

Attachment A2

North Alexandria Urban Design Study

North Alexandria
Urban Design Study
FINAL DRAFT 23.06.21

*The City of Sydney & CHROFI acknowledge
the Gadigal of the Eora Nation as the Traditional
Custodians of this place we now call Sydney, and we
acknowledge their continued connection to Country.
We pay respect to Aboriginal and Torres Strait
Islander Elders past, present and emerging.*

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Contents

<i>Executive Summary</i>	<i>7</i>
<i>1.0 Study Area</i>	<i>11</i>
<i>1.1 Location</i>	<i>13</i>
<i>1.2 History</i>	<i>15</i>
<i>1.3 North Alexandria Today</i>	<i>17</i>
<i>1.4 Strategic Directive</i>	<i>21</i>
<i>1.5 Strategic Significance</i>	<i>23</i>
<i>2.0 Analysis</i>	<i>25</i>
<i>2.1 Assets</i>	<i>27</i>
<i>2.2 Constraints</i>	<i>29</i>
<i>3.0 Vision</i>	<i>31</i>
<i>3.1 Vision Statement</i>	<i>33</i>
<i>3.2 Opportunities</i>	<i>34</i>
<i>3.3 Key Moves</i>	<i>35</i>
<i>4.0 Structure</i>	<i>39</i>
<i>4.1 Character Areas</i>	<i>41</i>
<i>4.2 Open Space and Public Domain</i>	<i>51</i>
<i>4.3 Built Form</i>	<i>59</i>
<i>4.4 Street Sections</i>	<i>71</i>
<i>5.0 Key Sites</i>	<i>93</i>
<i>5.1 Mandible Street Park</i>	<i>97</i>
<i>5.2 Harvey Norman Site (32 Bowden Street)</i>	<i>99</i>
<i>5.4 Liveable Green Network</i>	<i>101</i>
<i>5.5 Mandible Street Sites</i>	<i>103</i>
<i>5.6 Alexandria Fire Station Site (189 Wyndham Street)</i>	<i>105</i>
<i>5.7 Commercial Core 'D Block'</i>	<i>107</i>
<i>5.8 H-Intersection & OSD</i>	<i>109</i>



Executive Summary

A longer-term decision has been made to resist private residential development in North Alexandria in favour of protecting and maintaining industrial and urban services lands, ensuring continued flexibility of uses. This decision recognises the important economic functions of the broader Enterprise Precinct. Uniquely positioned near the CBD, fringe business areas, high density neighbourhoods and trade gateways, North Alexandria has become the most expensive industrial land in Australia.

Perhaps the most pressure for change is occurring in the northern-most extremity of the Enterprise Area, which over the last decade has begun a transition from traditional industrial sectors towards office and knowledge-based sectors. The area will become “a thriving, diverse, dynamic and creative modern employment precinct.” (City of Sydney Enterprise Area Review (SGS) p67). This incisive planning directive cuts against established market trends, leaving space for the unique qualities of North Alexandria to be preserved and enhanced. The area will emerge in distinct contrast to most of the built environment within Greater Sydney.

It is the role of the North Alexandria Urban Design Study (the ‘Study’) to assist this process in a way that capitalises on the latent opportunities and amplifies the underlying potential whilst allowing surrounding areas to continue to densify and renew. The urban design strategy caters for desirable businesses and economic uses, has consideration for the challenges, and capitalises on opportunities to improve amenity and preserve built elements that contribute to the unique and sought-after character of the area.

The Study has been prepared by CHROFI and provides guidance and identifies planning controls, building typologies and provisions that could be incorporated into the LEP and DCP. It gives effect to the strategic directions in the District Plan, the City of Sydney Local Strategic Planning Statement, and findings of the ‘Strategic Land Use Study’ (SGS, 2020). The study updates the thinking contained in these documents with more specificity to compliment a detailed understanding of the spatial requirements, opportunities, and constraints of the study area.

The Study will inform the preparation of the City of Sydney Enterprise Area Strategy 2020, which is to update and replace the City of Sydney Employment Lands Strategy 2014-2019.

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Key directions for North Alexandria are to:

- enhance the area's ability to accommodate the changing needs of businesses, given the growth in surrounding areas and outcomes of the Land Use Study
- explore intensification of commercial uses near Green Square station
- maintain North Alexandria's important role in catering to specialised clusters such as transport and logistics, manufacturing and professional services
- support a diverse range of non-residential activities such as cultural, entertainment and community uses
- provide higher amenity in the public domain and better urban outcomes, with defined streets, new connections where required, positive landscape spaces, and improved relationships between buildings and the public domain.

The objective has been to examine the study area to understand the current and desired economic activities, the dynamic and changing urban context, the heritage items, conservation area and other landmarks and also respond to urban design considerations such as height transitions, traffic, flooding, contamination, noise and other urban hazards.

The study has sought to accommodate the changing needs of the area whilst understanding the study area's distinctive morphology including subdivisions and amalgamation, building types and forthcoming parks and public places.

Within the following report is a precinct plan that details a number of smaller character areas including the Creative Precinct North and South, the Commercial Core and areas that will transition over a longer period of time. The Study establishes the framework for improvement through the following key moves:

- Create a significant new recreational open space
- Deliver the Liveable Green Network (LGN)
- Retain heritage, industrial landmarks and unique structures where possible
- Enable a cultural and entertainment precinct
- Establish a finer grain
- Define three distinct character areas
- Complete a *Western Gateway* for Green Square
- Co-locate tall built form
- A corridor for affordable housing

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1.0 Study Area



Aerial image of North Alexandria and its surrounds.

- | | |
|---------------------------------------|--|
| 1. Australian Technology Park | 11. Commercial Development Application |
| 2. Alexandria Park Community School | 12. Recent Hotel Developments |
| 3. Smart Design Studio | 13. Green Square Library |
| 4. Rail Operations Centre | 14. Green Square Town Centre |
| 5. Dangrove Art Storage Facility | 15. Red Cross Headquarters |
| 6. Commercial Development Application | 16. Recent Commercial Development |
| 7. Commercial Development Application | 17. Gunyama Park Aquatic and Recreation Centre |
| 8. Commercial Development Application | 18. Mary O'Brien Precinct |
| 9. Ovo Tower | 19. Joynton Avenue Creative Centre |
| 10. Infinity Tower | |

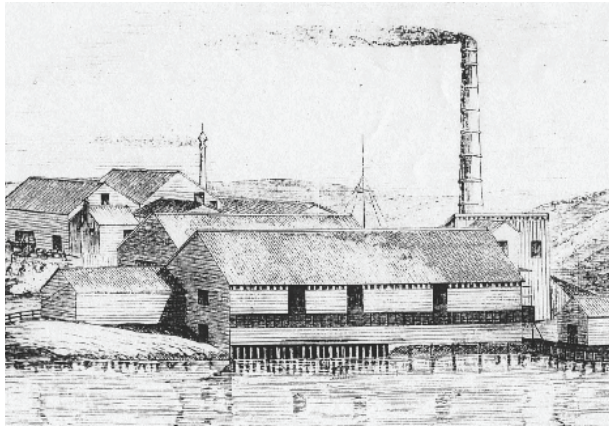
1.1 Location

North Alexandria is located at the northernmost tip of the Southern Employment Lands, an area which provides a significant economic contribution to Greater Sydney. As Sydney's oldest industrial area, it became known as "The Birmingham of Australia" in reference to the dominance of industry. North Alexandria sits four (4) kilometers South of Sydney Town Hall, with an area of approximately 34 hectares. It is bordered by Wyndham, Bowden, McEvoy, Botany and O'Riordan Streets, and flanked by the surrounding suburbs of Waterloo, Erskineville, Green Square, Beaconsfield and Alexandria.

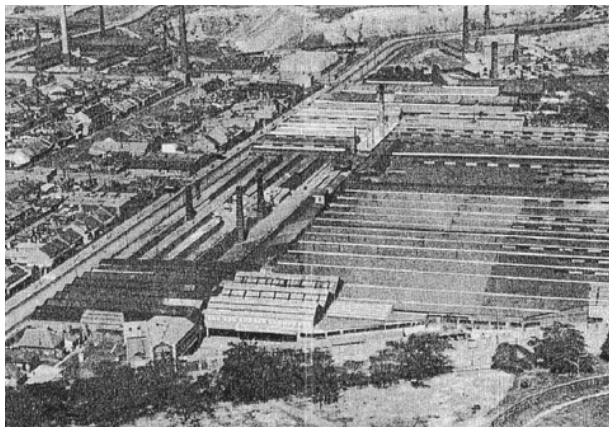
North Alexandria is located within the City of Sydney Local Government Area, adjacent to the major urban renewal site at Green Square Town Centre [14]. It is well served by public transport, close to Green Square train station and numerous bus routes. The area will benefit from the future rapid transport route along the Green Square to Ashmore connector, as well as the Waterloo Metro Station.

There has been a significant amount of residential development in the surrounding areas, putting increased upward pressure on land values and rent within the study area. Along with associated amenities of the Green Square Town Centre, the City of Sydney has invested significantly in public infrastructure, with the delivery of Joynton Avenue Creative Centre [19], Green Square Library [13] and Gunyama Park Aquatic and Recreation Centre [17].

Surrounding precincts vary greatly in heights, with towers up to 28 storeys in Green Square, down to two storey industrial and residential buildings to the South/South-west of the study area.



1877
Hinchcliff's Waterloo Mills wool
washing establishment.
Sourced from State Library of
NSW.



1924
Metters Ltd., an aerial view over
the industrial landscape in 1924.
Sourced from State Library of
NSW.



1943
Aerial image of the study area
shows the road structure and
lot sizes have remained largely
unchanged.
Sourced from Six Maps



2020
Aerial view looking north-west
over North Alexandria towards
Sydney CBD.
Sourced from City of Sydney.

1.2 History

“The landscape of Green Square was one of swamps and sand-hills covered in shrub land. Sandy wind-swept soils had overlain a natural depression in the Hawkesbury sandstone, which collected and filtered large amounts of fresh water. Observations made by early European explorers and settlers portray a wild and rugged place, which once extended right across the Botany Basin, a place teeming with wildlife, a unique and diverse array of native flora and fauna, adapted to a distinct set of environmental factors. Water, wetland plant species, birds and animals in turn supplied Aboriginal people and European settlers with vital resources.

This environmental landscape has been radically altered since European settlement. The systematic draining and polluting of Lachlan and Waterloo Swamps and local streams have robbed Green Square of many of its natural features. Environmental degradation has been caused by industrial exploitation and the diversion of water to supply the expanding township of Sydney. Changes were also due to periods of drought, the introduction of domestic animals and the clearing of vegetation.” Jason Doran, Histories of Green Square (2004)

Water initially attracted the establishment of industry where low lying lands were not favoured for residential subdivision. Industry peaked in the 1940s, and began to decline as companies sought cheaper rents on the city fringe. Due to the introduction of protection measures of industrial lands, and changes at municipal level, the urban fabric of North Alexandria has remained largely unchanged since the 1940s, while the areas around it have developed rapidly.

A Brief Timeline

Pre 1788
Sand dune wetland covered in dense heath and scrub.
Early 1800's
Heavy industry, such as wool washing mills, begin moving to Alexandria, utilising the availability of water.
1940's
Peak industrial Alexandria. Largest industrial municipality in Australia.
1950's
Manufacturing declines and decentralised to western suburbs of Sydney.
1997
South Sydney DCP Alexandria Canal Special Precinct. Green Square DCP Amendment adopted. Alexandria planned for mixed use and residential development.
2000
Green Square Train Station opens.
2001
Competition for Green Square Town Centre.
2012
Green Square Town Centre LEP amendments approved.
2014
Open Space Study for the Southern Urban Renewal Areas.
2018
Eastern City District Plan 'plan, retain & manage industrial lands' (GSC).
2019
Late Night Trading Areas Adopted.
2020
Open & Creative LEP & DCP amendments to facilitate creative and cultural activities.
2020
North Alexandria Urban Design Study.

Municipal Shifts

1835
Parish of Alexandria established.
1860
Waterloo becomes a borough.
1868
Municipality of Alexandria formed after separating from Waterloo.
1949
Municipality of Alexandria merger into City of Sydney.
1968
Alexandria becomes part of a new municipality, South Sydney Council.
1982
South Sydney brought back into the CoS.
2004
Alexandria moves back into the CoS as it merges with CoSS.



Alexandria Town Hall (1928). Pictured in 1943.



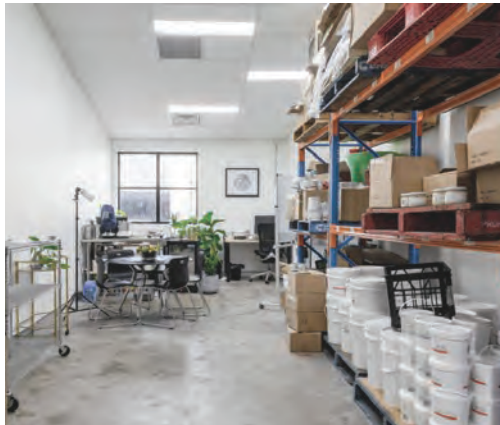
1.3.1 Crossfit Sydney on McCauley Street.



1.3.2 Bar No. 5 on McCauley Street.



1.3.3 Small process manufacturing on Balaclava Lane.



1.3.4 Work It E-Commerce Hub on Mandible Street.



1.3.5 Dangrove Art Storage Facility on Mandible Street



1.3.6 Proposed commercial development on Botany Road.



1.3.7 Rail Operations Centre (ROC), corner of Wyndham & Mandible Streets.



1.3.8 Proposed affordable housing development on Botany Road.

1.3 North Alexandria Today

As the traditional industries which called North Alexandria home seek out larger and more affordable land holdings on the fringes of Greater Sydney, a broad range of businesses are emerging within North Alexandria, and surrounding B7 Zoned areas. These businesses are attracted by the relatively low rents, good access to public transport and the unique character of the built environment. Established and emergent businesses include:

1.3.1 Gyms & Fitness

Fitness operators such as Anytime Fitness (74 McEvoy St) and Crossfit Sydney (32 McCauley St) are taking advantage of population growth in the area. These businesses will benefit from the proposed open space on Mandible St.

1.3.2 Food & Beverage

No. 5 Restaurant and Bar (5 McCauley St) has established itself within North Alexandria's Late Night Management Area. While it is currently an outlier, it is expected that more food and beverage operators will be attracted to this area. Mecca Coffee (26 Bourke Rd) and Sub-Station Cafe (124 McEvoy St) are other noteworthy food and beverage operators within the study area.

1.3.3 Small-Scale Manufacturing & Production

Manufacturing and production for various industries can be seen throughout the study area. 2 Halfs Brewing & Distilling (2 Stokes Ave), Spotted Cow Cookies (25 McCauley St) and Rapid Prototyping Services (19-21 Bourke Rd) are examples which highlight the range of production services within the area.

1.3.4 Creative & Knowledge Based Industries

Co-working spaces, like Workit Spaces (13-21 Mandible St), are establishing themselves on sites which had traditionally been leased by small scale warehousing operators. Large strata sites (such as 110 McEvoy St) allow for convenient co-location of service based industries.

1.3.5 Warehousing (Traditional & Modern)

North Alexandria is a convenient location for companies with a need for storage capacity in close proximity to inner-city retail stores such as Harvey Norman, who have a long-held traditional warehouse on Bowden St. Dangrove (12-20 Mandible St) is a modern warehousing facility, providing art storage capacity among other uses.

1.3.6 Commercial Development

Closer to Green Square Town Centre we are seeing the emergence of a range of development applications and proposals. Proximity to the CBD, access to transport, and the City of Sydney's highly skilled workforce make North Alexandria an attractive location for commercial floorspace.

1.3.7 Campus Style / Headquarter Buildings

The Red Cross (17 O'Riordan St) and Rail Operations Centre (179-187 Wyndham St) have established themselves on larger land parcels in North Alexandria.

1.3.8 Affordable Housing

B7 zoning allows for affordable housing development. As with commercial development, there are a number of proposals in the area various stages of development and approval.



As the areas around North Alexandria change, the area retains its industrial charm.



Although largely neglected, the walls of the Alexandra Canal remain aesthetically intact.



Mecca Alexandria operates out of a gable-trussed industrial building on Bourke Road.

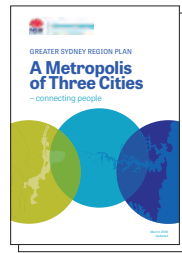


Utilitarian application of simple materials can be seen throughout North Alexandria.

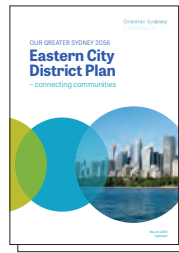


Warehouses with saw tooth roofs and functional loading bays

Metropolitan / State



2018
Greater Sydney
Commission
Greater Sydney
Region Plan



2018
Greater Sydney
Commission
Eastern City District
Plan



2018
NSW Government
Future Transport
Strategy 2056

LGA



2020
City of Sydney
City Plan 2036
(Draft LSPS)



2019
City of Sydney
Sustainable Sydney
2030

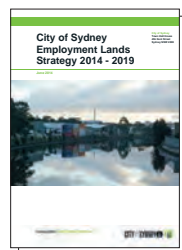


2014
City of Sydney
Creative City
Cultural Policy and
Action Plan
2014-2024

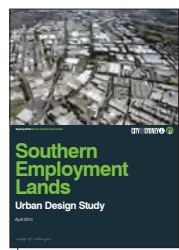


2013
City of Sydney
OPEN Sydney
Strategy and Action
Plan

Precinct Specific



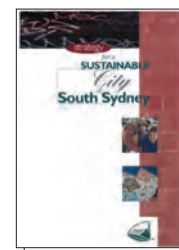
2014
City of Sydney
Employment Lands
Strategy 2014-2019



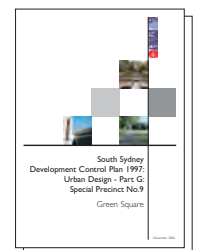
2014
City of Sydney
Southern
Employment Lands
UD Study



2013
SGS Economics &
Planning
Employment Lands
Study



1997
South Sydney
Council
Strategy for a
Sustainable City of
South Syd



1997
City of Sydney
South Sydney DCP
- Green Square

1.4 Strategic Directive

The strategic directive for the Study Area originates from a number of high-level documents. A brief summary is as follows:

Greater Sydney Region Plan, Greater Sydney Commission (2018)

Alexandria North forms part of the Green Square-Mascot Strategic Centre, seen as a “Commercial Office Precinct” containing at least 100,000sqm of office floor space. The document requires industrial and urban services land to be planned, retained and managed.

Eastern City District Plan, Greater Sydney Commission (2018)

Green Square-Mascot has a baseline target of 75,000 jobs by 2036. North Alexandria will need to continue to address road and public transport network congestion and avoid development that generate high road traffic volumes.

Future Transport Strategy 2056, NSW State Government (2018)

The NSW State government are building Waterloo Station as part of the Metro City and Southwest initiative. Other immediate areas of investigation for the area which the government committed to are; The Green Square to La Perouse Rapid Bus Link, Harbour CBD to Green Square Mass Transit Link and the Eastern Suburbs to Inner West Rapid Bus Links.

City Plan 2036, City of Sydney (2020)

The City of Sydney aspires to be a more Green, Global & Connected city by 2036. Jobs growth around North Alexandria will continue to attract knowledge-intensive industry. The City is committed to protecting industrial and urban services in the Southern Enterprise Area and evolving businesses in the Green Square-Mascot Strategic Centre.

Sustainable Sydney 2030, City of Sydney (2019)

Walking and cycling is preferred for shorter trips and connections to mass transit are to be improved to increase ridership and reduce traffic congestion. Providing an attractive environment for pedestrians is vital. Villages with thriving main streets and employment hubs play an important economic role in the inner city. Updating regulatory framework to allow modern cultural initiatives to thrive.

Creative City, City of Sydney (2014)

Creative precincts can offer tremendous benefits for urban neighbourhoods and communities. They can provide access to shared workspace, and the tools & equipment that support creative expression and experimentation by the public. Deliver an increased number of affordable and accessible creative spaces - promote financing and funding models to support.

Open Sydney, City of Sydney (2013)

This document promotes increased public transport options and taxi access at night, improved parking & bicycle access. Extended trading hours for retail, later dining & food options, and encourages live music cinema and other forms of temporary programming in public spaces. A more dispersed night time economy makes room for smaller fine grain shopping and dining spots in between the larger venues. The study area includes two distinct late night trading areas.



1.5 Strategic Significance

North Alexandria is a significant place for the following reasons:

Capacity for Change

Within the current controls North Alexandria still has a great capacity to change in the coming years when compared to its neighbouring precincts, which have already undergone major renewal.

Shift in Industry

North Alexandria is close to emerging technology, innovation, health & education precincts. This proximity and capacity for change make it a suitable place for companies in the advanced manufacturing sector with their knowledge-rich, and highly skilled, labour force.

New Industry, Workspaces & Amenity

Increasing rents and traffic congestion have decreased the viability of some industrial uses in the area. This presents an opportunity for industries who enjoy proximity to Sydney's CBD and Sydney Airport such as creative industries, advanced manufacturing, and logistics. The area appeals to office tenants seeking an attractive and affordable alternative to the inner city (particularly Surry Hills) and Sydney CBD, and those who may be attracted to the area's industrial character.

A Southern Gateway

North Alexandria forms one edge of a gateway into Sydney when traveling along Botany Road and O'Riordan Street. The Green Square edge has developed recently with striking built form. North Alexandria remains low scale but can also be a location for an iconic, gateway, built form.

Unique Character

The combination of austere industrial buildings, established trees, layers of history, low scaled service laneways and open canals make for a unique place to stumble upon. These characteristics, among others, must be maintained as they will become increasingly important in contrast to newly built precincts.

Sitting at the northernmost tip of the Southern Enterprise Area and surrounded by urban renewal precincts, North Alexandria has the potential to become a vibrant centre within the City of Sydney by leveraging its unique, historic industrial character in contrast to its neighbours.

A Complementary Precinct

Along with the shift in the profile of established industry, population growth in the area has increased demand for particular urban services, character and amenity. North Alexandria will become a destination for surrounding areas but remains somewhat isolated from surrounding residential precincts by major roads. Connecting to neighbours will be crucial to success as a complementary precinct.

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2.0 Analysis



2.1.1 Alexandra Canal between Harvey Norman site and future park.



2.1.2 Mature street tree planting along Wyndham St.



2.1.3 Industrial buildings within the Heritage Conservation Area.



2.1.4 Dedicated cycleway on Bowden St.



2.1.5 North Alexandria is in close proximity to Green Square Station, and the amenity of Green Square Town Centre.



2.1.6 Permissive zoning has attracted new development to the study area. Smart Design Studio on Stokes Ave.

2.1 Assets

2.1.1 Sheas Creek Canals

The canals which run through the study area are unique feature, whilst being essential piece of infrastructure. Whilst they have inherent place making value, lingering contamination issues from their industrial past provide a challenge for future proposals.

2.1.2 Trees & Proposed Open Space

Mature trees on Bowden and Wyndham Streets, and throughout the heritage conservation area are a major asset to the study area. Green links and proposed public open spaces better connect North Alexandria to neighbouring precincts, and will assist in flood mitigation.

2.1.3 Industrial Heritage

North Alexandria has a number of listed buildings, as well as a heritage conservation area which will preserve the fine grain, low-rise, industrial character in the north-east of the site. This area is the heart of the *Creative Precinct North* and will be a destination location for the City of Sydney.

2.1.4 Dedicated Cycleways

North Alexandria is well serviced by cycleways, running east-west through the site. The proposed dedicated bike path on the Green Square to Ashmore connector road will be an important addition, allowing for clear movement north-south away from major roads.

2.1.5 Proximity to Public Transport & Amenity of Green Square

North Alexandria has great access to public transport. The Study aims to increase permeability, crossing points along major roads, and through-site connections to facilitate comfortable walking within the Study Area, and between North Alexandria and Green Square Station and the future Waterloo Metro.

2.1.6 Permissive Zoning

North Alexandria is zoned B7 – Business Park, which under Sydney LEP 2012 allows for a range of employment uses including office, light industrial, warehousing, distribution, hotels, motels, childcare centres and shops (with a capped amount of floor space). It prohibits residential accommodation (other than affordable housing), heavier forms of industry, and large format retail. This land use mix attracts high value industries to the area while providing a range of day-to-day services such as childcare, retail and entertainment.



2.2.1 Water over road. O’Riordan St, Alexandria, February 2020.



2.2.2 Prevalence of on-grade car parking persists in new developments due to costly remediation requirements.



2.2.3 Poor frontage & large vehicle crossing point on Mandible St.



2.2.4 Hiles St terminus with no clear access through to Mandible St.



2.2.5 Large site between Bourke Rd & O’Riordan St, held by Ausgrid.



2.2.6 Heavy traffic, and lack of crossing points at O’Riordan St.

2.2 Constraints

2.2.1 Flooding

Flood problems in North Alexandria result from insufficient capacity in the formal drainage system in the Green Square Catchment and ponding in trapped low-points such as those on Botany Rd. This is a significant, on-going constraint for development in the area.

2.2.2 Acid Sulphate Soils

Class 3 Acid Sulphate soil areas cover approximately 76% of the study area. Any excavated soil will need remediation, which makes underground car parking and loading more costly and forces vehicle movement to the ground floor or above.

2.2.3 Building Typology Issues

Existing and recent developments prioritise internal site functions with privately owned driveways that contribute to inactive street edges and large vehicle crossing points, further diminishing the quality of the public domain in North Alexandria.

2.2.4 Low Amenity Public Domain

Large blocks, poor way-finding, dead-end streets and general lack of through site connections limit way finding, amenity and legibility. Streets have been planned to prioritise vehicle access, making it unattractive for pedestrians.

2.2.5 Land Tenure

Whilst there are very few strata held titles, there are many large sites within the study area. A long term vision is required, which acknowledges some land owners may not have an existing appetite for change. The Study will need to allow for change over time.

2.2.6 Major Roads

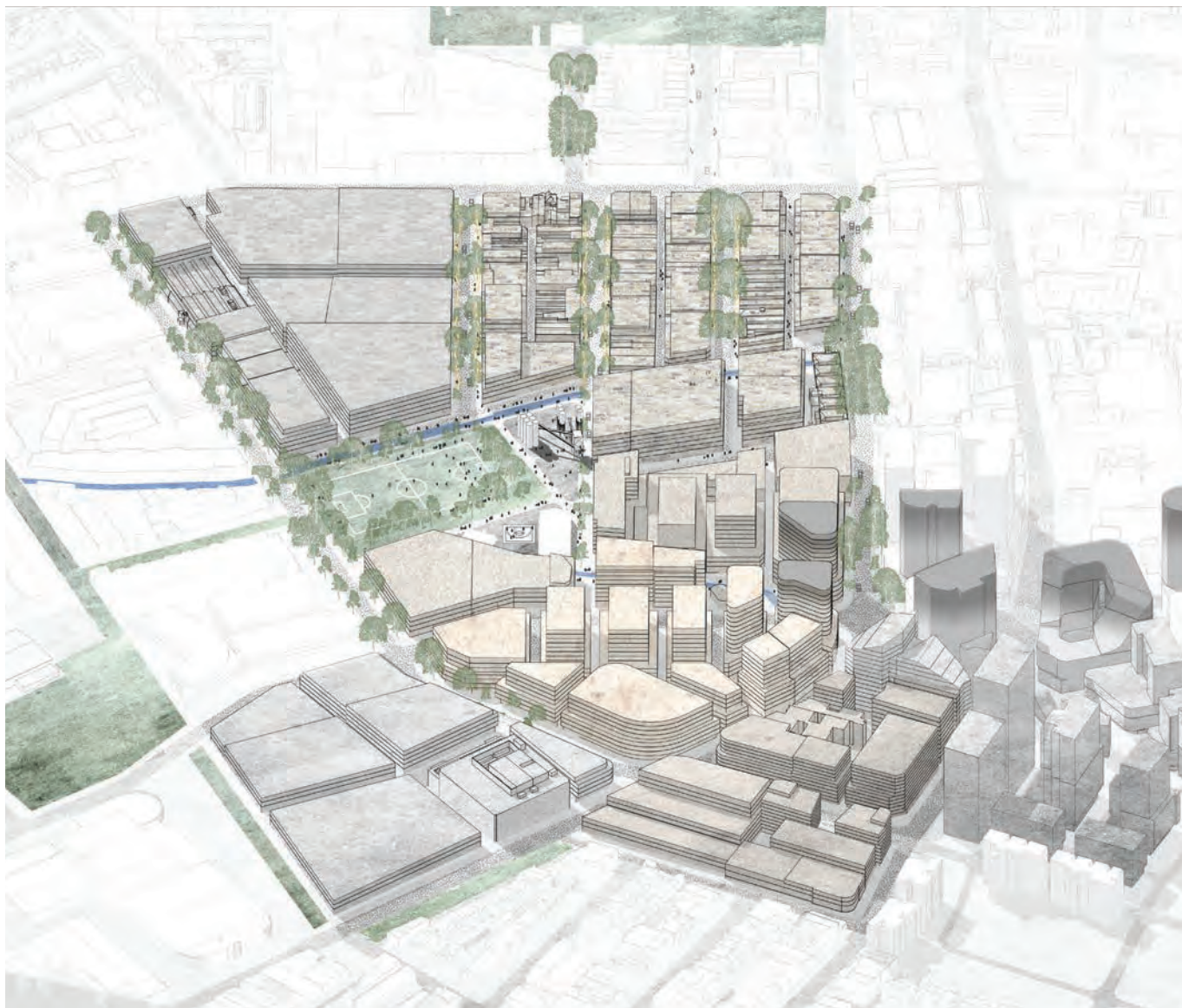
North Alexandria is isolated and disconnected from neighbouring residential areas. Busy roads with limited crossing points dissect the study area and limit the movement of pedestrians, cyclists and vehicles - both in and out.



Major roads currently isolate North Alexandria.

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3.0 Vision



Vision for North Alexandria

3.1 Vision Statement

In North Alexandria, we are creating a new place that visitors, nearby neighbours, existing workers and creative industries will love. A place with diversity, richness and links to the past. North Alexandria, with its combination of proximity to the CBD, walkability, connection to the Liveable Green Network, public transport, open space, tree lined streets, canals, heritage warehouses, creative industries, innovation and 24-hour activation makes for a completely unique precinct to work and visit as well as providing benefits to nearby communities. Knowledge intensive and creative businesses will be attracted by these unique qualities of the precinct, adding to the cultural milieu.

The vision for this study is to facilitate through Urban Design, new business and industry opportunity across a range of sectors whilst planning for the longer-term transition of land currently used for strategic industrial activity and essential urban services.

The area will accommodate some affordable housing and a diverse group of specialized economic activities including industrial, commercial, office, entertainment, creative industries and other urban services offering affordable spaces for innovation to grow. The nearby trade gateways and location of established universities, TAFEs and UTS Tech Lab also promotes the opportunity for some boutique advance manufacturing. The study area has 3 distinct areas; The Creative Precinct, the 'Commercial Core' and 'Gradual Transition' areas but it is the co-location of the LNMA, HCA and the Creative Precinct that will lead to its distinctive place making value.

The vision hopes to capitalise on the following opportunities:

- A unique place for Sydney
- Gradual transition of heights
- Implement Liveable Green Network
- Connect to nearby open spaces
- Future-proof buildings
- Link back to the industrial past

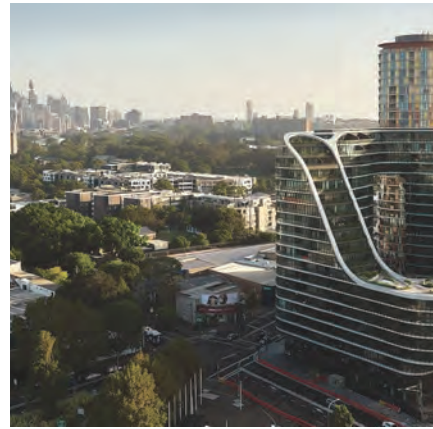
The following key moves are to be considered in order to effect change:

- Create a significant new recreational open space
- Deliver the Liveable Green Network (LGN)
- Retain heritage, industrial landmarks and unique structures where possible
- Enable a cultural and entertainment precinct
- Establish a finer grain
- Define three distinct character areas
- Complete a *Western Gateway* for Green Square
- Co-locate tall built form
- Provide a corridor for affordable housing

3.2 Opportunities



A Unique Place for Sydney
Combining low scale, fine grain, industrial heritage, canals, late night trading & culture.



Gradual Transition of Heights
Transitioning built form appropriately from Green Square.



Implement Liveable Green Network
Connect through the Liveable Green Network to make a pedestrian focused place linked to Green Square and Botany Road.



Connect to Nearby Open Spaces
Enable a better open space network connecting nearby parks and open space.

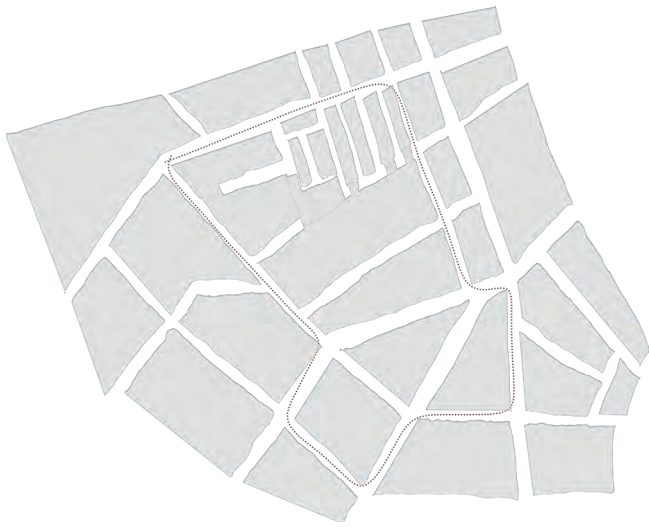


Future-proof Buildings
Encourage flexible and adaptable building typologies, to attract knowledge intensive industries whose spatial needs may change over time.

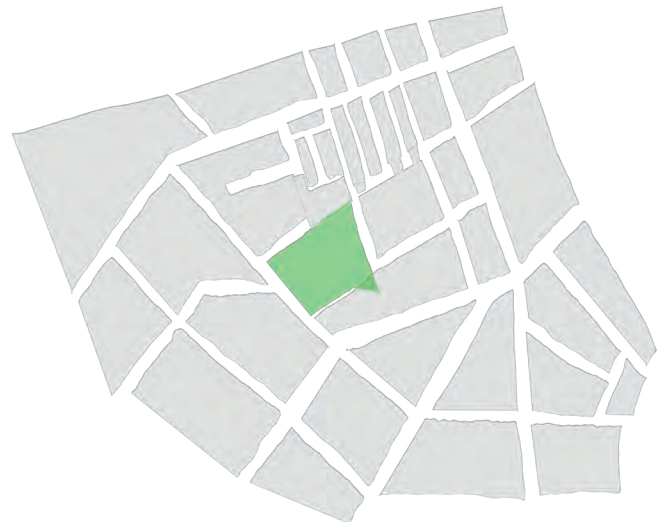


Link Back to the Industrial Past
Encourage materiality and architecture which celebrates the area's industrial past.

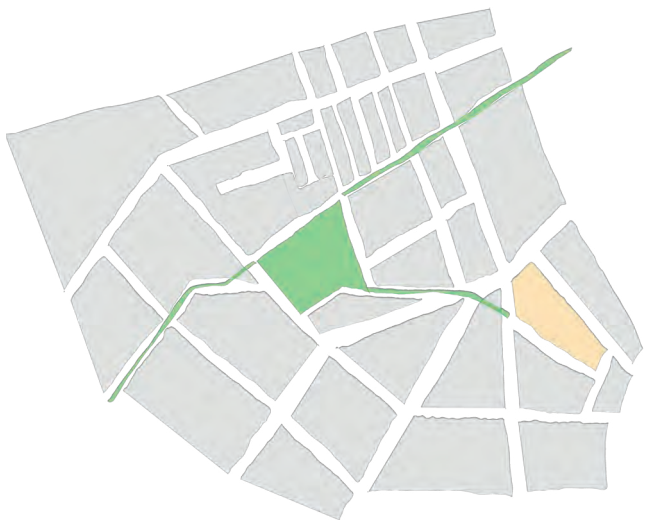
3.3 Key Moves



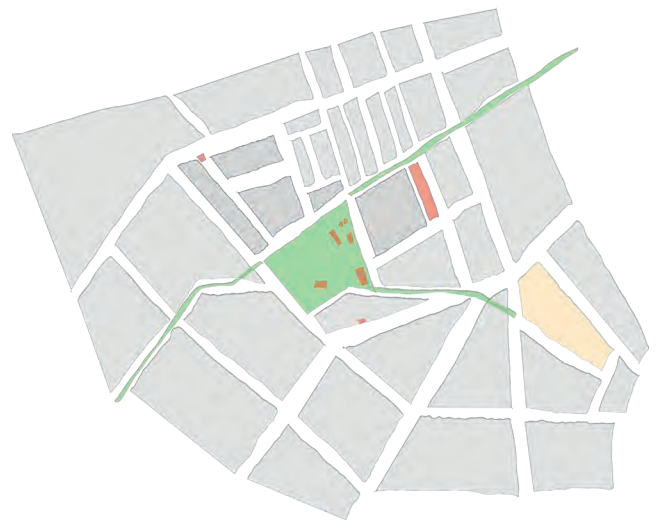
Study Area



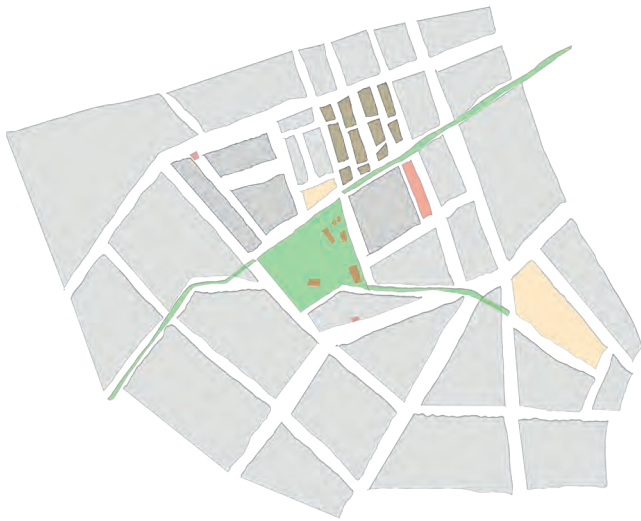
Key Move 1
Create a significant new recreational open space



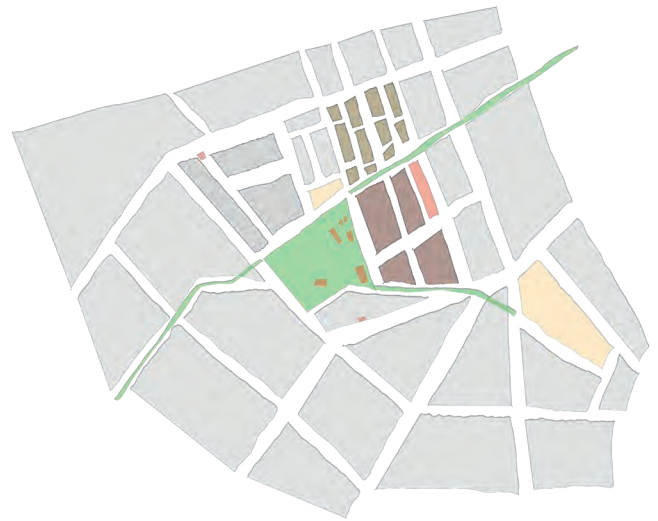
Key Move 2
Deliver the Liveable Green Network (LGN)



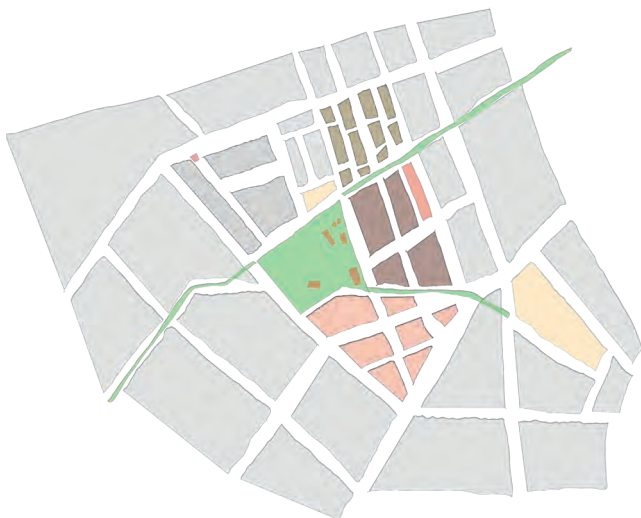
Key Move 3
Retain heritage, industrial landmarks and unique structures where possible



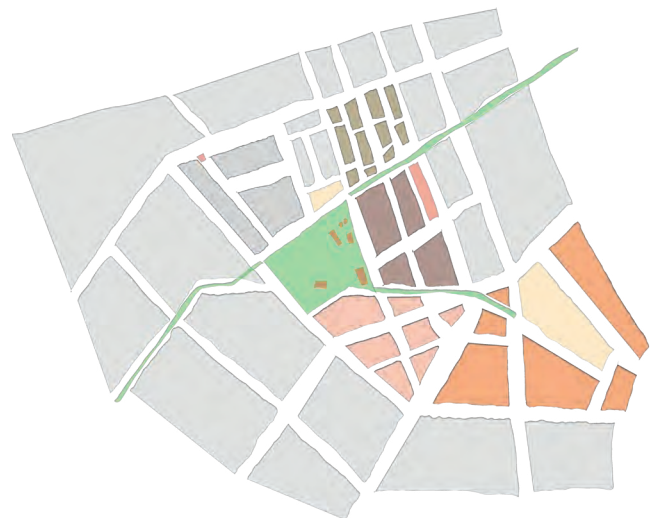
Key Move 4
 Enable a cultural and entertainment precinct
 Encourage dual-frontages and pedestrian priority laneways within the Heritage Conservation Area to increase permeability, and capacity to cater for cultural and entertainment uses.



Key Move 5
 Establish a finer grain
 Enhance the walkability and connectivity of North Alexandria by drawing the fine-grain of the Heritage Conservation Area south, into the creative precinct.



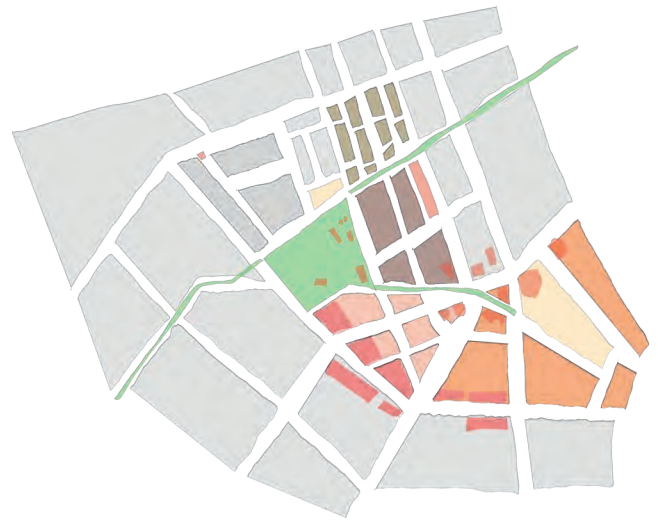
Key Move 6
 Define three distinct character areas



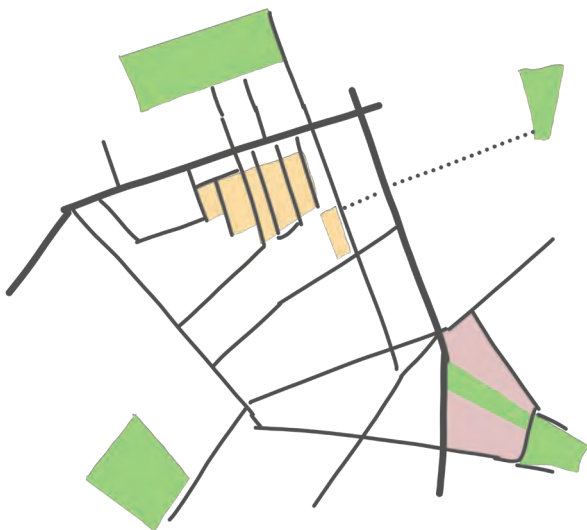
Key Move 7
 Complete a Western Gateway for Green Square
 The Study Area has the potential to form a legible Western Gateway to Green Square, and a suitable transition into the Commercial Core of North Alexandria.



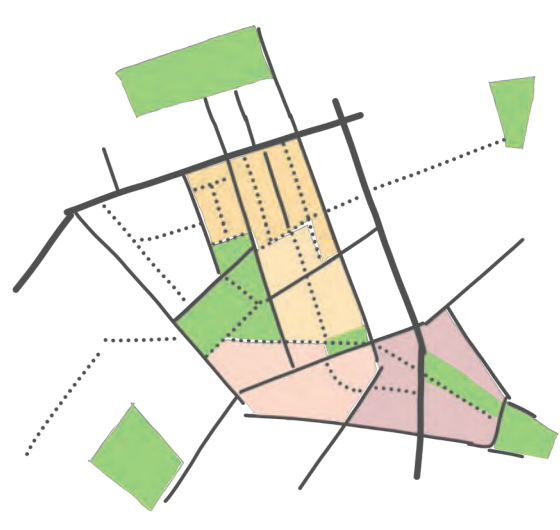
Key Move 8
Co-locate tall built form
A family of striking towers around the intersections of Bourke Road, Botany Road, and O'Riordan Street; including Infinity Tower, a tower on the Alexandria Fire Station site, and another at 2-12 Bourke Road.



Key Move 9
A corridor for affordable housing
The B7 zoning in the study area allows for affordable housing. The preferred location for this housing would be along the Green Square to Ashmore Connector as established by a recent development application approved at the eastern end of the new road.



Existing Urban Structure
A lack of permeability, and limited places for people is evident in the existing urban structure.



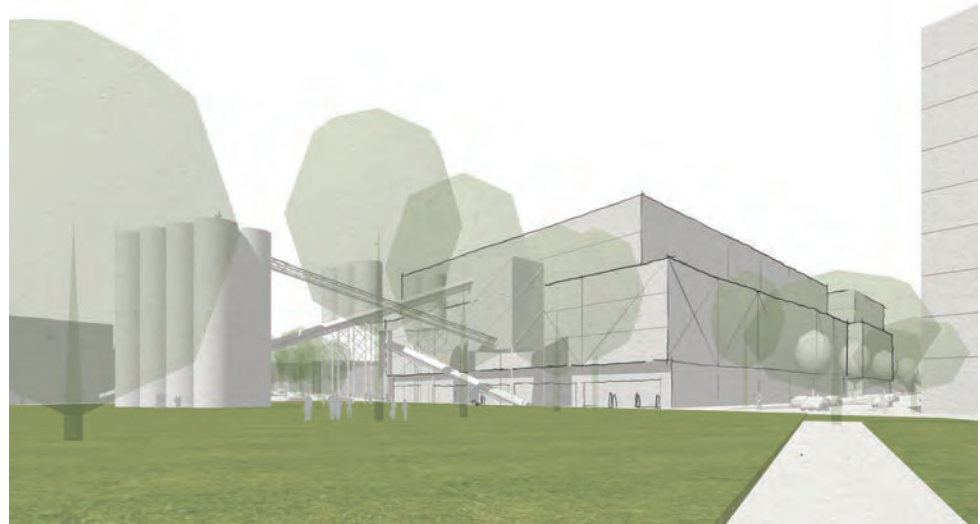
Proposed Urban Structure
New through-site links and open spaces stitch the area into its surroundings. Smaller, highly active, building footprints assist in improving the quality of place for pedestrians.

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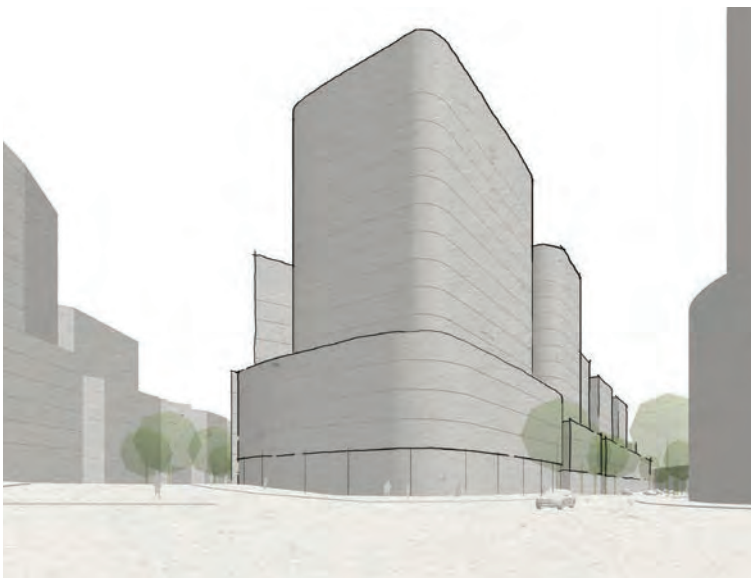
4.0 Structure



4.1.1 Creative Precinct North

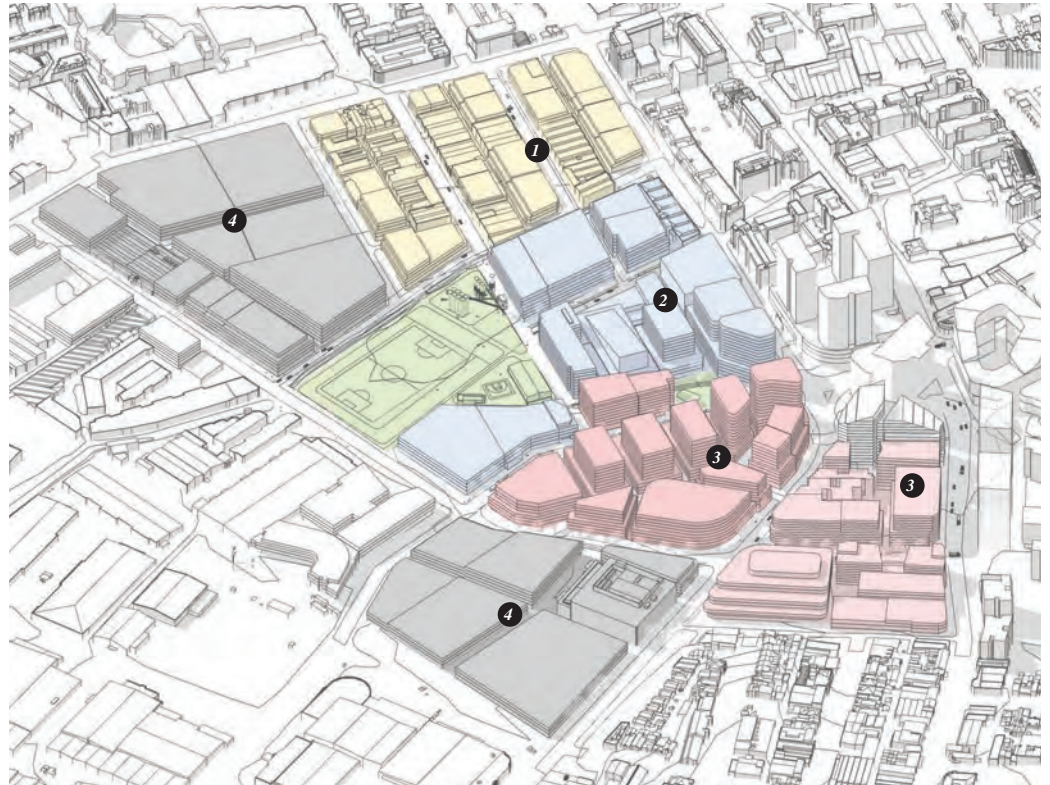


4.1.2 Creative Precinct South



4.1.3 Commercial Core

4.1 Character Areas



4.1.1 Character Area 1 - Creative Precinct North

4.1.2 Character Area 2 - Creative Precinct South

4.1.3 Character Area 3 - Commercial Core

4.1.4 Character Area 4 - Gradual Transition



Sunda Dining. Punch Ln, Melbourne.



Stokes 14. Stokes Ave, Alexandria.



Carriage Works, Eveleigh, Sydney



Yorkton Workshops. East London.

4.1.1 Character Area 1 - Creative Precinct North

Objective: A distinctive creative destination containing cultural uses, supported by fine grain, industrial built form and heritage character

The northern area of the Creative Precinct should look and feel distinctly different to the surrounding areas leveraging the presence of a range of largely intact factories, foundries, and workshops from 1910-1960s, with simple, built-to-boundary heavy masonry facades. These buildings are generally 1-2 storeys in height with a variety of height datums, and often feature ornate brick parapets. Fine-grain laneways, similar to those of surrounding residential subdivisions, will be shared use, with limited vehicle movement, offering a rare opportunity for intense activation and a cultural milieu. As existing and new openings in buildings will be limited, the laneways will host events and activity. The area will become a new destination and attract new industries to the surrounding creative precinct.

Principles are as follows:

- Preserve heritage character and encourage well-designed adaptive reuse around the heritage precinct.
- Encourage sensitivity to the scale and character of the HCA, in the surrounding buildings, particularly in the gateway and corner sites on Wyndham St and McEvoy St. These sites will announce the presence of the LNMA.
- Encourage maximum activation and double frontages in the LNMA, whilst maintaining the industrial character of limited doors and windows.
- Encourage maximum permeability through arcades.
- Enable alfresco zones, and flexible shared lanes throughout.
- Consider expanding the Late-Night Management Area across Sheas Creek, south, towards Mandible Street.
- Encourage passive surveillance of the streets and laneways where possible
- Encourage the presence of arts, culture and entertainment uses including live performance by facilitating loading requirements and providing pre-show milling space in laneways.
- Improve lighting and surface treatments throughout the area.
- Establish the area as a vehicle-free zone after hours, with surrounding streets (including Wyndham St, Mandible St and Stokes Ave) as designated drop-off areas.



Luchtpark Hofbogen, Rotterdam, The Netherlands.



R7 Barangaroo. Barangaroo, Sydney.



FREITAG Factory. Zurich, Switzerland.

4.1.2 Character Area 2 - Creative Precinct South

Objective: An area comprising of a diverse cluster of creative and knowledge intensive industries within adaptable, mid-rise buildings.

The southern area of the Creative Precinct should consist of mid-rise buildings similar to Chippendale and Surry Hills typologies ie. lower rise, large floor plate, flexible commercial buildings with an aim to attract creative & knowledge-based tenants in small offices and other diverse employment spaces. The street-scape can sustain a mix of building types and forms. Future built form should be better connected to the street and contribute more wholeheartedly to the public realm and activation of the street.

Principles are as follows:

- Buildings to present high quality built to the ‘Liveable Green Network’.
- Buildings to present high quality and activated edges to the new park.
- High amenity public domain by requiring planted setbacks, through site links, high-quality frontages, well designed road access that minimises visual impact of loading and industrial uses, screening warehouse/industrial uses with active uses (from CoS DCP Section 5 - Specific Areas: 5.2 Green Square and 5.8 Southern Employment Lands).
- Future flexibility by restricting subdivisions, large floor to ceiling heights, versatile built form & access. (From CoS DCP Section 5).
- Investigate new controls for guidance on design of ramps, above ground parking and flood management measures.
- No ground floor parking.
- Integrate with the grain and scale of the LNMA/HCA.
- Respond sensitively to nearby HCA and maintained industrial character.
- Preserving existing character. Most areas don’t have prescribed street façade heights or setbacks, developments are required to match the surrounding buildings (from CoS DCP Section 5).



Proposed commercial development adjacent to the North Alexandria study area.



Through site link within proposed commercial development between Botany Road and O'Riordan Street.



Kings' Crescent housing for Hackney Council. London, England.

4.1.3 Character Area 3 - Commercial Core

Objective: A Commercial Core, forming the Western Gateway to Green Square Town Centre.

The Commercial Core acts as an extension and edge to the Green Square Town Centre supporting the growth of Green Square.

Principles are as follows:

- Despite the concentration of commercial activity in this location, B7 zoning should remain, partly so the area does not compete with Green Square at the ground floor.
- The business core is for commercial and innovative uses and should not seek to replicate the broader range of retail and service functions that would be expecting in the Green Square town centre.
- Building heights should be lower than within Green Square and should not seek to compete with existing CBDs.
- Maintain flexibility of use, but provide more guidance with street wall, setbacks, and articulation (in particular on O’Riordan St and Botany Rd).
- Improve height transitions to Green Square Town Centre.
- Avoid the characteristics of ‘Campus-Style’ buildings with landscape edges used primarily as vehicle access, inactive frontages, and poor street address.
- Establish principles for the redevelopment of the ‘D-block’ between O’Riordan St and Bourke Rd).



Werkspoor, Utrecht, The Netherlands.



Carlsberg Group Central Office. Copenhagen, Denmark.



FREITAG Factory. Zürich, Switzerland.

4.1.4 Character Area 4 - Gradual Transition Areas

Objective: The Gradual Transition Areas are a number of large sites at the edges of the study area that will maintain the long-term economic function of the area.

The periphery of the North Alexandria precinct provides large landholdings, complementing the denser and finer grain typology of the other parts of the precinct.

Principles are as follows:

- Few changes to planning controls are proposed.
- Mix of land types strengthens business diversity in the southern employment lands.
- These sites will evolve to support new businesses over time, particularly as sites to the north are redeveloped and Green Square matures.
- In the long term, planning controls for these sites can be reviewed to support facilitate multi-storey warehouse typologies, perhaps encouraging space for emerging high-value industries and/or boutique advanced manufacturing.
- Maintaining these sites 'as is' prevents oversupply of new office floor space.



Silo Park. Auckland, New Zealand.



Testing Grounds. South Melbourne, Melbourne.



Collingwood Yards. Collingwood, Melbourne.

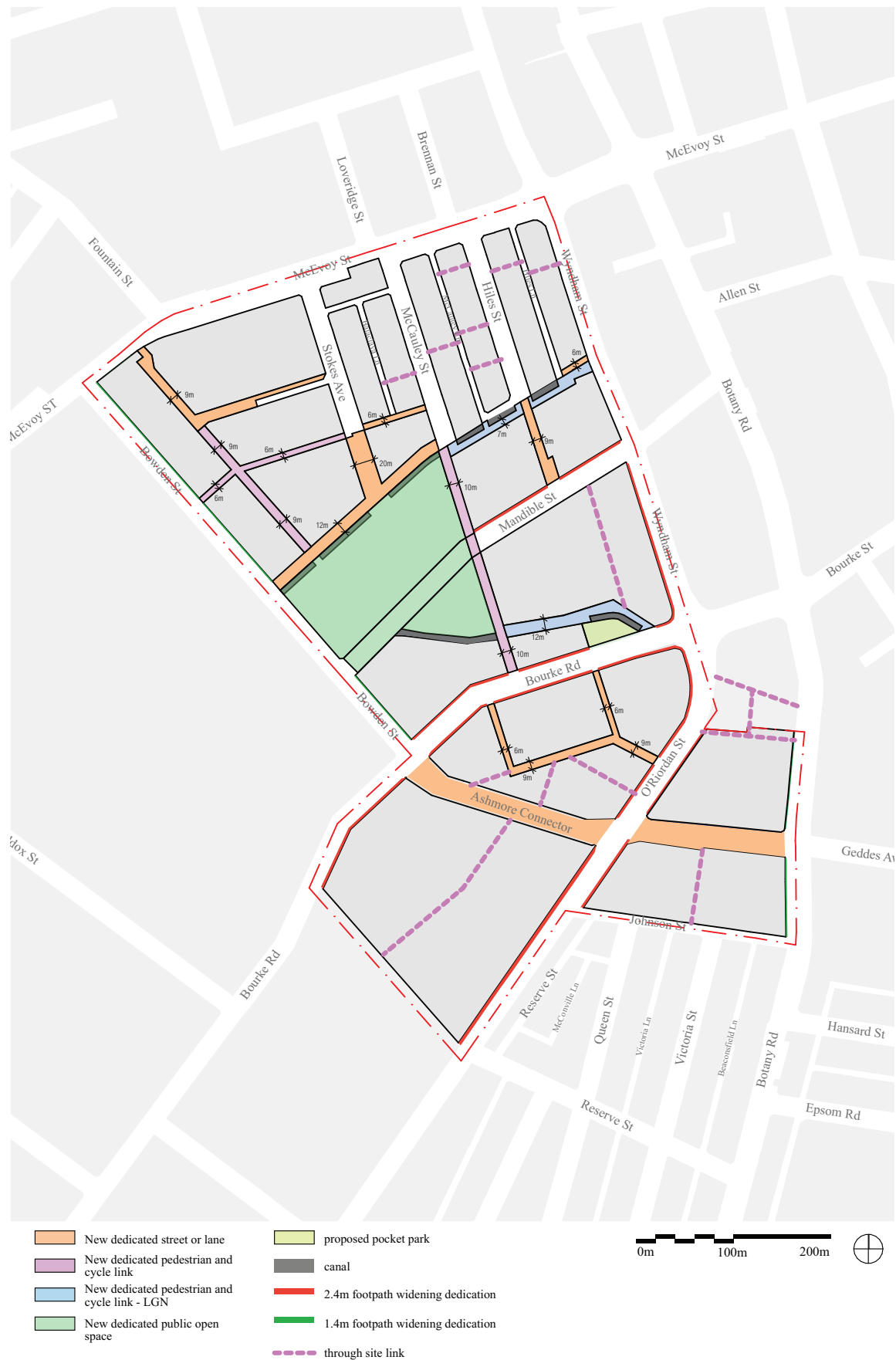
4.2 Open Space and Public Domain

Objective: A network of paths, streets and public spaces to improve movement and linkages.

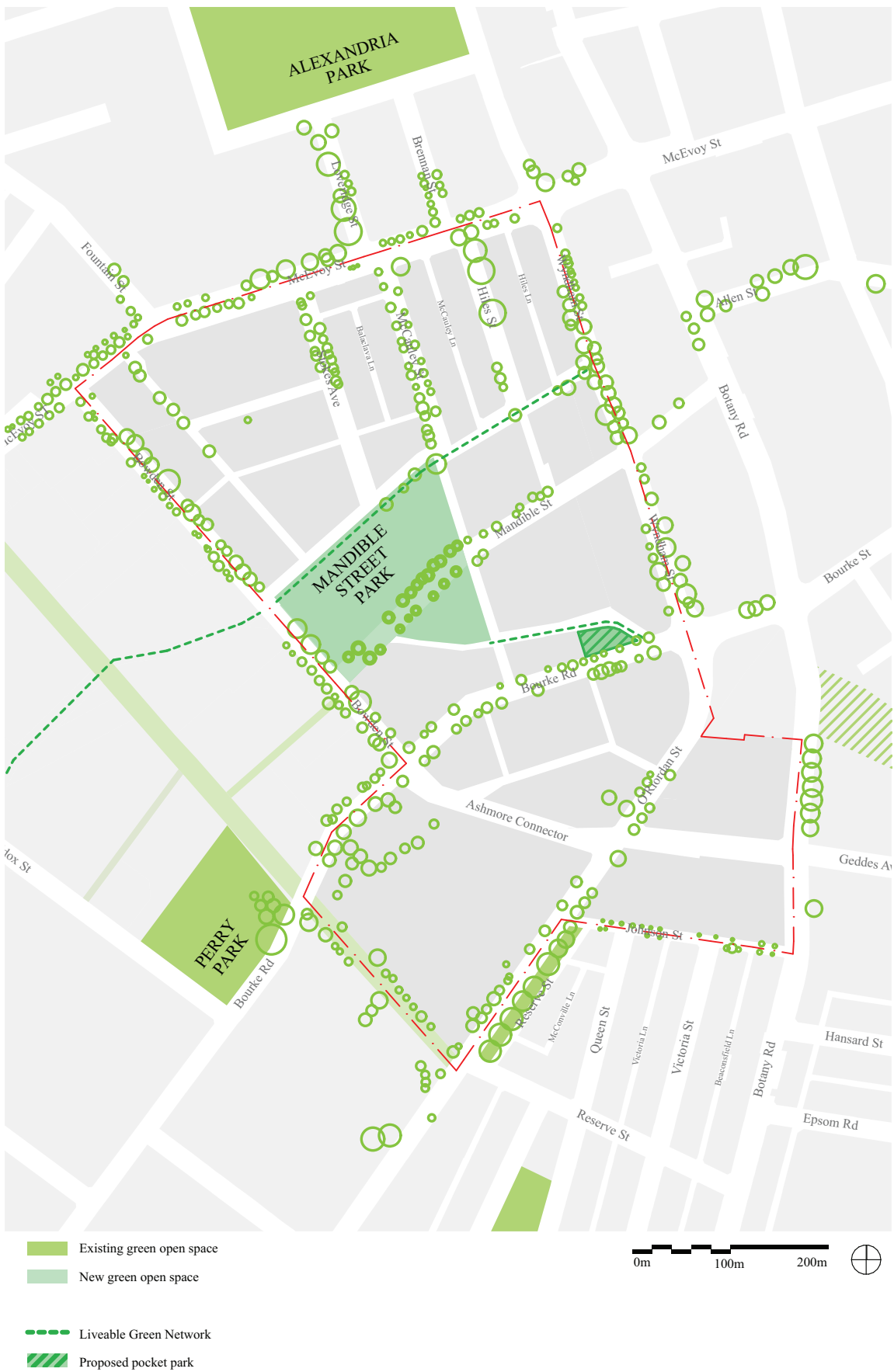
Principles are as follows:

- Focus on improving the broader network of open spaces. This includes the McCauley St extension and new crossings on Botany Rd and McEvoy St (at McCaulay St).
- Deliver on and improve the Liveable Green Network to increase permeability for pedestrians and cyclists. Prioritise movement but where possible, explore options to expose the open canals for visual amenity and character.
- Improve connections between the LNMA and the rest of the Creative Precinct south of the Alexandra Canal.
- Improve road permeability in the LNMA by connecting Mandible St to the McCauley St extension and introducing a new road along the canal (CHROFI to explore extension to Wyndham St).
- Botany Rd and Mandible St as ‘Creative Avenues’ with enhanced street amenity and an assortment of engaging buildings.
- Introduce an ‘H intersection’ to improve connectivity and site address.
- Explore E/W pedestrian permeability in the heritage conservation area.
- Explore the use of shared or naked streets throughout the LNMA to increase walkability and availability of alfresco activation with particular emphasis on McCauley Lane, Hiles Lane and Balaclava Lane.
- Introduce vehicle access control during restricted hours within the LNMA.
- Explore the closure of Mandible Street to increase the size and flexibility of the open space.
- Explore open space to facilitate a ‘Testing Grounds’ style area. An open, exhibition style space that can support the transfer of ideas and support innovation, experimentation and interdisciplinary practice for local businesses.
- Introduce improved and appropriate street lighting throughout the LNMA.
- Explore large outdoor plaza space including areas for marshaling and bus pick-up/drop-off to facilitate the hosting of events and festivals in the LNMA.

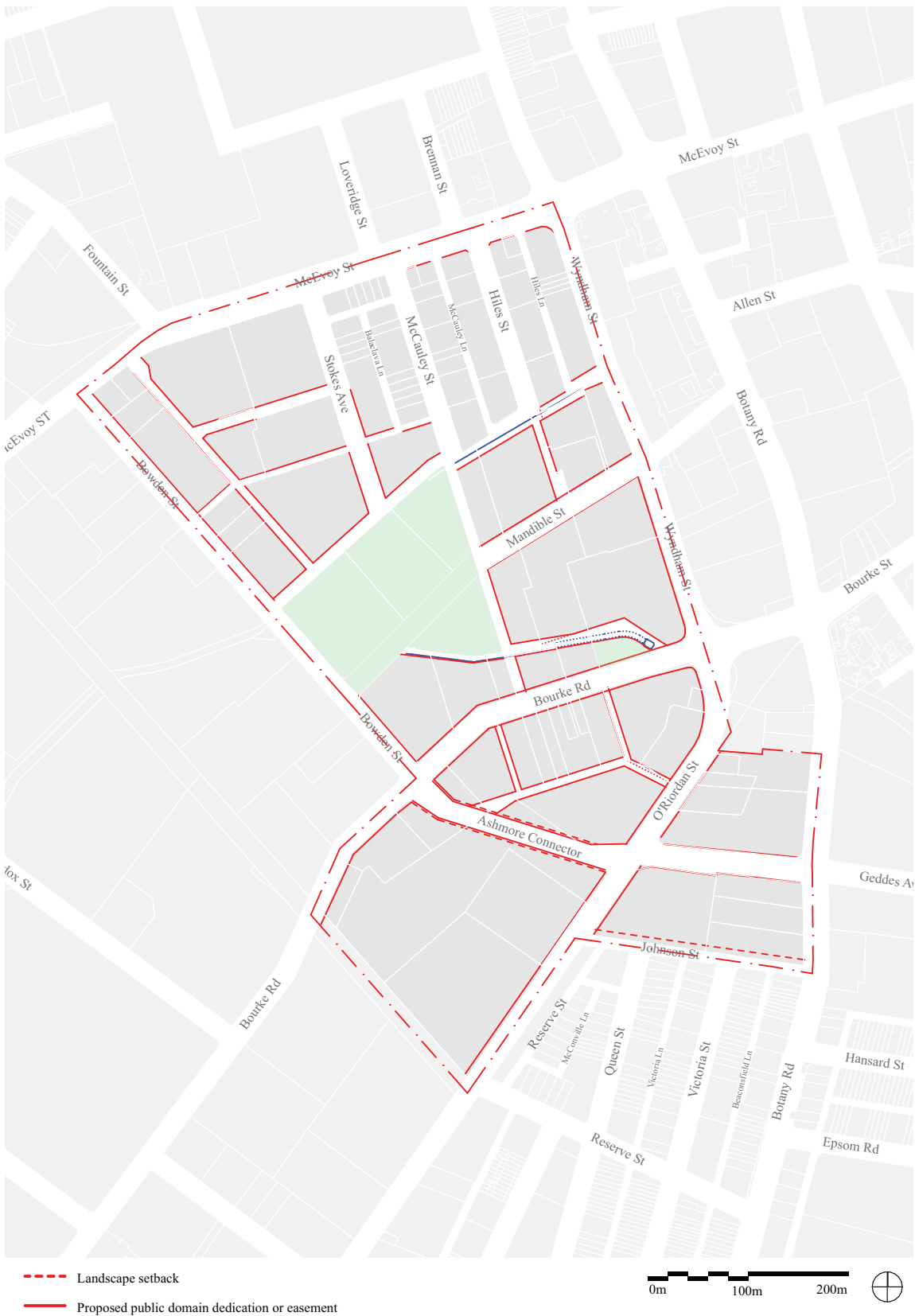
4.2.1 Public Domain and Open Space



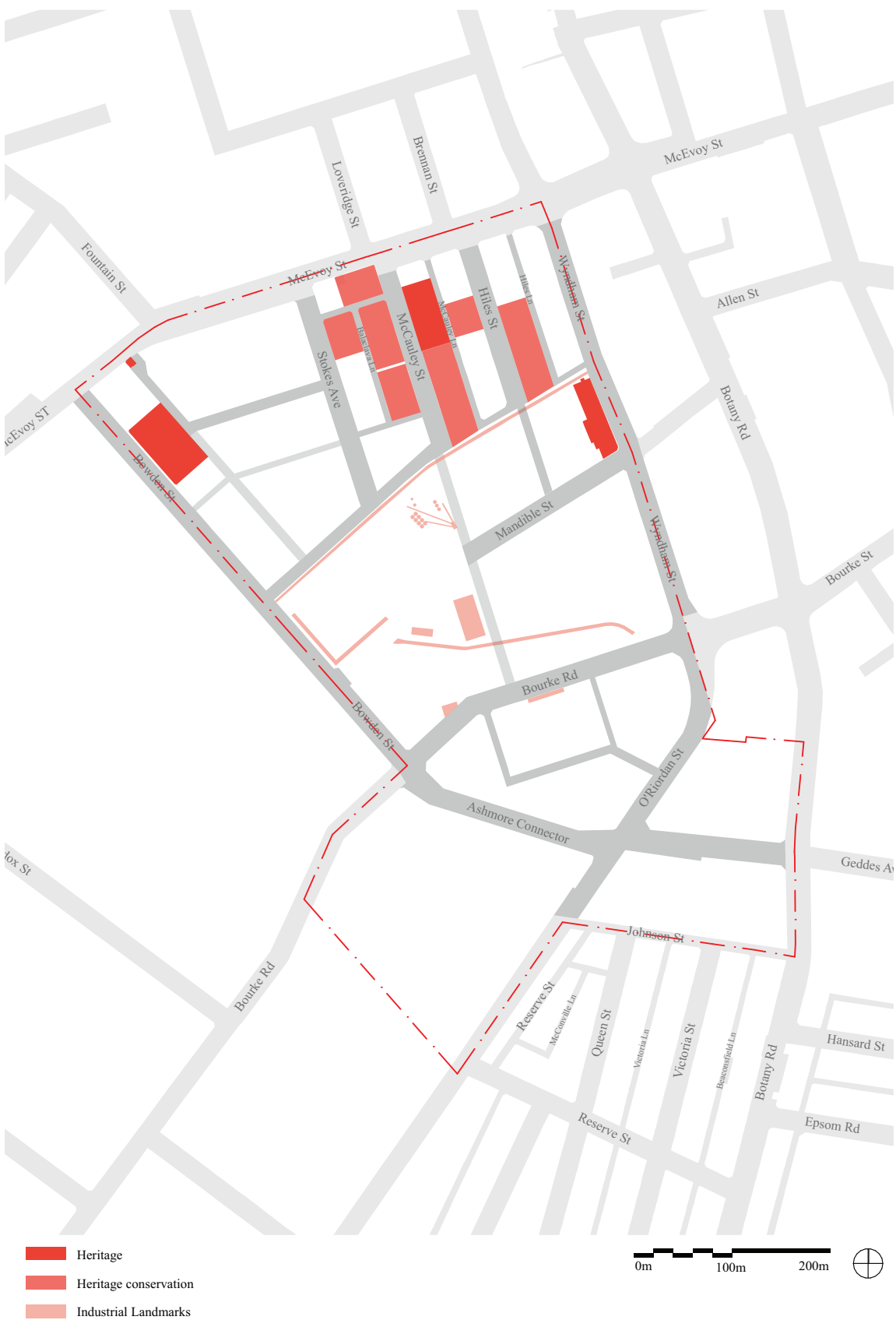
4.2.2 Green Infrastructure



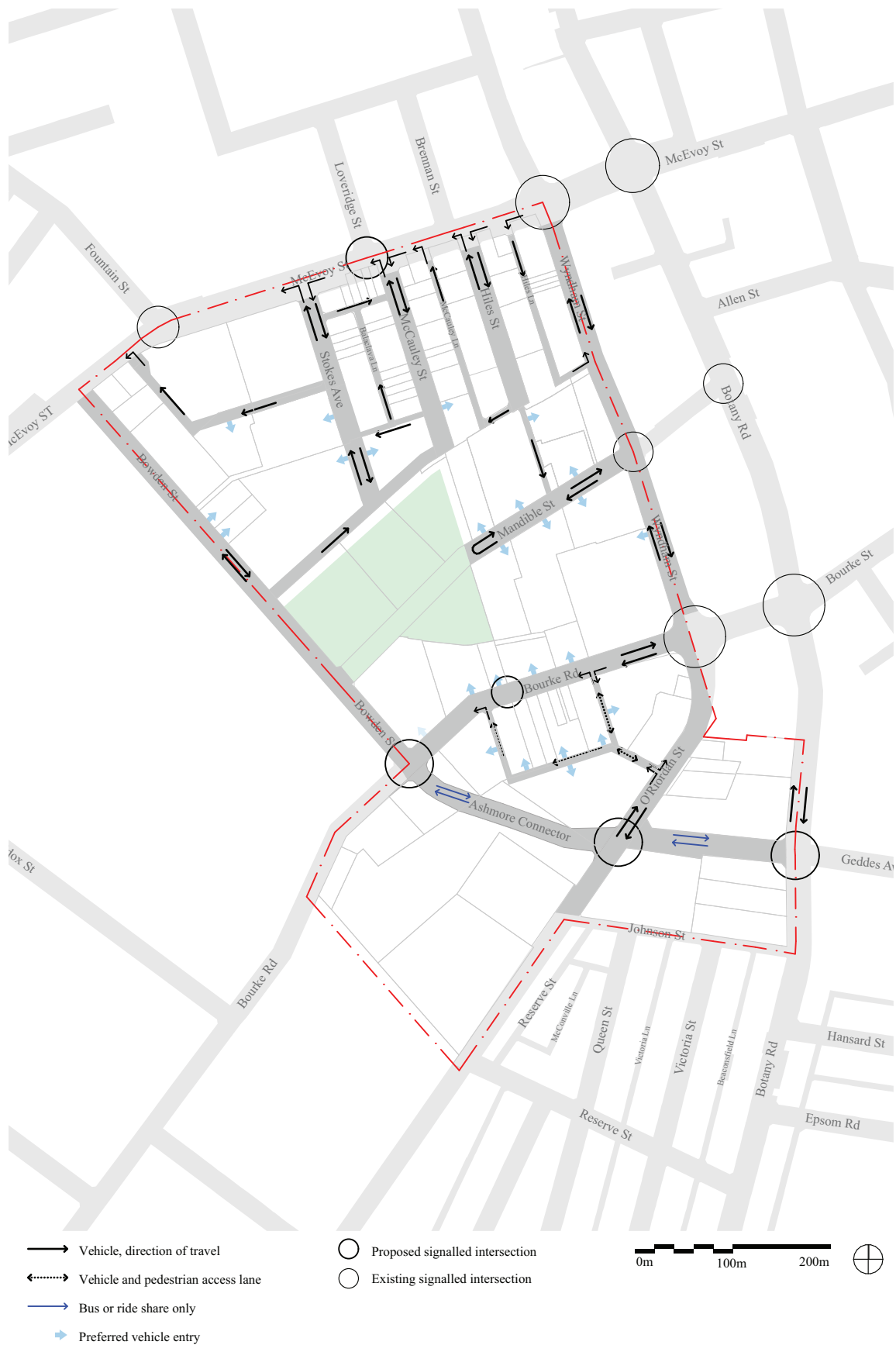
4.2.3 Dedication and Easements for Public Domain



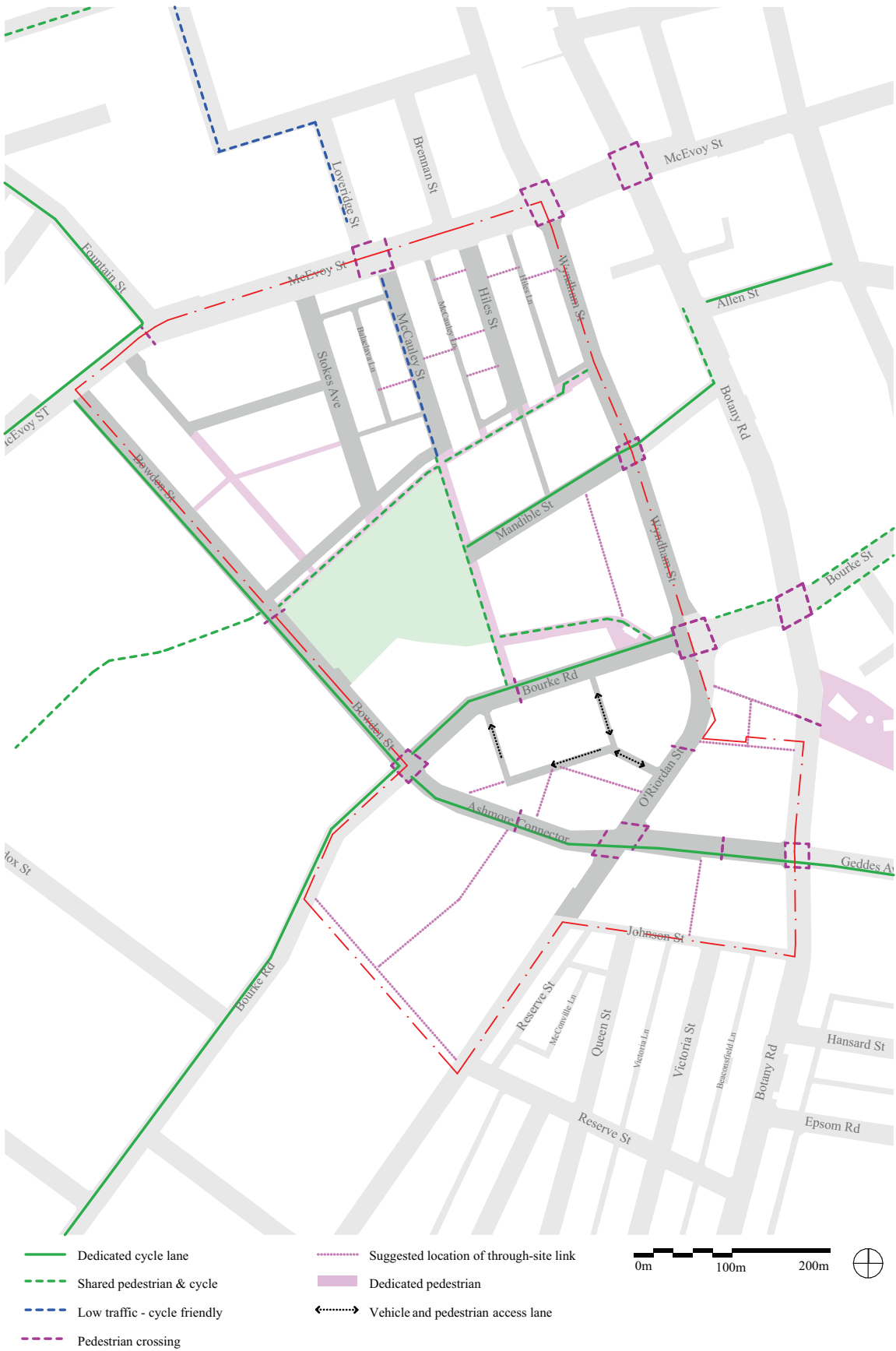
4.2.4 Industrial Heritage & Landmarks

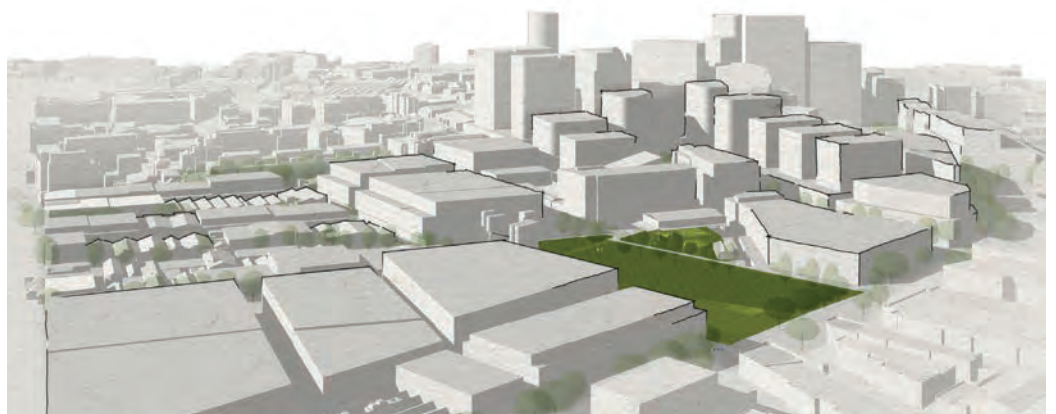
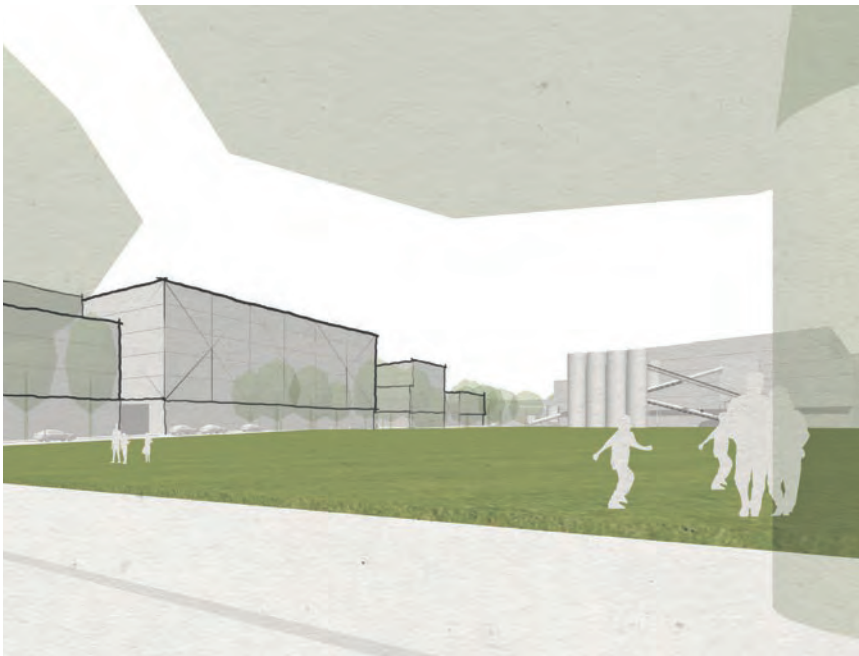
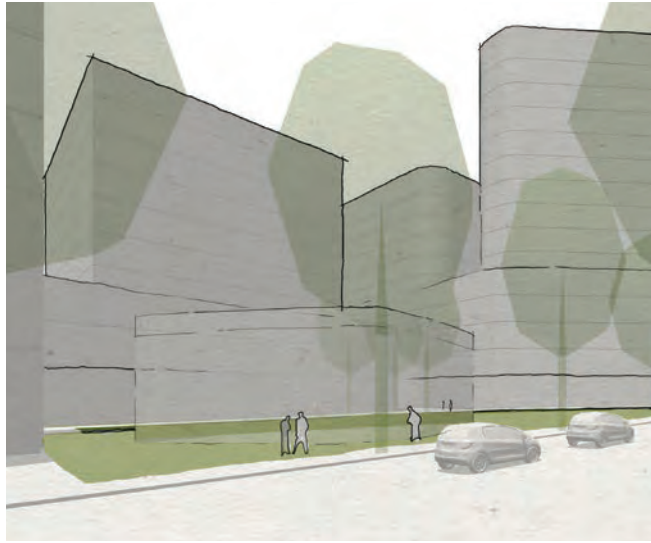


4.2.5 Movement of Vehicles



4.2.6 Movement of Pedestrians and Cyclists



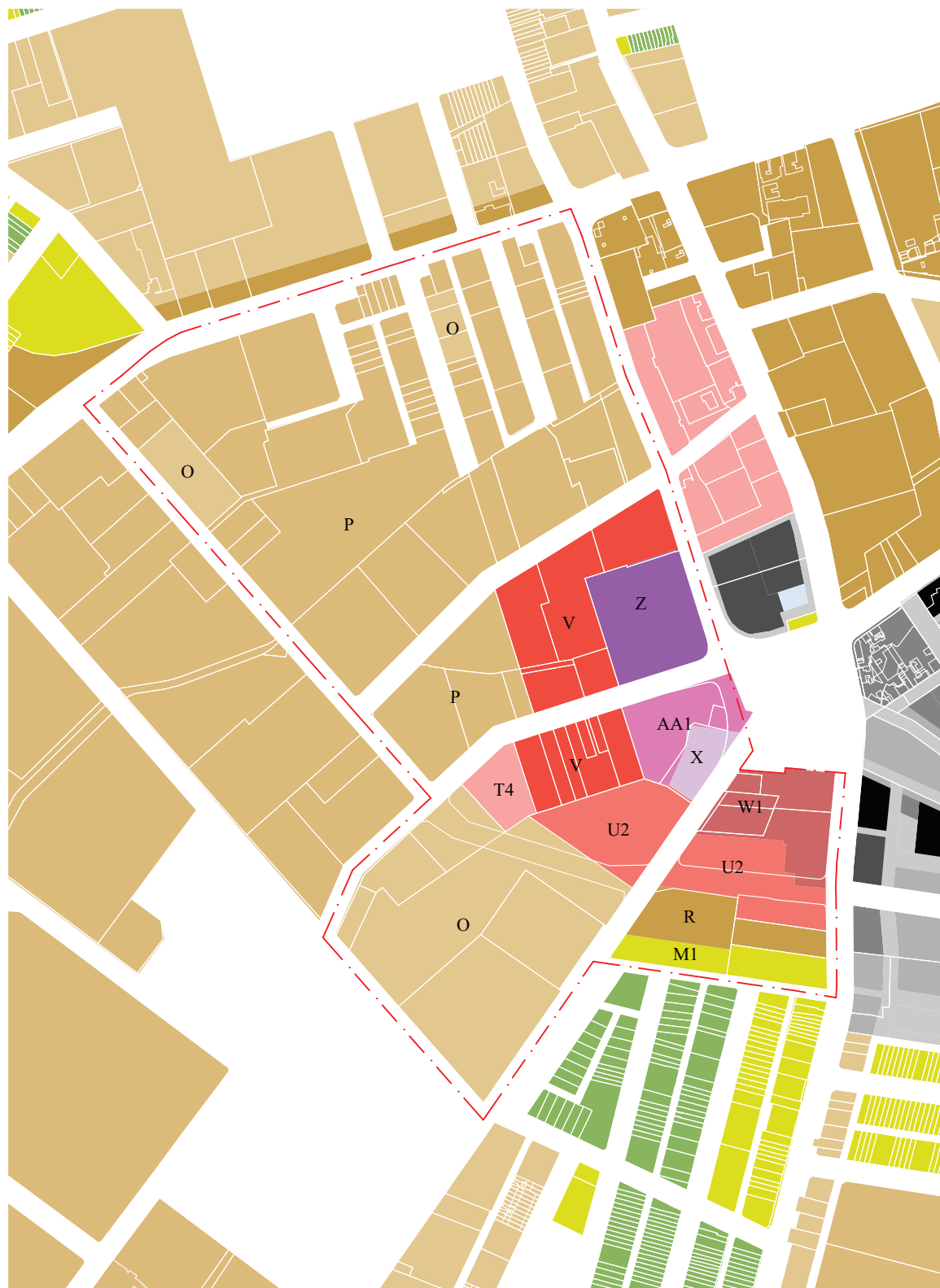


4.3 Built Form

The built form controls facilitate sensitive height transitions and allow for selective areas of uplift and densification.

These changes are balanced by secondary setbacks and built forms that achieve good outcomes for the public domain and protect the scale and character of heritage areas.

4.3.1 Existing LEP Height of Buildings

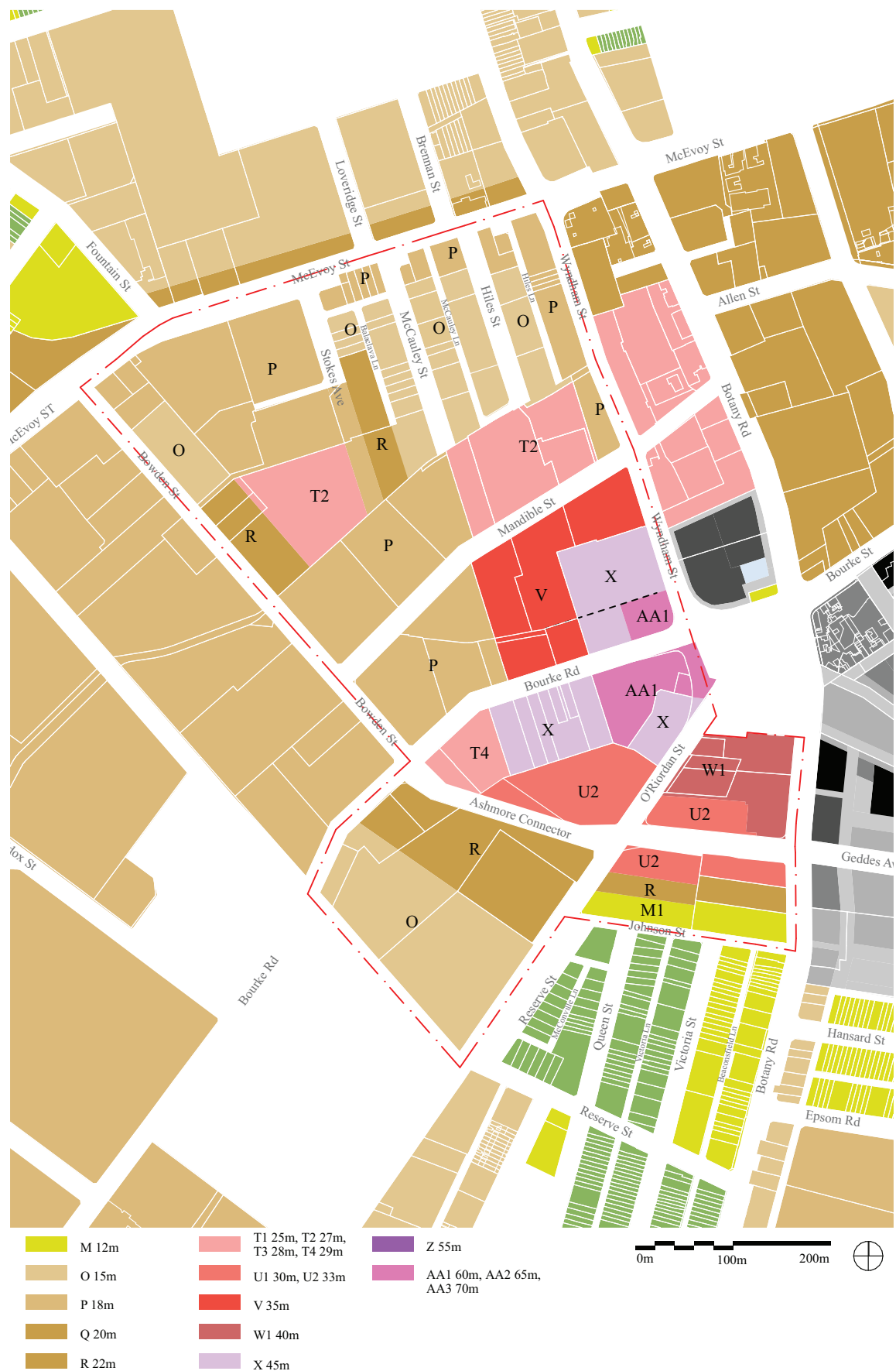


M 12m	T1 25m, T2 27m, T3 28m, T4 29m	Z 55m
O 15m	U1 30m, U2 33m	AA1 60m, AA2 65m, AA3 70m
P 18m	V 35m	
Q 20m	W1 40m	
R 22m	X 45m	

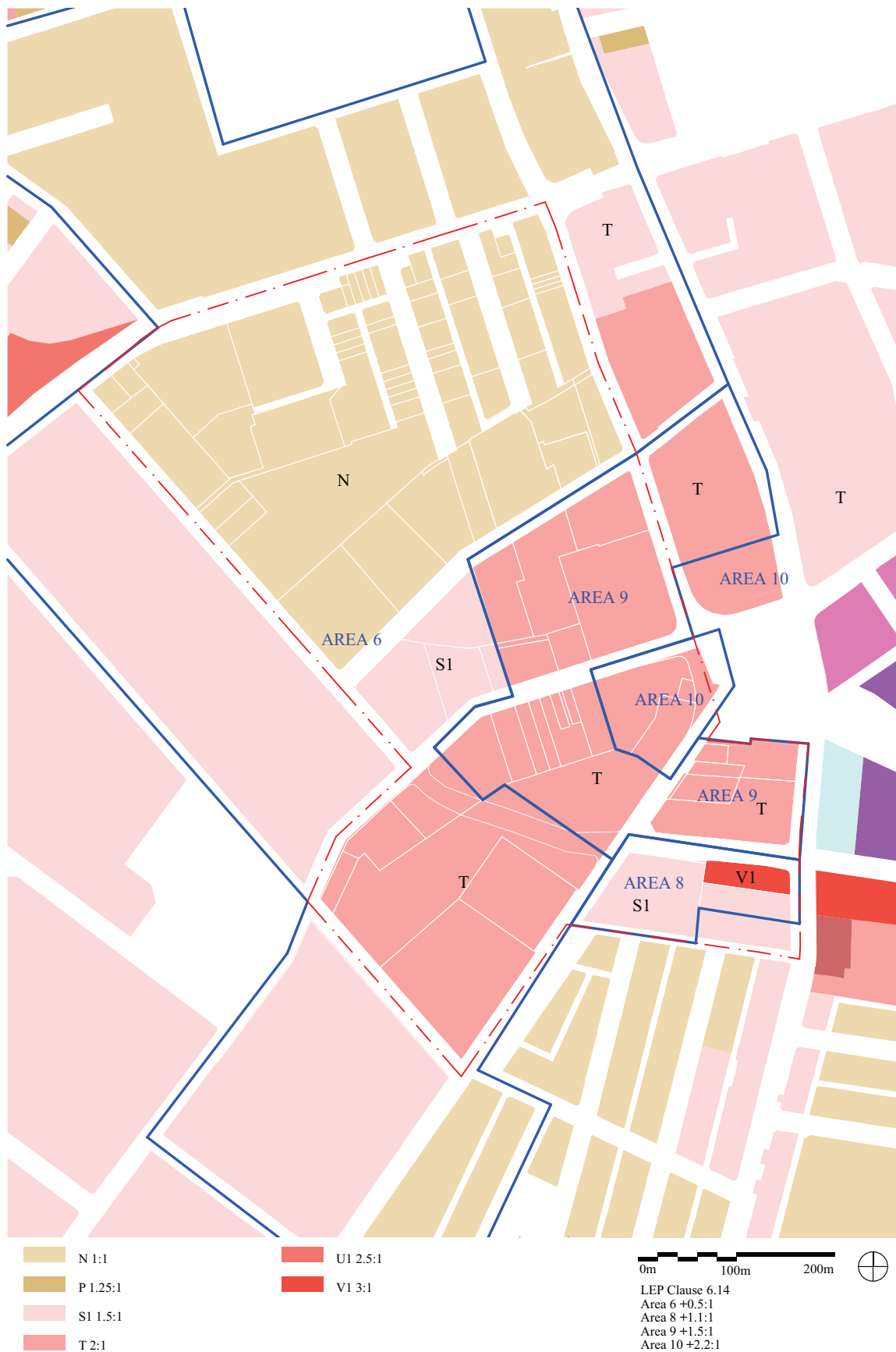
0m 100m 200m



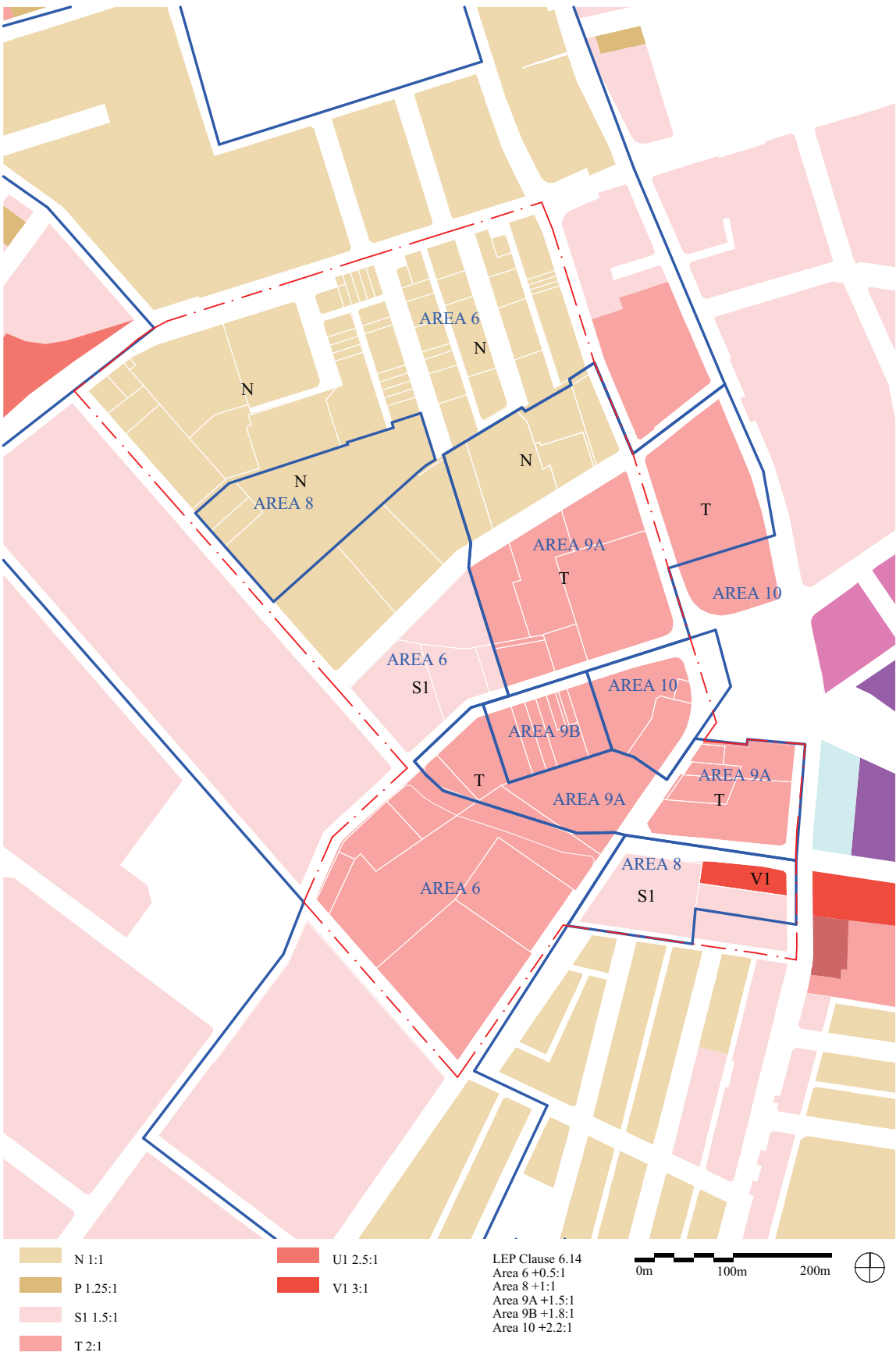
4.3.2 Proposed LEP Height of Buildings



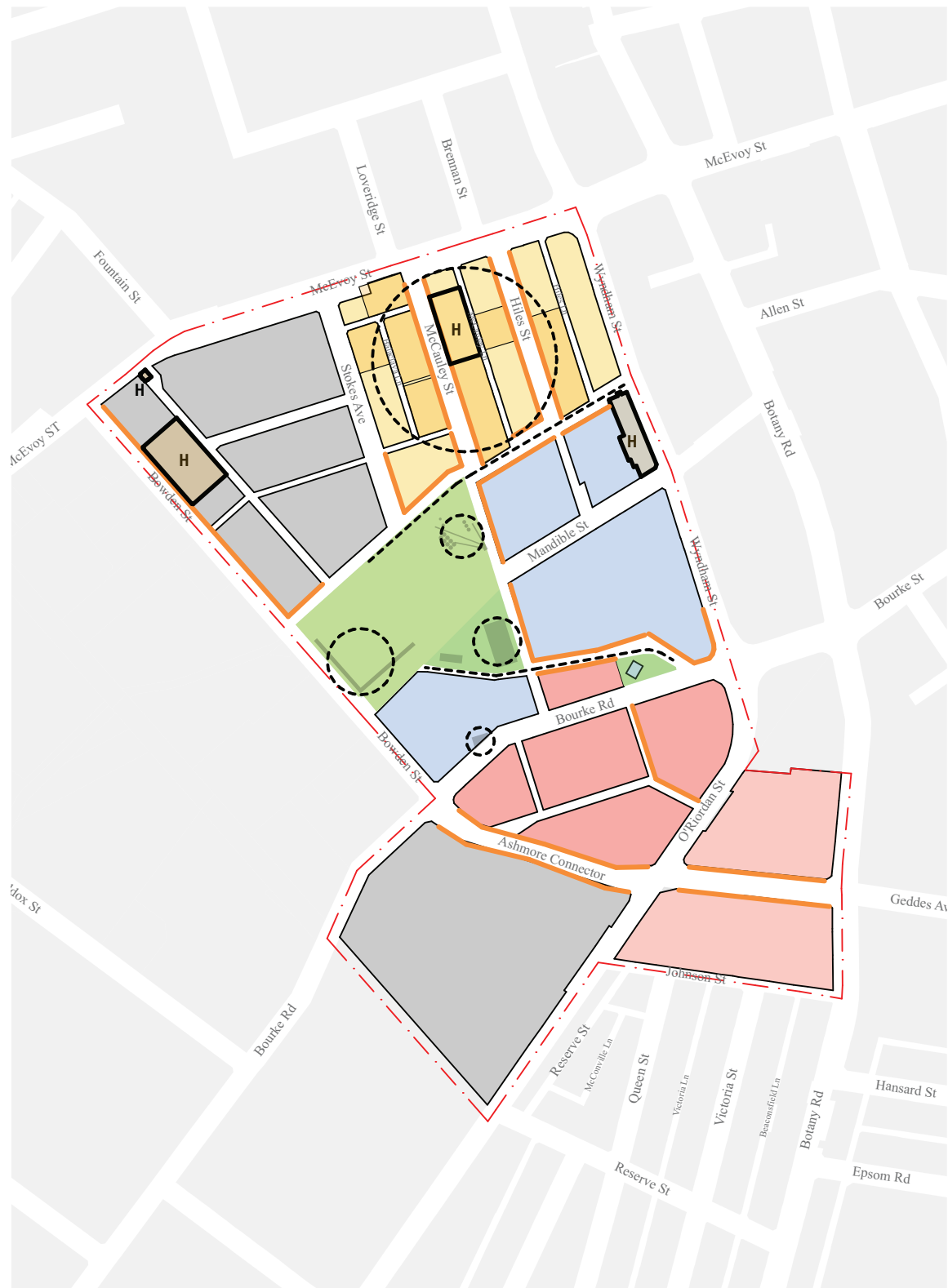
4.3.3 Existing LEP Floor Space Ratio













4.3.4 Proposed LEP Floor Space Ratio



4.3.5 Proposed Land Use

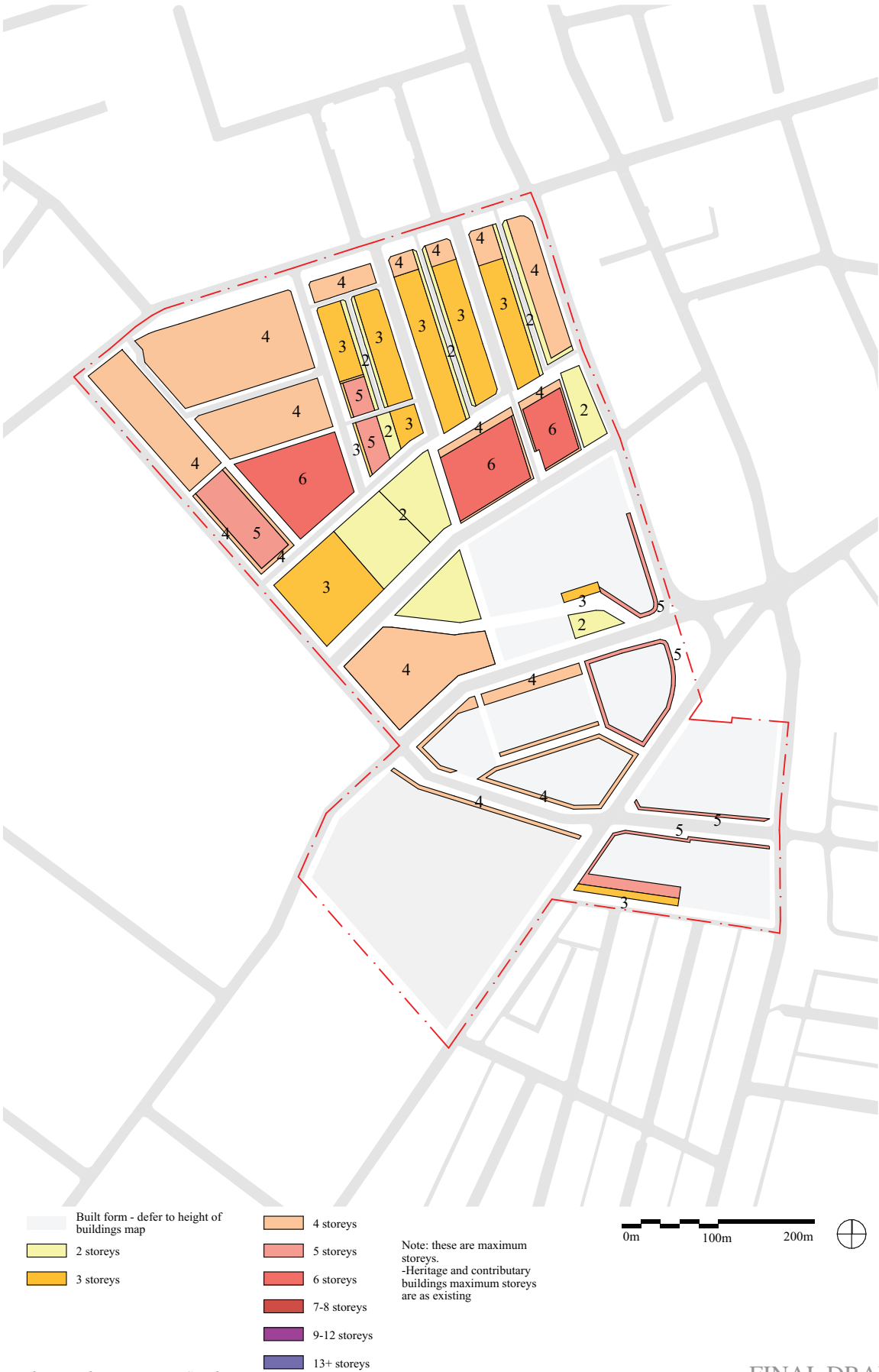


- | | |
|---|---|
|  Public Open Space |  1. Creative Precinct North |
|  Heritage Conservation |  2. Creative Precinct South |
|  Heritage |  3. Commercial Core |
|  Active Facade |  3. Commercial Core - various uses |
|  Industrial Landmark |  4. Gradual Transition |
| | See description of Character Areas for typical uses |

0m 100m 200m



4.3.6 Proposed Building Height in Storeys



4.3.7 Proposed Primary Setbacks



- Minimum setback from boundary or dedication
- 0.0m
 - 0.5m - Footpath widening
 - 1.4m - Footpath widening
 - 2.4m - Footpath widening
 - 2.0m - Footpath widening/landscape

- 6.4m - Footpath widening and landscape
- Build to boundary
- Ground floor inset

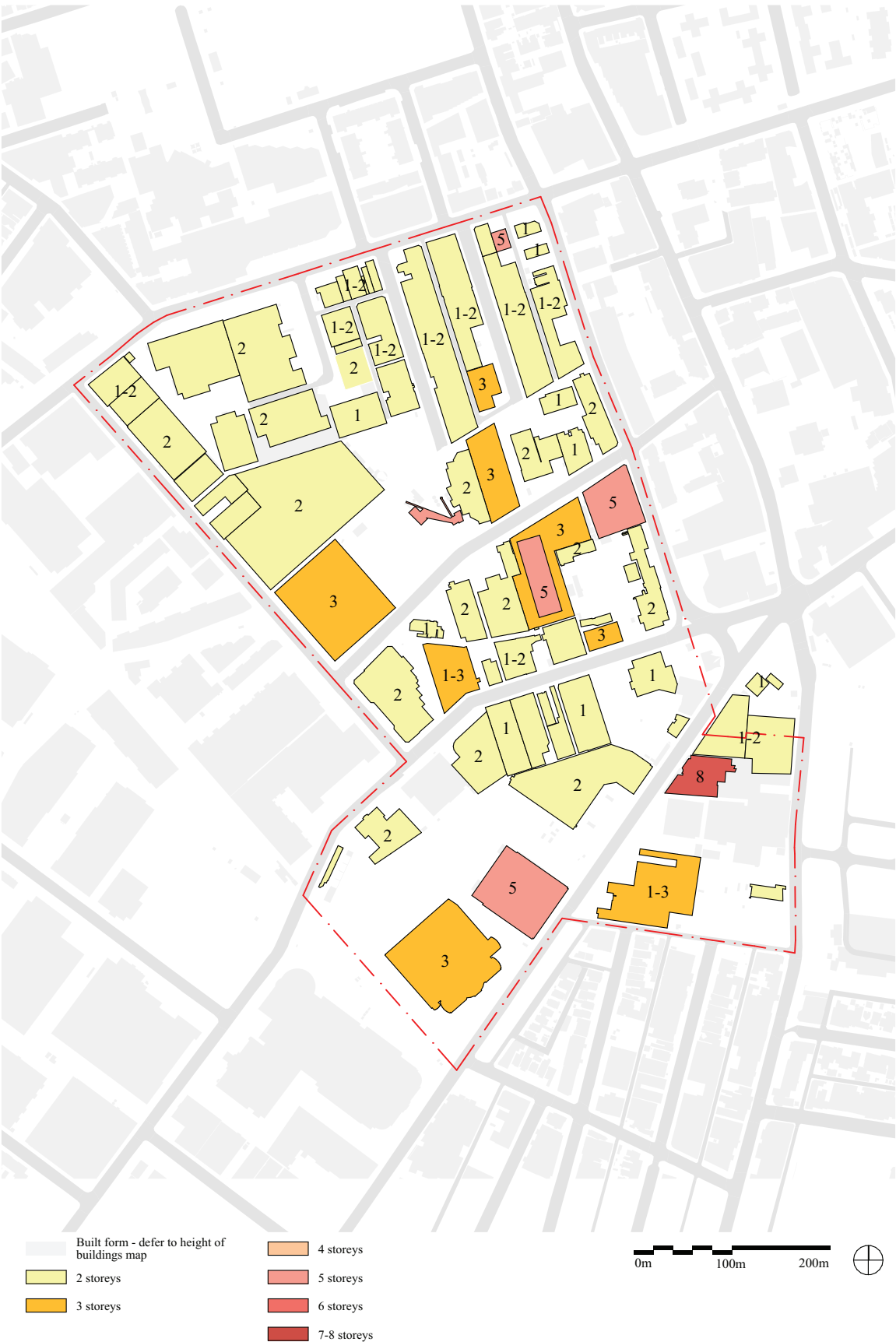
0m 100m 200m



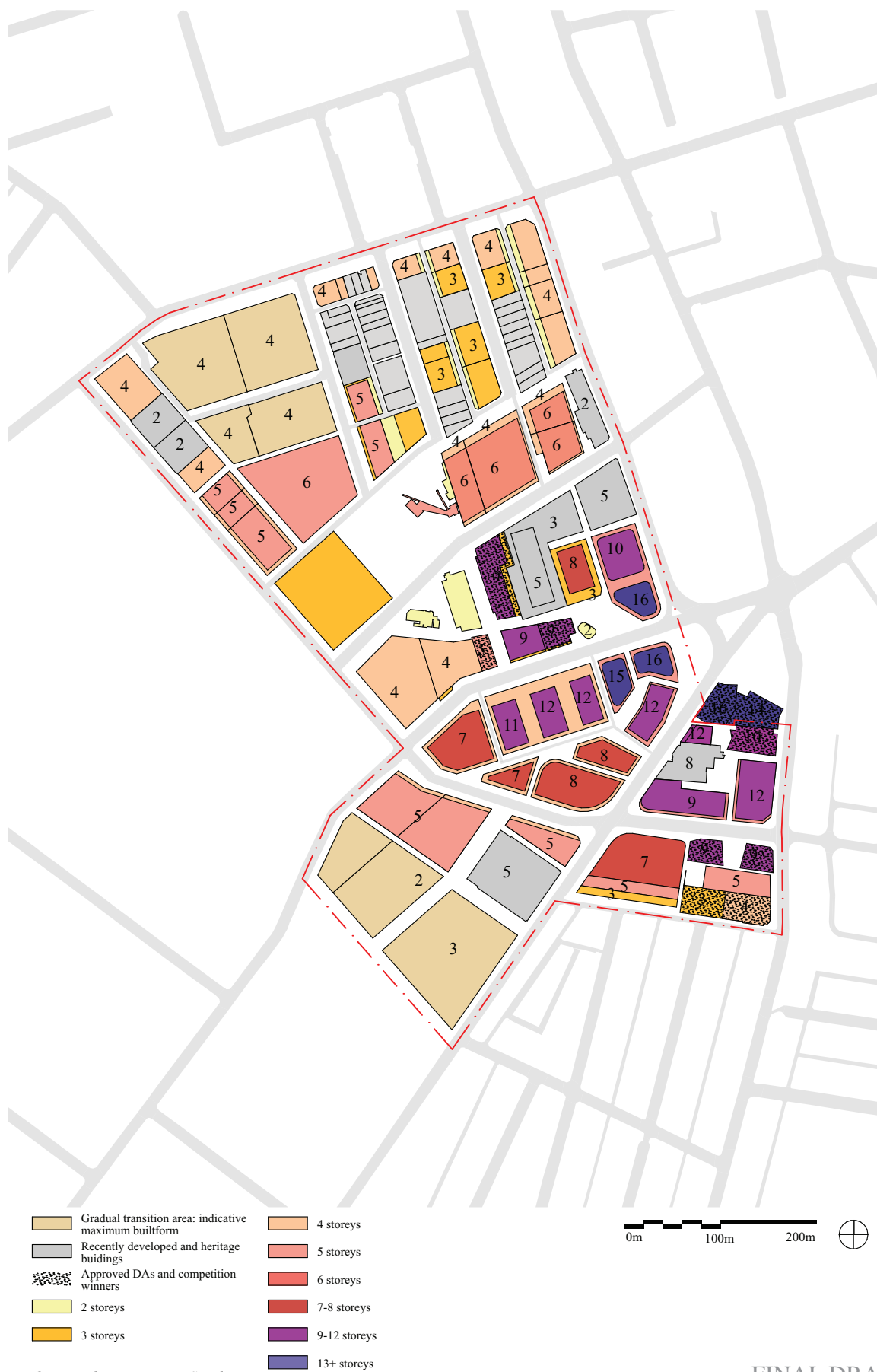
4.3.8 Proposed Secondary Setbacks

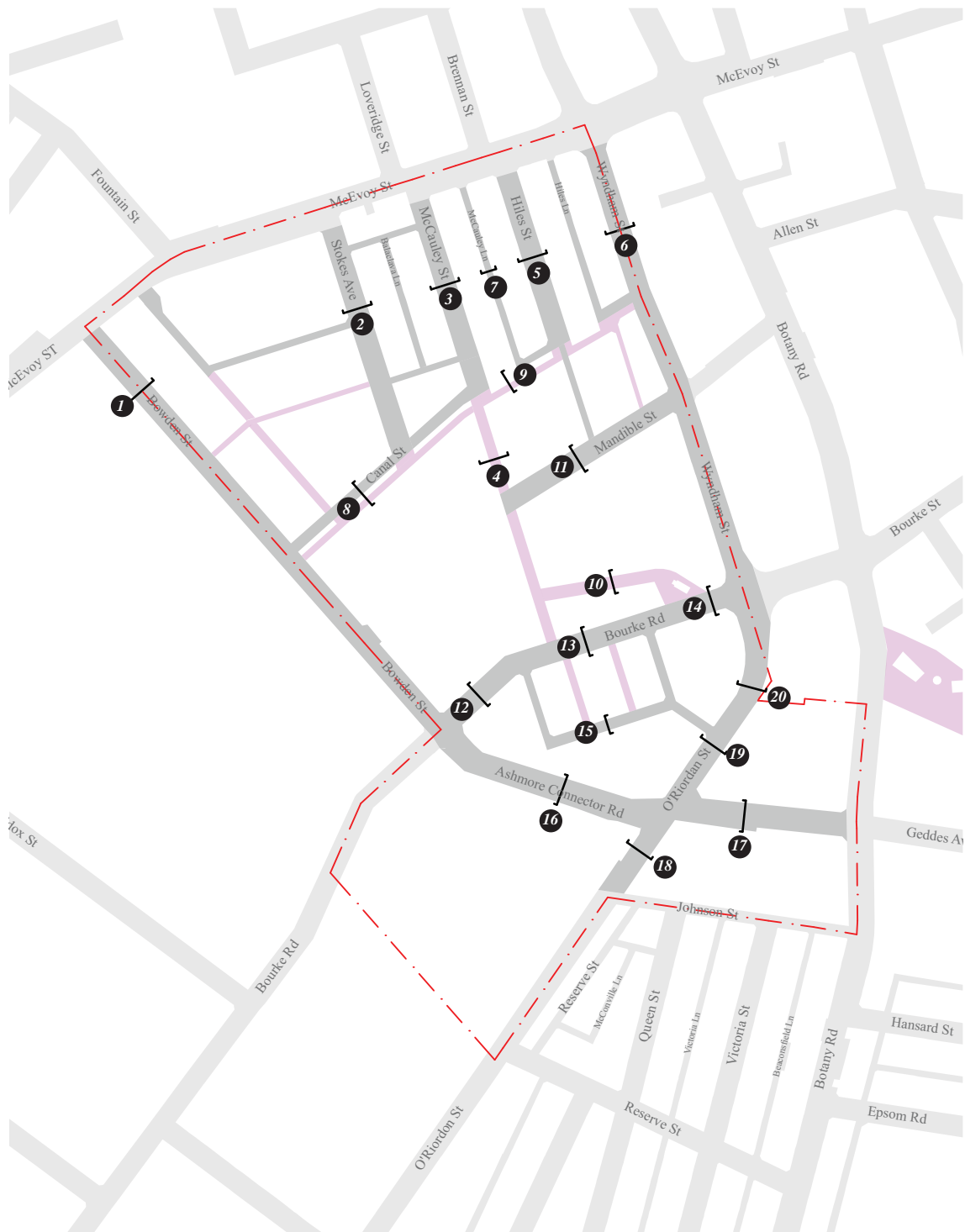


4.3.9 Existing Built Form



4.3.210 Suggested Built Form





1. Bowden Street
2. Stokes Avenue
3. McCauley Street
4. McCauley Street Extension
5. Hiles Street
6. Wyndham Street
7. Heritage Conservation Area Laneway
8. Canal Street
9. Liveable Green Network (North)
10. Liveable Green Network (South)

11. Mandible Street
12. Bourke Road (A)
13. Bourke Road (B)
14. Bourke Road (C)
15. Internal Commercial Block Lane
16. Ashmore Connector (East)
17. Ashmore Connector (West)
18. O'Riordan Street (A)
19. O'Riordan Street (B)
20. O'Riordan Street (C)

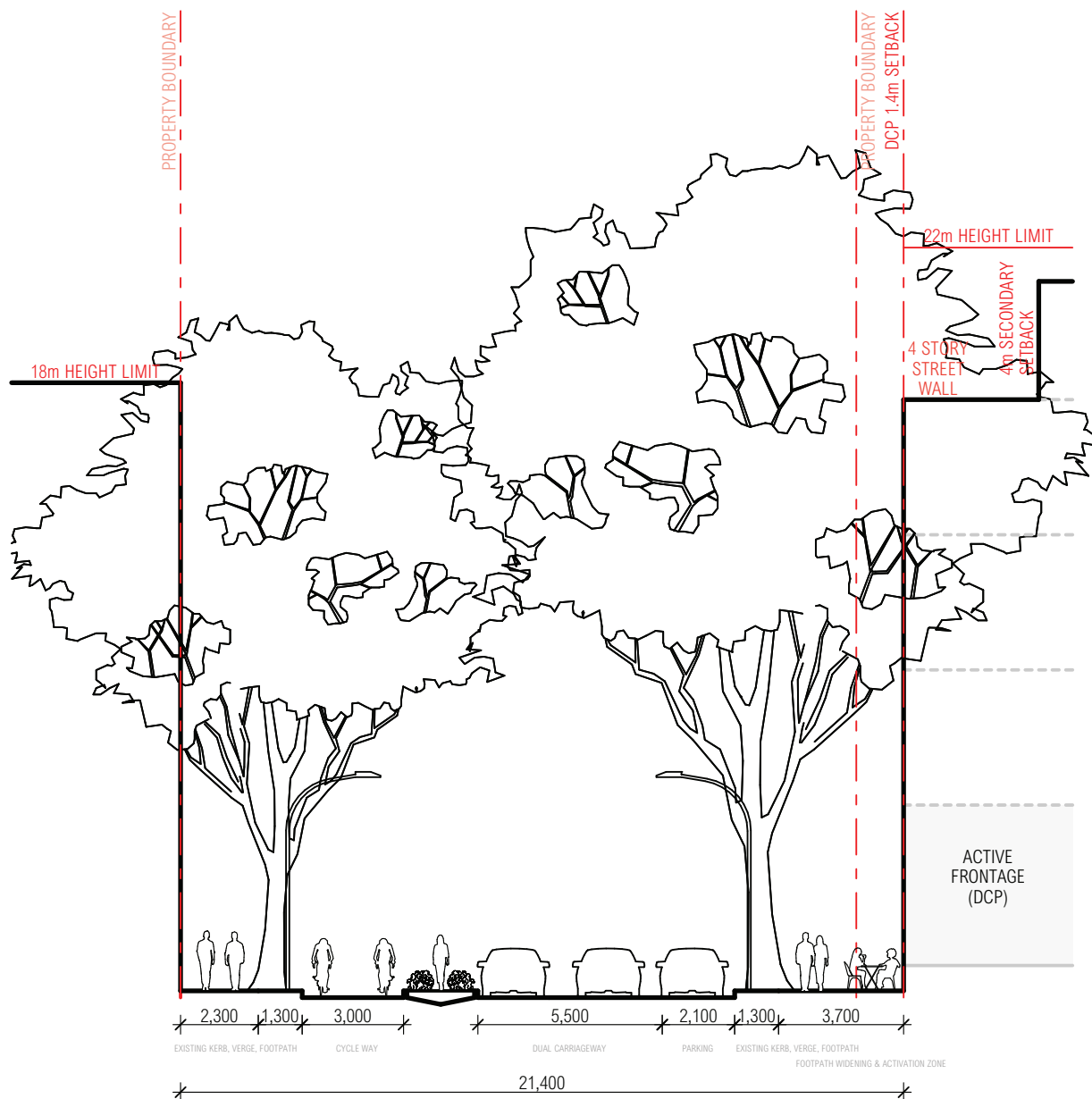
4.4 Street Sections

Street section diagrams illustrate public domain and built form strategies for existing and proposed streets.

4.4.1 Bowden Street

The western boundary of the study area, Bowden Street is a key north-south connector road for North Alexandria and surrounding precincts. Suggested changes in the street section maintain parking and traffic lanes, whilst improving the pedestrian and cyclist experience by including:

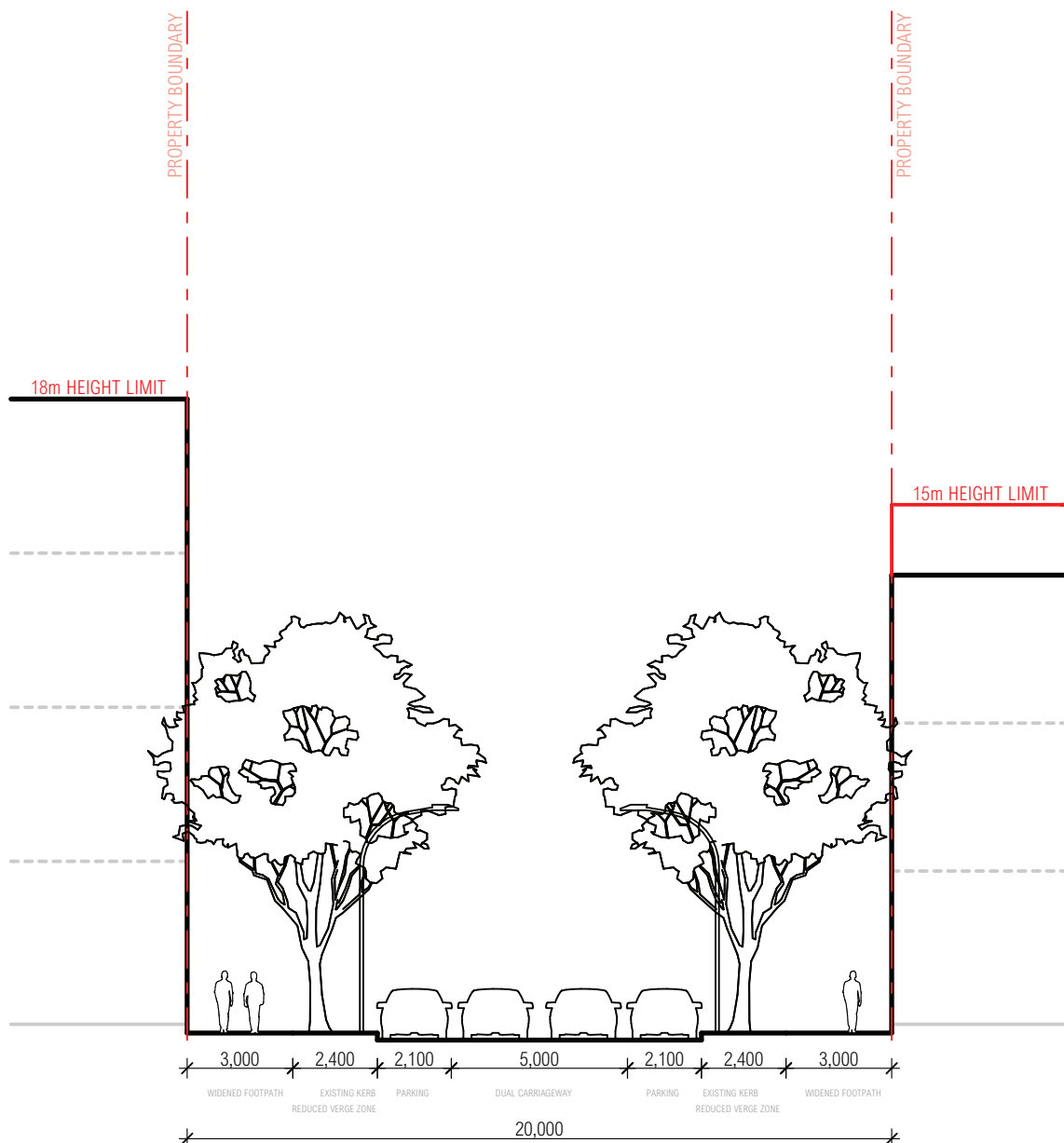
- Increased footpath widths, in addition to 1.4m setback (2012 DCP) to create alfresco zone along eastern edge of street, maintaining existing kerb.
- Slimming of transit lanes in line with City of Sydney minimum widths.
- Widening of cycleway in line with NSW State Government Cycleway Design Toolbox standards.
- Swale planting/landscaping along western edge of carriageway between parking lanes and cycleway to further increase buffer between cyclists and motorists.



4.4.2 Stokes Avenue

The street section for Stokes Avenue which appears in The City's 2012 DCP is reflective of early plans for expanded residential development throughout North Alexandria. The Study recognises the importance of Stokes Avenue maintaining its access for trucks and commercial vehicles which will be common through the Gradual Transition zone. Changes to include:

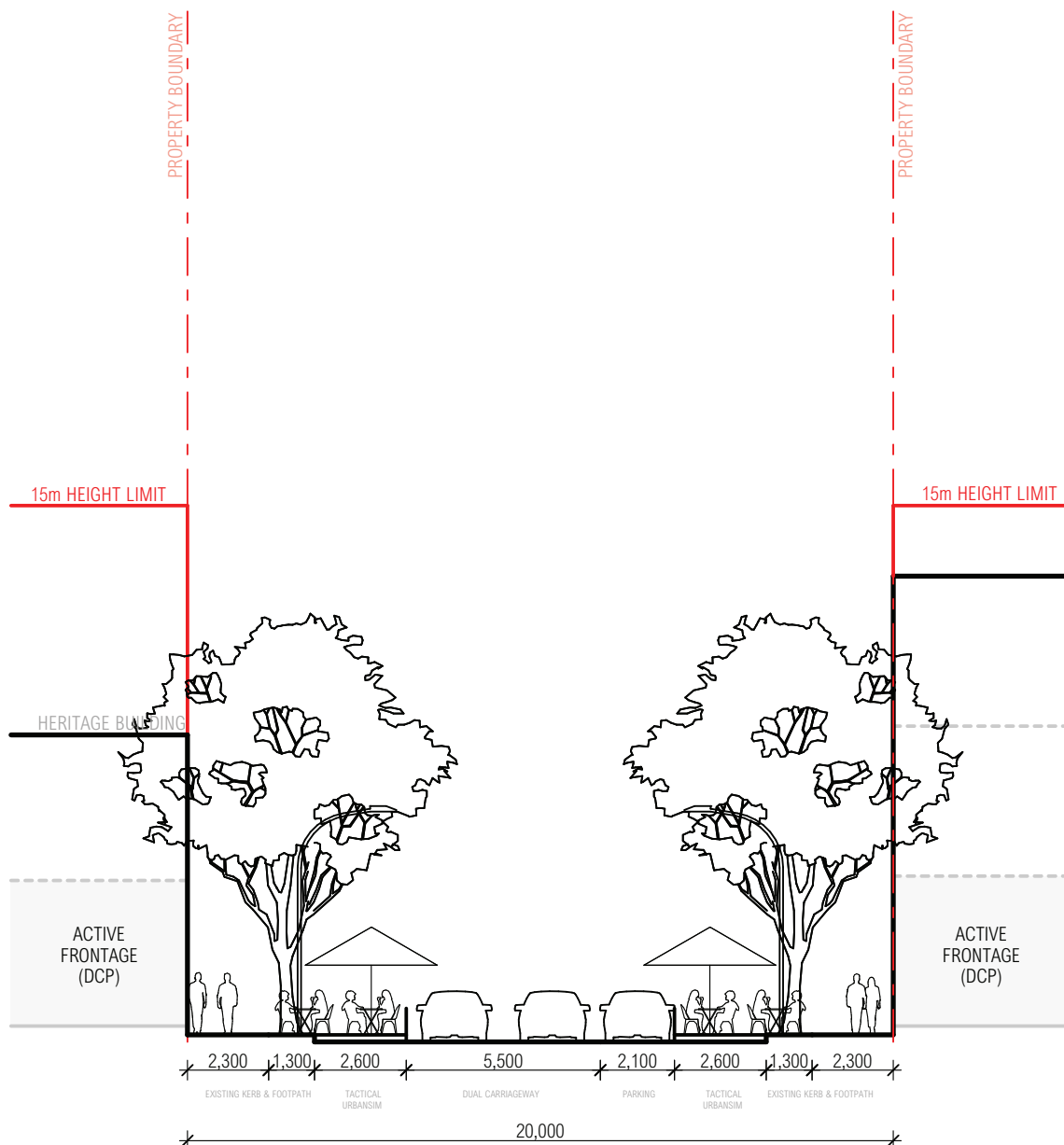
- Footpath widening and additional street tree planting to improve pedestrian amenity, while maintaining existing kerbs.
- Extending the existing street section south, towards the Mandible Street Park.



4.4.3 McCauley Street

McCauley Street will become the key internal, north-south, connector for pedestrians within North Alexandria. It will connect the Commercial Core to the Creative Precinct North, as well as branching off onto east-west connections, including the Liveable Green Network. As part of the Late Night Management Area, the proposed street section looks to expand and encourage pedestrian activity in the area by:

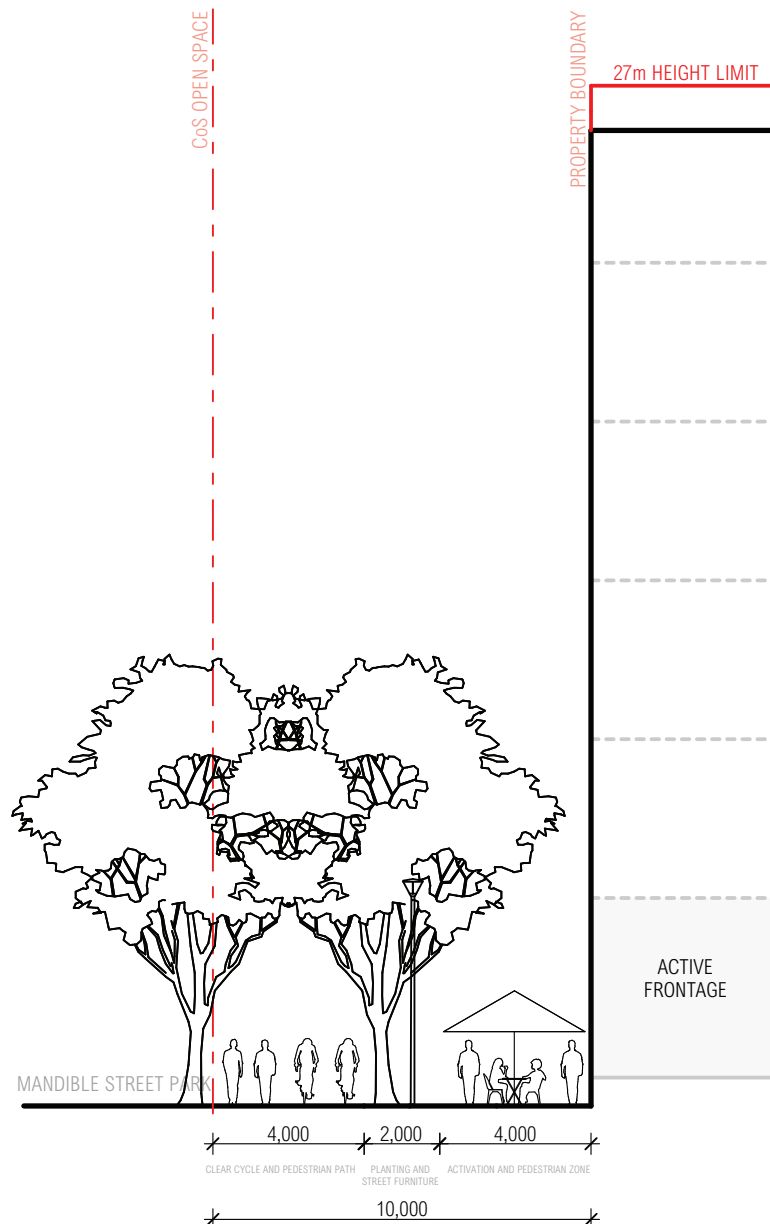
- Increasing footpath widths.
- Allowing a 2.8m zone on east & west side of carriageway to be used for “tactical urbanism”. Bicycle parking, raised bed verge planting, outdoor dining areas etc.
- Slimming of transit lanes in line with City of Sydney minimum widths to slow vehicle movement.
- Removing parking on western edge of street, whilst retaining it on the east.
- Consistent street tree planting.



4.4.4 McCauley Street Extension

The extension of McCauley Street south, to Bourke Road, will create an active pedestrian boulevard along the western edge of the Mandible Street Park., as well as enabling key east-west linkages along the Liveable Green Network. The 10m section should include:

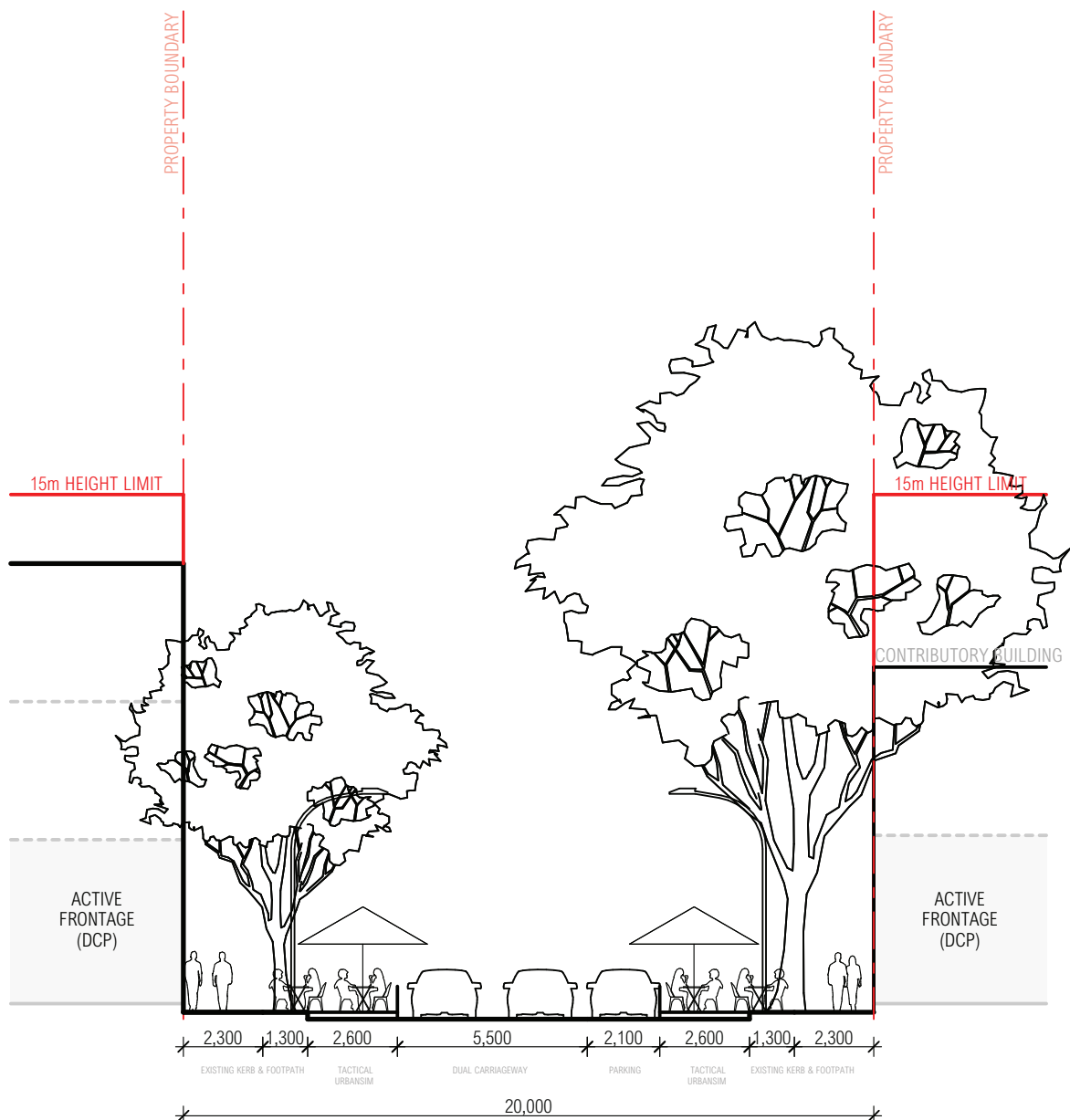
- Area for alfresco dining adjacent to defined active frontages.
- Shared zone for slow-moving cyclists, pedestrians and skaters.
- Continuation of street tree planting from McCauley Street to frame western edge of park.



4.4.5 Hiles Street

Like McCauley Street, Hiles Street will become a key internal, north-south, connector for pedestrians within North Alexandria. The existing street will be extended south in the form of a shared laneway through to Mandible Street. As part of the Late Night Management Area, the proposed street section looks to expand and encourage pedestrian activity in the area by:

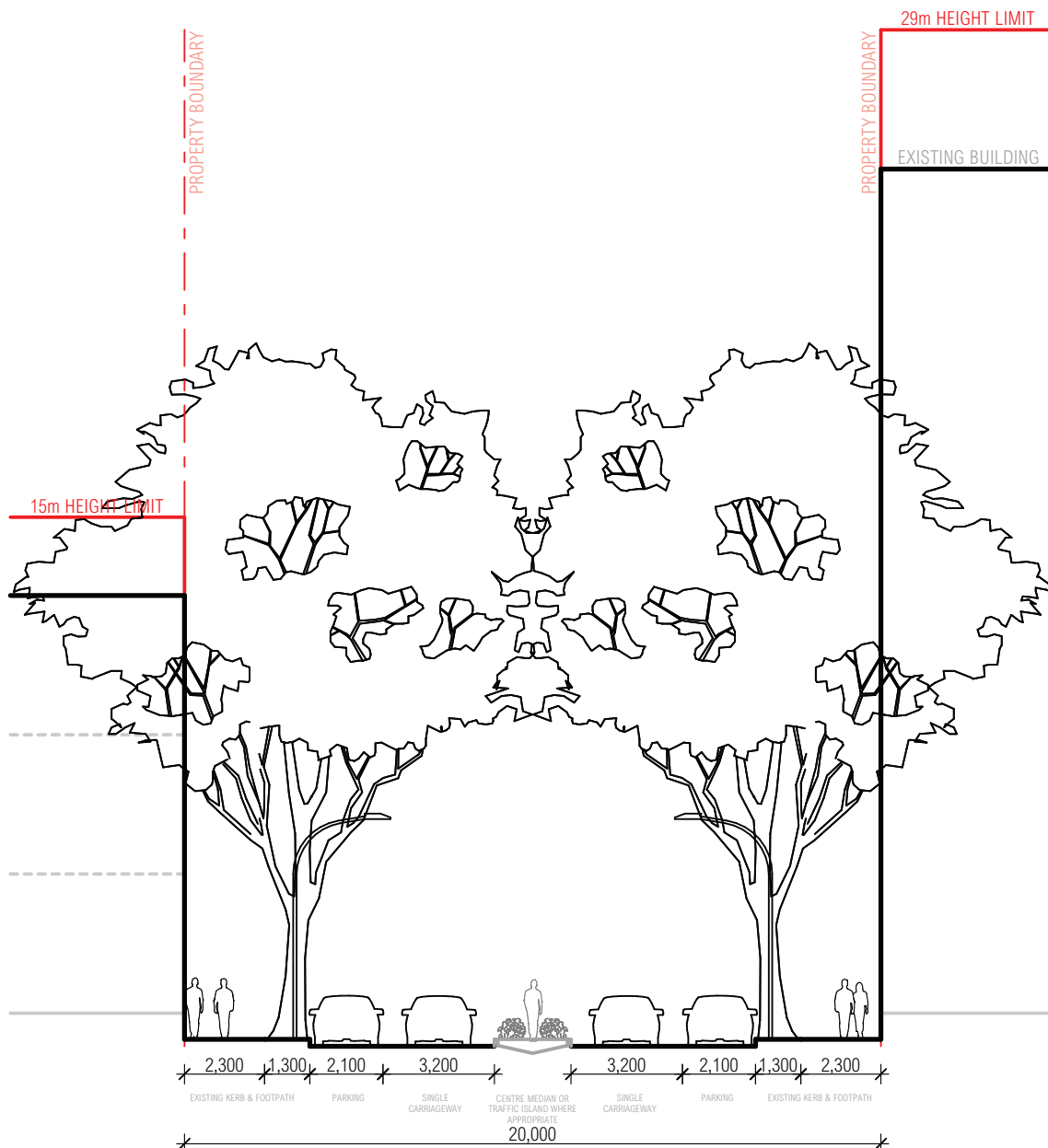
- Increasing footpath widths, maintaining existing kerb.
- Allowing a 2.8m zone on east & west side of carriageway to be used for “tactical urbanism”. Bicycle parking, raised bed verge planting, outdoor dining areas etc.
- Slimming of transit lanes in line with City of Sydney minimum widths.
- Removing parking on western edge of street, whilst retaining it on the east.
- Consistent street tree planting.



4.4.6 Wyndham Street

The eastern boundary of the study area, Wyndham Street is a key north-south connector road for North Alexandria and surrounding precincts. Suggested changes in the street section maintain parking and traffic lanes, whilst improving the pedestrian and experience by including:

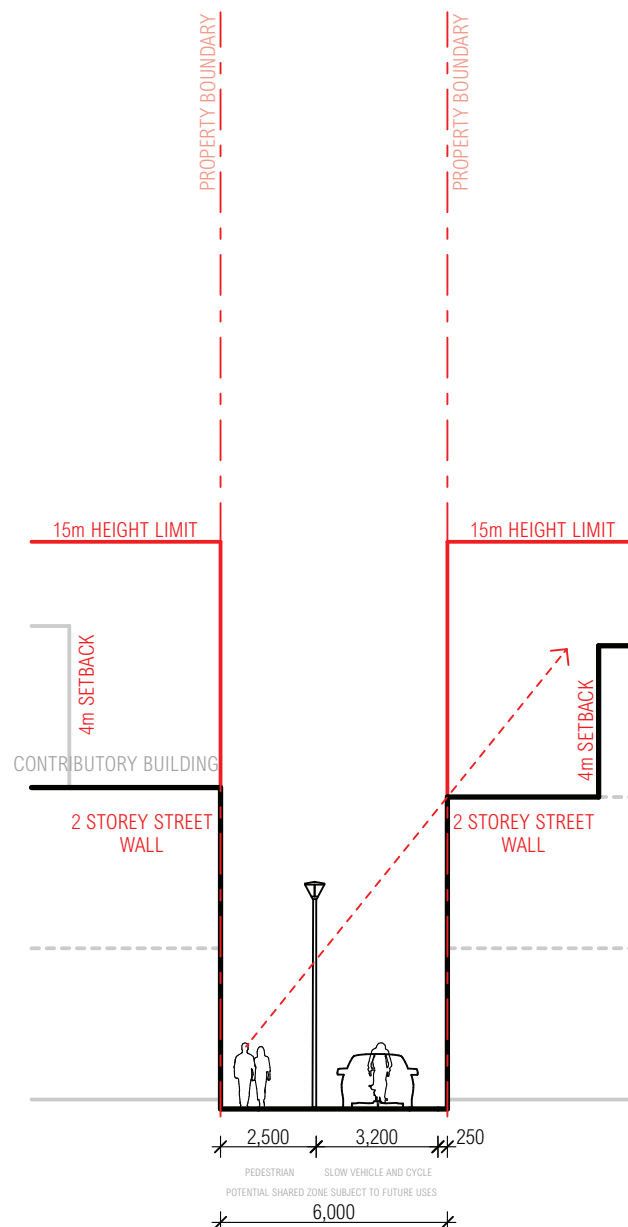
- Increased footpath width, maintaining existing kerb.
- Slimming of transit and parking lanes in line with City of Sydney minimum widths.
- Pedestrian island or planted median between transit lanes where appropriate, with landscaping and pedestrian crossing points.



4.4.7 Heritage Conservation Area Laneway

Balacava Lane, McCauley Lane and Hiles Lane are secondary north-south connections which contribute to the fine-grain permeability of the Creative Precinct North. As part of the Late Night Management Area, these lanes may be activated at certain times by adjacent cultural and entertainment uses.

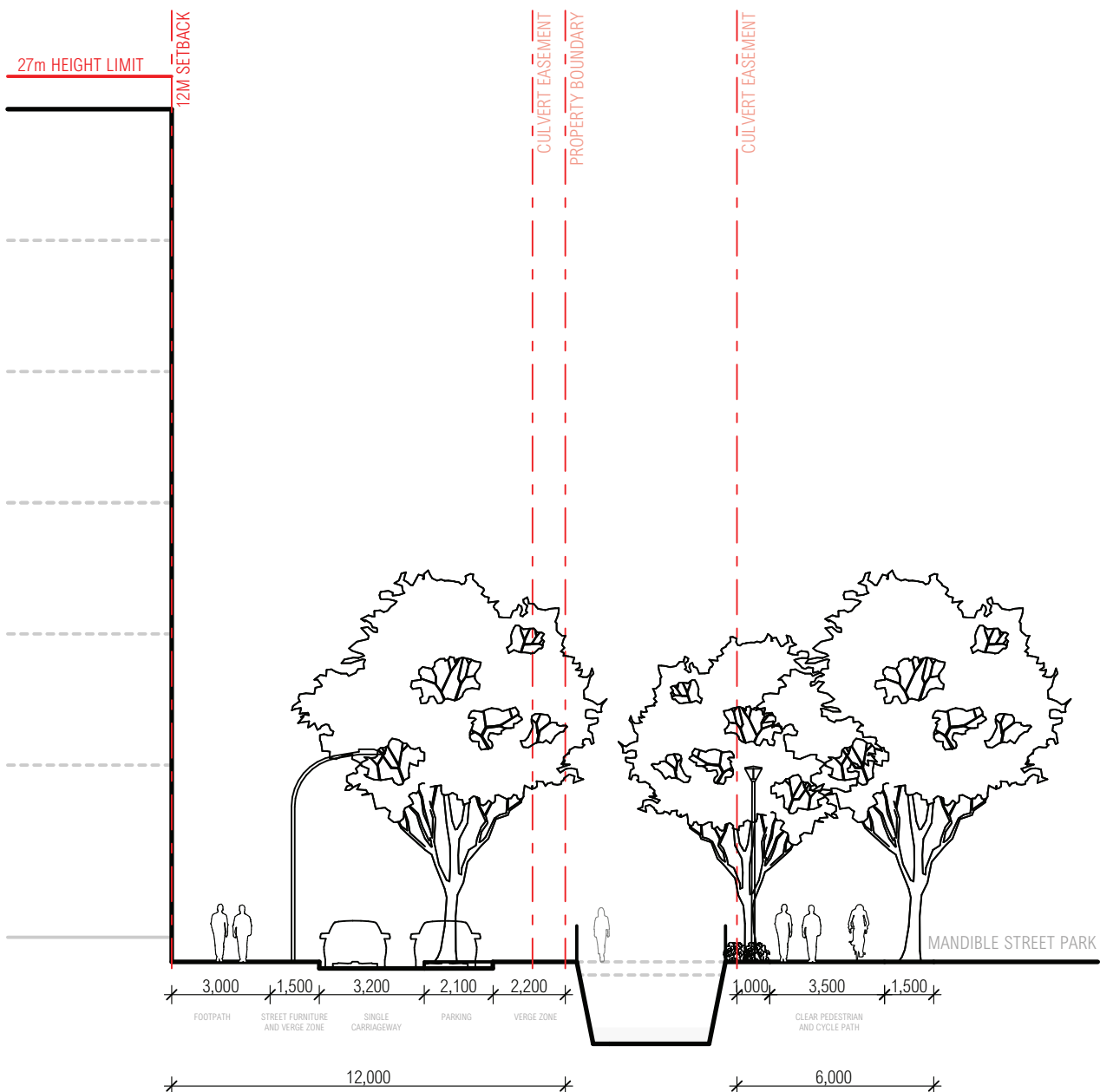
- Pedestrian friendly, flush paved street utilising The City's heritage character area design guidelines for separation of pedestrian and vehicle movement.
- Two storey street-wall, with 4m secondary setback to hide visual bulk of new development & maintain existing street-wall height in the area.
- Height controls will ensure scale of new developments within the Heritage Conservation Area are sympathetic of existing heritage & contributory buildings.



4.4.8 Canal Street

A new east-west one way street along the northern edge of Mandible Street Park, connecting Bowden Street with McCauley Street.

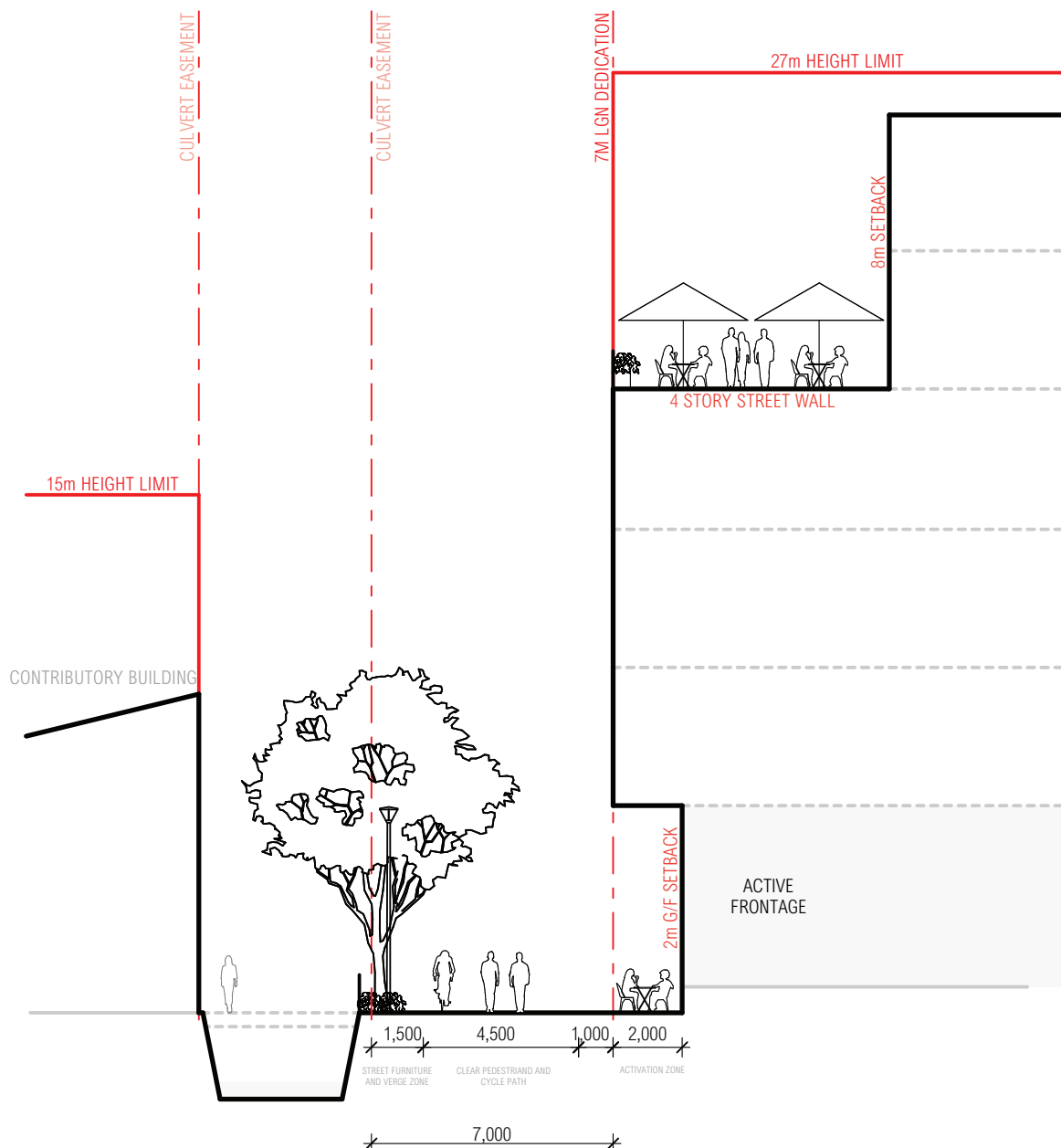
- DCP dedication of 16m reduced to 12m.
- One-way street with parking (designed to City of Sydney minimum width). Allowing access to Gradual Transition zone for commercial vehicles through week & parking for users of park.
- Tree planting along northern and southern sides of canal.
- Livable Green Network shifted to southern side of the Alexandra Canal, within City of Sydney owned land. This will reduce burden on land holders on northern edge of canal, and expedite the potential speed of delivery of this section of the LGN.



4.4.9 Liveable Green Network North

This portion of the Liveable Green Network runs along Sheas Creek canal between the Creative Precinct North and Creative Precinct South, connecting the new Mandible Street Park with Wyndham Street.

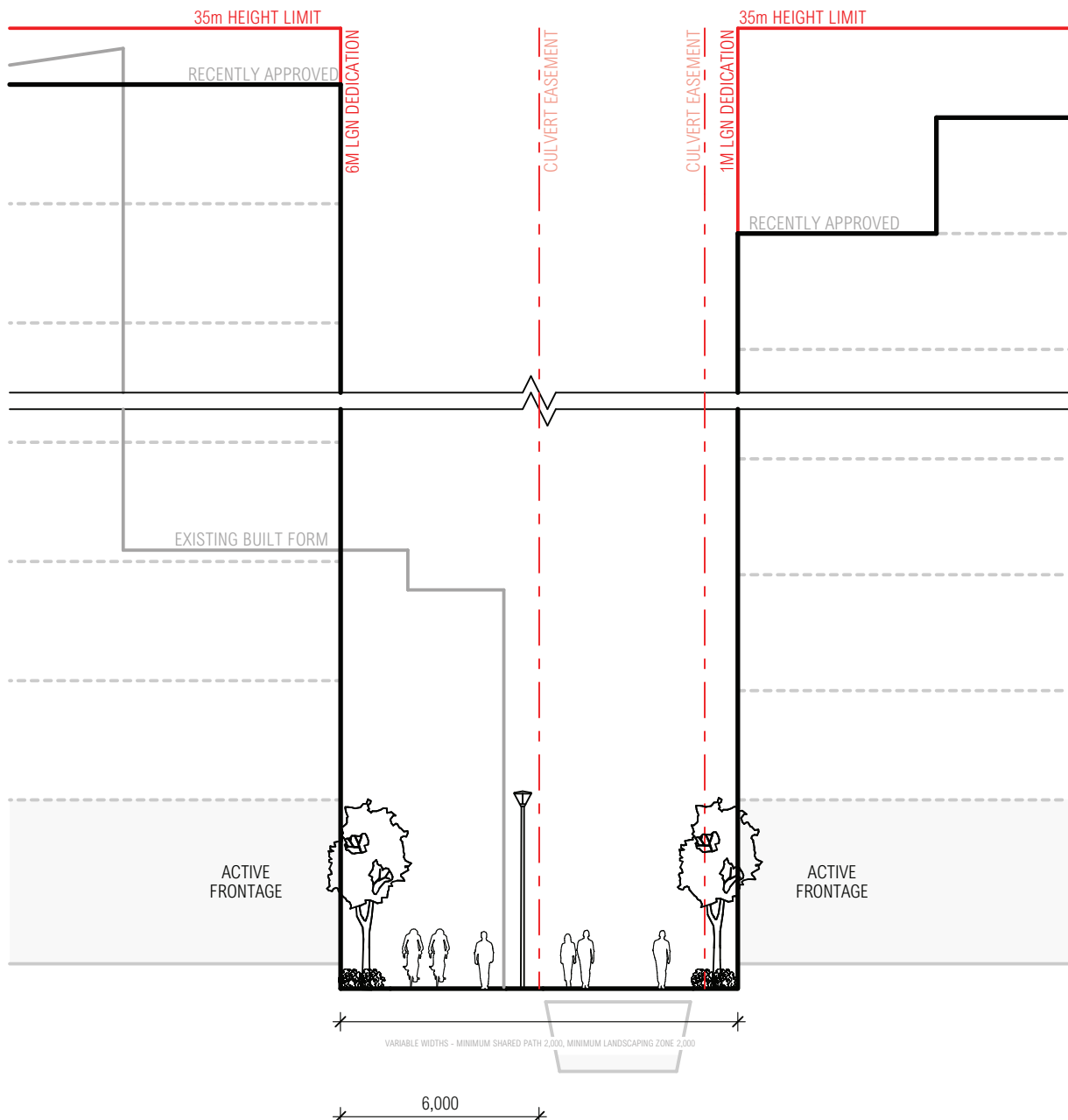
- DCP Liveable Green Network dedication shifted to the south of the canal instead of the north, in order to preserve contributory heritage conservation buildings to the north and maintain the open canal.
- Shared pedestrian and cycle path is separated from the canal by a planting zone.
- Additional 2m ground floor setback to buildings to the south, allowing for alfresco dining alongside clear path of travel.
- A 4 story street wall and deep secondary setback reduce the apparent scale of the Creative Precinct South buildings from the north. The secondary setback also creates a terrace that should be activated to increase passive surveillance of the LGN.



4.4.10 Liveable Green Network South

This portion of the Liveable Green Network runs along Sheas Creek canal within the Creative Precinct South, and connects Mandible Street Park with Bourke Street near Wyndham Street. It is currently partially covered and partially exposed, and provides site lines through the taller built form in Green Square Town Centre.

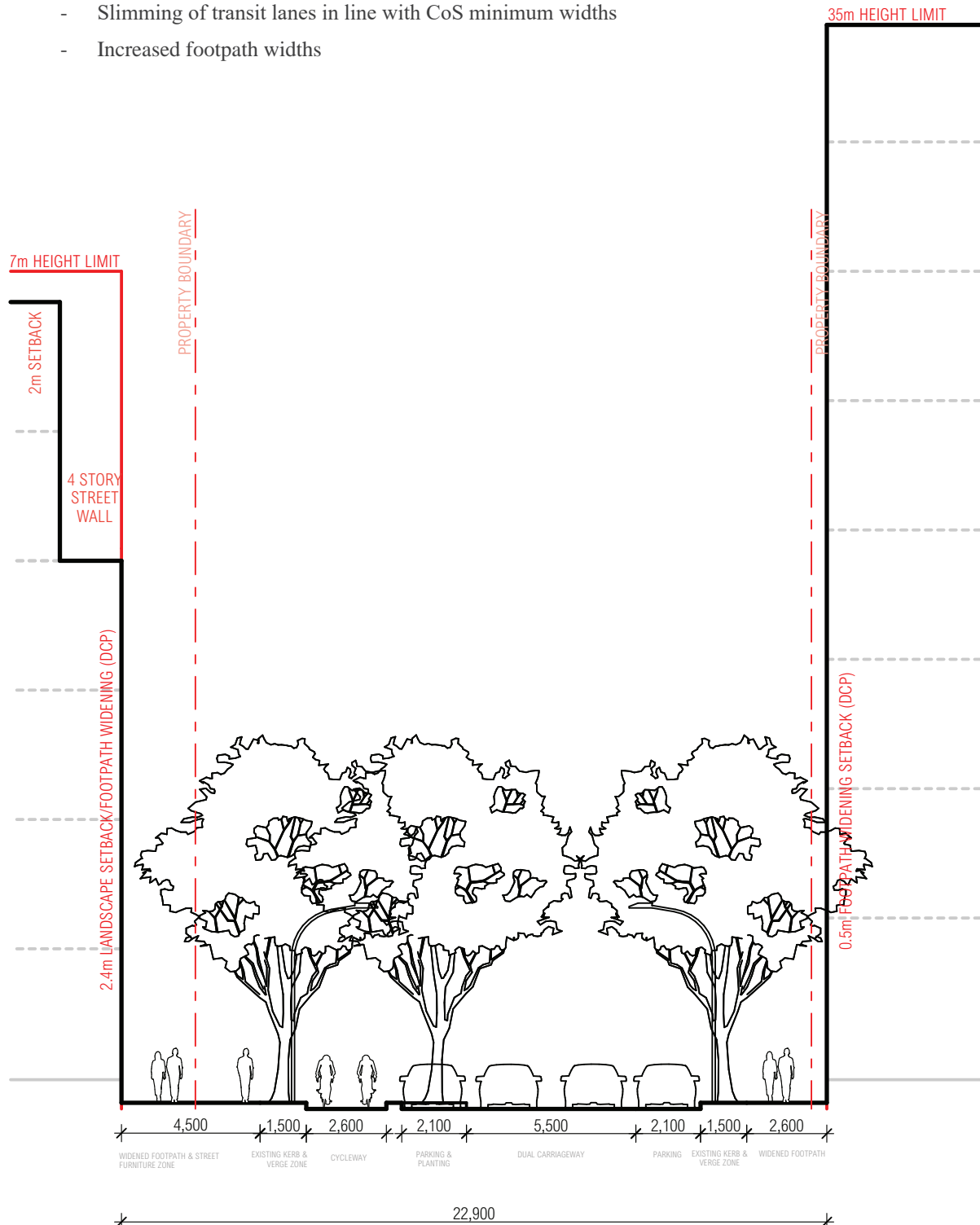
- Recently developed buildings reduce the possible width of a canal-side path, so the canal is covered to provide a clear pedestrian and cycle path. Where possible, the full width of the LGN dedication and the covered canal will be provided.
- Active frontages will benefit from and also contribute to the activation and use of the LGN, while providing passive surveillance to increase safety.
- Planting zones may be centred or along the edges of the corridor, where they can provide room for ramping or stepping up to raised ground floors. A clear path of travel for pedestrians and cyclists should be prioritised where the corridor narrows.



4.4.11 Mandible Street

An east-west street with dedicated cycle lane and established street trees. Partial closure of Mandible Street is proposed to allow for the new Mandible Street Park. Cycle lane will be connected via McCauley extension to LGN cycle paths. Changes include:

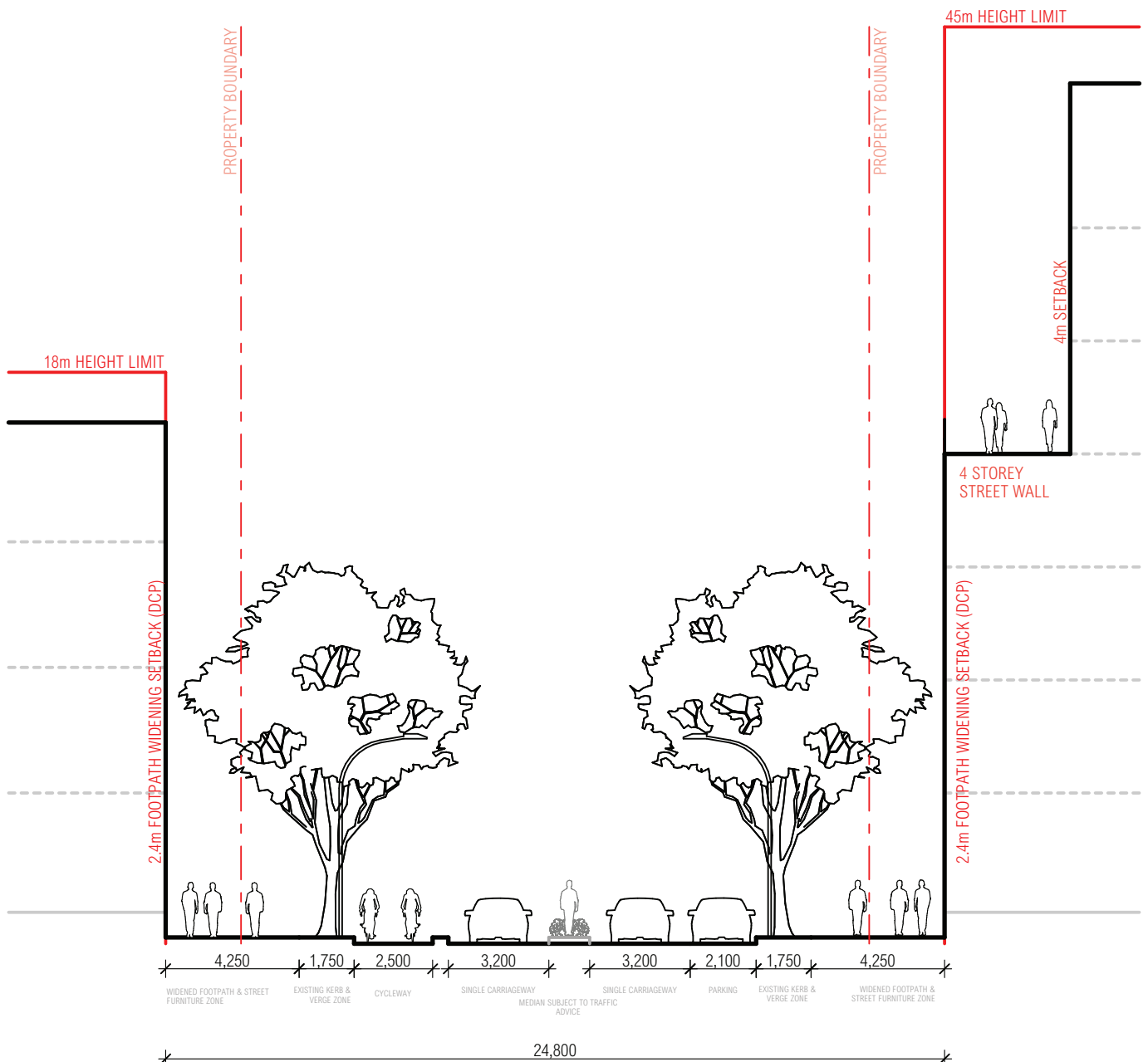
- Reduced landscape setback from 6.4m to 2.4m on northern edge of Mandible Street
- Additional parking lane on northern edge of Mandible to provide stationary buffer for cycleway.
- Additional street tree planting on northern edge of mandible street (every 4th parking bay)
- Slimming of transit lanes in line with CoS minimum widths
- Increased footpath widths



4.4.12 Bourke Road (A)

Bourke Road is a busy east-west road with built form controls increasing in scale towards Green Square Town Centre. Road and pedestrian conditions are consistent in sections (A), (B), (C). The study looks to increase pedestrian amenity and pedestrian and cycle accessibility, while achieving good built form outcomes, with:

- Maintained 2.4m DCP footpath widening setback.
- Slimming of transit lanes in line with City of Sydney minimum widths.
- Planted medians or traffic islands where appropriate to facilitate reduced transit lane widths and increase safety for crossing pedestrians.
- Vehicle entries for commercial buildings to the south moved to the rear access lane.
- Secondary setback to the south to achieve a balanced section with 4 storey street walls on both sides of the road.

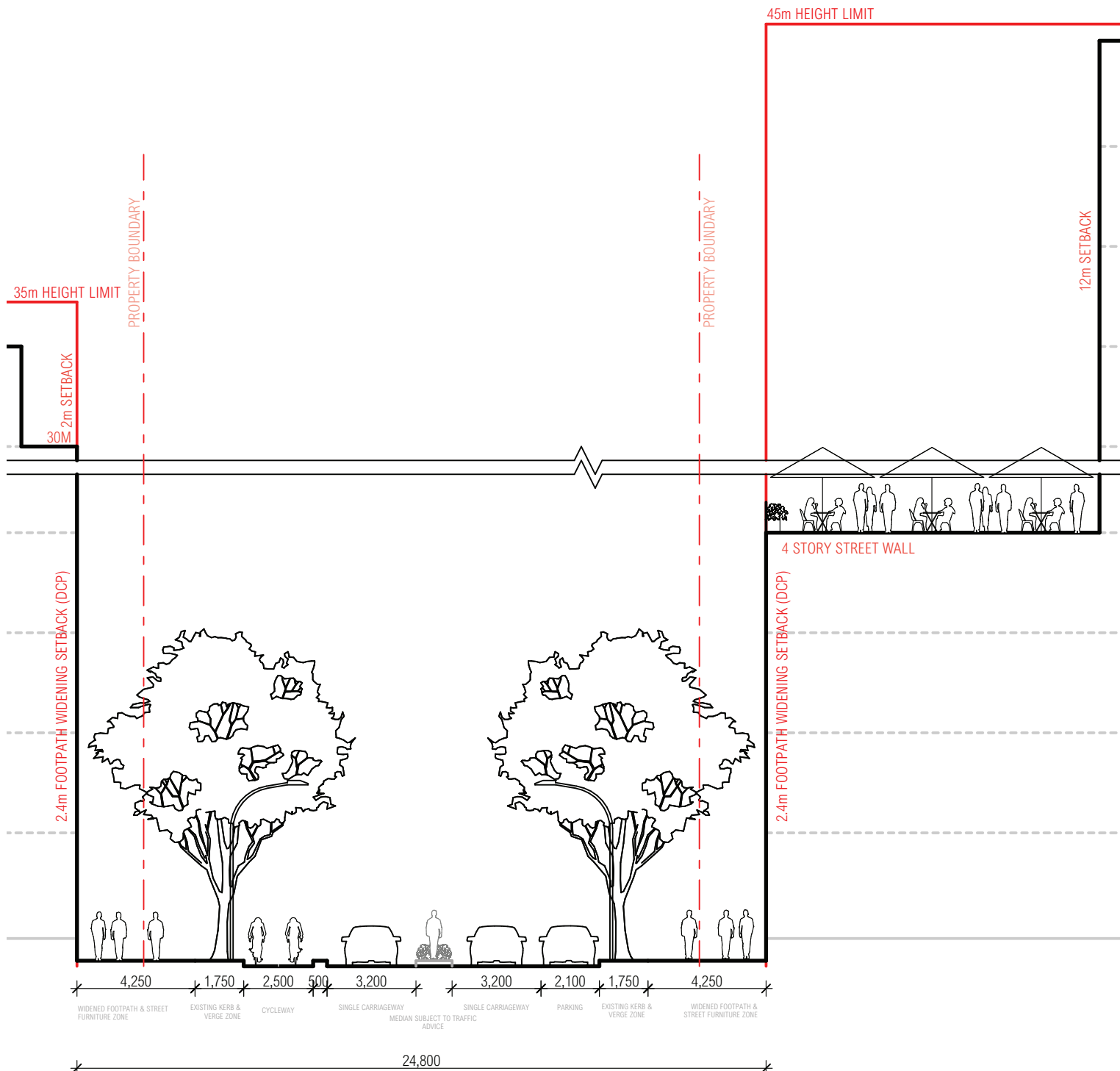


4.4.13 Bourke Road (B)

Bourke Road is a busy east-west road with built form controls increasing in scale towards Green Square Town Centre. Road and pedestrian conditions are consistent in sections (A), (B), (C).

The study looks to increase pedestrian amenity and pedestrian and cycle accessibility, while achieving good built form outcomes, with:

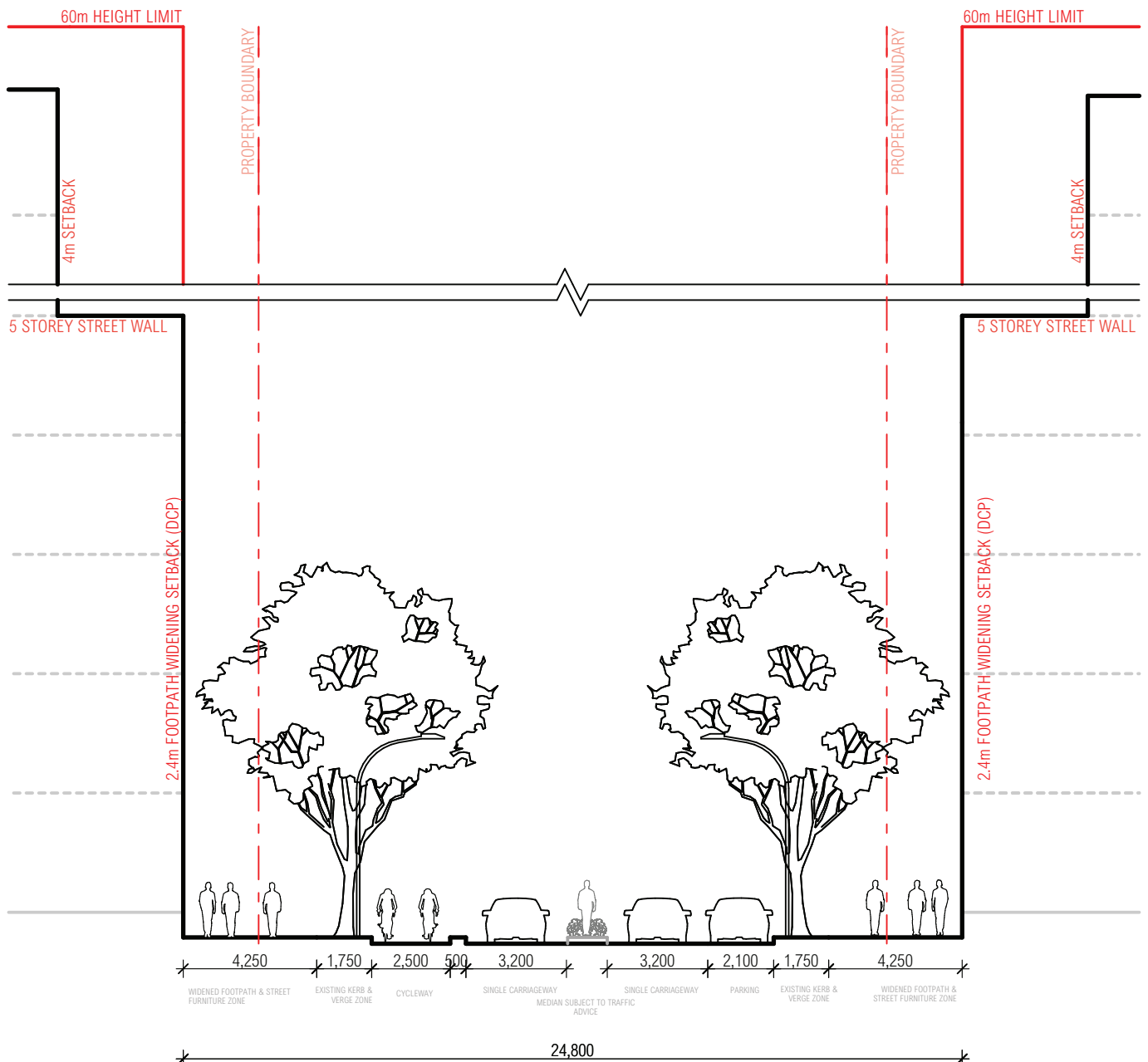
- Road and pedestrian condition as described in (A)
- 4 storey street wall and deep secondary setback to the south to reduce the apparent scale of the commercial core built form, and provides space for activation and increased amenity for the commercial developments.



4.4.14 Bourke Road (C)

Bourke Road is a busy east-west road with built form controls increasing in scale towards Green Square Town Centre. Road and pedestrian conditions are consistent in sections (A), (B), (C). The study looks to increase pedestrian amenity and pedestrian and cycle accessibility, while achieving good built form outcomes, with:

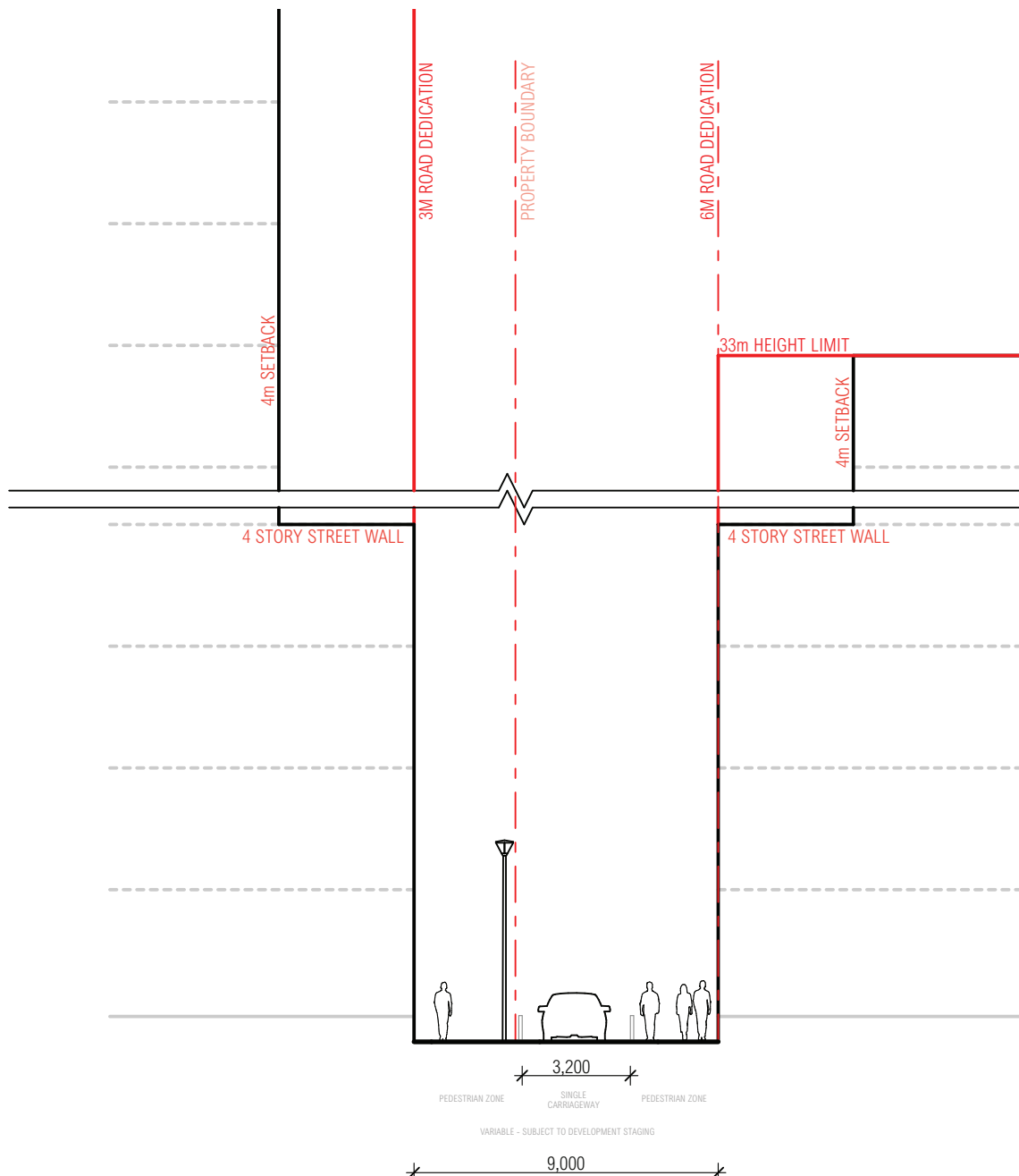
- Road and pedestrian condition as described in (A)
- 5 storey street wall and podium-tower typology to create a strong built form, announcing the end of Bourke Road and complete the cluster of towers around the Bourke, Botany, O’Riordan intersection.



4.4.15 Internal Commercial Block Lane

A new internal access lane within the Commercial Core provides vehicle access to commercial developments, safe pedestrian access and the opportunity for place-making public space.

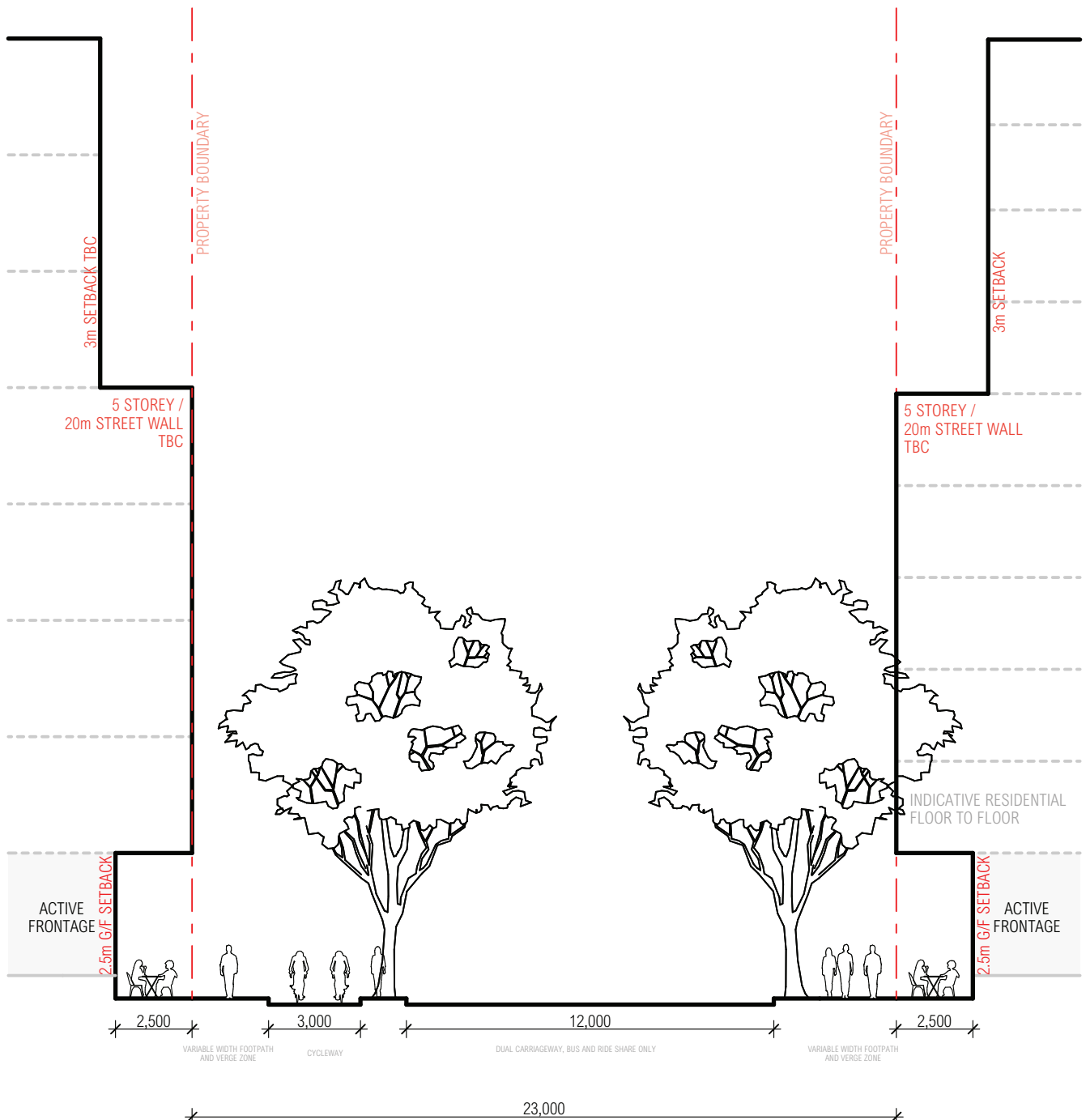
- Distribution of road reserve over various blocks allows for sequenced delivery, with provision for temporary access roads to eventually be pedestrian links.
- Wide clear paths on either side of vehicle lane allow for pedestrian paths, planting and activation as appropriate.
- 4 storey street wall reduces apparent scale of high-rise development.



4.4.16 Ashmore Connector East

Proposed public transport and cycle connector extending from the O’Riordan Street to the Botany Road and Geddes Avenue intersection. The road and cycle path widths vary within existing plan.

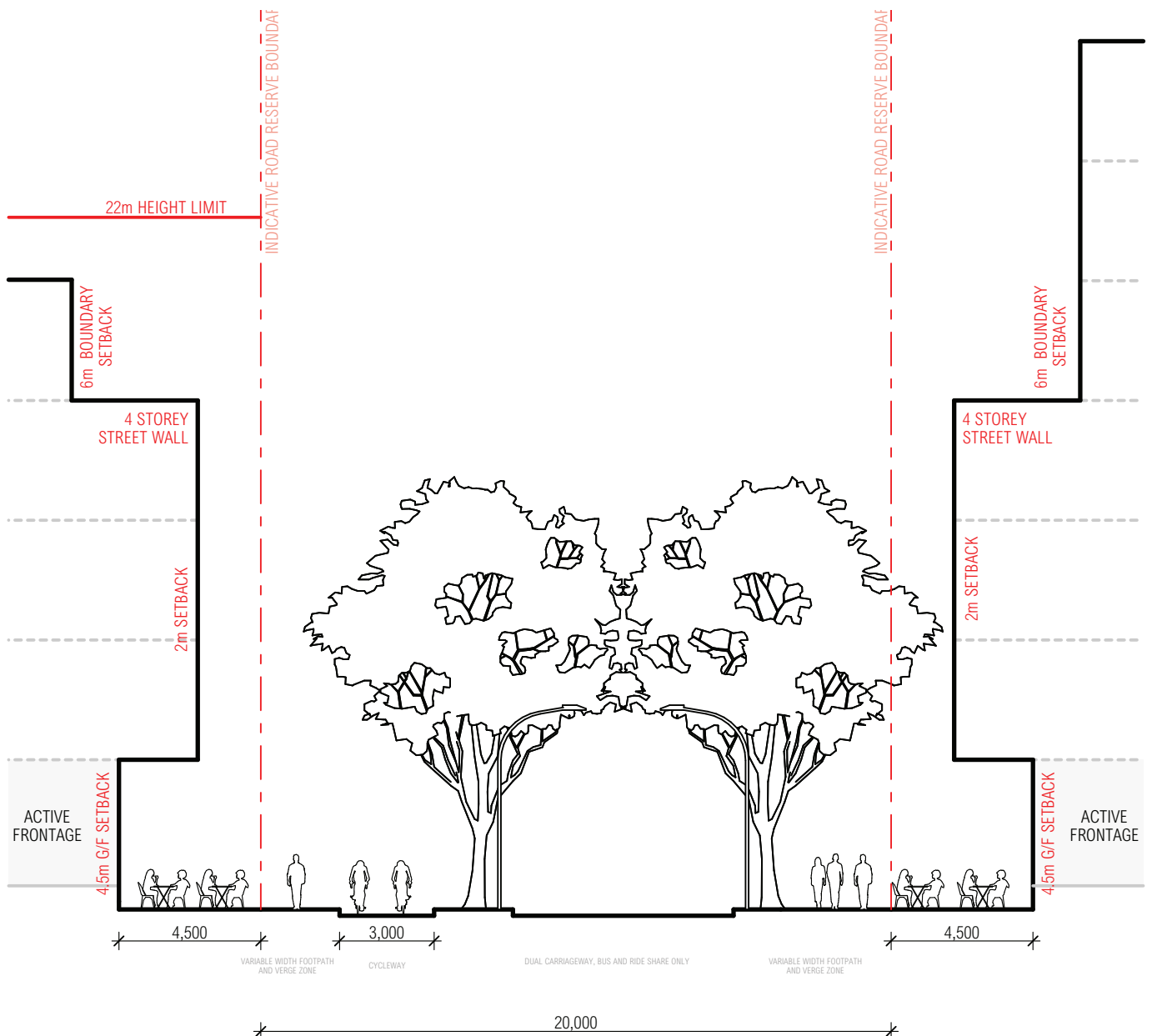
- Vehicle lanes allow for bus and ride-share only.
- Dedicated cycle way is separated from transit lanes by planted buffer.
- 2.5m ground floor setback provides space for alfresco dining and pedestrian movement.
- Potential for affordable housing to the south and north.
- Secondary setback and 5 storey street walls to reduce apparent scale of built form.



4.4.17 Ashmore Connector West

Proposed public transport and cycle connector extending from the Bowden Street and Bourke Road intersection to O’Riordan Street. The road and cycle path widths vary within existing plan.

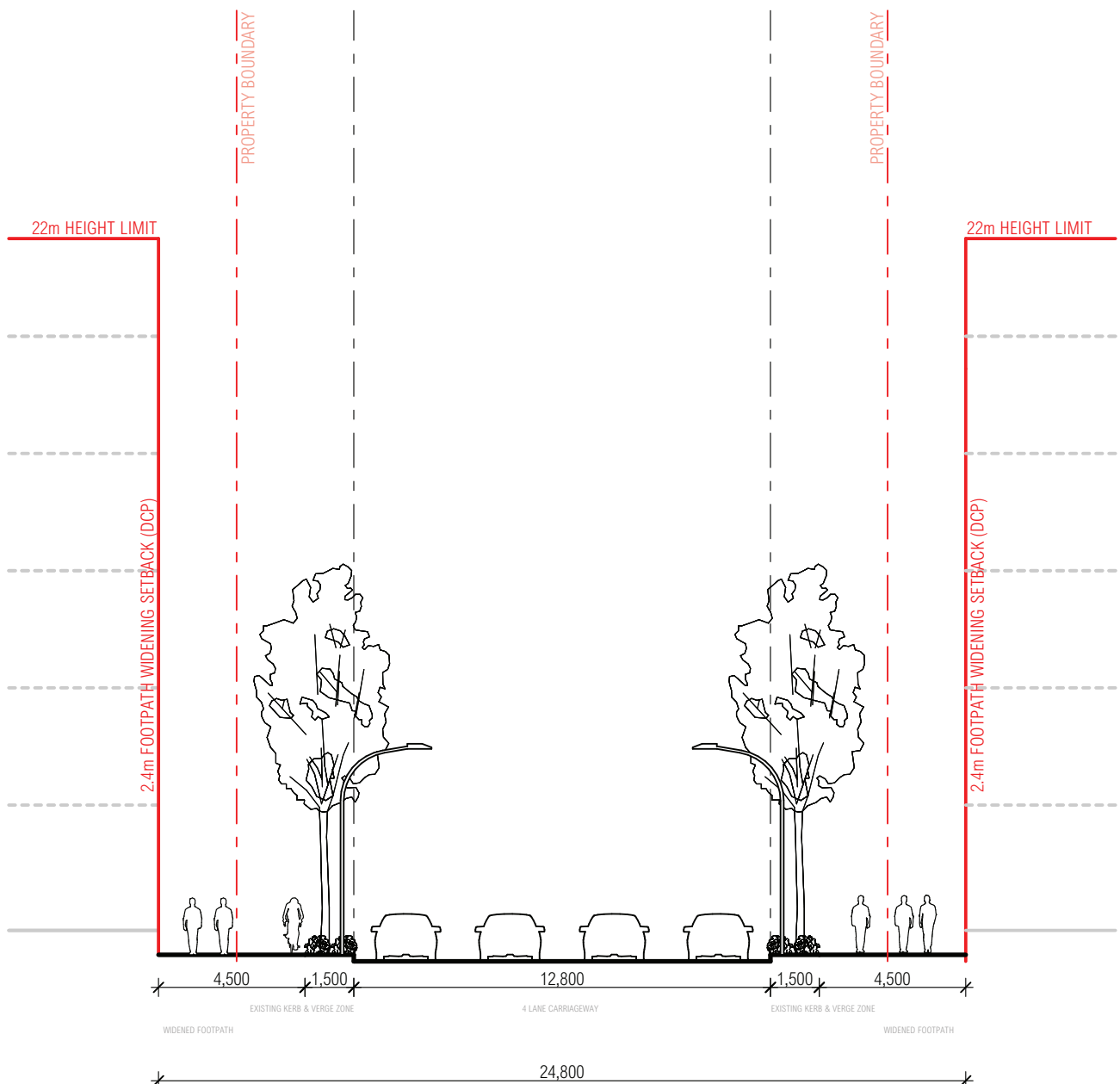
- Fluctuating edges of road reserve have been rationalised into consistent and straight indicative boundaries, allowing for a consistent street wall on both sides of the street.
- 2m setback and 4 storey street walls reduce scale of commercial development and increase amenity for pedestrians.
- 4.5m ground floor setback provides generous space for alfresco dining and pedestrian movement.
- Vehicle lanes allow for bus and ride-share only.
- Dedicated cycle way is separated from transit lanes by planted buffer.



4.4.18 O’Riordan Street (A)

Arterial road with 2 lanes of traffic each way, with scale of built form increasing towards Green Square Town Centre. No changes proposed to the road corridor.

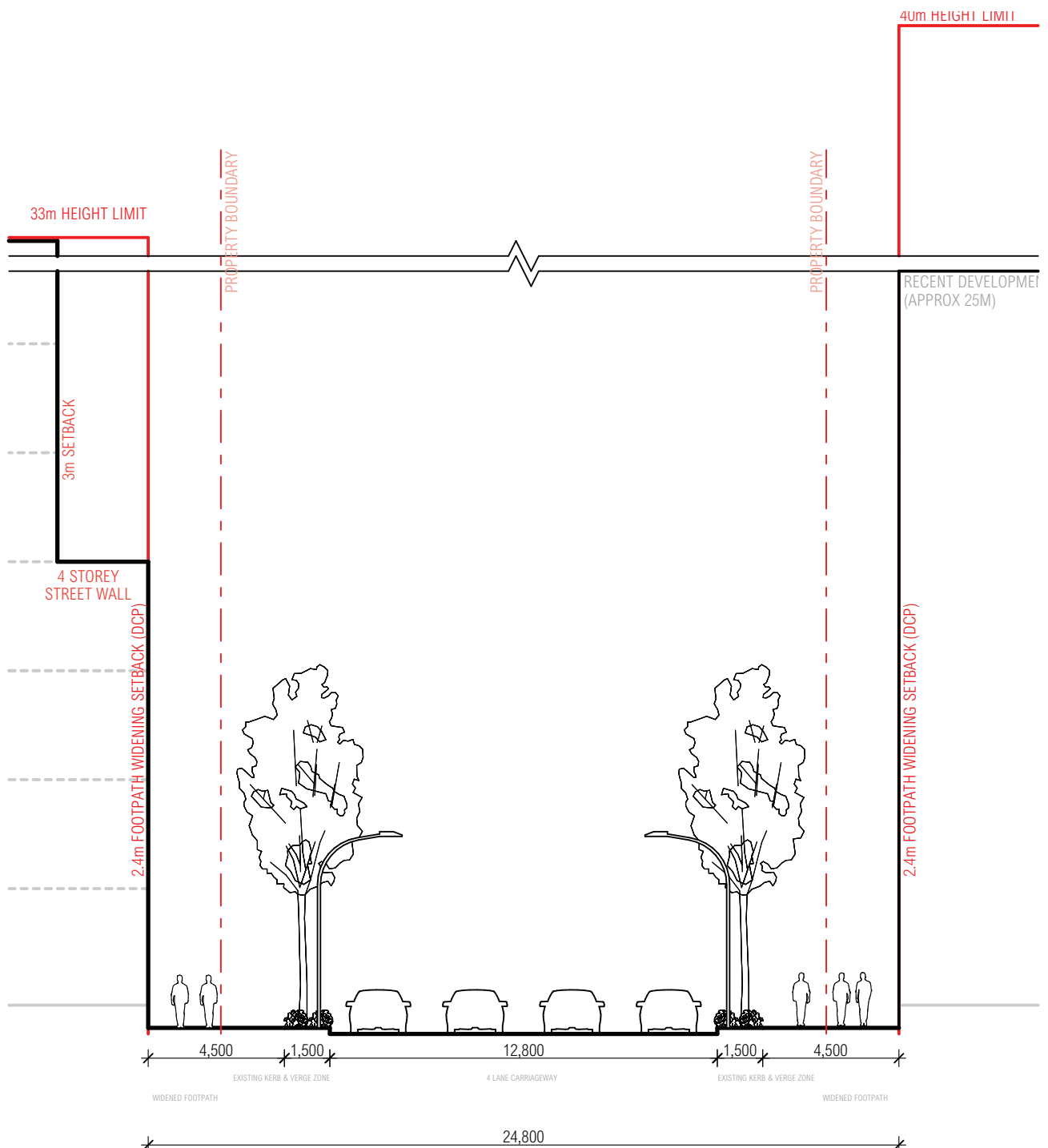
- Maintain DCP 2.4m footpath widening setback.
- Maintain existing kerbs, lanes and verge zones.



4.4.19 O'Riordan Street (B)

Arterial road with 2 lanes of traffic each way, with scale of built form increasing towards Green Square Town Centre. No changes proposed to the road corridor, built form controls seek to reduce apparent scale of buildings.

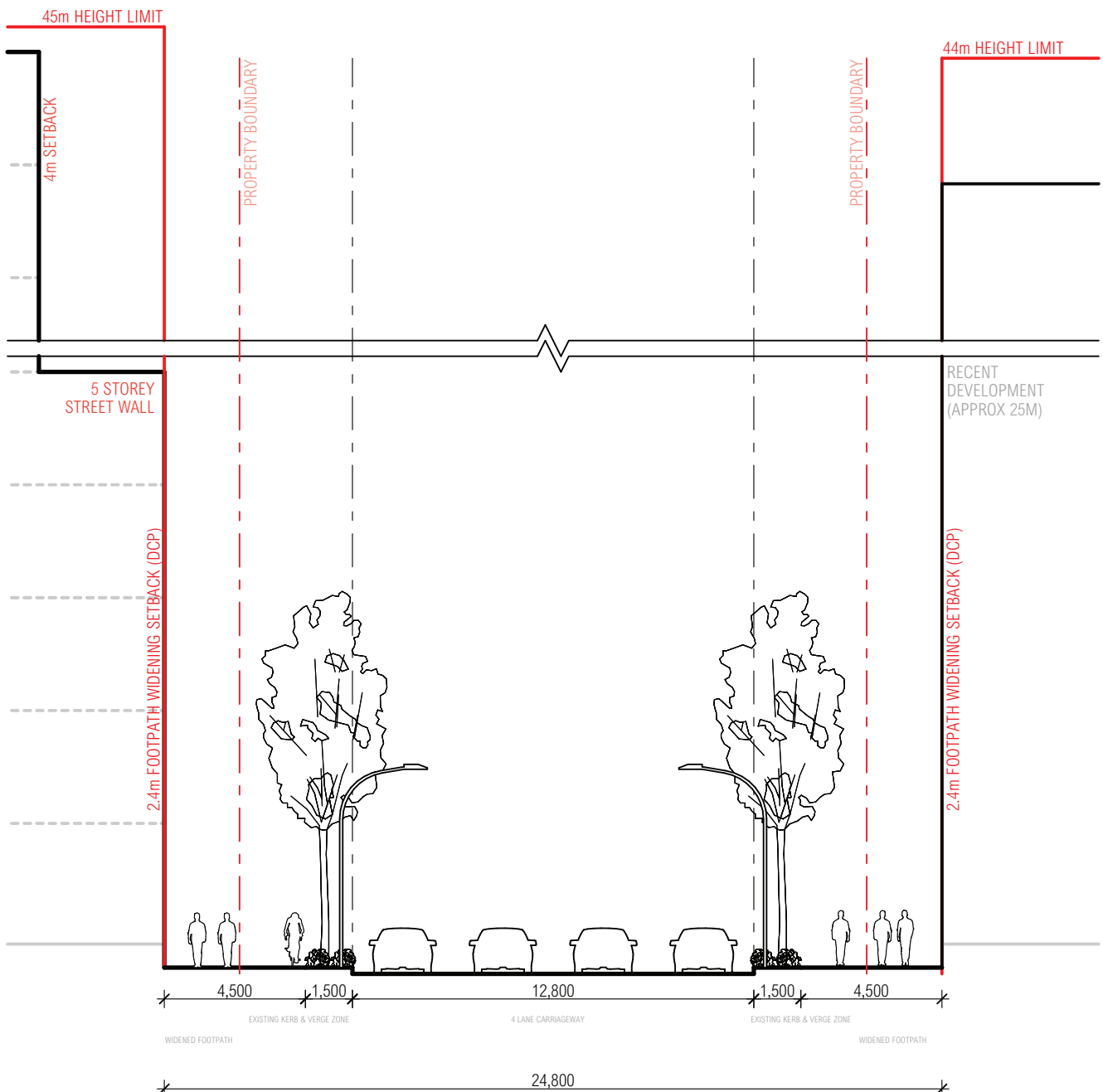
- Maintain 2.4m footpath widening setback.
- Maintain existing kerbs, lanes and verge zones .
- Secondary setback and 4 storey street wall to north balances tall built form to the south.



4.4.20 O’Riordan Street (C)

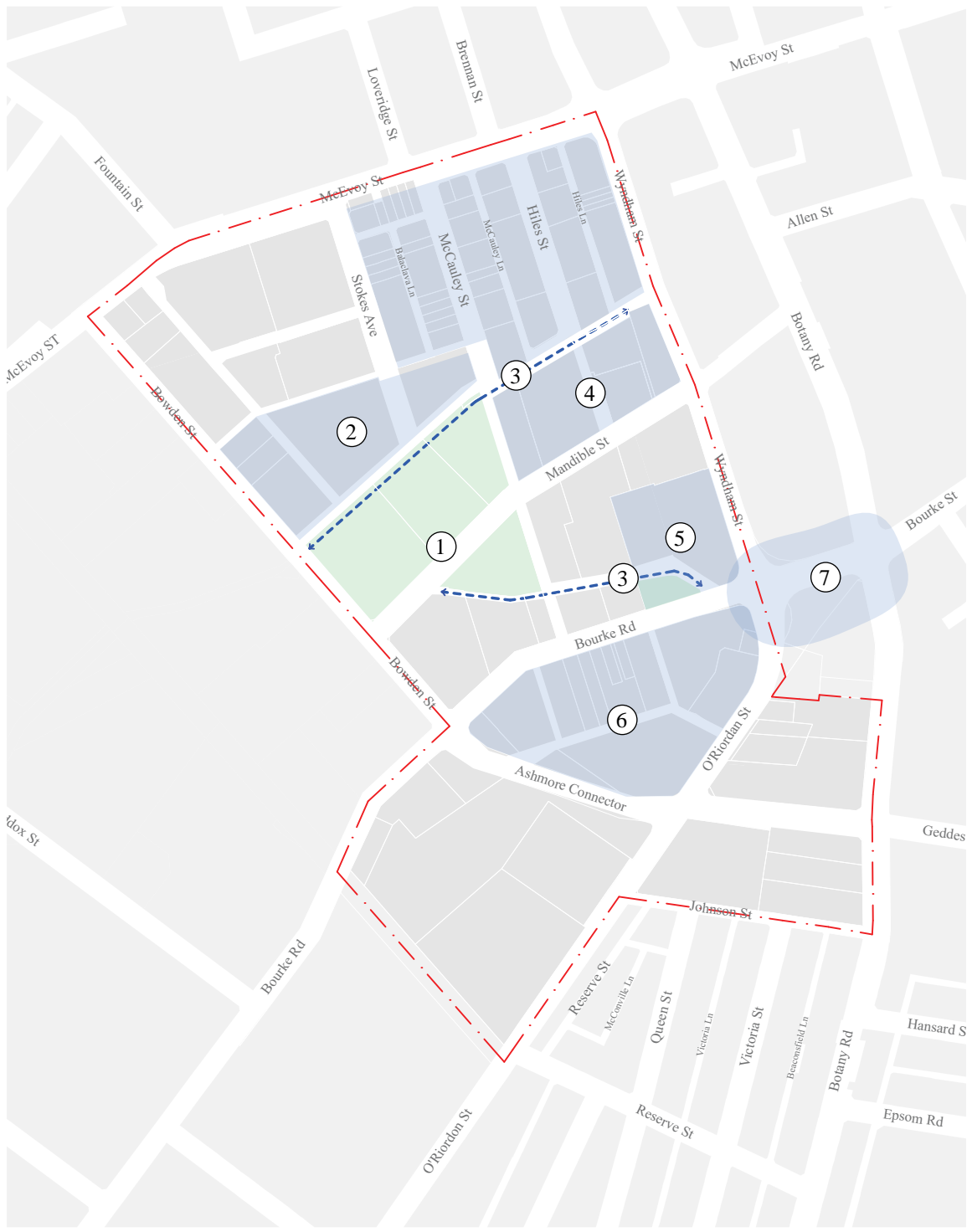
Arterial road with 2 lanes of traffic each way, with scale of built form increasing towards Green Square Town Centre. No changes proposed to the road corridor, built form controls seek to reduce apparent scale of buildings.

- Maintain 2.4m footpath widening setback.
- Maintain existing kerbs, lanes and verge zones .
- 5 storey street wall and podium-tower typology create a strong built form to announce the end of O’Riordan Street and complete the cluster of towers around the Bourke, Botany, O’Riordan intersection.



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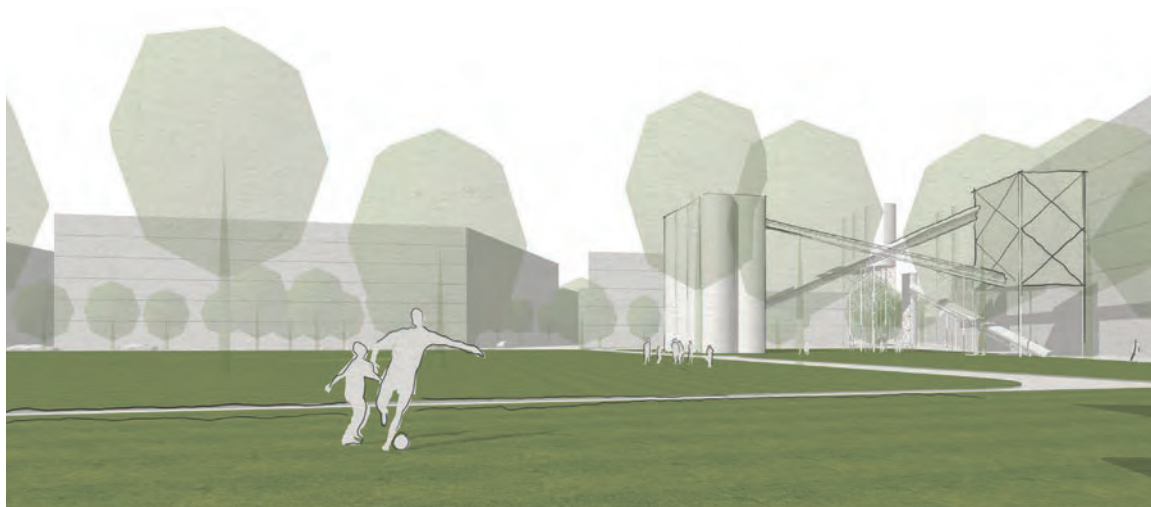
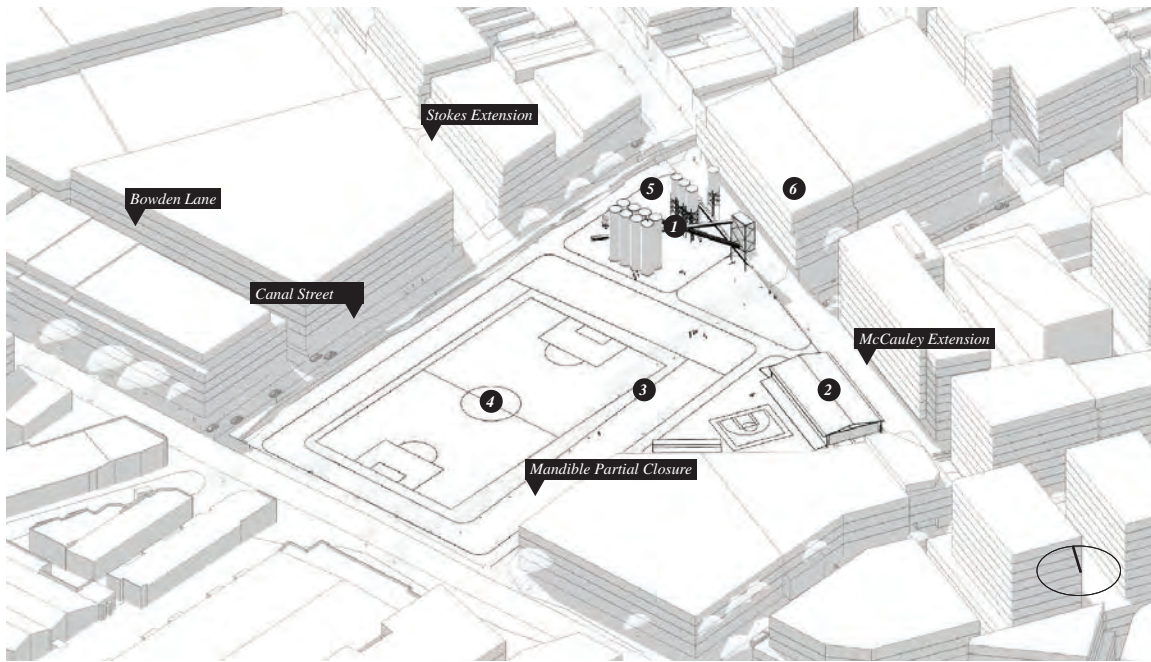
5.0 Key Sites



Key Sites - Overview

The following sites and areas are essential to the successful realisation of a permeable, activated and economically successful precinct. Each site is uniquely situated to both facilitate North Alexandria's urban renewal and to benefit from it.

- *5.1 Mandible Street Park*
- *5.2 Harvey Norman Site - 32 Bowden Street*
- *5.3 Liveable Green Network*
- *5.4 Mandible Street Sites*
- *5.5 Alexandria Fire Station - 189 Wyndham Street*
- *5.6 Commercial Core 'D Block'*
- *5.7 Botany Road and O'Riordan Street 'H' Intersection & OSD*



Mandible Street Park looking north



Ruin Gardens. Berlin, Germany.



Carlton Learning & Community Hub. Carlton, Australia.

5.1 Mandible Street Park

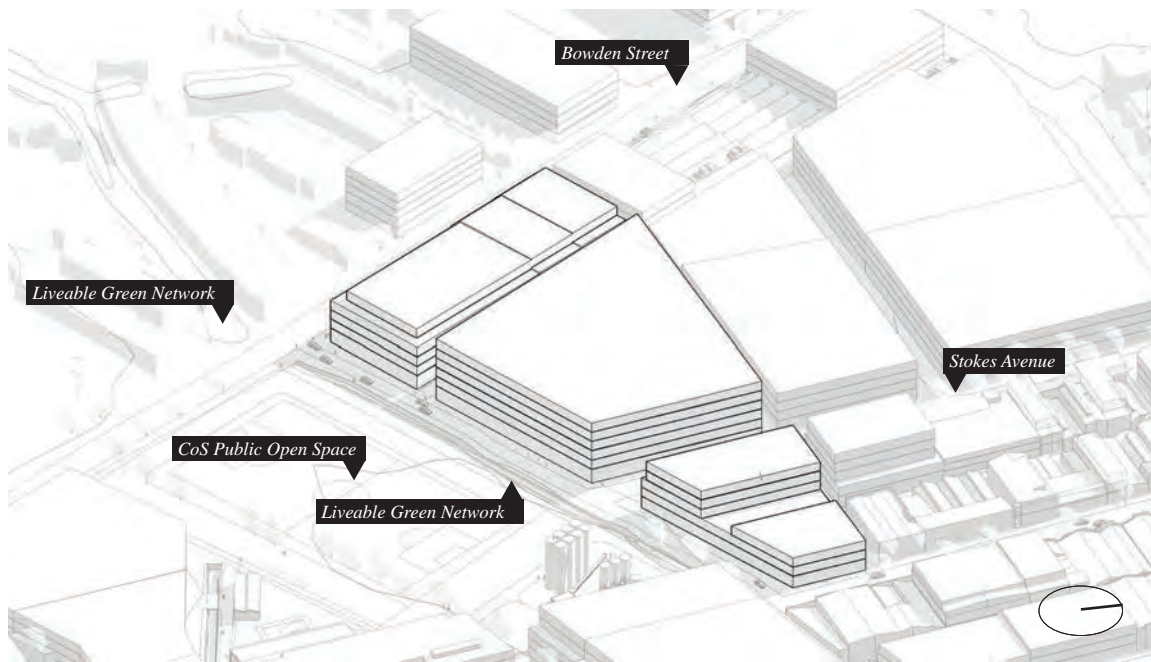
Additional recreational open space is required in close proximity to Green Square to service the needs of residents and workers.

The Mandible Street Park provides additional space, including a minimum of:

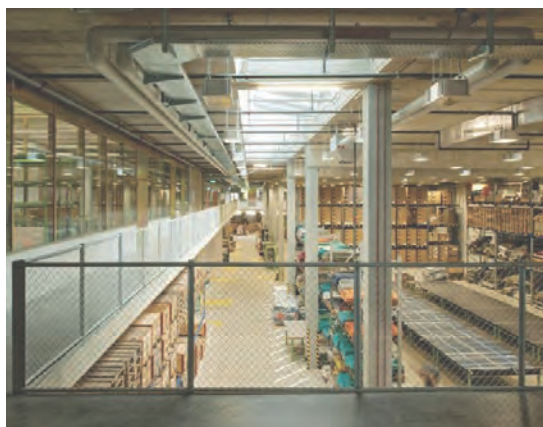
- 1 x grassed area (90 x 55m - 110 x 60m) to be primarily used for active recreation, but capable of hosting full field games
- 1.5 x multi-purpose courts (31 x 18m)
- 1 x skate park (1,250m²)
- 2 x amenities buildings

Development of this area should be guided by the following;

1. Retain prominent features within the open space for place making value, and to cater for a range of uses and users.
2. Adapt and re-use existing industrial buildings within proposed Mandible Street Park to facilitate sports courts, amenities and bike hub.
3. Increase planting, and retain mature street trees, to create a range of green spaces.
4. Provide a large, flexible, green space capable of facilitating formal and informal recreation. Ensure Field is sized to allow for flexible use.
5. Provide a flexible paved public space, capable of hosting public events, which engages with the park-lands and the Creative Precinct when in event mode.
6. Implement planning controls which activate edge of open space, and attract targeted development in line with SGS findings.
 - Explore ideas of *skateable moments*, or a skateable plazas, streets and laneways throughout the Creative Precinct and park.
 - Support key pedestrian desire line north-south along the McCauley Street extension, and Liveable Green Network.
 - Explore a *Testing Grounds* style space that could support arts and cultural programming - a place where people at all levels can test, develop and share their work.



Harvey Norman site viewed from across Mandible Street Park.



FREITAG Factory, Zurich, Switzerland



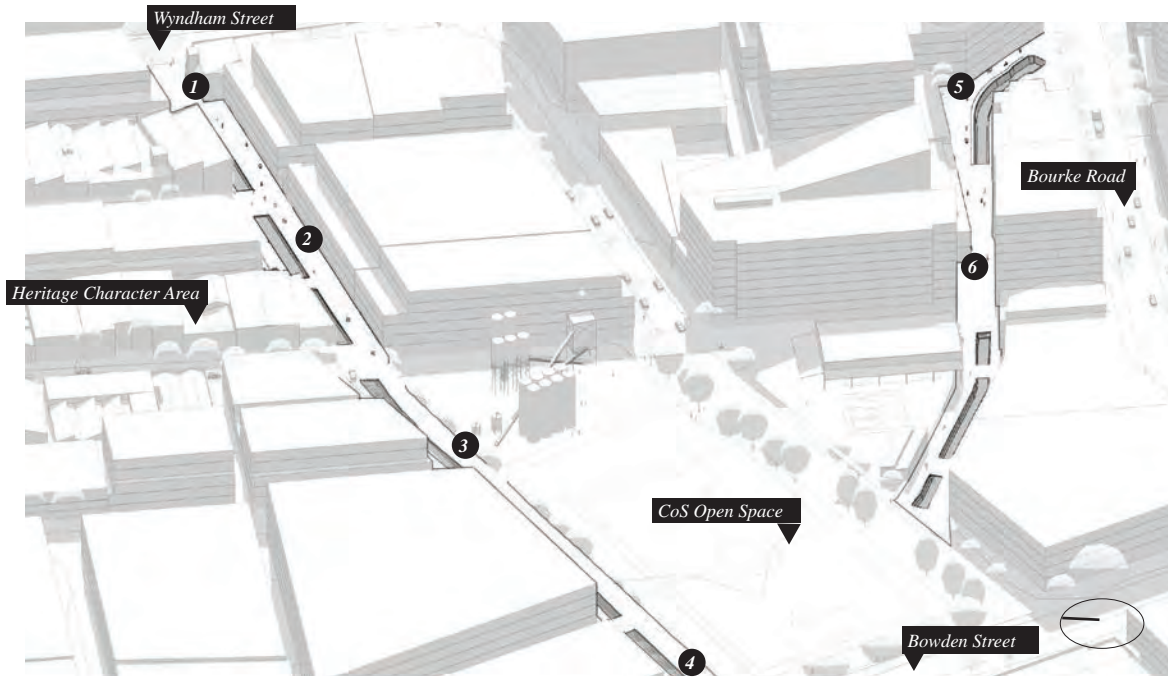
FREITAG Factory, Zurich, Switzerland

5.2 Harvey Norman Site (32 Bowden Street)

This large site adjacent to the new Public Open Space will be afforded high amenity, and great accessibility and exposure. It will also be subject to road easements and public space dedications. There is potential for the development of a unique building which utilises a large floor plate to preserve ‘messy space’ and versatility, attracting high value creative, tech, and industrial businesses.

Development of this area should be guided by the following:

- Enhance the surrounding public open space through well designed massing and facades, responsive to industrial context.
- Provide engaging ground floor uses to address and activate surrounding streets, lanes and adjoining Mandible Street Park.
- Design and program the building between Stokes Ave and McCauley Street for public-facing or community uses, and to facilitate connection between the Creative Precinct North and Mandible Street Park.
- Utilise increased allowable floor space and height to create a flexible building with various potential uses. Flexibility can be encouraged by providing large floor to ceiling heights and a variety of industrial and commercial spaces.



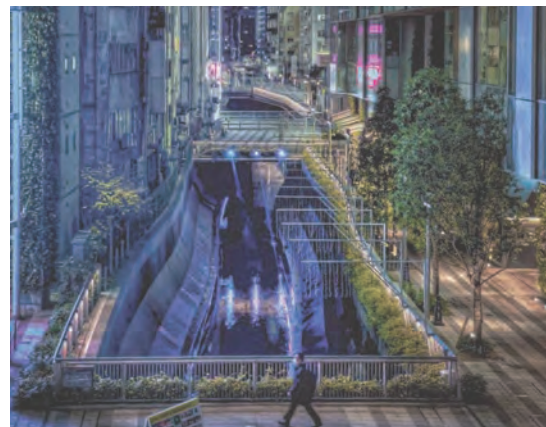
LGN along Shaes Creek North from Wyndham St



LGN along Shaes Creek South from McCauley St extension



Shaes Creek North



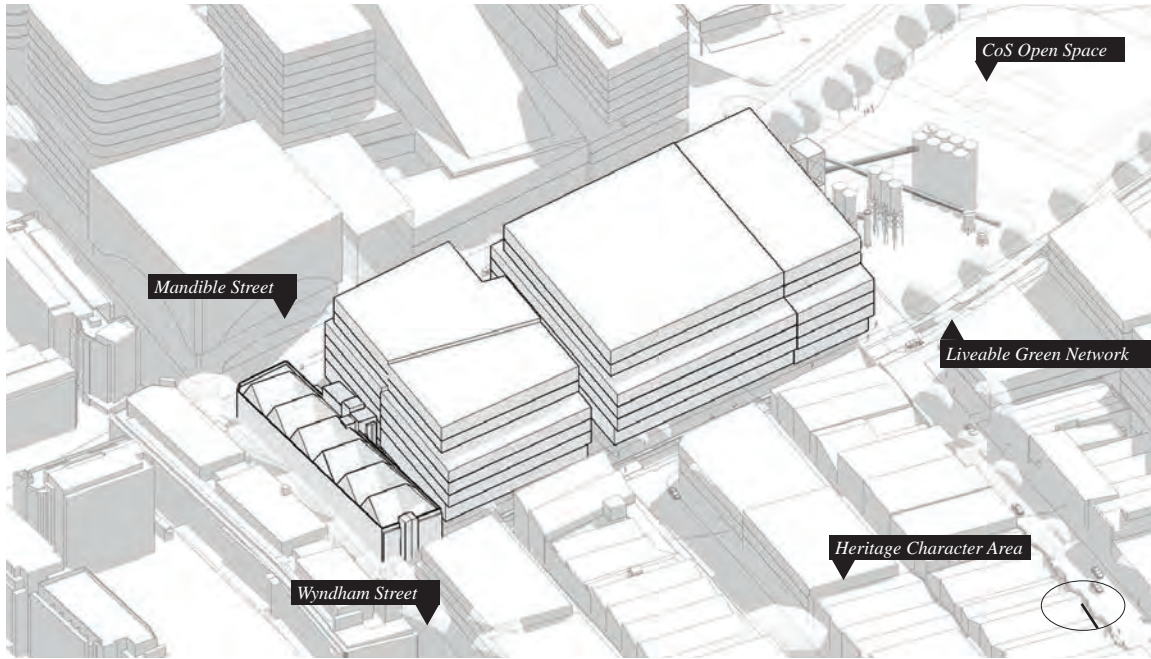
Shibuya Stream. Shibuya, Tokyo.

5.4 Liveable Green Network

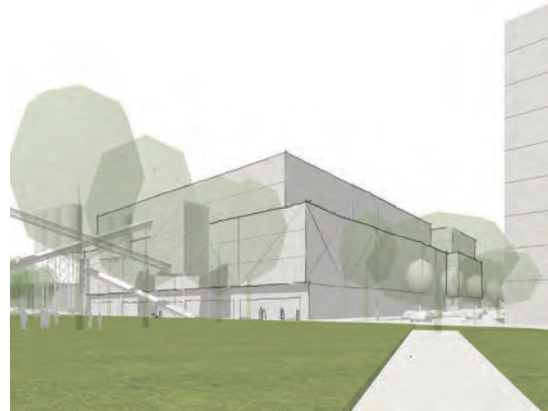
There is an opportunity to re-invigorate the historically significant Sheas Creek canals by opening them up as pedestrian and cycle links which connect the study area to the wider Liveable Green Network. This strategy relies on the collaboration of private sites, and also provides them the opportunity for increased active frontages and connectivity.

Development of this area should be guided by the following;

1. Cover the canal between Hiles Lane and Wyndham Street to provide space for a small public plaza at the threshold to this section of the network.
2. Preserve heritage-conservation fabric to the north of the canal by shifting the pedestrian & cycle path to the south. Built form controls allow more space here to encourage increased activation and alfresco dining. Frequent footbridges should be put in place to maximise pedestrian connectivity across the canal.
3. Integrate the cycle and pedestrian paths from Shaes Creek North and Shaes Creek South into the design thinking of the City of Sydney Open Space.
4. Connect cycle and pedestrian path over Bowden Street to the continuation of the Liveable Green Network.
5. Preserve the open canal at the Bourke Road junction where it is visible from Green Square Train Station plaza.
6. Cover over the canal where recently developed buildings restrict the width of the corridor.



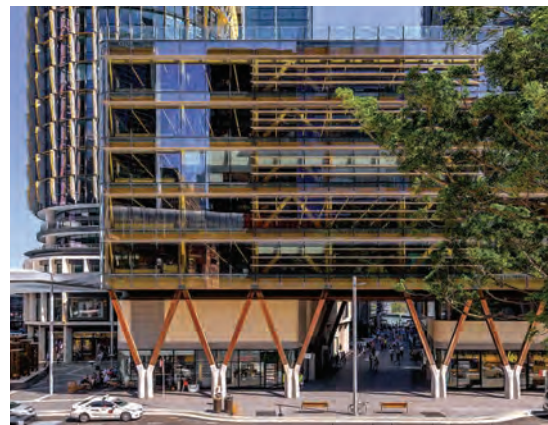
Hiles Street extension



Mandible Street viewed from the park



Open Works, Baltimore, US

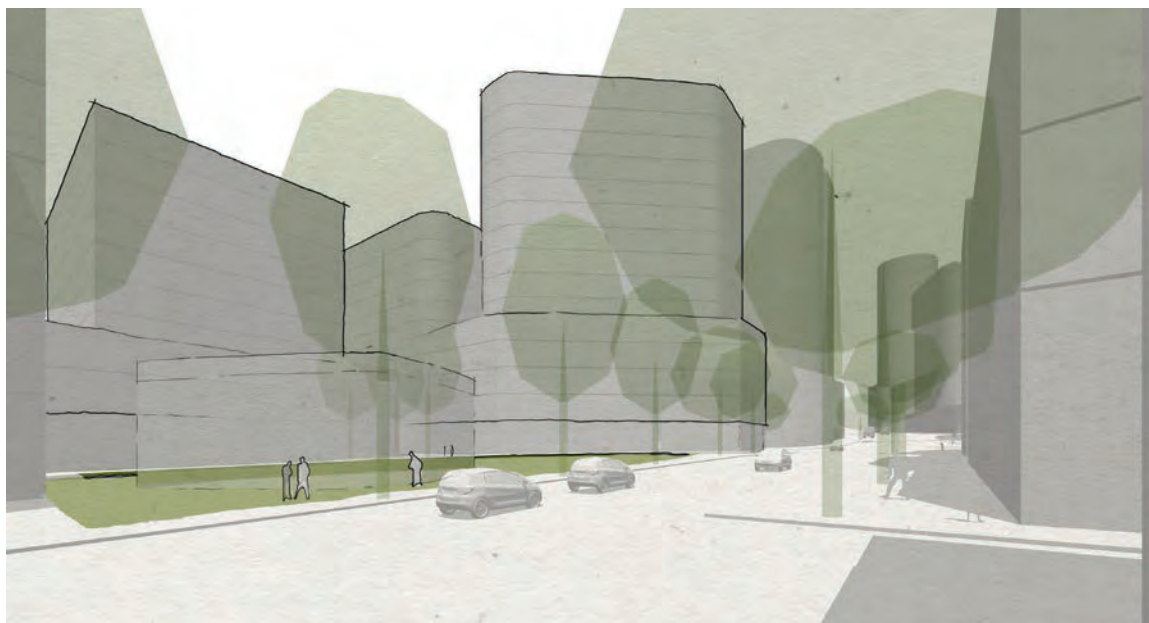
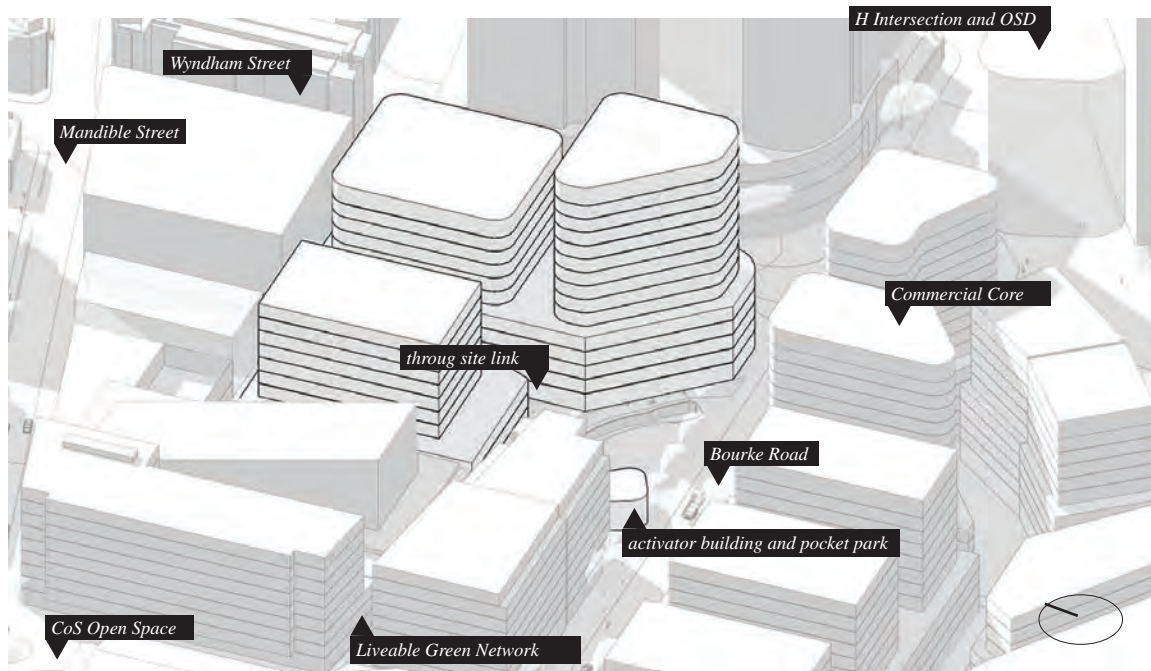


International House, Barangaroo, Sydney

5.5 Mandible Street Sites

Development of these sites should be guided by the following;

- Activate and engage with the Liveable Green Network and Late Night Management area via alfresco dining, active frontages and community programming.
- Design and program secondary setback terraces to minimise the impact of the larger scale buildings on the heritage character area, and increase activation and passive surveillance of the LGN and lane ways.
- Provide an extension of Hiles Street in the form of a shared-way, to increase permeability and continue the fine grain character of the Creative Precinct North.
- Design built form at 44 Hiles Street to be sensitive to the adjacent heritage building, offering views from the LGN to the heritage facade.
- Enhance the surrounding public open space through well designed massing and facades.
- Utilise increased allowable floor space and height to create flexible buildings with various potential uses. Flexibility can be encouraged by providing large floor-to-ceiling heights and a variety of light industrial and commercial spaces.



Pocket park and commercial massing from Bourke Road



Peel Street Park, Melbourne, Australia



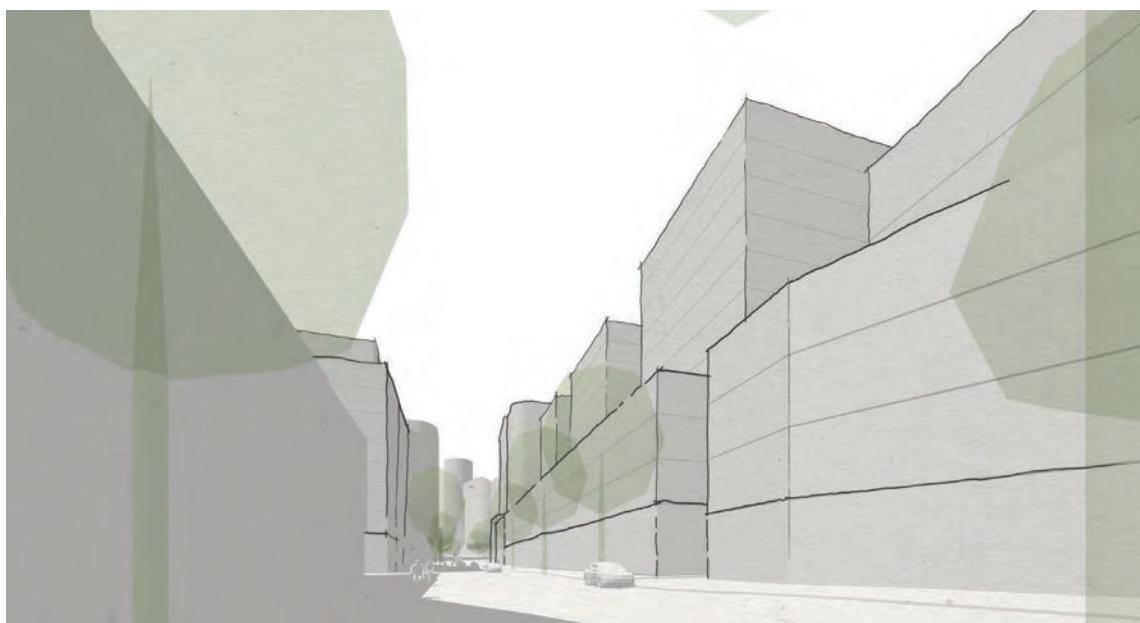
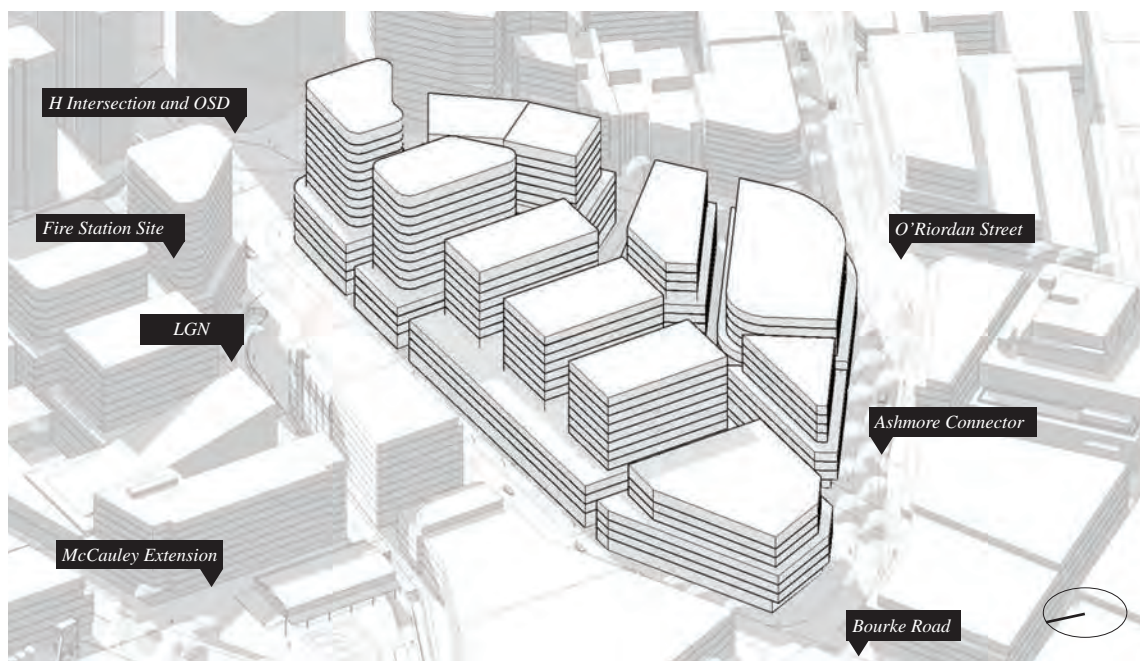
Protagonist Cafe, Melbourne, Australia

5.6 Alexandria Fire Station Site (189 Wyndham Street)

There is potential for the development of a unique building which utilises a large floor plate to preserve ‘messy space’ and versatility, in combination with typical commercial towers, attracting high value creative, tech, and commercial tenants. On this site there is an opportunity for added permeability and a new pocket park to announce the entry to the Livable Green Network.

Development of this site should be guided by the following;

- Provide a strong edge to the H intersection with built form that responds to surrounding collection of towers.
- Transition height of built form with sensitivity to the stepping height controls and existing adjacent buildings.
- Provide a high quality public space and small activator building to connect the LGN to street network and the Green Square public transport hub, while also increasing diversity of built form along Bourke Road.
- Allow for future through-site link to connect through adjacent block to Mandible Street. Activate and engage laneway with ground floor programming.



Bourke Road looking towards Green Square Town Centre



Skylight roof terrace at The Dock, London, UK



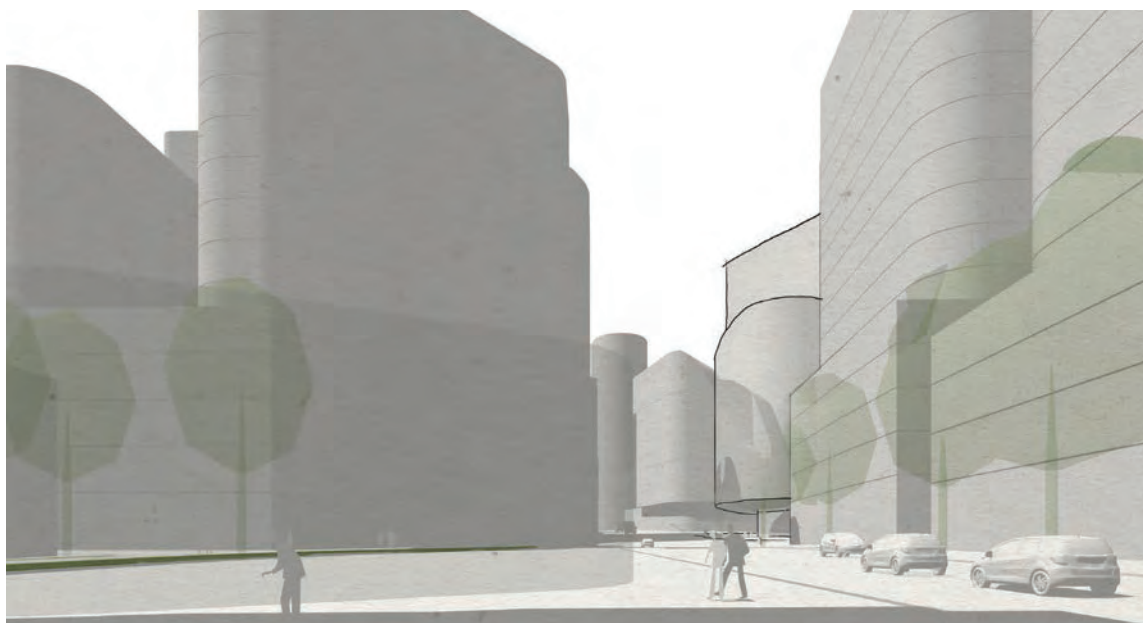
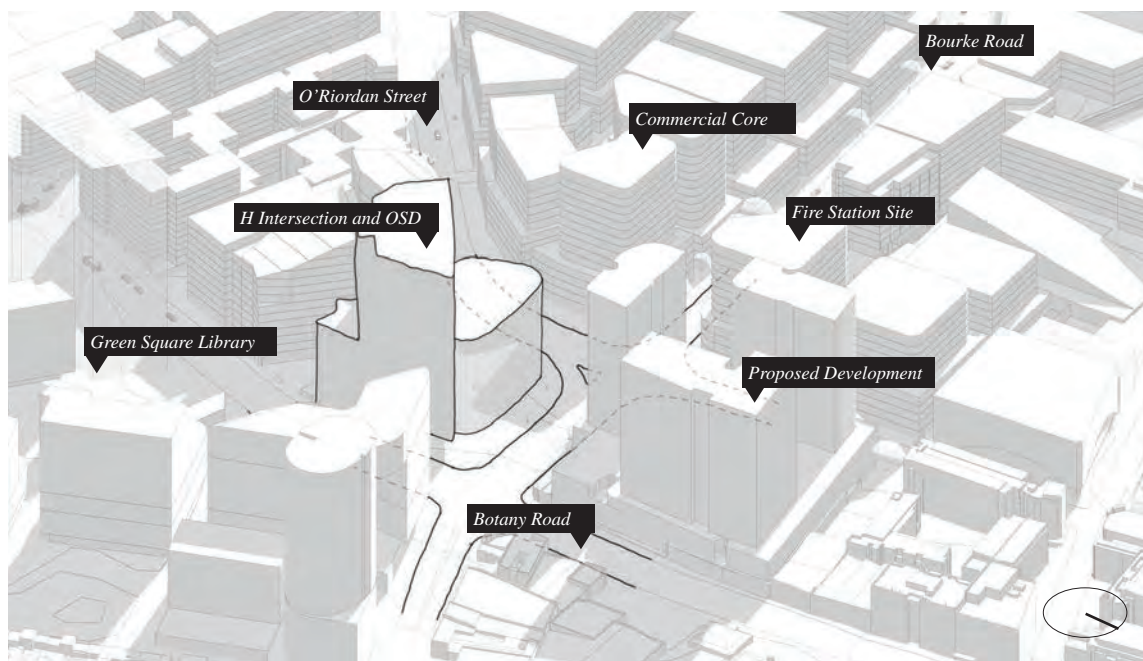
Little Hay Street, Sydney, Australia

5.7 Commercial Core ‘D Block’

This block bordered by Bourke Road, O’Riordan Street and the Ashmore Connector has the potential, through site amalgamation and development, to become a commercial hub.

Development of this block should be guided by the following;

- Develop a cluster of towers adjacent to the H intersection to compliment and complete Green Square’s collection of high-rise buildings.
- Design and program high quality, activated terraces along deep secondary setbacks to Bourke Road in order to reduce street wall height, provide semi-public outdoor spaces, and improve outlook for towers.
- Consider potential for affordable housing sites along the New Ashmore Connector Road.
- Introduce an internal lane to remove vehicle access points from Bourke Road and O’Riordan Street, improve permeability, and create pockets of high quality public space. Development of individual sites should allow for temporary vehicle access points to be transformed into activated pedestrian and shared spaces. Future internal lane should provide safe, accessible pedestrian paths alongside vehicle access.



H intersection and over-station development viewed from Bourke Road pocket park

5.8 H-Intersection & OSD

Potential changes to the Bourke Road, Botany Road and O’Riordan Street intersection provide opportunities for improved public domain, pedestrian connectivity, and built form relationships.

Development of this area should consider the following:

- The addition of an over-station development would complete the ring of towers around the intersection. This would enhance the sense of a gateway and a cohesive built form strategy.
- Implementing an H shaped intersection allows for a more legible, connected and safe pedestrian experience, by providing wider footpaths and more direct crossings along key desire lines.

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