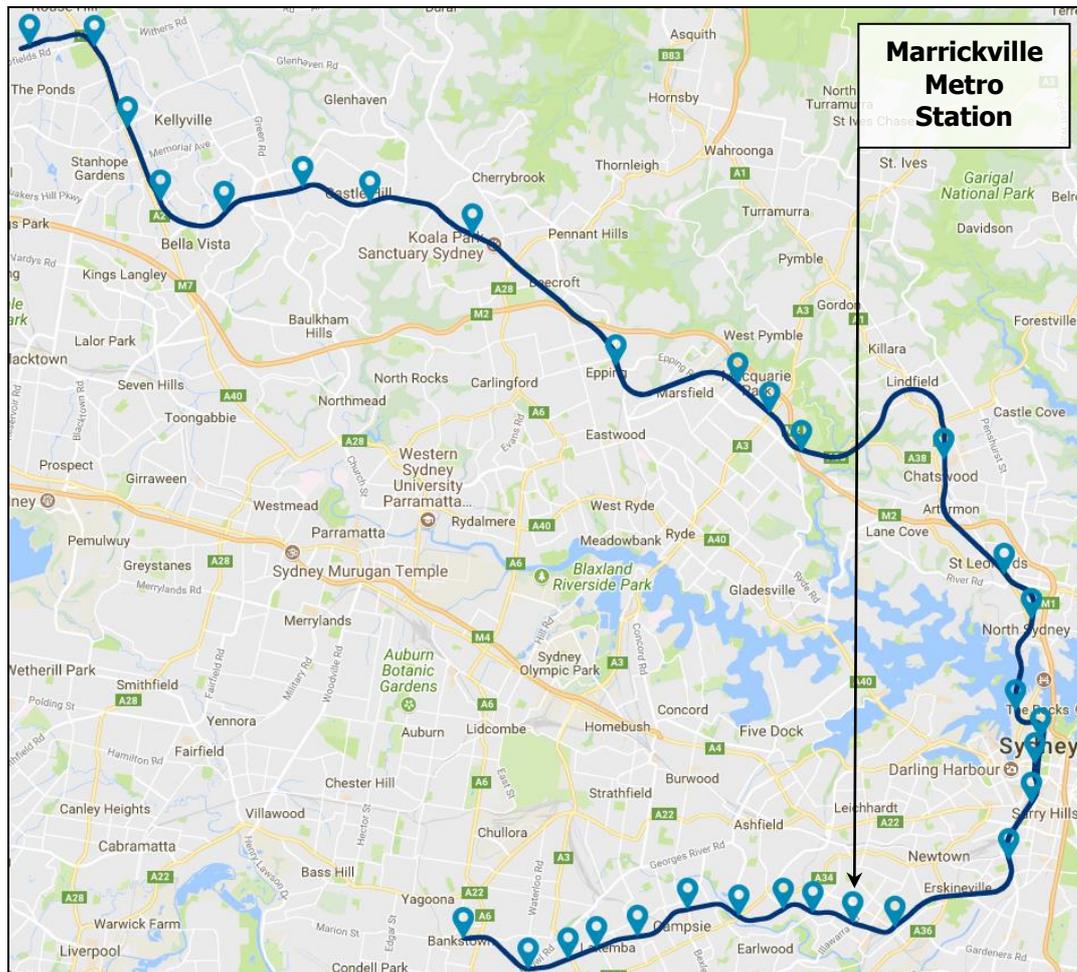
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and West (Stage 3 – Planning phase ongoing). Stage 1 is scheduled to be opened in the first half of 2019 and Stage 2 is scheduled for completion at the end of 2024.

The new metro station at Marrickville forms part of the Stage 2 link (**Figure 32**). From Marrickville Sydney Metro will facilitate access to Central within 10 minutes, Pitt Street within 12 minutes and Barangaroo within 16 minutes. Marrickville Metro Station is accessible from the site via a 400m walk.

The subject site is therefore strategically located in proximity of major new public transport infrastructure. The site falls within the radius for transit oriented development and therefore the redevelopment of the site for higher density development incorporating an industrial-led creative cooperative is considered to exhibit strategic merit.



**Figure 32. Sydney Metro (NSW Government 2017)**

### 4.1.1.7 SYDENHAM TO BANKSTOWN URBAN RENEWAL CORRIDOR STRATEGY

The *Sydenham to Bankstown Urban Renewal Corridor Strategy* (Corridor Strategy) provides a framework for development that is cohesive with the existing character and amenity. The Corridor Strategy also sets out actions for implementation and provides a detailed list of infrastructure required to support renewal. The Strategy proposes changes to land use and built form controls that would provide over 35,000 dwellings to be constructed across the 11 Station Precincts. It will encourage more jobs for this growing population.

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The site is located within the Marrickville Station Precinct. Through the implementation of the land use and built form controls proposed within the Strategy, 6,000 additional dwellings would be delivered by 2036 (representing an increase from 4,498 dwellings in 2016 to 10,498 dwellings by 2036).

The Proposed Land Use Plan for Marrickville is shown in **Figures 33-34**. Key features of the Land Use Plan applicable to the site include the following:

- Land uses designated for the site include high rise and/or mixed use development.
- A new street or pedestrian connection, forming a northward extension of Junction Street, is proposed. The proposed street corresponds with the site of 5 Myrtle Street which is situated in-between the site of 3 Myrtle Street and 3-5 Carrington Road.
- Land on either side of the proposed new street is identified for the purpose of new or enhanced public open space. This proposed public open space corresponds with the subject site.
- Cycle routes are recommended along Myrtle Street and to the rear of the subject site, adjacent to the railway line.
- Land immediately to the south and west is designated for medium-high rise housing and land to the west falls within the Carrington Road Precinct which has also been identified for medium-high rise housing. Increased heights are to be proposed at the northern end of the precinct abutting the railway line.

The following built form typologies are generically identified for land designated for high rise and/or mixed use development:

- High rise and mixed use is to be a maximum of 12 storeys;
- Promote high quality design through incorporating design excellence processes;
- Encourage slender buildings with good separation for light and air, and minimise overshadowing of main streets and public open space; and
- Additional height may be achieved on large sites in consolidated ownership where community facilities and/or public open space is provided to Council. Taller buildings shall achieve design excellence and have a slim building profile.

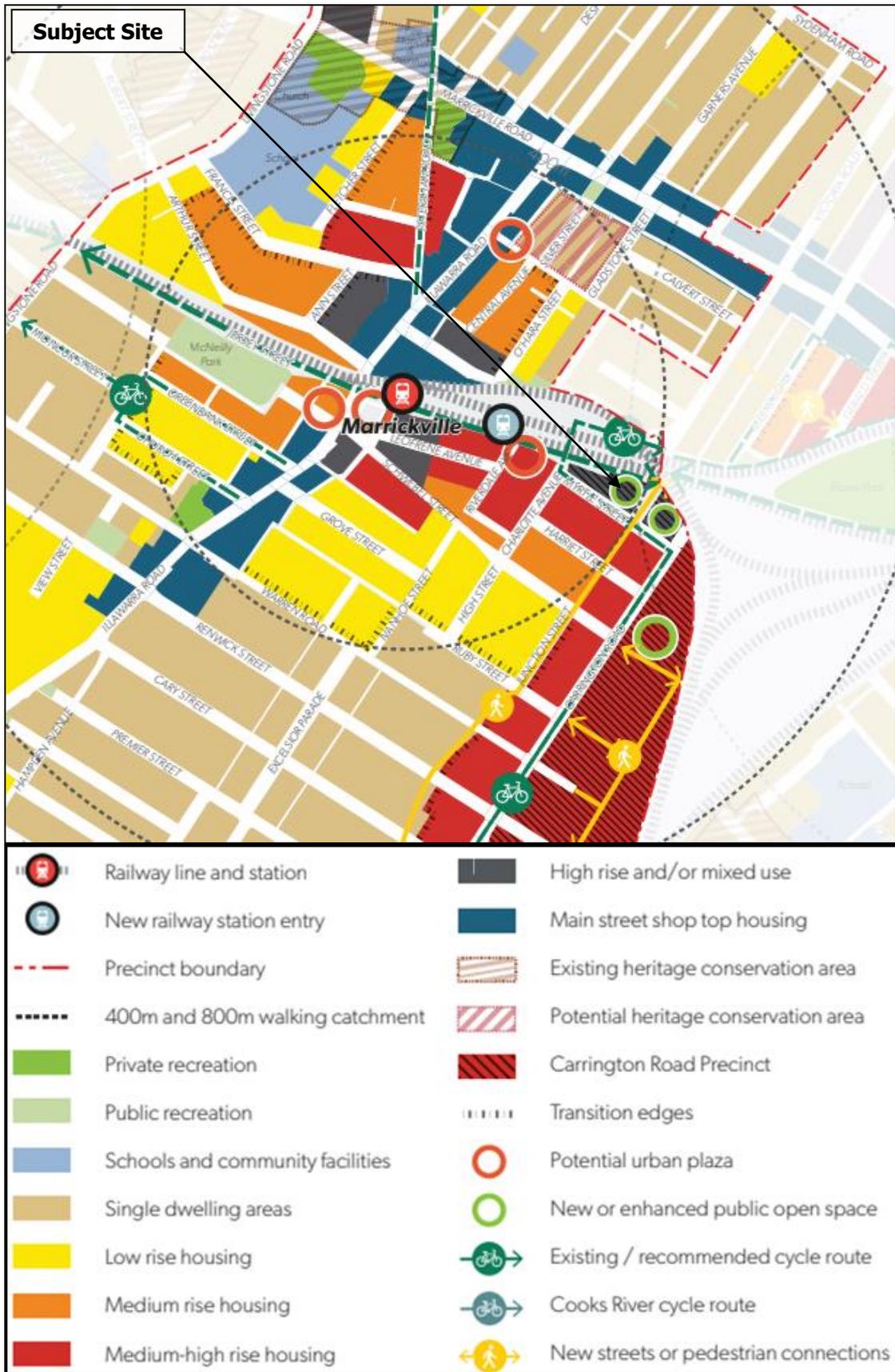
For the subject site specifically, the Strategy recognises the potential for taller buildings to be delivered, particularly if a part-developer-funded second entrance is provided to Marrickville Station from Riverdale Avenue and public open space is provided on the site. The revised Strategy proposes that the height limit could potentially be increased to 12-15 storeys given the low topography of the site, proximity to the rail line and potential future high rise development at the northern end of the Carrington Road precinct.

Generally following the vision established under the Corridor Strategy, the proposal incorporates high rise development inclusive of a mix of light industrial, creative and live-work uses. Whilst the Strategy identifies a maximum building height of 12-15 storeys, the height proposed for the site under this Planning Proposal has been reduced to nine (9) storeys in order to optimise solar amenity, provide a more effective height and façade transition, achieve consistency with the 5-10 storey built form character of mixed use development in emerging metro corridors and transit-oriented local centres, and ultimately produce a functional, highly-amenable and good quality urban design outcome.

The future delivery of an over-rail link (vehicular or pedestrian) would be safeguarded whilst new publicly-accessible open space would be provided on either side of the existing channel/future street.

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**Figure 33. Proposed Land Use Plan Marrickville Station Precinct (DPIE 2017)**

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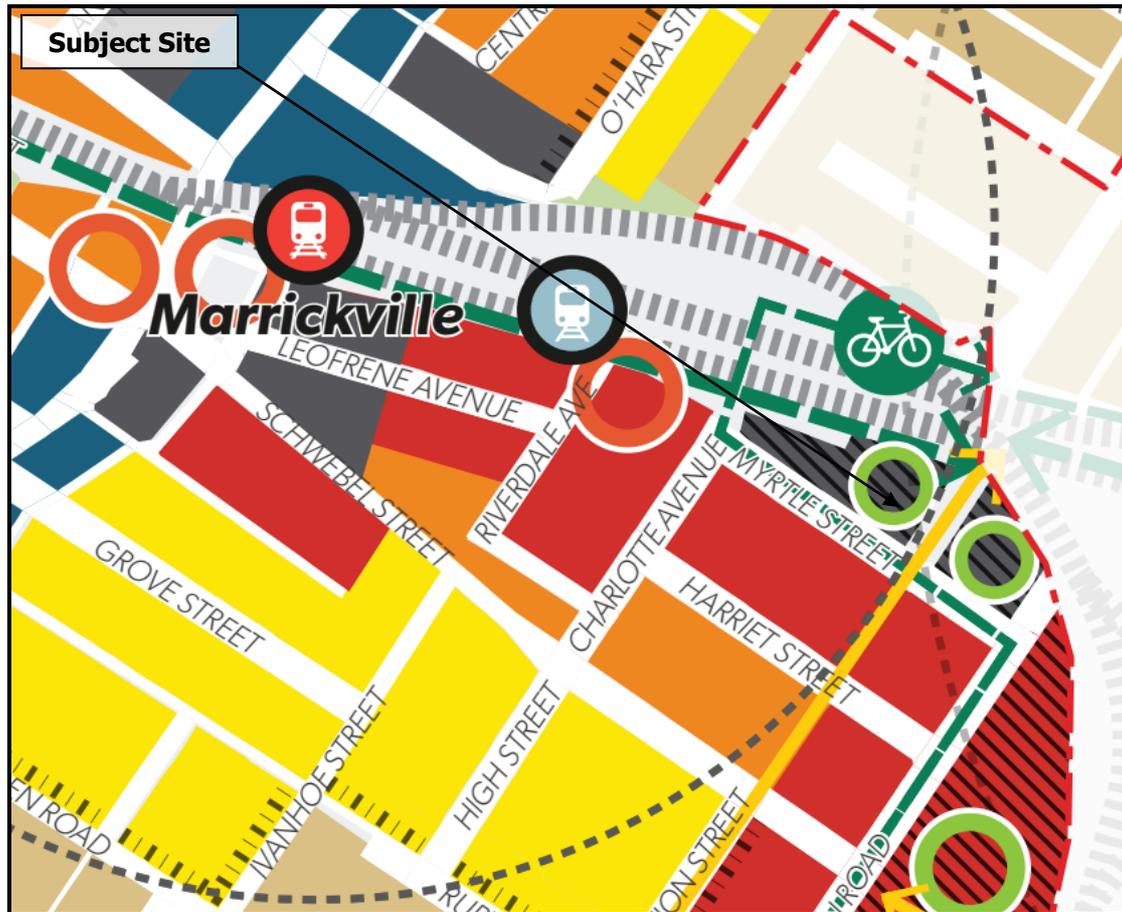


Figure 34. Proposed Land Use Plan Marrickville Station Precinct (DPIE 2017)

### 4.1.2 IS THE PLANNING PROPOSAL THE BEST MEANS OF ACHIEVING THE OBJECTIVES OR INTENDED OUTCOMES OR IS THERE A BETTER WAY?

It is considered that the Planning Proposal is the best means of achieving the objectives stipulated in **Section 2.1** of this report.

The site is zoned for light industrial development, which the proposal would ensure the delivery of. In response to the evolving nature of industry and particularly the rise of creative industries in the Inner West, new, more flexible and multi-functional premises are however required to meet contemporary needs.

As part of meeting the needs of the creative community, hybrid live-work environments are required. This requires housing to be made available in close proximity to creative industrial areas, and in other cases for workspaces and homes to be more closely fused. Live-work models respond to the functional requirements arising from the nature of creative sector activities and also from affordability pressures.

The introduction of live-work opportunities on the site is therefore required to support the creative industries. The proposed APU for 'creative BTR or Residential Accommodation in the IN2 zone would integrate with light industrial uses and allow the site to respond to the unique living and working needs of the creative community. In this, the proposed APU reflects the intent of strategic plans and policies.

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To support the creation of an industrial-led creative cooperative on the site, the introduction of new building height and FSR controls is also required. The proposed height and FSR controls would enable the creation of a high density, hybrid live-work cooperative offering flexible and diverse industrial spaces and dwellings designed to meet the needs of the creative industry sector, in close proximity of major public transport infrastructure and on land within a designated urban renewal corridor.

The co-creation of diverse new creative industry workspaces and housing options is consistent with the '30 minute city' ideology and principles of transit oriented development. By facilitating a higher density of light industrial, creative and residential uses, the proposed MLEP2011 amendments would ensure the efficient and sustainable use of land in a strategic location, consistent with the objectives of strategic policy.

Therefore an amendment to MLEP2011 is required to permit the intended future provision of high density development on the site, specifically for the purpose of an industrial-led creative cooperative incorporating light industrial, creative and residential uses.

### 4.1.3 IS THERE A NET COMMUNITY BENEFIT?

Net community benefit has been assessed in accordance with relevant guidelines and as outlined in the following table.

<b>Table 6. Net Community Benefit</b>		
<b>Criteria</b>	<b>Y/N</b>	<b>Proposal</b>
Will the LEP be compatible with agreed State and regional strategic direction for development in the area (e.g. land release, strategic corridors, development within 800m of a transit node)?	Y	The proposal is consistent with key elements of NSW State Priorities, Directions for a Greater Sydney, the Greater Sydney Region Plan and the Eastern City District Plan, as discussed above.  Similarly, the proposal responds to the objectives for the Sydenham to Bankstown Corridor and Sydney Metro.
Is the LEP located in a global/regional city, strategic centre or corridor nominated within the Metropolitan Strategy or other regional/subregional strategy?	Y	The site is identified within the Sydenham to Bankstown Urban Renewal Corridor and Transit Oriented Development Corridor for the purposes of the Greater Sydney Region Plan and the Eastern City District Plan. The site is also located in close proximity of Sydney Metro at Marrickville.  Consistent with strategic policy for urban renewal and transit corridors generally, and Sydenham to Bankstown specifically, the proposal would create opportunities for new jobs, diverse new housing, and an activated public domain, combining to revitalise strategically-located land in immediate proximity of major public transport.
Is the LEP likely to create a precedent or create or change the expectations of the landowner or other landholders?	N	The site is located <i>between</i> land zoned for industrial purposes to the south, residential development to the south-west, west and north of the railway line, and rail infrastructure to the north and east.  The site context also exhibits a unique interface of creative industries and manufacturing, with a critical

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<i>Table 6. Net Community Benefit</i>		
<i>Criteria</i>	<i>Y/N</i>	<i>Proposal</i>
		<p>mass of enterprises with functions and products that 'bridge' across both sectors.</p> <p>The site therefore provides a <i>unique</i> opportunity to transition between surrounding industrial, creative and residential land uses. The proposal is not expected to create a precedent given such a zone-interface is unique to the site and is key to the site's suitability for the proposed high density industrial-led creative cooperative.</p> <p>Of note, the land use <i>change</i> proposed as part of this Planning Proposal is limited to the APU for residential accommodation. The balance of the uses proposed are <i>already</i> permitted in the IN2 zone on the subject and surrounding IN2-zoned sites.</p> <p>The purpose of the APU for residential accommodation is to facilitate the delivery of hybrid live-work dwellings specifically tailored to the unique needs of creatives. Meeting the needs of the creative community requires housing to be made available in close proximity to creative industrial areas, and in other cases for workspaces and homes to be more closely fused. Live-work models respond to the functional requirements arising from the nature of creative sector activities and also from affordability pressures.</p> <p>Accordingly, the APU would assist in accommodating the living <i>and</i> working needs of the local and growing creative sector, in-line with the strategic objectives of regional, district and local level policies.</p> <p>The APU therefore performs a role that is complementary to the transitioning role of employment lands in the Inner West and growth of the creative industrial sector, and as such the site is highly suitable for the APU. Likewise, the light industrial zoning of the site creates a unique opportunity to provide such a complementary use without eroding the supply of IN2 land.</p> <p>Overall, the provision of an industrial-led creative cooperative on the site reflects the desired future character established through key strategic plans. No changing land use expectations would therefore be prompted by the proposal.</p> <p>The additional height and FSR proposed for the site similarly respond to the transitional character of the site context. Within 400m walking distance of the site (toward Marrickville train station and local centre),</p>

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**Table 6. Net Community Benefit**

<b>Criteria</b>	<b>Y/N</b>	<b>Proposal</b>
		<p>new mixed use development with building heights up to 10 storeys provide higher densities and greater intensities of land use.</p> <p>Additionally, the <i>Sydenham to Bankstown Urban Renewal Corridor Strategy</i> identifies a maximum building height of 12-15 storeys for the site and nearby land.</p> <p>Therefore it is considered that the impetus for change has already been established, prior to the preparation of this Planning Proposal.</p>
Have the cumulative effects of other spot rezoning proposals in the locality been considered? What was the outcome of these considerations?	Y	The area surrounding the site is not known to have been subject to any recent spot rezonings.
Will the LEP facilitate a permanent employment generating activity or result in a loss of employment lands?	Y	<p>The proposal would retain the IN2 Light Industrial zoning of the site, thereby retaining the current supply of industrial-zoned land whilst also enabling the development of an industrial-led creative cooperative inclusive of live-work dwellings specifically tailored to the needs of the creative industrial sector.</p> <p>The range of light industrial, warehouse and other creative spaces incorporated in the envisaged industrial-led creative cooperative as either dedicated units, open-plan floor plates or within live-work dwellings, would support a range of employment-generating activities across a variety of creative sectors.</p> <p>The proposal would therefore support both a higher density <i>and</i> greater diversity of employment opportunities on the site, focused on creative industry sectors which are already highly prevalent in the area.</p> <p>The dedication of affordable industrial/warehouse space and securement of BTR live-work dwellings would create an environment accessible to creatives.</p>
Will the LEP impact upon the supply of residential land and therefore housing supply and affordability?	Y	<p>The delivery of 175-225 new dwellings, which would be enabled through this Planning Proposal, would contribute to increased housing supply in a strategic location with immediate access to transport infrastructure, employment and the services required to meet the day-to-day needs of the future community.</p> <p>Specifically, the proposal would deliver a new</p>

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<i>Table 6. Net Community Benefit</i>		
<b>Criteria</b>	<b>Y/N</b>	<b>Proposal</b>
		<p>typology of BTR 'live-work' dwelling tailored to the needs of creatives.</p> <p>The proposal would therefore assist in meeting the diverse housing needs of Sydney's existing and growing population, and in particular the Inner West's growing creative community.</p>
<p>Is the existing public infrastructure (roads, rail, utilities) capable of servicing the proposed site? Is there good pedestrian and cycling access? Is public transport currently available or is there infrastructure capacity to support future transport?</p>	Y	<p>The site is serviced by existing infrastructure that is capable of servicing higher density light industrial, creative and residential development. In particular the site is highly accessible by public transport, being within 400m walking distance of Marrickville train station. Bus stops situated along Illawarra Road and Marrickville Road provide connections to Kingsgrove, Sydney CBD, Dulwich Hill and Burwood, via surrounding suburbs. The area is also serviced by major road infrastructure.</p> <p>Resulting from the proximity of the site to public transport, active transport networks and services, the site has been awarded a walkscore of 89 (very walkable, most errands can be accomplished on foot) and a transit score of 80 (excellent transit, transit is convenient for most trips).</p> <p>Importantly, in the future the accessibility and walkability of the site will be further enhanced through the delivery of Sydney Metro at Marrickville, within approximately 400m walking distance of the site.</p> <p>As detailed in the Transport Impact Assessment (<b>Appendix 4</b>), given the strategic location of the site in proximity to existing and planned public transport, walking and cycling infrastructure, sustainable transport would be promoted. Additionally, the live/work nature of the proposal would reduce the reliance of vehicle trips presenting an opportunity to reduce car ownership of future occupants. To further achieve sustainable transport objectives, it is recommended that a green travel plan is prepared for the future development to promote alternative travel modes available near the site and its intentions of reducing car ownership of future tenants.</p> <p>Accounting for the estimated traffic generation volumes associated with the proposed development, preliminary intersection modelling demonstrates the development would have minimal impact on the operation and capacity of the surrounding road network.</p>

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<b>Table 6. Net Community Benefit</b>		
<b>Criteria</b>	<b>Y/N</b>	<b>Proposal</b>
		<p>In any case, it is recommended that the optimal continued functioning of the Myrtle Street/Carrington Road intersection is supported through the introduction of a 'No Stopping' restriction on the east side of Carrington Road within the intersection and at least 10m to the south.</p> <p>No other infrastructure upgrades are recommended as being required for the future development.</p>
Will the proposal result in changes to the car distances travelled by customers, employees and suppliers? If so, what are the likely impacts in terms of greenhouse gas emissions, operating costs and road safety?	Y	By co-locating places of employment and living, the proposed creative cooperative would reduce the need to travel resulting in reduced road congestion, reduced pollution, reduced expenditure related to car travel and a higher standard of living for residents and workers.
Are there significant Government investments in infrastructure or services in the area where patronage will be affected by the proposal? If so, what is the expected impact?	Y	Major government investment in Sydney Metro will see the site and surrounding area benefit from increased public transport service capacity. The government intends for Sydney Metro to catalyse and support the revitalisation of the surrounding area, and the proposed LEP amendments would enable high-density, hybrid live-work development on the site to leverage off this investment.
Will the proposal impact on land that the Government has identified a need to protect (e.g. land with high biodiversity values) or have other environmental impacts? Is the land constrained by environmental factors such as flooding?	N	The proposal would not impact on land that the government has identified a need to protect or that is environmentally-constrained. Rather the proposal would facilitate development on land that has been historically developed and forms part of an established urban area. Moreover, the site forms part of a designated urban renewal corridor and therefore its redevelopment reflects government intentions for the land.
Will the LEP be compatible/complementary with surrounding adjoining land uses? What is the impact on the amenity in the location and wider community? Will the public domain improve?	Y	<p>The envisaged high-density, industrial-led creative cooperative would be complementary to and supportive of surrounding land uses. In particular, the proposal responds to its position at the interface of industrial and residential areas through the fusion of light industrial, creative and residential uses in a stepped built form that concentrates the highest elements in the centre of the site and adjacent to the railway line, with lower building elements and open space provided adjacent to existing residential properties and the street frontage.</p> <p>As demonstrated in the Urban Design Report at</p>

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<i>Table 6. Net Community Benefit</i>		
<b>Criteria</b>	<b>Y/N</b>	<b>Proposal</b>
		<p><b>Appendix 2</b>, the design of the concept development significantly improves the amenity of the subject site, whilst protecting the amenity of surrounding sites including in relation to solar access, natural ventilation and privacy.</p> <p>The proposal also provides the opportunity to more effectively relate to the public domain through new publicly-accessible open space, active ground floor uses, and high quality architectural design.</p>
Will the proposal increase choice and competition by increasing the number of retail and commercial premises operating in the area?	N	Consistent with the IN2 zoning of the site, the proposal would provide light industrial and creative uses. The site is not however zoned for retail or commercial purposes, and none would be provided in conjunction with the proposal.
If a stand-alone proposal and not a centre, does the proposal have the potential to develop into a centre in the future?	N	Whilst a stand-alone proposal in that it is for a spot rezoning, the site forms part of the Sydenham to Bankstown urban renewal and transit corridor, and is in close vicinity of Sydney Metro at Marrickville. The proposal would support the important role and function of these strategic corridors, which are designated as foci for growth and renewal.
What are the public interest reasons for preparing the draft plan? What are the implications of not proceeding at that time?	Y	<p>The development would provide new opportunities for the creative community, including workspaces and hybrid live-work options, thereby supporting local, regional and national populations and economies. Given the benefits arising from the proposal for the local and wider workforce, resident population and creative sector, it is considered to be completely in the public interest with no adverse impacts anticipated.</p> <p>Were the proposal not to proceed at this time, a lower level of employment and creative activity would be attracted and the housing market would be characterised by less supply, less choice and lower affordability. Opportunities to meet the needs of the creative sector would not be realised, meaning that many creatives would continue to rely on 'informal' and inappropriate work-live situations. The site would forgo its opportunity to contribute to the growth of the creative industries in the Inner West and the desired revitalisation of the corridor, and would fail to respond to the government's major investment in Sydney Metro.</p>

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### 4.2 RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

#### 4.2.1 IS THE PLANNING PROPOSAL CONSISTENT WITH THE OBJECTIVES AND ACTIONS CONTAINED WITHIN THE APPLICABLE REGIONAL OR SUBREGIONAL STRATEGY (INCLUDING THE SYDNEY METROPOLITAN PLAN AND EXHIBITED DRAFT STRATEGIES)?

As previously discussed in **Section 4.1**, the Planning Proposal is consistent with NSW State Priorities, Directions for a Greater Sydney, the Greater Sydney Region Plan and the Eastern City District Plan. Similarly, the proposal responds to the objectives for Sydney Metro at Marrickville and the Sydenham to Bankstown Urban Renewal Corridor.

#### 4.2.2 IS THE PLANNING PROPOSAL CONSISTENT WITH THE LOCAL COUNCIL'S COMMUNITY STRATEGIC PLAN OF OTHER LOCAL STRATEGIC PLAN?

##### 4.2.2.1 INNER WEST COMMUNITY STRATEGIC PLAN

*Our Inner West 2036* provides the Community Strategic Plan for the Inner West community. The Vision Statement and Guiding Principle of the Plan emphasise diversity, inclusivity, vibrancy, progressiveness, harmony, creativity, care, sustainability and justice.

Of particular relevance to the proposal, creativity is acknowledged by the Plan as generating *socio-economic growth and development, linking together the economy (creative industries), places (creative spaces) and people (creative talent), making a 'creative ecosystem' that reflects the relationship between creativity and place.*

The proposed creative cooperative would resemble a 'micro creative ecosystem' bringing together the economy, places and people through the provision of diverse creative spaces designed to meet the unique working and living needs of creative talent and thereby accommodating and supporting the growth of creative industries in the Inner West.

To translate the vision to action, the Plan focuses on five (5) Strategic Directions, being:

- *An ecologically sustainable Inner West*
- *Unique, liveable, networked neighbourhoods*
- *Creative communities and a strong economy*
- *Caring, happy, healthy communities*
- *Progressive social leadership*

Underpinning these Strategic Directions, Inner West is envisioned as *the creative and cultural engine room of Sydney – bringing a wealth of experience and employment to the city. We are home to artists, musicians, writers, studios, galleries, creative industries, artist-run initiatives, academics, theatres and festivals. We are an incubator for new ideas, at the forefront of using new technologies to support and grow a diverse and thriving local economy.*

Further to the above, the Outcomes and Strategies articulated by the Plan seek to position Inner West as a place of excellence for creative industries and services, support diverse creative industries, create additional opportunities for cultural participation, help businesses to grow and innovate, encourage the establishment of new enterprises, facilitate the availability of affordable spaces for creative industries and services, strengthen economic viability and connections, support local and diverse job creation, and protect industrial and employment lands.

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Yet at present, the Plan acknowledges that *rising costs and the decreasing availability of commercial space of a suitable size limit opportunities for creative communities to find or maintain workspaces, from small studios to large scale warehouses. This may force them to seek accommodation elsewhere.*

In accordance with the Plan, the proposal would directly underpin the rise of the creative industries in the Inner West through the provision of an industrial-led creative cooperative that is purpose-built to reflect and respond to the needs of a wide variety of creative sectors. The cooperative incorporates a wide range of work spaces and hybrid live-work options (including BTR live-work dwellings) to accommodate individuals, start-ups and enterprises pursuing a diversity of creative activities. In this, the proposal would foster the establishment and growth of businesses, creation of new job opportunities and strength of the local economy. As described through this Planning Proposal report, whilst retaining the supply of industrial-zoned land, the proposal would enable the realisation of these benefits for the creative industries and local economy more broadly.

More generally, the proposal would also contribute to the sustainability, liveability, connectedness and wellbeing of the Inner West's neighbourhoods and communities. The proposal would deliver new working and living opportunities for the creative sector in a sustainable, high density built form offering the benefits of co-location, flexible live-work options, creative clustering and collaboration, affordability, a high quality public interface, and proximity to public transport and the services of local centres.

### 4.2.2.2 INNER WEST LOCAL STRATEGIC PLANNING STATEMENT

Inner West Council's Local Strategic Planning Statement (LSPS) was finalised on 30 March 2020 and outlines a vision of the Inner West as:

*A place of creative, connected, sustainable and productive neighbourhoods – as vibrant, innovative and diverse as our community.*

Underpinning this vision, the LSPS identifies the cultural production and creative industries as essential components of the area's livability, economy and distinctive identity. The creative industries are estimated to generate over 6,400 local jobs and employ approximately 13,000 local residents.

The proposal would assist in realising the LSPS vision through an innovative hybrid model combining affordable BTR business space and residential accommodation specifically designed to meet the diverse working and living needs of creatives. This would assist in reinforcing and growing the creative community in the Inner West and augmenting the productivity of employment lands within a recognised creative industries cluster.

Further, the LSPS recognises the importance of retaining and managing the Inner West's industrial and urban services land so that they continue stimulating local jobs, enterprise formation and retain local spending. In line with the LSPS and Council's priorities, the proposal would retain the industrial zoning whilst supporting a higher density of employment uses on the site and delivering new employment floor space that is better configured to meet contemporary working needs. As such, the proposal would achieve the LSPS aims of stimulating local jobs and fostering local businesses within its existing employment precincts. In particular, the proposal would better equip the site to serve the creative industries, which are identified by the LSPS as a targeted industry sector.

The need for such an innovative approach is also recognised in the LSPS where it states that the current planning framework does not reflect the diversity of the creative sector or its requirements. In response, the LSPS states that Council intends to play a key role in

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protecting and preserving appropriate spaces for a diverse array of creative industries and cultural producers.

Assisting Council in its mandate, the proposed creative cooperative with BTR hybrid working and living spaces, offers new possibilities for adapting to the currently-unmet requirements for a diverse array of creatives. Overall, the proposal would promote the liveability, economic productivity and distinctive identity of Marrickville.

In summary of the above paragraphs, the proposal delivers on key LSPS objectives relating to the maintenance of industrial zones whilst supporting their increased productivity, accommodating affordable entry points for a range of industries, and growing Inner West as a leading creative and cultural hub.

### **4.2.2.3 INNER WEST EMPLOYMENT AND RETAIL LANDS STRATEGY**

The draft *Inner West Employment and Retail Lands Strategy* provides a strategic approach for the management of land to maximise productivity, facilitate job growth and contribute to the long-term prosperity of the Inner West. The Vision sees that *the Inner West LGA has a rich industrial and urban services economy and is a leading destination for creative industries and entrepreneurship. It leverages strategic connections from the Eastern City's trade gateways and Harbour CBD. The thriving local economy provides a diversity of employment opportunities and services for local residents. The industrial precincts and employment corridors are productive and well managed, providing businesses with the confidence to invest and expand. The centres are enjoyable locations to visit, live and work in, with high amenity, quality services and strong transport connections supporting their growth.*

The proposal offers an innovative approach to the 'influences' identified by the Strategy as impacting on industrial, urban services and creative industries. The proposed creative cooperative would assist in redressing the supply and affordability of industrial space, the quality and suitability of that space for accommodating start-ups and small enterprises, security of tenure and associated stability for business establishment and development, and would foster synergies between creative industries and manufacturing industrial activities.

Consistent with the Strategy, and specifically Principles 2 and 3 and the supporting Strategies, the proposal would protect the supply of industrial land and deliver new facilities to accommodate a higher density of employment tailored to the specific needs of a targeted industry, being the creative industries sector. The creative cooperative would prioritise employment outcomes and deliver well-located and suitably configured employment floor space, encouraging the growth of the creative industries cluster in Marrickville.

### **4.2.2.4 OUR INNER WEST HOUSING STRATEGY**

*Our Inner West Housing Strategy* envisions, and establishes a framework to achieve, a network of diverse communities where character and heritage are valued, at the same time as providing quality housing and open space to contribute positively to residents' quality of life, allowing people to remain connected and benefit from good access to activities, and protecting the environment.

The proposed creative cooperative and its BTR offering, would inject new, diverse and affordable housing supply within a sensitive infill development designed to complement the heritage values and 'creative' character of the established context. The proposal would therefore create new living opportunities within immediate access to work, activities and public transport, that are critically tailored to address the needs of creatives whom have increasingly struggled to access the local housing market. The proposed BTR development would start to close the affordability gap between housing need and provision.

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### 4.2.3 IS THE PLANNING PROPOSAL CONSISTENT WITH APPLICABLE STATE ENVIRONMENTAL PLANNING POLICIES?

The proposal is consistent with the relevant State Environmental Planning Policies (SEPPs), as outlined in **Table 7**.

<b>Table 7. State Environmental Planning Policies</b>	
<b>Policy</b>	<b>Details</b>
<i>State Environmental Planning Policy No 1 – Development Standards (SEPP 1)</i>	The Planning Proposal will not contain provisions that contradict or hinder the application of SEPP 1.
<i>State Environmental Planning Policy No 33 – Hazardous and Offensive Development (SEPP 33)</i>	The site is zoned IN2 Light Industrial and future uses forming part of the creative cooperative would achieve consistency with the definitions of <i>Light Industry</i> and/or <i>Warehouse or Distribution Centre</i> . No hazardous, offensive, potentially hazardous or potentially offensive development would be provided on the site.
<i>State Environmental Planning Policy No 55 – Remediation of Land (SEPP 55)</i>	Appropriate environmental site investigations would be carried out in accordance with SEPP 55 at the DA phase.
<i>State Environmental Planning Policy No 64 – Advertising and Signage (SEPP 64)</i>	Any signage associated with future premises on the site would be assessed and approved in accordance with SEPP 64.
<i>State Environmental Planning Policy 65 – Design Quality of Residential Apartments Buildings (SEPP 65)</i>	The residential component of the future industrial-led creative cooperative would be designed in accordance with the requirements of SEPP 65 and the Apartment Design Guide (ADG). Preliminary assessment of the conceptual building envelopes has been undertaken within the Urban Design Report at <b>Appendix 2</b> .
<i>State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004 (SEPP BASIX)</i>	The residential component of the future industrial-led creative cooperative would be designed in accordance with the requirements of SEPP BASIX.
<i>State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 (Codes SEPP)</i>	The relevant approvals pathway for future development would be determined in light of the relevant LEP and Exempt and Complying Development Codes.
<i>State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)</i>	The ISEPP provides for certain proposals, known as Traffic Generating Development, to be referred to NSW Roads and Maritime Services (RMS) for concurrence.  Referral may be required for the erection of new premises, or the enlargement or extension of existing premises where their size or capacity satisfy certain thresholds. Schedule 3 lists the types of development that are defined as Traffic Generating Development.

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<b>Table 7. State Environmental Planning Policies</b>	
<b>Policy</b>	<b>Details</b>
	<p>Details of the development of the site would be confirmed at the DA stage ensuing the rezoning of the land. Any requirement for the referral of the application to RMS would be confirmed at this stage.</p>
<p><i>State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP)</i></p>	<p>The relevant approvals pathway for future development would be determined having regard to the SRD SEPP.</p>
<p><i>Draft Housing Diversity SEPP</i></p>	<p>The EIE for the draft Housing Diversity SEPP outlines a definition and indicative provisions for BTR, in order to establish a planning pathway to support developments of this type and incentivise institutional investment.</p> <p>BTR offers a response to the growing need for secure, long term rental options. Under the EIE, BTR is described as purpose-built rental housing, held in single ownership and professionally managed. It is designed to attract institutional investment and provide for a more stable rental sector. BTR is generally:</p> <ul style="list-style-type: none"> <li>▪ High density development;</li> <li>▪ Situated in well-located areas, close to transport and amenity;</li> <li>▪ Funded by larger-scale institutional investors; and</li> <li>▪ Focused on providing a good experience for tenants through the provision of on-site services and facilities, professional management and long-term leases.</li> </ul> <p>BTR housing has the potential to provide long lasting community benefits, with greater housing choice for tenants who would have access to high-quality dwellings, in a stable rental environment. Increased rental security may also have wider social and economic benefits, with tenants better able to establish themselves in a community.</p> <p>The Government is encouraging the development of BTR as it responds to the need for more rental housing during the recovery from COVID-19 and would generate more construction jobs. This Planning Proposal therefore responds to this mandate.</p>

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### 4.2.4 IS THE PLANNING PROPOSAL CONSISTENT WITH THE APPLICABLE MINISTERIAL DIRECTIONS (SECTION 9.1 DIRECTIONS)?

The Planning Proposal has been assessed against the Section 9.1 Ministerial Directions and is consistent with each of the relevant matters, as outlined in **Table 8**.

<i>Table 8. Section 9.1 Ministerial Directions</i>	
<b>Direction</b>	<b>Comment</b>
<b>1. Employment and Resources</b>	
1.1 Business and Industrial Zones	<p>The proposal would retain the IN2 Light Industrial zoning of the site, thereby retaining the current supply of industrial-zoned land whilst also enabling the development of an industrial-led creative cooperative inclusive of BTR live-work dwellings specifically tailored to the needs of the creative industrial sector.</p> <p>Consistent with the objectives of this Direction, the range of light industrial, warehouse and other creative spaces incorporated in the envisaged industrial-led creative cooperative as either dedicated units, open-plan floor plates or within BTR live-work dwellings, would support a range of employment-generating activities across a variety of creative sectors.</p> <p>The proposal would therefore support both a higher density <i>and</i> greater diversity of employment opportunities on the site, focused on creative industry sectors which are already highly prevalent in the area.</p> <p>The dedication of affordable industrial/warehouse space and securement of BTR live-work dwellings would create an environment accessible to creatives.</p>
1.2 Rural Zones	Not applicable.
1.3 Mining, Petroleum Production and Extractive Industries	Not applicable.
1.4 Oyster Aquaculture	Not applicable.
1.5 Rural Lands	Not applicable.
<b>2. Environment and Heritage</b>	
2.1 Environment Protection Zones	Not applicable.
2.2 Coastal Management	Not applicable.
2.3 Heritage Conservation	Not applicable.

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<b>Table 8. Section 9.1 Ministerial Directions</b>	
<b>Direction</b>	<b>Comment</b>
2.4 Recreation Vehicle Areas	Not applicable.
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	Not applicable.
<b>3. Housing, Infrastructure and Urban Development</b>	
3.1 Residential Zones	<p>The delivery of 175-225 new BTR dwellings would contribute to increased housing supply in a strategic location with immediate access to transport infrastructure, employment and the services required to meet the day-to-day needs of the future community.</p> <p>Specifically, the proposal would deliver a new typology of BTR 'live-work' dwelling tailored to the needs of creatives.</p> <p>The proposal would therefore assist in meeting the diverse housing needs of Sydney's existing and growing population, and in particular the Inner West's growing creative community.</p>
3.2 Caravan Park and Manufactured Home Estates	Not applicable.
3.3 Home Occupations	Not applicable.
3.4 Integrating Land Use and Transport	<p>The site is located in proximity of established and planned public transport infrastructure, including Marrickville train station and Sydney Metro. The site is also highly walkable and cycleable, owing to the proximity of transit hubs, local centres, employment precincts and residential catchments. Additionally, the site is identified in a designated Urban Renewal Corridor and Transit-Oriented Development Corridor.</p> <p>A new industrial-led creative cooperative on the site incorporating light industrial, creative and hybrid live-work uses, would therefore promote the use of active transport modes for future workers, residents and other site-users.</p>
3.5 Development Near Regulated Airports and Defence Airfields	Not applicable.
3.6 Shooting Ranges	Not applicable.
<b>4. Hazard and Risk</b>	

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**Table 8. Section 9.1 Ministerial Directions**

<b>Direction</b>	<b>Comment</b>
4.1 Acid Sulfate Soils	The site is identified as containing Class 2 acid sulfate soils in the relevant MLEP2011 map.  Any geotechnical testing required with respect to acid sulfate soils would be carried out prior to physical works occurring on the site. Further consideration of acid sulfate soils would be offered at the future DA phase.
4.2 Mine Subsidence and Unstable Land	The site is not known to be affected by mine subsidence.
4.3 Flood Prone Land	The site is identified as flood prone land pursuant to MLEP2011.  The Flood Impact Assessment concludes the development will not have any unacceptable flood impacts. Further details are provided in <b>Section 4.3.2</b> and <b>Appendix 6</b> .
4.4 Planning for Bushfire Protection	The site is not identified as bushfire prone in the NSW Rural Fire Service (RFS) map.
<b>5. Regional Planning</b>	
5.1 Implementation of Regional Strategies.	Not applicable.
5.2 Sydney Drinking Water Catchments	Not applicable.
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	Not applicable.
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable.
5.5 Development in the vicinity of Ellalong, Paxton and Millfield (Cessnock LGA) (Revoked 18 June 2010)	Not applicable.
5.6 Sydney to Canberra Corridor (Revoked 10 July 2008. See amended Direction 5.1)	Not applicable.
5.7 Central Coast (Revoked 10 July 2008. See amended Direction 5.1)	Not applicable.
5.8 Second Sydney Airport:	Not applicable.

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**Table 8. Section 9.1 Ministerial Directions**

<b>Direction</b>	<b>Comment</b>
Badgerys Creek (Revoked 20 August 2018)	
5.9 North West Rail Link Corridor Strategy	Not applicable.
5.10 Implementation of Regional Plans	As described in <b>Section 4.1.1.3</b> of this report, the proposal is consistent with the <i>Greater Sydney Region Plan- A Metropolis of Three Cities</i> .
5.11 Development of Aboriginal Land Council land	Not applicable.
<b>6. Local Plan Making</b>	
6.1 Approval and Referral Requirements	Not applicable.
6.2 Reserving Land for Public Purposes	Not applicable.
6.3 Site Specific Provisions	<p>The range of land uses currently permitted in the IN2 zone would be maintained, with the addition of residential accommodation (specifically 'creative BTR') as an APU. The proposed APU would not in any way compromise the development of the site for light industrial purposes, but would support both a higher density <i>and</i> greater diversity of employment opportunities on the site, focused on creative industry sectors which are already highly prevalent in the area.</p> <p>The proposed LEP amendments relate to development standards, being building height and FSR, already included in MLEP2011.</p>
<b>7. Metropolitan Planning</b>	
7.1 Implementation of A Plan for Growing Sydney	The proposal's alignment with relevant strategic plans is demonstrated in <b>Section 4.1</b> of this report.
7.2 Implementation of Great Macarthur Land Release Investigation	Not applicable.
7.3 Parramatta Road Corridor Urban Transformation Strategy	Not applicable.
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure	Not applicable.

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**Table 8. Section 9.1 Ministerial Directions**

<b>Direction</b>	<b>Comment</b>
Implementation Plan	
7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable.
7.6 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable.
7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not applicable.
7.8 Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan	Not applicable.
7.9 Implementation of Bayside West Precincts 2036 Plan	Not applicable.
7.10 Implementation of Planning Principles for the Cooks Cove Precinct	Not applicable.

### 4.3 ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

#### 4.3.1 IS THERE ANY LIKELIHOOD THAT CRITICAL HABITAT OF THREATENED SPECIES, POPULATIONS OR ECOLOGICAL COMMUNITIES, OR THEIR HABITATS, WILL BE ADVERSELY AFFECTED AS A RESULT OF THE PROPOSAL?

The site is located in an established urban area and has been historically developed for the purpose of industry. As such the state of the site and its surrounds is highly disturbed with limited existing vegetation. The proposal would therefore not affect any critical habitats, populations or ecological communities.

#### 4.3.2 ARE THERE ANY OTHER LIKELY ENVIRONMENTAL EFFECTS AS A RESULT OF THE PLANNING PROPOSAL AND HOW ARE THEY PROPOSED TO BE MANAGED?

##### ***Design, Appearance and Public Domain***

- An Urban Design Report has been prepared by Roberts Day and is provided at **Appendix 2**. Based on detailed site analysis and modelling, it is demonstrated that the proposed building height and FSR are highly appropriate for the site.

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- The stepped design of the concept development would concentrate the highest elements in the centre of the site and adjacent to the railway line. Lower building elements and open space would be provided adjacent to the existing residential property to the north-west and the street frontage. The design of the built form would therefore provide an effective height transition and protect the amenity of existing residential development in the vicinity, existing and proposed open spaces and the new residential dwellings to be provided on the site.
- As outlined in the Urban Design Report (**Appendix 2**), the built form is the outcome of a detailed design process. Commencing with the built form recommendations of the *Sydenham to Bankstown Corridor Strategy*, a 12 storey building envelope was extruded over the site. The height was then reduced to nine (9) storeys in order to optimise solar amenity, provide a more effective height and façade transition, achieve consistency with the 5-10 storey built form character of mixed use development in emerging metro corridors and transit-oriented local centres, and ultimately produce a functional, highly-amenable and good quality urban design outcome.
- The compression of the western elevation, stepping of the built form, cantilevering of the eastern elevation, configuration of internal spaces, maximisation of green spaces through publicly-accessible ground level open spaces and upper-level & rooftop communal spaces, and façade design, further enhance the ultimate urban design outcome for the site and its surrounds.
- The design of the development also responds to key findings from analysis of local and global precedents where industrial and residential uses have worked alongside each other. Common design takeaways include:
  - Separate employment and residential entrances for both pedestrians and vehicles;
  - Thick slabs between the two uses for sound attenuation;
  - Residential dwellings set back on street frontage to minimise noise from employment activity;
  - Private residential roof terraces or communal areas located away from employment uses;
  - Parking and/or vehicular access can be used as an acoustic buffer between the uses;
  - Podiums can provide two functions: both separating the employment and residential uses, as well providing outdoor communal space;
  - Use of double-glazing and winter-gardens on upper residential floors; and
  - Employment plant located away from residential uses.
- As detailed in the Urban Design Report, the concept design is capable of compliance with the key requirements of the ADG, including with respect to building setbacks, building depth, visual privacy, open space, solar access, parking, apartment size and mix, and apartment design. Whilst detailed assessment of a proposed development would be undertaken at the DA stage, the concept design demonstrates that future high rise development on the site can be designed to provide a high level of amenity for residents of the subject and adjoining sites.
- The proposal would provide the opportunity to more effectively relate to the public domain through a new publicly-accessible open spaces, active ground floor uses, and high quality architectural design. Ultimately this would contribute to a more attractive streetscape and vibrant street life.

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- The 'greening' of the street frontage and canal corridor would contribute to the fine grain and human scale of the streetscape and boost tree canopy cover. Terrace and rooftop gardens would also contribute to the urban tree canopy, positively contributing to microclimate, biodiversity and habitat, whilst optimising opportunities for social interaction amongst residents and workers.

### **Solar Access**

- Shadow modelling has been carried out and is detailed in the Urban Design Report at **Appendix 2**. As summarised below, the proposal would comply with the ADG with respect to the levels of solar access provided to the concept built form, adjacent buildings and open spaces.
- 72% of dwellings within the proposed development receive at least two (2) hours solar access per day, thereby achieving ADG compliance.
- Whilst there is some overshadowing as a result of the proposal, the overall solar objectives of the ADG are satisfied.
- Preliminary studies reveal that the additional overshadowing is anticipated to affect only five (5) dwellings. Additional solar analysis for these properties demonstrates the following:
  - 20 Myrtle Street – whilst the north-eastern and north-western sides of the dwelling are affected by overshadowing, they continue to receive >2 hours of sun, thus the dwelling is considered compliant with ADG standards.
  - 18 Myrtle Street – whilst the north-eastern and north-western sides of the dwelling are affected by overshadowing, they continue to receive >2 hours of sun, thus the dwelling is considered compliant with ADG standards.
  - 16 Myrtle Street – whilst the north-eastern side of the dwelling is affected by overshadowing, it continues to receive >2 hours of sun, thus the dwelling is considered compliant with ADG standards.
  - 14 Myrtle Street – whilst the north-eastern and north-western sides of the dwelling are affected by overshadowing, they continue to receive >2 hours of sun, thus the dwelling is considered compliant with ADG standards.
  - 12 Myrtle Street – whilst the north-eastern side of the dwelling is affected by overshadowing, it continues to receive >2 hours of sun, thus the dwelling is considered compliant with ADG standards.
- Compliance with the ADG would therefore be achieved. Full details of the assessment and Solar Access Diagrams are provided at **Appendix 2**.

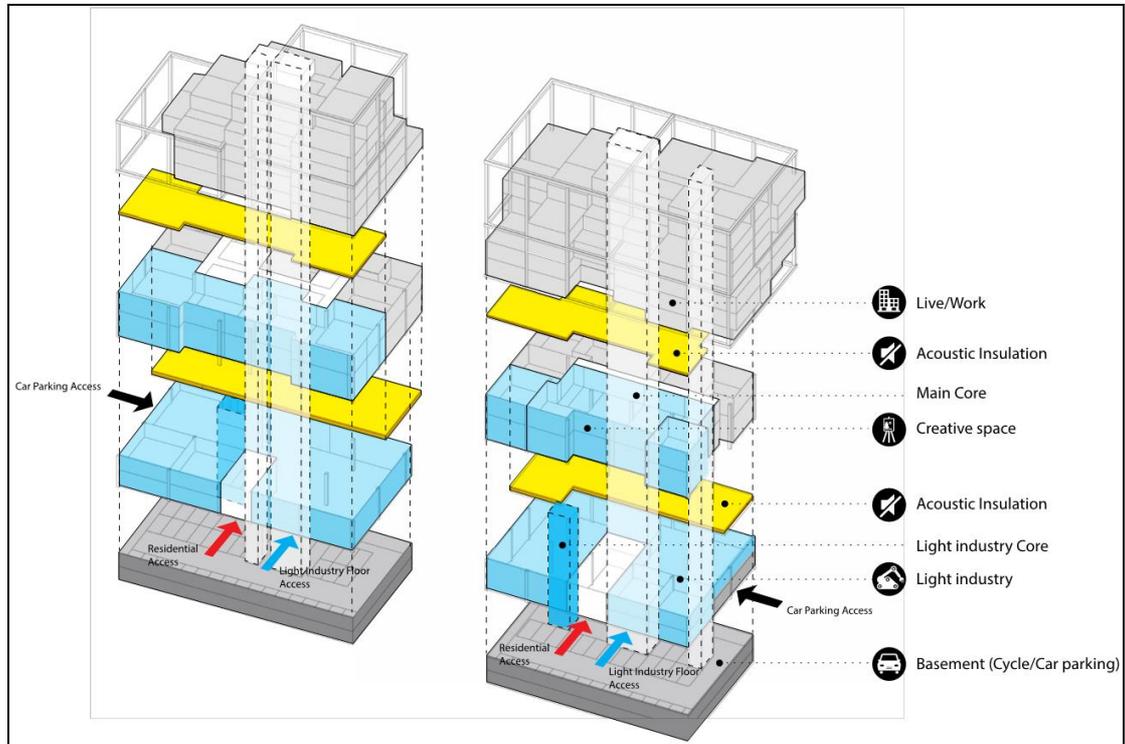
### **Acoustic Amenity**

- As detailed in the Urban Design Report at **Appendix 2**, the concept design has been informed by global precedence to ensure the harmonious co-existence of industrial, creative and residential uses.
- Key design measures, as also shown in **Figure 35**, include:
  - Separate vertical circulation for warehouse and residential;
  - Heavy goods lift for warehouse uses;
  - High ground floor floor-to-ceiling heights with acoustic treatment;
  - Minimal use of glazing above ground floor workshop areas;
  - Double glazing on residential windows in particular locations;

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- Private roof terraces for residential units at the upper levels distanced from warehouse uses;
- Sealed windows would be installed at dwellings on façades most exposed to environmental noise; and
- Soffits above balconies to incorporate absorbing acoustic material.



**Figure 35. Acoustic Management Strategy (Roberts Day 2019)**

### *Environmentally Sustainable Development*

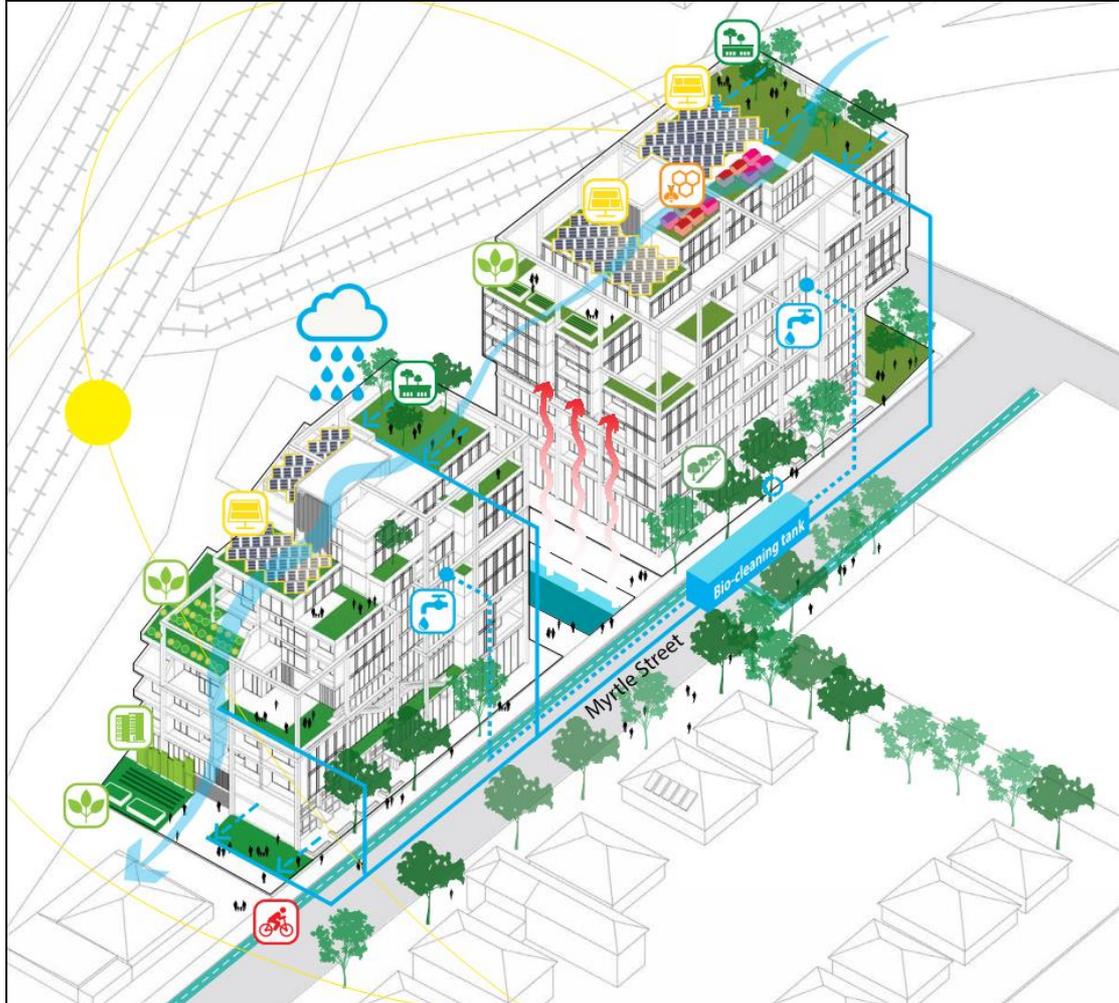
- A summary of the ESD measures incorporated in the macro-design of the concept development are shown in **Figure 36** and summarised as follows:
  - Adaptable Built Form – A hyper-adaptable warehouse framework for adaptable flexible volumes which vary depending on contemporary cultural and market demands.
  - A Pedestrianised Streetscape – Wide footpaths and new pedestrian links that are pleasant to walk down promotes walking, casual cycling and active transport.
  - Increased Tree Canopy – More trees increase canopy cover and social/health benefits, improves streetscapes, converts CO<sub>2</sub> to O<sub>2</sub>.
  - Natural Ventilation – Utilising natural air movement can passively cool and ventilate a building, reducing energy use.
  - Water Harvesting – Possible water harvesting of rainwater from rooftops reduces demand on water supplies and stormwater runoff.
  - Roof Terrace – Rooftop space improves residents health and wellbeing, reduces storm water runoff and mitigates the heat island effect.
  - Roof Gardens – Space for communal gardens allow residents to grow their own produce for personal use or reselling to the community, through markets.
  - Local Bee Hives – Communal bee hives allow for the local production of honey. Bees also have benefits to the wider ecology of a place.

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- Solar Panels – Photovoltaic cells contribute to energy supply, reducing demand and heat retention.
- Green Walls – Green walls contribute to insulation and mitigate heat island effect.

Further details are provided in the Urban Design Report at **Appendix 2**.



**Figure 36. Sustainability Framework (Roberts Day 2019)**

### *Heritage*

- The site is not identified as an item of environmental heritage or within a heritage conservation area pursuant to MLEP2011, but as the site is located in the vicinity of a number of heritage items, a Heritage Impact Statement has been prepared by NBRS and is provided at **Appendix 3**.
- The heritage assessment confirms the proposal will have an acceptable impact on the heritage significance of the heritage items in the vicinity.
- The Heritage Impact Statement recommends that the advice of a Heritage Consultant should be sought during the detailed design stage of the project, to ensure that the design successfully mitigates adverse impacts on the two (2) heritage items identified in the report.

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### ***Traffic and Parking***

- A Transport Impact Assessment has been prepared by GTA Consultants and is provided at **Appendix 4**.
- The site is highly accessible by public transport, being within 400m walking distance of Marrickville train station. Bus stops situated along Illawarra Road and Marrickville Road provide connections to Kingsgrove, Sydney CBD, Dulwich Hill and Burwood, via surrounding suburbs. The area is also serviced by major road infrastructure.
- In the future, the accessibility and walkability of the site will be further enhanced through the delivery of Sydney Metro at Marrickville, within approximately 400m walking distance of the site.
- Additionally, the *Marrickville Station Precinct Plan* identifies opportunities for a potential new shared path along the existing rail corridor between Bankstown and Sydenham, as well as new open space between Myrtle Street and the railway corridor adjacent to the stormwater canal. These initiatives would enhance local movement along the corridor and encourage short trips by active travel modes.
- Pursuant to MDCP2011, the site is situated within Parking Area 3, which applies to least accessible areas. It is however considered more appropriate to adopt the DCP Parking Area 2 rates to the proposal, which apply to moderately accessible areas. This is considered appropriate on the following basis:
  - Strategic plans for Marrickville include a shared path along the railway corridor and possibility for a new station entrance near Riverdale Avenue that would significantly improve accessibility of the site and halve the distance between the site and railway station.
  - The live/work nature of the proposal would reduce the reliance of vehicle trips presenting an opportunity to reduce car ownership of future occupants.
  - This would support the objectives of MDCP2011 to promote sustainable transport and provide a balanced supply of car parking on-site.
  - To further achieve these objectives, it is recommended that a green travel plan is prepared for the future development to promote alternative travel modes available near the site and its intentions of reducing car ownership of future tenants.
- Based on the MDCP2011 car parking rates for Parking Area 2 and the RMS Guide rates, a total of 177-259 spaces would be required for the development. Accessible spaces would also be considered as part of the future DA.
- Pursuant to MDCP2011, the proposal requires 9-13 motorcycle spaces and up to 150 bicycle spaces, as well as up to 23 bicycle spaces for visitors within the public domain and/or a secure yet accessible location.
- Based on the MDCP2011, the proposal would require a minimum of six (6) service vehicles spaces, including three (3) spaces for trucks.

The site is constrained by a stormwater canal and therefore any basement loading facilities would be difficult to accommodate. As such, it is recommended that on-street loading and short-term parking zones replace unrestricted parking provided along the Myrtle Street and Carrington Road site frontages as part of any future DA to facilitate any loading/unloading activities generated by the proposal. This could equate to 30m and

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15m of on-street loading and short-term parking zones on Myrtle Street and Carrington Road respectively.

Given the type of uses and likely tenants for the flexible warehouse space, it is expected that the majority of service or delivery vehicles will be vans, utilities and small rigid vehicles with the exception of the waste collection vehicles. Therefore, most vans and utilities would be able to use visitor parking spaces provided in the basements.

- The proposed driveways will be located where crossovers are currently provided for the site. The proposal will remove three (3) existing crossovers which would reduce the number of conflict points and improve the pedestrian and cyclist amenity along the frontages.
- Site access, car parking and service vehicle arrangements would be designed to comply with relevant Australian Standards.
- Adopting rates from the *RMS Guide 2002* and *Technical Direction: Updated Traffic Surveys (TDT 2013/ 04a)*, trip generation for the existing and future development on the site is summarised as follows:

<b>Land Use</b>	<b>AM Peak (veh/hr)</b>	<b>PM Peak (veh/hr)</b>
<b>Existing Development</b>		
Warehouse	10	10
<b>Proposed Development</b>		
Warehouse	29	31
Residential	33-43	26-34
Total	61-64	57-59

- In summary of the above table, the proposal could potentially generate 57-72 vehicle trips during any weekday peak hour, which equates to approximately one (1) vehicle trip every minute.

The net additional traffic generated by the proposal compared to the existing warehouses could be in the order of 47-62 vehicle trips during any weekday peak hour.

- Initial post-development modelling of the Myrtle Street site access and the Myrtle Street/Carrington Road intersection during the weekday PM peak period suggests that development traffic would experience minimal delays and queuing and have minimal impact on the operation and capacity of the surrounding road network.

However, to ensure any northbound development traffic through the Myrtle Street/Carrington Road intersection does not obstruct the left turn movement, it is recommended that a no stopping restriction is implemented on the east side of Carrington Road within the intersection and at least 10m to the south to maintain adequate right turn manoeuvring area through the intersection.

It is recommended that the operation and appropriate design of the site accesses and Myrtle Street/Carrington Road intersection are confirmed as part of the future DA.

### **Flooding**

- A Flood Impact Assessment has been prepared by Cardno and is provided at **Appendix 6**.

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- The sites are currently affected by flooding, with overland flow conveyed via the Sydney Water channel between the two sites, together with a network of pipes and pump stations, into the Cooks River.
- Based on the *Marrickville Valley Flood Study* (prepared for Council by WMAwater and Storm Consulting in 2013), the site is shown to be affected by the following flood extents:
  - 3 Myrtle and 3-5 Carrington Rd as Flood Liable Land;
  - 3 Myrtle Street as Flood Planning Area (Overland Flow); and
  - 3-5 Carrington Rd as Flood Planning Area (Cooks River- low hazard) and Flood Planning Area (Overland Flow).
- The Flood Assessment undertaken to support this Planning Proposal has included detailed ground survey data for the development sites and surrounding lands to provide a more accurate presentation of the existing topography. Therefore it will provide a more accurate simulation of the flood behaviour in the area.
- This detailed investigation found that the site is affected by the 100 year ARI event under existing and proposed conditions, with flows arriving from Victoria Rd to the west. The estimated 100 year ARI event peak flood level contours and depth under existing and proposed conditions are shown in **Appendix 6**.
- A comparison of existing and proposed conditions reveals minor change except in the vicinity of the Myrtle St / Carrington Rd intersection where the areal extent has increased to a degree.
- There are both local reductions and increases in the 100 year ARI flood levels arising from the planned development, but with no adverse increases in the 100 year ARI flood level on any adjoining developed properties.
- There are some areas where significant velocity increases and decreases are observed. In the context of the existing flood hazard of the area, the minimal changes to building footprints, and the acceptable water level differences, these changes could be considered acceptable.
- Due to the changes to building footprints, there is some redistribution of flows in the 100 year ARI event on 3-5 Carrington Road. More flow is passing on the southern side of the building and less on the northern side. The changes in the total flow discharging west to east around Building A and Building B are -12% and +2% respectively which complies with Council's control.
- It is not anticipated that the development would cause local drainage flow/runoff problems. The site impervious fraction or hardstand area is not anticipated to increase. Drainage design would be required for future development assessment.
- It is concluded that the flood impact assessment demonstrates that the development will not have any unacceptable flood impacts.

### ***Civil Engineering, Contamination and Geotech***

- During the construction phase of the development, an Erosion and Sediment Control Program will be implemented to minimise water quality impacts.

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- The stormwater drainage system for the site will be designed at the future DA phase, in accordance with general engineering practice and the guidelines of Council.
- Appropriate environmental site investigations would be carried out in relation to land contamination and geotechnical matters at the DA phase.

### ***Construction Management***

- To ensure the carrying out of future development protects the quality of the environment and amenity of adjoining properties, a Construction Environmental Management Plan would be developed prior to the commencement of works.

### ***Waste Management***

- A comprehensive Waste Management Plan would be prepared as part of a future DA, including measures to minimise waste generation and manage waste/recyclables through all phases of the development.

### **4.3.3 HOW HAS THE PLANNING PROPOSAL ADEQUATELY ADDRESSED SOCIAL AND ECONOMIC EFFECTS?**

The social and economic effects of the proposal have been considered within the Economic Impact Assessment at **Appendix 5**.

The need for a creative cooperative on the site reflects the need for employment floorspace (in particular creative floorspace) and live-work opportunities that has been identified through economic research and property market analysis. Economic drivers contributing to this need are summarised as follows:

- As industry seeks innovative and productive ways to remain competitive, creative businesses emerge to create and develop solutions that disrupt the conventional and transform business-as-usual. Creative industries typically gravitate to a hybrid of industrial, commercial, storage/warehousing floorspace including adaptively reused space. 'Creative industrial' uses are observed to have spatial requirements for a mix of floorspace types - production, storage, administration and marketing under one roof.
- Review of the current state of the Carrington Road Precinct reveals that many enterprises straddle both the creative and manufacturing sector.
- Whilst the Precinct has retained its industrial character, the large manufacturers who previously occupied the warehouses have since departed to be replaced by various enterprises many of which are small in scale and intertwined with the creative sector.
- As the area continues its transition to light industrial and mixed business activity, there is a noticeable shift in business floorspace requirements with many lighter industrial and business uses requiring smaller floorplates and a mix of floorspace types. Consequently, hybrid development types are required to meet the increasing need for diverse floorspace types.
- The scale of the proposal (>5,000m<sup>2</sup> of flexibly configured industrial floorspace) presents a valuable opportunity to address market requirements for creative-industrial and enterprise space.

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- An audit by 'Made in Marrickville' (MIM) found that the Precinct accommodated a unique mix of creative industries, many of whom also undertook manufacturing activities housed in an array of "affordable and practical workspaces, smaller studio suites and larger production facilities all in a small number of co-located complexes".
- Extensive cultural mapping in *Marrickville Cultural Action Plan 2016-2020* found that whilst 'creatives' are a significant contributor to the local economy, the lines between the activities they carried out are blurred. They may engage in urban manufacturing/production, niche design and prototyping and eventual sale either direct to the consumer or as an input to a larger manufacturing process. Consequently, the Plan seeks to support the 'Creative Economy' by facilitating a "flexible range of floorspace to work, store materials and present from".
- While there is dearth of new development in the Carrington Road Precinct itself, development activity in the broader Sydenham-Marrickville precinct to the north is evolving to accommodate the mixed floorspace needs of businesses by combining high-technology space, industrial, office and warehousing space.
- There is an important role for the proposal to play in addressing the need for creative industrial space. 'Creative clustering' occurs organically (rather than by designation). Given the naturally occurring clustering of creative enterprise in the Precinct, the Proposal would meet demonstrated demand for industrial-led creative floorspace.
- Strategic Planning (both at State and local level) recognises structural changes in the economy which require provision of floorspace to cater to evolving and emerging industries.
- State and local government policy has focused equally on intensifying employment opportunities and facilitating opportunities for businesses' changing requirements for how they use land. Specifically, the importance of the creative sector is recognised and the need to facilitate floorspace opportunities for these businesses acknowledged to be equally important for Greater Sydney's liveability and prosperity.
- Equally important to the requirements of creative industries is the opportunity for 'live-work'. Numerous research and planning strategies globally affirm the importance of promoting schemes that provide linked *affordable* housing and business space in new developments.

Significant economic impacts also relate to the output, GRP, incomes and employment generated during both the construction and operation phases of the project, which significantly exceed the economic impacts that could be generated under the current Planning controls. The following tables summarise the economic impacts of the proposal, with reference to the 'base case' provided for comparison. It is noted that the 'base case' incorporates alterations and additions to the site to provide additional floor space subject to the current MLEP2011 controls (a complete redevelopment of the existing buildings is not considered viable under the current controls).

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<b>Table 10. Construction Impacts in Inner West LGA (Atlas 2020)</b>				
<b>Indicator</b>	<b>Output (\$M)</b>	<b>GRP (\$M)</b>	<b>Incomes (\$M)</b>	<b>Employment (FTE)</b>
<b>Proposal Case</b>				
Direct	\$56.9	\$13.4	\$9.4	111
Flow-On Type 1 (Production-Induced)	\$23.7	\$10.7	\$6.4	75
Flow-On Type 2 (Consumption-Induced)	\$11.4	\$6.9	\$2.8	38
<b>Total</b>	<b>\$92.0</b>	<b>\$31.1</b>	<b>\$18.5</b>	<b>224</b>
<b>Base Case</b>				
Direct	\$1.7	\$0.4	\$0.3	3
Flow-On Type 1 (Production-Induced)	\$0.7	\$0.3	\$0.2	2
Flow-On Type 2 (Consumption-Induced)	\$0.3	\$0.2	\$0.1	1
<b>Total</b>	<b>\$2.8</b>	<b>\$0.9</b>	<b>\$0.6</b>	<b>6</b>

Accordingly, *net* economic activity generated by the proposal during construction is summarised as follows:

- \$89.2 million in output (including \$55.2 million in direct activity).
- \$30.2 million contribution to GRP (including \$13.0 million in direct activity).
- \$18.0 million in incomes and salaries paid to households (including \$9.1 million in direct incomes).
- 218 FTE jobs (including 108 FTE directly employed in construction activity).

The *operational* impacts of the proposal compared to the base case are outlined below.

<b>Table 11. Operational Impacts in Inner West LGA (Atlas 2020)</b>				
<b>Indicator</b>	<b>Output (\$M)</b>	<b>GRP (\$M)</b>	<b>Incomes (\$M)</b>	<b>Employment (FTE)</b>
<b>Proposal Case</b>				
Direct	\$58.1	\$25.8	\$14.5	153
Flow-On Type 1 (Production-Induced)	\$20.8	\$9.8	\$5.6	62
Flow-On Type 2 (Consumption-Induced)	\$16.0	\$9.7	\$3.9	54
<b>Total</b>	<b>\$94.9</b>	<b>\$45.4</b>	<b>\$24.1</b>	<b>269</b>
<b>Base Case</b>				
Direct	\$27.3	\$12.1	\$6.8	72
Flow-On Type 1 (Production-Induced)	\$9.7	\$4.6	\$2.6	29
Flow-On Type 2 (Consumption-Induced)	\$7.5	\$4.6	\$1.8	25
<b>Total</b>	<b>\$44.5</b>	<b>\$21.3</b>	<b>\$11.3</b>	<b>126</b>

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As a result, the *net* economic activity generated by the proposal during operation is summarised as follows:

- \$50.4 million additional in output (including 30.9 million in direct activity).
- \$24.2 million additional in contribution to GRP (including \$13.7 million in direct activity).
- \$12.8 million additional in incomes and salaries paid to households (including \$7.7 million directly).
- 143 additional FTE jobs (including 81 additional jobs directly related to activity).

Additional economic impacts would be associated with the new residents on the site, with increased household expenditure expected to primarily directed to local businesses in Marrickville and Inner West LGA. A summary of this new household expenditure is summarised below.

<b>Indicator</b>	<b>Output (\$M)</b>	<b>GRP (\$M)</b>	<b>Incomes (\$M)</b>	<b>Employment (FTE)</b>
Direct	\$13.9	\$8.2	\$4.0	67
Flow-On Type 1 (Production-Induced)	\$3.5	\$1.7	\$1.0	11
Flow-On Type 2 (Consumption-Induced)	\$3.9	\$2.4	\$1.0	13
<b>Total</b>	<b>\$21.3</b>	<b>\$12.3</b>	<b>\$5.9</b>	<b>91</b>

Overall, implementation of the proposal will assist to position the site to meet market demand. Equally important will be the facilitation of greater floorspace capacity to accommodate more intensive employment and economic activity.

### 4.4 STATE AND COMMONWEALTH INTERESTS

#### 4.4.1 IS THERE ADEQUATE PUBLIC INFRASTRUCTURE FOR THE PLANNING PROPOSAL?

The site is serviced by existing infrastructure that is capable of servicing higher density light industrial, creative and residential development. In particular the site is highly accessible by public transport, being within 400m walking distance of Marrickville train station. Bus stops situated along Illawarra Road and Marrickville Road provide connections to Kingsgrove, Sydney CBD, Dulwich Hill and Burwood, via surrounding suburbs. The area is also serviced by major road infrastructure.

Resulting from the proximity of the site to public transport, active transport networks and services, the site has been awarded a walkscore of 89 (very walkable, most errands can be accomplished on foot) and a transit score of 80 (excellent transit, transit is convenient for most trips).

Importantly, in the future the accessibility and walkability of the site will be further enhanced through the delivery of Sydney Metro at Marrickville, within approximately 400m walking distance of the site.

As detailed in the Transport Impact Assessment (**Appendix 4**), given the strategic location of the site in proximity to existing and planned public transport, walking and cycling infrastructure, sustainable transport would be promoted. Additionally, the live/work nature of

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the proposal would reduce the reliance of vehicle trips presenting an opportunity to reduce car ownership of future occupants. To further achieve sustainable transport objectives, it is recommended that a green travel plan is prepared for the future development to promote alternative travel modes available near the site and its intentions of reducing car ownership of future tenants.

Accounting for the estimated traffic generation volumes associated with the proposed development, preliminary intersection modelling demonstrates the development would have minimal impact on the operation and capacity of the surrounding road network.

In any case, it is recommended that the optimal continued functioning of the Myrtle Street/Carrington Road intersection is supported through the introduction of a 'No Stopping' restriction on the east side of Carrington Road within the intersection and at least 10m to the south.

No other infrastructure upgrades are recommended as being required for the future development.

### **4.4.2 WHAT ARE THE VIEWS OF STATE AND COMMONWEALTH PUBLIC AUTHORITIES CONSULTED IN ACCORDANCE WITH GATEWAY DETERMINATION?**

Initial discussions have been initiated with DPE.

No consultation with Commonwealth authorities has been carried out to date.

It is acknowledged that Inner West Council will consult with relevant public authorities following the Gateway determination.

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## **PART E COMMUNITY CONSULTATION**

Schedule 1 of the EP&A Act requires the relevant planning authority to consult with the community in accordance with the Gateway Determination. It is anticipated that the Planning Proposal would be required to be publicly exhibited for 28 days in accordance with the requirements of DPE guidelines '*A guide to preparing local environmental plans*'.

It is anticipated that the public exhibition would be notified by way of:

- A public notice in local newspaper(s).
- A notice on the Inner West Council website.
- Written correspondence to adjoining and surrounding landowners.

The Gateway determination, Planning Proposal and specialist studies would be publicly exhibited at Council's offices and any other locations considered appropriate to provide interested parties with the opportunity to view the submitted documentation.

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## PART F CONCLUSION

The proposed amendment to MLEP2011 to include additional building height, additional FSR and an APU for 'creative BTR' or Residential Accommodation, would support the future development of the site for an industrial-led creative cooperative. The hybrid creative live-work model and increased density of development sought to be provided reflects the zone objectives as well as key strategic policies.

In summary, the proposed MLEP2011 amendment for additional building height, additional FSR and an APU for 'creative BTR' or Residential Accommodation is appropriate for the following reasons:

- The proposed MLEP2011 amendment would enable the future development of the site for a high-density industrial-led creative cooperative comprising flexible industrial and warehouse space and a range of BTR 'live-work' dwellings. While Light Industry and Warehouse or Distribution Centres are already permitted with consent in the IN2 Light Industrial zone, an APU is required for Residential Accommodation to realise the envisaged 'live-work' concept for creatives.
- To support the inclusion of BTR within the creative cooperative, a distinct land use definition is proposed; 'creative BTR'. This custom definition would highlight the unique offering now proposed in the form of BTR live-work dwellings, and would secure both the live-work dwelling concept and BTR in the one gazetted Planning Proposal.
- Attributing a new land use definition to the proposed creative cooperative, is also anticipated to assist with the future diffusion of the concept as a model for effectively addressing the living and working needs of creatives and therefore promoting the growth of this priority industry sector.
- BTR would promote a more diverse, secure and affordable offering of long-term residential accommodation and business space on the site, vertically integrated in a hybrid, fit-for-purpose building specifically designed in response to the housing and employment needs of creatives. BTR, encompassing a live-work design, would respond to the need for a more accessible rental market and an improved diversity of housing and employment options, meaning that creatives would have new access to a product specifically designed to meet both their working and living needs in an affordable hybrid package.
- The benefits of BTR are closely related to its custom fit-for-purpose design and construction, and the safeguard against individual units being Strata Titled at any time in the future. Other key advantages of BTR relate to a more accessible rental market, an additional housing and business product to augment choice, security of tenure, stable rental growth, and a more sustainable, durable and better-managed building.
- Being generally 20% cheaper to construct compared to traditional residential flat buildings, BTR facilitates rents that are below the current market in the area (on average). Additionally, there may be opportunity to deliver 15% affordable units.
- As well as targeting affordability, the BTR would include units aimed at the creative sector, supportive of ageing-in-place, and accommodating of those who are differently-abled.

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- The inclusion of BTR specifically responds to the mandate established by the NSW Government in the EIE for the new Housing Diversity SEPP. The EIE seeks to establish a planning pathway to support BTR developments and incentivise institutional investment.
- Additional building height and FSR are also required to support the creation of a creative cooperative on the site.
- Given the site's strategic location within an urban renewal and transit corridor, and in proximity of public transport infrastructure (Marrickville train station and Sydney Metro), jobs and services, it provides valuable opportunity to contribute to higher employment densities and a sustainable, transit-oriented community focused on the creative industrial sector.
- Consistent with strategic policy for urban renewal and transit corridors, the proposal would create opportunities for new jobs, diverse new housing and an activated public domain, combining to revitalise strategically-located land in immediate proximity of major public transport.
- This also reflects the government's strategic objectives for Sydney Metro, which is purposed as a catalyst of revitalization.
- Overall, the proposal is consistent with the State, regional and local strategic planning framework. As described through this report, the proposal is specifically consistent with the NSW State Priorities, Directions for a Greater Sydney, the Greater Sydney Region Plan, the Eastern City District Plan, Create NSW's Cultural Infrastructure Plan 2025+, Inner West Community Strategic Plan, Inner West Council's Local Strategic Planning Statement (LSPS), draft *Inner West Employment and Retail Lands Strategy* and *Our Inner West Housing Strategy*. The proposal reflects the vision for the Sydenham to Bankstown urban renewal and transit corridor, transitioning role of employment lands, and the growth of creative industries.
- In particular, the site and proposed industrial-led creative cooperative are consistent with the Region Plan and District Plan and deliver on a number of the Plans' objectives, particularly as they relate to the Sydenham to Bankstown urban renewal and transit corridor, the provision of new and diverse housing supply in the right locations, the creation of the 30 minute city through the suitable location of housing, jobs, services and infrastructure, the maintenance and management of employment lands, targeting priority sectors (namely creative industries), and supporting the growth of creative industries through the provision of suitably-designed and located facilities offering flexible live-work opportunities.
- The supply of urban services and employment lands would *not* be eroded as a result of the proposal. The maintenance of the IN2 Light Industrial zoning over the site would retain the numeric area of employment land in Marrickville and increase employment densities. The envisioned industrial-led creative cooperative, whilst introducing a residential component to the site, would dually provide opportunity for higher employment densities *and* more diverse industries to be supported. The proposal therefore offers an innovative solution to retaining and managing employment lands in accordance with the Region Plan and District Plan.
- The proposed range of flexible industrial/warehouse spaces and BTR live-work dwellings would generate new employment opportunities, specifically meet the unique working and living requirements of creatives, augment the amenity of the site

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and immediate neighbourhood, and align with the transitioning 'creative' role of the Inner West's employment precincts. It is noteworthy that creative industries are expressly identified by the Plans as one of five priority sectors targeted for growth.

- Through the delivery of 175-225 BTR dwellings, the proposal would also contribute to meeting supply targets, placing downward pressure on prices to improve affordability, and diversifying housing choice. Hybrid 'live-work' dwellings in a range of unit sizes and all secured as BTR, would assist in accommodating a variety of price-points and meeting the needs of Sydney's diverse and growing population, including the specific housing needs of the Inner West's growing creative community.
- The *Cultural Infrastructure Plan 2025+* developed by Create NSW identifies strong demand for flexible, affordable, fit-for-purpose and sustainable space, arising from the rapid growth of the cultural sector, the increasingly important role of creative industries in NSW' economy, and the ongoing transitioning of the economy. In response, the proposal incorporates a range of formal and informal, flexible and purpose-built, spaces of varying scales to accommodate a wide range of creative industry sectors and associated activities. The provision of BTR live-work dwellings (secured in perpetuity) would improve access to affordable space for the creative community.
- Meeting the needs of the creative community requires housing to be made available in close proximity to creative industrial areas, and in other cases for workspaces and homes to be more closely fused. Live-work models respond to the functional requirements arising from the nature of creative sector activities and also from affordability pressures.
- Similarly, the proposal delivers on key objectives of the LSPS relating to the maintenance of industrial zones whilst supporting their increased productivity, accommodating affordable entry points for a range of industries, and growing Inner West as a leading creative and cultural hub. Notably, the LSPS identifies the creative industries as a targeted sector, and acknowledges that innovative approaches are required to meet the needs of the creative sector (given these needs remain unmet under the current Planning framework).
- In accordance with the Inner West Community Strategic Plan, the proposal would directly underpin the rise of the Inner West's 'creative ecosystem' through the provision of an industrial-led creative cooperative that is purpose-built to reflect and respond to the needs of a wide variety of creative sectors. The cooperative incorporates a wide range of work spaces and hybrid live-work options (including BTR live-work dwellings) to accommodate individuals, start-ups and enterprises pursuing a diversity of creative activities. In this, the proposal would foster the establishment and growth of businesses, creation of new job opportunities and strength of the local economy. As described through this Planning Proposal report, whilst retaining the supply of industrial-zoned land, the proposal would enable the realisation of these benefits for the creative industries and local economy more broadly.
- The proposed LEP amendment aligns with the relevant Section 9.1 Ministerial Directions including as they relate to business and industrial zones, residential zones, and the integration of land use and transport.
- The proposal is consistent with the aims of MLEP2011 as it seeks to facilitate the sustainable development and use of strategically-located land for higher densities of employment-generating activities and diverse housing, to meet the needs of local

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and regional populations, achieve a high quality urban environment and revitalise Marrickville.

- The future provision of an industrial-led creative cooperative is consistent with the IN2 zone objectives as it maintains the use of the site for light industrial and warehouse uses whilst enabling higher employment densities and greater flexibility in response to the changing nature of industry and growing demand from the art, technology, production and design sectors. The co-location of BTR hybrid live-work dwellings further responds to the rising demands of the creative sector, and through architectural design the compatibility of the range of uses on the subject and surrounding sites would be secured.
- An APU for Residential Accommodation, or for the custom use of 'creative BTR', on the site within the IN2 zone is appropriate, having regard to the following:
  - The proposed APU would achieve the objectives of the IN2 Light Industrial zone.
  - Residential Accommodation, specifically in the format of creative BTR, would integrate with the range of other uses already permitted in the IN2 zone.
  - All other proposed uses are already permitted with consent, demonstrating the primary suitability of the IN2 zone for facilitating the envisaged development of the site for an industrial-led creative cooperative.
  - Consistent with the intent of the IN2 zone, the proposed live-work dwellings would assist in the meeting the unique and growing needs of the creative sector for co-located spaces conducive to both living and working.
  - Accordingly, the proposed APU would complement the role and function of Marrickville's light industrial areas, which already comprise a high share of creative industries (though often in informal live-work spaces).
  - Whilst maintaining the potential for the site to support a higher density *and* diversity of light industry, warehousing and related employment-generating activities, BTR live-work dwellings would allow the site to also contribute to the delivery of new, diverse and affordable housing.
- The proposed amendment of the MLEP2011 height of buildings and FSR standards to allow built form up to 9 storeys (42m) with a 4.65:1 FSR, would continue to achieve the objectives of the standards, as follows:
  - The site and immediately-surrounding area are zoned for a combination of industry, infrastructure and residential development. Within 400m walking distance of the site (toward Marrickville train station and local centre), new mixed use development with building heights up to 10 storeys provide higher densities and greater intensities of land use. The proposal would integrate with the transitional built form character of the area associated with new and emerging development in close proximity to the site.
  - Additionally, the renewal of the site, inclusive of higher density built form and mixed uses, reflects strategic objectives for development along railway lines and leverages new infrastructure investment (namely the Sydney Metro station at Marrickville).
  - The density of development proposed for the site, combined with the stepped design of the concept built form, would create a transition in height and scale along the railway corridor, between existing multi-storey mixed use development in the local centre and surrounding residential and industrial areas.
  - This would also protect the amenity of existing residential development, proposed open spaces and the new residential dwellings to be provided on

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the site, including with respect to solar access, privacy, views and visual impact.

- As detailed in the Urban Design Report (**Appendix 2**), the Concept Design is capable of compliance with the key requirements of the ADG. Whilst detailed assessment of a proposed development would be undertaken at the DA stage, the concept design demonstrates that future high density development on the site can be designed to provide a high level of amenity for the subject and adjoining sites. Similarly the potential of developing adjoining sites in accordance with the ADG has been demonstrated.
- The proposal will not result in any land use conflict but rather will complement and support the range of existing and future land uses and development types in immediate proximity of the site.
- The proposal would provide the opportunity to more effectively relate to the public domain through new publicly-accessible open space, active ground floor uses, and high quality architectural design.
- The proposal will not exhibit any adverse environmental impact. Rather the proposal will enable the redevelopment of redundant industrial facilities for higher density development that is highly accessible and serviced by existing and planned infrastructure. The site's redevelopment would create opportunities for development designed in accordance with the principles of ESD, new publicly-accessible open spaces, the co-location of jobs and housing, and the promotion of active transport use.
- As detailed in the Economic Impact Assessment (**Appendix 5**) the proposal would generate positive economic outcomes associated with delivering flexibly-configured industrial floorspace that responds to the unique spatial requirements of creative industries for a mix of floorspace types to accommodate a range of production, storage, administration and marketing activities under one roof. Simultaneously the proposal would respond to expressed demand for live-work opportunities, with global research and Planning strategies affirming the benefits of co-locating affordable housing and business space in new developments.
- Significant economic impacts also relate to the output, GRP, incomes and employment generated during both the construction and operation phases of the project, which significantly exceed the economic impacts that could be generated under the current Planning controls. The proposal is estimated to generate the following net additional economic activity compared to the base case:
  - Construction Phase:
    - \$92.0 million in output.
    - \$31.1 million contribution to GRP.
    - \$18.5 million in incomes and salaries paid to households.
    - 224 FTE jobs.
  - Operational Phase:
    - \$50.4 million additional in output.
    - \$24.2 million additional in contribution to GRP.
    - \$12.8 million additional in incomes and salaries paid to households.
    - 143 additional FTE jobs.

Overall, the proposal would facilitate greater floorspace capacity to accommodate more intensive employment and economic activity.

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It is therefore recommended that the Planning Proposal is approved by Inner West Council and that the necessary steps are pursued to enable it to proceed to Gateway Determination under Section 3.34 of the EP&A Act.

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# **Appendix 1 Survey Plan**

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## **Appendix 2 Urban Design Report**

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## **Appendix 3 Heritage Report**

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## **Appendix 4 Transport Impact Assessment**

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## **Appendix 5 Economic Impact Assessment**

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## **Appendix 6 Flood Impact Assessment**

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**Appendix 7 Draft Voluntary Planning Agreement  
Offer**

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**Appendix 8 Strategic Merit Test**

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**Appendix 9 Legal Advice**

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**Appendix 10 Site-Specific DCP**