

Item No: C0325(1) Item 3
Subject: 11-11A EDINBURGH ROAD, MARRICKVILLE PLANNING PROPOSAL
Prepared By: Daniel East - Senior Manager Strategic Planning
Authorised By: Simone Plummer - Director Planning

RECOMMENDATION

1. That Council support the Planning Proposal for 11-11A Edinburgh Road, Marrickville for the reasons recommended in the Council officer's assessment report (*Attachment 1*) to permit an additional Floor Space Ratio of 2.25:1 for self-storage units only on the site subject to the following conditions:
 - a) remove the proposed height of building control in line with the Inner West Local Planning Panel's recommendations.
 - b) amend the proposed site-specific clause to require deep soil planting as per below:
 - i. 7.5% of the site be provided as deep soil/ landscaping if the existing warehouse is largely retained on the site; and
 - ii. 15% of the site be provided as deep soil/ landscaping if more than 25% of the existing warehouse building is removed.
2. That Council forward the Planning Proposal with the above-mentioned changes to the Minister of Planning for Gateway Determination in accordance with section 3.34 of the *Environmental Planning & Assessment Act 1979*.
3. That Council following receipt of a Gateway Determination and compliance with its conditions by the proponent, the Planning proposal and supporting documentation be placed on public exhibition for a minimum of 28 days.
4. That Council receive a post exhibition report for its consideration.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

3: Creative communities and a strong economy

EXECUTIVE SUMMARY

The privately led Planning Proposal for 11-11A Edinburgh Road, Marrickville seeks to amend the Inner West Local Environmental Plan 2022 to provide self-storage uses on the site. The Planning Proposal will facilitate the development of the site for a total of 22,745sqm of floorspace comprising of self-storage units which will serve surrounding businesses and the growing population.

This Planning Proposal and supporting technical studies have been assessed in accordance with the Environmental Planning and Assessment Act 1979 (EP&A Act) and relevant guidelines. Subject to changes outlined in this report, the Planning Proposal has demonstrated strategic merit as it is consistent with State and Local Government aspirations relating to retaining and managing industrial land and will support ongoing viability for the industrial lands within the Eastern City District.

The proposal has sufficient strategic and site-specific merit to proceed to the NSW Department of Planning, Housing and Infrastructure for a Gateway Determination. There are no significant issues that cannot be addressed at the post-exhibition or development application stage.

BACKGROUND

A revised Planning Proposal (Attachment 2) was lodged by Urbis Ltd in November 2024 for 11-11A Edinburgh Road, Marrickville to amend the Inner West Local Environmental Plan 2022 (IWLEP 2022) by:

- allowing additional FSR of 2.25:1 resulting in a total 3.2:1 FSR for self-storage premises only,
- introducing a maximum building height control of 30m, and
- requiring a minimum 7.5% of the site area as deep soil planting.

The Proposal has a long history with Council since its original submission in September 2023. The revised proposal was submitted following concerns raised by officers with the original proposal in relation to urban design and lack of deep soil, tree canopy coverage and urban heat mitigation measures. The proposal has since been updated by the proponent to include a minimum 7.5% of the site area as deep soil planting as an LEP site-specific provision.

The Planning Proposal was referred to the Inner West Local Planning Panel (IWLPP or the Panel) on 17 December 2024. The Panel's advice is provided as Attachment 12 and discussed below in this report.

Following the Panel's advice, the Planning Proposal is recommended to be revised further to remove the proposed height control and further enhance opportunities for landscaping from 7.5% to 15% of the site area. Refer to the detailed discussion in the below report.

Site And Surrounding Context

11 and 11A Edinburgh Road, Marrickville form a rectangular shaped lot of approximately 7,127 m². The site is currently occupied by two 2-storey warehouse buildings with an at-grade loading area that is occupied by National Storage and a single storey building occupied by a smash repairs workshop.

The site has a 94m frontage to Edinburgh Road along the southern boundary, a 94m frontage to Smidmore Street along the northern boundary and a 67m frontage to Murray Street on the western boundary. The eastern boundary of the site abuts 54 Smidmore Street, a vehicle repair station.

The site is zoned E4 - General Industrial and the maximum FSR for the site is 0.95:1 under the IWLEP 2022. There is no height of building development standard for the site.

The site topography varies from approximately RL 4.5m Australian Height Datum (AHD) on the southern and western boundaries of the site and RL 5.7m AHD in the eastern and northern parts of the site.

The site is in a floodplain and parts of the site would be impacted during a 1% Annual Exceedance Probability (AEP) event.

Context

Macro Context

Within Inner West Sydney's Marrickville, National Storage Marrickville is located at the edge of Marrickville, St Peters and Newtown. The area is a diverse mixture of commercial and residential uses, with several schools and parks nearby.

Llewellyn Estate Enmore

Heritage Conservation Area
Owned by John Wells in 1794.
Enmore Park (previously Marrickville Park) was the first park in Marrickville

Marrickville Metro

Historically Vicars Woollen Mill

National Storage Marrickville

11-11A Edinburgh Road,
Marrickville NSW 2204

Goodsell Estate St Peters

Heritage Conservation Area
Thought to be Sydney's first brickworks.
Camdenville Park was historically used as a brick pit

Bedford and Austral Brickworks

Heritage listed brickworks started by Josiah Gentile. It became one of the biggest in the area and was known as "The Flat".

Sydenham Drainage Pit and Pumping Station

Heritage-Listed
The purpose of the pit and pumping station is to prevent the whole of the surrounding area from flooding.

Connection

St Peters Train Station and Sydenham Station provide a primary connection between Newtown's residential area and Marrickville's residential area.

M8 Tunnels

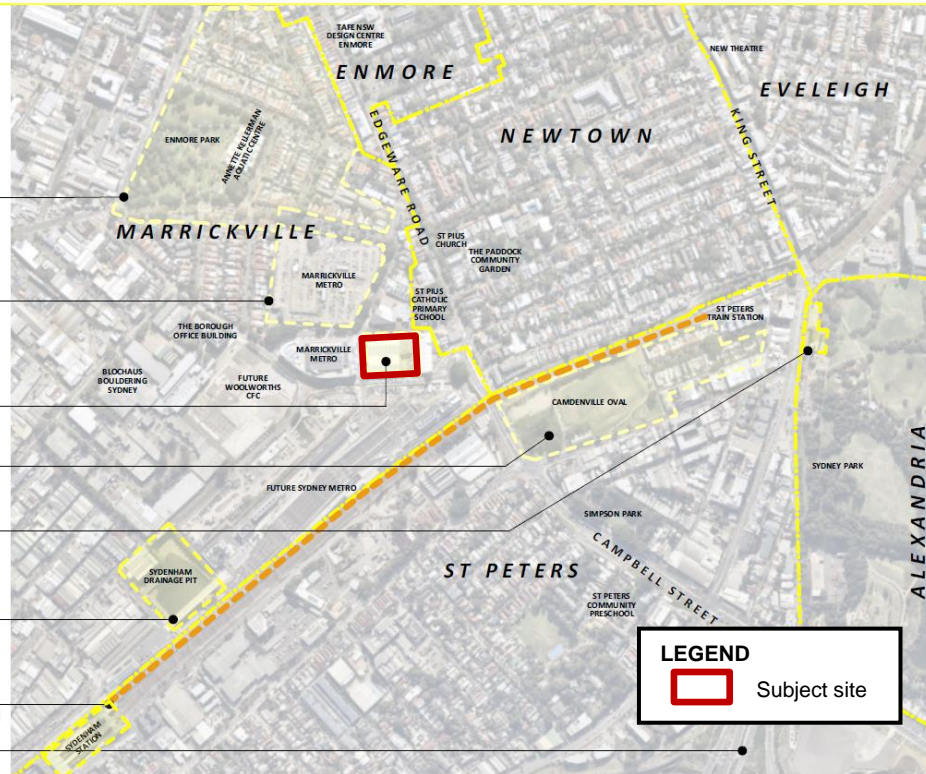


Figure 1. Local Context



Figure 2. Subject Site Aerial (Key View photos shown in Figure 3)



1. National Storage from Edinburgh Road



2. Parking & loading area



3. Internal view of self-storage



4. Mid-block level change



5. Parking area



6. Smash and auto repair shop

Figure 3. Existing site and surrounding areas

The Planning Proposal

This privately led Planning Proposal (Attachment 2) seeks to amend the IWLEP 2022 by introducing the following additional clauses for 11& 11A Edinburgh Road, Marrickville (Lot 1 in DP607677 and Lot 67 in DP4991) in Part 6 to:

- exceed the mapped floor space ratio (existing FSR 0.95:1) by an amount no greater than 2.25:1 if the building is used for self-storage units.
- introduce a maximum building height of 30m (RL34.53)
- provide a minimum of 7.5% of the site area as deep soil planting.

This LEP amendment intends to facilitate the development of the site for a total of 22,745 sqm of floorspace comprising of 7 storeys for self-storage units resulting in an overall FSR of 3.2:1. See Figures 5 – 6 below for the proposed design scheme.

The Planning Proposal also seeks to identify the site on the Key Sites Map (see Figure 4 below) for application of the above site-specific provision.

No changes are proposed to the zoning or permissible land uses.



Figure 4. Proposed Key Sites Map

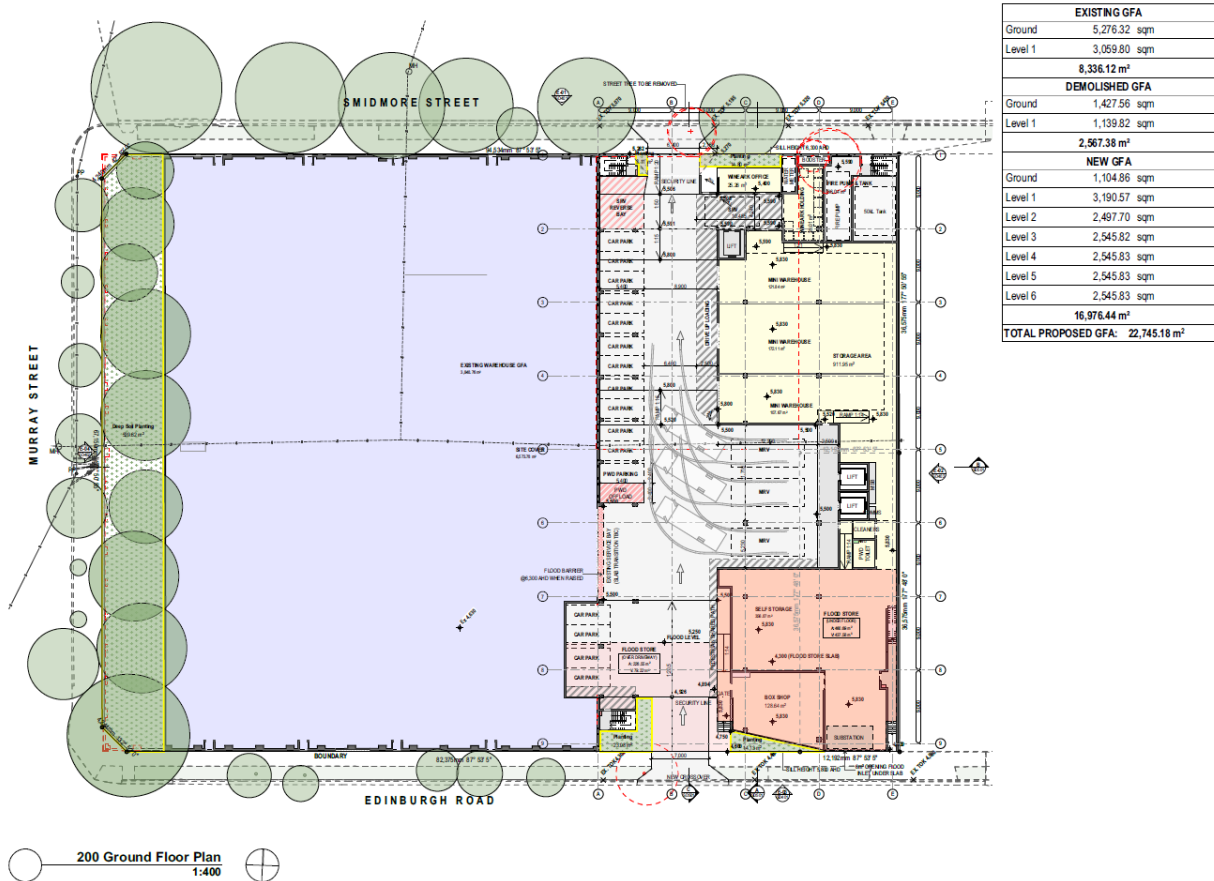


Figure 5. Concept Ground Floor Plan - Indicating deep soil area along western boundary

*NOTE SIGNAGE SHOWN IS INDICATIVE AT THIS STAGE



Figure 6. Concept Section fronting Edinburgh Street

DISCUSSION

Planning Proposal Assessment Summary

The Planning Proposal has been assessed in accordance with Division 3.4 of the Environmental Planning and Assessment Act 1979 and the Local Environmental Plan Making Guidelines 2022. A summary of the matters for consideration is provided in Table 1. A detailed assessment is provided in the Planning Proposal Assessment Checklist (*Attachment 1*).

Strategic Merit

The Planning Proposal is consistent with the Metropolis of Three Cities Plan (2018) and the Eastern City District Plan (2018). It also aligns with Council's Local Strategic Planning Statement (LSPS), Community Strategic Plan and the Employment and Retail Lands Strategy (EaRLS) as discussed below.

It specifically aligns with:

- NSW Government's Greater Sydney Region Plan and Eastern City District Plan Objective 23 & Priority E12 respectively relating to *"Retaining and managing industrial and urban services land"*,
- Council's LSPS Action 9.1 *"Preparing LEP provisions to preserve industrial and urban services land and provide additional opportunities to provide urban services"*, and
- Council's EaRLS Action 2.4.1 to *"review development standards for land zoned IN1 – General Industrial and IN2 – Light Industrial and consider the potential for increases in or removal of height and/or floor space standards where feasibility studies demonstrate that this is required for redevelopment for industrial purposes"*.

Key reasons for this support include:

- The proposed increase in FSR will accommodate additional urban services to support the Harbour CBD and Eastern Economic Corridor. The site is well-positioned within key employment lands located near major logistics hubs around Port Botany, the Sydney CBD and the growing residential population within the Inner West.
- The Proposal will provide key storage facilities which can support the increased residential population and surrounding businesses, as well as last-mile storage for operators within the Inner West and Inner Sydney.
- The Proposal strengthens the viability and protection of industrial land by increasing the density of industrial floorspace and sets a precedent in the area to increase the supply of industrial land to support emerging industries and businesses.

The economic justification (*Attachment 8*) estimates the demand for self-storage space within the 5km catchment area. Below extract from the Economic Report (p.5):

"Accounting for both existing and proposed facilities, there will continue to be a shortage of self-storage space within the 5km catchment area. From 2022 to 2037, the demand gap for storage area will remain around 33,000 sqm to 91,000 sqm unless additional supply (over and above the proposed facilities) is developed."

The proposed development will help to reduce the shortage of self-storage facilities by adding ~8640 sqm within the catchment area.

Table 1 - Self Storage Demand Gap (Economic Report (Appendix F, Urbis))

Self-Storage Demand Gap (sq.m)				
	2022	2027	2032	2037
Demand	150,000	170,000	195,000	225,000
Supply	117,438	133,809	133,809	133,809
Demand Gap	32,563	36,192	61,192	91,192

Further, the proposal will support business investment in the surrounding area and optimise the use of the current site by intensifying its current use. There is limited industrial land in Inner Sydney, and this will add to the supply.

The Proposal also aligns with relevant Section 9.1 local planning directions and State Environmental Planning Policies as discussed in detail in Attachment 1 and summarised in the below table.

Table 2 – Summary of Strategic Matters for Consideration

Matters for Consideration	Council Response
Is the Planning Proposal a result of an endorsed LSPS, strategic study or report?	<p>The Planning Proposal gives effect to Inner West Council's EaRLS which sets out principles to ensure the long-term supply of industrial land, more commercial space and identifies distinct areas of business and employment lands. The proposed uplift for self-storage units is relevant to Principle 2 of the EaRLS '<i>Industrial and urban services lands are protected and managed</i>'. This intensification aligns with actions to support existing employment clusters and increasing employment floorspace.</p> <p>It also achieves Planning Priority 9 of the Inner West LSPS '<i>A thriving local economy</i>' as this Planning Proposal seeks to preserve and provide additional opportunities to provide urban services.</p>
Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?	A Planning Proposal is the appropriate pathway to amend development standards to permit a more intense use of the land for self-storage units.
Will the Planning Proposal give effect to the objectives and actions of the applicable regional or district plan or strategy (including any exhibited draft plans or strategies)?	<p>The Planning Proposal is consistent with the regional and district plans and strategies in regard to supporting employment, industrial lands and by providing services for the growing population in the area.</p> <p>Landscaping and urban heat island is a key matter for consideration as discussed in Table 2.</p>
Is the Planning Proposal consistent with a Council LSPS that has been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan?	As above.
Is the planning proposal consistent with any other applicable State or regional studies or strategies?	As above.
Is the Planning Proposal consistent with applicable SEPPs?	The Planning Proposal is consistent.
Is the Planning Proposal consistent with applicable Local Planning Directions (Section 9.1 Directions)	Local Planning Direction 4.1 Flooding – The Planning Proposal is accompanied with a Flood Assessment report (Attachment 6) and satisfies this direction. Council's Flood Engineers provided further

Matters for Consideration	Council Response
	<p>advice which can be addressed at the Development Application stage.</p> <p>Local Planning Direction 4.5 Acid Sulfate Soils – Planning Proposal is accompanied with an Acid Sulfate Soils Assessment (Attachment 7). It deemed that no management plan was required for the site. Further requirements can be addressed at the Development Application stage.</p>
Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or habitats, will be adversely affected because of the proposals?	The subject site does not contain any critical habitat or threatened species, populations or ecological communities, or their habitats.
Are there any other likely environment effects of the planning proposal and how are they proposed to be managed?	<p>Sydney Airport Obstacle Limitation Surface Level (OLS) – referrals were sent to the relevant State authorities. There was no objection to the Planning Proposal.</p> <p>Built form and scale - See below Table 3 – Site specific matters for built form and scale discussion.</p> <p>Landscaping – See below Table 3 – Site specific matters for deep soil area discussion.</p> <p>Transport and Traffic – The traffic generated by the proposed development will be minimal. The self-storage uses would not require additional parking as the time needed at a self-storage facility is not significant and there are not a high number of workers on site at any given time.</p>
Has the planning proposal adequately addressed any social and economic effects?	The Planning Proposal does not have any adverse impacts on heritage items and will have minimal impact to existing social infrastructure given the nature of the proposed uses. Regarding impact on existing retail centres, the proposed development will provide storage and facilitate investment and growth in local businesses. Council has not received any letter of offer to provide public benefits associated with the proposed uplift on this site. It is recommended that the proponent investigate opportunities to provide public benefits as part of a future development application including any potential public art opportunities.
Is there adequate public infrastructure for the planning proposal?	This Planning Proposal is not expected to significantly increase demand for infrastructure. The site is in an existing industrial precinct with good access to public transport via Sydenham and St Peters Railway Stations. The Preliminary Traffic Assessment report (Attachment 5) concluded that the site is appropriately serviced with parking and will not significantly impact the surrounding road

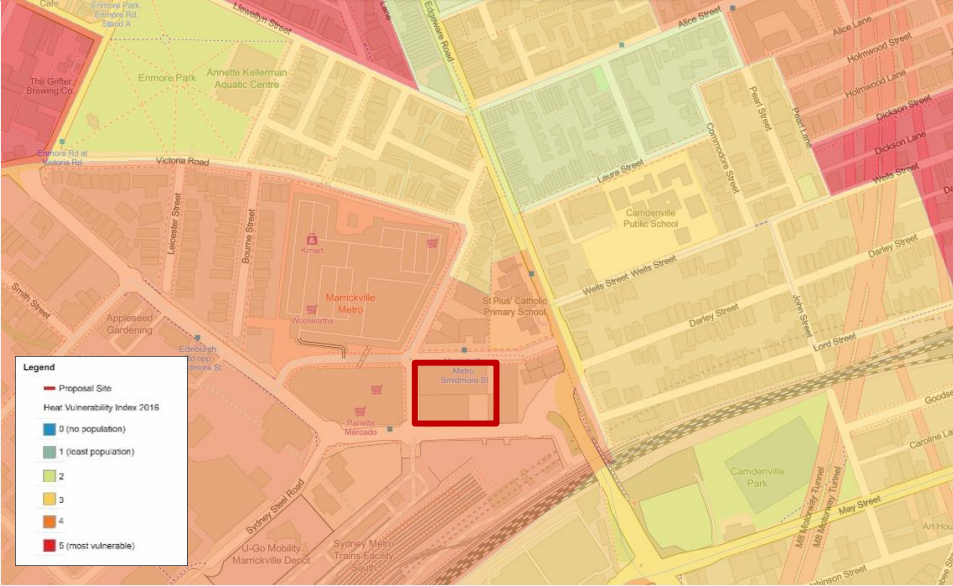
Matters for Consideration	Council Response
	network.
What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?	<p>The Gateway Determination will advise the full list of public authorities to be consulted as part of the Planning Proposal process and any views will be included in this Planning Proposal following consultation.</p> <p>Pre-lodgement advice was sought from the following agencies:</p> <ul style="list-style-type: none"> • Department of Planning, Housing and Infrastructure (DPHI) • Transport for NSW (TfNSW) • Sydney Metro • Civil Aviation Safety Authority (CASA) • DCCEW <p>Other agencies identified for further consultation are:</p> <ul style="list-style-type: none"> • Ausgrid • Sydney Water • Sydney Airport Corporation

Site-Specific Matters

Table 3 – Site specific issues for consideration

Key issues	Council Response
Flooding	<p>The site is located on flood prone land and is identified in the Marrickville DCP 2011 as an overland flow path.</p> <p>Council's Flood Risk Management Plan identifies a Flood Planning Level (FPL) of 5.83, which is sufficiently raised above the 1% Annual Exceedance Probability (AEP).</p> <p>A Flood Assessment Report (Attachment 6) has been provided by HydroStorm Consulting dated 31 October 2024 which addresses relevant clauses (3)(a)-(h), Council's Flood Management requirements and the NSW Floodplain Development Manual.</p> <p>The proposed concept plan indicates that most of the new warehouse floorspace is at or above this level, however the existing warehouse level, Edinburgh Road driveway, box shop level and wine storage area on the ground floor are not.</p> <p>Ministerial Direction 4.1(3)(d) states <i>"a planning proposal must not contain provisions that apply to the flood planning area which permit a significant increase in the develop and/or dwelling density of that land."</i> Whilst the proposal does increase the development potential of a site in a flood planning area, this is considered to be appropriate as flooding impacts can be mitigated through modifications to the design at the development application stage.</p> <p>Attachment 2 outlines the modifications required to the concept plan at the</p>

Key issues	Council Response
	development application stage to address flooding issues.
Acid Sulfate Soils	<p>The site is identified as Class 2 Acid Sulfate Soils (ASS) in the IWLEP 2022. An ASS assessment report prepared by Martens Consulting Engineers (Attachment 7) was submitted with the Planning Proposal.</p> <p>The report states that no basement is intended on site and that future works will involve the disturbance of less than 1,000 tonnes of soil material. The assessment also found that on site soils do not meet the definition of Actual acid sulphate soil or Potential acid sulphate soil. Due to this, it finds that the site soils do not require an ASS Management Plan prior to development consent.</p> <p>Further detailed investigation will be undertaken at development application stage when the extent of soil disturbance is fully understood.</p>
Traffic	<p>Given that the proposal relates to increasing the FSR for self-storage uses only through a site-specific LEP provision, the potential traffic impacts are minimal. The proposal would result in a slight increase in traffic generation during peak hours and have a negligible impact on the surrounding road network. This is demonstrated in the proponent's Transport Assessment Report (Attachment 5).</p> <p>Concerns were raised by Council's Traffic engineers and TfNSW (at the pre-lodgement stage) regarding the potential traffic impacts of other permissible uses under the E4 – General Industrial zone that may result from an increased FSR, namely 'hardware and building supplies'.</p> <p>Consequently, through the pre-lodgement stage, the Planning Proposal has been modified by the proponent to limit the FSR uplift to the self-storage facility land use only.</p> <p>Further, compliance with the parking controls or any justification to provide reduced parking should be demonstrated at the Development Application stage.</p>
Urban design	<p>The proposed bulk and scale of the development up to 30m (7 storeys) raises potential visual and amenity concerns. However given the site's location and context, the level of impact is not significant and considered acceptable. The site is in an industrial area and not directly adjoining any residential areas, so there are no major concerns regarding overshadowing or visual privacy.</p> <p>Further, the built form could be refined at the Development Application stage by reducing the excessive use of blank walls and including high-quality materials on the building facades. There are also opportunities to include public art on the façades.</p> <p>Further Clause 6.9 of the Inner West LEP 2022 will require the DA to undergo an assessment against design excellence criteria including review by Council's Architectural Excellence Panel.</p>
Urban heat	<p>The site is located in an urban industrial area which is severely affected by urban heat due to lack of tree canopy and deep soil planting.</p> <p>According to the Australian Bureau of Statistics (2016), the site is identified to have a Heat Vulnerability Index (HVI) of 4 out of 5 see Figure 7 below. Such areas are deemed to be most vulnerable to the adverse effects of the urban heat island effect.</p>

Key issues	Council Response
	 <p>Figure 7. Heat Vulnerability Index (NSW SEED, 2016)</p> <p>The proposal has been revised since its original submission to provide 7.5% of the site area as deep soil planting along the Murray Street frontage (67.1m). This would result in an area of 534 sqm which can accommodate approximately 6 large trees in a good location that also improves the public domain amenity along Murray Street.</p> <p>The Inner West's Tree Management DCP has a tree canopy target of 25% for industrial land. The NSW Greener Neighbourhood Guide sets a deep soil target of 15% for the site area of industrial sites.</p> <p>The proposal includes the following justifications for the reduced provision of 7.5% deep soil planting:</p> <ul style="list-style-type: none"> • The NSW Greener Neighbourhood Guide target of 15% is aspirational. The site currently has no deep soil or tree canopy. • Retaining the existing warehouse on site is crucial to the viability of the project. • Partial removal of the existing warehouse is the only means to achieve deep soil landscaping. Any further demolition of the existing warehouse will require significant structural and NCC related upgrades to the building that will render the project unfeasible. <p>Further, the proponent has explored options to provide 15% deep soil and has demonstrated that any landscaping coverage above 7.5% would not be feasible on the site as it would:</p> <ul style="list-style-type: none"> • impact the servicing and function of the existing storage facility and viability of the business (proponent intends to retain the existing warehouse building on the site) • require redesign due to the roof structure • impact the building fire safety requirements. • potentially worsen flooding on the site <p>The concept architectural drawings indicate an approximate 534sqm of deep soil area (7.5m x 67.1m) deep soil area located along the Murray</p>

Key issues	Council Response
	<p>Street boundary.</p> <p>The proposed landscaping is located along a frontage that adds value to the public domain and streetscape. Due to the constraints on the site and proponent's stance for major retention of the existing warehouse, 15% would not be achievable.</p> <p>The proposed deep soil provision is generally considered acceptable in this circumstance as:</p> <ul style="list-style-type: none"> • Significant consideration has gone into options testing for a range of deep soil outcomes with the proposed arrangement delivering the best outcome. This includes substantial modifications to the proposal since the original 2023 submission which provided zero deep-soil planting. • Contextually, this will be a generous onsite deep soil provision. • If undertaken in line with the concept plan, locating the deep soil continuously along the Murray Street frontage will have a positive contribution to the public domain and allow for the planting of a meaningful tree canopy. • It's acknowledged that retention of the existing warehouse is preferred urban design outcome and supports the feasibility of the project. • Inclusion of site-specific target of deep soil planting in the LEP will provide certainty regarding the delivery of this deep soil planting and landscaping at the development application stage. • A review of recently approved developments applications for industrial sites throughout Marrickville indicates that new developments are usually providing deep soil below 5% of the site area. <p>The IWLPP have recommended that the proposal should provide 15% deep soil planting in accordance with the Greener Neighbourhoods Guide. While in principle Council officers support increased provision of deep soil planting on this site, and in the wider precinct, it is impractical to achieve the 15% deep soil planting on the site unless the existing warehouse is demolished. Through discussions with the proponent, it has been established that demolishing the existing warehouse has major operational impacts and it would substantially affect the viability of the project.</p> <p>Consequently, it is recommended that the site-specific provision regarding the provision of deep soil planting be amended in the Planning Proposal to:</p> <ul style="list-style-type: none"> - provide 7.5% deep soil planting if the existing warehouse is largely retained on the site; or - provide 15% deep soil planting if more than 25% of the existing warehouse building is removed. <p>This approach allows opportunities for additional deep soil planting in the instance if the existing warehouse is demolished in the future. The current provision of minimum 7.5% deep soil planting and retaining the existing warehouse is also considered acceptable as it would increase the supply of urban services land while maintaining the project to be viable for the proponent.</p>

Inner West Local Planning Panel Advice

In accordance with Division 2.5 (2.19) of the EP&A Act 1979, the Planning Proposal was referred to the IWLPP on 17 December 2024. The IWLPP resolved that the Planning Proposal should be conditionally supported. See Table 2 below summarising IWLPP's concerns and Council Officer's response. IWLPP Meeting Report and Minutes are provided in Attachment 11 and 12. Further, the proponent's response to the IWLPP advice is provided in Attachment 13.

Table 4: IWLPP Advice and Council Officer's response

IWLPP Advice	Council Officer Response
Concerns FSR will be used for uses other than self-storage facility through State Environmental Planning Policy (Exempt & Complying Development Codes)	<p>It is unlikely that the additional FSR will be used for uses other than self-storage via the Exempt and Complying Development Codes pathway.</p> <p><i>SEPP (Exempt & Complying Development Codes), Part 1, Division 2 Exempt and complying development</i> would not apply to the site as the site is affected by Acid Sulfate Soils Class 2.</p> <p><i>As per clause 1.19 Land on which complying development may not be carried out Clause (1)(c),</i> development under certain codes cannot be carried out on land identified on Acid Sulfate Soils Map as being Class 1 or Class 2.</p> <p>Further, the Proponent welcomes the opportunity to work with Council on the drafting of the planning provisions.</p>
To exclude site from Clause 4.6	As per the Local Planning Direction 1.4A, the objective of this direction is to maintain flexibility. At the development application stage, it is highly unlikely that a clause 4.6 would be allowed as the site has been given adequate additional uplift through the planning proposal pathway.
Against the proposed 30m HOB control	The Panel's concerns are understood regarding the potential mismatch of FSR and height control. It is recommended that the proposed height control therefore be removed from the proposal. This is consistent with the existing approach for industrial lands in the LEP where there are no height controls, and the built form is largely governed by the FSR control.
That the deep soil area should be increased to 15% in line with the NSW Greener Neighbourhood Guide.	As discussed in Table 3 under Site-Specific Matters - Urban Heat, The Planning Proposal is recommended to be amended to provide 7.5% - 15% deep soil planting depending on the level of alterations proposed to the existing warehouse.

Conclusion

The Planning Proposal for 11 & 11A Edinburgh Road, Marrickville has been assessed in accordance with the EP&A Act and relevant LEP Making guidelines. The Planning Proposal is generally consistent with regional, district and local plans and policies and will increase the

supply of urban services land in the Inner West. Subject to the following changes, the Planning Proposal is recommended to be supported:

- Remove the proposed height control to avoid any mismatch of FSR and height controls
- Amend the site-specific provision regarding deep soil planting to provide:
 - o 7.5% of the site area as deep soil planting if the existing warehouse is largely retained on the site; or
 - o 15% of the site area as deep soil planting if more than 25% of the existing warehouse building is removed.

The Planning Proposal with the above-mentioned changes has sufficient strategic and site-specific merit. It is therefore recommended that this proposal be supported to progress through the Gateway process.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

1. [↓](#) Council's detailed assessment Checklist
2. [↓](#) Proponent Planning Proposal
3. [↓](#) Indicative Concept Architectural Plans
4. [↓](#) Urban Design Report
5. [↓](#) Traffic Impact Assessment
6. [↓](#) Preliminary Flood assessment
7. [↓](#) Acid Sulfate Soils Assessment
8. [↓](#) Economic Strategic Positioning Paper
9. [↓](#) Geotechnical Assessment
10. [↓](#) Proposed LEP Maps
11. [↓](#) IWLPP Report
12. [↓](#) IWLPP Meeting Minutes
13. [↓](#) Proponent's Response to IWLPP Minutes

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

C0325(1) Item 2 Centenary Reserve - All Weather Sporting Surface Development

Motion: (Scott/Carlisle)

That this item be deferred and brought back to the May 2025 Council meeting.

Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

C0325(1) Item 3 11-11A Edinburgh Road, Marrickville Planning Proposal

Motion: (Howard/D'Arienzo)

1. That Council support the Planning Proposal for 11-11A Edinburgh Road, Marrickville for the reasons recommended in the Council officer's assessment report (*Attachment 1*) to permit an additional Floor Space Ratio of 2.25:1 for self-storage units only on the site subject to the following conditions:
 - a) remove the proposed height of building control in line with the Inner West Local Planning Panel's recommendations; and
 - b) amend the proposed site-specific clause to require deep soil planting as per below:
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2. That Council forward the Planning Proposal with the above-mentioned changes to the Minister of Planning for Gateway Determination in accordance with section 3.34 of the *Environmental Planning & Assessment Act 1979*.
3. That Council following receipt of a Gateway Determination and compliance with its conditions by the proponent, the Planning proposal and supporting documentation be placed on public exhibition for a minimum of 28 days.
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Motion Carried

For Motion: Crs Antoniou, Atkins, Barlow, Blake, Byrne, Carlisle, Clay, D'Arienzo, Fergusson, Howard, Macri, Raciti, Scott, Smith and Tastan

Against Motion: Nil

Procedural Motion (Byrne/Carlisle)

That Council allow Cllr Howard to speak for 1 additional minute on Item 5.