



MANCHESTER ROAD PLANNING PROPOSAL URBAN DESIGN REPORT

Manchester Road, AUBURN. Prepared for: PAYCE 29.08.2018

PTW



THIS REPORT PRESENTS A DETAILED URBAN DESIGN ANALYSIS FOR THE MANCHESTER ROAD PLANNING PROPOSAL at Manchester Road, Auburn.

The Manchester Road masterplan offers an opportunity to create a new employment, residential, and mixed-use community, with a focus on improved public open spaces and community uses.



CONTENTS

EXECUTIVE SUMMARY	04		
INTRODUCTION	05		
1.0 URBAN CONTEXT			
1.1 Regional Urban Character	08		
1.2 Local Urban Character	09		
1.3 Topography	10		
1.4 Regional Access Pattern	11		
1.5 30-Minute City	12		
1.6 Open Space Linkages	14		
1.7 Existing Land Uses	15		
1.8 The Site	16		
1.9 Urban Structure of the Site	17		
2.0 SITE OPPORTUNITIES			
2.1 Site Scale	20		
2.2 New Uses	22		
2.3 Delivering Significant Community Open Space	23		
2.4 New Pedestrian and Vehicle Linkages	24		
2.5 View Opportunity and Built Form Strategy	25		
3.0 MANCHESTER ROAD MASTERPLAN			
3.1 Vision	28		
3.2 Land Uses	32		
3.3 Access Structure and Urban Framework: Residential Neighbourhood	34		
3.4 Access Structure and Urban Framework: Employment Uses	36		
3.5 Landscape and Open Space	38		
3.6 Building Height and Proposed Built Form: Residential Neighbourhood	40		
3.7 Urban Address, Vehicle Entries, and On-Site Parking	42		
3.8 Staging	44		
3.9 Public Benefit	46		
3.10 Development Height: Residential Precinct	48		
3.11 FSR	51		
3.12 Development Yield: Employment Precinct	53		
		4.0 LANDSCAPE STRATEGY	
		4.1 Urban Context	56
		4.2 Duck River Walk-Through	57
		4.3 Public Domain Concept	58
		4.4 Proposed Landscape Plan	59
		4.5 Duck River Rehabilitation	60
		4.6 Sections: Duck River	62
		4.7 Sections: Main Boulevard	63
		4.8 Central Park	64
		4.9 Planting Schedule	65
		4.10 Pedestrian Laneways	66
		4.11 Residential Areas	67
		4.12 Employment Area	68
		4.13 Employment Area - South	69
		4.14 Communal Open Space	71
		5.0 AMENITY	
		5.1 Setbacks and Alignments	74
		5.2 Solar Analysis	75
		5.3 Cross Ventilation and Solar Access	76
		5.4 Accessibility: Pedestrian and Bicycle Connection	77
		5.5 Vehicle Parking	78
		5.6 Views	79
		APPENDICES	
		01 Residential Precinct - FSR, Unit Mix	82
		02 Open Space Areas	83
		03 Employment Precinct - FSR, Units, Vehicle Spaces	84
		04 Typical Floor Plans	86
		05 Sections	94
		06 Manchester Road Precinct Now and Transformed	96

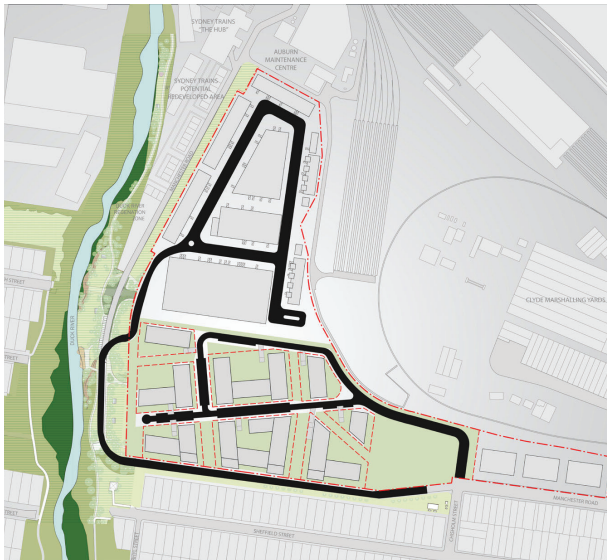
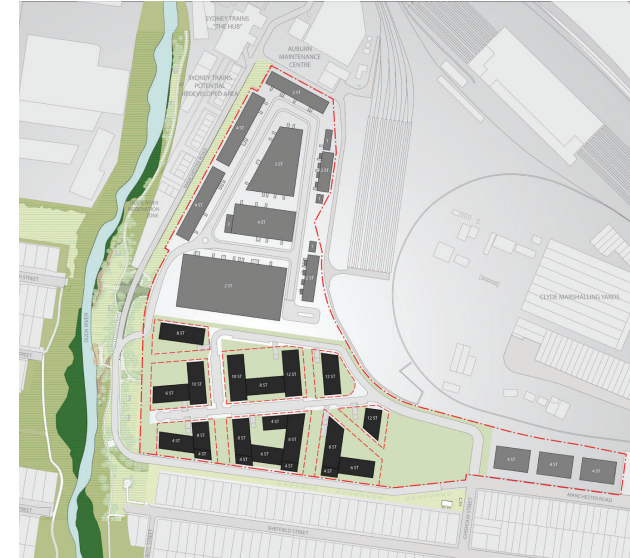
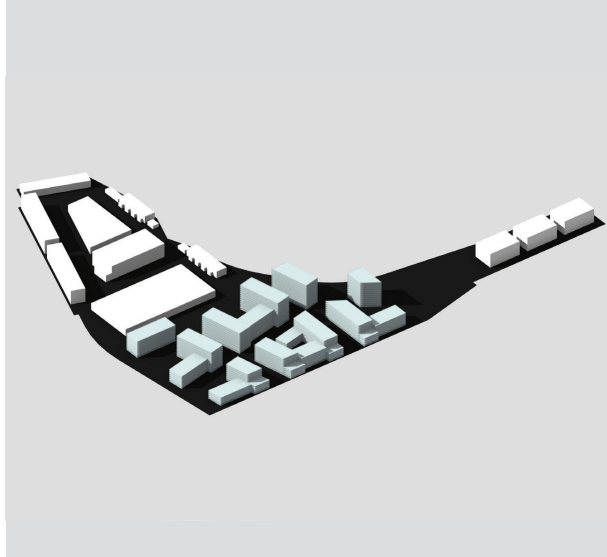


EXECUTIVE SUMMARY

Informing this Urban Design Report in support for potential redevelopment at Manchester Road, Auburn is the analysis of the Site and its surrounding urban context, both at the regional and local scales. Under this Report, supporting a Planning Proposal, consideration has been given to the likely changes to the area, with regard to new employment and residential densities and the likely need for improved public open space amenity.

The proposed redevelopment of the subject site will address the following:

- Recognise the urban transformation of the area including a need for new types of employment;
- Accommodate a range of residential types, including affordable housing;
- Recognise the urban transformation of the area including a need for new types of employment;
- Acknowledge the local landscape character of the area, defined by Duck River to the west and heavy industrial rail uses to the east;
- Integrate new development with a new parkland structure as a community focus within an evolving mixed-use employment neighbourhood;
- Provide new publicly accessible pedestrian pathways across the subject site;
- Consider a range of local uses that will activate the public domain;
- Introduce a modulated skyline, consisting of low rise street edge aligned envelopes towards the southern edges of the Site with taller built form envelopes towards the east; and
- Consider how passive surveillance and safety in design are an important component in the creation of an enhanced mixed used community.



INTRODUCTION

This Urban Design Report supports the Planning Proposal for a site off Manchester Road, Auburn. Located to the east of Duck River, on land with a previous heavy industrial land use, the Site is within an area that is currently undergoing a process of urban transformation. Currently characterised by industrial employment uses to the north and adjoining low density residential uses to the south, the urban transformation of the area will see new types of employment in association with higher residential densities in the vicinity of existing railway stations.

The following Report considers the opportunity for rejuvenation of this large land holding and unique precinct. An understanding of this urban transformation is presented here in terms of an appreciation of the Site and its surrounding urban context at a regional and local level.

PROPOSED MASTERPLAN
EMPLOYMENT, RESIDENTIAL, AND PUBLIC SPACE AREAS ARE
COMBINED TO PROVIDE A MIXED USE NEIGHBOURHOOD



1.0 URBAN CONTEXT

PROPOSED MASTERPLAN
VIEW FROM THE PARK TOWARDS THE TOWN CENTRE, A NEW ACTIVATED ZONE ALONG
THE REVAMPED DUCK RIVER ZONE



1.0 URBAN CONTEXT

This 14.12 hectare consolidated land holding provides an opportunity for redevelopment within an area undergoing urban transformation. The following analysis confirms the existing urban context, thus enabling an understanding of the future desired urban character of the precinct.

1.1 REGIONAL URBAN CHARACTER

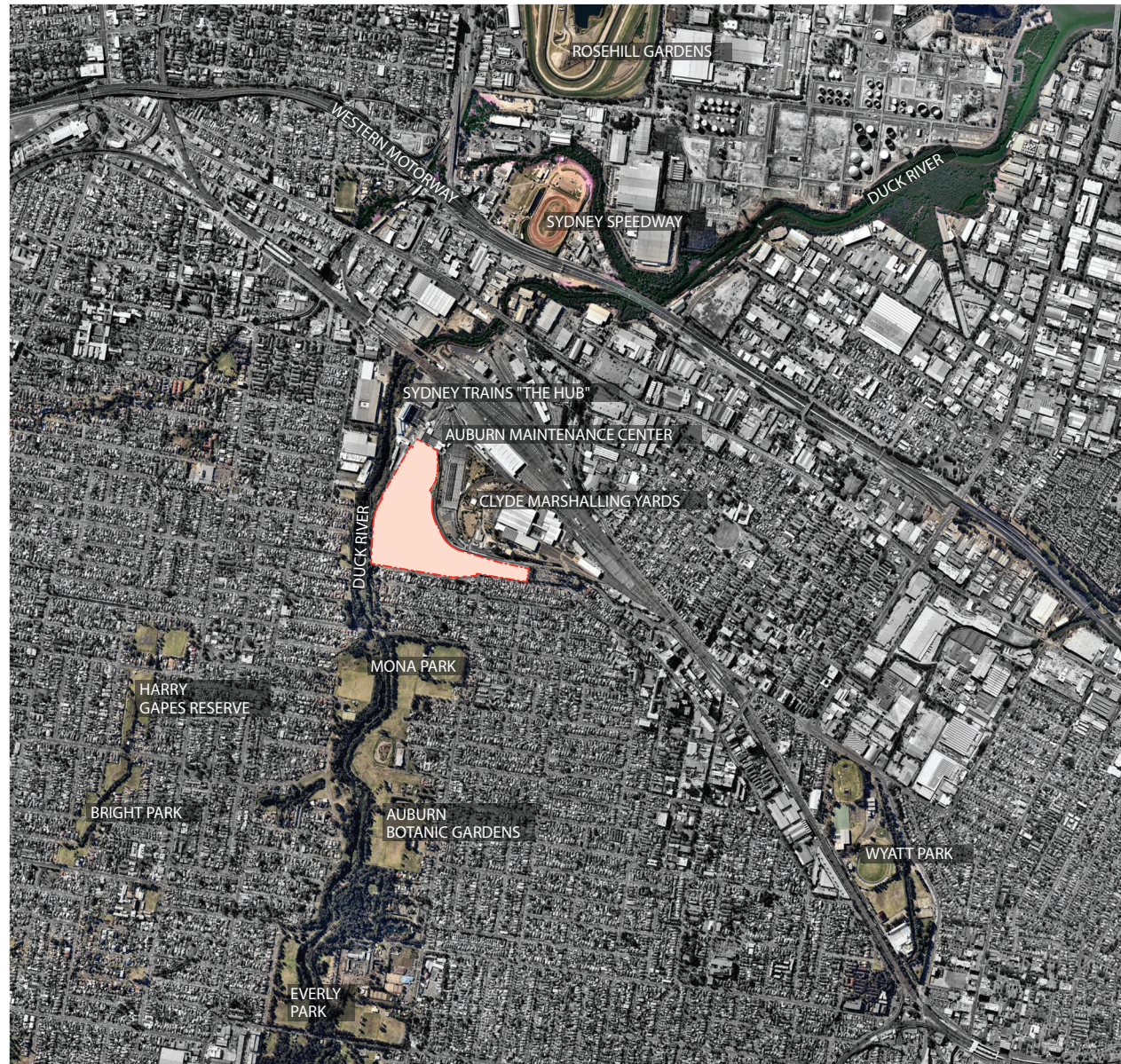
The Site is located in close proximity to Clyde and Auburn Railway Stations. The Site is also currently edged by local residential streets to the south and heavy rail industrial uses to the north and east. With existing residential uses south of the Site spatially defined by Manchester Road, the Site is edged by Duck River to the west.

The existing urban context surrounding the subject site to the south and west is currently characterised by an open pattern of low rise free-standing dwellings. The street pattern to the south and west of the Site has changed little since the late 1940s.

Site



Aerial, c. 1945



Aerial, c. 2017



1.0 URBAN CONTEXT

1.2 LOCAL URBAN CHARACTER



1.0 URBAN CONTEXT

1.3 TOPOGRAPHY

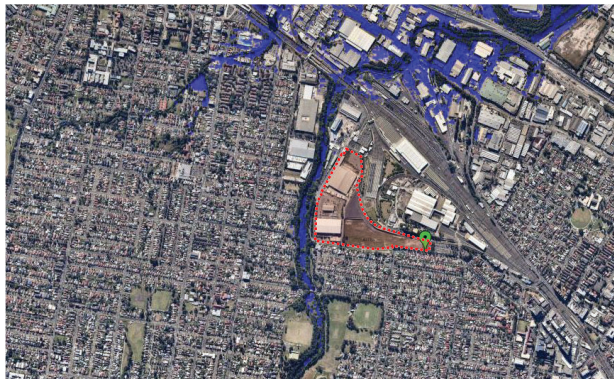
The immediate ground of the Site and its adjoining landscapes are characterised by relatively flat ground. The street pattern of the adjoining urban landscape is dominated by a street grid system set out on gently undulating ground.

The masterplan accommodates a change in level across the Site; with the highest section of the Site located along the eastern boundary.

Due to the low lying nature of the area, portions of Duck River are impacted by potential flooding north of the subject site.

A Probable Maximum Flood (PMF) analysis, as prepared by Northrop Consulting Engineers, indicates that the Site is a Low Flood Risk Precinct. With this in mind, the masterplan provides flood evacuation measures on the extreme occurrence of flooding. This is demonstrated in the way the roadway structure, being elevated in section, can provide evacuation opportunity and/or can become a safe haven.

Site



PMF MAPPING EXTENT

FLOOD FRINGE

FLOOD STORAGE

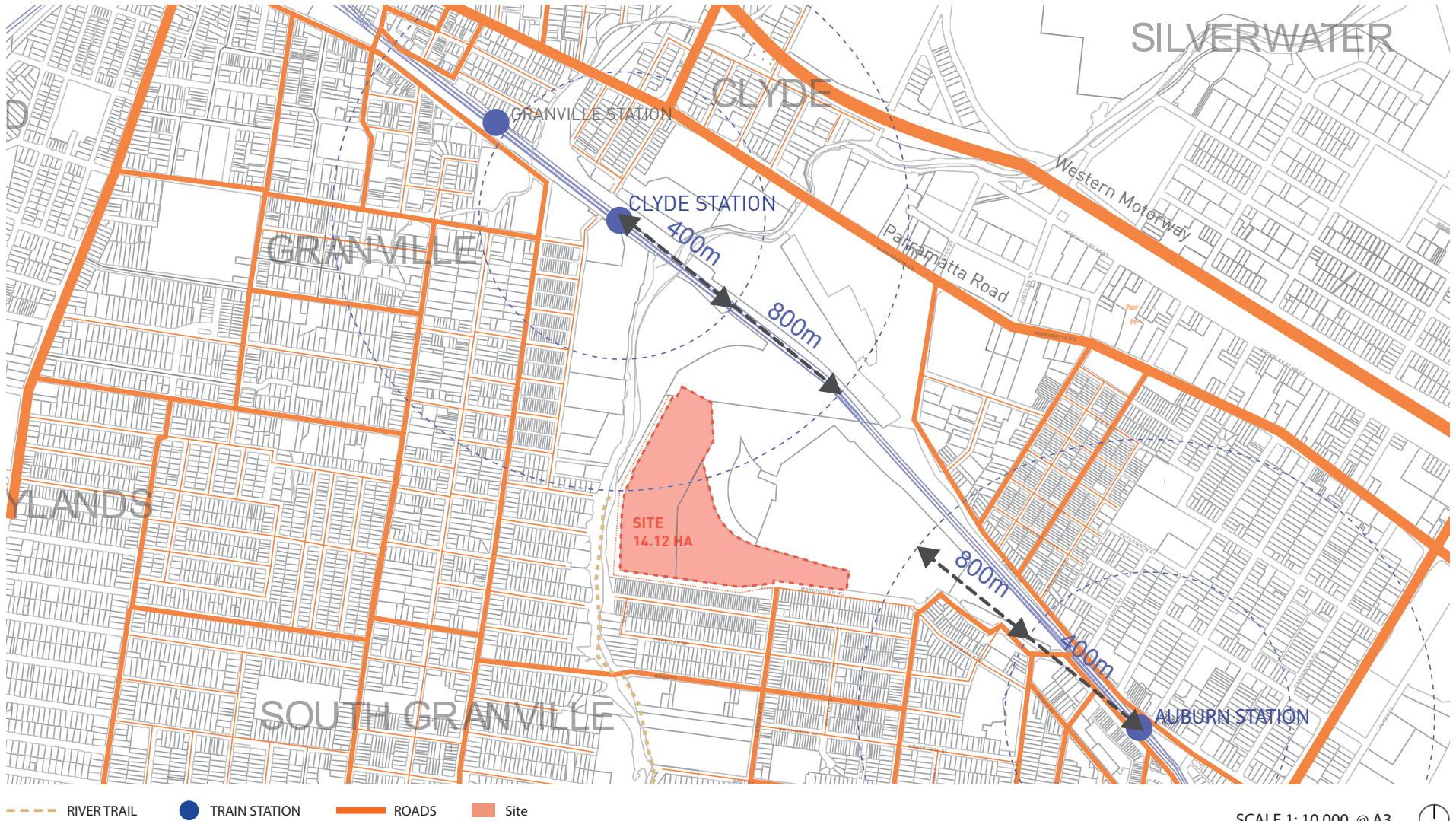
FLOOD WAY



1.0 URBAN CONTEXT

1.4 REGIONAL ACCESS PATTERN

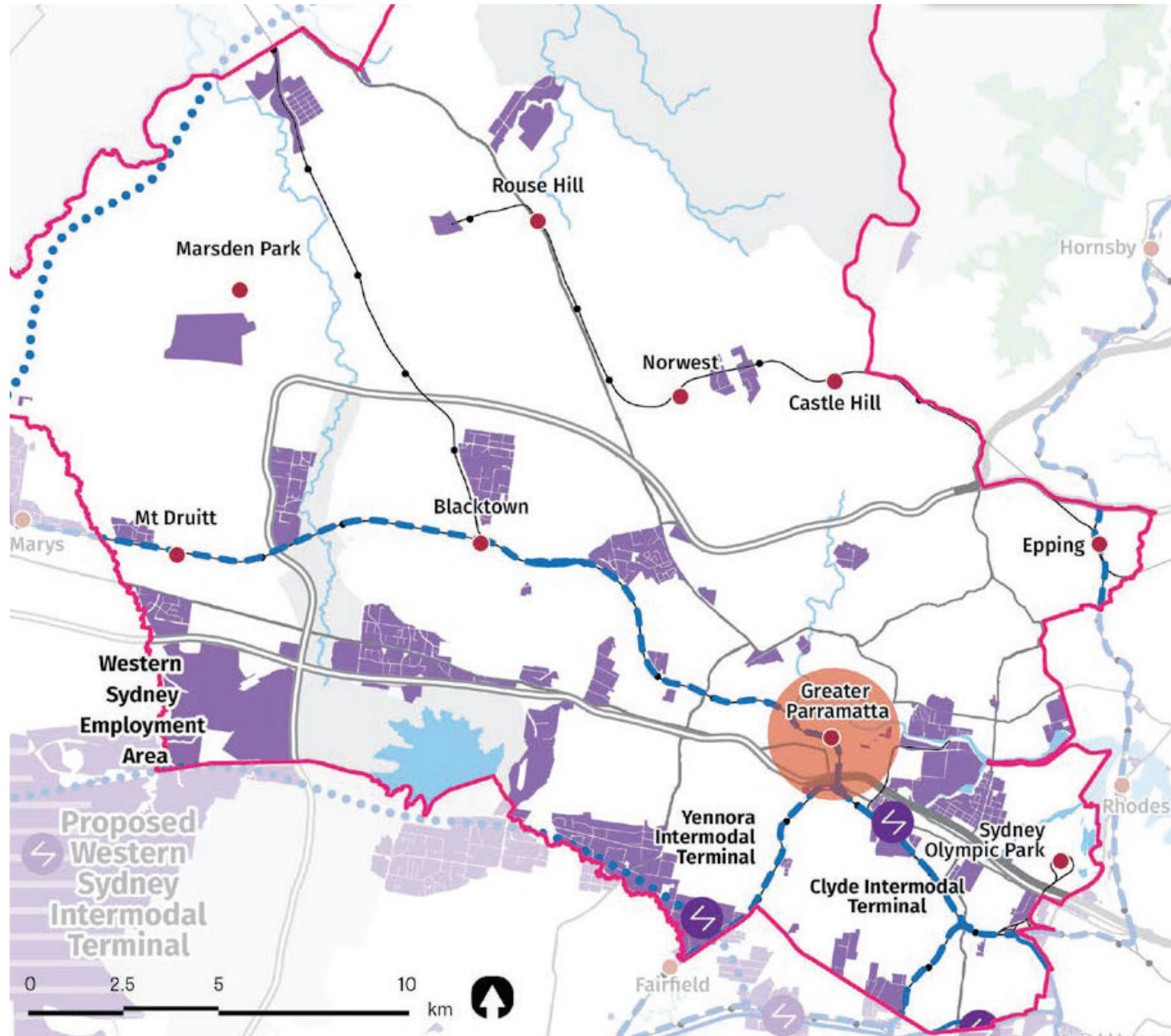
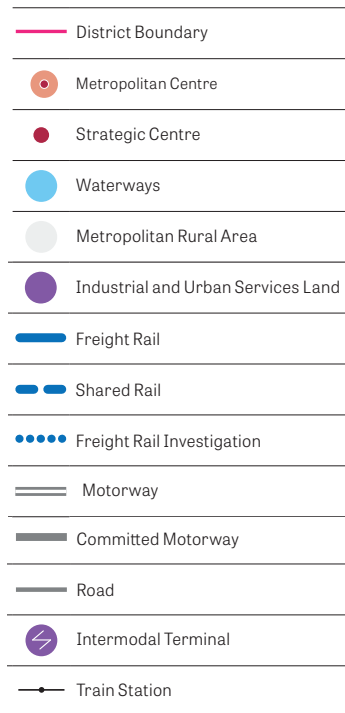
The access pattern of the area is currently dominated by a local east-west aligned roadway pattern. The primary address to the Site is off Manchester Road. A private road, adjacent to this entry point, provides access to an existing employment area located north of the Site. The significance of the Site is demonstrated by its proximity to Auburn and Clyde Railway Stations.



1.0 URBAN CONTEXT

1.5 30-MINUTE CITY

The map illustrates the approximate five-minute walking catchment around local centres serviced by local transport and the approximate 10-minute walking catchment around a centre focused on a mass transit stop. Actual walking catchments of 5-10 minutes will depend on local connections and conditions and should be determined using a place-based approach within which housing, retail and commercial growth opportunities need to be balanced and planned for by councils.



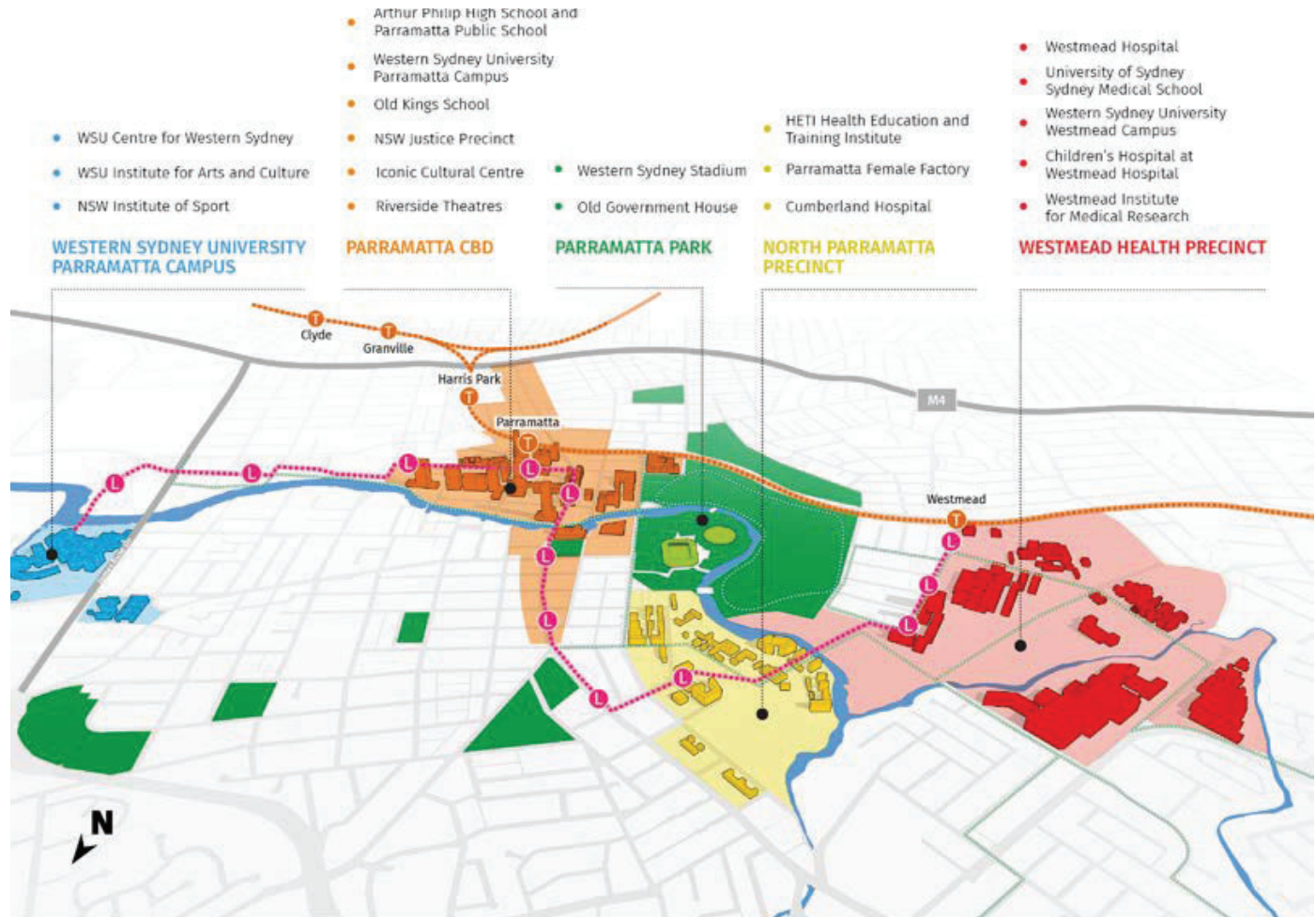
1.0 URBAN CONTEXT

1.5 30-MINUTE CITY

A variety of developments will transform Parramatta and significantly increase its attractiveness to workers, students, and residents.

This growth will be supported by major transport infrastructure projects such as Parramatta Light Rail and Sydney Metro West (subject to final business cases). Planning for these transport connections will seek to expand the commercial floor space footprint of Parramatta and unlock capacity within a 10-minute walking distance of transit and light rail stops. Sydney Metro West has the potential to significantly enhance Greater Parramatta's inter-city linkage with the Harbour CBD through improved journey times and frequency of service.

Major developments delivered, planned or underway in Parramatta CBD are outlined in this map.



1.0 URBAN CONTEXT

1.6 OPEN SPACE LINKAGES

The area has limited open space provision other than a mixture of pocket parks and a narrow and linear open space zone along Duck River. Interestingly, Auburn Botanic Gardens is located south of the Site to the immediate east of Duck River.

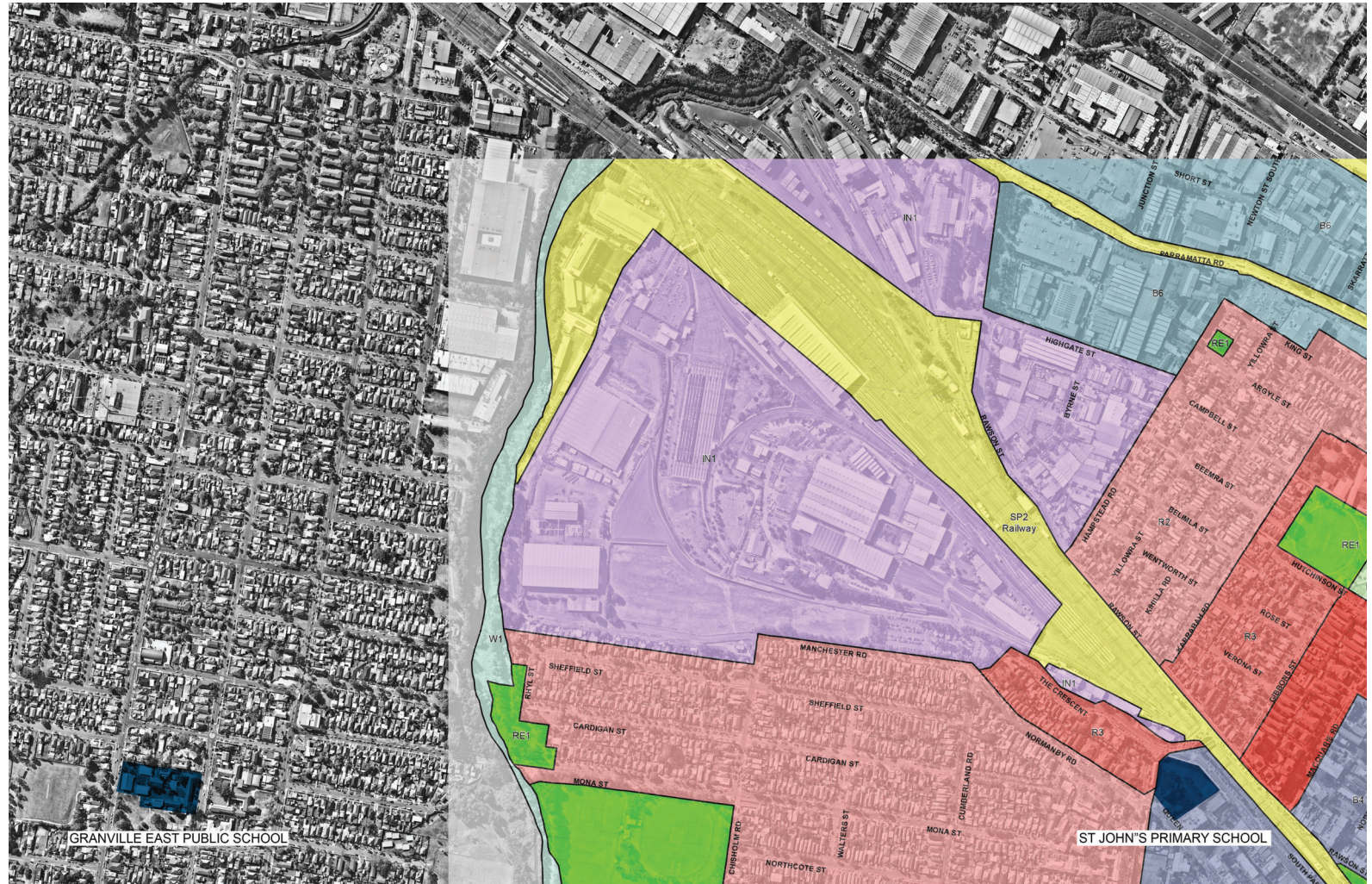


1.0 URBAN CONTEXT

1.7 EXISTING LAND USES

The existing land use pattern surrounding the Site confirms a predominance of residential uses. The area parallel to the railway line predominately has employment uses. Auburn is the closest town centre and is located east of the Site.

- Zone**
- B1 Neighbourhood Centre
 - B2 Local Centre
 - B4 Mixed Use
 - B6 Enterprise Corridor
 - B7 Business Park
 - E2 Environmental Conservation
 - IN1 General Industrial
 - IN2 Light Industrial
 - R2 Low Density Residential
 - R3 Medium Density Residential
 - R4 High Density Residential
 - RE1 Public Recreation
 - RE2 Private Recreation
 - SP1 Special Activities
 - SP2 Infrastructure
 - W1 Natural Waterways
 - DM Deferred Matter
 - MD SEPP (Major Development) 2005



1.0 URBAN CONTEXT

1.8 THE SITE

The adjacent existing land uses and urban elements are noted as follows:

- 1 Adjacent industrial railway uses;
- 2 Noise wall separating the Site from adjacent heavy industrial railway uses;
- 3 The new Sydney Trains Hub building;
- 4 A landscape strip separating the Site from adjoining residential uses; and
- 5 A landscape buffer parallel to Duck Creek open space reserve.



1. VIEW OF THE CLYDE MARSHALLING YARDS



2. VIEW OF THE WALL CROSSING THE Site



3. ADJACENT SYDNEY TRAINS "THE HUB"



4. MANCHESTER ROAD



5. DUCK RIVER FROM MANCHESTER ROAD

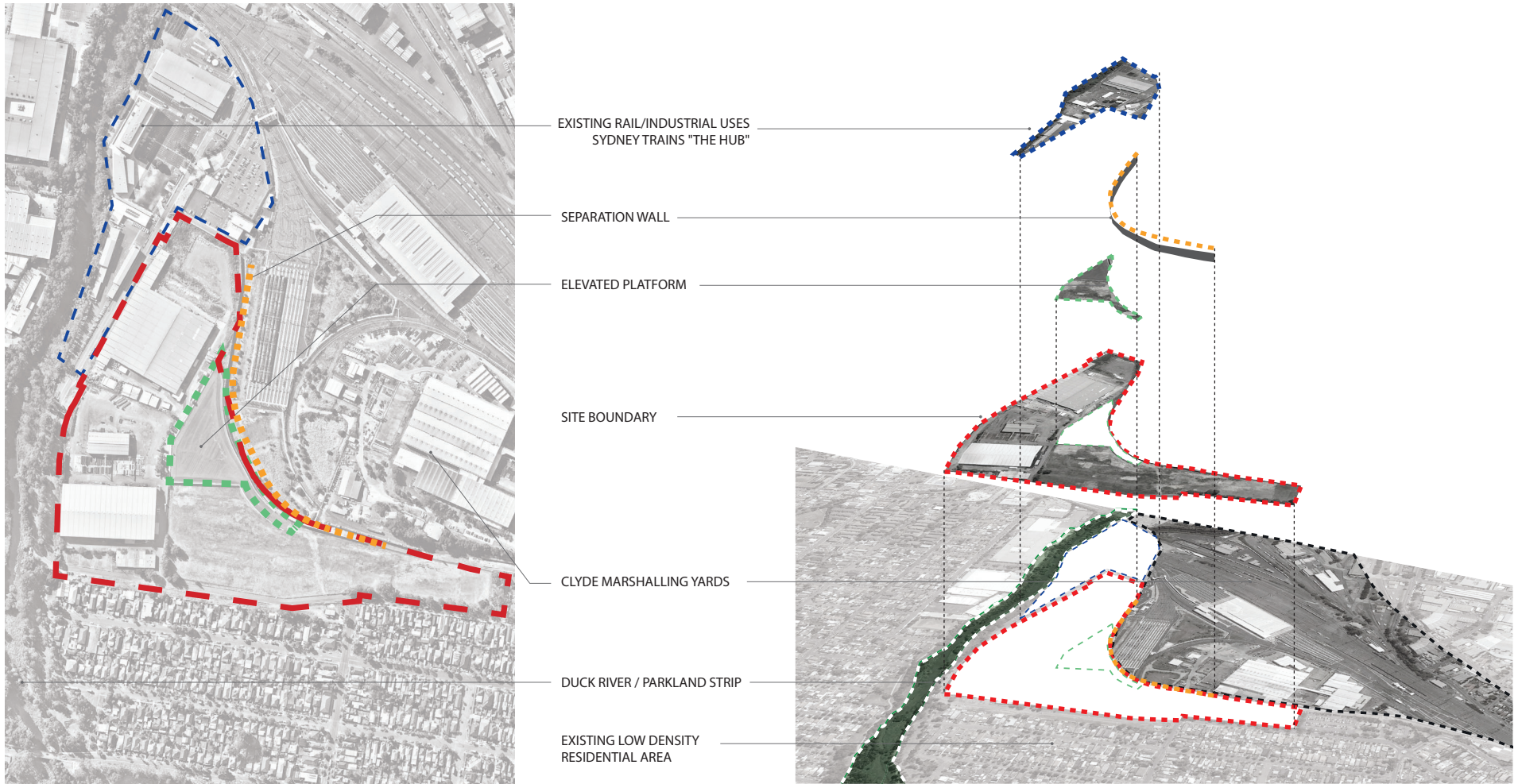


6. VIEW OF THE ELEVATED PLATFORM

1.0 URBAN CONTEXT

1.9 URBAN STRUCTURE OF THE SITE

The proposed Manchester Road Masterplan is created by the following key features:



2.0 SITE OPPORTUNITIES

PROPOSED MASTERPLAN
VIEW FROM THE PROPOSED BOULEVARD TOWARDS THE PARK AND EMPLOYMENT ZONE



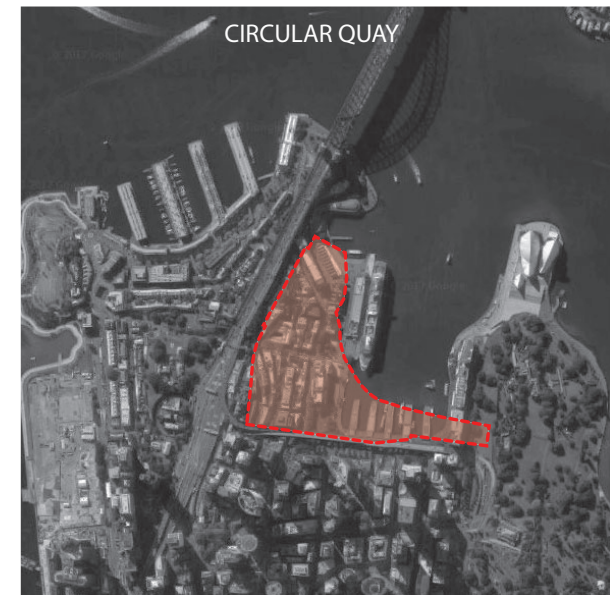
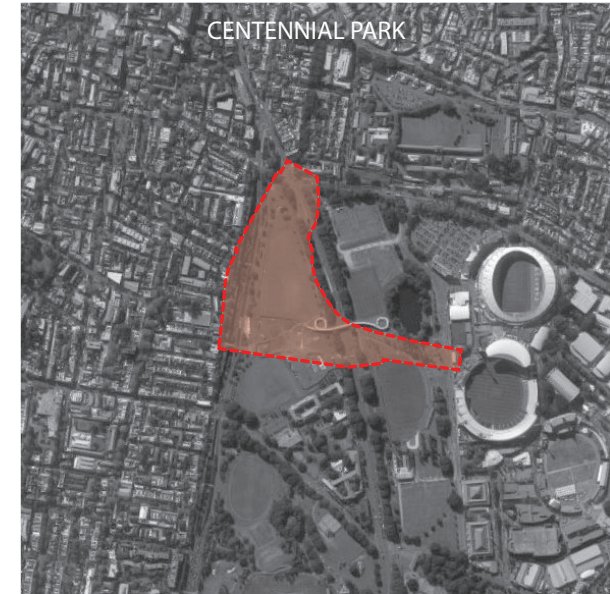
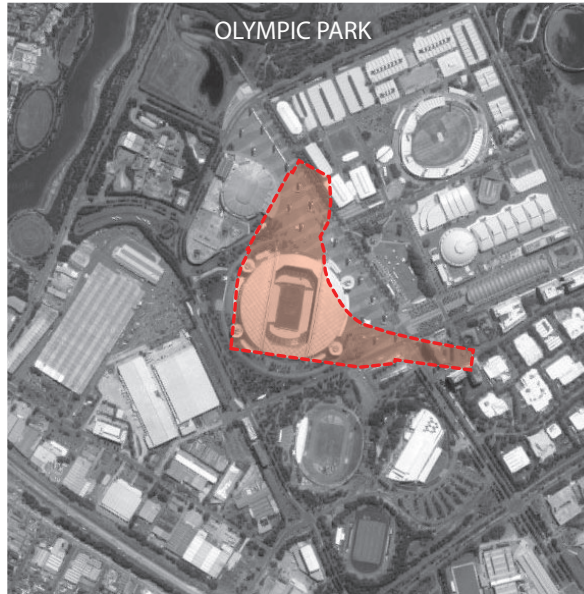
2.0 SITE OPPORTUNITIES

2.1 SITE SCALE

The adjacent diagrams confirm the scale of the Site relative to a number of significant urban landscapes across Sydney.

The adjacent comparison confirms that the Site is of sufficient scale for a mixed use community for employment and residential uses, as noted by three different urban morphologies: Paddington, Bondi, and The Rocks.

Being 14.12 ha, the Site is of a sufficient scale to warrant an urban pattern of city blocks consistent with contemporary employment uses adjacent to higher residential density.



SITE COMPARISON WITH SYDNEY'S MAJOR AREAS

 Site



PTW

AERIAL SITE VIEW

2.0 SITE OPPORTUNITIES

The Site has potential for significant change, especially with regard to new land uses and new built form envelopes. This section defines the themes of urban redevelopment.

2.2 NEW USES

The Site has the potential to provide new employment uses together with new residential uses as a focal point for the neighbourhood.

Opportunities were identified for new employment and residential uses; together with a greater mix of housing choice, this masterplan is envisaged to create a new neighbourhood with a diversity of local retail and community uses structured around new open spaces.

The Site is situated in close proximity to Auburn and Clyde Railway Stations. This confirms the importance of the subject site, being suitable for an increase in employment uses and residential density within an urban planning context. Further, the subject site recognises the need to accommodate a diversity of land uses.



LEGEND: ■ BUSINESS PARK ■ GENERAL INDUSTRIAL ■ HIGH DENSITY RESIDENTIAL ■ PUBLIC RECREATION



2.0 SITE OPPORTUNITIES

2.3 DELIVERING SIGNIFICANT COMMUNITY OPEN SPACE

This Planning Proposal seeks to provide significant open space.

This strategy seeks to improve the connectivity and permeability of the area while confirming the importance of the Site within an emerging and evolving community that will provide new employment and residential uses.

Open space improvements across the Site will include:

- Recreational and environmental improvement along the Riparian Duck River;
- Public open space parkland to the east;
- Linear parkland links across the Site; and
- The public domain of the streetscape.



LEGEND: OPEN SPACE

2.0 SITE OPPORTUNITIES

2.4 NEW PEDESTRIAN AND VEHICLE LINKAGES

The planning context for the Manchester Road Masterplan recognises the existing roadway pattern and the potential for pedestrian and vehicle linkages.



LEGEND:  ACCESS POINTS  EXISTING INDUSTRIAL VEHICLE PATHS  RESIDENTIAL VEHICLE PATHS  EXISTING VEHICLE PATHS 

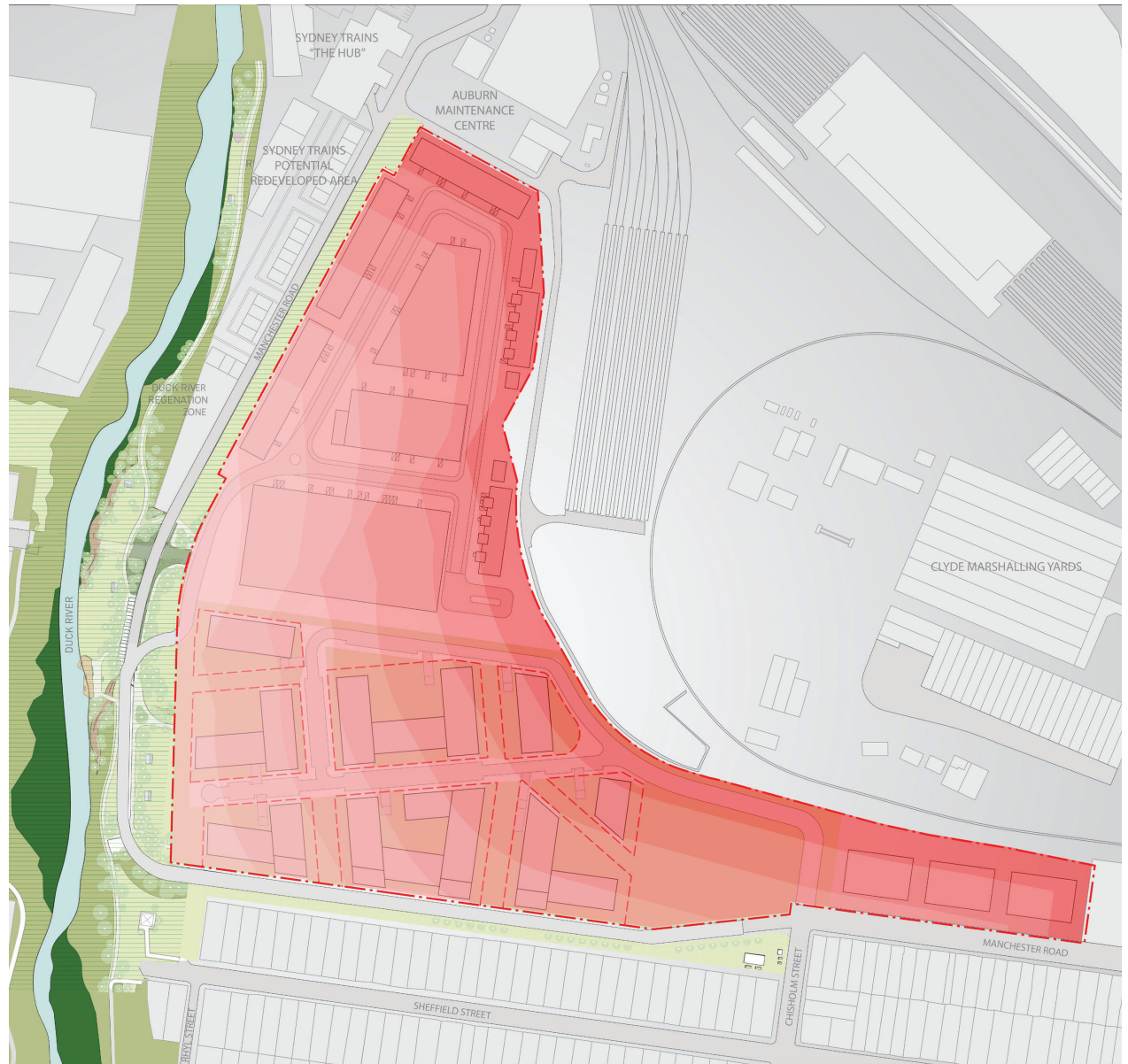
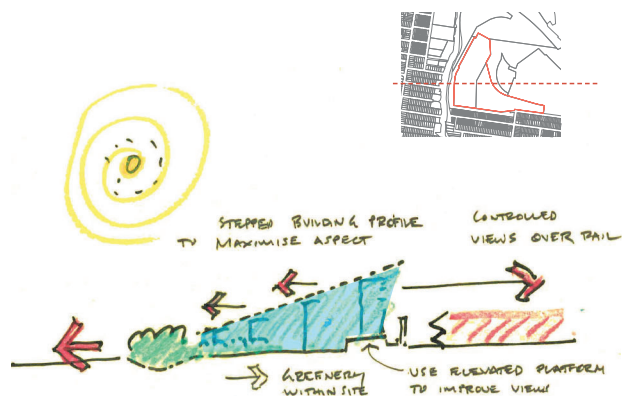
2.0 SITE OPPORTUNITIES

2.5 VIEW OPPORTUNITY AND BUILT FORM STRATEGY

This Planning Proposal recommends that new public open spaces be provided. New open space areas will consist of linear parks integrated with a large public park with connections to the reserve of Duck River. This structure will provide the opportunity for local views.

It is also envisaged that a graduation in building height from the east to the west will provide view sharing opportunity overlooking Duck River, thus producing positive engagement with the surrounding landscape.

The planning context for this masterplan considers differences between the closed (and walled) eastern boundary edge and the open western boundary edge overlooking Duck River.



LEGEND: LOW PROFILE BUILDINGS  HIGH PROFILE BUILDINGS 

PTW