

# PARRAMATTA ROAD SELECT PRECINCTS

## PUBLIC DOMAIN PLAN - STAGE 1

SEPTEMBER 2022



**PARRAMATTA ROAD SELECT PRECINCTS  
PUBLIC DOMAIN PLAN**

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PUBLIC DOMAIN PLAN**

DRAFT FOR REVIEW  
SEPTEMBER 2022

by  
**CONTEXT Landscape Architecture**

for  
City of Canada Bay Council

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G	21/09/2022	Updated Public Domain Plan draft for review	CW
H	26/09/2022	Updated Public Domain Plan	CW
I	27/09/2022	Updated Public Domain Plan	CW

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.

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# 01 INTRODUCTION

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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.

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, Strathfield and Burwood Councils have undertaken additional urban design, traffic, and transportation investigations for three precincts: Homebush, Burwood, and Kings Bay.

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

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, requirements for private land (e.g. for street widening), and developer contributions.

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.

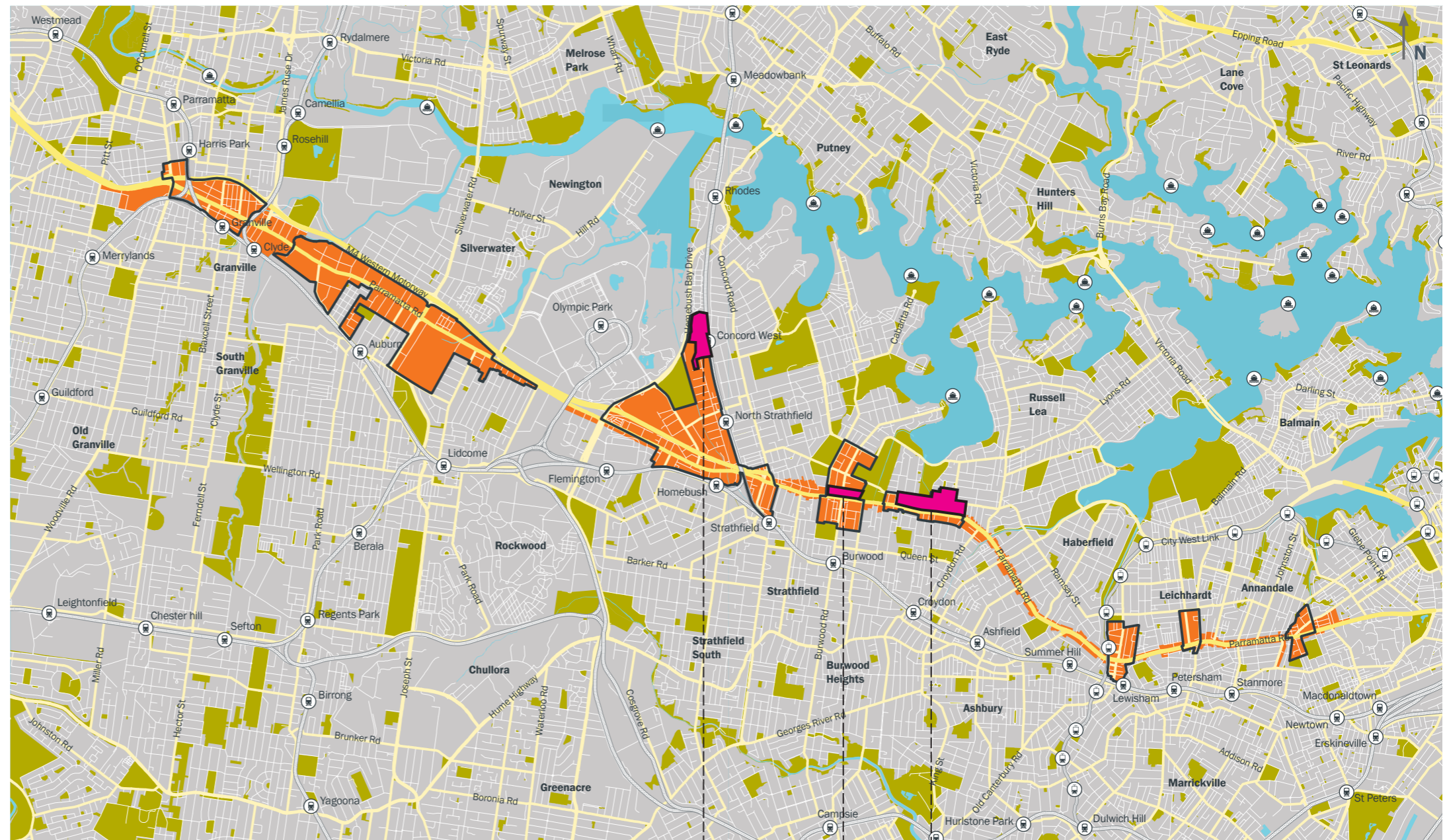


## CONTEXT

The Parramatta Road Corridor traverses 20 kilometres 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.

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



- Parramatta Road Corridor Transformation Area
- Parramatta Road Corridor Transformation Precinct
- City of Canada Bay Parramatta Road Stage 1 Precincts

**HOMEBUSH  
NORTH**

**KINGS BAY  
BURWOOD**

## 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 PRCUTS Masterplans produced for the Homebush North, Burwood, and Kings Bay precincts have guided this Public Domain Plan in assigning suitable setbacks and public space dedications within an integrated network of public domain.

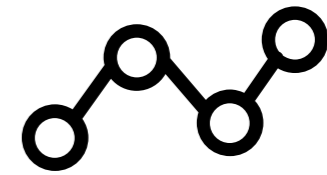
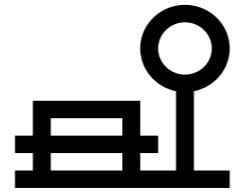
COMMUNITY INFRASTRUCTURE/FACILITIES										
SHORT (2016 - 2023)	Meeting space	Support the upgrade of the Burwood Park Facility	Council	Local	Developer Contributions Plan			\$ -	\$ -	
	Library	Additional floor space to be provided within Five Dock Library, approximately 39m2	Council	Local	Developer Contributions Plan	39	m2	\$ 4,572.36	\$ 178,322	IPART 4.2
	Cultural space	Provision of exhibition space/facilities within the Burwood Community Hub and George Street Community Centre	Council	Local	Developer Contributions Plan			\$ -	\$ -	
	Childcare	Support the provision of 110 places	Private/Not for profit sector	Local				\$ -	\$ -	
	Outside of school hours (OOSH)	Support the provision of: 13 Before School Care Places 44 After School Care Places 31 Vacation Care Places	Private/Not for profit sector	Local				\$ -	\$ -	
								<b>SUBTOTAL</b>	<b>\$ 178,322</b>	
MEDIUM TO LONG TERM (2024 - 2054)	Meeting space	Support the redevelopment of the Concord Community Centre. Should include at least one meeting room with an area of approximately 60m2	Council	Local	Developer Contributions Plan	60	m2	\$ 3,644.11	\$ 218,647	IPART 4.1
	Library	A floor area of 144m2 to be provided. This could be within facilities.	Council	Local	Developer Contributions Plan	114	m2	\$ 4,572.36	\$ 521,249	IPART 4.2
	Cultural space	Support the provision of cultural space within an existing facility or potential new facility such as within the proposed Concord Community and Recreation Precinct.	Council	Local	Developer Contributions Plan			\$ -	\$ -	
	Childcare	Support the provision of 181 places	Private/Not for profit sector	Local				\$ -	\$ -	
	Outside of school hours (OOSH)	Support the provision of: 24 Before School Care Places 83 After School Care Places 59 Vacation Care Places	Private/Not for profit sector	Local				\$ -	\$ -	

EXAMPLE EXTRACT FROM THE PARRAMATTA ROADS IMPLEMENTATION TOOL KIT INFRASTRUCTURE SCHEDULE FOR THE KINGS BAY PRECINCT.

## 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.

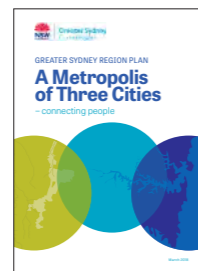


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# 02 DESIGN FRAMEWORK

# 02 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 Homebush North, Burwood, and 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.**

## Greater Sydney Region Plan - A Metropolis of Three Cities

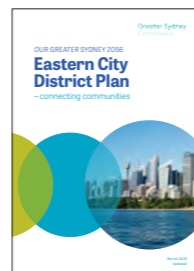
Greater Sydney Commission, 2018

**The evolution of Homebush North, Burwood, and Kings Bay will build upon the plan's strategic directions.**

The plan sets out NSW Government's vision for Greater Metropolitan Sydney as a city of three cities where residents live within 30 minutes of their daily needs.

The plan sets out ten directions:

- A city supported by infrastructure
- A collaborative city
- A city for people
- Housing the city
- A city of great places
- A well-connected city
- Jobs and skills for the city
- A city in its landscape
- An efficient city
- A resilient city



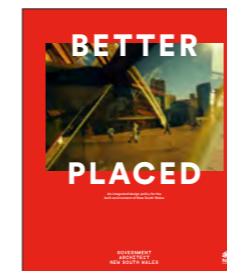
## Eastern City District Plan

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

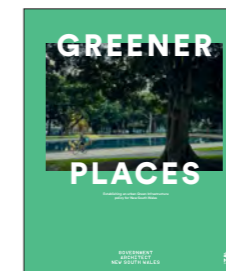
Government Architect NSW, 2017

**The Homebush North, Burwood, and Kings Bay 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 draft Greener Places policy has been produced by GANSW to guide the design, 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.



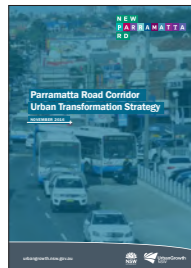
## Sydney Green Grid

Government Architect NSW, 2017

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



**Parramatta Road Corridor Urban Transformation Strategy**

UrbanGrowth 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.



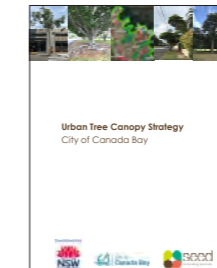
**Biodiversity Framework and Action Plan**

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:

- Protect and value
- Renew and grow
- Support and sustain
- Engage and create
- Manage and resource



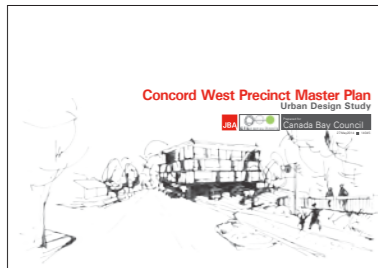
**Local Movement Strategy**

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.



**Concord West Master Plan**

City of Canada Bay

**The Master Plan illustrates a future vision for the precinct, including its streets and open spaces.**

In order to achieve a balanced development approach, the master plan acknowledges the competing forces that provide a basis for both greater density as well as reasoning to keep new development lower scale.

The Master Plan acknowledges that it is the public domain that holds and connects a place together. Parks, streets, footpaths, bike paths and pedestrian connections all play a role in stitching together the urban fabric that give a place an identity, provide places for recreation, interaction and promote a sense of community.



**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**

Roads and Maritime Services, 2019

**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:

- Contributing to urban structure and revitalisation
- Fitting into the built fabric
- Connecting modes and communities
- Fitting with the landform
- Responding to natural pattern
- Incorporating heritage and cultural contexts
- Designing an experience in movement
- Creating self-explaining road environments
- Achieving integrated and minimal maintenance design



**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.

Streets play a big role in the public life of cities and communities, and should be designed as places for cultural expression, social interaction, celebration, and public demonstration.

Design streets 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.

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



**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.

## 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 vehicles.

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, whether one is moving or stationary, 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 behaviour 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 dependant, generally a good guide is 6m spacing for small trees to 12m spacing for very large trees.



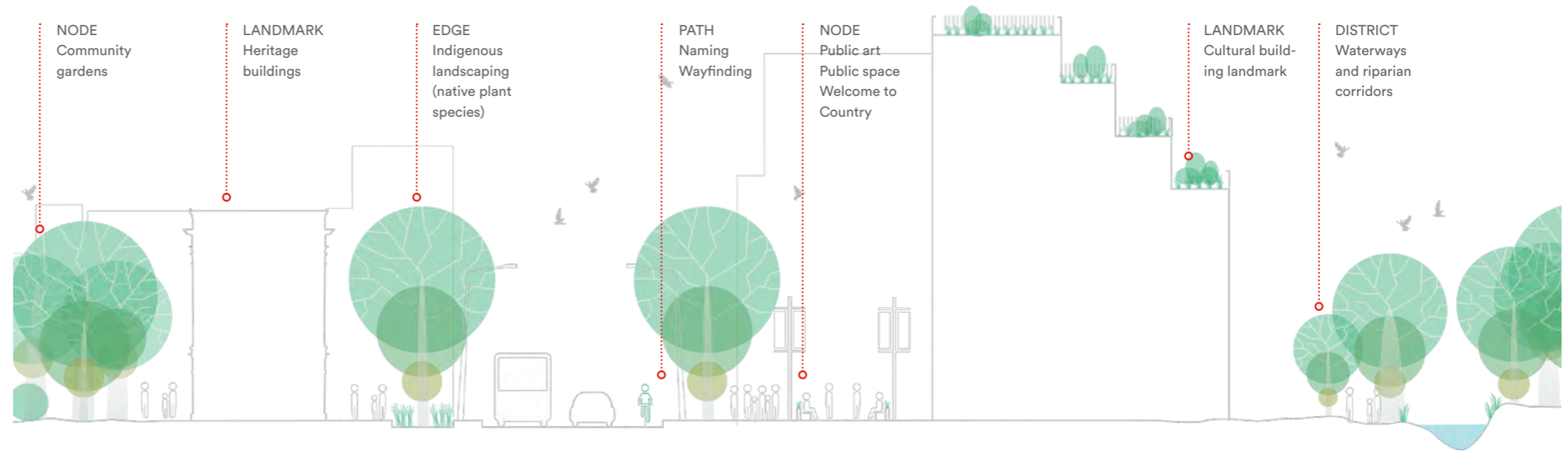
Soil volumes should be calculated based on tree size at maturity, and minimum requirements can vary between individual pits and shared tree pit trenches. Adjacent site soil can be included in soil volume calculations if it can be demonstrated that tree roots have unrestricted access to it.

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 <sup>3</sup>	6m <sup>3</sup>
Small-medium	4-9m	14m <sup>3</sup>	9m <sup>3</sup>
Medium	7-10m	21m <sup>3</sup>	14m <sup>3</sup>
Large	9-20m	33m <sup>3</sup>	22m <sup>3</sup>
Tall + wide	8m+ canopy 14m+ wide	44m <sup>3</sup>	29m <sup>3</sup>



## 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

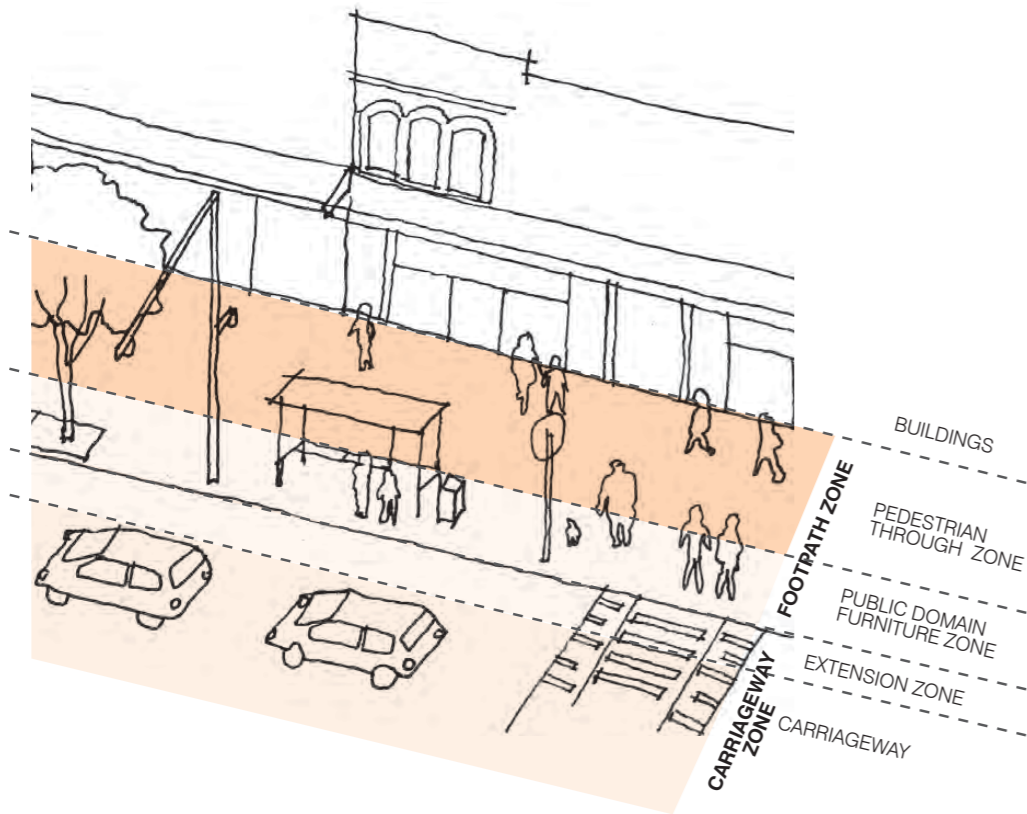
**THE PATHS, EDGES, DISTRICTS, NODES, AND LANDMARKS – BASED ON THE 1960 WORK OF URBAN PLANNER KEVIN LYNCH – AS PRESENTED WITHIN THE DESIGNING WITH COUNTRY DISCUSSION PAPER.**



**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.

Image source: Sydney Streets Code 2013, City of Sydney



## 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 undergrounded at every opportunity so as to not inhibit future tree canopy growth.

However, the future location of undergrounded 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 rootballs, so as to not inhibit tree root access to adjacent soil volumes for optimal tree growth.

# 03 HOMEBUSH NORTH PRECINCT

Homebush Precinct is strategically located between Sydney's two main CBDs and near the junction of two major rail routes. This key location provides the opportunity to transform Homebush into a major high-density, mixed-use Precinct that draws together employment opportunities and housing, supported by an extensive open space network and efficient vehicular, active, and public transport linkages.

The activity hub of the Precinct will be located between Homebush Station, North Strathfield Station and Strathfield Station. This area will have a revitalised and active urban mixed-use character with both Parramatta Road and George Street forming main street spines that build on the character and attraction of the Bakehouse Quarter and the curved alignment of Parramatta Road. Taller residential buildings will mark the core of the Precinct near all three stations.

A dense network of streets will extend northward and westward from the activity hub through the Precinct to provide walkable medium-density residential neighbourhoods oriented to the open space network. The green corridor of Powell's Creek will reach from the heart of the Precinct to Sydney Olympic Park and Homebush Bay beyond.

- Parramatta Road Corridor Urban Transformation Strategy, UrbanGrowth, 2016

# 03 HOMEBUSH NORTH

The Homebush North Precinct is located between Sydney Olympic Park's Bicentennial Park to the west and Concord Railway Station to the east. It forms the northernmost portion of the broader Homebush Precinct that extends from the Western Rail Line in its south, northwards along the Northern Rail Line and into Concord West.

The Homebush North Precinct will transform into an active and varied town centre, with a mixture of higher density housing and mixed uses, supported by a network of green streets in close proximity to the railway station.

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

- George Street
- Victoria Avenue
- King Street
- Station Avenue
- Station Square, a new open space at the eastern termination of Victoria Avenue adjacent the rail corridor
- Victoria Avenue Gates, a new open space at the western end of Victoria Avenue adjacent the existing Sydney Olympic Park entrance

TITLE	HOMEBUSH NORTH PRECINCT ANALYSIS
SCALE	0 300m
NORTH	⊙
---	PRECINCT BOUNDARY
- - - -	400m / 800m CATCHMENT
■	OPEN SPACE
■	EDUCATION
●●●●●	SYDNEY GREEN GRID PROJECT OPPORTUNITY
—	CCB EXISTING AND POTENTIAL FUTURE BIKE ROUTES
—	PRCUTS CYCLE ROUTE



# PUBLIC DOMAIN CONCEPT



TITLE	HOME BUSH NORTH CONCEPT PLAN
SCALE	100m
NORTH	

## SIGNIFICANT TREE ASSESSMENT

A preliminary assessment of significant trees within the Homebush North 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.



LARGE SINGLE TRUNKED EUCALYPTUS WITH FULL CANOPY  
LOCATED ON GEORGE STREET



MATURE MELALEUCA QUINQUENERVIA WITH FULL CANOPY  
FORMING AVENUE PLANTING ALONG KING STREET



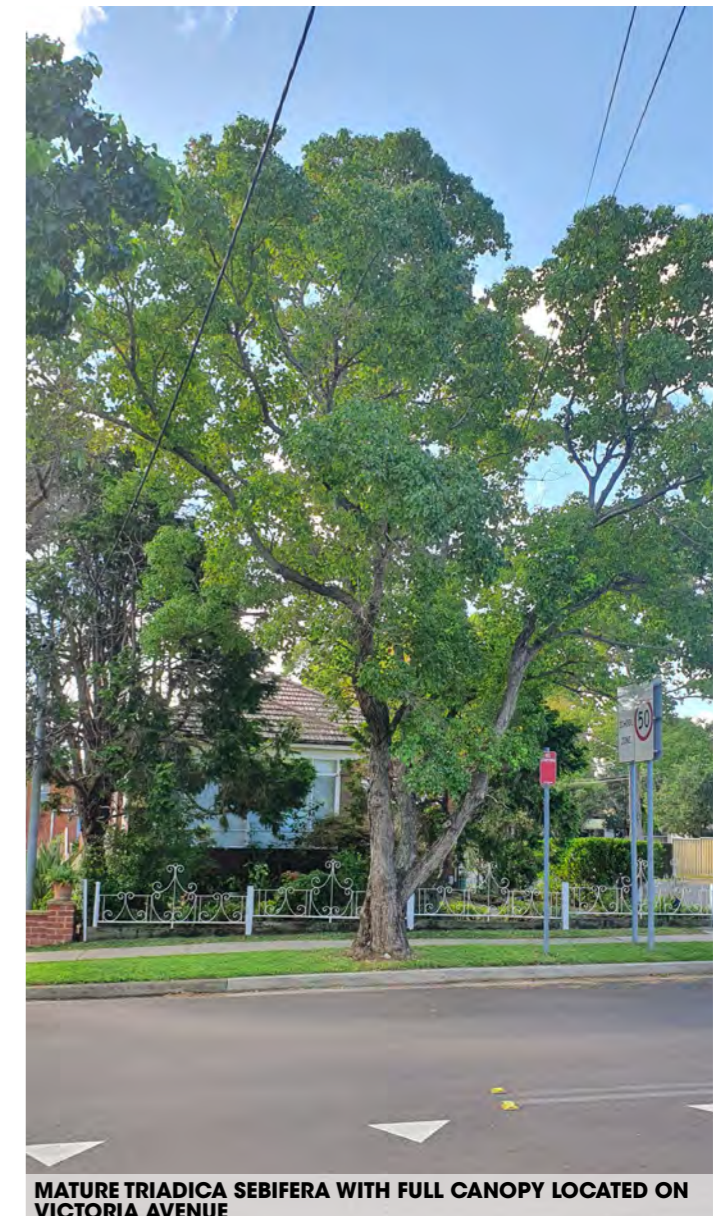
PRELIMINARY TREE ASSESSMENT PLAN - HOMEBUSH NORTH

PARRAMATTA ROAD SELECT PRECINCTS  
PUBLIC DOMAIN PLAN

1	Melaleuca quinquenervia	Broad Leaved Paperbark	N	12m	S	4.9m	30m	N	High
2	Eucalyptus spp.	Rough barked gum	N	15m	S	4.9m	30m	N	High
3	Melaleuca quinquenervia	Broad Leaved Paperbark	N	12m	S	4.9m	30m	Y	High
4	Melaleuca quinquenervia	Broad Leaved Paperbark	N	12m	S	4.5m	26.4m	Y	High
5	Melaleuca quinquenervia	Broad Leaved Paperbark	N	15m	S	6m	55.2m	N	High
6	Melaleuca quinquenervia	Broad Leaved Paperbark	N	15m	S	5.8m	45.6m	N	High
7	Melaleuca quinquenervia	Broad Leaved Paperbark	N	15m	S	5.2m	36m	N	High
8	Melaleuca quinquenervia	Broad Leaved Paperbark	N	12m	S	5.2m	36m	Y	High
9	Melaleuca quinquenervia	Broad Leaved Paperbark	N	12m	S	5m	28.8m	N	High
10	Melaleuca quinquenervia	Broad Leaved Paperbark	N	15m	S	5.7mm	43.2m	N	High
11	Melaleuca quinquenervia	Broad Leaved Paperbark	N	12m	S	5m	31.2m	Y	High
12	Melaleuca quinquenervia	Broad Leaved Paperbark	N	15m	S	4.8m	36m	N	High
13	Melaleuca quinquenervia	Broad Leaved Paperbark	N	15m	S	4.4m	36m	N	High
14	Melaleuca quinquenervia	Broad Leaved Paperbark	N	12m	S	4m	24m	Y	High
15	Melaleuca quinquenervia	Broad Leaved Paperbark	N	15m	S	5.6m	40.8m	Y	High
16	Melaleuca quinquenervia	Broad Leaved Paperbark	N	15m	S	5.4m	38.4m	N	High
17	Melaleuca quinquenervia	Broad Leaved Paperbark	N	15m	S	5.4m	38.4m	N	High
18	Jacaranda mimosifolia	Jacaranda	E	12m	S	4.3m	21.6m	N	High
19	Jacaranda mimosifolia	Jacaranda	E	12m	S	4m	21.6m	N	High
20	Triadica sebifera	Chinese tallow	E	7m	S	3.2m	10.8m	N	High
21	Triadica sebifera	Chinese tallow	E	7m	S	3.2m	10.8m	N	High
22	Melaleuca quinquenervia	Broad Leaved Paperbark	N	12m	S	5.8m	51.6m	Y	High
23	Melaleuca quinquenervia	Broad Leaved Paperbark	N	12m	S	4.4m	36m	N	High
24	Melaleuca quinquenervia	Broad Leaved Paperbark	N	15m	S	5.5m	49.2m	Y	High
25	Melaleuca quinquenervia	Broad Leaved Paperbark	N	12m	S	6m	52.8m	N	High
26	Melaleuca quinquenervia	Broad Leaved Paperbark	N	20m	S	6m	48m	N	High
27	Melaleuca quinquenervia	Broad Leaved Paperbark	N	15m	S	6.2m	54m	N	High
28	Melaleuca quinquenervia	Broad Leaved Paperbark	N	15m	S	5.3m	31.2m	N	High
29	Melaleuca quinquenervia	Broad Leaved Paperbark	N	15m	S	5m	28.8m	N	High
30	Corymbia maculata	Spotted gum	N	12m	S	3.3m	13.2m	N	High
31	Corymbia maculata	Spotted gum	N	15m	S	3.5m	14.4m	N	High
32	Corymbia maculata	Spotted gum	N	20m	S	4m	19.2m	N	High
33	Melaleuca quinquenervia	Broad Leaved Paperbark	N	15m	S	6m	52.8m	N	High
<b>Victoria Avenue</b>									
34	Triadica sebifera	Chinese tallow	E	-	M	-	-	Y	Low
35	Triadica sebifera	Chinese tallow	E	9m	S	3.2m	9.6m	N	Moderate
36	Melaleuca quinquenervia	Broad Leaved Paperbark	N	15m	S	5m	26.4m	N	High
37	Triadica sebifera	Chinese tallow	E	6m	S	4.2m	18m	Y	Low
38	Triadica sebifera	Chinese tallow	E	9m	M	4.3m	18m	N	High
39	Triadica sebifera	Chinese tallow	E	9m	S	3.6m	14.4m	N	High
40	Triadica sebifera	Chinese tallow	E	12m	M	4.4m	18m	N	High
<b>George Street</b>									
41	Triadica sebifera	Chinese tallow	E	6m	S	3.6m	10.8m	N	Moderate
42	Triadica sebifera	Chinese tallow	E	9m	M	4.4m	18m	N	Moderate
43	Triadica sebifera	Chinese tallow	E	9m	M	4.3m	18m	N	Moderate
44	Platanus x acerifolia	London Plan tree	E	15m	S	5m	28.8m	N	High
45	Eucalyptus spp.	Smooth barked gum	N	20m+	S	4.8m	21.6m	N	High
46	Ficus rubiginosa	Port Jackson Fig	E	25m	S	6.5m	60m	N	Very High
47	Cypruss spp.	Pine tree	E	20m+	S	4.4m	18m	Y	Moderate
48	Liquidamber styraciflua	Liquid amber	E	12m	S	4.5m	18m	N	Moderate
49	Casuarina spp.	Swamp Oak	N	15m	S	3.4m	8.4m	N	Moderate
50	Casuarina spp.	Swamp Oak	N	15m	S	3.5m	10.8m	N	Moderate
51	Casuarina spp.	Swamp Oak	N	15m	S	3.4m	8.4m	N	Moderate
52	Casuarina spp.	Swamp Oak	N	15m	S	3.2m	7.2m	N	Moderate
53	Casuarina spp.	Swamp Oak	N	15m	S	3.5m	8.4m	N	Moderate
54	Casuarina spp.	Swamp Oak	N	15m	S	3.8m	10.8m	N	Moderate
55	Casuarina spp.	Swamp Oak	N	18m	S	4.2m	14.4m	N	High
56	Casuarina spp.	Swamp Oak	N	18m	S	4.6m	18m	N	High
57	Eucalyptus spp.	Rough barked gum	N	18m	S	4.5m	18m	N	High
58	Corymbia maculata	Spotted gum	N	8m	S	3m	7.2m	N	Low
59	Corymbia maculata	Spotted gum	N	18m	S	3.5m	14.4m	N	High
60	Corymbia maculata	Spotted gum	N	18m	S	3.8m	15.6m	N	High
61	Eucalyptus spp.	Rough barked gum	N	20m	S	4.8m	27.6m	N	High
62	Casuarina spp.	Swamp Oak	N	15m	S	3.8m	13.2m	N	Low
63	Eucalyptus spp.	Rough barked gum	N	20m	S	5m	26.4m	N	High
64	Eucalyptus spp.	Rough barked gum	N	18m	S	4.8m	21.6m	N	High



**MATURE MELALEUCA QUINQUENERVIA WITH PRUNED CANOPY TO AVOID OVERHEAD SERVICES LOCATED ON KING STREET**



**MATURE TRIADICA SEBIFERA WITH FULL CANOPY LOCATED ON VICTORIA AVENUE**

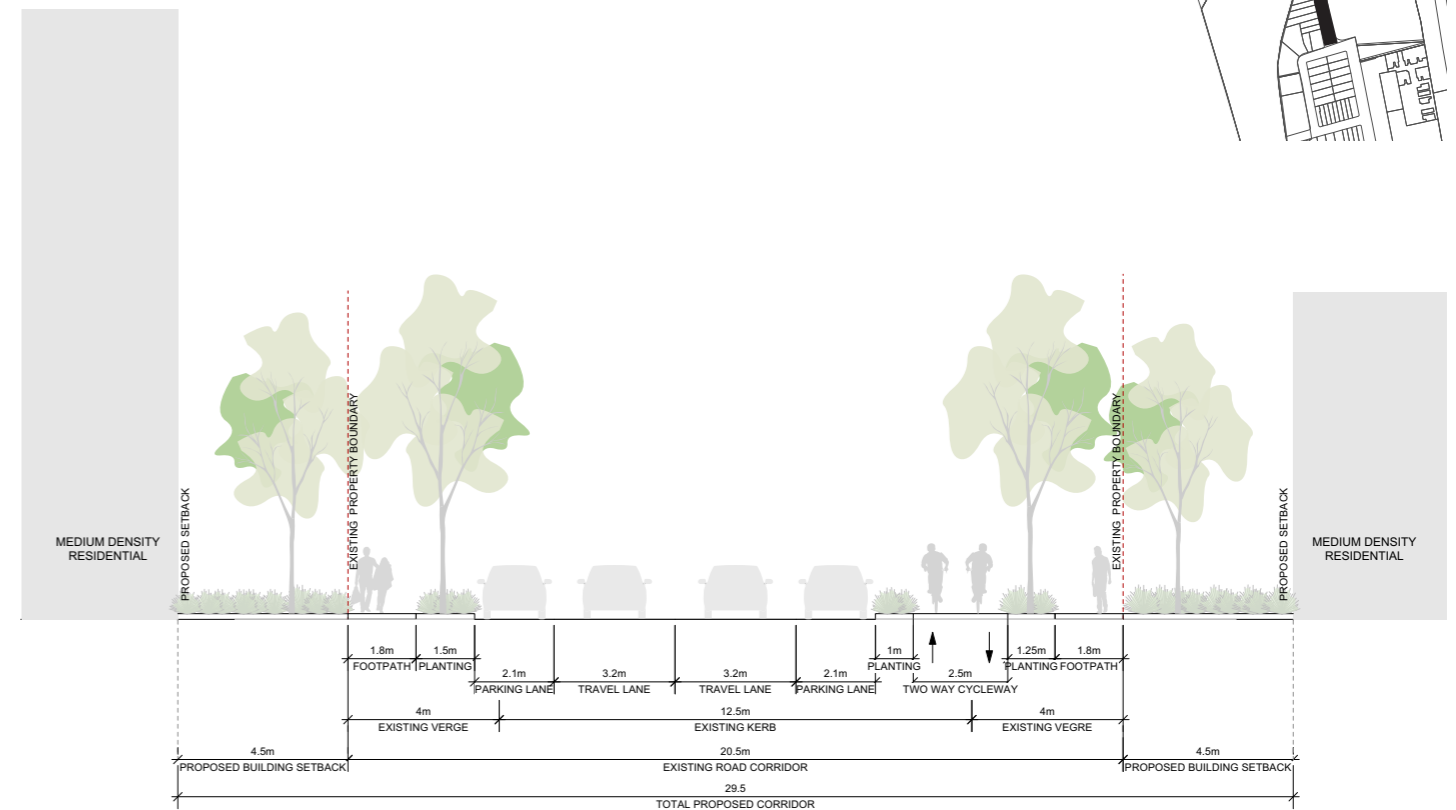
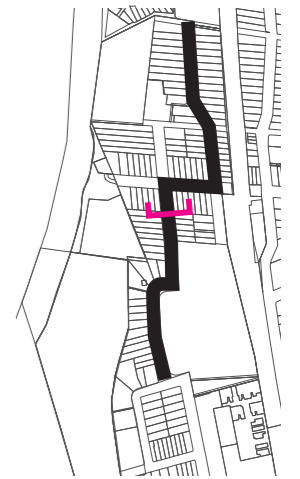
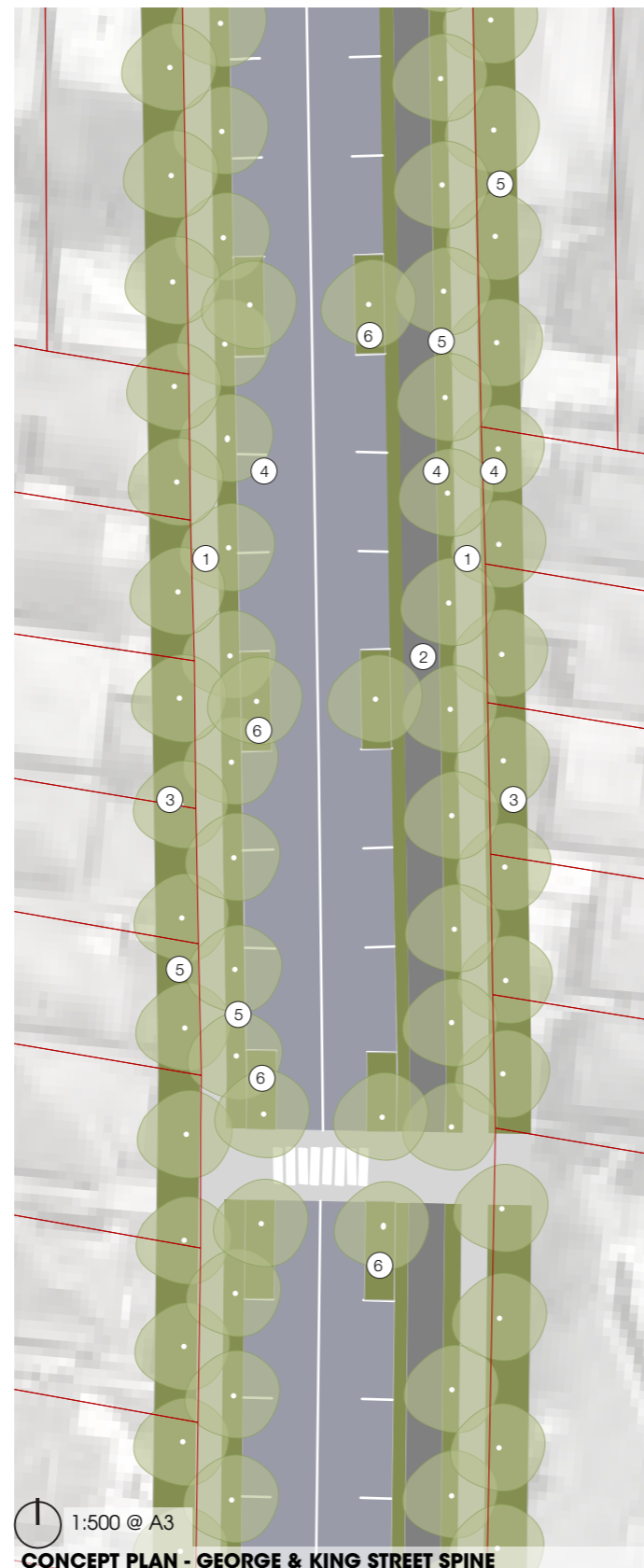
## GEORGE & KING STREET SPINE

George Street and King Street will form the primary north-south public domain spine through this neighbourhood as it evolves from its current industrial development pattern to medium density residential development and business park.

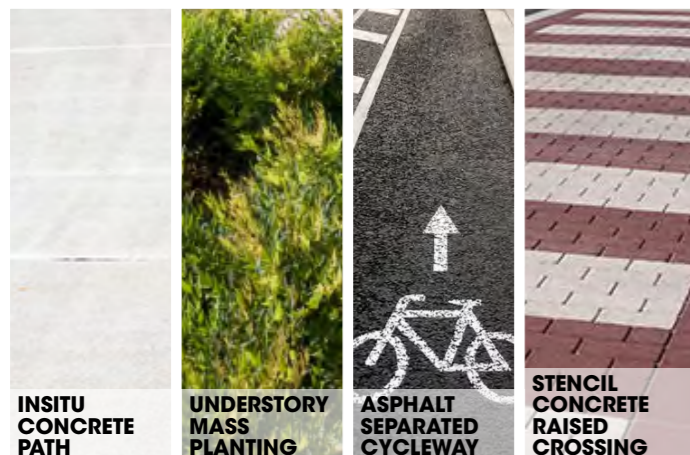
King Street will provide important walking and cycling connections between Concord West Station and Liberty Grove to the north, while George Street will provide the same connectivity south to the Bakehouse Quarter.

Key design features include:

1. Generous pedestrian footpaths, providing continuous universal access along both sides of the street.
2. A separated cycleway, protected with understorey and street tree planting in landscape garden beds, providing safe clearance to adjacent car parking and pedestrian footpaths.
3. Landscape setbacks (3m) on both sides of the street.
4. Continuous avenues of kerbside street trees on both sides of the street, supplemented with additional street tree planting between the cycleway and footpath, within kerb extensions, and in landscaped setbacks.
5. Landscape garden beds passively irrigated by adjoining hard surfaces to maximise stormwater infiltration, with intermediate stepping stones / crossing points for pedestrians to access parked vehicles.
6. Kerb extensions at intersections and other dedicated pedestrian crossings points, to provide traffic calming, improve visibility between pedestrians/cyclists and motorists, define on-street parking and provide opportunities for rain gardens and low level planting.



TYPICAL SECTION - GEORGE & KING STREET SPINE



## VICTORIA AVENUE

Victoria Avenue will form the primary east-west spine through Homebush North, and a key link between Concord West Station and Sydney Olympic Park.

Key design features include:

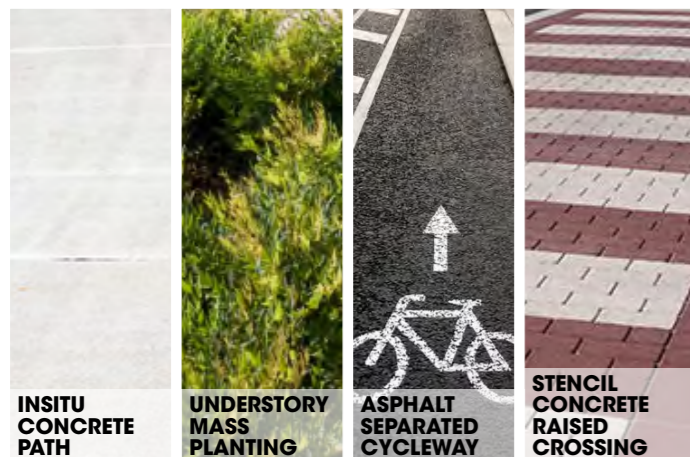
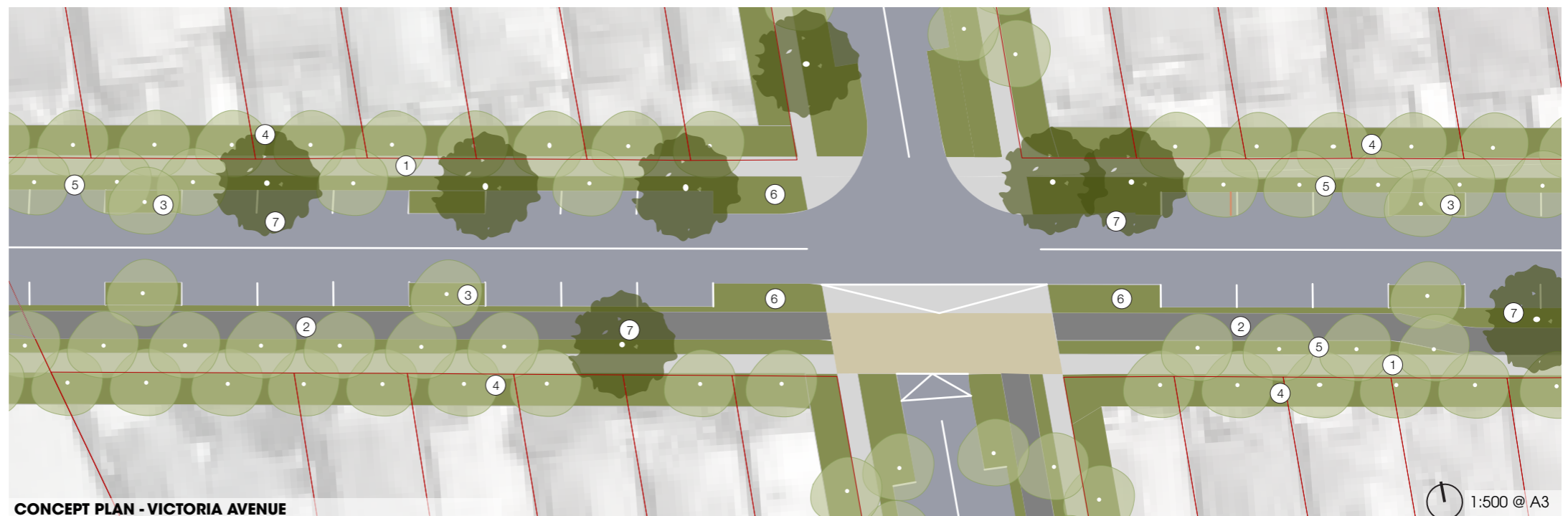
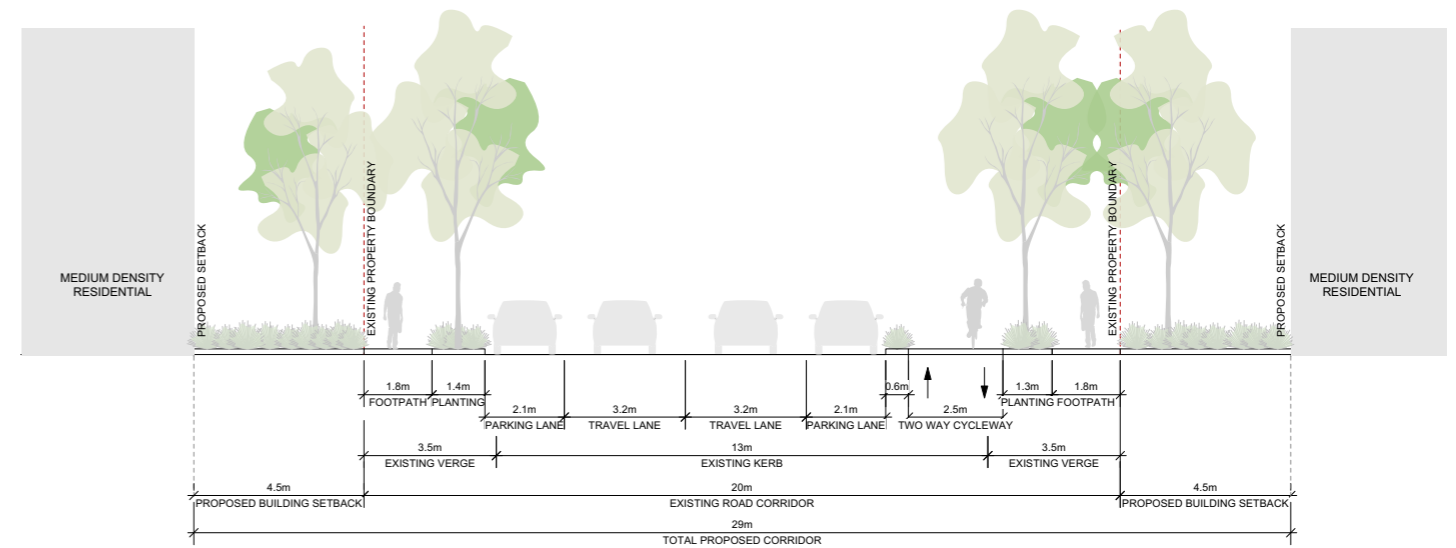
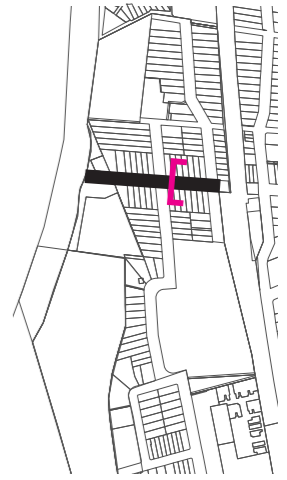
1. Generous pedestrian footpaths, providing continuous universal access along both sides of the street.
2. A separated cycleway providing cycling connectivity between the railway station and SOP, protected with understorey and street tree planting in landscape garden beds, providing safe clearance to adjacent car parking and pedestrian footpaths.
3. Kerb extensions and a pedestrian/cycle crossing near the Victoria Avenue Gates to SOP, to slow traffic and provide safe connections into SOP.
4. Landscape setbacks (3m) on both sides of the street.
5. Continuous avenues of kerbside street trees on both sides of the street, supplemented with additional street tree planting between the cycleway and footpath, within kerb extensions, and in landscaped setbacks.
6. Generous landscape garden beds passively irrigated by adjoining hard surfaces to maximise stormwater infiltration, with intermediate stepping stones / crossing points for pedestrians to access parked vehicles.
7. Retention of significant existing trees to maintain canopy cover and street character.



LANDSCAPE SETBACKS WITH INCIDENTAL OPPORTUNITIES FOR DWELLING AND SOCIALISING



SEPARATED CYCLEWAY WITH STREET TREES AND LANDSCAPE SETBACKS ARTICULATED WITH BOUNDARY TREATMENTS





## STATION AVENUE SHARED ZONE

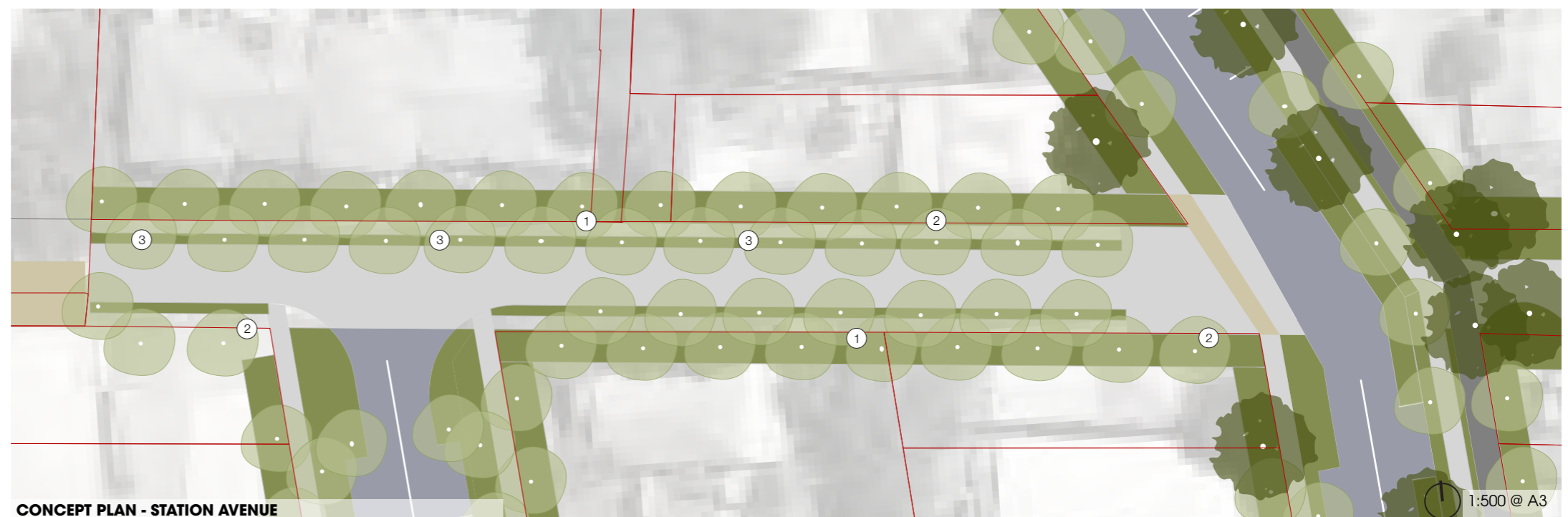
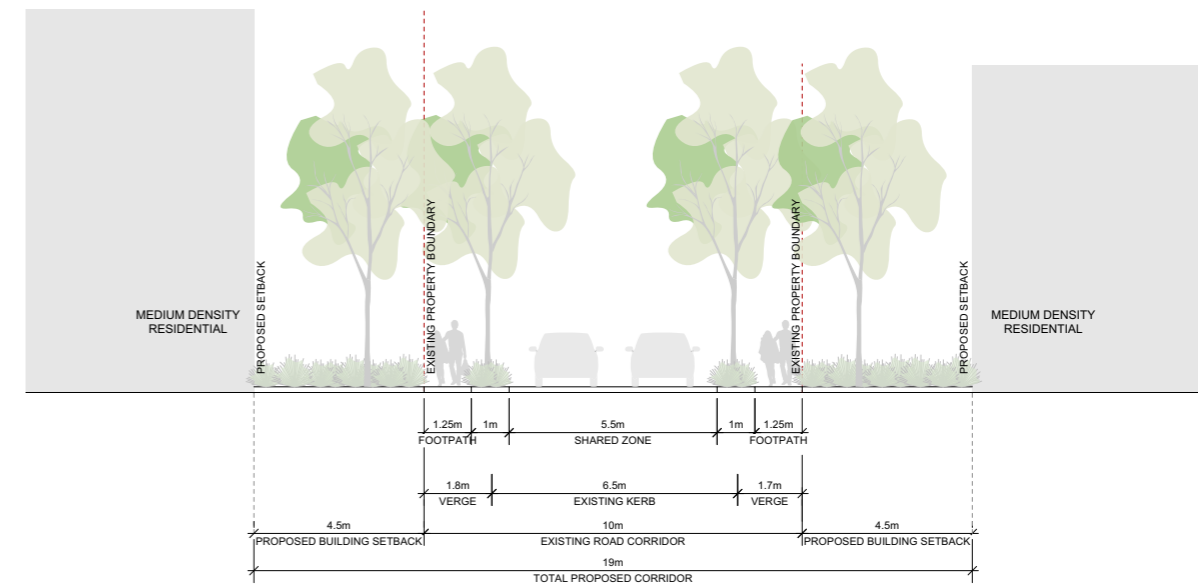
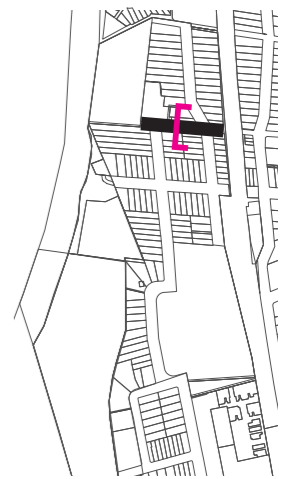
**Station Avenue will provide the northern portion of the precinct with amenable local access for pedestrians, cyclists, motorists, and service vehicles.**

While the street is currently a narrow, local access laneway and low traffic speed environment, it is without footpaths, tree planting or other amenities conducive to walking and cycling.

Redevelopment of the precinct will provide an opportunity for Station Avenue to become an intimate laneway that welcomes casual inhabitation of the street space by those that live along it.

Key design features include:

1. A pedestrianised road surface, with paving treatments and flush kerb environments that build on the 'shareway' concept presented within the Concord West Master Plan.
2. Dedicated pedestrian pathways abutting property boundaries on both sides of the street.
3. Understorey and street tree planting within landscape garden beds and rain gardens, to delineate the shared movement space from pedestrian paths.
4. A flush shared travel space that drains to adjacent rain gardens and passively irrigates landscape planting areas.



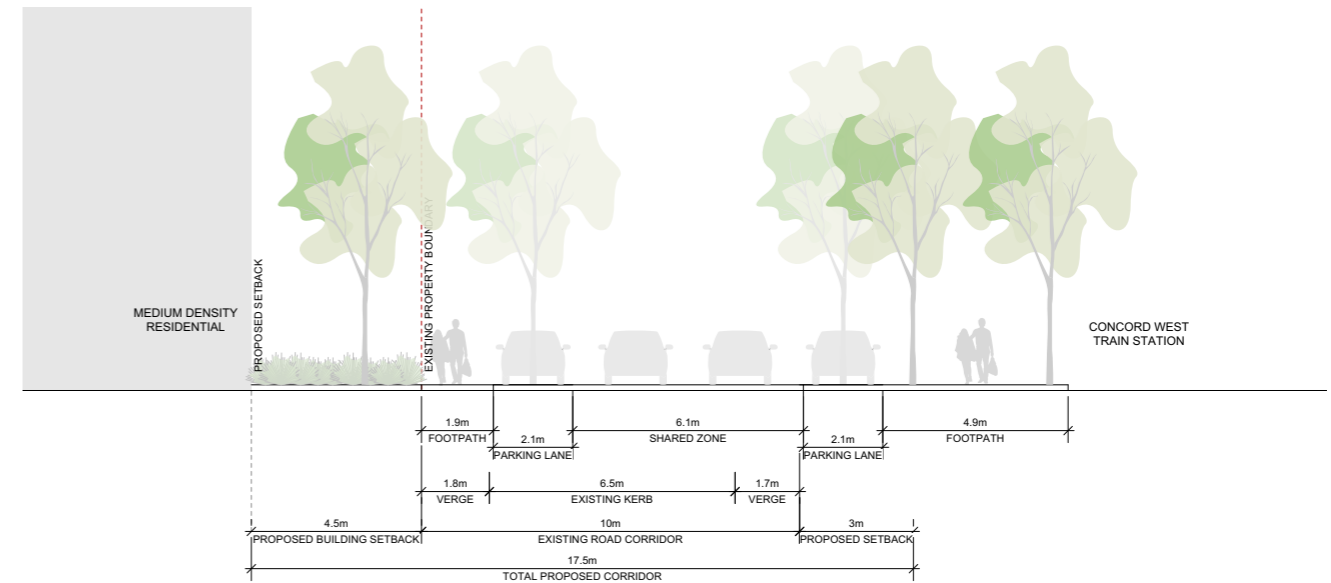
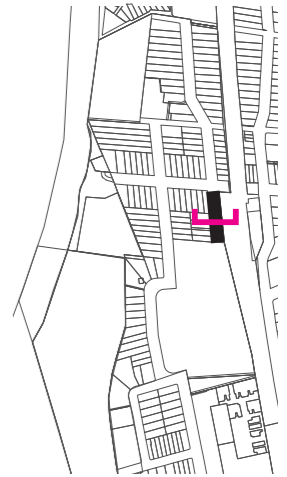
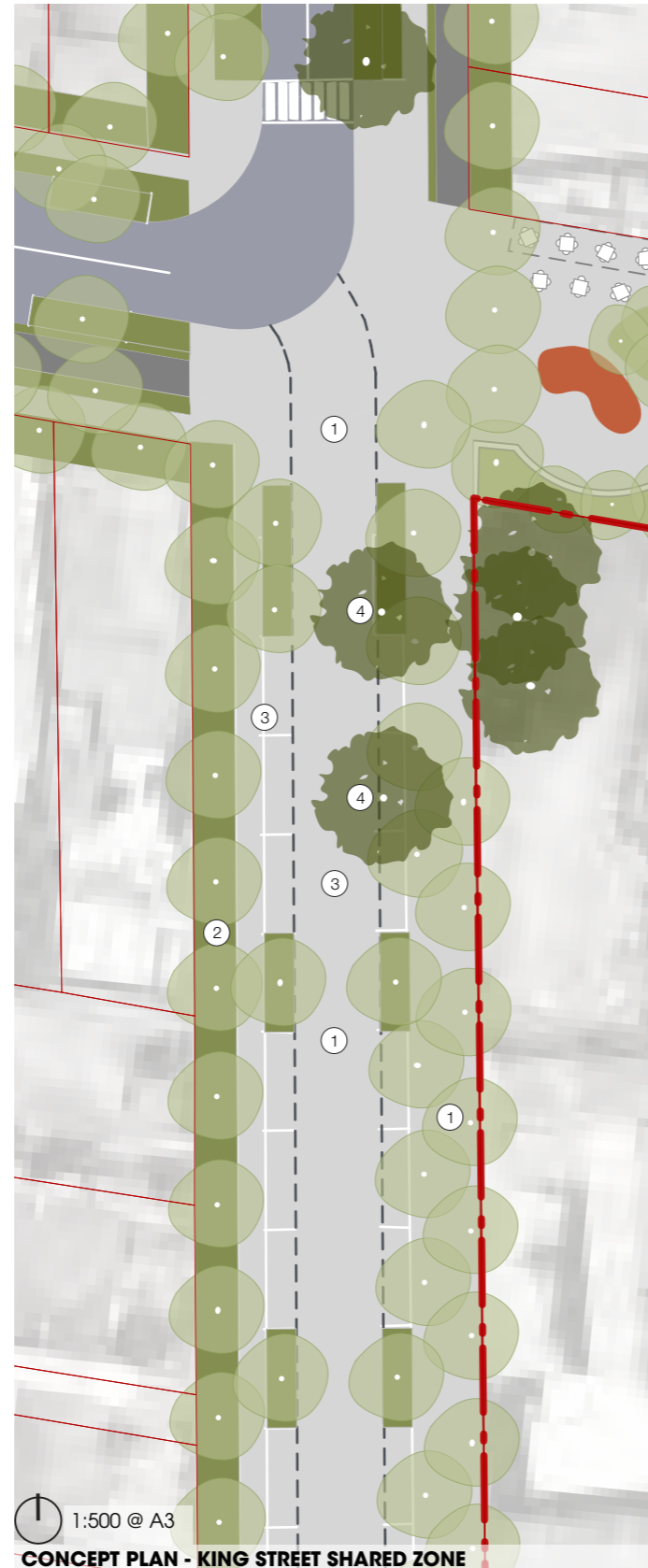
## KING STREET SHARED ZONE

The King Street shared zone adjacent Concord West Station will provide an amenable 'slow zone' that prioritises safe pedestrian and cyclist movement to and from the station.

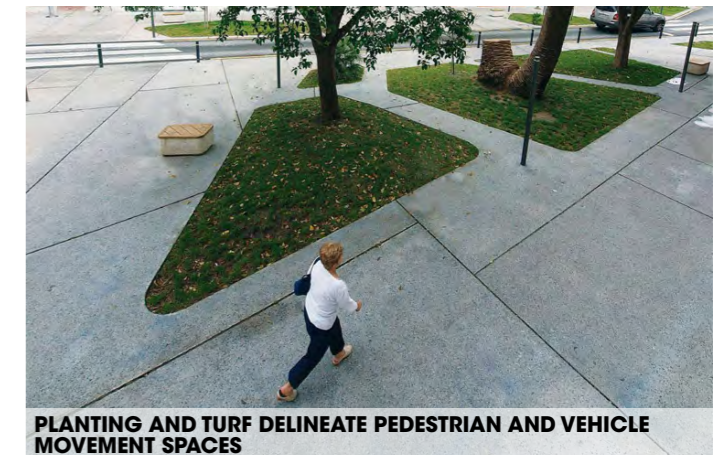
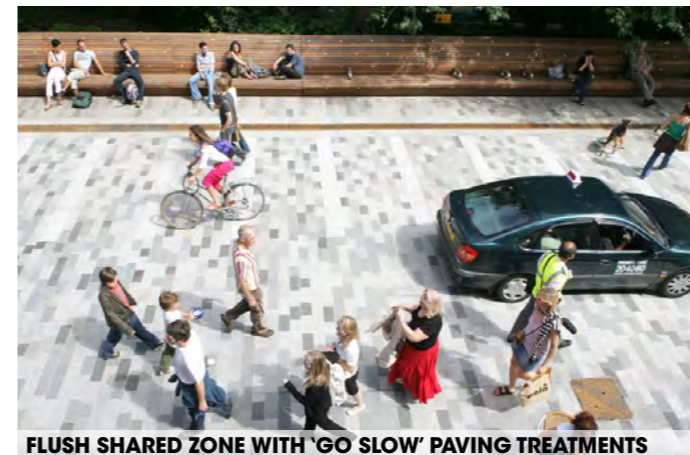
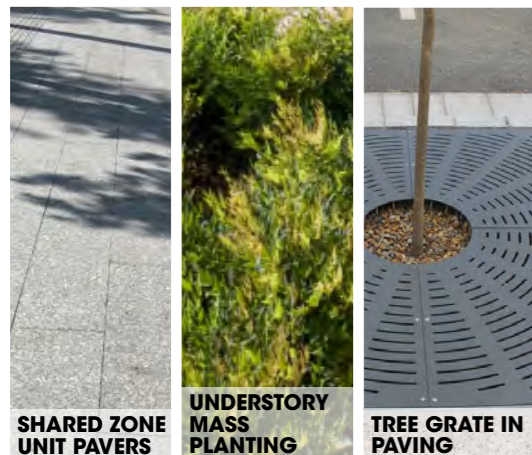
Pedestrians, cyclists, and motorists will share a flush, slow speed environment, with parking and pick-up / drop-off bays defined by an avenue of street trees.

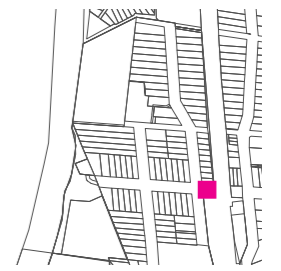
Key design features include:

1. A pedestrianised road surface, with paving treatments and flush kerb environments that clearly communicate the shared environment to all street users.
2. Understorey and street tree planting within landscape garden beds and rain gardens, to delineate the shared movement space and dedicated parking and pick-up / drop-off areas.
3. Porous paving areas and pavement grades that drain to adjacent rain gardens.
4. Retention of significant existing trees to maintain canopy cover and street character.



TYPICAL SECTION - KING STREET SHARED ZONE





## STATION SQUARE

Station Square will function as an entry plaza to the station precinct, activated by ground floor uses of the adjacent redevelopment site and providing a civic extension to the existing pocket park.

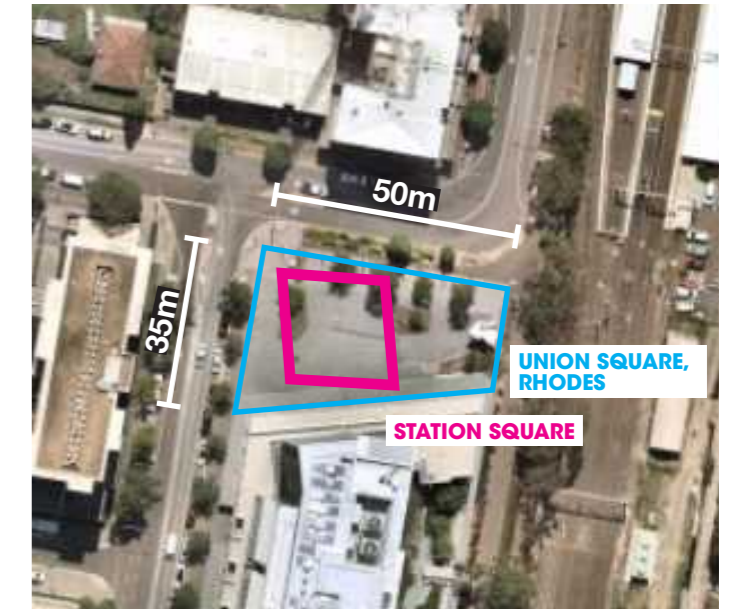
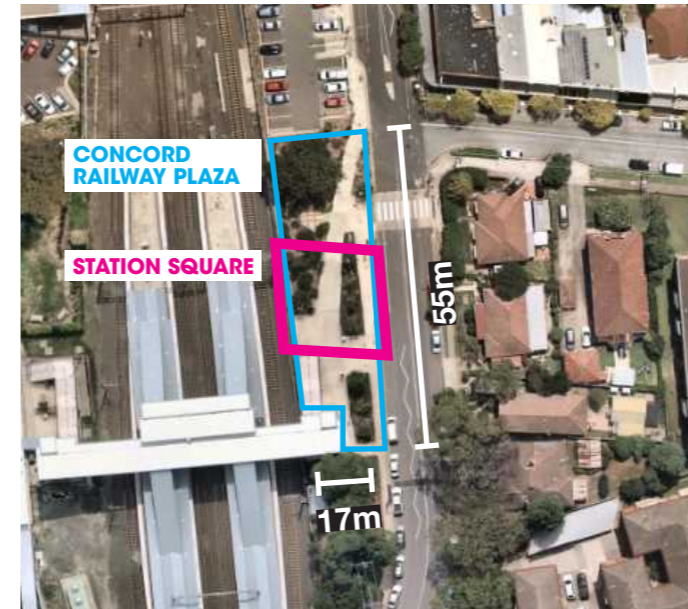
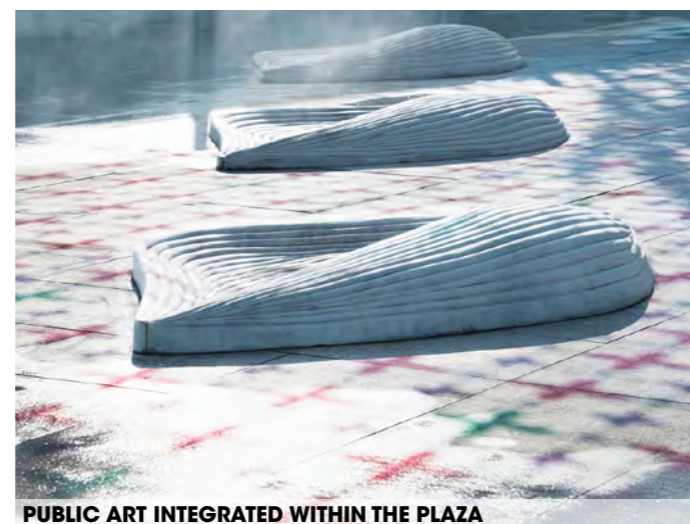
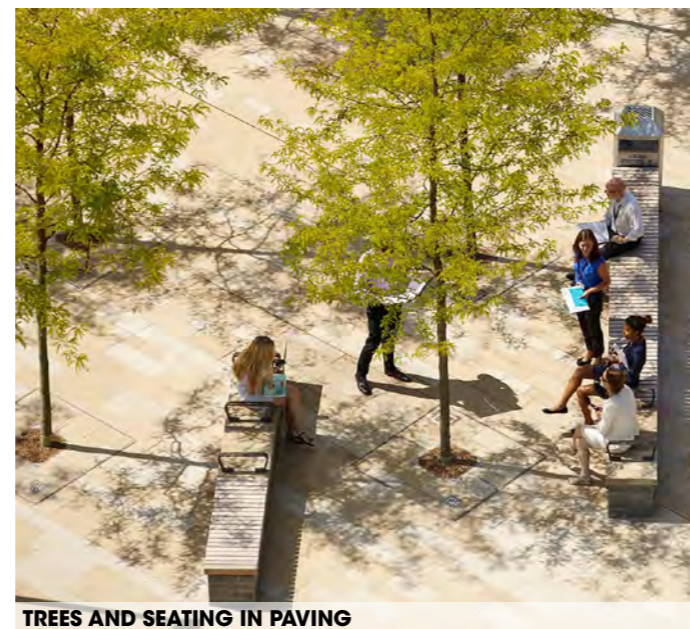
The square will deliver the Concord West Precinct Master Plan vision for the space:

*“Station Square is envisioned as a small urban plaza that provides a meeting place and focal point for the neighbourhood near the station entry. The square will be activated through the redevelopment of 3 King Street (Site 3) into a mixed use building with a ground floor cafe or restaurant that can utilise the square for outdoor seating and dining. The square will offer a quite and shady environment where one can wait for the train, or to pick up / drop off friends and family on their way to / from work, school or the city.”*

Concord West Precinct Master Plan, pg 16

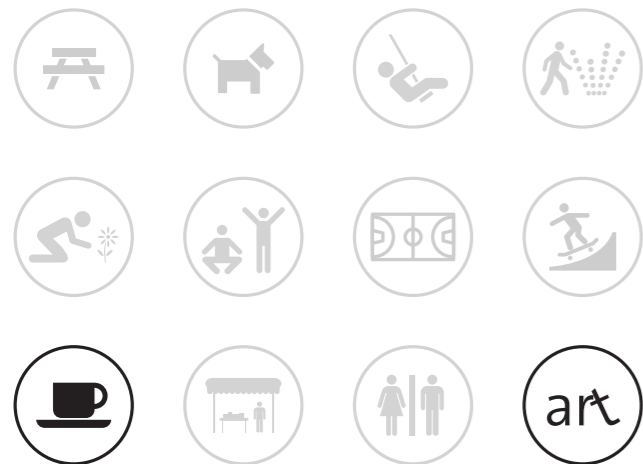
Key design features include:

1. A paved plaza space with seating under shade tree planting for informal dwelling and meeting.
2. Ground floor activation and outdoor dining spaces along the northern side of the plaza.
3. Public art located within the plaza;
4. Screen planting along the eastern boundary of the plaza to provide visual and noise screening to the railway corridor.
5. A formal urban lawn / green edge to the southern portion of the plaza to provide inhabitable edges and a new interface with the existing pocket park.



SCALE COMPARISONS

### FACILITIES & PROGRAMS



1:500 @ A3

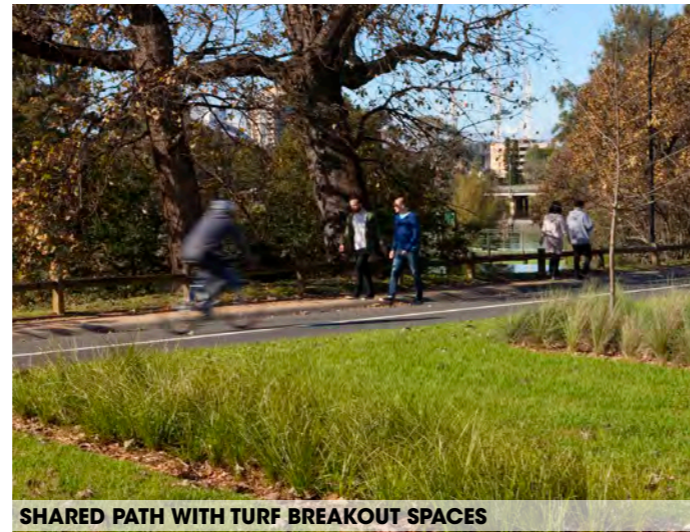
## VICTORIA AVENUE GATES

Victoria Avenue Gates to Sydney Olympic Park provide a welcoming and human-scale interface between the Homebush North neighbourhood and parklands.

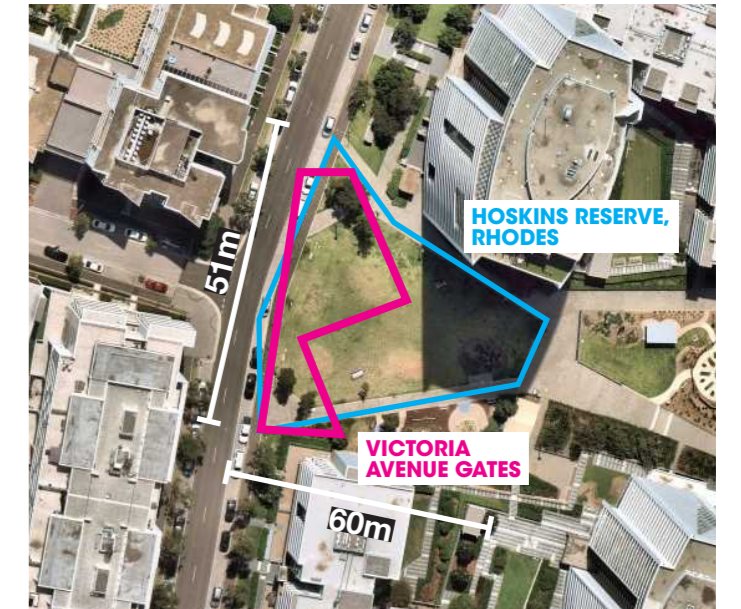
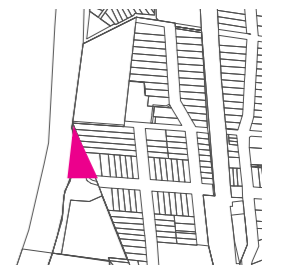
The revitalised Gates will play an important role in providing safe pedestrian and cyclist connections to SOP, while also maximising pedestrian/cycle north-south connectivity for the planned future shared path along the eastern side of Homebush Bay Drive.

Key design features include:

1. Kerb extensions and a dedicated pedestrian crossings point to provide traffic calming, improve visibility between pedestrians/cyclists and motorists, and provide opportunities for rain gardens and low level planting.
2. A north-south shared path.
3. Landscape works around the northern SOP gateway structure to improve its visual and physical integration within the street.
4. A dog off-leash area within residual green space surrounding the existing electricity substation site.
5. Fitness station.
6. Native shade trees and mass planting.



### FACILITIES & PROGRAMS



# 04 BURWOOD PRECINCT

**The Burwood-Concord Precinct will develop to reinforce its role as the major centre for the Corridor, allowing for a greater diversity of housing while maintaining the quality of buildings in the area.**

The Precinct will also connect to existing open space areas, such as Burwood Park to the south, and Queen Elizabeth Park and St Luke's Park to the north. The northern parks are part of the open-space network that leads to the Harbour.

Extending north from Burwood Station, the renewed streetscape will likely continue to Parramatta Road and form part of the regeneration of the Parramatta Road area.

Streets within the Precinct will include tall and medium-density residential buildings, and mixed-use buildings. Residential development will occur in adjacent streets. This development will be designed to sensitively respond to the character of heritage structures, open space, educational facilities and existing residential neighbourhoods.

Built form will generally taper down towards the north, transitioning to the adjoining lower-scale residential areas. The area north of Parramatta Road will be characterised by lower-scale development that will provide additional definition to street edges and open space areas.

The Precinct's new open spaces and road connections will provide a denser network of walkable paths and reinforce links to surrounding open space areas. New streets are planned north of Parramatta Road, while new open space is included in the area south of Parramatta Road. These changes will increase connectivity and encourage pedestrian traffic.

- Parramatta Road Corridor Urban Transformation Strategy, UrbanGrowth, 2016






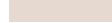



# 04 BURWOOD PRECINCT

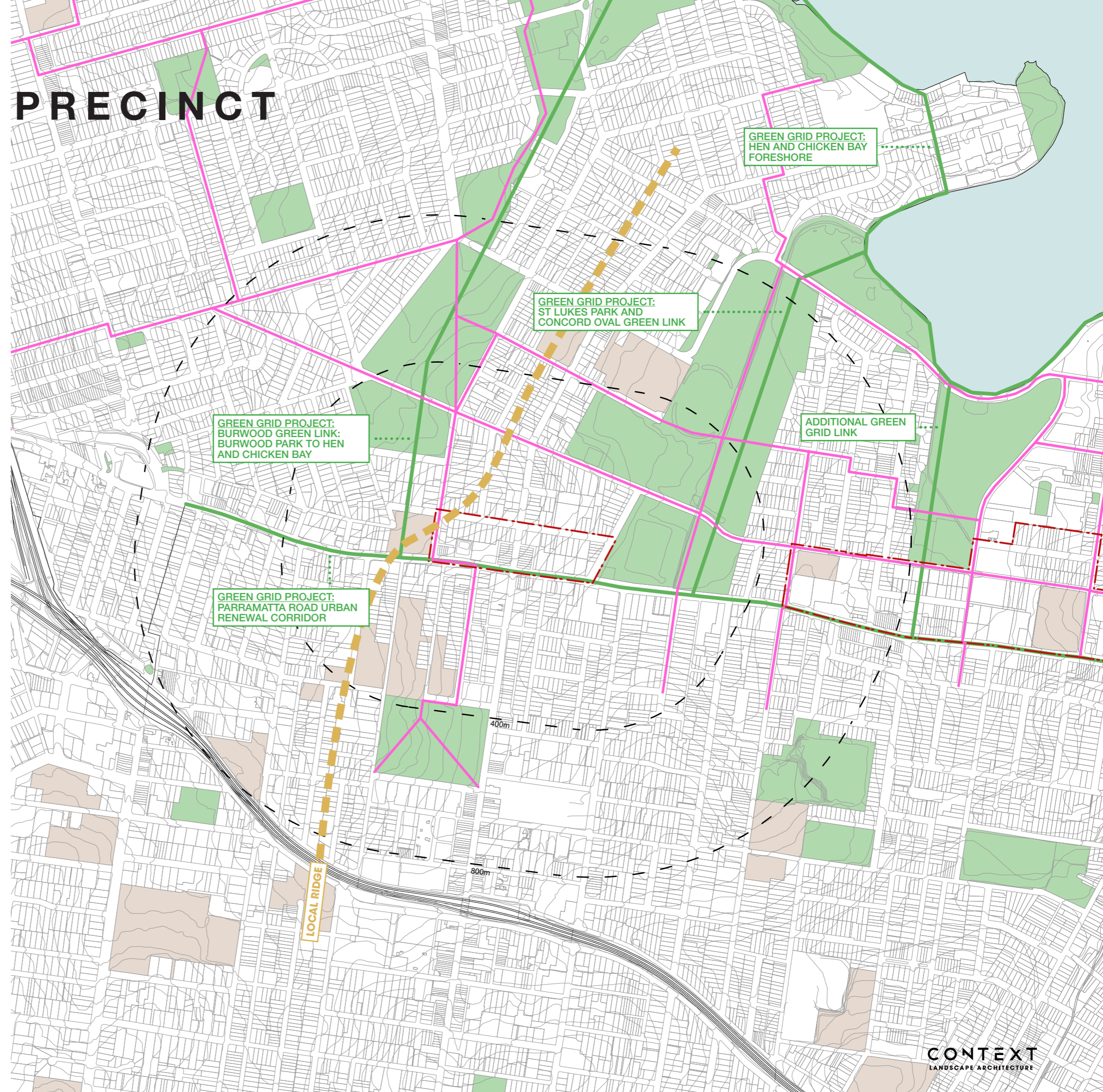
The Burwood Precinct is located approximately 500m north of the existing Burwood Town Centre and 1km from Burwood railway station. The existing town centre accommodates a large Westfield shopping centre near Burwood Park, and a smaller shopping plaza south of the station. A wide range of high street retail shops and commercial office buildings are also located along Burwood Road.

The Burwood Precinct will complement the town centre and provide additional housing whilst maintaining the quality of buildings in the area.

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

- Parramatta Road, limited to the northern side only
- Burwood Road
- Burton Street
- Broughton Street, as being the primary opportunity within this precinct for completing the 'Burwood Green Link' Green Grid project (prioritising the cycleway on the western side of the street and tree planting within future landscape setbacks on eastern side of street)
- Loftus Street
- Frankie Lane
- Neichs Lane
- The proposed open space at 26-36 Burton Street
- The proposed open space in the block to the east of Burwood Road, fronting Burton Street
- New Shared Stree in the Eastern block of the precinct

TITLE	<b>BURWOOD PRECINCT ANALYSIS</b>
SCALE	 300m
NORTH	
	PRECINCT BOUNDARY
	400m / 800m CATCHMENT
	OPEN SPACE
	EDUCATION
	SYDNEY GREEN GRID PROJECT OPPORTUNITY
	CCB EXISTING AND POTENTIAL FUTURE BIKE ROUTES
	PRCUTS CYCLE ROUTE

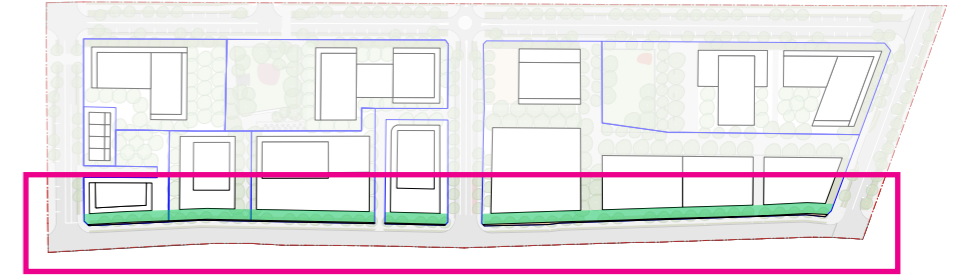


# PUBLIC DOMAIN CONCEPT

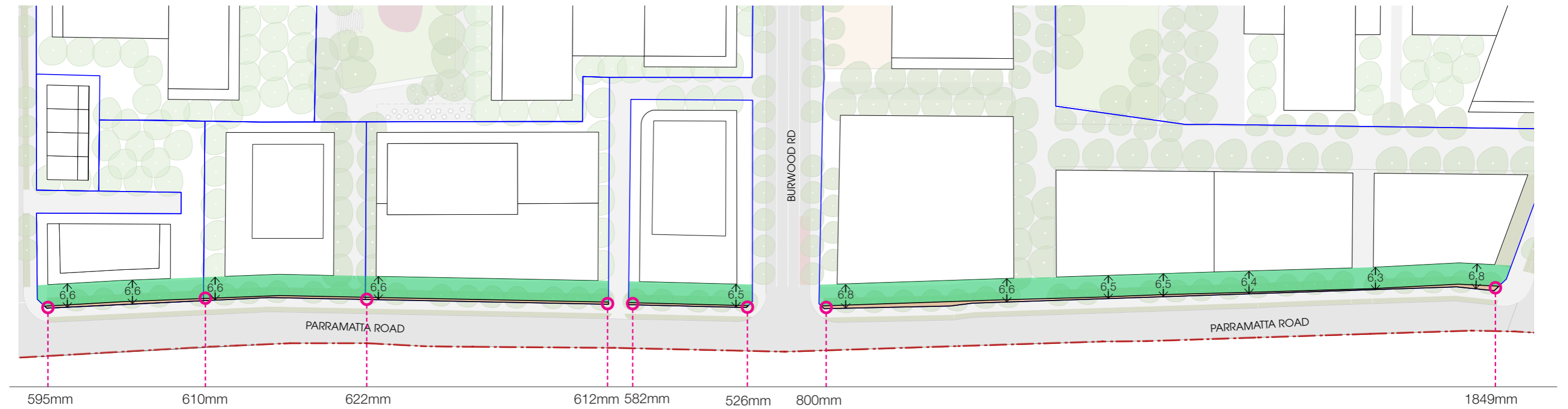


TITLE	BURWOOD CONCEPT PLAN
SCALE	 100m
NORTH	

## TFNSW VARIABLE ROAD WIDTHS - BURWOOD



### TFNSW VARIABLE ROAD WIDTH DIMENSIONS



TITLE	BURWOOD PRECINCT TFNSW ROAD WIDENING
SCALE	300m
NORTH	⌚
--- --	PRECINCT BOUNDARY
— — — —	LOT AMALGIMATION BOUNDARY
■	6M SETBACK
■	VARIABLE TFNSW ROAD WIDENING
□	PROPOSED BUILDINGS
↑ 6.6 ↓	DIMENSION FROM ROAD RESERVE TO PROPERTY BOUNDARY



## SIGNIFICANT TREE ASSESSMENT

A preliminary assessment of significant trees within the Burwood 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.



**MATURE LOPHOSTEMON CONFERTUS LOCATED ON LOFTUS STREET.**



**PRELIMINARY TREE ASSESSMENT PLAN - BURWOOD**

1	Triadica sebifera	Chinese tallow	E	7m	M	4m	12.36m	N	Low
2	Triadica sebifera	Chinese tallow	E	9m	S	3.8m	15.6m	N	Low
3	Triadica sebifera	Chinese tallow	E	9m	S	3.8m	15.6m	N	Low
4	Triadica sebifera	Chinese tallow	E	8m	S	3.3m	10.8m	N	Low
5	Cinnamomum camphor	Camphor laurel	P	-	-	-	-	Y	Low
6	Cinnamomum camphor	Camphor laurel	P	-	-	-	-	Y	Low
7	Lophostemon confertus	Brush box	N	7m	S	4m	18m	Y	Low
8	Triadica sebifera	Chinese tallow	E	7m	S	3.7m	13.2m	Y	Low
9	Triadica sebifera	Chinese tallow	E	7m	M	4m	16.8m	N	Low
10	Triadica sebifera	Chinese tallow	E	-	-	-	-	Y	Low
11	Triadica sebifera	Chinese tallow	E	-	-	-	-	Y	Low
12	Triadica sebifera	Chinese tallow	E	-	-	-	-	Y	Low
13	Triadica sebifera	Chinese tallow	E	-	-	-	-	Y	Low
14	Triadica sebifera	Chinese tallow	E	9m	M	4.2m	18m	N	Low
15	Triadica sebifera	Chinese tallow	E	7m	S	-	-	Y	Low
16	Triadica sebifera	Chinese tallow	E	9m	M	5m	25m	N	Low
17	Triadica sebifera	Chinese tallow	E	6m	S	-	-	-	Low
18	Triadica sebifera	Chinese tallow	E	6m	S	-	-	-	Low
19	Triadica sebifera	Chinese tallow	E	12m	M	4.2m	15.2m	N	Low
20	Triadica sebifera	Chinese tallow	E	8m	M	3.8m	11.9m	N	Low
21	Triadica sebifera	Chinese tallow	E	7m	M	4.5m	16.9m	N	Low

<b>Loftus Street</b>									
22	Eucalyptus spp.	Gum Tree	N	16m	S	4.8m	26.4m	N	High
23	Lophostemon confertus	Brush box	N	10m	S	4.4m	21.6m	N	High
24	Lophostemon confertus	Brush box	N	10m	S	4.4m	21.6m	N	High
25	Lophostemon confertus	Brush box	N	10m	S	4.4m	21.6m	N	High
26	Lophostemon confertus	Brush box	N	12m	S	4.8m	24m	N	High
27	Ulmus parvifolia	Chinese Elm	E	9m	S	3.9m	14.4m	N	High
28	Melaleuca quinquenervia	Broad Leaved Paperbark	N	12m	S	5.4m	36m	Y	High
29	Melaleuca quinquenervia	Broad Leaved Paperbark	N	9m	S	5.4m	36m	Y	High
30	Ulmus parvifolia	Chinese Elm	E	15m	M	5m	25.9m	N	High
31	Ulmus parvifolia	Chinese Elm	E	15m	M	5.2m	26.4m	N	High
32	Ficus rubiginosa	Port Jackson Fig	E	25m	S	6.5m	60m	N	Very High

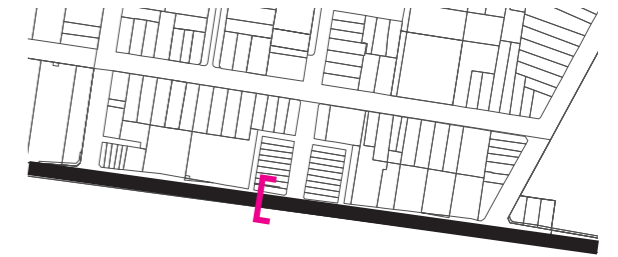
<b>Parramatta Road</b>									
33	Livistona australis	Cabbage Tree Palm	N	30m	a	-	-	N	Very High
34	Livistona australis	Cabbage Tree Palm	N	30m	S	-	-	N	Very High
35	Livistona australis	Cabbage Tree Palm	N	30m	S	-	-	N	Very High
36	Araucaria heterophylla	Norfolk Island Pine	E	20m	S	-	-	N	High
37	Schinus molle	Pepper Tree	E	12m	S	-	-	N	Low
38	Schinus molle	Pepper Tree	E	12m	S	-	-	N	Low



**MATURE FICUS RUBIGINOSA LOCATED ADJACENT LOFTUS STREET.**



**HEAVILY PRUNED CINNAMOMUM CAMPHORA LOCATED ON BURTON STREET.**



## PARRAMATTA ROAD (BURWOOD)

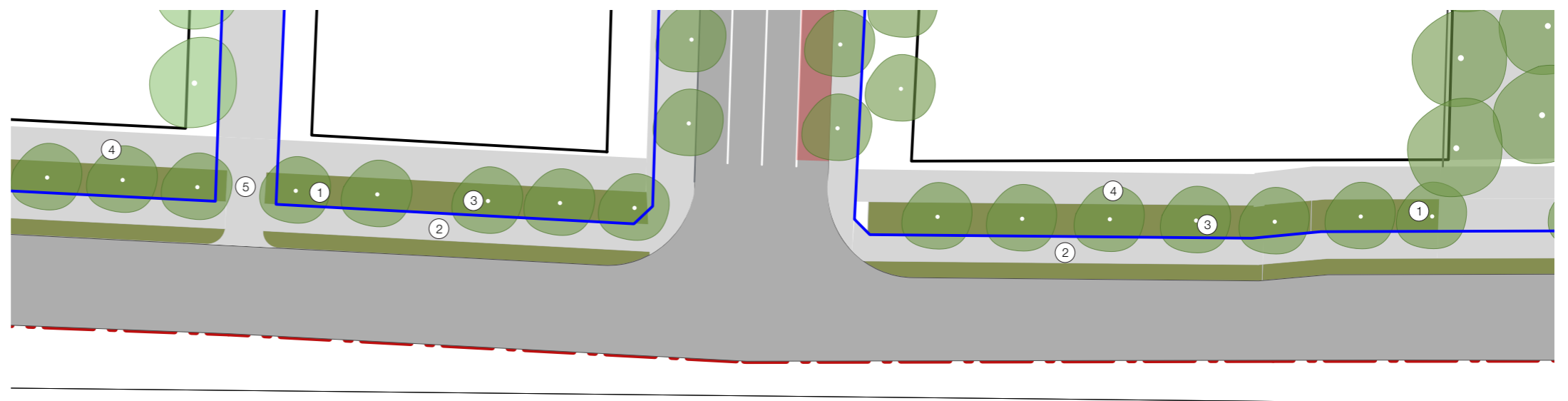
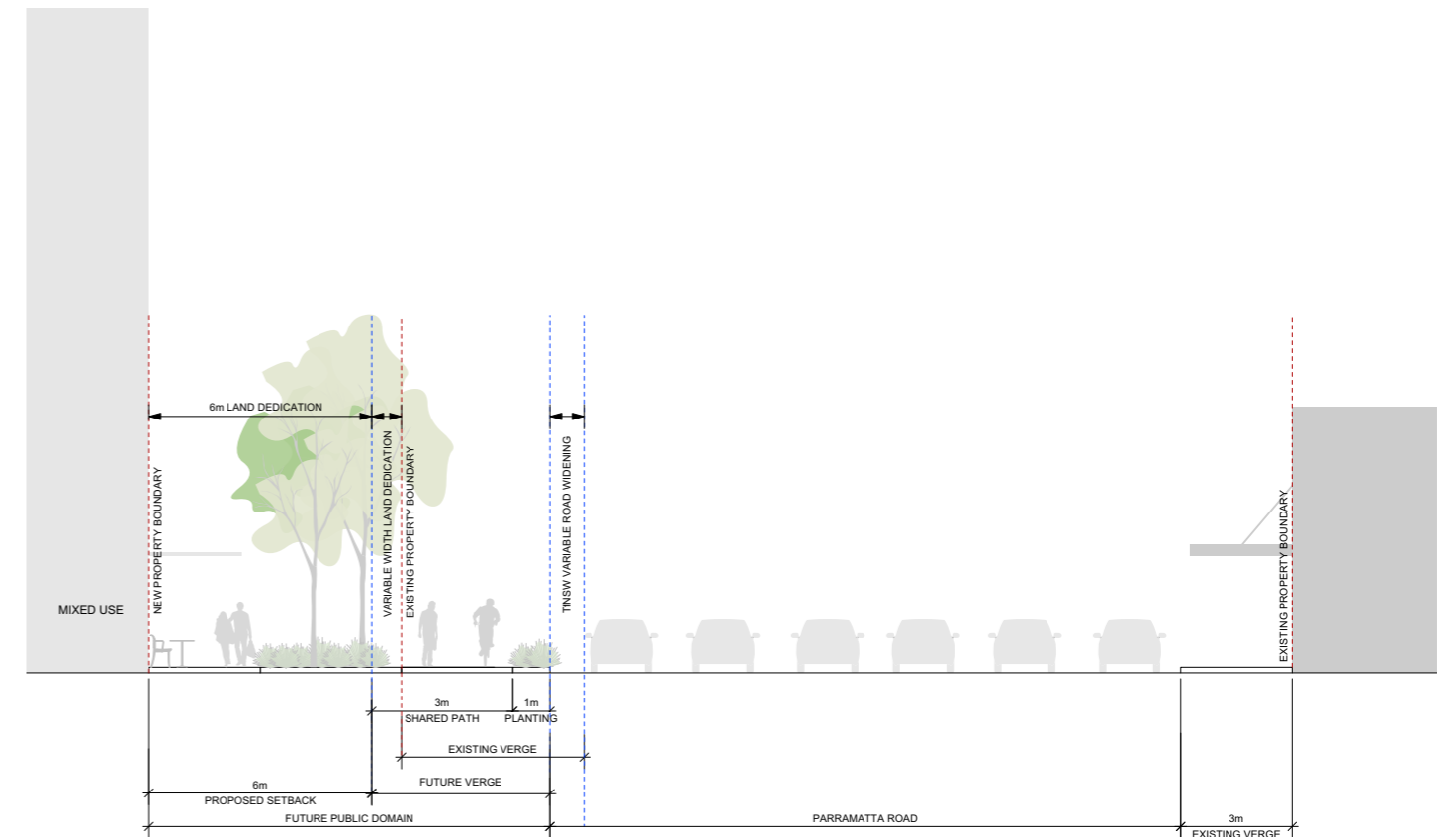
**Parramatta Road within the Burwood Precinct will continue to play a significant role as an east-west arterial for wider metropolitan Sydney.**

The corridor will undergo significant transformation in the future, evolving into a vibrant and productive economic and employment corridor, and catering for a greater diversity of travel modes.

The introduction of high capacity transit will provide an important interchange at the future Burwood Metro Station, while an increase in corridor width will allow for a significant east-west pedestrian and cycle connection through the precinct.

Key design features include:

1. A large landscape setback (6m) along the northern side of the street.
2. A shared path setback from the kerb and bordered by understorey planting to provide a sense of separation between the adjacent roadway and footpath areas.
3. Street tree planting set back from the road edge to avoid conflicts within clear zone requirements.
4. A continuous area of accessible public domain along the edge of the corridor abutting adjacent buildings, suitable for activation by adjoining ground floor uses if appropriate.
5. Flush pedestrian crossovers at laneway entries to prioritise pedestrian and cyclist movement along Parramatta Road.



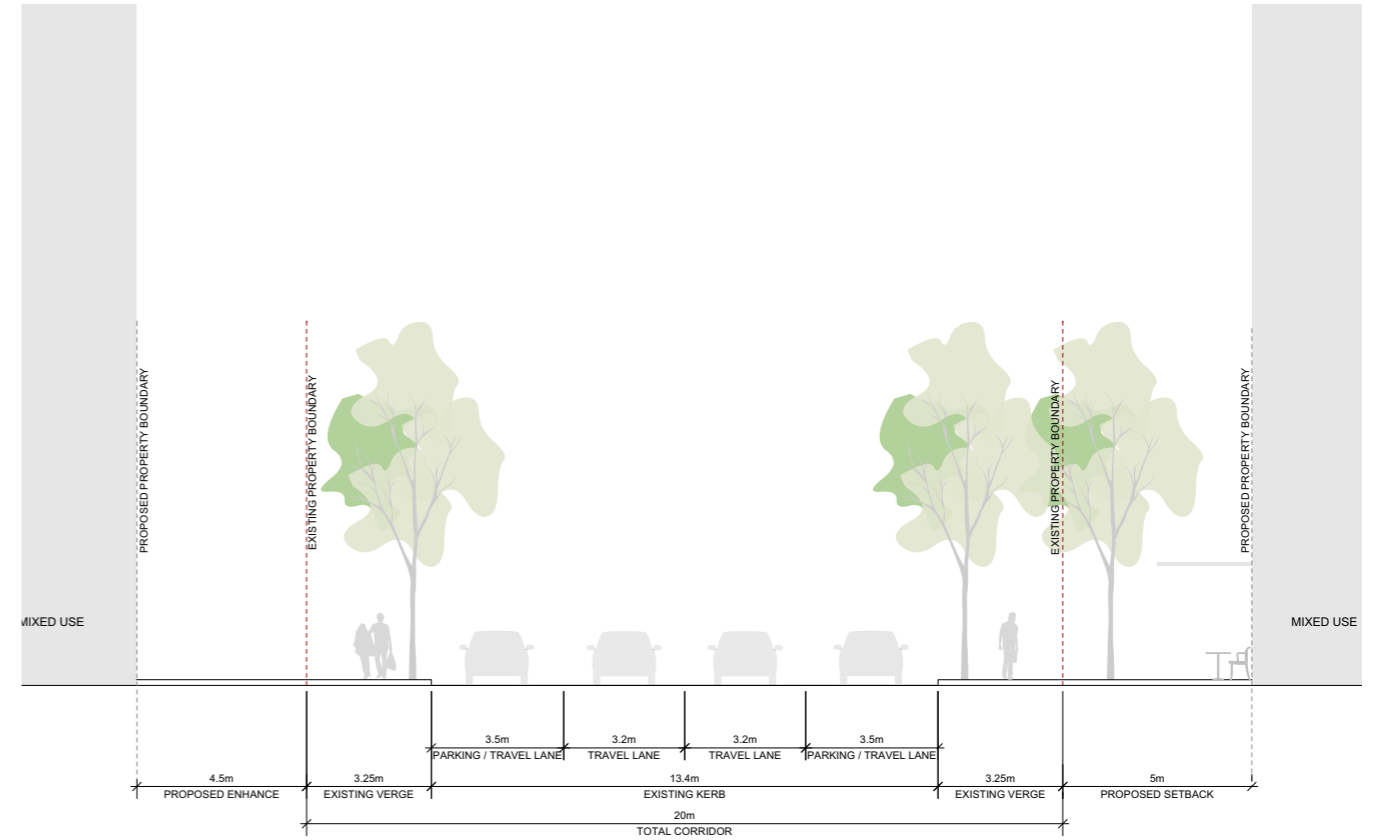
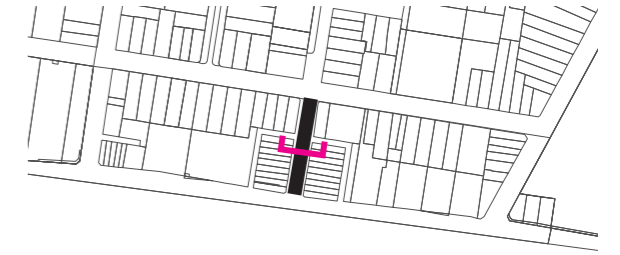
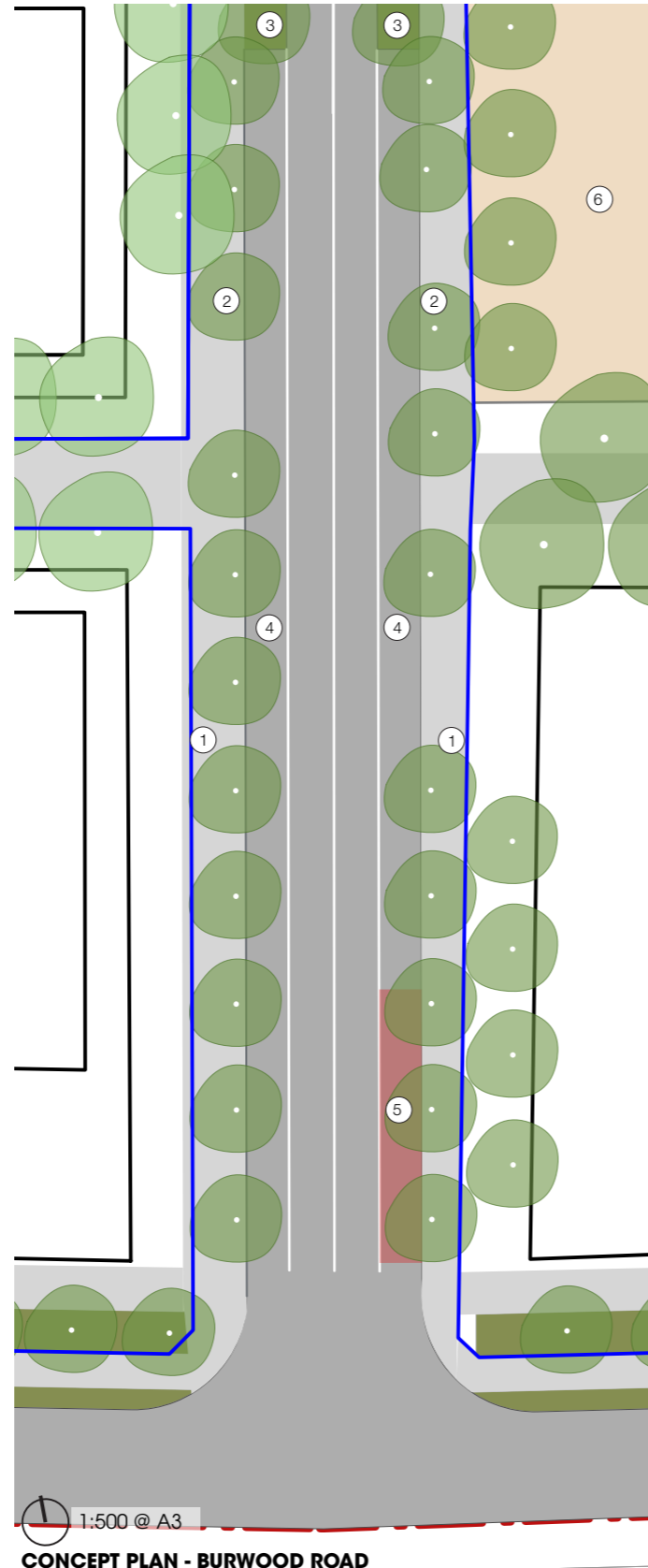
## BURWOOD ROAD

The section of Burwood Road north of Parramatta Road will form the primary north-south thoroughfare through the northern portion of the Burwood precinct and the entry point south into Burwood.

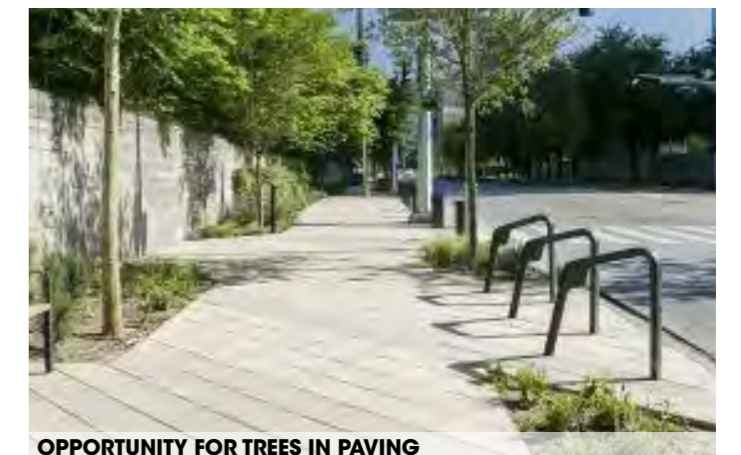
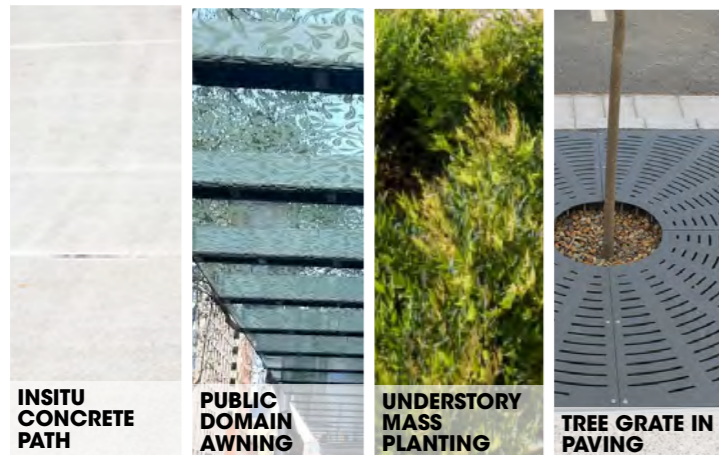
The future Sydney Metro West station will front the corner of Burwood Road and Parramatta Road, providing a significant source of, and destination for, pedestrian, cyclist and public transport movement.

Key design features include:

1. Maximised clear pedestrian footpath widths to provide for ground floor activation and spill-out.
2. A continuous avenue of kerbside street trees on both sides of the street, subject to coordination with utilities during future design stages.
3. Kerb extensions at its intersection with Burton St to provide traffic calming, improve visibility between pedestrians/cyclists and motorists, define on-street parking and provide opportunities for rain gardens and low level planting.
4. A kerbside parking/travel lane to allow for a combination of on-peak travel, off-peak parking, and transport interchange at the Metro station.
5. Bus pull-in lane
6. Burton square



TYPICAL SECTION - BURWOOD ROAD



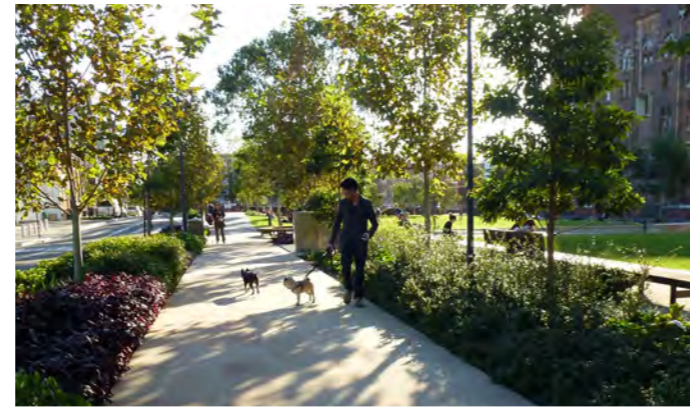


## BURTON STREET

Burton Street will form the main east-west neighbourhood street for the Burwood North precinct, with front doors and landscaped edges fronting a green, tree-lined street.

Key design features include:

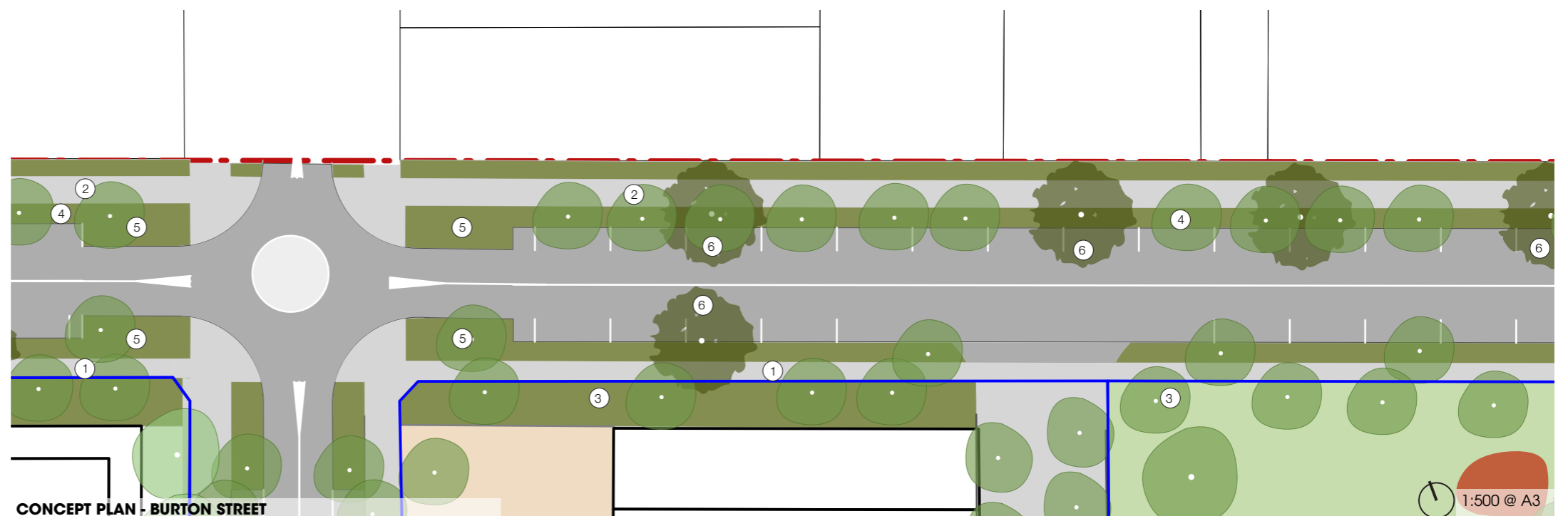
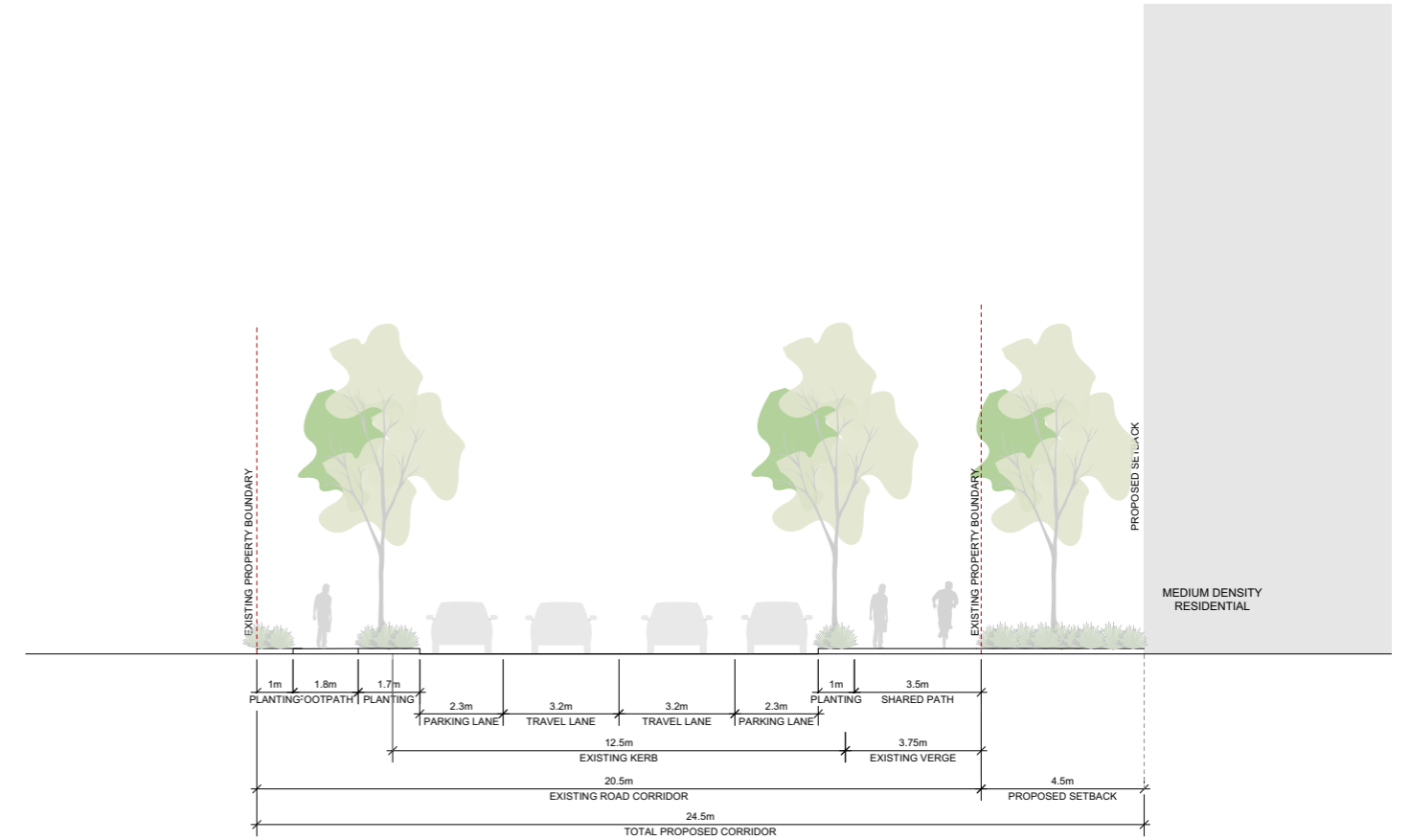
1. A pedestrian footpath providing universal access along the southern side of the street.
2. A shared path separated by wide landscape planting areas, providing local cycle access along the northern side of the street to people's front doors, parks and plazas, and visitor bicycle parking.
3. A landscape setback (3m) along the southern side of the street.
4. Generous landscape garden beds passively irrigated by adjoining hard surfaces to maximise stormwater infiltration.
5. Kerb extensions at intersections and other dedicated pedestrian crossings points, to provide traffic calming, improve visibility between pedestrians/cyclists and motorists, define on-street parking and provide opportunities for rain gardens and low level planting.
6. Retention of significant existing trees to maintain canopy cover and street character.



**GENEROUS LANDSCAPE PLANTING ADJACENT FOOTPATHS AND SHARED PATHS**



**WIDE SHARED PATH WITH ADJACENT PLANTING**



**INSITU CONCRETE PATH**

**UNDERSTORY MASS PLANTING**

## BROUGHTON STREET

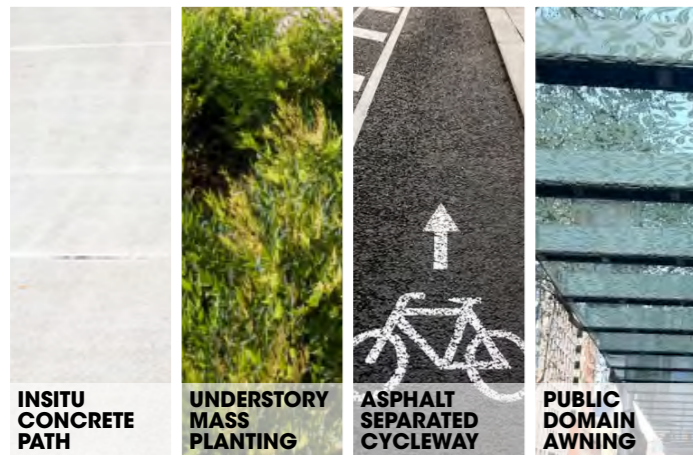
**Broughton Street contributes to the 'Burwood Green Link' Green Grid project, linking Goddard Park and Parramatta Road, with the inclusion of a dedicated cycling facility and street trees where space allows.**

It will be primarily residential, with potential ground floor activation spilling north into Broughton Street from Parramatta Road.

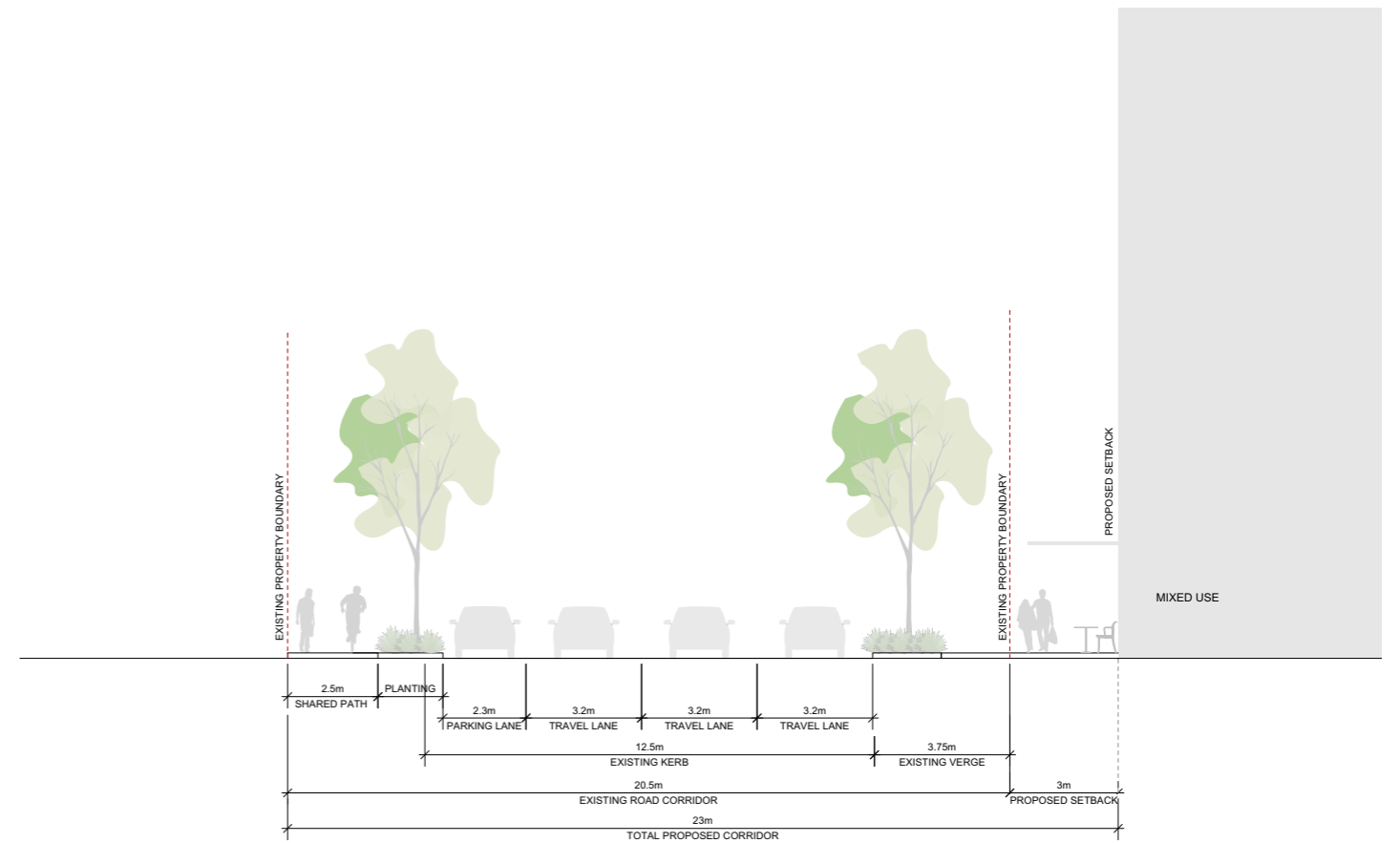
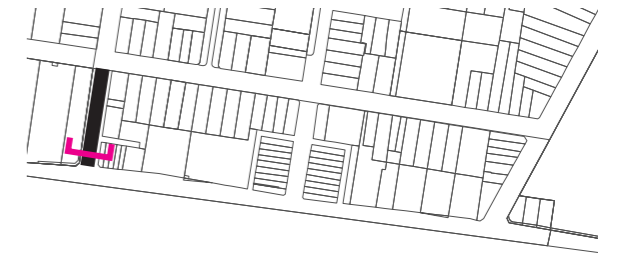
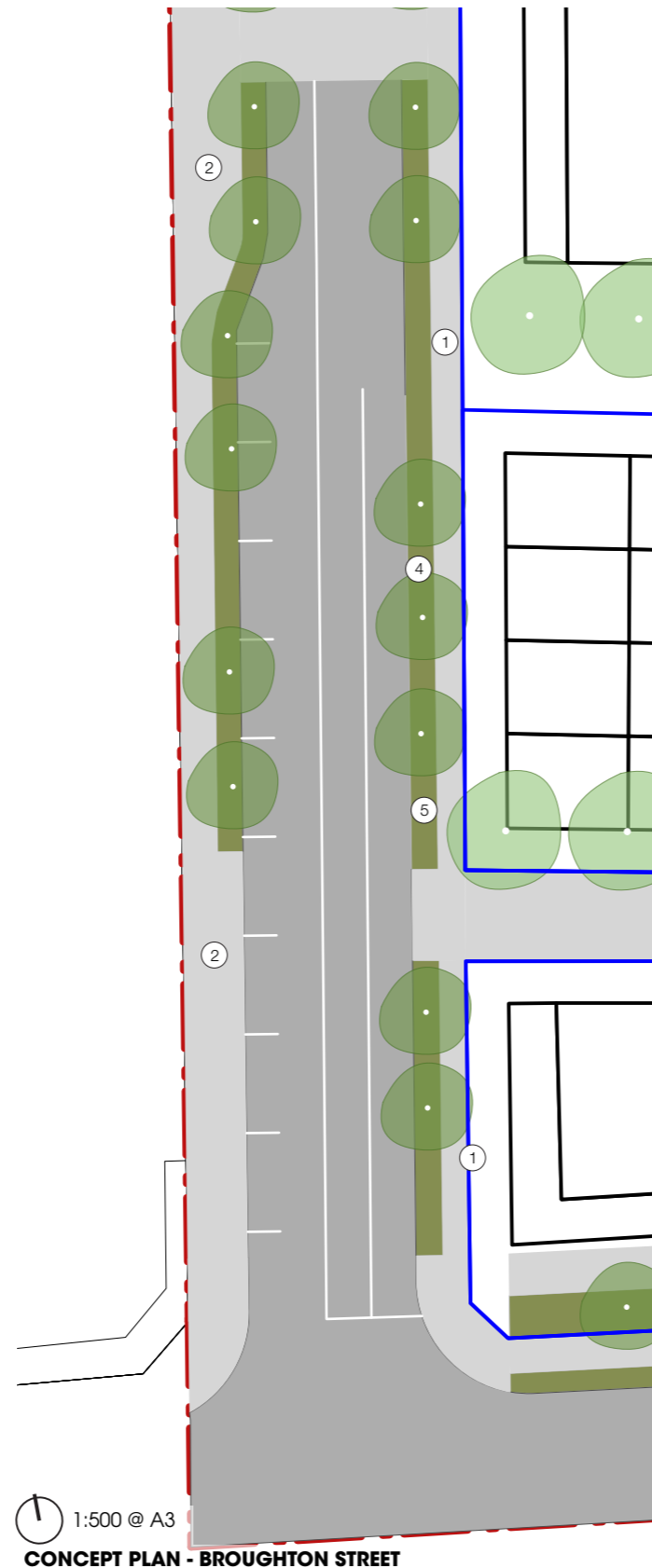
The street will form a secondary north-south spine within the Burwood precinct and a critical part of the regional cycling network. The location of the existing footbridge over Parramatta Road provides a significant opportunity for regional cycling connections along Broughton Street.

Key design features include:

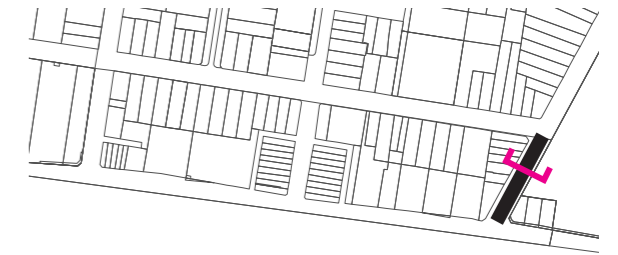
1. Generous pedestrian footpaths, providing continuous universal access integrating with areas of ground floor retail activation on the eastern side of the street.
2. Council's adopted Broughton Street shared path / cycleway design on the western side of the street.
3. A setback of 3m on the eastern side of the street, providing activated retail in the southern portion of the street and landscape residential interfaces in the northern portion.
4. Street tree planting on the eastern side of the street and within kerb extensions and in landscaped setbacks.
5. Generous landscape garden beds passively irrigated by adjoining hard surfaces to maximise stormwater infiltration.



**INSITU CONCRETE PATH**  
**UNDERSTORY MASS PLANTING**  
**ASPHALT SEPARATED CYCLEWAY**  
**PUBLIC DOMAIN AWNING**



**TREES IN WIDE AREAS OF PLANTING**

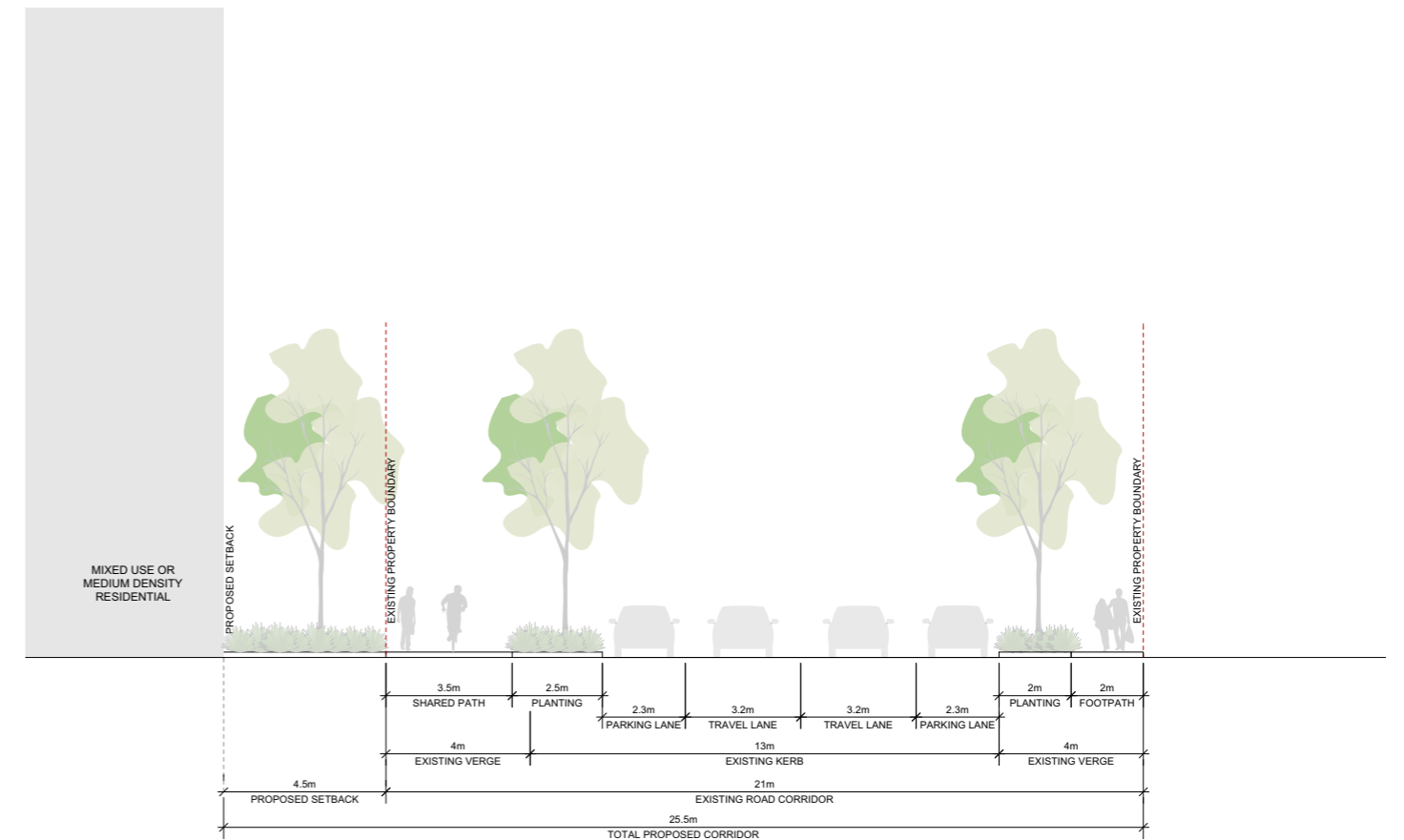
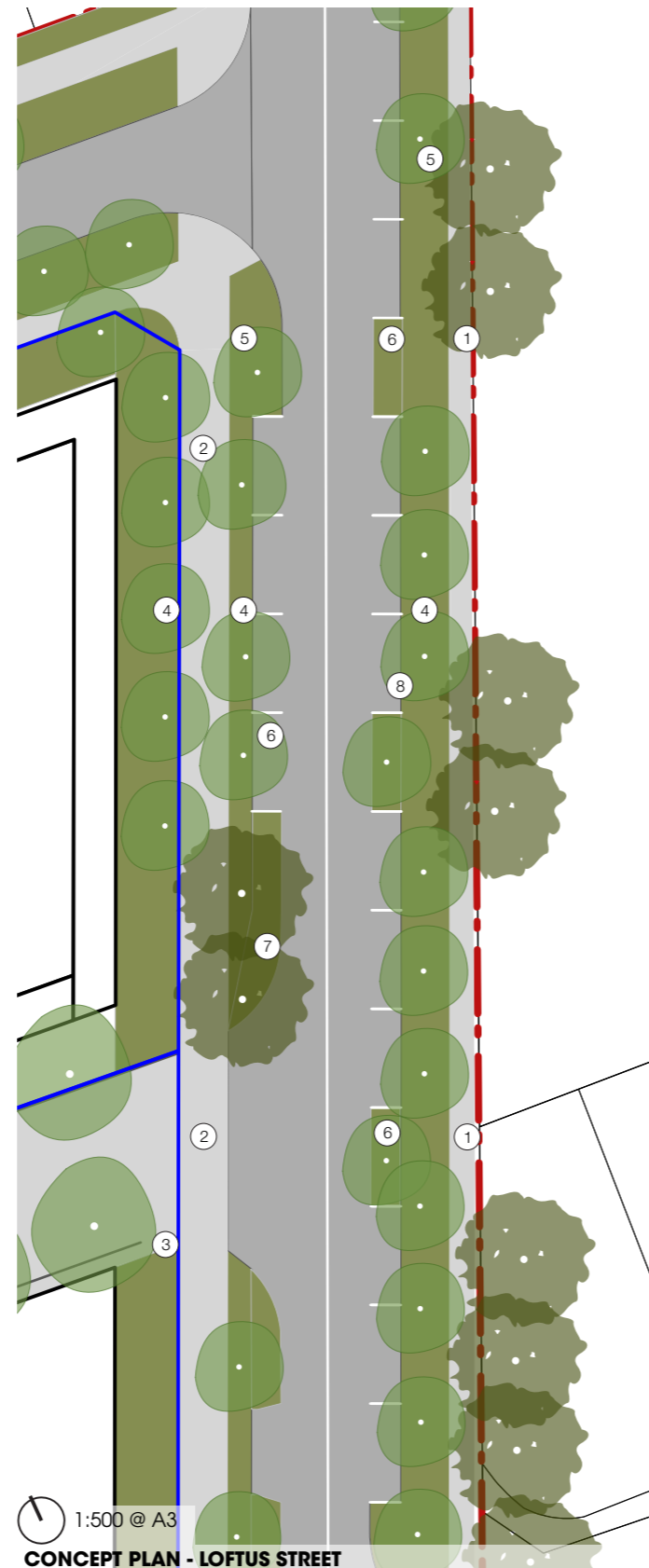


## LOFTUS STREET

Loftus Street will provide a generously wide streetscape oriented towards its residential neighbourhood setting, adjacent the regional open space of Concord Oval.

Key design features include:

1. Generous pedestrian footpaths, providing continuous universal access along both sides of the street.
2. A shared path separated by wide landscape planting areas, providing local cycle access along the northern side of the street to people's front doors, parks and plazas, and visitor bicycle parking.
3. A landscape setback (3m) on the western side of the street.
4. Continuous avenues of kerbside street trees on both sides of the street, supplemented with additional street tree planting within kerb extensions, and in the landscaped setback.
5. Generous landscape garden beds passively irrigated by adjoining hard surfaces to maximise stormwater infiltration.
6. Kerb extensions at intersections and other dedicated pedestrian crossings points, to provide traffic calming, improve visibility between pedestrians/cyclists and motorists, define on-street parking and provide opportunities for rain gardens and low level planting.
7. Retention of significant existing trees to maintain canopy cover and street character.
8. Existing substation retained.



TYPICAL SECTION - LOFTUS STREET

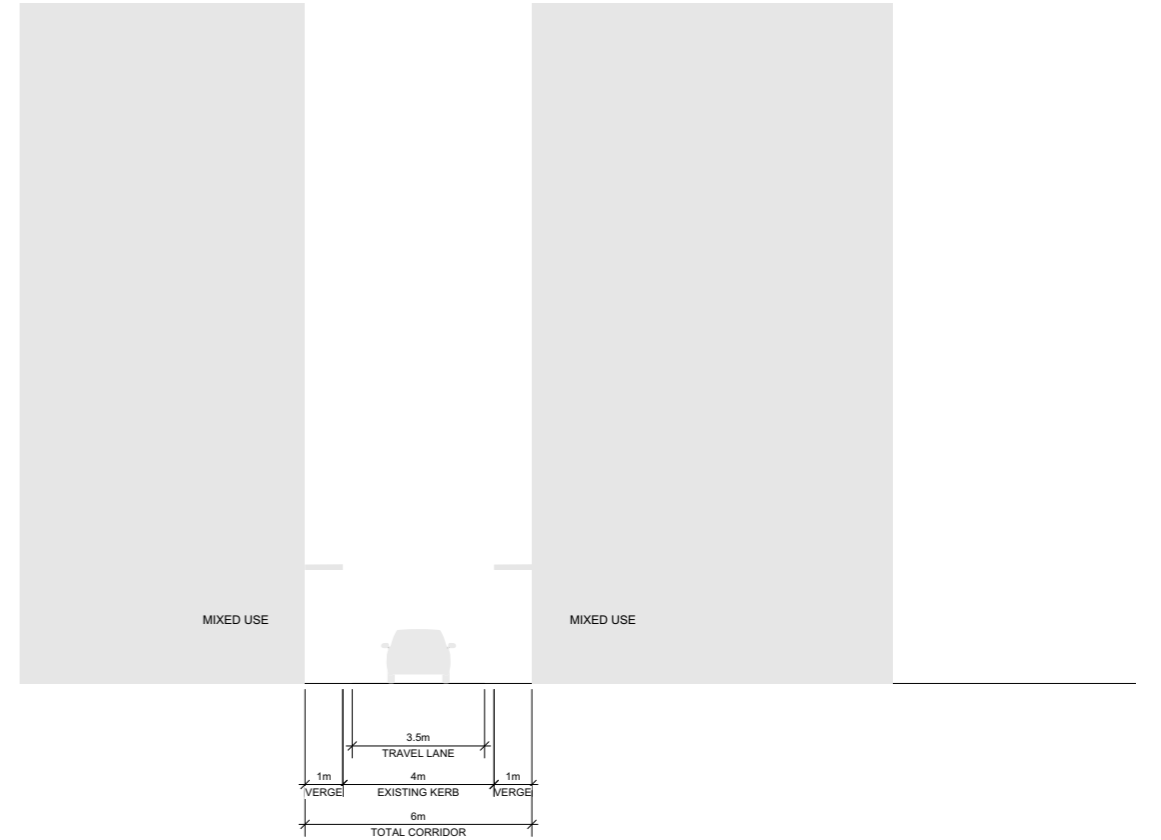
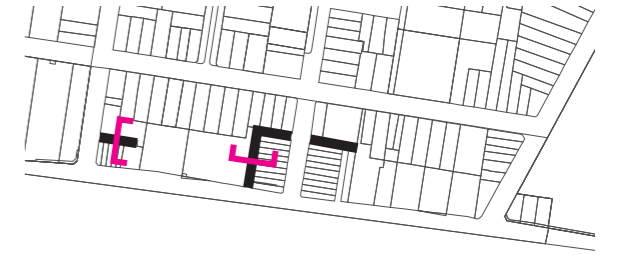
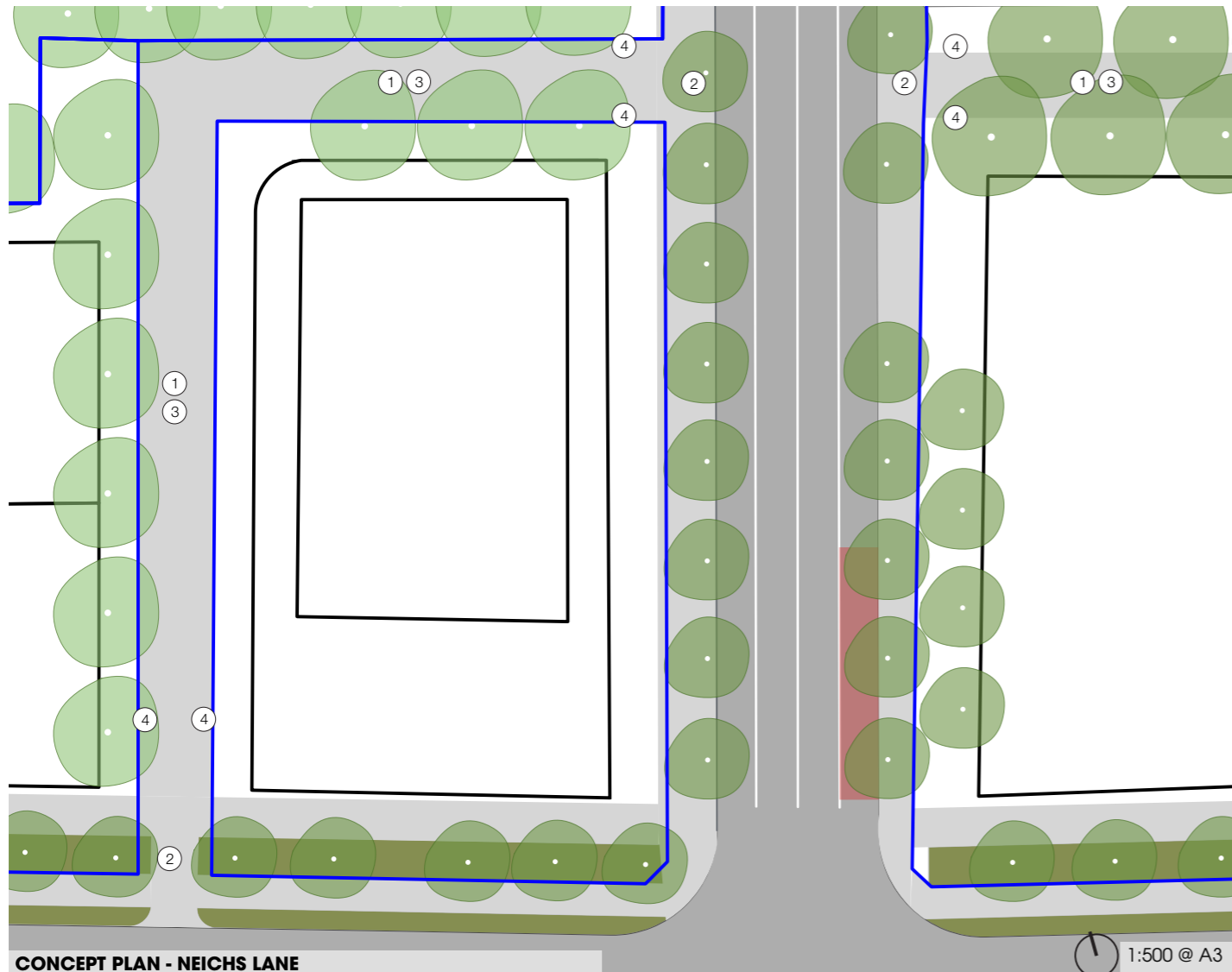


## FRANKIE LANE & NEICHS LANE

Frankie Lane and Neichs Lane are proposed to be shared slow zones providing safe thoroughfare for pedestrians and cyclists in addition to service access to future development sites.

Key design features include:

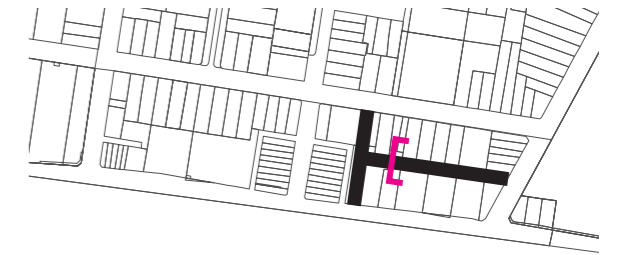
1. A flush paved carriageway area to clearly communicate go-slow shared zones suitable for mixed pedestrian, cyclist, and vehicular traffic.
2. Footpath crossovers at laneway entries to prioritise pedestrian movement along adjacent streets.
3. Permeable paving adopted where possible to maximise stormwater infiltration.
4. Opportunities for green walls and trellis planting along property boundaries to improve amenity and cooling.



TYPICAL SECTION - NEICHS LANE







## NEW SHARED ZONE STREET

This new shared zone will form important connections through the Burwood precinct. It also provides rear access to Burton Street Plaza.

Key design features include:

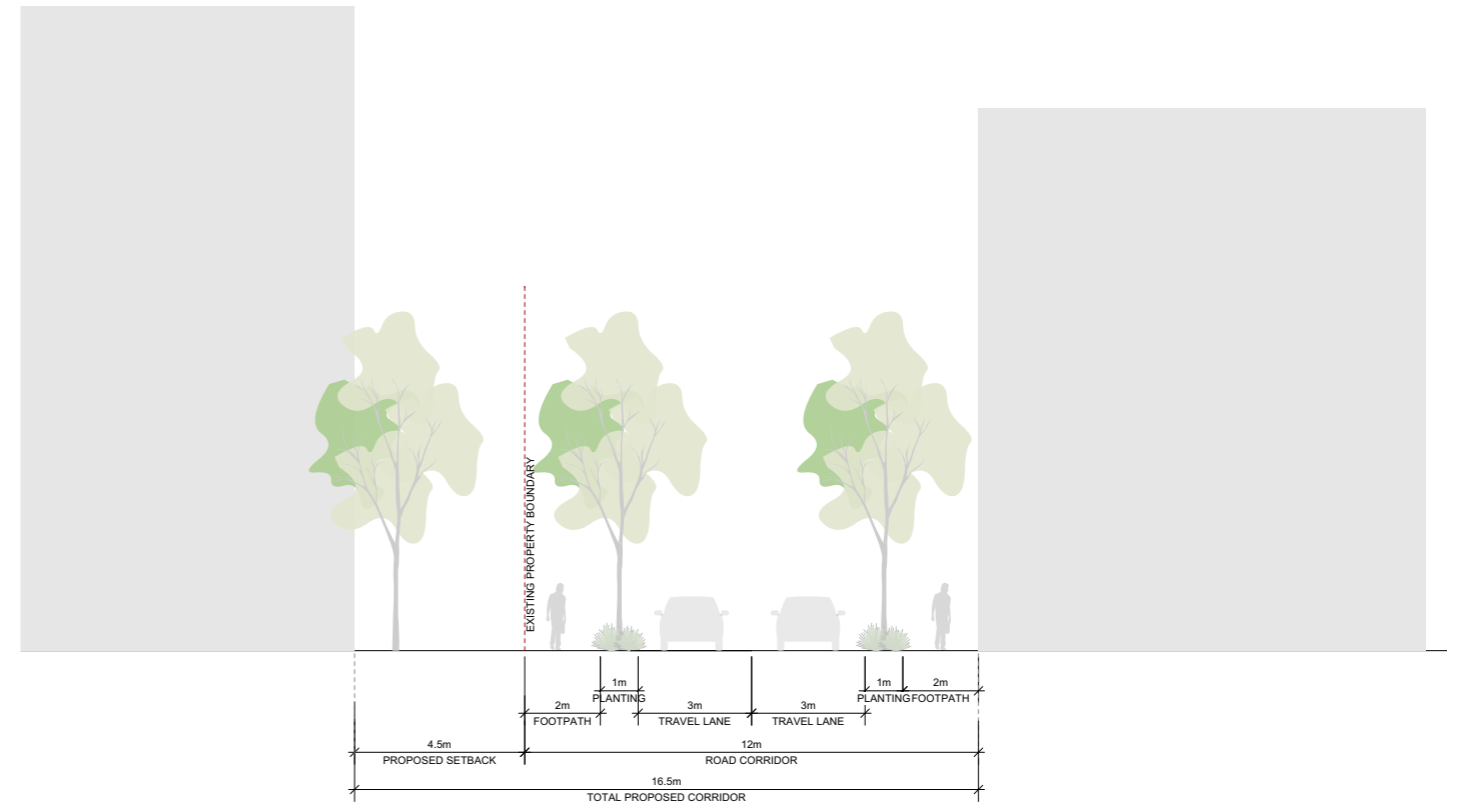
1. Creation of a shared zone, incorporating a pedestrianised road surface, with paving treatments and flush kerb environments that clearly communicate the shared environment to all street users.
2. Retention of significant existing trees to maintain canopy cover and street character.
3. A lining of trees along its length to formalise the link.
4. The pedestrian link to Parramatta Road will use bollards for safety.
5. Opening to Burton Street Plaza.



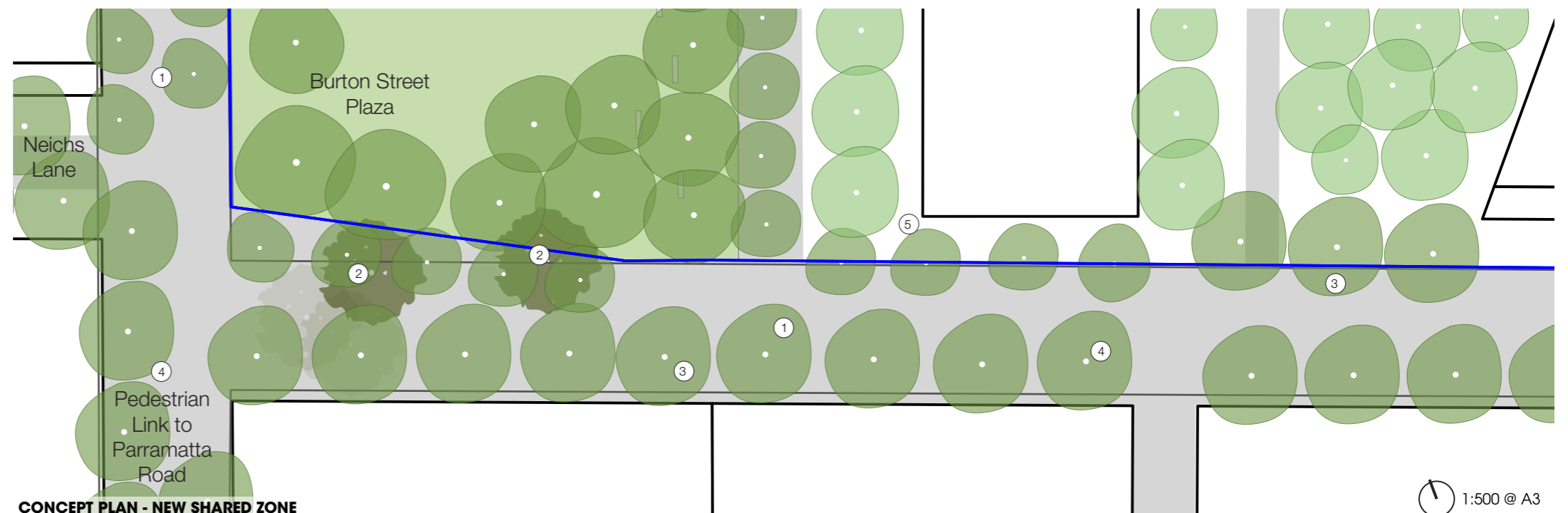
GENEROUS LANDSCAPE PLANTING ADJACENT FOOTPATHS AND SHARED PATHS



WIDE SHARED PATH WITH ADJACENT PLANTING

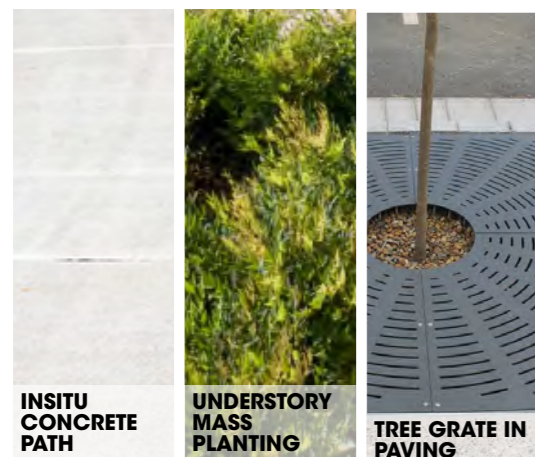


TYPICAL SECTION



CONCEPT PLAN - NEW SHARED ZONE

1:500 @ A3



INSITU CONCRETE PATH

UNDERSTORY MASS PLANTING

TREE GRATE IN PAVING

## 26-36 BURTON STREET PARK

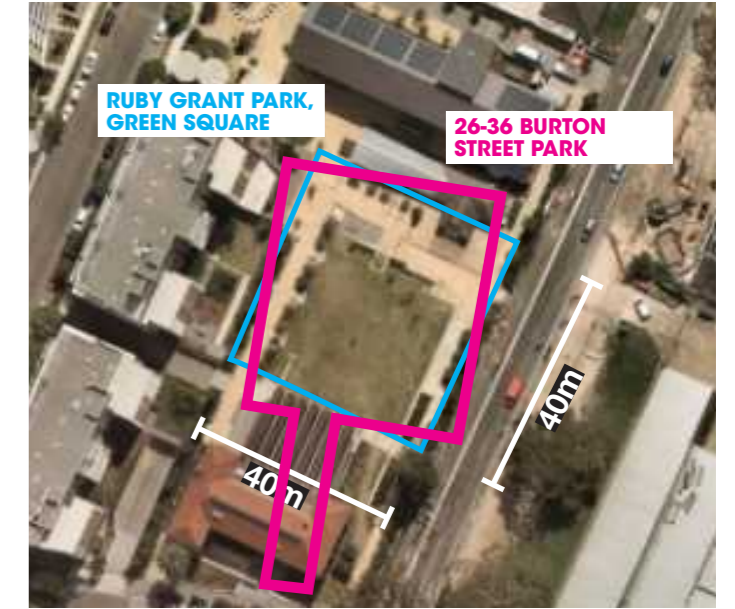
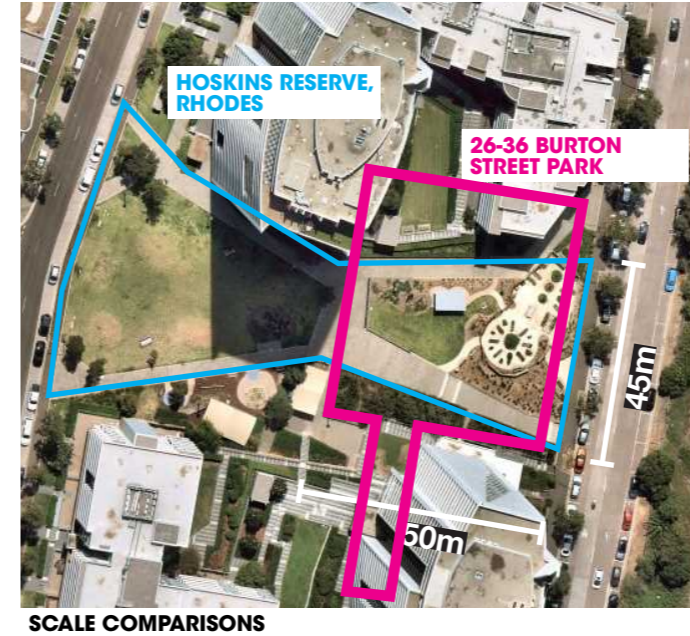
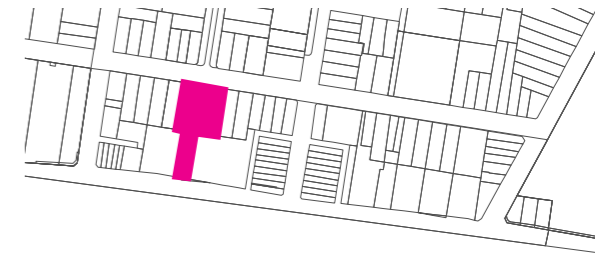
This park will provide for the daily routines of the Burwood North community, functioning as a local meeting place for residents with neighbourhood oriented activities and programs.

Key design features include:

1. Ground floor activation and outdoor dining spaces along activated edges of the space.
2. An unprogrammed breakout turf area suitable for individual relaxation or group gatherings.
3. A through-site link to Parramatta Road to improve precinct permeability and accessibility for pedestrians and cyclists.
4. Tree and understorey planting with stepping stones for through-access.
5. A neighbourhood-scale local playground.



### FACILITIES & PROGRAMS





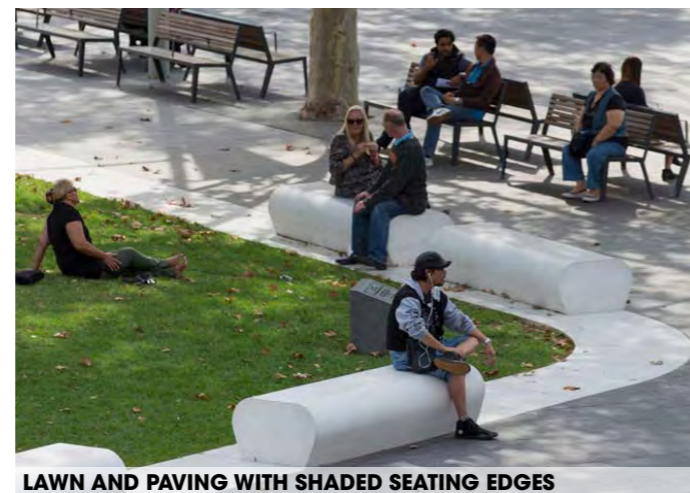
## BURTON STREET PLAZA

The new plaza at Burton Street will provide the new civic heart of the evolving Burwood North precinct, providing town centre activation in close proximity to the Metro station.

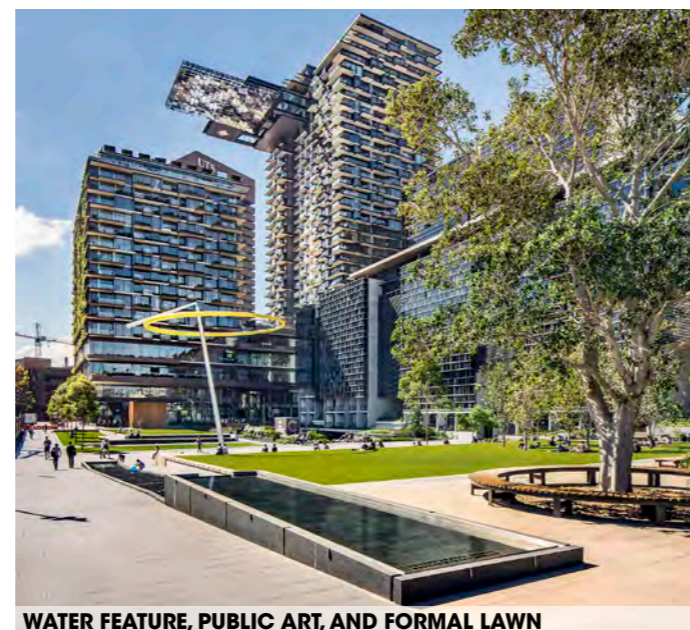
The park will likely function as a thoroughfare for customers walking to/from the future Burwood North Metro Station, although integration with the Metro project is ongoing and as yet undetermined.

Key design features include:

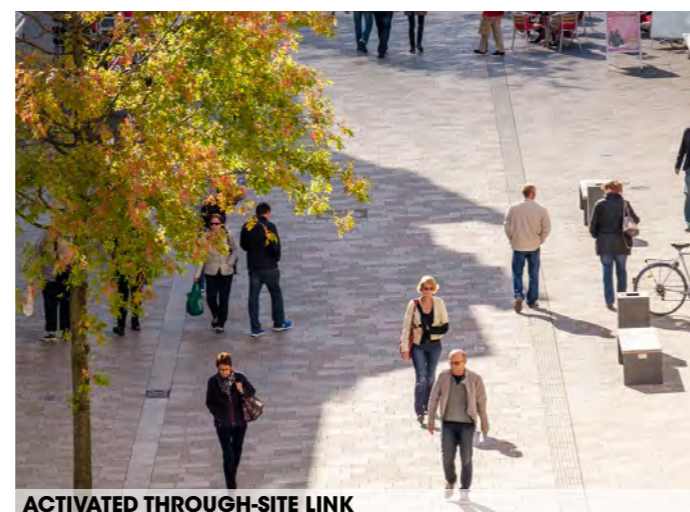
1. Ground floor activation and outdoor dining spaces along activated edges of a paved town centre square.
2. A formal breakout lawn space with shade tree planting and occupiable seating edges for incidental seating or group gatherings.
3. A local meeting place fronting the street, providing a focal point of the plaza for wayfinding and gathering, potentially incorporating interactive public art elements that can be programmed to provide for different use patterns of the plaza.
4. A formal grove of trees in paving, interspersed with public seating, to provide for informal gathering and people watching.



LAWN AND PAVING WITH SHADED SEATING EDGES



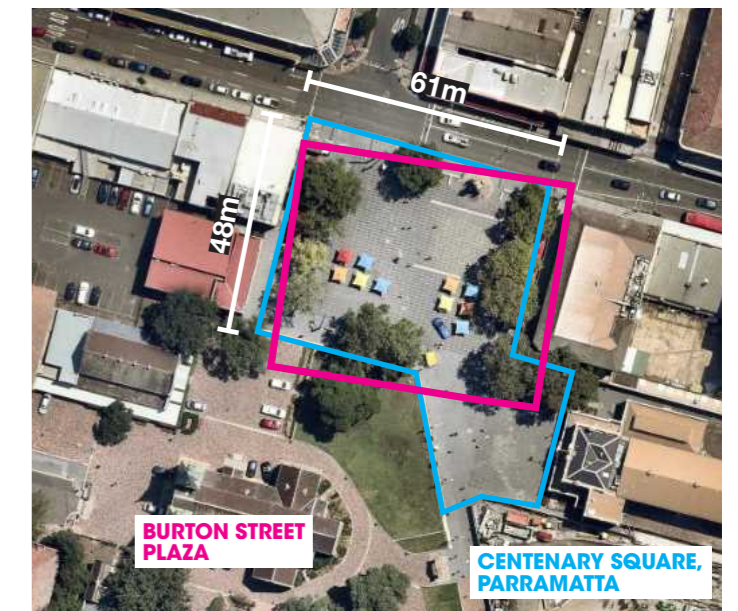
WATER FEATURE, PUBLIC ART, AND FORMAL LAWN



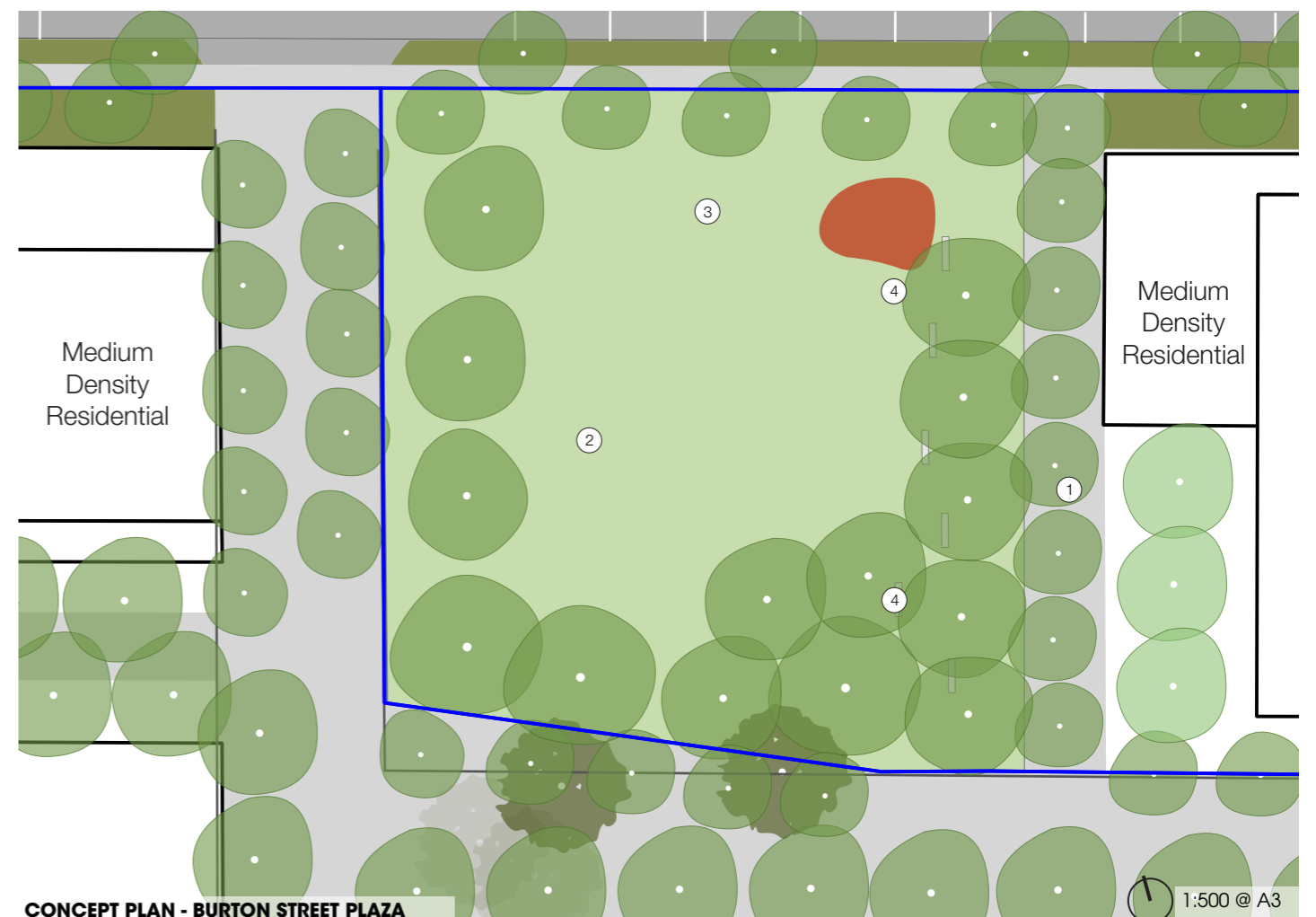
ACTIVATED THROUGH-SITE LINK



SCALE COMPARISONS



### FACILITIES & PROGRAMS



# 05 KINGS BAY PRECINCT

**Kings Bay is envisaged as a new residential urban village with a Parramatta Road address. It will have a dense network of streets and an identity built on its proximity to Sydney Harbour.**

Spencer Street will form the basis of a new and compact local centre – an east-west axis for local shops and services, and a new address for medium and high-density residential development. Taller residential buildings will mark the centre of the Precinct at the corner of Parramatta Road, William Street and Spencer Street. The scale of development will gradually decrease towards adjacent residential areas and Rosebank College.

A new green corridor will be created along William Street to reinforce connectivity to Barnwell Park Golf Course and the foreshore, while providing a green marker along Parramatta Road at the centre of the Precinct. Other new features include a series of active transport connections across blocks, and the extension of Spencer Street to the east and west.

- Parramatta Road Corridor Urban Transformation Strategy, UrbanGrowth, 2016

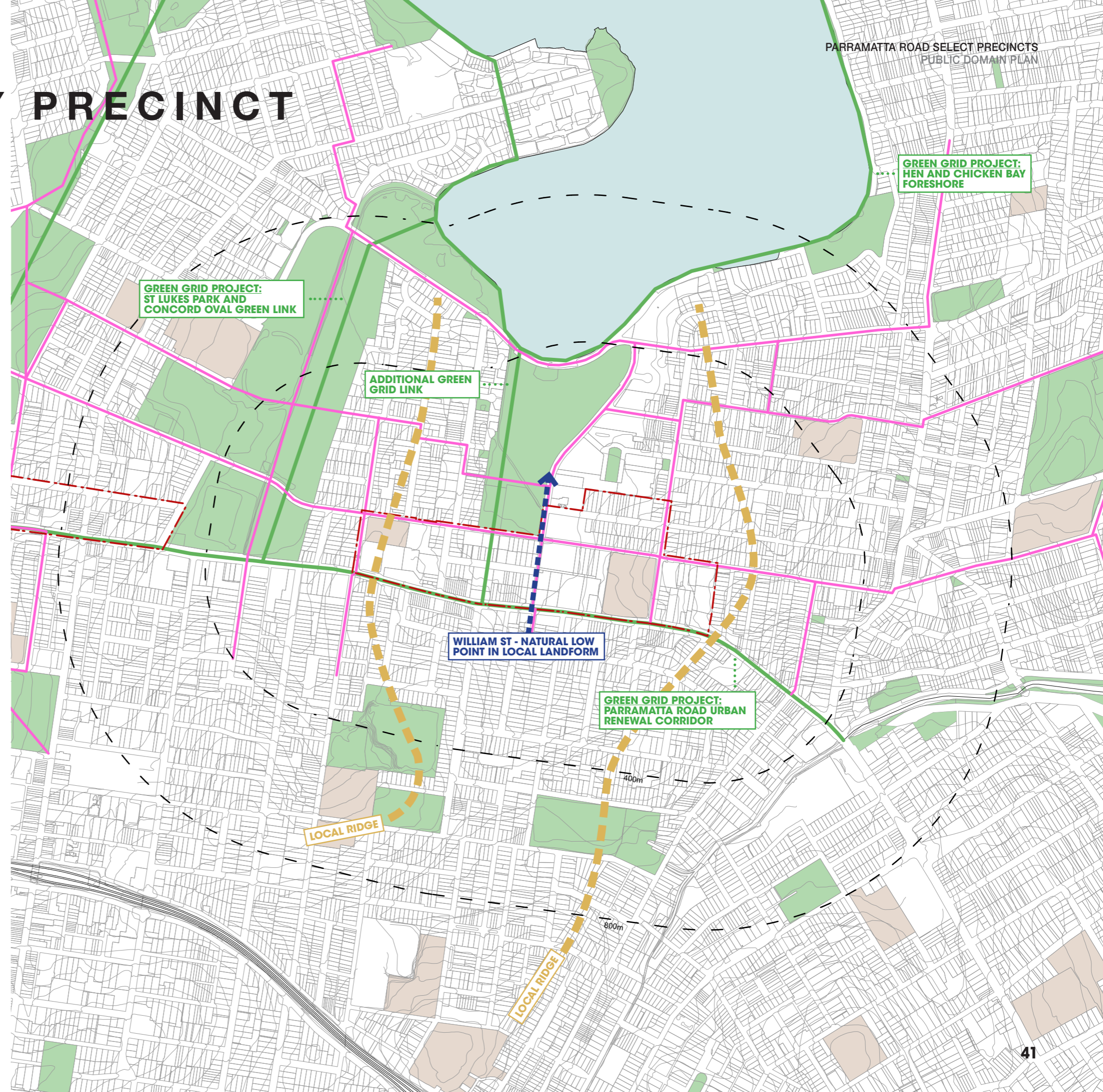
# 05 KINGS BAY PRECINCT

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 evolve from a low scale industrial precinct into a new mixed use neighbourhood, anchored by a small local centre and offering a range of housing choices.

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

- Parramatta Road, limited to the northern side only
- Queens Road
- Spencer Street, including new extensions of the street east and west to improve precinct permeability
- William Street, a natural low point within the local landscape and WSUD opportunity
- Regatta Road
- Harris Road, a significant north-south movement corridor
- Walker Street, running roughly along a local ridge line
- Regatta Road Park
- Spencer Street Plaza
- William Street Park
- Kings Bay East Park



TITLE	KINGS BAY PRECINCT ANALYSIS
SCALE	300m
NORTH	⊙
---	PRECINCT BOUNDARY
- - - -	400m / 800m CATCHMENT
■	OPEN SPACE
■	EDUCATION
●●●●●	SYDNEY GREEN GRID PROJECT OPPORTUNITY
—	CCB EXISTING AND POTENTIAL FUTURE BIKE ROUTES
—	PRCUTS CYCLE ROUTE

## PUBLIC DOMAIN CONCEPT

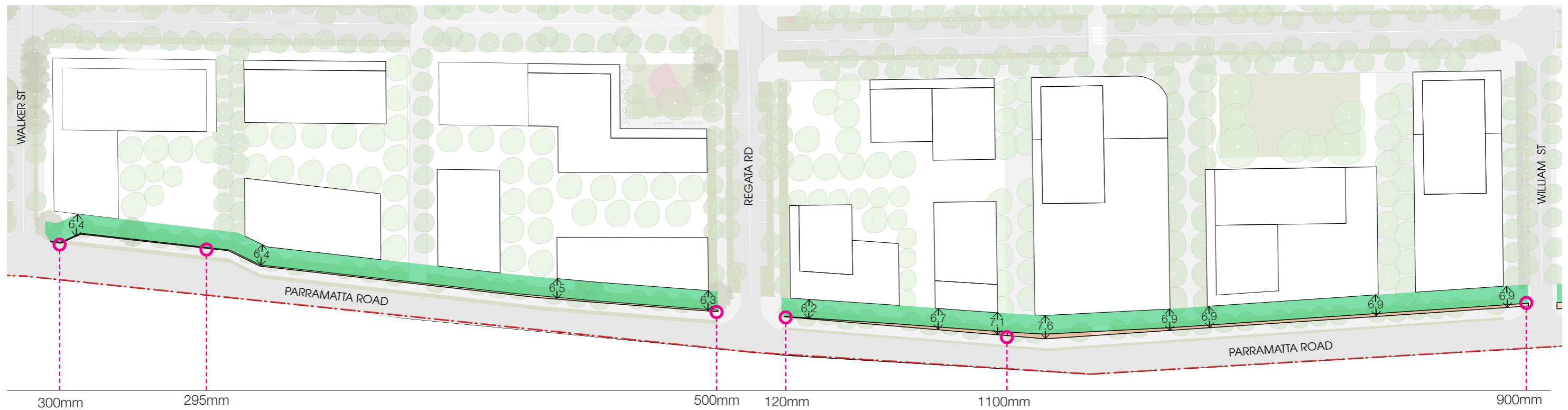


TITLE	KINGS BAY CONCEPT PLAN
SCALE	100m
NORTH	⌚

## TFNSW VARIABLE ROAD WIDTHS - KINGS BAY EAST



TfNSW VARIABLE ROAD WIDTH DIMENSIONS

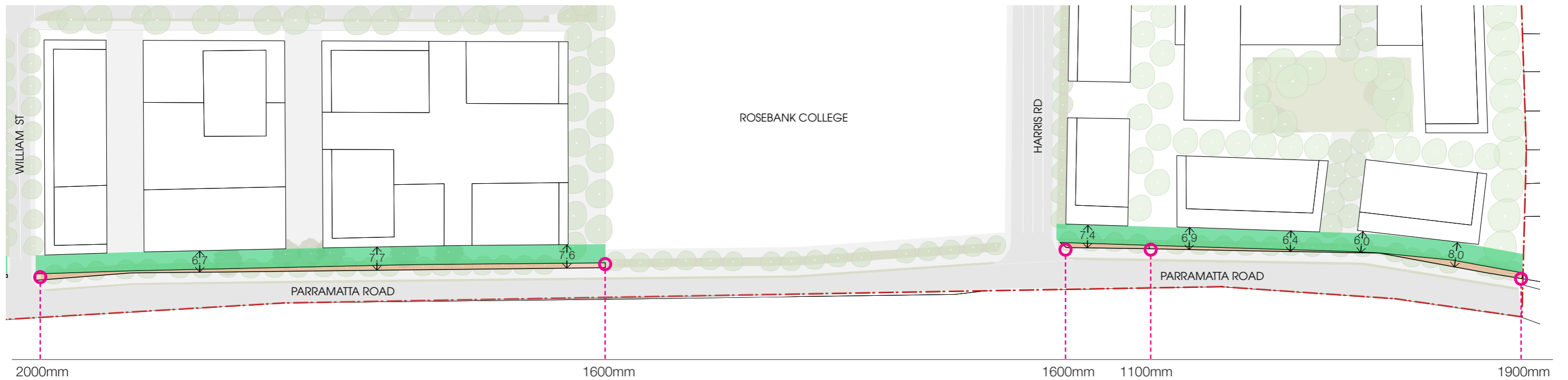


TITLE	KINGS BAY PRECINCT TFNSW ROAD WIDENING
SCALE	300m
NORTH	⊙
--- --	PRECINCT BOUNDARY
— — —	LOT AMALGIMATION BOUNDARY
█	6M SETBACK
▬	VARIABLE TFNSW ROAD WIDENING
□	PROPOSED BUILDINGS
↑ 6.6 ↓	DIMENSION FROM ROAD RESERVE TO PROPERTY BOUNDARY

## TFNSW VARIABLE ROAD WIDTHS - KINGS BAY WEST



### TFNSW VARIABLE ROAD WIDTH DIMENSIONS



TITLE	KINGS BAY PRECINCT TFNSW ROAD WIDENING
SCALE	300m
NORTH	⌚
---	PRECINCT BOUNDARY
---	LOT AMALGIMATION BOUNDARY
█	6M SETBACK
█	VARIABLE TFNSW ROAD WIDENING
□	PROPOSED BUILDINGS
↑ 6.6 ↓	DIMENSION FROM ROAD RESERVE TO PROPERTY BOUNDARY



## SIGNIFICANT TREE ASSESSMENT

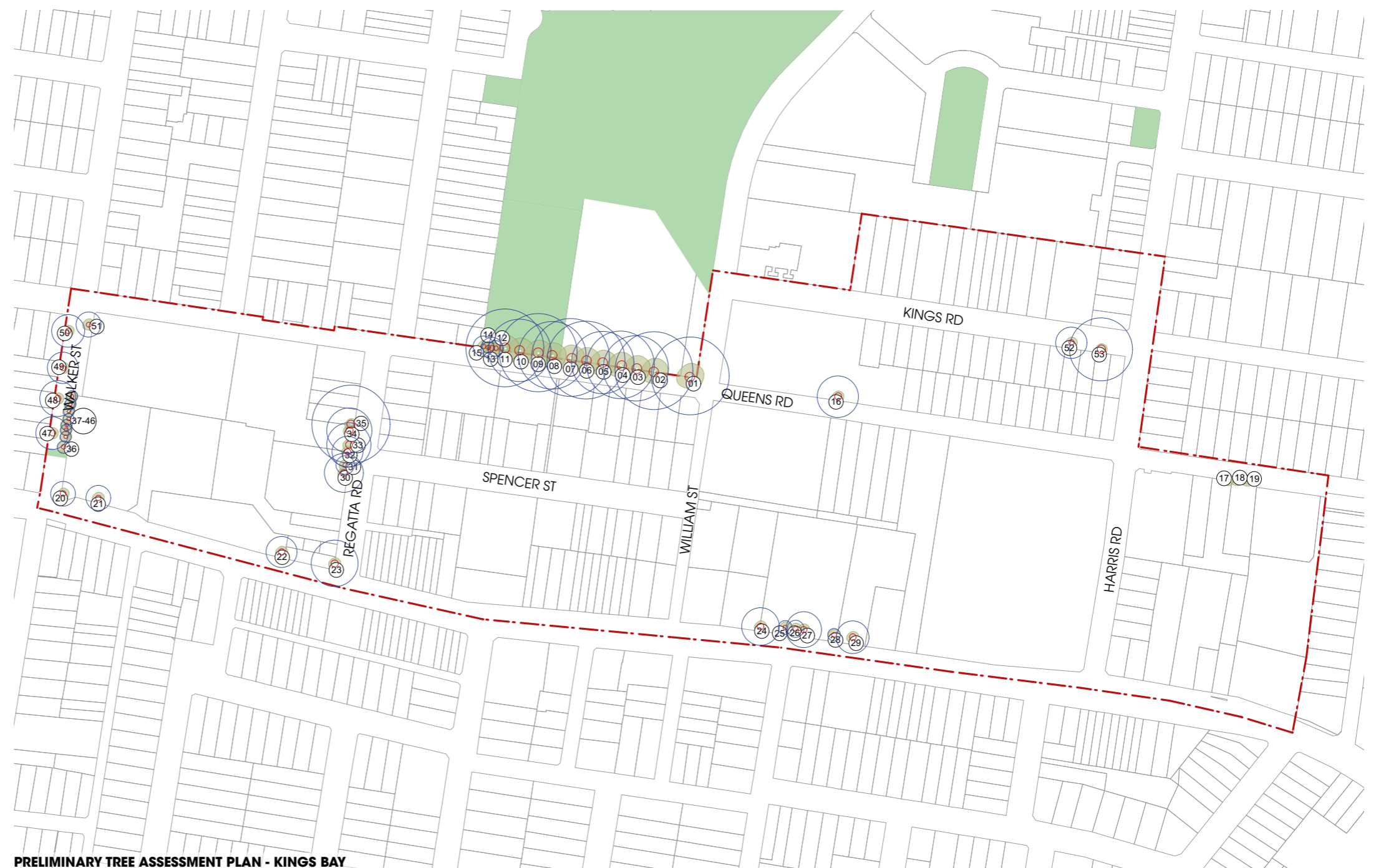
A preliminary assessment of significant trees within the Kings Bay Precinct was undertaken to record location, species, and size.

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.



**MATURE LOPHOSTEMON CONFERTUS LOCATED AT THE CORNER OF PARRAMATTA ROAD & REGATTA ROAD**



**PRELIMINARY TREE ASSESSMENT PLAN - KINGS BAY**

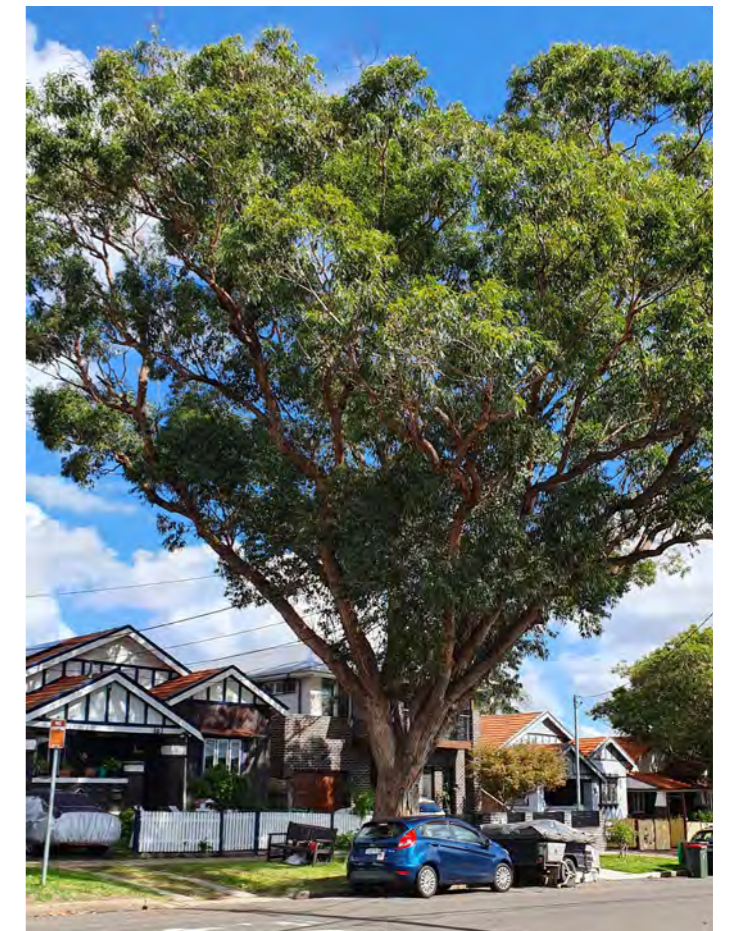
1	Ficus microcarpa var. hillii	Hills Weeping Fig	N	20m+	S	6.5m	60m	N	Very High
2	Ficus microcarpa var. hillii	Hills Weeping Fig	N	20m+	S	6.5m	60m	N	Very High
3	Ficus microcarpa var. hillii	Hills Weeping Fig	N	20m+	S	6.5m	50.4m	N	Very High
4	Ficus microcarpa var. hillii	Hills Weeping Fig	N	20m+	S	6.5m	54m	N	Very High
5	Ficus microcarpa var. hillii	Hills Weeping Fig	N	20m+	S	6.5m	48m	N	Very High
6	Ficus microcarpa var. hillii	Hills Weeping Fig	N	20m+	S	6.5m	60m	N	Very High
7	Ficus microcarpa var. hillii	Hills Weeping Fig	N	20m+	S	6.5m	60m	N	Very High
8	Ficus microcarpa var. hillii	Hills Weeping Fig	N	20m+	S	6.5m	54m	N	Very High
9	Ficus microcarpa var. hillii	Hills Weeping Fig	N	20m+	S	6.5m	60m	N	Very High
10	Ficus microcarpa var. hillii	Hills Weeping Fig	N	20m+	S	6.5m	48m	N	Very High
11	Ficus microcarpa var. hillii	Hills Weeping Fig	N	20m+	S	6.5m	60m	N	Very High
12	Corymbia maculata	Spotted gum	N	15m	S	3.5m	12m	N	High
13	Eucalyptus spp.	Rough barked gum	N	20m+	S	4m	16.8m	N	High
14	Eucalyptus spp.	Rough barked gum	N	15m	S	3.7m	14.4m	N	High
15	Eucalyptus spp.	Rough barked gum	N	18m	S	3.9m	15.6m	N	High
16	Corymbia maculata	Spotted gum	N	18m	M	5.2m	31.9m	N	High
17	Cinnamomum camphor	Camphor laurel	P	-	-	-	-	Y	Low
18	Cinnamomum camphor	Camphor laurel	P	-	-	-	-	Y	Low
19	Cinnamomum camphor	Camphor laurel	P	-	-	-	-	Y	Low
<b>Parramatta Road</b>									
20	Eucalyptus spp.	Rough barked gum	N	15m	S	4.2m	19.2m	N	High
21	Eucalyptus spp.	Rough barked gum	N	15m	S	4.2m	19.2m	N	High
22	Lophostemon confertus	Brush box	N	12m	S	4.8m	24m	Y	High
23	Lophostemon confertus	Brush box	N	18m	S	5.6m	36m	Y	High
24	Corymbia maculata	Spotted gum	N	18m	S	5m	28.8m	N	High
25	Eucalyptus spp.	Smooth Barker Gum	N	16m	S	3.5m	10.8m	N	Moderate
26	Casuarina spp.	Swamp Oak	N	16m	S	3.6m	13.2m	N	Low
27	Casuarina spp.	Swamp Oak	N	20m+	S	5m	27.6m	N	Moderate
28	Casuarina spp.	Swamp Oak	N	15m	S	3.4m	9.6m	N	Low
29	Corymbia maculata	Spotted gum	N	20m+	S	5m	25.2m	N	High
<b>Regatta Road</b>									
30	Corymbia maculata	Spotted gum	N	18m	S	5.3m	30m	N	High
31	Corymbia maculata	Spotted gum	N	15m	S	3.7m	14.4m	N	High
32	Eucalyptus spp.	Rough barked gum	N	15m	S	4.8m	24m	N	High
33	Eucalyptus spp.	Rough barked gum	N	12m	M	5.4m	34m	N	High
34	Melaleuca quinquenervia	Broad Leaved Paperbark	N	12m	S	5.5m	34.8m	N	High
35	Melaleuca quinquenervia	Broad Leaved Paperbark	N	15m	M	6.5m	60m	N	High
<b>Walker Street</b>									
36	Jacaranda mimosifolia	Jacaranda	E	12m	S	3.6m	9.6m	N	Low
37	Casuarina spp.	Swamp Oak	N	12m	S	2.8m	8.4m	N	Low
38	Casuarina spp.	Swamp Oak	N	12m	S	2.8m	8.4m	N	Low
39	Casuarina spp.	Swamp Oak	N	12m	S	2.8m	8.4m	N	Low
40	Casuarina spp.	Swamp Oak	N	12m	S	2.8m	8.4m	N	Low
41	Casuarina spp.	Swamp Oak	N	12m	S	2.8m	8.4m	N	Low
42	Casuarina spp.	Swamp Oak	N	12m	S	2.8m	8.4m	N	Low
43	Casuarina spp.	Swamp Oak	N	12m	S	2.8m	8.4m	N	Low
44	Casuarina spp.	Swamp Oak	N	12m	S	2.8m	8.4m	N	Low
45	Casuarina spp.	Swamp Oak	N	12m	S	2.8m	8.4m	N	Low
46	Casuarina spp.	Swamp Oak	N	12m	S	2.8m	8.4m	N	Low
47	Lophostemon confertus	Brush box	N	9m	S	4.7m	25.2m	Y	High
48	Lophostemon confertus	Brush box	N	12m	S	4.9m	27.6m	Y	High
49	Lophostemon confertus	Brush box	N	10m	S	4m	24m	Y	High
50	Lophostemon confertus	Brush box	N	12m	S	4.2m	25.2m	Y	High
51	Corymbia maculata	Spotted gum	N	20m+	S	3.8m	19.2m	N	High
<b>King Street</b>									
52	Eucalyptus spp.	Rough barked gum	N	20m+	S	4.2m	24m	N	High
53	Eucalyptus spp.	Rough barked gum	N	20m+	S	6.5m	48.5m	N	High



AVENUE PLANTING OF MATURE FICUS MICROCARPA VAR. HILLII ALONG QUEENS ROAD



MATURE EUCALYPTUS SPP. LOCATED ON REGATTA ROAD



MATURE EUCALYPTUS SPP. LOCATED ON KINGS ROAD



## PARRAMATTA ROAD (KINGS BAY)

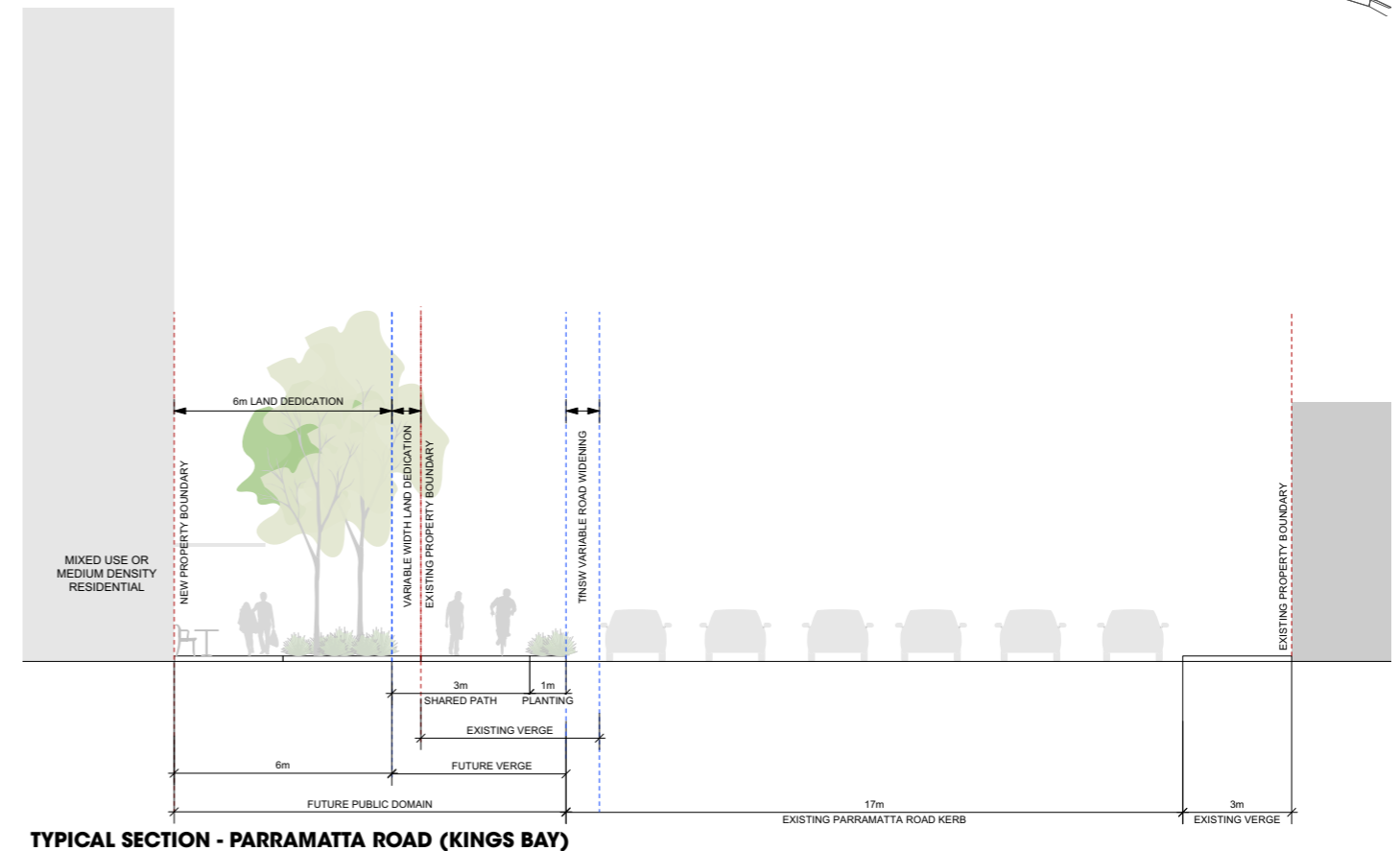
While Parramatta Road will continue to play a significant movement role within the Precinct, the future local centre at Kings Bay will see the introduction of place features along this road.

The transformation strategy will catalyse a shift in the approach to providing for movement along Parramatta Road, with the introduction of high capacity transit.

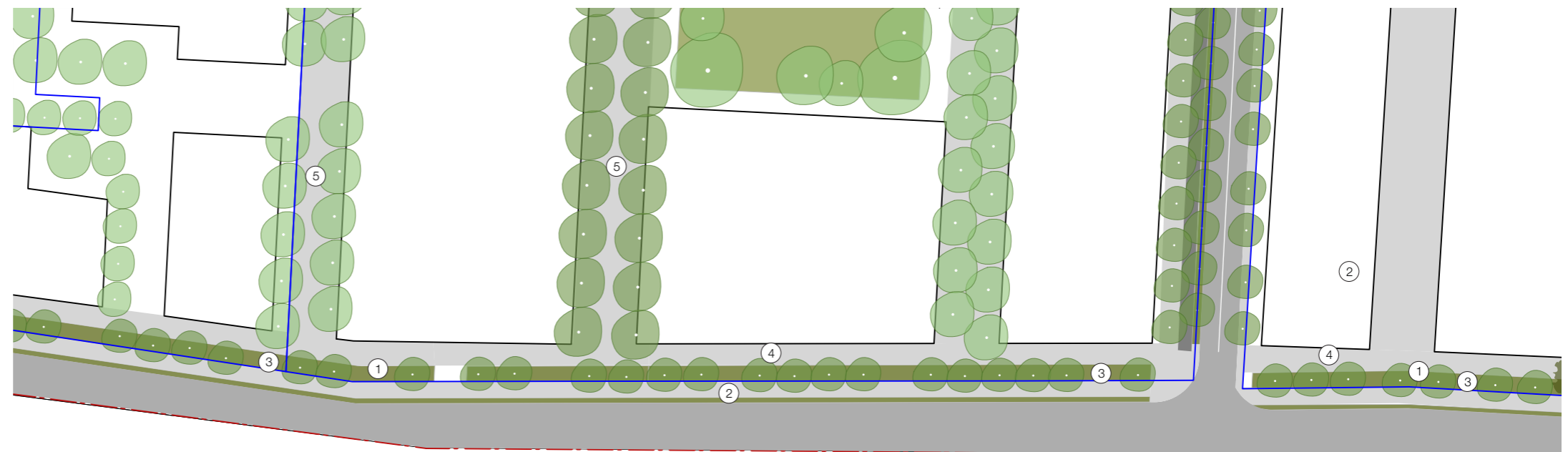
In addition to this, an increase in corridor width will allow for a significant east-west pedestrian and cycle connection through the precinct.

Key design features include:

1. A large landscape setback (6m) along the northern side of the street.
2. A shared path setback from the kerb and bordered by understorey planting to provide a sense of separation between the adjacent roadway and footpath areas.
3. Street tree planting set back from the road edge to avoid conflicts within clear zone requirements.
4. A continuous area of accessible public domain along the edge of the corridor abutting adjacent buildings, suitable for activation by adjoining ground floor uses if appropriate.
5. Through site links provide pedestrian connections between the public domain



TYPICAL SECTION - PARRAMATTA ROAD (KINGS BAY)



CONCEPT PLAN - PARRAMATTA ROAD (KINGS BAY)

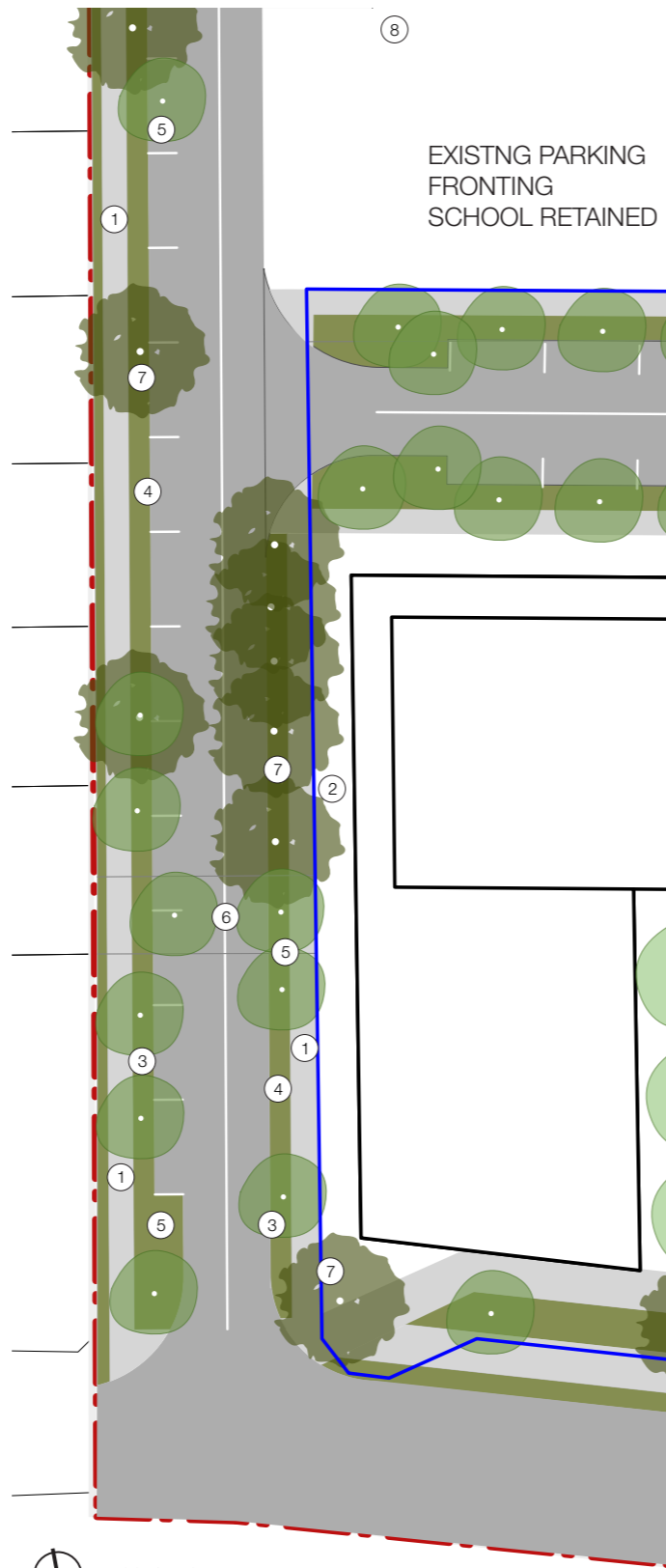


# WALKER STREET

Walker Street will continue to be a relatively quiet residential street, with the streetscape public domain balancing the scale of new density on the eastern side of the street existing low rise residential properties on the west.

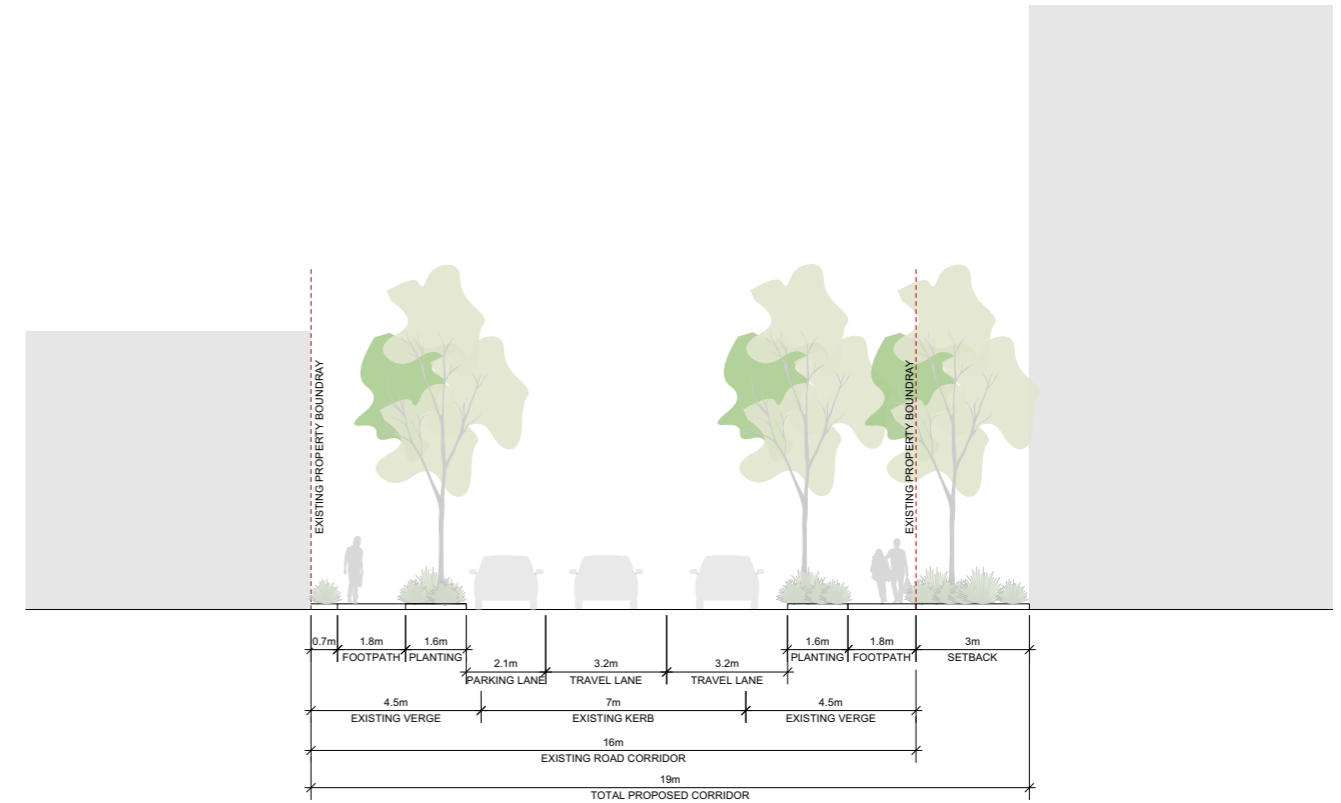
Key design features include:

1. Pedestrian footpaths providing universal local access along both sides of the street, setback from new buildings on the east with abundant landscape planting.
2. A landscape setback (3m) on the eastern side of the street.
3. Continuous avenues of kerbside street trees on both sides of the street, supplemented with additional street tree planting within kerb extensions, and in the eastern landscape setback.
4. Generous landscape garden beds passively irrigated by adjoining hard surfaces to maximise stormwater infiltration, with intermediate stepping stones / crossing points for pedestrians to access parked vehicles.
5. Kerb extensions at intersections and other dedicated pedestrian crossings points, to provide traffic calming, improve visibility between pedestrians/cyclists and motorists, define on-street parking and provide opportunities for rain gardens and low level planting.
6. Retention of the existing Walker Street Reserve road closure.
7. Retention of significant existing trees to maintain canopy cover and street character.
8. Existing substation retained.



1:500 @ A3

CONCEPT PLAN - WALKER STREET



TYPICAL SECTION - WALKER STREET



## QUEENS ROAD

**Queens Road will transform into an activated place within the Kings Bay Precinct, while still functioning as a regionally important movement corridor and significant walking and cycling route.**

The evolution of this currently car-dominated road environment will need to prioritise pedestrian and cyclist amenity and safety, within a constrained corridor width, to ensure integration with, and place activation of, the Kings Bay Precinct.

Key design features include:

1. Paved landscape setbacks (3m) along the southern side of the street, to provide comfortable and amenable pedestrian thoroughfare along the street, and activation where supported by adjacent ground floor building uses.
2. Separated uni-directional cycleways on either side of the street, where space allows, to provide safe clearance to adjacent car travel lanes and pedestrian footpaths.
3. Shared paths in constrained areas of the corridor, to reduce corridor width and negate impacts on adjacent properties.
4. Continuous avenues of kerbside street trees on both sides of the street, supplemented with additional street tree planting within landscaped setbacks and between the cycleway and footpath where space allows.
5. Landscape planting in garden beds passively irrigated by adjoining hard surfaces to maximise stormwater infiltration.
6. Retention of existing significant trees, including the large Fig trees located at the Five Dock Leisure Centre.
7. Existing substation retained.



SEPARATED CYCLEWAY PROTECTED WITH PLANTING

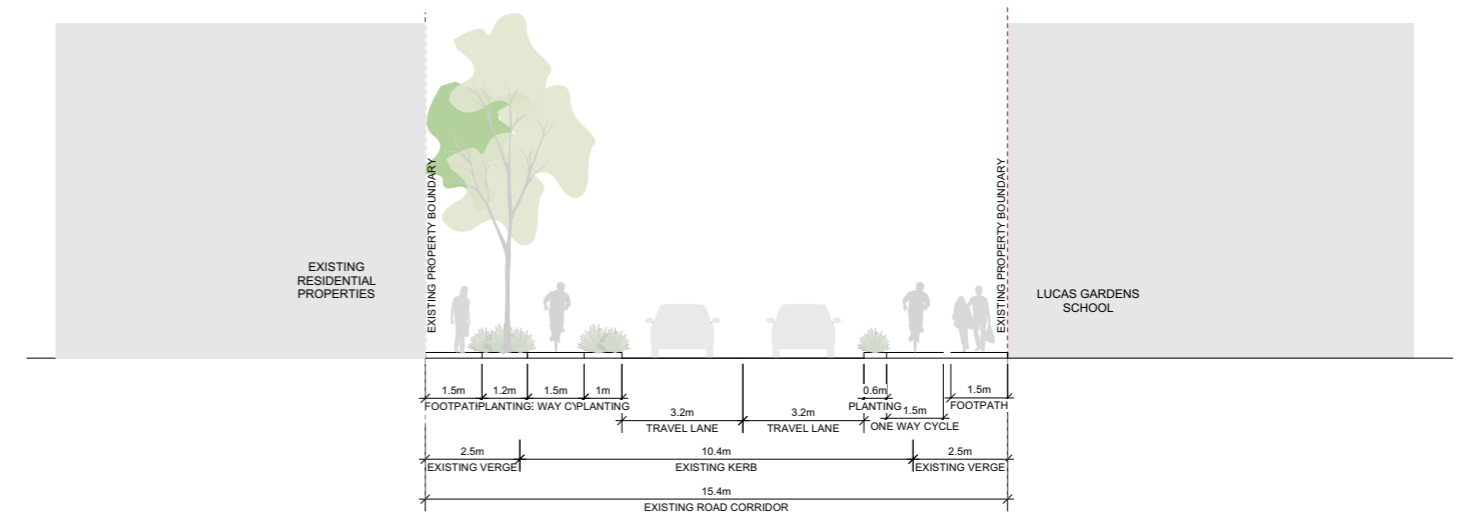


INSITU  
CONCRETE  
PATH

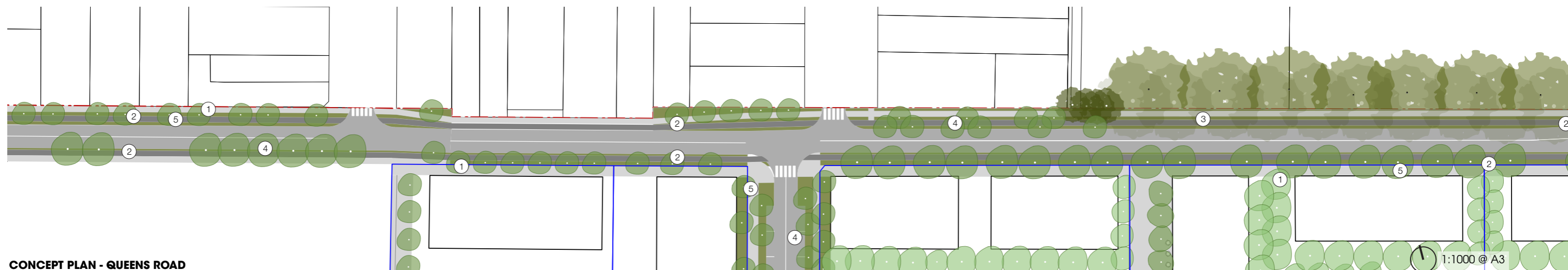
UNDERSTORY  
MASS  
PLANTING

ASPHALT  
SEPARATED  
CYCLEWAY

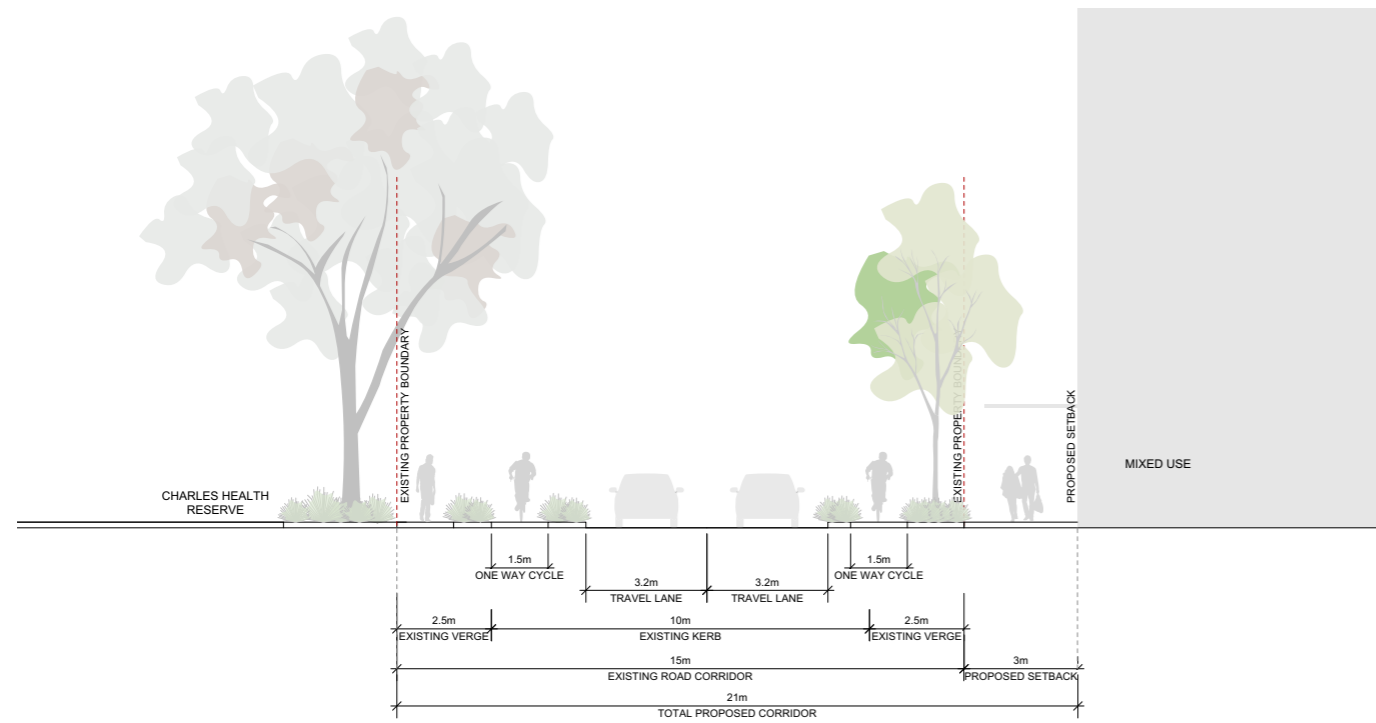
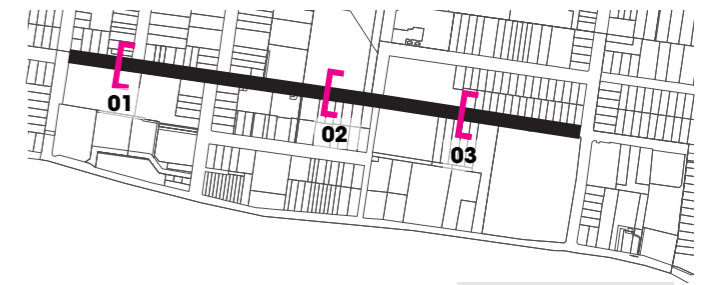
PUBLIC  
DOMAIN  
AWNING



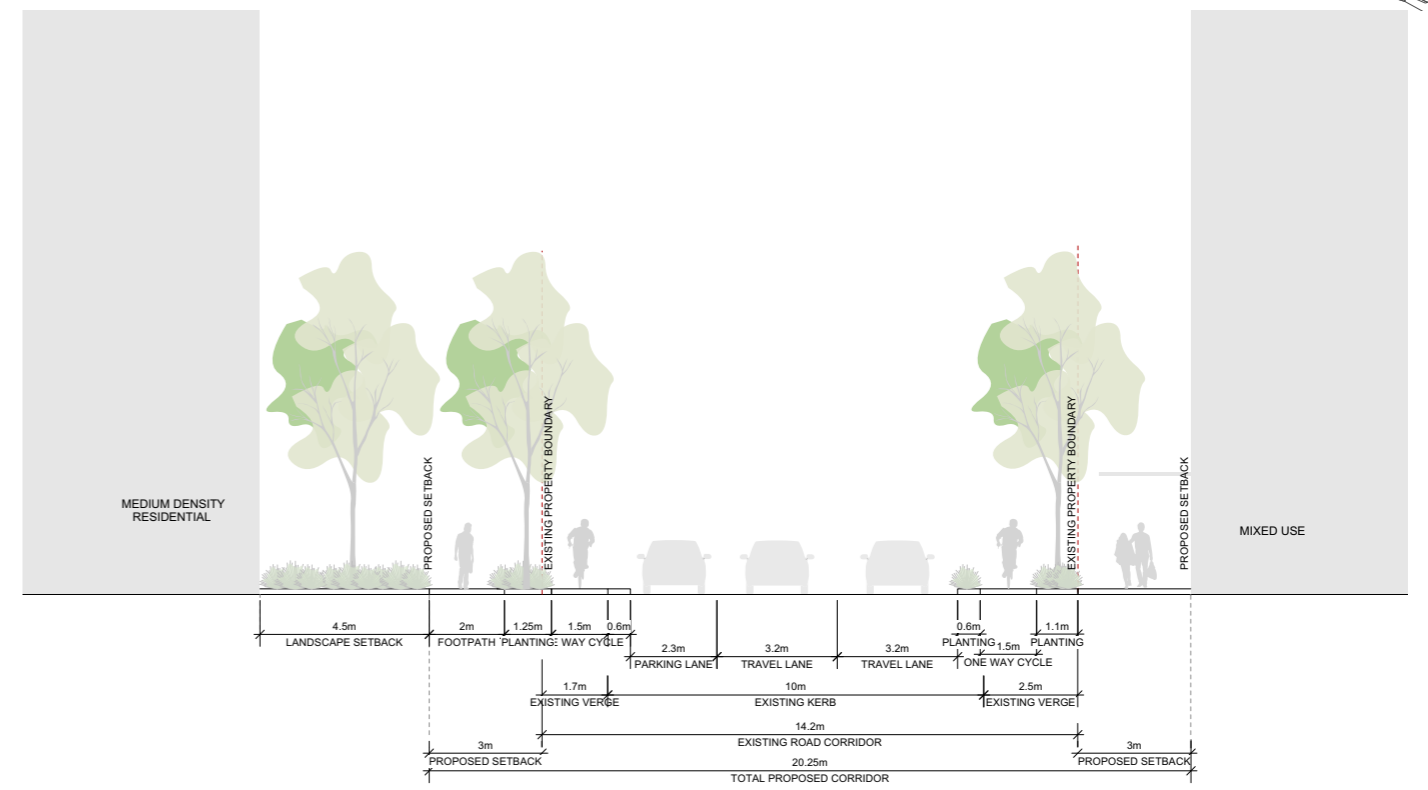
TYPICAL SECTION 01 - QUEENS ROAD



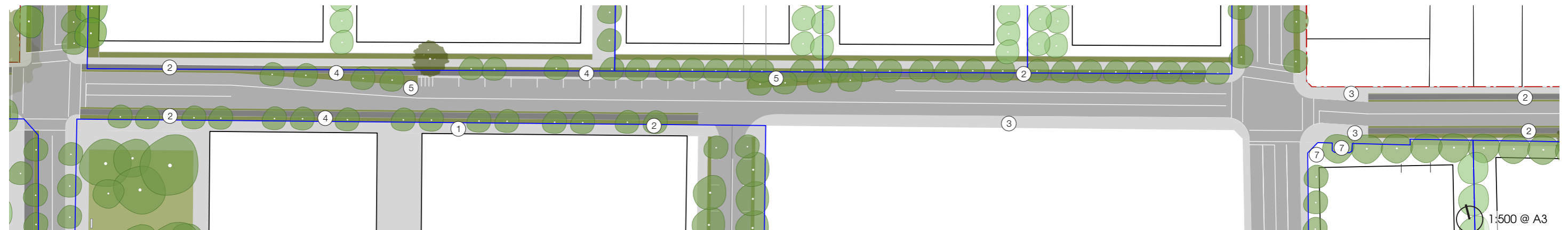
CONCEPT PLAN - QUEENS ROAD



TYPICAL SECTION 02 - QUEENS ROAD



TYPICAL SECTION 03 - QUEENS ROAD





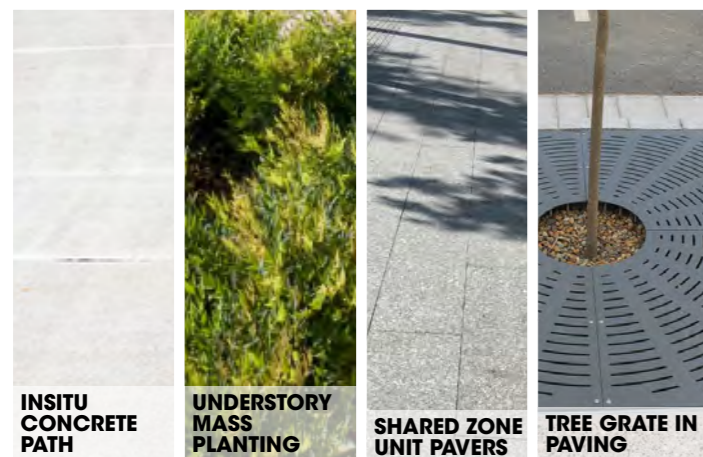
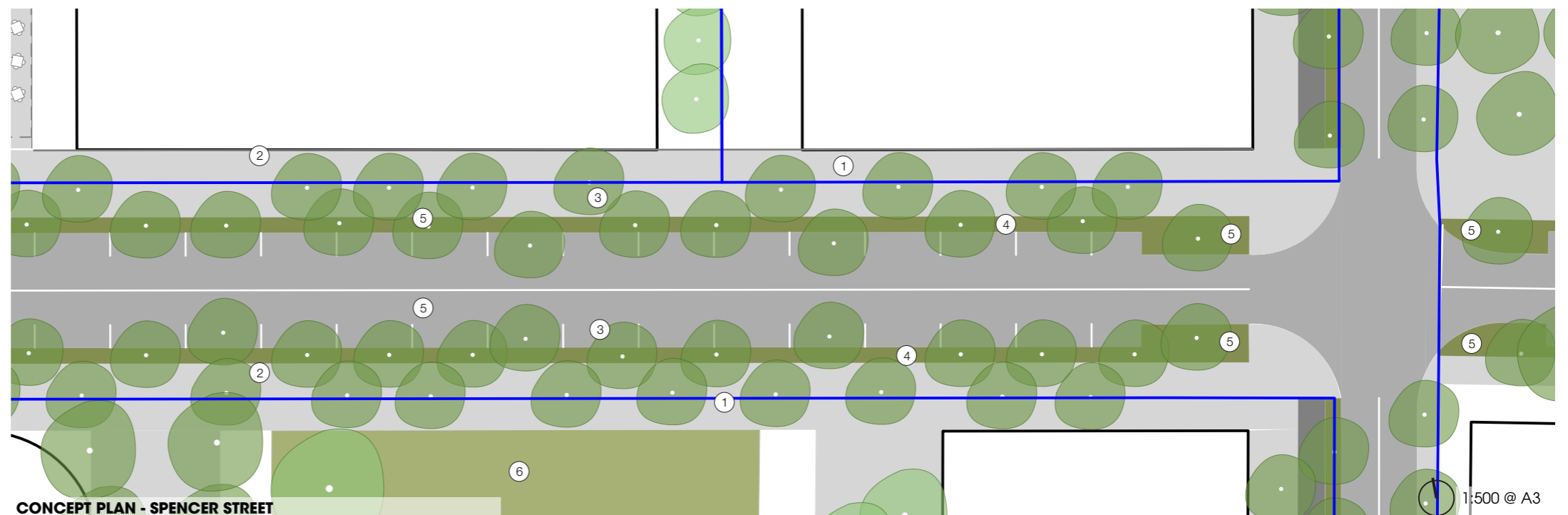
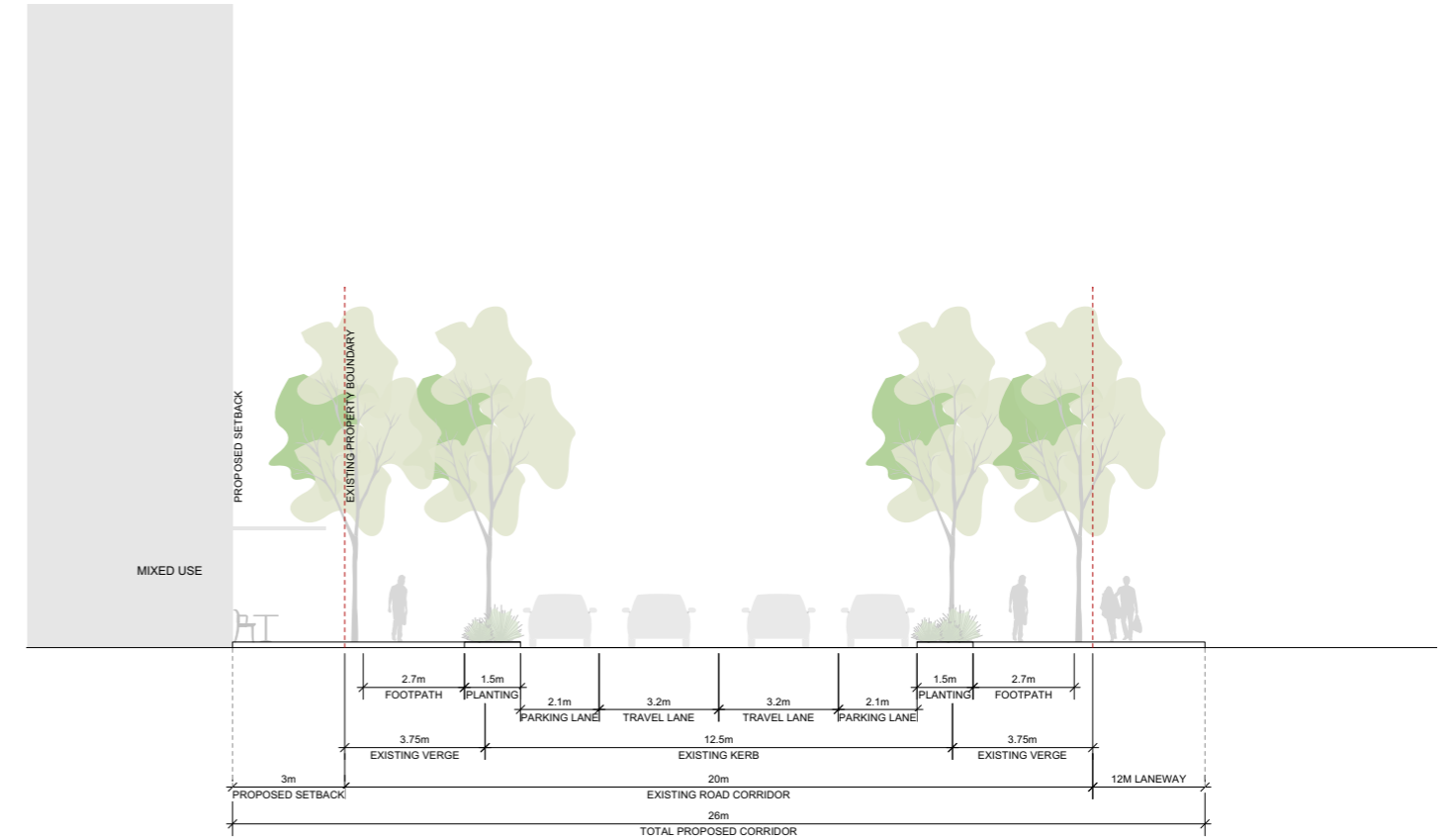
## SPENCER STREET

**Spencer Street will provide the civic heart for the new Kings Bay Precinct as a pedestrian priority place with fine grain shops, urban plazas, and spaces for lingering and socialising.**

The street will form the basis of a new and compact local centre – an east-west axis for local shops and services, and a new address for medium and high-density residential development.

Key design features include:

1. Landscape setbacks (3m) on both sides of the street, paved to provide generous public domain areas that maximise pedestrian comfort within, and occupation of the street and public domain.
2. Ground floor activation and outdoor dining on both sides of the street to support local retail and the social life of the future local centre.
3. Continuous avenues of kerbside street trees on both sides of the street and within kerb extensions.
4. Generous landscape garden beds passively irrigated by adjoining hard surfaces to maximise stormwater infiltration, with intermediate stepping stones / crossing points for pedestrians to access parked vehicles.
5. Kerb extensions at intersections and other dedicated pedestrian crossings points, to provide traffic calming, improve visibility between pedestrians/cyclists and motorists, define on-street parking and provide opportunities for rain gardens and low level planting.
6. Desired plaza



## SPENCER STREET EXTENSION EAST

Extending Spencer Street to the east will provide an intimate streetscape environment that encourages town centre activation to spill into adjacent blocks.

While the total road corridor width of the eastward extension (18m) is narrower than Spencer Street proper (26m), a narrow carriageway and appropriate street tree and understorey planting can provide adequate space for an intimate street experience.

Key design features include:

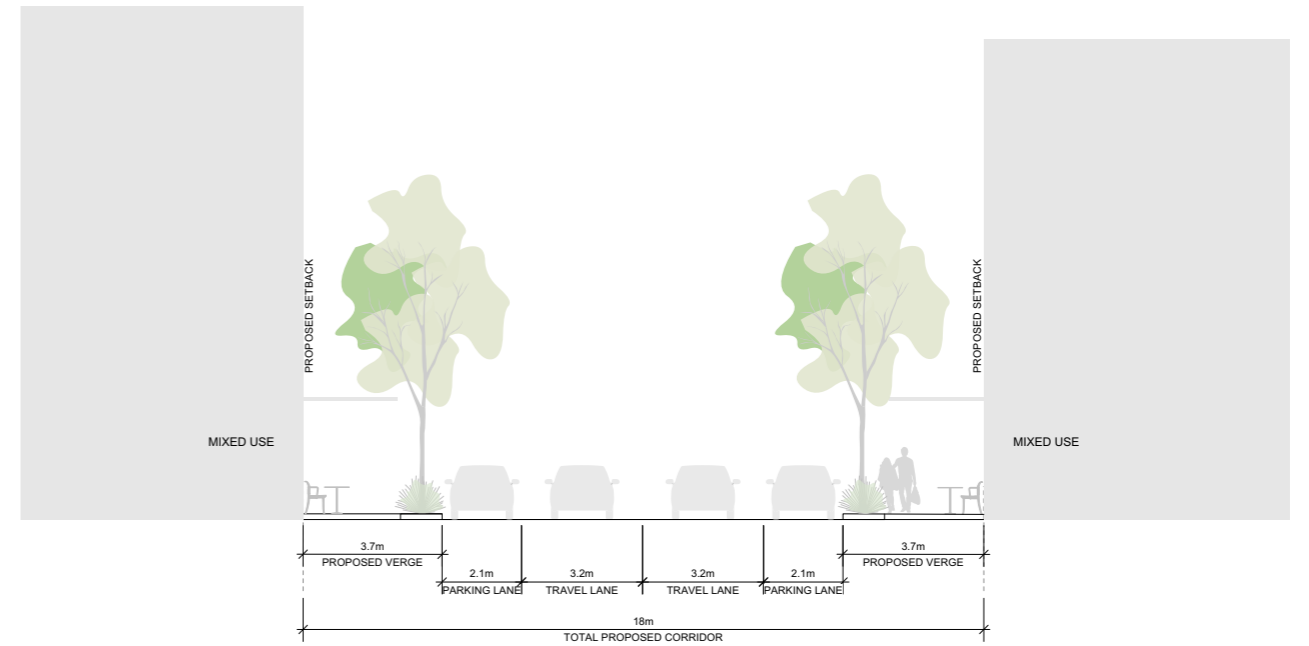
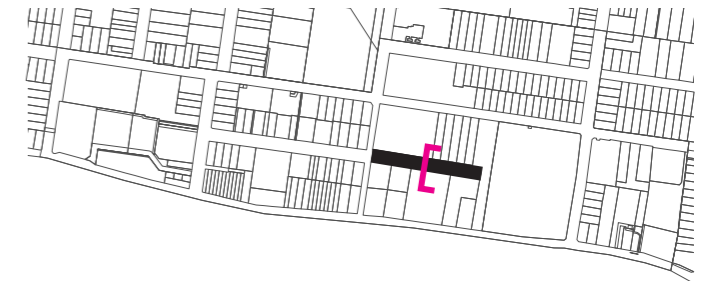
1. Ground floor activation and outdoor dining on both sides of the street to support local retail and the social life of the future village centre.
2. Continuous avenues of kerbside street trees on both sides of the street, and within kerb extensions.
3. Generous landscape garden beds passively irrigated by adjoining hard surfaces to maximise stormwater infiltration, with intermediate stepping stones / crossing points for pedestrians to access parked vehicles.
4. Kerb extensions at intersections and other dedicated pedestrian crossings points, to provide traffic calming, improve visibility between pedestrians/cyclists and motorists, define on-street parking and provide opportunities for rain gardens and low level planting.
5. The creation of a new access way to the western boundary of Rosebank College.



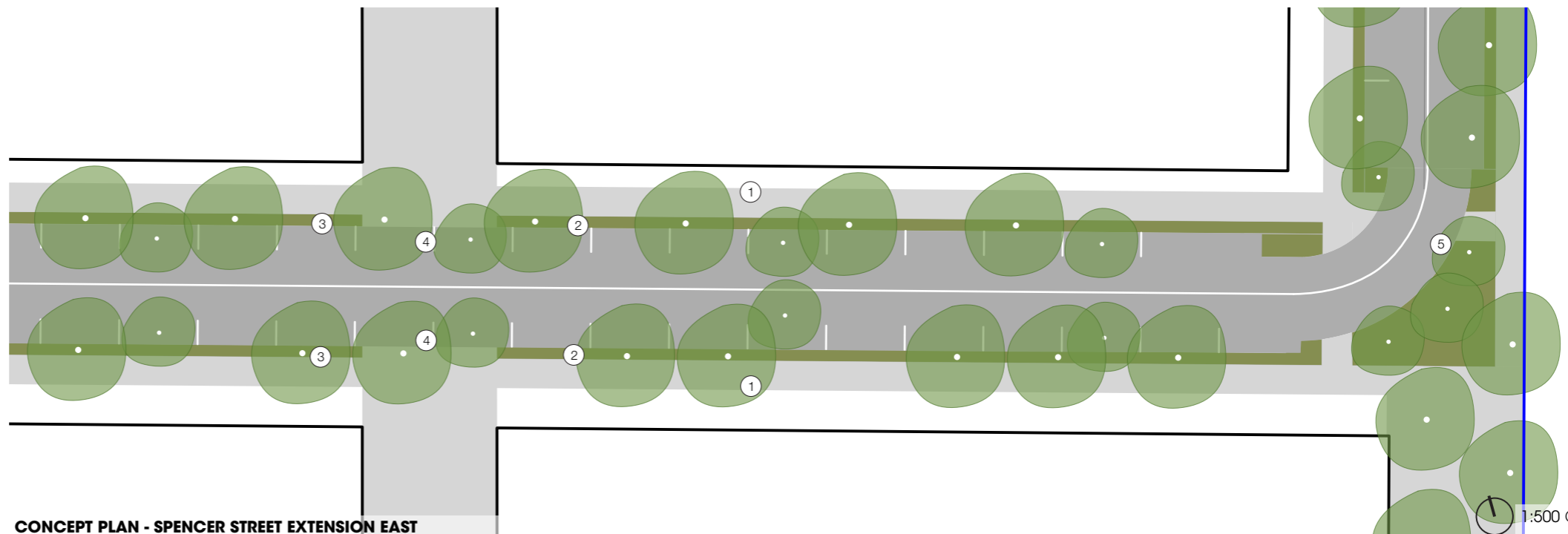
RETAIL SPILLOUT AND ACTIVATION OF THE FOOTPATH



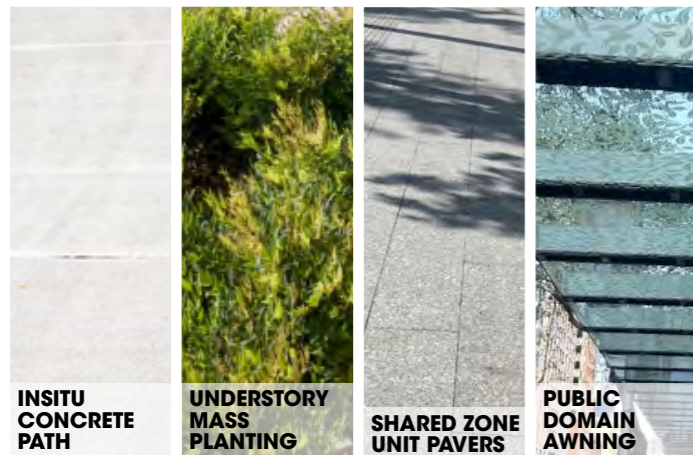
VERGE STREET TREE AND UNDERSTOREY PLANTING



TYPICAL SECTION - SPENCER STREET EXTENSION EAST



CONCEPT PLAN - SPENCER STREET EXTENSION EAST







## SPENCER STREET EXTENSION WEST

The extension of Spencer Street to the west will create an intimate local urban residential street a primary east-west corridor for pedestrians to and from the town centre.

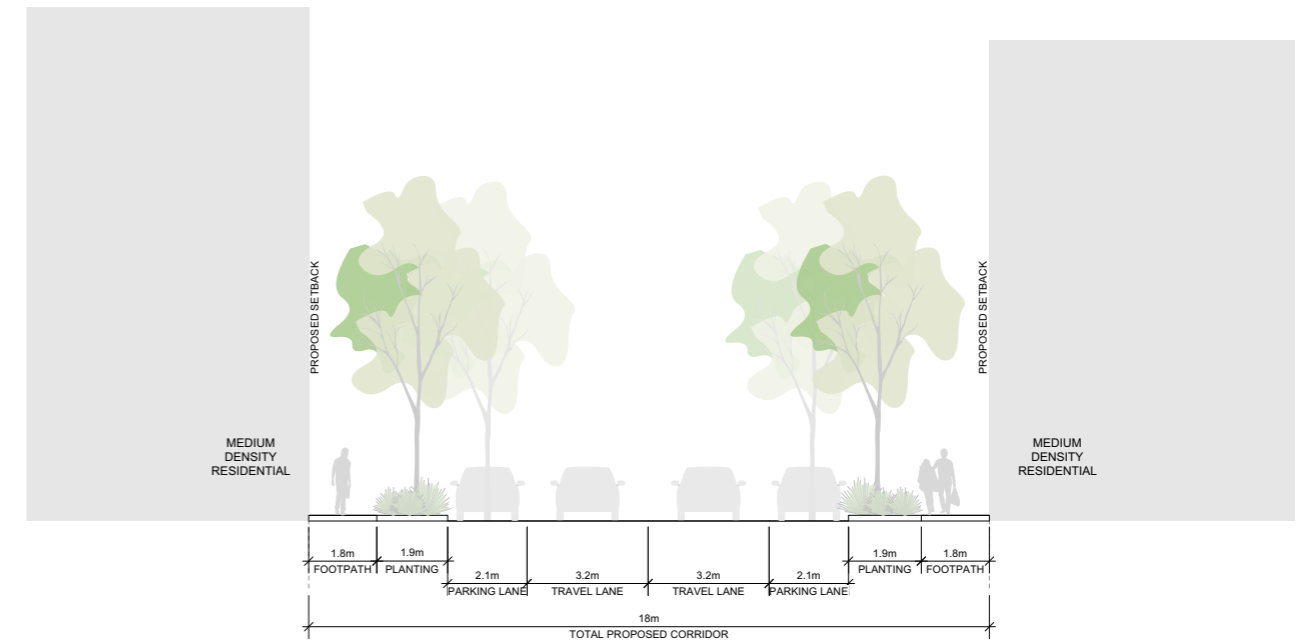
As with the east extension, a narrow carriageway and appropriate street tree and understorey planting provides adequate space for an intimate street experience.

Key design features include:

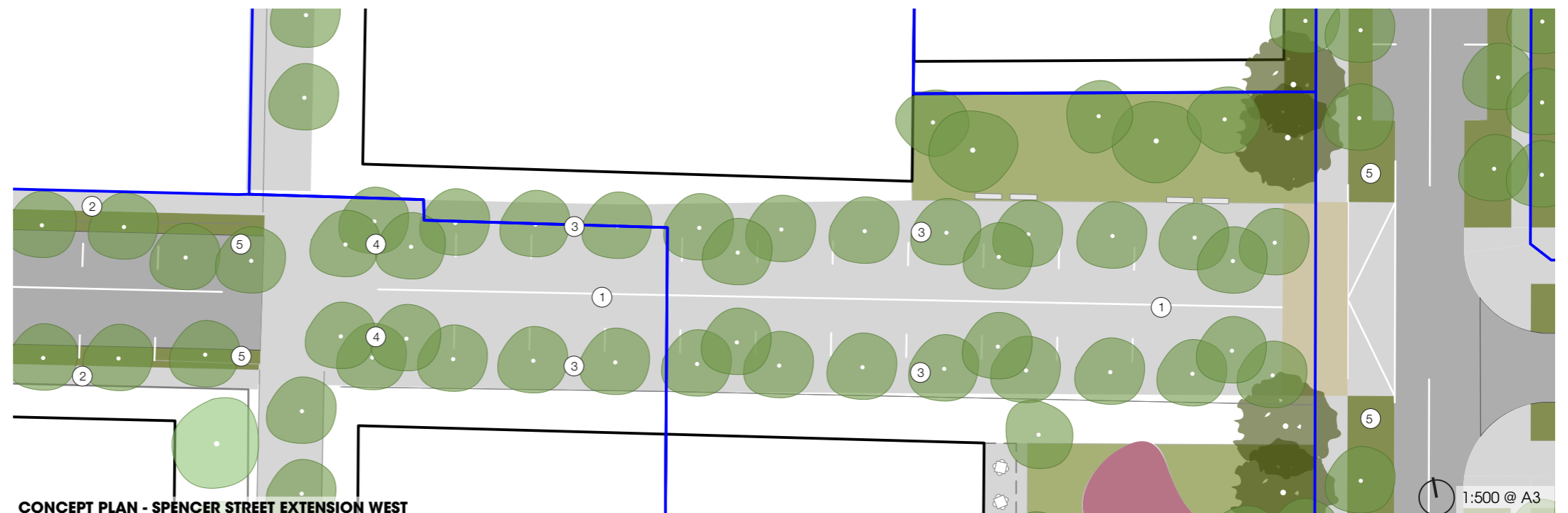
1. Creation of a shared zone at the eastern end of the street, incorporating a pedestrianised road surface, with paving treatments and flush kerb environments that clearly communicate the shared environment to all street users.
2. Footpaths on both sides of the street abutting adjacent residential buildings.
3. Continuous avenues of kerbside street trees on both sides of the street, and within kerb extensions.
4. Generous landscape garden beds passively irrigated by adjoining hard surfaces to maximise stormwater infiltration.
5. Kerb extensions at intersections and other dedicated pedestrian crossings points, to provide traffic calming, improve visibility between pedestrians/cyclists and motorists, define on-street parking and provide opportunities for rain gardens and low level planting.



VERGE STREET TREE AND UNDERSTOREY PLANTING



TYPICAL SECTION - SPENCER STREET EXTENSION WEST



CONCEPT PLAN - SPENCER STREET EXTENSION WEST



INSITU  
CONCRETE  
PATH

UNDERSTOREY  
MASS  
PLANTING

SHARED ZONE  
UNIT PAVERS

## NEW ROAD AND THROUGH SITE LINK

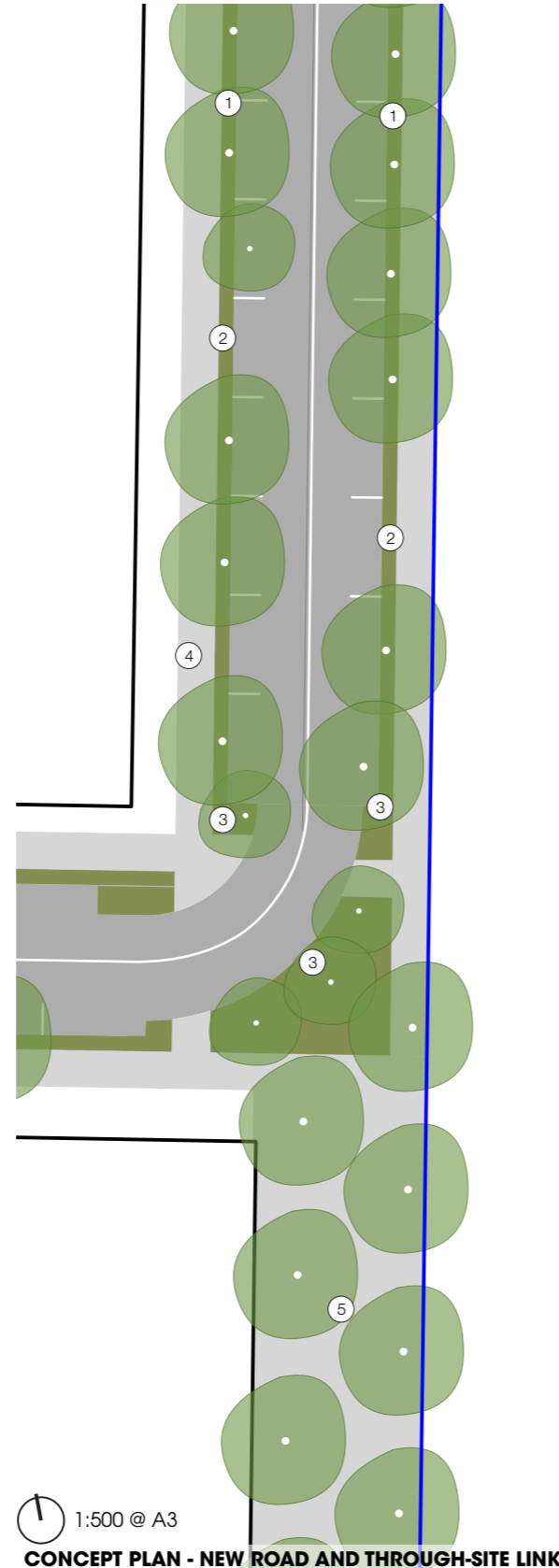
**New road as part of the Spencer Street East extension runs from Queens Road to Spencer Street along the western edge of Rosebank College. Vehicle traffic terminates at Spencer Street and becomes a through site pedestrian link to Parramatta Road.**

The total road corridor width of the new road reserve (18m) provides a safe pedestrian link along either sides of the road to connect to the surrounding activated public domain areas.

The adjoining 12m laneway will provide better pedestrian movement between the busy Parramatta Road and Queens Road to the north activated by the surrounding retail and commercial buildings.

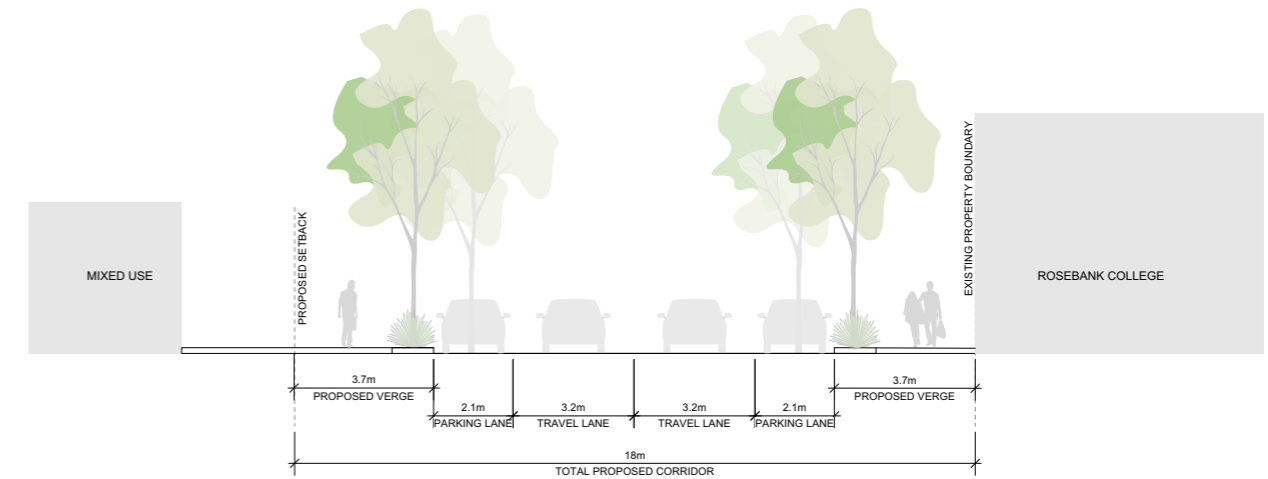
Key design features include:

1. Continuous avenues of kerbside street trees on both sides of the street, and within kerb extensions.
2. Generous landscape garden beds passively irrigated by adjoining hard surfaces to maximise stormwater infiltration, with intermediate stepping stones / crossing points for pedestrians to access parked vehicles.
3. Kerb extensions at intersections and other dedicated pedestrian crossings points, to provide traffic calming, improve visibility between pedestrians/cyclists and motorists, define on-street parking and provide opportunities for rain gardens and low level planting.
4. 3m setbacks along the new road between mixed use buildings and the new road
5. Generous pedestrian priority laneway lined with avenue trees



1:500 @ A3

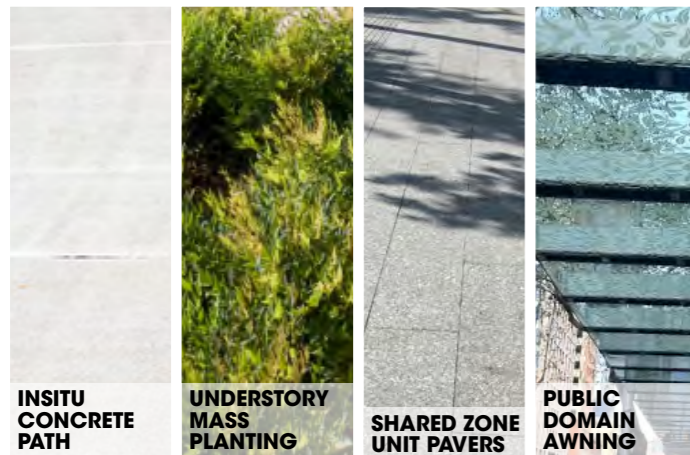
CONCEPT PLAN - NEW ROAD AND THROUGH-SITE LINK



TYPICAL SECTION - NEW ROAD



TYPICAL SECTION - THROUGH-SITE LINK



INSITU  
CONCRETE  
PATH

UNDERSTORY  
MASS  
PLANTING

SHARED ZONE  
UNIT  
PAVERS

PUBLIC  
DOMAIN  
AWNING



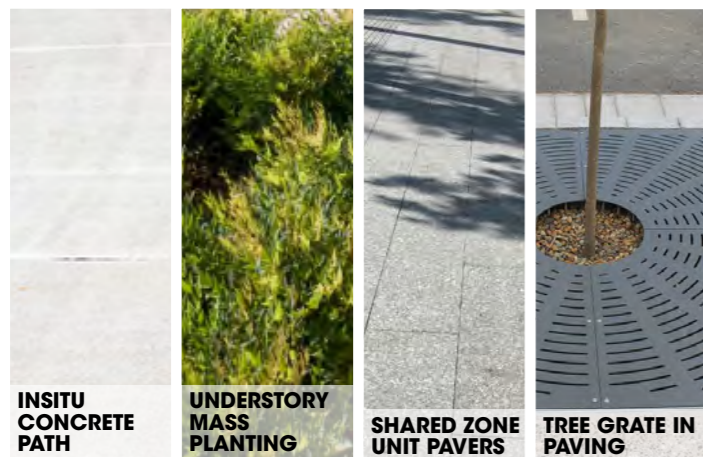
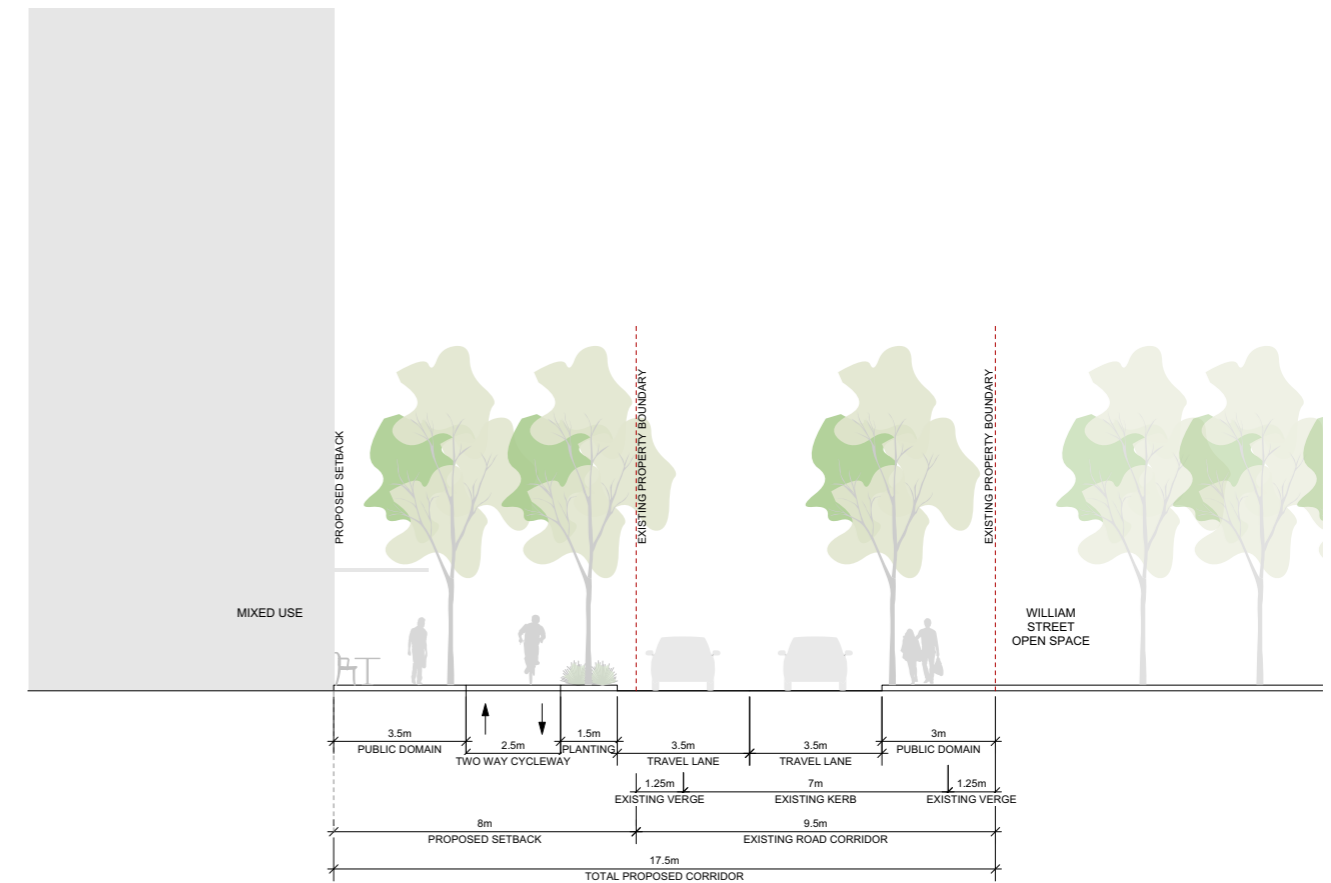
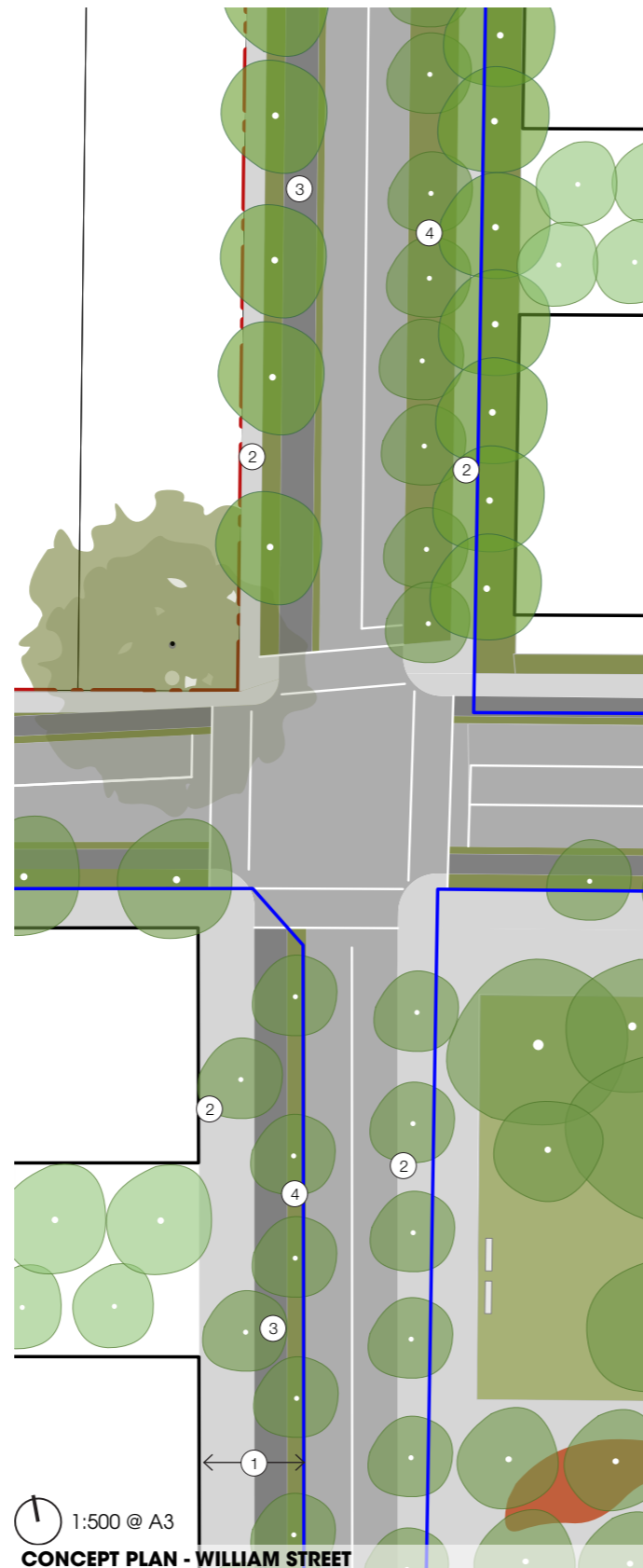
## WILLIAM STREET

**William Street will become a new green corridor that reinforces connectivity between Barnwell Park Golf Course and the foreshore to the north, while providing a green marker along Parramatta Road at the centre of the Precinct.**

The significant proposed setback on the western side of the street will provide generous space for comfortable walking and cycling, and ground floor activation of the public domain.

Key design features include:

1. A landscape setback (8m) on the western side of the street.
2. Generous pedestrian footpaths, providing continuous universal access along both sides of the street. Western side only to have additional widening to the public domain to allow for ground floor activation and spill out.
3. A separated cycleway, protected with understorey and street tree planting in landscape garden beds, providing safe clearance to adjacent travel lanes and public domain areas.
4. Continuous avenues of kerbside street trees on both sides of the street, supplemented with additional street tree planting between the cycleway and footpath.



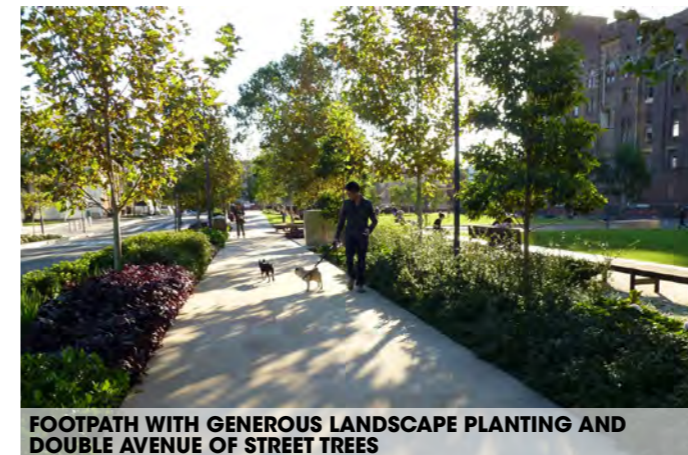
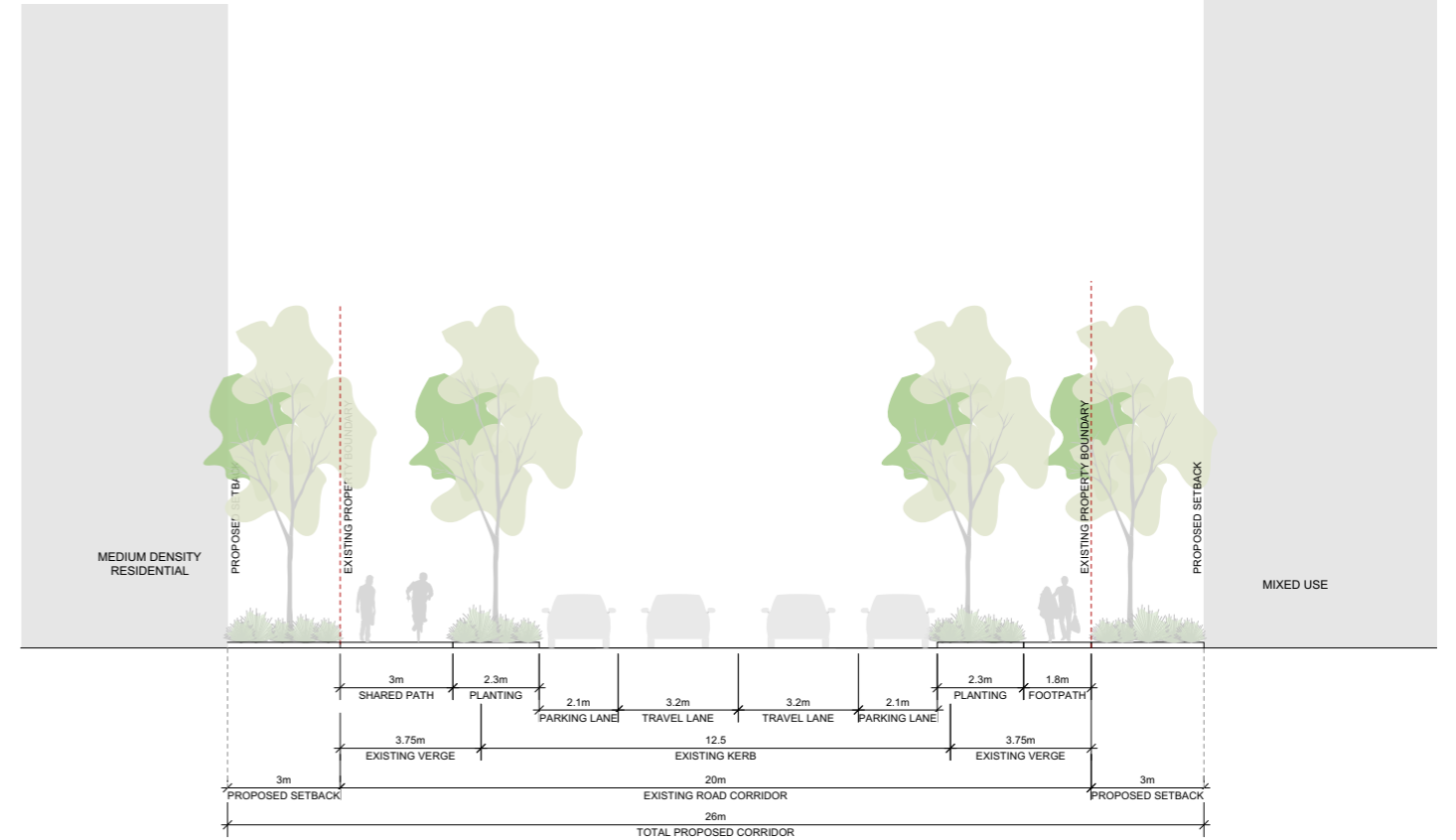
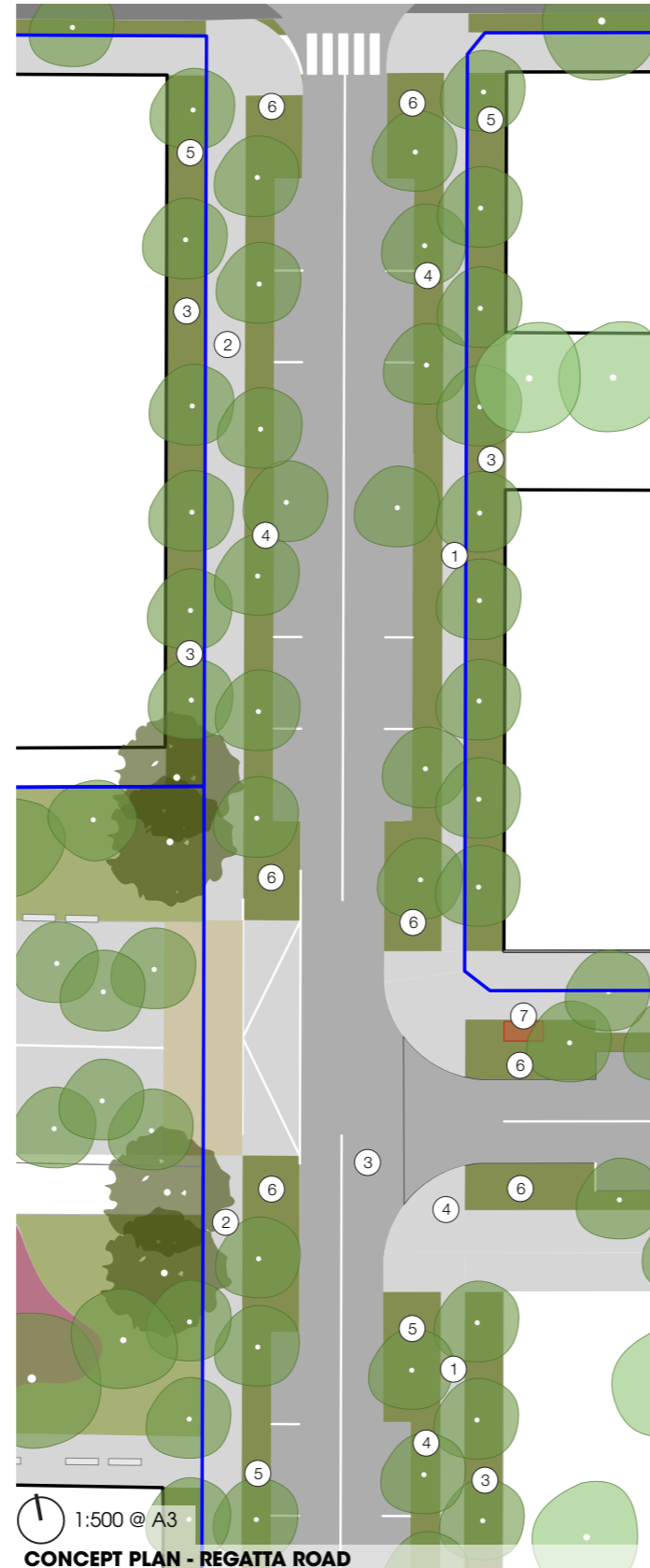
## REGATTA ROAD

Regatta Road will provide generously wide streetscape oriented towards its mixed use neighbourhood setting

**secondary.**

Key design features include:

1. A pedestrian footpath on the eastern side of the street, setback from adjacent buildings with abundant landscape planting.
2. A shared path on the western side of the street, separated by wide landscape planting areas and providing local cycle access to people's front doors, parks and plazas, and visitor bicycle parking.
3. A landscape setback (3m) on both sides of the street.
4. Continuous avenues of kerbside street trees on both sides of the street, supplemented with additional street tree planting within kerb extensions, and in the landscape setbacks.
5. Generous landscape garden beds passively irrigated by adjoining hard surfaces to maximise stormwater infiltration, with intermediate stepping stones / crossing points for pedestrians to access parked vehicles.
6. Kerb extensions at intersections and other dedicated pedestrian crossings points, to provide traffic calming, improve visibility between pedestrians/cyclists and motorists, define on-street parking and provide opportunities for rain gardens and low level planting.
7. Existing substation retained.



# HARRIS ROAD

**Harris Road will continue to play a significant role in local access between Parramatta Road, Rosebank College, and the Five Dock town centre to the north.**

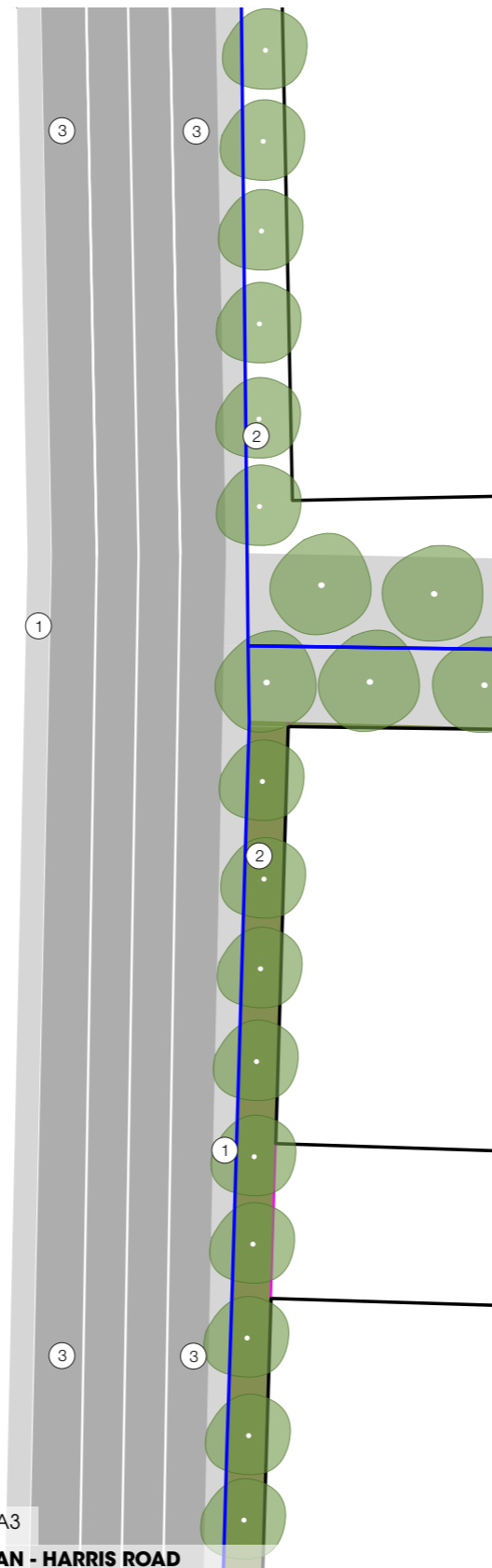
The location of Rosebank College and the existing 49-51 Queens Road development provide fixed constraints on corridor width that are unlikely to be resolved with landscape setbacks in the short- to medium-term.

This, combined with the need for travel lanes that provide for peak hour traffic numbers, creates a constrained environment for public domain opportunities.

The focus of public domain improvements in this street is thus about maximising pedestrian footpath widths and increasing street tree planting where possible.

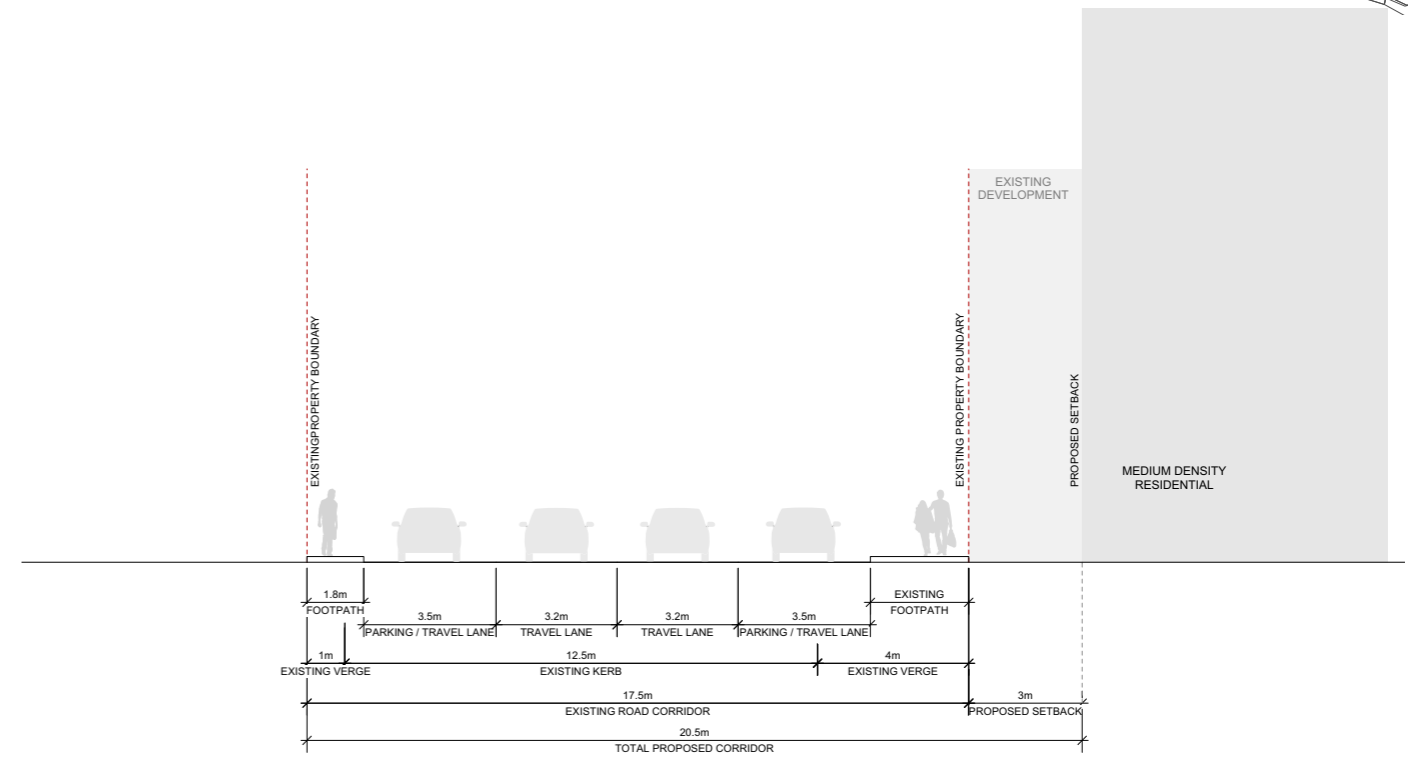
Key design features include:

1. Widened pedestrian footpaths on both sides of the street, improving pedestrian access along the street, in particular at the existing highly constrained area at Rosebank College.
2. Street trees in tree pits on the eastern side of the street to maximise canopy cover while maximising pedestrian path widths, subject to underground utilities.
3. Kerbside parking/travel lanes to allow for a combination of on-peak travel and off-peak parking.

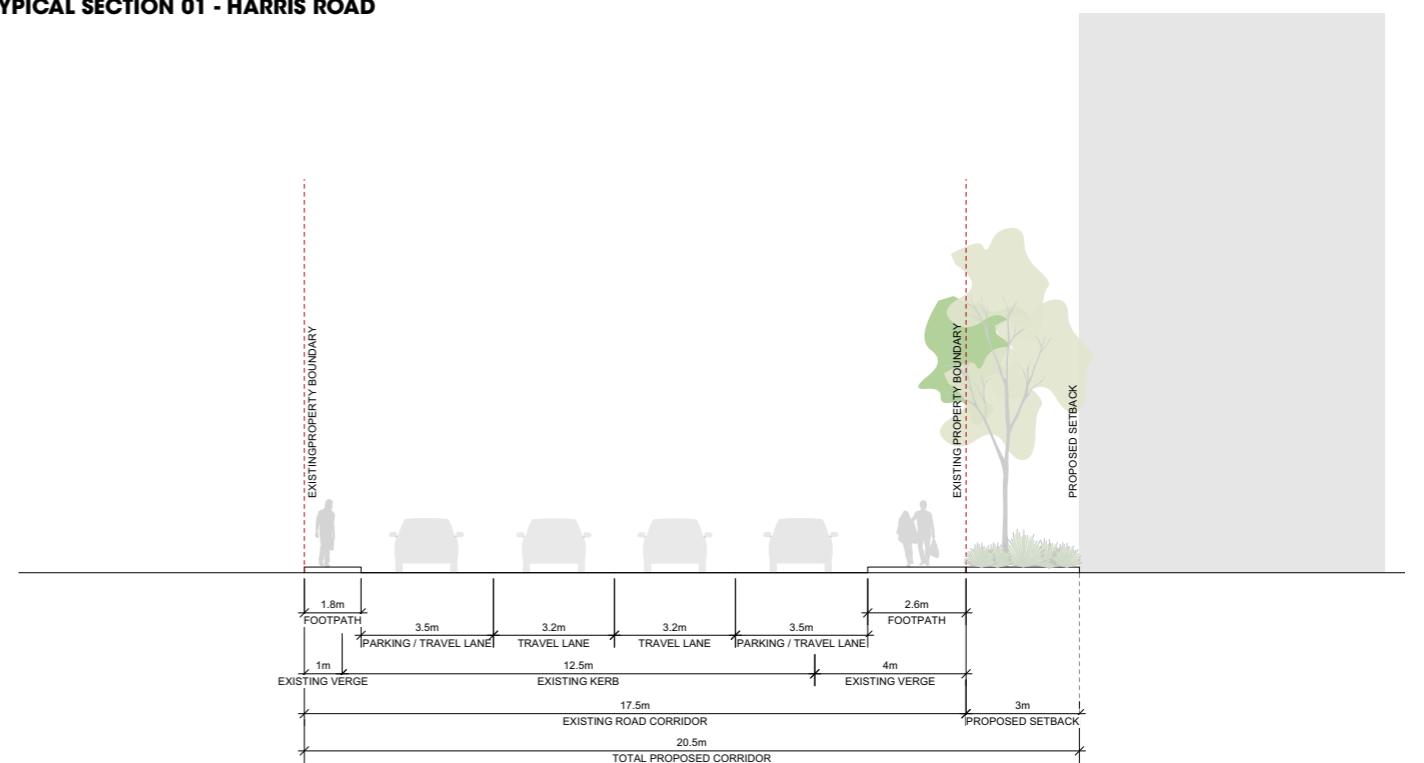


1:500 @ A3

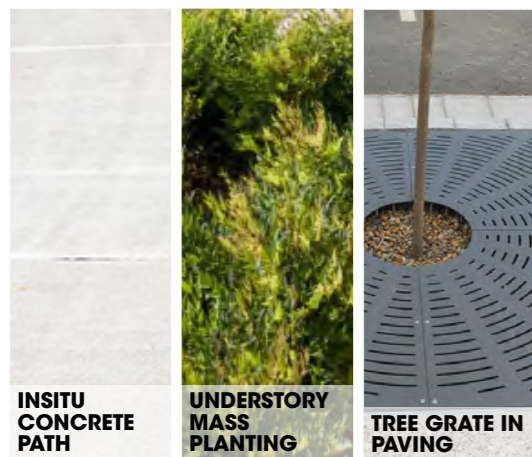
CONCEPT PLAN - HARRIS ROAD



TYPICAL SECTION 01 - HARRIS ROAD



TYPICAL SECTION 02 - HARRIS ROAD

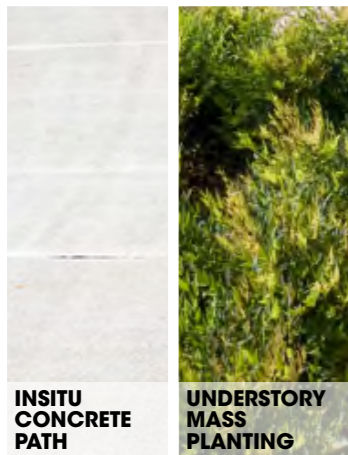
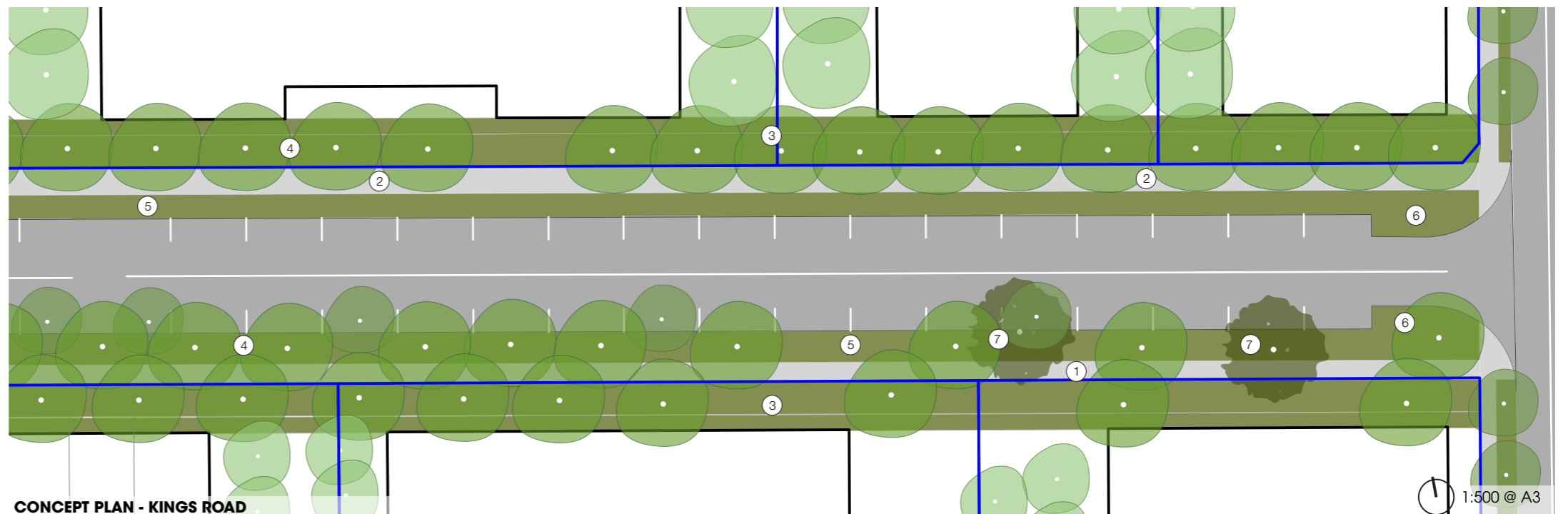
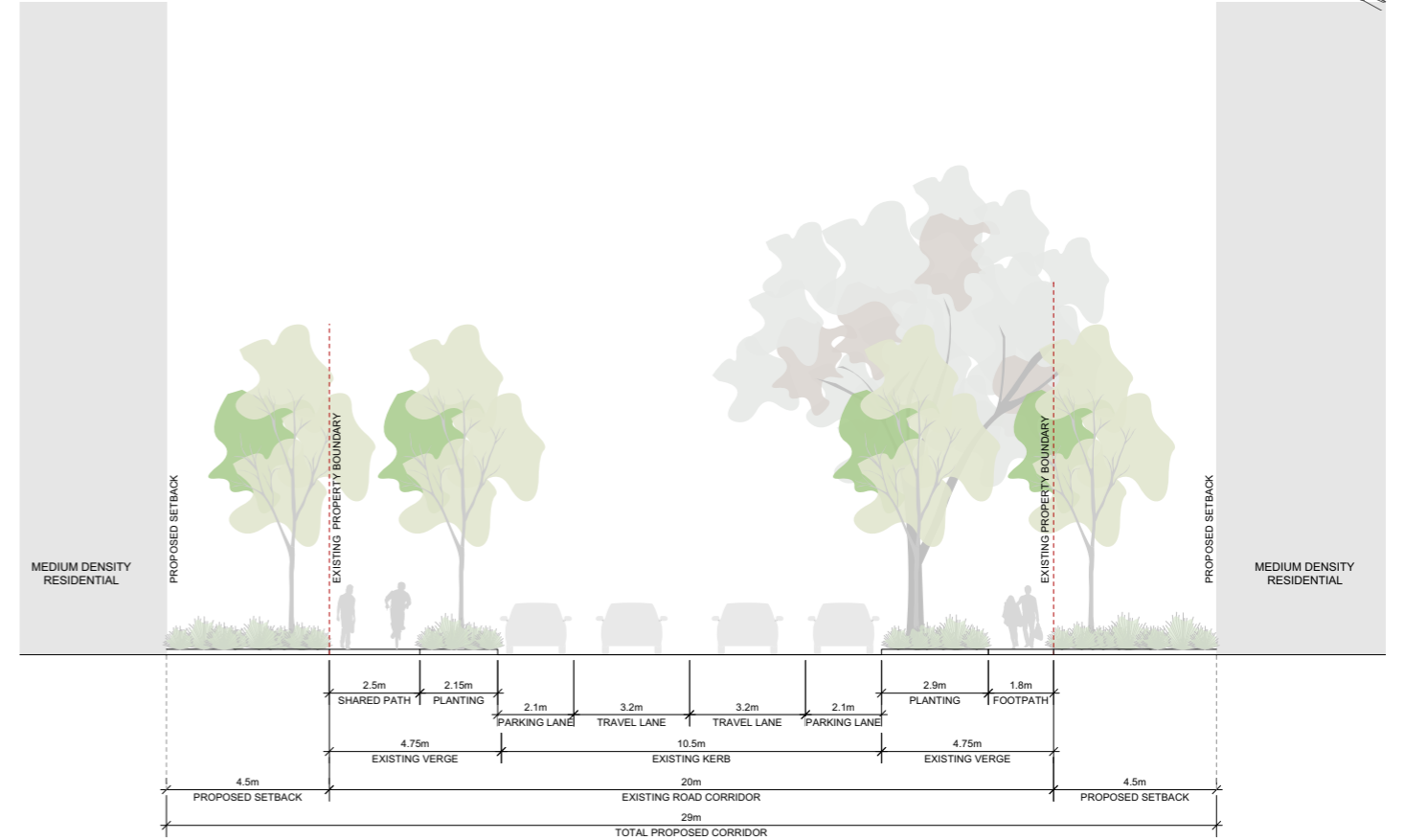


## KINGS ROAD

**Kings Road will provide a generously wide streetscape oriented towards its residential neighbourhood setting, adjacent the regional open space of Concord Oval.**

Key design features include:

1. A pedestrian footpath on the southern side of the street, setback from adjacent buildings with abundant landscape planting.
2. A shared path on the northern side of the street, separated by wide landscape planting areas and providing local cycle access.
3. A landscape setback (3m) on the western side of the street.
4. Continuous avenues of kerbside street trees on both sides of the street, supplemented with additional street tree planting within kerb extensions, and in the landscaped setback.
5. Generous landscape garden beds passively irrigated by adjoining hard surfaces to maximise stormwater infiltration, with intermediate stepping stones / crossing points for pedestrians to access parked vehicles.
6. Kerb extensions at intersections and other dedicated pedestrian crossings points, to provide traffic calming, improve visibility between pedestrians/cyclists and motorists, define on-street parking and provide opportunities for rain gardens and low level planting.
7. Retention of the significant existing trees at the eastern end of the street to maintain canopy cover and street character.



## REGATTA ROAD PARK

Regatta Road Park will become an everyday neighbourhood park, activated by the daily routines of the Kings Bay community.

Key design features include:

1. Large informal turf areas for relaxing, socialising and other forms of passive recreation.
2. A neighbourhood-scaled local playground.
3. Seating areas located to support and supplement other park uses, such as parents sitting adjacent the playground.
4. Large shade tree planting to maximise park amenity and provided filtered screening to adjacent properties.
5. Ground floor activation and outdoor dining spaces along activated edges of a paved town centre square.
6. Turf and planted area with seating adjacent to Spencer Street shared zone.
7. Retention of existing significant trees.
8. Creation of a shared zone at the eastern end of the street, incorporating a pedestrianised road surface, with paving treatments and flush kerb environments that clearly communicate the shared environment to all street users.



### FACILITIES & PROGRAMS



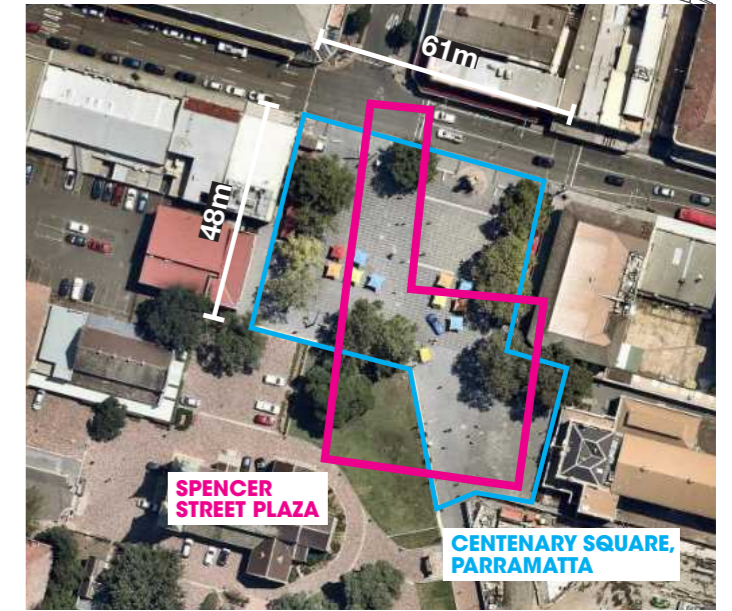
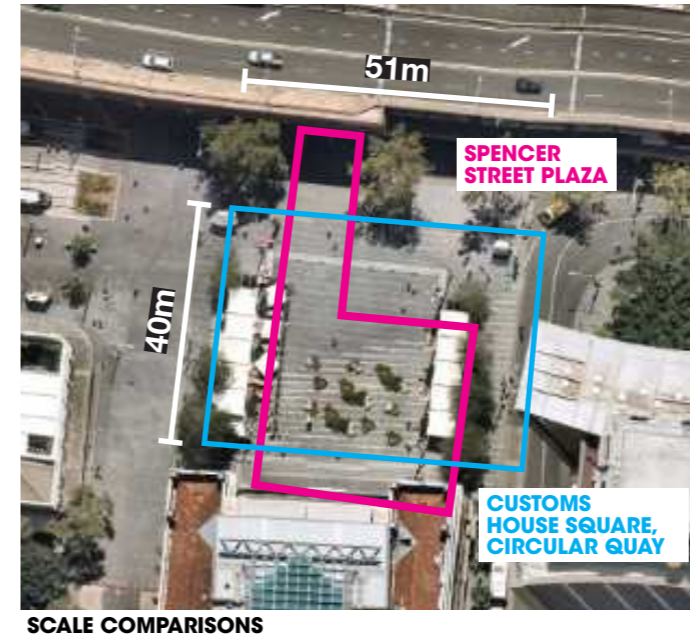
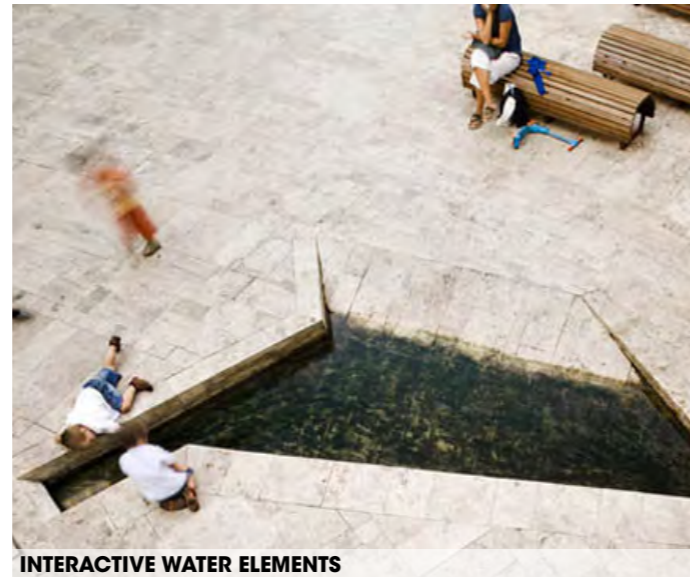
## SPENCER STREET PLAZA

Spencer Street Plaza will provide an intimate civic heart for the future town centre, activated by, and supporting activation of, Spencer Street as a 'place for people'.

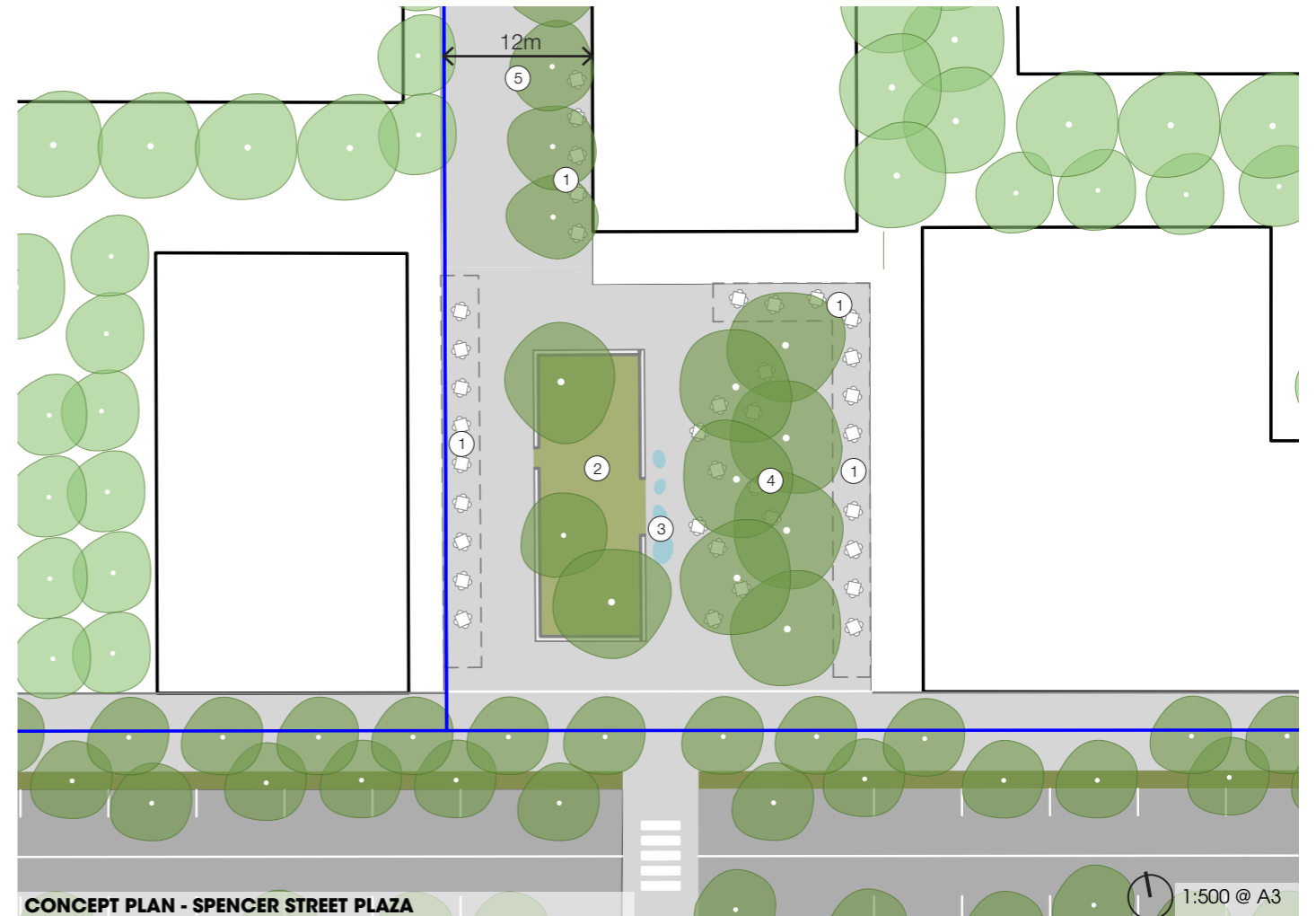
The plaza will also form a major north-south Green Grid connection between Charles Heath Reserve and Parramatta Road and will therefore maximise circulation and biodiversity connectivity, including through the provision of tree canopy cover.

Key design features include:

1. Ground floor activation and outdoor dining spaces along activated edges of a paved town centre square.
2. A formal breakout lawn space with shade tree planting and occupiable seating edges for incidental seating or group gatherings.
3. Interactive water / public art elements that can be programmed to provide for different use patterns of the plaza and alternate plaza uses.
4. Large tree planting in paved spaces to allow comfortable pedestrian movement through shaded areas.
5. Through site link and Green Grid connection to Queens Road.



### FACILITIES & PROGRAMS



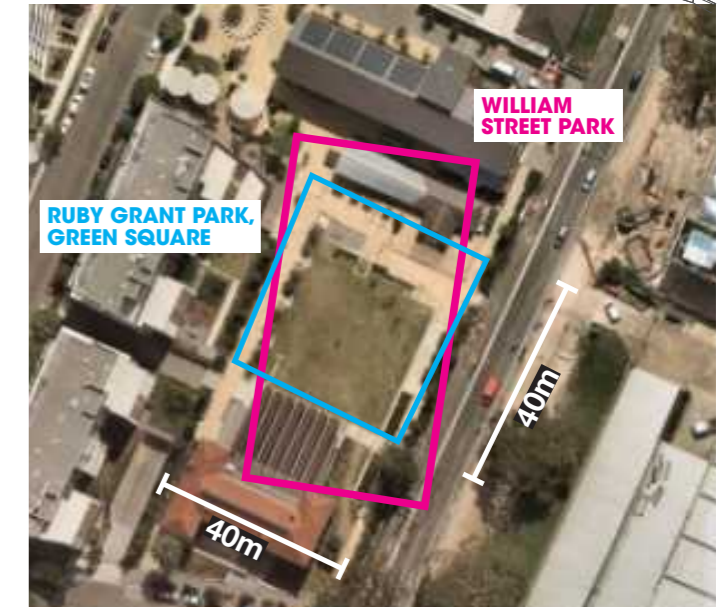


# WILLIAM STREET PARK

William Street Park will provide a neighbourhood civic space supporting flexible uses and curated with community-oriented programs and events.

Key design features include:

1. Ground floor activation and outdoor dining spaces along activated edges of a paved town centre square;
2. A formal breakout lawn space with shade tree planting and occupiable seating edges for incidental seating or group gatherings;
3. Interactive public art elements that can be programmed to provide for different use patterns of the plaza and alternate plaza uses;
4. A formal paved plaza space to provide for activation with community events with formal tree planting for shade.



SCALE COMPARISONS

## FACILITIES & PROGRAMS



# KINGS BAY EAST PARK

**Kings Bay East Park will create a large neighbourhood park providing for the daily social practices and gatherings of the community.**

Key design features include:

1. A neighbourhood-scaled nature-oriented playground;
2. Community gardens
3. Seating areas located to support and supplement other park uses, such as parents sitting adjacent the playground
4. Through-site links with tree and understorey planting.
5. Dog off-leash area in the central square
6. Desired open space
7. Large shade trees



NATURE-BASED PLAY AND COMMUNITY GARDENS



PATHWAYS AND NATIVE PLANTING



INFORMAL LAWN AREAS



SCALE COMPARISONS



## FACILITIES & PROGRAMS



CONCEPT PLAN - KINGS BAY EAST PARK

PARRAMATTA ROAD

COURLAND STREET

1:1000 @ A3

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