

Public Domain Plan Rockdale Town Centre

April 2012



JMD design



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Contents

1	INTRODUCTION	
	1.1	Study Area
	1.2	Purpose of Report
	1.3	Structure
	1.4	Related Documents
	1.5	Implementation of the Public Domain Plan
 Part A: Public Domain Assessment		
2	PUBLIC DOMAIN ASSESSMENT	
	2.1	Urban Public Space Summary
	2.1.1	Location & Context
	2.1.2	Town Centre Values
	2.1.3	Town Centre Challenges
	2.1.4	Character Areas
	2.2	Urban Public Space Typology
	2.2.1	Parks & Squares
	2.2.2	Streetscapes
	2.2.3	Laneways, Through Block Links, Arcades
	2.3	Urban Public Space Evaluation
	2.3.1	Streetscapes
	2.3.2	Character Defining Elements
	2.3.3	Heritage
	2.3.4	Urban Open Space Network
	2.3.5	Circulation
	2.3.6	Paving, Furniture & Lighting
	2.3.7	Safety
	2.3.8	Street Trees and Canopy Cover
	2.4	Urban Public Space Key Findings

Contents

Part B: Public Domain Strategy

3 PUBLIC DOMAIN DESIGN FRAMEWORK

- 3.1 Vision for the Public Domain
- 3.2 Public Domain Principles & Strategies
 - 3.2.1 Identity
 - 3.2.2 Liveability
 - 3.2.3 Sustainability
- 3.3 Public Domain Initiatives
 - 3.3.1 Establish Street Hierarchy and Legibility
 - 3.3.2 Design for Pedestrian Priority, Promote Active Transport and Create an Open Space Network
 - 3.3.3 Emphasise and Enhance Activation
 - 3.3.4 Improve Public Domain Amenities
- 3.4 Public Domain Components
 - 3.4.1 Tree Planting
 - 3.4.2 Landscape Treatment
 - 3.4.3 Urban Elements
 - 3.4.4 Lighting
 - 3.4.5 Public Art
 - 3.4.6 Sustainable Initiatives

4 KEY PRECINCTS

- 4.1 Transport Interchange
 - 4.1.1 Precedents
 - 4.1.2 Challenges
 - 4.1.3 Conceptual Design Options
 - 4.1.4 Design Parameters
- 4.2 Civic Plaza
 - 4.2.1 Spatial Components
 - 4.2.2 Design Parameters
- 4.3 Chapel Street Residential Dev.
 - 4.3.1 Design Parameters
- 4.4 Walz Street
 - 4.4.1 Design Parameters

Contents

Part C: Public Domain Design Code & Technical Manual
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In March 2011 Rockdale City Council (RCC) commissioned James Mather Delaney Design (JMD Design) to prepare a Public Domain Plan for the redevelopment of Rockdale Town Centre. The Public Domain Plan has been achieved by reviewing site appraisals, Council documents, and discussions with RCC's urban design staff, and their consultants. It has also been developed in parallel to the preparation of the Rockdale Town Centre Master Plan. The comprehensive document is divided into Part A, B and C and should be read in conjunction as each part informs the other.

Note: Part C Technical Manual & Design Code is currently under construction.

Integral in conducting this study is establishing the community vision for the Rockdale Town Centre. As discuss in the Rockdale Town Centre Masterplan (Page 6);

"The process of developing a masterplan was undertaken to document the community's desires and aspirations for the future of their town centre, and determine its future character, role, and function."

To support these 'desires' and 'aspirations' the Public Domain Plan provides the guidelines for the revitalisation for Rockdale's commercial centre.

The Urban Strategy 2010 internal Council document also outlines the importance of the economic viability of the Rockdale area. It states that the objective is to;

"Enhance the City's primary centres of Rockdale and Brighton le Sands to create a vibrant centre with improved linkages along Bay Street. Rockdale centre would become a vibrant and walkable centre that caters to its diverse communities"

To achieve this ideal the Public Domain Plan is the 'how to' guide that illustrates the public domain components that are necessary in creating a high quality urban environment that responds to Rockdale and the community for whom occupy it.

This report aims to incorporate and reinforce the important factors that are identified within previous studies. It also defines a design framework that guides stakeholders and alike in the development of Rockdale Town Centre.

Introduction

1.1 Study Area

Rockdale is the highest order centre in the local government area (LGA) and is identified as a town centre in the South Subregional Draft Strategy. The centre is well served by public transport having a major station on the Illawarra railway line with an associated bus interchange.

The Rockdale Town Centre has an established history as an economic and cultural hub and has experienced growth since its settlement in 1805. As suggested in the Rockdale Masterplan (Page 6);

“Rockdale Town Centre is growing and changing. There is a need to ensure this growth and change is positive for the future of the Rockdale Town Centre and the City, and that it will create an environment that the community wants and will be proud of”.

As a major hub Rockdale Town Centre is identified as an important local centre within the Sydney region. Careful design implementation should be considered to promote the success of this subregion.

1.2 Purpose of Report

The Public Domain Plan form part of a suite of strategic documents that support the Rockdale Town Centre Masterplan prepared by the RCC's Urban Strategy team with the assistance of experts in economic and urban design. Outlined below are the intentions and applications of the report.

The Public Domain Plan intends to:

- Guide the design of a cohesive and high quality public realm.
- Maximise long term amenity for public benefit.
- Improve the character of each precinct.
- Increase pedestrian priority.
- Identify potential additional open space.
- Guide and coordinate the design and implementation of the public domain improvements in Rockdale Town Centre.

The Public Domain Plan is to be used by:

- Developers, designers and consultants preparing proposals which interface with or impact on the public domain and / or its components.
- Council managers involved in the preparation of detailed design and implementation of Rockdale Town Centre capital works.
- Consent authorities assessing and approving proposed development; and
- The public in understanding the issues involved in protecting existing values and developing strategies to upgrade the town centre.

Introduction

1.3 Structure

This document contains both the Public Domain Plan. It is separated into the three parts. These include

Part A – Rockdale Public Domain Assessment

Part B – Rockdale Public Domain Strategy

Part C – Rockdale Public Domain Design Code & Technical Manual
(*Currently Under Construction*)

All parts should be read in conjunction with one another.

Part A - Public Domain Assessment

Part A is divided into three main categories.

These include:

Urban Public Domain Summary

Urban Public Domain Typology

Urban Public Domain Evaluation

Part B - Public Domain Strategy

Part B is divided into five main categories.

These include:

Vision of the Public Domain

Public Domain Principles and Strategies

Public Domain Initiatives

Public Domain Components

Key Precincts

Part C: Rockdale Public Domain Design Code & Technical Manual

(*Currently Under Construction*)

1.4 Related Documents

The following documents have informed the Public Domain Plan

- Destinations Rockdale, 2005
- Draft Street Tree Masterplan Report, 2009
- Rockdale City – Urban Strategy, 2010
- Draft Public Domain Plan – Wolli Creek and Bonar Street Precinct, 2010
- Rockdale LEP 2011
- Economic Assessment: Masterplan of Rockdale Town Centre, Interim Paper March 2011
- Rockdale Town Centre Masterplan 2011

1.5 Implementation of the Public Domain Plan

For the implementation of the Public Domain Plan refer to the Rockdale Town Centre Masterplan; “Masterplan Implementation Program”



A

Public Domain Assessment

The public domain is considered to be the land in public ownership and/or freely accessible to the public. This includes squares and parks, streetscape, including footpaths and verges, and privately owned public access corridors (i.e. malls, through-site links, arcades and interstitial zones and easements). The public domain may also include the interface between public and private; these are spaces that occur where building setbacks form an extension to streetscapes and open spaces. These interface spaces have been included for the purpose of a more thorough understanding of the public domain.

The role of these spaces within the Rockdale Town Centre have been assessed to better understand their contribution, how they connect within the town centre context and why these spaces should be created as integral parts of the public domain.

Regional linkages to the open space network in Rockdale LGA are also reviewed.

Public Domain Assessment Part A:

- Describes the study area and key concerns.
- Identifies on-site conditions.
- Evaluates the streetscape and urban spaces.

Public Domain Assessment

2.1 Urban Public Space Summary

The following summary aims at identifying Rockdale Town Centre's character. This is achieved through describing the location and context, stating town centre values and challenges and determining character areas.

2.1.1 Location and Context

Rockdale City Council is a highly urbanised LGA which is located within the St George region. It lies within Sydney's southern suburbs approximately 10 km from the Sydney CBD.

(Refer to Figure 1: Location & Context Plan)

Rockdale Town Centre is the LGA's civic hub containing Council's administration facilities, including Rockdale Library, and Town Hall, as well as a range of retail, commercial and community service facilities. It encompasses Rockdale Railway Station, servicing the East Hills and Illawarra railway lines and Princes Highway, one of the arterial connectors for the southern suburbs of Sydney. This localised centre provides residents and visitors excellent transport connections for both public transport and private vehicles. Bay Street forms an important regional link to Brighton-Le-Sands as one of the eastern gateways to and from Rockdale. The periphery is dominated by low to medium density residential uses.

The core retail areas of Rockdale Town Centre have developed in key locations.

They include:

- East and West boundaries along Princes Highway
- King Street Place at the western edge adjoining Princes Highway
- Walz Street on the west side of Rockdale Station.

2.1.2 Town Centre Values

Town Centre Values are the inherent qualities of a local centre. For Rockdale Town Centre they have been determined by extensive site reconnaissance, analysis, and review of relevant planning documents. Consultation with key Council internal staff has also been conducted to gain an understanding of what is important for the local residents and business owners.

The following provide a positive assessment of the key attributes that contribute to the success of Rockdale Town Centre.

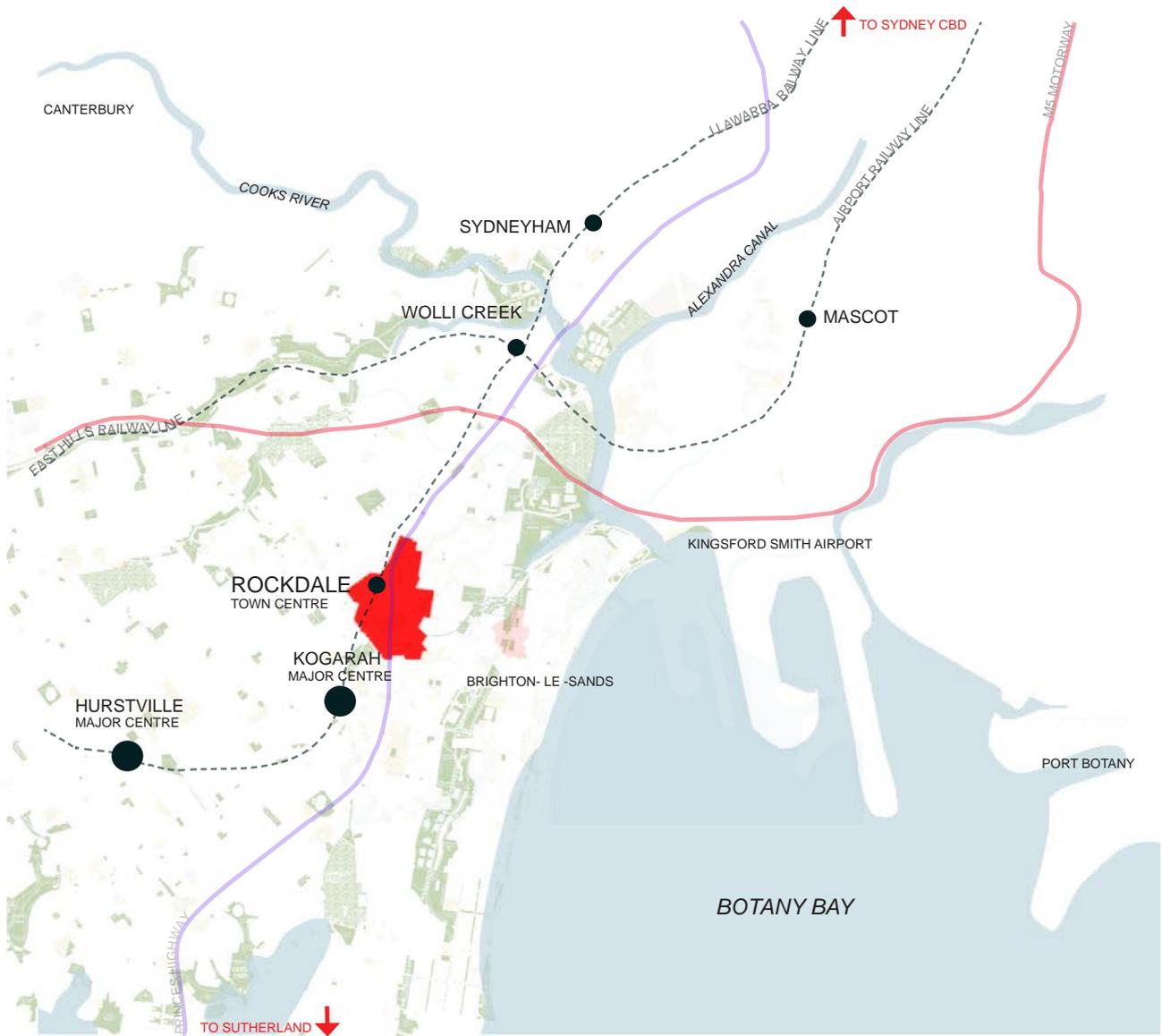


Figure 1: Location & Context

Public Domain Assessment

A Walkable Town Centre

- Compact, short distances to shops.
- Easy access to community services.
- Close proximity between transport and civic hub.

Good Access to Public Transport

- Large bus interchange.
- Regional railway line.
- High and low density housing in close proximity.

Characteristic Topography

- Naming of Rockdale based on topography.
- Views to surrounding suburbs and destinations.
- Rock escarpments.

Cultural/Ethnic Variety

- Rockdale's community is socially, economically and culturally diverse, inclusive and accepting with strong social networks.
- Many local businesses are owned and operated by locals.

With effective transport and strong character of place Rockdale Town Centre is suitable for revitalisation. There is an opportunity to enhance the desirable characteristics and allow Council to make sound decisions that reflect the nature of the Rockdale LGA. The diversity of Rockdale community and its social networks provides an opportunity to build upon.

2.1.3 Town Centre Challenges

There are a number of challenges that affect Rockdale Town Centre. They include:

Traffic Congestion

Rockdale is heavily impacted by through-traffic from the Princes Highway. This has detrimental implications on the Centre's amenity and its functioning as a commercial centre. Heavy traffic also conflicts with pedestrian cross links from east to west.

Undesirable Retail Stock & Trends

Rockdale Town Centre has no major commercial anchor and is therefore vulnerable to competition from other major shopping centres, notably Rockdale Plaza and Hurstville Westfield.

A fragmented ownership pattern in the core area of the centre also encourages development at the fringes. This pattern in development has shifted some of the focus to areas south of Bay Street towards Rockdale Plaza.

Many buildings within the core of the centre are either of poor quality or are in a state of disrepair. Revitalisation within the core is desirable.



Local shops on Walz Street



Topography influencing street character

Bus/Rail Interchange with Minimal Surrounding Activity

The bus/rail interchange precinct is lacking in amenity and activation. Revitalisation should be encouraged to improve amenity. Any upgrade should also enhance accessibility through connections to the surrounding commercial and residential areas. Activation should be achieved by retail and other commercial activities in the vicinity which should focus on the passenger journey.

Limited Open Space

Open space facilities within the town centre core are limited. Providing adequate space and amenity would encourage longer stay and better activation for commercial retail and passive recreation.

The open space constraints are as follows:

- Limited open space in overall quantum and individual park size.
- Poor quality of open space – general amenity, distribution and size range.
- Lack of appropriate scale i.e. large square or adequate pedestrian streets.
- Lack of connections (pedestrian and cycle paths) to the LGA's open space corridors.

Poor Pedestrian Legibility and Connectivity

Legibility and Connectivity informs how well a place can be navigated. If a space can be clearly understood and traversed this encourages longer stay and repeat visits for maintaining a sustainable urban centre.

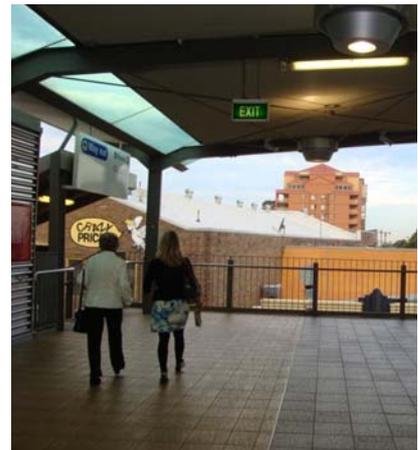
Concerns identified for Rockdale include:

- Barriers impede pedestrian movement (Railway line, Bus Interchange, Princes Highway.)
- Public domain is illegible from the Rockdale Railway Station, Princes Highway and Bus Interchange and lacks connections to civic, commercial and residential zones.
- Poor orientation at arrival point (Rockdale Station and from Princes Highway.)
- Poor connectivity of open spaces; no network.
- Poor legibility of town centre core (i.e. laneways and arcades.)

The challenges outlined above are common to many centres within greater Sydney. With careful consideration, quality revitalisation and good spatial reorganisation these challenges can be effectively minimised to make Rockdale Town Centre a viable commercial hub in the future.



Poor legibility of pedestrian link



Poor orientation at station arrival point

Public Domain Assessment

2.1.4 Character Areas

Town Centre Core, Princes Highway Strip and Town Centre Edge have been chosen as the character areas as they reflect the predominate landuses with the Rockdale LGA. The Rockdale Town Centre Masterplan further divides these character areas into precincts. (Refer to Figure 2 - Character Areas)

Town Centre Core

The Town Centre Core is located around the Rockdale Railway Station. It comprises of retail, commercial, light industry, civic centre (including the Town Hall, Rockdale Library and Council Chambers) and high density residential. The area is dominated by regional vehicular traffic however is also a highly pedestrian zone near the bus/railway interchange with cross connections through the centre.

Princes Highway Strip

Bisecting the city centre is the Princes Highway. This arterial road is one of the main regional connectors for south Sydney. Within the Rockdale Town Centre the Princes Highway Strip is marked with an avenue of pollard Hill's Weeping Figs that tie together the civic and retail commercial buildings facing toward the highway. The outer edge of the Princes Highway Strip is dominated by retail commercial and residential. It lacks a clear delineation and sense of place. The strip also includes the Seven Ways intersection which is highly vehicle dominated.

Town Centre Edge

The Town Centre Edge is defined by the outer low to medium density residential suburbs. It has established streetscapes with mature avenues of trees. Within the suburban streets the character is quaint with modest size houses and with moderate sets backs from the road. Closer to the town centre housing is medium to high density. The Town Centre Edge also features topography with rock outcrops creating a sense of height and prospect.



Town Centre Core



Princes Highway Strip



Town Centre Edge

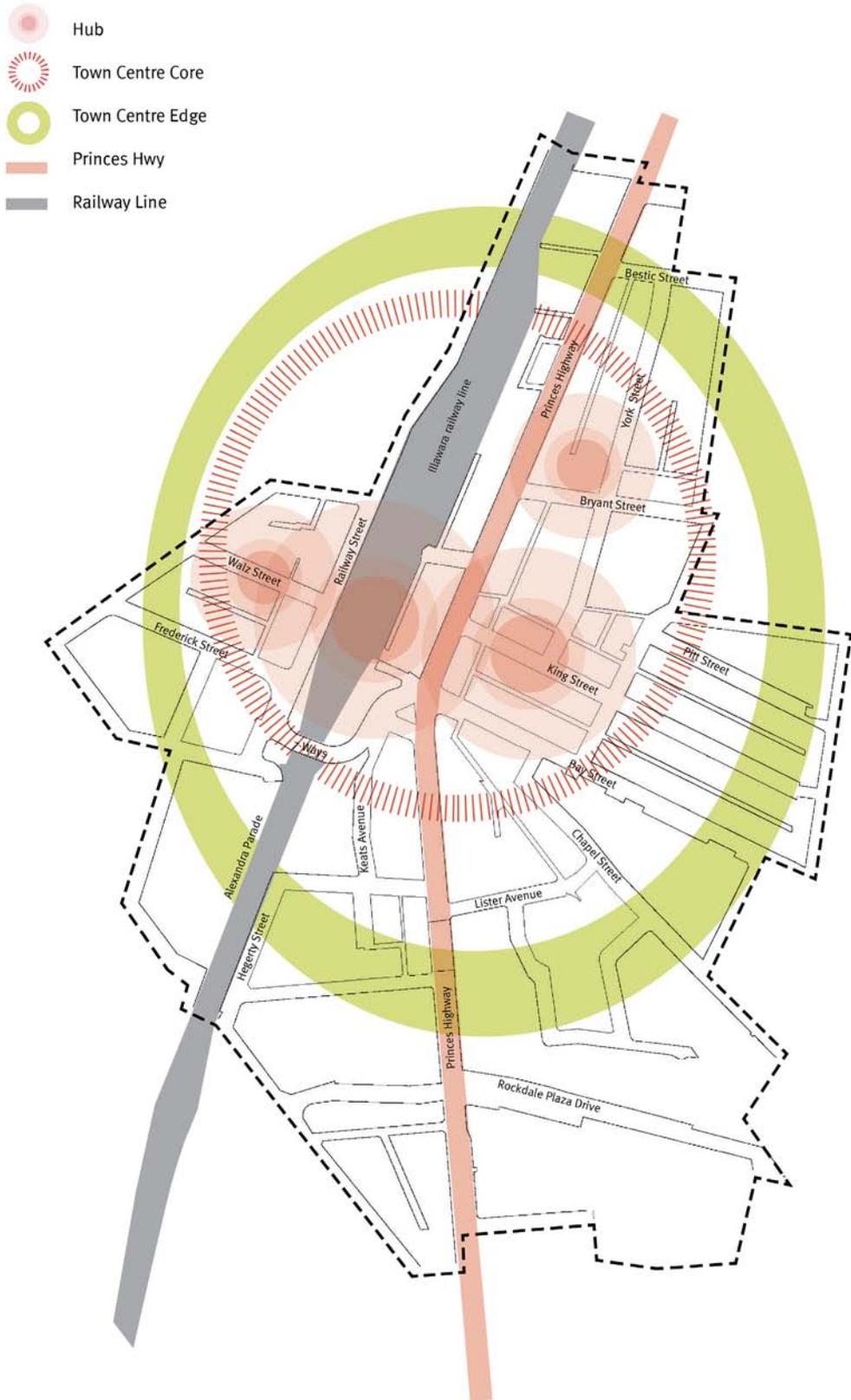


Figure 2: Character Areas

Public Domain Assessment

2.2 Urban Public Space Typology

Rockdale's public domain consists of a number of space typologies including squares and parks, streetscape, laneways and/or privately owned public access corridors (malls, through-site links, and arcades) as located in *Figure 3: Urban Public Space Typology*. These types are well represented and are integral in the public domain of Rockdale. The spaces outlined below are all part of a potential open space network of Rockdale. This network would provide an opportunity to improve pedestrian links and site connections.

2.2.1 Parks and Squares

a) **King Street Place** is a pedestrian street which is currently the primary urban public space in Rockdale Town Centre. The space is fronted by active urban uses (predominantly food shops, restaurants and cafes) and is well used for outdoor dining and temporary markets. King Street Place forms the connection between Princes Highway and the residential neighbourhoods to the east and north-east. Arcades and laneways intersect King Street Place with the most predominant being Pitt Lane allowing for pedestrian connection from Bay Street to Brays Lane and Bryant Street. Recently King Street Place has undergone an upgrade with special area paving and standardised street furniture. The outdoor dining, furniture and trees are located on the edges of the space, allowing the central area to be clear for circulation. A play structure on the east side and sculptural lighting pillars on the west mark the main entrance points into the space.

b) **Centennial Garden** is an urban space that forms a forecourt to the Council's offices and is characterised by mature tree planting. Despite it being the Town Centre's largest public space it takes the form of a public garden that feels quite intimate and sheltered from the surrounding urban life and traffic. It provides a large number of seating facilities within a pleasant and colourful setting. The planting of Centennial Garden is outgrown and the pavement and furniture are dated and in need of upgrading. This space is designated to be incorporated into a large civic plaza. (Refer to Part B 3.5 Key Precincts)

c) The amenity of **Memorial Square** is compromised through its location on the Seven Ways intersection. There has been a recent upgrade to the square with new seating, shade structure and brick materials used in pavement and walling.



King Street Place - Pedestrian Street



Centennial Gardens - Public Open Space



Figure 3: Urban Public Space Typology

Public Domain Assessment

The surrounding traffic conditions impede pedestrian flow reducing the connectivity of the square within the open space network of Rockdale Town Centre. Transforming Keats Avenue into a designated share-way with appropriate paving and signage would in part rectify this. Landmark planting would soften the space and filter the adverse impact of the traffic. Suggestions have been made to remove the memorial and locate it closer to the RSL. Relocating the Memorial to a suitable location is advisable. Focal point planting would improve the square's overall legibility whilst driving through the Rockdale Town Centre.

d) **Chapel Street Reserve** is located within the south eastern residential area of Rockdale Town Centre, providing a playground in a pocket park for the residents. The park has significant trees and is well maintained.

e) **King Lane Garden** is a small park at the end of King Lane at the corner of Bryant Street. It comprises mature tree planting (*Eucalyptus saligna* - *Blue Gum*) and ornamental planting around a small central grass area with two benches. The design is rather informal with lush vegetation enclosing the space and shielding it from views from Bryant Street. This space is designated to be incorporated into a large civic plaza. (Refer to Part B 3.5 Key Precincts)

f) A medium sized green space is located at the end of **Keats Avenue**. This open space is a grass area without any amenities. It is currently used as a through link by pedestrians.

g) There are also a number of incidental open spaces, pockets of green or green links that could be improved and combined to form a future open space network.



Chapel Street Reserve - Existing Public Park



Keats Avenue - Blank Through-Block Link

2.2.2 Streetscapes

Overall the streets within the Rockdale Town Centre have a quaint character that is influenced by its inherent topography, type and amount of tree planting, the character of the built form and the degree of activation.

The highly differentiated topography in certain streets creates a strong sense of character and distinction. The topography offers good views that are important in terms of orientation, understanding distances, creating a sense of place and engendering character to the individual streets.

Another important attribute to the streetscape is tree planting. The residential and commercial streets within Rockdale Town Centre feature an inconsistent canopy of established street tree species. Some areas provide full overhead canopy whilst others provide a partial canopy with juvenile tree species and/or no canopy at all. Within the commercial zone a defining tree species element is the small scale avenue of standard Hill's Weeping Fig featured along the Princes Highway. This defining streetscape feature is the main identifier for the Town Centre Core. (Refer to Part B - Public Domain Plan 3.4.1 – Tree Planting.)

The built form within the Rockdale Town Centre has been in state of flux where residential and commercial building stock is being replaced with larger modern mixed-use developments. This modification can be an improvement to street character however it can also be detrimental to the inherent character of the streetscape if substantial development occurs. It is essential that appropriate design controls and tree planting controls inform how revisitation should occur to maintain a familiar identity to the Town Centre of Rockdale.

For the purpose of this Public Domain Assessment the streetscapes within Rockdale Town Centre contain two distinct typologies. These two types are described below as Commercial and Residential.

Note: In Part B - Public Domain Strategy 3.3.1 these two categories are amalgamated and identified by street hierarchy. For future reference Commercial streetscapes are featured in hierarchy 1 and 2 and Residential Streetscape is featured in hierarchy 3.

The Residential and Commercial types contain a variety of conditions and can be categorised according to urban function and street form. Furthermore these streetscapes are determined by the arrangements of elements that create the particular spatial quality.



King Street - Residential with ample canopy

Public Domain Assessment

Residential Streets on the Town Centre Edge

The character of the residential streets varies depending on the density of the allotments and size of the buildings. Whilst most of the residential streets are low density single dwellings the boundary streets surrounding the town centre include mixed-use developments with intermittent occurrences of free standing homes. The free standing homes throughout are often period buildings that are situated amongst mature trees. Generally the ambience is pleasant with moderate verge amenity. However the medium to high density residential area are largely of average architecture, display poor resolution at ground level and feature undefined entrances.

Commercial Centre Streets in the Town Centre Core

The character of the commercial centre streets are compromised by a low quality built form with only a few architectural highlights commonly characterized by 1920s -40s building pelmets and facades. Most of the commercial centre streets display a good level of activation during the week day. In the evening and on weekends activation is patchy and intermittent.

2.2.3 Laneways, Through Block Links and Arcades

Laneways, through block links and arcades provide a fine grain street network through Rockdale Town Centre. Laneways provide vehicle access to 'back of house' commercial uses and informal pedestrian and cycle thoroughfare. Through block links are connections that are publicly accessible although in some cases are privately owned and generally associated with retail uses. The numerous arcades feature in the retail core and occur due to the fragmented ownership throughout the commercial precinct. The arcades form informal links, most having poor legibility and are only known to locals. The entrances to the arcades are barely recognisable to passers-by as they often disappear within the building facades. Despite this laneways, through-block links and arcades are a defining element of the Rockdale Town Centre.

In conjunction with the pedestrian street conversion to King Street Place, King Lane has been partly up-graded with high quality paving and features lighting that is also a public art piece. There is an opportunity to expand the upgrade and activation of the laneways across the whole retail core of Rockdale Town Centre.

Laneways, through-block links and arcades are integral components to pedestrian connectivity. These cross links benefit the public domain by improving visual legibility from the streets. This could be achieved through improved lighting and application of a design palette of paving and furniture etc. By enhancing the amenity of the arcades a greater mix of retail could be attracted to the area.



Upgraded King Lane



Bray's Lane - Through-block link

2.3 Urban Public Space Evaluation

Rockdale's range of urban public spaces is varied as previously discussed in 2.2. *Urban Public Space Typology*. The public domain should provide spaces that compliments commercial activity with sufficient amenity. It should allow people to interact socially without environmental and physical hindrance or demand to enter private retail establishments. In doing so the public domain should feature high quality materials where possible and provide amenity that meets the needs of its users. The pedestrian amenity on streets and within public spaces should also be comfortable, safe and engaging places that encourage people to visit and stay longer.

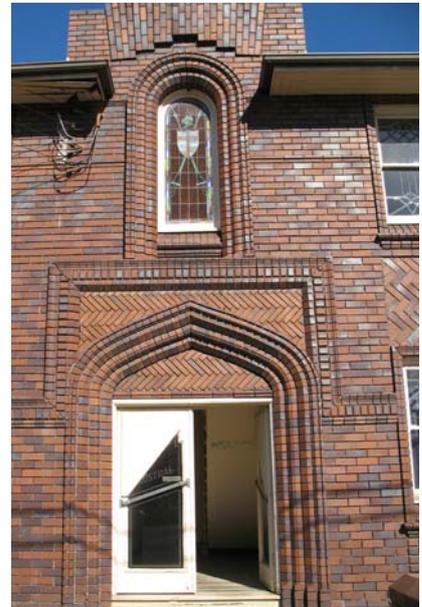
The use of consistent high quality treatments would improve the legibility of the precinct. This would for example encourage more ease of access for pedestrians and visibility for motorists. This is further described below and summarised in *Figure 7 Urban Public Space Key Findings*.

2.3.1 Streetscape

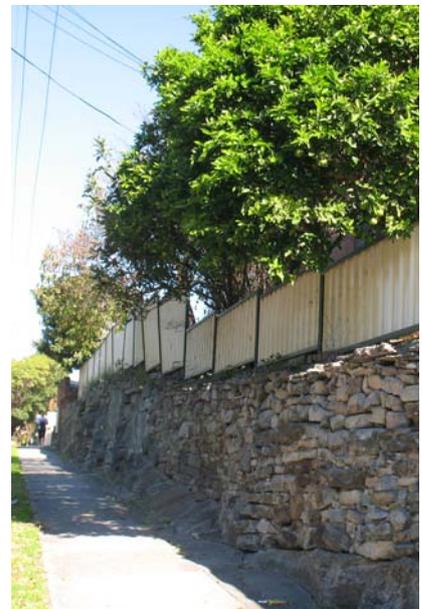
The character of streets is primarily generated by their purpose as transport/traffic corridors, residential streets, and/or industrial/retail core areas. They can also be perceived individually as very distinctive, featureless and/or interchangeable.

Rockdale Town Centre comprises of distinctive functional precincts with a variety of individual street types. A change of character can be perceived between precincts. The distinctive character of the streets is also influenced by topography and heritage sites, significant buildings and street trees.

Streetscapes tend to become more uniform the greater the distance from the Rockdale Town Centre. Some of the high density residential areas and light industrial/commercial precincts of along Princes Highway lack character. Streetscapes could benefit from a reinforcement of both their existing character and street hierarchy.



Architectural detail informing street character



Natural topography informing street character

Public Domain Assessment

2.3.2 Character Defining Elements

Placemaking is providing a location with an identity. For Rockdale Town Centre this identity comes from the character defining elements within the precinct. These elements may be existing buildings or natural features of the place or new additions. They assist in creating a “readable” public domain for the community assisting in defining the place as somewhere they are familiar with and know how to move through.

Character defining elements:

- Build people’s mental map of Rockdale Town Centre
- Help visitors to recognise a place
- Help residents to relate to their neighbourhood
- Create visual delight
- Make a journey interesting
- Stand out from their surroundings (being different)

Examples include:

- Historic elements/buildings, heritage sites and buildings
- Architectural highlights
- Natural highlights (sandstone outcrop)
- Viewpoints, lookouts, views, focal points
- Topographical and/or architectural oddities
- Feature trees, tree lined streets
- Points of interest or difference
- Green spaces
- Public Art

Figure 4 Character Defining Elements illustrates the types and distribution of these elements in Rockdale Town Centre

These elements are addressed in Part B 3.3 Public Domain Initiatives. The initiatives outline key actions that would improve the public domain whilst maintaining continuity and legibility within the Rockdale locality.



Railway Street - Building 'Oddity'



Uniting Church Chapel Street

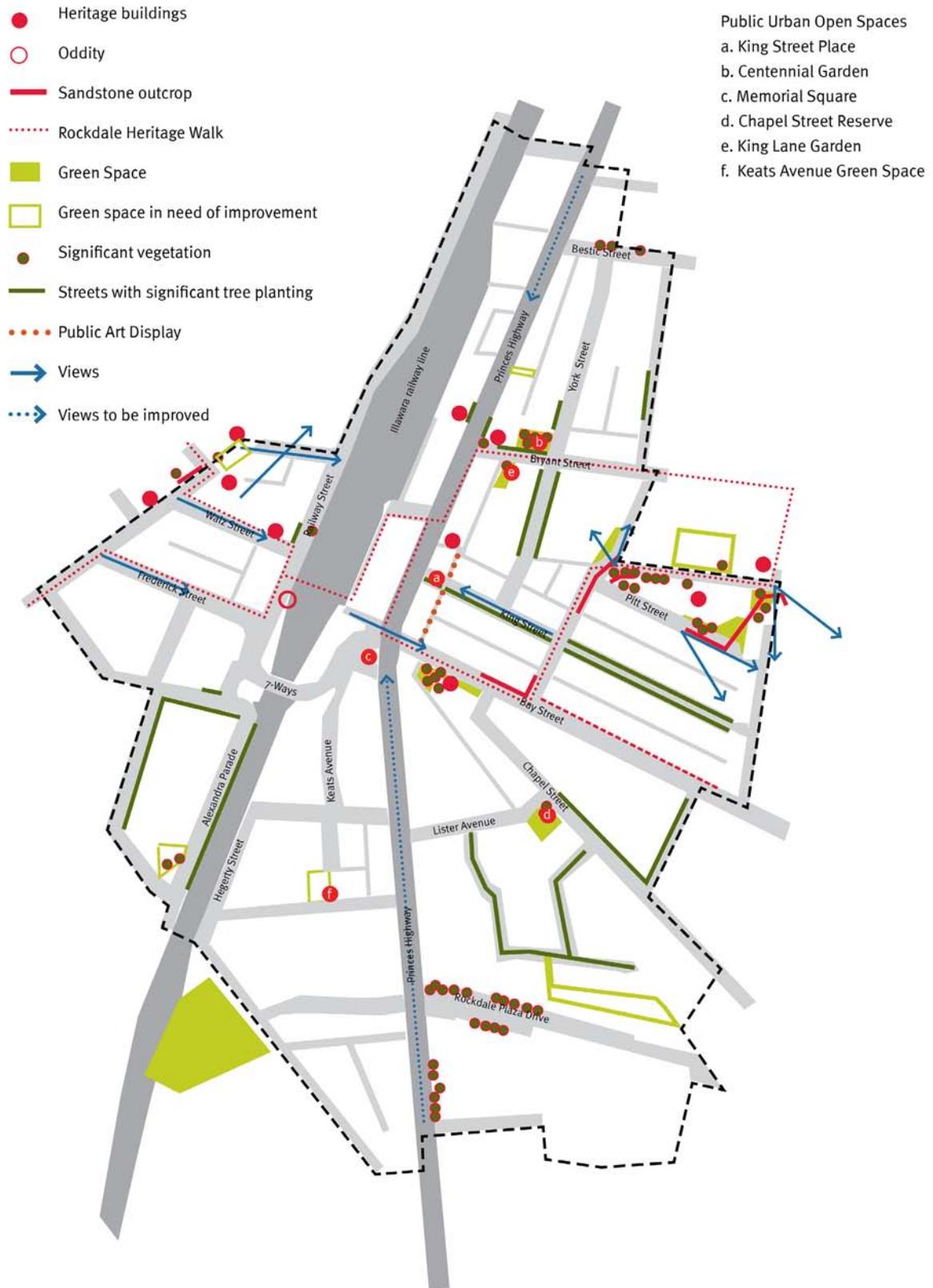


Figure 4: Character Defining Elements

Public Domain Assessment

2.3.3 Cultural Heritage

Cultural heritage refers to historic building stock, infrastructural remains and significant trees within the town centre. These elements highlight the changes that have occurred and how the urban patterns have altered the public domain overtime. Heritage elements provide a sense of identity and uniqueness that inform the overall character.

Listed below are some heritage elements of Rockdale:

- Bay Street Uniting Church
- Public School
- Roslyn Hall
- Town Hall
- Railway Station
- Guild Theatre
- St. Joseph convent
- Private properties: Victorian, Federations or Californian Bungalow in architectural style.
- 'Past' Heritage: Tramway on Bay Street

Rockdale Heritage Walks and Drives

Rockdale City Council has established two heritage walks and a heritage drive route to encourage residents and visitors to explore and enjoy the architecture and natural areas within and around the town centre. The Rockdale Heritage Walk explores the Town Centre's architectural styles of public and private buildings. The Rockdale Heritage Drive stretches across the Rockdale LGA and aims to give an understanding of the original landscape and how the centre developed. These tours provide the interactive element in exploring the historical elements of the Rockdale Town Centre. As a defined route through the centre it may also provide an opportunity for community art initiatives and public art installations.



Heritage listed Town Hall circa 1940s



Past Heritage - Tramway on Bay Street

2.3.4 Urban Open Space Network

The urban and open space network is integral to developing a viable and sustainable public domain. Identified below is the general condition of the Rockdale Town Centre parks, squares and their connection with open space corridors to the Rockdale LGA. Refer to Part B 3.3 for design initiatives that encompass the intentions of developing an urban and open space network.

Parks & Squares

Open spaces are both limited and poorly connected within the centre. There are some opportunities to expand and/or integrate existing open space initiatives outlined in Council's Structure Plan, contained within the Rockdale Town Centre Masterplan.

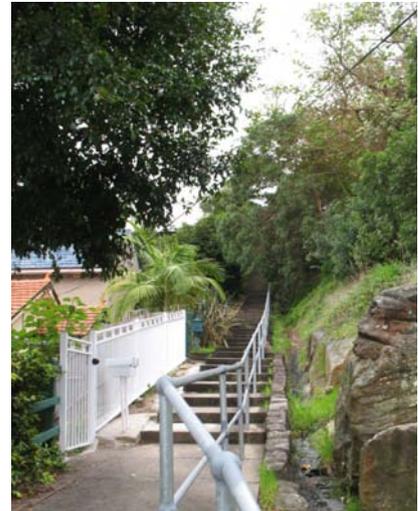
Connection to Rockdale LGA's open space corridors

The Rockdale Town Centre \ lack is connections to the LGA's open space corridors.

There are three distinctive open space corridors within the Rockdale LGA that provide a range of open space and recreation opportunities. They comprise:

- Cook Park: Significant foreshore open space that extends the length of the City and connects the City to Botany Bay.
- Rockdale Wetlands Corridor: Large tracts of open space that collectively extends the length of the City and incorporates significant wetlands, sportsgrounds, parks and market gardens.
- Bardwell Valley: A valley corridor with views to Sydney and substantial bushland with significant vegetation, as well as a golf course and recreation parks

While there are few opportunities to connect to Cook Park or Bardwell Valley, there is an opportunity in the long term to connect with the Rockdale Wetland Corridor via Muddy Creek.



Pitt Street Pedestrian Link



Muddy Creek Canal

Public Domain Assessment

2.3.5 Circulation

Circulation within the centre is categorised as follows:

By Mass Transit

Rockdale is well serviced by public bus & train transport. Having a defined transport hub lends itself to Transit Oriented Developments (TODs). This location promotes the need for a revitalised centre that encourages sustainable design initiatives as outlined in the Rockdale Masterplan and discussed in this Public Domain Plan.

By Car

Rockdale is well serviced with good vehicle connectivity and major arterial roads. Since the centre is highly dominated by through-traffic planning for local traffic within the centre is important. This can be achieved by:

- Providing car park facilities on the periphery of the centre
- Limiting on street parking to short duration in the centre

Parking

There is an ample supply of short duration parking both on-street and in Council at grade parking sites. Multi-deck parking structures however have a significant downgrading effect on the surrounding public domain limiting activation and streetscape amenity if they are not carefully planned and detailed. An example of this is found with the Market Street Target site. The parking facility is only accessed from King Lane. The entrance from Market Street has been closed resulting in long stretches of inactive and unattractive frontage. The footpath is interrupted by a two lane entry to the car park. Therefore careful design consideration with streetscape is crucial for any future multi-deck parking structures.

Cycling

Cycling is an alternative mode of transport and could in time replace the car as a dominate transport mode. Council supports the increased use of cycling as a means of transport as outlined in the 'On-The-Go' Map. The Rockdale Town Centre Masterplan also suggests a cycleway along Bay Street. This would better connect Brighton-Le-Sands with Rockdale Town Centre.

Within Rockdale Town Centre cycle networks need to be enhanced. The following cycling components are advised for the revitalisation of Rockdale Town Centre.

- Cycle lanes
- Linked network
- Dedicated cycle lights
- Marking on roads where cyclist are crossing
- End of trip facilities and bike racks



Rockdale Railway Station



Rockdale Bus Interchange - Recently upgraded

- Public Urban Open Spaces
- a. King Street Place
 - b. Centennial Garden
 - c. Memorial Square
 - d. Chapel Street Reserve
 - e. King Lane Garden
 - f. Keats Avenue Green Space

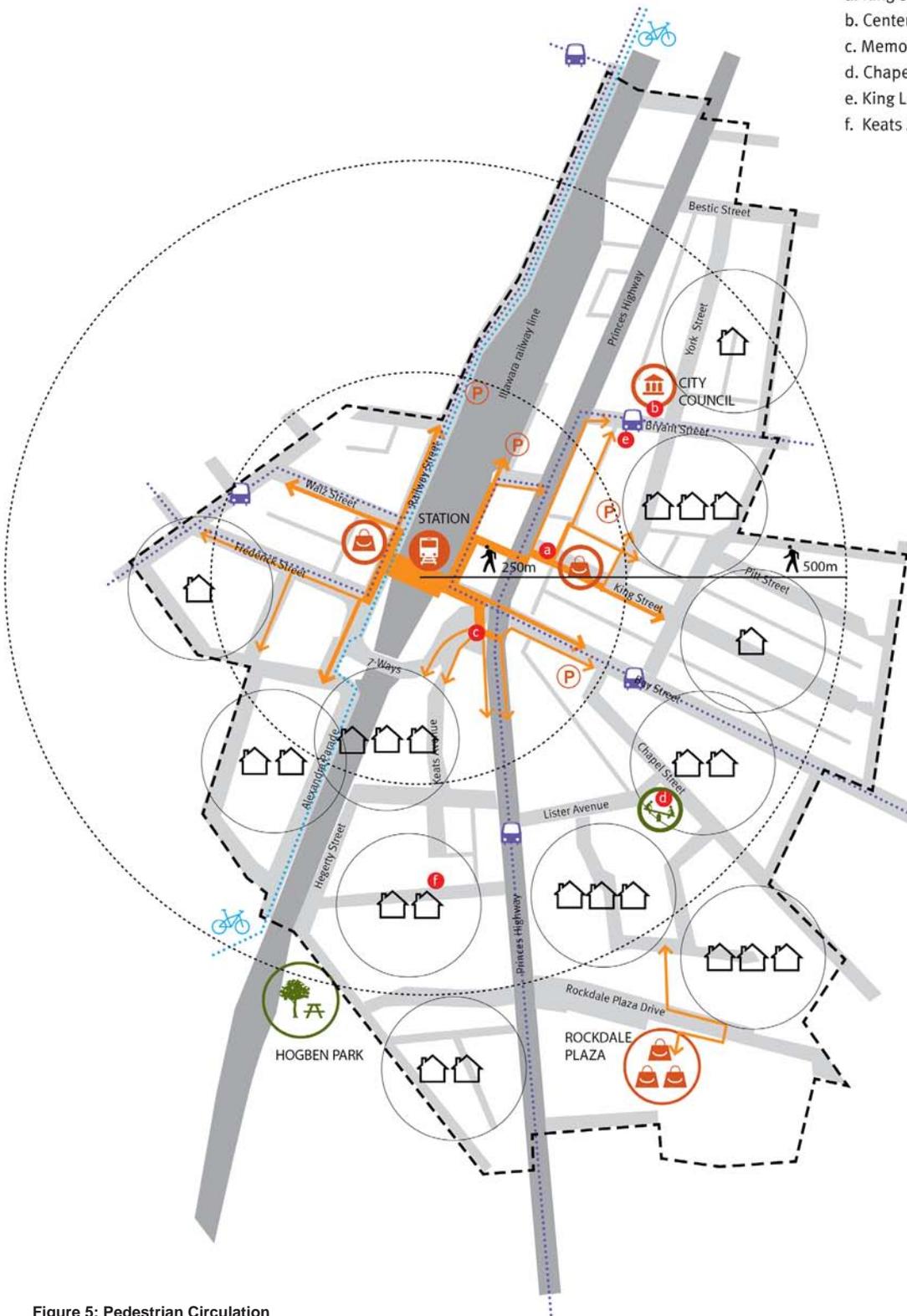


Figure 5: Pedestrian Circulation

Public Domain Assessment

Walking

The existing pedestrian network is marginally fragmented, and the quality and legibility is poor in some areas. Despite this walking is very popular due to the pedestrian activity which comes from the bus/rail interchange. Amenity within the public domain however does not display an environment that is conducive to walking. This is evidenced by low amenity, lack of connectivity and illegible cross connections. Figure 5 Pedestrian Circulation illustrates the current network.

Previous studies on the Rockdale Town Centre including the Masterplan envisage a pedestrian prioritised town centre. This vision is to encourage walking as a main means of transport and reduce local traffic and promote overall well being. Jan Gehl Architects in Sydney Public Life and Public Spaces (2008) states:

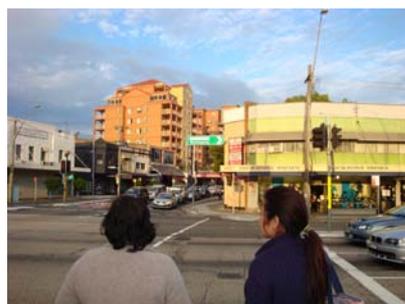
“Walking is first and foremost a type of transportation, but it also provides an opportunity to spend time in the public realm. Walking can be about experiencing the town at a comfortable pace, looking at shop windows, beautiful buildings, interesting views and other people. Walking is also about stopping and engaging in recreational or social activities because you have planned them or because you were tempted to as you walked along. At some point we are all pedestrians walking from public transport, the bike rack, a parking structure or from home. As such streets should be welcoming to all of us”.

In summary the issues affecting circulation within Rockdale Town Centre are:

- Missing links in the pedestrian network
- Poor legibility and orientation
- Uninviting laneways
- Movement barriers and high speed traffic
- Traffic congestion and pollution (Princes Highway)
- Low pedestrian priority
- Complex crossing (Seven Ways)
- Poor footpath amenities (refer to Pavement audit)
- Uninteresting streetscapes (refer *Figure 7 Urban Public Space Key Findings*)
- Lack of a perception of safety day or night



Typical Rockdale Arcade



Seven Ways - Pedestrian Crossing



Railway Street - Overpass

For the comfort of pedestrians as well as the vitality and functionality of the town centre it is important that pedestrian circulation is flexible and uncomplicated. In achieving this for the centre strategic modifications and alterations are necessary.

They include:

- Provide ample signalised crossings to the Princes Highway and an over pass to the railway.
- Establishing links between train station and King Street Place which is currently interrupted by major transport infrastructure, illegible and poorly presented to visitors.
- Upgrade existing laneways and arcades by adding them to the pedestrian network.
- Upgrade existing pedestrian linkages around the Rockdale Public School that have deteriorated over time and includes them as part of the town centre pedestrian network.
- Additional pedestrian linkages are required to connect the residential precincts such as Chapel Street more effectively with the railway station and other town centre destination.

Public Domain Assessment

2.3.6 Paving, Furniture & Lighting

Paving

Pavement types within Rockdale Town Centre vary in material, quality and consistency. A standard hierarchy of pavement type has been implemented to differentiate the commercial precincts from the residential streets, however in some areas are in need of repair. Recent improvements at King Street Place and the adjacent laneways promote a “readable” precinct within the centre. Pavement improvements with Rockdale Town Centre should expand this successful initiative and establish the King Street Place pavement as the high standard pavement types within any proposed hierarchy. Any pavement hierarchy should address the commercial, retail, transport and various residential zones within Rockdale Town Centre.

Remnants of historic pavement such as brick or stone kerbs and gutters can still be found in some streets however their occurrence is limited to small areas. In many areas the paving has deteriorated over the years and/or was patched up with asphalt. Some locations tree roots have lifted the paving making it uneven and unsafe. With some exceptions the paving in the centre is in poor condition, of low quality and needs upgrading.

Street Furniture

The street furniture of Rockdale is uniform, distinct but also outdated. Within various locations the street furniture range is out of scale with large benches and rubbish bins cluttering already restricted thoroughfares. The colouring palette of the furniture is also in need for rejuvenation.

Consideration should be taken in establishing a coherent unified palette of street furniture range. Its location should be consistent and unobtrusive and effectively provide amenity where suitable.

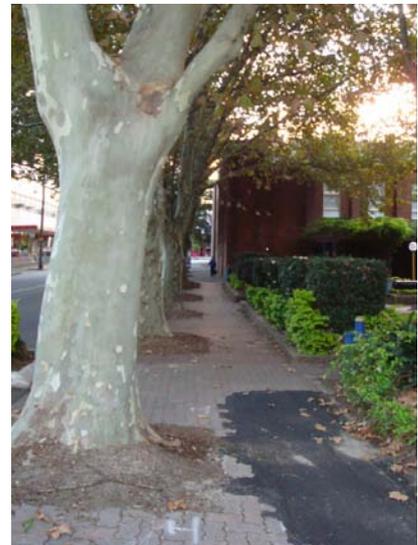
Lighting

Street lighting is an important element within the public domain. It works hand-in-hand with spatial continuity and precinct safety. The lighting within the centre is standard and visually unobtrusive.

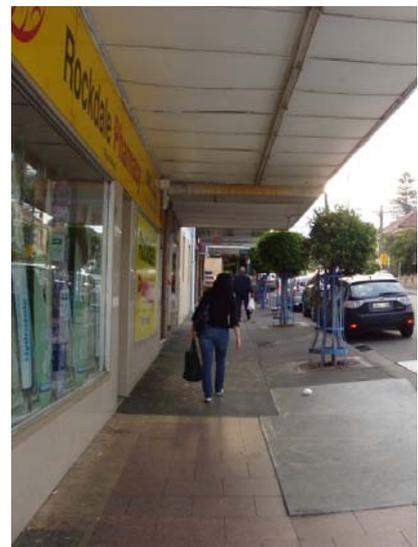
The following list outlines the general lighting improvement necessary for the Rockdale Town Centre.

- Primary pedestrian route lighting.
- Road lighting. (vehicle & pedestrian)
- Area special lighting.
- Lighting under awnings.
- Specialist items; i.e. Kings Lane

Refer to Part B 3.4 Public Domain Components for the suggested design guidelines and Part C for the suggested lighting types.



Bryant Street - Poor pavement condition



Walz Street - Inconsistent pavement



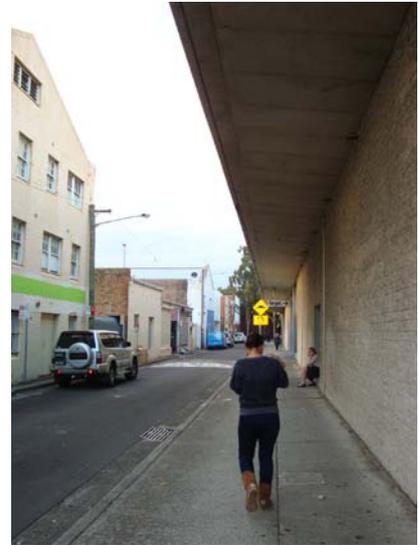
Princes Highway - Street furniture

2.3.7 Safety

The perception of safety within the public domain is essential to the success of the urban space. While Rockdale City Council supports the principles of Crime Prevention through Environmental Design (CPTED) principles, the greatest guarantee of increasing people's perceptions of safety is the presence of people.

Rockdale Town Centre is a relatively quiet centre in the evenings, with the main entertainment and night activity areas confined to a small area associated with the hotels at the Seven Ways junction and Princes Highway. To improve night time safety activity levels need to increase and through this passive surveillance.

To promote the vitality of the Town Centre and increase passive surveillance and user perception of safety it is important to promote evening trading and variety of destinations particularly between the transport interchange and primary pedestrian links to nearby residential neighbourhoods.



King Lane - Low passive surveillance



Centennial Gardens - Low light and visual access under pergola

Public Domain Assessment

2.3.8 Street Trees and Canopy Cover

There are many grand trees in Rockdale, a legacy from early settlement patterns, which make an important contribution to the urban environment in cultural, environmental and aesthetic terms.

Established street tree planting occurs in most of the Rockdale Town Centre. It provides a fine experience of walking or driving along tree lined streets. The distinctive character of the street complete with the pattern of existing street trees gives an immediate impression of the neighbourhood.

In profile the verge easement for street tree planting is highly varied. The residential areas adjoining the town centre are particularly varied with some having narrow footpaths whilst others have wide nature strips. There are also areas where awnings conflict with street trees, for example along the Princes Highway at the commercial areas.

The Draft Rockdale Street Tree Masterplan 2009 outlines recommended species for the precincts within Rockdale LGA. The Public Domain Plan should be read in conjunction with this document.

Figure 6 Tree Canopy Cover illustrates the distribution of canopy cover currently in Rockdale Town Centre.



Market Street - Street tree canopy



Bryant Street - Plane Trees



Figure 6: Tree Canopy Cover

Public Domain Assessment

2.4 Urban Public Space Key Findings

The upgrade of the public domain for Rockdale Town Centre is informed by a set of key findings. Within the Rockdale Town Centre Masterplan these key findings are to influence the design outcome to meet the aspirations of the Council and the Community for a revitalised town centre.

Below are a set of key findings necessary for enhancing the Rockdale Town Centre.

They include improving:

- Legibility and connectivity
- Identity, sense of place
- Accessibility
- Activation
- Safety
- Street trees and vegetation
- Quantity and quality of amenities i.e. street furniture
- Lighting
- Attractiveness of the built form and material
- Usability
- Visual delight

Each key finding has been assessed and evaluated individually. Collectively they deliver the placemaking outcomes sought for a successful public domain. They also underpin the Public Domain Initiatives discussed in Part B: Public Domain Strategy.



Market Street - Residential Development with activated street frontage.

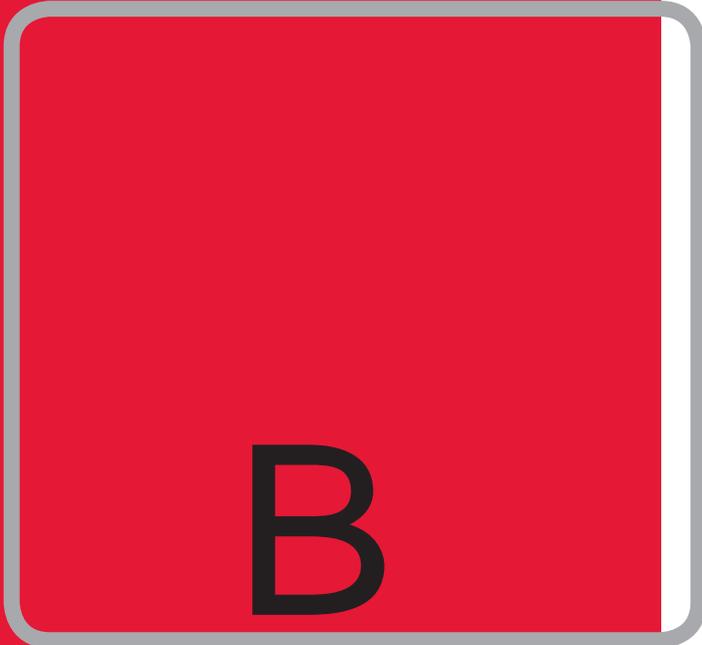


King Lane - Blank facade no activation



Figure 7: Urban Public Space Key Findings

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Public Domain Strategy

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The Public Domain Strategy (Part B) draws directly from the Rockdale Public Domain Assessment Part A. This evaluation outlines a set of key findings that would attribute to the revitalisation of the Rockdale Town Centre. It sets out principles, strategies and initiatives that promote a successful integration of improved amenity and spatial organisation. Conceptual designs for key precincts have been identified to inform the revitalisation program for Rockdale. Overall the Public Domain Plan aims to maximise amenity for all users of the public domain and to upgrade the image of the centre. It aims to retain and enhance the characteristics that form the basis for Rockdale's identity. This section should be read in conjunction with Part A Public Domain Assessment and Part C Design Code and Technical Manual (which is forthcoming). It also draws from the principles and strategies outlined in the Rockdale Town Centre Masterplan.

3.1 Vision for Public Domain

A successful town centre is busy, clean, safe, pleasant and easy to move around. It is filled with diverse opportunities for residents and visitors for commercial activity, circulation and recreation.

As stated in the internal Council document Rockdale City Urban Strategy (2010), Rockdale Town Centre is envisaged to be:

"...transformed into a lively destination. Rockdale Town Centre will become a vibrant and walkable centre that caters to its diverse community."

In Urban Public Domain Vision states:

"...Rockdale Town Centre is identified by the community as "our place" that is vital and sustainable..."

Rockdale Town Centre's public domain will become a revitalised destination and a vibrant welcoming suburb.

Public Domain Plan

3.2 Public Domain Principles & Strategies

The Rockdale Town Centre Master Plan defines three guiding principles and six strategies for the realisation of the Rockdale Town Centre vision. These include:

Public Domain Principles

- Identity
- Livability
- Sustainability

Masterplan Design Strategies

- Establish a unique identity for Rockdale
- Grow the town heart and civic role
- Increase the vitality and lifestyle
- Improve the pedestrian experience
- Promote the centre's economic hubs
- Provide convenient and legible access for visitors

Outlined below are the three guiding principles and how they are interpreted within the Public Domain Strategy.



Rockdale Town Hall - Landmark site



Rockdale historic victorian homes



Rockdale Macedonian Orthodox Church



Rockdale Grand Hotel

3.2.1 Identity

The identity of a place is generated in the minds of its residents and visitors. Through their perceptions they build a mental map that is not only about the physicality but also how a place makes them feel. For the Rockdale Town Centre the identity may be to convey the perception of *'home'* or *'our place'* evoking the feelings of familiarity, safety and a sense of pride. Identity is also achieved through a sense of place where people are known and where they are likely to meet with friends, family and acquaintances.

Spatially the town centre can be described with three distinct activity zones:

- Transport
- Civic
- Commercial

These zones make up the core of the town centre and are the focus area for streetscapes, parks and urban place improvements.

These zones adjoin high to low density residential neighbourhoods that make up the periphery of the town centre. These residential neighbourhoods vary from a pleasant to nondescript in character but often they are welcoming and homely. The street character within the low density is at a human scale and is conducive to incidental street activity; ease of access and through connections. The high density residential is not as conducive to street activity with many blank and tall facades.

Enhancing the identity of Rockdale Town Centre creates a good sense of place as a destination for the community to live and work or visit.

Public Domain Plan

3.2.2 Livability

Livability refers to how well the public domain can service its community. This is characterised by how easily and safely an individual or group can access civic services, retail outlets and transport. It also refers to the quality and frequency of public amenity that is provided within the public domain.

3.2.3 Sustainability

Sustainability refers to economic, social and environmental realms. Achieving a sustainable outcome should be a major goal for designers and developers operating within the centre. Economic, social and environmental factors are linked and should be considered holistically to achieve sustainability.

The sustainable ideal for the centre is a dynamic mix of landuses which provides close connectivity between home, work and retail outlets accessed by foot, cycling or public transport. This ideal would have an urban environment that is easy to move through and incorporates initiatives to reduce energy use, increase tree planting, harvest or clean stormwater and reduce waste. It includes the adaptive re-use of existing building stock for viable commercial and/or residential initiatives and the development of new building stock that maximises sustainable initiatives such as passive solar heating and cooling. Fundamentally the aim is to create a liveable centre that has minimal negative impacts on the local context and surrounding environmental systems.



Temporary Activation - Street Entertainment



Passive Surveillance - Living Streets



Active Transport - Designated Cycleway

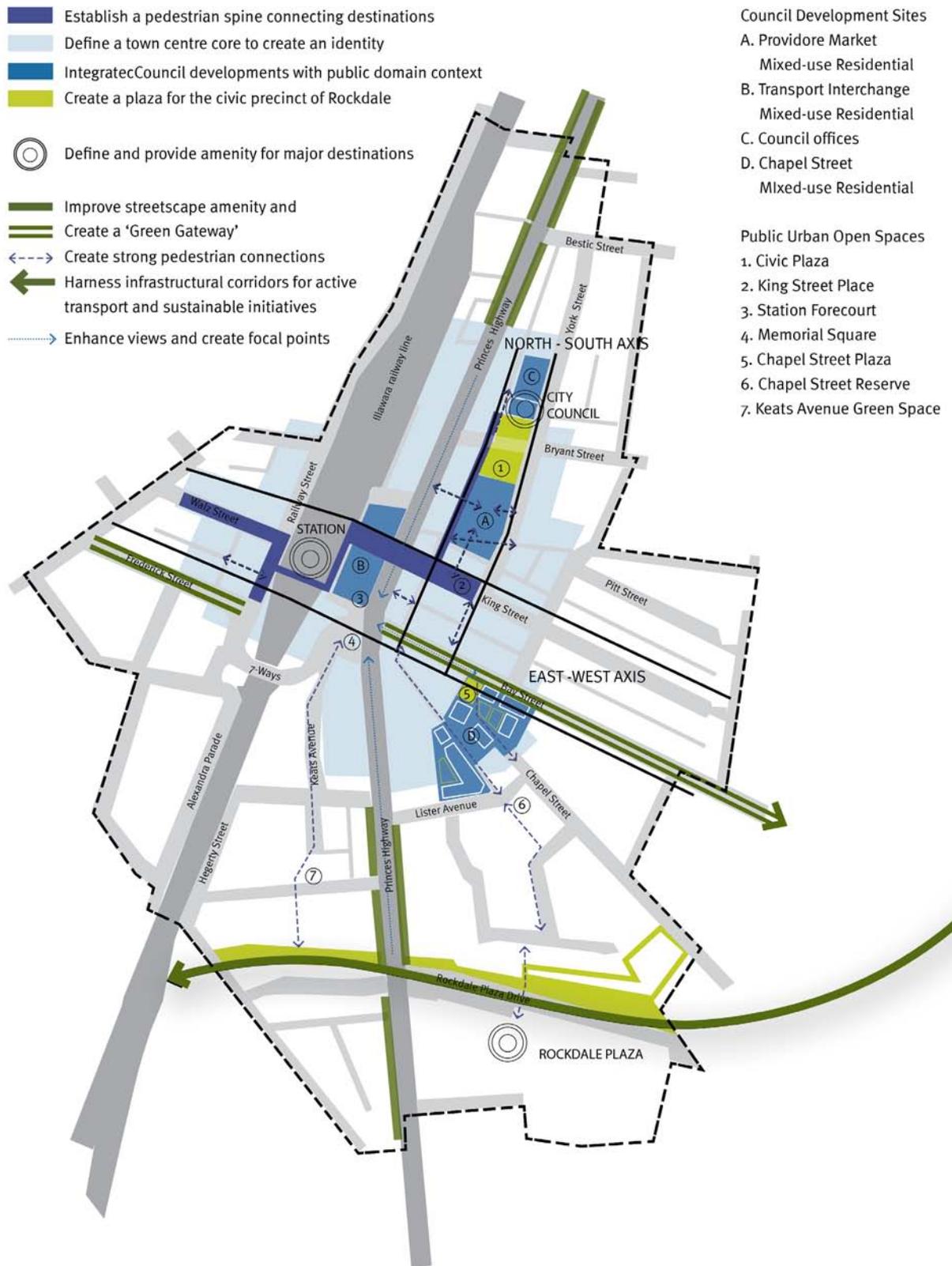


Figure 8: Public Domain Concept Plan

Public Domain Plan

3.3 Public Domain Initiatives

The key principles and strategies within the Rockdale Town Centre Masterplan guide the Public Domain Initiatives. They are the design framework essential for achieving positive outcomes for the Rockdale community. They direct how design components within a town centre can be incorporated to efficiently and sustainably promote vitality. By improving the physical environment and directing the means and locations for activity a healthy and liveable town centre is achieved. The four initiatives outlined below should be considered together. (Refer to figure 8)

These four initiatives are to:

- Establish Street Hierarchy and Legibility
- Design for Pedestrian Priority, Promote Active Transport and Create an Open Space Network
- Emphasise and Enhance Activation
- Improve Public Domain Amenities

3.3.1 Establish Street Hierarchy and Legibility

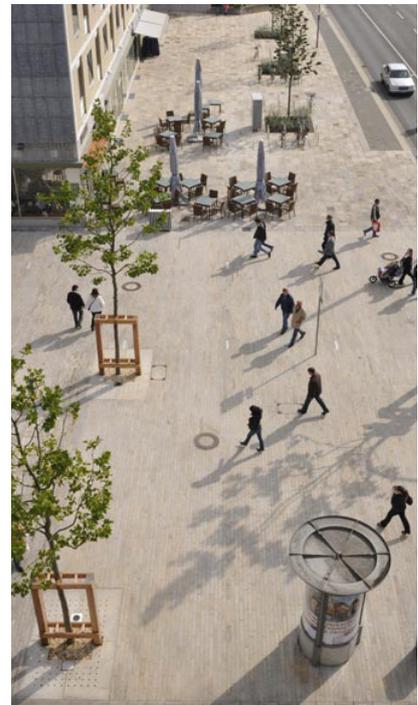
The Public Domain Plan proposes a three tiered hierarchy that focuses around the Rockdale Transport Interchange (Refer to Figure 9: Public Domain Hierarchy). Establishing the three tiered system to the street network promotes legibility, pedestrian permeability and ease of access. The hierarchy is determined by decreasing levels of activity and density from the inner town centre to the periphery where low density residential development occurs.

This hierarchy identifies the inherent pedestrian and vehicle movement patterns (Refer to Part A – Public Domain Assessment) and aims to emphasise these corridors and links. Connectivity between the precincts as established in Part Public Domain Assessment section 2.3 Urban Public Space Evaluation enhances the legibility of the Rockdale Town Centre and assists in creating an improved identity.

The street hierarchy can be identified as the following:

- Town Centre Spine
- Town Centre Core
- Town Centre Edge

Within these zones four key precincts have been identified as important sites for establishing identity and reinforcing legibility. These precincts relate to all the public domain initiatives however are greatly influenced by the street hierarchy.



Pedestrian spine featuring high standard of materiality and amenity. Wolfsburg, Germany

- Town Centre Spine (Hierarchy One)
- Town Centre Core (Hierarchy Two)
- Town Centre Edge (Hierarchy Three)

Public Urban Open Spaces

1. Civic Plaza
2. King Street Place
3. Station Forecourt
4. Memorial Square
5. Chapel Street Plaza
6. Chapel Street Reserve
7. Keats Avenue Green Space

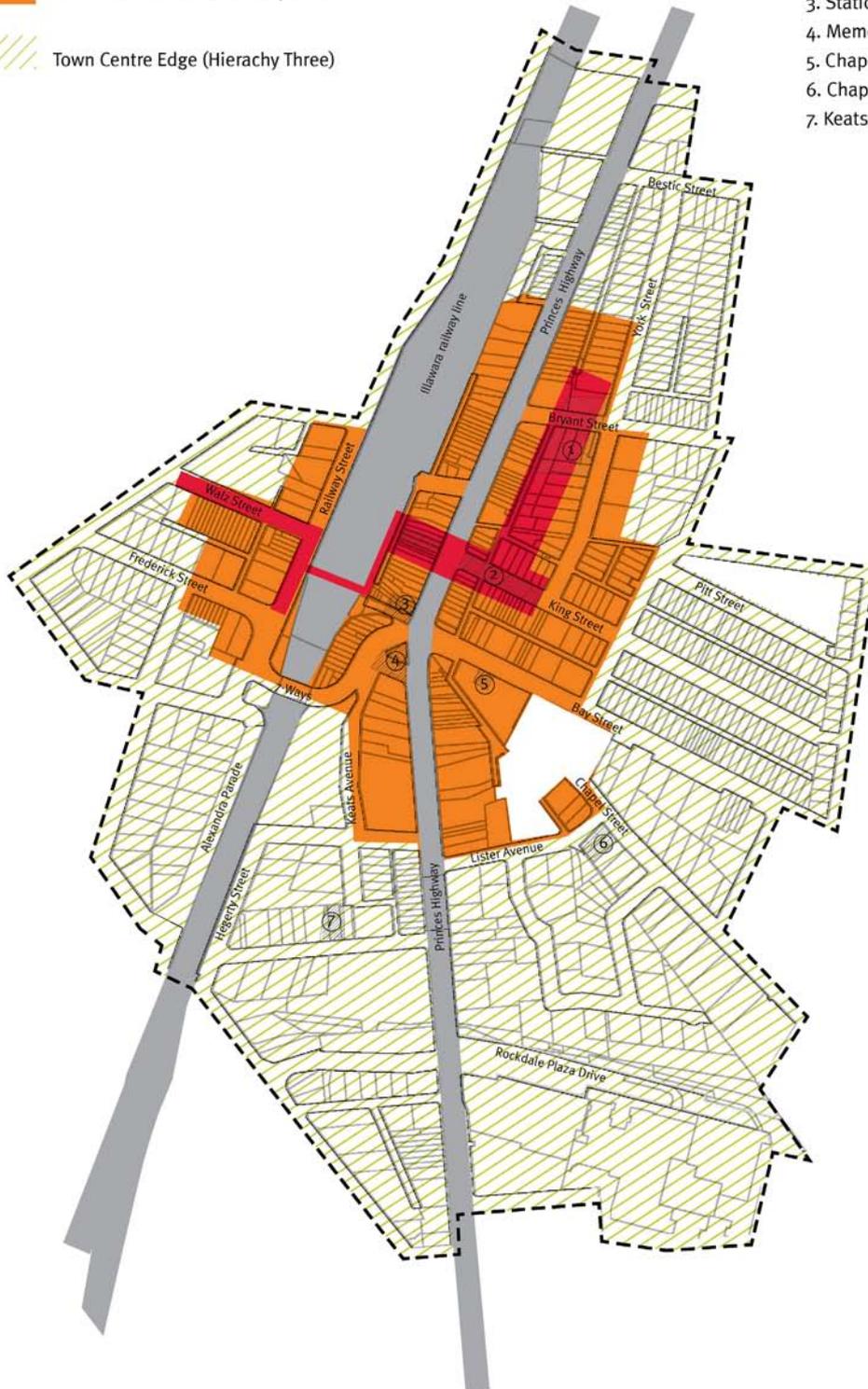


Figure 9: Public Domain Hierarchy

Public Domain Plan

They include the following:

- Rockdale Transport Interchange
- Civic Plaza
- Chapel Street Residential Development
- Walz Street Retail Strip

These precincts provide the opportunity to promote the Urban Design Initiatives.

The overall hierarchy aims to incorporate the following objectives to create an urban environment that encourages seamless transition and suitable amenity.

Overall objectives include:

- Promote pedestrian priority and connectivity.
- Promote equal access.
- Maximise environmental sustainability initiatives.
- Maximise the quality of the pedestrian experience and enhance precinct amenity, spatial organisation and landscape treatments.
- Promote material sustainability through selection of durable, robust and low maintenance requiring materials and furniture.
- Reduce environmental degradation by selecting material with a low embodied energy.

Town Centre Spine – Hierarchy One

The Town Centre Spine is a pedestrian zone that intersects with the Rockdale Railway Station, Bus Interchange and the Princes Highway. The Spine features high quality materiality that extends to Bryant Street in the north, Walz Street in the west, King Street in the east and fringes Seven Ways intersection in the south. The main role of this zone is ease of access from the transport interchange to the civic precinct in the east. The Town Centre Spine provides amenity for commercial and civic activity with clear spatial delineation. High quality amenities and fixtures would provide continuity throughout the space with enhanced connections to adjoining streets, laneways and arcades.



High quality streetscape, Glebe



High quality treatment, Glebe



Medium quality treatment,
Jackson's Landing Pyrmont

Hierarchy One Key Objectives:

- To interface with activation frontages Type 1 & 2.(Refer Figure 12: Activation Levels)
- Provide venues for incidental activation. (Refer to Figure 11: Laneway activation)
- Create significant urban open spaces that provide for multiple activities and events.
- Reduce urban clutter, promote multiple use of elements (e.g. multifunction poles)
- Promote consistency and continuity through adopting appropriate/ successful paving/ furniture at a high level throughout.
- Use heritage items as landmarks and character defining elements.
- Identify priority pedestrian circulation with lighting through hubs and spine.
- Provide lighting types & priorities– under awning / wall washing.

Town Centre Core Area – Hierarchy Two

The Town Centre Core is the second tier and is determined by the surrounding landuses and commercial activity. The zone is characterised by a gradation in materiality that is of moderate quality and detail. It extends along Princes Highway from Bryant Street to Lister Street to King Street in the east and part of Fredrick Street in the west.

Hierarchy Two Key Objectives:

- To interface with activation frontages type 1 & 2.(Refer to Figure 12: Activation Levels)
- Provide venues for incidental activation. (Refer to Figure 11: Laneway activation)
- Reduce urban clutter, promote multiple use of elements (i.e. multifunction poles)
- Promote consistency and continuity through adopting appropriate/ successful paving/ furniture at a medium level area with components to promote unity.
- Use heritage items as landmarks and character defining elements.
- Use landmarks/ gateways to aid orientation and legibility in the urban environment by bringing attention to particular items or aspects of the landscape, heritage item or vistas to build the communities mental map of the place.

Town Centre Edge – Hierarchy Three

The Town Centre Edge is the residential and light industrial zones surrounding Rockdale Town Centre. The materiality is to be modest and limited in detail. Overall this hierarchy is to inform the residential identity of the centre characterised with tree lined streets and green verges.



Modest quality treatment, Redfern

Public Domain Plan

Hierarchy Three Key Objectives

- To interface with activation passive surveillance.(Refer to Figure 12: Activation Levels)
- Use gateways to aid orientation and to establish a mental map of the precinct.
- Rationalise the different types to favourable species that are suitable to the environment, whilst allowing some diversity in the streetscapes that form part of the residential character.
- Wider nature strips for large scale tree planting within a relatively dense urban environment.

3.3.2 Design for Pedestrian Priority, Promote Active Transport and Create an Open Space Network.

Pedestrian priority, active transport and an open space network are critical factors in a sustainable and vital town centre. The pedestrian network should be seamless and well oriented to the public open space with critical points of activation. It should reduce car/pedestrian conflicts and provide ample opportunities to walk or cycle rather than drive to town centre destinations. The public open space network should be well connected to residential streets and retail centres.

The Pedestrian priority proposed for Rockdale Town Centre would be characterised by:

- Designated shared pedestrian/cycle/car zones with upgraded and extended paving etc in select locations to maximise connectivity and flexibility of spaces.
- Upgrading, developing and linking of pedestrian streets that are serviced by an active edge and utilizes a critical mass. (i.e. rail and bus commuters)
- Integration of pedestrian network and open space network with suitable footpaths, nodal junctions and connection points.

(Refer to Part C – Public Domain Design Code and Technical Manual)

Complementing the objectives of pedestrian priority is the promotion of active transport. It includes walking, cycling, skating, skateboarding and provides suitable amenity that allows easy integration with surrounding public transport. Active transport is aimed at the local community to help create a local identity that is safer and healthier whilst reducing local traffic congestion and assisting local business.

Promotion of active transport proposed for Rockdale Town Centre would be characterised by:

- Intensified cyclist facilities at internodal points within the transport interchange. i.e. bike racks, lockers and showers.
- Extension and upgrading of cycle network either as shared system with pedestrian network where appropriate or as a commuter system.



Pedestrian crossing, Rouse Hill Town Centre



Shared zone, Redfern



Kerbline extension, Redfern

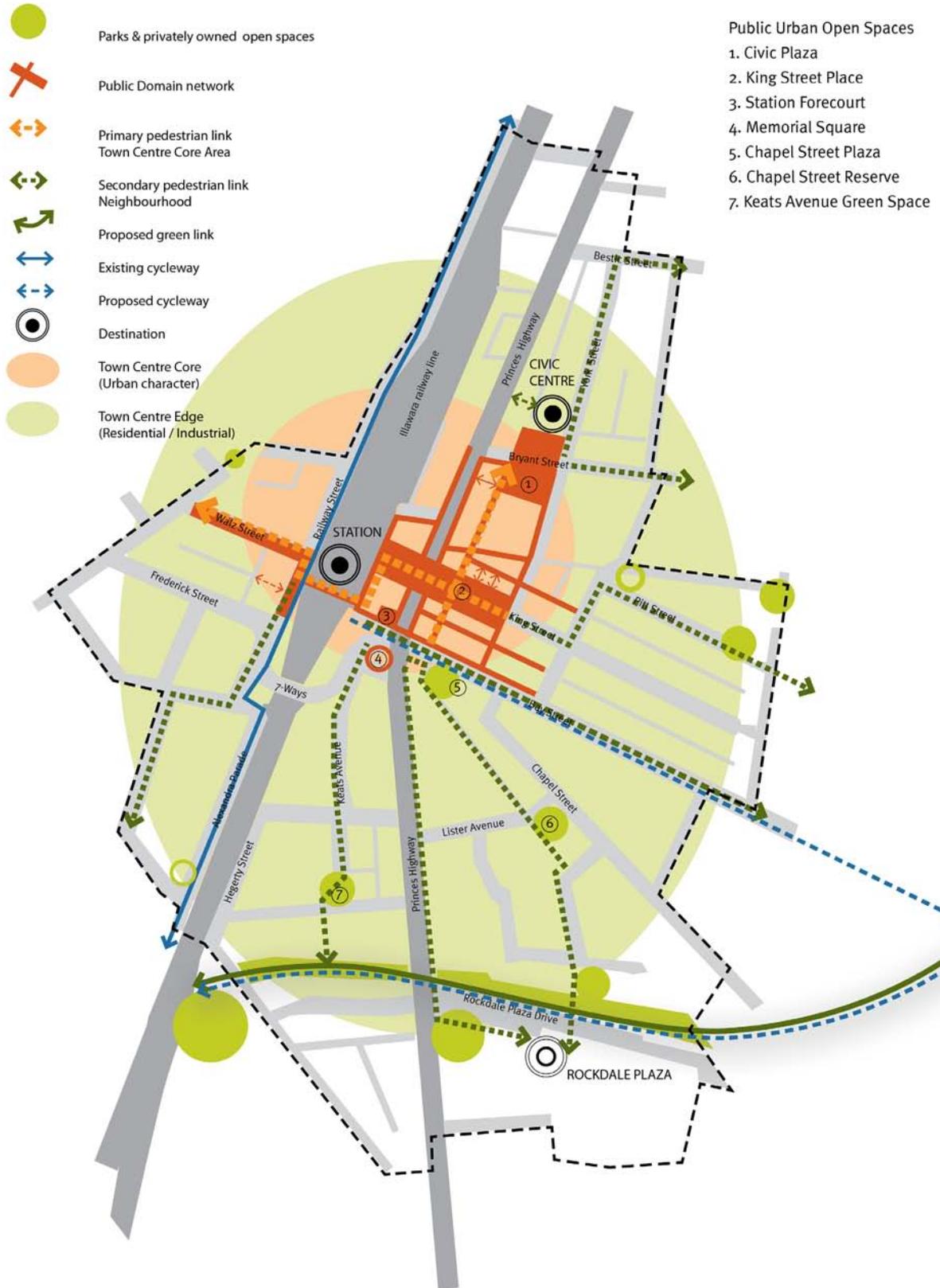


Figure 10: Public Urban Space Network & Connectivity

Public Domain Plan

- Cycle lanes and shareways within the carriageway to promote cycle connectivity.
- Pavement and road treatments that allow for ease of access for both pedestrian and bicycle movement.
- Universal access between major transport interchange to civic precinct.
- Reduced speed limits within the Town Centre Core.
- Traffic calming devices where appropriate to reduce private vehicle dominance within the centre.
- Development of car parking facilities on the periphery of the town centre to reduce congestion and promote a pedestrian centre.
- Connecting the Rockdale Town Centre to the regional open space corridors

In developing a liveable town centre an open space network goes hand-in-hand with pedestrian priority and active transport initiatives. As established in Part A the centre lacks open space and what does exist is fragmented and of poor quality. By providing ample open space promotes an urban environment that encourages mixed activity for the many residents and visitors of Rockdale Town Centre. Providing pedestrian and cycle connectivity between these open spaces encourages vitality with increased opportunities for a variety of recreation activities. (refer to Figure 10: Public Urban Space Network & Connectivity).

The design of these open spaces would feature high quality materials and be flexible to accommodate multiple uses to complement its context. These spaces also provide the opportunity for site specific design to create variety and individuality. The open space network brings the natural landscape and environmental systems into the town centre improving environmental awareness and where appropriate utilises interstitial space for recreational use.

The open space network also serves to incorporate historic buildings, artefacts and remnants providing heritage interpretation. This would be achieved through a variety of mechanisms such as public art, lighting, interpretation signage, self guided walks etc.

Promotion of an Open Space Network would be characterised by:

- Clear delineation of connectivity through footpath and shareway.
- Suitable signage that is visually simple, whilst being informative and relevant.
- Providing amenity within the public domain that is aesthetically suitable and is uniform with other open spaces with the town centre.
- The adaptive use of existing infrastructural corridors as open space for pedestrian and cycling connectivity.
- Improvements to arcades, through block links, and laneways.
- Heritage interpretation.

3.3.3 Emphasise and Enhance Activation

Activation involves a number of factors. It is the density of commercial, retail and residential uses that determine how many people use the centre. It also relates to the mix of different uses that bring people into the town centre at different times of the day and night. The design of buildings and the extent to which they animate the surrounding streets along with the design of streets and the way that they encourage vitality also affects activation.

Within the centre certain areas are more active than others. For example parts of the town centre along Princes Highway, King Street Place and Walz Street are very lively but activity falls off very quickly in the areas on the edge of the town centre. In these zones uses range from retail to commercial to medium and low density residential.

Acknowledging that not all areas within the Rockdale Town Centre can be equally activated, the Public Domain Plan has identified the primary sources for future activation.

These include:

- Transport Interchange
- Civic Precinct
- The Laneways

Figure 11 illustrates the laneway environment proposed for Rockdale Town Centre. The concept suggests penetrating the blank facades and strategically activating the lane with a variety of commercial and retail functions to promote street vitality and length of stay. A series of conceptual component and spatial arrangements suggest how these zones would function and feel.



Figure 11: Laneway Activation

Public Domain Plan

The Transport Interchange and the Civic Precinct are linked by a commercial / retail spine where there is already some activation and opportunities for more. Activation is predominantly determined by commercial and retail frontages. Below is a list of design intents and considerations that promote activation.

To maximise the activation of the Transport Interchange and the Civic Precinct the intent is to:

- Give each precinct an individual but related identity.
- Improve microclimate, safety and amenity.
- Encourage sustainability through a variety of trade opportunities, providing ease of access and maximising greenery.

Commercial/ Retail frontages design considerations:

- Promote active frontages to the retail core (refer Figure 12: Activation levels). All elevations fronting onto streets and the public domain should include windows on the ground and upper floors. No blank facades to the street.
- Maximise transparency of ground floor frontage with an interface to the public domain.
- Buildings with ground level frontages classified as primary frontages must contribute to the appearance and retail function of the area by providing opportunities for street cafes or shop displays to spill out onto the pavement.
- Building scale should be appropriate to the street and proximity to pedestrians. Promote smaller units/ variety of function/ high level of detail.
- Buildings on active frontages streets to face onto the street and to take their main access from it. Service access should not be on active frontage.
- Need for public spaces to be overlooked by surrounding development so that streets feel safer and antisocial activity is deterred by Crime Prevention Through Environmental Design (CPTED).
- Façade design that incorporates lighting to add to a sense of security at night.



Activation zone, Bondi Junction



Hole in the wall Cleveland Street, Surrey Hills



Cafe spill out, Redfern

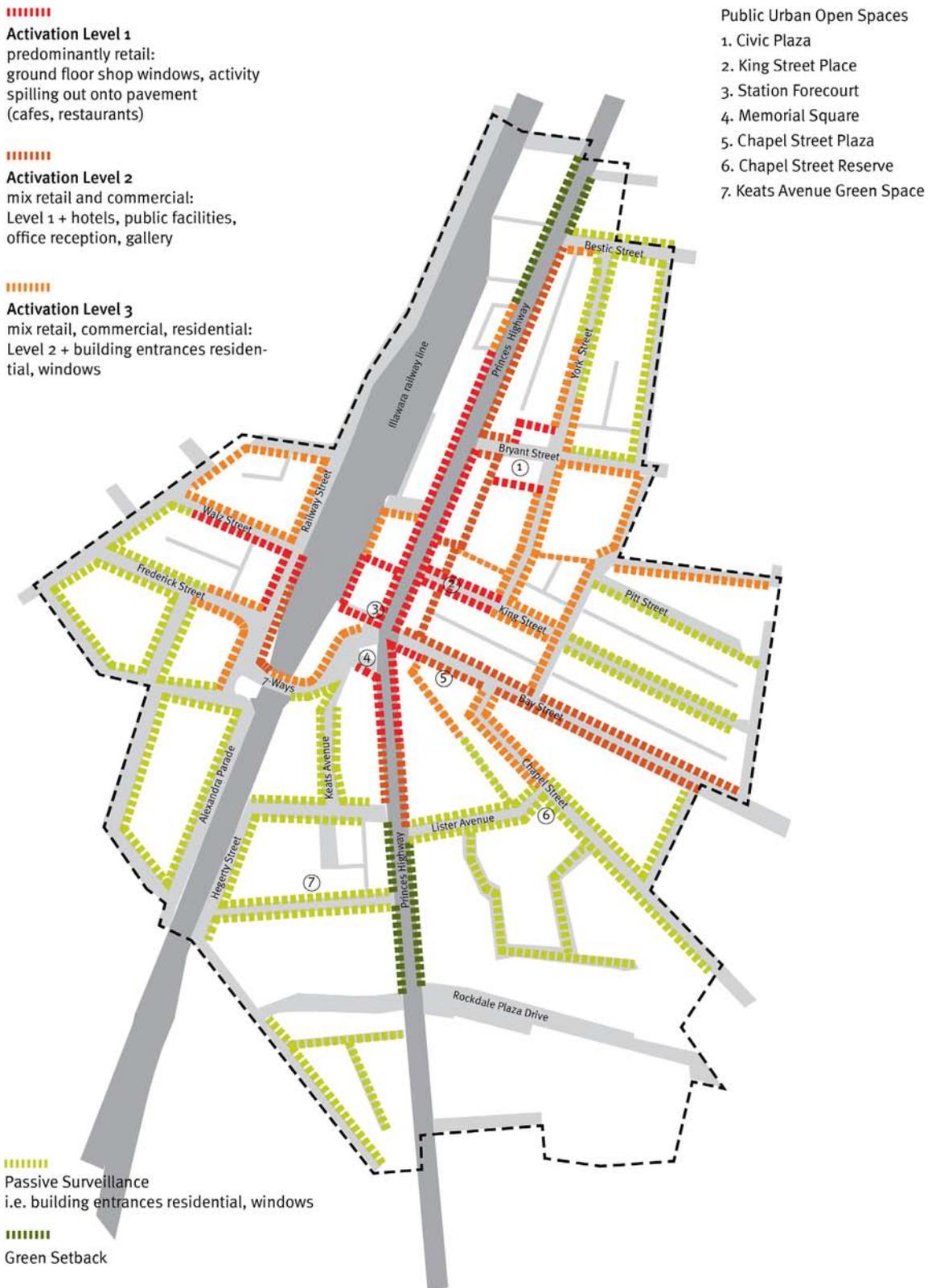


Figure 12: Street Level Activation

Public Domain Plan

3.3.4 Improve Public Domain Amenities

The improvement of public amenities and street furniture promotes interaction with the public domain. These include uniform off-the-shelf items such as seating, street tree guards, bollards, drainage grates, etc. These improvements act as the finishing touch to how well the environment is viewed through functionality and overall appearance. They also help create the overall identity of the public domain.

Installing similar furniture, fixtures and materials throughout the public domain helps shape its identity. This level of uniformity can be graded to reinforce the tiers within the town centre hierarchy.

Section 3.4 comprises a list of components that are essential for the public domain. Each component should be considered with the public domain initiatives to maximise potential for the development of liveable and sustainable public environment.

3.4 Public Domain Components

The Public Domain Components discussed in the subsection below are essential in shaping the public domain. The components each have relevance to the street hierarchy and can be retrofitted to suit the urban environment.



Figure 13: Impression Muddy Creek Link

3.4.1 Tree Planting

Street tree planting contributes to the spatial and visual composition of the public domain. The compositional arrangements assist to reinforce local identity and character, which include:

- Creating connectivity and legibility.
- Reinforcing view corridors and define contextual landscape.
- Creating landmarks for visual and spatial quality.
- Providing visual containment and continuity.
- WSUD and other sustainable initiatives.
- Providing amenity for retail precincts, civic spaces, parks, and street verges.

Note: For precedent species selection and location refer to Draft Rockdale Street Tree Masterplan 2009.

Within the public domain of Rockdale Town Centre tree planting is proposed as an essential component to create and inform how a space is experienced and activated. Tree plantings in unison with street hierarchy reinforce various precincts, points of arrival, transitional landscape, processions and movement corridors and also assist in creating appropriate scale.

The street tree palette proposed for the Rockdale Town Centre respond to the natural environment. Species selection should be based on soil types, deep soil zones, micro-climate and endemic and/or indigenous context. The Draft Rockdale Street Tree Masterplan 2009 outlines the species selection for relevant zones within the study area.

Street tree species should consider restrictions with RTA road setbacks and be located to provide ease of access to relevant services. Most importantly tree selection should consider site structural conditions such as overhead power lines, awnings, building setbacks all of which can reduce the structural and visual integrity of a particular specimen and overall visual effect. Understanding the species growth habits and height requirements would assist in suitable specimen selection for a particular location.

Figure 14: Tree Planting outlines the spatial components, growing form requirements, topographical considerations and plantings zones that are proposed for Rockdale Town Centre.

Street tree types and composition will be selected to reinforce the following character areas.



Avenue planting creating micro-climate



Medium size tree providing shade and colour



Deciduous tree for colour and solar access

Public Domain Plan

Town Centre Core

Within the Town Centre Core street tree species suggested would display good structural form and provide adequate shade with a full canopy. The species may be exotic and chosen for their form, colour, texture.

They include:

- Formal avenues along the axial roads.
- Maintaining existing standard Hill's Weeping Fig along the Princes Highway for identity and point of arrival.
- Central laneways between the Transport Interchange and the Civic Precinct would feature small to medium sized trees along one edge.

Princes Highway Strip

Street tree planting is an important urban element that provides pedestrian amenity and overall feel. Commonly larger species are problematic to incorporate due to space restrictions. Within the Rockdale Town Centre locations have been identified as appropriate for large scale tree planting

They include:

- Avenue plantings to define the Green Gateway along Princes Highway.
- Landmark planting at Seven Ways that would provide a point of arrival and anchor the large vehicle oriented intersection.

Town Centre Edge

Within the Town Centre Edge larger topographical factors informs species selection such as ridgelines and valleys.

Factors for selection include:

- Incorporating species that are suitable to climatic and topographical conditions.
- Planting species that are endemic and indigenous to reflect to local environment.



Formal planting of plane trees, King Street Place



Landmark planting - Araucarias Rockdale



Residential street tree planting, King Street



Figure 14: Tree Planting

Public Domain Plan

3.4.2 Landscape Treatment

The landscape treatments proposed for the public domain varies to suit its location and overall impact. They would include ground-level understorey planting designed to complement the street trees adding vibrancy and diversity to the street. Overall the intention is to “green” the streets however they also provide an opportunity to incorporate endemic plant communities to encourage habitat. The landscape treatment proposed would include Water Sensitive Urban Design systems such as rain-gardens and bioswales.

Proposed landscape treatments include:

- Tree pit understorey planting
- Verge planting
- Blister and intersection planting
- Mass planting within parks and open space
- Interstitial lands reclamation for habitat planting
- Raised planters that provide incidental seating



Bourke Street Surry Hills - Verge planting

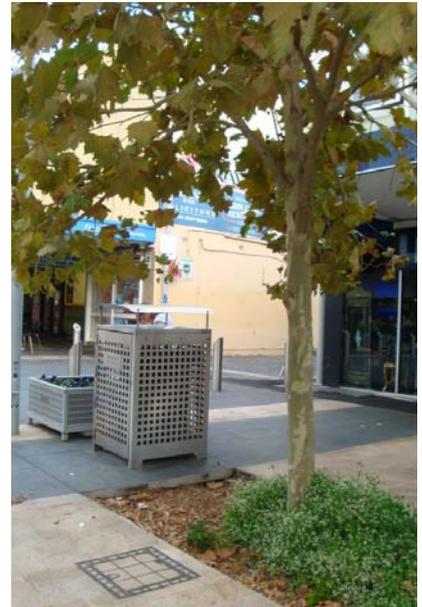
3.4.3 Urban Elements

Urban elements are the street furnishings that provide the amenity within the public domain. They are an integral part that shape the identity and reinforce the character providing functionality and vitality. These elements form part of the design language including colour, form, scale and materiality.

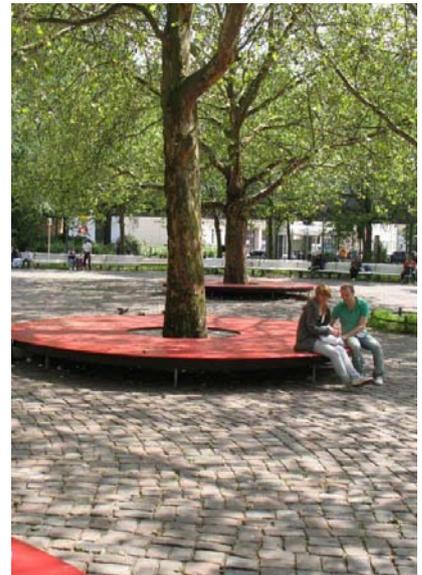
Urban elements within the public domain include seats, bubblers, bicycle racks, bollards, kiosks, rubbish bins, parking meters, street, traffic and parking signage.

A co-ordinated and coherent inclusion of street furniture and elements is proposed for the centre. The selected elements would reflect the nature of its locations providing amenity that is relevant to its context. The furnishings style, type, colour should be a limited range of elements across the precincts to promote visual uniformity and ease of maintenance.

(Refer to Part C Design Code and Technical Manual.)



City of Rockdale standard range
King Street Place



Bespoke urban elements for special areas

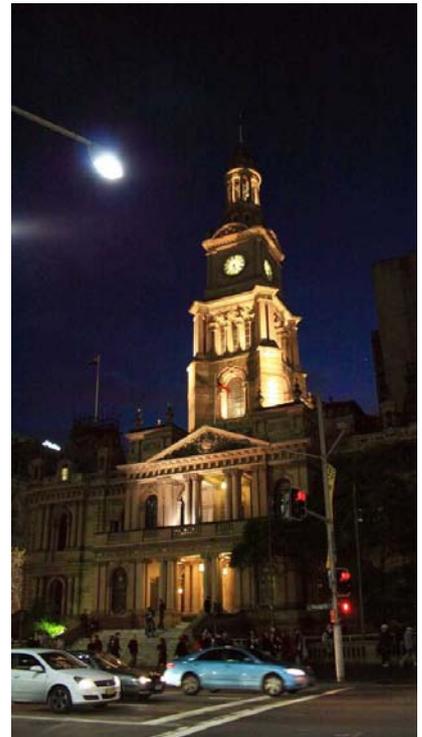
Public Domain Plan

3.4.4 Lighting

Street lighting works in conjunction with street hierarchy and street trees. It creates the continuity and rhythm within the streetscapes providing night time amenity, functionality, safety and overall liveability of the area. Street lighting with the Rockdale Town Centre public domain includes roadways and pedestrian zones with feature lighting provision for special precinct zones with in the town centre. The design intent for lighting in the public domain is to have minimal visual impact simply providing additional lighting amenity for the various programs. It is also proposed to have primary pedestrian route lighting for increased perception of safety. In some cases ambient feature lighting is encouraged if well considered and implemented into the overall streetscape design.



Smart Poles, Glebe



Illumination of historic facade, Sydney Town Hall

3.4.5 Public Art

Public art can be considered fixed monumental sculptural pieces that have a didactic dialogue with historic events and/or cultural significance. They can also include ephemeral emotive installations that respond to site specificity and/or experience. The inclusion of these projects within the public domain aids legibility and can define the identity of particular places within the domain. Most importantly they are a cultural activity that assists public interaction and cultural engagement.

In establishing public art for the Rockdale Town Centre the arts and/or artist/s should be integrated from planning inception to the construction of the particular project. The development of principles and relevant framework should encourage artist engagement. This is an important factor for producing considered high quality and conceptually coherent art projects that respond to their natural locale and local community.

Within the Rockdale Public Domain various precincts on the main pedestrian spine lend themselves to installation of public art. These areas can be identified as:

- Transport Interchange
- Civic Precinct
- Laneways

Public art within these zones would need to complement and provide interest. It may potentially be a point of interaction that is well received by its local community. As an urban design element it may provide a focal point within the public domain context.



Laneway Activation, City of Sydney



Sculptural fountain Redfern Park, Redfern

Public Domain Plan

3.4.6 Sustainable Initiatives

Sustainable initiatives for the public domain range from simple “best practice” design guidelines for planning, architecture and landscape to the retrofitting of environmental infrastructure that reduces environmental degradation from human occupation.

Below are a series of varied sustainable initiatives that collectively reduce adverse effects of human occupation on the environment and promote vitality and healthy living for the local community.

Water Sensitive Urban Design (WSUD)

The Rockdale Town Centre streets, open space, landscape features, parks and regional infrastructure can all be utilised for the integration of water sensitive urban design. In doing so the WSUD aims at providing measures for harvesting and treating water for reuse or polishing for discharge within the greater drainage system. Systems are dependent upon typology and should be treated as a case-by-case basis to ensure appropriateness and that they are designed to fulfil the desired function. When designing WSUD systems they should be integral, aesthetically considered parts of the streetscape.

Planting for Habitat

Planting for Habitat is common practice within New South Wales. It reduces the effect of environmental and noxious weeds on the local and regional environmental systems. Planting for habitat promotes awareness and reduces adverse effects of human occupation on local flora and fauna.

Within the Rockdale Town Centre public domain planting for habitat could be integrated into parks, open space, verge and median planting and/or incorporated into WSUD initiatives. It would include the use of endemic and/or indigenous species to help conserve and reduce adverse effects of exotic plants and animals. Opportunities for planting for habitat can be the renovation of unused, interstitial zones for endemic planting. This could include railway, road and infrastructure corridors and/easements.

Active Transport and Pedestrian Priority

As mentioned in Public Domain Initiatives, Active Transport and Pedestrian Priority are integral in creating sustainable environments. They promote walking, cycling, skating and skateboarding all of which reduce local vehicle congestion and aim toward improving air quality. By providing clear, safe and well designed pedestrian and cycle network encourages alternative travel and the use of public transport providing Rockdale Town Centre with stronger connectivity in the surrounding suburban neighbourhoods.



Raingarden, Chippendale



Active Transport, Rouse Hill Town Centre

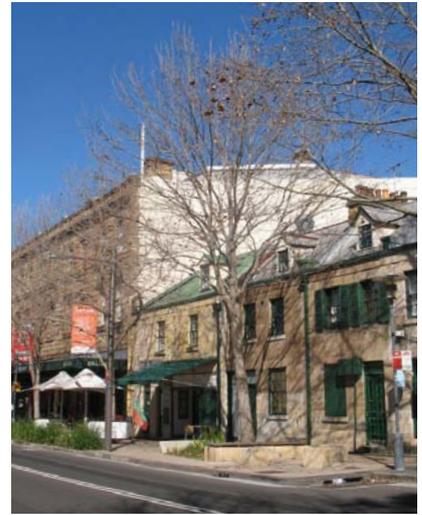


Victoria Park bio-retention system

Solar Access and Sun Shading

One of the major factors in maintaining environmental comfort within the public domain is to provide adequate solar access and at the same token adequate sun shading. By providing effective passive solar design offers reduction in energy consumption and reduces the need for artificial heating and cooling.

An example in achieving good passive solar heating and cooling within the public domain is determined by spatial orientation for open space and outdoor zones for passive activation. This would be maximising northerly exposure in winter months for solar access and planting deciduous trees. In the summer months these deciduous trees would have an overhead canopy and ample shade. Locating retail activation with respect to solar access and sun shading is also advisable.



Solar Access Planting, Harris Street Pyrmont

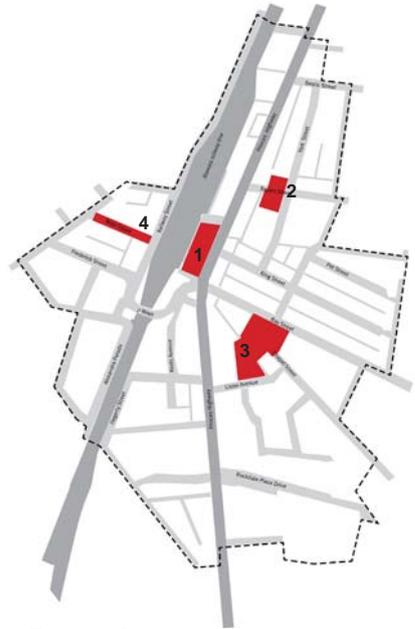
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4 Key Precincts

The key precincts for the Rockdale Town Centre have been identified through extensive analysis and community consultation. They are an extension to the strategic planning established within the Rockdale Town Centre Masterplan. The Public Domain Assessment also supports these strategic locations as important zones for design development and realisation. Design explorations have been conducted to test the feasibility of the proposed conceptual design and planning within these zones. Various options and precedents are provided to support and guide the design potential. Strength and weakness are also tested to produce informed decisions that promote the vitality and functional aspirations that are desirable for these key precincts of Rockdale Town Centre.

The Key Precincts include

- Transport Interchange
- Civic Plaza
- Chapel Street Residential Development
- Walz Street



1. Transport Interchange
2. Civic Plaza
3. Chapel Street
4. Walz Street

Town Centre Precincts

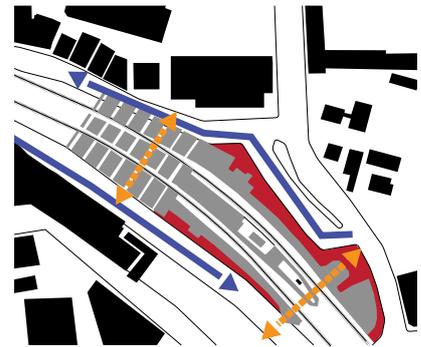
4.1 Transport Interchange

The Rockdale Transport Interchange is the central hubs within the Rockdale Town Centre. It is the nerve centre that is highly active and well serviced. The interchange is well suited to the Transited Oriented Development (TOD) with mixed-use developments and ample public domain. Below is a set of precedents that assists in evaluating the potentials for Rockdale Transport Interchange.

4.1.1 Precedents

Parramatta Railway Station

Parramatta Railway Interchange is a high volume transport node located west of Sydney CBD. The railway interchange is located above the platforms raising the pedestrian connection to the surrounding street level. Bus interchanges flank both the northern and southern edges of the interchange maximising functionality due to the high volume of traffic and the spatial constraints surrounding the precinct. Being the main railway station for the Parramatta CBD the interchange provides a pedestrian prioritised zone that connects into the larger transport types creating a highly mobile environment. This is highlighted by a tunnel and undercover walkways that enhance connectivity between the northern and southern sides of the interchange. The interchange features no open space or pedestrian streets in close proximity creating a transitory environment.



Parramatta Railway Station

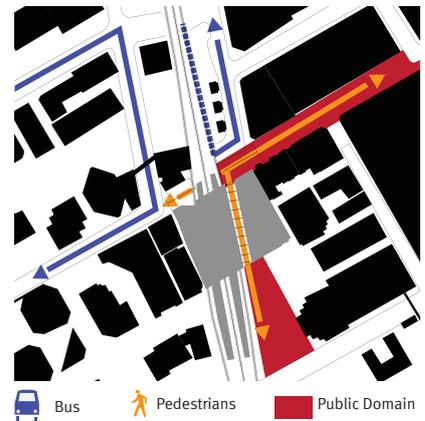


Parramatta bus interchange

Chatswood Railway Station

Chatswood Interchange is a large scale Transit Oriented Development (TOD) that is located in the centre of Chatswood CBD. The interchange features mixed-use residential development that is in close proximity to a variety of transport types. The interchange is highly pedestrian oriented with through-links and pedestrian streets that connect the large retail precinct in the east to the business district in the west. Private vehicle access is limited to a shareway through the centre of the interchange and the bus interchange is close to the station entrance yet does not alter or restrict pedestrian flows that manoeuvre through the interchange. With ample open space the urban environment encourages longer rather than shorter stays within the centre.

(Note: This example is to illustrate the pedestrian linkages to and from the facility not the tower above)



Chatswood Transport Interchange

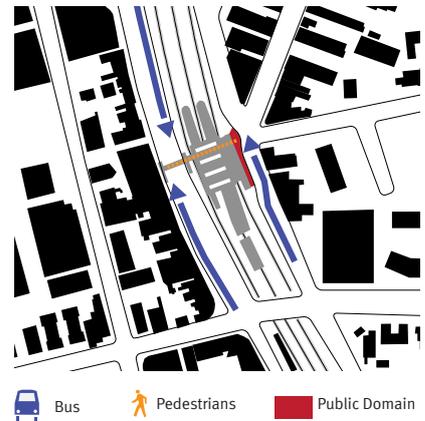


Chatswood station entrance

Town Centre Precincts

Epping Railway Station

Epping Transport Interchange is the third largest interchange featured in this spatial study and is approximately the same scale as Rockdale Interchange. The interchange is located above the railway platforms and is fringed in by four lane arterial road in the west and a general road on the east. The interchange provides pedestrian connection with a bridge link from the residential zone in the east to the town centre in the west. The precinct is dominated by private vehicles and lacks the variety of mixed-uses and close proximity connection between home, work and shopping. The arterial road dominates the precinct and lacks effective pedestrian/ cycle cross connections.



Epping Railway Station entrance



Epping Railway Station and overpass

4.1.2 Challenges

Deduced from site analysis and precedent investigation the challenges for Rockdale Transport Interchange are listed below. These issues are of high priority when considering the spatial organisation of the interchange and careful alteration can improve the functionality and liveability of the area.

Tramway Junction

- Conflict between pedestrians and buses
- Poor spatial organisation and quality
- Pedestrian unfriendly, movement restriction (guard rails)
- Orientation is poor from point of arrival
- No visual link to Bay Street
- Poor legibility of heritage
- Surrounding retail hub is restricted to inadequate footpaths and lack of visual connections.

Princes Highway Arcade

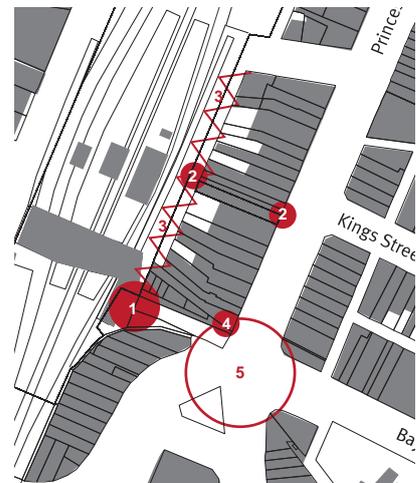
- Poor legibility (difficult way-finding)
- Poor amenity and physical appearance
- Limited pedestrian volumes

Bus Interchange

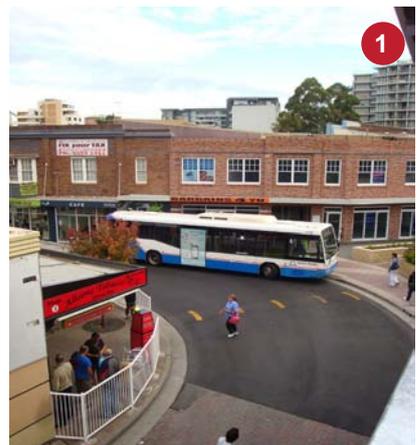
- Poor spatial quality (i.e. 'Back-of-House')
- Conflict between pedestrians and buses
- Private vehicle access adds to the congestion of the space

Seven Ways Junction

- Traffic dominated
- Loud inhospitable environment
- Average architecture, no leading edges
- Poor way-finding and legibility
- Memorial Square disconnected
- No landmarks or clear point of arrival



Eastern Side of Rockdale Train Station



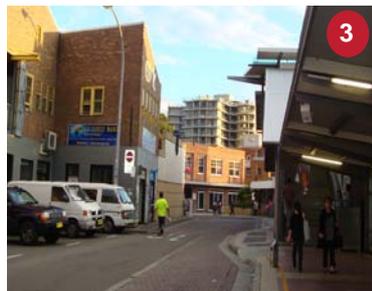
Tramway Junction



Princes Highway Arcade



Seven Ways Junction



Bus Interchange

Town Centre Precincts

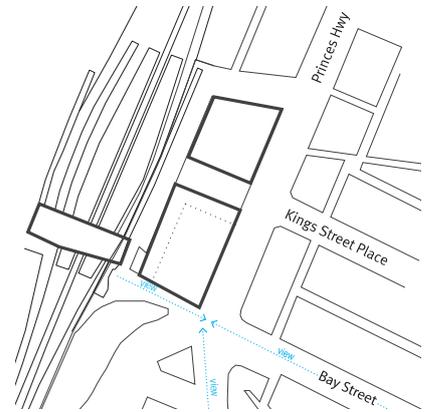
4.1.3 Conceptual Design Options

Two alternative designs options are proposed for the transport interchange of Rockdale Town Centre. These designs test the strengths and weaknesses for reconsidering the functional arrangement of the Rockdale railway station's current context.

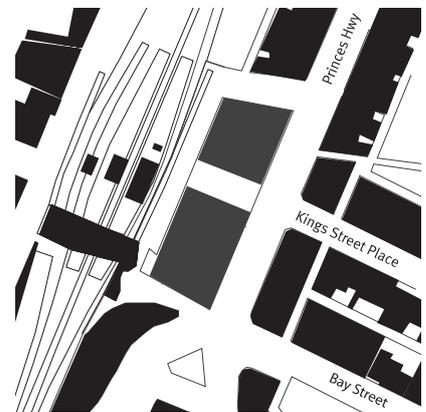
Both design options focus on pedestrian priority and open space.

OPTION 1 “Down to Foreground”

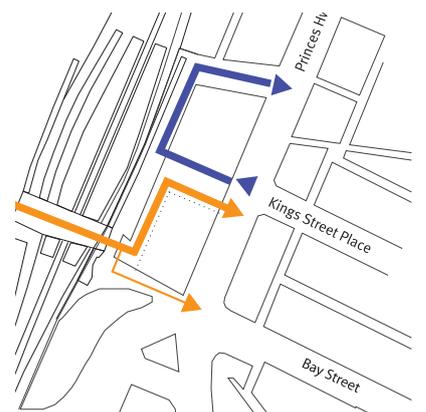
By adjusting the bus interchange and reorienting it to the north the Tramway Arcade becomes a pedestrian street similar to King Street place. These zones are highly successful within a Transit Oriented Development (TOD). Pedestrian streets provide a space that encourages multiple uses with a pedestrian focus that encourages longer stay and engagement with the precinct. The proposed bus interchange would function more effectively with reduced conflicts from pedestrian flows. By allowing a clear delineation between overpass and the adjoining two building footprints a variety of opportunities occur to create an open accessible environment that would facilitate local growth and revitalisation.



Building Footprint and Cadastral Boundaries



Urban structure



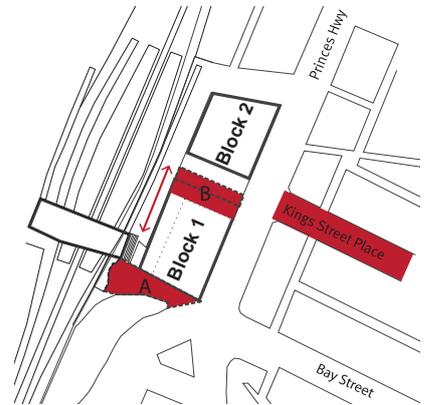
Circulation  Bus  Pedestrians

Strengths

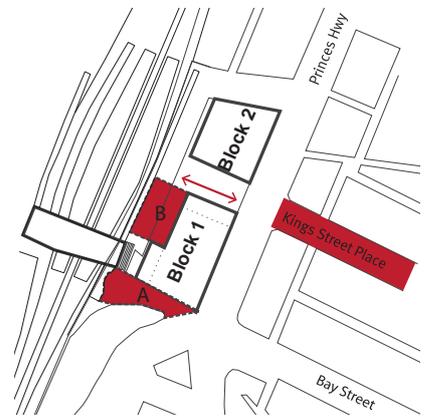
- Pedestrian prioritisation from Princes Highway through to Railway Street.
- Separation of movement corridors to reduce conflict between pedestrians and buses.
- Clear identity with potential for a defined building leading edge to major axes.
- Visual linkage from King Street place through to Bus Interchange.
- Opportunity for service access through Tramway Arcade.
- Opportunity to insert green space and canopy.

Weaknesses

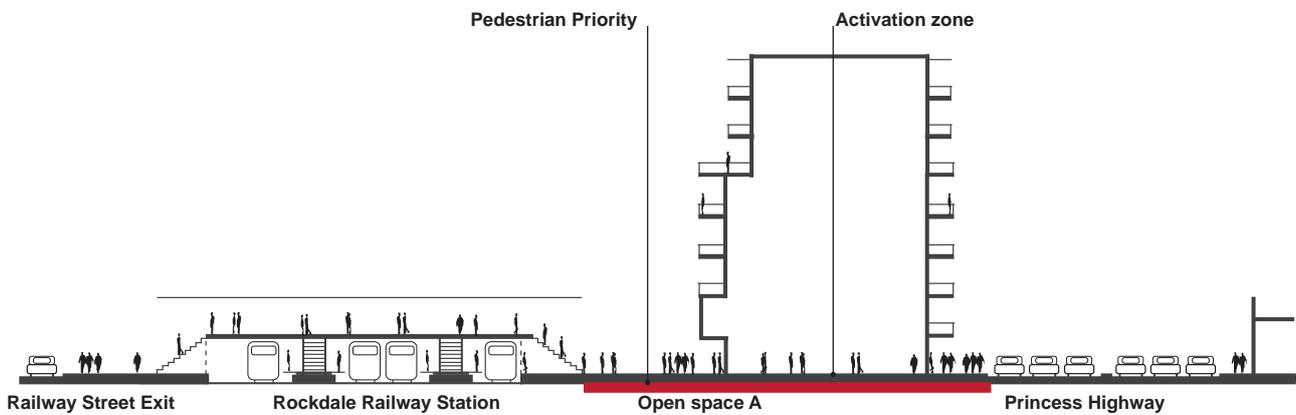
- Pedestrian corridor dependent upon boundary activation.
- Site readability highly dependent upon building facade and possible tower.
- Open space B in option 1a may have conflict with bus interchange drop off.
- Need for re-configuration of traffic light intersection on Princes Highway.
- Building footprint block 1 to remain behind site line between Bay Street and station overpass.
- Block 2 context may lack activation or become isolated from surrounds due to one way bus circulation.



Option 1a



Option 1 b

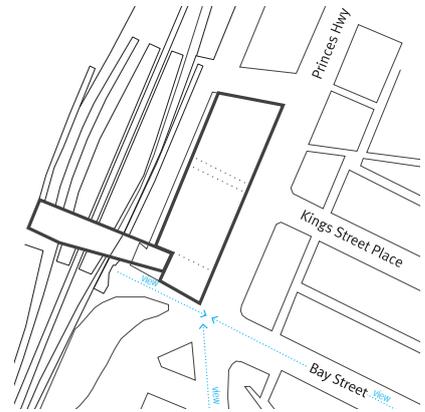


Section BB - Railway Overpass Configuration "Down to the Foreground"

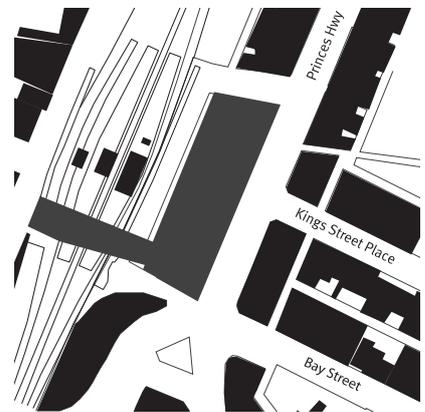
Town Centre Precincts

OPTION 2 “Up and Over”

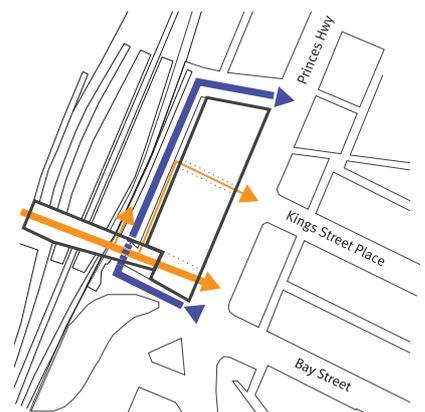
Lengthening the overpass to go above the bus interchange promotes pedestrian free flow from Seven Ways to Rockdale Railway Station. The extended overpass mitigates movement conflicts by providing stair access to the bus interchange below. The configuration is functional with less conflict between pedestrians and buses providing a point of arrival that is legible from Princes Highway. “Up and Over” is functional however lacks pedestrian priority that is highly suitable for TODs. Pedestrians within this zone would remain transitory and are less likely to linger and engage with the area. Also the building footprint is largely impermeable as a single block development.



Building Footprint and Cadastral Boundaries



Urban structure



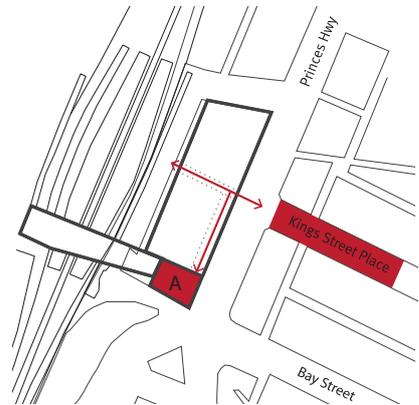
Circulation  Bus  Pedestrians

Strengths

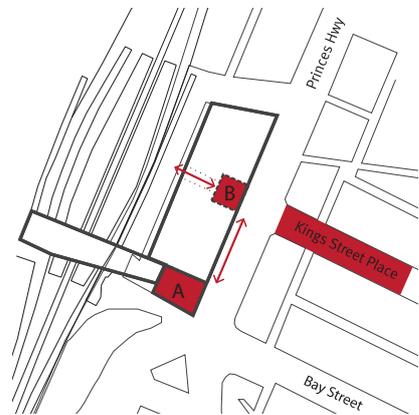
- Pedestrian links are separated from the bus corridor reducing flow conflicts at ground level.
- Clear identity with potential for defined building leading edge to axes with setback.
- Strong visual connection to Princes Highway and retail corridor.
- Opportunity to develop public domain amenity.

Weaknesses

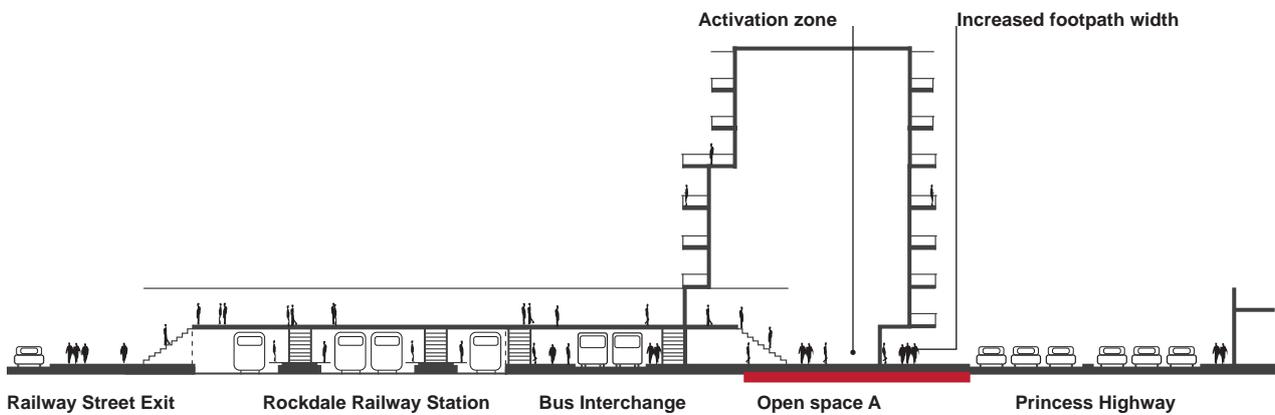
- Pedestrian zones at bus interchange are tight and may restrict flow.
- Spaces below overpass may become undesirable due to conditions. I.e. low light, lack of active edge, restricted flow.
- Large over pass reduces visual connectivity.
- Increased “back-of-house” with a “dead zone” along the western facade.



Option 2a



Option 2 b



Section BB - Railway Overpass Configuration “Up and Over”

Town Centre Precincts

4.1.4 Design Parameters

Below is a series of design parameters that are necessary in shaping a successful public domain for the Rockdale Transport Interchange. These changes are directly related to the on-site conditions. Highlighted is the upgrade of amenity, spatial re-organisation, visual connectivity, inclusion of green space etc.

Generally the design consideration for the Rockdale Transport Interchange should include the following:

- Upgrade the physical appearance and amenity of Tramway Arcade, Memorial Square and Pedestrian Arcade.
- Transform Geeves Avenue into a pleasant and pedestrian friendly bus interchange by widening footpaths, upgrading materials and providing tree planting.
- Separate movements for pedestrians and buses.

Pedestrian Arcade

- Continue hierarchy 1 public domain treatment.
- Express entrance to arcade on Princes Highway and Geeves Avenue to improve way-finding. (threshold treatment, 2 storey opening)
- Create plaza on Geeves Avenue or on Princes Highway.

Princes Highway Frontage

- Widen footpath min. 5m set back of building at ground floor.
- Hierarchy 1 public domain treatment: high quality paving/fixtures and furniture, under awning lighting.
- Create plaza on Seven Ways intersection at bottom of bridgelink stairs to improve way-finding.

Bus interchange

- Widen footpath on bus interchange side.
- High quality facade on Geeves Avenue.
- Building set back on ground floor to provide wider footpath.
- Consider tree planting.
- Hierarchy 1 public domain treatment.
- Consider localised shareway for pedestrian crossing at arcade entry.

Tramway Arcade

- Upgrade the physical appearance and amenity of Tramway Arcade: hierarchy 1 public domain treatment and tree planting.
- Rationalise road layout, bridge link stairs and adjoining buildings.
- Provide end-of trip cycling facilities.
- Threshold treatment to access road.

Memorial Square/ Geeves Avenue

- Create green counterpart to traffic dominated Seven Ways intersection.
- Provide focal point when travelling along Princes Highway.
- Anchor the space by planting a group of large feature trees.
- Narrow width of Keats Avenue and extend footpath to provide spill out space, potential to create shareway.
- Explore opportunities for relocation of Anzac memorial.



Figure 15: Transport Interchange Landscape Proposals

Town Centre Precincts

4.2 Civic Plaza

The vision for the Civic Precinct includes the Town Hall, Council Chambers and Market Providore all of which surround a central plaza that is accessed from Bryant and York Street. For the purpose of this report the plaza has been named the Civic Plaza. This public open space would be part of the Pedestrian Spine of Rockdale Town Centre whilst provide contextual amenity for the adjoining program. Outlined below is a series of spatial components and design principles evaluated to inform a potential design outcome for the Civic Plaza.

4.2.1 Spatial Components

Sense of Place

A sense of place is an essential quality for a civic environment and can be spatial and physically achieved through:

- Highlighting of heritage items such as facades and artefact;
- Installation of public art that responds the community or locale
- Temporal commercial activities such as markets.



Spatial arrangements, historic highlighting, and temporary functions all assist in establishing a sense of place which is readable and welcoming.

Intersection of Spaces

The Rockdale Town Centre precinct is characterised with human scale laneways and arcades that connect various retail hubs. These laneways converge with truncated intersections. This intrinsic quality should be harnessed for the development of the Civic Precinct to allow the space to tie in with its surrounds and provide opportunity to create small scale activity hubs.



Central Green

In creating a functional space within any urban precinct shade and appropriate scale are essential to allow the space to be utilised. By creating a green ceiling and floor encourages longer stay with ample shade and a quality of space that is conducive for a wide variety of functions.



Melbourne City Square



Strawinsky Fountain Paris, France



Central Place Melbourne

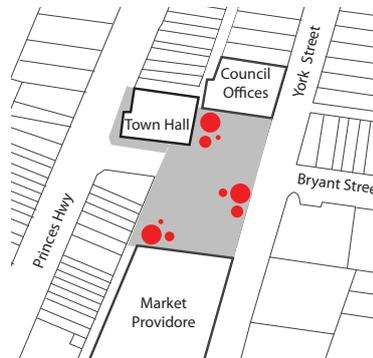
Active Edge

The Civic Plaza for Rockdale Town Centre is located between the Council Chambers in the north and the Market Provedore in the south. Both provide an opportunity to create an 'Active Edge' with diversity of facilities providing interest and movement around the space.



Incidental Recreation

Incidental recreation and play is a beautiful way to dress a civic space. It provides an opportunity for adults and children to engage with the space and linger within the space. This spatial component is a subsequent inclusion that should be located to an active edge and/or hub close to seating amenity and away from large volumes of traffic. It could be characterised by water play, art installation, coffee cart, etc.



Traffic calming

Bryant Street divides the civic and retail zones of the proposed plaza space. To encourage the variety of functions and easy accessibility throughout the site traffic calming is desirable to connect the space together. In achieving traffic calming a variety of spatial alterations are needed. This could include change of surface, raised carriageway and lane width reduction.



Events Space

Rockdale is home to a variety of cultures and with that comes various traditions and celebrations. Civic Plaza provides an opportunity for cultural events to take place in the heart of Rockdale. By providing an appropriate scale and suitable amenity allows for a diverse range of civic activities that would alternate throughout the year. These events could include parades, markets, and/or sporting events.



Campo Dei Fiori Siena, Italy



Rouse Hill Town Centre, Sydney



New Road Brighton, UK



Martin Place Sydney, Australia

Town Centre Precincts

4.2.2 Design Parameters

The design principles outlined below are the design guidelines that have been determined through investigation and exploration. The following is separated into four sections. These include general improvements and spatial reorganisation, advised treatment, proposed amenities/activation and circulation.

General Improvement and Spatial Organisations include:

- Amalgamate spaces to form a usable iconic civic square that relates to each of the buildings.
- Build upon existing assets (heritage buildings, mature trees)
- Provide a high level of accessibility and amenity.
- Allow implementation in phases; resolve landownership, provide flexible design approach.
- Create a continuous space by integrating Bryant Street in the Civic Plaza.
- Address the underlying urban grid of laneways and their truncated intersection.
- Emphasize and integrate heritage buildings by extending public domain treatment around historic Town Hall.
- Retain and protect existing mature tree planting where appropriate, consider extending tree planting.
- Consider existing level change across site (i.e. elevated stage, seating edges), provide inclusive access.
- Create an edge or landscape buffer on Market Street. (i.e. street tree planting)

Public Domain Treatment

- Hierarchy 1 public domain treatment to Civic Plaza and adjacent laneways.
- Extend pavement of laneways into square to visually expand the space and provide seamless access.
- Use threshold treatment to arcades to improve way finding.
- Provide a kerb extension at the junction of Princes Highway and Bryan street to create a wider footpath along the historic Town Hall.

Amenities & Activation

- Create multifunctional space for events, weekly markets, open air cinema.
- Provide shade and shelter.
- Create a child friendly open space.
- Create opportunities for social interaction. (cafe, water feature)
- Provide active frontage to proposed food provedore market (at least 50%), potential for community uses on ground floor.
- Consider ground floor setback to proposed food provedore market on King Lane to provide activation zone.



Rockdale Civic Plaza spatial concept

KEY

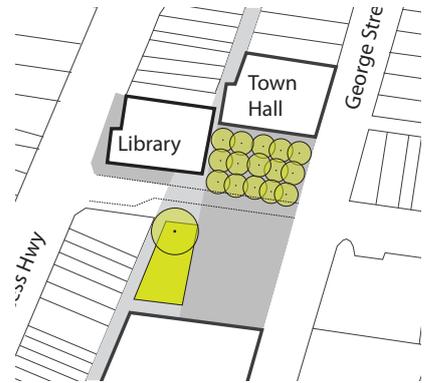
-  Tree Planting
-  Threshold Treatment
-  Traffic Calming
-  High Quality Paving Treatment
-  Ground Floor Activation
-  Seating- / Art- / Waterelement
-  Planting / Turf

Circulation

- Improve connectivity with laneways.
- Lanes to become shareway. (use for delivery only)
- Incorporate traffic calming measures to Bryan street, narrow width of street and widen footpath, consider raising the road to facilitate level crossing, potential for shared zone and/ or street closure on event days.



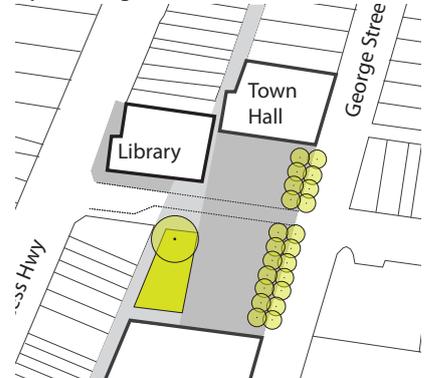
Figure 16: Civic Precinct Landscape Proposals



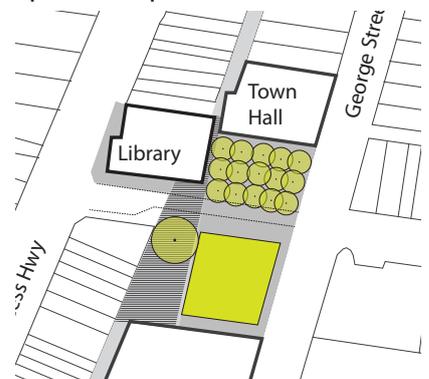
Option King Lane Garden



Option Village Green



Option Event Space



Option Three Spaces in One

Town Centre Precincts

4.3 Chapel Street Residential Development

The Chapel Street Residential Development is an opportunity to create a place that connects a high-density residential precinct with the streets of the Rockdale Town Centre. It would allow for intermittent activity including community activity such as markets, church activity, civic events. The development would also provide an important pedestrian link from Lister Avenue to Princes Highway. This location is an opportunity to create a unique environment that responds to the immediate context providing amenity to services its local community. The Rockdale Town Centre Masterplan also identifies this location as a potential site for public open space.

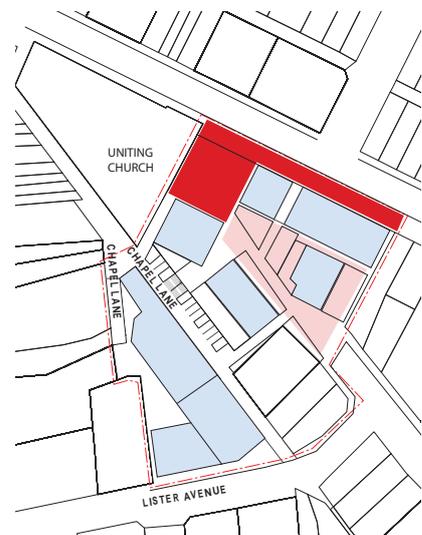
The following design parameters are outlined to inform how the space should be integrated into its surrounds, what design components should be included and onsite requirements.

4.3.1 Design Parameters

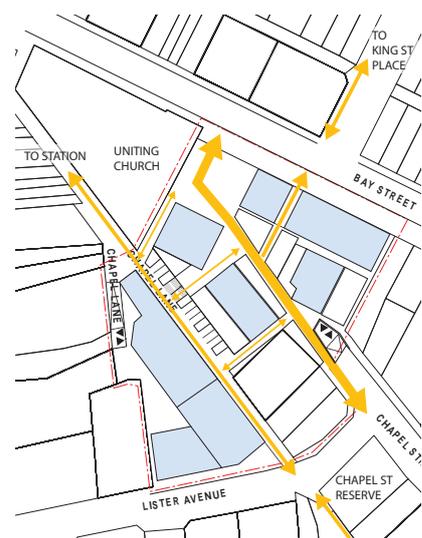
- Contribute to the character and environmental quality of the landscape of Rockdale.
- Connect to Rockdale Town Centre pedestrian and open space network.
- Increase permeability for pedestrians.
- Provide a high level of accessibility and amenity. (seating, shelter and informal play)
- Balance hard and soft spaces.
- Provide deep soil planting to allow generous tree planting.
- Enhance the role of the laneways within the residential zone; continue to providing vehicular and service access and enhanced pedestrian safety and amenity.

Chapel Street Plaza

- Buffer highway noise & activity but allow visual interaction with the street.
- Create strong street presence and positive identity in the public domain network.
- Plaza to be predominantly paved space with shade and shelter.
- Improve spatial relationship with adjacent heritage site.
- Address public & private buildings, including substantial tree planting.
- Provide ground floor active retail addressing the square.
- Create an opportunity to include play facilities.



Chapel Street Spatial Concept



Chapel Street Pedestrian Circulation

Bay Street Frontage

- Set back to allow wider footpath and activation - spill out.
- Hierarchy two treatment on Bay Street with avenue planting.

Residential Courtyards

- Create open space which provides privacy, security and solar access.
- Use the mirco-climate to improve amenity and lifestyle of apartment residents.
- Design private outdoor space to provide amenity to the residents and enable passive surveillance into the public domain to promote security.

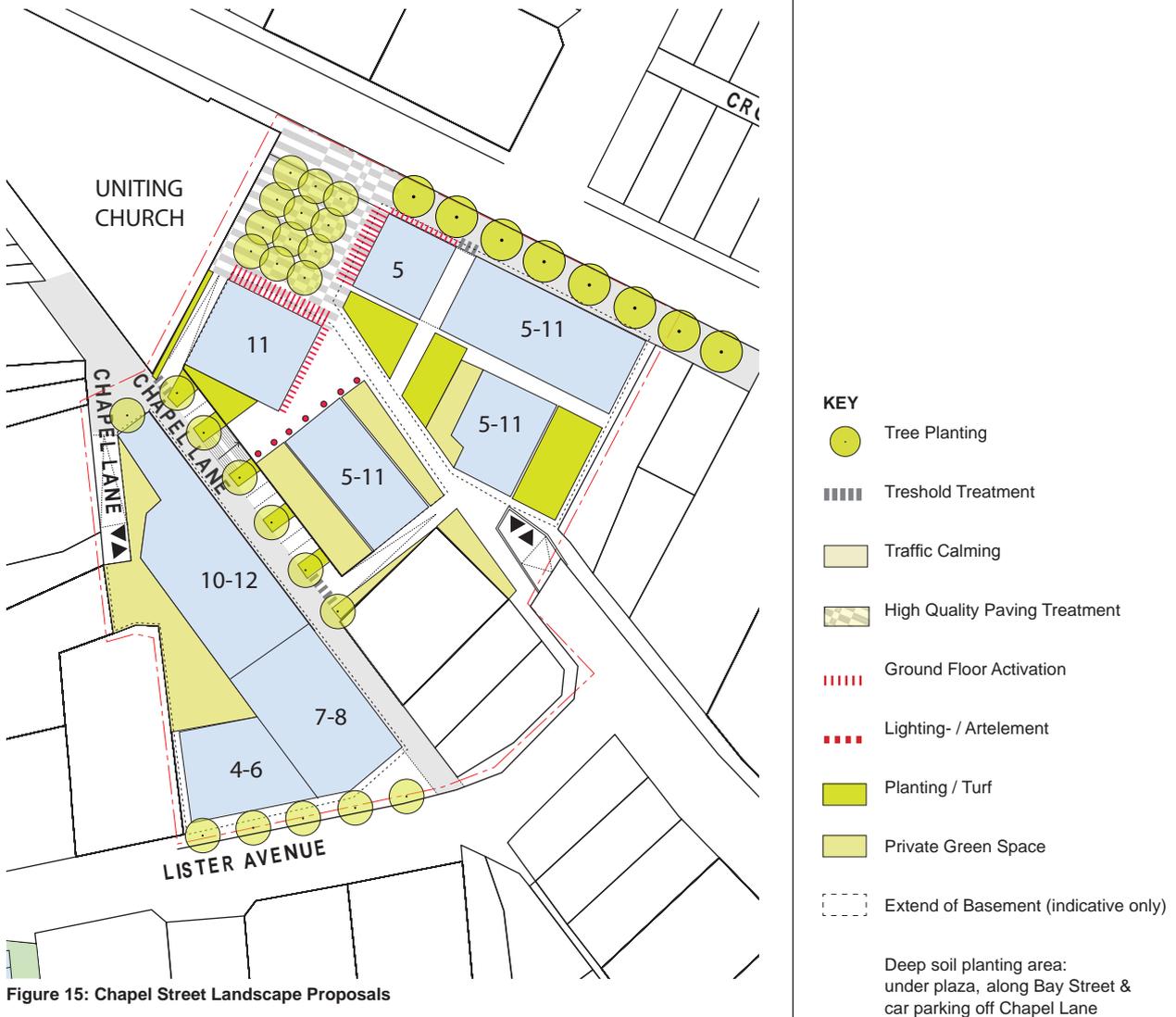


Figure 15: Chapel Street Landscape Proposals

Town Centre Precincts

4.4 Walz Street

Walz Street is identified as an important link for the western arm of the Pedestrian Spine that connects to the Rockdale Town Centre. It is the continuation of the high quality streetscape materiality and spatial arrangement. The following design parameters outline concerns that are important in revitalising the precinct as a viable retail and residential zone.

4.4.1 Design Parameters

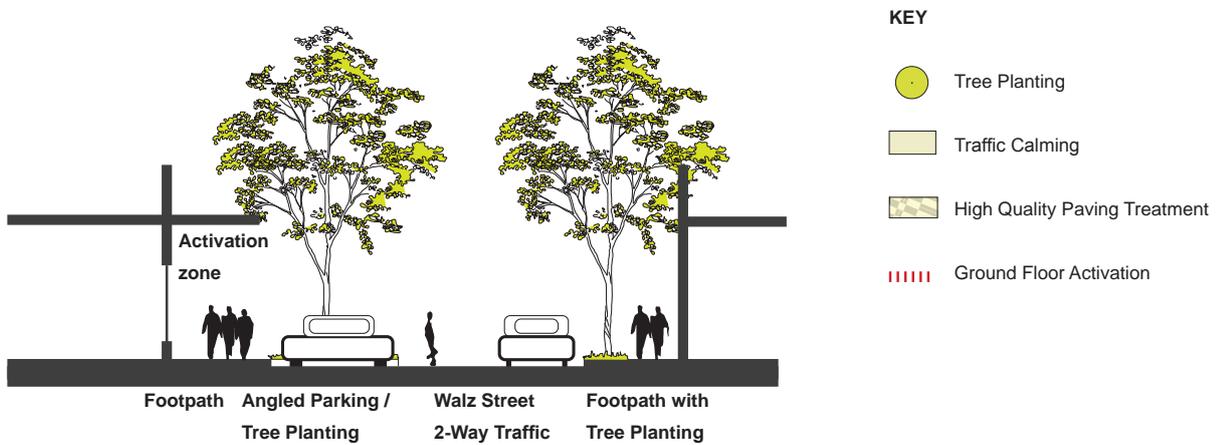
- Improve amenity along the street, provide sufficient shade, seating and lighting.
- Visually reduce the width of the street by introducing street tree planting.
- Provide a kerb extension at the corner of Walz and Railway Street to improve pedestrian connections to and from station and to the Guild Theatre, consider raised pedestrian crossing and threshold treatment in line with the path of travel.
- Continue hierarchy 1 public domain treatment on shop front side and hierarchy 2 treatment along northern side.
- Remove existing standard Hill's Weeping Fig and introduce extensive medium size street tree planting, consider planting within carriageway to avoid conflicts with existing awnings on southern side, consider deciduous species along southern side to provide solar access.
- Provide angled parking along southern side.
- Integrate the existing theatre entrance area into public domain, create a pocket square to enhance the public profile and provide a street address to the theatre.



Walz Street Rockdale



Figure 17: Walz Street Landscape Proposals



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