PUBLIC DOMAIN PLAN
SHOWGROUND STATION PLANNED PRECINCT
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The Showground Precinct is a designated Planned Precinct in north west Sydney. It is the location of an important regional recreation and civic open space, The Precinct, and also provides jobs in retail, commercial and light industrial services uses in addition to residential housing.

The construction of the Sydney Metro Northwest creates an opportunity to provide increased density to take advantage of a new high frequency transport service. The Showground Station is located between the Strategic Centres of Castle Hill and Norwest both of which offer a diverse range of employment opportunities allowing for the potential to work close to home. The vision for Showground includes providing the structure for a connected, green, pedestrian focussed high density residential community. A desirable activated urban environment which will attract new residents who will want to stay and enjoy being a part of an engaged and welcoming connected community.

This Public Domain Plan is the ‘how to’ guide that illustrates the public domain needed to create a high quality urban area.

The key issues relating to the public domain within the Showground Planned Precinct are:

- The need to improve accessibility and connections across the precinct for pedestrians,
- Increase the quantity and quality of public space,
- Build upon the cultural identity, legibility and identity of the Precinct, and
- Provision of cohesive and attractive streetscapes.

The Public Domain Plan has been prepared to enhance the image and amenity of the Precinct through the provision of street trees, footpath paving, street furniture and landscaping to give the precinct an urban identity, while complementing the character of the surrounding area. The Public Domain Plan provides an overall direction for creating public domain spaces that are attractive, safe and vibrant within the Precinct.

**BACKGROUND**

The Showground Planned Precinct in Castle Hill, has been created to enable the urban transition from a low density residential area to a higher density residential area adjacent the new Showground Metro Station. The population is projected to increase to accommodate an additional 9,000 dwellings and 2,300 new jobs. This places pressure upon the existing public domain facilities and infrastructure.
1. INTRODUCTION

This Public Domain Plan (The Plan), has been prepared to guide the future public domain design interventions and strategies for the Showground Planned Precinct in Castle Hill.

The Public Domain Plan sets an urban framework to support the growth and transformation of the Showground Planned Precinct and complements both Local Environmental Plan 2012 and Development Control Plan 2012 and the Strategic Objectives of the Greater Sydney Commission Greater Sydney Region Plan and Draft Central City District Plan.

WHAT IS PUBLIC DOMAIN

The public domain is space that is publicly accessible for the whole community such as footpaths, streets, roads, parks, squares and building setbacks. In higher density urban areas the public domain is increasingly where the ‘theatre’ of life takes place.

A well designed and attractive public domain improves environmental amenity, accessibility, and encourages greater engagement with the public domain by members of the community and visitors. The benefits of a successful public domain, is that it is an attractive place that people wish to visit and linger in. A public domain with high amenity is also attractive to business development and supports economic activity.

The key guiding principles to achieving a high quality public domain are:

- Provide attractive human scaled activated streetscapes and public open spaces,
- Providing safe, well designed, attractive and efficient movement corridors,
- The provision of high quality architectural design in the built form which frames the public domain,
- Incorporate ecologically sustainable development principles into all development.
- Respect for local context and character, and
- Integration with natural systems and reinforcing the local characteristics of place.

IMPLEMENTATION

The future public domain works will be funded through the Contributions Plan and will be delivered by Council via the Contributions Plan or by developers through a works kind agreement or conditions of development consent. The funding will be allocated according to the site-specific public domain strategies within the precinct which are directly impacted by the proposed development. Elements within the precinct such as the Showground which have regional roles are subject to other funding mechanisms, and are outside the scope of this Public Domain Plan.
STRATEGIC CONTEXT

In 2011 The State Government committed to the construction of the Sydney Metro Northwest with a completion date at the end of 2019. The Sydney Metro Northwest comprises several new stations within The Hills Shire Council these being: Castle Hill, Showground, Norwest, Bella Vista, Kellyville and Rouse Hill.

As part of the on-going work in delivering the rail link, the Department of Planning and Environment undertook a strategic review of development around each of the future rail stations in order to guide and coordinate future planning for the corridor. The North West Rail Link Corridor Strategy was finalised in September 2013.

In 2014 the NSW State Government launched a priority precinct program to focus on areas located next to existing or future planned transportation nodes that were suitable for urban rejuvenation by being able to provide more housing through urban densification and additional employment.

The NSW Government announced the Showground Precinct as a ‘Priority Precinct’, in August 2014. In December 2017 the Showground Precinct was be rezoned.
Figure 5 Location of Showground Station Precinct
Source: North West Rail Link Corridor Strategy, 2013, Department of Planning and Environment

Figure 6 Showground Precinct
The Showground Precinct comprises 6 distinct sub-precincts. The 6 sub-precincts combine to form an independent precinct which can support a residential population providing work opportunities for a diverse range of occupations and skill sets in close proximity to home. This public domain plan addresses the provision of improved amenity in the urban transformation sub-precinct and the riparian corridor sub-precinct which provides a pedestrian / cyclist link across the precincts.
2. VISION AND OBJECTIVES

VISION FOR THIS PLAN
The Showground Priority Precinct will be a vibrant, safe and attractive place to live, work, and visit. The Public Domain treatments will support and reinforce the role of the Showground Precinct as a transit orientated village in addition to a precinct with regional recreational facilities. A major civic destination within the Hills Shire Local Government Area, the Showground Precinct will be characterised by high quality public domain spaces that provide for an active street life, and spaces that promote strong community engagement and interaction.

OBJECTIVES FOR THIS PLAN
This Plan will assist in achieving the vision outlined above with the following public domain objectives:

- Facilitate the creation of high quality public spaces that encourage social interaction and create a sense of place for residents and visitors to The Showground Precinct,
- Promote the visual and physical integration of the public and private domain,
- Provide appropriate, equitable, safe and convenient access points for pedestrians,
- Provide for improved pedestrian circulation patterns throughout the Precinct,
- Ensure improved pedestrian connectivity between all major developments,
- Provide for improved pedestrian circulation patterns throughout the Precinct,
- Soften the existing roadway environment with landscape treatments,
- Retain / enhance or reinstate the existing green canopy,
- Protect, enhance and reduce development impact upon the threatened and endangered native and flora species within the greater precinct and the Fred Caterson Reserve.

KEY DESIGN OBJECTIVES

THE KEY PUBLIC DOMAIN ELEMENTS COMPRIZE:

Streetscape improvements including:
- Road widening,
- New footpaths and paving treatments,
- Enhanced lighting
- Street trees,
- Wayfinding signage, and
- Street furniture.

Transport improvements including:
- The provision of a new pedestrian bridge over Carrington Road,
- The provision of new roads to increase cross-precinct permeability,
- Proposed pedestrian links to break up large block patterns,
- Reinstatement of former cycle path west of The Showground,
- New cycleway connections.

Riparian corridor improvements:
- Provision of an enhanced public domain within the existing riparian corridor to provide accessibility,
- Provision of a continuous north south shared path cross-precinct link,
- Restoration, enhancement and reinstatement of endemic species,
- Reinstatement and restabilisation of creek bank where eroded,
- Removal of weeds and non endemic invasive species,
- Provision of east-west pedestrian links,
- Provision of public amenity through high quality landscape interventions.

Public open space:
- Extension of Chapman Reserve to accommodate population growth and increased usage,
- Enhancement and upgrading of existing facilities in Cockayne Reserve,
- Site specific tree planting and landscape enhancements to improve visual amenity and useability,
- Provision of public art in site-specific locations,
- Protection and enhancement of distinctive streetscapes and landscape settings,
- Extend and integrate open space network with enhanced green corridors,
- Plant deciduous trees on north-south streets to allow for sunlight access into the street during winter months.

Water management:
- Include opportunities for porous paving in on-street parking bays in areas of low traffic movement,
- Minimise the use of heavy infrastructure where landscape approaches are able to mitigate flash flooding,
- Preserve overland flow paths,
- Provide tree grates in areas where large expanses of hard paving occur,
- Provide tree grates in areas where large expanses of hard paving occur,
- Provide pervious paving in cross site links where practicable,
- Preserve deep soil provision in all building setbacks to minimise additional overland flow and overloading of stormwater system by:
  - requiring all basement car parking to be contained within the building footprint,
  - requiring all building services to be incorporated within the building structure where practicable,
  - encouraging location of OSD tank to be within building footprint or under paved areas where practicable.
3. ANALYSIS

PLANNING AND INFRASTRUCTURE FRAMEWORK

The Hills Local Environmental Plan 2012 and Development Control Plan 2012 provides a planning and infrastructure framework for future development within The Showground Planned Precinct. The Local Environmental Plan identifies floor space ratios and development provisions and specifies what activities can be carried out on land. The Development Control Plan provides greater detail for matters such as building setbacks, car parking, site and density requirements.

The preparation of a public domain plan to guide the development of, and improvements to, the public domain and streetscape of centres is identified in Council’s Centres Direction which forms part of a strategy that guides land-use planning and management of centres in the Shire. Together with the Development Control Plan and Contributions Plan, the Public Domain Plan will assist in achieving the key objectives of the Centres Direction, namely:

- C1 Create vibrant centres that meet the needs of the community
- C2 Make centres more attractive places to visit
- C3 Make centres accessible to the community
- EL2 Provide high quality spaces for community recreation and enjoyment
- EL3 Improve the accessibility and connectivity of environment and leisure spaces
- EL4 Provide for public domain spaces that encourage community interaction
- EL5 Conserve the Shire’s unique diversity of plants and animals

EXISTING ENVIRONMENT

Sub Precinct 1 comprises existing big box retail and light industrial uses on large land lots with generous landscaped setbacks. The road carriageways are generally wide allowing for large truck movements. This precinct is a highly functioning light industrial zone set to transition in part to business uses providing a link to the Norwest Business Park.

Sub Precinct 2 referred as ‘Deferred Area’, this Sub-Precinct is subject to future masterplanning and is part of the Cattai Creek West masterplanning project undertaken by the Department of Planning and Environment. This sub-precinct does not comprise part of the Public Domain Plan.

Sub Precinct 3 comprises the Cattai Creek Riparian Corridor. This sub-precinct is largely inaccessible and potentially provides for a continuous pedestrian north-south link across the precinct. The Riparian Corridor provides the opportunity for a unique public open space in a natural bushland setting with endemic vegetation and landforms whilst preserving and rehabilitating the natural setting.

Sub Precinct 4 comprises The Showground, a regional recreation space and a significant feature within The Hills Shire civic identity. The Showground is subject to a separate masterplanning process and does not form a part of this Public Domain Plan.

Sub-Precinct 5 comprises The Showground Metro Rail Precinct which is subject to the North West Rail Link Corridor Public Domain Plan and does not form a part of this plan although common elements are utilised to ensure continuity of public domain treatments.

Sub-Precinct 6 comprises the residential component of the precinct subject to a change in urban form from single lot low density residential dwellings to medium to high density residential dwellings. This Public Domain Plan is mainly concerned with this sub-precinct as it is subject to the greatest amount of urban transformation and change in built form. In particular, the Public Domain Plan serves to support the transformation of this sub-precinct into an attractive, connected, accessible and walkable pedestrian orientated mixed use community.
EXISTING CONTEXT

INDUSTRIAL LANDS : EXISTING CONTEXT

RIPARIAN CORRIDOR : EXISTING CONTEXT

RESIDENTIAL AREA : EXISTING CONTEXT

Figure 9 Existing context images
4. STRATEGIC VISION / PUBLIC DOMAIN PLAN

MOVEMENT PATTERNS

PEDESTRIAN CONNECTIVITY

Good pedestrian cross site permeability and a visually pleasant and safe environment encourage greater street activation by pedestrians.

Principles

 Provide accessible pedestrian linkages to the station, the Showground, local shops and cafes from the residential areas.
 Enhance and improve the walking environment for all users.
 Encourage pedestrian movement between various parts of the Precinct.
 Minimise ongoing maintenance.
 Provide lighting to all pedestrian walkways.

Strategies

 Provide and encourage additional cross site links of 4-5m to encourage precinct permeability and improve access to the station, public transport, work places and recreational facilities.
 Repair and create shared ways alongside the Riparian Corridor to improve cross site pedestrian access.
 Improve access to the Showground and station through the provision of a pedestrian bridge.
 Provide pavements to both sides of the road in existing local areas.
 Remove trip hazards from uneven pathways.

Figure 10 Pedestrian connectivity
**DESIRABLE PEDESTRIAN FOCUSED PUBLIC DOMAIN TREATMENTS**

1. **Figure 11** Pedestrian walkways provide connectivity
2. **Figure 12** Landscaped buildings overlooking public domain
3. **Figure 13** Edge treatments soften the impact of traffic
4. **Figure 14** Landscaped setbacks soften building impact
5. **Figure 15** Robust pedestrian path
6. **Figure 16** Landscaped setbacks improve pedestrian amenity

Sources:
- City of Sydney
- bestsydneywalks.com
- Brent Toderian
- Unknown
**PEDESTRIAN PAVING**

To create a cohesive look across the Precinct with changing paving materials indicating change in character from higher density transitioning to lower density.

**Principles**
- Improve the aesthetic appeal of the precinct.
- Improve streetscape quality and accessibility.
- Provide a sense of identity.

**Strategies**
- Provide paving per notated pavement type.
- Refer to Specific Public Domain Treatments later in this lan for paving type details.
CYCLEWAYS

To encourage the use of bicycles as a means of transportation by providing a pleasant and safe rider experience.

Principles

- Encourage alternate transport options through safe and accessible infrastructure.
- Link all existing cycleways within the Precinct to the regional cycleway network.
- Provide aesthetically pleasing cycle storage at major transport and shopping hubs.

Strategies

- Provide on-road and off-road cycleway facilities where practicable.
- Further develop cycle routes and cross precinct linkages as the area undergoes transition.
- Repair and reinstate storm damaged cycle paths.

Figure 18  Cycleways
CYCLEWAY INDICATIVE MATERIALS AND TREATMENT

Figure 19  Concrete cycleway treatment  
Source: TBC

Figure 20  Typical THSC cycle shared way to engineer’s detail

Figure 21  Typical riparian corridor treatment  
Source: TBC

Figure 22  Fibre reinforced gridding  
use where environmentally sensitive or subject to flooding

Figure 23  Typical built form edge to cycleway

Figure 24  Clear signage for wayfinding
VEHICLE MOVEMENT AND NEW ROAD CONNECTIONS

Principles
- Improve precinct permeability.
- Provide a safe and integrated road network.
- Accommodate increased traffic flows due to increased residential density.
- Increase vehicular capacity of the precinct.

Strategies
- Provide new roads where indicated as development occurs.
- Provide incremental road widening as on street car parking as development occurs.

Figure 25 Vehicle movement and new road connections
PUBLIC TRANSPORT

Principles
- To encourage the use of public transport for travel to and from the Precinct.
- To provide a modern, comfortable, safe and accessible bus facilities for commuters.
- To provide alternative transport options in the town centre.
- To provide ease of access throughout the precinct.

Strategies
- Provide bus facilities which are covered, waterproof, well lit, and safe.
- Provide adequate facilities at bus stops throughout the Precinct.
- Provide for provision of timetables and locality maps.
PUBLIC OPEN SPACE

FUNCTION OF PUBLIC OPEN SPACE

The function of public open space is that it provides the stage for civic life to occur. The public open spaces that are the subject of this Public Domain Plan comprise a local park known as Chapman Reserve and a green linear park link based on riparian zone around Cattai Creek.

Parks and green networks are often undervalued yet important parts of the urban environment. As the urban density increases and greater demand is placed on these spaces, appropriate public domain treatments are required to retain and preserve high quality public open spaces.

Public open space is important because parks and open spaces provide places for social gathering and community involvement. They also provide quiet places for reflection and calm and appeal to a range of age groups. Parks provide delight and often, even if not used, provide pleasure just by people knowing that they are there. Public open space also promotes healthy living by providing places for physical activities such as walking, exercise and cycling.

The identity of place is enhanced and reinforced by the quantity, quality and access to public open space. In areas of urban regeneration public open space plays an important role in the image of place and sense of community.

GENERAL PRINCIPLES

Principles

- Provide a safe and high amenity environment.
- Respond to higher densities through urbanisation of open space.
- Encourage the community to use open space by improving the aesthetic quality of the public domain.
- Locate incidental play elements at appropriate places along streets, within road reserves and setbacks.

Strategies

- Upgrade existing open space facilities to cater for a diversity of users and provide valued places for active play and passive recreation.
- Protect sunlight access to existing public open spaces.
- Encourage cross site green corridor links to connect open space and linear park corridors.
- Provide a high quality greened pedestrian domain with dedicated street tree planting, landscape treatments and landscaped setback requirements.
DESCRIPTION
Two public open spaces are proposed to be enlarged and enhanced as a part of this Public Domain Plan. These are:

- Chapman Avenue Reserve.
- Riparian Corridor - 7.9ha this includes:
  - Cockayne Reserve 4.6 ha (existing public open space)
  - Additional open space gained through Creek Riparian Corridor 4.3ha.

Note: The riparian corridor shown is indicative and will be required to be surveyed. The corridor illustrated is based on the strahler stream order determined by the Office of Water. For further information refer to the Department of Planning website exhibition material for the Showground Precinct dated 2015, Appendix I Ecological Assessment.

Note: In addition to a watercourse the riparian corridor comprises endangered communities of ecological value subject to the TSC and /or EPBC Act. This may result in a riparian corridor of a larger area than graphically indicated subject to the requirements of the relevant authorities.
CHAPMAN RESERVE DESCRIPTION

Chapman Reserve is an existing local park centrally located within the Showground urban transformation sub-precinct (6). It is a local park which spans between two streets, Chapman Avenue and Dawes Avenue.

The park is turfed with little landscape treatment. The park equipment comprises an aged playground set and there is no paving or seating provision. There are three well established trees and some landscape screening to a residential property adjacent the play set.

EXISTING PARK CONDITIONS

Strategies

- Council to provide a site specific landscape masterplan to enable the expanded park to be realised.
- Provide customised play equipment designed to be multi-purpose and to fit within designated play areas.
- Provide a variety of seating suited to the setting.
- Provide a series of shade structures to cater for several family groups.
- Provide shaded areas within a landscaped garden setting.
- Provide a range of ground treatments including turf, coloured concrete and soft fall.
- Provide a drinking fountain, bins and lighting.

DESIGN PRINCIPLES CHAPMAN RESERVE

Principles

- Provide a safe and high quality environment urban park for a diversity of user groups.
- Protect sunlight access to existing public open spaces.
- Encourage the community to use open space by improving the amenity and aesthetic quality.
- Provide artwork in the form of stand alone objects and landscape art integrated into park masterplan.
- Provide cross site accessibility to all user groups.
- Expand the existing park to the south from 2200m² to 6200m² to cater for the increased population.
RIPARIAN CORRIDOR DESIGN PRINCIPLES

Principles

- Protect, enhance and maintain the natural function of the watercourse through the provision of a continuous vegetated riparian corridor.
- Protect environmentally sensitive and valuable ecological areas.
- Enhance and/or reinstate a naturalised creek experience.
- Allow for the safe conveyance of water flows throughout the riparian corridor.
- Provide for active and passive recreation opportunities within the riparian corridor such that the function of the corridor is not adversely impacted.
- Encourage the community to use open space by improving accessibility.
- Provide links to regional open space networks.
- Reinforce the natural qualities of the environment through appropriate landscape design, edge, seating and paving treatments, selection.

Figure 45 Riparian corridor interface areas, mapping
RIPARIAN CORRIDOR DESIGN STRATEGIES

Strategies

- Protect the Riparian Corridor through maintaining required setbacks and managing built form interface through setback and height controls.
- Improve and maintain waterway stability and function with the application of soft and hard engineering techniques that mimic natural processes.
- Protect sunlight access to existing public open spaces.
- Provide a continuous north south pedestrian cyclist shared path link as shown on the Pedestrian Connectivity and Cycleways maps.
- Provide pedestrian eastwest cross creek links (bridges) to provide additional permeability and cross precinct connectivity.
- Edge treatments, public furniture, paving, lighting, colour and material selections shall complement the natural setting.

Figure 46  Riparian corridor interface areas, aerial
Riparian Corridor A begins at the northern most point of the corridor from Showground Road and extends southwards. The area is partly infested with exotic weeds and experiencing bed and bank instability. Despite the adjacent urbanisation the area has retained much of the endemic vegetation and natural sandstone outcrops, which provide some creek stability.

This part of the corridor is subject to flooding and the existing cycle path has been partly washed away and closed due to safety concerns.

The path is immediately adjacent The Showground and once reinstated would be accessible to a large number of people. The route under Showground Road continues into the Fred Caterson Reserve.

A lightweight sacrificial cycle path structure would be appropriate in this location utilising similar construction and paving material used in the pedestrian bridge adjacent Showground Road.

This location offers the opportunity for viewing platforms / seating structures and an improved underpass treatment. An interactive and engaging public domain would result once the masterplanning of the deferred area is realised.

**Principles**
- Provide a continuous north south precinct pedestrian / cycle link.
- Protect sunlight access to existing public open spaces.
- Encourage the community to use open space by improving the amenity and aesthetic quality of the public domain.
- Integrate public art into the public domain.

**Strategies**
- Provide a masterplan for the rehabilitation of the riparian corridor, and the reinstatement of the pedestrian / cycleway including site specific public domain elements.
- Provide places for sitting and resting.
- Use materials and design elements which are robust, low maintenance and complement the natural environment.
- Provide lighting feature to underpass.
- Provide interpretive, wayfinding and interpretive heritage signage as per Signage Map.
- Provide pedestrian / cycle bridge as indicated on Pedestrian Connectivity Map.
- Provide lighting subject to masterplan requirements.
RIPARIAN CORRIDOR INTERFACE AREA A

INDICATIVE INTERFACE ZONE

LEGEND
- Underpass treatment
- Pedestrian / cycleway
- Pedestrian bridge
- Built form interface

Figure 53 Riparian Corridor A
RIPARIAN CORRIDOR INTERFACE AREA A
BUILT FORM INTERFACE

Figure 54 Indicative public domain

Figure 55 Indicative public domain

Figure 56 Indicative cross section
### Riparian Corridor Interface Area B

#### Description

Riparian Corridor B begins where the built form interface related to The Showground Station begins. The built form is significant in height, noted as being 16 storeys and will provide a very different interface experience with the riparian corridor to interface A.

Interface B is currently quite heavily infested with weeds, in part due to disturbed land as a result of the metro works. The banks are steep and the zone is home to a variety of fauna endemic to the area. Well established trees exist within the corridor providing a high tree canopy.

The projected urbanism of either side of the corridor lends itself to providing a high quality public domain with the potential for significant public art installations.

#### Existing Conditions

![Figure 57 Industrial riparian interface](image)

![Figure 58 Riparian corridor at Carrington Road facing north](image)

![Figure 59 Riparian corridor at Carrington Road facing south](image)

#### Design Principles

**Principles**
- Provide a continuous north south precinct pedestrian / cycle link.
- Protect sunlight access to existing public open spaces.
- Encourage the community to use open space by improving the amenity and aesthetic quality of the public domain.
- Integrate public art into the public domain.

#### Indicative Actions

![Figure 60 Indicative riparian corridor treatment](image)

**Strategies**
- Provide a masterplan for the rehabilitation of the riparian corridor, and the reinstatement of the pedestrian / cycleway including site specific public domain elements.
- Provide places for sitting and resting and potential seamless merging into urban public domain where practicable.
- Use materials and design elements which are robust, low maintenance and complement the natural environment.
- Provide interprative and wayfinding signage as per Signage Map.
- Provide pedestrian / cycle bridge over Carrington Road as indicated on the Pedestrian Connectivity Map.
- Consider providing a pedestrian underpass to also aid the passage of fauna.
- Provide lighting subject to masterplan requirements.
RIPARIAN CORRIDOR INTERFACE AREA B
BUILT FORM INTERFACE

Figure 64 Indicative public domain  Source: Brent Toderian

Figure 65 Indicative public domain  Source: Brent Toderian

Figure 66 Indicative cross section

PUBLIC DOMAIN PLAN
**RIPARIAN CORRIDOR INTERFACE AREA C COCKAYNE RESERVE**

**DESCRIPTION**

Cockayne Reserve is a local park comprising riparian interface zone C. The Park is open to the public and has several urban interfaces which offer park amenity.

Local bush care groups undertake weeding and bush regeneration keeping the area somewhat clear of weed infestation. The corridor in parts presents as pristine bush providing a unique bushland experience in an otherwise urban setting.

The four existing urban interfaces each present a park setting of different scale and character. It is intended that each interface will undergo enhancement in addition to general riparian corridor strategy works.

The four interfaces to be addressed are:

- Cockayne Reserve frontage to Middleton Avenue (1).
- Cockayne Reserve frontage to James Place (2).
- Cockayne Reserve frontage to White Ceder Drive (3).
- Cockayne Reserve frontage to Facer Crescent (4).

**EXISTING CONDITIONS**

**GENERAL DESIGN PRINCIPLES**

**Indicative Design Actions**

**Principles**

- Provide a continuous north south precinct pedestrian / cycle link.
- Protect sunlight access to existing public open spaces.
- Encourage the community to use open space by improving the amenity and aesthetic quality of the public domain.
- Integrate public art into the public domain.

**Strategies**

- Provide a masterplan for the rehabilitation of the riparian corridor, and the reinstatement of the pedestrian / cycleway including site specific public domain elements.
- Provide places for sitting and resting and potential seamless merging into urban public domain where practicable.
- Use materials and design elements which are robust, low maintenance and complement the natural environment.
- Provide interpretive and wayfinding signage as per Signage Map.
- Provide pedestrian / cycle bridge over Carrington Road as indicated on Pedestrian Connectivity Map.
- Provide lighting subject to masterplan requirements.

---

**Figure 67 Residential riparian interface**

*Source: THSC*

**Figure 68 Riparian corridor facing north**

*Source: THSC*

**Figure 69 Riparian corridor**

*Source: THSC*

**Figure 70 Adventure play areas sited adjacent to pedestrian cycle way**

*Source: City of Ryde*

**Figure 71 Provide seating within the corridor**

*Source: THSC*

**Figure 72 Integrated exercise equipment**

*Source: THSC*
RIPARIAN CORRIDOR INTERFACE AREA  C INDICATIVE INTERFACE ZONE

LEGEND

- Pedestrian / cycleway
- Pedestrian bridge
- Built form interface

Figure 73 Riparian Corridor C
Cockayne Reserve frontage to Middleton Road is easily missed and is currently the main entry to the Riparian Corridor from the urban transformation sub-precinct (6).

The reserve falls away from the street towards the west and provides a relatively un-useable park.

There is a single seat in the park with no shade provided.

**Specific Design Strategies**

- Provide a site specific landscape masterplan for reserve enhancements
- Provide a defined entry that is accessible comprised of shaped landscaped forms which provide seating, pathways and retaining walls integrated with the existing topography.
- Provide seating which receives winter solar access and shade in summer.
- Use materials and design elements which are robust, low maintanence and complement the natural environment.
- Provide visible interpretive and wayfinding signage as per Signage Map.
- Provide intuitive links to the Riparian Corridor.
- Improve fencing treatment to stormwater drain and employ safety features to prevent drain access.
- Use feature paving and planting to signify reserve entry as notated.

Source: www.scottarboretum.org

Source: Ku-ring-gai Council
**COCKAYNE RESERVE JAMES PLACE FRONTAGE**

**SITE DESCRIPTION**

Cockayne Reserve frontage to James Place is attractive and somewhat accessible. The reserve entry comprises a range of well-established trees which are a mix of endemic and introduced species.

The reserve falls away from the street towards the west and access to the existing Riparian Corridor is easily discernable.

**EXISTING CONDITIONS**

There is no seating in the reserve and the existing grounds are well kept.

**INDICATIVE DESIGN ACTIONS**

**Specific Design Strategies**

- Provide additional tree planting at street frontage per landscape architects specification.
- Provide seating which receives winter solar access and shade in summer.
- Provide in addition to a seat, a separate table and bench seating arrangement subject to landscape architect’s specification.
- Use materials and design elements which are robust, low maintenance and complement the natural environment.
- Provide wayfinding signage as per Signage Map.
- Use feature paving and planting to signify reserve entry per Urban Canopy Map and Pedestrian Playing Plan.

Source: Google Maps

Figure 82 Cockayne reserve frontage to James Place

Figure 83 Cockayne Reserve from pavement

Figure 84 Towards riparian corridor

Figure 85 Facing James Place from reserve

Figure 86 Cockayne Reserve facing north

Figure 87 Seating

Figure 88 Reinforce landscaped edges

Figure 89 Proposed feature street tree planting
COCKAYNE RESERVE WHITE CEDER DRIVE FRONTAGE

SITE DESCRIPTION

Cockayne Reserve frontage to Ceder Drive is clearly visible and allows clear sight lines into the reserve. The fall of the land is mild and parkland comprises open space bordered by well established trees. To the east of the parkland is a row of prominent Araucarias. These present a significant and prominent landmark setting. The play equipment is tired and needs refreshing.

EXISTING CONDITIONS

There is a single seat in the park.

The park presents the opportunity for multiple family gatherings and updated play equipment to suit a range of age groups. Access to the Riparian corridor is easily discernable.

INDICATIVE DESIGN ACTIONS

Specific Design Strategies

- Provide a site specific landscape masterplan for reserve improvement and enhancements.
- Provide seating which receives winter solar access and shade in summer.
- Provide BBQ equipment, shade structures, a water fountain and seating for multiple family groups.

- Use materials and design elements which are robust, low maintenance and complement the natural environment.
- Provide visible interpretive and wayfinding signage as per Signage Map.
- Use feature paving and planting to signify reserve entry, as notated.

Figure 90 Cockayne Reserve frontage
Source: Google Maps

Figure 91 Cockayne Reserve facing east

Figure 92 Existing play equipment

Figure 93 Araucarias

Figure 94 Cockayne Reserve Ceder White Drive

Figure 95 Multiple seating settings with shading
Source: Woodgrove

Figure 96 Provide play equipment for older age groups
Source: City of Ryde

Figure 97 Update small child’s play
Cockayne Reserve frontage to Facer Crescent is clearly visible. The land falls sharply to the west. This is a small park with the opportunity for a single seating arrangement set within the site topography.

The park leads directly into the Riparian Corridor quite quickly. This area is undergoing bush rehabilitation by volunteer groups and leads one to directly into the Riparian Corridor.

**Specific Design Strategies**

- Provide additional tree planting at street frontage per landscape architect’s specification.
- Consider terraced landscaping with integrated seating to improve park accessibility.
- Provide seating which receives winter solar access and shade in summer.
- Use materials and design elements which are robust, low maintenance and complement the natural environment.
- Provide visible interpretive and wayfinding signage as per Signage Map.
- Employ safety features to nearby stormwater drain prevent drain access.
- Use feature paving and planting to signify reserve entry as notated.
RIPARIAN CORRIDOR INTERFACE AREA C
BUILT FORM INTERFACE

Figure 106 Indicative public domain

Figure 107 Indicative public domain  Source: DKO

Figure 108 Indicative cross section
PUBLIC ART

FUNCTION OF PUBLIC ART

Public art has the power to enhance the urban environment and helps define our relationship with the public domain. The Showground Precinct is an ideal location for a collection of high quality public artwork reflecting the diverse culture and environmental settings in which it occurs.

Principles

- Utilise Public Art to reinforce the identity of the Showground Precinct and link the sub precincts through common themes.
- Create an avenue for local artists and designers to have input into the built environment.
- Make use of local knowledge, experience and understanding of the region.
- Assist in the creation of ongoing professional experience and financial opportunities to strengthen the skills base and viability of the local arts industry.
- Set public art and design precedents in the public domain.
- Assist in expanding the audience for local contemporary art and design.

Strategies

Ensure public art:

- Is well integrated in public and private developments.
- Provides positively to the experience of place.
- Is community endorsed.
- Provide links with other metropolitan temporal art events such as Vivid and the Biennale.
- Activate new urban spaces with temporary art installations.
- Establish a Public Art register within Council’s existing asset management register.
**PROPOSED PUBLIC ART LOCATIONS**

**Principles**
- Public Art to reinforce the identity of place.
- Public art is innovative and creative.

**Strategies**
- Public Art is integrated into the public domain.
- Public Art is intuitive, engaging and non-threatening.
- Public Art is durable.
- Public Art does not cause physical harm.

Figure 115 Public Art Locations
URBAN TREE CANOPY

STREET TREES

The proposed street trees contribute to and retain the identity of the existing treed landscape which is an integral part of the Showground Precinct identity. Street trees and landscape treatments improve the local amenity and visual appearance by providing shade and softening the proposed changes in built form.

Principles

- Contribute and maintain the existing garden character of Castle Hill.
- Reinforce the character of the streetscape with a selection of street trees reflective of the nature and hierarchy of the street.
- Enhance and reinforce the urban tree canopy
- Establish wayfinding through key signature trees found within the existing environment.
- Retain and protect significant trees.

Strategies

- Improve the aesthetic appearance of the Precinct by providing avenue planting.
- Provide street trees that minimise impact on paving, services and other infrastructure.
- Provide street trees in accordance with specified street type.
- Provide a variety of species to minimise loss in canopy and degradation of streetscape due to disease.

Figure 116 Street Tree Location

Note: Legend on the following page.
### STREET TREE KEY

<table>
<thead>
<tr>
<th>Showground Precinct - Street Tree Planting Schedule</th>
<th>Showground Precinct - Street Tree Planting Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tree pit width &lt; 1.5m (footpath present)</td>
<td>Tree pit width &gt; 1.5m (no footpath present)</td>
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<tr>
<td><strong>BOTANICAL NAME</strong></td>
<td><strong>COMMON NAME</strong></td>
</tr>
<tr>
<td>Acmena smithii</td>
<td>Lilly Pilly (not CVs)</td>
</tr>
<tr>
<td>Acmena smithii</td>
<td>Lilly Pilly (not CVs)</td>
</tr>
<tr>
<td>Buckinghamia celsissima</td>
<td>Ivory Curl Tree</td>
</tr>
<tr>
<td>Callistemon viminalis</td>
<td>Weeping Bottlebrush</td>
</tr>
<tr>
<td>Callistemon salignus</td>
<td>White Bottlebrush</td>
</tr>
<tr>
<td>Elaeocarpus reticulatus</td>
<td>Blueberry Ash</td>
</tr>
<tr>
<td>Eucalyptus amplifolia</td>
<td>Cabbage Gum</td>
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<tr>
<td>Eucalyptus fibrosa</td>
<td>Broad-Leaved Stringybark</td>
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<tr>
<td>Eucalyptus microcorys</td>
<td>Tallowood</td>
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<tr>
<td>Fraxinus excelsior ‘Aurea’</td>
<td>Golden Ash</td>
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<tr>
<td>Fraxinus ‘Raywoodii’</td>
<td>Claret Ash</td>
</tr>
<tr>
<td>Glochidion ferdinandi</td>
<td>Cheese Tree</td>
</tr>
<tr>
<td>Gordonia axillaris</td>
<td>Fried Egg Plant</td>
</tr>
<tr>
<td>Jacaranda mimosifolia</td>
<td>Jacaranda</td>
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<tr>
<td>Lagerstroemia indica</td>
<td>Crepe Myrtle</td>
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<td>Callistemon salignus</td>
<td>White Bottlebrush</td>
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<tr>
<td>Leptospermum petersonii</td>
<td>Lemon-scented Tea Tree</td>
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<tr>
<td>Liquidambar styraciflua</td>
<td>Liquidamber</td>
</tr>
<tr>
<td>Lophostemon confertus</td>
<td>Brush Box</td>
</tr>
<tr>
<td>Malus floribunda</td>
<td>Flowering Crab Apple</td>
</tr>
<tr>
<td>Melaleuca decora</td>
<td>Feather Honey Myrtle</td>
</tr>
<tr>
<td>Melaleuca lmarifolia</td>
<td>Snow in Summer</td>
</tr>
<tr>
<td>Tristaniopsis laurina</td>
<td>Water Gum</td>
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<tr>
<td>Waterhousia Floribuda</td>
<td>Weeping Lilly Pilly</td>
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<tr>
<td>Ulmus parvifolia</td>
<td>Chinese Elm</td>
</tr>
<tr>
<td></td>
<td>Araucaria-cunninghamii</td>
</tr>
<tr>
<td></td>
<td>Hoop Pine</td>
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</tbody>
</table>

*Table 1-1 Street Tree Key*
## PLANTING SCHEDULE

### Parkland Planting – Creek lines

<table>
<thead>
<tr>
<th>BOTANICAL NAME</th>
<th>COMMON NAME</th>
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</thead>
<tbody>
<tr>
<td>Acmena smithii</td>
<td>Lilly Pilly (not CVs)</td>
</tr>
<tr>
<td>Callistemon salignus</td>
<td>White Bottlebrush</td>
</tr>
<tr>
<td>Casuarina cunninghamiana</td>
<td>River She Oak</td>
</tr>
<tr>
<td>Elaeocarpus reticulatus</td>
<td>Blueberry Ash</td>
</tr>
<tr>
<td>Eucalyptus amplifolia</td>
<td>Cabbage Gum</td>
</tr>
<tr>
<td>Eucalyptus fibrosa</td>
<td>Broad-Leaved Stringybark</td>
</tr>
<tr>
<td>Glochidion ferdinandi</td>
<td>Cheese Tree</td>
</tr>
<tr>
<td>Melaleuca decora</td>
<td>Feather Honey Myrtle</td>
</tr>
<tr>
<td>Melaleuca linariifolia</td>
<td>Snow in Summer</td>
</tr>
<tr>
<td>Tristaniopsis laurina</td>
<td>Water Gum</td>
</tr>
</tbody>
</table>

### Parkland – Local Reserve

<table>
<thead>
<tr>
<th>BOTANICAL NAME</th>
<th>COMMON NAME</th>
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<tbody>
<tr>
<td>Araucaria cunninghamii</td>
<td>Hoop Pine</td>
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<tr>
<td>Acmena smithii</td>
<td>Lilly Pilly (not CVs)</td>
</tr>
<tr>
<td>Callistemon salignus</td>
<td>White Bottlebrush</td>
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<tr>
<td>Elaeocarpus reticulatus</td>
<td>Blueberry Ash</td>
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<tr>
<td>Eucalyptus saligna</td>
<td>Sydney Blue Gum</td>
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<tr>
<td>Fraxinus ‘Raywoodii’</td>
<td>Claret Ash</td>
</tr>
<tr>
<td>Glochidion ferdinandi</td>
<td>Cheese Tree</td>
</tr>
<tr>
<td>Lagerstroemia indica</td>
<td>Crepe Myrtle</td>
</tr>
<tr>
<td>Leptospermum petersonii</td>
<td>Lemon-scented Tea Tree</td>
</tr>
<tr>
<td>Lophostemon confertus</td>
<td>Brush Box</td>
</tr>
<tr>
<td>Malus floribunda</td>
<td>Flowering Crab Apple</td>
</tr>
<tr>
<td>Melaleuca decora</td>
<td>Feather Honey Myrtle</td>
</tr>
<tr>
<td>Tristaniopsis laurina</td>
<td>Water Gum</td>
</tr>
</tbody>
</table>

Table1-2  Tree schedule - Creek lines

Table1-3  Tree schedule - Chapman Reserve
TREE PLANTING IMAGERY SCHEDULE

Acmena smithii
Angophora subvelutina
Callistemon salignus
Eucalyptus amplifolia
Eucalyptus tereticornis

Angophora costata
Araucaria cunninghamii
Casuarina cunninghamiana
Eucalyptus crebra
Eucalyptus moluccana

Angophora floribunda
Buckinghamia celsissima
Elaeocarpus reticulatus
Eucalyptus fibrosa
Eucalyptus saligna

Fraxinus ‘Raywoodii’
TREE PLANTING IMAGERY SCHEDULE

Glochidion ferdinandi
Lagerstroemia indica
Lophostemon confertus
Melaleuca linearifolia
Ulmus parvifolia

Gordonia axillaris
Leptospermum petersonii
Malus floribunda
Melaleuca quinquenervia
Waterhousia floribunda

Jacaranda mimosifolia
Liquidambar styraciflua
Melaleuca decora
Tristaniopsis laurina
## Understorey Planting Schedule

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<tr>
<th>Botanical Name</th>
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<td>Gazania SPP (Pale Yellow)</td>
<td>Treasure Flower</td>
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<tr>
<td>Gazania SP (Blood Orange)</td>
<td>Treasure Flower</td>
</tr>
<tr>
<td>Callistemon salignus</td>
<td>White Bottlebrush</td>
</tr>
<tr>
<td>Callistemon</td>
<td>Little John</td>
</tr>
<tr>
<td>Dianella Caerulea</td>
<td>Breeze</td>
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<tr>
<td>Cordyline Australis</td>
<td>Cabbage Tree</td>
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<tr>
<td>Myoporm Pervifolium (white)</td>
<td>Creeping Boobilia</td>
</tr>
<tr>
<td>Lomandra</td>
<td>Silver Grace</td>
</tr>
</tbody>
</table>

Table 1-4 Understorey schedule - Precinct wide
LIGHTING

Principles
- Provide sufficient illumination within the town centre to encourage pedestrians to use the centre during the evening.
- Enhance passive surveillance by providing light to pedestrian walkways.
- Encourage pedestrians to use pedestrian only walkways and laneways.
- Low maintenance and low energy consumption requirements.
- Improve the safety of pedestrians, residents and public transport users.
- To minimise the effect of excess light pollution on the night sky.
- Protect the natural wildlife by minimising the impact of lighting on nocturnal animals.

Strategies
- Provide street lighting along all roadways within the Precinct.
- Provide pedestrian pavement lighting for pedestrians along walkways.
- Location of lighting fixtures to not adversely impact upon adjoining properties.

Detail
- Consider the selection of products which do not have an upward light output ratio in excess of 5%.
- Select external luminaires with consideration of the night sky minimising light spill and excessive glare.
**LIGHTING CATEGORIES**

**Lighting subcategory:**
- V3 – Lighting used on arterial roads that predominantly carry through traffic from one region to another, forming principal avenues of communication for traffic movements.

**Lighting subcategory:**
- Through and local traffic.
- V5 – Lighting used on sub-arterial or principal roads which connect arterial or main roads to areas of development within a region, or which carry traffic directly from one part of a region to another part.

**Operating Characteristics**
- Moderate traffic volumes.
- P4 and P3 treatments are to be used for lighting of local roads, or streets used primarily for access to abutting properties, including residential properties. Pedestrian, cycleways, park paths and parks

**Strategies**
- Provide street lighting along all roadways within The Showground Precinct.
- Provide timed lighting to public open space between the hours of sunrise to 10pm (1hr before sunrise during winter). This includes the riparian corridor cross precinct link. Provide timed lighting for riparian corridor bridge structures.
- All lighting levels to be in accordance with Australian Standard 1158.
BRIDGES

Principles

- To provide safe and convenient passage for pedestrians when existing topography makes road / terrain crossing difficult.
- Respect that pedestrian bridges are located in highly visual locations and impact on the visual identity of the precinct.

Bridge design is to:

- be structurally efficient and expressive.
- be visually pleasing and of a high quality finish.
- be appropriately designed for the intended use.
- be innovative, using modern materials and finishes and to use a minimal recessive colour palette.
- provide high quality detailing of the bridge structure to break up bulk and scale of structure.
- provide night lighting within the structure of the bridge (such as within hand rails or set within the pavement).

Strategies

- Provide pedestrian bridges where noted on the Pedestrian Connectivity Map.
- Provide high quality public domain and landscape treatments to the area surrounding the stairs and lift access.
- Where a pedestrian bridge is intended to also cater for cyclists, ensure the width of the passageway is in compliance with RMS guidelines for shared paths (Note this is a minimum width requirement).
- Where the bridge is located in an environmentally sensitive area, actions taken to ensure minimal disturbance to the vegetation, natural features and systems is to be clearly documented and approved before construction by council.
- All bridges within the riparian corridor are to be constructed with consideration to flood impact.

Detail

- Stairs and wall structure to be clad in a high quality architectural finish such as sandstone.
- Colours to be recessive in nature to minimise visual obstruction of structure.
- All concrete is to be painted in a recessive colour palette subject to council approval.
- Provide a roof covering for bridges crossing a roadway.
INDENTED VERGE PARKING

Principles

- To provide safe and convenient on-street car parking on narrow streets with a road speed no greater than 50km.
- Maintain existing well-established high canopy trees within the car parking zone.

Verge design is to:

- Be structurally efficient and minimise damage to the structural root zone of existing trees.
- Be visually pleasing and of a high quality finish.
- Be appropriately designed for the intended use.
- To use a minimal recessive colour palette comprising concrete edging and coloured stamped coloured concrete or asphalt to match the road colour.
- Comply with AS 2890.5 Parking facilities, AS1428.2, RMS TTD 2014/004 July 2014.

Strategies

- Verge parking only to be provided on streets where land dedication is noted.
- Provide a tree between parking bays (subject to council approval).
- Verge parking to provide for no more than two adjacent parking spaces.
- All trees within the street setback prior to construction of the proposed development are to be assessed by an arborist.
- Arborist report is to be sighted by the DA landscape architect for consideration.

Detail

- To comply with indicative council detail subject to site conditions, arborist report and council approval.
- Retained tree management and detail subject council landscape architect’s approval.
- Provide 1:20 cross section through verge and plans and details subject to DA officers requirements.
- Refer to council details in the following Specific Details section for standard Roll Kerb and indicative verge parking detail.
- Verge parking is not to restrict access to existing utilities.

Specifications:

- Minimum parking bay width 2.5m.
- Maximum parking provision two adjacent spaces.
- Provide parking stops to prevent tree damage.
- Provide separation from the pedestrian footpath by a minimum of 2m verge planting.
- Compliance with TTD2014-004 Off-road parking provision on narrow roads.

Figure 127 Retention of street trees
Source: Pedestrian council of Australia.

Figure 128 Local road cross section
Source: Public domain plan.
STREET FURNITURE

OUTDOOR SEATING

Principles
- Provide convenient high quality seating in appropriate locations to encourage community interaction.
- Provide furniture that is durable in all conditions.
- Provide an abundance of seating to cater to disabled and elderly residents, as well as visitors to the area.
- Minimise ongoing maintenance.
- Provide benches for resting, gathering, observing and eating.
- Seats to be located in safe and accessible areas.

Strategies
- Provide standard seating selection per THSC standard.
- Provide standard public seating along on a needs basis and in all upgraded public domain areas including parks.
- Provide seats which are appropriate to the character of the setting.
- Incorporate seating within landscape treatments to provide for areas of respite and repose.

Figure 129 Standard seating

Figure 130 Indicative integrated seating

BINS

Principles
- Provide high quality bins in appropriate locations within the Precinct.
- Provide bins that are durable in all conditions.

Strategies
- Bin selection to match THSC specification or similar subject to council approval.
- Provide bins which are easily accessible.
- Provide bins which are easily visible in high use areas.
- Provide bins which are attractive and robust.

Note: The final design of the bins will include side and rear plates around the opening. This will reduce the potential for birds to remove rubbish from the bin.
**CYCLE RACKS**

**Principles**
- Provide cycle racks at key destination points to encourage integrated public transport opportunities.
- Provide cycle racks to encourage cycling across the precinct and the use of cross precinct links.
- Provide high quality and durable cycle racks.
- Provide an appropriate number of cycle racks in high use locations.

**Strategies**
- Provide cycle racks which are easily accessible and do not impede pedestrian traffic.
- Provide cycle racks which are easily visible in high use areas.
- Provide cycle racks which are attractive and robust.

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**WATER FOUNTAINS**

**Principles**
- Provide waterfountains in appropriate locations within the precinct such as public parks and in areas of high recreational use.
- Provide waterfountains that are aesthetically pleasing, functional, easy to use and durable.
- Provide waterfountains that allow for the refilling of waterbottles.

**Strategies**
- Provide a waterfountain in the Chapman Reserve Local Park.
- Provide a waterfountain in Cockayne Reserve, park area accessed from White Ceder Drive.
- Provide waterfountains on an as needs basis in the Riparian Corridor subject to demand.
- Provide waterfountains in a highly visible location.
**BUS SHELTER DESIGN**

**Principles**
- Provide attractive bus shelters to encourage public transport use.
- Highly durable and vandal resistant requiring little maintenance.
- Provide bus shelters which allow for custom precinct signage opportunities.

**Strategies**
- Provide shelters and rain protection at stops which have high patronage.
- Incorporate seating.
- Predominantly steel frames with silver metallic finish.
- Incorporate translucent panel elements.
- Provide legible timetables and wayfinding information.

**BOLLARD DESIGN**

**Principles**
- Provide bollards at all locations where crowds and vehicular traffic conflicts may occur during periods of special events.
- Provide bollards and or crash protection elements where loss of vehicular control is a possibility.
- Bollards to be aesthetically pleasing, attractive and durable.

**Strategies**
- Provide removable bollards where emergency vehicular access may be required.
- Predominantly silver metallic finish.
- Incorporate aesthetic features to permanent bollard placement.
- Incorporate bollards with furniture elements such as shaped concrete seating elements.
SIGNAGE AND WAYFINDING

General Principles

- To provide ease of wayfinding for residents and visitors.
- To encourage use of pedestrian and cycle routes.
- To increase community understanding of the significance of a place or item.
- Provide directional signage for key locations.
- Incorporate lighting into signage element subject to need.

Strategies

- Provide signage that is clear and legible.
- Provide signage in locations where orientation is not easily perceivable.
- Signage to be robust and durable.
- Signage to belong to a suite of signage elements which are consistent across The Hills Shire Council area.
- Provide interpretative signage within Riparian Corridor (subject to a later scope of work within Public Art Strategy).

Indicative Directional Signage

- Provide directional signage to key locations within the precinct.

Strategies

- As per THSC signage strategy.

Indicative Interpretive Signage

- Provide interpretive signage to the precinct.

Strategies

- Subject to completion of Cockayne park embellishment.
- Bespoke signage subject to Council’s review.

Figure 142 Directional signage
Source: City of Sydney

Figure 143 Interpretive signage
Source: City of Sydney

Figure 144 Subtle durable signage
Source: Geckogroup

Figure 145 Wayfinding signage
Source: City of Sydney
**INDICATIVE SIGNAGE LOCATIONS**

**Principles**
- To provide a sense of identity and belonging.
- To promote in precinct connectivity.

**Strategies**
- Provide signage as per Signage diagram.
SPECIFIC PUBLIC DOMAIN TREATMENTS

STREET TREE PLANTING DETAIL

Figure 147 Typical tree planting treatment
Figure 148 Typical tree planting treatment
Figure 149 Indicative indented verge car parking section
Figure 150 Indicative indented verge car parking plan

- Existing tree
- Existing kerb
- Existing verge

- Indented verge parking to AS2890.5, TYP.
- Parking stops, TYP.
- New footpath to council specification
- New landscape edging
**SPECIFIC PAVING TYPES 1 AND 2**

**Principles**
- Paving treatment 2 has been specified opposite the station entry way along Carrington Road to match station precinct paving treatment.
- Paving treatment is nominated as being Secondary Plaza ‘movement’ paving.
- Refer to Paving Map for extent of paving.

**Installation**
As per NWRL specification.

**Material finish**
- As per station precinct finish.

PV105, 600 x 300 x 40 (120D Finish) concrete pavers, Note: subject to change confirm NWRL final design specification.

Pattern: OFFSET STACKBOND.

Sealant: SURE SEAL 24/7 STONE IMPREGNATOR.

**Manufacturer’s details**
To match NWRL specification.
SPECIFIC PAVING TYPE 3

Principles
- Paving treatment 3 has been specified in higher density areas close to the Station.
- Paving type 3 is also indicated as a treatment to the pavement adjoining public open space.
- Refer to Paving Map for extent of paving.

Installation
Refer to Council’s standard drawing for footpath.

Material finish
- Granite or Bluestone banding set in concrete footpath with broom finish perpendicular to path of travel. Concrete colour to lighter paving colour of station precinct.

Material selection subject to council landscape architect’s approval

SPECIFIC PAVING TYPE PEDESTRIAN LINKS

Principles
- This paving treatment has been specified for pedestrian links between streets throughout the precinct.
- Refer to Paving Map for extent and location of paving.

Installation
Refer to Council’s standard drawing for footpath.

Material finish
- Granite or Bluestone banding set in concrete footpath with broom finish perpendicular to path of travel. Concrete colour to match concrete colour in paving type 2.

Material selection subject to council landscape architect’s approval
NOTES
1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. RAMP TO BE PROVIDED WITH NON-SLIP (BROOM) FINISH.
3. PREFERRED CROSSFALL SHALL BE 2.5%.
4. WHERE CONSTRUCTED ADJACENT TO VACANT LAND, INCREASE CONCRETE DEPTH TO 125mm WITH FINISH.
5. WHERE THERE IS AN EXISTING DRIVEWAY, INCREASE CONCRETE DEPTH TO 125mm WITH F62 MESH FOR 1.5m ON EACH SIDE OF DRIVEWAY.
6. ALL EXPOSED CONCRETE EDGES TO BE ROUNDED TO A 5mm RADIUS.

E.J. - EXPANSION JOINT (FULL DEPTH OF CONCRETE),
C.J. - CONTRACTION JOINT.

Typical Details - Pathway
**TYPICAL PEDESTRIAN RAMP DETAIL**

**NOTES**
1. All dimensions are in millimetres.
2. Ramp to be provided with non-slip (broom) finish.
3. Ramp shall be minimum 125mm thick on 50mm thick approved sub-base material.

**2 Typical Plan - Pedestrian Ramp**

- Scale 1:100
**PIT LID SPECIFICATIONS**

**Principle**
- Service pit lid to be infilled.

**Material/Finish**
- Infill with honed shotblast concrete pavers or to match paving type of surrounding pavement treatment.

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**VEHICULAR KERB TREATMENT**

**Principle**
- Kerb and gutter type 1 is to be used as a standard treatment.
- Kerb and gutter type 2 is to be used in the Pavement type 1 area.
- Kerb and gutter type 2 is to be used for verge parking treatments where road dedication is notated.

**Material/Finish**
- Grey concrete.

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**Detail 1**

**Detail 2**

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Figure 155 Typical service pit treatment

Figure 156 Typical kerb treatment

Source: THSC
5. IMPLEMENTATION OF WORKS

INTRODUCTION
The guiding vision, aims and objectives contained within this Plan form the basis from which detailed design works, public consultation and funding sources may be established for the long-term implementation of the public domain improvements.

The staging and implementation of the proposed works will be influenced by:

- Availability and allocation of funding for maintenance and new works,
- Construction of the Showground Station,
- Community expectations and engagement,
- Formation of partnerships with representatives from the corporate sector and/or state and federal government,
- Political and socioeconomic forces at the state and local level,
- Council priorities, for example the need to address risks and liabilities such as uneven pavement surfaces,
- Major construction works.

STAGING
In support of the planning for the Showground Precinct a Development Contributions Plan as been prepared to levy development for the provision of local infrastructure.

The public domain improvements can be implemented by Council through its works program or by developers through a work in kind agreement. It is anticipated that the public domain improvements will occur as development occurs throughout the Precinct.

This Public Domain Plan excludes:

- Work on the Showground which is subject to an alternative masterplan process.
- Riparian Corridor works Part A and Part B which are subject to an ongoing project led by the Department of Planning. Should the works stall then it is proposed that works to the Riparian Corridor Part A and Part B are undertaken as a later stage of works subject to detail landscape design in order to complete the north south pedestrian cycle link which connects into regional link and provides needed public open space.