





4.0 PUBLIC DOMAIN STRATEGY

04

4.1 PUBLIC DOMAIN

Public Domain Typologies

The public domain refers to the spaces within urban areas, including streets, footpaths, plazas, and through site links. These spaces are collectively owned, fostering community interaction, cultural events, and social cohesion. The streets and through site links facilitate movement within and between the neighbourhoods and to the open spaces. As a network, the public domain framework of streets and through link reinforce the pedestrian focus and walkability of the precinct.

Streets

Streets are important components of the public domain as they provide connection for pedestrians and cyclists as well as vehicular traffic. Streets can also provide amenity as places to meet and socialise. Street tree planting is important for providing shaded walkways as well as contributing to precinct tree canopy.

Neighbourhood Through Site Links

The through site links through residential area provide for connectivity for pedestrians and cyclists through the precincts. As public spaces they are designed to be used and activated with informal seating and social spaces.

Retail Through Link and Retail Plaza

The retail precinct through site link is highly activated with shop fronts, with space for public seating and outdoor cafe seating opportunities. The retail plaza at the centre of the retail precinct is a larger green civic space with seating, gathering spaces.

These are covered in Section 4.5 of this Chapter.

Public domain network of streets and through site links



4.2 ACTIVE TRANSPORT NETWORK

The pedestrian and cycle connections on site are provided through streets, through links and open space connections.

The streets have been designed to be safe and inviting for all users. Active transport is prioritised by providing pedestrian and bicycle-friendly infrastructure, ensuring that streets are well-lit, maintained, and free from hazards. The primary cycle route is along the main street and residential boulevard connecting key social destinations and homes.

The pedestrian network is integrated into street network and open spaces and landscape corridors across the site. The footpath provides contiguous accessible pedestrian access connecting the town centre, residential neighbourhoods, tourism destinations to the national parks and beaches.

Cycle Network



- Existing Cycle Link
- Primary Cycle Link
- - - Secondary Cycle Link

Pedestrian Network



- Pedestrian Friendly Streets
- Great Southern Walk
- Pedestrian Footpath
- Pedestrian Through Links

4.3 STREET TYPOLOGIES

Street Typologies

The Master Plan provides contiguous street network with links connecting the Town Centre, surrounding residential areas to the tourism destinations, open spaces and coast front.

Streets

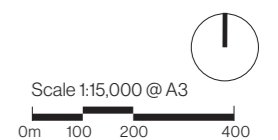
The street typologies have been categorised using TfNSW Movement and Place Framework. The street typologies identify the extent of road reserve available for pedestrian priority initiatives, determine its dominant function, and how best to provide high quality public domain, whilst remain relevant to its context and function.

- Main Street serves as a vital loop road, functioning as a primary connector for all forms of movement. It ensures the safe and efficient flow of all modes of travel, creating a seamless network for everyone.
- The Collector Road is essential for accommodating larger traffic movements, providing access to the school for bus drop-offs, connecting to vital services in the town center, and serving as the gateway to the Arrival Precinct parking area.
- The High Street functions as the vibrant heart of the urban community. It has been carefully designed to promote vibrancy, activity, and amenity through a finely woven network of safe and accessible streets. This street offers a walkable experience with a variety of destinations such as restaurants, shops, services, and transit stops.
- The Residential Boulevard is an attractive street for people activities as well as supporting multi-modal movement of local residents.
- Residential Streets prioritise pedestrians and create a neighbourhood environment with low vehicular speed and minimal traffic volume. This design places people at the centre, ensuring a safe and high quality living experience.
- Perimeter roads provide firefighter access, acting as fire control lines within Asset Protection Zones.
- Laneways are dedicated to pedestrians and cyclists, enhancing the walkability by connecting various places and amenities within precincts.



LEGEND

- | | | | | |
|--------------|-----------------------|--------------------|----------------|---|
| Subject Site | Main Street | Collector Street | Perimeter Road | On Street Parking with Landscape Blisters |
| High Street | Residential Boulevard | Residential Street | Access Road | Underground Public Parking |
| | Laneway | | | |





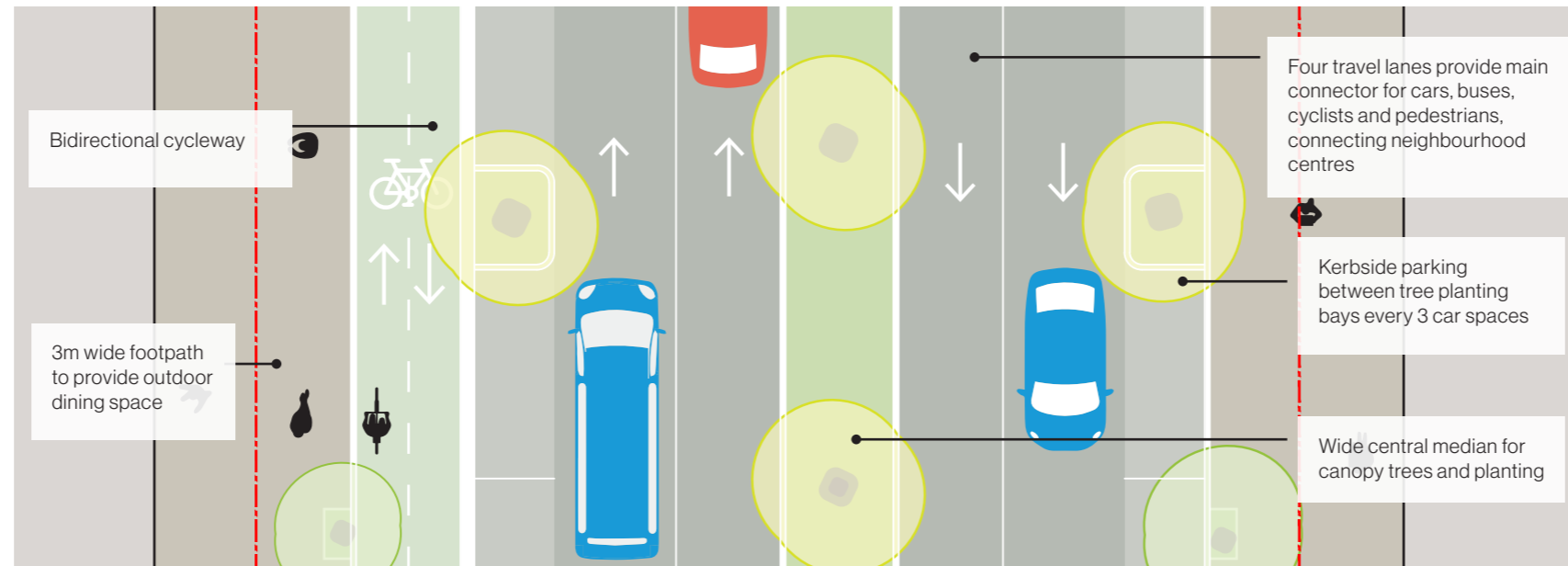
4.4 PUBLIC DOMAIN TYPICAL PLANS AND SECTIONS

01/ Main Street (Four travel lanes)

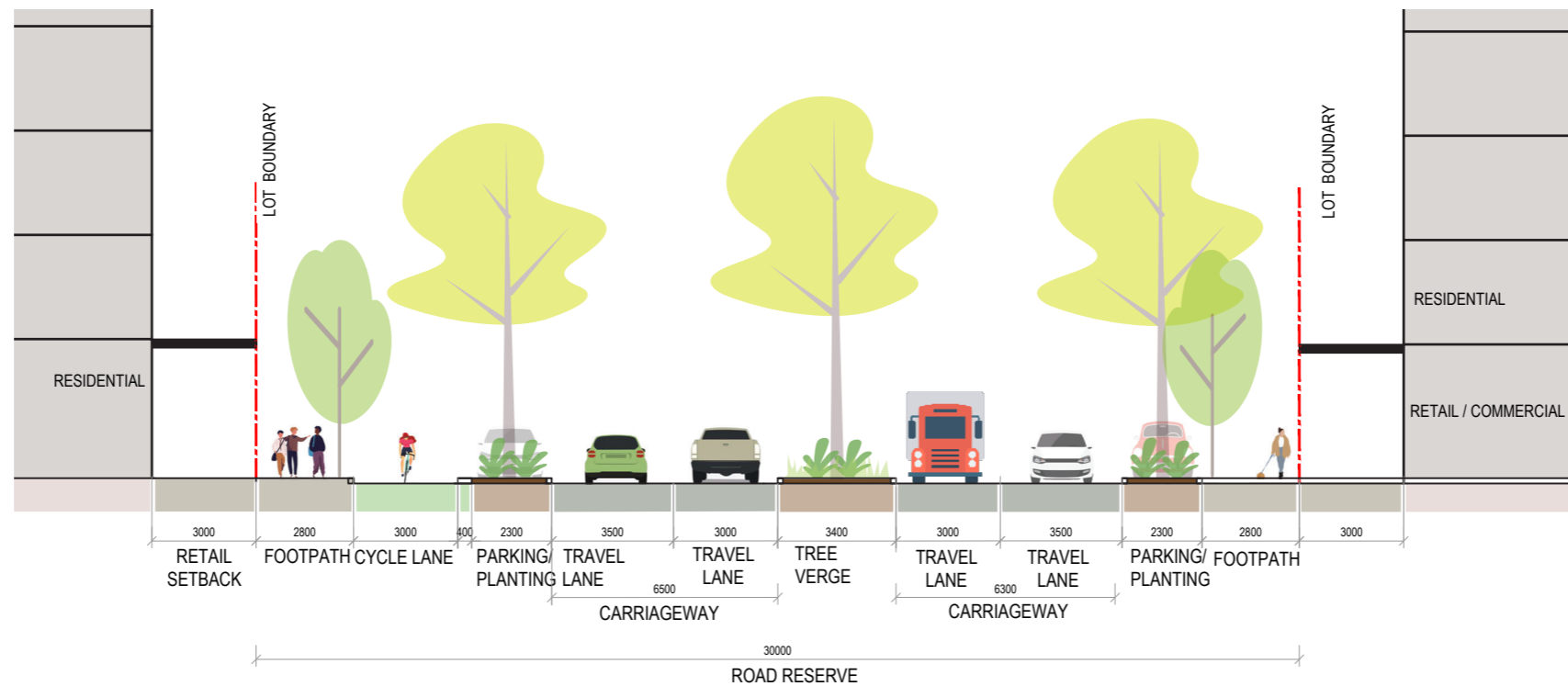
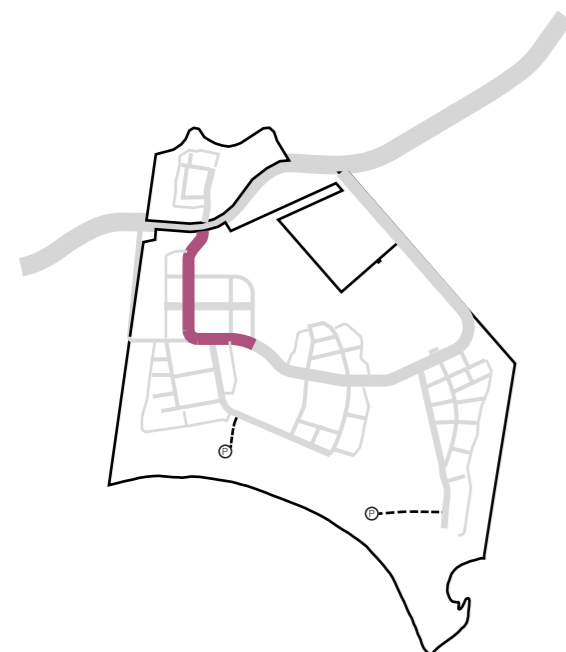
The main street is a main connector for cars, buses, cyclists and pedestrians, running through the town centre. It interfaces along commercial building frontages, prioritising the street for pedestrian and transit. It is a lively street for efficient public and active transport movement and complementary place activities.

The street tree planting and wide planted median create a green gateway to the precinct. The wide footpath also provides for pedestrian movement and potential outdoor dining.

The separated cycleway running through the town centre and through the rest of the site will ensure safe and efficient movement, and encourage sustainable active travel.



Main Street Typical Plan



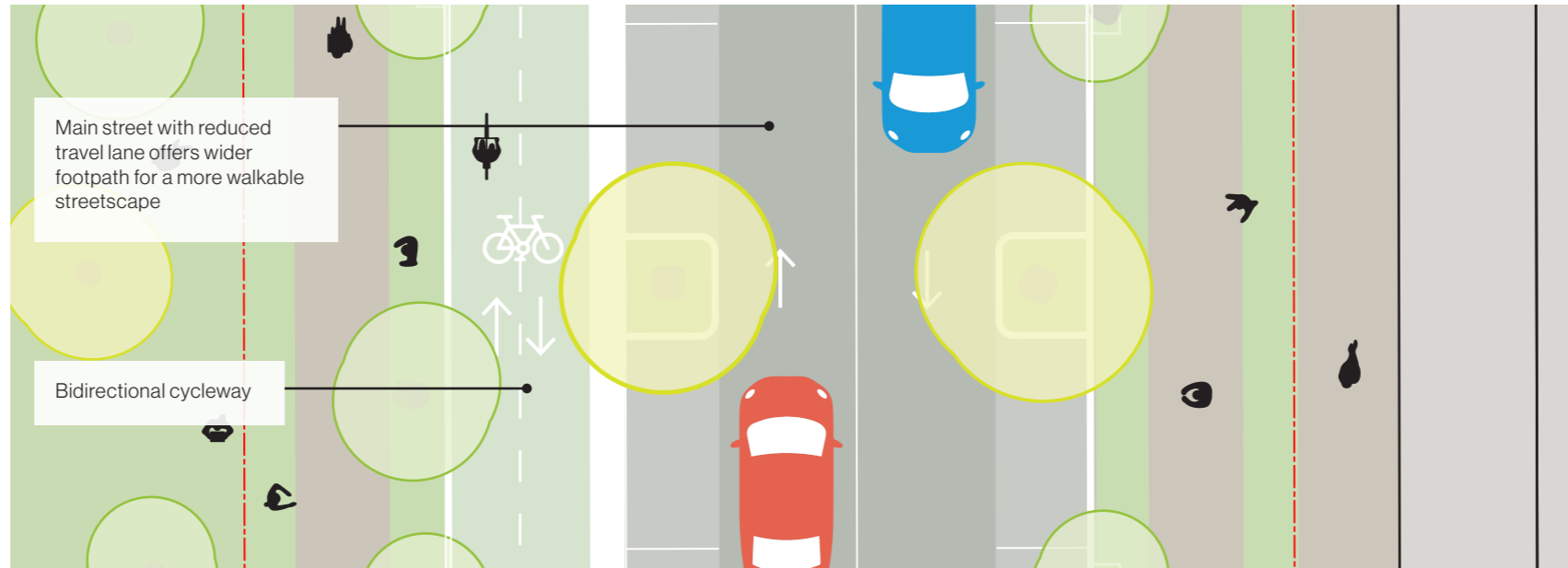
Main Street Cross Section

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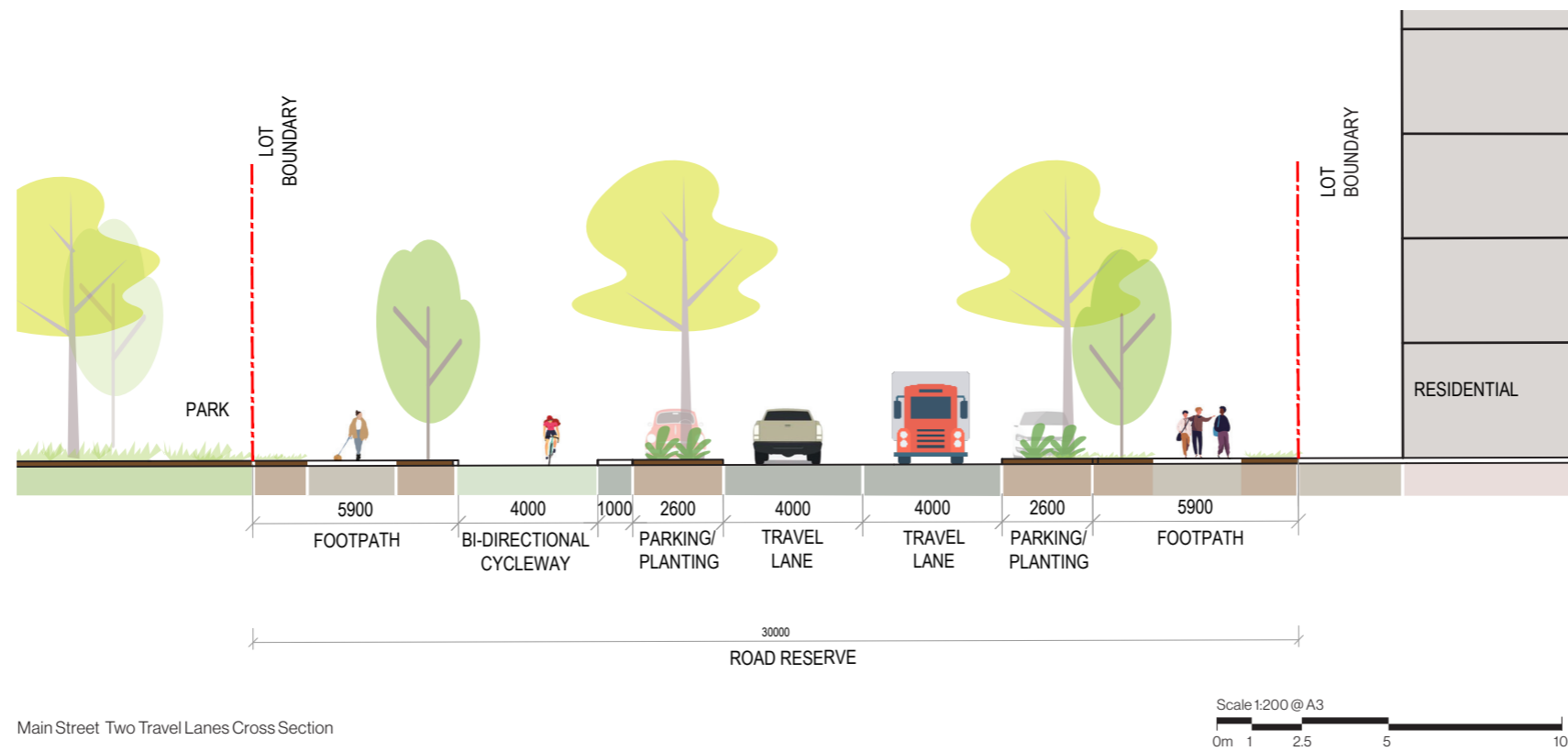
01b/ Main Street (Reduced traffic with two travel lanes)

The section of Main Street from the southern boundary of the Town Centre to the eastern site boundary is proposed with two travel lanes as required to meet traffic demands. This typology is comprised of one travel lane and one parking lane in each direction, a footpath on each side, and a bidirectional cycleway.

The 5.9m wide pedestrian footpath zone offers a more walkable streetscape with pathway and additional space for landscape and canopy trees.



Main Street Two Travel Lanes Typical Plan

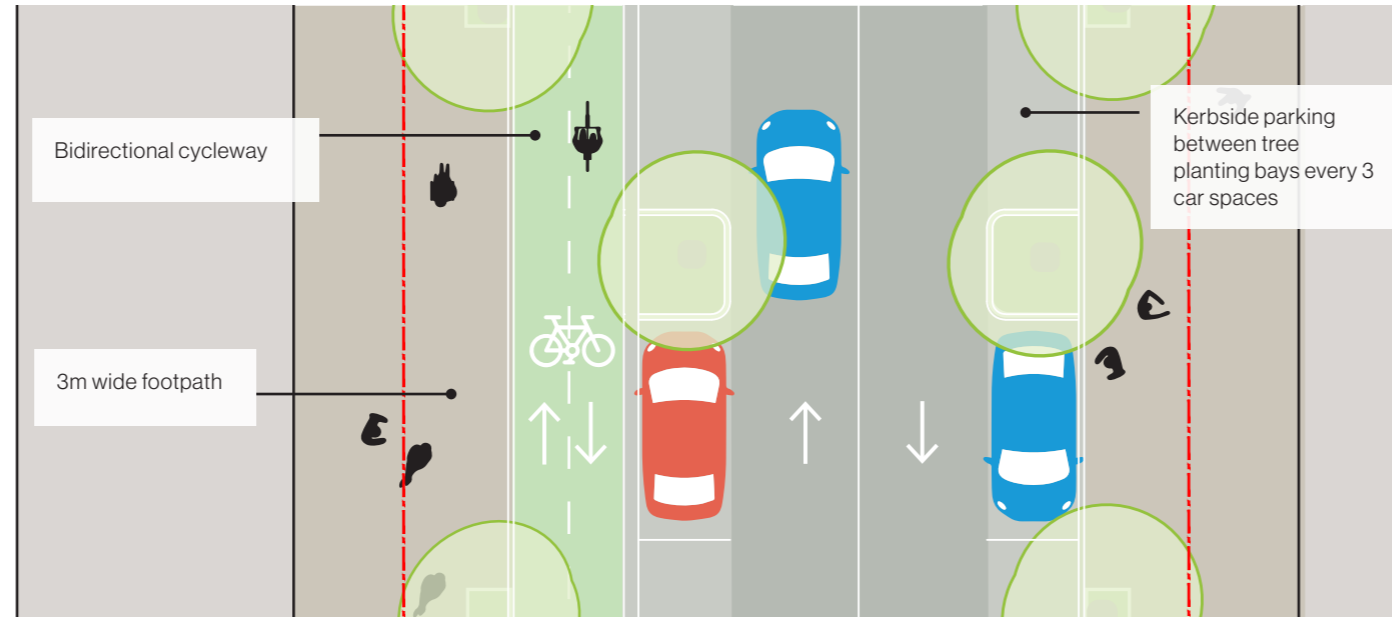


Main Street Two Travel Lanes Cross Section

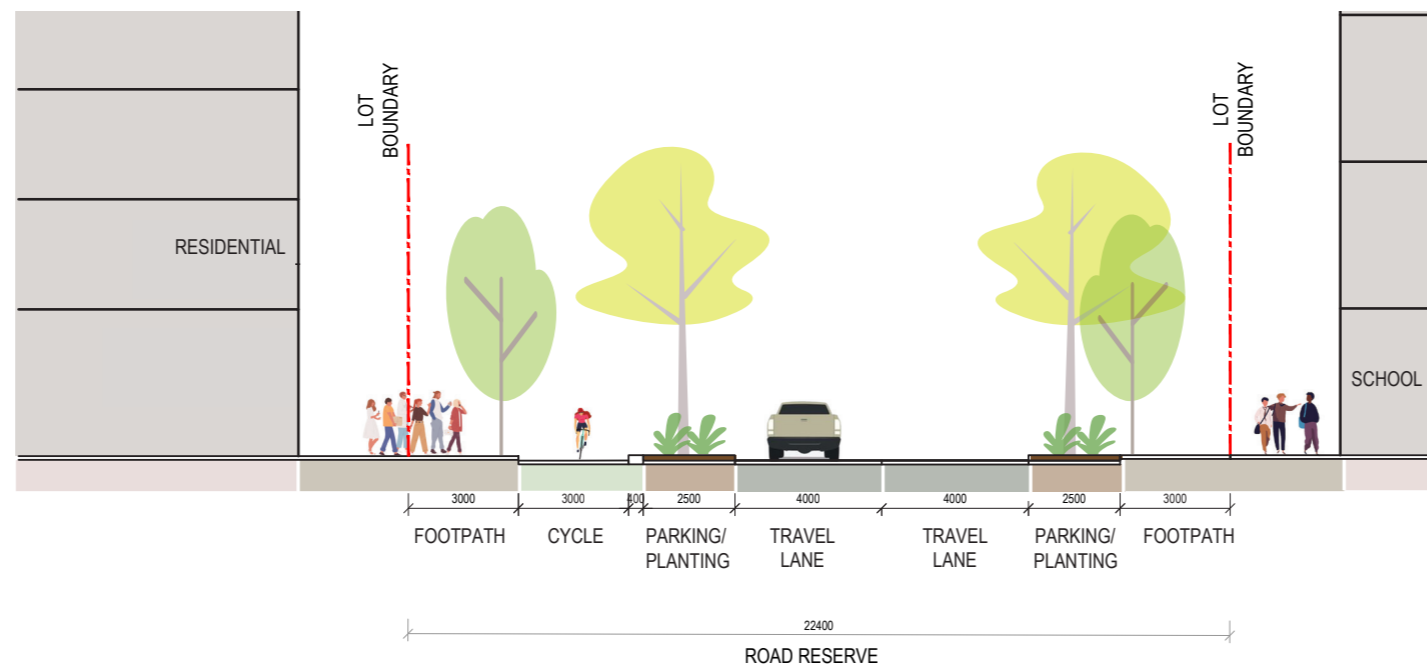
02/ Collector Street

Collector street is a perimeter street along the edge of town centre, providing access to the school and access for services vehicles to retail shops.

This typology facilitates dedicated cycleway and public transport network as well as provides safe walking environment for people.



Collector Street Typical Plan

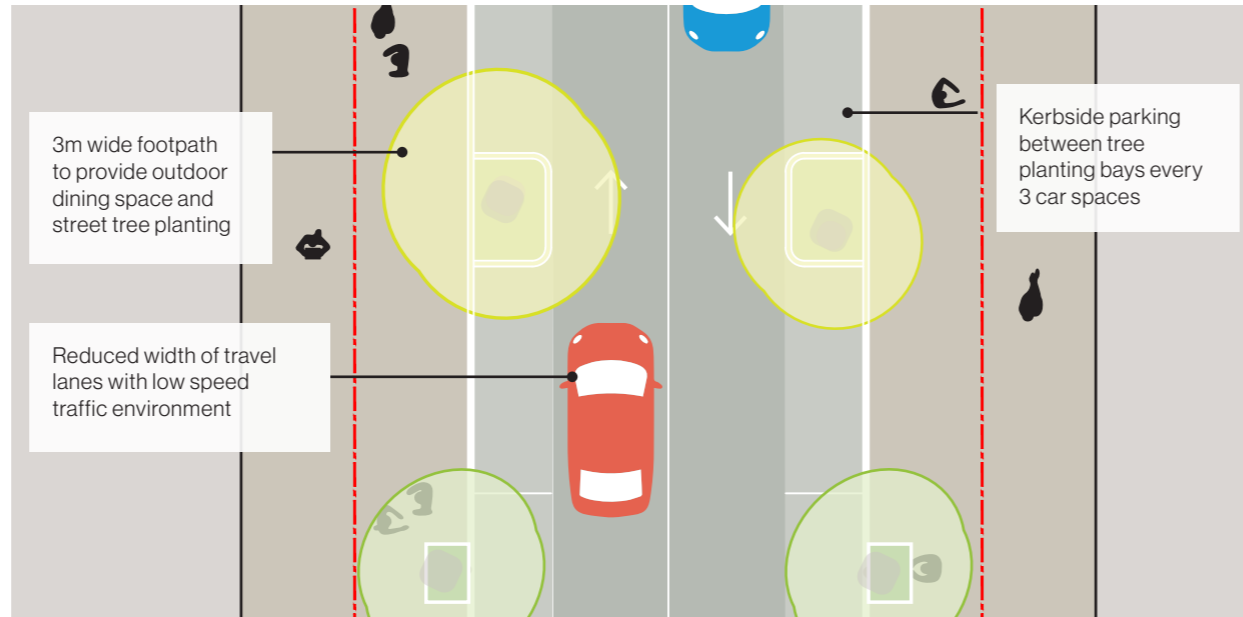


Collector Street Cross Section

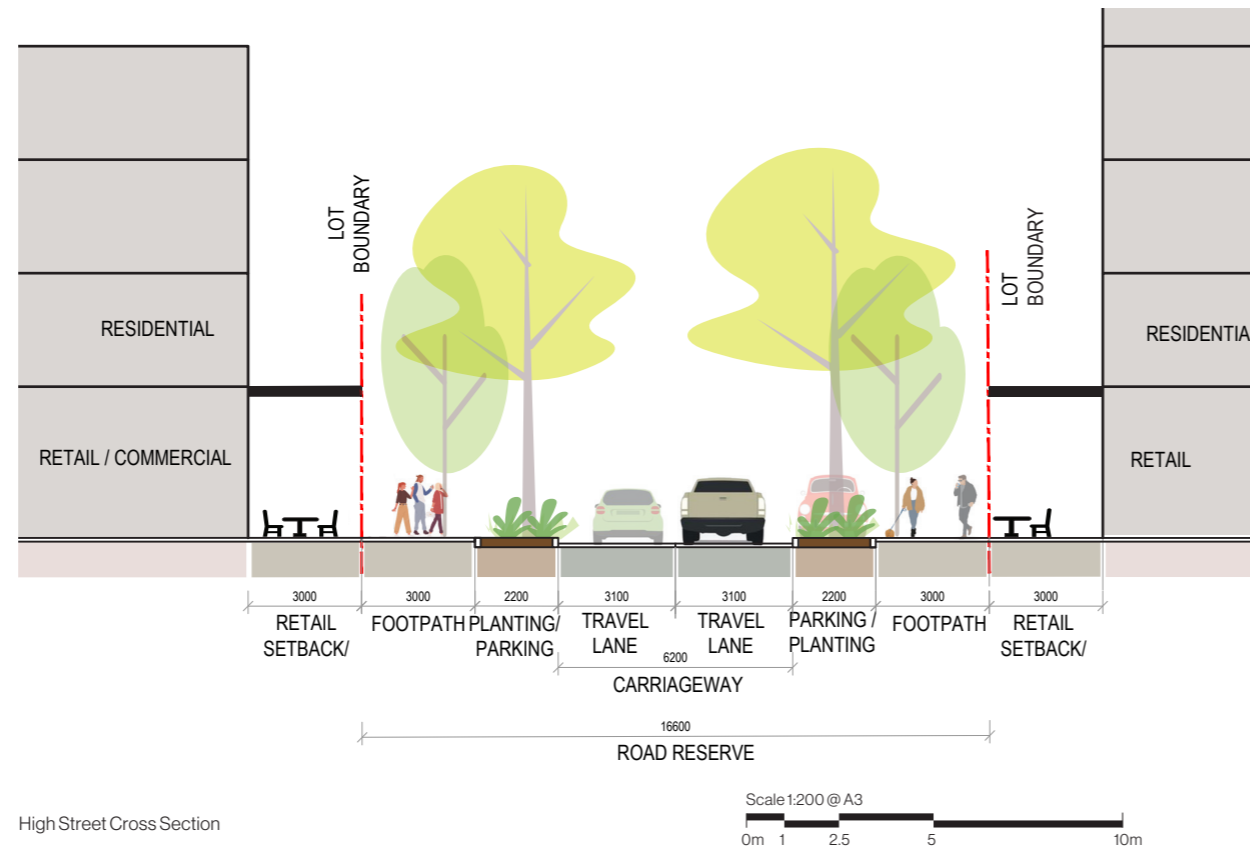
03/ High Street

The High street passes through the heart of urban community and retail precinct. This street runs through the heart of everyday life, connecting walkable destinations such as restaurants, shops and services as well as to the retail through site link and the town centre park.

This street typology encourages pedestrian movement and creates an environment of vibrancy and vitality. Active frontages are established where active retail frontages address the street and building entries are positioned. The setbacks to adjacent development provides additional space for cafés and outdoor seating.



Main Street Typical Plan



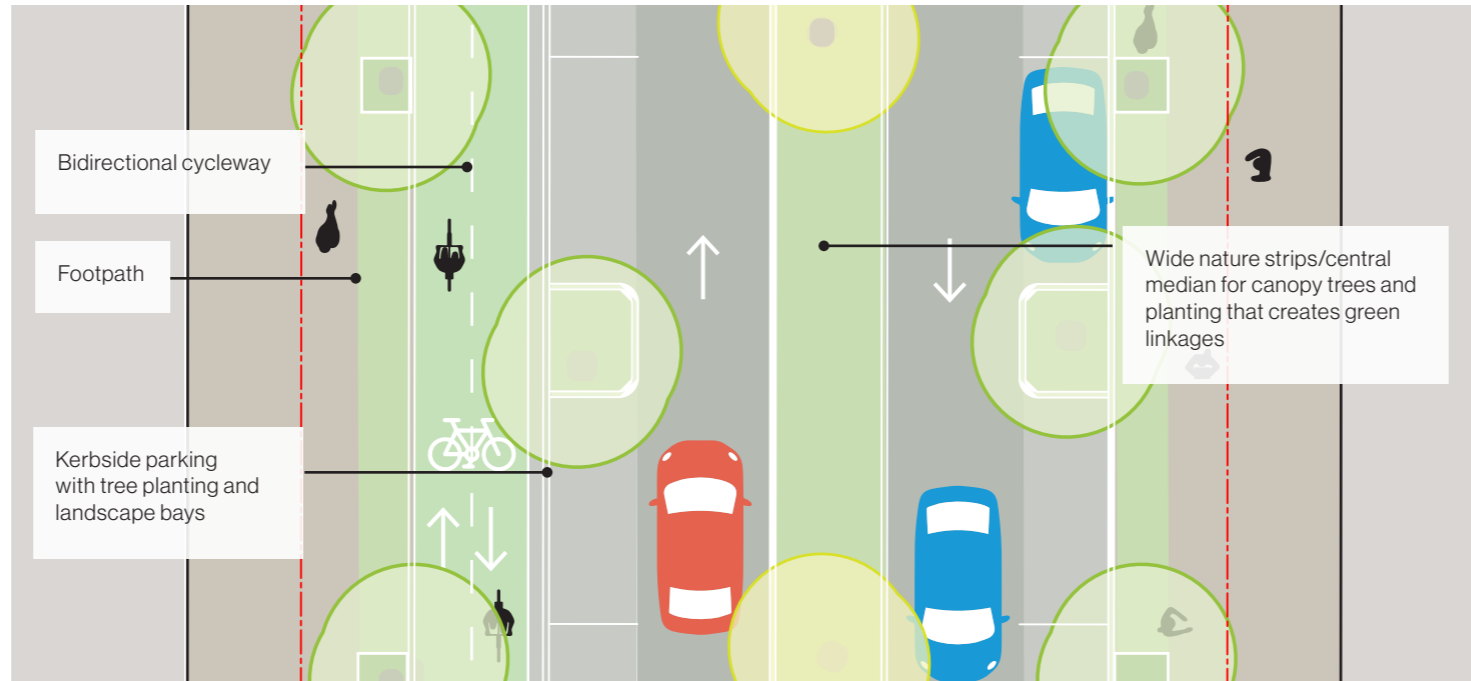
High Street Cross Section

04a/ Residential Boulevard

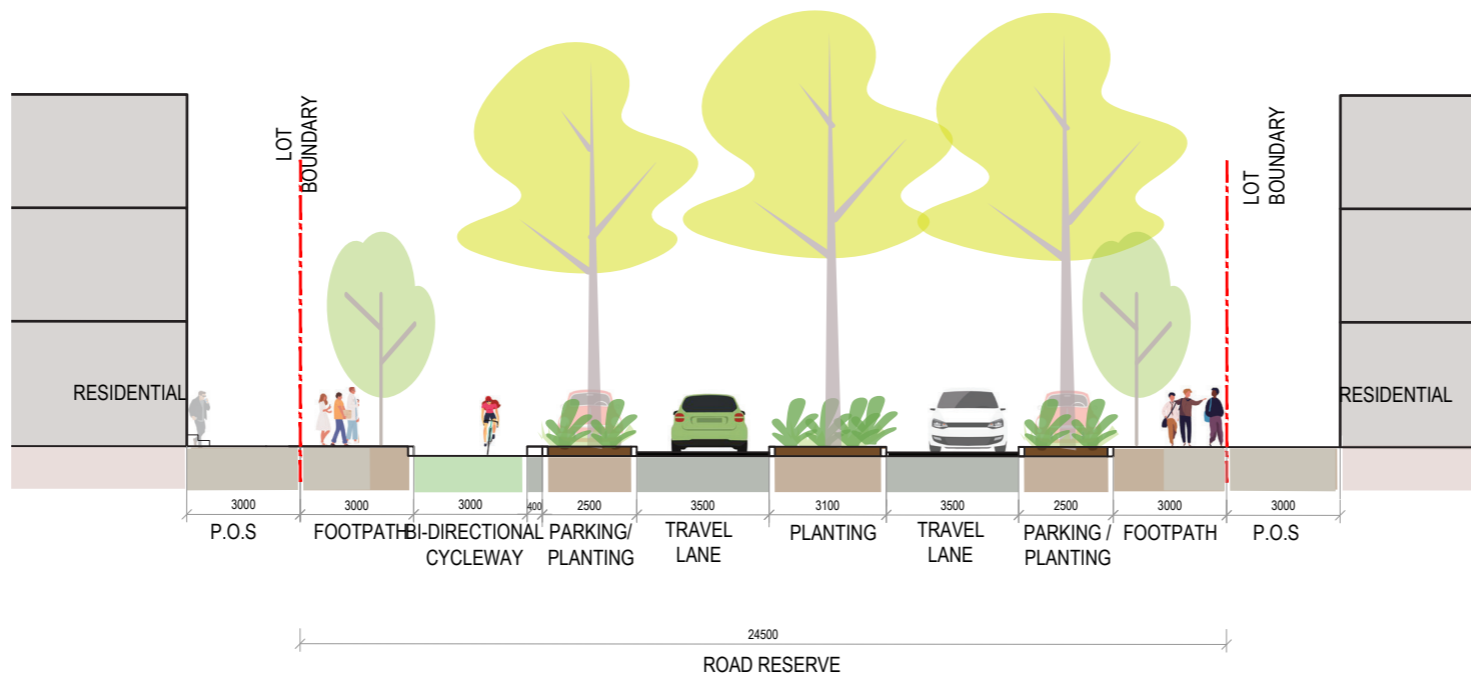
The residential boulevard is an attractive tree lined street connecting from the main street to the beachfront and Surf Life Saving Club.

This typology accommodates a central median for canopy trees and shrub planting. This boulevard treatment supports the civic green character of the precinct.

A separated bidirectional cycleway facilitates safe and efficient active transport movement.



Collector Street Typical Plan



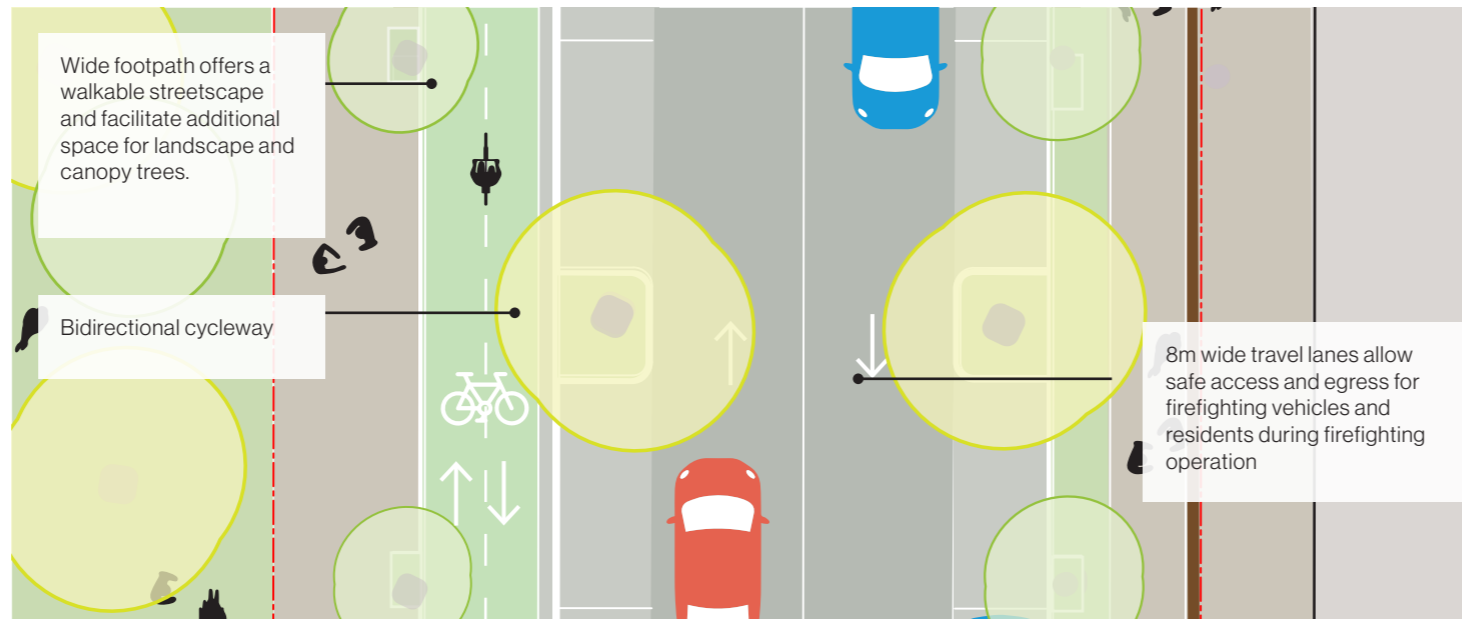
Residential Boulevard Cross Section

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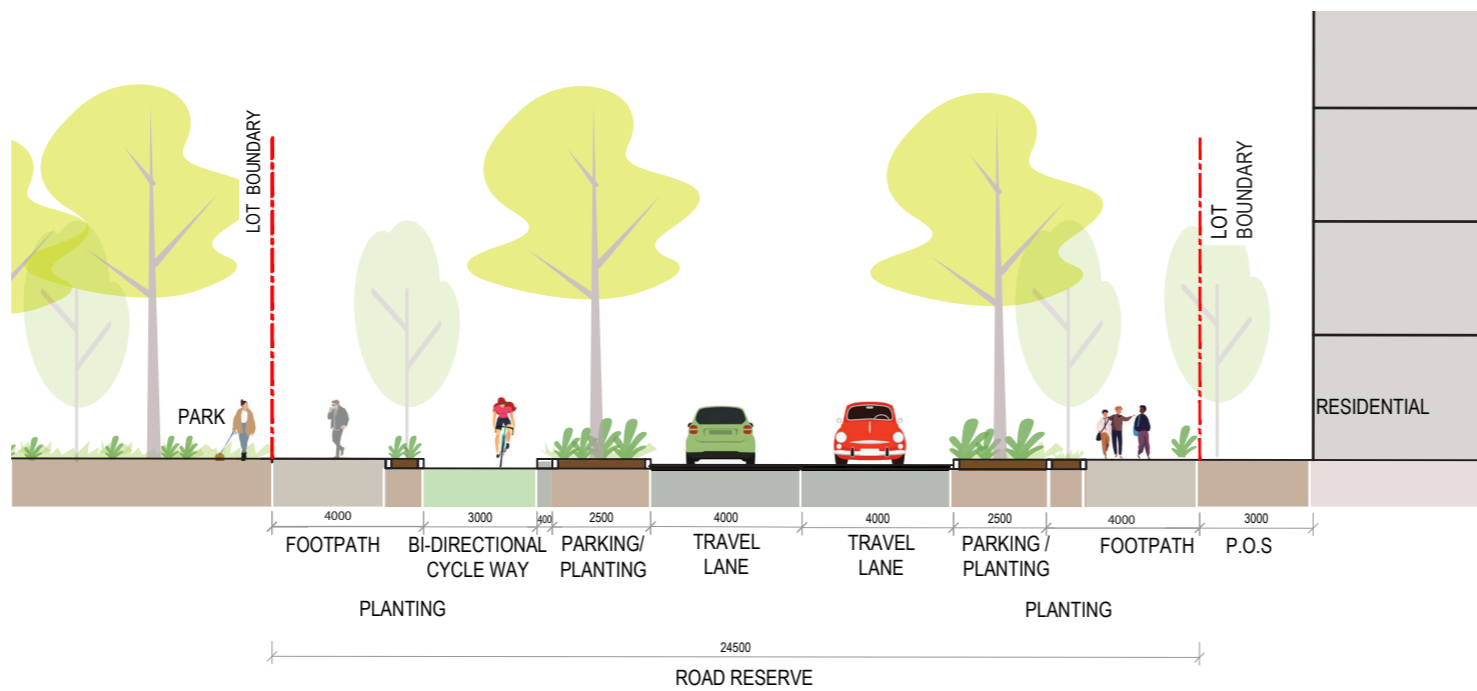


04b/ Residential Boulevard as Perimeter Road

In some locations the perimeter road function is provided by the main urban collector road or residential streets. This residential boulevard type has been designed to accommodate the 8m wide clear carriageway for access for firefighting vehicles and egress.



Residential Boulevard Typical Plan



Residential Boulevard Cross Section

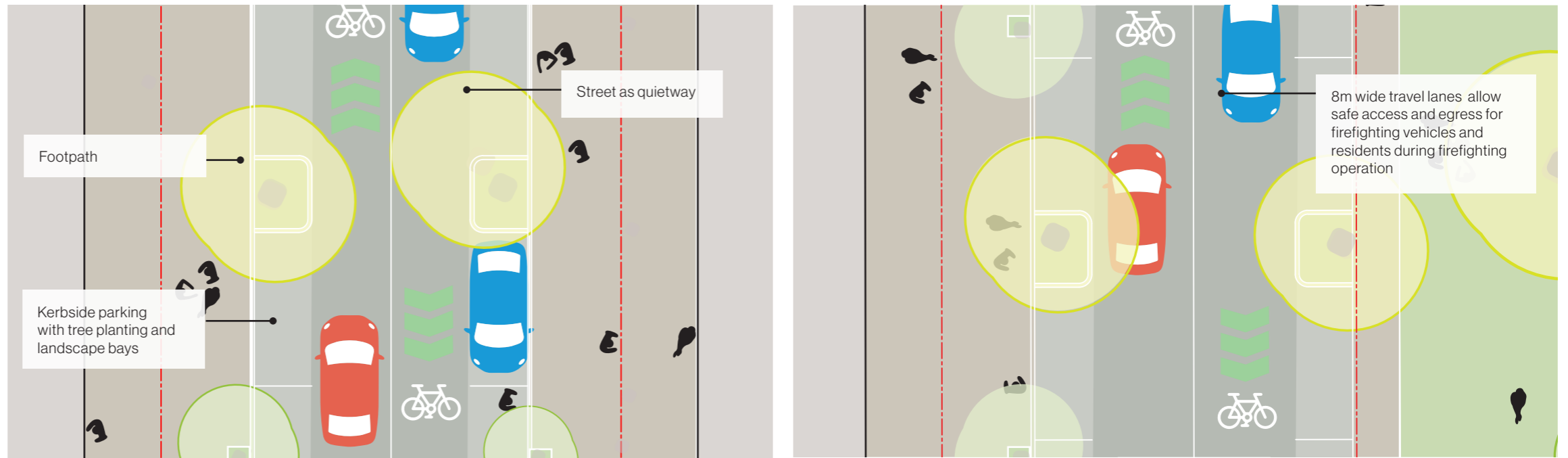
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05/ Residential Street

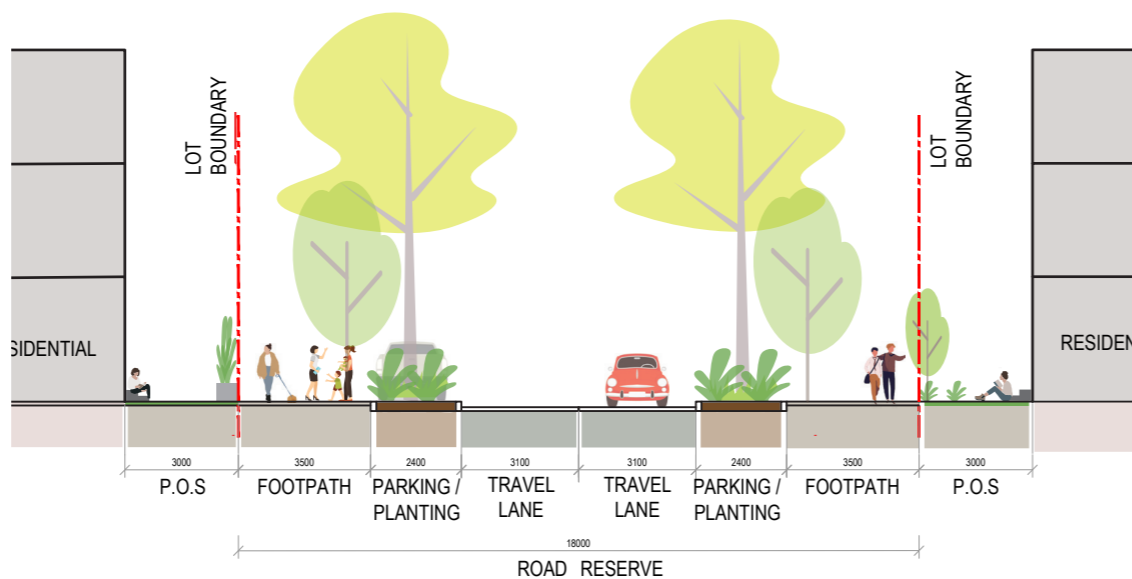
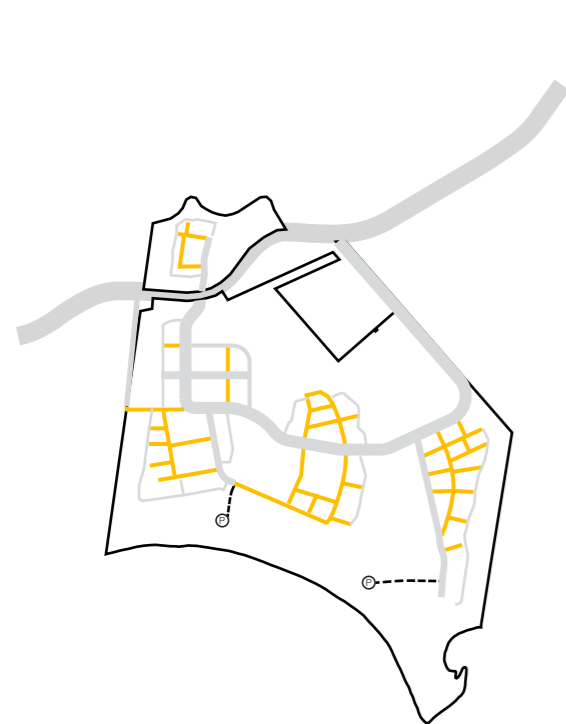
Residential Street is a pedestrian focused neighbourhood street with a low speed and volume of vehicular movement.

The street is designed as a Quietway for shared cycle use providing safe and comfortable pedestrian linkages and public domain for community uses. Street tree canopy and adjacent street pocket parks provide ecological linkages and microclimate, contributing to the streetscape.

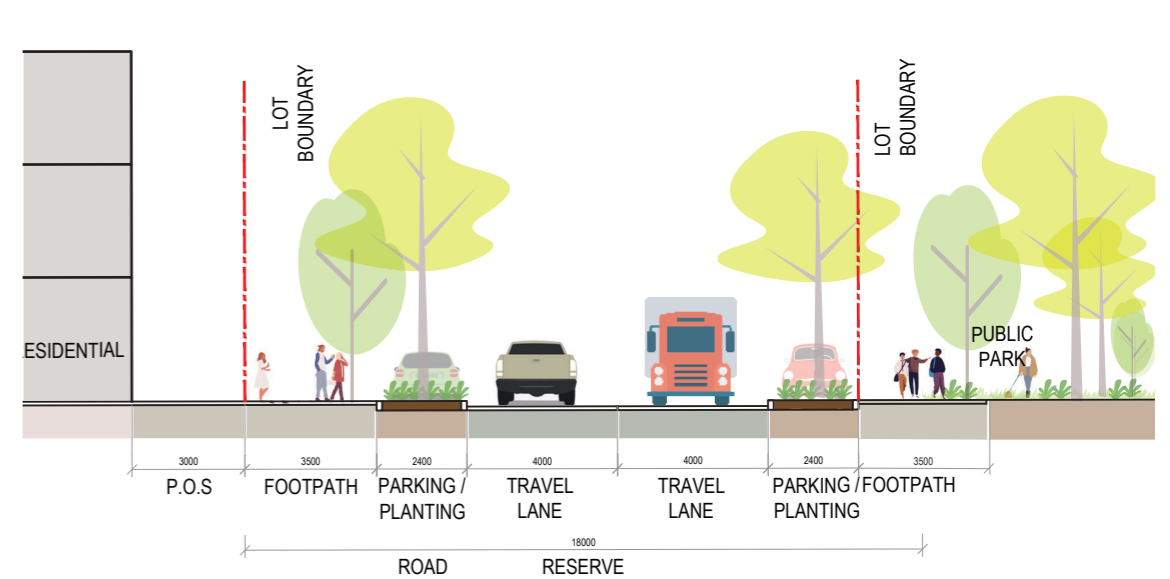
Low-volume traffic residential streets could operate as shared spaces in which children play and people walk and cycle, sharing the roadway with drivers. Streets with lower pedestrian volumes can reduce width of the pavement in the footpath zones.



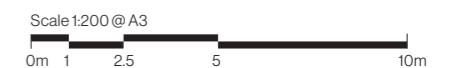
Residential Street Typical Plan



Residential Street Cross Section

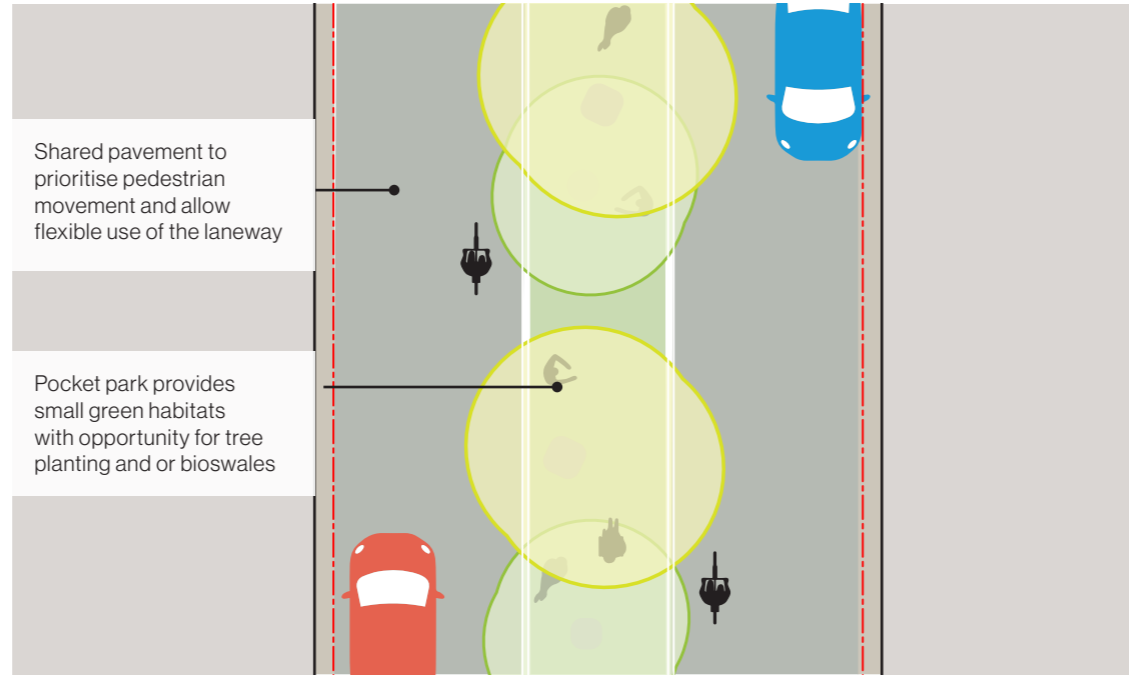


Parkfront Residential Street as Perimeter Road

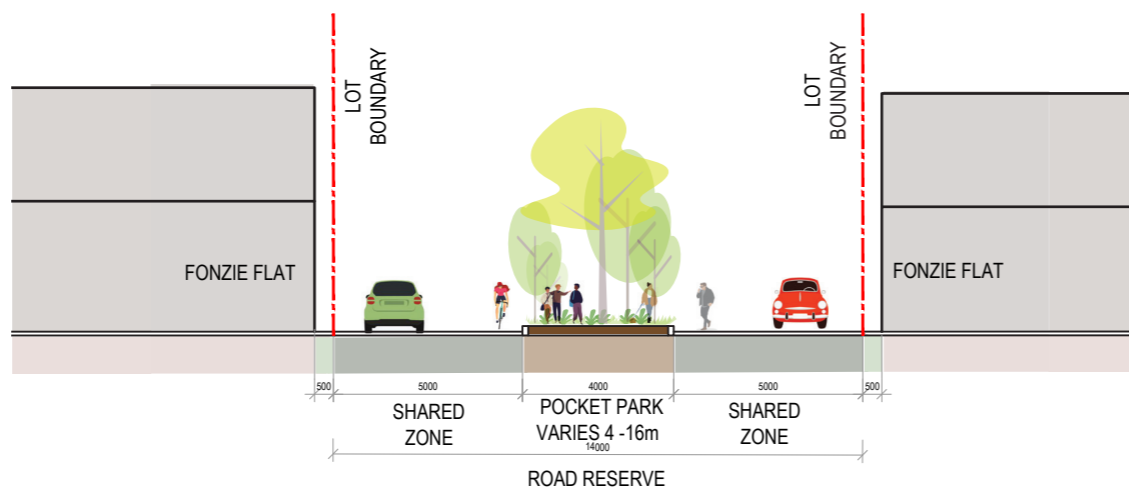


06/ Laneway

Laneways provide access to property driveways and rear lane flats whilst also providing a safe walking environment and fine grain street network to the low and medium density housing areas. This typology could become a shared public space that enables a range of activities to occur in the space.



Laneway Typical Plan



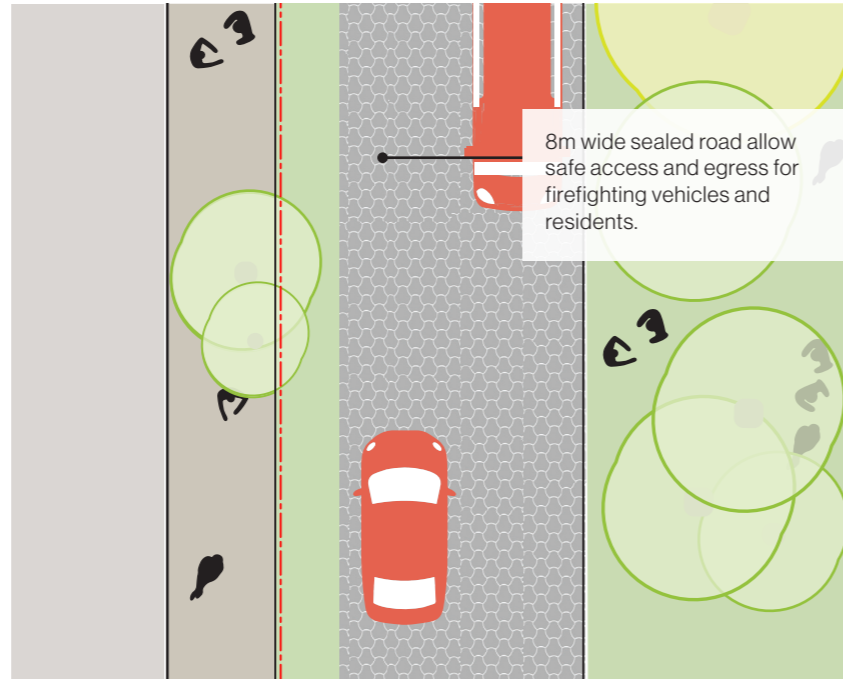
Laneway Cross Section

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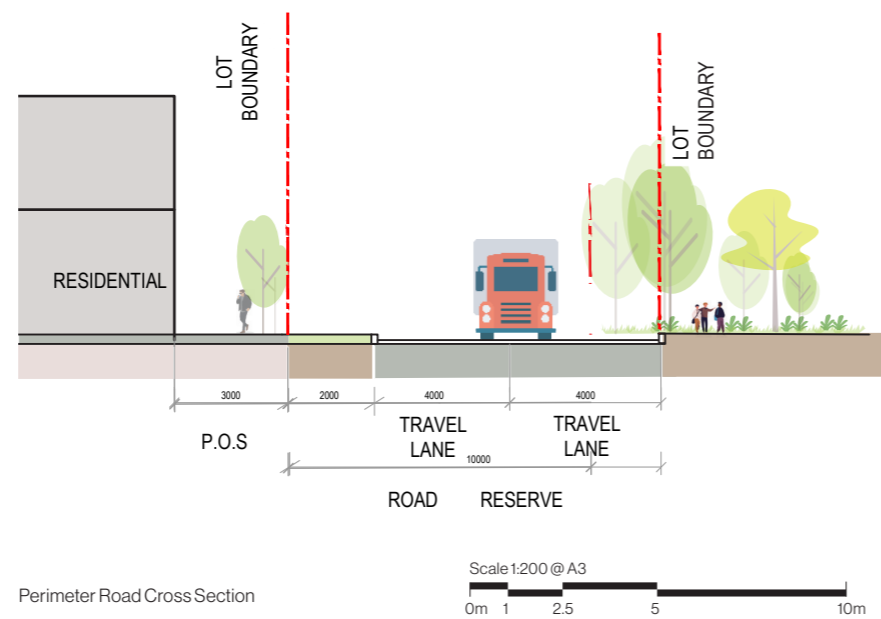
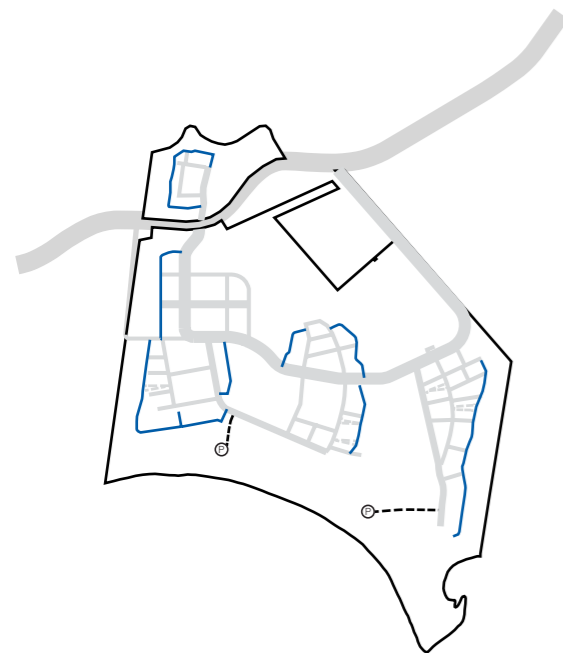
07/ Perimeter Road

The developments interfacing ecological corridors are bounded by perimeter roads. The Perimeter Roads are 8m wide two-way sealed road, formed part of the Asset Protection Zone (APZ). They create a separation between buildings and the boundary of the bush fire hazard as required by NSW Rural Fire Service.

Perimeter Roads are designed to allow safe access and egress for firefighting vehicles and residents during firefighting operation. They will also serve as everyday active transport corridors for pedestrian and cyclists and provide access to housing facing towards the corridors. The roads are to be paved to reinforce the slow speed shared zone.



Perimeter Road Typical Plan



Perimeter Road Cross Section

4.5 THROUGH SITE LINKS AND RETAIL PLAZA

Activated through site links

Neighbourhood Through Site Links

The through site links through residential area provide for connectivity for pedestrians and cyclists through the precincts. As public spaces, they are designed to be used and activated with informal seating and social destinations such as informal play. The through site links also provide greening and linking habitat opportunities.

The primary north south link connects the town centre to the beach front through the residential neighbourhood and through an active local park.

The primary east west through site link connects the town centre from the main street to the district park and through the town centre local park.

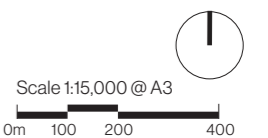
Retail Through Link and Retail Plaza

The retail precinct through site link is highly activated with shop fronts, with space for public seating and outdoor cafe seating opportunities. The retail plaza at the centre of the retail precinct is a larger green civic space with seating, gathering spaces.



LEGEND

- | | | |
|---------------------|-----------------------|------------------------------|
| Subject Site | Ecological Open Space | Privately Owned Public Space |
| Existing Open Space | District Park | Eco Bridge |
| Precincts | Local Park | Walking Trail |



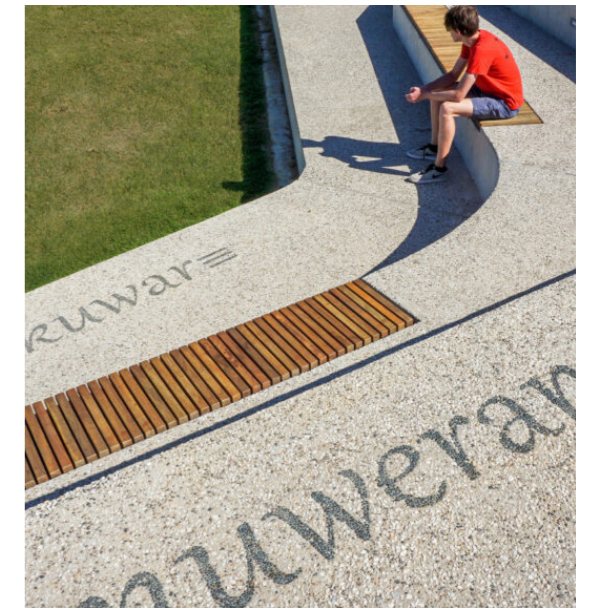
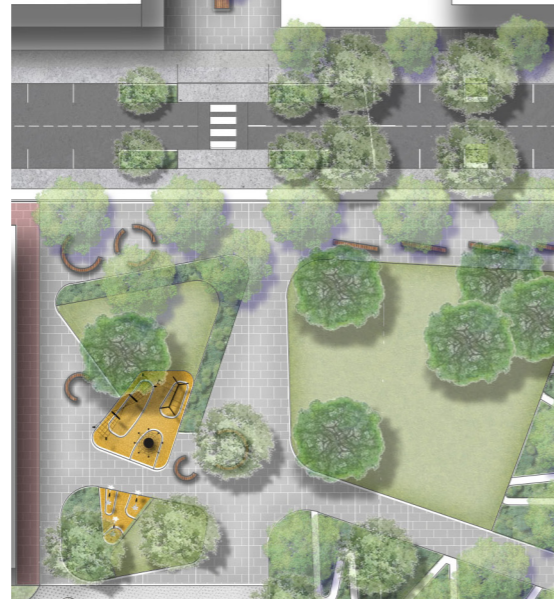
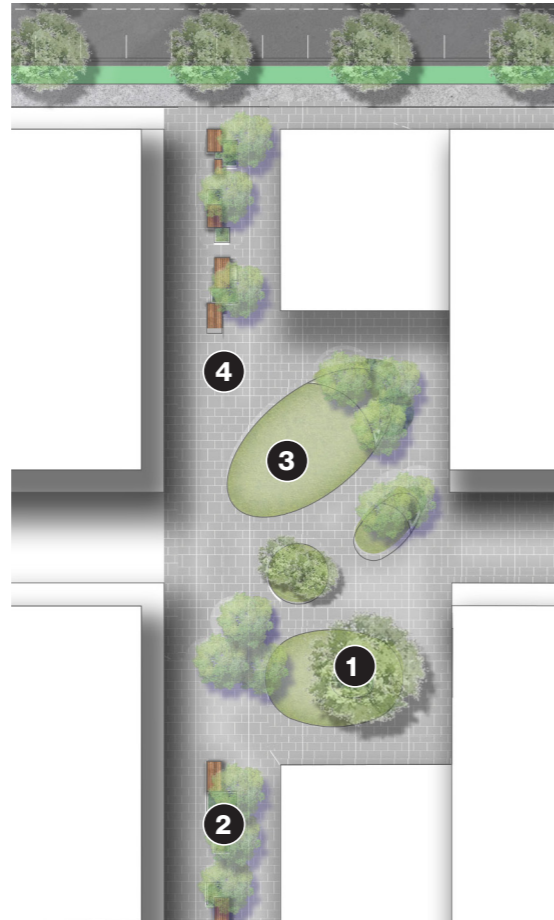
01/

Retail Plaza and Through Link

Retail plaza and its through link is located to the east of the shopping centre. It provides civic plaza and urban green space to support retail uses and ground level active frontages.

Opportunities:

- 1 Urban tree canopy
- 2 Central shaded seating areas
- 3 Informal lawn area
- 4 Retail plaza paving



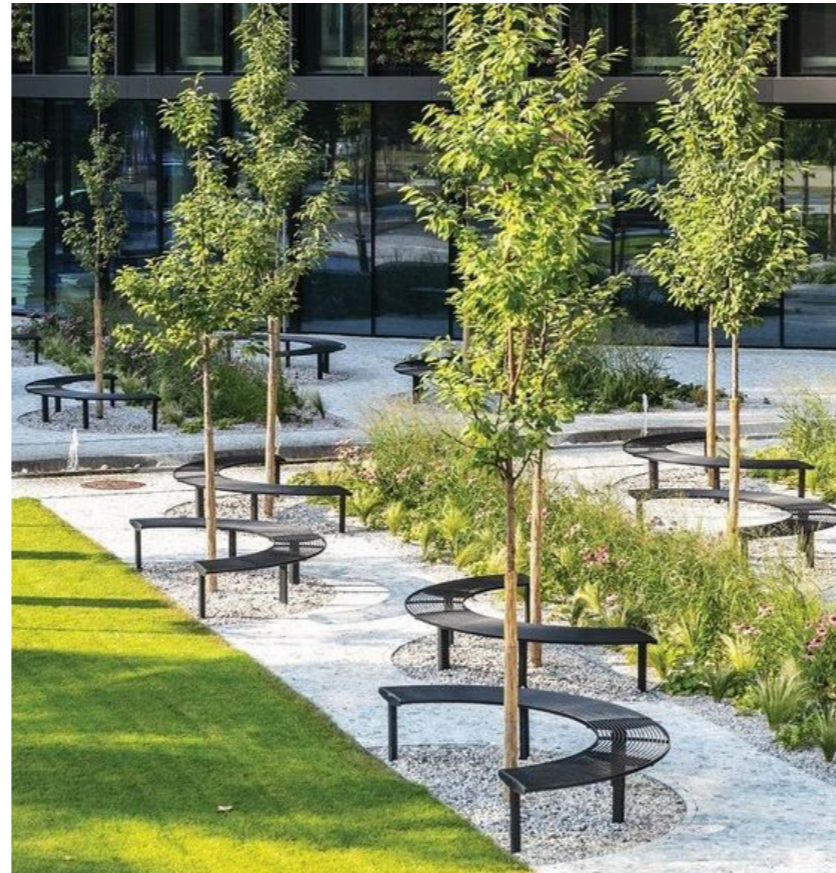
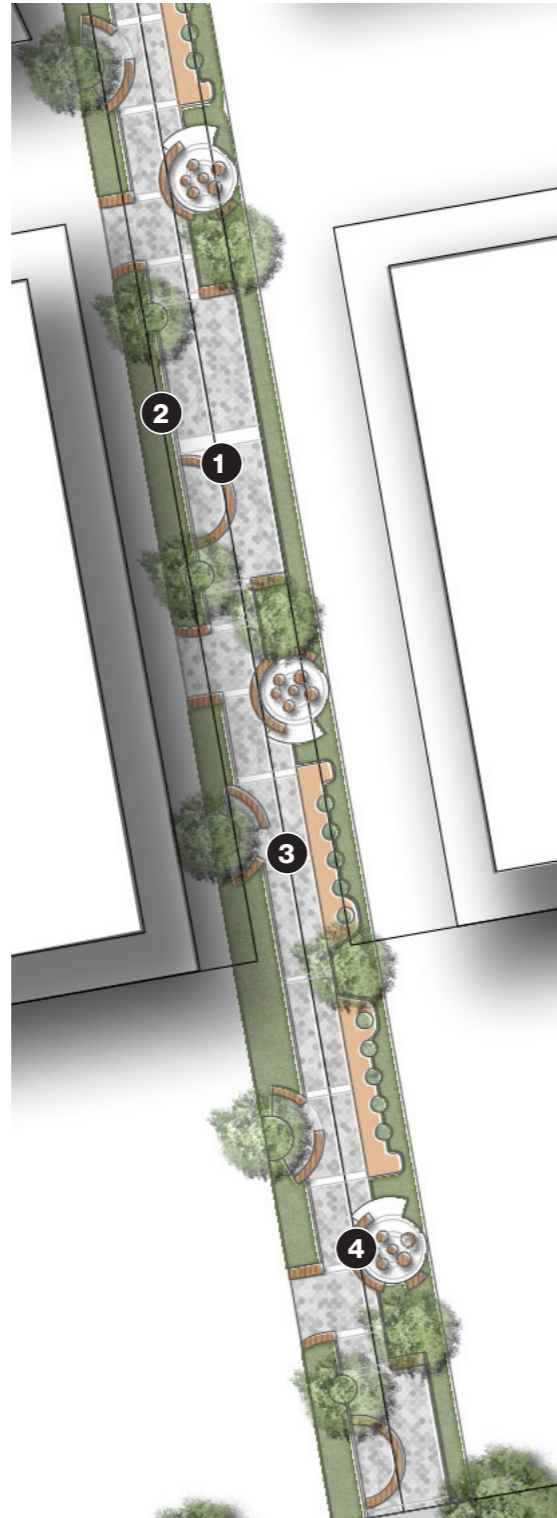
02/

Dune Front Through Link

Dune front through link is a north south pedestrian space, connecting the core of town centre to the beach through residential area with active frontages.

Opportunities:

- 1 Timber seating areas for social meeting spaces.
- 2 Landscape buffer (trees and understorey planting) to residential private open space.
- 3 Pedestrian plaza paving.
- 4 Informal 'play on the way' opportunities.



03/

East West Through Link

The through link is located to the south of the shopping centre, providing east west connection from the ecological corridor, local parks, hotel and district park. It provides civic plaza and urban green space interweaving throughfare with informal and casual spaces for socialisation.

Opportunities:

- 1 Proposed canopy trees and landscape buffer to adjacent development.
- 2 Central shaded timber seating nook.
- 3 Feature paving.
- 4 Pedestrian plaza paving for the circulation footpath.
- 5 Feature grass patch.

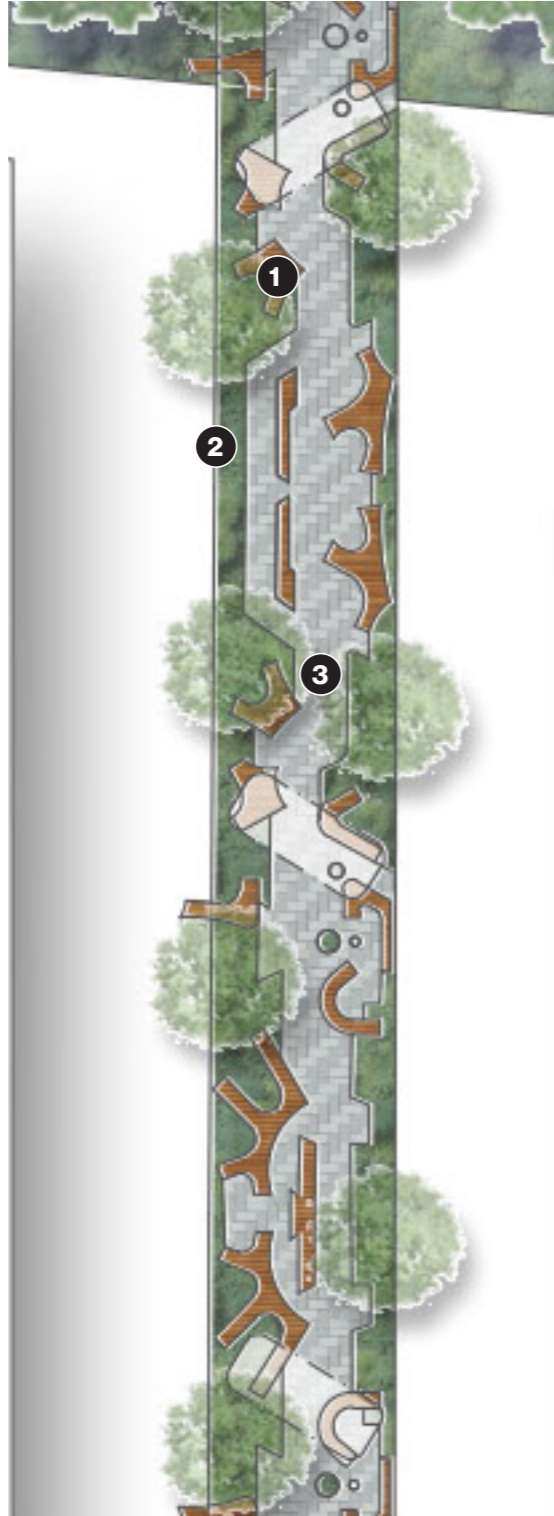
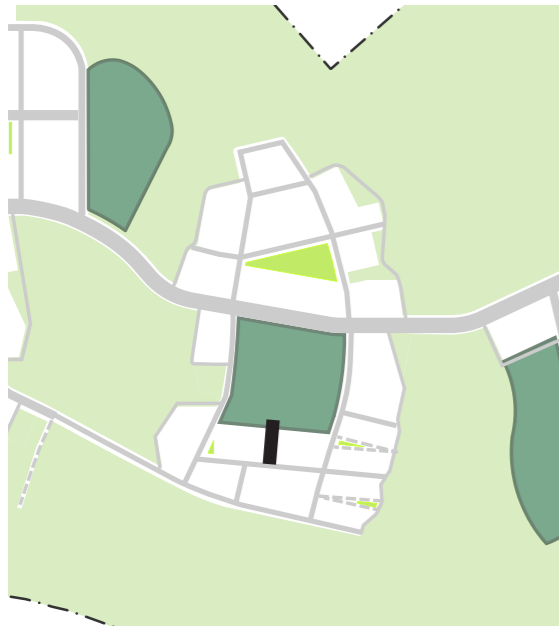


Neighbourhood Through Link

Park through link is a north south pedestrian space, connecting the active district park to the residential neighbourhood.

Opportunities:

- 1 Timber seating areas contained by shrub planting.
- 2 Landscape buffer (trees and understorey planting) to residential private open space.
- 3 Pedestrian plaza paving.

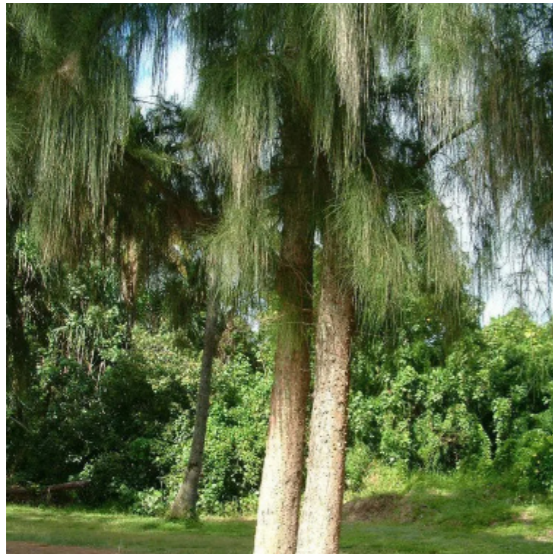


Delfland Water Authority | Mecanoo



PLANTING PALETTE

Trees



Casuarina glauca | swamp oak

Understorey



Carex appressa | Tall Sledge



Xanthorrhoea fulva | The Wallum Grass tree



Melaleuca ericifolia | Swamp Paperbark



Banksia ericifolia | Heath Leaved Banksia



Blechnum indicum | Swamp Water Fern



4.6 URBAN PLANTING AND MATERIAL PALETTE

Street Tree Planting

Street tree planting throughout the site will be developed in response to the scale and function of the street and the local micro-climate determined through coastal winds, sun, water and localised soil conditions.

Street Tree Planting



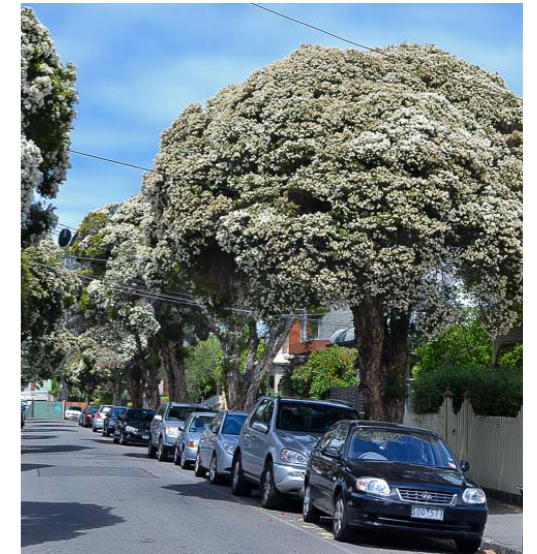
Waterhousea floribunda | Weeping Lilli Pilli



Eucalyptus botryoides | Woollybutt



Corymbia maculata | Spotted Gum



Melaleuca linariifolia | narrow leaved paperbark



Tristaniopsis laurina | Water Gum



Banksia integrifolia | Coast Banksia



Syncarpia glomulifera | Turpentine



Hibiscus tiliaceus | coast cottonwood

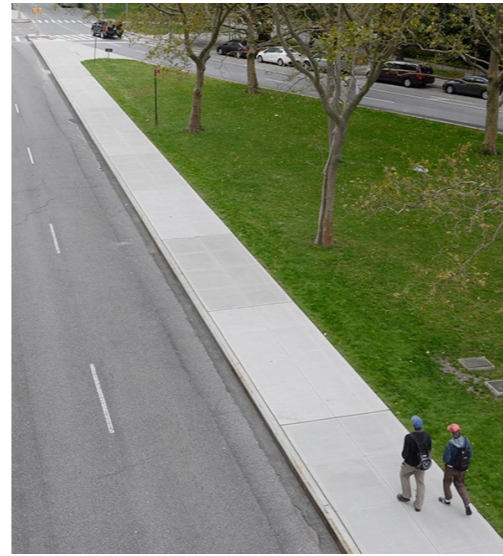
Materials and furniture

Urban materials and furniture will be selected which is simple and robust and also reflects the urban coastal character of the precinct.

Footpaths



Urban Streets | Granite

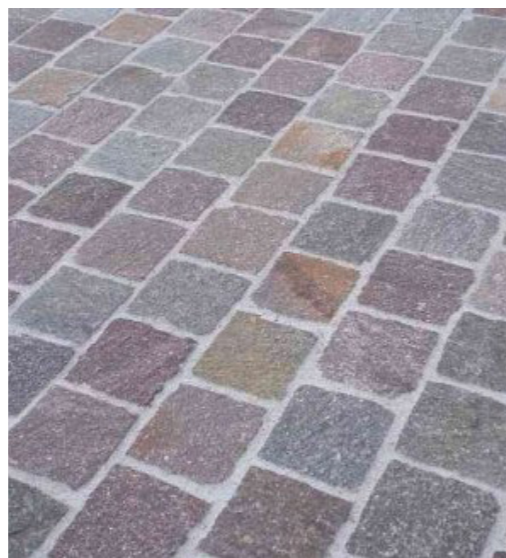


Residential Paths | Concrete

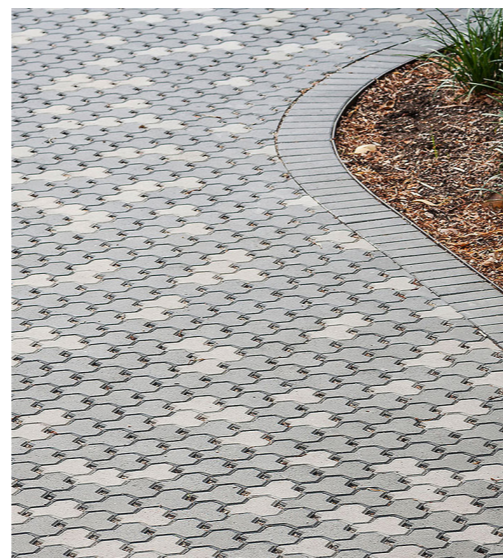
Furniture



Urban Streets | Tall Sledge



Special Urban Places | Porphyry setts



Shared Streets | Tri Hex



Special Urban Streets | Tall Sledge