

Part C: Public domain

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1. INTRODUCTION

The policy framework established through the Strategy for a Sustainable City (1995) with its focus on sustainability calls for the promotion of walking and cycling with a strong emphasis on improving the quality and quantity of the public domain throughout South Sydney.

The Public Domain is:

...the shared urban areas and spaces, the structures that relate to those spaces and the infrastructure that supports and serves them.

Urban design for the public domain is concerned with:

- The quality of public space: the streets, roads, squares, sidewalks and parks and the fountains, furniture and art works found within them.
- The quality of new building projects and associated spaces: atria, terraces, arcades, colonnades, plazas and parks.
- Ways of retaining and reusing historical structures of civic significance.
- The means to guide design of all these structures for the benefit of the public realm, while seeking opportunities of mutual support with the private domain...

The Public Domain is also the setting for a whole range of activities. It should have a human scale, be comfortable, safe, attractive and interesting. The way buildings form an edge to the footpath directly affects the overall ambience, safety and appeal of the street – a most important component of inner city life and an important recreational resource supplementing all other forms of public space.

Objectives

- To expand the City's public domain
- To ensure new development contributes to the quality enrichment and enhancement of the public domain.
- That development activity results in the community obtaining public benefit responsive to their needs.

2. THE PUBLIC DOMAIN IMPROVEMENT PLAN

The *Public Domain Improvement Plan* provides the framework for and outlines a range of initiatives and opportunities to enhance the Public Domain. It requires each developer to contribute, where appropriate, to the public domain and towards the design and organisation of the public space beyond the site boundary. The Plan ensures that the community obtains public benefit from development activity.

The emphasis is on identifying local area improvements at the time a development process is initiated. The onus will be on the applicant to demonstrate how the proposed development enhances the Public Domain and meets the initiatives outlined in the *Public Domain Improvement Plan*.

The *Public Domain Improvement Plan* provides a framework for the development of more detailed plans of the Public Domain. The following principles should be considered:

2.1 Urban Villages

Development contributes to the thematic character of urban villages.

Elements to consider in new development:

- street definition and continuity, facade orientation and treatment, setback, active street frontage
- roof line/skyline, character of contributory buildings

- interface between the private and public domains
- floorspace treatment of footpath and carriageway
- landscaping, street furniture and signage
- protection and enhancement of pleasant views and vistas

- heritage conservation of places of cultural significance including the protection of trees, parks, statues, relics, signage, shop windows, verandahs, facades, colours, buildings or whole streetscapes.

Development within the urban village is required to enrich the pedestrian environment and provide improvements in accordance with public domain precinct plans prepared by Council.

2.2 Through site links

Development provides mid block pedestrian connections in large sites. Links should be a minimum width of 4 metres and where appropriate pedestrian links are dedicated as public right of way.

2.3 Key nodes and gateways

Development enhances and upgrades nodes important civic spaces and gateways. The building design provides:

- clearly defined built edges and increased building height and bulk to reinforce corner locations where appropriate;
- visual interest at street level;
- special treatment including public art, paving, lighting, landscaping and street furniture to create a sense of place;
- welcome sign and information billboards

2.4 Public art

Development seeks opportunities for the provision of artwork to enrich the public domain and promote enjoyment by the community. The Public Domain Precinct Plans identify possible locations for artwork which are integrated with the surfaces of buildings and other built edges adjoining public spaces or are freestanding.

2.5 Active street frontage

Development reinforces the built form edge, encourages more activities along the main street frontage and enriches pedestrian activity by high quality pavement, street furniture, landscaping and lighting. Where appropriate development provides setbacks for plazas, colonnades and footpath extensions.

2.6 Streetscape and pedestrian improvements

Development provides the opportunity to carry out

streetscape improvements and footpath widening along the pedestrian network and to improve connections and links between residential precincts, open space, community facilities and areas of concentrated activity. Development should also contribute to Council's Local Area Traffic Management (LATM) Program.

Development may provide the following LATM improvements:

- street closures** to reinforce precinct edges, mark pedestrian safe zones and pedestrian linkages

- kerb blisters** to improve amenity and reduce traffic speed

- angle parking** associated with tree planting on existing carriageways to differentiate pedestrian and vehicle areas and to provide footpath for side walk widening to reflect pedestrian flow densities and create pleasant streets.

- flush paving** of important spaces to improve pedestrian amenity

- roundabouts** to encourage a safe public domain

- footpath widening**

- threshold treatment** to reinforce edges and pedestrian orientated edges.

Refer to the Pedestrian Network Plan for further detail.

2.7 Landscaping

Development to use landscaping and tree planting to reinforce the urban structure of the city and provide visual continuity to principal boulevards and major approach routes to the city.

(i) Buffer zones

Densely landscaped setbacks along railway embankments and edges created by major institutions or special precincts.

(ii) Boulevards

Boulevards are major through roads carrying significant vehicular and pedestrian traffic. Characterised by sidewalks and roadway separated by double rows of trees. Development to provide:

- pairs of advance trees in rows at 6 metre intervals
- active street frontages at ground level
- geometry of intersection to enhance the safety of pedestrians by reducing crossing width and slowing speeds of vehicles.

(iii) Avenues

Avenues carry significant vehicular and pedestrian traffic. Characterised as broad streets lined with continuous rows of avenue trees. Development to provide:

- rows of advance trees at 6 metre row intervals.
- active street frontages at ground level.
- geometry of intersection to enhance the safety of pedestrians by reducing crossing width and slowing speeds of vehicles.

(iv) Local streets

Local streets carry vehicular traffic. Interventions seek to restrict through traffic undermining the amenity of residential precincts, and to give priority to pedestrians and cyclists. Numerous traffic amelioration measures are possible these should be selected to suit street character and dimensions. Development to provide:

- thematic tree planting to reinforce the character of precincts;
- geometry of intersection to enhance the safety of pedestrians by reducing crossing width and slowing speeds of vehicles;
- footpath widening to provide opportunity for leaseable footway area.

Refer to Street Tree Master Plan

2.8 Front setbacks

Development to provide setbacks for landscaping as follows:

- 6 metres for all major principal road frontages
- 4 metres for all street frontages.

The setback requirement will be varied only at the discretion of Council to satisfy other design or environmental criteria.

2.9 Public open space

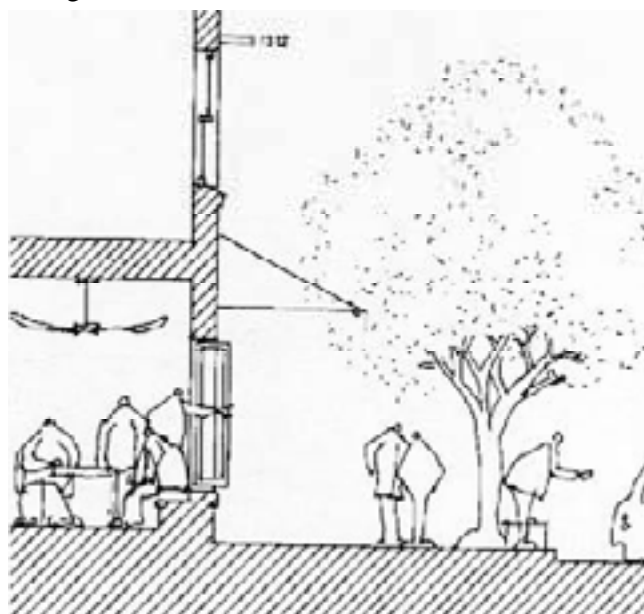
Development on large sites to provide the dedication of land for the purposes of open space to enhance and extend the City's open space network.

The *Public Domain Improvement Plan* must be read in conjunction with the Urban Design Principles.

3. SECURITY AND THE PUBLIC DOMAIN

Security for the public domain including parks, swimming pools, public toilets, tunnels and underpasses, transport interchanges and railway stations should have the following attributes:

- appropriate lighting that illuminates pedestrian pathways
- landscaping that does not obscure visibility
- adequate signage describing pathways and facilities, including taxi ranks, bus stops and community facilities.
- Provision for Help Points
- Maximise surveillance from adjoining areas
- Minimises opportunities for graffiti
- Pavement treatment that defines uses and movement
- Pedestrian pathways and routes with clear sightlines.



The street as a social meeting place and important public space.

4. IMPLEMENTATION

The Plan shall be implemented by any of the following ways:

Section 94 Works Program

Many significant improvements to the public domain as identified on the Plan have been included into the Section 94 Works Program. Development shall be levied monies relating to a specific material public benefit as identified in Council's s94 Contributions Plan.

Where relevant, applicants will be required to provide local area improvements in lieu of Section 94 monies in accordance with Council's public works program. This work will be carried out in consultation with and to the satisfaction of both the Planning and Building Department and Public Works and Services Department.

Floor-space ratio bonus incentives

Council may provide floor space incentives to developers through negotiations during the development application process for the provision of significant additional public spaces or other material benefits to the community in accordance to the initiatives outlined in the Plan.

A bonus floor space incentive of up to 0.25 : 1 of the total site area, may be applicable to sites requiring the provision of:

- Dedication of land for wider pedestrian and/or cycle paths, additional useable public open space, new streets, bus and traffic turning lanes, pedestrian links, corner splays, etc, and where appropriate the treatment of those spaces. Only those elements in addition to Section 94 requirements;
- provision of the right of public access in otherwise private space (through a positive covenant on title) and other encumbrances over land for through-site pedestrian links, access to large internal courtyard spaces, etc. (The granting of a bonus for treatment of these spaces will not be given as these would occur normally);
- Streetscape, bicycle, and pedestrian enhancement works such as widened footpaths, footpath and kerb reconstruction, street tree islands, local parks achieved through road closures, flush entry thresholds, nodal treatments, pedestrian crossings, bicycle paths, upgraded lighting, overpasses and underpasses, traffic management facilities etc;
- Public art, thematic street furniture, fountains and water features;
- Social development projects such as provision and upgrade of community buildings;
- Stormwater amplification, integrated water treatment facilities and large-scale detention systems and other civil infrastructure projects;

- Public transport projects such as bus priority projects, subsidisation of embryonic bus services, feasibility studies and promotion initiatives;
- Enhancements to existing parks such as play equipment, lighting, sports facilities, furniture, landscaping, etc.
- Aerial bundling or undergrounding of cables, improved street lighting, new street masts, solar lighting etc;
- Any other works or improvements at the discretion of Council

However, in instances where it can be justified on environmental and amenity grounds and Council considers it suitable to exceed the maximum FSR provisions contained in Section 3.2 Elements of the Urban Framework: Built Form, that any floor space proposed above the maximum identified on the FSR map will be calculated as bonus floor space in all cases. and will require public domain improvements above those generated by the floor space bonus indicated on the FSR map.

A Floor Space Bonus of up to 0.85:1 of the total site area, in addition to a Floor Space Ratio of 2.4:1, may be available to the St Margarets Hospital Site at 421-441 Bourke Street, Surry Hills, subject to compliance with the endorsed Masterplan, Council's resolution to this matter and the Memorandum of Understanding between Council and the owner of the land.

Refer to Guidelines titled "DEVELOPING PUBLIC DOMAIN IMPROVEMENTS: A guide to Council's bonus floor space system"

Refer to Part E Floor Space Ratio

Other improvements in lieu of open space requirements

Developers may undertake improvements to the public domain in the immediate vicinity of the site where the provision of communal and private open space in residential development at natural ground level can not be met as required by the Development Control Plan.

Whilst the Plan outlines a range of initiatives, an applicant may, however, identify other Public Domain improvements which Council may support.

Control

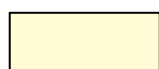
Development supports and implements initiatives and improvements to the Public Domain as identified in the Public Domain Improvement Plan. Public Domain improvements comply with Councils minimum design construction standards and with the future Streetscape Master Plan.

5. EASTERN DISTRICTS PUBLIC DOMAIN PLAN



LEGEND

Darlinghurst, East Sydney, Woolloomooloo, Kings Cross



Urban villages

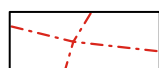
Thematic Character:

- strong topographical features; ridges and valleys
- panoramic view corridors
- clear edge
- Mixture of land uses
- Emphasis on tourist and outdoor facilities
- Cohesive rows of terrace houses and multi storey residential flat buildings



Village urban centres

Darlinghurst Road, Oxford Street and William Street



Through site links

Mid-block connections through large sites. Former Bakery site on Burton Street. St Johns Church on Victoria Street and Darlinghurst Road



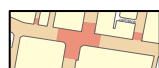
Key nodes/gateways

Top of Kings Cross Tunnel, Taylor Square



Active street frontage

Victoria Street, Darlinghurst Road, Crown Street and Bourke Street.



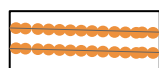
Streetscape and pedestrian improvements

McLaughlan Avenue footpath widening. Angle parking integrated with landscaping. Cathedral Street and Forbes Street to reinforce as major pedestrian spines. Crown Street/Bourke Street and Stanley Street following the implementation of the Eastern Distributor.



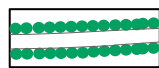
Buffer zones

Refer to the William Street Precinct Plan



Boulevard

Landscape
Palmer Street, residual sites adjacent the Eastern distributor. Harbour foreshores.



Avenues

William Street, Flinders Street.



Typical streets

Crown Street, Bourke Street.



Open spaces

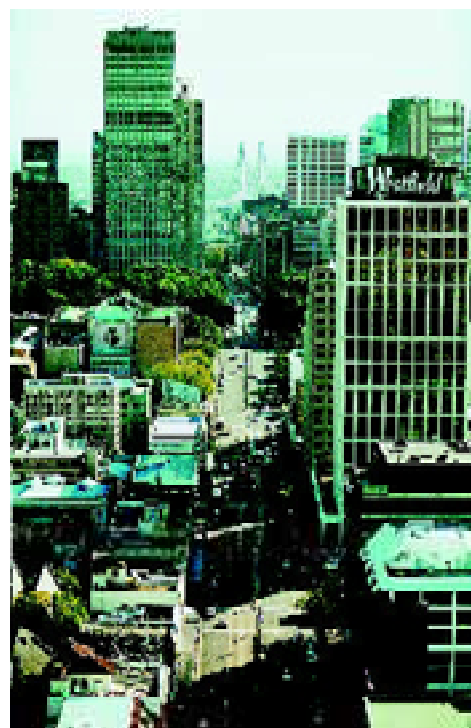
Thematic tree-planting to reinforce the character precincts.
Refer to the street tree master plan



Public art

Fountain at corner on Rushcutters Bay Road

Mural at McLachlan Way.



5.1 William Street precinct

The William Street Precinct comprises areas to the north, south and east of William Street, namely, Woolloomooloo to Cathedral Street, East Sydney and Darlinghurst to Liverpool Street and Kings Cross to Ward Avenue. The whole precinct interfaces with the CBD. William Street, at the precinct center, is the main physical, visual and orientational link with the Eastern Suburbs. As such it is the key to the precinct and one of Sydney's most important streets, however, it is not fulfilling its potential or the very important role it has to play in the Cities of South Sydney and Sydney.

a) William Street

Public Domain

The public domain in William Street is unbalanced in terms of the cross section of the street. The existing footpath on the north side is generally wider [up to 5m], however, its is in shade for most of the day. The existing footpath on the south side is quite narrow, resulting in pedestrians being much closer to fast moving traffic, however this side receives more direct sunlight. To provide overall better amenity, the street needs to be upgraded with particular emphasis given to enhancing the southern side as it has a more desirable microclimate and street edge.

Currently, the street is cluttered by an assortment of materials and unnecessary fixed elements. Utilising a select range of quality materials and details would improve the quality of the footpaths and public space areas of William Street. These should provide continuity with improvements in the Sydney City area whilst responding to a distinct William Street character, particularly at key locations such as existing and new public spaces.

The Kings Cross -East Sydney -Woolloomooloo area is characterised by public spaces that have been divided up into small areas and enclosed or filled with planting and low walls. The lack of visibility, poor lighting and limited opportunities for flow through movement throughout the area, and through public spaces specifically, create a sense of insecurity. Improved pedestrian connections and a greater sense of spatial and material continuity between different spaces would assist in fully realising the potential of public domain improvements within William Street and its environs.

Cross City Tunnel Project / William Street Revitalisation Strategy

The Cross City Tunnel project, if approved for construction by the State Government, will remove large quantities of vehicles from William Street allowing for widened pavements as well as opportunities for street planting on both sides of the street to create a "boulevard".

The William Street Revitalisation Strategy was prepared in parallel with the Cross City Tunnel Project. The Strategy provides possible public domain improvements explored in relation to the proposed Cross City Tunnel.

[Refer to the William Street Revitalisation Strategy document for further details.]

Regardless of whether or not the Cross City Tunnel Project proceeds, the William Street Revitalisation Strategy incorporates public domain guidelines and projects for implementation in the short term. These are outlined below.

Public domain guidelines

5.1.1 Street upgrade

Objectives

To improve the amenity of the street, particularly the existing narrow south footpath.

To prioritise improvements where there is access to direct sunlight.

To ensure that the materials used respond to the local character, and specifically the local streetscapes and open spaces [including Cook and Philip Park, Chard Steps and the sandstone wall at Forbes Street Square].

Performance Criteria

High quality, durable, low maintenance materials and coordinated standard elements should be used [including JC Decaux bus shelters, Sydney City "Smartpoles"; stainless steel bollards] in conjunction with specifically designed elements such as benches and seats. The differences in character between linear street edge spaces and open spaces need to be highlighted through the considered use of materials, details and street furniture.

Widen the southern footpath to optimise solar access and provide pleasant outdoor spaces for use by the community.

5.1.2 Landscaping

Objectives

To develop a unified landscaping approach along the whole street and associated existing and new public spaces; and where possible continue the landscaping approach to Park Street further to the west.

To define the street corridor and public spaces by tree planting.

To improve the pedestrian amenity.

To optimise solar access to new plantings.

Performance Criteria

Plant trees along the street edge in accordance with Council's adopted Street Tree Master Plan;

Plant trees on the northern side of William Street as close to the street edge as possible.

Locate plantings so that as a group they define spaces or corridors rather than enclose or fill up public spaces or obscure views.

5.1.4 Existing and new public spaces

Objectives

To achieve spatial continuity between public spaces and the William Street corridor, and cross street corridors, through the removal of visual and physical barriers

To reflect the distinctive character of each public space with regard to its scale, context and use.

To facilitate ease of pedestrian movement throughout the public domain.

Performance Criteria

Rationalise pavement levels and remove existing fixed elements such as planter boxes that impede the flow of pedestrian traffic.

Limit fixed installations to maximise useable area of each public space and pavement zone.

New fixed installations, where necessary, should reinforce the spatial characteristics and movement patterns of the associated space.

Refurbishment and improvement of the existing open spaces, including the lid over the portal of the Kings Cross Tunnel and Riley Street closure.

Development of a new public open space on the Carroll's site (114 - 132 William Street Woolloomooloo) in conjunction with any redevelopment of the land.

Provision of a viewing platform over the Kings Cross Tunnel [should the Cross City Tunnel proposal proceed].

5.1.4.1 Forbes Street Square

Objectives

To encourage the refurbishment of the Forbes Street Square with outdoor seating and decorative planting.

To restore the 'Chard Stairs'.

5.1.4.2 Riley Street Closure

Objectives

To reinforce the view corridors throughout the precinct.

To ensure that the spatial corridor is reinforced by the use of streetscape and landscaping elements, whilst enlivening the eastern and western edges.

Performance Criteria

The Riley Street Closure is to provide clear views:

From William Street to Riley Street and vice versa;

To Stanley Street and beyond;

To Cathedral Street and beyond.

The establishment of a café is encouraged on this site. The café should be located within a lightweight/transparent structure, with a slim cross-section, and aligned with the Riley Street alignment, so that the slim elevation faces William Street.

5.1.4.3 Carroll's Site Space (114 - 132 William Street, Woolloomooloo)

Objectives

To soften the visual impact of the roads surrounding the site.

To improve the public amenity.

To provide solar access.

Performance Criteria

Planting trees should be undertaken on a basis of square grids of 3.5m².

Landscaping should define the site by creating a grove of trees adjacent to the proposed new building and refurbished Carroll's building.

Selection of plant species should ensure that there is access to sunlight.

5.1.4.4 Kings Cross Viewing Platform

Objectives

To improve pedestrian flows and access.
To provide opportunities to view the cityscape.
To provide opportunities for passive supervision of the public domain to improve perceived and actual security and safety.

Performance Criteria

Construct a series of viewing platforms at Kings Cross that allow people to observe the cityscape view to the east and north-east.
The viewing platforms are to be linked.
Limited uses such as a cafe or restaurant are encouraged so as to activate the space and provide opportunities for casual surveillance of the public domain.

d) Woolloomooloo

Footpath widening, paving, planting and angle parking can be implemented in Dowling, Forbes and Bourke Streets.

The spaces under the Railway viaduct can be re-landscaped to provide increased amenity and visual improvement.

Planting, paving and footpath widening can be introduced in Cathedral Street to reinforce the pedestrian link and view corridor to the city.

There is the opportunity to create a public square at the end of Cathedral Street, which terminates the vista and continues the walking route along McElhone Street to Kings Cross.

b) Darlinghurst.

Craigend Street can be improved in a similar manner to Kings Cross Road.

Footpath widening, paving, paved crossings and tree-planting can take place in Victoria Street Road, Victoria Street and Hardy Street.

The opportunity exists to create a major tree-lined pedestrian route along Forbes Street from Taylor Square to Woolloomooloo Bay with vistas to the northern side of the harbour. At the present time Forbes Street can be decreased in width, footpaths widened and paved and a tree-planting program implemented.

At the junction of Forbes and William Street at the higher level, further open space can be introduced by paving and terracing the end of the street. From this level would spring a light steel-framed bridge to carry pedestrians across William Street.

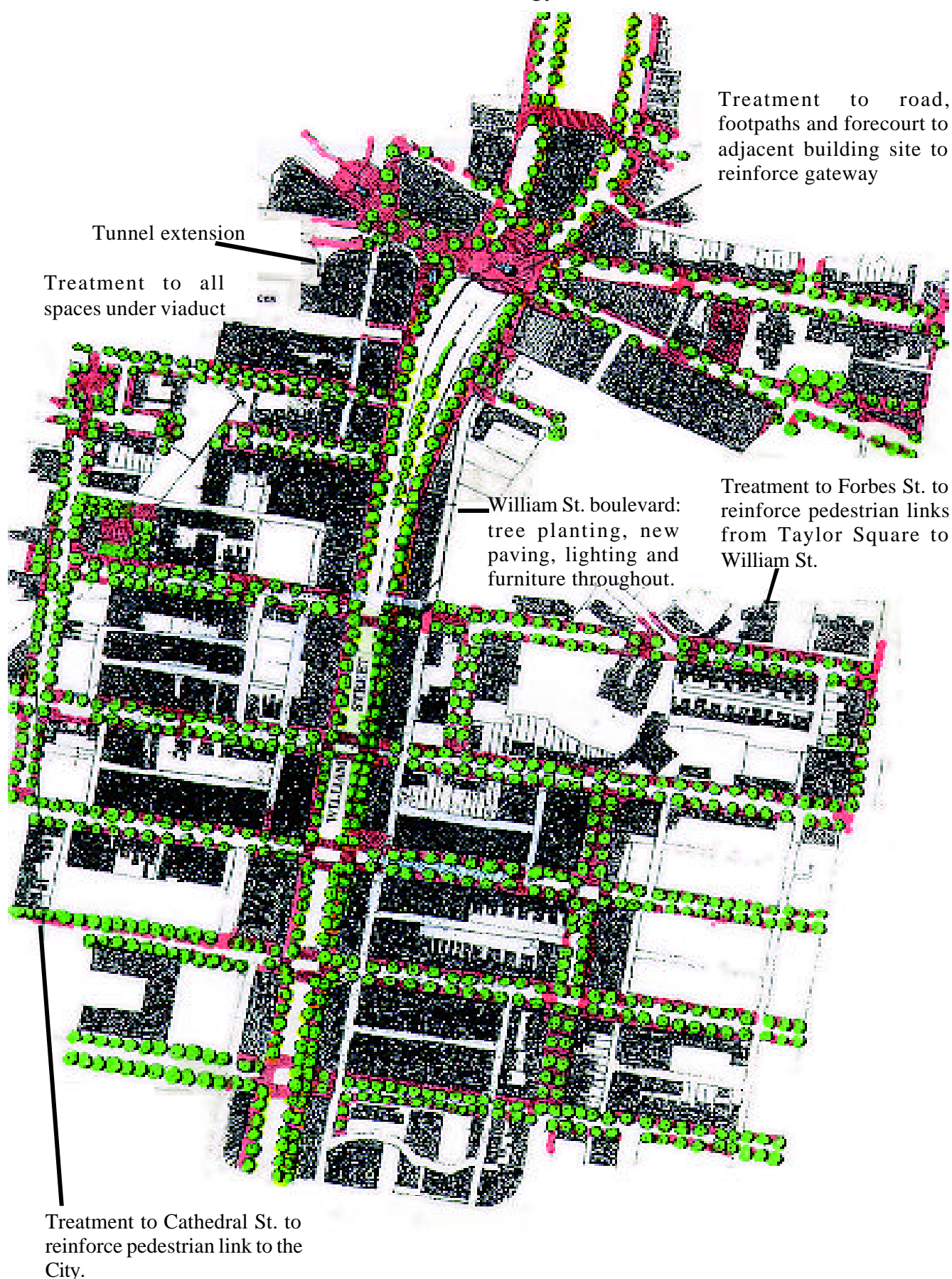
Some footpath widening and angle parking can take place in Bourke Street.

c) East Sydney

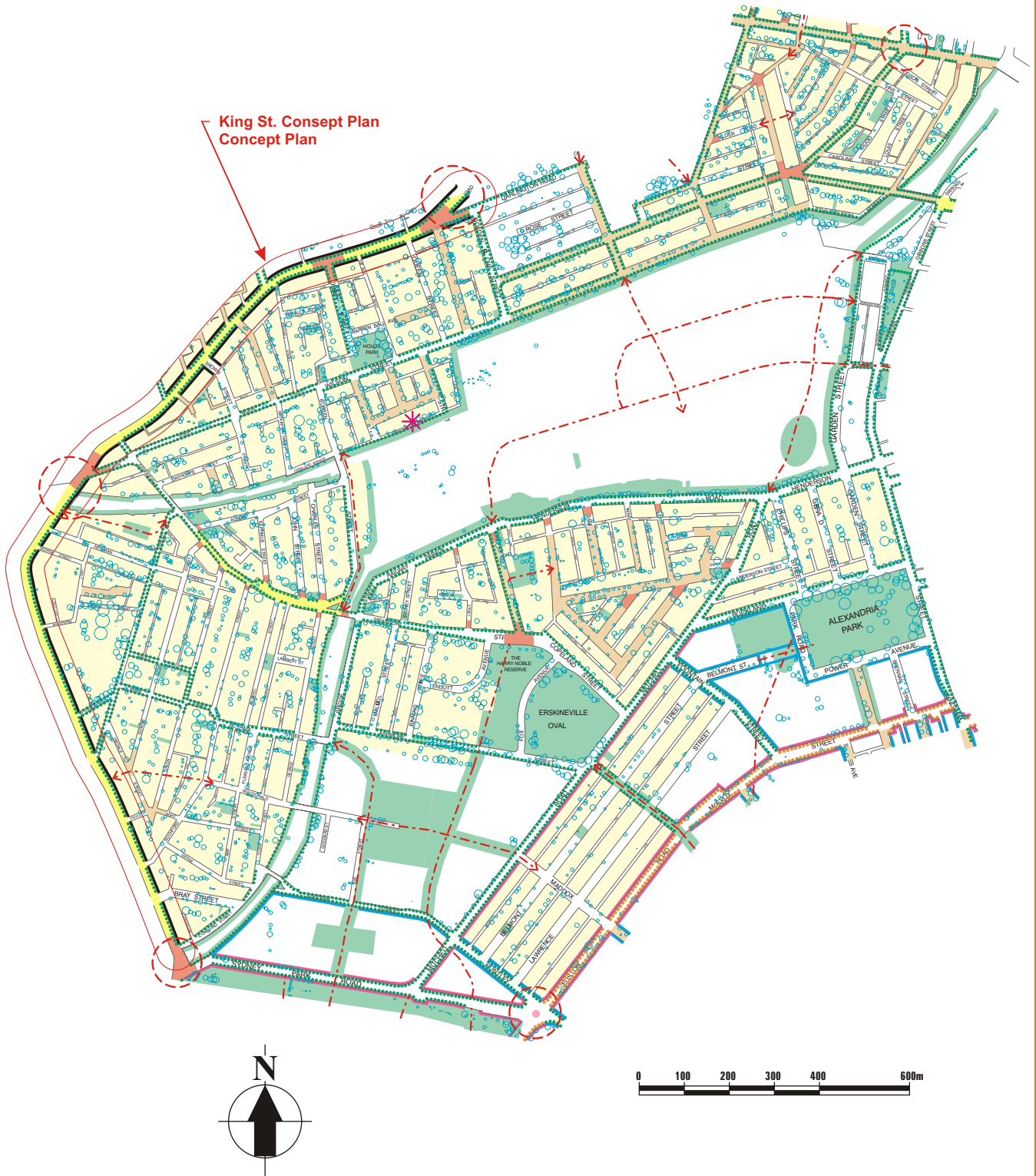
Stanley Street between Riley and Crown Streets, the heart of the restaurant precinct, can be paved to create a shared pedestrian/traffic zone.

William Street Precinct Concept Plan

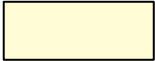

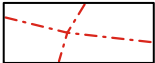


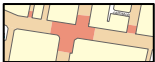

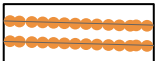

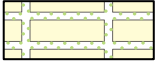



- also refer to William Street Revitalisation Strategy



6. ERSKINEVILLE-ALEXANDRIA PUBLIC DOMAIN PLAN



LEGEND

	Urban villages	Erskineville, Alexandria, Darlington, North Newtown Thematic Character <ul style="list-style-type: none"> – The Topography is in the form of an amphitheatre with the main ridge running along King Street. – Physical boundaries created by the railway yards and lines. – A range of views are available ranging from distant to impressive local views of long linear streets. – A mixture of single and two storey terraces influence the street-scape character of the urban village. – Important civic buildings crown the ridge lines creating a familiar traditional village town character.
	Village urban centres	Development enriches the pedestrian environment and provides improvements in accordance with the Public Domain Concept Plan for King Street and Erskineville Road.
	Through site links	Through the Ashmore Street Estate and University of Sydney. Links should be a minimum width of 4.0 meters.
	Key nodes/ gateways	Saint Paul's Square, King Street north and south gateways. Junction between Sydney Road and Euston Road.
	Active street frontage	King Street, Erskineville Road, Redfern Street and Regent Street.
	Streetscape and pedestrian improvements	Precinct bounded by Railway Parade/Henderson Road, Swanson Street/ Copeland Street and Mitchell Road. Refer to the Pedestrian Network Plan for further detail.
	Buffer zones	Landscape Densely landscaped open space setback along the edge of the railway yard and rail lines.
	Boulevard	Sydney Road/McEvoy Street.
	Avenues	Wilson Street/Abercrombie Street, Gibbon Street/Wyndham Street. Railway Parade/Henderson Road, Mitchell Road.
	Typical streets	Thematic tree planting to reinforce the character of precincts. Refer to the Street Tree Master Plan.
	Setbacks required	Development to provide setbacks as follows: 6.0 meters for all major principal road frontages. 4.0 meters for all street and rear lane frontages. Varied only at the discretion of council.
	Open spaces	Ashmore Street Estate and the Trams Shed site.
	Public art	Mural on brick wall in Leamington Lane.

Erskineville Road Urban Village Improvement Plan

The Erskineville Road Shopping Precinct between Bridge Street and Union Street has always been the focal centre of Erskineville. It displays much of the physical form and many of the characteristic features of an urban village.

- The gentle curve of Erskineville road at this point gives a sense of enclosure while, at the same time, its greater width creates a feeling of spaciousness. There is a definite sense of entering, being in and leaving this precinct. It has a strong sense of place.
- The railway station, the town hall, the post office, the bus/rail nose, the pubs, local shops and eating houses, all in close proximity, are civic features which are essential elements in the urban village concept, forming the focal point for community life.
- The seeds of good public space also exist in the post office forecourt, the space in front of the Rose of Australia hotel, the new civic space opposite the station and the central park.
- There are some important focal trees (particularly those on the Church site on Rochford Street) which further emphasises the village character.

Concept

Opportunities exist to greatly enhance and improve the functioning of Erskineville Village centre. With the implementation of some key, yet simple and inexpensive, interventions in the public domain to reinforce its character and pedestrian atmosphere, and the encouragement of particular actions and activities by the private sector, a model urban village could result.

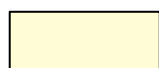
1. Increase footpath widths and create shared zones (parking and pedestrians) by removing median strips in roadway and reducing road width to one lane in each direction.
2. Create gateways at Union Street and Bridge Street by introducing planting of prominent trees.
3. Slow down traffic within village centre by pacing roadway at strategic locations to create shared traffic/pedestrian zones to heighten the sense of pedestrian amenity and increase the sense of linkage between sides of the road.
4. Carry out new footpath paving throughout the village centre.
5. Implement the zoned "local road reservation" on vacant land behind Post Office to permit closure of Prospect and Morrissey Roads at Erskineville Road intersection.
6. Redesign the square in front of the Post Office to incorporate the proposed footpath widenings and road closures to create a significant and focal open space for the village.
7. Incorporate existing grassed landscaped area in front of hotel into new paved forecourt.
8. Carry out a comprehensive street-tree planting program to enhance the visual coherence of the village, create shady places for outdoor cafes, seating.
9. Carry out low level hedge-like planting in front of Council car park.
10. Further enhance new Council public space opposite railway station by installing a mural wall along the railway line boundary.
11. Encourage use of vacant land between Rochford and Prospect Streets as sites for activities which enhance urban village character: for example, the continued use of church land site for outdoor use of Church land site for outdoor market, the potential use of Council site for outdoor restaurants.
12. Encourage refurbishment and re-use of the block of terrace buildings which run between Rochford and Union Streets.
13. Identify sites for future redevelopment to be zoned as mixed development:
 - Site on eastern corner of Morrissey Road
 - Sites to the west of Prospect Street including Council-owned vacant land all setback to allow increase in footpath width
 - Council-owned vacant land on corner of John Street.
14. Identify land on east side of John Street as affordable housing Community Infrastructure.



7. SURRY HILLS-EAST SYDNEY PUBLIC DOMAIN PLAN



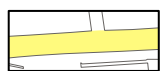
LEGEND



Urban villages East Sydney, Surry Hills

Thematic character:

- A mixture of small narrow lots and “fine grained” terraces/row houses and large commercial/light industrial buildings.
- Continuous street frontages.
- Human scale locations.
- Important hill-top locations.
- Well-defined edges at Oxford Street, Flinders Street, South Dowling Street and Cleveland Street.
- Mixed uses.



Village urban centres Oxford Street and Crown Street.



Through site links Mid-block connections through the St. Margaret Hospital site.



Key nodes/gateways Taylor Square, junction Cleveland/Crown/Baptist Streets.



Active street frontage Crown Street, Flinders Street Foveaux Street and Elizabeth Street.



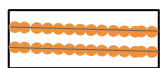
Streetscape and pedestrian improvements Precinct bounded by Albion Street, Riley Street, Foveaux Street and Ann Street. Along Crown Street, Bourke Street and Baptist Street following the implementation of the Eastern Distributor.

Refer to the William Street Precinct Plan

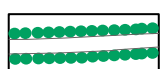
Landscape



Buffer zones South Dowling Street



Boulevard Flinders and South Dowling Streets



Avenues Crown Street, Bourke Street, Foveaux Street and Fitzroy Street.



Typical streets Thematic tree-planting to reinforce the character of precincts
Refer to the Street Tree Master Plan



Open spaces St. Margaret Hospital site, Water Board site and site bounded by Ann, Riley and Albion Streets.



Public art Mural at Church Street (Local Park), Riley Street (lane) and CLisdell Street along retaining wall. Fountain at corner on Rushcutters Bay Road

Crown Street Shopping Precinct

The Crown Street Shopping Precinct between Cleveland Street and Devonshire Road is the focal shopping centre for the Surry Hills and East Redfern area. It is situated in a densely populated area and services the surrounding residential population, and people working in the area.

The whole length of the precinct is predominately lined with retail uses, and commercial and medical services. The Surry Hills Shopping Village, located at the Cleveland Street intersection also offers the local population a wide variety of convenience goods in one location.

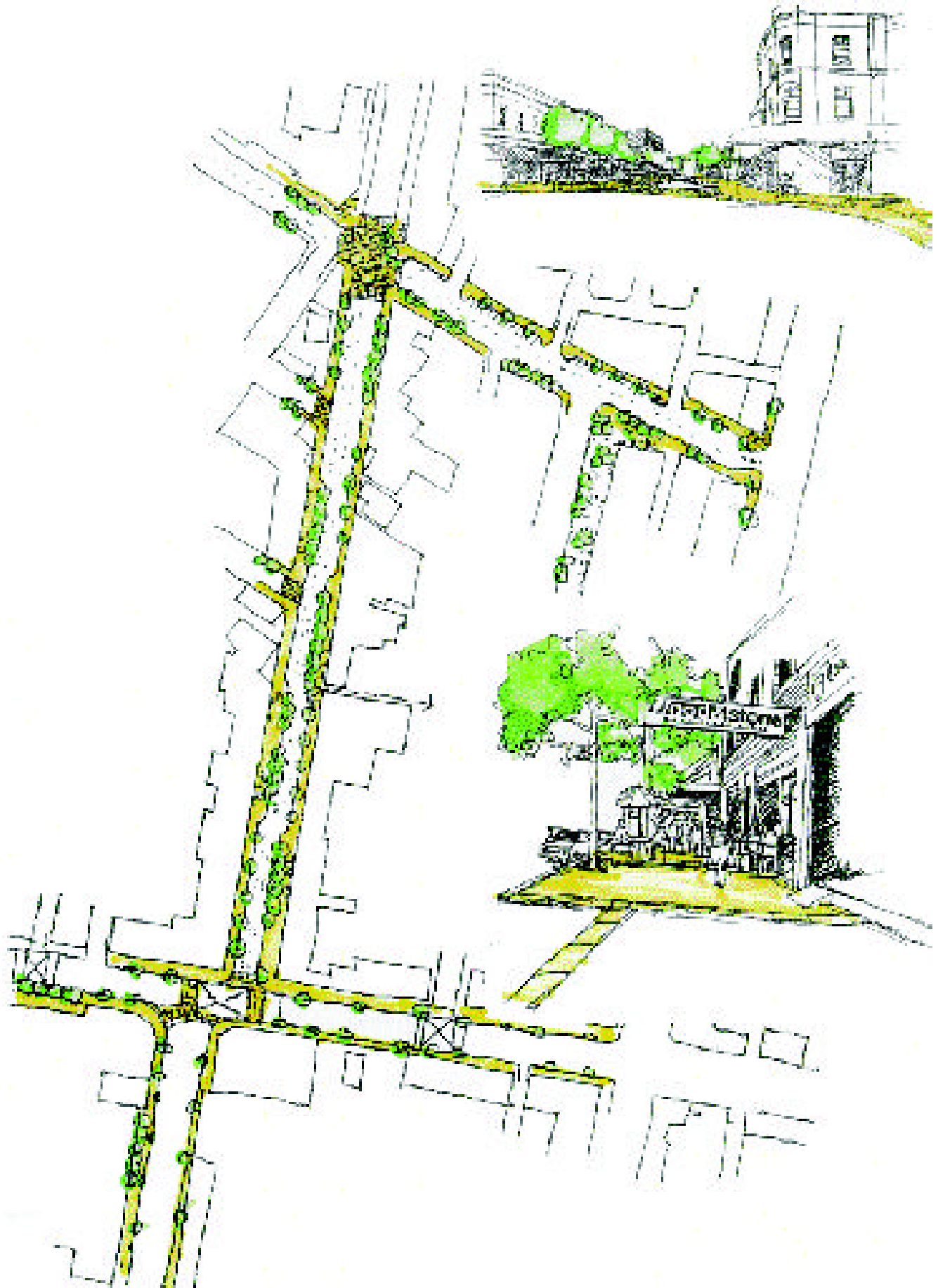
Crown Street is a primary carrier of north-south traffic, and consequently local retailers and pedestrians struggle against traffic volume, noise and pollution. Furthermore, Cleveland Street is a main east-west traffic link which further impounds on pedestrian safety. The intersection of Cleveland Street and Crown Street is considered a pedestrian black spot in South Sydney.

The Eastern Distributor Tunnel, when constructed, will remove much of the traffic from Crown Street and other main roads in the precinct. Long term opportunities will arise in making Crown Street an attractive centre while enhancing the pedestrian environment when the Eastern Distributor is completed. The overall appearance and amenity of Crown Street can be greatly improved.

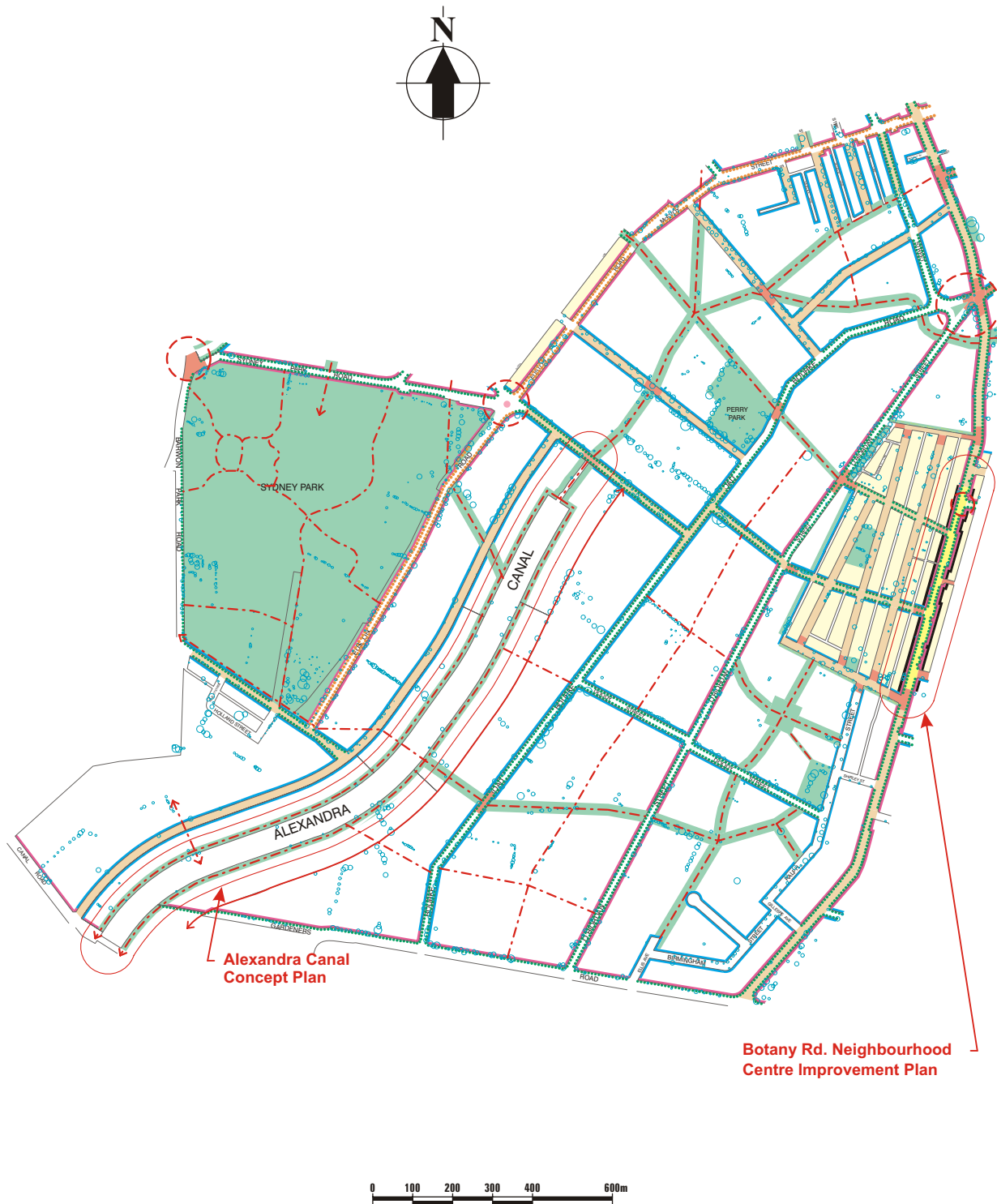
Concept

Opportunity exists to greatly enhance and improve the amenity of Crown Street. With the implementation of an Improvement Plan comprising some simple and effective treatments, the character and pedestrian atmosphere of Crown Street will be enhanced.

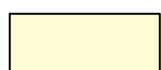
1. Create gateways on Cleveland Street (at High Holburn Street and Nickson Street intersections) to mark entrance to the precinct and make drivers aware that they are approaching a highly pedestrianised area.
2. Paved roadway intersections, notably at Cleveland Street and Devonshire Street intersections in order to reduce driver speed and improve appearance of the intersection.
3. Increase footpath width at strategic locations along Crown Street, providing opportunity for outdoor cafes, street furniture and landscaping. Some on-street parallel parking will need to be removed to facilitate this.
4. Replace parallel parking along Devonshire Street with angle parking to compensate for the loss of parking along Crown Street.
5. Provision of a marked pedestrian crossing between Lansdowne Street and Cleveland Street in order to direct pedestrians to a central location.
6. Carry out a comprehensive street-tree planting program to enhance the visual appearance of the village while creating shady places for outdoor cafes.
7. Carry out a comprehensive decorative pavement program.
8. Subject to approval by relevant bodies, create a pedestrian route through 626-634 Crown Street, linking Crown to Nickson Street.
9. Create a right-turn only lane from Baptist Street to Cleveland Street and revise the current traffic arrangement.
10. Develop a heritage colour scheme for Crown Street.
11. Redesign area outside of Surry Hills Shopping Village (ie on Cleveland Street) frontage to create more active use. Possible treatment includes:
 - footpath widening;
 - seating;
 - tree-planting;
 - installing community information boards;
 - promoting outdoor retail.
12. Liaise with Surry Hills Shopping Village to ascertain the possibility of converting their carpark for public use.



8. SOUTHERN INDUSTRIAL PUBLIC DOMAIN PLAN



LEGEND

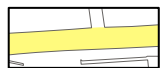


Urban villages

Beaconsfield

Thematic character:

- The village sits on high ground.
- View of the CBD is an important feature.
- The streetscape is mixed with a range of housing types.
- The amenity of the village is affected by intense industrial uses.



Village urban centres

Development enriches the pedestrian environment and provides improvements in accordance with the Public Domain Concept Plans for Botany Road.



Through site links

Development provides mid-block connections in large industrial sites and, where appropriate, utilising existing drainage channels to link the residential with recreational areas, such as Perry Park, and Alexandra Canal. Links should be a minimum width of 4 metres.



Key nodes/gateways

Junction between Joynton Ave, Epsom Rd and Rothschild Ave.
Junction between Hunter/Young Streets and Powell Street.



Active street frontage

Botany Road.



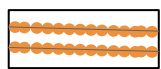
Streetscape and pedestrian improvements

Precinct bounded by McEvoy Street, Bourke Street and Botany Road. Refer to the Pedestrian Network Plan for further detail.



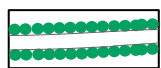
Buffer zones

Landscape
Adjacent the proposed Eastern Distributor



Boulevard

McEvoy Street and South Dowling Street.



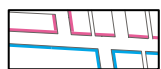
Avenues

Epsom Road, Joynton Ave and Bourke Street.



Typical streets

Thematic tree-planting to reinforce the character of precincts
Refer to the Street Tree Master Plan



Setback required

Development to provide setbacks as follows:
6 metres for all major principal road frontages.
4 metres for all street and rear lane frontages.
Varied only at the discretion of Council.



Open space

Refer to Green Square Draft DCP and LEP



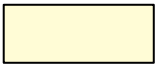

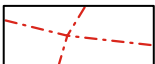


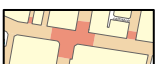

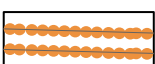
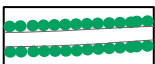


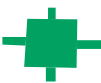

Public art

Utilising the blank warehouse walls to enhance the streetscape and future open space corridors.

9. ROSEBERY-ZETLAND PUBLIC DOMAIN PLAN



LEGEND

	Urban villages	Beaconsfield Thematic Character <ul style="list-style-type: none"> • The village sits on high ground. • Views of the CBD is an important feature. • The streetscape is mixed with a range of housing types. • The amenity of the village is affected by intense industrial uses.
	Village urban centres	Development enriches the pedestrian environment and provides Improvements in accordance with the Public Domain Concept Plans for Botany Road.
	Through site links	Development provides mid-block connections in large industrial sites, such as the ICI site and the former Navy site. Links should be a minimum width of 4 metres. Refer to Draft Green Square DCP and LEP
	Key nodes/ gateways	Green Square, junction between Joynton Avenue, Epsom Rd, and Rothschild Ave. Junction between Hunter/Young Streets and Powell Street.
	Active street frontage	Botany Road and Bourke Street in the future. Refer to Draft Green Square DCP and LEP
	Streetscape and pedestrian improvements	Precinct bounded by McEvoy Street, Bourke Street and Botany Road. Refer to the Pedestrian Network Plan for further detail.
	Buffer zones	Landscape Adjacent the proposed Eastern Distributor:
	Boulevard	McEvoy Street and South Dowling Street.
	Avenues	Epsom Road, Joynton Ave and Bourke Street.
	Typical streets	Thematic tree planting to reinforce the character precincts. Refer to the Street Tree Master Plan.
	Setbacks required	Development to provide setbacks as follows: 6.0 meters for all major principal road frontages. 4.0 meters for all street and rear lane frontages. Varied only at the discretion of Council.
	Open space	Refer to Draft Green Square DCP and LEP.
	Public art	Utilising the blank warehouse walls to enhance the streetscape And future open space corridors.

Botany Road Neighbourhood Centre Improvement Plan

Botany Road, between Hansard and Queen Streets to the East and Johnson Street and Beaconsfield Road to the West, divides what once would have been a coherent unified residential area. Although now mixed with industrial uses, some of the original housing stock of the area still exists along Botany Road.

A semblance of the original shopping node that serviced the area can be seen around the junction of Collins Street and Botany Road where a few small shops struggle against the traffic volume, noise and pollution to perform the function of a neighbourhood centre serving both the residential and the working populations.

The whole length of the area is rundown. Large poorly designed industrial-type buildings and vehicular traffic are the predominant visual features. Everything else has become subjugated to these uses to the extent that to gain direct access to the warehouses and showrooms, cars cross the footpaths to park illegally on the RTA road widening setbacks.

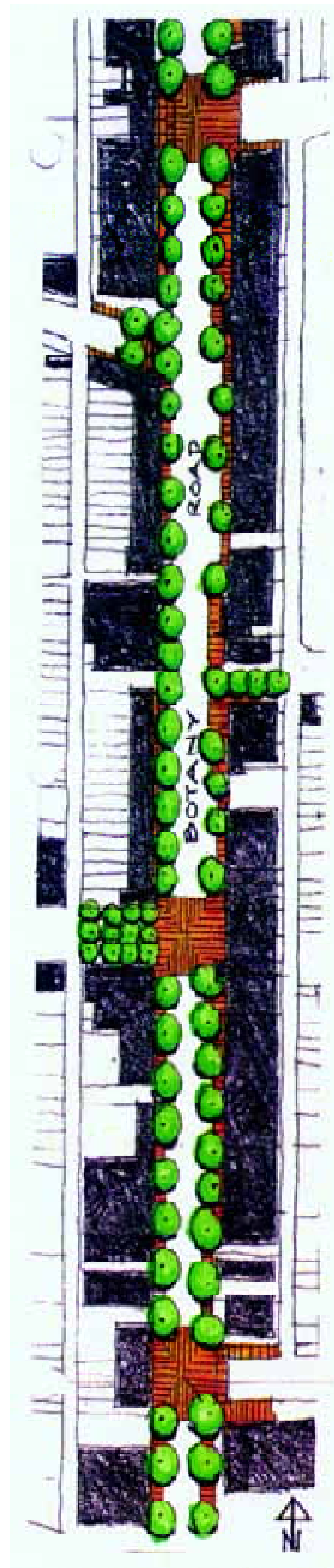
This is both extremely unattractive and a danger to pedestrians.

With Council's proposed rezoning of the area from Industrial Use to Mixed Use and the move, already taking place, of many of the larger industrial uses to areas further west and south, residential, retail and commercial uses will increase.

Concept

The opportunity exists to greatly increase amenity and encourage new mixed development by carrying out an inexpensive street program to create an identity and image for the area.

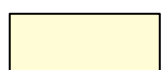
1. Create gateways at either end of neighbourhood centre (at Hansard Street and Queen Street intersections) by paving roadway and planting appropriate trees at these locations to give a sense of entry into the area.
2. Widen footpaths and create shared zones (parking and pedestrians) on eastern side of Botany Road where setbacks have occurred for proposed road widening which is unlikely to take place in the foreseeable future.
3. Create paved pedestrian road crossings at strategic locations (see plan) to slow down traffic, increase pedestrian security and develop a sense of linkage between the two sides of the street.
4. Close, pave and landscape Cressy Street between Botany Road and Emmanuel Lane to prevent use by heavy traffic from existing industrial complex.
5. Subject to traffic management plan close Collins Street between Botany Road and Beaconsfield Lane to:
 - a) take the heavy east-west traffic off Botany Road between Collins and Beaconsfield Streets.
 - b) create a small pedestrian square associated with the local shops which with the roadway paving connection to the widened footpath and the eastern side will become the focus of the neighbourhood centre.
8. Carry out a comprehensive street-tree planting program to create visual coherence, provide a barrier from the traffic and create shady places for outdoor seating at certain locations.
9. Carry out a comprehensive unified footpath paving program.
10. Develop urban design guidelines for future redevelopment sites.



10. REDFERN-WATERLOO PUBLIC DOMAIN PLAN



LEGEND

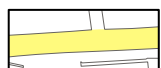


Urban villages

Redfern and Redfern East

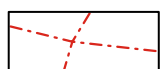
Thematic Character:
Topographical Feature, Mt Carmel and Redfern Park. A range of views are available. Local views of long linear streets. The streetscape character of the urban village is defined by a mix of broad

avenue streets.



Village urban centres

Redfern, Regent and Elizabeth Sts.



Through site links

Through the CI site and the former Water Board site on the north-western corner of McEvoy and Bourke Streets.



Key nodes/gateways

Saint Paul's Sq., Junction between Cleveland/Crown and Baptist Sts.



Active street frontage

Redfern Street, Regent Street, Cleveland Street and Elizabeth Street.



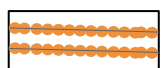
Streetscape and pedestrian improvements

Integrated angle parking – Pitt Street, Cope and George Streets.
Refer to Pedestrian Network Plan for further detail.



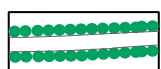
Buffer zones

Landscape
Along South Dowling Street/adjacent Eastern Distributor.



Boulevard

McEvoy Street/McLauchlan Avenue, South Dowling Street.



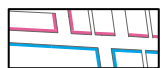
Avenues

Wyndham, Baptist, Bourke, George and Pitt Streets.



Typical streets

Thematic tree planting to reinforce the character precincts.
Refer to Street Tree Master Plan.



Setbacks required

Development to provide setbacks as follows:

6.0 meters for all major principal road frontages.
4.0 meters for all street and rear lane frontages.

Varied only at the discretion of Council.



Open space



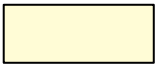

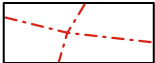


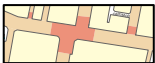

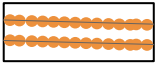



Public art

ACI Site, the Former Water Board Site and Waterloo Park.

11. WESTERN DISTRICTS PUBLIC DOMAIN PLAN



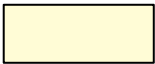






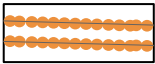
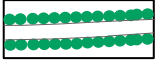



LEGEND

	Urban villages	Chippendale and Camperdown Thematic Character Predominantly rows of 1 and 2 storey terraces and sturdy 3-4 warehouse buildings with bold masonry facades. Mixed uses. –Well defined edges formed by Broadway, Abercrombie Street, City Road and Cleveland Street. A mixture of small narrow lots and 'fine grained' terraces/row houses and some commercial/light industrial buildings. Human scale facades on very narrow street frontages. Defined edges formed by Carillion Avenue and King Street.
	Village urban centres	King Street, Broadway (potentially) and Council owned property at Owen Street.
	Through site links	Former Camperdown Children's Hospital Site, City Council Depot and Knox Street.
	Key nodes/gateways	Broadway, junction Abercrombie Street, Cleveland Street, Missenden Road and Carillion Avenue.
	Active street frontage	King Street.
	Streetscape and pedestrian improvements	Within the urban villages in Chippendale, Camperdown and Ultimo.
	Buffer zones	Landscape Wattle Street and edge of Victoria Park.
	Boulevard	Parramatta Road.
	Avenues	City Road, Missenden Road, Carillion Avenue and Cleveland Street.
	Typical streets	Thematic tree planting to reinforce the character of urban villages.
	Open space	Refer to the Street Tree Master Plan. Camperdown Children's Hospital site, City Council depot and Council's own property at Owen Street.

12. MOORE PARK PUBLIC DOMAIN PLAN



LEGEND

	Urban villages	Paddington Thematic character A fine variety of cohesive (some grand) terraces/row houses and civic buildings along Oxford Street. Continuous wide street frontages. Picturesque facades. Tree lined avenues. –Well defined edges at Oxford Street and Moore Park Road.
	Village urban centres	Oxford Street.
	Through site links	Mid-block connections through site at No 14-16 Leicester Street and No. 8 Stewart Street.
	Key nodes/ gateways	Centennial Square Junction, Moore Park Road and Oxford Street.
	Active street frontage	Oxford Street.
	Streetscape and pedestrian improvements	Angle Parking integrated with landscaping internal to the urban village. Refer to the Pedestrian Network Plan.
	Buffer zones	Landscape Along Cook Road on the edge of the RAS Showground.
	Boulevard	South Dowling Street, Moore Park Road and Anzac Parade.
	Avenues	Cook Road, Renny-Gordon Streets and Stewart Street.
	Typical streets	Thematic tree planting to reinforce the character of the urban village.
	Open space	Refer to the Street Tree Master Plan. Site on No.14-16 Leicester Street.
	Public art	Mural at Church Street (Local Park), Riley Street (lane) and Clisdell Street along retaining wall, Fountain at corner on Rushcutters Bay.