



**AGENDA**

**INNER WEST  
LOCAL PLANNING PANEL**

**VOLUME 1**

**17 December 2024**



<b>PLANNING PROPOSAL REPORT</b>	
<b>From Strategic Planning team</b>	
Planning Proposal No.	PPAP/2023/0001
Site Address	11 & 11A Edinburgh Road, Marrickville
Proposal	<p>Amend the Inner West LEP 2022 to:</p> <ul style="list-style-type: none"> <li>• allow an additional floor space ratio (FSR) of 2.25:1 above the existing FSR, resulting in an overall FSR of 3.2:1 if the building is used for self-storage units</li> <li>• introduce of a Height of Building control up to 30m (RL34.53) for the site</li> <li>• introduce a requirement for 7.5% of site area as deep soil planting and landscaping.</li> </ul>
Summary	<p>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.</p> <p>The proposal has sufficient strategic and site-specific merit to proceed to NSW Department of Planning, Housing and Infrastructure for a Gateway Determination. There are no significant issues that cannot be addressed at the post-Gateway or development application stage.</p>

**RECOMMENDATION**

**That the Inner West Local Planning Panel advise Council that it supports the Planning Proposal dated November 2024 to amend the Inner West Local Environmental Plan 2022 for 11 & 11A Edinburgh Road, Marrickville as it has sufficient strategic and site-specific merit to be submitted to Minister for Planning for a Gateway Determination in accordance with Section 3.33 of the Environmental Planning & Assessment Act 1979.**

## **1. SUMMARY**

A Planning Proposal (Attachment 1) was lodged by Urbis Pty Ltd on behalf of The Trust Company Limited on 7 September 2023. It sought to amend the Inner West Local Environmental Plan (IWLEP) 2022 through introducing a new site-specific provision in Part 6 to allow an additional FSR of 2.45:1 if the building is used for self-storage units. This would allow an overall FSR increase from 0.95:1 to 3.4:1 for self-storage uses. This proposal was generally consistent with the State and Council endorsed strategic objectives to retain and manage industrial land. However, it lacked site-specific merit as it did not address environmental and sustainability objectives and lacked provision of deep soil planting and tree canopy cover in the proposed design scheme.

Subsequently, a revised proposal was submitted in November 2024 to address Council officer's concerns regarding urban design, deep soil, tree canopy coverage and urban heat mitigation. The current proposal seeks amendments to the 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 is consistent with the State and Council endorsed strategic objectives relating to 'retaining and managing industrial land'. Council's detailed assessment (Attachment 2) indicates that the proposal has sufficient strategic and site-specific merit. Advice is sought from the Inner West Local Planning Panel on the merits of the proposal prior to it being reported to Council and Department of Planning, Housing and Infrastructure (DPHI) in accordance with the section 9.1 of Environmental Planning and Assessment Act 1979.

## **2. SITE AND SURROUNDING CONTEXT**

11 and 11A Edinburgh Road, Marrickville form a rectangular shaped lot of approximately 7,127 m<sup>2</sup>.

The site is currently occupied by 2-storey warehouse building 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 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. See figures 1-3



Figure 1 - Site Aerial identifying Key Views



Figure 1 - Key View 1:  
National Storage from Edinburgh Road



Figure 3 - Key View 2:  
Smash and Auto Repair shop

### 3. THE PLANNING PROPOSAL

This Planning Proposal seeks to amend the IWLEP 2022 by including a new site-specific provision for the subject site at 11-11A Edinburgh Road, Marrickville under Part 6 as per below:

- allow the development to exceed the mapped FSR of 0.95:1 by 2.25:1 for self-storage uses. This would result in an overall FSR of 3.2:1 for self-storage units only.
- set a maximum height of building of 30m (RL34.53) for the new development seeking to utilise the above FSR exceedance.
- require a minimum of 7.5% of the site area to be provided as deep soil planting.

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 2: Proposed key sites map

### 4. 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 2).

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).

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*”.

Keys 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 in Appendix F 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.*

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
<b>Demand Gap</b>	32,563	36,192	61,192	91,192

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

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 2. Discussion on site-specific matters relating to environmental impacts such as flooding, traffic etc. is in the below table.

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 has been provided by HydroStorm Consulting (Appendix – D) 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 development application stage to address flooding issues.</p>
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 (Appendix E) 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 sulfate soil (AASS) or Potential acid sulfate soil (PASS). Due to this, it finds that the site soils do not require an ASSMP 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 (Appendix C).</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>

Key issues	Council Response
	<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, at the development application stage, 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>According to the Australian Bureau of Statistics (2016), the site is identified to have a Heat Vulnerability Index (HVI) of 4 out of 5. Such areas are deemed to be most vulnerable to the adverse effects of the urban heat island effect. To address this the proposal has been revised to provide 7.5% of the site area as deep soil planting along the Murray Street frontage.</p> <p>The NSW Greener Neighbourhood Guide sets a deep soil target of 15% for the site area of industrial sites. The proposal submits the following justifications for the reduced provision of 7.5% deep soil planting:</p> <ul style="list-style-type: none"> <li>• The NSW Greener Neighbourhood Guide target of 15% is aspirational. The site currently has no deep soil or tree canopy.</li> <li>• Retaining the existing warehouse on site is crucial to the viability of the project.</li> <li>• 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.</li> </ul> <p>The proposed deep soil provision has been reviewed by Council and is considered acceptable for the following reasons:</p> <ul style="list-style-type: none"> <li>• 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 no deep-soil planting.</li> </ul>



Key issues	Council Response
	<ul style="list-style-type: none"> <li>• Contextually, this will be a generous onsite deep soil provision.</li> <li>• 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.</li> <li>• It's acknowledged that retention of the existing warehouse is preferred urban design outcome and supports the feasibility of the project.</li> <li>• 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.</li> </ul> <p>In line with the revised proposal, a is recommended to require 7.5% of the site area be provided as deep soil.</p>

Table 22 - Summary of matters for consideration

## 5. RECOMMENDATION

Urbis's Planning Proposal for the site 11-11A Edinburgh Road, Marrickville has strategic merit as it aligns with key State Government and local strategic planning strategies and objectives, specifically relating to retaining and management of industrial land. Revisions made to the proposal adequately address previously identified concerns regarding urban heat mitigation, deep soil and tree canopy targets. Other matters regarding urban design, flooding, car parking and traffic can be addressed at the development application stage.

It is recommended that the Inner West Local Planning Panel advise Council to forward the proposal to the Minister for Planning and Public Space for a Gateway Determination in accordance with Section 3.33 of the *Environmental Planning & Assessment Act 1979*. Subject to the requirements of a favourable Gateway Determination, the Planning Proposal should be exhibited for formal community consultation.

## 6. ATTACHMENTS

Attachment 1: Planning Proposal:

- Appendix A: Indicative Concept Architectural Plans
- Appendix B: Urban Design Report
- Appendix C: Preliminary Traffic Impact Assessment
- Appendix D: Flood Assessment
- Appendix E: Acid Sulfate Soils Assessment
- Appendix F: Economic Strategic Positioning Paper
- Appendix G: Geotechnical Assessment
- Appendix H: Proposed LEP Maps

Attachment 2: Council's detailed assessment checklist