2.2. Master Plan Overview Plan

A Maser Plan Overview must build directly onto the Site and SWOT Analysis and summarize how the findings thereof are used to achieve the objectives and principles. This should focus on spatial elements that are used to formulate a framework for the master plan that is informed by the context, condition and ambition for the site.

Elements that should be covered in this plan will depend on the specific context and vary accordingly but typical elements will include the following items:

- Key routes and directions that will form the backbone for pedestrian, vehicle and public transport;
- Areas of natural, environmental or biodiversity value that will need to be incorporated;
- Zoning principles that maximize assets of the site and respond to adjacencies; and
- Structuring elements that provide identity to the future community being created.

This overview will form a key element of demonstrating the relationship between the outcomes of the analysis and the master plan submitted to DDA for approval. An example is illustrated in Figure 2.5.

Additionally the SWOT analysis table and the master plan's responses to these must be included as presented in the example included in Table 2.1.

Strengths	Response within master plan
Existing metro station on the edge of the site.	Pedestrian and cycling network connects the metro station to the waterfront and other major attractions. Allocation of community facilities and retail close to the metro station.
Site includes a waterfront.	Maximized through design, also a main part of the active transport networks.
Future tram line through the site.	Proposed tram stop within the site.
Surrounding promenade.	Design of promenade in line with adjacent promenades to enhance pedestrian connectivity to adjacent development.
Multiple road connections and potential connections to the site.	Road connections studied and utilized in the mobility section.
Adjacent facilities include a Juma'a masjid and district park.	Adjacent facilities taken into consideration when calculating and providing community facilities (see community facilities chapter).
Weaknesses	**Response within master plan**
Potential high rise buildings next to neighboring small villas.	Building heights distributed to work with the surrounding massing (see building typologies and building height plans).
Existing structure on site.	Investigated structures appears non-essential, structure will be removed prior to construction.
Opportunities	**Response within master plan**
Existing trees and vegetation on the site.	Neighborhood parks located there, most of the trees would be maintained as part of the park.
View of iconic bridge. Views of water and cityscape.	Views of waterfront and iconic bridge preserved in the design of waterfront plots.
Ferry stop within site.	Direct access to national park and museum via ferry stop on site.
Tram stop within site.	In agreement with RTA, a tram stop would be added within the site to increase the public transport modes and reduce dependency on cars.
Pedestrian connection to adjacent promenades.	Design of promenade in line with adjacent promenades to enhance pedestrian connectivity to adjacent development.
Proximity of metro and tram catchments allows for potential integration.	Primary active travel routes designed within the master plan to enhance connectivity between the two stations.
Change in elevation next to water allows for creative building design.	Design of waterfront plots takes into consideration change in elevation through water facing retail frontages and access from both elevations (see architectural sections).
Threats	**Response within master plan**
Noise pollution from adjacent major road.	Plots adjacent to the major road include a note within the plot development guidelines requiring a landscape buffer to be built.

Table 2.1: Master plan response to SWOT analysis