

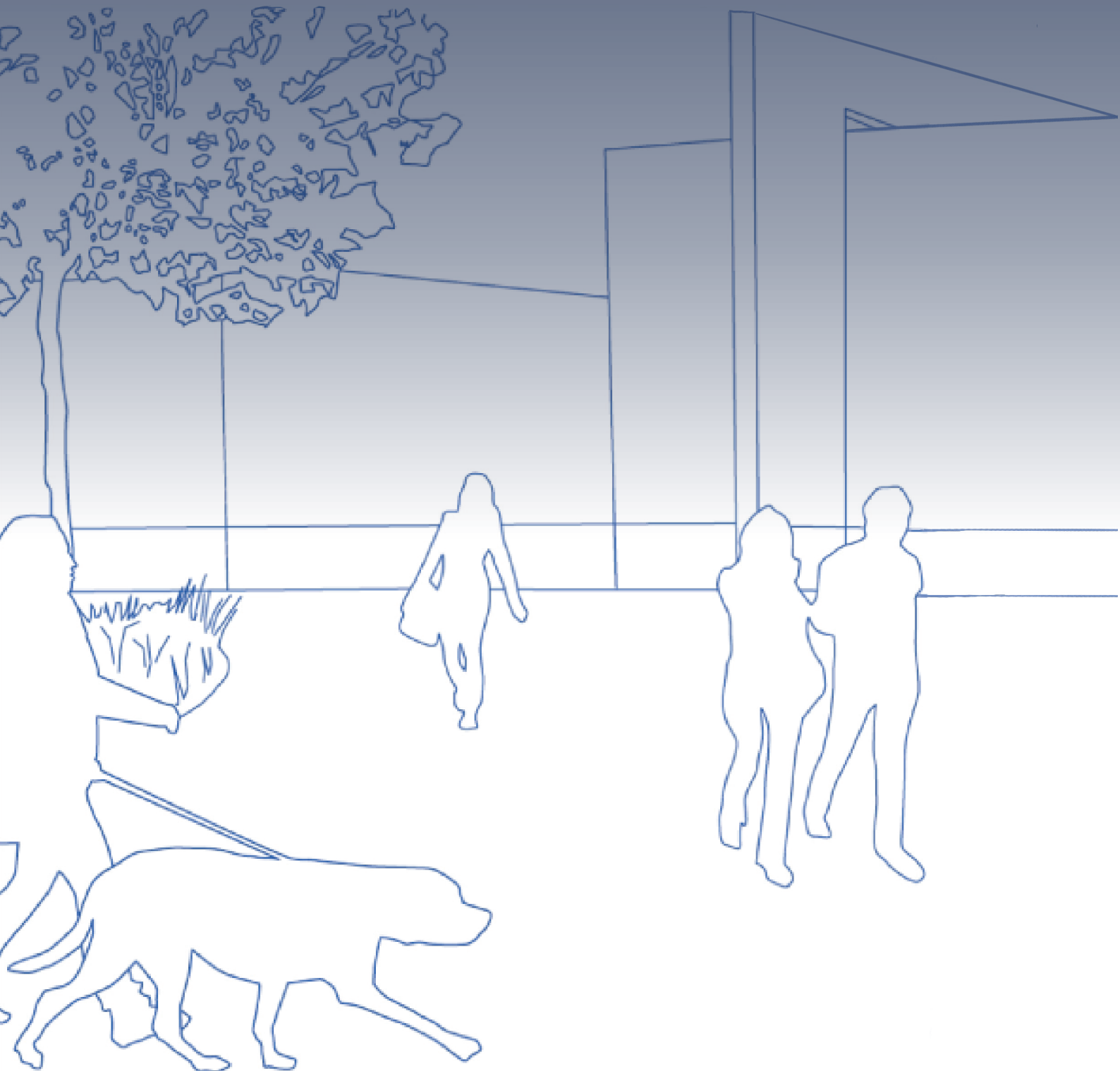


Clarence... a brighter place

ROSNY PARK

URBAN DESIGN FRAMEWORK

SEPTEMBER 2020



Rosny Park Activity Centre

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1. Scope of the Urban Design Framework

1.1 Purpose

Rosny Park is the focal point of Clarence. As the city's commercial, administrative, and cultural centre, it contains a wide range of retail and commercial businesses, health and community services as well as the major transit services and public offices and recreational facilities, which serve a large regional hinterland.

Many reports, strategies and projects have been completed for Rosny Park over recent years. However these are generally uncoordinated, leaving some uncertainty about priorities and timing - and in some cases, the work is outdated or has an uncertain status. There are also some gaps in what could be, if the work was consolidated, a holistic plan for the centre. The Urban Design Framework (UDF) will coordinate the implementation of relevant previous and ongoing projects, including the planning scheme design controls, car parking, streetscaping, traffic management and public art and also fill the gaps between projects.

The purpose of the UDF is therefore to provide for:

- Memorable public spaces for people.
- Shops, offices and services that attract customers to the centre.
- A consolidated centre, providing for safe, efficient and comfortable movement between connected businesses and spaces.
- The ability to accommodate change to meet business format trends, ensuring the centre remains relevant, active and growing.

Good urban design will improve the functionality of the centre and therefore its ability to attract and hold people, businesses and services. It is therefore a major part of what facilitates a vibrant social and business community.

1.2 Rosny Park

The Rosny Park activity centre is set within hard edges established by major roads - Tasman Highway, Rosny Hill Road, Cambridge Road and Gordons Hill Road. Essentially, it is the area containing the city's commercial centre; the Kangaroo Bay Rivulet and the historic Rosny Barn complex. The Rivulet and Rosny Barn complex have been included in the study of the area because they are physically and functionally linked to the centre because of their potential to add significantly to the sense of place; to culture; recreation and accessibility.



1.3 Place making

The UDF supports creating a unique sense of place at Rosny Park. The term *sense of place* is often used to describe the character of an area: it can be geographic but more often it has a qualitative dimension: that is, what it is about the way a place looks and feels that we identify with. The sense of place influences how people interact with the particular environment; specifically, how and why they are attracted; how long they stay; and how they will spend time and money. Enhancing it is therefore important to the success of the Rosny Park activity centre.

What then are the place making elements that can deliver a successful sense of place in Rosny Park?

- Providing a setting that can encourage good building design, for example by framing the setting with good quality and complimentary paving, street furniture, landscaping and public art.
- Enhancing streetscapes to attract people.
- Providing for orderly, efficient and safe movement of people, goods and services.
- Removing barriers to people with accessibility limitations. This means people with disabilities, the elderly, people with walkers or prams, should have access equality, by ensuring acceptable footpath grades; non-slip paving; ripples for the visually impaired; minimising stairways; providing ramps; well-spaced seating for resting; signalised intersection crossings and pedestrian traffic refuges.

Scope of the Urban Framework

- Ensuring high levels of personal safety through good lighting, clear sight lines and slower or separated traffic.
- Encouraging less reliance on cars to move around within the centre, in turn encouraging people to walk more; reducing fumes and noise; improving healthy activity and thereby putting people in closer contact with businesses and public spaces.
- Providing for more safety and amenity around the night-time businesses.
- Developing recreational and cultural attractions that enhance the experience and attraction of the centre.
- Developing safe resting and meeting spaces; accessible paths; furniture, landscaping and public art, to enhance accessibility throughout the day.

The UDF initiatives would be implemented over various time frames, bearing in mind the range of important processes involved in change - funding; consultation; planning and acceptance. However incremental improvements can have measurable benefits.

1.4 Aims

- The purpose behind the UDF can be refined into a more specific set of objectives, to guide initiatives and actions that are to be developed.

1.4.1 Growth

- To facilitate the expansion of businesses within a legible and consolidated urban form that places businesses in close proximity, maximises exposure and maximises the use of potential floor space.
- To protect and enhance built heritage.

1.4.2 Community Facilities, Services and Recreation

- To encourage like government and private services (such as health care) to locate in precincts where the public benefits from the synergies between services and locational convenience.
- To ensure state and local government service precincts are accessible and conveniently located.
- To provide safe and convenient facilities for public transport users.
- To provide for growing participation in recreational and cultural activities.

1.4.3 Traffic and Parking

- To provide a safe and efficient traffic movement system within the centre.
- To ensure there is adequate and well located car parking on and off street.
- To facilitate consolidation of private and public off street car parking areas, to achieve optimum layout, amenity and access to businesses.

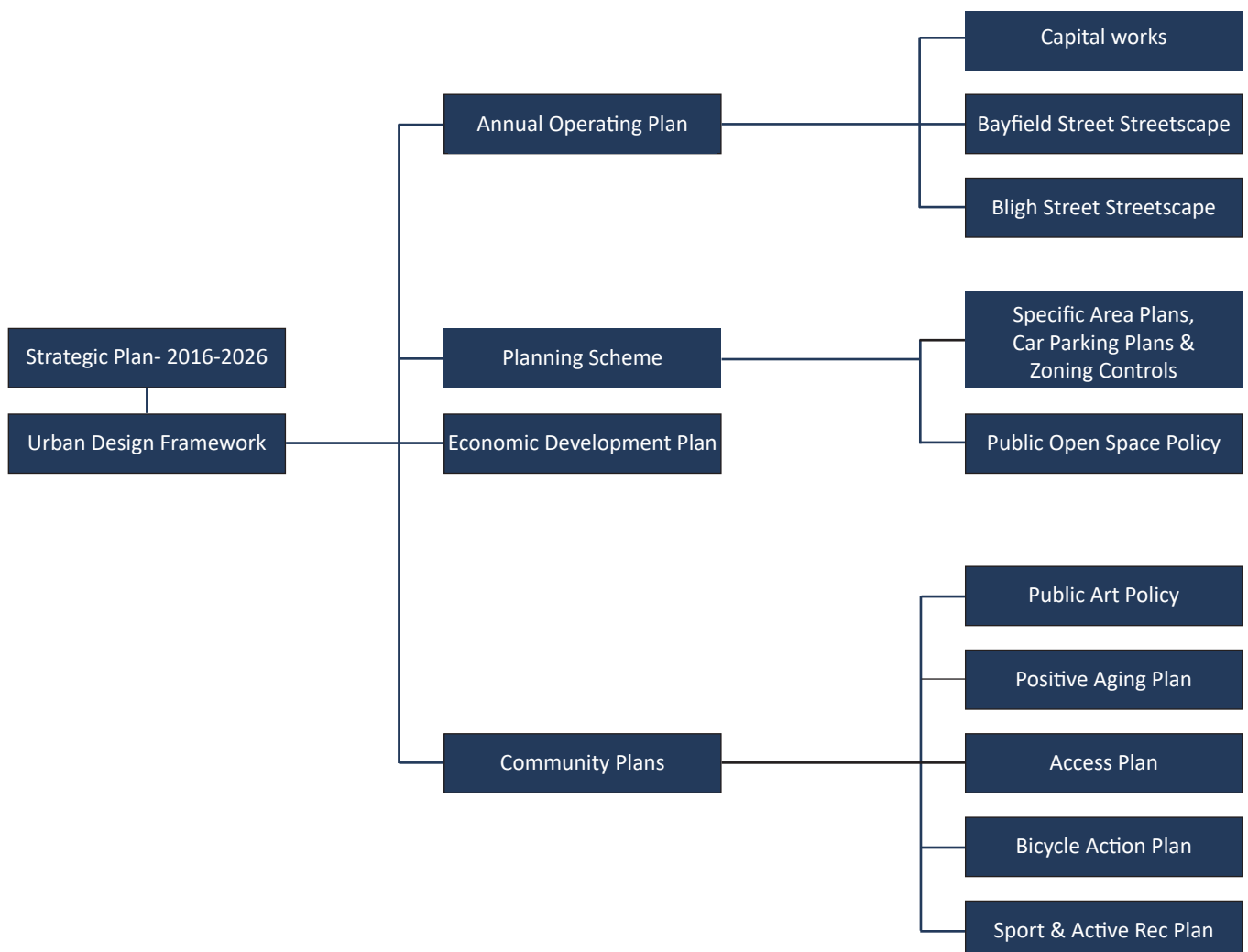
Scope of the Urban Framework

1.4.4 Streetscape and the Environment

- To ensure the centre is integrated by thematic links between streets.
- To ensure the centre provides equitable and comfortable accessibility, with pedestrian prioritisation, suitable paths and places for people to meet in safety and convenience.
- To enhance the public realm, with attractive and memorable spaces, which encourage people to visit the centre.
- To ensure that buildings contribute to the streetscape, through appropriate architectural qualities, scale and interaction with their surroundings and with people.
- To protect and enhance public spaces which add to the aesthetic, social and recreational value of the centre and its surroundings, encouraging pride and interest by businesses and people.

1.5 Using the UDF

The guidelines sit within an implementation system, set out in the model below.



2. Activity Centre Strategies

This section lists overarching objectives for each urban design element for the centre. The UDF follows objectives through a gradually refining approach from the broad scale to the detailed consideration of place, as shown by the diagram showing the progression to detail.



Urban Structure
Density, Height and Massing
Movement Network
Streetscape
Building Interface
Implementation

2.1 Urban Structure

The urban structure provides the foundation for future detailed design and planning.

The centre's urban structure emerges from the overlaying and interplay of these key elements:

- Sloping topography, open spaces including the Kangaroo Bay Rivulet which edges the centre; off street car parking areas; spaces such as the Council lawns; and natural features, such as the Bligh Street escarpment at the Centre's southern entrance.
- The movement network of roads, footpaths, and the transportation infrastructure and services they accommodate and the hard edges that are provided by Gordons Hill/ Cambridge/ Rosny Hill roads and the main linkages to the core – Bligh Street north - south and Bayfield Street, east – west.
- The built environment, comprising the range of building types, as defined by their physical scale, mass, orientation and height. This recognises the placement of landmark buildings like Eastlands; the Bayfield Street integrated health centre; corner buildings in Bligh and Bayfield Street, the public service buildings; and the historic Rosny Barn complex.
- Within the urban structure, the basic functional elements of the centre can be identified as: the commercial core, where higher turnover and anchor stores are dominant; the adjacent public service sector, where local and state government services have concentrated; the commercial edge, where larger floor space commercial, health and food services compliment the core; and the cultural and heritage areas, where the important arts facilities are provided in an important heritage setting.

Functional elements of the Centre



1. Commercial Core
2. Public Service
3. Commercial Edge
4. Open Space

Form and Function

Initiatives

Topography and open spaces

- Developing a public open space strategy for the centre to identify a network of well connected, accessible, high quality public open space areas that provide a diverse mix of user experiences and community functions.
- Enhancing open spaces to help reinforce the amenity of the centre and its ability to draw and retain people.
- Developing the Kangaroo Bay Rivulet and its edges for activities that support the centre's users and enhance the amenity of the city centre.

Movement network

- Ensuring that the north-south and east-west connections to the commercial core are safe and efficient, by avoiding new vehicular entrances from abutting properties.
- Deploying information and communications technology (ICT) to contribute to reduction in mobility-congestion reliance on private vehicles.
- Improving the accessibility of public transport by providing for more efficient movement and improving hop on hop off stops, including developing digital upgrading to bus stops for improved customer services.
- Ensuring public spaces are designed to facilitate safe and easy access for all ages and abilities.
- Providing infrastructure including ICT infrastructure to promote bicycle use.
- Providing accessible consolidated car parking areas, supported by ICT infrastructure.

Built environment

- Reinforcing the hierarchy of building forms and heights relevant to the proximity to the centre's core; the role of the precinct; as well as the physical character of the location and its setting.

Activities

- Developing a visual and performing arts centre to expand the range of cultural activities in the centre.
- Developing recreational and entertainment facilities within open spaces.

2.2 Density

This element concerns the intensity of development; the amount of built area compared to open space as well as the mixture of uses – retail, commercial, government services, residential, open spaces and roads.

The centre offers substantial opportunities to increase density, because the centre is typified by buildings generally built around the perimeter of the blocks east of Bligh Street, resulting in vacant spaces between and behind buildings; remnant residential developments; and large internal car parking areas. The Eastlands complex has potential to dramatically expand by building above it's Bligh Street/ Rosny Hill Road car park. This potential for consolidation has positive implications for expanding range of goods and services within a highly accessible format, wherein customers are encouraged to walk around centre.

A wide mix of activities can also be provided for through consolidation and expansion of floor space, which means more opportunities for business owners and customers over a longer period of the day.

Intensity- consolidating opportunities

Initiatives

Research

- Monitoring changes in retail behaviours which may impact on the success of the centre. These may include the impacts of on line shopping on current business types; the format of future businesses; and the way people access the centre for businesses and social connections. Information should be used to respond to:
 1. Floor space requirements and use (e.g. on-line shopping could lead to less retail floor space but greater storage of virtual floor space items – items spanning groceries, electrical, clothing and more.
 2. Changing car parking and loading requirements.
 3. Demand from growth in the aged persons market sector (noting the aging population and the development of retirement and aged care developments close by).

Consolidation

- Avoiding commercial rezoning of land abutting the perimeter.
- Promoting double fronted commercial premises where properties abut a street and run through to the Winkleigh Place and Bayfield Street internal car parking areas.
- Encouraging infill of private driveways and car parking areas fronting a street if alternate rear access can be achieved.
- Encouraging optimum use of frontage floor space in the design of new developments and the redevelopment of underutilised frontage floor space in existing commercial premises (where used as storage, stairwells, utility spaces and the like).
- Promoting redevelopment of remnant residential properties for commercial use.
- Promoting greater use of above ground floors, through design techniques that enhance customer accessibility and by identifying possible incentives to attract businesses to those floorspaces.

Housing

- Encouraging above ground floor apartments for different household types and markets and for short term accommodation.
- Ensuring building design provides safety and accessibility to above ground floor housing.
- Ensuring appropriate parking is provided to support the particular needs of apartment residents.

Expanding the range

Initiatives

Variety

- Encouraging a greater range of businesses, especially cafes and restaurants, specialist retailing, and entertainment, which attract more trading activity over a wider timeframe.
- Providing for the expansion of the Eastlands centre building, in order to allow a greater and more diverse retail offer.

- Encouraging the reuse of former bulky goods stores by new format activities, such as factory sales outlets, when traditional retail, office and service providers do not take up the space.
- Promoting occasional street markets, especially where they are related to the local area, in order to avoid competition with established and generic markets.

Government services

- Promoting the decentralisation of government agencies and services to Rosny Park, to provide better access for people and businesses in the city.
- Encouraging growth in the personal and health services sector, recognising the needs of a changing demographic; and the potential to leverage from the GP Super Clinic.
- Encouraging community service providers to locate in accessible places, with proximity to public transport and car parking, especially for people of all ages and abilities.
- Promoting the provision of educational and healthy activities for the aged, in accessible buildings and public spaces.

2.3 Movement Network

The success of Rosny Park is critically linked to the efficient and safe movement of vehicles, cyclists and pedestrians throughout the centre. Reconciling vehicle and pedestrian movements conflicts can improve the efficiency and accessibility for visitors of all ages and abilities, utilising a variety of transport modes.

Therefore the design and management of streets in the centre must recognise the importance of the relationship between all transport modes. This includes allotting space for pedestrian needs - and encouraging a lively, active public space - while ensuring appropriate space for bicycles, cars, delivery vehicles, buses and motorcycles as well as parking.

Much of the traffic management planning will be informed by recent and current traffic studies, including the Rosny Park microsimulation modelling, parking surveys and the Rosny Park CBD Traffic Study.

In future, techniques may involve the use of traffic sensors, smart poles and CCTV to monitor traffic and pedestrian flows to provide data for future planning.

Research

Initiatives

Studies

- Updating the Rosny Park CBD Traffic Study on a suitable cycle. The study is to be expanded to include changes, including:
 1. The findings of the Kangaroo Bay/ Rosny Park CBD Microsimulation Model in forecasting future traffic movement, network improvements and upgrades.
 2. The impacts of Bligh Street/ Rosny Hill Road and Kangaroo Bay Drive intersection redevelopment.
 3. The benefits of the integration of traffic signalisation throughout the centre.
 4. The traffic circulation impacts of recent changes to Bayfield Street and the approval of new commercial developments.
 5. The feasibility, including a whole of life cost-benefit analysis, of a potential access road linking Riaweena Road to Ross Avenue, CR Barnard Drive or Gordons Hill Road.
 6. In association with the Department of State Growth, determining the traffic impacts of the Gordons Hill Road slipway on any increased patronage and possible decentralisation of businesses and services, due to better accessibility to the centre.
 7. Changes in pedestrian movement behaviours following land use changes in the centre and along Kangaroo Bay Drive.
 8. How public transport services access the centre and how improvements could be made.
 9. Developing a road hierarchy for the centre, to prioritise the various modes of transport accessing it and informing future network planning.
- Continuing to undertake biennial parking surveys.
- Revising the Strategic Management of Car Parking in Activity Centres plan, reinforced by the updated Rosny Park CBD Traffic Study and the biennial surveys.
- Investigating the potential opportunities for installing smart technology such as wifi touch screens, smart poles to improve useage and attractiveness of public transport.

Traffic

Initiatives

Vehicle traffic

- Implementing adopted recommendations of the Rosny Park CBD Traffic Study.
- Investigating the potential for a road connection between Riaweena Road and Ross Avenue, CR Barnard Drive or Gordons Hill Road to alleviate traffic congestion within the centre.
- Consulting with bus operators whilst planning for an upgraded bus mall to ensure that public transport is a practical and attractive option for current and potential users.

Heritage

- Ensuring a new road connections at Riaweena Road are adequately screened from the Rosny Barn complex so that the heritage values are not negatively impacted.

Parking

Initiatives

Car parking

- Deploying ICT such as smart lighting and CCTV to improve safety and security.
- Deploying sensed parking spaces and technology to provide information on available parking spaces.
- Providing for EV Charging stations.
- Ensuring car parking is located at the rear of developments, thereby avoiding waste of valuable frontage retail/ commercial floor space potential.
- Allowing driveways along property side boundaries only if access from the rear is impossible.
- Ensuring that public parking areas are safe spaces, with adequate surveillance and designed to CPTED standards.
- Through the Strategic Management of Car Parking in Activity Centres plan developing a car parking plan which addresses the following elements:
 1. Findings and trends drawn from the biennial parking surveys.

2. Forecasts for parking associated with anticipated commercial floor space growth or renewal.
 3. Appropriate car parking design and supply to ensure balance between encouraging growth, efficient use of land, urban design targets and the supply of adequate public parking.
 4. The potential for privately operated public car parking facilities.
- Ensuring the rate for cash in lieu of car spaces associated with new use or development is based upon the estimated cost of developing spaces in the locality. Council policy may then determine what if any proportion is offset by council contribution.
 - Identifying future off street parking sites, including those associated with possible commercial redevelopment; private car parking facilities or expansion opportunities to peripheral car parking areas.
 - Redesigning the layout of off street car parks at Bayfield Street and Winkleigh Place in order to improve accessibility; vehicle and pedestrian safety; car spaces; and amenity using hard and soft landscaping.
 - Providing motorcycle parking located close to businesses on minimal slope, with adequate weather protection and surveillance.
 - Providing bicycle parking located in close to businesses and service providers with adequate weather protections and surveillance.

Heritage

- Ensuring car parking in the vicinity of the Rosny Barn complex is adequately separated and so that the heritage values are not negatively impacted.

2.4 Streetscape

Streets are the most fundamental shared public spaces of a city. A 'streetscape' is the collective design of all elements that make up a street: the road, footpaths, green infrastructure and landscape, open spaces and building frontages. The streetscape provides the visual identity of an area and a well-designed streetscape can fundamentally improve the economic, social and environmental functions of a place.

Better and safer access is linked to attracting more people into the centre and keeping them there for longer to enjoy social and commercial interactions. Good design in activity centres takes a people focused approach.

A modern street should be universally accessible and provide for the safe, convenient and comfortable travel for all users regardless of their mode of transport. A good street is designed for people with functional considerations such as micro-climates, universal accessibility, all-hours safety, appropriate furniture, wayfinding legibility and connectivity driving the design outcomes.

A streetscape can also provide many environmental services through the designed integration of green infrastructure alongside more conventional infrastructure components. Green infrastructure is the network of green or 'living' features within an urban area ranging in scales from large parks and natural areas down to pocket parks, street landscaping and street tree plantings. These connected items of green infrastructure provide measurable environmental, social and economic benefits and should be prioritised for their ability to both improve the sustainable operation of an urban area whilst simultaneously improving the liveability and aesthetics of the centre.

Research

Initiatives

Research

- Reviewing the public art policy to respond to changing physical, legal and administrative environments.
- Undertaking a Public Spaces and Public Life study to gain an understanding of the existing quality of public space in the centre and the activities its supports; to identify opportunities to improve the quality of public spaces and public life in the centre.
- Undertaking a disability access audit to identify opportunities for integrating best practice universal design into all aspects of the centre's public realm and provide a set of design guidelines and priorities to meet community needs.
- Developing a preferred planting list for all plant species to be utilised in streetscape projects. Plant species selections to aim to create a unified landscape aesthetic; to increase ecological and environmental functions of the landscape; and to consider ongoing maintenance and replacement costs.

- Undertaking a study of the lighting conditions within the centre to identify areas opportunities to improve night time safety for pedestrians; and for using custom lighting to promote night time use, sense of place and the selective activation of public spaces.
- Updating Councils Temporary Placement of Portable Furniture Signage and Structures in Public Places Policy and Guidelines (2006) and its application to modern streetscape design approaches.
- Developing a green infrastructure strategy for the centre, to improve the environmental and aesthetic functions of conventional infrastructure services and to create a more sustainable centre, through streetscape and development projects.
- Developing a wayfinding strategy to improve the navigation and orientation of visitors. The strategy should consider users of all modes of transport and the needs of people of varying abilities and ages. The strategy should identify how to guide people to key destinations within the centre and to external links around the centre. Signage design should become a key unifying element within the streetscape design. The strategy can include ICT, including touchscreens, public wifi and smart poles to provide information about the centre.

Design

Initiatives

Landscaping

- Integrating Water Sensitive Urban Design (WSUD) features such as street trees, permeable pavements, bio-retention structures and swales into streetscapes works where practicable.
- Ensure streetscape design is in line with and reinforces an adopted street hierarchy strategy.
- Integrating street tree plantings into streetscape works to provide shade and scale to the street, perform environmental functions and to enhance the identity of a street.
- Adopting a thematic landscape architecture response for the centre; where streetscapes are visually linked to each other and through to Kangaroo Bay and Bellerive.

Activity Centre Strategies

- Ensuring the potential of landmark sites are utilised to enhance the amenity and character of the centre. These include the council offices lawns; Kangaroo Bay Rivulet; Bligh Street gateway entrances at Rosny Hill Road and Gordons Hill Road; and the Bligh and Bayfield Street intersection.
- Providing street tree planting to provide shade; to create attractive environments; and to enhance the identity of the streetscape.
- Encouraging complimentary landscaping in public spaces found within forecourts between buildings and streets;
- Providing landscaping within off street car parks, to create an attractive environment, enhancing the micro climate and the relationship of the car park to adjacent businesses and services.
- Ensuring landscaping elements are complimentary to streetscapes by drawing from an approved plant and material selection guide.
- Ensuring that streetscapes do not appear dominated by car parking, by using integrating landscaping within roads.

Off Street car parking

- Improving the environmental function of off-street car parks through WSUD and the use of green infrastructure.
- Improving pedestrian safety and amenity within off-street car parks through interventions such as landscaping, street tree plantings, integration of pedestrian walkways, street furniture, accessible pavements and small 'pocket park' developments.

Public spaces

- Ensuring that streetscapes enable natural surveillance and encourage social interactions and night time activities. All streetscape design to be in accordance with Crime Prevention through Environmental Design (CPTED) principles.
- Developing public spaces that enhance the appearance of the centre and provide amenity and respite for people.
- Ensuring businesses are able to interact with the street using techniques such as resolving level changes with suitable steps and ramps; placement of furniture and facilities to avoid obstruction; the use of suitable paving; and appropriate landscaping.

Activity Centre Strategies

- Ensuring public spaces are designed to allow for a wide range of social functions and community activities.
- Developing a landscape masterplan for the council offices lawn to improve its amenity and provide desired activity spaces.
- Recognising the significant role the Rosny Golf Course plays in the setting of Rosny Park as well as its role in the city's recreational life; ensuring that planning for the centre enhances the future integration with the area.

Street amenity

- Developing a *Streetscape Materials and Finishes Guide* that sets out a design palette of materials and finishes for use within the centre to ensure a unified design aesthetic across for the public realm. The guide should consider the development of a unique and site appropriate suite of elements to assist in evoking a strong identity and sense of place. It should also include selections for elements such as paving, bricks and blockwork, tactile pavements and concrete pavement finishes, colours and treatments.
- Developing a *Streetscape Furniture and Fixtures Guide* that sets out a suite of public furniture items to be used within the centre. It would include selections for items such as benches and seats, rubbish bins, light fixtures, bike racks, water bottle filling stations, signage and information boards. All selections must be universally accessible, easily maintained, readily available and aesthetically complimentary to the Streetscape design schedule.
- Encouraging business owners intending to undertake landscaping or to provide furniture adjacent to the street, to select materials from the *Streetscape Materials and Finishes Guide* and the *Streetscape Furniture and Fixtures Guide*, to ensure a consistent and aesthetically seamless transition between public and private spaces.
- Ensuring the placement of all streetscape furniture does not obstruct walking desire lines, the visibility of commercial premises or create obstacles to pedestrians.

Utilities

- Developing a guide for the treatment of utilities and services infrastructure (such as electrical turrets and pit lids) that sets out minimum treatments for fixtures visible in public spaces, to ensure

that infrastructure fixtures are treated uniformly to reduce their visual impacts in public spaces and to ensure prompt maintenance and reinstatement after works.

- Ensuring service agency utility boxes are well maintained, with graffiti or other damage removed without delay.
- Ensuring any damage to pavements and other infrastructure during works undertaken by utility authorities is replaced to pre-works condition.

Safety and Accessibility

Initiatives

Pedestrian movement

- Promoting and the walkability of the centre through provision of frequent and safe road crossing points, reduced wait times at signalised intersections, improved footpath widths and surfaces, provision of frequent resting points, reduction in footpath interruptions such as vehicle crossovers at side streets, improved lighting and integrated wayfinding facilities.
- Delivering best practice universal access for people of all abilities and ages throughout all streetscape areas. Streetscape design should aim for integrated rather than separate disability access and all design interventions should consider users with sight, hearing and mobility impairments.
- Providing street furniture such as seating in accessible and rational locations taking into consideration distance between rest points, accessibility, local topography, demand and distances between key destinations or services, such as those between car parking areas and businesses.
- Improving pedestrian crossing safety and the amenity of walkways, to encourage people to walk around the centre, avoiding reliance on cars.

Personal safety

- Ensuring that public places and buildings are designed to enable natural surveillance and encourage social interactions and night-time activities involving CPTED design principles.
- Ensuring lighting is well designed and provides appropriate levels of illumination for businesses identification, pedestrian movement and personal safety. Lighting should adopt ICT initiatives that enable efficient operation and incorporation of wifi and security cameras.

Vibrancy and interest

Initiatives

Public Art

- Integrating public art into streetscapes to establish and reinforce a unique sense of place. Works may be within or visually accessible from public spaces. Public art opportunities include:
 1. Enhancing large open spaces such as Kangaroo Bay Rivulet and the Council office lawns.
 2. Introducing a unique public art trail through the centre and connecting into wider Rosny, Kangaroo Bay and Bellerive areas.
 3. Transforming utilitarian objects such as traffic signal boxes and bins into public art projects.
 4. Providing for temporary art displays, especially where associated with festivals or competitions

2.5 Building Design

Presentation

Initiatives

Design

- Ensuring building height is compatible with the streetscape, including adjacent buildings and with the local setting of the centre – a maximum of four storeys within the core three elsewhere in the centre, unless justified by an urban design context report.
- Encouraging the development of corner buildings to be at least as substantive as other structures in the streetscape.
- Providing for double fronted store formats where the property abuts internal public car parking areas at Winkleigh Place and Bayfield Street.
- Ensuring that buildings have a contemporary appearance, where colour and articulation are encouraged.
- Ensuring that building entries are easily identifiable from the street.
- Ensuring that ground floor facades have substantial fenestration in order to activate floor space and to ensure high levels of surveillance over the street.
- Ensuring that above ground floor facades have substantial fenestration in order to ensure high levels of surveillance over the street and optimise sunlight.
- Ensuring building design avoids or hides unsightly rooftop infrastructure.
- Promoting the incorporation of public art in building design.
- Encouraging the integration of signage into building and streetscape design, including the use of modern techniques to convey advertising messages.
- Other than in where setback policies are in place, avoiding front setbacks unless the space is incorporated into the design of the site and streetscape.

	<ul style="list-style-type: none">• Encouraging setbacks that achieve consistency in building alignment along the streetscape, whilst ensuring any forecourt spaces provide for public activity and enhance building design.
External elements	<ul style="list-style-type: none">• External waste storage must be hidden from view and never within the frontage.

Landscaping

Initiatives

Style	<ul style="list-style-type: none">• Ensuring that where buildings are setback from the street, landscaping is provided in a way that is consistent or complimentary with the approach taken in the broader streetscape.
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2.6 Implementation

The evolution of the centre can be guided by deliberate interventions into the system, such as planning controls and targeted infrastructure spending – streetscape renewal, traffic management devices, adaptive use of public land and the like, as well as developer and community initiatives – new buildings and businesses, expanding the retail offer, new shopping experiences.

Sound research can be applied to monitor performance and assess change against targets taking into account emerging trends. Research areas may include traffic management, pedestrian activity, impacts of land use and building design controls as well as impacts of changing retailing trends.

Following from these interventions and with access to research, the opportunities for new business and service developments can be pursued within the usual market forces that apply to such investments.

Guiding Development

Initiatives

Planning Controls

- Amending the planning scheme controls including:
 1. A Specific Area Plan area to give effect to building, signage and site initiatives.
 2. A car parking policy, including revised cash in lieu of spaces assessment.
 3. Revised public art contributions to enhance developments and their streetscape contribution.

Incentives

- Providing leadership, promoting and encouraging desired growth.
- Offering a development incentives policy for qualifying proposals.
- Seeking voluntary public art contributions by developing connections with business groups, arts communities and major public land users.

Regulation

- Ensuring that businesses and customers accessibility needs are prioritised by:
 4. Managing the availability of car spaces through time restrictions.
 5. Ensuring sufficient and accessible disabled spaces.
 6. Ensuring public car parking is provided on private commercial sites.
 7. Limiting spaces for “park and ride” users, who do not use the centre’s commercial or community facilities.
 8. Promoting alternative access and less space reliant transport options than private cars - including walking, bicycles, motorcycles and public transport.

3. Precinct Urban Design Concepts

The above strategies are converted to urban design concepts for Rosny Park's critical precincts, to suggest how these might look.



1. Bligh Street North
2. Ross Avenue
3. Winkleigh Place Car Park
4. Bayfield Street
5. Bayfield Street Car Park
6. Bus Mall
7. Bligh Street South

3.1 Bligh Street Bus Mall

Background

This street is within the centre's core. However, its potential is limited by a number of physical factors. The shops within Eastlands are inwardly focussed and have no interaction with the bus mall, so that only businesses on the east side have any opportunity for interaction with people within the mall. However, these businesses generally lack exposure and amenity due to a combination of the type of street trees, the bus shelters, paving quality and accessibility over the carriageway and in some cases, the elevation separation between front doors and footpath.

Improving the streetscape and providing a safer, more comfortable environment within the bus mall will help to encourage the use of public transport and therefore reduce the pressure on existing traffic management and car parking demand.

Urban Design Approach

The precinct can be improved through strategies and associated actions in the table.

Strategy

Actions

Urban Structure

Density, Height and Massing

- Ensuring buildings fill the full width of their frontage, height is limited to four storeys, unless supported by an urban design context report and fenestration is used to lighten the building and to open it to interaction with the street.

Movement Network

- Ensuring the carriageway pavement and kerbs are designed to encourage safe and comfortable pedestrian access between each side of the mall.
- Ensuring central medians are designed to manage safe pedestrian movement and help maintain low vehicle speeds.
- Assessing the need to introduce pedestrian refuges to filter pedestrians safely through the carriageway and protect them from passing vehicles.
- Examining the potential to spread the bus mall service to the Bligh Street North precinct, in order to reduce traffic and pedestrian conflict in the bus mall and to provide greater amenity for pedestrians and bus users.

Streetscape

- Ensuring the palette of materials used in streetscape redevelopment provide a thematic link to Bayfield Street and through to Kangaroo Bay.
- Introducing quality landscaping and physical elements to screen blank spaces at the north entrance to precinct, on the Eastlands corner.
- Replacing formal street trees, selecting replacements from the preferred planting list, to compliment the street and those used in adjacent streets.
- Ensuring bus shelters promote safety, with visibility through to adjacent buildings and footpaths.
- Improving the links between the bus mall and Eastlands to reduce visual and physical barriers. This includes working with Eastlands

Precinct Urban Design Concepts

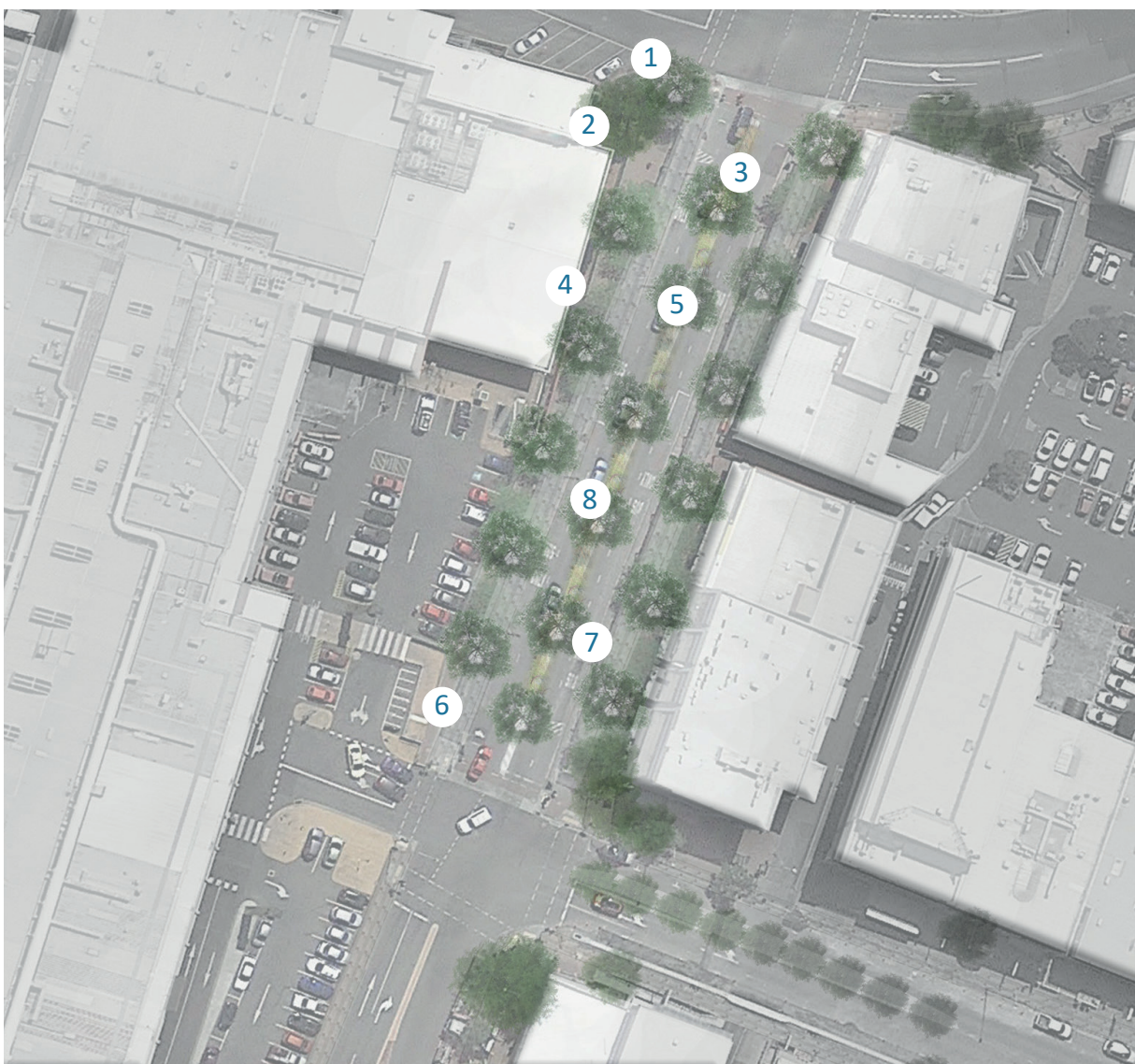
Streetscape (continued)

to improve the façade treatments, the permeability of facades and their connections to adjacent streets, opportunities for open space forecourts and integration of green infrastructure.

- Ensuring lighting enhances night time safety and amenity.

Bligh Street Bus Mall Concept Plan

The concept plan illustrates ways that the Actions might appear.



1. Main entrance feature/ introduce public art.
2. Dead-space: formalise, enclose & screen to soften scale.
3. Paved street, median and footpaths to match Bayfield Street theme.
4. Provide flush type kerb to encourage pedestrian activity.
5. Increase lighting & integrate with the bus shelters.
6. Formalise & equally space replacement street trees.
7. Create better visual and physical connection between shops and streetscape.
8. Upgrade bus shelters.

Streetscape Impressions

These illustrations indicate how the actions might be presented on the streetscape.



3.2 Bligh Street South

Background

The precinct is the gateway to Rosny Park and it has great potential for a statement entry. The escarpment on the eastern side between Rosny Hill Road and Winkleigh place is in poor condition and does not add value to the amenity or attraction of the centre. On the west side, the Eastlands car park is an expanse of bitumen and parked cars, with the south wall of the complex exposing cluttered and uncoordinated signage.

North of the Winkleigh Place roundabout, commercial development on the east side of Bligh Street introduces more architectural interest and landscaping around the Cinema car park, but the Eastlands complex along the west side is unsympathetic, with the tyre service centre giving way to blank side walls, vehicular access for cars and delivery trucks and a ramp to the roof top parking. The streetscape here is also diminished by inconsistent paving and lack of amenities like seating or landscaping.

Urban Design Approach

The precinct can be improved through strategies and associated actions in the table below.

<i>Strategy</i>	<i>Actions</i>
Movement	<ul style="list-style-type: none">• Reducing traffic congestion between Bayfield Street and Rosny Hill Road, with special attention to the Winkleigh Place/ Eastlands roundabout.• Ensuring central medians and refuges contribute to safe movement of vehicles and pedestrians and are designed and to compliment the streetscape.• Improving pedestrian safety and efficient movement between Bligh Street and Kangaroo Bay Drive, including ensuring that the footpath widths are adequate having regard to the volume of pedestrians as well as the safe separation of vehicles and pedestrians.• Improving movement and space for cyclists to ride safely within the street.• Ensuring the palette of materials used in streetscape redevelopment provide a thematic link to Bayfield Street and and through to Kangaroo Bay.

Strategy

Actions

Streetscape

- Maintaining the visual connection down Bligh Street, to Bellerive, taking advantage of the vista of Kangaroo Bay.
- Landscaping the escarpment on the east side between Rosny Hill Road and Winkleigh Place, using its steep and rock faced planes, to create an entrance statement for the centre.
- Providing adequate lighting for night time safety and amenity.
- Providing seating at suitable points to assist pedestrians of all ages and abilities.
- Encouraging infill opportunities between buildings, unnecessary driveways and along street edges.

Building Design

- Ensuring the expansion of Eastlands to Rosny Hill Road uses architectural techniques to introduce a bold design that enhances the appearance of the centre; helps to link the centre with Kangaroo Bay; introduces pedestrian interaction; surveillance within Bligh Street; and creates greater linkages to the adjacent businesses and activities.
- Ensuring buildings fill the full width of their frontage, height is limited to three storeys, unless supported by an urban design context report and fenestration is used to lighten buildings and improve interaction with the street.

Heritage

- Ensuring any new development is adequately designed and separated from the Rosny Barn complex, so that heritage values are not impacted.

Bligh Street South Concept Plan

The concept plan illustrates ways that the Actions might appear.

1. Opportunity for Architectural upgrade and height increase.
2. Infill opportunity.
3. Opportunity to incorporate seating and amenity.
4. Paved street, median and footpaths to match Bayfield Street theme.
5. Commercial infill opportunity with dual frontage shop.
6. Landscape and repave medians and refuges to match Bayfield Street theme.
7. Enhance roundabout-opportunity for a feature element.
8. Landscape escarpment/signage entrance feature.
9. Rosny Park entrance banding feature.
10. Reconstruct footpaths in consistent theme with Bayfield Street and Kangaroo Bay.
11. Maintain viewline from centreline Kangaroo Bay.
12. Provide appropriate and wide pedestrian crossing to connect Rosny Park to Kangaroo Bay.
13. Create a safe pedestrian crossing.



Precinct Urban Design Concepts

Streetscape Impressions

These illustrations indicate how the actions might be presented on the streetscape.



3.3 Bligh Street North

Background

In this precinct, the public spaces are confronted by an inconsistent approach to building design, setback and function, which then relate to areas of poor surveillance. The role of the street is dominated by car movement. Presentation and pedestrianism are secondary, evidenced by inconsistent paving, lack of furniture and no provision for formal safe street crossing aided by refuges and medians.

On the east side of the street, the former Bunnings store has substantial fenestration facing the street and offers a high level of surveillance and interaction with people in the street. The take away food store at the Ross Avenue corner is set well back and its car park dominates the street with unsympathetic impact on the entrance to the bus mall and the core of the centre.

Government buildings along the west side are set well back and have few windows to offer effective surveillance of the street. At the Ross Avenue intersection, the council lawns dominate the precinct entrance but also have great potential for contributing to an enhanced entrance statement for both the core of the centre and the open public buildings.

Urban Design Approach

The precinct can be improved through strategies and associated actions in the table below.

Strategy

Actions

Movement

- Ensuring central medians contribute to safe movement of vehicles and pedestrians.
- Ensuring central medians and refuges contribute to safe movement of vehicles and pedestrians and are designed and to compliment the streetscape.
- Ensuring that footpath widths are adequate having regard to the volume of pedestrians as well as the safe separation of vehicles and pedestrians.
- Improving movement and space for cyclists to ride safely within the street.

Strategy

Actions

Streetscape

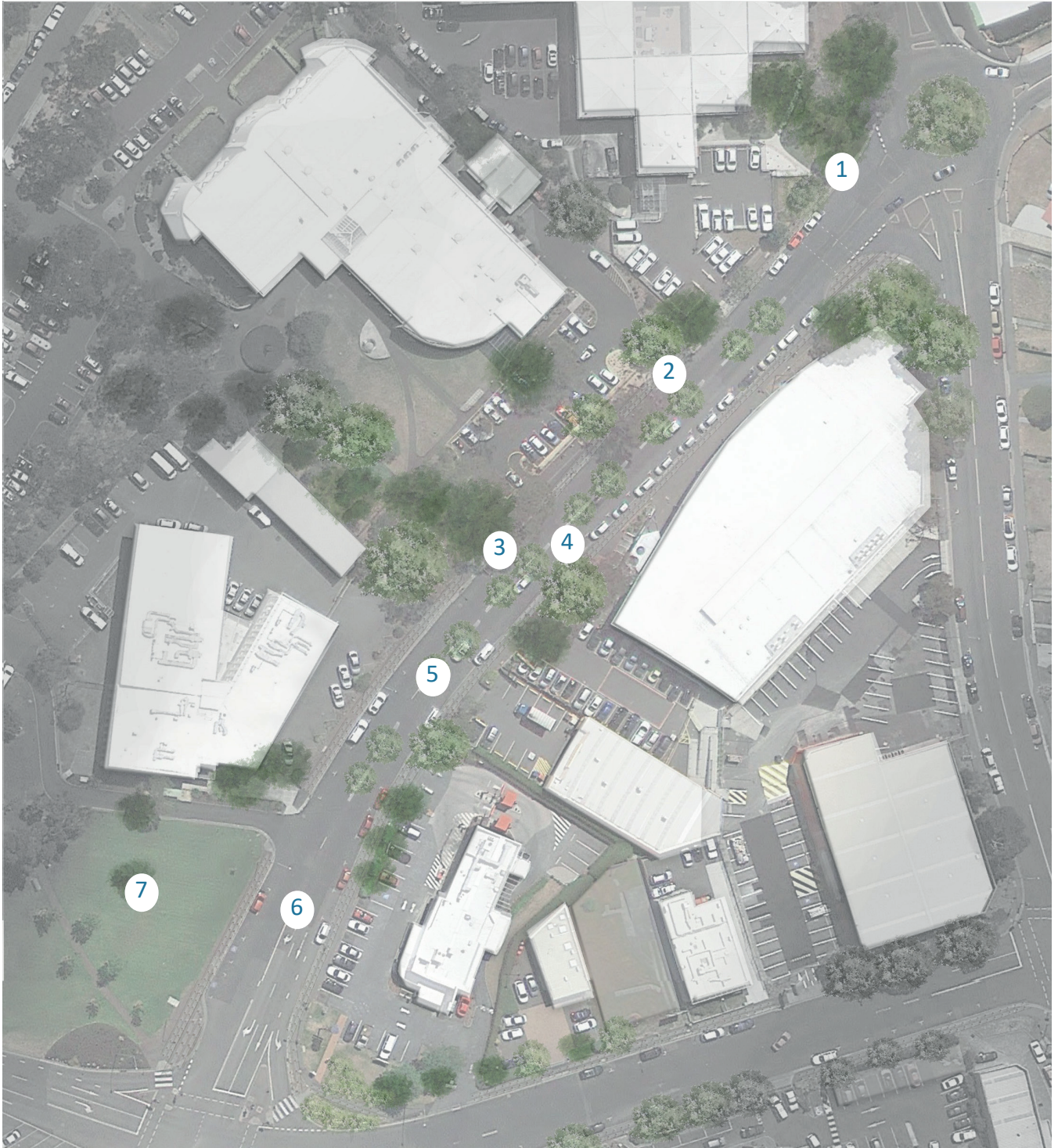
- Creating a thematic link along Bligh Street and through to Kangaroo Bay by the use of consistent paving materials, furniture and landscaping.
- Maintaining the visual connection down Bligh Street, to the bus mall and to Kangaroo Bay.
- Improving and coordinating landscaping at the Gordons Hill Road intersection, to distinguish the role of the street with an entrance statement.
- Creating a landscaped entrance statement to the core of the centre, at the Ross Avenue intersection.
- Introducing street trees selected from the preferred planting list to compliment the street and those used in adjacent streets.
- Providing adequate lighting for night time safety and amenity.
- Providing seating to assist pedestrians of all ages and abilities.
- Developing a master plan for the upgrade of the Council Lawns, recognising the important strategic location of the lawns as a meeting and activity space for people using the centre.

Building Design

- Ensuring buildings height is limited to three storeys, unless supported by an urban design context report and fenestration is used to lighten buildings improve interaction with the street.

Bligh Street North Concept Plan

The concept plan illustrates ways that the Actions might appear.



1. Provide an entrance statement.
2. Formalise landscaping.
3. Provide a pedestrian crossing.
4. Provide Seating.
5. Provide landscape treatments.
6. Introduce footpath paving to match Bayfield Street.
7. Investigate opportunities to utilise Council lawns for landscaping and activities.

Streetscape Impressions

This illustration indicates how the actions might be presented on the streetscape.



3.4 Bayfield Street

Background

This precinct's role has been reinforced by the recent streetscaping project. Bayfield street properties have been substantially enhanced by the works, which have transformed the visual amenity and utility of the street through consistent landscaping, paving and furniture. The works have set the standard for the quality of future streetscape works in Rosny Park and its traffic safety and pedestrian accessibility and comfort.

However, there remain a number of opportunities for redevelopment and infill which the streetscaping quality should lend some encouragement to. As existing properties are improved and in particular as remnant residential and vacant properties are developed for commercial purposes, Bayfield Street will play an even more important role in Rosny Park's growth.

Urban Design Approach

The precinct can be improved through strategies and associated actions in the table on the following page.

Strategy

Actions

Density

- Encouraging the replacement of older housing stock by commercial buildings.
- Encouraging infill of vacant spaces frontage spaces, especially driveways where rear access may be achieved instead.
- Precluding private driveways from Bayfield Street.
- Encouraging commercial redevelopment of the car park frontage adjacent to the Integrated Health Care Centre, to optimise floor space potential along the street.

Movement

- Investigating traffic management devices to reduce Cambridge Road intersection conflicts.

Streetscape

- Maintaining landscaping, paving and furniture provided in the redevelopment project.
- Providing a style guide to assist owners selecting complimentary furniture for forecourts abutting the street.
- Ensuring utility boxes are maintained in good order and graffiti is quickly removed.
- Introducing additional seating east of Winkleigh Place, to assist pedestrians and support redevelopment of remnant sites.

Building Design

- Ensuring buildings fill the full width of their frontage, height is limited to three storeys, unless supported by an urban design context report and fenestration is used to lighten buildings' and improve interaction with the street.
- Ensuring that the building setback policy is maintained to ensure consistency in building alignment and the potential for public forecourt spaces.
- Ensuring that building setbacks are developed as forecourts which enhance the building and encourage public enjoyment of the space.

Bayfield Street Concept Plan

The concept plan illustrates ways that the Actions might appear.



1. Infill opportunities.
2. Redevelop with double fronted shops/ offices.
3. Infill opportunity & redevelop with double fronted shop/ office and parking.

Streetscape Impressions

This illustration indicates how the actions might be presented on the streetscape.



3.5 Winkleigh Place

Background

Winkleigh Place is one of two public off street car parking areas, with opportunities to capitalise on exposure to the internal car park. The conversion of buildings currently facing Bayfield Street or Cambridge Road, to double fronted formats and new infill buildings also adopting this format, will maximise the use of potential floor space. The uncomplicated ownership pattern, dominated by council's possession of the central parking area will enable the transition to take place over time without developers relying on other owners. They will simply consolidate their rear car parking area with the council car park and take advantage of the exposure by creating a frontage to that area. Accordingly building design will be important, to ensure high levels of surveillance over pedestrian spaces and appropriate commercial presentation of facades and signage.

However, as the internal car parking area expands and rows of building entries face it, business owners and users will expect improvements to support them - a legible movement system for cars; safe walking routes where pedestrians and cars can be separated; appropriate amenity improvements – formalised shade planting and landscaping, rest seats and other furniture and suitable public art and the like.

Urban Design Approach

The precinct can be improved through strategies and associated actions in the table below.

<i>Strategy</i>	<i>Actions</i>
Density	<ul style="list-style-type: none">• Encouraging the replacement of older housing stock by commercial buildings.
Movement	<ul style="list-style-type: none">• Redesigning the internal car parking to incorporate the abutting private car parking areas around the perimeter, resulting in a consolidated design that provides optimal car spaces; a legible and accessible layout; separation of pedestrians; appropriate landscaping and shade planting; and pedestrian resting points.• Ensuring that footpath widths are adequate having regard to the volume of pedestrians as well as the safe separation of vehicles and pedestrians.

Strategy

Actions

Streetscape

- Introducing coordinated landscaping, paving and furniture.
- Utilising any changes in the provision and arrangement of off street car parking as a catalyst for the integration of soft and hard landscaping into these predominantly hard stand areas.
- Enhancing the potential for retailing and commercial activities around the peripheries of the car park by designing attractive spaces to attract customers.
- Identifying opportunities for public art to enhance the changing role of the car park edges.

Building Design

- Ensuring buildings fill the full width of their frontage, height is limited to three storeys, unless supported by an urban design context report and fenestration is used to lighten buildings and to improve interaction with the car park.
- Ensuring that building entries are easily identifiable from the car park.
- Ensuring that ground floor facades have substantial fenestration in order to activate floor space and to enhance levels of surveillance over the car park.
- Ensuring that buildings have adequate pedestrian forecourts between them and the car parking area to provide safe access to the building.
- Providing substantial fenestration in above ground floor facades, to provide suitable surveillance over the car park and to optimise sunlight.

Precinct Urban Design Concepts



1. Redevelop with double fronted shop/ offices & car parking.
2. Infill with double fronted shop.
3. Car parking integrated with council car park.
4. Opportunity for landscaping & perimeter amenities.
5. Opportunity for 'urban pocket park'.
6. Opportunity consolidate & improve car park layout; with landscaping and amenities.
7. Opportunity for the use of the empty wall space for public art.
8. Infill Opportunities.

Precinct Urban Design Concepts

Streetscape Impressions

These illustrations indicate how the actions might be presented on the streetscape.



3.6 Bayfield Street Car Park

Background

Although a busy area, the Bayfield Street car park precinct has evolved in an uncoordinated way, resulting in poor legibility and access, particularly around the peripheries.

Some sites have not taken advantage of their abuttal to the car park to offer direct access and have therefore missed an opportunity to maximise their potential retail floor space. Moreover by displaying rear walls and even fences to the car park, some have contributed to lower standards of amenity and safety in the precinct.

Perimeters of the car parking area should be faced with business fronts, connecting those already existing along the north and east sides, to produce a more efficient use of space and to expand the range of goods and services available within close proximity of the centre's core. The conditions to encourage this can be improved by upgrading the car parking area, introducing better amenity and pedestrian accessibility.

Urban Design Approach

The precinct can be improved through strategies and associated actions in the table on the following page.

Strategy

Actions

Density

- Encouraging infill of vacant spaces around the peripheries of the precinct.

Movement

- Redesigning the car parking area and incorporating the abutting private car parking areas around the perimeter, resulting in a consolidated design that is highly legible; provides optimal car space numbers; high levels of safe accessibility; with separation of pedestrian movement; appropriate landscaping and shade planting; and pedestrian resting points.
- Upgrading the paving of car parking and pedestrian access and traffic management devices, using a consistent palette of materials and techniques.

Streetscape

- Introducing coordinated landscaping, pedestrian paving and furniture for people of all ages and abilities passing through the precinct.
- Utilising any changes in the provision and arrangement of off street car parking as a catalyst for the integration of soft and hard landscaping into these predominantly hard stand areas.
- Enhancing the potential for retailing and commercial activities around the peripheries of the car park by designing spaces to attract customers, which include recognising the views beyond the precinct
- Identifying opportunities for public art to enhance the changing role of the car park edges.

Building Design

- Ensuring buildings fill the full width of their frontage, height is limited to three storeys, unless supported by an urban design context report and fenestration is used to lighten buildings and to improve interaction with the car park.
- Ensuring that building entries are easily identifiable from the car park.
- Ensuring that ground floor facades have substantial fenestration in order to activate floor space and to enhance levels of surveillance over the car park.

Strategy

Actions

Building Design (Continued)

- Ensuring that buildings have adequate pedestrian forecourts between them and the car parking area to provide safe access to the building.
- Providing substantial fenestration in above ground floor facades, to provide suitable surveillance over the car park and to optimise sunlight.

Bayfield Street Car Park Concept Plan

The concept plan illustrates ways that the Actions might appear.



1. Infill opportunities.
2. Provide a 'resting space' with seating and landscaping to provide sense of direction and provide seating.
3. Improve sense of direction through coordinated planting and footpath realignment and paving.
4. Ensure good pedestrian access to dental clinic.
5. Provide a formalised pedestrian entry.
6. Repave road to highlight multi-use environment.
7. Encourage fenestration and doors for surveillance.
8. Encourage laneways use with lighting and public art.

Streetscape Impressions

This illustration indicates how the actions might be presented on the streetscape.



3.7 Ross Avenue

Background

Ross Avenue will continue to provide for mixed use activities. Through its prominent setting and proximity to the core of the centre it will transition to a more intensively developed streetscape, with infill opportunities along frontages likely to be developed. The attractiveness of the area for larger floor plan businesses will be improved by opportunities taken to enhance the streetscape.

Urban Design Approach

The precinct can be improved through strategies and associated actions in the table below.

Strategy

Actions

Movement

- Ensuring central medians contribute to safe movement of vehicles and pedestrians.
- Ensuring pedestrian refuges contribute to safe movement of pedestrians and are designed and constructed to compliment the streetscape.
- Ensuring that footpath widths are adequate having regard to the volume of pedestrians as well as the safe separation of vehicles and pedestrians.

Streetscape

- Ensuring the palette of materials used in streetscape redevelopment provide a thematic link to Bligh Street.
- Creating a landscaped entrance statement to the core of the centre, at the Bligh Street intersection.
- Introducing street trees to compliment the street and those used in adjacent streets.
- Encouraging infill of vacant spaces around the peripheries of the precinct.
- Providing adequate lighting for night time safety and amenity.
- Providing seating to assist pedestrians of all ages and abilities.

Building Design

- Ensuring building height is limited to three storeys, unless supported by an urban design context report and fenestration is used to lighten buildings and improve interaction with the street.
- Ensuring that ground floor facades have substantial fenestration in order to activate floor space and to enhance levels of surveillance over the street.
- Providing substantial fenestration in above ground floor facades, to provide suitable surveillance over the street and to optimise sunlight.

Strategy

Actions

Building Design (continued)

- Encouraging redevelopment of the former Bunnings premises at the intersection of Cambridge Road, in a form that reinforces the entrance to the centre and promotes interaction by the use of fenestration and openings.

Ross Avenue Concept Plan

The concept plan illustrates ways that the Actions might appear.



1. Widen footpaths and formalise street tree planning.
2. Centre gateway entrance.
3. Street entrance banding.
4. Infill opportunities.
5. Landscaped pedestrian crossing.
6. Street corner entrances.
7. Landscaped pedestrian crossing.
8. Opportunities for landscaping/seating/public port promotions for events.

Precinct Urban Design Concepts

Streetscape Impressions

This illustration indicates how the actions might be presented on the streetscape.

