



# Mascot Station Town Centre Precinct Masterplan

Prepared for City of Botany Bay Council, April 2012

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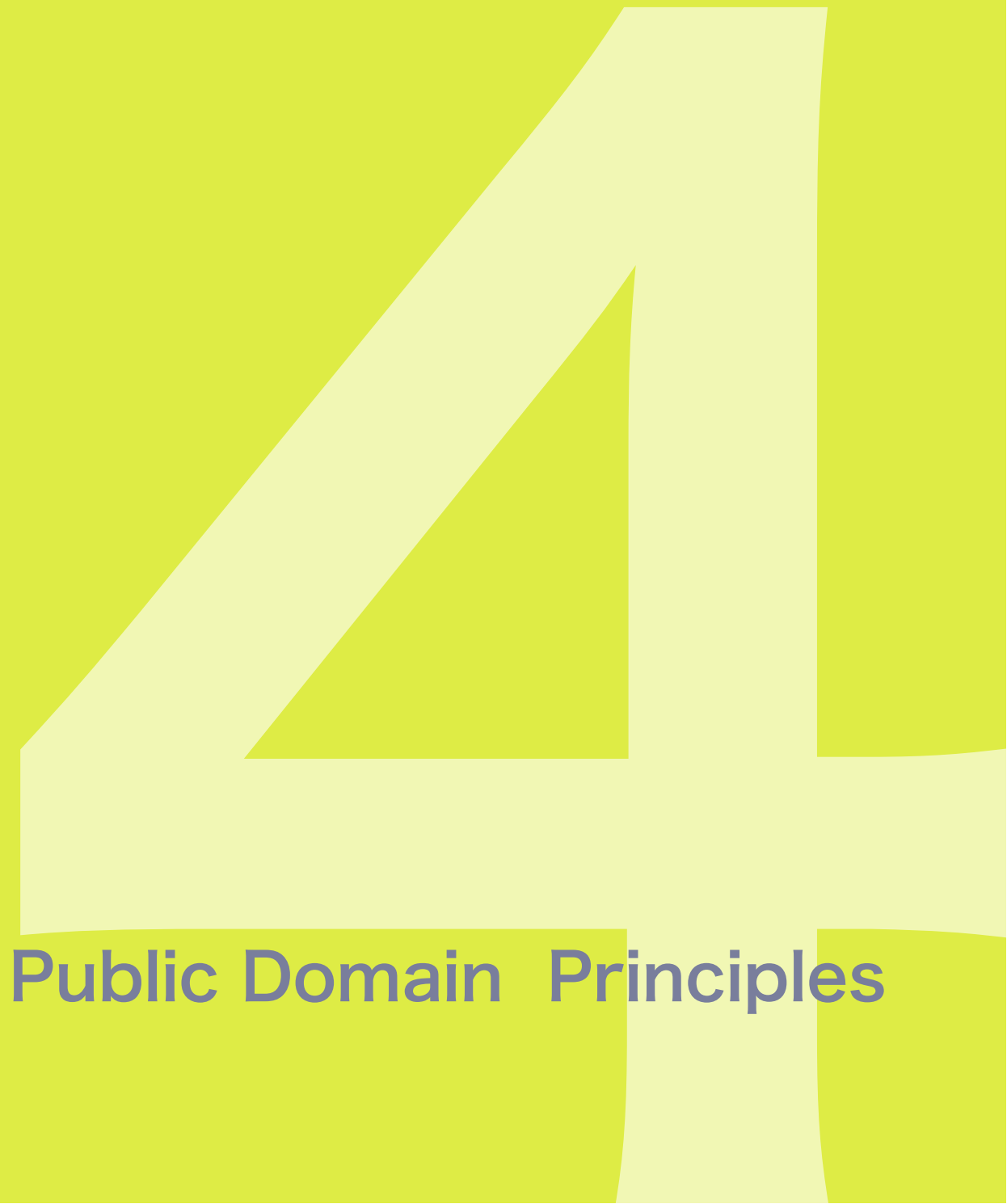
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## Built Form and Public Domain Principles



Urban Blocks



Figure 31: Urban Block Comparison of Mascot, Melbourne, Sydney, Parramatta & Berlin all drawn to the same scale

ANALYSIS

The existing undeveloped sites in the Mascot Station Town Centre Precinct are very large, low-density industrial warehouses or distribution centre sites. These land uses require large, secure sites where pedestrian access is discouraged, often by having high fences around the sites and large blank walled secure sheds. These characteristics are completely at odds with creating a vibrant Town Centre, where active uses line streets and pedestrians walk from their apartments or offices to the rail station or shops, gaining access through permeable urban blocks. Also, the conversion from industrial sheds to primary residential high-rise buildings requires good vehicular and service access to all buildings and the provision of good street addresses to buildings.

The transformation of these very large existing sites into Town Centre blocks will require the extension of the network of streets and parks to create a permeable, walkable Town Centre. The appropriate degree of permeability is derived from comparisons with other relevant centres (Figure 31).

These centres are:

- A. Central Melbourne
- B. Central Sydney
- C. Parramatta and
- D. Berlin

These centres have been chosen on the basis that:

- Melbourne and Sydney have reasonable pedestrian permeability due to their street layouts, and both Councils have policies to enhance laneways and widen footpaths to improve pedestrian accessibility and amenity.
- Parramatta contains large urban blocks that are made more permeable by a network of lanes, places and squares in the centres of blocks.
- Berlin has been chosen as a European city example. It is, in fact, the European city with the largest urban blocks, and is therefore considered a fair comparison.

CONCLUSIONS FROM COMPARISON

- The Mascot Station Town Centre Precinct blocks are the same size as the Melbourne blocks between the major streets (Lonsdale, Bourke, Collins Street, etc). However the minor streets (Little Bourke, Little Collins Street, etc) and the lanes are entirely missing from the Mascot Town Centre. This minor streets and laneways contribute greatly to Melbourne pedestrian accessibility, vibrancy, nightlife and the like, with shops, cafes, bars interspersed throughout the small streets and laneways of the city.

Sydney's grid of major streets (Kent, Clarence, York, etc) is similar in spacing to Melbourne's major and little streets (Bourke Street and Little Bourke Street, etc). Central Sydney has approximately twice the permeability and twice the amount of public domain in comparison with Mascot Station Town Centre Precinct.

- Parramatta's major streets (Macquarie, George, Phillip, Church, Smith, etc) have a similar layout to the existing Mascot streets, however Mascot Station Town Centre Precinct entirely lacks the network of minor streets, places and squares (Civic Place, Horwood Place, etc) that give Parramatta pedestrian permeability, and provide building addresses throughout the Parramatta blocks.
- Berlin has a well-structured series of streets, with approximately twice the permeability of the Mascot Station Town Centre Precinct. The Berlin blocks also contain large courtyards not shown in these block plans, that provide further pedestrian permeability than currently shown.

These 4 city plans (Figure 31) show that new streets and public spaces such as pocket parks are essential elements in the re-development of the large Mascot Station Town Centre Precinct blocks. They will:

- Reduce pedestrian walking distances between developments near the periphery of the Study Area (near Gardeners Road, Kent Road, O'Riordan Street, etc) and the railway station and Bourke Street shops.
- Provide car access to carparking service access to shops and delivery access to apartment buildings (furniture removals, repair vehicles, etc).
- Provide building entrances and lobbies for apartment buildings onto streets.
- Provide safety and security in terms of CPTED by having the public domain of urban parks having vehicular access and active uses where possible at the park edges, and passive surveillance provided by buildings overlooking the streets and parks.



# Public Spaces

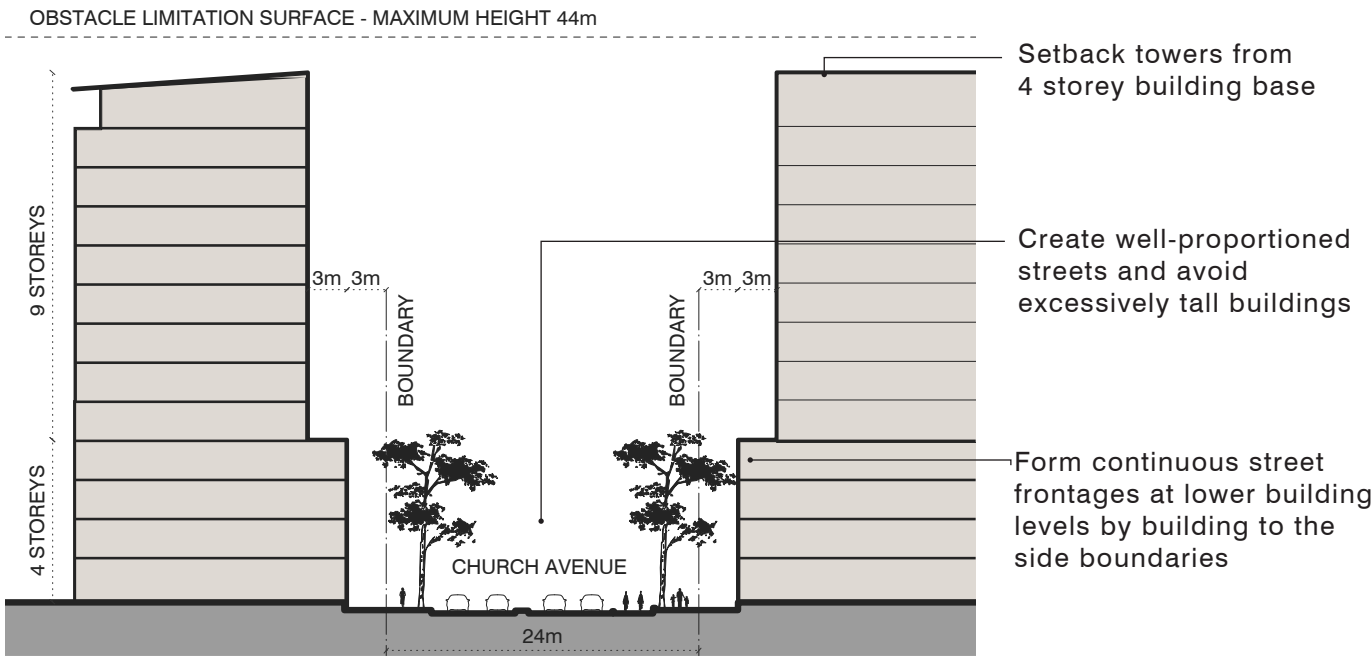


Figure 32: Illustration of well-defined space in the Masterplan

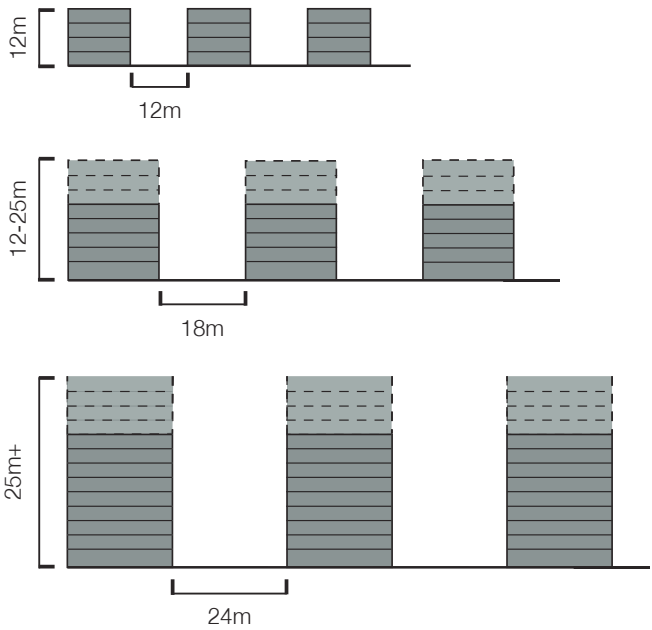


Figure 33: Building separation is proportionate to building height to facilitate urban form and improved residential amenity (Source: Residential Flat Design Code)

## URBAN DESIGN PRINCIPLES

The Mascot Station Town Centre Precinct is comprised of public space, privately owned lots and built form varying in height and density. The formation and definition of well-proportioned public spaces by cohesive built forms is an important objective of this Study.

To achieve this objective the following urban design principles have been taken into consideration (see Figure 32):

- The spatial definition of streets and parks by predominantly building to the street alignment or property boundary.
- The creation of well proportioned streets and the avoidance of street canyons, where buildings are excessively tall and built to the street alignment for the full building height.
- The formation of continuous street frontages at the lower building levels by building to side boundaries and optimising development on each site without penalising neighbouring development.
- The provision of good residential amenity in terms of privacy and built form by complying with the SEPP 65 Residential Flat Design Code built form recommendations regarding separation between buildings and setbacks from side and rear boundaries (Figure 33).

## WELL-DEFINED PUBLIC SPACE

Public space is formed primarily by consistent building alignment. Buildings that are consistently aligned and that address the public domain with major facades create good spatial definition of streets and parks.

Well defined streets and parks assist in creating a sense of place, and in helping pedestrians in orientating themselves around the Town Centre.

**Continuous street frontages enable continuous activities at ground level, enhancing pedestrian interest and amenity. Continuous street alignment assists in providing safety and security, by ensuring that the public domain is overlooked by buildings.**



A 4 storey building base may be delineated with landscape in the 3m setback zone



A 4 storey building base and 3m average setback to towers creates a good street space



Corner buildings have a role in addressing the corner



## Public Spaces (Cont.)



The interface between the street and dwelling should be open to the street yet providing privacy to the ground floor residence



The transition from the public street to the private dwelling with well considered entry, privacy and landscape



A rhythm of shopfronts is achieved with robust columns and well designed signs



Communal courtyards over parking allow for a range of creative solutions to landscape design



The outlook from surrounding apartments is enhanced with good landscape design

**“Buildings that are consistently aligned and that address the public domain with major facades create good spatial definition of streets and parks.”**

### BUILDING ENVELOPE CONTROLS

The built form control is to limit the height of the high-rise towers to a maximum of 44m. This has the benefits of allowing more daylight into the streets and further reducing the effect of street canyons from having continuous walls of 13 storey buildings.

All building envelopes shown in this Mascot Station Town Centre Precinct Study and DCP document comply with the building separation and building depth recommendations in the SEPP 65 Residential Flat Design Code.

### STREET PROPORTION

Street proportions are the ratio between the height of buildings and the width of the street. Many fine urban streets are within a range (vertical to horizontal) of 1:1.1 to 1:2.5.<sup>1</sup> These proportions would mean that on a 20m wide street, a 22m high building would be the desirable maximum building height, to avoid overbearing buildings and canyon like streets. Of course, there are many streets with buildings that are taller than 22m. A widely used technique to avoid excessively overbearing buildings and street canyons is to have low-rise buildings built to the street frontage, with the high-rise upper floors set back from the street frontage. This provides street definition at the lower levels and a wider street space for the high-rise parts of the buildings.

<sup>1</sup> “Great Streets” by Allan Jacobs MIT Press 1995

**“Well defined streets and parks assist in creating a sense of place, and in helping pedestrians in orientating themselves around the Town Centre.”**

In Mascot Station Town Centre Precinct, it is proposed to have 4 storey street frontage heights and upper level setbacks of 2m to 4m (averaging 3m) for buildings above 4 storeys and up to 14 storeys high. As well as creating a street frontage and building base, the building podium protects pedestrians from wind downdrafts from the high-rise towers and the setback towers allow additional daylight to the street than if they were built to the street alignment.

The cross-section through Church Avenue (Figure 32) demonstrates how desirable street proportions have been achieved with 13 storey buildings. A 3m ground level setback on both sides increases the street space width to 30m. The setbacks also allow for entries and privacy to ground level residential. Further 3m setbacks above the 4th floor increase the width between towers to 36m. With a building height of 40m to 44m, this creates a vertical to horizontal ratio of approximately 1:1.1.



Public Domain Principles



OVERVIEW

The public domain is made up of streets, parks, and squares, and small incidental spaces that are formed through street closures, street widening and irregular geometries between buildings and kerb alignments. All spaces have equal weight and provide particular amenity in the public domain. It is essential that the public domain is comfortable and safe, accommodating all measure of pedestrian ability, and that it forms a network of spaces that allow for a variety of uses.

Public space in the Town Centre will be made up of existing and new streets and parks, with the majority of parks being delivered through development. The Masterplan includes improvement to existing public space, and the addition and reworking of green space currently associated with the SWSOOS.

Improvement and extension of the public domain offers opportunities for environmental initiatives including water sensitive urban design and reduction of urban heat loads. The master plan presents concepts as an outline of design objectives. Design development and documentation of all the illustrated spaces will be subject to consultation with Council, to determine appropriate use and furnishing.

Council's intention is that all parks and street closures will be public, with no barriers to public access.



The aims of these principles are to:

- Increase the quantum of public space in the Town Centre, to cater for the needs of an increased population, and greater visitor numbers.
- Create a diversity of space that accommodates different uses, and that is flexible over time.
- Provide a greater level of amenity in the most active areas, to support retail and commercial uses.
- Support the public transport hub through improved connections and pedestrian amenity.
- Provide better connections to facilities and between streets, to make a walkable Town Centre.
- Encourage cycle use, through addition of a connecting cycleway on Bourke Street, and through better connectivity to the cycleway.
- Introduce water sensitive urban design into the public domain, contributing to improved water quality in the catchment.
- Reduce the effects of urban heat island through increased vegetation cover.
- Provide better connections to facilities and between streets, to make a walkable Town Centre.
- Encourage cycle use, through addition of a connecting cycleway on Bourke Street, and through better connectivity to the cycleway.
- Introduce water sensitive urban design into the public domain, contributing to improved water quality in the catchment.
- Reduce the effects of urban heat island through increased vegetation cover.

STREETS

A high quality, considered, connected and comprehensive street network is integral to a successful public domain. Well designed streets provide a focus for pedestrian activity, and when combined with a considered private domain, create vibrant, lively and engaging environments. They not only serve as connections, but also as critical elements of the public open space network in themselves.

The existing network of streets reflects the market garden and more recent industrial past. Large blocks have been created with little pedestrian amenity. The public domain strategy proposes that the existing network of streets gets upgraded, while also providing new streets to create a finer grain more pedestrian friendly environment.

Successful streets encourage a diversity of use. Within the Botany Council local government area, the Mascot Station Town Centre Precinct offers particularly unique and exciting opportunities to create a vibrant urbane public domain through the creation of new streets and the recognition and definition of regionally significant streets.

Opportunities exist to connect to the wider region through public transport networks, and through integrating with the Sustainable Sydney 2030 plan by targeting commercial and retail development on regionally significant streets. Through encouraging use of public transport, recognising and reinforcing street hierarchy, through the allocation of on street parking, providing opportunities for cycling, but overall providing an integrated, mixed use network of streets, lanes and pedestrian connections, the vitality of the Town Centre can be greatly improved.

The aims of these principles are to:

- Design high quality streets with a pedestrian focus that are fully accessible including wide footpaths, encouraging slow vehicular traffic.
- Increase street tree numbers.
- Provide new low speed residential streets.
- Reinforce the role of significant regional streets through street tree allocation, provision of footpaths where appropriate.
- Incorporate portions of single lane traffic to discourage regional through traffic entering the Town Centre.
- Maximise opportunities for incorporating Water Sensitive Urban Design using techniques such as landscaped medians, tree pits and pocket parks to improve the quality of water entering Alexandra Canal and groundwater.



# Public Domain Analysis



The Mascot Station Town Centre Precinct is undergoing a transformation from a predominantly industrial precinct into a high density mixed use urban environment. This has created an area that is lacking clear identity and character, has limited public open space and is lacking in amenity for pedestrians.

Given the predominantly industrial nature of the land uses within the Precinct, public open space allocation to date has been limited. The Study Area contains a single small public park. The largest area of supplementary open space is the Sydney Water SWSOOS land allocation, which is not currently publicly accessible. Council is currently negotiating with Sydney Water to lease the SWSOOS for public open space.

Micro catchment analysis and flood studies reveal a general west to east water flow (towards the Alexandra Canal). Church Avenue is particularly important in this system, being subject to flooding. With the redevelopment of the Precinct there is considerable opportunity to incorporate Water Sensitive Urban Design in the public domain.

There is a mix of street trees and street character throughout the Precinct. There is a variety of mature trees on the outskirts and recently planted species such as *Elaeocarpus reticulatus* around the Station itself. The streets themselves are in a state of flux with many having been half developed to the new road corridor leading to a disjointed public domain often with different paving types between developments.

The public/private domain interface is in many cases problematic with blank walls, and inappropriately designed ground floors. This has in many cases led to retrospective design additions creating furtive street spaces.

New street connections, parks, public open space and urban plazas present an opportunity to define the character of the Precinct and to provide a high quality, integrated public domain with regional significance.

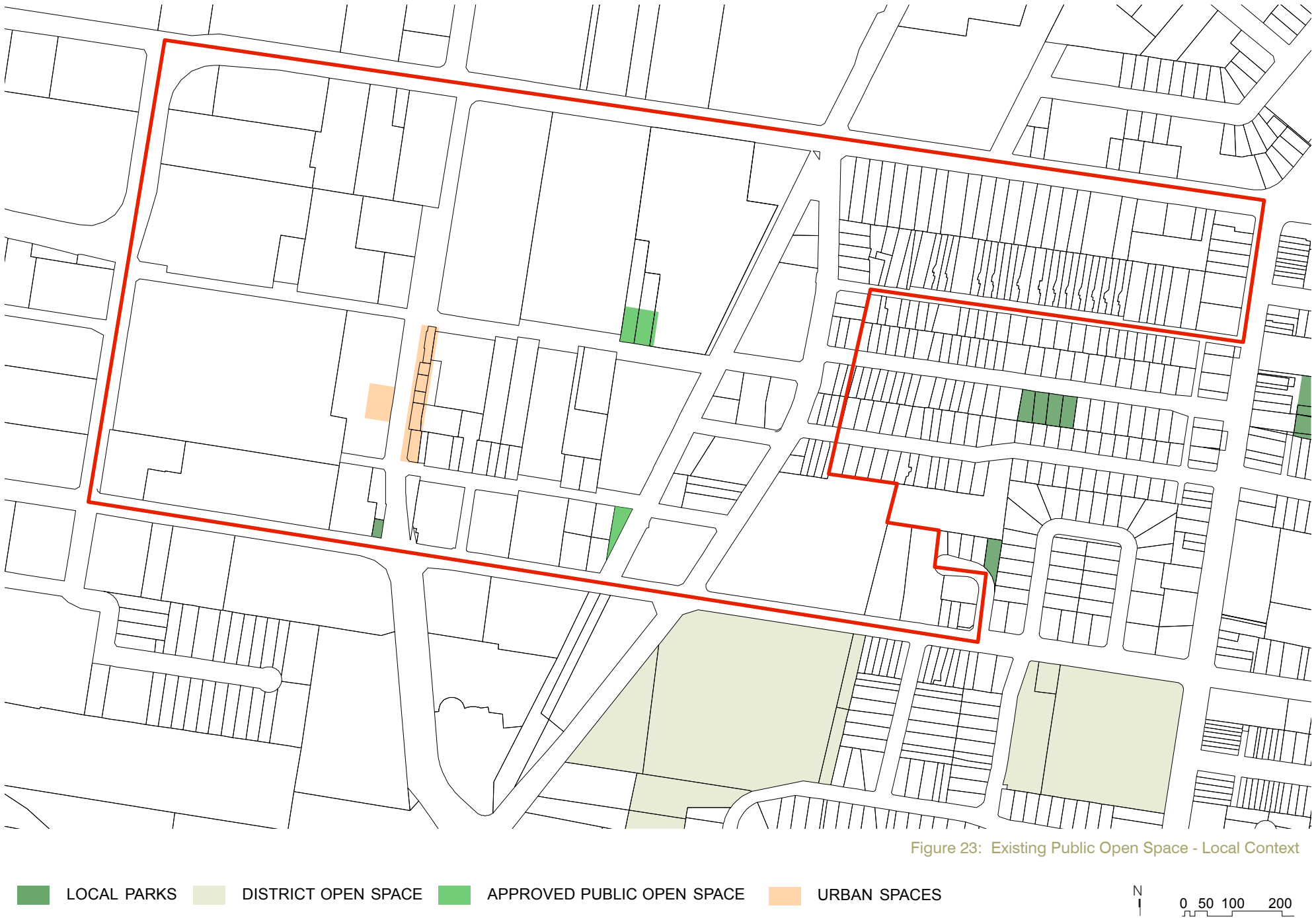
## STREET TREES

Street trees contribute to the quality of the public domain. They can significantly affect street character, can influence microclimatic conditions, provide important urban habitat and reduce the urban heat island effect. Specifically, the placement and selection of trees contributes to the quality of human experience by affecting views, light, shadow, scent, wind, sound, temperature and colour. Close planted trees can create an intimate scale in residential streets.

It is not only trees on public land that contribute to the character of an area. Trees on private land also have the potential to positively contribute to the quality of the street and public domain. The Mascot Station Town Centre Precinct has a number of significant trees on private land (Figure 22), many of which are large mature native species. These should be retained as groups where possible.

Additional tree planting is proposed for most streets in the Study Area. Tree selection and species should reinforce the proposed street hierarchy and character. As well it should be highly dependent on localised soil and microclimatic conditions, underground infrastructure as well as desired street character.

Public Domain Analysis (Cont.)



PUBLIC PARKS IN THE LOCAL CONTEXT

The current provision of local open space in the Study Area comprises a single public park on the corner of Bourke Street and Coward Street (Figure 23).

With the changing nature and increased densities in Mascot Station Town Centre Precinct there is a great need to introduce more high quality public open space. This should include locally scaled parks that include trees, high quality robust materials, WSUD principles where possible and provide areas of respite in what will be a dense residential area.



Public open space on Hughes Avenue (outside Study Area)



Public open space at the corner of Bourke Street and Coward Street



Public Private Domain Interface



Figure 24: Existing Public & Private Domain Interface

The interface between the public domain of the street and the private domain of the individual site at ground level (Figure 24) is important in creating good pedestrian amenity. There are a number of factors, such as overland flow paths for water and above ground carparking, that can create conditions where active street frontages or good ground level transitions from the street to the private dwelling have not been achieved in some existing developments.

These flooding and carparking issues are able to be overcome with appropriate ground level uses and appropriate parking policies. Where the ground level of buildings is to be raised to avoid flooding, this transition can be used to provide privacy to ground level dwellings and a good transition from public to private.

Generally, parking below ground overcomes many of the interface problems of blank walls and the like, and reduced parking requirements assist in achieving this goal.



Examples showing good quality interface between public and private domains



Existing examples from Mascot Station Town Centre Precinct



# Existing Traffic and Access

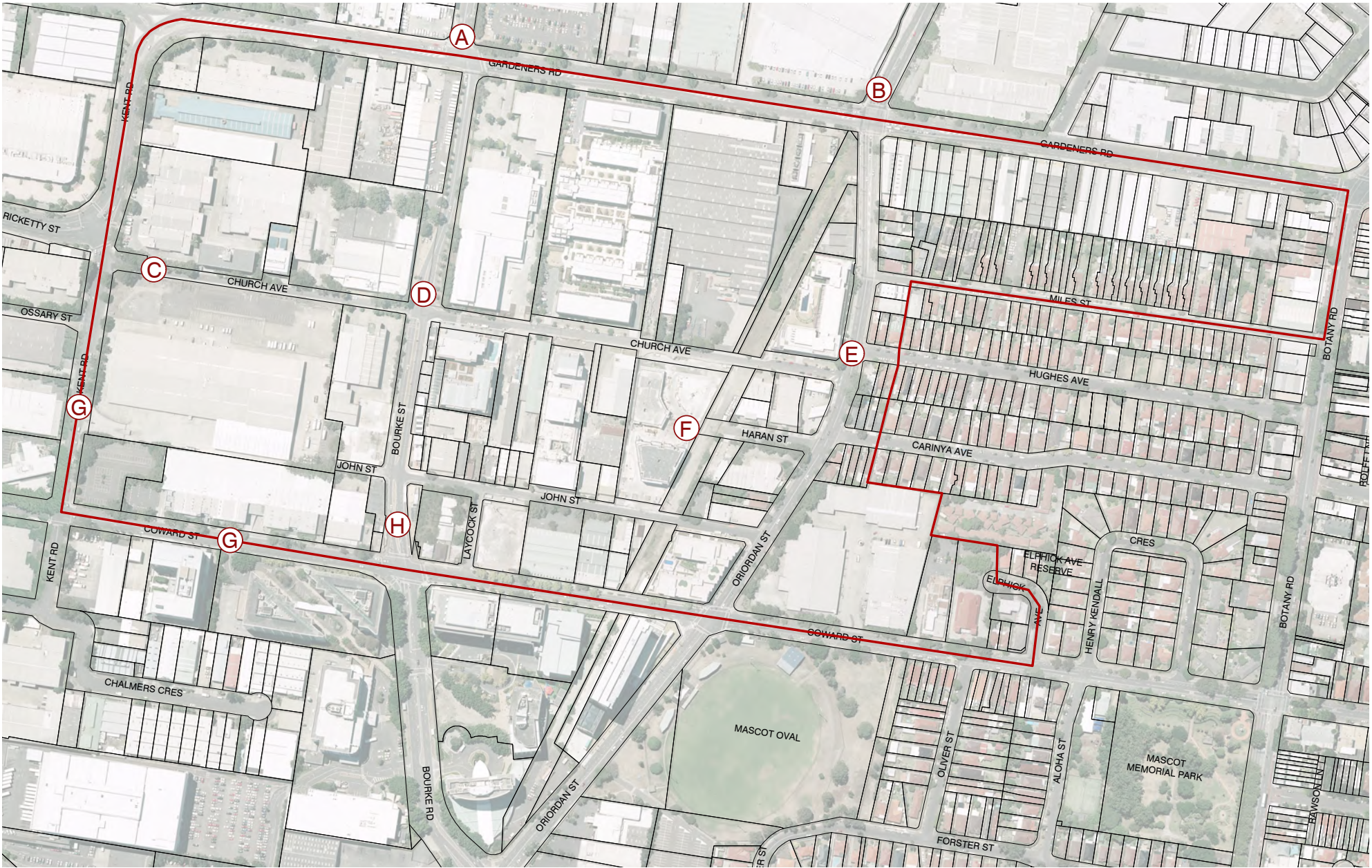
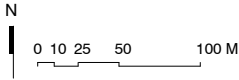


Figure 25: Existing Traffic & Access



## SPECIFIC TRAFFIC CONSTRAINTS

- |   |   |  |
|---|---|--|
| <p><b>A</b> No bicycle connection between Precinct &amp; Bourke Rd separated bike path. Inefficient intersection layout due to staggered N - S arms. No pedestrian / cycle crossing on western arm. No footpath on western side of Bourke St. No right turns into Precinct.</p> | <p>Poor Precinct access to Sydney Park. Access route via Rickety Rd. Limited opportunities to improve Church Ave intersection due to proximity of signals. One - way street in eastbound direction.</p> | <p><b>E</b> Left turn only Precinct.</p>   |
| <p><b>B</b> No right turns into Precinct.</p>   | <p><b>D</b> Unusual intersection layout. Poorly located zebra crossing without pram ramps on northern side. Disjointed and non-continuous footpaths on both sides.</p>                                  | <p><b>F</b> No bicycle / pedestrian access to green corridor of Sydney Water Pipeline.</p>                 |
| <p><b>C</b> Fragmented land ownerships may hamper deliver of 20m Church Ave corridor.</p>   |   | <p><b>G</b> Significant truck volumes (Port Botany Road freight corridor).</p>                             |
|   |   | <p><b>H</b> Pavement parking on pedestrian desire line. No pedestrian / cycle crossing on western arm.</p> |

The overall transport and traffic movement system of Mascot Station Town Centre Precinct is well structured and has great potential to create a Town Centre with good access for all and high amenity.

The strengths of the movement system were established in the original layout of the road system when Gardeners Road, Kent Road, Coward Street and O'Riordan Street carried all regional traffic and Bourke Street did not exist as a linking north-south street. Church Avenue has always remained traffic-calmed due to the geometry of its intersections and one-way traffic movement.

The siting of Mascot Railway Station in Bourke Street was an excellent strategy for prioritising pedestrian movements and amenity in a relatively low traffic environment. This also allowed interchanges with other modes such as buses, taxis, vehicle drop-offs and servicing to be achieved in a low traffic environment.

The Mascot Station Town Centre Precinct is undergoing transformation with much recent development, a relatively recent railway station and a rapid growth in numbers of local residents and office workers, particularly south of Coward Street. This rapid recent growth has raised issues regarding bicycle access to the railway station and through the Precinct; pedestrian access through large sites; pedestrian amenity for office workers accessing the railway station; difficult street geometries at key intersections such as Bourke Street and Gardeners Road; and other issues that are able to be resolved as the Precinct transforms.

The existing transport and traffic system has constraints that have been identified in the adjoining analysis.

## GENERAL TRAFFIC CONSTRAINTS

1. Large block sizes limit fine grain network for pedestrian / cyclist permeability.
2. Peak hour traffic volumes significant on peripheral roads (> 40 000 per day.)
3. Lack of weekday peak period spare traffic capacity.
4. Limited mid-block pedestrian / cycle crossing facilities.
5. Limited dedicated cycle facilities internal to Precinct.
6. High level of on-street / pavement parking.
7. Restrictions on turning movements on key surrounding intersections
8. Restrict Precinct vehicle accessibility.
9. Limited existing cycle facilities to integrate adjoining residential areas.



# Existing Car Parking



Figure 26: Parking Levels in Town Centre (Not to Scale)

In recent years the parking policy has required relatively high numbers of parking spaces in residential developments. This has led to parking levels often being built at ground level and at the 1st and 2nd levels above ground. This approach has created numerous problems for the design of street frontages, ground floor apartments and the provision of good quality private open space for ground floor apartments.

These plans of existing Basement Parking Levels (Figure 26) demonstrate that at least 2 basement parking levels have been built or approved in recent developments. On some sites 3 or 4 basement parking levels have been built or approved.

The Draft DCP Parking Provisions substantially reduce the amount of parking required to be built in future developments. This will provide the opportunity to meet carparking standards in basement parking levels only, with many sites requiring only 2 basement parking levels. This approach will provide the opportunity to enhance ground level street frontages, ground level apartments and the provision of public open space.

A large number of sites have parking on ground floor level which results in poor street interface. Most of these ground floor units do not have a private open space since the floor area is occupied by carparks at ground level. Therefore the only option for providing private open space for ground floor residential units is with-in the front setback which is not sufficient and leads to privacy and public domain issues.



Lack of active street frontage as a result of poorly resolved car parking on Bourke Street

Existing Building Uses



The Study Area is characterised by a range of land uses described in the attached Figure 27. The land uses west of Bourke Street are predominantly industrial warehouses, distribution centres and transport related uses.

Between Bourke Street and O’Riordan Street, many new residential buildings have been built in recent years. Mixed use residential buildings have been built around the railway station and along Church Avenue.

East of O’Riordan Street commercial uses are located on Gardeners Road, detached houses on Miles Street and O’Riordan Street and a distribution centre on Coward Street.



Warehouse building located on Bourke Street



Existing Building Heights

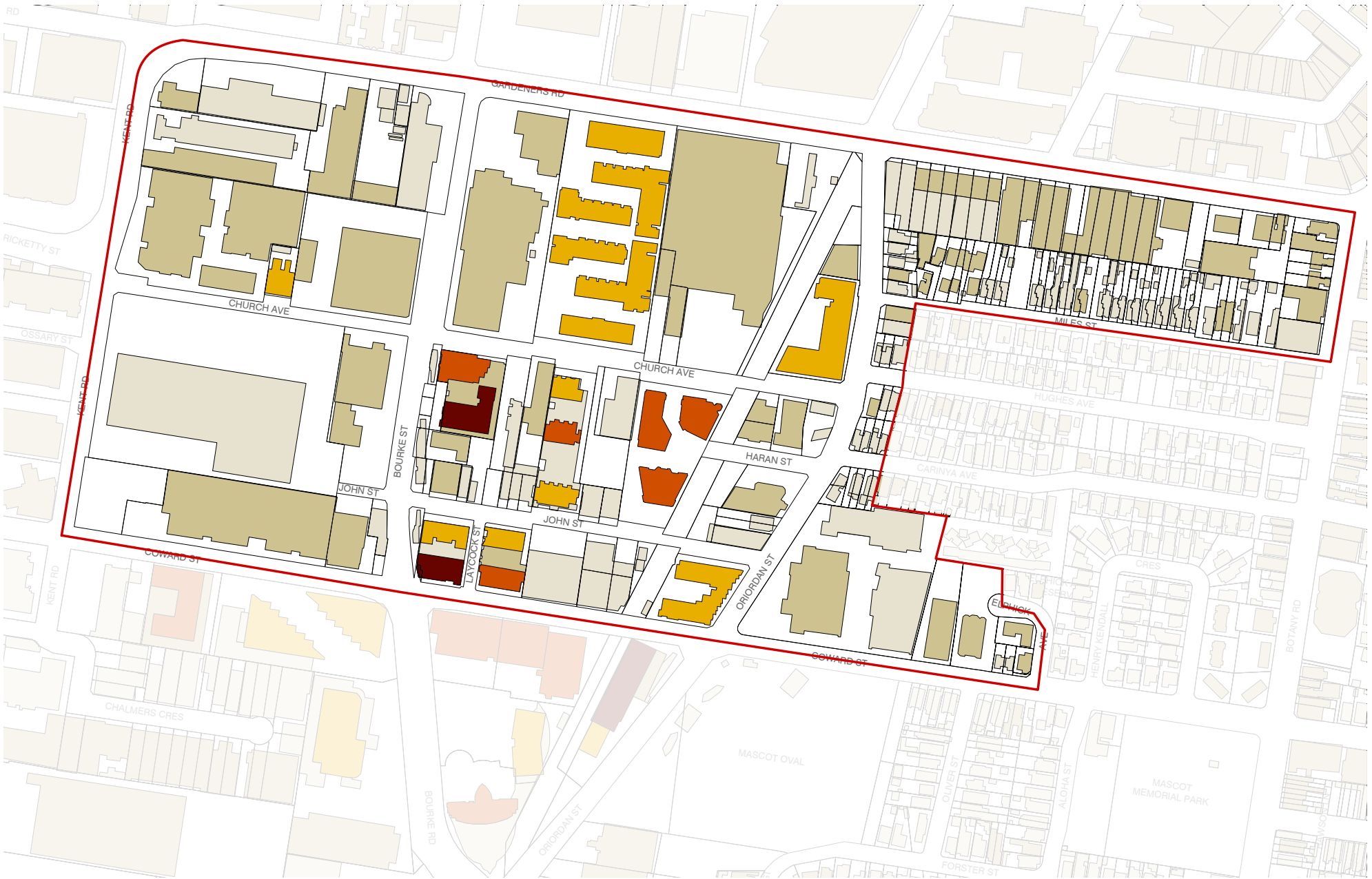
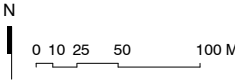


Figure 28: Existing Building Heights



Existing building heights west of Bourke Street are predominantly 1 and 2 storeys. The existing building heights of sites east of O'Riordan Street are 1 or 2 storey detached houses and townhouses. Recently developed sites have up to 12 storey buildings around the railway station. The existing height restriction due to OLS is 44m, which allows up to 13 or 14 storey high buildings.



Recently constructed residential flat buildings around Mascot Railway Station

Recently Approved DAs within Masterplan



Figure 29: Recently Approved DAs within Masterplan

West of Bourke Street are predominantly large lots containing industrial warehouses and distribution centres that have re-development potential due to the new land zonings in the Draft LEP.

Between Bourke Street and O'Riordan Street many high-rise residential towers, some with ground floor retail, have been built in recent years. Also, a number of high-rise residential development applications have been recently approved in this area. Some of these are currently under construction.

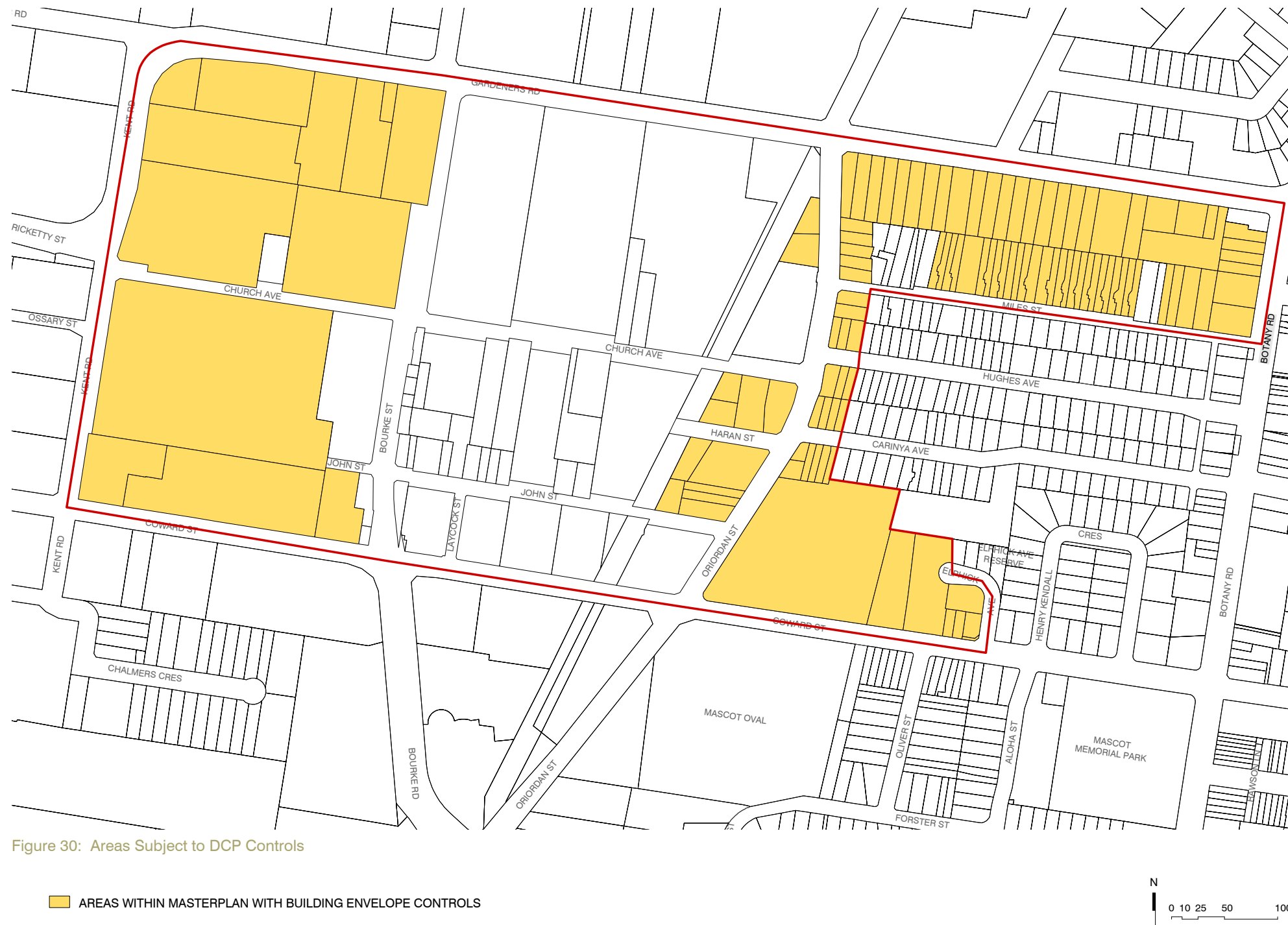
There have been no recent DAs approved or residential buildings built east of O'Riordan Street.



Recently constructed residential flat building around Mascot Railway Station



## Areas subject to DCP Controls



The Mascot Station Town Centre Precinct is a centre in transition. Large areas of the Town Centre Precinct have been recently re-zoned from low rise industrial uses to high-rise mixed uses. These areas are likely to re-develop in the near future and are the primary subject of this Masterplan and the Mascot Station Town Centre Development Control Plan.

As the Town Centre is in transition, there has been much new development in the past 10 years. There are many recently constructed high-rise residential and mixed-use buildings. There are many buildings currently under construction and many sites with approved Development Applications awaiting construction. These sites have been developed to heights and densities close to the maximum permitted under the new BBLEP 2012 controls. Due to the recent investment in these sites and the minimal additional development potential for these sites under this plan, these sites have been excluded from the building envelopes in this Masterplan and the development controls in the Mascot Station Town Centre Precinct DCP.

Building envelopes in the Masterplan and development controls in the Mascot Station Town Centre Precinct DCP having been prepared for the areas in yellow (Figure 30).





**Planning and Policy Context**

## Metropolitan Plan for Sydney 2036 and Draft East Sub-Regional Strategy 2007

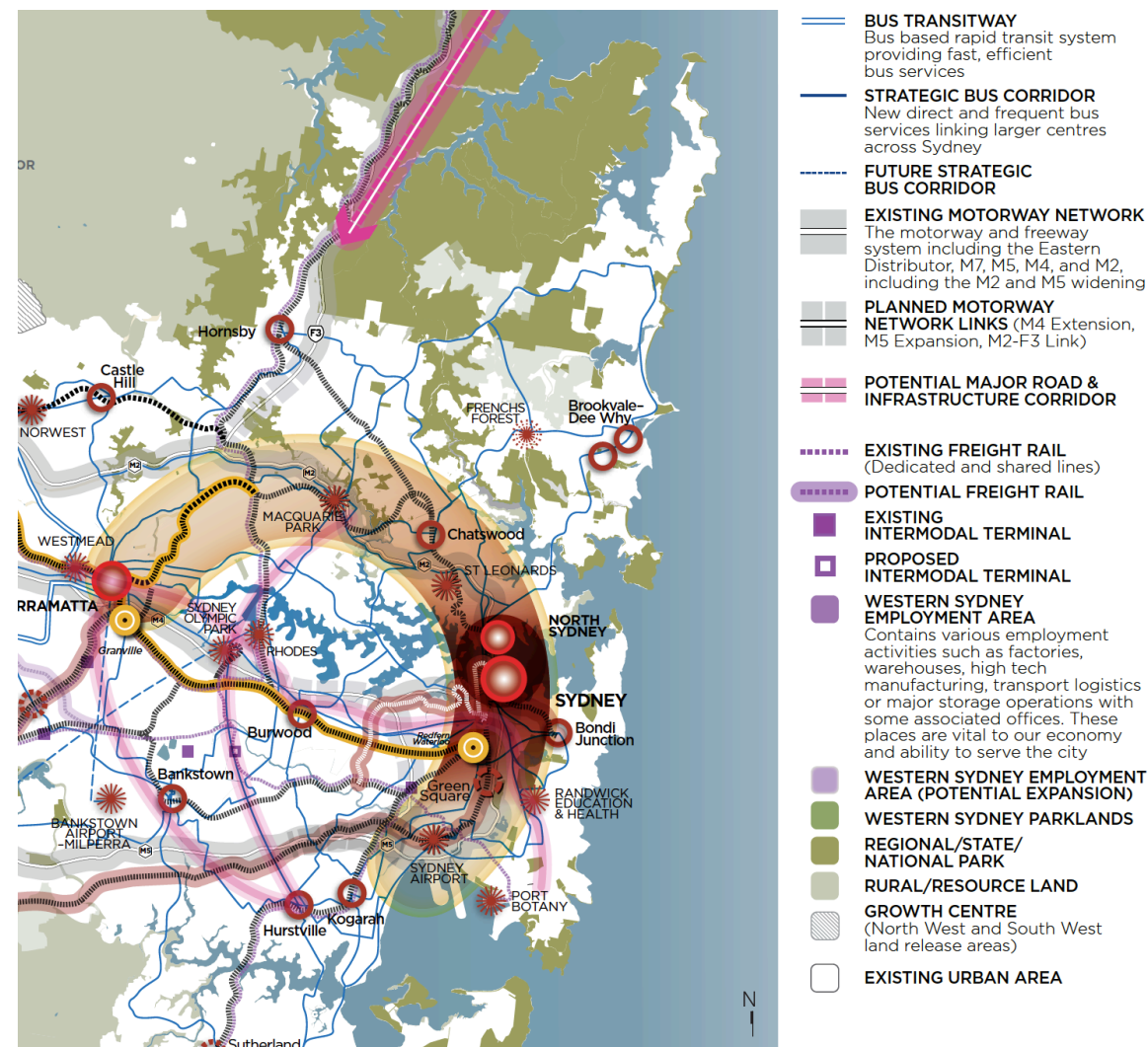


Figure 2: Centres (Extract from Metropolitan Plan for Sydney 2036)



Figure 3: Extract from Draft East Subregional Strategy 2007

## METROPOLITAN PLAN FOR SYDNEY 2036

The Metropolitan Plan for Sydney 2036 aims to guide the growth of Sydney towards greater sustainability, affordability, liveability and equity for generations to come. It uses a range of strategies, directions and policy settings to meet Sydney's future transport, housing and employment needs while protecting our unique environment and lifestyle.

The Metropolitan Plan aims to locate 80 percent of the 770,000 additional homes needed by 2036 within walking distance of centres with good transport accessibility. The Botany Bay LGA is the location for two of the nation's major economic gateways, Sydney Airport and Port Botany. Both gateways are expected to experience significant increases over the next two decades, which will increase the significance of the gateways themselves and the adjoining employment land. In order to implement the Metropolitan Strategy, the metropolitan area of Sydney has been arranged into 10 sub-regions. The City of Botany Bay is located in the East Sub Region.

## DRAFT EAST SUB-REGIONAL STRATEGY 2007

The Mascot Station Precinct has been identified as a future Town Centre in the Metropolitan Strategy. The Draft East Sub-Regional Strategy identifies that the City of Botany Bay Council has an employment target of 16,700 and a housing target of 6,500 new dwellings for the period 2001-2031.

The Draft East Sub-Regional Strategy 2007 is currently being revised, however remains a guiding document for detailed planning and investigations. Detailed Masterplanning is required to ensure that the Town Centre Precinct balances land uses to provide residential and employment activities which capitalise on the location in a well thought out and attractive public domain setting.



# Botany Bay Planning Strategy 2031 and LEP Standards and Urban Design Study 2010

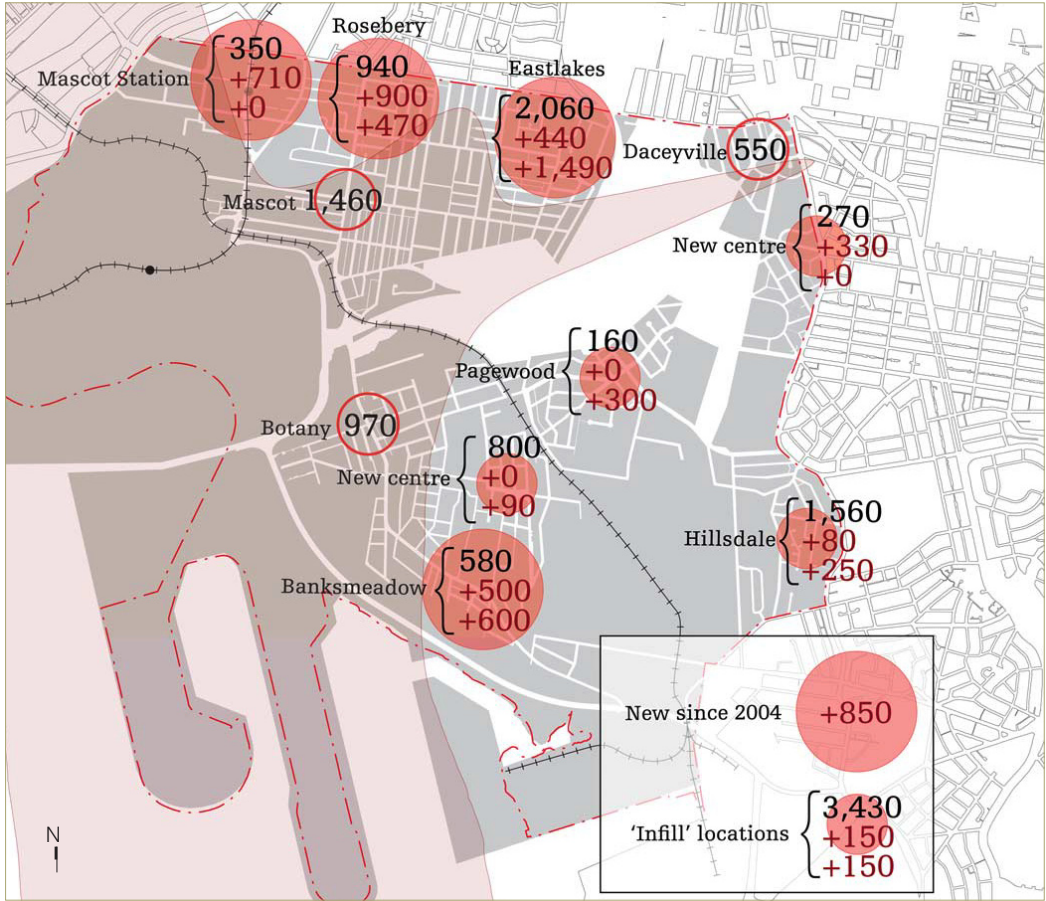


Figure 4: Image extracted from Botany Bay Planning Strategy

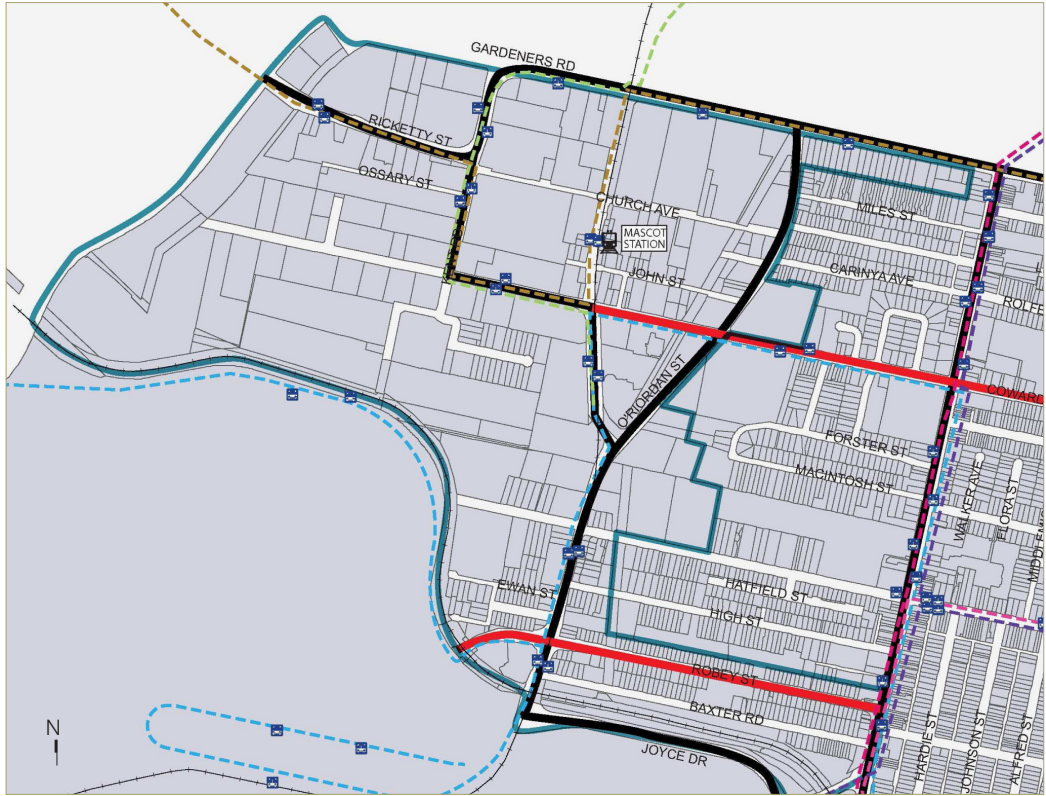


Figure 5: Image extracted from Movement Analysis of Study Area from LEP standards and Urban Design Controls Study by Neustein Urban / David Lock Associates

## 3

### BOTANY BAY PLANNING STRATEGY 2031

The Botany Bay Planning Strategy 2031 (BBPS) prepared by SGS Economics and Planning made recommendations regarding the City of Botany Bay achieving its population targets for areas in Botany Bay, including the Mascot Station Town Centre Precinct.

The City of Botany Bay Council expects that the Mascot Station Town Centre Precinct will meet a significant proportion of the Council's residential and employment targets arising from the Metropolitan Plan for Sydney 2036.

The Botany Bay Planning Strategy 2031 indicates that Council can meet the employment capacity target within the LGA that is set by the Draft East Sub-Regional Strategy 2007, with the inclusion of growth from the Mascot Station Town Centre Precinct.

## 4

### LEP STANDARDS AND URBAN DESIGN STUDY, 2011

The 'LEP standards and Urban Design Controls for the City of Botany Bay LEP 2011' study made recommendations for zoning, Floor Space Ratio and Height of Buildings for the Draft BBLEP (2011) for the Mascot Station Town Centre Precinct.<sup>1</sup>

This study recommends that in Mascot Town Centre Precinct, which does not have the constraints of existing surrounding residential areas, the level of development is to be greatly expanded. The study also recommends that development will need to be subject to further studies such as the TMAP and Mascot Town Centre Precinct Masterplan.

The City of Botany Bay has had a Transport Management and Accessibility Plan (TMAP) prepared for the Mascot Station Precinct that has informed this Masterplan.

The increased densities recommended by the LEP Standards and Urban Design Controls study were identified as needing to be supported by "the suitable provision of open space, an appropriate pedestrian network and lively and creative open spaces and streets".

This Mascot Station Precinct Masterplan and associated recommendations for LEP and DCP Controls contains the public domain, built form and other urban design outcomes identified as the essential next step in the planning process for the Precinct.

<sup>1</sup> LEP Standards and Urban Design Controls Study for the City of Botany Bay 2011, David Lock Associates, Neustein Urban, Taylor Brammer

Draft BBLEP 2011 LEP Controls - Zoning & Active Frontage



Figure 6: Zoning map (extracted from the Draft BBLEP 2011)

ZONING

Most larger urban blocks in the Study Area are zoned as B4 mixed use with an urban block zoned as B2 local centre and smaller lots facing Miles Street zoned as low density residential.

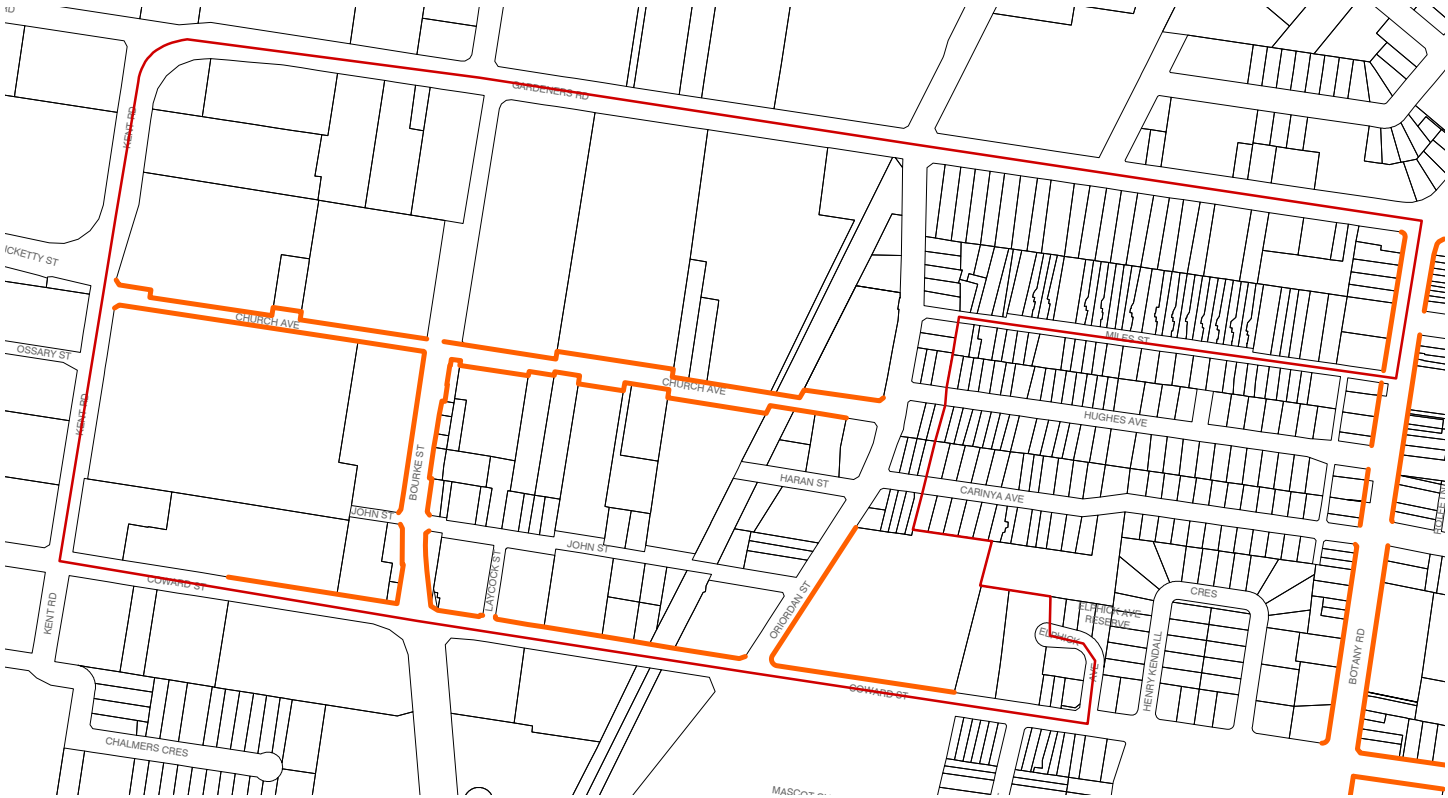


Figure 7: Active Frontage (extracted from the Draft BBLEP 2011)

ACTIVE FRONTAGES

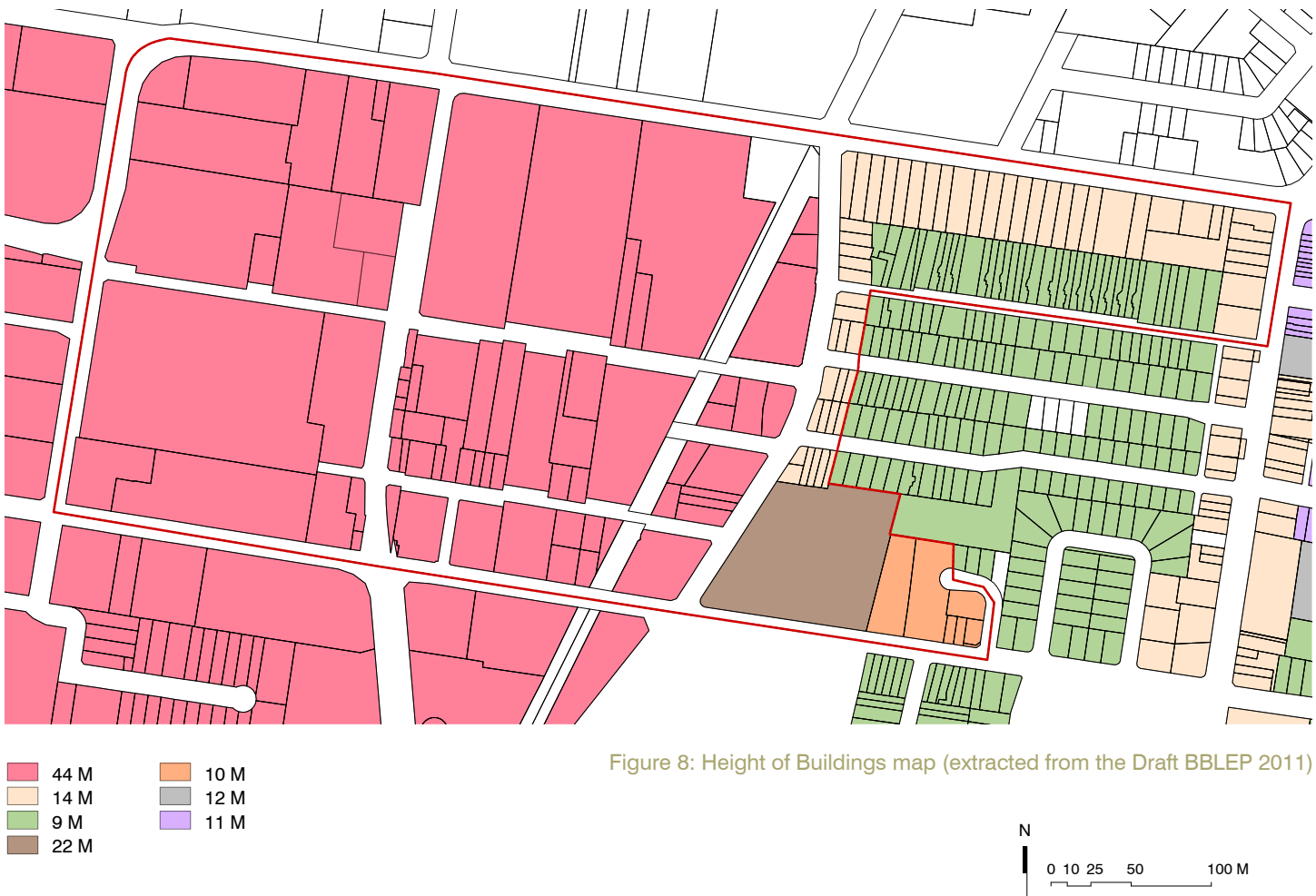
The Draft Active Street Frontage plan places an emphasis on Active Street Frontages on Church Avenue.

In response to the recommendations of the LEP standards and Urban Design Study 2010, Draft LEP standards were incorporated into Council's draft BBLEP2012. The LEP standards and Urban Design Study 2010 also recommended that more detailed urban design studies be undertaken, which were conducted as part of this Masterplan.

These more detailed urban design studies have led to recommendations to amend in part the BBLEP2012 controls (See Chapter 9). These recommendations aim to ensure that the controls are consistent and complimentary, that they will be easily implemented in practice and will lead to excellent urban design and architectural outcomes.

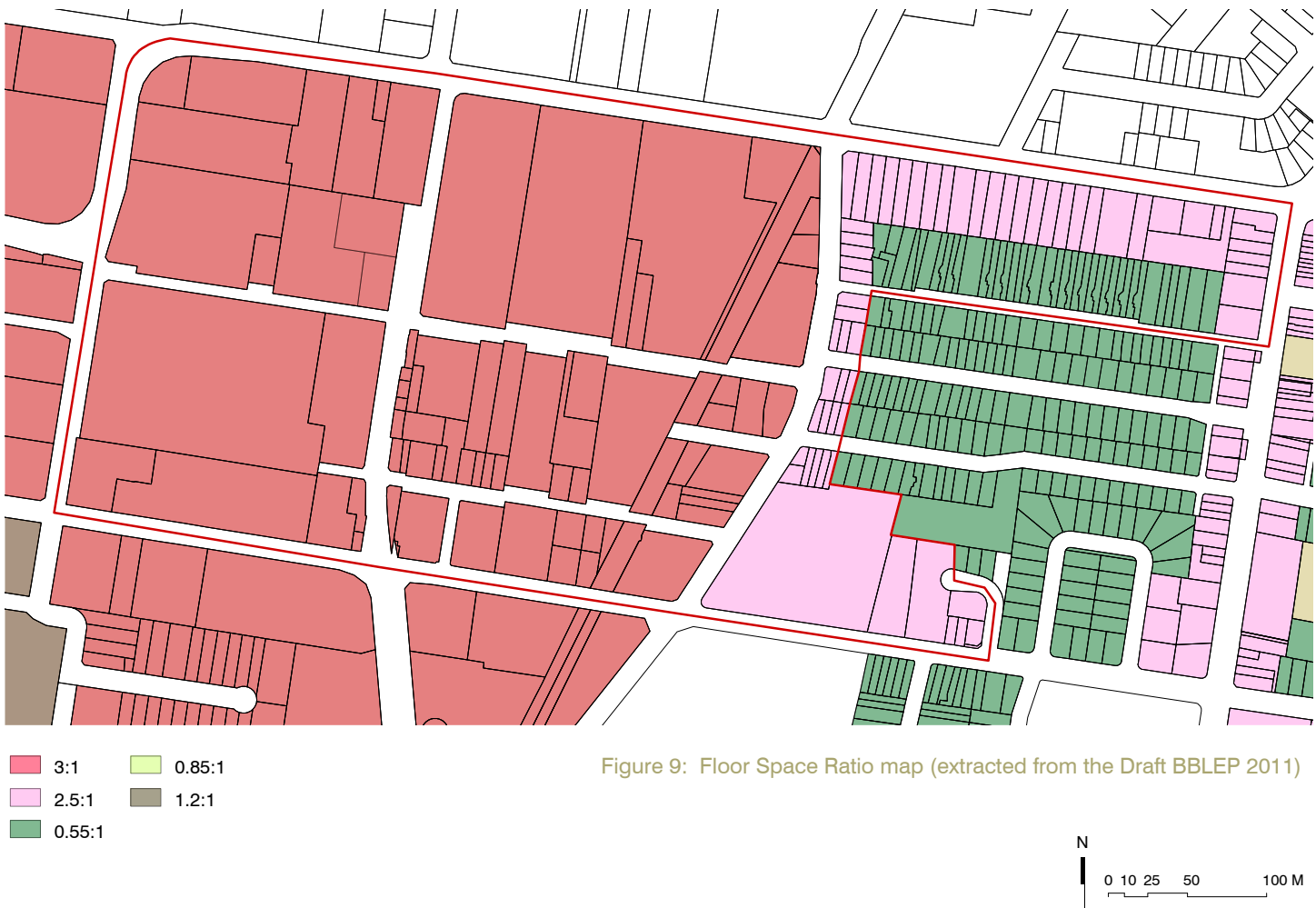


Draft BBLEP 2011 LEP Controls - Height of Buildings & Floor Space Ratio



HEIGHT OF BUILDINGS

A range of heights are proposed, from 9m-44m, for different types of developments which range from townhouses to higher density residential flat buildings. The height limit is subject to the Obstacle Limitation Surface (OLS) covering the area around Sydney airport which allows a max height of 44m (13-14 storey).



FLOOR SPACE RATIO

The majority of the Study Area has an existing FSR of 3:1 in the Draft BBLEP 2011 for all urban blocks located west of O'Riordan Street. The sites located east of O'Riordan Street have FSR of 2.5:1 and sites along residential street (Miles Street) has 0.55:1.

**Introduction**



## Executive Summary

The Mascot Station Town Centre Precinct is a key centre in planning and development in the City of Botany Bay and is nominated as a Growth Centre in state and local planning strategies.

Mascot Station Town Centre Precinct is an important focus for the City of Botany Bay. Successive planning studies, including the 'Botany Bay Planning Strategy 2031'<sup>1</sup> and the 'LEP Standards and Urban Design Controls for the City of Botany Bay'<sup>2</sup> have identified Mascot Station Town Centre Precinct as the focus for increased population growth in the City of Botany Bay.

This Masterplan balances land uses by providing residential and employment uses that capitalise on accessibility to public transport and open space.

Development densities in the Masterplan relate to the suitable provision of public open space, transport measures and desirable built form outcomes.

Increased densities and a growing residential and employment population bring about the need to provide additional public open space for recreation. Mascot Station Town Centre Precinct currently contains no public park space. Urban spaces in Laycock Street and Bourke Street are insufficient to meet future recreational needs. The provision of new parks and public access to the Sydney Water SWSOOS in this Masterplan redresses the current lack of open space, and ensures that the open space needs of the future residential population will be met.

A growing town centre requires the suitable provision of public transport, the management of traffic and parking, cycling facilities and pedestrian access. A balanced approach is taken in this Masterplan to development density and the provision of transport measures. The Mascot Town Centre Precinct Transport Management and Accessibility Plan (TMAP) Report by SMEC has informed this Masterplan. Recommendations for transport measures are made as part of the Masterplan.

In terms of built form, fine streets and a desired future character for the Town Centre Precinct are achievable through built form testing based on development standards. Criteria for built form testing include the maximum height of 44m due to OLS restrictions; the street network; the SEPP 65 Residential Flat Design Code built form recommendations and statutory definitions in the LEP template. These criteria inform the Built Form Principles in this Masterplan to create a desired future character in the Town Centre Precinct.

The suitable provision of public open space, transport and built form outcomes have been achieved with increased densities in a balanced approach that is appropriate to the growth of the Mascot Station Town Centre Precinct.

Appropriate planning controls and urban design objectives are recommended for the BBLEP 2012 and the comprehensive BBDCP by providing appropriate built form, scale and density outcomes, and by providing a framework for development and associated public domain improvements for the Precinct.

This Masterplan provides the urban design framework for the Town Centre Precinct to evolve and strengthen its role in the City of Botany Bay.

<sup>1</sup> *Botany Bay Planning Strategy 2031 by SGS Economics and Planning, 2007*

<sup>2</sup> *LEP Standards and Urban Design Controls Study for the City of Botany Bay 2011, David Lock Associates, Neustein Urban, Taylor Brammer,*



# Background and Masterplan Study Area



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— STUDY AREA BOUNDARY

Figure 1: Mascot Station Town Centre Precinct - Study Area - Aerial Photograph (2009 - Not to scale)

The Sydney Airport to City corridor forms part of the Global Economic Corridor in the Sydney Metropolitan Strategy. As in most global cities, the airport is a generator of growth, and a vital part of the city. Sydney Airport is the generator of the City to Airport railway line, with one station being located at Bourke Street Mascot. Many commercial developments have been built immediately south of the railway station and Coward Street in recent years, partly as a result of the proximity of the Airport.

Noise generated by the airport has restricted residential uses in this commercial area. North of Coward Street, however, residential is generally permitted, and substantial numbers of residential apartment buildings have been built in recent years close to the railway station between Bourke and O’Riordan Streets. The proximity of the airport has also shaped this development, limiting its height to 44m.

Whilst the commercial development south of Coward Street and the residential north of Coward Street are not overlapping uses, their close proximity contribute to a range of activities at various times of the day and week, being centred on the railway station. This vitality of mixed uses is likely to increase in the future with the development of more retail and residential and some commercial in the Town Centre Precinct.

The Mascot Railway Station has had substantially increased patronage recently and this trend is likely to continue with the growth of the Town Centre Precinct.

This growth around a recently built railway station is an opportunity to put in place an urban design framework to guide development and provide a high quality public domain. This Masterplan report locates the study in its planning and policy context. It provides an analysis of the area as the basis for developing design strategies and the Masterplan. Urban design principles inform the public domain and built form outcomes. Recommendations for development controls are derived from this urban design based Masterplan.

To provide a holistic urban design approach to the Town Centre, the Masterplan team consisted of architects, urban designers, landscape architects / public domain designers, transport consultants and planners. Valuable input was provided by the Steering Committee consisting of City of Botany Bay planning staff and representatives from the NSW Department of Planning and Infrastructure.





Mascot Train Station from Bourke Street



## Masterplan Vision

*The Mascot Station Town Centre Precinct Masterplan presents the opportunity to create a vibrant and diverse Town Centre, where a spacious, high quality public domain is the setting for thriving activities and cohesive built form.*

*New uses such as a major supermarket and main street retailing will meet the needs of a growing centre. A fine grained network of shopping streets, lanes and arcades will create permeable blocks and a walkable Town Centre. Parks adjoining the retail and residential areas will provide the opportunity for relaxation and recreation.*

*The growth potential of Mascot Station Town Centre Precinct is to be guided by an urban framework that emphasises an extensive and high quality public domain, excellence in its urban and architectural design, an integrated transport network and sustainable development in the public and private domains.*