

# GET THE FACTS ON THE CITY PLAN

## ASHMORE NEIGHBOURHOOD

The Ashmore neighbourhood in Erskineville is a 17 hectare site which is changing from a light industrial to residential area. It has the potential to deliver significantly on State and local government housing targets, delivering vital homes and public open space to the inner city.

Planning controls for Ashmore have been guided by a range of studies including transport and traffic, urban design and stormwater management. A site specific *Development Control Plan* (DCP) was adopted by Council in 2006. This DCP was reviewed as part of the Erskineville, Alexandria (west) and Newtown (south) Urban Design Study developed in 2007 and publicly exhibited in 2009. This review resulted in recommendations for increased building heights and densities and a rationalisation of some streets.

**Floor Space Ratio (FSR)** is a planning control used to limit the density of development on a site. It combines with height and other controls to determine the permissible building envelope on a site. For example if an FSR is 2:1 then the amount of floor area permissible is twice the site area.



### KEY FEATURES OF THE ASHMORE NEIGHBOURHOOD

The revised draft planning controls which have been incorporated into the City Plan allow for 15,000 square metres of public open space, including a new central park of 7400 square metres which also provides on-site stormwater detention. A new north-south open space link will connect the precinct to Sydney Park and Erskineville Oval for pedestrians and cyclists.

A new retail and commercial focus, close to the junction of Mitchell Road, Maddox Street and MacDonald Street, is also proposed.

### PROPOSED BUILDING HEIGHTS

Proposed building location and heights in the Ashmore neighbourhood have been informed through detailed analysis to reduce potential overshadowing, protect views from Sydney Park towards Central Sydney and Bondi Junction, and promote the best orientation of buildings.

The proposed building heights also respect the scale of the existing single and two storey terraces to the north on Ashmore Street and Mitchell Road to the west, (both are conservation areas). We have proposed terraced housing immediately to the south of Ashmore Street, stepping up to 6-8 storeys toward the centre of the neighbourhood, with three locations for 9 storey buildings. New development will also be set back from the street,

with the higher floors being set back further, to reduce overshadowing and visual impact from the street.

The height of the existing 'Motto' development in Ashmore (7 storeys plus a communications tower the equivalent to another 2 storeys) has provided a guide to appropriate building heights across the neighbourhood.

Following overshadowing testing on residential properties, the height controls on the northern section of Mitchell Road (Harley Street – Maddox Street) are set at 4 storeys and at 5 storeys along the southern section. MacDonald Street will be widened from 13 metres to 20 metres to provide sufficient separation between adjacent buildings.

## PROPOSED FLOOR SPACE RATIO (FSR) AND BUILDING HEIGHTS

The Ashmore neighbourhood has been identified as a major urban renewal area. The aim of the planning controls is to provide a vibrant and sustainable neighbourhood that balances amenity, design quality and economic viability.

In liaising with some landowners on the proposed controls from the study, it emerged that there were some disparities between the proposed building heights and FSRs. To address this disparity proposed building heights have increased in certain areas and now more closely reflect the FSRs in the draft City Plan.

## TRAFFIC, TRANSPORT AND PARKING

Ashmore's proximity to St Peters and Erskineville railway stations should reduce car dependency in new developments. Our traffic assessment on the area recommends localised traffic management solutions to be implemented as development occurs to manage the surrounding road network.

## 57 ASHMORE STREET AND 165-175 MITCHELL ROAD

As a result of representations from a landowner, the Department of Planning (DoP) has directed the City to further increase the FSR and building heights for two lots at 57 Ashmore Street and 165-175 Mitchell Road. The DoP has noted that it is important to receive and consider public comments on these proposed planning controls.

The required changes are:

- Change the land use zoning of 57 Ashmore Street from *B2 Local Centre* to *B4 Mixed Uses*;
- Increase FSR from 1.75:1 to 2.75:1 (as a gauge Crown Plaza in Waterloo is 2.5:1);
- Increase maximum building heights at 57 Ashmore Street from 35m to 60m (9 to 19 storeys) and
- Increase building heights at 165-175 Mitchell Road from 25m to 60m (7 to 19 storeys).

From the studies that the City has already undertaken it is likely that these changes will impact on the area's built form, overshadowing, and traffic. The City will also need to be satisfied that the changes can comply with State Government's SEPP 65 and the Residential Flat Design Code.

In establishing FSR controls for the City Plan, a number of options to a maximum of 2.0:1 were tested. This maximum was ruled out for a number of reasons including:

- the built form resulted in 'bulky' slab like buildings;

- built form could not comply with overshadowing and privacy requirements;
- built form generated inappropriate impacts on the surrounding conservation areas;
- density of development would also impact on traffic in the area;
- economic feasibility testing showed that an FSR of 1.75:1 was very attractive to developers; and
- the railway stations of Erskineville and St Peters are both over 800m away — 800m being the threshold for increasing density of development.

The City will be undertaking its own analysis of the impacts of increased density and higher towers across the neighbourhood. This analysis will focus on urban design issues, overshadowing impacts along Mitchell Road, Belmont Street and Lawrence Street, the impacts of increased traffic associated with the increased densities, the impacts of regional views from Sydney Park toward the CBD and Bondi Junction and stormwater management.

The City recognises that the Ashmore neighbourhood is an urban renewal area and that new development is unlikely to replicate the traditional single and two storey terraced development of the surrounding conservation areas. However, it is vital we analyse the impacts for the Ashmore neighbourhood and these imposed planning controls.

The City Plan is made up of the draft *Sydney Local Environmental Plan 2011* and draft *Sydney Development Control Plan 2010*.

For more information call **(02) 9265 9333** or visit the City Plan website at [cityofsydney.nsw.gov.au/development/cityplan](http://cityofsydney.nsw.gov.au/development/cityplan)

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