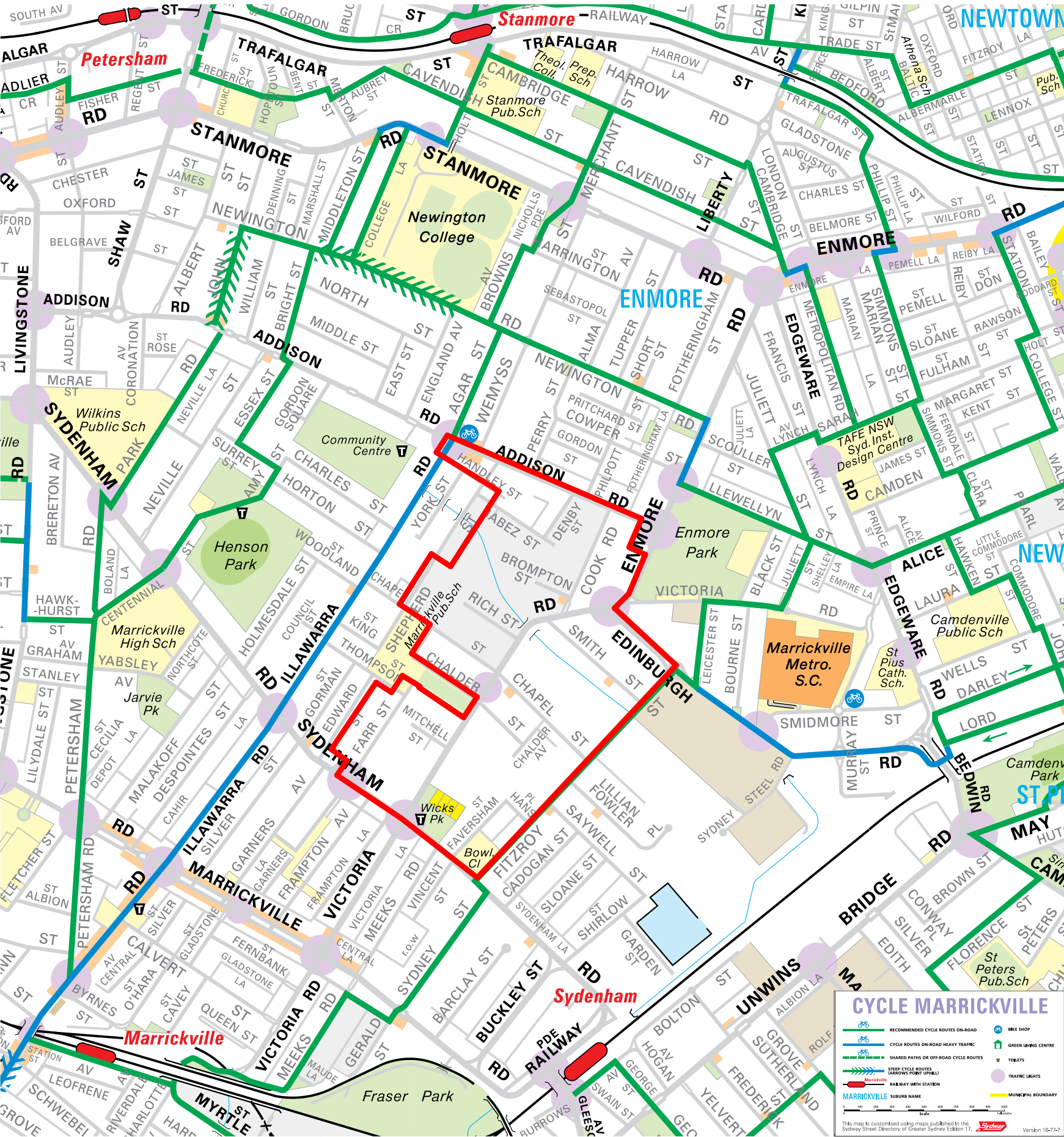




SITE ANALYSIS_BIKE PATHS
Scale 1:10000

SITE ANALYSIS

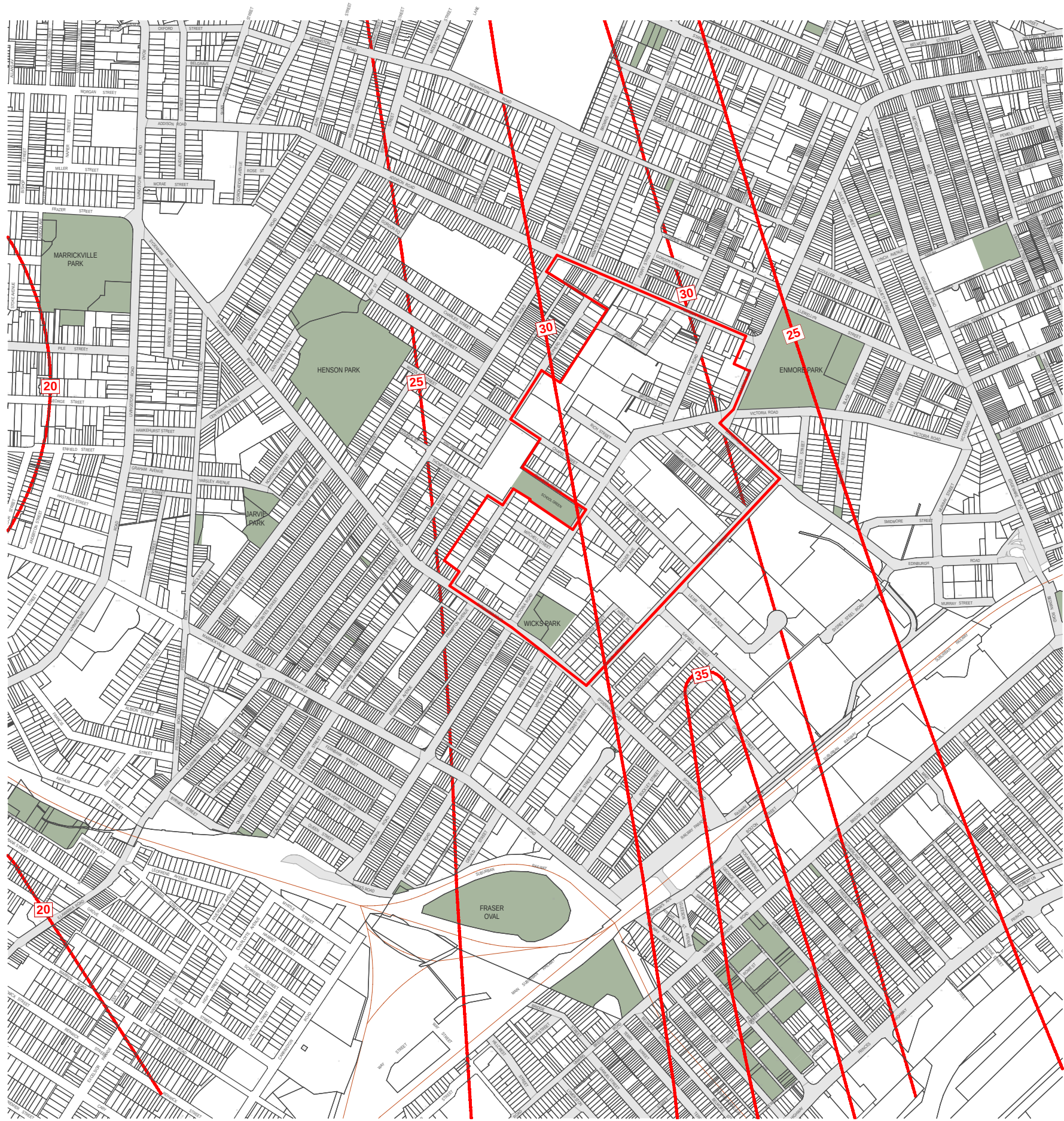
BIKE PATH NETWORK

Marrickville Council has developed a range of on road cycling facilities to encourage cycling as an alternative means of travel to the private car. Council has identified cycle routes along the north/west (along illawarraRd/ Addison Rd) and the east/ south (Marrickville Rd/ Fitzroy St) parts of the precinct. Council is continuing to review and extend cycle routes within the LGA.

MASTERPLAN DESIGN CONSIDERATIONS
Cycling is convenient and sustainable. Enhance the current bike network in the area by incorporating additional bicycle friendly streets throughout the precinct which connect the existing routes.



1 A new move - a green network providing safe, high quality and continuous routes for cyclists



SITE ANALYSIS

AUSTRALIAN NOISE EXPOSURE FORECAST (ANEF) CONTOURS

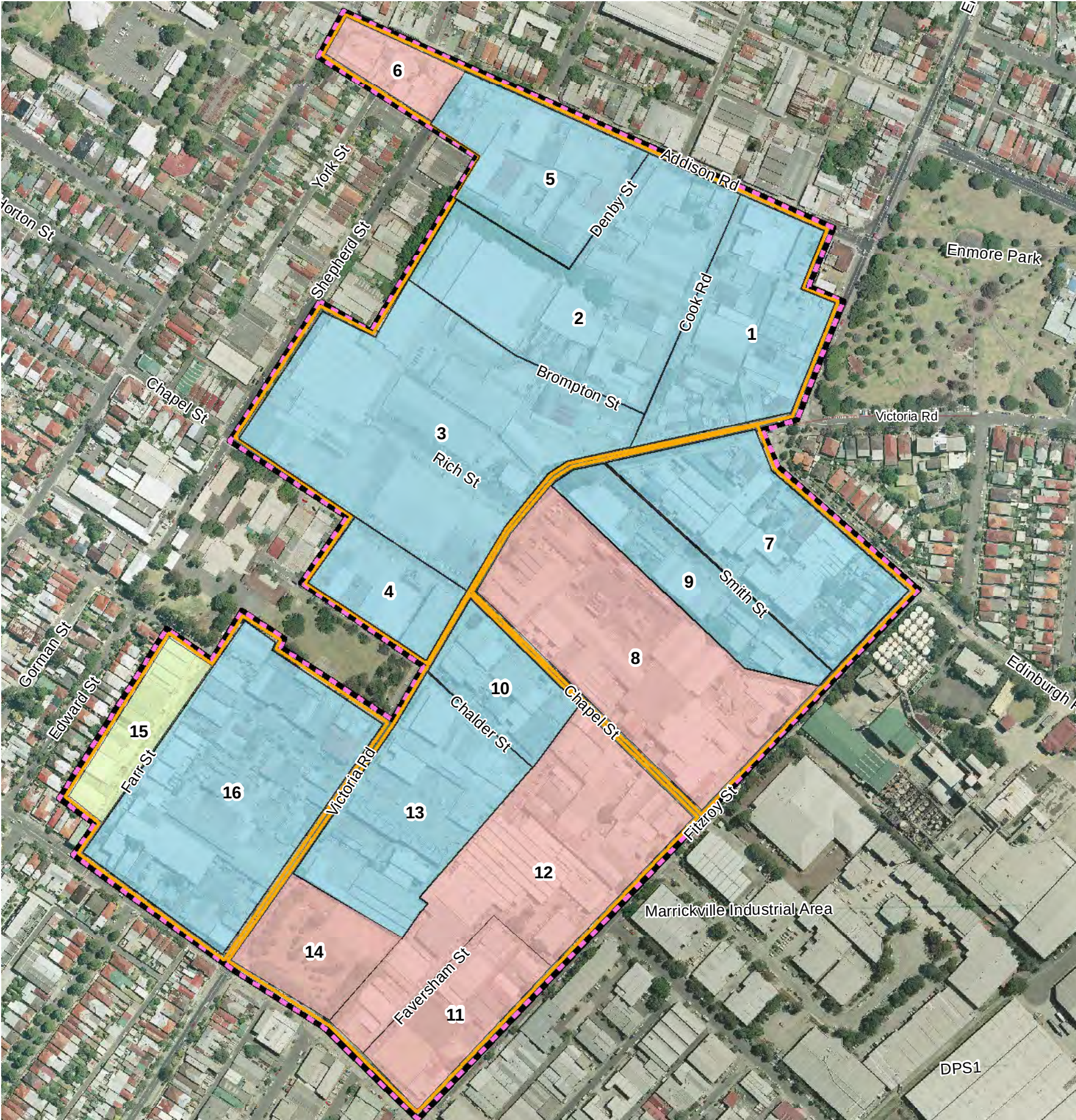
The entire precinct is within the ANEF 20+ contour and is subject to the provisions of clause 6.5(3) of the LEP. In accordance with the S117 Local Planning Direction, JBA, Turners and EMM have prepared an Aircraft Noise Strategy that demonstrates how aircraft noise can be effectively mitigated through building design and siting. This strategy includes recommendations for the layout of buildings and block alignments which are required to be taken into account at both the masterplanning and detailed design stages. Subject to the implementation of the measures set out in this strategy, it is expected that good internal residential amenity can be achieved in accordance with the noise criteria set out in the relevant Australian Standards (AS 2021).

MASTERPLAN DESIGN CONSIDERATIONS

Any residential development needs to be constructed to meet the internal noise level recommendations contained in AS2021.

SITE ANALYSIS_ANEF CONTOURS
Scale 1:10000

— 25 — ANEF CONTOURS



FLOOD PRONE LAND

SITE ANALYSIS

FLOOD PRONE LAND

A Flood Liability Report has been prepared for the precinct by WMA Water which provides a high level assessment of existing flood conditions and constraints on future development within the precinct.

The Victoria Road Precinct forms part of the Marrickville Valley catchment, which is the primary influence on localised flooding in the Marrickville area. During major flood events Sydenham Road and Fitzroy Street act as floodways, whilst other roads in the precinct act as flood storage areas. Flood waters affect a number of properties within the precinct, largely in the vicinity of roads and open stormwater channels.

WMA have undertaken an assessment of flooding impacts on individual sub-catchments within the precinct based on the suitability of each sub-catchment for residential development. WMA have determined that development for residential uses can occur where:

- basement car park entrances can be designed for the 1% AEP event height plus 0.5m;
- evacuation is possible;
- new development would not impact on flooding on surrounding properties; and there is no exacerbation of flood risk.

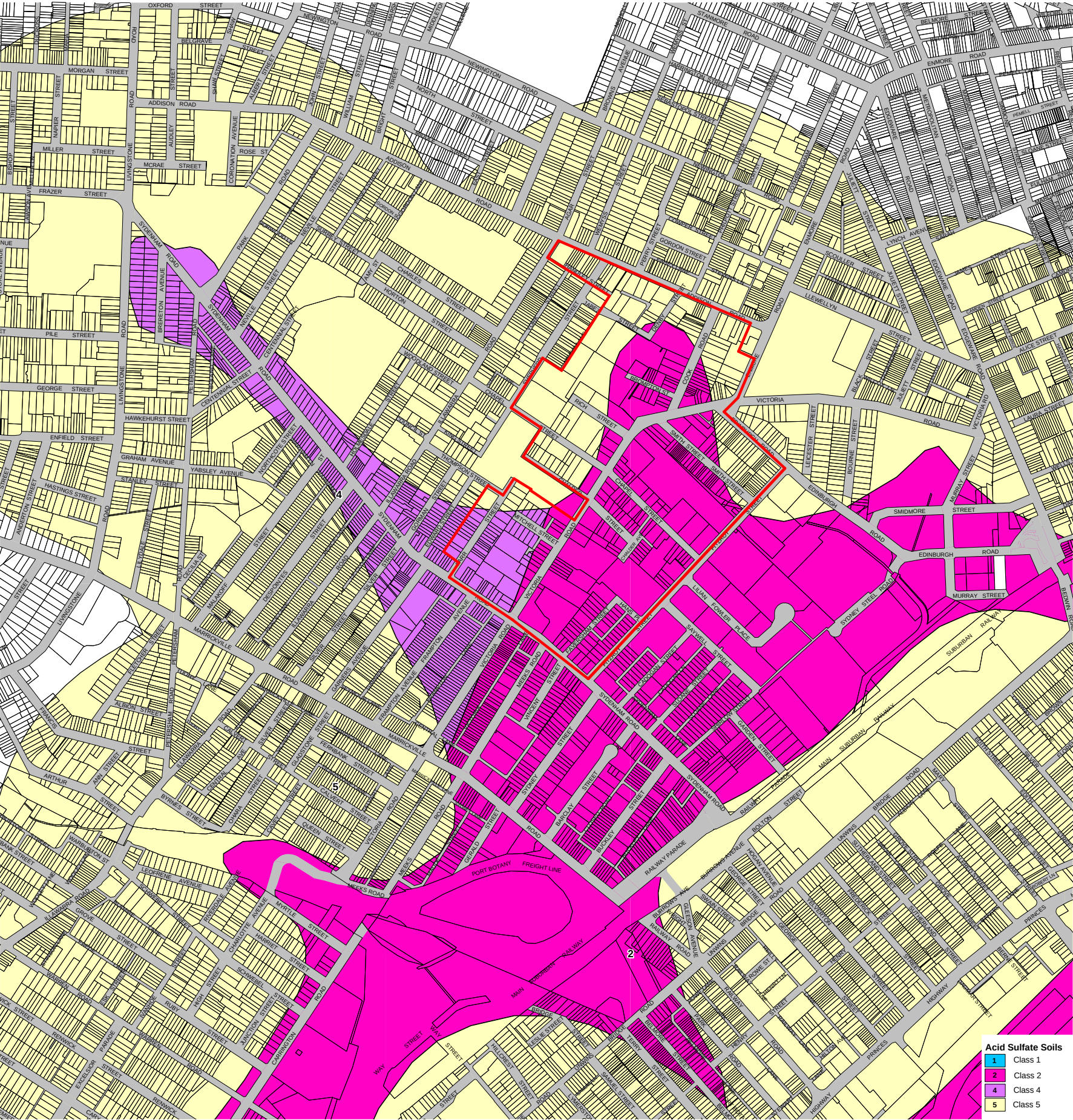
The diagram to the left summarises the extent of flooding constraints on the Victoria Road Precinct. This figure illustrates that the south-eastern corner of the precinct, primarily being land in the vicinity of Fitzroy Street and Chapel Street, is the most constrained portion of the site. The remainder of the precinct is subject to some constraints on development, which are primarily associated with the availability of evacuation routes and the extent of flooding.

Further investigation into the impact of proposed block layouts, new road connections and potential stormwater infrastructure upgrades on flooding within the precinct and surrounding areas, at the detailed development application stage.

MASTERPLAN DESIGN CONSIDERATIONS
Stormwater management should be considered precinct wide to benefit from an integrated and holistic approach. Stormwater runoff and peak discharges can be reduced with the reduction in hardstand areas and developments that incorporate stormwater retention for re-use, and detention for controlled discharge.

- SUB AREAS
- PRECINCT 47
- NO CONSTRAINT
- SOME CONSTRAINT
- CONSTRAINED

Diagrams + text sourced from : 'Precinct 47 - Flood Liability Report' by Webb, McKeown & Associates Pty Ltd 13/9/2013



SITE ANALYSIS_ACID SULPHATE SOILS
Scale 1:10000

SITE ANALYSIS

ACID SULPHATE SOILS

The Acid Sulfate Soils Planning Map establishes five classes of land (see Table 2.1) based on the probability of the acid sulfate soils being present.

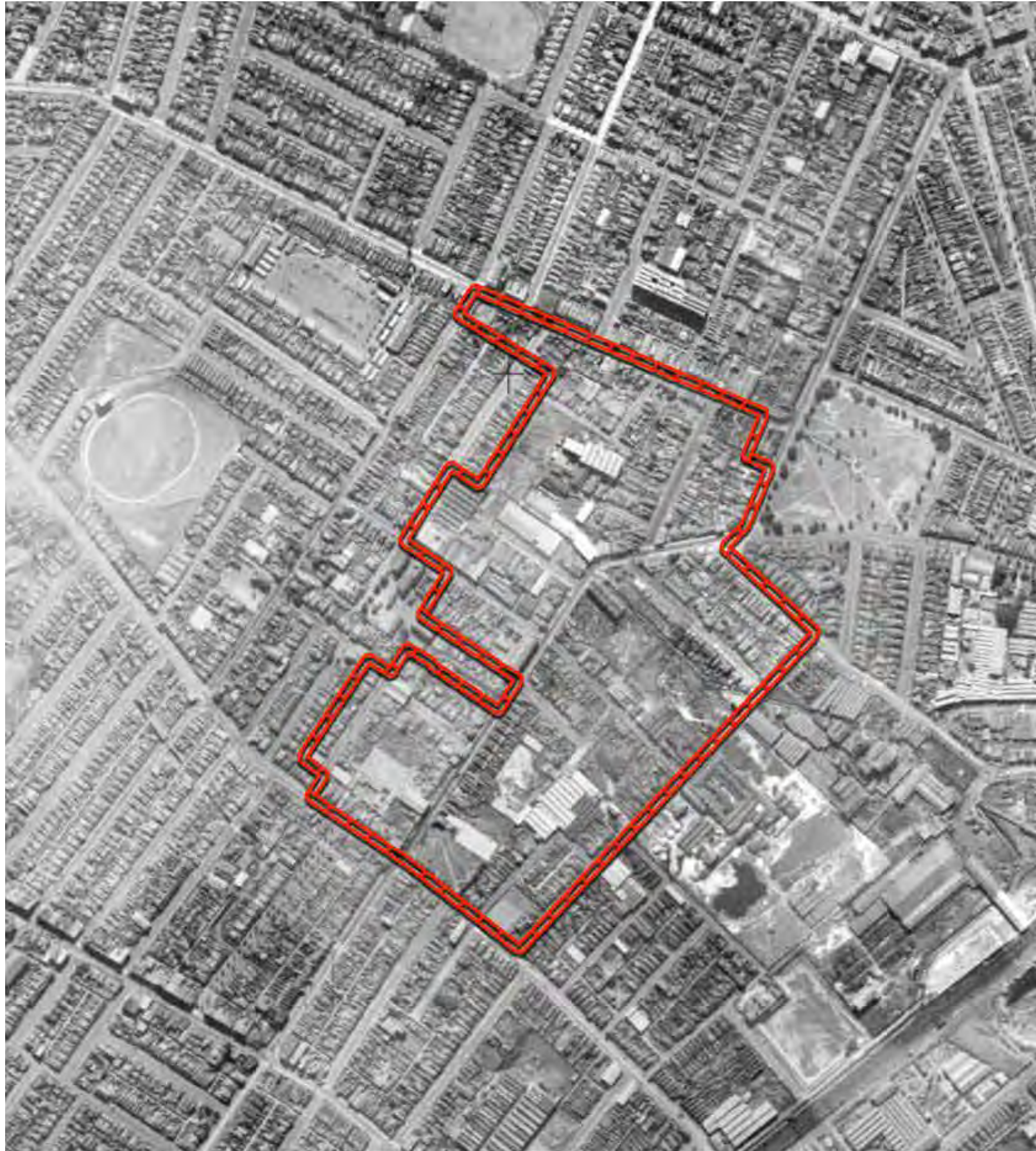
CLASS OF LAND AS SHOWN ON ACID SULFATE SOILS	WORKS
1	Any works
2	Works below natural ground surface Works by which the water table is likely to be lowered
3	Works beyond 1 metre below natural ground surface Works by which the water table is likely to be lowered beyond 1 metre below natural ground surface
4	Works beyond 1 metres below natural ground surface Works by which the watertable is likely to be lowered beyond 2 metres below natural ground surface
5	Works within 500 metres of adjacent Class 1, 2, 3 or 4 land which are likely to lower the watertable below 1 metre AHD on adjacent Class 1, 2, 3 or 4 land.

The maps do not describe the actual severity of acid sulfate soils in a particular area but provide a first indication that acid sulfate soils could be present on the site. For each class of land, the maps identify the type of works likely to present an environmental risk if undertaken in the particular class of land. If these types of works are proposed, further investigation is required to determine if acid sulfate soils are actually present and whether they are present in such concentrations as to pose a risk to the environment. In those cases sulfate soils management plan must be prepared and development consent must be obtained from council.

MASTERPLAN DESIGN CONSIDERATIONS

Acid sulphate soils are regularly encountered in the Sydney metropolitan area and can be addressed with conventional construction practice. As such, acid sulphate soils are not a hinderance to development

Table sourced from : 'Acid Sulfate Soils Assessment Guidelines' by the NSW Acid Sulfate Soils Management Advisory Committee August 1998



13050 VICTORIA ROAD_AERIAL IMACLE_CA.1943

SITE ANALYSIS

AERIAL CIRCA 1943

The predominant land use within the precinct appears to be residential which is highlighted by the fine mixed-grain pattern of development occurring. There is also evidence of pockets of coarse grain commercial/ industrial development occurring within the study area, the result perhaps of the influence of the closely situated Sydney Airport.

Enmore Park is evident and today is significant as it was the first park to be proclaimed in the area. It is located within close proximity to the densely settled working class area of Newtown and to the original village of Marrickville. Henson Park, also evident in the photo, is the only one of the many parks formed on the sites of former brickpits which has retained evidence of its former use in its shape.

Marrickville Council purchased the disused brickpit in 1923. Marrickville School opened in the Primitive Methodist Chapel in 1864. A new building was opened in 1865 and attendance increased rapidly. It was enlarged a number of times during the following years, and in 1889 became a superior Public School. It has continued to grow until the present day.

The Shepherd Street substation is a purpose designed and built structure constructed c1919. It was built by the Municipal Council of Sydney during the early phase of expansion of the electricity network into the suburbs



1 Addison Road (c1936)



2 Marrickville Shopping Centre, Illawarra Road (c1936)



3 Enmore Park (c1920)



4 An example of the industrial factories found throughout Marrickville



13050 VICTORIA ROAD_AERIAL IMACLE CA.2013

SITE ANALYSIS

AERIAL 2013

The Victoria Road precinct covers an area of approximately 36ha. The area comprises mainly light industrial development (approximately 30ha) with Enmore Park and some residential development located adjacent in the north eastern corner.

Victoria Road generally bisects the precinct in a north/south direction, connecting Enmore Road in the north with Sydenham Road and Marrickville Road to the south. Marrickville Metro shopping centre is located to the east of the precinct.

To the south is Marrickville town centre which is located along Marrickville Road.



① The currently under utilised Wicks Park



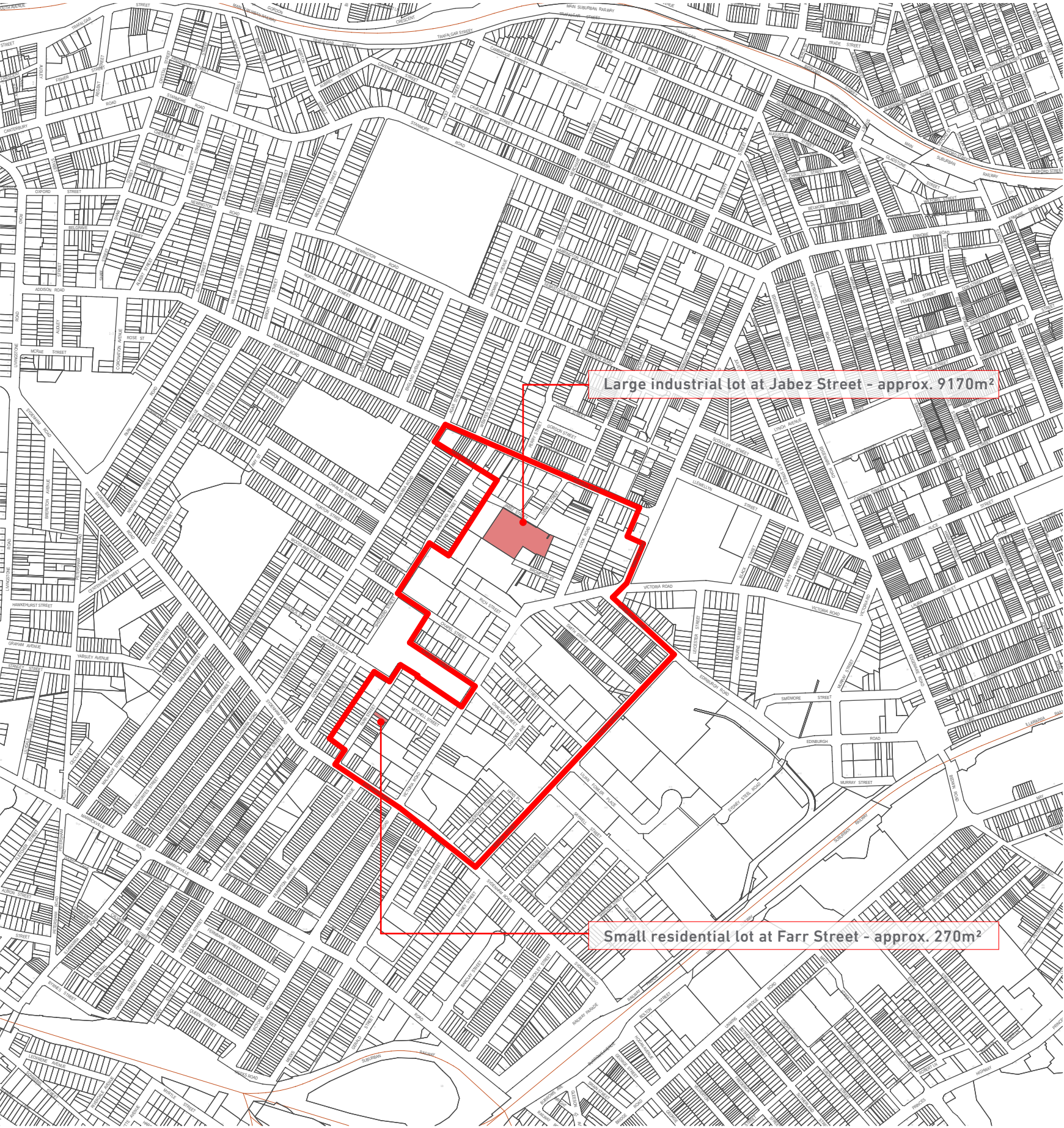
② Corner Victoria and Sydenham Roads



③ Victoria Road, Marrickville



④ An example of the industrial warehouses found throughout Marrickville



SITE ANALYSIS_CADASTRAL PATTERN
Scale 1:10000

SITE ANALYSIS

CADASTRAL PATTERN

The Marrickville LGA represents an urban and landscape character that is typical of the structure of the inner suburbs of Sydney.

The study area is largely made up of attached residential, small terrace lots and medium to large sized industrial lots. The precinct comprises a diverse range of lot sizes with lots ranging from small lots around 120m² and typical terrace house sizes of around 323m², to larger industrial sites of approximately 9000m².

MASTERPLAN DESIGN CONSIDERATIONS

The pattern of development within the surrounding area is generally fine grained and predominately residential in both scale and character. The proposed uses for the precinct should therefore respond to its surrounding context more appropriately so as to better integrate uses and avoid conflicts currently experienced.

Support development of fine grain buildings and retention of character buildings.

Improve permeability throughout the Precinct by increased use of laneways.



1 The area is a mixture of one and two storey dwellings and rows of terraces



2 Front fencing of the residences play a major role in the visual unity of the streetscape



3 A typical example of the light industrial development occurring in the area



4 Light industrial sites

Images+text sourced from : 'Victoria Road Precinct Marrickville - Urban Design Study' by Hassell/ 24/2/2011



SITE ANALYSIS_STREET PATTERN
Scale 1:10000

SITE ANALYSIS

STREET PATTERN

The precinct comprises a diverse range of street widths and street hierarchies ranging from main roads, such as Victoria Road (with 18m road reserve) to local 15m wide roads like Chapel Street, and narrow laneways (at only approximately 6m wide).

In the context of street blocks, as the diagram highlights, many are long and hinder permeability both within and through the area.

The surrounding residential areas consist of predominantly Victorian rows of terraces laid out in a loose rectilinear street grid. The roads tend to follow earlier subdivision patterns, resulting in some areas of consistent street layout. Allotment sizes and rear lanes contrasting with other areas which comprise inward orientated cul de sacs and short intersecting irregular streets.

MASTERPLAN DESIGN CONSIDERATIONS
The large street block pattern reflects the site's current (larger lot) industrial usage and provides good flexibility for redevelopment. The precinct would benefit from the addition of a network of finer grain pedestrian connections and enhancement of local connectivity with the creation of small-scale linkages (eg shareways). Victoria Road is a key higher order road and provides an opportunity for more intense forms of development that reinforce its role as a major collector road through the precinct.



1 The wide, busy traffic thoroughfare of Victoria Road



2 A busy local street

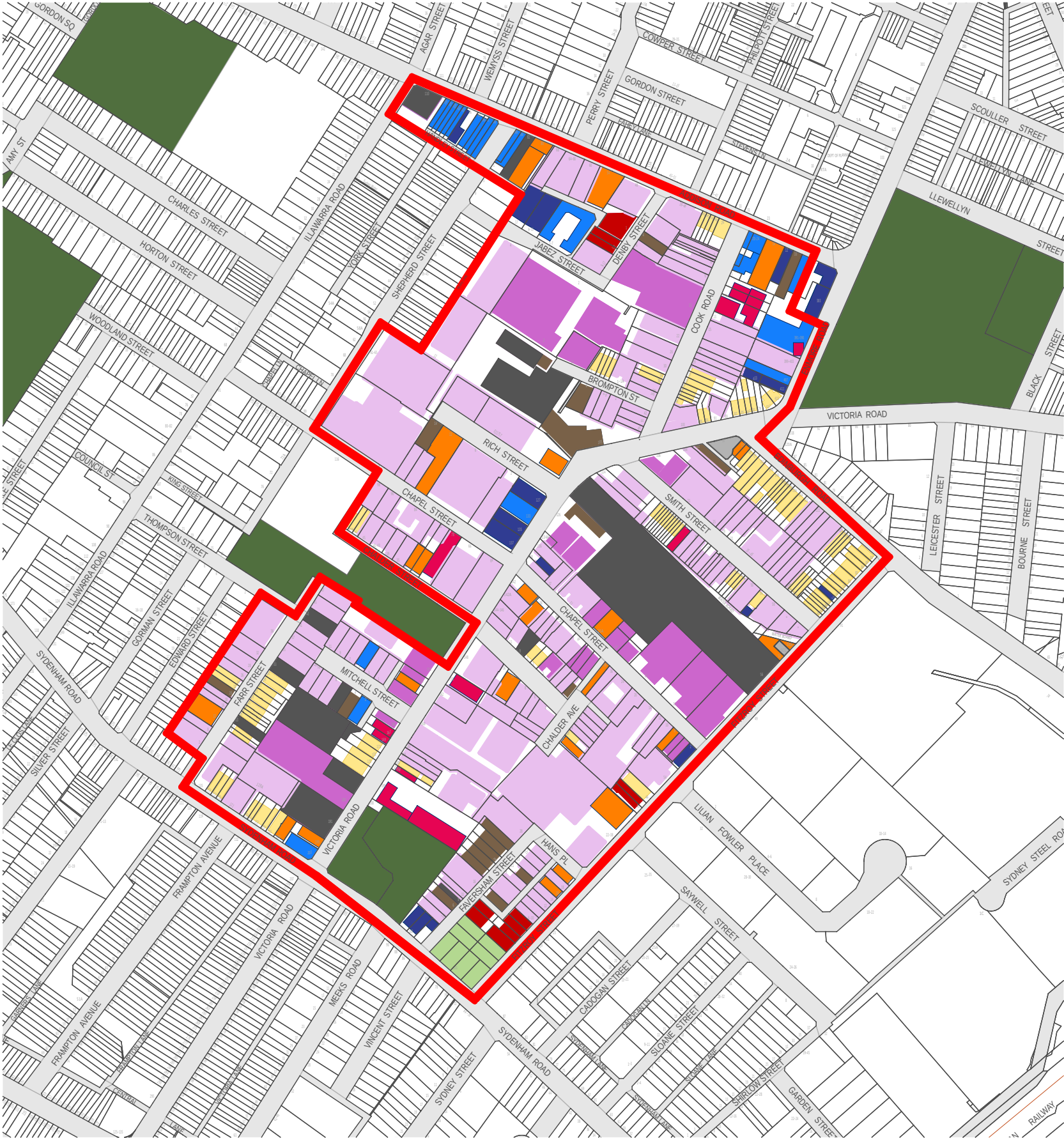


3 A typical narrow back lane way with poor pedestrian amenity



4 An example of a typical laneway found throughout the precinct

Images+text sourced from : 'Victoria Road Precinct Marrickville - Urban Design Study' by Hassell/ 24/2/2011



SITE ANALYSIS_CURRENT USE PATTERN (2014)
Scale 1:5000

SITE ANALYSIS

CURRENT USE PATTERN

The precinct is predominately zoned industrial with some small pockets of business land uses. However, the uniform zoning is not reflected in the current use pattern which shows a diverse distribution low-density residential, education, creative industries, entertainment and recreational uses additional to industrial and business uses. A number of sites within the precinct are vacant, and a number of buildings are also unoccupied or under-occupied.

Larger businesses within the precinct include the Danias Timer Yard, Confetta, Johnson's Transport (now relocated to Smithfield), Millers Storage and the Factory Theatre. There is a clustering of smash repairers and auto-related businesses located within the central and northern portions of the precinct. Victoria Road is characterised by a mix of home renovation showrooms, cafes and light industrial uses. Heavier industrial and manufacturing uses appear to be focused towards the Fitzroy Street boundary. There are a number of specialised food manufacturers and suppliers throughout the precinct operating on a range of scales. There is also a range of boutique coffee shops and bakeries in the vicinity of Addison Road, Mitchell Street and Wicks Park. The Henson Park Hotel is located near the western boundary on Illawarra Road.

Low-density residential dwellings within the precinct are generally located in the vicinities of Illawarra Road and Thompson Street as well as Edinburgh Road. However, there is also a number of isolated residential dwellings located throughout the main industrial precinct.

At the south-east corner of the precinct, the Marrickville Bowling and Recreation Club is located nearby to Wicks Park. A number of creative enterprises have spontaneously established themselves within the precinct, including the Factory Theatre on Victoria Road near Rich Street, which is a well-known live entertainment venue in the area, and the Red Rattler on Faversham Street. There are also a number of galleries and art studios located in the precinct.

The current land uses do not resemble the permissible land uses. As time goes on the trend of uses that diverge from the current zonings will continue.

MASTERPLAN DESIGN CONSIDERATIONS

The Master Plan and future development controls should provide a framework that will enable more coordinated and orderly development.

- GENERAL INDUSTRIAL

LIGHT INDUSTRIAL

RESIDENTIAL

CREATIVE BUSINESSES/ ARTS

HOMEMAKER BUSINESS

COMMERCIAL

RETAIL

COMMUNITY RECREATION

SPECIAL USE

VACANT/ UNDERUTILIZED LOTS

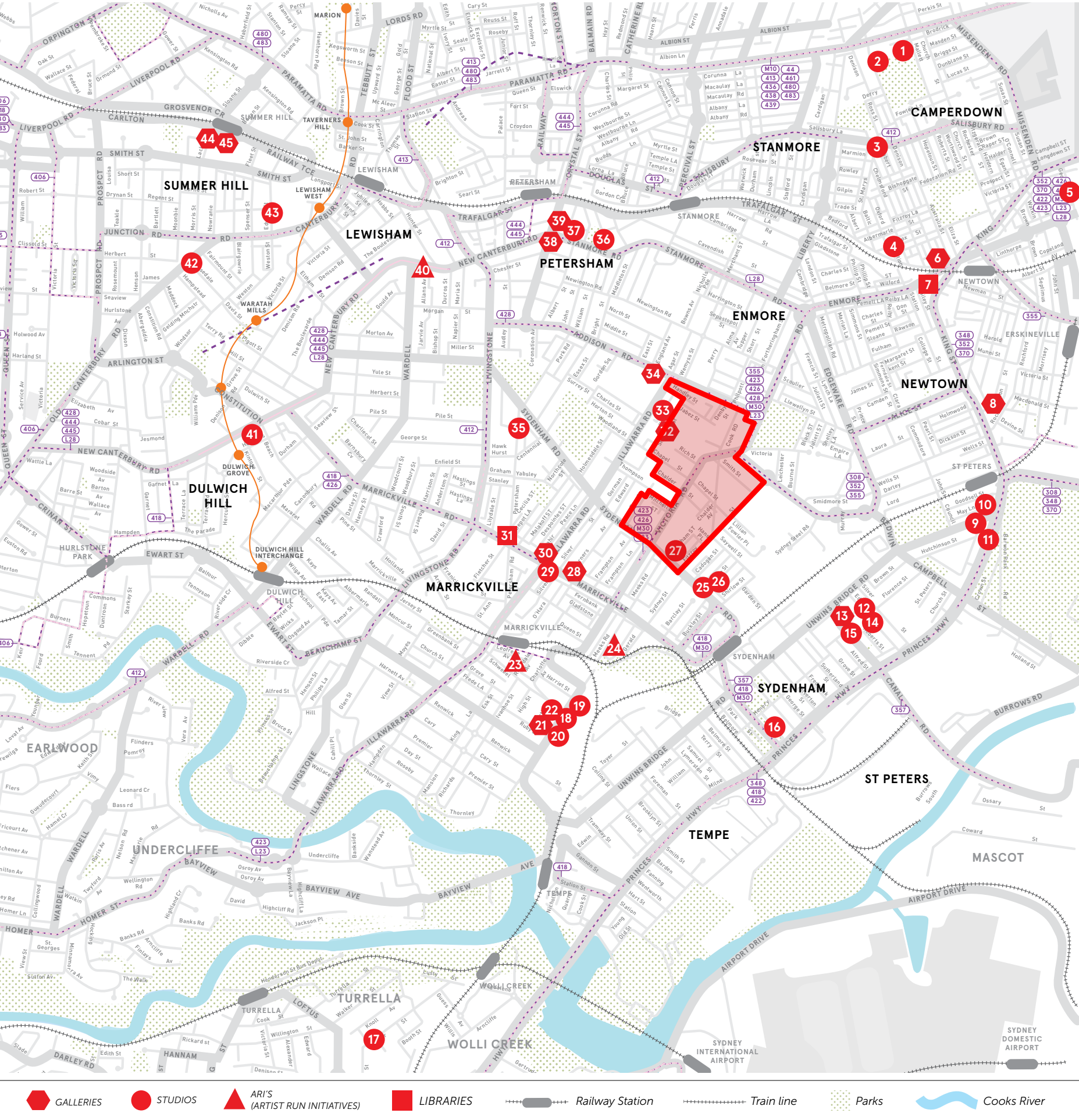
VACANT PROPERTIES FOR LEASE

PUBLIC PARK

PRIVATE GREEN SPACE

ROADS

P47 BOUNDARY



SITE ANALYSIS

ART STUDIOS, GALLERIES, CREATIVE WORKSHOPS

CREATIVE ARTS LIST FOR PRECINCT 47

- Faversham Street**
3 Faversham Street - Retro Funk & Junk Art Studio

6 Faversham Street
- Red Rattler Theatre

11 Faversham Street
- SNO Contemporary Art Projects

18 Faversham Street
- Sound Works Recording Studio
- Brad Robson Artist

Farr Street
20 Farr Street - Farr Street Art Studio

Mitchell Street
L1/4 Mitchell Street - Music Studio

Rich Street
14 Rich Street - Wizard Art Gallery
- Shepherd Street**
23 Shepherd Street - Dynamix Art Studio
49 Shepherd Street - Factory 49 Art Studio
56 Shepherd Street - The Sculptor Studio

Addison Road
10 Addison Road - Pink Art Gallery Café

Victoria Road
102 Victoria Road - Bek Art Studio
105 Victoria Road - The Factory Theatre

Brompton Street
10 Brompton - Val Jelobinski Sculpture Studio

Denby Street
4 Denby Street - Denby Street Studios

Jabez Street
3/4 Jabez Street - ACC Audio Studio

MASTERPLAN DESIGN CONSIDERATIONS
The creative businesses in and around the precinct contribute to the unique character of the area. Encourage existing creative businesses to remain and allow new creative businesses in appropriate locations through suitable zoning and potential diversity of building typologies.

- 1 CHRISSIE COTTER GALLERY

2 MICHELE MORCOS AT ART CAMP

3 ARTSITE GALLERY

4 LENNOX STREET STUDIO

5 NEWTOWN ARTSEAT

6 GEORGINA ST

7 BLACK ROSE ANARCHIST LIBRARY AND SOCIAL CENTRE

8 ALPHA GALLERY

9 MAY STREET STUDIOS

10 MAY'S LANE ART PROJECT

11 TORTUGA STUDIOS

12 MLC GALLERY

13 STUDIO 464

14 TINPOT STUDIO

15 ANNABEL BUTLER AT MARY STREET STUDIOS

16 STONE VILLA STUDIOS

17 SALMAGUNDI STUDIOS

18 JANE POLLARD JEWELLERY

19 THINK NEGATIVE - ANALOGUE PHOTOGRAPHIC ARTS

20 STUDIO 1A SYDNEY

21 AIRSPACE PROJECT

22 SQUAREPEG STUDIOS

23 MARRICKVILLE GARAGE

24 MONSTER MOUSE STUDIOS

25 SCRATCH ART SPACE

26 MESS WITH IT PROJECT ROOM

27 RED RATTLER'S STUDIOS RETROSPECTIVE

28 SNO CONTEMPORARY ART PROJECTS

29 ILOVEDRAWING

30 ESP GALLERY

31 MARRICKVILLE LIBRARY

32 FACTORY 49

33 SHEPHERD STUDIOS

34 ADDISON ROAD COMMUNITY CENTRE

34 STIRRUP GALLERY

34 SERAPHINA MARTIN PRINTMAKING STUDIO (HUT 37B)

34 ROOMIES ARTSPACE (HUT 43)

34 THE ULTIMO PROJECT (HUT 24)

34 THE BOWER REUSE AND REPAIR CENTRE (HUT 34)

35 IT'S A SIGN AT THE OLD SIGN SHOP

36 ONEART STUDIO

37 NEWSAGENCY GALLERY

38 WOODPAPERSILK

39 THE FRACKING REDUNDANTS ART GALLERY

40 STUDIO 190

41 CONNIE DIMAS JEWELLERY BY HAND

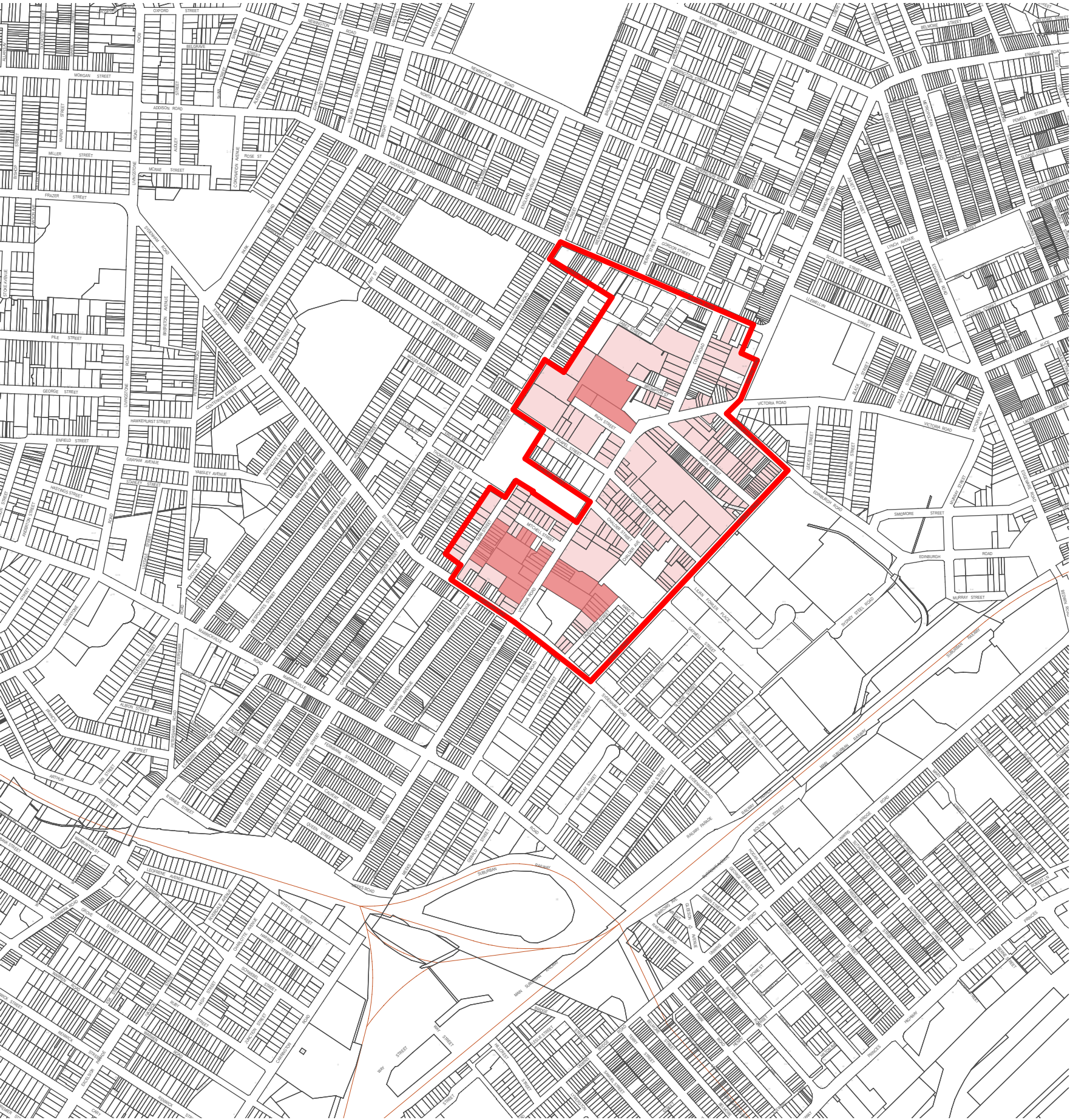
42 ROSEDALE STREET GALLERY

43 MUNGO ART STUDIOS

44 THE CREATORY

45 SWEETS WORKSHOP

Map sourced from : 'MOST - Marrickville Open Studio Trail' - www.marrickville.nsw.gov.au



SITE ANALYSIS_OWNERSHIP+SUPPORTIVE LANDOWNERS
Scale 1:10000

SITE ANALYSIS

OWNERSHIP STATUS & LOCAL SUPPORT

This proposal has a capacity to be implemented that is rare in today’s urban context. The sponsor of this proposal has both owned and operated businesses in the Victoria Road precinct for more than 40 years, and over the years, has accumulated a number of relatively large land holdings within the precinct.

Having control of a significant number of properties to act as catalyst for the renewal process, the sponsor is prepared to take the initiative and is ready to act now.

The design values presented in this proposal are based on the profound belief in the benefits of collaboration. The sponsor is committed to understanding the needs, aspirations and objectives of all precinct stakeholders. In so doing, together with thoughtful design, they believe they will be able to achieve a sustainable result for the renewal of the Victoria Road precinct.

The sponsor is committed to the success of Marrickville and informed communication with various precinct stakeholders has been initiated. The adjacent diagram highlights significant landowners who have who have expressed support in principle for this urban design study and master plan proposal for the precinct.

To implement this vision requires a change to the zoning and other statutory provisions within Marrickville Council’s Local Environmental Plan. The intention is to work with Council, the Department of Planning and the wider community in order to progress the consideration of a new set of precinct wide development controls to guide the future redevelopment of the area.

MASTERPLAN DESIGN CONSIDERATIONS

Facilitate the delivery of orderly and coordinated development by being aware of lot boundaries and enabling re-development to occur progressively with minimum cooperation between adjacent land owners required.

The large lots and consolidated land holdings provide opportunities to address development constraints such as increasing vehicular and pedestrian permeability, creating street address for new development, reducing adjacent land use conflicts, reducing amenity impacts of increased density and taller building envelopes, and improved Stormwater management.

- LAND OWNED AND CONTROLLED BY SPONSOR OF THE STUDY
- LANDOWNER WHO HAS EXPRESSED SUPPORT

Text sourced from : ‘Victoria Road Precinct Marrickville - Urban Design Study’ by Hassell/ 24/2/2011

04

DESIGN PRINCIPLES

DESIGN PRINCIPLES

MASTERPLAN DESIGN CONSIDERATIONS

REGIONAL CONTEXT

The precincts close proximity to regional infrastructure such as railway lines and arterial roads makes it very suited to increased development densities. This is supported by existing public transport options that could be enhanced with increased patronage.

Many of the surrounding areas have developed unique characters making them desirable places to live and work with a strong yet diverse community identity. The Master Plan needs to encourage a unique and authentic character to develop out of the precincts existing positive attributes that distinguishes it from both the established and renewing suburbs.

LOCAL CONTEXT

The Masterplan should allow existing viable businesses to remain as part of the employment diversity in the area, especially adjacent to industrial zones in adjacent precincts.

There is an opportunity to make green connections between surrounding open space areas through the new network of roads and paths.

CURRENT ZONING

The uniform industrial zoning is redundant and rezoning should respond to both existing and desired future character.

New zoning should provide appropriate interfaces between different uses, both new and existing, and allow for a critical mass that promotes their viability and creates ‘hubs’ of like businesses.

Provide transitional zones for an appropriate interface between new Residential and Business zones and existing General Industrial zones.

CURRENT MAXIMUM BUILDING HEIGHT

Building heights should have an appropriate transition from the surrounding context, in particular from existing residential areas, to proposed taller building heights within the precinct.

There’s an opportunity for higher buildings in the central area where increased density is desirable to support the viability of different uses.

Victoria Road, a commercial corridor, public transport route, and link between existing retail precincts, is an opportunity for higher buildings appropriate for a significant urban road.

CURRENT FSR

The Floor Space Ratios will be a result of the desired building envelopes and so a range is anticipated specific to its adjacent context.

An increase in development density provides the opportunity for an increase and diversity of employment opportunities, increased housing supply and subsequent improvements in provision of new streets, paths and public domain.

HERITAGE

Heritage items make the precinct diverse and distinctive.

Sims Metal Factory could be converted into a ‘rain, hail & shine’ venue (village markets, exhibitions, community events, functions) and become an important gathering place for the existing and new community.

Support retention of character buildings.

PUBLIC PARKS/ OPEN SPACES

Parks, pocket parks, significant trees and street planting need to be incorporated into any future development.

Establish an extensive green network that encourages access to the Victoria Road precinct and connects the significant green spaces within and around the precinct.

PUBLIC TRANSPORT

The precinct is close to public transport options, particularly at the southern end, which benefits increased densities.

Decrease current travel distances to public transport options with a more permeable block structure and pedestrian path network.

BIKE PATH NETWORK

Cycling is convenient and sustainable. Enhance the current bike network in the area by incorporating additional bicycle friendly streets throughout the precinct which connect the existing routes.

ANEF CONTOURS

Any residential development needs to be constructed to meet the internal noise level recommendations contained in AS2021.

FLOOD PRONE LAND

Stormwater management should be considered precinct wide to benefit from an integrated and holistic approach. Stormwater runoff and peak discharges can be reduced with the reduction in hardstand areas and developments that incorporate stormwater retention for re-use, and detention for controlled discharge.

ACID SULPHATE SOILS

Acid sulphate soils are regularly encountered in the Sydney metropolitan area and can be addressed with conventional construction practice. As such, acid sulphate soils are not a hinderance to development

CADASTRAL PATTERN

The pattern of development within the surrounding area is generally fine grained and predominately residential in both scale and character. The proposed uses for the precinct should therefore respond to its surrounding context more appropriately so as to better integrate uses and avoid conflicts currently experienced.

Support development of fine grain buildings and retention of character buildings.

Improve permeability throughout the Precinct by increased use of laneways.

STREET PATTERN

The large street block pattern reflects the site’s current (larger lot) industrial usage and provides good flexibility for redevelopment. The precinct would benefit from the addition of a network of finer grain pedestrian connections and enhancement of local connectivity with the creation of small-scale linkages (eg shareways).

Victoria Road is a key higher order road and provides an opportunity for more intense forms of development that reinforce its role as a major collector road through the precinct’.

CURRENT USE PATTERN

The Master Plan and future development controls should provide a framework that will enable more coordinated and orderly development.

ART STUDIOS, GALLERIES, CREATIVE WORKSHOPS

The creative businesses in and around the precinct contribute to the unique character of the area.

Encourage existing creative businesses to remain and allow new creative businesses in appropriate locations through suitable zoning and potential diversity of building typologies.

OWNERSHIP STATUS & LOCAL SUPPORT

Facilitate the delivery of orderly and coordinated development by being aware of lot boundaries and enabling re-development to occur progressively with minimum cooperation between adjacent land owners required.

The large lots and consolidated land holdings provide opportunities to address development constraints such as increasing vehicular and pedestrian permeability, creating street address for new development, reducing adjacent land use conflicts, reducing amenity impacts of increased density and taller building envelopes, and improved stormwater management.



DESIGN PRINCIPLES

GREEN SPACES & GREEN CONNECTIONS

MASTERPLAN DESIGN CONSIDERATIONS
*Parks, pocket parks, significant trees and street planting need to be incorporated into any future development.
Establish an extensive green network that encourages access to the Victoria Road precinct and connects the significant green spaces within the precinct.*

- THE URBAN DESIGN STRATEGY**
- Revitalise existing public open spaces and create new 'green' connections between them.
 - Enhance links from Wicks Park to Enmore Park and Henson Park
 - Upgrade Wicks Park and promote as 'clean, green and attractive public place' for the new residential areas.
 - Create additional 'pocket parks' in the new residential precinct(s) to increase amenity for residents
 - Create additional 'green connections' through the precinct which conveniently links the primary school with the train station.

- EXISTING PARKS
- PROPOSED PARKS
- PROPOSED NEW 'GREEN' CONNECTION CONNECTING EXISTING AND NEW PARKS

PROPOSED GREEN CONNECTIONS
Scale 1:6000



PROPOSED NEW CONNECTIONS
Scale 1:5000

DESIGN PRINCIPLES

INCREASED PERMEABILITY

MASTERPLAN DESIGN CONSIDERATIONS

PUBLIC TRANSPORT

The precinct is close to public transport options, particularly at the southern end, which benefits increased densities. Decrease current travel distances to public transport options with a more permeable block structure and pedestrian path network.

BIKE PATH NETWORK

Cycling is convenient and sustainable. Enhance the current bike network in the area by incorporating additional bicycle friendly streets throughout the precinct which connect the existing routes.

STREET PATTERN

The large street block pattern reflects the site's current (larger lot) industrial usage and provides good flexibility for redevelopment. The precinct would benefit from the addition of a network of finer grain pedestrian connections and enhancement of local connectivity with the creation of small-scale linkages (eg shareways).

THE URBAN DESIGN STRATEGY

New streets and paths are located to build upon the existing network, extending them where practical to make through connections. Dead ends are extended to streets beyond and development sites are created by new street frontages. This creates a regular block structure that is familiar, easy to navigate and comprehend. New street and path locations have considered the existing lot boundaries and how development could occur progressively on adjacent lots over time. In some locations, new streets may become shared or non-vehicular paths at the interface with the surrounding area, to support traffic management, whilst maintaining pedestrian and cycling permeability. The large block structure is transformed into a finer grain, with a range of block sizes to suit different building typologies.

- POSSIBLE FUTURE CONNECTIONS
- EXISTING ROADS
- PROPOSED CONNECTIONS
- P47 BOUNDARY



PROPOSED NEW BLOCK STRUCTURE
Scale 1:5000

DESIGN PRINCIPLES

PROPOSED BLOCK STRUCTURE

MASTERPLAN DESIGN CONSIDERATIONS

STREET PATTERN

The large street block pattern reflects the site's current (larger lot) industrial usage and provides good flexibility for redevelopment. The precinct would benefit from the addition of a network of finer grain pedestrian connections and enhancement of local connectivity with the creation of small-scale linkages (eg shareways).

OWNERSHIP STATUS AND LOCAL SUPPORT

Facilitate the delivery of orderly and coordinated development by being aware of lot boundaries and enabling re-development to occur progressively with minimum cooperation between adjacent land owners required.

The large lots and consolidated land holdings provide opportunities to address development constraints such as increasing vehicular and pedestrian permeability, creating street address for new development, reducing adjacent land use conflicts, reducing amenity impacts of increased density and taller building envelopes, and improved Stormwater management.

THE URBAN DESIGN STRATEGY

The large block structure is transformed into a finer grain, by new streets and paths, with a range of block sizes to suit different building typologies. Site ownership and boundaries have been considered so that development may occur with minimal reliance on co-operation between adjacent blocks. The resulting block dimensions support relatively efficient and environmentally sustainable building forms and typologies. Blocks are also of sufficient size to make significant developments that can contribute to addressing site constraints of permeability, street frontage, stormwater management and reduction of conflicts between different adjacent land uses.

- ➡ POSSIBLE FUTURE CONNECTIONS
- EXISTING ROADS
- PROPOSED CONNECTIONS
- EXISTING BLOCK STRUCTURE
- PROPOSED BLOCK STRUCTURE
- P47 BOUNDARY
- 150 APPROX. BLOCK DIMENSIONS