

AUBURN TOWN CENTRE

# Public Domain Plan

NOVEMBER 2009

(Revised August 2010)



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## REVISION:

Rev 0. Adopted by Council November 2009

Rev 1. Adopted by Council August 2010 (incorporates  
RTA required amendments of 2010)

# PART 1: INTRODUCTION

This Plan provides the overall direction for the design and implementation of the streetscape and public domain improvement works for the Auburn Town Centre. It contains design concepts for the town centre, as well as a detailed implementation plan to ensure effective delivery of this plan on the ground. Whilst the Plan focuses on improvements that can be undertaken without the need for acquisition of additional land, it also includes ideas for future public open space within the town centre that can be implemented over the medium to long term, subject to acquisition of key sites.

This Plan also provides an overview of the Auburn Town Centre: the people; the place; the vision; and the issues identified in previous studies of the town centre. It outlines the urban design principles on which the plan is based, and links these design principles to Council's long term strategic directions<sup>1</sup> and the key issues which the Plan addresses.

<sup>1</sup> *Auburn 2030 Auburn Council's 20 Year Strategic Plan*

# 1.1 What is a public domain plan?

## What is the public domain?

The public domain is defined as the publicly owned spaces, including streets and places such as parks, plazas, and squares. It can be thought of as the shared public spaces between buildings.

The public domain is also considered to include publicly accessible privately owned spaces including arcades, building forecourts and other semi-public spaces. These spaces are often well used by the public and thus also influence the public domain.

A high quality public domain contributes to a strong sense of place and is important for community wellbeing. It also contributes to a centre's economic wellbeing, and has a significant effect on perceptions of, and investment in, a town or city centre.

## Relationship between the public domain and private development

The space where the buildings of the private domain meet the street of the public domain is often known as the public-private domain "interface". This Public Domain Plan and the draft Auburn Development Control Plan (DCP) 2009 (currently being prepared)

address this public-private domain interface in the following ways:

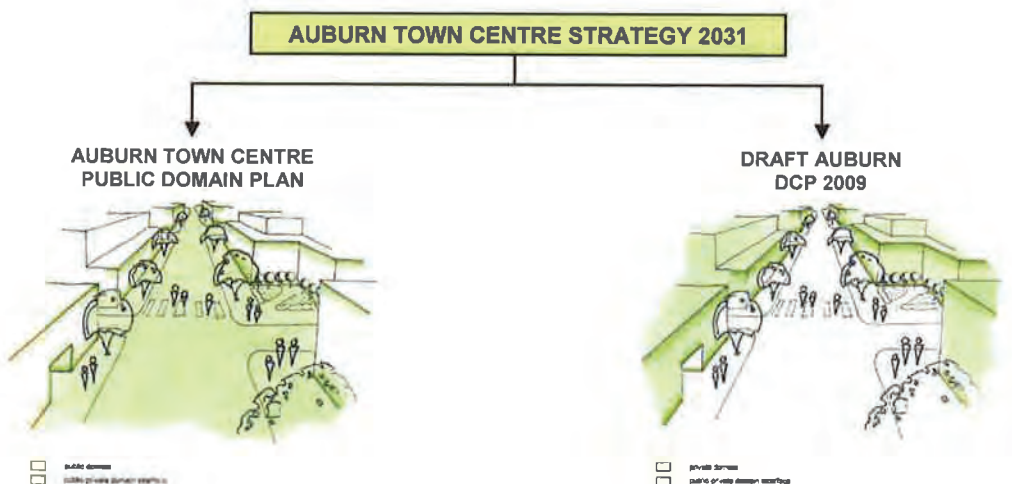
- the Public Domain Plan identifies key public domain improvements, and how they will be implemented
- the DCP sets out how individual (private) buildings should address the street in terms of their bulk, scale, proportions, building entry, detailing and overall appearance.

## Purpose and Aims of this Public Domain Plan

The **purpose** of this Public Domain Plan is to set out the public domain design concept for the Auburn Town Centre, together with a sound and detailed implementation plan. The implementation plan will outline how this design concept will be delivered on the ground.

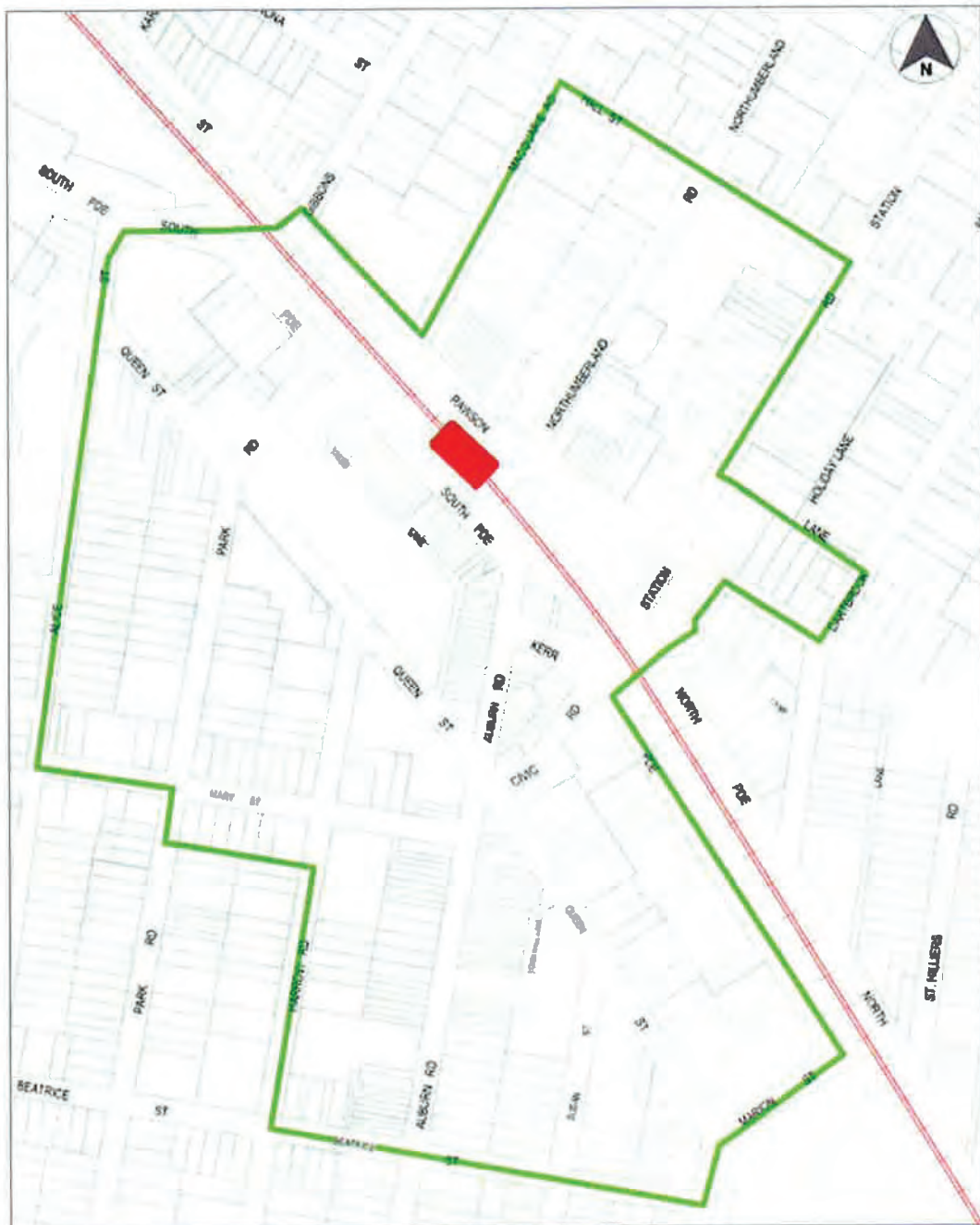
The **aims** of the public domain plan are to:

- create quality public open space for people within the Auburn Town Centre, particularly places to sit, rest and socialise;
- add greenery to the town centre;
- build on the town centre's positive characteristics; and
- focus on providing what is missing, and address issues identified in previous studies of the town centre.



## 1.2 Area



This Plan applies to the Auburn Town Centre, as defined in the Auburn Town Centre Strategy 2031 (Map 1).



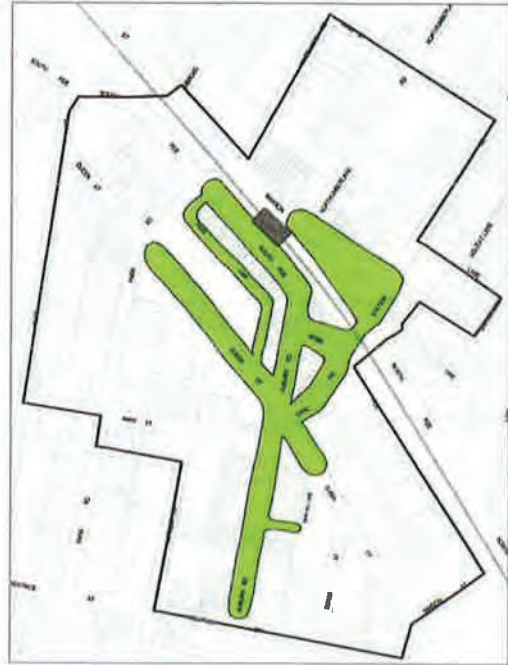
MAP 1: TOWN CENTRE BOUNDARY

## 1.2 Area

For the purposes of this Plan, the town centre has been divided into two parts:

-  Town Centre "Core" – the inner part of the town centre, where there is a concentration of pedestrians and retail/commercial activity.
-  Town Centre "Outer" – that part of the town centre surrounding the core. This area is characterised by a mix of uses, including residential, community, education, and small scale retail/commercial uses.

This Public Domain Plan contains detailed conceptual drawings for the Auburn Town Centre core, and schematic concept plans for the town centre outer area. These schematic concepts are less detailed than the town centre core concepts, and will require detailed survey investigation as part of the implementation phase.



**MAP 2: TOWN CENTRE CORE**



**MAP 3: TOWN CENTRE OUTER**

# 1.3 How to use this plan

## Structure

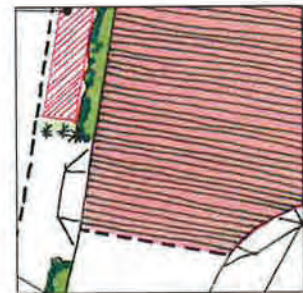
**Part 1** outlines the scope and purpose of the Public Domain Plan. It also outlines the relationship of the Public Domain Plan to other key documents and policies, and includes an overview of previous studies and strategic documents that have influenced the preparation of this Plan.

**Part 2** outlines the urban design principles on which the Public Domain Plan is based. It also describes the people, the place, the vision for, and the issues facing the Auburn Town Centre.

**Part 3** contains the design concepts for the town centre: town centre core; town centre outer; and then aspects applying to the whole town centre.

**Part 4** outlines how the Public Domain Plan will be implemented. It includes sections on costing of proposed work, timing/priority, and maintenance.

As Auburn Council will implement the majority of work identified in this Plan, Council officers will be the key users of this document. The document will also be used by consultants, contractors, developers, business operators interested in outdoor dining, and government agencies.



# 1.4 Preparation of this plan

## Methodology

Preparation of the Public Domain Plan has been based on a number of previous studies of the Auburn Town Centre. Broader strategic plans and policy documents, such as Auburn 2030, Council’s 20 year strategic plan, have also been used in the preparation of this Plan, as illustrated in the *Table 1*.

Key issues identified in these studies, and the way they are addressed by the Public Domain Plan, are discussed in Part 2.

The Public Domain Plan has used the **Option 7** road network changes to the town centre intersection, roadway, footpath, and traffic conditions as its basis. Auburn Council resolved to implement the Option 7 road network changes in October 2005. Option 7<sup>1</sup> was recommended as the preferred option for Auburn Town Centre, following a detailed traffic study which modelled seven network options. These options were reviewed and modelled with the aim of increasing opportunities for public seating, outdoor dining, street trees and pedestrian amenity and safety within the town centre. In October 2005, Council also resolved to implement a ring road (bypass) around the town centre to remove heavy traffic from the town centre.

The public domain improvements have been designed to ensure compatibility with the Option 7 road network changes, which is essential for the sound and timely delivery of this Plan on the ground.

TABLE 1: PREPARATION OF THE PLAN

| KEY PREVIOUS STUDIES ON AUBURN TOWN CENTRE   | OTHER RELATED DOCUMENTS USED IN THE PREPARATION OF THE PUBLIC DOMAIN PLAN  |
|--|--|
| <p><b>Auburn Town Centre Strategy 2031</b><br/> <i>A key action of this Strategy was to develop a public domain plan. This Strategy also contains detailed background information.</i></p>   | <p><b>Auburn 2030 Strategic Plan</b><br/> <i>Sets out Council's long-term strategic directions for the Auburn area and informs major decisions and annual management plans.</i></p>  |
| <p><b>Auburn Town Centre Integrated Public Art and Design Framework, 2004</b><br/> <i>Includes design concepts for a number of public spaces and ideas for public art within the town centre which have influenced this public domain plan.</i></p>  | <p><b>Auburn Playground Strategy 2007</b><br/> <i>Includes an audit of existing playgrounds and catchments, identifies gaps and makes recommendations for management.</i></p>  |
| <p><b>The Auburn People Place Project: A Community Cultural Consultation 2003</b><br/> <i>Identifies key community needs and issues in terms of public open space in Auburn Town Centre, with a focus on cultural issues.</i></p>  | <p><b>Auburn Cultural Plan, 2007-2017</b><br/> <i>A 10 year plan reflecting the cultural aspirations and values of the community, together with issues and an action plan.</i></p>   |
| <p><b>Auburn Town Centre Retail and Economic Study 2007</b><br/> <i>An analysis of business and economic activity, factors influencing businesses and identifies opportunities.</i></p>  | <p><b>Crime Prevention Through Environmental Design Policy</b><br/> <i>Council's policy aims to create a safe urban environment by applying CPTED principles to new development.</i></p>   |
| <p><b>Auburn Town Centre Accessibility Study and Modelling Options Traffic Study 2003</b><br/> <i>Reviewed seven road network options for the town centre with the aim of increasing opportunities for public seating, outdoor dining, street trees and pedestrian amenity and safety. Option 7 was recommended as the preferred option.</i></p> | <p><b>Auburn Central Project: the impact on the pedestrian infrastructure of Auburn Town Centre 2003</b><br/> <i>This study of the impact of the Auburn Central Development includes an analysis of pedestrian movements in the town centre.</i></p> |



## AUBURN TOWN CENTRE PUBLIC DOMAIN PLAN

<sup>1</sup> Auburn Town Centre Accessibility Study and Modelling Option Traffic Study, 2003



### Relationship to other documents

This Public Domain Plan is designed to work closely with a number of other documents, as shown in the diagram below. In particular, the Public Domain Plan and the Town Centre Infrastructure Manual will work closely together, with the Manual containing the detailed specifications for elements contained in the public domain design concepts in this Plan. Clear references are made within this document to direct users of this plan to the relevant related document as appropriate.

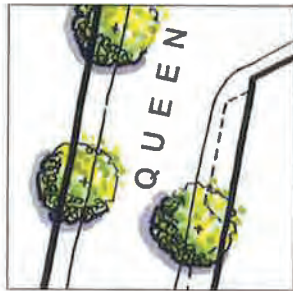


A number of these documents are either currently being updated or will be updated shortly in response to the preparation of this Public Domain Plan. These include:

- *Auburn Council Town Centre Infrastructure Manual* – updated to include new materials and elements, and to include new specifications where existing items are no longer available
- *Draft Auburn Street Tree Master Plan 2007* – updated to reflect species chosen for Auburn Town Centre

- *Draft S94 Development Contributions Plan 2007 - Amendment 1* – updated to reflect the description, details, and costing of work
- *Outdoor Dining Policy* – revised to provide a clearer explanation of the application process and other requirements for outdoor dining operators.

The Draft Auburn Development Control Plan (DCP) 2009 is also currently being prepared. This process includes a revision of Council’s existing DCPs, including the Business Centres DCP.



## PART 2: URBAN DESIGN PRINCIPLES

Designing for people is an essential consideration in any public domain plan. Ensuring that the design concept suits both the people and the place itself is fundamental to good design.

This part of the Public Domain Plan describes:

- the **people**: the people who live, work, shop, visit and spend time in Auburn Town Centre
- the **place**: what Auburn Town Centre is like at the moment
- the **vision** for the town centre, as identified in previous town centre studies
- the positive **attributes** of, and **issues** facing the town centre that need to be addressed by this plan, to work towards achieving the vision for the town centre

This part then outlines the **urban design principles** on which the Public Domain Plan is based, and illustrates how these design principles respond to issues identified by the community in the past, and reflect the vision for the future.

## 2.1 People

*“...People from everywhere walking around this place and being just who they are...”*

Participant, Auburn People Place Project

### **Culturally Diverse**

Auburn is a fusion of cultures and many different people living together<sup>2</sup>. Auburn has the second highest proportion of overseas born residents (53.2%) of any Local Government Area (LGA) in Australia. The people of Auburn are from very diverse ethnic, cultural, and language groups, and social origins. The majority are from Asia (particularly China, Korea and Vietnam), North Africa, and the Middle East (particularly Turkey). People who have settled in Auburn since 1996 have predominantly originated from China, Iraq, Lebanon, Sri Lanka, Afghanistan and Ethiopia. The social and cultural diversity of the overseas born population represents a marked contrast with the older Anglo-Australian population, many of whom, or whose parents, moved to the local area before 1945. Approximately 66% of the population speak a language other than English<sup>3</sup>.

### **Different Groups**

The suburb of Auburn itself has a high proportion of young families, with a concentration of preschool aged children (0-4 years) and primary school aged children (5-12 years). Whilst groups such as men, women, children, youth and older people are common in most communities, these groupings of people are quite distinct, and often separate from each other, on Auburn Town Centre's streets. Each of these groups has different needs in terms of public space.

### **Need for Public Spaces**

Many people in Auburn experience concentrations of multiple disadvantage, including high unemployment and/or jobs in unskilled occupations, low incomes, arrival as a refugee, little or no English language, little or no familiarity with western civic, political or social systems, and housing stress<sup>4</sup>. This low income demographic together with many people living in small dwellings emphasises the key role of public spaces as meeting spaces and play areas to supplement smaller living areas.

Auburn's low level of car ownership highlights the need for readily accessible public open spaces, particularly in the Auburn Town Centre, where many people spend time shopping (both for food and other items), socialising, congregating, eating, and visiting prayer sites. Many people within the Auburn community are originally from street based cultures where the street plays a central role in day to day life. This highlights the importance of streets as public space.

<sup>2</sup> Auburn Cultural Plan, 2007

<sup>3</sup> Auburn Strategic Social Plan 2005-2010

<sup>4</sup> *ibid*

## 2.2 Place

*“When you say Auburn, Auburn Road immediately comes to mind – the main street...I know it’s dirty and crazy but you find...a part of you in Auburn. Something spiritual pulls you in...I think people see something of themselves and their culture in this place”.*

Participant, Auburn People Place Project

### Location and Identity

The Auburn Town Centre is located at the heart of an area rich in culture, language and ethnic diversity. It is the largest centre in the Auburn Council area and is located around a railway station approximately 20 kilometres from the Sydney GPO. The town centre has a rich cultural mix with a distinctive Middle Eastern and Chinese character. This character provides the town centre with a strong identity and distinguishes it from other centres within Auburn and the sub-region.

### Built Form

The street pattern and topography make the “Five Ways” intersection the centre of the Auburn Town Centre. Built form in the town centre ranges from 1-2 storey retail development which reflects the predominant fine grain subdivision pattern, to large lot retail development such as Auburn Central. It also includes both multi-storey and small lot residential development, and newer 4-6 storey office developments. The transport interchange at Auburn Station is an important centre of activity. The western railway line is a key physical feature which divides the town centre into two parts: north and south.

### Heritage

There are a small number of heritage items within the town centre identified in Auburn LEP 2000. These include Auburn Station, the Ambulance Station, Auburn Baptist Church, a plaque, and trees (Auburn Public School). The late 19th century and early 20th century buildings (retail development) along South Parade, Auburn Road, and Rawson Street are also an important consideration for this Plan<sup>5</sup>. The facades of these buildings create a distinctive street character which is typical of shopping streetscapes along the inner west and western railway lines.

### Uses

The town centre provides a wide range of retail, commercial and community services to the Auburn area, with most of the retail and pedestrian activity located south of the railway line. Auburn Town Centre is characterised by street level retail, and other major uses include restaurants, community services, multicultural/employment services, places of worship, medical, education and recreation/sporting clubs. Retail activity in the town centre reflects local cultures and ethnic mix, and is characterised by convenience shopping, lower prices, and customer service<sup>6</sup>. This creates a distinct and interesting atmosphere that many people enjoy.

### Pedestrian Activity

The Auburn Town Centre has high levels of pedestrian activity. On a weekday this level of activity compares well with city centre locations. Auburn Road, South Parade and the Station underpass have the highest levels of activity. On the northern side of the station, Rawson Street and Northumberland Road also exhibit relatively high levels of pedestrian activity<sup>7</sup>.

<sup>5</sup> Auburn Town Centre Heritage Review, 2007

<sup>6</sup> Auburn Retail and Economic Study, 2007

<sup>7</sup> Auburn Central Project, 2003

## 2.3 Vision

***“An active, community oriented and economically thriving town centre...with well designed buildings, attractive streetscapes, parks and public spaces that reflect the urban vitality of its culturally diverse population”.***

Auburn Town Centre Strategy 2031

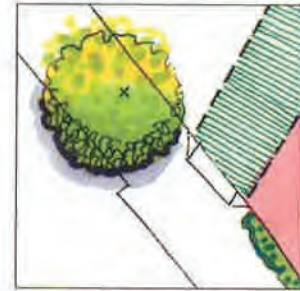
This is the vision the Auburn Town Centre Strategy 2031 identified for the town centre.

Council’s strategic plan, Auburn 2030, identified a number of key directions to guide Auburn Council’s management planning, budget, and day to day work, over the next 20 years.

Together, a number of these directions will help achieve this vision for Auburn Town Centre and thus need to be considered in the preparation of this public domain plan, including:

- inclusive and culturally engaging
- connected, safe and accessible
- environmentally sustainable
- healthy and active
- liveable and distinctive
- innovative and economically thriving

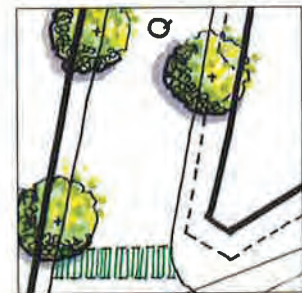
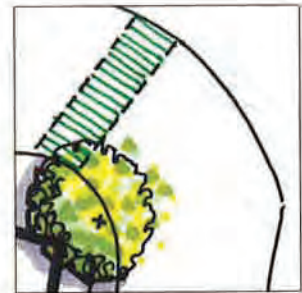
The urban design principles on which this plan is based reflect these directions. *Table 2* at the end of this section shows the relationship between the design principles, these key directions, and how the issues identified in the following section are addressed.



## 2.4 Issues and Attributes

Like all town and city centres, the Auburn Town Centre has both strengths and weaknesses. Whilst there is some overlap with the previous sections on **people** and **place**, it is important to identify the town centre's attributes as well as issues, as both are essential considerations for the public domain plan.

The *Auburn People Place Project 2003* was a community consultation project that identified community needs and issues associated with public open space, with a focus on understanding cultural issues. Project participants were asked to identify attributes of the Auburn Town Centre which they liked most and least. The attributes and issues identified on the following pages draw on the *Auburn People Place Project 2003* as well as other previous town centre studies.



## 2.4a Attributes

*“Auburn.... An amazing place as you walk down the street smelling the Chinese groceries and Turkish ice creams and kebabs....”*

Participant, *Auburn People Place Project*

### **Vibrant Streets and Atmosphere**

Vibrant streets and street life with an atmosphere that many people enjoy is undoubtedly one of Auburn Town Centre’s key strengths. Many participants in the *Auburn People Place Project 2003* described the town centre as a friendly place. Crowds in the streets were generally considered a positive attribute by participants, giving the streets their vibrant and colourful feeling.

### **Distinctive Character and Cultural Diversity**

Another attribute is Auburn Town Centre’s distinctive character and strong local identity which distinguishes it from other centres in the local government area and surrounds. Participants in the *Auburn People Place Project 2003* identified the cultural diversity of Auburn, in particular the variety of cultures, languages, and the openness with which religions were practised in Auburn as one of the town centre’s most liked attributes.

### **Shops and Services for Day-to-Day Needs**

Another of the town centre’s most liked attributed identified by participants in the *Auburn People Place Project 2003*, was that it is a convenient and inexpensive place to shop. There are a number of specialist delis including Vietnamese, Arabic, Turkish and Afghani, which reflect the cultural backgrounds and meet the needs of many residents; as well as a range of other food shops, restaurants, bargain shops, and other specialist retail. The town centre also provides access to a range of other services including medical centres, banks, prayer sites and community support organisations.

### **Variety and Quality of Food**

Outdoor dining areas and variety and quality of foods, which reflect the cultural mix of people was identified in the *Auburn People Place Project 2003* as another of the most-liked attributes of the Auburn Town Centre.

### **Many “Human Scale” Buildings**

The fine grain subdivision pattern which gives Auburn Road and South Parade their many small, colourful and diverse shopfronts is also one of the town centre’s important attributes. This subdivision pattern has resulted in predominantly two storey development with many individual shopfronts, which gives these streets a comfortable, “human” scale, as well as generating lots of pedestrian activity.

### **Public Transport**

The proximity of the town centre to public transport was identified as another key attribute in the *Auburn People Place Project 2003*.



## 2.4b Issues

*“There’s no space that’s non commercial.... only a few benches along footpaths.... while they are good, we need a larger area so that women and children can come to the town centre and shop... and then rest... before the walk or drive home.”*

Participant, *Auburn People Place Project*

### Poor Overall Appearance

Poor overall appearance of the town centre was identified by participants in the *Auburn People Place Project 2003* as one of the least liked attributes. Auburn’s public spaces and streetscapes are an important part of the area’s culture and sense of place, yet they do not currently make a positive contribution to Auburn’s cultural distinctiveness. The *Auburn Cultural Plan 2007-2017* noted the importance of unified streetscapes, respect for heritage and integrating art into the public arena. The *Auburn Town Centre Retail and Economic Study* identified a number of key public domain improvements for the town centre to ensure a sustainable business environment in the long term, including streetscape improvements, landscaping, street lighting, public space/civic square, better signage, and extension of the Civic Precinct.

### Lack of Greenery

There is a distinct lack of greenery within the town centre. There are no water elements or peaceful spaces, and few connections with the natural environment. There is also a lack of weather protection, particularly shade.

### Lack of Public Open Space

In addition to a general lack of open space within the town centre, the *Auburn People Place Project 2003* identified a lack of public spaces which meet the needs of different groups. Women and families were one such group, with women feeling some intimidation by congregations of men in some parts of the town centre. Older people identified the need for spaces to rest safely out of the paths of pedestrians. Youth identified a lack gathering spaces for both structured and unstructured activities, and felt there was a lack of public space embodying youth culture. Whilst crowds in the town centre were often identified as a positive attribute, participants also noted that crowded footpaths and outdoor dining can make the town centre feel congested.

### Lack of Play Spaces

The town centre also lacks green play areas and spaces to play generally. Railway Park on the northern side of the railway line is the only park and play space within the town centre. There is a residential area immediately south west of the town centre that is not within walking distance (500 metres) of a playground. The *Auburn Playground Strategy 2007* highlights the importance of playgrounds in areas of high social disadvantage, such as Auburn, where many people have less disposable income and limited transport options. Playgrounds play many roles, including being informal meeting place which can help strengthen local communities. It is important to address the need for play spaces for children within the town centre, in addition to more formalised playground areas such as Railway Park.

### Lack of Places to Sit

There is a distinct lack of public seating and non-commercial meeting spaces within the town centre. In Auburn Town Centre, public seating is much more than a place to sit: it is important for socialising; playing games; watching children; and for resting.

### Safety and Accessibility

Accessibility in places is poor, and footpath surfaces quality varies throughout the town centre. Poor lighting of town centre main streets was one of the key factors identified in the *Auburn People Place Project 2003* which made participants feel unsafe. Better pedestrian links across the railway line are needed, and traffic congestion was also an issue.

## 2.5 Principles

This Public Domain Plan is based on the following design principles. These principles demonstrate best practice urban design. They also reflect a detailed knowledge of Auburn Town Centre that has been built up through a number of different background studies encompassing both community and specialist professional input. The principles have been developed in response to the issues raised in these

studies. These principles are consistent with the vision for Auburn Town Centre, and they reflect the key long term strategic directions for the Auburn LGA as a whole.

*Table 2* at the end of this section illustrates how these principles relate to the key strategic directions for Auburn as well as which issues each principle addresses.

### A Place for People

The public domain is fundamentally a place for people. The most successful places for people tend to have certain qualities in common: a distinct identity, safe and pleasant spaces; easy to move around, especially on foot; and visitors feel a sense of welcome. In the case of the Auburn Town Centre the biggest component of public space is the streets. This principle is about thinking of town centre streets in the following way:

- firstly as places for people;
- secondly as places of commercial activity; and
- thirdly as places for parking and through traffic.<sup>8</sup>

It is about achieving a balance between the many different users and uses of streets. The best streets are those which accommodate pedestrians, cyclists, and drivers.

This principle also recognises street as the stage where the drama and social exchange of public life unfolds each day. Town centre streets should also be places of celebration. As one participant in the *Auburn People Place Project 2003* commented,

*“Culture is celebrated in .... public spaces including its town centres, in colourful cafes, on street corners and at street festivals....”*

This is particularly true of Auburn Town Centre.

This Plan aims to turn Auburn Town Centre’s existing public **spaces** into **places** for people via design concepts which reflect this principle. These design concepts also recognise the distinct groups that make up the “pedestrians” in the Auburn Town Centre, including women, children, men, youth and older people.



<sup>8</sup> The Boho Center Source

## Streets as Public Open Space

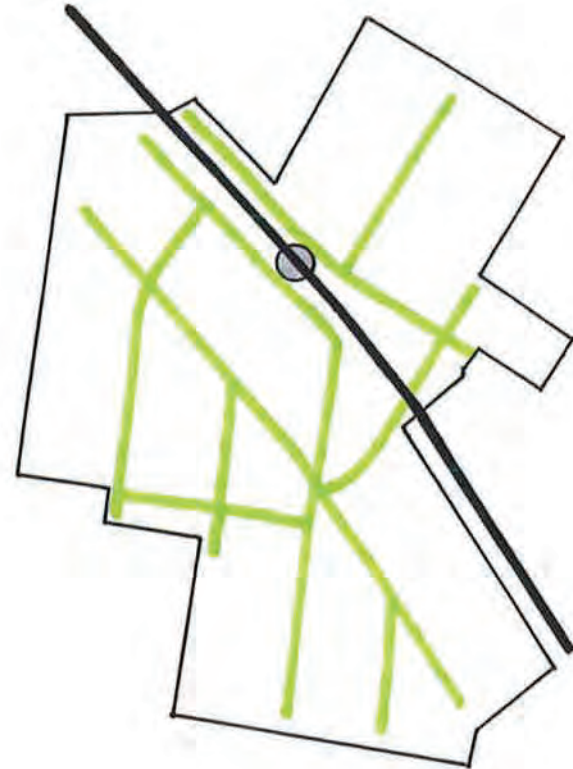
Streets are a very important and frequently overlooked area of public open space. Too often streets are perceived as thoroughfares for cars, with everything else as secondary or incidental. Streets can be a significant asset, once they are thought of and treated as public open spaces.

The Public Domain Plan for Auburn Town Centre has been driven by the fundamental principle of *creating as much quality public open space within the street as possible*, specifically:

- places to sit and stand and be
- places for talking and meeting
- places for play
- places for watching
- places for enjoying pleasant climate<sup>9</sup>

Auburn Town Centre has a distinct lack of public open space, greenery and places to sit. There is also a significant lack of public open space in the form of parks or plazas. The *Auburn Town Centre Strategy 2031* identified sites for future public open space within the town centre. The creation of a new public open space such as a town square, however, depends upon acquisition of sites in some cases, and negotiation of a voluntary planning agreement at the time of redevelopment in another case, none of which are guaranteed or within Council's control at present. The creation of public open space in this form is thus a medium to long term proposition, and by no means a certainty. This Plan is therefore based on the principle of creating high quality public open space within the existing street space.

The Public Domain Plan for the Auburn Town Centre includes public open spaces on widened footpaths that can be used in different ways by different groups within the community. Importantly, it also provides a balance between areas for outdoor dining (semi private open space) and areas of public open space with seating, landscaping, and in some locations, elements that can be used by children for play, all within the existing streets.



<sup>9</sup> Gehl Architects

## Design for Localness

This principle is about design that builds on the strengths and positive attributes of an area and which suits the people who use the centre. It is about recognising history and heritage. It is also about addressing issues that have been identified in previous studies and where possible, providing elements that are currently missing.

In the case of the Auburn Town Centre, this principle is about building on the existing cultural richness and diversity of the Auburn Town Centre and its people. The town centre's strengths include vibrant streets, with lots of pedestrians throughout the day. The town centre has a diverse and interesting mix of shops and services. Auburn Road and South Parade in particular are characterised by fine grain shopfronts with an intimate, pedestrian scale. Maintaining this fine grain subdivision is critical to the vibrancy of Auburn Town Centre's streets. Previously identified issues and elements missing in the town centre which the Public Domain Plan will address include lack of seating, greenery, and open space, and poor overall appearance.

It is also important for the Public Domain Plan to be of a scale that is practical to implement in terms of budget, and one which can also be delivered within a reasonable timeframe. It is therefore important to strike a balance between "utopian" design ideals and practicality. The Public Domain Plan for Auburn Town Centre has taken this approach.



## Environmental Design and Sustainability

This principle is about designing spaces and elements to reduce environmental impact and enhance long term environmental performance. It includes maximising energy efficiency, minimising impacts on the water cycle, and using recycled materials where possible.

A focus on water sensitive urban design (WSUD) and initiatives to counteract the impacts of urban areas on the water cycle is particularly important in public domain scale projects. Streets account for a significant percentage of hard, impervious area in a city, resulting in increased stormwater flows. They are also the source of water borne pollutants. WSUD elements can be integrated into streetscapes and open spaces to collect and treat runoff prior to discharge, or to collect and re-use for watering of landscaping<sup>10</sup>.

In the case of Auburn Town Centre, the proposed road realignment and footpath widening present opportunities to incorporate elements such as porous paving and landscaping which plays a water filtering role to improve water quality.



## Pedestrian Comfort

This principle is about designing for the comfort of people. The scale of streets and buildings, exposure to weather, and visual appearance of an environment all influence pedestrian comfort.

People tend to feel most comfortable and safe when they are in spaces with a “human scale”. Human-scaled streets and public spaces can create a sense of being in an outdoor room, and can contribute to a feeling of sense of place<sup>11</sup>.

Weather protection is another key aspect of pedestrian comfort. Street trees can be a source of weather protection by providing shade and protection from wind. Trees can also provide a more human scale in streets with tall buildings.

Attractive streets with interesting details for pedestrians, and minimal visual clutter create a feeling of comfort. Clean and well maintained public spaces also influence pedestrian comfort and street life.

The Public Domain Plan aims to improve overall pedestrian comfort within the town centre, particularly via tree planting in the town centre core.

<sup>10</sup> Water Sensitive Planning Guide: for the Sydney Region 2003; and Landcom Street Design Guidelines

<sup>11</sup> Nozzi, D

## Safety, Security and Accessibility

This principle refers to designing for safety, security and accessibility.

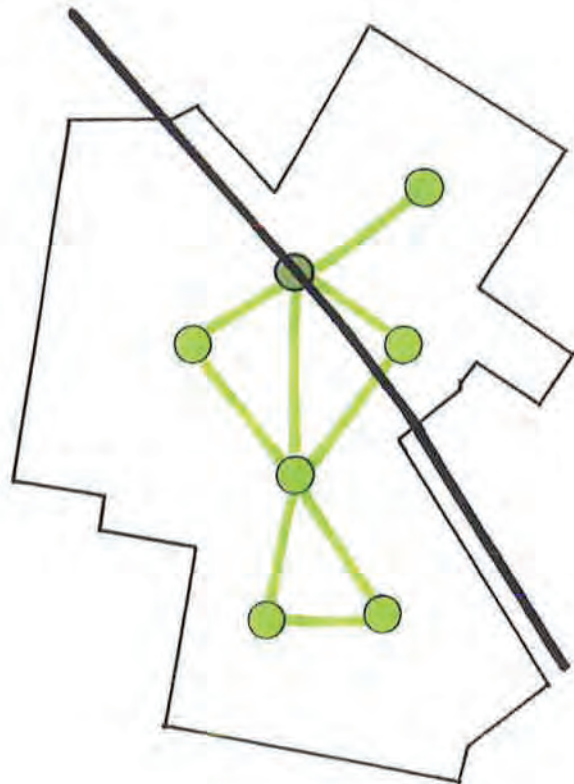
Designing for safety and security involves applying the principles of crime prevention through environmental design (CPTED). These four principles<sup>12</sup> are:

- *natural surveillance* – this means that people can see what others are doing. People feel safe in public areas where they can easily see and interact with others;
- *access control* – this is the use of physical and non-physical barriers to attract and channel the movement of people;
- *territoriality* – this means ensuring public spaces feel owned and cared for. People often feel comfortable in and are more likely to visit such spaces; and
- *space management* – this is about making sure public space is appropriately used.

Accessibility is about minimising barriers to movement, and ensuring public places are accessible to all members of the community.

The Auburn Town Centre already has activity that extends beyond 5pm as a result of its existing businesses and restaurants. Lighting is a key part of the public domain, and is particularly important in creating a safe and secure environment at night. Lighting is important in ensuring pedestrian and traffic safety. It also plays an important role in reducing crime and the fear of crime.

The Public Domain Plan reflects the principle of maximising safety, security and accessibility through design.



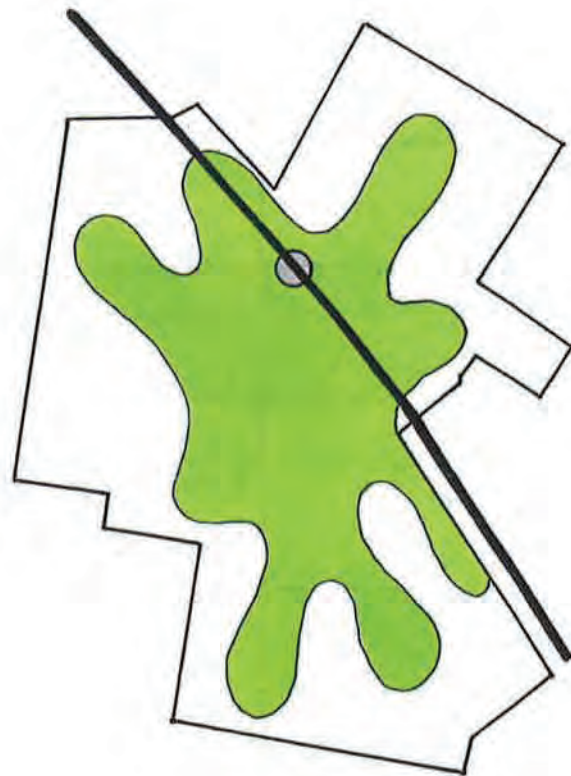
<sup>12</sup> Policy on Crime Prevention Through Environmental Design

## A High Quality Environment

A high quality environment refers to sound design and the use of good quality materials, finishes and landscaping elements. Together these components contribute to a visually attractive environment.

The appearance and quality of streets and public spaces plays an important role in the economic viability of a centre. A high quality public domain sets a standard to be matched by investment in new development/re-development and can help to foster on-going community pride among local business people and residents. It can be a catalyst for change and renewal. Cleanliness and on-going maintenance is a critical part of this principle. Visually attractive and well maintained streets and public spaces are not only desirable, but essential to the social and economic well being of a town centre.

In the case of Auburn Town Centre, this will be achieved through elements such as landscaping, well located seating, wider footpaths, and continuity of surfaces. The implementation part of this plan will cover maintenance issues, to address the issue of well maintained and clean streets.



## Summary

Figure 2 illustrates how the design principles on which this public domain plan is based reflect the relevant key directions from Auburn 2030, as well as the issues they will address in the design concepts.

**TABLE 2: RELATIONSHIP BETWEEN DESIGN PRINCIPLES, ISSUES ADDRESSED, AND AUBURN 2030 DIRECTIONS**

| URBAN DESIGN PRINCIPLE                         | KEY DIRECTION FROM AUBURN 2030*  | ISSUES ADDRESSED BY THIS PUBLIC DOMAIN PLAN   |
|--|--|---|
| <b>A Place for People</b>                      | <ul style="list-style-type: none"> <li>Inclusive and culturally engaging</li> <li>Liveable and distinctive</li> </ul>    | <ul style="list-style-type: none"> <li>lack of seating, including space for playing games</li> <li>lack of places for resting</li> <li>lack of peaceful spaces</li> </ul>               |
| <b>Streets as Public Open Space</b>            | <ul style="list-style-type: none"> <li>Liveable and distinctive</li> </ul>   | <ul style="list-style-type: none"> <li>lack of public open space</li> <li>lack of seating</li> <li>a variety of spaces with potential for different uses</li> </ul>                     |
| <b>Design for Localness</b>                    | <ul style="list-style-type: none"> <li>Inclusive and culturally engaging</li> <li>Liveable and distinctive</li> </ul>    | <ul style="list-style-type: none"> <li>lack of seating, including space for playing games</li> <li>lack of places for resting</li> <li>lack of peaceful spaces</li> </ul>               |
| <b>Environmental Design and Sustainability</b> | <ul style="list-style-type: none"> <li>Environmentally sustainable</li> </ul>  | <ul style="list-style-type: none"> <li>lack of greenery</li> <li>lack of water element</li> </ul>   |
| <b>Pedestrian Comfort</b>                      | <ul style="list-style-type: none"> <li>Liveable and distinctive</li> <li>Healthy and active</li> </ul>                   | <ul style="list-style-type: none"> <li>footpath dining can make streets feel crowded</li> <li>lack of weather protection, particularly lack of shade</li> </ul>                         |
| <b>Safety, Security and Accessibility</b>      | <ul style="list-style-type: none"> <li>Connected, safe and accessible</li> </ul>   | <ul style="list-style-type: none"> <li>poor accessibility in some places</li> <li>better pedestrian links are needed across the railway</li> <li>improved traffic management</li> </ul> |
| <b>High Quality Environment</b>                | <ul style="list-style-type: none"> <li>Innovative and economically thriving</li> <li>Liveable and distinctive</li> </ul> | <ul style="list-style-type: none"> <li>town centre public domain is run down</li> </ul>   |

\*Note: some key directions and issues relate to more than one public domain design principle



# PART 3: PUBLIC DOMAIN DESIGN CONCEPTS

This part outlines the public domain design concepts for the Auburn Town Centre.

Starting with the **town centre core**, the first section of this part outlines the role and character of each street, and what the Public Domain Plan aims to achieve. It outlines the key structural changes required to implement the **Option 7** road network changes. This is followed by the public domain concept plan for that street, and a summary of issues addressed by the design concept. Additional details are provided on aspects such as spaces for play, outdoor dining, and future open space projects.

The next section provides the design concepts for the **town centre outer** area. These concepts are schematic, that is, less detailed, and will be subject to detailed survey investigation before implementation. This sections outlines the roles and character of each street, existing condition of the public domain, and proposed public domain improvements.

The last section in this part contains details which apply to the **town centre as a whole**. It includes a summary of related projects and traffic and parking details for the town centre.



#### Street by Street

- Kerr Parade
- South Parade
- Queen Street (and Auburn Central Square)
- Civic Road
- Auburn Road
- Rawson Street, Station Road and Railway Park

#### Additional Detail

- spaces for play
- outdoor dining
- public art
- lighting

#### Future Open Space

- Town Square
- Five Ways Open Space
- Civic Place



#### Northern Side

- Macquarie Road, Hall Street, Dartbrook Road and Holiday Lane
- Northumberland Road

#### Southern Side

- Mary Street
- Kerr Parade (east), Marion Street, Beatrice Street, Alice Street
- Harrow Road
- Susan Street, Park Road and Queen Street (east and west)



#### Traffic and Parking

#### Guidelines for Semi Private/Public Domain

#### Laneways

#### Related Projects



# 3.1a Town Centre Core: Street by Street

## KERR PARADE

### Role and Character

Kerr Parade is a key pedestrian entry point and the main vehicular entry to Auburn Town Centre. It is a very short and wide street, relative to other streets in the town centre.

### Aims

- create a sense of arrival
- maintain views to mosque
- add greenery to the streetscape

### Key Structural Changes

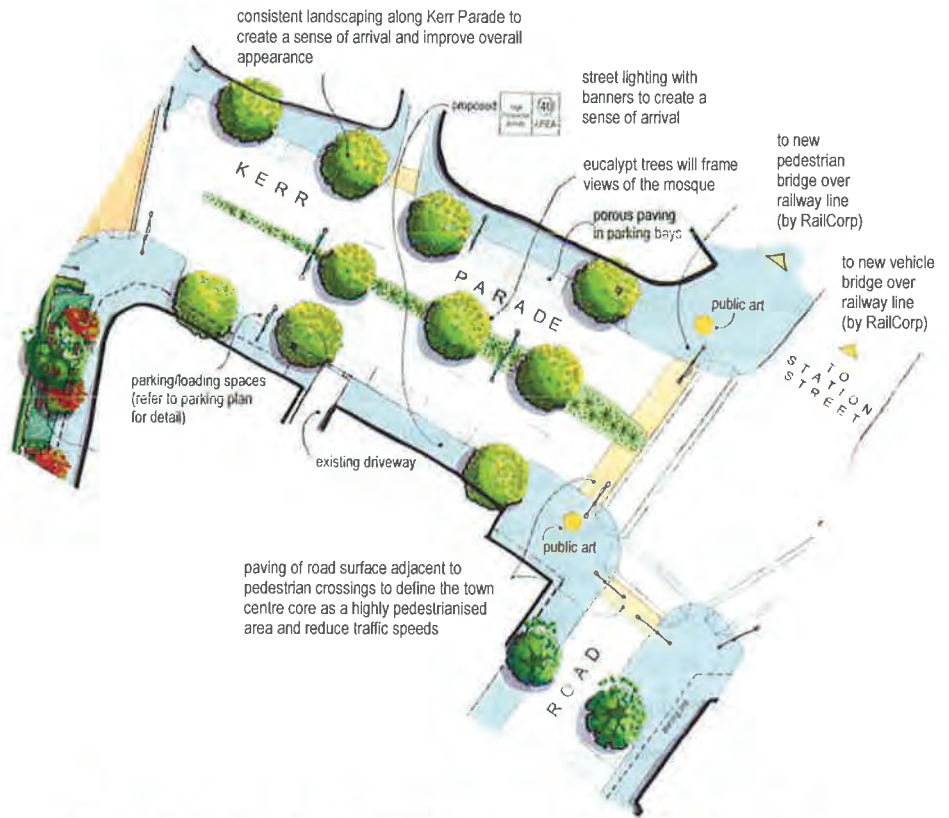
- reconfiguration of on-street parking, including a new loading zone
- centre median
- signalised intersections at both ends

### Public Domain Concept

- Eucalypt trees (Spotted Gum) planted on both sides and in centre median, with understorey planting in the median (a eucalypt species suited to urban environments and local soil/ climate conditions will be selected)
- banner poles and public art will create a sense of arrival
- landscaping will frame the important local view to mosque
- porous paving for parking spaces, and footpath paving consistent with the Auburn Council Town Centre Infrastructure Manual

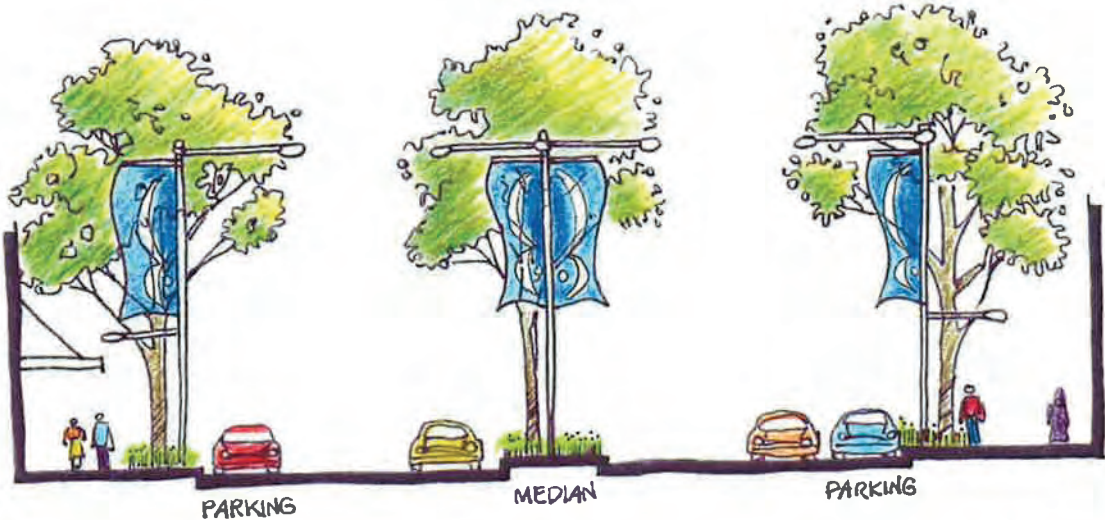
### Issues Addressed

- *lack of greenery*: addressed through street tree planting on both sides of the road and in the centre median.
- *a short street with a wide roadway*: porous paving of on-street parking spaces break up the expanse of road surface. Paving at intersections at both ends of Kerr Parade and planting of trees will create a sense of arrival. It will also help to slow vehicular traffic as it enters the town centre.
- *poor overall appearance*: banner poles, consistent landscaping on both sides of Kerr Parade, and public art will improve both the appearance and pedestrian comfort of this street, as well as creating an inviting entry to the town centre.



Porous paving, and Eucalypt trees

# KERR PARADE



Indicative Section: Kerr Parade



Indicative Perspective: looking east along Kerr Parade



# SOUTH PARADE

## Role and Character

South Parade is a bustling pedestrian shopping street. The transport interchange at Auburn Station is a key pedestrian entry point to the town centre. The pedestrian underpass at the station is a critical pedestrian link between both sides of the town centre.

## Aims

- add greenery to the streetscape
- provide more seating
- recognise the role of the fine grain shopfronts along this street as a key generator of high levels of pedestrian activity, and their contribution to the safety of the station entrance (southern side)

## Key Structural Changes

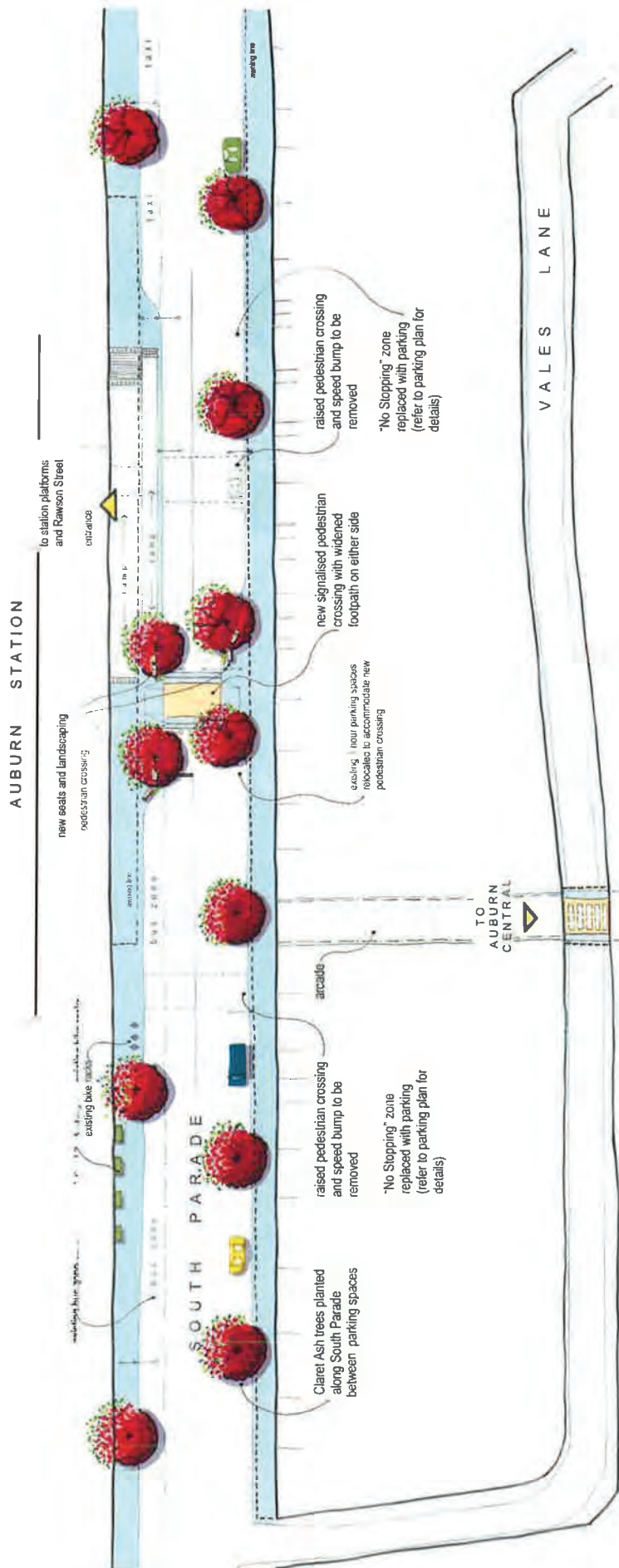
- removal of both existing raised pedestrian crossings, and replace with one signalised pedestrian crossing signalised in front of the station entrance
- minor relocation of parking in response to pedestrian crossing changes

## Public Domain Concept

- Claret Ash Trees planted between parking spaces. These deciduous trees, with strong red autumn colours, will provide a sense of change of season as well as adding greenery to this busy street.
- landscaping and seating near new crossing
- public art located at eastern end of South Parade as a landmark for people leaving the station, drawing attention up towards Auburn Road
- proposed paved entry treatment at western end of South Parade to slow traffic speeds (refer also to pg 57).

## Issues Addressed

- *lack of greenery*: achieved by street tree planting, and landscaping.
- *lack of places to sit*: new seating provided with landscaping on either side of pedestrian crossing.
- *safety*: a signalised pedestrian crossing will enhance pedestrian safety, particularly for less mobile people, older people, and people with prams or young children. Upgraded street- and pedestrian-lighting will provide greater safety for both people and property.



## SOUTH PARADE



South Parade facing towards Auburn Road

### Future Projects

- A facade upgrade program 'pilot' project is recommended for South Parade. This would involve incentives for building owners to paint and repair their building facades and "backs" in accordance with Council guidelines. A business case would need to be prepared for Council consideration and resolution prior to commencement of such a program.
- South Parade and Auburn Road under-awning lighting project (refer to Section 3.1b on lighting for more detail).



South Parade facing towards Park Road



# QUEEN STREET

## Role and Character

Queen Street has a grand, civic scale, with generally taller buildings than the rest of the town centre. This street connects the Civic Precinct (Council and Police buildings) with Auburn Road and Auburn Central. The partial opening of the Five Ways intersection will create a strong vista along this street. This vista will be terminated by the wall of steps in Auburn Central Square (when facing north-west).

## Aims

- add greenery to the streetscape
- add greenery to Auburn Central Square
- add greenery, seating, and sculpture at Five Ways intersection

## Key Structural Changes

- removal of temporary outdoor dining "bay" adjacent to Auburn Village
- partial opening of the Five Ways intersection (intersection of Queen Street, and Civic and Auburn Roads), and reconfiguration of traffic movements
- redesign of public open space at Five ways intersection including new landscaping, seating and structural element incorporating a clock (see pages 32-33 for details). Note: the existing Lions Clock at Five Ways is currently not working. Should the Lions Club wish to repair/repaint the clock, it can be incorporated into the intersection redesign. If not, a new sculptural element including a clock will be located at this key point within the town centre.

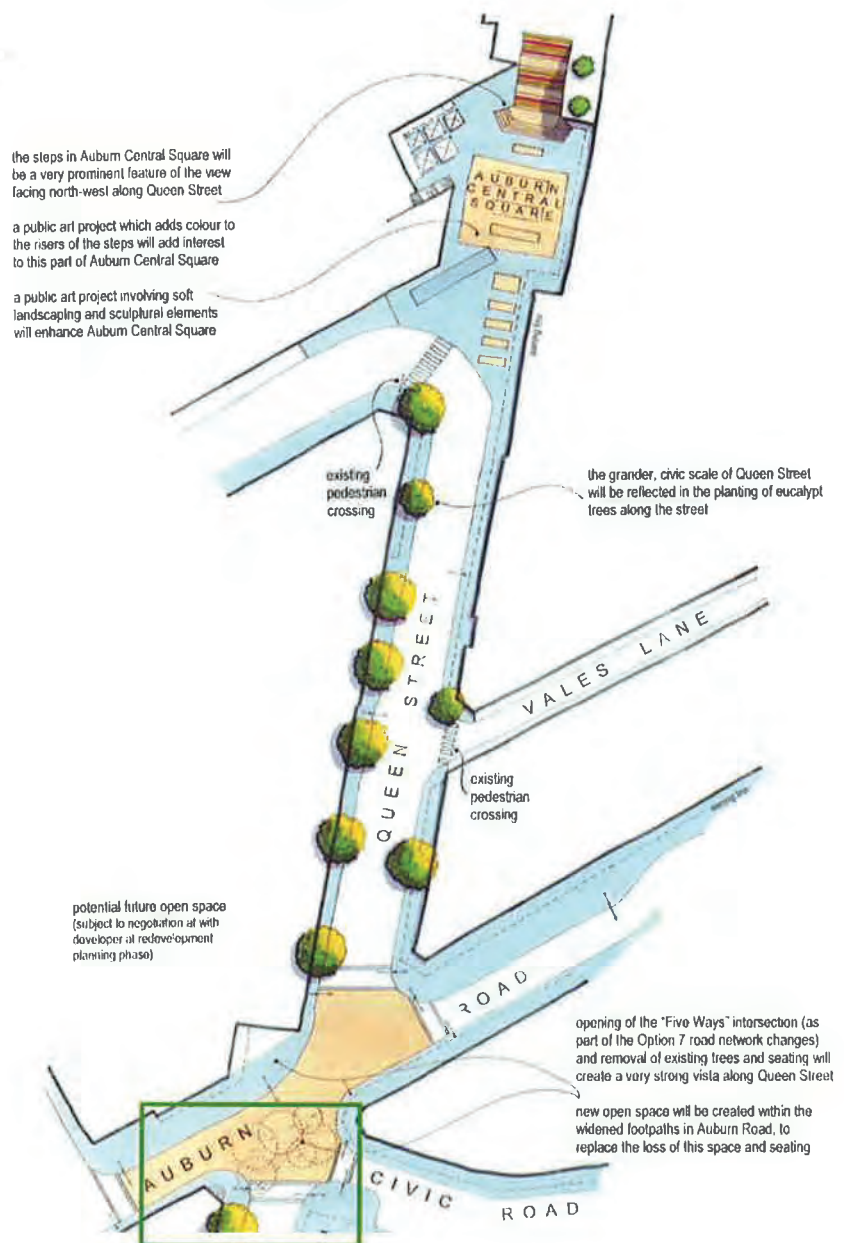
## Public Domain Concept

### QUEEN STREET

- Eucalypt trees (Spotted Gum) planted on both sides. These trees will reflect the grand, civic scale of this street. They will act as a unifying element within the streetscape, and will also moderate the scale of the taller buildings along this street.
- the Eucalypt trees will also reinforce the strong vista along Queen St which will be created once the Five Ways intersection is partially opened.
- paving of Five Ways intersection to slow car speeds, and emphasise pedestrian crossings around this intersection
- footpath paving consistent with the Auburn Council Town Centre Infrastructure Manual



Proposed ceramic artworks by local artist, Auburn Central Square (upper forecourt)



the steps in Auburn Central Square will be a very prominent feature of the view facing north-west along Queen Street

a public art project which adds colour to the risers of the steps will add interest to this part of Auburn Central Square

a public art project involving soft landscaping and sculptural elements will enhance Auburn Central Square

existing pedestrian crossing

the grander, civic scale of Queen Street will be reflected in the planting of eucalypt trees along the street

VALES LANE

existing pedestrian crossing

potential future open space (subject to negotiation at with developer at redevelopment planning phase)

opening of the "Five Ways" intersection (as part of the Option 7 road network changes) and removal of existing trees and seating will create a very strong vista along Queen Street

new open space will be created within the widened footpaths in Auburn Road, to replace the loss of this space and seating



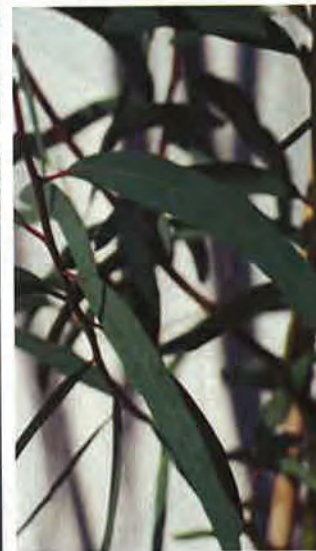
See pages 32-33 for latest intersection configuration (incorporating RTA changes adopted by Council in August 2010).



Queen Street facing towards Auburn Central



Eucalypt trees



## QUEEN STREET

### Public Domain Concept

#### AUBURN CENTRAL SQUARE

- the steps are the most dominant element of this space. Consistent with the concept proposed in the *Auburn Town Centre Integrated Public Art and Design framework 2004*, this plan proposes a project which involves installing artwork across the risers of the steps. The artwork could incorporate themes of migration, arrival, and Auburn's many cultures, with the artwork on the step risers forming a mosaic of colour and migrant experiences<sup>13</sup>.
- greenery will be added to Auburn Central Square by way of a public art project which incorporates planting as well as sculptural elements for play. Concept ideas include: a pergola with vines/creeper (north eastern corner) to provide greenery and shade for additional seating; specially designed planter boxes; and sculptures suitable for incidental play which make reference to the natural environment.
- Auburn Central Square (upper forecourt) proposed ceramic artwork added to existing landscape planter boxes (refer also to pg 43).

### Issues Addressed

- *lack of greenery*: street trees of an appropriate scale will add much needed greenery to Queen Street
- *poor overall appearance*: the landscaping along this street and consistent footpath paving will unify the streetscape and improve its overall appearance.

### Related Projects

The Draft Auburn DCP 2009 will include design controls with a focus on the potential future redevelopment of the Auburn Village site. This will include active street frontages to Queen Street and Auburn Road, building scale and massing, and the overall relationship to the street and potential future public open space on the corner of Auburn Road and Queen Street.

<sup>13</sup> *Auburn Town Centre Integrated Public Art and Design Framework 2004*



# CIVIC ROAD

### Role and Character

Civic Road is primarily a traffic thoroughfare at present. The public domain improvements will see Civic Road become a green, leafy, and quieter street, with some small-scale areas for future outdoor dining. It will play a key service role for the town centre (ie deliveries and convenient, short term parking). Sustainability, particularly in terms of water quality, will be a key focus.

### Aims

- add greenery
- incorporate elements to achieve better stormwater quality
- provide seating in a location that is quieter, yet still close to the heart of the town centre

### Key Structural Changes

- one way traffic flow north along Civic Road towards the railway bridge
- parallel parking on both sides of the road, plus a loading zone (refer to the *Auburn Town Centre Parking Plan* for details)
- Minor kerb realignment to allow for intersection alignment and tree planting
- road resurfacing

**Note:** these changes include the minor amendments required by the RTA in 2010 and adopted by Council in August 2010.

### Public Domain Concept

#### CIVIC ROAD

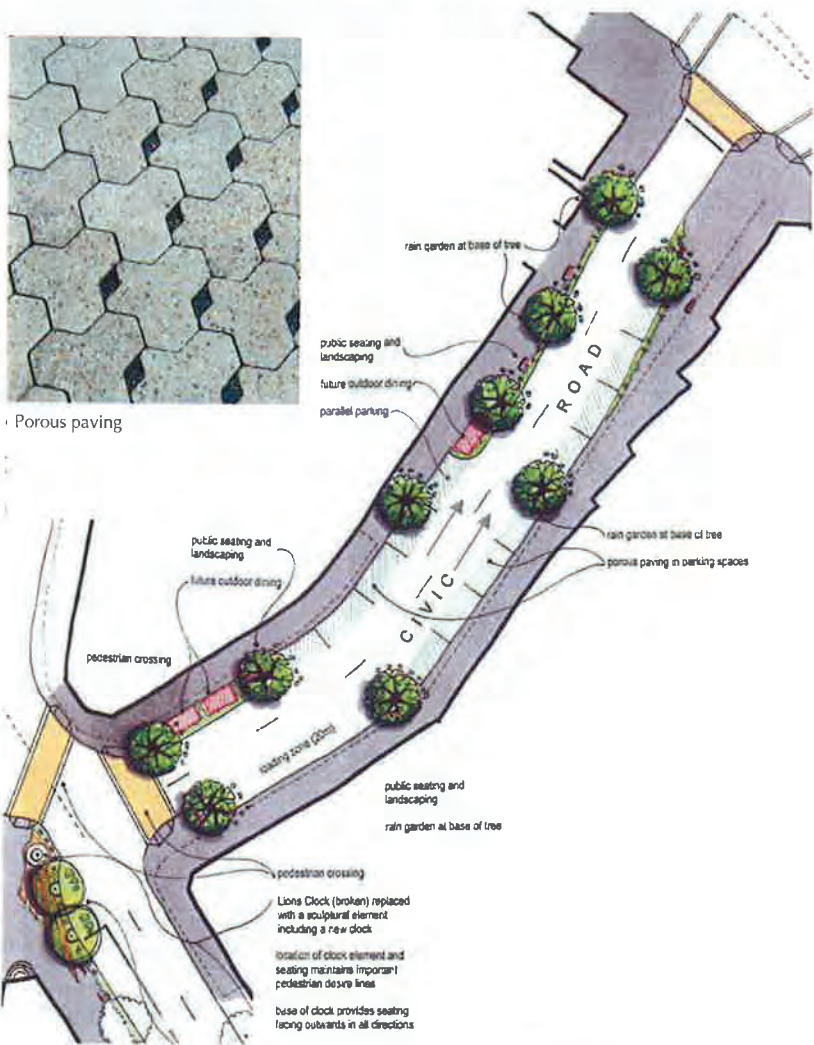
- Magnolia 'Little Gem' trees planted along both sides of Civic Road (on the eastern side of the road, trees will be planted between parking spaces)
- understorey planting at base of trees for water filtration and added greenery
- porous paving of parking spaces to improve stormwater quality
- seating and public art at widened corner (Civic Road/Queen St)
- paving of intersection threshold at northern end (intersection with Kerr Parade)
- footpath paving consistent with *Auburn Council Town Centre Infrastructure Manual*



Magnolia 'Little Gem'



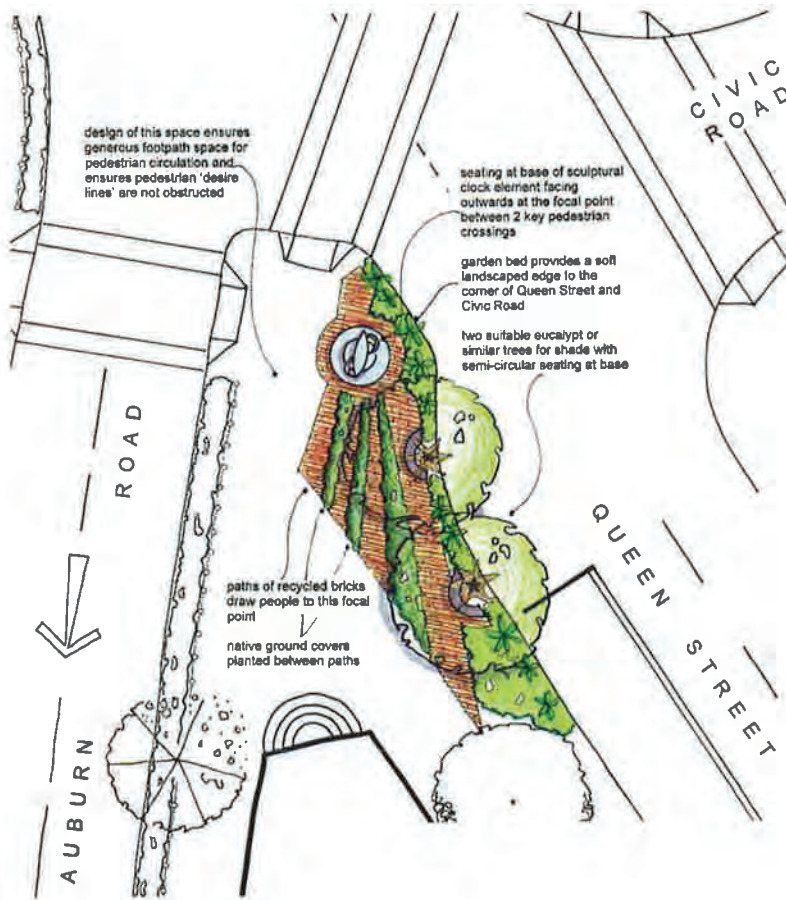
Porous paving



Indicative Section



# CIVIC ROAD



Five Ways Intersection: partial opening and landscape detail

## Public Domain Concept

### FIVE WAYS INTERSECTION

- partial opening of Five Ways intersection maximises public open space in the heart of the town centre
- a new sculptural element incorporating clock with outward-facing public seating at the base. This seating reflects the role of this busy, central location as a key meeting place within the town centre, as well as a place to sit, socialise and watch town centre activity
- sculptural element carefully located so that pedestrian desire lines between pedestrian crossings remain uninterrupted.
- robust native groundcover landscaping softens this space, while suitable eucalypt or similar trees provide shade for additional seating underneath.

## Issues Addressed

- *lack of seating, quiet places, and places to rest:* seating at the widened corner of Civic Road and Queen Street, and at the reconfigured footpath at the Five Ways intersection will provide a place to sit and rest.
- *sustainability:* porous paving and understorey landscaping are ways in which Council can incorporate environmental sustainability initiatives into this project, consistent with the key direction of Auburn 2030 of "an environmentally sustainable Auburn".
- *lack of greenery:* trees planted along the length of Civic Road together with understorey planting beneath will add substantial greenery to this street, improving the overall appearance of the town centre.



Indicative Perspective: looking north east towards Civic Road from Auburn Road



# AUBURN ROAD

## Role and Character

Auburn Road is a busy pedestrian street. It has an intimate, pedestrian scale and vibrant street life. It is characterised by a fine grain subdivision pattern and a diverse mix of active shopfronts.

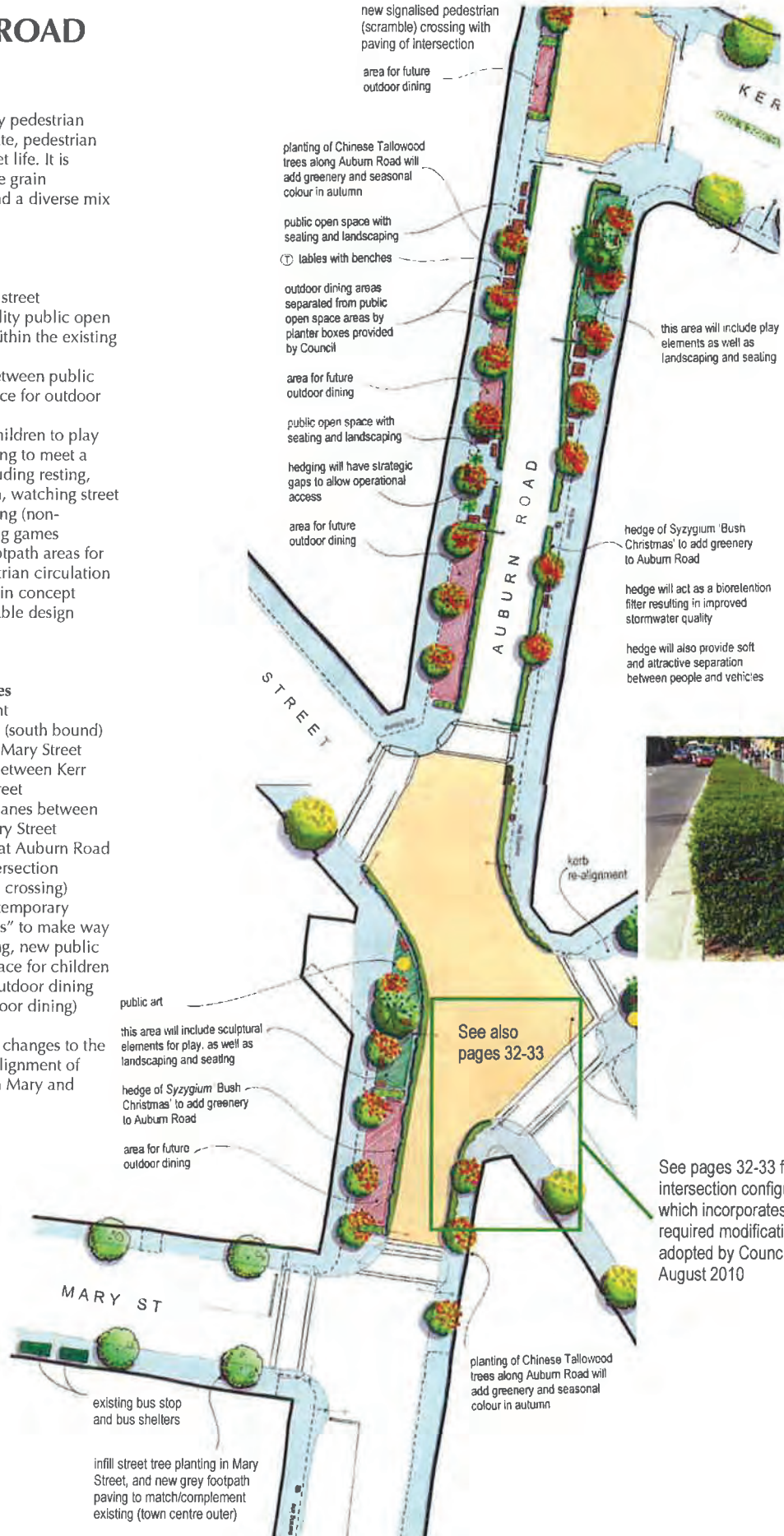
## Aims

- add greenery to the street
- create as much quality public open space as possible within the existing street
- ensure a balance between public open space and space for outdoor dining
- provide space for children to play
- provide public seating to meet a range of needs including resting, supervising children, watching street life, socialising, eating (non-commercial), playing games
- ensure adequate footpath areas for unobstructed pedestrian circulation
- ensure public domain concept incorporate sustainable design elements

## Key Structural Changes

- roadway realignment
- one-way traffic flow (south bound) from Kerr Parade to Mary Street
- footpath widening between Kerr Parade and Mary Street
- removal of parking lanes between Kerr Parade and Mary Street
- pedestrian crossing at Auburn Road and Kerr Parade intersection (signalised scramble crossing)
- removal of existing temporary outdoor dining "bays" to make way for footpath widening, new public open space, play space for children and new areas for outdoor dining (see section on outdoor dining)

Note: there will be no changes to the roadway or footpath alignment of Auburn Road between Mary and Beatrice Streets.



new signalised pedestrian (scramble) crossing with paving of intersection

area for future outdoor dining

planting of Chinese Tallowood trees along Auburn Road will add greenery and seasonal colour in autumn

public open space with seating and landscaping  
Ⓞ tables with benches

outdoor dining areas separated from public open space areas by planter boxes provided by Council

area for future outdoor dining

public open space with seating and landscaping

hedging will have strategic gaps to allow operational access

area for future outdoor dining

this area will include play elements as well as landscaping and sealing

hedge of Syzygium 'Bush Christmas' to add greenery to Auburn Road

hedge will act as a bioretention filter resulting in improved stormwater quality

hedge will also provide soft and attractive separation between people and vehicles



See also pages 32-33

See pages 32-33 for revised intersection configuration which incorporates RTA required modifications adopted by Council in August 2010

public art  
this area will include sculptural elements for play, as well as landscaping and seating

hedge of Syzygium 'Bush Christmas' to add greenery to Auburn Road

area for future outdoor dining

MARY ST

existing bus stop and bus shelters

infill street tree planting in Mary Street, and new grey footpath paving to match/complement existing (town centre outer)

planting of Chinese Tallowood trees along Auburn Road will add greenery and seasonal colour in autumn

# AUBURN ROAD



planting of Chinese Tallowood trees continues along Auburn Road to Beatrice Street

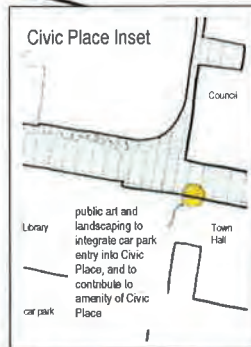
existing raised pedestrian crossing

south of Mary Street, trees planted between parking bays



proposed paved threshold to slow traffic speeds

proposed



## Public Domain Concept

- Chinese Tallowood trees planted on both sides of Auburn Road will add greenery and strong autumn colour, depending on the season
- trees will be planted in the footpath between Kerr Parade and Mary Street, and between on-street parking spaces between Mary and Beatrice Streets
- *Syzygium* 'Bush Christmas' hedging planted on both sides of Auburn Road between South Parade and Mary Street will add year-round greenery
- the scale of hedging is well suited to the intimate, pedestrian scale of Auburn Road, and will provide a soft, attractive separation between pedestrians and traffic
- the hedging will also play a bio-filtration role, resulting in improved stormwater quality
- some areas of widened footpath will have public seating and landscaping, creating quality public open space within the existing street
- two of the widened footpath areas will have sculptural elements for play, as well as seating and landscaping
- areas for outdoor dining will also be designated within the widened footpath
- Civic Place (Library Walk and car park) public art project and landscaping to integrate car park entrance with this space, and to contribute to sense of place, identity and improved amenity generally
- proposed paved entry threshold to slow traffic speeds (refer also to pg 57)

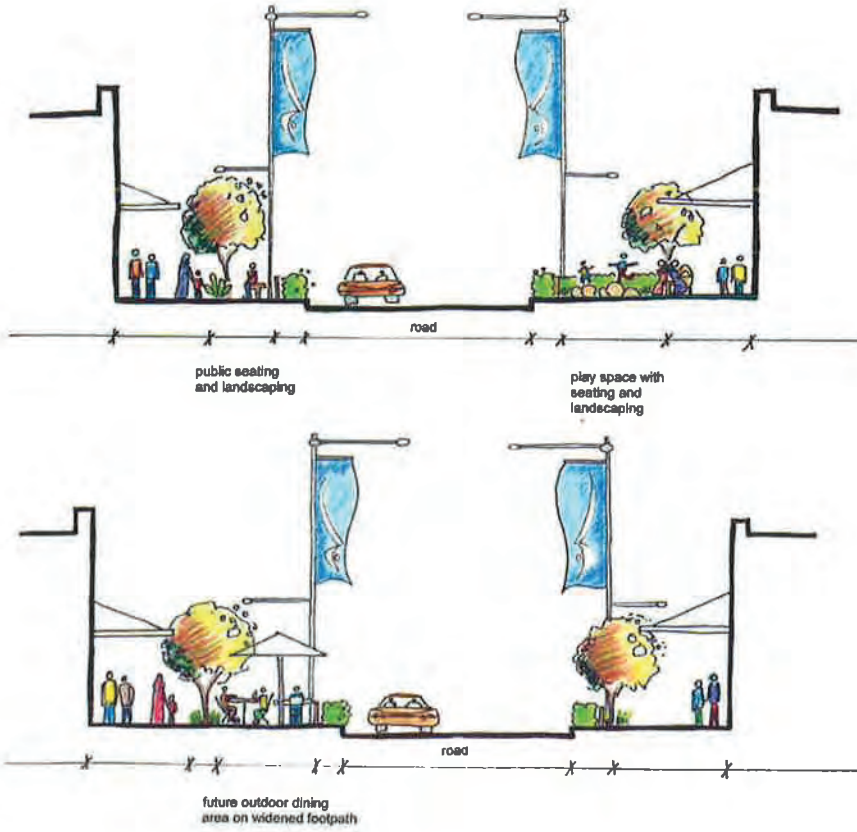
## Issues Addressed

- *lack of greenery and poor overall appearance*: the landscaping will provide both seasonal colour and year-round greenery, softening the appearance of this street. The trees and hedging will form a unifying element within the streetscape, improving its appearance.
- *lack of seating*: this Plan creates a number of areas where landscaping and public seating will be provided, in varied groupings
- *lack of spaces to play*: two areas with sculptural elements for play will be created within the widened footpath
- *sustainability*: the hedge will act as a filter and improve water quality





# AUBURN ROAD



Indicative Sections: Auburn Road



Auburn Road, facing south

# AUBURN ROAD



Chinese Tallowood trees



Hedging, planter boxes and outdoor dining area; Church Street, Parramatta

# RAWSON STREET, STATION ROAD, and RAILWAY PARK

## Role and Character

Rawson Street acts as Auburn Town Centre's "second" main street. Rawson Street carries high volumes of traffic, including heavy vehicles. It also has high numbers of pedestrians each day passing through the station.

Auburn Station and Railway Park form the southern side of this street, and the northern side is characterised by retail uses. Auburn Station and the Keighery Hotel are local heritage items.

Station Road is a key pedestrian connection and the main vehicular connection between the northern and southern sides of the town centre. It also links the town centre to Parramatta Road to the north.

Railway Park is Auburn Town Centre's only park and 'green' space. Although separated from the southern side of the town centre core area by the railway line, it is a highly used public space.

## Aims

- ensure consistency of landscape treatments (both hard and soft) to create a sense of cohesiveness between the northern and southern sides of the town centre
- improve the quality, appearance and feel of the highly used public spaces
- improve physical connections and access between the northern and southern sides of the town centre

## Key Structural Changes

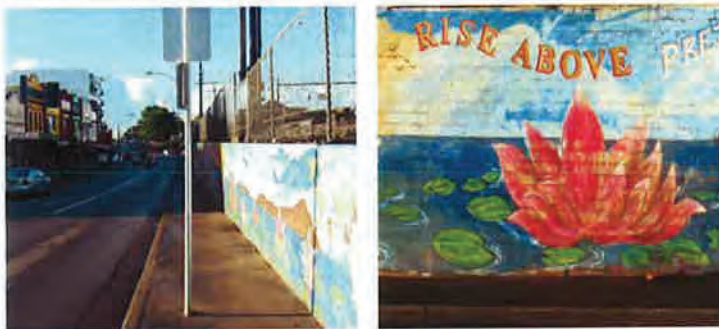
- new pedestrian bridge and vehicle bridge across the railway line, replacing the existing bridge in Station Road (this work will be undertaken by RailCorp)

## Public Domain Concept

- the upgrade of Railway Park is the focus of the public domain concept for these streets. This project (currently underway) involves a comprehensive redesign of Railway Park, including new landscaping, lighting and play equipment. It also includes a new paved and landscaped forecourt at Auburn Station's northern entry. Whilst this is a separate project, it deals with the public domain within the town centre core and is thus closely related to this plan.
- footpath paving and street lighting used for the rest of the town centre core is continued to Rawson Street and Station Road



## RAWSON STREET, STATION ROAD and RAILWAY PARK



### Public Domain Concept (continued)

- a public art project which involves re-painting the existing murals, together with new murals for the unpainted brick walls along the station boundary. The murals play an important role in “humanising” the space adjacent to the blank brick walls of the station. The existing mural is also a highly visible end point to the view along Macquarie Road facing south.
- a public art project within the new station forecourt, which includes an identity marker and integrated lighting

### Issues Addressed

- *lack of public open space*: it is anticipated that the upgrade of Railway Park will result in increased use of the park by the community. It will also provide a more pleasant place to sit and rest, away from the town centre’s busiest pedestrian streets.
- *safety and Accessibility*: the new pedestrian bridge across the railway line will significantly improve access between the northern and southern parts of the town centre. The new bridge (RailCorp), and adjoining footpaths on either side (Council), will provide a significantly improved surface as well as an improved physical connection. This, together with upgraded lighting, will also result in greater pedestrian and cyclist safety. The new station forecourt will provide greater accessibility in this busy pedestrian area through wider, more convenient links to Railway Park, and an unobstructed path to the pedestrian crossing in front of the station at Rawson Street/ Northumberland Road.
- *overall appearance*: the new station forecourt will significantly improve the appearance and feel of the northern entry to the station

### Future Projects

- under-awning lighting upgrade program (northern side between Macquarie and Station Roads), following a pilot project in South Parade.



## 3.1b Town Centre Core: Additional Detail

### SPACES FOR PLAY

#### Role and Character

Play spaces provide opportunities for exploration and creative development, and recognise children as part of the community in their own right. In the absence of a new public open space such as a park or plaza in the short term, this plan proposes the creation of spaces for play within the existing street space.

#### Aims

- provide places for children to play within the town centre
- create spaces where parents can sit, supervise and care for young children
- add greenery to the town centre
- provide a connection with nature

#### Design Concept

The areas of widened footpath within the Auburn Town Centre have been designed to ensure a balance between space for outdoor dining and public open space.

Two of the areas of widened footpath will include sculptural elements for incidental play. These elements will include recycled materials, rocks, and mosaics, and soft landscaping, rather than traditional playground equipment. There will be scope for public art that also acts as an element for incidental play, which is designed to reflect some of the many cultures of the Auburn area.

The creation of these spaces reflects the high proportion of pre-school aged children in the Auburn area. These spaces also respond to the typical activities of many women in the Auburn Town Centre which commonly include multi purpose shopping for food and other items at a series of shops, whilst caring for young children, before returning home, often on foot or via bus<sup>14</sup>.

This Plan also creates a number of other public open space areas where public seating will be provided to accommodate a variety of uses such as sitting, resting, socialising, playing games, and non-commercial eating.

#### Issues Addressed

- *lack of places to play*: in the absence of a larger public open space, these areas will provide a space for children to play immediately once the streetscape works have been completed
- *lack of greenery*: in addition to trees and hedging, the play spaces will incorporate understory planting which will provide different textures and detail within the reach of children
- *sustainability*: these spaces will feature recycled materials



(top) Musical play element; Queen Elizabeth Park, Concord  
(middle) Public Art; Germany  
(bottom) Tactile mosaic; Queen Elizabeth Park, Concord

<sup>14</sup> Auburn People Place Project





# OUTDOOR DINING

## Role and Character

Outdoor dining makes a significant contribution to the character and street life of Auburn Town Centre. It is necessary to remove the existing outdoor dining "bays" in Auburn Road and Queen Street (between Mary Street and South Parade) to allow footpath widening and roadway re-alignment as part of the Option 7 road network changes. However, this public domain plan identifies new areas of widened footpath, which will be designated for outdoor dining. Outdoor dining may occur in these areas *subject to Council consent*.

## Aims

- achieve a balance between space for outdoor dining and public open space
- ensure a mix of retail uses is retained along Auburn Road
- ensure adequate space for pedestrian circulation (people passing by) on the footpath
- ensure a more visually attractive streetscape along Auburn Road

## Design Concept

The new outdoor dining areas within the widened footpaths of Auburn Road have been located in areas that are most appropriate for outdoor dining. Factors considered in locating these areas included:

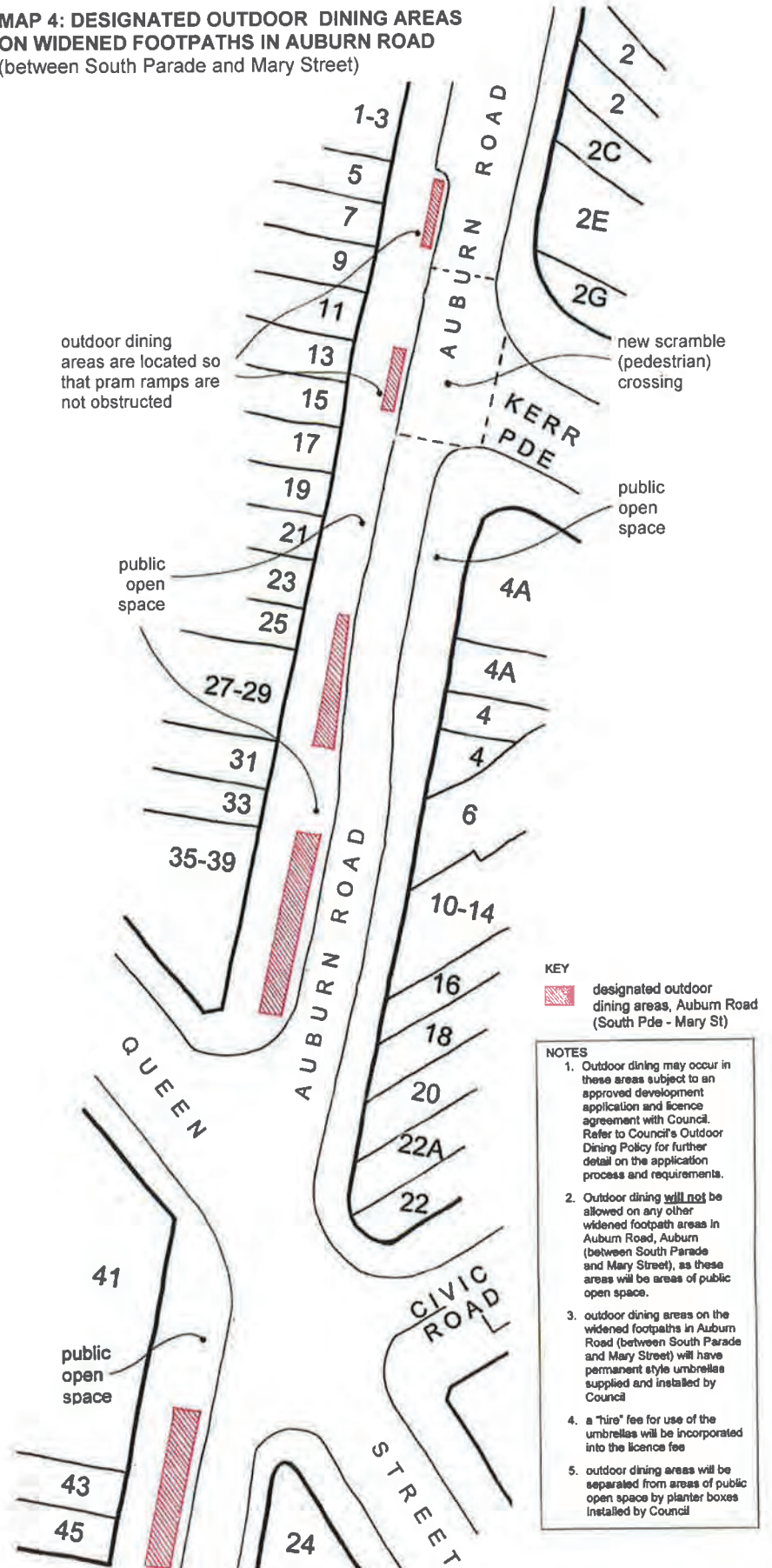
- existing subdivision pattern and shopfront size;
- road and widened footpath layout;
- location of traffic signals and other elements required under Option 7 (such as pedestrian crossings, pram ramps);
- areas suitable for public open space; and
- the location of existing outdoor dining "bays".

These new designated outdoor dining areas have been spread out along the core section of Auburn Road, to distribute pedestrian and dining activity, and to retain a mix of different retail uses.

Paving banding and pavement markers will define extent of outdoor dining areas, ensuring adequate unobstructed footpath space for pedestrian circulation.

Permanent planter boxes installed by Auburn Council will also separate outdoor dining areas from areas of public open space.

**MAP 4: DESIGNATED OUTDOOR DINING AREAS ON WIDENED FOOTPATHS IN AUBURN ROAD (between South Parade and Mary Street)**





## OUTDOOR DINING

### Issues Addressed

- *footpath crowding*: footpath widening will allow greater space for passing pedestrians as well as well located areas for outdoor dining, allowing the town centre core to retain its busy, bustling vibrant street life.
- *mix of unattractive awning styles*: Council's revised *Outdoor Dining Policy* will result in a more visually consistent streetscape via more specific and enforceable outdoor dining requirements. This, together with the landscaping proposed for Auburn Road, will result in a more attractive streetscape in this key street.
- *past policy and enforcement issues*: the clearly designated outdoor dining areas, identified in this plan, will assist Council in monitoring outdoor dining activities in the town centre. Council's revised *Outdoor Dining Policy* will also provide a clearer application process and requirements, and more enforceable consents.

### Applications for Outdoor Dining

Businesses wishing to undertake outdoor dining within these designated outdoor dining areas **must** submit a development application and a licence application to Auburn Council. This process and the application requirements are outlined in Council's revised *Outdoor Dining Policy*. Outdoor dining will not be permitted on widened footpath areas in Auburn Road outside these designated areas.

Outdoor dining may still occur on standard-width footpaths throughout Auburn Town Centre, *subject to Council consent*. The application process is the same, regardless of footpath width.

Refer to Council's *Outdoor Dining Policy* (insert date of revised policy on adoption)



Outdoor dining; Majors Bay Road, Concord



# PUBLIC ART

## Role and Character

Public art creates interest and adds quality to public spaces. It can reinforce the identity of a place, convey emotions, reflect culture and history, and provide a place to sit or play. Public art can take many forms and can involve sculpture, seating, fencing, planting, ground surface, and elements suspended in the air. It can be decorative, functional, iconic, or interpretive.

## Aims

- incorporate public art into the town centre as part of public domain improvements
- reflect Auburn’s cultural diversity
- contribute to the town centre’s identity and sense of place
- improve the overall appearance and quality of the town centre

## Design Concept

Within the Auburn Town Centre, public art will be related to, and integrated with, the improvement of key public spaces such as gateway locations and high pedestrian activity areas. Whilst the focus will be on improving the quality and use of these spaces, public art will also aim to reinforce a sense of place and cultural identity, and to create landmarks. The following key locations for public art have been identified within the Auburn Town Centre core:

- *Kerr Parade*: a location on either side for artwork that creates a sense of arrival and entry to the Auburn Town Centre.
- *Five Ways intersection*: a location on either side of this intersection, in the ‘heart’ of the town centre.
- *South Parade/Auburn Road corner*: a “landmark” artwork which orients people exiting the station and draws attention up towards Auburn Road.
- *Civic Place (including Susan Street car park)*: public art projects which assist in addressing appearance of these areas and contribute to identity and sense of place. This includes public artworks along Library Lane; and around the car park entrance to help integrate it with this space. It also includes artwork (eg sculptural mural, lighting etc) on the car park facades. The artwork will improve appearance of the car park when viewed from surrounding areas, including the adjacent school, and will acknowledge the visual prominence of this building and its ‘gateway’ location at the southern end of the town centre.
- *Auburn Central Square*: public art project on steps; and public art incorporating soft landscaping and sculptural elements.
- *Auburn Station forecourt (Rawson Street)*: an identity marker and sculptural/iconic lighting.

These locations are a starting point only for incorporating art into the town centre. Ideally more public art, both large and small scale, will be added to the town centre over time.

## Issues Addressed

- *poor overall appearance of the town centre*: public art together with the other public domain improvements outlined in this plan, will improve the appearance and quality of public spaces in the town centre.
- *lack of public open space*: whilst Auburn Town Centre may lack quantity of public open space, public art can improve the quality and feel of public open space, even giving a perceived sense of more public open space that actually exists.

## Process

Council’s *Public Art Policy* provides a framework for Council planning and decision making about the commissioning, management or acquisition of public art throughout the Auburn LGA, and its ongoing maintenance. The policy states Council’s public art vision and direction in relation to a wide variety of public art forms, and supports community involvement in the process. Public art projects in the Auburn Town Centre must be consistent with the policy. The Public Art and Design Committee will assess and advise upon public art projects.

## Future Projects

### CERAMIC ARTWORK, AUBURN CENTRAL SQUARE

This project involves the development and installation of a series of 12 large scale ceramic planter box art works in Auburn Central Square upper forecourt. The art has been developed by a local artist, and major project partners include Auburn Council, Auburn Community Development Network (ACDN), and Auburn Central. Funding is being sought from the Australia Council.

### SOLAR WELL

This is public art project which has been previously costed. This public art would be well suited to one of the future open spaces within the town centre: either the town square or open space at the Five Ways intersection. These spaces are subject to negotiation and acquisition. However, this project is outlined in this Plan so it can be included in the event of one of these spaces being acquired.

This project involves building a solar powered sound well in a public open space, and another well in an existing sister city of Auburn in Turkey, Lebanon or China. Powered by solar energy, the well-like sculpture provides a real-time connection between the two cities via a live sonic link. The wells collect the sounds of the corresponding city and transmit them via online streaming for people to hear. The wells will become gathering places just as they have been for generations.



(top) Proposed ceramic art work; Auburn Central Square  
(bottom) Public art; Singapore



# LIGHTING

## Role and Character

Lighting has a key influence on the feel and safety of public spaces. It can also discourage crime and antisocial behaviour.

Lighting can be functional, decorative, or sculptural/ iconic, depending on the needs of the space it is illuminating. In town centre streets, it is important to provide lighting for pedestrians as well as vehicles.

## Aims

- maximise safety of pedestrians, property and public spaces within the town centre
- provide a safe and distinctive night time identity for the town centre by lighting which illuminates the public domain functionally and aesthetically
- integrate lighting and public art where appropriate
- ensure proposed lighting suits the needs of the space being illuminated

## Design Concept

The location of different types of lighting within the town centre core is shown in the adjacent figure. This concept, prepared as part of the *Auburn Town Centre Integrated Public Art and Design Framework 2004*, proposes four types of lighting:

- **sculptural/iconic:** illuminating key public open spaces within the town centre (Auburn Central Square) and the [future] town square on the corner of Auburn Road and Queen Street, as well as the new railway bridge in Station Street.
- **street lighting:** this will generally consist of street lights (9m above footpath level) with pedestrian light attachments (4m above footpath level)
- **Kerr Parade:** lighting will include banner poles to give a sense of arrival
- **Railway Park:** the master plan for Railway Park incorporates lighting designed to illuminate this space.

In addition to this, it is proposed that Council consider a fifth type of lighting:

- under awning lighting, for Auburn Road and South Parade.

## Issues Addressed

- **safety:** lighting will ensure streets and other public spaces within the town centre are well lit and feel safe after daylight hours.
- **overall appearance:** the installation of multi-function poles throughout the town centre core is an attractive way of providing this important infrastructure, and will reduce visual and physical clutter.

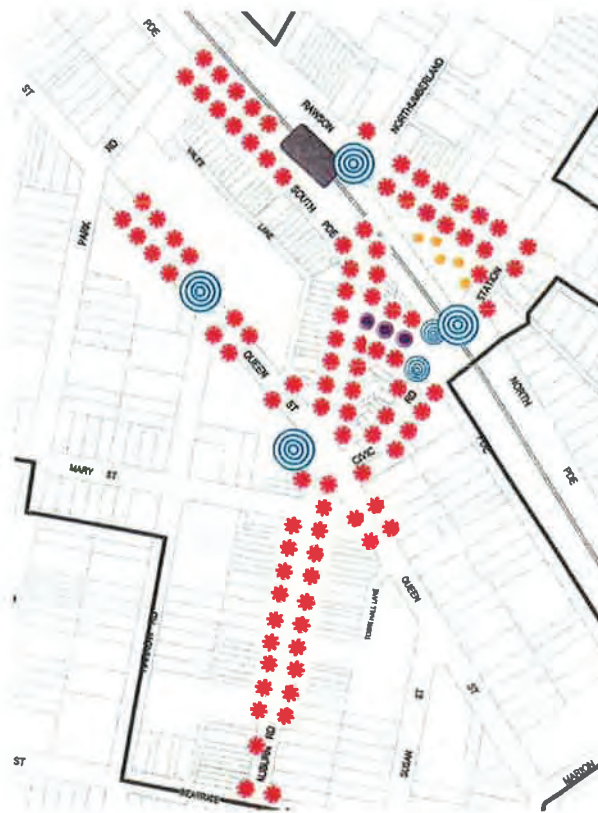
## Future Projects

UNDER-AWNING LIGHTING PROJECT, SOUTH PARADE, AUBURN ROAD, RAWSON STREET

Installation of lighting at 7-8 metre spacing on the under-side of the existing awnings along South Parade, Auburn Road and Rawson Street to ensure consistent illumination of shopfronts and footpaths along these streets. These streets have relatively consistent awnings.

This project would involve selection of lighting type, preparation of a lighting plan showing identified locations, purchase of lights, and tender process to engage contractors to install. The project would involve installation of "mini kiosks" in key locations to supply power to the lights. It is recommended that a business case be prepared for Council to consider, and that a pilot project be undertaken in South Parade.

MAP 5: LIGHTING CONCEPT



SCULPTURAL/ICONIC LIGHTING



TOWN CENTRE STREET LIGHTING (includes lighting of streets, footpaths and pedestrian crossings; refer to Table (c) in Part 4 for detail)



KERR PARADE LIGHTING (decorative/functional)



RAILWAY PARK LIGHTING



## 3.1c Town Centre Core: Future Open Space

The *Auburn Town Centre Strategy 2031* identified a number of locations that would be desirable as public open space within the Auburn Town Centre. As Auburn Council currently does not own any of these spaces, it means that the creation of public open space in these locations is a medium to long

term proposition, and one that is subject to the successful acquisition of these sites. Indicative design ideas have been included for each of these spaces as an illustration of what they could become, if successfully acquired. Detailed design will occur upon acquisition of these spaces.

### TOWN SQUARE

#### Design Idea

The town square will refocus the town centre around this key intersection, reinforcing Auburn Road as the “main street”. This space should provide lunch time seating, a place for larger public gatherings, a water feature with a water sensitive urban design function, and a space for children to play.

#### Design Principles

- incorporate a water feature (such as a water wall) which, in addition to aesthetics, plays a water sensitive urban design role. This feature should also have a more obvious education role in terms of water use and re-use.
- incorporate seating designed for lunch time uses, resting, socialising, and for parents supervising young children
- incorporate play elements for children. These elements should consist of sculptural or other public art elements, and should also include references to the natural environment, such as a “tactile” garden, and elements like rocks.
- incorporate public art with a sustainability function.

### FIVE WAYS PLAZA

#### Design Idea

A key gathering space for socialising. This space should also add significant greenery to the town centre.

#### Design Principles

- incorporate a range of seating and some tables in different sized groupings and layouts, to accommodate a variety of uses, particularly socialising, playing games and eating.
- landscaping should include both trees and understorey planting, carefully integrated with the layout of tables and seating.
- incorporate public art eg. the “Solar Well” project.



### CIVIC PLACE

#### Design Idea

A reflective garden, inspired by the idea of a walled or “secret” garden. This space will be a well used space with a more restful feel relative to the rest of the town centre core. It should also be space which can be used for outdoor exhibitions and displays, or performances.



Above: indicative illustration of Civic Place and new car park  
Left: Indicative aerial view of future Town Square and Five Ways plaza



## 3.2 Town Centre Outer

The town centre outer area consists of the northern side and the southern side, which are north and south of the western rail line respectively. The town centre outer area includes the following streets:

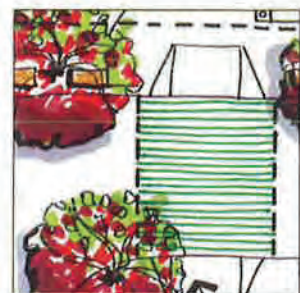
### Northern Side

- Boundary: Macquarie Road, Hall Street, Dartbrook Road and Holiday Lane
- Northumberland Road

### Southern Side

- Mary Street
- Kerr Parade (east), Marion Street, Beatrice Street and Alice Street
- Harrow Road
- Susan Street, Park Road, Queen Street (east and west)

The landscaping concept for the town centre core features both evergreen and deciduous species. The deciduous species provide a sense of changing seasons, and striking autumn colour as well as greenery. By contrast, the landscaping concept for the town centre outer areas features tree species which flower in spring and summer, as well as non-flowering evergreen species.





## 3.2a Town Centre Outer: Northern Side

### MACQUARIE ROAD, HALL STREET, DARTBROOK ROAD, and HOLIDAY LANE

#### Role and Character

These streets all provide a transition between Auburn Town Centre and the surrounding residential areas. They are relatively wide streets, with established trees. St Phillips Church, on the corner of Hall Street and Macquarie Road is a local heritage item.

#### Existing Conditions

- the footpaths and pram ramps in these streets are all of sound condition
- verges are generally grass and mostly good condition
- all streets have established trees. Whilst the spacing of these trees varies, there are generally enough trees to give the streets a leafy feel.
- the public domain in Macquarie Road and Hall Street is further enhanced by the quality and variety of landscaping in private front gardens and their generally low, open style fences.
- Hall Street and Macquarie and Station Roads are bus routes.
- Holiday Lane provides access (both front- and backdoor) to residential developments; and rear access to commercial development fronting Station Road. It has no footpath and the lane surface is of varied quality.

#### Proposed Public Domain Improvements

##### SHORT TERM

- create additional pram ramps at intersection of Hall Street and Macquarie Road (western end of Hall Street) for improved pedestrian accessibility and convenience
- provision of lighting in Holiday lane to improve public safety
- review of town centre development controls to include controls for developments adjoining lanes, specifically: definition of private property; landscaping; fencing
- Macquarie Road: investigate footpath improvements outside Centrelink

##### MEDIUM TERM

- "infill" tree planting, western side of Dartbrook Road (between Holiday Lane and Rawson Street), and Hall Street (species suitable for under power lines)
- Hall Street: retain wider grass verge adjacent to Council car park if this site is redeveloped, and embellish with understorey planting and "infill" tree planting of similar species.
- resurface Holiday Lane, with emphasis on it being a shared pedestrian-car space.

##### LONG TERM

- negotiate creation of through access to Station Street via the extension of Holiday Lane, as private redevelopment proposals arise, to improve the public safety of this lane.





# NORTHUMBERLAND ROAD

## Role and Character

Northumberland Road is characterised by community uses, including the Auburn Community Health Centre, Auburn War Memorial, Auburn RSL, Council car park, and community garden. Some commercial uses are located towards the Rawson Street end. It is a relatively wide street, which connects the residential areas to the north to the station and the town centre.

## Existing Conditions

- the footpath and pram ramps are generally in good condition, however a mix of paving styles exists
- this street lacks consistent established street trees, however the landscaping along the car park boundary and around the community garden and health centre make a significant contribution to the public domain.
- overhead powerlines are located on the eastern side of this street.
- the Auburn War Memorial and Returned Services League (RSL) statue, a heritage item, is located in front of the car park, and is surrounded by immaculate understorey planting and mature trees.

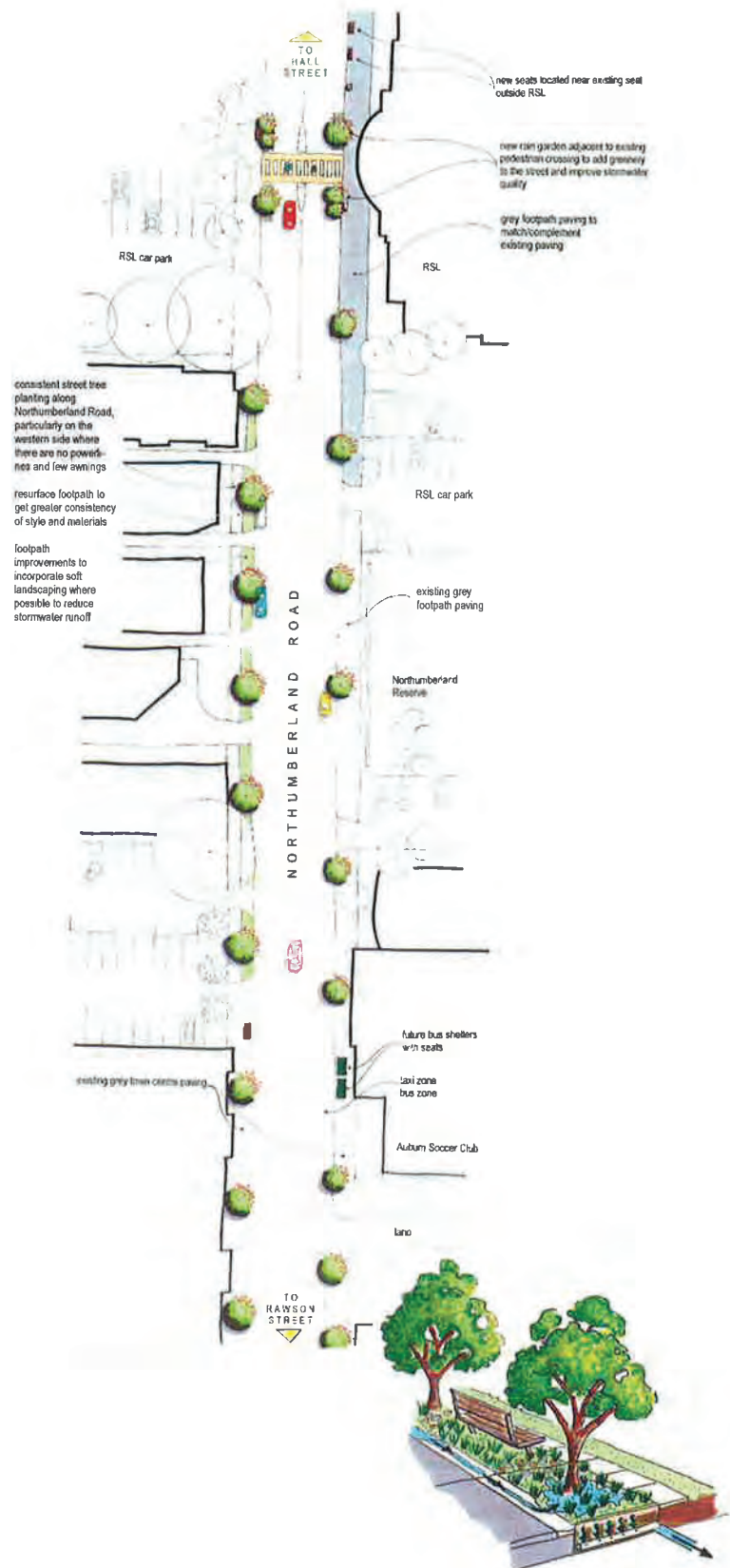
## Proposed Public Domain Improvements

### SHORT-MEDIUM TERM

- create landscape "blisters" adjacent to pedestrian crossing, with trees and low maintenance, understorey planting to create a rain garden. Rain gardens can play an important role in treating urban stormwater, as well as creating pleasant greenery within the street.

### MEDIUM-LONG TERM

- plant street trees (between awnings and driveways) on both sides of this street, particularly the western side
- repaving of this street to ensure better consistency. Repaving should incorporate as much soft landscaping as possible to add greenery to the street and maximise opportunity for water infiltration.
- ensure any redevelopment of Council car park or RSL site retains existing and includes additional high quality landscaping on the boundaries which makes a positive contribution to the public domain, particularly as experienced by pedestrians
- relocate community gardens
- negotiate creation of through-access to Station Street via the extension of the existing lane, as private redevelopment proposals arise, to improve the public safety of this lane, and connection between streets.
- create a new lane between Northumberland and Station/Macquarie Roads, should redevelopment of the RSL and/or Council car park sites occur.



### Rain garden detail

Rain and stormwater flow down gutter and into rain garden. Plants trap coarse sediment, filtering the water and improving its quality. Clean stormwater is collected in pipes and flows back into catchment. Rain gardens also add greenery to the public domain and can be pleasant rest points in addition to their water quality role.



# NORTHUMBERLAND ROAD





## 3.2b Town Centre Outer: Southern Side

### MARY STREET

#### Role and Character

The part of Mary Street within the town centre consists of two blocks. The first block, between Auburn and Harrow Roads is characterised by commercial development and community services. The second block, between Harrow and Park Roads is characterised by predominantly single storey detached dwellings, many of which are occupied by medical specialists and other medical uses. This precinct of medical uses provides a transition between the town centre and its surrounds. The two storey dwelling at 8 Mary Street is a local heritage item.

#### Existing Conditions

- with the exception of the relatively new paving outside Aldi, the footpath between Auburn and Harrow Roads is particularly poor in terms of quality and condition. It consists a mix of several styles which looks unattractive and in places provides a very uneven surface. By comparison, the footpaths, pram ramps and grass verges between Harrow and Park Roads are in relatively good condition.
- relatively consistent street trees between Harrow and Park Roads, which are complemented by landscaping in private front gardens.
- overhead power lines are located on the northern side of this street

#### Proposed Public Domain Improvements SHORT TERM

- re-pave Mary Street between Auburn and Harrow Roads with grey tile pavers (as specified in the Town Centre Infrastructure Manual) to match the paving outside Aldi
- infill street tree planting between Auburn and Harrow Roads
- two raised thresholds (speed humps) to slow traffic speeds





## KERR PARADE (east), MARION STREET, BEATRICE STREET, and ALICE STREET

### Role and Character

These streets form the boundary of the southern half of the Town Centre. They provide a transition between the town centre and surrounds, in terms of scale of buildings and levels of activity. Kerr Parade is predominantly residential, with parking adjacent to the railway corridor. Alice Street is leafy, predominantly residential street with school and aged care uses. Marion Street is a mix of residential and industrial development. Beatrice Street is a mix of residential, commercial, and school uses. The buildings along Beatrice Street do not form a strong edge to the street.

### Existing Conditions

- footpath and pram ramp condition: Kerr Parade condition is good; Marion Street condition is very good; Beatrice Street condition ranges from very good in places to sections that require replacement; and Alice Street condition is good.
- street trees: in Kerr Parade, mature trees within the rail corridor provide consistent greenery along the northern side, while the southern side has smaller trees which have been pruned around the power lines; Marion Street has consistent planting of small trees (western side under power lines) with taller trees on private property on the eastern side; Beatrice Street generally has small street trees, planted inconsistently along it; and Alice Street has a mix of mature tree species along both sides, which create a green, leafy feel.
- the landscaping in private gardens in Kerr Parade, Marion Street and Alice Street makes a significant contribution to the public domain
- overhead power lines: Kerr Parade (both sides); Marion Street (western side); Beatrice Street (southern side); Alice Street (eastern side)

### Proposed Public Domain Improvements

#### SHORT TERM

- Kerr Parade: Remove weeds between road and rail corridor fence and replace with low maintenance, hardy ground cover planting

#### MEDIUM-LONG TERM

- Beatrice Street: upgrade footpath between Auburn and Harrow Roads (both sides) and plant trees on southern side of street along the length of the town centre boundary.





# HARROW ROAD

## Role and Character

These streets are all part of the southern half of the town centre outer area, and provide a transition between the town centre core and surrounding residential areas. Susan Street runs parallel to Auburn Road and has a mix of residential, school and civic uses. Harrow Road runs parallel to Auburn Road and connects with Queen Street at Auburn Central Square. It contains a mix of commercial and residential uses, as well as two heritage items: Auburn Baptist Church and Auburn Ambulance Station. It contains some vacant sites which are likely to be redeveloped in the future. Park Road and Queen Street (east and west) contain predominantly residential uses, with some school uses.

## Existing Conditions

- Footpath and pram ramp condition: Harrow Road is generally good, with a mix of concrete and grey tile pavers; Susan Street is generally good, although there are some uneven and cracked areas outside the primary school; Harrow Road has a mix of surfaces and condition ranges from very good to requires replacing; and Park Road is generally good.
- Street trees: Susan Street has consistent tree planting of young plane trees; Harrow and Park Roads have consistent street tree planting of established trees; Queen Street (east and west) has some street tree planting.
- Overhead power lines: Susan Street (none); Harrow Road (western side); Park Road (eastern side); Queen Street (west – southern side).

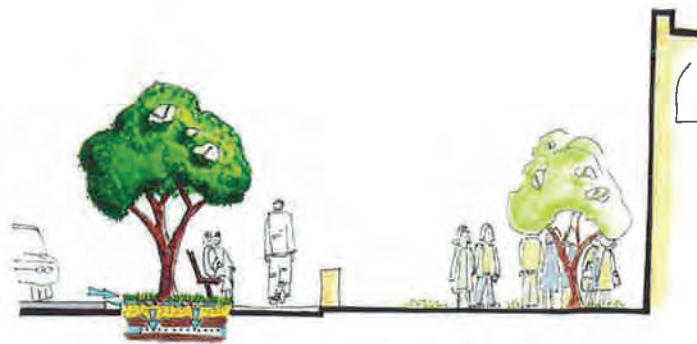
## Proposed Public Domain Improvements

### SHORT TERM

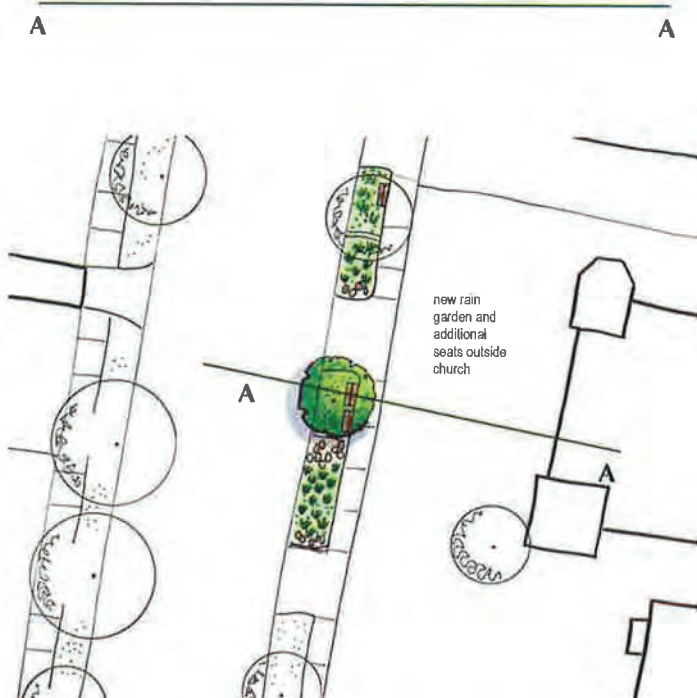
- two raised thresholds (speed humps) to slow traffic speeds

### MEDIUM-LONG TERM

- Harrow Road eastern side: re-pave with grey tile pavers (between Queen and Mary Streets) and street tree planting; and upgrade concrete footpath and grass verge between Aldi and Beatrice Street.
- Harrow Road: create rain garden “blister” and additional seats outside church
- Susan Street: upgrade footpath outside school



New rain garden in existing verge, between the footpath and road, outside church. Low maintenance planting will add greenery to public domain as well as filtering stormwater and improving water quality. Rain garden will also provide a pleasant place to sit within street.



# HARROW ROAD





# SUSAN STREET, PARK ROAD, and QUEEN STREET (east and west)



### Role and Character

These streets provide a transition between Auburn Town Centre and the surrounding residential areas. These streets have a mix of residential and school uses, and Susan Street/ Queen Street (East) have local civic buildings. These streets generally have established trees.

### Existing Conditions

- the footpaths and pram ramps in these streets are all of sound condition
- verges are generally grass and mostly good condition
- all streets have established trees, although spacing and consistency varies somewhat.

### Proposed Public Domain Improvements

#### SHORT TERM

- Queen Street (East) planting of additional street trees outside Council/Police building
- Queen Street (East) new identification sign for Council building (existing sign replaced)
- Queen Street (East) 40km/hr signage (refer to pg 57).





### 3.3 Town Centre Whole

This section of this Plan outlines a number of forthcoming projects, and issues such as principles for laneway and semi-public domain design, that apply to the whole of Auburn Town Centre.





## 3.3a Town Centre Whole: Traffic and Parking

Auburn Council has prepared a Traffic and Parking Strategy for the Auburn Town Centre. This strategy defines a clear hierarchy of streets within the town centre, which encourages pedestrian priority and low speed local traffic. Through traffic is focused on the major roads surrounding the town centre such as Marion Street and Park Road. These major roads form a “ring road” bypass around the town centre. Through traffic is further discouraged within town centre streets, such as Auburn Road, Queen Street, and Mary Street, via lower traffic speed limits, one way streets, and traffic lights.

### High Pedestrian Activity Area (40km/hr speed limit)

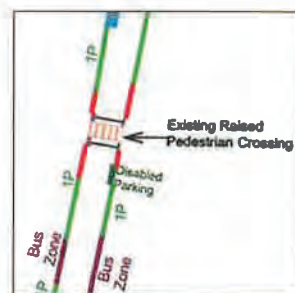
Council, in conjunction with the RTA, has conducted a 40km/hr speed limit study for the Auburn Town Centre. A 40km/hr speed limit is often appropriate in areas of high pedestrian activity, such as the Auburn Town Centre, as it slows traffic speeds and encourages pedestrian priority. The implementation of a 40km/hr speed limit within the town centre requires the installation of speed control devices (speed humps), together with speed limit signs (“gateway treatments”) at the entry points to the 40km/hr area. Map 6 (on page 57 opposite) indicates the extent of the proposed 40km/hr area and location of proposed traffic control devices.

### Town Centre Bypass (Ring Road)

The Auburn Town Centre Bypass (ring road) will discourage through traffic travelling through the town centre unnecessarily. The bypass route (refer to Map 7 on page 58) is via Station Road bridge, Kerr Parade (east of the bridge), Marion Street, Helena Street, and Park Road.

### Parking Plan

The implementation of the Option 7 road network changes (such as footpath widening and signalling intersections) will reduce the number of parking spaces in the town centre. However, the construction of the multistorey Council car park in Susan Street (due to be completed in late 2009) will offset this loss, and will provide much needed additional parking within the town centre. Council has also prepared a parking plan which identifies proposed parking restrictions within the town centre’s streets. It also identifies proposed locations for loading zones, taxi zones, bus zones, timed parking, and disabled parking spaces, as shown on Map 8 on page 59.







### 3.3a Town Centre Whole: Traffic and Parking

MAP 6: PROPOSED 40KM/H HIGH PEDESTRIAN ACTIVITY AREA

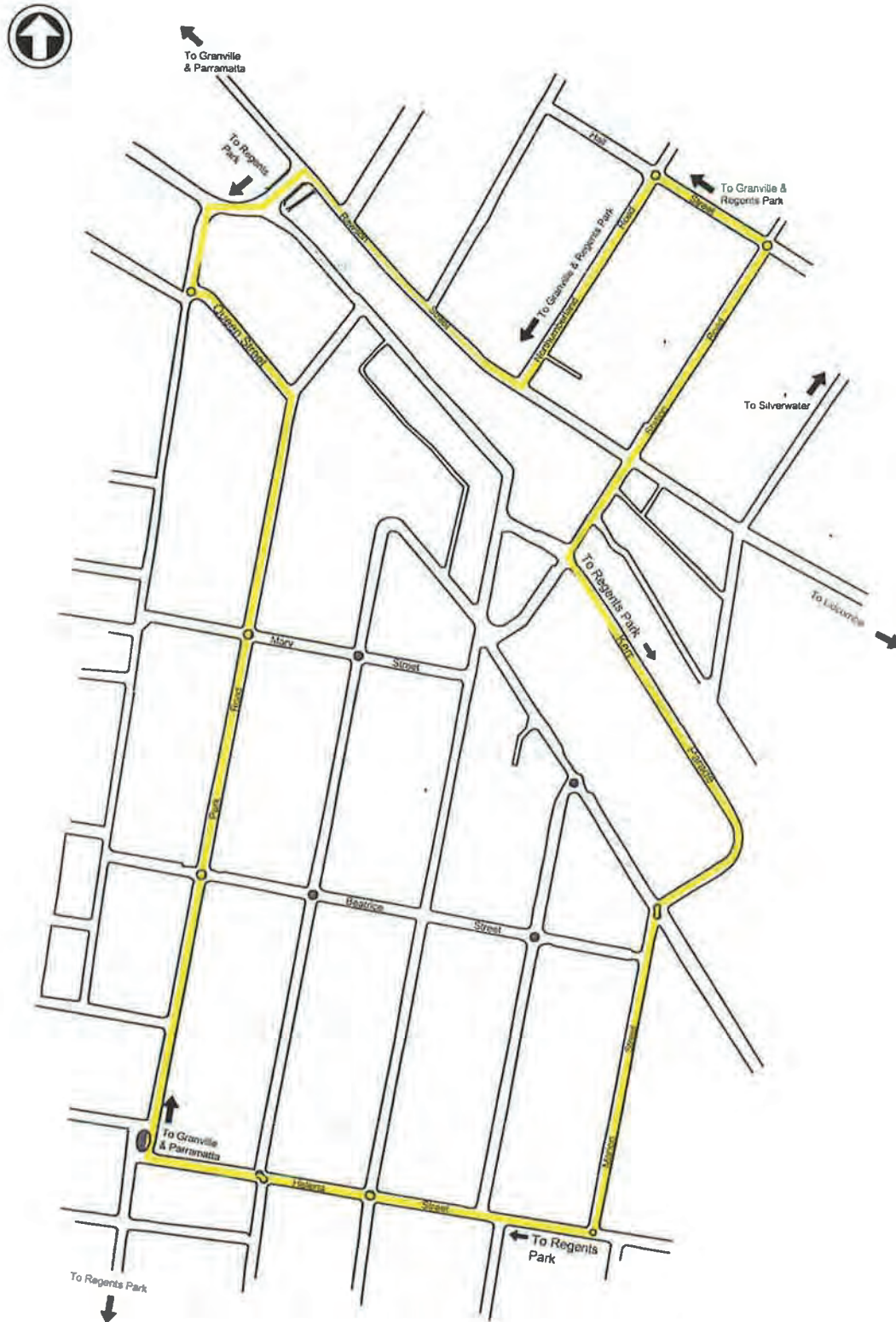


 Proposed 40km/h street sections



### 3.3a Town Centre Whole: Traffic and Parking

MAP 7: PROPOSED AUBURN TOWN CENTRE BYPASS





### 3.3a Town Centre Whole: Traffic and Parking

MAP 8: PROPOSED PARKING RESTRICTIONS AND LOADING ZONES IN AUBURN TOWN CENTRE





## 3.3b Town Centre Whole: Guidelines for Semi-Private/Public Domain

The semi private/public domain includes spaces such as building forecourts, arcades, common areas in enclosed shopping centres, and shopping centre car parks.

These spaces are privately owned spaces that are publically accessible, usually during opening hours of the building of which they are part.

### Design Principles

- make use of natural light where possible, for example through the use of skylights or glazed arcade roofs, and large windows.
- entries at ground level must be well defined and integrated with the outside public street or space. Entries should be sited in locations where there is good passive surveillance from passing pedestrians and vehicles.
- design of these semi-private spaces must include clearly defined boundaries. This helps to define the space and helps remove ambiguity, which makes people feel more comfortable.
- maximise active street frontages. Street frontages with multi storey car parking, air vents and blank walls should be kept to a minimum, particularly at ground level
- locate car parks so that high quality and safe pedestrian access is achieved between the car park and key destinations
- ensure design results in clear lines of sight, and avoids “dead spaces” or spaces that can be used as hiding spaces
- maximise opportunities for passive surveillance, particularly from the street
- all spaces must be well lit at all times.
- refer to Auburn Council’s *Policy on Crime Prevention through Environmental Design (CPTED) - 2006* when designing these spaces



UNDESIRABLE: **Inactive street frontages**  
poor pedestrian environment, little passive surveillance of street, poor public-private domain interface, and little reason to spend time in this area



DESIRABLE: **Active street frontages**  
pleasant pedestrian environment, human-scaled ground floor with frequent doorways and windows facing directly onto the street, desirable public-private domain interface which attracts pedestrians and encourages them to spend time in this part of the town centre.



## 3.3c Town Centre Whole: Laneways

### Description

Auburn Town Centre has a number of existing laneways which are an important part of the public domain. The *Auburn Town Centre Strategy 2031* also identified locations for future laneways within the town centre to improve pedestrian links and to moderate the scale of future development within the town centre.

### Aims

- maximise safety
- improve appearance of existing laneways
- acknowledge and maintain the important service role of laneways
- provide guidelines for the creation of future laneways

### MAP 9: EXISTING AND FUTURE LANEWAYS



Source: Auburn Town Centre Strategy 2031

## VALES LANE

### Role and Character

Vales Lane is primarily a service lane. It provides access to loading areas for Auburn Central, as well as service access to the rear of properties fronting South Parade and Auburn Road. Given this service function, it is unlikely that the role of this laneway will change significantly in the future. However, there is potential to improve the appearance of the private properties adjoining the lane. This, together with better lighting would improve the feel of this space.

### Design Concept

- pedestrian crossing re-painted, with paving strips on either side to draw attention to the crossing.
- low scale landscaping on either side of crossing

### Future Project

It is recommended that a facade upgrade program pilot be implemented along South Parade. This program would also require the backs of these properties (ie their boundary adjoining Vales Lane) to be upgraded in accordance with Council guidelines, to present a neater and more attractive appearance to Vales Lane. Preparation of a business case for Council's consideration is required to implement this project.

## FUTURE LANEWAYS

### Role and Character

Lanes are typically experienced at close range and slower speeds than other public spaces and streets, so greater visual interest and attention to detail is needed in laneways.

### Design Principles

- laneways should be straight with clear lines of sight and movement along their length
- lane edges should be designed so they are flush with the building line to avoid recessed areas and potential hiding spaces
- active uses are encouraged at ground level to provide passive surveillance and a sense of civic ownership of the laneway
- a compatible mix of uses is encouraged to maximise public presence in, and safety of, the laneway
- all laneways should be well lit, with a focus on pedestrian scale lighting at a height of 4-5 metres about ground level
- landscaping that does not obstruct sight lines or movement is encouraged. Planting that is incorporated into the design of building entries is an effective way of adding greenery and fine detail to laneways.
- Building design which incorporates green walls fronting laneways is encouraged. Green walls provide texture and visual interest for pedestrians, and minimise opportunities for graffiti.



## 3.3d Town Centre Whole: Related Projects

The following forthcoming projects are not part of this Plan, however they all have a significant impact on the public domain within the Auburn Town Centre, and will address some of the issues identified.

### STATION ROAD BRIDGE UPGRADE

#### Description

This project will be undertaken by RailCorp. The anticipated timing of the bridge upgrade construction phase is December 2009-June 2010.

RailCorp's bridge upgrade involves the construction of a new shared pedestrian-cycle bridge, adjacent to a new four lane bridge for vehicular traffic.

#### How This Project Relates to this Plan

This bridge provides a key pedestrian and vehicle link between the northern and southern sides of the town centre, in particular connecting Railway Park with the town centre core.

#### Issues Addressed

*poor north-south links:* this bridge will provide an accessible and well designed link between both sides of Auburn Town Centre. The separate pedestrian-cycle bridge will provide safer access to the town centre for pedestrians, cyclists, older people and people with prams. This new bridge will also help address the issue of traffic congestion.

### NEW COUNCIL CAR PARK

#### Description

The new Council car park in Susan Street will provide approximately 570 car spaces within the town centre. It is currently under construction and is anticipated to open in January 2010.

#### How This Project Relates to this Plan

This new car park will provide significantly more new spaces for the town centre than those removed from Auburn Road between Mary St and Kerr Parade to allow for footpath widening.

#### Issues Addressed

*parking within the town centre:* the new car park will provide more parking spaces within the town centre.

# PART 4: IMPLEMENTATION PLAN

This part outlines how the public domain concepts for the Auburn Town Centre will be implemented. It firstly outlines the implementation process, followed by a breakdown of the costing and timing for delivery of the public domain improvements (as illustrated).



#### Summary of Implementation Process

- Town Centre Core and Town Centre Outer

#### Implementation and Staging

- General explanation
- Staging details

#### Maintenance

- Requirements



#### Detail, Cost and Implementation Strategy

- Detailed cost break down on a street by street basis
- Footpath details and cost: Table (a)
- Road engineering details and cost: Table (b)
- Lighting and traffic signal details and cost: Table (c)
- Water Sensitive Urban Design implementation strategy
- SUMMARY: Town Centre Core Cost Estimate

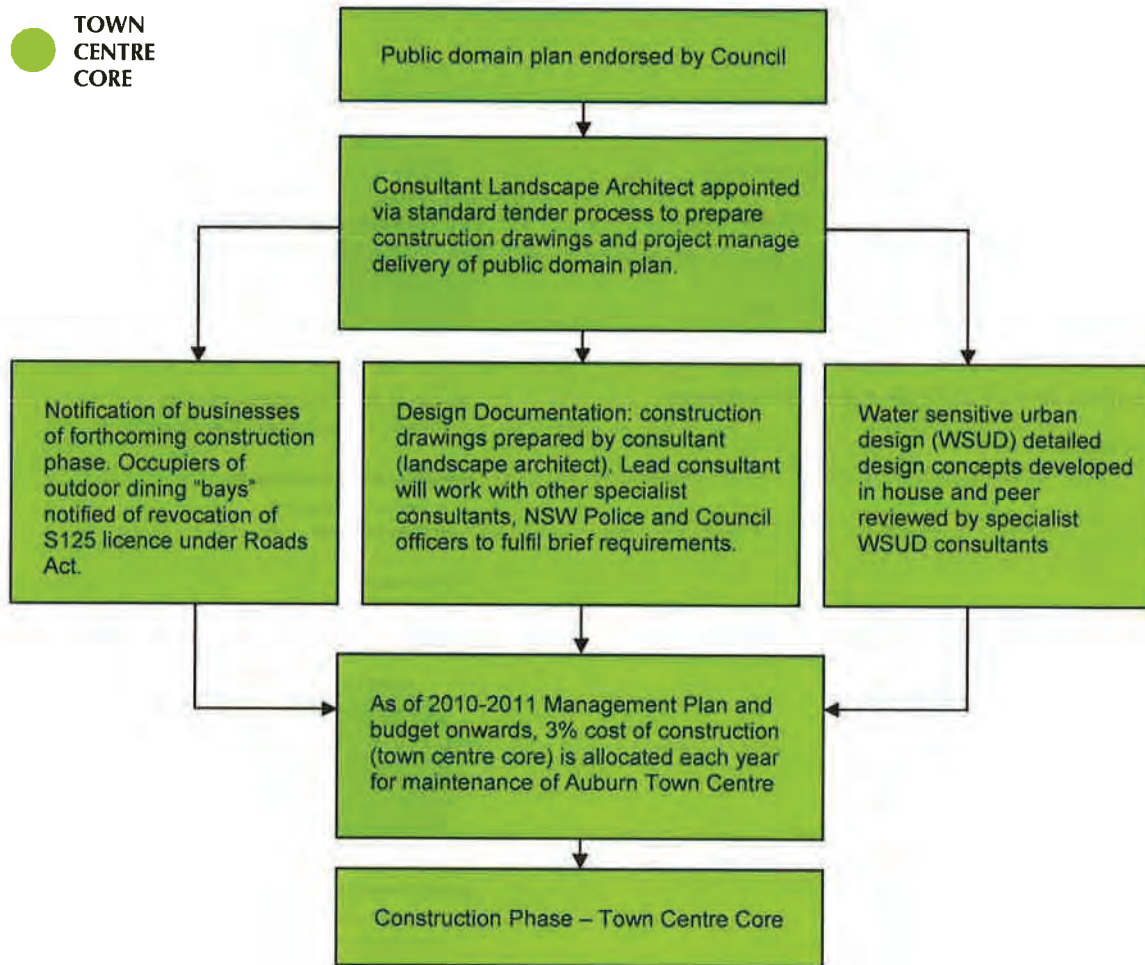


#### Summary of Proposed Public Domain Improvements

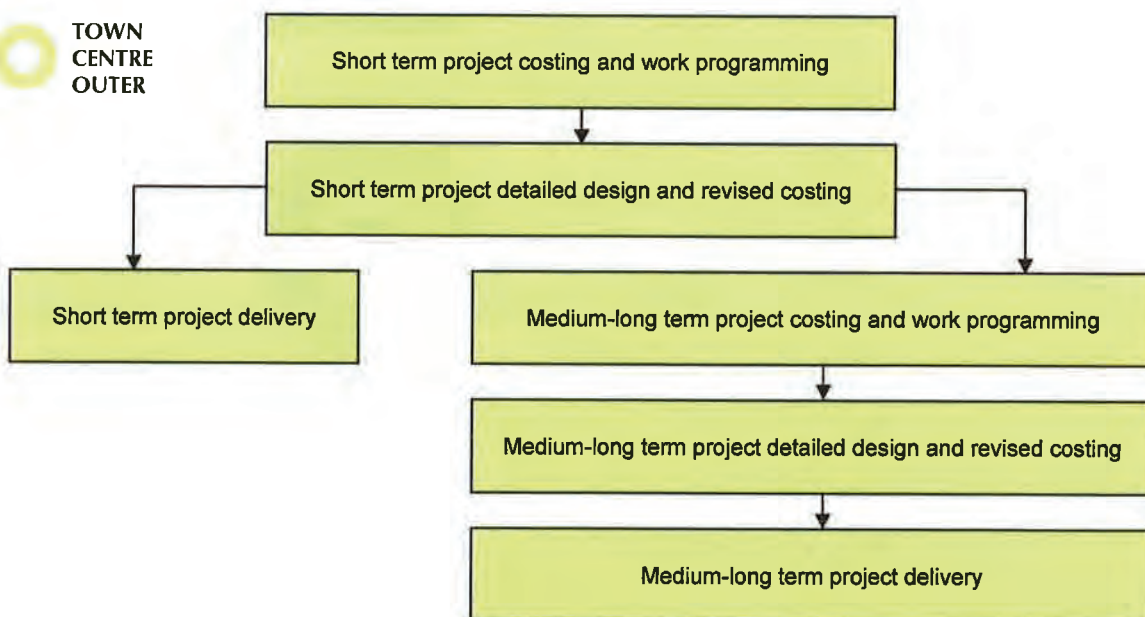
- This work is identified as either short term, or medium-long term work, and is split into the northern side and southern side of the outer area. Detailed costings are not included for this work as it is anticipated that this work will occur after the town centre core public domain improvements have been delivered.

## 4.1 Summary of Implementation Process

### TOWN CENTRE CORE



### TOWN CENTRE OUTER







## 4.2 Implementation and Staging

### Design Documentation

Design documentation involves the preparation of detailed construction drawings based on this plan (once adopted by Council). In this instance, the cost of design documentation will be funded by Section 94 funds, as this project involves upgrading the public domain. A total of 10% of cost of construction works has been calculated for design documentation based on the design concepts in this Plan.

### Auburn Council Town Centre Infrastructure Manual

The following tables make reference to the detailed specifications contained in the *Auburn Council Town Centre Infrastructure Manual*. During the Design Documentation Stage, this manual will be updated to include new and additional infrastructure details and elements. Any specifications that are no longer applicable will be deleted.

### Staging

The Auburn Town Centre Public Domain Plan will be implemented in a number of stages, as outlined below.

| DESIGN DOCUMENTATION STAGE  |
|---|
| Design Documentation  |
| STAGE 1   |
| <p>Auburn Road (between Kerr Parade and Mary Street):</p> <ul style="list-style-type: none"> <li>landscaping (trees/hedging/fencing);</li> <li>public seating;</li> <li>elements for play;</li> <li>outdoor dining umbrellas and planter boxes;</li> <li>public art;</li> <li>footpath paving; and</li> <li>paving of intersections (Five Ways and Auburn/Kerr scramble crossing)</li> </ul> <p>Kerr Parade: all works (streets, landscaped median, seating, public art, and footpath paving)</p> <p>New traffic signals and street lighting (Town Centre core and new railway bridge)</p> <p>South Parade: signalised pedestrian crossing only<br/> <small>[Note: the remainder of South Parade upgrade works (ie landscaping, paving etc) will be done in Stage 3]</small></p> <p>Road engineering and traffic signage works:</p> <ul style="list-style-type: none"> <li>Footpath widening (Auburn Road), kerb re-alignment, reconfiguration of intersections (Auburn Rd/Kerr Pde, Queen St/Auburn Rd/Civic Rd, Civic Rd/Kerr Pade/Station Rd), and road resurfacing</li> <li>Station Road/Raswon Street Intersection: slip lanes and traffic signal upgrade;</li> <li>Ring Road signage and parking signage (Town Centre core)</li> <li>Implementation of 40km/hr high pedestrian activity area traffic controls (signage and raised/paved entry treatment)</li> </ul> |
| STAGE 2   |
| <p>Remainder of Town Centre Core:</p> <ul style="list-style-type: none"> <li>South Parade: remaining landscaping/seating/public art works;</li> <li>Auburn Road: remaining landscaping/public art works;</li> <li>Rawson Street: remaining public art works;</li> <li>Civic Road: all (including footpath paving);</li> <li>Queen Street;</li> <li>Remaining footpath paving (remainder Auburn Road, Rawson Street, Queen Street, plus part Mary St/Harrow Rd)</li> </ul>   |
| STAGE 3   |
| Town Centre Outer: Design Documentation   |
| STAGE 4   |
| Town Centre Outer: Construction   |



## 4.3 Maintenance

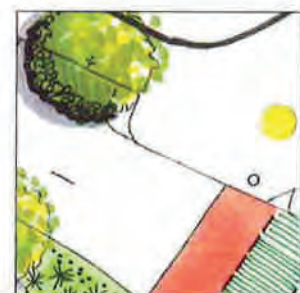
Parts 1 and 2 of this Public Domain Plan have emphasised the importance of a clean and well maintained town centre. Benefits include increased civic pride, increased community well being, increased perception of public safety, increased business and economic activity, and increased private investment.

On-going maintenance of the proposed public domain improvement works is critical to the success of this project and the overall appearance of the town centre over the long term. Failure to maintain these works will result in a rundown appearance and an even greater cost in the long term of replacing them.

A key aspect of the Public Domain Plan is that it proposes new, quality pavement and additional landscape treatments which will require higher levels of maintenance than currently occurs. It is proposed that sections of street lighting currently owned and maintained by Energy Australia be replaced (with multi-function poles) and be maintained by Council. These additional asset maintenance responsibilities will also require a higher level of resourcing than currently occurs. Whilst the details of funding for maintenance have yet to be determined, a comparison of Councils who have recently undertaken similar public domain improvement projects has found that a figure of approximately 4% of the total construction cost has been set aside annually for maintenance, to ensure a high standard of cleanliness/ maintenance and to protect Council's assets.

Council's operational staff are currently reviewing town centre cleansing and maintenance schedules and practices with the aim of improving current services.

Whilst the process is yet to be completed, it is acknowledged that additional resources will be required. Separate reports will be presented to Council detailing these issues.





## 4.4 Detail, Cost and Implementation Strategy

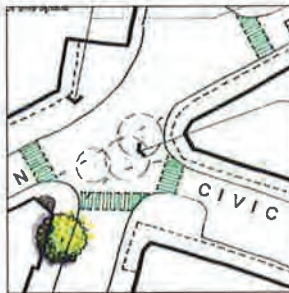
The following pages contain details of the proposed public domain improvement works and costs.

### Costings

The costings are based on the concept designs presented in Part 3 of this Plan. These figures provide Council with an estimate for the works, which will guide Council budget forecasts, Section 94 Plans and developer contributions.

These costs do not include project management, tendering or contract administration. The figures quoted do not take into account the contributions of private developers.

The quote for the cost of multi-function poles has been sourced directly from a supplier. It is an indicative quote based on a detailed breakdown of lighting, traffic signal and other requirements for the town centre core to allow a comparison between the cost of multi-function poles and standard poles/new traffic signals.



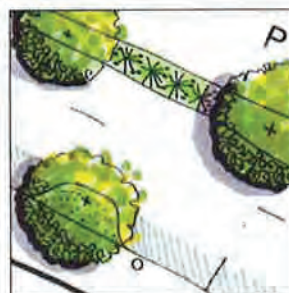
### Town Centre Core

The initial tables in this section provide a breakdown of these proposed public domain improvements and costs on a street-by-street basis. However, some elements such as footpath paving, road engineering works, and street lighting/traffic signals have been grouped together in separate tables (a, b, c) at the end of the town centre core section, for ease of costing.



### Town Centre Outer

The remainder of this section provides a summary of the proposed public domain improvement works for the town centre outer area. These improvements are divided into short



## 4.4a Town Centre Core

### KERR PARADE

| WORK   | DETAIL  | COST                |
|--|---|---------------------|
| Road works (including resurfacing and re-alignment, new centre median)   | Refer to Table (b)  | Table (b)           |
| Landscaping: Trees   | <ul style="list-style-type: none"> <li>10 x trees (Spotted Gums) @ \$2,000 per 100+L tree</li> <li>10 x tree guards @ \$500 per tree guard</li> </ul> | \$20,000<br>\$5,000 |
| Landscaping: Understorey Planting <sup>1</sup><br><i>(Refer to Town Centre Infrastructure Manual for tree planting specifications)</i> | <ul style="list-style-type: none"> <li>Centre median and base of trees 125m<sup>2</sup> @ \$35 per m<sup>2</sup></li> </ul>                           | \$4,375             |
| Parking Spaces: Paving   | Porous paving eg. Ecotrihex 205m <sup>2</sup> @ \$90 per m <sup>2</sup>   | \$18,450            |
| Footpath: Paving   | Refer to Table (a)  | Table (a)           |
| Lighting: Street Lighting<br><i>(Refer to Town Centre Infrastructure Manual for lighting specifications)</i>                           | Banner poles with street lights and pedestrian light attachment. Refer to Table (c).  | Table (c)           |
| Public Art   | Stand-alone sculpture/artwork on either side of Kerr Parade - entry statement<br>2 @ \$35,000   | \$70,000            |
| <b>Subtotal</b>  |   | <b>\$117,825</b>    |
| <b>Contingency (15%)</b>   |   | <b>\$17,675</b>     |
| <b>TOTAL</b>   |   | <b>\$135,500</b>    |

<sup>1</sup> the term 'understorey planting' is used throughout this plan, and is also known as 'garden beds'

## KERR PARADE Implementation Strategy

| POTENTIAL IMPLEMENTATION ISSUES   | STRATEGY TO ADDRESS  |
|---|--|
| <p>Kerr Parade is likely to be upgraded after RailCorp has constructed the new pedestrian and vehicle bridges across the railway line (ie after the other town centre core streets have been upgraded)</p>  | <p>Monitoring of RailCorp's progress with rail bridge. Council to communicate regularly with RailCorp and keep up to date with the status of the bridge construction project. This work (Kerr Parade) will be programmed to commence once new bridge work is completed.</p>                          |
| <p>Ensure the transition between the new pedestrian bridge and the footpath in Kerr Parade is at an appropriate grade (ie not too steep). Design documentation of Kerr Parade needs to take into account finished levels and location of new footbridge.</p> <p>Potential clogging of porous paving during Kerr Parade construction/works phase</p> | <p>To be addressed at the design documentation stage, and close coordination with RailCorp is required. Council will need to provide RailCorp's drawings to the Design Documentation consultant.</p> <p>Porous paving (parking spaces) to be installed once other construction work is completed</p> |
| FUTURE PROJECTS   | WORK REQUIRED TO PROGRESS  |
| <p>Art work on the sides of the new pedestrian bridge</p>   | <ul style="list-style-type: none"> <li>• Negotiate with RailCorp</li> <li>• Allocate budget</li> <li>• Engage artist to prepare design</li> </ul>  |
| RELATED PROJECTS / WORK IDENTIFIED IN OTHER DOCUMENTS   | STATUS   |
| <p>Upgrade of pedestrian and vehicle bridge over rail line (RailCorp)</p>   | <p>Work to be undertaken by RailCorp December 2009-June 2010</p>   |

## SOUTH PARADE

| WORK   | DETAIL   | COST                         |
|--|--|------------------------------|
| Road works (including resurfacing and re-alignment/markings of parking spaces etc)   | Refer to Table (b)   | Table (b)                    |
| Installation of new pedestrian crossing opposite station   | Refer to Table (b)   | Table (b)                    |
| Removal of two existing pedestrian crossings (2) and raised thresholds   | Refer to Table (b)   | Table (b)                    |
| Footpath: Paving   | Refer to Table (a)   | Table (a)                    |
| <b>Landscaping: Trees</b><br><i>(Refer to Town Centre Infrastructure Manual for tree planting specifications)</i>            | <ul style="list-style-type: none"> <li>• 12 x trees (Claret Ash)<br/>@ \$2,000 per 100+L tree</li> <li>• 12 x tree guards<br/>@ \$500 per tree guard</li> <li>• 25m<sup>2</sup> @\$35 per m<sup>2</sup></li> </ul> | \$24,000<br>\$6,000<br>\$875 |
| <b>Landscaping: Understorey Planting</b>   |  |                              |
| <b>Street furniture: Seats</b>   | 7 @ \$2,000 per seat   | \$14,000                     |
| <b>Street furniture: Bins</b><br><i>(Refer to Town Centre Infrastructure Manual for seat and garbage bin specifications)</i> | 2 (located on Station side of road)<br>2 @ \$2,200 + GST   | \$2,420                      |

## SOUTH PARADE continued

| WORK  | DETAIL   | COST  |
|---|--|---|
| Lighting <ul style="list-style-type: none"> <li>• Street lighting</li> <li>• Under awning lighting</li> </ul> | Refer to Table (c)<br><br>Survey of existing under awning lighting in South Parade and Auburn Road undertaken. Tender process for installation of under awning lighting (Council to organise supply once quantity and locations determined). | Table (c)<br><br>Future pilot project, business case required |
| Public Art  | 1 x small scale (1-1.5m tall) stand-alone "landmark" sculpture   | \$20,000  |
| Subtotal  |  | \$67,300  |
| Contingency (15%)   |  | \$10,100  |
| <b>TOTAL</b>  |  | <b>\$77,400</b>   |

## SOUTH PARADE Implementation Strategy

| POTENTIAL IMPLEMENTATION ISSUES   | STRATEGY TO ADDRESS  |
|---|--|
| <p>Pedestrian inconvenience and potential safety issues associated with timing of removal existing pedestrian crossings (2) and construction of new pedestrian crossing in a busy pedestrian area.</p>  | <p>Consider busy pedestrian nature of this location when planning construction. Ensure clear communication and coordination with RailCorp to avoid access and pedestrian safety issues around station entry.</p>   |
| FUTURE PROJECTS   | WORK REQUIRED TO PROGRESS  |
| <p>Facade Upgrade program pilot for South Parade</p>  | <ul style="list-style-type: none"> <li>• Preparation of business case for Council to consider</li> </ul> <p>If Council endorses:</p> <ul style="list-style-type: none"> <li>• prepare facade upgrade guidelines, allocate budget and responsible Council department</li> </ul>     |
| <p>Under Awning Lighting Project: Pilot project in South Parade and Auburn Road</p> <p>Note: Additional lighting may be identified as part of a (future) community safety audit of the town centre.</p> | <ul style="list-style-type: none"> <li>• Preparation of business case for Council to consider</li> </ul> <p>If Council endorses:</p> <ul style="list-style-type: none"> <li>• choose lighting specifications, identify exact locations, tender process for installation</li> </ul> |
| <p>Improving appearance of Auburn Station fence and RailCorp property along South Parade</p>  | <ul style="list-style-type: none"> <li>• Request RailCorp clean up rubbish on rail corridor side of the fence</li> <li>• Possible public art project on fence to improve appearance</li> </ul>   |



## QUEEN STREET

| WORK   | DETAIL   | COST                 |
|--|--|----------------------|
| <b>Landscaping: Trees</b><br><i>(refer to Town Centre Infrastructure Manual for tree planting specifications)</i> <ul style="list-style-type: none"> <li>12 x Spotted Gum trees @ \$2,000 per 100+L tree</li> <li>12 x tree guards @ \$500 per tree guard</li> </ul> |  | \$24,000<br>\$6,000  |
| <b>Landscaping:</b> <ul style="list-style-type: none"> <li>Understorey Planting</li> </ul>   | 20m <sup>2</sup> @ \$35 per m <sup>2</sup>   | \$700                |
| <b>Footpath: Paving</b>  | Refer to Table (a)   | Table (a)            |
| <b>Street Furniture: Seats</b><br><i>(refer to Town Centre Infrastructure Manual for seat specifications)</i>  | 4 @ \$2,000 each   | \$8,000              |
| <b>Public Art</b>  | Auburn Central Square Steps<br>Auburn Central Square<br>Public art involving soft landscaping and elements for incidental play | \$40,000<br>\$60,000 |
| <b>Street Lighting</b><br><i>(Refer to updated Town Centre Infrastructure Manual for lighting specifications)</i>  | Street light poles with pedestrian lighting attachment. Refer to Table (c)   | Table (c)            |
| <b>Engineering work including opening of Five Ways intersection, resurfacing etc</b>   | Refer to Table (b)   | Table (b)            |
| <b>Subtotal</b>  |  | \$138,700            |
| <b>Contingency (15%)</b>   |  | \$20,810             |
| <b>TOTAL</b>   |  | \$160,000            |

## ● QUEEN STREET Implementation Strategy

| POTENTIAL IMPLEMENTATION ISSUES   | STRATEGY TO ADDRESS   |
|---|---|
| <p>Implementation of public art projects in Auburn Central Square</p>   | <p>Commence negotiation with Auburn Central management at start of public art design process.</p>   |
| FUTURE PROJECTS   | WORK REQUIRED TO PROGRESS   |
| <p>Negotiation of new open space on the corner of Auburn Road and Queen Street (via a voluntary planning agreement) during planning and design phase of any re-development proposal for 41 Auburn Road, as identified in the <i>Auburn Town Centre Strategy 2031</i>.</p> | <p>Prepare Voluntary Agreements Policy. Advise Development Assessment Unit of Council's strategic intentions for this site (ie creation of open space) to ensure a consistent approach at pre-DA stage.</p> |

## CIVIC ROAD

| WORK  | DETAIL   | COST                |
|---|--|---------------------|
| <b>Landscaping: trees</b><br><i>(Refer to Town Centre Infrastructure Manual for tree planting specifications)</i>   | <ul style="list-style-type: none"> <li>10 x Magnolia 'Little Gem' trees @ \$2,000 per 100+L tree</li> <li>10 x tree guards @ \$500 per tree guard</li> </ul> | \$20,000<br>\$5,000 |
| <b>Landscaping:</b> <ul style="list-style-type: none"> <li>Understorey Planting</li> <li>WSUD soil mix</li> </ul>   | 95m <sup>2</sup> @ \$35 per m <sup>2</sup><br>Install and supply max 1100mm depth<br>95m <sup>3</sup> @ \$100 per m <sup>3</sup>                             | \$3,325<br>\$9,500  |
| <b>Intersection Paving:</b> northern end of Civic Road  | Brick paving<br>Approx area: 21m <sup>2</sup> @ \$85 per m <sup>2</sup>  | \$1,785             |
| <b>Parking Spaces: Paving</b>   | Porous paving eg Ecothex<br>Approx area: 345m <sup>2</sup> @ \$90 per m <sup>2</sup>   | \$31,050            |
| <b>Footpath: Paving</b>   | Refer to Table (a)   | Table (a)           |
| <b>Street furniture: Seats</b><br><i>(Refer to Town Centre Infrastructure Manual for seat specifications)</i>       | 3 @ \$2,000 each   | \$6,000             |
| <b>Public Art</b>   | Cnr Civic Road and Queen Street<br>1 @ \$20,000  | \$20,000            |
| <b>Street Lighting</b><br><i>(Refer to [UPDATED] Town Centre Infrastructure Manual for lighting specifications)</i> | Street light poles with pedestrian lighting attachment. Refer to Table (c)   | Table (c)           |
| <b>Engineering work including road realignment, kerb removal/reconstruction, resurfacing etc</b>                    | Refer to Table (b)   | Table (b)           |
| <b>Subtotal</b>   |  | \$96,660            |
| <b>Contingency (15%)</b>  |  | \$14,499            |
| <b>TOTAL</b>  |  | \$111,200           |

## CIVIC ROAD Implementation Strategy

| POTENTIAL IMPLEMENTATION ISSUES  | STRATEGY TO ADDRESS  |
|--|--|
| Potential clogging of porous paving (on-street parking areas)  | Install porous paving as late as possible in construction program for this street                            |
| FUTURE PROJECTS  | WORK REQUIRED TO PROGRESS  |
| Acquisition of shops on the corner of Auburn Road and Civic Road to create public open space, as identified in the <i>Auburn Town Centre Strategy 2031</i> . | Develop an acquisition strategy for key sites within the town centre to meet future public open space needs. |

## AUBURN ROAD

| WORK  | DETAIL  | COST   |
|---|---|--|
| <b>Landscaping: Trees</b><br><i>(refer to Town Centre Infrastructure Manual for tree planting specifications)</i>       | <ul style="list-style-type: none"> <li>• 38 x Chinese Tallowood trees @ \$2,000 per 100+L tree</li> <li>• 2 x magnolias @ \$2,000 per 100+L tree</li> <li>• 40 x tree guards @ \$500 per tree guard</li> </ul>  | \$76,000<br>\$4,000<br>\$20,000                    |
| <b>Landscaping: Hedging</b>   | Total length: 260m<br><ul style="list-style-type: none"> <li>• 175 x 25L Syzygium Bush Christmas plants supply @ \$40 ea</li> <li>• Install 175 x 25L @ \$30 ea</li> <li>• Supply and install max 1100mm depth WSUD soil mix 170m<sup>3</sup> @ \$100 per m<sup>3</sup></li> </ul>  | \$7,000<br>\$5,250<br>\$17,000                     |
| <b>Landscaping: Fencing</b>   | Total length: 259m<br><ul style="list-style-type: none"> <li>• Supply and install thickened concrete slab for fence post footings 259m @ \$75 per m<sup>2</sup></li> <li>• Supply and install wire fencing</li> </ul>   | \$19,425<br>\$11,000                               |
| <b>Landscaping: Small plants between seats</b>  | Approx area: 42m <sup>2</sup> @ \$35 per m <sup>2</sup>   | \$1,470  |
| <b>Seating areas with play elements</b> <ul style="list-style-type: none"> <li>• paving with recycled bricks</li> </ul> | <ul style="list-style-type: none"> <li>• Approx area: 135m<sup>2</sup> @ \$200 per m<sup>2</sup></li> <li>• 10 large rocks @ \$400 per rock</li> <li>• native grasses 30m<sup>2</sup> @ \$25 per m<sup>2</sup></li> <li>• sculptural play elements (5) made from recycled materials @ \$400 ea</li> <li>• 2 x 'stepping stone' mosaics 40m<sup>2</sup> ea @ \$90 per m<sup>2</sup></li> </ul> | \$27,000<br>\$4,000<br>\$750<br>\$2,000<br>\$7,200 |
| <b>Street Furniture: Seating</b><br><i>(refer to Town Centre Infrastructure Manual for seat specifications)</i>         | Seats: 25 @ \$2,000 ea<br>Tables with benches: 5 @ \$2,200 ea   | \$50,000<br>\$11,000                               |

## AUBURN ROAD continued

| WORK  | DETAIL   | COST   |
|---|--|--|
| <b>Street furniture:</b> <ul style="list-style-type: none"> <li>• Planter boxes</li> <li>• Plants for planter boxes</li> </ul>  | <ul style="list-style-type: none"> <li>• Approx 28 @ \$200 per box</li> <li>• 50m<sup>2</sup> @\$35 per m<sup>2</sup></li> </ul>   | \$5,600<br>\$1,750                                   |
| <b>Street furniture: Outdoor Dining</b> <ul style="list-style-type: none"> <li>• Umbrellas<sup>1</sup><br/> <i>(Refer to Town Centre Infrastructure Manual and Auburn Council Outdoor Dining Policy [insert date of revised policy] for umbrella specifications other outdoor dining requirements and application process)</i></li> </ul> | <ul style="list-style-type: none"> <li>• 10 x 4x4m square, permanent-style umbrellas (centre support post) @ \$6,000 ea (supply only)</li> <li>• 14 x 2.5x2.5m square, permanent-style umbrellas (centre support post) @ \$4,000 ea (supply only)</li> <li>• Installation of 24 umbrellas (detailed above) @ \$1,500 ea</li> <li>• connecting rain gutters @ \$4,800</li> <li>• thickened concrete footing underneath footpath 20 x (0.5x0.5m) @ \$75 per m<sup>2</sup></li> </ul> | \$60,000<br>\$56,000<br>\$36,000<br>\$4,800<br>\$375 |
| <ul style="list-style-type: none"> <li>• Umbrella footings</li> </ul>   |  | Table (c)  |
| <b>Street Lighting</b><br><i>(Refer to updated Town Centre Infrastructure Manual for lighting specifications)</i>   | Street light poles with pedestrian lights (to illuminate footpath) and banner attachments. Refer to Table (c).   | Table (c)  |
| <b>Public Art</b>   | Corner of Auburn Rd/Queen St<br>Civic Place (Library Walk and Car Park)  | \$20,000<br>\$150,000                                |
| <b>Intersection Paving:</b> <ul style="list-style-type: none"> <li>• Five Ways Intersection</li> <li>• Auburn Road/Kerr Parade scramble crossing</li> </ul>   | Approx area: 950m <sup>2</sup> @ \$85 per m <sup>2</sup><br>Approx area: 260m <sup>2</sup> @ \$85 per m <sup>2</sup>   | \$80,750<br>\$22,100                                 |
| <b>Footpath: Paving</b>   | Refer to Table (a)   | Table (a)  |
| <b>Engineering work including carriageway realignment, kerb removal/reconstruction, resurfacing etc</b>   | Refer to Table (b)   | Table (b)  |
| <b>Subtotal</b>   |  | \$700,470  |
| <b>Contingency (15%)</b>  |  | \$105,070  |
| <b>TOTAL</b>  |  | \$805,540  |

<sup>1</sup>Quote for umbrellas is approximate and is based on preliminary quotes sourced in May-June 2009

## AUBURN ROAD Implementation Strategy

| POTENTIAL IMPLEMENTATION ISSUES   | STRATEGY TO ADDRESS  |
|---|--|
| <p>Corporate concerns within Council about maintenance of bio filtration hedges</p> <p>Concerns about ability to collect commercial waste from businesses in Auburn Road (without rear access) once hedge is planted</p>  | <p>Detailed design developed with peer review by specialist WSUD consultant. Draw on experiences of Parramatta City Council where hedging has been successfully installed and maintained over a number of years.</p> <p>The hedge will have small gaps strategically along the hedging in Auburn Road to allow operational access. This will allow the contractors to collect commercial waste through these points, as well as allowing Council staff to empty Council's bins. It will also allow access to other service providers (eg Armguard vans) as well as emergency access.</p> |
| FUTURE PROJECTS / WORK  | WORK REQUIRED TO PROGRESS  |
| <p>Auburn Town Square: creation of public open space on the corner of Auburn Road and Queen Street, achieved via negotiation of a Voluntary Planning Agreement with developer of Auburn Village site.</p> <p>Acquisition of shops on the corner of Auburn Road and Civic Road to create public open space at Five Ways intersection.</p> <p>Auburn Town Centre Strategy 2031 identifies the need to develop a bike plan which investigates and implements (in stages) dedicated bicycle routes connecting Auburn Town centre with Lidcombe and Newington.</p> | <p>Commence negotiations at pre-DA stage</p> <p>Develop an acquisition strategy for key sites within the town centre to meet future public open space needs.</p> <p>Review Bike Plan, with input from Council's Strategy Unit.</p>   |

## RAWSON STREET/STATION ROAD

| WORK   | DETAIL  | COST                 |
|--|---|----------------------|
| Railway Park Upgrade   | This is a separate project which is currently underway. The upgrade involves new landscaping, lighting, play equipment and a new toilet. It also involves the upgrade of the northern (Rawson Street) station entry. Refer to Railway Park Master Plan for further details of this project. | N/A separate project |
| Footpath Paving  | Refer to Table (a)  | Table (a)            |
| Public Art   | Mural project to repaint the murals outside the station adjacent to Rawson Street<br><br>Station Entry public art project: a public art installation including 'iconic' lighting in the new station entry forecourt   | \$40,000<br>\$40,000 |
| Street Lighting<br><i>(Refer to [UPDATED] Town Centre Infrastructure Manual for lighting specifications)</i> | Street light poles with pedestrian lighting attachment. Refer to Table (c)  | Table (c)            |
| Road Engineering   | Refer to Table (b)  | Table (b)            |
| <b>Subtotal</b>  |   | <b>\$80,000</b>      |
| <b>Contingency (15%)</b>   |   | <b>\$12,000</b>      |
| <b>TOTAL</b>   |   | <b>\$92,000</b>      |



## RAWSON STREET/STATION ROAD Implementation Strategy

| POTENTIAL IMPLEMENTATION ISSUES  | STRATEGY TO ADDRESS   |
|--|---|
| <p>Installation of footpath paving along Rawson Street will need to take account of high volumes of traffic along this street. The RTA has also mandated that a fence is to be provided along the edge of the footpath in Station Road and Rawson Street (adjacent to Railway Park).</p> <p>Implementation of mural repainting project - murals are on station brick walls and thus liaison with RailCorp will be required.</p> <p>Funding of public art projects.</p> | <p>Allow additional time for footpath paving in this location.<br/>Ensure coordinated delivery with RTA fencing requirements, to ensure new paving is not uplifted unnecessarily.</p> <p>Clear communication with relevant RailCorp staff to establish appropriate levels of involvement in the project (eg RailCorp's in-house artist)</p> <p>Public art generally needs to be included as a component in Council's annual budget, so that funding is available for public art projects throughout the LGA. Council now has a Public Art Policy and a Public Art Committee in place to allocate this funding to appropriate projects. This is important as not all public art projects can be funded through Section 94 contributions.</p> |
| FUTURE PROJECTS / WORK   | WORK REQUIRED TO PROGRESS   |
| <p>Under awning lighting project: Rawson Street (northern side between Station Road and Northumberland Street). It is recommended that this project be implemented after a pilot project of under awning lighting is implemented in South Parade.</p> <p>Note: additional lighting requirements may be identified as part of a future community safety audit of Auburn Town Centre.</p>  | <ul style="list-style-type: none"> <li>• Business case for pilot under awning lighting project prepared for Council's consideration</li> <li>• Completion and evaluation of pilot project</li> <li>• Ideally (but not essential) community safety audit of the town centre is completed</li> </ul>  |

**TABLE (A) Footpath Paving Costs**

| STREETS  | FOOTPATH AREA (APPROX) | PROPOSED SURFACE   | COST ESTIMATE      |
|--|------------------------|--|--------------------|
| <p>Town Centre Core:</p> <ul style="list-style-type: none"> <li>Kerr Parade, South Parade, Civic Road, Queen Street, Auburn Road, and Rawson Street/Station Road</li> </ul> <p>Plus:</p> <ul style="list-style-type: none"> <li>Mary Street (between Auburn Road and Harrow Road) - with the exception of the new paving outside Aldi, the footpath in this street is in poor condition. Specifically, there are a mix of surfaces and the surface is very uneven in places.</li> <li>Harrow Street (between Queen Street and Mary Street, eastern side) to complete the paving of this block in a consistent material.</li> </ul> | 10,680m <sup>2</sup>   | The footpaths will be paved with grey pavers as specified in the Auburn Council Town Centre Infrastructure Manual; or with a similar slightly lighter grey paver that will complement the manual's current specification. The manual will be updated to include any new specification. | \$3,628,404        |
| Contingency (15%)  |                        |  | \$544,260          |
| <b>TOTAL</b>   |                        |  | <b>\$4,172,700</b> |

**TABLE (B) Road Engineering Costs**

| ITEM  | DETAIL   | COST ESTIMATE    |
|---|--|------------------|
| Proposed footpath widening (Auburn Road), kerb re-alignment, reconfiguration of intersections, and road resurfacing | As required to implement Option 7  | \$358,000        |
| Station Road/Rawson Street Intersection: slip lanes and traffic signal upgrade                                      | As required to implement Option 7  | \$200,000        |
| Ring Road signage and parking signage (Town Centre core)  | As required to implement Option 7  | \$40,000         |
| Implementation of 40km/hr High Pedestrian Activity Area traffic controls  | signage and paved 'gateway' thresholds (refer to Map 6, pg 57, for location details) | \$150,000        |
| <b>TOTAL</b>  |  | <b>\$748,000</b> |

# LIGHTING AND TRAFFIC SIGNAL DETAILS AND COST ESTIMATE

## COST ESTIMATE SUMMARY - Street Lighting Requirements

| ITEM   | COST ESTIMATE  |
|--|--|
| <p>New multi-function poles in Kerr Parade, South Parade, Civic Road, Queen Street, Auburn Road, Rawson Street/Station Road.</p> <p>The multi-function poles will include attachments such as street lights, pedestrian (footpath) lights, lights to illuminate pedestrian crossings, traffic and pedestrian signals, kerbside and traffic signs, street names, and fabric banners. These attachments will vary depending on location. Refer to Table (C) for a detailed breakdown of attachments.</p> | <p><b>\$692,960</b></p> <p>Note:</p> <ol style="list-style-type: none"> <li>this is based on indicative cost estimates received in June-July 09.</li> <li>this does <b>NOT</b> include cost of installation</li> <li>CCTV cameras can be easily attached to the multi-function poles in the future should the need arise (approximate cost per camera is \$3,400, supply only). The cost of CCTV cameras has <b>NOT</b> been included in this estimate.</li> </ol> |
| <p>Removal of Existing traffic signal, street light and power poles (to allow for installation of multi-function poles)</p> <p>87 poles @ \$6,000 per pole</p>   | <p><b>\$522,000</b></p>  |
| Sub total  | \$1,214,960  |
| Contingency (15%)  | <b>\$182,244</b>   |
| <b>TOTAL</b>   | <b>\$1,397,204</b>   |

Note: By Comparison, it is estimated that the cost of new traffic signals required to implement the Option 7 road network changes (four intersections and one signalised pedestrian crossing) alone is approximately **\$790,000**.

The adjacent table provides a summary of the proposed street lighting (including traffic signals) requirements for the Auburn Town Centre Core. These requirements include street lighting, illumination of footpaths, illumination of pedestrian crossings, traffic signals, pedestrian signals, and banner poles along Kerr Parade and Auburn Road.

These requirements are based on the needs of each location. Illumination of footpaths is considered to be particularly important for the Auburn Town Centre due to the high levels of pedestrian traffic. It will also provide added safety and security for people and property within the town centre and will discourage anti-social behaviour.

A detail breakdown of these proposed requirements and locations is provided in Table (C) on the following pages. It is proposed that multi-function poles be used in the town centre due to the number of intersections which will require new traffic signals for the implementation of the Option 7 road network changes. Multi-function poles also reduce visual clutter and will improve the overall appearance of the town centre.

This cost estimate is based on an indicative quote (June-July 2009) for the supply and delivery of multi-function poles with attachments as detailed in Table (C) on the following pages. The quote includes GST (10%), but does not include installation costs and project management aspects such as traffic closures etc.

**\$1,397,204**

Installation of the poles would be an additional cost.

It is proposed that multi-function poles are installed as per the details in Table (C) on the following pages.

An updated quote via a tender process would be required to progress the option of multi-function poles.

**TABLE (C) Street Lighting – Detailed Breakdown of Proposed Requirements**

| ID                  | LOCATION   | FUNCTION  | QUANTITY         |
|---------------------|--|---|------------------|
| <b>SOUTH PARADE</b> |  |   |                  |
| 1A/1C ●             | Signalised pedestrian crossing   | <ul style="list-style-type: none"> <li>Street light</li> <li>Traffic signals</li> <li>Pedestrian signals</li> <li>Illuminate pedestrian crossing</li> </ul>   | 1 x 1A<br>1 x 1C |
| 1B/1D ●             | Signalised pedestrian crossing   | <ul style="list-style-type: none"> <li>Street light</li> <li>Traffic signals</li> <li>Pedestrian lighting (illuminate footpath)</li> </ul>  | 1 x 1B<br>1 x 1D |
| 1E                  | South Parade (northern side)<br>(replace existing)                     | <ul style="list-style-type: none"> <li>Street light</li> <li>Pedestrian light (footpath)</li> <li>Kerbside signs (ie taxi zone, bus zone)</li> </ul>  | 4 x 1E           |
| 1F                  | South Parade (southern side)<br>(replace existing)                     | <ul style="list-style-type: none"> <li>Street light</li> <li>Pedestrian light (footpath)</li> <li>Kerbside signs (ie 1 hour parking)</li> </ul>   | 3 x 1F           |
| <b>KERR PARADE</b>  |  |   |                  |
| 2A/2B ●             | Kerr Parade and Civic Road intersection                                | <ul style="list-style-type: none"> <li>Street light</li> <li>Pedestrian light (footpath)</li> <li>Traffic signals</li> <li>Pedestrian signals</li> <li>Illuminate pedestrian crossing</li> <li>Sign on pole (2A: no left turn, 2B: no right)</li> <li>Fabric banner</li> <li>Street name</li> </ul> | 1 x 2A<br>1 x 2B |
| 2C/2D               | Kerr Parade (north/south side of street: middle)<br>(replace existing) | <ul style="list-style-type: none"> <li>Street light</li> <li>Pedestrian light (footpath)</li> <li>Fabric banner</li> <li>Kerbside signs (ie 1 hour parking)</li> </ul>  | 1 x 2C<br>1 x 2D |
| 2E/2F ●             | Kerr Parade and Auburn Road intersection<br>(scramble crossing)        | <ul style="list-style-type: none"> <li>Street light</li> <li>Pedestrian light (footpath)</li> <li>Traffic signals</li> <li>Pedestrian signals</li> <li>Illuminate crossing (scramble crossing)</li> <li>Fabric banner</li> </ul>  | 1 x 2E<br>1 x 2F |
| 2G/2H               | Kerr Parade (centre median)  | <ul style="list-style-type: none"> <li>Street light (both sides)</li> <li>Fabric banner (both sides)</li> </ul>   | 1 x 2G<br>1 x 2H |

● Denotes new traffic/pedestrian signals required to implement Option 7 road network changes. None of these intersections are currently signalised.

| ID                | LOCATION  | FUNCTION  | QUANTITY                               |
|-------------------|---|---|--|
|                   | <b>CIVIC ROAD</b>   |   |  |
| 3A/3B ●           | Civic Road and Kerr Parade intersection   | <ul style="list-style-type: none"> <li>• Street light</li> <li>• Pedestrian light (footpath)</li> <li>• Traffic signals</li> <li>• Pedestrian signals</li> <li>• Illuminate pedestrian crossing</li> <li>• Signs on pole (2 per pole)</li> </ul>  | 1 x 3A<br>1 x 3B                       |
| 3C/3D ●           | Civic Road and Queen Street intersection  | <ul style="list-style-type: none"> <li>• Street light</li> <li>• Pedestrian light (footpath)</li> <li>• Traffic signals</li> <li>• Pedestrian signals</li> <li>• Illuminate pedestrian crossing (part of Five Ways Intersection)</li> <li>• Street name (one pole only)</li> </ul>  | 1 x 3C<br>1 x 3D                       |
| 3E/3F             | Civic Road (middle)<br>(replace existing)   | <ul style="list-style-type: none"> <li>• Street light</li> <li>• Pedestrian light (footpath)</li> <li>• Kerbside signs (1 hour 90 deg parking/loading zone/no standing)</li> </ul>  | 4 in total                             |
|                   | <b>QUEEN STREET</b>   |   |  |
| 4A/4B/<br>4C/4D ● | Queen Street and Auburn Road<br>(east of Auburn Road)<br>= 2 pedestrian crossings | <ul style="list-style-type: none"> <li>• Street light</li> <li>• Pedestrian light (footpath)</li> <li>• Traffic signals</li> <li>• Pedestrian signals</li> <li>• Illuminate pedestrian crossing (part of Five Ways intersection)</li> <li>• Sign on pole (no left/right turn)</li> <li>• Street name (on 2 of the 4)</li> </ul> | 1 x 4A<br>1 x 4B<br>1 x 4C<br>1 x 4D   |
| 4E                | Queen Street (east of Auburn Road)<br>(replace existing)                          | <ul style="list-style-type: none"> <li>• Street light</li> <li>• Pedestrian light (footpath)</li> <li>• Kerbside signs (ie 1 hour parking)</li> </ul>   | 2 x 4E<br>(up to<br>Town Hall<br>Lane) |
| 4F                | Queen Street (west of Auburn Road)<br>(replace existing)                          | <ul style="list-style-type: none"> <li>• Street light</li> <li>• Pedestrian light (footpath)</li> </ul>   | 4 x 4F                                 |

● Denotes new traffic/pedestrian signals required to implement Option 7 road network changes. None of these intersections are currently signalised.

| ID               | LOCATION   | FUNCTION   | QUANTITY                             |
|------------------|--|--|--------------------------------------|
|                  | <b>AUBURN ROAD</b>   |  |                                      |
| 5A/5B<br>5C/5D ● | Auburn Road and Kerr Parade intersection<br>(scramble crossing)                  | <ul style="list-style-type: none"> <li>• Street light</li> <li>• Pedestrian light (footpath)</li> <li>• Traffic signals</li> <li>• Pedestrian signals</li> <li>• Illuminate pedestrian crossing</li> <li>• Fabric banner</li> </ul>                                    | 1 x 5A<br>1 x 5B<br>1 x 5C<br>1 x 5D |
| 5E/5F<br>5G/5H ● | Auburn Road (Five Ways Intersection)   | <ul style="list-style-type: none"> <li>• Street light</li> <li>• Pedestrian light (footpath)</li> <li>• Traffic signals</li> <li>• Pedestrian signals</li> <li>• Illuminate pedestrian crossing</li> <li>• Sign on pole (no entry)</li> <li>• Fabric banner</li> </ul> | 1 x 5E<br>1 x 5F<br>1 x 5G<br>1 x 5H |
| 5I/5J            | Other lighting at Five Ways Intersection on<br>Auburn Road<br>(replace existing) | <ul style="list-style-type: none"> <li>• Street light</li> <li>• Pedestrian light</li> <li>• Sign on pole</li> <li>• Fabric banner</li> </ul>  | 1 x 5I<br>1 x 5J                     |
| 5K               | Auburn Road<br>(between South Parade and Mary Street)<br>(replace existing)      | <ul style="list-style-type: none"> <li>• Street light</li> <li>• Pedestrian light (footpath)</li> <li>• Fabric banner</li> </ul>   | 3 x 5K                               |
| 5L               | Auburn Road<br>(between Mary Street and Beatrice Street)<br>(replace existing)   | <ul style="list-style-type: none"> <li>• Street light</li> <li>• Pedestrian light (footpath)</li> <li>• Traffic signs (ie 1 hour parking)</li> <li>• Fabric banner</li> </ul>  | 6 x 5L                               |
| 5M/5N ●          | Intersection of Mary Street and Auburn Road                                      | <ul style="list-style-type: none"> <li>• Street light</li> <li>• Sign on pole</li> <li>• Traffic signals</li> <li>• Pedestrian signals</li> </ul>  | 1 x 5M<br>1 x 5N                     |

● Denotes new traffic/pedestrian signals required to implement Option 7 road network changes. None of these intersections are currently signalised.

| ID                | LOCATION   | FUNCTION   | QUANTITY  |
|-------------------|--|--|---|
|                   | <b>STATION ROAD</b>  |  |   |
| 6A                | Station Road, both sides<br>(replace existing)   | <ul style="list-style-type: none"> <li>• Street light</li> <li>• Pedestrian light (footpath)</li> </ul>  | 4 x 6A  |
|                   | <b>RAWSON STREET</b>   |  |   |
| 7A/7B<br>7C/7D    | Rawson Street and Station Road Intersection<br>(currently signalised, replace existing)  | <ul style="list-style-type: none"> <li>• Street light</li> <li>• Pedestrian light (footpath)</li> <li>• Traffic signals</li> <li>• Pedestrian signals</li> <li>• Illuminate pedestrian crossing</li> <li>• Sign on pole</li> </ul> | 1 x 7A<br>1 x 7B<br>1 x 7C<br>1 x 7D                            |
| 7E/7F<br>7G/7H    | Rawson Street and Northumberland Road<br>Intersection (currently signalised, replace<br>existing)  | <ul style="list-style-type: none"> <li>• Street light</li> <li>• Pedestrian light (footpath)</li> <li>• Traffic signals</li> <li>• Pedestrian signals</li> <li>• Illuminate pedestrian crossing</li> <li>• Sign on pole</li> </ul> | 1 x 7E<br>1 x 7F<br>1 x 7G<br>1 x 7H                            |
| 7I                | Rawson Street, both sides<br>(replace existing)  | <ul style="list-style-type: none"> <li>• Street light</li> <li>• Pedestrian light (footpath)</li> <li>• Kerbside sign</li> </ul>   | 4 x 7I  |
|                   | <b>OTHER</b>   |  |   |
| N/A               | CCTV camera and bracket attachment<br>Can be attached to multi-function poles<br>retrospectively. May be installed in the future if<br>a need is identified. Not included in cost<br>estimate. | CCTV   | N/A   |
| <b>TOTAL COST</b> |  |  | <b>\$692,960 (June-July quotes 2009, excludes installation)</b> |

## WATER SENSITIVE URBAN DESIGN (WSUD) Implementation Strategy

| POSSIBLE OBSTACLES TO IMPLEMENTATION  | STRATEGY TO OVERCOME   |
|---|--|
| Design of the WSUD system   | The design of WSUD system developed and peer reviewed by an external WSUD specialist for potential correction/amendment of the system.   |
| Implementation of the bio-retention WSUD system                                       | Implementation and construction of the WSUD bio-retention system undertaken in accordance with the design and construction documentation and specifications (particularly for filter and soil media, and structural soil type for effective infiltration rates).   |
| Maintenance is consistently identified as a key barrier to the implementation of WSUD | <p>Maintenance begins at the design stage prior to system establishment, with consideration of the hard and softscape components. Design the of WSUD bio-retention system inclusion of a long-term cost effective maintenance program.</p> <p>Training for Council operational maintenance staff up-front and throughout implementation phase for effective up-take of cost-effective maintenance program at handover phase.</p> |
| Perceived lack of performance of the system   | Performance of the system monitored at set points in the system against water quality key performance indicators (KPIs) and reported at given maintenance periods.   |



## SUMMARY TOWN CENTRE CORE COST ESTIMATE

| DETAIL  | COST ESTIMATE       |
|---|---------------------|
| Kerr Parade   | \$135,500           |
| South Parade  | \$77,400            |
| Queen Street  | \$160,000           |
| Civic Road  | \$111,200           |
| Auburn Road   | \$805,540           |
| Rawson Street/Station Road  | \$92,000            |
| Footpath paving   | \$4,172,700         |
| Road engineering work   | \$748,000           |
| Street lighting and traffic signals (multi-function poles) <sup>1</sup> | \$1,397,204         |
| Services contingency  | \$300,000           |
| Design documentation (10% of cost of works)                             | \$799,954           |
| <b>Subtotal (incl design documentation)</b>                             | <b>\$8,799,498</b>  |
| Contingency (15%)   | \$1,319,925         |
| <b>TOTAL</b>  | <b>\$10,119,423</b> |

<sup>1</sup> Quote for multi-function poles is indicative and does not include installation of poles

<sup>2</sup> A contingency of 15% has also been included for each street

<sup>3</sup> a 'services contingency' has been included to cover the cost of unknown services issues which may arise during the design documentation stage

## 4.4b Town Centre Outer

### TOWN CENTRE OUTER: PUBLIC DOMAIN IMPROVEMENTS Short Term

| LOCATION  | DETAIL  | IMPLEMENTATION RESPONSIBILITY                                | ACTIONS TO PROGRESS  |
|---|---|--|--|
| <b>NORTHERN SIDE</b>  |   |  |  |
| Intersection of Hall Street and Macquarie Road                          | Create additional pram ramps  | Works and Services   | Site visit   |
| Macquarie Road  | Investigate footpath improvements outside Centrelink  | Works and Services   | Site visit/survey  |
| Holiday Lane  | Provision of lighting in Holiday Lane to illuminate lane to improve public access and safety after daylight hours.                                | Works and Services   | Services survey and liaison with Energy Australia to ensure lighting can be provided   |
| Laneways  | Review town centre development controls to include controls for development adjoining laneways  | Strategy   | DCP review   |
| Northumberland Road   | Create landscaped rain garden "blisters" adjacent to existing pedestrian crossing to add greenery and improve stormwater infiltration and quality | Design: Strategy/Parks<br>Implementation: Works and Services | Preliminary designs prepared for rain gardens in each location by Strategy and Parks, with external peer review, if required. Prepare design drawings, and then construct. |
| Northumberland Road   | Additional seats to be provided near RSL  | Works and Services   | Install seats  |
| <b>SOUTHERN SIDE</b>  |   |  |  |
| Mary Street   | Re-pave between Auburn and Harrow Roads with grey tile pavers to match existing pavers (as specified in the Town Centre Infrastructure Manual)    | Works and Services   | Street tree planting and paving works to be done together.   |
| Mary Street   | Infill street tree planting between Auburn and Harrow Roads, particularly on the northern side  | Parks  | Street tree planting and paving works to be done together.   |
| Kerr Parade (east) (northern side between Civic Road and Marion Street) | Remove weeds between road and rail fencing and replace with low maintenance ground cover species  | Parks  | Site visit.<br>Select suitable species.  |
| Queen Street (East)   | New identification sign outside Council/Police administration building  | Parks  | Cost, order, install   |

## TOWN CENTRE OUTER: PUBLIC DOMAIN IMPROVEMENTS Medium-Long Term

| LOCATION             | DETAIL   | IMPLEMENTATION RESPONSIBILITY              | ACTIONS TO PROGRESS                         |
|----------------------|--|--|---|
| <b>NORTHERN SIDE</b> |  |  |   |
| Northumberland Road  | Plant street trees on both sides of this street  | Parks; Works and Services                  | Survey and detailed design                  |
| Northumberland Road  | Re-pave to ensure better consistency of materials. Re-paving should incorporate as much soft landscaping as possible (eg grass verge, low maintenance native grass planting) | Works and Services                         | Footpath surface TBC                        |
| Northumberland Road  | Any redevelopment of Council car park to retain existing and include additional high quality landscaping along boundaries.   | Strategy; Parks                            | Incorporate into any redevelopment proposal |
| Northumberland Road  | Identify new location for community garden   | Property; Strategy                         |   |
| Northumberland Road  | As private redevelopment proposals arise, negotiate creation of through access to Station Street, via the extension of the existing lane <sup>1</sup>                        | Property; Strategy; Development Assessment |   |
| Northumberland Road  | Create new lane between Northumberland and Station/Macquarie Roads, should redevelopment of the RSL and/or Council car park sites occur <sup>2</sup>                         | Property; Strategy                         |   |

<sup>1</sup> Consistent with the Auburn Town Centre Strategy 2031, February 2009

<sup>2</sup> Ibid

# TOWN CENTRE OUTER: PUBLIC DOMAIN IMPROVEMENTS Medium-Long Term

| LOCATION   | DETAIL  | IMPLEMENTATION RESPONSIBILITY                                | ACTIONS TO PROGRESS  |
|--|---|--|--|
| <b>NORTHERN SIDE continued</b>   |   |  |  |
| Dartbrook Road (western side between Holiday Lane and Rawson Street) and Hall Street | Infill street tree planting   | Parks  | Services survey  |
| Hall Street  | Retain wider grass verge along boundary of car park site (if site is redeveloped) and embellish with infill tree planting, and suitable understorey planting.                           | Parks; Strategy  | Incorporate into any redevelopment proposal  |
| Holiday Lane   | Resurface with surface treatment that indicates this is a shared space eg brick paved threshold, brick banding at intervals along laneway   | Works and Services   |  |
| Holiday Lane   | Creation of through access to Station Street via extension of Holiday Lane as private redevelopment proposals arise <sup>3</sup>  | Property; Strategy; Development Assessment                   |  |
| <b>SOUTHERN SIDE</b>   |   |  |  |
| Harrow Street (eastern side between Queen and Mary Streets)                          | Re-pave with grey tile paving (Town Centre Infrastructure Manual)   | Works and Services   |  |
| Harrow Street (eastern side between Aldi and Beatrice Street)                        | Upgrade concrete footpath and reinstate grass verge planting (either traditional grass or native grasses)   | Work and Services; Park                                      | Site visit   |
| Harrow Street (eastern side, outside Baptist Church)                                 | Create landscaped rain garden "blisters" adjacent to existing pedestrian crossing to add greenery and improve stormwater infiltration and quality. Additional seats (2) outside Church. | Design: Strategy/Parks<br>Implementation: Works and Services | Preliminary designs prepared for rain gardens in each location by Strategy and Parks, with external peer review, if required. Prepare design drawings, and then construct. |
| Susan Street (western side, outside primary school)                                  | Upgrade footpath outside primary school   | Works and Services   | Site visit   |
| Beatrice Street (both sides between Auburn and Harrow Roads)                         | Upgrade concrete footpath on both sides   | Works and Services   | Site visit   |
| Beatrice Street (southern side between Manion Street and Harrow Road)                | Street tree planting  | Parks  | Services survey  |

<sup>3</sup> Consistent with the Auburn Town Centre Strategy 2031, February 2009

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# ACKNOWLEDGEMENTS

This document was prepared by Auburn City Council's Strategy Team with assistance from Council's Parks and Engineering Units.

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The graphic design of this document was undertaken by Michelle Tran.

Thanks to Adam Cook and Al Hickey of Parramatta City Council for their advice on the Parramatta City Centre upgrade project, particularly landscaping and water sensitive urban design.



