

PARRAMATTA ROAD CORRIDOR URBAN TRANSFORMATION STRATEGY STAGE 2 PRECINCTS - PUBLIC DOMAIN PLAN

JANUARY 2026



CONTEXT

Parramatta Road Corridor Urban Transformation Strategy

Stage 2 Select Precincts - Public Domain Plan

January 2026

by
CONTEXT Landscape Architecture

for
City of Canada Bay

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Context acknowledges the Wangal clan as the Traditional Custodians of this land, and recognise Elders past and present. Through authentic understanding of the landscapes within which we work, we strive to deepen our understanding of country and our relationship with its people.

Document Control

Rev	Date	Description	Approved
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Contents

01. Introduction	4
02. Design Framework	7
03. Site Context and Analysis	15
04. Kings Bay Precinct	53



01 Introduction

Introduction

The Parramatta Road Corridor traverses 20 kilometers from Granville in the west to Camperdown in the east.

The Corridor includes land adjoining Parramatta Road, and wider focus precincts where future development is considered appropriate based on function and character.

The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) provides a vision and strategy for how the Corridor will grow and bring new life to local communities.

Within PRCUTS, there are three renewal precincts which include land within the City of Canada Bay: Burwood-Concord (referred to herein as Burwood), and Kings Bay. These are illustrated on the right.

PRCUTS aims to renew Parramatta Road and adjacent communities through investments in homes, jobs, transport, open spaces, and public amenity. It presents significant urban renewal opportunities for land within defined development precincts.

In response to PRCUTS, the City of Canada Bay has undertaken additional urban design, traffic, and transportation investigations into Kings Bay Precinct.

CONTEXT was engaged by the City of Canada Bay to prepare a Public Domain Plan (the Plan) for the streets and open spaces of Kings Bay Precinct within the Canada Bay Local Government Area (LGA).

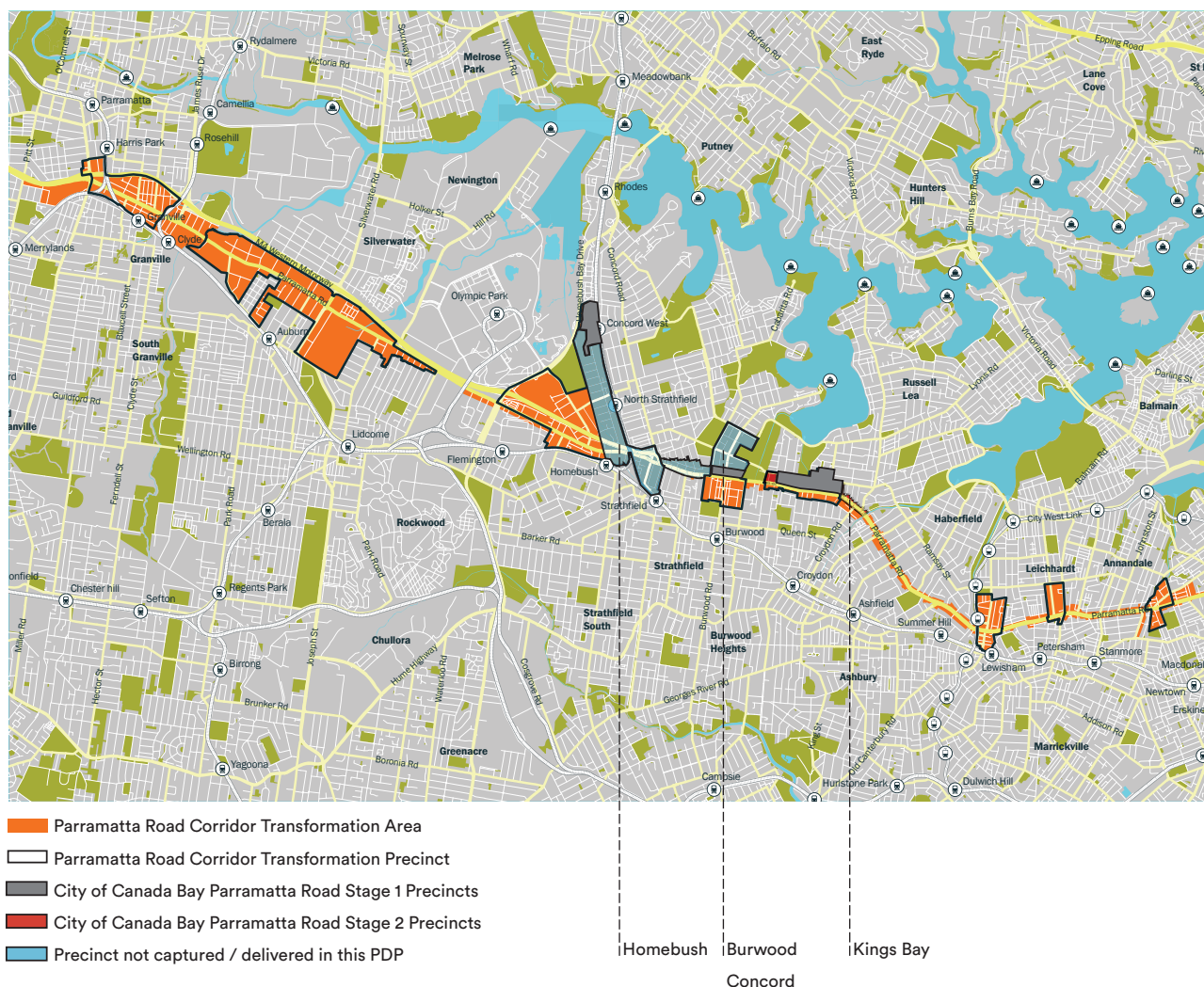
Purpose of the Report

This Public Domain Plan is intended to outline the public domain infrastructure required to be delivered under PRCUTS and listed in the Parramatta Roads Implementation Tool Kit Infrastructure Schedule (2016).

The purpose of the Plan is to ensure that all public domain needs are identified at an early stage and can inform detailed planning in the Corridor, including DCP requirements, for private land (e.g. for street widening), and developer contributions.

The PRCUTS Masterplans produced for Kings Bay precinct have guided this Public Domain Plan in assigning suitable setbacks and public space dedications within an integrated network of public domain.

The Plan illustrates preliminary concept designs for streets and open spaces to assist in the visioning, preliminary costing, and future development of these public domain areas.



Considerations

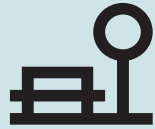
The Public Domain Plan addresses a range of considerations relating to the planning and design of the public domain within dense urban environment.

A high level summary is provided below.



Traffic + transport

- Space provided for vehicle travel and parking, cycling and pedestrian circulation, access and connections;
- Carriage widths and their ability to accommodate different streets users, and alternative proposals to make better use of available street space;
- Priority treatments for hierarchy of usage that prioritises a street's most vulnerable users - pedestrians and cyclists;
- Any amendments required to recommended PRCUTS planning controls to create built forms that can accommodate the above access and circulation needs;
- Traffic calming and intersection treatments; and
- Connections to the wider street, cycle and pedestrian network.



Open space + landscaping

- Current and anticipated future trends in the use of open space and recreation facilities; and
- Consider how recommendations from Council's Urban Tree Canopy study and Biodiversity Study can be implemented.



Environmental sustainability

- Opportunities for Water Sensitive Urban Design measures in streets and open spaces;
- Climatic considerations and urban heat island effect through provision of shade and other methods for cooling of the urban environment;
- The need to minimise potable water usage and use sustainable materials; and
- The need to reduce carbon emissions in line with Council's draft Emissions Reduction Action Plan.



Economic + social considerations

- Possible locations and themes for public art and heritage interpretation opportunities (including Aboriginal interpretation opportunities);
- Relationship between, and improving interface of, the public and private domain;
- Opportunities for outdoor dining or other economic activation of public domain areas; and
- Locations for seating, wayfinding and other street furniture.

02 Design Framework

Design Framework

The design framework presented in this chapter reviews the policies and plans shaping our design approach the public domain, and provides overarching design principles, key design strategies and recommendations for the Public Domain Plan.

The vision and principles for the public domain of Kings Bay are shaped by an overarching policy and planning framework set forth by NSW Government and the City of Canada Bay.

In addition to this, the Public Domain Plan also draws on local and international best practice for the design of streets and open spaces.

These collectively define the Plan's Design Framework.

This section provides an overview of relevant and related documents that have shaped the Public Domain Plan and informed the overarching design principles and the vision for each precinct.



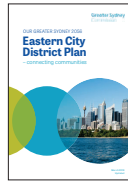
Six Cities Region
Greater Cities Commission, 2022

The evolution of Homebush, Burwood, and Kings Bay will build upon the plan's strategic directions for the Eastern Harbour City.

The Six Cities Region is a network of connected cities in Australia that lift each other up, while celebrating and leveraging each city's unique character and strengths.

The Six Region Shapers include:

- First Nations Voice
- A connected region
- Housing
- Inclusive places
- Jobs and economies
- Green cities



Eastern City District Plan
Greater Sydney Commission, 2018

The Public Domain Plan delivers on a number of planning priorities set out in the plan.

The plan encourages public open space as a form of green infrastructure that enhances the character of the Eastern City District's neighbourhoods, supports healthy and active lifestyles and brings communities together.

The Public Domain Plan will contribute towards the delivery of Planning Priorities E17 Increasing urban tree canopy cover and delivering Green Grid connections, and E18 Delivering high quality open space.



Better Placed
Government Architect NSW, 2017

The Homebush, Burwood, and Kings Bay precincts will create new places that should aspire to the quality of design advocated within this policy.

Better Placed is about enhancing the design quality of our built environment, raising expectations and raising standards, about working better and creating better environments.

Seven principles are identified:

- Contextual, local and of its place
- Sustainable, efficient and durable
- Equitable, inclusive and diverse
- Enjoyable, safe and comfortable
- Functional, responsive and fit for purpose
- Value-creating and cost effective
- Distinctive, visually interesting and appealing

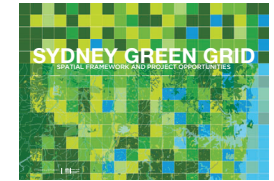


Greener Places
Government Architect NSW, 2017

The Precincts' streets and open spaces provide an opportunity to embed green infrastructure within the urban environment.

The Greener Places design framework has been produced by GANSW to guide the planning and delivery of green infrastructure across NSW.

The aim is to create healthier and more liveable cities and towns by improving community access to recreation and exercise, supporting walking and cycling connections, and improving the resilience of our urban areas.



Sydney Green Grid
Government Architect NSW, 2017

A number of Green Grid projects require consideration within the Homebush, Burwood, and Kings Bay precincts.

The Sydney Green Grid promotes the creation of a network of high quality open spaces that supports recreation, biodiversity and waterway health.

The Green Grid will create a network that connects strategic, district and local centres, transport hubs, and residential areas, such as Homebush, Burwood, and Kings Bay.



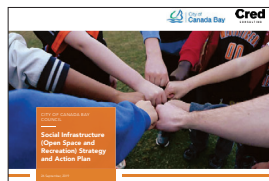
Parramatta Road Corridor Urban Transformation Strategy

Urban Growth NSW

The strategy provides high level guidance on the future evolution of the Parramatta Road Corridor and the precincts within it.

The Strategy is the NSW Government's 30-year plan setting out how the Parramatta Road Corridor will grow and bring new life to local communities living and working along the Corridor.

The Strategy has been adopted by the NSW Government and is given statutory force by a Ministerial Direction under section 117 of the EP&A Act 1979 (NSW).



Social Infrastructure Strategy and Action Plan - Open Space and Recreation

City of Canada Bay

The plan highlights the significant trend towards informal, unstructured recreation activities rather than traditional organised sport.

There is a need to plan for the diverse recreation preferences of our community.

Continued focus on sustainability and protecting our natural environment and waterways.

Increased activation of parks and open spaces including through provision of a variety of spaces and uses; cafes in parks; and programming of spaces.



Social Infrastructure Strategy and Action Plan - Community

City of Canada Bay

The precincts' public domain will play a key role in improving access to social infrastructure and community facilities.

The plan provides the evidence and analysis for Council's planning over the short, medium and longer term to support social wellbeing and a strong and cohesive community.

It delivers recommendations that will inform future priorities for social infrastructure and deliver facilities, spaces, programs and services that reflect community needs.



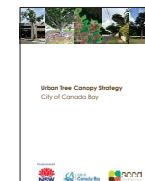
Biodiversity Framework and Action Plan

City of Canada Bay

The precincts' streets and open spaces will play a critical role in ensuring local ecosystem health.

The plan is based upon six interconnected themes:

- Native vegetation
- Urban waterways and foreshores
- Corridors and connectivity
- Public spaces
- Urban habitat
- Green infrastructure



Urban Tree Canopy Strategy

City of Canada Bay

Streets and open spaces are the primary method for achieving an extensive and robust urban tree canopy.

Commits Council to increasing its tree canopy cover across the City to at least 25% by 2040, an increase of over 6%.

Priority action themes to deliver this increase in canopy are:

- Create
- Manage and resource



Local Movement Strategy

City of Canada Bay

The movement strategies and priorities provided by this document require consideration in the design of streets.

The report provides an overview of the existing transport situation, relevant transport opportunities and constraints, future transport and land use trends and changes.

It also presents a series of actions per travel mode that support overarching strategic objectives across the Canada Bay Local Government Area.



Canada Bay DCP - Appendix 2
Engineering Specifications

City of Canada Bay

The Engineering Specifications provide the applicable standard for works within the road reserve.

The specifications provide technical design guidance and design requirements for a broad range of public domain and road design elements within the road reserve.



Beyond the Pavement
Transport for NSW, 2020

The policy provides design guidance on the role that street environments play in creating place.

The policy recognises that road infrastructure has a major influence on the existing and future form, function and character of our cities.

The document provides nine principles:

- City shaping
- Built fabric
- Connections
- Landform
- Greening
- Heritage
- Visual Experience
- Self-explaining roads
- Integrated and durable
- Synthesis



Sydney Metro West Scoping
Report

Westmead to the Bays and Sydney
CBD, 2020 (Chapter 6 & 7)

This report outlines the scope of the work to be completed to facilitate the Sydney Metro West Project.

This report outlines and explains the work to be completed within Canada Bay Council Land. It outlines the land to be effected by construction for Burwood North Station.

Sydney Metro West is a catalyst for renewal within City of Canada Bay, which aligns with LSPS Priorities 1 (Action 1.4) and Priority 11.



Global Street Design Guide

Global Design Cities Initiative, 2016

This guide provides global best practice in the design of streets that prioritise amenity, safety, and environmental performance.

The Guide encourages streets to be designed as quality public spaces, as well as pathways for movement of pedestrians, cyclists, and other vehicles.

Well designed streets are enjoyable, comfortable, equitable, and inclusive, serving the needs and functions of diverse users with particular attention to people with disabilities, seniors, and children.

It is critical that streets are designed to be safe and comfortable for all users. Self-explaining streets naturally encourage drivers to adapt their behavior in a way that is compatible with the design, function and speed of a road.

Overarching Design Principles

1

ADAPTABLE



Streets and public spaces that are adaptable...

...are designed for flexible use, and allow for a diverse range of travel and recreation preferences and user groups.

Streets need to be designed as quality public spaces, as well as pathways for movement of pedestrians, cyclists, and other modes.

Public space plays a significant role in the public life of cities and communities, and should be designed as places for cultural expression, social interaction, celebration, and public demonstration.

2

ACTIVATED



Streets and public spaces that are activated...

... are designed to be enjoyable, comfortable, equitable, and inclusive, serving the needs and functions of diverse users, with particular attention to people with disabilities, seniors, and children.

Regardless of income, gender, culture, or language, streets must always put people first.

Public space should draw on adjacent development and ground floor uses to maximise activation of open spaces and encourage use through different times of day and night.

3

SUSTAINABLE



Streets and public spaces that are sustainable...

...are designed to be both environmentally and financially sustainable, by enhancing connections to nature, mitigating the impacts of climate change, and remaining fit-for-purpose with achievable maintenance requirements.

Streets and public spaces form an integral part of their urban ecosystems, requiring the integration of green infrastructure to improve biodiversity and environmental outcomes.

Design should be informed by natural habitats, climate, topography, water bodies, and other natural features.

Key Design Strategies

These key design strategies present a snapshot of the themes underpinning the designs presented within the following chapters.



PUBLIC SPACES SHOULD BE SELF-EXPLAINING ENVIRONMENTS

Streets should be designed to be safe and comfortable for all users. This means prioritising the safety of pedestrians, cyclists, and the most vulnerable users among them: children, seniors, and people with disabilities.

Self-explaining streets naturally encourage drivers to adapt their behavior in a way that is compatible with the design, function and speed of a road.

Through the street's design, drivers should feel uncomfortable exceeding the speed limit, and should be aware of the type of conditions ahead without excessive prompting from road signage.



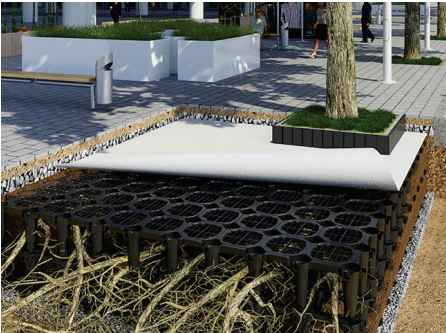
NEW STREETS AND OPEN SPACES NEED LARGE TREES & ADEQUATE SOIL VOLUME

New street trees should be planted at a size that immediately maximises visual and environmental impact.

Mature tree stock should be planted wherever possible, varying from 100-400L and dependent on species and site conditions. Supply of mature tree stock should be prioritised within street and open space upgrades to ensure availability. Substitutions on the basis of availability should not be granted.

Adequate soil volumes are critical for optimum tree and canopy growth. To obtain adequate soil volume in an urban context, the use of structural cells or structural soil should be specified. All soils are to be specified to Australian standards and will be site-specific.

Tree planting spacing is also species dependent, generally a good guide is 6m spacing for small trees to 12m spacing for very large trees.



Soil volumes should be calculated based on tree size at maturity, and minimum requirements can vary between individual pits and shared tree pit trenches. Adjacent site soil can be included in soil volume calculations if it can be demonstrated that tree roots have unrestricted access to it.

The table shown adjacent provides high-level guidance on varying soil volume requirements. Assumptions for these volumes include:

- Climatic growing conditions are dry, unreliable and/or hot or extreme conditions
- Soil suitability is not particularly fertile or effective
- There is no maintenance, with no fertiliser applications, no mulch, no supplementary irrigation

Refer to <https://www.elkeh.com.au/soils/> for further information and detailed calculations of required tree soil volume.

Tree Size	Tree Height (typical)	Min. Soil Volume	
		Soil per tree for individual tree pit	Soil per tree in shared trench
Small	up to 4m	9m ³	6m ³
Small-medium	4-9m	14m ³	9m ³
Medium	7-10m	21m ³	14m ³
Large	9-20m	33m ³	22m ³
Tall + wide	8m+ canopy 14m+ wide	44m ³	29m ³

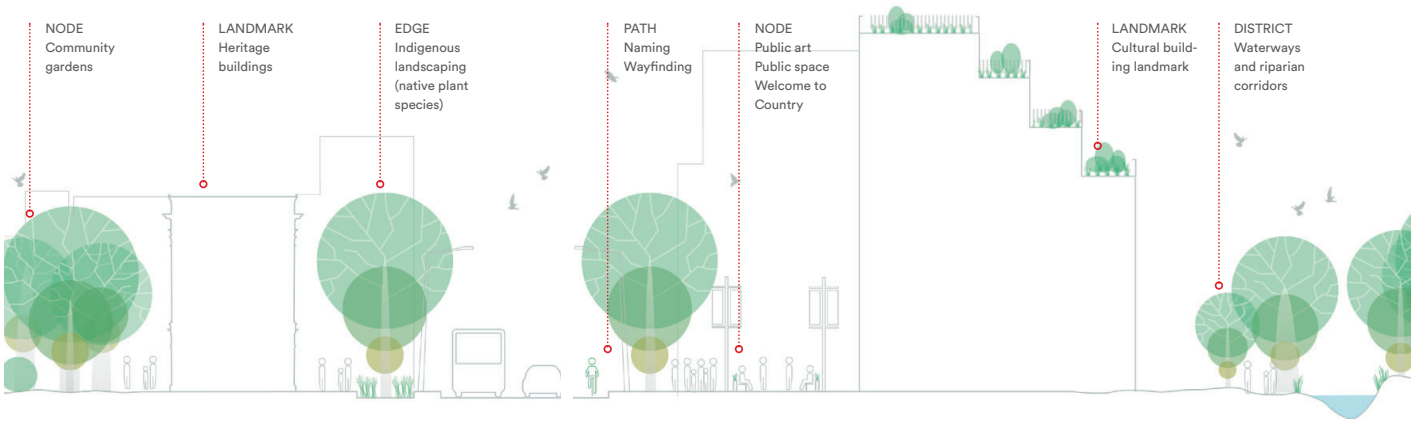


PUBLIC SPACE MEANS DESIGNING WITH COUNTRY

The NSW Environmental Planning and Assessment Act 1979 was updated (with the passing of the Environmental Planning and Assessment Amendment Act 2017) in November 2017.

The Act now includes new objects that reflect the Government's commitment to thriving, safe and well-designed communities with local character and heritage, with one new object now requiring the sustainable management of built and cultural heritage, including Aboriginal cultural heritage.

Research and design methods should seek to underpin public domain proposals with an acknowledgement of understanding of the local landscape, its life, and traditions. Doing so not only adds value to the project and its design process, but more importantly to its legacy, and how this project informs the next.



The Wangal

The City of Canada Bay is part of the traditional lands of the Wangal clan, one of the 29 tribes of the Eora nation. The Wangal people held a deep connection to the land and landscape of the City of Canada Bay. The bushlands and foreshore areas were their lands, their home and part of the territory they were responsible for.

The lives of the Wangal people were strongly focused around the harbour and its foreshore. The Parramatta River, as it is now known, provided a large focus for local traditional food gathering, however, the Wangal people also hunted animals, harvested plants and gathered raw materials in the local area.

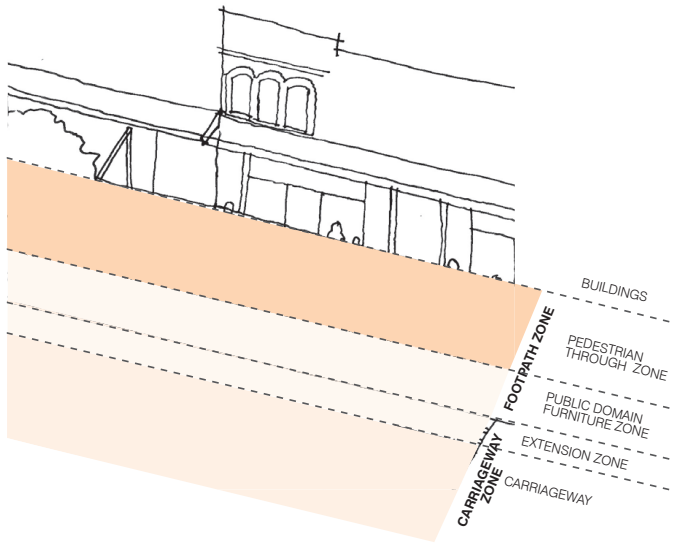
Diagram source: Designing with Country, Government Architect NSW



The paths, edges, districts, nodes, and landmarks – based on the 1960 work of urban planner Kevin Lynch – as presented within the Designing with Country discussion paper.

Designing with Country is a discussion paper that encourages all stakeholders – designers, clients, communities, planners and developers – to consider how they respond to Aboriginal cultural connections to Country when they are designing and planning new projects.

It stems from a growing desire to ensure that the value and significance of contemporary Aboriginal culture, as well as Aboriginal heritage, is respected and celebrated in the built environment.



STREET SHOULD BE STRUCTURED TO MAXIMISE ACCESS AND AVOID CLUTTER

The Pedestrian Through Zone provides an accessible path of travel along the street, and as such must be clear of obstacles that inhibit universal access, be well-lit and functional in all weather conditions, and meet accessibility standards.

The Public Domain Furniture Zone occurs to the back-of-kerb and provides for the placement of public domain elements clear of pedestrian movement in the adjacent footpath and vehicle movement in the adjacent roadway. This zone is used to collocate street trees and other landscaping, streetlights, site furnishings, traffic and parking poles and equipment, utility poles, and other site furnishings. This zone is also used by people accessing parked vehicles.

The Parking Lane / Extension Zone refers to the kerbside parking lane where kerb extensions can provide for alternate uses of the parking lane where other performance requirements of the street necessitate this. Kerb extensions should be maximised to accommodate landscaping, bicycle lanes, tree planting, Water Sensitive Urban Design features, seating, street furniture and outdoor dining use.

The Carriageway refers to the area of the street where various forms of movement occur, such as bicycles, private motor vehicles, or public transport, in a one- or two-way arrangement.



STREETS SHOULD BE SAFE FOR CYCLISTS OF ALL ABILITIES

All streets should be designed with cyclists in mind.

On regional and local cycle routes, this means dedicated cycling infrastructure in the form of separated cycleways or generously sized shared paths.

On local streets, it is still important to provide residents and local businesses with safe cycling access to their properties. A minimum width of 3.0m should be adopted for shared paths wherever possible, however this can be reduced, where unavoidable, to a minimum 2.5m wide.



UTILITIES NEED TO BE ACCOUNTED FOR EARLY IN THE DESIGN PROCESS

Overhead power lines should be underground at every opportunity so as to not inhibit future tree canopy growth.

However, the future location of underground electricity conduits, and the resultant requirements for LV infrastructure on the ground, needs to be coordinated with the arrangement of public domain elements and provision of soil volume for street trees.

Tree root barriers and other utility protection methods should be installed along utilities, not around root balls, so as to not inhibit tree root access to adjacent soil volumes for optimal tree growth.

03 Site Context and Analysis

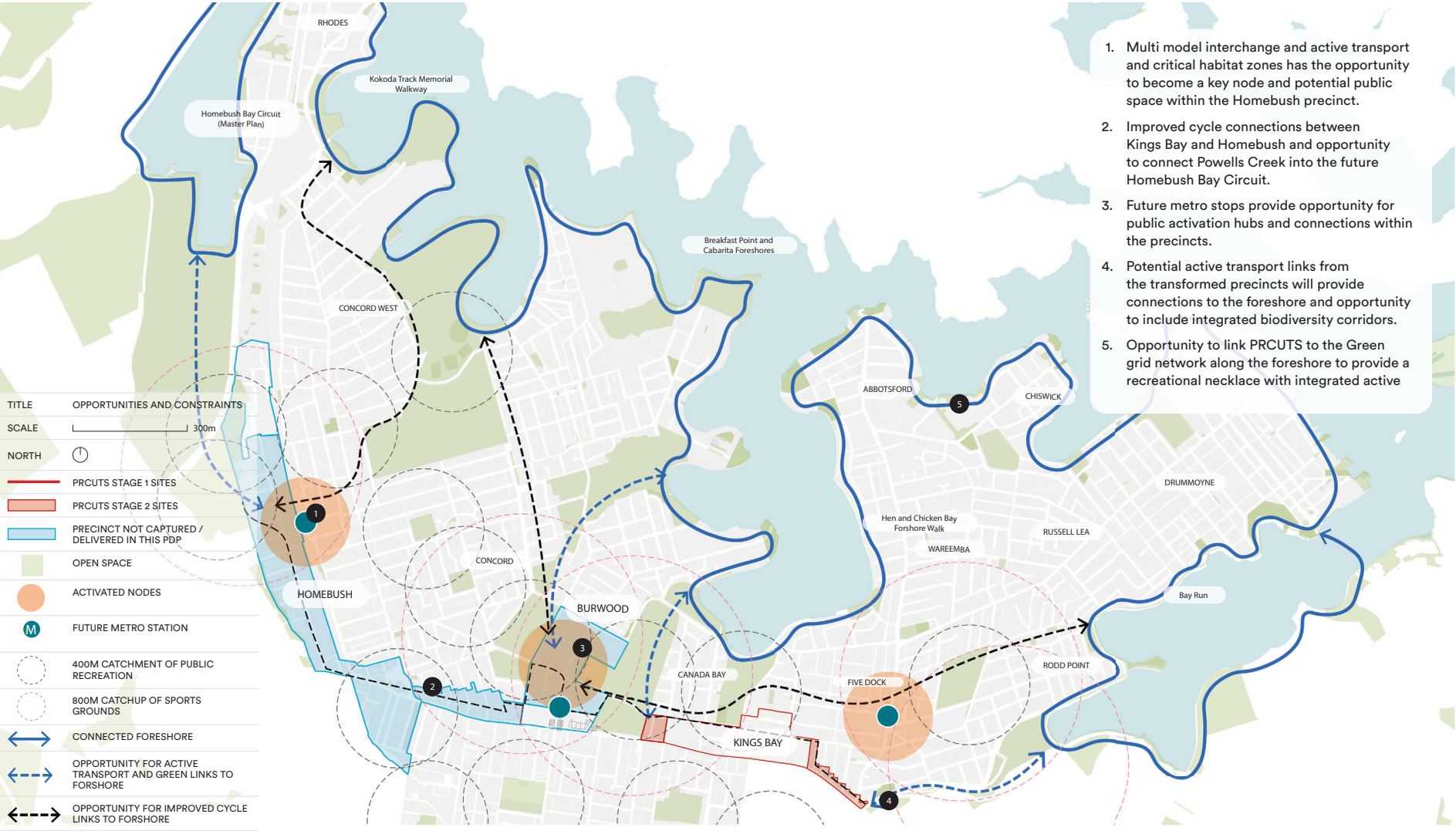
Open Space and Green Links



Transport and Connections



High Level Opportunities and Constraints



04 Kings Bay Precinct

04 Kings Bay Precinct

PRCUTS Vision

Kings Bay is envisaged as a new residential urban village. The stage 2 portion of Kings Bay includes a small residential pocket to the west and a commercial pocket to the east. The identity will focus on its close proximity to the Harbour where existing water ways and open space will be utilised to facilitate green links all the way to the harbour.



Significant Tree Assessment

A preliminary assessment of significant trees within the Homebush Precinct was undertaken to record location, species, and size.

This allowed for a preliminary mapping of structure root zone (SRZ) and tree protection zone (TPZ), illustrated within the plan adjacent and where appropriate throughout the concept plans presented herein.

Further arboricultural assessment is required as detailed design and construction works progress.

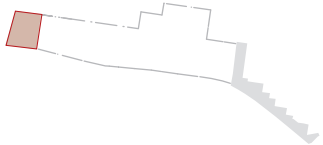


Medium single trunked Tristaniopsis laurina located on Taylor Street



1:2500 Preliminary Tree Assessment Plan

LEGEND	
	EXISTING CANOPY
	STRUCTURAL ROOT ZONE (SRZ)
	TREE PROTECTION ZONE (TPZ)



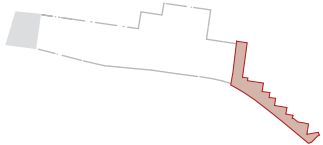


Large single trunked Jacaranda mimosifolia with full canopy located on Courland Street



1:2500 Preliminary Tree Assessment Plan

LEGEND	
	EXISTING CANOPY
	STRUCTURAL ROOT ZONE (SRZ)
	TREE PROTECTION ZONE (TPZ)



CONTEXT

Significant Tree Assessment Schedule

KINGS BAY PRECINCT										
Tree Number	Botanical Name	Common Name	Native/Exotic/Pest	Height (approx.)	DBH (m)	Single or Multi trunked	SRZ	TPZ	Canopy Pruned	Significance
Parramatta Road										
21	Melaleuca sp	Paperbark	Native	4	0.16	Single	2	1.92	No	Moderate
22	Melaleuca sp	Paperbark	Native	4	0.16	Single	2	1.92	No	Moderate
Arlington St										
19	Photinia glabra	Red leaf Photinia	Exotic	4.5	0.18	Single	2.5	2.16	No	Moderate
20	Evergreen Tree			4.5	0.18	Single	2	2.16	No	Moderate
Courland Street										
12	Lophostemon confertus	Brush Box	Native	3	0.12	Single	1.5	1.44	No	Moderate
13	Jacaranda mimosifolia	Jacaranda	Exotic	12	0.48	Single	3.3	5.76	Yes	Moderate
14	Lophostemon confertus	Brush Box	Native	5	0.2	Single	2	2.4	Yes	Moderate
15	Lophostemon confertus	Brush Box	Native	6	0.24	Single	2.5	2.88	Yes	Moderate
16	Lophostemon confertus	Brush Box	Native	1.5	0.06	Single	1.5	0.72	Yes	Low
17	Evergreen Tree			1.5	0.06	Single	1.5	0.72	Yes	Low
18	Evergreen Tree			4	0.16	Single	2.5	1.92	No	Moderate
Taylor Street										
1	Eucalyptus sp	Gum Tree	Native	1.5	0.06	Single	1.5	0.72	Yes	Moderate
2	Evergreen Tree			4	0.16	Single	2.5	1.92	No	Moderate
3	Tristanopsis laurina	Water Gum	Native	4	0.16	Single	2.5	1.92	No	Moderate
4	Tristanopsis laurina	Water Gum	Native	3	0.12	Single	1.7	1.44	No	Moderate
5	Tristanopsis laurina	Water Gum	Native	3	0.12	Single	1.7	1.44	No	Moderate
6	Tristanopsis laurina	Water Gum	Native	4	0.16	Single	1.7	1.92	No	Moderate
7	Tristanopsis laurina	Water Gum	Native	3	0.12	Single	1.5	1.44	No	Moderate
8	Tristanopsis laurina	Water Gum	Native	4	0.16	Single	2	1.92	No	Moderate
9	Tristanopsis laurina	Water Gum	Native	3	0.12	Single	1.7	1.44	No	Moderate
10	Tristanopsis laurina	Water Gum	Native	3	0.12	Single	1.5	1.44	No	Moderate
11	Tristanopsis laurina	Water Gum	Native	3	0.12	Single	2	1.44	No	Moderate

Diameter at Breast Height (DBH) Assumptions

Type of Tree	Formula
Category A trees: tall slender growing species	Estimated DBH = 2.5% expected tree height*
Category B trees: general species	Estimated DBH = 4% expected tree height*
Category C trees: general species	Estimated DBH = 5.5% expected tree height*

Challenges

The Kings Bay Precinct is located between the established activity centres of Five Dock and Burwood, located approximately 1km to the east and west respectively.

The precinct will be a new residential and mixed-use urban village on Parramatta Road, with an active main street and strong links to the open space network along Sydney Harbour.

The Public Domain Plan's scope for this precinct includes:

- Parramatta Road
- Queens Road
- Taylor Street
- Courland Street
- Lavender Street
- York Avenue

LEGEND

TITLE	KINGS BAY ANALYSIS
SCALE	 300m
NORTH	
	PRECINCT BOUNDARY
	PRECINCT STAGE 1 BOUNDARY
	RESIDENTIAL
	OPEN SPACE
	EDUCATION
	MIXED USE
	PRODUCTIVITY SUPPORT
	PRCUTS CYCLE ROUTE
	BUS STOP
	UNSAFE CROSSINGS AND INTERSECTIONS
	BUSY ROADS
	NARROW ROAD
	WATERWAY



Opportunities

1. Create a green spine along Queens Road that connects into Gipps street and becomes a key movement corridor between Burwood Metro and Kings Bay
2. Create a 'Greenway' to Canada Bay along the existing water channel incorporating principles of Water Sensitive Urban Design. Opportunity to naturalise the channel to support habitat creation.
3. Opportunity to utilize existing wide verges of Taylor Street and plant large canopy trees.
4. Establish connections that will support the adjacent football infrastructure by linking in to surrounding pedestrian networks and provide way finding.
5. Increase the canopy coverage along the commercial streets.
6. Improve the pedestrian environment at busy intersections.

LEGEND

TITLE	KINGS BAY ANALYSIS
SCALE	300m
NORTH	⊙
PRECINCT BOUNDARY	—
PRECINCT STAGE 1 BOUNDARY	- - -
RESIDENTIAL	■
OPEN SPACE	■
EDUCATION	■
MIXED USE	■
PRODUCTIVITY SUPPORT	■
PRCUTS CYCLE ROUTE	↔
BUS STOP	ⓑ
KEY NODES	⦿
GREEN SPINE	↔
GREEN STREETS AND IMPROVED CONNECTION	↔
WATERWAY	—
GREENWAY	↔

CONTEXT



Kings Bay Public Domain Master Plan



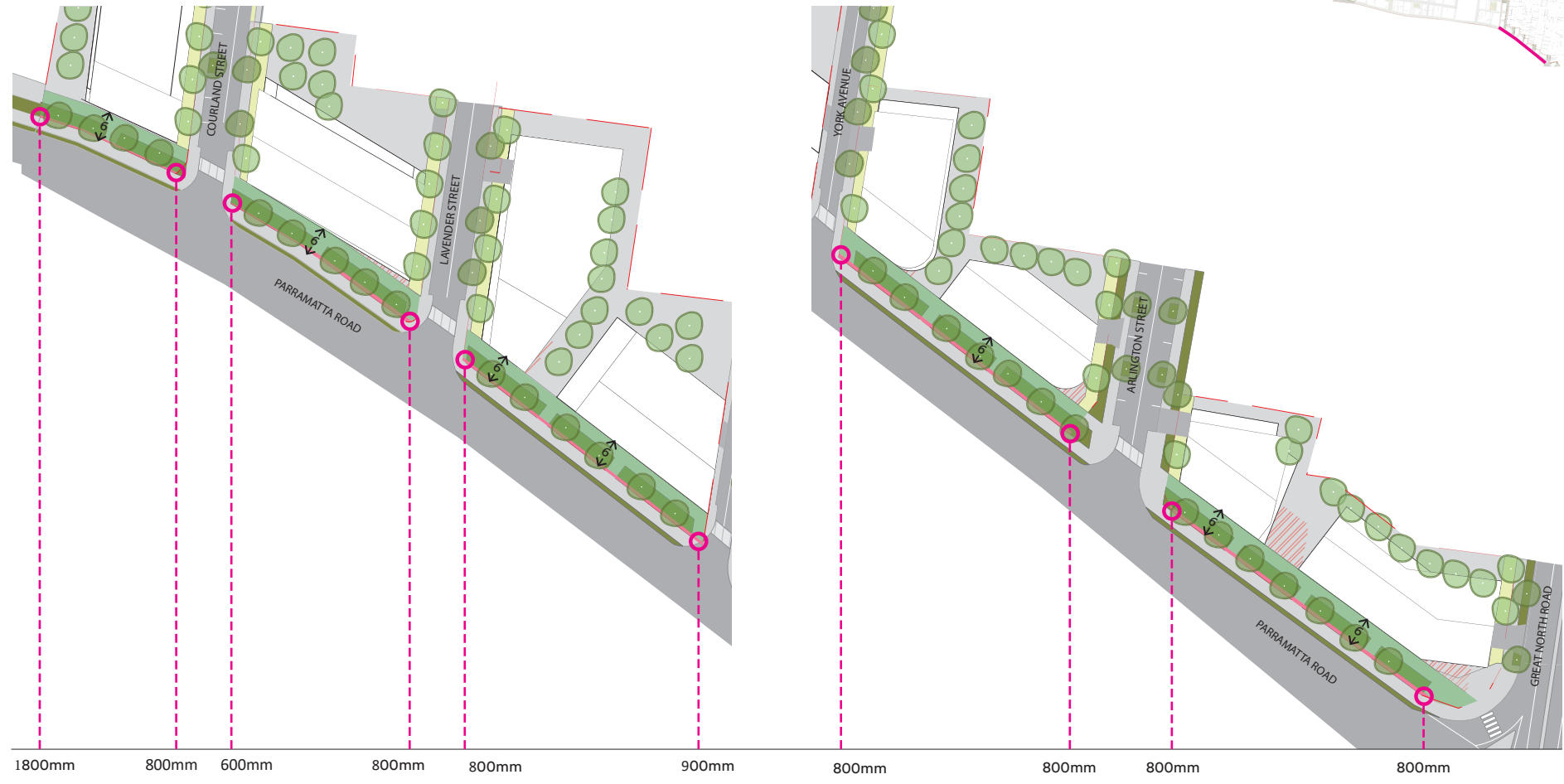
TfNSW Variable Road Widths



TITLE	KINGS BAY TFNSW ROAD WIDENING
SCALE	1:500
NORTH	
	LOT AMALGAMATION
	6M SETBACK
	VARIABLE TFNSW ROAD WIDENING
	PROPOSED BUILDINGS
	DIMENSION FROM ROAD RESERVE TO PROPERTY BOUNDARY

CONTEXT

TfNSW Variable Road Widths

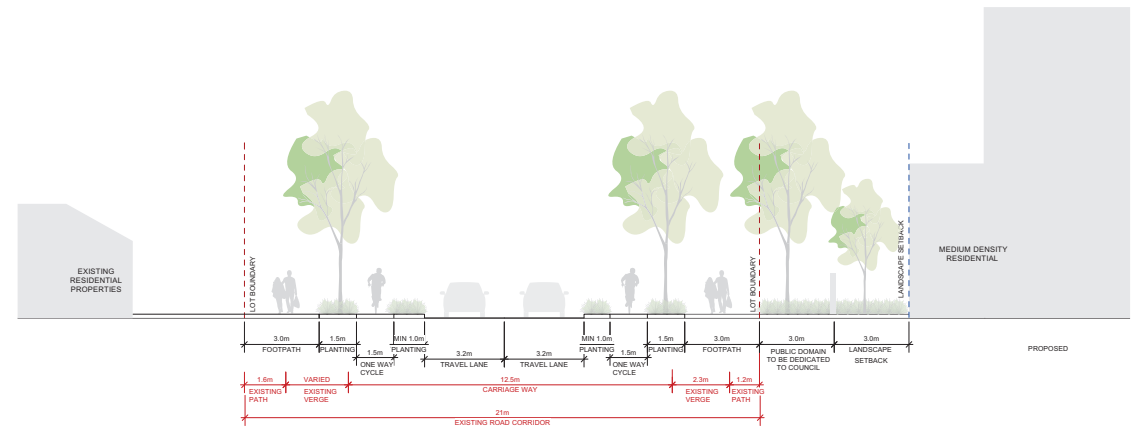


TITLE	KINGS BAY TFNSW ROAD WIDENING
SCALE	1:1000
NORTH	
	LOT AMALGAMATION
	6M SETBACK
	VARIABLE TFNSW ROAD WIDENING
	PROPOSED BUILDINGS
	DIMENSION FROM ROAD RESERVE TO PROPERTY BOUNDARY

Queens Road West

Key design features include:

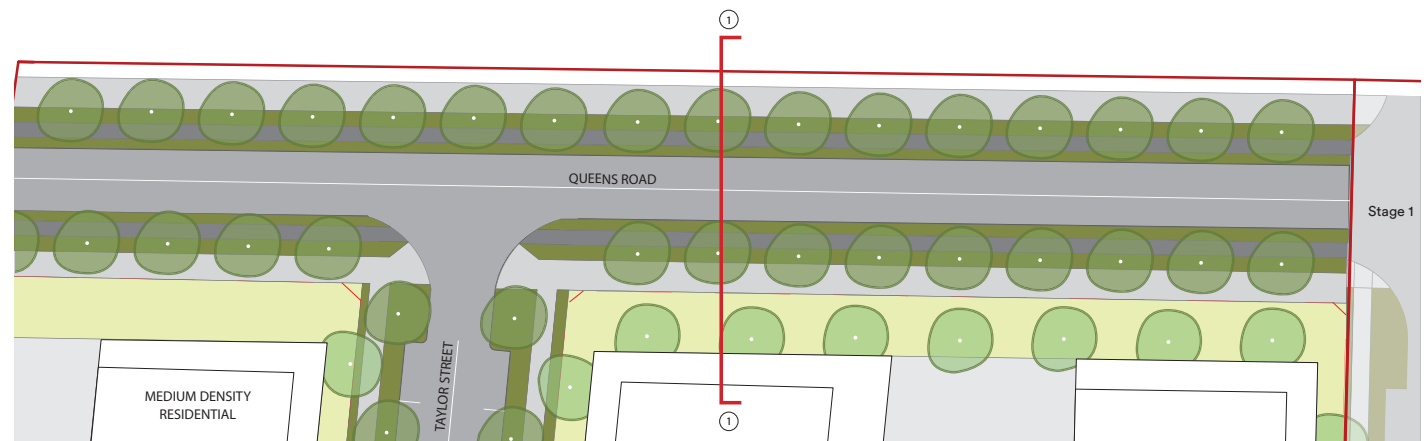
1. 3m landscape setbacks for medium density residential area, with additional 3m private open space.
2. Increased canopy cover on street.
3. 3m of public open space adjoining the footpath to be dedicated to Council
4. One way cycle route separated by planting on both sides of the street.
5. Maintain 2 way travel lane.
6. Kerb extensions at intersections and other dedicated pedestrian crossings points, to provide traffic calming, improve visibility between pedestrians/cyclists and motorists.



Section 1 - Typical Queens Road
1:200 @ A3

LEGEND

—	PRECINCT BOUNDARY
	CARRIAGE WAY
	MASS PLANTING
	LANDSCAPE SETBACK
	LOT AMALGAMATION
	HERITAGE AREAS
	EXISTING PAVED ROAD
	PAVEMENT
	TREE GRATE
●	EXISTING TREE
●	PROPOSED TREE
●	PROPOSED TREE PRIVATE



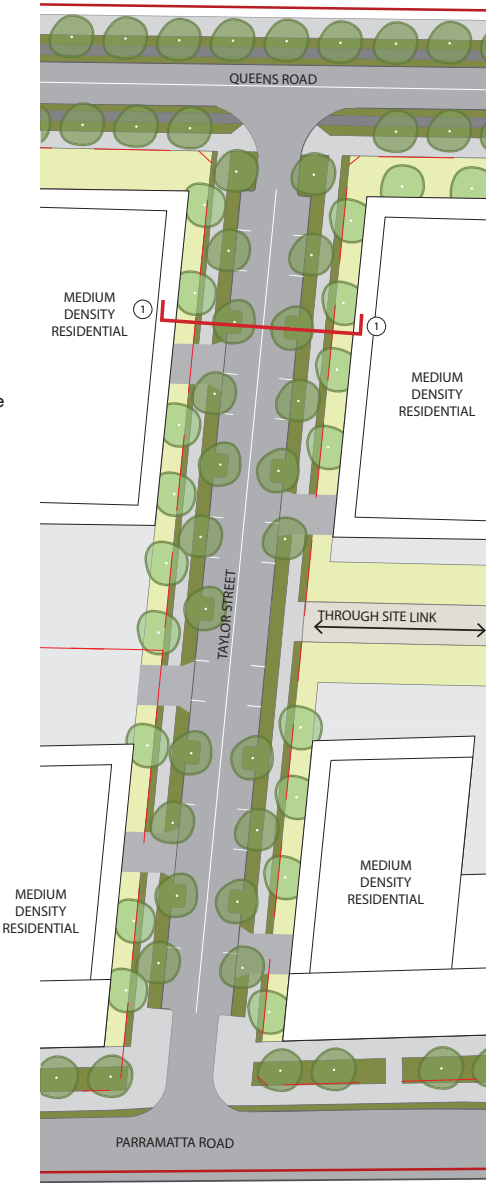
1:500 @ A3

CONTEXT

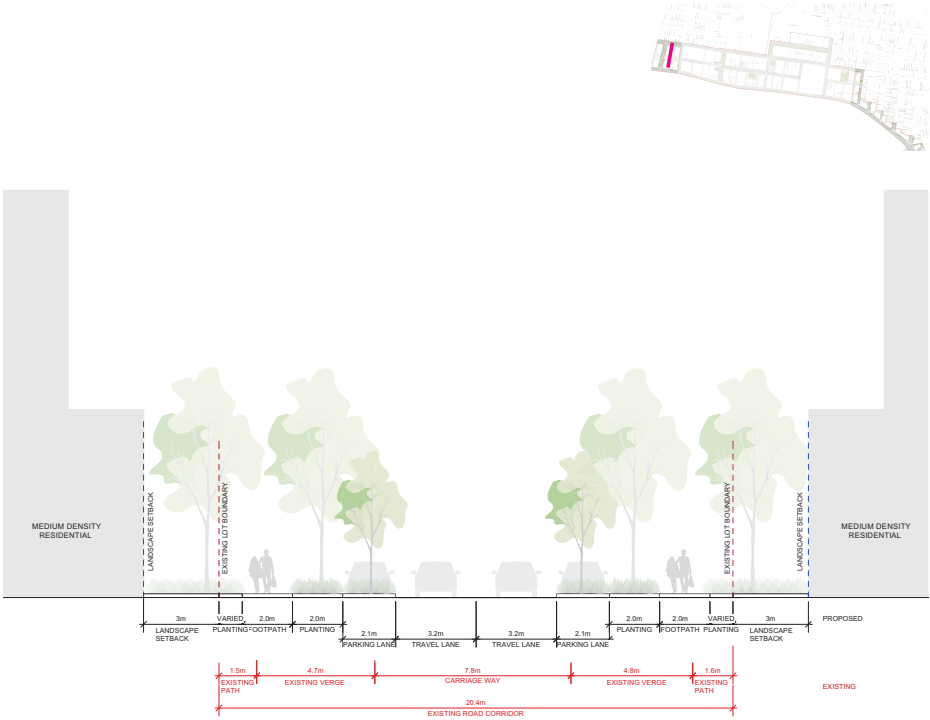
Taylor Street

- Key design features include:
- 1. 3m landscape setback adjoining medium density residential.
 - 2. Widening of footpath to 2m on both sides of the street.
 - 3. Formalise parking and integrate landscape blisters.
 - 4. Kerb extensions at intersections and other dedicated pedestrian crossings points, to provide traffic calming, improve visibility between pedestrians/cyclists and motorists.

LEGEND	
	PRECINCT BOUNDARY
	CARRIAGE WAY
	MASS PLANTING
	LANDSCAPE SETBACK
	LOT AMALGAMATION
	HERITAGE AREAS
	EXISTING PAVED ROAD
	PAVEMENT
	TREE GRATE
	EXISTING TREE
	PROPOSED TREE
	PROPOSED TREE PRIVATE



1:750 @ A3

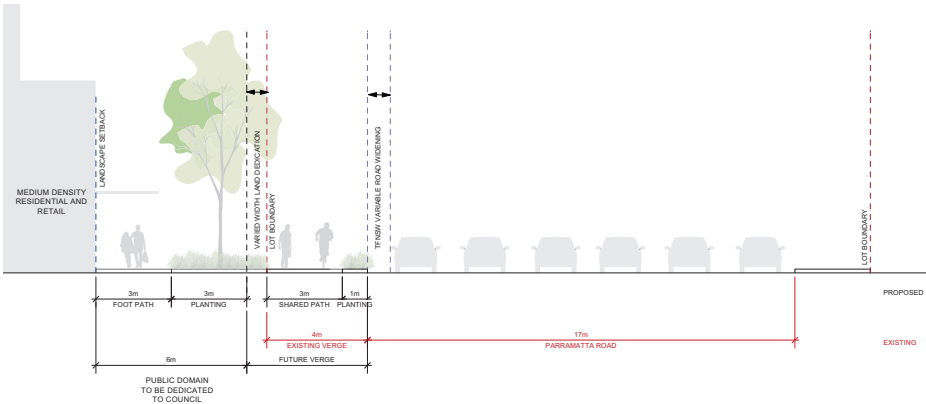


Section 1 - Typical Taylor Street Section
1:200 @ A3

Parramatta Road West

Key design features include:

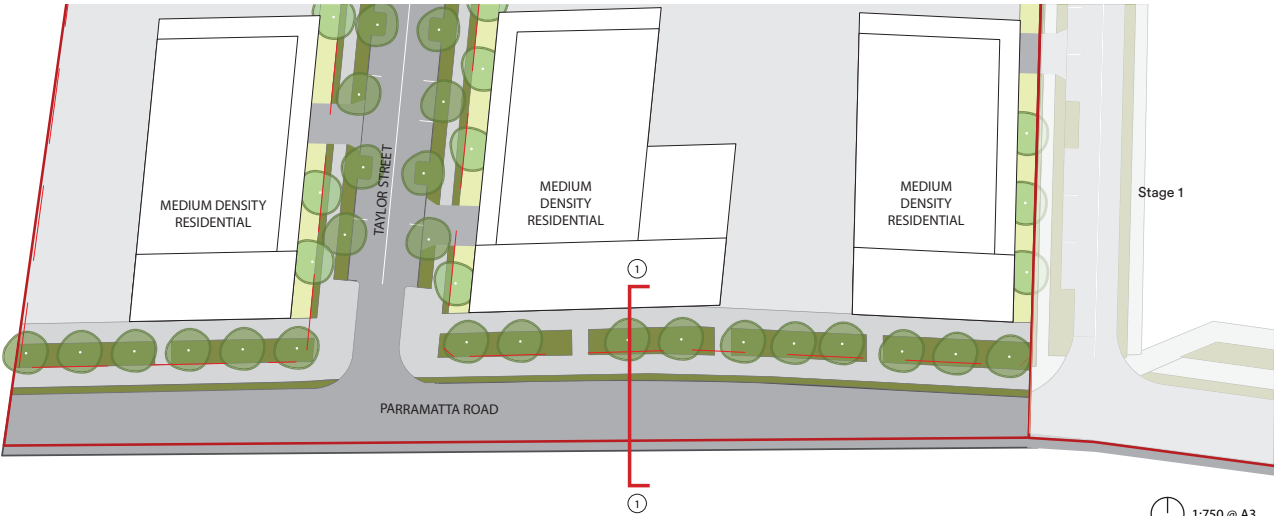
- 1. 1m planting verge separates 3m shared path from Parramatta road.
- 2. Parramatta road widening variable width accommodated.
- 3. 6m setback along the northern side of the street including 3m footpath / activation and 3m planting.
- 4. Kerb extensions at intersections and other dedicated pedestrian crossings points, to provide traffic calming, improve visibility between pedestrians/cyclists and motorists
- 5. Increased canopy cover in landscape setback.



Section 1 - Typical Parramatta Road Section
1:200 @ A3

LEGEND

	PRECINCT BOUNDARY
	CARRIAGE WAY
	MASS PLANTING
	LANDSCAPE SETBACK
	LOT AMALGAMATION
	HERITAGE AREAS
	EXISTING PAVED ROAD
	PAVEMENT
	TREE GRATE
	EXISTING TREE
	PROPOSED TREE
	PROPOSED TREE PRIVATE



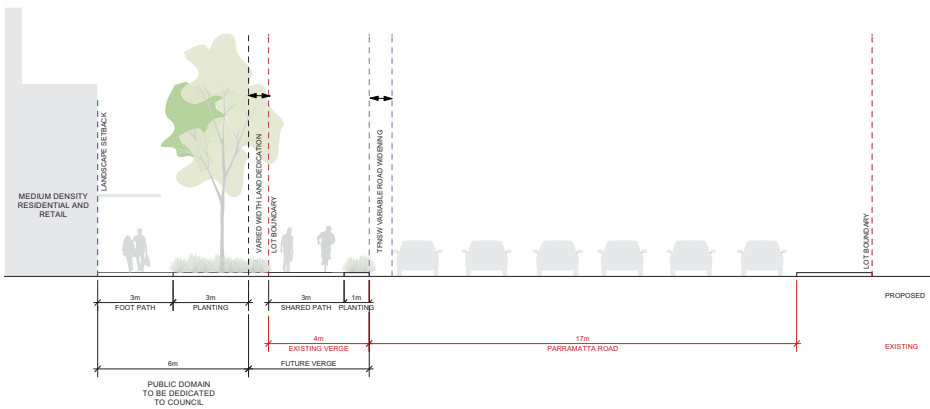
Parramatta Road East

- Key design features include:
- 1. 1m planting verge separates 3m shared path from Parramatta road.
 - 2. Parramatta road widening variable width accommodated.
 - 3. 6m setback along the northern side of the street including 3m footpath / activation and 3m planting.
 - 4. Kerb extensions at intersections and other dedicated pedestrian crossings points, to provide traffic calming, improve visibility between pedestrians/cyclists and motorists
 - 5. Increased canopy cover in landscape setback.

LEGEND

	PRECINCT BOUNDARY
	CARRIAGE WAY
	MASS PLANTING
	LANDSCAPE SETBACK
	LOT AMALGAMATION
	HERITAGE AREAS
	EXISTING PAVED ROAD
	PAVEMENT
	TREE GRATE
	EXISTING TREE
	PROPOSED TREE
	PROPOSED TREE PRIVATE

Section 1 - Typical Parramatta Road
1:200 @ A3



1:2000 @ A3

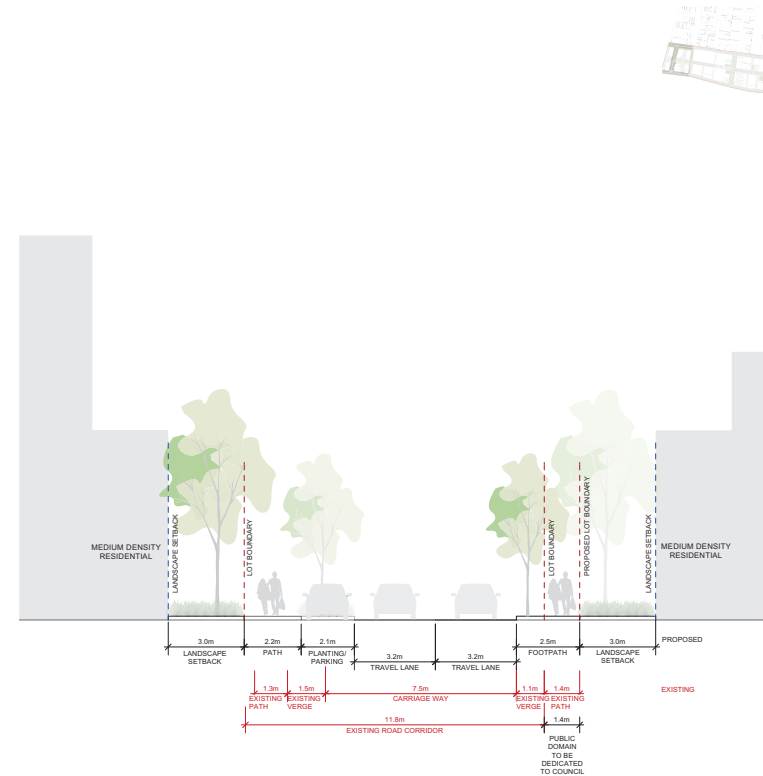
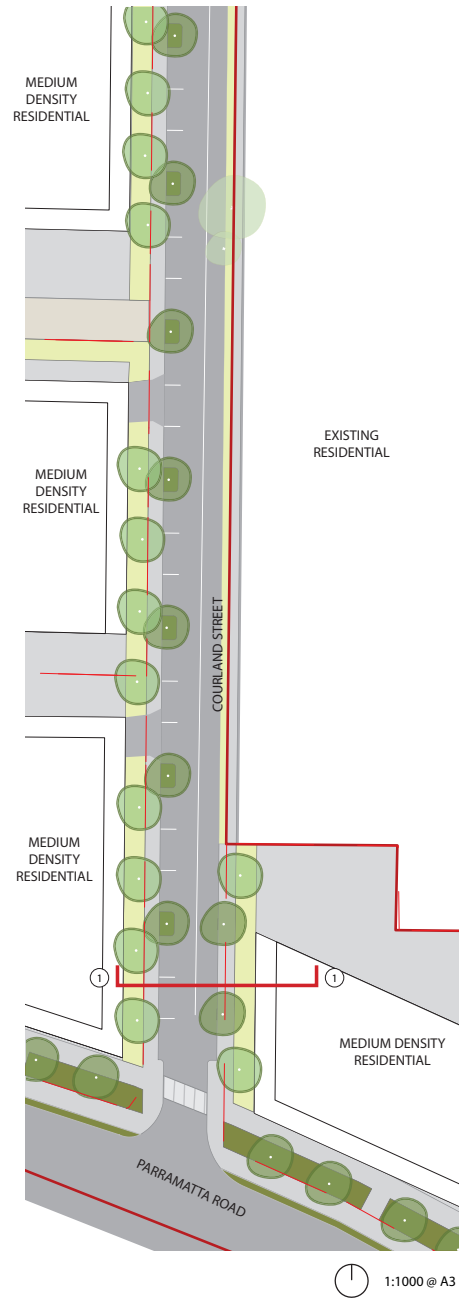
Courland Street

Key design features include:

1. 3m landscape setback on the western side of the street, and 3m setback on the eastern side of the street, plus 1.4m of footpath (dedicated to Council)
2. Increased canopy cover along street.
3. Trees in grate on eastern side of street to allow adequate pedestrian circulation.
4. Widening footpath to 2.2m on western side, and 2.5m on eastern side of the street
5. Kerb extensions at intersections and other dedicated pedestrian crossings points, to provide traffic calming, improve visibility between pedestrians/cyclists and motorists
6. Widening of footpath to 2.5m on eastern side to tie back into existing 1.4m wide footpath
7. Formalize on street parking on western side of the street.
8. Integration of landscape blisters to delineate parking

LEGEND

—	PRECINCT BOUNDARY
	CARRIAGE WAY
	MASS PLANTING
	LANDSCAPE SETBACK
	LOT AMALGAMATION
	HERITAGE AREAS
	EXISTING PAVED ROAD
	PAVEMENT
	TREE GRATE
●	EXISTING TREE
●	PROPOSED TREE
●	PROPOSED TREE PRIVATE



Section 1 - Typical Courland Street
1:200 @ A3

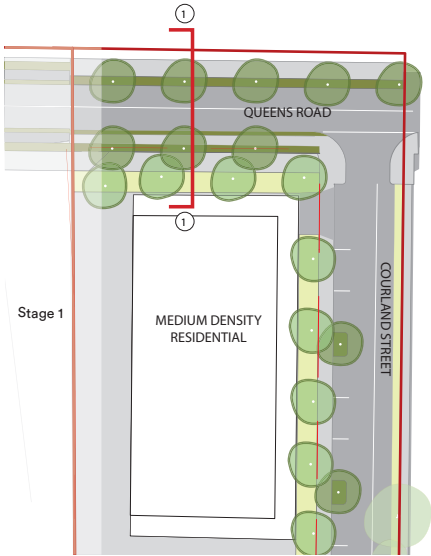
Queens Road East

Key design features include:

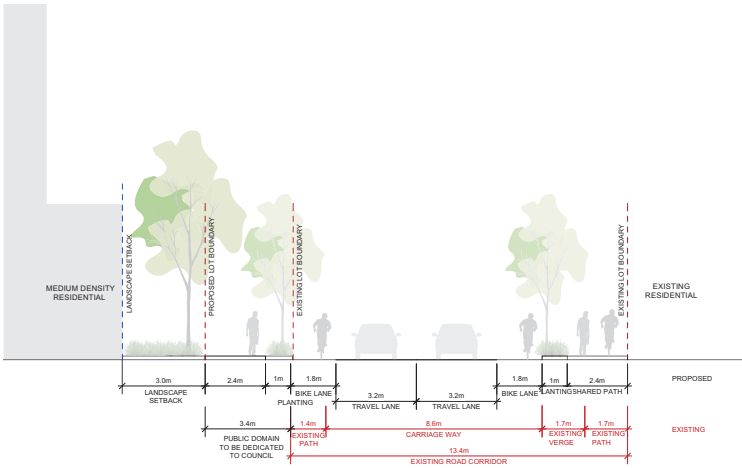
- 1. Increased canopy cover.
- 2. Minimum 2.4m shared path on both sides of the street
- 3. 3m landscape setback on southern side of Queens Road
- 4. Kerb extensions at intersections and other dedicated pedestrian crossings points, to provide traffic calming, improve visibility between pedestrians/cyclists and motorists
- 5. 1.8m wide separated bike lane to south and north side of road reserve

LEGEND

	PRECINCT BOUNDARY
	CARRIAGE WAY
	MASS PLANTING
	LANDSCAPE SETBACK
	LOT AMALGAMATION
	HERITAGE AREAS
	EXISTING PAVED ROAD
	PAVEMENT
	TREE GRATE
	EXISTING TREE
	PROPOSED TREE
	PROPOSED TREE PRIVATE



1:500 @ A3



Section 1 - Typical Queens Road East
1:200 @ A3



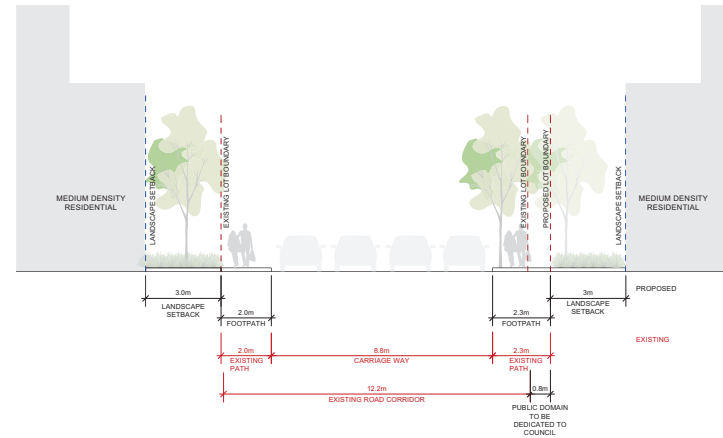
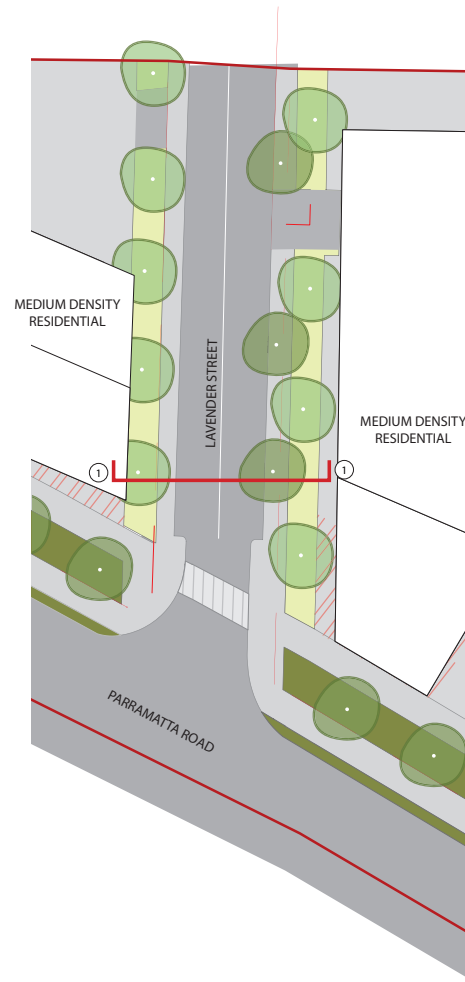
Lavender Street

Key design features include:

1. 3m landscape setback on western side of the street and 3m setback on eastern side plus 0.8m of footpath dedicated to Council.
2. Increased canopy cover.
3. Trees in grate on eastern side of street to allow adequate circulation
4. Maintain existing pathway and road corridor.
5. Kerb extensions at intersections and other dedicated pedestrian crossings points, to provide traffic calming, improve visibility between pedestrians/cyclists and motorists

LEGEND

—	PRECINCT BOUNDARY
	CARRIAGE WAY
	MASS PLANTING
	LANDSCAPE SETBACK
	LOT AMALGAMATION
	HERITAGE AREAS
	EXISTING PAVED ROAD
	PAVEMENT
	TREE GRATE
●	EXISTING TREE
●	PROPOSED TREE
●	PROPOSED TREE PRIVATE



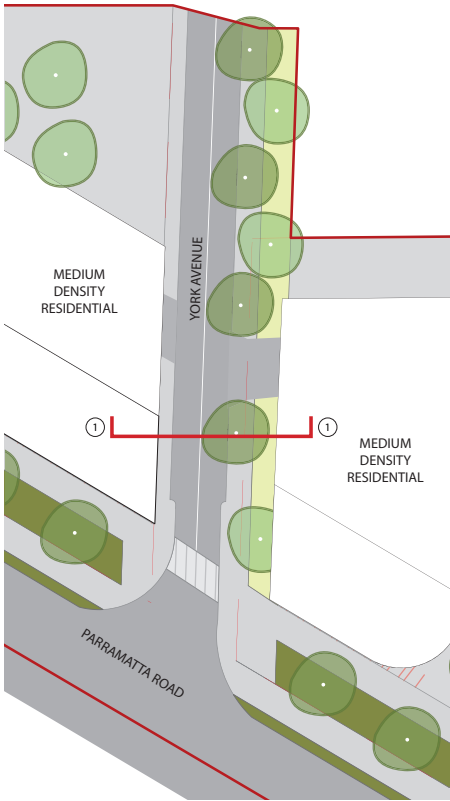
Section 1 - Typical Lavender Street
1:200 @ A3

York Avenue

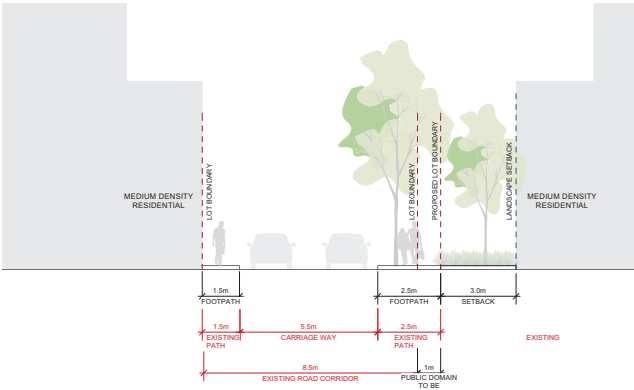
- Key design features include:
- 1. Increased canopy cover.
 - 2. Trees in grates on eastern side of street to allow adequate circulation
 - 3. Maintain existing pathway and road corridor.
 - 4. 3m setback on eastern side of the street plus 1m of footpath dedicated to Council
 - 5. Kerb extensions at intersections and other dedicated pedestrian crossings points, to provide traffic calming, improve visibility between pedestrians/cyclists and motorists

LEGEND

	PRECINCT BOUNDARY
	CARRIAGE WAY
	MASS PLANTING
	LANDSCAPE SETBACK
	LOT AMALGAMATION
	HERITAGE AREAS
	EXISTING PAVED ROAD
	PAVEMENT
	TREE GRATE
	EXISTING TREE
	PROPOSED TREE
	PROPOSED TREE PRIVATE



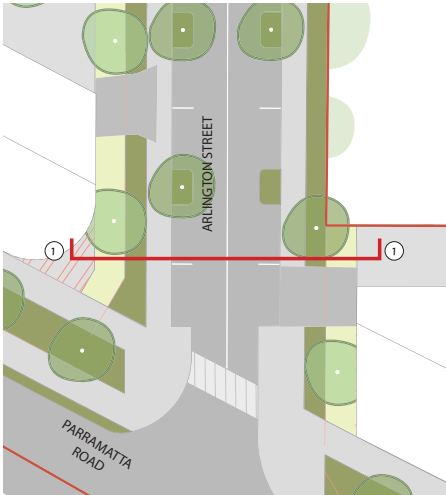
1:500 @ A3



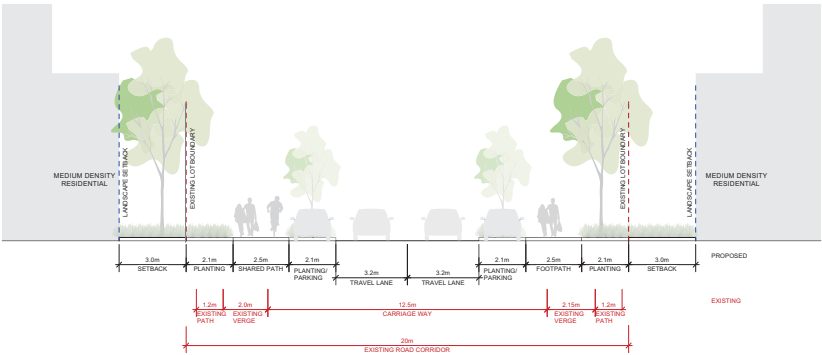
Section 1 - Typical York Avenue
1:200 @ A3

Arlington Street

- Key design features include:
- 1. 3m landscape setback on both sides of the street.
 - 2. Increased canopy cover.
 - 3. Widening footpath to 2.5m
 - 4. Kerb extensions at intersections and other dedicated pedestrian crossings points, to provide traffic calming, improve visibility between pedestrians/cyclists and motorists
 - 5. Integration of landscape blisters to delineate parking.
 - 6. Formalize on street parking on both sides of the street.
 - 7. 3.1m planted median strip with large canopy trees.



1:500 @ A3



Section 1 - Arlington Street

LEGEND

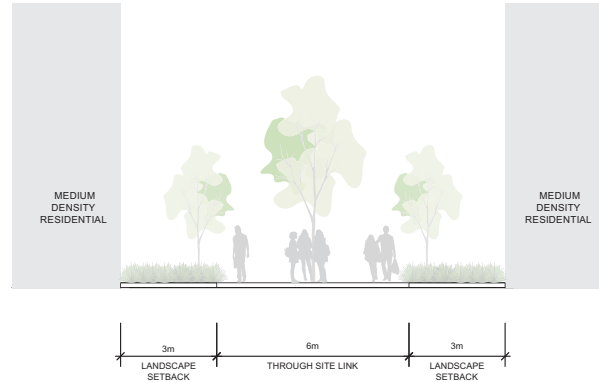
	PRECINCT BOUNDARY
	CARRIAGE WAY
	MASS PLANTING
	LANDSCAPE SETBACK
	LOT AMALGAMATION
	HERITAGE AREAS
	EXISTING PAVED ROAD
	PAVEMENT
	TREE GRATE
	EXISTING TREE
	PROPOSED TREE
	PROPOSED TREE PRIVATE

CONTEXT

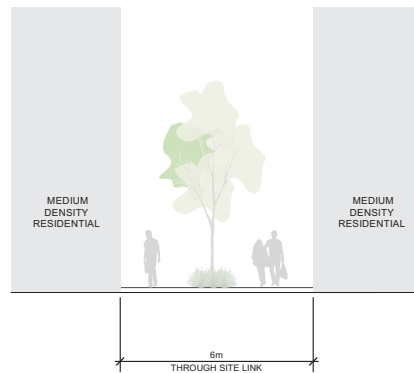
Through Site Links - All

Key design features include:

1. Provide through site links to create breaks in the street wall.
2. Wide shared paths providing universal access for pedestrians and cyclists.
3. Generous landscape garden beds passively irrigated by adjoining hard surfaces to maximise stormwater infiltration.
4. Provide amenity such as lighting, bike racks and seating.



Section 1 - Typical 12m Through site link
1:200 @ A3



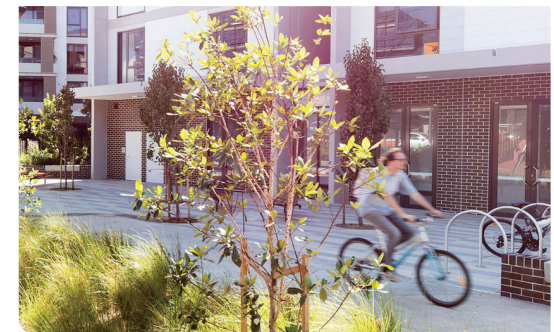
Section 2 - Typical 6m Through Site Link
1:200 @ A3



Seating and lush planting



Active frontages



Active transport links

