

## 3.0 MANCHESTER ROAD MASTERPLAN

PROPOSED MASTERPLAN  
VIEW FROM THE MAIN ENTRANCE TOWARDS THE SECONDARY STREET



## 3.0 MANCHESTER ROAD MASTERPLAN

### 3.1 VISION

The vision for the Site incorporates a vibrant mixed use community within a public domain, which would have distinct and memorable urban character. The success of this development will act as a catalyst for new employment uses within the area. This large and amalgamated site has the potential for new employment uses with greater residential density. The total amalgamated area of the Site is 14.12 ha.

This Planning Proposal adopts the following strategies:

- Provide new employment opportunities.
- Provide a range of housing types in close proximity to public transport, integrated with high-quality open space areas that respond to an increase in population;
- Provide new built form to spatially define new pedestrian linkages and new public open space areas as an attractive urban precinct;
- Provide modulated built form that will accommodate differences in housing choice, reflecting changes in household size and lifestyle choices;
- Confirm the Site's strategic location with linkages to adjoining existing urban pattern; and
- The contribution of this development site to the transition from a former large scale heavy industrial site to a finer grained, more densely populated, and mixed use community.

Located east of Duck River within former railway lands, the Site is close in proximity to Auburn and Clyde Railway Stations. This Planning Proposal offers an opportunity to provide:

- High quality, functioning community open space;
- Variety of recreational facilities for public use;
- A permeable urban layout;
- An integrated and easily staged masterplan concept;
- A fully serviced contiguous site;
- 7 ha of employment uses;
- 5 ha of residential use;
- A range of building heights;
- 2 ha of publicly accessible open space;
- A permeable network of streets and open spaces, designed to encourage pedestrian passage; and
- Accommodation of key community facilities and a variety of active and passive open space opportunities.

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#### 3.1 VISION



### 3.0 MANCHESTER ROAD MASTERPLAN

#### 3.2 PRINCIPLES

##### LAND USES

The masterplan will comprise of a mixture of new land uses within a new mixed use community.

##### ACCESS STRUCTURE AND URBAN FRAMEWORK

The masterplan sets out a clear hierarchy of internal streets, which act as primary corridors of movement and accessibility within the Site. These link to the adjoining network of public parks, streets, and community spaces.

##### LANDSCAPE AND PUBLIC OPEN SPACE

The masterplan will comprise of a public domain structure and open space areas. The public domain of new streets consider site address and building entries, together with new public open space areas in order to facilitate a mixed use community neighbourhood. A cohesive network of public parks and streets give expression and spatial character to the public domain, inviting a variety of both formal and informal recreation activities. Street planting should respond to the street hierarchies of the Site and provide a green and inviting setting.

##### BUILDING HEIGHT AND BUILT FORM

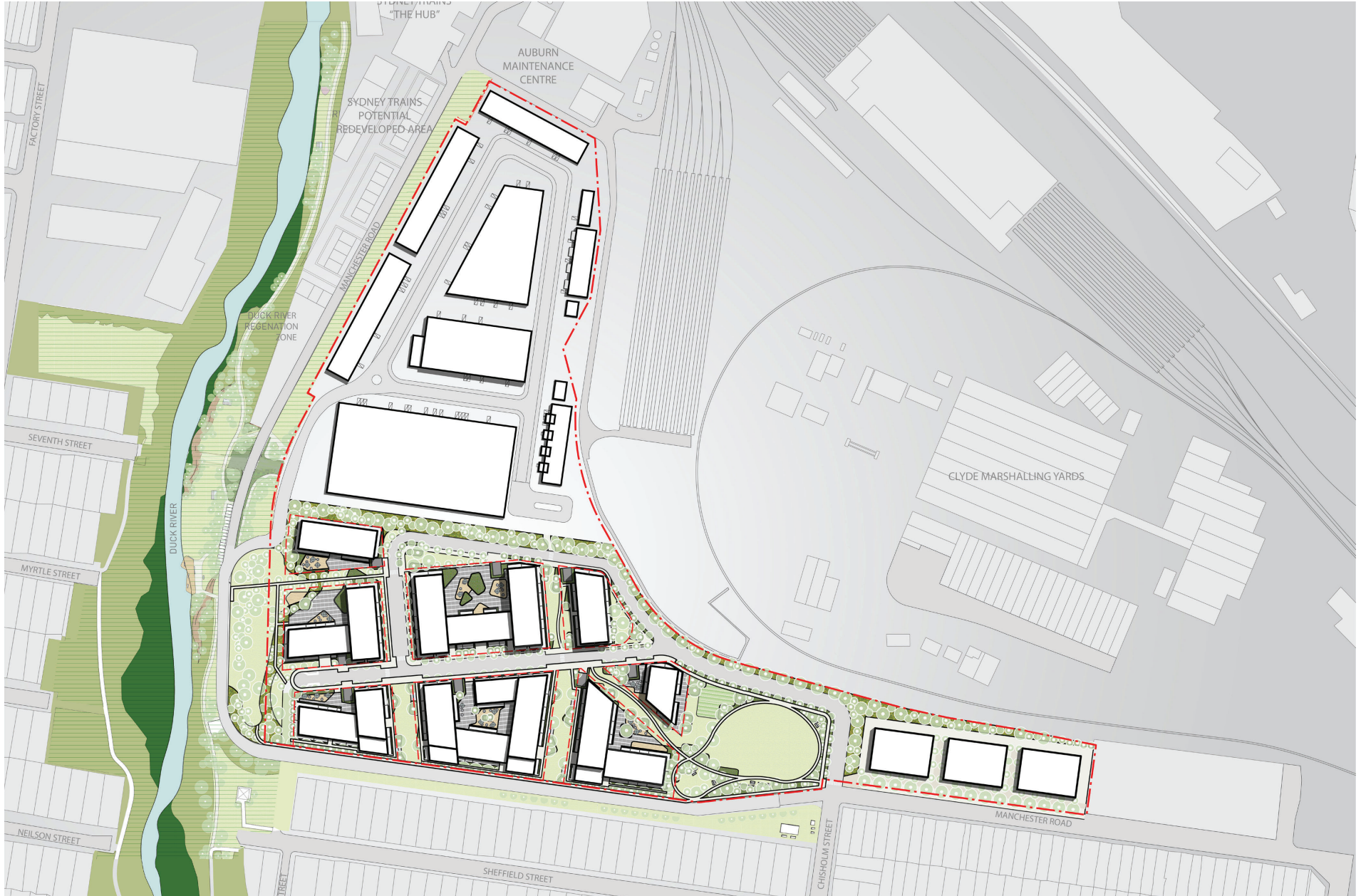
Built form controls will define the street edge and provide spatial enclosure and framing. A gradation of building height will provide its orientation and view sharing towards Duck River. New built form is arranged to provide optimum solar orientation and building energy performance.

##### BUILT FORM TRANSITION

The masterplan considers limiting impacts on the adjoining and existing properties to the south. Here adjustment in the residential density and maximum building height of the urban block bounded by Manchester Road, Sheffield Street, and Chisholm Road is proposed. This will not only reduce the impact, but will also promote an urban transition.



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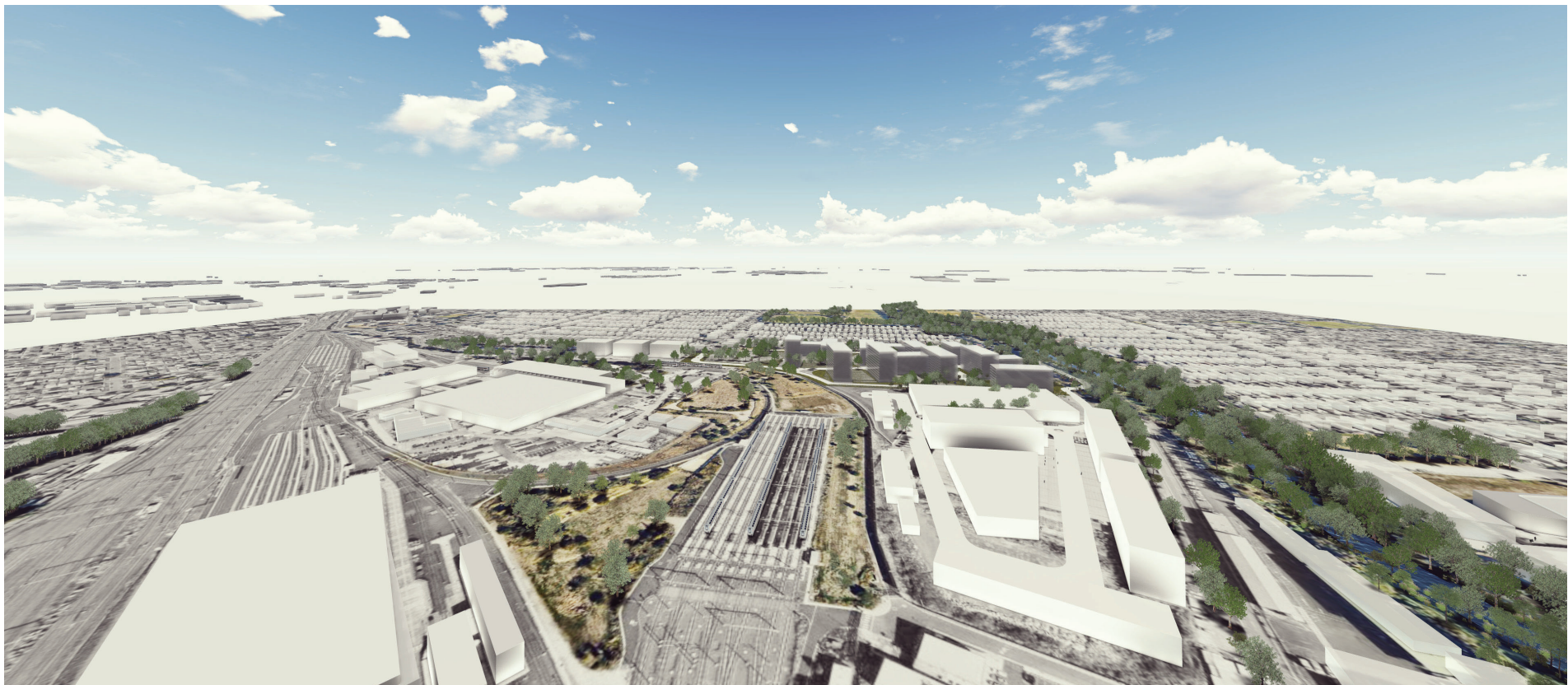
### 3.0 MANCHESTER ROAD MASTERPLAN

#### 3.3 LAND USES

This large and amalgamated site has the potential for employment and residential uses.

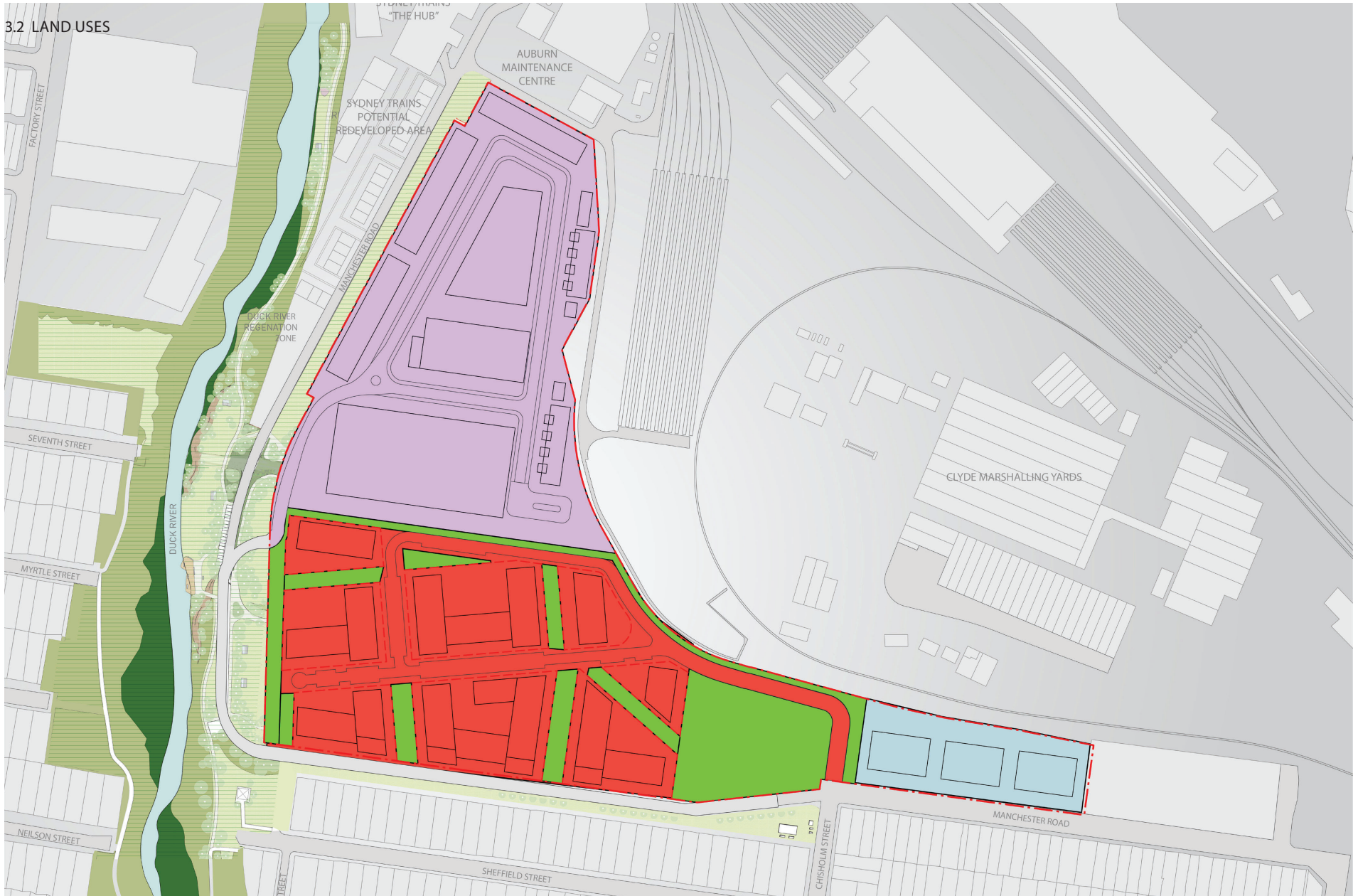
Land uses will comprise of open space, business, residential, community, and retail. These are distributed across the Site to maximise amenity for employees and residents.

The distribution of land uses across the Site, in balance, recognises the existing adjoining land uses to the west and south.



### 3.0 MANCHESTER ROAD MASTERPLAN

#### 3.2 LAND USES



LEGEND: B7 IN1 R4 RE1





### 3.0 MANCHESTER ROAD MASTERPLAN

#### 3.4 ACCESS STRUCTURE AND URBAN FRAMEWORK: RESIDENTIAL NEIGHBOURHOOD

The access strategy for the masterplan is designed to facilitate a transit-orientated community.

A clear hierarchy of roads is provided within the residential areas of the masterplan to differentiate primary access from local and more pedestrian-focused movement.

The streets within the masterplan encourage maximum permeability for pedestrians, as a means of promoting a worker-friendly environment and residential neighbourhood.

The proposed paths provide safe and efficient access through the Site and link the area to new employment uses found on the northern portion of the Site.

The proposed network of streets and accessways provide site permeability and traffic capacity servicing the mixed use neighbourhood, public open spaces, and adjoining employment uses.

The streets within the residential portion of the masterplan will provide the following:

- Accentuation of the urban character of the residential neighbourhood;
- Urban connections to adjoining new employment uses and existing residential uses; and
- An integrated public domain network.



Main access view toward Central Park.

### 3.0 MANCHESTER ROAD MASTERPLAN

#### 3.3 ACCESS STRUCTURE AND URBAN FRAMEWORK: RESIDENTIAL NEIGHBOURHOOD



LEGEND:



ACCESS POINTS



EXISTING INDUSTRIAL VEHICLE PATHS



RESIDENTIAL VEHICLE PATHS



EXISTING VEHICLE PATHS



### 3.0 MANCHESTER ROAD MASTERPLAN

#### 3.5 ACCESS STRUCTURE AND URBAN FRAMEWORK: EMPLOYMENT USES

The access strategy for the employment land uses of the masterplan incorporate defined entry points, which in turn will facilitate flexible development.

It is envisaged that the employment precinct will accommodate a range of small scale industry and/or service uses. The following uses are considered:

- Service industry;
- Creative industry;
- Start-up / incubator;
- Small scale wholesale; and
- Small scale manufacturing, for example, local foods and textile importers or clothing importers.

Vehicle access for the employment precinct will be made via an existing and dedicated service road. It is envisaged that additional pedestrian access will be made via pathways from Clyde Railway Station.

The residential uses and network of streets and access-ways within the residential precinct will not be impacted by the proposed uses within the employment precinct.

The arrangement of internal streets within the employment precinct will address the following:

- Have primary access from the west off an existing dedicated service road;
- Incorporate a hierarchy and open pattern of roadways;
- Allow pedestrian connections between the residential precinct to the south and to Clyde Railway Station to the north-west; and
- Have an urban interface that is well-designed, especially portions facing the residential precinct to the south.



The Quarry | Greystanes, NSW



The Enterprise Centre | Artarmon, NSW



Homebush Business Village | Homebush, NSW



Cawara Road | Caringbah, NSW

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#### 3.4 ACCESS STRUCTURE AND URBAN FRAMEWORK: EMPLOYMENT USES



LEGEND:  ACCESS POINTS  EXISTING INDUSTRIAL VEHICLE PATHS  EXISTING NORTHERN VEHICLE PATHS  EXISTING SOUTHERN VEHICLE PATHS



### 3.0 MANCHESTER ROAD MASTERPLAN

#### 3.6 LANDSCAPE AND OPEN SPACE

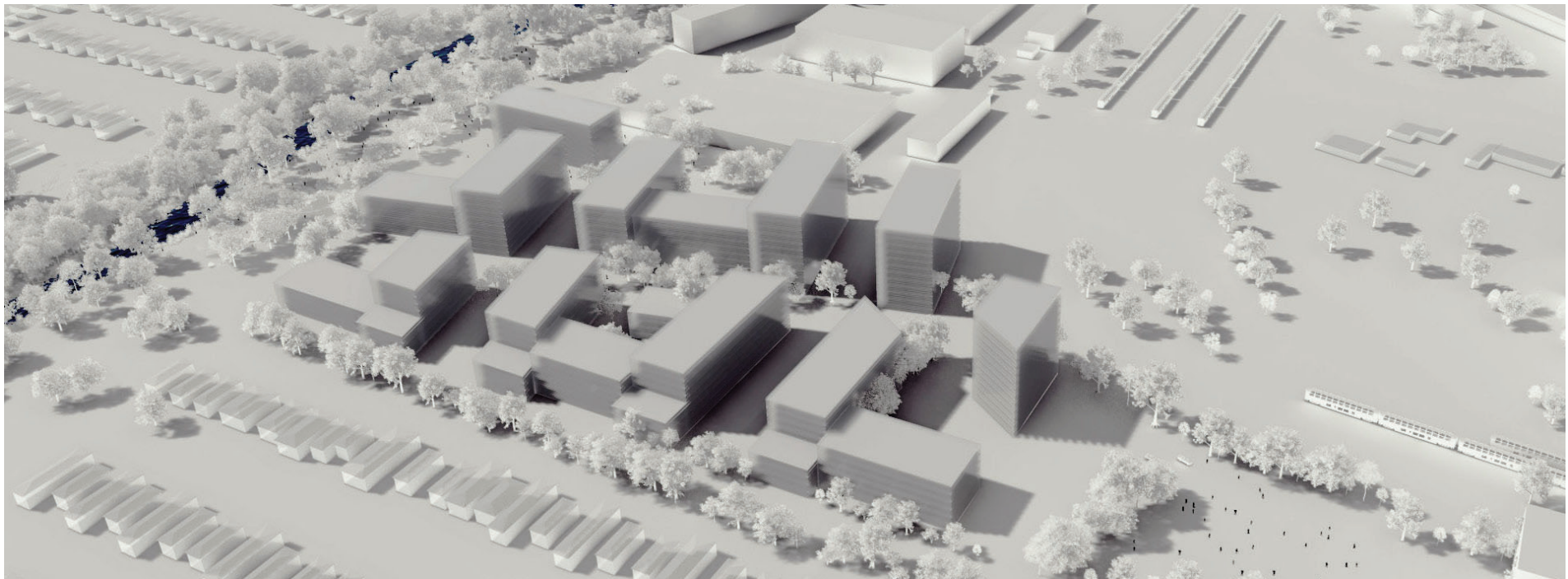
A range of distinctive and usable public open spaces and linear parks are provided for the enjoyment of workers and residents across the Site. The configuration of these regions will ensure that the new public open spaces are integrated with the existing Duck River Reserve.

The following open spaces and public domain elements are provided:

- Central Park, having an area of 9,515 SQM;
- A sequence of linear parks, with combined area of 6,282 SQM; and
- Buffer Park, having an area of 5,389 SQM;

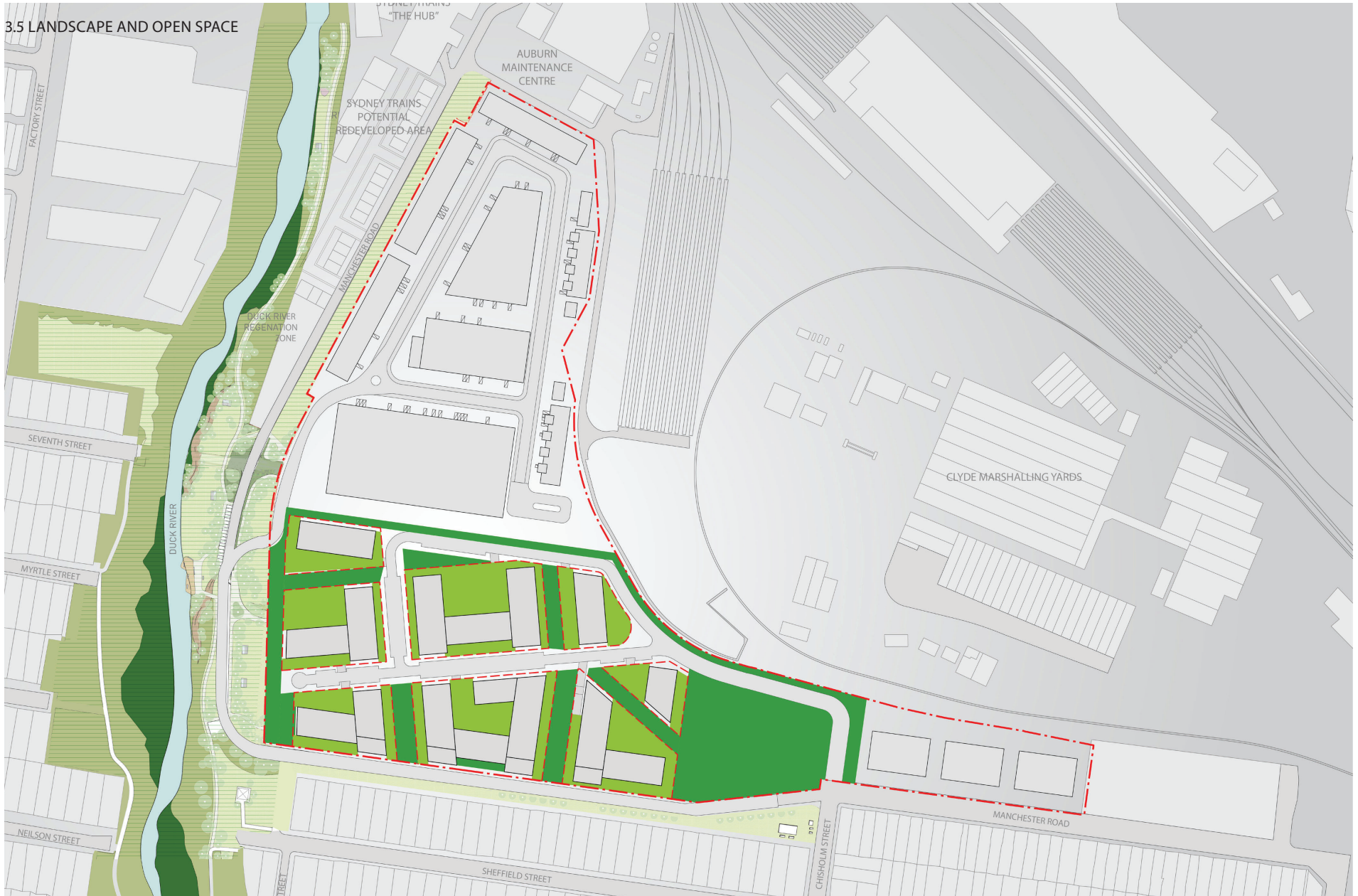


Central Park view towards the Town Centre



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#### 3.5 LANDSCAPE AND OPEN SPACE



LEGEND: ■ PUBLIC OPEN SPACE: 21,186 SQM ■ COMMUNAL OPEN SPACE

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#### 3.7 BUILDING HEIGHT AND PROPOSED BUILT FORM: RESIDENTIAL NEIGHBOURHOOD

This masterplan considers the urban transformation of the area to accommodate higher residential densities.

Modulation in built form is proposed across the Site from shorter elements along the southern edges of the Site to taller elements along the eastern edges. Through this modulation in built form, a variety of housing types, some integrated with commercial retail and community uses, can be accommodated.

The following guidelines are noted:

- Building heights are generally graded across the Site from east to west;
- A range of housing types are to be provided;
- Higher built form elements are located without impacting adjoining and existing residential uses; and
- The proposed residential density of the masterplan considers the existing Town Centre hierarchy of the LGA.



Rocky Point Road, Kogarah



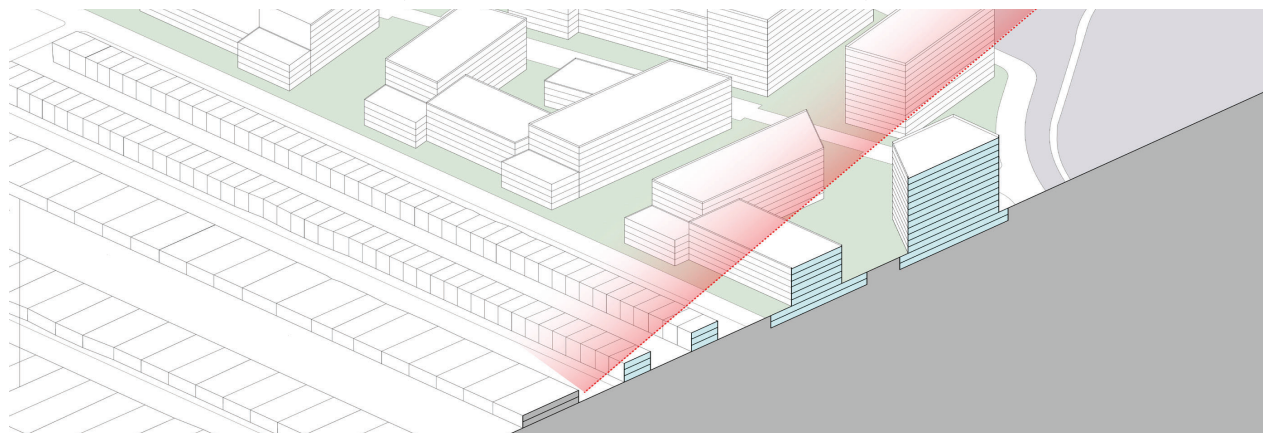
79 & Park, Stockholm



Street framed by trees

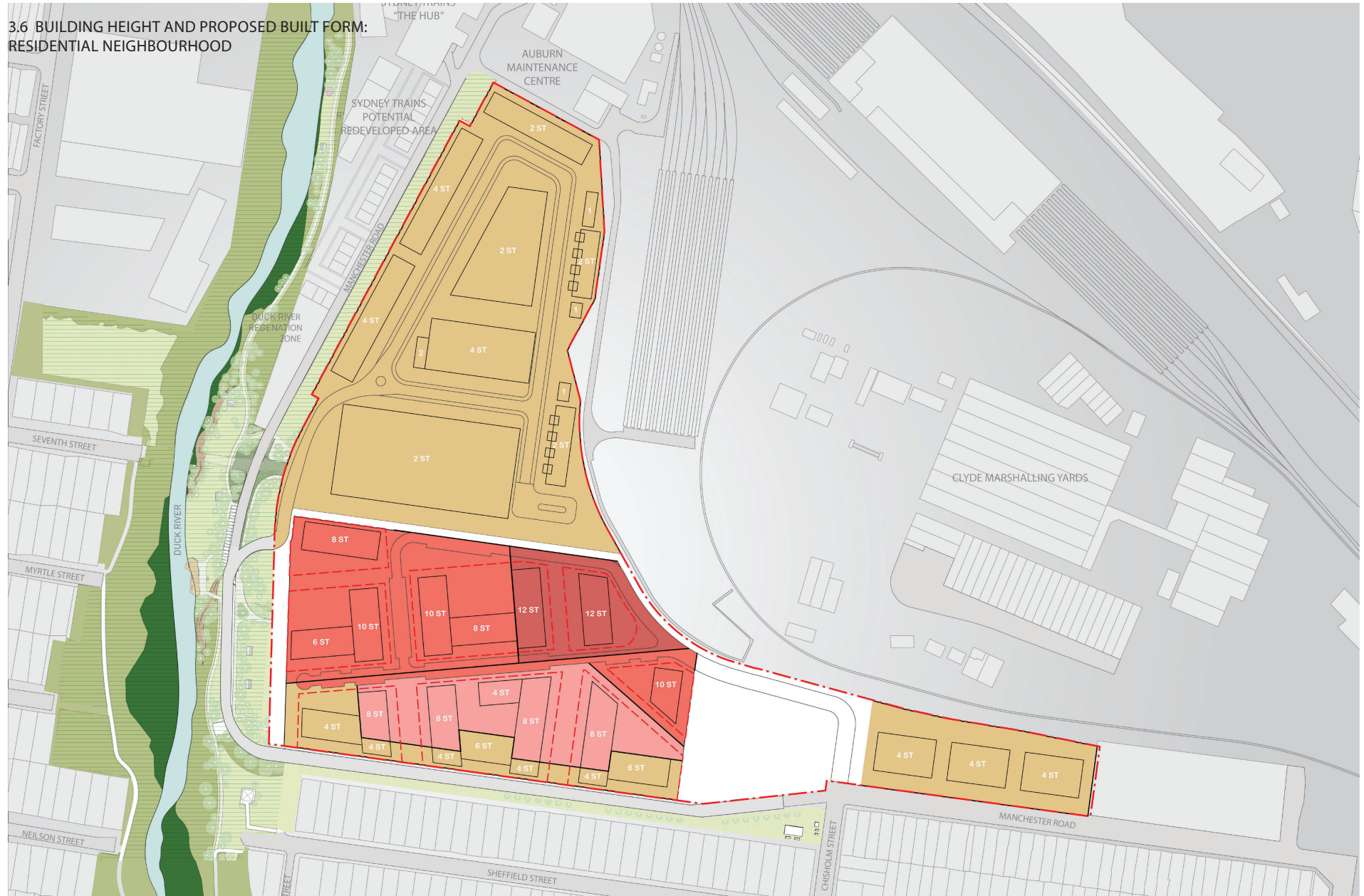


Rocky Point Road, Kogarah



### 3.0 MANCHESTER ROAD MASTERPLAN

#### 3.6 BUILDING HEIGHT AND PROPOSED BUILT FORM: RESIDENTIAL NEIGHBOURHOOD



LEGEND: O1 - 15m T2 - 27m U2 - 33m W - 42m





### 3.0 MANCHESTER ROAD MASTERPLAN

#### 3.8 URBAN ADDRESS, VEHICLE ENTRIES, AND ON-SITE PARKING

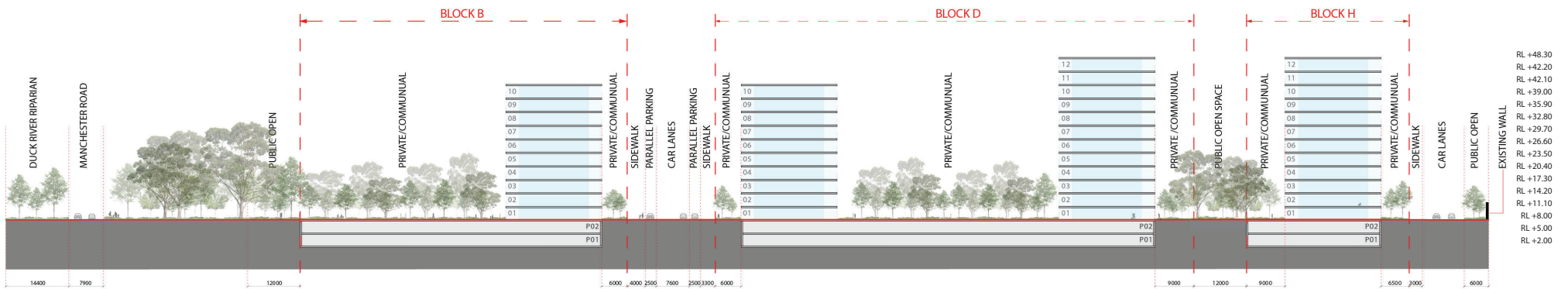
The built form strategy of the masterplan seeks to encourage well-articulated buildings contributing to a high quality public domain.

In particular, the masterplan will provide uniform setbacks across the Site and various entry points to ground floor apartments.

Street parking is proposed across the Site, promoting safe pedestrian access and/or bicycle use. Vehicle entry points into basement parking areas will be located away from principle public domain elements.

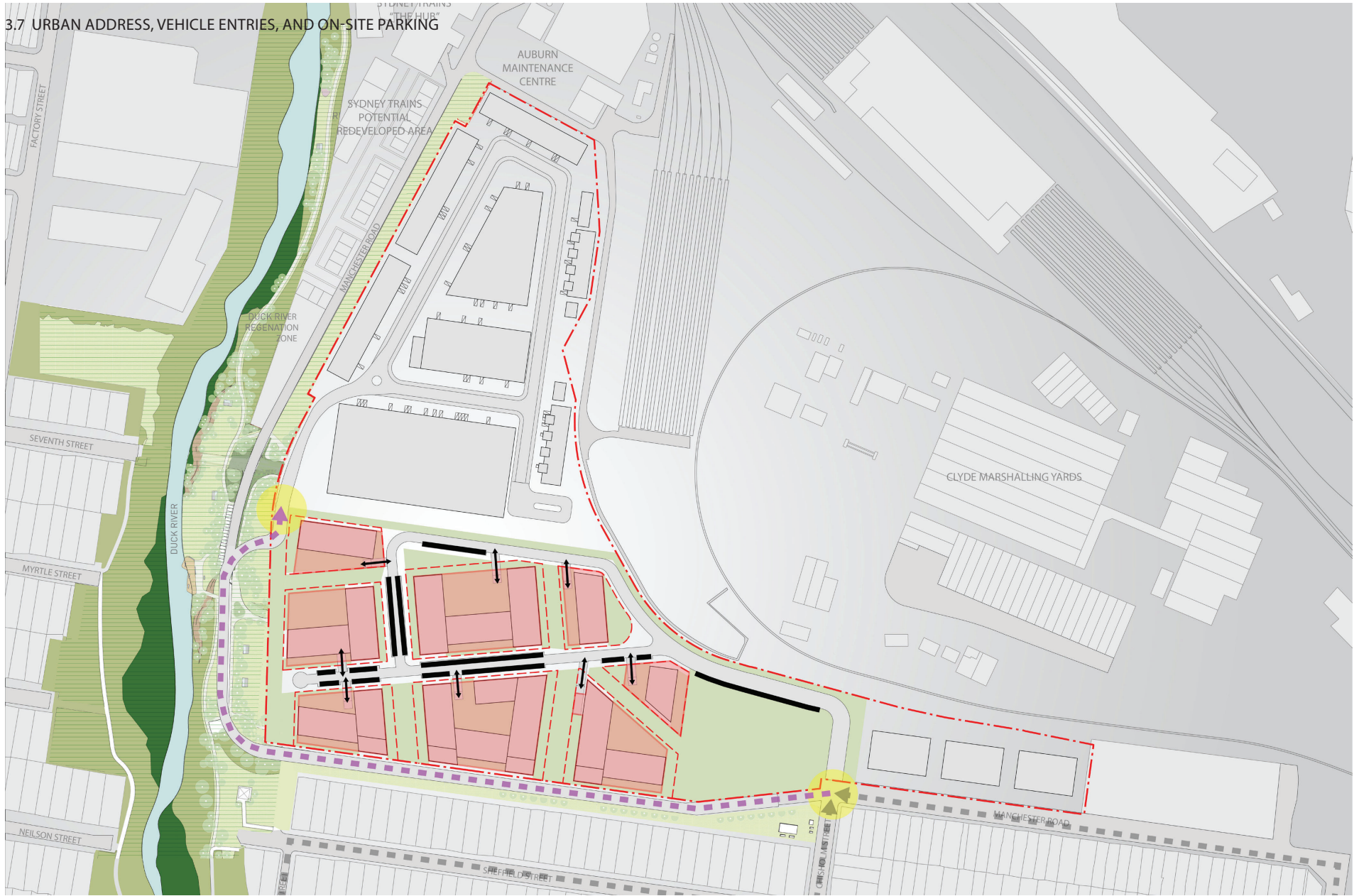
The following guidelines are noted:

- High quality public domain elements are to be integrated with on-street parking areas for visitors;
- Locate vehicle cross-overs and vehicle entries to undercover and/or basement parking areas away from street intersections; and
- Locate new landscape strips to conceal basement parking areas.



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#### 3.7 URBAN ADDRESS, VEHICLE ENTRIES, AND ON-SITE PARKING

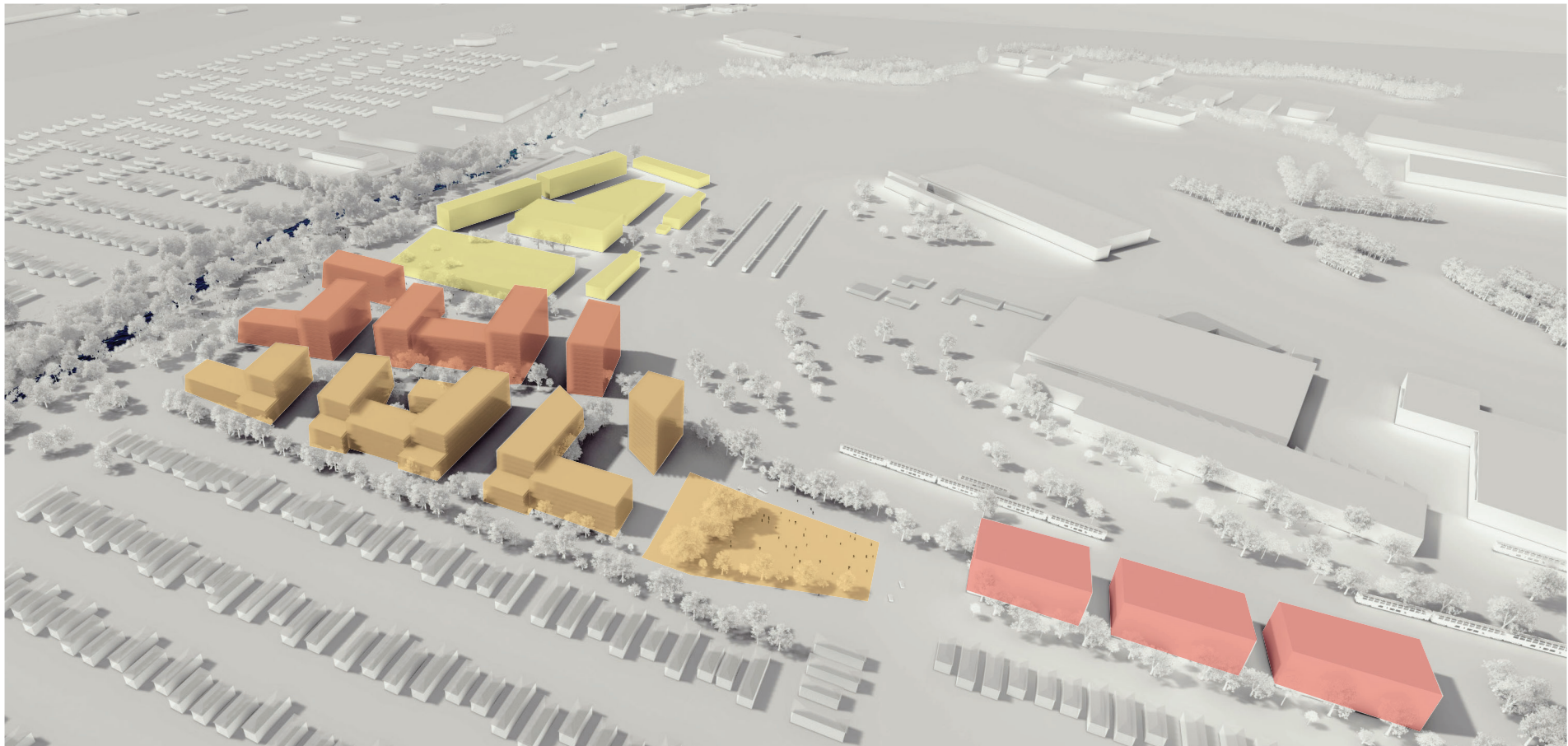


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#### 3.9 STAGING

The masterplan allows for orderly and incremental development as four distinct phases.

It is envisaged that public open spaces will be built progressively, relating to increases in demand and population density.



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LEGEND:  STAGE 1  STAGE 2  STAGE 3  STAGE 4 🕒



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#### 3.9 PUBLIC BENEFIT



Strategically located, this Planning Proposal envisages a range of new uses that emphasise employment within a mixed use community.

An important part of the masterplan is the delivery of much needed public open space and new land uses for community utilisation.

Staged development will limit impacts upon adjoining residential uses.



LEGEND:



CENTRAL PARK

PUBLIC OPEN SPACE

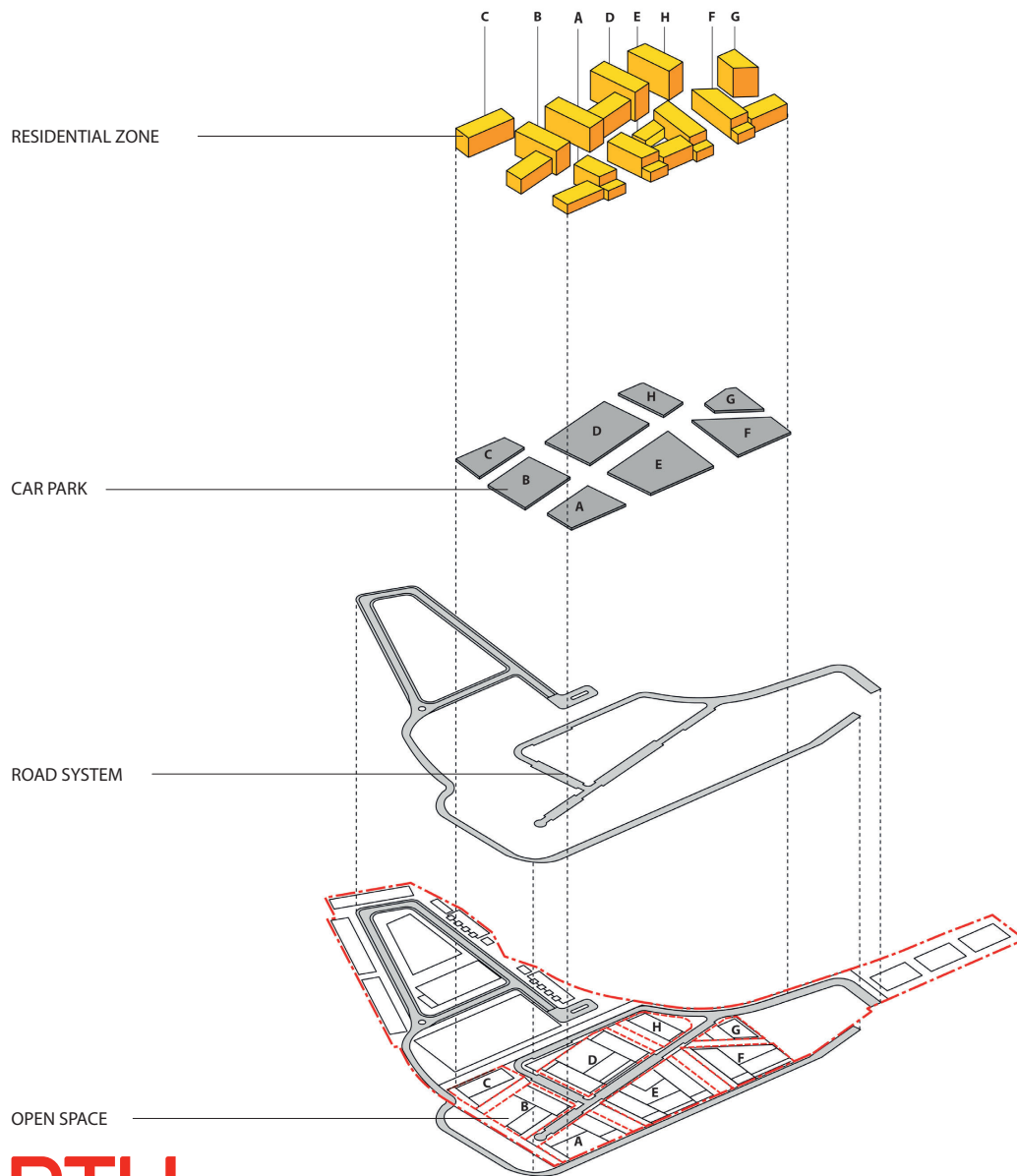
GREEN/ACOUSTIC BUFFER

BICYCLE PATH



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#### 3.11 DEVELOPMENT YIELD: RESIDENTIAL PRECINCT



TOTAL FSR AREA			
Usage	Site Area	GFA	FSR
R4 Residential	49,755	106,683	2.14
RE1 Public Open Space	21,186	0	0.00
Grand Total	70,941	106,683	1.50

OPEN SPACE AREA			
Name	AREA	TOTAL SITE	AREA %
OS1 - Park	9,515	70,941	13.41%
OS2 - Buffer	5,389	70,941	7.60%
OS3	1,086	70,941	1.53%
OS4	1,408	70,941	1.98%
OS5	981	70,941	1.38%
OS6	505	70,941	0.71%
OS7	908	70,941	1.28%
OS8	607	70,941	0.86%
OS9	787	70,941	1.11%
Grand Total	21,186	70,941	29.86%

RESIDENTIAL GFA AREA				
SITE	GBA	GFA		YIELD
		75% GBA	80% GFA	
Block A	11,680	8,760	7,008	91
Block B	18,746	14,060	11,248	142
Block C	13,060	9,795	7,836	100
Block D	38,572	28,929	23,143	312
Block E	28,088	21,066	16,853	225
Block F	15,772	11,829	9,463	123
Block G	7,430	5,573	4,458	59
Block H	14,208	10,656	8,525	108
Grand Total	147,556	110,667	88,534	1,160

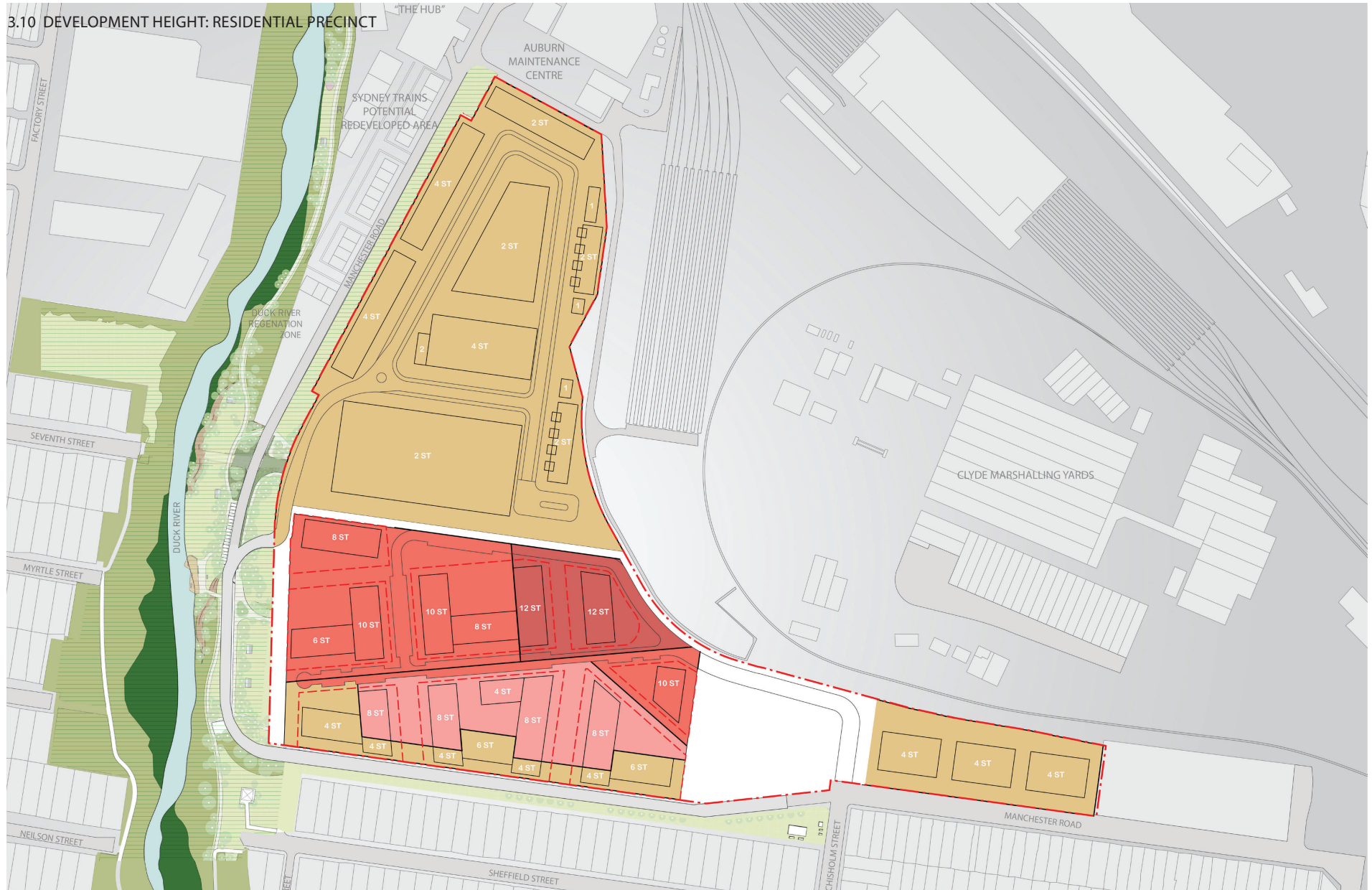
VEHICLE SPACES			
SITE	GBA	PARKING FLOORS	VEHICLE SPACES
			(35m2 Average)
Block A	4,446	1.5	127
Block B	5,837	1.5	167
Block C	4,488	2	128
Block D	11,624	2	332
Block E	9,125	1.5	261
Block F	6,057	1.5	173
Block G	3,616	2	103
Block H	3,596	2	103
Grand Total	48,788		1,394

UNIT MIX				
Total Units	Unit Type			
	St	1Bed	2Bed	3Bed
1,160	22	296	792	50
	1.90%	25.52%	68.28%	4.31%



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#### 3.10 DEVELOPMENT HEIGHT: RESIDENTIAL PRECINCT



LEGEND: O1 - 15m T2 - 27m U2 - 33m W - 42m





