

8.0 POTENTIAL REDEVELOPMENT NEIGHBOURHOOD - ASHMORE

INTRODUCTION

Ashmore has been identified in the Sydney 2030 Vision Strategy (2008) as a renewal area with opportunities for sustainable development strategies including collective and innovative approaches to energy generation, waste management and affordable housing. In particular the Strategy identifies the need to:

- increase the amount of open space in this neighbourhood to link Sydney Park to Erskineville Oval as part of a larger green network;
- to increase the density to take advantage of its proximity to transport and the City and utilise existing service infrastructure
- provide affordable housing alternatives.

8.1 STUDY METHODOLOGY

In light of the new strategic directions for Ashmore, the South Sydney DCP 1997: Part G: Special Precincts No.7 Ashmore precinct and masterplan were reviewed. Further investigations were undertaken to determine appropriate heights and FSR controls for the site. Testing of different scenarios included 3D modelling of potential building heights, sun shadow affects and view sharing to guide the decision process. The scenarios investigations included testing for an FSR of 1.7:1 (Refer Figure 8.1.0), 1.8:1 (Refer Figure 8.1.1), 1.9:1 (Refer Figure 8.1.2) and 2.0:1 (Refer Figure 8.1.3). Stormwater modelling was also undertaken to confirm the open space area was satisfactory to achieve adequate stormwater retention/detention.

8.2 RECOMMENDATIONS

8.2.1 Proposed Building Heights

The recommended Height controls in Figure 8.1.5 are grounded in detailed analysis and testing which included considering potential amenity impacts such as: overshadowing; views (in particular retaining views to the CBD Skyline from Sydney Park); orientation of buildings; building separation as relates to the SEPP65 Code; and adjacent existing character (new residential of 5-7 storeys, low scale terraces, open space). In summary, the key recommendations are:

- Maximum height of 9 storeys on Macdonald Street.
- Locate taller building heights adjacent the proposed large open space (5-9 storeys) and Macdonald Street (7-8 storeys).
- Adjacent the Ashmore Street terraces, limit the height of new development to 4 storeys generally (5 storeys allowed adjacent the park).
- On secondary streets, limit heights to 4-6 storeys.
- On Mitchell Road, north of Maddox Street/Macdonald Street limit height to 4-5 storeys. South of the intersection limit heights to 5 storeys (6 storeys at street corners).
- At corners of blocks generally allow greater height to define street corners.

8.2.2 Proposed FSRs

The recommended FSR controls in Figure 8.1.4 are grounded in detailed testing of what was considered to be appropriate for the study area, and are related to the recommended building heights. They take their cue from the neighbourhood character statement and strategies that set the desired future character, including an appropriate scale of built form. They are also responsive to the adjacent built form character. In summary, the key recommendations are:

- Increase the 1.25:1 control for the site adjacent Mitchell Road to 1.75:1;
- Increase the 1:1 control for other sites to 1.5:1 - for some sites, such as Motto this reflects more closely the existing FSR.
- For the site adjacent the railway in the north-west, increase the FSR to 2:1 – testing has shown that this site is able to achieve a higher FSR due to the ability for this site to achieve a higher development yield to site ratio than other sites.



Figure 8.1.4 Proposed FSR

8.3 FUTURE DESIRED CHARACTER

The Ashmore Neighbourhood will be an appropriately scaled vibrant and liveable neighbourhood with a high quality public and private domain and a commercial and retail precinct at its core.

The redevelopment of the precinct from light industrial uses to residential provides the opportunity to make significant public domain improvements in terms of the amenity of the area generally, and to integrate pedestrian and cycle access for new and existing residents, and new open space with a stormwater management function, meeting higher environmental sustainability standards.

The planning objectives for the Ashmore neighbourhood have been based on the following set of design principles. Any new development must be consistent with these principles.

8.4 DESIGN PRINCIPLES

8.4.1 Creating a Sense of Place

Redevelopment within Ashmore will create a new neighbourhood with its own identifiable character. The neighbourhood will be a place to live and recreate, with a sense of community through spaces that allow people to interact and socialise.

The new neighbourhood will be sympathetic to the existing local character of Erskineville and Alexandria, retaining references to the precinct's former industrial uses, particularly the former Metters factory.

A focus for retail and commercial activity will be located on the corner of Mitchell Road and the extension of Macdonald Street. A full line supermarket is proposed on the southern section of the Macdonald Street extension between Mitchell Road and the new North-South connection. Some smaller retail development could also be accommodated along the frontage opposite the new main park and onto Mitchell Road.

A mix uses which complement the new residential development are encouraged to capitalise on the area's location, its social diversity and to assist in creating activity within the area through the day and into the evening.

Open space linkages will integrate the precinct with Sydney Park, Erskineville Oval, Erskineville village and the suburban streets of Alexandria.

8.4.2 Accessibility

The new street layout will be sympathetic in character to the historic street and subdivision patterns of the Erskineville, Alexandria and Newtown area, for example through reinstating the laneway behind Ashmore Street and connecting to the existing street network. Street tree planting will be an important addition.

Heavy vehicles serving the retail/commercial area will be confined to main road accessways and separated from highly public spaces, such as open spaces.

Traffic calming measures and cycleways on Mitchell Rd and MacDonald St are encouraged. Measures to minimise the reliance on car trips to and from the neighbourhood should be encouraged to engender sustainable travel behaviour from new residents and workers.

The street network should be clear and legible, providing direct and safe routes to public transport nodes, the new retail precinct, Erskineville Road Village Centre and King Street Newtown.

A North-South Green Link will connect Sydney Park and Erskineville Oval, incorporate Water Sensitive Urban Design techniques and also form part of a stormwater strategy for the area by providing an overland flow path and treatment train for major stormwater events.

8.4.3 Design of Buildings

All development within the precinct will ensure that it does not obstruct the city views to the CBD from the two highest hills in Sydney Park (nearest to Sydney Park Road).

Buildings will vary in size, height and architectural style to create a diversity of built form. Design should also encourage good community interaction and create safe public places.

All development should be sympathetic to the precinct's location and heritage with appropriate referencing to the area's former uses, most notably the Metters factory.

8.4.4 Open Spaces and Landscaping

New development must provide useable public and private open space that meets the needs of future residents and visitors to the precinct.

Trees and landscaping in public areas, including pavements and parks, are encouraged.

Public open spaces must receive a high amount of sunlight, especially during lunch hours.

The North-South Green Link will be a high quality public domain providing a combination of hard and soft landscaping and functioning as both a shared pedestrian and cyclist path and stormwater retention/ detention system. It will be designed to incorporate permeable paving, rain gardens, grassed swales and street tree planting.

8.4.5 Development Type

A mix of housing types should be provided to reflect societies needs and uses, and provide sufficient flexibility to accommodate changing work patterns and lifestyles.

8.4.6 Interfaces with Adjacent Conservation Areas

The precinct should be distinctive whilst also integrated with the established Erskineville village and Alexandria suburban conservation areas.

New buildings which are at the gateways into and out of the precinct (Bridge Street, Maddox Street, Coulson Street, MacDonald Street) must be carefully considered.

8.4.7 Stormwater Management

Macdonald Street (including the new extension) and the North-South connection from Fox Street to Coulson Street are both overland flowpaths and best practice water sensitive urban design principles should be incorporated into their design. Swales in the overland flowpaths must be to the satisfaction of Council's public domain team.

The main park fronting the MacDonald Street extension will be designed with a dual function as an open space and also as stormwater detention.

8.5 NORTH-SOUTH LINK PARK PRELIMINARY CONCEPT DESIGN

The landscape design concept includes the following elements:

1. Incorporate storm water channel/corridor into the design of the park and civic plaza precinct by making the process of water treatment and movement visible
2. Dedicate channel to planting and swale to release balance of space for pedestrians
3. Integrate formal (paved area with grassed swale) and natural (grassed area/ detention) landscaping characters into corridor
4. Utilise avenue tree planting to create a single legible civic space
5. Incorporate private open space adjacent to western side of buildings as detention and rain gardens into semi public space
6. Elevated walkway with bitumen coated concrete deck sleepers
7. Reduce 2 lanes traffic to 1 lane at intersection to control traffic speed and create pedestrian friendly space
8. Create paved private open space adjacent eastern side of building block as potential outdoor dinner and seating area
9. Consider future vehicle access to eastern building block, allowing generous space for truck turning

(Refer Figures 8.5.1, 8.5.2, 8.5.3, 8.5.4)

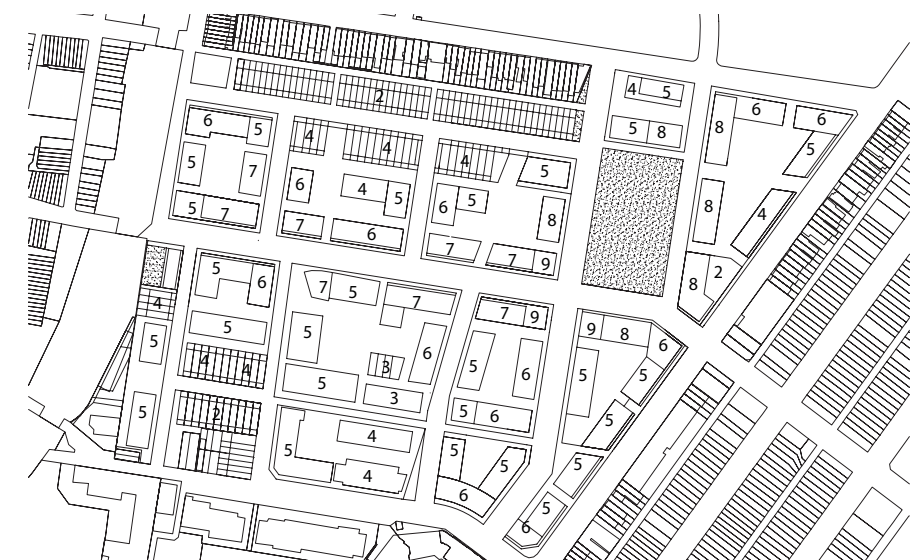


Figure 8.1 Preferred option FSR 1:70:1