

# 9.41

## STRATEGIC CONTEXT BRIDGE ROAD







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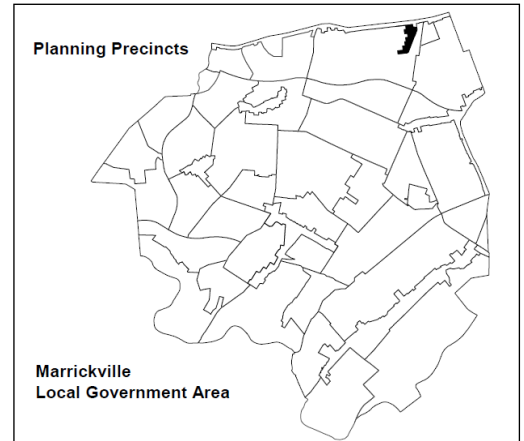
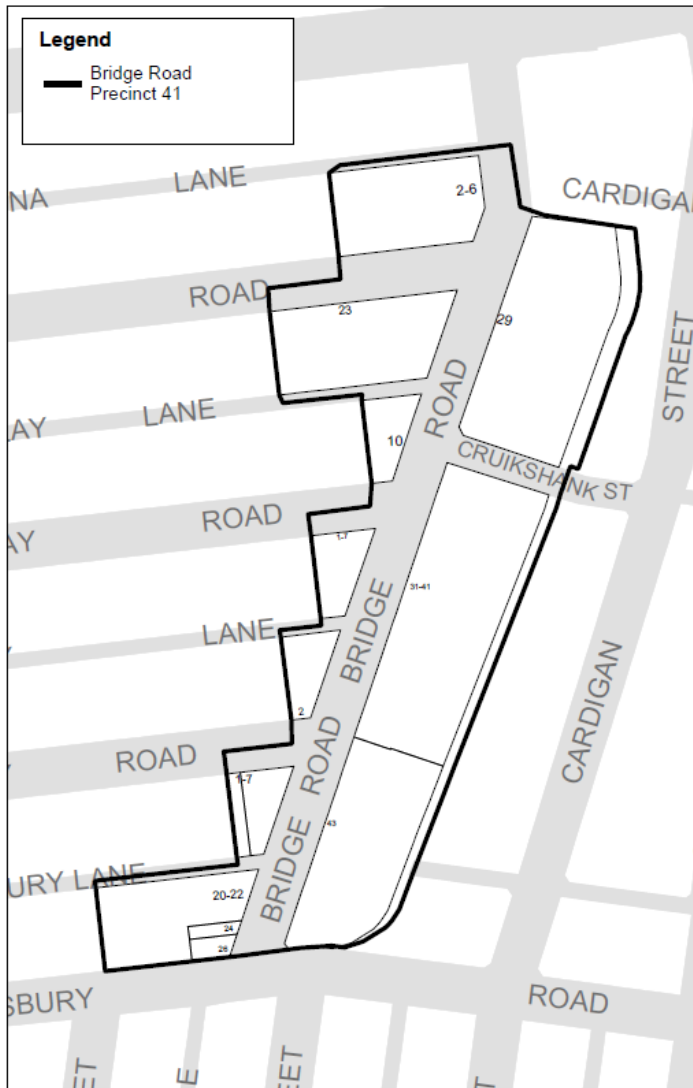




## Part 9 Strategic Context

### 9.41 Bridge Road (Precinct 41)

#### Map of precinct



#### 9.41.1 Existing character

This precinct is located towards the north-eastern corner of the land where this DCP applies, in the suburb of Stanmore. Bridge Road forms the core of the precinct and runs in a north-south direction, with properties fronting Bridge Road on the western and eastern sides making up the majority of the precinct. The precinct reaches almost to Parramatta Road to the north and to Salisbury Road to the south. The Hawthorne Canal forms the precinct's eastern boundary.

There are a number of streets and lanes joining Bridge Road on the western side creating short block lengths, each containing a different building. Land parcels on this side are small to medium sized. A single street intersects with Bridge Road on the

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eastern side (Cruikshank Street). Land parcels on the eastern side of Bridge Road are comprised of much larger block lengths and site sizes are reasonably large.

Land uses within the precinct consist of a mixture of commercial (business and office) uses, some light industrial uses, and residential uses consisting of residential flat buildings and shop top housing on the western side of Bridge Road, some of which are converted former industrial buildings. There are some creative industry units in the large converted two storey building on the south-eastern corner of Salisbury Road and Bridge Road. A McDonald's restaurant is located just outside the precinct on the north-eastern corner of Bridge Road and Parramatta Road.

Building ages vary from Victorian and Federation through to Inter-War, Post-War and Contemporary.

Building height generally increases from one and two storeys towards the southern end of Bridge Road and up to five storeys towards the northern end. Many of the buildings have high floor to ceiling heights with a predominantly 'boxy', flat roofed building style and materials mostly consisting of brick or painted render. There is a consistent nil setback on the western side of Bridge Road. Buildings on the eastern side are generally built to the street alignment, with the exception of a large building mid way which has a medium setback with car parking spaces occupying the front and a small amount of landscaping along the front boundary. Several buildings present inactive uses to the street at ground floor level. Some appear to have parking occupying the ground floor behind the existing façade or have basement level parking, the upper portion of which presents to the street at ground floor level.

The precinct contains one heritage item being the former factory at 2-6 Bridge Road. Other notable period buildings within the precinct include the former chocolate factory on the corner of Bridge Road and Corunna Road (23 Corunna Road), the commercial building at 10 Bridge Road, the Ocean Liner style building at 29 Bridge Road and the former Starkey's ginger beer factory at 43 Bridge Road. All those buildings date from the Inter-War period, with the building at 43 Bridge Road being a combination of late Federation and Inter-War.

Bridge Road is a 'regional road' in the road hierarchy and joins Parramatta Road at the northern end and Salisbury Road at the southern end. Bridge Road and Salisbury Road function as major routes for through traffic to and from Parramatta Road and experience a steady flow of vehicular traffic. Bridge Road is of a standard width and has parallel parking on both sides which is generally unrestricted aside from a 'no stopping' restriction between the hours of 9.00pm and 5.00am, and 1 hour parking in the northern end near the McDonald's restaurant. The no stopping restriction was introduced by Council in 2006 to address problems of anti-social behaviour associated with people congregating in the area during night time hours, as well as the accumulation of rubbish near the McDonald's restaurant. Private parking provision in the precinct is generally good and most sites have off-street parking provided either at grade or at basement level and accessed from Bridge Road.

Pedestrian accessibility to and within the precinct is also generally good. There is a wide footpath on each side of the street which is in good condition and a pedestrian crossing mid way along Bridge Road. Cruikshank Street is closed to through vehicular traffic but does provide pedestrian accessibility to Bridge Road from the eastern side. Cruickshank Street also forms part of the area's key cycle routes, crossing Bridge Road to connect with Macaulay Road.

Medium to large street trees are present on both sides of Bridge Road however the western side of Bridge Road is lacking in street trees at the far northern and southern



ends of the precinct. Both sides of the street contain some nature strip areas and plantings, as well as planted traffic islands on the western curb.

### 9.41.2 Desired future character

The desired future character of the area is:

1. To encourage a mix of compatible land uses within the precinct including employment generating, creative industries and residential uses that contribute to a mixed use character.
2. To protect the identified Heritage Items within the precinct.
3. To protect, preserve and enhance the identified period buildings within the precinct.
4. To protect groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.
5. To protect and enhance the character of streetscapes and public domain elements within the precinct including prevailing subdivision patterns, building typologies, materials and finishes, setbacks and landscaping.
6. To ensure that buildings provide strong definition to the street through retention of the existing zero building line setbacks.
7. To encourage retention of large floor to ceiling heights where these currently exist to ensure buildings can adapt to a range of uses over time.
8. To encourage active commercial fronts facing streets at ground floor level to create a vibrant and safe streetscape.
9. To ensure the design of residential accommodation provides adequate amenity for the intended occupants of the building and protects the residential amenity of adjacent low density residential development.
10. To facilitate efficient parking, loading and access for vehicles that minimises impact to streetscape appearance, commercial viability and vitality and pedestrian safety and amenity.
11. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
12. To incorporate improvements to on-road cycle infrastructure including intersection treatment at the junction of Macaulay Road, Bridge Road and Cruickshank Street.

### 9.41.3 Heritage Conservation Areas (HCAs)

There are no Heritage Conservation Areas contained within the precinct.

### 9.41.4 Precinct-specific planning controls

Nil

### 9.41.5 Site-specific planning controls

Nil