

Appendix 13 – Parramatta Road UAIP Masterplan

March 2022

Appendix 13 – Parramatta Road UAIP Masterplan

Parramatta Road Urban Amenity Improvement Program

Leichhardt and Camperdown Precincts
Public Domain Master Plan

Master Plan Design Proposals

Prepared by Tract Consultants for Inner West Council

Revision 12

09 September 2019

council@innerwest.nsw.gov.au

(02) 9392 5000

innerwest.nsw.gov.au

Executive Summary

The Parramatta Road corridor and the UAIP is a NSW State Government, \$198 million initiative under the Parramatta Road Corridor Urban Transformation Program. It extends from Granville to Camperdown, and includes projects in Granville, Auburn, Homebush, Burwood, Kings Bay, Taverners Hill, Leichhardt and Camperdown.

The vision for the Corridor is for a high quality multi-use corridor with improved transport choices, better amenity and balanced growth of housing and jobs.

The Parramatta Road Urban Amenity Improvement Program (UAIP) set of projects are self-contained and deliverable in the short term and will provide with a better, more liveable environment while building a momentum for more ambitious changes and projects involving the transformation of Parramatta Road itself as well as public spaces adjacent to it.

The proposed improvements include three categories of projects:

- Streetscape upgrades including tree planting, multi-purpose lighting, new pavements and north-south pedestrian and cycle crossings.
- Creation of new or improved open spaces, urban plazas and town squares
- New walking and cycling links to key transport nodes and open spaces which connect to strategic regional and local networks.

The projects and descriptions were developed by Urban Growth NSW through an iterative process with Councils along the corridor. The projects aim to build on the existing strengths of the neighbourhoods

and reflect their sense of place and character.

This report includes projects identified through the UAIP for Leichhardt and Camperdown Precincts. The five selected projects for Inner West Council include:

- Leichhardt Precinct
- 1. Public domain improvement to key north-south streets perpendicular to Parramatta Road: Rofe Street, Renwick Street, Norton Street, Balmain Road, Catherine Street and Crystal Street
- 2. New cycle connection along Dot Lane
- 3. Conversion of Petersham Street to a pocket park
- 4. Camperdown Precinct
- 5. New north-south pedestrian and cycle connection along Johnstons Creek
- 6. Public domain improvements and cycle connection to Pyrmont Bridge Road between Parramatta Road and Mallet Street

The approach taken by Inner West Council's Strategic Planning group from the outset was to treat all individual projects as parts of a whole.

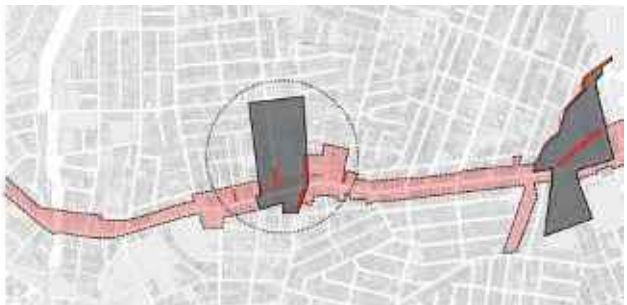
Tract Consultants was engaged by Inner West Council in July 2018 to develop a comprehensive vision for the precincts to be implemented through the individual project's transformational potential. A public domain master plan was identified as the best, most ambitious format to articulate this vision.

The aim of the Parramatta Road UAIP is to reverse the urban decay and lack of design cohesion along Parramatta Road. This master plan presents a strategy to transform the streets and public space to a more liveable, accessible and sustainable environment for all users.

The design process has undertaken detailed site analysis, strategic policy review, community and key stakeholder engagement, collaborative workshops with Council disciplines and benchmarking with best practice. All of this analysis background work has resulted in the development of a vision and design principles which were used as design guidelines in the master plan design proposals.

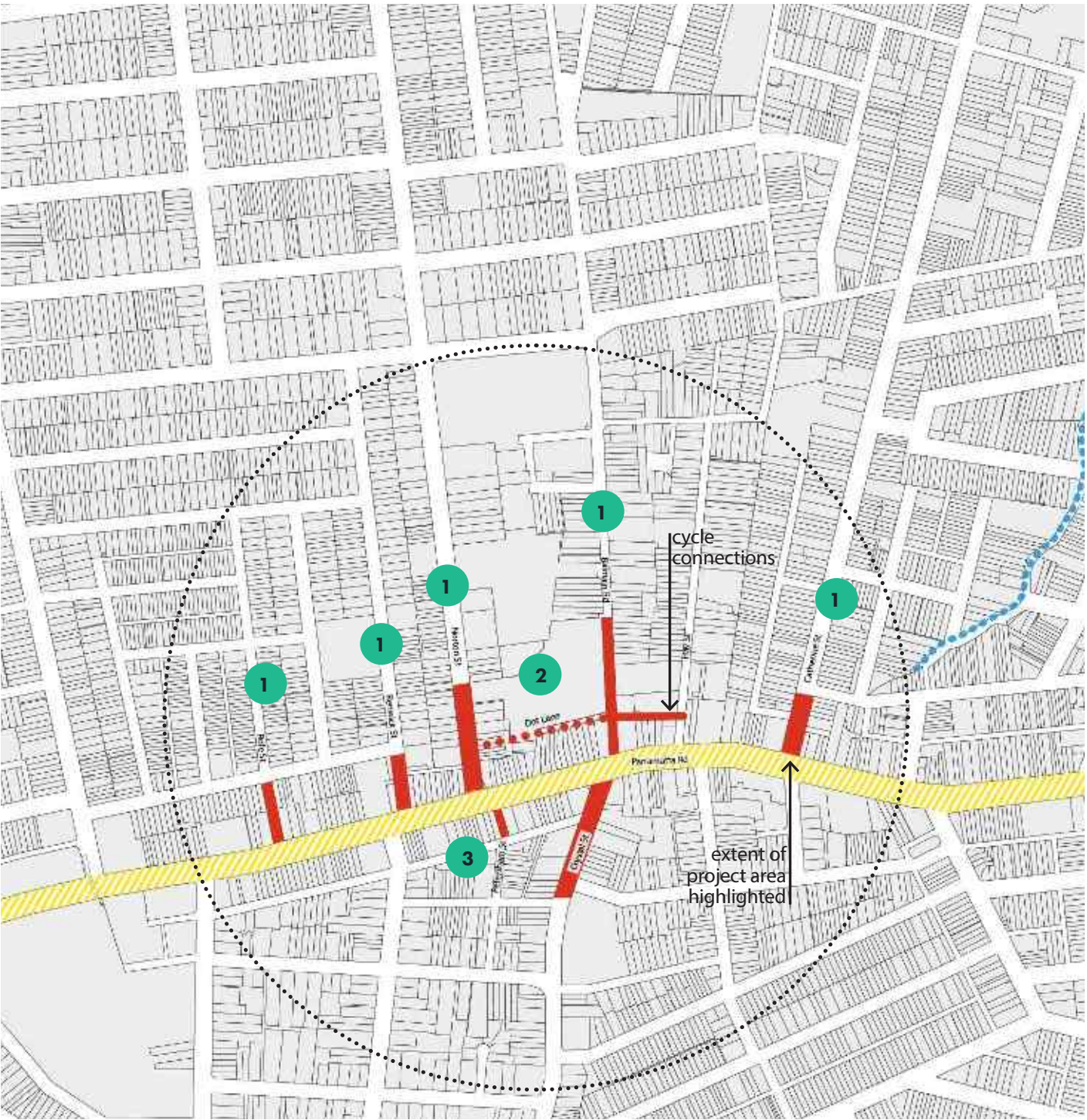
Once approved, this master plan will be progressed into detailed design and then construction, as all the projects included are fully funded by the NSW State Government. In order to move forward into the documentation process as seamlessly as possible, a very high degree of detail has been provided in this master plan.

Inner West Council UAIP Projects - Leichhardt Precinct



Inner West Council has five project precincts identified for design funding in its Local Government Area (LGA) along Parramatta Road:

PROJECT	PRECINCT	PROJECT DESCRIPTION
1	Leichhardt	Public domain improvement to key north-south streets perpendicular to Parramatta Road: Rofe Street, Renwick Street, Norton Street, Balmain Road, Catherine Street and Crystal Street. 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 Streetscape improvements include lifting and replacing cracked and uneven footpath pavements, new street tree planting, under storey mass planting, lighting, Water Sensitive Urban Design (WSUD) 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. New cycleway line marking will also be provided on Renwick Street, Catherine Street and Balmain Road to create a safer cycling environment
2	Leichhardt	New cycle connection along Dot Lane 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. Opportunities for tree planting to provide shade and assist with wayfinding will also be explored
3	Leichhardt	Conversion of Petersham Street to a pocket park 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. The park is to provide shaded seating spaces amongst planting and new trees, including custom seating, bins, bike racks and pedestrian scale lighting. Water Sensitive Urban Design (WSUD) will also be incorporated to manage stormwater movements and provide passive irrigation to trees and plants.



Inner West Council UAIP Projects - Camperdown Precinct



PROJECT	PRECINCT	PROJECT DESCRIPTION
4	Camperdown	New north-south pedestrian and cycle connection along Johnstons Creek

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 Pymont Bridge Road.

A new shared pedestrian and cycle path is proposed to provide improved connections to Parramatta Road from the existing CLTy of Sydney pedestrian/ cycle connection, via a new shared path along Wigram Rd, 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.

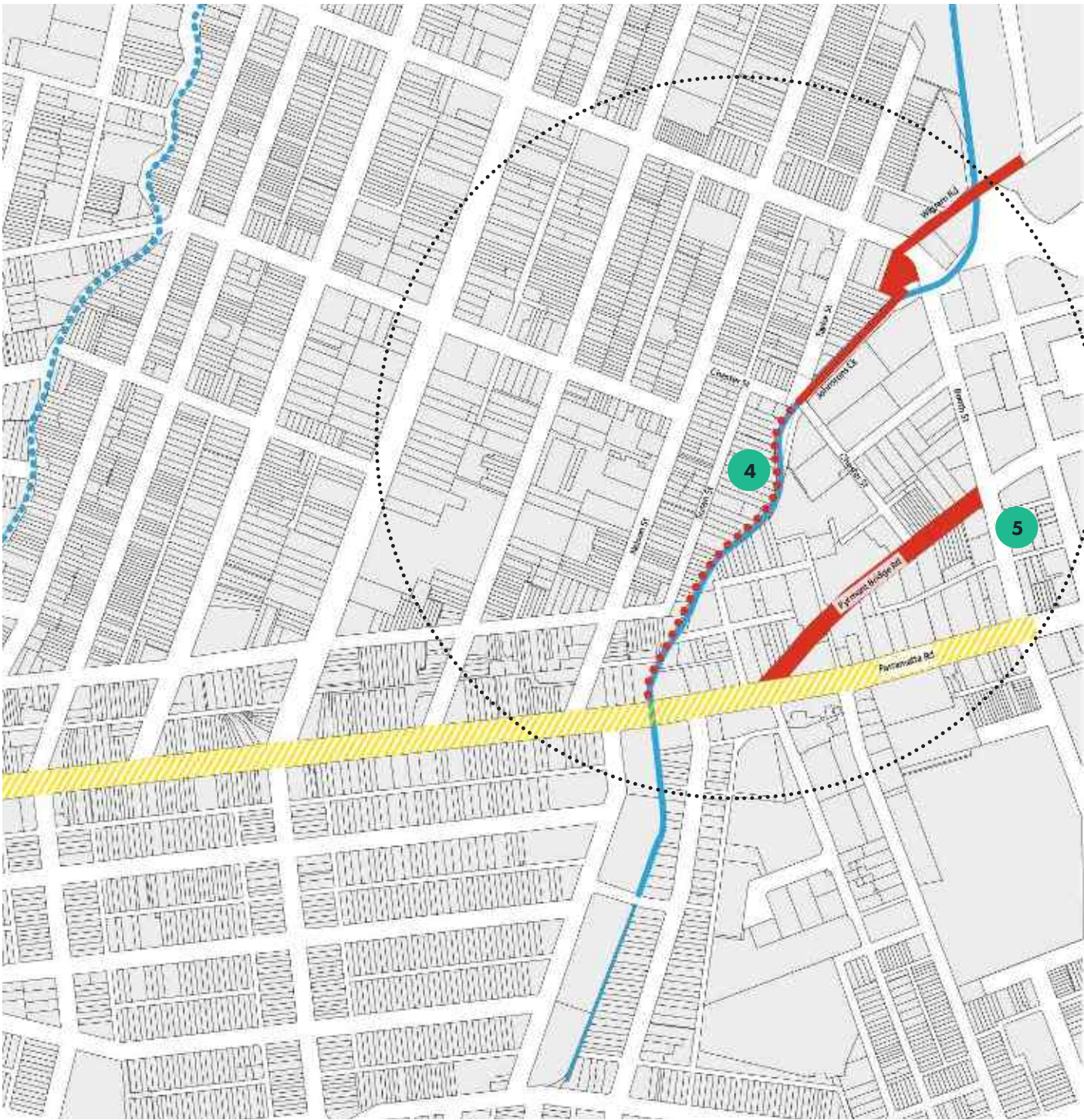
The provision of new planting will also enhance biodiversity along Johnstons creek by creating a connected habitat corridor to each of the existing open spaces along the corridor.

5	Camperdown	Public domain improvements and cycle connection to Pymont Bridge Road between Parramatta Road and Mallet Street
---	------------	---

At present the street-scape of Pymont 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, bioswales and rain gardens will better define delineation between built form, public footpath and road carriageway.

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.

A new dedicated cycle path is proposed to improve cycle connections along Pymont Bridge Road, which will complement the Johnston’s Creek connection as a more direct route from Parramatta Road through Glebe and towards Pymont



Master Plan

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 emphasises 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 socialisation through active and passive experiences
- Green spaces that create vibrant social life
- Connectivity throughout the sites and to the broader neighbourhood (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

- Green infrastructure to enhance habitat for local fauna
- Plant species that are resilient to a changing climate
- Flora that is appropriate, contextual and maximises 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 by maximising permeable surfaces
- Connection to wider landscape and setting
- Maximise pollution absorption through plantings

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

Masterplan Key Moves

Masterplan

These masterplan proposals for streetscape improvements are as a result of:

- > understanding the project site context, character and broader opportunities;
- > reviewing existing physical conditions, constraints and practical on-street provisions which need to be retained;
- > gathering community feedback to understand users needs and wants; and
- > seeking and integrating Council stakeholder input and advice.

Generally across project there are some initial assumptions made as a base line for masterplan design. These are:

- Presenting streetscape designs which are bold and make positive changes.
- Overhead power lines will be moved to be underground. This removes the overhead constraint for street tree placement.
- All streets to have upgraded lighting, to support creation of safe evening walking routes.
- Use of continuous tree trenches for deep earth connections and use of porous paving as part of the system.
- Support the approach of deep earth connections through WSUD integrated with habitat creation through use of different plant species and introduction of rocks.
- Propose a variety of street trees types and species to enhance resilience and create delight.

Ecology

Reflected in new planting and vegetation corridors alongside updated storm-water designs.

Identity of Precinct

Announcement at gateway moments.

People Places

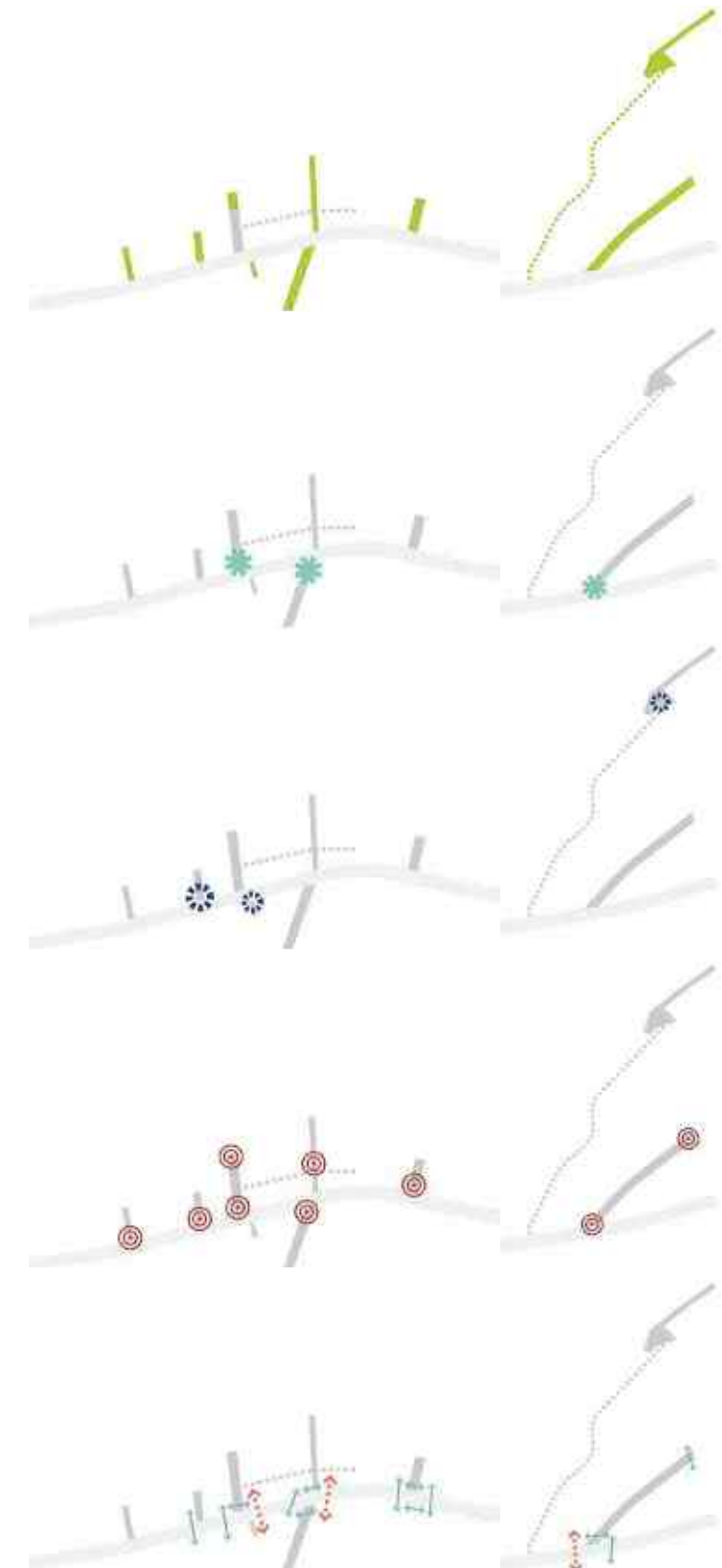
Creation of new plaza spaces and gathering places.

Heritage and Culture

Recognised and shared through materials and art work.

Movement

Additional crossings reflect the increased movement and desire to connect.



Master Plan Design - Rofe Street

Character Statement: A simple treatment from end to end, a green and leafy street, with places to rest and a place to park. A pair of trees establishes a threshold with Parramatta Road and a buffer from the busy road environment. Art work builds on a “coming home” theme and is layered into the paving and furniture.

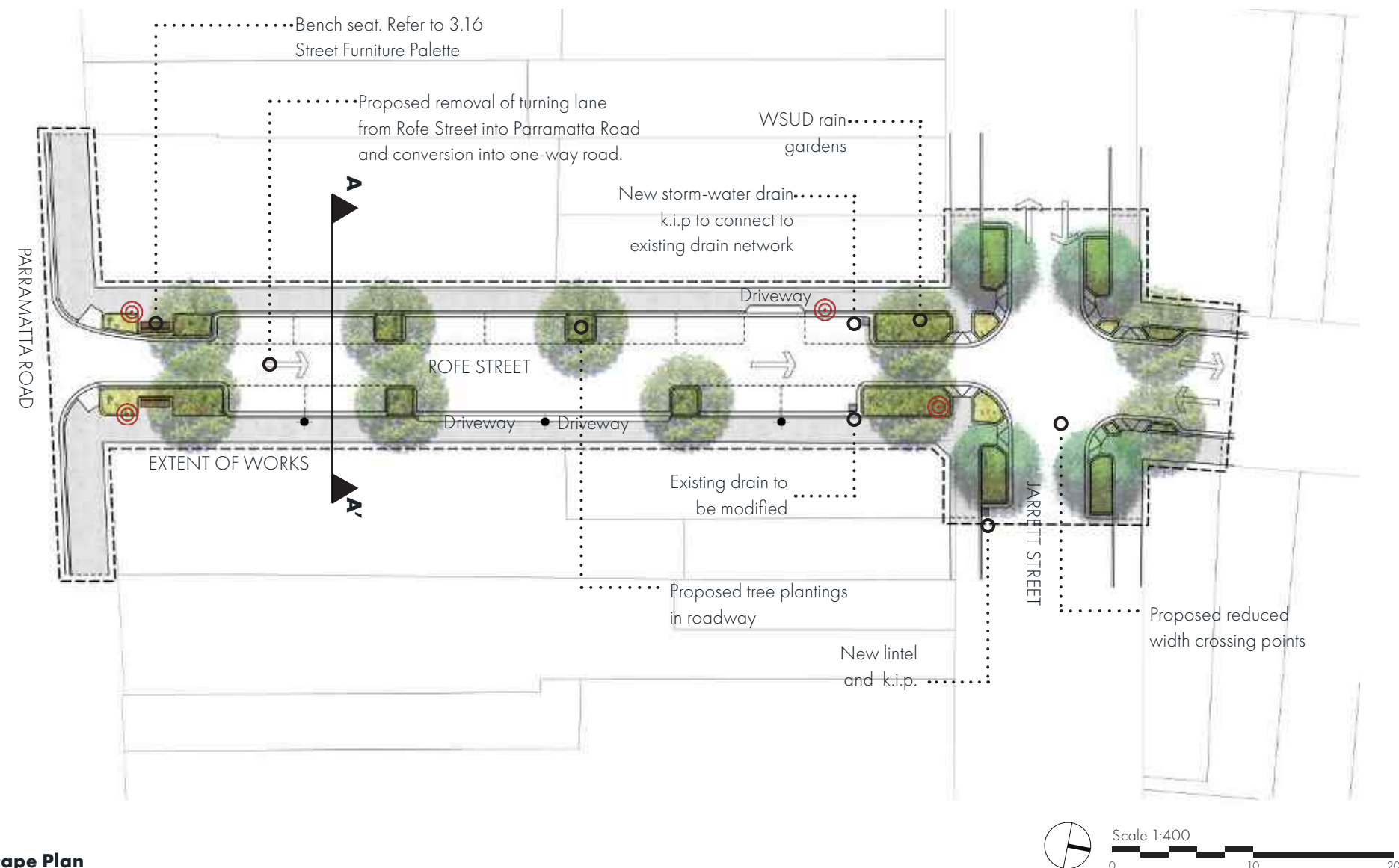
Key Design Actions:

- Removal of vehicle turning movement into Parramatta Road
- Conversion of Rofe Street into one-way road
- Planting of trees within the roadway to provide shade and pedestrian amenity
- Creation of WSUD tree pits and rain gardens to intercept and filter urban storm water
- Incorporate passive irrigation to provide trees and planted areas the best chance of success
- Reduction of the road width at crossing points for improved pedestrian safety and amenity

LEGEND

-  New Street Tree
Potential Species:
 - Cupaniopsis anacardioides
 - Melaleuca linariifolia
 Refer to Schedules: Plant Palette - Street Trees
-  New Insitu Concrete Paving to Pedestrian and Shared spaces.
Refer to Schedules: Paving Material Palette
-  New Planting / Rain Garden
Refer to Schedules: Plant Palette Ground cover Plants
-  Art Opportunities
See Art Strategy Appendix
-  Upgraded smart pole lighting. Refer to Schedules: Lighting Palette

Landscape Plan

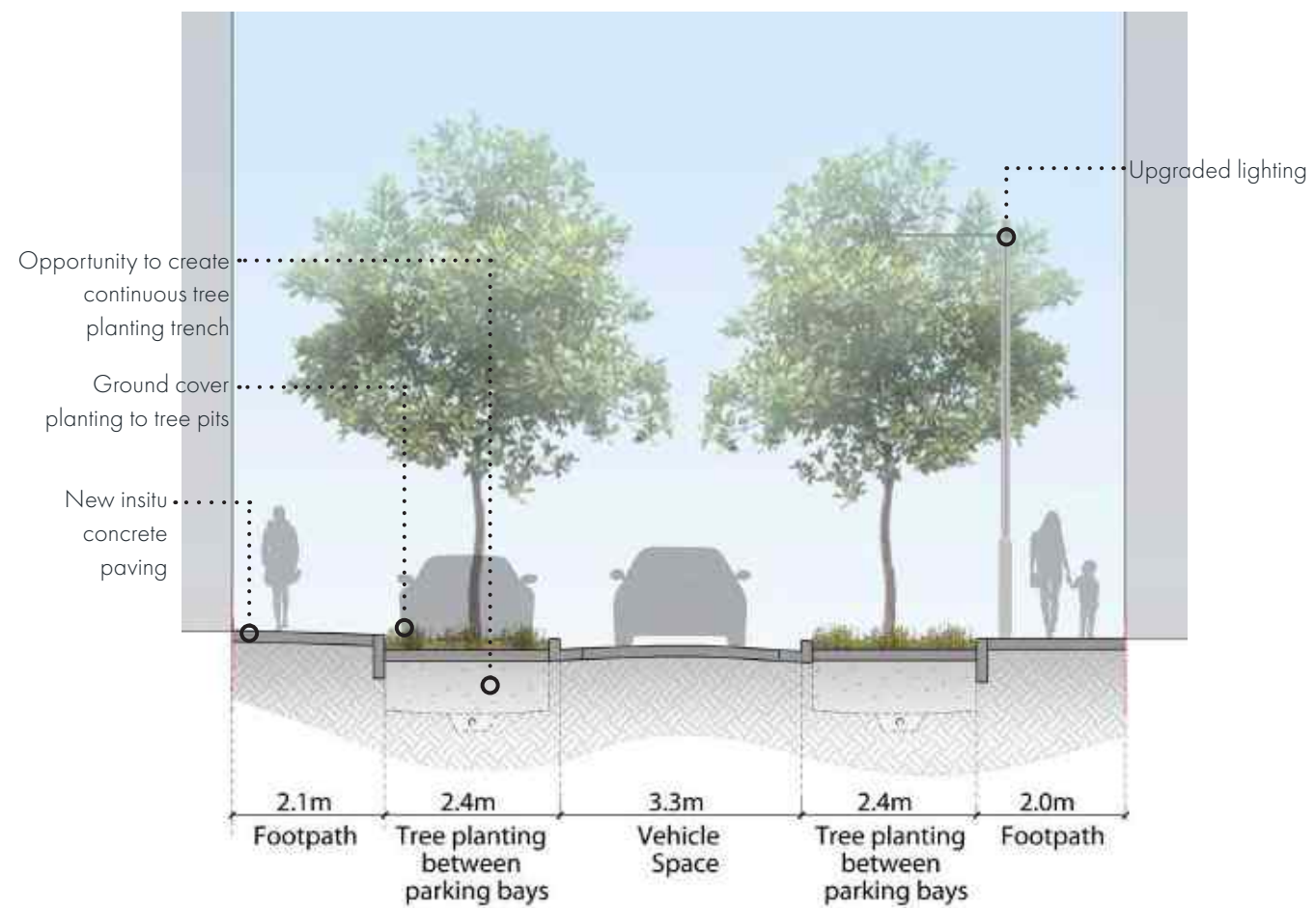




Informal public seating



Insitu concrete paving



Section A - A' 1:00



Existing



Artist's Impression of Proposal

Master Plan Design - Renwick Street

Character Statement: Already a pedestrian scale environment, the proposal creates a new plaza. More trees, lots of seating and room for outdoor dining and gathering. Vehicles are accommodated through the space as before and pedestrians are kept safe with tree, lights and furniture arrangements. Art work responds to the opportunities for social gathering and family feasting

Key Design Actions:

- Creation of a flexible raised threshold Shared pedestrian / vehicular space, with the possibility of closing off vehicular access for special events
- Planting of street trees to provide shade and pedestrian amenity
- Creation of WSUD tree pits and rain gardens to intercept and filter urban storm water where possible
- Incorporate passive irrigation to provide trees and planted areas the best chance of success
- Replacement of existing furniture with a new suite of updated elements
- Priority public art project to be included as part of these works.

LEGEND

-  Existing Tree to be protected and retained
-  New Street Trees
Potential Tree species:
 - *Tilia cordata* (at the shared zone)
 - *Liriodendron tulipifera* (at the shared zone)
 - *Acemea smithii* (to north)
 - *Waterhousea floribunda* 'Green Avenue' (to north).
 Refer to Schedules: Plant Palette - Street Trees
-  New Natural Stone Paving to Pedestrian and Shared spaces. Refer to Paving Material Palette
-  In situ Concrete Paving.
Refer to Schedules: Paving Material Palette
-  New Planting / Rain Garden
Refer to Schedules: Plant Palette Ground cover
-  Priority Public Art Project
See Art Strategy Appendix
-  Upgraded smart pole lighting. Refer to Schedules: Lighting Palette



Landscape Plan



Natural stone paving



Different natural stone paving to distinguish vehicle access areas



Art element details integrated on certain elements



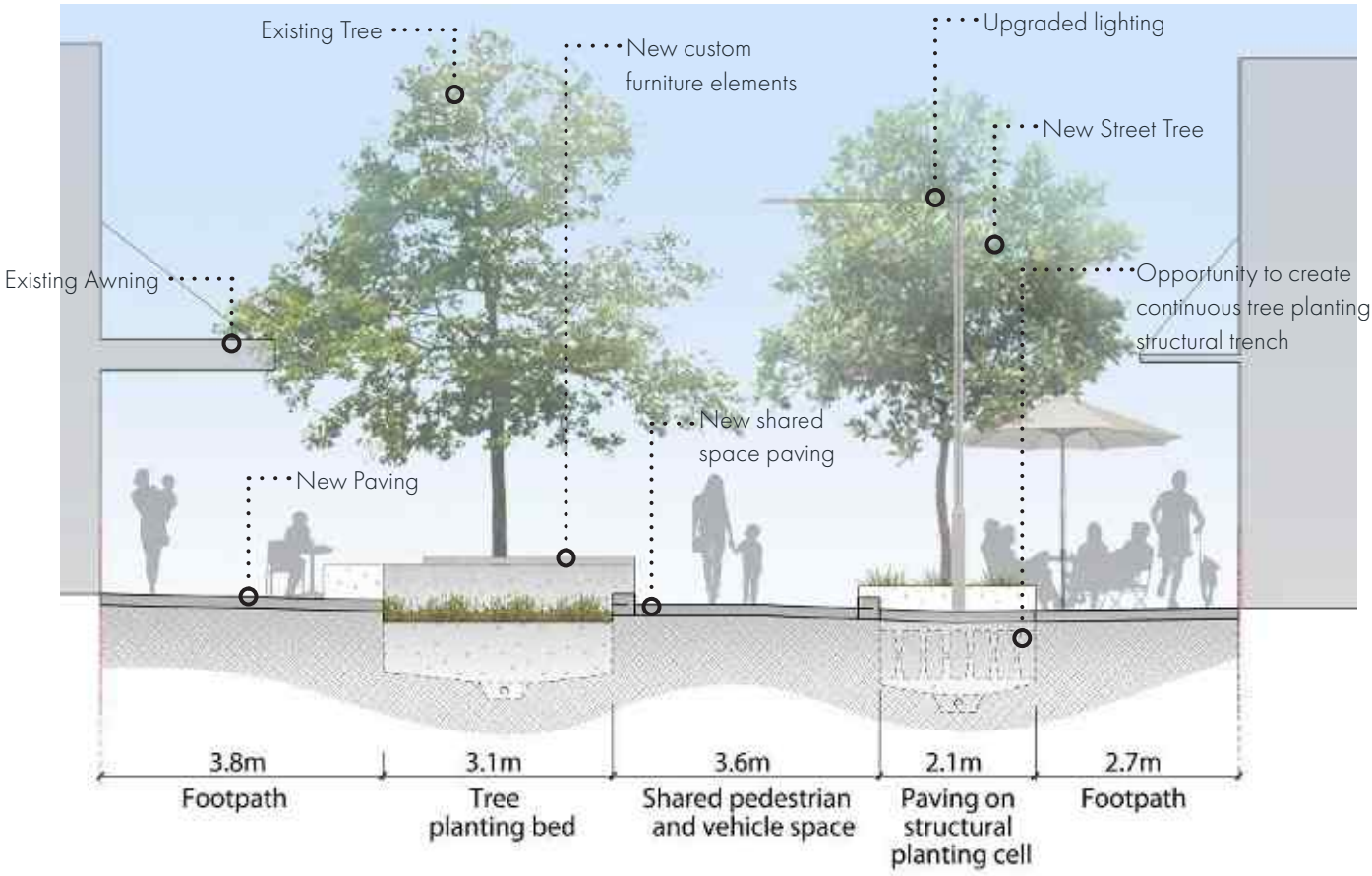
Public art integration



Existing



Artist's Impression of Proposal



Section A - A' 1:100

Master Plan Design - Norton Street

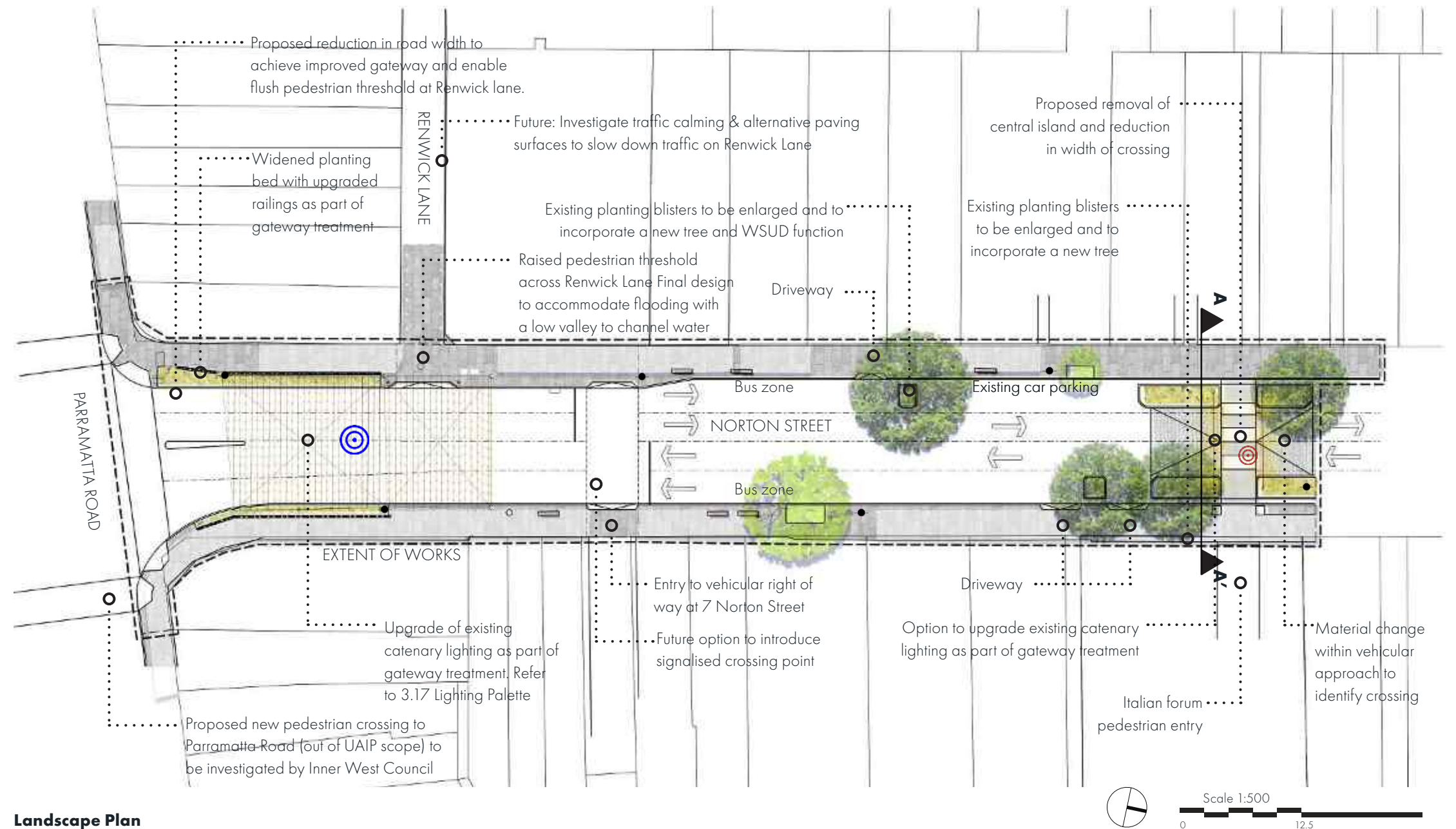
Character Statement: Updated paving and refreshed furniture with some minor kerb realignments to allow for a improved buffer between pedestrian footpath and the busy vehicle space. Art work looks to making a dramatic statement with a memorable ceiling of light.

Key Design Actions:

- Creation of a precinct Gateway using existing catenary lighting system and new feature pedestrian railings.
- Incorporate passive irrigation to provide trees and planted areas the best chance of success
- Expand existing planting areas and convert into rain gardens which intercept and filter urban storm water
- Replacement of small street trees with larger specimens for enhanced shade and amenity
- Replacement of existing paving with a consistent, high-quality paving finish
- Provide an additional pedestrian crossing across Parramatta Road to Petersham Street.
- Priority public art project to be included as part of these works.

LEGEND

-  Existing Tree to be protected and retained
-  New Street Trees
Potential Tree species:
 - Waterhousea floribunda 'Green Avenue'
 - Lophostemon confertus.
 Refer to Schedules: Plant Palette - Street Trees
-  New Concrete unit Paving to Pedestrian and Shared spaces.
Refer to Schedules: Paving Material Palette
-  New Planting / Rain Garden
Refer to Schedules: Plant Palette Ground cover
-  Priority Public Art Project
See Art Strategy Appendix
-  Art Opportunities
See Art Strategy Appendix
-  Upgraded smart pole lighting. Refer to Schedules: Lighting Palette



Landscape Plan



Catenary lighting elements



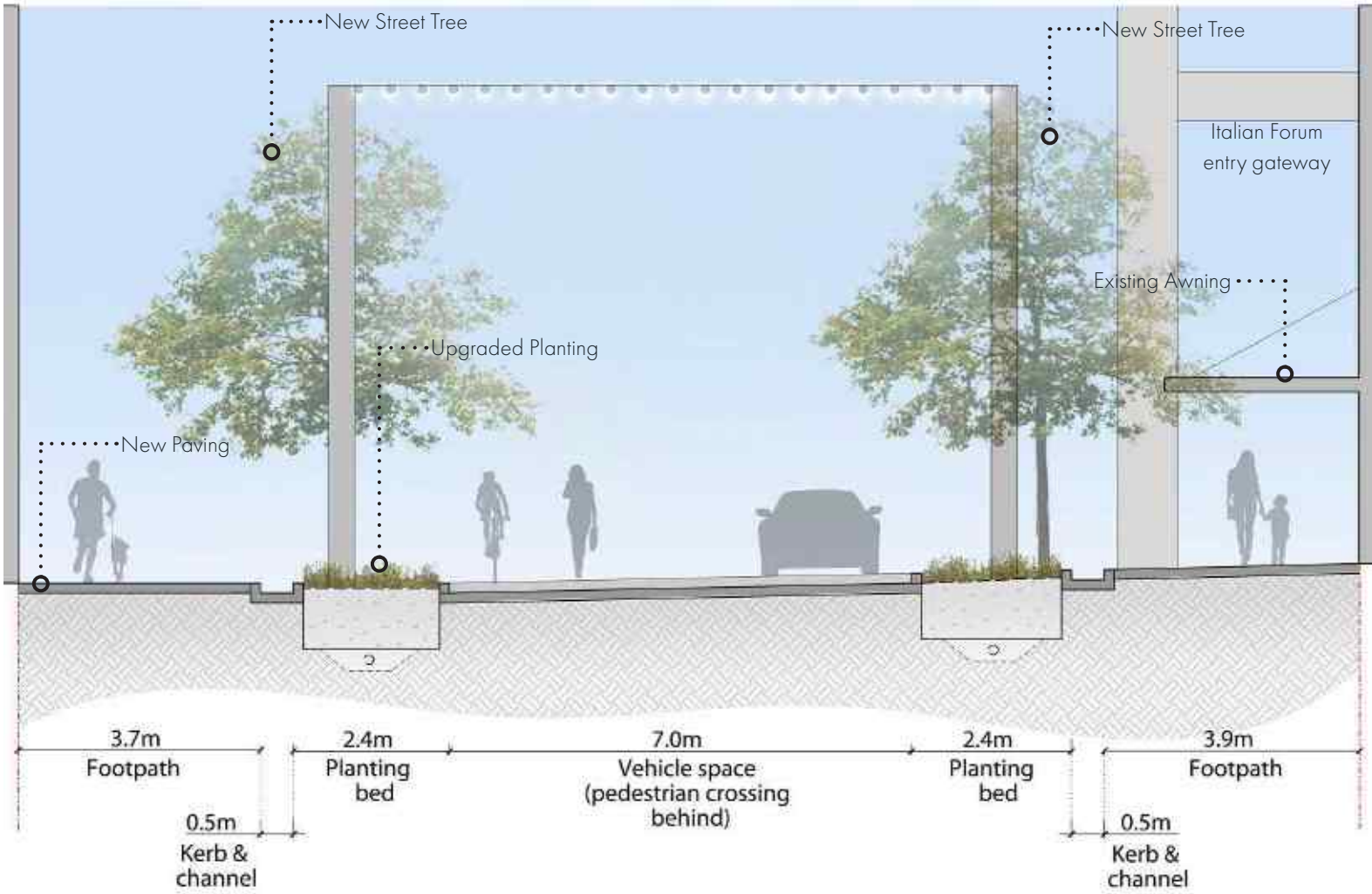
Concrete brick paving with integrated garden beds.



Existing



Artist's Impression of Proposal - Day



Section A - A' 1:100



Artist's Impression of Proposal - Night

Master Plan Design - Balmain Road

Character Statement: Reduced bus parking space, more parking and an improved pedestrian environment brings some life into this street. Introduction of a variety of street trees to both sides in a formal avenue will bring some colour and scale into the streetscape. The cycleway is further defined and safety improved with clear surface treatment.

Key Design Actions:

- Integration of cycleway link to Norton Street with west bound cycle route towards Parramatta Road and use of shared space along footpath between Parramatta Road and Norton Street.
- Reduction in Bus parking area
- Planting of trees within the roadway to provide shade and pedestrian amenity
- Creation of WSUD tree pits to intercept and filter urban storm water.
- Incorporate passive irrigation to provide trees and planted areas the best chance of success
- Replacement of existing paving with a consistent, high-quality paving finish
- Provide an additional pedestrian crossing across Parramatta Road to the East

LEGEND



New Street Trees

Potential Tree Species:

- *Tristaniopsis laurina* (east)
- *Callistemon viminalis* (west)
- *Koelreuteria paniculata* (west)

Refer to Schedules:Planting palette - Street Trees

New Insitu Concrete Paving to

Pedestrian and Shared spaces.

Refer to Schedules: Paving Material Palette

New Planting / Rain Garden

Refer to Schedules: Plant Palette Ground cover

Dedicated Cycle Lane

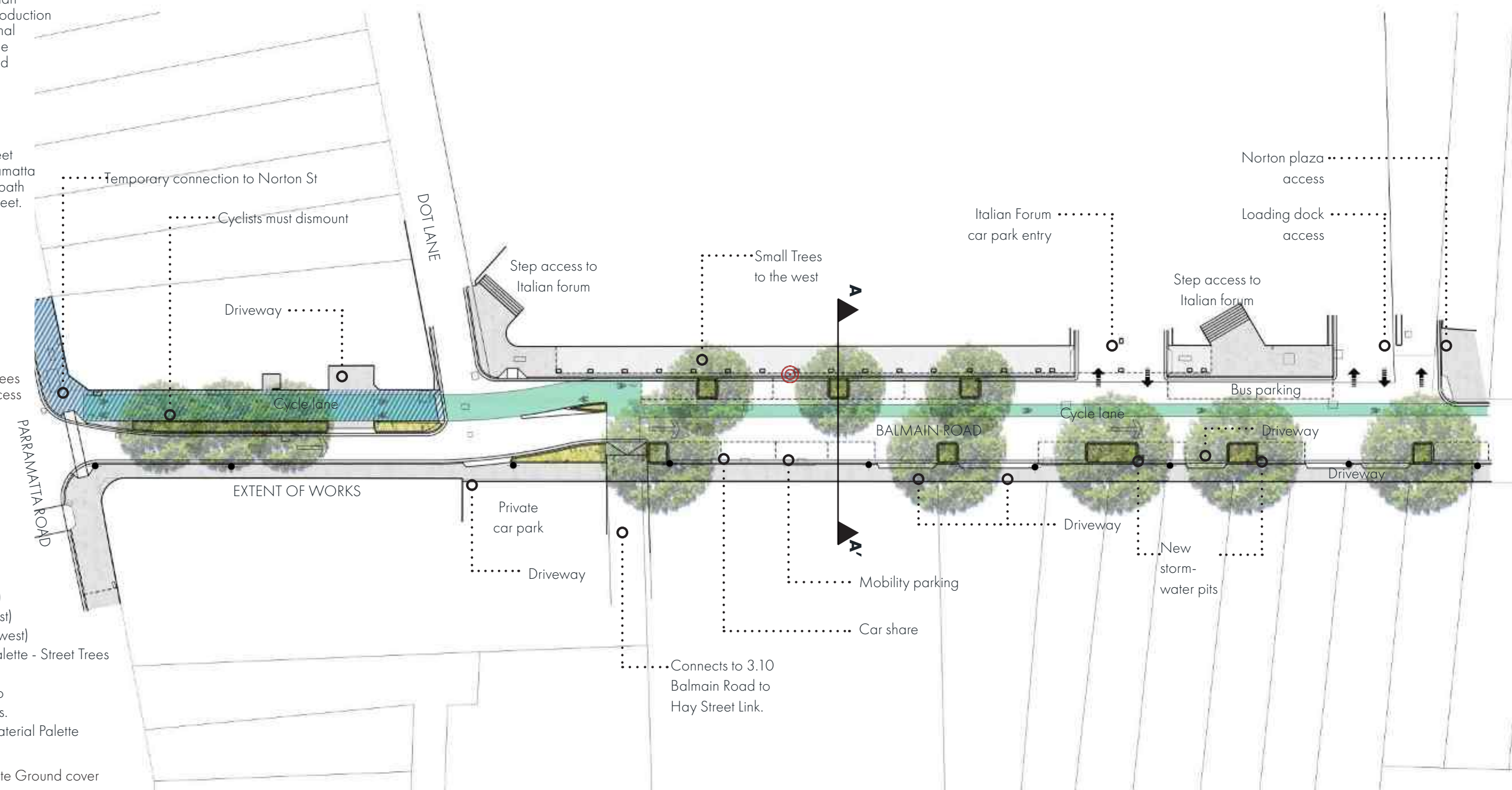
Cycle dismount for temporary
east/west cycle route connection



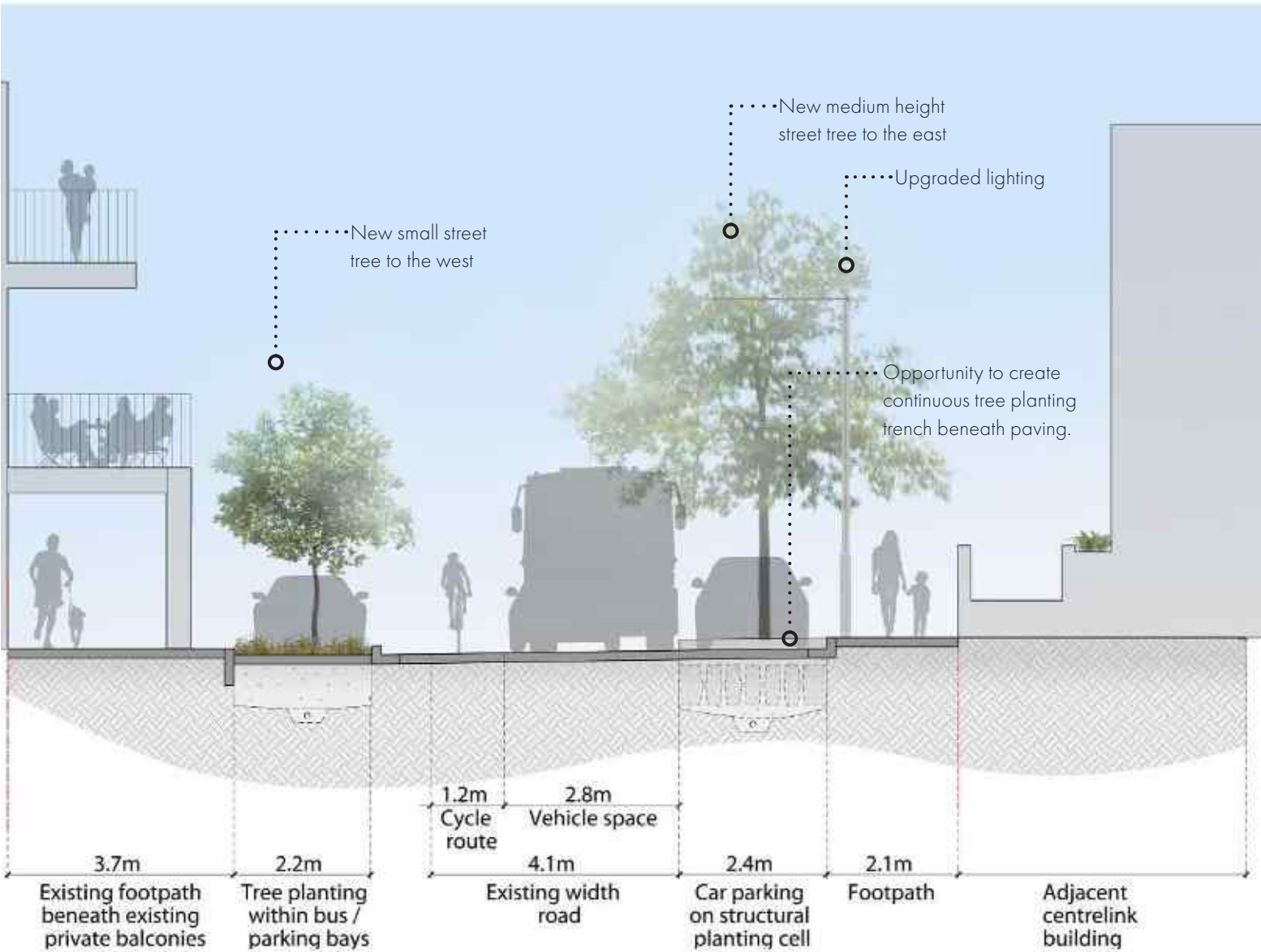
Art Opportunities

See Art Strategy Appendix

Upgraded smart pole lighting. Refer to Schedules: Lighting Palette



Scale 1:500



Section A - A' 1:100



Existing



Artist's Impression of Proposal

Master Plan Design - Catherine Street

Character Statement: Upgraded paving, additional street trees and new lighting add a simple classic upgraded streetscape to suit the established character and nearby businesses on this street. Footpaths are widened where possible and more room given for outdoor dining.

Key Design Actions:

- Removal of redundant vehicle lane at Parramatta Road intersection to create an improved pedestrian crossing
- Extend paving to allow for cafe seating.
- Planting of trees within the roadway to provide shade and pedestrian amenity
- Creation of WSUD tree pits and rain gardens to intercept and filter urban storm water
- Incorporate passive irrigation to provide trees and planted areas the best chance of success
- Replacement of existing paving with a consistent, high-quality paving finish
- Investigate future improvements to the East-West and North-South cycle routes

LEGEND

-  New Street Trees
Species to be *Brachychiton acerifolius*.
Refer to Schedules: Planting palette - Street Trees
-  New Concrete unit Paving to Pedestrian and Shared spaces.
Refer to Schedules: Paving Material Palette
-  New Planting / Rain Garden
Refer to Schedules: Plant Palette Ground cover Plants
-  Art Opportunities
See Art Strategy Appendix
-  Upgraded smart pole lighting. Refer to Schedules: Lighting Palette

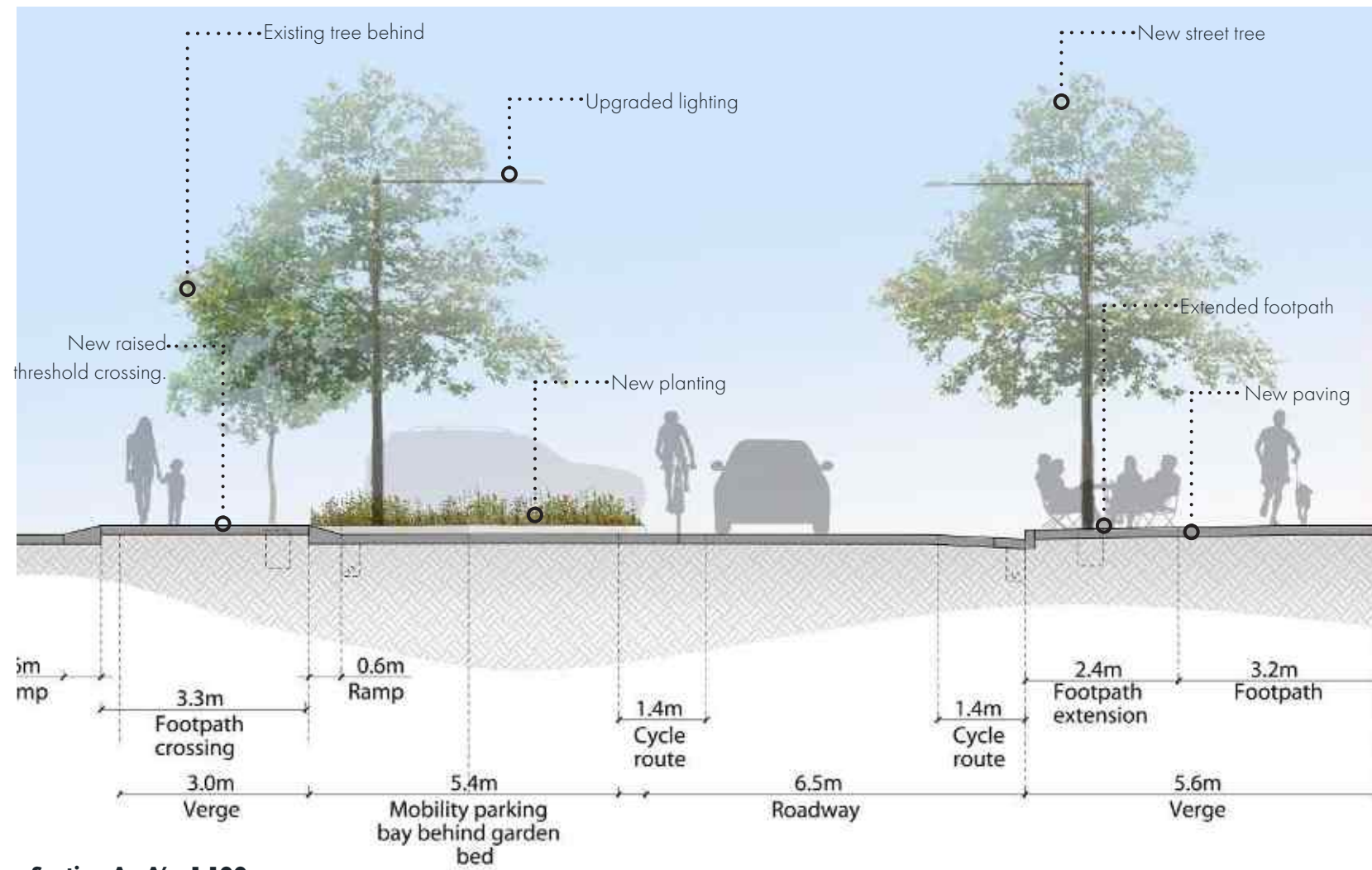


Landscape Plan

Scale 1:400
0 10 20



Art elements integrated into the concrete brick paving



Section A - A' 1:100



Existing



Artist's Impression of Proposal

Master Plan Design - Petersham Street

Character Statement: This street is reinvented as a pocket park. 3 deciduous flowering trees provide a welcome introduction of canopy into the space, a buffer to Parramatta Road and opportunities to stop, rest, gather and enjoy a neighbourhood moment. Storm-water is integrated into the design with a seating wall shaped to guide a detention area. An art shelter structure provides a visual buffer to Parramatta Road and some shade until the trees mature. The pocket park creates an opportunity to host community events and gatherings.

Key Design Actions:

- Conversion of Petersham Street into a pocket park
- Creation of WSUD rain garden to intercept and filter urban storm water
- Incorporate passive irrigation to provide trees and planted areas the best chance of success
- Planting of larger trees to provide shade and pedestrian amenity
- Provide bench seating opportunities
- Accommodate movements of storm-water overland flow
- Provide a feature sculptural shade structure or pavilion
- Priority public art project to be included as part of these works.

LEGEND



New Street Trees
Potential tree Species:
• Pistacia chinensis
• Jacaranda mimosifolia
• Zelkova serrata
'Green Vase'.
Refer to Schedules: Planting palette - Street Trees



Priority Public Art Project -
See Art Strategy Appendix



Upgraded smart pole lighting. Refer
to Schedules: Lighting Palette



Insitu concrete paving.
Refer to Schedules: Paving
Material Palette



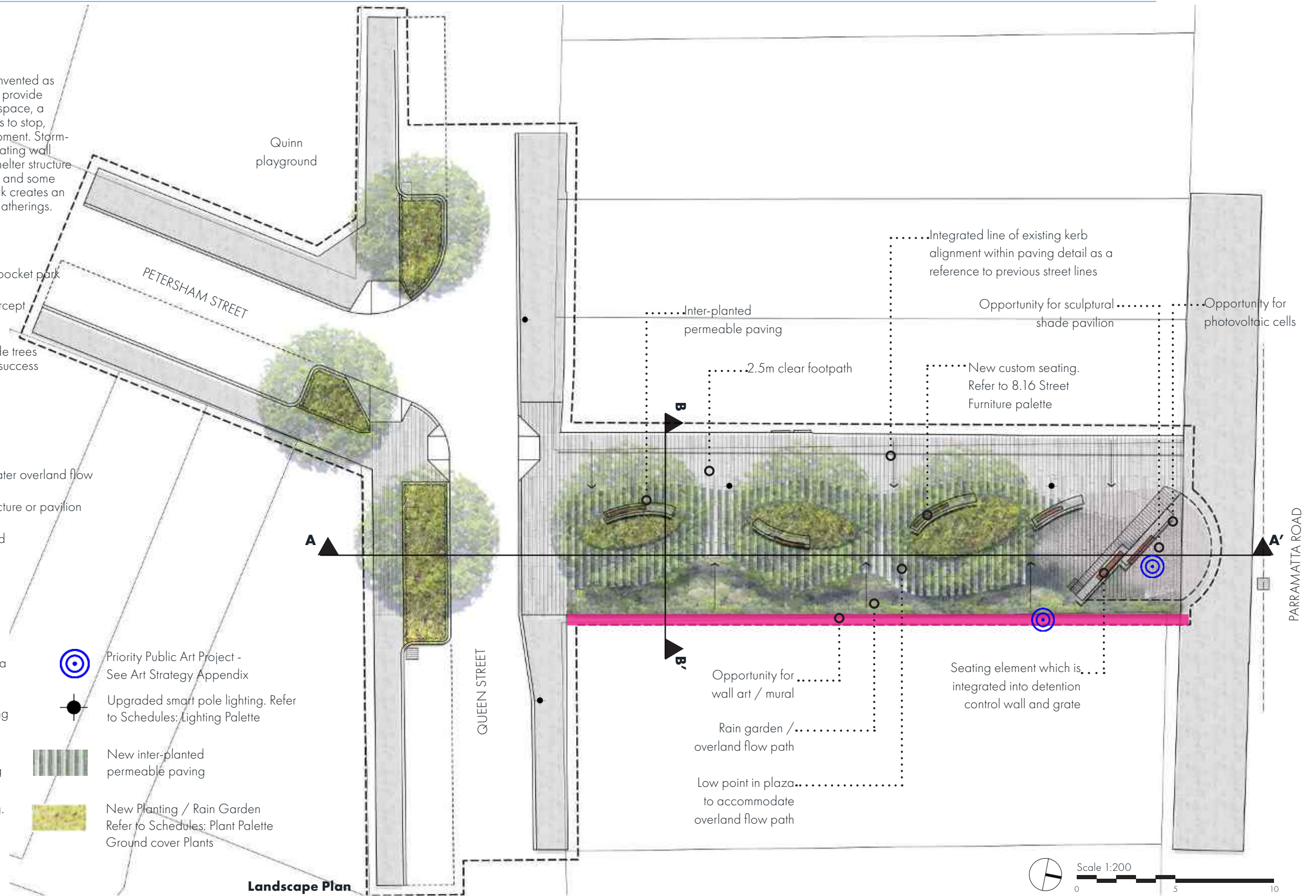
New inter-planted
permeable paving



New natural stone paving.
Refer to Schedules:
Paving Material Palette



New Planting / Rain Garden
Refer to Schedules: Plant Palette
Ground cover Plants

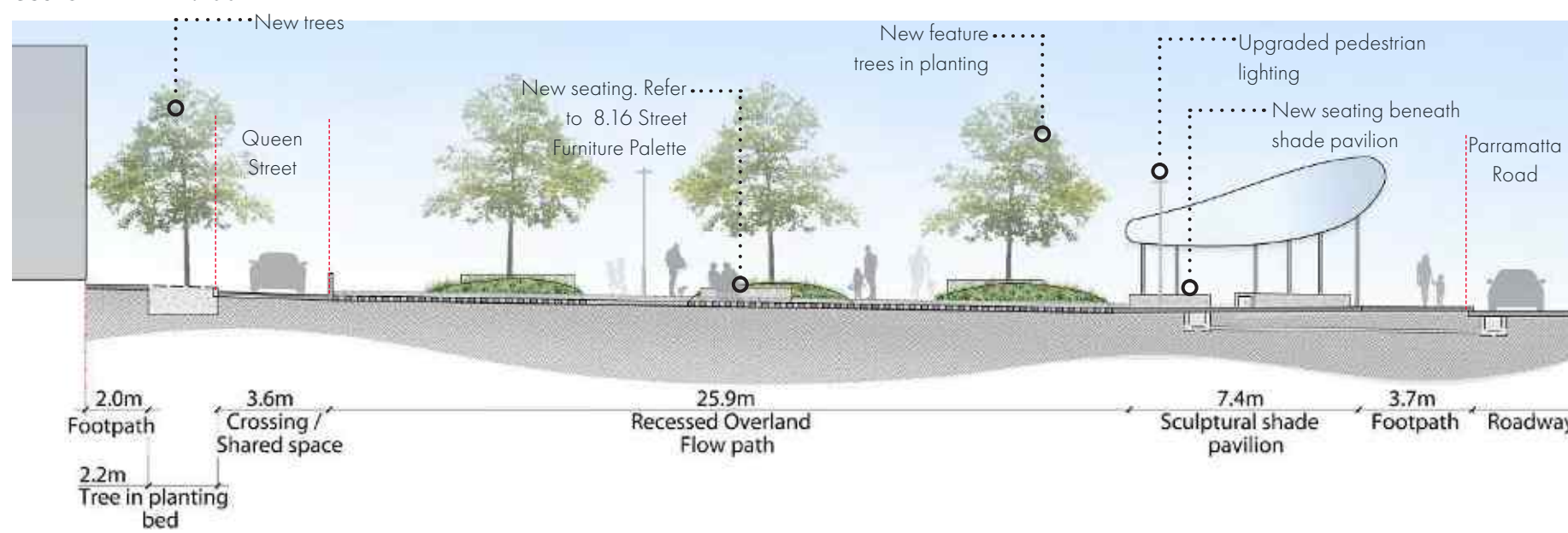
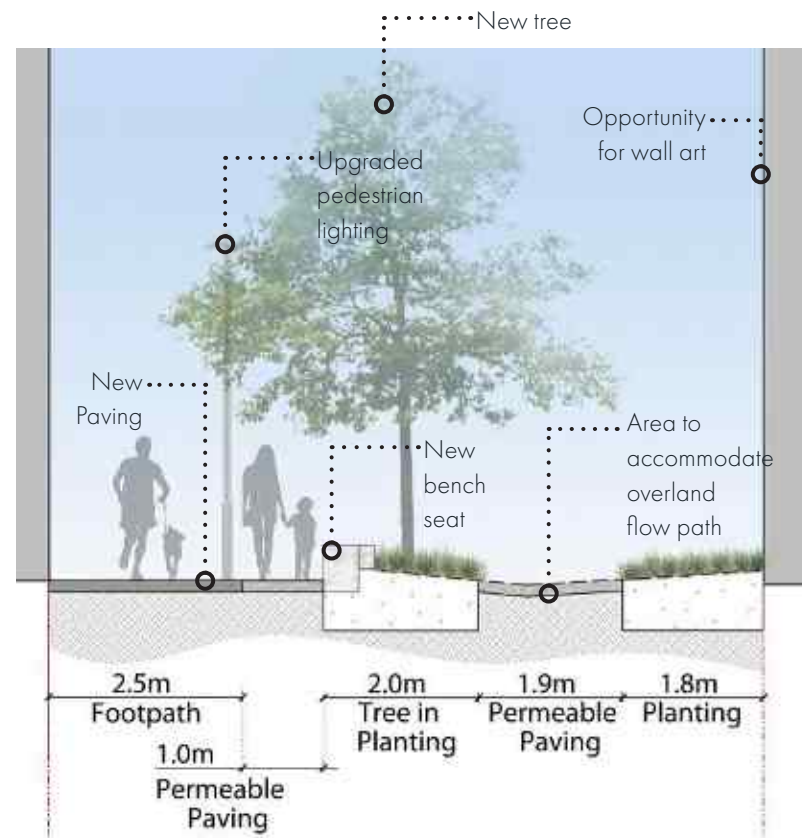


Landscape Plan



Scale 1:200

0 5 10



Master Plan Design - Crystal Street

Character Statement: Creation of a tree lined street. New trees provide a visual green canopy layer, kerbs edges are formalised and driveway access across footpaths are rationalised. Art proposals include the re-use of the existing planters as a gateway sculpture.

Key Design Actions:

- Reduction to vehicle lane at Parramatta Road intersection to create an improved pedestrian crossing
- Consolidation of driveways and kerb crossings to create a coherent pedestrian environment
- Planting of larger trees to provide shade and pedestrian amenity
- Creation of WSUD tree pits to intercept and filter urban storm water
- Incorporate passive irrigation to provide trees and planted areas the best chance of success
- Redesign the pedestrian crossing and approach to enable cyclists to cross

LEGEND

- 

Existing Tree to be protected and retained
- 

New Street Trees
Potential tree species:
• Lophostemon confertus
• Tristaniopsis laurina
• Elaeocarpus eumundii (to gateway).
Refer to Schedules: Planting palette - Street Trees
- 

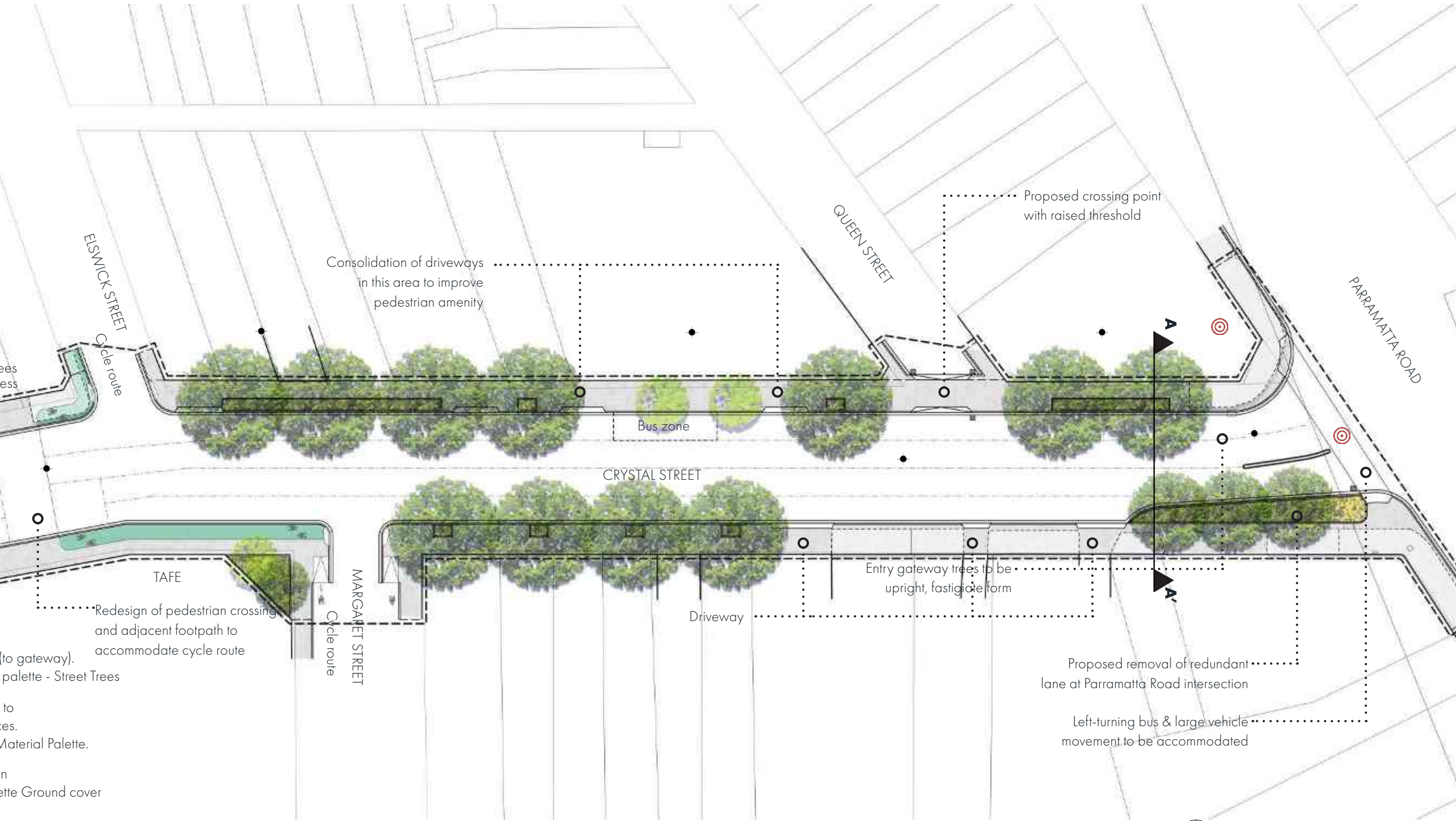
New Insitu Concrete Paving to Pedestrian and Shared spaces.
Refer to Schedules: Paving Material Palette.
- 

New Planting / Rain Garden
Refer to Schedules: Plant Palette Ground cover
- 

Dedicated Cycle Lane
- 

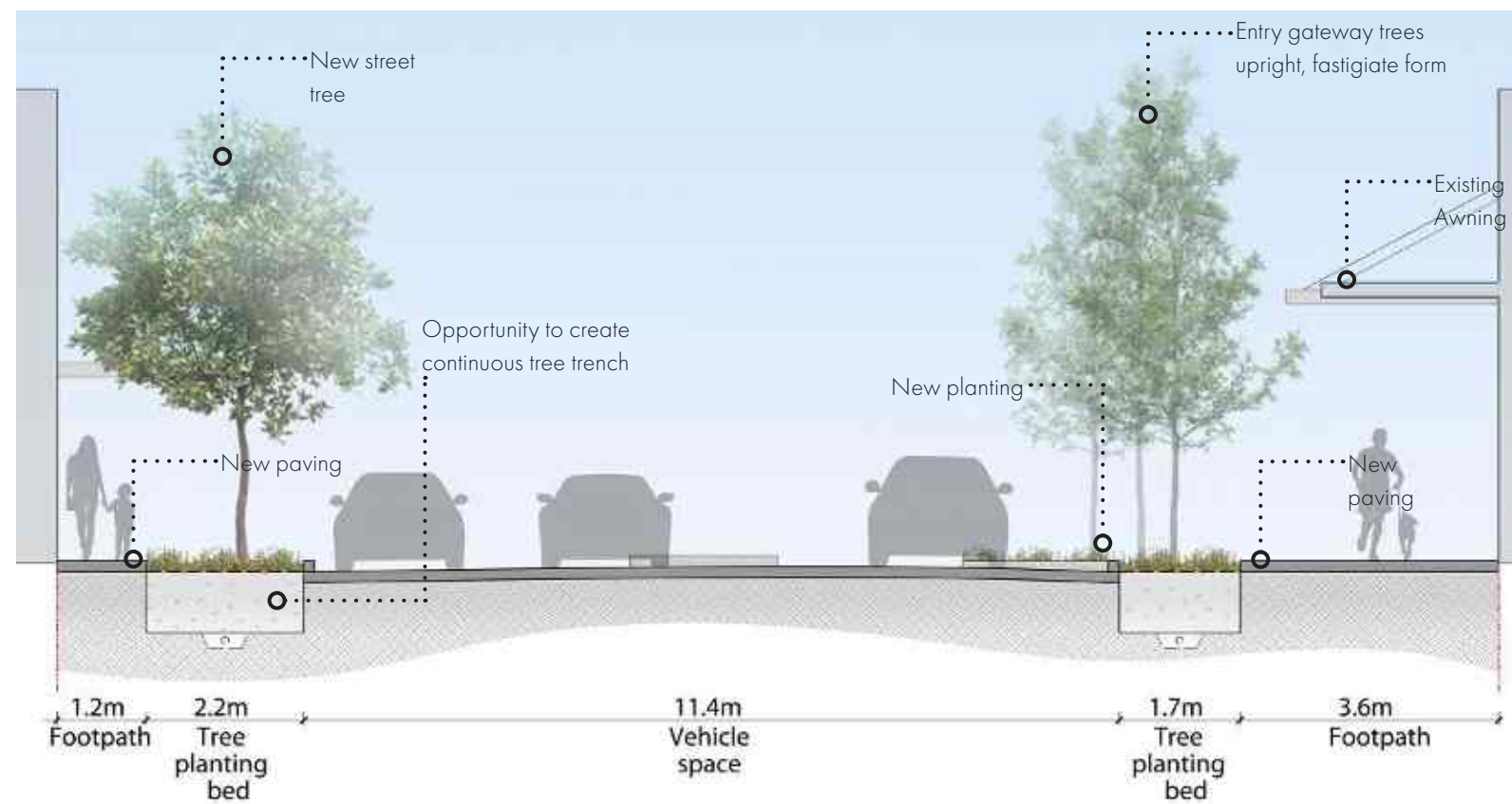
Art Opportunities
See Art Strategy Appendix
- 

Upgraded smart pole lighting. Refer to Schedules: Lighting Palette



Landscape Plan





Section A - A' 1:100



Existing



Artist's Impression of Proposal

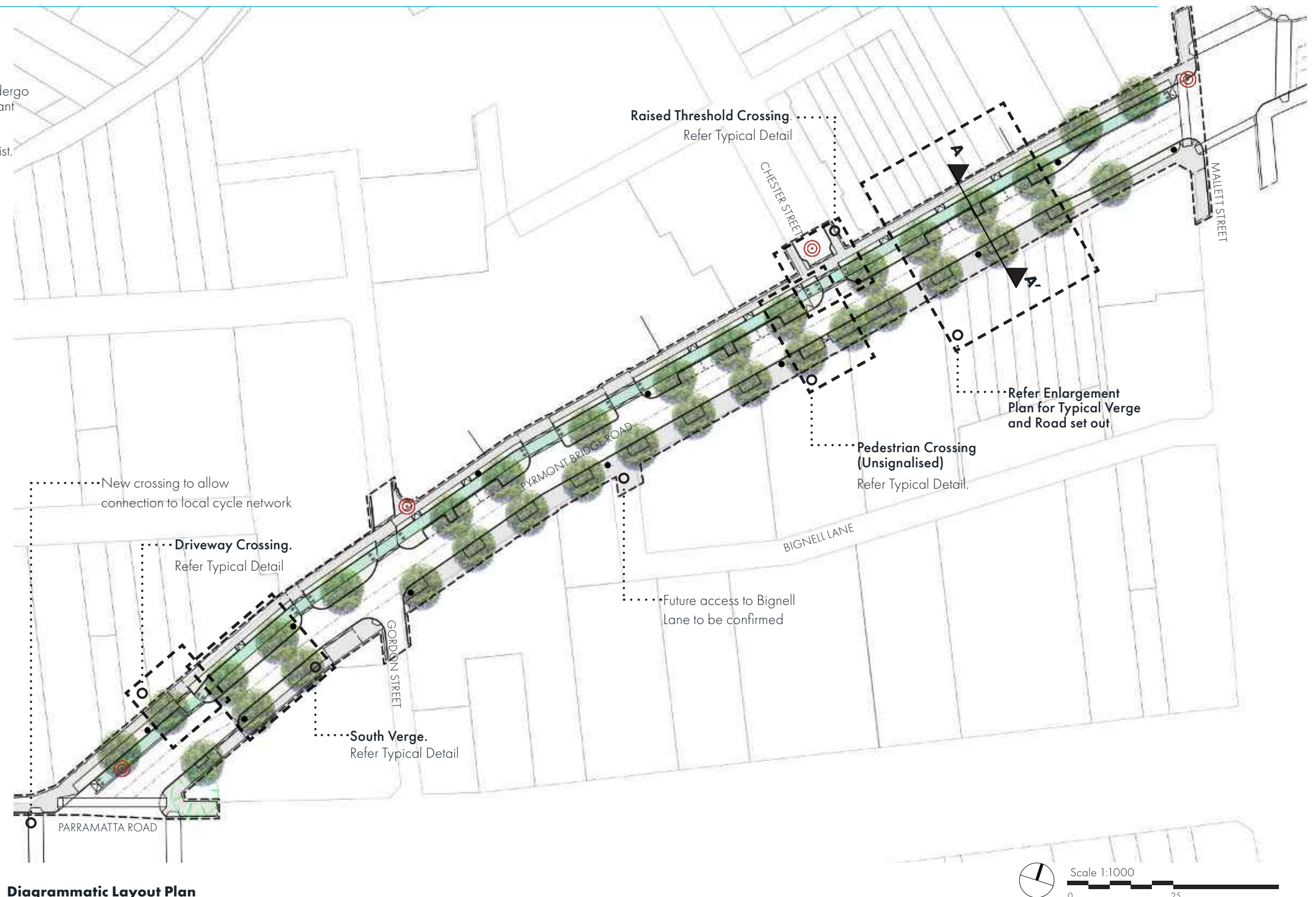
Master Plan Design - Pyrmont Bridge Road

Background: Pyrmont Bridge Road is expected to undergo substantial change in the short-to-mid term future. Significant urban infrastructure works and approaching changes to planning and land use mean that many of the existing buildings and even local street patterns may no longer exist.

As such, this section of the Master Plan is intended to act as a set of design guidelines which may be applied to future Pyrmont Bridge road layouts.

The following typical scenarios are explored:

- Typical Road Arrangement
- Typical Road Intersection
- Typical Pedestrian Crossing Point
- Typical Driveway
- South Verge Treatment



Diagrammatic Layout Plan

Pyrmont Bridge Road - Typical Arrangement

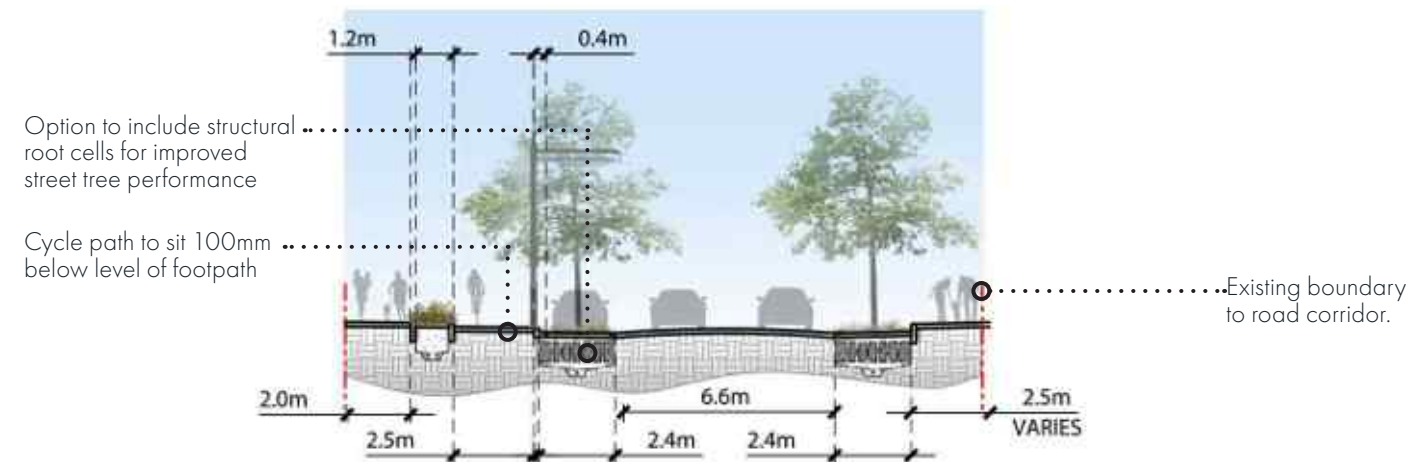
Character Statement: Creation of a boulevard with tree lined road and separated two way cycleway. The street is re-engineered across the full width of the corridor. Footpaths are a generous width, cycleway and footpath are separated with planting and a paved buffer space is inserted between kerb side parking lanes and the cycleway.

Key Design Actions:

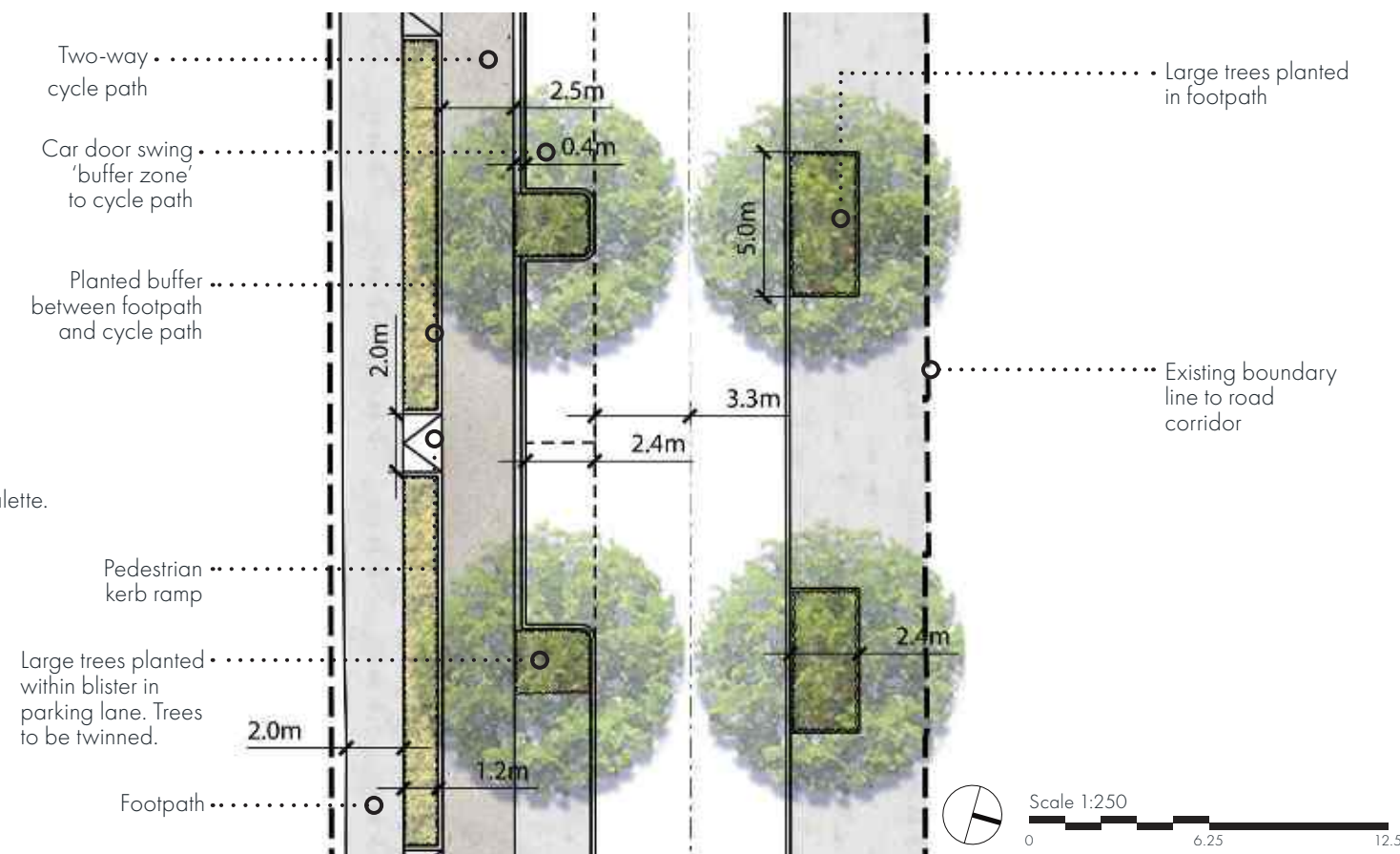
- Redesign of roadway for improved pedestrian and cyclist amenity
- Creation of a connected urban tree canopy
- Creation of WSUD tree pits and rain gardens to intercept and filter urban storm water
- Incorporate passive irrigation to provide trees and planted areas the best chance of success
- Creation of a two-way cycle path
- Act as a transition between Parramatta Road and the rest of Pyrmont Bridge Road

LEGEND

-  New Street Trees
Potential tree species:
 - Angophora costata
 - Corymbia maculata.Refer to Schedules: Planting palette - Street Trees
-  New Insitu Concrete Paving to Pedestrian and Shared spaces. Refer to Schedules: Paving Material Palette.
-  New Planting / Rain Garden Refer to Schedules: Plant Palette Ground cover Plants
-  Dedicated Cycle Lane
-  Art Opportunities See Art Strategy Appendix
-  Upgraded smart pole lighting. Refer to Schedules: Lighting Palette



Section 1:250



Typical Enlargement Plan - 1:250



Benchmarking Photos - Bourke Street



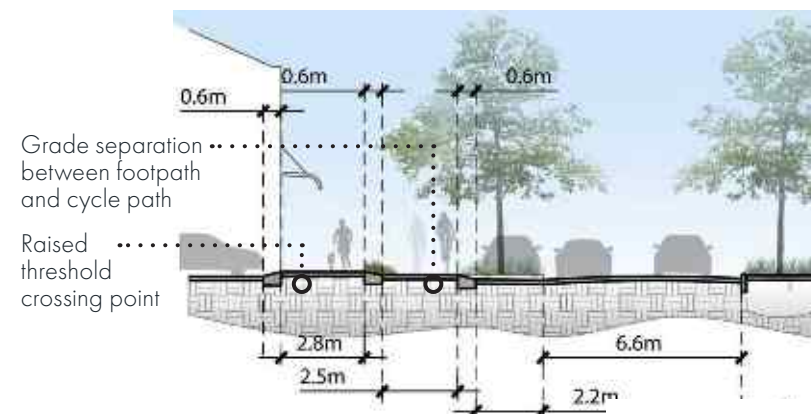
Benchmarking Photos - Kent Street

Typical Road Intersection

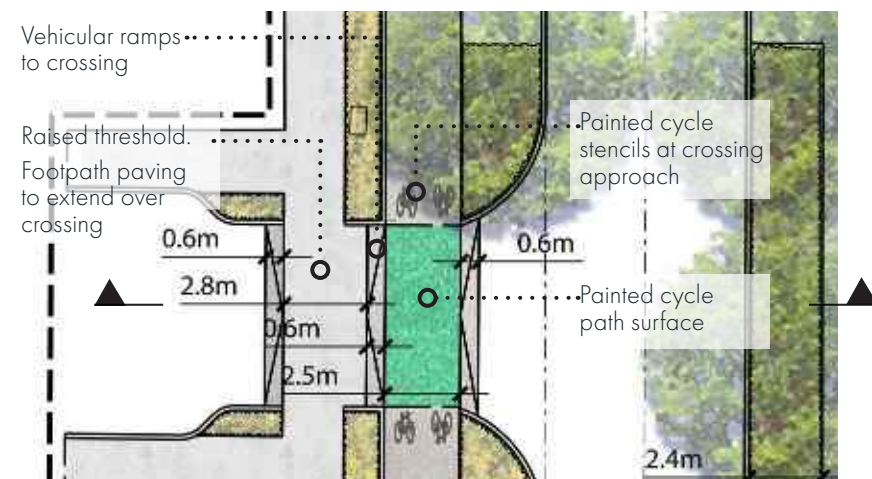
Character Statement: Creation of a flush, raised threshold intersection treatment which prioritises pedestrian and cyclist movements. Pedestrian paving is to extend across the width of the intersection, and the area of cycle path within the intersection is to be highlighted using painted finish and cycle stencils.

Key Design Actions:

- Continuous pedestrian paving finish to be provided across intersection (if necessary, reduce paver unit size to increase robustness)
- Raised threshold pedestrian / cyclist crossings to be provided
- Grade separation between footpath, cycle path and road surfaces
- Ensure visibility of intersection is maintained and that trees are positioned to ensure sight lines
- Green-painted highlight finish at intersection of cycle path and roadway



Section 1:250



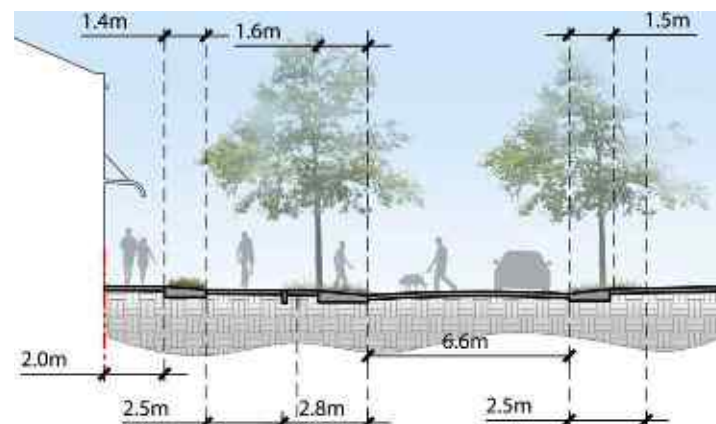
Plan - 1:250

Typical Pedestrian Crossing Point

Character Statement: This item relates to future unsignalised pedestrian crossing points on Pyrmont Bridge Road (nominally shown at Chester Street but subject to future local road configuration)

Key Design Actions:

- Min. 2m wide pedestrian crossing path, perpendicular to the direction of traffic
- Accessible kerb ramps to be provided at all level changes
- Ensure visibility of crossing point is maintained and that trees are positioned to ensure sight lines
- Green-painted highlight finish at intersection of cycle path and pedestrian crossing path
- Provide signage and line marking to warn cyclists of approaching crossing point



Section 1:250



Plan - 1:250

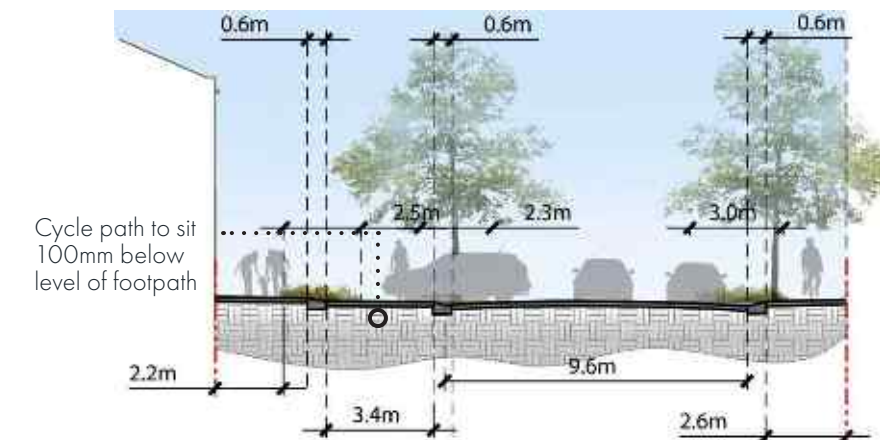
Typical Driveway

Character Statement: This item relates to future driveways on Pyrmont Bridge Road (note: It is recommended that future access to Pyrmont Bridge Road is aligned to the rear of properties to reduce impacts on the cycle path)

Creation of driveway treatments which prioritises pedestrian and cyclist movements, and which emphasise a continuous verge treatment. Pedestrian paving is to extend across the width of the driveway, and the area of cycle path within the driveway is to be highlighted using painted finish and cycle stencils.

Key Design Actions:

- Continuous pedestrian paving finish to be provided across driveway (if necessary, locally reduce paver unit size to increase robustness)
- Grade separation between footpath, cycle path and road surfaces
- Ensure visibility of driveway is maintained and that trees are positioned to ensure sight lines to oncoming traffic while reversing.
- Green-painted highlight finish at intersection of cycle path and driveway



Section A - A' 1:250



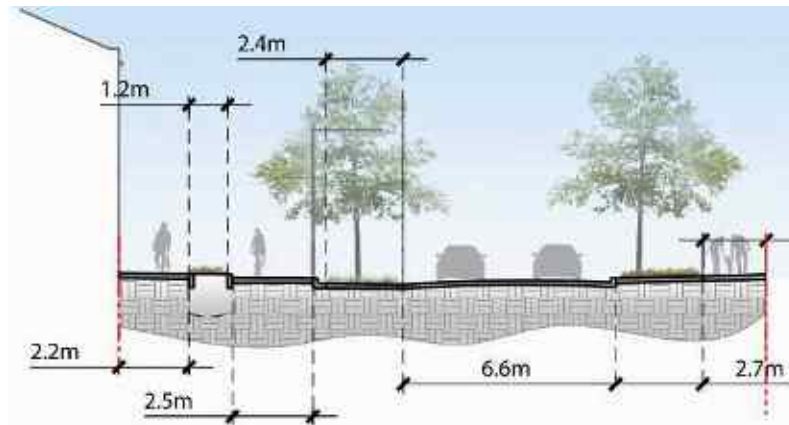
Plan - 1:250

South Verge Treatment

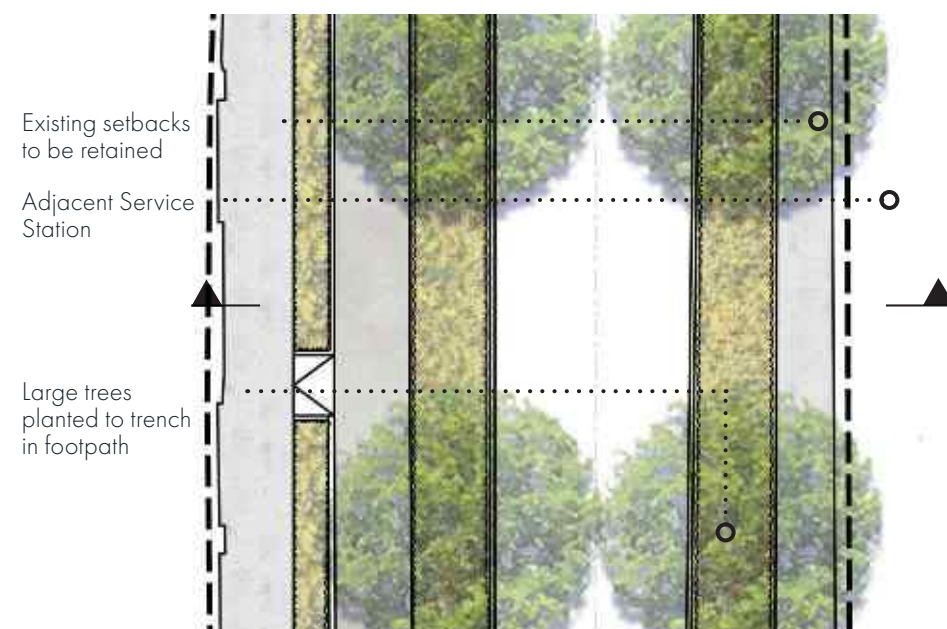
Character Statement: This item relates to the southern segment of Pyrmont Bridge Road, between Gordon Street and Parramatta Road, where existing set-backs on the southern side of Pyrmont Bridge Road are to be retained.

Key Design Actions:

- Cycle path, tree plantings, car parking and widened footpath to be provided to Northern side of Pyrmont Bridge Road
- Set back of future building line between Gordon Street and Parramatta Road is to be retained (at existing service station)
- Trees to be provided to southern side of Pyrmont Bridge Rd - no available space for car parking or other infrastructure.



Section A - A' 1:250



Plan - 1:250



Existing



Existing



Artist's Impression of Proposed



Artist's Impression of Proposal

Master Plan Design - Norton Street to Hay Street Overview

Character Statement: The provision of a cycleway link to connect the east west network between Renwick Lane at Norton Street and Hay Street.

The vision for the complete route between Balmain Road and Norton Street via Dot Lane is a long term proposal. The opportunity to implement this vision will be included in future LEP planning instruments for implementation by Inner West Council. Route delivery will be staged in two phases.

1. Hay Street to Balmain Road. This section will be fully designed and built under the existing funding scheme, see masterplan on the next page for more detail; and
2. Balmain Road to Norton Street. While this section of the route will be included in the master plan it will be delivered in stages over a long term as existing land ownership issues are resolved.

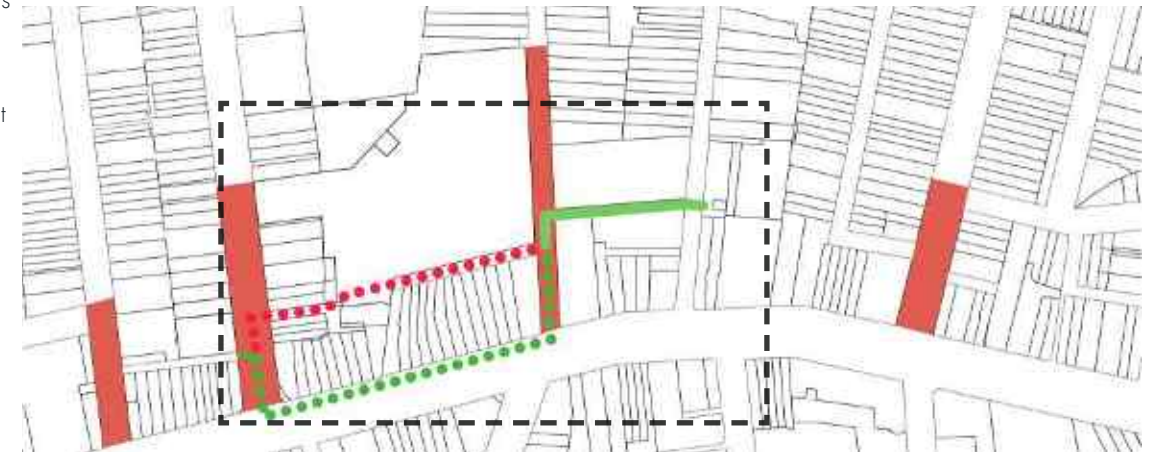
To ensure connectivity on this cycle route, footpath on Parramatta Road, between Balmain Road and Norton Street will be assessed by Council as the feasibility of this section being a shared path for pedestrians and cyclists. This link will be delivered as part phase 1 and will function until the Balmain Rd to Norton St section of the route can be built.

Key Design Actions:

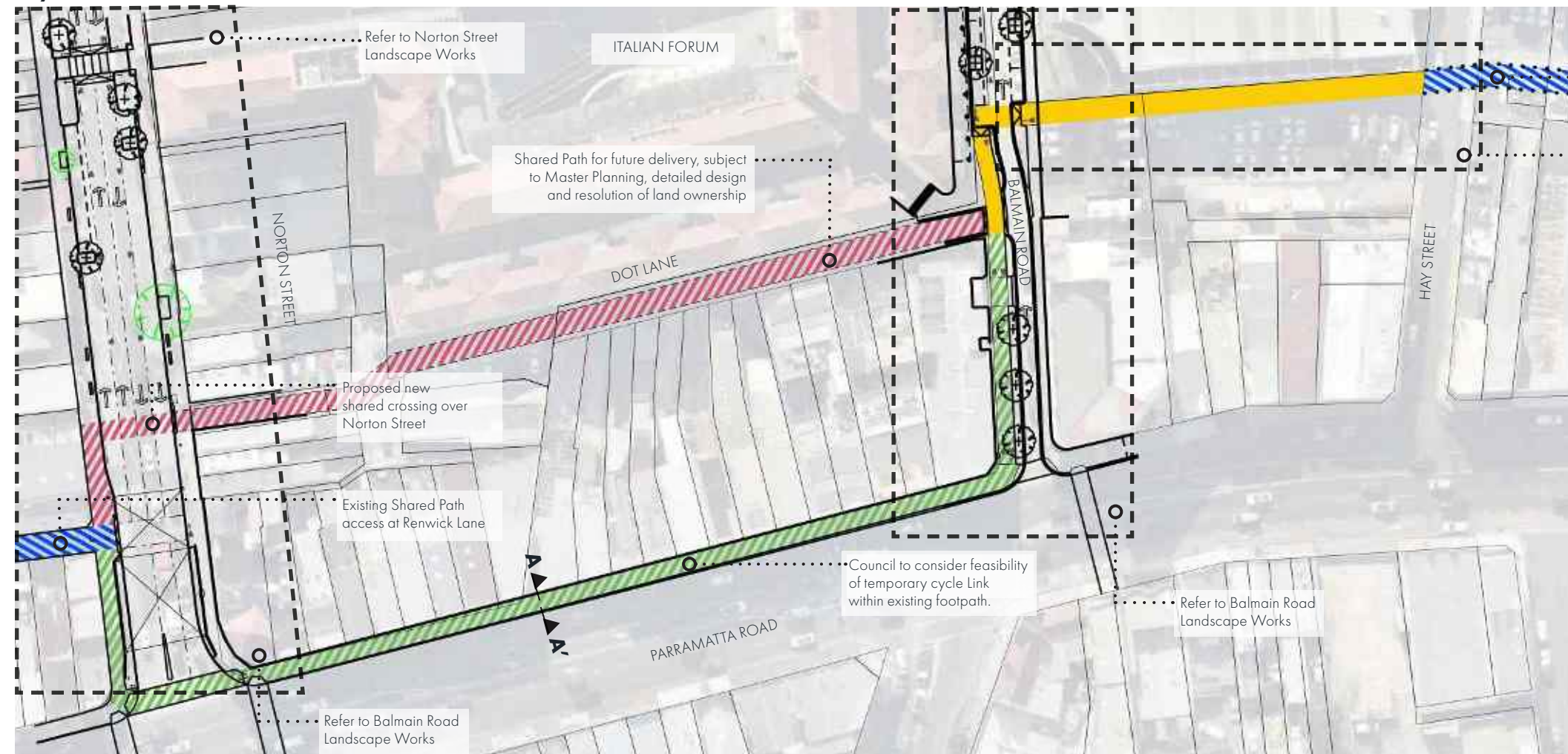
Consideration by Council of a temporary shared path along Parramatta Road - As a temporary route, the footpath on this section is considered suitable to share, with the following considerations being given to support:

- Shop fronts here generally have a set-back to the entry doors which minimises risk of collision.
- Shop fronts and doors are generally glass for good visibility

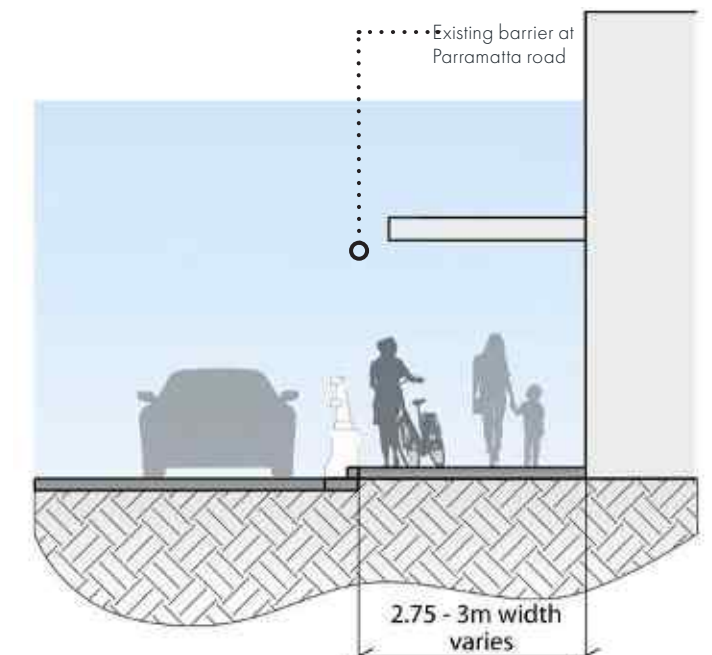
- Shop doors generally open inwards which minimises risk of obstruction.
- Cyclists could use the existing signalised crossing at Norton Street and can use the Norton Street carriageway to access Renwick Lane, or dismount and walk to Renwick Lane along the footpath.



Key Plan



- Proposed Shared Path future stage to be investigated by council
- Proposed Shared Path delivered as part of UAIP
- Temporary Cycle Link
- Existing Cycle Link



Typical Section A - A'



Master Plan Design - Balmain Road to Hay Street Link

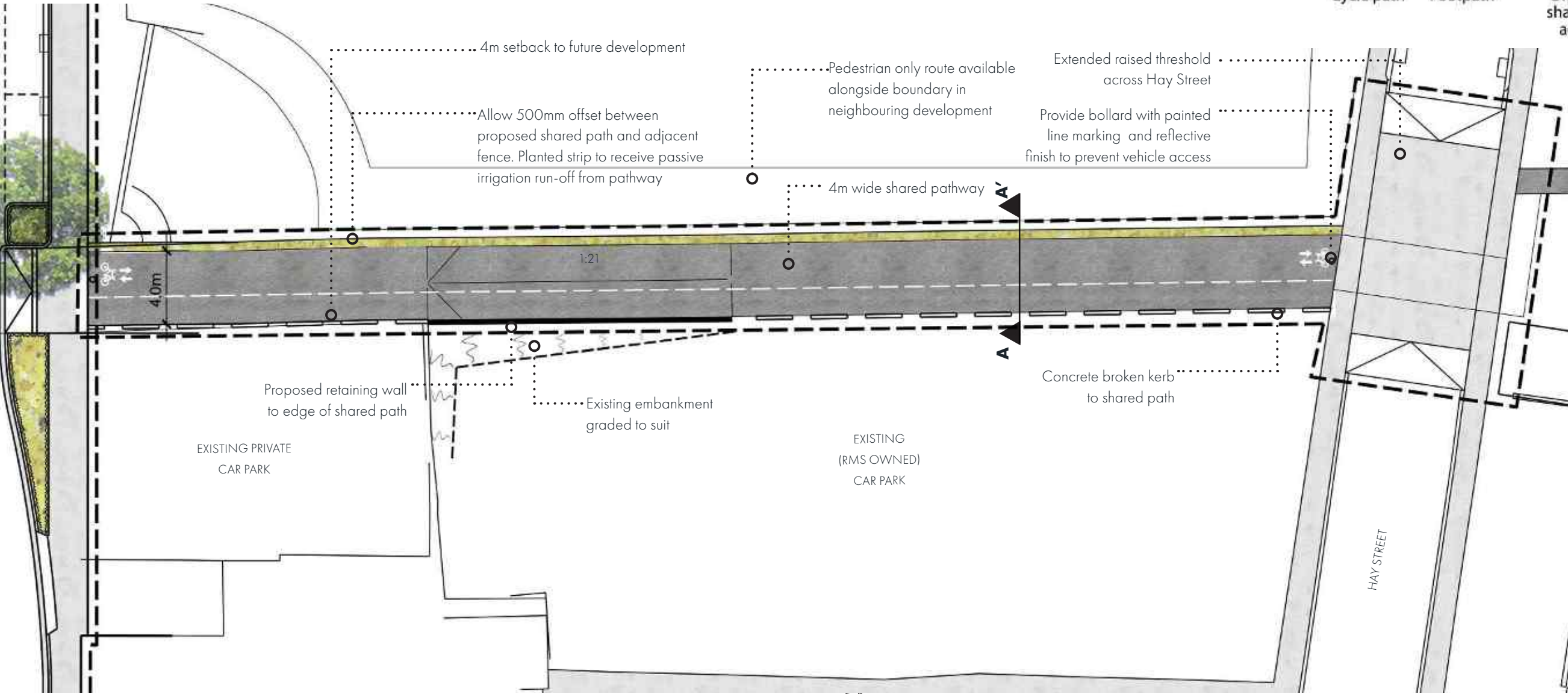
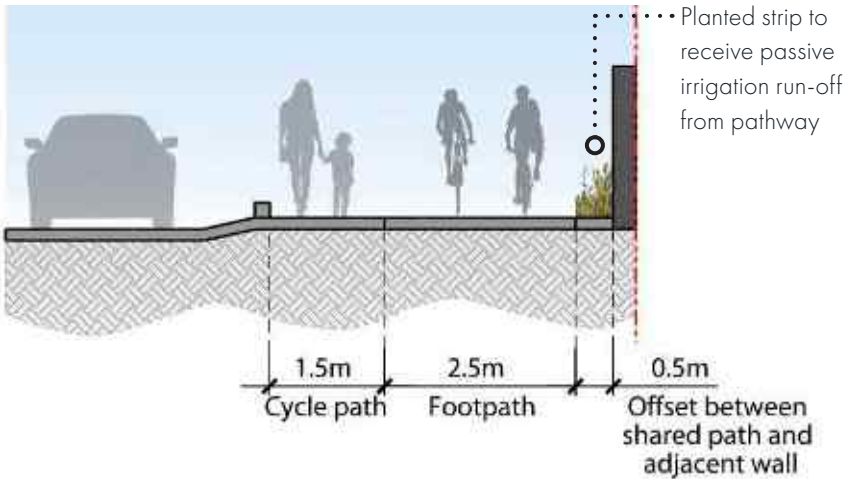
Character Statement: The creation of a simple shared path link between the two roads allowing the existing cycle route from Hay Street to be connected to the proposed improved cycle route on Balmain Road.

LEGEND

- New Paving to Pedestrian and Shared spaces
- Asphalt Shared Path
- Refer to Schedules: Paving Material Palette.

Key Design Actions:

- Shared path 4.0m wide
- Ramp at 1:21 (nom) to take up change in level at property boundaries. Existing embankment regraded to suit site conditions.
- Use of broken concrete kerb and bollards to deter vehicle access along path.
- Introduction of a raised threshold pad on Hay Street to assist with cycleway connection to/ from Hay Street Car park. Detailed design to identify and address potential impacts on flood levels as a result of proposed changes to the road levels around the existing trapped low point.



Landscape Plan

Typical Section A - A'

Master Plan Design - Johnstons Creek Overview

Character Statement: Creation of a shared path for pedestrians and cyclists, linking Badu Park and Booth Street to the North, with Parramatta Road to the South along the existing Johnstons Creek alignment. The shared path is to be designed to maximise amenity and accessibility, and will be planted with indigenous understorey species to maximise the ecology value of the corridor.

The delivery of the path will be staged:

Zone 1: Parramatta Road to Chester Street's footbridge. The original UAIP scope's connection to Parramatta Road along Mathieson Street has been changed to continue along Johnstons Creek to ensure safety for all users. The final alignment of this section of the route is yet to be determined and will be addressed in detail planning studies for the wider area; and

Zone 2: From Chester Street footbridge to Wigram Road. This section will be fully designed and built. The original UAIP

scope has been extended through Badu Park and along Wigram Rd to ensure continuity of this recreational corridor to connect to the City of Sydney's network at Johnstons Creek.

Key Design Actions:

- Design of shared path for improved pedestrian and cyclist amenity
- Integration with existing play-space and Chester Street footbridge (currently under construction)
- Consideration for future development to integrate a set-back to accommodate corridor connection along the east bank of the Creek.
- Connection to adjacent cycle networks

LEGEND

- Proposed Path Alignment (indicative only)

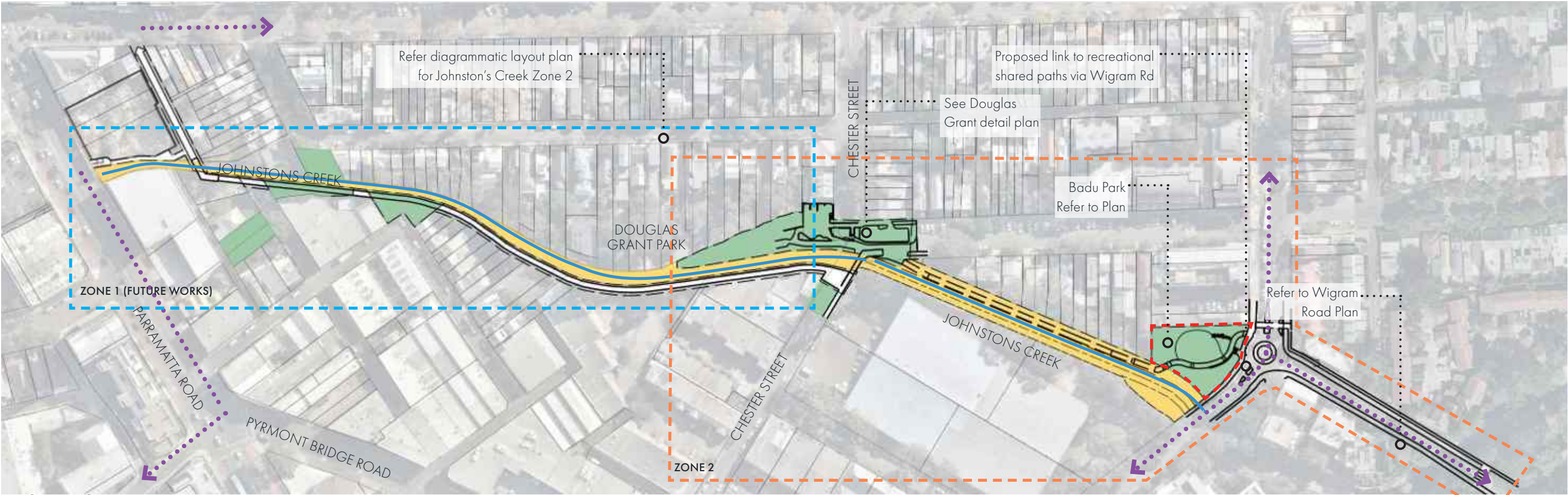
Existing Open Spaces and Reserves

Existing Creek Corridor (Sydney Water Asset)
- Existing Creek Line

Links to existing cycle & shared path networks

ZONE 2

Proposed Breakdown /Staging of works



Landscape Plan 1:2000



Master Plan Design - Johnstons Creek - Zone 1

(Master planned only under PRUAIP)

Character Statement: Creation of a shared path for pedestrians and cyclists between Chester Street and Parramatta Road along the existing Johnstons Creek alignment.

The shared path is to be designed to maximise amenity and accessibility, and will be planted with indigenous understorey species to maximise the ecology value of the corridor.

The path is proposed to be located within a 3.5 metre corridor along the East bank of Johnstons Creek, to be provided as a setback to future developments or acquired by council.

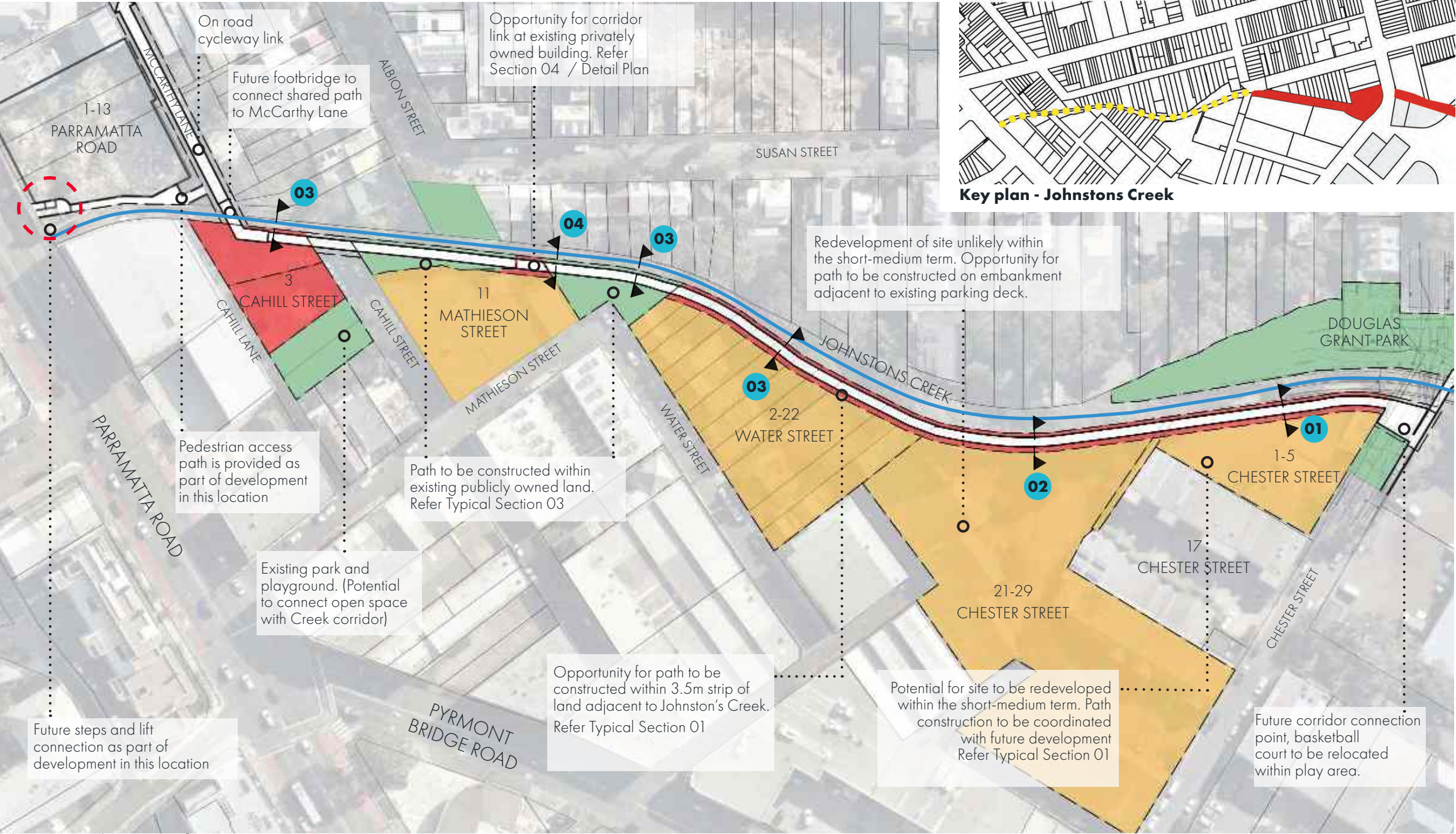
The final alignment of this section of the route is yet to be determined and will be addressed in detail planning studies for the wider area.

Key Design Actions:

- Design of Shared Path for improved pedestrian and cyclist amenity
- Integration with Chester Street footbridge (currently under construction)
- Utilisation of pedestrian access along future development at 1-13 Parramatta Road
- Integration of a set back to future building line to the east bank of the Creek to facilitate continuous connection
- Future detailed design to resolve issues of visibility, access and flooding

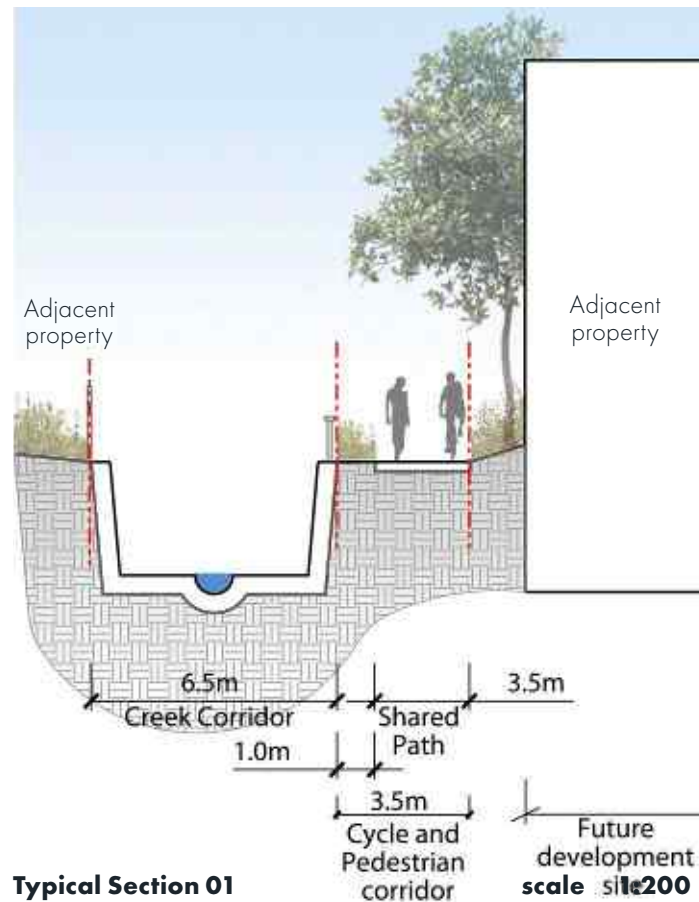
LEGEND

-  Proposed Path Alignment (indicative only)
-  Publicly-owned open space
-  Building set-back / future connected corridor opportunity
-  Properties affected by proposed works
-  Existing Creek Line



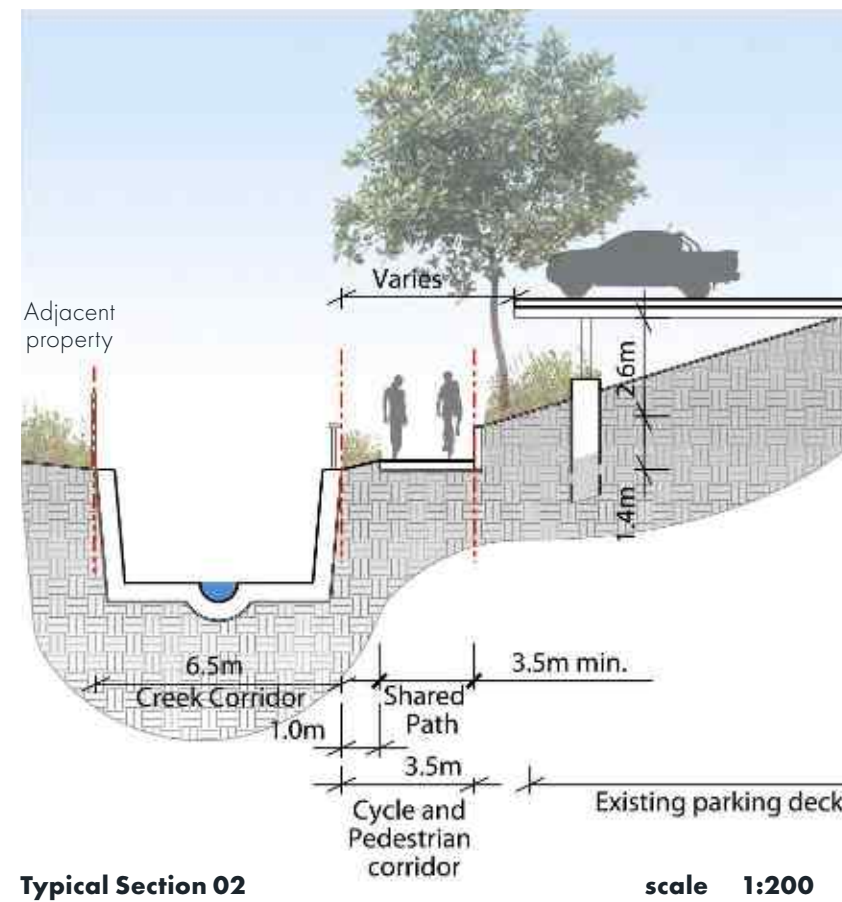
Diagrammatic Layout Plan





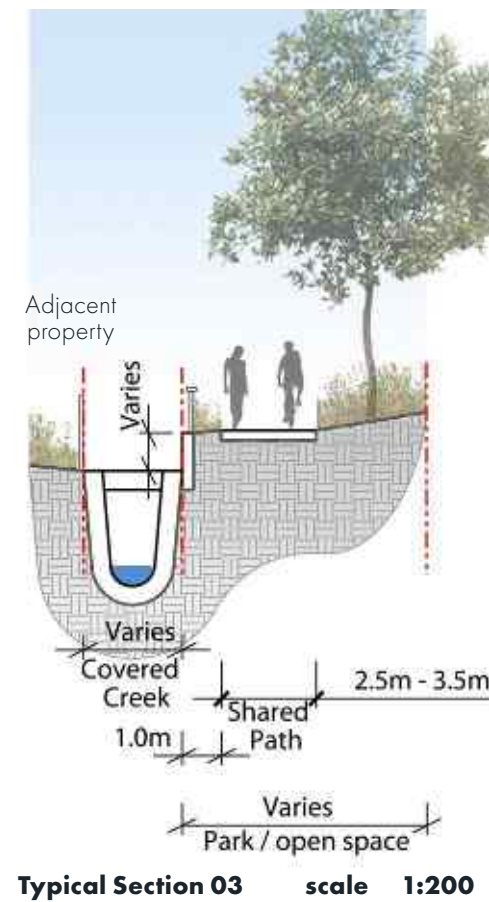
Path within corridor space to be coordinated with future site development

- development setback / creation of connected corridor to be negotiated by Council
- to incorporate 3.5m shared path, planting and safety barriers to Creek. Subject to detail design.
- potential to interface with adjacent developments for improved visibility and passive surveillance,
- future design to respond to edge conditions along Johnston's Creek, including flooding and safe egress



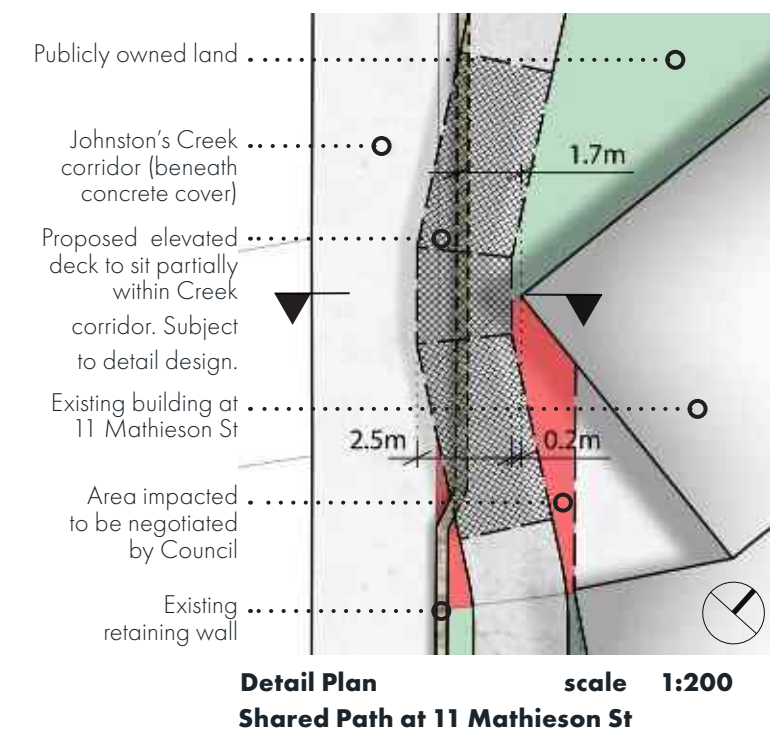
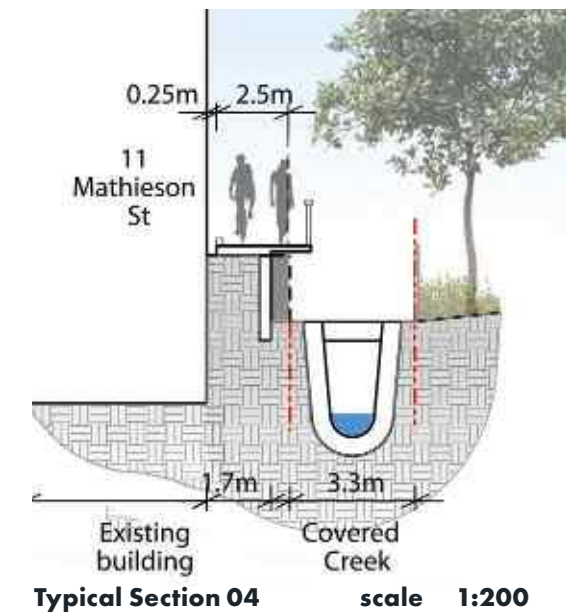
Path to be constructed on embankment adjacent to existing parking deck (21-29 Chester St)

- Council to negotiate usage / access agreement
- to incorporate 3.5m shared path, planting and safety barriers to Creek. Subject to detail design.
- future design to respond to lack of visibility and access, potential to interface with adjacent developments for improved visibility and passive surveillance, plus the edge conditions along Johnston's Creek, including flooding and safe egress



Path to be constructed within existing publicly owned land

- to incorporate 3.5m shared path, planting and safety barriers to Creek
- opportunity exists to create a continuous linear open space. Subject to detail design.
- future design to respond to edge conditions along Johnston's Creek, including flooding and safe egress

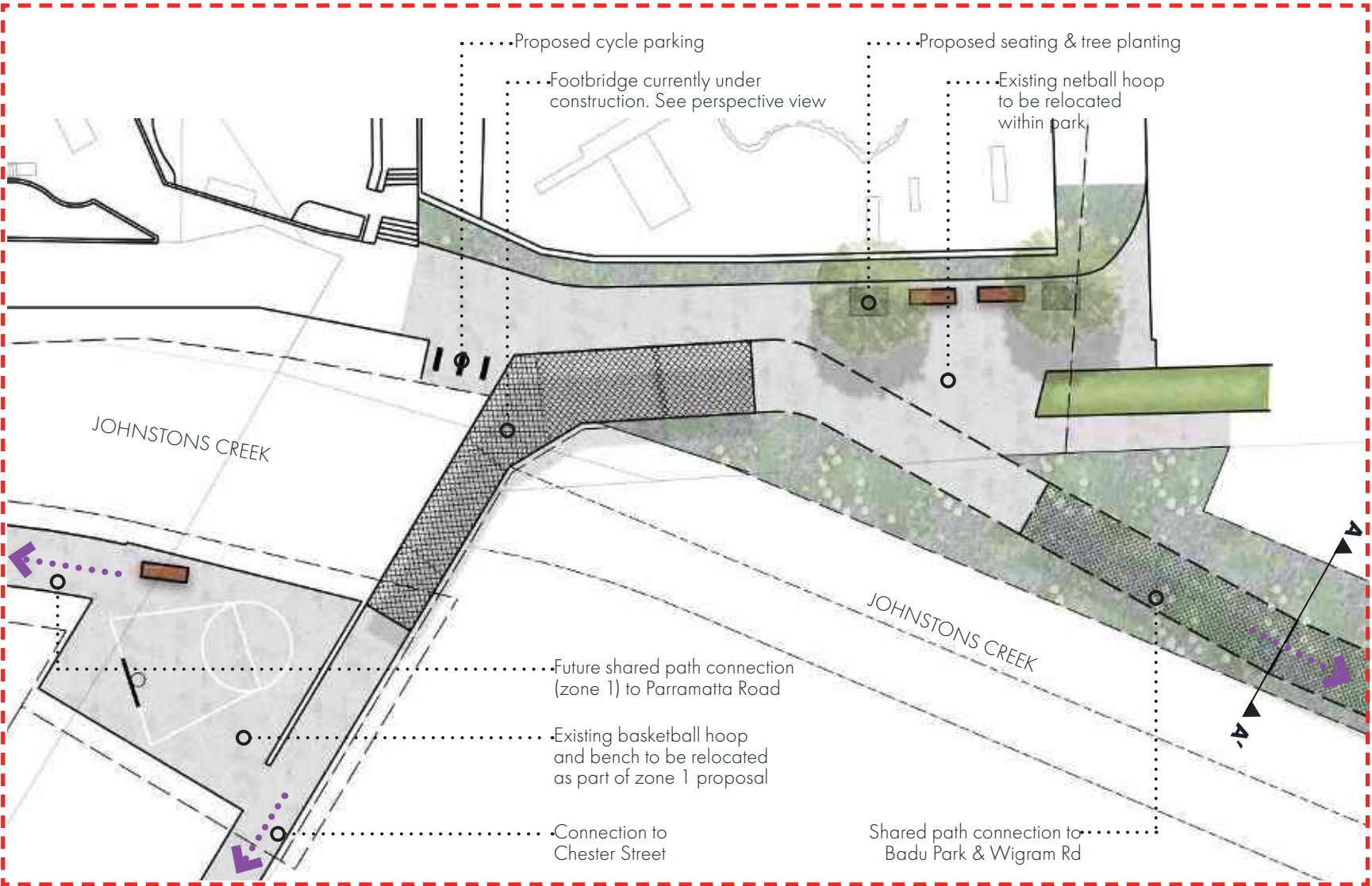


Note:

Sections indicative of design intent only. Existing conditions vary

Master Plan Design - Johnstons Creek - Zone 2

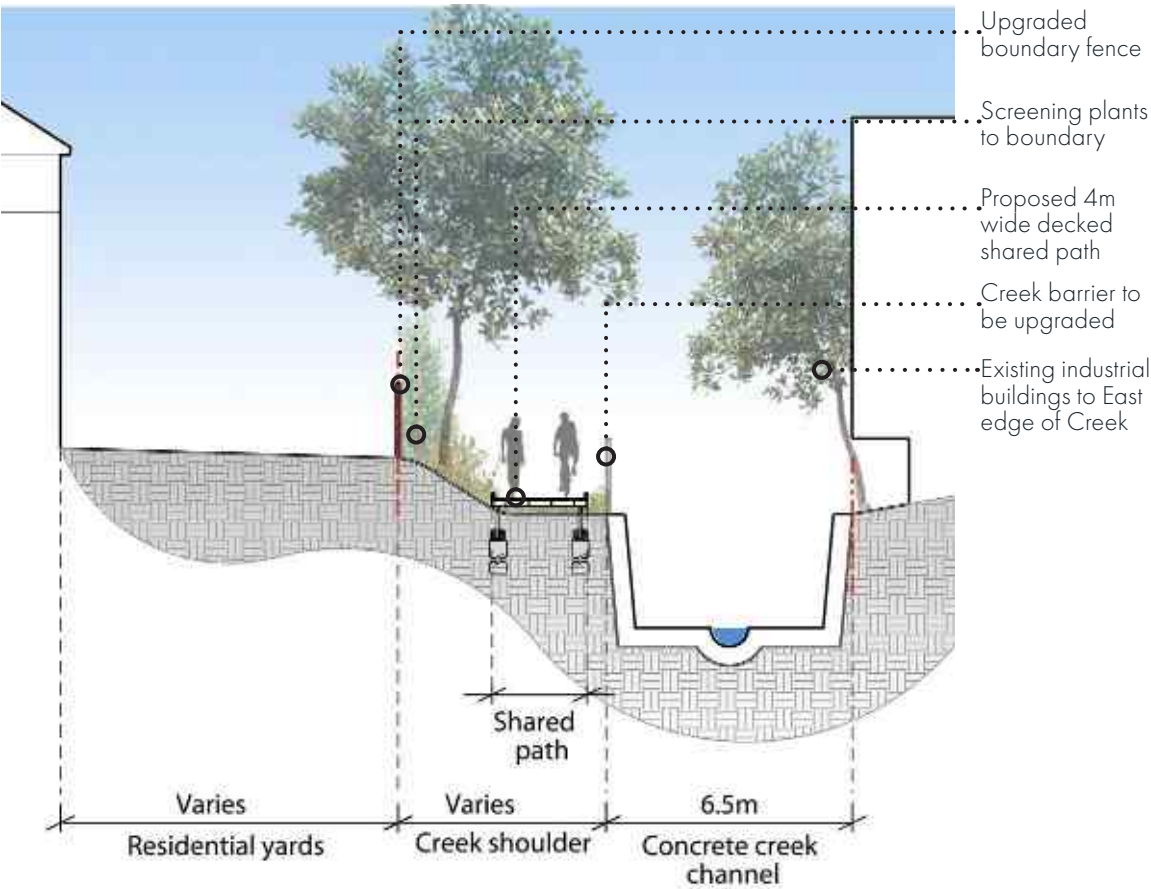
(Designed and constructed under PRUAIP)



Douglass Grant Park Interface Plan 1:250



Existing Perspective View of Chester Street Footbridge, Source: scape design



Section A - A' 1:200

Master Plan Design - Badu Park - Johnstons Creek Zone 2

(Designed and constructed under PRUAIP)

Character Statement: Revitalisation of a leafy green pocket park, with improved access along the Johnston's Creek corridor provided through creation of a shared path linking through to the new Chester street footbridge, and improvements to visibility and passive surveillance through uplift and thinning of existing trees.

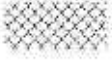
Furniture and planting are also proposed to be refreshed for improved amenity.

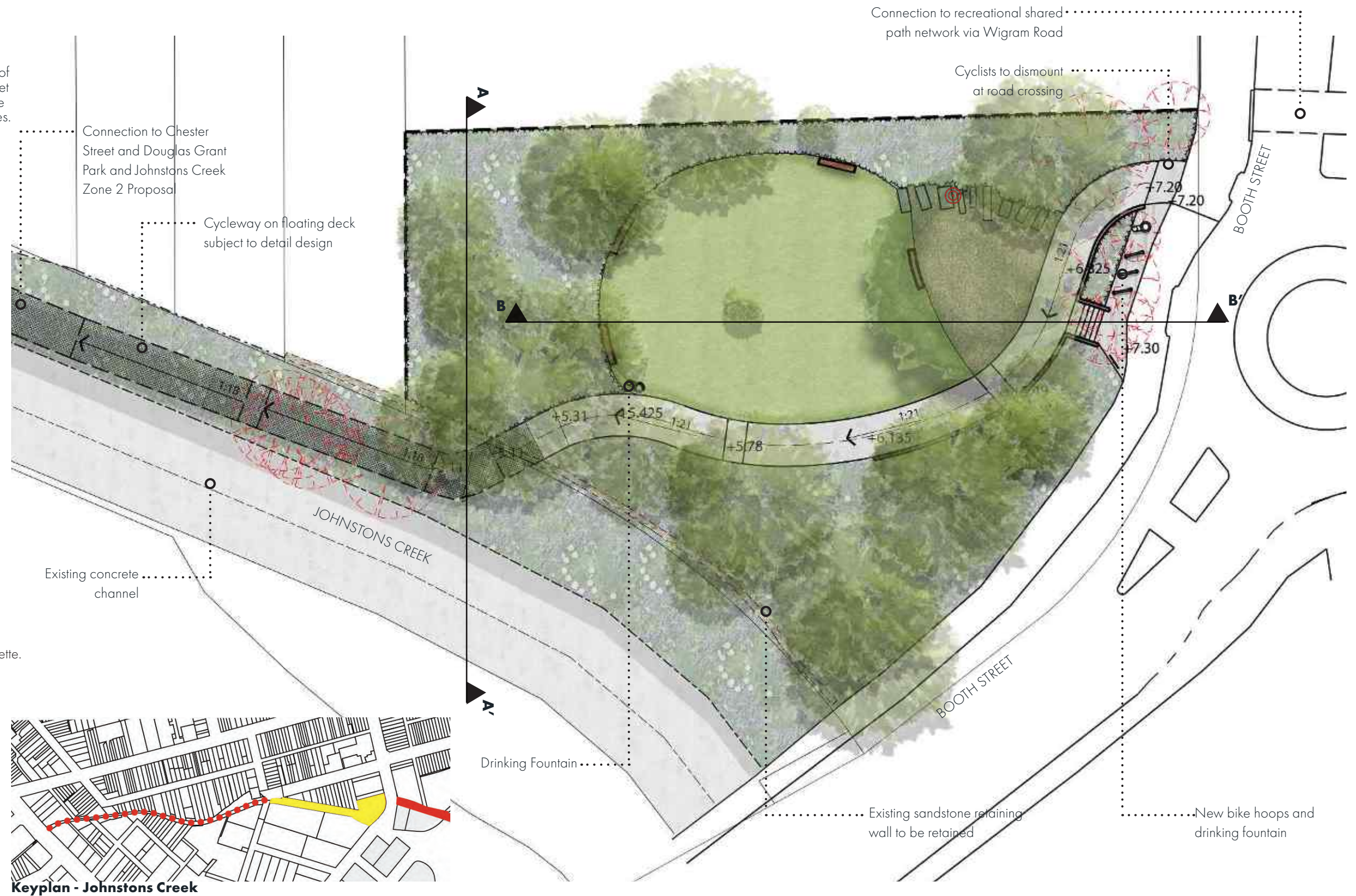
Opportunity in the future to open cafe onto the park which will further activate this space

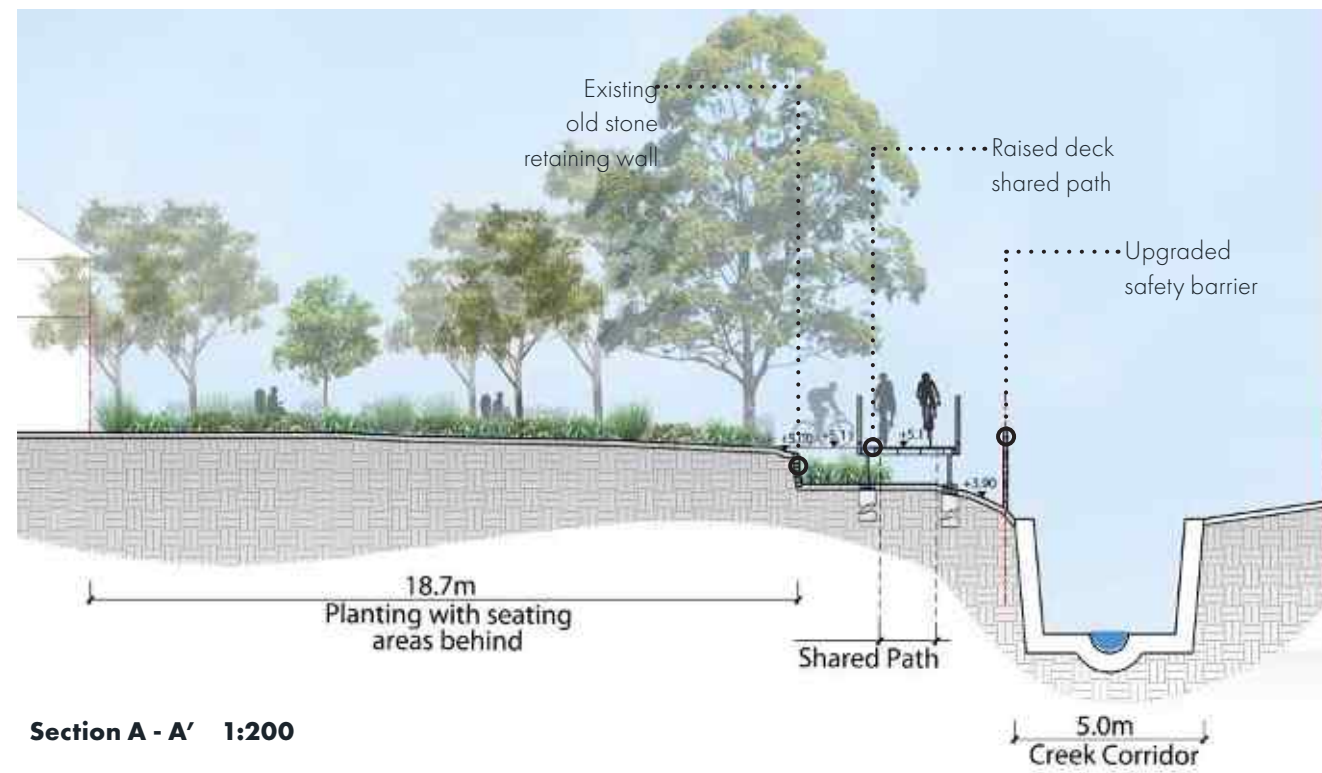
Key Design Actions:

- Provision of 4m wide shared path connection
- Selective vegetation management for visibility, light penetration, and removal of weed species
- Planting of larger trees to provide shade and pedestrian amenity
- Provision of decked cycle path allowing free

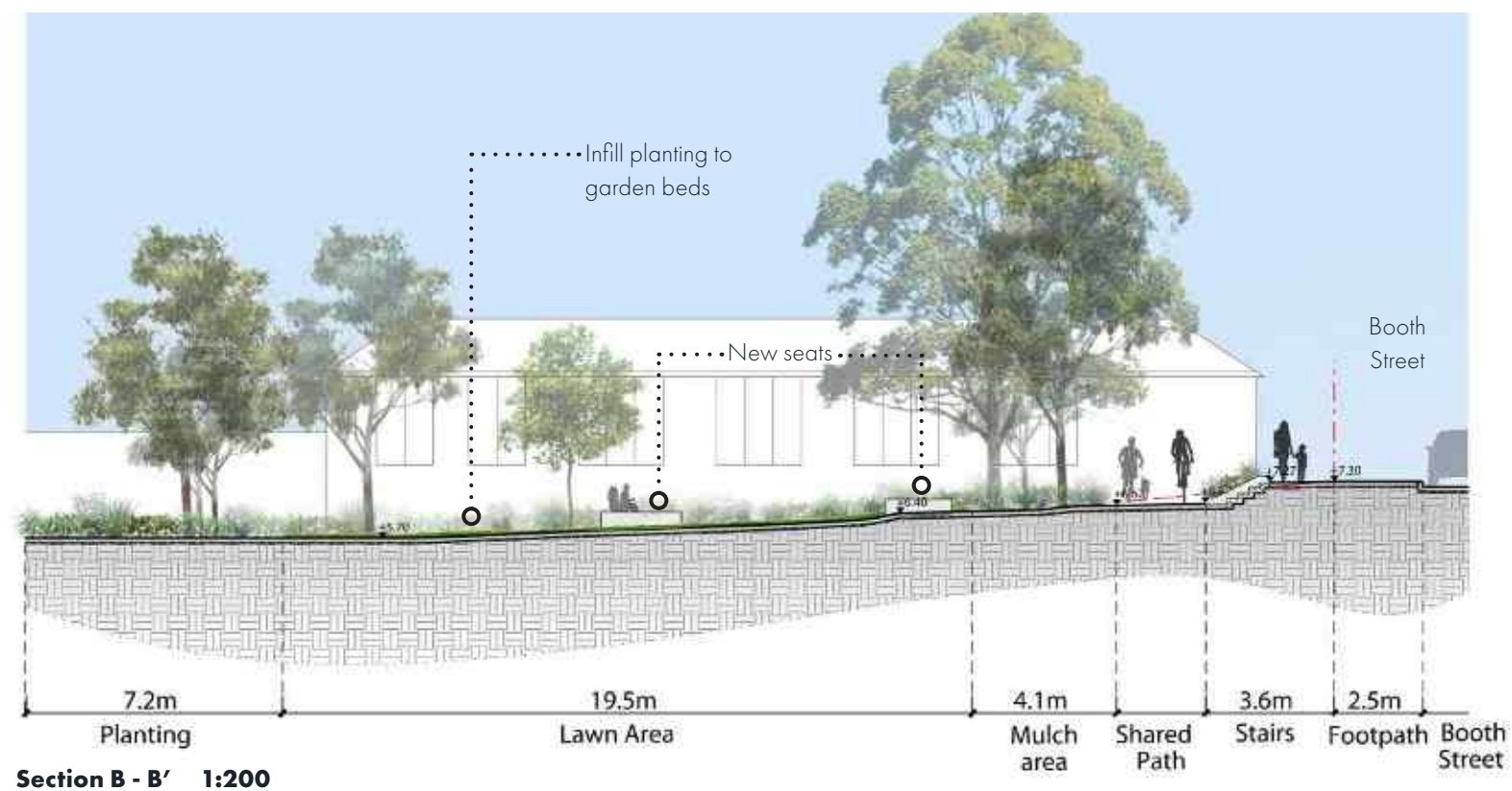
LEGEND

-  Existing trees to be assessed by arborist and selectively pruned to allow light & views into the park
-  Trees to be removed
-  New concrete shared cycleway
Refer to Schedules: Paving Material Palette.
-  New shared cycleway on elevated deck
-  New planting
-  New drinking fountain
-  New bike hoop
-  Art Opportunities
See Art Strategy Appendix





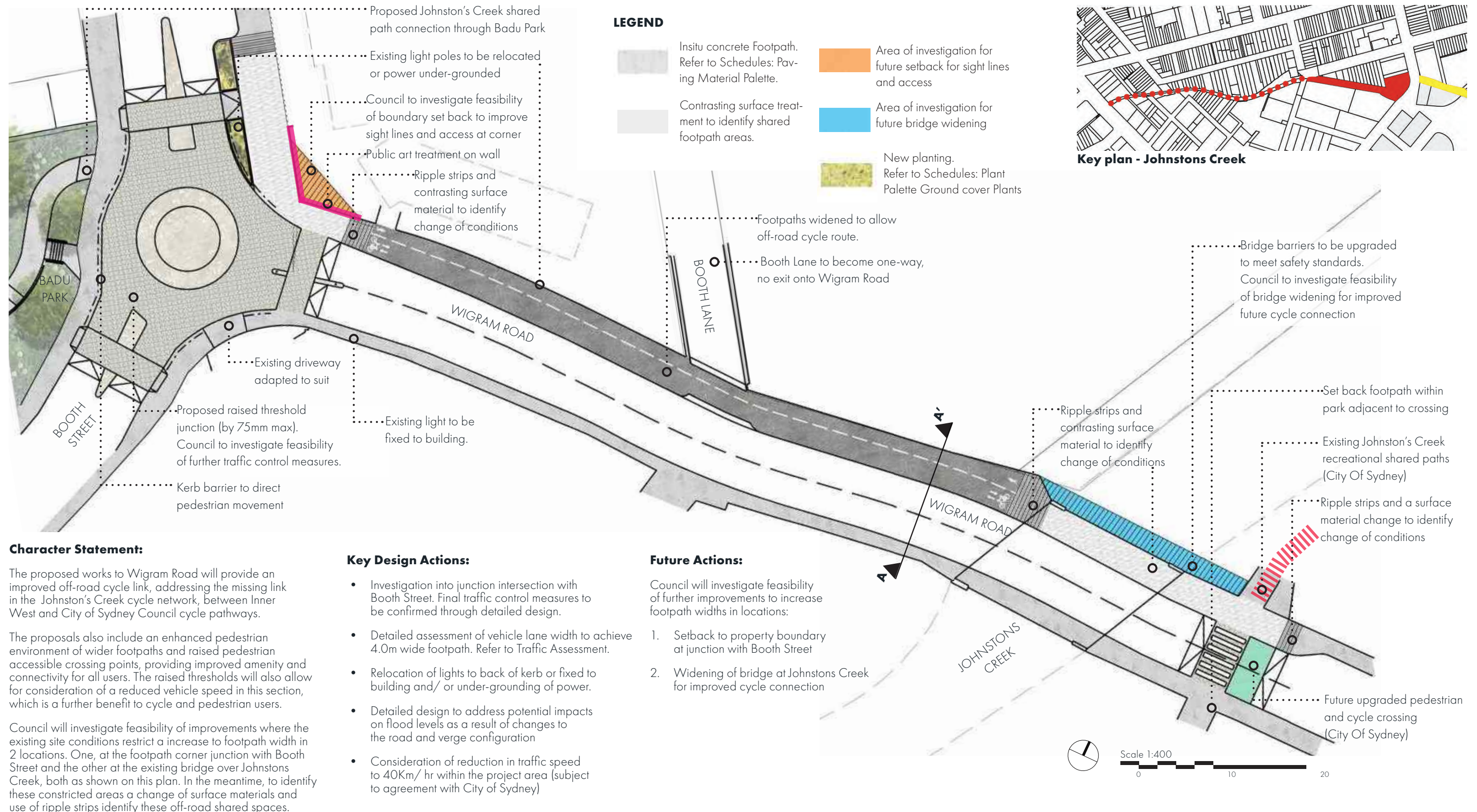
Existing

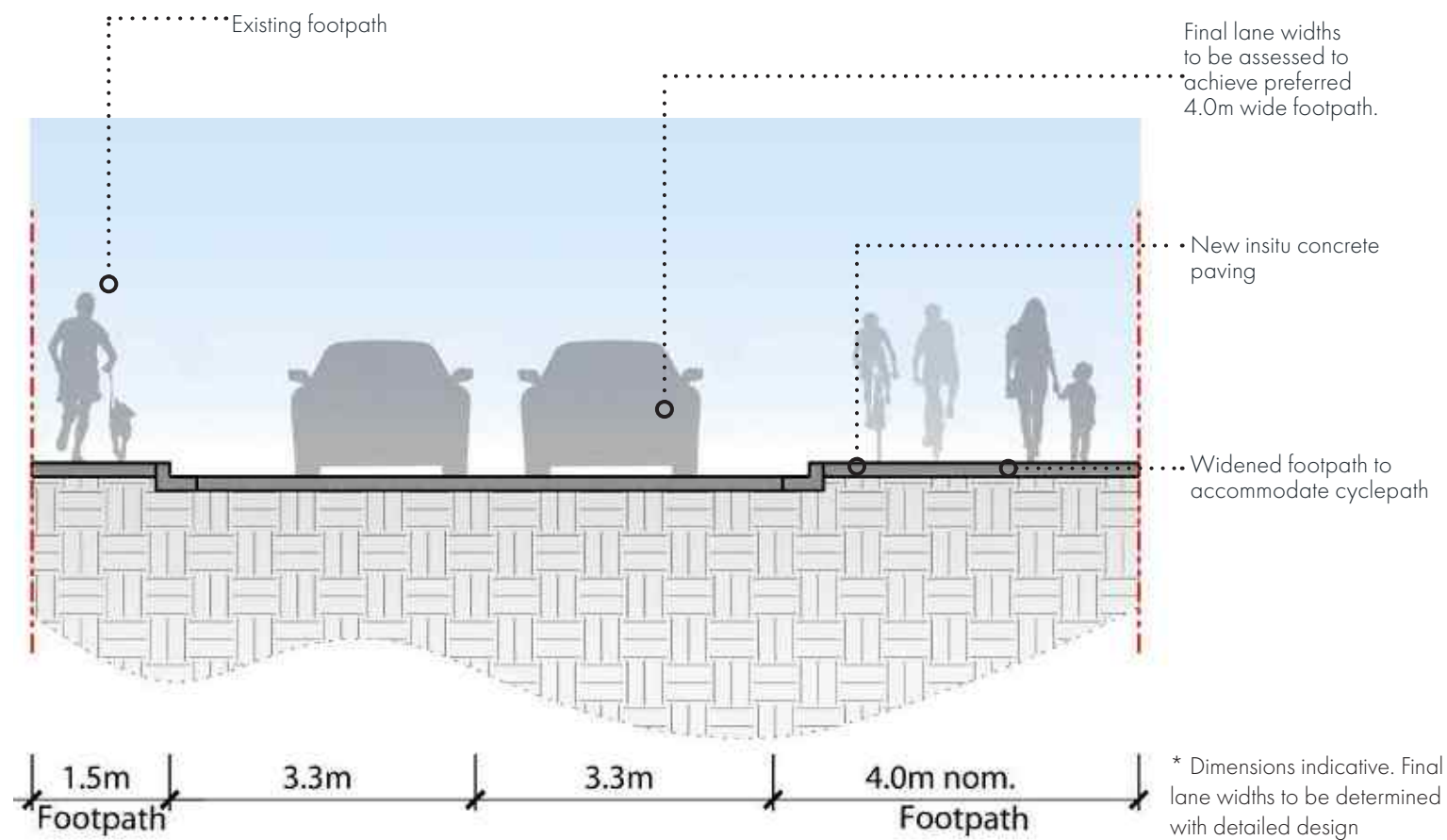


Artist's Impression of Proposal

Master Plan Design - Wigram Road - Johnstons Creek Zone 2

(Designed and constructed under PRUAIP)





Section A - A' 1:100



Existing



Artist's Impression of Proposal

Quality Assurance.

UAIP Leichhardt and Camperdown Precincts

Revision
12

Prepared By
James O’Dwyer
Annalie Reeves
Darren Huynh

Reviewed By
Anne Lucas

Approved By
Julie Lee

Date of Issue 09 September 2019

REV	DATE	DETAILS	PREPARED BY	REVIEWED BY	APPROVED BY
12	09 September 2019	Draft Masterplan Issue for Public Exhibition	JO	AL	JL

Parramatta Road Urban Amenity Improvement Program

Leichhardt and Camperdown Precincts
Public Domain Master Plan

Master Plan Materials, Furniture and Planting Schedules

Prepared by Tract Consultants for Inner West Council

Revision 12

09 September 2019

This Section includes:

- 1 Paving Palette
- 2 Lighting Palette
- 3 Street Furniture Palette
- 4 Planting Palette - Street Trees
- 5 Planting Palette - Shrubs

PAVEMENT DESIGN CONSIDERATIONS

Street pavements are a significant part of the public realm and their quality has a direct effect on the pedestrian experience of a place.

- Pavements should be the unifying element in the streetscape, setting a clear canvas for other streetscape elements which may provide contrast, movement and texture.
- Pavements should provide clear distinction between pedestrian priority footpaths and vehicle use areas.
- Pavements should be comfortable and allow ease of movement for all users including people with different degrees of abilities.
- Pavements should be a consistent pattern with occasional textural, size and colour variations to alert users of change of conditions or hazards.
- Pavements should reinforce streetscape hierarchy.
- Pavement material should be high quality, durable, robust, easy to maintain and are easy to install, remove and relay.
- Pavements should be designed using WSUD principles.

Five main pavement materials have been identified for use within the sites identified in this project within Leichhardt and Annandale / Camperdown:

- Type 1 - Stone Paving
- Type 2 - Concrete Unit Paving/Permeable Paving
- Type 3 - Insitu Concrete Paving
- Type 4 - Interpretive Inlay (Public Art)
- Type 5 - Elevated steel deck
- Type 6 - Asphalt (road-base)

MATERIAL

Type 1 - Natural Stone Paving

Natural Stone paving provides an attractive, high quality and durable finish for higher specified open spaces.

Stone Paving has been proposed for the Renwick Street shared space and for the Petersham Street pocket park, where the finish will reflect the expanded role of these open spaces within the urban framework.

Dimension size and texture will be adapted for vehicle run-over where necessary

Type 2 - Concrete Unit Paving/Permeable Paving

Concrete Unit Paving is currently used across the suburb. Detailed design of concrete paver dimensions will reflect stone paving dimensions. Permeable Concrete Unit Paving should be used where possible to support tree root zones.

Type 3 - Insitu Concrete Paving

Insitu panels of concrete paving to be used for residential streets and park paths

Type 4 - Interpretive Inlay (Public Art)

To be used for textural detail. Recycled materials, brick detail, engraved words or images, inlay metalwork. These elements provide a finer grain detail to intimate spaces within the community areas.

Type 5 - Elevated Steel Deck

To be used within flood zones to allow free movement of flood water, as well as ecological areas (adjacent Creek-lines).

Type 6 - Asphalt Paving

Asphalt pedestrian grade paving - primarily for use on cycle and shared paths within an urban context

PEDESTRIAN RAMPS

Pedestrian ramps to be paved with the same material as the surrounding footpath.

KERB AND GUTTER

All kerb and gutters to be insitu concrete.

Existing heritage stone kerbs shall be carefully reused in place where possible. New stone kerbs will be used to complete the edge where required.

VEHICULAR CROSSOVERS

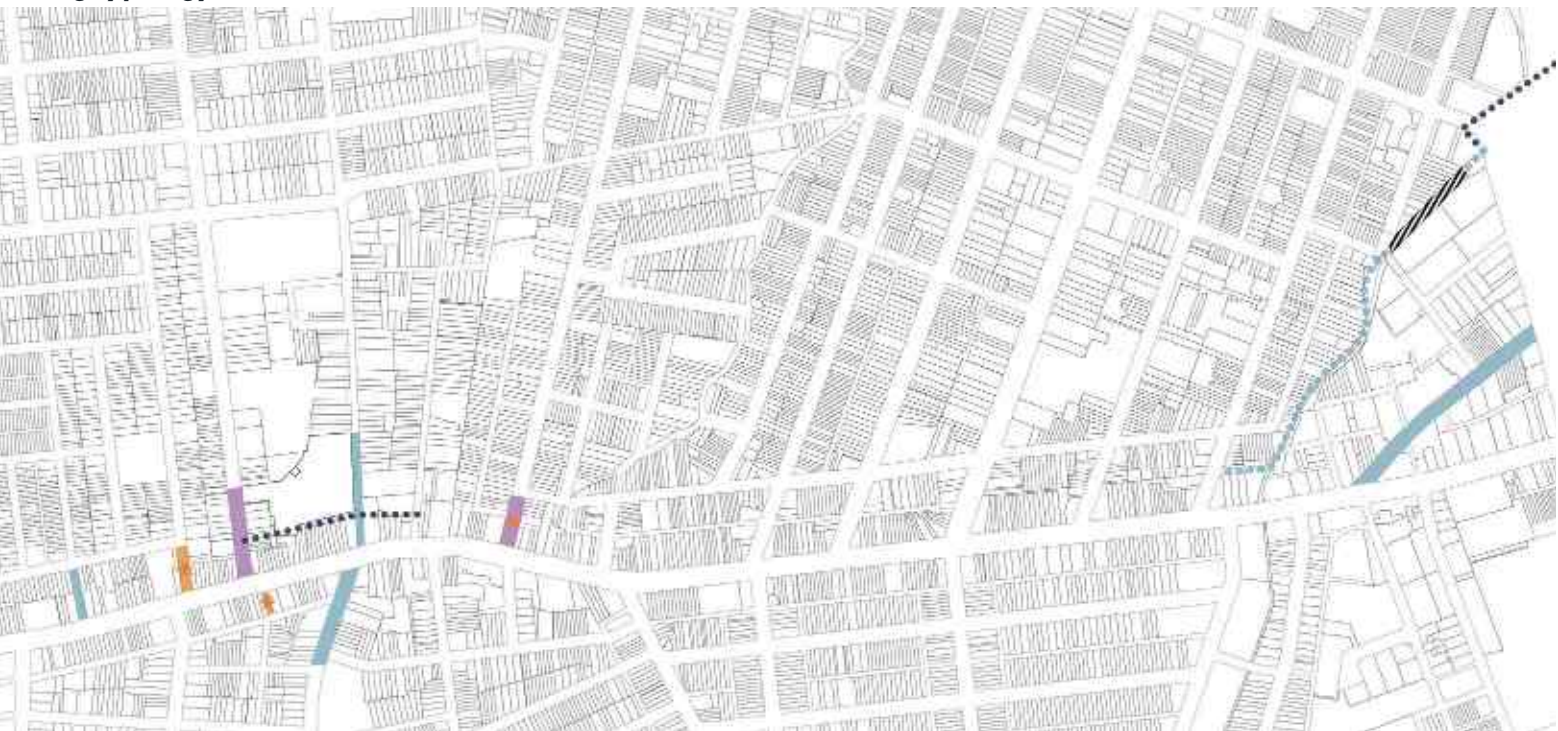
All vehicular crossovers to maintain adjacent pavement type to reinforce pedestrian priority.

PARKING BAYS

All streets to be asphalt to match roadway.

Stone setts or small stone interlocking paving units to delineate parking bays in Renwick Street Shared Zones.

Paving Typology Location Plan



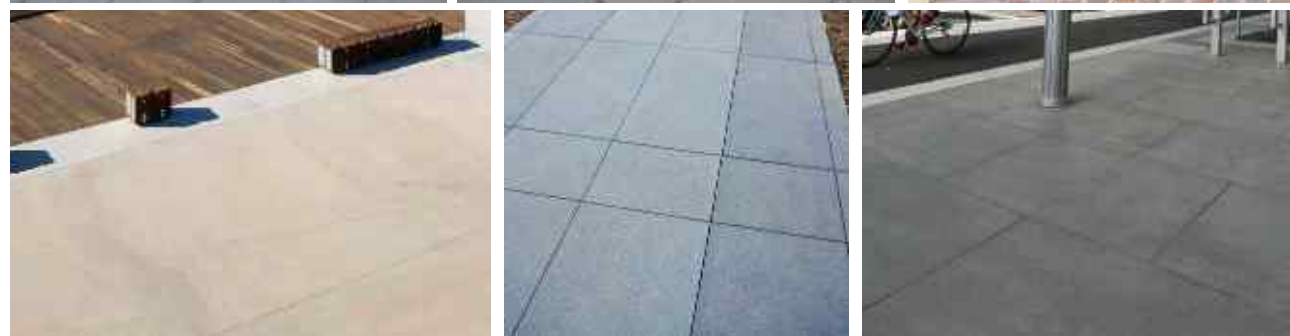
Type 1
Natural Stone Paving
 Warm colours, dimensions to be long x narrow to reference site heritage brick materials and scale of residential gathering spaces



Type 2
Concrete Unit/ Brick Paving & Permeable Paving
 Warm colours, dimensions to be long x narrow to reference site heritage brick materials and scale of residential spaces.



Type 3
Insitu Concrete Paving
 Simple clean insitu panels with no visible tooled edges.



Type 4
Feature Public Art Paving
 Story telling through texture, dimensions and engraving and inlay materials



Type 5
Elevated Steel Deck



Type 6
Asphalt Paving (to cycleway)

2.0 Lighting Palette

- 1

Rofe Street lighting will be provided through upgraded Smart pole fixtures, reflecting its quiet and relaxed residential nature.

Lighting categories: **(B)**
- 2

Renwick Street lighting will be primarily lower-level and pedestrian in nature, reflecting the pedestrian linkage across to Railway Street, and helping to maintain the intimate plaza atmosphere, while Smart pole lighting will be provided sparingly to vehicle traffic areas and intersections. Opportunity exists to provide supplemental low-level feature lighting within furniture elements where appropriate. (Optional).

Lighting categories: **(B) (C) (D)**
- 3

Norton Street lighting will celebrate the entry to the precinct, with upgraded catenary lighting forming a visual gateway across the road. Upgraded Smart pole lighting will be provided for vehicular and pedestrian amenity.

Lighting categories: **(A) (B)**
- 4

Balmain Road lighting will be provided primarily through upgraded Smart pole fixtures, with the opportunity for art installation lighting to the proposed trees along the Italian forum frontage.

Lighting categories: **(B) (E)**
- 5

Catherine Street lighting will be provided primarily through upgraded Smart pole fixtures, with the possibility to provide pedestrian level lighting throughout the extended footpath (optional).

Lighting categories: **(B) (C)**
- 6

Petersham Street Pocket Park will be lit using pedestrian level lighting which will enhance the intimacy of the park while ensuring safety and visibility at all times, with the possibility of including in-ground highlights (optional).

Lighting categories: **(C) (F)**
- 7

Crystal Street lighting will be provided through upgraded Smart pole fixtures, with the possibility of providing an illuminated art 'Gateway' piece at the Parramatta Road intersection.

Lighting categories: **(B) (E)**
- 8

Wigram Road lighting will be provided through upgraded Smart pole fixtures.

Lighting categories: **(B)**
- 9

Pyrmont Bridge Road lighting will be provided through upgraded Smart pole fixtures, with luminaries placed in different orientations and heights to ensure even light spread across cycle paths, pedestrian footpaths and vehicle access-way. Lighting/illuminated artworks may be provided under the Art Strategy.

Lighting categories: **(B) (E)**
- 10

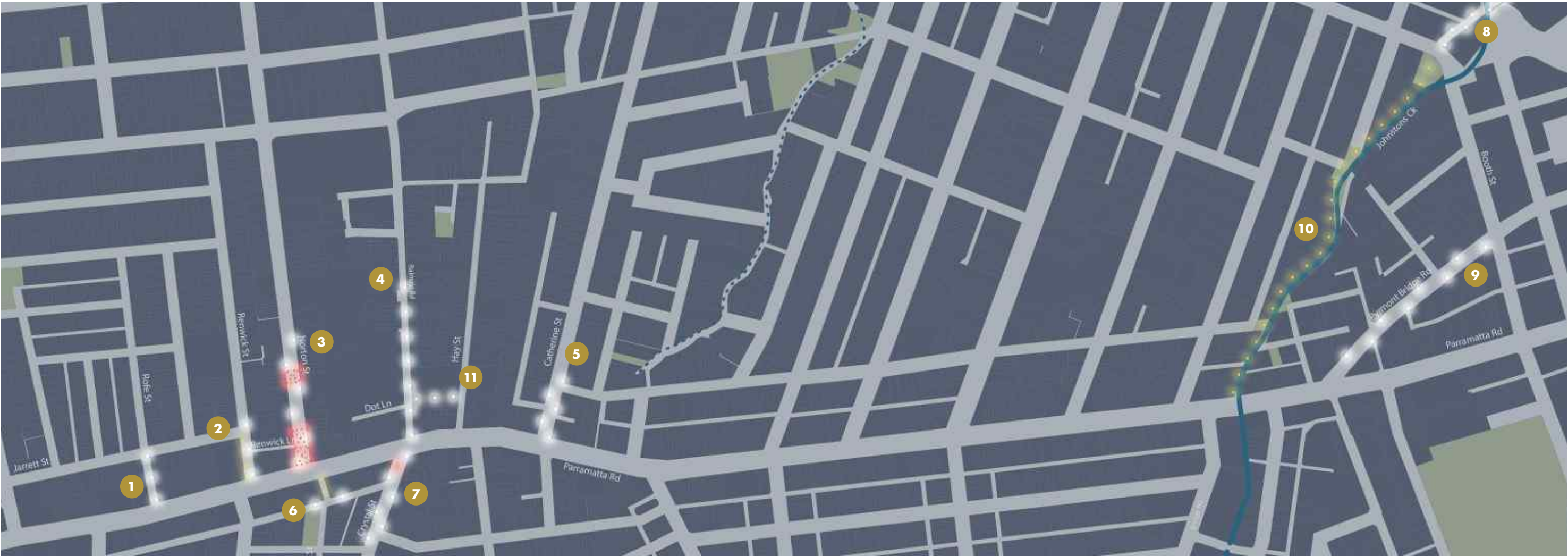
Johnston's Creek Shared Path lighting will be low-level sensor activated, pedestrian lighting which will provide amenity and safety to shared path users. The lighting will be on a timer to respond to nocturnal ecology and highly directional, to prevent disturbance to residents, and will be IP rated to resist occasional inundation events.

Lighting categories: **(G)**
- 11

Dot Lane lighting will be provided through upgraded Smart pole fixtures.

Lighting categories: **(B)**

Lighting Typology Location Plan



Lighting Benchmarking Categories



(A) Catenary Feature Lighting



(B) Smart Pole Lighting



(C) Pedestrian Level Street Lighting



(D) Inbuilt Furniture Lighting



(E) Art Installation Lighting



(F) In-ground Highlights



(G) Shared Path - Low Level Amenity Lighting



3.0 Street Furniture Palette

Bench Seats

Customised Seating

(Subject to future design)



Bike Racks



Litter Bins and Recycling Centres



Bollards



Drinking Fountain and Re-fill stations



Multi Function Poles



4.0 Plant Palette - Street Trees

Rofe Street

Small-to-medium street trees are proposed for Rofe Street to provide a continuous canopy and shade the footpaths and roadway, to provide passive cooling and reduce glare.

The proposed design will see street trees planted within blisters in the roadway, allowing the footpath to remain clear and unobstructed. Future design of tree pits should allow for passive irrigation from storm-water, and free drainage of the subsoil.

Potential species:

Cupaniopsis anacardioides - Tuckeroo (native)
8m (w) x 8m (h)



Melaleuca styphelioides - prickly paperbark
10m (w) x 12m (h)



Melaleuca linariifolia - Snow in summer (native)
4m (w) x 10m (h)



Renwick Street

New trees within the proposed Renwick Street shared zone should reinforce the existing Linden tree historical plantings, either with more of the same species, or another medium to large deciduous feature tree.

Smaller trees to the north have the potential provide a basis for future planting along the extent of the street, and should be robust and preferably native.

Potential species (to shared zone):

Tilia cordata - Little-leafed linden (exotic)
9m (w) x 15m (h)



Liriodendron tulipifera - Tulip tree (exotic)
8m (w) x 20m (h)



Potential species (to northern end of street):

Acmena smithii - Lilly pilly (native)
6m (w) x 10m (h)



Waterhousea floribunda 'Green Avenue' - Weeping Lilly pilly (native)
5m (w) x 8m (h)



Norton Street

Norton Street already possesses a mix of street trees - most of which are relatively small, in order to sit within existing power lines. The opportunity exists to replace some of the trees currently planted within the roadway with larger species for greater presence and shade provision.

Potential species:

Waterhousea floribunda ‘green avenue’ - Weeping Lilly Pilly (native) 9m (w) x 15m (h)



Lophostemon confertus - Brush box (native)
10m (w) x 15m (h)



Balmain Road

Medium trees are proposed along the east side of Balmain Road (within the roadway) to provide a connected canopy and shade to the footpath and roadway.

Small trees are proposed to the west side of the street along the frontage of the Italian Forum.

Potential species (to east):

Tristaniopsis laurina - Water Gum (native)
6m (w) x 12m (h)



Potential species (to west - Italian forum frontage):

Callistemon viminalis - Weeping bottlebrush (native)
3m (w) x 6m (h)



Koelreuteria paniculata - Golden Rain tree (exotic)
10m (w) x 10m (h)



Catherine Street

Medium - large shade and feature trees are proposed for Catherine street to provide a balance to the wide road. There is the potential for the chosen tree species to be expanded to the north within blisters in the roadway.

Potential species:

Brachychiton acerifolius - Illawarra Flame Tree (native)
6m (w) x 12m (h)



Pymont Bridge Road

Proposed tree planting to Pymont Bridge road consists a primary avenue of large paired feature trees, with a smaller secondary avenue between to provide a connected canopy.

Structural root cells should be provided to enhance the growth and establishment of these trees.

Potential species - Primary Avenue:

Angophora costata - Smooth Barked apple (native)
10m (w) x 15-20m (h)



Corymbia maculata - Spotted Gum (exotic)
10m (w) x 20m (h)



Petersham Street

Proposed trees for Petersham Street Pocket Park are medium sized feature trees, preferably deciduous for seasonal interest, improved light penetration and amenity during winter.

Potential species:

Pistacia chinensis - Chinese pistachio (exotic)
10m (w) x 15m (h)



Zelkova serrata ‘Green Vase’ - Japanese zelkova (exotic)
10m (w) x 14m (h)



Jacaranda mimosifolia - Jacaranda (exotic)
10m (w) x 10m (h)



Crystal Street

Although Crystal Street has existing street tree plantings, they are too small to provide a counterpoint to the busy and dominant roadway. Medium size shade trees are proposed to replace the existing small pear trees, with the potential to provide greater shade and amenity.

A new area of planting at the entry to Crystal Street is intended to function as a gateway moment - there is an opportunity for vertical fastigate trees in this location.

Potential species (street trees):

Lophostemon confertus - Brush box (native)
10m (w) x 15m (h)



Tristaniopsis laurina - Water Gum (native)
6m (w) x 12m (h)



Potential species (entry gateway):

Elaeocarpus eumundii - Quandong (native)
5m (w) x 15m (h)



Johnston’s Creek / Badu Park

Johnston’s Creek and Badu park are home to a range of native and introduced species.

Future works should seek to retain those trees deemed to be of significance, whether native or introduced, while seeking to control and manage weed species. Future plantings should be native and be suited to a Creek corridor environment to enhance the habitat value of the site and facilitate ecological restoration.

Potential species:

Casuarina glauca - Swamp She-oak (native)
8m (w) x 15m (h)



Eucalyptus robusta - Swamp Mahogany (native)
12m (w) x 20m (h)



Tristaniopsis laurina - Water Gum (native)
6m (w) x 12m (h)



5.0 Plant Palette - Ground cover Plants

General Ground cover & Shrub Planting

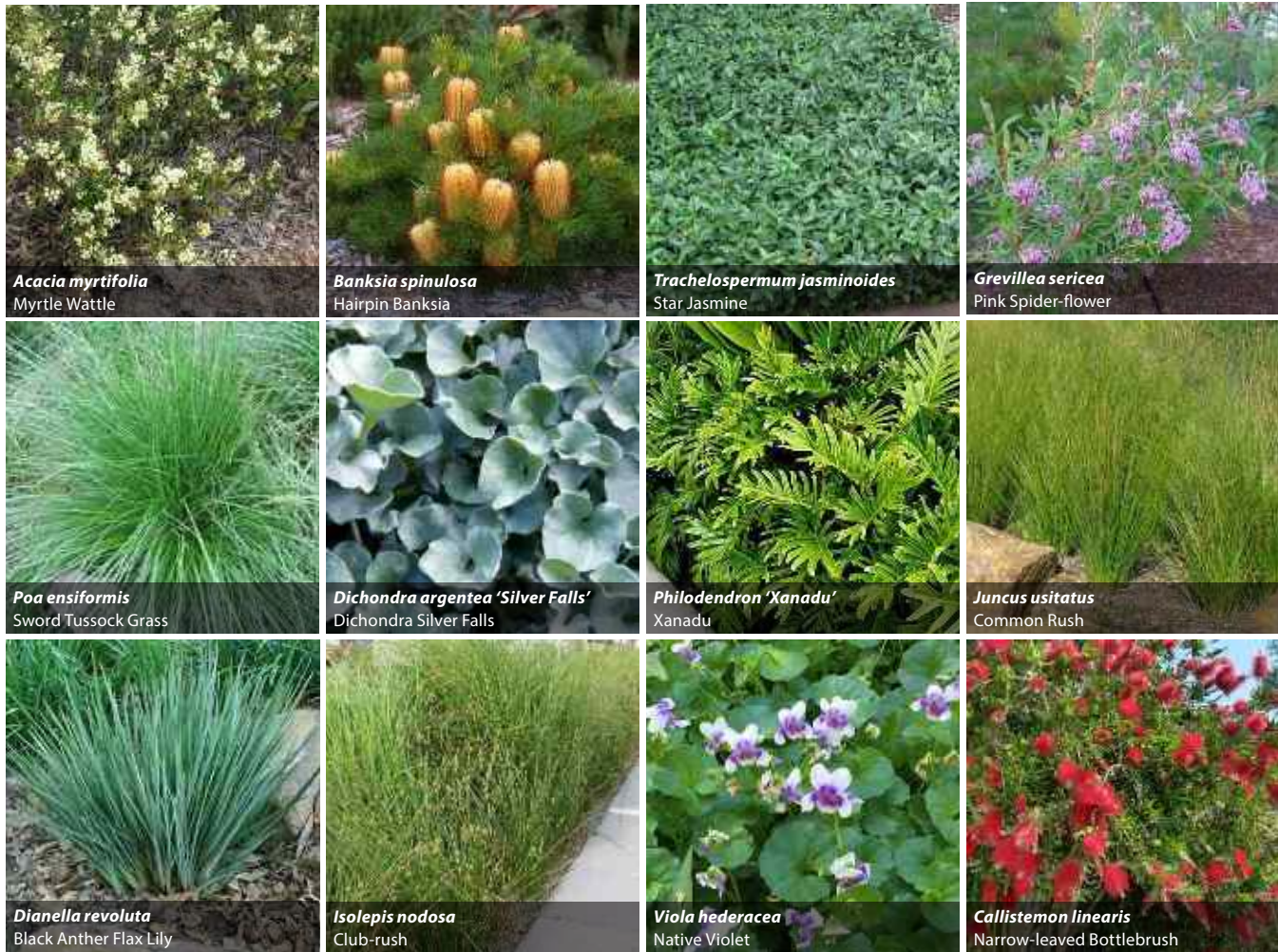
A range of robust, hardy plants are proposed as ground covers and shrubs within tree pits and garden beds.

Generally, plants selected are to be low in height, allowing clear views for spatial surveillance, and dense in form, allowing effective suppression of weeds.

Plants should be sourced from Council’s Community Nurseries. Planting should consist of a mix of grasses, ground covers and shrubs to provide a diverse vertical structure to planting and maximise habitat opportunities.

The plants listed represent a general selection of potential species and should not be considered exhaustive. Refer to Marrickville Development Control Plan (MDCP) for additional species and suggested plant list.

Potential species:



Rain-garden Planting

Rain gardens allow filtration of storm water runoff before it enters the storm water drainage network, and ultimately creeks, rivers and the sea.

Plants chosen for rain gardens need to be able to accommodate periods of inundation, as well as the dry periods between.

Potential species:



