



DEVELOPMENT CONTROL PLAN NO.39

JOHN FLETCHER & GLEBE DEPOT SITE

29-47 FORSYTH STREET, GLEBE



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1.0 SUMMARY

DCP No. 39 provides guidance and controls for the development of the former Fletchers Container Terminal and the Glebe Depot principally for residential purposes and open space. The Depot complex, which has heritage significance is to be conserved and adaptively re-used within the open space.

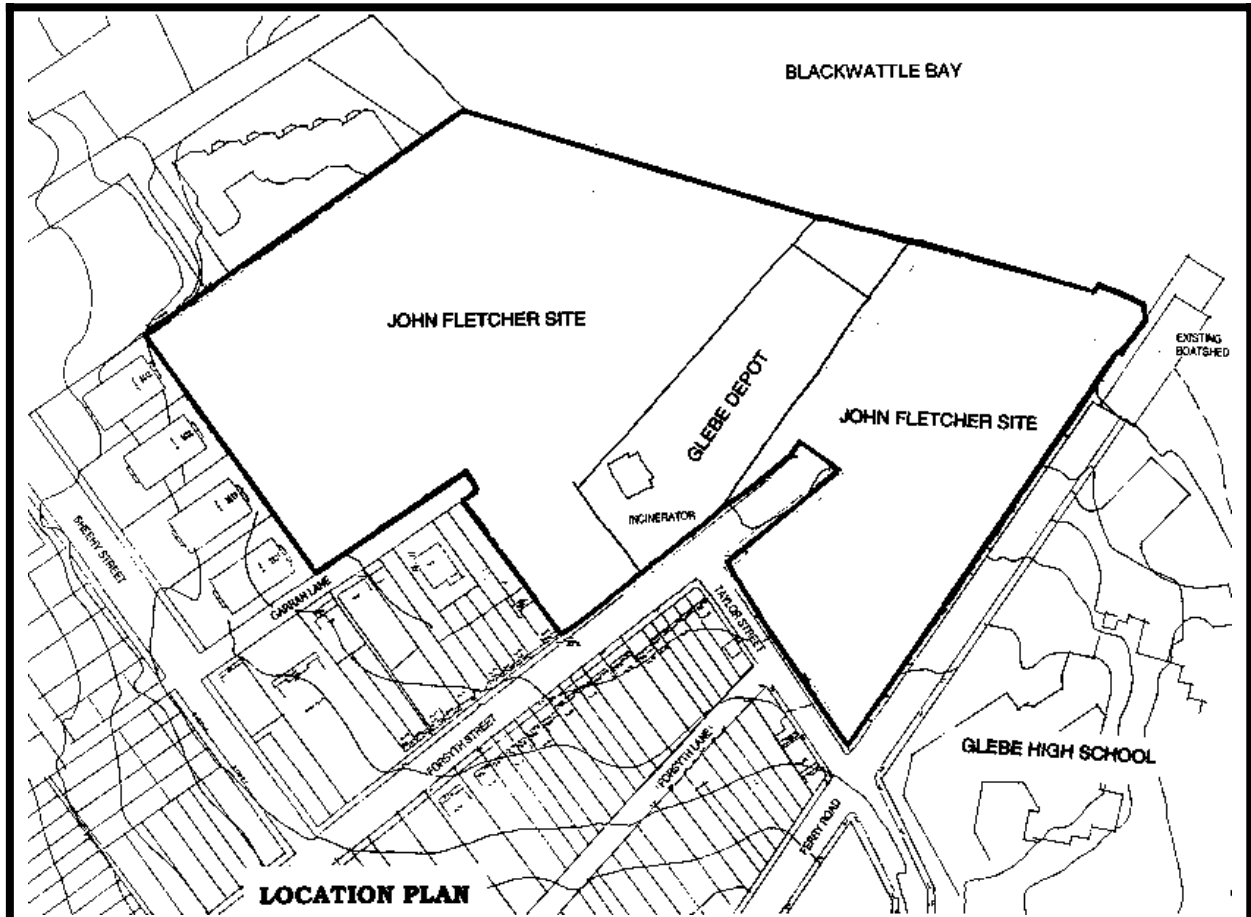
The site also presents opportunities for local commercial and community services and employment, including home based work.

The foreshore open space is to provide regional links for pedestrians and cyclists, as well as connections into the local streets.

The buildings need to:

- complement the existing mixed pattern of terrace housing and flat buildings in the area;
- allow view sharing, the retention of existing views, and the development of view opportunities along the new street and path systems;
- optimise the north-easterly aspect for internal and external living space for views, sun, and ventilation;
- satisfy ESD principles in building design;
- provide a permeable and clearly defined public domain;
- provide a diversity of housing in terms of form, size, and affordability;
- conserve, interpret and adaptively re-use the former depot complex for new uses compatible with the public domain and open space.

LOCATION PLAN



2.0 GENERAL INFORMATION

2.1 Title of this DCP

This Plan ("The Plan") is called "Development Control Plan No. 39 - John Fletcher and Glebe Depot Site, 29-47 Forsyth Street, Glebe".

2.2 Purpose of this DCP

The purpose of the Plan is to provide more detailed guidelines and controls for the future redevelopment of the John Fletcher and Glebe Depot site.

2.3 Aims of this DCP

The aims of the Plan are:

- to provide detailed guidelines and controls for future development which are specific to the John Fletcher and Glebe Depot site taking into account its particular development constraints and opportunities;
- to facilitate consistency in development form and character within the site and its compatibility with the wider locality;
- to encourage a sympathetic and appropriate delineation between the public and private domains throughout the site;
- to ensure satisfactory amenity for future residents in the site and protect and enhance the amenity of existing residents in the locality;
- to encourage a high standard of predominantly native landscaping which is appropriate to the site, given its prominence on the foreshore of Sydney Harbour, both in the public and private domain;
- to retain and conserve the heritage value of any heritage items on the site and ensure their appropriate adaptive re-use.

2.4 Commencement

The Plan was adopted by Council on 20 June 2000 and commenced upon gazettal of Leichhardt's Local Environmental Plan 2000 on 22 December 2000.

This Plan, as amended, was adopted on 17 January 2001 and came into force when advertised on 24 January 2001.

2.5 Where does this DCP apply?

The Plan applies to land known as the John Fletcher and Glebe Depot site, Blackwattle Bay, also known as 29-47 Forsyth Street, Glebe.

2.6 Relationship to other environmental planning instruments

This Development Control Plan supplements the controls of Leichhardt Local Environmental Plan 2000 and the accompanying Development Control Plan 2000.

The Plan also supplements the controls and principles of the master plan for the site prepared in accordance with the requirements of State Environmental Planning Policy No. 56 - Sydney Harbour Foreshores and Tributaries.

Other instruments which should be consulted include:

DCP No 17	Energy Efficient Housing
DCP No 32	Design for Equity of Access

Applicants should also consult Council officers in regard to other relevant planning instruments.

2.7 Legal status of this DCP

This DCP has been prepared in accordance with the provisions of Section 72 of the Environmental Planning Assessment Act (EPA) 1979, and clauses 15-24 of the Environmental Planning & Assessment Regulations, 1980.

Under Section 79(c)(1) of the EPA Act, Leichhardt Council is required to take DCP No. 39 into consideration, when determining development applications to which the plan is relevant.

3.0 LOCAL DEVELOPMENT CONTEXT

The street patterns in this part of Glebe respond to topography, with Glebe Point Road following the ridge; with narrow streets falling to the north east down to Blackwattle Bay. Houses on these streets enjoy views across the water to the city.

The reclaimed foreshores are flat, and the land then rises gently and then more steeply to Glebe Point Road.

In the 19th Century, the main pattern of development was runs of terraces stepping down these streets towards the Bay. This earlier pattern has been fragmented by more recent residential flat development, which contrasts strongly in scale and character.

Since 1980, in recognition of conservation values, and a preference for terraced housing, development has tended to complement the earlier pattern.

The view of Glebe from the water and towards Pyrmont is a mix of terraces stepping up the slopes, with the larger cubic forms of buildings in a matrix of mature trees. The vegetation serves to soften the contrast in form and scale between new and old.

The principal views enjoyed from these sites are:

1. To the north west out to Blackwattle Bay, the Glebe Island Bridge, and the Balmain ridge surmounted by the tower of St Augustines; and
2. Between north and east, a broad sweep of the city skyline seen over the Pyrmont/Ultimo ridge.

The earlier pattern of terrace style development stepping down the slopes with streets falling to the water, should be extended and reinforced. This will facilitate the views out from those streets, and from the new housing, as well as enhancing the view of the landscape from the water. Buildings could be angled to exploit the northerly aspect and views up the bay, and conversely the northerly to easterly views to the city skyline.

4.0 PLANNING AND URBAN DESIGN PRINCIPLES. (see Concept Plan : Built – Form and Building Envelopes)

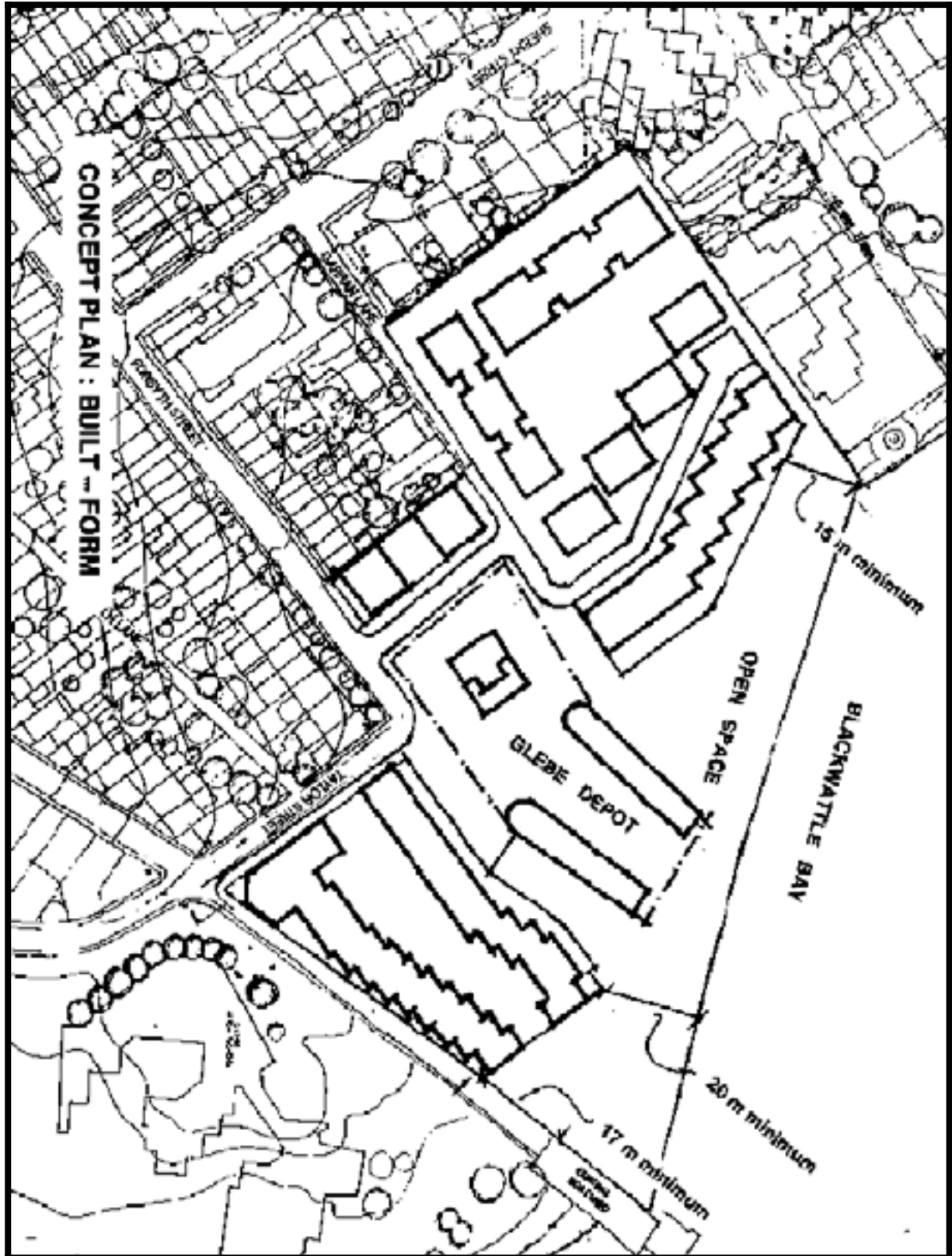
This DCP has been designed to incorporate planning principles for better urban living, and apply them to the particular characteristics of this site.

The principles and related controls are:

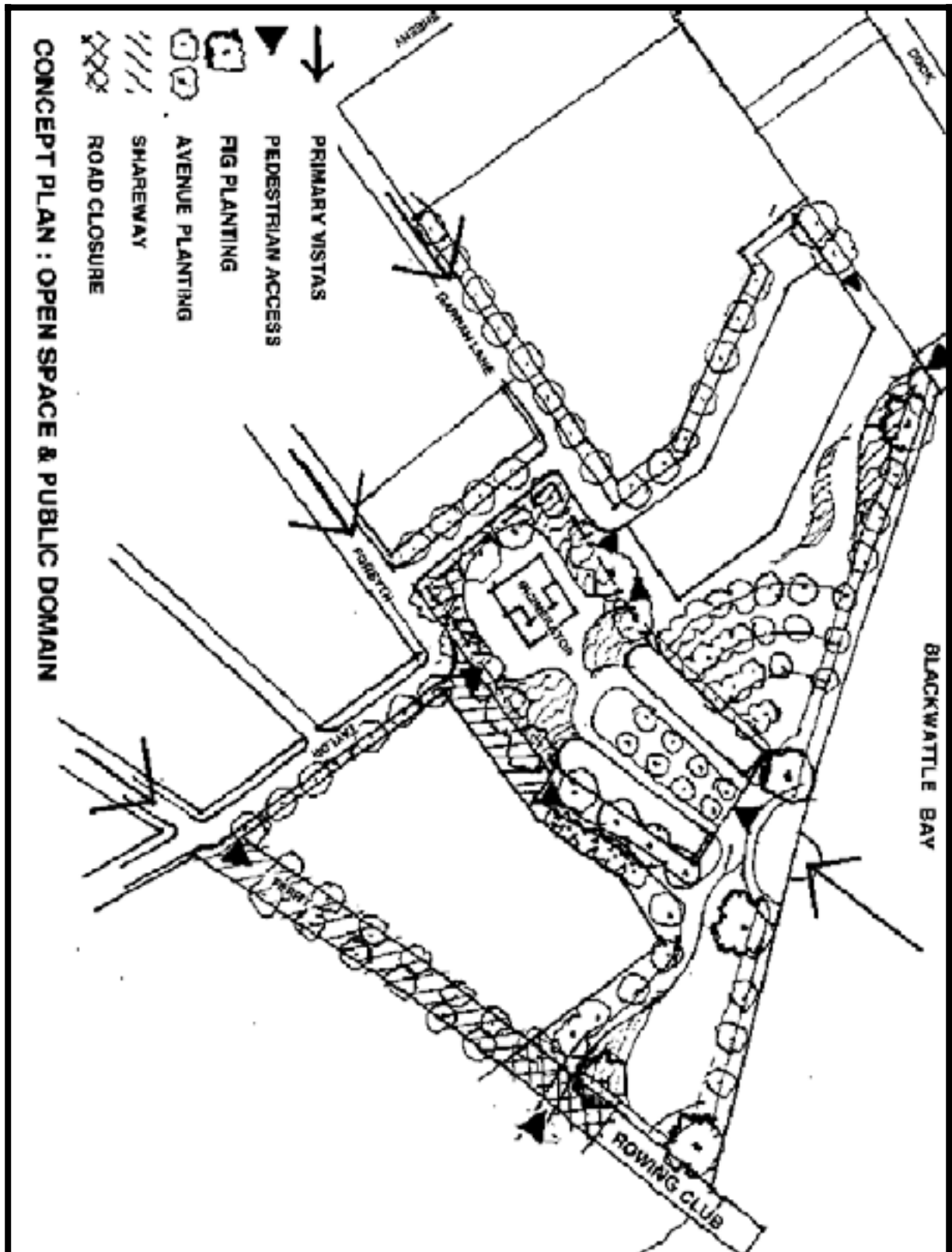
- 1. Relate to the street** – buildings should relate to the public domain to reinforce streetscape and contribute life and activity to the street. Individual dwellings at ground level should have their own entries to the street. The boundary between the public and private domain should be delineated by fences, walls, changes of level and planting to make a clear separation.
- 2. Reinforce existing patterns** – the existing pattern of terraced styled housing stepping with contours and dominant streets falling to the water should be extended to facilitate views out. Pedestrian access to the foreshores. Garran Lane and Forsyth St. shall be extended for these purposes. Built-form shall reinforce landform, contours and street patterns with higher buildings on corners and further up the slopes.
- 3. Respect existing character** – the vertical rhythms, framed balconies and verandas and the complex rooflines of existing building should be complemented. Roof forms should be a mixture of gables, hips and skillions behind parapets, so as to provide a lively skyline and to facilitate views from buildings behind. Generally ridges at right angles to the contour are preferable. Use a Building Articulation Zone (BAZ) to all frontages to a street or open space, a minimum of 1.5m deep, to provide architectural façade details and provide a scale appropriate to the area. Permissible elements within the BAZ include balconies, verandahs, porches, bay windows, sun control devices, and the like.
- 4. Let the sun and air in** – buildings should be oriented towards the sun for warmth and light, and should be designed to avoid overshadowing. Buildings should have a maximum depth of 12 m, in order to provide adequate access for light, sun and ventilation. Alternative solutions, such as indentations/articulation of the building footprint, bay windows, light wells or the like, which achieve these objectives without reliance on mechanical ventilation or artificial lighting, may be considered. All dwellings should have cross ventilation. All dwellings shall receive a minimum of two hours mid-Winter sun to their principal living space.
- 5. Let nature in** – the private open space shall be designed as a shared landscape, with a minimum of 50% soft planting in the ground. A minimum of one high canopy tree for each dwelling to mature to a minimum height of 10m with 50% canopy cover of the outdoor space shall be provided.

- 6. Get privacy right** – distance and screening devices should be used to limit overlooking. Acoustic privacy and separation is also important.
- 7. Keep the noise out** – design and specify buildings to achieve a mean logarithmic L_{aeq} (1 hour) level of 30 dB(A) for sleeping areas and 40dB(A) for living areas, excluding kitchens, bathrooms, and hallways. .
- 8. Do not let the parking dominate** – parking shall be predominantly located below grade and under buildings, and under the primary levels of pedestrian movement. Only single garages or double garages in a stacked arrangement with a single garage width door are appropriate to street frontages. All crossings shall be gated at the property line.
- 9. View sharing** - existing views shall be maintained as far as possible, and new view opportunities developed with the new streets etc. Development should be stepped to share the view as much as possible.
- 10. Keep the best from the past** – the Griffin and Nicholls designed incinerator and sheds should be conserved and reconstructed in accord with heritage practice and the Conservation Study. All work, including site works and remediation, should be done under the supervision of a suitable heritage specialist for the task. The complex should be interpreted and adaptively re-used for public purposes associated with the open space.

CONCEPT PLAN – BUILT-FORM



CONCEPT PLAN: OPEN SPACE & PUBLIC DOMAIN



5.0 PUBLIC ACCESS, LANDSCAPING, AND OPEN SPACE (see Concept Plan – Open Space and Public Domain)

Objectives:

- To provide full access including walking and cycling path(s) along the waterfront in accord with the Bays Strategy, together with local connections into the street system.
- To provide continuity of landscaping with Blackwattle Bay Park.
- To use the landscaping and opportunities for public art to interpret the natural and cultural history of the sites.
- To execute a landscape design for the public open space areas of the site in accord with the Griffin design and the industrial character of the complex, to achieve a clear edge and contrast between this site and the balance of the open space.
- To provide a balance between active and passive recreation for all age groups.
- To develop opportunities for water-based recreation with manual and wind powered craft.
- Maintain and enhance the opportunity for public views from the land to the water, and from the water to the land.

Controls

- To provide a shared path a minimum of 2.5m wide with a geometry compatible with cycling along the waterfront, but set back a minimum of 3m to allow passive use of the waters edge.
- The foreshore edge shall be protected by shade trees for a minimum of 50% of the edge.
- Ferry Road below Taylor St. is to be re-designed as a shared zone, incorporating parking for users of the open space and Rowing Clubs. The Road shall be closed below the access to Glebe High School to integrate the foreshore path system, except for lockable service access.
- Forsyth St. below Taylor St. shall be delineated as a shared zone incorporating parking for the open space and uses associated with the heritage buildings.
- To continue the planting scheme of Blackwattle Park, using 75% native plant material, with structural planting of high canopy Eucalypts, and/or Angophora, with native figs in key locations.
- The former shoreline shall be delineated in the design, where possible.
- The landscaping of the Glebe Depot should be an interpretive response to the Griffin design, using native plant material. Structures not proposed to be retained or reconstructed should be delineated and interpreted. The landscaping shall reflect its character as an industrial precinct. The boundaries should be delineated by structure such as a change of material, not necessarily a fence. However the entry points and paths shall reflect the formal design.

- A minimum of 10% of the cost of the landscaping shall be used for interpretation and public art.
- It is appropriate for the formal design of the Depot and its connection to the harbour be complemented in the treatment of the foreshores, including interpretation of the former waterfront structures servicing the site.
- Uses of the restored or reconstructed buildings in the Depot site should be allied to public recreation and compatible with the protection of the fabric. Uses such as clubrooms, storage of recreation craft, open studios for arts and crafts activities, community rooms, a café, public toilets, or uses related to the heritage of the site such as archival storage or display, or plant propagation, are appropriate. It may be appropriate to use paved space within the complex for hard play.
- unobstructed views down Garran Lane, Forsyth St and, Ferry Road shall be maintained.
- The edges between public and private open space shall be delineated by a clear separation that prevents face to face viewing at ground level. This can be achieved with the use of solid fencing, walls and changes of level, or dense hedge planting in combination with palisade style fencing. There shall be no gates between the private open spaces and the open space, except where abutting paths.