

2.4.4 THE PUBLIC DOMAIN - KEY OBJECTIVES AND PRINCIPLES SITE WIDE

Urban Design Guidelines

In addition to the design drivers and objectives, guidelines for the Public Domain were set out in the INSW Urban Design and Public Realm guidelines for SICEEP (April 2012). The principles and objectives for the Public Domain broadly fall within the following categories:

Social and economic

The Public Domain is essentially a series of character spaces linked with a harmonious precinct palette, allowing for and encouraging a diversity of use and designed to enliven and enrich the precinct both day and night. The Public Domain is designed to provide passive recreation, clear circulatory routes and improved amenity.

Landscape and topography

The Public Domain landscape is informed by historic landform and aspect. Sun and shade requirements, seasonal interest and opportunities to introduce bio filtration wherever possible have influenced all aspects of the design.

Scale

The Public Domain has a clear hierarchy of scale lane widths and street sizes which is matched by the allocation of materials and elements appropriate to the space. The layout is based upon clear and improved circulation patterns, clear sight lines and improved pedestrian orientation

Public realm appearance and character

The Public Domain is designed to create a richness in experience, using a variety of materials that are suited to the local palette and long lasting.

Connectivity

The public domain is designed with access equality in mind and in accordance with DDA. Walking routes are designed to be pleasant, character full, safe, well connected and legible.

Specific responses to these guidelines for SSDA 3 are located within Appendix A of this report.

Concept Proposal Design Guidelines, objectives and controls

Denton Corker Marshall produced a set of Design Guidelines for the SSDA2 Concept Proposal to guide the key elements of the future development.

Specific responses to these guidelines for SSDA 3 are located within Appendix A of this report.



Rouse Hill Public Domain by Oculus - Photo source; Hassell

CPTED – Design objectives

Spaces will be designed to meet Crime Prevention Through Environmental Design (CPTED) guidelines and principles, in the following ways:

- Clear sight lines, good surveillance: The Public Domain spaces are laid out to facilitate open and clear lines of sight and will have good surveillance from surrounding built form. Spaces will be well connected with no dead ends or dead spaces. Walls will be low and trees spaced out to enable strong lines of sight through the public areas.
- Ownership: The quality and vibrancy of the Public Domain will engender strong community ownership and responsibility for the space.
- Clear boundaries: Public and private spaces will be clearly demarcated, with clear transitions and design cues for appropriate behaviour and use of the public space.
- Lighting levels will be appropriate to aid surveillance and maintain a safe environment through the night within all public spaces. Feature lighting will be used to encourage gathering and circulation through areas of high public use and surveillance whilst maintaining safe levels in other less public spaces.



Wesley Quarter, Perth by Hassell - Photo source; Hassell

3.0 THE PUBLIC DOMAIN DEVELOPMENT APPLICATION: SSDA 3 - WESTERN PLOT (DARLING DRIVE)

3.1 THE PUBLIC DOMAIN PLAN



Figure 3.1.1 The Public Domain associated with the West Plot

Figure 3.1.1 shows the extent of the Public Domain works included within this DA. Since lodgement of the concept plan, the design of the Public Domain has developed in response to architectural design and more detailed resolution of levels, drainage, paving, tree planting and location of urban elements.

The red boundary line on Figure 3.1.1 defines the extent of Public Domain included within this SSDA 3 known as the West Plot (student accommodation). The Public Domain within this DA incorporates Macarthur Place, and the western reserve of Darling Drive. The Public Domain provides building entry forecourt, intimate amenity area and clear circulation space that connects the south and west to The Haymarket precinct. Macarthur Place is accessible by the public but is designed to provide an outdoor room for the resident students to gather and meet.

Darling Drive provides the vehicle access to parking for the western residential and commercial buildings, as well as drop off for the student accommodation building. A shared pedestrian/cycle path runs the length of Darling Drive on the western edge, providing access to Light Rail stops located north of the site and linking to Macarthur Place. Two signalised pedestrian crossings provide access to Dickson's Lane and Hay Street. The signalised crossing at the centre of Darling Drive provides a direct, safe crossing point for students allowing them to take the Dickson's Lane route into The Haymarket precinct.

The proposed Goods Line shareway from Central Station will link in to the site at the south west corner and connect to The Haymarket via the primary signalised crossing at the intersection with Hay Street. The shareway experience of the Goods Line will be continued into the precinct along the eastern face of the student accommodation.

Macarthur Place provides external amenity space for the students living in the accommodation block, offering communal seating areas, lawn and recreation space.

The future development site to the north of the proposed accommodation building will be cleared and stabilised for future construction, with temporary sedimentary and erosion controls put in place.

The following section looks at tree removal, circulation, Stormwater and WSUD for this DA and illustrates the public domain vision, layout of materials, vegetation and elements such as lighting, furniture and signage within the DA Public Domain. These elements will be finalised in consultation with SHFA and INSW.

3.2 EXISTING TREE REMOVAL

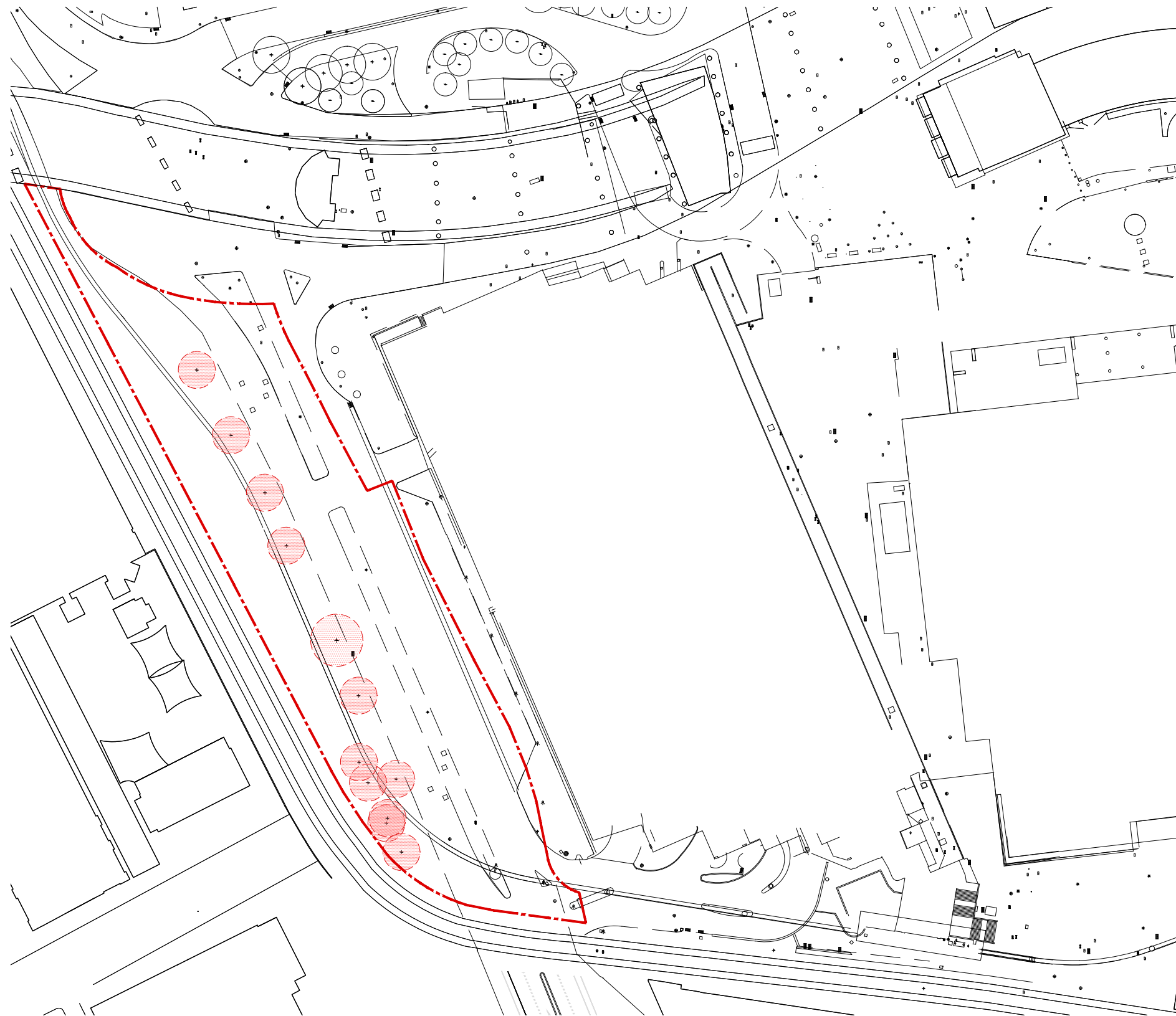


Figure 3.2.1 Existing tree removal

Figure 3.2.1 shows the extent of tree removal within SSDA 3.

Within this application, it is proposed that all existing trees are removed in order to allow for the development of the site as outlined within the SSDA2 Public Domain Concept Plan.

The trees to be removed consist of semi mature *Schinus molle* (Pepper Tree), *Eucalyptus* species and *Casuarina* (She Oak) species on the existing Light Rail embankment and alongside the existing Monorail corridor.

Proposed tree planting is outlined within section 4.2. The proposed replacement planting will facilitate improved sight lines in and out of the site, and be better suited to a Public Domain associated with the proposed development. The proposed trees and planting along Darling Drive will improve the visual integration of the Darling Drive corridor, improving the driver and pedestrian experience.

TREE REMOVAL SCHEDULE

 Tree to be removed

3.3 CIRCULATION

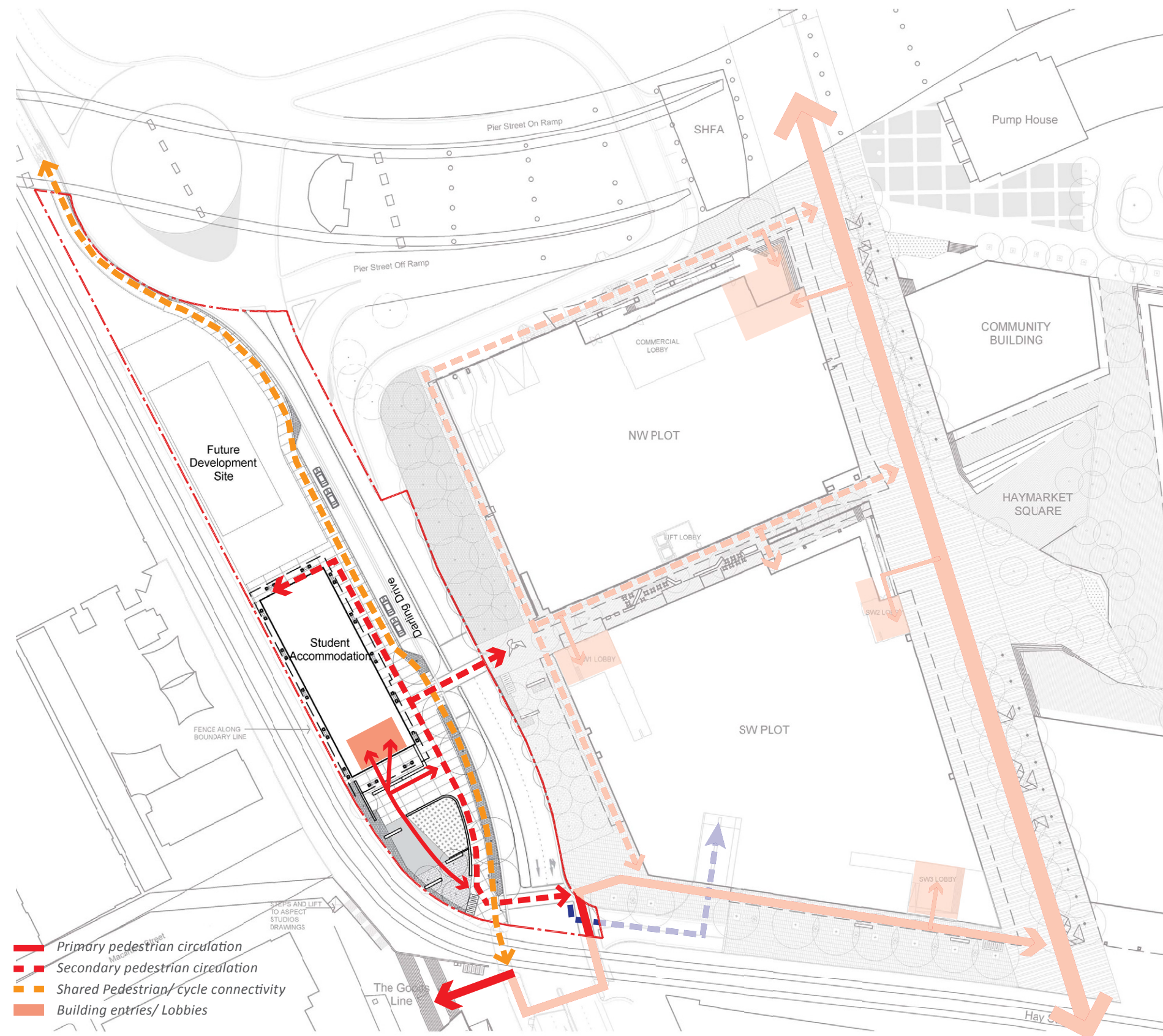


Figure 3.3.1 Circulation in the West Plot

Site wide circulation is articulated through spatial hierarchy and appropriate signage and wayfinding features at key locations.

Figure 3.3.1 demonstrates the primary and secondary circulation within the Public Domain around the West Plot and to key public domain areas adjacent.

Pedestrians and cyclists who enter the site from The Goods Line, at the South West corner of the site will head north along the shareway or cross to Hay Street where there will be visual markers and wayfinding elements (located outside of this application boundary) to guide circulation to the Boulevard or Dickson's Lane east of the site. Access is also provided through the proposed pedestrian crossing at the alignment of Dickson's Lane.

The shared cycle and pedestrian footpath along Darling Drive recognises the desire line for both pedestrians and cyclists to the light rail stop within the SICEEP precinct north of this site. It also recognises the desire line for students/others to cross the north/south cycle route into the Haymarket, and the increased pedestrian activity in this area driven by the Goods Line, the Macarthur Street link and the development proposed under this application. The inclusion of a shared path is key in facilitating safe access and movement for pedestrians in the Public Domain. The shared area provides ample space for the cycling thoroughfare, as well as for pedestrian movement and circulation. The proposed width also ensures that the civic character around the building is consistent with that of the wider Haymarket precinct. The allocated spaces and access routes ensure that students are not dissected from the wider precinct.

The shared cycle/footpath recognises the increased pedestrian activity in this area and aims to ensure clear visibility for cyclists and pedestrians, building upon the local precedent of the Goods Line and putting safety as a key priority. The proposal maintains pedestrian access and gathering and forecourt spaces whilst ensuring the integrity of cycle routes.

A taxi/drop off zone for students is located within the central area of Darling Drive and a second signalised crossing mid way along Darling Drive allows access to the precinct via Dickson's Lane. The primary signalised crossing at the southern end of Darling Drive will allow pedestrians and cyclists from both the student accommodation and from the Goods Line to access The Haymarket precinct safely.

The entry reception area for the Student Accommodation is located on the southern face of the building, articulated toward Macarthur Place. The drop off lane along Darling Drive will allow students to be dropped off close to the entry which is fronted by a generous paved entry forecourt.