

Relevant Information for Council

FILE: X025360 **DATE:** 6 March 2020

TO: Lord Mayor and Councillors

FROM: Amit Chanan, Director City Projects and Property

THROUGH: Monica Barone, Chief Executive Officer

SUBJECT: Information Relevant To Item 6.5 – Proposed Land Classification - Various Lots, Macdonald Street Erskineville

For Noting

This memo is for the information of the Lord Mayor and Councillors.

Purpose

At the meeting of the Corporate, Finance, Properties and Tenders Committee on 2 March 2020, further information was sought on current and future cycleways and pedestrian links serving the Ashmore Precinct and wider area and the contributory relationship of the lots subject of the proposed land classification.

Background

The City's long-term vision for Ashmore Precinct is as follows:

The Ashmore neighbourhood is bound by Ashmore Street to the north, Mitchell Road to the east, Coulson Street to the south and the railway embankment to the west.

Ashmore will be a sustainable neighbourhood that offers a variety of dwelling types and will be well integrated with new residential development and the surrounding conservation areas of Erskineville and Alexandria.

Development will be complemented with a high quality public domain, including new streets, a central public park and bike links to facilitate pedestrian and cycle movement throughout Ashmore, and integrated with the surrounding street network and open spaces.

Ashmore will have a strong landscaped character, with new development being setback from the street to provide a landscape buffer between the new buildings and the public domain. New development will be designed to ensure it brings life to the street with individual entries to ground floor dwellings, to provide passive surveillance and opportunities for social interaction.

Three attachments are included as follows:

Attachment A Wider Area Cycling Network

This plan shows the City's cycle network for the wider area and its relationship to Ashmore Precinct.

Attachment B Ashmore Precinct Public Domain - The Street Hierarchy

This plan shows the future roads, lands, pedestrian links and open space. The pedestrian links are shown as dark blue dotted lines with arrows contributory relationship of the proposed lots to the pedestrian and cycle network within Ashmore Precinct.

Attachment C Ashmore Precinct Public Domain - Pedestrian-Cyclists Link

This plan shows a typical section of the finished product

Memo from Amit Chanan, Director, City Projects and Property

Prepared by: Nicholas Male-Perkins, Commercial Manager

Attachments

Attachment A. Wider Area Cycling Network

Attachment B. Ashmore Precinct Public Domain - Street Hierarchy

Attachment C. Ashmore Precinct Public Domain - Pedestrian-Cyclists Link

Approved



MONICA BARONE

Chief Executive Officer

Attachment A

Wider Area Cycling Network



Sydney Bike Network

- Regional Bike Network**
 - Completed
 - Planned
- Local Bike Network**
 - Completed
 - Planned
- Recreational Routes**
 - Completed
 - Planned

0 250 500 750 1000m

Scale: 1:22,000 at A3

NORTH

Attachment B

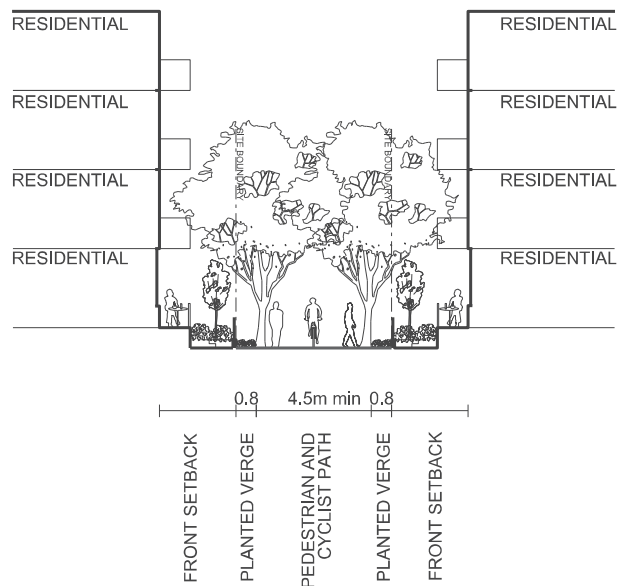
<p>Ashmore Precinct Public Domain – Street Hierarchy</p>



Attachment C

**Ashmore Precinct Public Domain –
Pedestrian-Cyclists Link**

Figure 5.115
Pedestrian/cyclists
link - Section H



5.5.3.2 Movement and connectivity

Provisions

- (1) Major access and egress points are to be consistent with Figure 5.116 Ashmore Circulation and Access.
- (2) Circulation is to be consistent with Figure 5.116 Ashmore Circulation and Access.
- (3) Introduce traffic signals at the junction of Mitchell Road and Maddox Street following the extension of MacDonald Street in accordance with Figure 5.105 Ashmore Street Hierarchy.
- (4) Bollards or other measures that restrict vehicle access but allow pedestrian and cycle access are to be installed in the following locations. Measures must comply with Council requirements:
 - (a) Between Kooka Walk and Ashmore Street
 - (b) Corner of new Bridge Street extension and Victoria Street; and
 - (c) Between Coppersmith Lane and Victoria Street.
- (5) Vehicle access to the retail/commercial centre is to be from Alpha Street. Sufficient space for turning vehicles is to be provided.
- (6) The shared zone on Kooka Walk between MacDonald Street and Alpha Street and Coulson Street and Alpha Street are designed to reduce traffic speed and create a pedestrian friendly space.
- (7) Access to the Sydney Water Pumping Station at the intersection of Bridge Street and Victoria Street must be retained.
- (8) Driveways and car park entries must be in accordance with Figure 5.116 Ashmore Circulation and Access.
- (9) Underground car parking entries are to be set back from the building line to reduce their visual dominance in the streetscape.
- (10) It is preferred that driveway access is not from MacDonald Street, however, due to staging constraints, alternate access points are shown in Figure 5.116 Ashmore Circulation and Access.