

Built Form Controls **Public Realm** (alignment, interface and links)



- Study Area Boundary
- Active frontage encouraged (80% build-to frontage)
- - - Active frontage encouraged (80% build-to frontage to a 1.8m setback)
- 80% build-to frontage
- ← Formalise right-of-way
- New street
- The GreenWay
- New local park

The built form (public realm) vision for the McGill Street precinct is to be read in conjunction with the built form controls illustrated in the figure on page 47, and the following guidelines:

- New streets and public links are required where indicated in the built form controls (public realm) diagram. This is to improve access throughout the precinct and enhance links, particularly to the new park, the GreenWay and future light rail station, and help to integrate the precinct more effectively with its surrounding neighbourhood;
- The new park is to make available an area of 'green' public open space for the local community to utilise and enjoy. It is to provide visual amenity as well as informal recreational uses to surrounding residents;
- 'Build to' lines are to be observed where a consistent street edge needs to be reinforced. These 'build to' lines include the articulation zone (that is, balconies, bay windows, shading devices etc);
- Street setbacks defined as a percentage of a build to line (for example '80% build-to frontage at street alignment') have been set to encourage the modulation of long building facades;
- To ensure development positively contributes to the public domain and streetscape, development is to front onto primary streets, incorporating (where possible) street level active uses. The building design is also to avoid the occurrence of long sections of blank walls at the ground level;
- Development facing existing or new streets is to be built to the street alignment or the nominated setback, acknowledging that these streets are active spaces and are to reflect a continuity of streetscape;
- Awnings are encouraged on new development (generally only required at lobbies of commercial and residential development and along retail frontages) to ensure weather protection to pedestrians along primary streets and are to be integrated with the building design. Awnings will encourage pedestrian activity along streets and, in conjunction with active edges such as retail/commercial frontages, will help support and enhance the vitality of the area

Built Form Controls **Private Realm** (building depth and private open space)

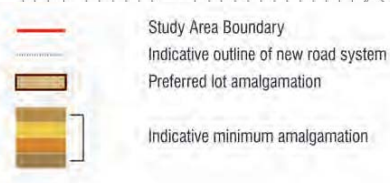


The built form (private realm) vision for the McGill Street precinct is to be read in conjunction with the built form controls illustrated in the figure on page 46, and the following guidelines:

Note: The building envelopes indicated do not represent a building. They define a generous three-dimensional space within which quality architectural design can occur.

- The depth of buildings (that is, the dimension measured from front to back from the street to the inside of the block) has been restricted to a (maximum) 20 metre (glass line to glass line) maximum to provide good amenity, cross ventilation, and to limit the bulk of buildings;
- Building depth is to be related to building use. Residential uses will only require a building depth of approximately 18m, while mixed use commercial buildings for example are permitted to have a wider building depth (up to 20m) to accommodate commercial/retail uses. Wider building depths have been endorsed to allow flexibility for future conversion of building use;
- Communal open space is typically shown behind building envelopes, in mid-block locations. These areas are for the use of residents of a development and are communal in nature;
- The provision of open space (of appropriate size and proportion) is to be configured and designed to be useable and attractive and to provide a pleasant outlook and amenity;
- Communal open space is to offer improved amenity, outlook and visual separation for residents

Lot Amalgamation



To achieve the desired future character, and realise the master plan vision for the McGill Street precinct, some level of site amalgamation will be required to consolidate land holdings of sufficient size to permit efficient and orderly development.

The suggested amalgamation diagram is indicative only. This diagram is intended to guide site amalgamation within the precinct, to allow redevelopment to achieve the building envelope opportunities (in particular height and floor space) consistent with this master plan.

Note: Although the consolidation of all land holdings to achieve sites 4 and 5 is preferred, these sites are able to be broken down into smaller amalgamated parcels. The indicative minimum lot amalgamations that can occur within these sites are highlighted in lot amalgamation diagram.

The preferred amalgamation patterns, in order to realise the master plan vision, are identified below:

Site 1 (currently in consolidated ownership)

- To establish a new area of public open space for surrounding local residents to utilise and enjoy;
- To establish new streets, and extend existing streets to increase access and permeability throughout the precinct, particularly to the future light rail station;
- Promote opportunities for taller and denser development to occur adjacent to open space areas (that is, the new park and GreenWay) where there is greater amenity, views and sense of space

Site 2 (minimum of 6 properties to amalgamate)

- To encourage redevelopment and increased densities to support mixed residential, live/work as well as some commercial and retail uses;
- Opportunities for taller and denser development to occur adjacent open space areas (that is, the new pocket park and GreenWay) where there is greater sense of amenity, views and sense of space

Site 3

- To encourage redevelopment for predominately residential and commercial uses (at the street and lower levels) to benefit from the high visual exposure Old Canterbury Road offers this site and to buffer with existing light industrial uses to the west

Sites 4

- To encourage redevelopment to support mixed residential, retail and commercial uses;
- Encourage development with active ground floor uses along Hudson Street and Old Canterbury Road to help activate, strengthen and enliven the street environment

Site 5

- To encourage redevelopment to support mixed residential, retail and commercial uses;
- Encourage development with active ground floor uses along Old Canterbury Road to help activate the street environment at this northern end of the precinct

Also refer land use diagram (page 44) for specific land uses permitted within each amalgamated site.

FSR



The Floor Space Ratio (FSR) controls represent the maximum floor space permissible on a site expressed as a proportion of the site area. FSR refers to the ratio of gross floor space of a building to the area of the site on which the building is to be erected.

The methodology used to determine the FSR for the land within the McGill Street precinct relates to the desired future built form shown in this master plan.

The methodology follows a four-step calculation:

1. A three-dimensional building envelope has been determined for each site. Note: this building envelope represents the maximum footprint and volume of any building and is deliberately larger than the resulting building to offer some flexibility in siting and design;
2. Only 85% of this three-dimensional building envelope is permitted to be occupied, this is to account for building design elements such as modulation, articulation, fenestration etc. This area is referred to as the Gross Building Area (GBA);
3. Only 85% of the GBA is then used to obtain a Gross Floor Area (GFA) for development. The GFA represents the maximum floor space permitted for that building;
4. Finally, the gross floor area (GFA) is then divided by the site area to generate an appropriate FSR control.

The table below illustrates the above methodology used to determine the FSR requirements for one sample site within the precinct.



Site Area	2, 116 m²
Building Envelope footprint	1, 408 m²
Height	2-4 storeys
Total Building Envelope Area	5, 170 m²
85% of Total Building Envelope Area (i.e GBA)	4, 395 m²
85% of GBA (i.e GFA)	3, 735 m²
FSR (GFA / site area)	1.8:1

- Building Envelope:** The three-dimensional space within which a future building can be located
- Gross Building Area (GBA):** The total area of a building including balconies, decks and external wall thickness
- Gross Floor Area (GFA):** The sum of the areas of each floor of the building, where each floor of the building is taken to be the area within the outer face of the external enclosing walls (excluding circulation areas, lift towers, ancillary storage space, sun control devices and any elements, projections or works outside the general lines of the outer face of the external wall etc)
- Floor Space Ratio:** The ratio of the total gross floor area of the building to the site area

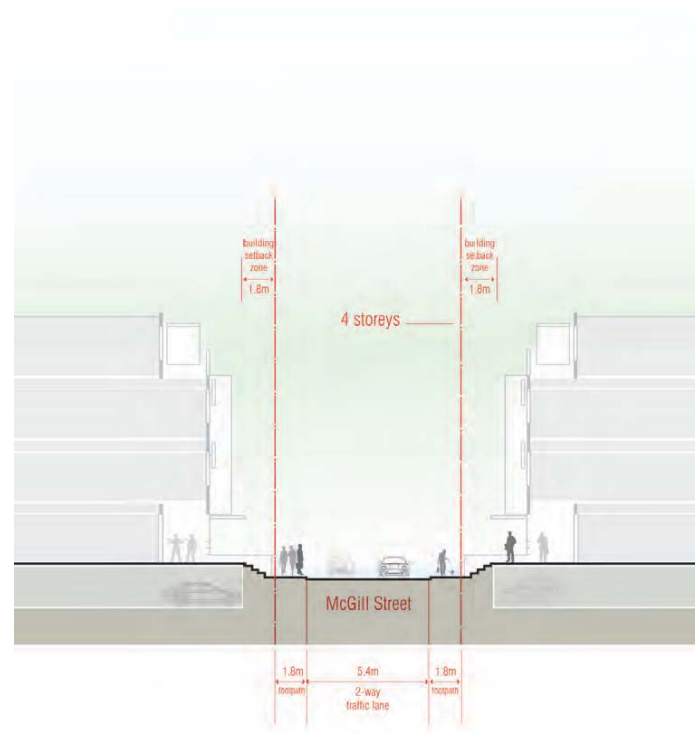


Indicative Street Section **McGill Street**



A street section through McGill Street indicating the new scale of development. The height of buildings successfully integrates into the streetscape without dominating it - appropriate to the narrow width of McGill Street. The setback from the street alignment provides additional landscaping in front courtyards, giving a more appropriate suburban feel to the street.

McGill Street will have a live/work and residential focus. It is envisaged that development along this street will accommodate possible ground floor live/work open studio type spaces combined with residential units above.







Development along the GreenWay is predominately residential (with ground floor live/work flexibility) - a use which will provide a pleasant outlook and amenity to an increased number of residents.

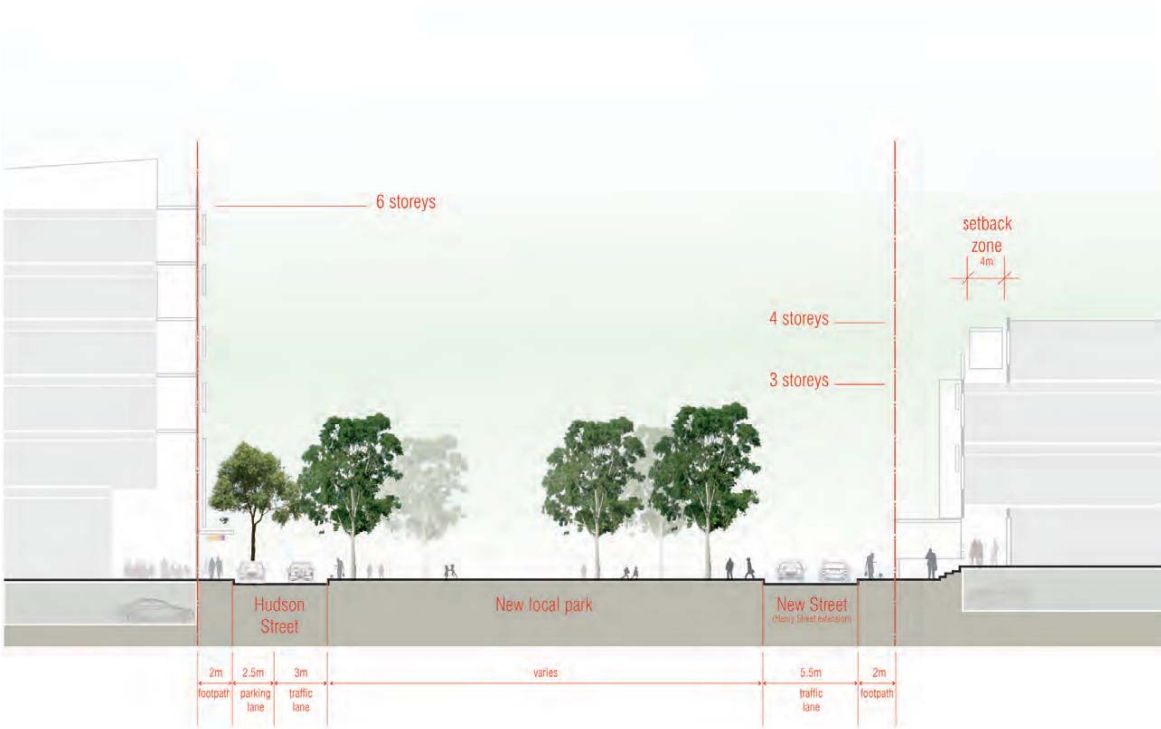


Indicative Street Section the new local park



A street section through Hudson Street, the new local park and new street (an extension of Henry Street), which indicates the new scale of development in relation to the park. The height of development sits comfortably against the park with building heights having been determined to minimise the impacts of overshadowing on this key open space area.

Development adjacent the park is predominately of residential focus however buildings will accommodate active ground floor commercial, retail and live/work uses to help enliven and activate the street environment.





Indicative Street Section **Old Canterbury Road**



A street section through Old Canterbury Road indicating the new scale of development in relation to its context. Although the adjacent existing character housing is of a smaller scale, the medium scale of proposed development allows it to not only relate to these residential dwellings, but also not to dominate the streetscape.

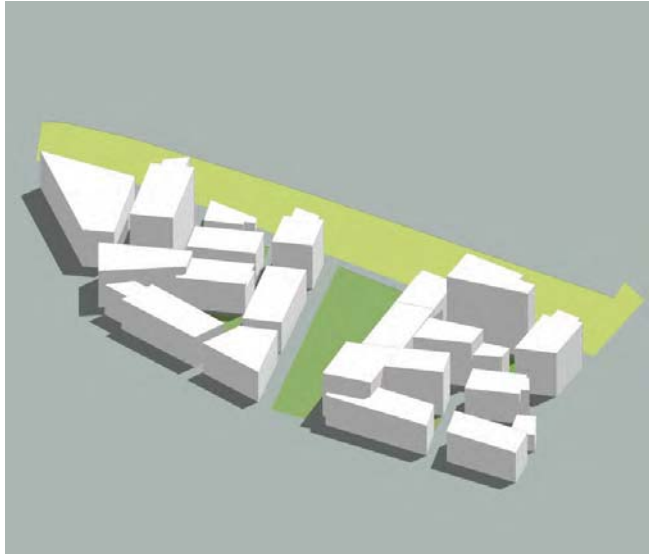
Development along Old Canterbury Road is to consist of a mix of ground level commercial and retail (to help enliven and activate the street environment), combined with residential units above.



Three-dimensional form study



View looking north towards the railway line



View looking west towards the GreenWay



View looking south

The 3d model views illustrate the possible future form of the McGill Street precinct, as described by the urban design principles in the master plan and these forms represent the proposed building envelopes. It should be noted that the buildings, open spaces and streets are conceptual only - their final location, scale and character is yet to be determined and will be done so through a further detailed design and planning processes.

The urban form represented will take many years to achieve as Council and private land owners choose to redevelop their properties. The master plan is intended to provide guidance for these individual developments to ensure they contribute to the long-term vision of the McGill Street precinct.



The McGill Street precinct, as seen from the GreenWay

Sun Study **Equinox**



21 March/September 9am



21 March/September midday



21 March/September 3pm

Sun Study **Winter**



21 June 9am



21 June midday



21 June 3pm



07 Developer Contributions

Under the master plan, the future residents of the McGill Street precinct and wider community will benefit from its transformation from a predominantly industrial area to a mixed use residential and business area through the provision of a public park, community facilities and affordable housing.

This infrastructure will be funded through developer contributions which are required where new development will create demands on existing services and infrastructure within an area. In this respect, Marrickville Council has contribution plans in place which establish contribution rates for new development. Notably, these plans are based on expected future development within areas already zoned for residential development. Accordingly, in circumstances such as the McGill Street precinct, the expected demands that development will create are determined as part of the rezoning process. Mechanisms to collect contributions include voluntary planning agreements and contribution plans.

Based on current planning strategies and policies that apply to the precinct the key services and infrastructure that will be required are public open space, community facilities and affordable housing.

Affordable Housing

The need for affordable housing in the precinct is identified in the Department of Planning's requirements for the development proposal on amalgamated sites 1 and 5 (refer page 46) and more generally through the *Marrickville Affordable Housing Strategy 2009*. To progress this objective it is proposed that a proportion of future dwellings within the precinct be maintained as affordable housing.

There are two primary ways through which affordable housing can be secured within the precinct. The first is through imposing restrictions on the sale and rental price of dwellings in order that they are affordable for households on moderate incomes. Landcom's affordable housing strategy provides a model for this approach and aims for 7.5 per cent of its housing and/or land product to be set at moderate income household price points.

The second is to seek the dedication of dwellings to a government authority for low cost accommodation to be administered through a community housing provider. This can be achieved through the use of a floor space ratio bonus for development that enters into a voluntary planning agreement to provide affordable housing. While the mechanisms to implement the bonus will need to be included in a future local environmental plan for the precinct as an indication a 10 per cent floor space bonus would mean the dedication of approximately 36 dwellings (based on a total of 363 dwellings) within the precinct.

Under the current planning framework it will be necessary for voluntary planning agreements to be entered into to secure either affordable housing outcome.

Open Space

The need for additional public open space in the Marrickville local government area is identified in the *Marrickville Section 94 Contributions Plan 2004*. This plan notes that the current provision of open space per person in the local government area is low (approx. 16.1 sqm. per person) and that Council should pursue opportunities to acquire new land for public open space where they become available. The master plan addresses this through the provision of a public park of approximately 3,140 square metres linking Old Canterbury Road and the rail freight corridor which may accommodate a future GreenWay corridor (combining light rail with walk and cycle paths and bush regeneration).

The master plan proposes that the developer of amalgamated site 1 will dedicate the required land. As is the case with the affordable housing contributions this will need to be achieved through a voluntary planning agreement.

Under Council's existing Contributions Plan the open space contribution rate for site 1 would be approximately \$3.2 million (based on 190 dwellings). The open space contribution rate for the entire master plan precinct would be approximately \$6.2 million (based on 363 dwellings). The value of the proposed dedication of 3,140 square metres and embellishment will need to be determined and may exceed these amounts. However as noted above it is appropriate that the community benefits from the increase in value associated with the rezoning of the land from industrial to mixed use. Moreover, the proposed dedication of 3,140 square metres for the entire precinct, while a good size park, is not excessive given that this equates to approximately 4.1 square metres of open space per future resident which is significantly less than the current open space provision rate of 16.1 square metres per person in the local government area.

To ensure an equitable outcome for site 1 it is appropriate that the Department of Planning in evaluating the development proposal on site 1 identify a mechanism to fund that proportion of the cost of the proposed park in excess of the value of the open space contributions that the masterplan will generate. This could be achieved through the use of the Sydney Region Development Fund (SRDF). The SRDF supports the acquisition, planning, and embellishment of regional open space with much of the 35,000 hectares of land that it has acquired managed by local government. Every resident in Sydney contributes to this fund through their local council to a total of over \$5 million annually.

The use of funds from this source would be justified given the proposed role of the park in the context of the GreenWay and the potential light rail extension and station that the park would form part of. The regional role of the GreenWay is identified in the NSW Government's 2005 Regional Recreational Trails Inventory, a component of the 2005 Sydney Metropolitan Strategy and would support the possible future dedication of the rail freight corridor to active transport, light rail and bush regeneration uses. The GreenWay concept is also supported by the 2008 Inner-Sydney Regional Bike plan (part of State Bicycle Route 13: Birchgrove to Botany Bay), the 2007 Marrickville Urban Strategy, the 2007 Marrickville Integrated Transport Strategy and the 2007 Marrickville Bicycle Strategy (Regional Route 1: Cooks River to Iron Cove GreenWay). Similar strategic support is included in various policies of Ashfield and Leichhardt councils.

The remaining sites within the precinct would be required to make open space contributions at the rate provided for in Council's Contributions Plan. These funds could be used to reimburse the SRDF's contribution towards the establishment of the park.

Other contributions for traffic and parking and community facilities would be in accordance with Council's Contributions Plan and be applied at the development application stage.



08 Appendices

To support the analysis of the study area and the development of the master plan, specialist transport and traffic consultants (ARUP) were engaged to assess the potential transport implications of the master plan on the road system. For the full report and findings, refer separate document *McGill Street Development Transport Analysis*.

