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OCULUS

# **Burwood North Precinct Master plan Landscape and Public Domain Strategy Report**



We acknowledge the Traditional  
Custodians of the places we work.

We honour Elders past and present,  
whose profound knowledge systems  
can teach us much about how we  
design and care for Country.

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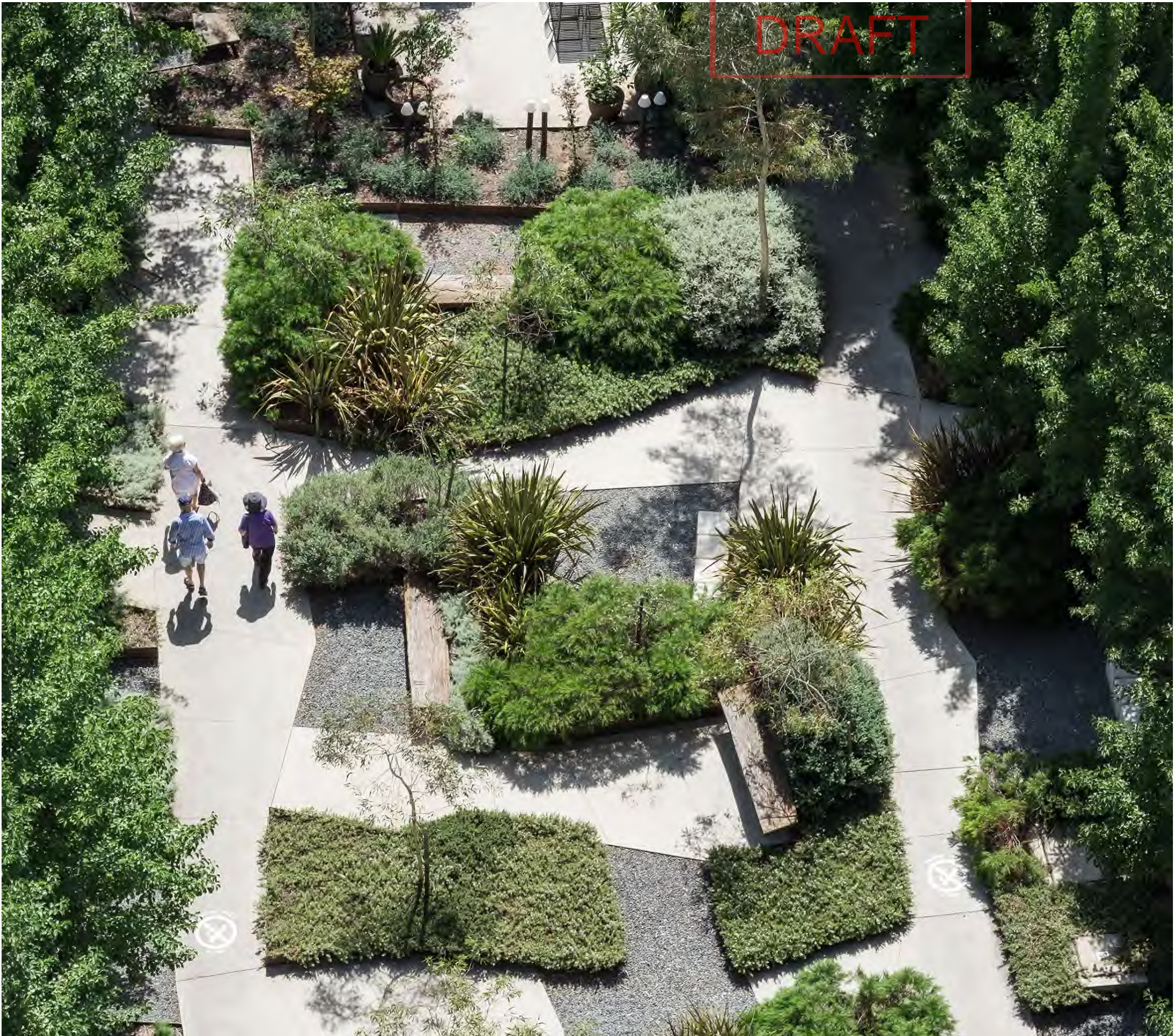
Rev	Issue	Date	By	Checked
A	Draft	16.03.23	Simon Bond	Keith Stead
B	Draft	17.07.23	Simon Bond	Keith Stead
C	Draft	31.08.23	Simon Bond	Keith Stead



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# 1.0 Introduction



1.1 Background

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Burwood Council is pursuing an exciting vision for the Burwood North Precinct and values a resilient, sustainable and active community, set within an attractive public domain, that leverages the metro to provide new opportunities for housing, employment and cultural activities.

Burwood Council is preparing an updated master plan and supporting studies for the Burwood North Precinct, building upon the work already undertaken as part of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS). The master plan seeks to capture the opportunity afforded by a new metro station at Burwood North on the Sydney Metro West network.

The master plan strives to deliver an outcome that is feasible, maximises public benefit and delivers high quality public domain, open spaces and community infrastructure. The master plan articulates a cohesive vision for Burwood North that will underpin the growth and development of the precinct as a benchmark for sustainable urban renewal.

The master plan is the result of a collaborative process that has been undertaken between Burwood Council, a wide range of government, institutional and community stakeholders, and the project’s consultant team.

An Implementation Plan will also be prepared that outlines the recommended planning controls, policies and infrastructure necessary to enable the successful delivery of the master plan. The recommendations may inform amendments to the Burwood Local Environmental Plan 2012 (LEP) and Burwood Development Control Plan 2012 (DCP).

Burwood North is a precinct identified in the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS), a NSW Government strategy developed to revitalise land from Granville to Camperdown. The PRCUTS establishes a 30-year vision to connect the cities two main central business districts of Sydney and Parramatta, via a renewed urban corridor.

This project aims to deliver a better outcome than possible under PRCUTs by maximising the public benefit through recognising development potential and capacity of sites within the precinct. This capacity will be leveraged to deliver improved public benefits to address issues like affordable housing supply and provision of public spaces.

The Burwood North Precinct is bound by Wilga Street and Burwood Park to the south, Parramatta Road to the north,Shaftesbury Road to the east and Grantham Street to the west.

Burwood North extends into the Canada Bay Local Government Area, located on the northern side of Parramatta Road. A metro station, located on the northern side of Parramatta road is currently under construction, with an entry located on Burwood Road, within the Burwood LGA.

The Master Plan will articulate a clear vision and provide an urban design framework for the public and private domain, with a view to improve the amenity and quality of the built environment.

In addition, the master plan will provide recommendations on land use zones, building heights, floor space ratios (FSRs), road network improvements and public domain improvements that will facilitate activation, job creation and housing choice.





# 1.2 Purpose of this Report

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This report outlines the landscape and public domain strategy for Burwood North, including:

- + Landscape and public domain principles
- + Open Space provision, character and typologies
- + Streets and connections hierarchy, character and typologies

The outcomes in this report build on previous site analysis, consultation and scenario testing including:

- + Desktop analysis - reviewing previous reports and studies undertaken for the precinct and reviewing the current strategic planning context
- + Stakeholder engagement - a wide range of stakeholders have been engaged through the analysis, visioning and scenario testing process including Burwood Council staff, State government and institutional stakeholders of the precinct, landowners in the precinct, and the general community
- + Site visits - the project team undertook numerous site visits at various times of the day, week and year to gain an appreciation for the Precinct.

The previous site analysis work is included in the end of this report along with exemplar projects that have been studied for their relevance to the future renewal of the Burwood North Precinct.

This report should be read in conjunction with supporting reports including:

- + Burwood North Precinct Master plan: Master plan Report, by COX
- + Burwood North Precinct Master plan: First Nations Design Principles Report, by Dominic Steel Consulting Archaeology
- + Burwood North Precinct Master plan: Rapid Transport Appraisal, by SCT Consulting
- + Burwood North Precinct Master plan: Sustainability Statement, by Mott MacDonald
- + Burwood North Precinct Master plan: Economic Assessment & Feasibility, by JLL
- + Burwood North Precinct Master plan: Stormwater and Flooding Report, by Mott MacDonald
- + Burwood North Precinct Master plan: Geotechnical Study, by Mott MacDonald
- + Burwood North Precinct Master plan: Utility Servicing Assessment, by Mott MacDonald
- + Burwood North Precinct Master plan: Preliminary Site Investigation, by Mott MacDonald
- + Burwood North Precinct Master plan: Engagement Outcomes Report, by COX.



## Next Steps

The next step for this project will involve developing an Implementation Plan and LEP/DCP amendments, along with further engagement prior to issuing final reports.





1.3 Landscape Overview

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The master plan was considered against the natural environment, landscape connectivity and open space / amenity, with the following general outcomes:



Natural Environment

The master plan pays respect to the existing landscape by reflecting the existing drainage line across the eastern part of the site in the structure of the open space in this part of the precinct. The master plan also considers the wider linkages of the Greater Sydney Green Grid.

Water sensitive urban design (WSUD) is integrated into the public and private domains, including within open space, streets and setbacks.

Specific targets for canopy cover are included in this report to embed this requirement into the master plan, including canopy cover targets for different types of land use, open space and street typologies.



Open Space and Amenity

The open space provision has been based on meeting the future needs of the community, and particularly responding to the proposed increased number of dwellings in the precinct.

A variety of open space typologies are proposed in order to provide a variety of recreational opportunities. The size and location of proposed open spaces has considered feasibility in terms of delivery through site amalgamations and minimising costs of land acquisition for Council.

Open space catchments have also informed the master plan, including addressing existing or future gaps in provision and improving the accessibility of existing and proposed open space. The master plan also seeks to achieve connections to the wider open space network, particularly to the Canada Bay LGA.



Connectivity

The master plan aims to improve connectivity and accessibility across the precinct as well as providing connections to surrounding precincts and addressing missing links in the wider regional pedestrian and cycle network.

All streets are to be considered as pedestrian and cyclist friendly streets and ensure their priority, safety and comfort over vehicles. A number of streets have been identified for pedestrianisation or shared zones, whilst others will have slower speed limits and other traffic calming measures. Shared laneways for local access and servicing, and through site pedestrian links will help create a permeable, fine-grain urban precinct.



1.4 Landscape and Public Domain Plan

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Legend

1	Local park
2	Urban park
3	Pocket park
4	Linear park
5	Pedestrianised street





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## **2.0** Natural Environment



## 2.1 Blue / Green Infrastructure

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### Principles

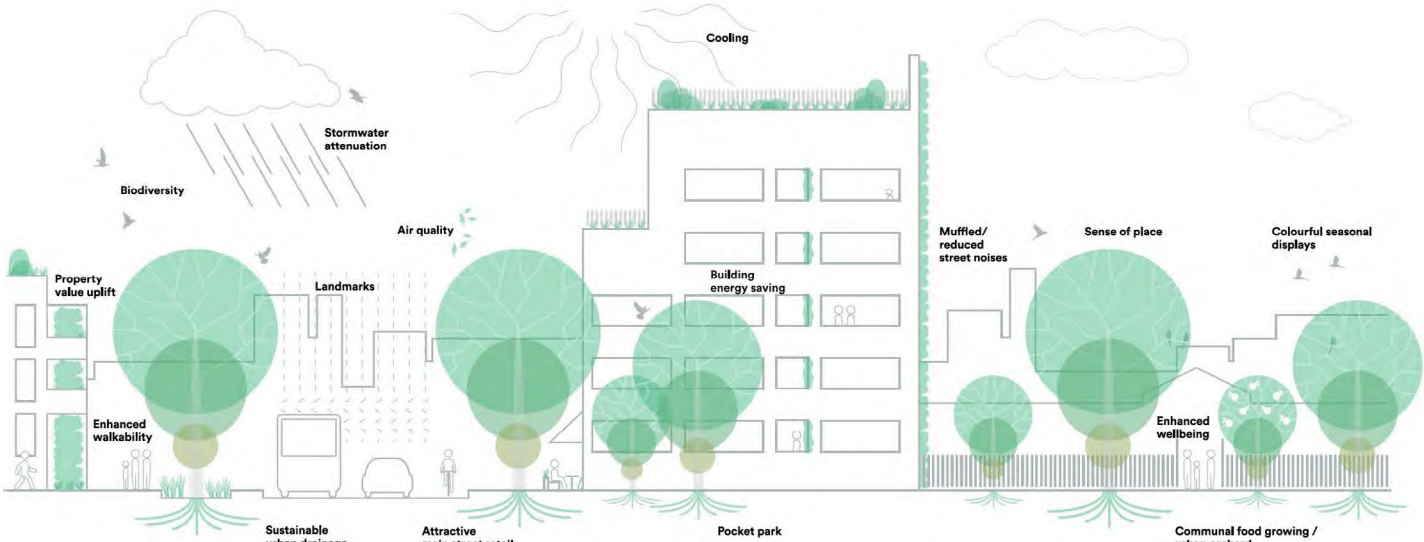
#### Planting and Ecology

- + Provide a range of scales and types of open spaces which support biodiversity, mitigate climate change and maximise recreational opportunities
- + Deliver green grid priority connections - Burwood Road, Broughton Street and Parramatta Road, and secondary local green corridor connections along Park Road and Meryla Street linking to local parks, sport and recreation zones and the Parramatta River and Cooks River open space corridors
- + Preference local provenance native plant species from the local native vegetation communities that occur or occurred in the local area to enhance local biodiversity, rather than plant non-local native or non-native plants, ie. Sydney Turpentine Iron-bark forest, for all public and private spaces.
- + Prioritise retention of existing mature trees on both public and private land
- + Integrate verge planting and WSUD into existing streetscapes and public domain to assist with bio-filtration and habitat creation
- + Provide nature-based recreational opportunities
- + Consider green cover\* targets/controls that are to be met across public and private land. including the following:
  - every apartment site provide a minimum 35% site area as green cover.
- + Consider setting native/endemic species targets for private developments.

\* Green cover is defined as living organisms growing in soil which have stems, leaves, and roots. Green cover is open to the sky and can be located in common areas or within private open space such as balconies or roof tops. Green cover includes deep soil areas, planting on structure (rooftops, podiums, planters) and planting such as lawn and gardens in communal open space.

#### Water

- + Highlight overland flow paths and historical waterways (e.g. St Luke's Canal) through new blue-green connections and ecological corridors
- + Locate open spaces areas along overland flow paths and within flood prone areas to assist with water management
- + Maximise precinct wide permeability within both public and private areas
- + Integrate verge planting and Water Sensitive Urban Design (WSUD) / Integrated Water Management into existing and proposed streetscapes and public domain to assist with bio-filtration and habitat creation
- + Incorporate WSUD within development sites
- + Provide passive irrigation to street trees
- + Use recycled water for irrigation



The benefits of trees, Greener Places Draft Guide, GANSW





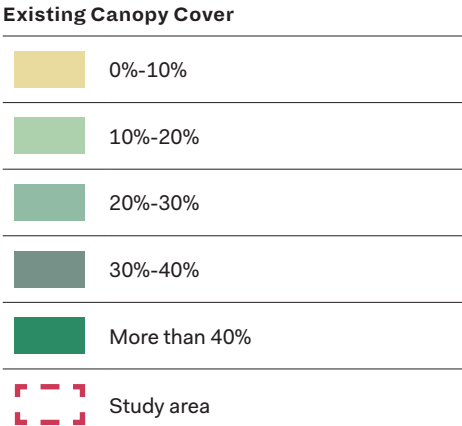
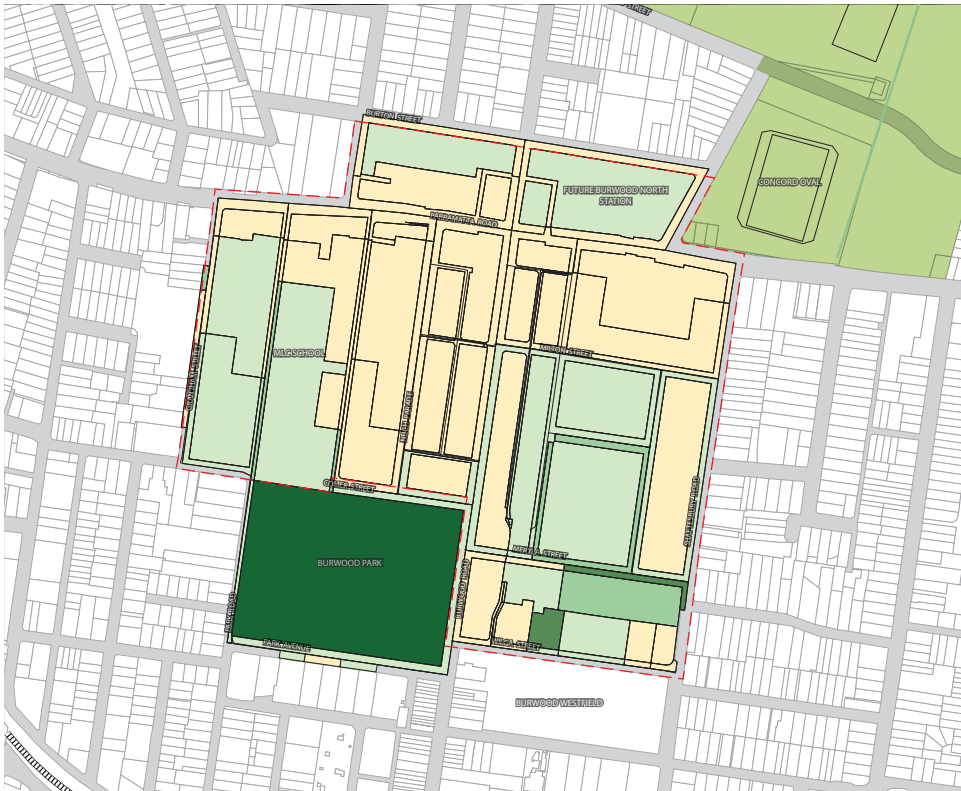
2.2 Tree Canopy Cover

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Existing canopy cover for the precinct is very low, at a total of 10.2%. Many of the streets and development blocks have less than 10% existing canopy cover. Areas with greater cover include the schools, some of the wider residential streets, and lower density areas with established mature trees on private lots. Burwood Park has the highest canopy cover within the local context, with more than 40% cover.

Principles

- + Increase canopy cover in line with NSW target of 40% cover by 2036
- + Underground utilities, reduce parking / plant in parking bays and reduce carriageway widths where possible to accommodate additional trees
- + Set land use specific targets for canopy cover, drawing on the Urban Tree Canopy Targets and Development Controls Report (Gallagher Studio for NSW DPIE 2022), including the targets outlined in the adjacent table
- + Retain existing mature trees where possible, particularly any local native species
- + Use advanced and established local native species, to assist in mitigating the removal of trees, as the loss of existing trees and the benefits that they provide takes years for a juvenile tree to grow and replace
- + New trees should be planted across the site where they will provide the greatest ecological value, pedestrian amenity and reduction in urban heat island effect
- + Provide sufficient area/space to allow trees to grow to maturity, including generous setbacks to new streets to maximise capacity to accommodate large canopy trees for shade and wildlife habitat.
- + Select tree species and sizes suited to available growing conditions, which may include planting smaller trees in narrow streets and verges.



Typology	Minimum Tree Canopy Target	
Development category		
Apartments and Mixed Use < 1500m² site area	15% site area	
Apartments and Mixed Use 1500m²+ site area	20% site area	
Entertainment, Urban Services, Schools	25% site area	
Streets	Overhead Power lines	Underground Power
Existing Residential Streets	40% canopy cover	50% canopy cover
Public Open Space	Park wide target	
Open spaces	45% canopy cover - Target only applies to areas outside the courts and fields. Where possible, the area without courts and fields should exceed the 45% minimum to compensate for the areas without canopy	



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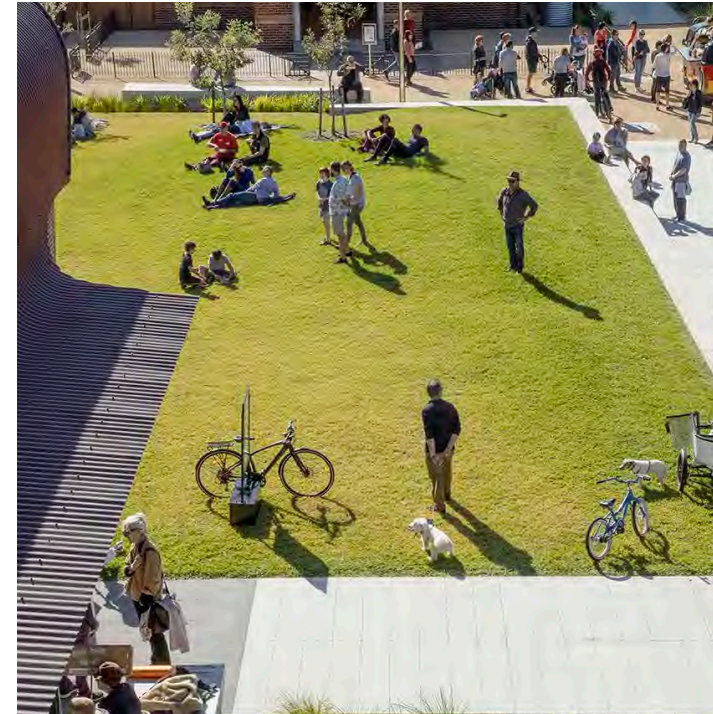
## **3.0** Open Space and Amenity



### 3.1 Open Space Principles

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- + Address the existing shortfall in open space quantity, quality and accessibility
  - + Ensure access to open space within 200m of all residents
  - + Leverage opportunities as part of future development sites, site amalgamations or acquisitions to deliver new parks for local uses, of between 0.1ha and 0.3ha in priority areas
  - + Burwood Park is currently near/at capacity at busy times such as weekends. Provide flexible spaces for group activities and informal sports to reduce pressure on Burwood Park
  - + Providing Green Grid connections to link to the wider landscape and open space network
  - + Create a shared city, utilising rooftops, podiums, streets and lanes wherever possible as usable open space for passive recreation
  - + Provide accessible and universally designed facilities and open spaces.
  - + Collaborate with City of Canada Bay to investigate opportunities to improve open space and recreation amenity north of Parramatta Road, in conjunction with connections and/or green links across Parramatta Road.
  - + Increase play opportunities in high density areas by introducing playful elements in streets, footpaths and lanes
  - + Improve permeability, connectivity and equitable access to open space throughout the precinct
- + Consider heritage in the design of public spaces.
  - + Incorporate Connection to Country in the design of public spaces and connections, including:
    - Engaging with local land councils or other appropriate Indigenous knowledge-holders on design decisions
    - Including Indigenous businesses, artists and consultants as part of the design process
    - Considering opportunities for Indigenous engagement, education, training and employment associated with landscape construction, restoration and maintenance
  - + Provide a comfortable and pedestrian friendly public domain and street network.
  - + Incorporate public art and interpretation, including Indigenous storytelling.
  - + Implement best practice social and environmental sustainability across the public domain.
  - + Implement paving types and furniture suites that are consistent with those currently used in the town centre.





3.2 Open Space Provision

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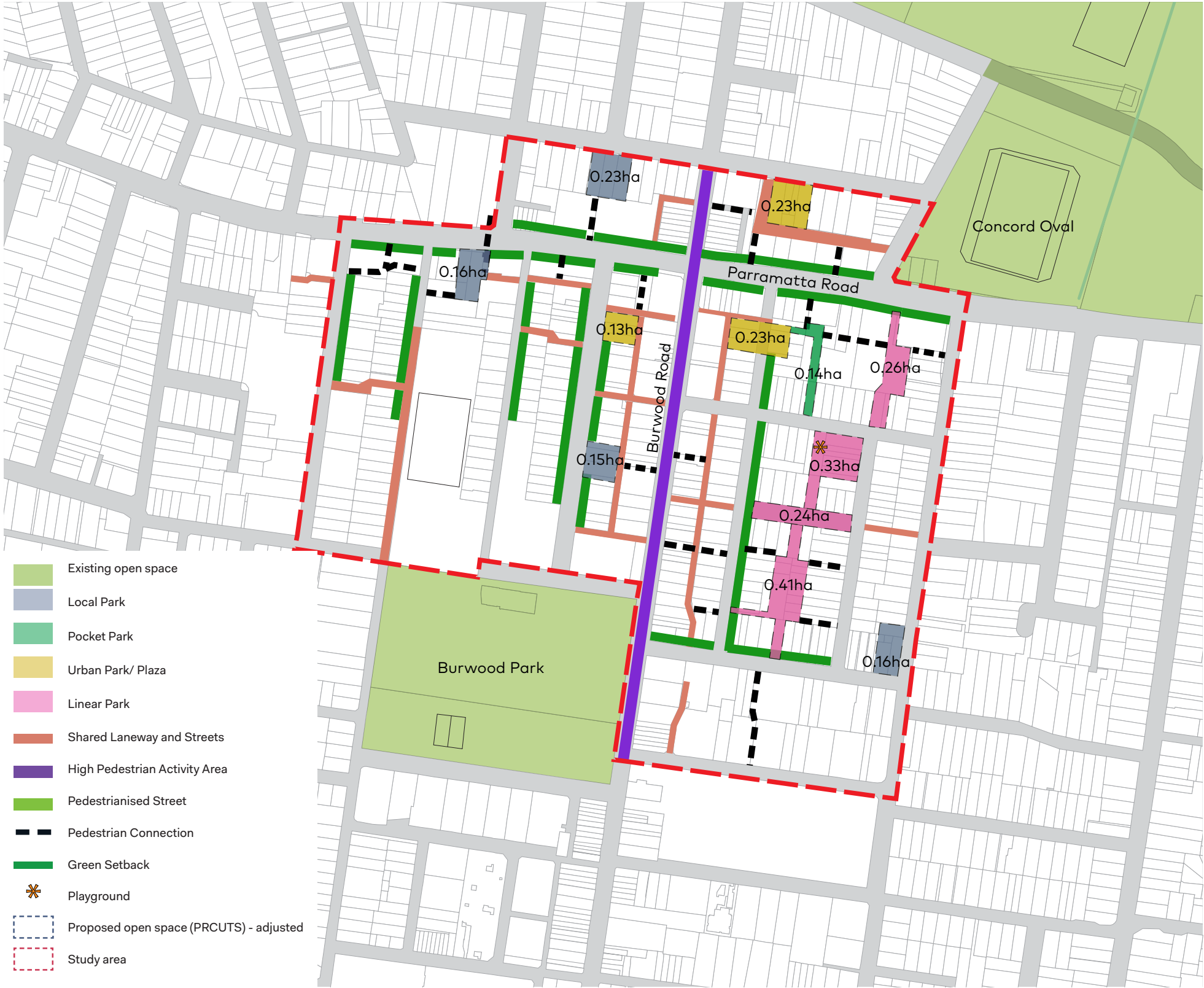
A variety of landscape typologies will provide a site-specific landscape response and a range of recreational opportunities to workers, visitors and residents.

The planning of a linear park along a natural drainage line in Burwood presents an opportunity to integrate sustainable water management practices while providing a new recreational space for the community.

- Features:
- + 1 Linear Park (1.24 ha)
  - + 6 Local Parks (0.15-0.3 ha), including 2 Urban Park / Plaza
  - + 2 Pocket Parks (<0.15 ha), including 1 Urban Plazas
  - + 2.67 ha in Total



200m catchment from open space larger than 0.15Ha





Description:

Regional parks are open space areas of a size or function that services an entire LGA and draws residents from other LGAs. They have multiple attractors drawing people to the park.

District parks are larger parks that have uses or functions that service a suburb or suburbs. They may include playing fields or courts.

Typical size: >2ha (District), >5ha (Regional)

Provision:

Burwood Park is a regional park adjacent the site providing ample green space for picnics, recreation, and relaxation activities.

District Parks within 800m of the site include Wangal Park and Blair Park within the Burwood LGA, and Queen Elizabeth Park, Goddard Park, Concord Oval and St Lukes Park within the Canada Bay LGA.

Collectively, these district parks provide access to various recreational opportunities including fields, courts, passive green spaces, playgrounds and gathering spaces for the local community.





Local Parks

Description:

Local parks are neighbourhood parks that are used by a range of community members for social activities or information leisure activities. Local parks may have some small equipment such as a playground or fitness equipment and seating.

Typical size: 0.15ha-2.0ha.

Provision:

There are eight new local parks proposed, including two local park scale open spaces making up the linear park in the east of the site.



Legend	
1	Shared laneway
2	Pedestrian connection
3	Shade structure and picnic tables
4	Pathway circulation
5	Sculptural play opportunities
6	Edge planting and seating
7	Open lawn for informal recreation
8	Existing trees retained
9	Active frontage to park



# Pocket Parks

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### Description:

Small parcels of open space such as single blocks of land designed to increase open space in developed areas or “leftover” land such as from road closures or development on irregular blocks.

Pocket parks may include:

- + a small amount of playground equipment
- + open spaces for passive recreation and small gatherings
- + benches and seating areas for rest and relaxation
- + landscaped areas with trees and plants

Typical size: <0.15ha.

### Provision:

There are two new pocket parks proposed, including one with a more urban character adjacent Burwood Road.





Linear Park

Description:

A linear park is a type of park that is significantly longer than it is wide. These linear parks are strips of public land running along canals, rivers, streams, defensive walls, electrical lines, or highways and shorelines.

Linear parks may serve as green corridors, connecting larger parks and open spaces, and providing important habitat for wildlife.

Linear parks may include:

- + walking and cycling paths
- + water bodies and treatment
- + picnic areas and seating spaces
- + gardens and landscaped areas
- + extensive planting and canopy cover
- + seating areas for rest and relaxation

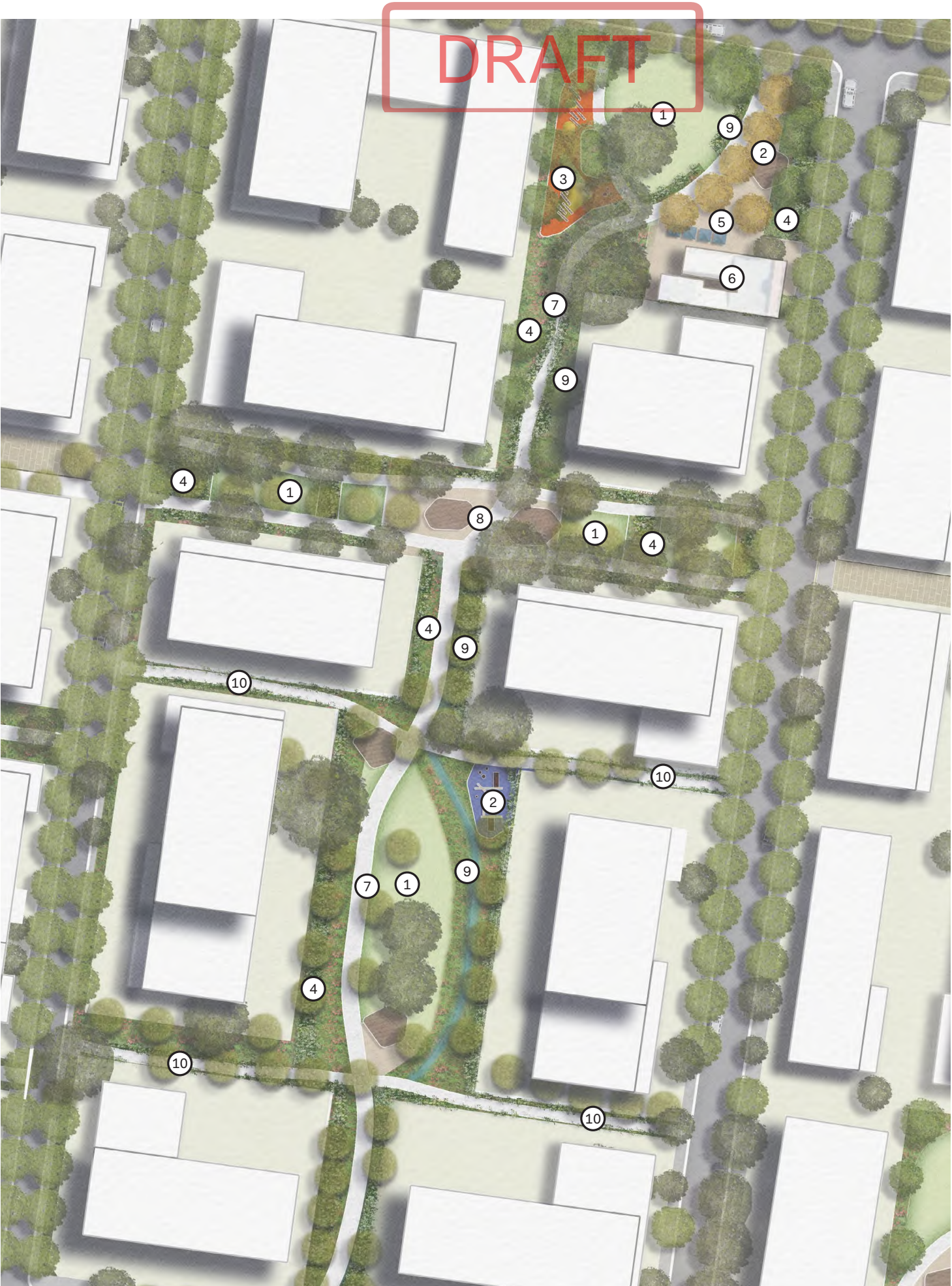
Typical size: varies.

Provision:

A new linear park is provided across three blocks within the east of the site, reflecting the existing valley and overland flow path through the site and connecting Burwood Park to Concord Oval.

Legend

1	Lawn / detention area
2	Fitness station
3	Playground
4	Bioretention area
5	Paved plaza
6	Heritage community building
7	Shared path
8	Plaza and shelters
9	Open drainage channel in planting
10	Pedestrian connection through private development





Urban Park / Plaza

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Description:

Urban parks and plazas provide engaging civic spaces for use within a high density residential or mixed use precinct, consisting of flexible spaces and a mix of hard and soft surfaces that cater to the everyday activity of residents, visitors and workers as well as larger community events and gatherings.

Urban parks and plazas may include:

- + open spaces for socializing, and events
- + seating areas with benches and shade structures
- + gardens and landscaped areas
- + water features such as fountains and pools

Typical size: varies.

Provision:

There are three new urban parks proposed, two within Burwood Council LGA and one within Canada Bay LGA.



Legend	
1	Shared laneway
2	Pedestrian connection
3	Edge planting and seating
4	Raised lawn area
5	Shelter
6	Plaza, water feature
7	Seating grove
8	Active edge to plaza



# Shared Streets and Laneways

## Description:

Shared streets combine cycling, pedestrians, social activities, parking, and local car traffic to create a shared public space. Eliminating the traditional segregation of motor vehicles, pedestrians and cyclists can create a shared and more vibrant streetscape.

Shared streets and laneways may include:

- + narrower roadways with slower speeds, making it easier and safer for pedestrians and cyclists to navigate
- + pedestrian-friendly elements such as benches, lighting, and trees
- + reduced parking or car-free areas
- + public art installations and greening

## Provision:

There are a number of existing and proposed lanes that may act as pedestrian friendly shared laneways. The majority of Park Road is proposed to become a shared street.



# Pedestrian Connections

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## Description:

Pedestrian connection is public space designed for use by pedestrians and cyclists only, increasing connectivity across the site and providing additional open space, or active retail laneway. Wider pedestrian connections may serve as passive recreation and meeting places.

## Provision:

New pedestrian connections are provide through a number of the blocks, adding pedestrian amenity and increase overall permeability. New links to the southern portion of linear park ensure this park is accessible to the public and reduces the sense of privatisation of this area.





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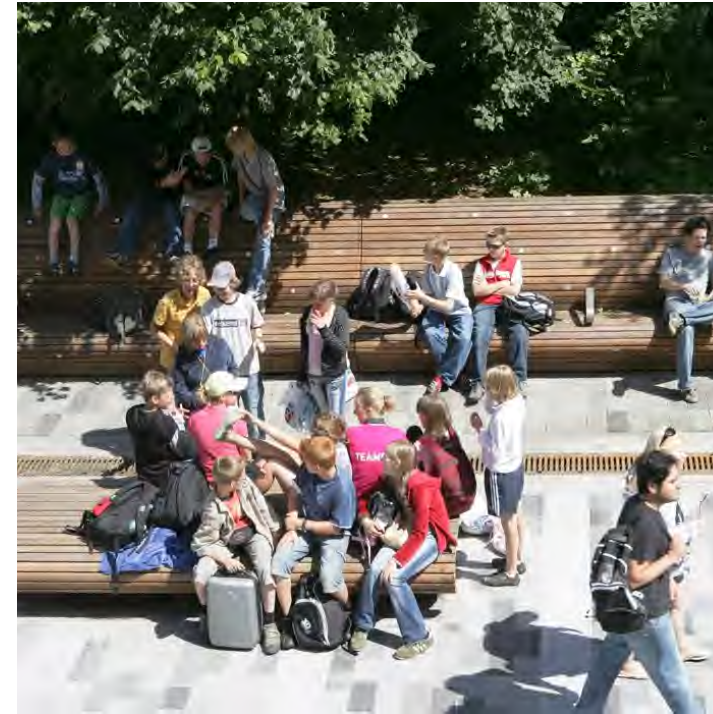
## 4.0 Connectivity



## 4.1 Connectivity Principles

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- + Prioritise pedestrians and cyclists in the street network/hierarchy
  - + Consider active transport as a key part of the connectivity network and transport infrastructure
  - + Integrate active transport links with Green Grid connections to link to the wider landscape and open space network
  - + Encourage public transport use in the planning and design of the movement network
  - + Ensure access to open space within 200m of all residents
  - + Leverage opportunities as part of future development sites, site amalgamations or acquisitions to deliver new pedestrian links
  - + Provide accessible and universally designed streets and pedestrian links
  - + Collaborate with City of Canada Bay to investigate opportunities to improve pedestrian and cycle connections across Parramatta Road
  - + Increase play opportunities in high density areas by introducing playful elements in streets, footpaths and laneways
  - + Use the movement network to improve permeability, connectivity and equitable access to open space throughout the precinct
  - + Create a permeable fine-grain urban form through the provision of pedestrian laneways and links
  - + Carefully plan, locate and design building access requirements into the public domain, ensuring pedestrian safety, comfort and amenity is prioritised
- + Provide a comfortable and pedestrian friendly street network
  - + Adopt best practice cycleway planning and design, including segregated cycle paths for main routes, on road cycleways along low speed streets, and shared paths for recreational routes within open space
  - + Incorporate public art and interpretation, including Indigenous storytelling, into the design of key streets and laneways
  - + Ensure appropriate tree canopy cover to streets, laneways and pedestrian links, including adequate deep soil and soil moisture / aeration
  - + Implement best practice social and environmental sustainability across the public domain, including integrating WSUD into streets.





4.2 Street Hierarchy and Movement

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Parramatta Road is a major east-west arterial road serviced by the connecting Wentworth and Shaftesbury Roads, which are limited to 50km/h.

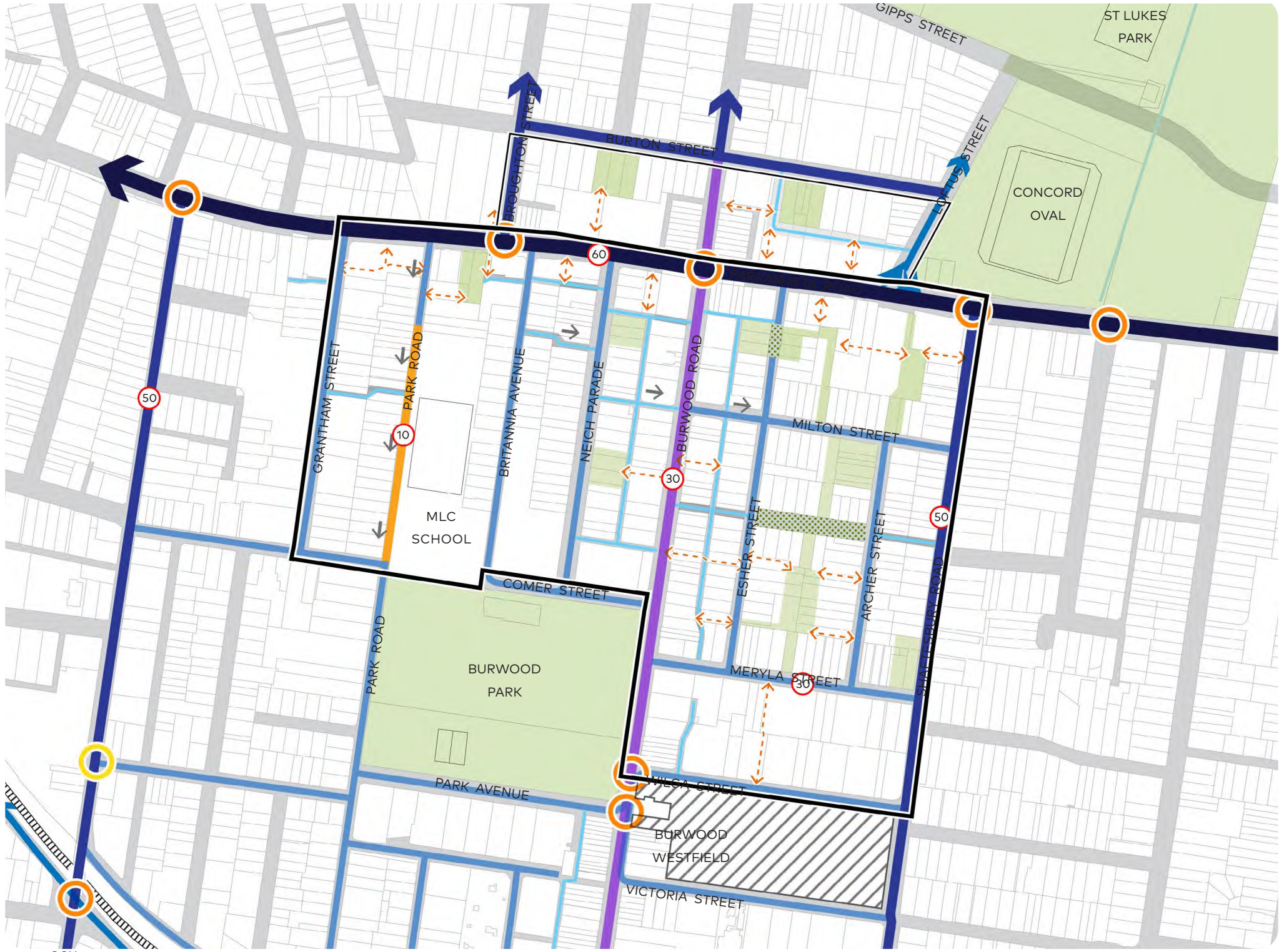
Burwood Road remains a key connector for bus traffic, though car movements will be reduced by implementing traffic calming measures in a staged approach. Burwood Road will be a High Pedestrian Activity Area with a speed limit of 30km/h.

30km/h neighbourhood streets provide for internal movement and draw traffic to connector streets, with a speed limit of 30km/h.

Intersecting the MLC School is Park Road, a narrow street that currently carries two-way traffic. Transitioning to a one-way street, much of the road north of its intersection with Rowley Street will become a shared zone with a speed limit of 10km/h, with pavement and traffic calming landscape treatments clearly marking this transition. This change will improve safety and amenity for school children as well as the wider community.

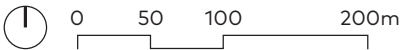
Locating building access on adjacent streets frees New Street to be converted to a pedestrianised street, forming a key east-west pedestrian route.

Speed limits of 10km/h on all laneways and 30km/h on all local streets promotes pedestrian priority and permeability throughout the precinct.



source: COX

- |                     |                         |                               |                 |   |
|---------------------|-------------------------|-------------------------------|-----------------|---|
| Precinct Boundary   | Principal Arterial Road | High Pedestrian Activity Area | Pedestrian Link | Signalised Intersection                     |
| Proposed Open Space | Connector Streets       | One Way                       | Shared Streets  | Proposed Speed Limit                        |
| Parking             | Neighbourhood Streets   | Laneways                      | Roundabout      | Open Space - proposed pedestrianised street |

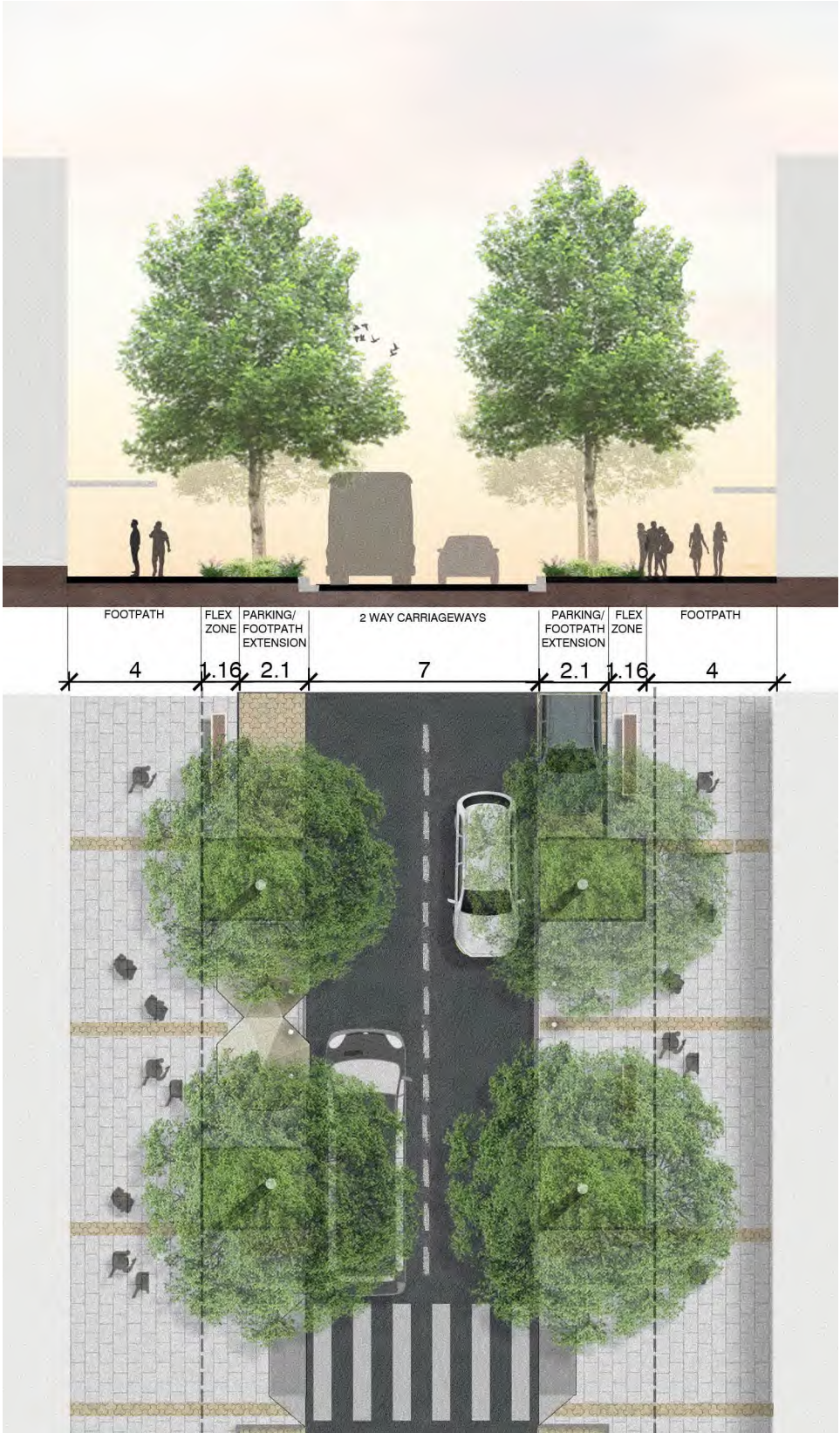




### 4.3 Street Typologies

#### Burwood Road

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Note: street typologies are long-term desired cross sections based on typical mid block cross sections. Specific treatments may be required at intersections, and there may be interim treatments required before final outcome can be achieved.

The intent for Burwood Road is to improve the Place function and pedestrian priority of the street, building on the existing high levels of pedestrian activity further south within the main shopping/dining area and close to the station.

The traffic function, particularly in terms of public transport, will be maintained, but with lower speed limits reflecting the high pedestrian activity.

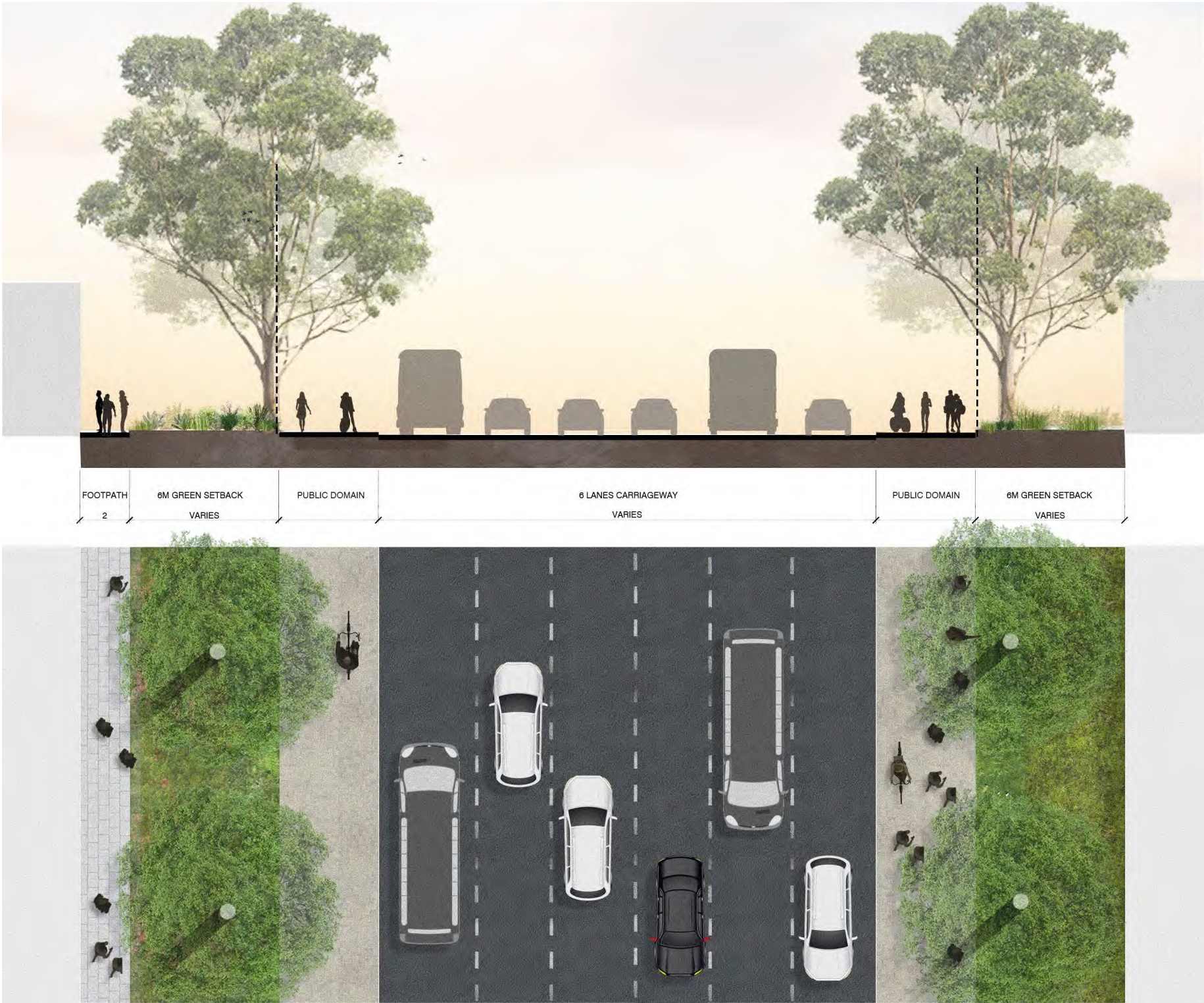
Opportunities to gradually remove on street parking will be explored to create widened footpath areas for outdoor dining, public seating and other activation measures. Additional street tree planting will be provided along with low level planting. Street lighting would be upgraded.

There may be the opportunity in the long term to potentially remove private vehicles from Burwood Road entirely leaving just public transport vehicles.



Arterial Road:  
Parramatta Road

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Parramatta Road will maintain its Movement function for buses and private vehicles. Existing footpaths on both sides will be widened to 4m to act as shared paths.

Setback zones will typically be provided on both sides of Parramatta Road between the road reserve and new building development. These setbacks will be up to 6m in width and will be landscaped with large size tree planting to improve the amenity of the street and shade the footpaths.

Note: street typologies are long-term desired cross sections based on typical mid block cross sections. Specific treatments may be required at intersections, and there may be interim treatments required before final outcome can be achieved.



Connector Streets:  
Shaftesbury Road



Note: street typologies are long-term desired cross sections based on typical mid block cross sections. Specific treatments may be required at intersections, and there may be interim treatments required before final outcome can be achieved.

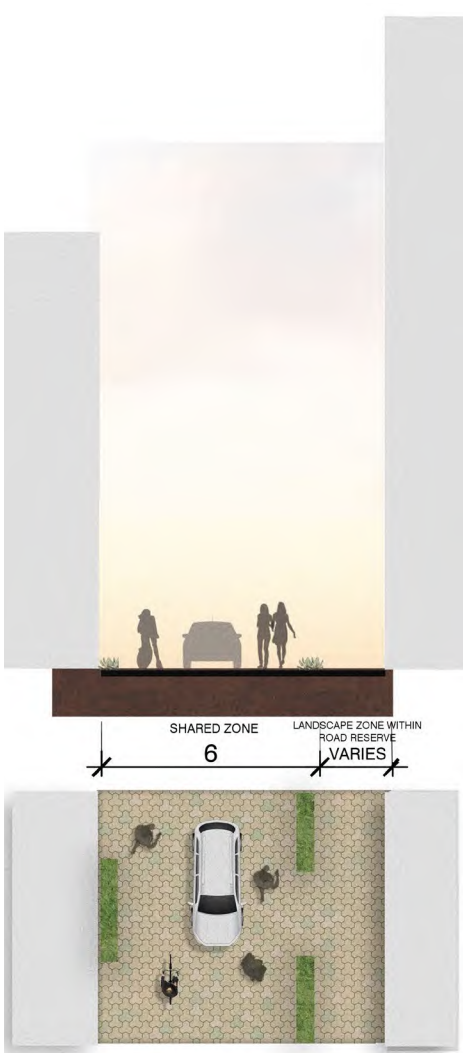
Shaftesbury Road forms an important connector between Parramatta Road and Burwood and other sub-urbs/centres to the south.

It is proposed to reduce the carriageway width to 7m and increase verge widths along with a wider footpath on one side and shared path on the other. Street tree planting would be provided in the wider verges.

In the event that private vehicles are removed from Burwood Road, then Shaftesbury Road would need 2 traffic lanes in each direction requiring land acquisition to accommodate the additional width.

Laneways:  
Webbs Lane

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Webbs Lane provides an important service and vehicle access function to properties on the east side of Burwood Road. This role will be enhanced under the master plan to include new development sites on the west side of Esher Street.

The lane will become a low speed shared zone environment with pedestrians and cyclists sharing the laneway with vehicles.



# Neighbourhood Streets: Neich Parade

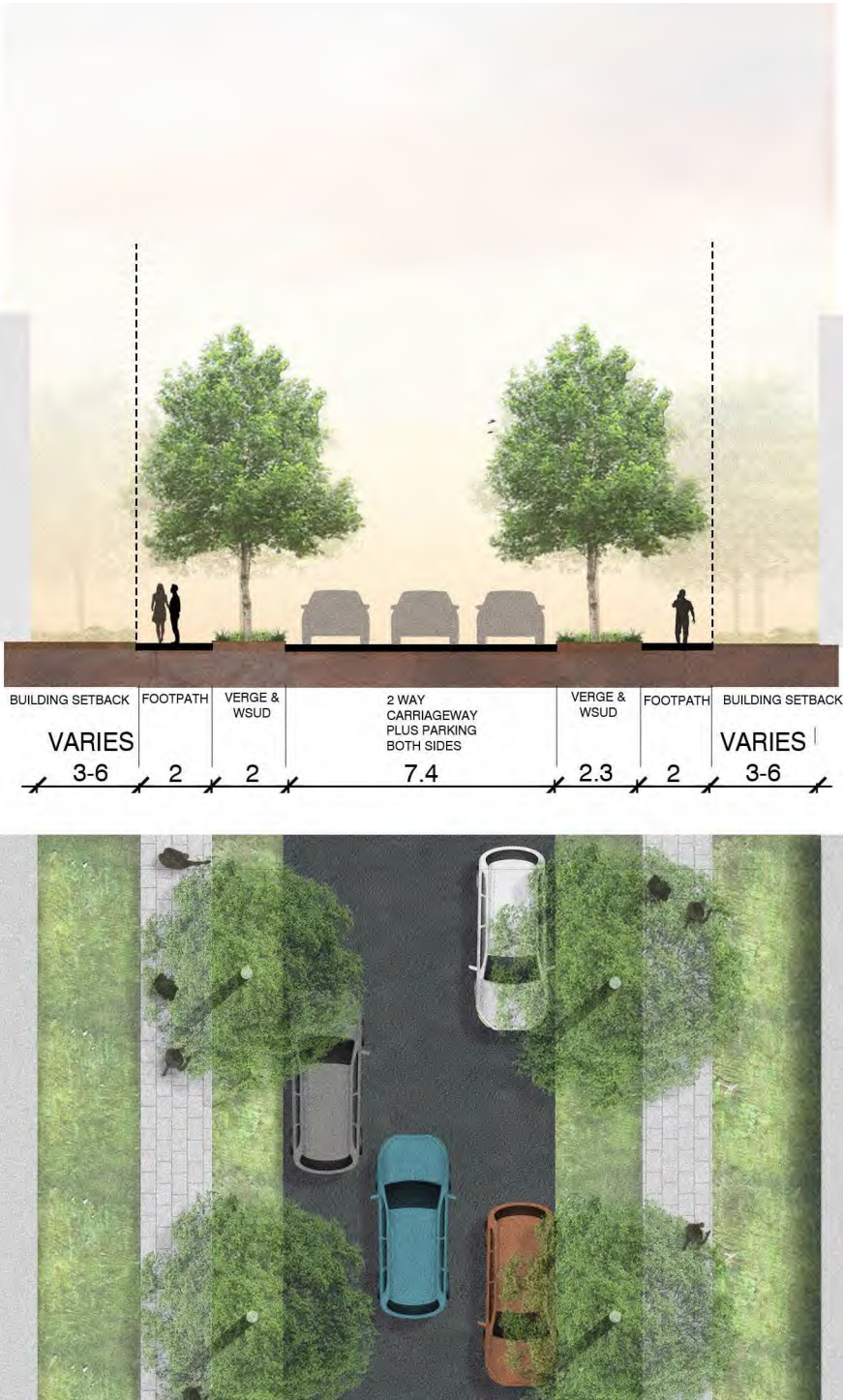


Neich Parade forms an important connection between Parramatta Road and Burwood Park. Its active transport role will be increased by converting the existing on road cycleways to a segregated bi-directional cyclepath on the west side of the street.

On street parking will be retained on the east side, with trees in the parking lane and verge. A widened verge on the western side will accommodate new and existing street tree planting and potentially WSUD.

# Milton Street

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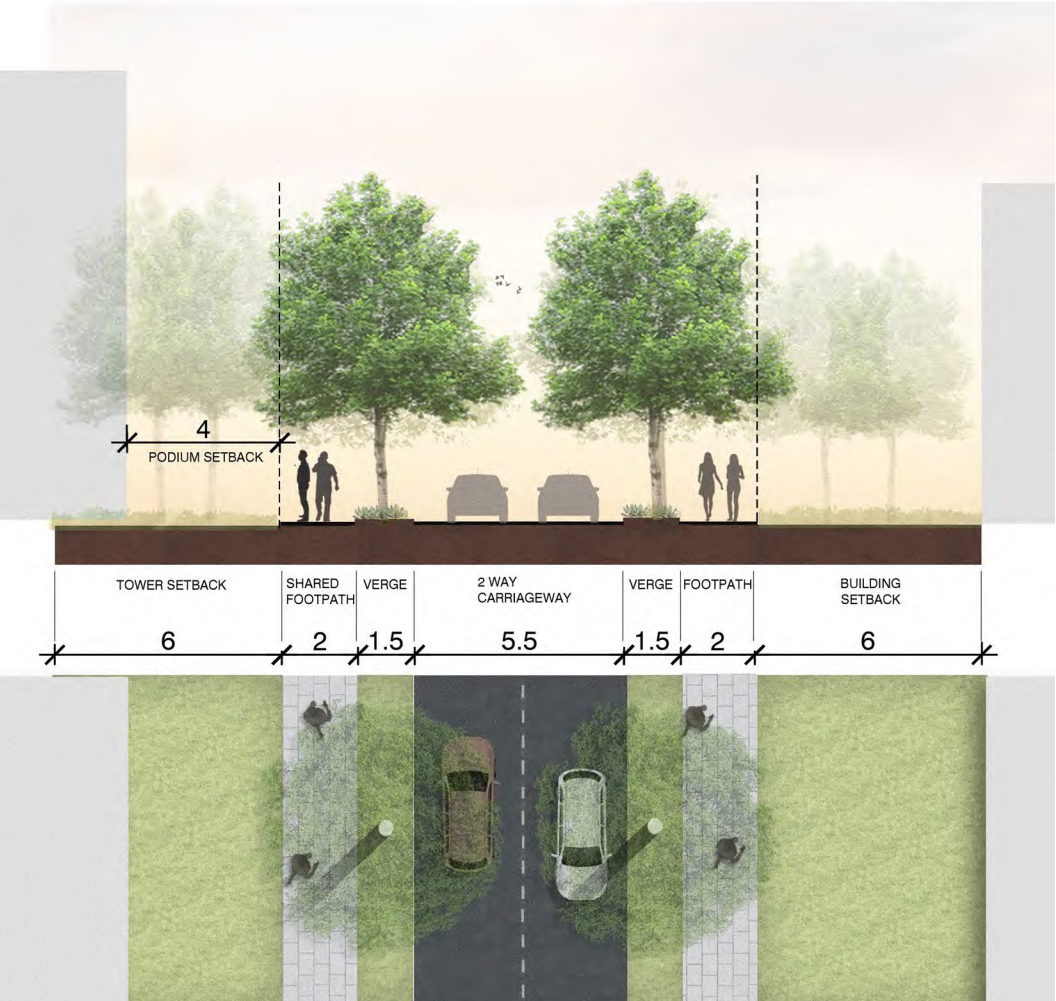
Milton Street acts as an important east-west connection between Burwood Road and Shaftesbury Road. Its traffic function will be maintained in order to enable the pedetrianisation of new Road to the south.

A two way carriageway with parking on both sides will remain. Verges will enable increased street tree planting with potential for WSUD.

Note: street typologies are long-term desired cross sections based on typical mid block cross sections. Specific treatments may be required at intersections, and there may be interim treatments required before final outcome can be achieved.



Neighbourhood Streets:  
Esher Street

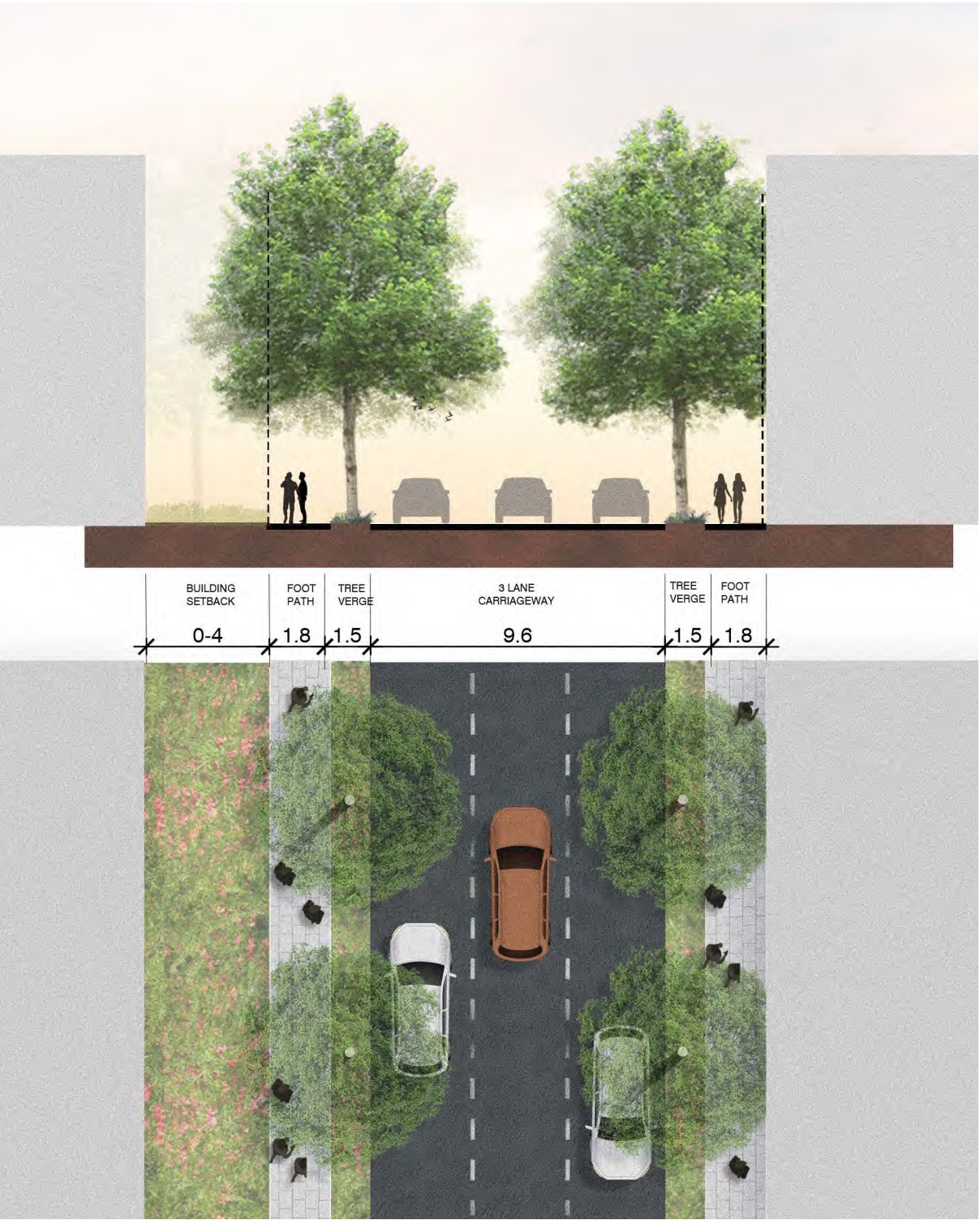


Esher Street connects Meryla Street to Parramatta Road. It will function as a local street with a reduced carriageway width and low speed limit (30km/hr).

Footpaths will be increased in width to 1.8m and verges widened to enable increased street tree planting.

Wilga Street

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Wilga Street connects Burwood Road with Shaftesbury Road and also provides access to Burwood Westfield on its southern side.

Its vehicle access and service function will be maintained but a reduction in carriageway width will enable wider verges to increase street tree planting and shade the footpaths.

Note: street typologies are long-term desired cross sections based on typical mid block cross sections. Specific treatments may be required at intersections, and there may be interim treatments required before final outcome can be achieved.

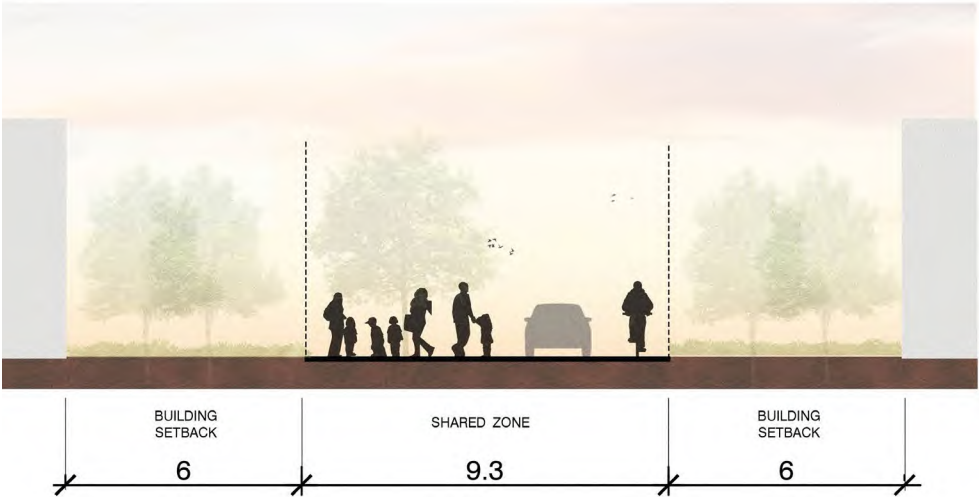
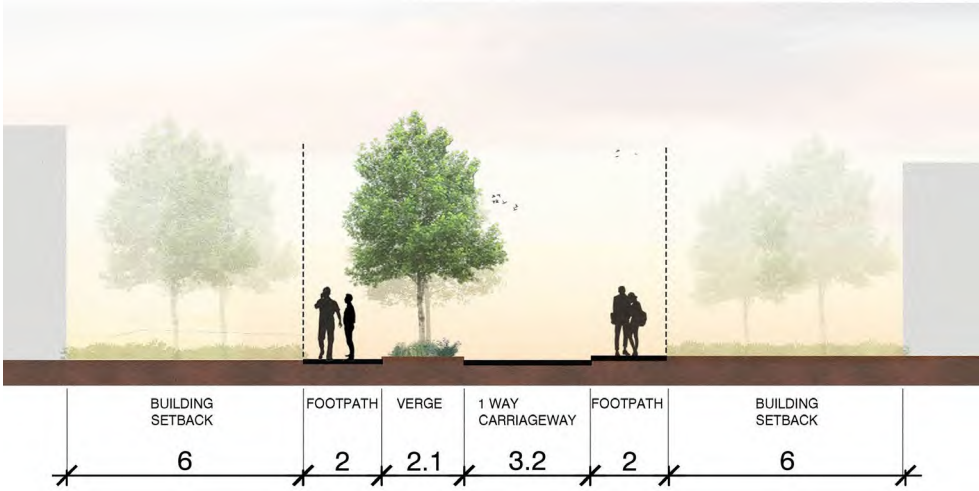


Civic Space:  
Park Road

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Park Road connects to Parramatta Road and also forms the western edge to Burwood Park. It also forms the main vehicle access to MLC School for drop-off and pick-up.

The street is heavily constrained in width and it is proposed to make the street one way southbound. In addition, apart from a short section closest to Parramatta Road, the street will become a low speed (10km/hr) shared zone, improving safety for students and other pedestrians and cyclists.



Note: street typologies are long-term desired cross sections based on typical mid block cross sections. Specific treatments may be required at intersections, and there may be interim treatments required before final outcome can be achieved.



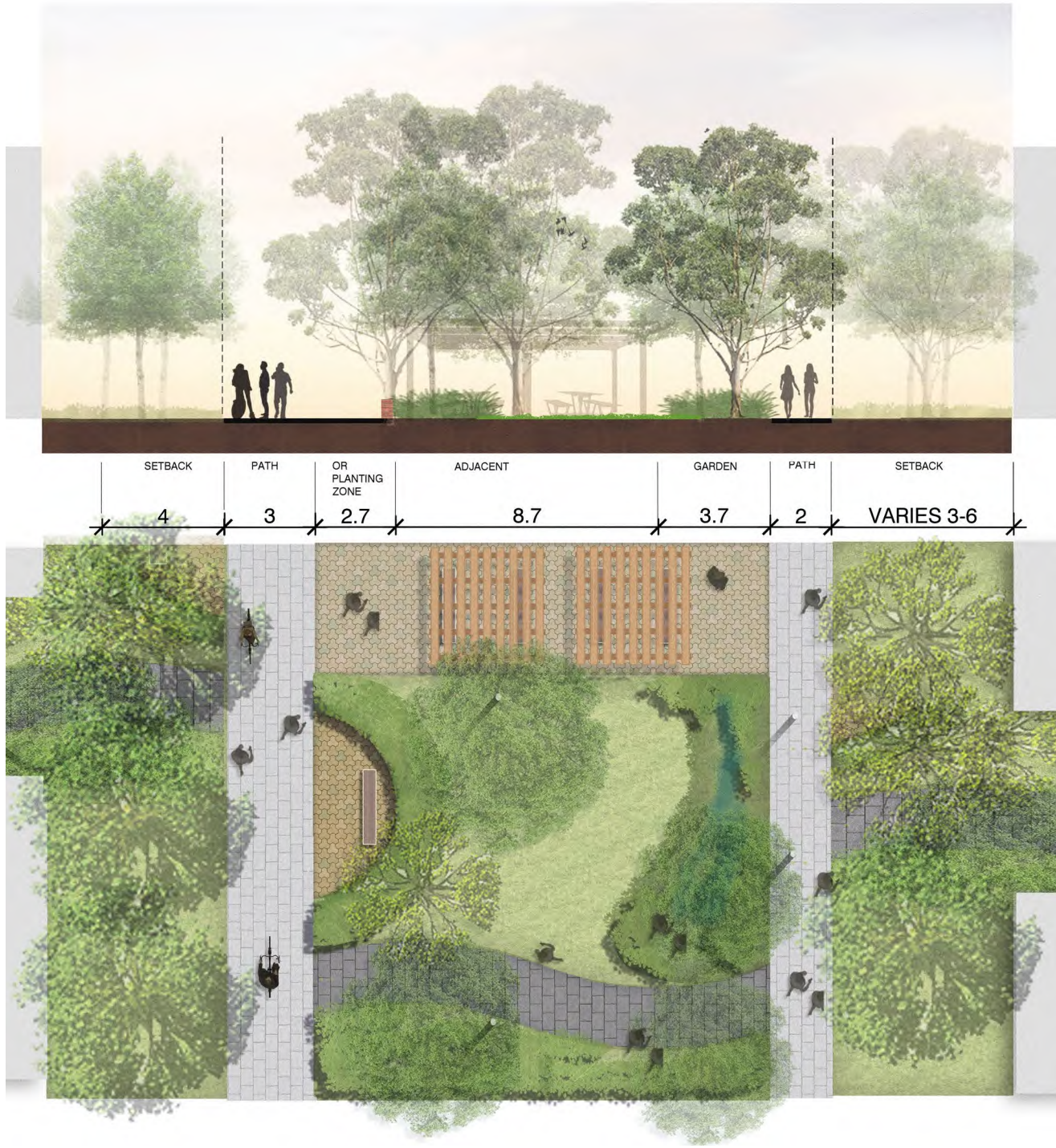
Pedestrianised Street:  
New Street

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New Street is a wide street with limited traffic function. With the proposed road hierarchy, there is the opportunity to pedestrianise the street and enable it to function as additional open space.

New Street will form an active transport link between Burwood Road and Shaftesbury Road. It will also enable safe and easy pedestrian connection across between the two parts of the linear park to the north and south.

The new pedestrian environment will include open lawn, paved seating areas, planting and WSUD.



Note: street typologies are long-term desired cross sections based on typical mid block cross sections. Specific treatments may be required at intersections, and there may be interim treatments required before final outcome can be achieved.



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## 5.0 Exemplar Projects





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## Exemplar Project - Local Park

### Dyuralya Square, Waterloo

#### Features:

- + Event space
- + Incidental play
- + Outdoor dining area
- + Shade
- + Raised garden beds
- + Lawn terrace
- + Water sculpture



#### Lessons for Burwood North

- + Study area may benefit from a green civic urban space on or in proximity to Burwood Road. An urban plaza would have a different and complimentary character to Burwood Park, which people tend to use more for sport activities and relaxation in nature.
- + Opportunity for a high level of activation through event/festival space, street buskers, food trucks, local activity groups.
- + Opportunity to engage local indigenous community to contribute to the design of urban space, such as art from local artists.
- + Potential water feature could be featured in the plaza as part of the WSUD programs on site and revealing the underlying 'water story' of Burwood North.





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## Exemplar Project - Local Park

### Shannon Reserve, Surry Hills

#### Features:

- + Slide
- + Bridge
- + Fort and swings
- + Shade
- + Seating
- + Lawn
- + Large shade trees



#### Lessons for Burwood North

- + Custom designed playground provides locally distinct character and caters to younger children.
- + High level of shade provision through canopies and existing mature trees.
- + Simplicity of grass and trees for the majority of the park provides a flexibility in use, a high level of greening and respite from the urban environment - avoid over-programming of public spaces.









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## Exemplar Project - Linear Park

### Riverlight Park, London, UK

#### Features:

- + Large central lawn
- + Children's play area
- + Sculptures
- + Several seating areas
- + Views of River Thames
- + WSUD including a rain garden and bioswale



#### Lessons for Burwood North

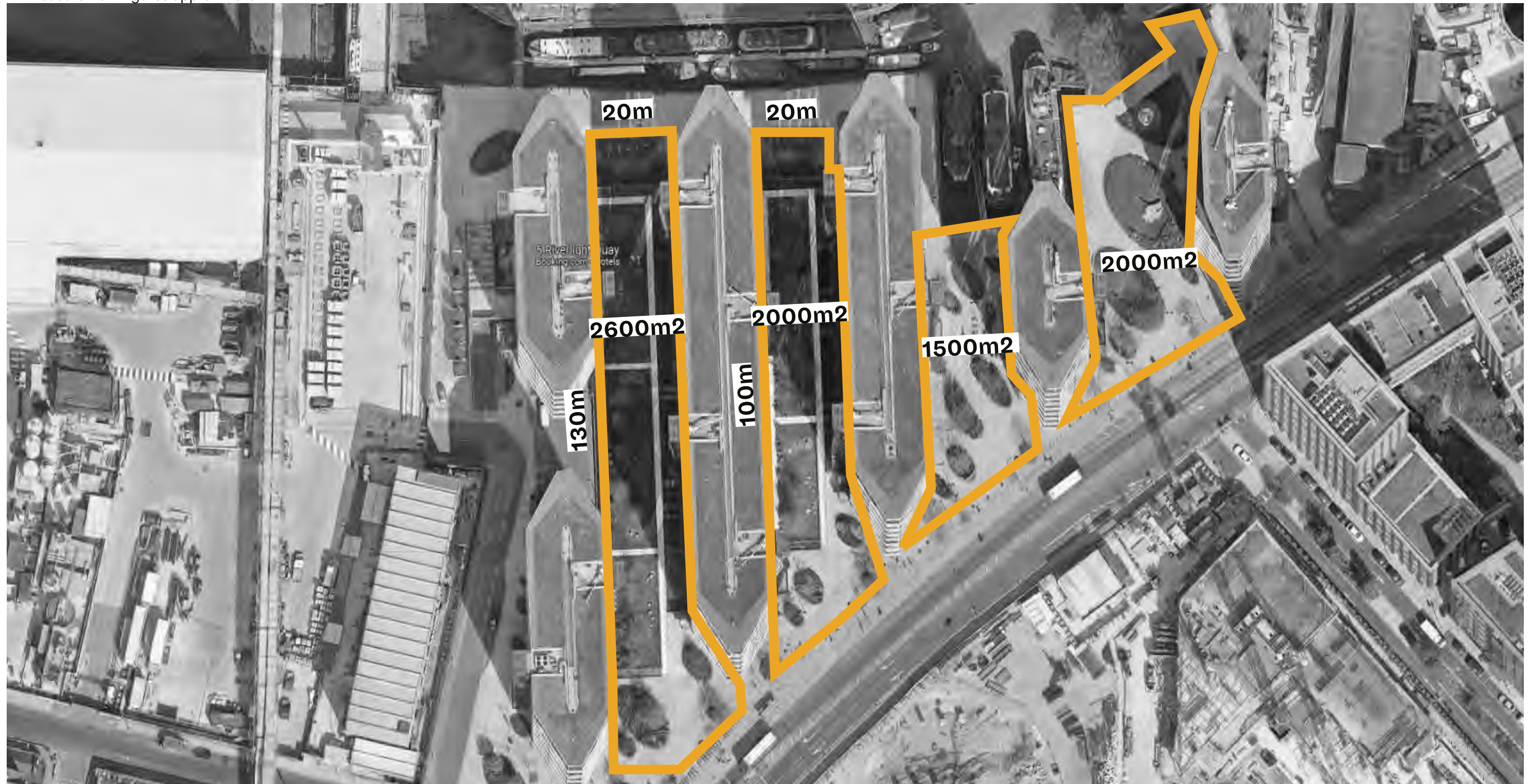
- + Incorporating WSUD elements such as bioswales and rain gardens, can enhance the environmental sustainability of public spaces
- + Designing public spaces with input from local residents and businesses can create spaces that better serve the needs and desires of the community
- + Public parks can serve as community hubs and places for relaxation and recreation, even in rapidly developing urban areas





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All measurement figures approximate





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## Exemplar Project - Pocket Park

### Balfour Street Pocket Park, Sydney

#### Features:

- + Central brick swale
- + Lighting feature
- + Patchwork brick paving
- + Seatings
- + Garden beds
- + Central Lawn



#### Lessons for Burwood North

- + The use of finely crafted materials can give a park a handmade quality that is both robust and timeless.
- + Incorporating stormwater management features into park design can create visual interest and serve an important ecological function.
- + Using lighting in creative ways can provide visual interest in a park both day and night.
- + Combining different types of paving materials can create a rich and varied texture and pattern in park design.
- + Referencing local heritage or other unique features of a site can add a sense of place and meaning to park design.





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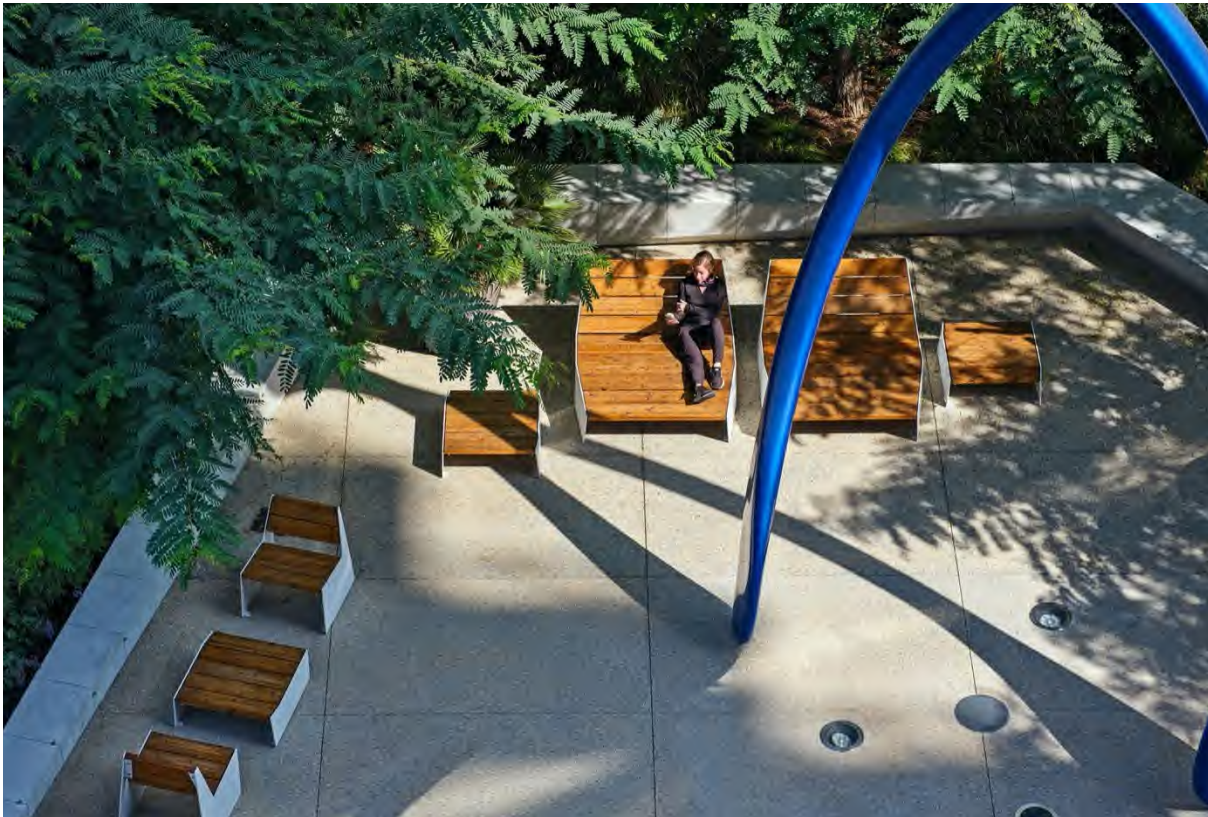
All measurement figures approximate





Exemplar Project - Urban Park  
South Park Commons, Los Angeles, USA

- Features:
- + Open space for all ages
  - + Shared activities and programs space
  - + Restaurant terrace
  - + 50+ plant species for seasonal interest
  - + Intentional framing of views into park
  - + Sculptural seating
  - + Public art



**Lessons for Burwood North**

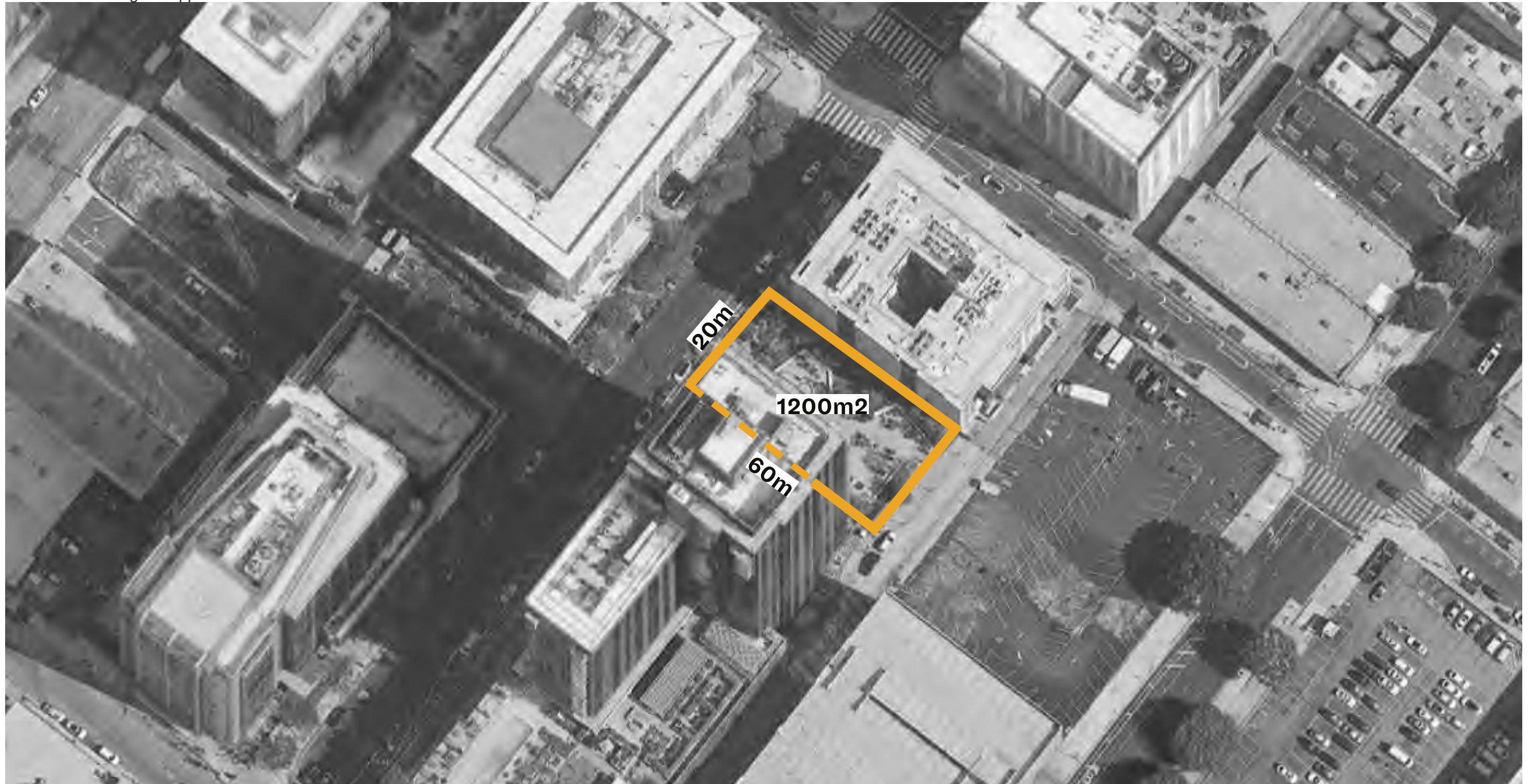
- + Prioritizing green space in urban environments can provide a respite for residents who may lack access to private open space.
- + Incorporating a variety of garden rooms can offer diverse experiences within a small urban park.
- + Providing space for shared activities and programs can promote community engagement and socialization.
- + A diverse mix of plant species, including native and adapted plants, can create seasonal interest and a resilient landscape.
- + Dynamic park layouts with absorbent geometries can encourage socialization and intimate gathering.





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All measurement figures approximate





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## Exemplar Project - Small Park

### Mid Main Park, Vancouver, Canada

#### Features:

- + Curvaceous seating walls
- + Paving with "milk bubbles"
- + Bands of permeable concrete paving
- + Bendy-straw trellis
- + Matching barstools
- + Retained street trees
- + Local gathering space



#### Lessons for Burwood North

- + Incorporating site history and community feedback can help create a park that feels like a natural extension of the surrounding neighborhood.
- + Careful design choices, such as the use of curved pathways and seating walls, can encourage people to slow down and enjoy the park.
- + The use of permeable paving and stormwater management systems can help reduce runoff and lessen the environmental impact of the park.
- + Artistic and whimsical elements can add character to a park and make it memorable for visitors.





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All measurement figures approximate





## Exemplar Project - Local Park

### Tanner Springs Park, Portland, USA

Located on the site of a former wetland, rail yards and industry, Tanner Springs Parks is a city park within that Pearl District in northern part of downtown Portland - an area that has progressively established itself a new young, mixed, urban and dynamic neighbourhood - home to families and businesses.

#### Features:

- + Urban wetland
- + Gathering space
- + Sedges
- + Meadow
- + Reclaimed railroad rails
- + Lawn terraces
- + Foot bridge

#### Characteristics, Uses, Users and Activities

- + 60x60m urban park with a wetland focus that provides bio-filtration, natural habitat, cooling and site interpretation/ education.
- + Recaptures a transect of the major natural plant communities historically found in Willamette Valley - prairie and woodland
- + Creates a refuge for people and wildlife in the midst of a bustling downtown neighbourhood.
- + Storm water runoff is fed into a natural water feature with a spring and natural cleansing system
- + Artwork recycles historic rail tracks
- + Projects is the outcomes of an intense community participation and stakeholder and steering group engagement - capturing the hopes and dreams of the community
- + Designed a passive park for reflection with a range of spaces and places including a board walk and lawn terraces for seating and gathering



#### Lessons for Burwood North

- + Burwood has an original creek which has been under-grounded - provides potential for daylighting and the inclusion of open spaces that incorporate urban wetlands to assist with flood mitigation and help filter storm water before it is release into Parramatta River.
- + Opportunity for site interpretation - revealing the water story of Burwood
- + Creating a place for engaging with water - reflection, respite, gathering and socialisation
- + Opportunity to create a distinctive local park as part of a network of parks throughout Burwood.
- + Can assist with mitigating negative effects of climate change and help to restore natural ecologies of Burwood providing habitat for local birds and wildlife
- + Outcome of community engagement process





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## Exemplar Project - Local Park

### Matron Ruby Park, Zetland

Located in Green Square, Australia's largest urban renewal project growing up around a train station 9 minutes from Sydney's CBD, the Joynton Creative Centre is an adaptive re-use project occupying a former nurses accommodation block.

#### Features:

- + Community buildings
- + Picnic area
- + Seating
- + Children's area
- + Stormwater harvesting
- + Public art
- + Playground
- + Seating
- + Lawn

#### Characteristics, Uses, Users and Activities

- + Existing vaults create an outdoor room which addresses the park
- + Community shed now a community workshop
- + Integrates small spaces for art-making and subsidized offices, classrooms for creative practice and start-ups - wider community has access for workshops and exhibitions
- + Storm water management reed beds -reinstated native plants for the former Waterloo swamp
- + Defined outdoor spaces including open lawn areas for gathering picnicking, seating and children's play areas including water play of spaces and places including a board walk and lawn terraces for seating and gathering



#### Lessons for Burwood North

- + A number of heritage houses in Burwood have potential to be adaptively re-used and integrated alongside proposed open space/ local parks/ site through connections and green links.
- + Potential to celebrate local history and culture through the adaptive re-use of existing heritage fabric.
- + Increasing demand for community facilities and a growing population in Burwood calls for additional community facilities to be integrated into existing fabric.
- + Located on a former creek line north Burwood has potential to integrate storm water management and bio-filtration alongside water play into the design of local parks/ open space areas.
- + Potential to reinstate local ecologies
- + Limited open space offering in Burwood requires highly programmed public spaces offering a variety of activities and uses.
- + Potential to involve/ support community through public art projects.





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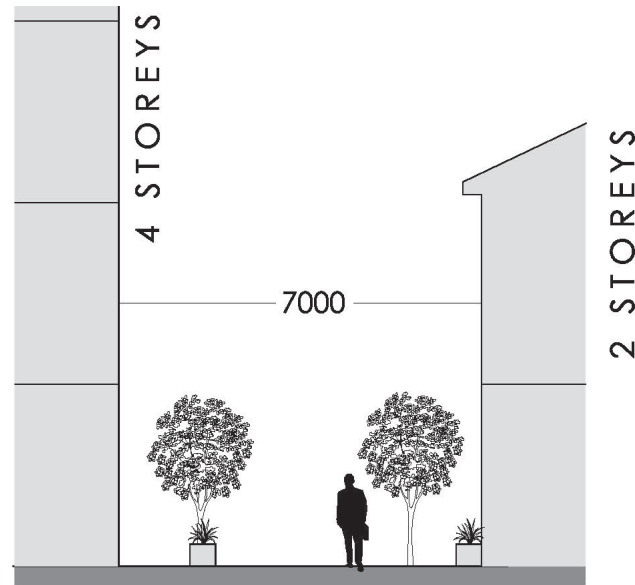




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## Shared Laneways Kensington St, Sydney

- + Fine grain
- + Narrow, slow speed shared laneway
- + Activation



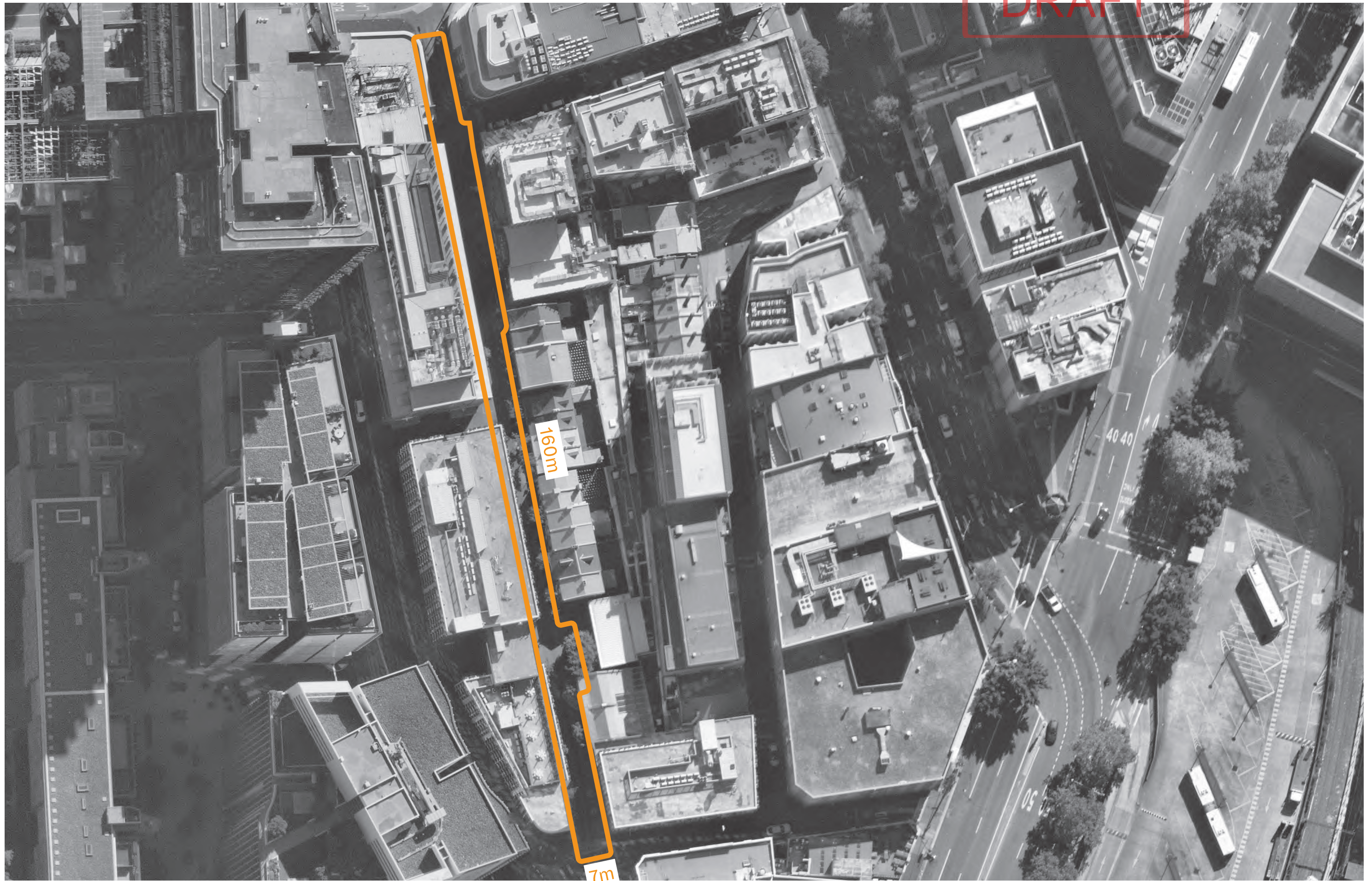
### Lessons for Burwood North

- + Encourages street life - streets for people becomes part of a city wide integrated shared street/ laneways network
- + Public domain treatment reinforces fine grain and human scale
- + Outdoor dining opportunities on streets
- + Opportunity to have tree and plant pots on both sides to bring greenness into the space when the soil depth isn't ideal for tree growth or the road is too narrow to have garden beds





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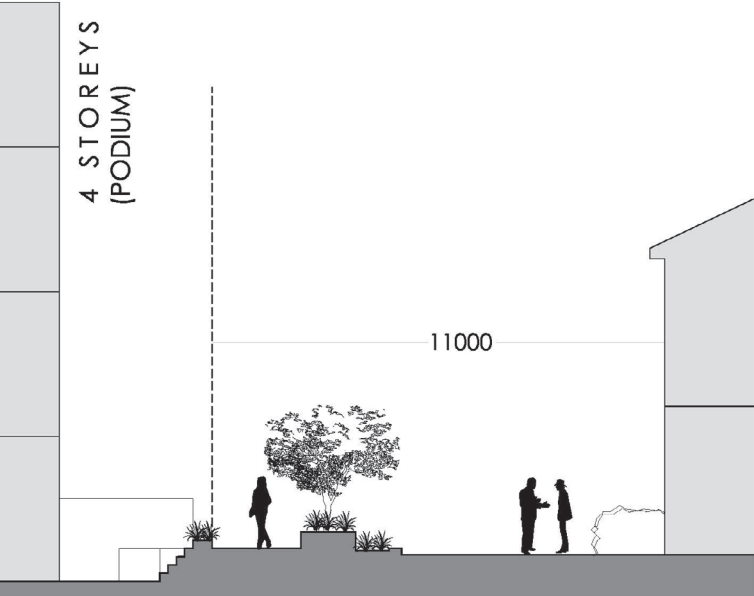




# Laneway Networks

## NewActon Laneways, Canberra

- + Fine grain
- + Narrow, slow speed shared laneway
- + Activation

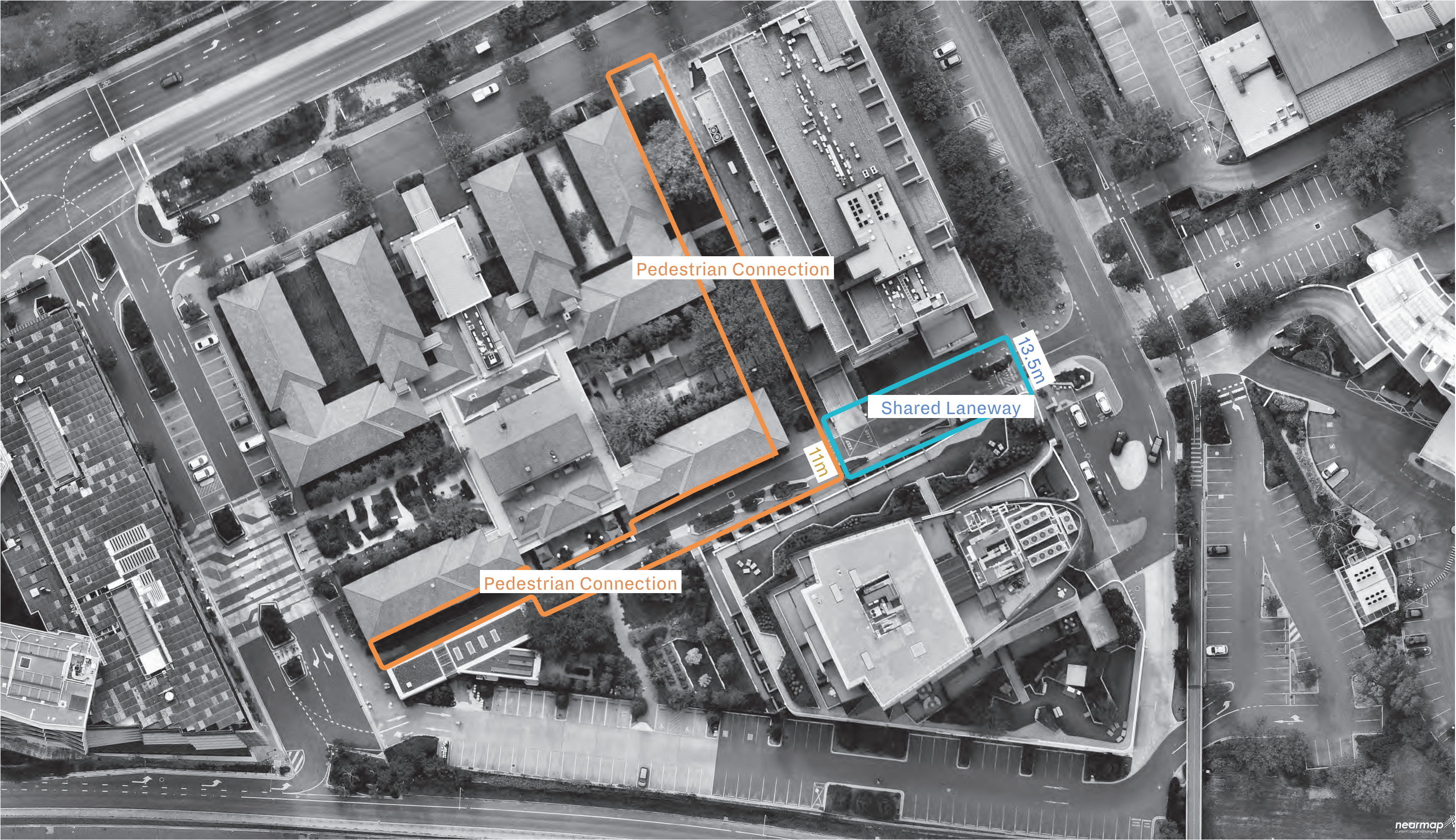


### Lessons for Burwood North

- + Demonstrates a highly active, pedestrian focused fine grain laneway network
- + Layering of green important to streetscapes and interfaces
- + Filtered views as an interface to residential courtyards
- + Varying widths and adjacent open spaces add a rhythm of compression and openness that provides variety along the laneway









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## Shared Streets

### Fort St, Auckland

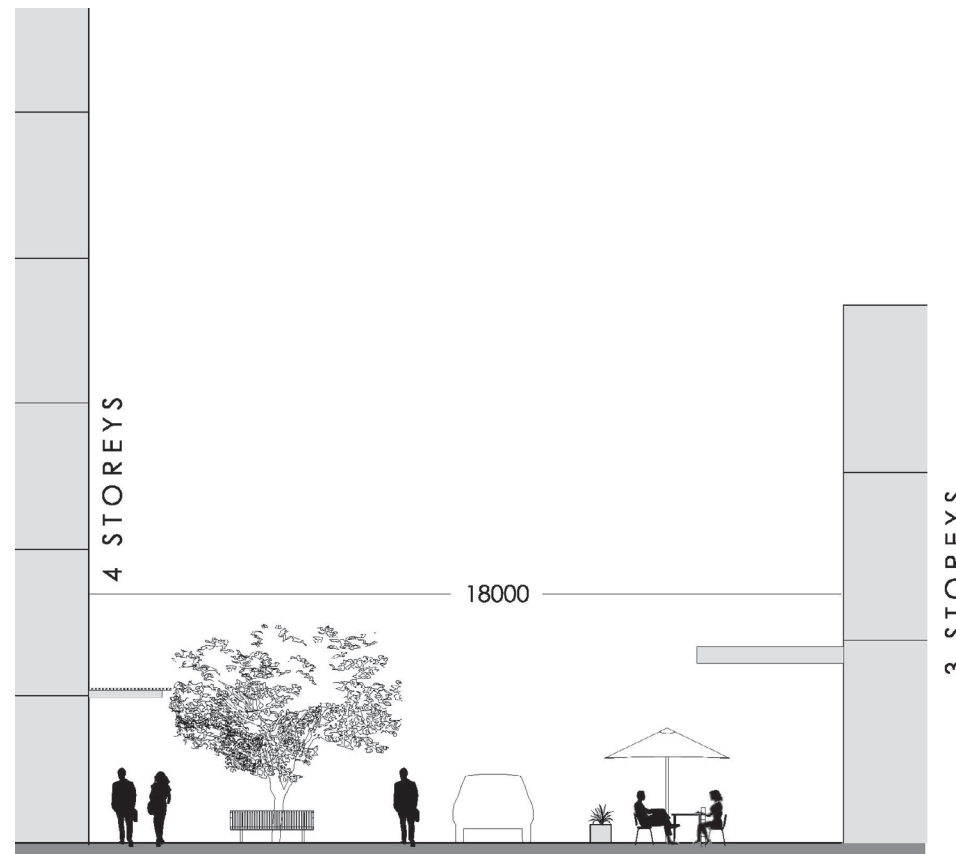
Fort Street is one of several new shared spaces implemented in Auckland's Central Business District in recent years to enhance pedestrian connectivity and provide a high-quality public domain

#### Features:

- + Fine grain
- + Narrow, slow speed shared laneway
- + Activation

#### Characteristics, Uses, Users and Activities

- + Prioritizes pedestrian/ cyclists - includes bike parking facilities
- + 10km/hour car speed
- + Continuous paving treatment with no level change
- + Integrated Street Tree Planting
- + Provides for a diversity of users/ uses including opportunities for outdoor dining and seating areas for gathering
- + Extensive collaboration with key stakeholders and monitoring and evaluating the project before and after implementation to communicate its impacts



#### Lessons for Burwood North

- + Much like Burwood Road it shows how a traffic dominated street can become a destination increasing visitors for shopping and other activities
- + Encourages street life - streets for people becomes part of a city wide integrated shared street/ laneways network
- + Demonstrated positive impacts remove stigma around change for Burwood Road- positive impacts for shop owners and pedestrians
- + 54% increase in pedestrian volumes
- + 47% increase in consumer spending
- + 25% decrease in vehicle volumes
- + 80% felt safer in the area
- + Public domain treatment reinforces fine grain and human scale





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## Shared Laneways

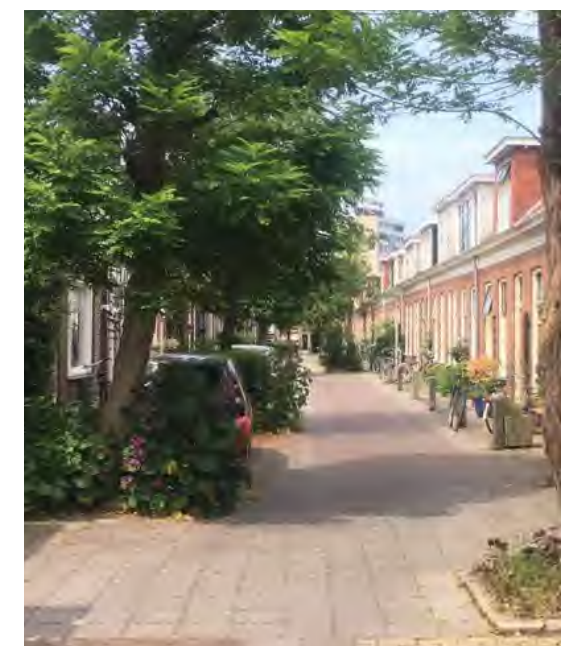
### Woonerf, Netherlands

- + Slow speed shared environments - cars restricted to “walking speed”
- + Streets as places for people
- + Green and fine grain
- + Woonerf rough translated as “living street”
- + Primacy of non-motorized activities



#### Lessons for Burwood North

- + Potential to introduce the concept of 'living street' to the laneways in the area. Currently laneways like Webb's Ln can adopt this Netherlands model to lower the vehicle speed so the pedestrians and cyclists can enjoy the laneway as an open space.
- + Opportunities for a more pedestrian-friendly paving in the laneways which can also slow down the vehicle speed and can be used as a line marking or public art.





## Shared Streets

### Slovenska Boulevard, Slovenia

- + Public transport, pedestrian and cycling only
- + 2 x 4m wide public transport lane
- + Approx. 18m wide overall including Road reserve, active frontages, bus-only shared street



### Lessons for Burwood North

- + Example of a bus-only road shared with pedestrians as a potential exemplar for Burwood Rd
- + Opportunity to incorporate a unique urban furniture suite on the streets, one can be in harmony of building façades and provides space for pedestrians to relax and eat outdoors.
- + Opportunity for creating distinctive paving patterns on the main street.



## Green Streets

### Malop St, Geelong

Malop Street is a shining example of how a traditional retail street can become an inviting public space during the day and night.

#### Features:

- + Cycling path
- + Mix of exotic and native planting
- + Seating/ outdoor dining
- + Green spine

#### Characteristics, Uses, Users and Activities

- + Green spine incorporating extensive verge and street tree plantings - high diversity and mix
- + A horticultural connecting to Johnstone Park and Geelong Botanic Gardens is established through the use of a both indigenous and exotic species.
- + Wide footpaths providing opportunities for outdoor dining
- + Integrated intimate seating spaces not often seen in street scape design
- + Integrates water sensitive urban design measures through the integration of extensive rain gardens.
- + Integration of public art



#### Lessons for Burwood North

- + Potential to substantially change the character and experience of a main street through the introduction of green infrastructure and public domain upgrades - Burwood Road as a green spine
- + Integration of diverse street tree and verge plantings providing distinctive character, connecting to place and restoring local ecologies -
- + Removal of car parking to facilitate improved pedestrian and cycle amenity through the Integration of a separated active cycle links along a main street
- + High quality public domain integrating incidental spaces and places for seating/gathering along main street including opportunities for outdoor dining.
- + WSUD integration into main street.
- + Potential to express local culture through public art





