

4. DESIGN OPPORTUNITIES AND STRATEGIES

4.1 KEY OPPORTUNITIES

A series of design opportunities have been identified through multiple site visits, detailed site analysis, community consultation and collaborative workshops with Council members. These opportunities are summarised below and correlated with the most relevant design principle.

Design Principle	Design opportunities	Victoria Road applicability	Darling Street applicability	Relevant design strategies
<i>1. Enhancing liveability and placemaking</i>	<ul style="list-style-type: none"> Reclaim road space and return it to the public domain for the community to enjoy Create shared side streets where cars, cyclists and pedestrians have equal priority on the road Leverage a street tree and planting palette that offers seasonal beauty and enhances the street character and appeal Green up the ground plane within the town centre to overcome the lack of open space within the town centre. This can be achieved with verge gardens, large pots and planters, green walls and green roofs A better ground plane for local retail / services including space for lingering and outdoor dining. 	✓ ✓ ✓ ✓ ✓	✓ ✓ ✓ ✓ ✓	Public Domain Gains Active Transport Walking Plant and Water
<i>2. Promoting ecological sustainability</i>	<ul style="list-style-type: none"> Retain and protect existing mature, healthy trees Increase tree canopy cover to mitigate the urban heat island effect and improve biodiversity Transform Victoria Road into a green corridor to support wildlife movement Introduce Water Sensitive Urban Design treatments such as passive irrigation and rain gardens to improve stormwater management and soil health Where feasible, reduce hardscaping and replace with softscaped areas to reduce urban heat island effect. 	✓ ✓ ✓ ✓ ✓	✓ ✓ ✓ ✓ ✓	Plant and Water
<i>3. Activating the public domain</i>	<ul style="list-style-type: none"> Widen pedestrian zones and provision mixed-use areas for seating, dining or other activities to aid in street activation during the day and night Ensure lighting within the streetscape and public domain areas encourages night time activation of the town centre Close off low traffic side streets to create capacity for public plazas or new play areas for children. 	✓ ✓ ✓	✓ ✓ ✓	Public Domain Gains Walking
<i>4: Creating accessible, inclusive and safe places</i>	<ul style="list-style-type: none"> Increase the frequency of crossings on Victoria Road with shorter distances between them to enhance pedestrian movement and safety Implement a separated cycle path along Victoria Road, Wellington Street and Gordon Street to enhance cycling priority and safe connections to key destinations Provide dedicated bus lanes on Victoria Road to improve priority for buses and safety for public transport users Widen pedestrian zones and provide continuous footpaths to remove obstacles and improve connections for pedestrians Ensure lighting is designed inclusively and provides a sense of safety for all town centre users and visitors. 	✓ ✓ ✓ ✓ ✓	✓ ✓ ✓	Walking Active Transport Public Transport
<i>5: Fostering urban cohesion and shared identity</i>	<ul style="list-style-type: none"> Retain and enhance the special heritage character of Rozelle and the Valley Conservation Area Maintain the views and vistas to the city and mountains on both Victoria Road and Darling Street to celebrate Rozelle's location Ensure that signage adheres to the design guidance in the <i>Inner West Public Domain Signage Manual</i> Ensure that lighting enhances the village character of Rozelle whilst also reinforcing the character of the LGA as a whole Embed Dharug/Wangal language, narratives and artwork into place names and the Public Art Strategy. 	✓ ✓ ✓ ✓ ✓	✓ ✓ ✓ ✓ ✓	Public Art Wayfinding Lighting
<i>6. Embedding maintenance and durability</i>	<ul style="list-style-type: none"> Ensuring the material palette aligns with the <i>Inner West Draft Public Domain Design Guide</i> to provide longevity and ease of maintenance Ensure the planting palette consists of species that are resilient and generally low maintenance. 	✓ ✓	✓ ✓	Material Palette

4.2 PUBLIC DOMAIN GAINS

Design strategies that will re-allocate valuable space to the public domain for all community members to enjoy are shown in **Figure 65**.

These include:

- New raised intersections along Darling Street to transform road space into civic places
- New street closures to create plazas
- New shared streets
- Footpath extensions
- Continuous footpaths
- Power line under-grounding opportunities.



Figure 64 . Public Domain gains examples



Figure 65 . Public Domain Gains Map

4.3 WALKING STRATEGY

Design strategies have been devised that will improve walking connectivity within the town centre and outward toward key destinations such as the Bay Run, Bays West Precinct and the future Metro Station. Design strategies and locations shown in **Figure 67**. These include:

- Footpath improvements to optimise pedestrian movement and improve safety
- New pedestrian crossings to enhance connectivity across Victoria Road and Darling Street
- Providing safe and pleasant walking connections to key destinations within and around Rozelle.



Figure 66 . Walking Strategy examples

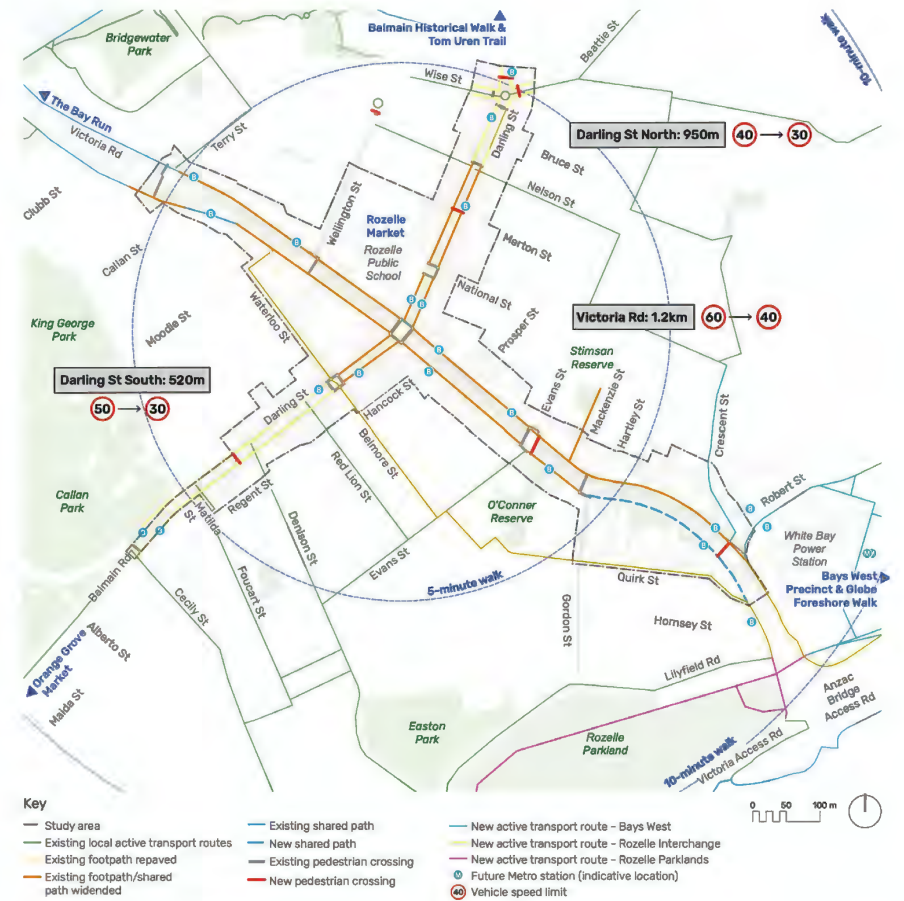


Figure 67 . Walking Strategy Map

4.4 CYCLING STRATEGY

Design strategies that will enable safer, improved active transport routes are shown in **Figure 69**.

These include:

- New separated bike paths:
 - » On Victoria Road - connecting the Iron Cove Bay Run to the Bays West Precinct, new Metro Station and to the City
 - » On Wellington St - connecting to Sydney Secondary College Balmain Campus
 - » On Gordon St - connecting to Rozelle Parklands
- New speed limit of 30km/h on Darling Street for a safer on-road bike route
- New pedestrian and cyclist crossings.



Figure 68 . Cycling Strategy examples

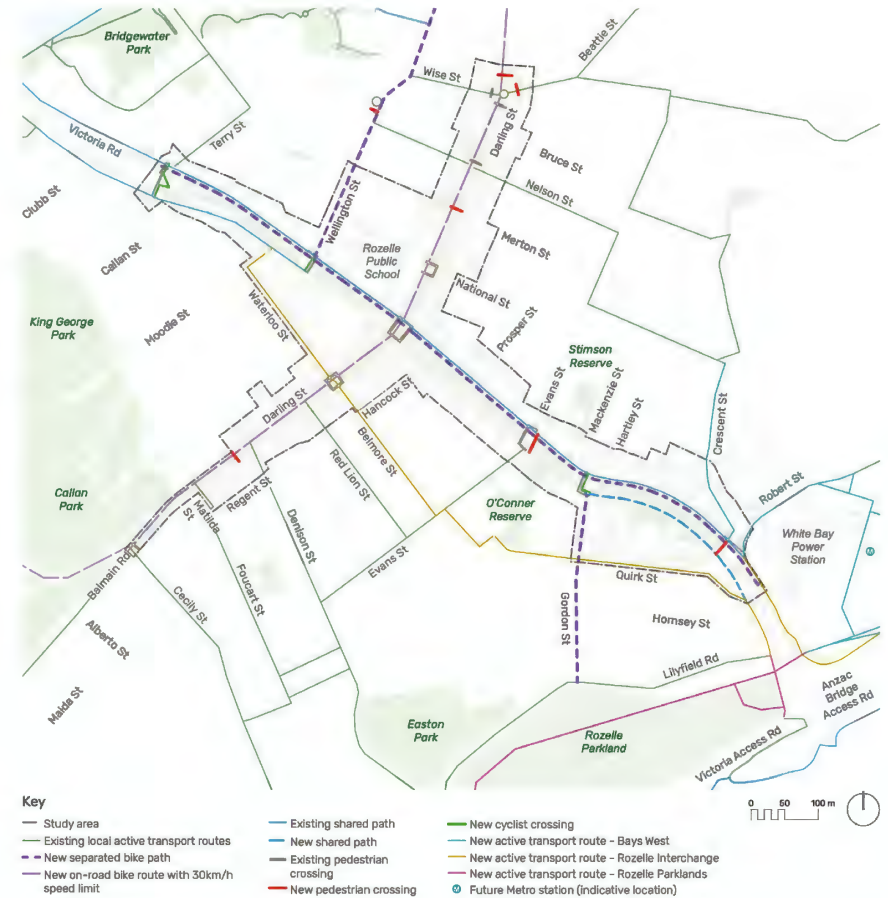


Figure 69 . Cycling Strategy Map

4.5 PUBLIC TRANSPORT STRATEGY

Design strategies that will promote and prioritise public transport and improve the overall commuter travel experience are shown in **Figure 71**.

These include:

- Dedicated bus lanes along Victoria Road
- Extended footpath space at bus stops where possible
- Relocate Bus Stop 203911 to Victoria Road before Terry St to resolve conflicts with new bike path.



Figure 70 : Public transport examples



Figure 71 . Public Transport Strategy

4.6 PLANT AND WATER STRATEGY

Design strategies that will improve the environmental performance of streets and enhance their street appeal are outlined below and shown in **Figure 74**.

- Increased tree canopy cover and vegetation - a balanced mix of native and exotic tree species and softscaping that will address heat island and creating a comfortable environment
- Transforming Victoria Road into a green corridor with a boulevard style central planting
- Supporting wildlife and animal migration paths using plant species that offer year round food supplies and habitat
- Implementing Water Sustainable Urban Design (WSUD) elements such as passive irrigation and rain gardens that capture, store and use rainwater whilst improving water quality downstream.



Figure 72 . Biodiversity and planting strategy examples

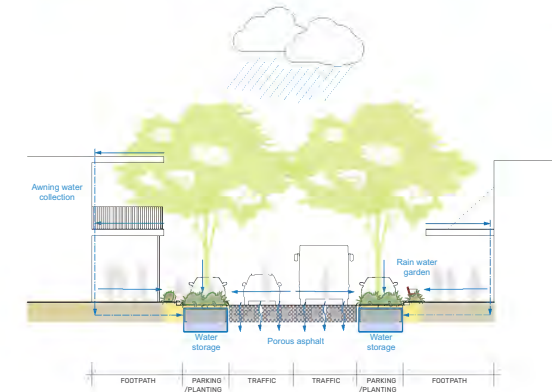


Figure 73 . Darling Street proposed WSUD elements



Figure 74 . Plant and Water Strategy

4.7 LIGHTING STRATEGY

The relocation of kerbs, footpath expansions and new street tree plantings will impact the lighting within town centre streets whilst also influencing the location of lighting poles. In response to these challenges, the lighting strategy proposes:

- Under-grounding of overhead cable infrastructure where ever feasible
- The use of multi-functional poles that provide consolidated solutions for lighting, signage, CCTV and other functions (**Figure 75**)
- Council can consider the adaptation of the White Way Lighting (WWL) on the Rozelle Town Centre. WWL is a style of under-awning lighting that has been installed since the 1930's in the former LGAs of Marrickville and Ashfield (**Figure 76**). WWL contributes to the uplifting of shop frontages and improvement of amenity, encouraging pedestrians to utilise the area.

- The use of feature lighting at key locations, particularly the intersection of Victoria Road and Darling Street.
- The Australian Standard AS/NZS1158 addresses the lighting of public roads and public areas. In the context of the Rozelle Town Centre, there are primary road segments, local road segments, pathways, cycle paths and pedestrian crossings. As such, the above mentioned standards will be applicable as follows:
- AS/NZS 1158.1.1 – Vehicular traffic (Cat V) Lighting
 - AS/NZS 1158.3.1 – Pedestrian area (Cat P) Lighting
 - AS/NZS 1158.4 – Lighting of Pedestrian Crossings (Cat PX)
- Lighting categories and locations are shown in **Figure 78**. Further details on lighting can be found in Appendix B - Lighting Master Plan.



Figure 75 . Light poles and luminaires examples



Figure 76 . The White Way, under-awning lighting in former Marrickville and Ashfield LGAs



Figure 77 . Catenary lighting examples



Figure 78 . Lighting Strategy

4.8 WAYFINDING STRATEGY

There are three main types of signage that are required for the town centre. These are:

- Wayfinding
- Active Transport, and
- Parks and Open spaces

Signage will be designed in line with the guidance provided in the *Inner West Public Domain Signage Manual*.

Proposed signage types and locations are shown in **Figure 82**. New signage will located outside clear footway areas.



Figure 79 . Wayfinding Signage overview

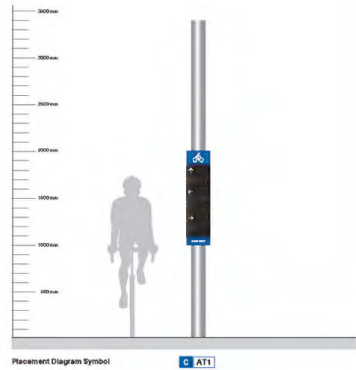


Figure 80 . Active Transport Signage overview

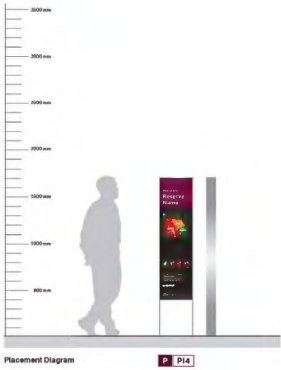


Figure 81 . Parks & Open Space Signage overview



* Refer Draft Inner West Council Public Domain Signage Manual for signage details.

- Key
- Study area
 - Wayfinding signage
 - Active transport signage
 - Park & open space signage
 - Multi-function pole indicative location

Figure 82 . Wayfinding Strategy

4.9 PUBLIC ART STRATEGY

Design strategies that will improve the planning, delivery and maintenance of existing and future public art in the town centre are outlined below. Key potential locations for future public art are shown in **Figure 84**.

- It is recommended that an overarching LGA-wide public art strategy is developed to avoid a variety of disparate strategies being devised over time
- Devote 1% of future development funding for public art projects where possible
- Council to prepare an operational plan that adopts best practice to deploy public art, including encouraging submissions through open EOIs and competitions
- Adopt a co-curatorial approach with community and stakeholder representatives in relation to art selection. Victoria Road and Darling Street are significant projects and may benefit from a specialist committee that oversees the procurement of artworks and engagements with artists. Membership to be based on relevant expertise in public art, public administration and local representation
- Recognise Indigenous heritage and narratives and collaborate with Indigenous artists to tell the story of the Wangal Peoples
- Support local and emerging artists
- Establish regular art programs to engage the public
- Future public art opportunities:
 - To be site specific, responding to locality and community identity
 - Promote sustainable permanent art in terms of longevity, durability and maintenance effort
 - Incorporate temporary public art as part of tactical approaches of the implementation of this master plan
 - Champion alternative forms and locations of public art beyond conventional sculptures and murals, such as:
 - Street furniture integration: bollards, bins, fences, barriers, bike racks, plant boxes, seating, shade structures, lightings etc.
 - Wall and paving inlays
 - Functional spaces accessible for all, including temporary and permanent street plazas and open spaces, for display of artworks, events, live music and performance
 - Digital art
 - Other forms that open to public imagination



Figure 83 . Public art alternative forms examples



Figure 84 . Public Art Strategy



5. DRAFT MASTER PLAN

5.1 DRAFT MASTER PLAN

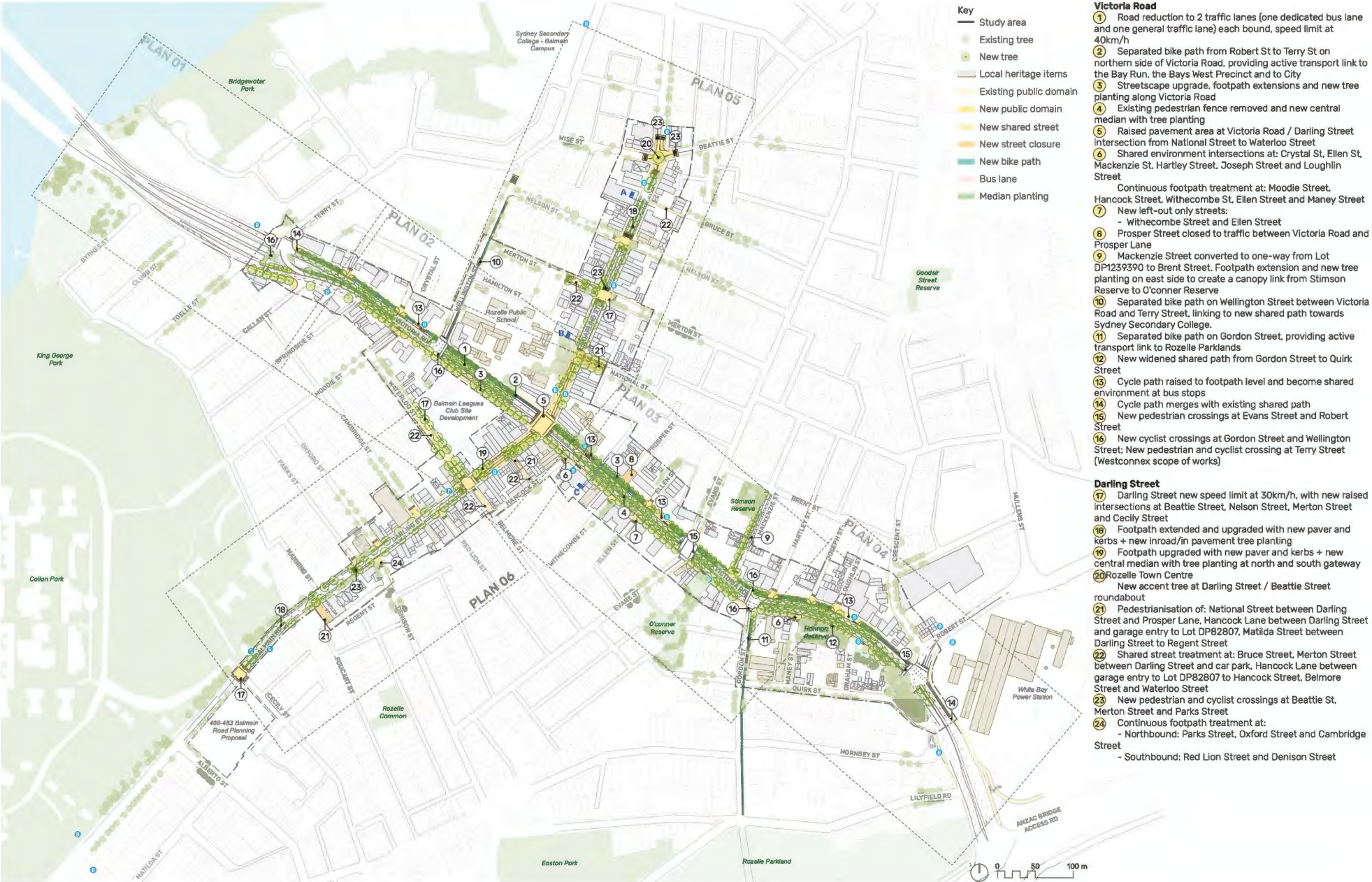


Figure 85 . Draft Master Plan

5.1.1 VICTORIA ROAD PROPOSED DESIGN

Figure 87 shows the proposed configuration of Victoria Road. The predicted reduction in traffic flow allows for the following design elements:

- A reclamation of road space with fewer lanes of traffic and slower speed limits of 40km/h
- Large canopied trees to be planted within a central median, a side median and on both sides of the road behind the kerb, transforming Victoria Road into a verdant and shady boulevard
- A separated, bi-directional cycle path offers a safer, dedicated option for commuting by cycle
- Footpath expansions on both sides of the road help to prioritise pedestrian movement and increase separation from the road. The walking experience is also enhanced by the softscaping within medians and the verge, overhead tree canopy, and space to sit and relax outside cafés and dining outlets

- Water Sustainable Urban Design elements include a swale in the median that separates the road and cycle path, along with passive irrigation within the central median.



Figure 86 . Victoria Road artist impression - before & after

FUTURE SPACE ALLOCATION ON VICTORIA ROAD

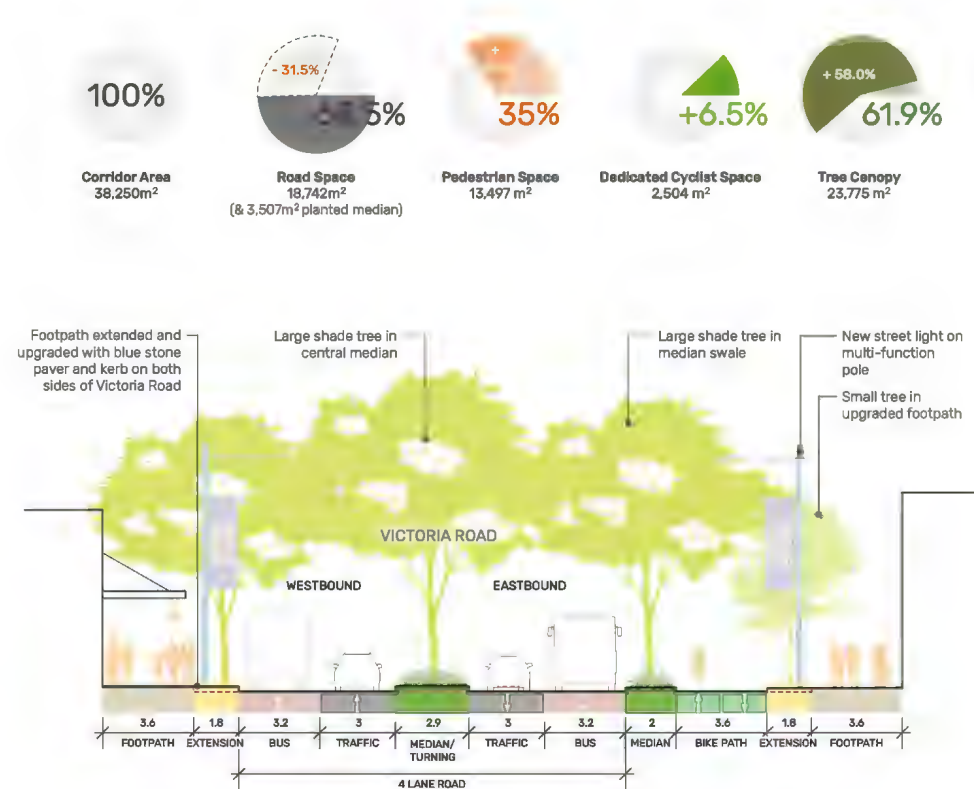


Figure 87 . Victoria Road Section (1:200) Typical Proposed Configuration

5.1.2 DARLING STREET PROPOSED DESIGN

Figure 89 shows the typical proposed configuration of Darling Street and Figure 90 shows the proposed configuration for gateway zones at:

- Beattie St to Nelson Street (north entry to the village)
- Edge of Callan Park to Cecily St (south entry to the village)



Figure 88 . Darling Street artist impression - before & after

By reclaiming some parallel parking space on the carriageway, the following design elements can be implemented:

- Large canopied trees and rain gardens to be inserted within parking zones, offering much needed shade, greenery and stormwater capture and re-use
- Slower speed limits of 30km/h to improve safety for cyclists sharing the road
- Footpath expansions on both sides of the road help to prioritise pedestrian movement and also provision for outdoor seating, dining and softscaping areas.

FUTURE SPACE ALLOCATION ON DARLING STREET

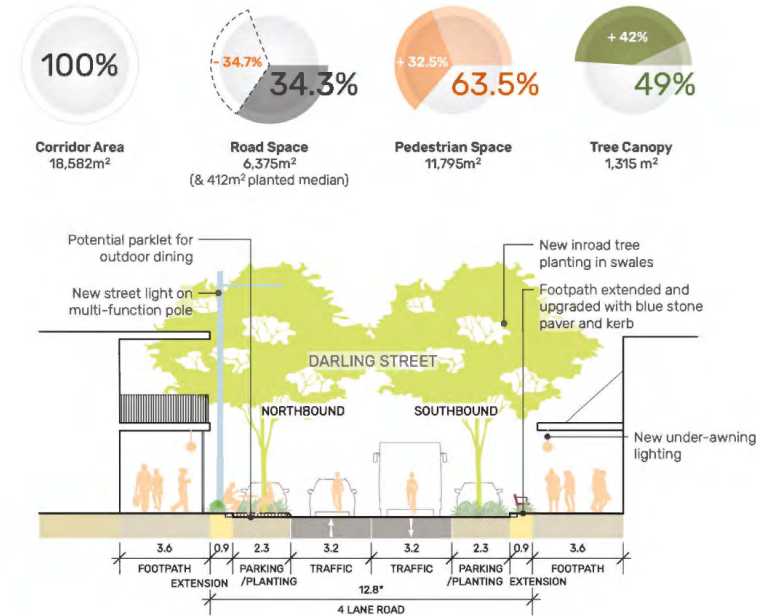


Figure 89 . Darling Street Section (1:200) - Typical Proposed Configuration

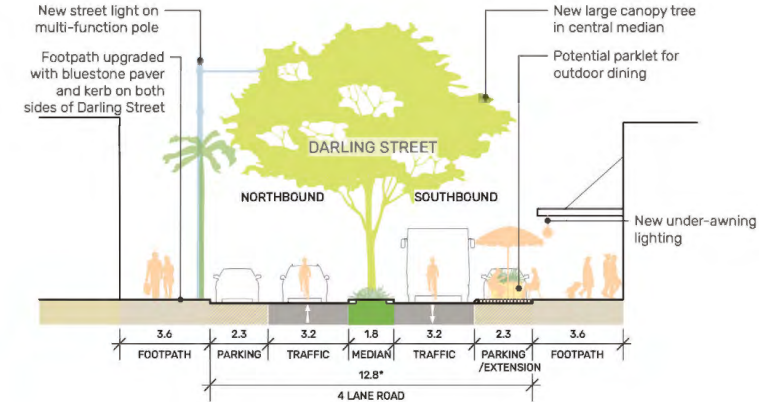


Figure 90 . Darling Street Section (1:200) - Proposed Gateway Configuration

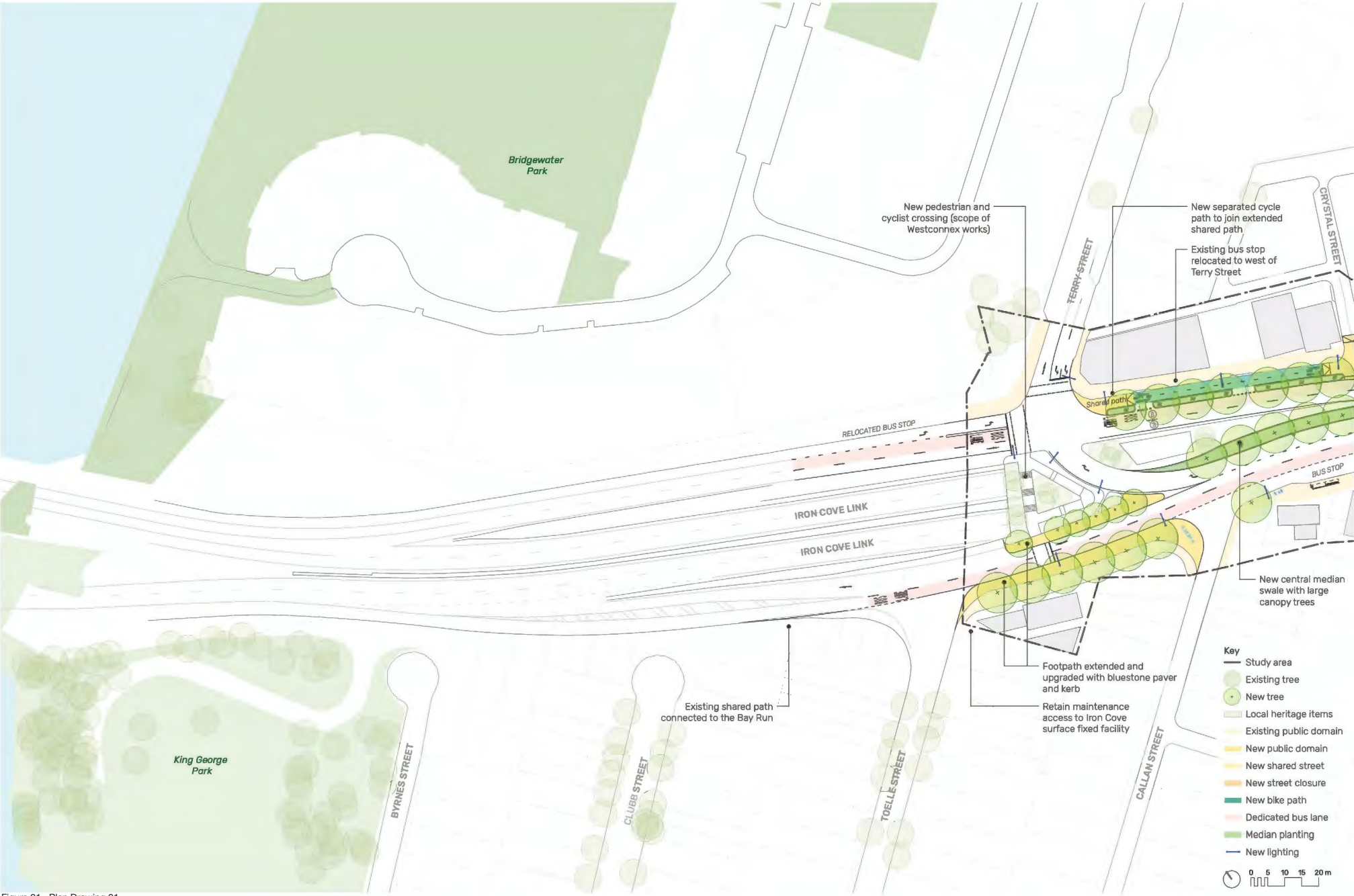


Figure 91 . Plan Drawing 01



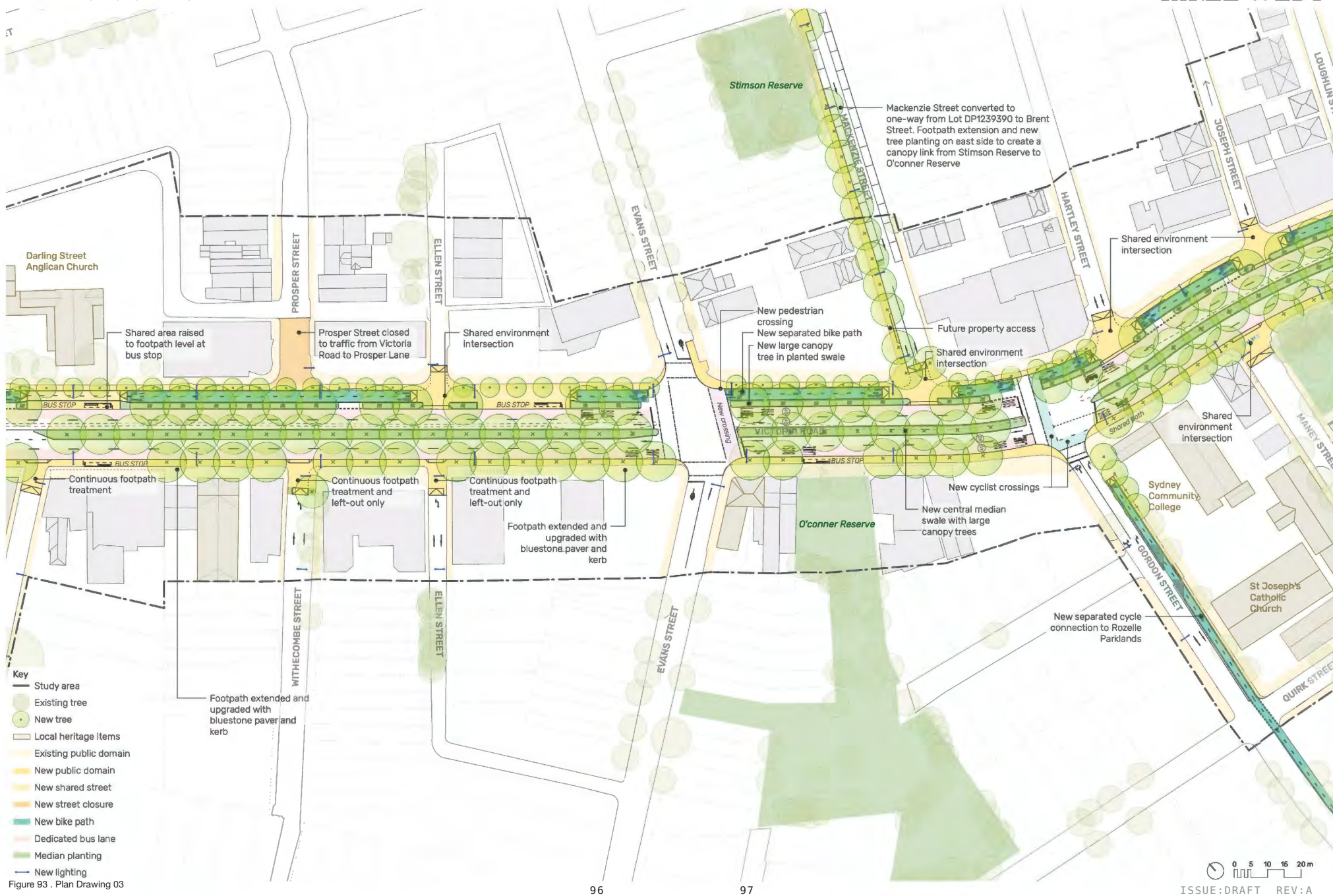


Figure 93 . Plan Drawing 03

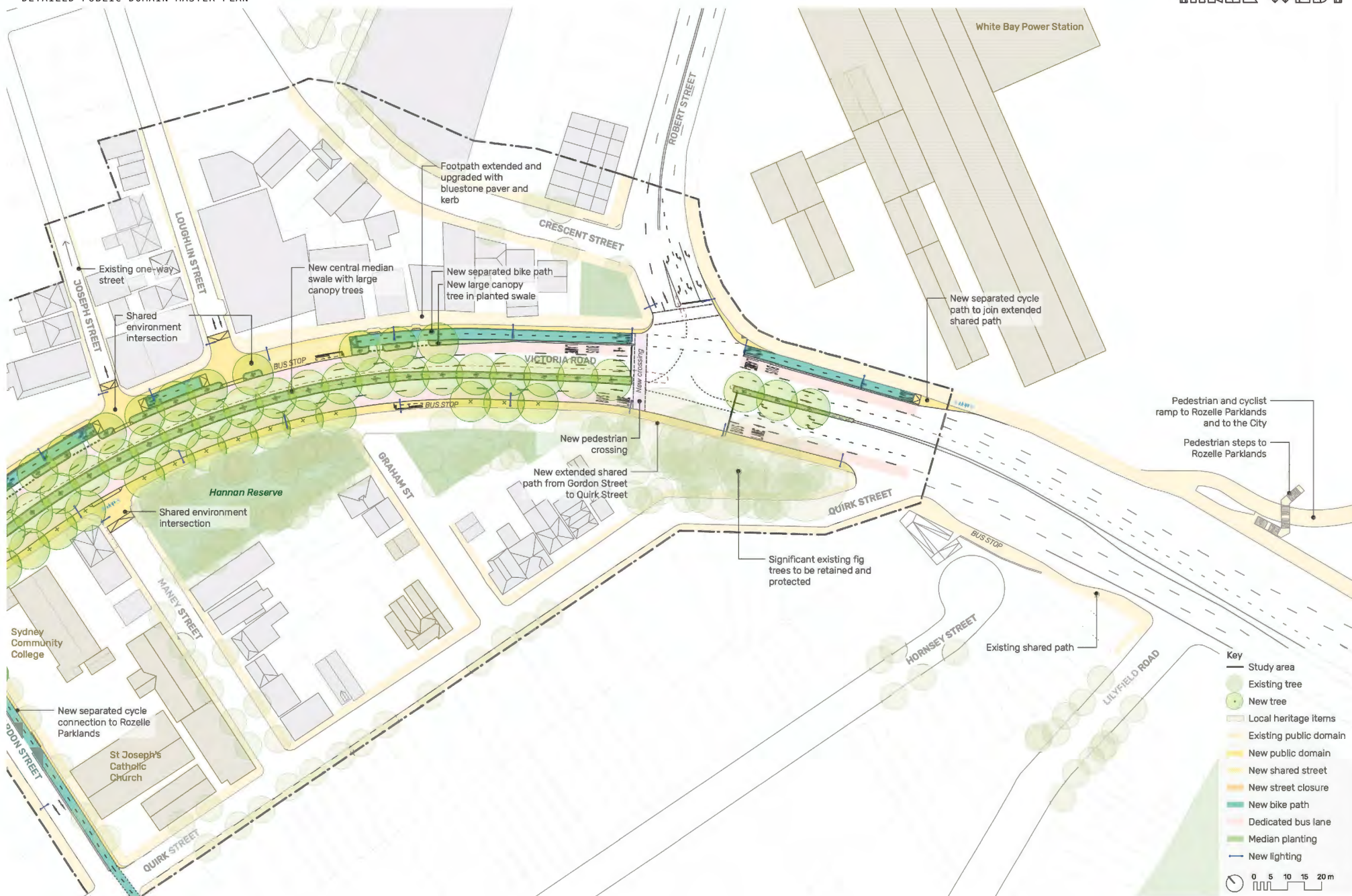


Figure 94 . Plan Drawing 04

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