ROZELLE TOWN CENTRE DETAILED PUBLIC DOMAIN MASTER PLAN - DRAFT

Prepared for

INNER WEST

July 2023 Rev: A

ROZELLE TOWN CENTRE

DETAILED PUBLIC DOMAIN MASTER PLAN

DRAFT

Inner West Council acknowledges the Gadigal and Wangal peoples of the Eora nation, who are the traditional custodians of the lands in which the Inner West Local Government Area is situated.

Prepared for Inner West Council by Spackman Mossop Michaels

with sub-consultant services provided by WSP Australia, Woolacotts Consulting Engineers, Lighting, Art & Science, JOC Consulting, MBM and Mogamma.

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1.1 EXECUTIVE SUMMARY

"The M4-M5 WestConnex program will bring about a major transport revolution for Rozelle, offering a once in a generation opportunity to reclaim and revitalise Victoria Road"

A TRANSFORMATIVE TIME

Major strategic initiatives are underway that are set to transform Rozelle (**Figure 2**).

The M4-M5 WestConnex program will bring about a major transport revolution for Rozelle, offering a once in a generation opportunity to reclaim and revitalise Victoria Road. Within the scope of works, the Rozelle Interchange project will convert the Rozelle Rail Yards industrial site into Rozelle Parklands, forming a new 'green heart' within the Bays Precinct. The proposed Iron Cove Link will connect Victoria Road (near the Iron Cove Bridge) to Anzac Bridge and the proposed Western Harbour Tunnel, reducing traffic flows by at least 50% on Victoria Road and allowing it to become more of a high street.

The new Bays Metro Station and planned rezoning and redevelopment of the Bays West Precinct in the south of Rozelle will contribute to growth, enhancing public and active transport connections, providing additional housing, expanding port and sea operations and offering new local business opportunities.

In tandem, the planned redevelopment of the Balmain Leagues Club site will also increase the local population. The proposed mixed-use development will boost pedestrian flows around the junction of Victoria Road and Darling Street, and as such, stands to benefit from a more pedestrian friendly environment along Victoria Road and Darling Street.

A NEW ERA FOR ROZELLE

Given these imminent changes, the face of Victoria Road and connecting streets have a significant opportunity to be re-thought to provide the community more public space and better public streets with a range of facilities that provide a more liveable, vibrant and healthier urban fabric for the community and the environment.

Inner West Council is seizing this opportunity and co-creating a public domain master plan alongside community to revitalise Rozelle Town Centre. This plan will guide public space improvement over the next 10 years and through to 2050, creating a more vibrant, accessible, and connected pedestrian-oriented village centre.

MASTER PLAN OUTCOMES

The design strategies and recommendations proposed within this Master Plan can generate the following outcomes and benefits (**Figure 1**):

- Reducing excess road space by more than 30% on both Victoria Road and Darling Street, freeing up space for other uses
- Increasing pedestrian space by 16% and 32.5% on Victoria Road and Darling Street respectively
- Increasing tree canopy by up to 58% and 42% on Victoria Road and Darling Street respectively
- Improving the character and amenity of town centre streets, encouraging visitation and providing more space for the community to gather and socialise, whilst supporting local businesses and day and night time economies.

FUTURE SPACE ALLOCATION ON VICTORIA ROAD

FUTURE SPACE ALLOCATION ON DARLING STREET

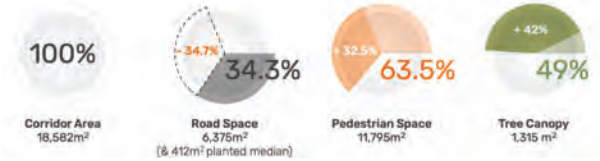

Figure 1 . Master Plan outcomes and benefits

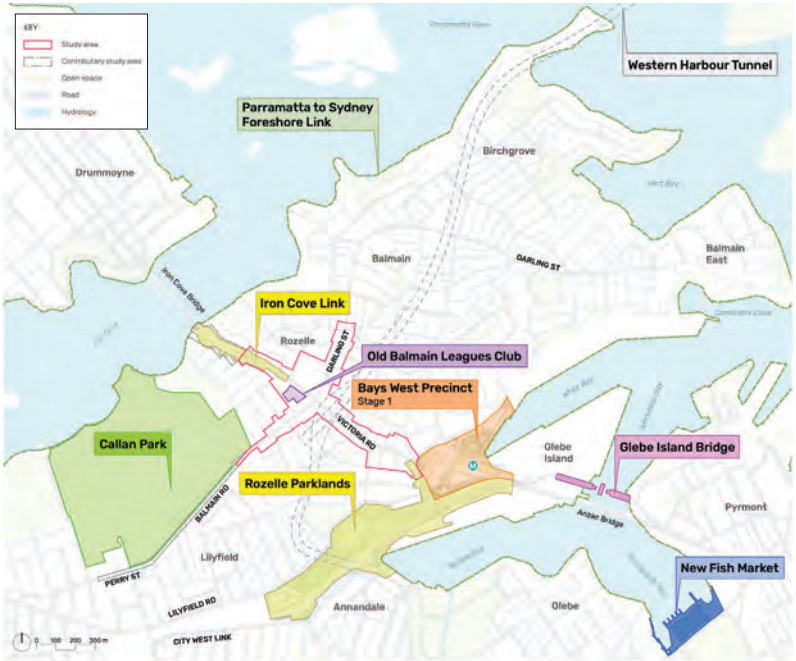

Figure 2 . Project drivers & surrounding context

Future Darling Street - artistic impression only

Future Darling Street - artistic impression only

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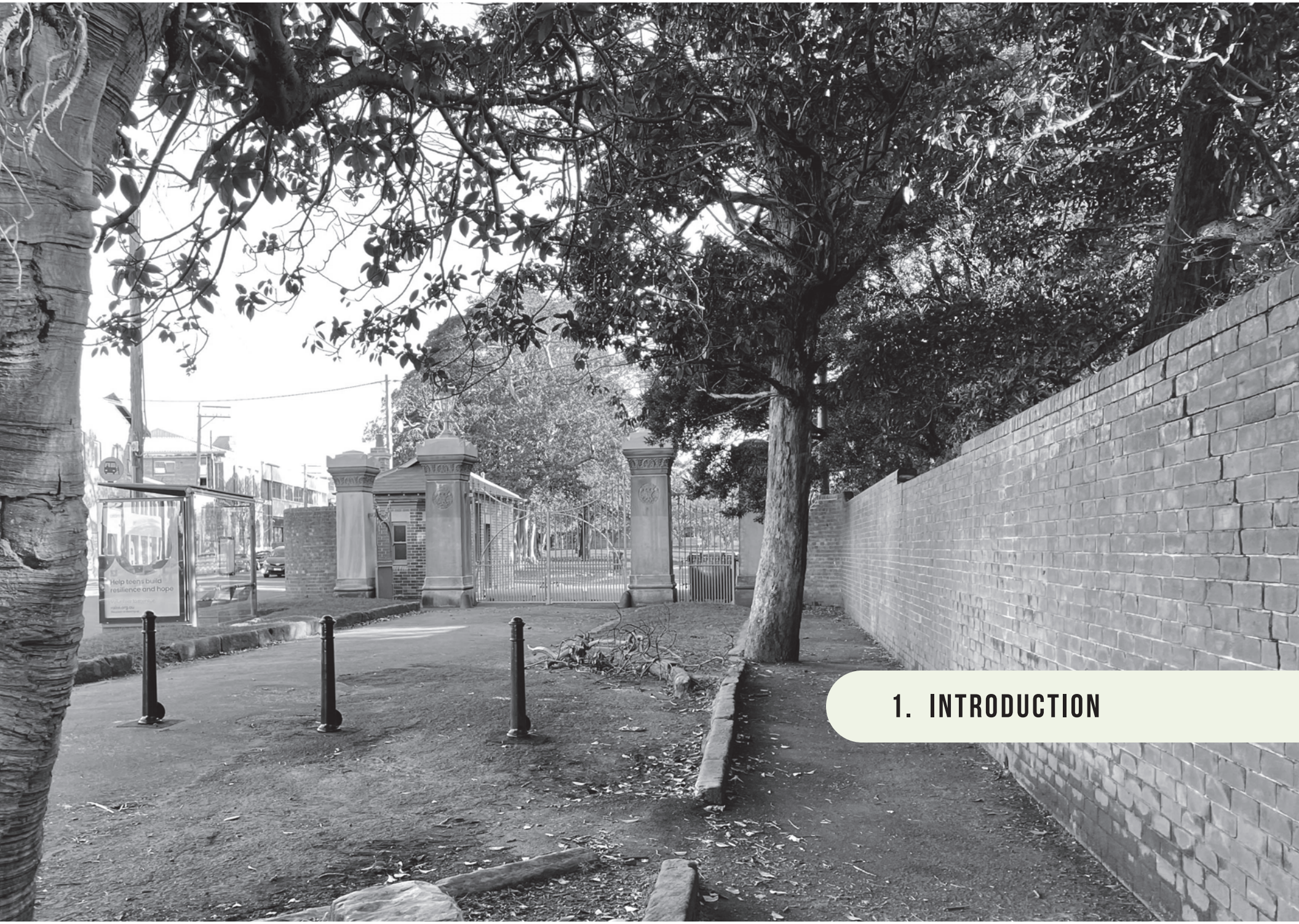


1. INTRODUCTION

1.1 STUDY AREA

"Overwhelmingly, Victoria Road and Darling Street are dominated by hard surfaces and prioritise the movement of motor vehicles"

Rozelle is idyllicly located upon a ridge top that runs north-south and is surrounded by the bays of the Parramatta River. It is approximately 4kms west of the Sydney CBD, with Balmain on the north-eastern side and Lilyfield to the south-west. Rozelle is a distinctive enclave of Sydney, with a vibrant urban character, noted for its village character.

The study area is structured around the junction of Victoria Road and Darling Street, two main corridors at the base of the Balmain Peninsula (**Figure 6**). It encompasses the segment of Victoria Road between the Iron Cove Bridge in the west and the Bays West Precinct and Rozelle Interchange in the east. The study area also includes the segment of Darling Street between Beattie Street in the north-east and Cecily Street in the south-west.

Contributory study areas have also been identified along Victoria Road between Terry Street and the Iron Cove Bridge and along Darling Street, south of Cecily Street. These areas have strategic potential to improve active transport connectivity to surrounding recreational spaces. As such, additional conceptual design recommendations have been included within the report for the contributory study areas.

Overwhelmingly, Victoria Road and Darling Street are dominated by hard surfaces and prioritise the movement of motor vehicles. Asphalt and concrete blanket the ground plane. These streets also have very little tree canopy cover, reducing their visual appeal and character, whilst amplifying the urban heat island effect in summer. High quality green space is lacking within the town centre and the kerbside environments of Victoria Road and Darling Street offer little space or amenity for the community to gather and socialise outdoors.

Victoria Road forms a major obstacle that divides the town centre and impedes movement from the eastern side of Rozelle to the west. The road varies from six to eight lanes and experiences heavy traffic congestion, making it noisy and uncomfortable for pedestrians.

The opening of the WestConnex creates a pivotal moment in Rozelle's history with immense opportunity. With traffic volumes predicted to decrease by at least 50% on Victoria Road, excess road space can be reclaimed and repurposed. The Master Plan is seizing this opportunity and re-allocating existing road space to the public domain, transforming the Rozelle town centre into an inviting and pedestrian oriented village.

Figure 3 . Darling Street south near Cambridge Street

Figure 4 . Darling Street north near Rozelle Public School

Figure 6 . Study area

Figure 5 . Victoria Road dominated by hard surfaces

1.2 PROJECT APPROACH

1.2.1 DOCUMENT PURPOSE

This master plan aims to:

- Develop an illustrative representation of the proposed design layout and proposed character of the Rozelle Town Centre Study Area;
- Use urban design and landscape elements to raise the precinct's overall liveability.
- Explore and present opportunities to enhance Victoria Road to provide improved capacity, amenity, safety and comfort for people walking and cycling and public transport linkages;
- Articulate a ten-year vision, with short-term and long-term strategies grouped and prioritised as deliverable projects to ensure integration with the forward financial and asset plans for implementation.

1.2.2 MASTER PLAN METHODOLOGY

A detailed assessment of existing state and local planning policies and strategies has been conducted to understand the conditions of approval that underpin the Master Plan, along with impacts from other in flight projects affecting the Inner West area.

Early community consultation has been instrumental in ensuring that the Vision for the Master Plan is set by the town's residents. Similarly, early engagement with Indigenous elders and stakeholders has aided in shaping the design narratives for naming, artwork and wayfinding.

These inputs have been paired with an in-depth analysis of the project area and existing site conditions, identifying strategic opportunities and design strategies that will redefine the new town centre in line the with Project's Vision and Objectives.

Throughout the process, a series of collaborative workshops were conducted with Inner West Council representatives to ensure the master plan reflected and supported their aspirations for the new Rozelle Town Centre.

BACKGROUND & POLICY REVIEW
↓
EARLY COMMUNITY ENGAGEMENT
↓
SITE ANALYSIS
↓
DRAFT MASTER PLAN
↓
IMPLEMENTATION PLAN & PROJECT COSTINGS
↓
FINAL MASTER PLAN

2. VISION AND GUIDING PRINCIPLES

2.1 CONNECTING WITH COUNTRY

2.1.1 UNIQUE INDIGENOUS NARRATIVES

DHARUG LANGUAGE GROUPS

The Country of the Sydney basin is traditionally inhabited by people of several language groups. The Wangal and the Gadigal groups reside within the Inner West Council local government area, with Rozelle situated within Wangal Country, part of the Dharug language group (**Figure 7**).

SALT WATER COUNTRY

Wangal Country (Salt Water Country) has bountiful water resources with easy access to the harbour. The men made spears and wooden tools to leverage during hunting. Women were the masters of canoe (or Nawi) building, which was made from a sheet of bark tied at the ends. Women also made and used fishing hooks (**Figure 8**) and fishing lines (**Figure 9**) and would cook fish on a small fire built on an ochre clay base on the canoe floor.

BENNELONG - A WANGAL MAN

Woollarawarre Bennelong was born around 1764 in Wangal country on the southern side of the Parramatta River (**Figure 10**). In 1789, Bennelong was one of two Aboriginal men captured by Governor Arthur Phillip who sought to obtain information about the languages and customs of the Aboriginal Peoples.

This abduction changed the course of his life, and Bennelong became a well known figure in the European settlement, acting as a mediator and interpreter to build better relationships between his people and white settlers.

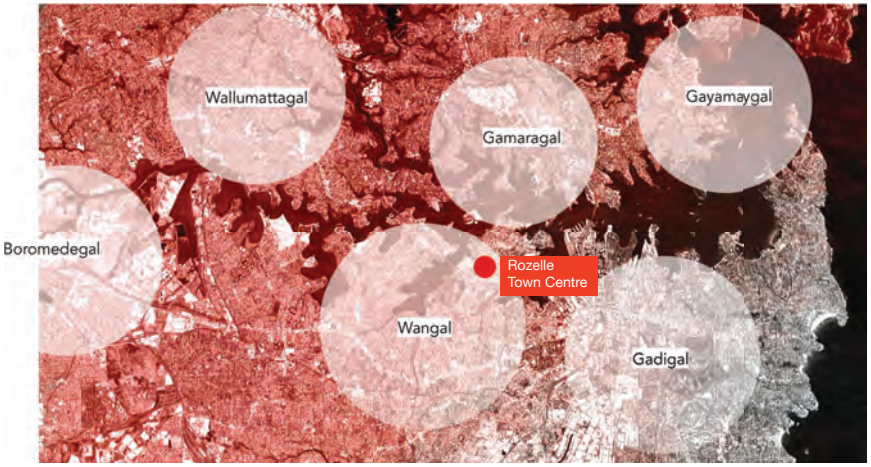


Figure 7 . Some of the Dharug language groups within eastern Sydney

2.1.2 INDIGENOUS ENGAGEMENT STRATEGY

There is a significant opportunity to celebrate the rich and unique Wangal history within the revitalised Rozelle Town Centre, embedding Aboriginal narratives and celebrating ancient traditions within elements of the Master Plan.

The key aims for Indigenous engagement are to embed Aboriginal knowledge, language and art into the Rozelle Town Centre, including streets, public spaces and built forms. This will be achieved through:

- Telling the story of Rozelle and of the Wangal People
- Celebrating the Dharug language through the dual naming of Victoria Road
- Ensuring that Aboriginal Art is a key component within the Public Art Strategy for the town centre
- Incorporating Aboriginal plant knowledge into the planting palette selections, including inclusion of Indigenous species

Figure 8 . Bara, or fish-hooks, made from turban shell.
Image Source: Paul Ovenden, Australian Museum

Figure 9 . Fishing line, carrejun

2.1.3 INDIGENOUS CONSULTATION PROCESS

EARLY ENGAGEMENT

An initial engagement workshop has taken place with the Inner West Council's Aboriginal and Torres Strait Islander Advisory Group to provide early input into and endorsement of the Master Plan.

CO-DESIGN

During subsequent design phases, it is recommended that an Indigenous working group is established to provide ongoing design input and further detail around particular narratives and design elements. Co-design will enable appropriate, cultural solutions to be devised that represent the voices of the local Aboriginal community.

Figure 10 . Bennelong, a native of New Holland
Source: The British Museum
Engraving by Samuel John Neele
Published by: Thomas Egerton

2.2 COMMUNITY ENGAGEMENT

2.2.1 CO-DESIGN WITH THE COMMUNITY

In February 2023, Inner West Council invited the local community and interested community groups to contribute their thoughts and ideas to the re-visioning of the Rozelle Town Centre.

More than 35,000 people were reached via flyers, newsletters, social media and council channels. A subset of 600 people participated in the first round of community consultation, responding to surveys, attending workshops and supporting other interactive activities. A detailed description of engagement activities and outcomes can be found in Appendix A - Stage 1 Engagement Outcomes Report. The top priorities that were identified are summarised in **Figure 12.**

Figure 11 . Pop Up Stand, Rozelle Public School

2.2.2 **WHAT WE HEARD**

Engagement participants told us they wanted a green and welcoming village feel for Rozelle Town Centre expressing a strong desire to enhance the public domain and local character. Numerous participants noted that the south side of Darling Street is less pedestrian friendly, aesthetically pleasing, and enjoyable than the north side and wanted to see place making improvements to make Rozelle more comparable to its desirable sister suburb, Balmain.

Throughout consultation participants noted that Victoria Road is a barrier between the two sides of Rozelle and is inhospitable to pedestrians given the level of traffic and difficulty to cross the road. Participants emphasised the importance of a cohesive approach to Victoria Road, Darling Street and neighbouring side streets to bring the two sides of Rozelle together. They proposed a more integrated approach to paving, colour and public art that reflects the diverse and authentic character of Rozelle.

TOP PRIORITIES FOR THE COMMUNITY

Figure 12 . Top priorities identified by the community

2.3 VISION

VISION: "Rozelle Town Centre is a green and vibrant place that embodies the authentic character of its local community. Our pedestrian-oriented village is connected and inviting, making it a welcoming place for all."

The Community Consultation has co-designed a new vision for the Rozelle Town Centre, seeking to transform it into a vibrant, green and character filled place that is inviting and welcoming for all.

Across all engagement activities, the ideas shared by participants can be grouped into four themes that inform the new vision for the public domain in the Rozelle Town Centre (**Figure 15**).

Figure 13 . Pub chat, Red Lion Hotel

Figure 14 . Community Workshop, Hannaford Community Centre

KEY THEMES INFORMING THE VISION

Figure 15 . Four key themes supporting the Vision

2.4 OBJECTIVES

2.4.1 OBJECTIVES FOR ROZELLE TOWN CENTRE

The new vision for the Rozelle Town Centre is underpinned by the following detailed objectives:

- Increasing or extending available public open spaces such as footpaths, plazas, shared zones
- Achieving an inclusive and accessible public domain
- Investigating modifications to Victoria Road that will improve the capacity, amenity, safety and comfort of people walking and cycling, capitalising and capturing any spare road capacity which may result from the opening of the Iron Cove Link Road
- Improving precinct walk-ability and promoting active transport through the proposal of specific new/improved infrastructure, with a focus on safe travel routes to schools, safe cycling infrastructure, wayfinding and interpretive elements, applying best practice accessibility standards and material palettes
- Increasing green infrastructure and promoting biodiversity and new flora and fauna habitat creation and consolidation through Biodiversity Sensitive Urban Design (BSUD) design principles, increased tree canopy, verge gardens and vegetated trellises where appropriate
- Incorporating best practice water management through Water Sensitive Urban Design (WSUD) measures that respond to the site conditions
- Introducing business and cultural activation initiatives including public art and lighting
- Raising overall precinct safety through a variety of preventative measures such as lighting, crossing and intersection treatments for pedestrians and cyclists, road safety, passive surveillance principles, wayfinding and signage.

DESIGN PRINCIPLES

The design principles from the Inner West Council's *Draft Public Domain Design Guide* have informed the design strategies within this master plan. They are:

- Enhancing liveability and placemaking;
- Promoting ecological sustainability;
- Activating the public domain;
- Creating accessible, inclusive and safe places;
- Fostering urban cohesion and shared identity; and
- Embedding maintenance and durability.

3. PROJECT CONTEXT

3.1 PLANNING CONTEXT

3.1.1 TRANSPORT CONTEXT

Two key transport projects include Conditions of Approval that affect this Master Plan. These include:

M4-M5 LINK EIS

Appendix L (Urban Design Report) and Appendix N (Active Transport Strategy) of the M4-M5 Link EIS advocate that a revitalised Victoria Road would become more like a street, presenting new opportunities for business, locals and visitors, while providing strong local pedestrian and cycle connections between Lilyfield and Rozelle. The EIS Appendix N commits to an Iron Cove Active Transport Link including a Victoria Road new separated cycleway “by others” (i.e. this project). Condition E60 of the EIS requires an Implementation Strategy that is broadly consistent with this.

WESTERN HARBOUR TUNNEL EIS

This EIS promotes new and upgraded pedestrian and active transport infrastructure along with prioritised public transport infrastructure in and around Rozelle. Transport for NSW (TfNSW) have also published a Victoria Road Vision factsheet (Feb 2023) that commits to, inter alia, prioritising public transport through continuous bus lanes in the short term, and further supports modal shift.

A detailed analysis of transport strategy can be found in the Master Plan Transport Assessment (WSP, July 2023).

3.1.2 OTHER RELEVANT PROJECTS

A series of in-flight transport programs are drivers and enablers for this Master Plan. Each project and their relevant documents has been reviewed to understand their impacts on the Rozelle Town Centre, including but not limited to:

- Rozelle Interchange - Urban Design and Landscape Plan (UDLP)
- Bays West (Draft) Place Strategy
- Bays Metro Station Website, TfNSW
- Balmain Leagues Club Site Development Application
- Canada Bay Victoria Road Urban Design Review
- Draft Rozelle North Parking Study

3.1.3 OTHER REFERENCE DOCUMENTS

The Master Plan has also been guided and informed by the relevant state government and local government policies and design guidelines shown in **Figure 16.**

MOVEMENT AND PLACE FRAMEWORK (TFNSW)

A re-assessment of Victoria Road using the Movement and Place Framework has been conducted, incorporating the future reduction in traffic volumes and changing function of the road. The re-assessment categorises Victoria Road as a Main Street, rather than a Main Road in the future scenario.

Victoria Road, transformed into a vibrant main street, has the potential to:

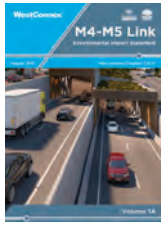
- Reduce traffic speeds and have fewer travel lanes
- Increase priority for pedestrians, cyclists and buses
- Revive place qualities and enable people to dwell within the streetscape through active frontages, more space behind the kerb and increased tree canopy cover
- Become a “self-explaining road” using treatments that aid in reducing speed limits.

GOING PLACES (INNER WEST COUNCIL)

The Going Places, Integrated Transport Strategy stresses that:

- *Council must capitalise on the opening of WestConnex by immediately reclaiming Victoria Road to prioritise people*
- Road space must be rebalanced, with active and public transport given greater priority at intersections, more crossing opportunities for pedestrians and urban design upgrades to footpaths, lighting, seating and vegetation
- Reduced traffic volumes will provide opportunities for these key roads to evolve into attractive places with vitality, renewed economic opportunities, and more pedestrian footfall
- The two sides of each road (Victoria Road) should integrate as one.

EIS CONDITIONS OF APPROVAL



M4-M5 Link EIS, NSW Government (2017)

Western Harbour Tunnel EIS, NSW Government (2020)

OTHER RELEVANT PROJECTS


Rozelle Interchange, Urban Design and Landscape Plan, HASSELL (2020)

Bays West Draft Place Strategy, NSw Government (2021)

Balmain Tigers DA, Inner West Council (2020)

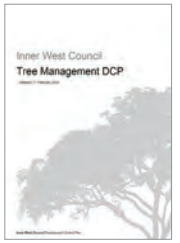
INNER WEST COUNCIL DOCUMENTS

Our Inner West 2036 Community Strategic Plan

Local Strategic Planning Statement (2020)

Going Places: An Integrated Transport Strategy for the Inner West (2020)

Draft Inner West Public Domain Design Guide (2021)

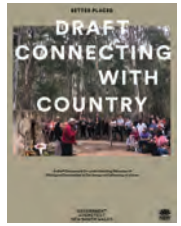


Tree Management DCP (2020)

STATE GOVERNMENT DOCUMENTS

Better Placed, Government Architect NSW (2020)

Greener Places, Government Architect NSW (2020)



Draft Connecting with Country, Government Architect NSW (2020)

Cycleway Design Toolbox, TfNSW (2020)

Walking Space Guide, NSW Government (2020)

Movement and Place Framework, TfNSW

Draft Urban Design Guide, DPE (2021)

Sydney Green Grid - Central District, Government Architect NSW (2017)

Figure 16 . Key Reference Documents

3.2 HISTORIC CONTEXT

3.2.1 HISTORY OF ROZELLE

Prior to colonisation, the Wangal peoples inhabited the Balmain peninsula for over 20,000 years. The Wangal are a clan of the Dharug language group. Wangal Country is thought to have originally extended from Darling Harbour, around the Balmain Peninsula including Goat Island, almost to Parramatta in the west. Wangal people occupied the meandering mangrove-lined estuary stretching from Parramatta to Darling Harbour which supported an abundance of animal and bird life, fish and oysters. The majority of their food resources would have been collected from the waterways and harbour. There is evidence of Wangal people living on the Balmain Peninsula with numerous archaeological sites around the bays.

After the arrival of the first fleet in 1788, it wasn't until the 1860's that the European population spiked in Rozelle, spurred by land sales and subdivisions. Waterfronts around the surrounding bays began to attract intensive industries that relied on shipping such as chemical manufacturing, fabrication and coal power generation with the establishment of the Balmain Power Station and White Bay Power Station (**Figure 19**). The public wharves enabled ferry transport to and from the city and horse-drawn omnibuses carried passengers via the road network. Rozelle soon became the home of the working class, living in high density housing and degraded environmental conditions.

During the late 1800s, trams became a popular mode of transport across Sydney and the Rozelle Tram Depot was opened in 1904.

Several tram routes traversed Victoria Road and Darling Street, with most terminating at the Balmain Peninsula (**Figure 18**). The form of these streets today still reflects the historic tramway function, having little tree canopy, wide carriageways to accommodate the tramway, and shop clusters around tram stops. This is particularly evident on Victoria Road at Evans St and at Wellington St, "Darling St Junction" and Darling St at Merton Street.

In 1885, an asylum for the insane was opened at Callan Park, the first hospital in Australia dedicated to mental health therapy. The site was ideal given the natural surrounds and calming vistas, which contributed to the therapy along with architectural buildings offering progressive patient care.

The Rozelle Rail Yards were established in 1916 as part of the Goods Line, carrying commodities such as grains and coal across Sydney. This continued until after World War II, however the rail yards were closed down in 2007. They are now being redeveloped under the WestConnex Rozelle Interchange initiative.

The working class demographic began to change in the 1980s and a period of extensive gentrification and housing renovations occurred, coupled with rezoning of industrial land to residential. This in turn spiked a housing boom in Rozelle and neighbouring Balmain, attracting families and inner city workers to the suburb.

Figure 17 . Victoria Road from Darling St Junction in the 1950s
Source: State Library NSW

Figure 18 . Tram routes in 1910s
Source: National Library of Australia

Figure 19 . White Bay Power Station c1930
Source: City of Sydney Archives SRC352

3.2.2 HERITAGE SITES

ABORIGINAL HERITAGE INFORMATION MANAGEMENT SYSTEM (AHIMS) SITES

There are no AHIMS sites located within the study area, however there are a number of sites nearby within Callan Park, including midden remains, rock engravings and scar tree remains. One site also exists within the White Bay Power Station area.

THE VALLEY CONSERVATION AREA

Much of the eastern side of the study area resides in a Local Heritage Conservation Area called "The Valley Conservation Area". This area is deemed significant from a heritage perspective as it provides a relatively intact illustration of the life of the working class prior to World War II. Additionally, the shops, industrial buildings and pubs showcase architectural features from the Victorian era.

Design Considerations

- Recognise Indigenous heritage and stories in placemaking
- Development restrictions apply to this zone. Specific restrictions that affect the streetscape and the Master Plan design elements are outlined below.
  - » The existing width and alignment of streets should be retained
  - » Retaining all remaining sandstone kerbs and gutters
  - » Retaining street and park planting and reinstating where necessary
  - » Avoid interrupting the almost continuous kerb and gutter line.

Figure 20 . Callan Park entry, Darling Street

Figure 21 . Chapel Hill Presbyterian Church, Darling Street

Figure 22 . Former Mechanics Institute, 114 Victoria Road

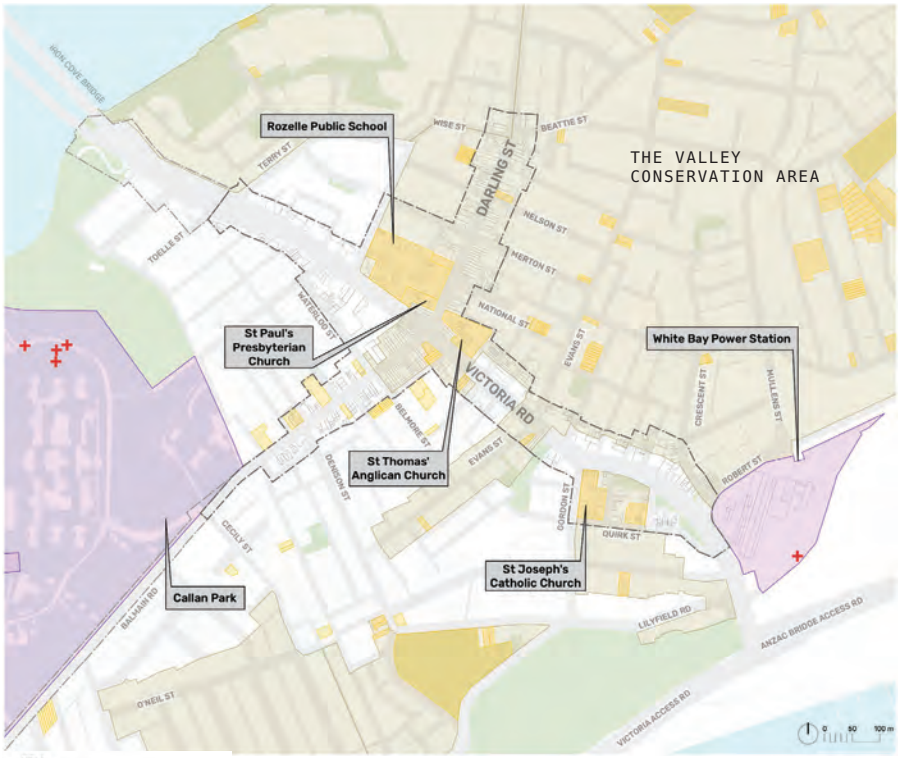


Figure 23 . Heritage sites map

3.3 URBAN CONTEXT

3.3.1 A STREETSCAPE THAT PRIORITISES CARS

At present, Victoria Road and Darling Street are key road corridors through Rozelle. Victoria Road is a major arterial road and a key route connecting Sydney's north-western suburbs to the city. Forecasts indicate that a large volume of traffic on Victoria Road would be diverted from the ANZAC Bridge and Western Distributor to the Iron Cove Link, reducing traffic volumes on Victoria Road by at least 50%. Today, both Victoria Road and Darling Street prioritise vehicular movement (**Figure 24**). However, with traffic conditions set to improve substantially, there is a major opportunity to refocus priorities on public transport, pedestrians and cyclists.

There are currently no dedicated or separated cycle ways along Victoria Road or Darling Street, however Council plans to create priority cycle routes along these roads and the former is envisaged by the M4-M5 EIS. Between the Iron Cove Bridge and the White Bay Power Station, Victoria Road has only six pedestrian crossings, averaging one crossing every 250m. This results in relatively large spans between each crossing and restricts pedestrian movement between key streets, in excess of the recommended spacing in NSW Government Pedestrian Crossing Guideline reference TS00043:1.0.

2016 ABS data shows that approximately 9% of people walk or cycle to work (**Figure 25**) and community consultation highlighted that more people would cycle to work if there was a dedicated bike path.

Design Considerations

- Dedicated bus lanes will improve priority for buses over cars and promote public transport use
- Separated cycle paths will enhance movement in all directions, increase cycling uptake and enable safer cycling routes to the city
- Increasing the frequency of crossings with shorter distances between them will increase movement between the east and west sides of Rozelle.

Figure 24 . (a) A busy Victoria Road and (b) traffic congestion and car parking on Darling Street

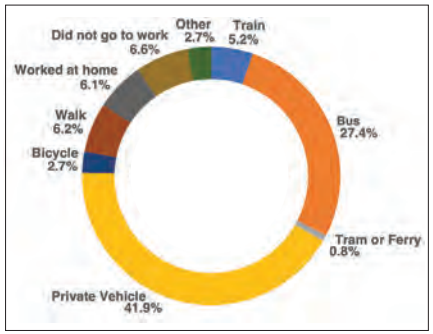


Figure 25 . Rozelle Method of Travel to Work
Source: Australian Bureau of Statistics, 2016

Figure 26 . Movement and access map

3.3.2 LAND ZONING

Within the study area, Victoria Road has a variety of land use zones, dominated by light industrial use (IN2), infrastructure (SP2) and local centre use (B2). Darling Street is largely zoned as a local centre (B2), with some pockets of infrastructure (SP2) zoning, primarily near the intersection with Victoria Road.

VICTORIA ROAD ENTERPRISE CORRIDOR

The Inner West Council's Employment and Retail Lands Study seeks to establish part of Victoria Road within the study area as a B6 - Enterprise Corridor. This would support the creation of additional employment opportunities close to the Bays Precinct, which is poised for significant growth.

Design Considerations

- The study area forms the economic and civic core of Rozelle, supporting the vast majority of local, commercial and industrial businesses. As such, prioritising pedestrian movement and activating street edges will improve access to services and shops, benefiting residents and local businesses.
- It would be beneficial to conduct an urban study that reviews Victoria Road's ground floor land use and building frontage requirements in relation to future needs.

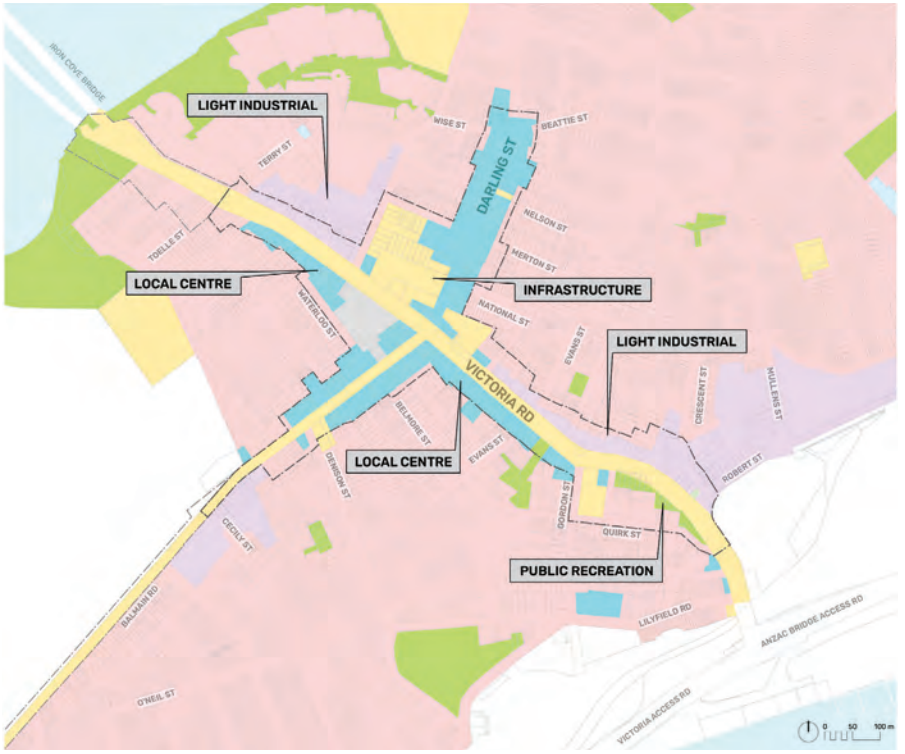


Figure 27 . Land zoning map

KEY

- Study area
- Contributary study area

Land Zoning

- B1 Neighbourhood Centre
- B2 Local Centre
- IN2 Light Industrial
- R1 General Residential
- RE1 Public Recreation
- RE2 Private Recreation
- SP2 Infrastructure
- DM Deferred Matter

3.3.3 A FOOD AND RETAIL DESTINATION

The ground floor activity through the study area shows that food and retail outlets permeate and dominate the street scape, particularly along Darling Street.

The area near Rozelle Public School also offers a community and cultural hot spot at the intersection of Victoria Road and Darling Street.

Design Considerations

- The density of retail and food outlets amplifies the need for a pedestrian friendly environment that encourages visitation.
- Widening pedestrian zones and provisioning mixed-use areas for sitting, dining or other activities will aid in street activation and support both the day and night time economy
- Opportunities also exist at the old tram stops locations on Victoria Road, near Evans Street and Wellington Street, to revitalise these locations and create smaller hubs of activity for those living north and south of the town centre.

Figure 28 . Food and retail outlets along Darling Street

Figure 29 . Ground floor activity map

KEY

Study area
Contributary study area

Ground Floor Use

Residential
Commercial
Food and beverage
Retail
Community and cultural
Inactive
Car Park
Open Space

3.3.4 LIMITED OPEN SPACE AND RECREATIONAL SPACE IN THE TOWN CENTRE

Within the boundary of the study area, there are very few open spaces. Those that occur are small roadside reserves at the southern end of Victoria Road and only one (O'Connor Reserve) incorporates a playground facility.

3.3.5 CULTURAL VENUES AND ARTWORK

In contrast to the open space situation, there are multiple locations where the community can congregate such as Rozelle Public School which hosts the Rozelle markets, several churches and two community centres.

Rozelle is also home to some great wall murals, artworks and sculpture in the streetscape. These define and enhance the character of the suburb and help to create a unique identity.

Design Considerations

- Greening the streets in the study area can help to overcome the lack of green space. This can be achieved with tree plantings, verge gardens, large pots and planters, green walls and green roofs
- Using space creatively in the street scape or closing off low traffic side streets could create capacity for new play areas for children
- Creating shared side streets where cars, cyclists and pedestrians have equal priority on the road will also convert streets into more neighbourhood friendly places
- Devise a Public Art Strategy for the town centre to ensure that artwork continues to play a role in placemaking in the future, weaving Aboriginal artwork and narratives into the portfolio.

Figure 30 . O'Connor Reserve at the southern end of Victoria Road

Figure 31 . Community space outside Rozelle Public School

Figure 32 . Mural and community library at Rozelle Neighbourhood Centre

Figure 33 . Community facilities map

3.3.6 CAR PARKING AND BUS LANES

Currently, the kerbside usage on the eastern (city-bound) side of Victoria Road is allocated to a bus lane, offering bus priority in the AM hours. The other side of Victoria Road has a intermittent segments of a bus priority lanes and clear way hours to enhance traffic flow. The primary kerbside use along both sides of Darling Street is car parking.

Design Considerations

- Providing continuous and dedicated bus lanes on each side of Victoria Road will reduce impact of traffic congestion on bus movements and aid in promoting public transport usage across the suburb and into the city
- By claiming back some parallel parking space on the road, new elements can be inserted into the streetscape, particularly trees, rain or ornamental gardens and improved pedestrian and seating areas.

Figure 34 . Priority bus lane of Victoria Road
Source: Google Street View, March 2022

Figure 35 . Car parking on both sides of Darling Street

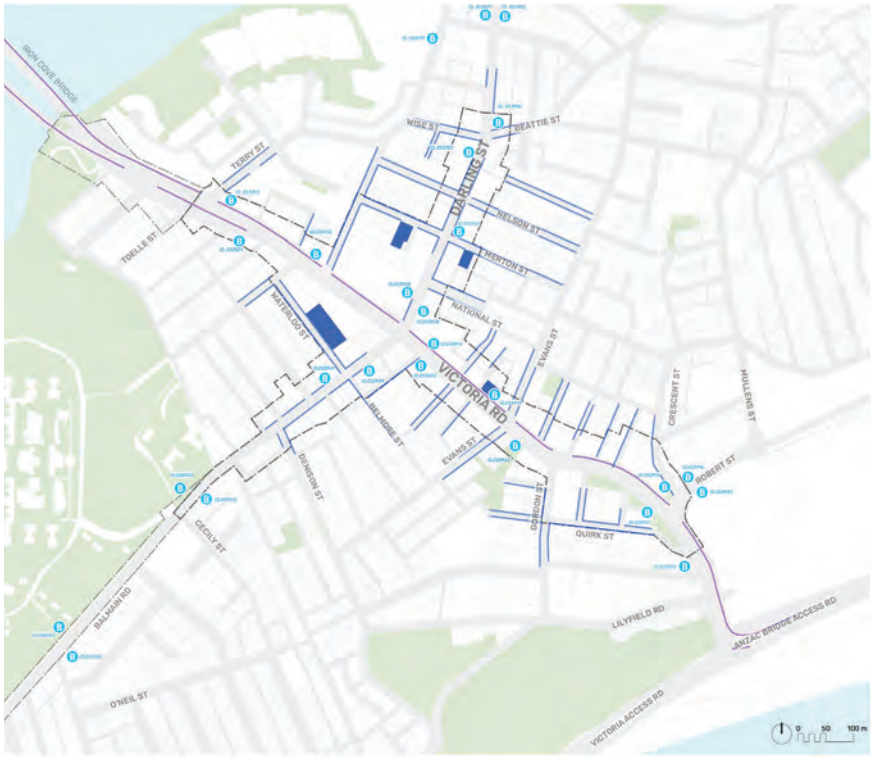


Figure 36 . Kerbside usage map

3.3.7 DRIVEWAY ACCESS

Numerous locations along Victoria Road need reliable vehicular access to their premises from the main road, either for customer parking or loading services. Darling Street has fewer driveway crossings, with most concentrated at the southern and northern ends of the study area.

Design Considerations

- The frequency of driveway crossings along Victoria Road is likely to constrain the design of active transport facilities on the road
- The competing needs of businesses and cyclists will need to be balanced, and further discussion between Council and local business may be required to find compromises on this issue
- Future development to locate property access off Victoria Road where possible.

Figure 37 . Driveway access on Victoria Road

Figure 38 . Existing worn shared path on Victoria Road

Figure 39 . Driveway access

KEY

- Study area
- Contributary study area
- Council car park

Vehicle entrances

- Private - residential /commercial
- Customer parking
- Loading/services

3.4 ENVIRONMENTAL CONTEXT

3.4.1 GYMEA SOIL LANDSCAPE

The entire study area sits upon the Gymea soil landscape type. This soil landscape is prevalent across the Hornsby Plateau and the Sydney Harbour, Parramatta and Georges River foreshores.

These soils are generally shallow, have low fertility and are subject to erosion. The original vegetation growing on Gymea soil would have been dry sclerophyll woodland and open-forest, however in the context of the study area, is now cleared.

Design Considerations

- Given the low fertility and shallow depth of Gymea soils and the excavation works required to reclaim road space, the project will need to import suitable soils to establish new planting areas, supporting the establishment of both native and exotic deciduous trees and shrubs.

Figure 40 . Typical Gymea soil landscape
Source: Department of Planning and Environment, Gymea Soil Landscape Report

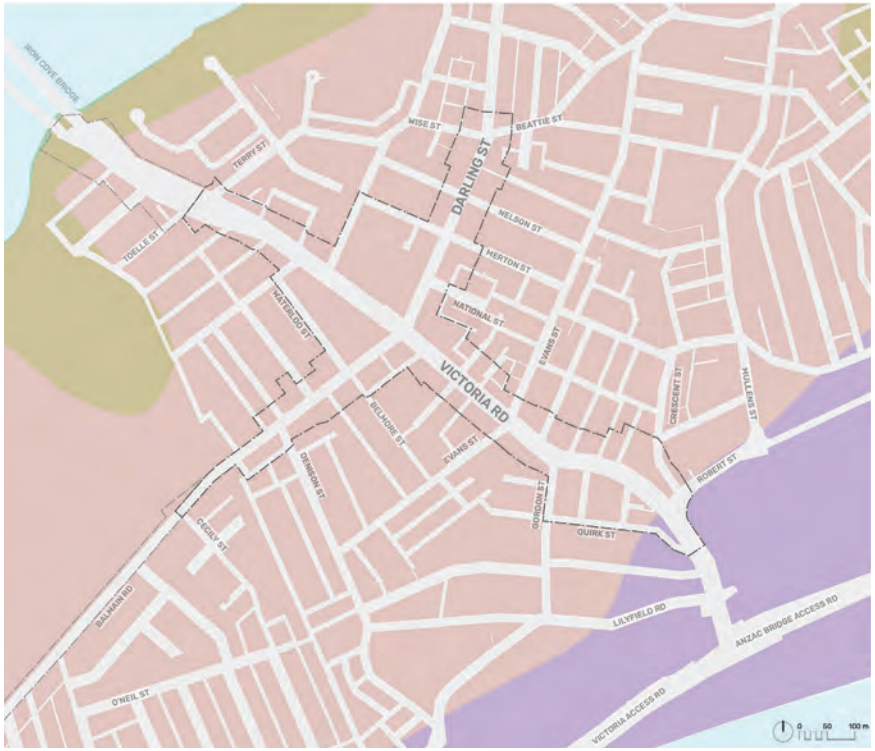


Figure 41 . Soil landscape map

3.4.2 HILLY TOPOGRAPHY

Both Victoria Road and Darling Street experience substantial elevation changes across the study area (**Figure 46**). From the north to the southern end of Victoria Road, the elevation transitions from 24m to 16m above sea level. Darling Street elevations also fall by around 8m moving from east to west through the study area.

3.4.3 FLOOD RISK

Given Rozelle's elevation, it is unlikely that it would be impacted by riverine flooding. It is more probable that Rozelle would experience stormwater flooding during extreme rain events. Probable Maximum Flood (PMF) areas are shown in **Figure 46**, indicating that some eastern edges of Victoria Road near Terry Street and Evans Street are potential PMF zones.

NOTE: Probable Maximum Flood (PMF) is the largest flood that could conceivably be expected to occur at a particular location, usually estimated from probable maximum precipitation.

3.4.4 VIEW POINTS

A number of view points are dotted along Darling Street within the study area, with several also occurring on Victoria Road (**Figure 46**). Where feasible, views should be maintained and enhanced to celebrate Rozelle's unique position over the Balmain peninsula and close to the city.

Design Considerations

- The hilly topography may reduce the appeal of active transport for some commuters, however will become less of an issue over time with the rise of e-mobility options such as electric bikes and scooters
- Areas prone to stormwater flooding would greatly benefit from Water Sensitive Urban Design (WSUD) treatments to increase their overall permeability and improve stormwater infiltration
- Future development and tree plantings should strive to retain key views where feasible.

Figure 42 . View from Victoria Road towards the city

Figure 43 . View from Darling Street (Denison Street) to the Bays Precinct

Figure 44 . View from Darling Street (Merton Street) towards the city

Figure 45 . View from Darling Street (Nelson Street) to the Anzac Bridge

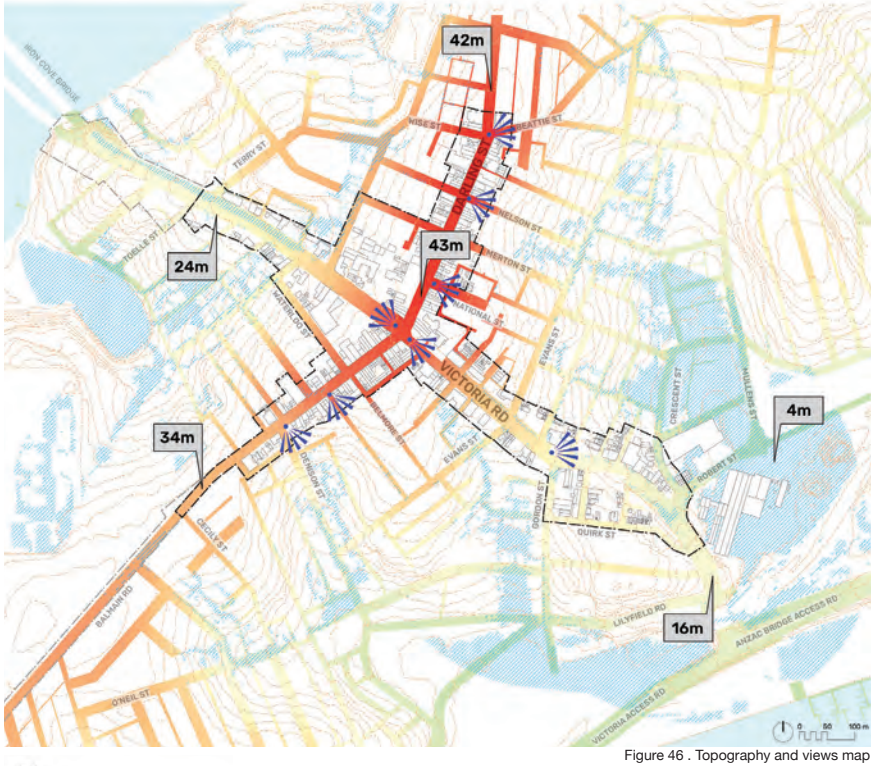


Figure 46 . Topography and views map

3.4.5 LOW LEVELS OF TREE COVER

Tree canopy cover across the study area is low, with much of Darling Street and Victoria Road having less than 10% tree cover (**Figure 47**).

The Greater Sydney Commission has set a 40% urban tree canopy target for Greater Sydney. To meet the 40% target, the Draft Urban Design Guide (DPE, 2021) recommends 60-70% street tree canopy. In line with Government Architect's *Greener Places Design Guide* which provides indicative targets for different types of land us, the Inner West Council has established its own tree canopy targets for different land use patterns, ranging from 15%-25% for industrial, commercial and medium/ high density residential areas and 40% for low density and general residential areas. Much of the study area zoning falls within the 15-25% targets, therefore additional street tree canopy is required to meet these objectives (Tree Management DCP, Inner West Council, 2020).

3.4.6 HOT STREETS IN SUMMER

The urban heat island (UHI) effect measures the temperature variation of built environments in relation to a rural or vegetated environments. The urban heat island effect intensifies in highly built up areas, where surfaces such as asphalt, concrete and masonry dominate over natural permeable surfaces. This is evident across the study area, with the vast majority of Darling Street and Victoria Road experiencing temperatures that are around 8-10 degrees hotter than undeveloped environments, and around 4-6 degrees hotter than neighbouring open spaces adjacent to the river (**Figure 48**).

3.4.7 BIODIVERSITY POTENTIAL

The WestConnex M4-M5 Link EIS flags that the Rozelle area supports a variety of bird and bat species, who navigate between the terrestrial and aquatic environments around the bays (migratory paths shown in **Figure 51**).

Key habitat areas include large mature trees in Callan Park, whilst other patches of significant mature fig trees provide important food sources for local bat communities, such as those at Rozelle Public School (**Figure 49**) and Hannan Reserve (**Figure 50**). The EIS also flags that there is no wildlife corridor between Iron Cove Bay and Rozelle Bay, limiting fauna movement between these areas.

Design Considerations

- Given the low levels of existing tree cover, retaining and protecting healthy trees within the study area must be a top priority
- Tree canopy cover levels need to be increased, at a minimum, to meet Council's targets. Additional trees will provide a myriad of benefits, including reducing the effects of UHI, reducing air and noise pollution, increasing urban habitat and enhancing the character and visual appeal of streets
- Shop front awnings, overhead power lines, and limited verge space will constrain tree planting locations, As such, some creative approaches to tree planting and greening will be required that claim back or re-purpose existing road space
- A reduction of hardscaping in the street corridor will also mitigate the effects of UHI. This can be achieved through the introduction of verge gardens and permeable surfaces
- Victoria Road can become a habitat corridor between Iron Cove Bay and Rozelle Bay if designed appropriately. This could be achieved by planting continuous tree canopy along both sides of the road and selecting tree species that meet the lifecycle needs to key migratory species as well as native wildlife known to reside in the area.

Figure 47 . Tree canopy cover

Figure 48 . Urban Heat Island Effect

Figure 49 . Significant tree canopy near Rozelle Public School

Figure 50 . Significant tree canopy in Hannan Reserve

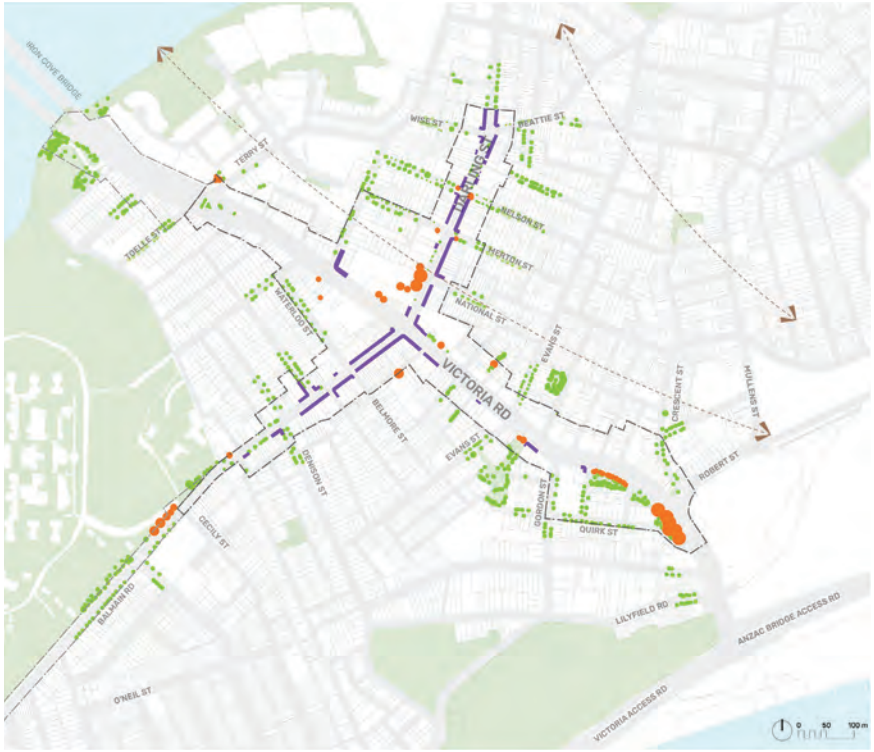


Figure 51 . Biodiversity map

3.5 STREET CONDITIONS

3.5.1 VICTORIA ROAD

Figure 56 shows the typical space allocation along Victoria Road. Around 81% of space is occupied by road, with a disproportionately low level of space allocated to pedestrians and active transport and there is an insufficient allowance of space for street trees.

The existing conditions cater heavily to motorists, seeking to enable the maximum flow of traffic throughput. The current roadside environment is very degraded in areas, noisy and exposed to the road and deemed unsafe and unwelcoming by the community. The existing shared path is inadequate and frequently obstructed by street furniture and signage.

Design Considerations

- The Community Consultation stressed the importance of making the town centre green and inviting for residents. This included transforming Victoria Road into a welcoming and safe, pedestrian oriented high street
- To achieve these outcomes, a rebalancing of space is required on Victoria Road to cater to pedestrians, cyclists and to incorporate green and blue infrastructure such as street trees and WSUD treatments. This can be achieved by reclaiming and re-purposing excess road space in light of the forecast reduction in future traffic volumes.

Figure 52 . Victoria Road - Typical configuration

Figure 53 . Victoria Road - Pedestrian path and shared path

Figure 54 . Victoria Road - Open space and significant trees

Figure 55 . Victoria Road - Bus Stop

SPACE ALLOCATION ON VICTORIA ROAD

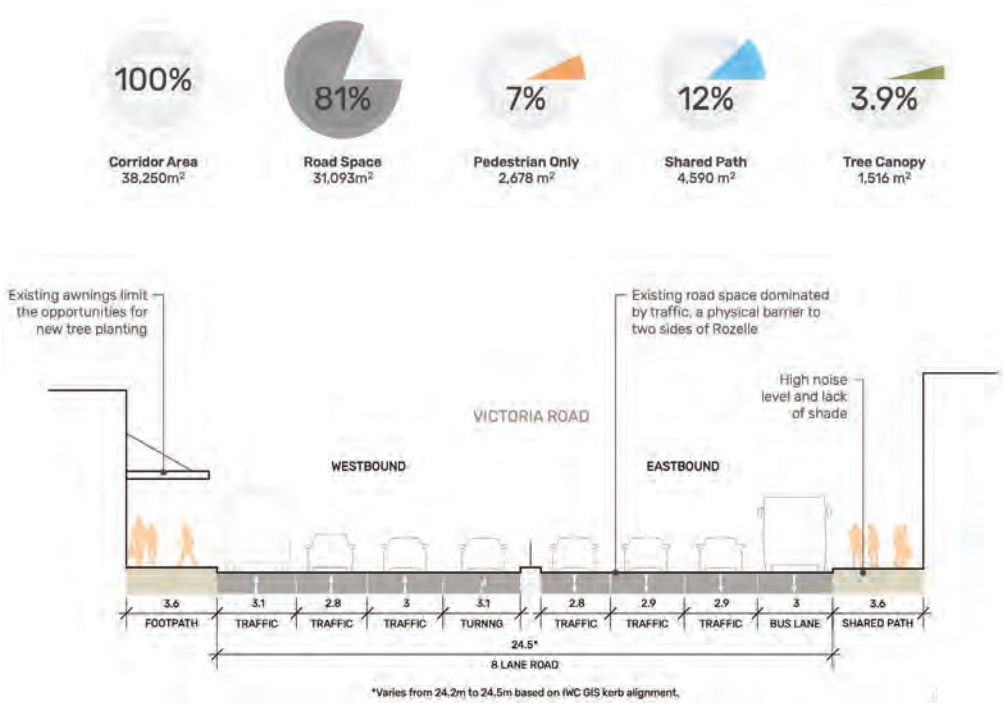


Figure 56 . Victoria Road Section (1:200) Typical Existing Configuration

3.5.2 DARLING STREET

The typical space allocation on Darling Street is a little more balanced than Victoria Road, with around 69% of space occupied by the road and 31% allocated to pedestrians (**Figure 61**). However, cyclists must compete with motorists on the road and there is still very low and inadequate space for street trees.

The pedestrians zones allow good access to shops and some space (albeit minimal) for outdoor dining. Small verge gardens and street tree bays insertions aid in softening the hardscaped areas. Numerous crossings also offer views of the city beyond.

Design Considerations

- Given the prevalence of food and retail outlets on Darling Street, it would benefit from wider areas behind the kerb for pedestrian movement and dining. This could be achieved by reclaiming some parallel parking space on the road
- Similarly, some existing parking space could be reclaimed to plant additional street trees and insert more verge gardens to improve biodiversity, street character and the wellbeing of the community.

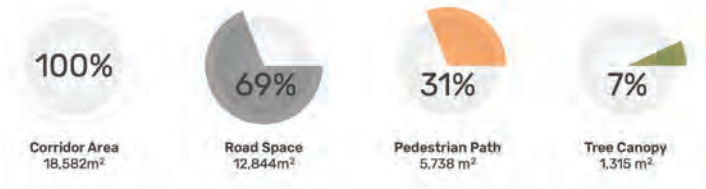
Figure 57 . Darling Street - crossings with views

Figure 58 . Darling Street - small insertions of greenery

Figure 59 . Darling Street - obstructions in pedestrian areas

Figure 60 . Darling Street - Outdoor dining areas vying for space

SPACE ALLOCATION ON DARLING STREET



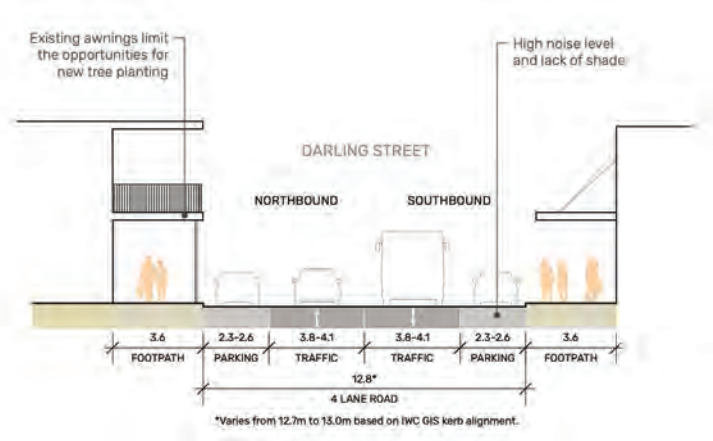


Figure 61 . Darling Section (1:200) Typical Existing Configuration

3.5.3 STREETSCAPE MATERIALS: PAVEMENTS

There are a number of opportunities to improve pavement materials in the study area.

VICTORIA ROAD

- Poor pavement condition in general
- Shared path markings are sometimes missing or inconsistent with design guidance of TfNSW's Cycleway Design Toolbox, or results in impractical clear widths and uneven surfacing.

DARLING STREET

- Lack of consistency in materiality
- Poor pavement condition at some locations
- Limited number of suppliers for the pebblecrete pavers.

VICTORIA ROAD

DARLING STREET

Figure 62 . Pavement materials and condition

3.5.4 STREETSCAPE MATERIALS: KERBS

Kerb materials are also in varying condition and there are opportunities for improvement.

VICTORIA ROAD

- Exposed aggregate concrete kerbs in poor condition with some cracking, subsidence

DARLING STREET

- Lack of consistency in materiality
- Wearing and aging of sandstone kerbs that were established in earlier years
- Sandstone kerbs introduced recently raise concerns in relation to sustainability and longevity.

VICTORIA ROAD

DARLING STREET

Figure 63 . Kerb materials and condition