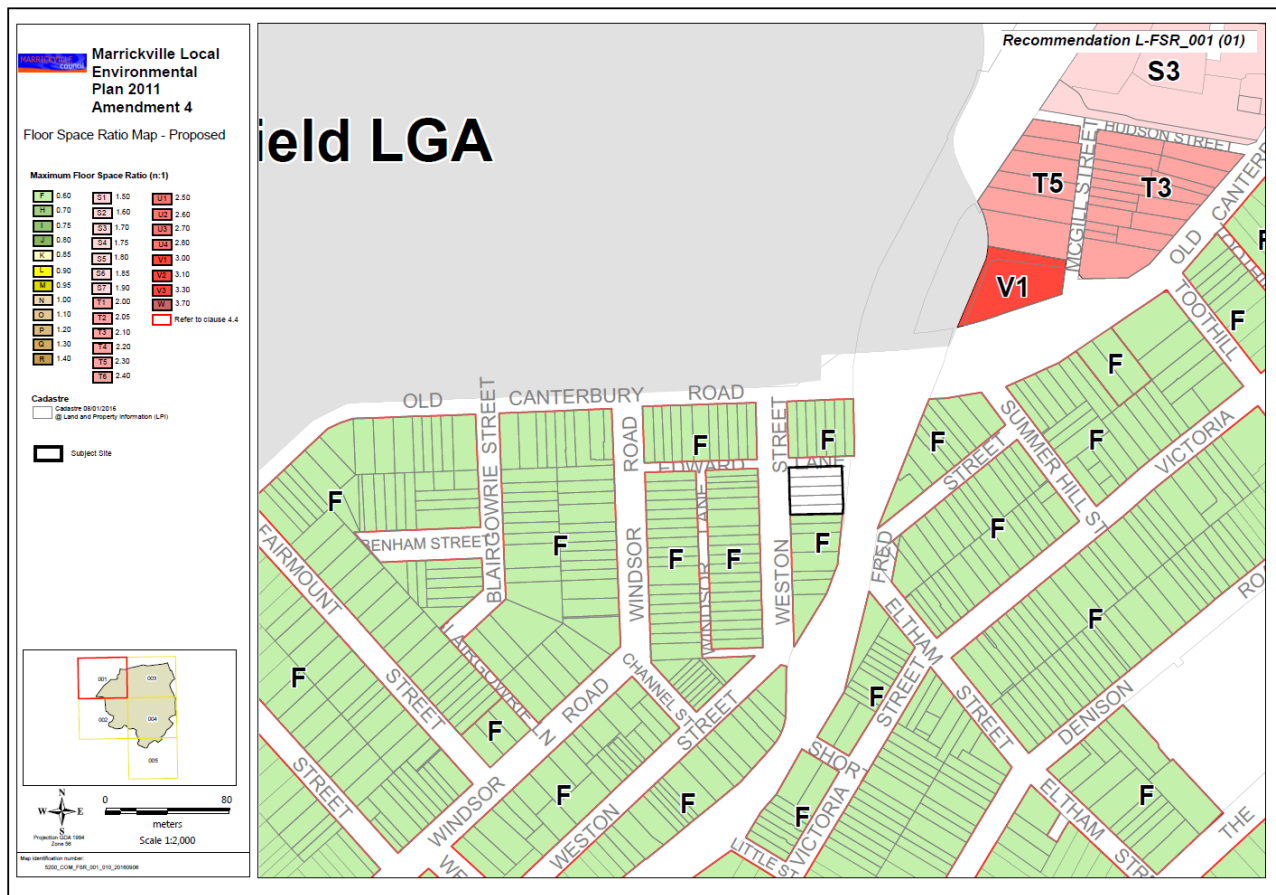




Lot 2 DP 1125319 on the south western corner of Old Canterbury Road and Barker Street, Lewisham (formerly part of the property 40 Old Canterbury Road, Lewisham)

Refer to Recommendation LZN_001 (03)

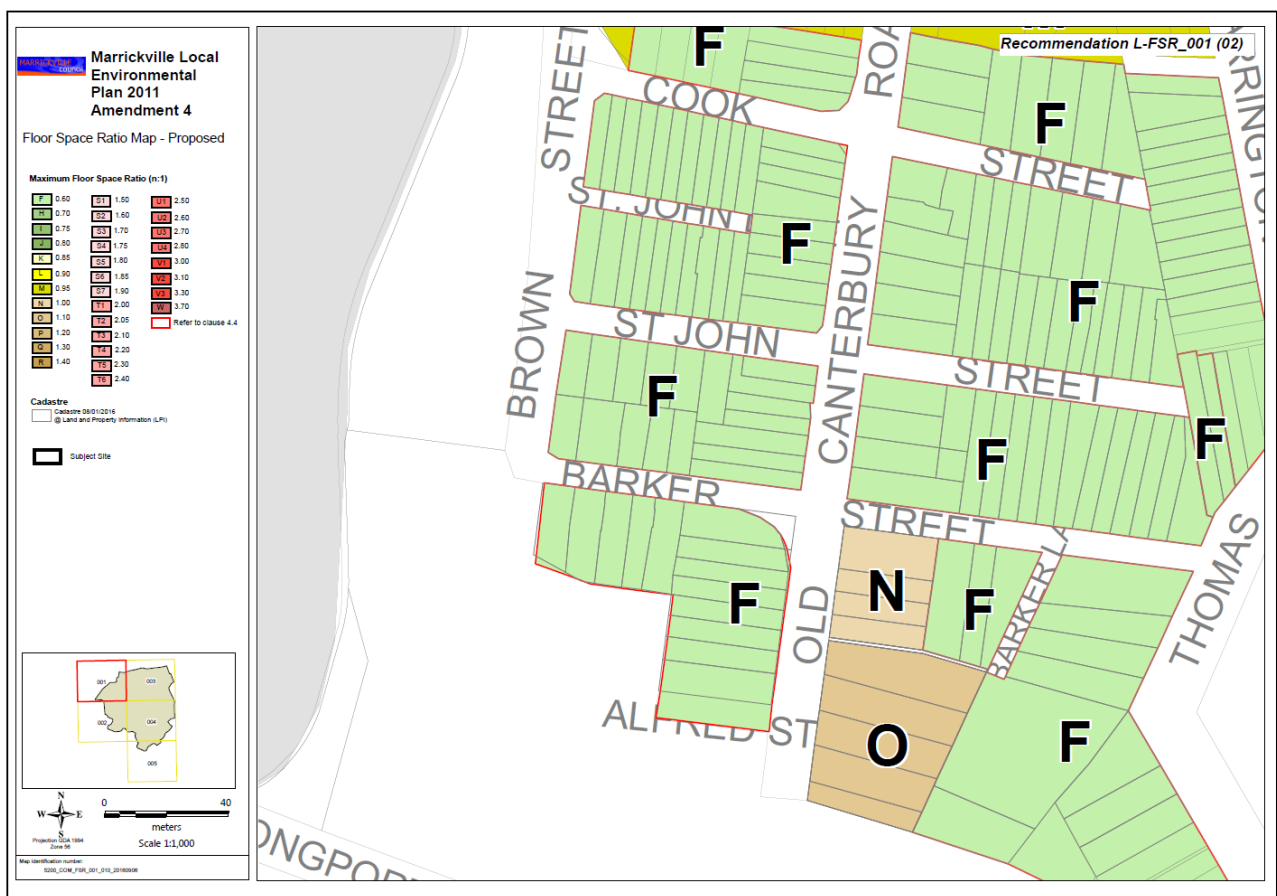
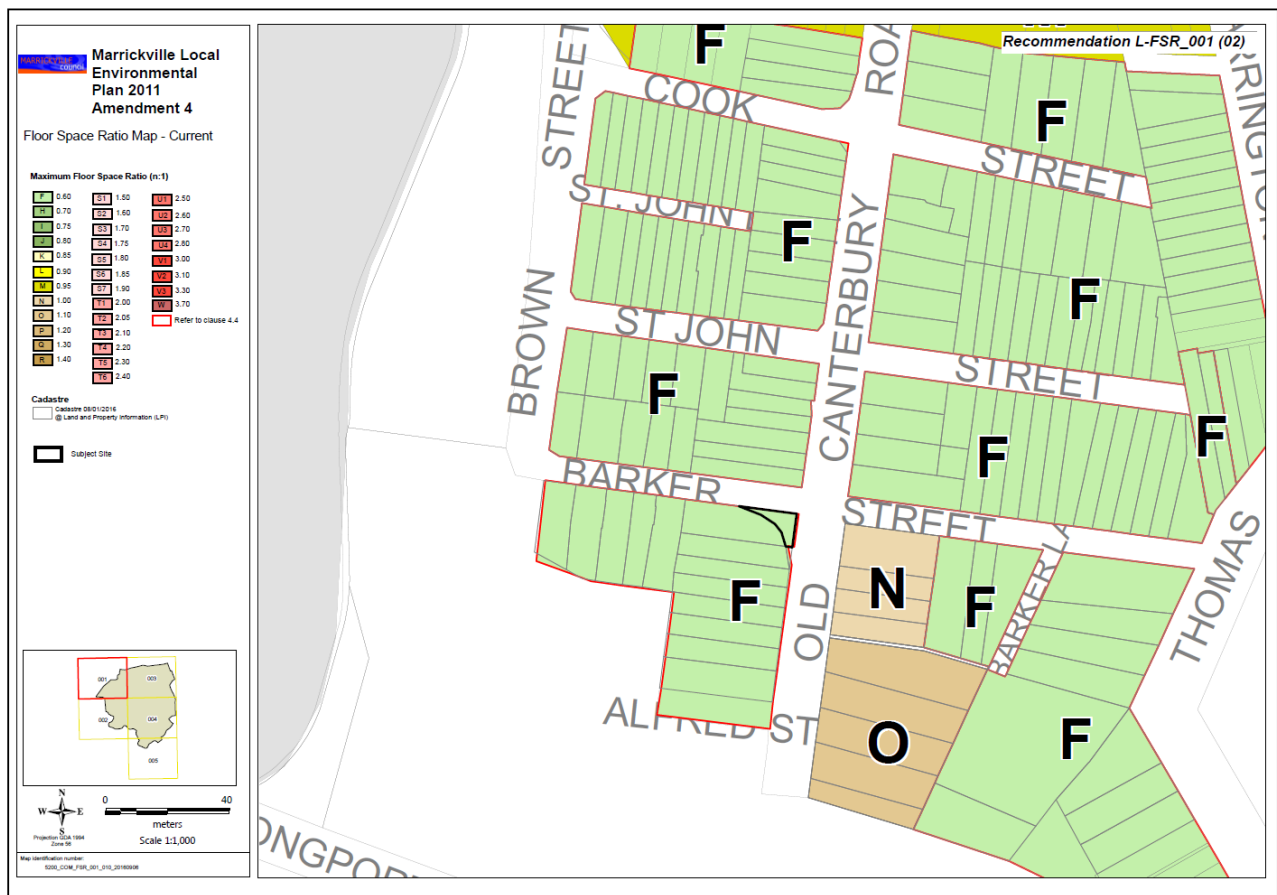
Lot 2 DP 1125319 is land identified with a thick red line and labelled “F” on the Floor Space Ratio Map.

The land which is recommended to be rezoned SP2 Classified Road (refer to Recommendation L-LZN_001 (03)) should have no FSR control applying to the land.

Recommendation L-FSR_001 (02):

That the floor space ratio control on the Floor Space Ratio Map (FSR_001) for Lot 2 DP 1125319 on the south western corner of Old Canterbury Road and Barker Street, Lewisham (formerly part of the property 40 Old Canterbury Road, Lewisham) be deleted.

Diagrams showing Current Map and Proposed Map



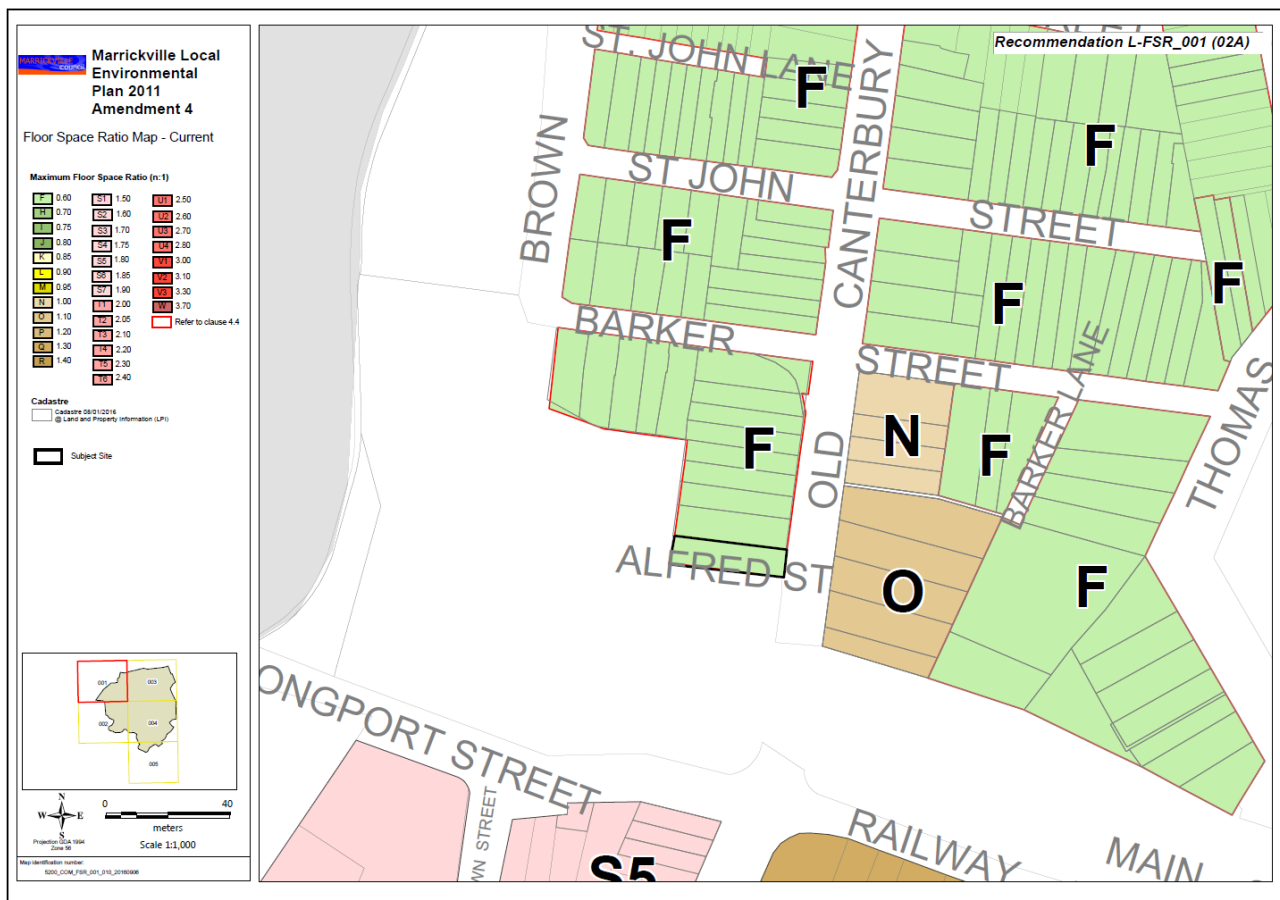
Alfred Street, Lewisham

Alfred Street, Lewisham is land identified with a thick red line and labelled “F” labelled on the Floor Space Ratio Map. No floor space ratio control should apply to the land.

Recommendation L-FSR_001 (02A):

That the floor space ratio control on the Floor Space Ratio Map (FSR_001) for Albert Street, Lewisham be deleted.

Diagrams showing Current Map and Proposed Map



40-42 Cobar Street and rear of 829 New Canterbury Road, Dulwich Hill

See comments in relation to the rezoning of the rear of the property 40-42 Cobar Street

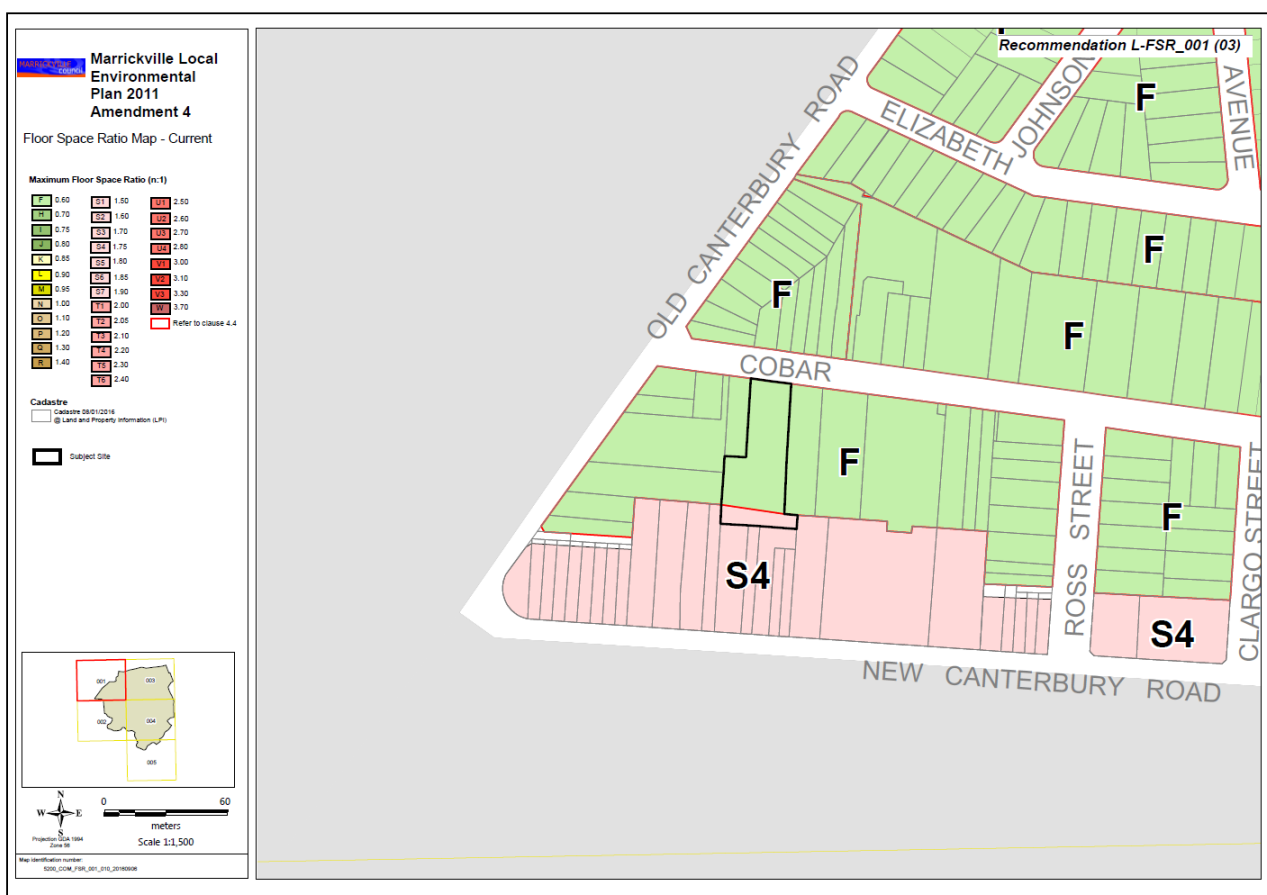
The front part of the property is land identified with a thick red line and labelled “F” on the Floor Space Ratio Map. The rear of the property, currently zoned B2 Local Centre, has a FSR control of “S4 (1.75:1)”.

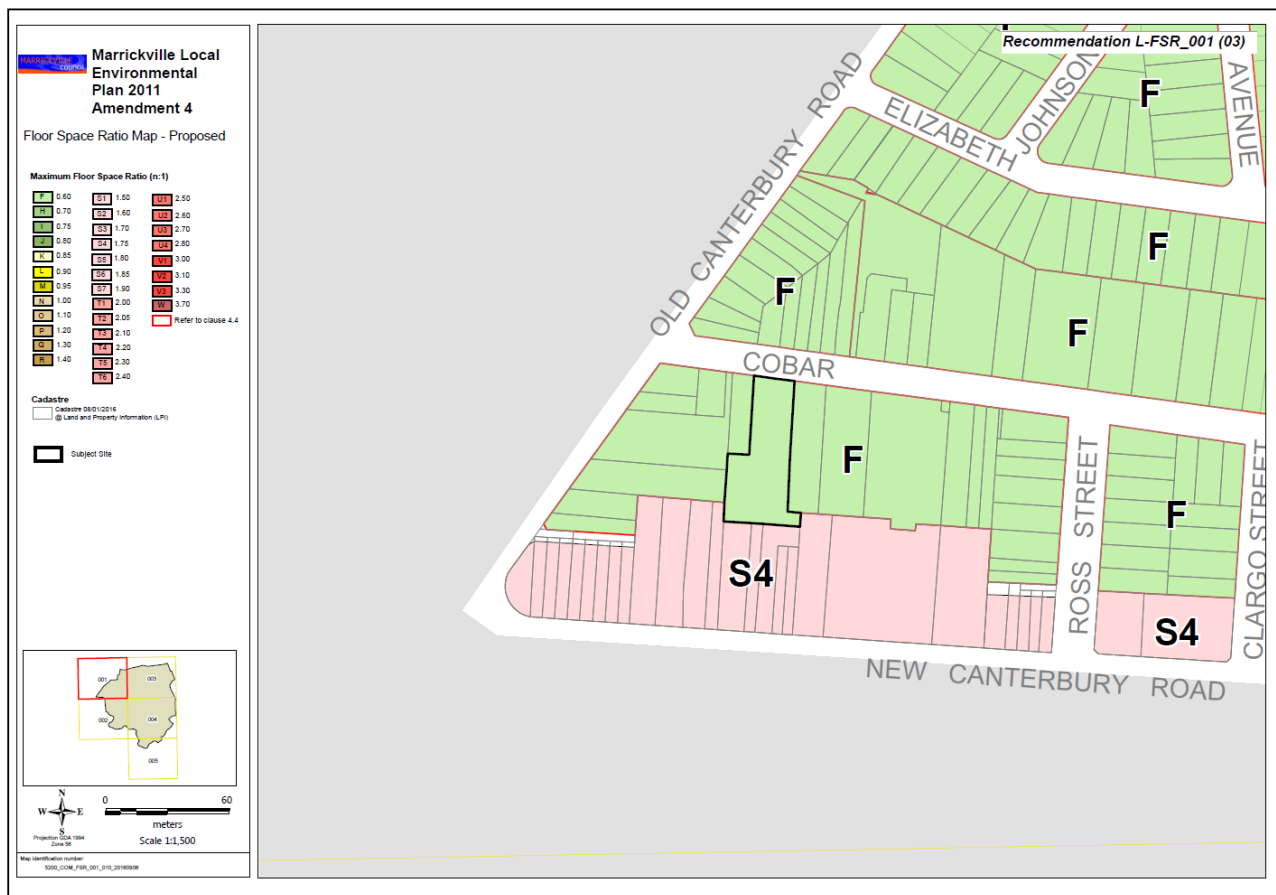
The land which is recommended to be rezoned R1 General Residential (refer to Recommendation L-LZN_001 (04)) should have the same FSR control applying to the land as the remainder of the property.

Recommendation L-FSR_001 (03):

That the rear of the property known as 40-42 Cobar Street, Dulwich Hill (Lot 1 DP 1125319) recommended to be rezoned R1 General Residential (refer to Recommendation L-LZN_001 (04)) be identified with a thick red line and labelled “F” on Floor Space Ratio Map (FSR_001) to be in accordance with the FSR control of the remainder of the property.

Diagrams showing Current Map and Proposed Map





62 Constitution Road, Dulwich Hill

The property known as 62 Constitution Road, Dulwich Hill is small a triangular shaped island site that is bounded by Constitution Road to both the north-eastern and southern boundaries and the Light Rail/GreenWay corridor along the western boundary. The site has an area of approximately 253sqm. The site currently contains a 3 storey brick building that is built to all boundaries.

The property is zoned B4 Mixed Use under MLEP 2011. No FSR or HOB controls apply to the property under MLEP 2011.

A development application (DA201500129) was lodged on 27 March 2015 seeking consent to demolish the existing building on the property and construct an 8 part 9 storey shop top housing development containing 1 shop and 22 dwellings over 3 basement car parking levels. The Statement of Environmental Effects submitted with the application indicated that the proposed development has a gross floor area of approximately 1390sqm, resulting in a FSR of approximately 5.5:1.

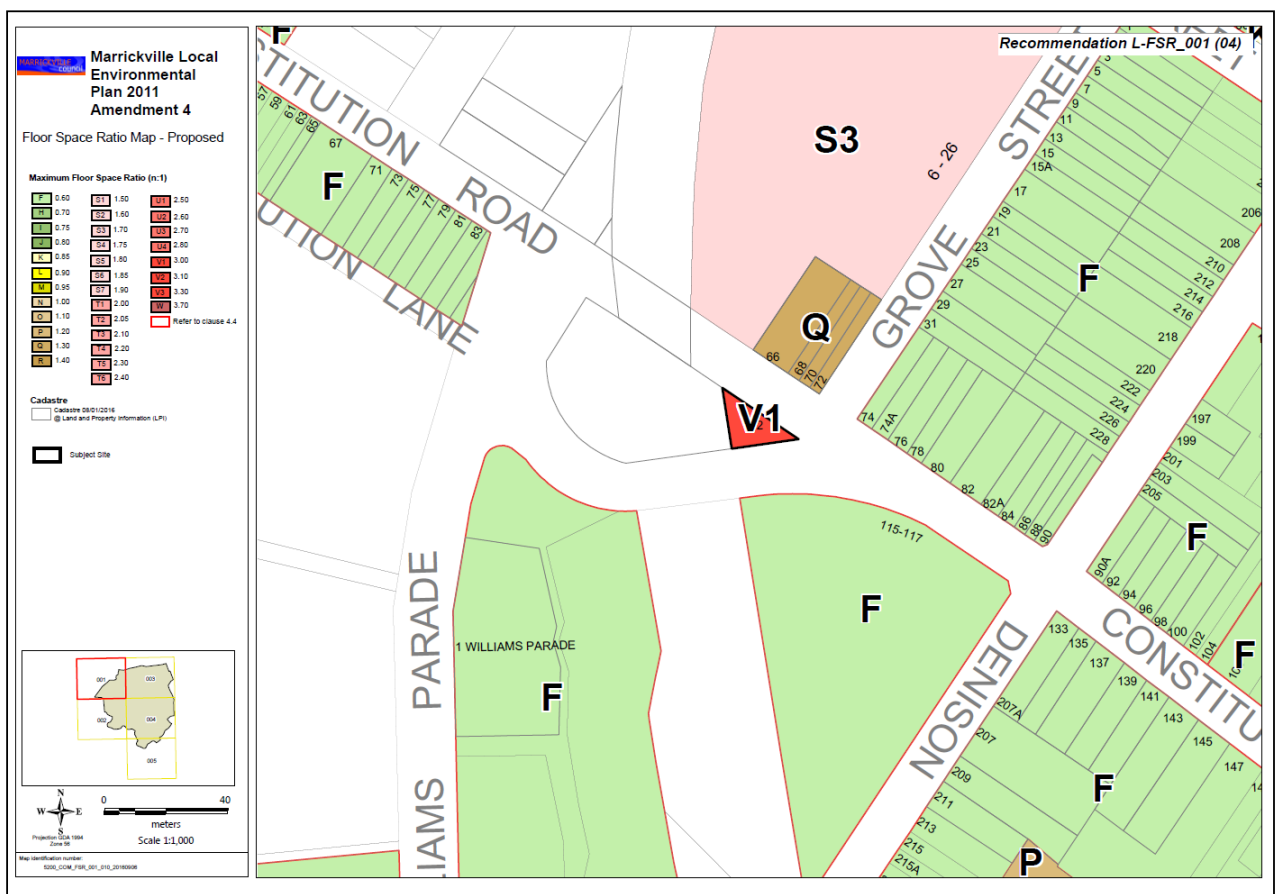
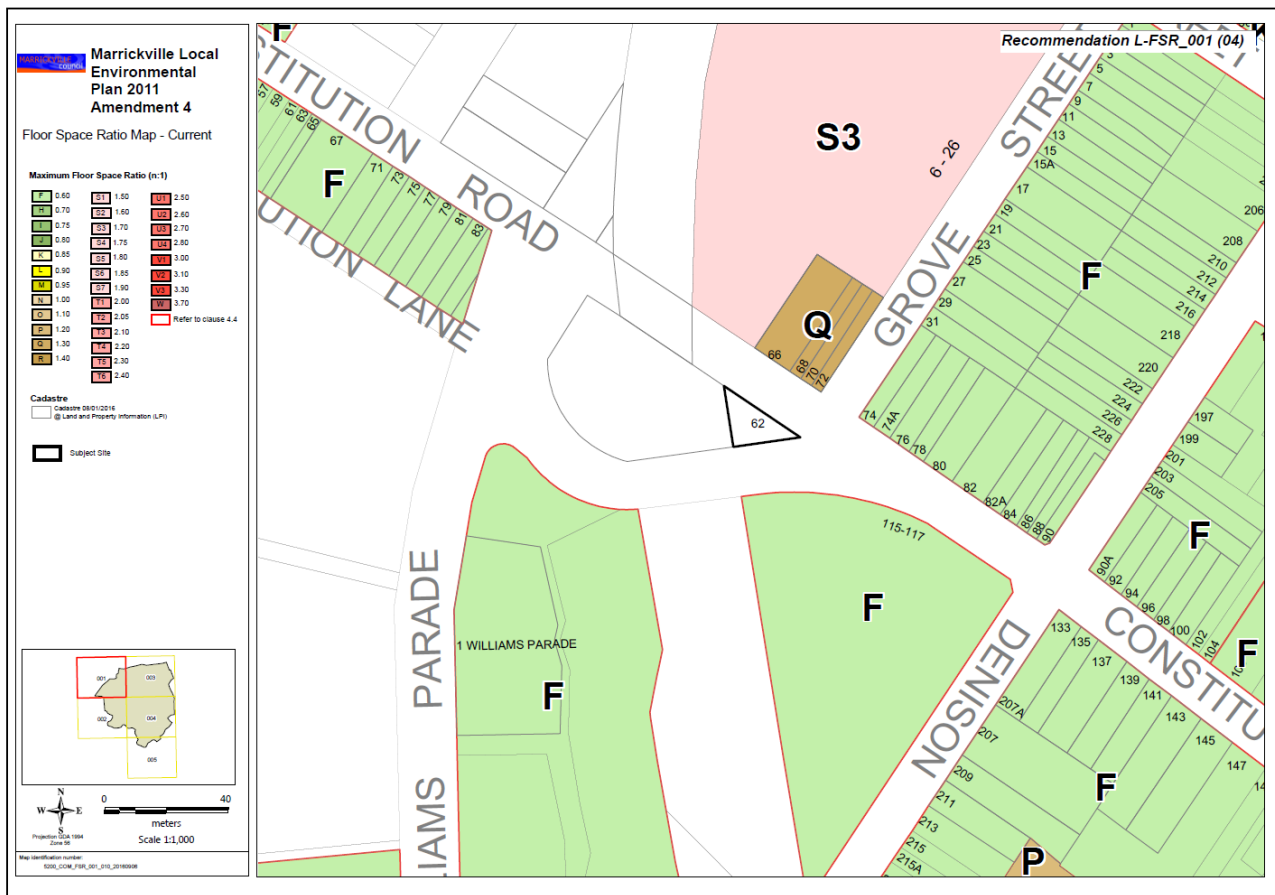
The application was referred to Council's Architectural Excellence Panel who advised (in part) that *"Given the surrounding master plan context any development should be restricted to a maximum height of 5 storeys in order to be responsive to its location between the various surrounding height of building limitations."*

Using the gross floor area per floor of the proposed development detailed in the applicant's Statement of Environmental Effects as a guide, reducing the development to a maximum of 5 storeys would equate to a floor space ratio of approximately 3:1. Considering the small area of the site a maximum floor space ratio of 3:1 is considered appropriate for the site.

Recommendation L-FSR_001 (04):

That a label of "V1 (3.00:1)" be added to Floor Space Ratio Map (FSR_001) for the property 62 Constitution Road, Dulwich Hill.

Diagrams showing Current Map and Proposed Map



Rear of 103 Denison Road, Dulwich Hill (Lot 42 DP 134604)

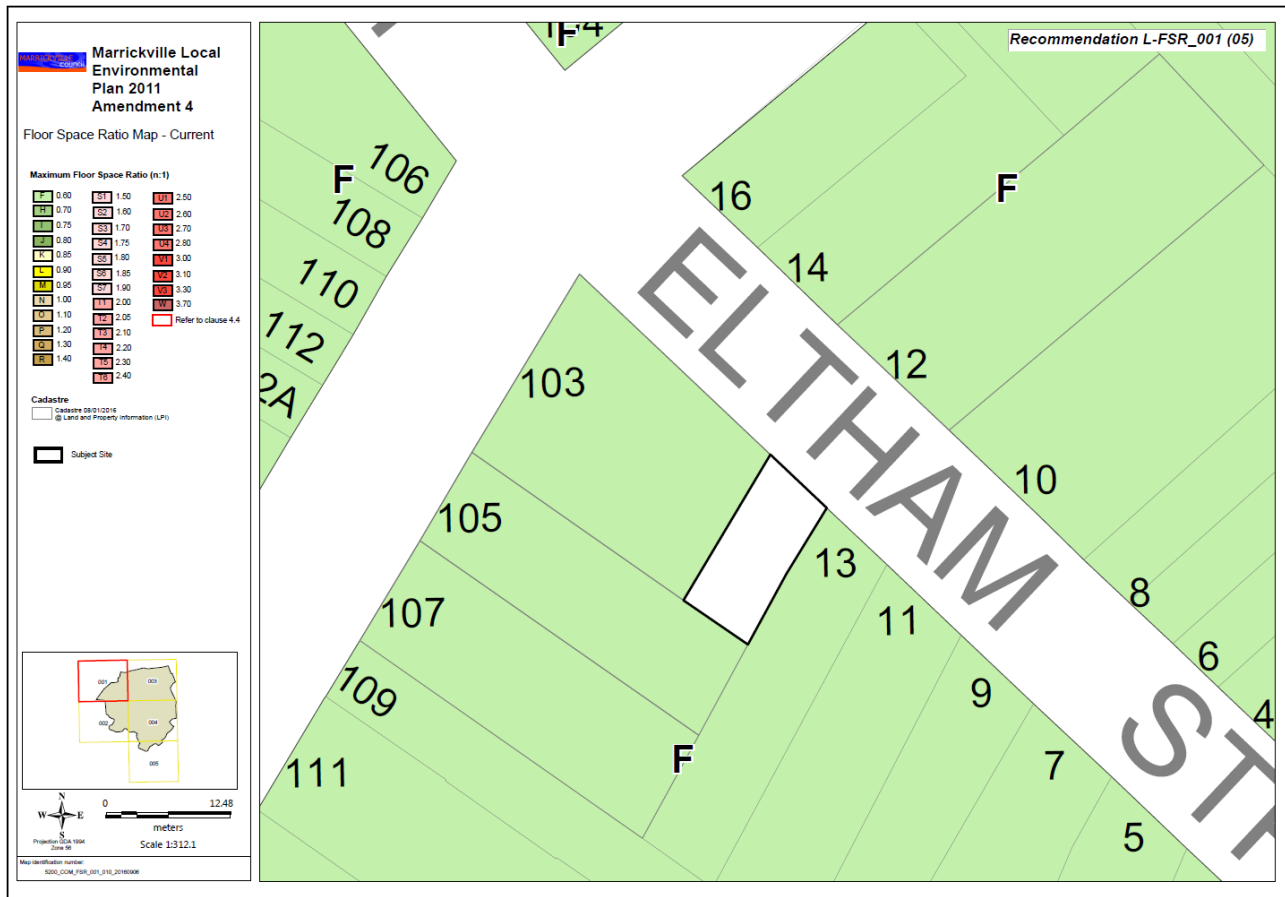
The property known as 103 Denison Road, Dulwich Hill is comprised of two allotments being Lots 41 and 42 DP 134604.

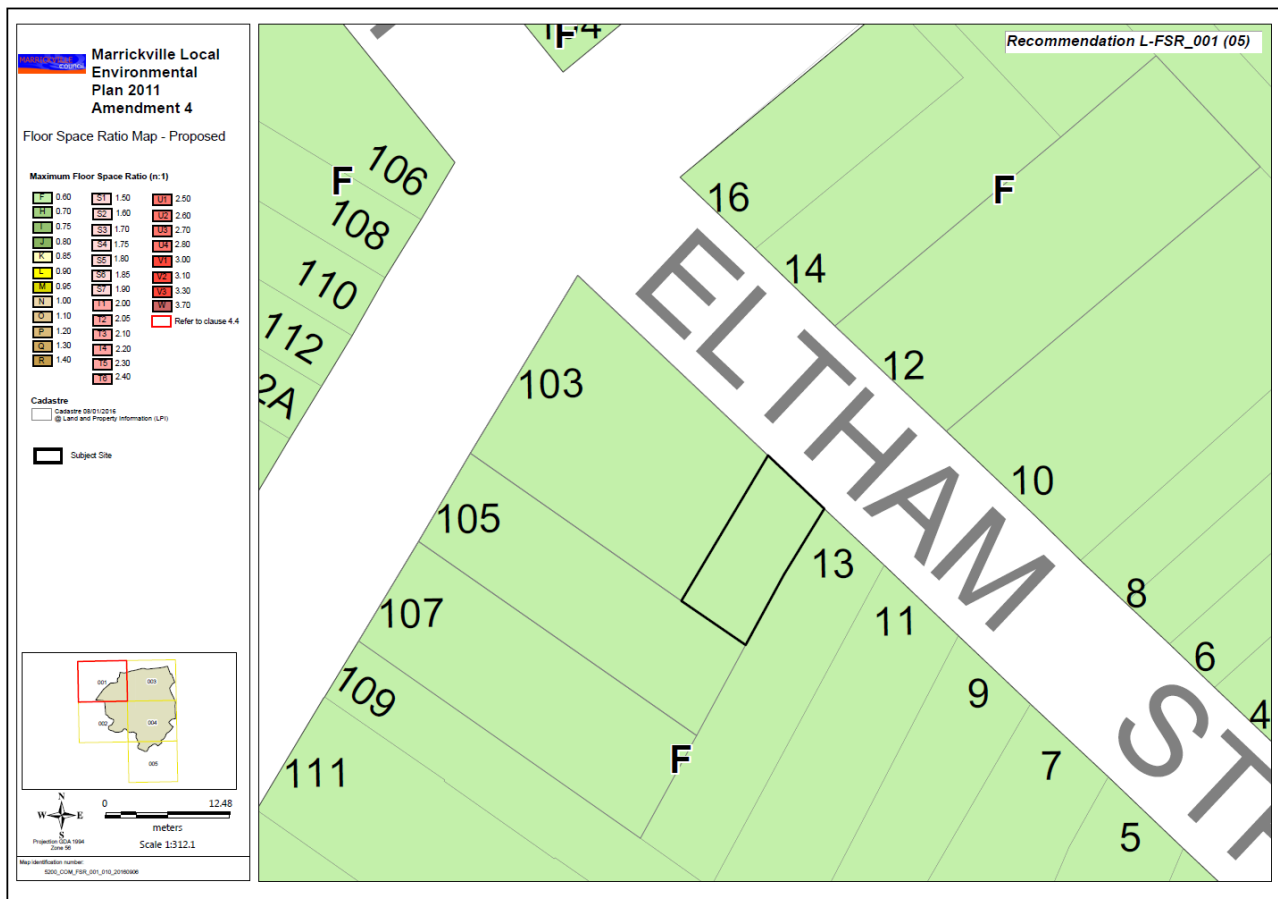
Both lots are zoned R2 Low Density Residential under MLEP 2011. A FSR control of “F” and a HOB control of “J” 9.5m apply to that part of the property with the property description Lot 41 DP 134604. No FSR or HOB controls apply to the rear lot (Lot 42 DP 134604) under MLEP 2011. The same FSR and HOB controls should apply to Lot 42 DP 134604 as those that apply to the remainder of the property.

Recommendation L-FSR_001 (05):

That the rear of the property known as 103 Denison Road, Dulwich Hill (Lot 42 DP 134604) be identified with a thick red line and labelled “F” on Floor Space Ratio Map (FSR_001) to be in accordance with the FSR control of the remainder of the property.

Diagrams showing Current Map and Proposed Map





24A Pigott Street, Dulwich Hill (formerly part of 171 Denison Street)

Refer to Recommendation LZN_001 (01)

The subject land is access handle from Pigott Street to the property known as 24A Pigott Street which is currently zoned SP2 – Local Road. Recommendation LZN_001 (01) recommends that the zoning of the subject land be amended to “R2 Low Density Residential”.

No FSR control applies to the subject land under MLEP 2011.

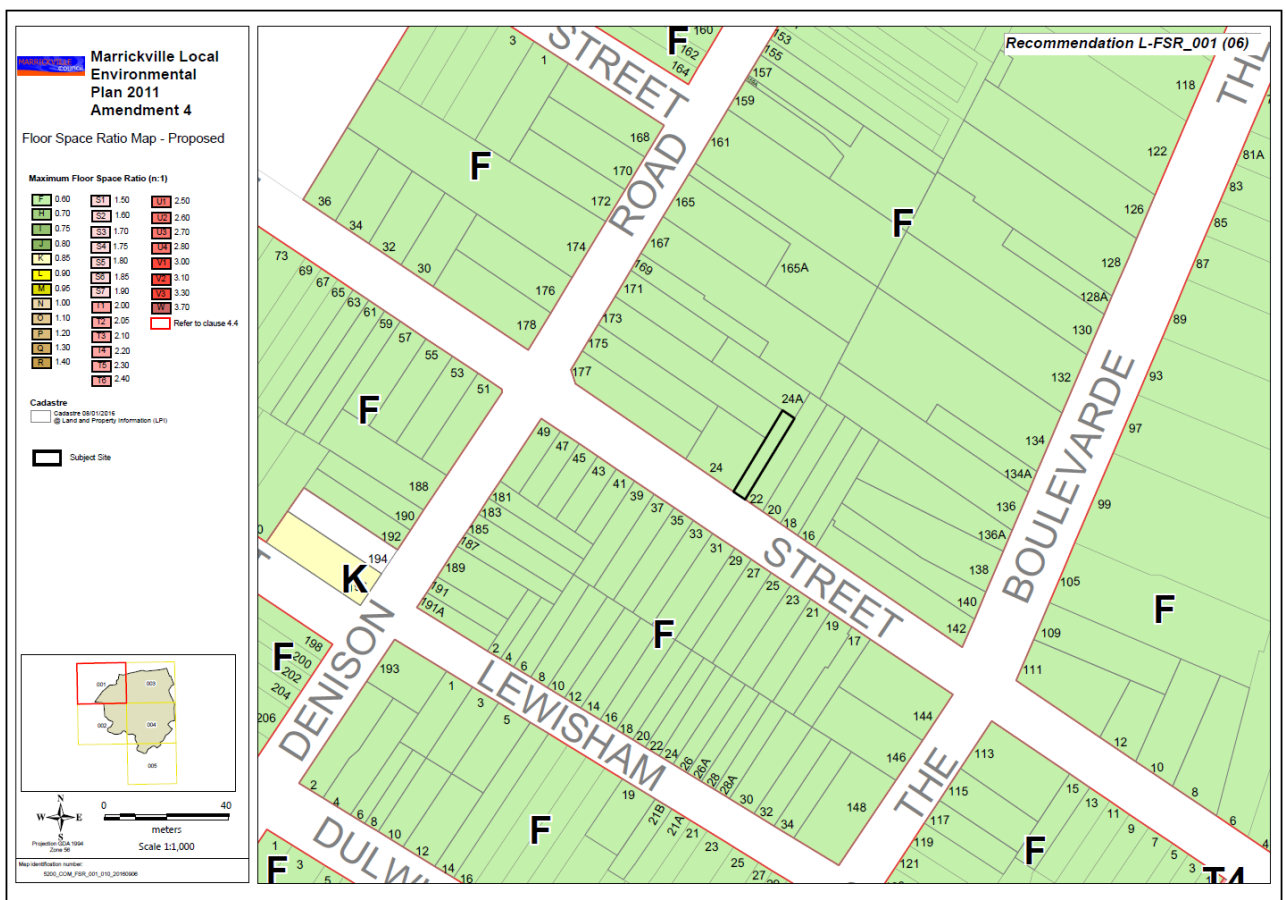
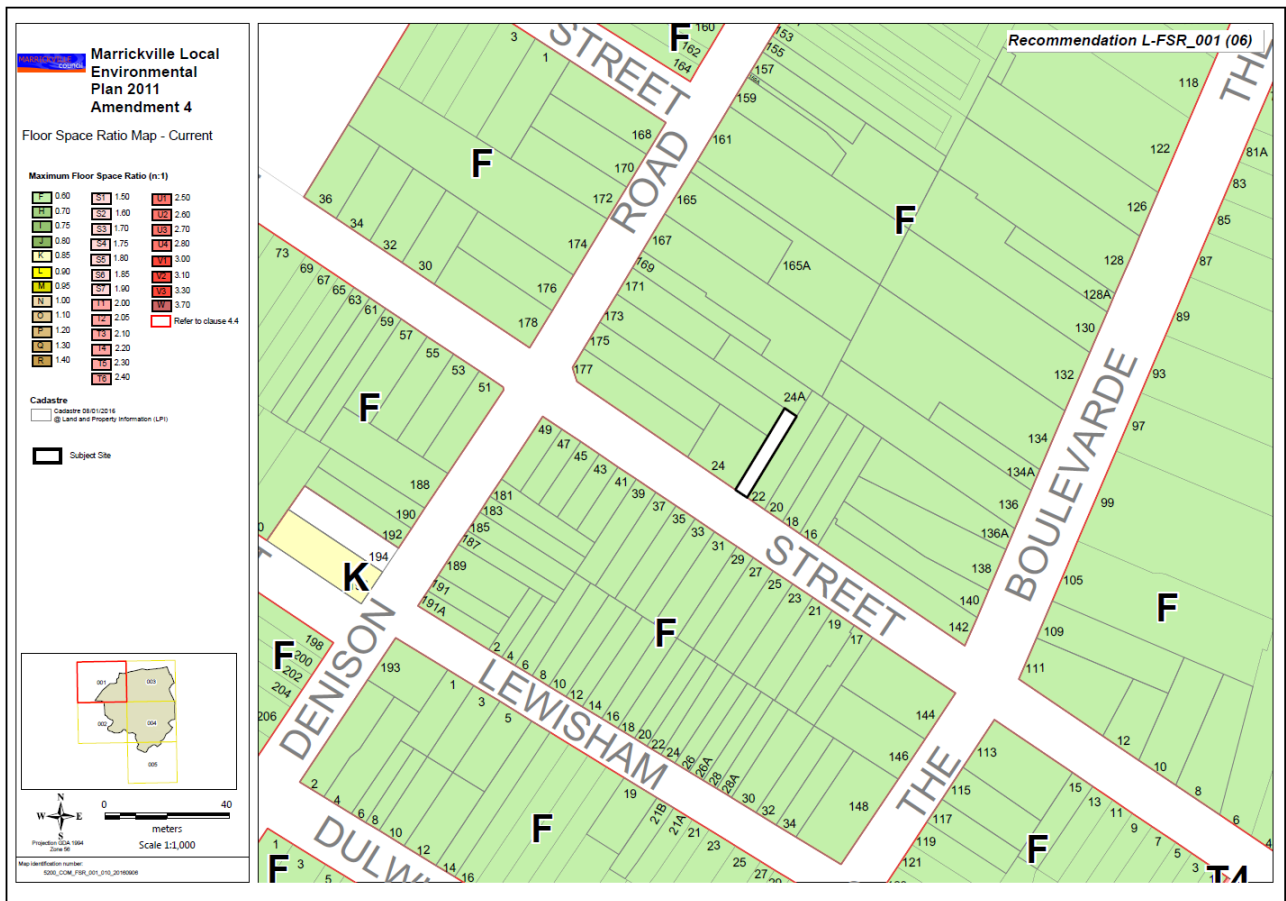
The adjoining properties are zoned R2 Low Density Residential and comprise land identified with a thick red line and labelled “F” on the Floor Space Ratio Map FSR_001.

The land recommended to be rezoned R2 Low Density Residential should have the same FSR control as the adjoining properties.

Recommendation L-FSR_001 (06):

That the access handle (R.O.W) to the property known as 24A Pigott Street, Dulwich Hill (Lot 2 DP 1048701) recommended to be rezoned to “R2 Low Density Residential” (refer to Recommendation LZN_001 (01)) be identified with a thick red line and labelled “F” on Floor Space Ratio Map (FSR_001).

Diagrams showing Current Map and Proposed Map



299B Livingstone Road, Marrickville

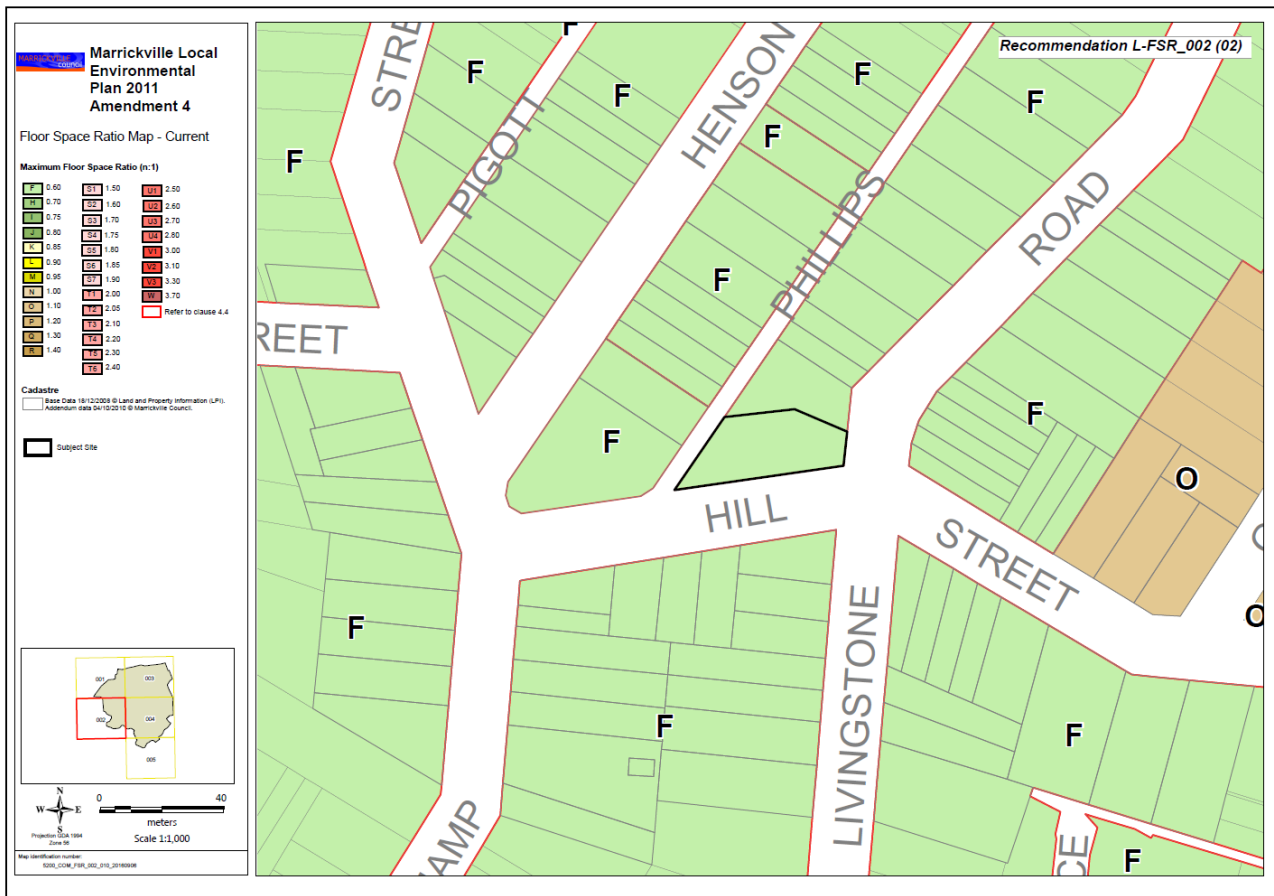
The subject land is zoned SP2 Telecommunications Facilities. The land is owned by Telstra Corporation Ltd. The land is identified with a thick red line and labelled "F" on the Floor Space Ratio Map. Other similar zoned properties owned by Telstra, such as the 8 Mary Street, Newtown

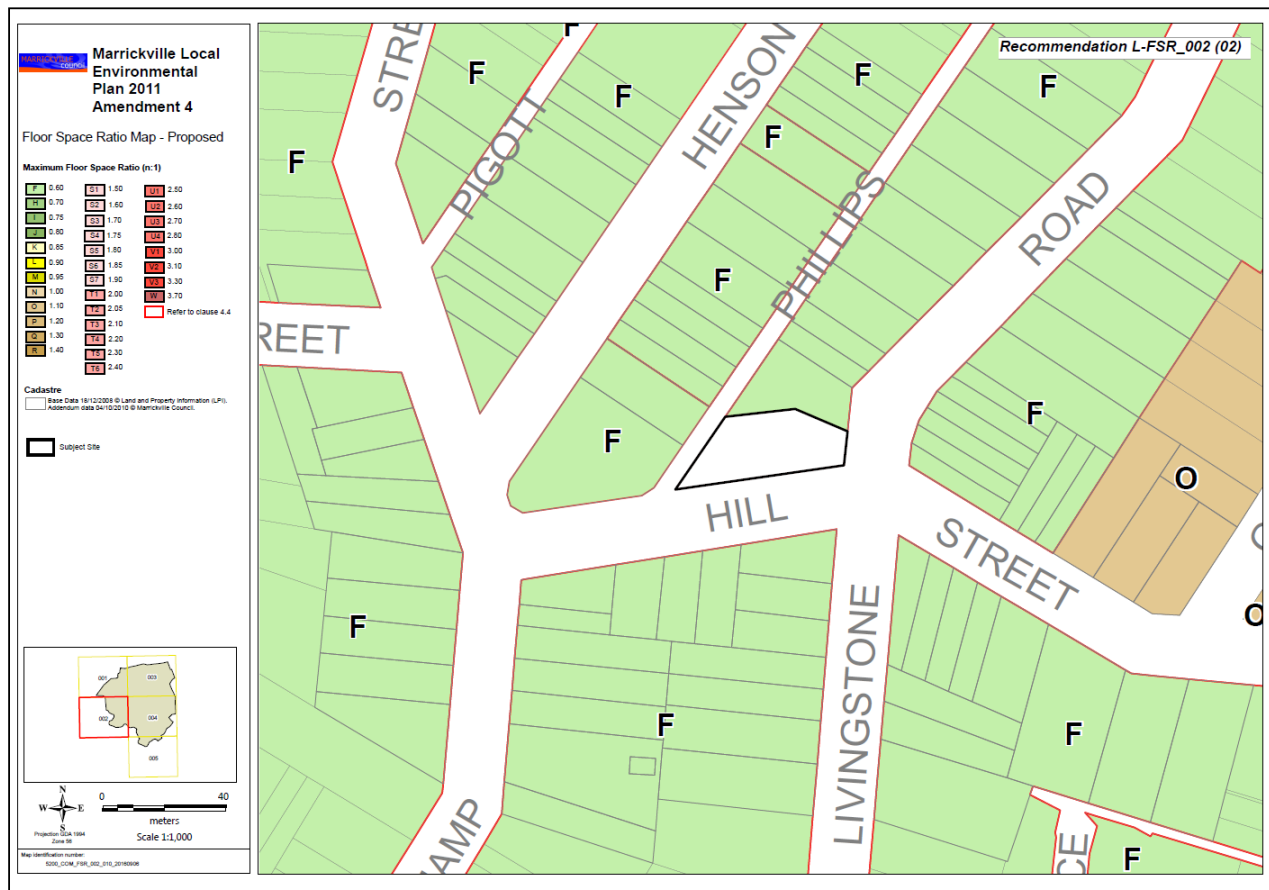
do not have a FSR control. To be consistent with other such properties the FSR control for the property should be deleted.

Recommendation L-FSR_002 (02):

That the floor space ratio control on the Floor Space Ratio Map (FSR_002) for the property 299B Livingstone Road, Marrickville be deleted.

Diagrams showing Current Map and Proposed Map





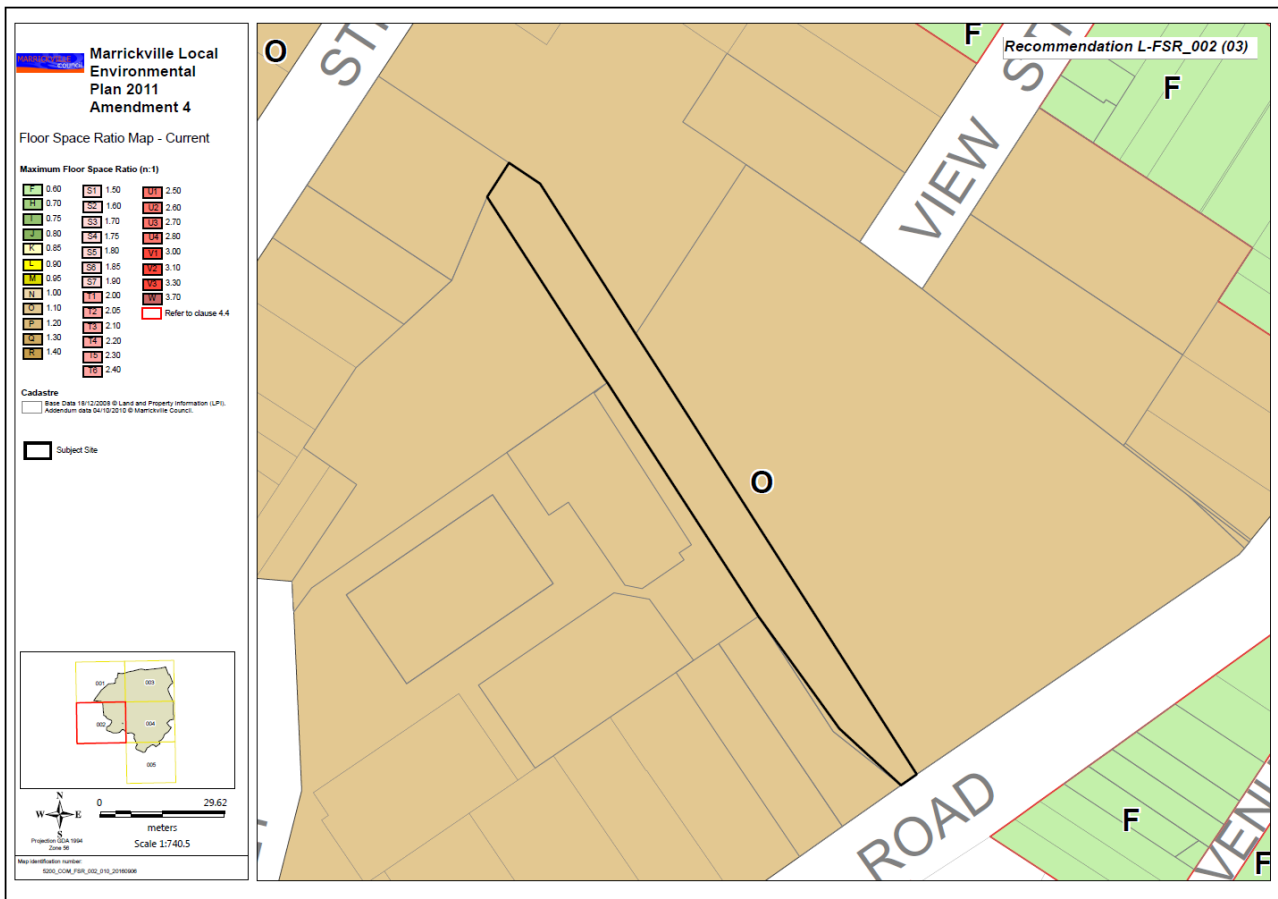
Lot 2 DP 607012 (Sydney Water Corporation land off Illawarra Road, between the properties 438 Illawarra Road and 460 Illawarra Road, Marrickville)

The subject land is zoned SP2 Sewerage System. The land has a FSR control of “O” 1.1:1 on the FSR Map. Other similar zoned properties owned by Sydney Water do not have a FSR control. To be consistent with other such properties the FSR control for the property should be deleted.

Recommendation L-FSR_002 (03):

That the floor space ratio control on the Floor Space Ratio Map (FSR_002) for Lot 2 DP 607012 (Sydney Water Corporation land off Illawarra Road, between the properties 438 Illawarra Road and 460 Illawarra Road, Marrickville) be deleted.

Diagrams showing Current Map and Proposed Map

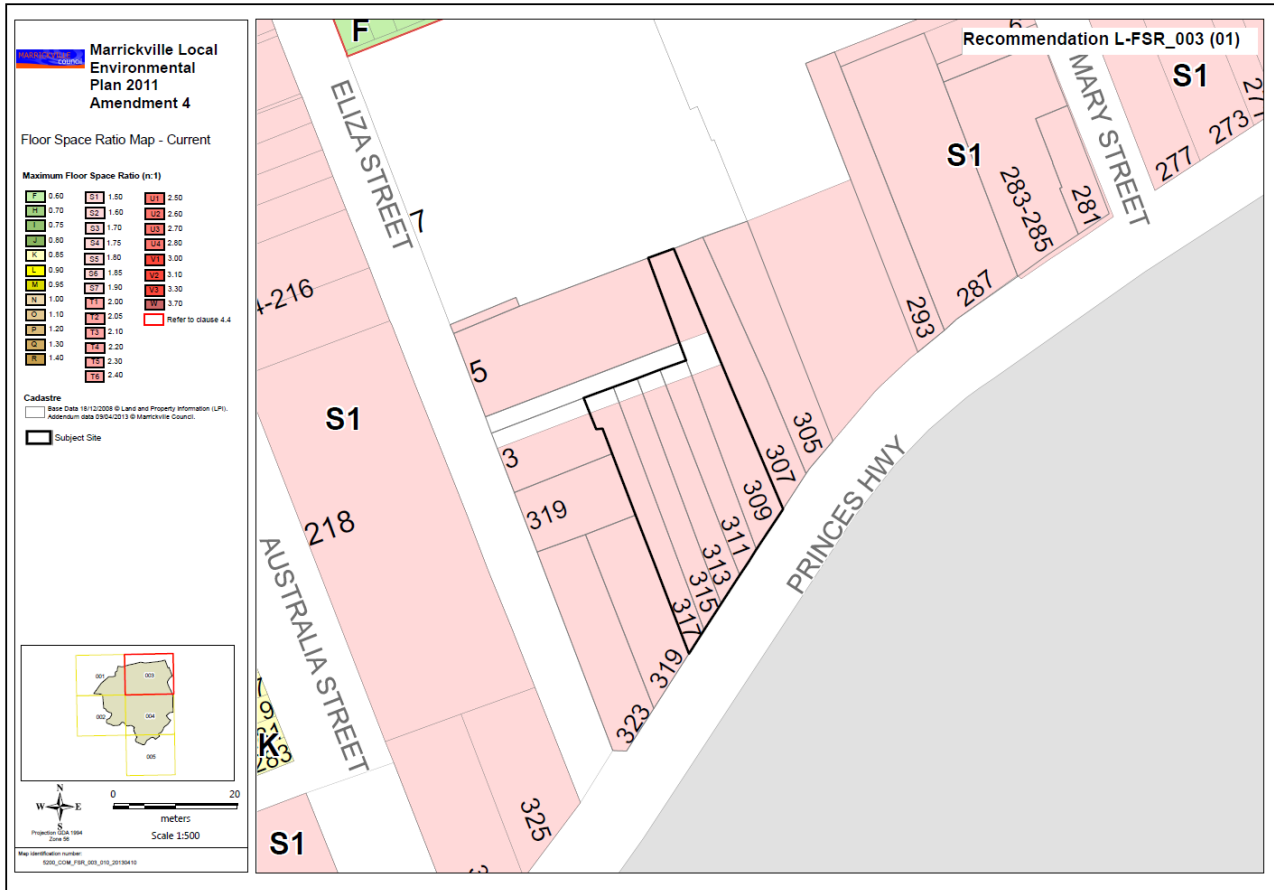


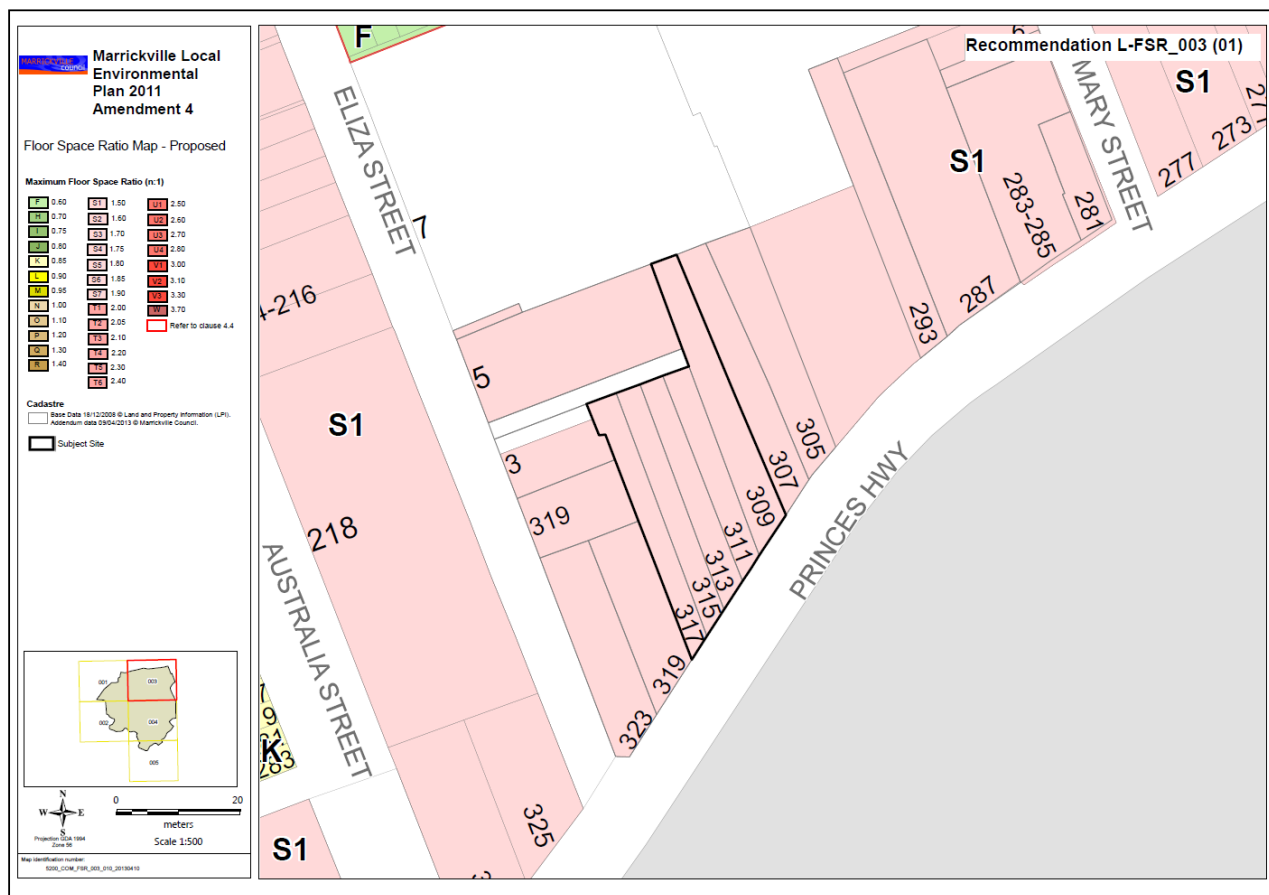
There is currently no FSR control applying to the reserved land. The remainder of the land has a maximum 1.5:1 FSR applying to the land. It is recommended that a “S1 (1.5:1)” FSR control be applied to the land.

Recommendation L-FSR_003 (01):

That a label of “S1 (1.5:1)” be added to Floor Space Ratio Map (FSR_003) for the section of land formerly reserved for Local Road on the Land Reservation Acquisition Map for the properties 309-317 King Street, Newtown.

Diagrams showing Current Map and Proposed Map





3 Eliza Street, Newtown

Council resolved that the land reservation on the above property (and the properties 309-317 King Street, Newtown) be removed (Council resolution Item 2 June 2014 IPES Meeting).

There is currently no FSR control applying to the reserved land. The remainder of the land has a maximum 1.5:1 FSR applying to the land. A subsequent recommendation (Recommendation L-FSR_003 (03) recommends that the floor space ratio for the property 3 Eliza Street, Newtown be amended to "P (1.2:1)". It is recommended that a "P (1.2:1)" FSR control be applied to the land.

Recommendation L-FSR_003 (02):

That a label of "P (1.2:1)" be added to Floor Space Ratio Map (FSR_003) for the section of land formerly reserved for Local Road on the Land Reservation Acquisition Map for the property 3 Eliza Street, Newtown.

Note: Diagrams showing Current Map and Proposed Map for this recommendation have been incorporated into the Maps relating to Recommendation L-FSR_003 (03).

5 Eliza Street, Newtown

A floor space ratio control of "S1 (1.50:1)" applies to the property with the exception of a narrow strip along the southern boundary which has no FSR control. The portion of the land that has no FSR control is land that is reserved for local road purposes. The former Marrickville Council has previously resolved that the land reservation be removed. The remainder of the land has a maximum 1.5:1 FSR applying to the land. With the abandonment of the laneway proposal a FSR control of 1.50:1 should apply to the whole property.

Recommendation L-FSR_003 (02A):

That a label of "S1 (1.5:1)" be added to Floor Space Ratio Map (FSR_003) for the section of land formerly reserved for Local Road on the Land Reservation Acquisition Map for the property 5 Eliza Street, Newtown.

Note:Diagrams showing Current Map and Proposed Map for this recommendation have been incorporated into the Maps relating to Recommendation L-FSR_003 (03).

1-5 Mary Street, 6 Mary Street, 11-19 Mary Street, 2-8 Lennox Street, the rear lot (Lot 1 DP 542155) facing Lennox Street of No. 259 King Street and No. 3 Eliza Street, Newtown

In considering a development application for No. 19 Mary Street, Newtown (DA201300142) the suitability of the standard 1.5:1 FSR and 14.0m HOB that applies to properties within the B2 Local Centre zoned area in north-eastern part of King Street (from Australia Street to Church Street) was brought into question for this and similar residential, and low scale commercial/industrial properties that fall or should fall within the North Kingston Estate (Camperdown-Newtown) HCA 11.

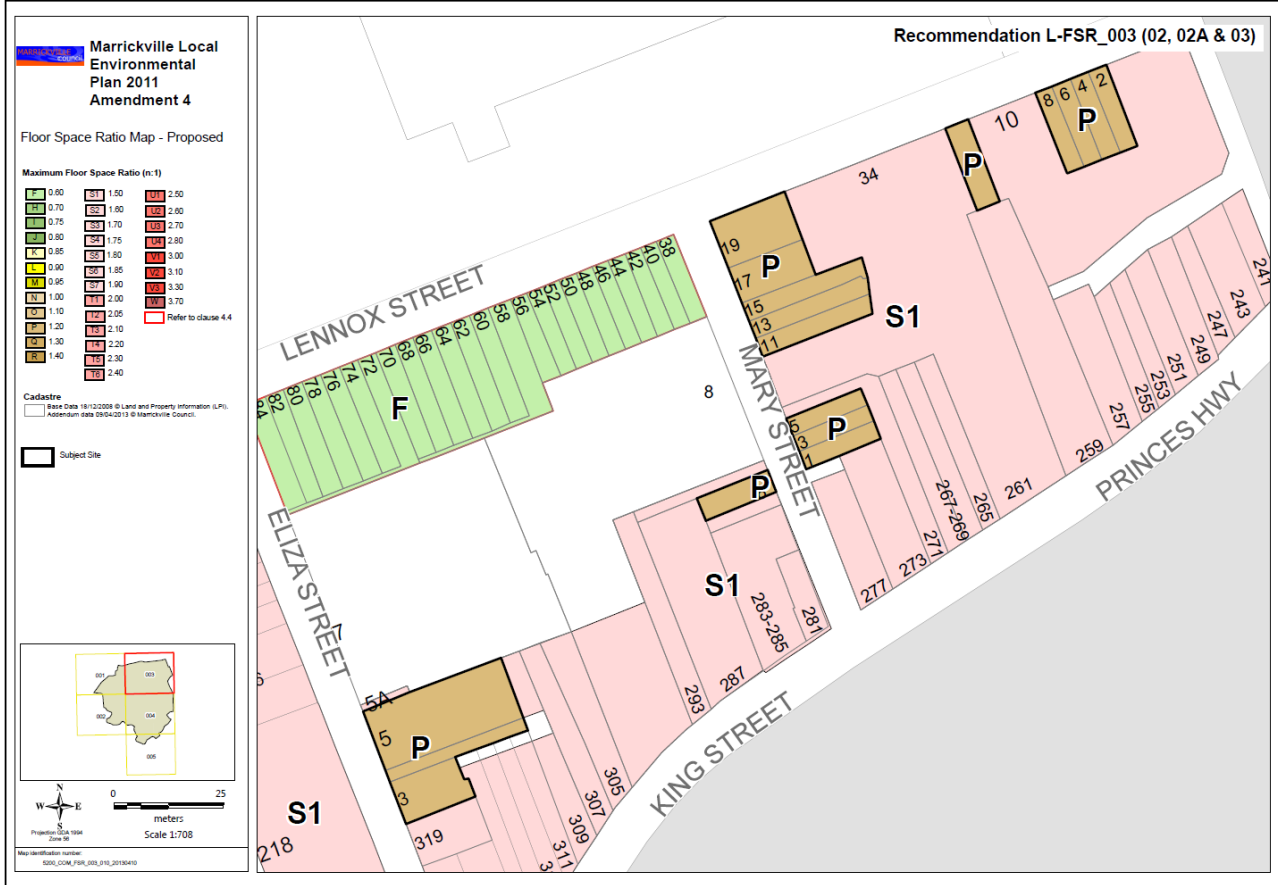
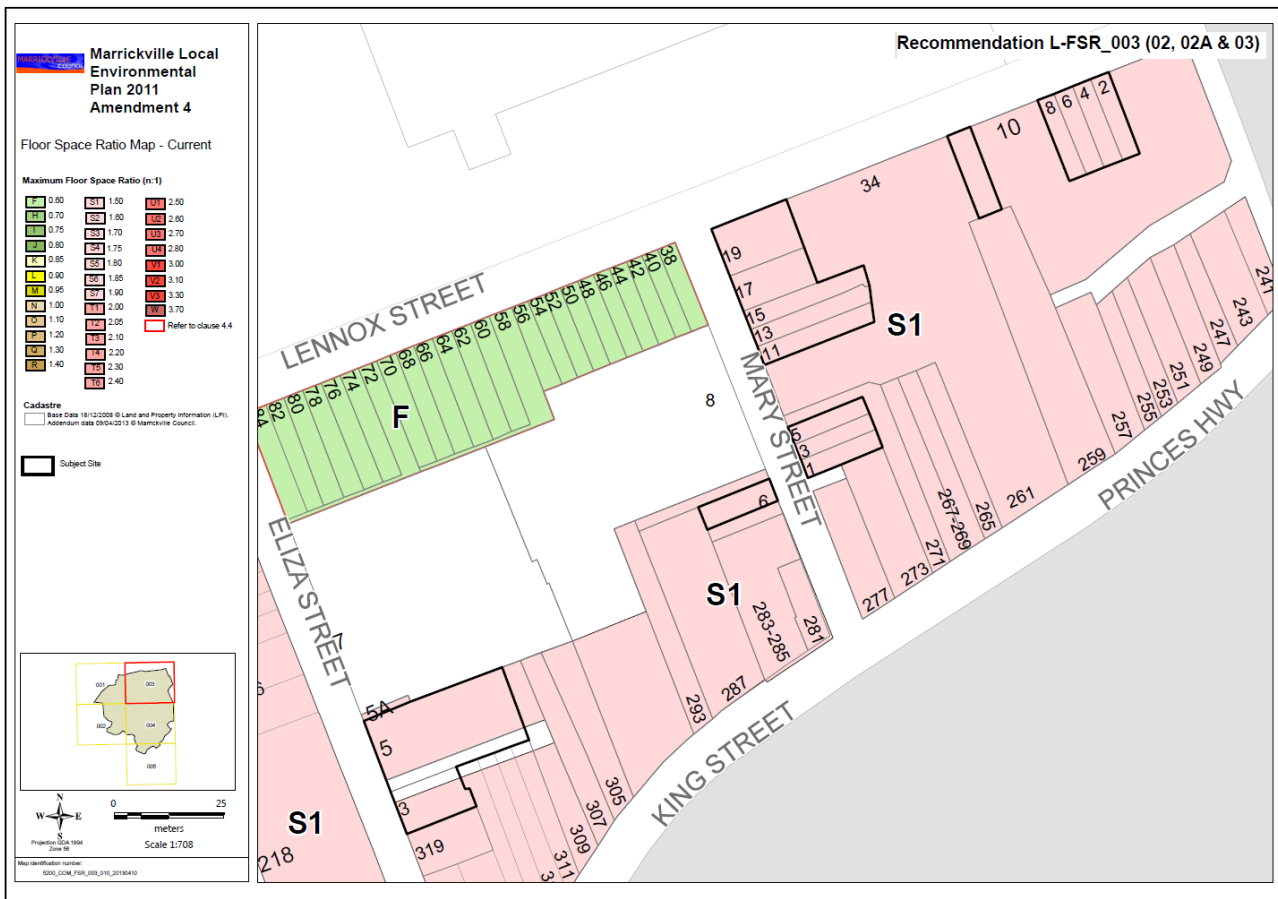
To take pressure off inappropriate redevelopment occurring for Nos. 1-5, No. 6 and Nos. 11-19 Mary Street, Nos. 2-8 Lennox Street, the rear lot (Lot 1 DP 542155) facing Lennox Street of No. 259 King Street and No. 3 Eliza Street, that would impact on HCA 11, staff recommended that FSR and HOB controls for those properties should be lowered to 1.2:1 FSR and 9.5m HOB. Such FSR / HOB reductions have been utilised previously as part of the MLEP 2011, on the edge of other centres and for other sensitive sites as exceptions to the generic development standards, to control inappropriate redevelopment.

It should also be noted that in dealing with a report (Item 3 C0715) at its meeting on 21 July 2015 in relation to the Marrickville Heritage Review 2014 Council resolved (in part) *"In connection with FSR.1 and HOB.1 it has been identified that No. 6 Mary Street and No. 3 Eliza Street should be moved from the King Street and Enmore Road HCA 2 to North Kingston Estate (Camperdown-Newtown) HCA 11 to align with the appropriate HCA statement of significance, changing the alignment of the boundary between the HCAs."*

Recommendation L-FSR_003 (03):

That the floor space ratio control on the Floor Space Ratio Map (FSR_003) for the properties 1-5 Mary Street, 6 Mary Street, 11-19 Mary Street, 2-8 Lennox Street, the rear lot (Lot 1 DP 542155) facing Lennox Street of No. 259 King Street and No. 3 Eliza Street, Newtown be amended to "P (1.2:1)".

Diagrams showing Current Map and Proposed Map (including Recommendations L-FSR_003 (02) and L-FSR_003 (2A))



94 Audley Street, Petersham (rear of property)

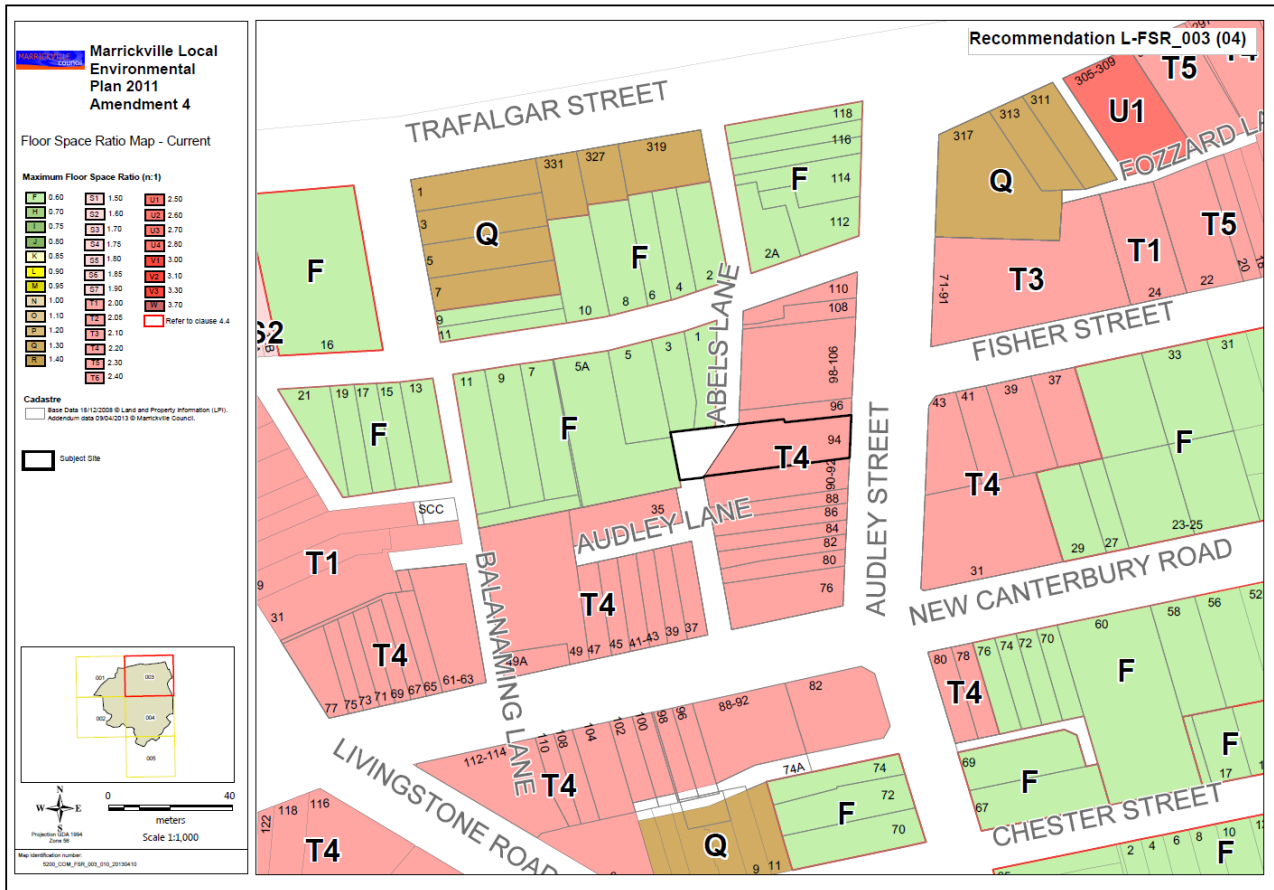
The entire property known as 94 Audley Street, Petersham is zoned B2 Local Centre. Under the former environmental planning instrument applying to the land, Marrickville Local Environmental Plan 2001, the area at the rear of the property was reserved Local Road and Local Road Widening Reservation to facilitate access from Audley Lane East to Abels Lane (a link from New Canterbury Road to Sadlier Crescent). Council abandoned the proposed link as part of MLEP 2011. A floor

space ratio of “T4 (2.20:1)” applies to the majority of the property. However the rear of property has no FSR control. It is recommended that the rear of the property have a floor space ratio control of T4 to be consistent with the FSR control for the remainder of the property. (No HOB applies to the rear of the property. It is also recommended that the HOB control be applied to the rear of the property. That matter is dealt with separately later in this report).

Recommendation L-FSR_003 (04):

That a maximum (“T4 (2.20:1)”) FSR control be placed on the entire property known as 94 Audley Street, Petersham on Floor Space Ratio Map (FSR_003).

Diagrams showing Current Map and Proposed Map





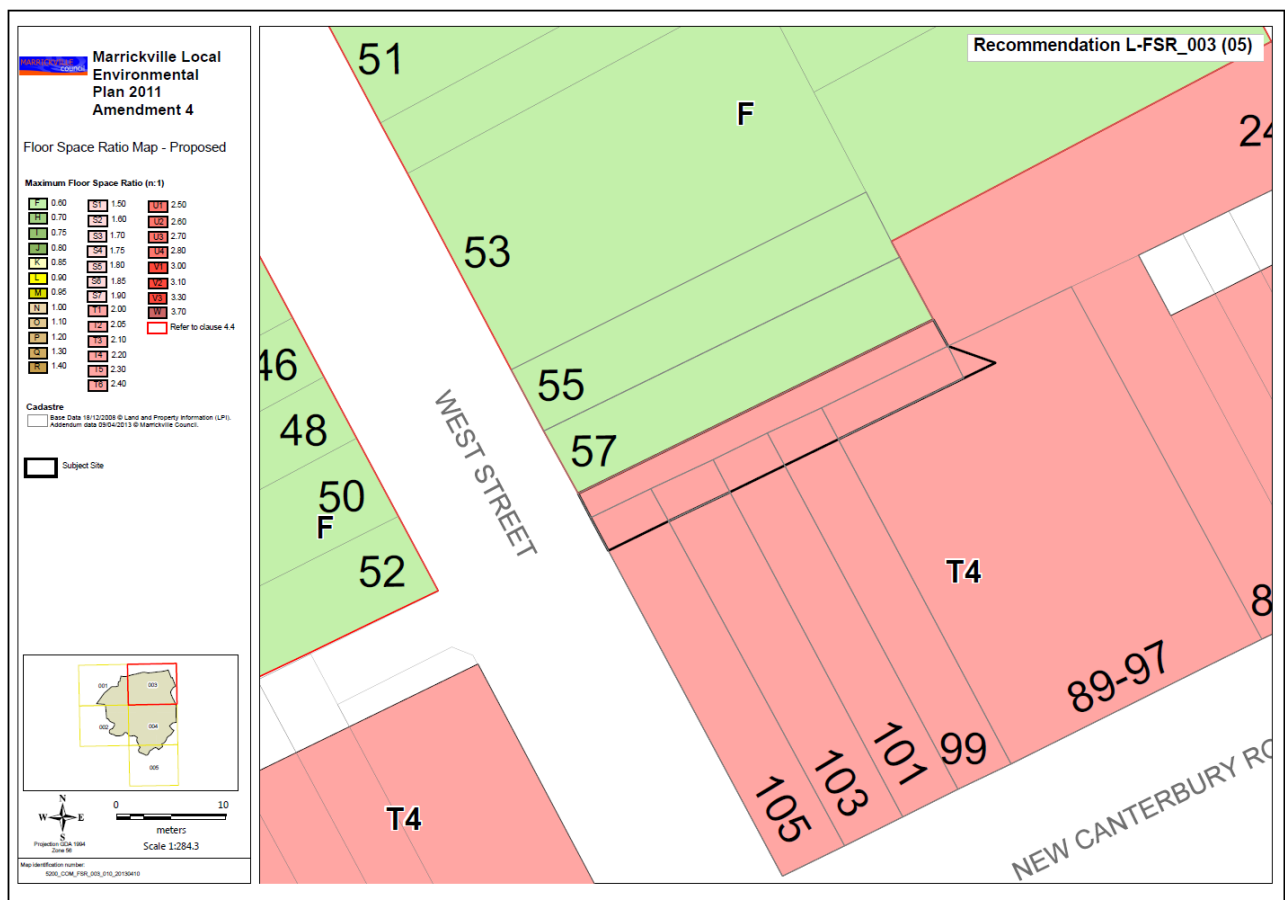
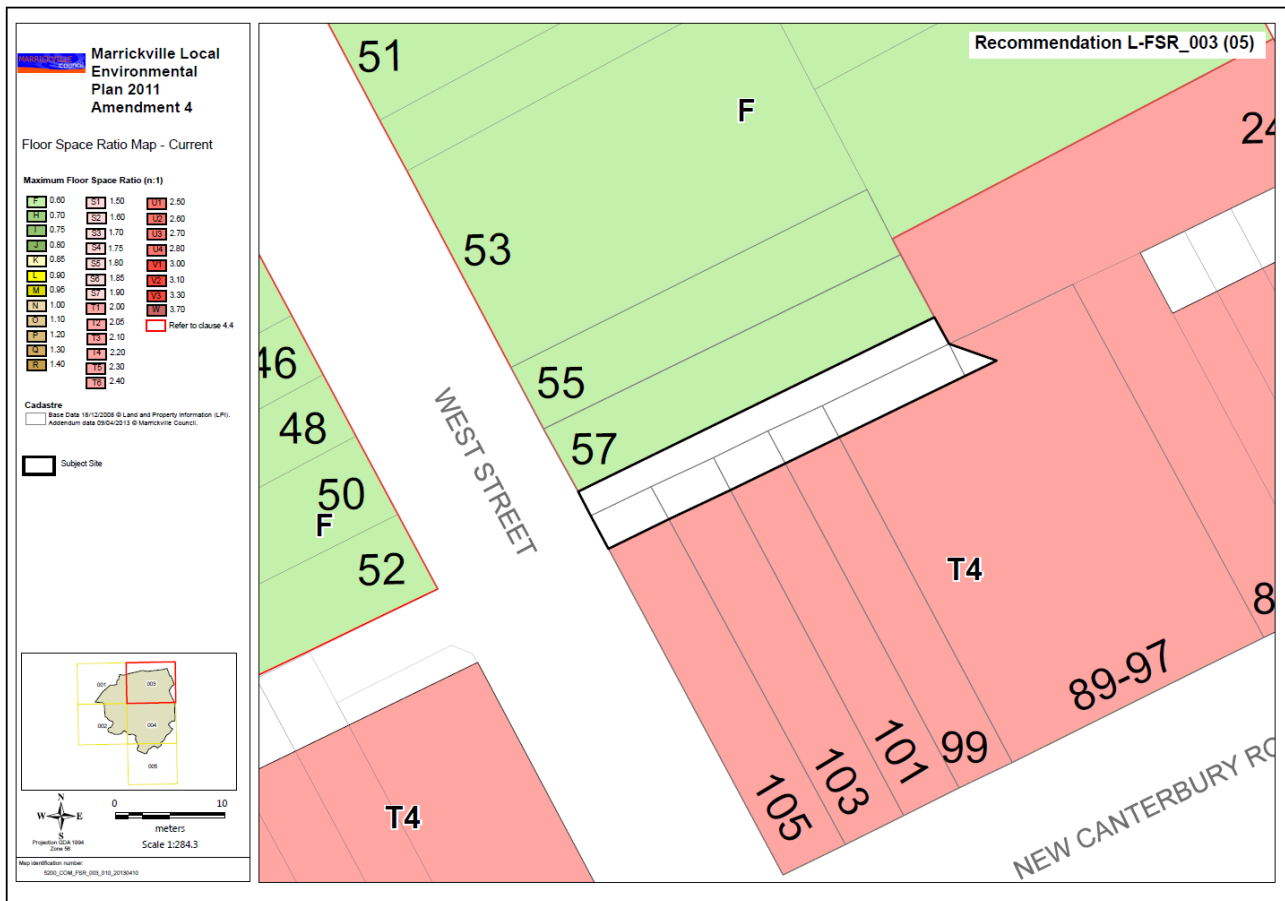
89-105 New Canterbury Road, Petersham (rear of properties)

The FSR for the subject land includes that part of the site that has a Local Road (SP2) reservation under the Land Reservation Acquisition Map. To be consistent with other properties that have a SP2 Local Road Reservation the FSR map for the property should exclude a FSR control for that part of the property that is reserved.

Recommendation L-FSR_003 (05):

That the maximum ("T4 (2.20:1)") FSR control be deleted over that part of the property reserved Local Road (SP2) on the Land Reservation Acquisition Map (LRA_003) on the properties known as 89-105 New Canterbury Road, Petersham, on Floor Space Ratio Map (FSR_003) for those properties.

Diagrams showing Current Map and Proposed Map



Sydney Water Corporation and Ausgrid land on the south western corner of Chester Street and Albert Street, Petersham

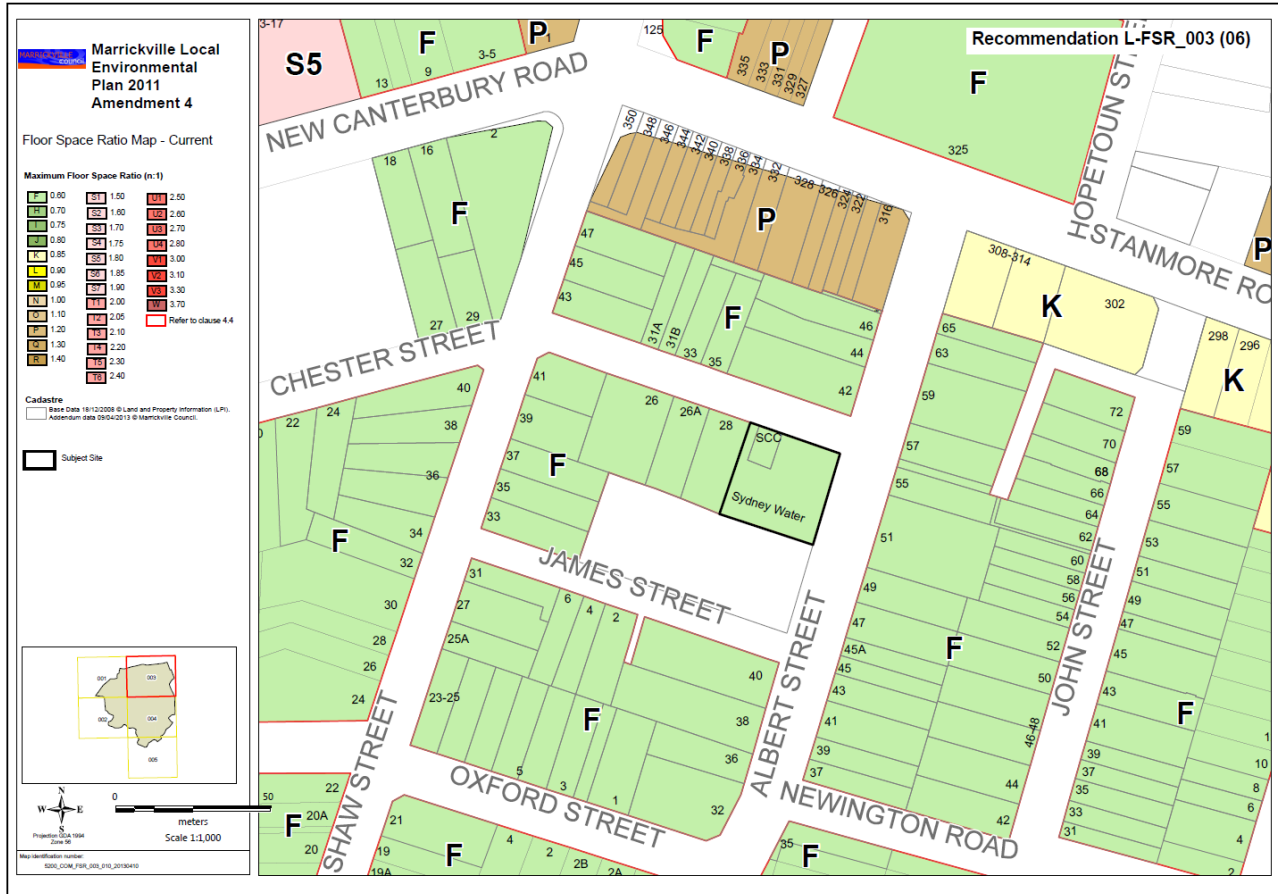
The subject land is zoned SP2 Water Supply and SP2 Electricity Supply. The land is identified with a thick red line and labelled “F” on the Floor Space Ratio Map. Other similar zoned properties,

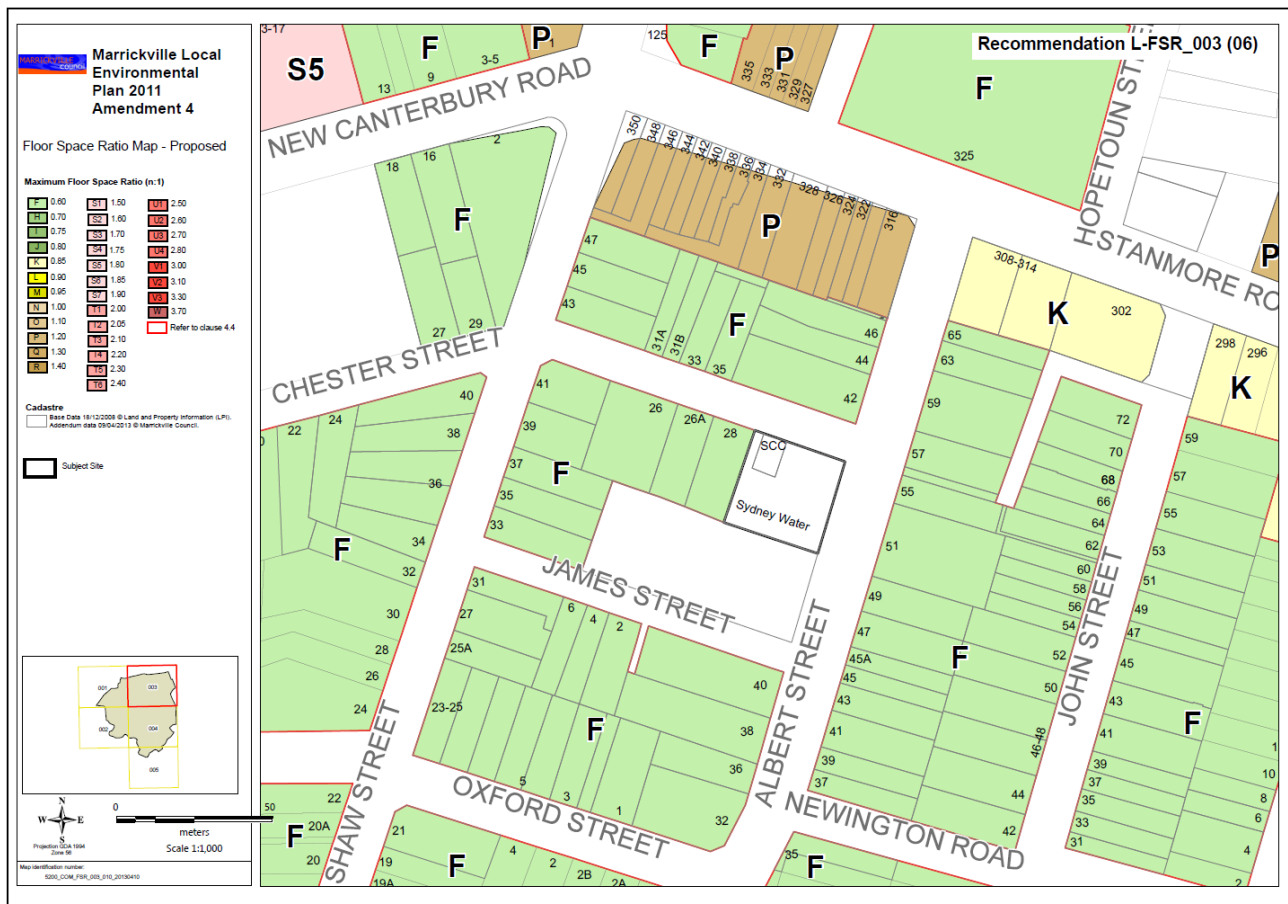
such as the Petersham water tower, do not have a FSR control. To be consistent with other such properties the FSR control for the properties should be deleted.

Recommendation L-FSR_003 (06):

That the floor space ratio control on the Floor Space Ratio Map (FSR_003) for the Sydney Water Corporation and Ausgrid land on the south western corner of Chester Street and Albert Street, Petersham be deleted.

Diagrams showing Current Map and Proposed Map





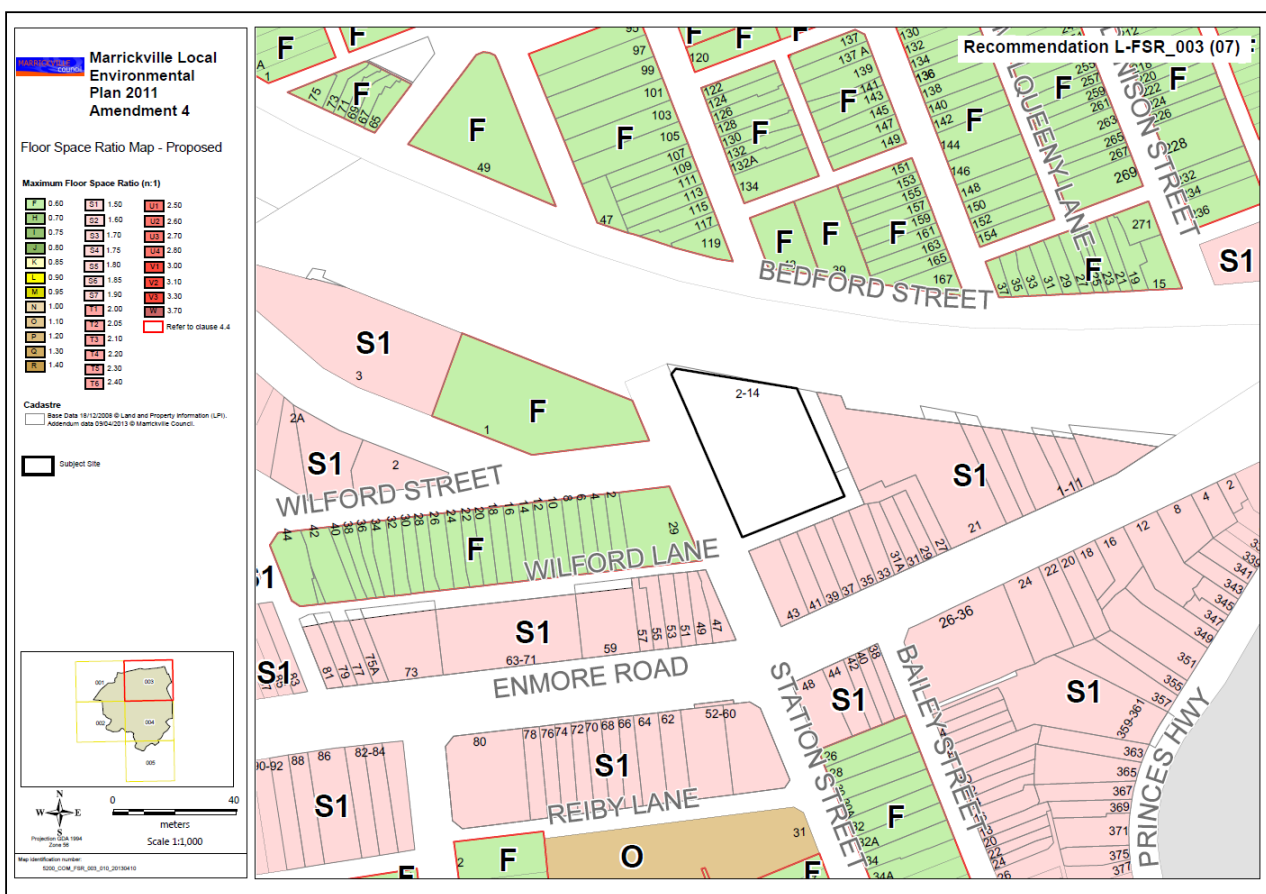
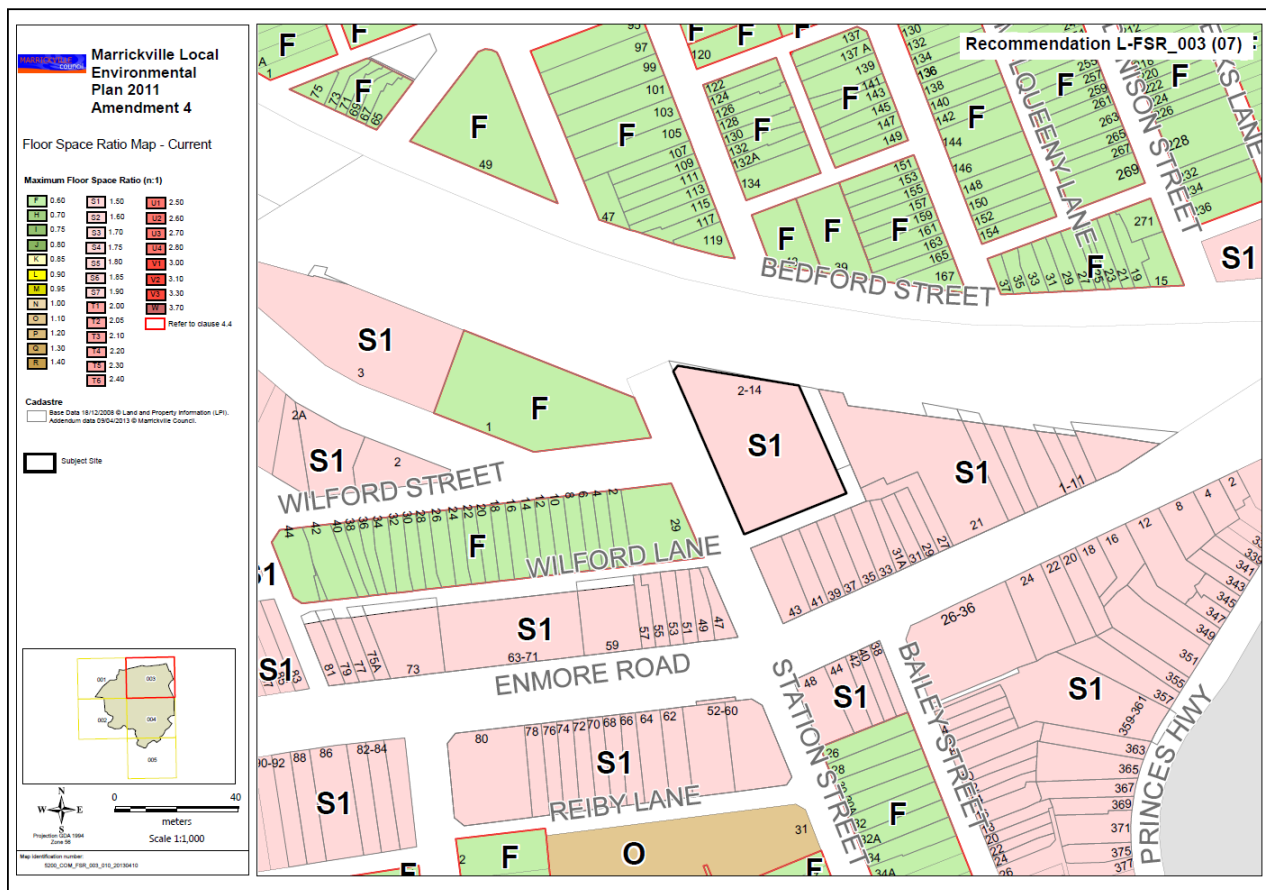
2-14 Station Street, Newtown

The subject land is owned by the Sydney Water Corporation and is zoned SP2 Water Systems and has a FSR control of "S1 (1.5:1)" on the Floor Space Ratio Map. Other similar zoned properties, such as the Petersham water tower, do not have a FSR control. To be consistent with other such properties the FSR control for the property should be deleted.

Recommendation L-FSR_003 (07):

That the floor space ratio control on the Floor Space Ratio Map (FSR_003) for the properties 2-14 Station Street, Newtown be deleted.

Diagrams showing Current Map and Proposed Map



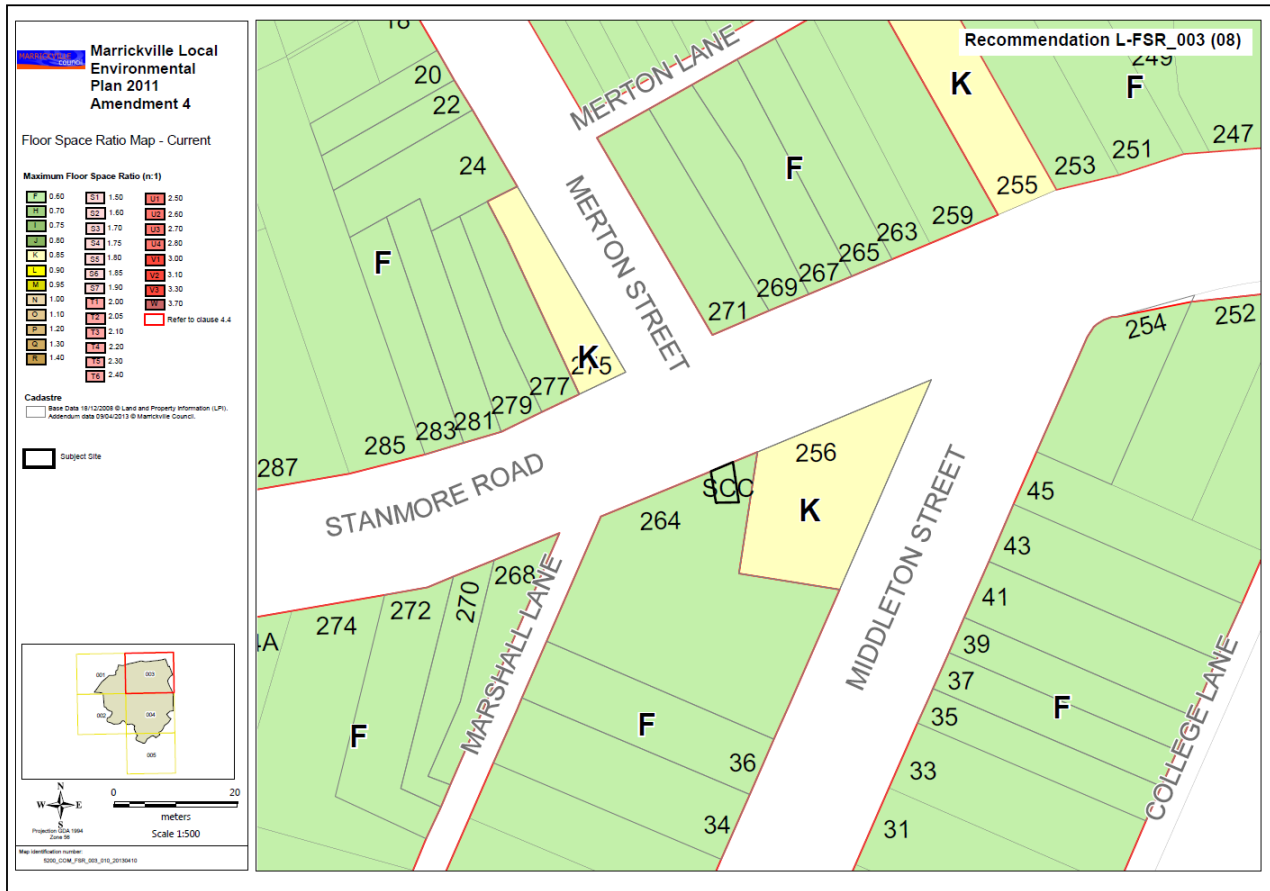
Ausgrid land adjacent to 264 Stanmore Road, Petersham (Lot 12 DP 614800)

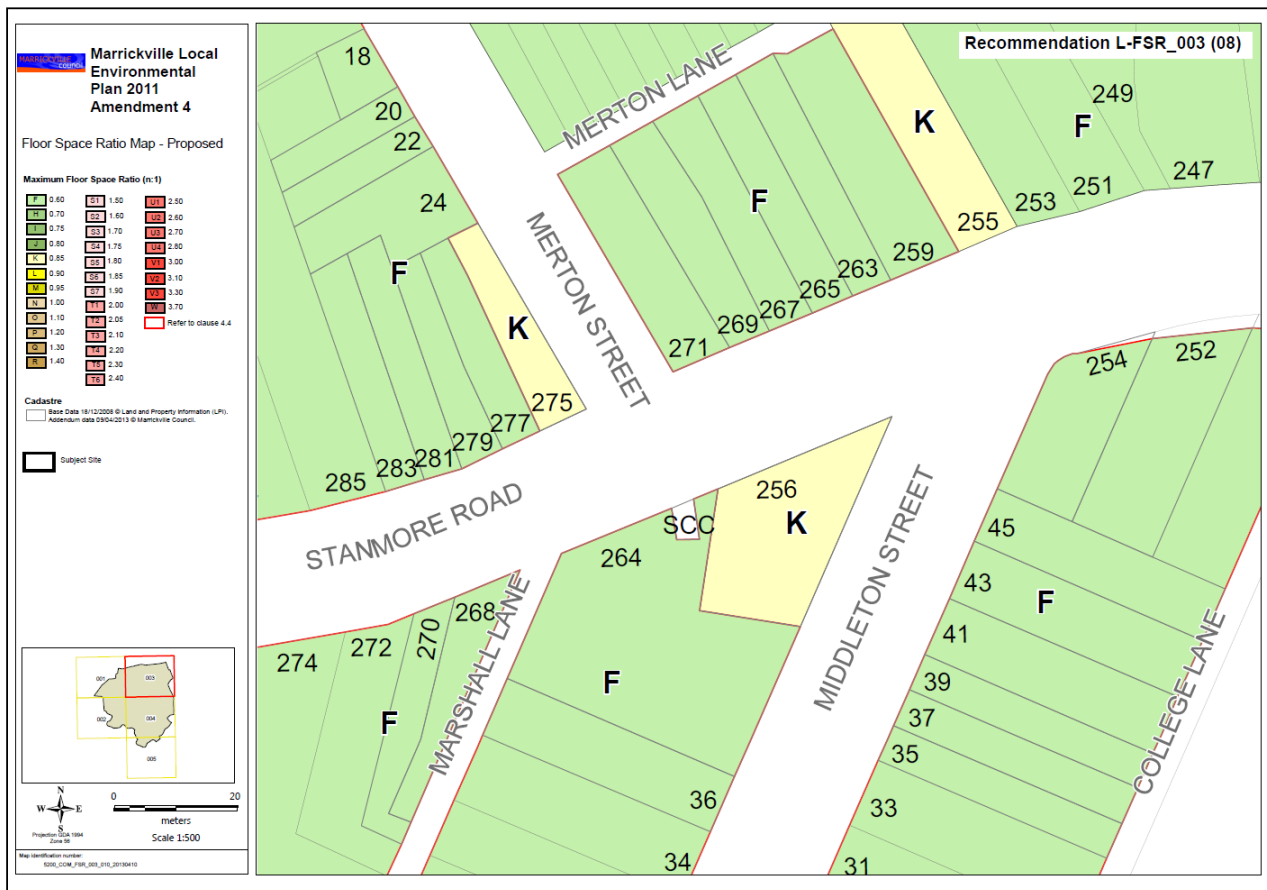
The subject land is zoned SP2 Electricity Supply. The land is identified with a thick red line and labelled "F" on the Floor Space Ratio Map. Other similar zoned properties do not have a FSR control. To be consistent with other such properties the FSR control for the property should be deleted.

Recommendation L-FSR_003 (08):

That the floor space ratio control on the Floor Space Ratio Map (FSR_003) for the Ausgrid land adjacent to 264 Stanmore Road, Petersham (Lot 12 DP 614800) be deleted.

Diagrams showing Current Map and Proposed Map





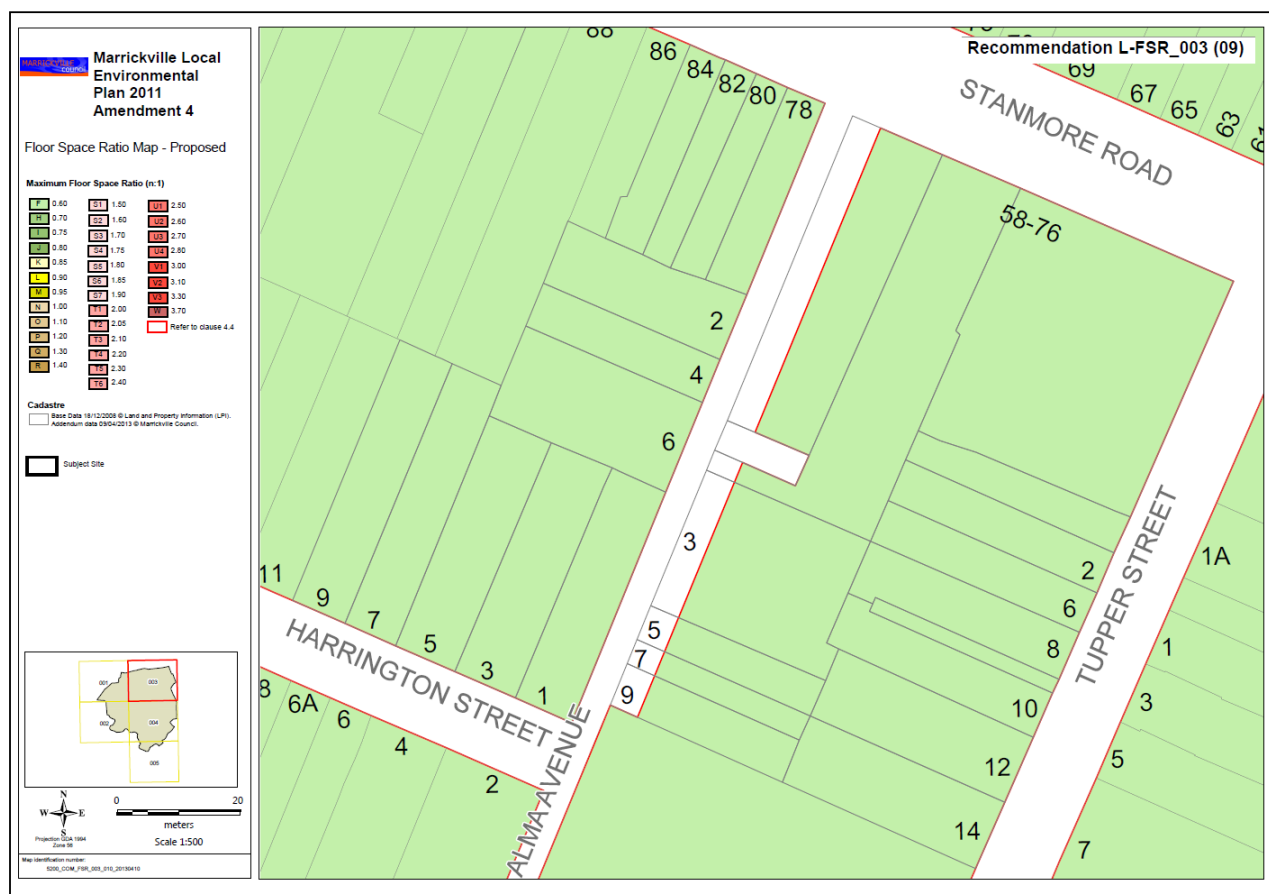
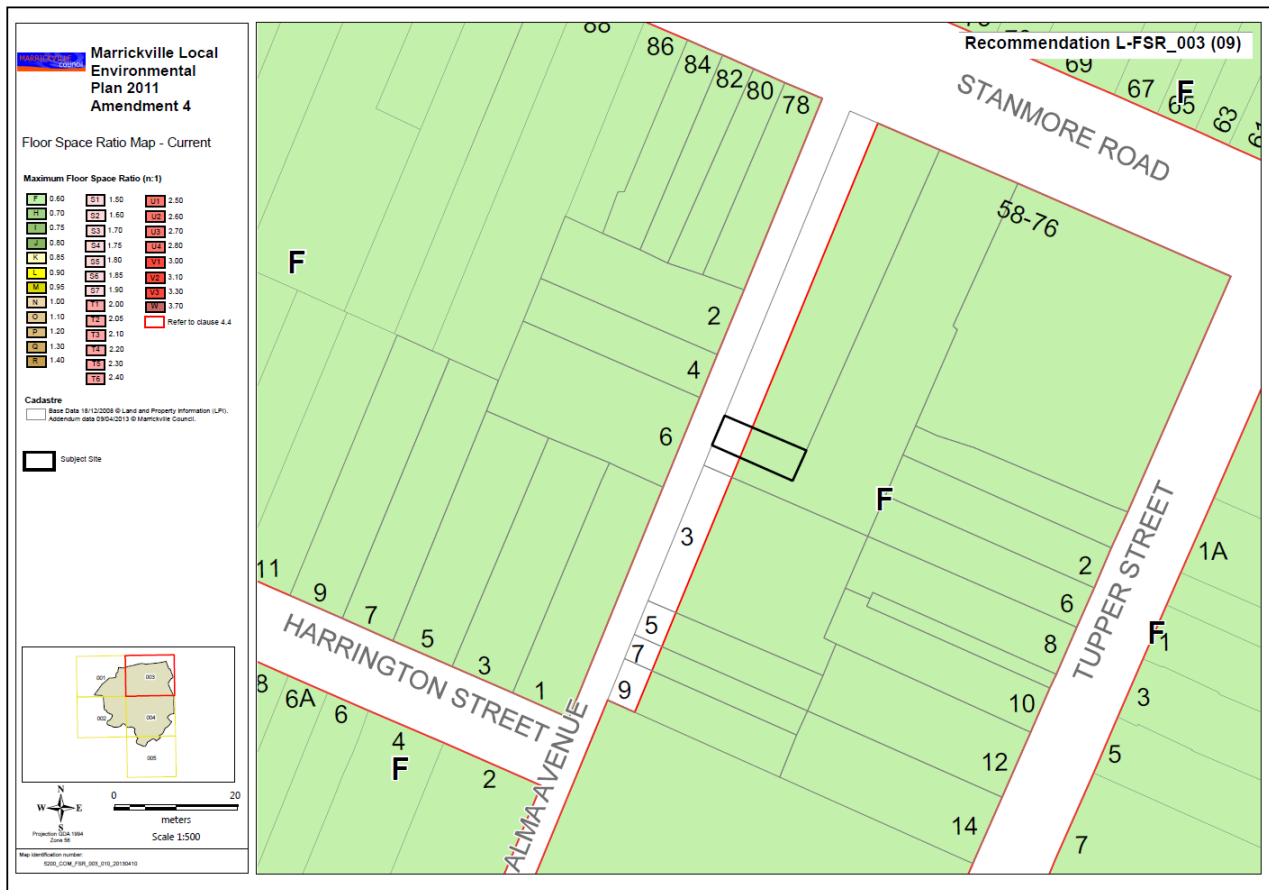
Ausgrid land off Alma Avenue, Enmore (Lot 1 DP180283)

The subject land is zoned SP2 Electricity Supply. The land is identified with a thick red line and labelled “F” on the Floor Space Ratio Map. Other similar zoned properties do not have a FSR control. To be consistent with other such properties the FSR control for the property should be deleted.

Recommendation L-FSR_003 (09):

That the floor space ratio control on the Floor Space Ratio Map (FSR_003) for the Ausgrid land off Alma Avenue, Enmore (Lot 1 DP180283) be deleted.

Diagrams showing Current Map and Proposed Map



Rear of 20 Tupper Street, Enmore (fronting Alma Avenue)

The subject land has a FSR control applying to that part of the property fronting Alma Avenue. Other properties fronting this section of Alma Avenue are included on the Land Reservation Acquisition Map for local road purposes.

A subsequent recommendation (Recommendation LRA_003 (02) recommends that a Local Road (SP2) reservation be included along the Alma Avenue frontage of the property known as 20 Tupper Street, Enmore (with the extent of the reservation being in accordance with the depth of the reservation affecting other properties along that section of Alma Avenue) on Land Reservation Acquisition Map LRA_003.

Other properties in the immediate area that have part of their land included on the Land Reservation Acquisition Map for local road purposes do not have a FSR control on that part of the respective properties that is reserved for local road purposes.

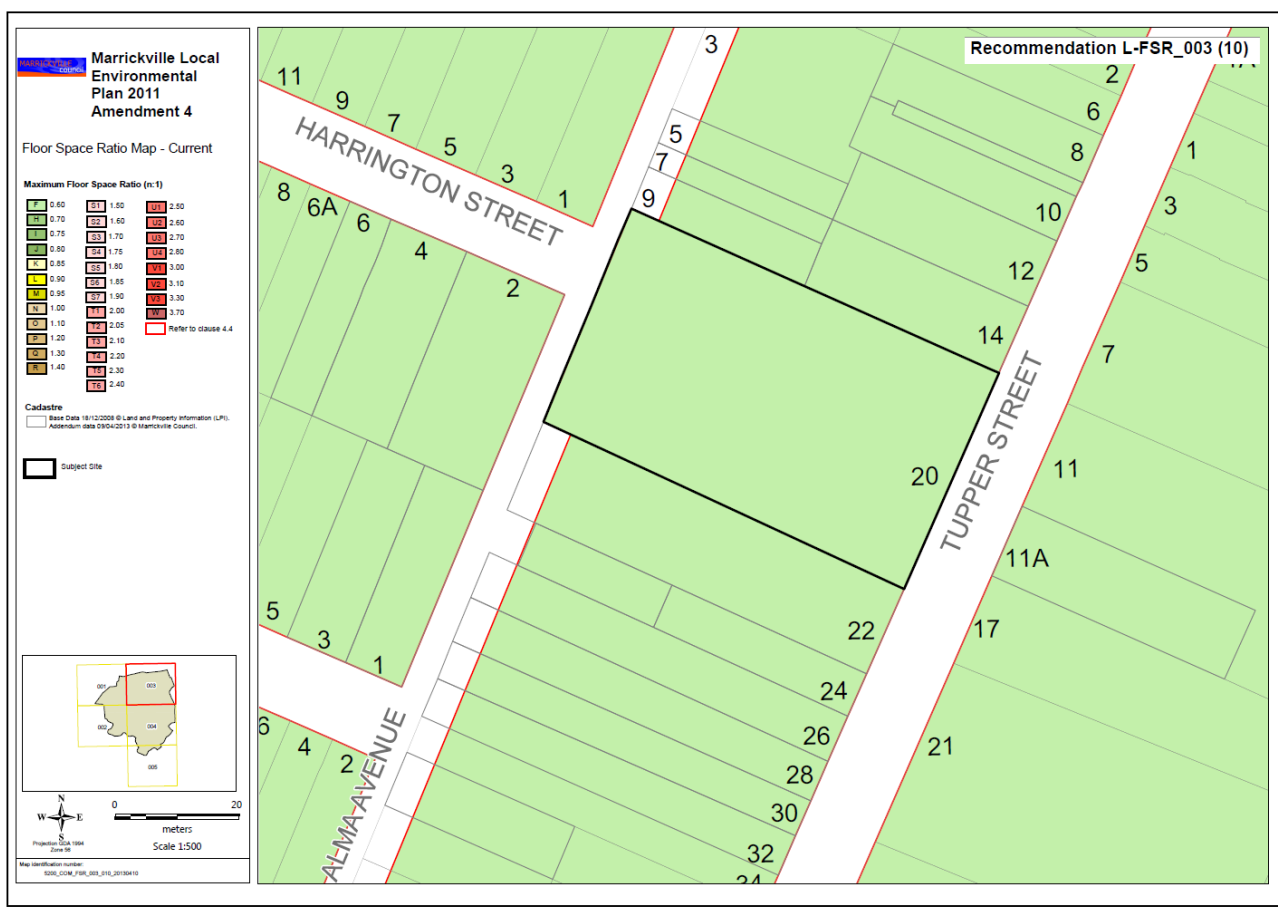
It should also be noted that no HOB control applies to that part of the property known as 20 Tupper Street, Enmore recommended to be reserved Local Road and no HOB control applies to the land that is reserved for local road purposes on all the other properties fronting Alma Avenue.

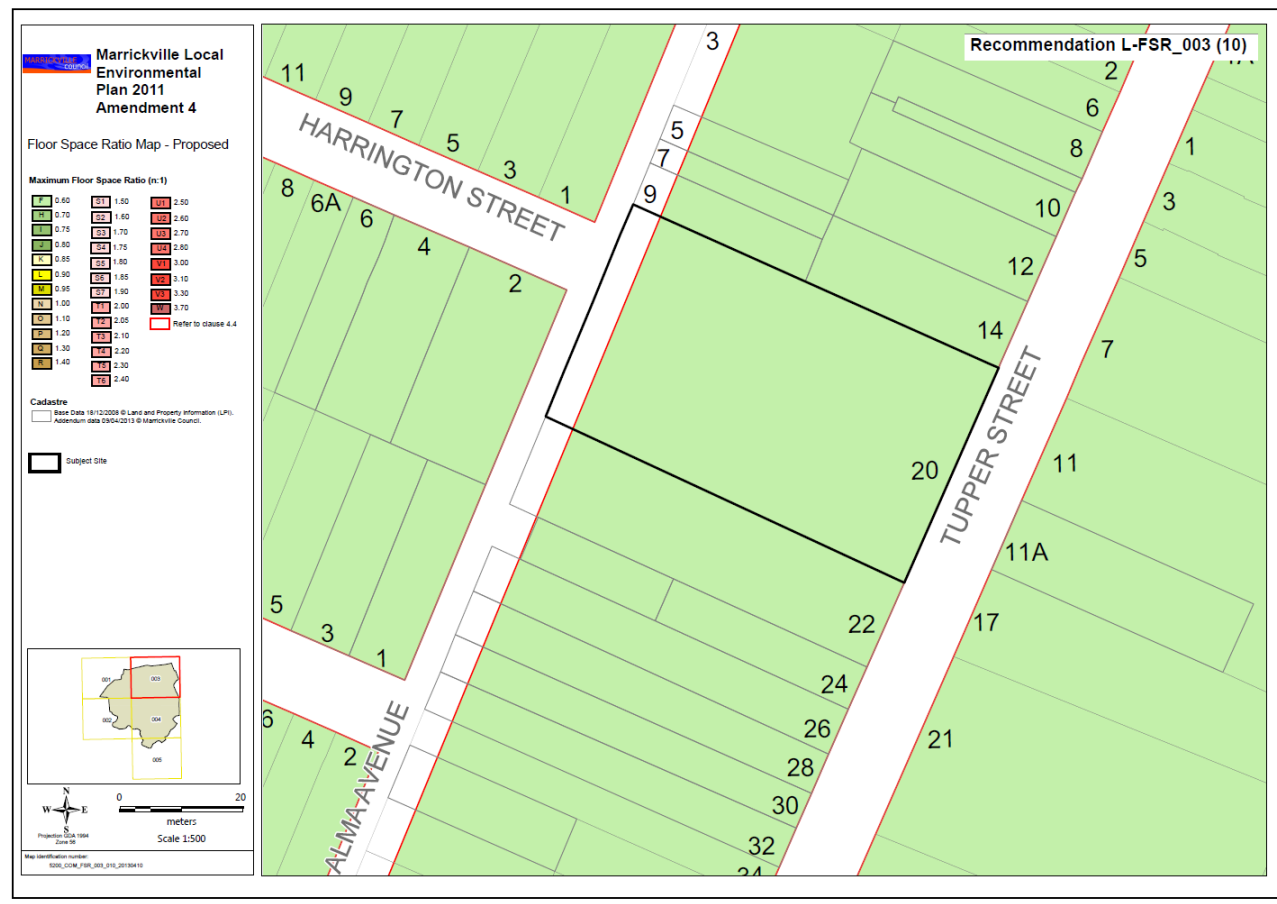
To be consistent with other such properties the FSR map for the property should exclude a FSR control for that part of the property fronting Alma Avenue recommended to be reserved for local road purposes.

Recommendation L-FSR_003 (10):

That the floor space ratio control on the Floor Space Ratio Map (FSR_003) along the Alma Avenue frontage of the property known as 20 Tupper Street, Enmore recommended to be reserved Local Road (SP2) be deleted.

Diagrams showing Current Map and Proposed Map





No FSR control applies to the subject lots under MLEP 2011.

The land at the rear and/or side of the properties 18 Charles Street, 20 Charles Street and 54 Margaret Street, Petersham known as Lots 1, 2 and 3 DP 1057614 recommended to be rezoned R2 Low Density Residential (refer to Recommendation L-LZN_003 (09)) should have the same FSR control as the adjoining properties.

Recommendation L-FSR_003 (11):

Diagrams showing Current Map and Proposed Map

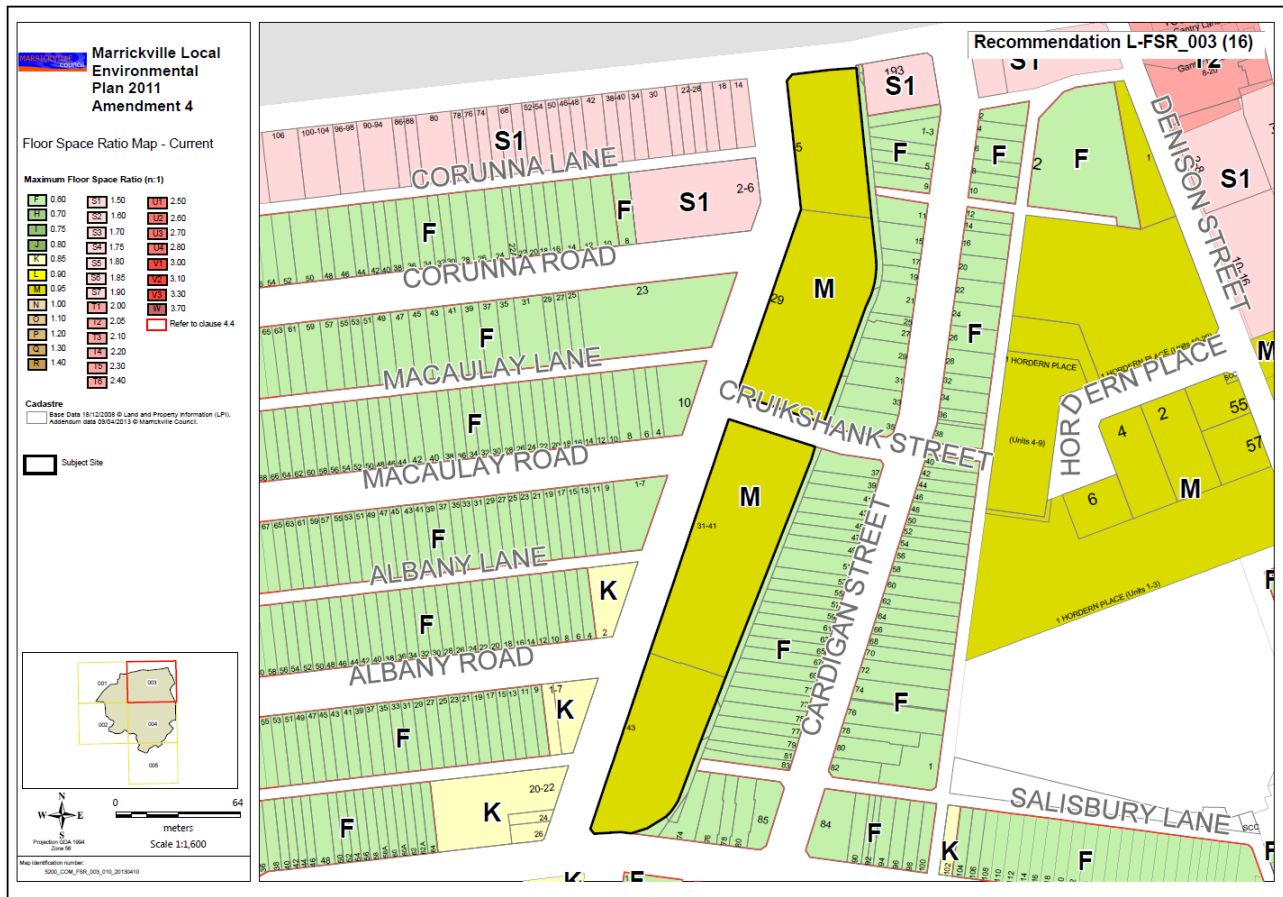
An earlier recommendation recommends “That the properties 5 Bridge Road, 29 Bridge Road, 31-41 Bridge Road and 43-53 Bridge Road, Stanmore on Land Zoning Map (LZN_003) be rezoned “B5 Business Development” (*Recommendation L-LZN_003 (11)*). Refer to comments in Attachment B: Proposed Land Zoning Map Amendments (pages 37-39).

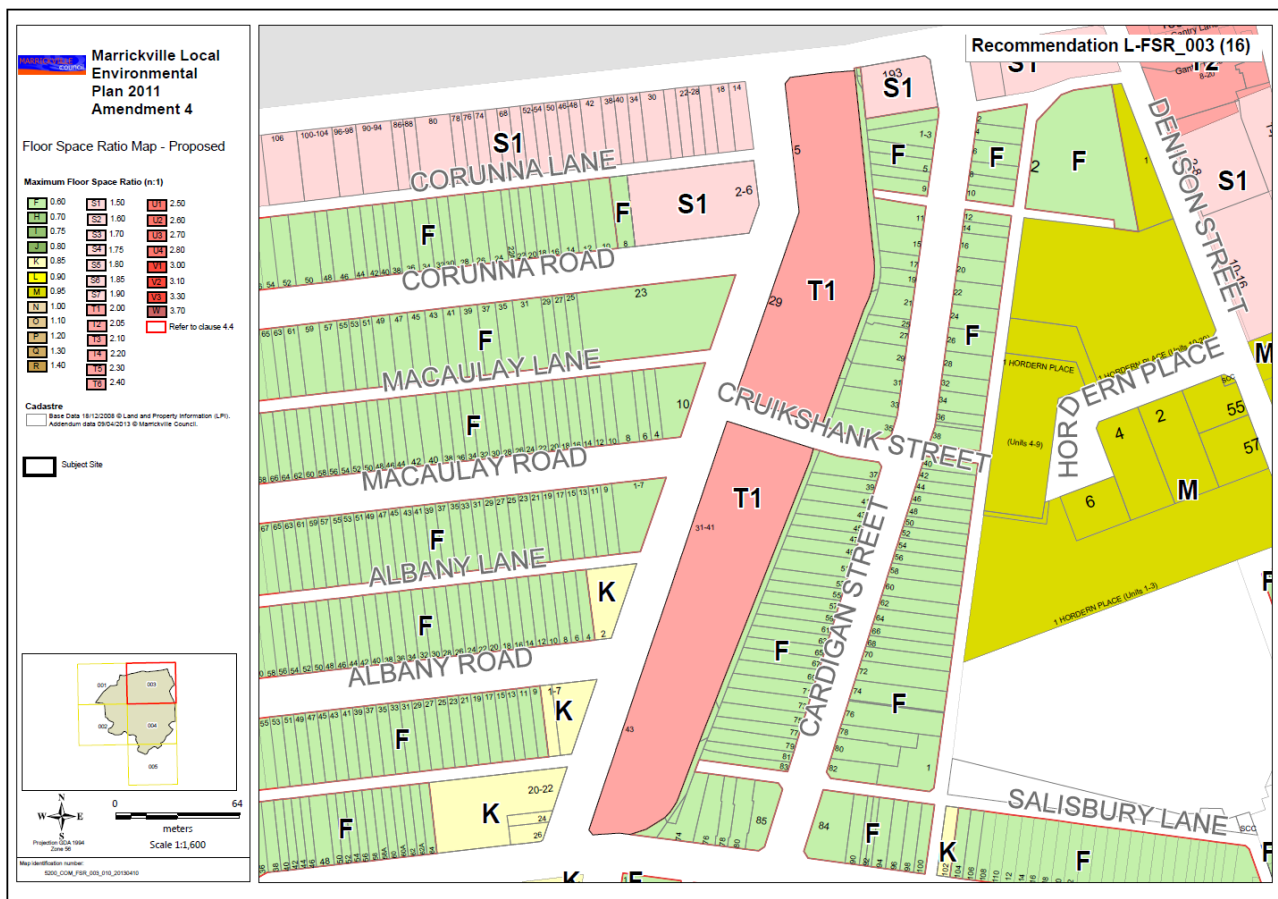
As part of the discussion in relation to the rezoning of the land it was recommended that the maximum FSR for those properties be increased from 0.85:1 to 2:1; as previously resolved by Council and that a maximum height of building control of 14 metres apply to the subject land.

Recommendation L-FSR_003 (16):

That the floor space ratio control on the Floor Space Ratio Map (FSR_003) for the properties 29 Bridge Road, 31-41 Bridge Road and 43-53 Bridge Road, Stanmore be amended to “T1 (2.00:1)”.

Diagrams showing Current Map and Proposed Map





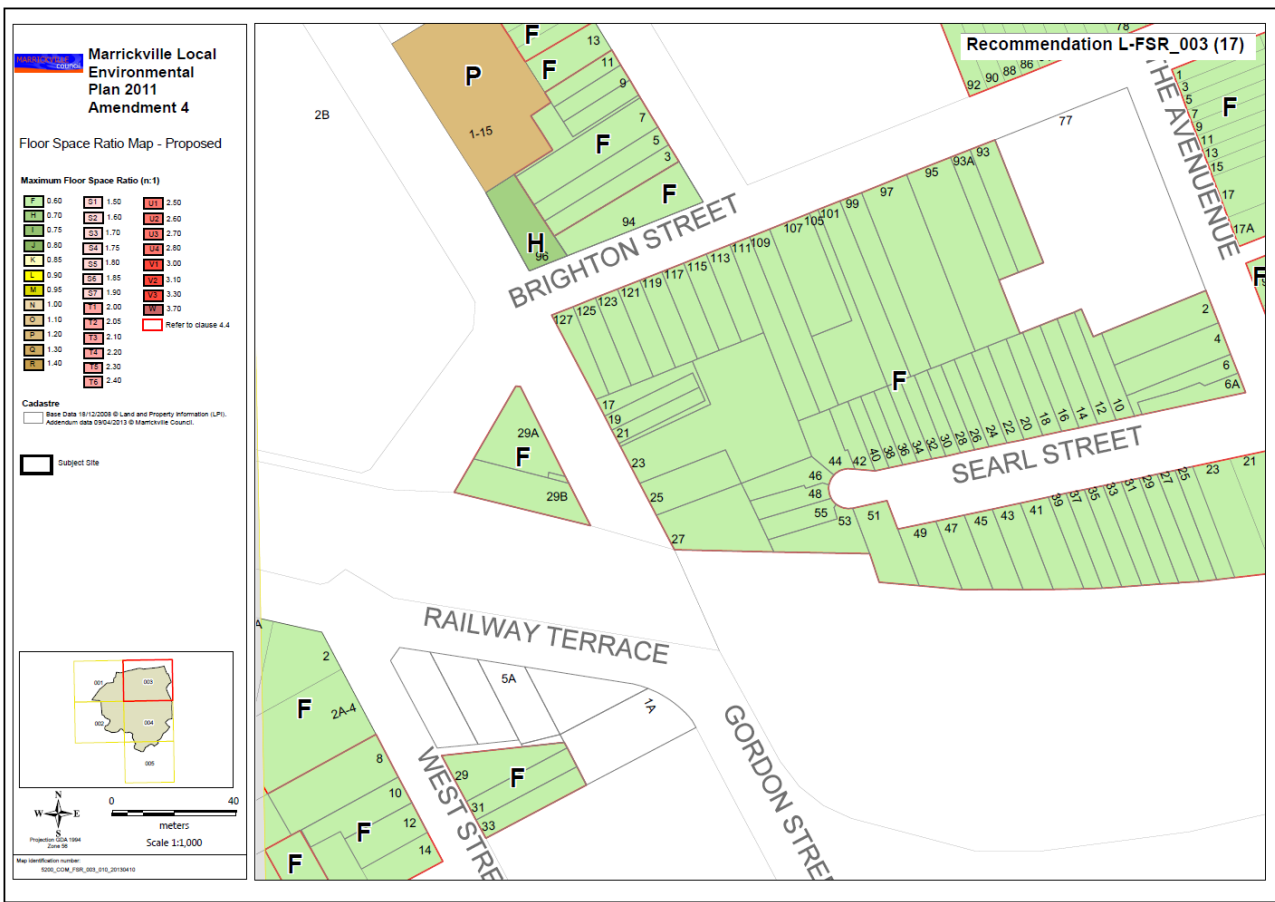
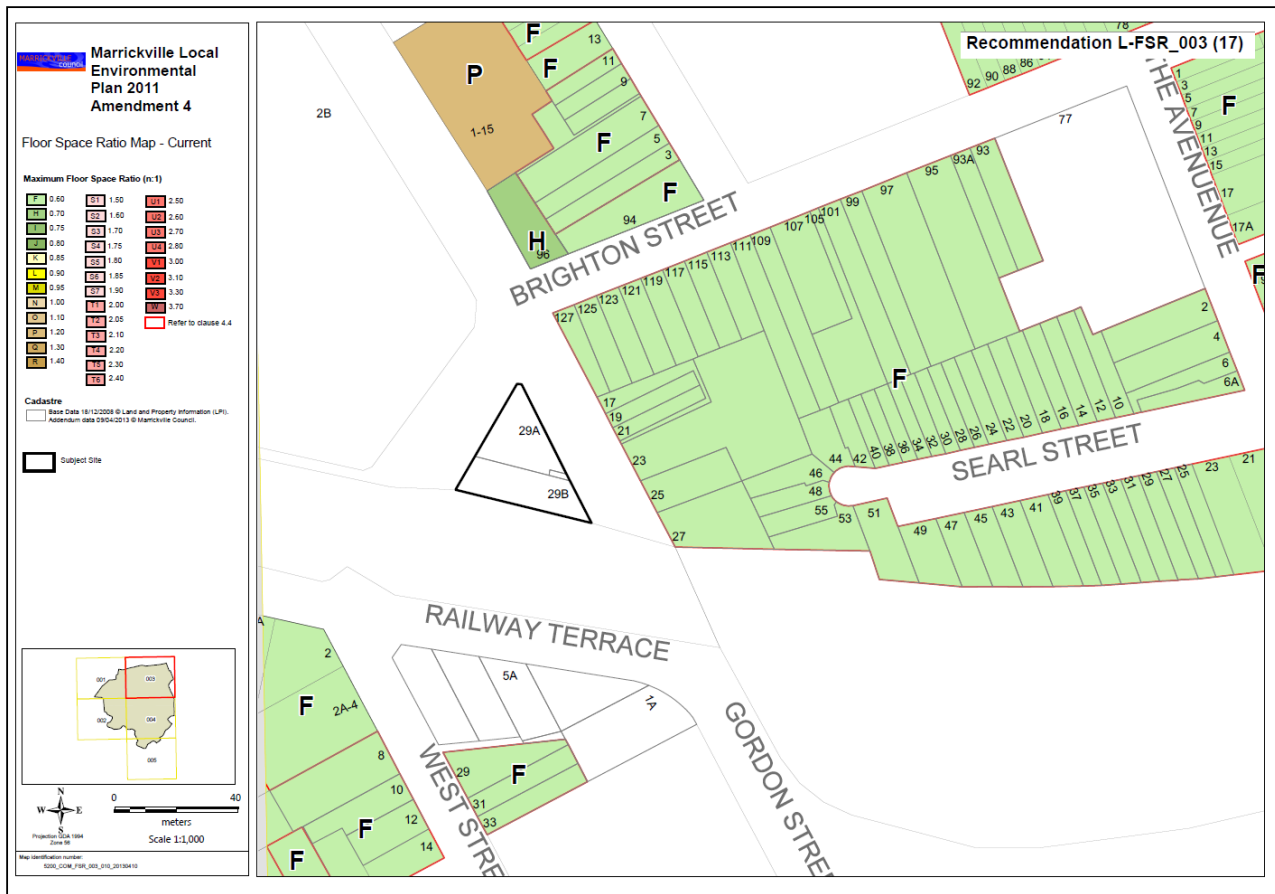
29A West Street and 29B West Street, Lewisham

No Floor Space Ratio is prescribed on the FSR Map for the subject properties. The properties are zoned R2 Low Density Residential. A FSR of 0.6:1 ("F") applies to other R2 Low Density Residential zoned land in the immediate area (with an additional 0.25:1 for development for the purposes of residential flat buildings). It is recommended that the subject land be identified with a thick red band and labelled "F" on the Floor Space Ratio Map.

Recommendation L-FSR_003 (17):

That the properties 29A West Street and 29B West Street, Lewisham be identified with a thick red line and labelled "F" on Floor Space Ratio Map (FSR_003).

Diagrams showing Current Map and Proposed Map



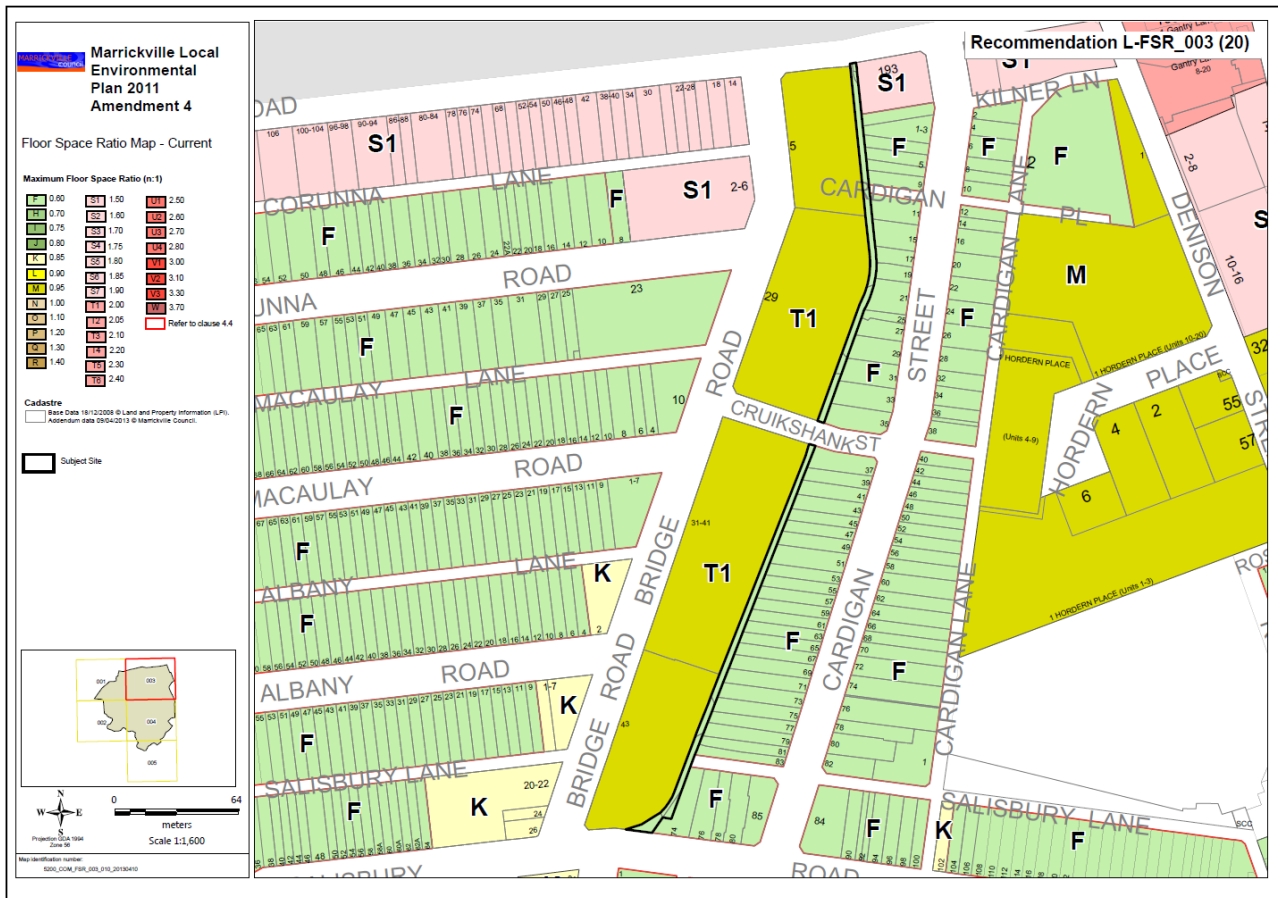
Land zoned SP2 Stormwater Management Systems (rear of properties on the eastern side of Bridge Road, Stanmore)

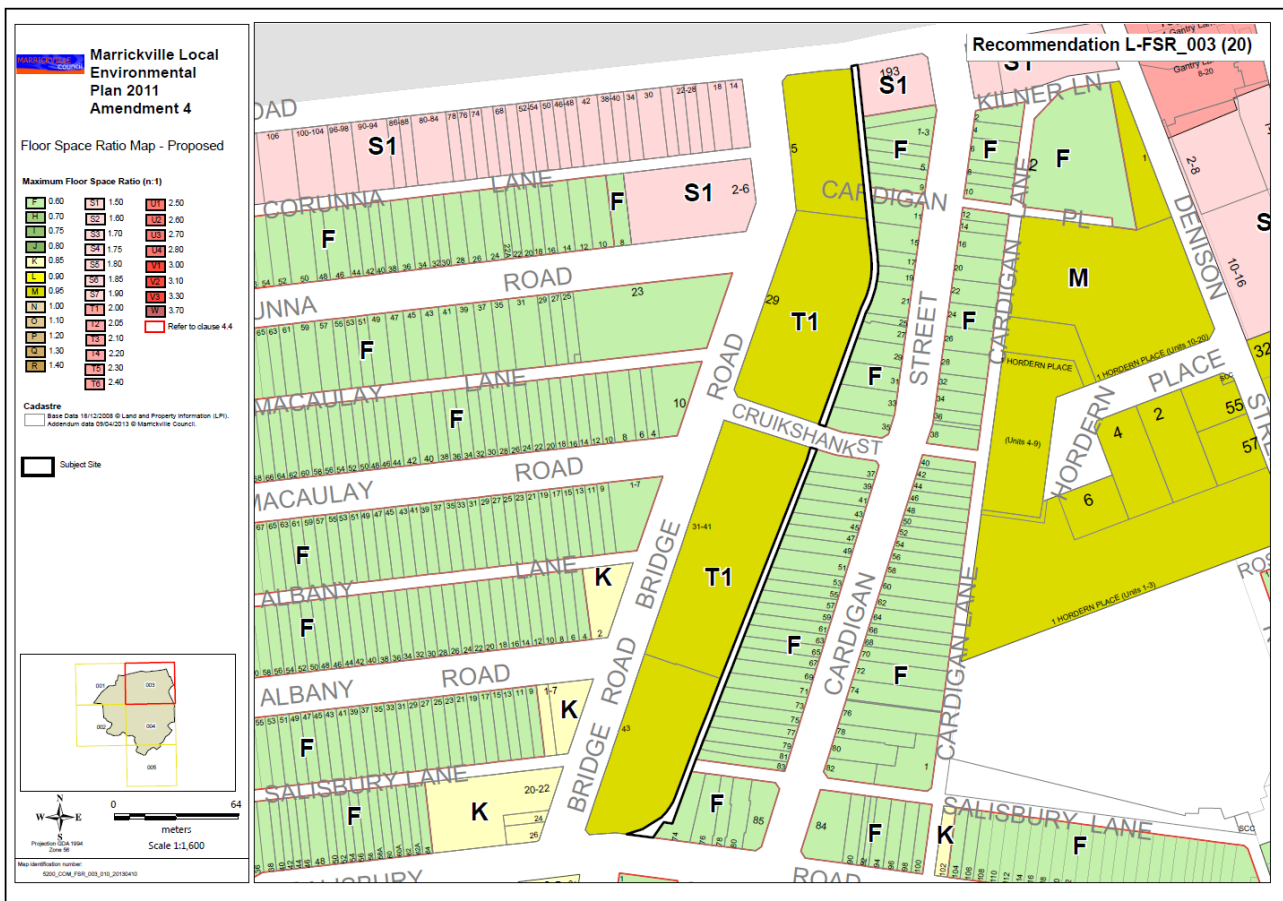
The subject land has a floor space ratio control. To be consistent with other such properties the FSR map for the property should exclude a FSR control for the land.

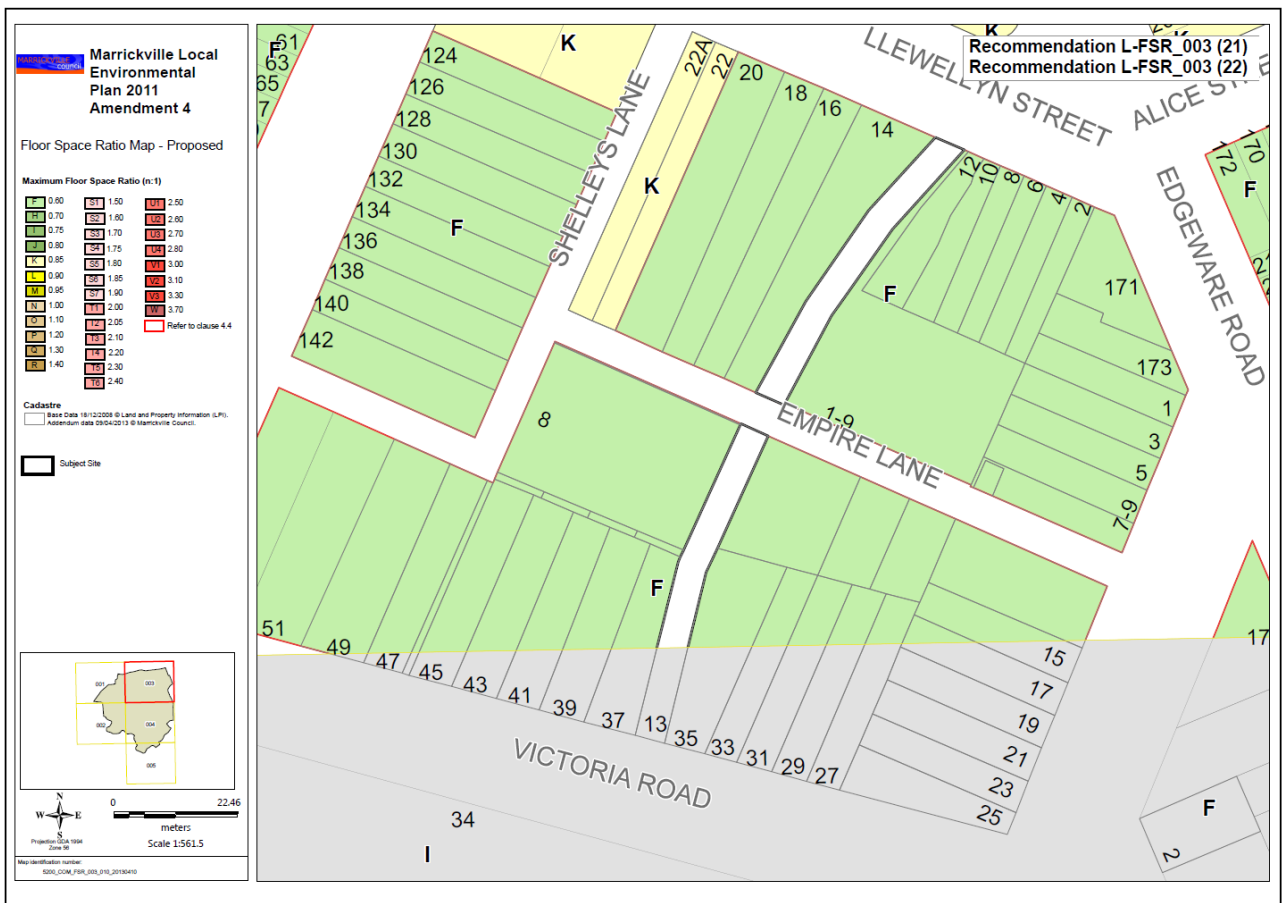
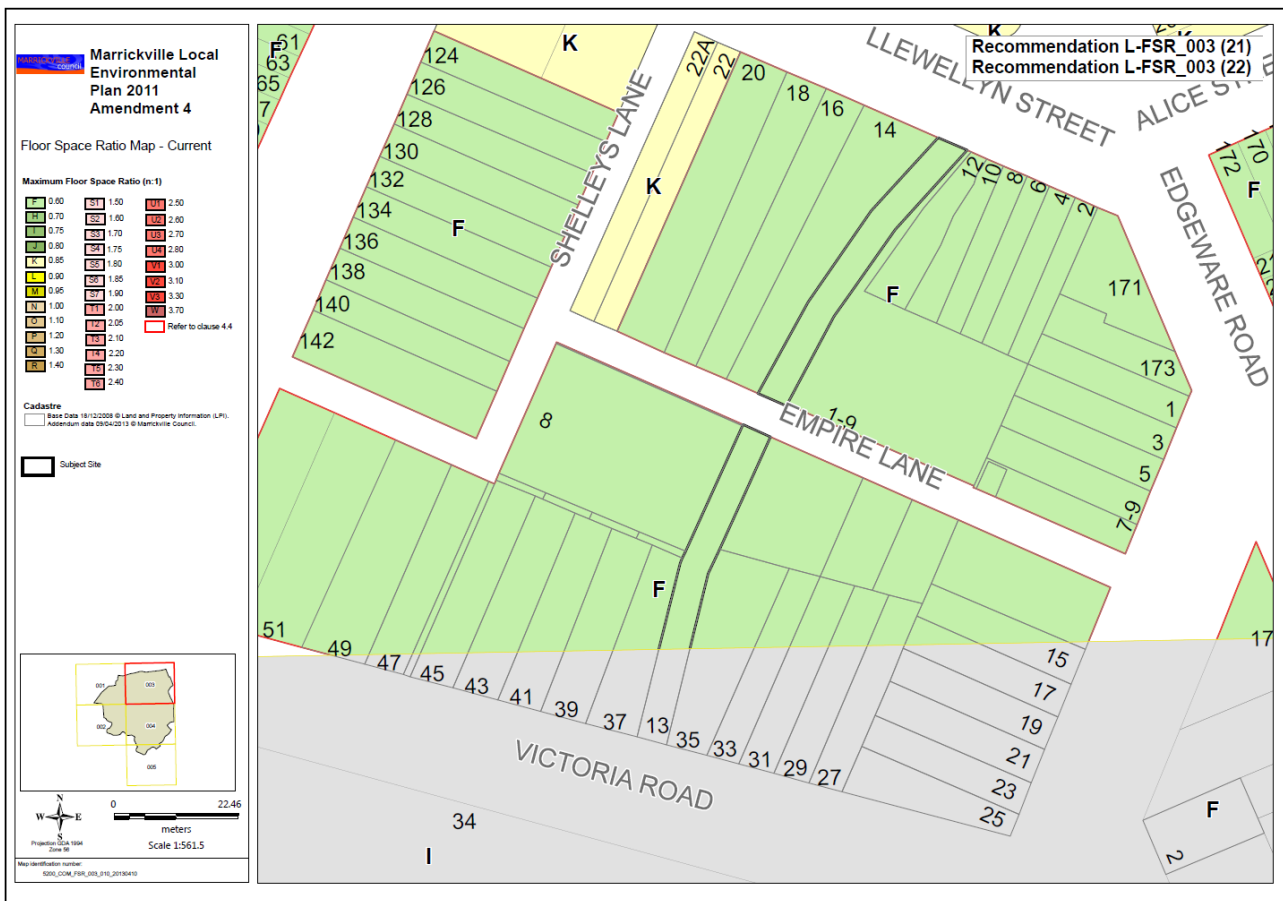
Recommendation L-FSR_003 (20):

That the floor space ratio control on the Floor Space Ratio Map (FSR_003) for the land zoned SP2 Stormwater Management Systems (rear of properties on the eastern side of Bridge Road, Stanmore) be deleted.

Diagrams showing Current Map and Proposed Map







13 Victoria Road, Marrickville (Lot 1 DP 440432)

The subject land is a narrow strip of land which runs from Victoria Road and Empire Lane between the properties known as 8 Empire Lane and 35 Victoria Road and 37 Llewellyn Street, Marrickville. The land contains a stormwater channel. The land is owned by the Sydney Water Corporation Ltd. The land is zoned SP2 Sewerage Systems. The zoning of the land is incorrect. The land is

proposed to be rezoned SP2 Stormwater Management Systems (Recommendation L-LZN_003 (18)).

The FSR control (Labelled “F” on the Floor Space Ratio Map with a thick red line) on the property should be deleted.

Note: The property known as 13 Victoria Road, Marrickville is located partly on the Floor Space Ratio Map (FSR_003) and partly on Floor Space Ratio Map (FSR_004). A separate recommendation (Recommendation L-FSR_004 (23)) relates to the amendment of the floor space ratio of that part of the property located on Floor Space Ratio Map (LZN_004).

Recommendation L-FSR_003 (22):

That the floor space ratio control on the Floor Space Ratio Map (FSR_003) for the property 13 Victoria Road, Marrickville (Lot 1 DP 440432) be deleted.

Note: Diagrams showing Current Map and Proposed Map for this recommendation have been incorporated into the Maps relating to Recommendation L-FSR_003 (21).

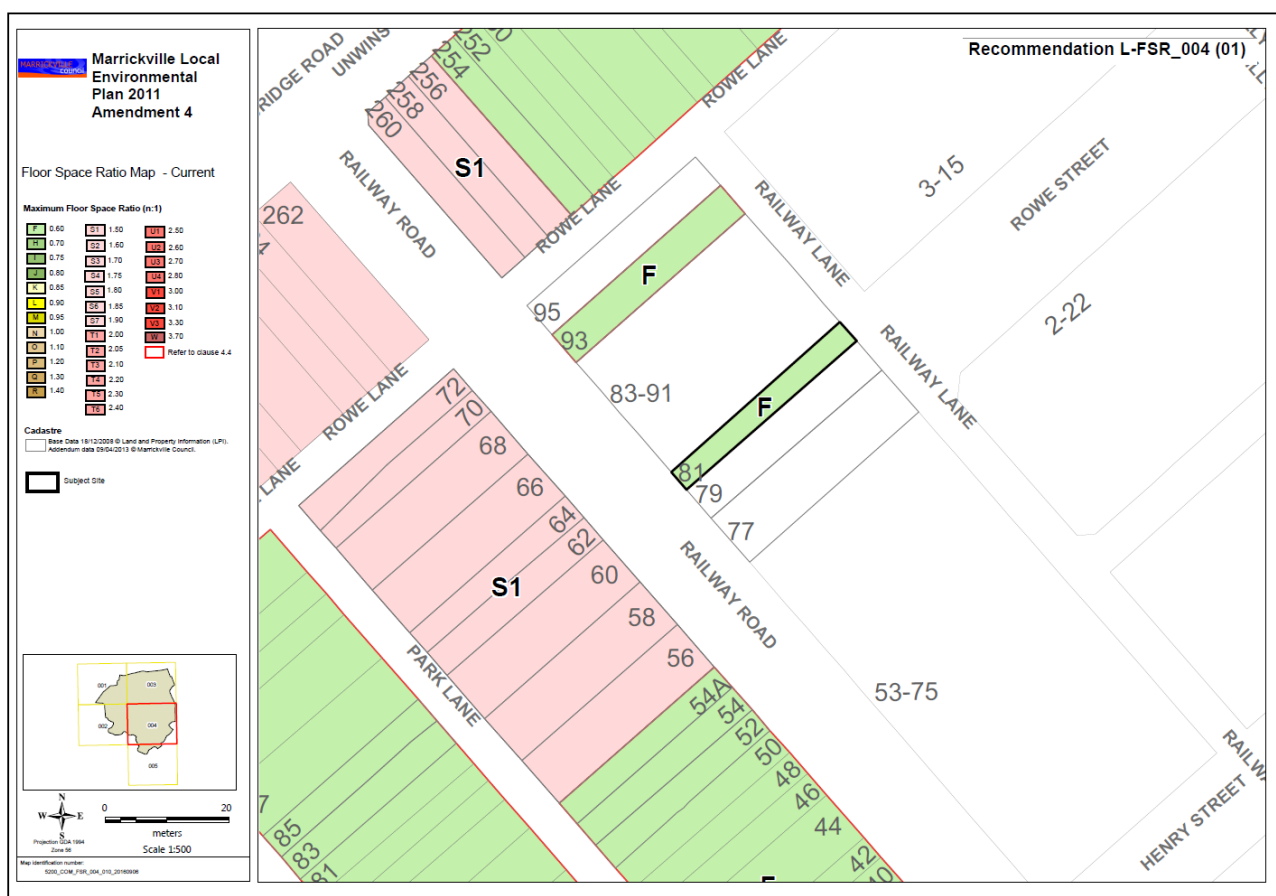
81 Railway Road, Sydenham

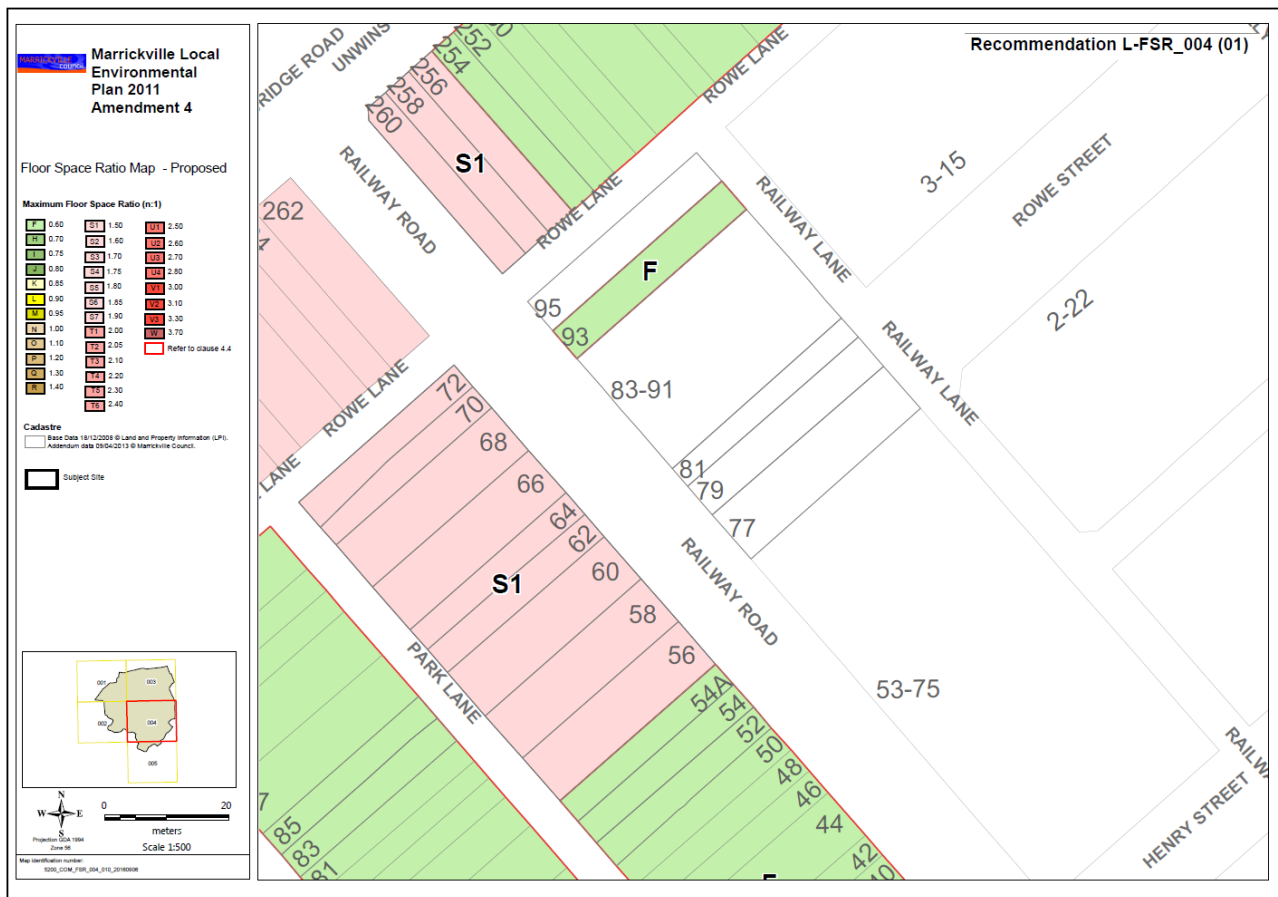
The land forms part of Sydenham Green. The land is currently zoned R2 Low Density Residential under MLEP 2011. As part of Amendment No. 4 it is proposed to rezone the land RE1 Public Recreation. The FSR control (Labelled “F” on the Floor Space Ratio Map with a thick red line) on the property should be deleted.

Recommendation L-FSR_004 (01):

That the floor space ratio control on the Floor Space Ratio Map (FSR_004) for the property 81 Railway Road, Sydenham be deleted.

Diagrams showing Current Map and Proposed Map





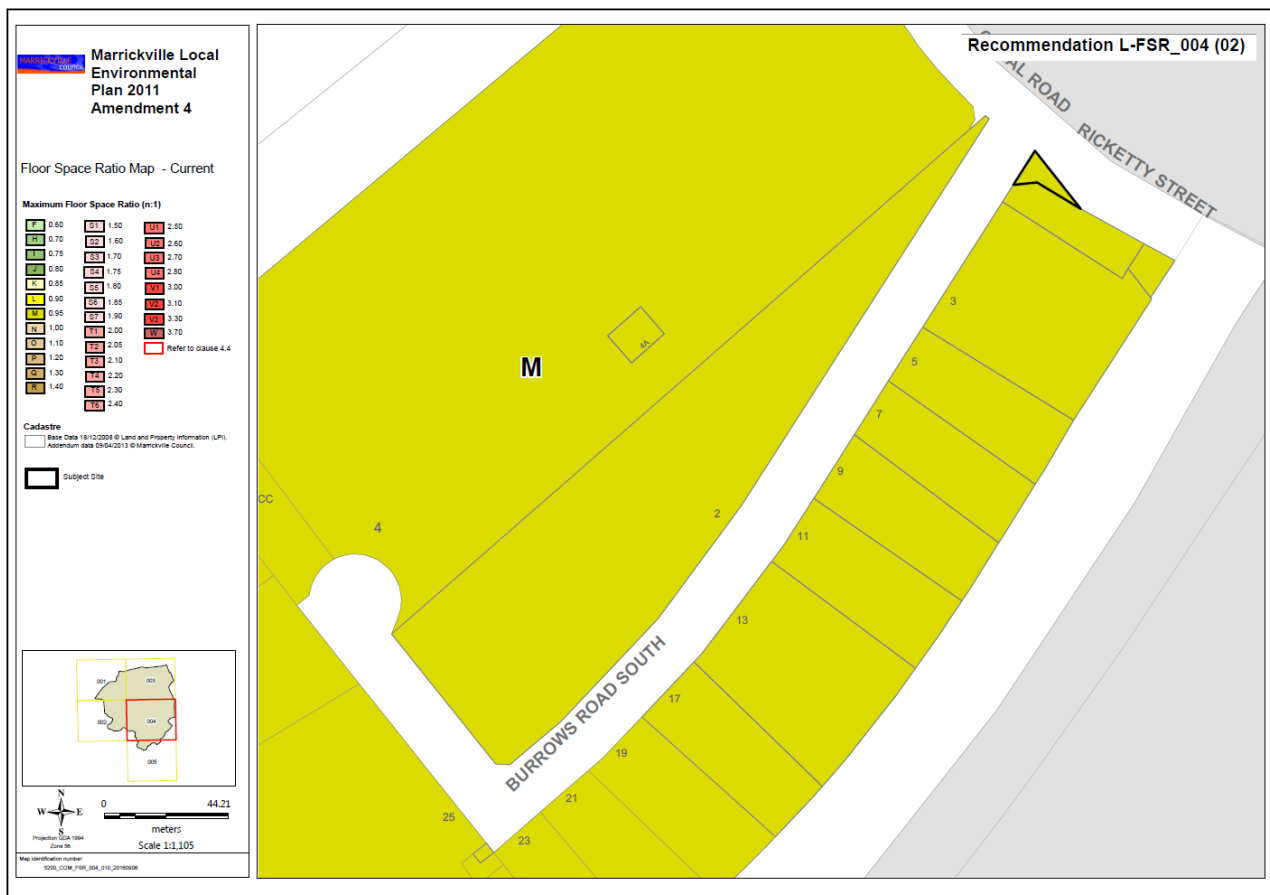
Lot 1 DP 437934 (eastern corner of Canal Road and Burrows Road South, St Peters)

The FSR for the subject land includes that part of the site that has an SP2 Classified Road reservation under the Land Reservation Acquisition Map. To be consistent with other such properties the FSR map for the property should exclude a FSR control for that part of the property.

Recommendation L-FSR_004 (02):

That the floor space ratio control on the Floor Space Ratio Map (FSR_004) for that part of the property Lot 1 DP 437934 (eastern corner of Canal Road and Burrows Road South, St Peters) that has an SP2 Classified Road reservation under the Land Reservation Acquisition Map be deleted.

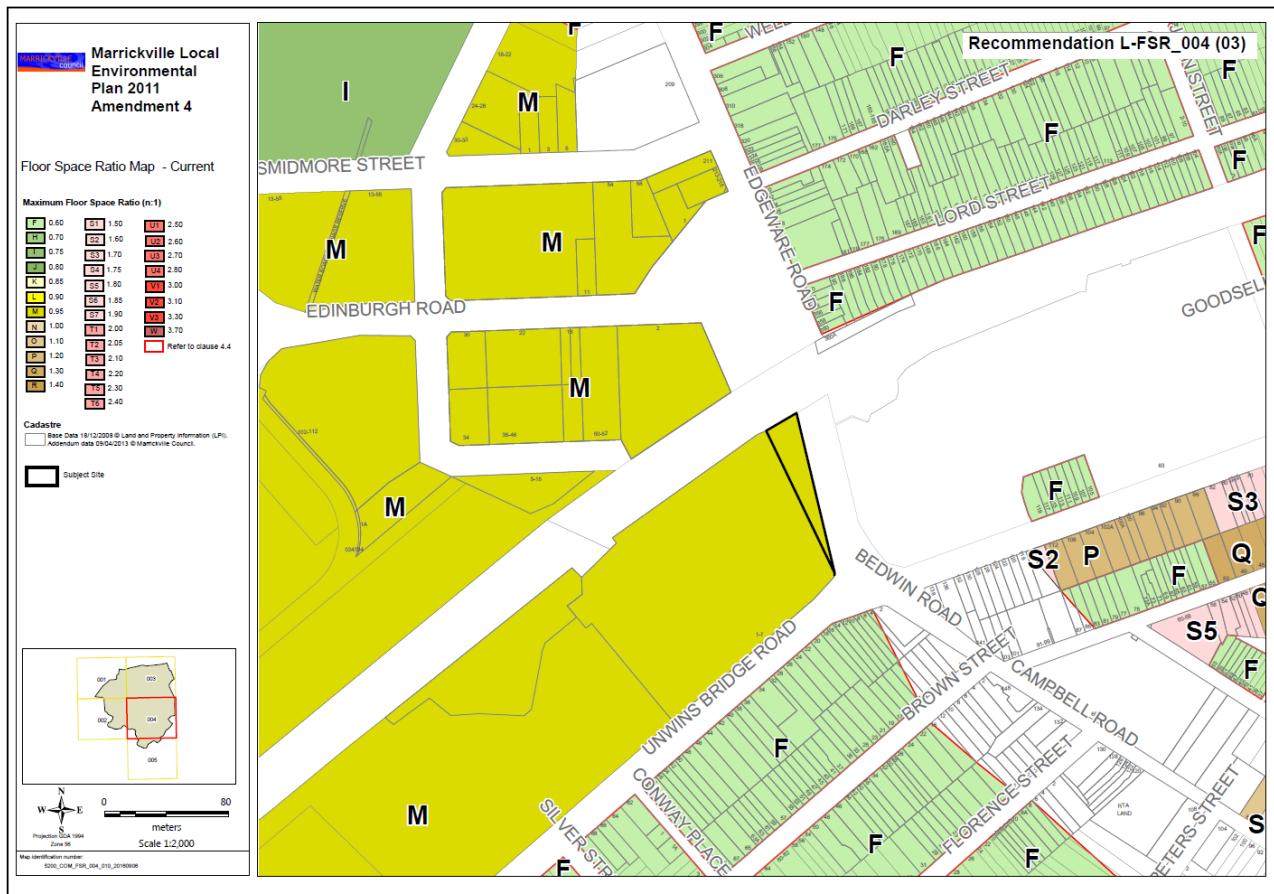
Diagrams showing Current Map and Proposed Map

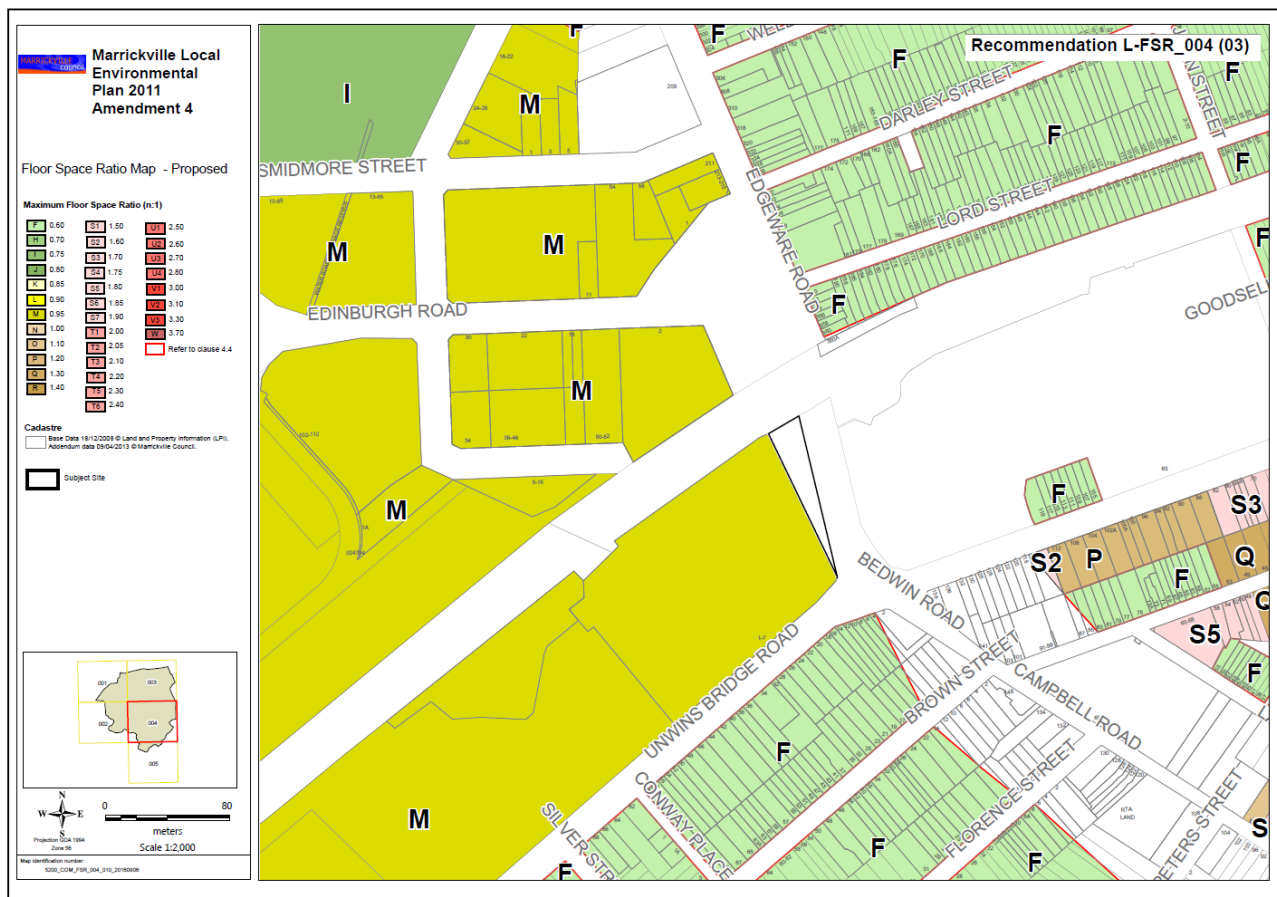


Recommendation L-FSR_004 (03):

That the floor space ratio control on the Floor Space Ratio Map (FSR_004) for that part of the property 1-7 Unwins Bridge Road, St Peters that has an SP2 Classified Road reservation under the Land Reservation Acquisition Map be deleted.

Diagrams showing Current Map and Proposed Map





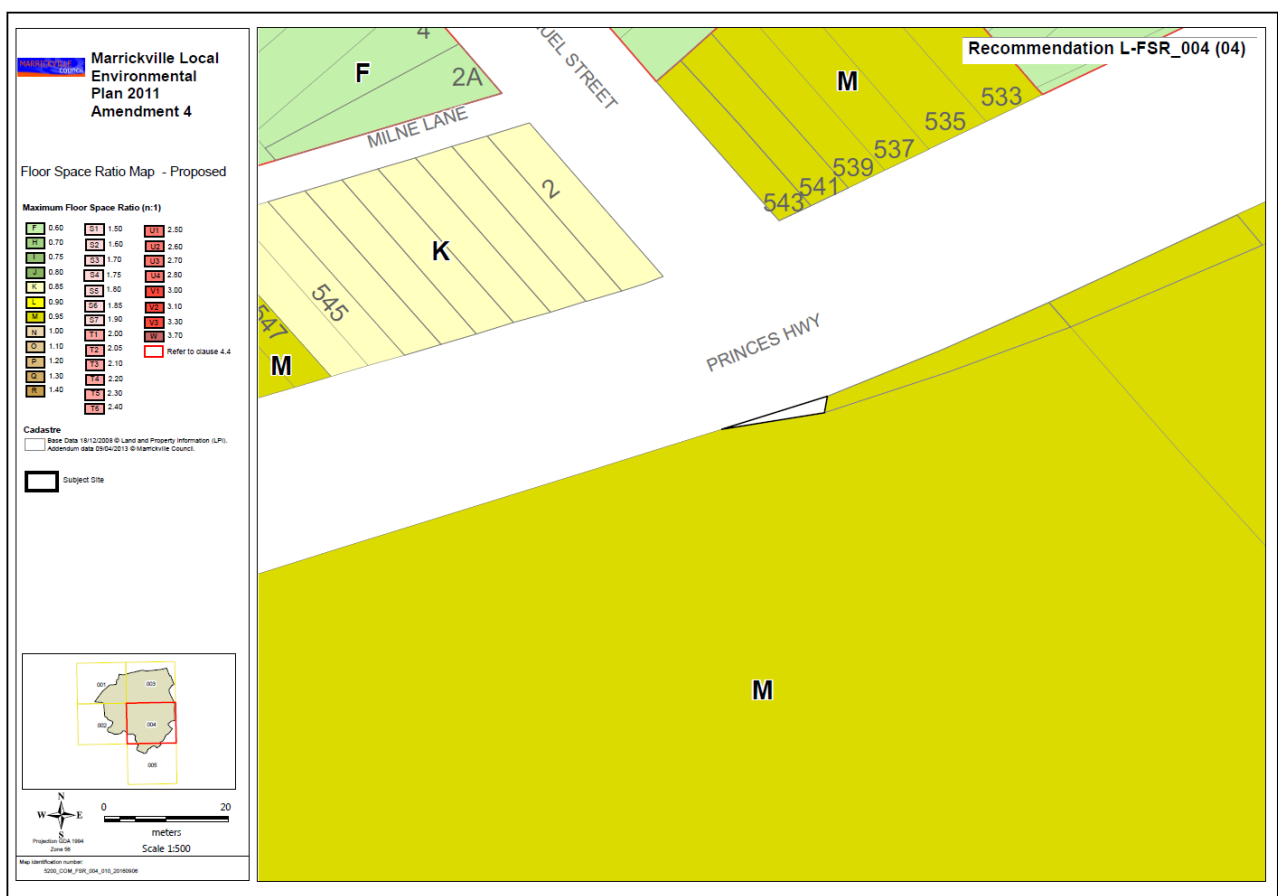
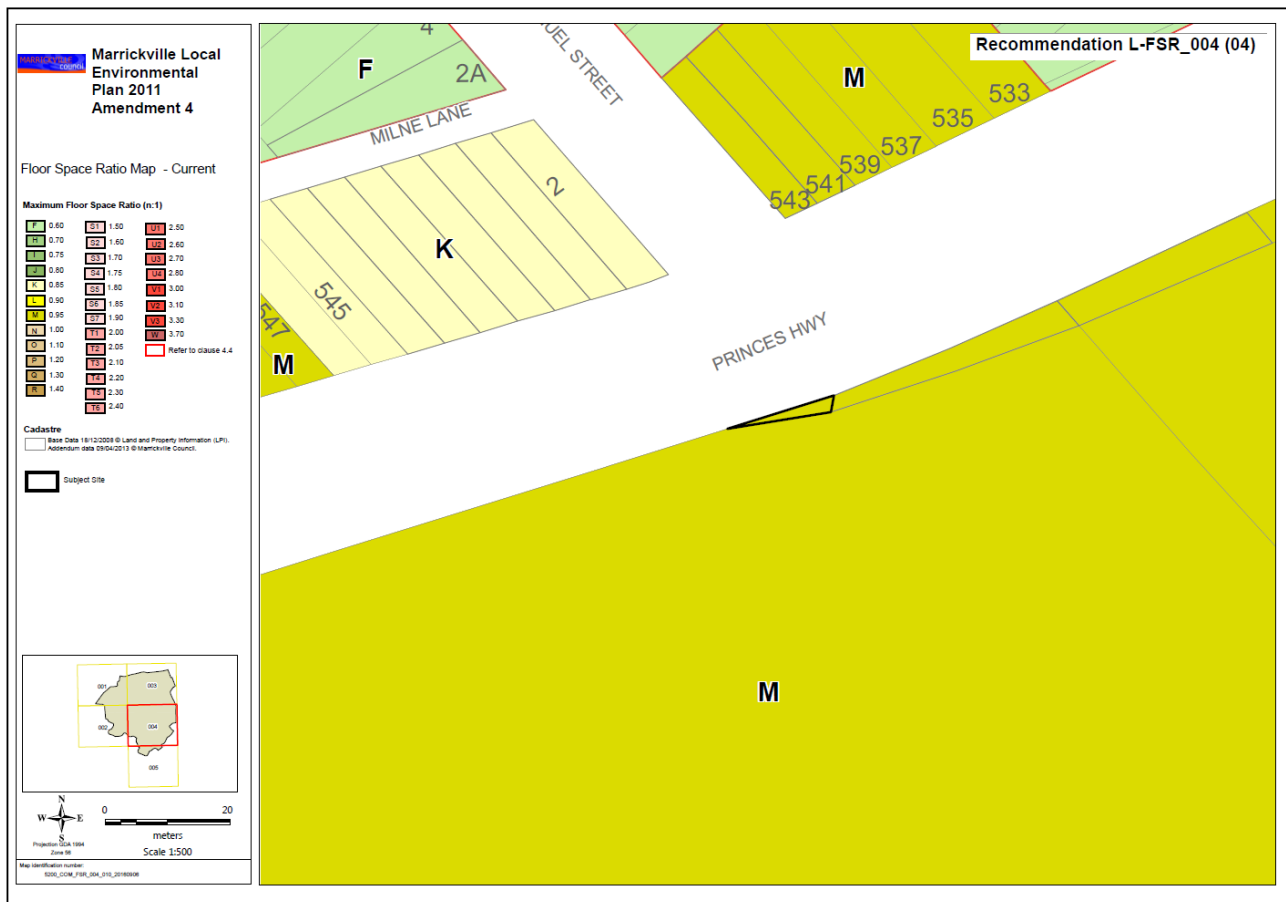
5 Bellevue Street and 634-726 Princes Highway, Tempe

The FSR for the subject land includes that part of the site along the Princes Highway that has an SP2 Classified Road reservation under the Land Reservation Acquisition Map. To be consistent with other such properties the FSR map for the property should exclude a FSR control for that part of the property.

Recommendation L-FSR_004 (04):

That the floor space ratio control on the Floor Space Ratio Map (FSR_004) for that part of the property 5 Bellevue Street and 634-726 Princes Highway, Tempe that has an SP2 Classified Road reservation under the Land Reservation Acquisition Map be deleted.

Diagrams showing Current Map and Proposed Map



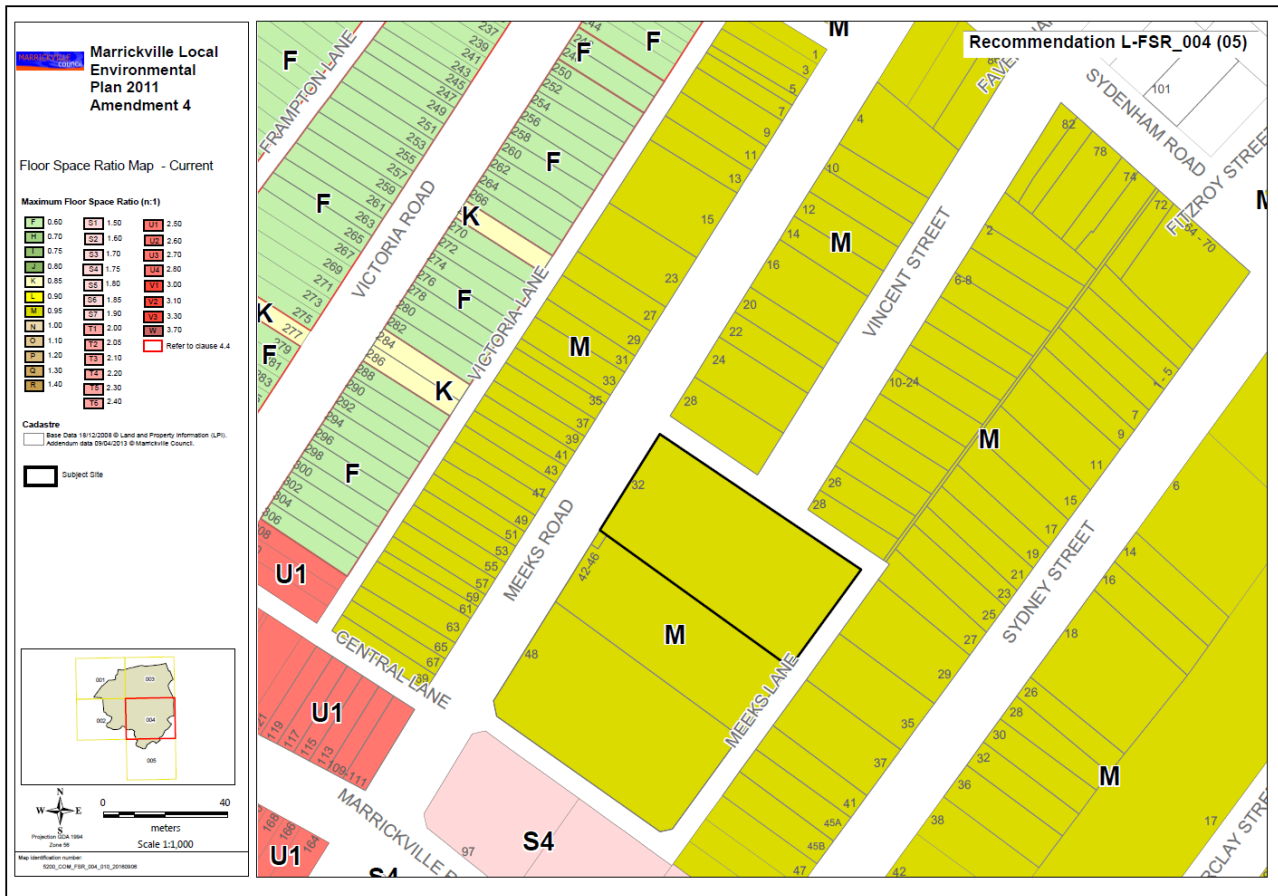
32 Meeks Road, Marrickville

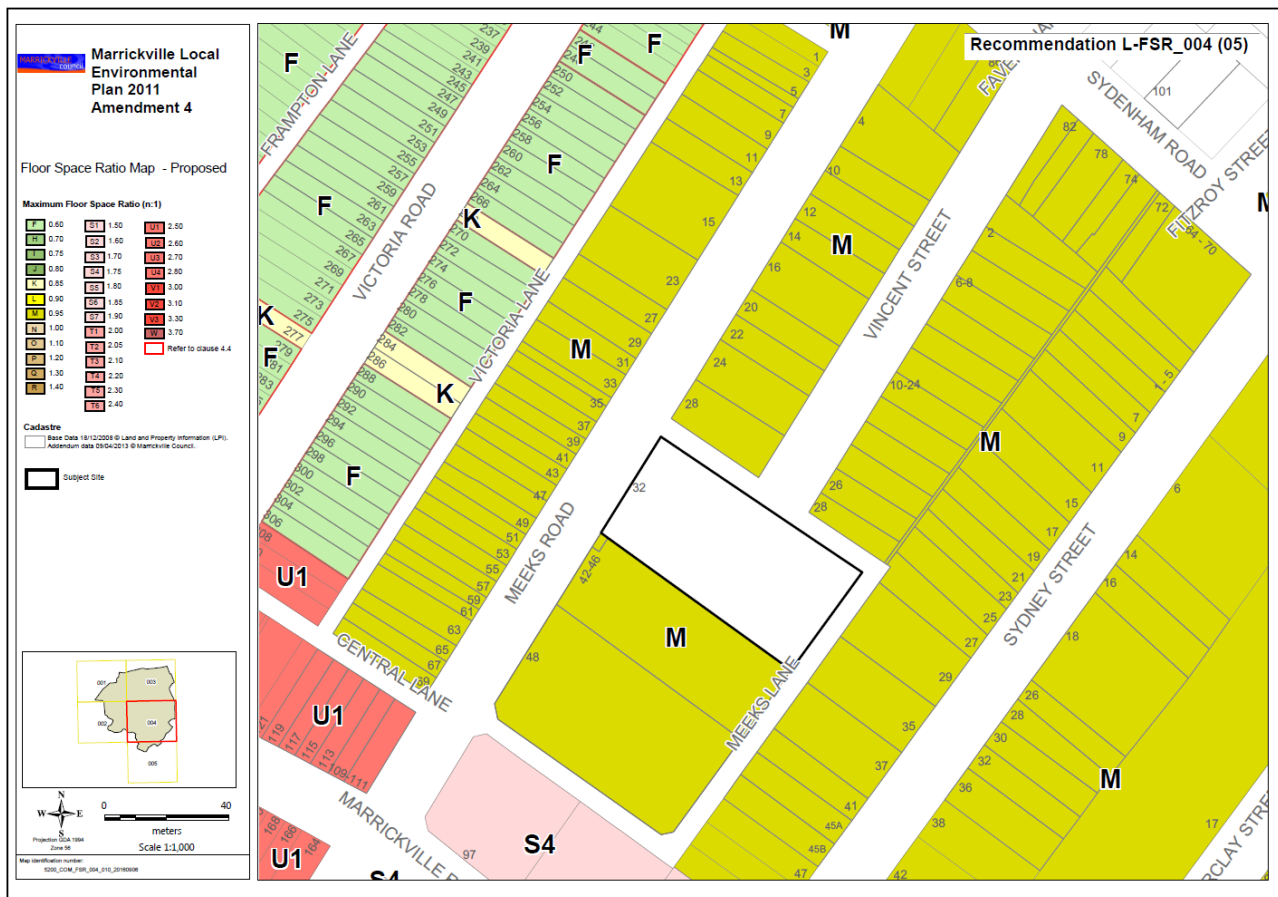
The subject land is owned by Ausgrid and is zoned SP2 Electricity Supply. A floor space ratio control of “M (0:95:1)” applies to the land on the Floor Space Ratio Map. Other similar zoned properties do not have a FSR control. To be consistent with other such properties the FSR control for the property should be deleted.

Recommendation L-FSR_004 (05):

That the floor space ratio control on the Floor Space Ratio Map (FSR_004) for the property 32 Meeks Road, Marrickville be deleted.

Diagrams showing Current Map and Proposed Map





Sydenham Pit and Drainage Pumping Station, Garden Street, Marrickville

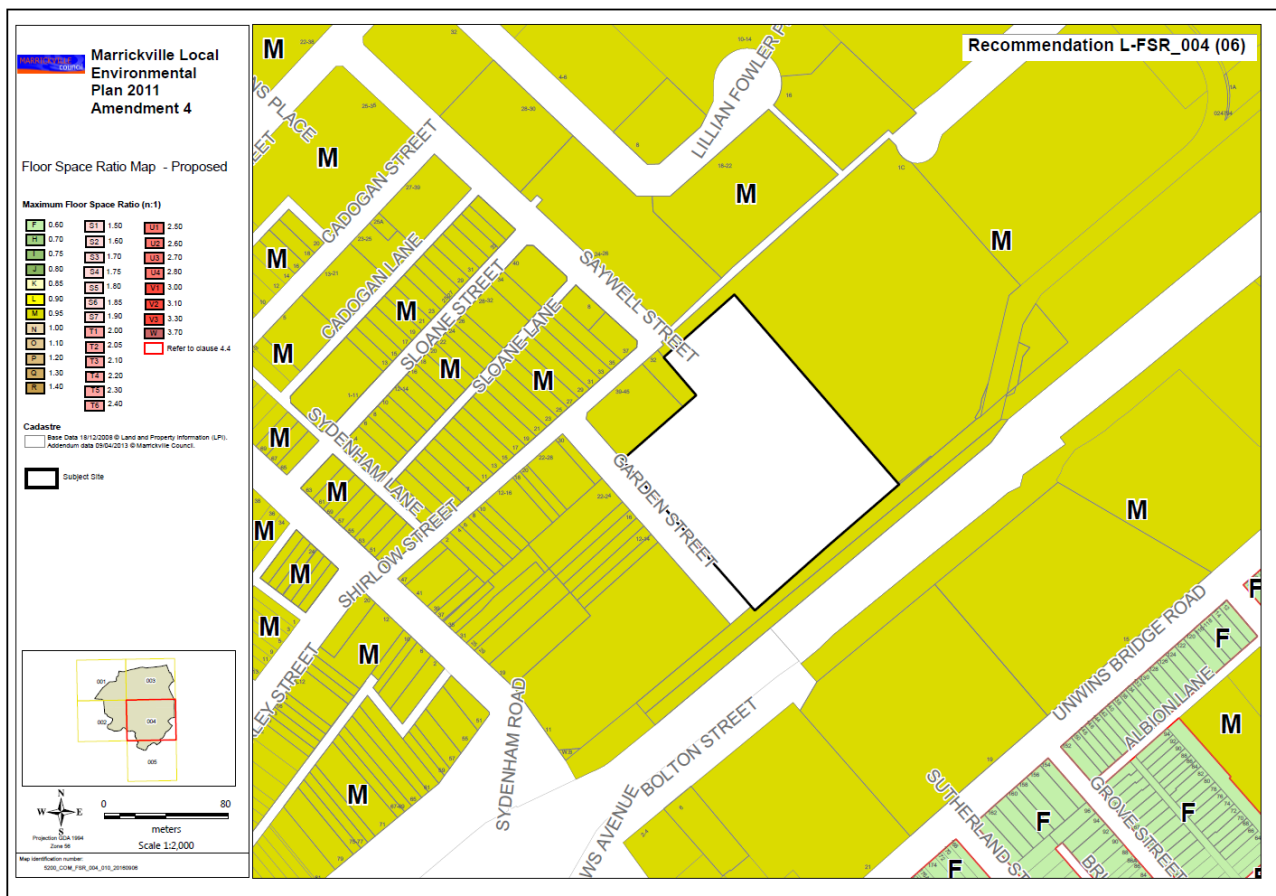
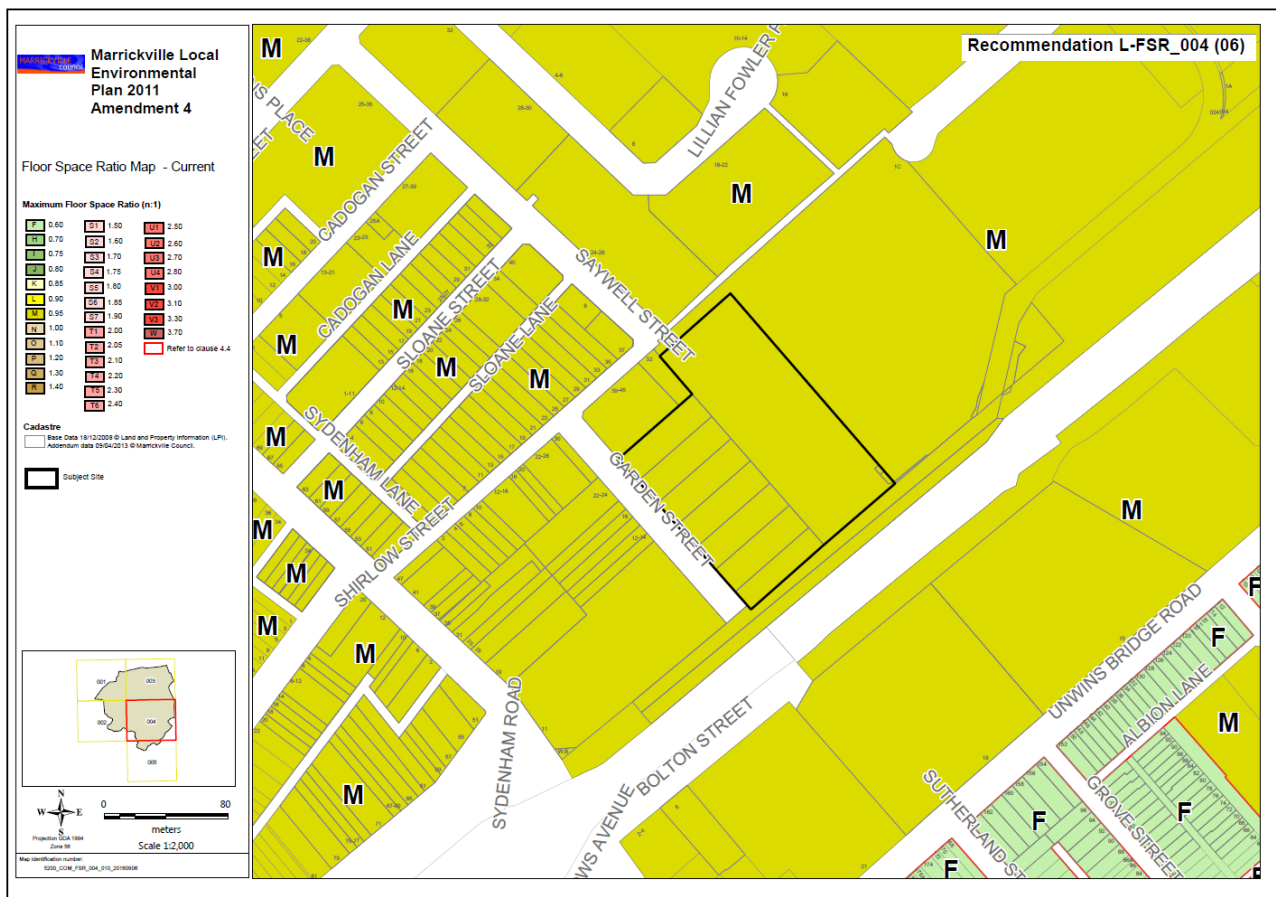
(Part Lot 1 DP 186276; Lot 1 DP 1022910; and Lots 29, 34, 35, 40, 41 and 46 DP 153)

The subject land is zoned SP2 Stormwater Management Systems. A floor space ratio control of “M (0:95:1)” applies to the land on the Floor Space Ratio Map. The land is owned by the Sydney Water Corporation. Other similar zoned properties do not have a FSR control. To be consistent with other such properties the FSR control for the property should be deleted.

Recommendation L-FSR_004 (06):

That the floor space ratio control on the Floor Space Ratio Map (FSR_004) for the Sydenham Pit and Drainage Pumping Station, Garden Street, Marrickville (Part Lot 1 DP 186276; Lot 1 DP 1022910; and Lots 29, 34, 35, 40, 41 and 46 DP 153) be deleted.

Diagrams showing Current Map and Proposed Map



Sydney Water Corporation land (in the vicinity of Edinburgh Road, Sydney Steel Road and railway land), Marrickville

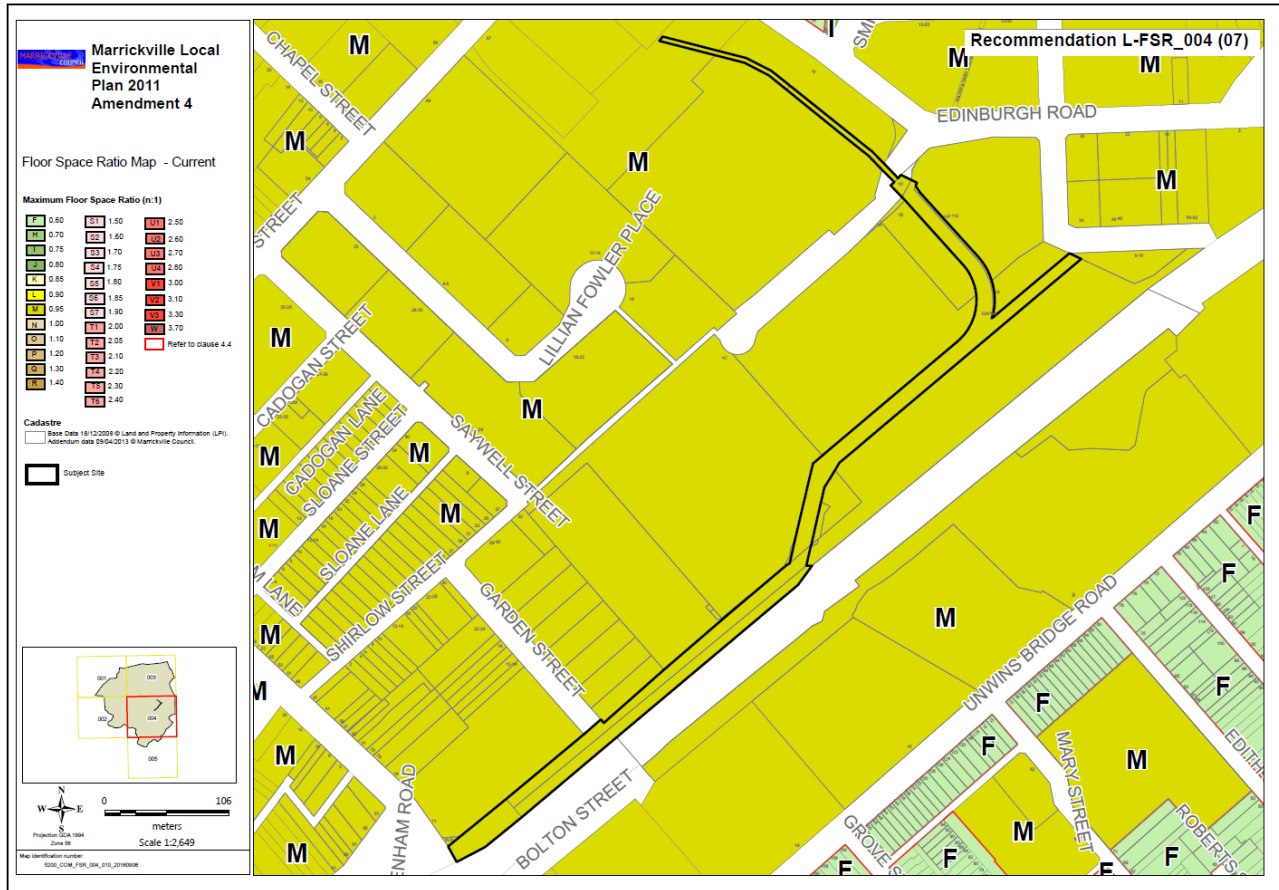
The Sydney Water Corporation owns land in the vicinity of Edinburgh Road, Sydney Steel Road and railway land, Marrickville which is comprised of Lots 1, 2, 5, 6 and 7 DP 802920, Lots 2, 3 and 4 DP 613757 and Part Lot 1 DP 577370. The subject land is zoned SP2 Stormwater Management

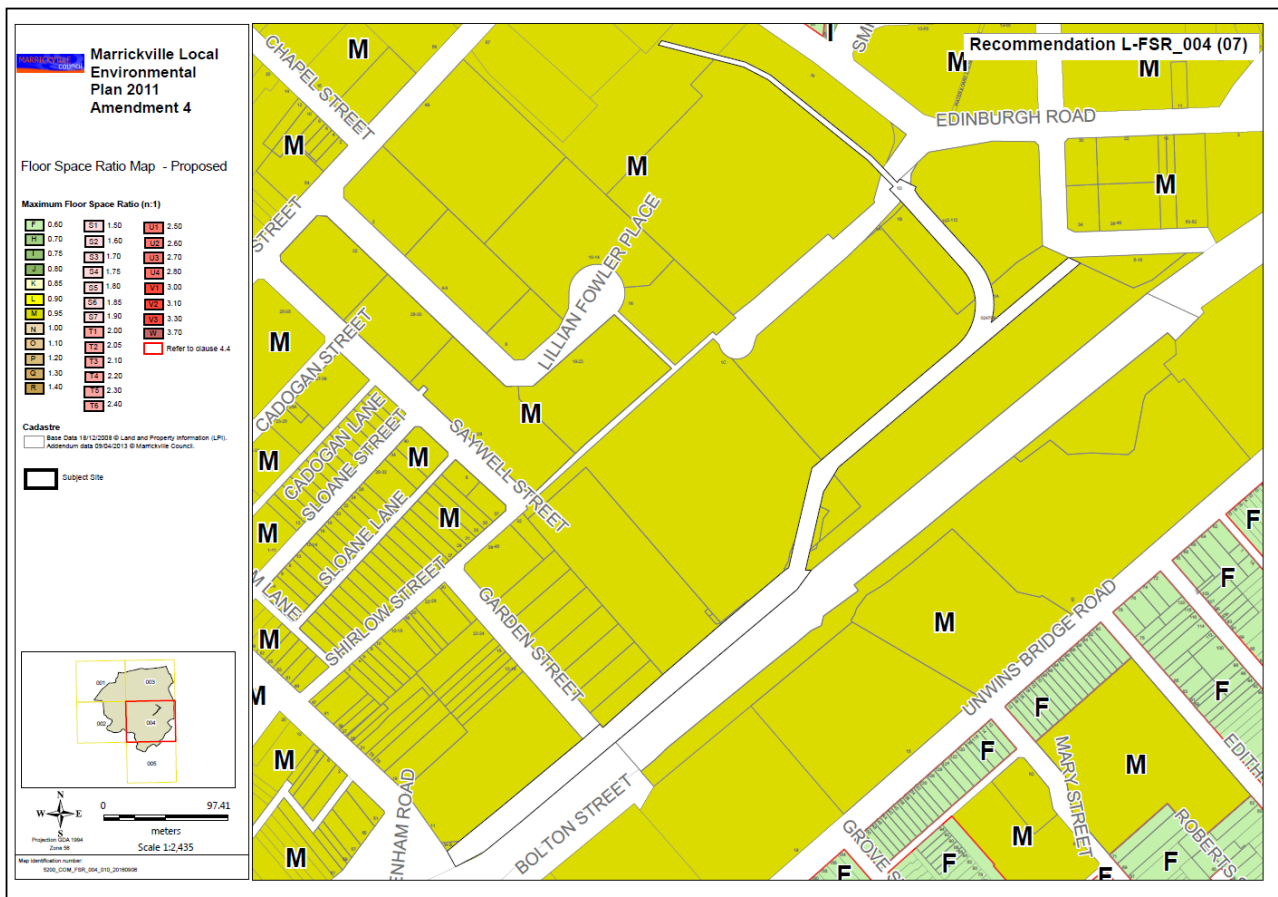
Systems. A floor space ratio control of “M (0:95:1)” applies to the land on the Floor Space Ratio Map. Other similar zoned properties do not have a FSR control. To be consistent with other such properties the FSR control for the property should be deleted.

Recommendation L-FSR_004 (07):

That the floor space ratio control on the Floor Space Ratio Map (FSR_004) for the Sydney Water Corporation land (in the vicinity of Edinburgh Road, Sydney Steel Road and railway land), Marrickville (Lots 1, 2, 5, 6 and 7 DP 802920, Lots 2, 3 and 4 DP 613757 and Part Lot 1 DP 577370) be deleted.

Diagrams showing Current Map and Proposed Map





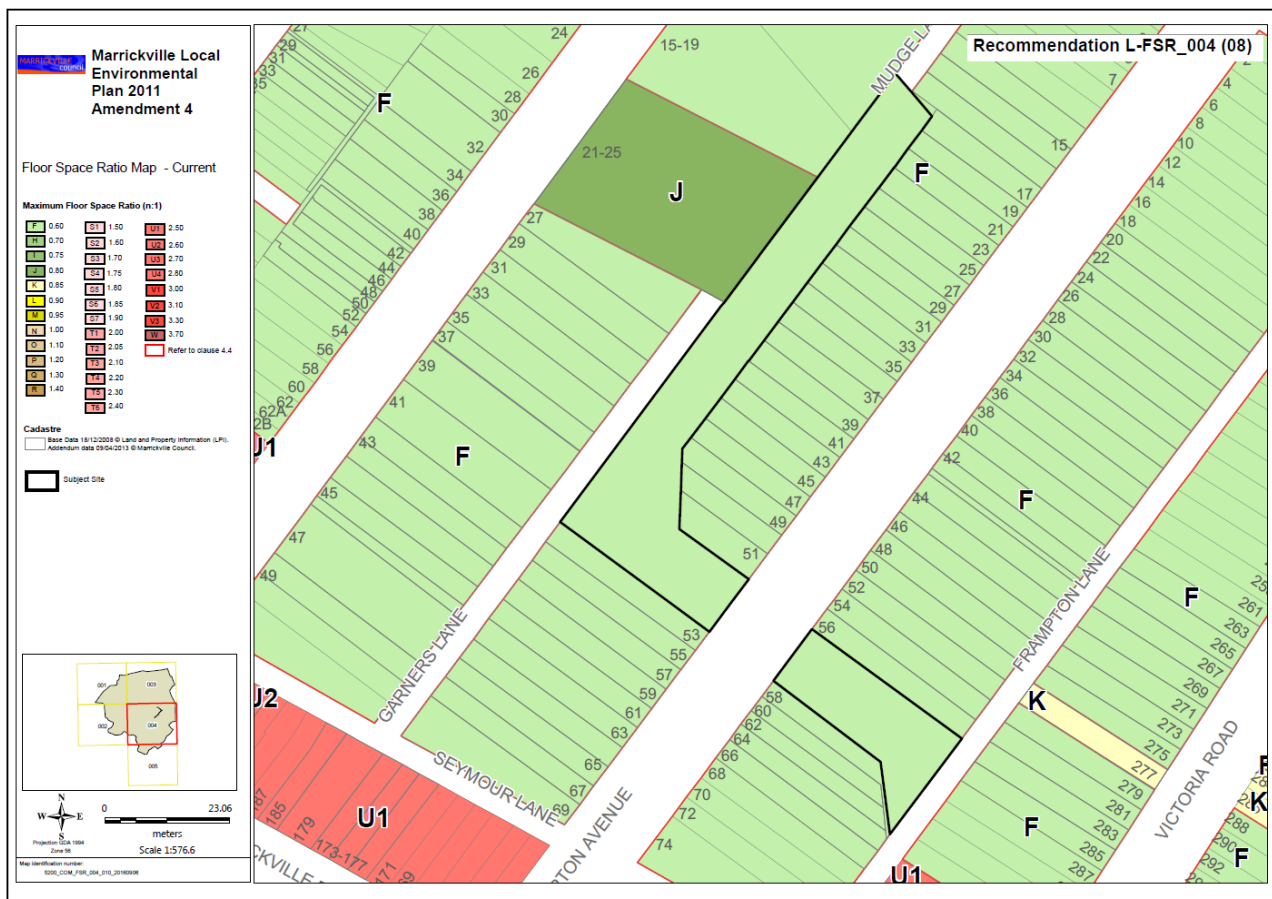
Sydney Water Corporation land between Garners Lane and Frampton Lane (Part Lot 3 DP 1169431), Marrickville

The subject land is owned by the Sydney Water Corporation and is zoned SP2 Stormwater Management Systems. The land is identified with a thick red line and labelled "F" on the Floor Space Ratio Map. Other similar zoned properties do not have a FSR control. To be consistent with other such properties the FSR control for the property should be deleted.

Recommendation L-FSR_004 (08):

That the floor space ratio control on the Floor Space Ratio Map (FSR_004) for the Sydney Water Corporation land between Garners Lane and Frampton Lane (Part Lot 3 DP 1169431), Marrickville be deleted.

Diagrams showing Current Map and Proposed Map



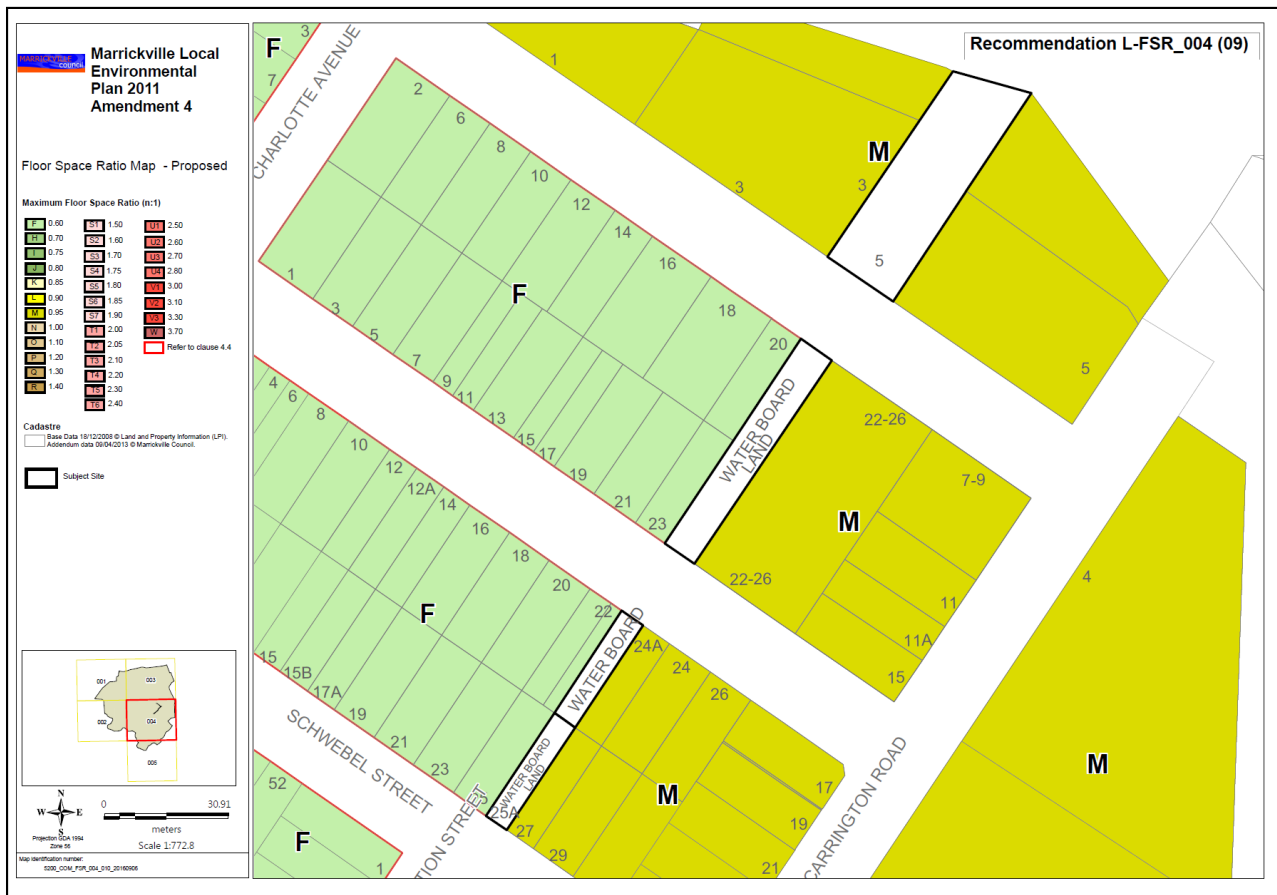
Space Ratio Map. Other similar zoned properties do not have a FSR control. To be consistent with other such properties the FSR control for the property should be deleted.

Recommendation L-FSR_004 (09):

That the floor space ratio control on the Floor Space Ratio Map (FSR_004) for the Sydney Water Corporation land between Myrtle Street and Schwebel Street, Marrickville (Lot 1 DP 1169227; Lot 2 DP 1136683; Lot 1 DP 833547; and Lot 2 DP 1039142) Marrickville be deleted.

Diagrams showing Current Map and Proposed Map





Sydney Water Corporation land between Warren Road and Cary Street, Marrickville
 (Lot 1 DP 619699; Lot 1 DP 114890; and Lot 26 Sec 4 DP 759)

The subject land is owned by the Sydney Water Corporation and is zoned SP2 Stormwater Management Systems. A floor space ratio control of “M (0.95:1)” applies to the land on the Floor Space Ratio Map. Other similar zoned properties do not have a FSR control. To be consistent with other such properties the FSR control for the property should be deleted.

Recommendation L-FSR_004 (10):

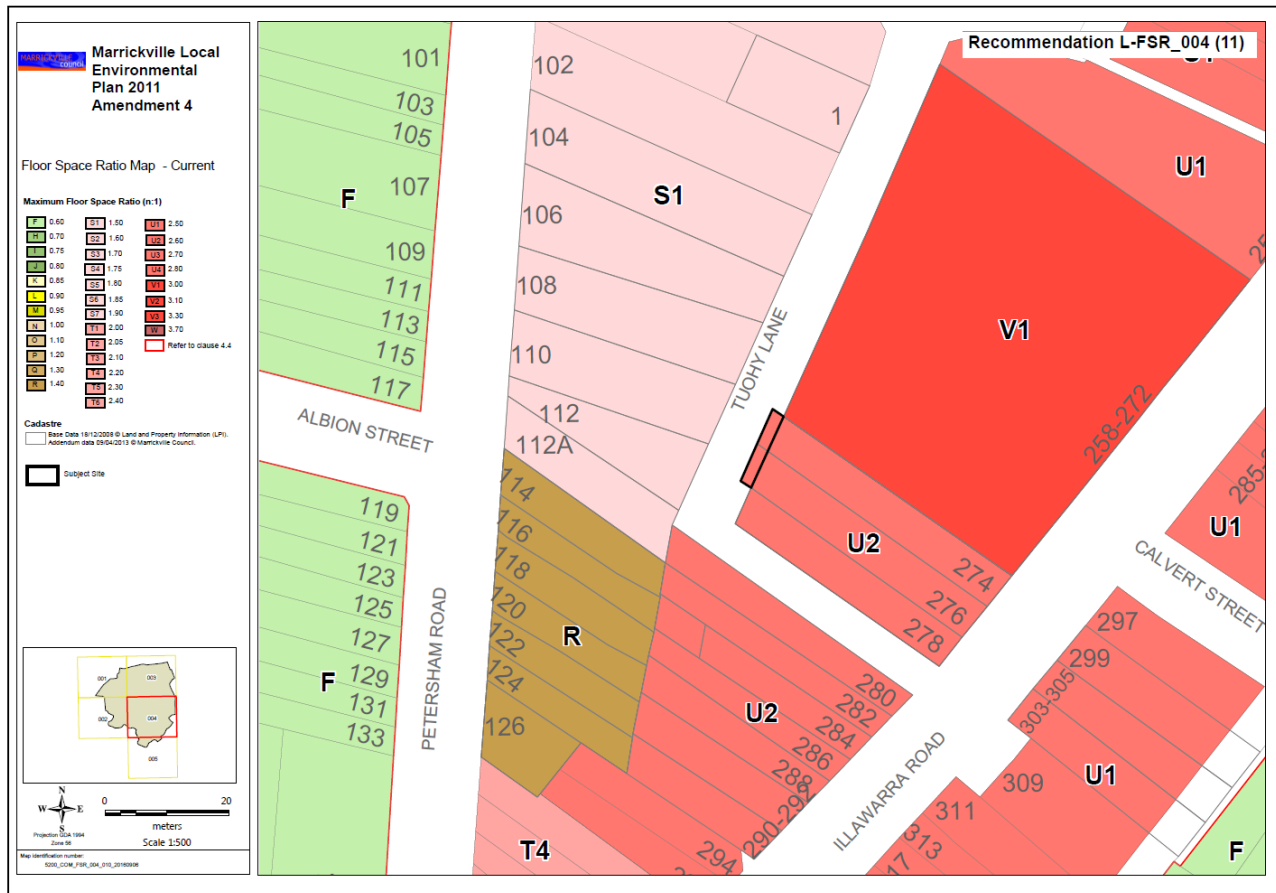
That the floor space ratio control on the Floor Space Ratio Map (FSR_004) for the Sydney Water Corporation land between Warren Road and Cary Street, Marrickville (Lot 1 DP 1169227; Lot 2 DP 1136683; Lot 1 DP 833547; and Lot 2 DP 1039142) Marrickville be deleted.

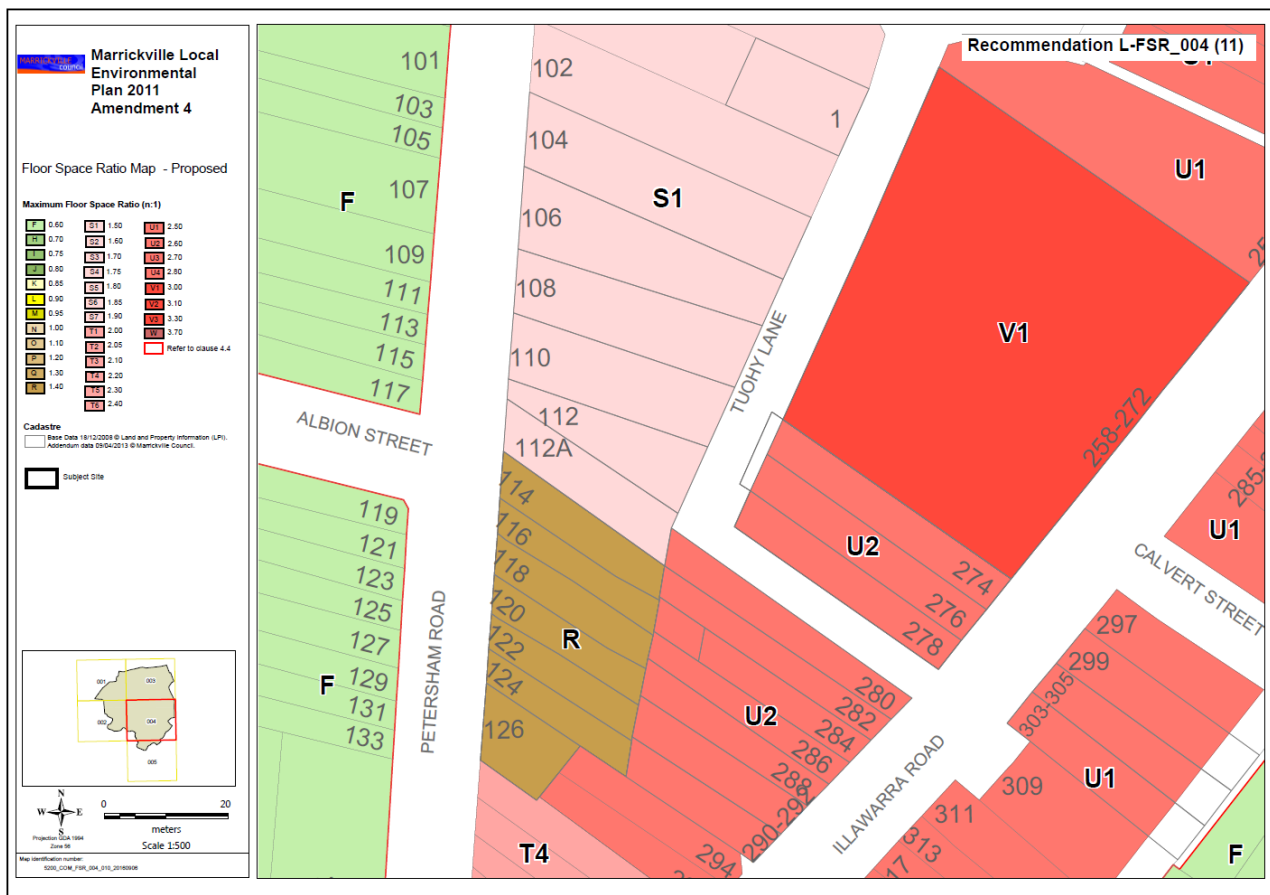
Diagrams showing Current Map and Proposed Map

Recommendation L-FSR_004 (11):

That the floor space ratio control on the Floor Space Ratio Map (FSR_004) for the rear of the properties known as 274 Illawarra Road, Marrickville and 276 Illawarra Road, Marrickville recommended to be rezoned SP2 Local Road (refer to Recommendation L-LZN_004 (14)) be deleted.

Diagrams showing Current Map and Proposed Map





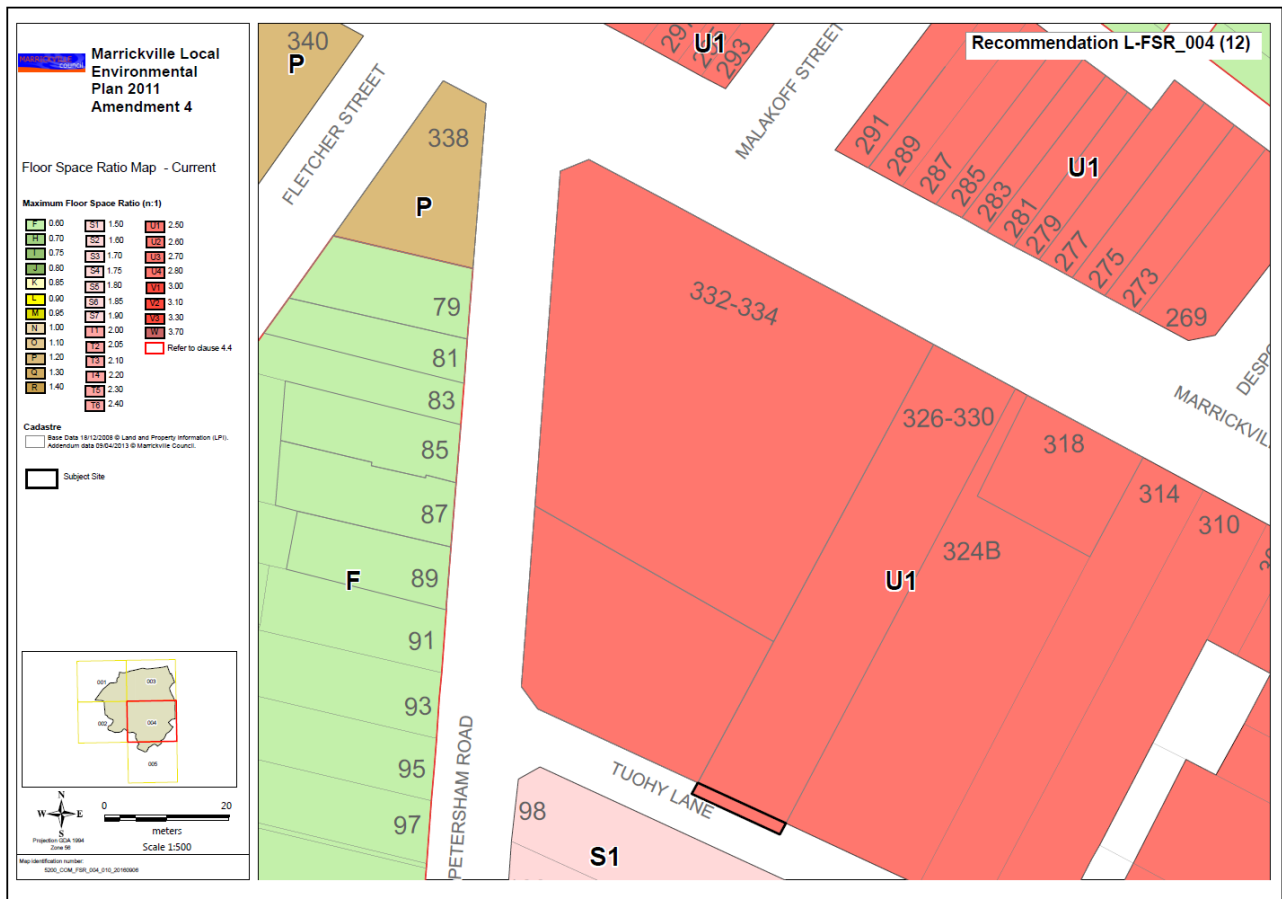
326-330 Marrickville Road, Marrickville

Refer to comments in relation to recommendation (Recommendation L-LZN_004 (15) which recommends that the rear of the property (approximately 2 metres in depth) be rezoned SP2 Local Road and reserved for that purpose on the Land Reservation Acquisition Map with no FSR Control or HOB Control applying to that part of the property.

Recommendation L-FSR_004 (12):

That the floor space ratio control on the Floor Space Ratio Map (FSR_004) for the rear of the property known as 326-330 Marrickville Road, Marrickville recommended to be rezoned SP2 Local Road (refer to Recommendation L-LZN_004 (15)) be deleted.

Diagrams showing Current Map and Proposed Map



The R2 Low Density Residential zoned portion of the property is land identified with a thick red line and labelled “F” on the Floor Space Ratio Map.

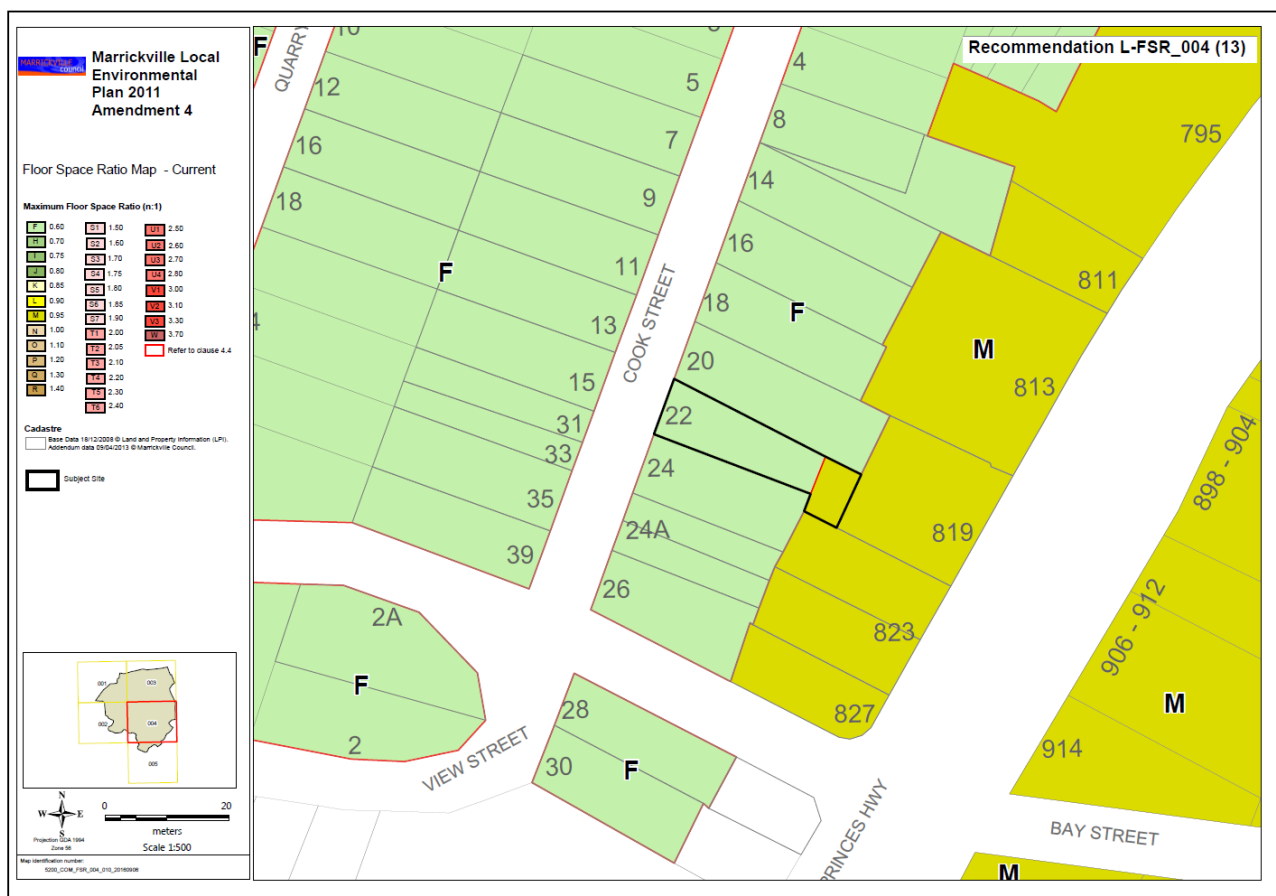
The B6 Enterprise Corridor zoned portion of the property has a “M (0.95:1)” Floor Space Ratio control.

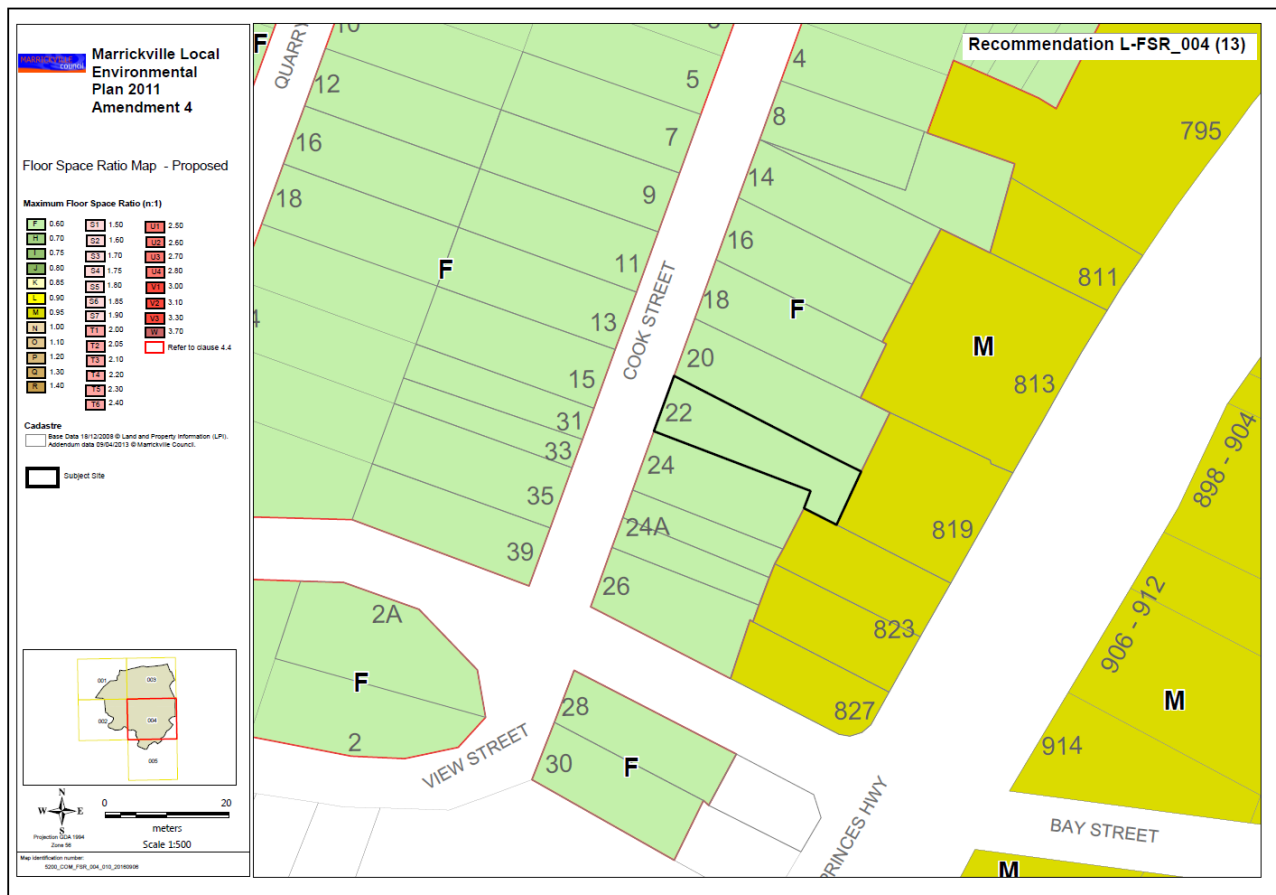
The FSR control for the rear of the property (i.e. that part of the property currently zoned B6 Enterprise Corridor) should be amended to be in accordance with the FSR control that applies to the remainder of the property.

Recommendation L-FSR_004 (13):

That the floor space ratio control on the Floor Space Ratio Map (FSR_004) for the rear of the property known as 22 Cook Street, Tempe recommended to be rezoned R2 Low Density Residential (refer to Recommendation L-LZN_004 (16)) be amended to be in accordance with the FSR control that applies to the remainder of the property (i.e. that part of the property zoned R2 Low Density Residential).

Diagrams showing Current Map and Proposed Map





41-45 Princes Highway, St Peters

The subject property currently has two maximum FSR controls of 0.95:1 and 1.60:1. The property is comprised of 2 lots being Lot 4 DP 24550 and Lot 5 DP 24550. A FSR control of 1.60:1 applies to Lot 4 and a FSR control of 0.95:1 applies to Lot 5.

When MLEP 2011 was gazetted both lots had a FSR control of 1.6:1.

As part of MLEP 2011 (Amendment No. 1) Council resolved *“that Nos 31, 41-45 and 129 Princes Highway, St Peters retain their B6 Enterprise Corridor zoning under MLEP 2011 and that the height and FSR controls for the subject sites be amended to accord with those for other B6 Zoned land on the Princes Highway enterprise corridor.”* (Recommendation (1g)).

Other B6 Enterprise Corridor zoned properties along the Princes Highway have a FSR control of “M (0.95:1)” and no HOB control.

As part of MLEP 2011 (Amendment No. 1) the FSR control for that part of the property comprised of Lot 5 DP 24550 was amended to “M (0.95:1)” but the FSR control for that part of the property comprised of Lot 4 DP 24550 was inadvertently not changed.

The following recommendation would need to be adopted to address the matter:

“That the floor space ratio control on the Floor Space Ratio Map (FSR_004) for that part of the property 41-45 Princes Highway, St Peters comprised of Lot 4 DP 24550 be amended to “M (0.95:1)”.

Before determining whether to incorporate the above recommendation into the Planning Proposal it should be noted that a submission has been received to reinstate the FSR and HOB controls that applied to the properties 31 Princes Highway, 41-45 Princes Highway and 129 Princes Highway, St Peters prior to the gazettal of Marrickville Local Environmental Plan 2011 (Amendment No. 1). Discussion in relation to that request follows.

31 Princes Highway, 41-45 Princes Highway and 129 Princes Highway, St Peters

The subject properties currently have a maximum FSR control of 0.95:1 (with the exception of part of the property 41-45 Princes Highway being Lot 4 DP 24550 which has a FSR control of 1.60:1). When MLEP 2011 was gazetted the subject properties had a FSR control of 1.6:1, 1.6:1 and 1.8:1 respectively.

The FSR and HOB controls applying to the land (with the exception of Lot 4 DP 24550) were amended as part of MLEP 2011 (Amendment No. 1) (Submission 1 (g)).

An extract from the report (Item 5 Council Meeting C1112) on MLEP Amendment No. 1 in relation to Submission 1 (g) reads (in part) as follows:

“When Council adopted dMLEP 2011 in May 2011, it also resolved that “... consideration be given to the [St Peters Precinct] Master Plan, specifically the option of rezoning No. s 31, 41-45 and 129 Princes Highway, St Peters from B6 Enterprise Corridor to an R1 or R4 residential zoning consistent with adaptive re-use. That a condition of such rezoning be neither a negative nor an additional impact on the integrity of the St Peters Masterplan and the dwelling targets it aims to deliver.

The current controls for the subject sites (which are large scale industrial/warehouse buildings) permit commercial and office uses as well as bulky goods and residential accommodation if the latter two uses are part of a mixed use development. The height and FSR controls range from 6 storeys and 1.60 – 1.80 respectively. Under the MDCP 2011 precinct planning controls, the subject properties are part of precincts identified for amalgamation. These amalgamations are pre-requisites for achieving the height, FSR and built form outcomes including internal courtyards for each parcel. Accordingly, it would not be possible to achieve the outcomes intended under the precinct controls whilst retaining the subject buildings.

To achieve the retention of these buildings it would be necessary to excise two (2) of the proposed amalgamated precincts from the planning controls and adjust the height and FSR controls to make an adaptive reuse of the building the only viable form of redevelopment.

This approach would require minor alterations to one of the amalgamation parcels to accommodate new built form outcomes.

The amendments to the planning provisions which would be necessary should Council determine to undertake this alteration would involve maintaining the current B6 Enterprise Corridor Zone but reducing the height and FSR controls to lower levels than currently permitted. This would make an adaptive reuse the most viable form of development.

Existing controls for the B6 Zone along the Princes Highway are 0.95:1 FSR with no height limit as development is restricted to non-residential elsewhere. These provisions in conjunction with the retention of the current Schedule 1 provisions (permitting residential accommodation in conjunction with a mixed use development) would encourage the built form outcome sought whilst allowing for design flexibility in the form of additional building height (up to 6 storeys envisaged in the current precinct controls) should this be achievable.

Recommendation (1g): that No. s 31, 41-45 and 129 Princes Highway, St Peters retain their B6 Enterprise Corridor zoning under MLEP 2011 and that the height and FSR controls for the subject sites be amended to accord with those for other B6 Zoned land on the Princes Highway enterprise corridor.”

It should be noted that no changes were made to any of the Precinct controls in Part 9.25 St Peters Triangle of MDCP 2011 relating to the subject properties as part of Amendment No. 1.

The subject properties are all identified on the Keys Sites Map under MLEP 2011, the properties 31 Princes Highway and 41-45 Princes Highway, St Peters being part of the land identified as “F” and the property 129 Princes Highway, St Peters being part of the land identified as “G”. The sites are also part of the St Peters Triangle Masterplan in Part 9.25 of MDCP 2011. The Masterplan describes the site on the north western corner of the Princes Highway and Campbell Street (129 Princes Highway, St Peters) as “Signature site/development opportunity – up to 6 storey mixed use (predominately commercial) development” (Figure 25.1).

One of the desired future characters of the precinct in Part 9.25.2 of MDCP 2011 is:

“12. To identify signature development opportunities along the Princes Highway (at the Campbell Street and King Street intersections) to help define the precinct along this major road.”

Figure 25.4 Site Amalgamation in Part 9.25 of MDCP 2011 indicates the property 129 Princes Highway as a single development site whereas the properties 31 Princes Highway and 41-45 Princes Highway, St Peters are indicated as an *“Indicative minimum site amalgamation”* i.e. the properties 31 Princes Highway and 41-45 Princes Highway are required to be consolidated with each other for redevelopment purposes.

The property at the Campbell Street and Princes Highway intersection (129 Princes Highway) is identified as a *“Larger site where amalgamation is not required”* in Figure 25.4. Consequently there is no *“pre-requisites for achieving the height, FSR and built form outcomes”* for that property.

It is contended that it would be unlikely that a “signature development” could be developed on the site that complied with the FSR that now applies to the site under MLEP 2011. If it is Council’s intention that the existing building be retained the Masterplan controls for the St Peters Triangle should be amended to delete all those provisions in Part 9.25 of MDCP 2011 which relate to a signature site/development opportunity- up to 6 storeys for the property.

The property is a gateway site to the St Peters Triangle. A signature development that helps to define the precinct is considered a better planning outcome than the retention of the existing building. Consequently it is recommended that the FSR and HOB controls of “S5 (1.8:1)” (FSR) and “S (23.0m)” (HOB) that previously applied to the property 129 Princes Highway be reinstated.

Another of the desired future character of the precinct in Part 9.25.2 of MDCP 2011 is:

“10. To provide building heights to fit the context with restricted heights on narrower streets and laneways and taller buildings along the Princes Highway, May Street and Campbell Street.”

The Masterplan envisages 4 storey up to 6 storey development fronting the Princes Highway for the properties 31 Princes Highway and 41-45 Princes Highway, St Peters. The existing buildings on the two properties are both two storeys in height with the building on the property known as 31 Princes Highway having a parapet which steps down along the Princes Highway frontage of the property (from north to south). The height of the existing buildings on the properties would be at odds with the heights buildings permitted under the Masterplan controls for the other properties along this section of the Princes Highway.

Another of the desired future character of the precinct in Part 9.25.2 of MDCP 2011 is:

“3. To improve pedestrian amenity and link the series of open spaces within the precinct via new pedestrian links.”

Those new pedestrian links in the precinct are detailed in the Masterplan for the St Peters Triangle. Figure 25.2 St Peters Triangle masterplan traffic and access strategy for the St Peters Triangle Precinct includes a pedestrian only through link from Applebee Street to the Princes Highway across the northern section of the property 31 Princes Highway. The width of the pedestrian through link equates to approximately a third of the width of the property. The retention of the building on the property would preclude the pedestrian link being provided.

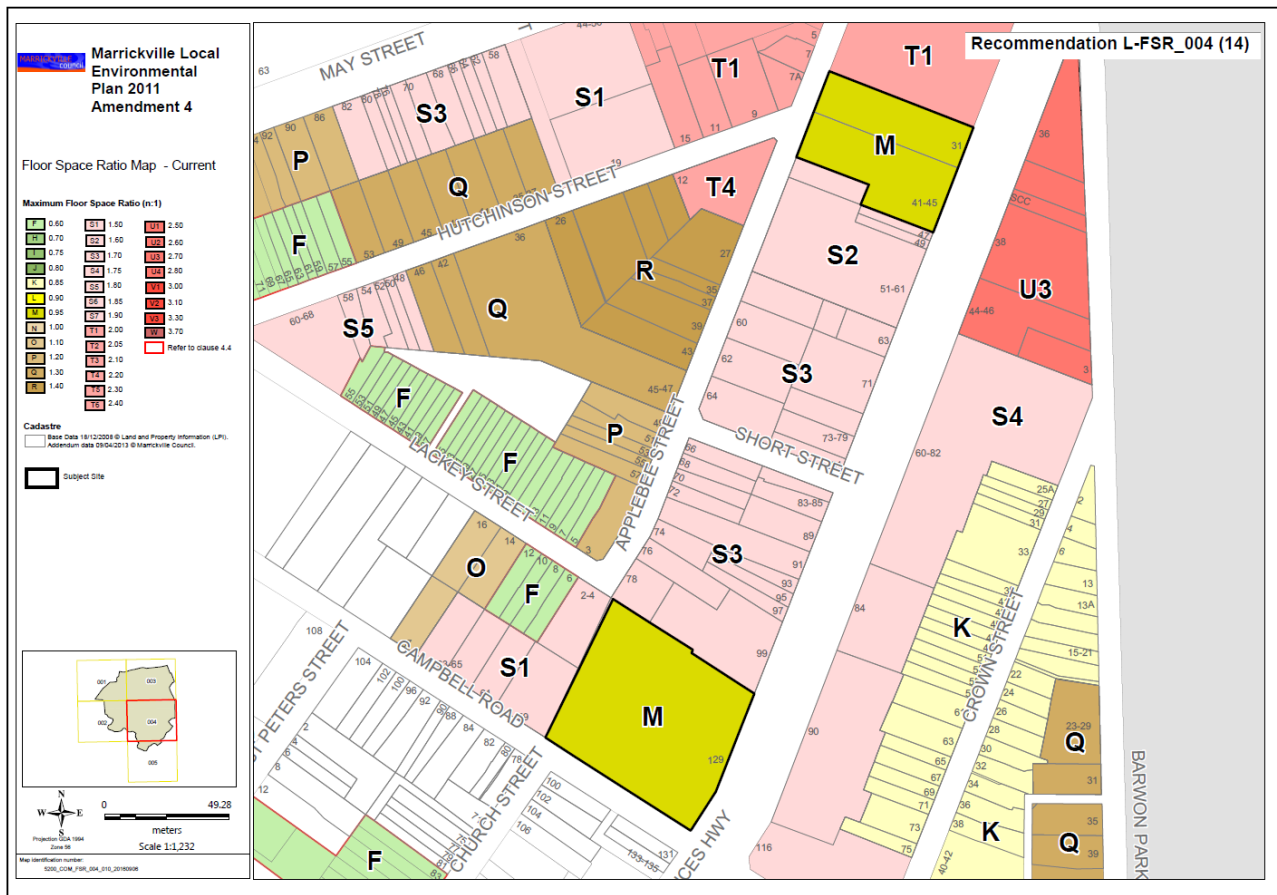
It is also considered that the provision of the pedestrian link would create difficulties for the redevelopment of the remainder of the property unless the property was amalgamated with the adjoining property at 41-45 Princes Highway. The amalgamation of the two properties would also better facilitate the proposed pedestrian through link detailed in the Masterplan. It is also considered that the current FSR control of 0.95:1 applying to the land would offer little incentive to facilitate the pedestrian through link being provided.

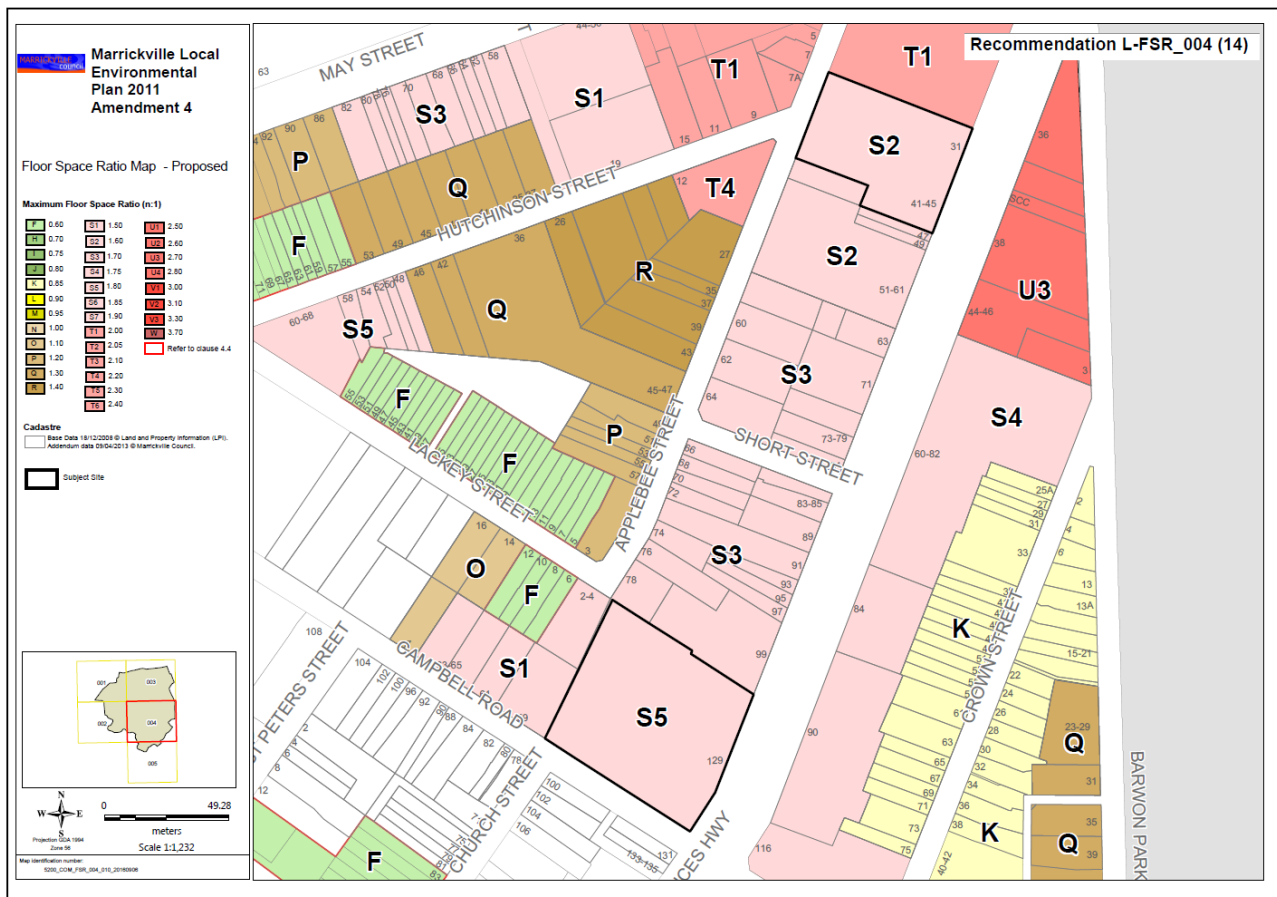
For the reasons listed above it is recommended that the previous FSR controls that applied to the land when MLEP 2011 was originally gazetted, namely 1.60:1 ("S2"), should be reinstated for the properties.

Recommendation L-FSR_004 (14):

That a maximum ("S2 (1.60:1)") FSR control be placed on the properties known as 31 Princes Highway, St Peters and 41-45 Princes Highway, St Peters and a maximum ("S5 (1.8:1)") FSR control be placed on the property known as 129 Princes Highway, St Peters on Floor Space Ratio Map (FSR_004).

Diagrams showing Current Map and Proposed Map





Land on the south western corner of Edinburgh Road and Sydney Steel Road, Marrickville (Lot 1 DP 539623)

Refer to Recommendation LZN_004 (17)

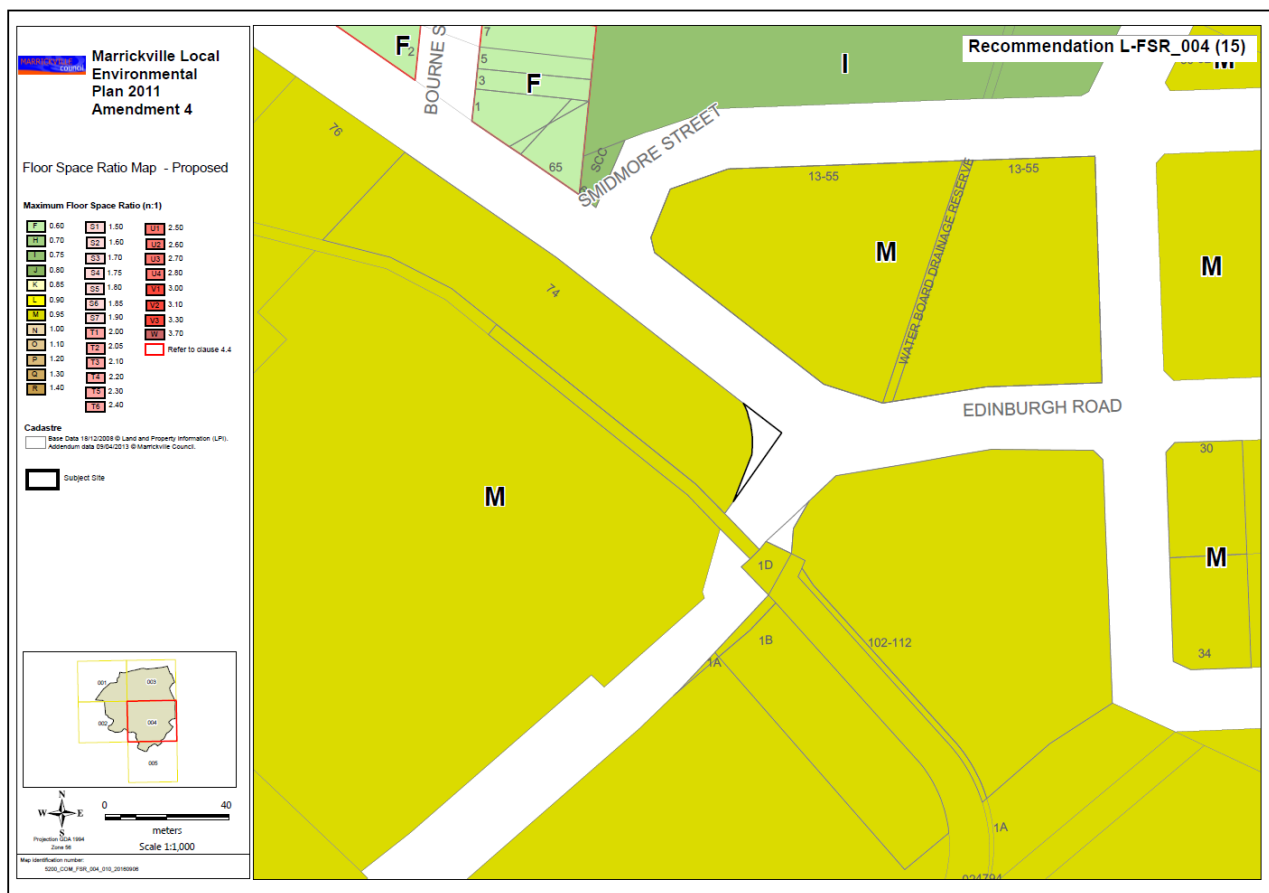
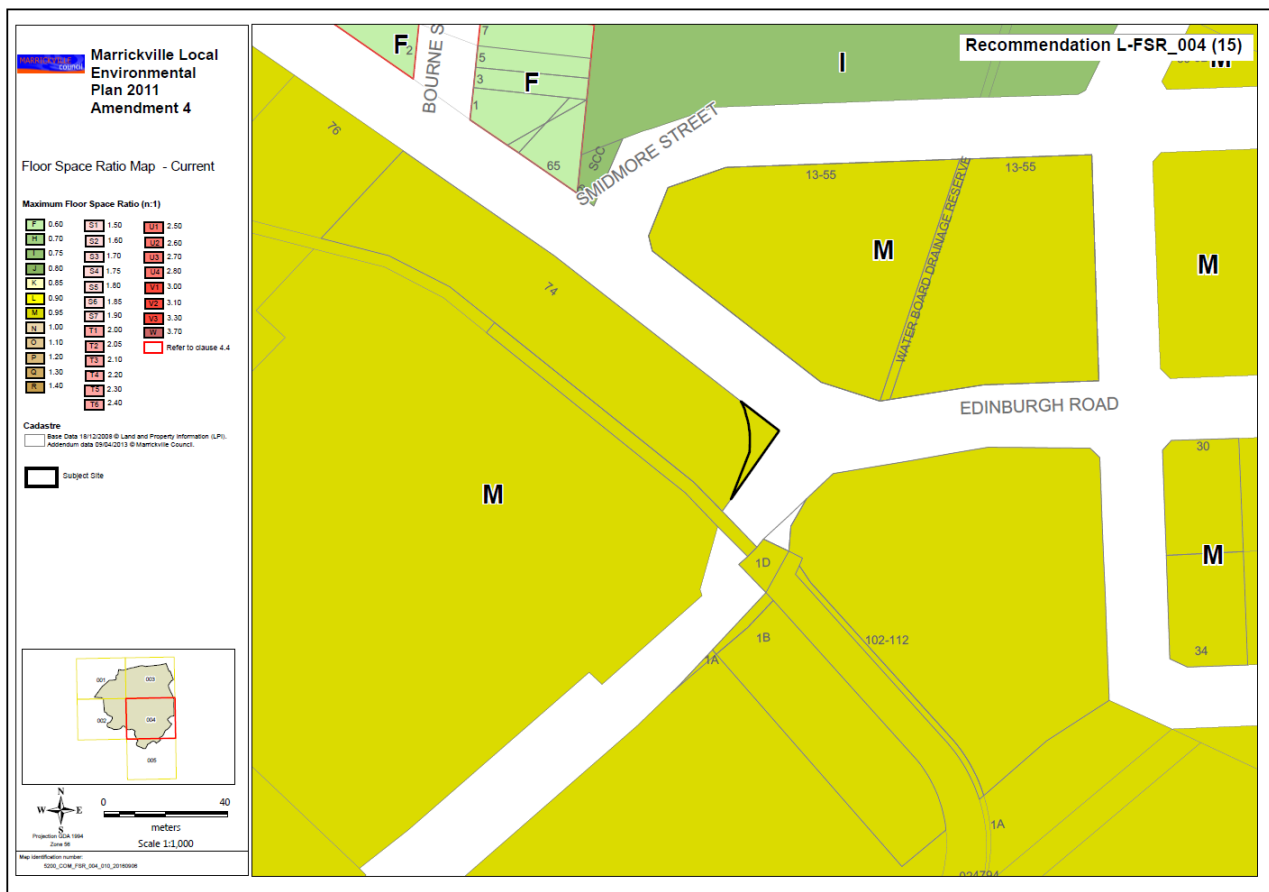
The splay corner on the south western corner of Edinburgh Road and Sydney Steel Road, Marrickville (Lot 1 DP 539623) has a FSR control of 0.95:1.

Lot 1 DP 539623 recommended to be rezoned SP2 Local Road (refer to Recommendation L-LZN_004 (17)) should have no FSR control applying to the land.

Recommendation L-FSR_004 (15):

That the floor space ratio control on the Floor Space Ratio Map (FSR_004) for the land on the south western corner of Edinburgh Road and Sydney Steel Road, Marrickville (Lot 1 DP 539623) recommended to be rezoned SP2 Local Road (refer to Recommendation L-LZN_004 (17)) be deleted.

Diagrams showing Current Map and Proposed Map



13 Victoria Road, Marrickville (Lot 1 DP 440432)

The subject land is a narrow strip of land which runs from Victoria Road and Empire Lane between the properties known as 8 Empire Lane and 35 Victoria Road and 37 Llewellyn Street, Marrickville. The land contains a stormwater channel. The land is owned by the Sydney Water Corporation Ltd. The land is zoned SP2 Sewerage Systems. The zoning of the land is incorrect. The land is

proposed to be rezoned SP2 Stormwater Management Systems (Recommendation L-LZN_004 (23)).

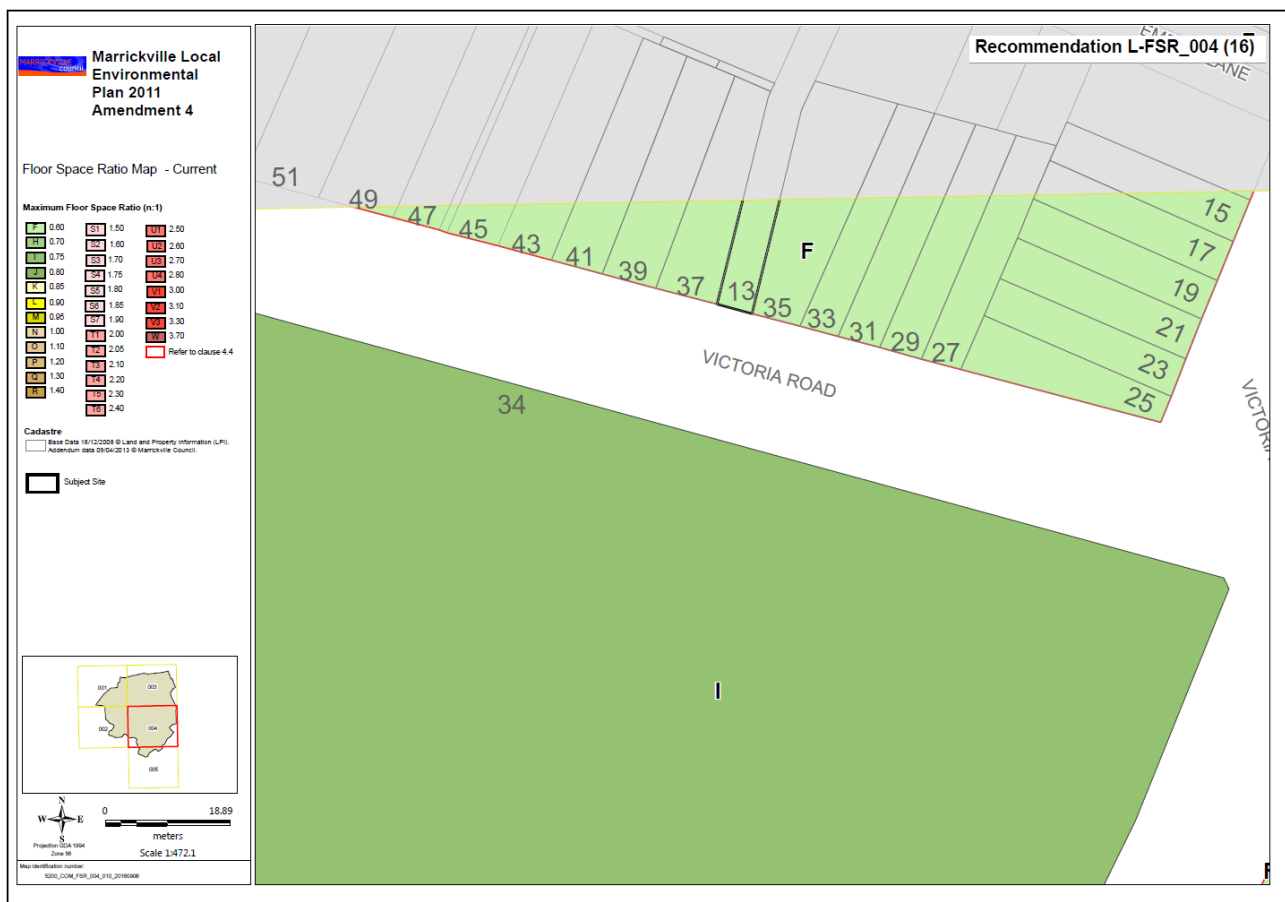
The FSR control (Labelled “F” on the Floor Space Ratio Map with a thick red line) on the property should be deleted.

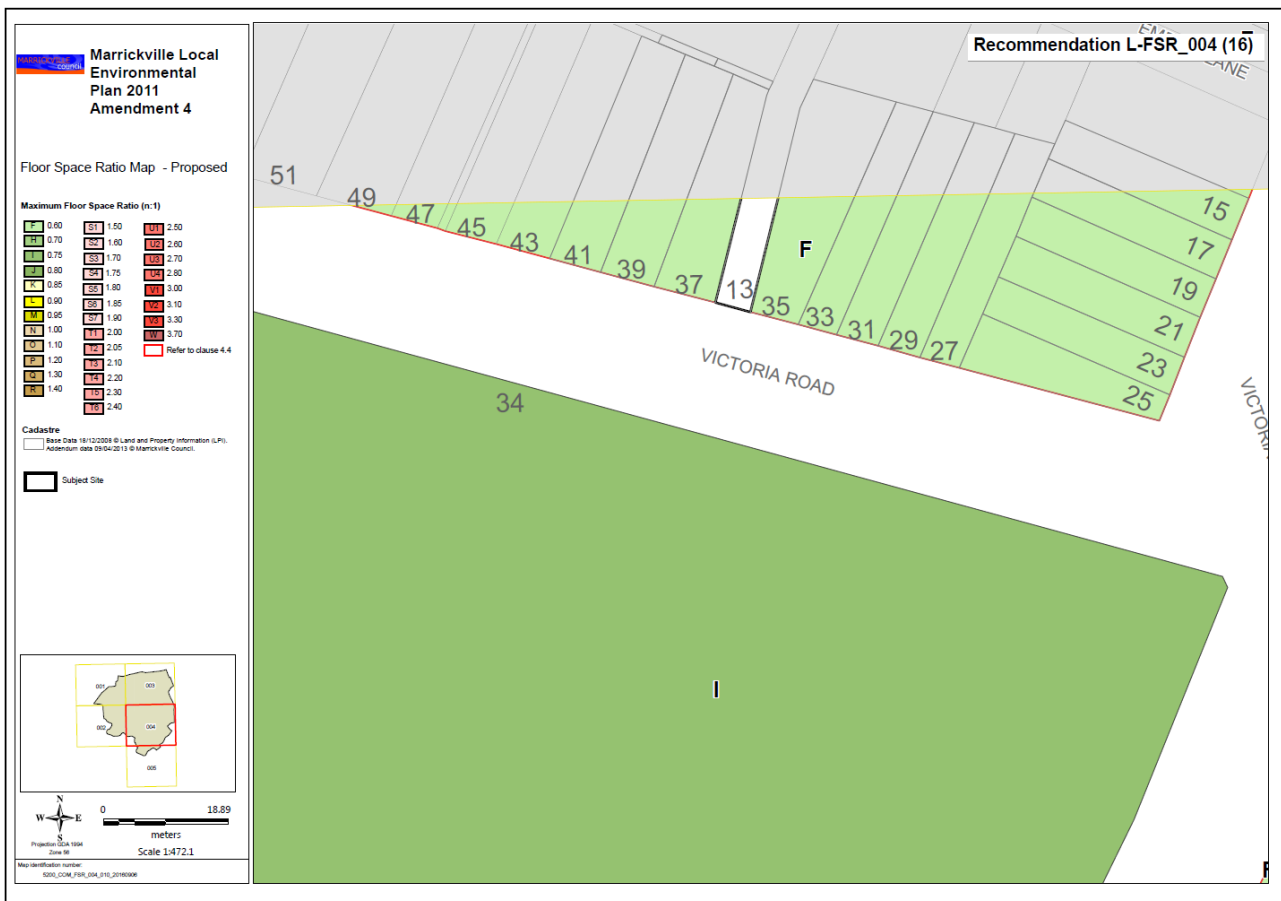
Note: The property known as 13 Victoria Road, Marrickville is located partly on the Floor Space Ratio Map (FSR_003) and partly on Floor Space Ratio Map (FSR_004). A separate recommendation (Recommendation L-FSR_003 (22)) relates to the amendment of the floor space ratio of that part of the property located on Floor Space Ratio Map (LZN_003).

Recommendation L-FSR_004 (16):

That the floor space ratio control on the Floor Space Ratio Map (FSR_004) for the property 13 Victoria Road, Marrickville (Lot 1 DP 440432) be deleted.

Diagrams showing Current Map and Proposed Map





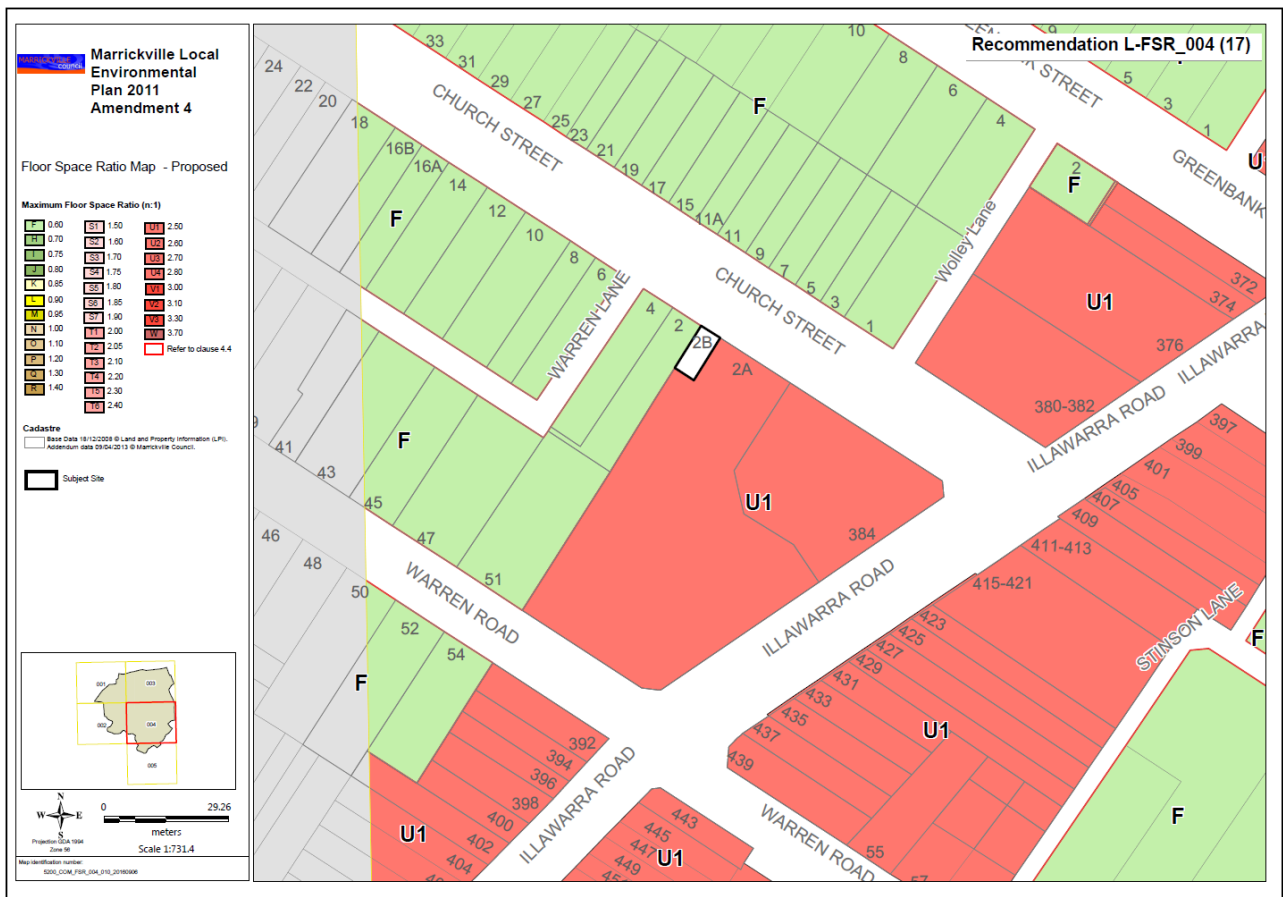
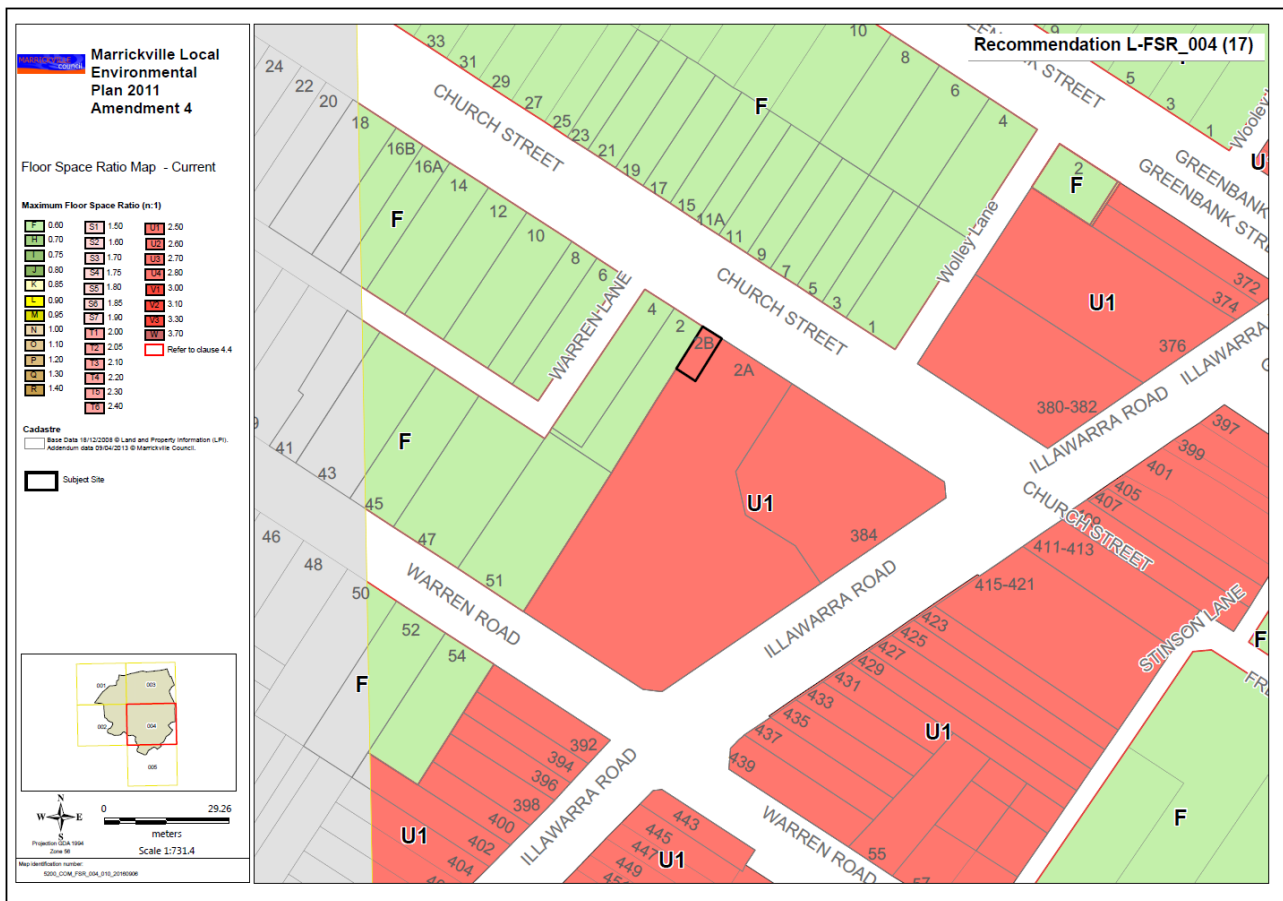
2B Church Street, Marrickville (Lot 1 DP 530179)

The subject land is zoned SP2 Electricity Supply. A floor space ratio control of “V1” 2.50:1 applies to the land. To be consistent with other similar zoned land the FSR control should be deleted.

Recommendation L-FSR_004 (17):

That the floor space ratio control on the Floor Space Ratio Map (FSR_004) for the property 2B Church Street, Marrickville (Lot 1 DP 530179) be deleted.

Diagrams showing Current Map and Proposed Map



18 Cecilia Street, Marrickville (SP 67635)

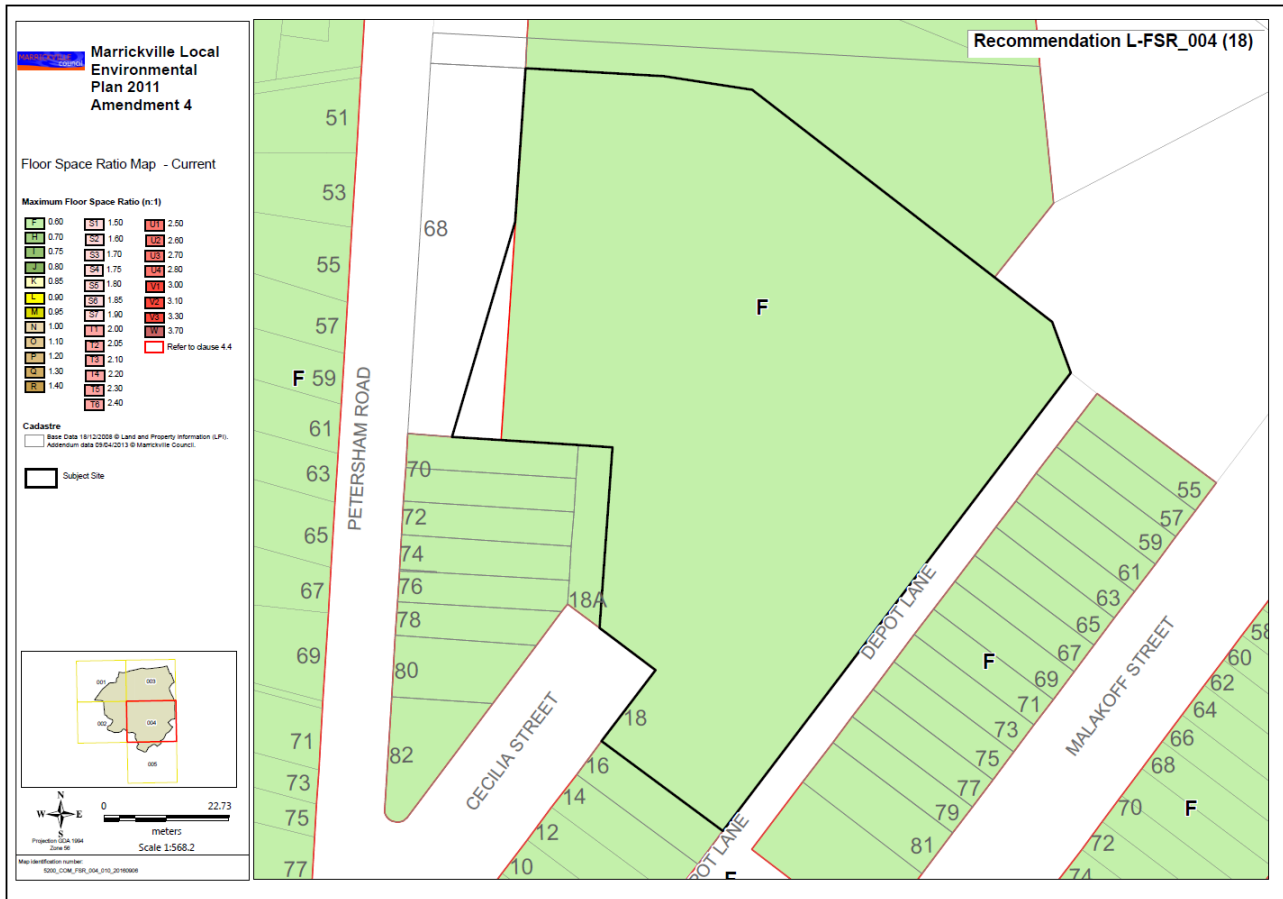
The subject property is currently zoned R4 High Density Residential. A small section of the property is zoned RE1 Public Recreation. The RE1 Public Recreation zoning of that land is an error. That part of the property zoned RE1 Public Recreation is proposed to be zoned R4 High Density Residential like the remainder of the property (refer to Recommendation L-LZN_004 (25))

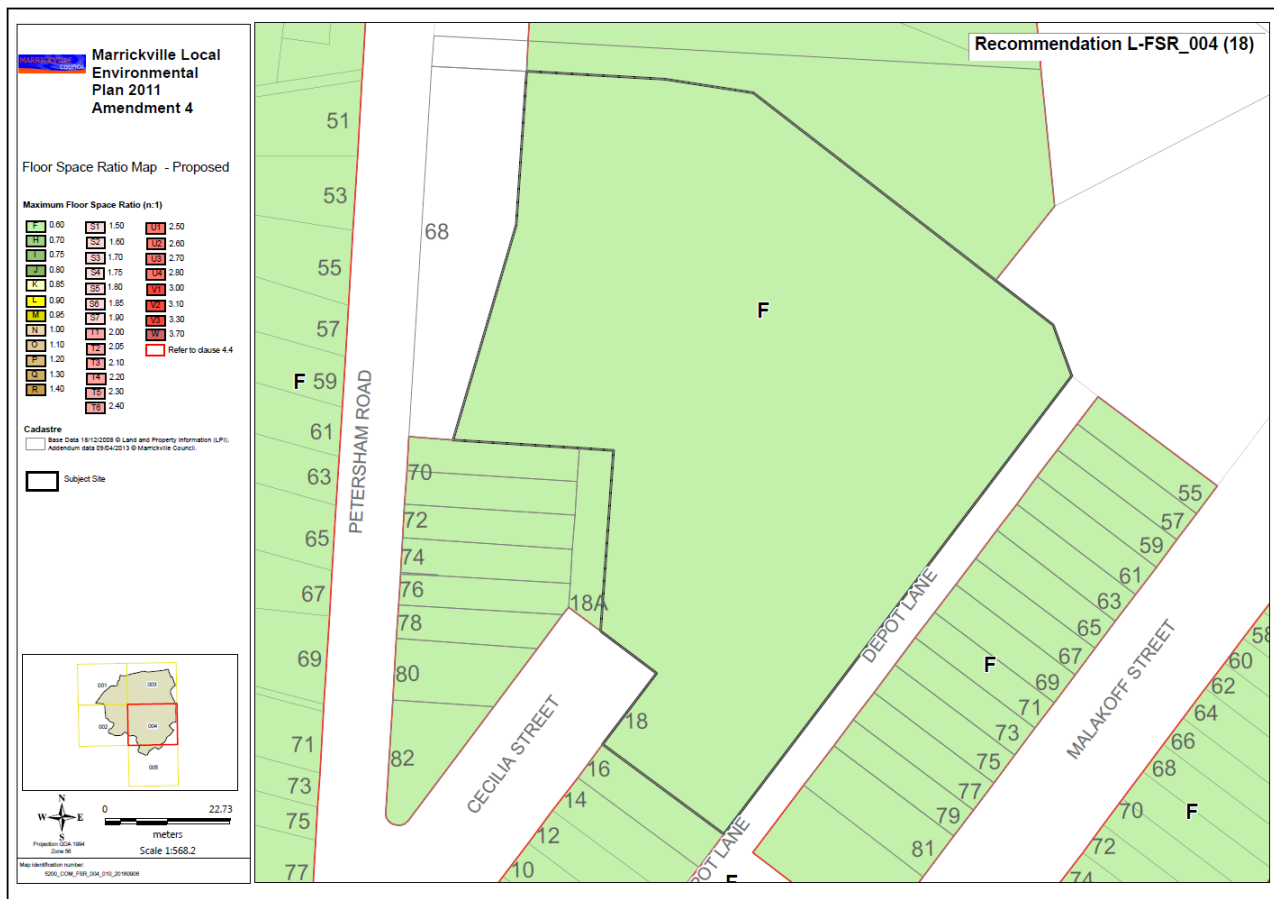
The land currently zoned RE1 Public Recreation currently has no Floor Space Ratio control. The remainder of the property has a “F” 14m HOB control.

Recommendation L-FSR_004 (18):

That the height of building control on the Floor Space Ratio Map (FSR_004) for the western section of the property known as 18 Cecilia Street, Marrickville recommended to be rezoned R4 High Density Residential (refer to Recommendation L-LZN_004 (25)) be amended to be in accordance with the FSR control of “F” that applies to the remainder of the property (i.e. that part of the property zoned R4 High Density Residential).

Diagrams showing Current Map and Proposed Map





68-96 Thornley Street, Marrickville (rear of properties)

The properties known as 68-96 Thornley Street, Marrickville are all zoned R2 Low Density Residential under MLEP 2011. A FSR control of “F” and a HOB control of “J” 9.5m apply to the majority of the land with the exception of a section at the rear of the properties where no FSR or HOB control apply. It would appear that the land to which no FSR or HOB controls apply is that part of the properties where a Local Open Space Reservation zone previously applied to the land under Marrickville Council’s former environmental planning instrument (Marrickville Local Environmental Plan 2001). The land is no longer identified for acquisition for open space purposes. It should be noted that the formerly reserved land is not identified on the Land Reservation Acquisition Map for acquisition for “Local Open Space”. In light of the land no longer being identified for open space purposes under MLEP 2011 the same FSR and HOB controls should apply to rear of the properties as those that apply to the remainder of the property.

Recommendation L-FSR_004 (19):

That the rear of the properties known as 68-96 Thornley Street, Marrickville be identified with a thick red line and labelled “F” on Floor Space Ratio Map (FSR_004) to be in accordance with the FSR control of the remainder of the property.

Diagrams showing Current Map and Proposed Map



That the floor space ratio control on the Floor Space Ratio Map (FSR_004) for Albert Street, St Peters adjacent to the properties 60-94 Alfred Street be deleted.

Diagrams showing Current Map and Proposed Map

