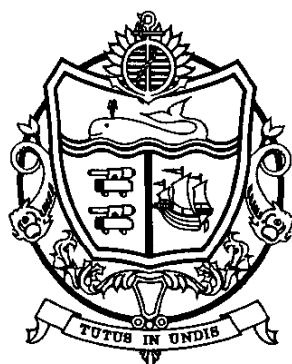


# Public Domain Improvements Program for Mosman and Spit Junctions



Mosman Municipal Council



## ACKNOWLEDGEMENT

Council would like to thank the Mosman community for their valuable input during the preparation of the Public Domain Improvements Program for Mosman and Spit Junctions.

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# **SECTION 1**

## **Introduction**



## **1. Introduction**

### **1.1 Public Domain Improvements Program for Mosman and Spit Junctions**

Council adopted the Public Domain Improvements Program for Mosman and Spit Junctions on 14 March 2000.

The Public Domain Improvements Program focuses on the creation of a pedestrian network that extends as a principal boulevard from Spit Junction to Mosman Junction. This is a key device which is intended to link the broad and interesting mix of uses along Military Road and Spit Road. The aim is to create an enjoyable place to stroll, to shop, to window shop, to eat, and to meet friends.

Associated with the boulevard is the implementation of pocket parks and street furniture. This will provide cost-effective theming opportunities to further promote the business centres.

### **1.2 Where does the Public Domain Improvements Program apply?**

The Public Domain Improvements Program applies to Mosman Junction and Spit Junction (refer to Map 1).

### **1.3 What are the Aims of the Public Domain Improvements Program?**

The aims of the Public Domain Improvements Program are to have:

- a program of works that can be phased over time to provide a coordinated set of improvements to Mosman and Spit Junctions.
- key improvements at gateways, main intersections and focal places that can be progressively linked to form a comprehensive network of streets, places and lanes.

- a positive image for businesses in Mosman and Spit Junctions.

### **1.4 What are the Objectives of the Public Domain Improvements Program?**

The objectives of the Public Domain Improvements Program are to have:

- that part of Military Road linking both Mosman Junction and Spit Junction promoted as a distinctive retail street and promenade.
- safe and accessible footpaths and street intersections.
- lanes designed as retailing lanes.
- a unique Federation theme along Military Road.
- distinctive and coordinated street furniture.
- existing on-street parking along Military Road maintained.
- key vehicle movements maintained.
- the existing landscape qualities and linkages to open spaces enhanced.

**Amended September 2000**



**Map 1: Location Map of Mosman Junction and Spit Junction**

## **SECTION 2**

### **Public Domain Improvements**





## **2. Public Domain Improvements**

### **2.1 Purpose and Application of this Section**

This section illustrates the traffic management and street improvements proposed for the main intersections and focal places in Mosman and Spit Junctions. It is envisaged that these improvements will be progressively linked to form a comprehensive network of streets, places and lanes.

Mosman Junction and Spit Junction are separated into four distinct areas. These are:

- Cowles Road to Spit Road
- Spit Road to Albion Lane
- Albion Lane to Belmont Road
- Belmont Road to Middle Head Road.

### **2.2 Cowles Road to Spit Road**

This area includes:

- Cowles Road (refer to Drawing 1 on page 8)
- Brady Street (refer to Drawing 2 on page 9)
- Harbour Street (refer to Drawing 3 on page 10)
- Vista Street (refer to Drawing 4 on page 11)
- Spit Junction (refer to Drawing 5 on page 12 and Drawing 6 on page 13)
- Hordern Place (refer to Drawing 7 on page 14)
- Clifford Street (refer to Drawing 8 on page 15).

Spit Road divides the strong retail environment of the street. The character of the street has an "urban" quality due to the scale of adjoining buildings, and is

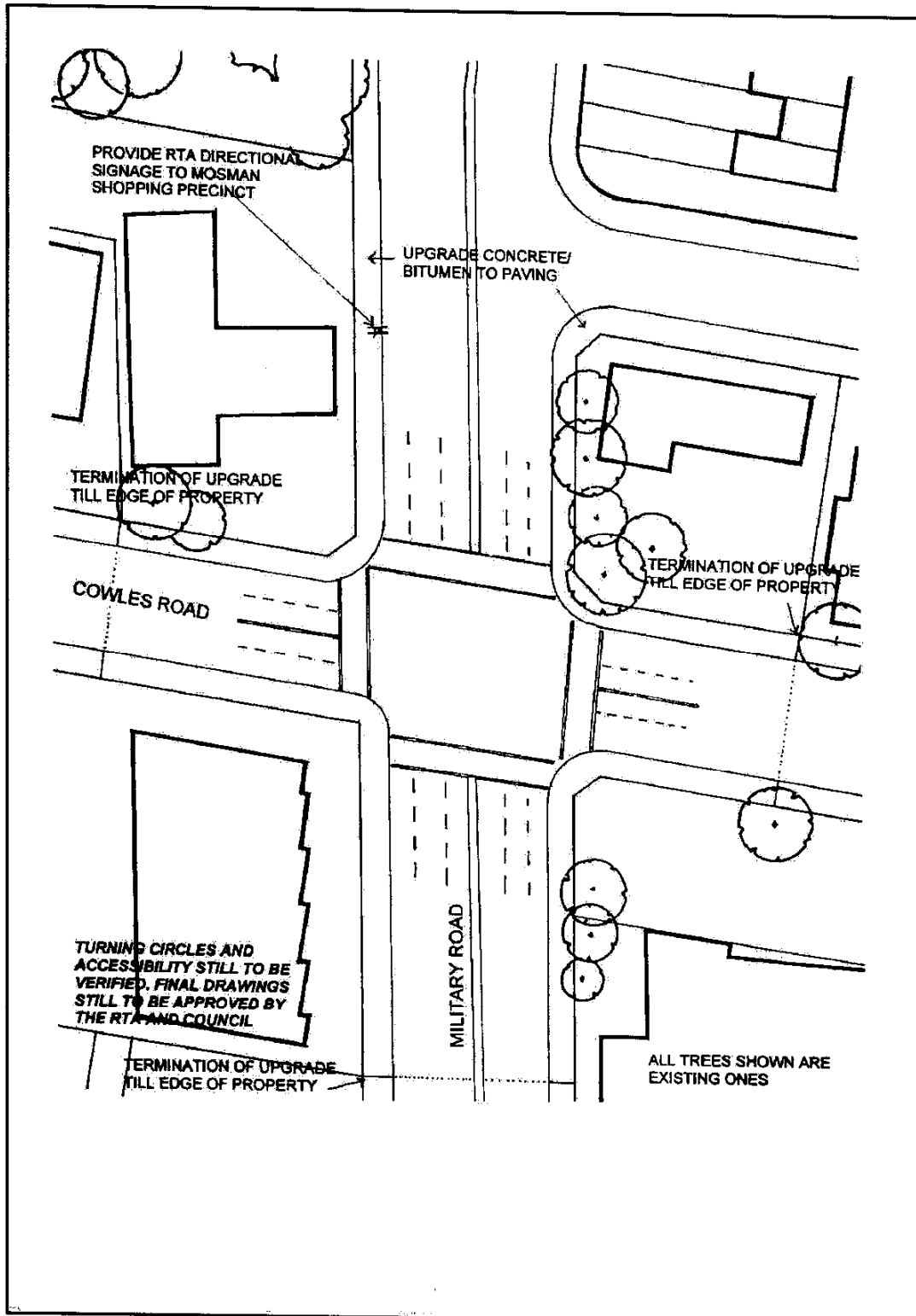
dominated by vehicles and buses. There is conflict due to the large number of pedestrians attempting to use the same area.

The area is also defined by the two gateways, one at Cowles Road and the other at Ourimbah Road. These gateways should be expressed primarily through appropriate built form/landmark buildings and additional urban landscape treatments such as:

- Directional signs to indicate the shopping precinct, and other features of the Municipality such as Balmoral Beach and Taronga Zoo.
- A consistent colour scheme of urban elements that connects the two gateways.

The design response to improve the public domain should be both strong and bold when read by those moving through it. It should also create a safer pedestrian environment. These improvements include:

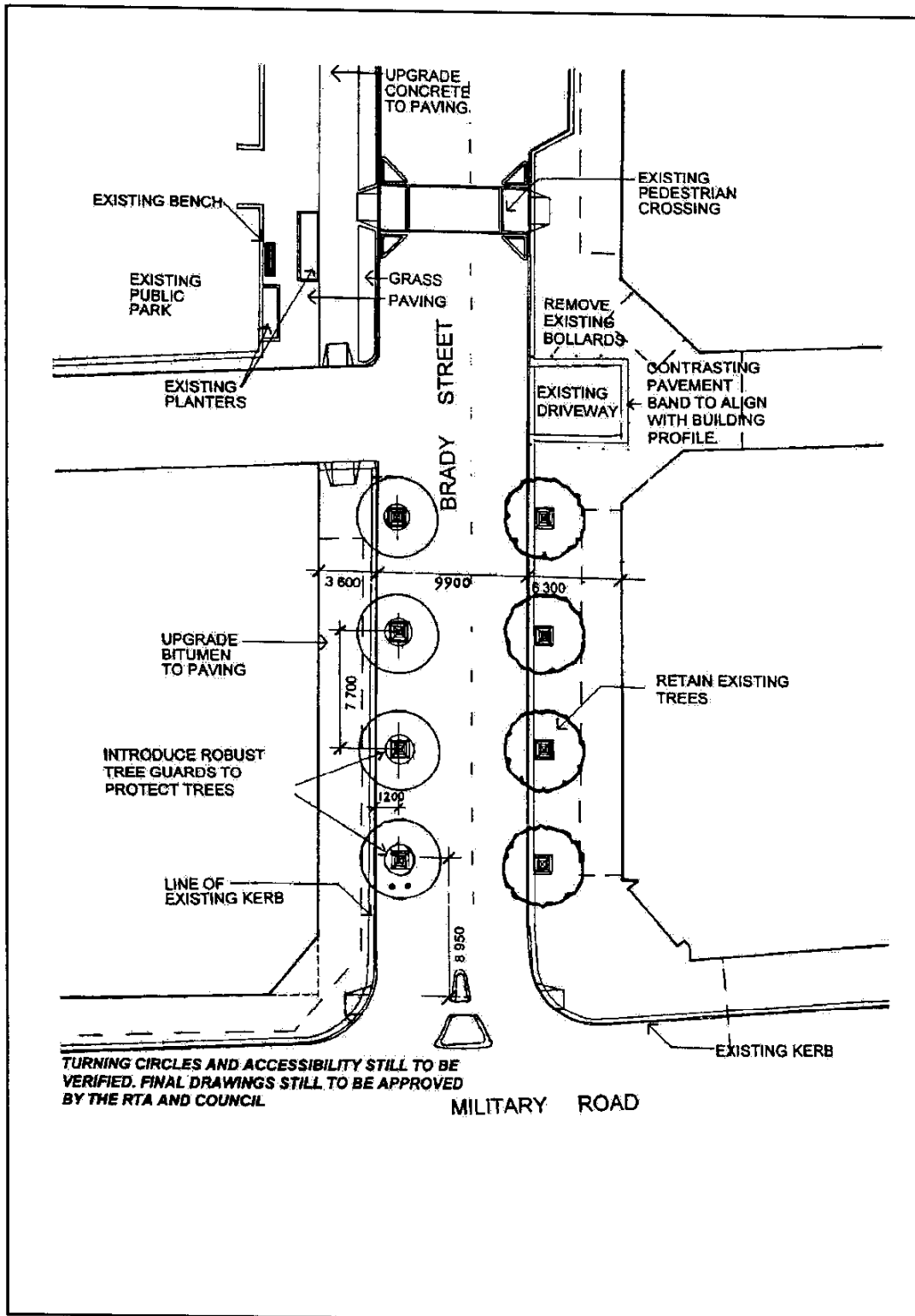
- Highlighting the current RTA bus transit lanes through the use of coloured bitumen (as standard).
- Defining the island refuge at the intersection of Military and Spit Roads with sculptural mounds and bollards.
- Planting street trees along Brady Street to provide a visual link to Boronia House and Reservoir Park.
- Using street furniture such as seats and bins in a Brunswick Green colour to provide a consistent colour theme along the street.
- Pavement upgrading to be consistent with the existing brown pavement in Mosman Junction. This will include sandstone banding to be consistent with the colour scheme for this street character.
- Using tactile pavers to denote the transition to the road where there is no kerb on the edge of the footpath.



Street Improvements for Mosman and Spit Junctions  
Drawing 1: Military Road and Cowles Road

  
Scale 1:500

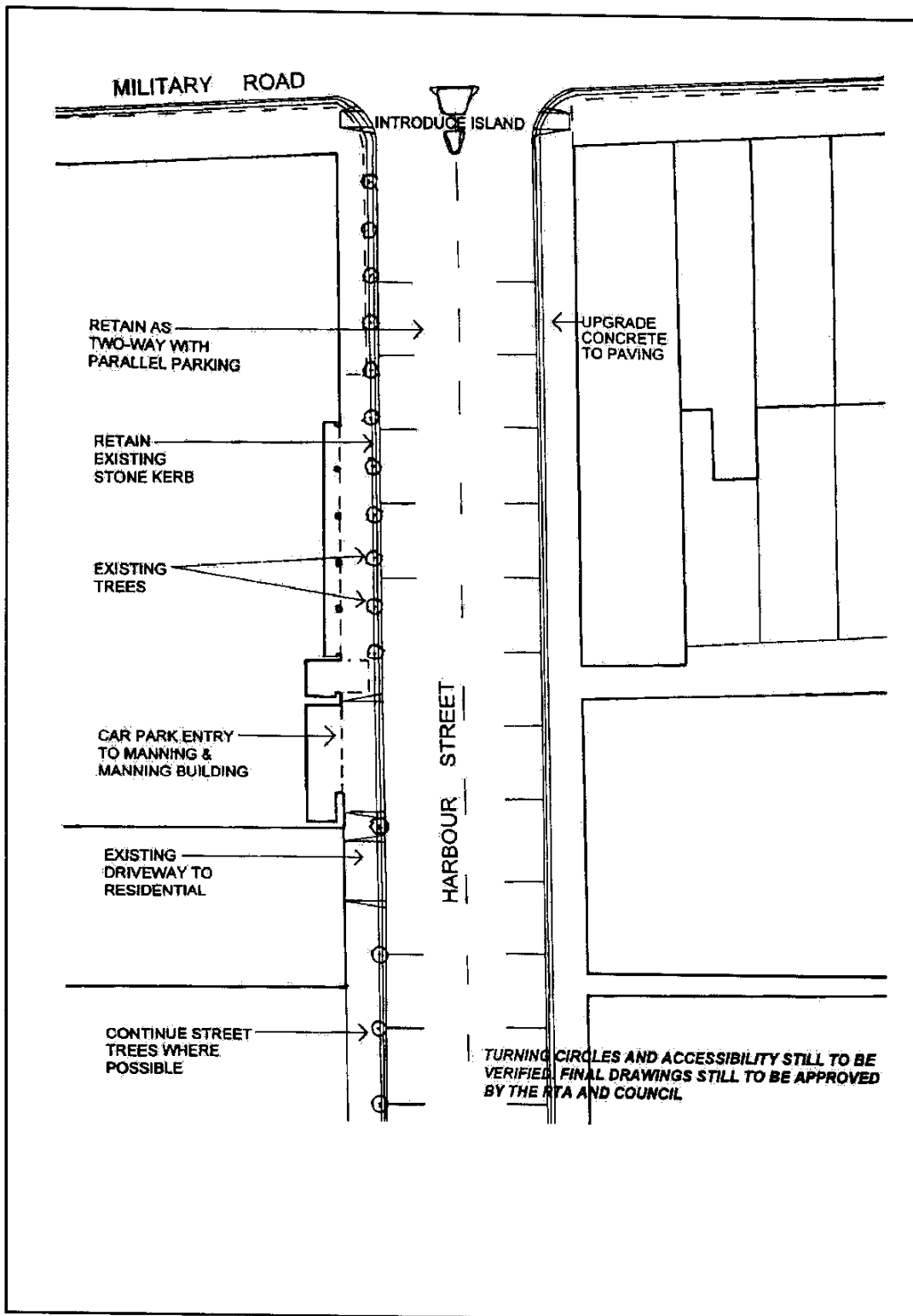
Adopted by Council on 14 March 2000



Street Improvements for Mosman and Spit Junctions  
Drawing 2: Military Road and Brady Street

N  
Scale 1:300

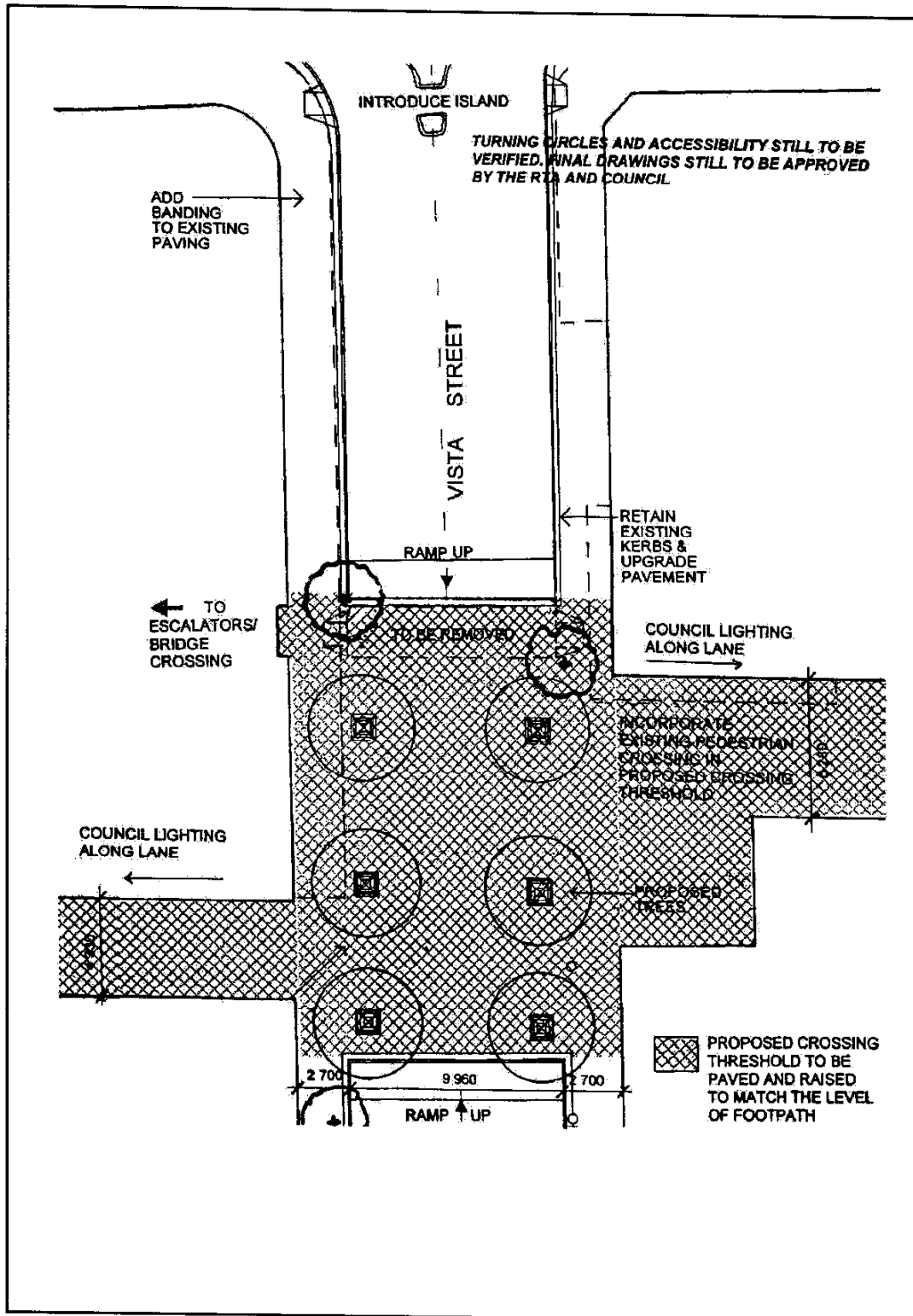
Adopted by Council on 14 March 2000



Street Improvements for Mosman and Spit Junctions  
Drawing 3: Military Road and Harbour Street

  
Scale 1:300

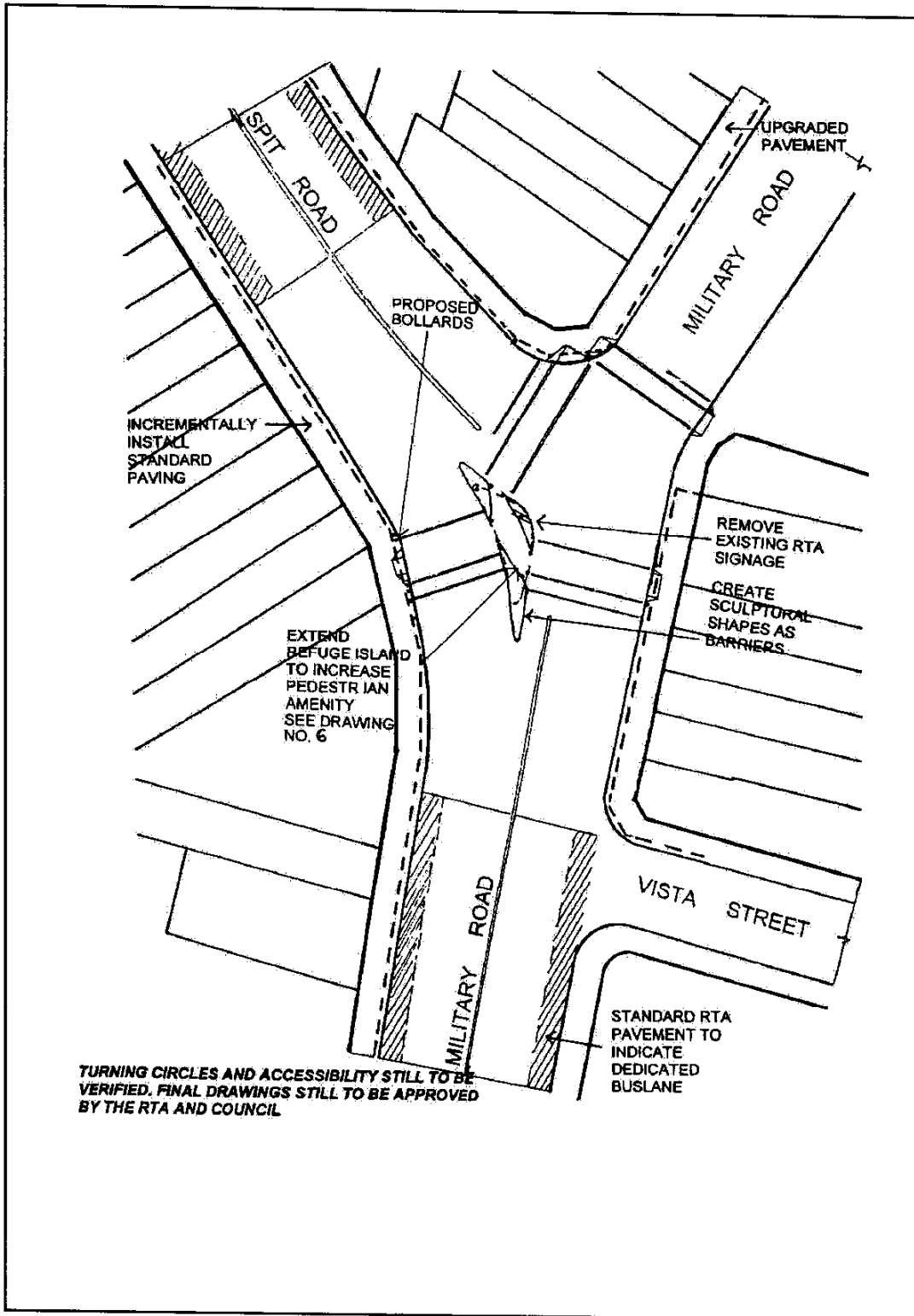
Adopted by Council on 14 March 2000



Street Improvements for Mosman and Spit Junctions  
Drawing 4: Military Road and Vista Street

N  
Scale 1:200

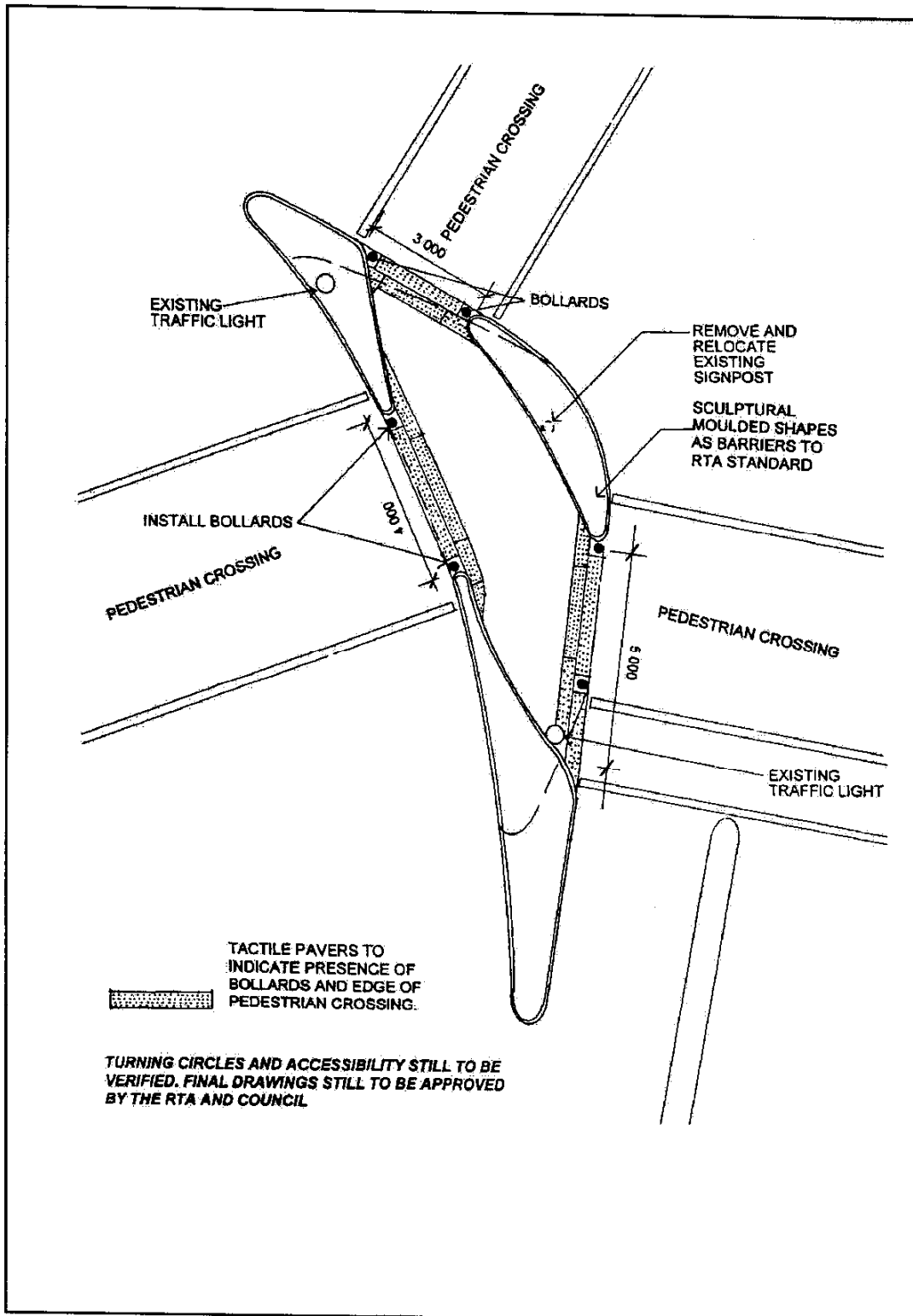
Adopted by Council on 14 March 2000



Street Improvements for Mosman and Spit Junctions  
Drawing 5: Spit Junction

Adopted by Council on 14 March 2000

N  
Scale 1:500

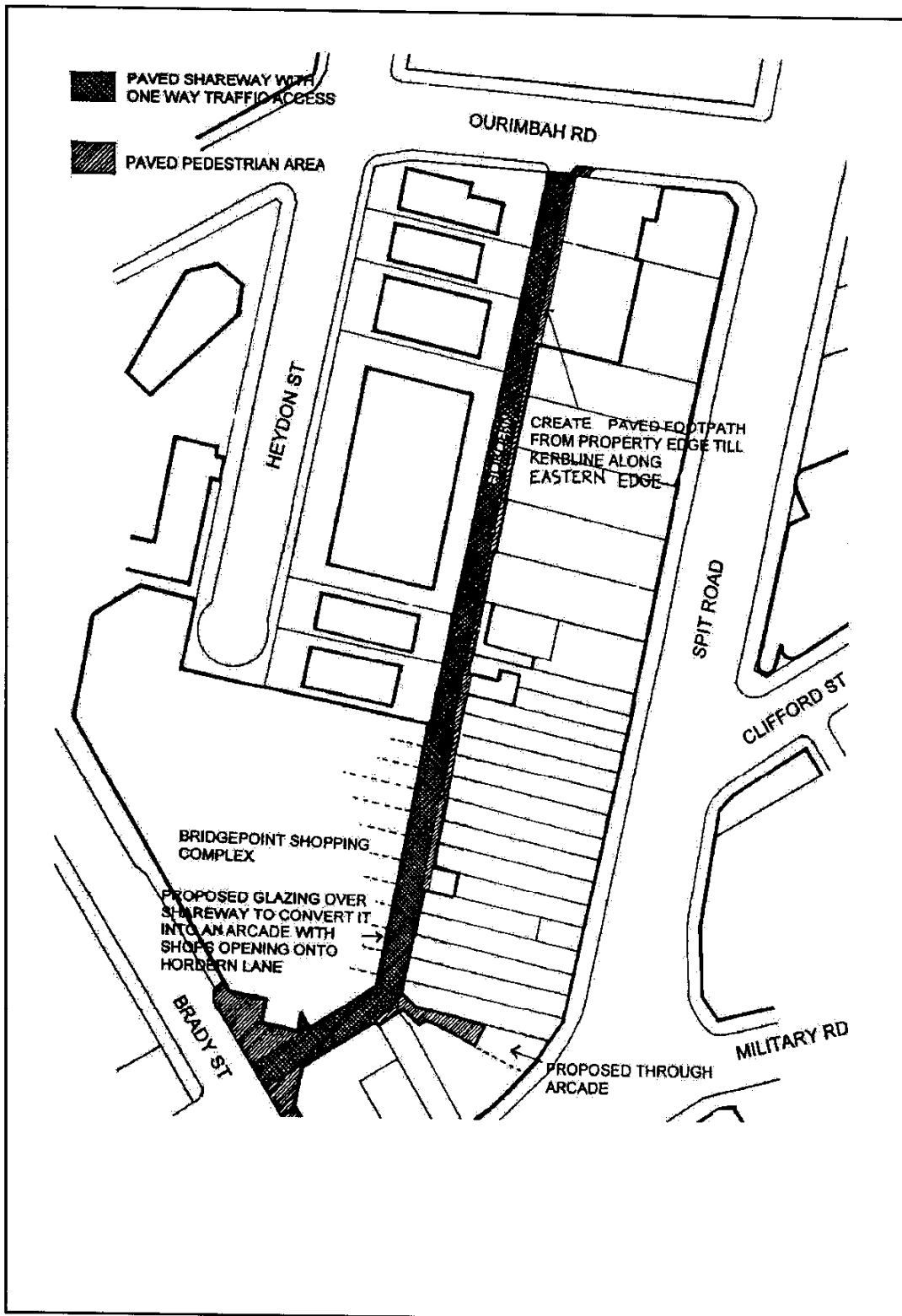


Street Improvements for Mosman and Spit Junctions  
Drawing 6: Spit Junction Island

Adopted by Council on 14 March 2000

N  
Scale 1:100

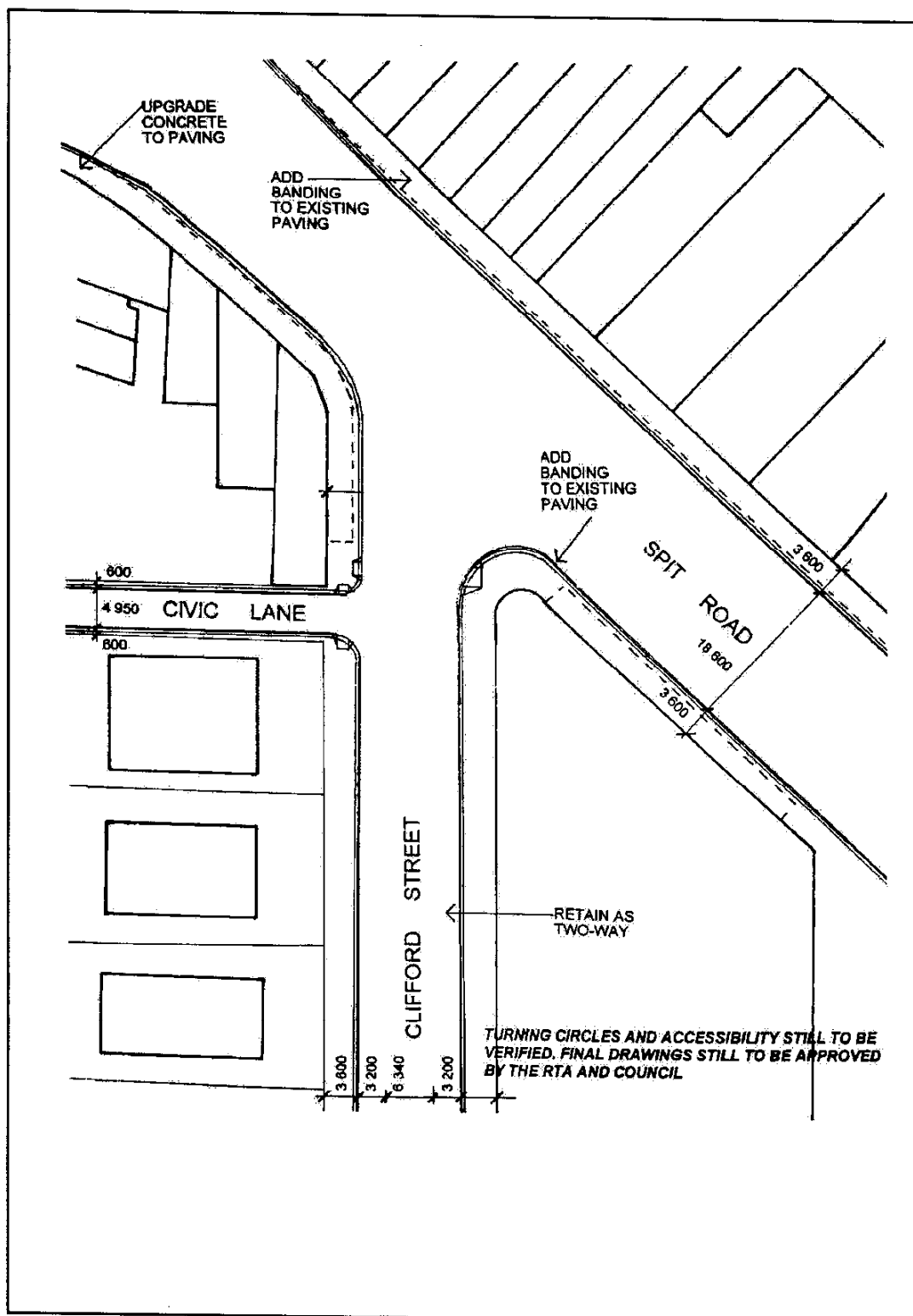




Street Improvements for Mosman and Spit Junctions  
Drawing 7: Hordern Place

Adopted by Council on 5 September 2000

N  
Scale 1:500



Street Improvements for Mosman and Spit Junctions  
Drawing 8: Spit Road and Clifford Street

  
Scale 1:500

Adopted by Council on 14 March 2000

## **2.3 Spit Road to Albion Lane**

This area includes:

- Mandolong Road (refer to Drawing 9 on page 17)
- Albion Lane (refer to Drawing 10 on page 18).

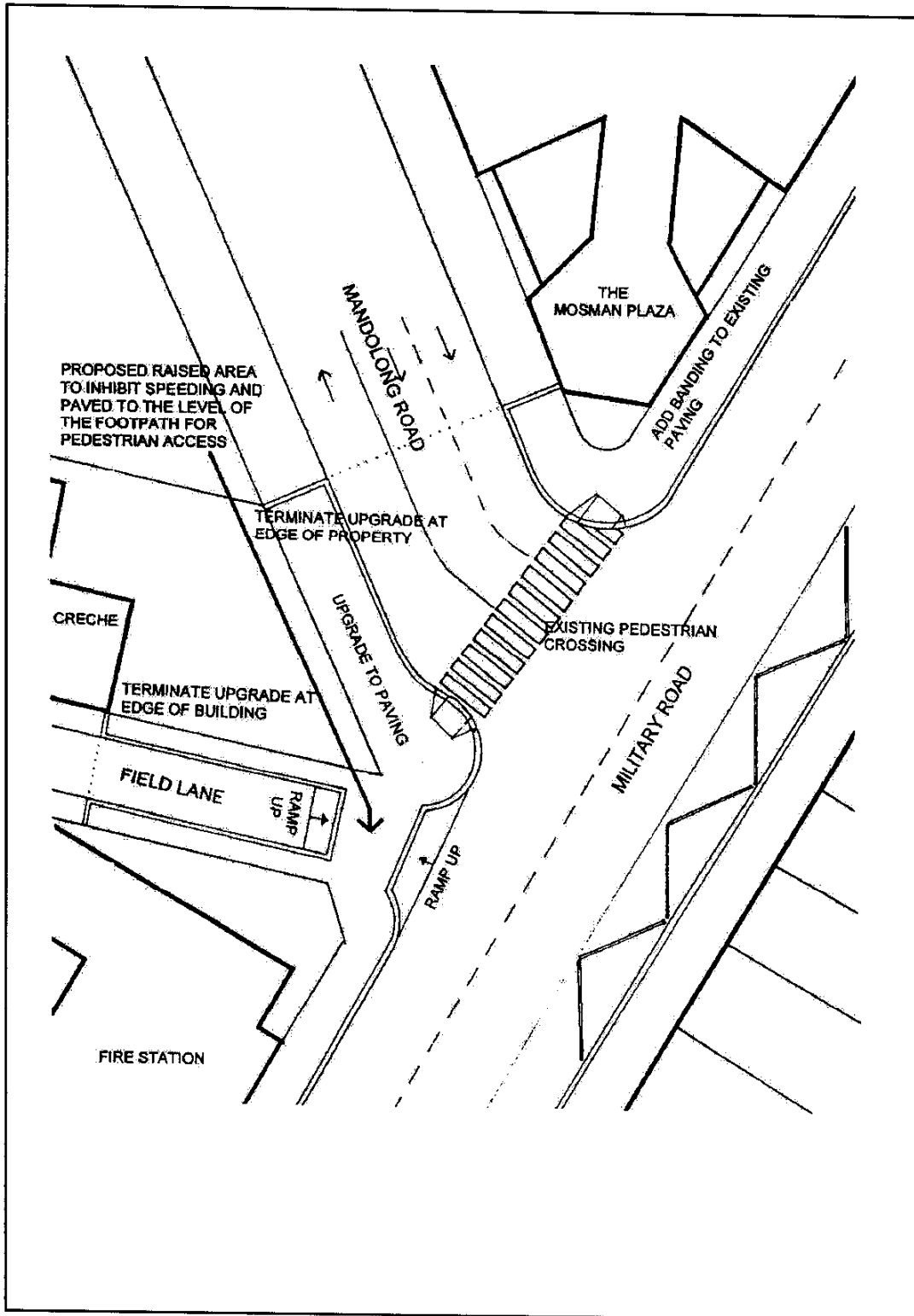
This section forms the transition from the "urban" quality of Military Road to the residential component of the street marked by the bend at Albion Lane.

The character of this part of Military Road varies greatly from the Spit Road intersection. The roadway is narrow and the pedestrian environment is friendlier due to existing pavement treatments, a smaller scale of buildings, and less traffic.

There are a number of heritage buildings that give the street its character and should be incorporated into the design of the public domain. This area is also characterised by the civic precinct and the Allan Border Oval - a culturally and historically significant open space.

Measures to improve access and amenity in the public domain include:

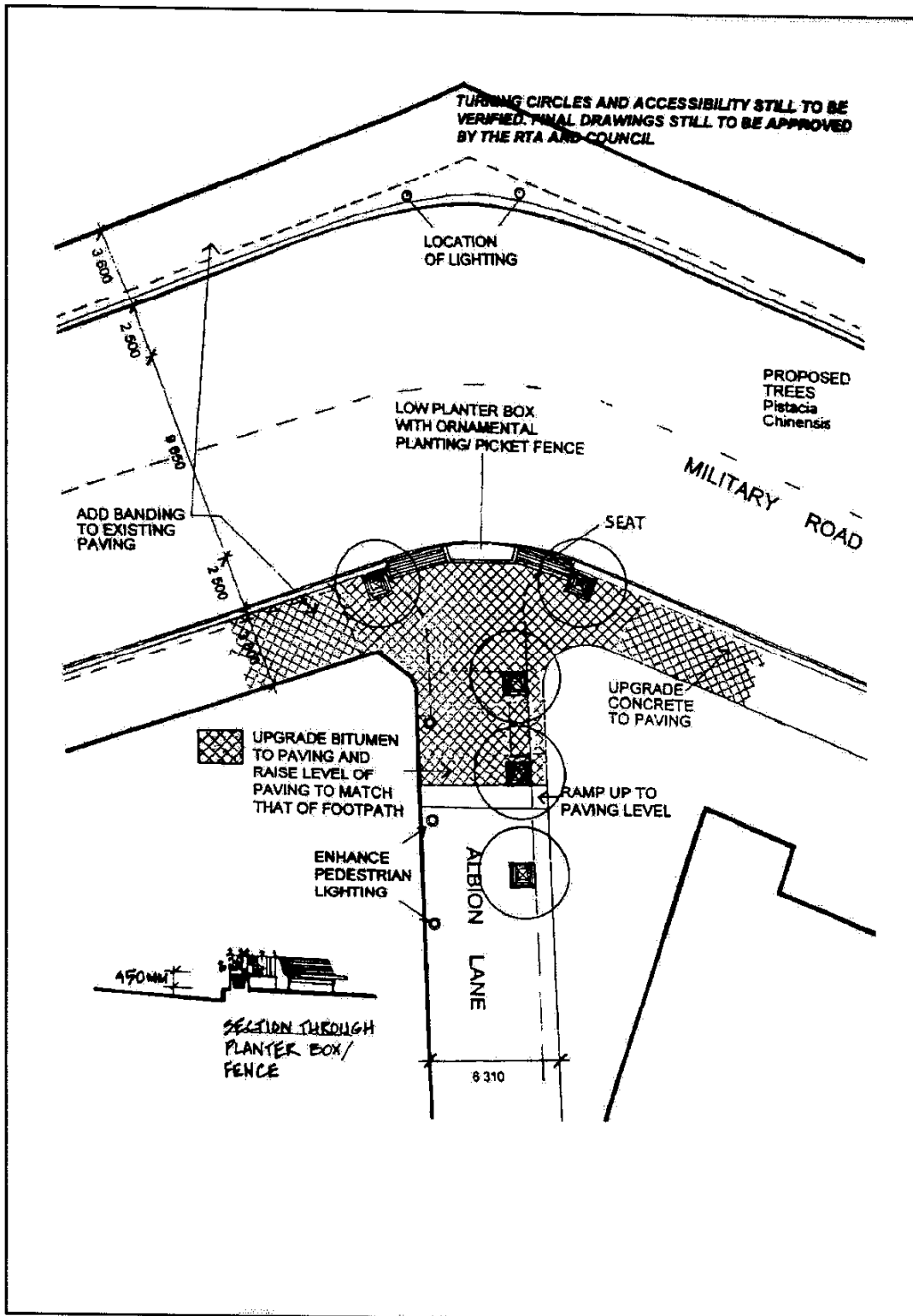
- Enhancing pedestrian and visual linkages to the Allan Border Oval and the civic facilities.
- Placing focal trees and benches at Albion Lane.
- Upgrading the existing concrete and bitumen pavements to match the existing brown pavement along Military Road.
- Using sandstone banding as part of the pavement upgrading.
- Continuing the existing planter boxes and removal of in-ground planting.
- Providing street furniture such as seats and bins in a Brunswick Green colour where appropriate.
- Using bollards to define pedestrian safe areas.



Street Improvements for Mosman and Spit Junctions  
Drawing 9: Military Road and Mandolong Road

N  
Scale 1:200

Adopted by Council on 5 September 2000



Street Improvements for Mosman and Spit Junctions  
Drawing 10: Military Road and Albion Lane

N  
Scale 1:200

Adopted by Council on 14 March 2000

## **2.4 Albion Lane to Belmont Road**

This area includes:

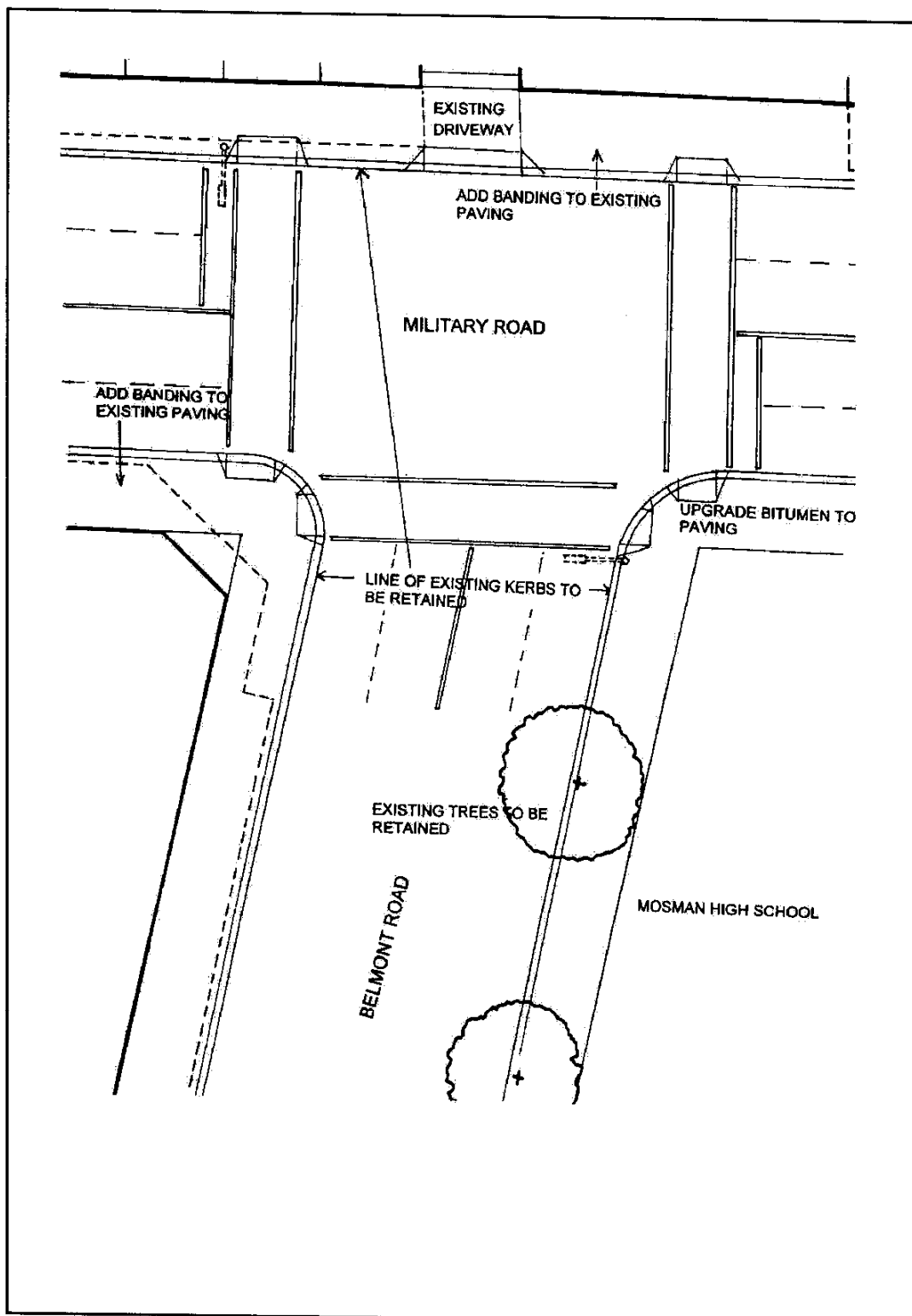
- Belmont Road (refer to Drawing 11 on page 20)
- Gouldsbury Street (refer to Drawing 12 on page 21)
- Upper Almora Street (refer to Drawing 13 on page 22)

This section of Military Road forms the transition from Spit Junction to Mosman Junction. The bend in the road is the logical place for the change in the landscape character.

The streetscape quality in this section comprises a borrowed landscape from the residential gardens. These qualities will evolve over time and the public domain improvements will recognise and enhance these qualities. The area will remain predominantly residential in character with single detached dwellings, multi-storey units, as well as a few remaining shops and cafes.

To retain the residential streetscape, the improvements will include:

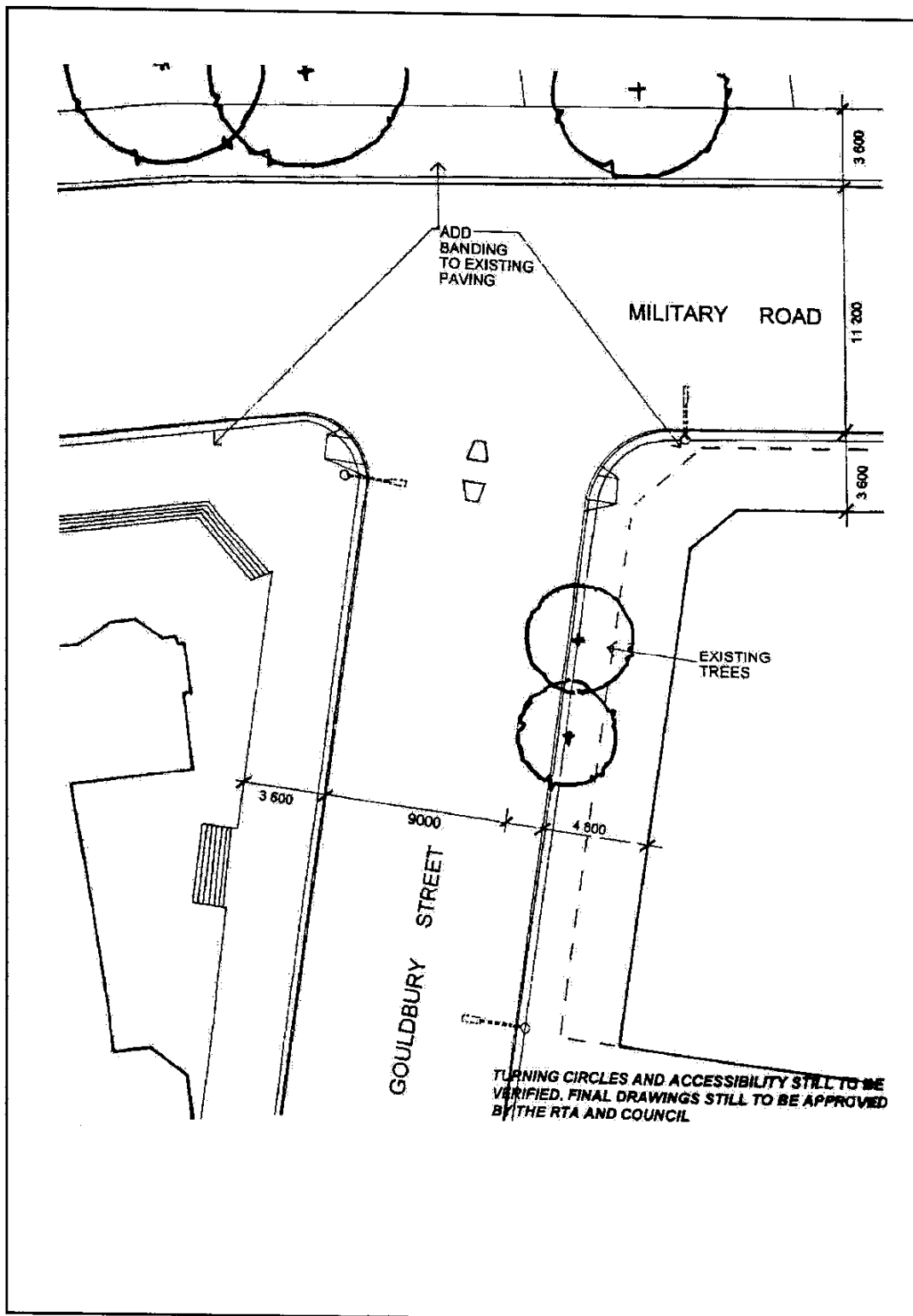
- Upgrading existing pavements from bitumen and concrete to the brown pavement with the inclusion of the sandstone banding.
- Providing street furniture such as bins and seats in a Brunswick Green colour.
- Using bollards to define pedestrian safe areas.



Street Improvements for Mosman and Spit Junctions  
Drawing 11: Military Road and Belmont Road

Adopted by Council on 14 March 2000

N  
Scale 1:200

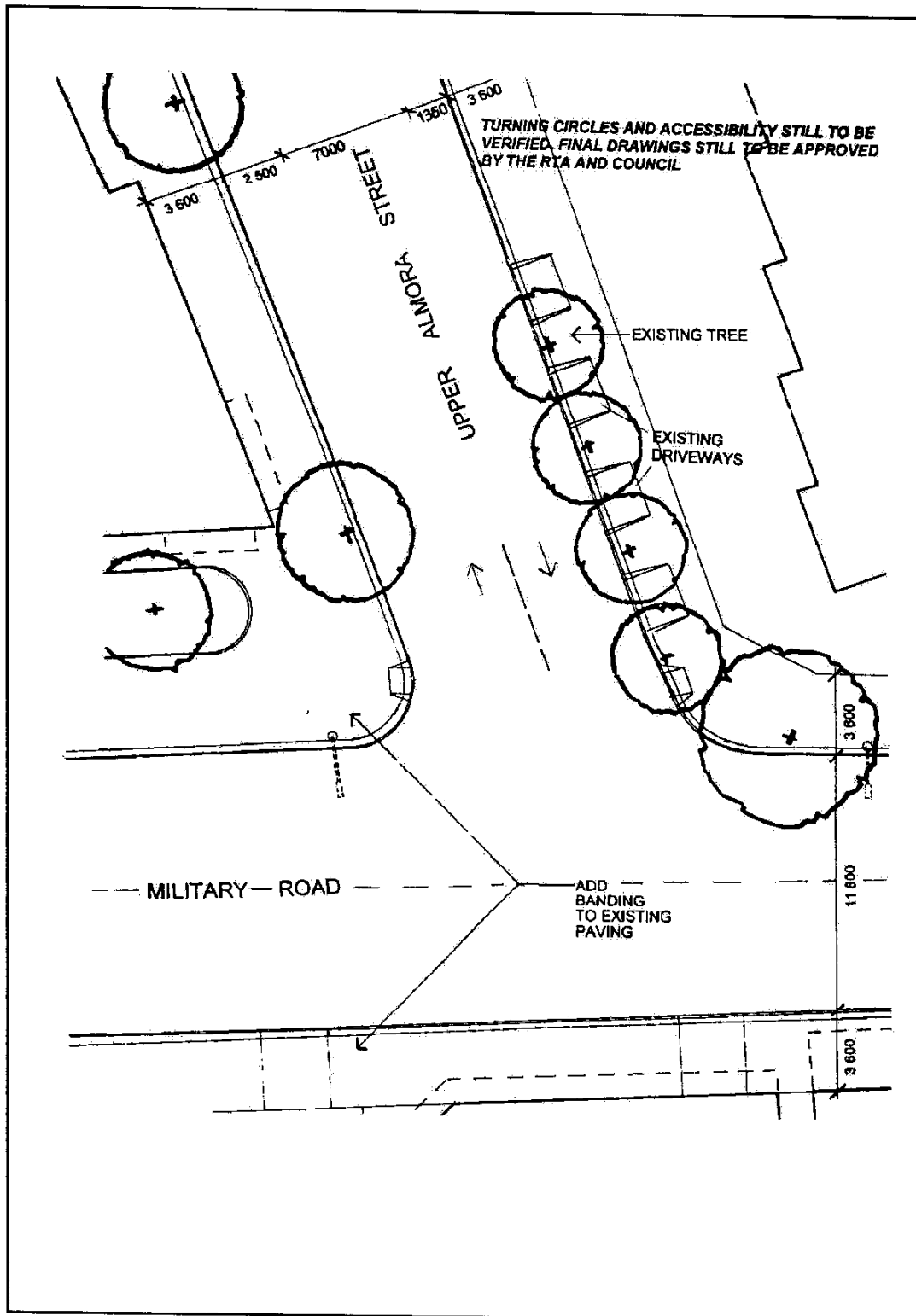


Street Improvements for Mosman and Spit Junctions  
Drawing 12: Military Road and Gouldsbury Street

Adopted by Council on 14 March 2000

N  
Scale 1:200





Street Improvements for Mosman and Spit Junctions  
Drawing 13: Military Road and Upper Almora Street

N  
Scale 1:200

Adopted by Council on 14 March 2000

## **2.5 Belmont Road to Middle Head Road**

This area includes:

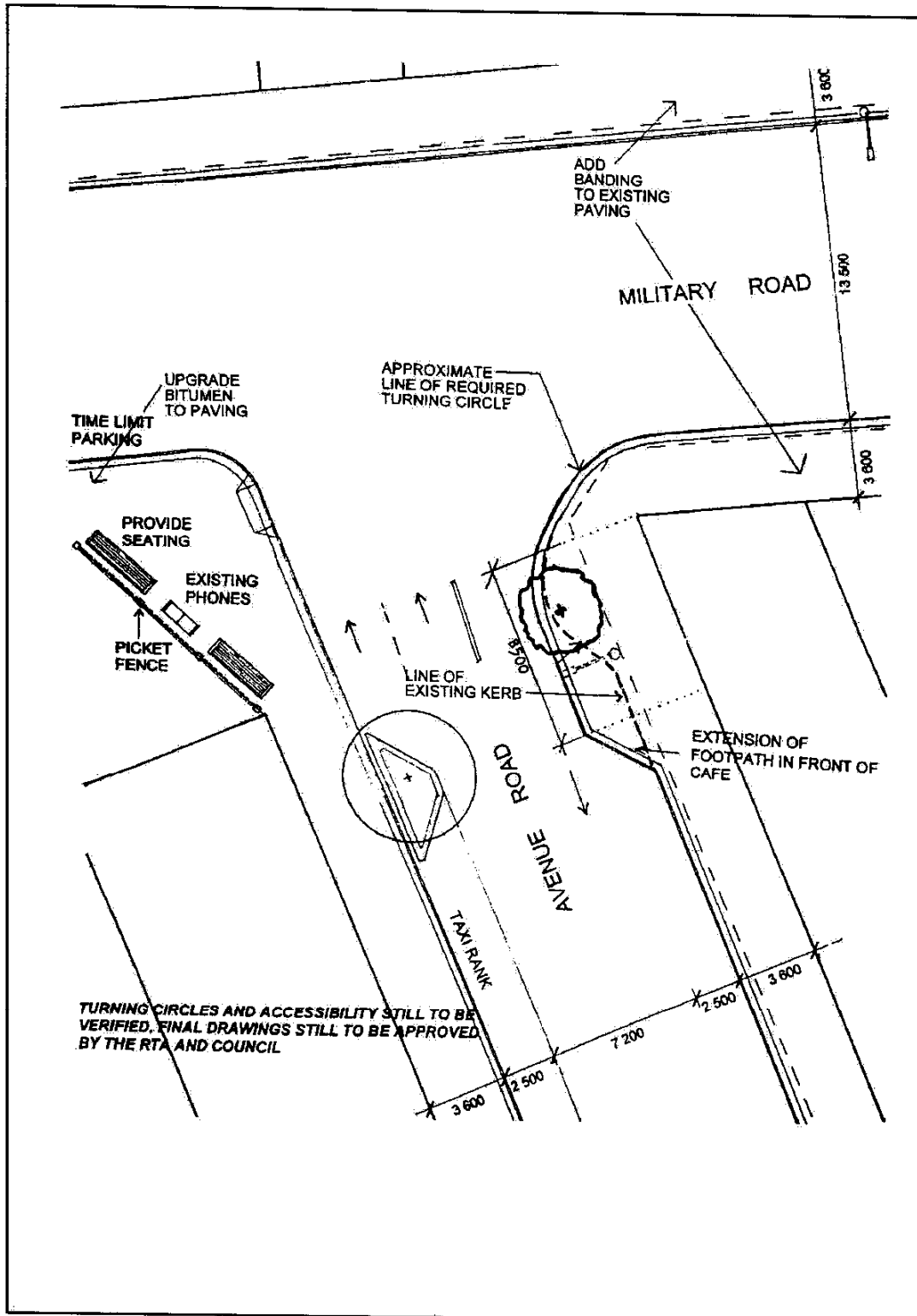
- Raglan Street (refer to Drawing 14 on page 24)
- Avenue Road (refer to Drawing 15 on page 25).

This section of the road includes the Mosman High School, community facilities, and heritage buildings dating from the Federation period. The street consists of retail frontages, two storey buildings with continuous awnings over the footpaths, and on-street parking. There is very little opportunity to provide street tree planting.

The open space associated with the school represents an important opportunity to create a landscaped public place in this precinct. The school is a centre of activity along this section of Military Road and provides a different landscape quality and character to the streetscape. The character of this section is historic and should be enhanced through public domain improvements which do not compromise the heritage quality of the street.

Measures to improve access and amenity in the public domain include:

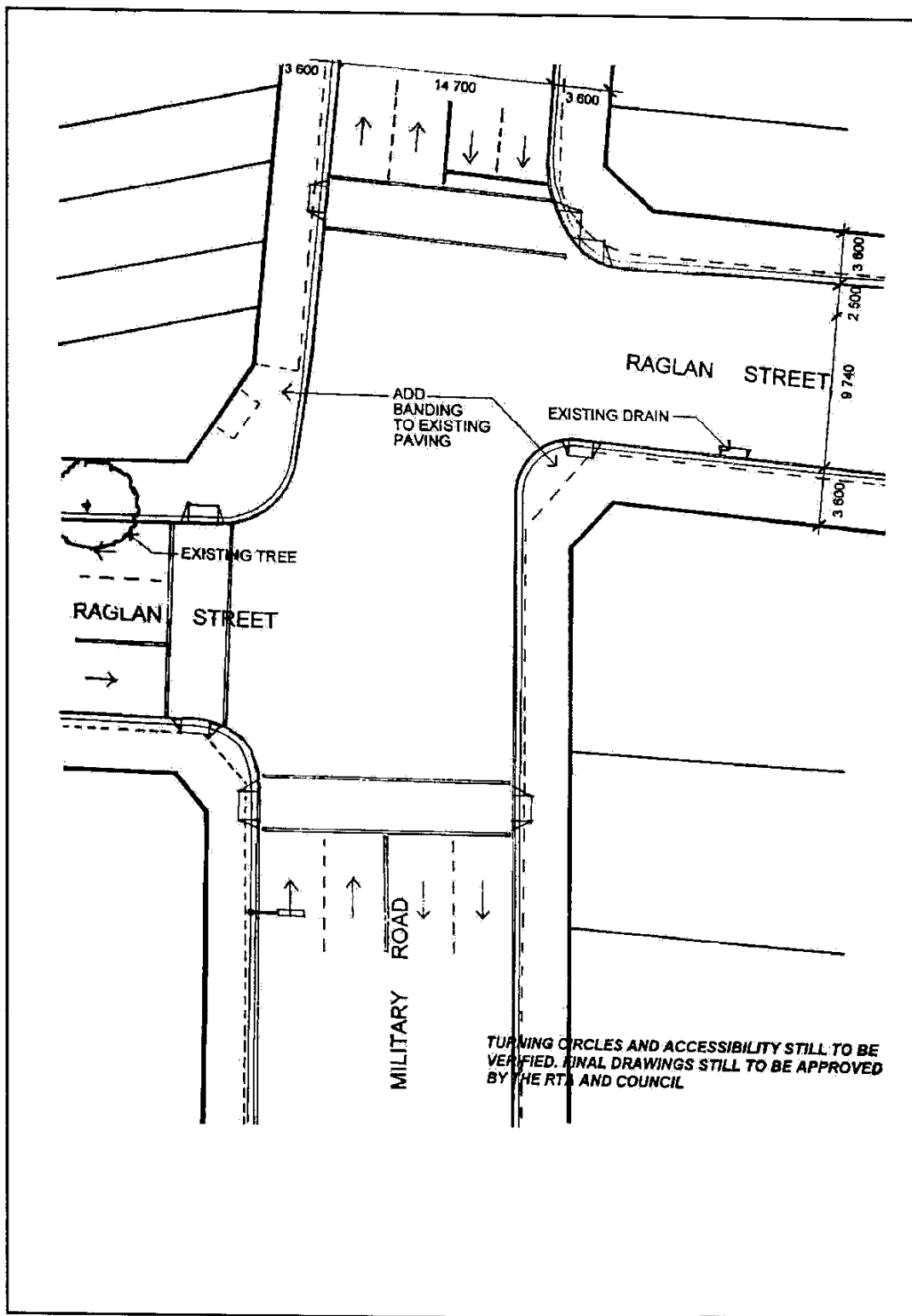
- Creating a focal public open space in front of the school. This work will involve the re-instatement of the heritage picket fence and the provision of seating.
- Using sandstone banding as part of the pavement upgrading.
- Continuing the existing planter boxes and removal of in-ground planting.
- Providing street furniture such as seats and bins in a Brunswick Green colour where appropriate.



Street Improvements for Mosman and Spit Junctions  
Drawing 14: Military Road and Avenue Road

N  
Scale 1:200

Adopted by Council on 14 March 2000



Street Improvements for Mosman and Spit Junctions  
Drawing 15: Military Road and Raglan Street

N  
Scale 1:300

Adopted by Council on 14 March 2000

## **2.6 Street Furniture**

The consistent use of street furniture as part of the Public Domain Improvements Program will assist to improve pedestrian amenity, and to reinforce the boulevard and heritage themes linking both Mosman Junction and Spit Junction.

This includes the consistent use of:

- Paving - adopted by Council on 14 March 2000 (pages 27-29)
- Seating - adopted by Council on 14 March 2000 (page 30)
- Bins - adopted by Council on 14 March 2000 (page 31)
- Bollards - adopted by Council on 14 March 2000 (page 32)
- Lighting - adopted by Council on 14 March 2000 (page 33)
- Signposts - adopted by Council on 14 March 2000 (page 34)
- Tree Grilles - adopted by Council on 14 March 2000 (page 35)
- Tree Guards - adopted by Council on 22 August 2000 (page 36).

## Paving

### General Description

The banding paver will provide a border to the existing brick paver.

### Specification

#### Banding Paver:

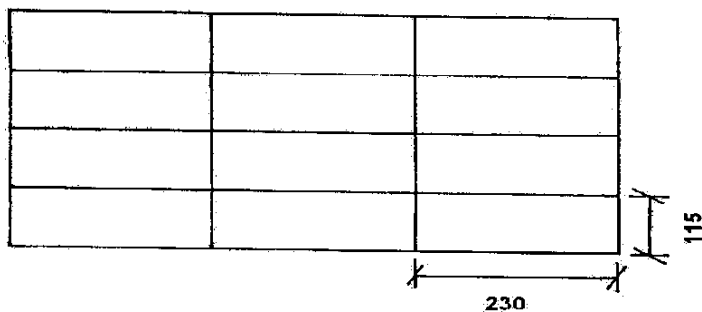
Supplier: Urbanstone / Bowral Brickworks  
Colour: Sandstone  
Finish: Shortblast, if reconstituted stone  
Sizes: Banding paver is 230 x 115 mm  
Material: Reconstituted stone / clay paving

#### Paver:

Supplier: Bowral Brickworks Pty Ltd  
Colour: London Chestnut Brown (to match existing paving)  
Size: 230 x 115 mm  
Material: Clay paving

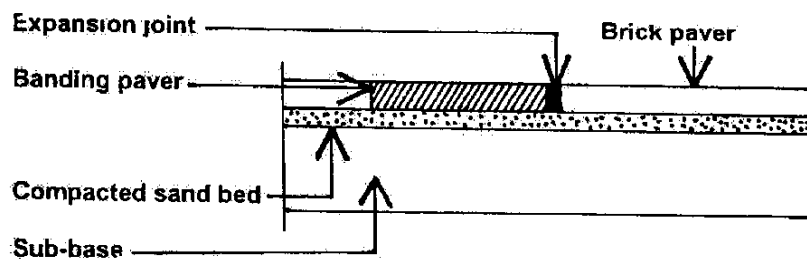
#### Pit Covers:

Supplier: Wang Industries  
Colours: Existing pit covers are to be replaced to match the proposed paving in each area.

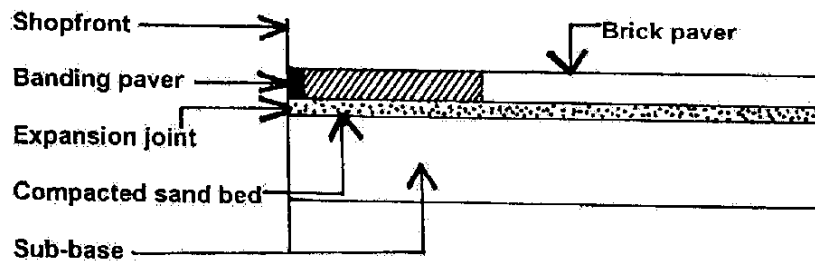


## Paving Details

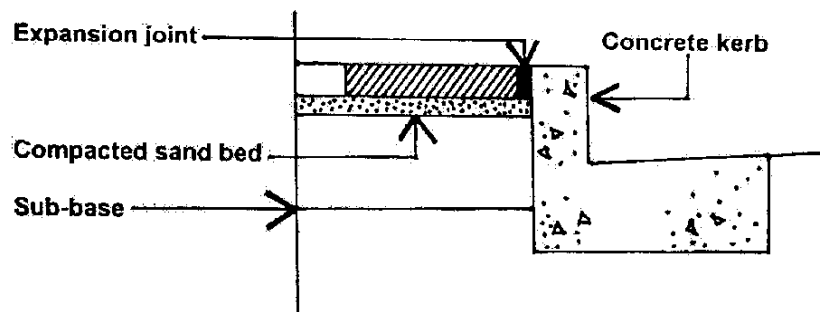
### Expansion Joint



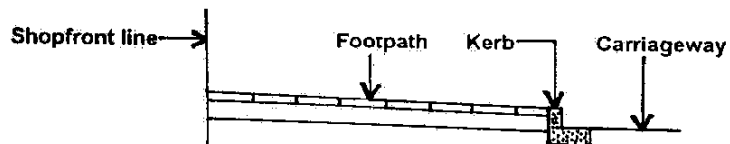
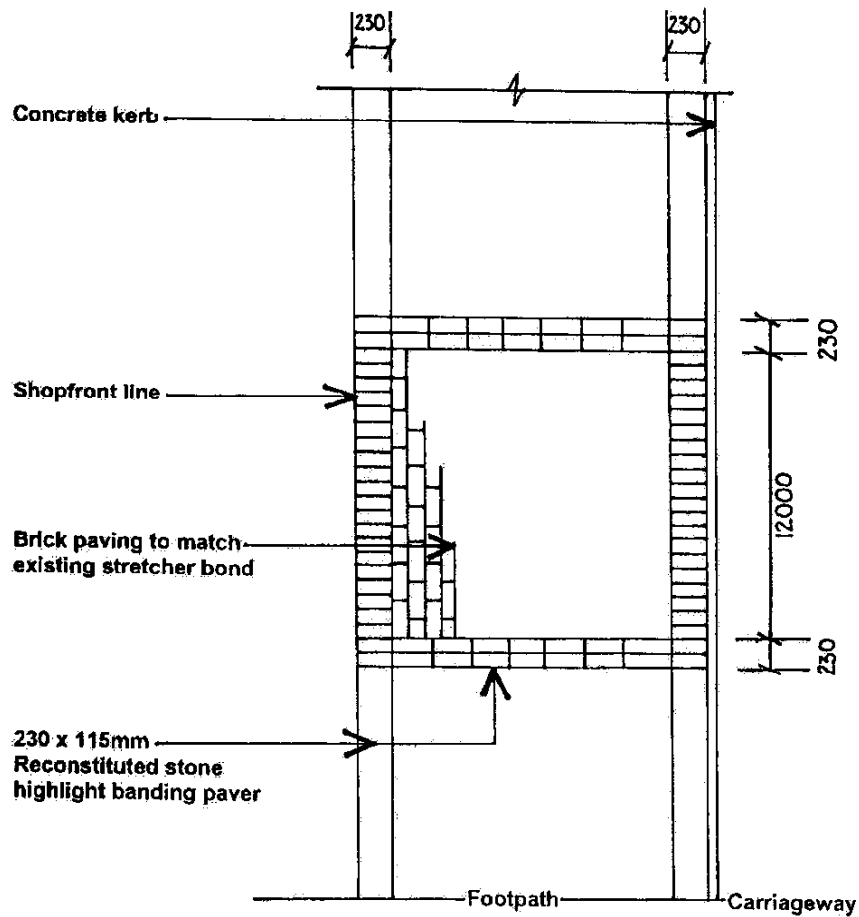
### Shopfront Detail



### Kerb Detail



## Typical Paving Layout





## Seating

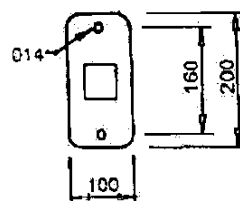
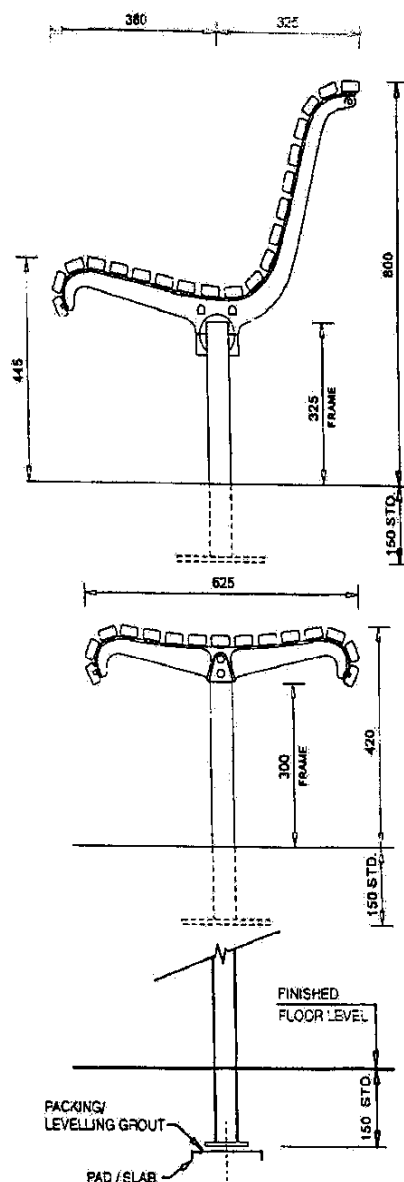
### General Description

Comfortable battened street and mall seating by Street Furniture Australia.

Hardwood timber battened seat, double screw fixed and located with peg, at every upper seat profile. All cast upper seat profile and legs, mechanically coupled to proprietary extruded pipe beam.

### Specification

- Supplier:** Street Furniture Australia
- Style:** CMP 1 Seat  
CMP 4 Bench
- Batten Section:** 40 x 20 mm (finished) with 3 mm pencil round
- Batten Length:** 2400 mm
- Batten Material:** Jarrah (standard) for internal and external use
- Batten Finish:** Painted external finish (gloss)  
– G12 Holly (mid-Brunswick) Green. Refer to AS 2700.
- Upper Bench & Seat, Profile & Leg Material:** Cast aluminium
- Frame:** Fabricated steel, hot dip galvanised
- Mounting:** Sub-surface fixed baseplate (150 mm standard)
- Height of Seats:** Height indicated in drawings are per catalogue, however height of seats need to conform to AS 1428.1.



10MM THICK

## Bins

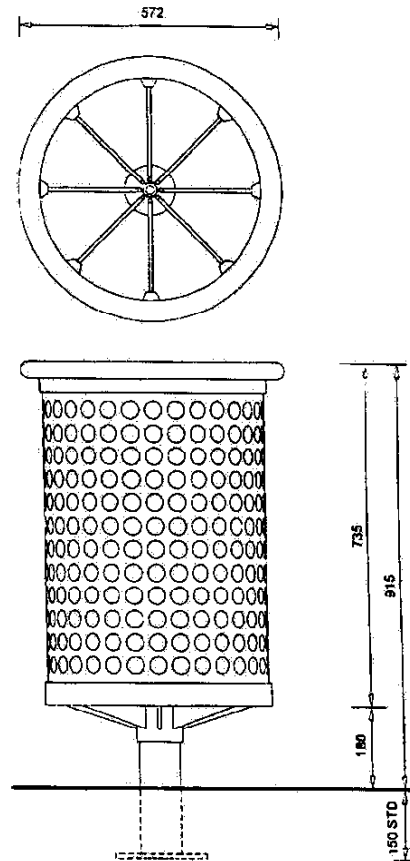
### General Description

Circular litter bins, 80 litre capacity zinalume liner, 515 mm diameter (nominal), aluminium base and rim castings rivetted to a perforated body. Rim and base castings are "as cast".

### Specification

- Supplier: Street Furniture Australia
- Style: LB2 Litter Bin (perforated body)
- Finish: Painted external finish (gloss) - G12 Holly (mid-Brunswick) Green. Refer to AS 2700.
- Mounting: Sub-surface fixed (150 mm standard)
- Optional: Type C Convex Lid (with or without ash receptacle) to suit LB2 Litter Bin. Convex lids generally for external use to divert rainwater away from bin liner, provide a neat finish to the bin top, and provide some control over large garbage. Stainless steel (polished) or zinalume (powdercoated) finish with locking system.

*Drawings sourced from the Street Furniture Australia catalogue.*



## Bollards

### General Description

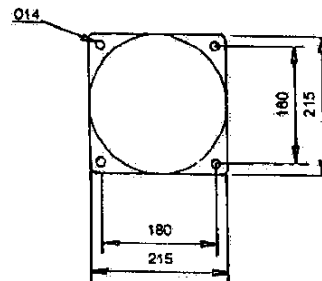
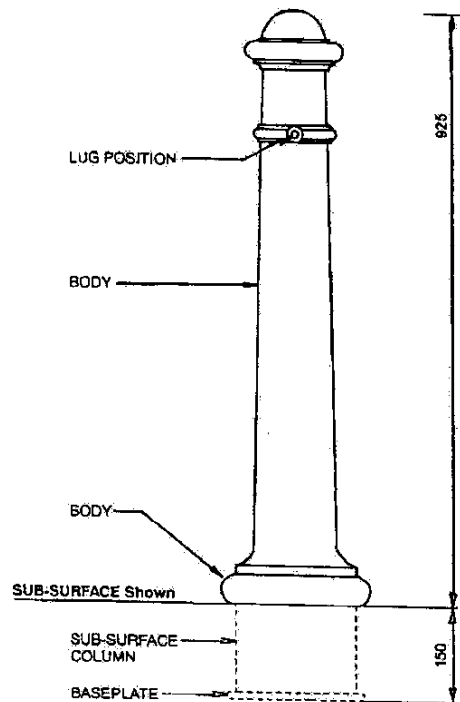
Traditional style cast metal bollard with full round plinth, based on Colonial Australian Bollards by Street Furniture Australia.

### Specification

- Supplier: Street Furniture Australia
- Style: B7 Bollard
- Body: Cast Aluminium
- Height: 925 mm above ground level
- Finish: Powdercoat or painted external finish (gloss) – G12 Holly (mid-Brunswick) Green. Refer to AS 2700.
- Mounting: Sub-surface fixed (150 mm standard)

Bollards to be indicated by tactile ground surface indicators when located in the path of travel.

*Drawings sourced from the Street Furniture Australia catalogue.*



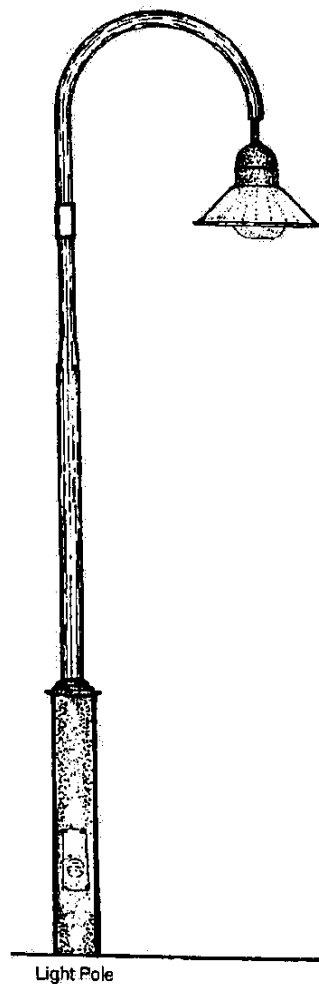
## Lighting

### General Description

Traditional type light poles by Westside Manufacturing Pty Limited. To be compatible with the ones used by Mosman Council and Energy Australia.

### Specification

- Supplier: Westside Manufacturing Pty Limited
- Style: Westside Seaford Street Lamp
- Finish: Painted external finish (gloss) - G12 Holly (mid-Brunswick) Green. Refer to AS 2700.
- Mounting: Sub-surface base fixed (footing as required).



## Signposts

### General Description

Attractive, high quality post mounted signs with concealed fixing of sign panels. The sign panels are fixed to a sleeve/frame assembly, which attaches to the post, and is finished at the top with a domed cap.

### Specification

Supplier: Street Furniture Australia

#### Applications:

Street names at corners and intersections,  
and multiple directional/information signage  
at major pedestrian junctions

#### Finishes:

Post/cap: Powdercoat and coloured the  
same as the frame

Sleeve/frame: Paint finish – G12 Holly  
(mid-Brunswick) Green. Refer to AS 2700.

Sign panel: Epoxy acrylic, Mosman Council  
crest to appear on the left hand side of  
each panel.

Writing: Green on cream to indicate  
direction.

Cream on green to indicate  
streets.

#### Standard dimensions:

Height to underside of lowest sign: 2.5 mm

Sign frame height: 115 mm

Sign frame length: 820 / 1205 mm

Sign frame thickness: 13 mm

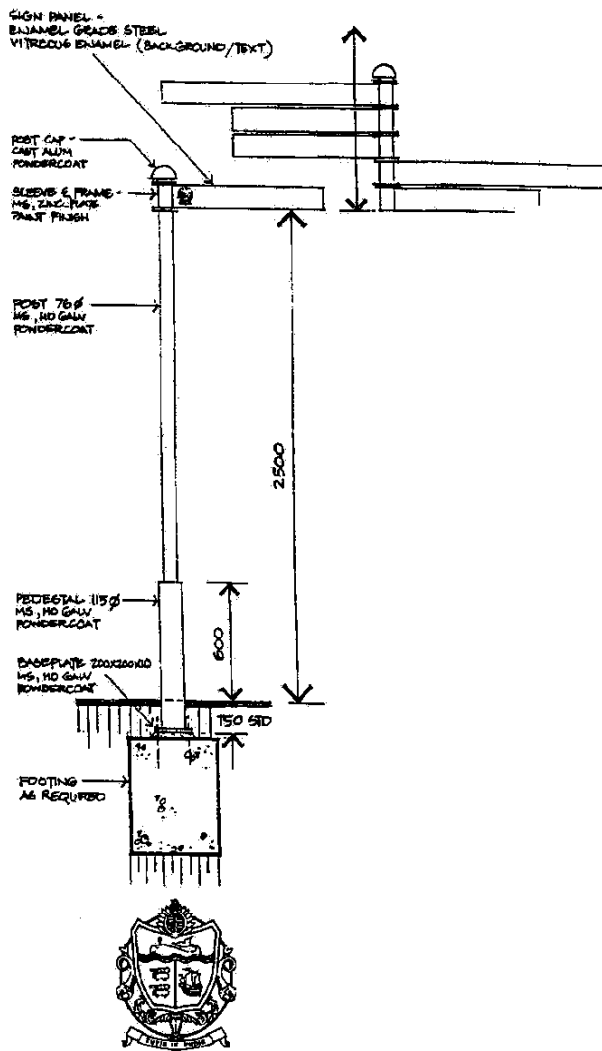
Sign flange thickness: 10 mm

Lettering height to conform to AS 1742.5

#### Installation:

Sign panels are delivered fixed to  
sleeve/frame assembly but not to post.  
Installer to fix post to ground as required  
attach correct signage assembly to correct  
post, orient and grub screw fix assembly, fix  
cap with adhesive (2 part epoxy  
recommended) and tap down without  
damage to finish.

*Drawings sourced from the Street Furniture  
Australia catalogue.*



## Tree Grilles

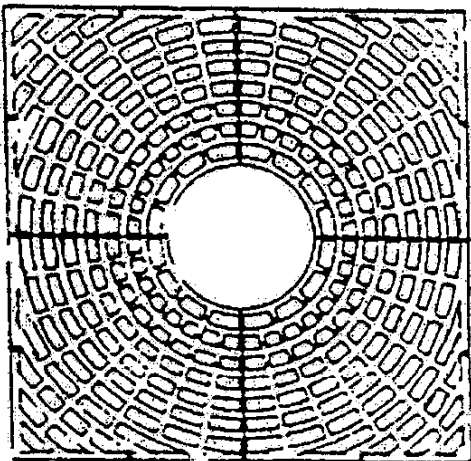
### General Description

Tree grilles are manufactured by bolting a number of cast iron sections together. They are then placed and can be secured with screws, to angle sections that provide a frame. Foot traffic has been taken into consideration in their design.

### Specification

- Supplier: Gatic Holdings Pty Ltd
- Style: Code 856
- Size: Overall size: 1200 x 1200  
Centre hole size: 381 - 724 dia  
(variable)  
Maximum opening in tree grille:  
13 mm
- Material: Grille: Cast iron  
Frame: Cast iron or galvanised  
mild steel.

*Drawing sourced from Bromax Fabrications  
and Gatic Holdings catalogue.*



## Tree Guards

### General Description

Sturdy tree guard, compatible with the other street furniture recommended by Street Furniture Australia.

Tree Guard supplied in two halves and bolted together for ease of assembly. Installed by push fitting extended posts into ground, up to the underside of the standard posts.

### Specification

Supplier: Street Furniture Australia

Style: TG5 Tree Guard

Construction: Posts - mild steel solid rod  
Rings - mild steel flat bar, rolled on flat  
Rim - mild steel tube  
Corrosion resistant finish hot dip galvanised

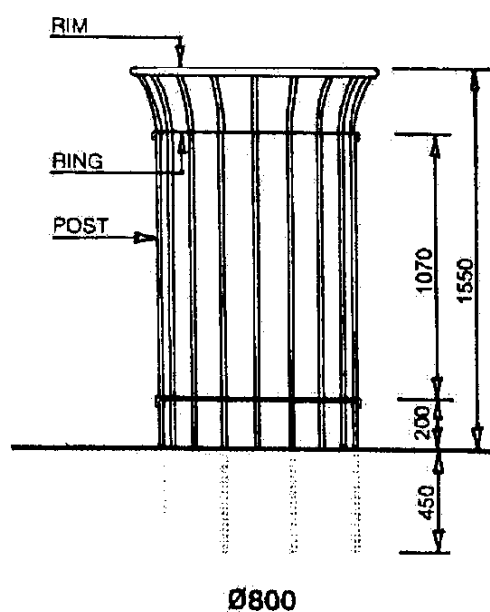
Finish: Painted external finish (gloss)  
- G12 Holly (mid-Brunswick)  
Green. Refer to AS 2700.

Mounting: Push fit into ground - 450 mm

Size: 800 mm diameter with 18 posts

Note: If using tree grates in conjunction with tree guards, notify supplier of the name of manufacturer and the model number of tree grate, to ensure that they fit between the tree grate openings.

*Drawings sourced from the Street Furniture Australia catalogue.*



## **SECTION 3**

### **References**





**Mosman Municipal Council documents**

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*Mosman Public Domain Improvements Program – Urban Design Review (2000).* Urban Design Advisory Service.

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*Mosman Heritage Review (1996).* Godden Mackay.

*Section 94 Contributions Plan for Public Carparking in the Spit Junction Town Centre (1996).* Mosman Council.

*Spit Junction Community Space Embellishment Study (1989).* Conybeare Morrison and Partners.

*Spit Junction/Mosman Junction Town Centre Parking Study (1995).* Colton Budd Hunt and Twiney.

*Spit Junction/Mosman Town Centre Traffic and Parking Study (1989).* Colton Budd Hunt and Twiney.

*Spit Junction Urban Design Guidelines (1989).* Conybeare Morrison and Partners.

*Street Tree Master Plan (1994).* Mosman Council.



