
75-85 Crown Street and 116 Princess Highway, St Peters

DRAFT

Site Specific Development Control Plan

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Version 1.1

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1.0 Introduction

This section of the Marrickville Development Control Plan 2011 (Marrickville DCP 2011) establishes a framework to guide development to 75-85 Crown Street and 116 Princess Highway, St Peters (the site)

1.1 Land to which this this section of the DCP applies

The Guideline applies to land at 75-85 Crown Street and 116 Princess Highway, St Peters, as outlined in red in **Figure 1**, being Lot 24 DP 1249592, Lot 21 DP 1249588 and Lot 10 DP 1227918.



Figure 1 Land Application Map

1.2 Purpose and Application of this section of the DCP

The purpose of this Site-Specific Development Control Plan is to support an amendment to the Inner West Local Environmental Plan (LEP) 2022 and Marrickville DCP 2011 as it applies to the site, by providing more detailed provisions to guide development. This section of the DCP promotes high quality urban design outcomes for the site within the context of environmental, social and economic sustainability.

1.3 Relationship to Other Plans and Planning Instruments

This section forms part of the Marrickville DCP 2011. It sets out specific controls to guide the future development of the precinct. Development within the precinct will need to have regard to this section of the DCP as well as other relevant provisions in the DCP.

In the event of any inconsistency between this section and other sections of the DCP, this section will prevail to the extent of the inconsistency.

2.0 Aims, Objectives and Future Character

2.1 Aims and Objectives of this section of the SCP

The aims and objectives of this section of the DCP is to guide the future development of the site:

- i. To address the Inner West LEP 2022 amendment provisions listing matters to be addressed in the Marrickville DCP 2011.
- ii. To identify the desired future character, development principles, key elements and indicative structure for the future development of the site.
- iii. To achieve design excellence that provides high quality built form that responds to the existing and future context, using principles drawn from an analysis of the site and its context.
- iv. To minimise impacts to the surrounding low-density residential neighbourhoods.
- v. To locate higher building forms located along the southern and western portion of the site to provide transition in scale to the surrounding mid and low scale areas.
- vi. To provide lower scale and density built form along Crown Street.
- vii. To enhance the existing streetscape.
- viii. To promote housing diversity through a mix of dwelling types and promote affordable housing.
- ix. To achieve high quality residential amenity.
- x. To promote high quality landscaping, public art, signage and ecologically sustainable development.
- xi. To ensure that it is practical and viable for non-residential uses to have adequate on-site facilities for their business operations.

2.2 Desired Future Character

The desired future character for the site is to:

- i. Retain employment floor space and create a cohesive environment by integrating sympathetic land uses.
- ii. Activate the ground levels of the building.
- iii. Provide safe and secure entries into the building.
- iv. Enhance the streetscape through improving landscape conditions and street activation.
- v. Ensure development is compatible with the surrounding environment, including Sydney Airport, focusing on achieving a liveable residential environment in terms of acoustic amenity, cross ventilation and solar access.
- vi. Minimise any adverse impacts on the surrounding community that could arise from the development's built form and functions.
- vii. Provide a landmark building at this gateway location, recognising changes to the physical context of the site.
- viii. Respond to the transformation of Campbell Road and investment in new infrastructure associated with St Peters interchange.
- ix. Rejuvenate the public realm of the abutting streets, improve activation, and surveillance and the visual quality of the public domain.
- x. Facilitate the delivery of housing supply and diversity, including affordable housing.
- xi. Sympathetically integrate the development within the low rise setting of Crown Street.
- xii. Ensure a high degree of residential amenity is provided on site and to the adjoining land uses, considering impacts such as overshadowing, acoustic amenity and overlooking.

3.0 Design Guidelines

3.1 Indicative Building Layout

Objectives

- a. To implement the Indicative Building Layout concept in **Figure 2** and support the Desired Future Character stated in **Part 2.2**.

Controls

1. Development is to be undertaken in accordance with the Indicative Building Layout as shown in Figure 2 subject to achieving general compliance with the relevant objectives of the Apartment Design Guide.
2. Site design must:
 - i. Ensure built form along Crown Street respects the interface with low density residential development.
 - ii. Ensure the built form is setback adequately in respect to its interface with land to the north along Princes Highway.
 - iii. Provide articulation along the facades of the building to reduce visual bulk and retain a fine-gran character.
 - iv. Make all entries clearly visible, safe and accessible.

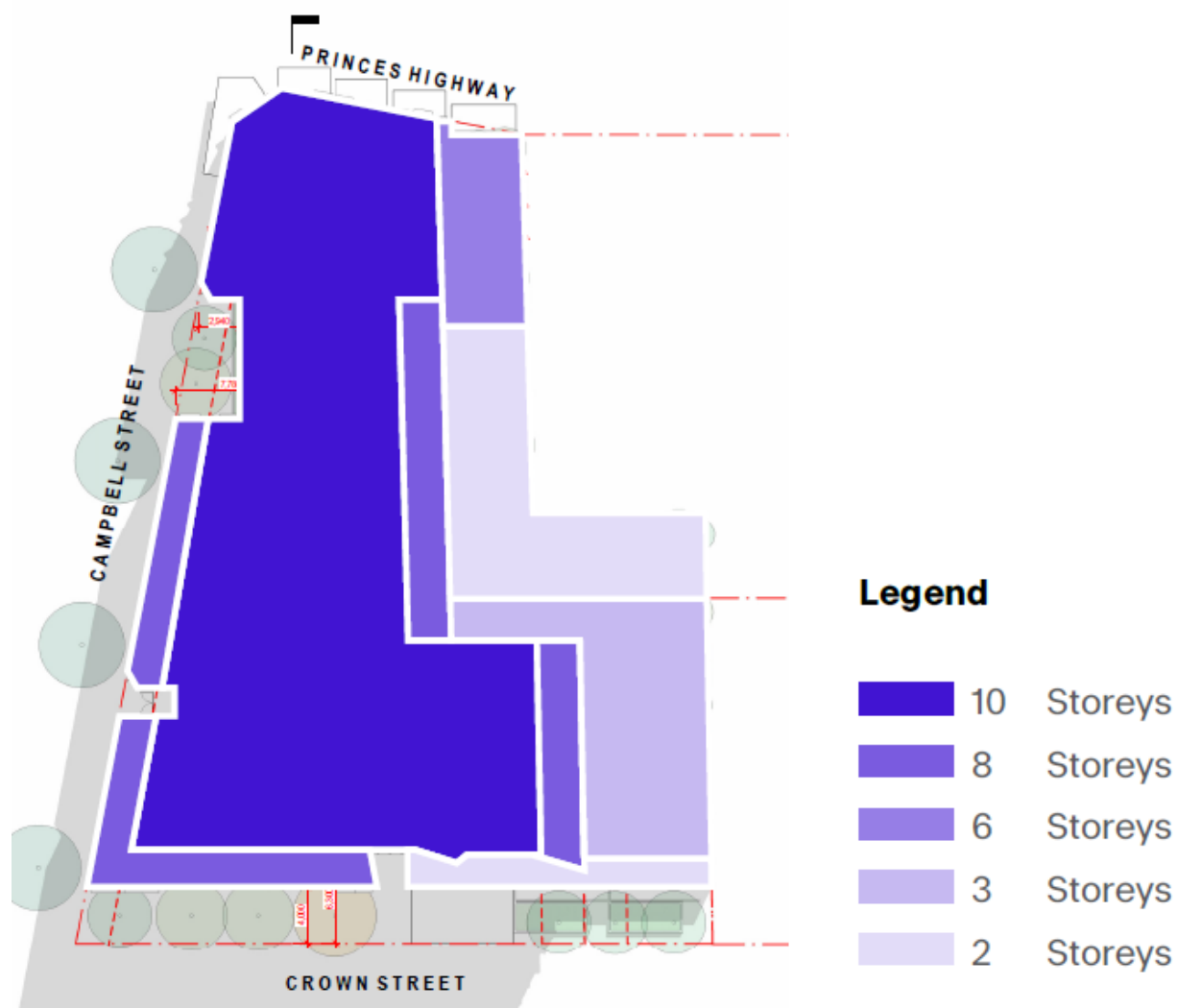


Figure 2 Indicative Building Layout

3.2 Built Form

Objectives

- a. To ensure development is of an appropriate bulk and scale for its location.
- b. To ensure the development responds to the site's surrounding context.
- c. To define building envelopes that provide sufficient flexibility for different designs to be explored and for development to achieve design excellence.
- d. To minimise overshadowing of surrounding residential development and open spaces.
- e. To provide a mix of dwellings that cater for the needs of the resident population and to encourage a diverse population

Provisions

- (1) Provide generous ground floor ceiling to ceiling height for non-residential uses to encourage a range of employment opportunities.
- (2) Provides a five storey street wall height along Princes Highway as demonstrated in the indicative perspective provided in **Figure 3**.
- (3) Massing adjoining the low-scale residential development on Crown Street is to provide a two storey street wall height as demonstrated in the indicative perspective provided in **Figure 4**.
- (4) The northern façade is to display a stepped built form. Setbacks are to be generally consistent with the objectives of the Apartment Design Guide.
- (5) Provide a continuous street wall height along Campbell Street. One step may be permitted as shown in the indicative perspective provided in **Figure 3**.
- (6) Massing along Campbell Street is to demonstrate strong vertical articulation.
- (7) Roof forms, plant and lift overruns are to be designed to be simple compact forms that are visually unobtrusive.



Figure 3 Indicative Built Form



Figure 4 Indicative Example of Two Storey Street Wall on Campbell Street

3.3 Open Space and Landscaping

Objectives

- a. To provide communal open space for users that offers social opportunities.
- b. To provide landscaping that supports a diverse range of planting, focusing on native species.
- c. To improve local amenity and complementing the design of the built form.

Provisions

1. Future Development Applications are to be accompanied by a Landscape Plan and report.
2. Landscaping on ground level is to be prioritised along Cambell Street or Crown Street.
3. Any landscaping on structure may be supported subject to sufficient evidence of sufficient soil and climatic conditions.
4. Hardscape materials are to be fit for purpose, reflect the character and climatic conditions and be of a suitably high specification to ensure long term quality and sustainability.
5. Local native provenance plants are to be used within all the landscaping for optimum biodiversity outcomes including local native grass meadow or lawn.

3.4 Access, Movement and Parking

Objectives

1. To ensure vehicle access and basement layouts maximise pedestrian safety and create a high-quality ground level relationship with the building and public domain.

Provisions

1. The development is to be supported by only one driveway off Crown Street for standard vehicles and a typical waste vehicle as shown in **Figure 5**.
2. Car parking rates must generally be provided in accordance with Section 2.10 of the Marrickville DCP. Notwithstanding the above, a reduced parking rate may be supported where it can be demonstrated that there is sufficient public transport within walking distance of the site and/or there is provision for shared car parking.
3. All vehicles must be able to enter and exit the site in a forward moving direction.
4. A pick-up and drop-off zone for a standard waste vehicle must be provided on the ground level.
5. A Traffic Impact Assessment is to accompany any future Development Application and must include an assessment of potential traffic and safety measures.
6. Provide end of trip and bicycle parking facilities on-site that are weather protected and secure. Facilities are not to be located on public realm.

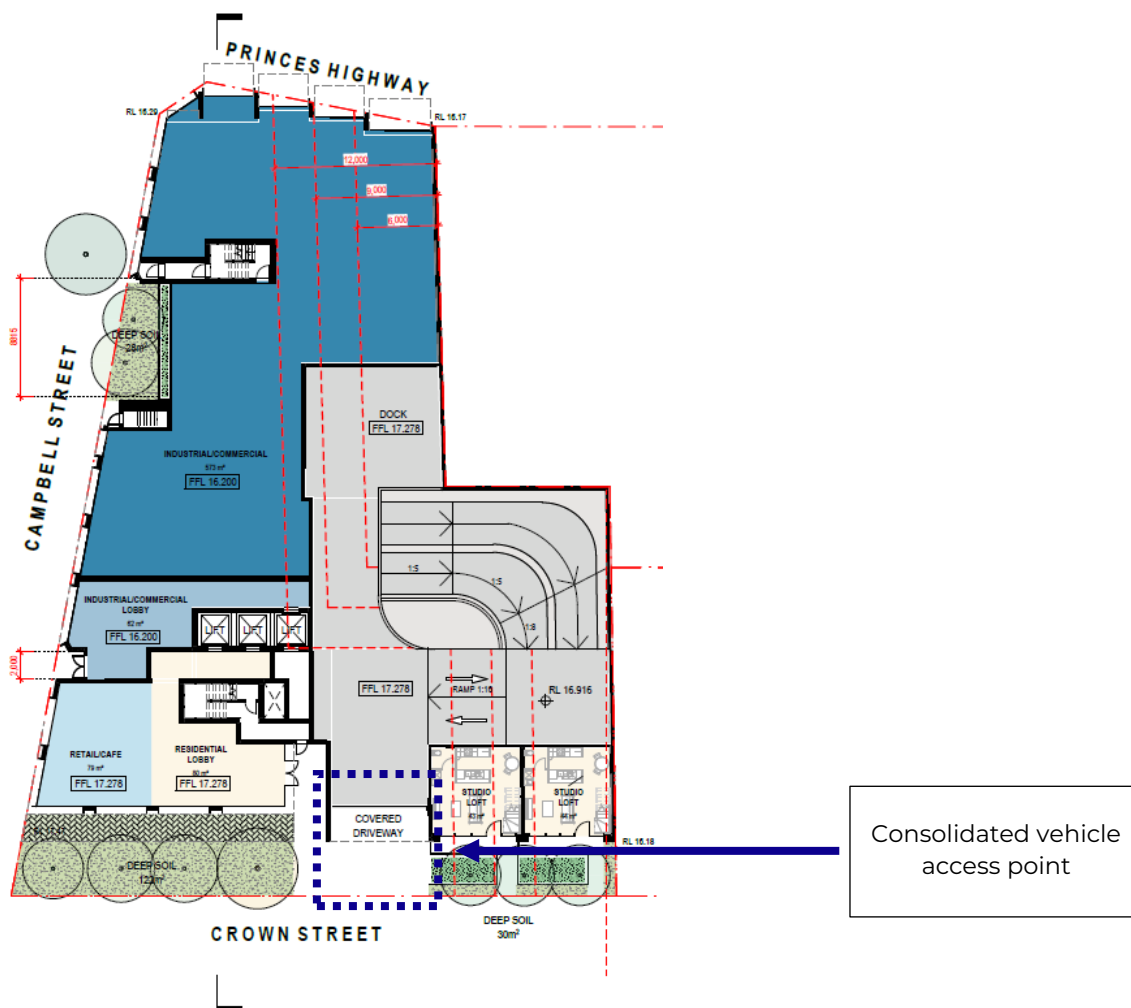


Figure 5 Vehicle Access Points

3.5 Public Art

Objectives

- a. To ensure that public art is an integrates and cohesive part of new development.
- b. Deliver essential infrastructure in creative and innovative ways through the use of public art.
- c. Recognise former uses through interpretive public art.

Provisions

1. Future Development Applications are to provide integrated public art within the site area.
2. All public art shall be relevant to the local character, be of a scale appropriate to the public realm and be specific to time and place.
3. Public art must be located in publicly accessible places such as street frontages and external facing walls. Alternatively, monetary contributions may be made to Council's public art programs.
4. The use of public artists is encouraged.

3.6 Noise and Vibration

Objectives

- a. To provide appropriate interface and mitigation of noise, to ensure high amenity is preserved for neighbouring properties.

Provisions

1. A Construction Noise and Vibration Management Plan is to accompany any future Development Application and should:
 - i. identify sensitive land uses with the potential to be affected by construction and operational noise and predict associated noise levels.
 - ii. predict noise emissions from equipment associated with each stage of construction, based on the proposed hours of construction.
 - iii. determine noise management levels at all receivers based on the long-term noise monitoring.
 - iv. provide best practice approach principles and specific noise control measures to be use during demolition, construction and operation to ensure noise objectives are achieved where feasible and reasonably practical.
2. Future Development Applications are to demonstrate general consistency with noise emission levels as outlined in the NSW EPA's Noise Policy for Industry (2017) or as relevant.
3. The development is to be designed with appropriate noise mitigation measures to ensure good amenity for neighbouring properties.
4. Future Development Applications must demonstrate an appropriate response to noise and vibration created from aircraft noise, vehicle movement and mechanical plant.

3.7 Air Quality

Objectives

- a. To mitigate air quality impacts, sensitive uses (residences, childcare centres, aged care centres) must avoid being located on ground level where there is a frontage or opening to Princess Highway or Cambell Street.

Provisions

1. Future Development Application must include an Air Quality Impact Assessment prepared by a suitably qualified person. The Air Quality Impact Assessment must consider the impacts on air quality from the proximity of the WestConnex (M4-M5 link) ventilation facility and the effects of the surrounding road

infrastructure. The Air Quality Impact Assessment must be prepared in accordance with the relevant NSW Air Quality Assessment Criteria.

2. Future design is encouraged to incorporate design measures to manage air quality impacts. This may include:
 - i. minimising the formation of urban canyons by having buildings of different heights mixed with open areas;
 - ii. orientating buildings so that outdoor living areas and other sensitive uses are shielded from traffic emissions;
 - iii. placing less sensitive rooms – such as garages, laundries, bathrooms and corridors – on the side of the building closest to the traffic to act as a buffer;
 - iv. placing residences furthest from, and commercial and retail spaces closest to, surface traffic;
 - v. minimising the number of doors and windows that can be opened, especially on walls adjacent to the road, which is incorporated into the design through the placement of wintergardens on the southern elevation.

3.8 Housing Diversity

Objectives

- a. To increase the supply of affordable housing in the Inner West to meet community needs.
- b. To provide affordable housing and a diverse range of housing mix in an appropriate location.

Provisions

1. Future Development Applications should provide 10% of all residential dwellings for affordable housing for a 10 year period. Dwellings nominated for affordable housing may be managed by a Community Housing Provider.
2. Affordable housing units should include a range of sizes to cater for different household sizes.
3. Affordable housing units should be constructed to the same standard as other residential accommodation.

3.9 Environmental Management

Objectives

- a. To ensure that the Development Application applies the principles of ecologically sustainable development.
- b. To reduce environmental impacts of the development.
- c. To encourage improved environmental performance through the use of industry recognised building rating tools.
- d. To promote the use of renewable energy sources and materials to reduce the use of resources and the generation of pollution and waste resulting from development activity.
- e. To reduce the cause and impact of the urban heat island effect.

Provisions

1. Future Development Applications are encouraged to use an environmental rating tool, such as Green Star, to demonstrate the degree to which it is an ecologically sustainable development. Where Green Star is used, achievement of a minimum of 5 stars is encouraged.
2. The installation and use of photovoltaic solar panels is encouraged.
3. The development is encouraged to increase urban green cover through on-site planting and implementing WSUD.
4. Where practical, use building materials, fittings and finishes that have been recycled, made from or incorporate recycled materials, and have been certified as sustainable or 'environmentally friendly' by a recognised third party certification scheme.

5. Non-residential development is to be designed to minimise the need for active heating and cooling by incorporating passive design measures relating to glazing, natural ventilation and thermal mass.
6. Future Development Applications are to be accompanied by a Detailed (Phase 2) Contamination Investigation and (if required) a Remediation Action Plan.
7. Future Development Applications are to incorporate a number of key initiatives to reduce the impact on the environment. This may include:
 - i. At least 15% canopy coverage across the site within 10 years of the completion of the development to enhance amenity and mitigate urban heat
 - ii. Provision of vegetation, green roofs and materials with a high solar reflectance index, with particular focus on western and northern building facades.
 - iii. Recycling and Waste Management Plan in accordance with the Marrickville DCP 2011 Section 2.21 – Site Facilities and Waste Management.