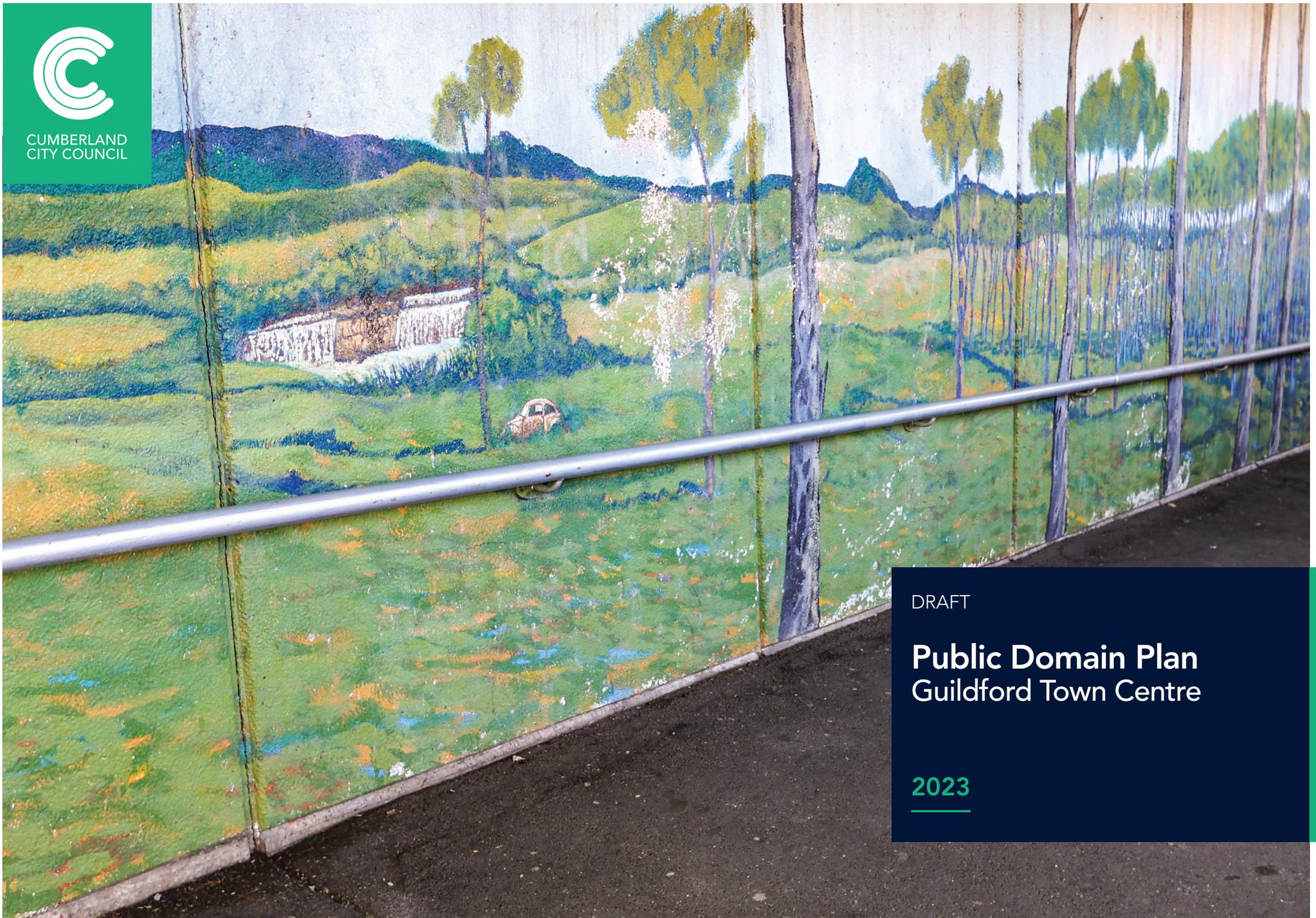




CUMBERLAND
CITY COUNCIL



DRAFT

Public Domain Plan Guildford Town Centre

2023



Welcome to Country

by Darug Elder Aunty Edna

“Jumna ya wogal wal ya pemel jumna mingan jumna tamu.
Ngalaringi wyanga pemal.

Ngalaringi babuna wal gnia ya pemal da lo-loley dice wara
Mooting jumna banga nolla ya.

Pemal jumna wal gnia koi mund wal tati pemal jumna
annagar dice.

Eorah wal mullana wal mingan jumna gai gnia bou gu-nu-gal
Nglaringi go-roong dyaralang.

Nglaringi go-roong dyaralang.

Ngalaringi bou ngalaringi jam ya tiati nglaringi bubuna jumna.
Mittigar gurrung burruk gneene da daruga pemal.
Didjeree Goor.”

“We were the first carers of the land,
we took only what we needed from our Mother Earth.
Our ancestors knew how to take care of the land,
so as to continue their survival.

We do not own the land, but we are charged with the care of it.
As custodians of this land we ask that all people join us
and preserve what we have left for future generations.

We must protect the few sites we have to ensure our culture continues.
In the language of our ancestors we welcome you to Darug lands.
Thank you.”

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1. Introduction

1.1 Purpose

Cumberland City Council have prepared the Guildford Town Centre Public Domain Plan (The Plan) to guide the delivery of consistently high-quality public realm to promote the revitalisation of Guildford town centre.

This document sets out a town centre wide palette of streetscape treatments, including material palettes for surface treatments, street furniture, landscaping, and finishes. It also provides guidelines and relevant information to assist developers and Council in undertaking public domain works within Guildford town centre.

1.2 What is the Public Domain?

Within the context of this document, the public domain represents all urban and natural elements, structures, and spaces that exist within the publicly owned areas of Guildford town centre and the relationship between them. The public domain also includes privately-owned arcades, plazas, building forecourts, internal walkways, and other semi-public spaces as they also influence the overall character of the public domain.

2. Planning Context

2.1 Strategies, Plan and Legislation

This plan builds on the community feedback and the identified planning approach from a range of legislation, strategies and plans. These include the following:

- Cumberland 2030: Our Local Strategic Planning Statement,
- Cumberland Local Housing Strategy 2020,
- Cumberland Local Environmental Plan 2021,
- Cumberland Development Control Plan 2021, with reference to site specific controls for the Guildford Town Centre.

Cumberland 2030: Our Local Strategic Planning Statement identifies Guildford as a Local Centre that provides land use opportunities for housing and local employment, as well as services and facilities to meet the needs of the local community.

The Central City District Plan recognises the importance of our Local Centres as a focal point of neighbourhoods. Easily accessible Local Centres provide opportunities for social connections that assist in fostering healthy, creative, and culturally rich communities. Creating and renewing local centres and respecting the local heritage contributes to making a diversity of great places within our City.

The Guildford town centre supports the Department of Planning and Environment vision as a 30-minute city with access to jobs and services with good public transport access to Parramatta and Liverpool CBD.



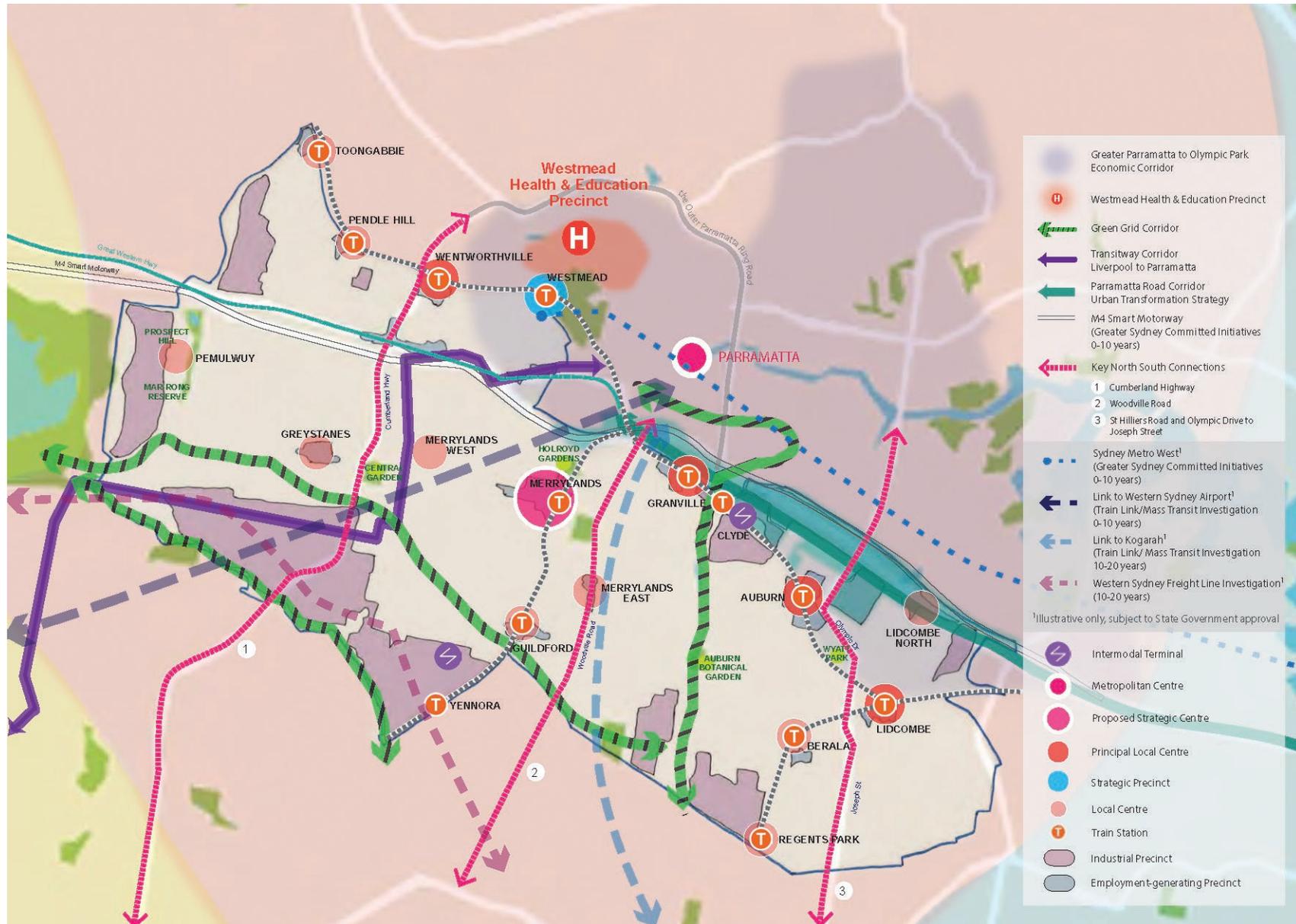


Figure 1: Cumberland 2030: Our Local Strategic Planning Statement Structure Plan

3 Overview

3.1 Site Context

Guildford town centre is centrally located and on the southern boundary in the Cumberland Local Government Area. Immediately to the north is Merrylands town centre and to the south lies Fairfield City Council Local Government Area. Major road corridors that surround Guildford include Woodville Road to the east and Cumberland Highway to the west.

The Guildford town centre has evolved and is centred on the train station resulting in the town centre being divided into two sections, east and west of the railway line. To the west, the town centre is bound by Military Road, Stimson Street, The Esplanade, Kane Street and Calliope Street. To the east, the town centre is bound by Railway Terrace, Collins Lane, Rosebery Road and tapering from Marian Street to the northern side of the Council owned carpark and library.

The town centre comprises of mixed-use development and surrounded by high density residential with low density residential to the north-east. Guildford provides a range of retail, business, and local employment opportunities. Community infrastructure includes a local library and two community halls – Guildford Community Centre and Tom Collins Community Rooms. There are two areas of open space within the centre - Warnock Park and a Public laneway in the east. Open spaces that surround the town centre include two district parks, McCredie Park to the west and Guildford Park to the north of the centre, with a string of local parks to the north and west. Guildford Swimming Pool is located just west of the centre. Guildford is serviced by two schools – Guildford Public School and St Patricks Primary School, both located immediately south of the town centre.

Duck Creek situated on the north-western side of the town centre has been channelised and piped under roads and playing fields flowing into A'Becketts Creek. Duck Creek is part of Parramatta River catchment and contributes to Sydney's blue and green grid.



Figure 2: Guildford Town Centre Context Plan

4 Vision and Design Principles

4.1 Vision

Guildford is a vibrant town centre that will build on the local character to create an attractive, walkable, and socially inclusive open space network with high quality public realm at its centre.

4.2 Design Principles

Celebration of place

- Celebrate the history of Guildford and build on the local character to create a distinct and attractive neighbourhood.
- Create active and vibrant streetscapes that supports innovative economic activities throughout the day and evenings, which attract residents, workers and welcomes visitors to the local area.
- Promote opportunities to socialise and participate in local life with a high-quality public realm that will enhance the health and well-being of the local community.



Clean and Green

- Create a continuous green tree cover throughout the centre to assist in mitigating urban heat and stormwater runoff.
- Improve walkability to reduce reliance on cars that will assist in positive environmental outcomes including improved air quality.
- Enhance well-being and a sense of community identity by delivering an attractive and well-maintained public realm.
- Maintain areas of open space and introduce measures to capture stormwater runoff thereby improving the water quality entering Duck Creek.



Well connected

- Promote healthy living with good walking and cycling permeability throughout the local centre.
- Upgrade pedestrian crossings to improve safety and comfort for pedestrians.
- Provide clear and effective wayfinding signage to enable access to services and facilities within the local centre.
- Use smart technologies and evidence-based decision making to prioritise footpath and cycling improvements.



Equitable

- To assist in the creation of liveable neighbourhoods and a cohesive community, streetscape design shall be inclusive for all abilities and ages with a continuous accessible path of travel.
- Provide opportunities for social connections through the design of safe and comfortable places for people to stop and rest and engage with street life within the local centre.
- Celebrate the diversity of the community by implementing public art initiatives including street banners that assist in creating culturally rich and socially connected communities.



5 Urban Structure

5.1 Built Form and Active Street Frontages

Land use planning within Guildford town centre is based on a range of mixed use and high-density areas. The built form needs to consider the future local character of our public domain.

The town centre is centred on its high streets - Guildford Road (East) and Guildford Road (West). These streets will have a fine grain texture at street level with continuous active street frontages that will contribute to the vibrancy and liveability of the local centre. Street fronting the train station will also have active frontages and provide an attractive and welcoming entry to Guildford.

To support active street frontages, the public domain will provide attractive seating areas, planting and lighting that promote both daytime and night-time activation. Public art elements including banner poles and decorative paving that reflect the existing local character of Guildford will be integrated into the streetscape and assist in retaining the local identity of the neighbourhood.

Footpaths will be accessible for all ages and abilities that will enhance walkability to and within the town centre and provide opportunities for socialisation and contribute to the health and well-being of our community.

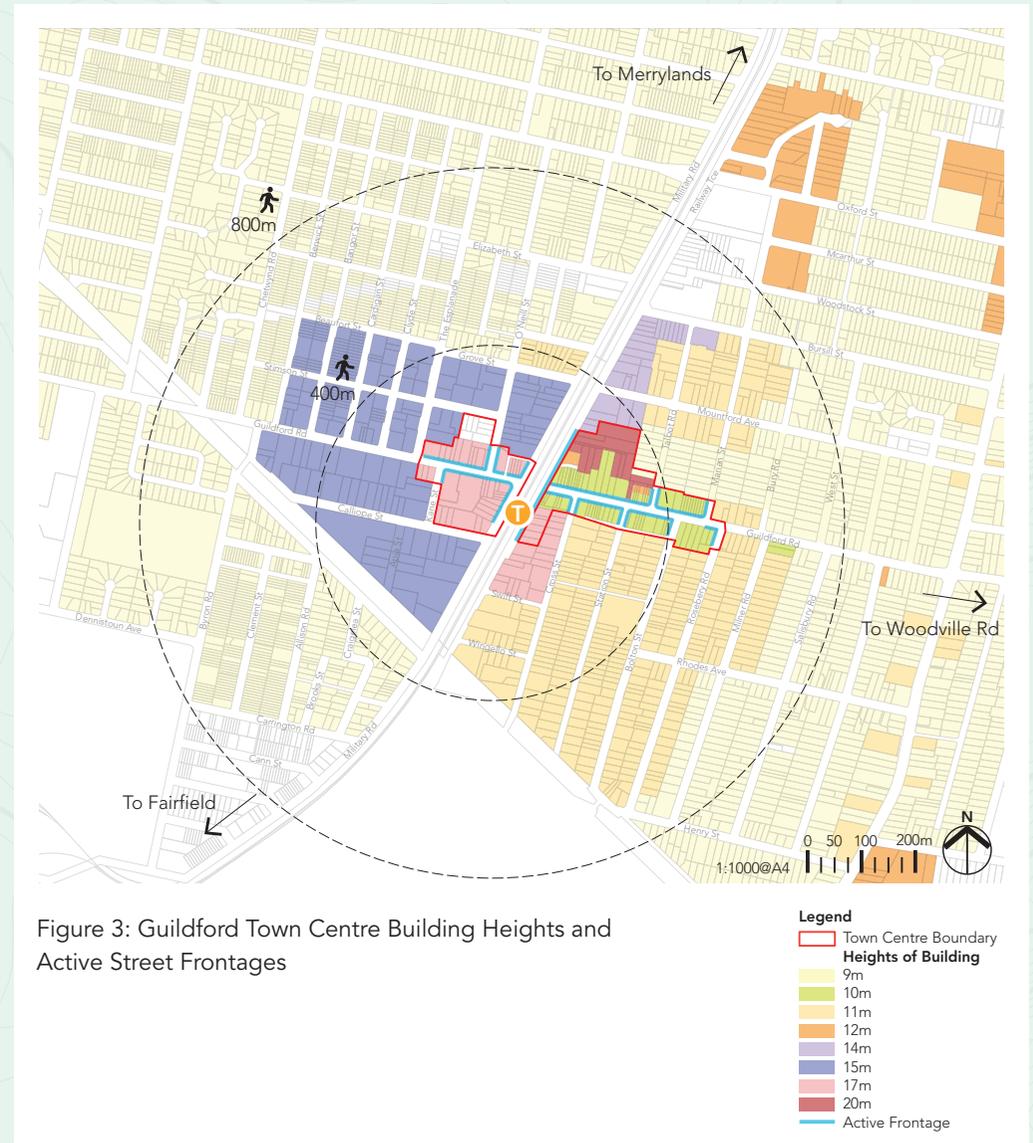


Figure 3: Guildford Town Centre Building Heights and Active Street Frontages

5 Urban Structure

5.2 Heritage and Open Space

Guildford sits within Darug Country. Heritage buildings contribute to the unique character and form of Guildford and are an exemplar of how community and social infrastructure developed to sustain the local community. The establishment of the railway station built in 1876 led to the subdivision of original land grants and subsequent development of the local area. In 1886, Guildford was described as a 'busy though not populous fruit growing district'. It was at this time that Linnwood, owned and designed by George McCredie, was built (and now is of State heritage significance). Into the 20th century, the area was still described as a 'tiny village' and 'almost unknown' but in the second decade of the century a building boom took place. In 1915, a police station, a fire station, and industry such as brickworks, all came to the area of Guildford as it grew into a busy suburb with new residences, shops and citizens.

The following heritage items showcase a range of architectural styles which contribute to the distinctive visual quality of Guildford. On the eastern side, heritage buildings include; Guildford Fire Station, rebuilt in 1928, whose design is associated with William McNiven, architect of the Board of Fire Commissioners; the Guildford Road Shop Group, built c. 1910-1920 that continues to make a notable contribution to the streetscape, and, the former Bakery built in 1915 and St. Mary's Anglican Church, built in 1937 in the interwar gothic architectural style.

On the western side, there are two heritage buildings: "Hazeldine" a Federation/ Queen Anne style residential dwelling built in 1898 that briefly served as the Police Station between 1926-1933, and the Guildford School of Arts c. 1901-1925. The latter building has provided educational and community services since the 1920's. The site also has historic and social significance for its relation to the returned servicemen, having been renamed the "Soldiers Memorial School of Arts" in 1933, which was followed by the inclusion of a sandstone World War I memorial. This memorial was later adapted to include an honour role for World War II.

There are two areas of open space within the town centre; Warnock Park built in 1945 which includes a formal playground and public amenities and a public laneway with shade trees and seating that connects Guildford Road with the public carpark and library. Two district parks are located within vicinity of the Centre: Guildford Park for football, cricket and netball, and McCredie Park which is the home ground for the Guildford Rugby League Football Club and provides for football, cricket and hockey. Guildford Swim Centre adjoins McCredie Park. A range of local open spaces are available within 800m walking distance of the centre.

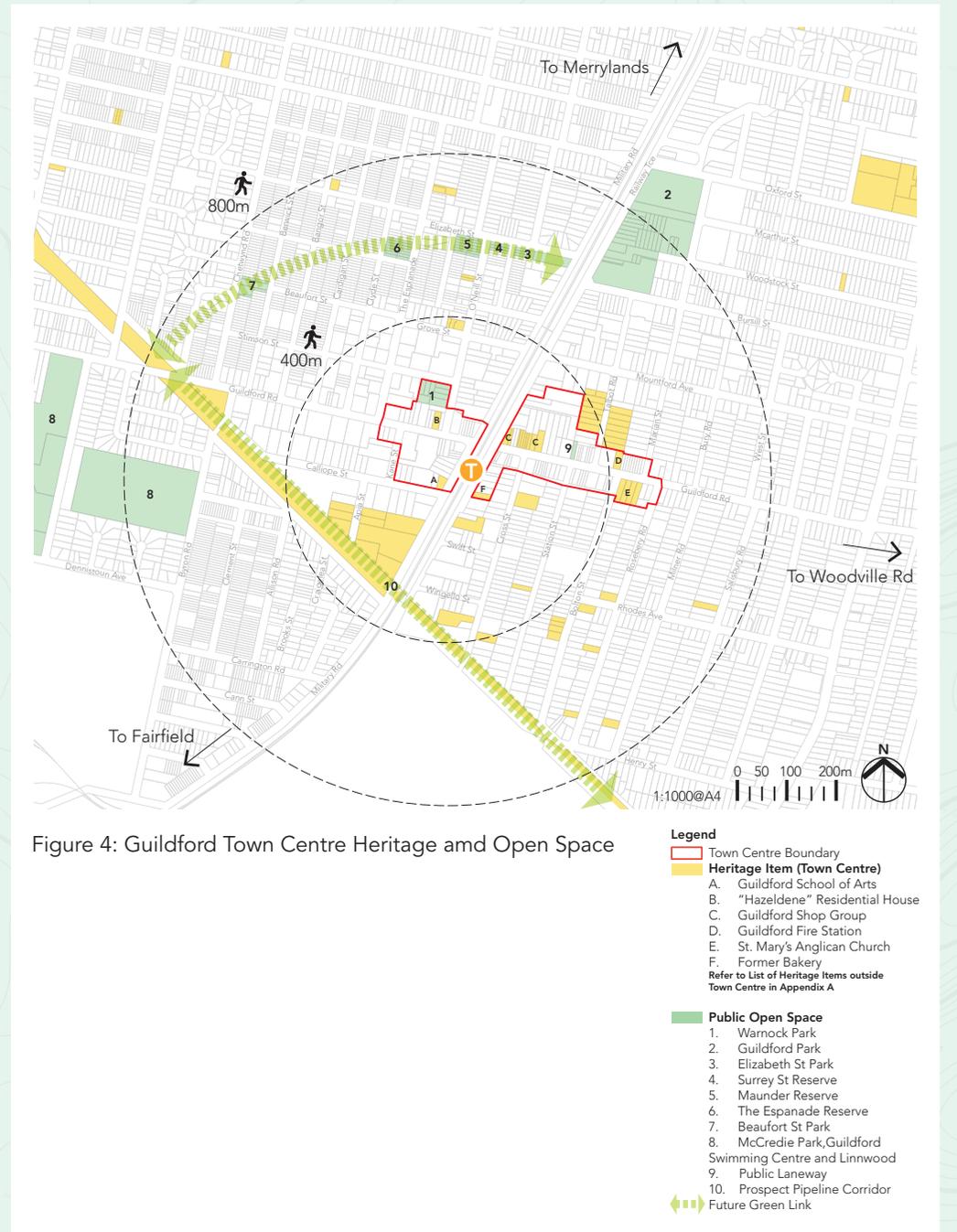


Figure 4: Guildford Town Centre Heritage and Open Space

5 Urban Structure

5.3 Environmental Sustainability

To improve our resilience as a community and protect ourselves against future shocks and stresses we need to be environmentally sustainable.

Trees and green cover are an effective way in which to reduce the build up of heat in our urban environment. Trees provide many benefits including in assisting in mitigating urban heat island effect, improving air quality through extraction of air particles, assisting in filtering stormwater, slowing down traffic as well as positive health and well-being benefits for our community.

There is a mix of urban and native tree planting throughout the town centre to cool the local environment. Tree coverage varies across the centre. There is good tree coverage in the western areas of the town centre, 21-30% and average tree cover in the eastern areas of the town centre, 11-20%. Guildford Road East and Guildford Road West (between Military Road and O'Neil Street) have less than 10% cover. Urban heat maps indicate that the town centre can experience between 6-8-degree warmer temperatures and is more vulnerable to heat than the surrounding natural areas. Build-up of urban heat can be attributed not only to tree coverage, but also percentage of impermeable surfaces. Guildford town centre has a high percentage of impermeable surfaces (greater than 75%), with exception to Warnock Park which is cooled by its large tract of green surfaces.

The opportunities to cool the urban environment within the town centre are limited and other green infrastructure including new parklets, green roofs, green walls, planter beds and Water Sensitive Urban Design (WSUD) projects need to be considered to assist in cooling our urban environment. Green infrastructure will also assist in minimising the impacts of stormwater runoff.

There are opportunities to contribute to the green and blue grid network for the Central City District on the periphery of the town centre along the Prospect Pipeline and Duck Creek located south and north-west of the town centre respectively.

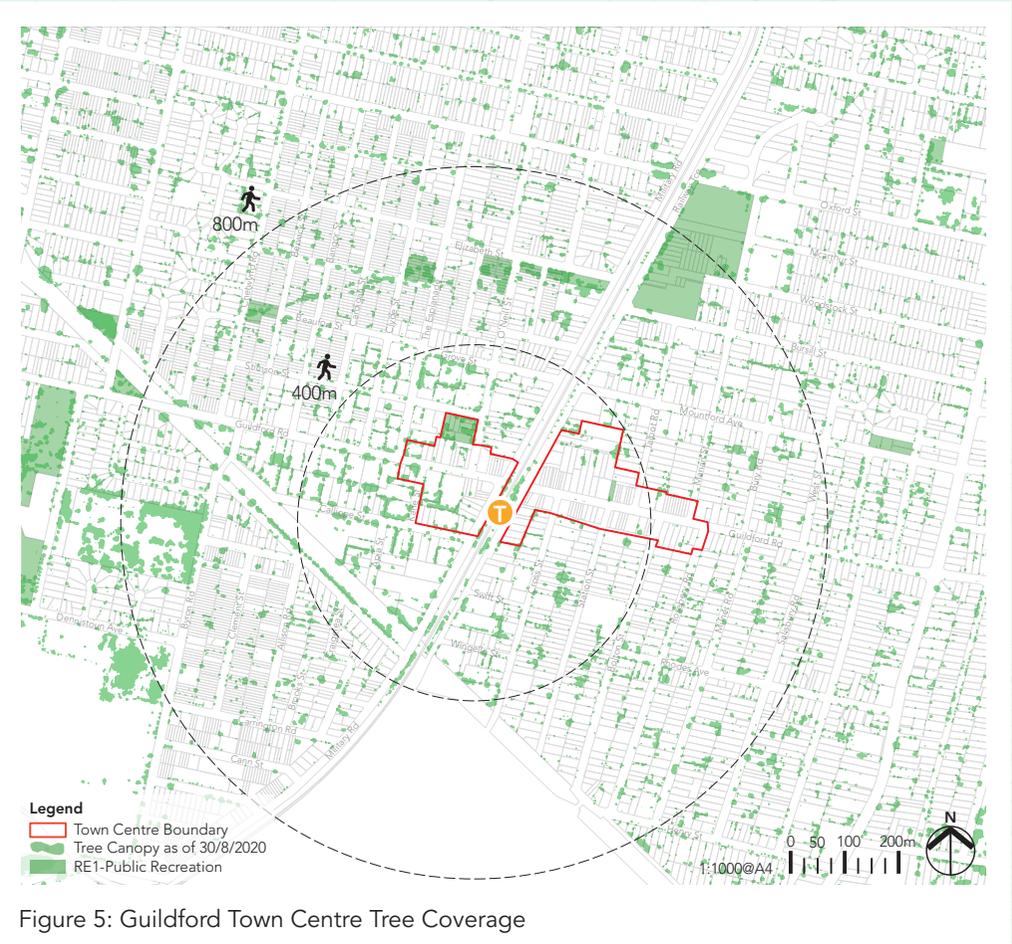


Figure 5: Guildford Town Centre Tree Coverage

5 Urban Structure

5.4 Movement Corridors

5.4.1 Active and Public Transport

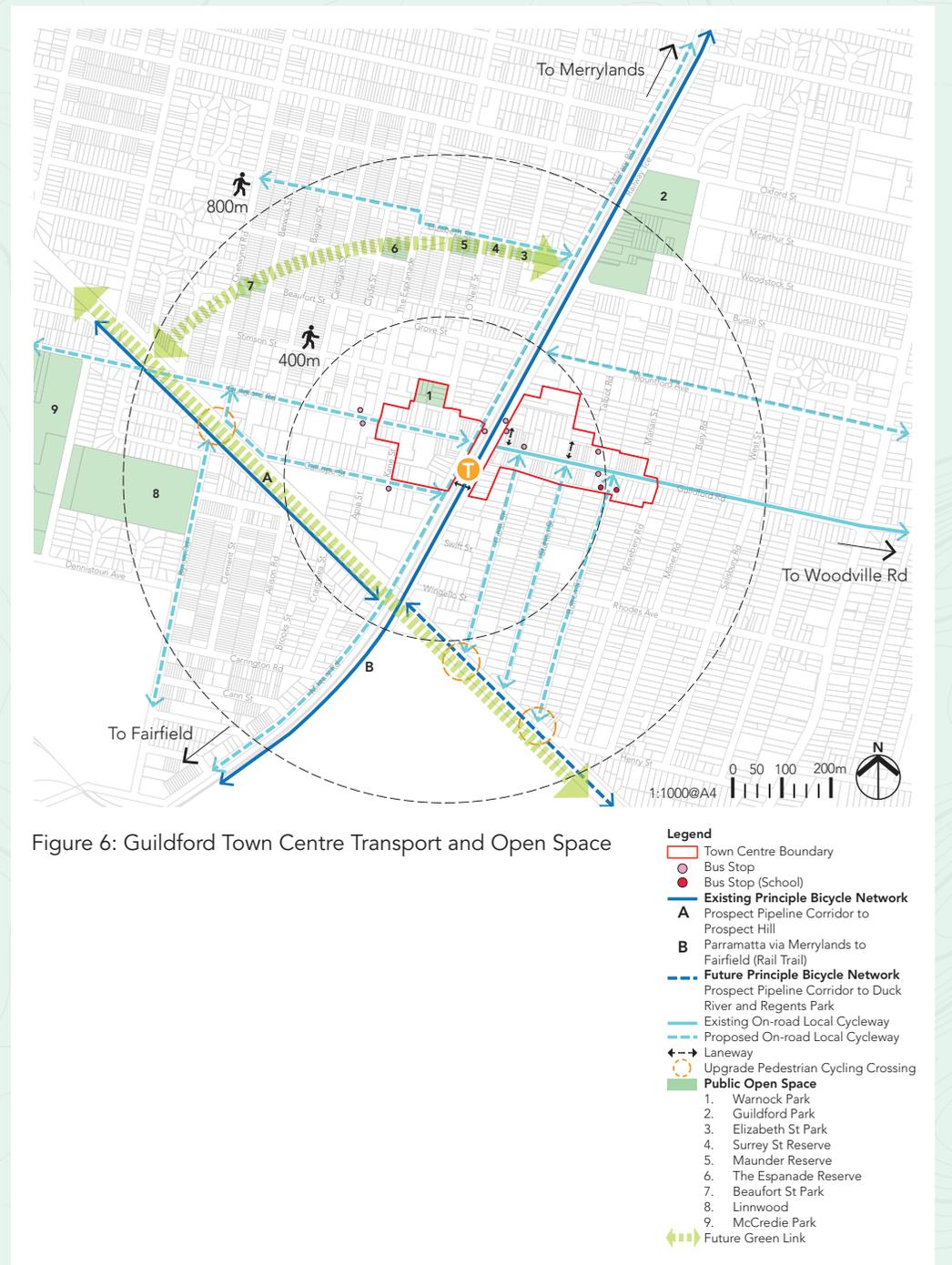
To encourage healthy lifestyles, active transport solutions including walking, cycling, and catching public transport can assist in keeping our local centre vibrant and socially connected. Active transport also has many positive environmental benefits.

The Guildford train station is located on the T2 Inner west and Leppington Line and the T5 Cumberland Line. There are currently 2,000 – 4,000 persons boarding the trains during the morning peak between 6am – 10am. Five bus routes operate from Guildford train station, travelling to Chester Hill, Parramatta, Merrylands, and Smithfield. Services are at regular 30-minute intervals with more frequent services to Merrylands. Approximately 1,000 – 3,000 persons board buses monthly at the town centre. These transport options support the 30-minute city with access to services and jobs in our strategic centres including Parramatta CBD and Liverpool CBD.

Guildford is relatively flat with less than 1:30 slope and easily accessible. The town centre is very permeable, with 3.6-metre-wide footpaths along the vibrant streets including Guildford Road, and parts of Railway Terrace and Military Road. Kerb extensions are proposed on Guildford Road to shorten the length of travel across roads for pedestrians, thereby improving safety. Pedestrian crossing throughout the centre will be upgraded and where possible raised to slow down vehicle traffic.

To ensure our streets remain vibrant and liveable, footpath widths will need to accommodate an increasing population in the centre, as well as street furniture, signage, and opportunities for outdoor dining. Transport for NSW Walking Space Guide provides recommended widths for footpaths. Smart technology will enable Council to monitor pedestrian movement patterns on footpaths to ensure they remain safe and comfortable.

Currently, all cycling is on-road within the Centre. Opportunities may be considered for supporting cycling infrastructure, including dedicated bike lanes (where feasible), signage and bike parking stations. There are two regional off road cycleways that traverse the centre – to the south Prospect Pipeline Corridor to Prospect Hill; and, along Railway Terrace from Parramatta CBD via Merrylands to Fairfield.

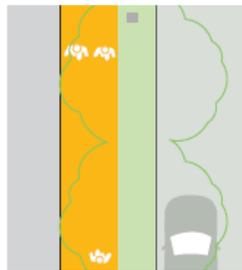


5.4 Movement Corridors

Walking Space Guide – Footpath Types

Type 1

Local footpath –
Low activity

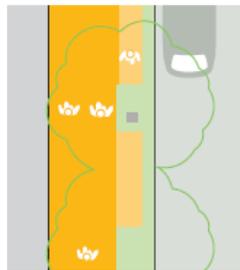
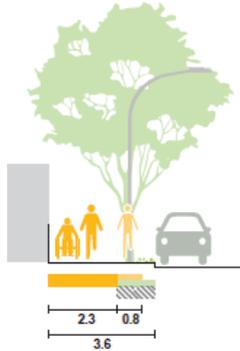


Low activity local footpaths are appropriate where people walking are unlikely to pass people coming the other way.

These footpaths support 2 friends walking together and passing if they walking in single file.

Type 2

Local footpath –
Medium activity

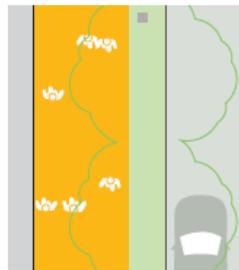
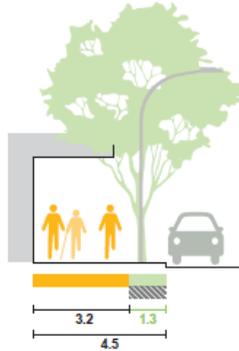


Medium activity local footpaths are appropriate where people walking are more than likely to pass people coming the other way.

These footpaths support 2 people passing abreast or 2 friends walking together passing another person using the Passing Zone.

Type 3

Main street footpath –
Medium activity
/ Local footpath –
High activity

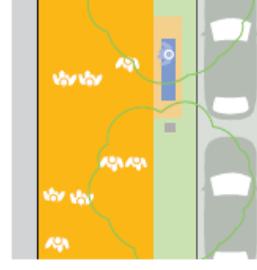
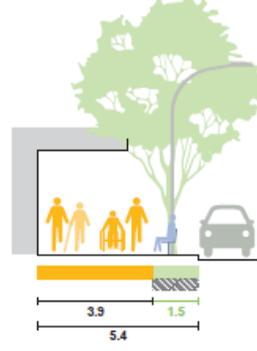


Medium activity main street footpaths are appropriate where people walking are virtually certain to pass people coming the other way.

These footpaths support 2 friends walking together and passing another person without having to walk in single file.

Type 4

Main street footpath –
High activity

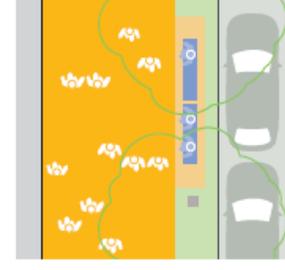
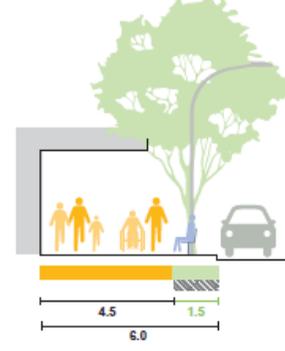


High activity main street footpaths are appropriate where people walking are virtually certain to meet multiple groups of people coming the other way.

These footpaths support 2 friends passing 2 friends coming the other way without either group having to walk in single file.

Type 5

Main street footpath –
Very high activity



Very high activity main street footpaths are appropriate where it is very busy most of the time.

These footpaths provide enough space for large numbers of people to walk comfortably.

Figure 7: Transport for NSW Walking Space Guide



5 Urban Structure

5.4 Movement Corridors

5.4.2 Cars and Freight

The major vehicular movement corridors are located on Guildford Road, Railway Terrace and Military Road. The centre is limited to local traffic with Guildford Road East identify as a High Pedestrian activity zone and 40km/hr traffic speed. Guildford Road West speed limit is 50km/hr.

Freight access traverses the town centre along Railway Terrace, a regional road connecting to Oxford Street (another regional road) to the north.

The town centre is well serviced by car parking options.

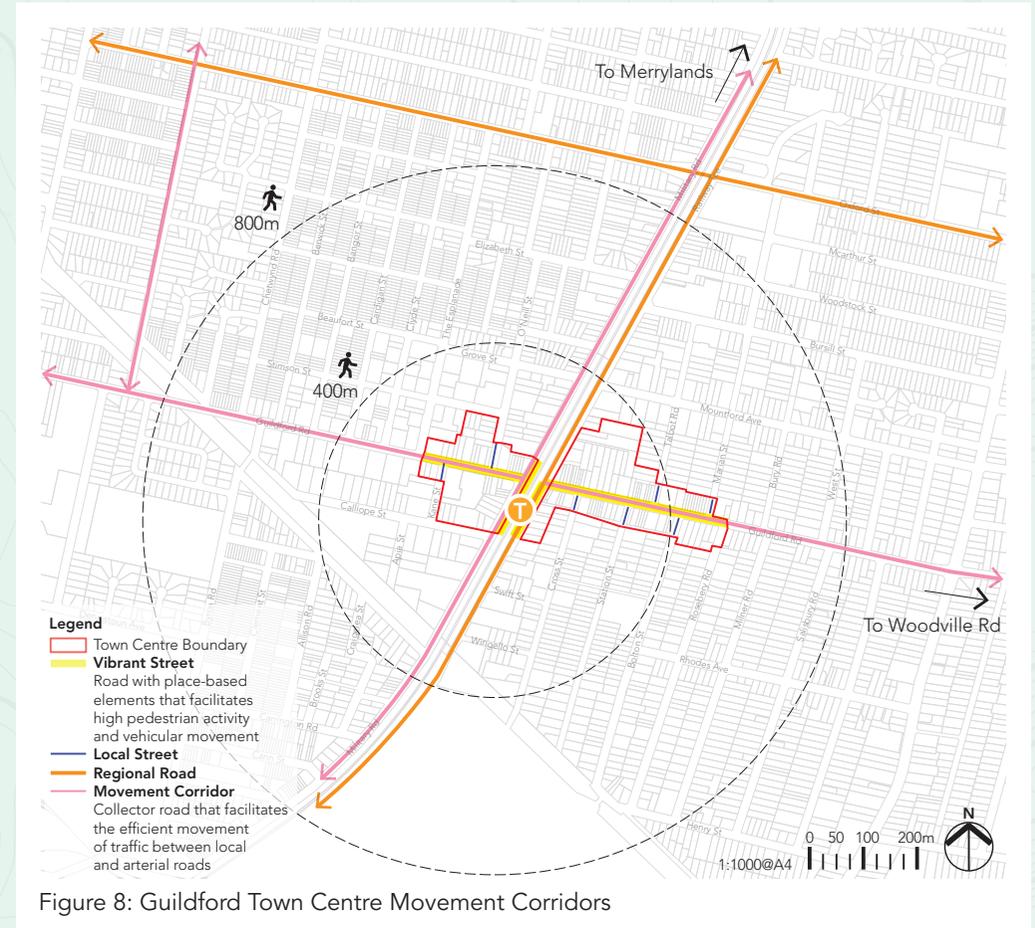
- 76 commuter carparking plus 2 disabled carpark on Railway Terrace
- 84 commuter carparking plus 2 disabled carpark on Military Road
- On street parking is available throughout the centre with designated on street disabled parking on Guildford Road (1 space) and O'Neil Street (2 spaces)

Council carpark are in the following locations:

- Adjacent to the Library (Guildford East), with 200 spaces (2 hour parking) plus 8 disabled carpark

There are low occurrences of traffic incidents within the town centre.

Opportunities for improvements to pedestrian crossing points, sightlines and legibility of the road network will improve safety and comfort for all road users.



6 Urban Design Elements

6.1 Street Layout and Typology

Streets are a critical component and building block of the urban environment that serves a key role in the public domain. Street design must be in accordance with the Australian Standards for pedestrian access on footpaths, as defined in AS/NZS 1428.4.1:2009 and it must follow these principles:

- Reinforce the street hierarchy, its use and character
- Create a pedestrian-friendly environment and the safe crossing and movement of carriageways for all people
- Ensure streets and public spaces are inclusive and liveable for all with consideration to Cumberland City Council's Disability Inclusion Action Plan 2022-2026.
- Allow references to the site's geographical and cultural history
- Be sufficiently robust and durable to withstand heavy use, and be easily maintained
- Maximise permeability for water infiltration

6.2 Street Furniture and Lighting

Street furniture contributes to the delivery of placemaking objectives and vibrant streetscapes for the public to enjoy. Lighting is an essential element that can influence the level of activity and use of the public domain. The installation of suitable lighting, passive surveillance and security will improve the safety of the community. Lighting also plays a role in reinforcing legibility and promoting street activation that supports the night economy.

There is opportunity to improve current street lighting to support sustainability and urban design objectives, as well as to also explore ideas for lighting activation in coordination with public art installations, particularly in shared zones and civic areas. A thoughtfully curated palette of outdoor dining furniture such as parklets, standing bars, seats and tables will activate the street space, encourage social interaction, and support local businesses along the main street.

The Disability Discrimination Act 1992 (DDA) ensures public areas are accessible to all ages and abilities. Street furniture within the public realm to be DDA compliant.

Street lighting must be in accordance with the Australian Standards for lighting in pedestrian areas, as defined in AS/NZS 1158.3.1:2020 and AS/NZS 60598.2.3:2015.

Street furniture and lighting elements should:

- Be robust and durable in material
- Define a sense of place and respond to the local history and cultural values of the site
- Activate the public domain that attracts and engages people
- Provide comfort and amenity
- Complement the placement of street trees and landscaping elements

6 Urban Design Elements

6.3 Street Trees and Landscaping

Street tree planting and landscaping throughout the centre and will assist in providing shade, mitigating urban heat island effects, improving air quality and stormwater drainage. The increase in urban tree canopy cover will also assist in and delivery of Green Grid connections across Greater Sydney.

Tree lined streets can also be an effective traffic calming device to encourage driving at lower speeds resulting in pedestrian friendly streets.

It is proposed that existing established trees particularly on the centre's periphery roads shall be retained and protected. New tree species have been selected to complement the existing street tree palette to integrate future development into the existing neighbourhood fabric. Nominated tree species were selected for their hardiness and will grow within highly urbanised environments.

The selection of street trees and landscaping should be in accordance with Cumberland Urban Tree Strategy 2020 and follows these principles:

- Create an aspirational and high-quality urban landscape by selecting species that will grow in existing conditions and respond well to future development.
- Ensure street trees and planting contribute to enhance local identity and context
- In outdoor seating areas, to consider thermal comfort and provide deciduous shade-bearing trees in summer months that will allow solar access in winter months.
- Promote Water Sensitive Urban Design (WSUD) through selection of the tree species that require few inputs, such as irrigation.
- Provide consistent spacing and visual continuity along the street.
- Facilitate passive surveillance and not pose a hazard.
- Incorporate WSUD including rain gardens, tree pits and other design measures to enhance flood protection and stormwater management.
- The species selected will respond to the scale and visual prominence of streets, lot layout, street lighting, services and drainage layout and required to provide visual amenity, shade, and temperature control.

Recommended Species

PLANTER BOXES



Pelorponium sp



Thymus vulgaris



Correa alba
'Sun Showers'



Angiozanthus
'Bush Pearl'



Argranthemum
'Sunny Day's'



Greek Oregano

HEDGE PLANTING



Philodendron
'Xanadu'



Loropetulum
'Plum
Gorgeous'



*Murraya
paniculata*



*Lomandra
longifolia*
'Nyalla'



Dianella
'Little Jess'

STREET TREES



*Eucalyptus
saligna*



*Hymenosporum
flavum*



*Lagerstroemia
indica* 'Sioux'



*Lophostemon
confertus*



Pyrus calleryana
'Cleveland
Select'



*Tristaniopsis
laurina* 'Luscious'



Zelkova serrata
'Green Vase'

Where the opportunity exists, incorporate planter boxes and hanging baskets to provide colour and visual interest throughout the local centre.

Botanical Name	Common Name	Height x Width	Pot Size
<i>Eucalyptus saligna</i>	Sydney Blue Gum	30 x 15	200L
<i>Hymenosporum flavum</i>	Native frangipani	8 x 6	200L
<i>Lagerstroemia indica</i> 'Sioux'	Crepe myrtle	7 x 5	400L
<i>Lophostemon confertus</i>	Brush Box	15 x 10	400L
<i>Pyrus calleryana</i> 'Cleveland Select'	Chanticleer Pear	11 x 6	400L
<i>Tristaniopsis laurina</i> 'Luscious'	Kanooka Gum	8 x 4	400L
<i>Zelkova serrata</i> 'Green Vase'	Chinese Elm	14 x 10	400L

6 Urban Design Elements

6.4 Paving

To provide a quality pedestrian surface treatment throughout the centre, the following elements need to be considered:

- Visual and tactile qualities of the paving should accessibility communicate the function characteristics of the street.
- Use pavers that are flexible, easy to remove and relay. Use sustainable locally sourced and readily available paving materials.
- Integrate pebblecrete pavers with new pebblecrete pavers so that paving reads as a continuous legible palette.
- Where the opportunity exists, work with Council to design and install decorative paving that reflects the interests of the community. Integrate decorative paving within upgraded streetscapes, park areas and seating areas, subject to approval by Council.

Various footpaths within precinct and surrounds



Pebblecrete pavers



Concrete paving



Decorative paving

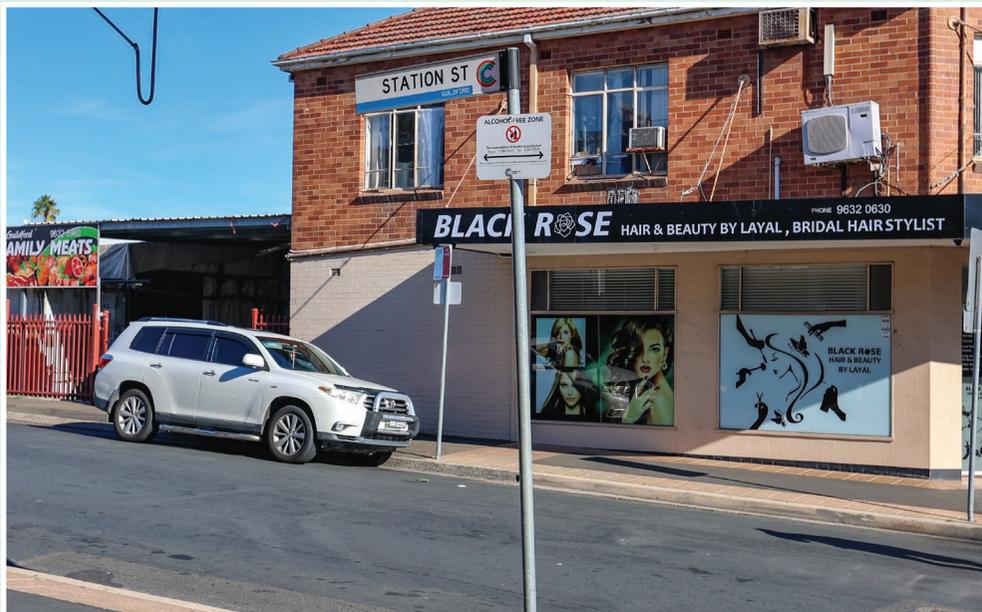


6 Urban Design Elements

6.5 Signage

A coordinated approach for the delivery of signage will provide clear and easy access to destinations and assist in the navigation around the town centre. Signage and banners should be in accordance with Council's branding guideline and enhance legibility and a sense of place. This includes:

- Provide continuity in the design approach (placement, material, and look).
- Avoid visual clutter in design and form.
- Complies with sight line requirements as per traffic engineering specifications.
- Contributes to street activation and urban amenity.
- Opportunities for heritage signage in the Guildford town centre and surrounds will also be considered.

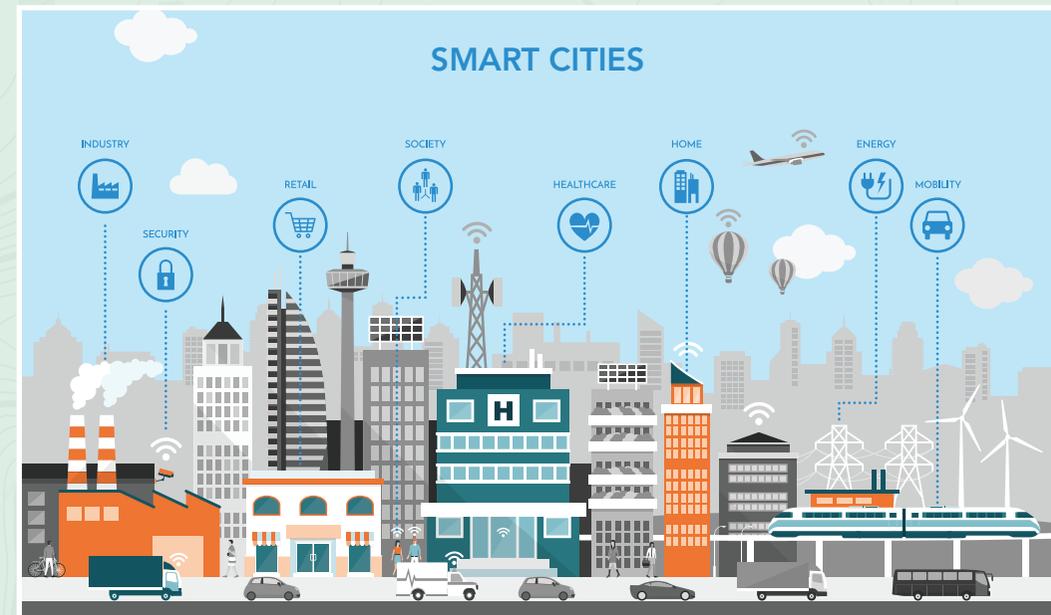


6.6 Smart Infrastructure

To inform agile placemaking and facilitate data-driven planning for the future, Council will incorporate smart technologies and infrastructure within its town centres.

Incorporating smart technology and infrastructure in our public domain is a useful tool to enhance the public amenity by providing real-time data that measure impacts on local microclimates, monitor car parking demand, as well as improve public safety and security.

There is an opportunity to further explore and deliver integrated digital design solutions and utilities that will contribute to the resilience and innovation objectives for the town centre.



7 Public Domain Plans

7.1 Guildford Town Centre Precincts

There are three identified precincts within Guildford Town Centre, each with a distinctive character. The following section outlines the character, public domain attributes and public domain elements for each precinct.

— Guildford East Precinct

Guildford East Precinct is centred on Guildford Road, a vibrant street supporting retail and business. Other streets within this precinct include Railway Terrace, Cross Street, Station Street, Bolton Street, Rosebery Road, Marian Street and Talbot Road.

— Guildford West Precinct

Guildford West Precinct is centred around the train station and is the gateway to Guildford Road (east). Guildford Road (west) is a vibrant street supporting retail and business. Other streets within this precinct include O'Neill Street and Military Road.

— Guildford Library Precinct

The Guildford Library Precinct is centred around community facilities including the Guildford Public Library, Tom Collins Community Rooms, and the Council owned carpark. Other streets within this precinct include Railway Terrace and Talbot Road.

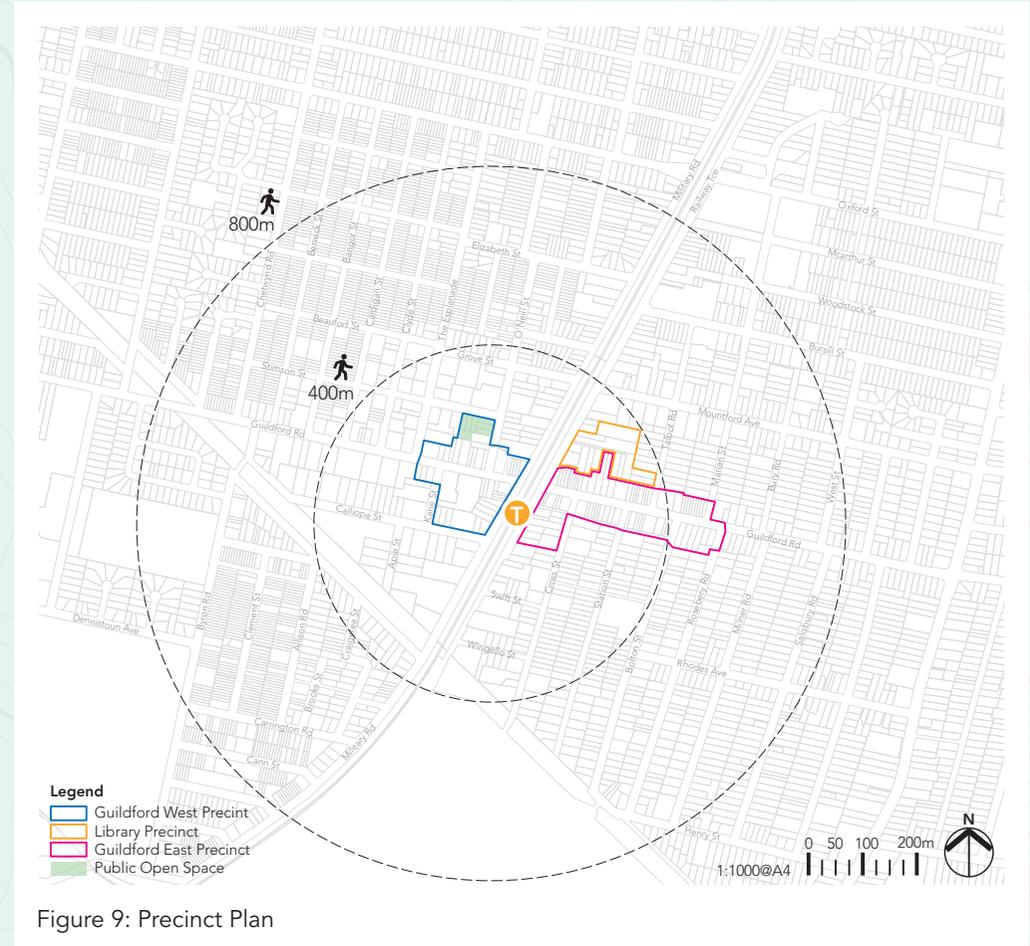


Figure 9: Precinct Plan

7 Public Domain Plans

7.2 Guildford Town Centre

Public Domain

Footpaths within precinct and surrounds:



New pebblecrete pavers along Guildford Road, Railway Terrace and Military Road



Decorative paving with artwork proposed along Guildford Road



Concrete for all other paved areas (Natural Grey with no added oxide)

Street Furniture:



Dual Waste Bins



Bike Racks



Benches

Street Functional Decor:



- Lighting and Banners
- Mounted light poles (MFP) with banner arms
 - LED luminaires in natural white (refer to AS/NZS 1158.3.1:2020)
- Pedestrian Area Lighting
- Luminaires for road and street lighting (AS/NZS 60598.2.3:2015)
 - Council to supply banners

Equitable Access - Improve legibility for all accessibility:



- Tactile Ground Surface Indicators (TGSIs)
- Warning tactile, directional tactile
 - Grade 316 stainless steel
 - Slip resistances AS/NZ 4586-2013 Appendix A class 5 (very low)
 - Installation shall comply with AS 1428.1-2009

Clean and green WSUD



Best practice Water Sensitive Urban Design (WSUD) measures will be incorporated into design. This will assist with reducing potential flooding and maximising opportunities for healthier tree root growth and canopy cover where applicable.

7 Public Domain Plans

7.3 Guildford East Precinct

Public Domain



7 Public Domain Plans

7.3 Guildford East Precinct

Public Domain



Outdoor Dining

Guildford Road will support opportunities for outdoor dining that will encourage people to linger and boost activity for businesses along the strip.



Pedestrian Access

Permeability within the town centre will be improved with upgraded pedestrian crossings and kerb build outs at intersections.



Main Street Retail

Guildford Road will be reinforced as a vibrant retail strip with improved pedestrian pavement, street furniture, greenery, and public art. This approach can support existing businesses, provide opportunities for new businesses, which can facilitate a greater choice of services for the local community.



Figure 11: Guildford East Precinct Concept Plan

KEY

1. Shared path
2. Kerb buildout
3. Feature surface treatment to existing raised intersection
4. New raised pedestrian crossing
5. Street verge planting
6. New outdoor dining area
7. New street tree planting
8. Electric Vehicle and disabled parking
9. Upgrade public laneway with new furniture, planting, lighting and public art

7 Public Domain Plans

7.4 Guildford West Precinct

Public Domain



Figure 12: Guildford West Precinct



7 Public Domain Plans

7.4 Guildford West Precinct

Public Domain



Retail

Guildford Road and Military Road will be reinforced as retail strips with improved street pavement, greenery and potential public art. This will reinforce prosperity for existing businesses, attract opportunities for new businesses and greater choice for the local community.



Walkability

Improve walkability within the town centre, with permeable and accessible streetscapes and upgraded pedestrian crossings to contribute to the safety and comfort of all.



Heritage

Acknowledge past and present contributions by community members through storytelling and events. Protect the built heritage to ensure that Guildford remains distinctive and attractive for both residents and visitors alike.



Figure 12: Guildford West Precinct Concept Plan

KEY

1. Shared path
2. Kerb buildout
3. Feature surface treatment to existing raised intersection
4. New raised pedestrian crossing
5. Street verge planting
6. Retain and improve on existing street tree planting
7. New street tree planting

7 Public Domain Plans

7.5 Guildford Library Precinct

Public Domain



Figure 13: Guildford Library Precinct



7 Public Domain Plans

7.5 Guildford Library Precinct

Public Domain



Urban Cooling

Increasing green coverage throughout the Precinct will assist in mitigating urban heat build up to provide cooler places to be enjoyed by the community.



Public Art

Opportunities for public art that reflect the community spirit and contributes to making Guildford town centre a distinctive place.



Pedestrian Linkages

Upgraded and improved pedestrian linkages will ensure good permeability to improve safety and encourage walking, activity and a more interesting experience for pedestrians.



Figure 13: Guildford Library Precinct Concept Plan

KEY

1. Shared path
2. Public art and seating
3. Feature surface treatment to existing raised intersection
4. Reconfigure carparks layout to include green cover
5. Review open space and recreation opportunities to meet the needs of the community
6. New tree planting
7. Feature surface treatment to prioritise pedestrian movement
8. Feature surface treatment to carpark entrance

8 Implementation of Works

The works outlined in the Public Domain Plan will be delivered by Council as part of its Capital Works Program, or by the private sector through areas of future development activity.

The Public Domain Plan for the Guildford town centre will be progressively implemented in stages. The timing of works will be determined by development activity available funding for Council to use, or the delivery of works in accordance with local infrastructure contributions or planning agreements.

The initial stages of works will be funded through local infrastructure contributions already collected, with a focus on improvements to Guildford Road.

The areas where the Public Domain Plan are implemented by a developer, the following guidelines shall apply:

- The Developer will be responsible for the upgrade works that interface with the street frontage to the standard and in accordance with this Public Domain Plan.
- Public domain works to be in accordance with the Works Schedule prepared by Council.
- Construction works for the public domain to be approved by Council's representative prior to final sign off.



Appendix A: Heritage Items within Guildford

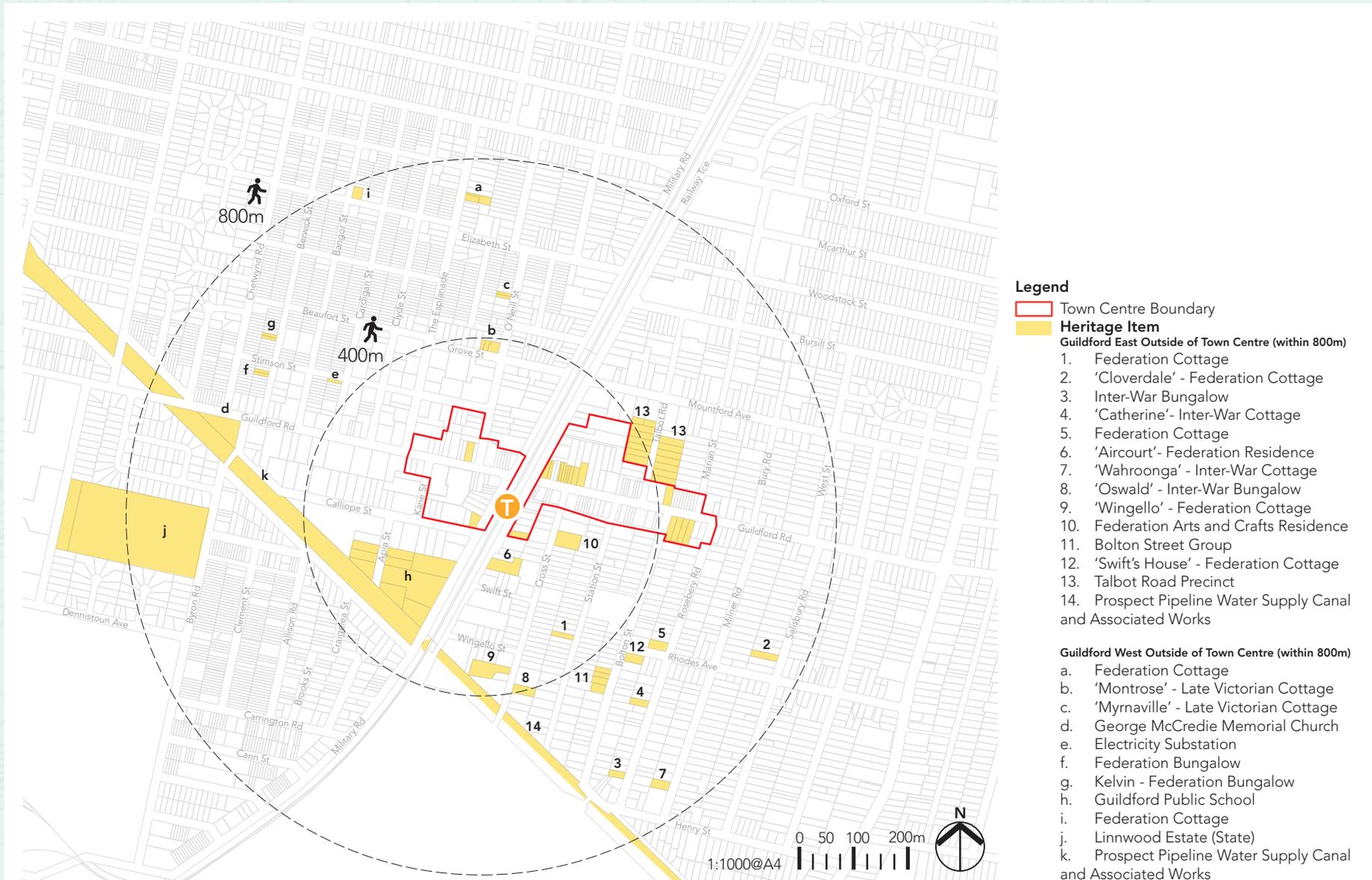


Figure 14: Heritage Items within Guildford

DRAFT

Public Domain Plan Guildford Town Centre

2023



CUMBERLAND
CITY COUNCIL

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