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# Parramatta Road Urban Amenity Improvement Program

Leichhardt and Camperdown Precincts  
Public Domain Master Plan

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## Appendix B Costing & Implementation

Prepared by Tract Consultants for Inner West Council

Revision 11

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**This Appendix includes:**

B1 Costs  
B2 Implementation



# B1. Opinion of Probable Costs

1.1 Opinion of Probable Costs - Overview

INDICATIVE ONLY - subject to NSW State Government funding

Total Cost

PRELIMINARIES AND MARGAIN				1,876,630
ASSUMPTIONS / EXCLUSIONS				0
Project 1 - Public Domain Improvements to Key Leichhardt Streets				4,956,000
Project 2 - New Cycle Connection along Dot Lane between Norton Street and Hay Street				211,600
Project 3 - Conversion of Petersham Street into a Pocket Park				652,000
Project 4 - New north-south pedestrian and cycle connection along Johnston Creek				2,251,000
Project 5 - Public Domain Improvements and cycle connection to Pymont Bridge Road				1,618,000
TOTAL EXCLUDING GST				11,565,230
DESIGN CONTINGENCY				1,156,523
CONSTRUCTION CONTINGENCY				1,272,175
FEES				981,741
TOTAL ESTIMATED CONSTRUCTION COST EXCLUDING GST				14,975,699
PC SUM - EXTERNAL SERVICES ELECTRICAL WORKS FOR UNDERGROUNDING EXCL PRELIMINARIES, MARGIN, CONTINGENCIES, FEES AND GST				1,215,000



1.1 Opinion of Probable Costs - Overview

INDICATIVE ONLY - subject to NSW State Government funding

Project 1 - Public Domain Improvements to Key Leichhardt Streets

A	ROFE STREET				464,000
B	RENWICK STREET				837,000
C	NORTON STREET				1,237,000
D	CRYSTAL STREET				998,000
E	BALMAIN ROAD				755,000
F	CATHERINE STREET				665,000
TOTAL Project 1 - Public Domain Improvements to Key Leichhardt Streets					4,956,000

Project 2 - New Cycle Connection along Dot Lane between Norton Street and Hay Street

A	DOT LANE BETWEEN NORTON STREET AND HAY STREET				211,600
TOTAL Project 2 - New Cycle Connection along Dot Lane between Norton Street and Hay Street					211,600

Project 3 - Conversion of Petersham Street to a Pocket Park

A	PETERSHAM STREET POCKET PARK				652,000
TOTAL Project 3 - Conversion of Petersham Street to a Pocket Park					652,000

Project 4 - New north-south Pedestrian and Cycle Connection along Johnston Creek

A	JOHNSTON CREEK				1,805,000
B	WIGRAM ROAD				446,000
TOTAL Project 4 - New north-south pedestrian and cycle connection along Johnston Creek					2,251,000

Project 5 - Public Domain Improvements and Cycle Connection to Pymont Bridge Road

A	PUBLIC DOMAIN IMPROVEMENTS AND CYCLE CONNECTION TO PYRMONT BRIDGE ROAD				1,618,000
TOTAL Project 5 - Public Domain Improvements and Cycle Connection to Pymont Bridge Road					1,618,000





## B2. Implementation Plan



2.1 UAIP Implementation Leichhardt and Camperdown Project Recommendations for Implementation

This section provides a summary of implementation recommendations and next steps to ensure all opportunities identified as part of this UAIP masterplan study are captured as the projects progress.

- Masterplan designs in this study are considered in enough detail to provide assurance regarding feasibility of the design intent.
- There will be a requirement during detailed design to consider further some of the practical aspects of the proposals. Each project has a list of "Next Steps" where these have become evident during the masterplan design process. This section lists the items that have been identified to be resolved as part of detailed design.



Rofe Street  
Next Steps

- Review opportunities to consolidate & reduce impact of driveways on footpath space to improve accessibility
- Review of pedestrian footpath cross-fall and crossing points to meet best practice accessibility standards.
- Detail of rain garden to be coordinated with existing drainage infrastructure



Renwick Street

Next Steps

- Progress with RMS approval process to introduce shared zone operations.
- Detailed design to review flood water volumes at intersection with Parramatta Road junction
- Consider provision of a vehicle turning mirror to the intersection of Renwick Lane and Renwick St to improve visibility from Renwick Lane
- Upgrade of cycle wayfinding and signage for shared space behaviour to be advised.
- Telstra turret - Investigate options for relocation
- Seek arborist advice on existing trees, impact of proposals and advice on future improvement works to soils/ root zone to further protect.



Norton Street

Next Steps

- Review of pedestrian crossing points and footpath cross-falls to meet best practice accessibility standards.
- Upgrade of Norton Street bus stops to meet best practice accessibility standards
- Coordination of IWC proposals for extension of road drainage infrastructure North along Norton Street
- Upgrade of cycle wayfinding, to include cycle dismount advice



Catherine Street

Next Steps

- Review existing Mobility parking space - confirm current status and relevance of location.
- Upgrade of cycle wayfinding



Crystal Street

Next Steps

- Review opportunities to consolidate & reduce impact of driveways on footpath space to improve accessibility (particularly for large / redundant driveways)
- Review of pedestrian crossing points and footpath cross-falls to meet best practice accessibility standards.
- Upgrade of Crystal Street bus stop to meet best practice accessibility standards
- Upgrade of cycle wayfinding





## Balmain Road

### Next Steps

- Review opportunities to consolidate & reduce impact of driveways on footpath space to improve accessibility
- Telstra turret - Investigate options to relocate from center of footpath near junction with Parramatta Road.
- Undertake detailed review of levels and drainage during detailed design to determine impacts of proposal on flooding
- Upgrade of cycle wayfinding - including a review of/advice on cycle dismount section.
- Detailed design to review flooding and levels to mitigate flooding risk at Dot Lane junction.



## Dot Lane: Cycle Connection

### Next Steps

- Green-painted highlight finish at intersection of cycle path and roadway
- Consider surface finish and alert methods to highlight cycle/vehicle interface at all junctions where routes intersect.
- Identify and address potential impacts on flood levels as a result of proposed raised threshold treatment.



## Petersham Street

### Next Steps

- Continue investigations to integrate overland flow route and volumes into the park design.
- Review existing Mobility parking space -confirm current status and relevance of location. Currently removed from proposals.



## Pyrmont Bridge Road

### Next Steps

- Provide upgraded drainage across extent of new roadway to relieve existing flood storage requirements.
- Review of cycle path interface / crossing points at intersections with Parramatta Road / Mallet Street
- Upgrade of cycle wayfinding



## Johnston's Creek & Badu Park

### Next Steps

- Seek arborist advice for existing trees, current value, impact of proposals on trees and advice for future management.
- Continue coordination with Sydney Water on proposals
- Review detail designs in accordance with flood management requirements



## Wigram Road

### Next Steps

- Continue investigations to review junction design with Booth Street
- Continue to coordinate with City of Sydney Council regarding interface of project boundaries.
- Consideration of City of Sydney proposals for amendments to kerb edges and bridge railing improvements.
- Upgrade of cycle wayfinding
- Identify and address potential impacts on flood levels as a result of proposed changes to the road and verge configuration



## 2.2 Beyond UAIP - Precinct Recommendations and Opportunities





### Beyond UAIP - Precinct Recommendations and Opportunities

This section provides a summary of broader precinct based suggestions where future projects can evolve from the UAIP projects presented in this masterplan study.

#### Future Precinct Opportunities: Leichhardt

- 1 Queen St. Potential cycle link and shared path
- 2 Crystal St. to Charles St. Potential cycle link and shared path
- 3 Railway Street - potential streetscape upgrade  
Strong visual connectivity to Renwick Street plaza, popular walking route with existing connection across Parramatta Road and proximity to primary school Park upgrade to Quinn Playground
- 4 New cycle connection along Crystal Street with provision for cyclists at signalised crossing point across Parramatta Road
- 5 Extension to streetscape improvements. Continue upgrades to remainder of streets
- 6 Parramatta Road treatment - upgrade of streetscape to provide street trees and improved pedestrian amenity. Improvements to echo treatment outlined in Implementation Tool Kit for Parramatta Road through Homebush Precinct. Treatment to include new street trees and improved footpath materials.
- 7 Progress with vision for cycle Dot Lane connection thorough LEP opportunities and in consultation with stakeholders and private owners groups.
- 8 Monitor cycle traffic and investigate provision of cycle road markings to support safe east west cycle route and crossing points at junctions with Catherine Street.
- 9 Review provision of mobility parking spots.
- 10 Consider future measures to improve safety of pedestrians on Renwick Lane (through provision of alternative 'pedestrian' paving surfaces, traffic calming, etc).
- 11 Investigate options for new signalised crossing point to allow Dot Lane cycle connection to continue across Norton Street.
- 12 Review future alternative usages of car park at Corner Renwick Street and Jarrett Street.
- 13 Consider timed closures of Renwick Street plaza space for events in future.
- 14 Investigate feasibility of future temporary cycle path link sharing footpath alongside Parramatta Road
- 15 Investigate future crossing point on Parramatta Road

#### Legend

-  Future Masterplan Integration
-  Streetscape Improvement
-  Shared Laneway
-  Cycleway network connections



Precinct Opportunities - Leichhardt



Future Precinct Opportunities: Camperdown

- 1 Pymont Bridge Road - Streetscape upgrade and continuation of cycleway  
Subject to City of Sydney agreement.
- 2 Continuation of cycle path network to include additional  
signalised crossing points with provision for cyclists
- 3 Future masterplan development to have access  
points to property to be from rear lanes for  
the benefit of Pymont Bridge Road.
- 4 WestConnex construction site. Opportunity for streetscape  
set-back to be integrated in future materplan proposals
- 5 Link to existing cycle network
- 6 Establish 3.5m set back to south of Johnston Creek to provide connected  
corridor and complete the recreational link to Parramatta Road
- 7 Parramatta Road treatment - upgrade of streetscape to provide street trees  
and improved pedestrian amenity. Improvements to echo treatment outlined  
in Implementation Tool Kit for Parramatta Road through Homebush Precinct.  
Treatment to include new street trees and improved footpath materials.
- 8 Future works to widen bridge over Johnstons Creek to provide off-road cycle link.
- 9 Future works to improve sight lines on footpath at corner of Wigram Road  
and Booth Street, to provide opportunity for off-road cycle link.

Legend

- Future Masterplan Integration
- Streetscape Improvement
- Shared Laneway
- Cycleway network connections



Precinct Opportunities - Camperdown



## 2.3 Beyond UAIP - Companion Project Pathways

### Beyond UAIP - Companion Project Pathways

- This section refers to Community Engagement and Public Art Strategy projects. Summarized as suggested pathways to be integrated with, and give support to, the on-going development of the individual projects.
- These are Council program based and will be important to the integration of the projects with local groups and community ownership

### Community Engagement and Ownership

#### Key Recommendations

- Projects outlined in this master plan report have been informed by Community Engagement activities undertaken during the initial analysis and design stages. Inner West Council stakeholders which represent the broad range of local community groups have likewise informed the proposals to date.
- Engagement activities to date have shown that local communities in Leichhardt and Camperdown Precincts have pride in the area and value their neighbourhoods for the character and atmosphere. Any future projects can build upon this support to create community ownership of the proposals and harness local pride for the new places and spaces created.
- There are many opportunities still to come to for community to influence the UAIP projects and to integrate, investigate and share knowledge for the benefit of the final UAIP proposals. IWC Community Strategic Plan Our Inner West 2036 provides guidance for on-going engagement.
- As the project progresses to detailed design it is important to continue this and develop the engagement with these local groups, which can also include the formation of smaller select project steering groups who can consult, inform and advise on detailed aspects of the designs. This is with particular reference to the creation of an Aboriginal and Torres Strait Islander steering group with a program that will include acknowledgment of remuneration for contributions, knowledge sharing and expertise, plus agreements in relation to Inner West Council Policy: Intellectual Property and future referencing of material.

### Public Art Strategy and Integration

#### Key Recommendations

- This UAIP master plan study has an Arts Strategy which is integrated into the masterplan designs. The development of the Art Strategy has been in conjunction with the development of the master planning, and been informed by the Consultation and Engagement process.
- Proposals outlined in the UAIP Art Strategy are provided as a guide and included to support and enhance the UAIP masterplan vision and themes. For the purposes of master planning these are considered spatially within each project to provide a practical launching moment for next steps.
- UAIP Art implementation is recommended to focus on one or two priority projects, with Renwick Street and Petersham Street Pocket Park being focus projects. Other art projects for remaining streets can be integrated as funding becomes available.
- The Art Strategy enriches the proposals for each place and is important to continue to develop the arts program as part of urban amenity improvements for these Precincts.
- Implementation of the Art Strategy will provide a valuable layer to the improved streetscape amenity. Local artists telling stories, from sharing knowledge of heritage and cultural recognition to understanding local ecology and nature.
- The nature of art integration will range from significant gateway acknowledgment to incidental pieces providing moments of quiet discovery. In every location integration and inclusion will provide a richer experience for the community using the spaces.
- Integration of a Public Art program is seen as an important companion to the implementation of UAIP projects for Leichhardt and Camperdown.
- Inner West Council has a Living Arts team who curate programs to champion inclusion of public art within the masterplan. This can be supported with an independent art curator to assist management of the projects.



Our Inner West 2036 extracts: Source Inner West Council



2.4 Next Steps

