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5.0

Defining the Public Domain

5.1 Key Places | Precinct Plan

This section of the document is a guide for the design and resolution of key places and spaces, precinct character and street element details.

Lachlan Precinct is envisaged as primarily a residential neighbourhood with high levels of active retail and commercial frontages along Archibald Avenue. Gadigal Avenue is the main circulation corridor in the precinct providing short and long term public transport links to the City Centre and Green Square Town Centre.

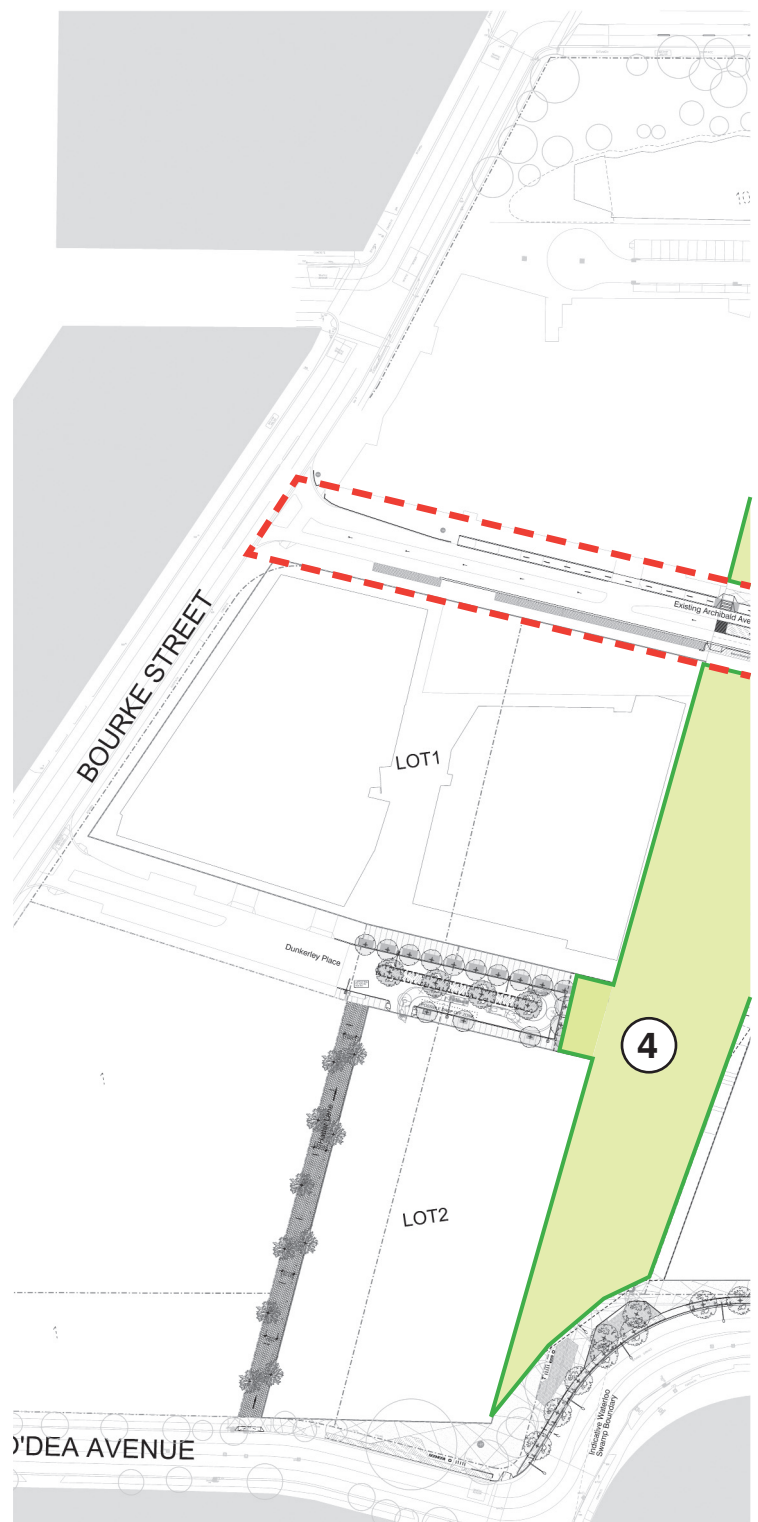
The new avenues will be characterised by wide generous footpaths, expansive tree canopies, separated cycleways, active frontages, vegetated verges, pedestrian priority and reduced traffic speeds.

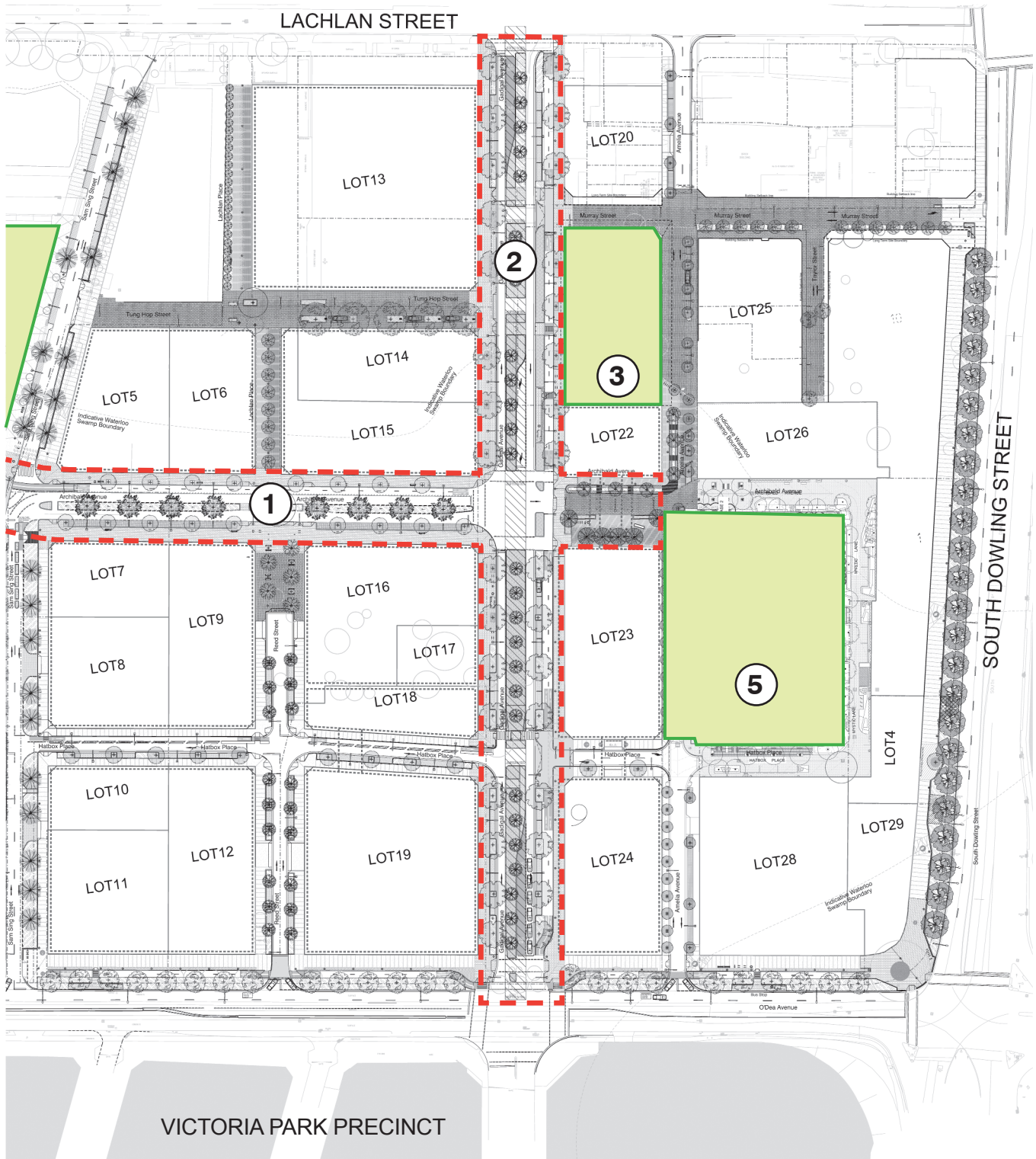
The Rope Walk, Dyuralya Square and Wulaba Park will extend the diverse range of public spaces and community amenities across the precinct and form key destination points for the residents of Lachlan and neighbouring villages of Victoria Park, Crown Square and Mary O'Brian.

The selection of native and seasonal street trees (autumn colours and flower displays) and pockets of cultural grasses will mark distinctive changes across the precinct, adding interest and legibility to the public domain. It will also provide habitats for marsupials, parrots and bats, including some species of which are listed as a threatened.

To support the above principles, five key places have been selected to define the primary components that will underpin Lachlan's public domain design, they include:

- > Archibald Avenue (neighbourhood retail strip);
- > Gadigal Avenue (Eastern Transit Corridor);
- > Dyuralya Square;
- > The Rope Walk; and
- > Wulaba Park.





VICTORIA PARK PRECINCT

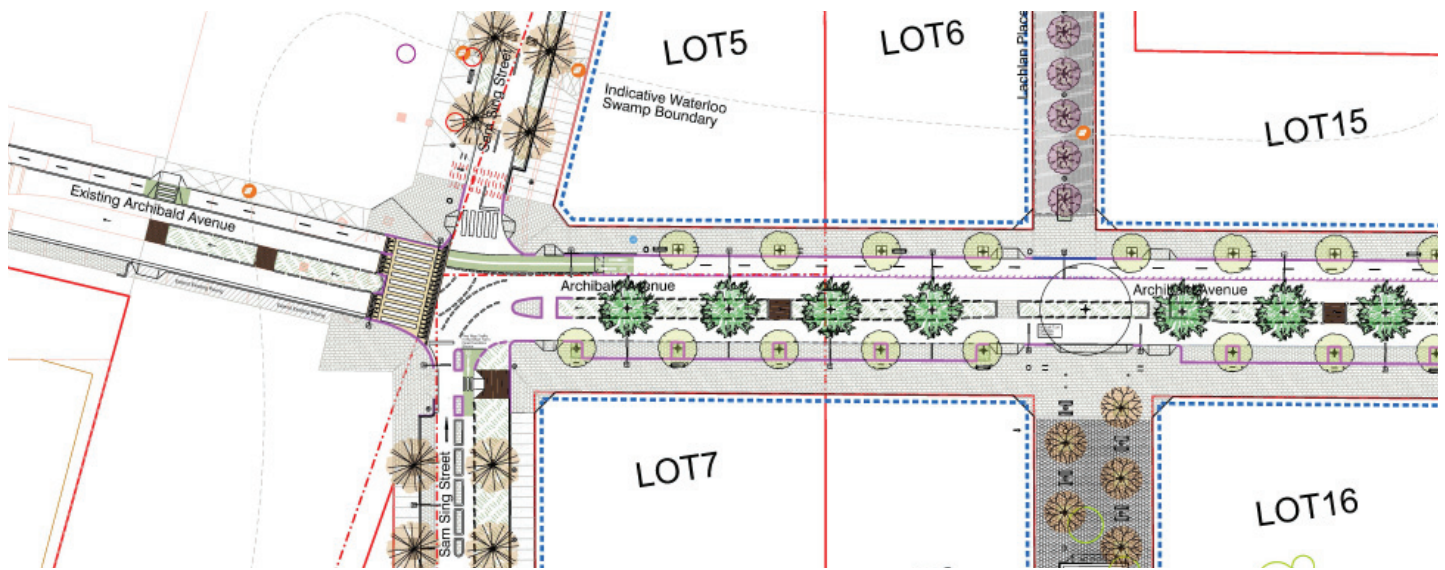
KEY PLACES AND SPACES

- 1 Archibald Avenue
- 2 Gadigal Avenue
- 3 Dyuralya Square
- 4 The Rope Walk
- 5 Wulaba Park



North

5.2 Key Places and Spaces |



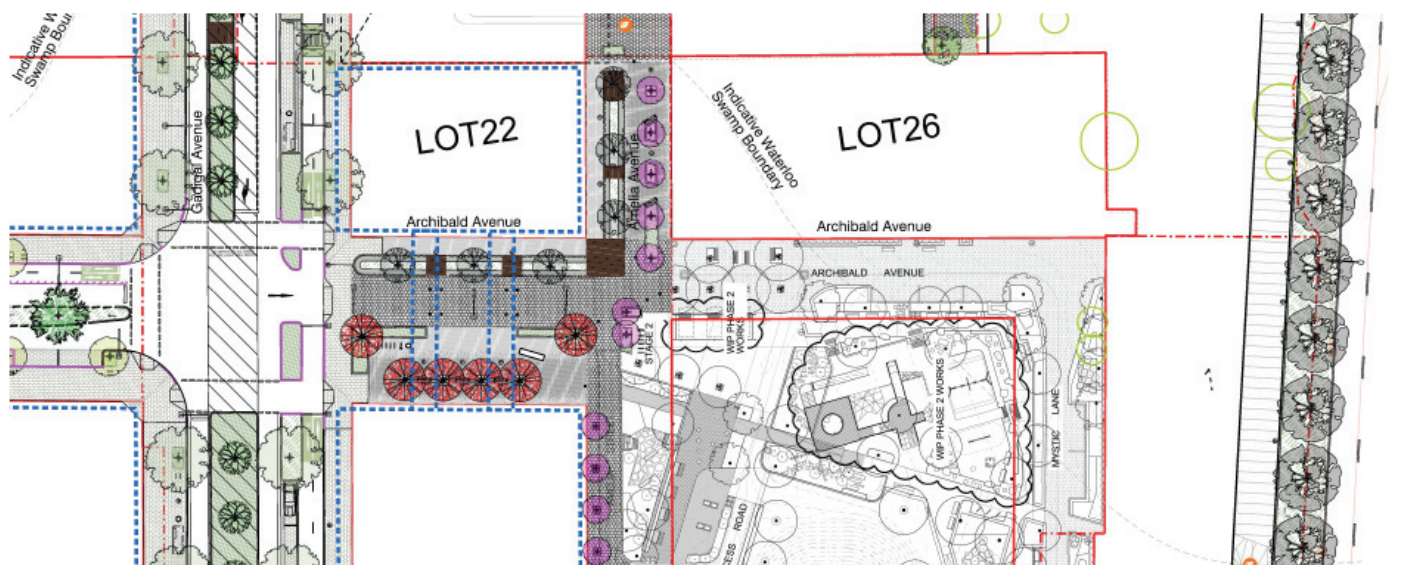
Objectives

- Create a generously scaled and active local street that will enhance the proposed ground level retail uses along Archibald Avenue.
- Provide a separated bi-directional cycleway along the entire length of Archibald Avenue, including future extensions to Bourke and McEvoy Streets.
- Ensure carriageways, footpaths and intersections are designed for pedestrian and cycleways priority and reduced traffic speeds.
- Form a strong and legible edge to the Bourke Street, The Rope Walk and Wulaba Park.
- Establish a native street tree canopy that will positively contribute to the biodiversity, microclimate, street hierarchy and built form character of the precinct.
- Achieve localised WSUD by providing localised stormwater collection, treatment, storage and display.
- Maximise pedestrian amenity by:
 - providing a fine grain street frontage with transparent entryways and shopfronts;
 - ensuring adequate building setbacks at upper and ground levels;
 - providing awnings along the southern active retail street frontage for weather protection; and
 - encouraging outdoor uses.



from left: 1. Active streets Crown St Surry Hills. 2 Street Cafe Seating Alexandria. 3. *Agathus robusta* in central median Brisbane. 4 Vegetated separated cycleway Crown St (COS). 5 Halpin Way and Settlers Square Dandenong Vic (ASPECT Studios).

Archibald Avenue



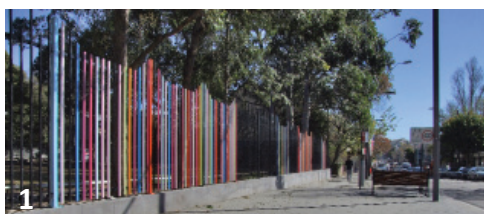
Design Considerations

Opportunities exist to:

- Provide clear sightlines and views to surrounding streets and identified view corridors (i.e. potential visual termination point at the junction of Archibald Avenue and Wulaba Park);
- Maximise permeable surfaces and areas of mass planting;
- Utilise street trees and planting that will offer high levels of tolerance to varied wind conditions, limited sunlight and wide ranging soil profiles;
- Identify options for public art, such as the Waterloo swamp line interpretation, cultural planting and native grasses;
- Investigate arrangements for social seating in areas of predicted public activity; and
- Identify options to co-located public domain furniture, street trees and landscaped areas.

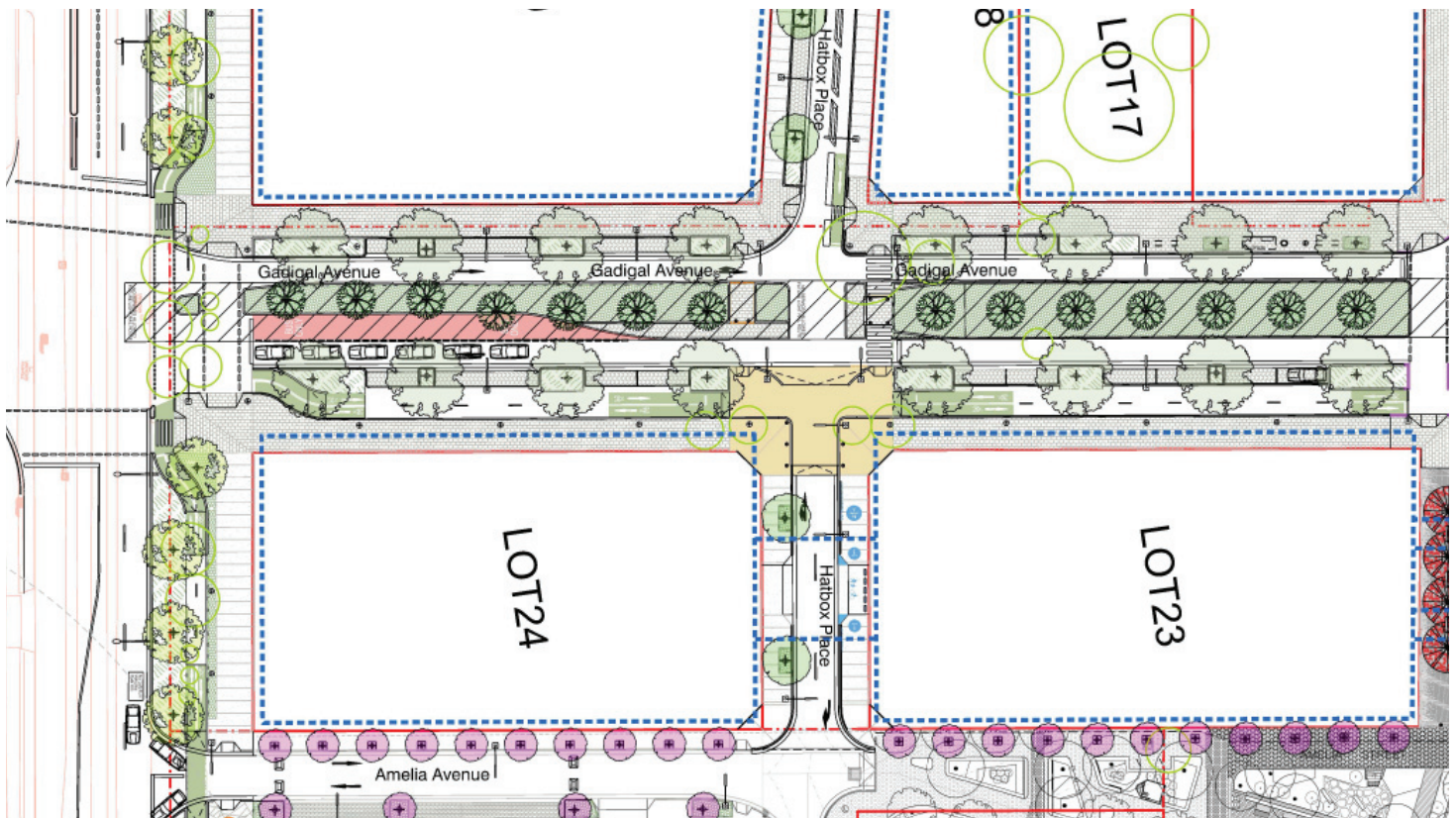
Key Principles

- Provide a street reservation of up to 23.8 metres in width, with 2 travel lanes, 1 parking lane (including provisions for accessible parking, car sharing and future electric fuel connections), two step bi-directional cycleway and minimum pedestrian through zones of 2 metres.
- Create a visual termination point at the junction of Archibald Avenue and Wulaba Park.
- Provide a central bioswale to capture street stormwater run-off for treatment and harvesting;
- Create safe and legible pedestrian crossings and cycleway treatments as identified in diagram 4.1.



from left: 1 Glebe Point Road Glebe, 2 Social Seating Pit St Mall, 3 Tree lined precincts (Allan Jack Cottier Australia), 4 Active Shared zones (COS), 5 Ecotrihex (<http://cooksriver.org.au>)

5.3 Key Places and Spaces |



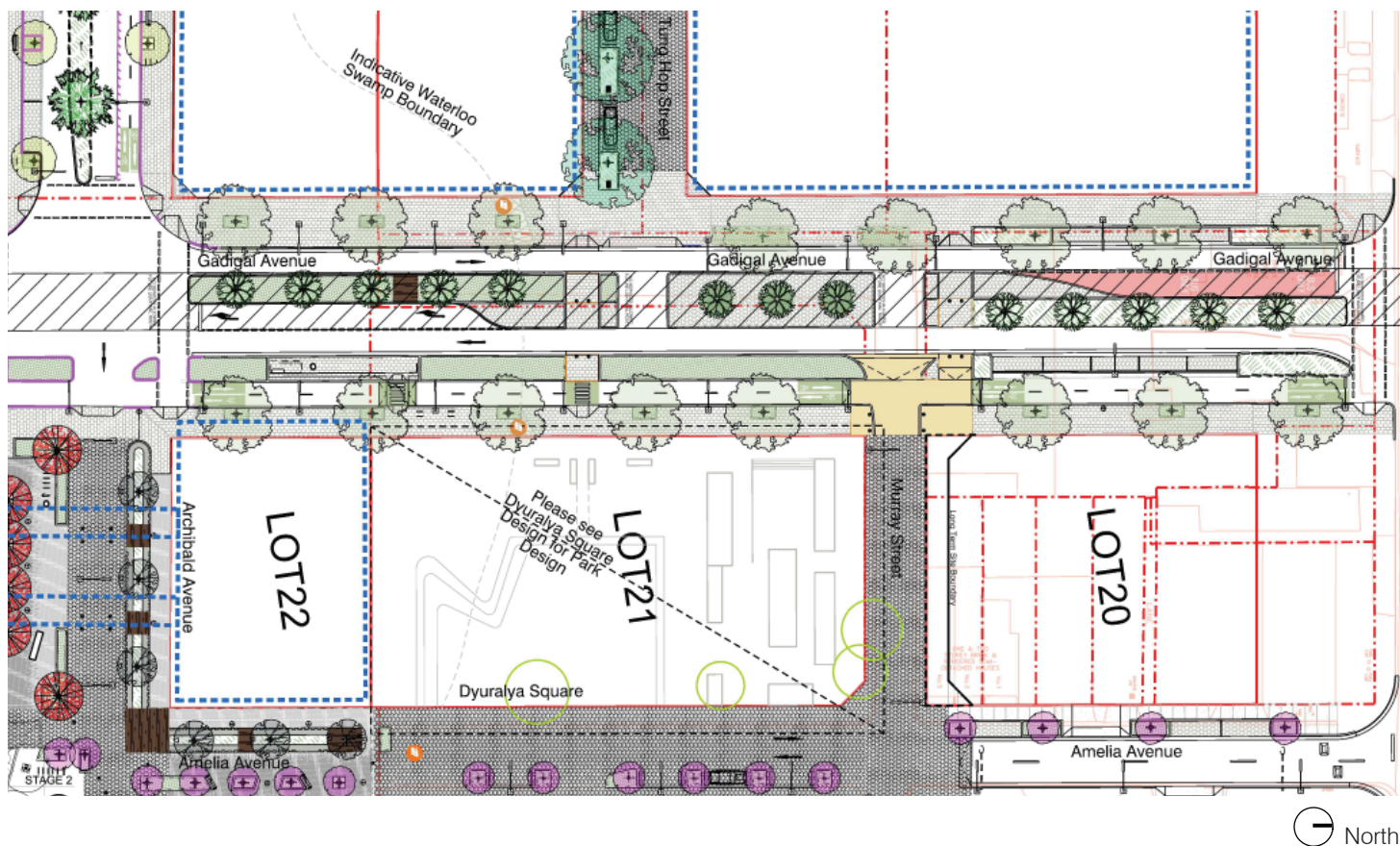
Objectives

- Create a public transport corridor that will be used by buses in the short term and light rail in the future.
- Establish a high quality, unique and memorable sense of arrival for areas of high public activity, such as the short term bus stops and public spaces immediate to the future surface light rail stops and platform.
- Provide a separated cycleway along the entire length of Gadigal Avenue.
- Ensure carriageways, footpaths and intersections are designed for public transport priority, safe and accessible to all modes of transport and universally accessible.
- Maximise opportunities for non-residential street activation along the entire length of Gadigal Avenue.
- Form a treelined street that will positively contribute to the biodiversity, microclimate, street hierarchy and built form character of the precinct.
- Create a mature street tree canopy that will reinforce the primacy of Gadigal Avenue as a major public transport corridor in Green Square.
- Achieve a formal and unified street utilising formal tree planting arrangement.
- Provide localised WSUD by providing localised stormwater collection, treatment, storage and display.



from left: 1. Balfour St Park (Jane Irwin). 2. Future Light Rail (Sydney Light Rail Transport NSW)

Gadigal Avenue



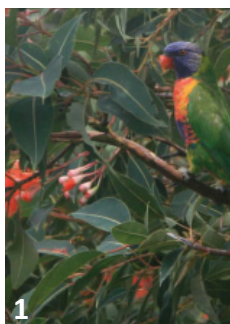
Design Considerations

Opportunities exist to:

- Maximise permeable surfaces and areas of mass planting;
- Select street trees to maximise year round dappled sunlight to street level;
- Utilise street trees and planting that will offer high levels of tolerance to varied wind conditions, limited sunlight and wide ranging soil profiles;
- Investigate options to increase short to medium term tree canopy, including strategies for denser tree spacing and fast growing tree species;
- Identify options for public art into the overall street design, such as the Waterloo swamp line interpretation, cultural planting and native grasses;
- Identify options to co-located public domain furniture, street trees and landscaped areas.

Key Principles

- Provide a 30 metre wide street reservation, with 2 travel lanes, a central planted median, 2 parking lane (including provisions for accessible parking, car sharing and future electric fuel connections) and two step bi-directional cycleway.
- Provide WSUD to capture street stormwater run-off for treatment and harvesting.
- Create safe and legible pedestrian crossings and cycleway treatments as identified in diagram 4.1.
- Provide a large, wide canopy street trees to extend the character of Gadigal Avenue in its broader Green Square context.



from left: 1 Habitat Connections (COS), 2 Victoria Park tree lined swale planting (COS), 3 Stanley Street (COS)