



BROOKLYN

IMPROVEMENT MASTER PLAN

CONSTRAINTS ANALYSIS (DRAFT REPORT).

DRAFT

BROOKLYN IMPROVEMENT MASTER PLAN



DRAFT

Sydney

21C Whistler Street
Manly NSW 2095
PO Box 1083 Manly NSW 1655
Ph +61 [0]2 9977 3853
Fax +61 [0]2 9976 5501
sydney@mcgregorcoxall.com

Melbourne

Level 4, 125 Flinders Lane
Melbourne VIC 3000
GPO Box 1634 Melbourne VIC 3000
Ph +61 [0]3 9999 1608
Fax +61 [0]3 8669 4414
melbourne@mcgregorcoxall.com

Bristol

77 Stokes Croft
Bristol BS13RD - United Kingdom
Ph +44 [0] 7496 282 281
bristol@mcgregorcoxall.com

Shanghai

Building 1, Level 4, Unit 3S1
1107 Yuyuan Road
Shanghai 200050 - China
shanghai@mcgregorcoxall.com

www.mcgregorcoxall.com
www.biocitystudio.com

ABN 16 439 584 596
© McGregor Coxall

BROOKLYN IMPROVEMENT MASTER PLAN

Prepared for Hornsby Shire Council by McGregor Coxall [Sydney]

with sub-consultant services provided by People Place and Partnership, ARUP, SC Lennon and Associates, Royal Haskoning DHV.

Proj No: 0540SYD **Report Contact:** Tom Rivard and Sibilla Macens

Revision	Status	Date	by	Checked
A	Initial Draft Report	04.08.2016	KA - SM	MC
B	Draft Report	15.08.2016	KA - SM	TR - MC
C	Initial Engagement Report	02.09.2016	KA - SM	TR
D	Vision and Place Principles Report	13.11.2016	SM	TR

DISCLAIMER

This Study is for the confidential use only of the party to whom it is addressed (the client) for the specific purposes to which it refers. We disclaim any responsibility to any third party acting upon or using the whole or part of its contents or reference thereto that may be published in any document, statement or circular or in any communication with third parties without prior written approval of the form and content in which it will appear. This Study and its attached appendices are based on estimates, assumptions and information sourced and referenced by McGregor Coxall and its sub consultants. We present these estimates and assumptions as a basis for the reader's interpretation and analysis. With respect to forecasts we do not present them as results that will actually be achieved. We rely upon the interpretation of the reader to judge for themselves the likelihood of whether these projections can be achieved or not. If financial models have been included, they have been prepared from the best information available at the time of writing, no responsibility can be undertaken for errors or inaccuracies that may have occurred both with the programming or the financial projections and their assumptions. In preparing this Study we have relied upon information concerning the subject property and/or study area provided by the client and we have not independently verified this information except where noted in this Study.

Figures

Figure 1.01 - Social Context Plan	9
Figure 2.01 - Place Vitality Criteria Diagram	12
Figure 2.02 - 5 Most Consistent Favourite Places in Brooklyn	21
Figure 2.03 - 3 Most Critical Things to Change	21
Figure 2.04 - 3 Biggest Opportunities	21
Figure 2.05 - Brooklyn areas that received flags	23
Figure 2.06 - Flooding and Drainage Network	24
Figure 2.07 - Flooding and Drainage Network Town Centre	25
Figure 2.08 - Land Biodiversity	26
Figure 2.09 - Water Biodiversity	28
Figure 2.10 - Topography and Views	30
Figure 2.11 - Street Tree Planting	32
Figure 2.12 - Street Tree Planting Town centre	33
Figure 2.13 - Open Space Network	34
Figure 2.14 - Homelessness and Unsafe Zones	38
Figure 2.15 - Events Space and Community Facilities	40
Figure 2.16 - Cultural and Community Facilities Town Centre	41
Figure 2.17 - Heritage	42
Figure 2.18 - Heritage Village Core	43
Figure 2.19 - Land Use Mix	50
Figure 2.20 - Land Use Mix Town centre Ground Floor	51
Figure 2.21 - Economic Activity Centres	52
Figure 2.22 - Economic Activity Centres Town Centre	53
Figure 2.23 - Built Form Height	54
Figure 2.24 - Built Form Height Village Core	55
Figure 2.25 - Character Areas	56
Figure 2.26 - Road Hierarchy	62
Figure 2.27 - Village Arrival	64
Figure 2.28 - Public Transport	66
Figure 2.29 - Vehicle Access and Parking	68
Figure 2.30 - Vehicle Access and Parking Town Centre	69
Figure 2.31 - Boat Access and Parking	72
Figure 2.32 - Pedestrian and Cycle Network	74
Figure 2.33 - Land Use Zones - Brooklyn	76
Figure 2.34 - Land Use Zones - Brooklyn Town Centre	77
Figure 2.35 - Maximum Height of Buildings - Brooklyn	78
Figure 2.36 - Floor Space Ratio	78
Figure 3.01 - Community Words Describing Brooklyn	83
Figure 3.02 - Brooklyn Place Principles	68

Contents

1.0 Introduction	6
1.1 Report Introduction	8
2.0 Place Vitality Criteria	10
2.1 What are Place Vitality Criteria?	12
2.2 Community	16
2.3 Natural Environment	24
2.4 Public Domain	34
2.5 Culture	40
2.6 Economic Development	46
2.7 Built Form	54
2.8 Access & Movement	62
2.9 Governance	76
3.0 Vision and Place Principles	81
3.1 Vision Statement	82
3.2 Place Principles	84





1.0 Introduction

1.1 REPORT INTRODUCTION

The purpose of the Constraints Analysis was to investigate Brooklyn and its physical, social and economic operations and infrastructure, and better understand what opportunities might exist. It included a Community Engagement program that identified positive and negative attributes, and gathered detailed information and specific ideas for the project.

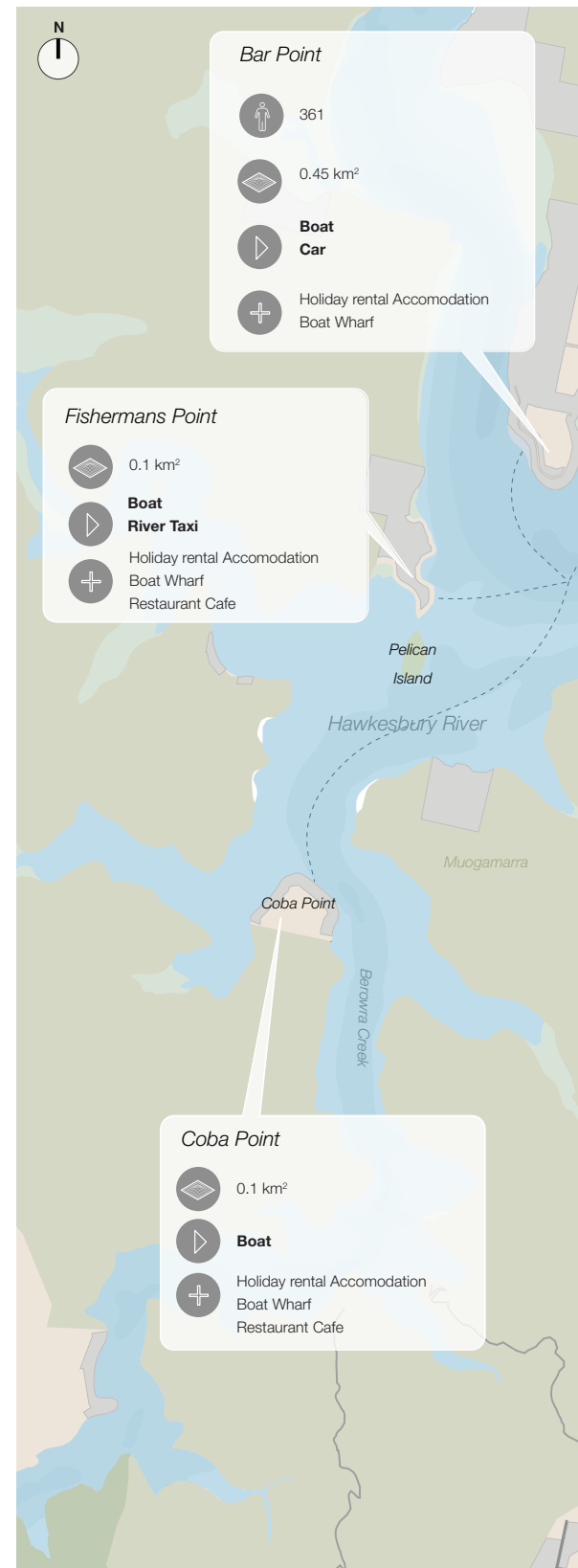
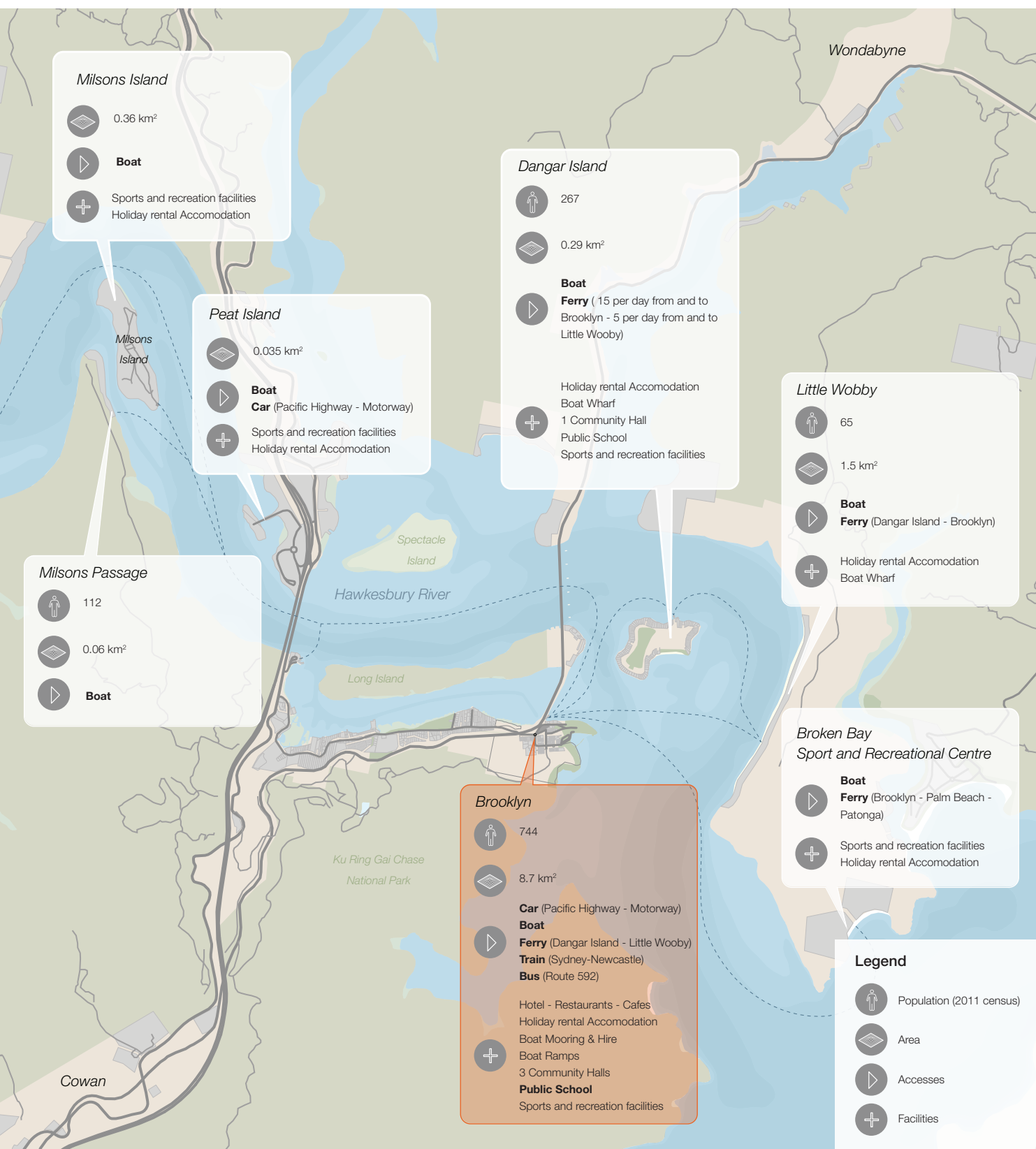


Figure 1.01 - Social Context Plan







2.0 Place Vitality Criteria

2.0 Place Vitality Criteria

2.1 WHAT ARE PLACE VITALITY CRITERIA?

To ensure a well considered and holistic masterplanning process, six criteria were identified to evaluate and analyse Brooklyn's vitality as a place. At the core of the vitality criteria is the community and the crucial role they play in informing the strategies, actions, and implementation of the Improvement Master Plan.

Community

Brooklyn is a unique community, framed by the natural grandeur of the National Park and the Hawkesbury River. In this location, and since its founding, its activity has always been focused on the interface between land and water. More than a simple town centre defined by shopping, Brooklyn is the centre of myriad operations, movements and transactions across the riverine threshold. Beyond the attraction of this activity and employment, Brooklyn can also be the epicenter and stepping off point for the natural beauty and environments that surround it. The community can not only be a setting for shared experiences within these environments, but also be a focal point of local identity, community pride, and common heritage and values.

Successful municipal centres must be multi-functional social hubs built on existing assets and local desires, not simply short term destinations or facilities for consumers and users. Brooklyn has the chance to offer irresistible opportunities and experiences that do not exist elsewhere, and that are founded in the interests and needs of local people and their enterprises. Creating an environmentally progressive community ecosystem that both protects and enhances its unique natural environment will allow Brooklyn to evolve with a rapidly changing world.

At the heart of any response to the challenges facing our town centres must be a recognition of the uniqueness of place and that these unique places are created and shaped by people who use them.

That is why the community is a central component to the project process. Their views, perspectives and values ensure the development of a town centre master plan that is both responsive and flexible to accommodate their varying needs.

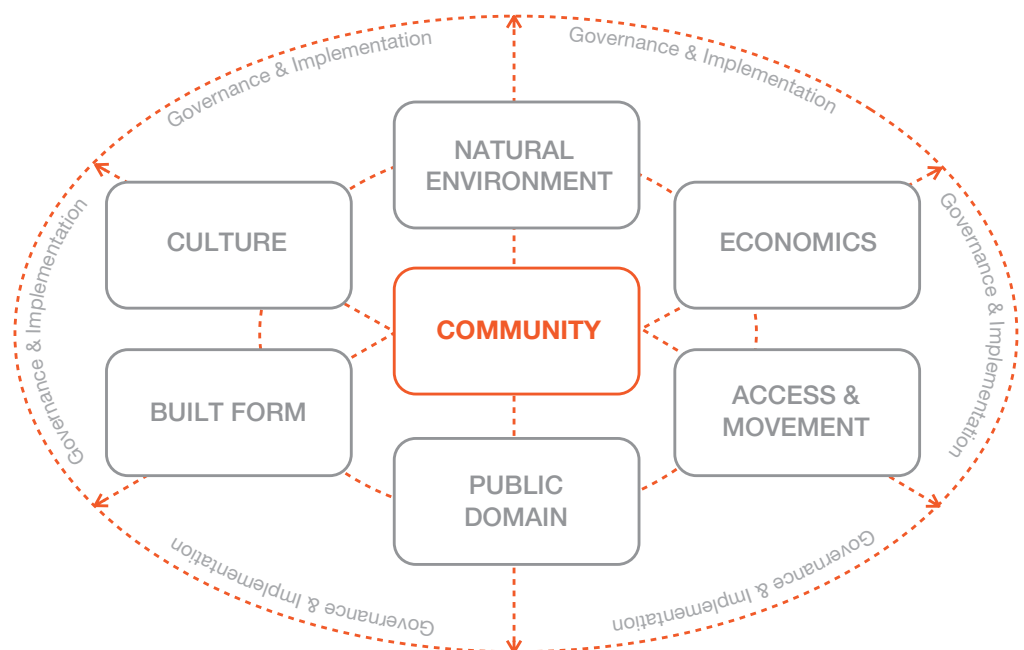


Figure 2.01 - Place Vitality Criteria Diagram with the community at its core.

The six place vitality evaluation criteria are:

1. Natural Environment

Essential to any community is the interdependent relationship between its urban fabric and the natural environment. Over time, and with growth, natural ecosystems can be altered, as habitats and native species come into contact with the urban environment, a town's residents and visitors, and their associated activities. Central to understanding Brooklyn as part of a valuable yet fragile interlinked environment is its location and pivotal role in negotiating the threshold and interface between the national park, the narrow strip of land in which the town and its operations are founded, and the Hawkesbury River. Key considerations are:

- Flooding and Drainage Network
- Land Biodiversity
- Water Biodiversity
- Topography and Views
- Street Tree Planting

2. Public Domain

A quality public domain provides more than user amenity or an aesthetic dimension for a centre. It can also be a critical network of public spaces, streets and paths connecting elements and activities within the town as well as linking to its native surroundings and the foreshore. It is important that a centre's public domain responds to the local needs of residents and visitors by offering user-friendly spaces integrated into the natural environment. Key considerations are:

- Open Space Network
- Streetscape Elements
- Streetscape Materials
- Homelessness and Unsafe Zones

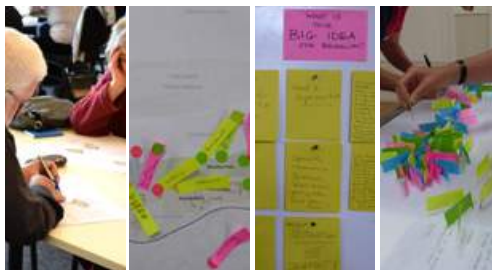
3. Culture

The cultural uniqueness of any centre arises from the traditional and contemporary activities of its residents, as well as from the visitors that they and the town's environmental qualities attract. Throughout its history, Brooklyn has been a stepping off point into the rich environments of river and bushland, from the original Indigenous inhabitants and the earliest colonial settlers through to modern day maritime enterprises and recreational activities. It's both the planned and spontaneous outcomes generated by these diverse people and operations that foster the cultural richness of Brooklyn. All of these combine to establish a genuine 'spirit of a place'. Key considerations are:

- Events Space and Community Facilities
- Heritage

4. Economic Development

The vitality of a centre is a product of all of its activity: social, cultural, recreational and economic. To cultivate and enhance this vibrancy a diverse array of uses needs to be maintained and developed, that cater for all current and future user groups – in Brooklyn, this necessarily



Community



Public Domain



Natural Environment



Culture

needs to focus on the rich maritime activity that has defined much of its history, and continues to give it its character today: boats, marinas, aquatic transport, shipwrights, recreational craft and the myriad shoreline infrastructure to accommodate them. A multifunctional village centre with a concentration of diverse activity will ensure economic resilience and continued natural evolution. Key considerations are:

- Land Use Mix
- Economic Activity Centres

5. Built Form

The built form of any place involves its layout, the quality of its architecture and distinctions of building height, style, texture and colour. In a successful centre the built form creates a sense of arrival and enclosure, integrates with the public domain and the natural environment and allows enhanced cultural and economic activity. Within its highly prized natural setting, Brooklyn has a rich mix of both operational and domestic built fabric, with jetties, marinas, boatsheds and boardwalks adjacent to residences of diverse styles, from historic treasures to more eclectic contemporary homes. Key considerations are:

- Building Height
- Character areas

6. Access & Movement

Vehicles, traffic and parking can be the dominant

characteristic any centre. Genuinely integrated movement systems can relieve pressures on parking space and roads as well as enhance pedestrian and public domain amenity. As the river and surrounding marine environments are Brooklyn's most critical asset, water activities must also be considered in conjunction with land based networks. Key considerations are:

- Road Hierarchy
- Village Arrival
- Public Transport
- Vehicle Access and Parking
- Boat Access and Parking
- Pedestrian and Cycle Network

7. Governance & Implementation

In addition to regulations and controls, the community also must be empowered to participate in the decision-making processes. Crucial to this is engaging the community from the outset in an understanding of all of the constraints and considerations surrounding Brooklyn, as well as the complexities of its existing culture and environment and the various principles (current and future) to protect and enhance its evolution. Key considerations are:

- Planning Controls
- Land Use Zones
- Maximum Heights of Buildings
- Floor Space Ratio



Economic Development



Access & Movement



Built Form



Governance & Implementation

THIS PAGE IS INTENTIONALLY LEFT BLANK

Community involvement will continue to play an integral role in the development of the Brooklyn Improvement Master Plan.

2.2 COMMUNITY

The community of Brooklyn and the surrounding river communities hold strong values and beliefs that have had an integral role in developing the Brooklyn Improvement Master Plan.

Community Engagement Objectives

In preparing for the Brooklyn Improvement Master Plan the following key community engagement objectives were identified:

- To provide the community and stakeholders with information about the project;
- To generate ideas, provide the project team with feedback, test assumptions, and identify unknown constraints and opportunities;
- To ensure the vision aligns with broader stakeholder and community views for the Brooklyn area;
- To build a broad level of interest and support for the project to assist in the future implementation of the Master Plan by multiple parties over time.

The engagement program was undertaken with the above objectives at the forefront all of decisions.

Engagement Period 01

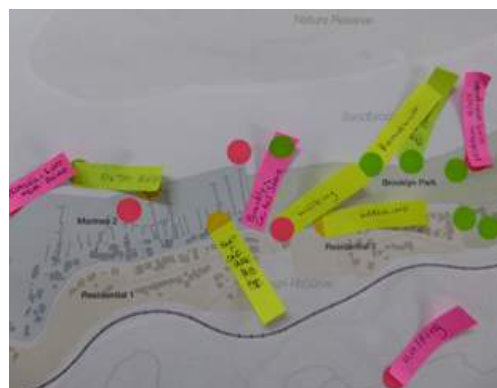
A series of interactive sessions were held in August, September and October 2016.

This included engagement with:

- Hornsby Shire Council (Councillors, Project Control Group and staff);
- The Community Reference Group (comprising is 32 nominated representatives);
- An Agency Reference Group (comprising of a number of State Agency representatives), and
- The wider community at two community open days; at the Brooklyn Spring Fair and at the Community Hall as well as later in the engagement program community workshops;
- Online information was available via the dedicated page on Council's website; and
- Media releases, fliers and social media notified the community about upcoming events.

Key goals for the engagement were;

- To understand what the key issues and opportunities are from the community perspective;
- To integrate the community comments into the Place Vitality Analysis; and
- To identify a Vision Statement and a series of Draft Place Vitality Principles.



Community Findings Overview

To begin the engagement process a Community Reference Group (CRG) (with 27 representatives in attendance), Agency Reference Group, Project Control Group and 2 community open days were held.

Initial engagement has explored the following key questions for Brooklyn:

- What do people love about Brooklyn?
- Why there is a need for a Master Plan?
- What needs to be resolved within the Master Plan for the future of Brooklyn?

An interactive mapping and flagging exercise explored geographically the following:

- Where is your favourite area in Brooklyn where and why?
- What would you like to see changed - where and why?
- What would you like to see stay the same - where and why?
- Where do you see an opportunity for the future of Brooklyn - where and why?

What we heard was:

What people love about Brooklyn

What people love about Brooklyn can be summarised into a number of key attributes;

- **Waterfront setting**; the scenic ambience of the waterways surrounding Brooklyn, foreshore accessibility, the interconnection of water and land, the recreational opportunities with the land and water interface (both passive and active) and the local dining experiences;
- **Village community**; the close tight knit river community that is friendly, with a strong sense of community, identity, that is safe and welcoming;
- **Local setting**; the village ambience, that is quaint and compact, a destination to live and visit, an attractive low density built form, safe for children and families and with an historically rich backdrop and natural setting;
- **Natural landscape**; surrounded by National Park, bushland, mangroves with trees, birds, a strong connection to the river and an abundance of open spaces;
- **Accessibility**; the proximity to Sydney via roads and trains and the easy access to the river and waterways.



Some examples of the community's vision for Brooklyn:

"Brooklyn needs to transform from an ad hoc river town into a cohesive and attractive village by leveraging its significant history"

"Redevelopment of parking in a sensitive way to retain village character"

"To be the most ecologically sustainable coastal town in New South Wales"

"To set a vision to move us out of the doldrum we're in at present, to realise its potential so that everyone knows what to work towards"

"To develop vision and resolve issues"

Why there is a need for a Master Plan

There was unanimous support for the need for a long term holistic plan for the future of Brooklyn. Specifically consultation identified:

- A long term vision is needed that will assist guide future decision making, resolve existing issues, provide an agreed vision for everyone to work towards and to understand the capacity of the area for growth (or not);
- Overall long term improvements to resolve any inadequacy in infrastructure and local amenities;
- Upgrades and changes need to be determined that are strongly focused on establishing solutions for parking (for car and boat), connectivity in and around the area as well as accessibility to the water are needed;
- Planning and development should meet the future needs of the community, be sustainable, environmentally sensitive and create improvements to the local amenity;
- By protecting the local area and ensuring enhancement of the natural environment, the sense of community, local atmosphere, history and nostalgia can be strengthened and preserved.

What needs to be resolved in the Master Plan for the future of Brooklyn

Overwhelmingly the CRG identified that the priority for the Master Plan was to resolve car and boat parking together with broader accessibility and connectivity enhancements. Other priority matters included;

- **Accessibility** - to resolve parking (both car and boats), to create an accessible option via a ramp or lift at the train station, to ensure ongoing accessibility to Brooklyn by the river community; to enhance parking opportunities that seek to simplify the parking options and ensure convenience for the multitude of users (locals, river residents, workers and visitors);
- **Connectivity** for pedestrians, cyclists and cars into and out of Brooklyn, on the roads, within the car parks, in and around the village core;
- **Waterbased accessibility**; within the marinas, jetties and along the foreshore;
- **Regional context**; to explore the role of Brooklyn within the Hawkesbury context;
- **Peat Island and the river communities**; ensure that decisions for these areas (whilst outside the master plan study area) are considered;
- **Community cohesiveness**; opportunities for additional infrastructure to bring the community together (a hall, a piazza);
- **Preservation and environmental management**; effectively and sensitively managing future development, understanding the ecosystems that contributes to the Hawkesbury, exploring causeway water flow.



What the BIG IDEAS are for the future of Brooklyn

Improvements in accessibility and connectivity; accessibility of the train station via ramp or lift, more parking availability (use of railway land), connectivity in and around Brooklyn's open spaces, bushland, village core and foreshore;

- **Marine and waterfront improvements;** to wharfs, jetties, pontoons, boat and car parking as well as increasing public access to the foreshore and water;
- **Provision of additional community infrastructure;** such as local retail services (more variety in cafes/restaurants and local shops), community halls/spaces, Sailing/ Aquatic/ Recreation Clubs, as well as safe playspaces and public spaces such as a piazza;
- **Future growth and revitalising the village core;** find a way to revitalise the village core, with more economic opportunities as well as understanding the capacity for future development respecting the natural setting and local environment;
- **Regional planning;** integration with Pan-Hawkesbury aspirations, Peat Island and river communities;
- **Environmental improvements;** to causeway and the water quality, to make Brooklyn the most sustainable NSW Coastal Community.

Some interesting Big Ideas that we heard from the community:

"Regional museum in the old arts and craft building opposite station"

"A community asset for the recreational water users like club facilities"

"Improve safety and access to children play spaces within natural settings i.e. Brooklyn Dam"

"A waterfront piazza where residents and visitors can enjoy the waterfront converse, meet new people and hang out"

"Create a foreshore that attracts residents and visitors and make businesses profitable"

"Pontoon for short-term school drop off near Brooklyn Park"

"Retirement village or nursing home giving locals the opportunity to stay locally as well as providing employment opportunities"



Place Vitality Analysis Findings

An understanding of local issues

During the engagement process members of the community provided insight into the places that people hold dearly, areas that needed improvement, areas that should not be changed and where some of the future opportunities are for the Master Plan to explore.

Some of the key issues identified have been included in this report as direct quotes from community members. This information helps to guide the design process, provides additional local thinking and ensures that how things are working or not working now is understood. Each and every issue raised is taken into consideration immaterial of how many times it is raised. There are however ways we can look at issues:

- Is this issue more about maintenance and operation that needs to be thought of in a new, different or holistic way?
- Is this an issue that we need to advocate to others to assist to seek a change, can this occur in the short or long term and how can the master plan influence future thinking?
- Is this an issue that by designing new ways of approaching this problem we can resolve it through an implementation or strategic solution?
- Is this a brand new idea that will be put with the many ideas to see what are some creative opportunities for the future?

From this point the community engagement guides the design thinking. It sets the parameters for the vision, the place principles and the strategic

directions. Brooklyn can be dissected closely through the Place Vitality Criteria. This method informs the next stages of the masterplanning process.

A local understanding of Brooklyn today

During the engagement sessions everyone was asked to share the things about Brooklyn that were important to them. This information has been distilled to provide an insight into the 3 most consistent places that people shared with us. They were specifically asked:

- Where is your favourite area in Brooklyn?
- What would you like to see stay the same?

The map adjacent indicates the five most consistent favourite places in Brooklyn. Whilst what the community said they want to stay the same within these places is the waterfront setting, the fishing character, the low rise buildings, the natural and historical setting and the friendly community atmosphere.

A local understanding of the needs for the future

During the engagement sessions, attendees were asked to share the things about Brooklyn that needed to be changed. This information was distilled to provide an insight into the 3 most consistent places that people shared with us.

- What would you like to see changed - where and why?
- Where are the biggest opportunities – where why?



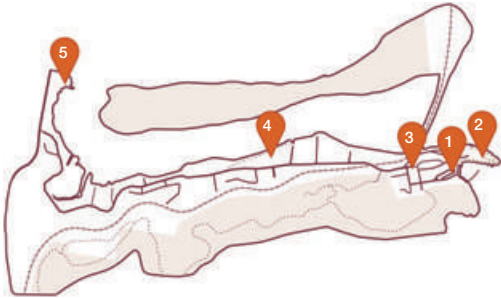


Figure 2.02 - The 5 most consistent favourite places in Brooklyn

The 5 most consistent favourite places in Brooklyn

- 1 Parsley Bay
- 2 McKell Park / Federation Foreshore Rock Point & Marina
- 3 Town Centre
- 4 Brooklyn Park
- 5 Kangaroo Point

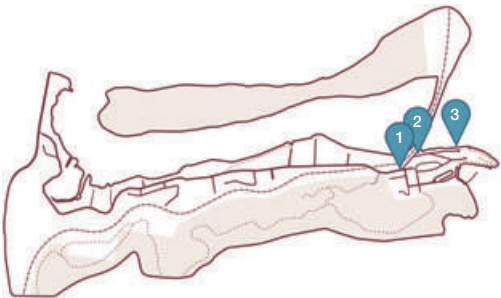


Figure 2.03 - The 3 most critical things to change

The 3 most critical things to change

- 1 Town Centre Parking (more management and spaces needed)
- 2 Rail Station Access (via a lift or ramp)
- 3 Access in and around the waterfront (for cars, boats and people)

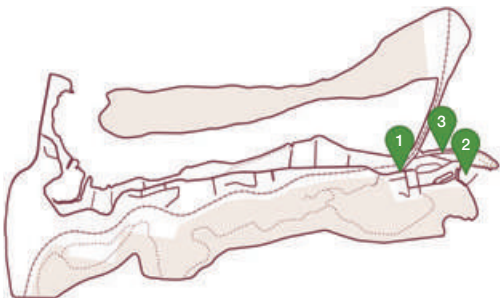


Figure 2.04 - The 3 biggest opportunities

The 3 biggest opportunities

- 1 Town Centre; parking management
- 2 Parsley Bay improvements; for access (car, boat and people), infrastructure upgrades and activation
- 3 Marina; access to and from the water, large open space for community activation (piazza), upgrades of infrastructure and services

Note: All of the other flags that were provided to the project team are being used to inform all of the layers of macro and micro thinking in the design process



What has been learnt about all of the local areas within Brooklyn

Access and movement was consistently raised as a most critical outcome to be addressed for the Master Plan. Specifically:

- Parking, car and boat in and around town centre
- Accessibility at train station (a lift or ramp)
- Connectivity in and around Brooklyn (ensuring safe and easy access)

Other important issues include:

- Effectively managing any proposed future growth (with no high rise being a consistent comment)
- Revitalising the village core (with more variety of commercial premises and community activation)
- Marine improvements to wharfs, jetties, boat parking, facilities for boating/fishing and water based activities)
- Community infrastructure (rationalisation and improvements to community space, health facilities)
- Environmental improvements (to water quality, precious ecosystems)
- Regional planning (awareness of regional planning decisions impacting on Brooklyn)
- Safety improvements (to roads, to car parking areas, pedestrians cyclists and lighting within parks)
- Management of tourism and visitors (within the town centre, at the marina's, jetties and boat ramps, in the parks, bushland and on water)

There are also many issues that people feel are critical to be preserved:

- Retaining the low density feel of the built form
- Retaining the community village atmosphere
- Respecting the natural environment and historical setting
- Retaining the fishing, seaside, coastal ambience
- Retaining the parks, foreshore and open space for public access
- Protecting the precious natural ecosystems

The following places have been recognised within the local community:

- Hawkesbury River Marina;
- Town Centre
- Marina Foreshore;
- Parsley Bay;
- McKell Park;
- Brooklyn Road;
- Brooklyn Park;
- Causeway - Long Island;
- Kangaroo Point;
- Flat Rock Point;
- Brooklyn Channel;
- Sandbrook Inlet.

The community's ideas for these places are continued opposite.

Hawkesbury River Marina

"Improve the wharfs and jetties and increase public access"

"Marina building – needs to open up to the foreshore"

"Revamp the marina building and open up to foreshore more"

"Consider opening the boardwalk from marina to station and wharf"

"Create a Village Centre on the wharf car park to create a town heart"

Town Centre

"Area between the Town Centre and Marina should be revitalised taking regard to the heritage buildings"

"Improve parking it just doesn't work for everyone that needs it"

"Improve businesses and general gentrification as well as landscaping"

"Improve access at the train station need a ramp or lift"

Marina Foreshore

"The Marina Foreshore is the centre of river action and sense of place"

"Keep foreshore accessible"

"Desilt gut and Brooklyn Harbour as everything relates to this beautiful waterway"

Parsley Bay

"Parsley Bay is underutilised. Create opportunities for the broader community"

"Paid parking at Parsley Bay to raise funds for infrastructure"

"Parsley Bay an opportunity to relocate commuter boat berths, plus parking against side of the McKell Park, remainder for public recreation"

McKell Park

"Allow greater pedestrian access in McKell Park"

"Better use of space at McKell Park. It really has enormous potential"

"Food vans near McKell Park on a temporary nature - good restaurants cannot be supported seven days"

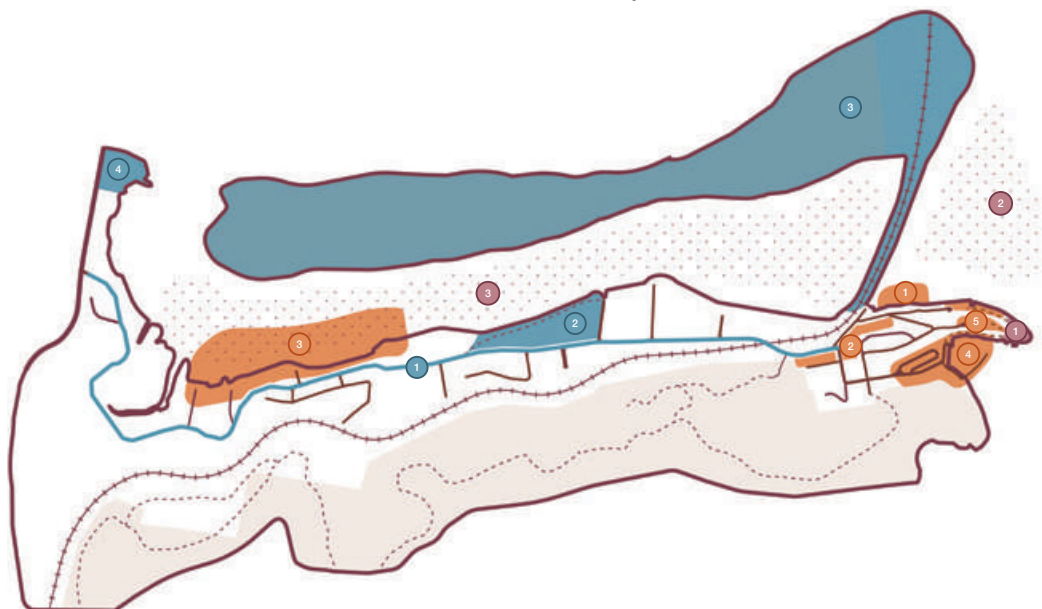


Figure 2.05 - Brooklyn areas that received flags

Areas that received the most amount of flags

- 1 Hawkesbury River Marina;
- 2 Town Centre
- 3 Marina Foreshore;
- 4 Parsley Bay;
- 5 McKell Park;

Areas that received many flags

- 1 Brooklyn Road;
- 2 Brooklyn Park;
- 3 Causeway - Long Island;
- 4 Kangaroo Point.

Areas that received some flags

- 1 Flat Rock Point;
- 2 Brooklyn Channel;
- 3 Sandbrook Inlet.

Brooklyn is the junction between National Park run off and tidal flooding from the Hawkesbury.

2.3 NATURAL ENVIRONMENT

Flooding and Drainage Network

Brooklyn is located on a predominantly low lying stretch of land, enveloped by the steep hills of National Park which rise to the south, and a bio-diverse shoreline and river inlet to the north. Its position makes for an outlet point for National Park run off, and the lower side of Brooklyn is susceptible to flooding. Key areas at risk of flooding and the long-term impacts of climate change include;

- Land between Brooklyn Road and the Sandbrook Inlet;
- Dangar Rd and Marina;
- Flat Rock Point;
- Parsley Bay;
- Brooklyn train station and rail line within the Town Centre, stretching the length of the Causeway.
- Brooklyn's stormwater network is imperative for the effective management of National Park run off. It has been upgraded and improved in parts but is still not a comprehensive water management system. Key observations include;
- No system or strategy to capture ground water or rain water from most parks or buildings;
- Localised treatment plant;
- Lack of connectivity within the Village Core stormwater network.



Figure 2.06 - Flooding and Drainage Network

Legend

- Flood Planning Area
- Stormwater Network
- X Stormwater Pipe
- Brooklyn Wastewater Treatment Plant

Community Feedback

- "Fix the pump on Brooklyn Road at the first Creek – drain after dolphin marina into Brooklyn"
- "Get all government departments on board to open up the "gut" to allow the water to flow"
- "Ensure ongoing improvements to water quality (particularly around Sandbrook Inlet and McKell Park / Federation Foreshore / Rock Point)"



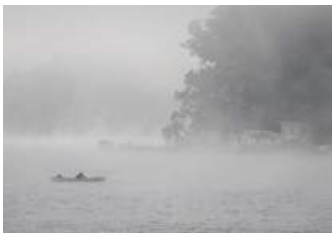
Figure 2.07 - Flooding and Drainage Network Town Centre



Man hole cover



Stormwater Drain



Hawkesbury River - Rainy Day



Services Grating

Brooklyn has poorly established links to the surrounding biodiverse bushland.

Nature & Biodiversity

Land Biodiversity

Brooklyn is surrounded by nature reserves, with the steep slope and hillside of the National Park to the south and the bushland of Long Island Reserve, across the inlet to the north. However, the town's built fabric has very little connection to its rich surroundings. Key observations include;

- Existing mangrove historical interpretation boardwalk is disconnected from other walking tracks through the National Park;
- Entry points to National Park tracks and the mangrove boardwalk are inconspicuous;
- Brooklyn Town Centre is not integrated with the surrounding bush. Areas fronting onto bushland within the Centre are largely underutilised back of house spaces;
- A review of Hornsby Council's Acid Sulphate Soils Risk Map has indicated that the majority of Brooklyn's foreshore is classed as class 2 acid sulphate soil as demonstrated by the purple shading (refer Figure 4.04) . This means that acid sulphate soils are likely to be found below the natural ground surface, which could impact future development;
- There is a significant *Melaleuca Quinquenervia* and *Eucalyptus Robusta* community adjacent to Brooklyn Park. This is a strong contributor to Brooklyn's aesthetic, and can be easily accessed via the mangrove boardwalk;
- High levels of sedimentation within the Sandbrook Inlet were present even before the construction of the Railway Causeway, which has commonly been assumed to be the prime cause of the silting up of the inlet;
- A sandstone rock facade on the northern side of Long Island is a point of attraction for many travelling by boat.



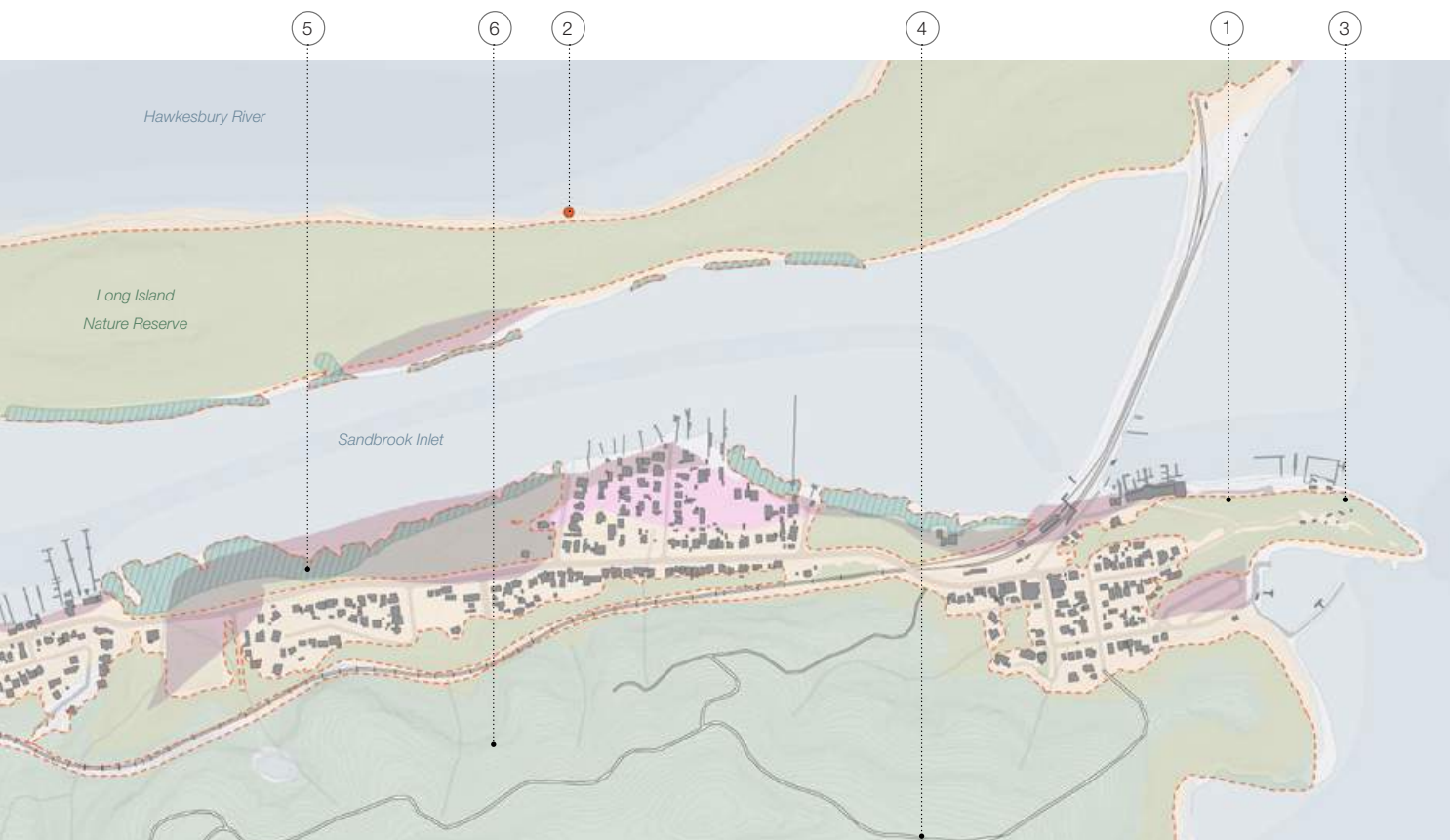
Figure 2.08 - Land Biodiversity

Legend

	Acid Sulphate Soil Class 2
	Acid Sulphate Soil Class 3
	Acid Sulphate Soil Class 5
	Vegetation
	Mangrove
	Valuable Biodiversity Areas
	Sandstone rock

Community Feedback

- "Nature is very important to this local community for mental health benefits"
- "Maintain green spaces and opportunity to connect with nature"
- "The natural bushland and views are peaceful and calming to the soul"



Vegetation - McKell Park



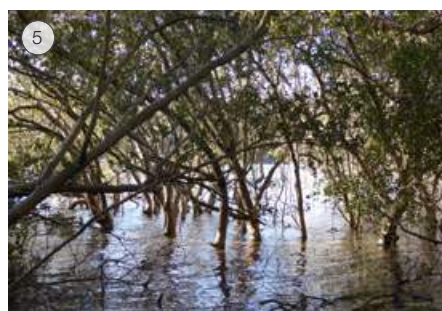
Sandstone Facade at Long Island Nature Reserve



Vegetation - McKell Park



Ku-ring-gai Chase National Park walk



Mangrove - Brooklyn Park



Sandstone Cliff Ku Ring Gai National Park

The coexistence of water infrastructure combined with dense water ecologies make for a highly biodiverse water environment.

Nature & Biodiversity

Water Biodiversity

Brooklyn's frontage to the Hawkesbury River and Sandbrook Inlet makes for a highly complex condition between land and water. This threshold holds infrastructure such as piers and docks as well as dense water ecologies including mangrove and saltmarsh communities, and Seagrass protection zones.

Hornsby Shire Council has an extensive water quality monitoring program in the lower Hawkesbury River that measures three key aspects of estuarine health; physical and chemical condition, bacteria contamination, and water bugs and microscopic plant life. "A" ratings have been given to all monitored sites in Brooklyn in the Hornsby 2014-15 Estuary Management Annual Report. Key points to note are;

- Turbidity, nutrients and chlorophyll-a levels are higher in Sandbrook Inlet in comparison to other parts of the estuary;
- After periods of high rainfall and the subsequent runoff, pollution within Sandbrook Inlet would likely increase;
- Dredging of the river channel provided navigable access to the waterfront facilities located along the causeway- last dredged in early 1980.

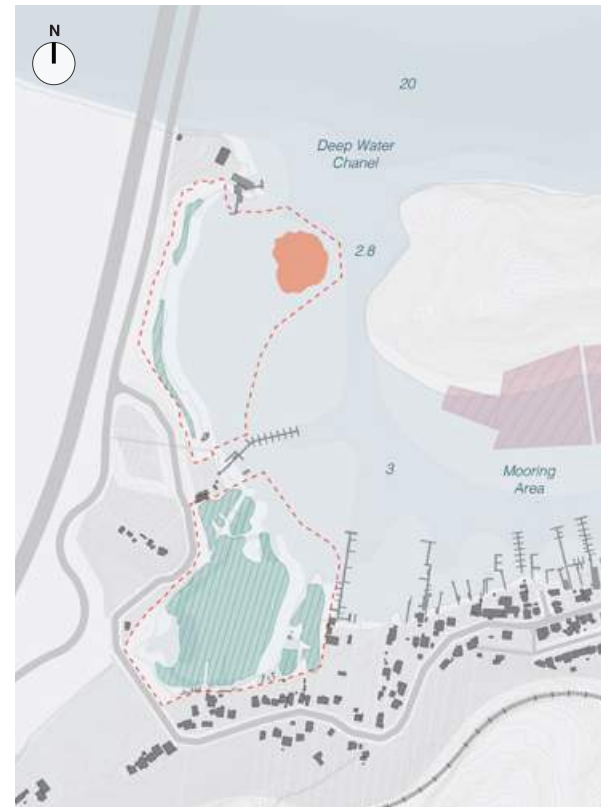
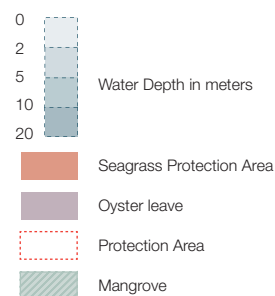


Figure 2.09 - Water Biodiversity

Legend



Community Feedback

- "Unlock the government - get all state government departments involved for a better understanding of the water quality"
- "Protect the waterway and water quality as it is defining asset to Brooklyn"



Mangrove - Government Road



Oyster Farming - Hawkesbury River



Mooring Location - Parsley Bay



Mangrove - Brooklyn Park



Water Flora - Brooklyn Park



Rock Oysters - Flat Rock Point

Brooklyn is part of unique and scenic surrounds, yet there is little opportunity to experience these vistas as they are impacted by property rears and car parks.

Topography & Views

Brooklyn consists of five topographic zones; the hillside, the flat shore (on which much of the built fabric is established), the shoreline, the water, and Long Island. Key observations include;

- Many views around the Town Centre are dominated by vehicles and related infrastructure, Parsley Bay and the Marina in particular;
- The poor quality public domain and car parking area between the train station and Marina diminishes the strength of the visual experience;
- Views to the water from Brooklyn Town Centre are largely impeded by the rail line and Brooklyn train station;
- The built form at Brooklyn Marina dominates the Dangar Rd streetscape and, from the street, prevents all visual experience of the activity at the waters edge;
- Lookout point 3 offers wide views over the Hawkesbury, however its view point is from an indeterminate place accessed by an unobvious track;
- Most extensive views are not seen from the Village Core or from Brooklyn Road, but rather accessed via walking track;
- Most scenic qualities of the Brooklyn area derive from its natural features, which contribute to Brooklyn's particularly high scenic quality when compared to other areas in the region.

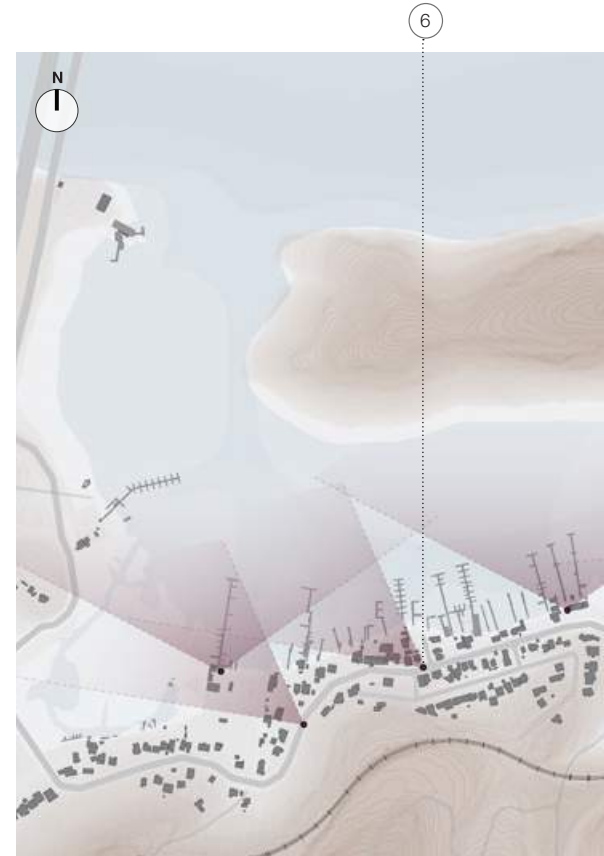


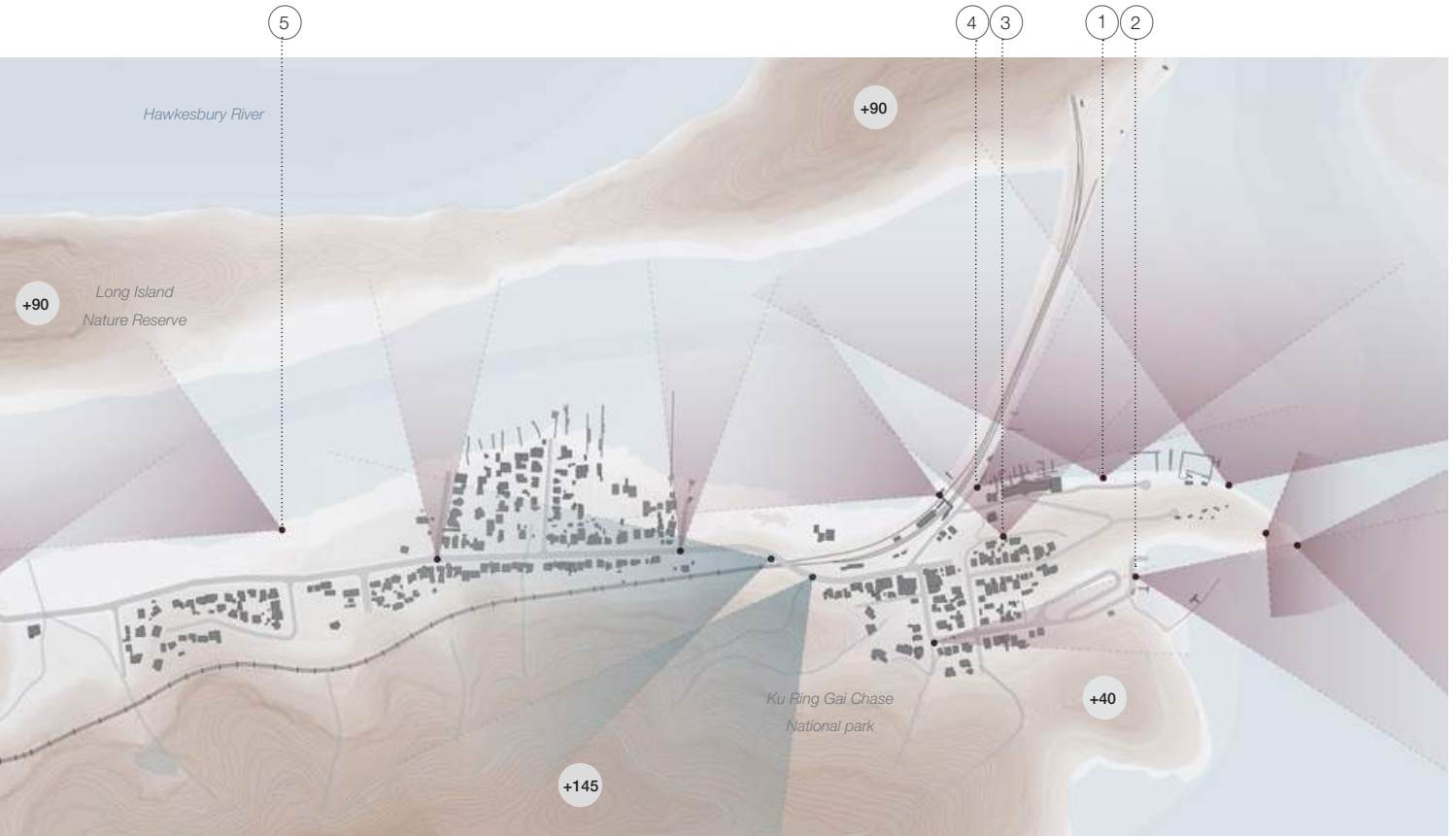
Figure 2.10 - Topography and Views

Legend

- View Point
- ▵ Good Quality View Corridor
- ▴ Poor Quality View Corridor
- ⊕ +00 Altitude Point

Community Feedback

- "The whole scenic quality of the local area"
- "There are many wonderful views in and around all of Brooklyn (towards the water and towards the bush)"
- "The views into and out of the bush a tranquil"
- "Many of the parks and open spaces are beautiful and serene places"



View from Federation Foreshore



View over Parsley Bay



View from William Street



View from Marina parking



Brooklyn Park foreshore walk



View from Brooklyn road

The appearance of planting density is largely due to National Park surrounds and existing street trees contribute to an inconsistent village identity.

Street Tree Planting

Brooklyn has a diverse range of native and exotic street tree species, ranging in quality, density, age and scale. Lack of a long-term street tree planting strategy has led to a disjointed and inconsistent identity for Brooklyn. The majority of planted trees are found in parks, car parks and open spaces, though the overall sense of abundant vegetation stems from the surrounding National Park and Mangroves. Key observations include;

- A significant Eucalyptus tree in the Town Centre invokes a sense of place and significance for the community buildings it stands by;
- The Cabbage Palm Trees planted along Dangar Rd in 1919 in honour of the Prince of Wales (who visited Brooklyn), are of rich historical significance. However, their placement has contributed to difficulties and spatial limitations with regards to parking, and vehicle and pedestrian movement;
- The majority of significant trees surround Brooklyn Park;
- The tree-lined Baden Powell Hall Avenue adjacent to Brooklyn Park adds to a richness in vegetation for the Park and acts as an informal gateway to water access at the end of the street;
- Aquatic vegetation in Brooklyn is abundant, though not understood, as it is mostly underwater.



Figure 2.11 - Street Tree Planting

Legend

- ✕ Native Species
- ✕ Significant trees
- ✕ Palm trees

Community Feedback

- "Plant native plants along nature strips"
- "Need community project garden"
- "A mini farm or flower garden to walk through would be nice"
- "We need to improve the green spaces in the town centre"



Figure 2.12 -Street Tree planting Town Centre



Cabbage Palm Trees - Dangar Road



Significant Trees - Dangar Road



Significant Trees - Brooklyn Park



Baden Powell Hall Avenue

While open space in Brooklyn is plentiful, it lacks connectivity and appears sparse, leading to disuse.

2.4 PUBLIC DOMAIN

Open Space Network

Brooklyn, although a long linear space between park and water is a series of disconnected spaces and experiences. Amenities across Brooklyn are easy to come by, yet have low quality and inconsistent finishes. Brooklyn Park, McKell Park and the Foreshore Park have been recently improved and are of high quality, boasting dense vegetation and water aspects. However their distribution is sparse and they are poorly connected for pedestrians and cyclists. The Foreshore Walk between the Federation Foreshore and Parsley Bay is effective in the linkage of open space and parkland, including McKell Park, but is uninviting at night as a result of poor passive surveillance and little activation.

While streets are not often recognised as public space due to their vehicular domination and the often unpleasant walking environment that this creates, they have an important role to play in creating strong connections between open spaces. As such, the streets within the village core can become a critical part of the open space network creating links for pedestrians and cyclists and contributing to the activation of the Centre.

Existing tracks are also disconnected and are an opportunity to increase circulation and connectivity. The track along the escarpment could benefit from improved linkages to the National Park tracks, Foreshore walk and train station, making for an extended, more holistic and easily accessible walk.

Brooklyn holds both regional and local open space and land. Local open space includes McKell Park, Brooklyn Park, Salt pan Reserve and The Old Dairy Site. The area is surrounded by areas of regional open space including Ku-ring-gai Chase National Park, Muogamarra Nature Reserve and Long Island Nature Reserve.

Sporting Facilities in Brooklyn include tennis courts, a skate park and sporting field in Brooklyn Park, and a cricket ground at the Old Dairy Site, where use is restricted by the adjacent Wastewater Treatment Plant.

Community Feedback

- "The open spaces are not connected via the foreshore for everyone to appreciate"
- "The boardwalk through mangroves at Brooklyn Oval is really beautiful"
- "Brooklyn Park is what makes Brooklyn, Brooklyn"
- "The natural beauty of the walkway between McKell and Parsley Bay"



Figure 2.13 - Open Space Network

Legend

- Vegetation
- Parks
- Mangrove
- Keys Spaces
- Pedestrian walk



McKell Park



Federation Foreshore



Parsley Bay



Brooklyn Park



Salt Pan Reserve



Old Dairy Cricket Field

While public facilities and amenities in Brooklyn are plentiful, they are of inconsistent aesthetic, contributing to a sense of spatial disconnection.

Streetscape Elements

Brooklyn has a varied palette of streetscape elements. There is a positive predominance of public facilities including seating, bins, toilets and bus shelters, however their mixed materiality along with an inconsistent streetscape edge has led to a cluttered and disconnected street aesthetic. Varying means of access to Brooklyn, by road, rail, ferry or boat mean multiple points of arrival. The non-unified streetscape and urban fabric makes for very different arrival experiences.

Key observations include;

- Temporary bins, signage and seating reduce the footpaths width;
- Information board and signage within the Town Centre is sparse and unclear;
- Bin storage detracts from the local character.



Bike rack



Public Fountain - McKell Park



Bus shelter - Dangar road



Shelters, Barbeque facilities - McKell Park



Public Toilet - McKell Park



Bin stores - Parsley Bay

Community Feedback

- "Clean the place up streets and public areas"
- "The town centre needs a general tidy up"
- "Resolve inadequacy in infrastructure and amenities"
- "Local amenities are of a poor quality"

Streetscape Materials

While upgrades to the streetscape materiality have been made in some locations, Brooklyn lacks street material hierarchy and cohesion. Key observations include;

- A mixed palette of streetscape materials detracts from the local character;
- Materials along footpaths have been repaired in an inconsistent way;

- Poorly finished footpath edges and material junctions add to visual clutter and further reduce the definition of public access points and circulation space;
- Vehicular priority is reinforced in the Village Core, with asphalt used as the main ground cover.

Inconsistent hierarchy of paving and lack of continuity impacts Brooklyn's public domain character.



Sidewalk Materiality in the Town Centre



Pedestrian path ends abruptly



Materials Federation Foreshore Walk



Pedestrian Crossing - Brooklyn Public School



Sidewalk Materiality - Brooklyn Road



Asphalt on Dangar Road - no sidewalk

Community Feedback

- "Footpaths are not very good and don't connect"
- "Improve footpaths in the area"

Lack of surveillance is the main reason for the occurrence of crime in Brooklyn.

Homelessness and Unsafe Zones

Over recent years, Brooklyn has grown in popularity as a settlement for the homeless; for its views, access to free health services, hot showers and food. The established population are located across long Island, McKell Park, and the Great North Walk. Although largely accepted by the Brooklyn community, the recent arrival of new homeless has caused friction and raised issues with alcohol, language and smell. Much of the Brooklyn community have expressed a resistance to the removal of the homeless, however their presence is a concern for the tourist industry.

Brooklyn appears as a largely safe community, though there are pockets within that are susceptible to crime. Parking at Federation Foreshore is relied on by many residents of Dangar Island as a place to leave their car overnight and for extended periods of time. Security concerns in this area are a major issue with car break-ins a frequent occurrence, leaving the car parks users anxious and hesitant to use the space.



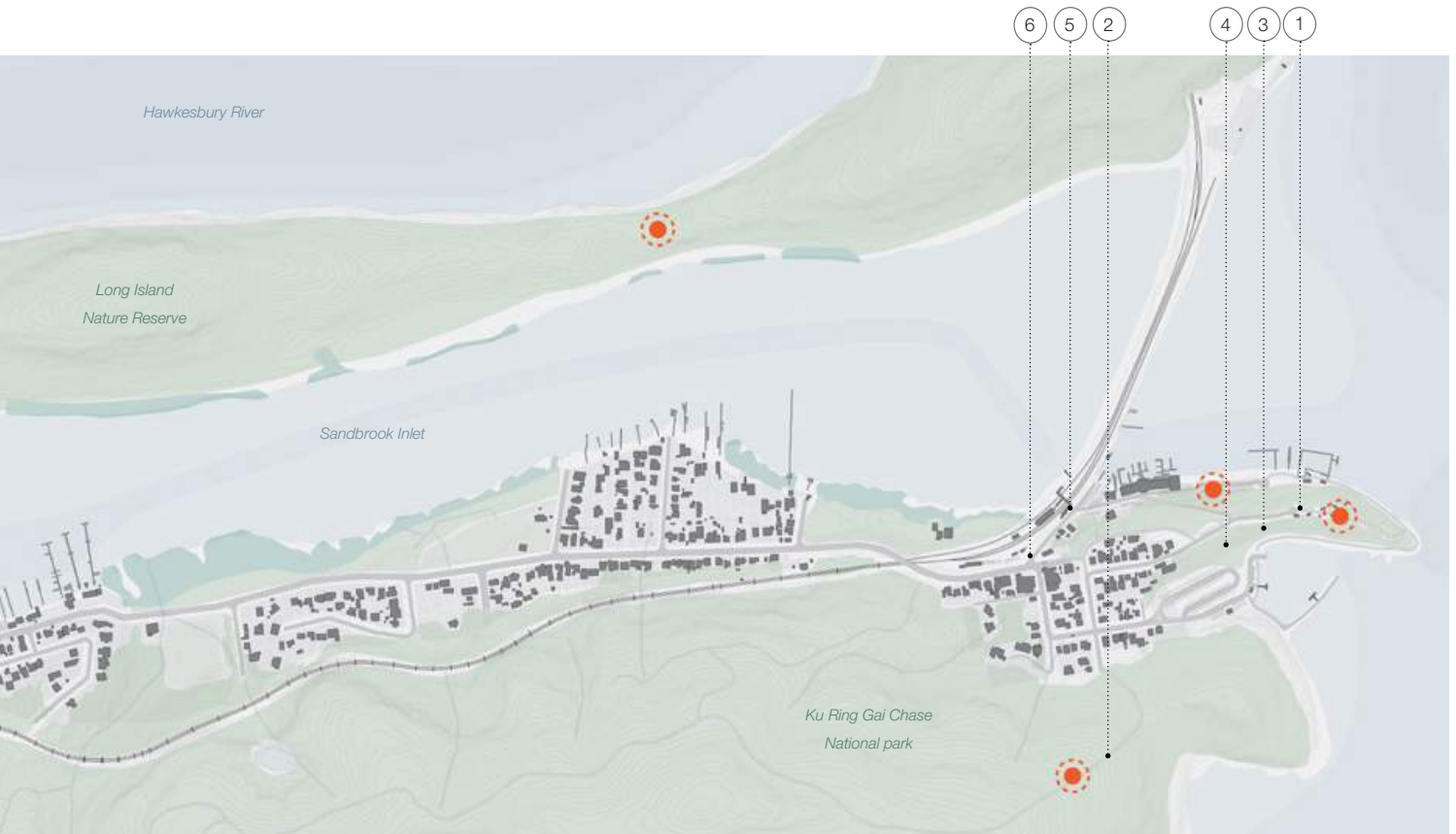
Figure 2.14 - Homelessness and Unsafe Zones

Legend



Community Feedback

- "We need to remove homeless people's rubbish"
- "Improve safety and access to children play spaces within natural settings i.e. Brooklyn Dam"
- "Lots of problems with safe parking of cars near the station"
- "Vandalism in and around the train station can be a problem"
- "Not safe for walking and biking in and around Brooklyn"



McKell Park



Great North Walk



Homeless Westy lives in a Cave



McKell Park Caves



Parking - Dangar Road



Leisure & Learning Centre

Brooklyn has the potential to expand on a rich agenda of community activities and events.

2.5 CULTURE

Events Space and Community Facilities

Brooklyn community activities and events are diverse in kind and differ in scale and location. They are a strong reflection of community interests and often hold the local industries and their facilities at heart. Key observations include;

- Brooklyn Park is a key community space and the location for the Brooklyn Spring Fair. Its close vicinity to the Mangrove Boardwalk, School and Childcare makes for a neighborhood asset, however it is distant and disconnected from the Village Core;
- The cultural facilities within Brooklyn Centre including Brooklyn Community Space, Community Health Care Centre, River Reasons Festival, and the Art Gallery (though closed at present) are a local and regional asset and have the potential to host a diverse range of events and activities;
- The Heritage Interpretation installed nearby the pool is effective in giving visitors to Brooklyn a greater understanding of its history;
- The Park, Aquatic and Marine facilities are local and regional assets; the marina and Parsley Bay boat ramp, drawing many visitors to Brooklyn;
- The Postal Boat contributes to the Brooklyn community at a historic, recreational and economic level. It serves the local community while providing an activity for visitors;
- Undefined circulation and activities lead to a diminished sense of community. For example, the heritage steps on Bridge St are limited purely to foot access and cannot be utilised by adjacent businesses for chairs and tables. This restricts street activation by locals to foot traffic;
- There are three halls in Brooklyn; The health Centre which holds 60 people, Leisure and Learning Centre holding 30 people, and Baden Powell Hall, 60 people. The Leisure Centre is frequently booked out and Brooklyn Primary



Figure 2.15 - Events Space and Community Facilities

Legend

- Cultural Zone
- Educational Zone
- Cultural Facility
- Educational Facility
- 📍 Festival, Event
- Heritage Reinterpretation Point

Community Feedback

- "Bird Park is an important cultural asset with the Theatre in the park stage"
- "Rationalised community halls into one appropriately sized facility to meet the needs of the local community"
- "Create opportunity for heritage / cultural / tourism facility (that celebrates European and Aboriginal stories)"
- "We are a tight knit community that needs spaces to come together to socialise and celebrate"



Figure 2.16 - Cultural & Community Facilities Town Centre



Brooklyn Leisure & Learning Centre



Heritage Interpretation



Brooklyn Public School



Yearly Spring Fair and Markets

There is much of Heritage significance within Brooklyn, however many of these sites lack utilisation or public awareness.




Heritage

Much of Brooklyn's natural and built fabric is of Heritage significance. The Heritage landscape of the Ku-ring-gai Chase National Park, first declared in 1894, and containing significant points of indigenous artefacts, along with protected sea grass, Long Island nature reserve, the mangroves and Cabbage palm trees are testament to the rich ecologies that surround Brooklyn. Built heritage reflects early settlement in the station masters house and school, the Post office and former Police Station, Rail Causeway, the Bridge street steps, and much of the Village Centres residential buildings. Interestingly, the two most visually demanding and utilised buildings within the centre are not a part of this heritage fabric.



Figure 2.17 - Heritage

Legend

	General Heritage Item
	Archeological Heritage Item
	Landscape Heritage Item

Community Feedback

- "Historic palms must be preserved in McKell Park"
- "Preserve the local history and heritage buildings"
- "Aboriginal reconciliation and history needs to be celebrated"
- "Use local history to improve the look of the town centre"
- "Preserve the diverse housing style which identifies our history"

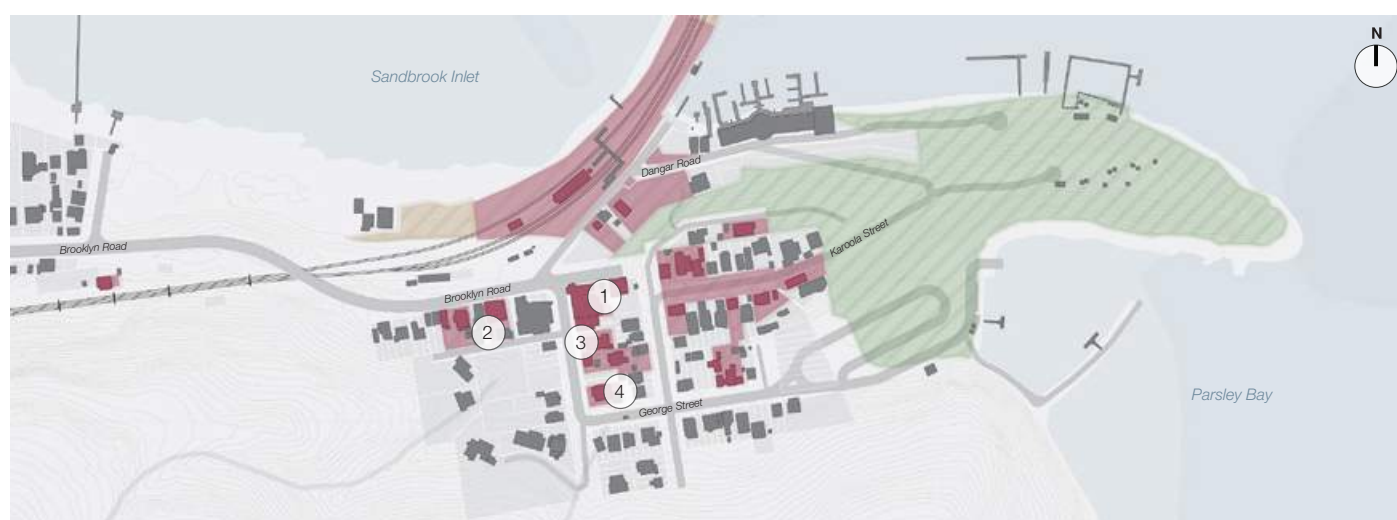


Figure 2.18 - Heritage Village Core



Brooklyn Post Office - Bridge Street



Heritage Built Form - Brooklyn Road



Heritage Built Form - Bridge Street



Heritage Steps - Bridge Street

Post Office & Former Police Station

The Post Office & Former Police Station is one of Brooklyn's more substantial period buildings, no doubt due to its construction by a public authority. It is of local significance and Historical interest as the former postmaster's residence and former police station and is a domestic style Federation building, part of a good group.



Booklyn Train Station

Brooklyn's fine late Victorian period railway station came as part of the enlargement of the railway system consequent upon the building of the Hawkesbury Railway River Bridge (1889). Much of the original detail including moulded render has been retained. The dam site has industrial archaeology potential.



Blinkbonnie

Blinkbonnie is a good example of a Federation period two-storey brick house. Detail of interest includes chimney gable and sandstone to the lower storey. Alterations are mostly sympathetic. It is a Federation cottage with high basement and face brick walls with sandstone to front basement area. It consists of a typical plan arrangement but with the verandah returning along side of gabled projection with an asbestos tiled roof as shelter.



Long Island Nature Reserve

Long Island Nature Reserve is a major island in the scenic Lower Hawkesbury landscape. It is covered in native woodland vegetation and plays a significant component in views from Brooklyn of the natural landscape. The island is of regional and state significance for its association with the construction of the railway bridge over the Hawkesbury River.



Brown's Boatshed

Brown's Boatshed is the earliest working boatshed remaining in the shire. It is an example of organic change over three generations, reflecting historical change in area and in boat building technology. The boatshed is still in original family ownership (grandson of first owner) and is an important site for industrial archaeology.



Ku-ring-gai Chase National Park

The Guringai Aboriginal people originally inhabited the area, and the National Park showcases their rich cultural heritage. More than 350 Aboriginal sites have been recorded in Ku-ring-gai Chase National Park. They include rock engravings, burial sites, axe grinding grooves and places that show evidence of Aboriginal occupation. For many visitors, these sites and other relics are the most visible reminders of the area's rich, living Aboriginal culture.



Booklyn Park

Brooklyn Park is notable for its magnificent Federation period Pine trees and its remnant native plant community along the estuaries edge.



Booklyn Cemetery

The Cemetery is almost as old as Brooklyn itself and is thus an integral part of village's history. The Cemetery lies on a steep slope towards the river, from which it is separated by Brooklyn Road. To the north, a gully divides the burial ground from the road.



The Brooklyn economy is both dispersed and multifaceted, with local businesses, tourist amenities and river enterprises.

2.6 ECONOMIC DEVELOPMENT

Market Economics

SC Lennon and Associates have undertaken a market study in order to determine current and forecast market conditions for a variety of different land uses across Brooklyn, as well as to guide future growth as a part of the master plan. The following sections outline the key findings of their initial work;

- Development Applications.
- Retail Market.
- Commercial Market.
- Residential Market.
- The Visitor Economy.
- Economic Activity Centres.

Development Applications

The NSW government has proposed a development in Mooney Mooney, and on Peat Island which was formerly operated by the NSW Lunacy Department. The proposal includes open space, a 250 berth marina, 400 dwellings, retention of heritage assets and a boat ramp with car parking. Brooklyn and Mooney Mooney operate in unison as far as providing embarkation points for the river. They both provide marina and boat launching facilities, presenting an opportunity for co-ordinated planning.

Community Feedback

- "Stop overdevelopment and high-rise"
- "Over development"

Retail Market

Brooklyn is comprised of a small mix of independent clothing and gift stores, cafes, a hotel and convenience store. The main anchor tenant is The Anglers Rest Hotel. Retail premises are located at the junction of Brooklyn Road and Bridge Street, and along Dangar Road where the majority of Retail is housed in the marina building. The town is a seasonal town, most vibrant in summer with an influx of visitors and therefore retail booms during this period. Other points to note are;

- Based on the Sydney average, people spend around \$14,000 per annum on shop front and online retail goods. This may be somewhat lower for Brooklyn given the demographic profile. The population can support in the order of 2940 square meters of retail floorspace, of which around 294 square meters could be local. This reasonably aligns with what is provided, indicating that visitor spending is relatively low.
- There are few eating facilities- The Anglers Rest Hotel and 4 eateries at which hours are limited and said to be barely viable.
- There is a limited retail market available for local use. Much is aimed at users of the marina where grocery supplies are basic. Many people use 'Coles on Line' or shop at Berowra, Hornsby or Mount Ku-ring-gai. This reduces the viability for a larger local grocer or supermarket to which visitors could also utilize and contribute to economically.
- Based on data retrieved from the Central Coast region on which Brooklyn fringes, eat out or dine at a restaurant or café is the most popular activity undertaken by visitors at 56.6%.

Community Feedback

- "Need more food shops after hours i.e. chicken/pizza shops"
- "Need a petrol station included after hours"
- "Need a supermarket"
- "Brooklyn to become a destination not a doormat"

Commercial Market

The commercial market is larger than the retail market in Brooklyn. Much commercial space is located at ground floor with marine access and is focused around boating activity. Key points to note are as follows;

- Brooklyn's commercial market is the primary contributor to its economy; it's marinas providing the largest number of jobs. The Brooklyn area hosts 9 marina facilities with 461 wet berths, holding a replacement value of \$57.1m.
- Fixed foreshore assets in Brooklyn have a replacement value of \$66.9m.
- There are commercial benefits from oyster aquaculture (currently declined in Brooklyn), fish and prawn harvesting, houseboat and other commercial boat hire.

Community Feedback

- "The commercial zoning in the town centre is limited - i.e. In and around the pub"
- "The marina's turn their back on the centre and not well integrated into the foreshore or the centre"

Residential Market

SC Lennon and Associates' research indicates Brooklyn's residential market is very diverse with much of the housing being tightly held. Key points to note are as follows;

- Housing stock is mainly older moderately sized separate houses, with a small number of medium density dwellings. There are relatively few new-builds and re-builds.
 - Brooklyn Houses with water views on 800sqm are valued at \$500k+ to \$550k+ on the high side of Brooklyn Road.
 - Water-side property prices depend on the character of the shoreline being mud, mangroves or other.
 - Few holiday homes occupy the waterfront in Brooklyn. Dangar Island has more holiday homes and had 13 ferry services per day. This creates demand for parking on the mainland and for boat berths. Houses on Dangar Island range from \$1m to \$1.5m depending on water access and views.
 - There is evidence of some younger families moving in with Brooklyn School enrolments up as well as an influx of older people moving to Brooklyn for the lifestyle and commute to Sydney.
 - With the aging population, dwellings will come onto the market, likely leading to re-builds and as a result, escalating values and a demand for apartments.
-

Community Feedback

- "No more than 2-3 storey heights"
- "There is currently limited units – it should stay that way"
- "I love where I live – keep it the same"

Visitor Economy

Brooklyn presents various attractions which draw regional visitors particularly over the summer months. Main attractions in Brooklyn include;

- The boat ramp which attracts recreational boaters from Hornsby and northern Sydney.
- The Riverboat Postman generates large numbers, attracting 1000 people per week in summer and 200 to 500 in winter. Most of these numbers are made up of seniors from Sydney and Canberra and some stay a night before or after the cruise.
- McKell Park attracts many day visitors, mainly on Sundays including in winter.
- Boat moorings and houseboats are also a major attraction in Brooklyn.

Aside from those drawn to Brooklyn by the Riverboat Postman, visitor spending is limited, reportedly due to lack of casual berthing which enables those on the river to access the town for goods and services. Such visitors are at peak over weekends, impacting on business viability and hence limit facilities and reduce opportunity for spending. The wider Sydney and regional tourism market is large and forecast to grow substantially. If Brooklyn sets about re-positioning itself, there is extensive scope to increase tourism visits, including in the 'high yield' sectors.

Community Feedback

- "How would you find out what Brooklyn has to offer?"
- "No great signage for visitors"
- "The offer right now is not good enough for tourists"
- "Do we want to be a tourism centre – aren't we doing fine without it!"

THIS PAGE IS INTENTIONALLY LEFT BLANK

The foreshore is largely dominated by commercial use, with most residential land located back from the water.

Land Use Mix

Brooklyn is largely defined by residential land use, with a scattering of marine, community, infrastructure, retail, commercial, education and accommodation use. Some key points are;

- The majority of waterfront land is occupied by marina and boatshed use.
- Community land is spread far throughout the length of Brooklyn.
- Visitor and tourist accommodation is sparse.
- Retail is concentrated to the Town Centre along Brooklyn Road, Bridge Street and Dangar Road.
- Residential land is located mostly to the south of Brooklyn Road.
- Most commercially utilised land is waterfront.
- A small core for education is located at the centre of Brooklyn Road between Ross Street and Cowan Street where the Brooklyn Public School and Childcare Centre are located.



Figure 2.19 - Use Mix

Legend

■	Residential
■	Marine Boatshed - Boat hire - Boat repair
■	Community
■	Infrastructure
■	Retail / Restaurant / Cafe
■	Commercial
■	Accommodation
■	Education

Community Feedback

- "Rezone all of Bridge Street for commercial/business use. Now only a few houses near the pub are zoned commercial but we need more cafes, gardens, teahouses"
- "Rezone all of Bridge Street for commercial/business use"



Figure 2.20 - Land Use Mix Town Centre - Ground Floor



Clothing Store in the HR Marina



General store - Brooklyn Road



Anglers Rest - Pub & Accommodation



Fenwick Marina

Brooklyn's economic activity is spread across three sections, each serving different markets.

Economic Activity Centres

The economic heart of wider Brooklyn is spread across three sections; the junction between Bridge Street and Brooklyn Road, Brooklyn Marina, and the group of marinas at the western end of Brooklyn. The Aquatic based economic centres and the land based activity centres are disconnected. Spread between are residential blocks.

The connection of lower Bridge Street and the end of Brooklyn Road is comprised of a prosperous group of small businesses and The Anglers Rest Hotel. This prosperity decreases at the top of Dangar Road where the vacant appearance of council land diminishes the sense of activity on the street. At the other end of Dangar Road, the Brooklyn Marina holds another economic centre. This building houses a gift shop, real estate agent, café, laundromat with showers and a grocery and liquor store, most of which appeal to the visitors of Brooklyn. The built form here is of poor quality and overbearing nature. A stark comparison, the lower Bridge Street and Brooklyn Road junction hosts a collection of small scale heritage buildings; the hotel being an exception to the built character.

At the other end of Brooklyn, the waterfront is occupied by Marinas and Marine based industry, serving locals and visitors for house boat hire. These marina areas provide the largest number of jobs (53), with home based employment being almost as significant with 51 jobs.



Figure 2.21 - Economic Activity Centres

Legend

- Economic Cores Identification
- Active Economic Building

Community Feedback

- "Marina buildings are too closed to the foreshore – needs to be opened up"
- "Limited connection between the town centre and the marina areas"
- "No signage telling you what businesses are located in what areas within Brooklyn"



Figure 2.22 - Economic Activity Centres Town Centre



Brooklyn Marina



Lower Bridge Street and Brooklyn Road Intersection



Marinas boatshed, boat hire, boat repair

The majority of two storey buildings are located on higher ground, to the south of Brooklyn Road.

2.7 BUILT FORM

Built Form Height

Brooklyn is characterised by varied infrastructure and a collection of low scale buildings ranging from one to three storeys. The three storey buildings are few and tend to be built over a steep site, often dropping below the street or entrance level. Key points to note are;

- The marina building prevents the view from Dangar Rd to the water and acts as a barrier between the streetscape and the wharfs;
- Although some of the Village Core buildings hold character in their heritage significance, they do not make for a streetscape or space and the underutilised council buildings contribute to a lack of liveliness around the area;
- There are two major obstructions in the built fabric of Brooklyn Town Centre; the Marina Building and the Train Station and Railway Viaduct;
- Brooklyn holds a rich collection of maritime infrastructure including piers, walkways, docks, and a river pool;
- A significant percentage of two storey buildings between 6 to 8 meters tall are situated to the south of Brooklyn Road, and on more elevated lots. Other two storey buildings are of commercial and retail use within the Town Centre.



Figure 2.23 - Built Form Height

Legend

- 1 storey : 4 - 5 m High
- 2 storeys : 6 - 8 m High
- 3 storeys : 8 - 12 m High

Community Feedback

- "Maintain low density and heritage village atmosphere"
- "No high-rise or units"
- "Not another Asquith!"
- "A uniformly un-uniform and beautiful village shops area - think Hobart, Leura"



Figure 2.24 - Built Form Village Core



Village Core Built Form



Heritage Built Form - Brooklyn Road



Hawkesbury River Marina



Village Core Built Form

Brooklyn's character areas are strongly influenced by it's natural riverside and bushland situation.

Character Areas

Through analysing Brooklyn, a series of distinct built form and spatial character areas have been identified. It is evident that the rich surroundings have had a strong influence on Brooklyn's character. The six areas are;

- Character Area 1 – Village Core
- Character Area 2 – Marina Foreshore
- Character Area 3 – Hillside Residential
- Character Area 4 – Parsley Bay Residential
- Character Area 5 – Waterside Residential
- Character Area 6 – Brooklyn Park



Figure 2.25 - Character Areas

Legend

	Village Core
	Marina Foreshore
	Hillside residential
	Parsley Bay residential
	Waterside Residential
	Brooklyn Park

Community Feedback

- "That the nature and character of the place is to be retained as far as possible"
- "The character of the area (which is unique) is why people choose to live and come to Brooklyn"
- "Maintain village characteristics of Brooklyn"
- "The sleepy fishing village character is unique for Sydney"
- "We have a distinct village character"



Village Core



Marina Foreshore



Hillside Residential



Parsley Bay Residential



Waterside Residential



Brooklyn Park

01 Village Core

Brooklyn Town Centre's retail and commercial uses are predominantly clustered along lower Bridge Street and Brooklyn Road. A small provision of retail and community facilities are also provided along the upper side of Dangar Road. Building typology consists mostly of older style one to two storey individual buildings with medium density. The centre serves some of the general needs of the local residents of Brooklyn. However, the overall spatial resolution of the Centre is unclear and the train station unconnected.



Heritage Built Form - Bridge street



Heritage Built Form - Bridge street



Village Arrival - Health Centre, Cafe, Post office and Pub



Hawkesbury River Train Station



Heritage Built Form - Brooklyn Road

02 Marina Foreshore

The Marina Foreshore area at the eastern end of Brooklyn runs from the Hawkesbury River Station, towards the headland to the river pool. It is characterised by the large Marina building which cuts off most visual access to the water. The building is occupied by a mix of retail and commercial services, with a single storey of apartments above. It fronts on to a concentrated row of private moorings, with Brooklyn Ferry Wharf to the west. The marina serves the needs of commuters from Dangar Island and surrounds, boat holiday makers and visitors, and local residents. To the east, views become extensive

where there is a carpark, river pool, childrens playground, and barbeque area, attracting visitors and Brooklyn residents alike.

At the western end, the foreshore occupancy is split between residential blocks with extensive views and private jettys, and marine related industry, comprised of semi-private marinas catering for personal boats, rental boats and house boats. Such land is of commercial use, with car parks occupying much of the land is commercial use, with car parks occupying a good deal of the waterfront, servicing local boat moorings and marinas.



Marina Foreshore



Marina Foreshore



Hawkesbury River Marina



Fenwick Marina



Brooklyn Marina

03 Hillside Residential

The majority of the larger, more recently built houses in Brooklyn are located on the southern side of Brooklyn Road. It is here that the landscape begins to incline, becoming drier with distance from the mangroves, and providing residents views across the lower foreshore to the Hawkesbury. Buildings throughout this area tend to be between one and two storeys, with more two storey houses than other areas in Brooklyn.



Former Station Master House - William Street



Residential on Brooklyn Road



Residential on Brooklyn Road

04 Parsley Bay Residential

The buildings closest to Parsley Bay bear little recognition to their close vicinity to the foreshore area. The vast expanse of vehicle and boat parking that lies between, inhibits the visual experience to the river, and makes for difficult pedestrian access with no continuous footpath connection. Many of these residences appear inactive from the street, a response that may have grown over time as a result of high volumes of visitor traffic using the boat ramp in the warmer months.



House on George Street - Parsley Bay



View over Parsley Bay

05 Waterside Residential

The waterside residential zone is characterised by mostly single storey residential dwellings with frontage to streets running perpendicular to the shoreline. There is a higher presence of fibro and weatherboard cottages in this area of Brooklyn. Streets are narrow, without gutters and street parking is informal, taking place on the nature strips. These streets run directly to the waters edge, however most offer little to no means of access and water quality at the shoreline is generally poor or undesirable.



Brown's Boatshed



Residential James Road

06 Brooklyn Park

Brooklyn Park is characterised by a combination of open green space, dense trees and bushland. It holds a community hall, playground, skate park, tennis courts, mangrove foreshore walk and amenities, making it a popular community destination- for children in particular. The park is distant from the Village Core however, and the pedestrian connection is poor. This area is one of few in Brooklyn which realises its ecological context and invokes a sense of importance and connectivity between the National Park and the river.



Brooklyn Park Mangrove Walk



Brooklyn Park Soccer Playground

Despite Brooklyn's close proximity to the highly utilised Pacific Motorway, it lacks a clear connection.

2.8 ACCESS AND MOVEMENT

Road Hierarchy

Brooklyn is well connected to the regional road network, being located immediately east of the Pacific Motorway and Old Pacific Highway, with a singular connection at the western end of Brooklyn Road to the Old Pacific Highway at both ends of Macquarie Road. The Old Pacific Highway functions as an arterial road, configured as a single carriageway. The Pacific Motorway holds the highest traffic volumes and lacks a clear roadway connection to Brooklyn. Brooklyn is configured around a single collector road, Brooklyn Road. Key observations include;

- Local roads run mostly adjacent to Brooklyn Road and there are few that run parallel to the collector road. This makes Brooklyn Road the only way to access Brooklyn via car.
- Travelling back south towards Hornsby via the Pacific Motorway requires heading north to cross the Hawkesbury River on the Old Pacific Highway in order to connect back to the Pacific Motorway and turn around.
- Bridge Street and Dangar Road form the key local roads through Brooklyn Town Centre.
- The eastern end of Dangar Road is narrow with no pedestrian infrastructure, making it a point of congestion at busy times.



Figure 2.26 - Road Hierarchy

Legend

- Pacific Motorway - Motorway
- Pacific Highway - Arterial road
- Collector
- Local road
- Informal / Service Road

Community Feedback

- "Safety on the road at Brooklyn Road is a priority (narrow, winding roads)"
- "Traffic flow needs to be managed"
- "Roads need widening in key places (unsafe with boats on trailers and large vehicles)"
- "Improve access into Brooklyn"



Dangar Road



Bridge Street



George Street - Parsley Bay



Brooklyn Road



Baden Powell Avenue



Private Road to Fenwicks Marina

Brooklyn has various points of arrival, all of which lack a gateway arrival experience due to inconsistent aesthetic.

Village Arrival

Brooklyn has multiple points of arrival, via varying modes of transport: boat, ferry, train, bus and automobile. Key observations include;

- Brooklyn lacks a gateway arrival experience.
- Entrance points provide a range of visual and spatial experiences, however are not at all cohesive.
- There is a lack of way finding and indication of village arrival as signage is rare and inconsistent. A greater sense of arrival could be achieved through streamlined signage and amenity aesthetic.
- Marina arrival points are largely of private and semi-private property where landholders have their own branding.
- The quality of the Village Core arrival from Brooklyn Road is hindered by vacant and disused council land.
- Arrival via the Brooklyn ferry is characterised by an unattractive and car focused environment.
- Arrival at Hawkesbury River train station has potential for great visual impact, representative of Brooklyn. This is currently dominated by station access which is both a hinderance to the aesthetic potential and to the mobility impaired wishing to visit Brooklyn.



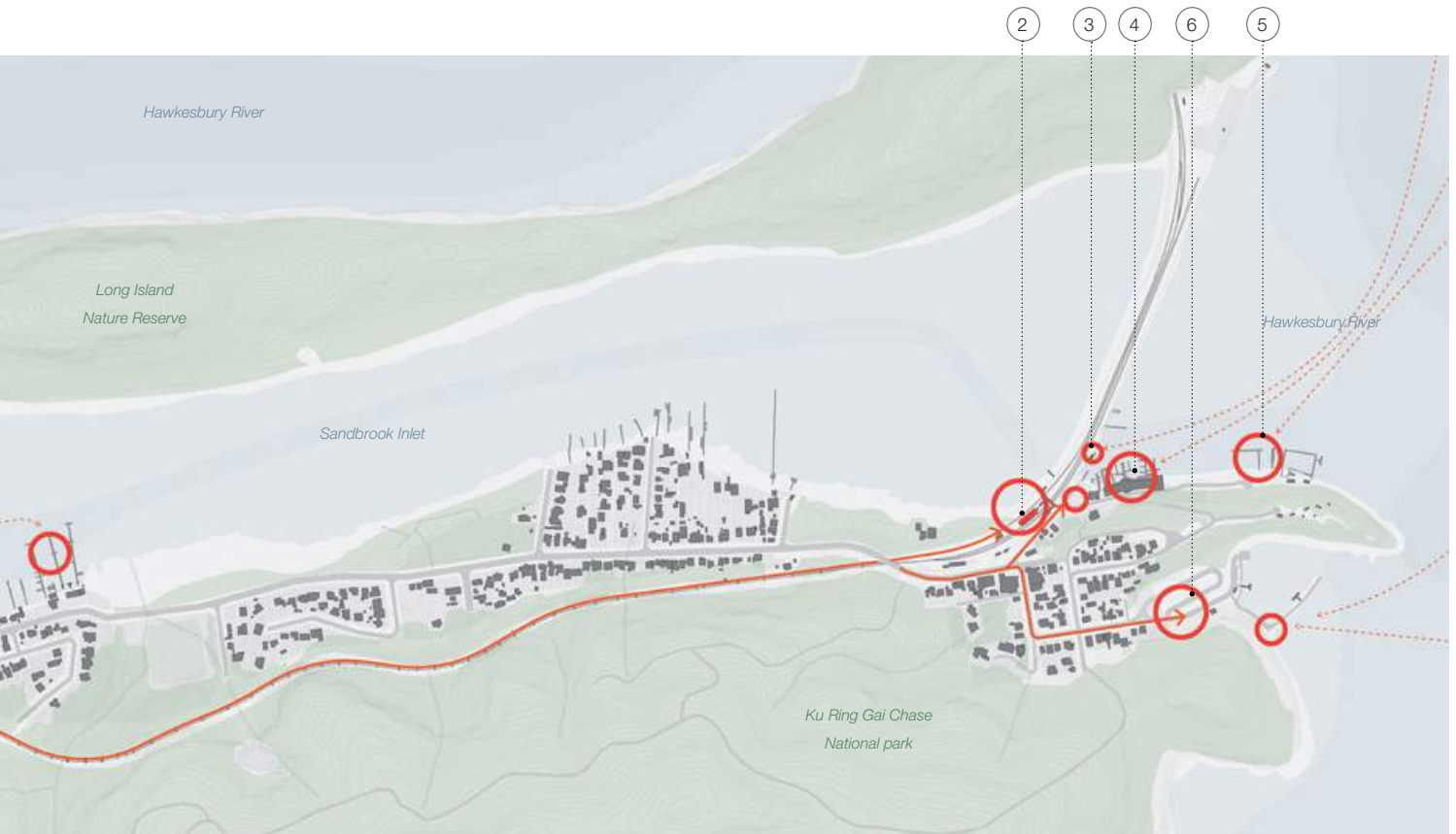
Figure 2.27 - Village Arrival

Legend

- Arrival Point
- Land arrival
- ⋯→ Waterway arrival

Community Feedback

- "There is no sense of arrival into Brooklyn"
- "There is limited signage that directs tourists / visitors"
- "A "welcome to historic Brooklyn" on a roadside rock would be a great addition"



Brooklyn Road Village Arrival



Train Arrival



Ferry Arrival



Hawkesbury River Marina Arrival



Co-Op Marina Arrival



Parsley Bay Arrival

Brooklyn is accessible by the most modes of transport when compared to the surrounding river communities - the train being a significant connector to Sydney and the Central Coast.

Public Transport

The Hawkesbury River train station is located in the Town Centre and provides a long distance commuter connection with the Sydney Metropolitan Area, Central Coast, Newcastle and closer, Hornsby. This Central Coast Newcastle Line makes Brooklyn a potential hub for day trippers and holiday makers, however train station access is poor, requiring commuters to climb a long flight of stairs, depriving the elderly and disabled of access. Trains stop hourly and half-hourly during peak times and are the most predominantly used public transport in Brooklyn.

Brooklyn also has a bus route 592 that connects the Town Centre via Brooklyn Road to Mooney Mooney via Berowra, Cowan, Cheero Point and the Pacific Highway. The service operates infrequently from Monday to Saturday, running every half hour at peak times and stopping service from mid-morning to mid-afternoon. The bus runs only twice on Saturdays, morning and afternoon. Bus stops along Brooklyn Road are few and sometimes inconspicuous, without displayed timetables.






Brooklyn Ferry Service runs from Brooklyn nearby the train station, to Dangar Island and Little Wobby. It runs on an hourly basis and is a primary means of transport for residents on Dangar Island. Alternative means of water transport include a water taxi, costing around \$180, or the Riverboat Postman who will allow residents aboard for \$20.

All of the aforementioned transport can be accessed from points surrounding the Brooklyn Marina Carpark. There is potential here to highlight transport connections and draw the various modes together, in turn, strengthening the network.



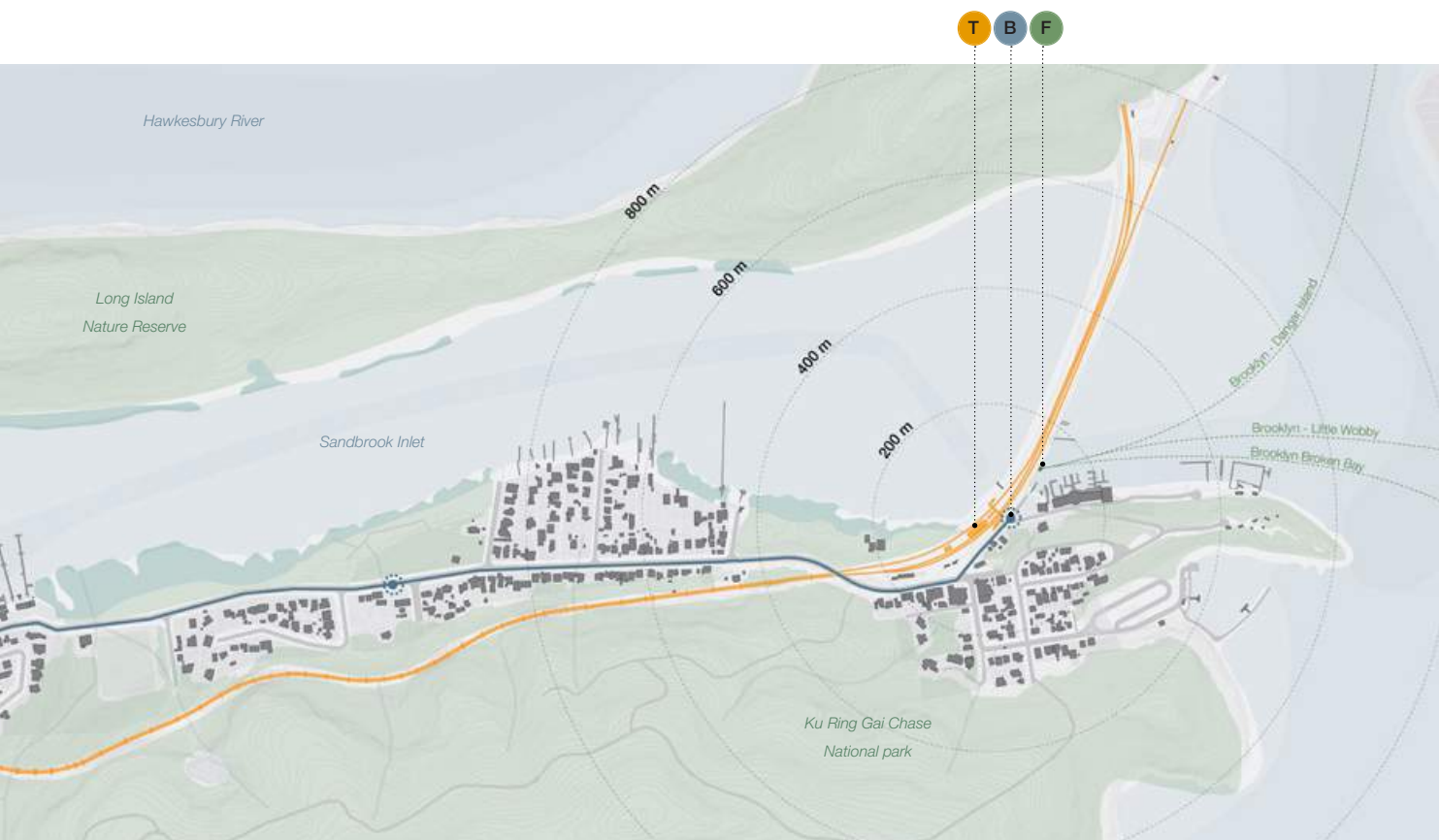
Figure 2.28 - Public Transport

Legend

-  Train Route (Central Coast - Newcastle line)
-  Hawkesbury River Train Station
-  Bus Route 592
-  Bus Stop
-  Ferry Route Brooklyn - Little Wobby - Dangar island

Community Feedback

- "No ramp or lift at the train station"
- "Trains do not run efficiently into and out of Brooklyn to accommodate tourism (particularly on weekends)"
- "Coach parking conflicts with car parking and pedestrians"



Hawkesbury River Train Station



Train Station access



Train Station access



Dangar Road Bus Terminal



Bus Route - 592



Brooklyn Ferry Wharf

Much of the pressures of parking in Brooklyn can be attributed to external river residents leaving their cars in Brooklyn and an influx of House Boat users over warmer months.

Vehicle Access & Parking

Vehicle access and Parking in Brooklyn is under pressure particularly as a result of visitors, both regional, and local residents from Dangar Island and Little Wobby. Many of these residents use Brooklyn to hold their cars for ease of transportation on the mainland. As such, there can be little turnover at times, lessening parking availability for locals. This, in combination with house boat holidaymakers leaving their cars behind and an influx of day trippers over the summer months, leaves local residents with limited parking opportunity. There are four types of parking in Brooklyn Town Centre, these are;

- Parking Area 1 – Federation Foreshore Parking
- Parking Area 2 – Parsley Bay Parking
- Parking Area 3 – Dangar Road Parking
- Parking Area 4 – Brooklyn Road Parking

Additional points worth noting are;

- Car parking in Brooklyn is free of charge, and in some areas restricted to four hour parking, including the carpark adjacent to the Brooklyn Ferry Wharf and the Hawkesbury Station, and parking at the Federation Foreshore.
- Residents of Dangar Island have both a car and boat, contributing largely to the existing pressures of car parking as they are left in Brooklyn.
- Kangaroo Point to the west of Brooklyn holds additional facilities for both car parking and boat mooring which are generally not used to full capacity.



Figure 2.29 - Vehicle Access and Parking

Legend

- Public Parking
- Private - Informal parking
- Parallel Parking

Community Feedback

- "Not enough parking within the town centre"
- "Conflicts between different users accessing parking (i.e. River residents and local residents and tourists)"
- "Parking doesn't work well around the train station"
- "Parsley Bay parking conflicts (illegal trailer parking)"
- "No enforcement of illegal parking"



Figure 2.30 - Vehicle access and Parking Town Centre



Federation Foreshore Parking



Parsley Bay Parking



Dangar Road Parking



Brooklyn Road Parking

01 Federation Foreshore Parking

Parking at the Federation Foreshore is on street, and front to curb. It is used by Dangar Island and local residents, and long stay houseboat tourists over the warmer months. There are 80 spaces in this area with six of them being four hour parking. It's distance from pedestrian activity and surveillance at night has made it a target for frequent break ins.



80 spaces



75 % of occupancy*



Six 4P



Used by Island and local residents, long stay boat tourists



Federation Foreshore Parking



Signage at Federation Foreshore Parking

02 Parsley Bay Parking

Parking in Parsley Bay serves the boat ramp and is used to its full capacity over the warmer months. It holds 115 trailer spaces and 10 car spaces. This parking area occupies the vast majority of the Parsley Bay foreshore area and is visually dominant,. It provides no pedestrian friendly means of access.



115 trailers spaces, 10 car spaces



30 % of occupancy*



Unspecified



Unknown user group



Parsley Bay Parking



Parsley Bay Parking

*9:30am Wednesday 12/7/16

03 Dangar Road Parking

Dangar Road parking is one of the most used in Brooklyn. It's location between the train station, marina, ferry wharf and Town Centre bus stop makes it the most convenient for commuters and visitors alike. It is comprised of 50 parking spaces with five of them being four hour parking. Parking spaces in the area are seemingly un-prescribed, without clear lines, and its irregular shape means that the space is not used to it's full capacity.



50 spaces



95 % of occupancy*



Five 4P



Commuters and vistors



Dangar Road parking



Dangar Road parking

04 Brooklyn Road Parking

Brooklyn Road parking is located behind the rail line. It's user group is unclear, as is it's appearance as an unsealed parking lot. However it's situation nearby local shops make it a convenient place for its users to park.



20 spaces



20 % of occupancy*



Unspecified



Unknown user group



Brooklyn Road Parking



Brooklyn Road Parking

*9:30am Wednesday 12/7/16

The majority of Brooklyn's shoreline is dominated by boat parking, though casual and short stay parking for visitors and other river residents is largely unavailable.

Boat Access & Parking

Boat parking in Brooklyn is spread over a number of different mooring locations, stretching the full length of Brooklyn Road and around Flat Rock Point to Parsley Bay. Their locations and facilities include;

- The Sandbrook Inlet Marina holds 88 berths and 24 moorings.
- Brooklyn Marina holds a maximum of 45 berths and a limited number of commuter births.
- Brooklyn on the Hawkesbury has a maximum of 8 berths.
- Dolphin Boatshed Brooklyn has a maximum of 32 berths with charter vessel berthing and 20 moorings.
- Fenwick's Marina Brooklyn holds 58 berths, 2 moorings and 12 trailer storage spaces.
- The Hawkesbury River Marina has a maximum of 40 berths.
- Long Island Marina and Wharf St Marina have a maximum of 10 berths and 70 moorings.
- Across the Sandbrook Inlet, Parsley Bay and the Brooklyn Channel, there are 441 moorings.

Additional notes on waterway infrastructure include;

- Berthing is unavailable for houseboats, meaning they have to moor and row in to Brooklyn.
- Little casual berthing for boats, with available spaces limited to 15 minutes. This lessens the ability for short day trips to cafes and to get supplies, minimising their contribution to Brooklyn's economy.
- The majority of moorings in the Sandbrook Inlet are swing moorings which is not an efficient use of space when compared to Fore and aft moorings.
- The Parsley Bay boat ramp is a large 3 lane concrete boat ramp. it consists of a large parking area with turnaround bay closer to the boat ramp.
- There is an on-land dingy storage area at the southern end of Parsley Bay.
- An informal mooring area is located at the northern edge of Long Island.

Community Feedback

- "There is no short-term pontoon for school drop off near Brooklyn Park"
- "Not enough short-term boat parking to allow visitors to park and use the town centre (pub or café)"
- "There isn't enough safe parking and pontoon access for boats"
- "Fix boat parking problems"
- "Accessibility for small boats and big boats (they have different needs)"



Figure 2.31 - Boat access and Parking

Legend

- Private Marina boatshed boat hire
- Private foreshore
- Island and local resident Private Boat Parking
- Public Boat parking
- Mooring Area
- Public boat ramp
- Public jetty, wharf or landing
- Boat Repair - mechanic
- Fuel available
- + Dinghy Storage



Hawkesbury River Marina



Mooring on Parsley Bay



Co-Op Marina - Local and Island resident



Brooklyn Marina - Boatshed, boat hire



Mooring within the Sandbrook Inlet



Fenwick Marina - Boatshed, boathire

Pathways are disconnected and in areas non-existent, which has led to a vehicle dominated streetscape.

Pedestrian and Cycle Network

Brooklyn currently favours the vehicle. It has minimal pedestrian priority, unclear walkways and no pedestrian crossings in the Town Centre. Many informal pedestrian crossings are at points where the influx of vehicles is unsafe. Key observations include;

- There is no hierarchy or clarity to movement networks.
- Pathways are discontinuous and undefined, with much of the access being interrupted.
- The Hawkesbury River station has no means of disabled access.
- Dangar Road is one of the main roads within Brooklyn Town Centre being of high use by both pedestrians and vehicles. There is little definition between the road edge and surrounding property, with no allocated footpath causing pedestrians to walk on the road.
- There is an opportunity to link National Park and escarpment walks with the Parsley bay foreshore walk.

Currently there is minimal cycle infrastructure across Brooklyn. A cycle path has been installed recently at the western end of Brooklyn but does not connect to the Town Centre. There is an opportunity here to increase local accessibility to the Town Centre with an established bike path. Bike parking stations within the Town Centre are available, though they are rarely used. This lack of a bike path or lane is a key contributor to the sense of disconnect between Brooklyn and its residents.



Figure 2.32 -Pedestrian and Cycle Network

Legend

- Footpath
- Off road new cycle path
- Informal path
- - - - - Crossing

Community Feedback

- "The footpaths are not made for sharing for cyclists and pedestrians"
- "Not safe for pedestrian and cycle access into and out of Brooklyn from the Pacific Highway"
- "Walking in and around Brooklyn if elderly or with a pram is really hard"
- "Foreshore walks and signage need improvement"



Dangar Road - No sidewalk



Footpath ends abruptly on Brooklyn Road



Narrow footpath with stairs



Pedestrian Access to Train Station



Footpath on one side of the bridge only



Informal footpath in William Street

Areas of built form are broken up by areas of public recreation and environmental conservation.

2.9 GOVERNANCE

Planning Controls - Hornsby Local Environmental Plan 2013

Land Use Zones

Brooklyn has a mix of land use zones. Its northern and southern boundaries are predominantly zoned E2 - Environmental Conservation and E3 - Environmental Management with the waterways zoned W2 - Recreational Waterways and Ku-ring-gai Chase National Park E1 - National Parks and Nature Reserve. The Town Centre includes a small area of B2 - Local Centre zoned land surrounded by working waterfront - IN4 and R2 - Low Density Residential land. The remaining residential land along Brooklyn Road is also zoned R2 - Low Density. McKell Park and many parks along Brooklyn Road are zoned RE1 - Public Recreation. Marinas and working waterfronts are zoned SP3 - Tourist or IN4 - Working Waterfront, with the large area of rail alignment zoned SP2 - Rail Infrastructure.

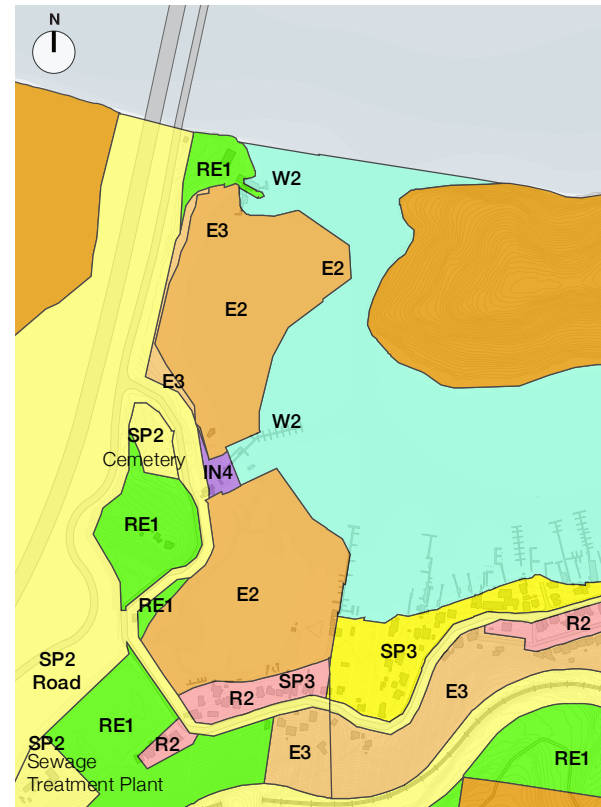


Figure 2.33 - Land Use Zones - Brooklyn

Community Feedback

- "Ensure planning and development meet the goals of the community"
- "Ensure basic conflicts are recognised in planning for a sustainable future for all"
- "Need planning for a sustainable future and sustainable capacity"
- "Ensure the development is done correctly"
- "Balance between development and the environment"
- "Avoid unplanned development"
- "Manage development to sustain and maintain the local amenity"

Legend

B1	Neighbourhood Centre
B2	Local Centre
E1	National Parks and Nature reserve
E2	Environmental conservation
E3	Environmental Management
E4	Environmental Living
IN4	Working Waterfront
R2	Low Density Residential
RE1	Public recreation
SP2	Infrastructure
SP3	Tourist
W1	Natural Waterways
W2	Recreational Waterways

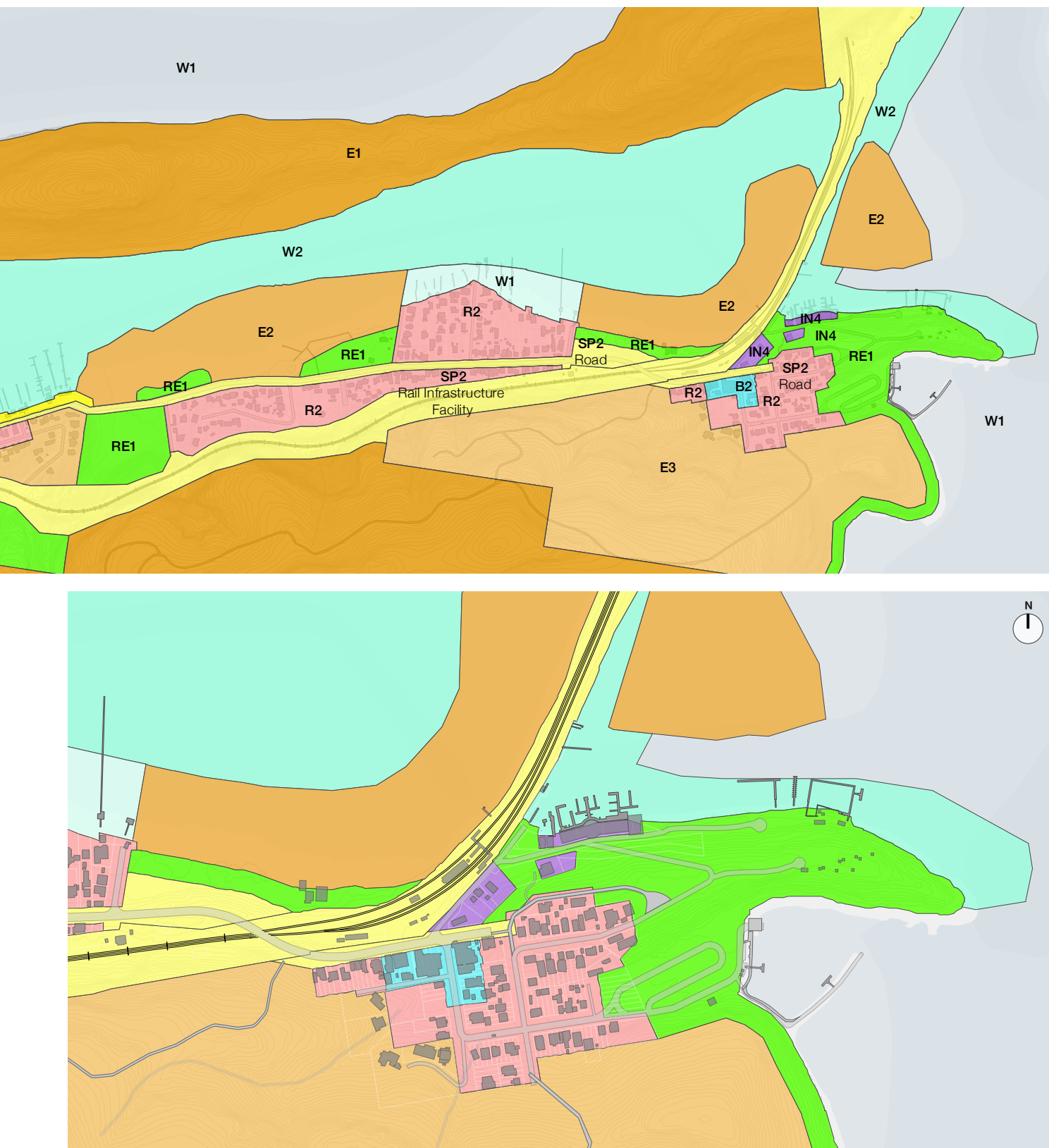


Figure 2.34 - Land Use Zones - Brooklyn Town Centre

Maximum Heights of Buildings

Building heights in the Brooklyn Town Centre and immediately surrounding residential blocks are capped 8.5m with the exception of three blocks on the corner of Brooklyn Road and Bridge Street which have a maximum building height of 12m and mid Dangar Road where the limit is set to 10.5m. Waterfront land north of Brooklyn Road has a maximum building height of 8.5m.

The Anglers Rest Hotel has a maximum building height of 12m.



Figure 2.35 - Maximum Height of Buildings - Brooklyn

Floor Space Ratio

Residential land is not subject to Floor space Ration (F.S.R) controls. The Town Centre includes F.S.Rs of 0.5:1 to 1:1 with the Anglers Rest Hotel at 1.5:1. The steep land and marina/foreshore along Brooklyn Road (west) has FSRs of 0.3:1 and 0.5:1 respectively.



Figure 2.36 - Floor Space Ratio - Brooklyn



FINISH Stage
2 parking
McKell
Rik res/
Tobal R.

Sustainable development
of PEAT island.
Think M.O.N.A.
+ Resist over development
+ Keep fresh water

COMMUNITY
GARDEN

Access from
Station - obesity
vandal problems
(a good looking shelter)

Access to
with people working
for all

Maple, at the end
175 to reach it. At the
corner (left) to the
left for even walking
of the day. It is now
unusually the full
size. Don't make it a
bitter shot to get here
a better

Lift at
train
station

Open water
between
"Gut" &
Brooklyn
Marina
- water flow to
stop stagnation

More of a family/
day visitor
attraction therefore
more parking/
cafes / Dongas
attraction (affordable
living)

COMPLETE THE
COMMUNITY ETC.
ADDITION OF
CAFES / SUPERMARKETS
NEED VARIETY FOR
RESIDENTS.
+ A NEWSAGENT

TO SAVE TRIPS OUT
OF BOROUGH TO
BESIDE / HANLEY

11
Hill
Cafe

Change Signs @ Rally
Bay + Road
from "Car-trailer parking"
to
"Car with trailer
Parking"

Needs 6/10
Bicycle not

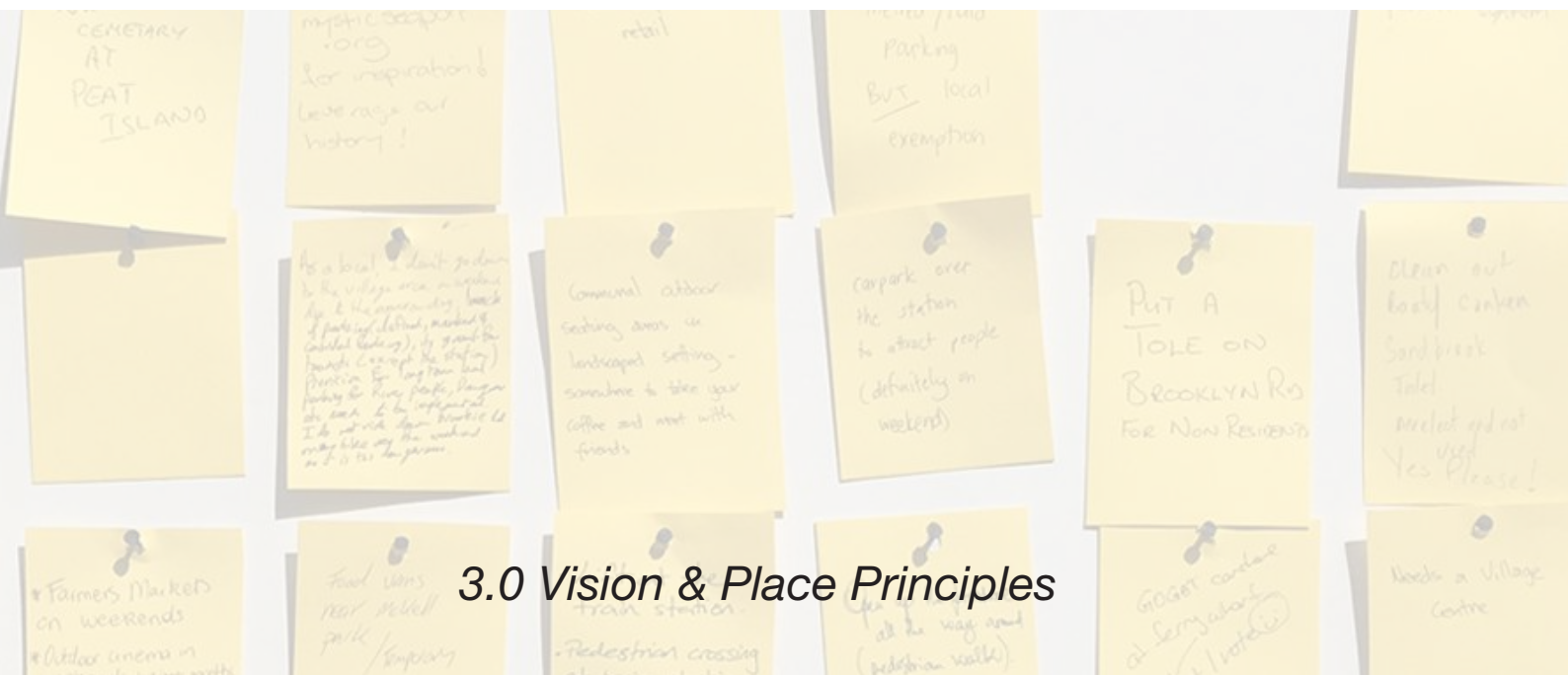
- lift in the subway
station.
- Bike path all
the way

Service station

Parking along the
quayway

Regional
Museum in
the old
Arts & Crafts

MUSIC SEAPORT



3.0 Vision & Place Principles

The vision and place principles form the foundation of the master plan. They integrate the analysis and community findings discussed in Phase 01: Issues Analysis Report and form the fundamental tests for success and a shared understanding to what the master plan should achieve.

3.0 Vision & Place Principles

3.1 VISION STATEMENT

The project vision forms the foundation of a master plan. It summarises the aspirations and objectives for the master plan area and presents a shared understanding of what it should achieve.

It embodies what the community values most and drives what the future will look like. A shared understanding helps to establish a common ground from which to move forward.

“Brooklyn sits at the centre of a unique and fragile, yet world class environment. It is poised to become the steward and guide to this ecosystem, and set new standards by which communities integrate with, protect, and evolve with their natural surroundings.”

The development of the vision statement has been informed by the community values and what the community perceive as unique about Brooklyn. The words captured by the engagement

highlight the surrounding natural environment and vibrant community atmosphere that make Brooklyn unique.

RECREATION | ENVIRONMENT | RIVER | SUSTAINABLE |
 LOW-RISE | WATERWAY | BALANCE | MANAGE | QUIANT |
 EFFECTIVE | PROTECT | ACCESSIBILITY | SECLUDED | RELAXED
 | FRIENDLY | HISTORY | LANDSCAPE | NATURAL | CHARM |
 SMALL | QUIET | HISTORY | FRIENDLY | UNIQUE | VILLAGE |
 RECREATION | LOCAL | ENVIRONMENT | RIVER | SUSTAINABLE
 | LOW-RISE | MANAGE | QUIANT | EFFECTIVE | PROTECT |
 VIEWS | ACCESSIBILITY | SECLUDED | RELAXED | FRIENDLY |
 CHARACTER | HISTORY | HERITAGE | FORESHORE | NATURAL |
 CHARM | QUIANT | SMALL | QUIET | ENVIRONMENT | NATURAL
 | RELAXED | LANDSCAPE | EFFECTIVE | PROTECT | SECLUDED
 | CONNECTION | EFFECTIVE | MANAGE | FRIENDLY | COASTAL
 | ENVIRONMENT | QUIANT | UNIQUE | ENVIRONMENT | RIVER
 | SUSTAINABLE | VILLAGE | BALANCE | MANAGE | QUIANT |
 SECLUDED | RELAXED | ATMOSPHERE | HERITAGE | NATURAL |
 PROTECT | ACCESSIBILITY | SECLUDED | WATERWAY | HERITAGE
 | CONNECTION | BUILDINGS | VILLAGE | ENVIRONMENT |
 RIVER | SUSTAINABLE | SHOPS | UNIQUE | SMALL | QUIET |
 COMMUNITY | COMMUNITY | VILLAGE | BUSHLAND | SHOPS |
 CHURCH | MACQUARIE ROAD | BUSHLAND SETTING | NATURAL
 | MOUNTAINS | CULTURE | STRONG | VIEWS | SPIRIT | HERITAGE
 | CONNECTION | SMALL | QUIET | ENVIRONMENT | NATURAL |
 RELAXED | LANDSCAPE | EFFECTIVE | PROTECT | SECLUDED

Figure 3.01 - Community words describing Brooklyn

3.2 PLACE PRINCIPLES

The 'Place Principles' were developed based on all the learnings and community feedback provided in Phase 01: Issues Analysis report.

They respond to the Place Vitality Criteria and form the fundamental 'tests for success' for the master plan and reflect the future directions the master plan should pursue.

Natural Environment Place Principle

A new understanding of Brooklyn as a unique place, centred around a protected and thriving natural environment and an enhanced experience of its rare beauty.

Public Domain Place Principle

A connected and clear network of public spaces connecting elements and activities and linking Brooklyn to the foreshore and surroundings environment.

Culture Place Principle

A thriving culture developed from local creative activity and enterprises and engaging both the community and its visitors with the "spirit of place."

Economic Development Place Principle

A resilient and vibrant local economy that provides a diverse offering catering for current and future needs, with a concentration of activity throughout the town centre.

Built Form Place Principle

An enhanced built form integrated with existing fabric, improved public spaces and the environment, supporting rich cultural and economic activity.

Access and Movement Place Principle

A simplified and controlled network of vehicle and pedestrian movement, providing clarity, access and convenience for all of Brooklyn's residents and visitors.

Governance and Implementation Place Principle

A strategy of delivery that ensures a community-owned master plan that initiates positive change, and an organic evolution of Brooklyn and its unique environment.

Figure 3.02 - Brooklyn Place Principles

.....>



.....>



.....>



.....>



.....>



.....>



.....>



THIS PAGE IS INTENTIONALLY LEFT BLANK

THIS PAGE IS INTENTIONALLY LEFT BLANK

