

Parramatta Road Urban Amenity Improvement Program

Leichhardt and Camperdown Precincts
Public Domain Master Plan

Appendix A Background Document and Analysis Summary

Prepared by Tract Consultants for Inner West Council

Revision 11

09 May 2019

This Appendix includes:

- A1 Background Document Summary
- A2 Background Document Extracts
- A3 Site Analysis
- A4 Stakeholder Summary
- A5 Vision

A1. BACKGROUND DOCUMENT SUMMARY

This section provides a summary guide to the background documents that have informed the master planning process.

The following documents have been reviewed as part of the development of the Master Plan:

POLICY FRAMEWORK

- **A Metropolis of Three Cities Greater Sydney Commission** March 2018
- **Eastern City District Plan Greater Sydney Commission** March 2018
- **Sydney Green Grid Spatial Framework and Project Opportunities** Tyrell Studio / The Office of the Government Architect 23 March 2017
- **Parramatta Road Corridor Urban Transformation Implementation Plan 2016-2023** Urban Growth NSW November 2016
- **Section 117 Directions issued by the Minister for Planning to relevant planning authorities under section 117(2) of the Environmental Planning and Assessment Act 1979**

IMPLEMENTATION TOOL KIT

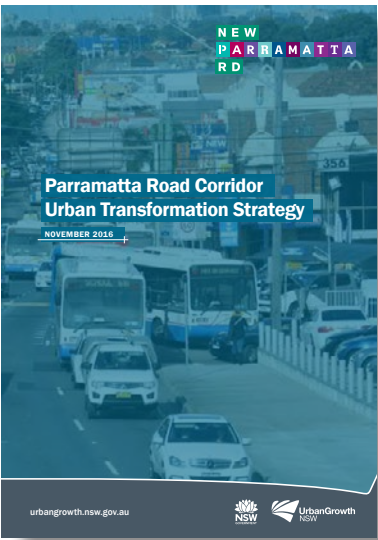
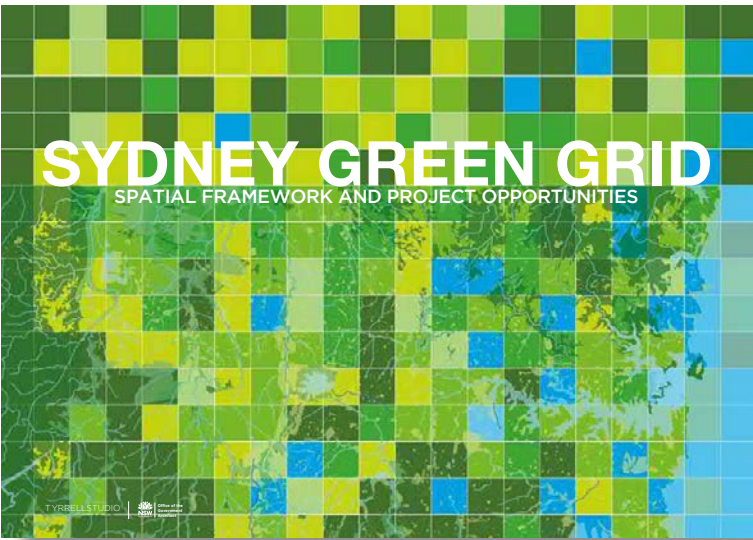
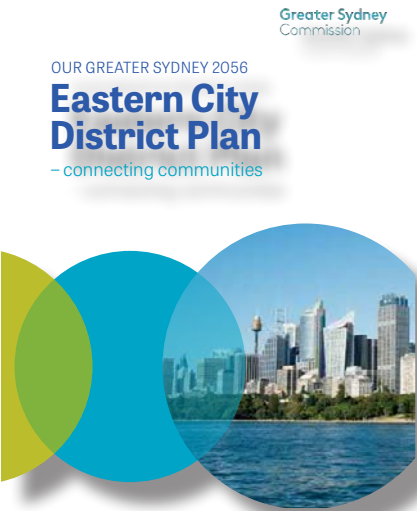
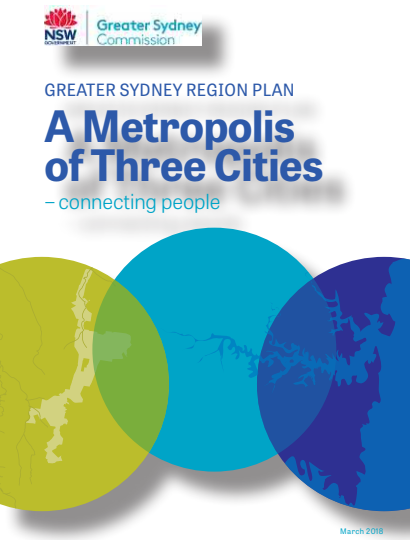
- **Parramatta Road Corridor Urban Transformation Implementation Plan 2016-2023** Urban Growth NSW November 2016
- **Parramatta Road Corridor Urban Transformation Urban Amenity Improvement Plan Implementation Tool Kit** Urban Growth NSW November 2016
- **Parramatta Road Corridor Urban Transformation Planning and Design Guidelines** Urban Growth NSW November 2016
- **Parramatta Road Corridor Urban Transformation Infrastructure Schedule** Urban Growth NSW November 2016

REFERENCE REPORTS

- **Future Transport Strategy 2056** NSW Government March 2018
- **Sydney Green Grid**, Central District Tyrell Studio/The Office of the Government Architect, 23 March 2017
- **BETTER PLACED** An integrated design policy for the built environment of New South Wales Government Architect New South Wales July 2017
- **GREENER PLACES** Establishing an urban green infrastructure policy for New South Wales Government Architect New South Wales October 2017
- **URBAN DESIGN GUIDE** Government Architect New South Wales March 2018
- **Parramatta Road Corridor Urban Transformation Strategy Precinct Transport Report** Urban Growth NSW November 2016
- **Parramatta Road Corridor Urban Transformation Fine Grain Study** Urban Growth NSW November 2016
- **Parramatta Road Corridor Urban Transformation Strategy Social Infrastructure Analysis report Volume 1** Urban Growth NSW November 2016
- **Parramatta Road Corridor Urban Transformation Strategy Social Infrastructure Analysis report Volume 2** Urban Growth NSW November 2016
- **Parramatta Road Corridor Urban Transformation Sustainability Implementation Plan** Urban Growth NSW November 2016
- **Parramatta Road Corridor Urban Transformation Economic Analysis Report** Urban Growth NSW November 2016
- **Sydney CBD to Parramatta Strategic Transport Plan** Transport for NSW September 2015
- **Australian Standard AS 2890-1993 Parking facilities Part 5: On-Street parking**
- **State Infrastructure Strategy** 2018-2038
- **Guide to Road Design Part 4: Intersections and Crossings-General** Austroads
- **Guide to Road Design Part 4A: Unsignalised and signalized Intersections** Austroads
- **Beyond the Pavement Urban Design Policy Procedures and Design Principles** Roads and Maritime Services Centre for Urban Design
- **Landscape guideline Landscape design and a maintenance guidelines to improve the quality, safety and cost effectiveness of road corridor planting and seeding** RTA
- **Our Inner West 2036 A community strategic plan for the inner west community** Draft April 2018
- **Recreational Needs Study-A Healthier Inner West-** Inner West Council /Cred consulting May 2018
- **Marrickville Street Tree Masterplan 2014**, Marrickville Council
- **Marrickville Public Domain Design Guide** October 2016, JMD Design for Marrickville Council
- **Marrickville Council Public Domain Study** November 2015 Part 1 JMD Design for Marrickville Council
- **Safety After Dark: creating a city for women living and working in Sydney**, March 2019 Committee for Sydney
- **Cycling Aspects of Austroads Guides** Austroads
- **NSW Bicycle guidelines** RTA
- **Greenway Masterplan Cooks to Cove Greenway** Inner West Council/McGregor Coxall May 2018
- **A Bicycle Strategy for the Leichhardt Local Government Area 2007** GTA Consultants for Leichhardt Municipal Council
- **2016 Leichhardt Bike Plan** GTA Consultants for Leichhardt Municipal Council
- **Cycling Strategy and Action Plan For a more sustainable Sydney 2018-2030** City of Sydney

1.2 Policy Framework

A NSW Planning and Environment strategies which sets the vision, land use and transport principles across the Corridor over the next 30 years



Section 117 Directions

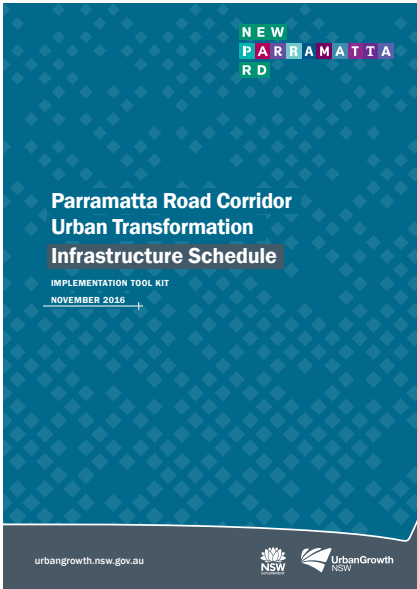
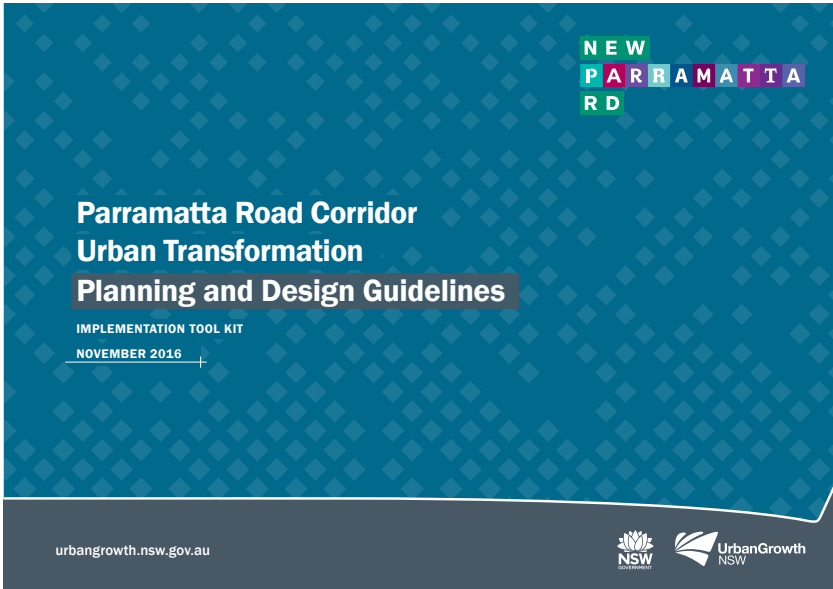
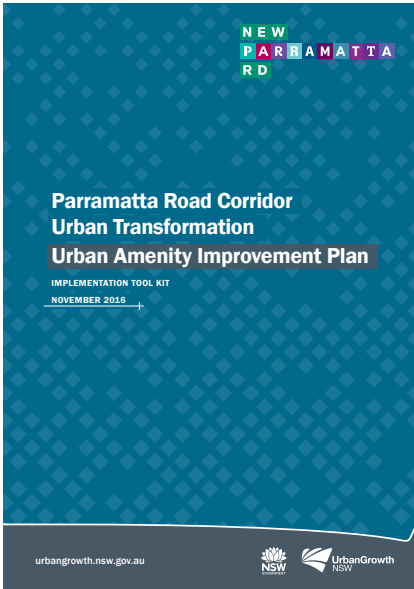
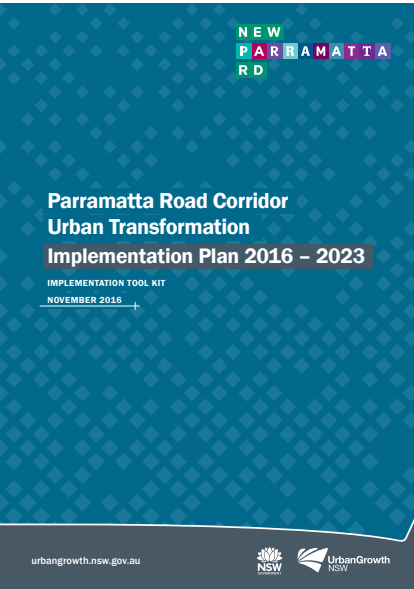
The following is a list of Directions issued by the Minister for Planning to relevant planning authorities under section 117(2) of the Environmental Planning and Assessment Act 1979. These directions apply to planning proposals lodged with the Department of Planning on or after the date the particular direction was issued:

Direction	Issue date/ date effective
1. Employment and Resources	1 July 2009
1.1 Business and Industrial Zones	(Except for new Direction 1.1 and 1.2 effective 14 April 2016)
1.2 Rural Zones	
1.3 Mining, Petroleum Production and Extractive Industries	
1.4 Oyster Aquaculture	
1.5 Rural Lands	
2. Environment and Heritage	1 July 2009
2.1 Environment Protection Zones	(Except for new Direction 2.5 effective 2 March 2016)
2.2 Coastal Protection	
2.3 Heritage Conservation	Direction 2.1, 2.2 and 2.4 effective 14 April 2016)
2.4 Recreation Vehicle Areas	
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	
3. Housing, Infrastructure and Urban Development	1 July 2009
3.1 Residential Zones	(Except for new Direction 3.6 effective 16 February 2011)
3.2 Caravan Parks and Manufactured Home Estates	
3.3 Home Occupations	Direction 3.1, 3.2, 3.4 and 3.5 effective 14 April 2016)
3.4 Integrating Land Use and Transport	
3.5 Development Near Licensed Aerodromes	
3.6 Shooting Ranges	
4. Hazard and Risk	1 July 2009
4.1 Acid Sulfate Soils	(Except for new Direction 4.2 effective 14 April 2016)
4.2 Mine Subsidence and Unstable Land	
4.3 Flood Prone Land	
4.4 Planning for Bushfire Protection	
5. Regional Planning	1 July 2009
5.1 Implementation of Regional Strategies	(Except for new Direction 5.2 effective 9 March 2011)
5.2 Sydney Drinking Water Catchments	
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	Direction 5.9 effective 20 September 2013
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	Direction 5.4 effective 21 August 2015
5.5 Development in the vicinity of Ellalong, Paxton and Millfield (Cessnock LGA) (Revoked 18 June 2010)	
5.6 Sydney to Canberra Corridor (Revoked 10 July 2008. See amended Direction 5.1)	Direction 5.1, 5.8 and 5.10 effective 14 April 2016)
5.7 Central Coast (Revoked 10 July 2008. See amended Direction 5.1)	
5.8 Second Sydney Airport, Badgery Creek	
5.9 North West Rail Link Corridor Strategy	
5.10 Implementation of Regional Plans	

Section 117 Directions issued by the Minister for Planning to relevant planning authorities under section 117(2) of the Environmental Planning and Assessment Act 1979

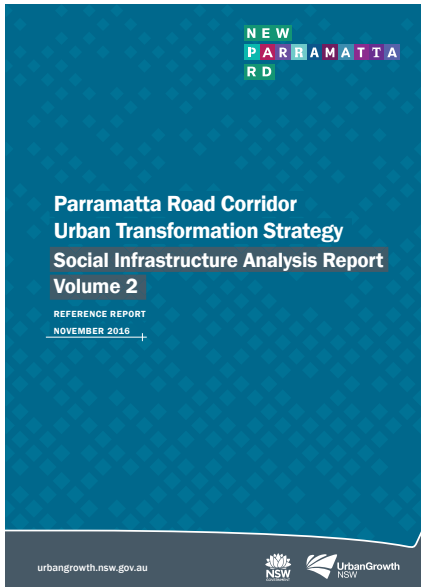
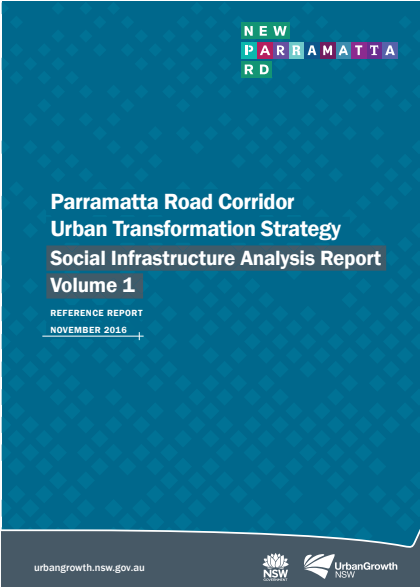
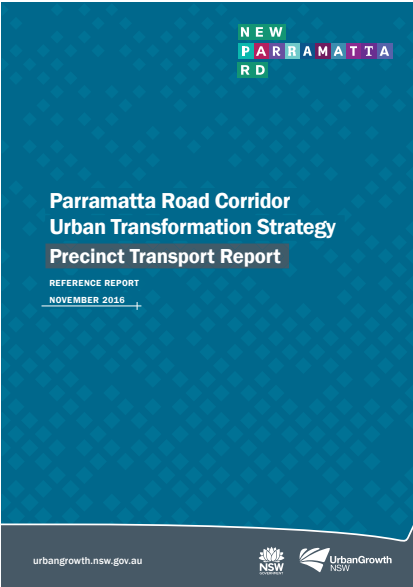
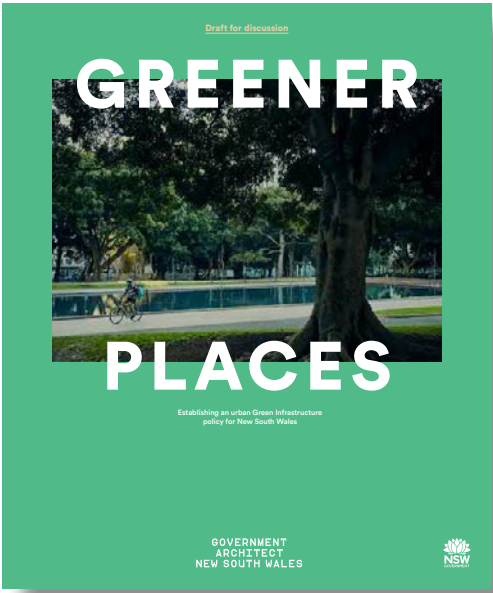
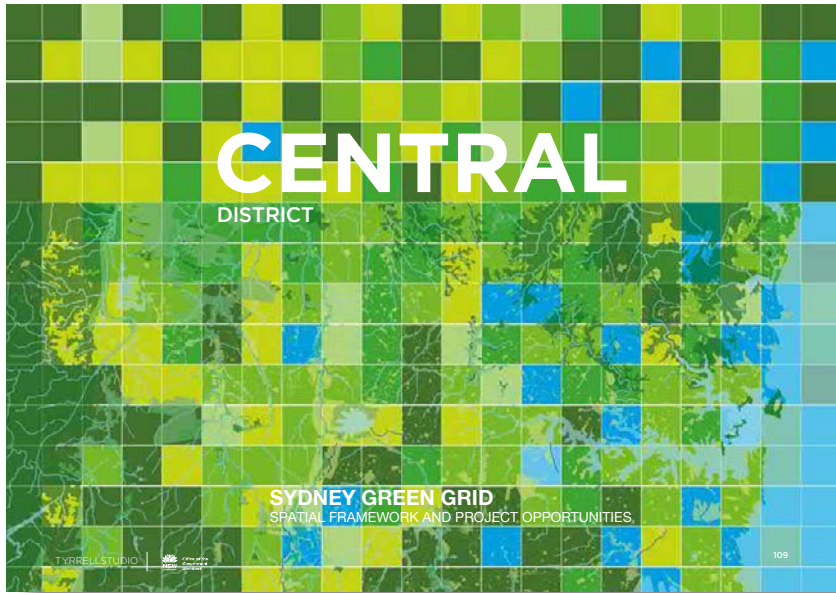
1.3 Implementation Tool Kit

The Implementation Tool Kit, suite of four documents which is to be used by councils and other stakeholders when making land use decisions.

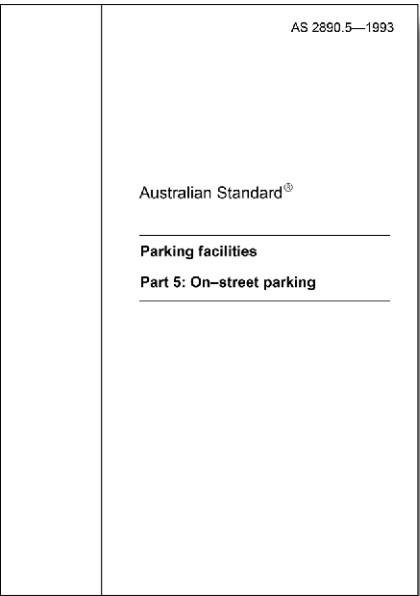
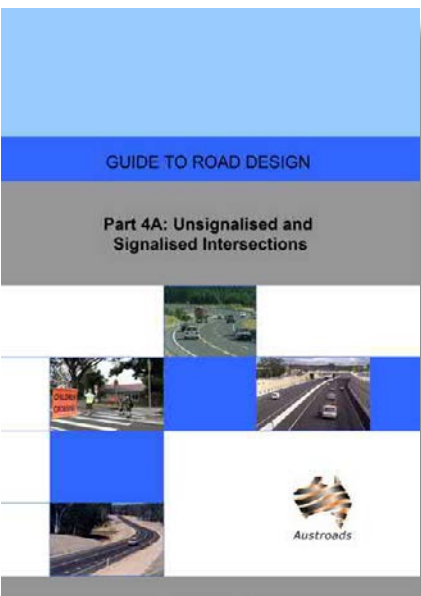
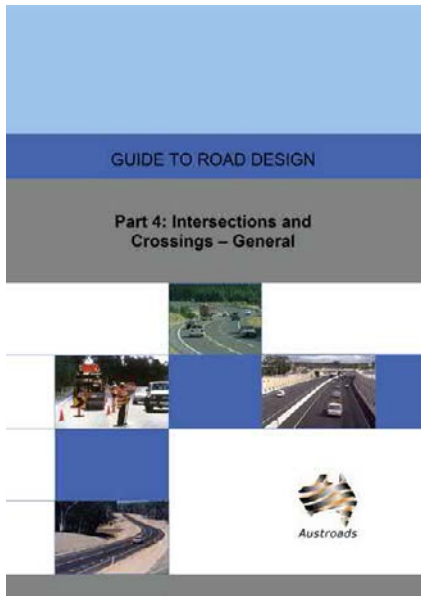
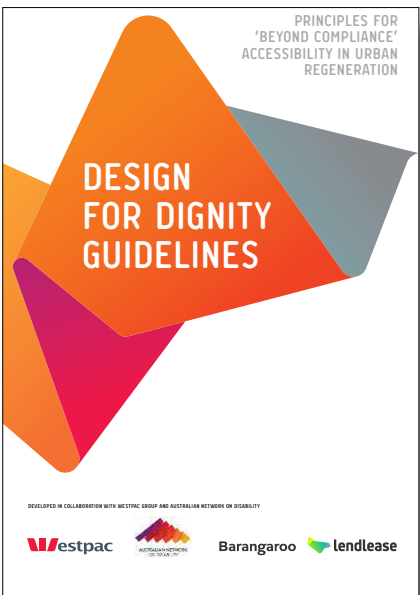
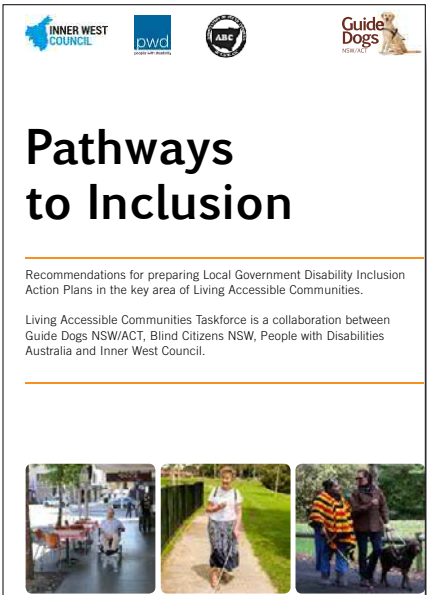
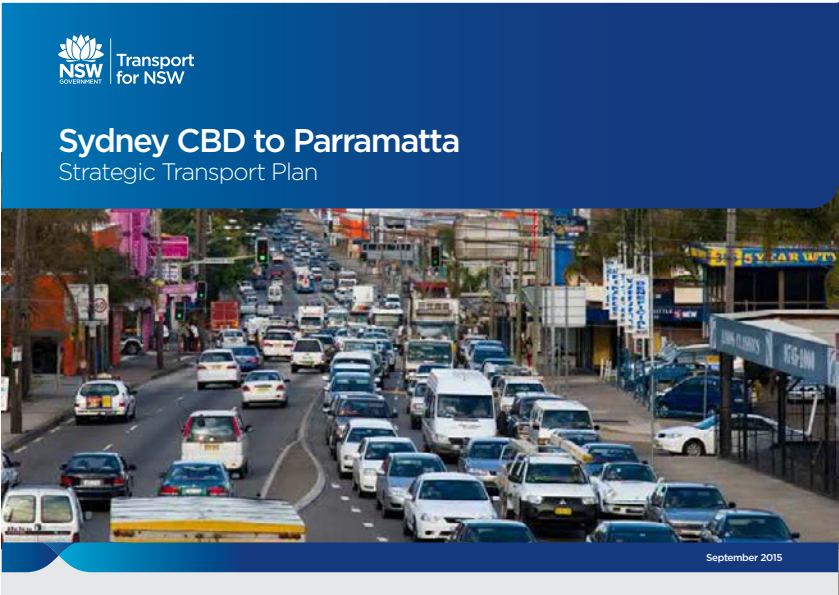
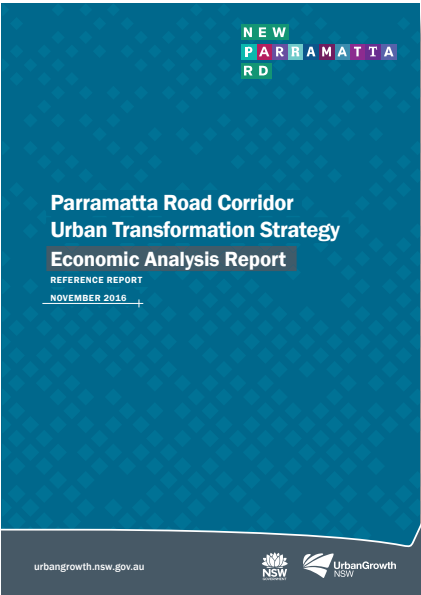
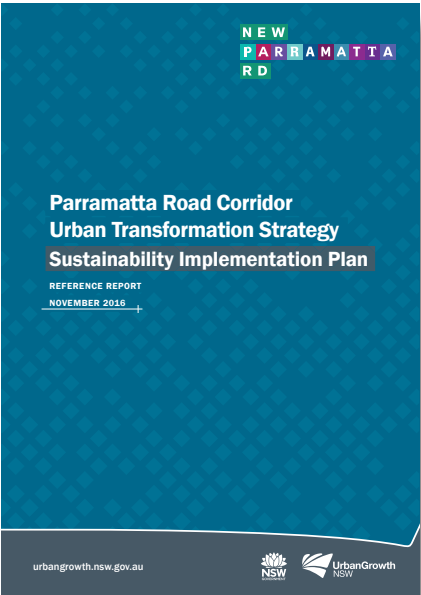


1.4 Reference Reports

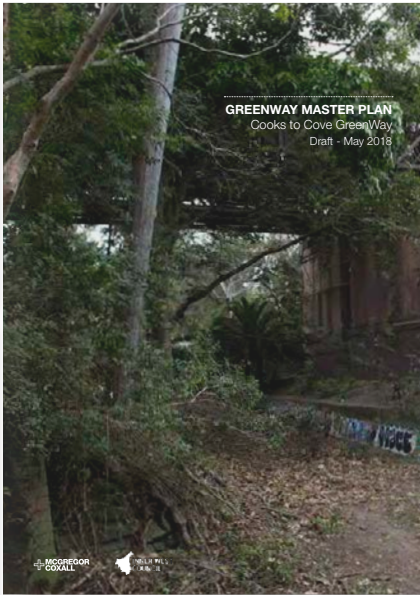
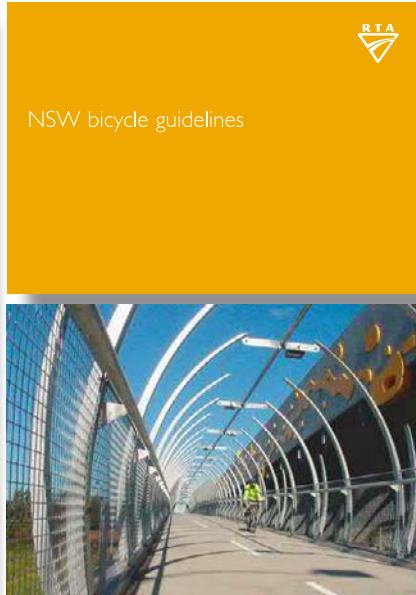
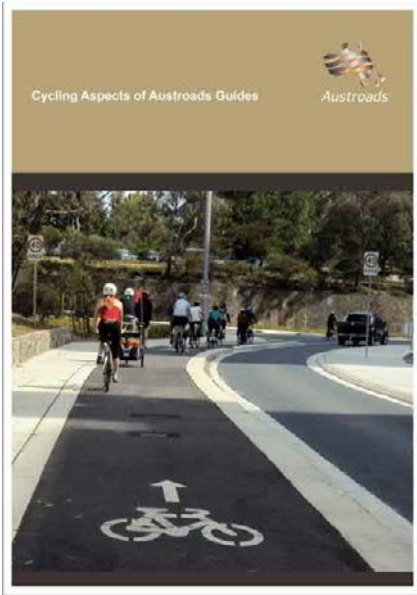
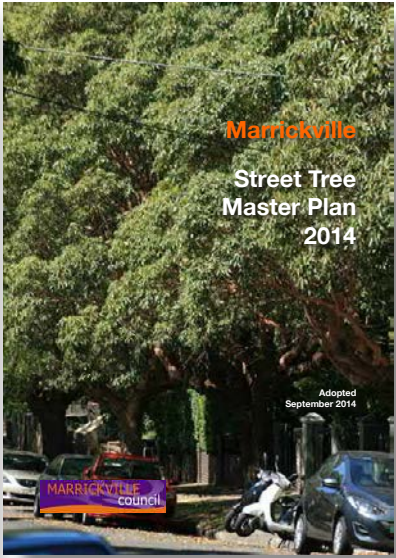
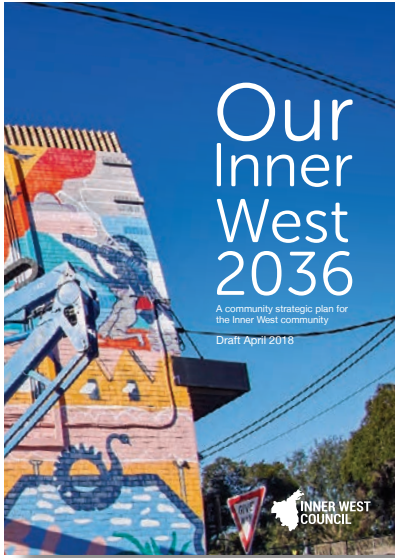
Reference documents to guide and set benchmarks for masterplan proposals



Reference documents to guide and set benchmarks for masterplan proposals



Reference documents to guide and set benchmarks for masterplan proposals



A2. BACKGROUND DOCUMENT EXTRACTS








2.1 Documentation Summary

Extracts from the background documents where relevant to this masterplan study and to inform the designs

This section provides a summary guide to the background documents that have informed the master planning process.



An integrated design policy for the built environment of New South Wales Government Architect New South Wales July 2017

<p>2.6.1 Design Objectives for NSW</p>		<p>Seven distinct objectives have been created to define the key considerations in the design of the built environment. Achieving these objectives will ensure our cities and towns, our public realm, our landscapes, our buildings and our public domain will be healthy, responsive, integrated, equitable, and resilient.</p>											
													
<p>OBJECTIVE 1.</p>		<p>OBJECTIVE 2.</p>		<p>OBJECTIVE 3.</p>		<p>OBJECTIVE 4.</p>		<p>OBJECTIVE 5.</p>		<p>OBJECTIVE 6.</p>		<p>OBJECTIVE 7.</p>	
<p><u>Better fit</u></p>		<p><u>Better performance</u></p>		<p><u>Better for community</u></p>		<p><u>Better for people</u></p>		<p><u>Better working</u></p>		<p><u>Better value</u></p>		<p><u>Better look and feel</u></p>	
<p>contextual, local and of its place</p>		<p>sustainable, adaptable and durable</p>		<p>inclusive, connected and diverse</p>		<p>safe, comfortable and liveable</p>		<p>functional, efficient and fit for purpose</p>		<p>creating and adding value</p>		<p>engaging, inviting and attractive</p>	
<p>Good design in the built environment is informed by and derived from its location, context and social setting. It is place-based and relevant to and resonant with local character, heritage and communal aspirations. It also contributes to evolving and future character and setting.</p>		<p>Environmental sustainability and responsiveness is essential to meet the highest performance standards for living and working. Sustainability is no longer an optional extra, but a fundamental aspect of functional, whole of life design.</p>		<p>The design of the built environment must seek to address growing economic and social disparity and inequity, by creating inclusive, welcoming and equitable environments. Incorporating diverse uses, housing types and economic frameworks will support engaging places and resilient communities.</p>		<p>The built environment must be designed for people with a focus on safety, comfort and the basic requirement of using public space. The many aspects of human comfort which affect the usability of a place must be addressed to support good places for people.</p>		<p>Having a considered, tailored response to the program or requirements of a building or place, allows for efficiency and usability with the potential to adapt to change. Buildings and spaces which work well for their proposed use will remain valuable and well-utilised.</p>		<p>Good design generates ongoing value for people and communities and minimises costs over time. Creating shared value of place in the built environment raises standards and quality of life for users, as well as adding return on investment for industry.</p>		<p>The built environment should be welcoming and aesthetically pleasing, encouraging communities to use and enjoy local places. The feel of a place, and how we use and relate to our environments is dependent upon the aesthetic quality of our places, spaces and buildings. The visual environment should contribute to its surroundings and promote positive engagement.</p>	

36

Better Placed / 2. Designing Better Places

37



Establishing an urban green infrastructure policy for New South Wales Government
Architect New South Wales
October 2017

2.1 Principles of Green Infrastructure

The key to better management of landscape values in cities lies in understanding how Green Infrastructure strategies can enhance the places and spaces of NSW. Greener Places makes a case for the importance of green space, how integration is essential and how greener thinking can make our cities healthier and more successful places.



PRINCIPLE 1.

Integration
combine Green Infrastructure with urban development and grey infrastructure

There is a global transition away from single purpose 'grey infrastructure' to more multi-purpose infrastructure that mimics nature, provides critical ecosystem services and promotes healthy and active living. The principle of integration proposes to combine green space with urban development and grey infrastructure.



PRINCIPLE 2.

Connectivity
create an interconnected network of open space

Greener Places promotes the creation of a network of high quality open spaces that connect with town centres, public transport hubs, rivers, creeks and employment and residential areas – creating a network of open space. The network includes physical and functional connections that benefit people and wildlife.

Greener Places proposes a design approach for urban environments that promotes nature as a driver, resulting in high performing, quality design. Designing and maintaining Green Infrastructure means a new way of thinking about urban environments. There are four principles that will help deliver Green Infrastructure in NSW:



PRINCIPLE 3.

Multifunctionality
deliver multiple ecosystem services simultaneously

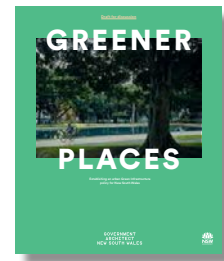
Multifunctional green spaces should be high quality and high performing, producing ecological, social, environmental and economic benefits. Multifunctionality represents the ability of Green Infrastructure to deliver multiple ecosystem, environmental and other services simultaneously.



PRINCIPLE 4.

Participation
involve stakeholders in development and implementation

Participation relates to a planning process that is open to all and incorporates the knowledge and needs of diverse parties. It involves stakeholders in the development and implementation of neighbourhood, local, district and regional Green Infrastructure policies and actions.



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PRINCIPLE 1.



There is a global transition away from single purpose 'grey infrastructure' to more multi-purpose infrastructure that mimics nature, provides critical ecosystem services and promotes healthy and active living. The principle of integration proposes to combine green space with urban development and grey infrastructure.

Why is this important?

Greener Places considers Green Infrastructure as being integrated with other urban infrastructure such as built form, transport infrastructure and water management systems to create high quality urban environments.

Major infrastructure projects can be a catalyst for enhanced landscapes through Green Infrastructure investment. Integrated Green Infrastructure planning can contribute positively to air and water quality, energy use and biodiversity.

Design actions

- Ensure and facilitate the integration of green and grey infrastructure to create urban communities that deliver quality of life to residents and the community
- Combine green-grey aims by understanding physical and functional synergies between urban green space and other infrastructure (eg: built form, water supply, transportation, waste water)
- Understand and implement wider environmental, social, and economic benefits from green-grey integration
- Use knowledge from different disciplines and sectors, and cooperate to deliver integrated green-grey approaches
- Balance recreational and functional requirements of parks with greening objectives to increase canopy cover

32

Integration

Diagram indicating components that can be integrated across a Green Infrastructure network. The diagram below is based on the winning K2K competition entry by Hill Thalys, Bennett and Trimble, James Mather Delaney.



Stormwater Harvesting - Rejoin Ponds and Wetlands



Green Links, Parks and Street Tree Planting



Public Transport Infrastructure



Public Spaces Cycleways Pedestrian

Greener Places / 2. Creating Greener Places

33

Fig. 1 Pavement Typology



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PRINCIPLE 2.



Greener Places promotes the creation of a network of high quality open spaces that connect with town centres, public transport hubs, rivers, creeks and employment and residential areas – creating a network of open space. The network includes physical and functional connections that benefit people and wildlife.

Why is this important?

Achieving connectivity will ensure that the contributions of green spaces are optimised. This network aims to anchor sustainable development while maximising health and wellbeing.

Linkages are fostered through enhancing existing assets, creating green spaces that will keep the city cool, encourage healthy lifestyles, enhance biodiversity and ensure ecological resilience.

Connectivity will provide access between places, encourage walking and cycling, highlight landscape and heritage, and support local economies. By providing informal places for people to visit and interact, social capital is created. Future investment in parks and recreation will play a vital role in Sydney's ability to attract business and create jobs.

Design actions

- Consider green space networks at multiple scales – including regional, city and local
- Investigate and enhance physical and functional connections between different green spaces to create an interlinked system – the whole is greater than the sum of its parts
- Design networks that serve humans and wildlife. Link physical sites that support ecological and social connectivity
- Enhance ecological connectivity through the restoration and conservation of urban ecology through regulating water flow or climate functions
- Enhance connections to recreational trails, particularly in and around high-density precincts
- Increase planting along stormwater, gas and power easements, main roads and rail corridors
- Enhance streets by planting alongside all available footpath locations

Connectivity

Disused railroads have provided an opportunity for new public space in many cities around the world. Rail lines have been transformed into urban parks with multifunctional uses that provide new spaces in the city, as well as connecting people along a pathway.



The High Line, New York City by James Corner Field Operations, with Diller Scofidio + Renfro

An elevated linear park created on a disused railroad. The success of this project has pushed cities to re-imagine obsolete infrastructure as public space. Source: Novak Hunsky. www.flickr.com/photos/novakhunsky/18533188342/ <https://creativecommons.org/licenses/by-nc/2.0/au/legalcode>



The 606, Chicago, by Michael Van Valkenburgh Associates

The 606 is a former east-west railway line known as the Bloomingdale line, Chicago. The new design brings together arts, history, trails for cyclists, runners and walkers, event spaces, alternative transportation avenues and green open space for the community. Source: John Zacherle. www.flickr.com/photos/jkz/18533188342/ <https://creativecommons.org/licenses/by-sa/2.0/legalcode>



The Goods Line, Ultimo by Aspect Studio

A green open space connection utilising a disused rail line from Central Station through to Chinatown and Darling Harbour as well as connecting to UTS, The ABC and Sydney TAFE. Source: Florian Groehn.



The West Toronto Rail Path, Toronto by Scott Torrance Landscape Architect Inc. with Brown+Storey Architects Inc.

Phase 1 of a multi-use trail utilising a disused rail line, developed and funded by the City of Toronto, for bicycle and pedestrian use by local area residents. Source: Sam Carriere. www.flickr.com/photos/samcarriere/18533188342/ <https://creativecommons.org/licenses/by-nc/2.0/legalcode>



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PRINCIPLE 3.

Multifunctionality

Multifunctional green spaces should be high quality and high performing, producing ecological, social, environmental and economic benefits. Multifunctionality represents the ability of Green Infrastructure to deliver multiple ecosystem, environmental and other services simultaneously.

Why is this important?

Green Infrastructure projects can deliver multiple objectives; they can frame and shape the growth of sustainable communities to strengthen their image and identity; they help cities to adapt to climate change by reducing flood risk and overheating; they promote access to open space, nature, culture and sport, improving the offer to visitors and quality of life for all.

Design actions

- a. Understand and support the development of multifunctional landscapes that offer ecological, socio-cultural and economic benefits
- b. Determine a clear understanding of user needs and demands to understand the requirements for multifunctionality
- c. Design spaces that foster interaction and stewardship, community identity, sense of connectedness and community capacity
- d. Recognise the value of existing landscape performance via improved connectivity, stormwater management, flood mitigation, biodiversity, and environmental quality
- e. Ensure that the parks within our cities contribute to the value and understanding of place
- f. Create open space as part of urban renewal that connects and enhances the new project through high quality, high performing green space
- g. Use the value of public art by integrating public art into green projects

Multifunctionality

Sydney Park is an exemplar for multifunctional design, incorporating water re-use initiatives, recreation activities, public art, biodiversity, and community gardens into the wider masterplan, and also in each individual area as designated below.



Sydney Park Water Re-Use Project by Turf Design Studio & Environmental Partnership

One of City of Sydney's largest environmental projects to date, built in partnership with the Australian Government through the National Urban Water and Desalination Plan. This project showcases water re-use, recreation, biodiversity and habitat all integrated within the physical fabric of Sydney Park. Source: Ethan Rohloff Photography.



Sydney Park Children's Bike Track by Turf Design Studio & Environmental Partnership

This adventure-style bike track moves away from the conventional bike track layout and shifts the focus towards play and learning to ride. It incorporates barbecue and picnic areas, a refueling station, new trees and planting areas. Source: Turf Design Studio.



Sydney Park Playground by JMD Design

The playground design enhances passive and active play and learning opportunities within the park, while also considering the park's overall ecological and hydrological function. Source: Brett Boardman.



Water Falls, by Turpin + Crawford Studio

Part of the Sydney Park upgrade, water falls in an integrated environmental artwork, and part of the Sydney Park Stormwater Harvesting plan. The artwork recycles water throughout the wetlands, piping water through the sculpture and into the pond below. Source: Ian Hobbs Media.

Fig. 2 Pavement Typology



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Architect New South Wales October 2017

PRINCIPLE 4.



Participation relates to a planning process that is open to all and incorporates the knowledge and needs of diverse parties. It involves stakeholders in the development and implementation of neighbourhood, local, district and regional Green Infrastructure policies and actions.

Why is this important?

Better solutions often appear when a diverse set of people participate. Embracing diversity and collecting knowledge, opinions and perspectives from a wide range of users such as community, workers, and visitors will provide more balanced, and inclusive solutions for communities.

Greener Places advocates for community involvement as well as participation across government agencies including at state and local levels. Creating a network of Green Infrastructure requires collaboration from multiple agencies and user groups. Shared knowledge and resources will benefit the long-term planning of green networks throughout NSW.

Design actions

- Enable as many different government and community groups as possible to contribute in design and planning processes for Green Infrastructure projects
- Discover and balance the interest of many different stakeholders to maximise the benefits of proposed green space
- Improve equity of access to green space services by considering the needs, values, motivations, uses and barriers to engagement with various cultures and user groups
- Encourage the use of currently underutilised open space corridors for local community use
- Create accessible spaces for all members of our community, such as inclusive playgrounds. Inclusive playgrounds are designed to respond to the need for recreational opportunity for all people regardless of differences in abilities, age, gender or culture. Each playground represents a unique opportunity to enhance outdoor recreational experience for the whole community

Participation

There are many ways participation can be incorporated in planning for Green Infrastructure, including creating places for community gathering, stakeholder workshops, community facilities and community consultation.



Creating places for community gathering

Spaces that promote equity of access create community value.
Civic Park, Newcastle.



Stakeholder workshops

Embrace diversity and collect knowledge, opinions and perspectives from a wide range of user groups. The best solutions often appear when a diverse set of people with disparate views collaborate. Source: NSW ARB.



Community facilities

Engage the community and observe culture, habits, and lifestyles.
Lizard Log Playground, Western Sydney Parklands, by McGregor Coxall.
Source: Simon Wood.



Community consultation

Involve relevant stakeholders and communities, and consult widely within a variety of disciplines.



Our Inner West 2036, identifies the community’s vision for the future, long-term goals, strategies to get there and how to measure progress towards that vision.

Our Inner West 2036, identifies the community’s vision for the future, long-term goals, strategies to get there and how to measure progress towards that vision.

The Community Strategic Plan is structured around a guiding principle:

- To work together in a way that is creative, caring and just

This reflects the values of the Inner West community, underpins community expectations of how Council will interact with its residents and is the foundation for all decision-making, actions taken and management of resources.

“Open space should remain priority even though the demand for car parking seems limitless”

Linking vision to action

This is how the Community Strategic Plan supports the community’s vision and the principles that frame how we will get there:

The **vision statement** summarises the kind of place and community Inner West aspires to be in the long term.

Strategic directions are the big picture results which the community would like Council and its many partners to focus on achieving.

Outcomes are the results that come out of each strategic direction. They are more specific but still focus on the end result rather than on how to get there. In this context, an outcome is the realisation of a strategic direction.

Strategies guide the specific actions related to this plan and define how to achieve the outcomes.

Indicators help to assess progress toward achieving the outcomes. Indicators are not measures for Council performance, but a gauge for stakeholders to determine whether the community is moving closer to, or further away from, the vision.

Actions are the detailed set of activities and initiatives that Council will undertake to help achieve the community vision. They are not contained in this Community Strategic Plan, but will be specified in its Delivery Program and annual Operational Plans.

Introducing the strategic directions
Each direction describes where we want to be in 2036.

1 **An ecologically sustainable Inner West**
Inner West is a zero emissions community. We generate our own clean and 100% renewable energy. We are zero waste with a vibrant share economy. We are water sensitive and rich with biodiversity. Our waterways are clean, swimmable and brimming with wildlife.
We show energetic leadership in collectively addressing climate change. People live sustainably because it's easy to do. We work together on complex urban environmental issues and develop creative solutions through collaboration, partnerships and education.
We enjoy the benefits that our healthy ecosystems provide the human environment – like fresh, clean air, water and food.

2 **Unique, liveable, networked neighbourhoods**
Inner West is the most liveable place in Greater Sydney. Most services and needs can be accessed within 15 minutes. Moving around our network of neighbourhoods is cool, quick, convenient and enjoyable.
Each of our neighbourhoods has a unique inner city urban vibe. Our heritage and culture – a mix of old and new – is visible and valued. Inner West is affordable for all.
People connect through ideas, technology, transport and the places they call home – enjoying a diversity of people, places, housing and experiences.

3 **Caring, happy, healthy communities**
Inner West is the creative and cultural engine room of Sydney – bringing a wealth of experience and employment to the city.
We are home to artists, musicians, writers, studios, galleries, creative industries, artist-run initiatives, academics, theatres and festivals. We are an incubator for new ideas, at the forefront of using new technologies to support and grow a diverse and thriving local economy.
Our residents, workers and visitors enjoy food, music, the arts, recreation, diverse shopping experiences and interesting places that are vibrant, inspiring and pleasurable.

4 **Progressive local leadership**
We have a strong sense of social justice. We see our diversity as an asset. Everyone is valued and accepted for who they are, and supported to participate in community life. We are resilient in the face of adversity and change. We keep each other and ourselves safe. We collaborate with each other and create meaningful partnerships.
We are active and healthy people with access to the services and spaces we need for recreation for our mental and physical wellbeing.
Our public places and spaces facilitate our enjoyment of urban living and community cultural expression.

5 **Caring, happy, healthy communities**
We are a community of diverse voices that are listened to and respected. We have trust in our leaders and feel empowered to become leaders ourselves. All of us have the information, support and opportunities to show leadership and effect change.
We are innovative and creative in our approaches to tackling big issues. We stand up for what we believe in and collectively shape and own our future.

Photo: Imogen Gainsford, Creating our Inner West 2036 photo competition winner

Our Inner West 2036 15



Our Inner West 2036, identifies the community's vision for the future, long-term goals, strategies to get there and how to measure progress towards that vision.



"In 2036 I'd like to see clean waterways and cleaner public spaces so people are better educated about what rubbish does to the environment and understand what existing native species we will still have left in Inner West and that they are worth protecting."

Andrew Dean
Volunteer, Callan Park Bushcare Group
with helper 'Inner West Rory' Skattebol-James



16 Our Inner West 2036

Photo: www.jamesphoto.com.au

Strategic direction 1: An ecologically sustainable Inner West

Outcomes	Strategies	Indicators	Target or trend	Benchmark (2017)
1.1 The people and infrastructure of Inner West contribute positively to the environment and tackling climate change	<ol style="list-style-type: none">1. Provide the support needed for people to live sustainably2. Reduce urban heat and manage its impact3. Create spaces for growing food4. Develop planning controls to provide ecosystem services*5. Provide green infrastructure that supports increased ecosystem services*	Satisfaction with environmental education programs and initiatives	>	3.30 (Satisfaction Mean Rating)
		Total area of habitat for wildlife managed under Bushcare programs	≥	18.8ha
1.2 Biodiversity is rich, with connected habitats for flora and fauna	<ol style="list-style-type: none">1. Support people to connect with nature in Inner West2. Create new biodiversity corridors and an urban forest across Inner West3. Maintain and protect existing bushland sites for species richness and diversity	Satisfaction with protection of the natural environment	>	3.46
1.3 The community is water sensitive, with clean, swimmable waterways		The amount of mains water per household	<	Houses 169 kL/yr; RFBs 146 kL/yr (Sydney Water)
1.4 Inner West is a zero emissions community that generates and owns clean energy	<ol style="list-style-type: none">1. Support local adoption of clean renewable energy2. Develop a transport network that runs on clean renewable energy	Area of Inner West treated by water-sensitive treatment systems built by Council	38ha by June 2022	33ha in June 2018
1.5 Inner West is a zero waste community with an active share economy		Residential energy consumption	>	1.89MWh per capita (Ausgrid)
		Residential waste to landfill per capita	<	199kg per resident
	<ol style="list-style-type: none">1. Support people to avoid waste, and reuse, repair recycle and share infrastructure2. Provide local reuse and recycling infrastructure3. Divert organic material from landfill4. Advocate for comprehensive Extended Producer Responsibility+	Satisfaction with encouraging recycling	>	3.73

* Ecosystem services are the benefits that the natural environment and well functioning ecosystems provide for humans – including things like clean air, clean water and food.
+Extended Producer Responsibility is a strategy where the makers of consumer items take responsibility for their environmental costs including their disposal.



Our Inner West 2036, identifies the community’s vision for the future, long-term goals, strategies to get there and how to measure progress towards that vision.



“Hopefully in the future they won’t have put too much highrise in, and we maintain the GreenWay as a great connector to all the suburbs. If we can do that in more places along the canals and the foreshore it would provide more green, we could walk there and cycle there... and have better connected cycleways.”

Col Jones
Cycling advocate and GreenWay enthusiast



18 Our Inner West 2036

Photo: www.jenphoto.com.au

Strategic direction 2: Unique, liveable, networked neighbourhoods

Outcomes	Strategies	Indicators	Target or trend	Benchmark (2017)
2.1 Development is designed for sustainability and makes life better	1. Pursue integrated planning and urban design across public and private spaces to suit community needs	Community satisfaction with managing development in the area	>	2.83
	2. Identify and pursue innovative and creative solutions to complex urban planning and transport issues	Community satisfaction with long-term planning for Council area	≥	2.97
	3. Improve the quality, and investigate better access and use of existing community assets	Community satisfaction with protection of heritage buildings and items	>	3.23
2.2 The unique character and heritage of neighbourhoods is retained and enhanced	4. Develop planning controls that protect and support a sustainable environment and contribute to a zero emissions and zero waste community	Community satisfaction with maintenance and cleaning of town centres	>	3.67
	1. Provide clear and consistent planning frameworks and processes that respect heritage and the distinct characters of urban villages	Satisfaction with safety of public spaces	>	3.68
2.3 Public spaces are high-quality, welcoming and enjoyable places, seamlessly connected with their surroundings	2. Ensure private spaces and developments contribute positively to their surrounding public spaces	Measurement of open space per capita	>	11.5 m² per person
	3. Advocate for and develop planning controls that retain and protect existing public and open spaces	Satisfaction with the protection of low-rise residential areas	>	2.95
2.4 Everyone has a roof over their head and a suitable place to call home	1. Ensure the expansion of social, community and affordable housing, distributed across Inner West, facilitated through proactive policies	Satisfaction with access to public transport	>	3.79
	2. Encourage diversity of housing type, tenure and price in new developments	People who travel to work by public transport	>	38.2% (ABS 2016)
	3. Assist people who are homeless or sleeping rough	Satisfaction with cycleways	>	3.00
2.5 Public transport is reliable, accessible, connected and enjoyable	1. Advocate for improved public transport services to, through and around Inner West	Satisfaction with maintaining footpaths	>	3.08
	2. Advocate for, and provide, transport infrastructure that aligns to population growth	Community satisfaction with management of parking	>	2.74
2.6 People are walking, cycling and moving around Inner West with ease	1. Deliver integrated networks and infrastructure for transport and active travel			
	2. Pursue innovation in planning and providing new transport options			
	3. Ensure transport infrastructure is safe, connected and well-maintained			



Our Inner West 2036, identifies the community’s vision for the future, long-term goals, strategies to get there and how to measure progress towards that vision.

 “I feel like the future is promising because of the set up within Inner West with pre-schools, after-school care, up to high schools all learning to be creative. I hope they don’t pull down the warehouses as they could make good learning places. Have community spaces in those warehouses where local artists can use them.”

Euphemia Bostock
Bundjalung-Muajali woman
Founding member of Boomalli Aboriginal Arts Co-operative
Inner West Council
2018 Senior Citizen of the Year

20 Our Inner West 2036

Photo: www.jamesphoto.com.au

Strategic direction 3: Creative communities and a strong economy

Outcomes	Strategies	Indicators	Target or trend	Benchmark (2017)
3.1 Creativity and culture are valued and celebrated	<ol style="list-style-type: none">Grow Inner West’s reputation as a leading creative and cultural hub, celebrating and supporting diverse creative industries and the artsCreate opportunities for all members of the community to participate in arts and cultural activities	Satisfaction with festival and events programs	>	3.73
3.2 Inner West is the home of creative industries and services	<ol style="list-style-type: none">Position Inner West as a place of excellence for creative industries and services and support them to thriveFacilitate links to programs and services to help businesses grow, innovate and improve their competitivenessEncourage the establishment of new enterprises in Inner WestFacilitate the availability of affordable spaces for creative industries and services	Satisfaction with supporting local artists and creative industries	>	3.39
3.3 The local economy is thriving	<ol style="list-style-type: none">Support business and industry to be socially and environmentally responsibleStrengthen economic viability and connections beyond Inner WestPromote Inner West as a great place to live, work, visit and invest in	Satisfaction with Council support of local jobs and businesses	>	3.39
3.4 Employment is diverse and accessible	<ol style="list-style-type: none">Support local job creation by protecting industrial and employment landsEncourage social enterprises and businesses to grow local employment	Community satisfaction with appearance of your local area	>	3.51
3.5 Urban hubs and main streets are distinct and enjoyable places to shop, eat, socialise and be entertained	<ol style="list-style-type: none">Promote unique, lively, safe and accessible urban hubs and main streets – day and nightEnliven community life by delivering and supporting events, public art, cultural celebrations and entertainmentPursue a high standard of planning, urban design and development that supports urban centresPromote the diversity and quality of retail offerings and local products			



Our Inner West 2036, identifies the community’s vision for the future, long-term goals, strategies to get there and how to measure progress towards that vision.



“As a couple, Inner West is such an embracing place, to be able to walk down the street and feel safe and happy. It would be great to show recognition of the unique history of this area being a place that has welcomed and included people from all over the world and all sorts of backgrounds and it would raise awareness of the contribution that LGBTBIQ people have made to that heritage”

Sarah Midgley (right)
LGBTIQ campaigner
Inner West Council 2018
Citizen of the Year
and wife **Shirleene Robinson**



Strategic direction 4: Caring, happy, healthy communities

Outcomes	Strategies	Indicators	Target or trend	Benchmark (2017)
4.1 Everyone feels welcome and connected to the community	1. Foster inclusive communities where everyone can participate in community life	Satisfaction with programs and support for newly arrived and migrant communities	>	3.16
	2. Embrace, celebrate, respect and value difference by building awareness and appreciation of Inner West's diversity	Satisfaction with support for people with a disability	≥	3.31
	3. Empower and support vulnerable and disadvantaged community members to participate in community life	Satisfaction with aquatic and recreation centres	≥	3.82
4.2 The Aboriginal community is flourishing, and its culture and heritage continues to strengthen and enrich Inner West	4. Increase and promote awareness of the community's history and heritage	Satisfaction with the availability of sporting ovals, grounds and facilities	>	3.82
	1. Celebrate Aboriginal and Torres Strait Islander cultures and history	Walkable open space within 400m of all residents		
4.3 The community is healthy and people have a sense of wellbeing	2. Promote Aboriginal and Torres Strait Islander arts and businesses	Satisfaction with provision of services for older residents	>	3.34
	3. Acknowledge and support the rights of the Aboriginal community to self determination			
4.4 People have access to the services and facilities they need at all stages of life	4. Actively engage Aboriginal people in the development of programs, policies and strategies			
	1. Provide the facilities, spaces and programs that support wellbeing and active and healthy communities	Satisfaction with community education programs	≥	3.45
	2. Provide opportunities for people to participate in recreational activities they enjoy	Satisfaction with youth programs and activities	>	3.31



Our Inner West 2036, identifies the community's vision for the future, long-term goals, strategies to get there and how to measure progress towards that vision.



 “Young people should also get involved with their community, I mean, after all we are the future of Inner West”

Anne Maree Hoang
Volunteer, Headspace
Inner West Council 2018
Young Citizen of the Year

Strategic direction 5: Progressive local leadership

Outcomes	Strategies	Indicators	Target or trend	Benchmark (2017)
5.1 People are well informed and actively engaged in local decision making and problem-solving	1. Support local democracy through transparent communication and inclusive participatory community engagement	Satisfaction with Council's community engagement	≥	3.61
5.2 Partnerships and collaboration are valued and recognised as vital for community leadership and making positive changes	1. Support leadership and mentoring initiatives that build and strengthen the capacity of individuals, businesses and communities 2. Support local capacity for advocacy 3. Collaborate with partners to deliver positive outcomes for the community, economy and environment	Satisfaction with the community's ability to influence Council's decision making Community satisfaction with long term planning for council area	> >	2.71 2.97
5.3 Government makes responsible decisions to manage finite resources in the best interest of current and future communities	1. Undertake visionary, integrated, long term planning and decision making, reflective of community needs and aspirations 2. Ensure responsible, sustainable, ethical and open local government 3. Deliver innovation, excellence, efficiency and effectiveness and probity in Council processes and services	Overall satisfaction with Council's performance	≥	3.49



Our Inner West 2036, identifies the community’s vision for the future, long-term goals, strategies to get there and how to measure progress towards that vision.

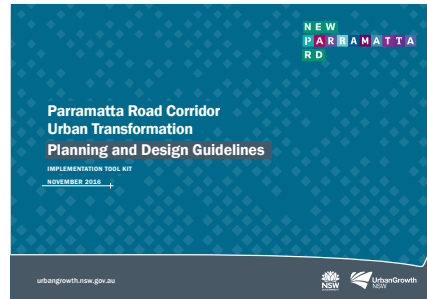
Alignment with State and District plans

	An ecologically sustainable Inner West	Unique, liveable, networked neighbourhoods	Creative communities and a strong economy	Caring, happy, healthy communities	Progressive local leadership
State priorities					
Better services	✓	✓	✓	✓	✓
Building infrastructure	✓	✓		✓	
Protecting the vulnerable				✓	
Safer communities		✓		✓	
Strong budget and economy			✓		✓
Premier's priorities					
Creating jobs			✓		
Delivering infrastructure	✓	✓		✓	
Driving public sector diversity					✓
Improving education results				✓	
Improving government services					✓
Improving service levels in hospitals				✓	
Keeping our environment clean	✓	✓			
Making housing more affordable		✓			
Protecting our kids		✓		✓	
Reducing domestic violence reoffending		✓		✓	
Reducing youth homelessness		✓		✓	
Tackling childhood obesity				✓	
Eastern City District Plan directions (Greater Sydney Commission)					
Adapting to a changing world	✓	✓			
Celebrating diversity and putting people at the heart of planning		✓		✓	✓
Creating the conditions for a stronger economy			✓		
Designing places for people	✓	✓	✓	✓	✓
Developing a more accessible and walkable city		✓		✓	
Giving people housing choices		✓			
Infrastructure supporting new developments	✓	✓		✓	
Using resources wisely	✓				
Valuing green spaces and landscape	✓	✓		✓	
Working together to grow a Greater Sydney			✓		✓

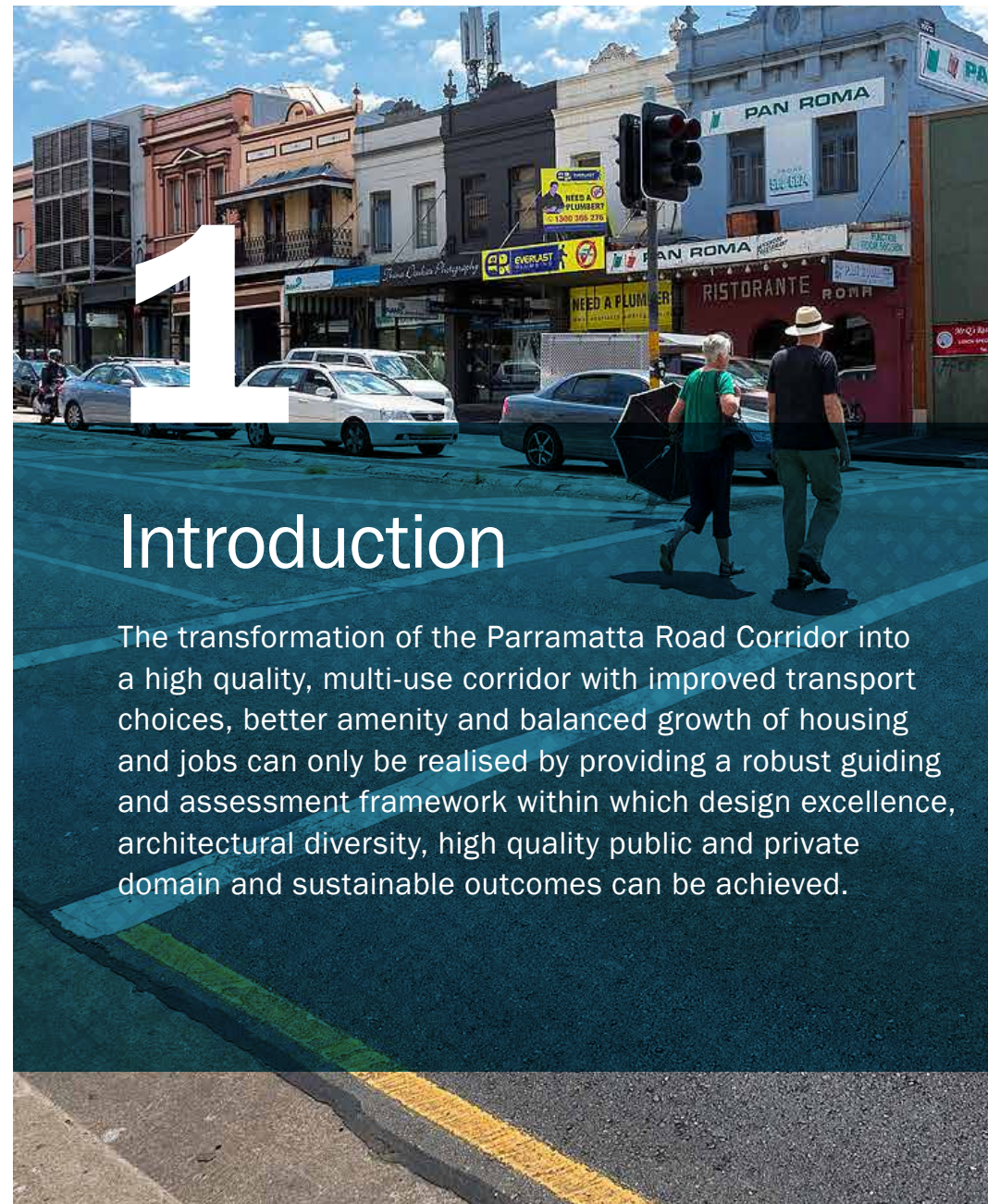


2.5 Parramatta Road Corridor Urban Transformation Strategy Precinct Transport Report - Camperdown

An attractive highly urbanised precinct with high-quality amenity for housing and workplaces, well connected to the surrounding city and park-lands, and focused on a busy and active local centre



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1 Introduction

The transformation of the Parramatta Road Corridor into a high quality, multi-use corridor with improved transport choices, better amenity and balanced growth of housing and jobs can only be realised by providing a robust guiding and assessment framework within which design excellence, architectural diversity, high quality public and private domain and sustainable outcomes can be achieved.

1.1 Purpose of the Guidelines

The Parramatta Road Corridor Urban Transformation Strategy (the Strategy) provides the long term vision and framework to support coordinated employment and housing growth in the Parramatta Road Corridor (the Corridor).

A Plan for Growing Sydney identifies the Parramatta Road Corridor as a focus for increased housing, economic activity and social infrastructure, especially around centres with good public transport access and amenity. These Guidelines have been developed to inform land use change and promote design quality throughout the Corridor as envisaged by the Strategy.

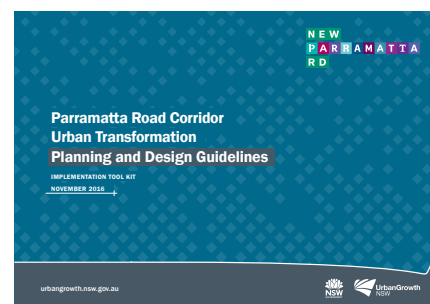
The purpose of the Parramatta Road Corridor Planning and Design Guidelines (the Guidelines) is to:

- describe the priorities and principles that will ensure future development achieves high design quality and design excellence
- guide the rapidly changing character of the Corridor whilst ensuring future development responds to the distinct character and identity along different parts of the Corridor
- ensure high levels of amenity are achieved across the Corridor
- protect heritage items, heritage conservation areas and other highly valued characteristics across the Corridor
- encourage public transport use, walking and cycling
- integrate best practice sustainable urban transformation

The Guidelines have been prepared as planning and development controls significantly differ across the local government areas that make up the Corridor, and have been developed to assist designers and planners apply 'better practice' design principles to promote high quality public, private amenity and good design. They will:

- assist planning professionals in local and State Government to inform changes to Local Environmental Plans and Development Control Plans
- provide guidance to landowners, developers, planners, architects, builders and other professionals when preparing a planning proposal (rezoning) or development application
- inform the community on what is required to achieve good design and planning practice in the Corridor.

An attractive highly urbanised precinct with high-quality amenity for housing and workplaces, well connected to the surrounding city and park-lands, and focused on a busy and active local centre



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1.2 What is good design and why is it required?

As our cities continue to develop and intensify they must get better as they get bigger. Best practice urban frameworks and policies in Australia and internationally focus on liveability as their core objective with regards to their built environment both within the public and private domain. A liveable city requires healthy, safe, attractive, well connected sustainable environments.

The significant Government investment in the Corridor is the catalyst for realising a new Parramatta Road experience. Future development within the Corridor should:

- respond and contribute to its natural and built context
- provide appropriate bulk, scale and density relative to the street and surrounding buildings that is in keeping with existing or preferred neighbourhood character
- achieve appropriate built form outcomes in terms of building alignment, proportions, building type and elements
- contribute to and enhance the public domain and natural landscape
- optimise safety and security for internal and public spaces
- respond to its local social context
- makes efficient use of natural resources, energy and water throughout its full life cycle.

1.3 Land to Which the Guidelines Apply

The Guidelines have been prepared for the Parramatta Road Corridor and apply to the Corridor as identified in Figure 1.1. The Corridor and its components are referred to in different ways, for various components and stages of work.

The **Parramatta Road Corridor** is the continuous length of Parramatta Road, and includes land with direct frontage to Parramatta Road, as well as eight Precincts.

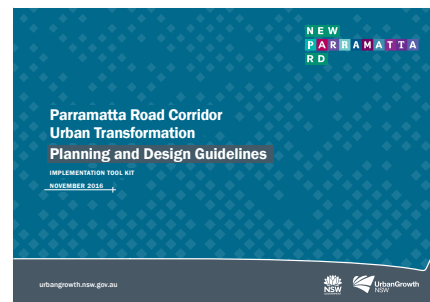
Change and growth along the Corridor is focused in eight **Precincts** – Granville, Auburn, Homebush, Burwood-Concord, Kings Bay, Taverners Hill, Leichhardt, and Camperdown. The Precincts have been identified based on their access to jobs, transport, infrastructure, and services and ability to accommodate new development in a balanced way. In some cases, the Precincts straddle LGA boundaries.

Frame Areas are portions of the Corridor located between the identified Precincts. Frame Areas have direct frontage to Parramatta Road and typically capture the first strip of lots or land to the first street/laneway running parallel to the north or south of Parramatta Road. The Frame Areas form important links that experience change, at a lower intensity than that anticipated in the Precincts. The combined renewal of Precincts and Frame Areas will collectively deliver a transformational effect along the Corridor.

Figure 1.1: Parramatta Road Corridor



An attractive highly urbanised precinct with high-quality amenity for housing and workplaces, well connected to the surrounding city and park-lands, and focused on a busy and active local centre



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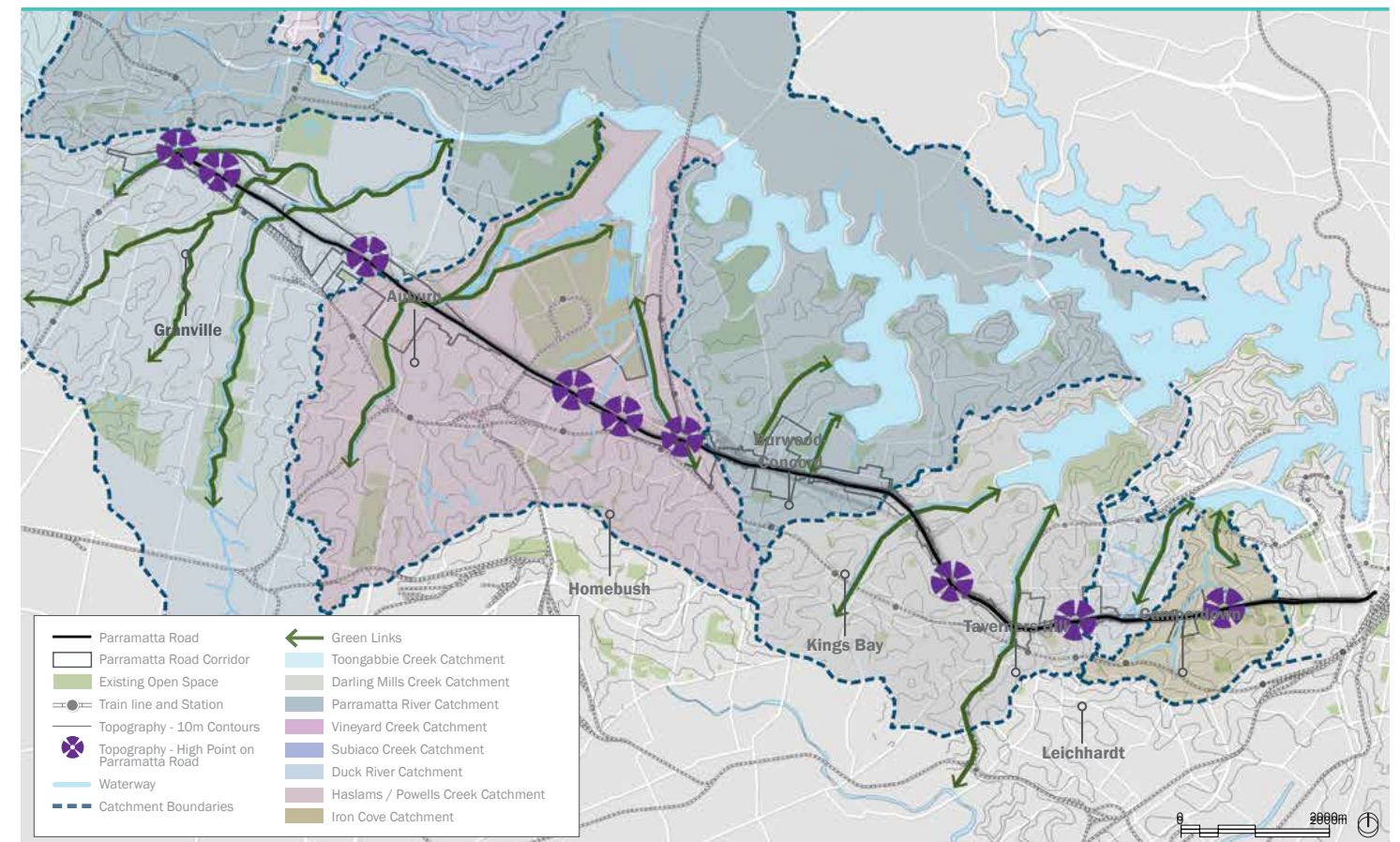
2.1 Topography – Ridges, Creeks & Valleys

Unlike many of Sydney's well known roads, Parramatta Road is not a ridge road. Its alignment runs between an east-west ridgeline and the Parramatta River having evolved from an Aboriginal walking track that was setback from the Parramatta River to avoid being flooded.

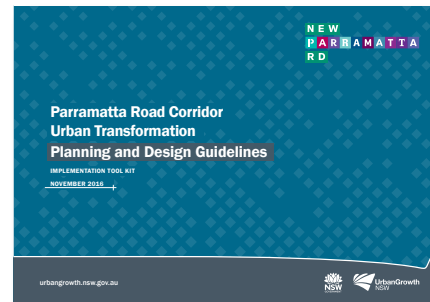
In the east and central sections of the Corridor, the road alignment diverts to minimise creek crossings whilst in the west, it straightens due to the flatter Wiannamatta shale geology (Figure 2.7). Parramatta Road undulates across minor ridges and valleys. Low points are crossed creeks and waterways, many of which are degraded and exist primarily as concrete channels or heavily weed impacted creeks. High points are intersected by ridges and significant streets, often punctuated by heritage buildings.

There is good opportunity to capitalise on the existing topography to reinforce and celebrate the rhythm of ridges and valleys. Varied treatments could be used to mark crossings or celebrate views along the Corridor at high points. Existing creeks and watercourses provide major opportunities for open space connections, and ecological and habitat restoration.

Figure 2.7: Parramatta Road Corridor



An attractive highly urbanised precinct with high-quality amenity for housing and workplaces, well connected to the surrounding city and park-lands, and focused on a busy and active local centre



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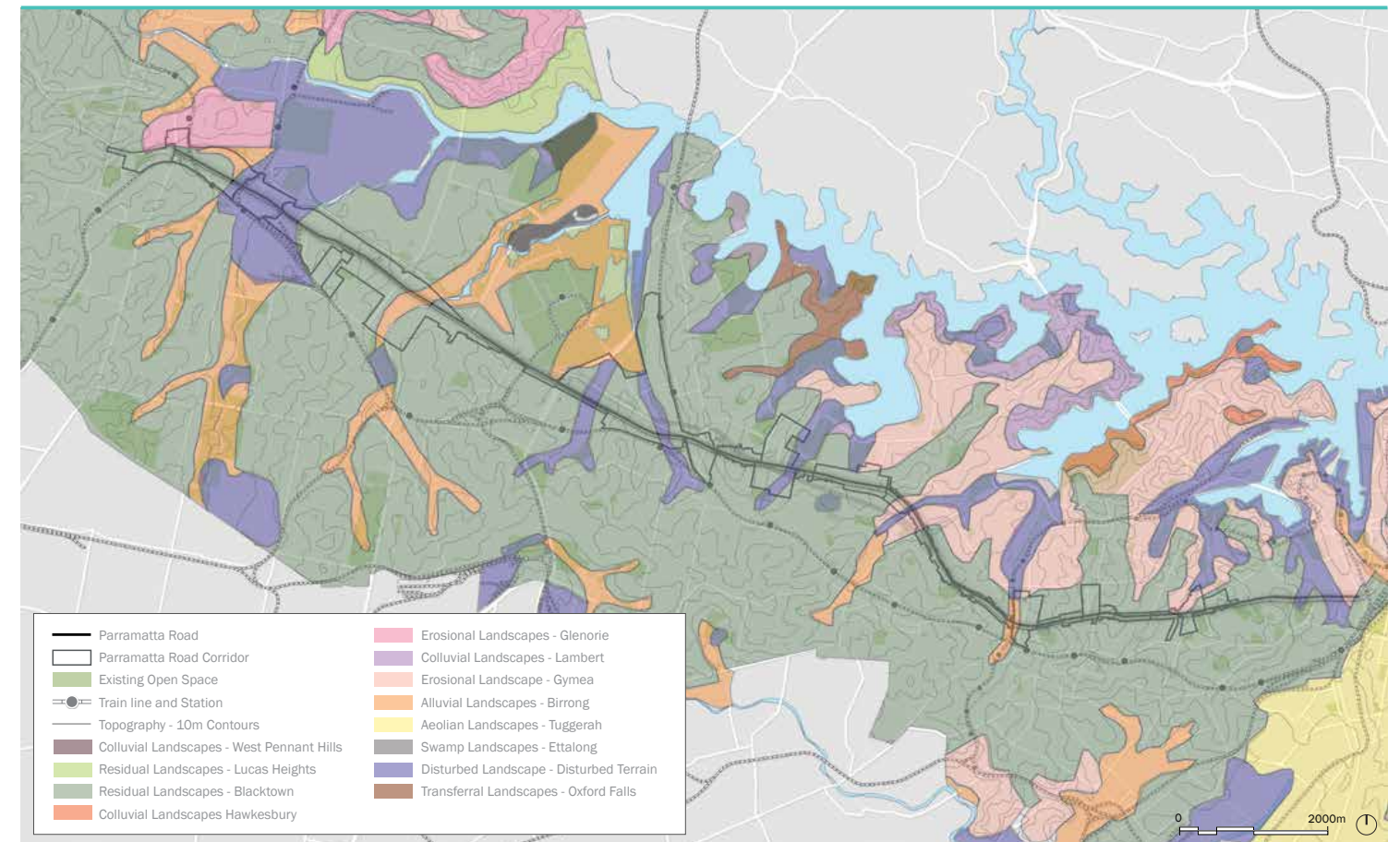
2.2 Geology & Geomorphology

Soil conditions vary along the Corridor, reflecting the underlying geology and topography (Figure 2.8). The western part of the Corridor features Wiannamatta Group and Hawkesbury Shales, resulting in gently undulating topography. Soils are moderately deep but have been highly modified.

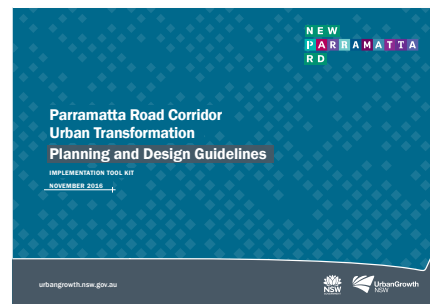
The eastern end of the Corridor consists of primarily Hawkesbury Sandstone and associated soil groups.

Low lying alluvial soils occur along creek lines and watercourses which are typical of flood prone areas.

Figure 2.8: Underlying Geology



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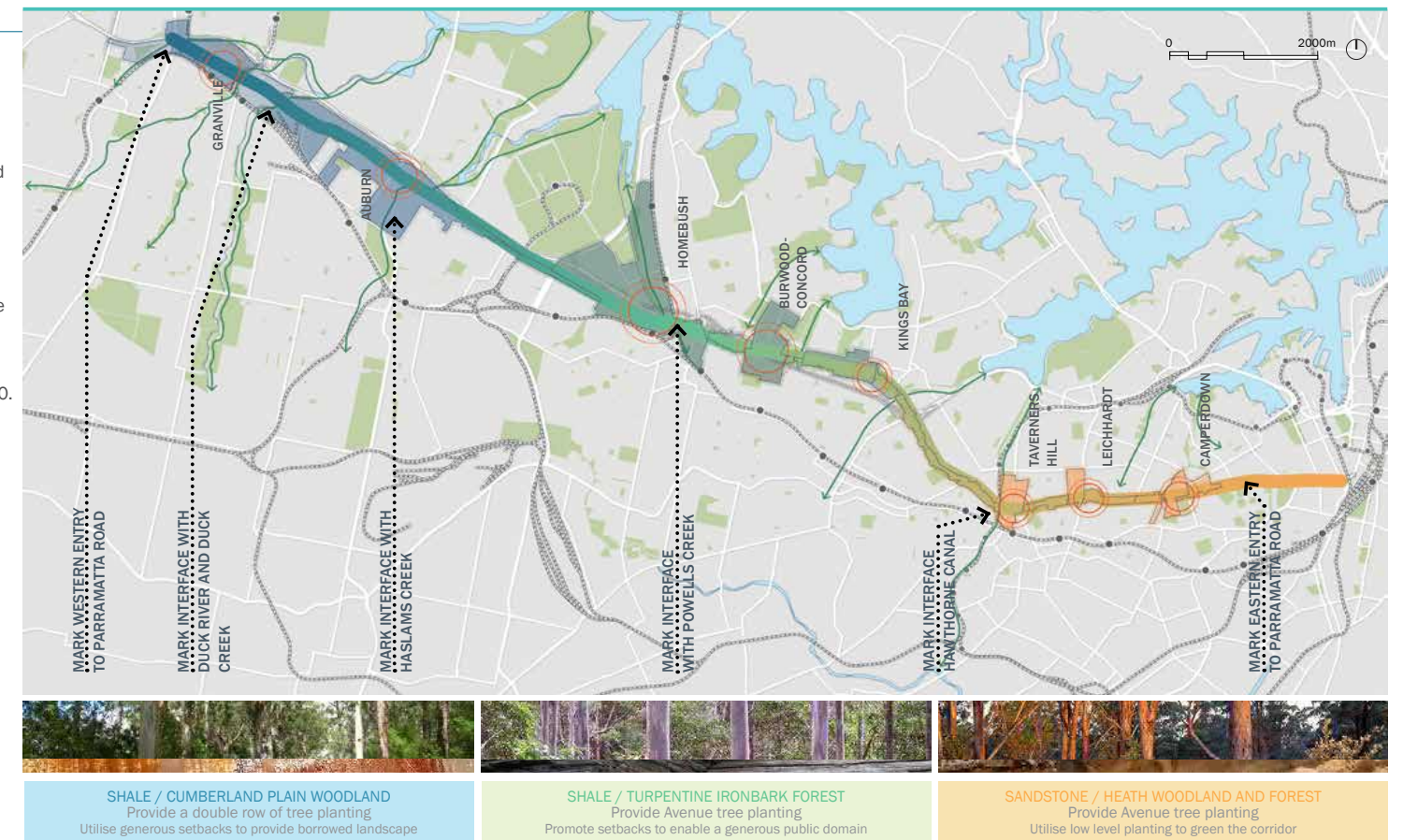
2.3 Landscape Character & Vegetation

The landscape character along the Corridor is influenced by the surrounding built form, corridor width and topographical changes. The Corridor can be roughly divided into three landscape characters - shale/cumberland plain woodland, shale/turpentine ironbark forest and sandstone/heath woodland and forest (Figure 2.9). The character of each section is defined by its underlying geology and geomorphology, vegetation type and similar built form typology (Section 2.6).

Parramatta Road lacks significant existing vegetation, particularly street trees. Planting does existing in fragmented sections and provides limited amenity or environmental benefit. Established areas of vegetation exist in areas adjacent to the Corridor in locations such as Sydney University, Ashfield Park, Yasmar Juvenile Justice Centre, Concord Oval, and along numerous watercourses. Some existing planting is located within historic parks and has heritage and cultural value.

Existing vegetation types observed along the Corridor are illustrated in Figure 2.10.

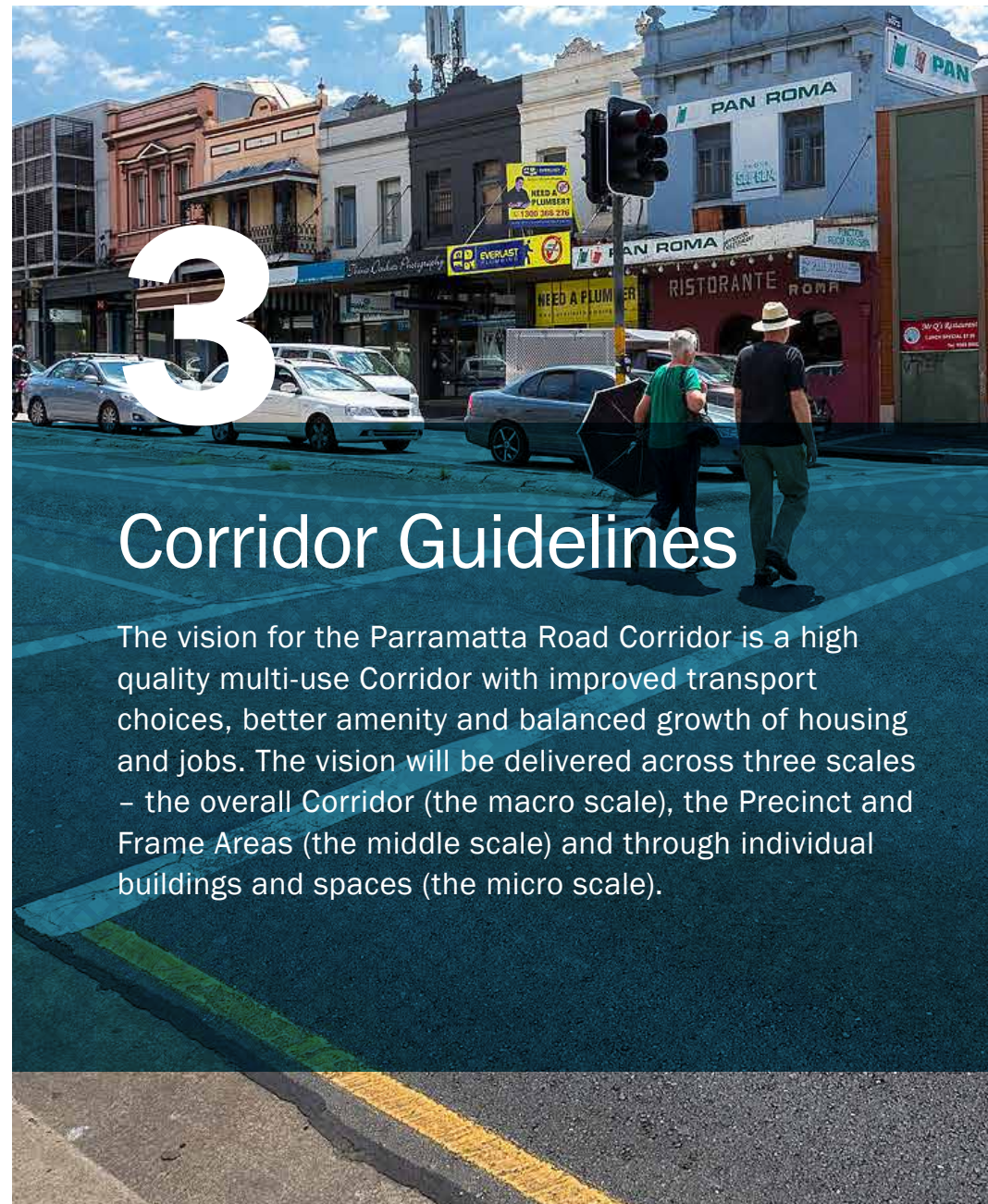
Figure 2.9: Landscape Character



An attractive highly urbanised precinct with high-quality amenity for housing and workplaces, well connected to the surrounding city and park-lands, and focused on a busy and active local centre



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Corridor Guidelines

The vision for the Parramatta Road Corridor is a high quality multi-use Corridor with improved transport choices, better amenity and balanced growth of housing and jobs. The vision will be delivered across three scales – the overall Corridor (the macro scale), the Precinct and Frame Areas (the middle scale) and through individual buildings and spaces (the micro scale).

3 Corridor Guidelines

The following Guidelines have been established in response to the overall Corridor and the matters that are relevant to all Precincts and Frame Areas. The Guidelines comprise a series of objectives and requirements in relation to:

- urban structure
- heritage and fine grain
- creeks and watercourses
- open space and public domain
- public transport
- street function
- car parking and bicycle parking
- active transport
- sustainability and resilience

Corridor East

Corridor East extends from Homebush to Camperdown and includes the Burwood – Concord, Kings Bay, Taverners Hill, Leichhardt and Camperdown Precincts. It includes Homebush Bay and Sydney Olympic Park as well as Burwood, the largest strategic centre along the Corridor.

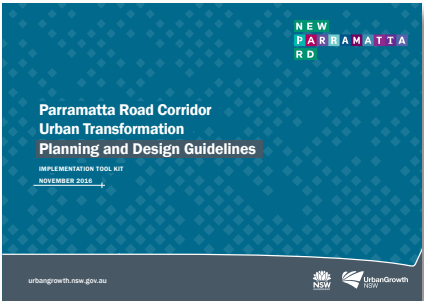
East of Hawthorne Canal, the Corridor is characterised by traditional 19th century fine grain heritage and main street retail areas as well as areas of older industrial uses. Corridor East is constrained in parts by small lot size and land fragmentation as well as accessibility. It does however benefit in other parts from good access to public transport, including light rail. This part of the Corridor also contains areas of heritage significance and high quality and high value properties. New developments have started to emerge, particularly around Camperdown.

The key strengths of Corridor East include:

- larger lots west of Hawthorne Canal that are up for redevelopment
- older building stock and underdevelopment of some sites to facilitate turnover of sites
- proximity to existing high value and high amenity residential areas
- access to a range of transport options, including public transport to key employment hubs
- high quality heritage values and attributes east of Hawthorne Canal where existing character should be preserved and leveraged
- areas of good economic productivity and specialised activities.

Leichhardt Precinct will be renewed by attracting a range of small and medium enterprises including creative industries attracted to its inner west location and character, and introducing additional residential uses to bring people into the Precinct and Frame Area.

Camperdown Precinct will leverage from its proximity to the University of Sydney and Royal Prince Alfred Hospital to generate jobs in specialised education and medical industries. Student accommodation and affordable housing will be particularly promoted. Redevelopment of the Hordern Industrial Estate will provide the opportunity for additional residential development that celebrates the industrial character of the area.



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3.6 Traffic and Transport

The delivery of a new piece of transport infrastructure – WestConnex – will facilitate changes to the way Parramatta Road is used, including:

- a significant reduction of through traffic and heavy vehicles along some parts of the Corridor
- the ability to serve more local vehicle trips rather than regional vehicle trips
- improved accessibility for north-south trips across Parramatta Road and the Western rail line
- greater capacity for public and active transport.

A range of measures are proposed to coordinate the development of land in proximity to public transport facilities. Safe streets, new and improved cycling linkages and through-site links are encouraged to connect private and public open space to main pedestrian and cycling networks. Key considerations when planning for public transport are highlighted in Figures 3.3 - 3.5.

Traffic and Transport Requirements

- Improve north-south connectivity across Parramatta Road for all users.
- Improve street network permeability across Precincts and Frame Areas, particularly for pedestrians and cyclists.
- Improve public and active transport quality, access and connectivity to and within Precincts and Frame Areas.
- Support an improved urban environment with areas designated for greater levels of street activity.
- Facilitate local access needs for new development to support the needs of residents and businesses.
- Encourage travel behaviour change to discourage car use and support more sustainable travel choices such as public and active transport.
- Within the Rapid Transit Indicative Zone, work with Transport for NSW to integrate bus stops and rapid transit stops into the streetscape, including:
 - ensuring the safety and amenity of transport users and pedestrian passers-by
 - ensuring safe, efficient and reliable public transport operations
 - providing convenient street crossings, canopy /awning structures, seating, public lighting, real-time travel information, bins and other required facilities.
- Provide an unobstructed and safe pedestrian and cycling network that links residential, employment and retail uses to community facilities, transport nodes and open space within Precincts and Frame Areas.

3.7 Street Function

The Corridor benefits from an established street network, land uses and scale of development. The streets within and around the Precincts and Frame Areas provide two primary functions for transport customers:

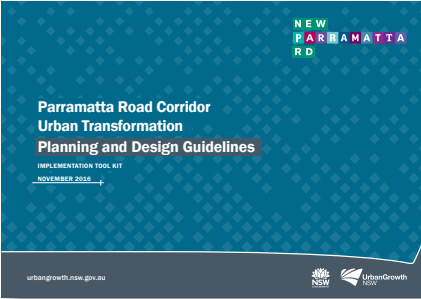
- **movement:** the ability to travel between places
- **place:** the ability to access origins and destinations of travel.

Combined, the movement and place functions of a street inform planning for the level of access across each of the transport modes. Renewal will need to respond to the scale and character of each street. To assist this process, a strategic framework has been applied to the street network to ensure future development is consistent with the role and function of a particular street, having regard to the proposed land use and transport objectives. The typical attributes of the Movement and Place framework are identified in Table 3.1.

Street Function Requirements

- Progressively implement the Movement and Place Street Function network in accordance with the Precinct Plans and the features identified for each street function type in the Precinct Transport Report, September 2016.
- Encourage local traffic calming in residential streets.

An attractive highly urbanised precinct with high-quality amenity for housing and workplaces, well connected to the surrounding city and park-lands, and focused on a busy and active local centre



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November 2016

Figure 3.6: Street Function

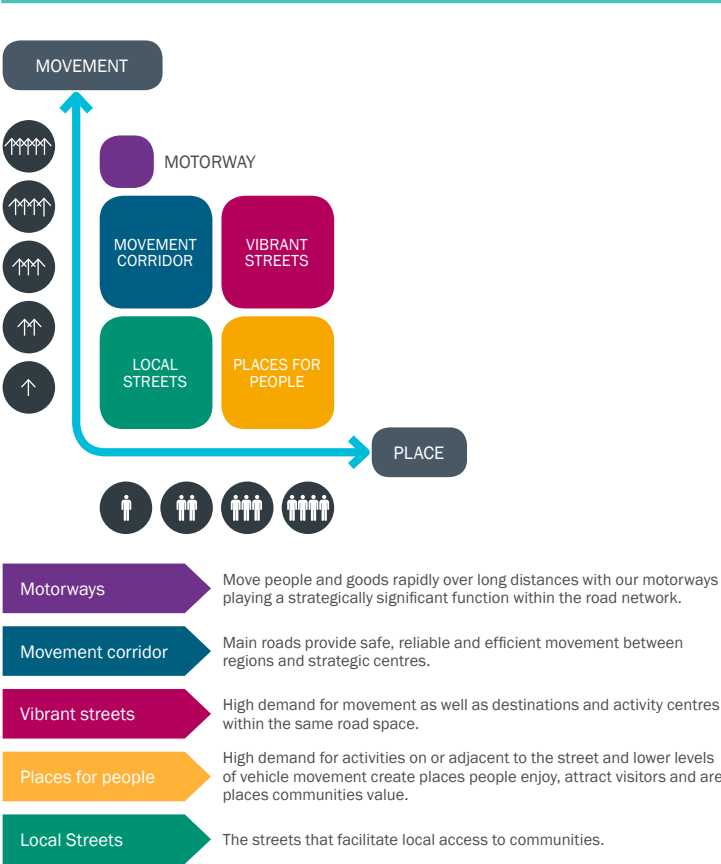
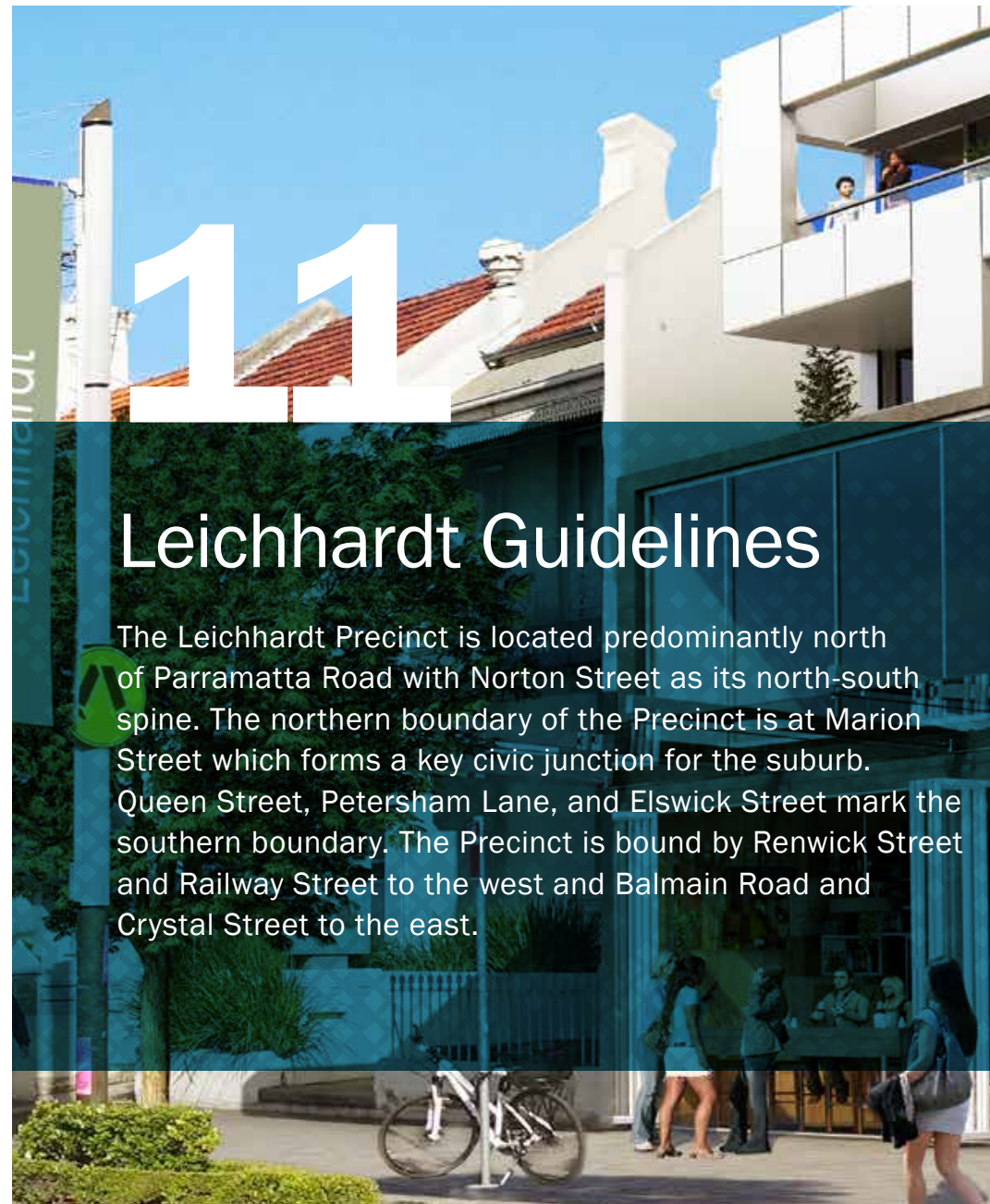


Table 3.1: Movement and Place framework

	Motorways	Movement corridor	Vibrant streets	Places for people	Local Streets
	Motorways are strategically significant roads that move people and goods rapidly over long distances.	Movement corridors are main roads that provide safe, reliable and efficient movement between regions and strategic centres.	Vibrant Streets have a high demand for movement as well as destinations and activity centres within the same road space.	Places for People are streets with high demand for activities and lower levels of vehicle movement. They create places people enjoy, attract visitors, and are places communities value.	Streets that facilitate local access to communities.
TRIP TYPES	• Longer distance trips including freight	• Intermediate and longer distance trips including freight	• Mix of trip distances, through trips destination trips	• Destination trips	• Local access trips
TYPICAL SPEED LIMIT	• 80 - 110 km/hr	• 60-90 km /hr	• 40-60 km/hr	• 10-40 km/hr	• 10-50 km/hr
INTERSECTION TREATMENTS	• Long distances between intersections • Intersections generally grade separated • Grade separated pedestrian access across	• Signals limited to significant connections • Limited access and left in/left out for minor intersections • Signal-controlled pedestrian crossings • Road design prioritised for vehicle movement	• Signalised or sign posted • Some left in-left out turns • Signal-controlled pedestrian crossings • Mid-block signalised pedestrian crossings in areas of high demand • Road design balanced for vehicle movement and support place based activity	• Moderation and calming of traffic through a range of measures (sign posting, roundabouts, built out kerbs, raised thresholds, road narrowing etc) • High permeability for pedestrians crossings at intersections, mid-block and roundabouts • Road design prioritised for people/ pedestrians	• Signal controlled at major cross streets • Marked pedestrian crossings where required • Likely to have informal arrangements consistent with a low traffic volumes and lower speed environment
CLEARWAYS/ STOPPING ZONES	• No stopping, no parking • Arrangements for breakdowns, incidents and incident response	• Clearways or no stopping zones during times of high movement demand to facilitate movement of public transport, private vehicles prioritised	• In some instances, clearways during AM and PM peak to facilitate movement of public transport, private vehicles, freight and goods • No Stopping in select locations (intersection approaches, pedestrian crossing locations, public transport stops)	• No Stopping Zones by exception	• No Stopping Zones by exception
KERBSIDE PARKING	• Emergency zones only	• Kerbside parking and loading limited to non-peak times, where provided • Time restricted parking on Movement Corridor or adjacent local streets to support local commercial business	• Kerbside parking and loading outside peak times and on weekends • Time restricted parking to support adjacent commercial business	• Time restricted parking and loading to support adjacent commercial business, additional off-street parking, where possible. On-street parking may be restricted to improved pedestrian amenity • Increased footway width in areas to reduce carriageway width, limit parking and improve pedestrian crossing opportunities and safety	• Resident parking schemes or unrestricted parking • Loading and commercial parking provided on a needs only basis
PEDESTRIAN ACTIVITY	• Footway only in breakdown areas • No pedestrian volumes or activity	• Standard width footpaths provided • Generally lower pedestrian volumes or activity and limited facilities	• Standard or wider footpath widths provided with wider footways in high pedestrian areas • High pedestrian volumes or activity, including potential outdoor seating and facilities	• Standard or wider footpath widths provided with wider footways in high pedestrian areas • Very high to significant pedestrian volumes and activity, including outdoor seating and facilities • Road design prioritised for people/ pedestrians	• Standard footways consistent with low to moderate pedestrian volumes • Shared zones, where warrant is met and are likely to have informal arrangements consistent with a low traffic and pedestrian volumes
CYCLING PROVISION	• Restricted or fully segregated where possible	• Fully segregated where possible, sometimes on a shared path, on road cycling usually for experienced bike riders	• Generally on-road to allow for separation with pedestrian activity on the footway • Provision of cycle parking and destination and to support commercial premises	• Cyclists generally on-street and safer street environment for less experienced bike riders	• Cyclists generally on-street and safer street environment for less experienced bike riders
LAND USE INTERFACE	• Grade separated (viaduct or subterranean) • No direct vehicle access to properties	• Mix of uses residential and non-residential • Some active frontages – may be discontinuous • Generally wide lanes/narrow kerbs • Restricted vehicle access to properties to minimise disruption to traffic flows	• Higher density retail, commercial and entertainment uses attracting high pedestrian activity (retail, cafes/dining) • Active frontages over a significant street frontage • Standard lanes/varying kerb widths • Limited vehicle access to properties from the street, reducing conflicts with pedestrians	• Higher density retail, commercial and entertainment uses attracting high pedestrian activity (retail, cafes/dining) • Active frontages over a significant street frontage • Narrow lanes/widened kerbs • Restricted vehicle access to properties to reduce conflicts with pedestrians (i.e.: pedestrian prioritised)	• High degree of residential development • Narrow lanes/widened kerbs • Higher degree of vehicle access servicing individual properties



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November 2016

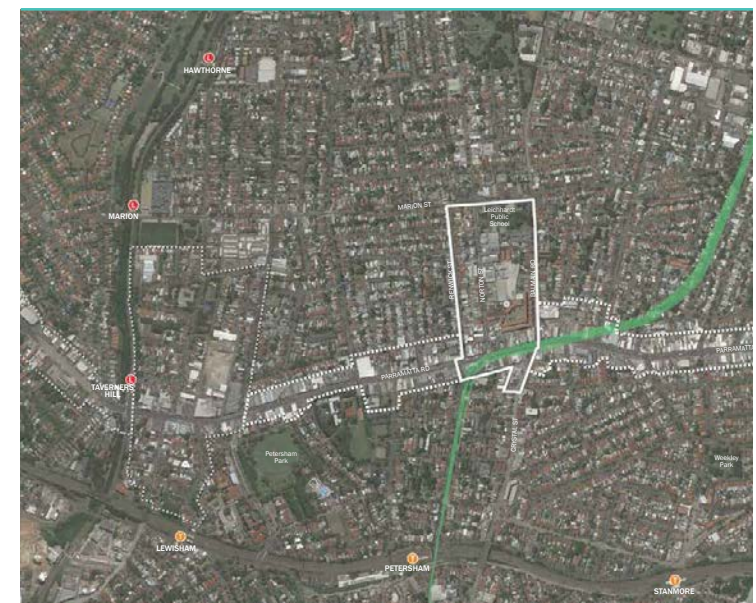


11.1 Context

The Leichhardt Precinct is located predominantly north of Parramatta Road with Norton Street as its north-south spine. The northern boundary of the Precinct is at Marion Street which forms a key civic junction for the suburb. Queen Street, Petersham Lane, and Elswick Street mark the southern boundary. The Precinct is bound by Renwick Street and Railway Street to the west and Balmain Road and Crystal Street to the east.

The Leichhardt Frame Area is generally land fronting both sides of Parramatta Road between Flood Street and Johnson Street/Northumberland Street.

Figure 11.1: Leichhardt Location Plan



An attractive highly urbanised precinct with high-quality amenity for housing and workplaces, well connected to the surrounding city and park-lands, and focused on a busy and active local centre

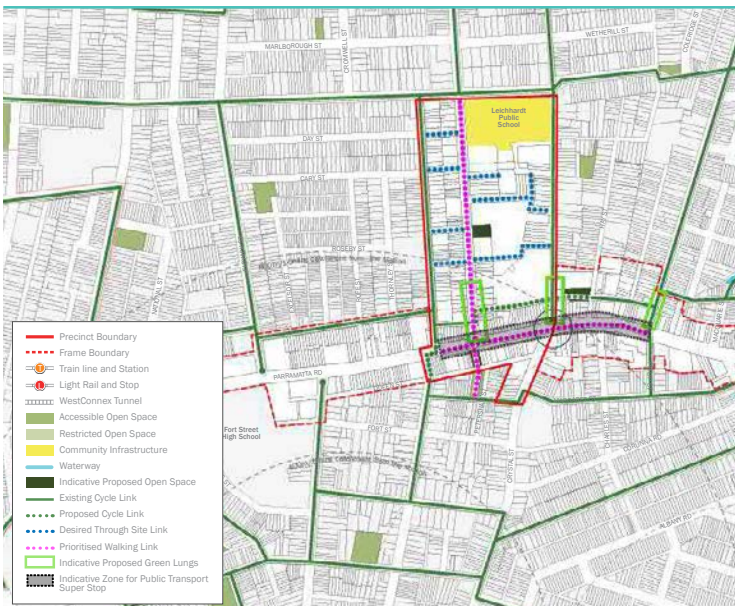
11.5 Open Space, Linkages and Connections and Public Domain

New public spaces in the Leichhardt Precinct and Frame Area are proposed in three locations. South of Parramatta Road, Petersham Street will be converted into a new pocket park between Parramatta Road and Queen Street and will provide a pedestrian friendly connection to Parramatta Road and a much needed area of amenity and respite along an active street.

Medium to long term two new local public open space areas have been identified on Norton Street and Hay Street. A new public plaza on the eastern side of Norton Street will be a place of focus and gathering place. The long term repurposing of the existing car park between Balmain Road and Hay Street also offers the potential to be converted into a local open space area.

New linkages, connections and public domain improvements offer significant potential to create new urban places and spaces for the community to enjoy. A network of connected urban spaces with increased building frontages will ensure activation and interaction can take place, and permanent and temporary events and installations, including public art, can occur. The Urban Amenity Improvement Program will fund public domain improvements to Rofe Street, Renwick Street, Norton Street, Balmain Road, Catherine Street and Crystal Street. These works will improve the existing streetscape by providing new street tree planting and street furniture where people can mingle.

Figure 11.10: Leichhardt Open Space and Active Transport



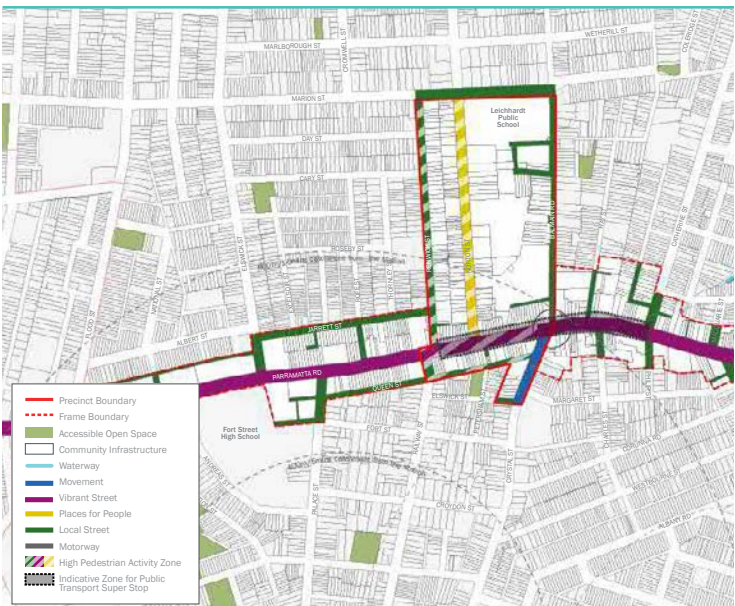
11.6 Street Function and Precinct Transport

Crystal Street will perform a Movement function in recognition of its role in accommodating north-south regional traffic movements.

The entire length of Parramatta Road will have a Vibrant Street function through the Leichhardt Precinct and Frame Area. An Activity Zone is also envisaged for Parramatta Road.

Norton Street will function as a Place for People. All other streets, including Marion Street and Balmain Road, will have a Local Street function. Any new streets or laneways will also perform a Local Street function.

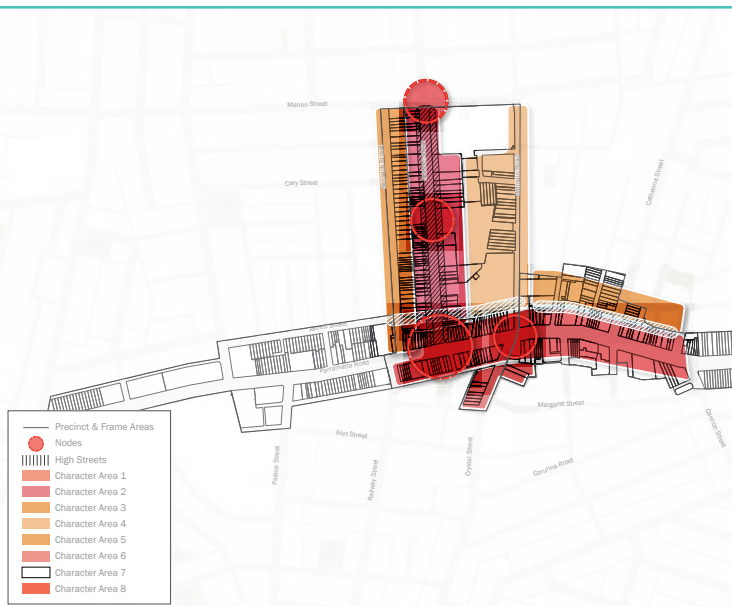
Figure 11.11: Leichhardt Street Function



11.7 Fine Grain

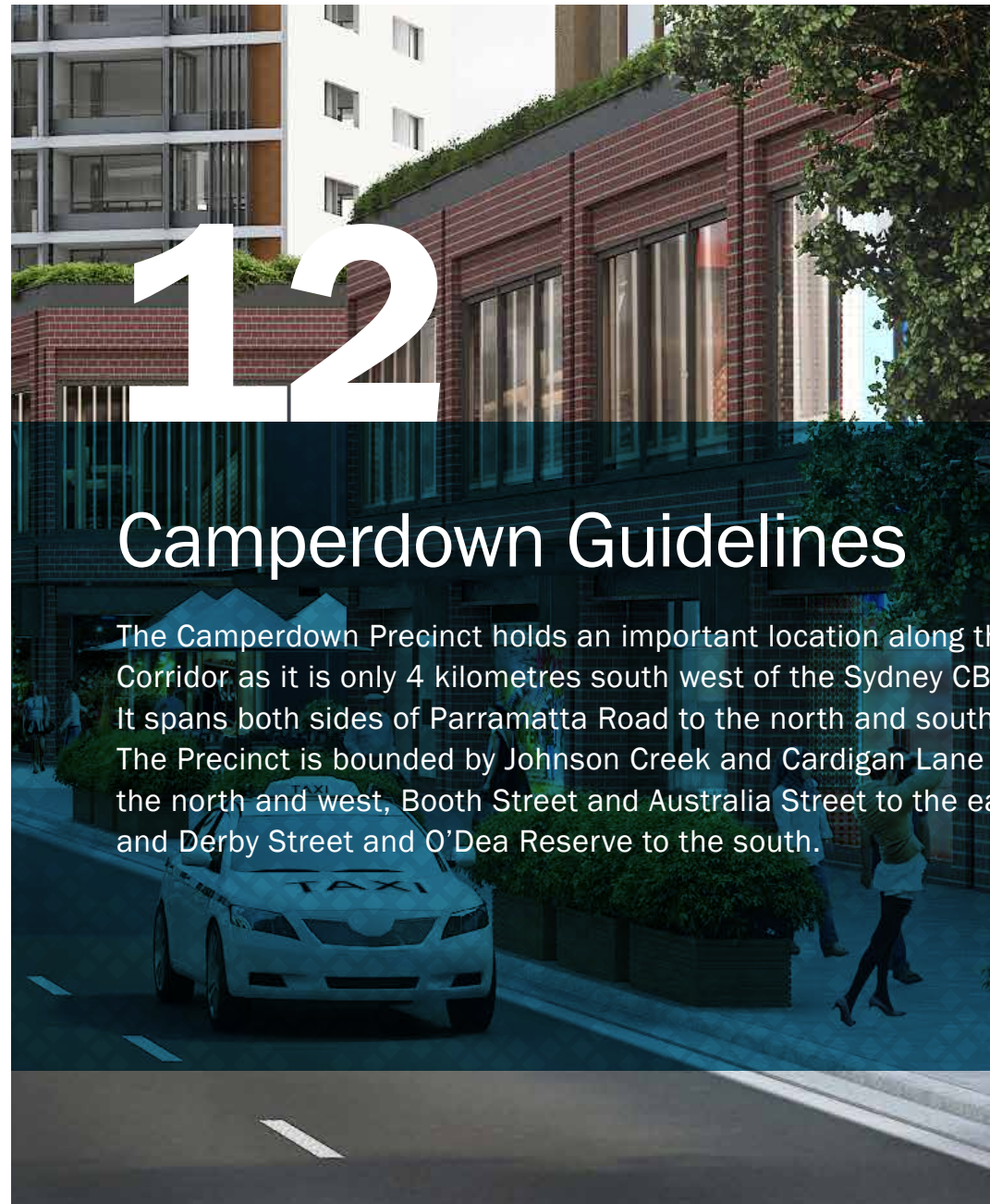
The proposed future character will continue the strength of a vibrant shopping street maintaining the distinct local style characterised by the historic terrace housing forms. The junction of Norton Street and Parramatta Road is the opportunity to mark the start of Leichhardt's most important street, creating an identifiable point along Parramatta Road.

Figure 11.12: Leichhardt Local Character Areas Zones





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November 2016



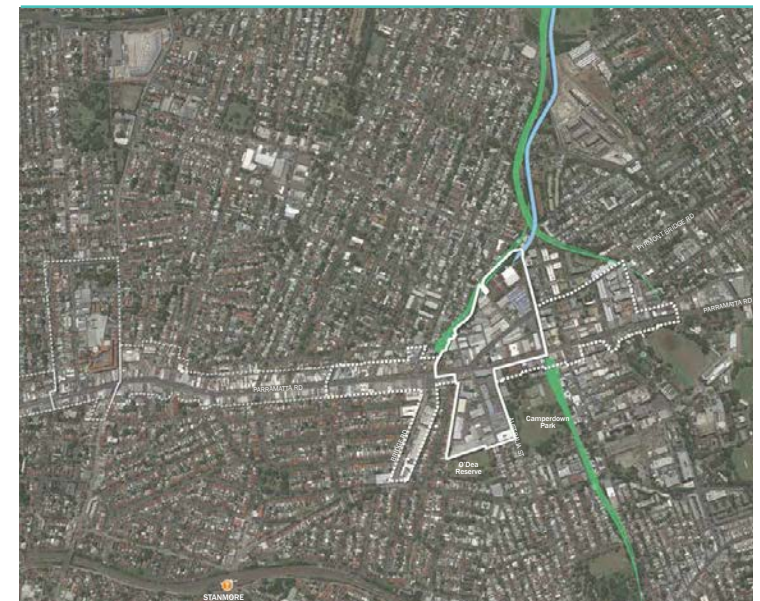
12.1 Context

The Camperdown Precinct holds an important location along the Corridor as it is only 4 kilometres south west of the Sydney CBD. It spans both sides of Parramatta Road to the north and south. The Precinct is bounded by Johnson Creek and Cardigan Lane to the north and west, Booth Street and Australia Street to the east, and Derby Street and O'Dea Reserve to the south.

The Camperdown Frame Area comprises:

- to the west – land immediately fronting Parramatta Road and Bridge Road between Albion Lane, Johnstons Creek, Corunna Lane, Northumberland Avenue and Johnson Street
- to the east – land bound by Pyrmont Bridge Road, Parramatta Road, Hampshire Street, Victory Lane and Australia Street.

Figure 12.1: Camperdown Location Plan



An attractive highly urbanised precinct with high-quality amenity for housing and workplaces, well connected to the surrounding city and park-lands, and focused on a busy and active local centre

12.5 Open Space, Linkages and Connections and Public Domain

New public open spaces are proposed to support the transformation of the Precinct and Frame Area. Johnston’s Creek will form a new green spine with walking and cycling links from Parramatta Road to Mathieson Street and Booth Street near Badu Park. The Johnston’s Creek green link will provide a significant contribution to the Green Grid by improving regional walking and cycling connectivity from Stanmore and Camperdown to Rozelle Bay and Bicentennial Park.

The open space network will be expanded through the addition of new local parks as part of the renewal of larger sites throughout the Precinct, such as the Hordern Place industrial estate and along Chester Street or Guihen Street.

Camperdown Precinct benefits from a good grid network. Opportunity exists to provide new pedestrian and cycling linkages to increase connections through and across the Precinct north to south and east to west.

12.6 Street Function and Precinct Transport

Parramatta Road will be a Vibrant Street for its full length through the Camperdown Precinct and the western Frame Area.

Pymont Bridge Road will be a Place for People in recognition of its potential as a new Strategic Centre anchored by institutional uses as identified in Section 12.11 and within which there will be High Pedestrian Activity Zone.

All other roads across the Precinct and Frame Area will perform a Local Street function.

Any new streets are to be designed as Local Streets under the Street Function Hierarchy.

12.7 Fine Grain

The proposed future character builds on and amplifies the established attributes of the Camperdown Precinct and Frame Area. Camperdown is to remain an eclectic collection of distinct places that supports a range of different activities and experiences.

Pymont Bridge Road, Layton Street and Lyons Road will thrive as activated, green, local high streets, book-ended by 2 storey historic corner or contemporary iconic buildings at Parramatta Road intersections.

Figure 12.5: Camperdown Open Space and Active Transport

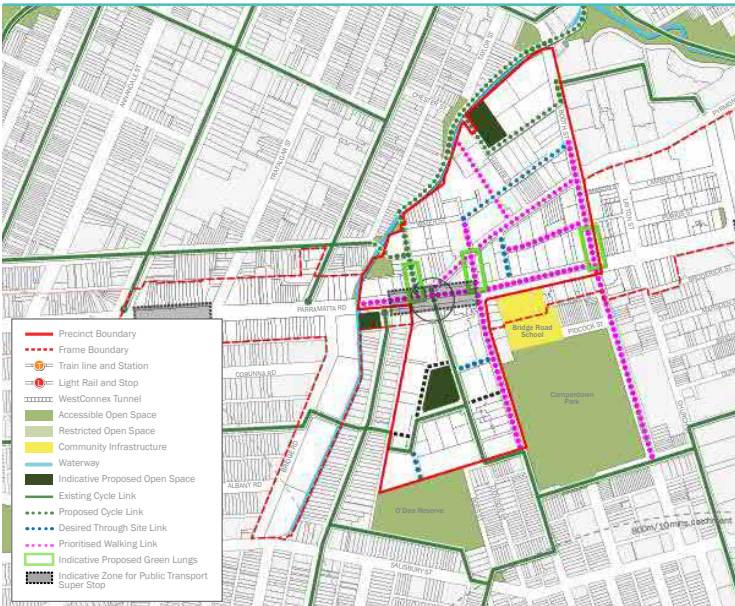


Figure 12.6: Camperdown Street Function

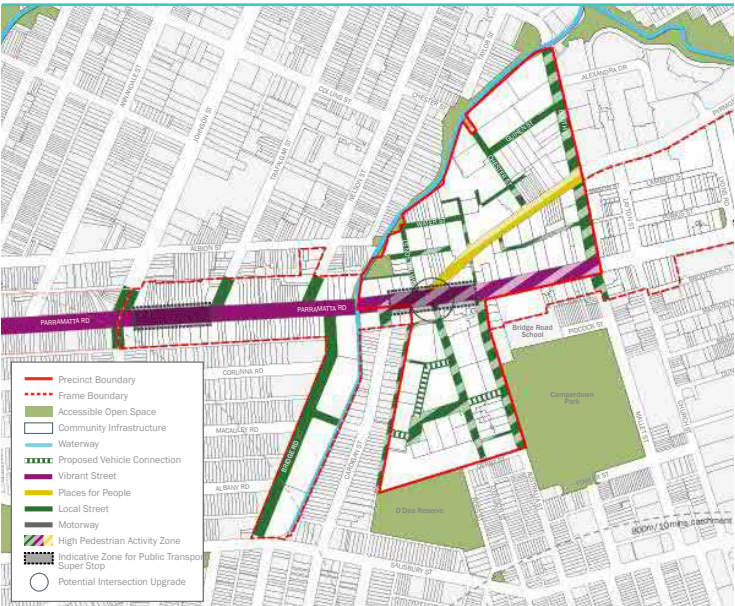
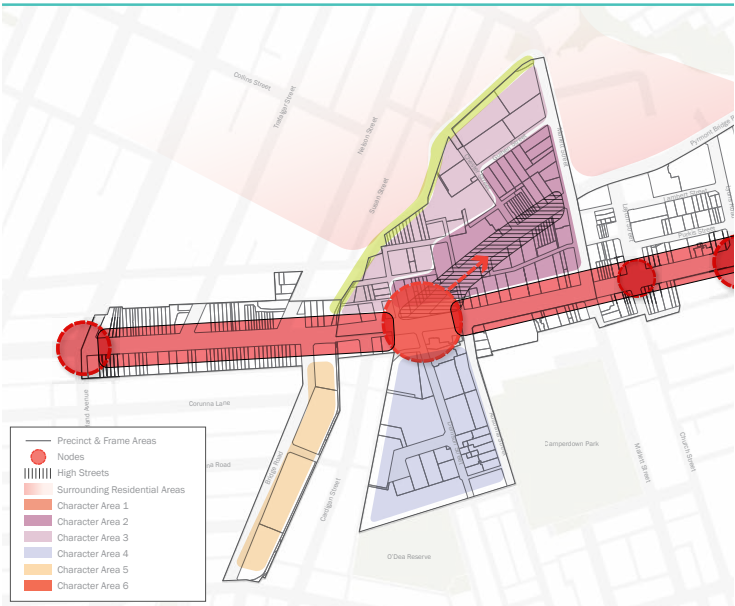
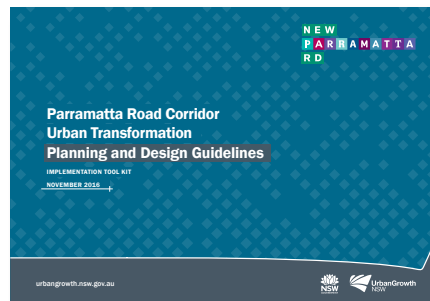


Figure 12.7: Camperdown Local Character Areas Zones





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November 2016



An attractive highly urbanised precinct with high-quality amenity for housing and workplaces, well connected to the surrounding city and park-lands, and focused on a busy and active local centre

Active Transport

Modes of transport that involve physical activity such as walking and cycling.

Cycle Link (Proposed)

Land identified on the Precinct Plans as a green dotted line. Cycle links include:

- regional bicycle corridors which are highly used routes that connect to major destinations, on cycleways that are separate from motor vehicles and pedestrians
- local bicycle network connections which are lower use corridors that connect to priority corridors and neighbourhood destinations within catchments
- along quiet local streets to connect residential destinations and local services in low traffic environments.

Desired Through Site Link

Land identified on the Precinct Plans as a blue dotted line. A Desired Through Site Link is to be provided in the indicative location as a publicly accessible link to improve pedestrian and/or cycling connectivity and access to public transport and/or open space/community facilities. A Desired Through Site Link should be a minimum 7m in width.

Heritage Conservation Area

An area of land of heritage significance identified within a Local Environmental Plan, State Environmental Planning Policy or under the *Heritage Act, 1977* as having heritage value, and Including any heritage items situated on or within that area.

Local Centre

Locations that are existing centres in or adjacent to the Corridor that are not identified as a Strategic Centre in *A Plan for Growing Sydney*. Local centres are smaller than Strategic Centres and range from centres with a small number of shops to centres with large amounts of retail and employment. Local Centres have been identified on the Precinct Plans to provide context.

Local Street

A road in the local network that has a greater sense of place than movement.

Linear Open Spaces

Linear Open Spaces provide long active links that are suitable for walking and cycling. They make use of infrastructure corridors and connect urban centres to large open spaces and other regional active transport corridors.

Liveability

The way a place supports the quality of life and wellbeing of its residents.

Parramatta Road Corridor

The Parramatta Road Corridor spans 20 kilometres from Granville in the west to Camperdown in the east. It is the land adjoining and at least one block back from Parramatta Road, as well as Precincts that have been identified as a focus for future growth based on their different functions and character.

Places for People

Combine higher pedestrian activity and lower levels of vehicle movement compared to vibrant streets, creating places of value for local communities and visitors.

Plaza

Small urban open spaces which serve dense urban environments and provide open space where people live and work. These spaces are located within urban centres and have building frontages activating their edges. They are designed as high use open spaces that also allow for high levels of pedestrian traffic.

Precinct

Land identified along the Corridor in consultation with local councils. These Precincts have been earmarked for renewal because of their unique access to jobs, transport, infrastructure and services, and ability to accommodate new development in a balanced way.

Precinct Plan

A set of plans prepared for each Precinct that provide more detailed principles and targets for growth and development for each of the eight Precincts. Each Precinct Plan is described in terms of its location and context, existing character and identity, opportunities and constraints and future character. Future land uses, heights, densities, open space and active transport, street function and built form controls are identified.

Prioritised Walking Link

A strategically important walking link or connection that is designed as a primary route for walking. Attributes could include generous footpaths, shade and weather protection, seating, landscaping and priority over other transport modes at intersections.

Proposed Open Space

Land in public ownership that provides recreation and amenity benefit. New Public Open Space is to be delivered through the Open Space and Social Infrastructure Schedule, the Urban Amenity Improvement Program or future development proposals. Private communal open space required to be delivered under SEPP 65 is not Public Open Space.

Urban Amenity

The quality of a public or private place to live or work in or visit for both individuals and the community.

Urban Amenity Improvement Program

A program of urban amenity improvements attached to \$200 million worth of government funding to deliver tangible public domain improvements to the Corridor aligned with its staged redevelopment.

Urban Transformation

The process undertaken to build on the strengths of a place by transforming under-utilised or dilapidated areas, and balancing density, good design, a mix of land uses, location, housing choice and access to public transport to create a successful urban environment.

Urban Village

An identifiable residential community within a suburb centred on an activity node. Distinct from a town centre, an urban village provides the conveniences necessary for a localised community including lifestyle amenities such as cafes, restaurants and bars, fresh food markets and local services such as hairdressers, transport connections and open spaces.

Vibrant Street

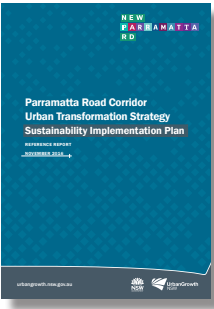
Combine high demand for movement and high pedestrian activity with often limited road space within urban areas and regional centres.

Village Centre

The activity strip or central point of an urban village such as an urban square or main street.

WestConnex

The 33-kilometre project that brings together a number of important road investments to link Sydney’s Orbital Network, including the widening of the M4 east of Parramatta, duplicating the M5 East and building new sections of motorway to provide a connection between the two key corridors.



Urban Growth NSW
November 2016

Executive Summary

Purpose

The Parramatta Road Urban Transformation Program (PRUTP) is the integrated, cross-agency project established by the NSW Government in 2013 to explore, capture and deliver on opportunities for urban transformation along the Corridor.

This report builds on the *Parramatta Road Urban Transformation PRECINX Strategy Report* (Kinesis 2015) to detail the sustainability strategies and key development controls that will deliver Parramatta Road as world leading urban transformation.

Sustainability for the Parramatta Road Urban Transformation

In order to deliver world class urban renewal outcomes along the Corridor, the opportunity exists to strive for sustainability outcomes that exceed current requirements. Three key strategies have been identified and recommended to deliver a more sustainable, resilient and affordable community:

- **High Performance Buildings**
Best practice BASIX Energy and Water targets, incorporating significant renewable energy and water reuse requirements, as well as 5-star NABERS commercial and retail buildings, will deliver significant reductions in energy, carbon, water and improved household affordability.
- **Strategic Parking Strategies**
Maximum parking rates, coupled with car share, unbundled parking and decoupled parking strategies will drive reduced car ownership and dependence, improve local air quality and reduce carbon, lower construction costs and improve development feasibility and housing choice
- **Urban Resilience and Sustainable Infrastructure**
Increased open space, green infrastructure and networks provides the potential to create a cooler urban environment that is resilience against a changing climate and, furthermore, the effects of urban heat island. Coupled with recycled water and buildings future proofed for emerging energy technologies, development along the corridor will be resilient and future thinking.

Given the scope of the PRUTP, the strategies and sustainability targets outlined in this report focus on built form outcomes along the Parramatta Road Corridor. These strategies are not exhaustive and should be read in conjunction with the urban design, open space, transport and community strategies proposed for the corridor.

Performance Outcomes and Sustainability Targets

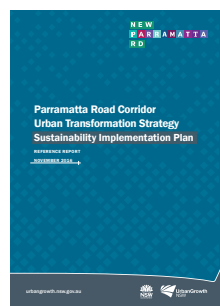
Strategies along the Parramatta Road Corridor have been modelled in UrbanGrowth NSW's PRECINX Strategic Design and Infrastructure Planning Tool. Detailed modelling in PRECINX enables UrbanGrowth NSW to quantify the benefits of the proposed transformation across the sustainability aspirations for the project.

Through the comprehensive delivery of built form strategies across building efficiency, renewable energy, strategic parking, public domain and sustainable infrastructure, the Parramatta Road Corridor has the capacity to deliver:

- **Nearly 60 MW** of renewable energy installed
- **30% reduction** in peak electricity demand (compared to the Base Case), delivering approximately **1.7 kVA per dwelling**.
- **Over 30% reduction** in water consumption (compared to the Base Case)
- **Over 15%** of water delivered by non-potable sources, including rainwater or recycled water
- **30% reduction** in car use (compared to the Base Case)
- **8% to 17%** car share take-up rate
- **29.8 ha** of additional open space
- **31 km** of new, safe bicycle connections

This Sustainability Implementation Plan documents the development of sustainability strategies, development controls and both corridor wide and precinct level targets to be pursued for PRUTP.

- **Over 20% reduction** in greenhouse gas emissions (compared to the Base Case)



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November 2016

6.2 Individual Precinct Sustainability Targets

The following pages documents the specific sustainability performance outcomes targets for each precinct. These targets have been modelled using PRECINX based on the full build out of the development proposed for each precinct and assumes the implementation of the Corridor Sustainability Targets listed above, the parking rates list in the PRUTP Design Guidelines and public transport that comprising heavy rail and rapid bus in the long term.

Targets for each precinct should be used to guide the development of the Corridor and cover:

- Greenhouse gas emissions
- Renewable energy
- Peak electricity demand
- Water consumption
- Recycled water and water reuse
- Car dependence and use
- Car share
- Open space
- Canopy cover
- Cycling and active transport

It should be noted that all targets are to be pursued on-site or within the precincts along the corridor, rather than through off-site strategies or “off-sets”.

6.2.1 Camperdown Precinct Sustainability Targets

In addition to the corridor targets outlined above, through the comprehensive delivery of built form sustainability strategies across building efficiency, renewable energy, strategic parking, public domain and sustainable infrastructure, Camperdown will target:

- 23% reduction in greenhouse gas emissions (compared to the Base Case)
- 2.8 MW of renewable energy installed
- 27% reduction in peak electricity demand (compared to the Base Case), delivering approximately 1.7 kVA per dwelling.
- 32% reduction in water consumption (compared to the Base Case),
- 19% of water delivered by non-potable sources, including rainwater or recycled water
- 24% reduction in car use
- 17% car share take-up rate
- 1.03 ha of additional open space
- 2 km of new, safe bicycle connections

Detailed performance outcomes and targets are documented in the table on the right. The sustainable development controls and targets listed here should be used to guide the development of the Precinct.

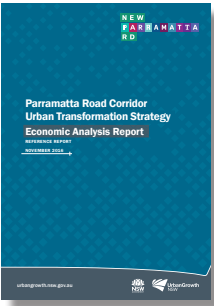
6.2.2 Leichhardt Precinct Sustainability Targets

In addition to the corridor targets outlined above, through the comprehensive delivery of built form sustainability strategies across building efficiency, renewable energy, strategic parking, public domain and sustainable infrastructure, Leichhardt will target:

- 21% reduction in greenhouse gas emissions (compared to the Base Case)
- 1.8 MW of renewable energy installed
- 26% reduction in peak electricity demand (compared to the Base Case), delivering approximately 1.6 kVA per dwelling.
- 34% reduction in water consumption (compared to the Base Case)
- 21% of water delivered by non-potable sources, including rainwater or recycled water
- 43% reduction in car use
- 17% car share take-up rate
- 1 km of new, safe bicycle connections

Detailed performance outcomes and targets are documented in the table on the right. The sustainable development controls and targets listed here should be used to guide the development of the precinct.

2.7 Parramatta Road Corridor Urban Transformation Economic Analysis Report



Urban Growth NSW
November 2016

Leichhardt

Given the nominal historical population growth and modest population growth anticipated, there is limited demand for additional retail facilities in this precinct, rather initiatives are needed to strengthen the existing Norton Street strip. Nevertheless there is an opportunity to encourage more commercial type uses in the precinct, particular considering its location proximate to the city fringe.

Owing to Leichhardt's close proximity to the CBD and CBD fringe, its future could be as a commercial hub for professional services, offering cheaper non-traditional commercial floorspace (or 'creative floorspace') to occupiers who may have traditionally sought a 'Surry Hills' or 'Ultimo' location where rents and prices are increasingly less affordable.

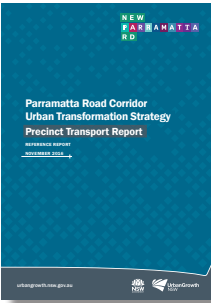
Already observed to be occurring, the conversion/adaption or redevelopment of poorly performing retail uses into commercial type uses (not traditional office) and small professional suites could be an opportunity to transform the portion of the precinct fronting Parramatta Road that suffers from high levels of vacancy.

Owing to the much smaller size, redevelopment into small office-home office (SOHO) units and small professional studio suites would allow achievement of a higher rate per square metre of revenue. This would help counter the issue of high land values.

Camperdown

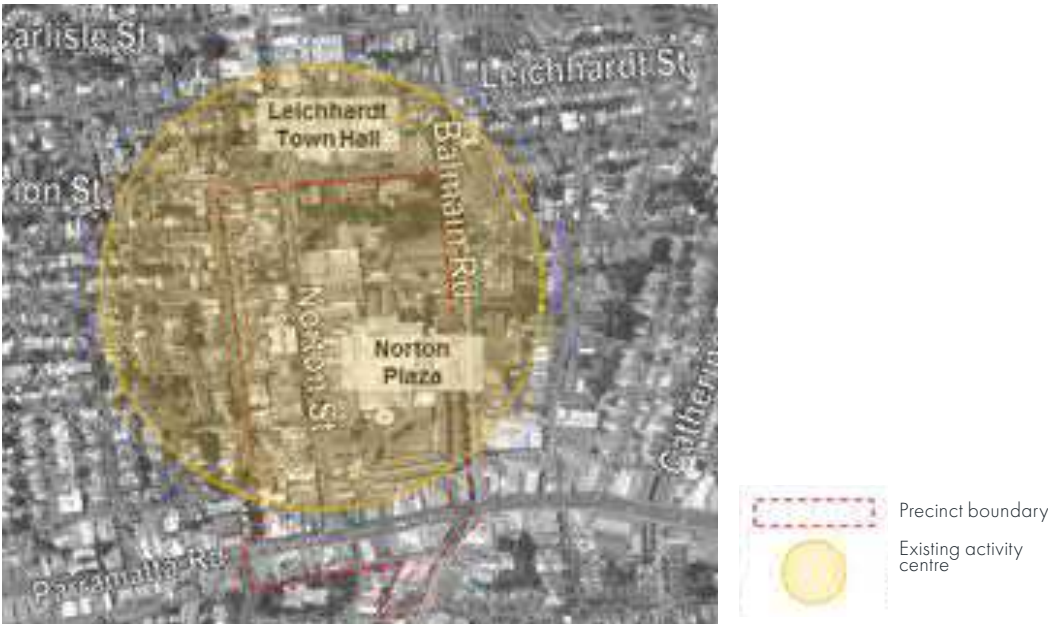
The opportunity for a new retail strip centre could be along Pyrmont Bridge Road to the north of Parramatta Road and extending up to Mallett Street.

The location of the precinct adjacent to major institutional assets (Royal Prince Alfred Hospital and Sydney University) places it in an excellent position to accommodate floorspace demand for health and education related uses.



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November 2016

Figure 62 – Existing activity centre, Leichhardt Precinct



10. Leichhardt

10.1 Existing Activity Centre

Leichhardt’s existing activity centre is focussed on Norton Street, running north from Parramatta Road through the Precinct. The centre includes Norton Plaza shopping centre, a cinema complex, a significant number of street level retail and commercial businesses, a range of restaurants and cafes and the Forum between Norton Street and Balmain Road. Leichhardt Town Hall is located immediately north of Marion Street, the Precinct’s northern boundary.

10.2 Existing Travel Patterns and Mode Share

Existing Travel Patterns

A review of the Bureau of Transport Statistics (BTS) Journey to Work (JTW) data from 2011 reveals that more residents of the Leichhardt Precinct are employed in the Sydney Inner City (48 per cent) than any other area, with 61 per cent travelling by public transport. Public transport trips comprise 48 per cent of all work trips for residents in the Precinct, with buses recording 30 per cent and train recording 8 per cent. Private vehicle mode share is marginally lower at 47%. Walking and cycling modes comprise 15% mode share combined, which could be due to the proximity of the top two workforce destinations and the fine grain street network in and around the Precinct.

Figure 63 – Road network and major connections in the vicinity of Leichhardt Precinct



Existing Traffic and Transport Conditions

Existing Road Network

The existing road network in the Leichhardt Precinct is illustrated in Figure 63, highlighting the key road connections including Parramatta Road, Norton Street, Balmain Road and Crystal Street.

Constraints

The Precinct is currently a local centre with mixed use and retail areas along Parramatta Road and Norton Street, with education facilities to the north which generates a number of private vehicles trips. The Norton Street, Balmain Road/ Crystal Street intersections with Parramatta Road in particular is an area of high vehicular and pedestrian activity. Crystal Street is also the nearest connection to the south of Parramatta Road providing links to Petersham and Stanmore.

Constraints of the surrounding road network include:

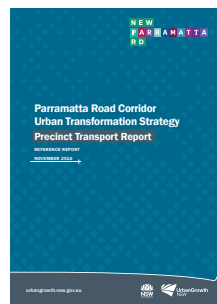
- Norton Street and Balmain Road / Crystal Street intersections at Parramatta Road
- limited vehicular crossings over the rail corridor to the south
- vehicular and pedestrian movement conflicts on Norton Street.

Existing Public Transport Network

Public transport services for the Precinct are based around bus services along Parramatta Road and Norton Street. Petersham Station and Stanmore Station are within 0.7 kilometres and 1 kilometre respectively of the southern Precinct boundary.

Bus Services

The Leichhardt Precinct is primarily serviced by a number of bus routes connecting the Precinct to major centres including the Sydney CBD, Campsie, Rozelle, Five Dock, Burwood, Strathfield and Ashfield. Bus routes are accessible from Parramatta Road, Norton Street, Marion Street and Crystal Street as shown in



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November 2016

Figure 64 – Bus services in Leichhardt Precinct

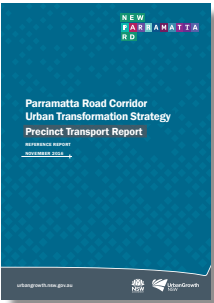


Figure 64

Bus Services

The Leichhardt Precinct is primarily serviced by a number of bus routes connecting the Precinct to major centres including the Sydney CBD, Campsie, Rozelle, Five Dock, Burwood, Strathfield and Ashfield. Bus routes are accessible from Parramatta Road, Norton Street, Marion Street and Crystal Street as shown in **Error! Reference source not found.** The Precinct is currently served by the following bus routes:

- route 370 (Leichhardt to Coogee) travels along Marion Street and Balmain Road
- route 413 (Campsie to City via Ashbury) passes through the Precinct travelling along Parramatta Road providing connections to Lewisham Station
- route 436, 438, 439 and 440 (Five Dock and Rozelle to City via Leichhardt) passes through the Precinct along Norton Street and Parramatta Road
- route 444 and 445 (Campsie to Balmain East) travels through the Precinct from Crystal Street to Norton Street providing connections to Petersham Station
- routes 461, 480 and 483 (Strathfield and Burwood to City – Domain) passes through the Precinct along Parramatta Road.

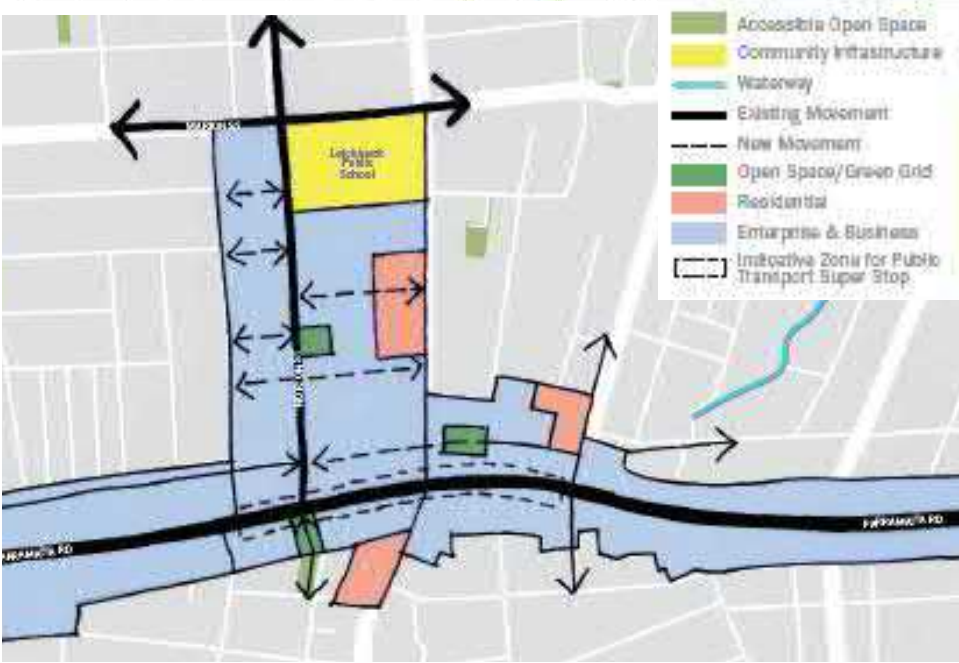


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November 2016

10.3 Future Leichhardt Precinct Character

A vibrant mixed-use entertainment precinct that is a destination for wider Sydney, with retail and residential opportunities creating a rejuvenated and active Norton Street and Parramatta Road.

Figure 66 – Structure plan, Leichhardt Precinct



Existing Walking and Cycling Networks

Paved footpaths are provided on either side of the roads in the Precinct with pedestrian crossings at signalised intersections. However, due to the congested nature of Parramatta Road, the intersections with Norton Street and Crystal Street do not provide a pedestrian crossing on the eastern approach. A pedestrian bridge is provided near the Fort Street High School at Elswick Street, approximately 350 metres west of the Precinct to facilitate the safe crossing of Parramatta Road.

The Precinct is well connected to the existing cycle network with links along Norton Street, Balmain Road and Marion Street. The cycle network mainly comprises of on-road cycleways. There are limited opportunities for cyclists to safely cross Parramatta Road which presents a constraint to links to train stations to the south.

Land Uses

The following important land use directions were identified for the Precinct through the consultation process and supporting technical studies:

- create a truly mixed use Precinct focused around Norton Street
- encourage appropriately scaled infill residential development to attract and retain people in the core of the Precinct.

Place Making

The following important place making opportunities were identified for the Precinct through the consultation process and supporting technical studies:

- capitalise on new transport connections to rebadge and create a new Norton Street identity
- provide a 'Gateway' anchor to Norton Street at Parramatta Road that is mirrored at Marion Street
- identify short to medium term opportunities for new public domain and spaces
- enhance side streets including Thornley Street, Hey Street, Charles Street and Railway Street as public spaces
- improve the amenity and pedestrian priority on Parramatta Road through traffic light phasing, reduced speed limits, increased crossing points, enhanced footpath design, and tree planting in side streets).

Opportunities and Constraints

Through the development of the Precinct Plans, a 'Strengths, Weaknesses, Opportunities and Threats' (SWOT) analysis has been undertaken to guide the scale and form of development.

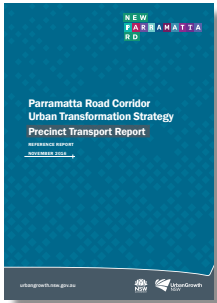
Significant Opportunities

- enhance links to Petersham Station with a focus on north-south connectivity across Parramatta Road and along Railway Street
- provide new areas of public open space within the Precinct
- improve connectivity to the existing active travel network with emphasis on a north-south connection between Petersham Station to connect better to existing leisure routes and the rail station to the Leichhardt Precinct
- introduce new and extend existing east-west aligned laneways (including Dot Lane) to enhance permeability for all modes of travel, provide activate streetscapes and link new developments to public transport infrastructure
- reduce parking rates across the Precinct to capitalise on the strong bus service provision on Norton Street and the rapid bus network along Parramatta Road.

Primary Constraints

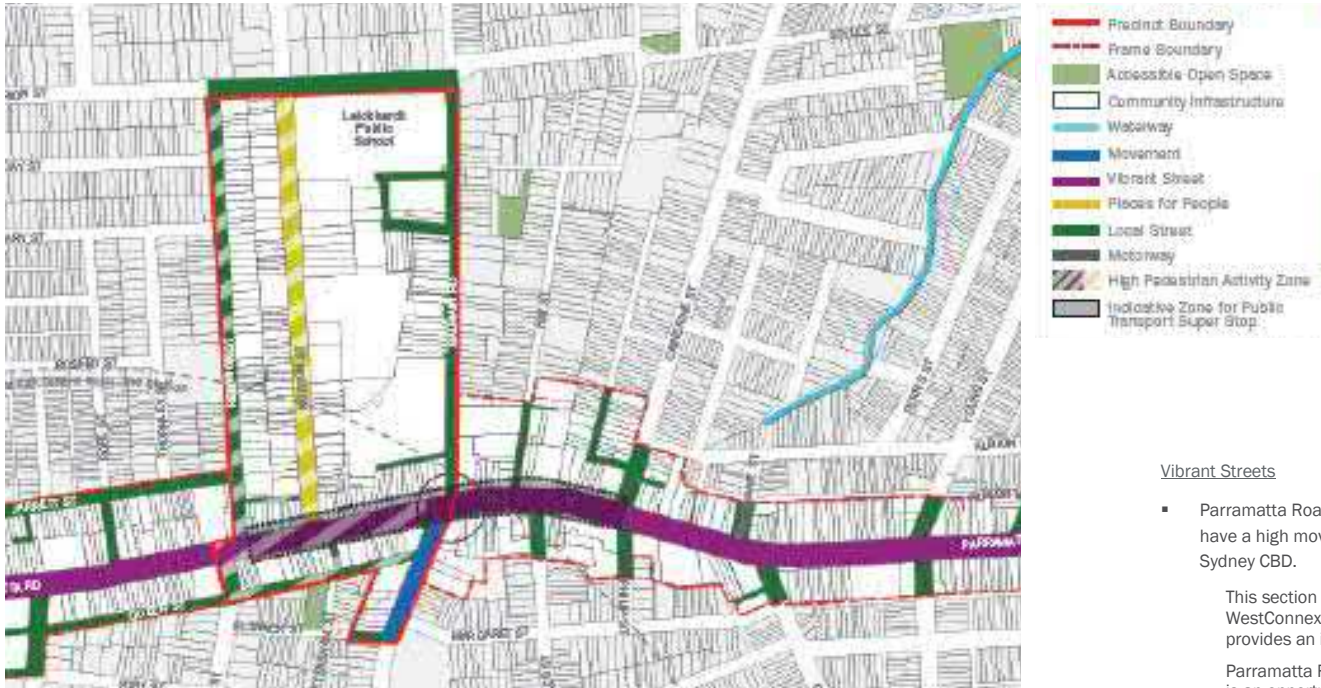
- high traffic volumes along Parramatta Road
- barriers to permeability and space limitations created by Parramatta Road
- a lack of public open space within the vicinity of the Precinct
- the distance between Petersham Station and residents located in the northern part of the Precinct
- low levels of connectivity to adjacent neighbourhoods for non-car modes of travel.

A vibrant mixed -use entertainment precinct that is a destination for wider Sydney, with retail and residential opportunities creating a rejuvenated and active Norton Street and Parramatta Road



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November 2016

Figure 67 – Proposed Movement and Place, Leichhardt Precinct



10.4 Future Transport Provision of Leichhardt Precinct

Proposed Access and Movement Plan

The majority of streets within the Leichhardt Precinct are categorised as Local Streets. These streets are focused on facilitating local access and do not have a high movement or place function. The main street in the Leichhardt Precinct and their categorisation are outlined below.

Movement Corridors

- Crystal Street – Provides a north-south bypass of Leichhardt Town Centre whilst also providing access to town centre parking and a connection to the City West Link in the north and Petersham, Marrickville and Stanmore in the south.
- Johnston Street – provides a north-south connection to the City West Link and Anzac Bridge.

Vibrant Streets

- Parramatta Road – This is the main east-west traffic route through the Precinct and will continue to have a high movement function providing access at either end of the Precinct to Burwood and the Sydney CBD.

This section of Parramatta Road will also see a reduction in vehicle traffic as a result of WestConnex. This, along with the transformed land use and better north-south connectivity, provides an ideal environment for a Vibrant Street.

Parramatta Road will still have high movements for private vehicles and public transport, but there is an opportunity for higher kerbside activity and activated frontages along with connections into a future Rapid Transit stop.

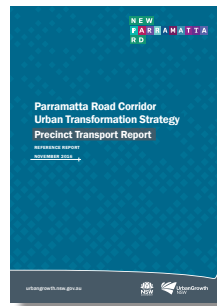
Places for People

- Norton Street – This is the main north-south street with an activate frontage providing access to the town centre.
- All other streets will perform a Local street function.

Future Road Network

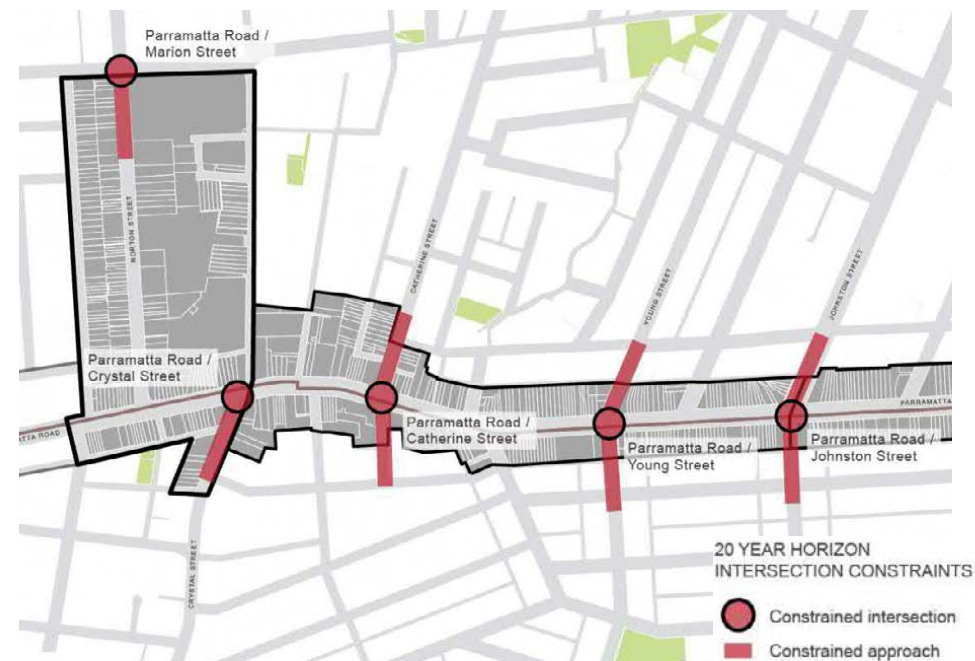
Analysis of the Parramatta Road Corridor traffic model has provided an indication of future traffic performance. The model shows:

- significant delays to the north and south of Parramatta Road on streets that intersect with Parramatta Road, including Crystal Street, Catherine Street and Young Street
- these streets have limited stop-line capacity and low green time; priority is allocated to the through movement on Parramatta Road to maintain east-west coordination
 - overall intersection performance remains acceptable.



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November 2016

Figure 68 – Future intersection constraints, Leichhardt Precinct



Prior to any rezoning commencing, a Precinct wide traffic study and supporting modelling will be required to be completed which considers the proposed land uses and densities, as well as future WestConnex conditions, and identifies the necessary road improvements and upgrades that will be required to be delivered as part of any proposed renewal in the Leichhardt Precinct and Frame Area.

The following Intersections have been identified that will require investigation and likely upgrades or modifications in order to better facilitate future movements in and through the Precinct and Frame Area and should be specifically modelled as part of future rezoning proposals. **The identified upgrades are indicative only and may require alternative solutions.**

- Balmain Road/Parramatta Road – Upgrade intersection to improve pedestrian crossing opportunities.
- Crystal Street/Parramatta Road and Norton Street/Parramatta Road – Right turns from Parramatta Road will require more green time to improve access into the Precinct. These are the only right turn opportunities for several kilometres.

Proposed Public Transport Network

No further changes have been identified in addition to existing and planned public transport in the Leichhardt Precinct. The Parramatta Road Corridor on-street rapid transit project will be the major public transport initiative that will support the Precinct in the future.

Figure 69 – Proposed active transport, Leichhardt Precinct



Proposed Walking and Cycling Networks

New and upgraded walking and cycling links have been developed as part of the proposed active transport network. For walking, key streets are prioritised as strategic walking links where high pedestrian activity is located. These are mostly located on Vibrant Streets and Places for People as identified using the movement and place framework. Additional new links are also proposed to improve permeability and connectivity in the Precinct.

For cycling, greater focus is placed on prioritising strategic links based on connectivity with regional cycling links. New or upgraded cycling links provide and improve this connectivity and close missing gaps in the network.

Prioritised Walking Links

- Norton Street from Parramatta Road to Marion Street.
- Parramatta Road between Renwick Street and Catherine Street.

Desired Through Site Links

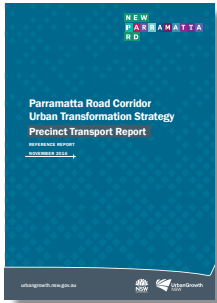
- Renwick Street to Balmain Road.

Proposed Strategic Cycle Links

- reinforcement of existing north-south links on Renwick Street, Parramatta Road and Railway Street, including upgraded crossing of Parramatta Road
- Dot Lane connecting Renwick Street and Albion Street, connecting existing east-west links north of Parramatta Road.

2.9 Parramatta Road Corridor Urban Transformation Strategy Precinct Transport Report - Camperdown

An attractive highly urbanised precinct with high-quality amenity for housing and workplaces, well connected to the surrounding city and park-lands, and focused on a busy and active local centre



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November 2016

Figure 71 – Existing activity centre, Camperdown Precinct



11. Camperdown

11.1 Existing Activity Centre

Camperdown Precinct’s existing activity centre is located on Parramatta Road to the immediate east of Mallet Street. The centre is a relatively small mix of retail shops and commercial premises, supported by other activity centres such as Booth Street, Annandale, Royal Prince Alfred Hospital and Sydney University.

11.2 Existing Travel Patterns and Mode Share

Existing Travel Patterns

A review of the Bureau of Transport Statistics (BTS) Journey to Work (JTW) data from 2011 revealed that more residents of Camperdown Precinct are employed in Sydney Inner City (53 per cent) than any other destination, as shown in Table 84. Public and active transport modes dominate travel to Sydney Inner City due to its proximity to the Precinct and significant provision of bus services to Sydney CBD. There is still a significant level of private vehicle travel for work trips with a 47% mode share. Walking and cycling for work travel is a relatively high 18% combined, possibly due to the proximity of employment and fine grained street network in the Precinct.

Figure 72 – Road network and major connections in Camperdown Precinct

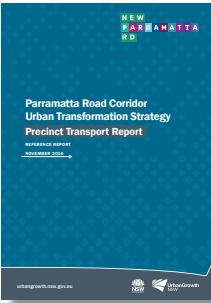


Existing Traffic and Transport Conditions

Existing Road Network

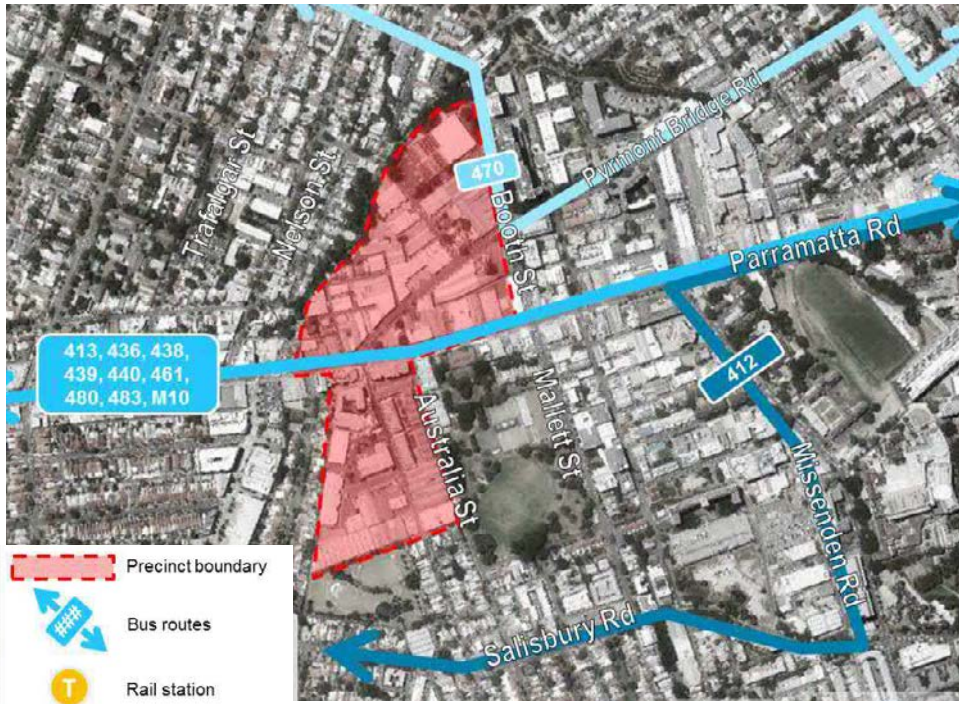
The existing road network in the Camperdown Precinct is illustrated in [Error! Reference source not found.](#), ighlighting the key road connectors within the Precinct including Parramatta Road, Pyrmont Bridge Road and Booth Street.

An attractive highly urbanised precinct with high-quality amenity for housing and workplaces, well connected to the surrounding city and park-lands, and focused on a busy and active local centre



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November 2016

Figure 73 – Bus services in the vicinity of Camperdown Precinct



Existing Walking and Cycling Networks

Paved footpaths are provided on either side of the roads in the Precinct with the exception of laneways. Pedestrian crossings are provided on most of the approaches at signalised intersections. No pedestrian crossing is provided on the eastern approach of the intersection of Parramatta Road / Mallet Street / Booth Street and on the western approach of Parramatta Road / Pyrmont Bridge Road.

Cycle routes within the Precinct are currently limited however the Precinct is surrounded by a number of cycle routes. The majority of the cycle routes are on-road cycleways providing links to number of key areas such as the University of Sydney.

Constraints

Pinch-points of the surrounding road network include:

- narrow roads and laneways with limited north-south movements between both sides of Parramatta Road
- limited capacity along Pyrmont Bridge Road to cater for increasing traffic demands
- limited right turn opportunities along Parramatta Road in both directions, due to right turn restrictions including:
 - vehicles travelling eastbound banned from turning right (south) into Mallet Street
 - vehicles travelling westbound banned from turning right (north) into Mallet Street
 - vehicles travelling westbound banned from turning right (north) into Church Street.

Existing Public Transport Network

Public transport services for the Precinct are based around services along Parramatta Road and Booth Street. It should be noted that there are no rail stations located within convenient walking distance (800 metres) of the Precinct boundary. The nearest station is Newtown Station located approximately 1.3 kilometres south.

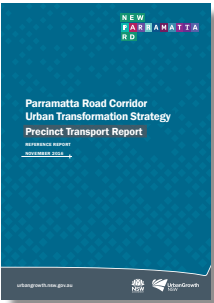
Rail Services

Based on station barrier counts Newtown Station was ranked the 37th busiest station on the Sydney Trains network recording approximately 13,660 entry and exit passenger movements during a typical weekday in 2013 (BTS Train Statistics 2014). Newtown Station is serviced by the T2 Inner West & South Line providing connectivity to the Sydney Trains network.

Bus Services

Camperdown Precinct is currently serviced by a number of bus routes connecting the Precinct to major centres including the Sydney CBD, Burwood and Strathfield. Bus routes are accessible from Parramatta Road and Booth Street as shown in Figure 73. The Precinct is currently served by the following bus routes (operated by Sydney Buses):

- route 412 (Campsie to City) travels along Salisbury Road which is approximately 200 m south of the southern portion of the Precinct
- route 413 (Campsie to City via Ashbury) passes through the Precinct travelling along Parramatta Road
- route 436, 438, 439, 440 and respective limited stop services (Five Dock and Rozelle to City via Leichhardt) pass through the Precinct along Parramatta Road
- route 461, 480 and 483 (Strathfield and Burwood to City – Domain) pass through the Precinct along Parramatta Road
- M10 (Maroubra to Leichhardt), a high frequency and high capacity bus, operates along Parramatta Road.



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November 2016

11.3 Future Camperdown Precinct Character

An attractive highly urbanised precinct with high-quality amenity for housing and workplaces, well connected to the surrounding city and parklands, and focused on a busy and active local centre.

Figure 2 – Structure plan, Camperdown Precinct



Land Uses

The following important land use directions were identified for the Precinct through the consultation process and supporting technical studies:

- prioritise Camperdown Precinct for biotechnology and employment uses that support the growth of the nearby institutions
- reinforce the Layton Street cluster of shops and services as a local centre expanding westwards to Bignell Lane
- focus residential development on students, key worker and affordable housing.

Place Making

The following important place making opportunities were identified for the Precinct through the consultation process and supporting technical studies:

- adapt, retain and celebrate the existing industrial heritage character
- develop Bignell Lane as a lively, fine-grained mixed use area with entertainment and other day/night 'social' uses
- reinforce and provide new opportunities for fine grain through the Hordern Place Industrial Area
- create a greener, friendlier and safer Cardigan Lane as an enhanced north-south walking and cycling spine
- create active streets that connect residents and workers to small, diverse, and highly connected local and regional open spaces.

Opportunities and Constraints

Through the development of the Precinct Plans, a 'Strengths, Weaknesses, Opportunities and Threats' (SWOT) analysis has been undertaken to guide the scale and form of development.

Significant Opportunities

- enhance links to the University of Sydney, Royal Prince Alfred Hospital, Annandale and Newtown
- enhance connectivity to areas of public open space with a focus on Camperdown Park and O'Dea Reserve
- enhance the existing cycle network with improvements to existing infrastructure including connectivity to Johnstons Creek
- reduce the impact of the barriers provided by Parramatta Road and Pyrmont Bridge Road by enhancing connections across these constraints for all modes of transport
- utilise and activate existing laneways to enhance permeability for all modes of travel, provide activate streetscapes (including an enhanced retail centre) and link new developments to public transport infrastructure.
- reduce parking rates across the Precinct to capitalise on the rapid bus network along Parramatta Road.

Primary Constraints

- high traffic volumes along Parramatta Road
- barriers to permeability and space limitations created by Parramatta Road, including the lack of north-south connections across Parramatta Road
- the amenity of the existing streetscape and commercial property frontages
- the distance between the Precinct and Newtown Station
- high demand for on-street parking.

11.4 Future Transport Provision of Camperdown Precinct

Proposed Street Functions

The majority of streets within the Camperdown Precinct are categorised as Local Streets. These streets are focused on facilitating local access and do not have a high movement or place function. The main streets in the Camperdown Precinct and their categorisation are outlined below.

Vibrant Streets

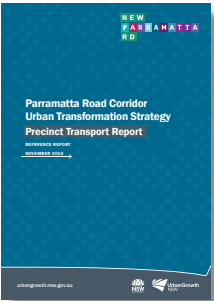
- Parramatta Road – This is the main east-west traffic route through the Precinct and will continue to have a high movement function providing access at either end of the Precinct to Leichhardt and the Sydney CBD.

This section of Parramatta Road will also see a reduction in vehicle traffic as a result of WestConnex. This, along with the transformed land use and better north-south connectivity, provides an ideal environment for a Vibrant Street.

Parramatta Road will still have high movements for private vehicles and public transport, but there is an opportunity for higher kerbside activity and activated frontages along with connections into a future Rapid Transit stop.

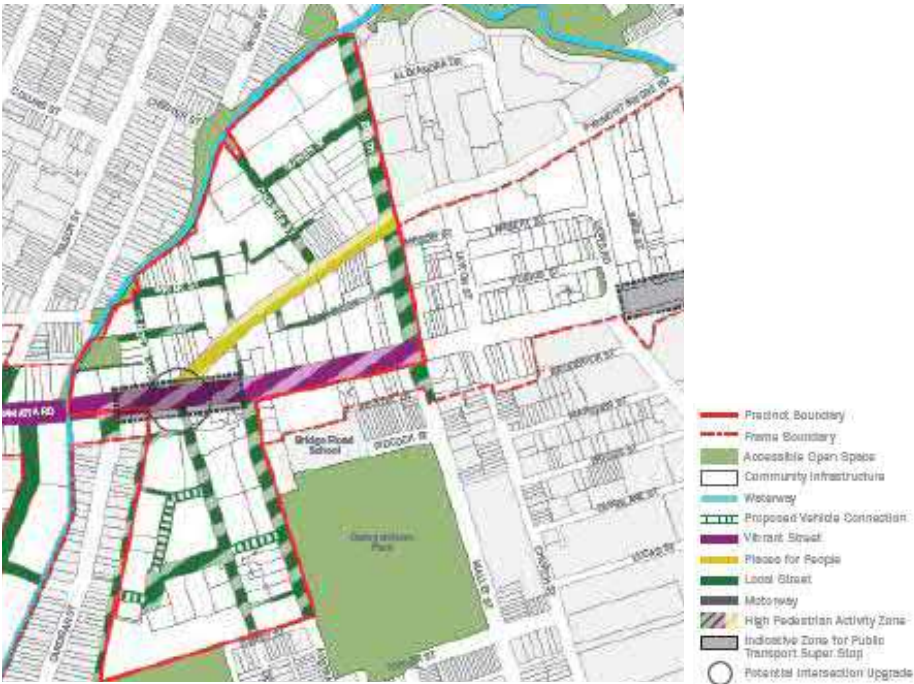
Places for People

- Pyrmont Bridge Road (west of Booth St) – This section has a lower movement function and provides an opportunity for an activated frontage as a Vibrant Street connecting south of Parramatta Road and north into Booth Street.
- All other streets (existing and proposed) will perform a Local street function.



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November 2016

Figure 76 – Proposed street functions, Camperdown Precinct



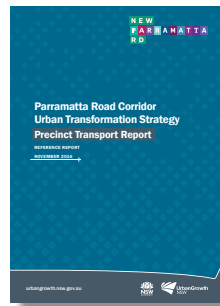
Future Road Network

Analysis of the Parramatta Road Corridor traffic model has provided an indication of future traffic performance. The model shows:

- significant delays to the north and south of Parramatta Road on streets that front on to Parramatta Road, including Bridge Road and Pyrmont Bridge Road
- these streets have limited stop-line capacity and low green time; priority is allocated to the through movement on Parramatta Road to maintain east-west coordination
- overall intersection performance remains acceptable.

Figure 77 – Future intersection constraints, Camperdown Precinct





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November 2016

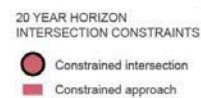
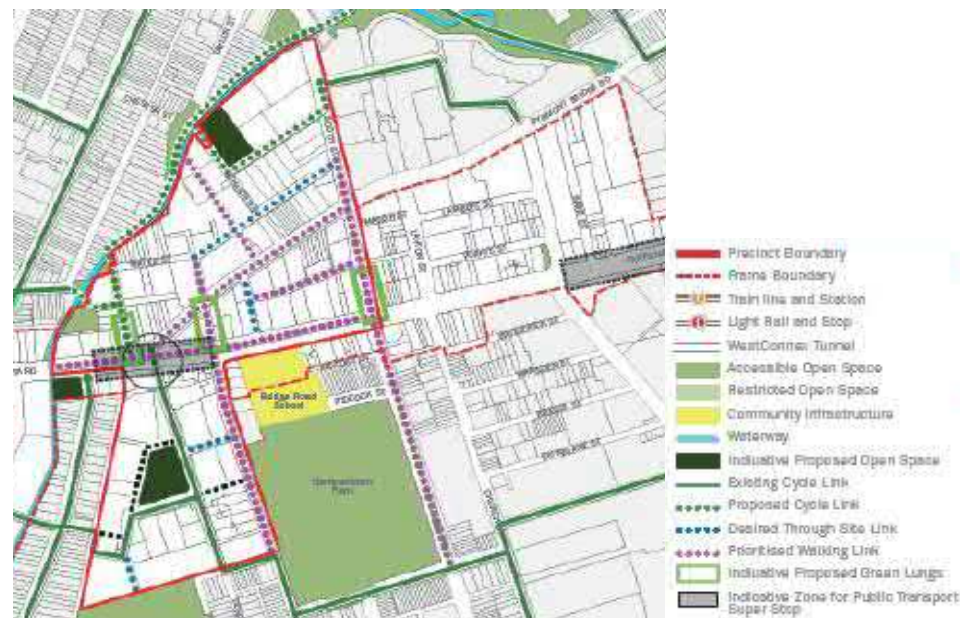


Figure 78 – Proposed active transport, Camperdown Precinct



Proposed Walking and Cycling Networks

New and upgraded walking and cycling links have been developed as part of the proposed active transport network.

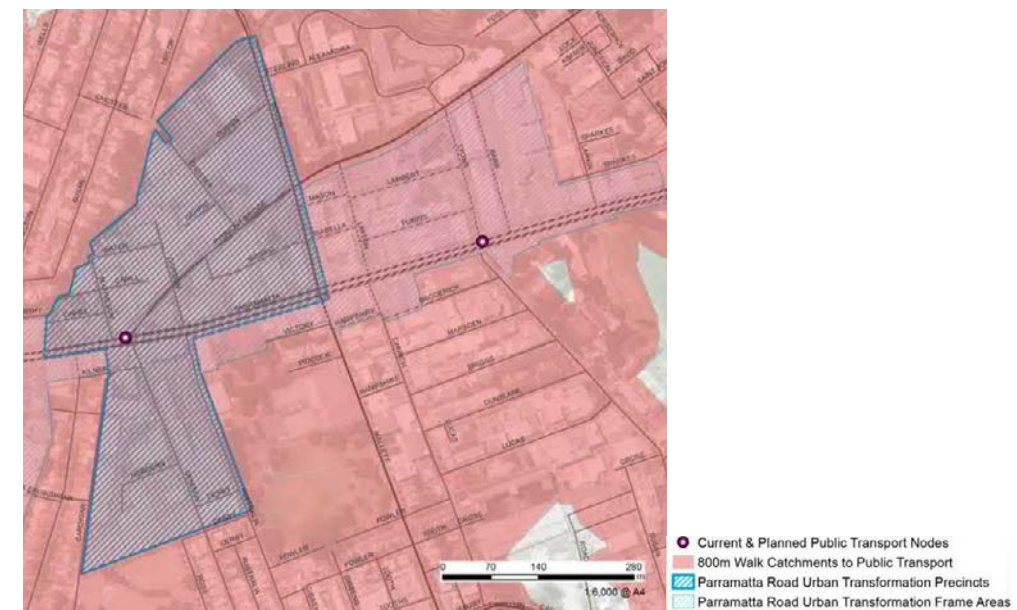
For walking, key streets are prioritised as strategic walking links where high pedestrian activity is located. These are mostly located on Vibrant Streets and Places for People as identified using the movement and place framework. Additional new links are also proposed to improve permeability and connectivity in the Precinct.

For cycling, greater focus is placed on prioritising strategic links based on connectivity with regional cycling links. New or upgraded cycling links provide and improve this connectivity and close missing gaps in the network.

Prioritised Walking Links

- Johnstons Creek to Pyrmont Bridge Road along Chester Street
- Water Street to Booth Street along Gehrig Lane
- Parramatta Road to Pyrmont Bridge Road along Bignell Lane
- Denison Street to Australia Street
- Parramatta Road between Johnstons Creek and Mallet Street
- Mallett Street between Guihen Street and Fowler Street
- Pyrmont Bridge Road between Parramatta Road and Booth Street
- Australia Street between Water Street and Derby Street

Figure 78 – 800m walking catchments to public transport, Camperdown Precinct



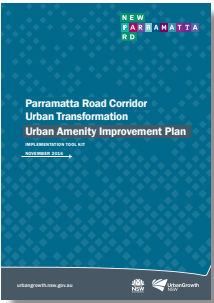
Desired Through Site Links

- Bignell Lane extension

Proposed Strategic Cycle Links

- Pyrmont Bridge Road between Parramatta Road and Mallett Street / Booth Street
- Johnstons Creek from Booth Street to Parramatta Road
- Johnstons Creek from Wigram Street to Parramatta Road along Mathieson Street
- Guihen Street between Johnston's Creek and Booth Street
- Lyons Road between Pyrmont Bridge Road and Parramatta Road
- Missenden Road between Parramatta Road and King Street
- Albion Street to Cahill Street

2.10 Parramatta Road Corridor Urban Transformation Urban Amenity Improvement Plan Implementation Toolkit - Leichhardt



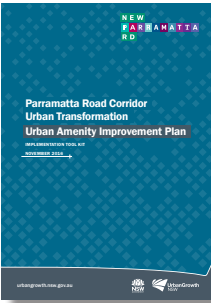
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8. Leichhardt

Leichhardt Precinct Urban Amenity Improvement Works

DESCRIPTION	BENEFITS	DETAILS
<div><div></div><div>Public domain improvements to key north-south streets perpendicular to Parramatta Road including Rofe Street, Renwick Street, Norton Street, Balmain Road, Catherine Street and Crystal Street</div></div>	<p>At present the streetscape within the Leichhardt Precinct is degraded and hostile, particularly for pedestrians. Upgrades to the existing north south streets from Parramatta Road will create a more amenable environment for pedestrians and improve the existing streetscape character.</p> <p>Streetscape improvements include lifting and replacing cracked and uneven footpath pavements, new street tree planting, understorey mass planting, lighting, and new street furniture. This will provide a safer surface for walking and also engender a sense of pride in the appearance of the public domain.</p> <p>New cycleway line marking will also be provided on both Renwick Street, Catherine Street and Balmain Road to create a safer cycling environment.</p>	<ul style="list-style-type: none">200lt street tree plantingNew footpath blisters with trees and plantingConcrete unit paving to footpathsNew street furnitureNew pedestrian smart pole lightingNew cycle path line marking (Renwick Street, Catherine Street and Balmain Road)
<div><div></div><div>New cycle connection along Dot Lane between Norton Street and Hay Street</div></div>	<p>As part of the overall improvement to connectivity a new east west cycleway connection is proposed along Dot Lane between Norton Street, Balmain Road and through to Hay Street through the existing surface carpark. This will improve connectivity and will assist with the future activation of the existing lanes and existing hostile carpark areas.</p> <p>Opportunities for tree planting to provide shade and assist with wayfinding will also be explored.</p>	<ul style="list-style-type: none">New line marking and road paint to delineate cycle pathPartial demolition of walls where required to allow for cycle accessNew ramp to take up grade changes between Balmain Road and Norton Street200lt street tree plantingBollardsResurfacing of asphalt car parks for extent of cycle pathsNew line marking to delineate parking bays
<div><div></div><div>Conversion of Petersham Street to a pocket park between Parramatta Road and Queen Street</div></div>	<p>A new pocket park is proposed in place of the section of Petersham Street between Parramatta Road and Queen Street. This will provide both a pedestrian friendly connection through to Parramatta Road and a much needed area of amenity and respite along an active street.</p> <p>The park is to provide shaded seating spaces amongst planting and new trees, including custom seating, bins, bike racks and pedestrian scale lighting.</p>	<ul style="list-style-type: none">Pocket park = 300m2Removal of existing street and kerb200lt treesMass planting bedsStone pavingNew street furniturePedestrian pole lightingWayfinding signage



2.11 Parramatta Road Corridor Urban Transformation Urban Amenity Improvement Plan Implementation Toolkit - Camperdown

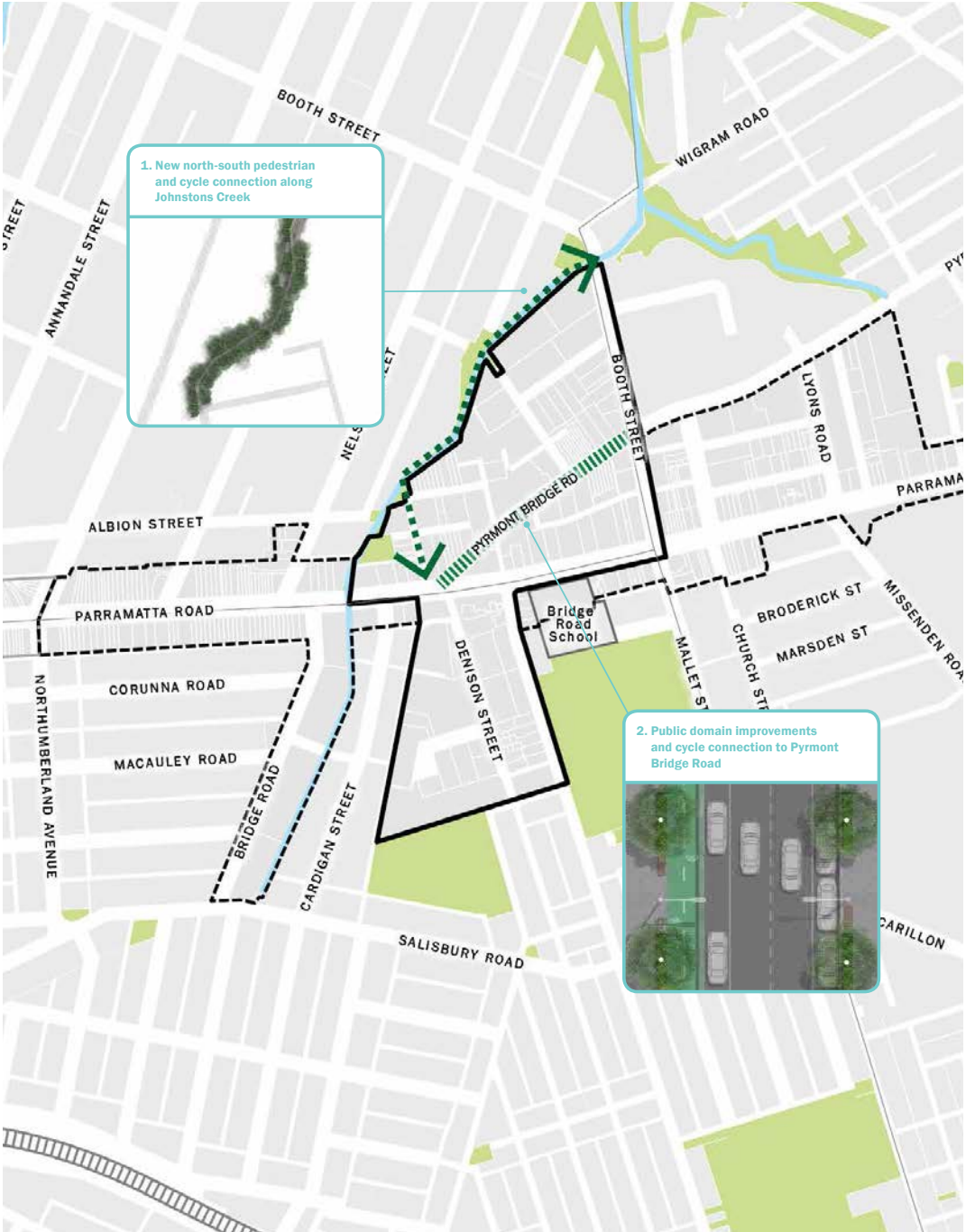


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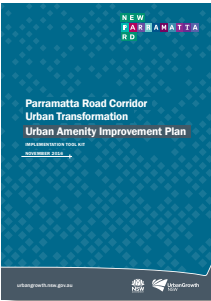
9. Camperdown

Camperdown Precinct Urban Amenity Improvement Works

DESCRIPTION	BENEFITS	DETAILS
 New north-south pedestrian and cycle connection along Johnstons Creek from Booth Street to Parramatta Road	<p>Currently there is a pedestrian connection along Johnstons Creek from Blackwattle Bay which terminates at Wigram Road in Glebe and then along Orphan School Creek to Foss Street. Alternatively there is street access from Hogan Park along Taylor Street that connects across Johnstons Creek to Chester Street over a narrow bridge to Pyrmont Bridge Road.</p> <p>A new shared pedestrian and cycle path is proposed to provide improved connections to Parramatta Road from Booth Street near Badu Park along the western side of Johnstons Creek to Mathieson Street and then on to Parramatta Road. This will significantly improve pedestrian and cycle connectivity to Rozelle Bay and Bicentennial Park from areas south of Parramatta Road in Camperdown and Stanmore.</p>	<ul style="list-style-type: none">Concrete shared path between Badu Park and Chester Street playgroundLightweight cantilevered walkway over the existing channel between Chester Street playground and Mathieson StreetNew line marking and road paint to delineate cycle path along Mathieson Street to Parramatta RoadWayfinding and directional signagePedestrian lighting
 Public domain improvements and cycle connection to Pyrmont Bridge Road between Parramatta Road and Mallett Street	<p>At present the streetscape of Pyrmont Bridge Road within the Camperdown Precinct lacks pedestrian amenity, shade and street furniture. This improvement aims to create a more amenable environment for pedestrians through planting of trees to create shade, mitigate winds and improve visual amenity. The tree canopy will soften the appearance of the road and together with verge planting will better define delineation between built form, public footpath and road carriageway.</p> <p>The footpath paving will be relaid from its existing cracked and broken form to provide a unified and safer surface for walking and also engender a sense of pride in the appearance of the public domain.</p> <p>A new dedicated cycle path is proposed to improve cycle connections along Pyrmont Bridge Road, which will complement the Johnstons Creek connection as a more direct route from Parramatta Road through Glebe and towards Pyrmont.</p>	<ul style="list-style-type: none">Street length = 330m200lt street tree plantingNew mass plantingNew insitu concrete footpath pavement both sidesNew bench seating, bins and bike racksNew 400mm concrete islands to delineate cycle pathNew line marking and road paint to delineate cycle path



2.12 Parramatta Road Corridor Urban Transformation Urban Amenity Improvement Plan Implementation Toolkit - Paving Materials



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November 2016

Appendix 1
Public Domain Kit of Parts

Footpaths and Paving Materials

Considerations

Currently much of the footpath paving along the Parramatta Road Corridor lacks consistency and is in a poor state of repair. In addition to public safety and accessibility issues, this reinforces the perception of a poor quality public domain.

Upgrading pedestrian pavements forms an important part of the UAIP. It is an achievable, cost-effective and relatively quick means of improving the amenity of the Corridor, increasing the quality of the public domain and improving the pedestrian environment. Footpath upgrades can also be rolled out over time along with new development opportunities. The incorporation of stone paving in special places could be considered if additional funding is sourced outside the Program.

Examples of potential materials that could be included are provided in the following images.

Principles

- The following principles have been established for footpaths and paving along the Corridor:
- widen footpaths along Parramatta Road and in side streets where possible
 - provide additional pedestrian crossings on Parramatta Road
 - footpaths to take precedence over vehicle driveways and crossovers in terms of material and levels, where appropriate
 - proposed footpath upgrades should take account of existing / future built form and setbacks
 - proposed footpath upgrades should take account of existing and future public transport provision along the Corridor
 - paving selection and material for footpaths to be appropriate for an urban environment.

Recommendations

- Ensure accessibility, public safety requirements, sustainability and maintenance requirements are addressed.
- Develop a palette that incorporates a hierarchy of paving materials and types.
- Paving materials should use subtle variations in finish and type to celebrate distinct places and interpret heritage, where relevant and appropriate.
- Special places such as high points, creek lines and heritage areas should incorporate interpretive elements and or distinct, high quality paving materials.
- Explore the opportunity of more detail identification and celebration in the village centres with special paving treatments.

Footpaths and paving



Stone Paver



Concrete Unit Paver



Insitu Concrete



Interpretive Inlay



Stone Paver



Concrete Unit Paver



Insitu Concrete



Interpretive Inlay



Stone Paver



Concrete Unit Paver

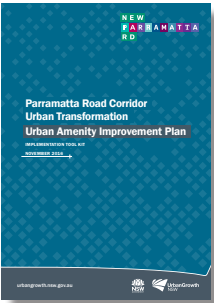


Insitu Concrete



Interpretive Inlay

2.13 Parramatta Road Corridor Urban Transformation Urban Amenity Improvement Plan Implementation Toolkit - Street Trees



Urban Growth NSW
November 2016

Street Planting - trees and other planting

Considerations

Currently the Corridor lacks mature trees and other planting, particularly within the road reserve itself. The planting of street trees therefore forms a major part of the UAIP as it is seen as an achievable, cost-effective and relatively quick means of improving amenity and increasing the quality of the public domain, improving the pedestrian environment and contributing to land value.

Opportunities for tree planting should be explored along the Corridor as a whole. Existing / future verge and footpath widths and setbacks provide less constraints than in the western portion of the Corridor and are therefore considered a tangible opportunity to significantly improve local amenity. Consideration should be given to the most appropriate tree for its specific location and potential long term and future impacts of tree roots, canopy and suitable available soil mass. In the eastern portion of the Corridor where the footpaths are much narrower, a more urban response is proposed. Built form should address the street, and minimum or no setbacks are encouraged. However, opportunities for planter boxes, hanging plants and other forms of planting should be explored.

Examples of potential materials that could be included are provided in the following images.

Principles

The following principles have been established for street planting along the Corridor:

- respond to services and footpath widths while ensuring adequate setback from kerbs and pedestrian circulation space
- respond to built form and awnings to ensure adequate space for the healthy establishment and development
- be cognisant of placement of planting with respect to existing and future public transport provision along the Corridor eg. public transport stops
- ensure adequate spacing requirements for their healthy tree development
- species selection for planting to be appropriate to local conditions, the urban environment, microclimate, soil type and volume.

Recommendations

- Develop a palette of tree species that will support the narrative of the corridor through providing a character transition from west to east.
- Species selection should consider the existing environment and landscape character. Tree species in the west should consist primarily of native and endemic species. A mix of exotic and deciduous species is encouraged to complement the existing tree palette.
- Increase density of planting to align with the proposed density within the villages.
- Encourage supplementary tree planting in setbacks in west to form a dense green canopy and structure to the road, in appropriate locations.
- Constrained areas such as Leichhardt and Camperdown should utilise smaller trees or planter boxes to suit physical conditions of the corridor.
- Special places such as such as high points, creek lines and heritage areas incorporate distinct, feature tree planting.

Trees and other planting



Flindersia australis -
Crows Ash



Agathis robusta -
Queensland Kauri



Fraxinus pennsylvanica -
Green Ash



Waterhousea floribunda -
Weeping Lily Pilly



Angophora costata -
Smooth Barked Apple



Harpulia pendula -
Tulipwood



Acer rubrum -
Red Maple



Platanus x acerifolia -
London Plane



Murraya paniculata -
Orange Jessamine



Pyrus calleryana 'Red Spire' -
Callery Pear

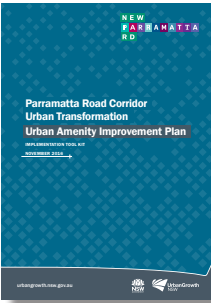


Populus simonii -
Chinese Poplar



Lagerstromia indica -
Crepe Myrtle

2.14 Parramatta Road Corridor Urban Transformation Urban Amenity Improvement Plan Implementation Toolkit - Street Furniture



Urban Growth NSW
November 2016

Street Furniture

Considerations

The Parramatta Road Corridor lacks adequate street furniture and what is present is often in a poor state of repair. This reinforces the perception of a poor quality public domain, giving pedestrians fewer opportunities to visit or stay in the Corridor.

The provision and upgrade of street furniture should integrate with street tree planting and footpath upgrades to improve the amenity of the Corridor and increase the quality of the public domain.

Examples of potential materials that could be included are provided in the following images.

Principles

A hierarchy of street furniture elements is suggested as part of the overall public domain design. A mixture of custom designed furniture supplemented with 'off the shelf' elements should be explored. Potential for a consistent approach to the suite of furniture across the entire Corridor should be explored to provide a unifying set of elements for the public domain.

The following principles have been established for street furniture along the Corridor:

- street furniture provision is to be focused on Parramatta Road and other key pedestrian spaces
- locate street furniture along kerb line within an 'urban amenity zone' - clear of pedestrian circulation space
- locate some street furniture elements, particularly seating, bike stands, drinking fountains etc in side streets, and at key public and active transport nodes
- street furniture selection and materials to be appropriate for the urban environment and to include a 'family' of elements.

Recommendations

- A single suite or 'family' of street furniture elements should be generally adopted for the Corridor as a whole in order to promote greater unity.
- Special places such as villages, activated side streets where appropriate or key crossing points may use their own distinct street furniture, including custom-designed elements.
- Street furniture should be robust and fit for purpose.

Street furniture



Proprietary Bench Seat



Proprietary Seating



Custom Designed Seating



Custom Designed Seating



Litter Bin



Accessible Drinking Fountain



Bollards



Tree Grates



Bike Racks - Group

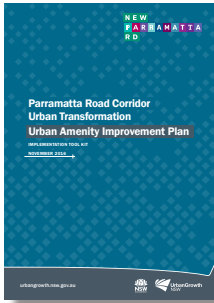


Bike Racks - Multiple



Umbrellas

2.15 Parramatta Road Corridor Urban Transformation Urban Amenity Improvement Plan Implementation Toolkit - Lighting & Wayfinding



Urban Growth NSW
November 2016

Lighting

Considerations

The Parramatta Road Corridor is lit by standard pole mounted street lights of a variety of pole and fitting types. The street lighting is focused roads and vehicles rather than pedestrians. Street lighting upgrades will increase the quality of the public domain and improve the pedestrian environment.

Examples of potential materials that could be included are provided in the following images.

Principles

- Street lighting provision is part of the overall public domain design.
- Ensure the provision of pedestrian lighting as well as carriageway lighting for safety and security.

Recommendation

- A single suite of street lighting should generally be adopted for the Corridor as a whole in order to promote greater unity.
- The provision of feature lighting could be used in certain locations such as the Powells Creek Reserve.
- Explore opportunities for lighting in special places for site-specific interpretation or public art.
- Street lighting selection and materials should be appropriate for the urban environment and use LED lights.

Wayfinding

Considerations

A wayfinding system is a critical tool in communicating a place to its users. The strategy must be both powerful and engaging in order to be successful. Strategies need to consider the varying needs of users and adopt the right medium and representation for the specific circumstances. The way finding and signage strategy should be thoroughly integrated into the design of the public domain.

Examples of potential materials that could be included are provided in the following images.

Principles

- A clear message should be conveyed.
- A strong sense of arrival and welcome should be provided.
- Visitors should be clearly directed to desired locations.
- Interesting and memorable experiences should be conveyed through wayfinding.
- Explore heritage themes and stories.

Recommendations

- Wayfinding devices should appeal and be accessible to a range of users from varied cultural and linguistic backgrounds, and the vision impaired.
- Ensure elements tell the story of the place if appropriate.
- Promote engagement with surrounding areas to maximise usage.

Lighting



Pedestrian scale public domain lighting



Catenary Lighting

Wayfinding

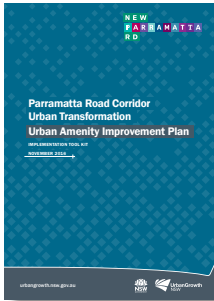


Darling Harbour



Bin Incorporating Signage

2.16 Parramatta Road Corridor Urban Transformation Urban Amenity Improvement Plan Implementation Toolkit - Pedestrian & Cyclist Environment



Urban Growth NSW
November 2016

Pedestrian and Cyclist Safety

Considerations

Pedestrian and cyclist safety is paramount in the design of the public domain. Potential accidents arise from pedestrians and cyclists using both designated crossings (signalised and un-signalised), and attempting to cross roads not in designated crossing places. The public domain can play a role in minimising these risks.

Examples of potential materials that could be included are provided in the following images.

Principles

Principles to achieve greater pedestrian and cyclist safety include:

- Create a legible public domain where pedestrian, cyclist and vehicle priorities are clear.
- Provide suitable barriers to contain pedestrians and cyclists and direct them to designated crossings, where appropriate.

Recommendations

Within the public domain, incorporate:

- sufficient and well located pedestrian and cyclist crossings
- adequate footpath widths
- clear sight lines
- appropriate lighting
- crime Prevention Through Environmental Design (CPTED) principles to provide adequate levels of public security
- passive, pedestrian and cyclist friendly initiatives to mitigate risk. Where appropriate reduce or remove safety fencing and jersey kerbs along roads with more attractive treatments.

Lighting



Pedestrian Crossing - Kings Bay



Separated Cycleway - Surry Hills

Parklets, Footpath Widening, Plazas and Street Closures

Considerations

Parklets, footpath widening, plazas and street closures are small-scale interventions which facilitate the conversion of utilitarian and often underused spaces. These spaces repurpose part of the street into public places for people. They are intended as aesthetic enhancements to the streetscape, providing an economical solution to the need for increased public space. Examples of potential materials that could be included are provided in the following images.

Principles

- Spaces should reflect diversity and creativity of the people within the spaces.
- They support active transport such as walking and biking by creating engaging spaces with adequate pedestrian amenity.
- Catalyse vitality and activity in the village centres and support local business communities by encouraging pedestrians to linger.

- Serve as neighbourhood anchors and destination points - providing spaces for community gatherings.
- Broaden the potential for the public realm to engage and delight while adding much needed open space.
- Celebrate local grass roots initiatives, community building, and sustainable transportation.

Recommendations

- Locate parklets, footpath widening, plazas and street closures in areas of the Corridor that are constrained and therefore have limited public domain enhancement opportunities.
- Utilise these elements to create feature spaces or nodes along the length of the Corridor.

Wayfinding

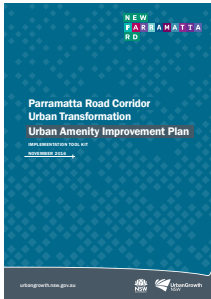


Road Closure, New Zealand



Parklet

2.17 Parramatta Road Corridor Urban Transformation Urban Amenity Improvement Plan Implementation Toolkit - Active Transport



Urban Growth NSW
November 2016

Active Transport

Considerations

The Parramatta Road Corridor lacks strong, well connected and high quality active transport connections from Parramatta to Sydney that are safe and continuous. Active transport includes sustainable travel choices such as walking and cycling that can reduce car dependency, trip lengths and create active walkable communities. A regional approach is therefore important in establishing new walking and cycling links to key transport nodes, open spaces and additions to regional cycle networks. The proposed UAIP works offer the opportunity to provide new or enhanced active transport connections in number of key locations, including the regional cycle way.

Examples of potential materials that could be included are provided in the following images.

Principles

- Active transport should be easily accessible and safe for all users. Improve north/south active transport connections with a primary focus on connections to open space.
- Connect regional active transport corridors, where possible.

Recommendations

- Re-assess on-street car parking to facilitate the new regional cycleway.
- Improve north/south active transport connections to major transport nodes such as Parramatta and Burwood.
- Create active transport connections between Parramatta Road and the Harbour.

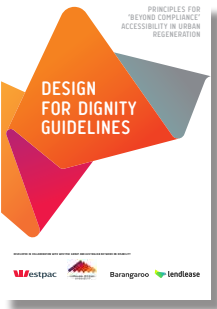
Lightning



Bourke Street, Woolloomooloo



Bourke Street, Surry Hills



Urban Growth NSW
November 2016

The outcome of creating the ‘best places’ means “all people feel equally welcomed, their basic needs are met so that each can work and live with dignity and respect...”¹

INTRODUCTION

Designing for dignity should be part of every urban regeneration project. After all, thriving, vibrant places are the heart and soul of community and citizenship, where all people feel connected and included in all their diversity.

The challenge however is how we, as developers, designers, builders, asset owners and managers can best shift our own ‘ableist’ bias, to integrate into the design and operation phases, a more inclusive view of how people of all abilities access and engage with place, and most importantly, how they can do so seamlessly with equity and dignity.

The ‘Design for Dignity’ Guidelines (Guidelines) are a first step toward this shift, and forms a fundamental part of the voluntary commitment to accessibility and inclusion at Barangaroo South. It is by no means exhaustive. In fact, the objective of this document is to prompt ‘open-source’ contributions to content from a range of voices across the disability community and property value chain.

It is hoped this resource becomes a comprehensive repository of practical information, tips and guides that contribute to ‘best practice’ or beyond ‘DDA compliance’ outcomes for everyone, on any Lend Lease project, and hopefully, an exemplar guide across the property industry more broadly.

STATEMENT OF OUTCOMES FOR ACCESSIBILITY AND INCLUSION AT BARANGAROO SOUTH

In implementing the Guidelines, our ambition is to elicit the following responses from people with a disability when they visit or work at Barangaroo South:

- I feel genuinely welcome
- I can get around easily
- I am part of the community, just like everyone else
- Being here makes me feel good
- There are good opportunities accessible for me here
- My voice is heard and my opinion is valued

STRUCTURE OF GUIDELINES

This document is divided into 5 sections:

Section 1: Background Context

This section outlines the context for Lend Lease and the Barangaroo South Project’s commitment to accessibility and inclusion, defining ‘disability’, providing an overview of key regulatory frameworks, and summarizing the stakeholder engagement approach.

Section 2: Functional Elements of Dignified Access - Case Study: Westpac Group

This section outlines ‘beyond compliance’ suggestions for safe, dignified, equitable access by functional space element. The fitout for Westpac Group’s commercial spaces in Tower 2 at International Towers Sydney is used as a case study of best practice inclusive design.

Section 3 Case Study: Public Domain, Barangaroo South

This section provides a summary of key issues raised in the consultation with disability stakeholders regarding the design and operation of the proposed public domain space Barangaroo South.

Section 4 Case Study: Proposed R7 Building – Barangaroo South

This section provides a summary of issues raised for ensuring safe, equitable, dignified access for the proposed R7 building at Exchange Place which will be a mixed commercial space.

Section 5: Notes and References

This section provides a listing of resources and references.

Disclaimer: These guidelines are for information purposes only. Advice on the material contained in this document should be independently sought from a DDA design expert.

Workplaces of the future will need to contemplate appropriate and flexible physical and cultural amenity.

COMMUNITY AND GOVERNMENT RESPONSE TO DISABILITY IS GAINING GREATER PROFILE AND VISIBILITY.

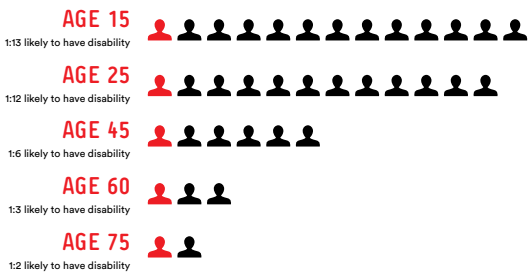
In Australia, the Commonwealth government has a ten-year strategy in train¹⁷ to improve the participation of people with a disability and their carers, in the community and economy, and ensure appropriate support is in place for better quality of ‘whole-of-life’.

In addition, the staged rollout of the National Disability Insurance Scheme - a funding reform will see the government fund long term care and support for almost half a million Australians with a disability or mental illness by 2019¹⁸.

Local governments¹⁹ and government departments across Australia are also developing strategic responses to accessibility and inclusion²⁰ within their immediate communities to improve program and service delivery, as well as enable citizenship and advocacy for people with a disability and their carers.

In parallel, the federal government cost of providing pension support for an increasingly ageing population with an extended life expectancy, may no longer be as sustainable.

The graph below²¹ shows how the probability of disability increases with age, from 1:13 chance at age 15 to 1:2 chance at age 75:



Older Australians will be expected to work longer²², and reviews are in train to reduce barriers for older people participating in the workforce or other productive work²³.

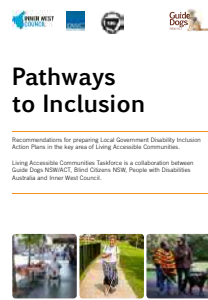
Workplaces of the future will therefore need to contemplate appropriate, flexible physical and cultural amenity.

These demographic factors have significant implications for how we design and build future urban communities, and how those spaces can support more inclusive workplace cultures.

Urban regeneration developments in particular, will need to be far more amenable to a more diverse workforce and be more universally configured to facilitate broader sourcing of workforce productivity.

Integrating accessibility and inclusion principles at the early stages of design and masterplanning of developments should therefore be an essential step, shifting away from solely compliance-driven approaches and the often, more expensive retro-fitting solutions implemented as an afterthought, during later stages of development.

It also makes good business sense to attract as many people as possible to those developments. Thriving people places reinforce stronger rental income streams and asset values, and an overall competitive advantage for the developer and asset owner.



Urban Growth NSW
November 2016

Introduction

Liveable, accessible communities and environments are communities that include everyone and enable people to move safely and independently. Liveable, accessible communities are essential to ensuring equitable opportunity for people with disability to confidently and safely participate in education, employment, sporting, cultural and social activities.

We recognise significant consultation has occurred during the production of the 2015 Local Government NSW's, 'NSW Disability Inclusion Access Planning Guidelines'¹ and for the Australian Local Government Association's 'Disability Inclusion Access Planning – a Guide for Local Government'² (the Guidelines).

Those Guidelines "provide Local Government with the necessary tools to develop a stand-alone Disability Inclusion Action Plan (DIAP) or to undertake a disability inclusion action planning process that is delivered through their Integrated Planning and Reporting (IP&R) framework. Whatever the choice, councils must show that people with disability have been regularly engaged and that inclusion is effectively delivered."³

Guide Dogs NSW/ACT, Blind Citizens NSW, People With Disability Australia and Inner West Council have collaborated to undertake consultation and research to provide practical

advice which will assist Councils to develop and implement their DIAPs and monitor practical outcomes to make their local communities accessible. In their continued advocacy roles, often providing advice to State and Local Government, the consultation process administered by the NGO's identified practical access issues encountered by almost 500 people with disability with commonalities across many local government authorities.

The following recommendations have been informed by the substantial specialist expertise imbued within Guide Dogs NSW/ACT's Orientation and Mobility Specialists & Access Consultants, People With Disability Australia, Blind Citizens NSW and Inner West Council Access and Inclusion staff, advising on local government inclusion planning. This combined knowledge and expertise, as well as the survey outcomes have resulted in a practical supplement to the thorough Guidelines that Councils are already using as a reference guide.

It is acknowledged that there have been activities, strategies and measures already put in place by Councils. Considerable action has been taken to date to improve infrastructure, policy, enforcement, maintenance and regulation. However, there continue to be barriers to access that have been identified through our consultation and this document attempts to address these issues as they relate to Liveable Accessible Communities.

Guide Dogs NSW/ACT

Kerb Ramps and Road Crossings

Misaligned Kerb Ramps

Kerb ramps that are not directly opposite each other on either side of the crossing are dangerous and disorienting for those with mobility difficulties. Aligned kerb ramps allow for quick passage across the crossing, reducing the amount of time spent on the road. A diagonal crossing increases the amount of time spent on the road. When a kerb ramp is not predictably in the corresponding position on the other side of the road, those with vision impairment also increase their time spent on the road searching for it. Aligning kerb ramps should be considered when designing and constructing crossings.

Blended Kerbs

Blended kerbs refer to those areas where the road and footpath are at grade, that is, there is no kerb ramp or change in gradient to indicate the demarcation. These kerbs are undetectable for those travellers using a long cane and difficult for a Guide Dog to determine as a road crossing. As such, these travellers may unwittingly find themselves on the road with no notice. Where provided, these crossings should be clearly marked with warning tactile ground surface indicators.

Kerb Gradient

Kerb gradients that are too steep can be difficult to negotiate for travellers who use wheelchairs, older people and those with other mobility difficulties. When the angle between the road and the kerb is too steep, therefore making the kerb ramp unusable, it may mean that the pedestrian is unable to exit the road or enter the footpath.

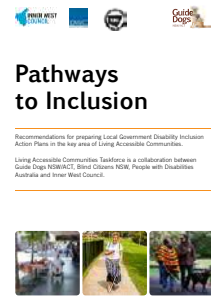
Conversely, kerb gradients that are too shallow are difficult to detect for travellers using a long cane. Kerb ramps need to be designed in accordance to current RMS guidelines. Those with a gradient less than the prescribed guidelines should have warning tactile ground surface indicators in the absence of any other detectable cues.

What can Councils do?

- Provide for aligned kerb ramps in the urban planning process.
- Where blended kerbs exist, install warning tactile ground surface indicators.
- Install kerbs as per the RMS guidelines or modify through reconstruction or installation of tactile ground surface indicators where appropriate.
- Check and review progress with users on a regular basis to measure improvement and identify priority areas. Develop your own KPIs and service standards that address these action items and are appropriate to the area.



Guide Dogs NSW/ACT



Urban Growth NSW
November 2016

Footpaths

Overwhelmingly the greatest access concerns reported from respondents attributed to footpath use, whether it be the state of the footpath, lack of footpath or obstructions on the footpath or into the path of travel, both temporary or permanent.

All pedestrians rely upon the ability to travel safely from A to B, to ensure that they can stay active and independent. People with disability rely on being able to travel safely to their destination.

People with vision impairment cannot usually see the hazards and risks in their path, so it is vital that Council understands pedestrian needs in order to reduce risk of injury when travelling on footpaths. It is also important to understand that a person using a cane may not detect the hazards or risks in their path. A person with low vision may not see the hazard. A person using a Guide Dog may be taken off the path to avoid the hazard. A person with mobility difficulties may be unable to safely navigate the path if it is blocked/obstructed or poorly maintained.

When an uneven footpath or obstruction is encountered, a person must:

- recover from the unexpected shock
- find their way around the hazard, which can force them into another hazardous situation
- relocate their path
- re-establish their direction
- continue on their journey with trepidation until their next encounter with a hazard

In order to help reduce the incidence of this happening, a few simple actions can make a big difference. We have attempted to address this under the section, **“What can Councils do”**.

Lack of Footpath

Lack of footpaths was found to be a notable barrier to safe or effective travel. It is difficult to maintain orientation when there is no distinct pathway. Pathways are also essential for pedestrians who use wheelchairs or scooters, those with an ambulatory disability and those pushing a pram.

With only one footpath on one side of the street, it means that pedestrians have to cross the road to continue to use the pathway, often at an unsafe and inaccessible location.

The more a person has to deviate from the desired line/direct route the more energy is required. Everyone has different fitness and fatigue levels. If the person has a chronic health condition and/or a disability the extra distance could be the deciding factor on if the person is able to continue the journey.



Uneven Footpaths

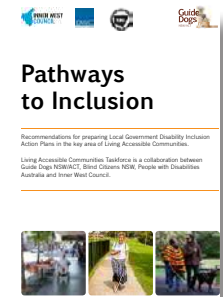
Uneven footpath surfaces were consistently noted as one of the most problematic and frequently encountered issues that impacts the respondent's mobility. This arises often because of poor maintenance, less than ideal design or surface material and is sometimes due to incorrect installation.

- Uneven footpaths present as a trip hazard, which can lead to falls and significant injuries
- Raised edges or sections of footpath can cause a person's foot to catch
- Lowered or eroded sections may lead to a person stumbling or turning an ankle
- A footpath that is undulating can be hard to recognise visually and can cause jarring and discomfort. This also affects people who are older, those with balance impairments and people using wheelchairs.

An uneven ground surface can result in trips and falls for those with vision impairment and ambulatory disability and poor access for those using wheeled devices. Falls can occur for wheelchair users when the irregularity or sudden level change impairs the motion of the mobility device, particularly those with smaller front wheels. When even small irregularities occur, the momentum of the device is destabilised and can result in the user being thrown from the chair.

Uneven footpaths need to be repaired when there is an alert or identified through regular footpath audits. Causes of irregular footpaths such as tree roots, sunken services access, temporary repairs that leave inconsistent surface levels or soil erosion should be monitored to ensure they are not causing damage and present a safety hazard.





Urban Growth NSW
November 2016

Shared Pathways and Shared Zones

Shared pathways refer to those areas used by pedestrians as well as bicycles.

Pathways that are designed to address the competing requirements of pedestrians and cyclists have features that make it difficult for those with a disability.

Bicycles, which are silent by nature, can be difficult for those with a range of vision impairment to detect and to accurately judge the amount and direction of bicycle traffic. This is of particular concern when using a shoreline to maintain orientation and, if using this shoreline, it means that the pedestrian could be travelling against the flow of bicycle traffic.

Signs and painted pavement markings that indicate that a footpath is a shared pathway are not accessible to those with vision impairment so these pedestrians may not be aware they are traveling in such a zone.

Shared zones are those areas that are shared by pedestrians, bicycles and cars.

We believe that clear markers, (other than signage) are necessary to indicate the existence of a shared zone, especially to designate the delineation between road and footpath. In the absence of other indicators such as a kerb or change in gradient, it can be particularly

dangerous for people with impaired vision to know if they are on a footpath or in the path of a car.

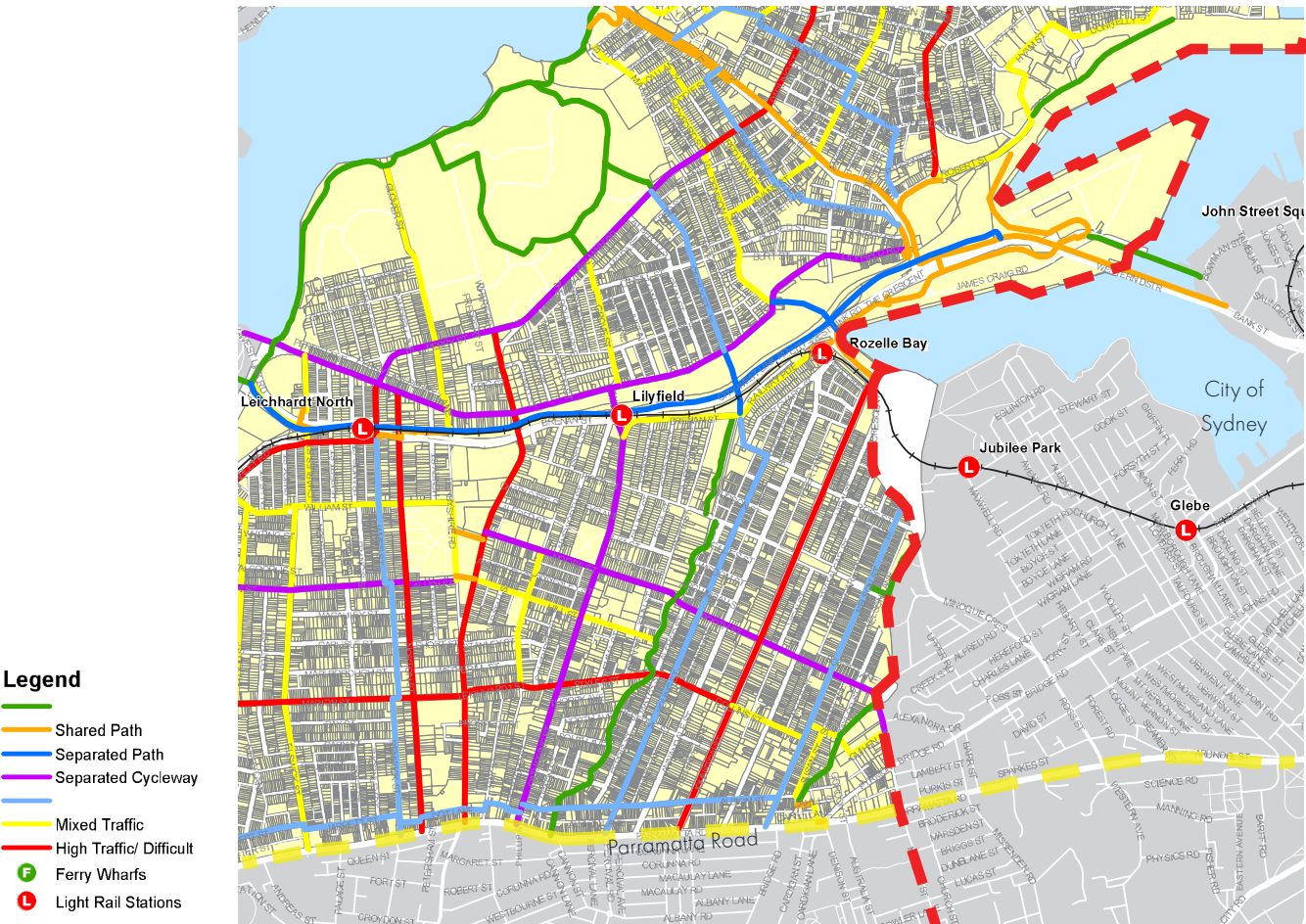
Shared pathways and shared zones present risks and dangers to pedestrians with disabilities and should be avoided where other traffic management strategies can be implemented to achieve the same aims.

What can Councils do?

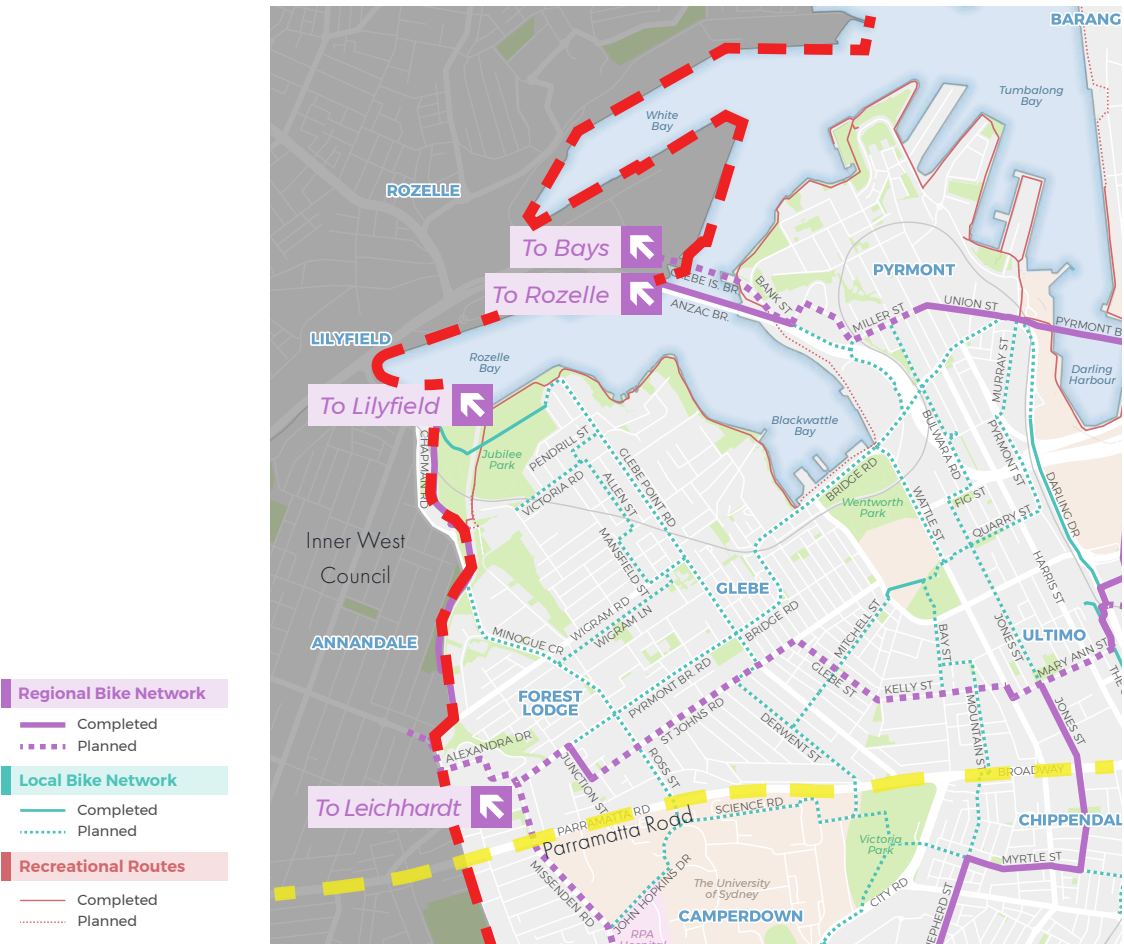
- Paths are clearly separated between pedestrians and cyclists.
- Shared zones are clearly marked with tactile ground surface indicators where necessary.
- Explore alternative traffic management strategies other than shared pathways and zones.
- Check and review progress with users on a regular basis to measure improvement and identify priority areas. Develop your own KPIs and service standards that address these action items and are appropriate to the area.



Pathways to Inclusion



Leichhardt Bike Plan - Typologies



City of Sydney Cycling Action Plan



Committee for Sydney
March 2019

Recommendations

Free to Be gave women, including young women, an opportunity to identify and share public spaces that make them feel unsafe and uneasy, or happy and safe. It empowered them to call out unsafe experiences and identify spaces where change needs to occur.

Some respondents offered ideas to change the situation:

I wish the police or government would listen to women's stories and do something about this place. (Belmore Park, Anytime, 25)

After 10pm it would be great to have staff that could make younger girls feel safer in this area. There is an uncomfortable feeling if you are a woman that is by herself or even in a pair. Having staff or volunteers that would show their presence and be able to take initiative if men leer or make girls feel unsafe. Especially nightriders. (Railway Square, Late night, Age 24)

To improve safety at night-time in Sydney, the research suggests that there must be better consideration of the varying experiences of different groups of night city users when planning and designing venues, policy and projects. This research also reveals that it is likely that the experiences of women in the city at night are not well factored into decisions that affect the urban environment – this must be changed at all levels of government as well as in decisions made by individual businesses.

Street harassment is interconnected with other forms of gender-based violence and abuse. It is important to recognise that the efforts suggested here must complement and work alongside efforts to tackle gender-based violence more broadly, including those aiming to change community attitudes towards violence, and respectful and ethical relationships education. In particular, gender-sensitive design practices and strategies have been shown to be successful in making spaces safer for all.

Cultural change

While there are some useful interventions that can be made in relation to how we design and manage public space, or how we create safe venues and improve response and reporting, these are dealing with the symptoms of a larger underlying issue – men's attitudes towards women and other disadvantaged

groups. We must redouble our efforts to change a culture that allows men to think that harassment and assault are acceptable.

Without addressing gender norms and power relations to create a societal and cultural shift, even implementing every one of the interventions below will not solve this problem.

Women's voices

Consistent across many of the issues this paper has identified is an ongoing lack of women's perspectives in how we plan and manage public space. It is a simple fact that women, especially young women, are generally not included in conversations about the shape of our city.

We must work to strengthen girls', young women's and women's agency over decisions that affect them, and specifically their ability to fully participate in public life.

To address this, Local and State Government should apply a 'gender lens' to all considerations of changes to the city – developing policy in consultation with young women and experts in gender-based safety/city-planning.

This includes any future night-time entertainment related policy such as future reviews of the lockout laws or the recently considered City of Sydney draft planning controls for late night trading.

Businesses can also benefit from applying this approach to consulting with their staff. For instance, engaging with female staff on operational changes that would affect work hours, location, office layout and access.

Specific recommendations:

NSW Department of Premier & Cabinet and Women NSW

- Fund public education campaigns targeting cultural change, especially with regards to:
 - Bystander tactics.
 - What sexual harassment is and its deleterious, lingering impacts on women.



- Develop a more sophisticated mechanism to encourage reporting of both 'minor' and 'serious' incidents. This may appear as a mobile-friendly version of the *Free to Be* app. Given current low levels of reporting, this should be accompanied by campaigns encouraging women and others impacted by harassment to report, and the implementation of training to officers who would respond to these reports.³²

Local government

- Use data collected from women (through new online reporting mechanisms or advisory groups) to identify problem areas. When designing public spaces, specifically aim to address these issues.
- Audit the appropriateness of lighting and other design features that contribute to safety across local government areas, giving priority to places considered 'hot spots' on the *Free to Be* app. Engage with girls and women to unpack how items such as street furniture can improve safety and reporting through technology like phone charging or emergency call buttons, and embed these requirements in the procurement process.

NSW Department of Planning and Environment

- Develop design guidelines for public space that improve safety. This should draw on research on both gender-sensitive design and programs such as Queensland Government's Crime Prevention through Environmental Design guidelines.³³

Transport for NSW

- Audit the appropriateness of lighting and other design features that contribute to safety around public transport nodes. This should include not just the stations or stop itself, but the areas around it. With identified problem areas, fund a 'Black Spot'-style program to address the most problematic areas immediately.

³² The British Transport Police 'Report it to stop it' campaign provides a good example here.

³³ Queensland Government 2007, *Crime Prevention through Environmental Design*, <<https://www.police.qld.gov.au/programs/cscdp/safetypublic/documents/cptedparta.pdf>>.

- Where possible, increase the availability of public and other transport in the city at night to reduce long wait times and increase the number of physical staff on night-time services, stations, platforms and waiting area.
- Considering the significant amount of construction underway in the city and its impact on the public realm, assess the impact of hoardings, street closures and other construction impacts on women's safety through reduced lighting, surveillance and visibility. Invest in design features that increase lighting and/or sightlines to reduce this impact.

Major employers

- Based on the understanding that safe, happy staff are central to the success of an organisation, survey your staff, especially junior female staff, on their experiences commuting to and from work.
- Use this information to develop 'safe travel to work' programs with staff.
- Where concerning hot-spots of areas of repeated negative experiences exist, use this information to advocate to government to fund well designed, well-staffed transport options for staff to feel and be safe travelling to and from work.
- Male Champions of Change should champion this program internally to Human Resources departments as an important step in improving staff wellbeing.

Night-time business and industry

- Train venue staff to recognise sexual harassment when it occurs, to act as positive bystanders, and to respond appropriately to any reports made.³⁴ This could include the roll out of programs such as 'Ask for Angela' in more suburbs across Sydney.

³⁴ There are already examples of such training that has been implemented in Australia and internationally, such as the Good Night Out campaign developed by anti-street harassment group *Hollaback!* in the UK, the 'Safe Bars' initiative implemented in the United States, and the current Victorian government 'Taskforce on Sexual Harassment and Assault in Live Music Venues', which is currently piloting and evaluating venue training and promotional materials.

A3. Site Analysis

3.1 Extended Context Analysis

Public Transport Network

The project site is served well by the existing public transport network.

Leichhardt Precinct:

This precinct has plentiful north-south and east-west bus connections.


The immediate area has two north-south bus routes across Parramatta Road which provide access to Petersham train station to the south. Parramatta Road has numerous buses which provide access east to the city network and west to Summer Hill light rail station.

Camperdown Precinct:


Parramatta Road bus routes also provide this precinct with numerous connections east-west.

There are no bus service routes which use Pymont Bridge Road.


Legend




Bus Stop




Train Station




Train Line




Light Rail Stop




Light Rail




Bus routes



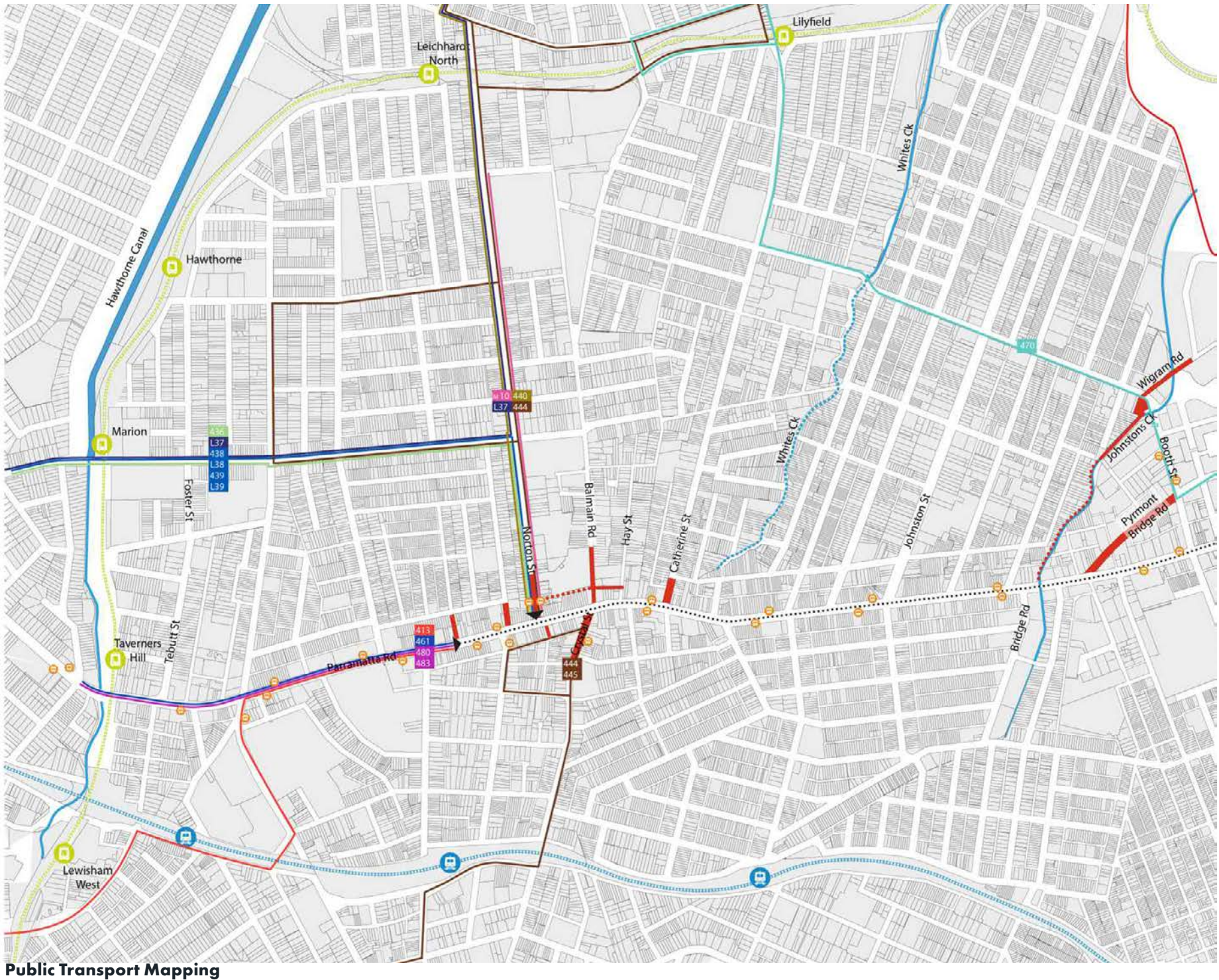
Project Sites



Waterways
(tunneled & open)



Body of water



Active Transport

Cycling

The Precincts are well connected with an existing cycle path network available north-south through both Precincts.

While the north-south links are largely in place they need formalising further at all junctions with Parramatta Road and cycle connections across this road requiring strengthening.

Cycle paths east-west have some gaps in the network, Dot Lane being one of the most significant. This is a focus for masterplan proposals for Leichhardt Precinct.

A concept for recreational routes north-south is based upon the district Three Creek network of Hawthorne canal, Whites Creek and Johnstons Creek. The route along Johnstons Creek is a focus for these masterplan investigations in Camperdown Precinct.

Walking

A 400m walking radius shows Petersham train station to fall just outside this zone, although is understood to be a popular destination for commuters in Leichhardt Precinct.

Legend



Train Station



Train Line



Proposed 3 Creeks cycle network concept



400m walkable area



Adopted cycle way network



Separated Cycleway



Shared Path



Bicycle Boulevard



Mixed Traffic



Recreational



High Traffic/Difficult



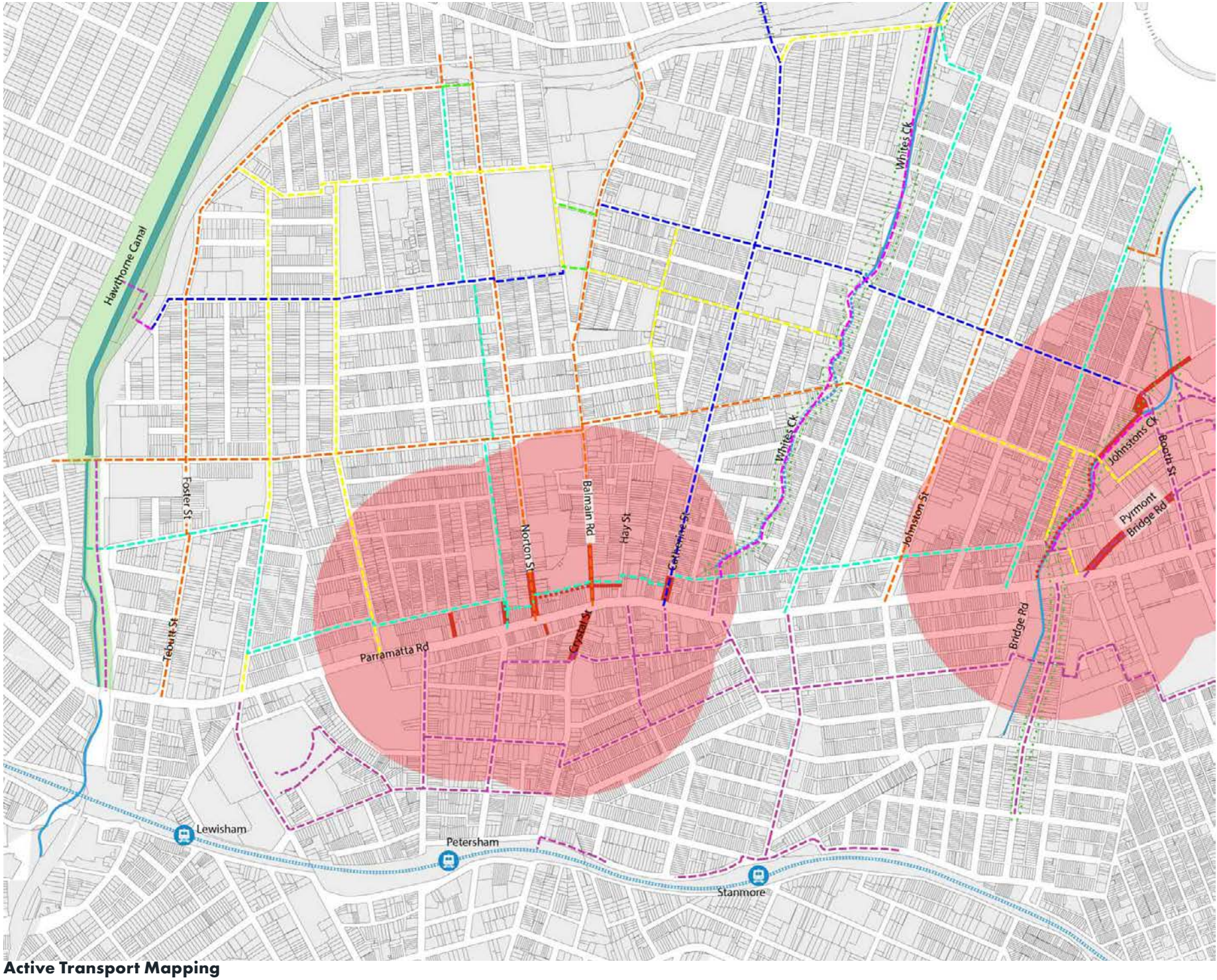
Project Sites



Waterways (tunneled & open)



Body of water



Open Spaces & Waterways

There are a number of existing open spaces around the Precincts of various sizes, with the potential for district connections through recreational connections along the local waterways.

This has become known as the Three Creeks concept of recreational trails along Hawthorne Canal, Whites Creek and Johnstons Creek.

Leichhardt Precinct:

Open spaces are limited to pocket parks within the Precinct areas. This identifies the importance of the opportunity for maximising recreational spaces within streetscape environments where possible.

Camperdown Precinct:

Camperdown Precinct study area has a notable large open space, Camperdown Park in close proximity to Pyrmont Bridge Road.

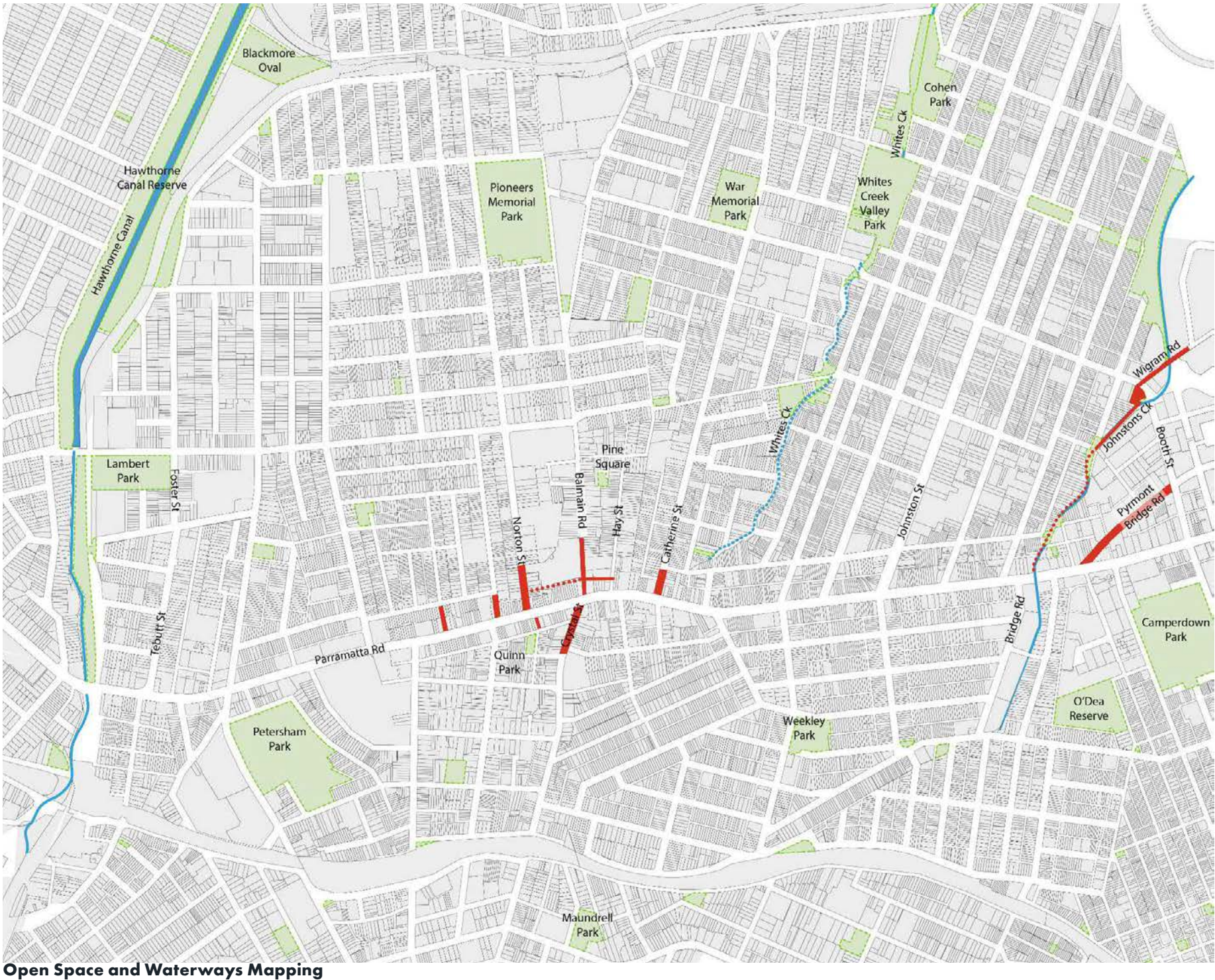
Legend

Park Reserve

Project Sites

Waterways
(tunneled & open)

Body of water



Schools and Commercial Areas

These are district and neighbourhood destinations.

Both Leichhardt and Camperdown study areas show a significant presence of educational facilities including infant, primary, secondary schools and a TAFE institution.

Each Precinct has a dominant retail/ commercial zone.

Leichhardt precinct has Norton Street as a continuous significant provision with 2 large district destination retail hubs and a continuous street frontage presence. Pyrmont Bridge Road in Camperdown Precinct has a number of commercial service providers.

Parramatta Road has a continuous retail frontage throughout both Precinct study areas.

Legend

400m Walkable Area

Town Hall

PO

Shopping Centre

Shopping Centre

Commercial Strip

Schools

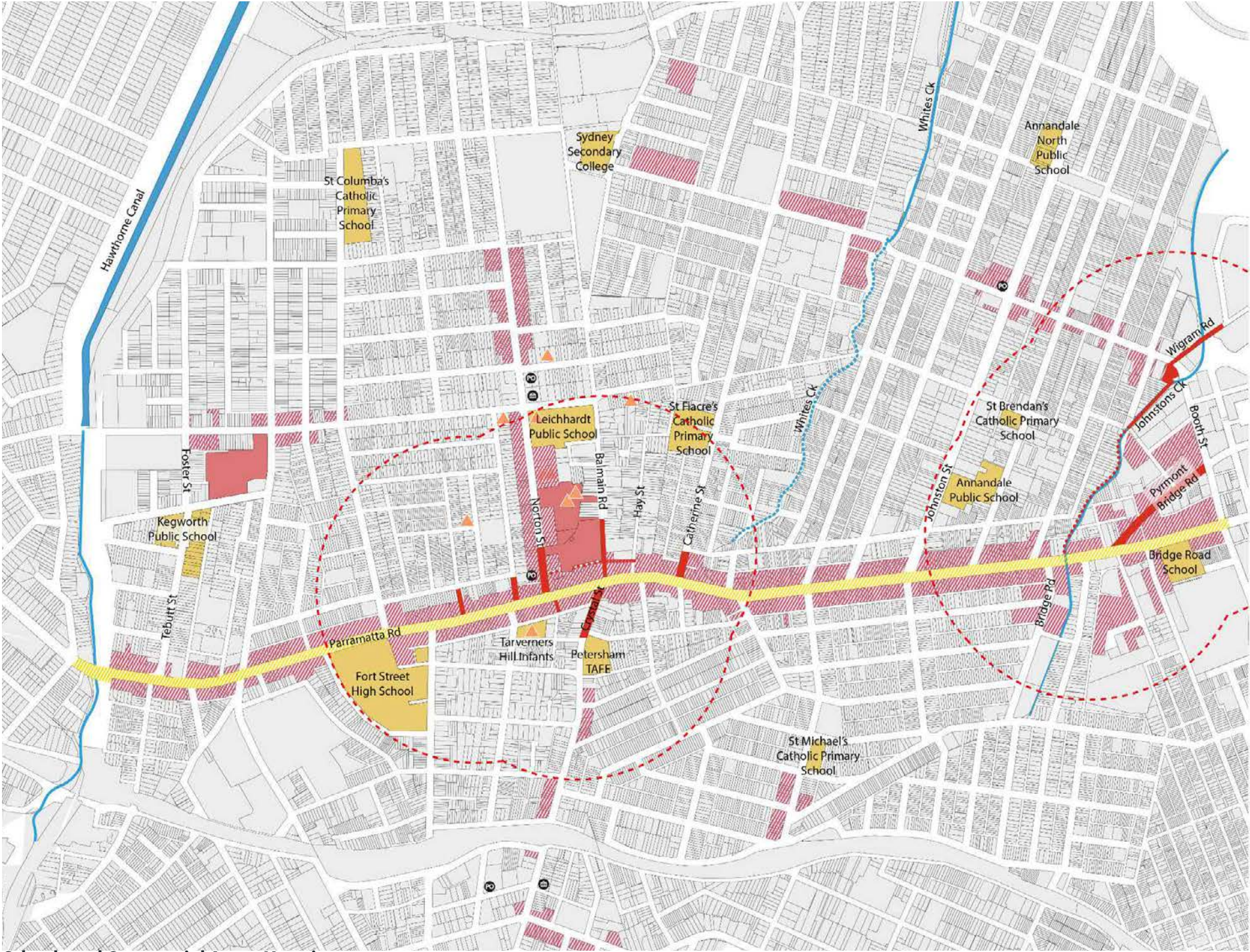
Childcare Centres

Parramatta Rd Corridor

Project Sites

Waterways (tunneled & open)

Body of water



Schools and Commercial Areas Mapping

Road Network

State roads are highlighted on this diagram. State roads which are part of these proposals are:

- Norton Street
- Crystal Street
- Balmain Road
- Pymont Bridge Road

Council Roads which are part of these proposals are:

- Rofe Street
- Renwick Street
- Petersham Street
- Catherine Street

Legend

Regional Road

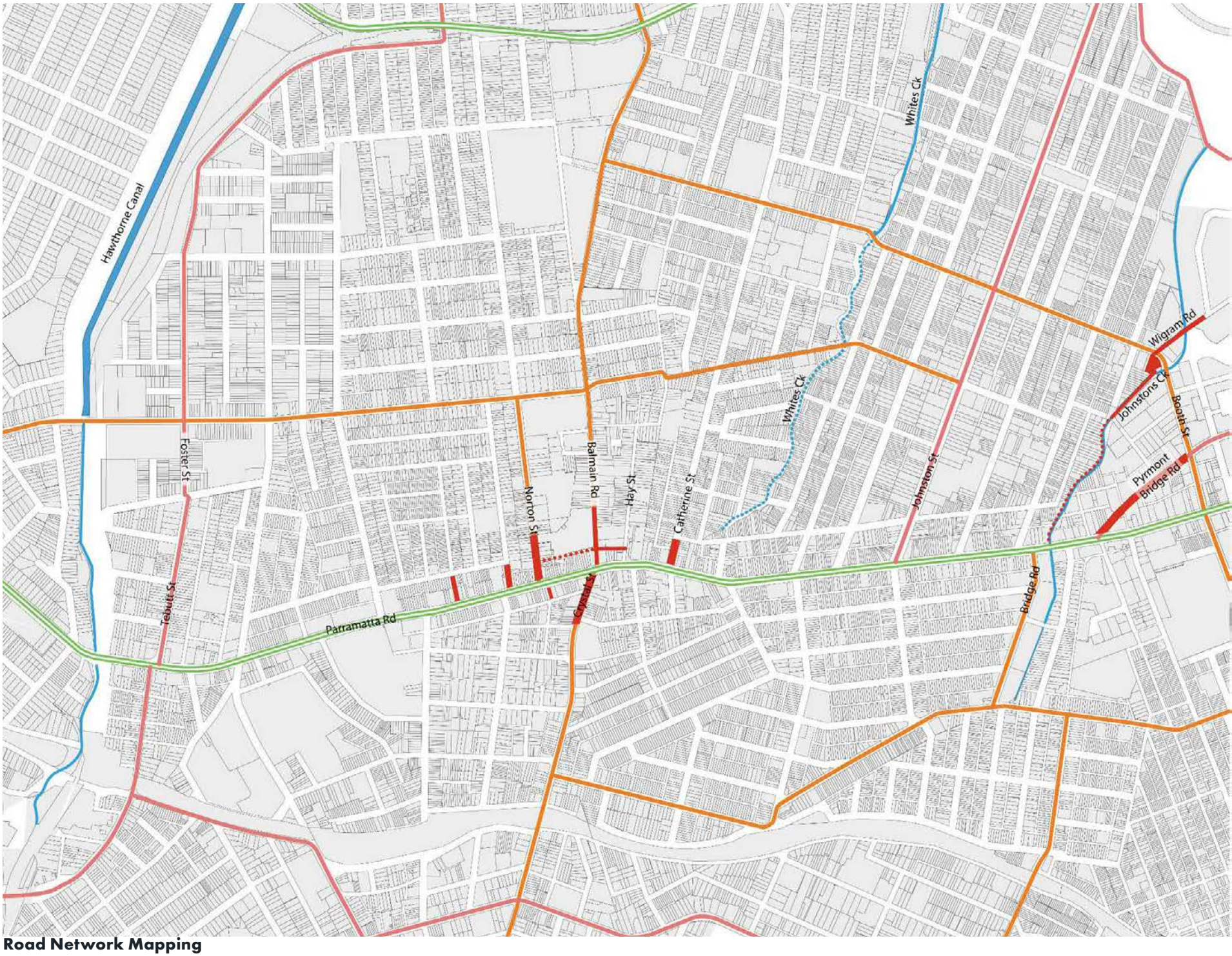
State Road

Highway / Freeway

Project Sites

Waterways (tunneled & open)

Body of water



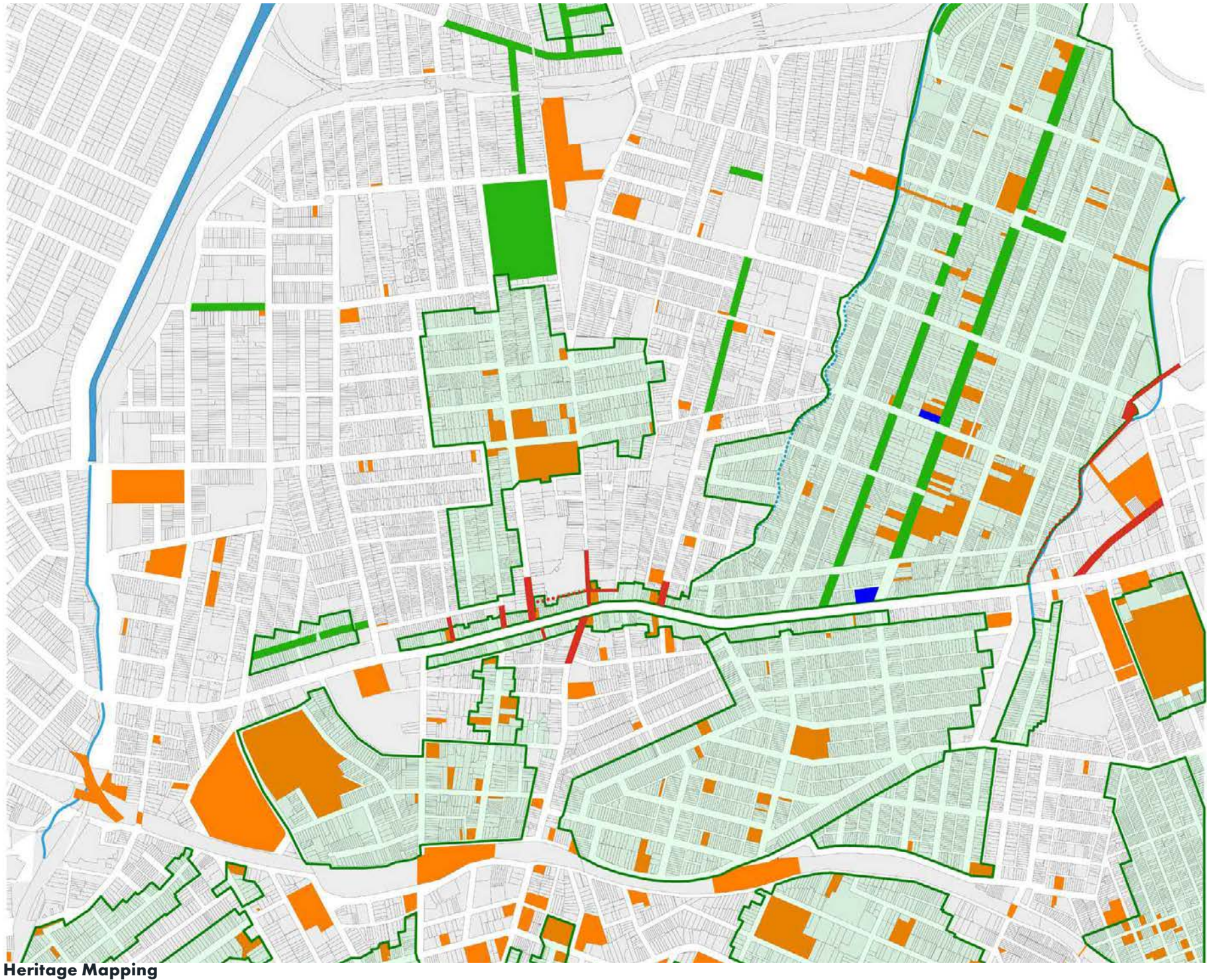
Heritage

Both the Precincts study areas have significant Heritage value.

Conservation Area designation covers most of the study areas. There are also numerous buildings in the Precincts with State Heritage protection.

This and more examination of individual buildings are identified in the detailed analysis of each project site later in this report.

- Legend**
- Conservation Area
 - Heritage Landscape
 - LEP Heritage Listing
 - State Heritage Listing
 - Project Sites
 - Waterways (tunneled & open)
 - Body of water



3.2 Site Analysis - Planning, Flooding, Heritage & Views

Flooding & Topography

This diagram highlights the topography of the precincts showing ridge and creek lines. Localised flooding in storm events is common in area with existing limited drainage and obstructed or constrained over land flow.

Constraints:
Potential to increase severity of local flooding through modifications to contours and local road conditions

Opportunities:
Improve resilience of drainage network through streamlined overland flow paths and additional drainage infrastructure

Introduce WSUD elements which reduce storm-water peak flood events and treat run off

Increase in permeable planted surfaces to assist in reduction of storm water runoff

Legend














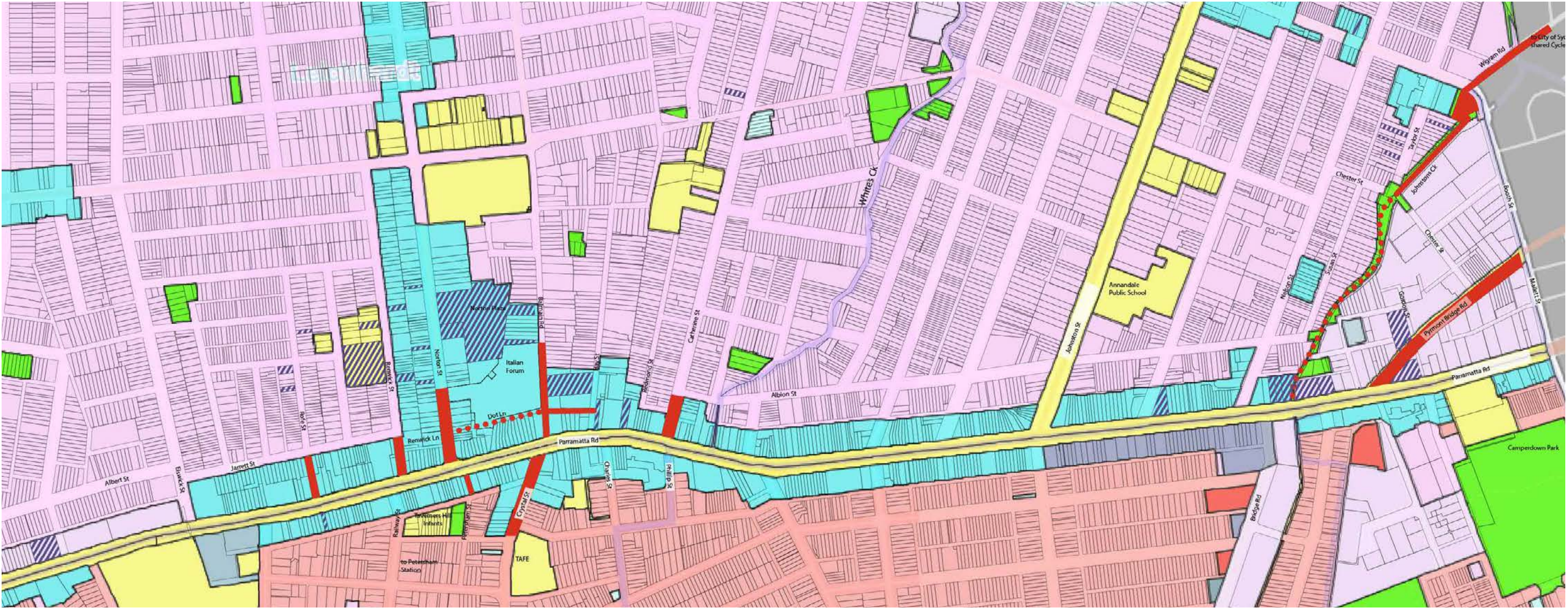
Flooding and Topography Mapping

Opportunity to improve access to/legibility of Creek corridor Investigate opportunity for large WSUD treatments

**Zoning / Development Applications
Legend**

This diagram outlines planning zones and highlights location of current development application.

	B1	Neighbourhood Centre		R1	General Residential		Current Development Application Site
	B2	Local Centre		R2	Low Density Residential		Project Sites
	B4	Mixed Use		R3	Medium Density Residential		
	B7	Business Park		RE1	Public Recreation		
	IN2	Light Industrial		SP2	Infrastructure		



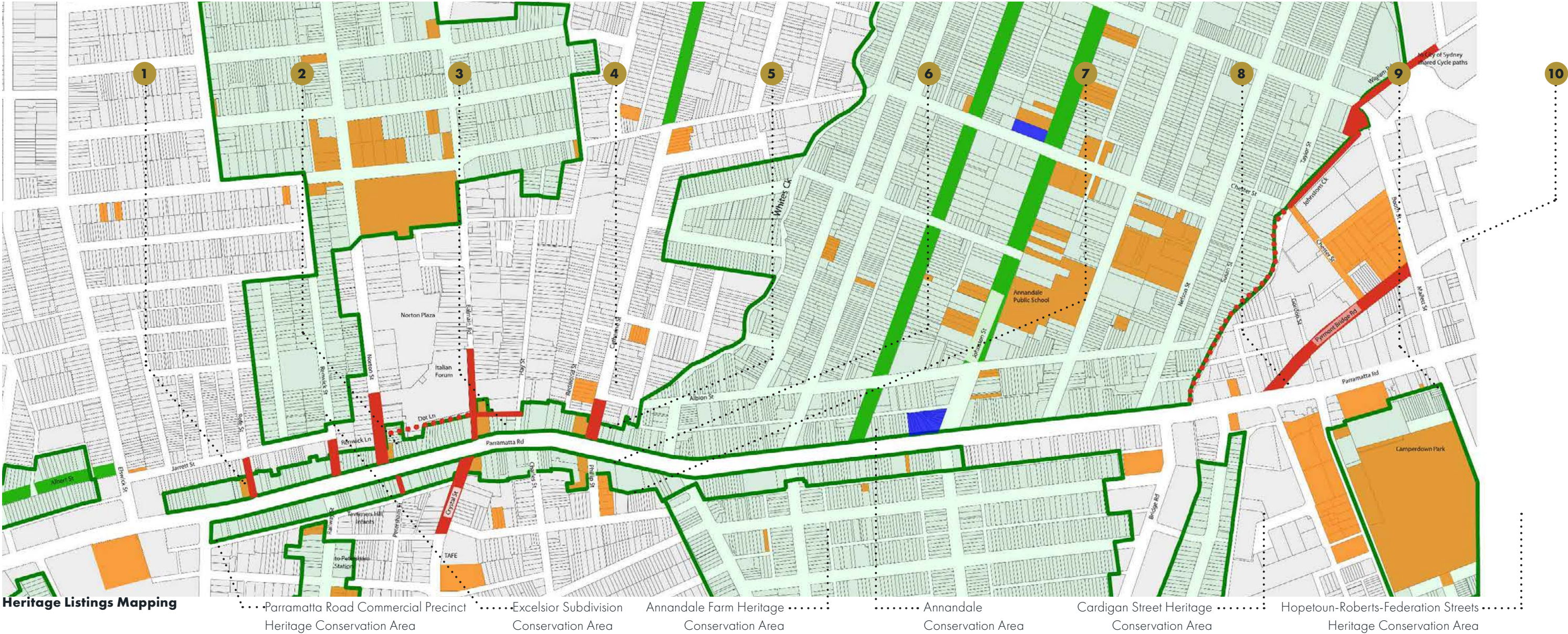
Planning zone and Development Application Mapping

Heritage Listings - Plan

This diagram summarises heritage listings to give an understanding of the site character and to outline areas which will be more sensitive to change.

Legend

- State Heritage Register Listing
- Heritage Listing (local authority)
- Heritage Conservation area (local authority)
- Heritage Landscape (local authority)
- Heritage Listing (local authority)
- Project Sites



Heritage Listings - Street view

These images show the heritage listings to give an understanding of the site character and to outline areas which will be more sensitive to change.



1 463 Parramatta Rd



2 393 Parramatta Rd



3 343 Parramatta Rd



4 10-18 Catherine St



5 29 Catherine St



6 398 Parramatta Rd



7 2-12 Philip St



8 210 Parramatta Rd



9 27 Parramatta Rd



10 52-54 Pyrmont Bridge Rd

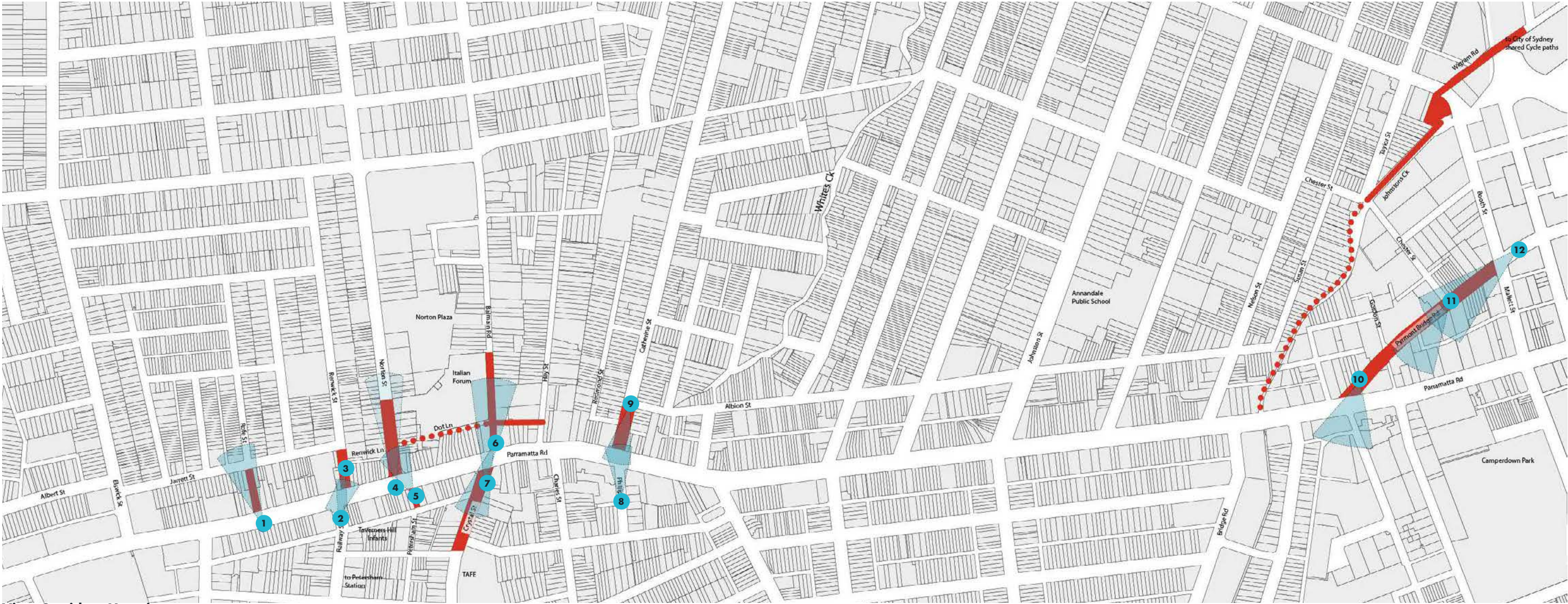
View Corridors

This diagram acknowledges significant views of and from the project sites.

There are strong visual connections across Parramatta road which unifies the precincts, particularly as a cyclist or pedestrian.

Legend

-  Project Sites
-  Significant View Corridor



View Corridors Mapping

View Corridors - Images



1 463 Parramatta Rd



2



3



4



5



6



7



8



9



10



11











12

3.3 Opportunities & Constraints

Current Precinct Opportunities:

- Analysis summaries have highlighted a number of opportunities in these precincts:
- Create Gateway moments to highlight entrance to roads / precincts and acknowledge presence on Parramatta Road.
- Create Open Space Nodes at Petersham Street and Renwick Street
- Provide additional crossing points at Norton St, Balmain Rd, Pyrmont Bridge Rd, to improve linkages across Parramatta Rd
- Create Green Corridors (tree canopy and planting beds) to improve biodiversity and pedestrian amenity
- Investigate creation of linking cycle corridors including:
- Potential link along Queen St,
 - a section of Shared Path to Crystal St (linking Balmain Road cycle path to Margaret St and Queen St)
 - a two-way cycle connection along Pyrmont Bridge Rd which enables connection to adjacent urban cycling paths, including

Legend

-  Green corridor (canopy and planting)
-  Heavy pedestrian movement corridor
-  Opportunity for signalised crossing
-  Existing signalised crossing
-  Proposed 'Gateway'
-  Potential Public Art location
-  Open Space Node
-  Urban Node / destination



Legend

-  Green corridor (canopy and planting)
-  Heavy pedestrian movement corridor
-  Opportunity for signalised crossing
-  Existing signalised crossing
-  Proposed 'Gateway'
-  Potential Public Art location
-  Open Space Node
-  Urban Node / destination



Pedestrian / Public Transport Opportunities
Legend

- * Pedestrian Crossing Point: Opportunity to improve pedestrian amenity through road narrowing, traffic management strategies, vehicle exclusion, etc
- ⊗ Cycle Crossing Point: Opportunity to improve cycle connections along adopted cycle routes, through crossings, islands, etc
- ↔ Existing Cycleway Path: Opportunity to improve amenity through: improved signage, paving, etc
- Cycle junction review at each East-West interface

- ↔ Adopted Cycle Route (not yet built): Opportunity to improve amenity through: improved signage, paving, etc
- ⊗ Public Transport Node: Opportunity to review existing streetscape for improved public transport amenity
- ~ Streetscape Review: Opportunity to review parking & powerline arrangements in relation to improved pedestrian amenity & cycle provision, for additional street tree planting and verge widening where appropriate. Develop treatments which could be more widely applied in future
- Project Sites



Pedestrian and Transport Opportunities Mapping



Norton Street



Catherine Street



Renwick Lane



Renwick Street



Wigram Road



Crystal Street



Wigram Road



Pyrmont Bridge Road



Renwick Street



Balmain Road

Existing character images

3.4 Detailed Site Analysis - Rofe Street

PLACE AUDIT

Character Statement and Physical properties

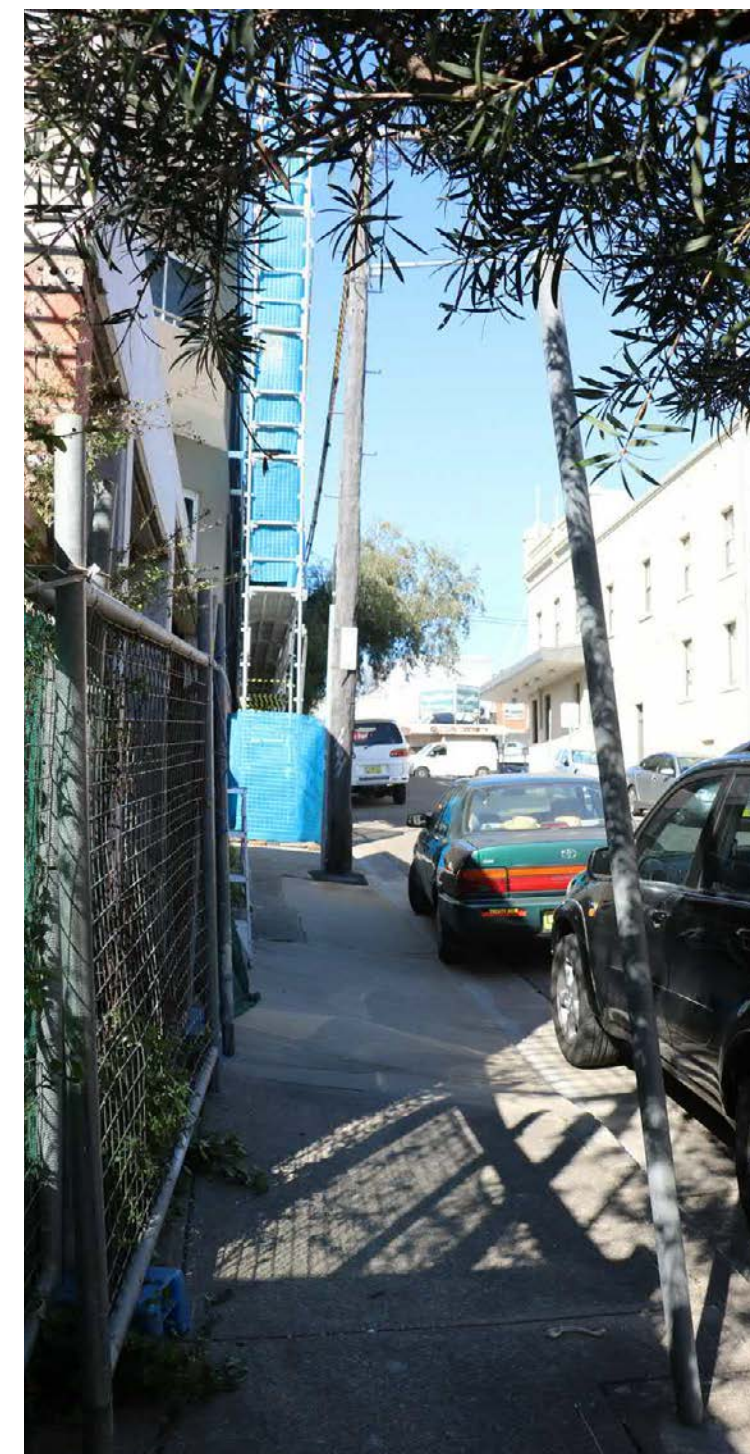
Rofe Street between Parramatta Road and Jarrett Street is a constrained two-way road, with parking lanes on both sides, and a relatively steep gradient of 1 in 12. Footpaths are narrow at under 2m in width, and where several small native trees have been planted within the footpath they have lifted and cracked the pavement. There is no drainage infrastructure to the upper half of the street. There are two large inlets close to the intersection with Jarrett Street.

Opportunities

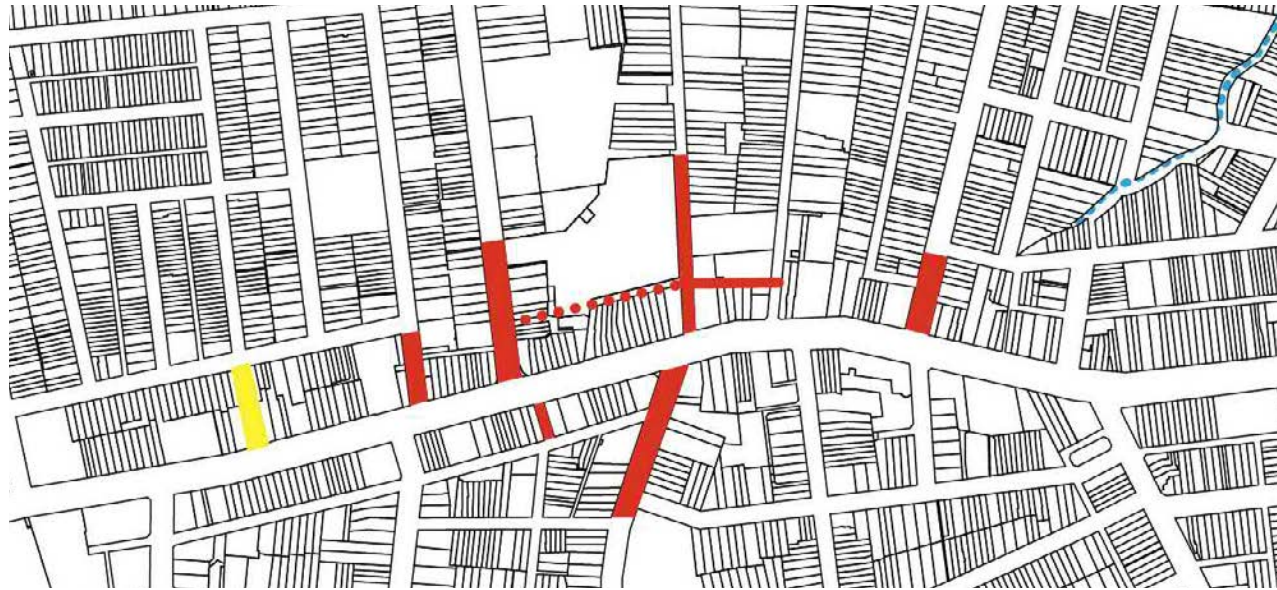
- Street Tree planting
- WSUD rain gardens
- Formalised car parking
- Pedestrian crossing improvements
- Footpath improvements
- One - way traffic closure
- Street furniture
- Cycle route marking and improvements

Constraints

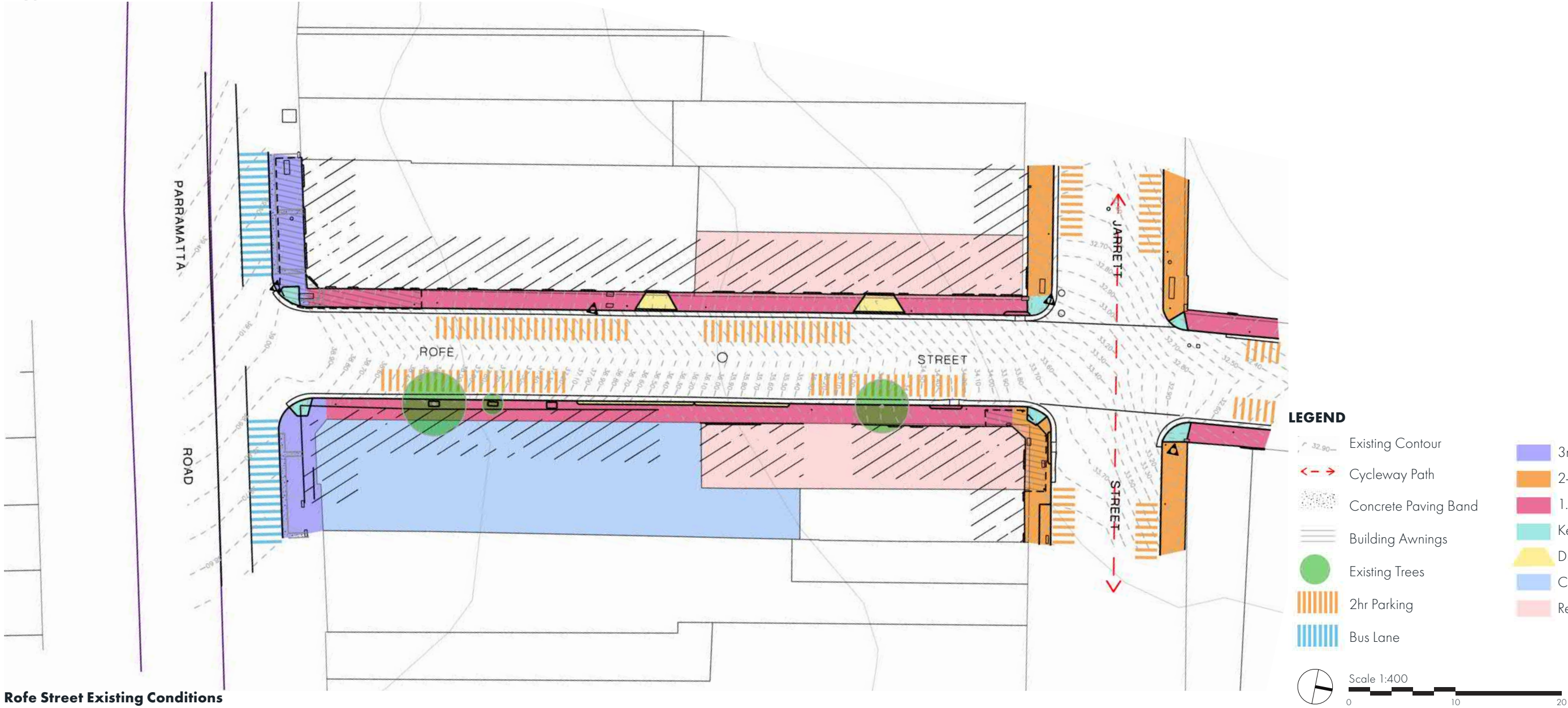
- Driveway access
- Overhead power lines
- Car parking



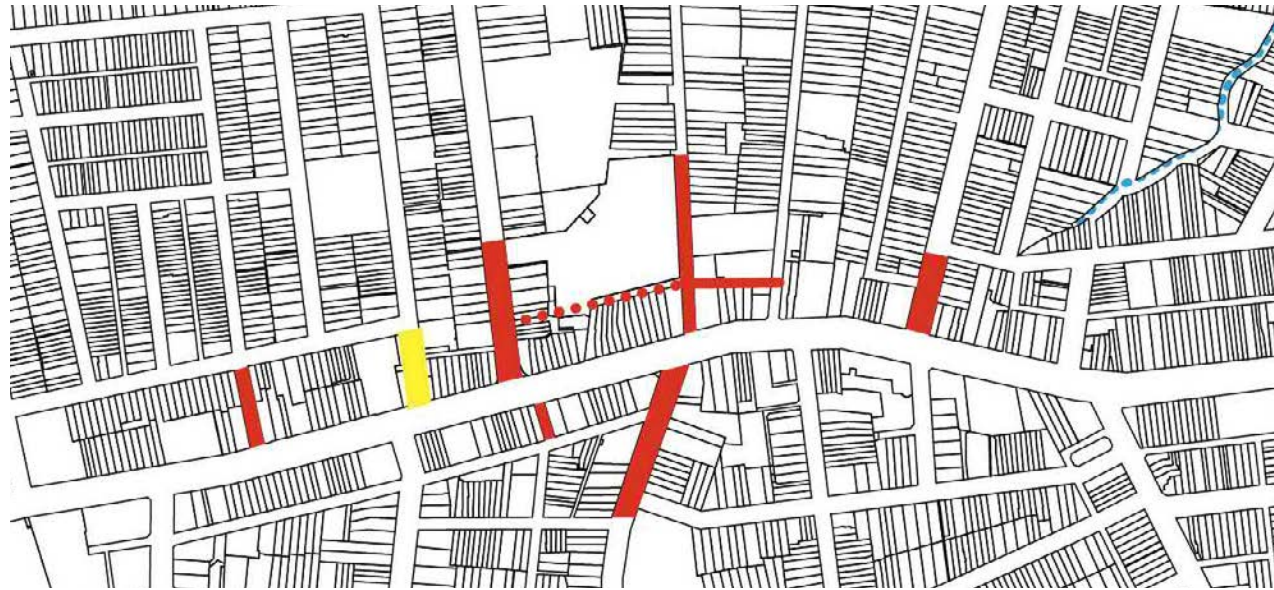
Record of existing



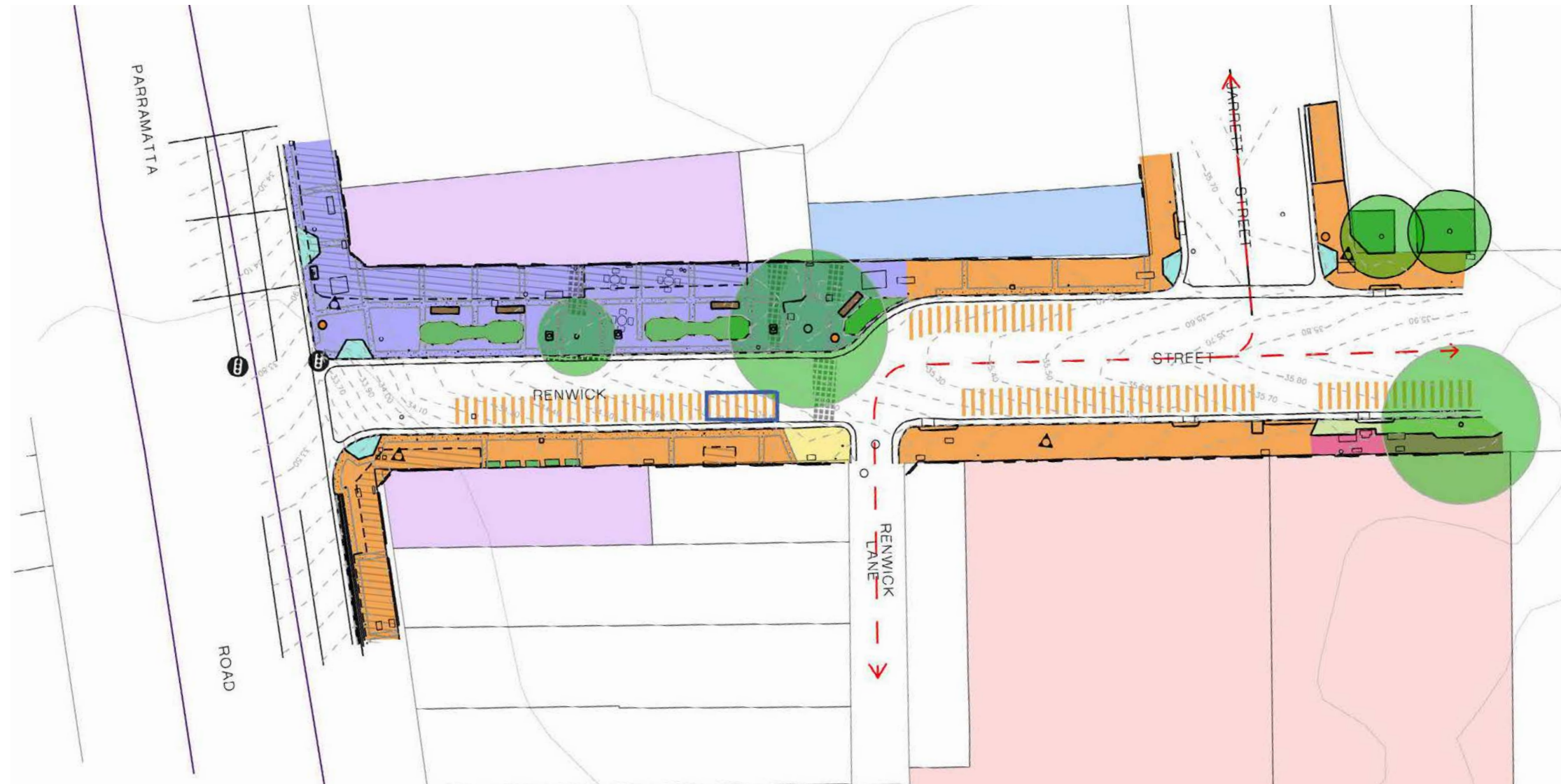
Keyplan - Leichhardt / Petersham



Rofe Street Existing Conditions



Keyplan - Leichhardt / Petersham



Renwick Street Existing Conditions

LEGEND

- | | |
|---------------------------|-----------------------|
| Existing Contour | Loading zone |
| Cycleway Path | Kerb Crossing |
| Concrete Paving Band | Damaged/Poor Pavement |
| Building Awnings | Driveway |
| Planter Beds | Commercial |
| Existing Trees | Residential |
| Grass | Retail |
| 2hr Ticketed Parking Lane | Signalised Crossing |
| 3m+ Pathway | Rubbish Bins |
| 2-2.5m Pathway | Outdoor Dining |
| 1.5-2m Pathway | Bench |



3.6 Detailed Site Analysis - Norton Street

PLACE AUDIT

Character Statement and Physical properties

Norton Street is a busy commercial street, defined by large volumes of vehicular traffic, and relatively high numbers of pedestrians. Bus stops on both sides of the road reduces parking in this area.

Shop awnings and bus lanes prevent street tree planting to the southern end of the site, however, to the north of the bus stopping area small street trees are planted within the western footpath and within blisters in the roadway. A single large eucalypt stands within the footpath in front of the Braza Churrascaria restaurant.

The footpath is a mix of concrete unit paving and asphalt, in good condition, although dated in appearance. Narrow planting beds have been installed along the footpath at the south end of the site, and in front of the Italian forum. Overhead catenary lighting has also been installed in these locations.

Opportunities

- Replacement of street trees
- Conversion of planting areas into rain gardens
- Resurfacing of footpaths
- Street furniture
- Improved pedestrian amenity to Renwick Lane
- Additional pedestrian crossing at Parramatta Rd
- Improved precinct gateway experience
- Cycle route marking and improvements

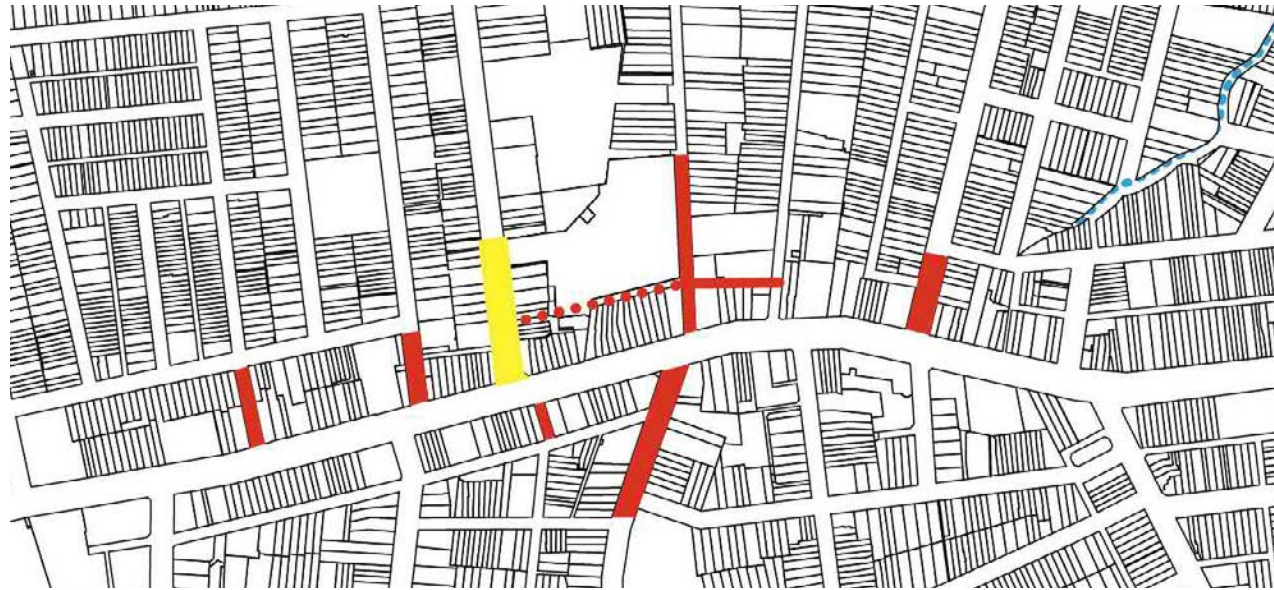
Constraints

- Overhead power lines
- Bus turning movements
- Driveway access
- Vehicle traffic on Renwick lane

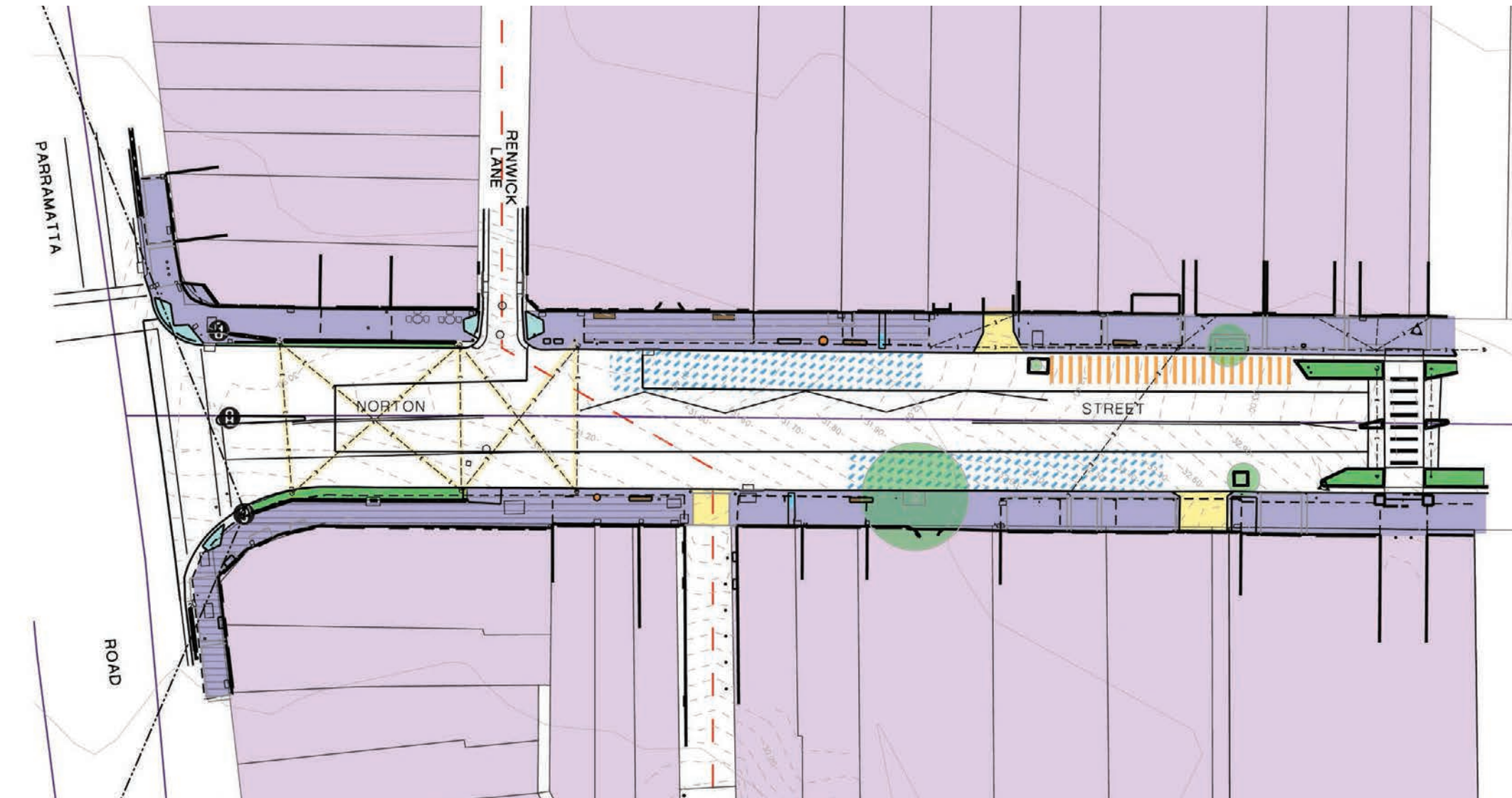


Record of existing





Keyplan - Leichhardt / Petersham



Norton Street Existing Conditions

LEGEND

- | | | | |
|--|------------------|--|----------------------|
| | Existing Contour | | Kerb Crossings |
| | Cycleway Path | | Driveway |
| | Bus Zone | | Commercial Frontage |
| | Building Awning | | Residential Frontage |
| | Planting | | Retail Frontage |
| | Existing Trees | | Signalised Crossing |
| | 1hr Parking | | Rubbish Bins |
| | Bus Stop | | Outdoor Dining |
| | 3m+ Footpath | | Bench |
| | 2-2.5m Footpath | | Catenary Lights |
| | 1.5-2m Footpath | | |



3.7 Detailed Site Analysis - Balmain Road

PLACE AUDIT

Character Statement and Physical properties

Balmain road is a narrow one-way road, which receives heavy vehicular traffic but relatively few pedestrians. Car parking and loading zones are located on the east side of the road, with a single-directional cycle lane on the west.

An additional vehicular lane extends along the frontage of the Italian forum and is reserved for bus parking but is under-utilised. The arcade along the forum frontage reduces visibility and creates opportunities for anti-social behaviour.

The footpath is narrow and in generally poor condition - pedestrian amenity is further impacted by the large number of basement car park entrances.

There are no existing street trees on this section of Balmain Road.

Opportunities

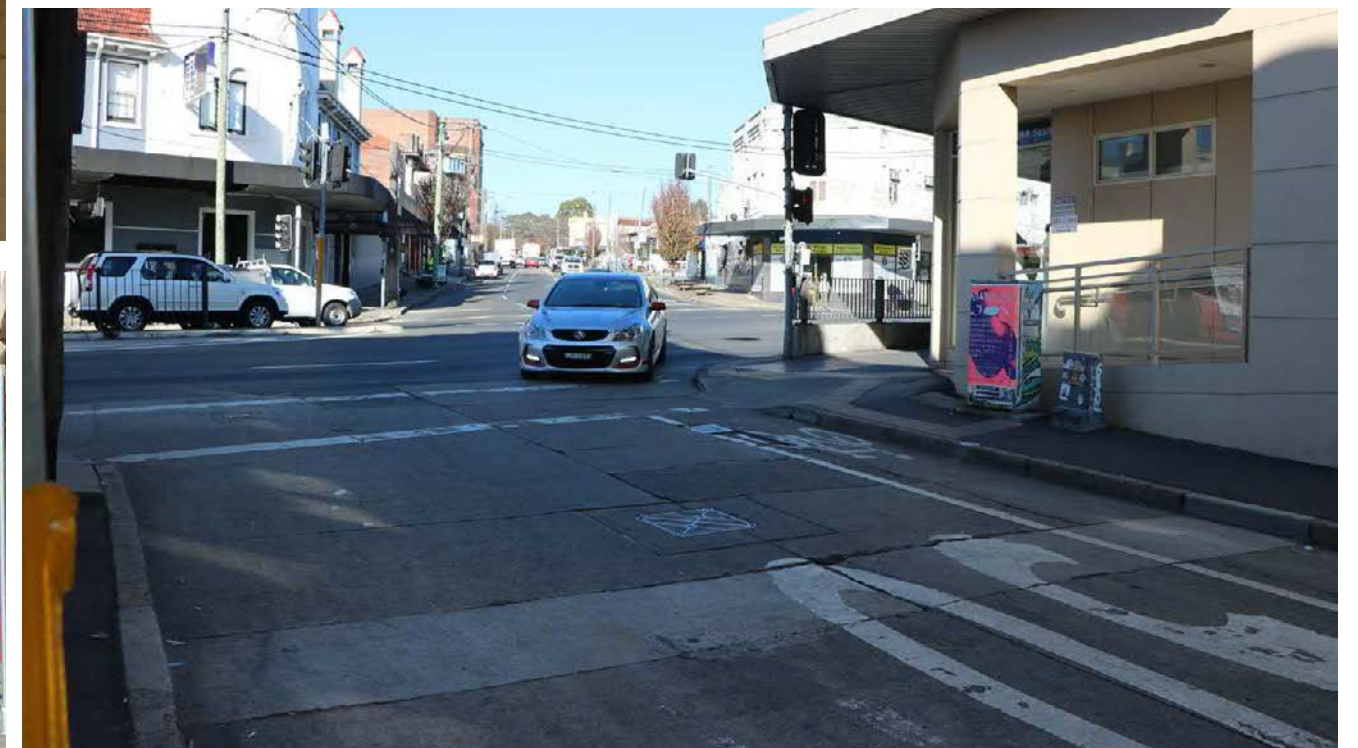
- Street tree planting
- Rain gardens
- Resurfacing of footpaths
- Reduction / removal of bus standing area
- Improved interface with Italian Forum
- Cycle route marking and improvements
- Formalised car parking

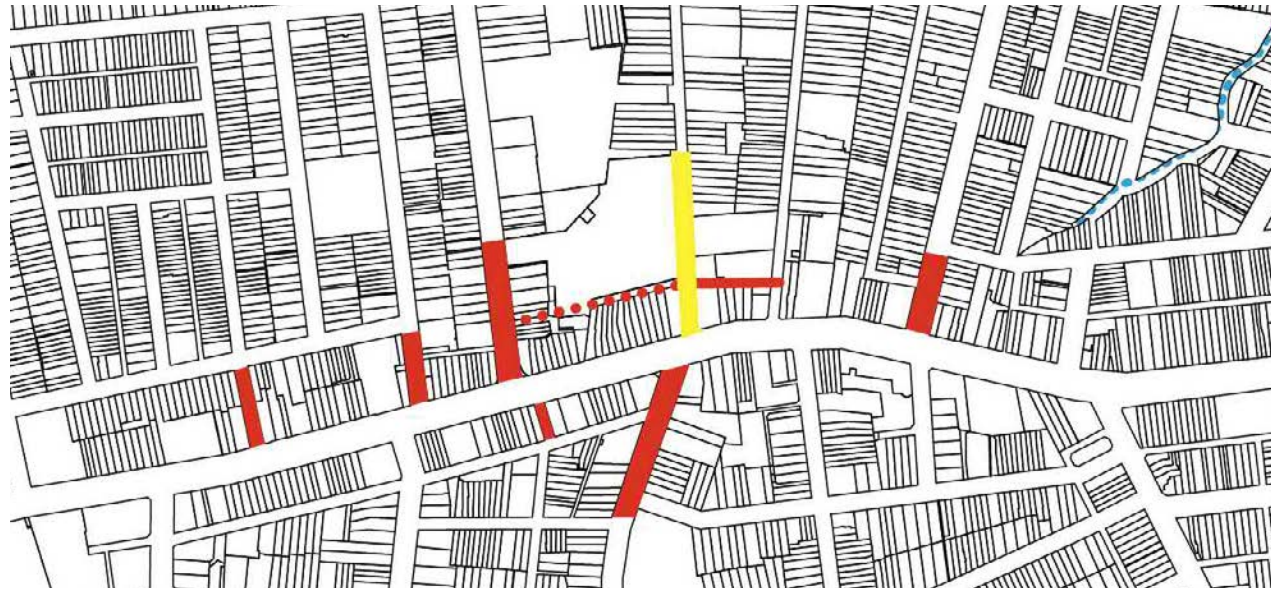
Constraints

- Overhead power lines
- Bus turning movements
- Basement carpark access
- Car parking



Record of existing

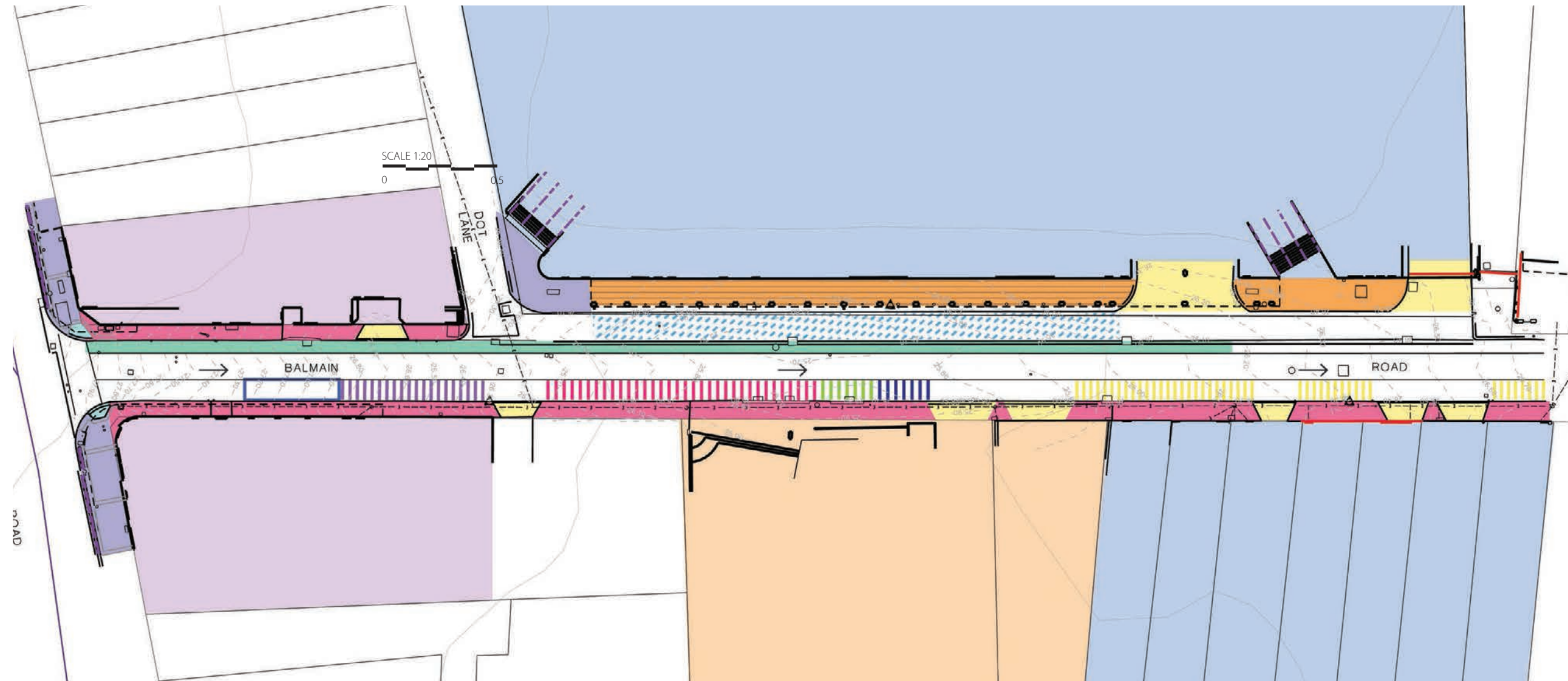




Keyplan - Leichhardt / Petersham

LEGEND

- | | | | |
|--|-------------------|--|-----------------|
| | Existing Contour | | 3m+ Footpath |
| | Cycle Path | | 2-2.5m Footpath |
| | Building Awning | | 1.5-2m Footpath |
| | Bus Zone | | Kerb Crossing |
| | 1hr Parking | | Driveway |
| | Mobility Parking | | Public Services |
| | Car share Parking | | Commercial |
| | 1/2hr Parking | | Loading Zone |
| | All day Parking | | |



Balmain Road Existing Conditions



3.8 Detailed Site Analysis - Catherine Street

PLACE AUDIT

Character Statement and Physical properties

Catherine Street is a relatively wide road carrying a moderate amount of vehicle traffic. The first block from Parramatta road is commercial in nature, after which the street is primarily residential.

Parallel parking extends along the west side of the street, with angle parking commencing to the north of Redmond St. Parallel parking to the east side commences north of Chancery Lane.

Footpath materials vary between brick, concrete and unit paving, but are generally in good condition, and are wide enough to accommodate cafe seating.

Street trees extend north from Redmond St on the west and from Albion St on the east. The callistemons species trees are planted within the verge nature strip and provide an attractive street frontage, although are too small for the scale of the roadway.

Opportunities

- Street tree planting
- Rain gardens
- Resurfacing of footpaths
- Cycle route marking and improvements
- Formalised car parking

Constraints

- Overhead power lines (partially underground)
- Large vehicle turning movements
- Car parking

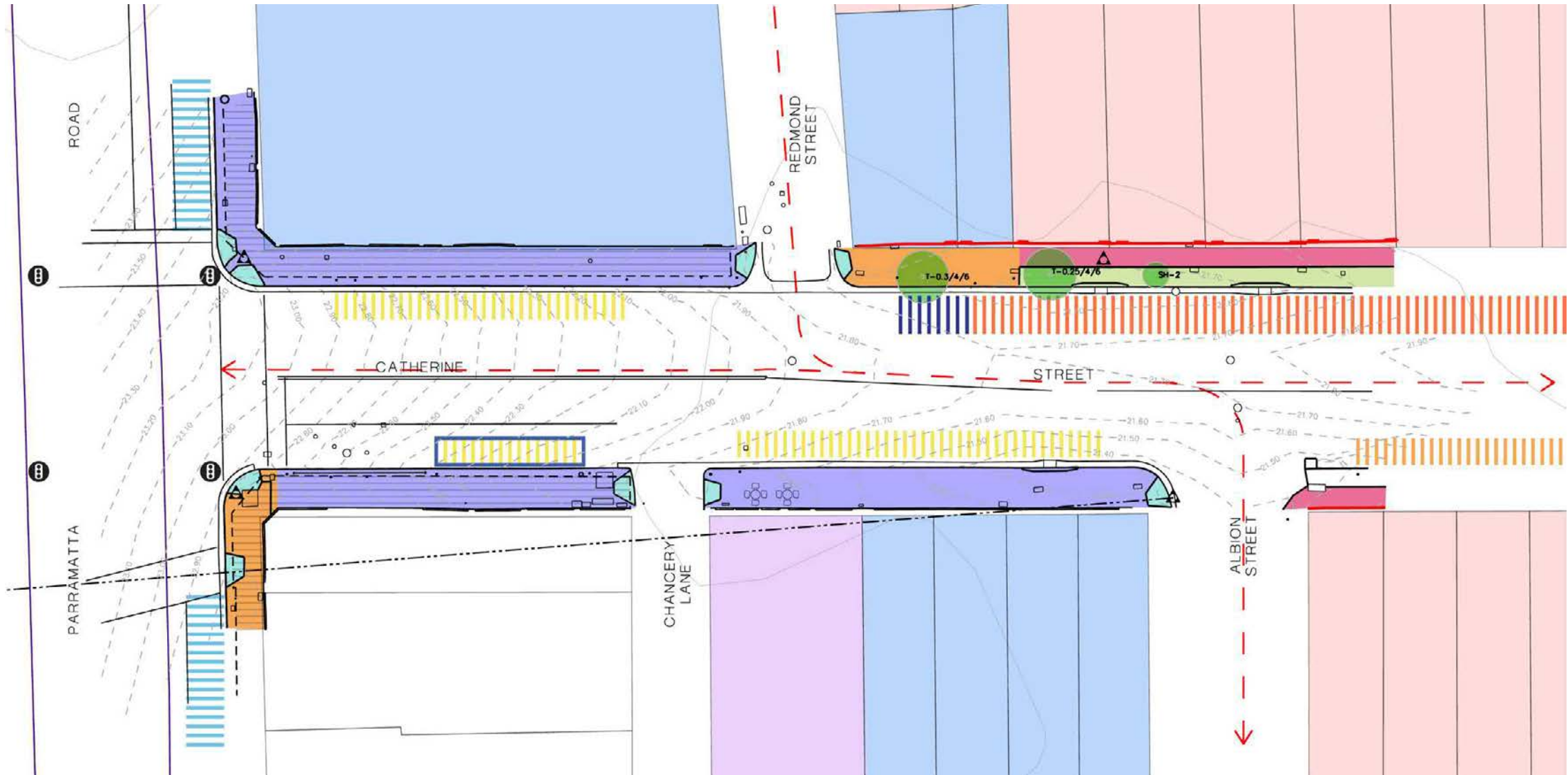


Record of existing





Keyplan - Leichhardt / Petersham



Catherine Street Existing Conditions

- Existing Contour
- Cycleway Path
- Building Awnings
- 2hr Parking
- 1hr Parking
- 2hr Angle Parking
- Bus Lane
- Mobility Parking
- Loading Zone
- Existing Trees
- Grass
- 3m+ Footpath
- 2-2.5m Footpath
- 1.5-2m Footpath
- Kerb Crossing
- Commercial Frontage
- Residential Frontage
- Retail Frontage
- Signalised Crossing
- Outdoor Dining



3.9 Detailed Site Analysis - Petersham Street

PLACE AUDIT

Character Statement and Physical properties

Petersham street is a small, one-way road extending south one block from Parramatta road. It receives little vehicular traffic but is a popular walking route to and from Norton street.

There are several parking spaces to the east side of Petersham street, including a mobility space, but no parking to the west side of the street.

Footpaths are particularly narrow in this location - approximately 1.8m in width, and are in poor condition, having been repaired many times.

There are no street trees along this roadway.

The street falls towards Parramatta Road, where there is a kerbside drainage inlet.

Opportunities

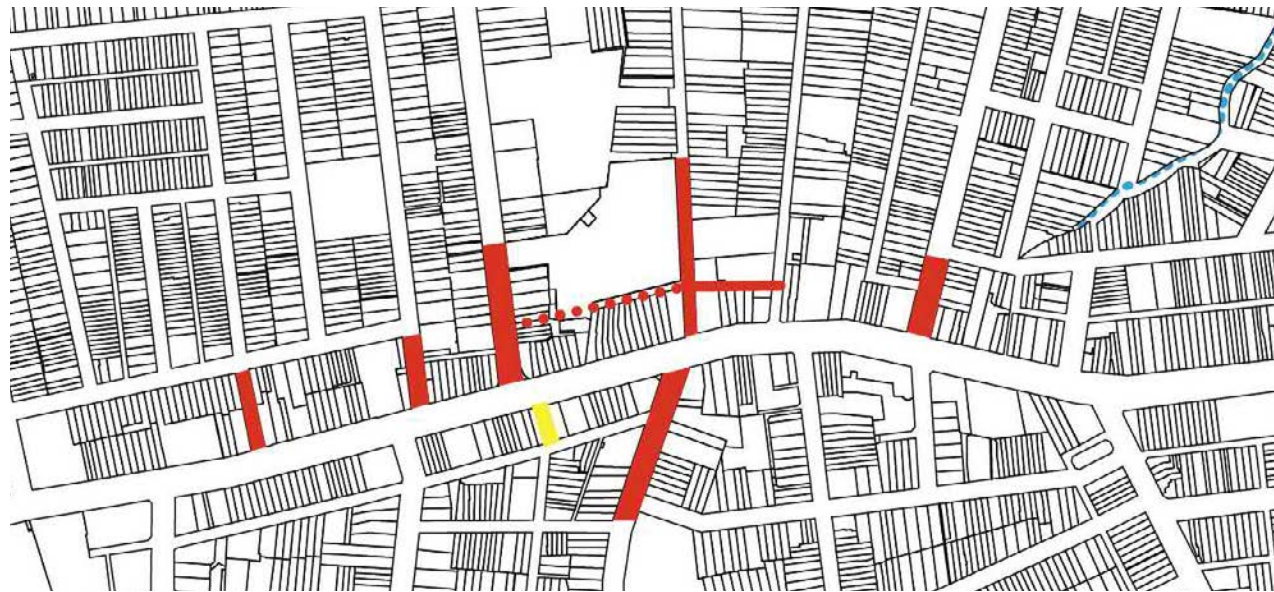
- Conversion to a pocket park
- Improved connection to adjacent playground
- Pedestrian crossing improvements
- Potential location for public art
- Street tree planting
- Rain gardens
- Resurfacing of footpaths

Constraints

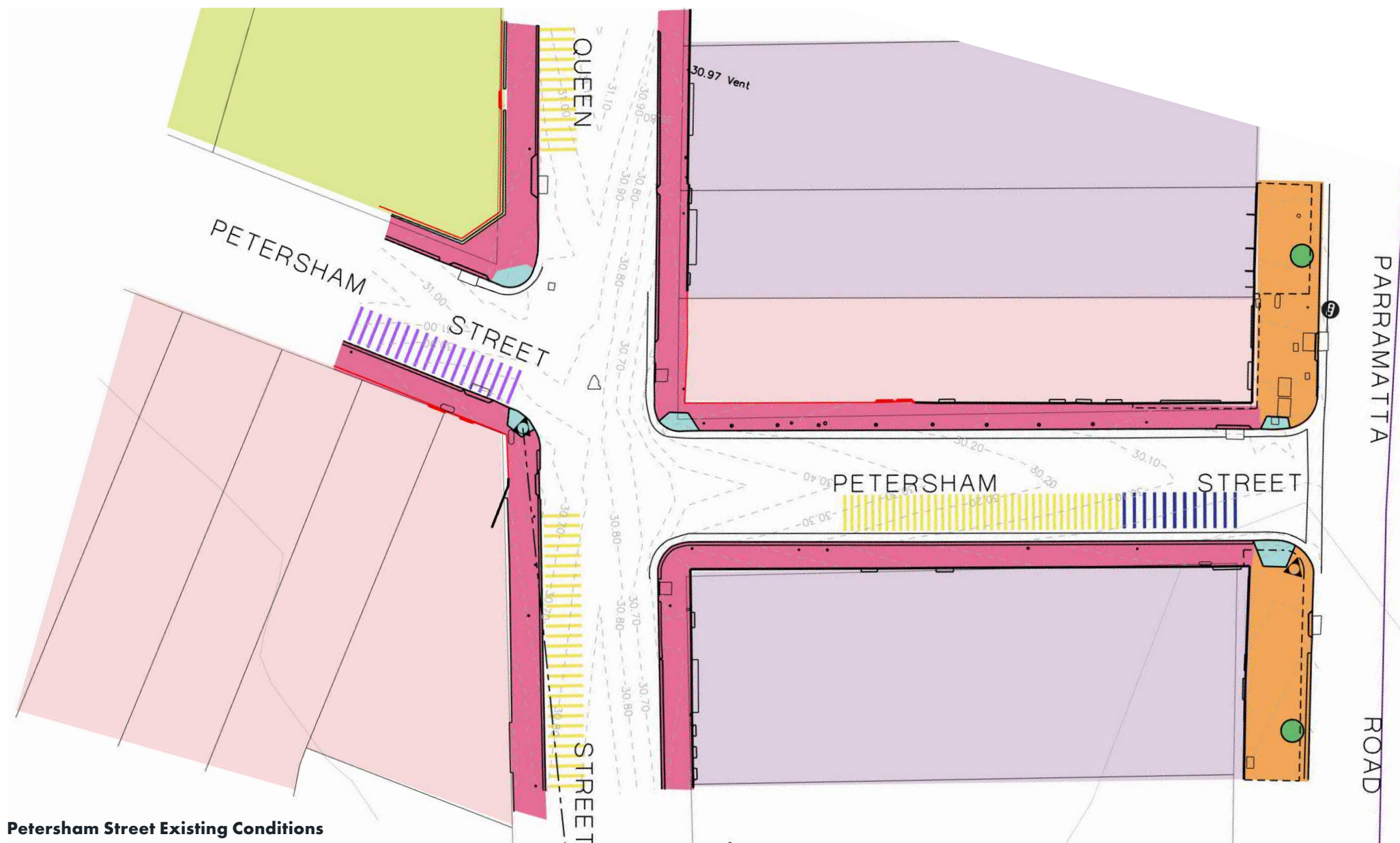
- Overhead power lines
- Access to adjacent properties
- Overland flow path to be accommodated
- Visibility - evidence of rubbish dumping
- Loss/relocation of mobility parking space



Record of existing



Keyplan - Leichhardt / Petersham



Petersham Street Existing Conditions

LEGEND

- Existing Contour
- Planterbox
- 1hr Parking
- All Day Parking
- Mobility Parking
- Park
- 2-2.5m Footpath
- 1.5-2m Footpath
- Kerb Crossings
- Residential Frontage
- Retail Frontage
- Signalised Crossing



3.10 Detailed Site Analysis - Crystal Street

PLACE AUDIT

Character Statement and Physical properties

Crystal Street is a heavily used road which forms a complex intersection with Parramatta and Balmain Roads. Its' wide road width and 60kph speed limit make it an unattractive route for walking and it receives relatively little pedestrian footfall.

There is clearway parking limits to both sides of the road which becomes traffic lanes at peak times.

Footpaths are wide (3.6m) and are in poor condition due to weathering and tree root damage. Wide kerb ramps to the service station frontage result in poor demarcation of the pedestrian footpath and a reduced pedestrian amenity.

There are a number of street trees planted within the footpath however these are in poor condition and are too small in scale to provide a balance to the width of the roadway, or provide shade to footpaths.

The street falls towards Parramatta Road where there are several drainage inlets.

Opportunities

- Pedestrian & cycle crossing improvements
- Removal of redundant vehicle lane
- Street tree planting
- Rain gardens
- Improved amenity around bus stop
- Resurfacing of footpaths

Constraints

- Overhead power lines
- Driveway access
- High speed environment - recommend speed reduction



Record of existing

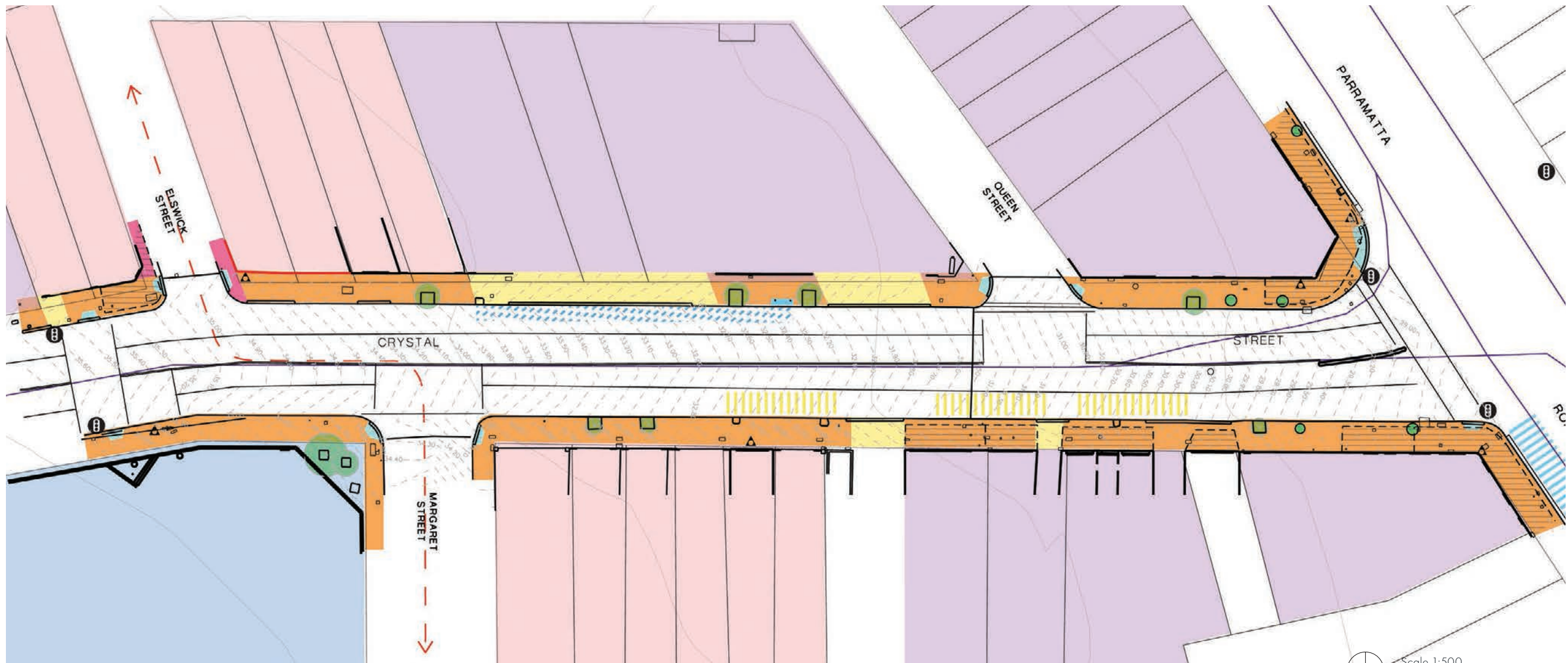




Keyplan - Leichhardt / Petersham

LEGEND

- | | | | |
|--|---------------------------------------|--|-----------------------|
| | Existing Contour | | 2-2.5m Footpath |
| | Cycleway Path | | 1.5-2m Footpath |
| | Bus Zone | | Kerb Crossings |
| | Building Awning | | Damaged/Poor Pavement |
| | Planterbox | | Driveway |
| | Existing Trees | | Commercial Frontage |
| | 1hr Parking "Non-clearway hours only" | | Residential frontage |
| | Designated Bus Lane | | Retail Frontage |
| | Bus stop | | Signalised Crossing |



Crystal Street Existing Conditions

3.11 Detailed Site Analysis - Pyrmont Bridge Road

PLACE AUDIT

Character Statement and Physical properties

Pyrmont Bridge Road is a heavily used road linking Parramatta Road to Pyrmont and Glebe. Pedestrian traffic is limited to commuters traveling through the area. There is clearway parking to both sides of the road which become traffic lanes at peak times. The speed limit is 60kph.

The verges vary in width - the southern verge is 3.6m wide but the northern verge is only 2m in width. Both verges contain numerous redundant driveways and crossovers.

There is a low point mid-way along the road which is serviced by continuous trench drains and wide drain inlets.

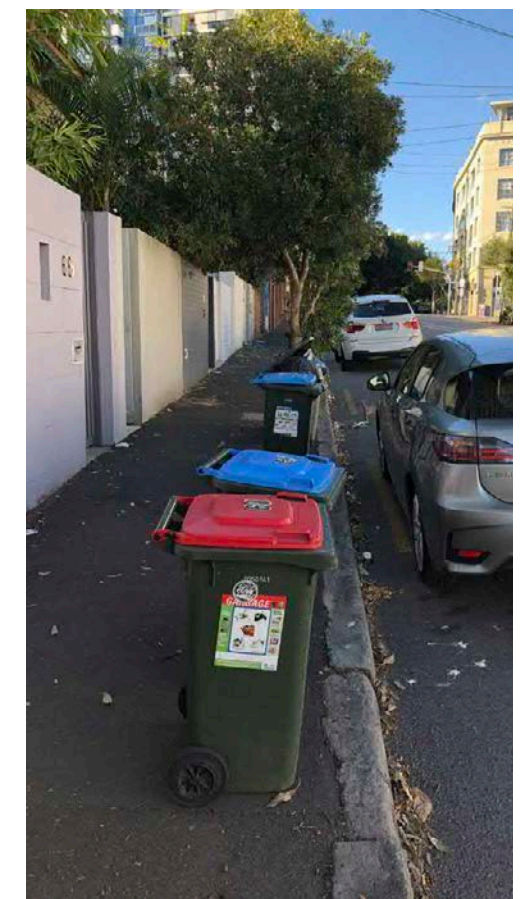
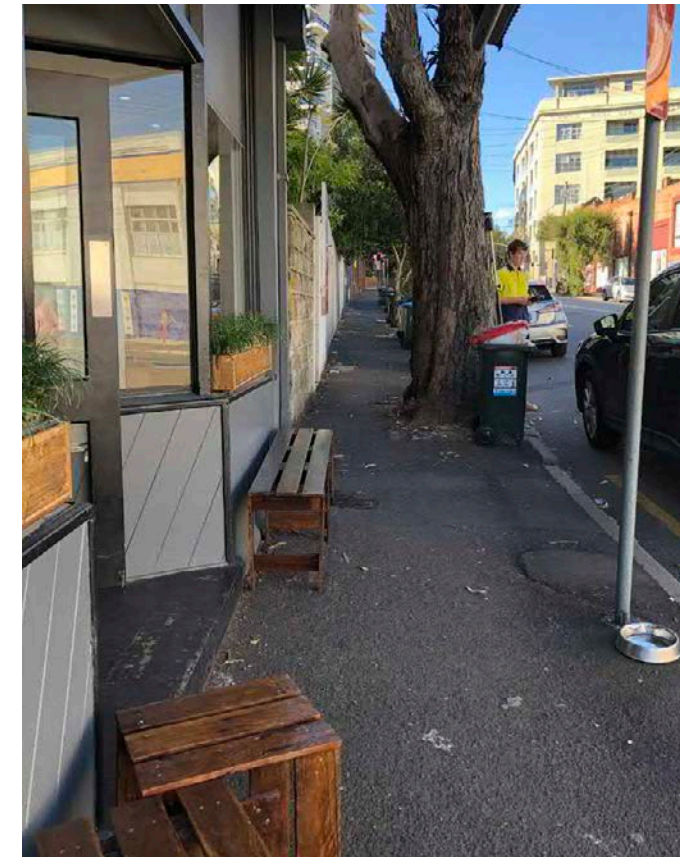
There are few street trees - with the exception of a large Corymbia at the intersection with Parramatta Road, most are in poor condition.

Opportunities

- Complete reconstruction of existing road profile
- Creation of two-way cycle path
- Street tree planting
- Rain gardens
- Pedestrian & cycle crossing improvements

Constraints

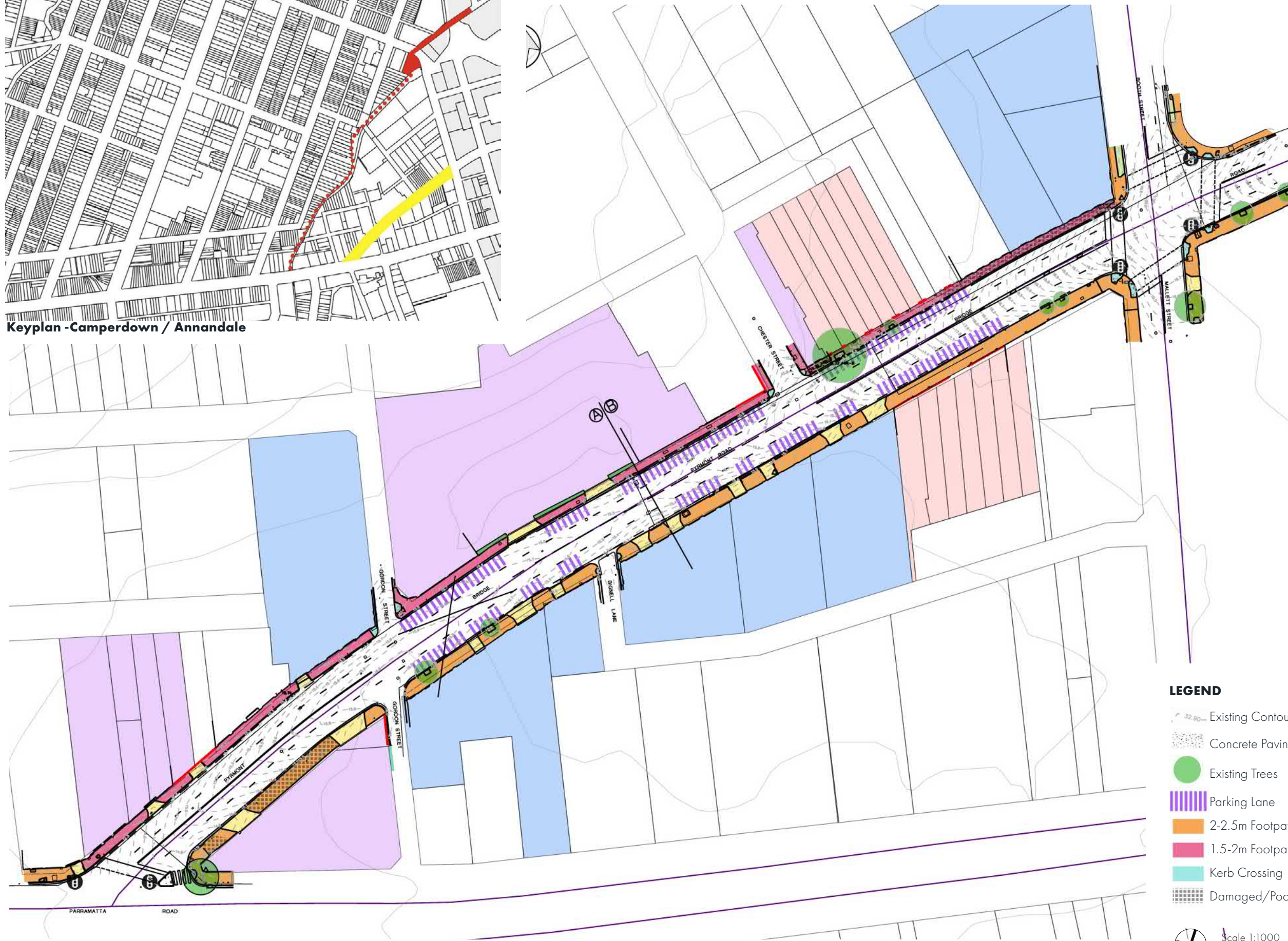
- Overhead power lines
- High speed environment - recommend speed reduction
- Coordination with City of Sydney required



Record of existing



Keyplan - Camperdown / Annandale



Pyrmont Bridge Road Existing Conditions

LEGEND

- Existing Contour
- Concrete Paving Band
- Existing Trees
- Parking Lane
- 2-2.5m Footpath
- 1.5-2m Footpath
- Kerb Crossing
- Damaged/Poor Pavement
- Driveway
- Commercial Frontage
- Residential Frontage
- Retail Frontage
- Signalised Crossing



3.12 Detailed Site Analysis - Cycle Connection between Norton Street and Hay Street

PLACE AUDIT

Character Statement and Physical properties

New cycle connection between Norton Street and Hay Street 5 distinct sections, each with varied physical conditions and ownership complexities.

1. Private lane-way from Norton Street to loading area Surface is asphalted, minimum lighting. This area is under private ownership and has a complex arrangements between multiple owners and access rights.

Currently this area used as access and loading for 16 properties. These are mostly businesses with 24 hour access requirements. The size of the space restricts vehicle manoeuvring, with a blind spot which has an associated risk for shared area use.

Council has engaged individually with the owners of the affected properties and they have raised some common issues:

- They have concerns regarding safety issues and use as a shared space;
- They are open to working with Council but expressed concern to keep their existing right of way; and

Council are investigating rezoning of the area for future development.

2. Section through a current car parking space which belongs to the Italian Forum. This is a physical barrier (locked gate) at the moment with a minor level change between the loading dock and the courtyard.

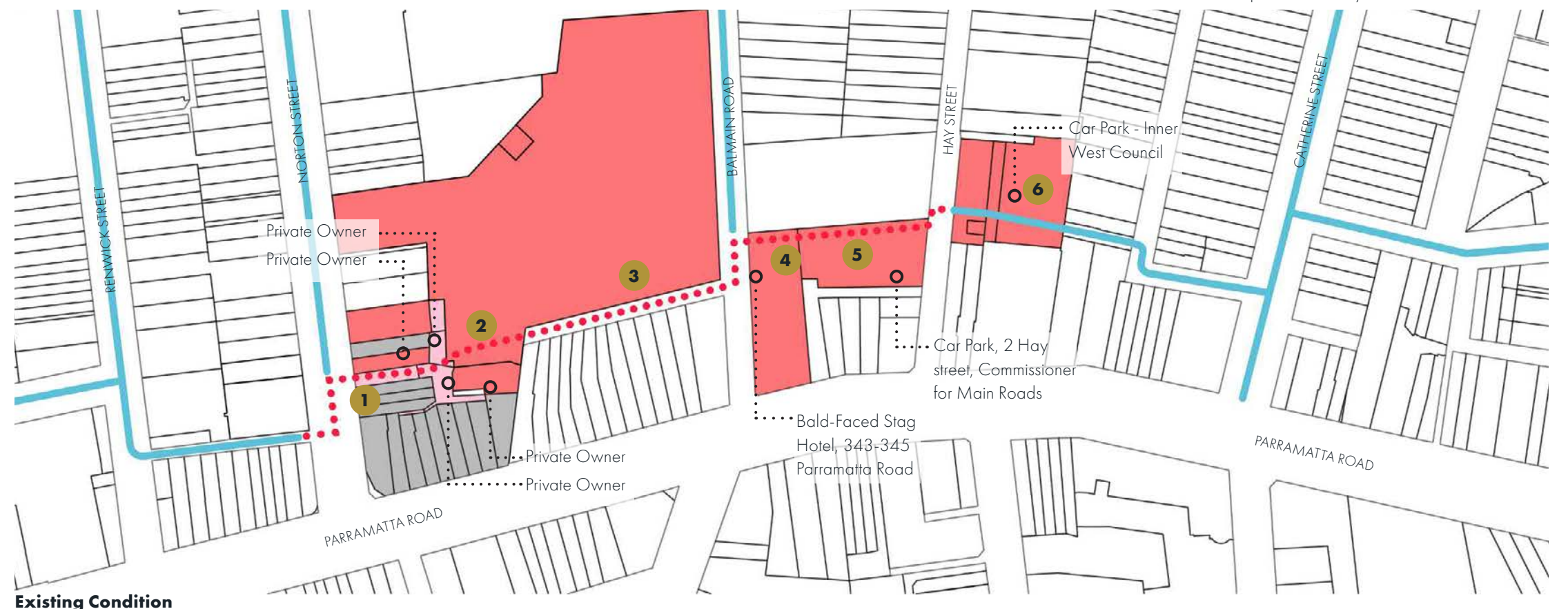
3. Dot lane, 6.6m wide vehicle accessible lane-way between the Italian Forum loading dock area and Balmain Road. This area is owned by Council. Trucks use this lane-way to access the Italian Forum car park and loading dock, however as there is no turning space for truck, these vehicles require reversing along the lane which is a conflict with pedestrian access at the moment.

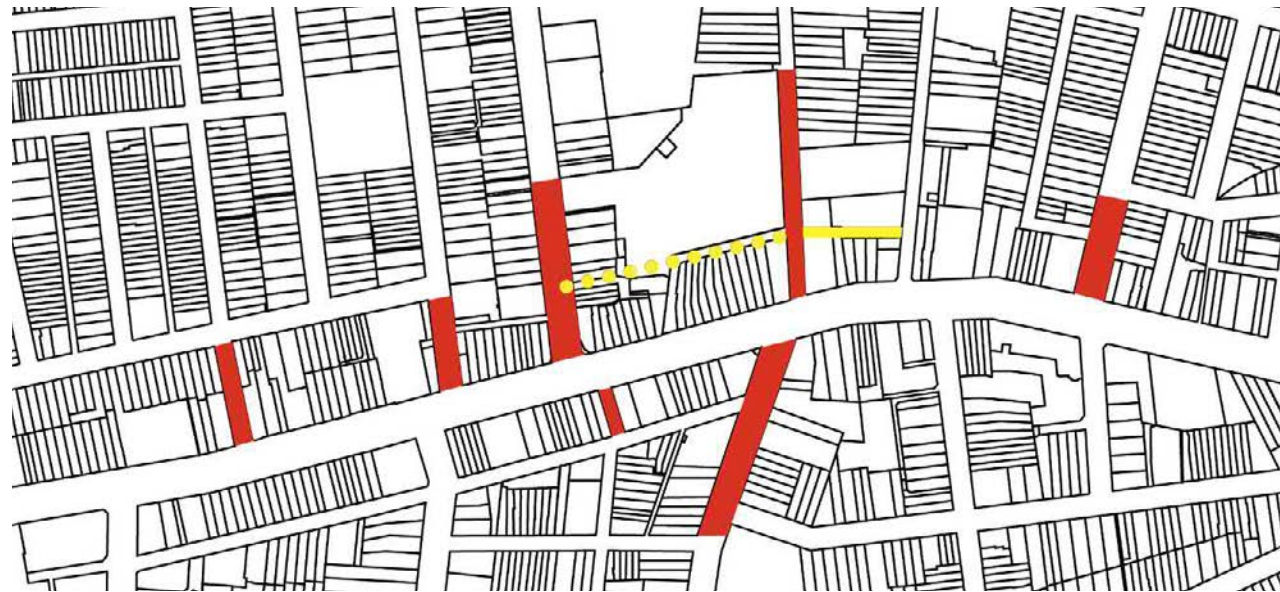
4. Short section through Bald Faced Stag Hotel car park. A route is achievable through portion of the car park. The owners have been approached and are happy to work

with Council. They have noted an intention to for the property to be developed. The most efficient and least restrictive location for the route is along the north boundary.

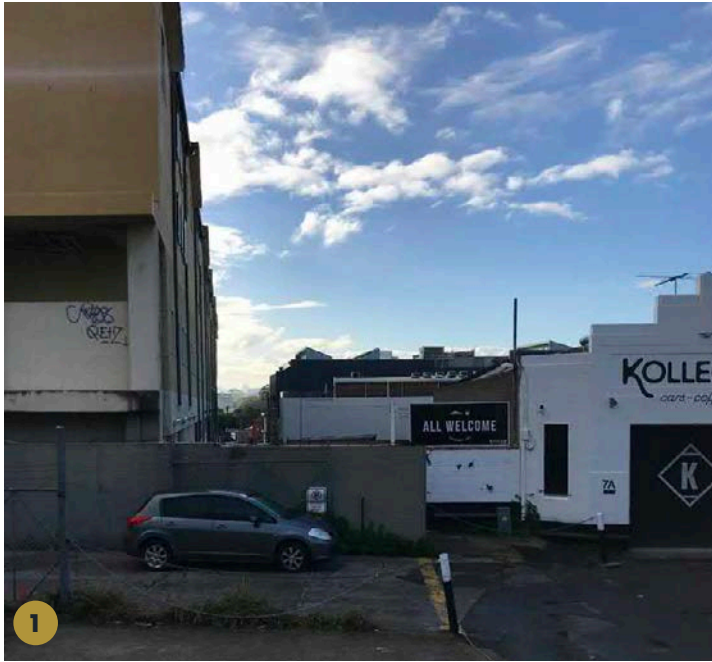
5. Section through existing vacant block of land, owned by RMS. Currently used as an informal car park. Council is engaging with RMS representatives to discuss the project. There is a physical change in level between the Hotel car park and this area which will require a ramp for a cycle path connection.

6. Hay Street. This is currently a Council owned car park with delineated cycleway through it. Council is currently in conversation with a developer for this site. Continued provision of the cycle route is a conditions for development and is likely to be along the southern boundary.





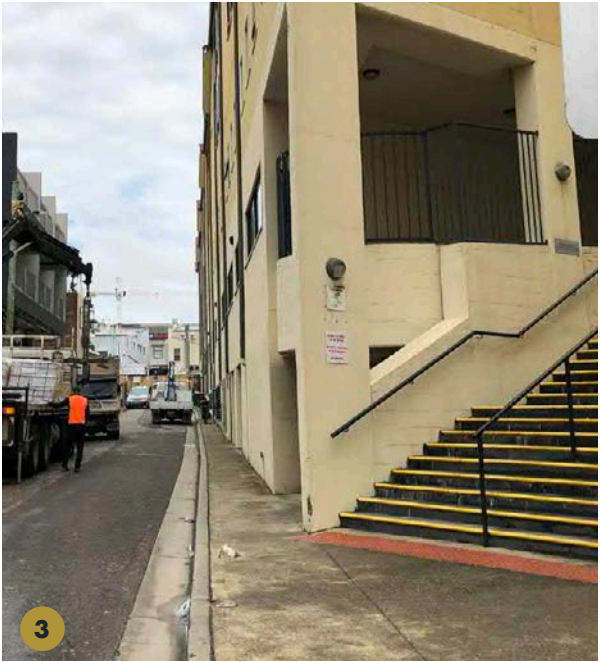
Keyplan - Leichhardt Precinct



1



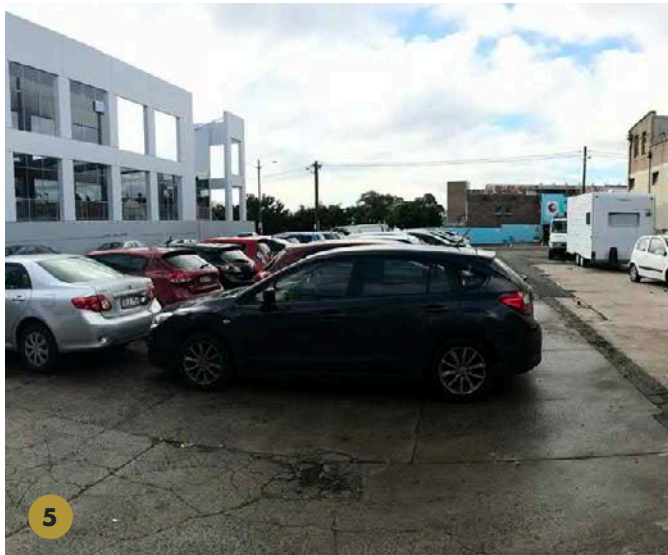
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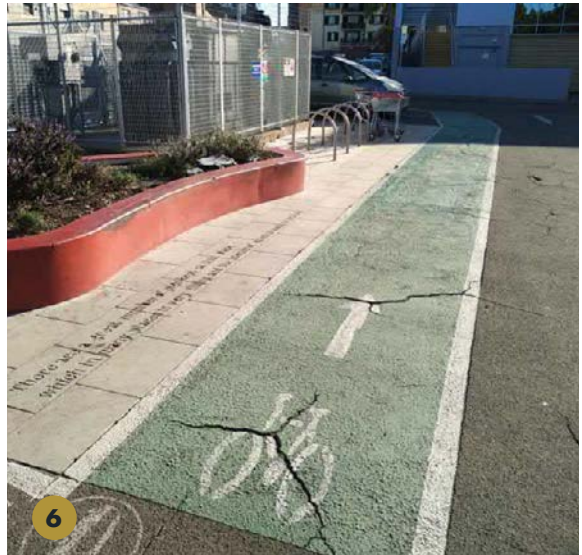
3



4



5



6

Record of existing

3.13 Detailed Site Analysis - Balmain Road to Hay Street Link

PLACE AUDIT

The site comprises a smaller, privately-owned car park belonging to the Bald Faced Stag Hotel on Balmain Road, opposite Dot Lane, and a larger public car park on Hay Street adjoining it.

The two car parks are largely level, with the slope falling to the East. There is an approximately 800mm level difference between the two, which is taken up in an earthen embankment. A gap in the existing fence allows informal pedestrian access between the two car parks however there are no steps within the embankment.

The asphalt surface within the public car park is in particularly poor condition, and lack of surveillance and lighting has led to incidences of rubbish dumping.

An existing council car park is located on the opposite, Eastern side of Hay Street. This car park incorporates a cycle path providing connection to Remond and Catherine streets.

Opportunities

- Provide East-West cycle connection between Norton Street and Catherine Street, and improved connection across the broader cycle network
- Take advantage of mandatory setbacks along boundaries (to be negotiated with landowners)
- Improve safety and amenity through lighting and accessible surfaces

Constraints

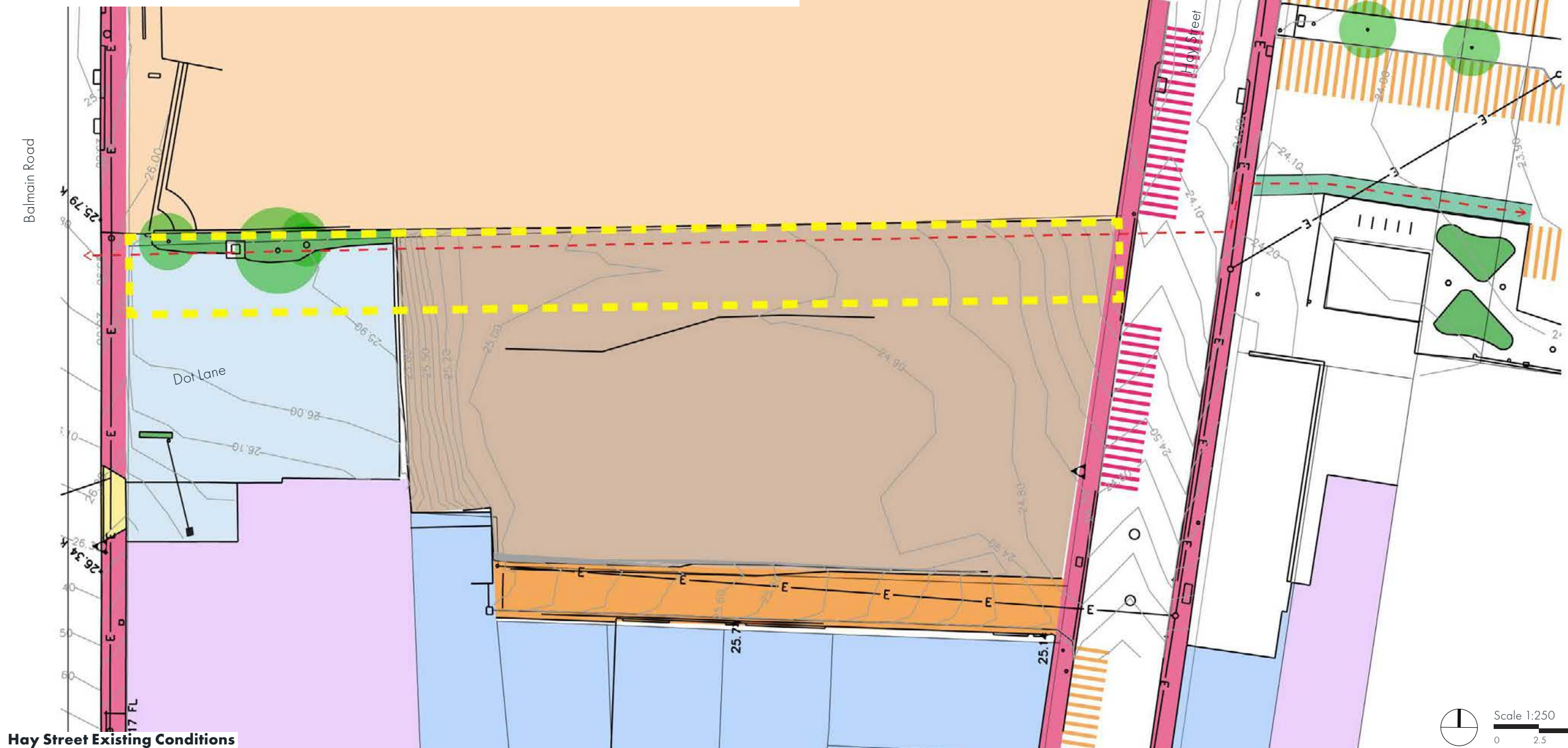
- Significant level change
- Poor surveillance / visibility
- No existing lighting
- Future development status of public car park to be resolved
- Trapped low point subject to local flooding



Record of existing



Keyplan - Leichhardt Precinct



Hay Street Existing Conditions

LEGEND

- - - Proposed Cycleway
- Boom Gate
- Planter
- Existing Tree
- 2hr Parking
- 1/2hr Parking
- Public Car Park
- 1- 2m Footpath
- 2 - 2.5m Footpath
- Cycle Path
- Driveway
- Retail Frontage
- Public Services
- Commercial Frontage
- Private Parking
- 4m Future Building Setback

NOTE: Informally arranged public car park. No marked bays.



3.14 Site Analysis - Camperdown and Annandale Planning and Development context

SCOPE STATUS

The new north-south pedestrian and cycle connection along Johnstons Creek is located in a complex planning and physical context.

The Inner West Council has undertaken in-depth site analyses to assess the scope of this project in order to ensure that any design improvements proposed are fully deliverable.

This page summarises the current status of the investigations

1 Camperdown-Ultimo health and education precinct:

Led by the Greater Sydney Commission, which will bring together the Royal Prince Alfred Hospital, the University of Sydney, University of Technology Sydney, University of Notre Dame Sydney Campus, TAFE Ultimo, and medical research institutions.

2 WestConnex Stage 3:

M4-M5 Link: Camperdown mid-tunnel construction site The Pyrmont Bridge Road tunnel site will be located between Parramatta Road, Pyrmont Bridge Road and Mallett Street at Annandale on land currently occupied by commercial and light businesses. The tunnel site will be used to support tunneling construction activities. The current indicative construction time frame is set to start on the first quarter of 2019 and end in the first quarter on 2023

3 Public domain improvements and cycle connection to Pyrmont Bridge Road between Parramatta Road and Mallet Street

An Inner West Council project. This site forms part of the UAIP project and is outlined in this document. It will be affected by the WestConnex tunnel works. Any construction works will take place after WestConnex works end. The current estimated date for works to commence is 2023.

4 Leichhardt Bike Plan

The project is part of a series of strategies led by Local Governments to improve and promote active corridors in Sydney. The Leichhardt Bike Plan proposes to link Leichhardt's and the City of Sydney's Johnstons Creek recreational cycle paths.

This connection had been suggested under the Booth Street bridge, however the bridge is currently not high enough for a cycleway to be run beneath it. As a result, an alternative connection has been proposed along Wigram Road.

5 Leichhardt Flood Study and Risk Management Plan:

These documents date 2015 and 2017 and set a clear guideline for any upgrade works in the Johnstons Creek's influence area.

Land ownership. The terraced bank north of Johnstons Creek between the intersection with Chester Street and Badu Park is property of Sydney Water.

6 Physical context.

Level differentials. Johnstons Creek runs at a lower level than its immediate surroundings. The locations where this level difference becomes most apparent are:

- 1) the intersection of the Creek with Parramatta Road; and
- 2) the intersection of the Creek with Mathieson Street.

7 Johnstons Creek Shared Path Connection

Connection to the existing City of Sydney shared path network will be provided via a cycle path within the verge on Wigram Road.

8 Existing public acquisition and recreational zoning along Johnstons Creek

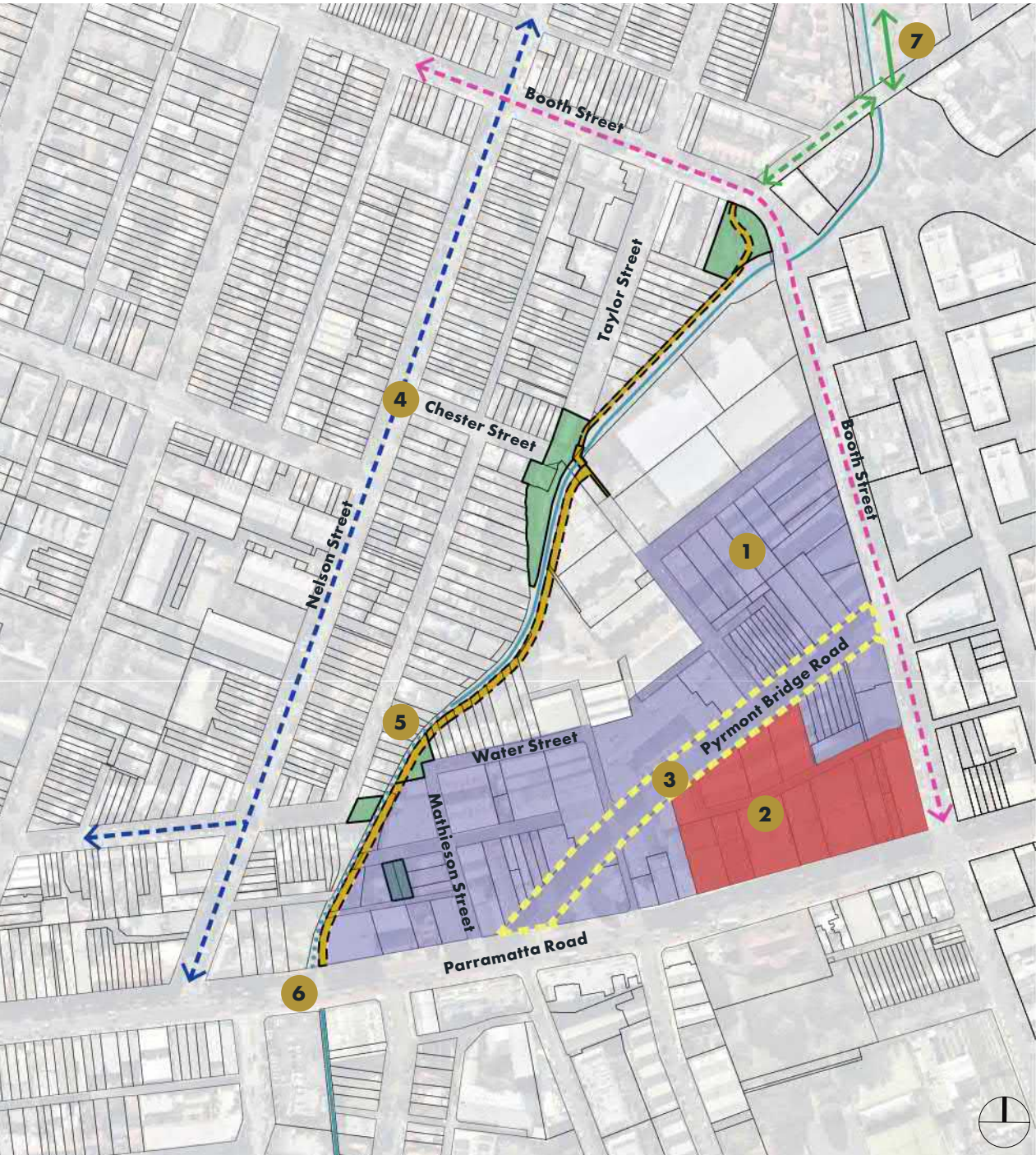
A public acquisition overlay and recreational zoning overlay exist on the rear of properties to the West of Johnstons Creek, however this overlay has rarely been enforced and the majority of areas within the overlay remain in private ownership.

As the majority of properties affected by the existing overlays are residential in nature the opportunity exists to realign these overlays to the East bank of Johnstons Creek, which is zoned Light Industrial, minimising the impact on residential properties.

Additionally, as the light industrial blocks are on average much larger, the number of landholder negotiations would be significantly reduced.

LEGEND

- Camperdown-Ultimo health & recreation precinct
- WestConnex Stage 3
- Opportunity for Shared Path
- Existing Open Space
- Johnstons Creek corridor



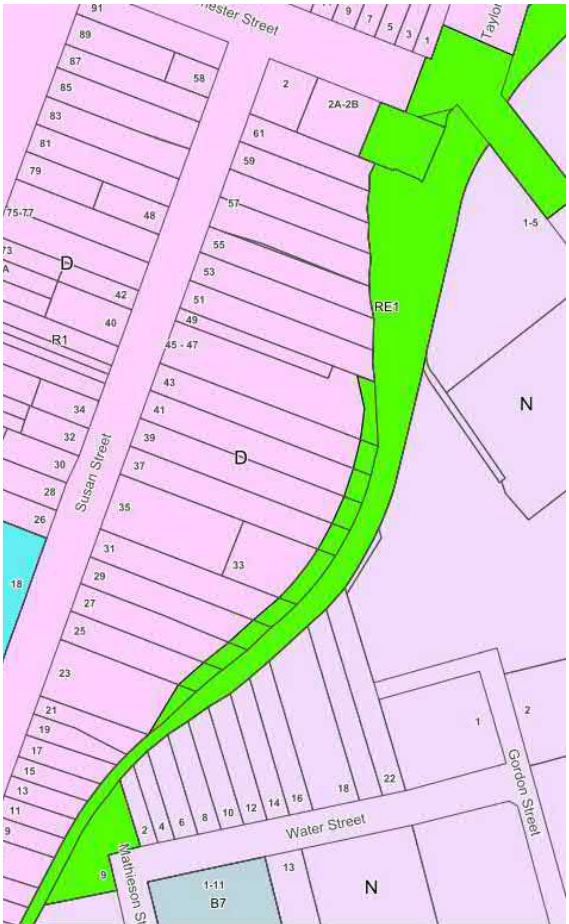
Johnstons Creek Summary Scope and Context



Keyplan -Camperdown / Annandale



8 Johnstons Creek
Existing public acquisition overlay



Johnstons Creek
Existing public recreation zoning

- Residential
- Public Parks and Recreation
- Light Industrial
- Public Acquisition Overlay

3.15 Site Analysis - Johnstons Creek Overview

PLACE AUDIT

Character Statement and Physical properties

The corridor is approximately 500 meters long .

The current scope runs along Johnstons Creek from the intersection with Booth Street in the north to the intersection with Parramatta Road in the South.

The site has 5 distinct sections.

1. Badu Park

This is a quiet, shady local park with a central grass lawn surrounded by dense native trees and garden beds, with some existing timber benches. Access into the park is via an informal gravel path.

2. Between Booth Street and Chester Street

This is a grassy corridor approximately 6 meters wide. It runs along the back of properties' accessed through Taylor Street. Access is via Badu Park on Booth Street and from the play area at the end of Taylor Street.

- A chain mesh fence extends along the top edge of the concrete Creek channel
- A level difference of approximately 1 meter exists between the terrain band and Badu Park. This level difference is currently resolved with a sandstone retaining wall.

3. Douglas Grant Memorial Park.

Through an existing playground area between Taylor Street and Chester Street. This area has recently been upgraded. It includes an access ramp from the north. The area includes the access to the existing Chester Street via a footbridge which is currently being upgraded by the Inner West Council. It is estimated this project will be completed by the end of 2019.

- This section includes park furniture, new native planting, soft ground finishes and new lighting.

4. From the play area at Chester Street to approximately 20 Water Street.

This section is between 60 and 80 meters in length. Property boundaries extend to the edge of Johnstons Creek in this section.

- The Creek remains open (uncovered) in this section.
- Access is difficult and can only be achieved through private property.

5. From approximately 20 Water Street to Parramatta Road.

The Creek has been covered in this section and can be accessed by foot. The section currently has no continuity and ends in a grated area finished by a tall wire fence in the north and in a large (4-5 meter) level differential in its intersection with Parramatta Road.

- The drainage is poorly resolved in this area resulting in periodic flooding that can be noticed by water marks in the adjoining retaining walls.
- The level differential is particularly acute in the south side north of Cahill Street.

The level differential with Mathieson Street is approximately 1.8 meters

Opportunities

- Provision of new setback along Creek
- Cycle connection to broader network links

Constraints

- Private ownership and structures extending to Creek-line
- Flooding and associated safety risks
- Existing trees and broader urban ecology along Creek
- Future of Sydney water assets unknown



Record of existing

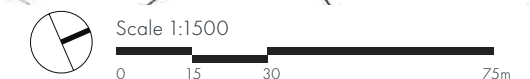


LEGEND

- | | | |
|----------------------|--------------------|---|
| Proposed Cycleway | Stairs | Existing public acquisition overlay |
| Planting | Playground Shelter | Opportunity to provide new setback to Creek |
| Existing Trees | Concrete Channel | |
| Proposed Bridge | Covered Creek-line | |
| Light Industrial | Grass | |
| Residential Frontage | Playground | |
| Retail Frontage | Bench | |
| 2.5m + Footpath | Basketball court | |
| 2 - 2.5m Footpath | Netball Court | |
| 1.5 - 2m Footpath | | |



**Johnstons Creek Existing Conditions
Booth Street to Parramatta Road (partial survey only)**



3.16 Detailed Site Analysis - Chester Street to Parramatta Road

PLACE AUDIT

Johnstons Creek (owned by Sydney Water) runs within a culvert for the majority of this section. An informal footpath located on top of the culvert provides access to the backyards of adjacent residential properties. There is a significant level change of approximately 4m at the junction with Parramatta Road.

Building stock along the corridor comprises mixed fine-grade residential and light industrial warehouses with no setback to culvert channel.

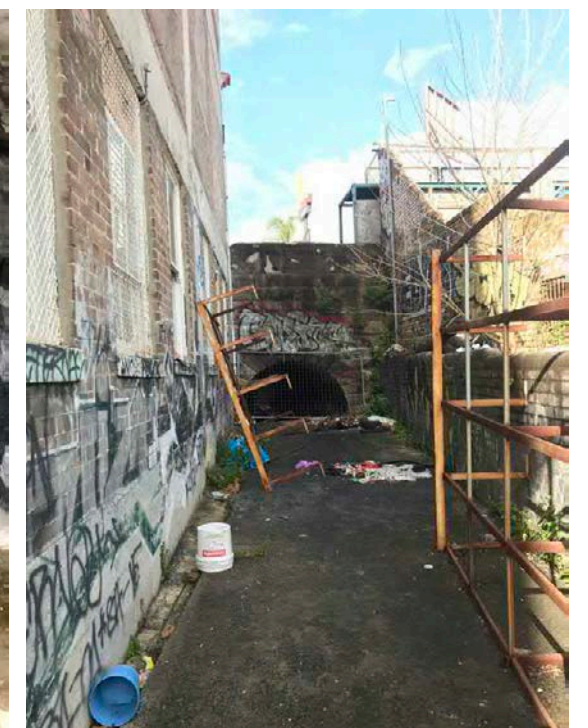
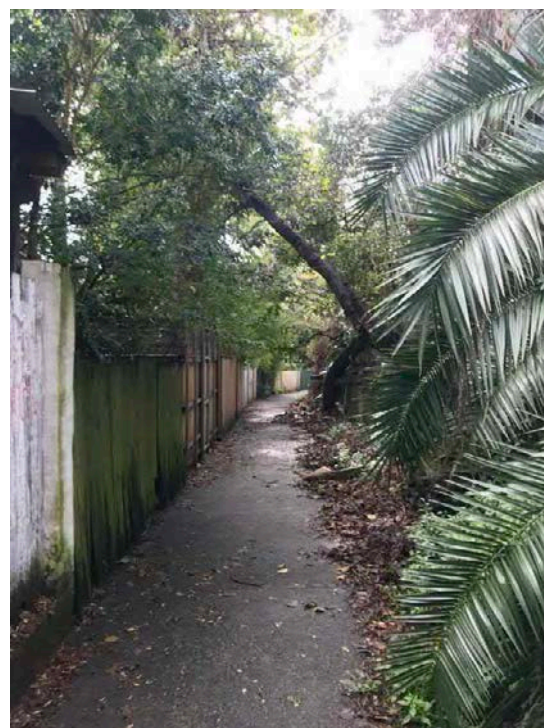
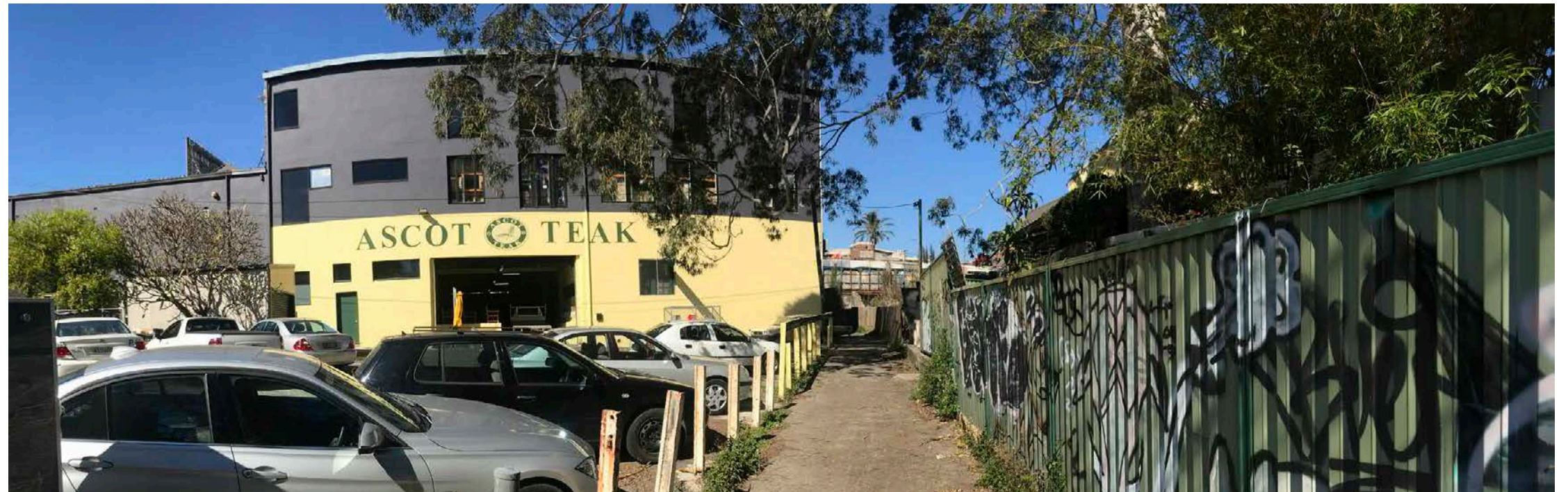
Further to the north the culvert transitions into an open concrete channel. There is no public access along the Creek corridor from the end of the culvert up to Douglas Grant Park, due to the lack of setback.

Opportunities

- Provision of new setback along eastern side of Creek
- Pedestrian connection to Parramatta road via steps and lift within private development
- Connection via McCarthy Lane to cycling network (footbridge may be required)
- Creation of a large open space through council acquisition of properties.

Constraints









- No clearance of structures to Creek-line
- Structural integrity and bearing capacity of culvert is unknown
- Ownership of Creek corridor is held by Sydney Water
- Lack of visibility and passive surveillance leading to rubbish dumping and negative perceptions of personal safety



Record of existing



LEGEND

- | | | | |
|---|-----------------------|---|---|
|  | Open Concrete Channel |  | Retail Frontage |
|  | Covered Culvert |  | Existing public acquisition overlay |
|  | Existing open space |  | Opportunity to provide new setback to Creek |
|  | Light Industrial | | |
|  | Residential Frontage | | |



Johnstons Creek Existing Conditions
Chester Street to Parramatta Road (No survey data available)



3.17 Detailed Site Analysis - Booth Street to Chester Street

PLACE AUDIT

A vegetated corridor owned by Sydney Water running alongside the Johnstons Creek open channel drain. Elevated residential properties back onto the corridor, but low levels of passive surveillance have led to substantial graffiti on the existing fences.

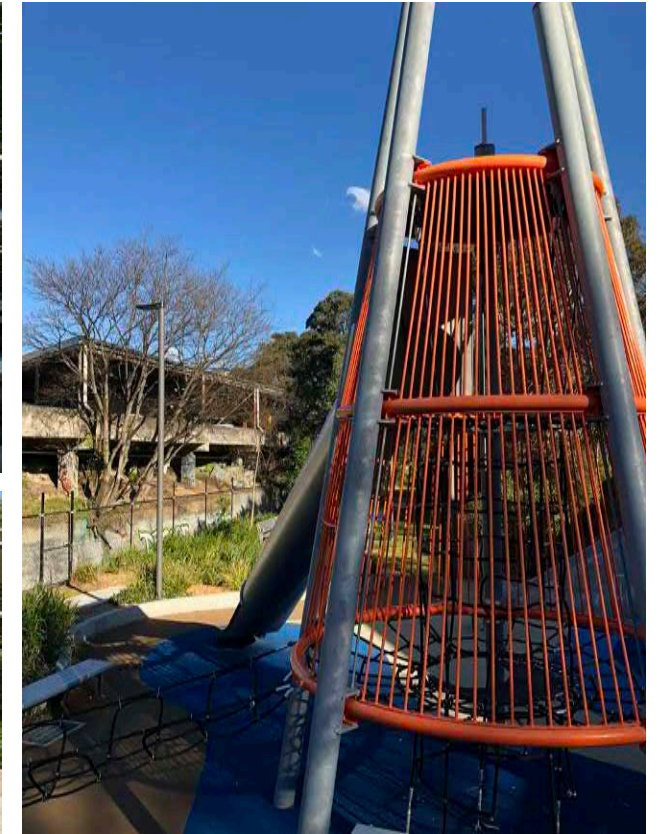
The corridor connects at the south to Douglas Grant Play park and at the north to Badu park, which is a quiet, largely under-utilised green space adjacent to the Booth Street / Wigram Road intersection.

Opportunities

- Potential to create a shared path connecting the two parks and the broader cycling network
- Opportunity to revitalise and reactivate Badu Park, which has little usage or surveillance
- Improve local ecology through weed management and planting of indigenous vegetation

Constraints

- No passive surveillance - large amounts of graffiti and rubbish
- Large established trees conflict with potential shared path route
- Existing basketball and netball courts conflict with potential shared path route
- Proximity of residences which may be sensitive to increased traffic
- Location within floodplain

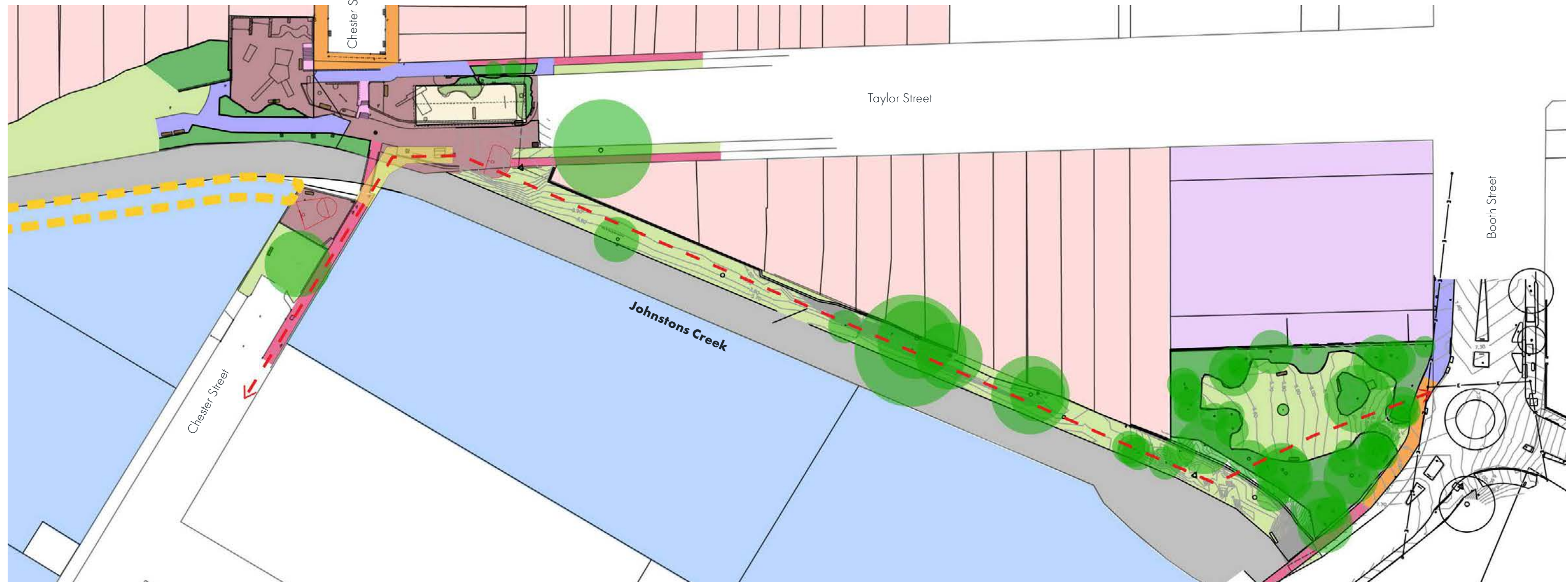


Record of existing



LEGEND

- | | | |
|----------------------|--------------------|---|
| Proposed Cycleway | Stairs | Existing public acquisition overlay |
| Planting | Playground Shelter | Opportunity to provide new setback to Creek |
| Existing Trees | Concrete Channel | |
| Proposed Bridge | Covered Creek-line | |
| Light Industrial | Grass | |
| Residential Frontage | Playground | |
| Retail Frontage | Bench | |
| 2.5m + Footpath | Basketball court | |
| 2 - 2.5m Footpath | Netball Court | |
| 1.5 - 2m Footpath | | |



**Johnstons Creek Existing Conditions
Booth Street to Chester Street**

Scale 1:700
0 7 14 35m

3.18 Detailed Site Analysis - Wigram Road

PLACE AUDIT

Character Statement and Physical properties

Wigram Road is a vehicle-dominated roadway, running from Booth Street in Annandale to Glebe Point Road. Although not a large road, it is heavily trafficked, including by several bus lines.

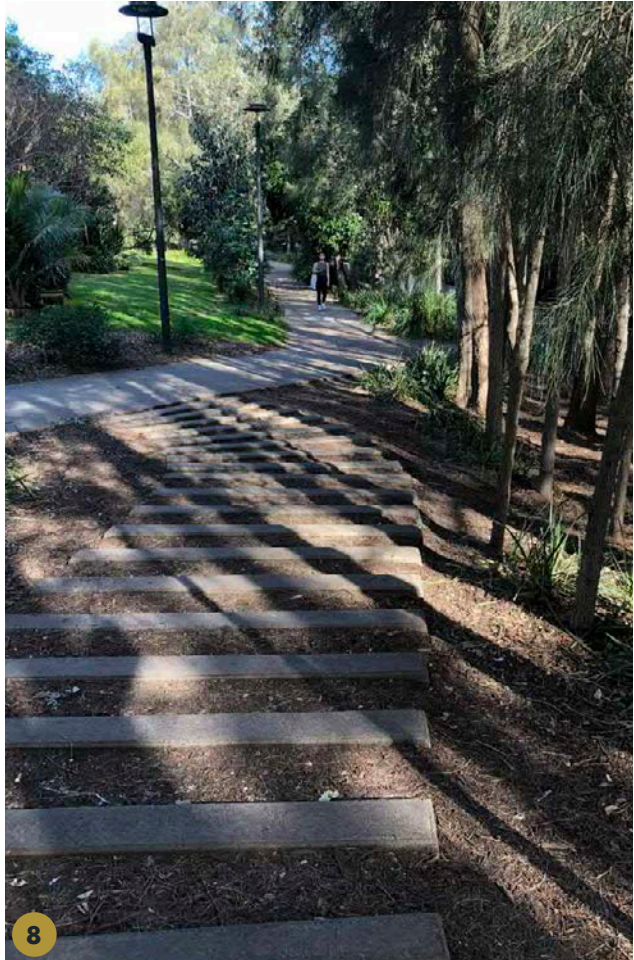
The carriageway is irregularly shaped, with poorly defined vehicle lanes and narrow footpaths. There are no existing street trees, and the existing bridge (over the Johnston's Creek open channel) is currently non-compliant in regards to safety standards for pedestrian balustrades.

Opportunities

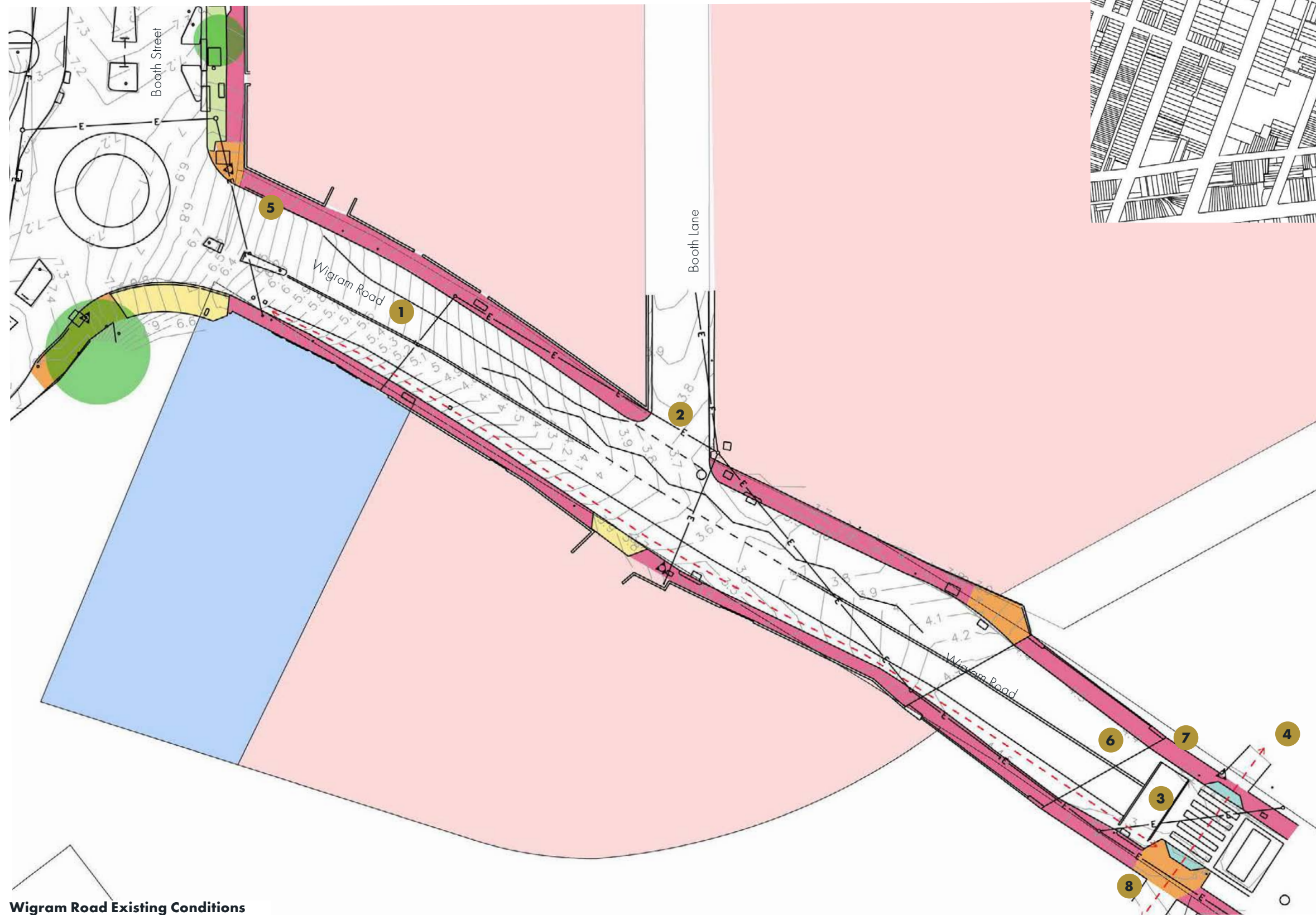
- Realignment of road
- Improve pedestrian safety with wider footpaths
- Cycle connection to broader network links, between The City of Sydney existing shared path

Constraints

- Bridge - Balustrade detail to comply with pedestrian and cycle safety standards.
- Existing power and light poles
- Blind corner at Booth Lane for exiting traffic



Record of existing



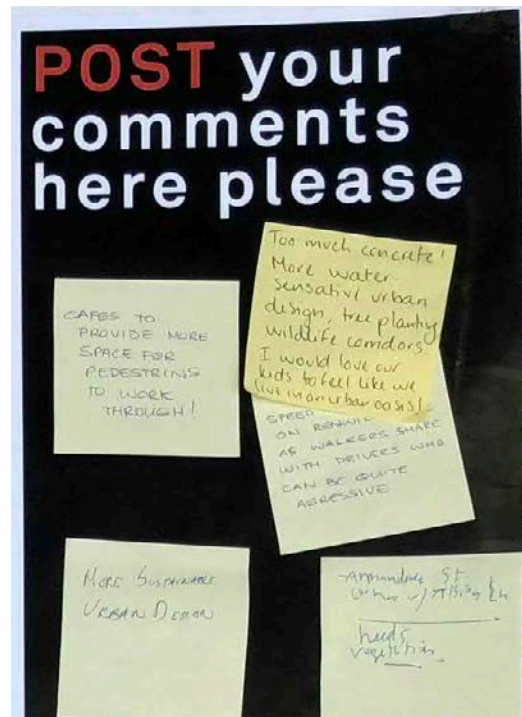
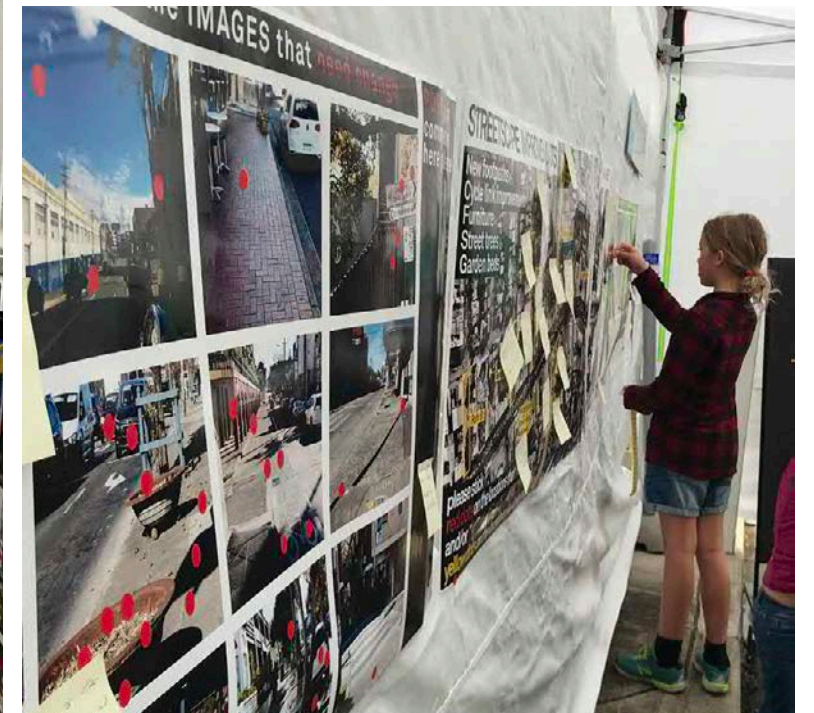
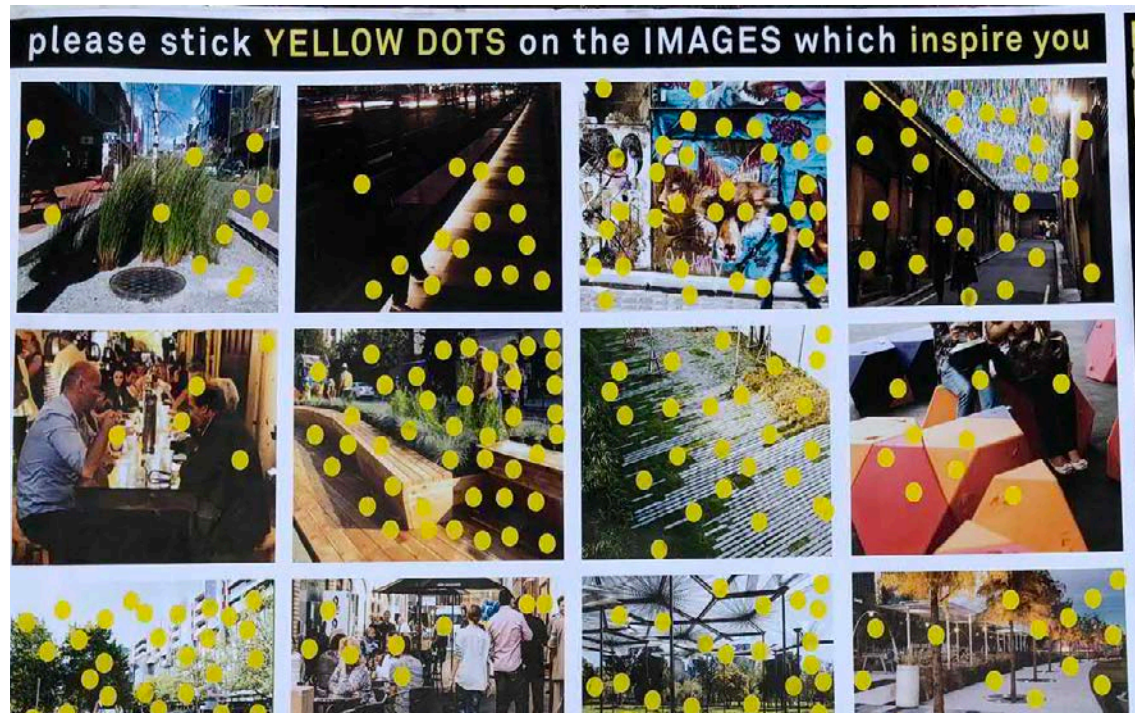
Wigram Road Existing Conditions

LEGEND

- Cycleway path
- Existing Trees
- Grass
- 2-2.5m Footpath
- 1.5-2m Footpath
- Kerb Crossing
- Driveway
- Commercial Frontage
- Residential Frontage



A4. Stakeholder and Community Consultation Summary



4.1 Engagement Methodology

What, where and how feedback was sought

The community engagement strategy aimed to be as inclusive and accessible as possible. There has been particular focus on obtaining local feedback from those directly in the vicinity of the project areas, with a broader capture of feedback from community who live, work, travel through the precinct areas.

Advertising and notification

Notification of the project and engagement opportunities was via advertising flyers delivered to 3600 addresses within a 400m radius of the project scope areas. These flyers outlined the project locations, nature of the streetscape works being proposed, ways to find out more information, and opportunities to contribute feedback about the project.

Feedback gathering

This feedback was sought in a number of ways to offer a broad range of opportunities to contribute and using methods to include as wide a sector of the community as possible. This included 2 specific engagement pop-up events, street intercept “walk and talk” surveys and on-line survey.

Engagement Session 1: Streetscape Improvements

- Engagement Activity: Pop-up event Eco-festival Sunday August 26th 2018
- Engagement Activity: Pop-up event Norton Street Plaza Saturday September 8th 2018
- Walk and talk surveys: undertaken between September 7th – 12th 2018
- On-line via Inner West Council “Have Your Say” website from 17th August – 14th September 2018.

Engagement Session 2: Pedestrian and cycleway Improvements

- Walk and talk surveys: Undertaken between 25th February - 5th March 2019
- Online via Your Say Inner West Council Website from 15th February - 7th March 2019

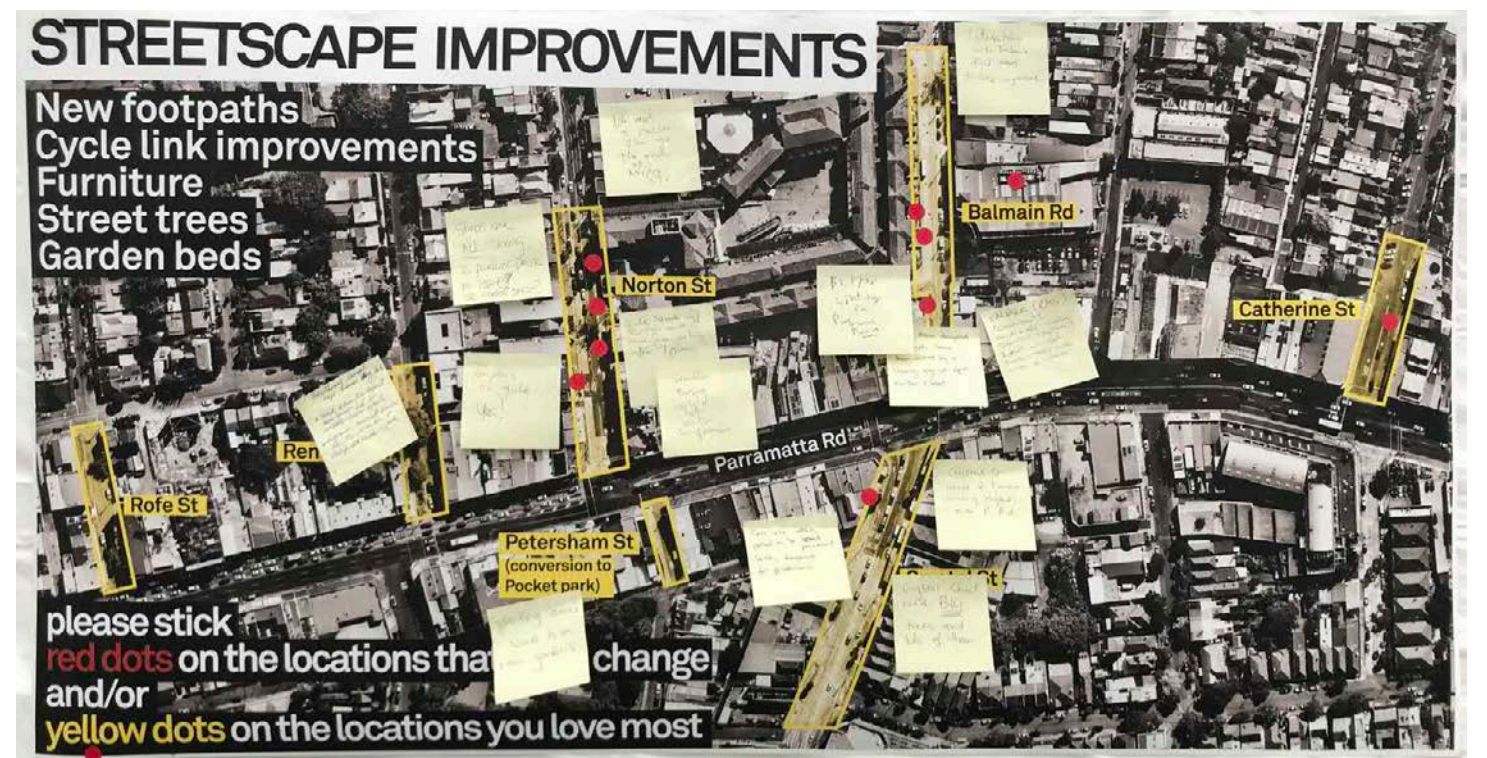
Internal Stakeholder workshops

A series of internal Council stakeholder workshops were undertaken by the project team. The initial session was an information share presentation to outline the project context, scope and program.

This was followed up with workshop sessions with individual departments and was a dedicated knowledge share session. Staff input was sought regarding project scope, existing site conditions, any operational constraints, opportunities to share expert advice, review of initial masterplan ideas and to gauge a collective Council view on the masterplan direction.

These sessions have the benefit of initiating cross council communications to ensure that as masterplan designs develop and progress onto next stages of masterplan detail design and implementation, Council internal stakeholders are aware of the project, have had an opportunity to contribute, which will encourage a unified Council approach to implementation of the masterplan.

Engagement Activities



4.2 Feedback Gathered

Process

HOW WAS THE PROJECT COMMUNICATED?

Have Your Say



- Flyer to Residents
- Inner West Council Website

Engagement Activity: Pop Up Events



- Stall at Footprints Eco-festival 6/08/18
- Norton Street Pop Up 8/09/18

Walk & Talk



- Street intercept surveys
07/09/18 - 12/09/18
and 18/02/18 - 21/02/19

BREAKDOWN OF RESPONSES:



50%
Of surveys completed **online**.




30%
Of surveys completed during **street intercepts**.



20%
Of surveys completed at **Pop Up Events**.


Who contributed?

PROFILE OF AVERAGE RESPONDENT:




42%

Male



57%

Female



1%

Other

3%

18-24

10%

25-34

50%

35-49

18%

50-59


13%

60-69


6%

70-84


HOW DO THEY USE THE AREA:




83%
Live locally in the surrounding suburbs.



80%
Walk regularly in these precincts.




70%
Feel safe while walking in these precincts.




40%
Are **travelling to Leichhardt** via this route.

What did they say?

RESPONSES TO GENERAL QUESTIONS :




" There are a lot of elderly residents who shop and walk here, so some seating would be great. "




" You can never go wrong with more trees and plants. "

" Please give us more greenery. "




" Public art is always nice, especially if you can support local artists. "

" Art & Any and everywhere please. "




" Pyrmont Bridge Road should have bike lanes. "

" Too dangerous to cycle. "




" Traffic moves too fast, 30 kph should be the limit. "




" Along with street art, I would suggest having some vehicle-free roads (Pedestrian and bicycles only) with beautiful street-lights and cobblestone or attractive footpaths. "

CYCLING RELATED RESPONSES:




64%
Of respondents **do** cycle through the precinct.


36%
Of respondents **do not** cycle through the precinct.




40%
Of respondents cycle in the **morning**.






31%
Of respondents cycle in the **afternoon**.



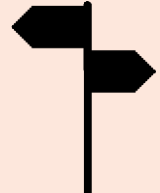
29%
Of respondents cycle in at **night**.



22%
Chose not to or are **unable** to cycle.



78%
Said there was a lack of **safe, dedicated** and **clear** routes.



21%
Of respondents cycle through **Crystal Street**.

19%
Of respondents cycle through **Pyrmont Bridge Road**.

20%
Of respondents cycle through **Norton Street**.

13%
Of respondents cycle through **Renwick Street**.


20%
Of respondents cycle through **Balmain Road**.

7%
Of respondents cycle through **Rofe Street**.


04

Tract Consultants

What did they love?



32%
Loved the community, people, culture and friendliness of the area.




19%
Loved the convenience and easy access to local areas.



17%
Loved the cafés, shops and facilities.



14%
Loved the close proximity to the city.



10%
Loved the character and history of the area.



8%
Loved walking around the area.

What could be improved?

Norton Street

- Poor separation between cycling and traffic areas
- Lack of lighting
- Poor footpath paving
- Poor separation between pedestrian and traffic areas
- Lack of pedestrian amenity
- Lack of shade

Balmain Road

- Poor separation between cycling and traffic areas
- Lack of lighting
- Poor separation between cycling and traffic areas
- Lack of pedestrian amenity
- Poor footpath paving
- Lack of shade

Catherine Street

- Poor separation between cycling and traffic areas
- Lack of lighting
- Poor separation between cycling and traffic areas
- Lack of pedestrian amenity
- Poor footpath paving
- Lack of shade

Dot Lane

- Strong support of a creation of a new link

Pyrmont Bridge Road

- Separated cycling, pedestrian and traffic
- Street Trees
- Wider footpaths
- Public art in key locations.
- Water fountains
- More seating areas
- More garbage bins

Johnstons Creek

- Strong support of a creation of a new link via Wigram Rd

Renwick Street

- Lack of lighting
- Poor separation between pedestrian and traffic areas
- Poor separation between cycling and traffic areas
- Poor footpath paving
- Lack of pedestrian amenity

Rofe Street

- Lack of lighting
- Poor separation between pedestrian and traffic areas
- Poor separation between cycling and traffic areas
- Poor footpath paving
- Lack of pedestrian amenity

Petersham Street

- Conversion of Petersham Street to a Pocket
- More Trees and Planting
- Include cycle paths and better/more cycle infrastructure
- Public Art in key locations
- Additional crossing points across Parramatta
- New footpaths
- Slow traffic in these streets
- Water fountains
- More seating areas
- More garbage bins

Crystal Street

- Poor separation between pedestrian and traffic areas
- Poor separation between cycling and traffic areas
- Lack of lighting
- Lack of pedestrian amenity
- Poor footpath paving
- Lack of shade

How did this inform the Master Plan?

The feedback gathered here has been used during the masterplan design development and to inform the design process.

A5. Vision and Design Principles

5.1 Design Principles

We are creating a new vision for the future, for the community within the Parramatta Road corridor .

The design proposals demonstrate how the Leichhardt and Camperdown precincts can be a benchmark where values come together to drive the design, construction and operation of a vibrant, functioning community. We envision a community that responds to the challenges and opportunities of the 21st Century, generating new social, natural, and financial capital to create a future where people can lead increasingly happy and healthy lives.

CONNECTING PEOPLE

Our design response is predicated by the guiding value of connecting precincts through connecting people.

We will engage with the community to improve livability and act as a social and educational resource. Multicultural and multi-generational integration and interaction will be encouraged. The design emphasizes community health and wellness in creating a vibrant thriving municipality.

In order for the project areas to reach their full potential, they must celebrate their unique place and achieve the following combination of Social, Environmental and Commercial principles:

Social Characteristics

- Healthy environment that promotes socialization through active and passive experiences
- Green spaces that create vibrant social life
- Connectivity throughout the sites and to the broader neighborhood (across Parramatta Road)
- Shared spaces for interaction that are adaptable, flexible and with variety
- People scale engaging spaces
- Integrated Art installations that are contextual

- Accessible safe place for all

Environmental

- Flora that is appropriate, contextual and maximizes tree canopy to provide summer shade and solar access during winter
- Ameliorate hot summers and cool winters
- Reduce noise impact of Parramatta Road on local streets
- Integrated water sensitive urban design
- Connection to wider landscape and setting
- Maximize permeable surfaces

Commercial

- Setting the image for a vibrant economy
- Consideration of project staging in design
- Accessible to the broader community
- Robust materials with long life cycles
- Initial capital costs to be in line with best practice and value for money
- Ongoing maintenance must be sustainable

5.2 Vision

From little things big things grow.....

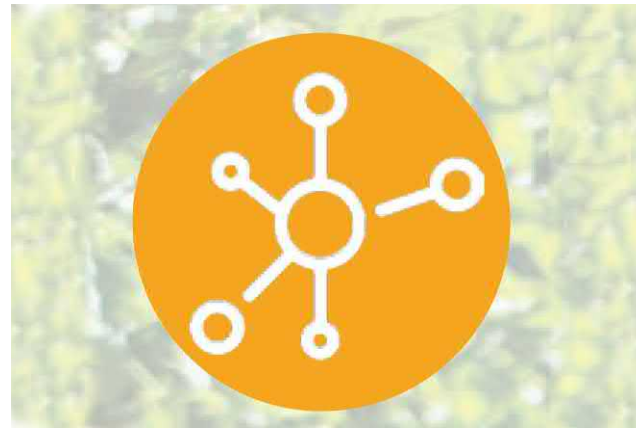


Community well-being and inclusiveness

Acknowledge the link between urban design and well-being providing a foundation for a vibrant socially connected community.

Appropriate design will be for the benefit of the many layers of the local population, age, interests, abilities.

Improvements to these spaces will provide broader benefits beyond the scope of the project sites.



Enrich through engagement

Establish a formal project pathway for Aboriginal Program engagement and remuneration for participation within the design and implementation of the masterplan strategies. Using IWC policy as a framework to acknowledge and trace contributions.



Reveal history and heritage

Support the involvement of community in artwork, stories, themes and understanding of community histories



Evolve

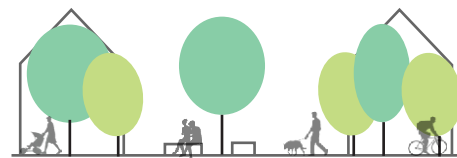
Promote deep earth connections and integrated ecological systems through all new vegetation and WSUD elements.

5.3 Holistic Plans

Council has identified in the project brief key elements that form part of the Master plan design process and they are:

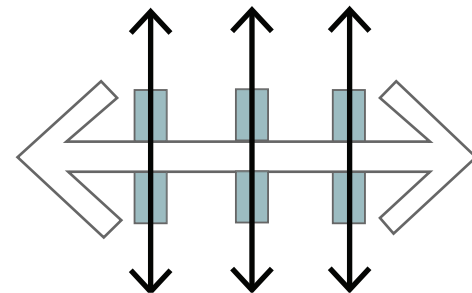
Holistic Plans

The master plans must outline multi-functional designs that are based on input from the community and across Council. Multidisciplinary teams are required to ensure collaboration is the process to produce the design outcomes. The following is a list of considerations that will contribute to holistic plans:



Holistic Plan – Places for the Community

Community engagement must be used to provide an evidence basis for decision making. The community knows the public domain better than most and their input will provide a fine grained analysis of what is good, bad and in need of improvement within each project. The community will be the end uses and their input will define what is proposed along the corridor.



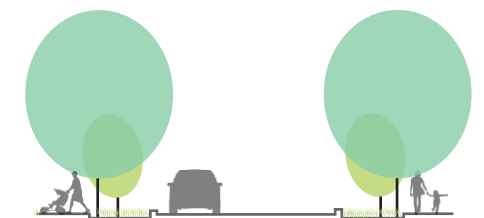
Holistic Plan – Connectivity

Inner West Council understands each of the five projects as part of a greater plan and need each project to be seen as a series of connected spaces in the public domain along the Parramatta Road corridor. Council is also aware of the function the spaces within the inner west particularly for connectivity north and south of the Parramatta Road divide. Improving the connectivity to the surrounding neighbourhoods will greatly help the suburbs along either side of Parramatta Road function for a liveable community.



Holistic Plan – Equal Access

Improving access for all users must be achieved by the projects.



Holistic Plan – Movement Corridors

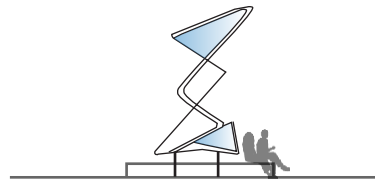
The public domain designs need to accommodate the ability for all mode of transport. RMS and engineering standards need to follow for the design of active transport corridors, and road designs.

5.3 Holistic Plans



Holistic Plan – Environment

Council seeks to improve the environmental qualities of the inner west and see the importance of achieving sustainability outcomes within the projects. The projects shall contribute to overall biodiversity outcomes, reduction of urban heat island, increased urban forest cover, improved air and water quality and other environmental opportunities that the project can provide.



Holistic Plan – Public Art

The inner west has long been an urban canvas for local artists to display their work. The gritty urban character shall be retained and past historical uses reviewed for opportunities for incidental art integration.



Holistic Plan – Maintenance

Council will be the asset manager for the proposed design outcomes. Council maintenance teams will be included in the collaboration process to ensure the proposed outcomes can be maintained with costs and skills required scheduled into maintenance regimes.



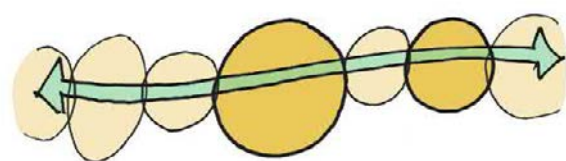
Holistic Plan – Value for Money

The multi-functional nature of the proposed outcomes will ensure the projects are 'working hard' and fulfilling multiple outcomes in one element. Single outcome designs shall be avoided as proposals need to demonstrate value for money.

5.4 Application of Design Principles

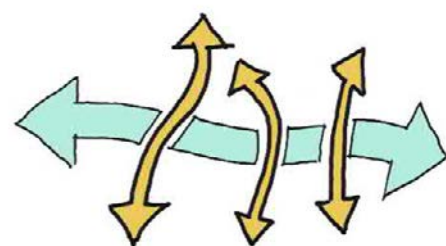
Precinct Context

Application of Design Principle



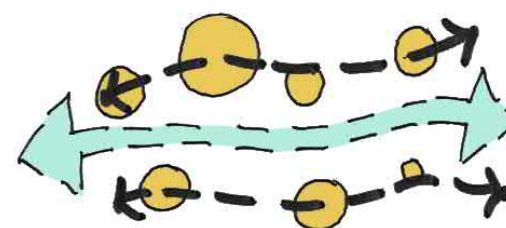
Precinct Identity

Celebrate cultural and community differences via the experience of Parramatta Road's journey through individual precincts



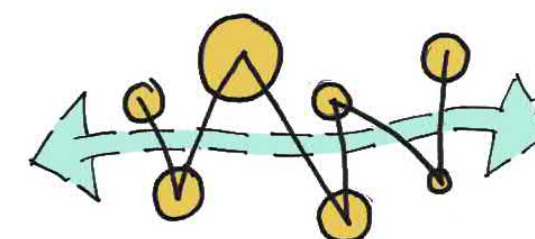
Connections Across

Strengthen North-South movement corridors through bridging across Parramatta Road, helping to elevate precinct identities above the subconscious barrier formed by the roadway



Parallel Connections

Develop parallel corridors set back from Parramatta Road to provide alternative East-West links between spaces and precincts.



Connections Bring Enriched Spaces

Enrich and activate spaces as a result of improved connections between destinations and places, with enhanced accessibility and strengthened visual links.

