



SITE-SPECIFIC DEVELOPMENT CONTROL PLAN (DCP)

**Amendment to Marrickville DCP
2011 or Inner West DCP 2026**

**75-85 Crown Street and 116
Princes Highway, St Peters**

April 2026

1. Relationship to other plans

The following site-specific controls apply to 175–85 Crown Street and 116 Princes Highway, St Peters.

Unless otherwise stated all development should be designed and constructed in accordance with the controls in this section and the provisions of this plan.

In the event of an inconsistency between these site-specific controls and the remaining provisions of Marrickville DCP 2011 or Inner West DCP 2026 as relevant, the controls in this section prevail in relation to development on the site.

2. Application

This section applies to 75–85 Crown Street and 116 Princes Highway, St Peters (herein referred to as the ‘site’) which comprises the following lots:

Address	Lot Description
75 Crown Street, St Peters	Lot 24 DP 1249592
116 Princes Highway, St Peters	Lot 21 DP 1249588
77 Crown Street, St Peters	Lot 10 DP 1227918

Map Reference

Refer to Site Area on Figure 1



 Site Boundaries

Figure 1 Subject site

3.Objectives

1. To achieve design excellence that provides high-quality built form that responds to the existing and future context, using principles drawn from an analysis of the site and its context.
2. To minimise impacts to the surrounding low-density residential neighbourhoods.
3. To enhance the existing streetscape.
4. To promote housing diversity through a mix of dwelling types and promote affordable housing.
5. To achieve high quality residential amenity.
6. To promote high quality landscaping, public art, signage and ecologically sustainable development.
7. To promote employment uses at ground level.
8. To maintain adequate solar access and amenity to the development and neighbouring properties.
9. To encourage mode share towards active transport and public transport.

3.1. Desired future character

New development on the site is consistent with the following desired future character statement. Future development will:

- Provide employment uses on the ground floor that are flexibly designed and create a cohesive environment by integrating sympathetic land uses.
- Maximise active street frontages along Princes Highway and Campbell Street.
- Provide a landmark building at this gateway location, recognising changes to the physical context of the site.
- Rejuvenate the public realm of the adjoining streets by improved landscape, activation, and surveillance.
- Facilitate the delivery of housing supply and diversity, including affordable housing.
- Sympathetically integrate the development within the low rise setting of Crown Street.
- Provides a high-quality residential amenity through thoughtful response to surrounding conditions.
- Demonstrate design excellence that responds to the local character and topography through appropriate design, transitions and use of materials.
- Achieve high levels of environmental performance.

4.Design Guidelines

4.1. Land use

Objectives

- O1. To facilitate development of the site to support commercial and light industry uses.
- O2. To provide ancillary retail opportunities at the ground floor and enhance and activate the public domain.
- O3. To provide high amenity and diverse dwellings that cater for the needs of the resident population.

Controls

- C1. Development includes employment uses associated with retail, commercial office and/or light industry.
- C2. Ground floor uses cater to local needs, provide street level activation and passive surveillance opportunities along Princes Highway and Crown Street.
- C3. Dwelling mix is diverse, includes adaptable dwellings and result in comfortable and enjoyable internal environmental through:
 - a. meeting the required standards for residential development near busy roads
 - b. ensuring buildings are designed to achieve internal noise levels as detailed in AS 2021
 - c. use a variety of integrated built form design, construction techniques and acoustic solutions to ameliorate negative impacts.

4.2. Built form, height and design

Objectives

- O1. To concentrate building height and massing along the southern and western portions of the site to transition the scale of development to surrounding low density residential and mid-rise buildings.
- O2. To ensure development is of an appropriate bulk and scale for its location.
- O3. To ensure development responds to the site context and desired character of the surrounding area.
- O4. To define building envelopes that provide sufficient flexibility for different designs to be explored and for development to achieve design excellence.
- O5. To minimise visual and overshadowing impacts of the development on surrounding residential buildings.
- O6. To incorporate setbacks which support an active, pedestrian-focused development and provide opportunities for deep soil planting and increased canopy cover.
- O7. To ensure public art is an integral and cohesive part of the new development and reflects the existing mural and past uses of the site.

Controls

Building height

- C1. Building height:
- a. is maximum nine storeys, and includes:
 - i. a five-storey transitional height along the northwest corner of site addressing Princes Highway
 - ii. a two-storey transitional height along the northwest corner of site addressing Crown Street and towards the middle of site along the northern boundary
 - iii. includes strong stepped approach to the highest component of the built form
- C2. Provides generous floor to ceiling height on the ground level to support flexible floor plate and potential mezzanines to suit a range of employment uses.

Building setbacks

- C1. Building setbacks are a minimum of:
- a. to Princes Highway frontage – all levels – nil setback
 - b. to Campbell Street frontage:
 - i. up to six storeys – nil setback
 - ii. above six storeys – 3m, except along the south-west corner at Princes Highway and Campbell Street where nil may be considered
 - c. to Crown Street frontage:
 - i. up to six storeys – 6m with high quality landscaped setback at street level
 - ii. above six storeys – 12m setback to minimise visual dominance
 - d. to the adjoining lots on northern boundary –
 - i. any part of the building fronting to Princes Highway:
 - up to five storeys – nil setback
 - above five storeys – 6m
 - ii. any part of the building fronting to Crown Street:
 - up to two storeys – nil setback
 - above two storeys – 9m
 - iii. any part of the building within central section of the site:
 - up to one storey – nil setback
 - above one storey and up to two storeys – 6m
 - above two storeys and up to seven storeys – 9m
 - above seven storeys – 12m.
- C2. Subject to detailed design analysis additional setbacks may be required than what is outlined in this part to demonstrate the future development can achieve Design Excellence.

Refer to indicative building setbacks at Figure 2.

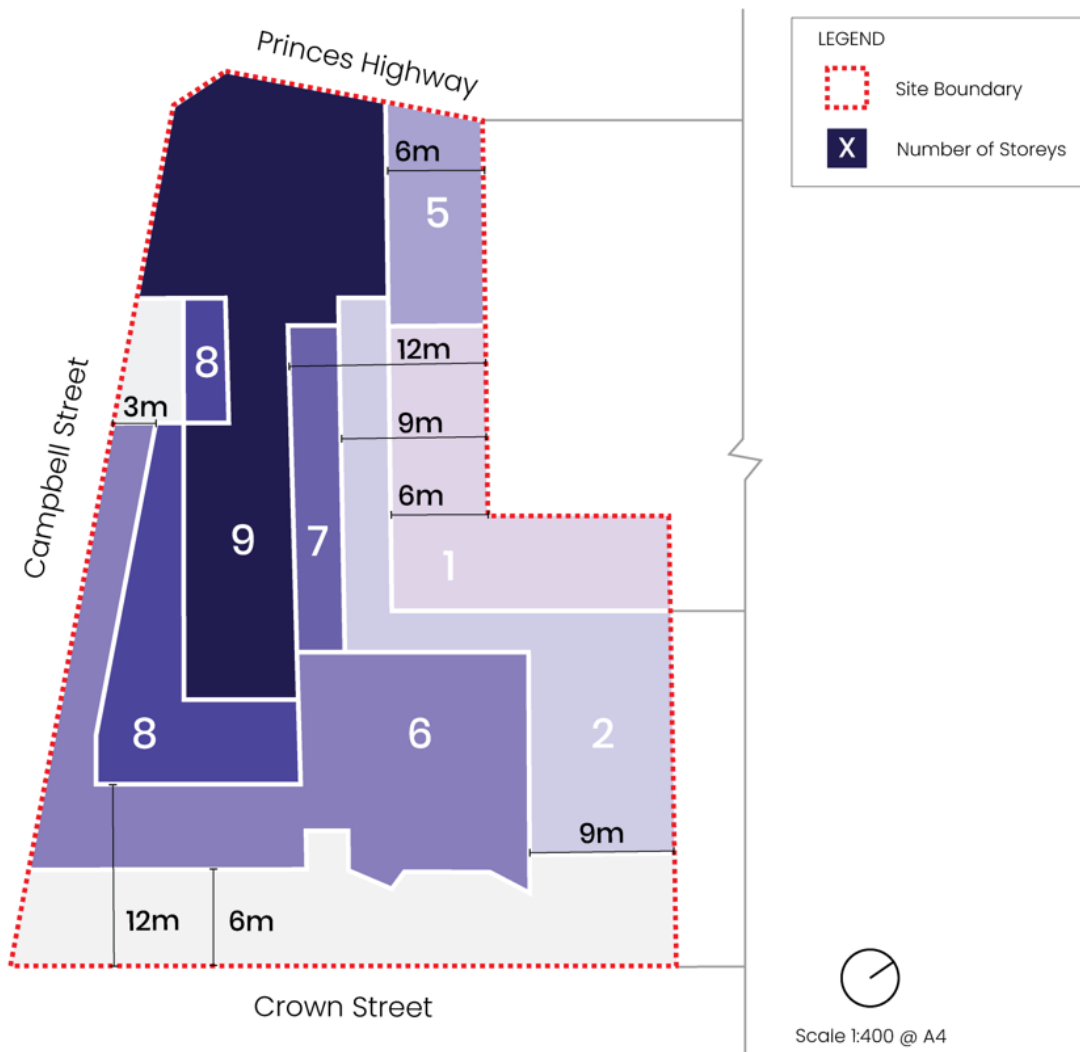


Figure 2 Indicative building setbacks

Building design

- C3. Future development demonstrates a high-level of design quality and reflects the importance of this Gateway Site on the corner of Princes Highway and Campbell Street.
- C4. Building design:
- along Crown Street responds sensitively to the interface with low density residential development
 - adequately responds to its interface with land to the north along Princes Highway
 - displays a stepped built form along the northern facade
 - provides articulation along the facades of the building to reduce visual bulk and retain a fine-grain character
 - makes all entries clearly visible, safe and accessible.

- C5. Massing along:
- Campbell Street demonstrates strong vertical articulation and incorporates a larger graphical component in the form of public art, in order to replace or incorporate the existing mural
 - Crown Street, adjoining the low-scale residential development, provides a street wall height which generally aligns with the existing typology.
- C6. Roof design adequately conceals or encloses services, plant and equipment so these are not visible from public domain.

4.3. Affordable Housing

Objectives

- O1. To increase the supply of well-designed affordable housing to meet community needs.
- O2. To provide affordable housing and a diverse range of housing mix.
- O3. To ensure affordable housing is managed and retained in perpetuity.

Provisions

- C1. Where affordable housing is provided on site, the dwellings:
- are managed by a Community Housing Provider
 - are retained as affordable housing in perpetuity
 - include a range of sizes to cater for different household sizes
 - are constructed to the same standard as other dwellings within the development.
- C2. Affordable housing units include a range of sizes to cater for different household sizes.
- C3. Affordable housing units are constructed to the same standard as other residential accommodation.
- C4. Affordable housing units are provided and managed in accordance with Council's Affordable Housing Policy.

4.4. Landscaping

Objectives

- O1. To ensure all development contributes to the achievement of the of Inner West Council (23% tree canopy target) and NSW Government (40% tree canopy target for Greater Sydney) tree canopy targets.
- O2. To support the integration of "living architecture," including green roofs and walls, built to high technical standards to augment ground-level landscaping and improve building performance.
- O3. To provide high-quality landscaping and tree planting that enhances the visual setting of buildings.
- O4. To mitigate the urban heat island effect and maximise the natural storage of carbon by minimising the use of non-permeable, synthetic turf and the like and increasing healthy tree canopy cover and improving soil water retention across the LGA.

Controls

- C1. A minimum of 10% of the site area is provided for deep soil planting generally within the area.
- C2. At least 15% of the site is covered by tree canopy and include the following:
 - a. one tree for every 350m² of site area, or part thereof
 - b. all trees are to be able to reach a minimum height of 8m and a canopy spread of 6m, with at least one tree able to reach a minimum height of 12m and a canopy spread of 8m
- C3. Integrate green roofs or green walls into landscaping and building design.
- C4. Design green roofs and green walls to:
 - a. use durable, low-maintenance and environmentally friendly materials
 - b. suit orientation and microclimate conditions
 - c. maximise the use of native and pollinator species
 - d. be accessible for maintenance only
 - e. be set back so maintenance equipment is not visible from public areas
 - f. be consistent with Green roofs, walls and facades – Inner West Council.
- C5. Hardscape materials are to be fit for purpose, reflect the character and climatic conditions and be of a suitably high specification to ensure long term quality and sustainability.
- C6. Local native provenance plants are used within all the landscaping for optimum biodiversity outcomes including local native grass meadow or lawn.
- C7. Synthetic turf, porous paving, or the like is not to be located within any deep soil zone or landscaped area and will be classified as non-permeable/hard surfacing, regardless of the manufacturer's drainage specifications.

4.5. Parking and access

Objectives

- O1. To ensure car parking provision is balanced, minimising oversupply and supporting a transition from private vehicle use to public and active transport.
- O2. To ensure vehicle access and parking are functional, safe and integrated into the design of a development.
- O3. Design delivery and loading areas to be unobtrusive and sized to avoid disrupting road or footpath efficiency.
- O4. To prioritise the safety, comfort, and movement of pedestrians and cyclists over private vehicles.
- O5. Provide secure bicycle parking and end-of-trip facilities (e.g. showers/lockers) to promote cycling.
- O6. Incorporate electric vehicle (EV) charging infrastructure and support car-share schemes to reduce private car dependency.

Controls

- C1. Provide car parking in accordance with the rates as detailed in the Table 1 below.

Development type	Maximum number of carparking spaces permitted	
	Minimum	Maximum
Residential		
Studio apartment	0	0
1 bedroom apartment	0	0.3
2 bedroom apartment	0	0.7
3+ bedroom apartment	0	1
Visitor	0	0.2

- C2. At least 20% of car parking provided is to be accessible and designed in accordance with Australian Standard AS 2890.6.
- C3. Accessible parking spaces are to be located close to wheelchair accessible entrances or lifts.
- C4. A continuous accessible path of travel is to be provided from each accessible parking space to the closest accessible public entrance.
- C5. In strata schemes, parking spaces are to be on a separate title from dwellings/commercial units to allow for internal transfer (unbundled parking). Unbundled parking does not apply to accessible car parking spaces, which are to be allocated to adaptable apartments.
- C6. Ownership of car parking spaces is limited to owners of a dwelling or other lot within the same building, whether residential, commercial, or otherwise. Car parking spaces must not be owned by persons or entities who do not hold ownership of any other part of the building.
- C7. In developments with 50 or more residential dwellings, convenient parking spaces are to be allocated to targeted users, including emergency vehicles, mobility parking, and service/delivery areas, to ensure efficiency and equitable access.
- C8. Provide on-site parking for employment uses commensurate with those for residents.
- C9. A single vehicle access point services the development and is located on Crown Street.
- C10. All vehicles, including waste management and other service vehicles, must be able to enter and exit the site in a forward moving direction.
- C11. Provide a Green Travel Plan that promotes the use of more sustainable modes of travel. The basic elements of a Green Travel Plan are:
- an assessment of the existing traffic and transport situation
 - a prediction of the traffic/transport impacts associated with the development
 - mode shift targets to create a shift away from private vehicle use toward walking,
 - cycling and use of public transport.
- C12. Provide Level 1 charger per car space and installation of conduits and associated infrastructure to enable easy upgrade to level 2 i.e. provides conduits and cables to the parking space and spatial allowance for power point or charging head unit to permit owners/tenants to readily add charging units to individual bays.

- C13. The design of charging bays is to accommodate the spatial requirements of cabling and charging points.
- C14. Information is to be submitted with the development application to demonstrate that the proposed electrical infrastructure can support a scenario where at least 50% of all EV chargers on site are charging at the same time.
- C15. Provide secure, on-site bicycle parking at a rate of 1 per unit for residents and 0.1 per unit for visitors.
- C16. Provide motorcycle parking at a rate of 5% of the total car parking spaces provided (rounded to the nearest whole number).
- C17. Bicycle parking areas are to include dedicated electric charging points at a rate of 1 plug per 2 bicycle spaces (residential accommodation) and 1 plug per 4 bicycle spaces (non-residential).
- C18. Bicycle parking is to be highly accessible, secure, and separated from vehicle manoeuvring paths. It is to comply with Australian Standard [AS 2890.3](#) and [Austroads Guidelines](#).
- C19. Parking for micro-mobility devices, motorcycles, and bicycles is not to be located in hidden spaces, under staircases, or at the end of aisles. Wayfinding signs are to be provided.
- C20. Provide one car share space for every 20 units that lack a private parking space.
- C21. These spaces are to be accessible to car share members 24/7, located as close as practical to the site's entry, located adjacent to one another, clearly marked, identified as common property on title, and not sold/leased to individual owners.
- C22. Development applications are to include a letter of commitment from an established car share operator confirming their intent to manage the spaces, how vehicles will be maintained/insured, 24/7 access provisions, and responsibility for wayfinding signs and EV chargers.

4.6. Air Quality

Objectives

- O1. To ensure the air quality impacts do not affect users and residents of the development.

Controls

- C1. An Air Quality Impact Assessment demonstrates that impacts of the WestConnex (M4-M5 link) ventilation facilitate in proximity to the site does not adversely affect residents, employees or visitors.
- C2. Built form is designed in a manner that limits and manages air quality impacts from the road infrastructure and ventilation facility.

4.7. Ecologically Sustainable Development

Objectives

- O1. To ensure that the principles of ecologically sustainable development are applied in the new development.
- O2. To reduce environmental impacts of the development.
- O3. To encourage improved environmental performance through the use of industry recognised building rating tools.

- O4. To promote the use of renewable energy sources and materials to reduce the use of resources and the generation of pollution and waste resulting from development activity.
- O5. To reduce the cause and impact of the urban heat island effect.
- O6. To reduce building waste by effectively re-using or recycling building materials where demolition or deconstruction of existing structures is required to facilitate development.

Controls

- C1. The development:
 - a. incorporates optimised rooftop solar photovoltaic systems
 - b. increases urban green cover through on-site planting and implementing Water Sensitive Urban Design
 - c. includes passive design features such as optimal orientation, increased insulation, effective shading, cross ventilation
 - d. provides rainwater capture infrastructure for re-use on site
 - e. achieves full electrification of utilities for all non-critical services including cooking (other than cooktops in commercial kitchens), heating and hot water (heat pumps).
- C2. Non-residential development is designed to minimise the need for active heating and cooling by incorporating passive design measures relating to glazing, natural ventilation and thermal mass.
- C3. Building materials, fittings and finishes:
 - a. are durable, high-quality, textured and complement materials used in the locality
 - b. are sustainable with low embodied carbon such as:
 - i. replacement of Portland cement with supplementary cementitious materials (SCMs) in concrete (i.e., 30% SCM across all pre-cast and in-situ cement)
 - ii. high recycled content in steel
 - iii. timber framing instead of steel framing
 - iv. cross laminate timber
 - c. incorporate recycled materials, where possible.
- C4. The Deconstruction Plan demonstrates that the majority of demolished building materials, excluding hazardous materials, are integrated into the design and construction of development by re-using on-site or through appropriate recycling.