



MAROUBRA JUNCTION TOWN CENTRE

Urban Design Framework and Public Domain Master Plan - Final Draft

Acknowledgment of Country

Randwick City Council pays respect to the traditional owners of the land, the Bidjigal and Gadigal people, and we acknowledge the living and continuing culture of the traditional custodians of this Country. We recognise that the traditional owners have occupied and cared for this Country over countless generations, and we celebrate their ongoing contributions to the life of the area.

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It is now generally accepted that city life and regard for people in city space must have a key role in the planning of cities.

Jan Gehl, Cities for People

EXECUTIVE SUMMARY

This Urban Design Framework and Public Domain Master Plan Report has been prepared on behalf of Randwick City Council to support the development of the Maroubra Junction Public Domain.

This project is an outcome of the Randwick City Vision 2040 Local Strategic Planning Statement (LSPS), which provides the framework for land use planning and decision making over the next 20 years.

Overview of the Project

The purpose of the project is to develop an overarching public domain strategy for the Town Centre, to help Council facilitate high quality, innovative and sustainable upgrades that address future growth challenges while enhancing the community's quality of life and economic prosperity.

The development of the Maroubra Junction Town Centre Public Domain Master Plan emphasises the creation of:

- A high-quality built environment sensitive to existing character, culture and heritage;
- A vibrant Town Centre economy, stimulating private investment and ongoing renewal;
- Welcoming, walkable and comfortable public domain;
- A Town Centre identity that is meaningful to residents and attractive to visitors;
- Environmentally sustainable;
- Improved community access and amenity;
- An integrated transport approach considering all modes of transport and travel;
- Stimulation of Maroubra Junction Night Time Economy.

Document Purpose and Structure

GroupGSA, supported by a broader consultant team, have been engaged by Randwick City Council to prepare the Maroubra Junction Public Domain Master Plan to be undertake over the two stages:

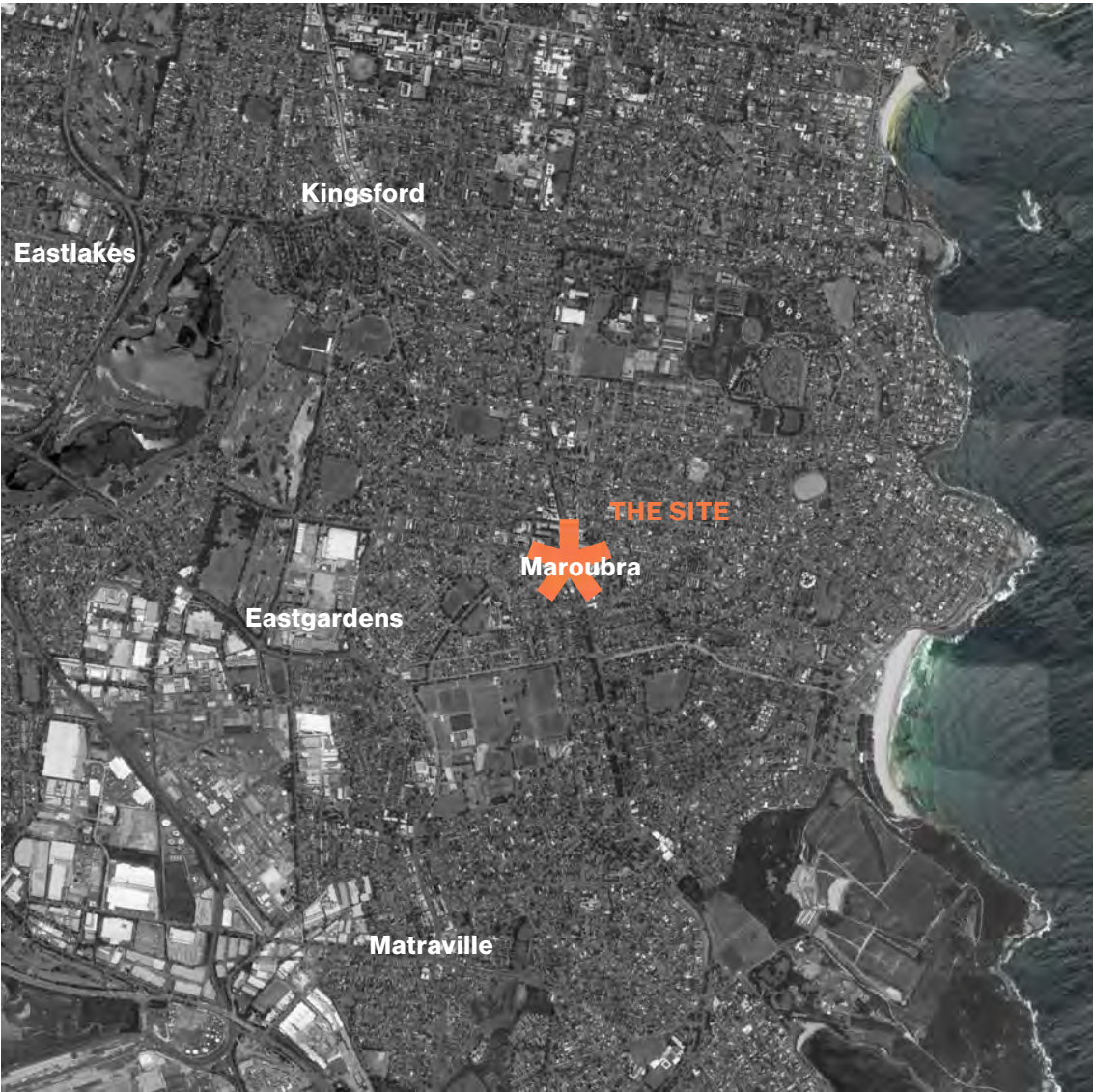
- Stage One - Issues Paper
- Stage Two - Public Domain Master Plan

This report is the Stage Two Maroubra Junction Urban Framework and Public Domain Master Plan.

The Urban Design Framework and Public Domain Master Plan integrates key issues and opportunities identified in Issues Paper, forming a set of well articulated design principles and place concept plans with site specific interventions for the development of Maroubra Junction Public Domain.

The report is structured to demonstrate:

- A succinct understanding of the site, through both physical and strategic context including spatial, environmental, cultural, historic and transport context from Stage One;
- Extensive findings from community and stakeholder consultations that have been integrated into design development;
- A holistic city design approach of master plan and design framework for Maroubra Junction Town Centre to achieve the strategic ambitions of state and local planning efforts;
- Place specific design concepts for the efficient realisation of a successful and coherent public domain that is commensurate with the aspirations of the community;
- A long term vision through 'Big Idea' sketches that represent a future transformation of the precinct in which innovative transport and traffic solutions combine to create a lively, pedestrian-oriented destination.





INTRODUCTION

01

WHY A PUBLIC DOMAIN PLAN

The Eastgardens - Maroubra Junction Strategic Centre is one of the two the Randwick City Strategic Centres identified in Greater Sydney Region Plan - A Metropolis of Three Cities, the other being the Randwick Health and Education Precinct.

The Maroubra Junction Town Centre, with its location straddling both Anzac Parade and Maroubra Road, is an important centre both within the eastern suburbs and greater metropolitan Sydney.

Notably, Maroubra Junction is accessible to a number of key locations that help define Sydney, including Sydney Central Business District (CBD), Sydney International Airport, Botany Bay and Centennial Parklands, along with various well-loved beach side areas.

In this context, Randwick City Council identified the need for a Town Centre Public Domain Master Plan for Maroubra Junction.

The Master Plan is to aid in prioritising public domain improvements, short term and long term opportunities to support the future strategic planning for the Eastgardens - Maroubra Junction Strategic Centre, and support economic viability, growth and amenity of the centre.

The project encompasses three other neighbouring local centres.

These include the Flower Street Neighbourhood Centre, the Bunnerong Road Neighbourhood Centre and the two strips of Maroubra Road located west and east of Maroubra Junction.

The development of the Maroubra Junction Town Centre will promote local economic prosperity, high quality public space, housing growth and diversity, a strong identity and sense of place, design excellence and sustainability.

The Maroubra Public Domain Master Plan is centred on four precincts:

1. Maroubra Junction
2. Maroubra Road
3. Bunnerong Road
4. Flower Street



LEGEND			
Lots	Maroubra Junction Precinct	Maroubra Road Precinct	Future Mass Transit
Water	Bunnerong Road Precinct	Flower Street Precinct	Strategic Centre
Open Space			Walking Catchment

OUR APPROACH

The Maroubra Junction Urban Framework and Public Domain Master Plan have been prepared through a two step process.

Stage One: Analysis, Issues Paper and Consultation Plan

The objective of this stage was to complete a full assessment of the site and surrounds, and those factors which influence its sustainability and development.

The analysis findings reveal how the project can respond to existing and future conditions and inform the development of Stage Two.

The key outputs of this stage were:

- Context Analysis
- Site Analysis
- Community Consultation Workshop
- Local Heritage Character Statement (Artefact)
- Traffic Engineering (TTPP)
- Opportunities and Constraints
- Issues Paper

Stage Two: Urban Framework, Public Domain Master Plan, and Streetscape and Place Concepts

The delivery of the Urban Framework and Master Plan for Maroubra Junction will culminate in the efficient realisation of a successful and coherent public domain that is commensurate with the aspirations of the Council and broader community.

The key outputs of this stage are:

- A Long Term Vision: Big Ideas
- Urban Design Framework
- Public Domain Master Plan
- Community Consultation Workshop
- Streetscape and Place Concepts



PROJECT PHASING

A Long Term Vision: Big Ideas

The big ideas which can transform the look and feel of Maroubra Junction.

The project team worked with the local community to identify some key 'big ideas' which articulate a long term vision for the Maroubra Junction Town Centre. These ideas are not constrained by budget nor time-line and represent a future transformation of the Town Centre in which innovative transport and traffic solutions combine to create a lively, pedestrian-oriented destination. These ideas are described in the following chapter.

Deliverable Projects

This Public Domain Plan outlines a vision that can be implemented over the short and medium term.

This Public Domain Master Plan for Maroubra Junction will be a critical vehicle for the efficient realisation of a successful and coherent public domain that is commensurate with the aspirations of the community.

This report outlines the key urban design strategies and moves for the upgrade of the Maroubra Junction Town Centre. These principles are then applied to key areas to create the streetscape and place concept plans which describe detailed interventions such as footpath widening and tree planting.



Phase One (Short Term)

- Potential bi-directional cycleway to Maroubra Road subject to Maroubra Road Corridor Study
- Bi-directional cycleway and shared path to Anzac Parade (identified in existing Randwick cycleway strategy)
- Supplementary tree planting to streets to increase canopy cover and reduce urban heat island effect
- Kerb widening and tree planting to Maroubra Road
- Intersection treatments along Maroubra Road
- Gateway treatments to Maroubra Road with potential public art installations
- Streetscape upgrades on Maroubra Road and Anzac Parade with improved paving and new street furniture
- Improvements to Anzac Parade median / corridor. e.g biodiversity planting areas
- Upgrade lighting and underground overhead power lines on Maroubra Road
- Install CCTV in hotspots to monitor and help deter anti-social behaviour
- Implement strategies to ease vehicular congestion at the intersection of Anzac Parade and Maroubra Road
- Engage with local businesses and residents to improve night time economy. e.g Night markets in existing plaza areas



Phase Two (Medium Term)

- Kerb widening and tree planting to Anzac Parade
- Creation of shared zones and footpath continuations along Anzac Parade and Maroubra Road
- Creation of pedestrian plazas at
 - + Robey Street and Maroubra Road intersection
 - + Wild Street and Maroubra Road / Bunnerong Road intersection
- Conversion of selected access lanes to one way and creation of improved pedestrian zones
- Gateway treatments to Anzac Parade with potential public art installations
- Rationalised parking areas within the central median
- Creation of safe mid-block crossing on Anzac Parade to improve east to west pedestrian movement
- Creation of Cultural Walk in Maroubra Junction
- Upgrade lighting and underground overhead power lines on Anzac Parade
- Creation of Pocket Park at Flower Street Precinct

Note: Subject to TfNSW approvals



Phase Three (Long Term)

- Transformation of Anzac Parade corridor
- Major restructure of Anzac Parade corridor to prioritise pedestrian activity, active transport upgrades and potential Metro infrastructure
- Creation of new public spaces within Maroubra Junction that connect the eastern and western edges of the Town Centre

Note: Subject to TfNSW approvals



A LONG TERM VISION: BIG IDEAS

02

BIG IDEAS EXPLORATION

Overview

Anzac Parade is a major road that runs directly north-south through the subject area and services the south-eastern suburbs of Sydney.

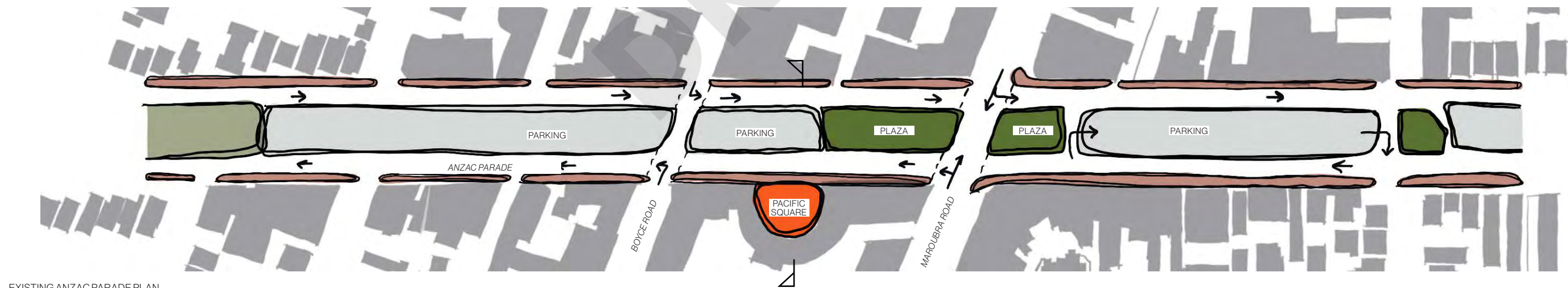
It is identified as a mass transit corridor and an urban renewal corridor with a significant landscape feature which presents opportunities to transform into a lively, pedestrian-oriented destination with innovative transport solutions.

Due to its central location and its significant role in Maroubra Junction, Anzac Parade is chosen to be investigated for long term interventions. The project team worked with the local community to explore some key 'big ideas' which articulate a long term vision for Anzac Parade and Maroubra Junction Town Centre.

Anzac Parade Existing Condition

Anzac Parade has four-lane carriageways including two lanes of parking on each northbound and southbound of the road with a wide central median area. There is a lack of interaction between each side of Anzac Parade due to large section of verge and the wide central median car park area.

The retail and commercial uses are concentrated around the Pacific Square along Anzac Parade near Maroubra Road intersection with large pedestrian activities. The existing 4.2m wide footpaths are cluttered with pedestrian movement, bus stop, street furniture and outdoor dining areas.



EXISTING ANZAC PARADE PLAN

ANZAC PARADE PHOTOGRAPHS



Anzac Parade northbound four lane carriageways including two lanes of parking



Wide central median car park area - existing landscape embankment and footpaths on both side of the carpark

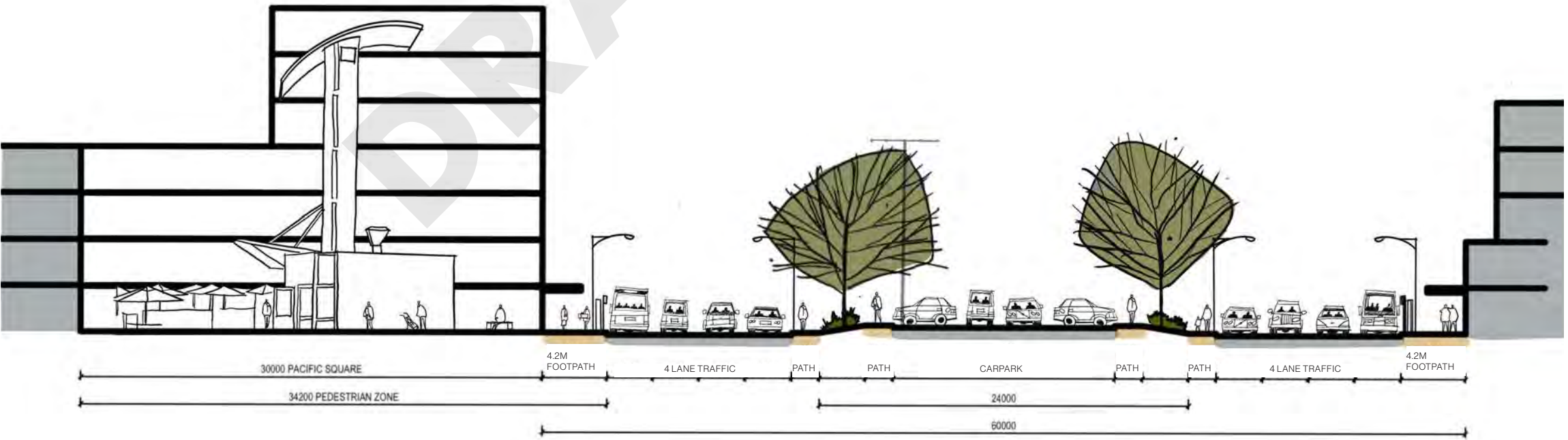


Boyce Road breaks up the median car park into two parts



Existing cluttered footpath along Anzac Parade

EXISTING CROSS SECTION



Best-practice international projects that can inspire a long term vision for Anzac Parade.

They are utilised to graphically represent the overall proportion of a wide promenade afforded to each land use type, and the pattern in which they are organised.

A successful promenade provides ample space for all required modes of transport, while ensuring a high quality public domain and landscaping which ensures each portion functions effectively individually and as part of the greater whole.

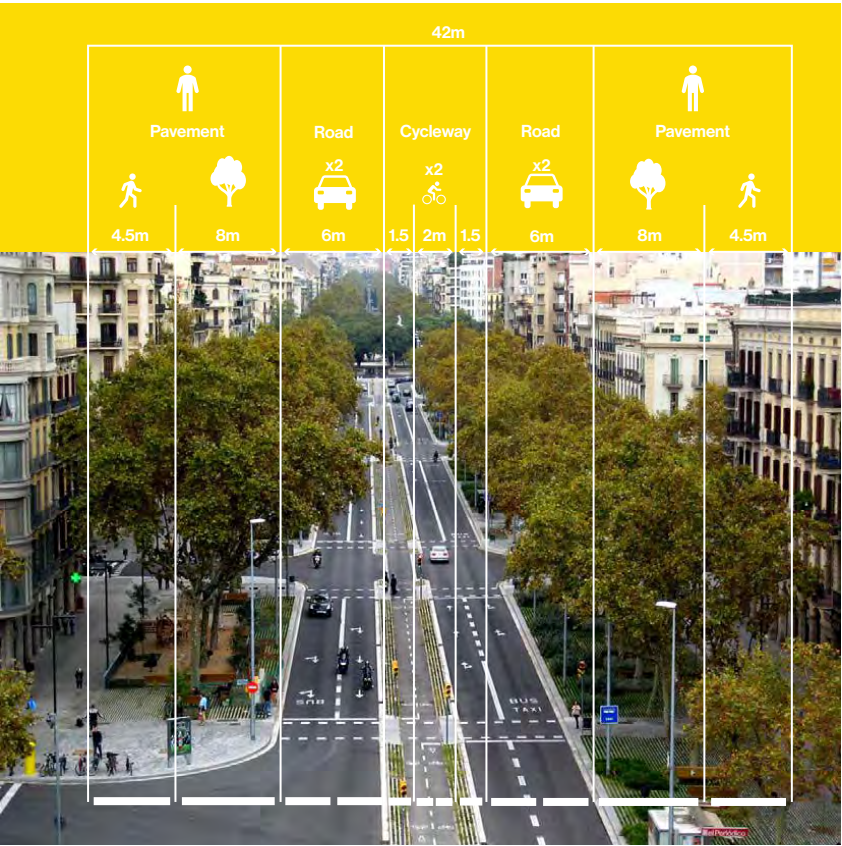
In comparison to other successful promenades of a similar size, the entire road width is treated as a single unit, with wider, unified pavements creating a more amiable public domain.



- Traffic and car parking

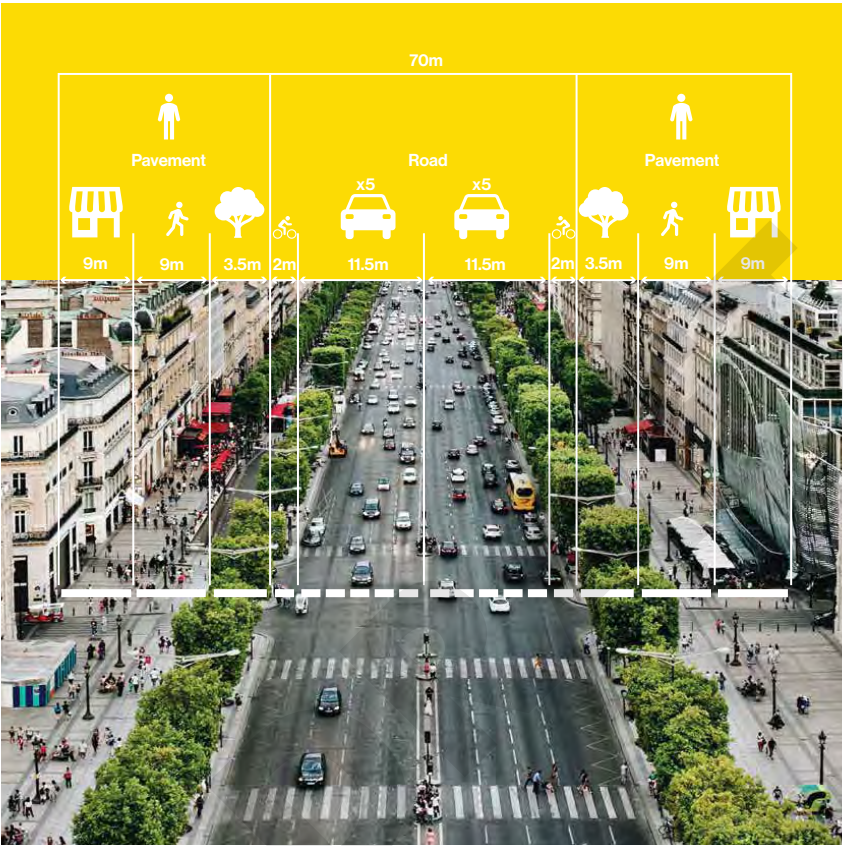


- Promenade



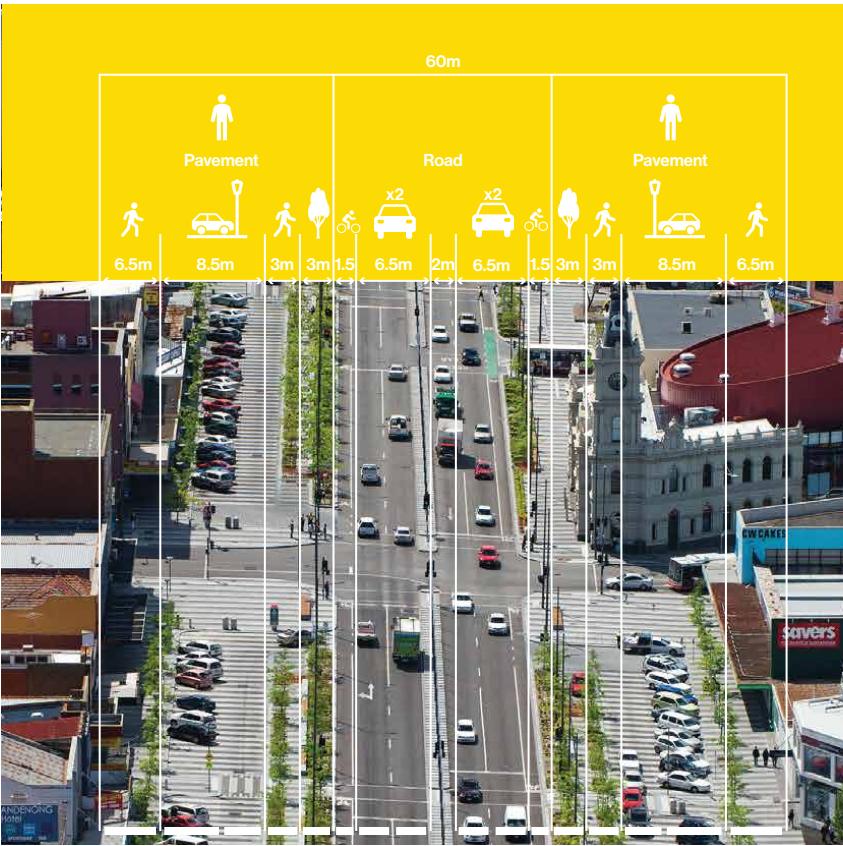
Passeig de San Juan, Barcelona

– Promenade



Champs Elysees, Paris

– Plaza and promenade



Lonsdale Street, Dandenong VIC

– Plaza and promenade parking

BIG IDEAS - 'THE PLAZA'

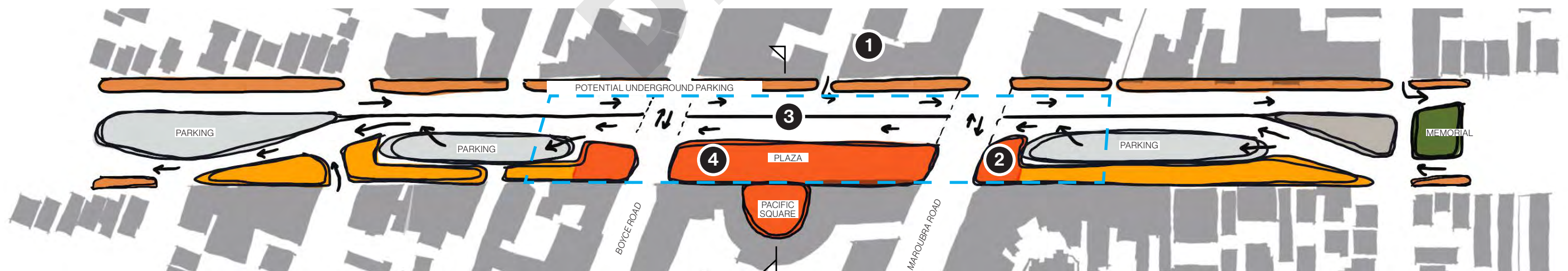
Inspired by the precedents from scale comparisons study, 'The Plaza' option presents largely widened footpaths concentrating around Pacific Square which reinforce Town Centre's commercial heart with a consolidated community space for a gathering hub at the centre of Maroubra Junction.

The reconfigured road space and replacement of central island of parking with off street parking consolidate pedestrian space to each side of the road for a more amiable public domain.

WHY

- Enhance sense of place and create better destinations of plaza, park, playground with a cluster of activity and active street frontages
- Prioritise the pedestrian experience with widened footpaths and street trees
- Replace central median of parking with off street parking
- Potential underground parking
- Introduce cycle lanes each way

SKETCH PLAN



PRECEDENT IMAGES



1 Pocket park opportunities to facilitate activities and support local businesses



2 Footpath widening to create a consolidated community space for a gathering hub at the heart of Maroubra Junction

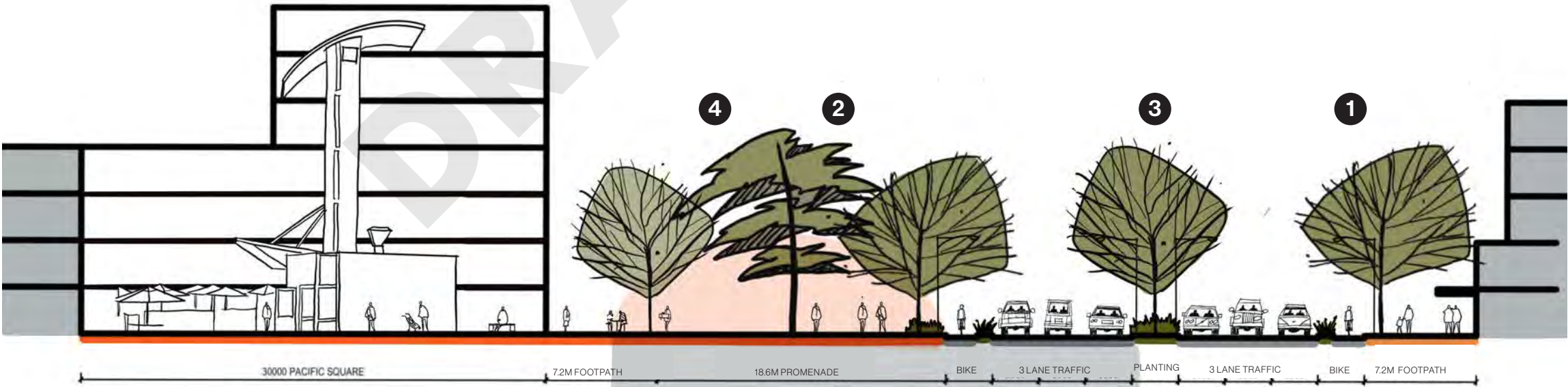


3 Provide green links of trees and understorey planting from the Town Centre to existing established parks



4 Incorporate safer and playable spaces for children

PROPOSED CROSS SECTION



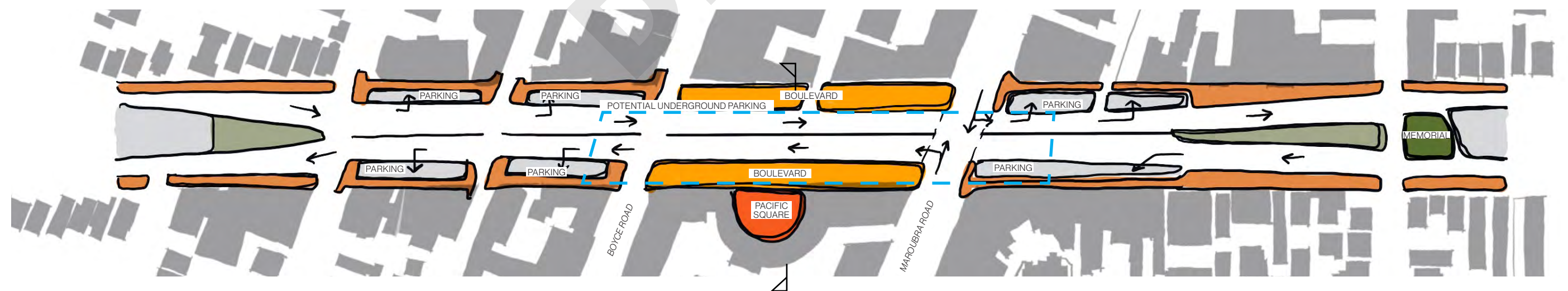
BIG IDEAS - 'THE PROMENADE'

'The Promenade' option presents a largely widened footpaths on each side of Anzac Parade with mature canopy trees which prioritises the pedestrian experience and create highly valued community spaces.

WHY

- Boulevard- cluster of activity, active street frontages
- Prioritise the pedestrian experience with widened footpaths and street trees
- Replace central median of parking with off street parking
- Potential of underground parking
- Introduce cycle lanes each way

SKETCH PLAN



PRECEDENT IMAGES



1 Footpath widening with upgraded street furniture and canopy trees to facilitate pedestrian movement and better walking experience



2 Paving design to delineate footpath function/movement

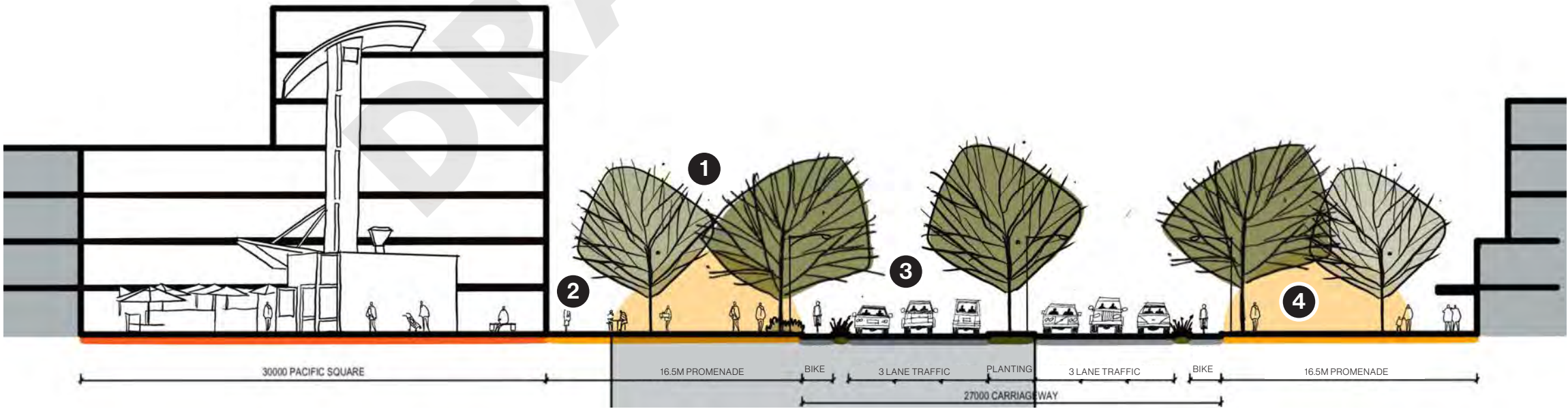


3 Future proofing design to accommodate future mass transit



4 Footpath widening to facilitate outdoor dining and support local businesses

PROPOSED CROSS SECTION



BIG IDEAS - ‘THE LID’

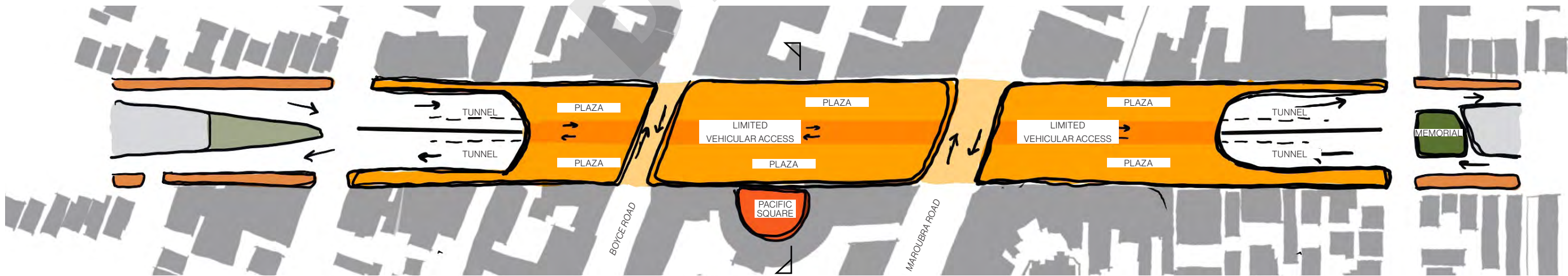
‘The Lid’ option presents a true green boulevard with limited vehicular access that provides a “welcoming” entrance to the town centre. Undergrounding vehicular traffic largely releases the space for pedestrian activities and enhanced landscape elements.

The mature tree canopies and landscaped plaza creates climate adaptive places and ecological connectivity integrating to a wider green network for a resilient and healthy city.

WHY

- Prioritise pedestrian experience and activation of the plaza while retaining road connection underground
- Promote a cluster of activity and active street frontages
- Create a hub and destinations- green open space, plaza, markets, and events

SKETCH PLAN



PRECEDENT IMAGES



1 Road lid park - sunken the road traffic to prioritise pedestrian experience and activation of the plaza



2 Propose park boulevard to accommodate future light rail

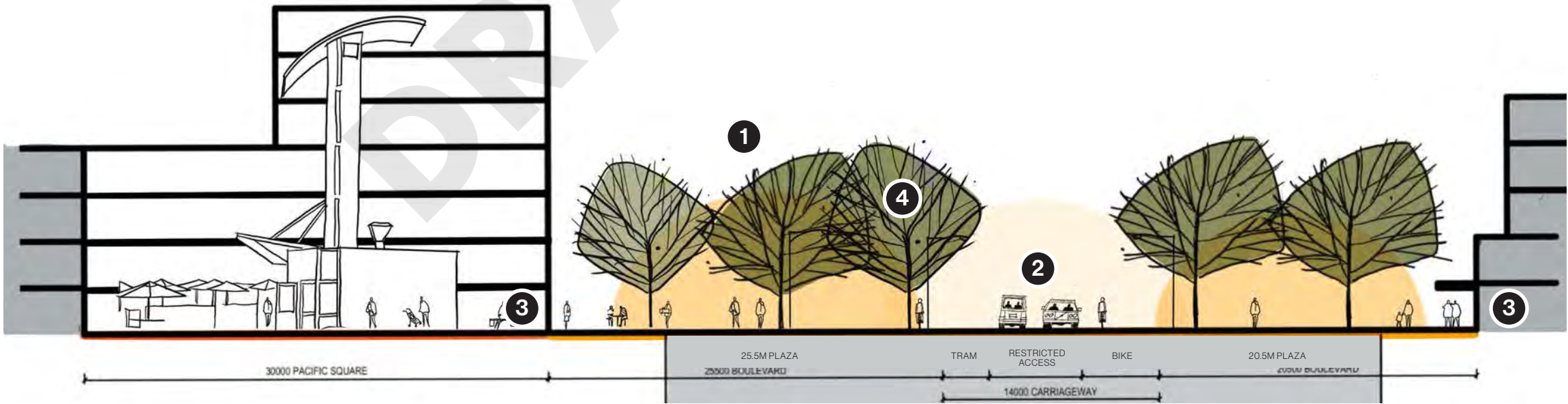


3 Active frontages



4 Provide dedicated cycleways and green links of planting from the town centre to existing established parks

PROPOSED CROSS SECTION





SITE APPRAISAL AND ENGAGEMENT

03

SITE APPRAISAL

In Stage One, we completed a full assessment of the site and surrounds, and those factors which influence its sustainability and development.

Through undertaking site visits, site analysis, community consultation and desktop studies of relevant council and state government strategies, the Stage One Issues Paper presents an qualitative site analysis and a synthesis of work undertaken to date to ensure the urban framework and public domain master plan for Maroubra Junction is robust, up to date and meets the future needs of Council and the community.

The analysis findings reveal how the project can respond to existing and future conditions. They are utilised to establish opportunities and constraints presenting on following pages along a set of further developed design principles and interventions as part of the Stage Two Urban Design Framework and Public Domain Master Plan.

The analysed items have categorised into four key aspects include:

- 1 Land use, places of interest and open space**
- 2 Culture, history and community**
- 3 Transport and movement**
- 4 Urban canopy and environmental context**



Land use, places of interest and open space

Issues

- Limited lighting and passive surveillance at night;
- Disconnected open space;
- Inactive ground floor frontages;
- Absence of a gateway to mark the arrival at town centre.

Opportunities

- Active spaces to dwell or play in the public domain;
- Upgraded public realm in the form of street furniture, public art or community events;
- Unify and emphasise a strong link and arrival into Maroubra Junction with a green corridor;
- Public domain improvements may encourage future residents of Pagewood Green to walk or cycle comfortably to Maroubra Junction.



Retail offerings along Maroubra Road feature 1-2 storey shop fronts.



High densities of the Eastgardens development are located to the south-west of the subject site.



Cluttered footpaths are observed along Anzac Parade.



LEGEND

- | | | | |
|---|---|---|---|
| Site Boundary | Low Density Residential | Local Centre | Active Facade |
| Open Space | Medium Density Residential | Education | Inactive Facade |
| Special Purposes | Neighbourhood Centre | | |

Scale 1:10,000 @ A3

0m 50 100 250 500m

Culture, history and community

Issues

- Visual impact of major developments may impact integrity of heritage sites;
- Development limited along sensitive northern interface of Harris Park;
- Public domain enhancements should consider the obstruction of key views to and from heritage-significant buildings.

Opportunities

- Celebrate a rich and unique Aboriginal cultural history;
- Maroubra Speedway originally at the site of Coral Sea Park;
- Historic tramline along Anzac Parade;
- Provide better engagement with nearby heritage items in public domain.



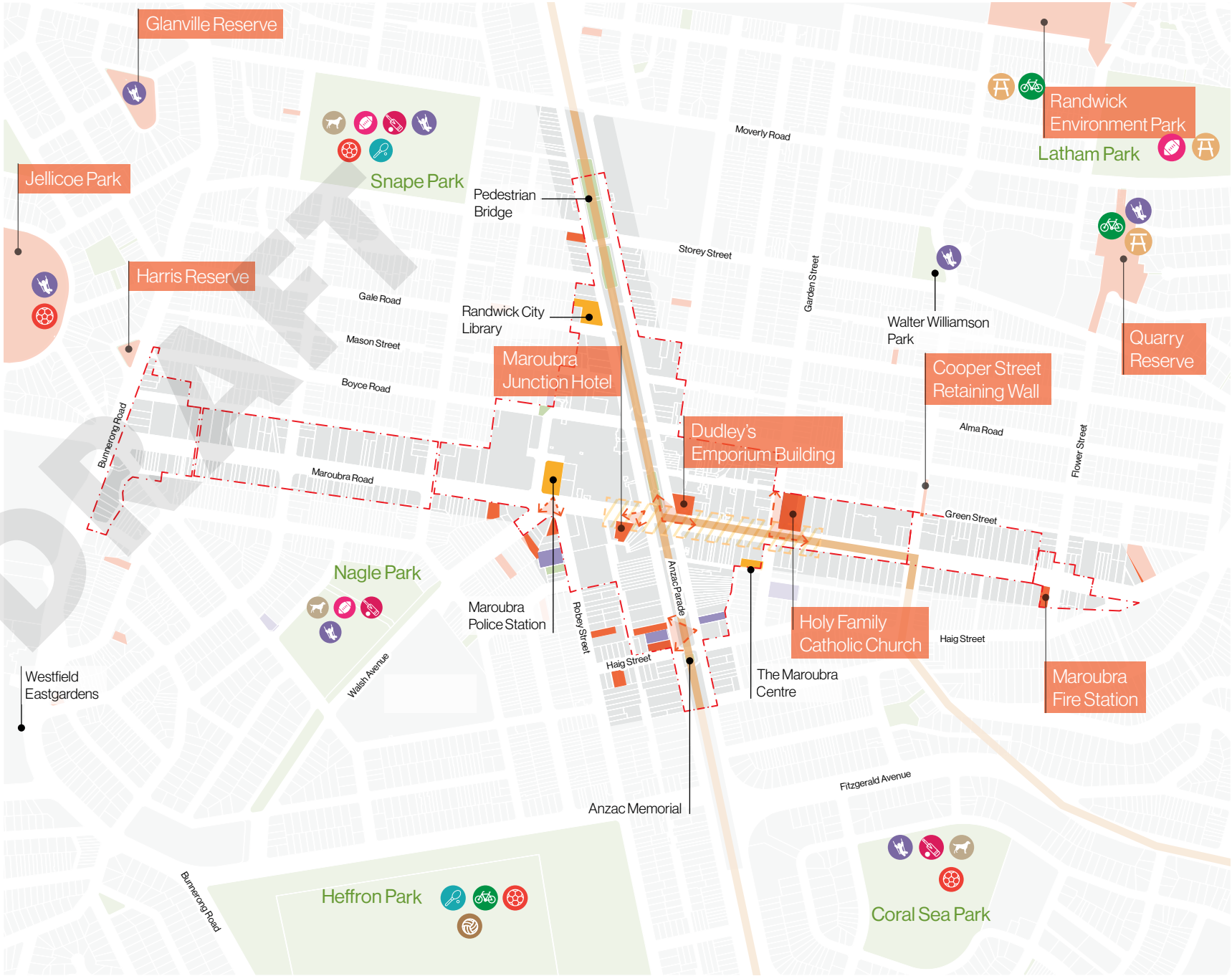
Anzac Memorial



Maroubra Tram. Looking south on Anzac Pde from Boyce Rd. 1960's



Median public park



LEGEND

- | | | | | |
|------------------------|--|---------------|---------|--------------------|
| Site Boundary | Public Domain Sensitive to Heritage Item | Picnic Areas | Rugby | Bike Path |
| Key Heritage Sightline | Civic & Community | Playground | Cricket | Public Toilets |
| Heritage Item | Religious | Off-leash dog | Soccer | Historical Tramway |

Scale 1:10,000 @ A3
0m 50 100 250 500m

Transport and movement

Issues

- Existing vehicular congestion with a mixture of public transport uses, including numerous bus stops, private car use is a significant constraint upon pedestrian and cyclist movement;
- Median parking areas create a strong desire line for pedestrians to cross mid-block which has become a contributing factor to the high number of pedestrian incidents. Poor pedestrian access in median car park;
- Limited cycle lanes and parking facilities;
- Unrestricted on-road parking are heavily used by both residents and longer-stay visitors;
- Anzac Parade's future as a mass transit corridor;
- Visual impact of existing car parking and lack of pedestrian connection.

Opportunities

- A new transit corridor to connect with a mix of uses, activities, development and employment opportunities;
- Enhance pedestrian movement in the form of through-site links, improved crossing conditions and pathways across Anzac Parade's central road reserve;
- Dedicated cycle lanes to increase active transport connections;
- Improved accessibility, visibility and comfort around public transport stops.



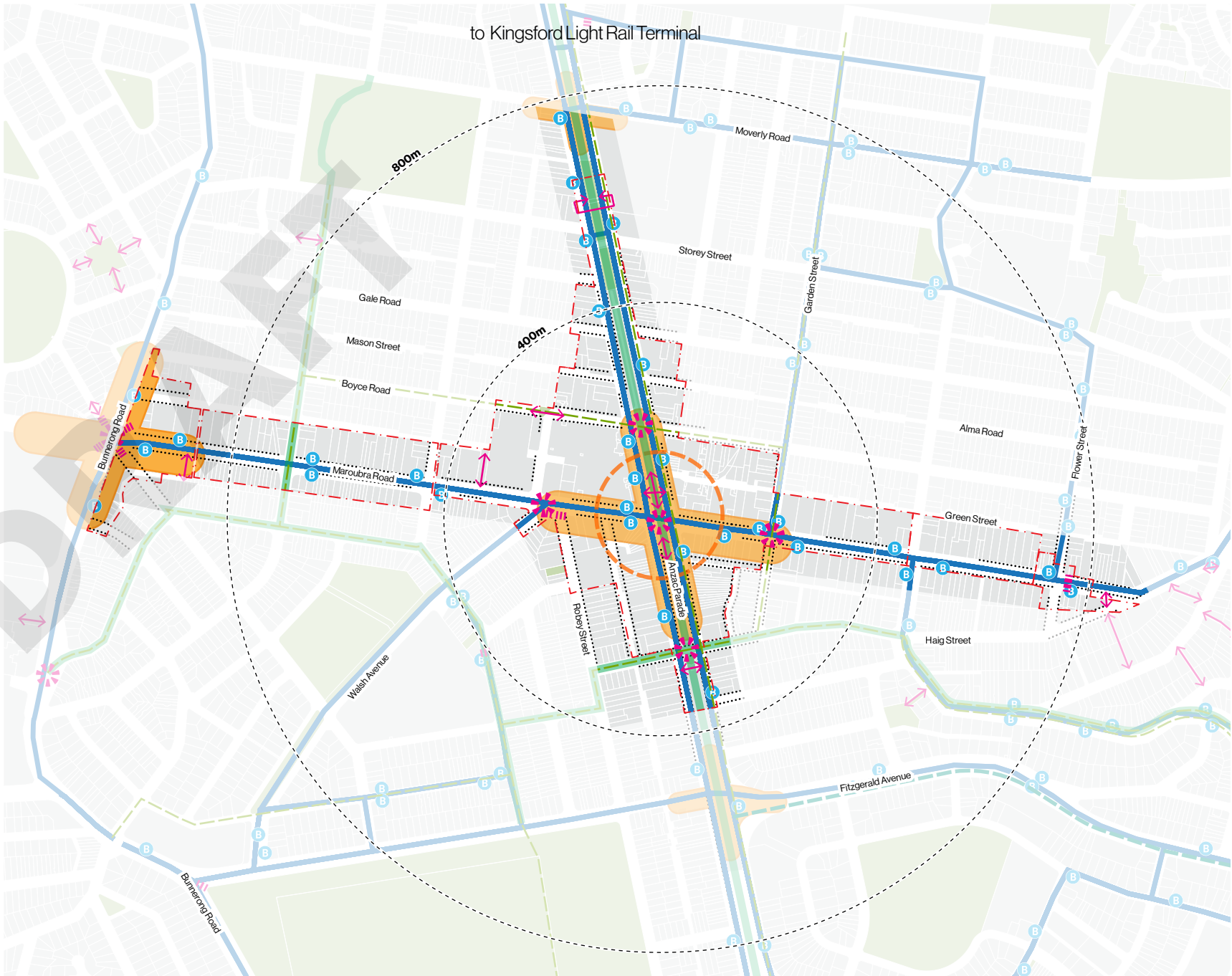
Kingsford Light Rail Terminal



Bike vehicle traffic conflict



Opportunity to improve accessibility, visibility and comfort around public transport stops.



LEGEND

- | | | | |
|---------------------|------------------------------|-------------|---------------------------|
| Site Boundary | Marked Cycle Lane | Cycle Route | Indicative Metro Stop |
| Signalised Crossing | Pedestrian Crossing | Bus Route | High Vehicular Congestion |
| Pedestrian Links | Council Priority Cycle Route | Bus Stop | On-street Parking |

Scale 1:10,000 @ A3

0m 50 100 250 500m

Urban canopy and environmental context

Issues

- Significant overhead electrical infrastructure and location of awnings prevents tree planting, limits mature tree size low;
- Insufficient canopy cover and high heat vulnerability;
- Topographic level will require careful management of flood hazards as incoming rain water from the east and north will pool in towards the precinct;
- A key area of flooding has been observed at the eastern section of the subject site at the low point at Alma Road;
- Negligible remnant vegetation with isolated patches occurring at some distance from the study area.

Opportunities

- Enhancement to the existing open spaces will assist to strengthen and connect the region's wider green grid, promoting an attractive, green and environmentally sensitive character;
- Promoting an attractive, green and environmentally sensitive character;
- Increase of street trees to provide green links to surrounding parks and improve streetscape character and pedestrian routes;
- Opportunities to relocate power lines underground or bundle them to provide space for the urban tree canopy.



Maroubra Road - Facing West
Wide travels lanes with insufficient canopy cover along Maroubra Road



Maroubra Road- Facing West
Palm trees in median along Maroubra Road approcahing Town Centre



Anzac Parade - Facing South
A variety of mature tree canopy in the median along Anzaca Parade



LEGEND

- Project Boundary
- Lots
- Open Space

- Tree Canopy
- Pedestrian Links
- Awnings

- Low
- High

- Urban Heat Island
(temperature difference to non-urban vegetated reference land surface temperature)

- Green Grid (DPIE)

Scale 1:10,000 @ A3
0m 50 100 250 500m

WHAT WE’VE HEARD

A key component of the project is consultation with the community and stakeholders, including Consultation Workshops, Community Walks and Online Survey.

The engagement process aimed to capture what the community values within Maroubra Junction and what things they would like to see improved or changed, so that these can be considered in the development of the draft urban design framework and public domain master plan.

By and large the issues paper presents and interprets the qualitative analysis of the precincts along the capturing community aspirations to aid in the formulation of the draft urban design framework and public domain master plan.

A community consultation workshop was held on 12th May 2021. Two community walks were held on 14th and 15th of May 2021. Various themes derived from site analysis were looked at to provoke discussion. Themes discussed included public open space, parking, walkability, transport and future character.

Some of the key points to come out of the discussions concluded under each theme were:

Streetscape

- Improved public domain for more appealing shopfront interface and active frontage;
- Create a sense of community with better public plaza (e.g. Junction Community Centre and library hub connection, Gale Road closure for plaza); opportunities for community space for gathering or events e.g markets;
- Amenity – provide seating and bins at regular intervals to improve comfort and encourage visitors;
- Pedestrianised boulevard on Anzac Parade – opportunities to re-purpose median parking space for passive recreation;
- Activated lanes - improved pedestrian links through laneways, bringing in art and community activities. Example locations include Garden Lane, Ferguson Street, Green Street and Foody Street);
- Safety – anti-social behaviour is common after 11pm in plaza. Links between parking and shops are the key. Night-time safety needs to be considered in design;
- Lighting upgrades are needed for safety and night time activities;
- Micro mobility – opportunity for micro mobility that is not only walking and cycling;
- Improved paving conditions – significant trip hazards particularly for people with mobility issues from existing uneven surfaces. Inconsistency of paving materials makes the junction feel neglected.

Access and connectivity

- Traffic calming and street trees are key to making the Junction feel more pedestrian friendly;
- Wider footpath – existing narrow footpath with outdoor dining and waiting areas at bus stops limits the walkability;
- Improved pedestrian connections across Anzac Parade - more pedestrian crossing points and prioritised pedestrian circulation between east – west are needed;
- Wider cycle network – improving connectivity to existing cycleways that are part of the wider transport network;
- Local cycle access - improving local access to Maroubra Junction Town Centre from properties, community facilities, open spaces and other local centres e.g Eastgardens, Maroubra Beach;
- Safety – providing safe road crossings and considering night-time safety for commuters;
- Traffic control – intense traffic on Anzac Parade. Both residential streets and main roads are congested as drivers taking short cuts or back streets to avoid traffic lights;
- Public transport hub - long bus zone on Anzac Parade on eastern side of northbound carriageway. Existing mid-block bus stops encourage pedestrian jaywalking. Considering reorganising the bus terminus and the main connections (bus terminal, car circulation, pedestrian circulation) for safer access.

Culture and community

- Culture and heritage appreciation – indigenous art and history evident of local population in La Perouse, Dudley’s Emporium, War Memorial and local French influences;
- Community in Maroubra is becoming younger - planning on the basis for the future and the needs of the community.

Green and sustainability

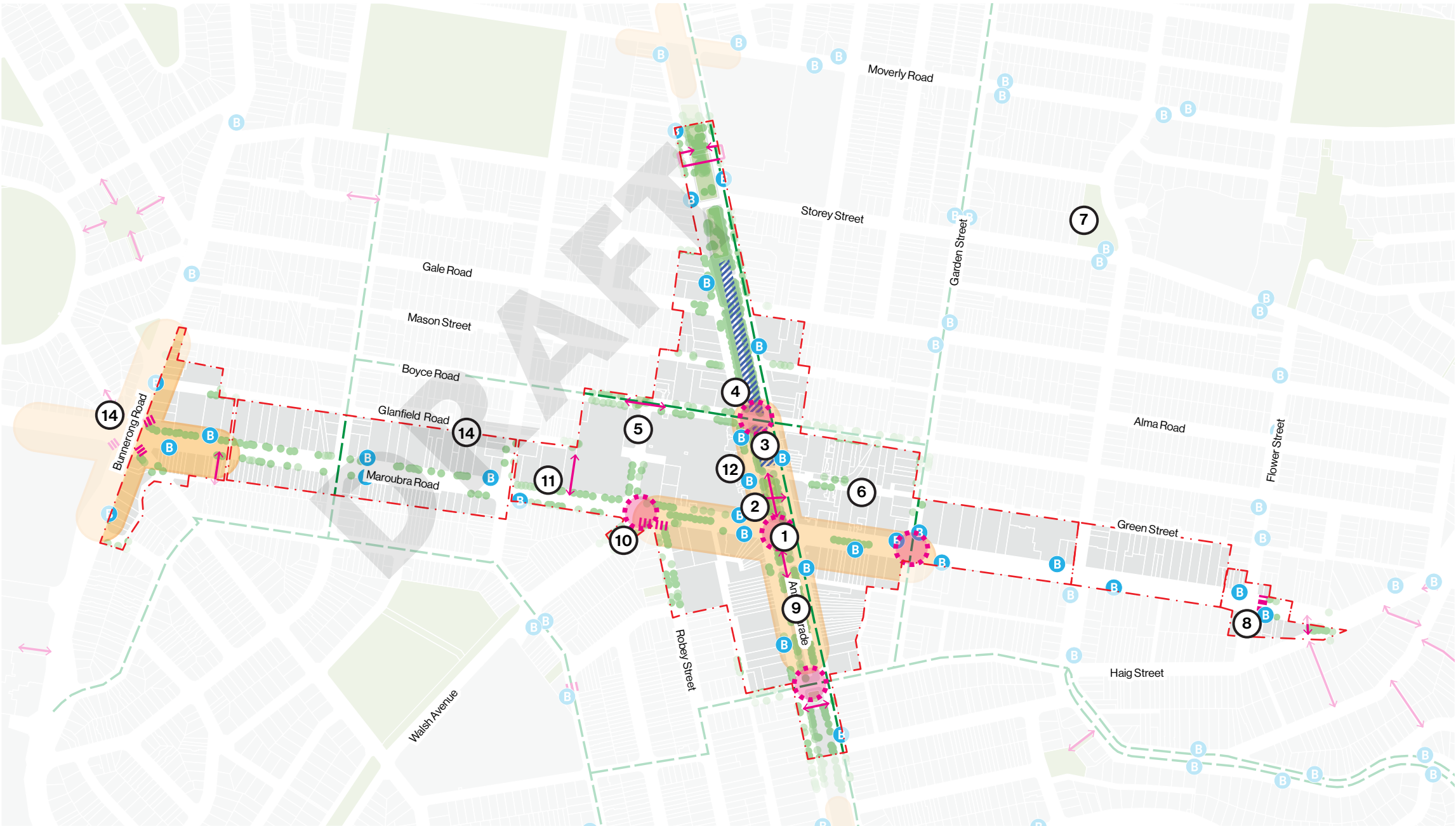
- Tree canopy – lacking of urban tree canopy; opportunities to provide more shade as well as make the precinct feel more pedestrian friendly;
- Environmental quality – considering environmental improvement; rats are a problem throughout.

ISSUES AND OPPORTUNITIES

A list of key site specific issues and opportunities are established and summarised below from the analysis findings identified in Stage One site analysis and community consultation. They have informed the development of the urban design framework, public domain master plan and the place concepts as part of this report.

Issues

- 1 Existing vehicular congestion constraining active transport
- 2 Poor lighting and passive surveillance at key locations
- 3 Unsafe pedestrian movement on Anzac Parade due to limited pedestrian crossings
- 4 Traffic conflicts between cars, buses and pedestrians
- 5 Lack of safe pedestrian crossings at car park entry points on Boyce Road
- 6 Green Street is regularly lined with unwanted material and rubbish
- 7 Limited active pockets of open space across the precinct
- 8 Lack of safe pedestrian crossing and vehicular access
- 9 Poorly maintained medians encourage unsocial activities
- 10 Dangerous pedestrian crossing
- 11 Dangerous cycling conditions
- 12 Unsanitary conditions of seating in plaza
- 13 Dangerous pedestrian environment lacking crossings
- 14 Poor lighting conducive to antisocial activity

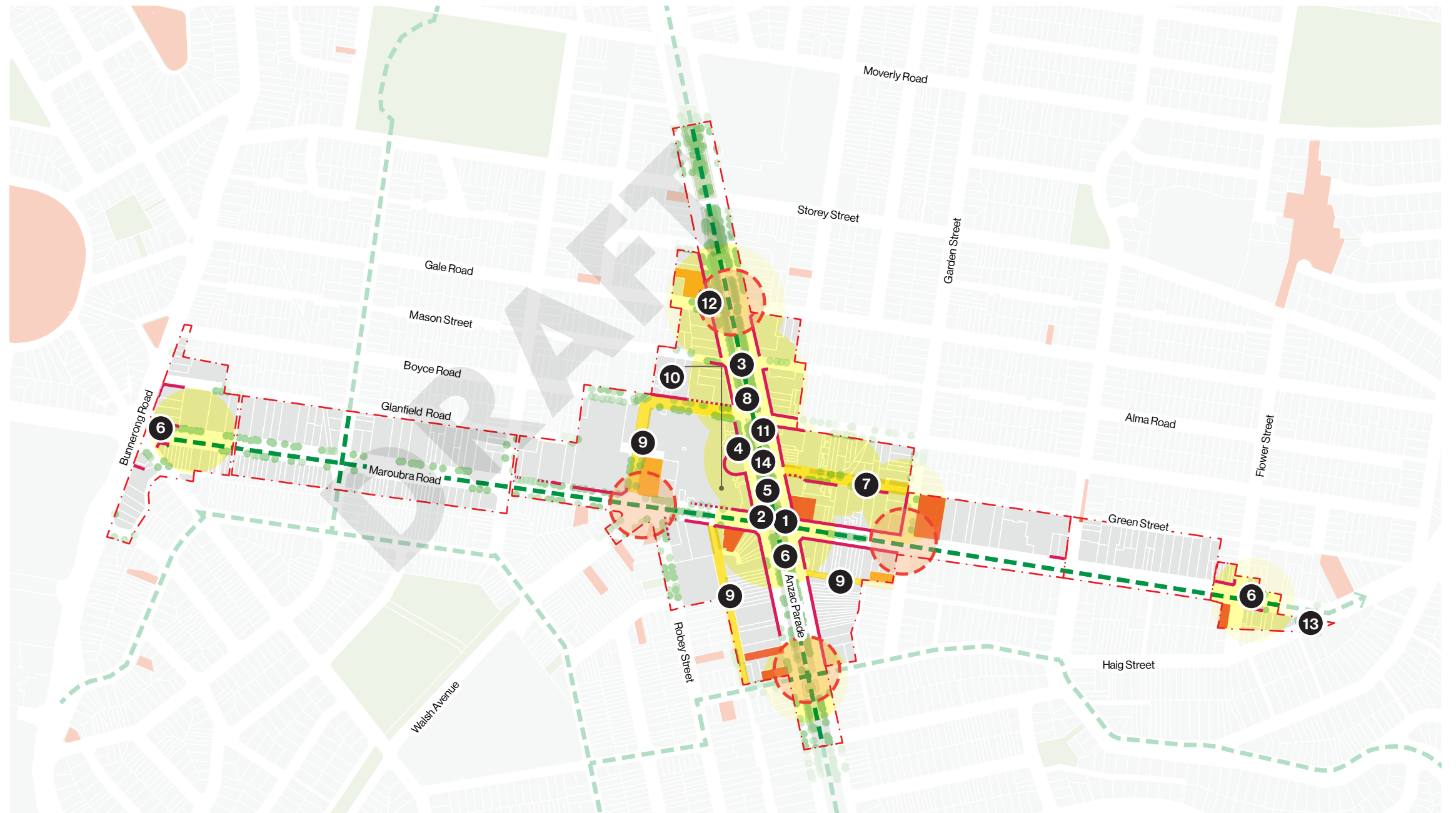


LEGEND

Site Boundary	Signalised Crossing	Cycle Route
Existing Trees	Pedestrian Link	Bus Stop
At Grade Car Park	Pedestrian Crossing	Traffic Congestion

Opportunities

- 1 Streetscape to improve circulation and convenience of vehicular traffic
- 2 Enhance public, active transport options and accessible parking
- 3 Dedicated, ample light cycle paths
- 4 Create safer street through the implementation of CPTED
- 5 Represent historic significance in pavement, signage and art expressions
- 6 Upgrade street furniture, lighting, planting and active frontages
- 7 Pedestrian circulation on streets connecting Maroubra Road with Anzac Parade
- 8 Green boulevard to hold night markets, recreation for children, an enhanced social setting and reduced environmental effects
- 9 Street art on blank walls to add an identity and a strong place vision
- 10 Opportunity to reduce lane width and reduce speed for better walking and cycling environment
- 11 Wider footpath and lane activation aid circulation and outdoor dining
- 12 Enhanced community hub
- 13 Pocket Park and well activated local shops with potential for F&B
- 14 Rationalised access to median parking for both vehicles and pedestrians



LEGEND

- | | | | |
|--|--|--|--|
| Site Boundary | Active Facade | Gateway Opportunity | Community Infrastructure |
| ● Existing Trees | Inactive Facade | Backstreet Activation | Heritage Building |
| | Priority Cycleway Project | Pedestrian Activity Focus Area | |



URBAN DESIGN FRAMEWORK

04

VISION AND PRINCIPLES

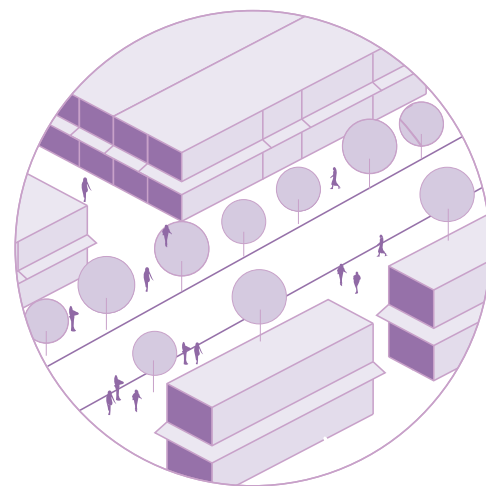
The overall vision for the Master Plan is:

To provide public domain design solutions that address future growth challenges while enhancing the community's quality of life and economic prosperity - that provide a high quality public realm, a vibrant and meaningful place for community, a connected street network, and a green and sustainable town centre.

Due to the importance of considering four precincts as one integrated master plan, the findings of the Stage One analysis have been used to develop four overarching design principles for the project. Together with input from Council and the community, they have been shaped into specific key moves for the master plan and interventions.

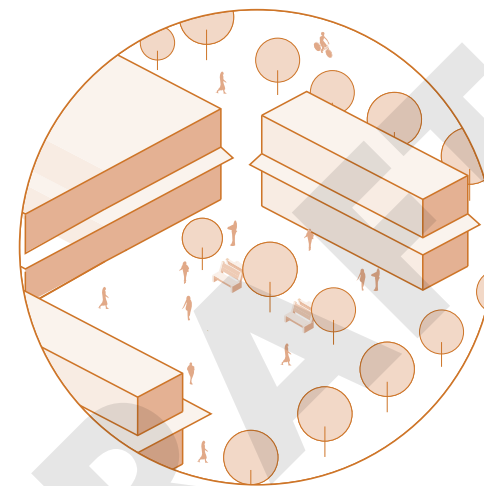
The design principles also aim to satisfy the planning priorities identified in Eastern City District Plan to create a collaborative city, a city for people, a well connected city and a resilient city in Maroubra Junction.

Design Principles



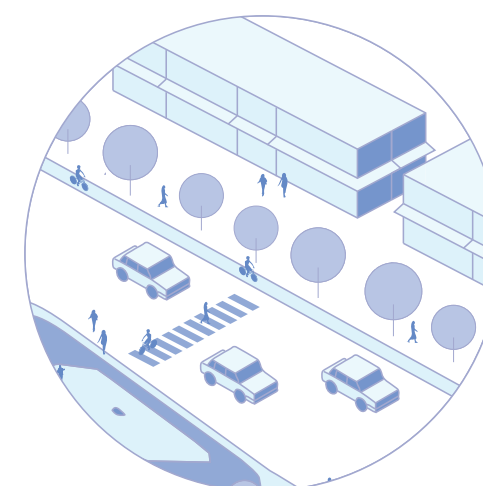
LEGIBLE, ACTIVE STREET LIFE

Successful and vibrant streetscape, curating a balance between comfortable, attractive streetscape, playful civic amenity and active commercial spaces



PEOPLE, PLACE, COMMUNITY

Memorable places embedded in the celebration of Maroubra's culture with great local amenity and spaces for people to gather and exchange



HUMAN-CENTRIC CONNECTIVITY

Connected town centre layering the high quality public domain with a pedestrian friendly, functional street network supported by a safe, accessible active and public transport experience

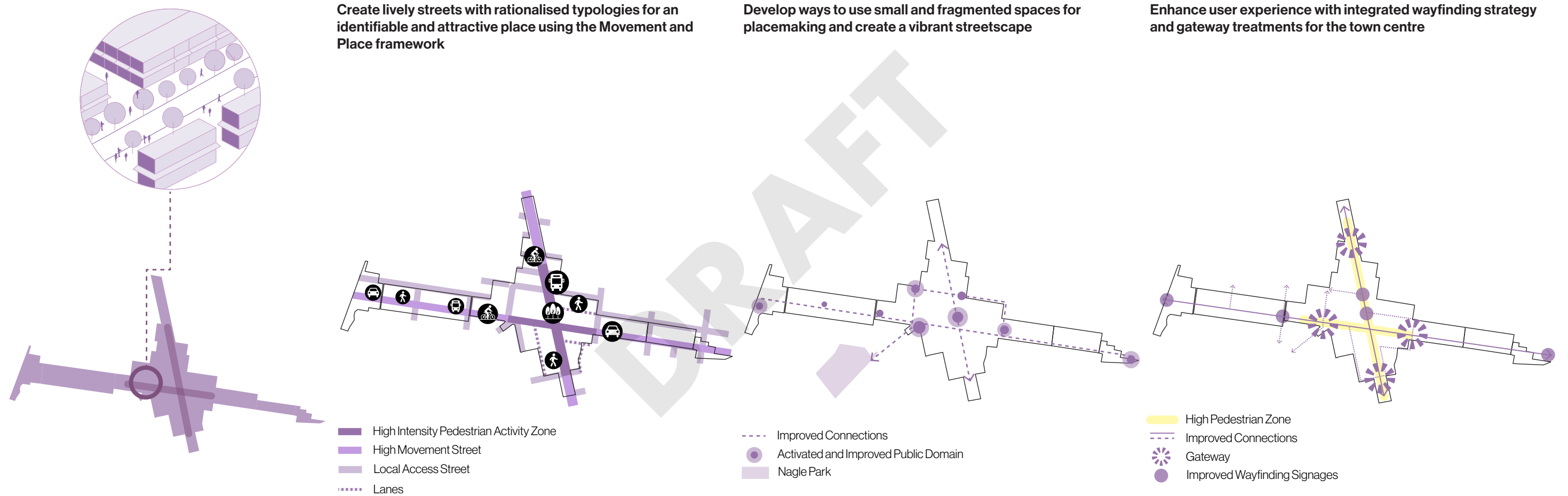


REGENERATIVE ENVIRONMENT

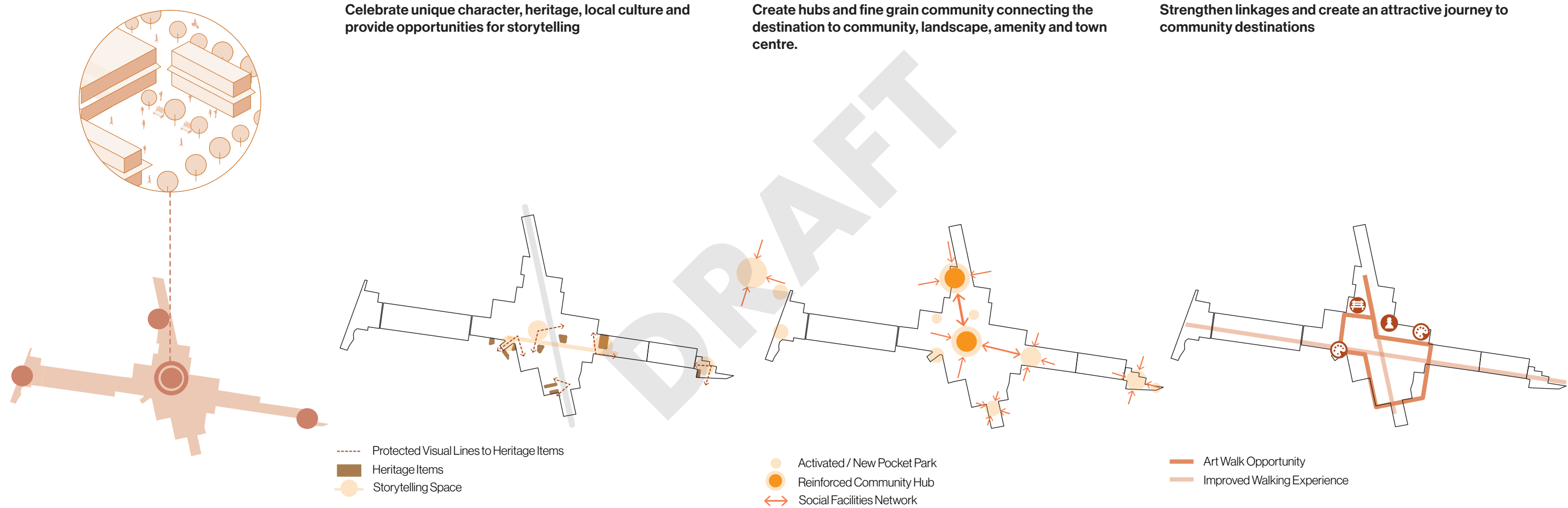
Green spaces and microclimates, integrating a network of urban tree canopies and landscaped spaces for a resilient, healthy city that coexists in nature

KEY MOVES

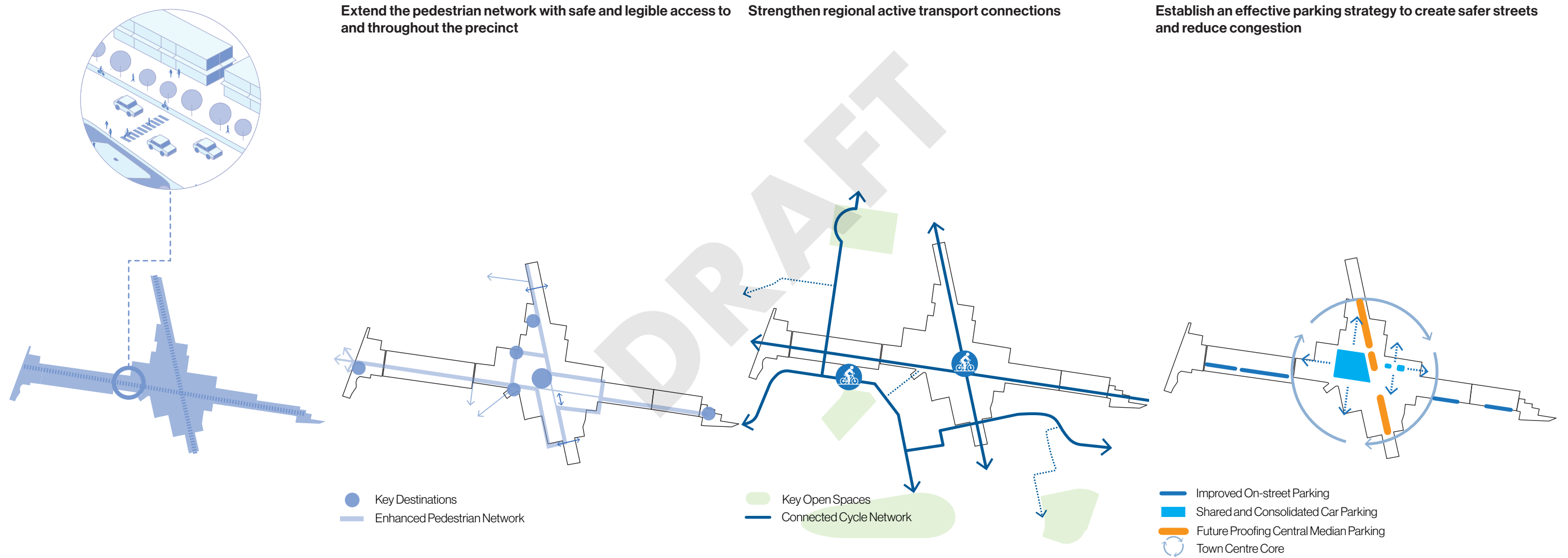
LEGIBLE, ACTIVE STREET LIFE



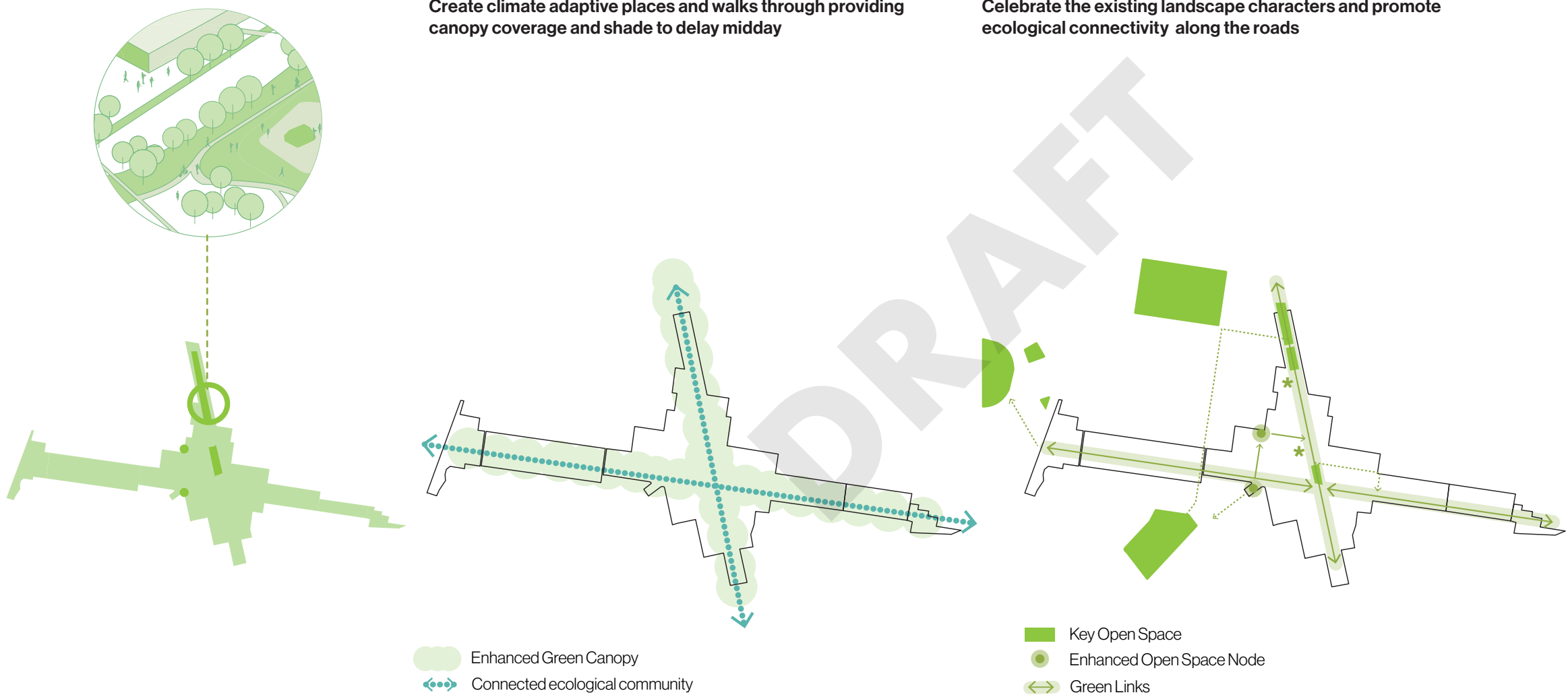
PEOPLE, PLACE, COMMUNITY



HUMAN-CENTRIC CONNECTIVITY



REGENERATIVE ENVIRONMENT





PUBLIC DOMAIN MASTER PLAN

05

MASTER PLAN FRAMEWORK

Master Plan Framework

The design principles present well considered values and criterion developed to reflect the unique qualities of Maroubra Junction and the Town Centre setting. This complements the strategic planning vision while providing tangible qualities for people to connect with and support.

Key to our methodology is the creation of a rigorous approach underpinned by urban design principles. The design principles articulate the urban logic for the precinct in the form of whole of site plan.

These principles are then applied to key areas to create streetscape and concept plans which illustrate more detailed and site specific public domain elements that can be implemented over the short and medium term.

Public Domain Master Plan and Initiatives

Together with input from Council and the community, the design principles have been shaped into specific key moves for an integrated public domain master plan.

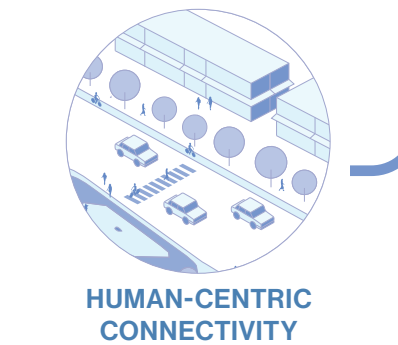
TfNSW Movement and Place Framework has been used to assess the place and achieve the Maroubra Junction vision and design principles for a quality public domain. It underpins the concept design for the overarching typologies of streetscape and places.

Four themed public domain master plans with key initiatives are presented in this chapter, responding to the four design principles, and outlining the key design parameters and solutions for an enduring and robust master plan, enabling a whole of precinct approach.

Four themed public domain master plans are:

- 1 Legible, active street life
- 2 People, Place, Community
- 3 Human-centric connectivity
- 4 Regenerative environment

Design Principles



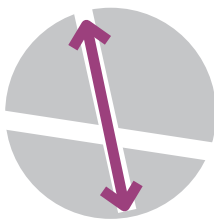
Public Domain Master Plan



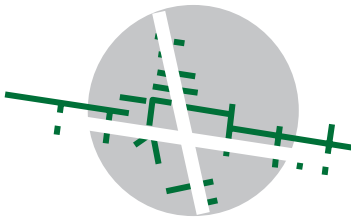
Streetscape and Place Concepts



MAROUBRA ROAD



ANZAC PARADE



LOCAL STREET

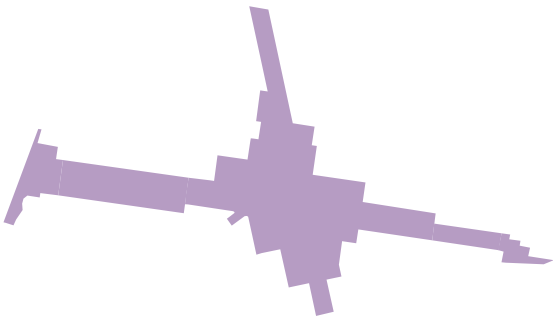


ACCESS LANE



PEDESTRIAN PRIORITY ZONE AND CIVIC SPACE

LEGIBLE, ACTIVE STREET LIFE INITIATIVES



A successful and vibrant streetscape is characterised by how easily and safely an individual or group can access civic services, retail outlets and transport. It also refers to the quality and frequency of comfortable public amenity that is provided within the public domain.

Maroubra Junction will benefit from increased activation, enhanced public spaces and greater pedestrian amenity, encouraging longer stays and providing for the needs of the local community. Street furniture and planting will be reimaged to represent a more varied and attractive public domain, with greater presence throughout the Town Centre and in key destinations.

Increased lighting throughout its civic spaces will help activate Maroubra's night-time economy, and create opportunities for passive surveillance.

Key Initiatives

- i. Establish street typology and legibility
- ii. Introduce gateway treatment at key entry points
- iii. Emphasise view corridors and vistas
- iv. Enhance streetscape character and landscape
 - + The adaptive use of existing infrastructural corridors as open space for pedestrian and cycling connectivity
 - + Implement CPTED principles and lighting for safe linkages
- v. Emphasise street activation
 - + Improvements to through-block links and laneways

Maroubra is centred around Anzac Parade and Maroubra Road that forms the main arterial transport corridors. Collector/ local roads and laneways service the neighbourhood connecting the local residential suburbs with the commercial, civic and transport hubs. Within these hubs, laneways, pedestrian streets and through-block links provide the fine grain pedestrian connectivity.

The street typologies have been categorised using TfNSW Movement and Place Framework, incorporating visionary movement and place functions for South East Sydney road network identified in Future Transport 2056.

The purpose of establishing street typologies is to identify the extent of road reserve available for pedestrian priority initiatives, determine its dominant function, and how best to improve its quality, whilst remain relevant to its context and function. Overall the street typologies provide parameters for determining streetscape enhancements within Maroubra Junction.

Vehicular Movement Oriented - Low place function

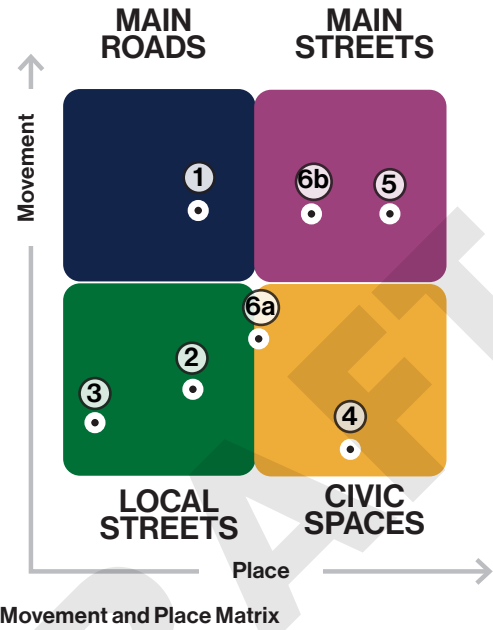
- ① Main Road
- ② Local Road
- ③ Access Lane

Pedestrian Activity Oriented - High place function

- ④ Pedestrian Priority Civic Space / Shared Zone

Movement-Place Conflict Areas

- ⑤ High Street - **High place function**
- ⑥ Local High Street - **Moderate place function**
 - a. Flower Street shops area
 - b. Bunnerong Road shops area



① Main Road - Maroubra Road



① Main Road - Anzac Parade



⑤ High Street - Maroubra Road



⑤ High Street - Anzac Parade



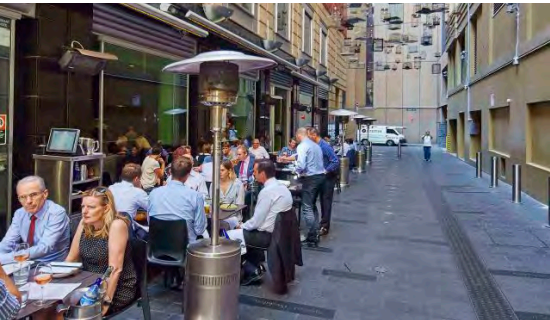
② Local Road - Boyce Road



③ Access Lane - Garden Lane



⑥a Local High Street - Maroubra Road / Flower Street

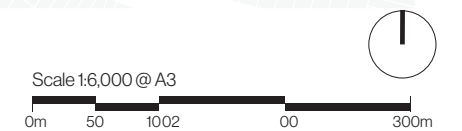


④ Pedestrian Priority Zone / Civic Space



LEGEND

- | | | |
|--|--|---|
| Site Boundary | High Street | Local High Street |
| Lots | Main Road | Pedestrian Priority Civic Space / Shared Zone |
| Open Space | Local Street | Existing Active Frontage |
| | Access Lane | ✱ Gateway |



Main Road

Higher movement than place function in low density and single use areas.

A main road is referring to a main connector for cars, buses, cyclists and pedestrians.

The interventions aim to facilitate safer and comfortable movement of all modes of travel.

Interventions

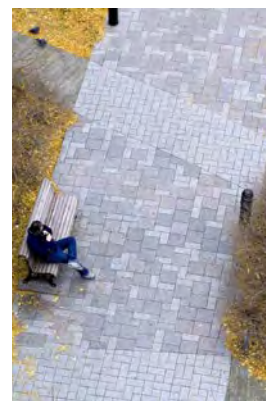
- Implement separated bidirectional cycleway
- Amenity for cycling and walking ensuring inclusive, accessible and safe modes
- Encourage more sustainable travel behaviors
- Increase street tree planting and canopy cover
- Provide green links from the town centre to existing established parks
- Reconfigure travel lanes and remove median to consolidate space for verge planting and mature tree canopy
- Investigate lighting and signage strategy to improve wayfinding and safety
- Leverage paving through design to delineate footpath function/movement
- Ensure continuous footpath treatment to reinforce pedestrian priority at driveways



Provide green links of trees and understorey planting from the town centre to existing established parks



Closure of street for new pocket parks to create higher place function along the corridor



Paving design to delineate footpath function/movement

Local street

Low movement and higher place than movement function.

Local Street is a pedestrian focused neighbourhood street with intermittent access for cars.

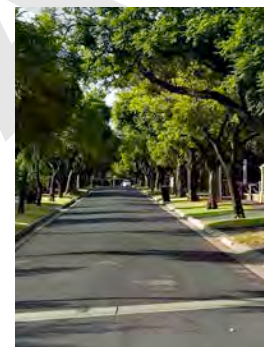
The interventions aim to provide safe and comfortable pedestrian linkages, increase street tree canopy and better utilise the forgotten space for community uses.

Interventions

- Increase street tree planting and canopy cover
- Provide green links from the town centre to existing established parks
- Transform underutilised space or temporarily close the street to facilitate safe and playable spaces for communities
- Ensure continuous footpath treatment to reinforce pedestrian priority at driveways



Temporarily closed to through traffic allow communities to use the space



Increase street tree planting and canopy cover



Transform underutilised space to facilitate safe and playable spaces

Access lane

Low movement and low place function.

Access lanes primarily focus on providing safer walking environment and permeable street network.

Interventions

- Investigate lighting and signage strategy to improve wayfinding and safety
- Create safer alternative routes for cycling and walking
- Upgrade footpath to provide a fine grain street network for pedestrian
- Leverage paving through design to delineate footpath function/movement



Signage, paving and community engaged artwork strategy to delineate footpath function/movement



Pedestrian lighting to improve safety and wayfinding

High Street

High movement and high place function type at Maroubra Town Centre.

Whilst efficiently and safely facilitating all movement, primary focus is on the 'within' movement (dwelling) to promote diverse activity that supports community and local businesses along the high street.

The interventions aim to provide improved placemaking benefits that strengthen sense of place and character. They seek to provide a "welcoming" entrance to highly valued community spaces, improve walkability, personal safety and night time activity that will result in more amenable place, increasing and supporting the liveability, productivity and sustainability of the precinct.

Interventions

- Investigate reduced lane width and reduced speeds at key locations
- Investigate the potential for widened footpaths on Anzac Parade
- Implement separated bidirectional cycleway along the kerbside on Maroubra Road and in Central median on Anzac Parade
- Leverage paving through design to delineate place function
- Investigate lighting and signage strategy to improve wayfinding and safety
- Explore public art and heritage storytelling opportunities in public open space and streetscape
- Investigate the potential to implement a mid block crossing on Anzac Parade
- Upgrade bus stop amenity - paving to assist in delineating space and movement, increased seating, lighting, bins, signage.
- Consider creative bus stop design to be part of public domain placemaking



Gathering hub at the heart of Maroubra Junction



Shared path and cycleway in central median park



Integrated heritage storytelling, to contribute to sense of place



Lighting improves wayfinding and sense of security



Footpath widening to facilitate pedestrian movement, activities and support local businesses

Local High Street

High movement and moderate place function type at Bunnerong Road shops;

Moderate movement and moderate place function type at Flower Street shops.

Local high street typology contains a small cluster of retail and commercial premises near the intersection of Maroubra Road and Flower Street / Bunnerong Road.

The interventions aim to improve the public domain for an active use to support local business and community uses, as well as to facilitate a safe and continuous vehicular and active transport movement along the corridor.

Interventions

- Provide amenity for cycling and walking ensuring inclusive, accessible and safe modes
- Investigate road closure, widened footpaths or parklet to facilitate outdoor community uses
- Leverage paving through design to delineate place function
- Explore public art opportunities to showcase local identity in public open space and streetscape
- Increase street tree planting and canopy cover



Parklet to facilitate outdoor community uses



Public art opportunities

Pedestrian Priority Civic Space / Shared Zone

Low movement and high place function.

The pedestrian priority zone provides amenity for commercial and civic activity with clear spatial delineation.

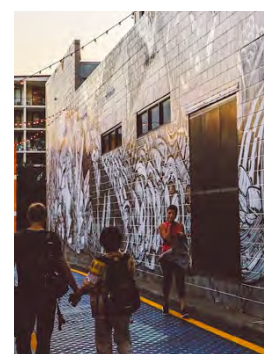
The interventions focus on supporting activities and events for increased community uses and providing suitable ancillary components that are conducive for pedestrian movement and adjoining activities.

Interventions

- Implement shared zones with street closures to create new public spaces
- Opportunities for pop-ups of markets and temporarily closure to through traffic allow communities to use the space
- Painted walkway for a more vibrant and active space for local residents and community and promote safer pedestrian links through the laneways
- Co-creation of public space. Community engaged artworks for collective artistic expression
- Opportunities for community gardens for outdoor social activities
- Provide tree canopy or planting opportunities where possible



Active edges with outdoor dining and art installation opportunities in laneways

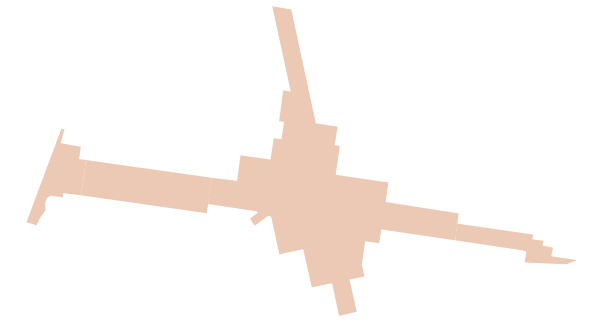


Co-creation of public space. Community engaged artworks for collective artistic expression



Greening the laneway

PEOPLE, PLACE, COMMUNITY INITIATIVES



Maroubra Junction will become a hub for social activities. It can be achieved through enhancing the streetscape of Maroubra Junction and establishing the identity of town centre to create a sense of place as a destination for the community.

Improvements to existing open space and proposed parklets will provide for Maroubra's growing local community, with family-oriented spaces currently lacking.

A unique identity for Maroubra is also a key. It is inspired by its active business heart, distinct Anzac Parade median and its key heritage features that will reinforce the town centre as an important cultural and community hub. Key heritage buildings will be preserved and their visual links from the town centre guaranteed. Art and heritage storytelling opportunities will be explored and integrated into the community space.

Key Initiatives

- i. Explore public art opportunities to enhance community focal points
- ii. Improve public domain and open space amenities
 - + Ensure consistent and high quality materials
 - + Be flexible to accommodate multiple uses to complement its context
 - + Explore public art opportunities to showcase indigenous history and local identity in public open space and streetscape
 - + Co-create public space with community for a collective artistic expression

GATHERING AREAS



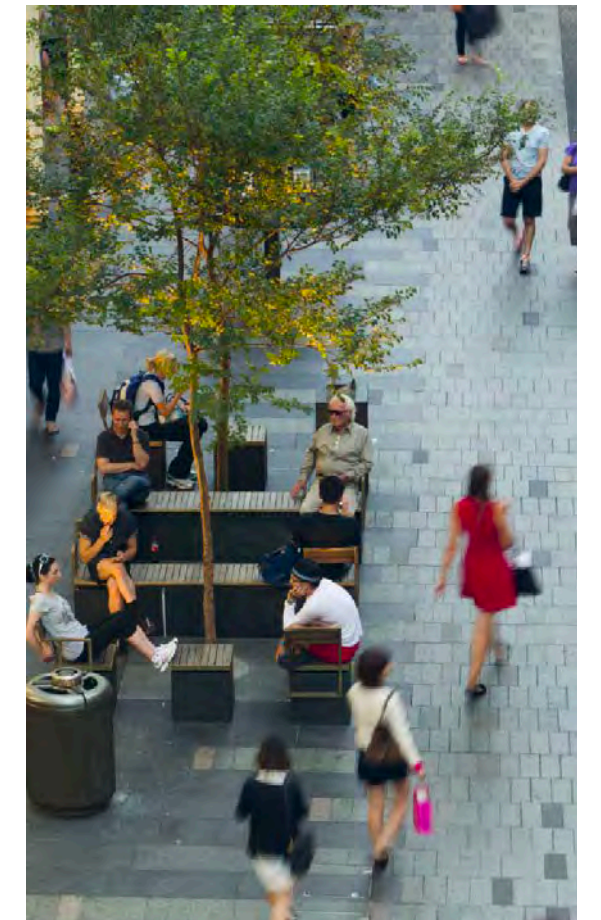
PUBLIC ART

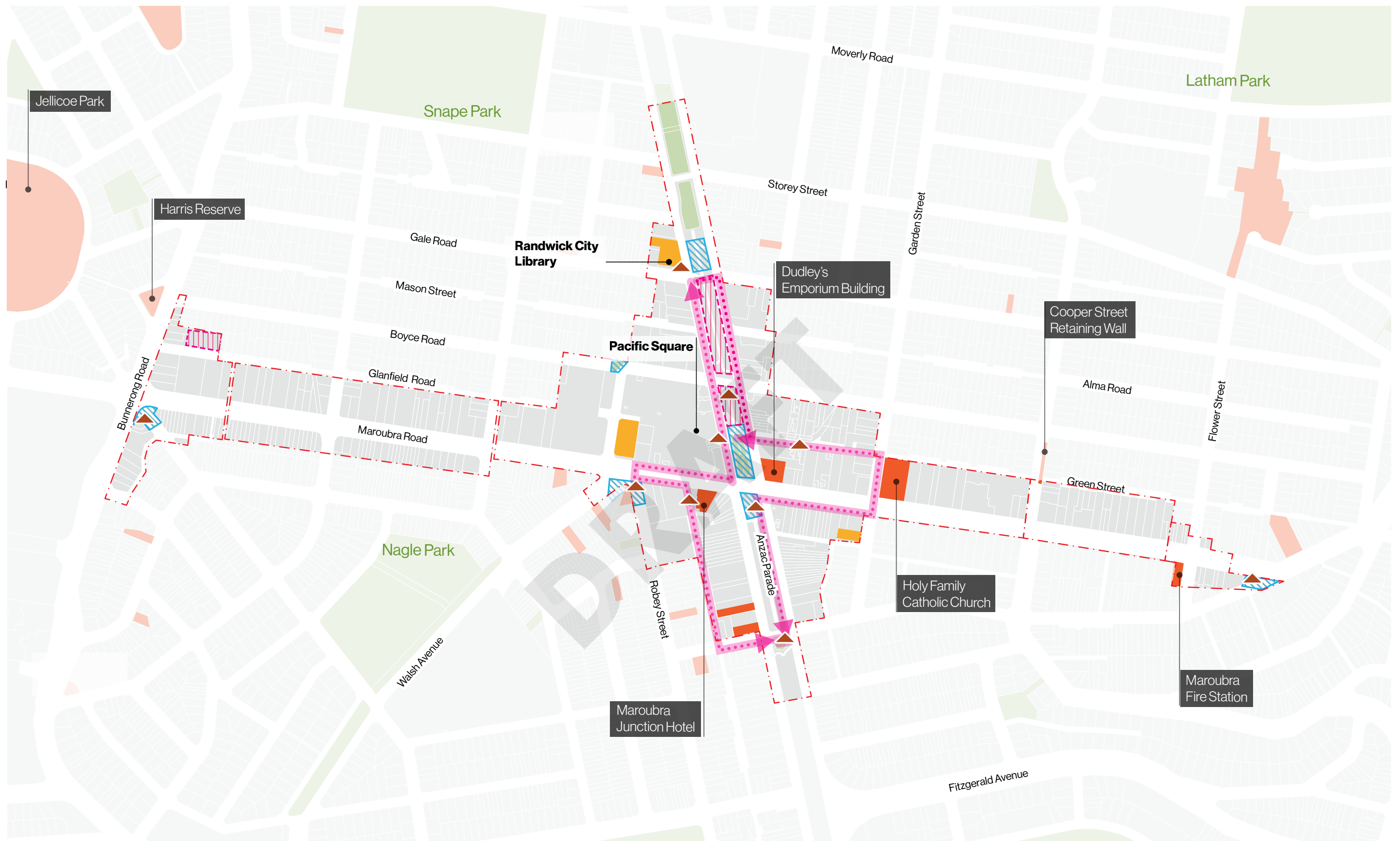


HERITAGE STORYTELLING



STREET FURNITURE





LEGEND

Site Boundary

Lots

Open Space

Cultural Walk

Gathering Area

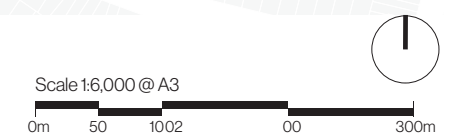
Public Art Opportunity

Heritage Item

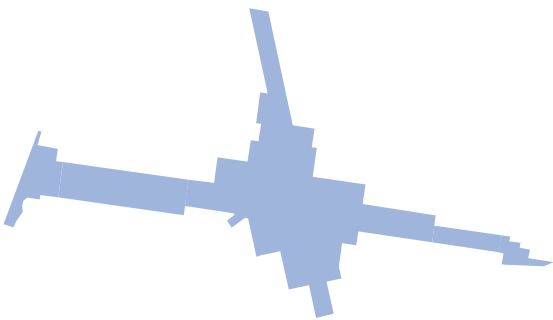
Civic & Community Area

Proposed Public Space

Temporary Use of Space



HUMAN-CENTRIC CONNECTIVITY INITIATIVES



Maroubra Junction will be a pedestrian-oriented, walkable Town Centre, which prioritises safety and amenity for the local community within its commercial core.

Improved and additional wayfinding elements throughout the public domain and along Maroubra's vehicular network will contribute to a more legible and accessible pedestrian experience.

Key Initiatives

- i. Improve pedestrian connectivity between key destinations through enhancing streetscape
 - + Adopt appropriate/ successful paving/ furniture to promote consistency and continuity
 - + Traffic calming devices where appropriate
- ii. Design for pedestrian priority and promote active transport
 - + Designated shared pedestrian/cycle/car zones with upgraded and extended paving
 - + Extension and upgrading of cycle network
 - + End of trip facilities at inter-modal points within the transport interchange
 - + Pavement and road treatments that allow for ease of access for both pedestrian and bicycle movement

PEDESTRIAN



CYCLING

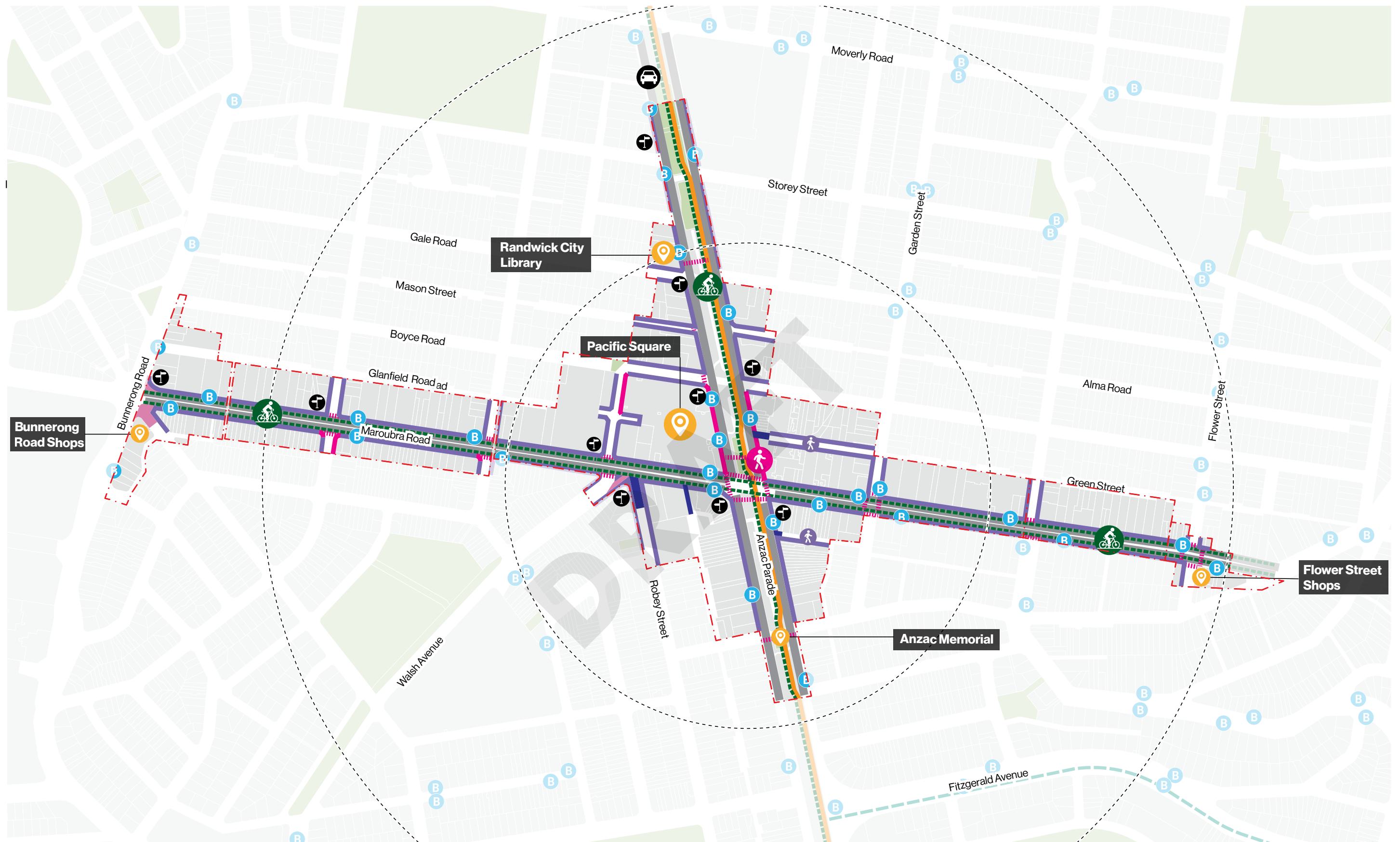


PUBLIC TRANSPORT



WAYFINDING





LEGEND

Site Boundary

Bus Stop

Lots

Open Space

Reduced Lane Width

Dedicated Cycleway

Pavement Upgrade

Improved Pedestrian Crossing

Footpath Widening

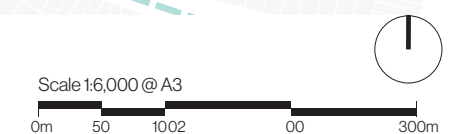
New Footpath

Destinations

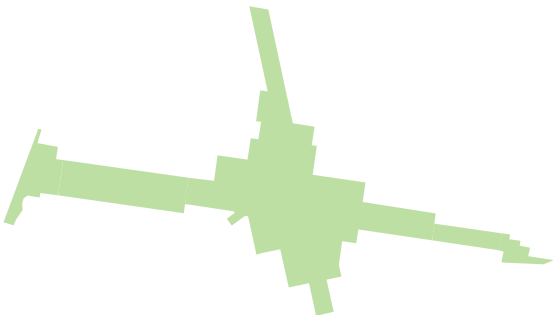
Wayfinding Opportunity

Shared Zone

Road Closure



REGENERATIVE ENVIRONMENT INITIATIVES



Creating a resilient city is a key planning priority identified in both Eastern City District Plan and Randwick City Council's strategic planning framework.

Maroubra Junction will feature an increased street canopy and improved public spaces, with opportunities for water sensitive urban design (WSUD) integration ensuring that the town centre will remain resilient and responsive to future climatic conditions. Enhanced canopies consist of a variety of hardy native species, located consistently throughout the streetscape.

Enhancements to existing open space and proposed parklets will integrate WSUD principles to sustainably manage water flow.

Key Initiatives

- i. Extend tree canopy along Maroubra Road and expand network of quality and accessible public open space
 - + The open space network brings the natural landscape and environmental systems into the Town Centre improving environmental awareness and where appropriate utilises interstitial space for recreational use
- ii. Implement urban biodiversity
- iii. Water sensitive urban design
 - + Passive watering system to new street trees
 - + Rain gardens in targeted locations
 - + Permeable paving in targeted locations
- iv. Permeable paving surfaces
- v. Material sustainability

GREEN CANOPY

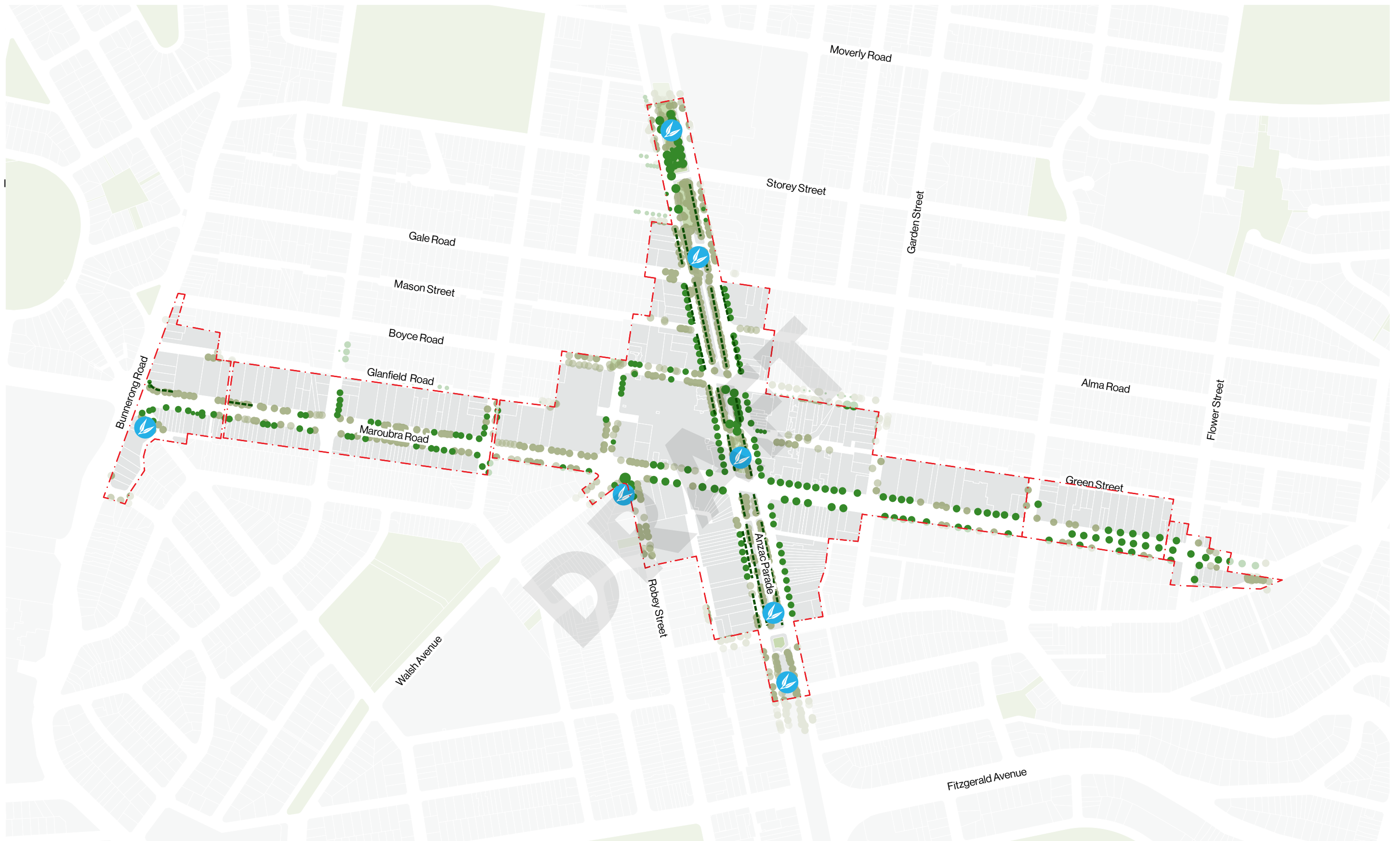


WSUD



SUSTAINABILITY





LEGEND

	Site Boundary		Existing Tree Canopy		Proposed Understorey
	Lots		Extended Character Tree Canopy		
	Open Space		WSUD Opportunity		

Scale 1:6,000 @ A3

0m 50 100 200 300m



STREETSCAPE AND PLACE CONCEPT PLANS

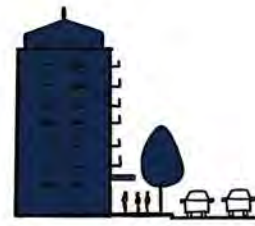
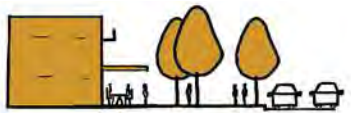
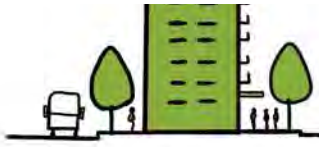
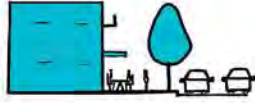
06

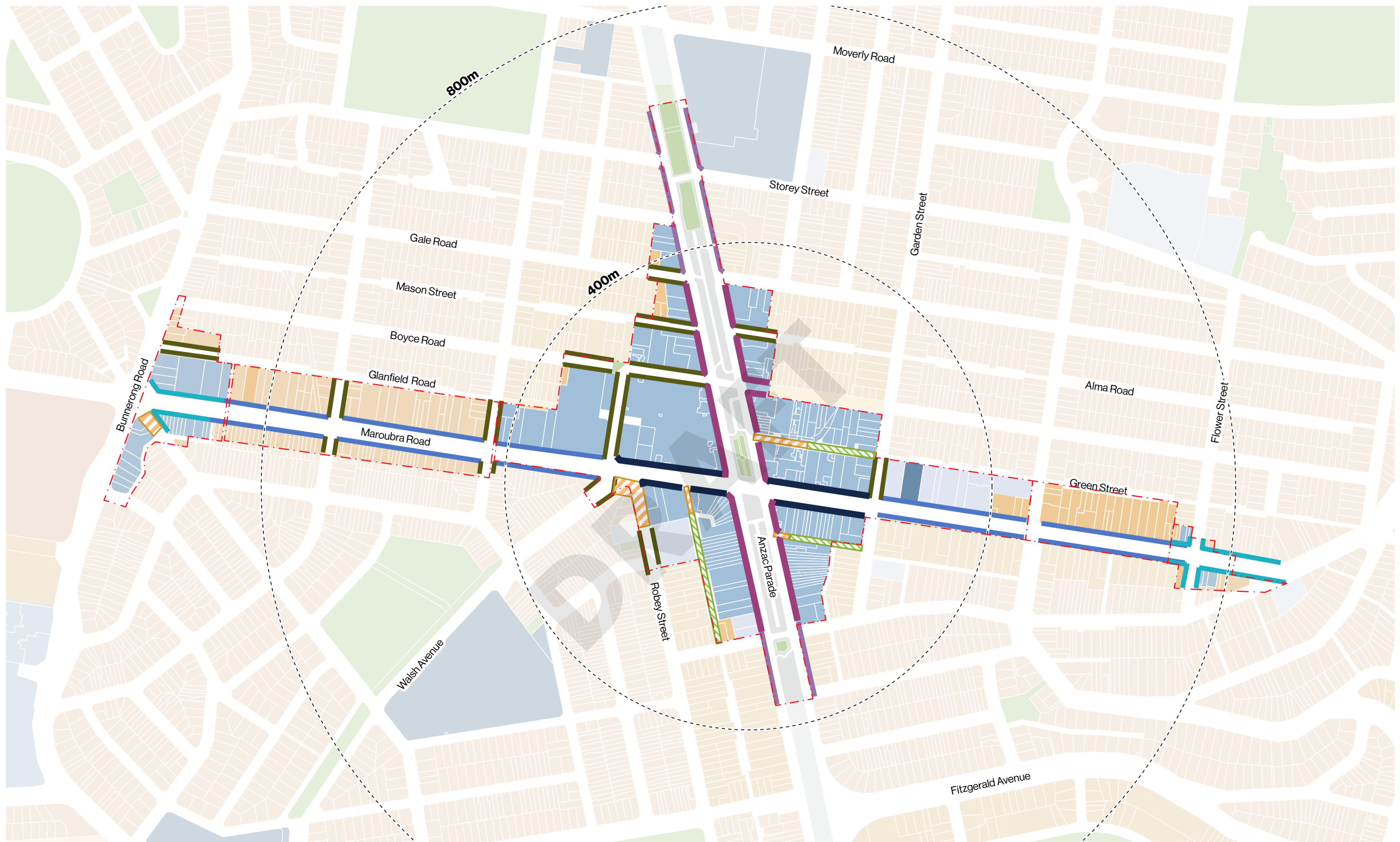
STREETSCAPE CHARACTER AND PUBLIC DOMAIN ELEMENTS

Eight streetscape characters have been identified across the Maroubra Junction precincts using Movement and Place Framework.

The concept plans for each streetscape character are presented in the following sections which have more detailed and site specific public domain elements.

The Streetscape Character Typologies include:

MAROUBRA ROAD	ANZAC PARADE	OTHER ROADS	
A. MAROUBRA RD: HIGH STREET  - To interface with active frontages; - Provide venues for incidental activation; - Create a more amenable place to promote diverse activities; - Promote consistency and continuity through adopting appropriate/ successful paving/ furniture at a high level throughout.	D. ANZAC PARADE: HIGH STREET  - To interface with active frontages; - Reduce urban clutter; - Create significant central median urban open spaces that provide for multiple activities and events; - Identify priority pedestrian circulation and dedicated cycleway; - Futureproofing design for planned transit corridor (e.g metro).	F. LOCAL STREET  - To interface with residential area; - Wider nature strips for large scale tree planting within a relatively dense urban environment; - Rationalise the different types to favourable species that are suitable to the environment, whilst allowing some diversity in the streetscapes that form part of the residential character; - Individual driveways; - Parking requirement for residents.	H. PEDESTRIAN PRIORITY ZONE AND CIVIC SPACE  - Maximise place activation for community uses; - Investigate road closure for pocket park or plaza that provide for multiple activities and events.
B. MAROUBRA RD: LINKS  - To interface with residential area; - Wider nature strips for large canopy tree planting; - Dedicated cycleway; - Promote consistency and continuity through adopting appropriate/ successful paving; - Parking requirement for residents.	E. ANZAC PARADE: LINKS  - To interface with residential area; - Dedicated cycleway; - Parking requirement for residents; - Futureproofing design for planned transit corridor (e.g metro).	G. ACCESS LANE  - Access for deliveries, rubbish collection and car parking; - Enhance pedestrian experience and safety.	
C. MAROUBRA RD: LOCAL HIGH ST  - To interface with active street frontages of local shops / secondary retail centre; - High / moderate movement and moderate place functions - Dedicated cycleway; - Identity for local community.			



LEGEND

- Site Boundary
- Lots
- Open Space

Maroubra Road

- A. High Street
- B. Link Road
- C. Local High Street

Anzac Parade

- D. High Street
- E. Link Road

- F. Local Street
- G. Access Lane
- H. Pedestrian Priority Zone and Civic Space

- Walking Catchment

- Medium Density Residential
- Low Density Residential
- Special Activities

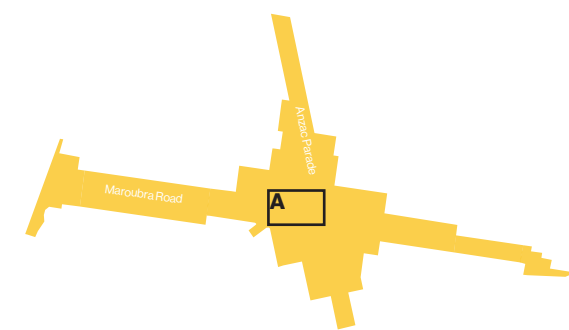
- Local / Neighbourhood Centre
- Education

A. MAROUBRA ROAD HIGH STREET

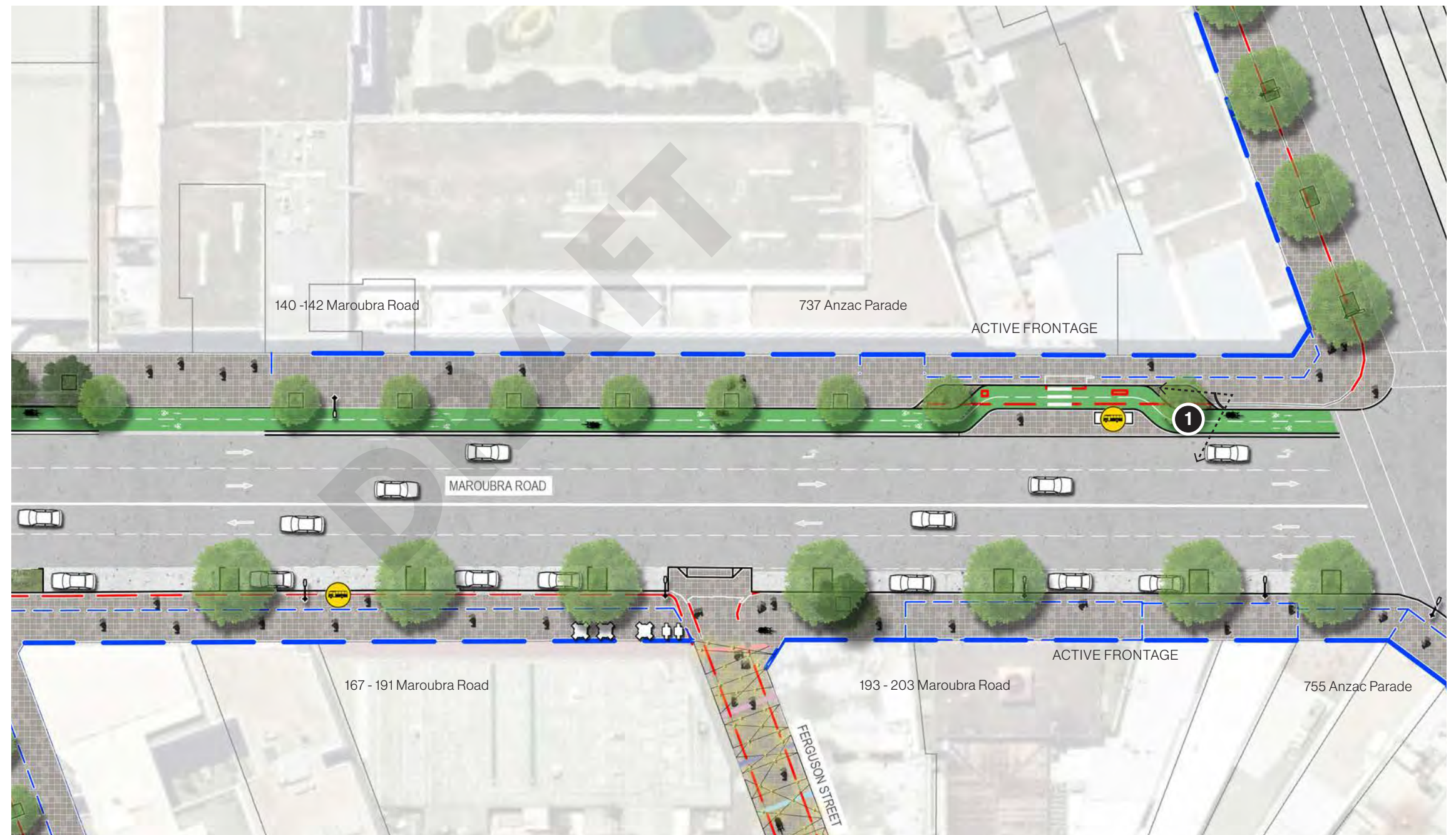
Maroubra Junction Core

Key moves

- Widening of footpath to northern side of Maroubra Road and provision of tree planting within widened footpath
- Potential bi-directional cycleway to northern side of Maroubra Road, linking to key attractors such as Pacific Square. Note: Maroubra Road cycleway subject to future Maroubra Road Corridor Study outcomes
- New dynamic parking lane east-bound, allowing parking only outside peak traffic hours
- Retain existing footpath width to southern side of Maroubra Road
- New tree planting blisters within a permanent parking lane to allow for establishment of large street trees
- Existing wide median with palm trees replaced with narrow median. Allowance has been made to retain the RMS pedestrian fence to discourage crossing between intersections
- Opportunities to relocate power lines underground to provide space for the urban tree canopy



Location Plan



Scale 1:500 @ A3

0 5m 10m 25m



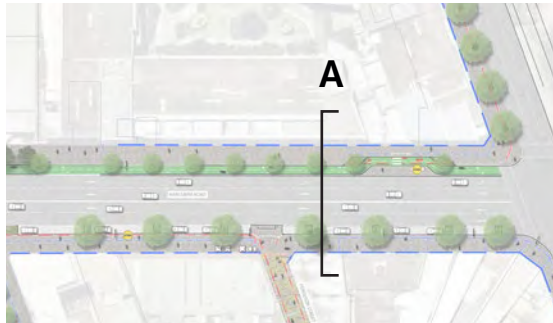
Artist's Impression - View 1. Maroubra Road near Anzac Parade

Section A

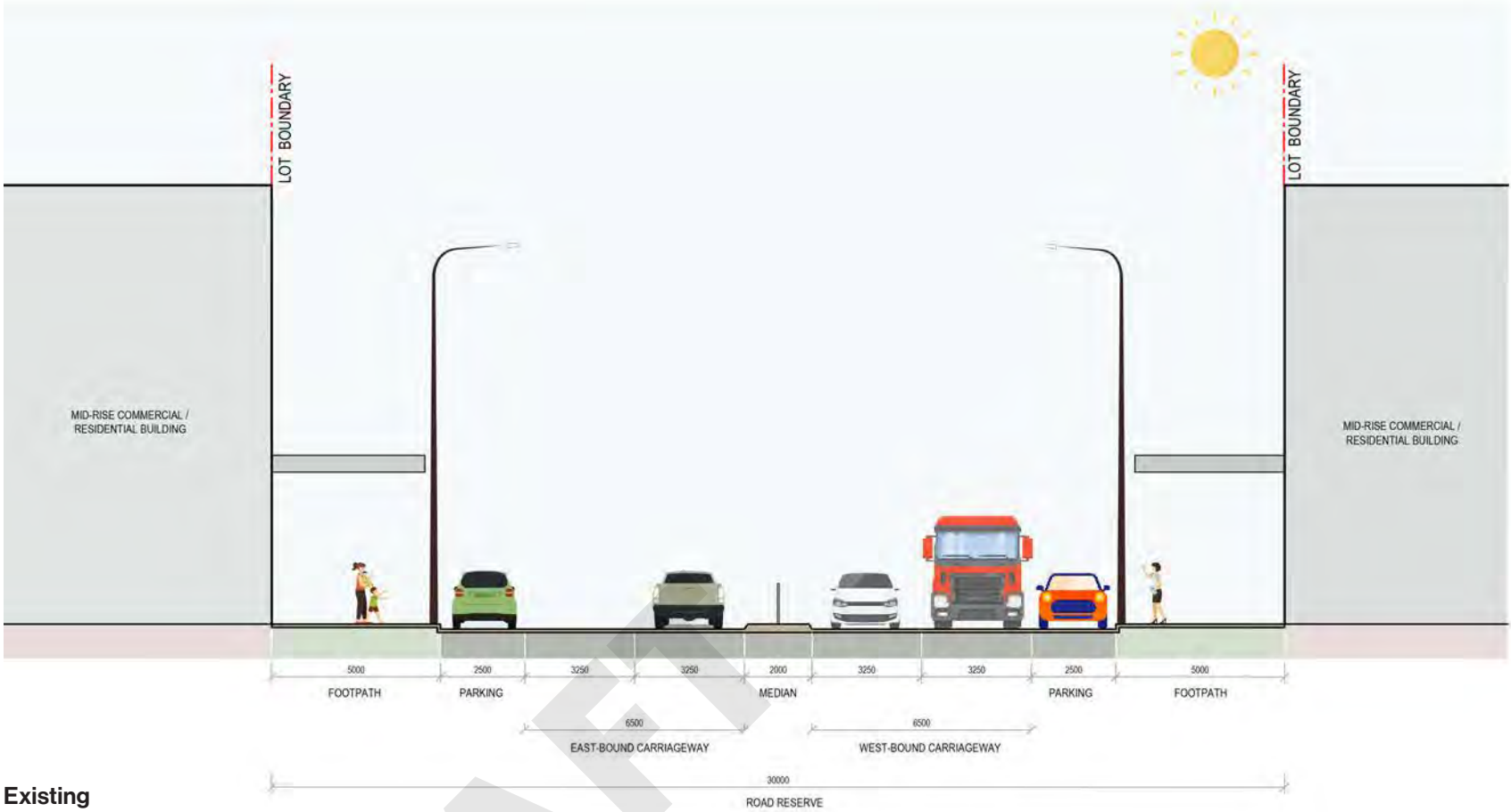
A widened verge to the northern side of Maroubra Road allows for street tree planting to provide visual relief and improve canopy coverage. A potential bi-directional cycleway adjacent to the new kerb line links to key destinations within the precinct.

To accommodate new trees and a cycleway, the removal of one east-bound lane would be required. The kerbside lane is proposed to be used for dynamic parking, allowing parking outside peak hours.

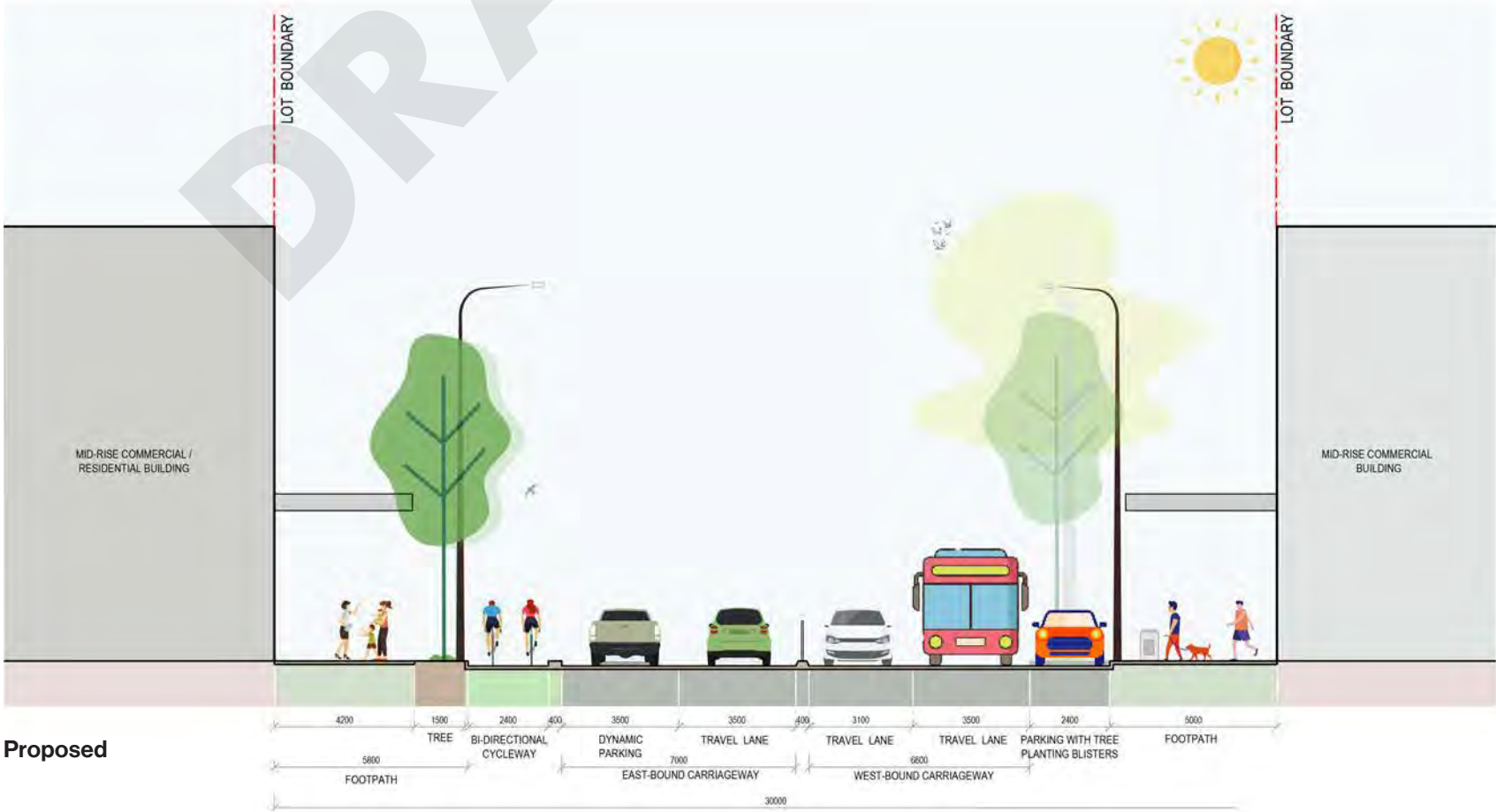
The verge to the southern side is maintained in its current location, with new tree planting blisters provided within the kerbside parking lane, allowing large trees to establish and encouraging outdoor dining in the precinct.



Location Plan



Existing

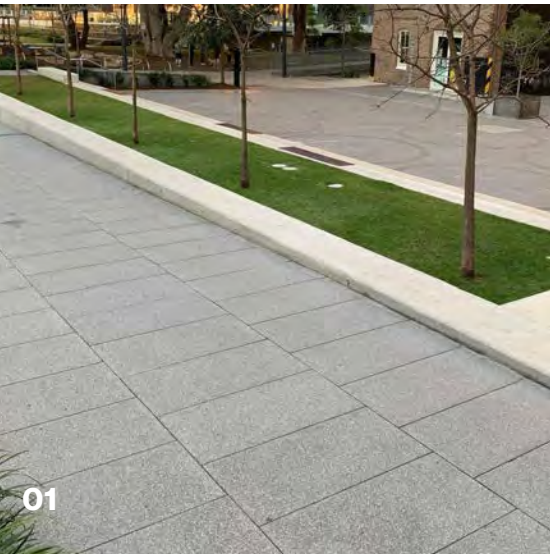


Proposed

MATERIALS PALETTE

Maroubra Road High Street will provide a high standard of public amenity supported by an active streetscape which encourages long stays, provides opportunities for retail activation, and acts as a primary social space and key pedestrian thoroughfare.

Public domain elements will maximise opportunities for incidental activation and will promote a diverse range of activities, featuring a consistent palette which is most representative of Maroubra's identity.



01/

Footpath

Paving along Maroubra Road will be simple and consistent along its length, maintaining a clean and modern appearance which allows other public domain elements and pavers to be emphasised.

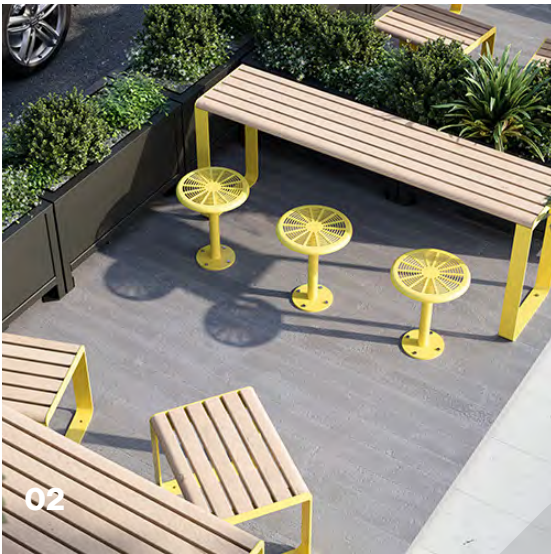
PA1 - RCC City Paver

Pebblecrete or approved equal by Council. Large format paver generally 400 x 600mm or 300 x 600mm.

Thickness 40 to 60cm.

Tactile indicators

Stainless Steel TGSi



02/

Street Furniture

Street furnishings along Maroubra Road will ensure longer stays are viable and that activation along the high street is maintained, creating meeting places and supporting business activity.

ST1 Park Seat

Park seat with arm rests and back. Aluminium battens.

ST2 Seat and Table Setting

Allows for flexible furniture options to parklets/outdoor dining

Rubbish bin

Stainless steel bin enclosure

Drinking Fountain

Stainless steel drinking fountain

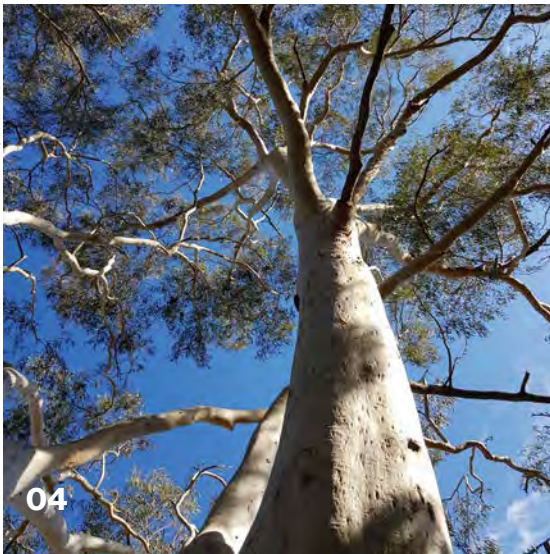


03/

Lighting

Lighting along Maroubra Road will create a safe and atmospheric environment during the evening, encouraging a night-time economy and reducing crime through design.

Smart poles allow for night lighting to be ambient and directed where needed, contributing to the pedestrian experience whilst meeting requirements for road lighting for vehicles.



04/

Street Trees

Street planting will act as an effective buffer from the public domain to the high street, with a tall, slender canopy that has minimal impact at ground level.

The native Scribbly Gum are used effectively as urban street trees and thrive in Sydney's climate, with shallow roots and a wide canopy.

Principal Street Tree

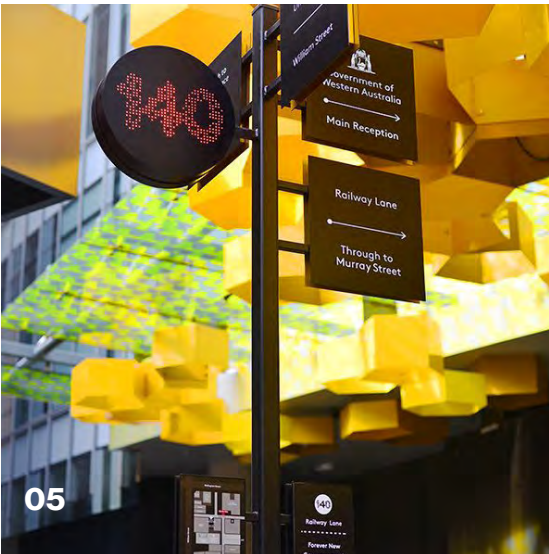
Eucalyptus haemastoma (Scribbly Gum)

Under Wires

Backhousia myrtifolia (Grey Myrtle)

Callistemon sp. (Bottlebrush)

Hibiscus tiliaceus (Sea Hibiscus)



05/

Artworks and Wayfinding

Wayfinding elements along the high street will be integrated into the surrounding streetscape in a consistent fashion, which provides Maroubra with a distinct identifying character.

Wayfinding is important in areas of high pedestrian activity to direct the flow of foot traffic towards local destinations, utilising both direct signage and indirect markers.

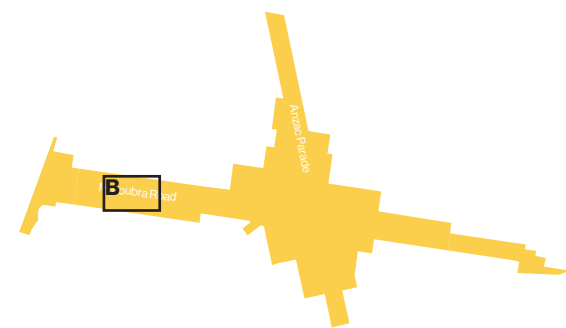
Public art is utilised to engage with the public in key locations throughout Maroubra, in civic plazas, parks, and places of interest.

B. MAROUBRA ROAD LINKS

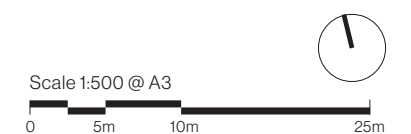
Maroubra Road near Hannan Street

Key moves

- Widen existing footpaths to 1.8m where necessary to provide an improved pedestrian experience
- Potential bi-directional cycleway to northern side of Maroubra Road. Note: Maroubra Road cycleway subject to future Maroubra Road Corridor Study outcomes.
- Existing parking and traffic lanes retained in both directions
- Existing median removed
- Bus stops relocated to kerb build-out within parking lane
- Supplementary tree planting where possible
- Opportunities for water sensitive urban design (WSUD) interventions such as:
 - + Passive tree watering to new street trees
 - + Rain gardens at key locations
- Opportunities to relocate power lines underground to provide space for expanded urban tree canopy



Location Plan





Artist's Impression - View 2. Maroubra Road near Hannan Street

Section B

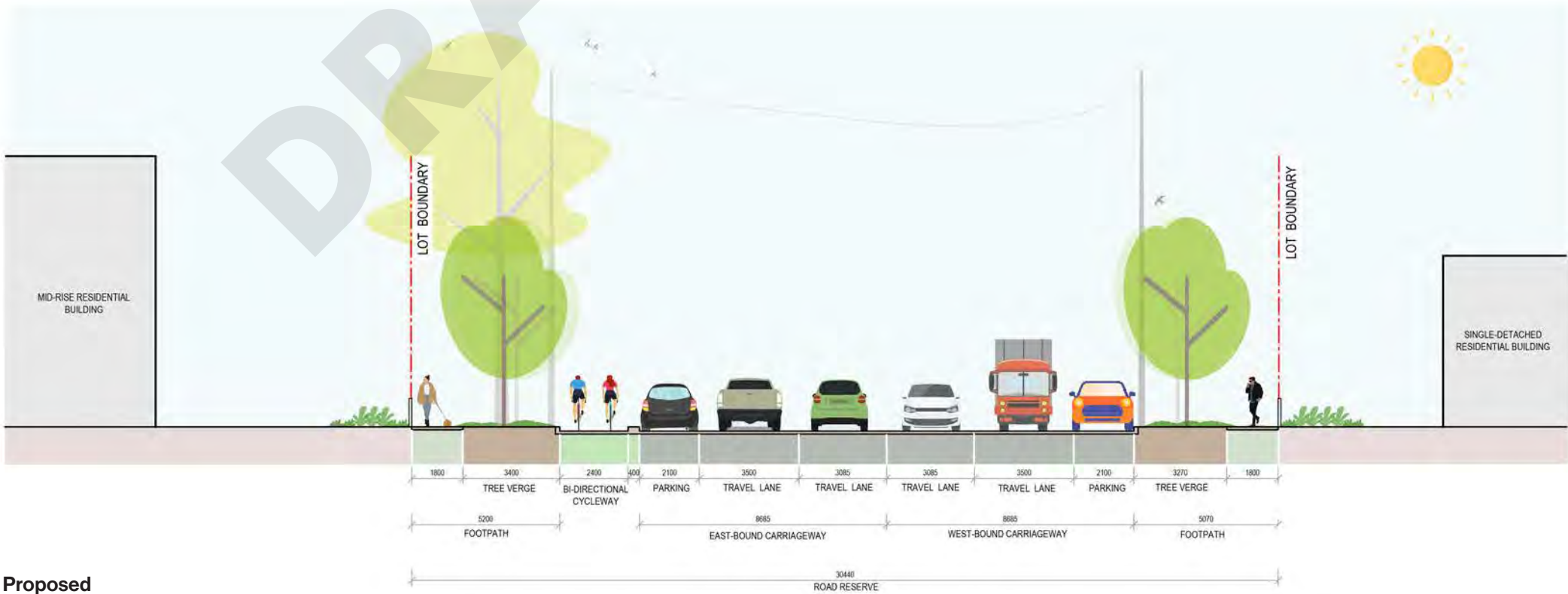
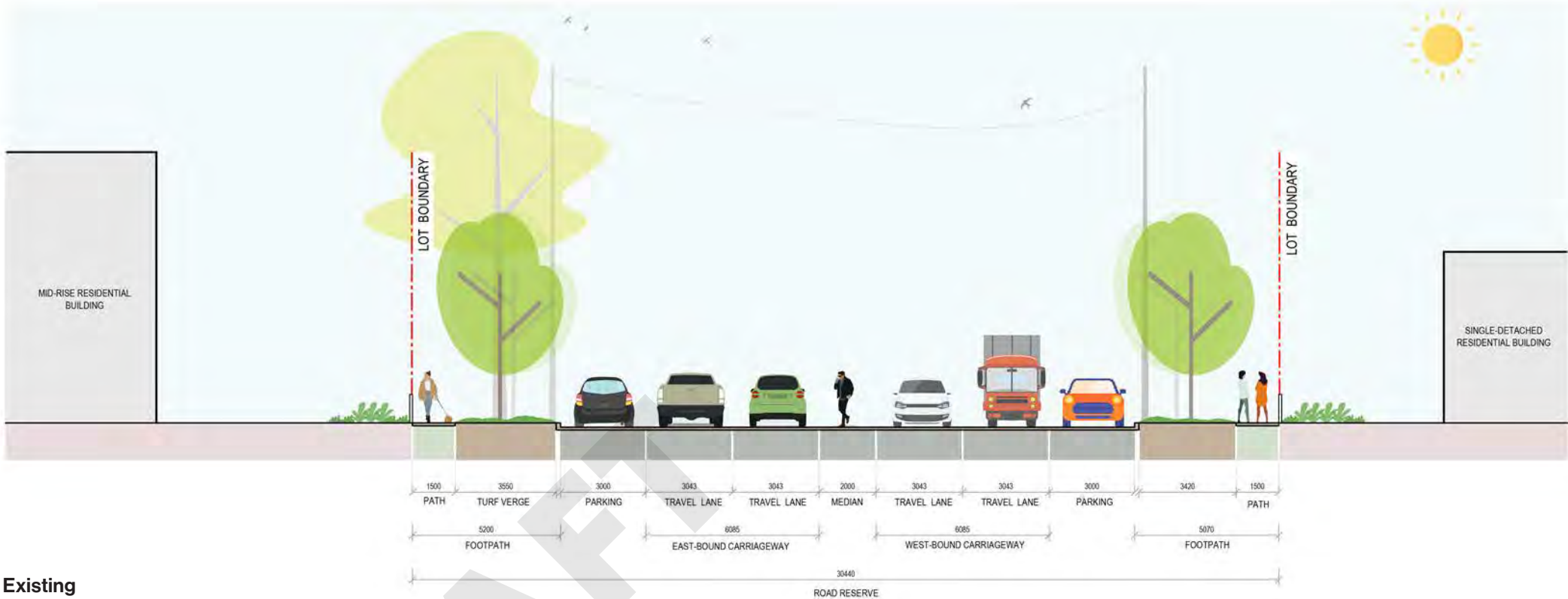
The narrowing of traffic lane widths and removal of median in some locations allows for potential bi-directional cycleway to be incorporated within the existing carriageway, without any loss of parking or traffic lanes.

Footpaths are widened to both sides of the road to improve pedestrian connectivity between key destinations.

Additional tree planting to existing verges improves canopy cover and increases the comfort of active transport users.



Location Plan



MATERIALS PALETTE

Maroubra Road Links are transitional thoroughfares which feature inactive primarily residential frontages and are of a second order streetscape, with functional furnishings and a sparse tree canopy which reflect Maroubra's internal local roads. Increased verge planting and mature tree canopies will help reduce urban heat island effect and provide visual continuity.

Public domain elements will be of a moderate grade to transition effectively to Maroubra's residential streetscape, featuring sparse and functional furnishings, simplified pavers, and will respond to areas of activation where apparent.



01/

Footpath

Paving along Maroubra Road Links will be typical of Maroubra's existing streetscape to successfully integrate with its residential roads.

PA3- Concrete Footpath

Body pavement - concrete or A/C basalt aggregate in concrete tones. Standard finish.

Tactile indicators

Stainless Steel TGSi



02/

Street Furniture

Servicing primarily local traffic Maroubra Road Links feature functional furnishings including bus stops and sparse seating which intend to support existing movement patterns, reducing clutter and recognising this zones usage as a thoroughfare.

ST1 Park Seat

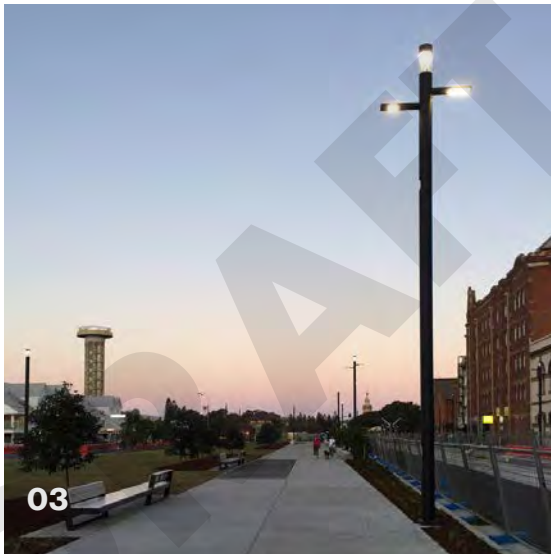
Park seat with arm rests and back. Aluminium battens.

ST3 Bus Stop

Covered bus stop with internal seating and a transparent curtain wall.

Rubbish Bin

Stainless steel bin enclosure

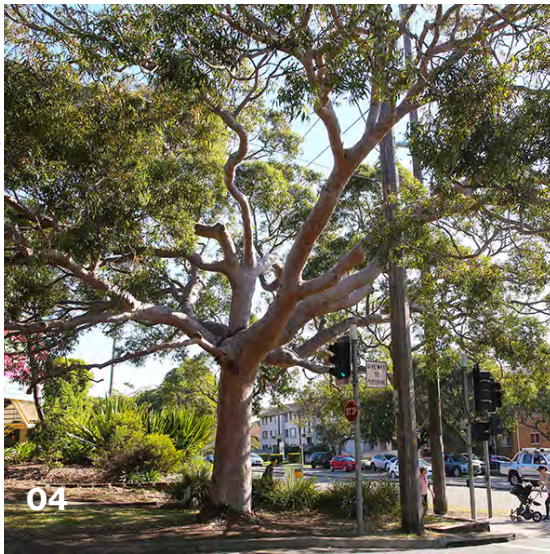


03/

Lighting

Lighting along Maroubra Road Link will ensure a safe environment during evening hours to support pedestrian foot traffic and encourage local usage of both pavement and of cycle lanes.

Integration of smart technology will be less impactful as ground level activation is reduced, however will be key in the use of functional spaces including plazas and bus stops.



04/

Street Trees

Street planting will create an amiable public domain which provides ample shading and encourages local usage, while buffering the public domain from vehicular congestion on Maroubra Road.

The native Scribbly Gum and Smooth-Barked Apple are used effectively as urban street trees and thrive in Sydney's climate, with shallow roots and a wide canopy.

Principal Street Tree

Eucalyptus haemastoma (Scribbly Gum)

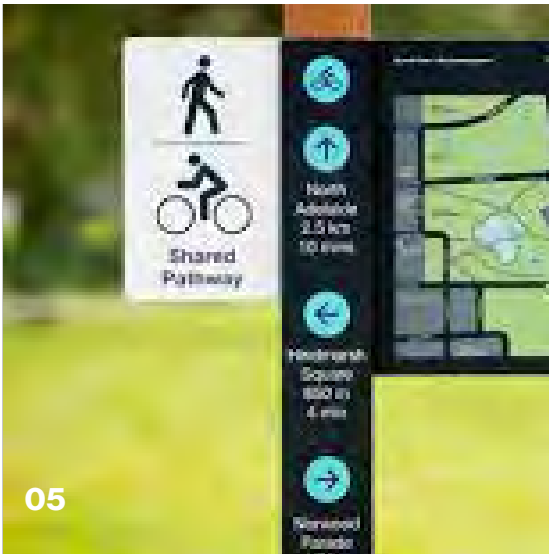
Angophora costata (Smooth-barked Apple)

Under Wires

Backhousia myrtifolia (Grey Myrtle)

Callistemon sp. (Bottlebrush)

Hibiscus tiliaceus (Sea Hibiscus)



05/

Artworks and Wayfinding

Wayfinding elements along Maroubra Road Links will direct the flow of pedestrian traffic towards local destinations, transport stops, and towards surrounding residential streets.

Wayfinding plays a key role in areas of high pedestrian activity and in suburban areas, allowing locals to orient themselves among familiar streets.

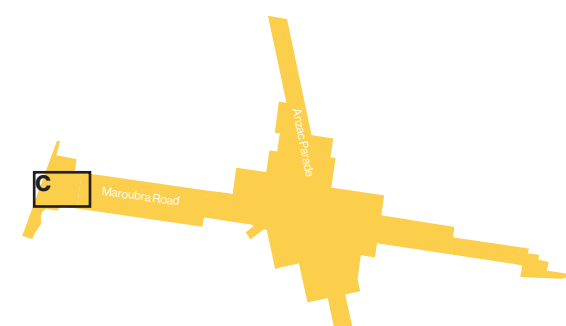
Public art will be utilised at transitional zones and in civic spaces to better engage with the public domain and act as wayfinding elements.

C. MAROUBRA ROAD LOCAL HIGH STREET

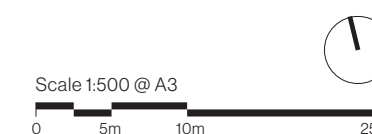
Bunnerong Road Shops

Key moves

- Potential bi-directional cycleway to northern side of Maroubra Road. Cycleway terminates at shared zone at intersection, allowing cyclists to filter into existing path network in various directions. Note: Maroubra Road Cycleway subject to future Maroubra Road Corridor Study outcomes.
- Existing parking and traffic lanes retained in both directions
- Reconfiguration of intersection of Maroubra Road and Bunnerong Road, removing slip lanes to improve pedestrian connectivity
- New tree planting blisters within a permanent parking lane to southern side of Maroubra Road to allow for establishment of large street trees
- Existing median removed
- Bus stops relocated to kerb build-out within parking lane
- Supplementary tree planting where possible
- New plaza space at Wild Street (refer to H. Pedestrian Priority Zone and Civic Space - Place Location H3)
- Opportunities for water sensitive urban design (WSUD) interventions such as:
 - + Passive tree watering to new street trees
 - + Rain gardens at key locations
- Opportunities to relocate power lines underground to provide space for the urban tree canopy



Location Plan





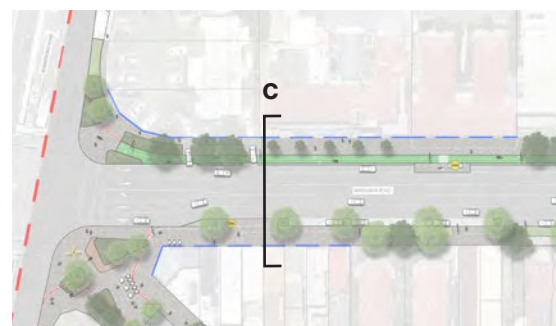
Artist's Impression - View 3. Bunnerong Road Shops

Section C

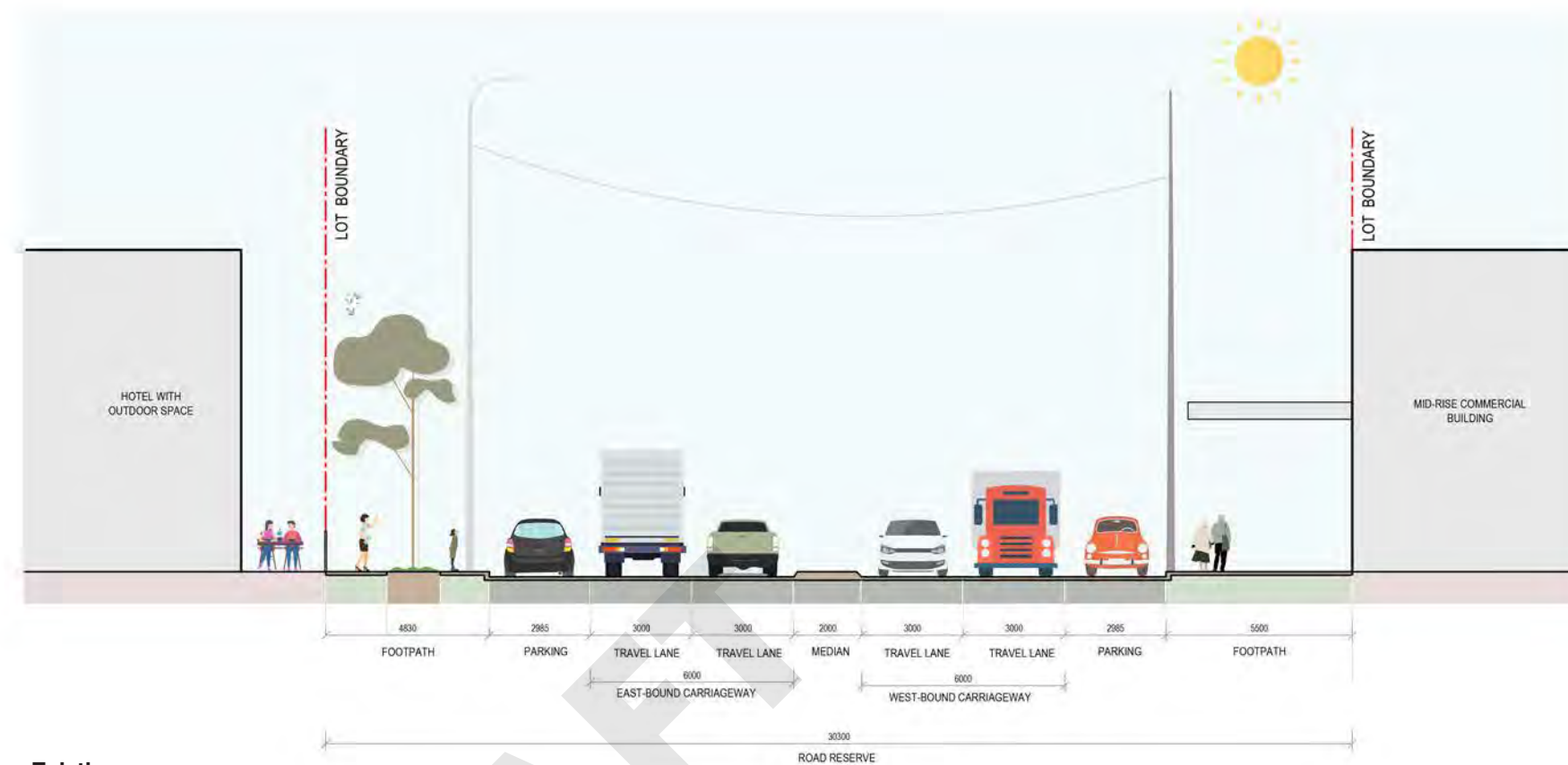
The narrowing of traffic lane widths and removal of median allows for a potential bi-directional cycleway to be incorporated within the existing carriageway, without loss of parking or traffic lanes.

Additional tree planting to the existing verge on the northern side and to new blisters within the parking lane on the southern side improves canopy cover and increases the comfort of active transport users.

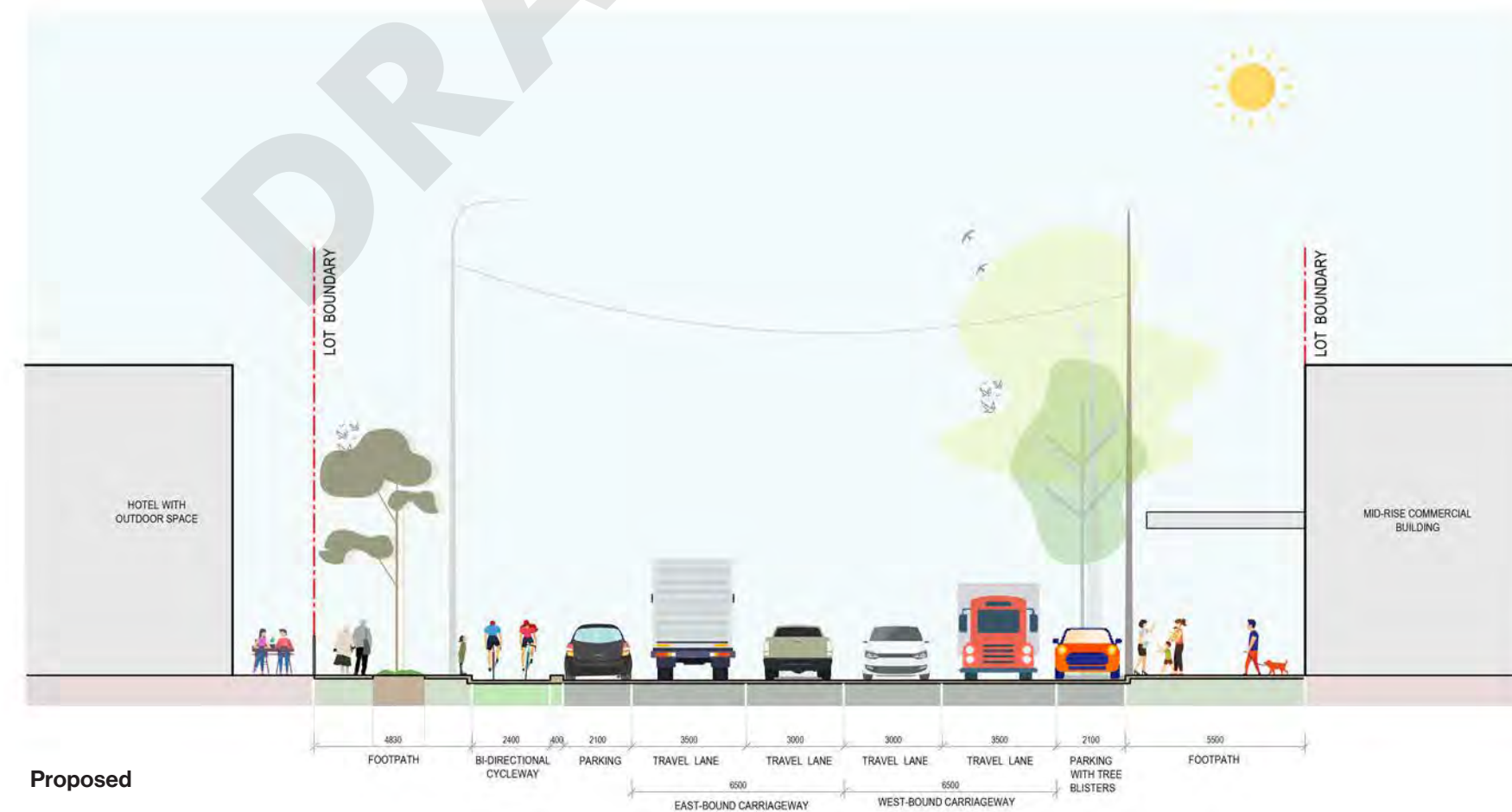
An improved streetscape to retail frontages encourages private investment and creation of outdoor dining precincts.



Location Plan



Existing

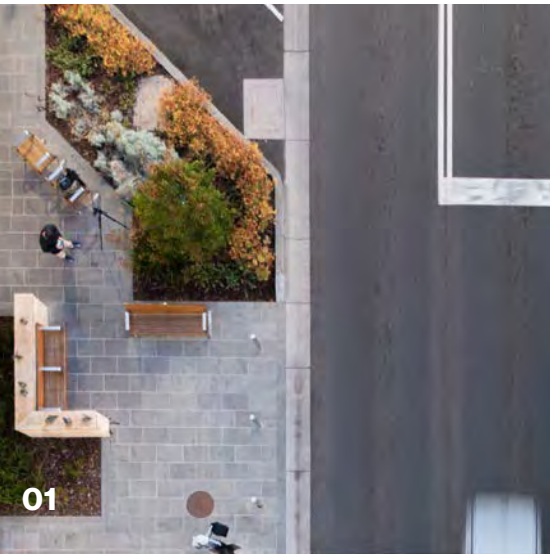


Proposed

MATERIALS PALETTE

Maroubra Road Local High Street is associated with Bunnerong Road Shops and represents a local commercial centre which is subject to primarily local foot traffic as a part of a second order streetscape which responds to both the surrounding residential streetscape and to Maroubra Road.

Public domain elements will be of a moderate grade which reflects the clean and consistent streetscape of Maroubra Road High Street with distinct paving elements, supporting local business and some ground-level activation.



01/

Footpath

Paving within the Maroubra Road Local High Street zone will reflect a clean and consistent character with wide, level tiles that distinguish the zone's commercial usage from transitional areas.

PA4 - Brick Unit Paving and Brick Edging

Match existing RCC paving. Locate to retail and mixed use precinct.

Tactile Indicators

Stainless Steel TGSi.



02/

Street Furniture

Street furnishings will ensure longer stays are viable and that activation along the high street is maintained, creating meeting places and supporting business activity.

Furnished civic spaces will cater towards a local audience, with areas for outdoor dining passive activation by the community.

ST1 Park Seat

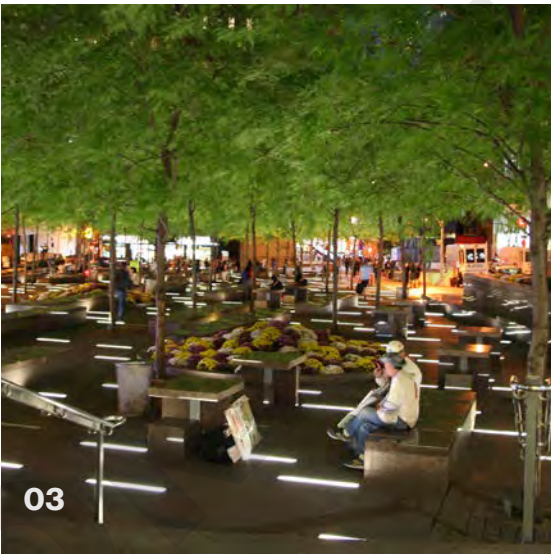
Park seat with arm rests and back. Aluminium battens.

ST2 Seat and Table Setting

Allows for flexible furniture options to parklets/outdoor dining

Rubbish Bin

Stainless steel bin enclosure

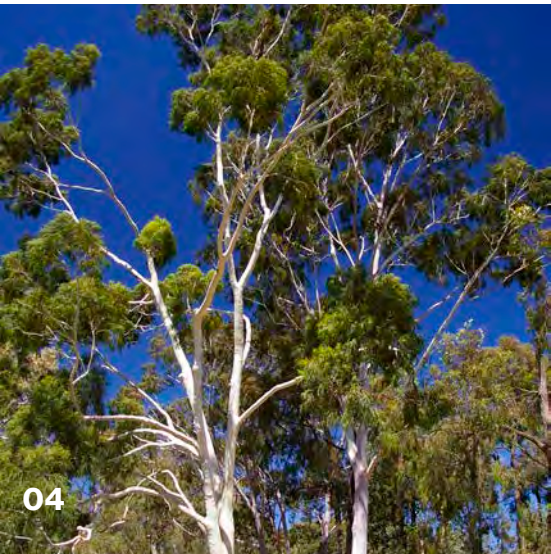


03/

Lighting

Lighting within this zone will ensure a safe environment during evening hours to support pedestrian foot traffic and encourage local usage of both pavement and of cycle lanes.

Within the Wild Street civic plaza lighting installations will be utilised as both a safety element and as a landscaping element, creating a unique experience which engages with the public.



04/

Street Trees

Street planting will provide ample shading within civic space to encourage longer stays and contribute to the activation of the zone.

The native Scribbly Gum, Smooth-Barked Apple are used effectively as urban street trees and thrive in Sydney's climate, with shallow roots and a wide canopy.

Principal Street Tree

Eucalyptus haemastoma (Scribbly Gum)

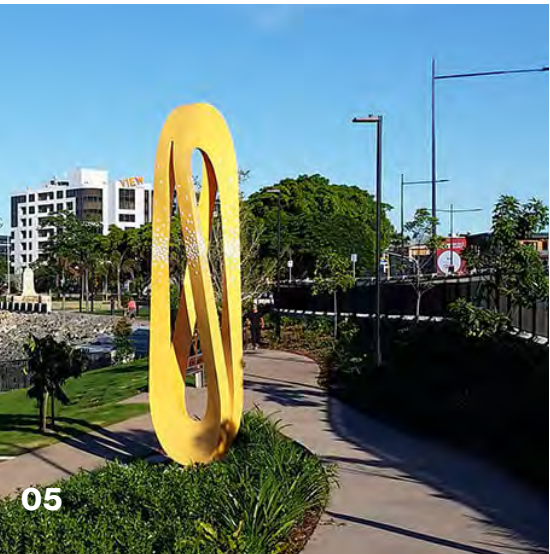
Angophora costata (Smooth-barked Apple)

Under Wires

Backhousia myrtifolia (Grey Myrtle)

Callistemon sp. (Bottlebrush)

Hibiscus tiliaceus (Sea Hibiscus)



05/

Artworks and Wayfinding

Public art will be utilised as a wayfinding tool and will contribute to community usage of Wild Street plaza within this zone, distinguishing it as a unique location.

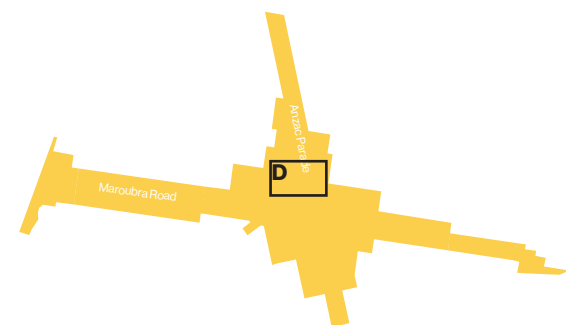
As this zone functions as the western gateway to Maroubra Junction, wayfinding elements will draw traffic towards the precinct off of Bunnerong Road, using directional signs and indirect public art markers.

D. ANZAC PARADE HIGH STREET

Maroubra Junction Core

Key moves

- Removal of one traffic/parking lane in each direction to accommodate footpath widening to both sides of Anzac Parade and a widened median to eastern edge
- New mid-block signalised pedestrian crossing to both northbound and southbound carriageways of Anzac Parade
- Creation of a new small pedestrian plaza within the central median, linking the new crossings and the existing open space within median
- New bi-directional cycleway to eastern side of the central median
- New shared path to eastern side of the central median to improve pedestrian circulation to parking and signalised crossings
- Remodel parking to central median to improve functionality. Remove parking lane against median in southbound carriageway to accommodate footpath widening
- Removal of car park exit to southbound carriageway of Anzac Parade. Exit only northbound in new design due to safety concerns over proximity to new signalised intersection
- New large tree planting to eastern edge of median to improve canopy cover and increase visual impact of trees
- New tree planting to both sides of Anzac Parade to increase canopy cover and improve pedestrian comfort
- Opportunities to relocate power lines underground to provide space for the urban tree canopy
- Opportunity for public art to central median to create a strong visual identifier for Maroubra Junction and encourage pedestrian activity



Location Plan



Scale 1:500 @ A3

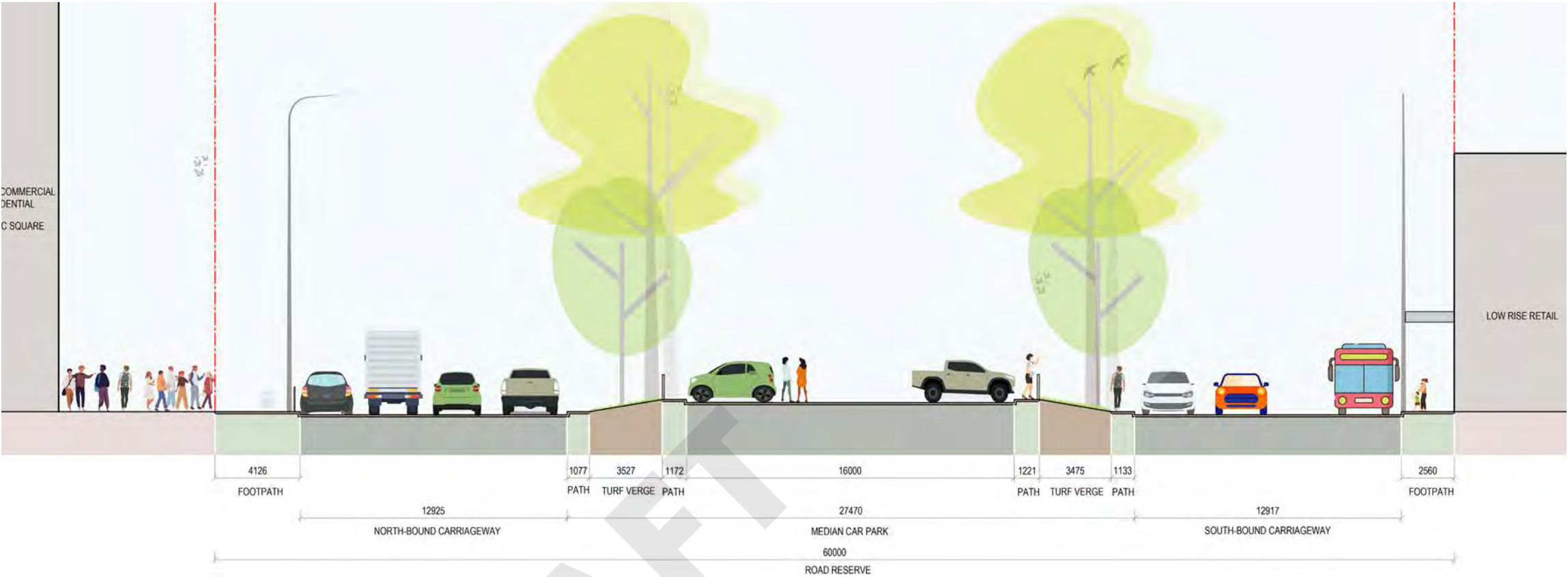
0 5m 10m 25m



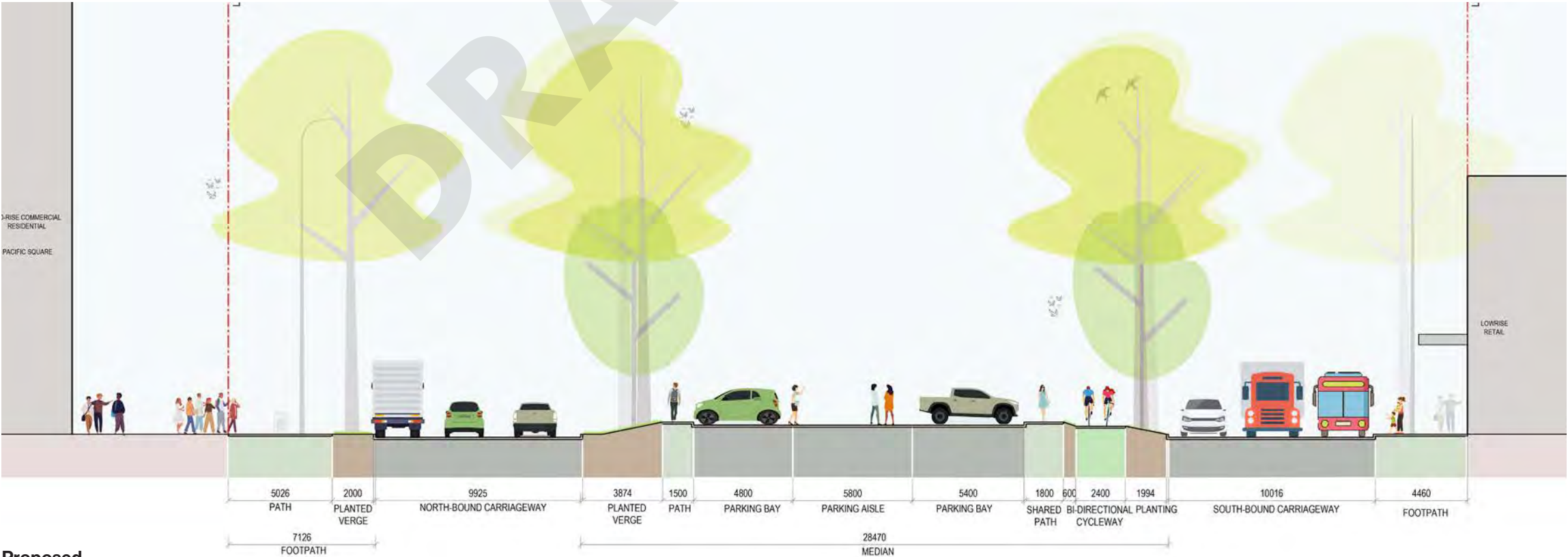
Artist's Impression - View 4. Anzac Parade near Maroubra Road

Section D

The widening of the median and verges to one side of Anzac Parade allows for establishment of new trees to frame both sides of the road corridor, increasing canopy coverage and providing a stepped interface to high built form elements, humanising the streetscape. Street trees improve comfort and increase active transport, providing more pedestrian and cycle traffic for local businesses, with flow-on economic benefits. Wider verges allow for the creation of outdoor dining precincts to further enliven the retail precinct.



Existing



Proposed



Location Plan

MATERIALS PALETTE

Anzac Parade High Street will accommodate for both high levels of vehicular traffic as a major north-south arterial and ensure an amiable public domain which provides ample shading, places to dwell, and allows for a variety of transport options.

Public domain elements will be varied to accommodate for both long periods of dwelling and for efficient movement as a thoroughfare, with a high level of amenity and a consistent palette, distinguishing this zone as a place of high pedestrian activity.



01/

Footpath

Paving along Anzac Parade will be clean and consistent where active frontages are present, allowing other public domain elements and pavers to be emphasised.

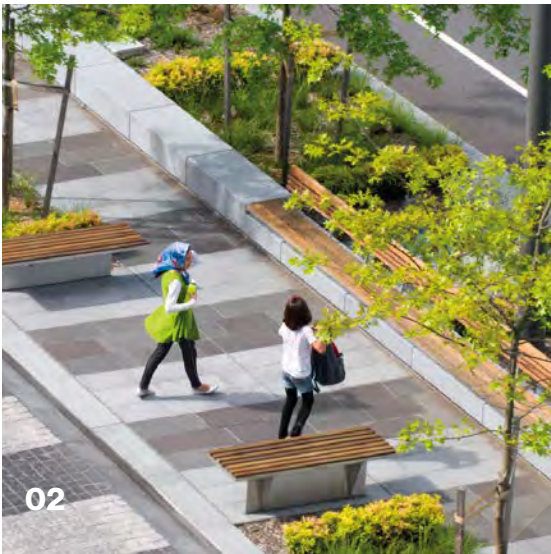
Within the central median, paths are functioning primarily as thoroughfares, and will feature a distinct cobblestone paver. Special pavers for cycleways will effectively communicate their distinct function.

PA1 - RCC City Paver

Pebblecrete or approved equal by Council. Large format paver generally 400 x 600mm or 300 x 600mm. Thickness 40 to 60cm.

Tactile indicators

Stainless Steel TGSi



02/

Street Furniture

Street furnishings along Anzac Parade will ensure longer stays are viable and that activation along the high street is maintained, creating meeting places and supporting business activity.

Civic space within the central median will feature furnishings that support long term stays, seating and tables allowing for family gatherings and community events.

ST1 Park Seat

Park seat with arm rests and back. Aluminium battens.

ST2 Seat and Table Setting

Allows for flexible furniture options to parklets/outdoor dining

Rubbish Bin

Stainless steel bin enclosure

Drinking Fountain

Stainless steel drinking fountain

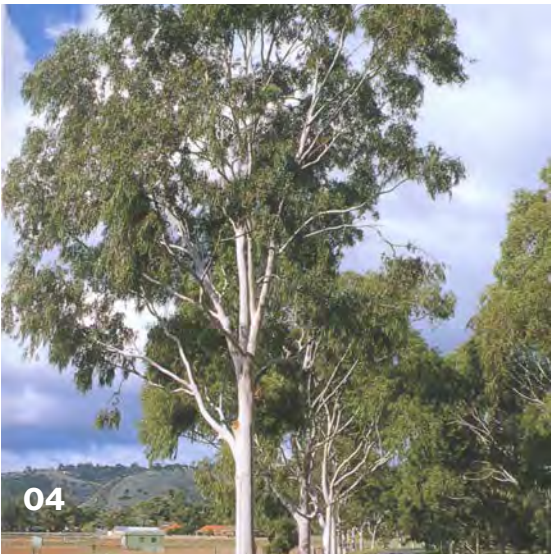


03/

Lighting

Street lighting along Anzac Parade will create a safe atmosphere during the evening while the zone is still used as an outdoor dining space and social gathering place.

Smart poles allow for night lighting to be ambient and directed where needed, and will contribute to the pedestrian experience as well as being important for vehicular navigation.



04/

Street Trees

Street planting will act as an effective buffer from the public domain to the high street, with a tall, slender canopy that has minimal impact at ground level.

The native Forest Red Gum and Lemon Scented Gum feature tall, dense canopies that will protect the central median space from passing vehicular traffic, and provide necessary nesting spaces for native urban wildlife.

Principal Street Tree

Eucalyptus tereticornis (Forest Red Gum)

Corymbia citriodora (Lemon Scented Gum)

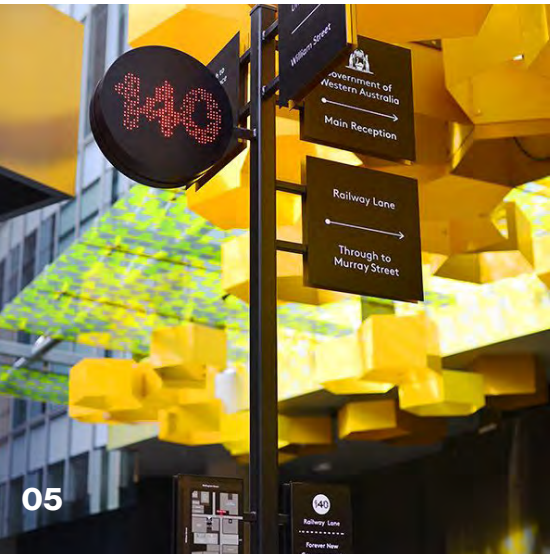
Under Wires

Backhousia myrtifolia (Grey Myrtle)

Hibiscus tiliaceus (Sea Hibiscus)

Adjacent to Awnings

Magnolia grandiflora 'Little Gem' (Dwarf magnolia)



05/

Artworks and Wayfinding

Wayfinding elements along the Anzac Parade will be integrated into the surrounding streetscape in a consistent fashion, which provides Maroubra with a distinct identifying character.

Anzac Parade as a major arterial road, wayfinding elements will effectively direct vehicular traffic towards local destinations or efficiently through the precinct.

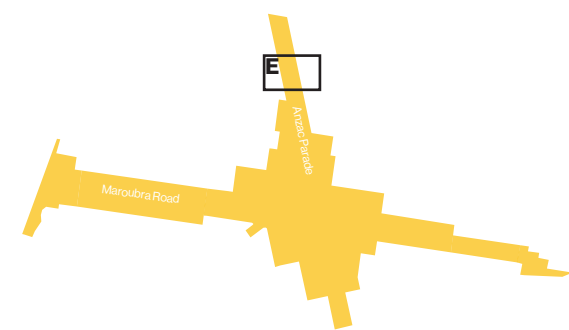
Public art is utilised to engage with the public in key locations throughout Maroubra, in civic plazas, parks, and places of interest.

E. ANZAC PARADE LINKS

Anzac Parade near Shepherd Street

Key moves

- New bi-directional cycleway located within Anzac Parade median. Cycleway to be separated from southbound carriageway by 1m wide planting strip
- Expansion of existing biodiversity area to the edge of cycleway and south towards Storey Street, maintaining setback for visibility of cyclists and vehicles
- Raised cycleway crossing over Storey Street link through Anzac Parade median
- Additional avenue tree planting to central median
- Additional tree planting to residential verges where possible
- New 1.8m shared path to median to improve accessibility and active transport links
- Opportunities to relocate power lines underground to provide space for the urban tree canopy



Location Plan



Scale 1:500 @ A3

0 5m 10m 25m

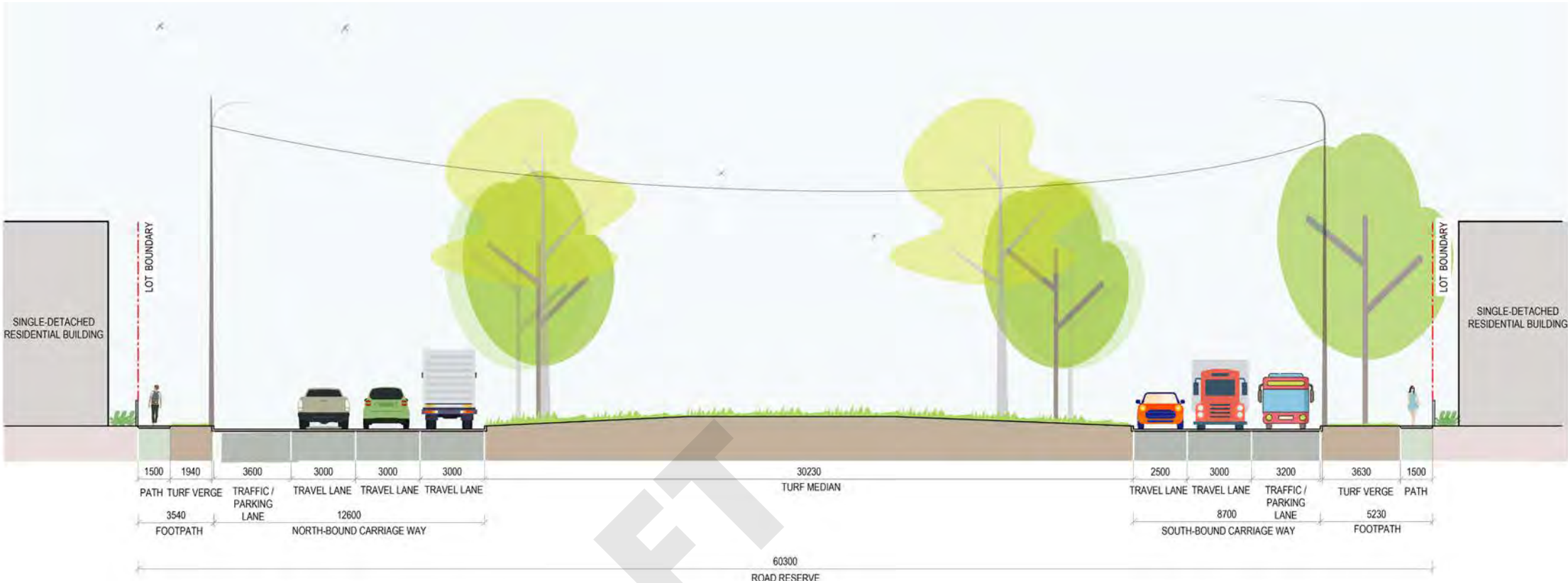




Artist's Impression - View 5. Anzac Parade near Shepherd Street

Section E

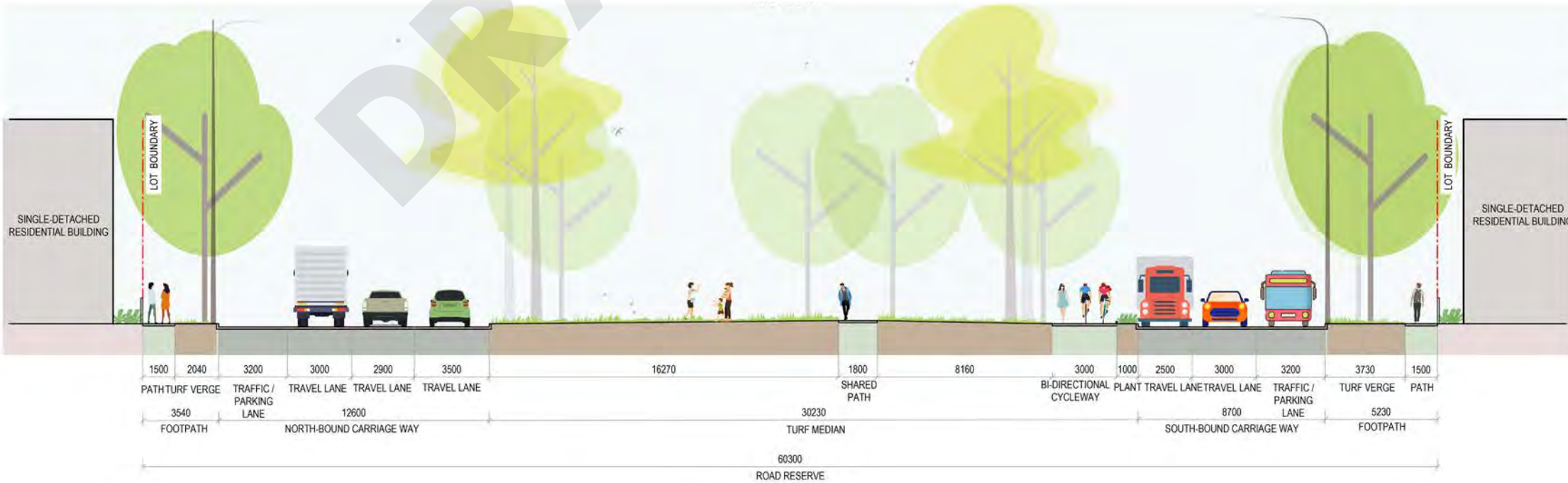
The existing streetscape is largely maintained, with the addition of a separated bi-directional cycleway and shared path within the median to improve links and encourage active transport. New large native trees are proposed within the median. New trees are also proposed to residential frontages where space exists in the existing streetscape.



Existing



Location Plan



Proposed

MATERIALS PALETTE

Anzac Parade Links are transitional areas which accommodate for both high levels of vehicular traffic as a major north-south arterial and ensure an amiable public domain which provides ample shading, places to dwell, and allows for a variety of transport options.

Public domain elements will be of a moderate grade as this zone is subject to lower levels of ground-level activation and feature a mix of residential frontages and active frontages.



01/

Footpath

Paving along Anzac Parade Links will be typical of Maroubra's existing streetscape to successfully integrate with its residential roads.

Within the central median space, special pavers for cycle lanes will effectively communicate their distinct function.

PA3- Concrete Footpath

Body pavement - concrete or A/C basalt aggregate in concrete tones. Standard finish.

Tactile indicators

Stainless Steel Markers



02/

Street Furniture

Servicing a mix of local foot-traffic and peripheral retail activation, Anzac Parade Links feature functional furnishings including bus stops and sparse seating, with furnishings supporting longer stays located to targeted areas of greater usage.

ST1 Park Seat

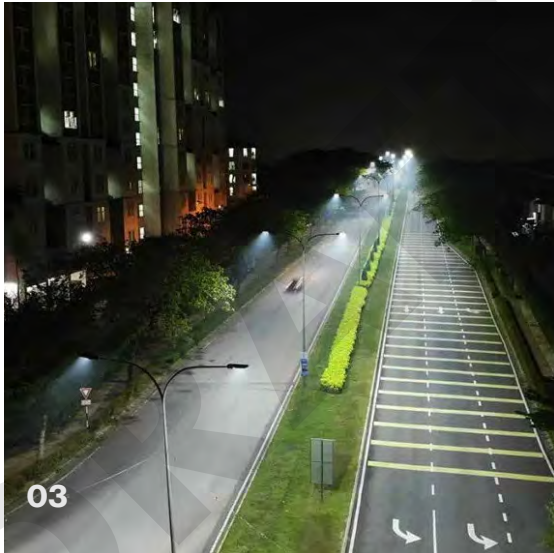
Park seat with arm rests and back. Aluminium battens.

ST3 Bus Stop

Covered bus stop with internal seating and a transparent curtain wall.

Rubbish Bin

Stainless steel bin enclosure



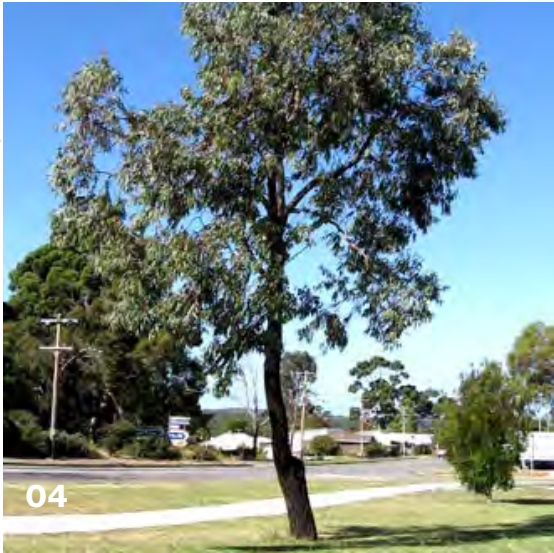
03/

Lighting

Ample street lighting will ensure a safe environment for pedestrians travelling along Anzac Parade on either side of the road and within the central median strip, maximising visibility during evening hours.

Integration of smart technology will be less impactful as ground level activation is reduced, and will function primarily to ensure safe usage of roads and of the public domain.

Existing overhead power lines will be relocated underground to provide space for the urban tree canopy.



04/

Street Trees

Street planting will provide ample shading along side pavements and within the central median space to encourage its usage as a thoroughfare and buffer from passing vehicular traffic.

The native Red Ironbark and Lemon Scented Gum are used effectively as urban street trees and thrive in Sydney's climate, with a wide canopy.

Principal Street Tree

Eucalyptus sideroxylon (Red Ironbark)

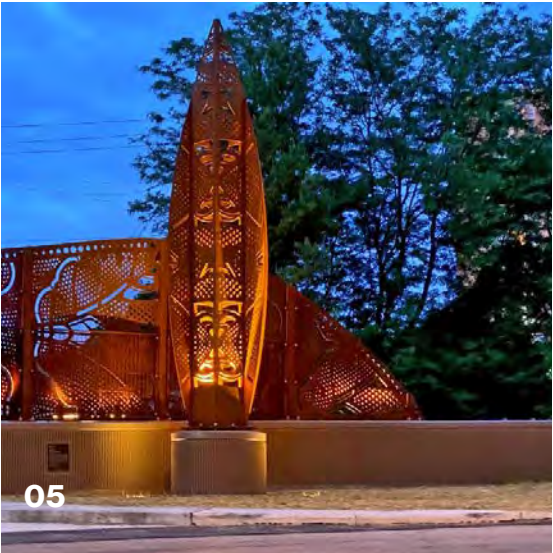
Corymbia citriodora (Lemon Scented Gum)

Under Wires

Backhousia myrtifolia (Grey Myrtle)

Callistemon sp. (Bottlebrush)

Hibiscus tiliaceus (Sea Hibiscus)



05/

Artworks and Wayfinding

Wayfinding elements along Anzac Parade links will direct the flow of pedestrian traffic towards local destinations, transport stops, and towards surrounding residential streets.

Public art can act as a key visual gateway, highlighting the transition zone and acting as a wayfinding element. Art can also encourage engagement with the public domain and signal an arrival or departure from a key destination.

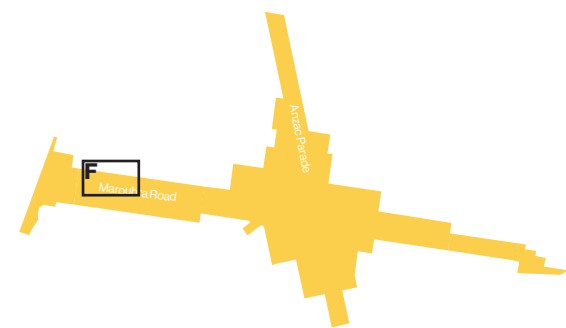
The northern gateway to Maroubra Junction presents an opportunity for a statement art piece to contribute to a new, strong Maroubra Junction identity.

F. LOCAL STREET

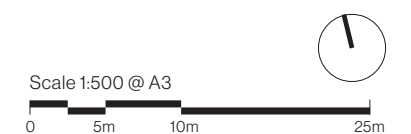
Royal Street

Key moves

- Supplementary tree planting where possible
- Upgrade the existing give-way intersection at Royal Street and Maroubra Road intersection to a signalised intersection
- Kerb realignment of Royal Street near Maroubra Road intersection to allow for a two-lane approach to the signalised intersection
- Understorey planting to key areas
- Opportunities for water sensitive urban design (WSUD) interventions such as:
 - + Passive tree watering to new street trees
 - + Rain gardens at key locations or where kerb modifications are required



Location Plan

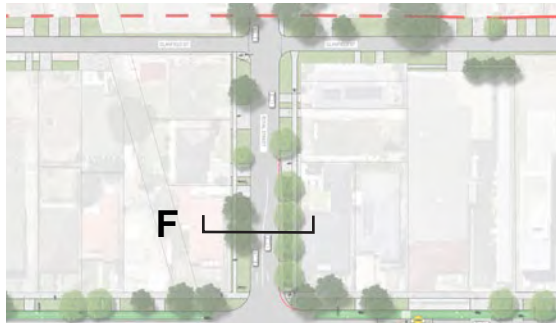




Artist's Impression - View 6. Royal Street

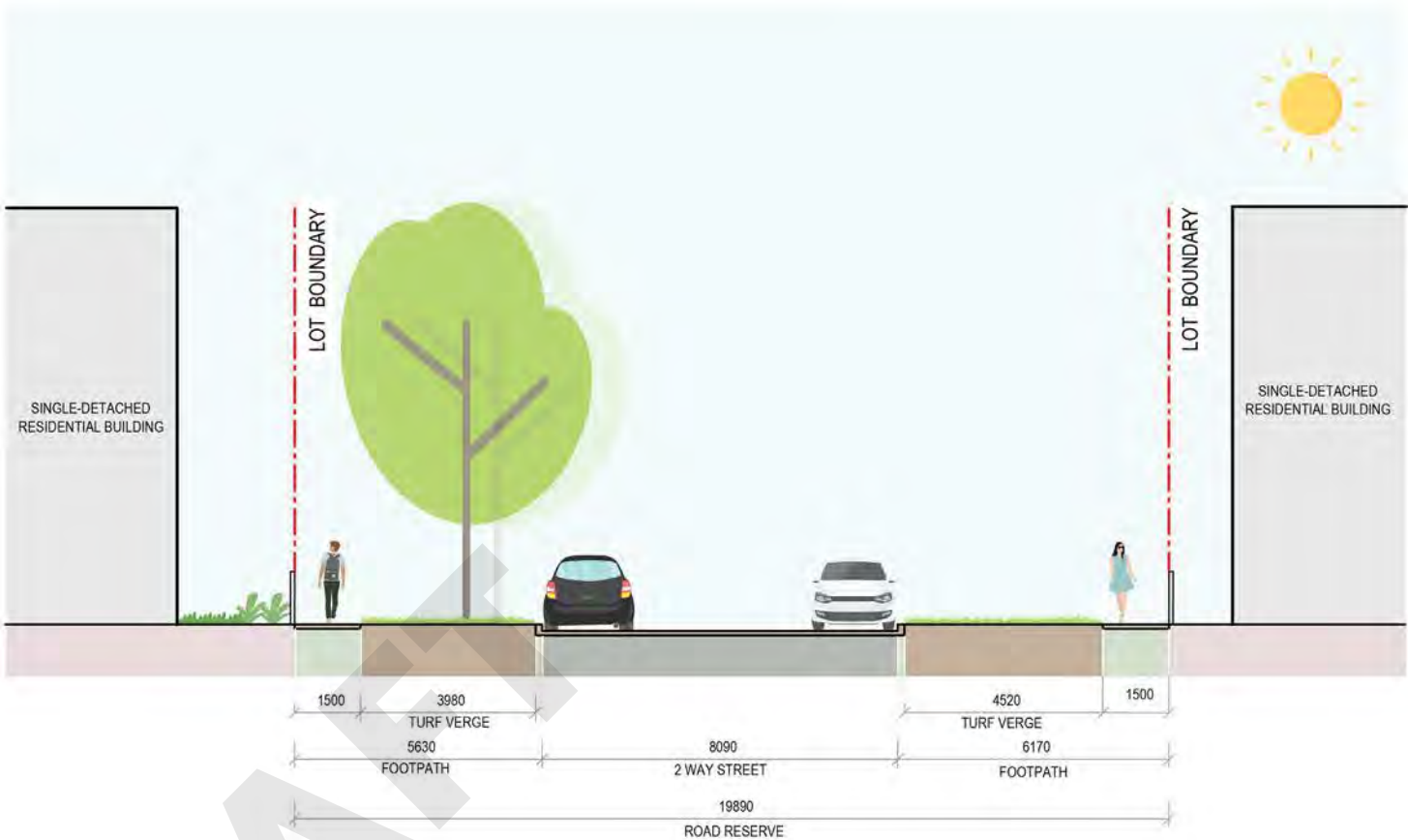
Section F

Local streets are largely maintained as existing, with new infill tree planting. Proposed trees are of varying sizes, suited to both under power lines and where no vertical constraints exist. Increases in canopy cover will improve pedestrian comfort and encourage active transport.

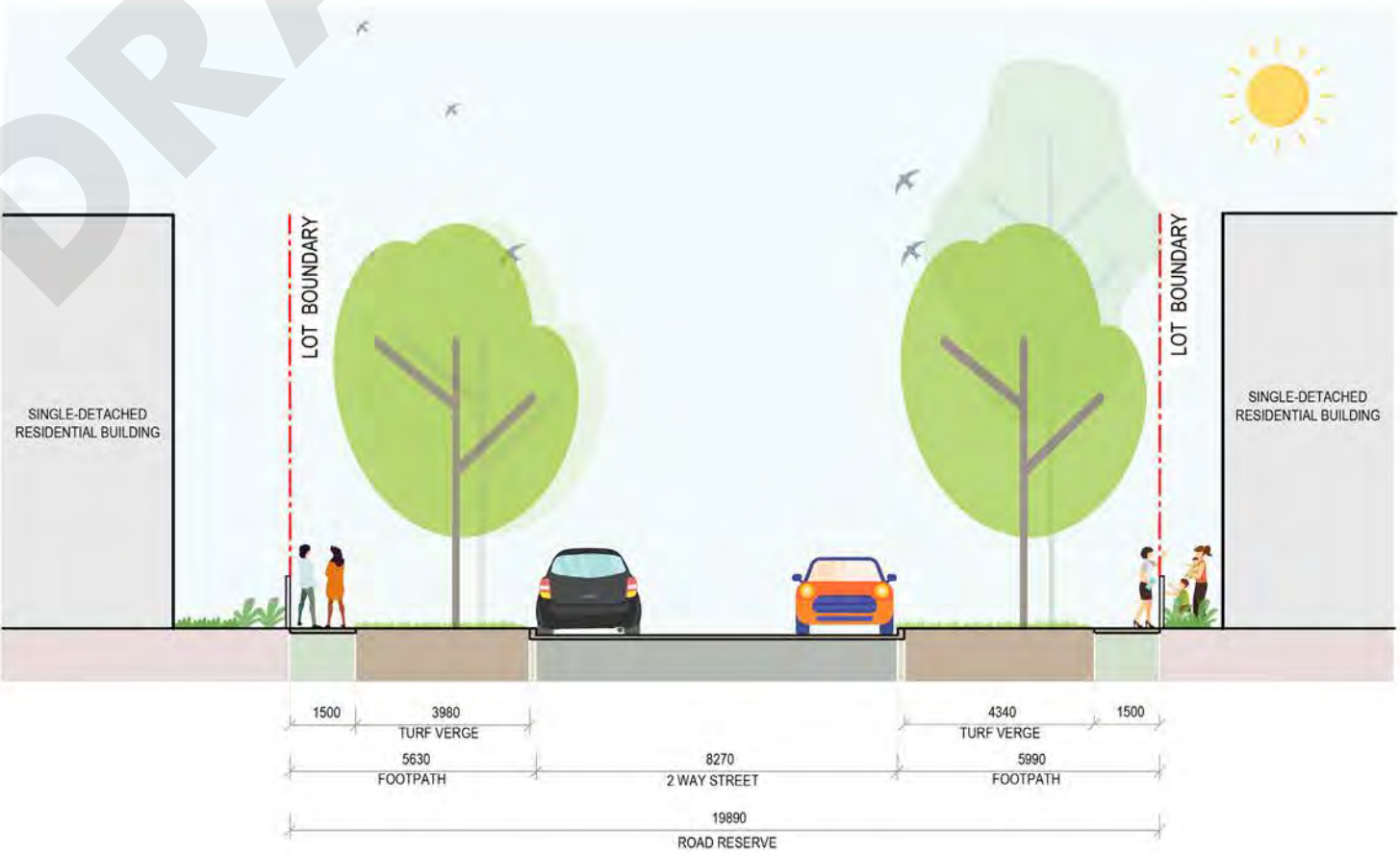


Location Plan

Existing



Proposed



MATERIALS PALETTE

Local Roads will maintain their current function as residential streets and local thoroughfares which transition between Maroubra Junction's major road network and Maroubra's internal suburban areas.

Public domain elements will be of a basic grade and will inform the residential character of the precinct, featuring functional street furnishings and enhanced tree canopy.



01/

Footpath

Paving along local roads will be modest and simple, maintaining the clean concrete footpaths characteristic of Maroubra's residential areas.

PA3- Concrete Footpath

Body pavement - concrete or A/C basalt aggregate in concrete tones. Standard finish.

Tactile indicators

Stainless Steel Markers



02/

Street Furniture

Local roads will feature sparse functional furnishings which support local movement, reducing urban clutter along important pedestrian thoroughfares.

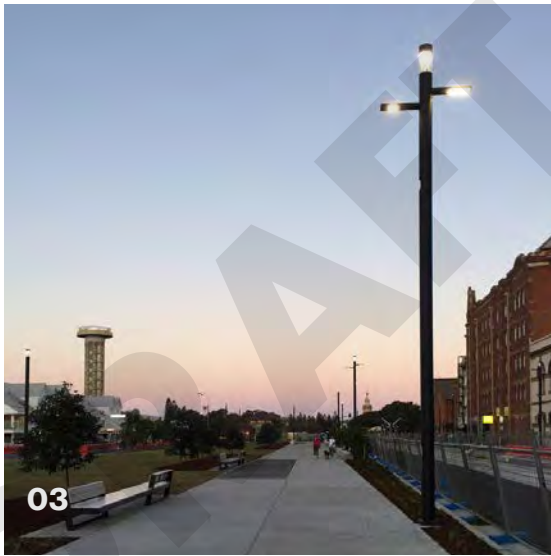
Furnishings which encourage longer stays will be located to target areas of greater usage including civic spaces and local parks where necessary.

ST1 Park Seat

Park seat with arm rests and back. Aluminium battens.

Rubbish Bin

Stainless steel bin enclosure



03/

Lighting

Lighting along local roads will ensure a safe environment during evening hours to support pedestrian foot traffic and encourage local usage and create opportunities for passive surveillance of residential frontages.

Integration of smart technology will be less impactful as ground level activation is reduced, however will be key in the use of functional spaces including plazas and bus stops.



04/

Street Trees

Street planting will create an amiable public domain which provides ample shading and encourages local usage.

The native Lemon-Scented Gum and Weeping Bottlebrush are used effectively as urban street trees and thrive in Sydney's climate, with shallow roots and a wide canopy.

Principal Street Tree

Corymbia citriodora (Lemon-Scented Gum)

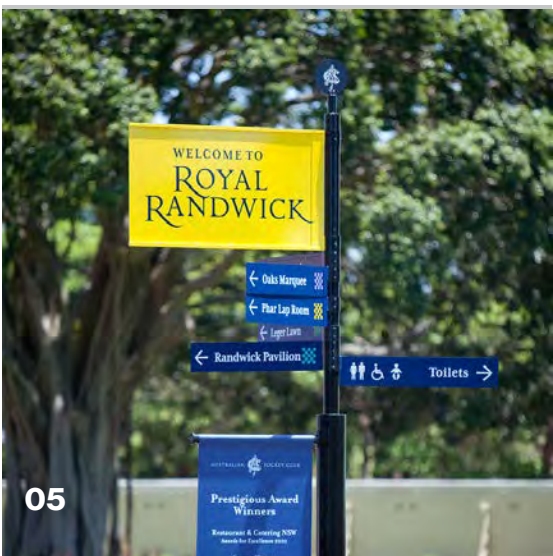
Callistemon viminalis (Weeping Bottlebrush)

Under Wires

Backhousia myrtifolia (Grey Myrtle)

Callistemon sp. (Bottlebrush)

Hibiscus tiliaceus (Sea Hibiscus)



05/

Artworks and Wayfinding

Existing wayfinding elements including street signage will be upgraded within Maroubra Junction's residential community to have a consistent character.

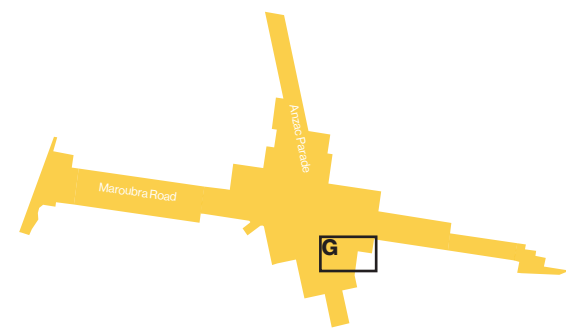
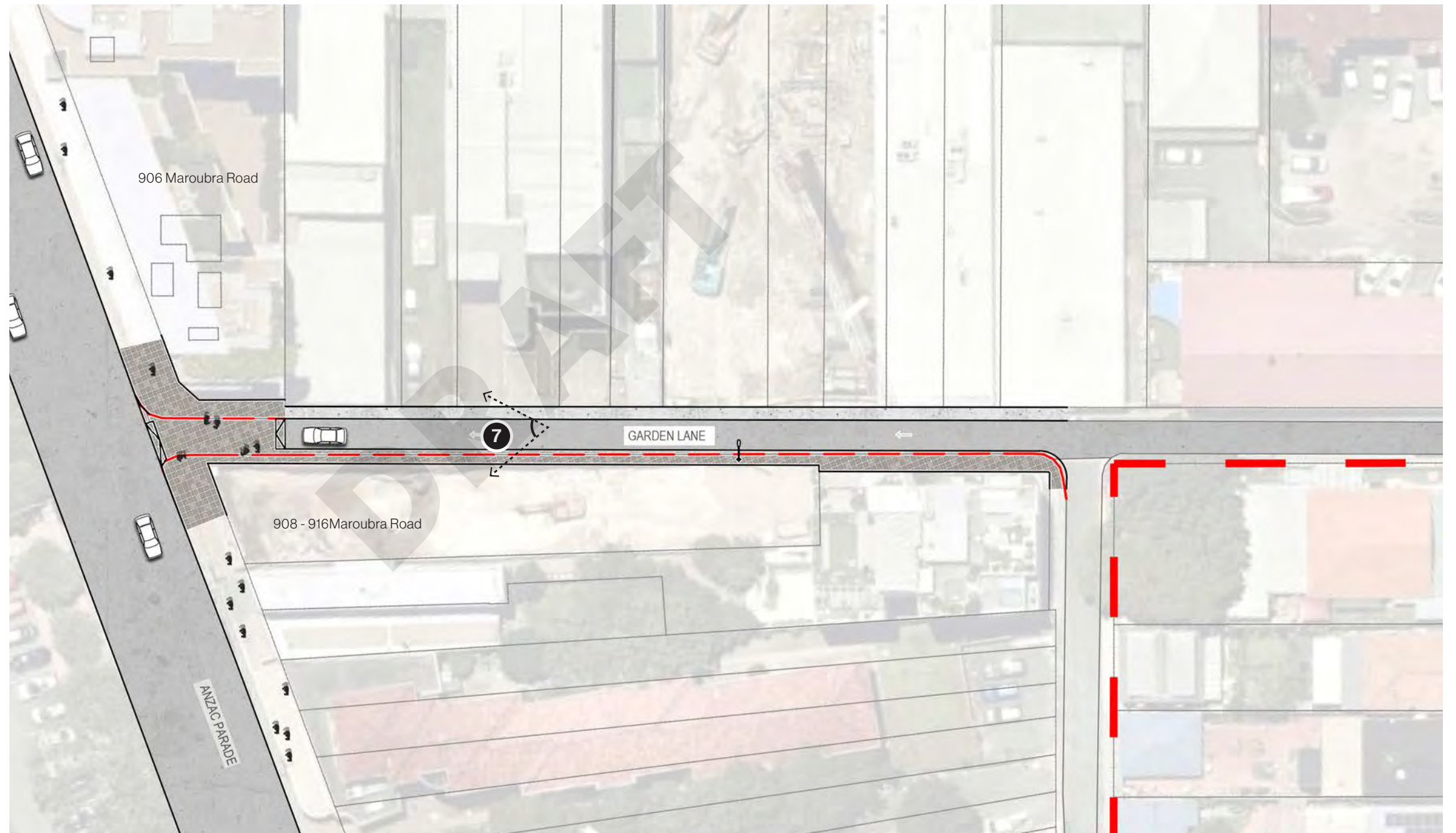
Bus stops will be clearly marked with upgraded furnishing, and opportunities for smart signage.

G. ACCESS LANE

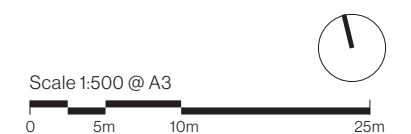
Garden Lane

Key moves

- Narrow lane carriageway where possible to provide minimum 1m wide footpath to one side. For key locations where pedestrian usage is higher, widen footpath to minimum 1.8m for increased accessibility.
- Convert two-way traffic to one-way traffic in key locations (between Byng Lane and Anzac Parade)
- At the junction between access lanes and arterial roads, utilise a shared zone treatment (refer to H. Pedestrian Priority Zone and Civic Space - Place Location H1)



Location Plan

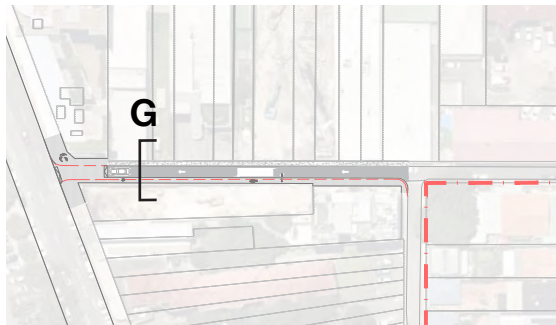




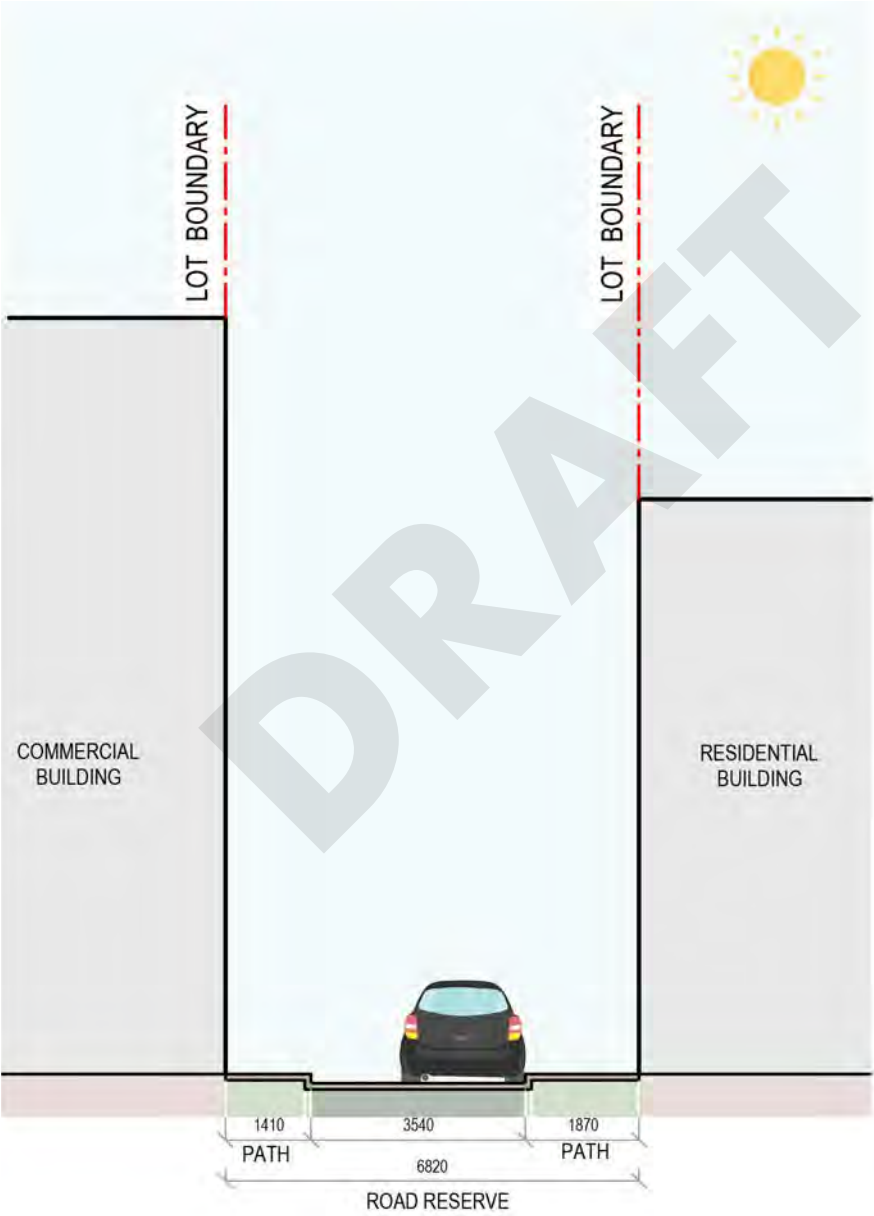
Artist's Impression - View 7. Garden Lane

Section G

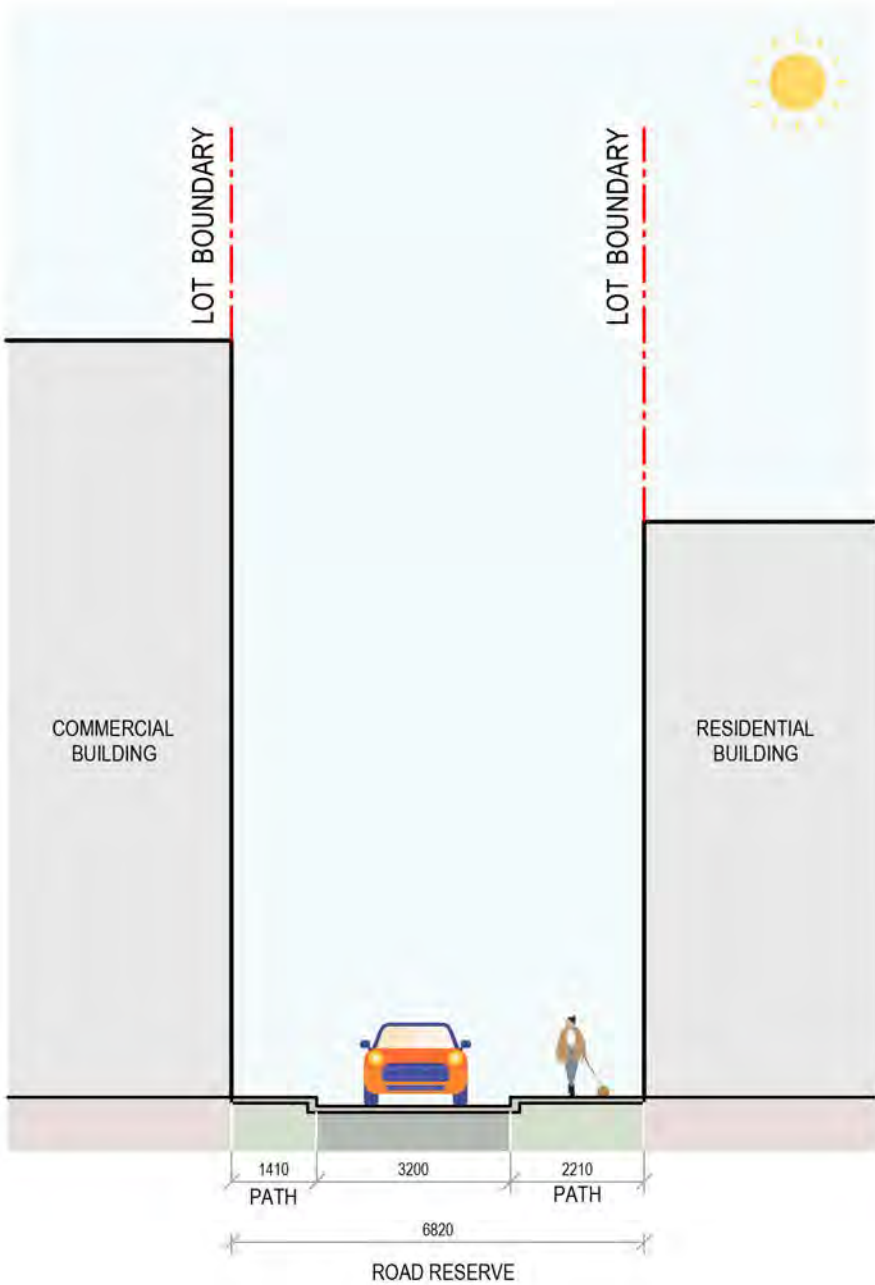
Where possible, the narrowing of carriageways should occur to allow for safe pedestrian pathways to be established to at least one side of the lane. In key locations, such as blocks approaching main roads, consideration should be given to conversion to one-way traffic flow to allow for additional pedestrian amenity. Tree planting should be considered where a verge width of 2.4m can be achieved.



Location Plan



Existing

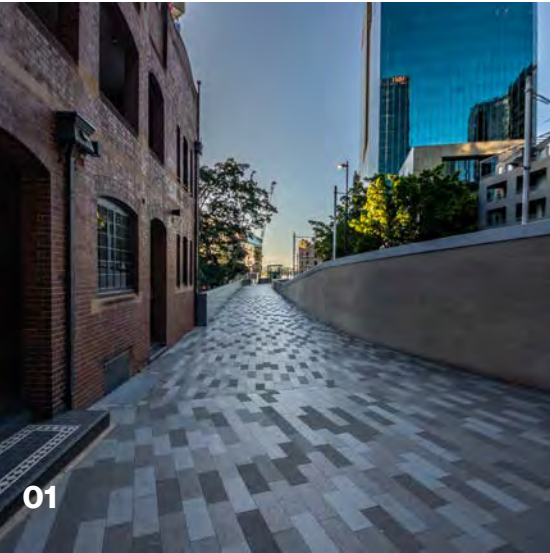


Proposed

MATERIALS PALETTE

Access Lanes provide a fine grain street network through Maroubra Junction which link local roads to major roads, and are often utilised as rear access points for local businesses with frontages on Maroubra Road and Anzac Parade.

Public domain elements will be of a basic grade and will primarily support the functioning of these lanes as thoroughfares, and to ensure the safety of pedestrians in close proximity to vehicular through-traffic.



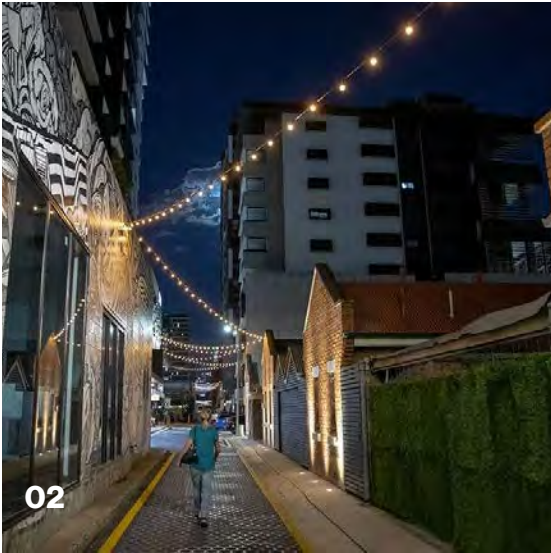
01/

Footpath

Paving in access lanes will be widened to accommodate atleast 1m of pavement either side of a road, featuring a raised kerb to ensure pedestrians safety from passing vehicles.

In lanes that function as shared zones, special pavers conducive to a pedestrianised area will communicate their usage and discourage high vehicular speeds.

- PA6 - Shared Zone Pavement**
TfNSW approved.
- Tactile indicators**
Stainless Steel Markers

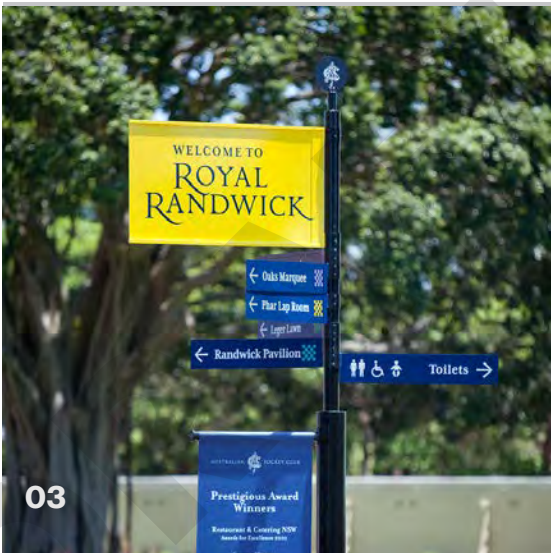


02/

Lighting

Lighting in access lanes will ensure a safe walking environment for pedestrians, maximising passive surveillance from adjacent residences and from intersecting roads.

In shared zones lighting can function also as a wayfinding element and art piece which further activates the lane and communicates their usage.



03/

Artworks and Wayfinding

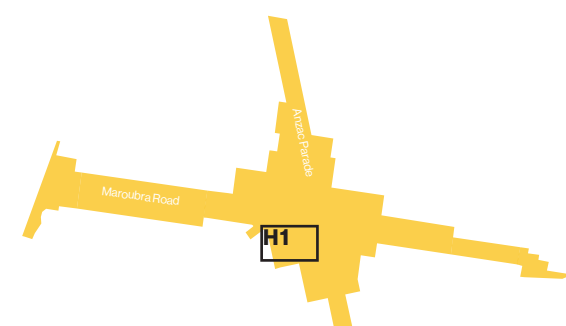
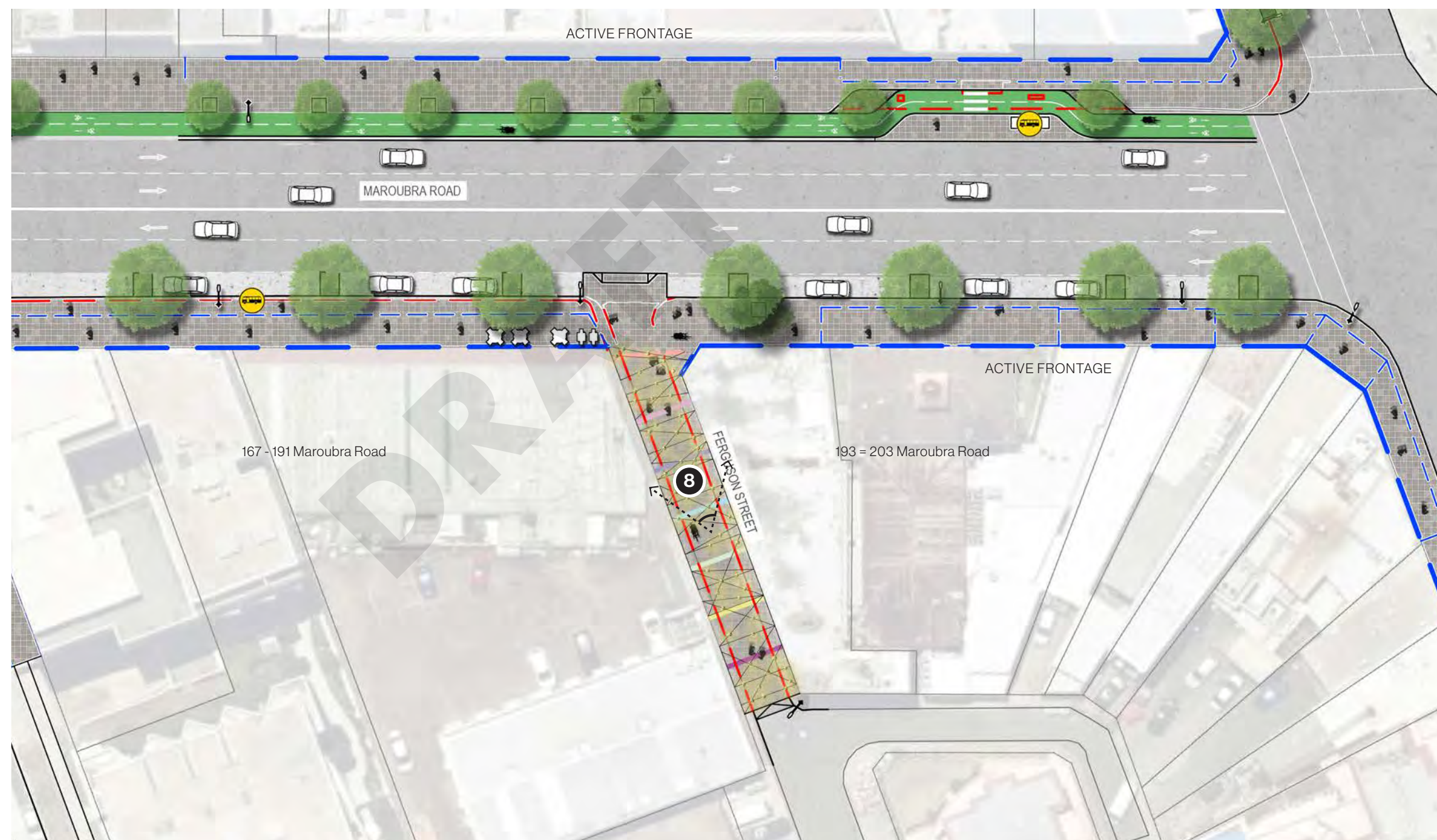
Existing wayfinding elements including street signage will be upgraded to have a consistent character with its residential streets and major roads.

H. PEDESTRIAN PRIORITY ZONE AND CIVIC SPACE

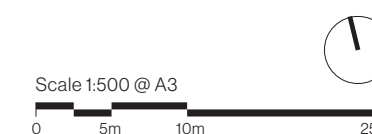
Ferguson Street

Key moves

- Utilise a shared zone treatment at the junction of Ferguson Street and Maroubra Road
- Pave shared zone in vehicular-grade paving to match footpath finishes
- Carriageway to lift to run at top of kerb level to provide footway continuation along Maroubra Road footpath
- Commence public art strategy to paint blank walls of adjacent buildings
- Consider installation of feature lighting to improve safety and visual amenity
- Encourage creation of active frontages to shared zones in future building works by property owners



Location Plan



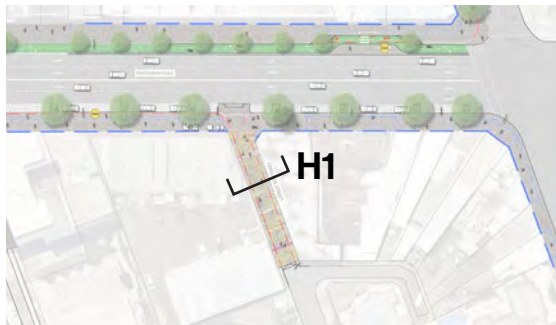


Artist's Impression - View 8. Ferguson Street

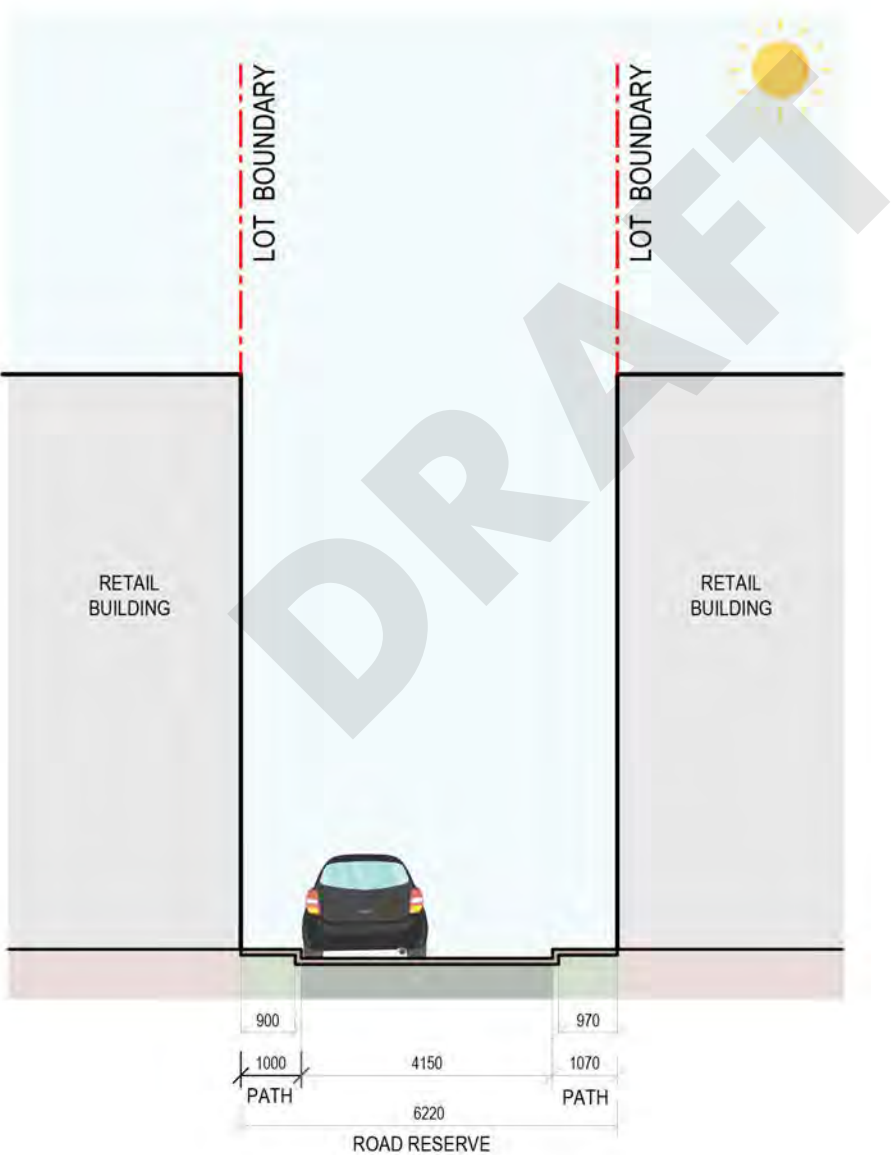


Section H1

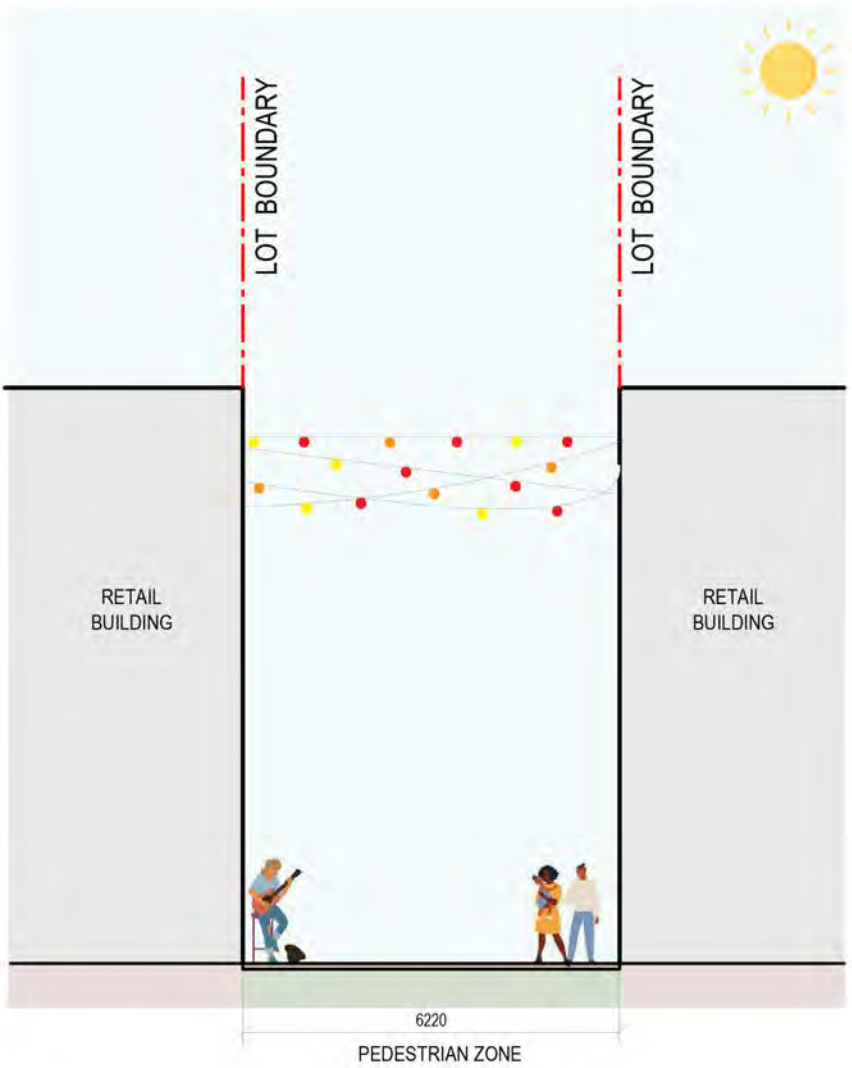
Shared zones are intended to maintain vehicle access whilst improving visual amenity and increasing pedestrian safety. Constrained widths require creative solutions that utilise existing built form and a new paved surface.



Location Plan



Existing



Proposed

MATERIALS PALETTE



01/

Footpath

Pavers within pedestrian priority zones will be conducive to pedestrian foot traffic and will be distinct from the precinct's high street treatment, signifying them as civic spaces.

Shared zones which still receive vehicular traffic will feature disparate paving treatments between a shared road and pedestrian footpaths, while maintaining a distinct appearance.

PA6 - Shared Zone Pavement

TfNSW approved.

Tactile indicators

Stainless Steel Markers



02/

Street Furniture

Street furniture will support long periods of dwelling with dedicated spaces for gathering, featuring benches, tables, and seating which is integrated with landscaping elements.

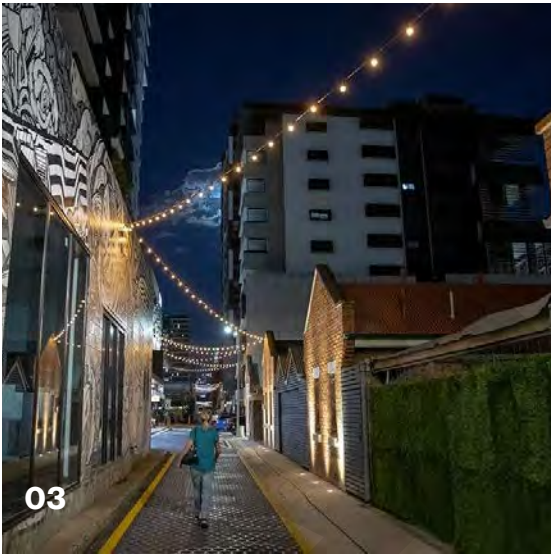
As pedestrian thoroughfares civic spaces will allow for efficient foot traffic with furnishings concentrated away from walking paths.

ST1 Park Seat

Park seat with arm rests and back. Aluminium battens.

Rubbish bin

Stainless steel bin enclosure



03/

Lighting

Feature lighting will contribute to the safety of pedestrians during evening hours and act as a wayfinding element, activating civic spaces and contributing to the character of Maroubra.

In addition to feature lighting, ample street lighting will ensure that civic spaces are well lit and are subject to passive surveillance from the surrounding streetscape.



04/

Planting*

Street planting in civic spaces will provide shading to encourage long periods of dwelling and to support pedestrian through-traffic. Effective landscaping will give these spaces an inviting character, while buffering from adjacent roads.

Plaza Trees

Ulmus parvifolia (Chinese elm)

Waterhousea floribunda 'Green Avenue' (Weeping Lilly Pilly)

Street Tree

Corymbia citriodora (Lemon-Scented Gum)

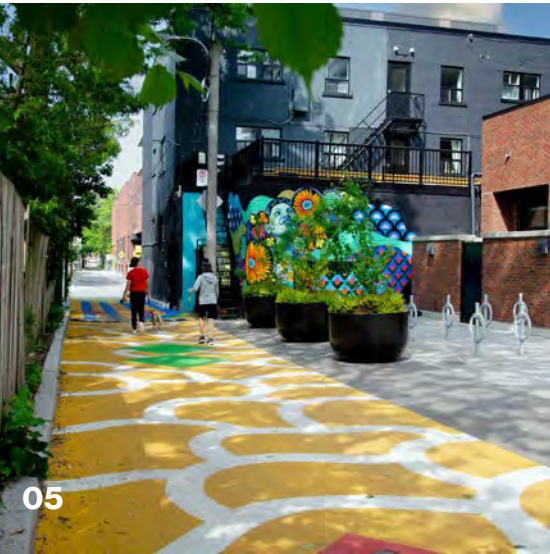
Under Wires

Backhousia myrtifolia (Grey Myrtle)

Callistemon sp. (Bottlebrush)

Hibiscus tiliaceus (Sea Hibiscus)

*Note: The tree selection applies to street plazas and does not apply to narrow laneways.



05/

Artworks and Wayfinding

Public art in Maroubra Junction's civic spaces will consist of a diverse mix of large and small artworks which engage with pedestrians by encouraging longer periods of dwelling, transforming them into important community areas.

Public art pieces will contribute to the identity of Maroubra and give each civic space their own character.

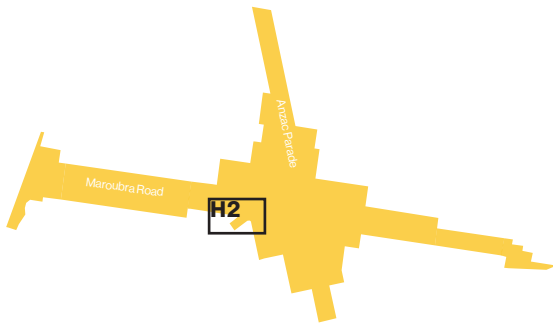
As part of the wider Maroubra Junction cultural walk, civic spaces will play a fundamental role in local wayfinding located throughout its shared zones and larger plazas.

Upgraded wayfinding elements will direct pedestrian traffic towards local destinations and will be integrated with public art where possible.

Robey Street plaza

Key moves

- Shared zone treatment at the junction of Robey Street and Maroubra Road
- Vehicular-grade paving in shared zone to match footpath finishes
- Robey Street carriageway to run at top of kerb level to provide footway continuation along Maroubra Road footpath
- Closure of the vehicular slip lane between Maroubra Road and Walsh Street creates an expanded plaza area
- Widening of pedestrian zone to eastern side of Robey Street allows space for tree planting and future outdoor dining
- New passive open space creates a green refuge micro-park along Maroubra Road
- Opportunity for public art to create an arrival to key retain precinct and enhance Maroubra identity
- Additional tree planting to increase canopy cover to help reduce urban heat island effect and improve pedestrian experience
- Potential installation of feature lighting to improve visual amenity
- Opportunity for rain gardens on Maroubra Road at Robey Street



Location Plan



Scale 1:500 @ A3
0 5m 10m 25m

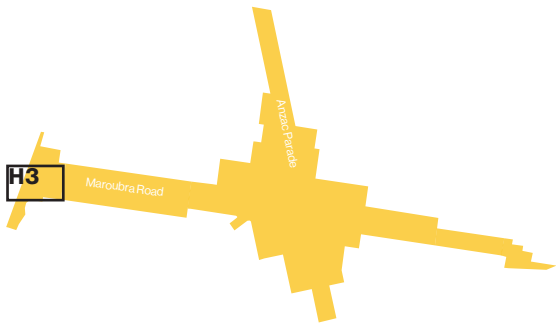


Artist's Impression - View 9. Robey Street Plaza

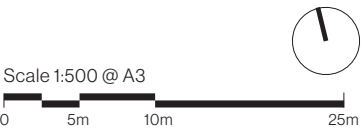
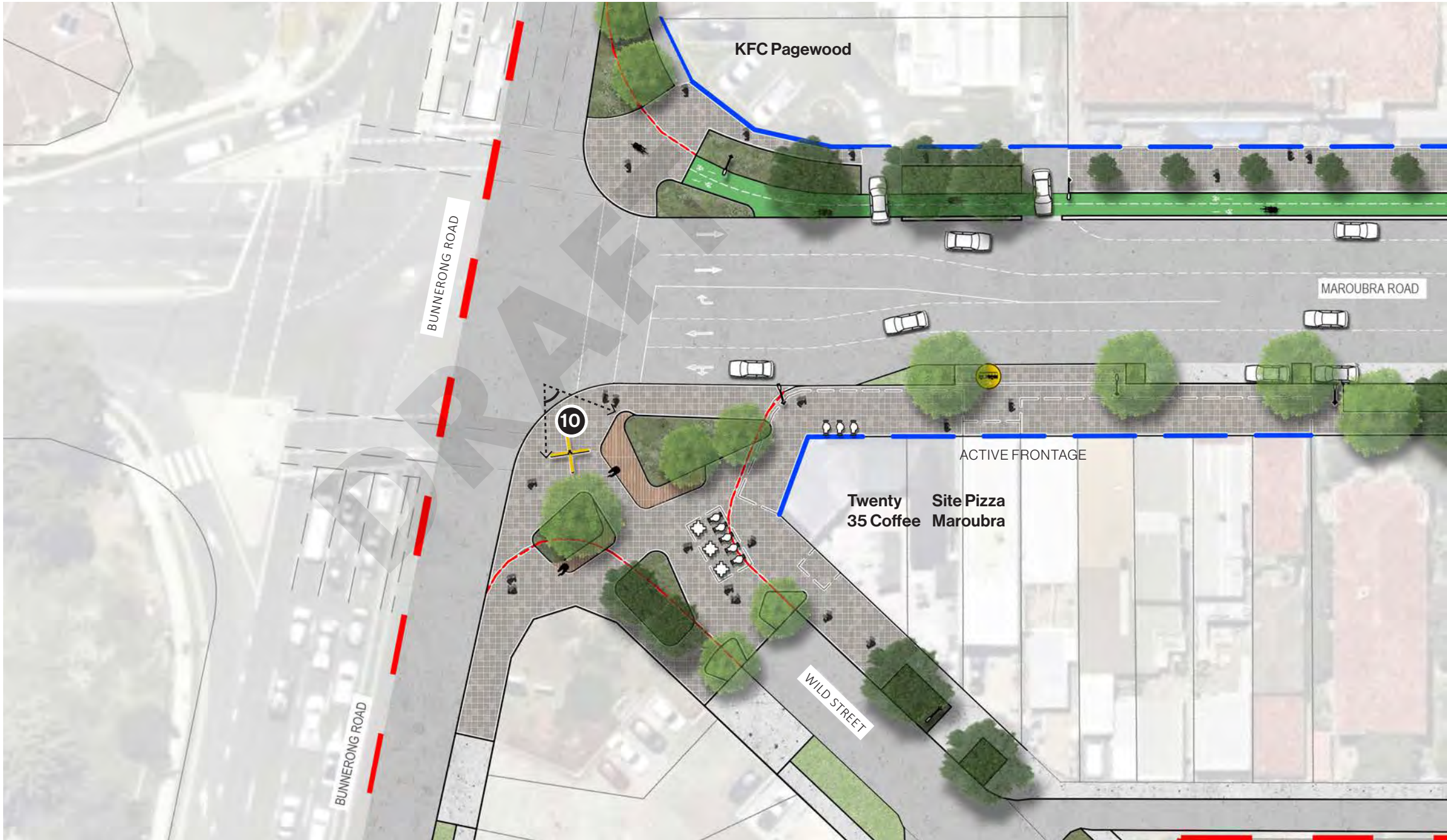
Wild Street plaza

Key moves

- Closure of Wild Street to vehicular traffic to create a new pedestrian plaza
- Closure of slip lane from Maroubra Road to Bunnerong Road to reduce crossing distances and create an improved pedestrian crossing experience
- Passive open space creates a green refuge micro-park along Maroubra Road
- The plaza provides a space for a new outdoor dining precinct, encouraging the rejuvenation of neighbouring built form to activate the available public space
- Additional tree planting to increase canopy cover and pedestrian amenity
- Opportunities for water sensitive urban design (WSUD) interventions such as:
 - + Passive tree watering to new trees
 - + Rain gardens at key locations or where kerb modifications are required
- Consider installation of feature lighting to improve visual amenity and create a sense of arrival at the precinct
- The new plaza creates an ideal space for a public art installation as a key gateway to the Maroubra Junction precinct



Location Plan





Artist's Impression - View 10. Wild Street Closure

SYDNEY

Level 7, 80 William Street
East Sydney NSW 2011
Australia

MELBOURNE

Level 1, 104 Exhibition Street
Melbourne VIC 3000
Australia

BRISBANE

Level 14, 100 Edward Street
Brisbane QLD 4000
Australia

HO CHI MINH CITY

19th Floor – Havana Tower, 132 Ham Nghi,
Ben Thanh Ward, District 1, Ho Chi Minh City
Vietnam

DRAFT

