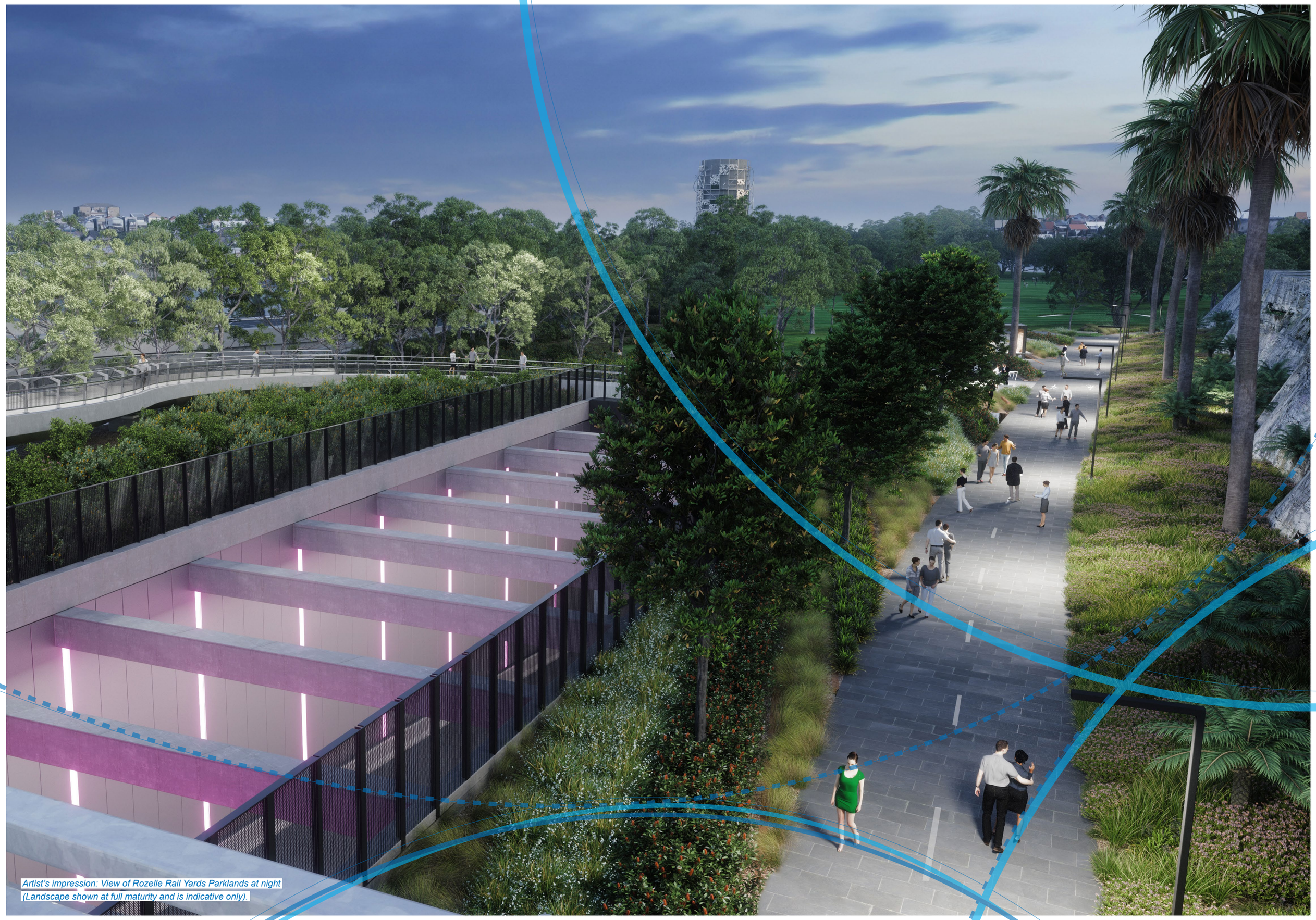
Rozelle Rail Yards Lighting and Wayfinding Strategy

Artist's impression: Victoria Road Pedestrian Underpass with integrated feature lighting. (Landscape shown at full maturity and is indicative only).



Artist's impression: View of Rozelle Rail Yards Parklands at night
(Landscape shown at full maturity and is indicative only).

12 Rozelle Rail Yards lighting and wayfinding strategy

12.1 Overview

In accordance with Ministers Condition of Approval E134(q), this section describes the proposed lighting and wayfinding strategy for the Rozelle Rail Yards site. It forms part of the urban design strategy for a new regional and locally integrated interchange for cyclists, pedestrians and vehicles.

The wayfinding strategy has considered the outcome of the M4-M5 EIS: Appendix N - Active Transport Network, including existing and proposed active transport network routes, pedestrian pathways, Green Grid connections and public transport routes. The Project ties in with existing and proposed pedestrian and cyclist routes.

The demand for good information design in the public realm has had a positive effect on the awareness for effective and logical wayfinding methods and strategies.

The Rozelle Rail Yards is an important and large open space in an urban setting, that will reconnect and strengthen local communities and enhance the form, function, character and livability of Sydney. It will bring together people who are there to enjoy themselves and attract transient visitors who are passing through on bike, potentially travelling to the CBD for work or linking in for recreational cycle trips.

Visitors rely on the information that is provided to them on their journeys in conjunction with online and internet sources, however there is also the need for the immediate wayfinding answer, where the information is provided just at the right time at just the right place and can be read by the visitor, for example a cyclist travelling at 30km per hour.

In general terms, wayfinding is the ability to: know where you are, where you are headed, and how best to get there; recognise when you have reached your destination; and find your way out - all accomplished in a safe and independent manner.

In order for this to happen, the Project has developed a lighting and wayfinding strategy that recognises the spatial units of the environment, group these into destination zones and organises the links between them.

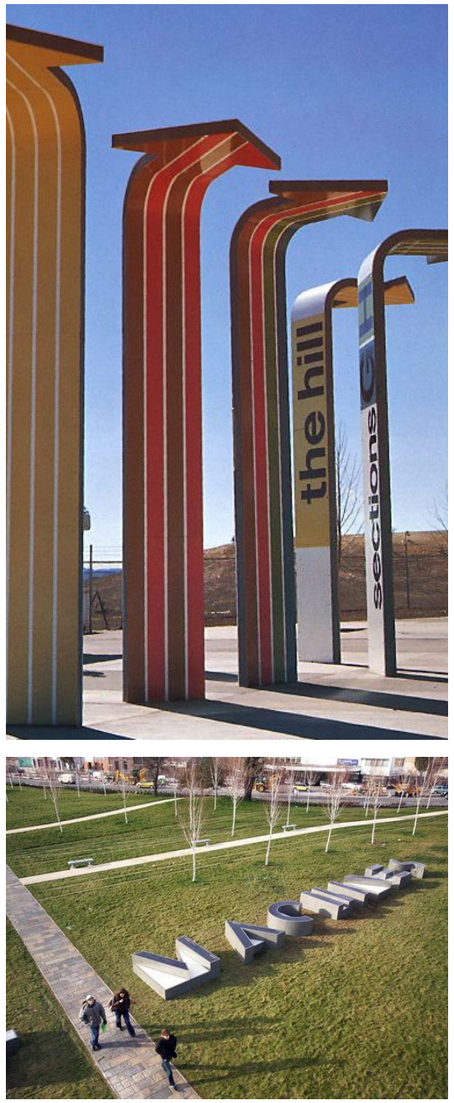


Figure 12-1: Wayfinding signage precedent images

Figure 12-2: Central District Recreational Grid Plan - Sydney Green Grid 2017

12.2 Principles and objectives for lighting and wayfinding design

Any visual wayfinding system is more than just signs - it encompasses architecture, landscape architecture, lighting, and landmarks and orientation points. Therefore, the design of spaces in a setting should assist users with spatial problem-solving by providing consistent clues.

The Project has developed a series of principles and objectives to guide the lighting and wayfinding strategy.

Lighting design principles

The Project recognises the importance of quality public realm lighting in ensuring a safe and pleasant experience for users. Lighting design principles and objectives have been developed for the Project to assist with defining night-time environments and experiences that are:

- Consistent, safe and legible
- Reinforce day-time landmark and destinations
- Avoid visual clutter and maximise integration with adjacent structures
- Civic in nature

Lighting design objectives

Three objectives have been developed for approach to lighting design within the Rozelle Railyards parklands.

LIGHTING THAT SUPPORTS EFFECTIVE WAYFINDING

Studies have shown that people, when given the choice, will choose the lighted path. Lighting is a fundamental aspect of day-to-day lives that encourage people to make certain decisions about how they navigate at night.

Paths that are continuously lit provide clear line of sight and maintain safe and legible movement for people.

Functional lighting will be provided to ensure a safe experience for all users, with lighting confined to primary paths and key areas of hardstand, lighting these to safe and accepted levels.

Lighting fixtures and fittings have been selected on the basis of their simplicity and visually recessive elements that conform to the post-industrial aesthetic of the parklands, while providing adequate levels of performance.

ESTABLISH NIGHT-TIME LANDMARKS

Creating an appealing park at night builds civic pride and identity. Night-time landmarks will serve as markers that recognise a destination within the parkland.

Detecting a landmark, as with any other object, entails it to be visible, that is, to have some sort of contrast with its background. The use of feature lighting will accentuate architectural and public realm features as night-time landmark.

Day and night-time perception of landmarks do not necessarily coincide, as certain elements can be landmarks at night-time only, while others, which are conspicuous during the day, are not regarded as such at night.

UTILISE INTEGRATED FEATURE LIGHTING

Integrated feature lighting serves the dual purpose of providing functional and safely lit spaces that enhances the aesthetic appearance of structures, and encourages social interaction.

The introduction of feature lighting can transform spaces that are normally perceived as unsafe or undesirable, into a sensory delight.

By avoiding the need for conventional path lights, visual clutter of the urban environment is reduced.

Feature lighting evokes the senses by providing:

- Variability in colour and intensity
- Dynamic contrast of light patterns and textures
- Engaging and artistic interpretation of urban elements and site history
- Seamless integration with built elements.

Figure 12-3: Lighting design objectives - precedent images.

Wayfinding design principles

Wayfinding principles and objectives have been developed for the Project to assist with defining and recognising:

- Regional connections outside the Rozelle Rail Yards that intersect with and join to the site
- Clear site arrival and defined entry points
- Clear choice of route upon arrival
- Ease of movement within the site
- The destinations within the site
- Identification of routes that re-connect with regional and local destinations when passing through and leaving the site.

Wayfinding design objectives

Four objectives provide an over-arching solution of navigation for the entire site and connections to the approaches:

USE LANDMARKS TO PROVIDE ORIENTATION CUES AND MEMORABLE LOCATIONS.

Landmarks are important because they serve as markers that let one know where one is in an environment. They tend to be the places that people need to go, either to enter the site or leave the site or recognise a destination during the approach from a distance.

A shared vocabulary of landmarks provides the basis for verbal or written descriptions of locations or routes. Landmarks serve two useful purposes:

- As an **orientation cue.** If the navigator knows where a landmark is in relation to their present position, they can say something about where they are, and which way they are facing, in the space they share with the landmark. A desirable property of a landmark for orientation is visibility - the ability to be seen from a large surrounding area. Such **global landmarks** can help the navigator judge their orientation within a wide area, as opposed to **local landmarks**, which are seen usually within the immediate vicinity.
- A landmark is an especially memorable location. Memorable places can provide instant recognition of one's position.

FORM AND RECOGNISE AN INDIVIDUAL IDENTITY FOR EACH OF THE MAJOR LOCATIONS (ZONES)

Regions (zones) assist wayfinding by providing a set of cues for determining a location. They associate a set of defining features with an area in space, and give ways of identifying a place as being part of or included in a region. When the navigator moves from one zone to another, the shift in the character of the space also informs them of their location along the boundary of the two regions.

Zones may not have sharply defined boundaries, or their extent may be in some part subjective, but there is a clear functionality difference between each zone, and a surrounding area said to be outside it.

The navigator can associate each location and immediate surroundings as a special place within a larger-scale space.

CREATE WELL-STRUCTURED PATHS THAT HAVE A CLEAR HIERARCHY.

Paths should possess a set of characteristics to be `well-structured' and express hierarchy.

Well-structured paths are continuous and have a clear beginning, middle, and end when viewed in each direction. They should confirm progress and distance to their destination along their length. And a navigator should easily infer which direction they are moving along the path by its directionality or `sidedness'.

HIGHLIGHT THE NODES WHERE PATHS INTERSECT AND PROVIDE THE MOST IMPORTANT AND RELEVANT INFORMATION.

Wayfinding in a hierarchical network relies on the nodes of the system. A person moves from node to node in respecting the given hierarchical order. At each node, the wayfinding person makes sure that the correct branch is taken to reach a lower or higher-order node.

Points where pathways meet are often referred to as nodes. These are important points for people to orientate themselves and decide which way to go. They provide opportunities for the environment to help people remember their way back.

The node may incorporate information signage, other memorable features or art that makes it easy to describe for those giving directions.

The visible edges such as trees and low walls, seating and lighting can guide or identify the nodes by making them more memorable.

Nodes therefore, correspond to the decision points.

They mark where wayfinding decisions are made. The information available at the nodes helps the navigator 'remember' their way around.

Figure 12-4: Wayfinding objectives - precedent images

12.3 Key wayfinding design considerations

Local Context

The Rozelle Rail Yards parklands and the surrounding area incorporates the suburbs of Lilyfield, Rozelle, Glebe, Forest Lodge, Annandale, and Balmain. These areas contain predominantly residential land uses, including large areas of single dwellings and small scale multi-residential buildings. The areas of public open space include Callan Park, the
Bay Run, Bicentennial Park, Easton Park and the Glebe Foreshores and Whites Creek Valley parklands.

The Rozelle Rail Yard area is dominated by the large intersection of major roads at the eastern edge of the site. Victoria Road, Anzac Bridge, City West Link and The Crescent dominate the area and the evolution of connectivity around the site has been hindered by the Rozelle Rail Yards inaccessibility for many years.

The neighbourhoods of Lilyfield and Rozelle are disconnected from cycling and pedestrian routes, such as Glebe Foreshores and Jubilee Park, and Lilyfield Road has been the only route between Catherine Street and Victoria Road.

With the future Bay Precinct ahead, urban planning and proposed connections are vital to ensure the site is completely accessible from all directions and that the current physical infrastructure and vehicular barriers are seamlessly reduced.

There are extensive pedestrian foreshore walks at the Iron Cove site, connecting parks that are linked together by the Bay Run, King Georges Park and Callan Park. Victoria Road currently disrupts ease of connectivity. Disruption or changes to shared paths for pedestrians and cyclists around Iron Cove tunnel entry and exit points will be minimised to maintain connectivity.

Active Transport Network (ATN)

The M4-M5 Link EIS: Appendix N - Active Transport Network, provides a framework for existing and future pedestrian and cyclists connectivity. It focuses on providing active transport links to the CBD, primarily as a means of providing access to places of work, to Universities, train and light rail stations, major open spaces and other major green park and leisure areas, and major ATN links - the Bay Run, Glebe Foreshores, Anzac Bridge cycleway and the northern part of the GreenWay, and the active transport connection between Cooks River and Iron Cove.

EXISTING MAJOR ATN ROUTES

The existing ATN is comprised of regional and local routes. The majority of regional routes are segregated pedestrian and cycle paths, with local routes primarily being either shared paths or pedestrian paths supported by on-road cycle paths. Successful active transport connections provide clear separation between each of vehicle, cycle and pedestrian movements.

The Rozelle Interchange Project will deliver significant improved connectivity to the existing Active Transport Corridor and between existing major ATN routes.

Existing ATN routes have been identified as:

- Anzac Bridge to the CBD, Pyrmont, Darling Harbour
- Glebe Foreshore, incorporating Jubilee Park through to Blackwattle Bay and the CBD
- Iron Cove Bay Run, and its connections to Hawthorne Canal / Green Way and the Balmain Peninsula
- Hawthorne Canal, which links to the GreenWay

Figure 12-5: Regional Active Transport Links

FUTURE REGIONAL ATN ROUTES

There are further opportunities to provide regional connections and support future development.

Proposed ATN routes include:

- 1. Johnston Street Link
- Links Inner West suburbs to the Glebe Foreshores and Rozelle Rail Yards
- 2. Victoria Road / Iron Cove link
- Links the northern suburbs of Drummoyne, Russell Lea and Chiswick to the Bays Precinct and the CBD
- 3. Whites Creek Link
- Parramatta Road to the Rozelle Rail Yards, and onto Callan Park via Easton Park
- 4. Johnstons Creek Valley Link
- This is an existing regional route along Glebe Foreshore, and Jubilee Park connecting to the Johnstons Creek pathway which feeds to Parramatta Road
- 5. The Bays Precinct which will have eight 'destination' precincts.

EXISTING LOCAL CYCLE ROUTES

The Rozelle Interchange and Iron Cove Link sites are located within the Inner West Council area.

There is a widespread selection of existing local bicycle, vehicular and public transport networks that currently run around the site perimeter.

The diagram below demonstrates how neighbourhoods of Lilyfield and Rozelle are disconnected from cycling and pedestrian routes, such as Glebe Foreshores and Jubilee Park.

Figure 12-6: Future Active Transport connections

Figure 12-7: Local cycle routes and Light Rail stop - RMS 2019

The Sydney Green Grid

The Sydney Green Grid establishes the strategic framework that will create a green network that strategically connects strategic, district and local centres, public transport hubs and residential areas.

The Sydney Green Grid promotes the creation of a network of high quality open spaces that support recreation, biodiversity and waterway health.

The following opportunities are identified within the project:

- Sydney Harbour Foreshore and Parramatta River Walk
- White Bay foreshore and open space
- Lilyfield Road active transport corridor
- Sydney Harbour Bays Green Links - Balmain and Rozelle
- Whites Creek and Whites Creek Lane
- Consideration of future plans for urban expansion as part of the Sydney Transformation Plan 2015 - The Bays Precinct.

Within the confines of the Project boundary, the project is committed to supporting the Green Grid opportunities by improving connectivity and the quality of open space connections.

The Rozelle Rail Yards parklands will become the primary conduit for the ATN project corridor. When completed it will become the primary Active Transport Corridor for the Inner West, connecting:

- Anzac Bridge through the Bays Precinct to Lilyfield Road at the western end of the Rozelle Rail Yards parklands
- The Rozelle Rail Yards parklands and Victoria Road to the Bays Precinct
- Victoria Road and the CSELR Rozelle Maintenance Depot
- The eastern side of the Rozelle rail yards along Victoria Road up to the intersection of Robert Street
- Easton Park to Jubilee Park via the Rozelle Bay Light Rail stop and Green Link Bridge over the City West Link (subject to approval of modification SSI-7485-Mod-2)
- A new pedestrian bridge will connect Cohen Park to Lilyfield Road
- At Iron Cove, pedestrian and cyclist connections with some at-grade crossings at the intersection of Victoria Road and City West Link being retained.

Figure 12-8: Green Grid connection opportunities

Primary through-site pedestrian and cycle movements in the Rozelle Rail Yards

The most prominent urban and landscape design features of the Rozelle Rail Yard parklands that influence and enhance connectivity of the site in the broader context are:

1. The Green Link Bridge over City West Link to improve connectivity from Rozelle to the foreshore with provision for a future waterfront promenade (subject to approval of modification SSI-7485-Mod-2)
2. East-west connectivity for pedestrians and cyclists following Lilyfield Road is improved and will accommodate future connections (by others) to priority projects such as the GreenWay and Hawthorne Canal
3. Bridge to Brenan Street for links to southern local regions and to join with the link to the western route to GreenWay, and connect Lilyfield Road to Whites Creek and Cohen Park via the Rozelle Rail Yards
4. Access to Victoria Road and a major intersection with the Anzac Bridge link.

It is these adjoining links that will become an influential part of a wayfinding strategy.

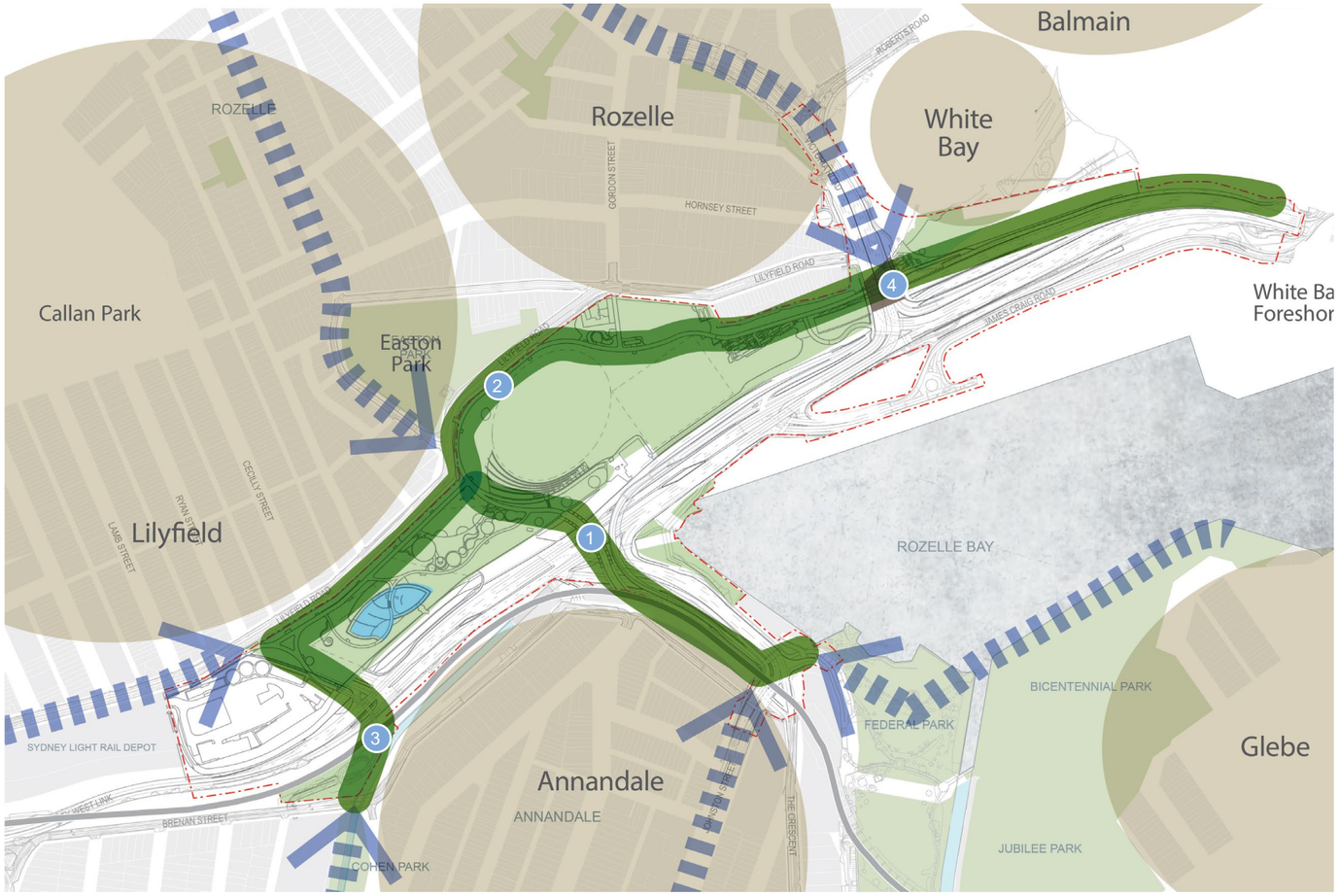


Figure 12-9: Primary through-site linkages (subject to approval of modification SSI-7485-Mod-2)

12.4 Lighting and wayfinding strategies

The Project has developed a number of design strategies for the Rozelle Rail Yards lighting and wayfinding strategy.

Identifiable landmarks

The wayfinding within the Rozelle Rail Yards organises the spaces in terms of landmarks that make up the site.

The **local landmarks** are:

- The Rozelle Ventilation Facility
- The Green Link Bridge over CityWest Link (subject to approval of modification SSI-7485-Mod-2)
- The constructed wetlands boardwalk
- Victoria Road underpass
- The Bridge to Brenan Street.

These landmarks will be recognised despite changes in viewing orientation, distance or lighting. They are each unique and therefore not confused with other elements of the environment. If compared to surrounding objects, they have different or unique features, and so can be easily remembered and described.

These local landmarks are used sparingly - to avoid belying their usefulness as memorable and unique locations.

The landmarks in the distance, such as the Anzac Bridge and the City views assist with wayfinding but also to serve the space's larger purpose. Since a landmark defines a surrounding region to which it is adjacent, they stand as representative for the region's content.

Feature lighting to establish night time landmarks

In conjunction with the local landmarks, feature lighting will be used to accentuate architectural and public realm features such as furniture, building/ infrastructure facades, key trees, or spaces.

The night-time landmarks are:

- Bridges over City West Link
- The constructed wetlands
- Victoria Road underpass
- The Rail Park precinct
- Sandstone cutting

Figure 12-10: Landmarks are memorable locations that help to orient the navigator

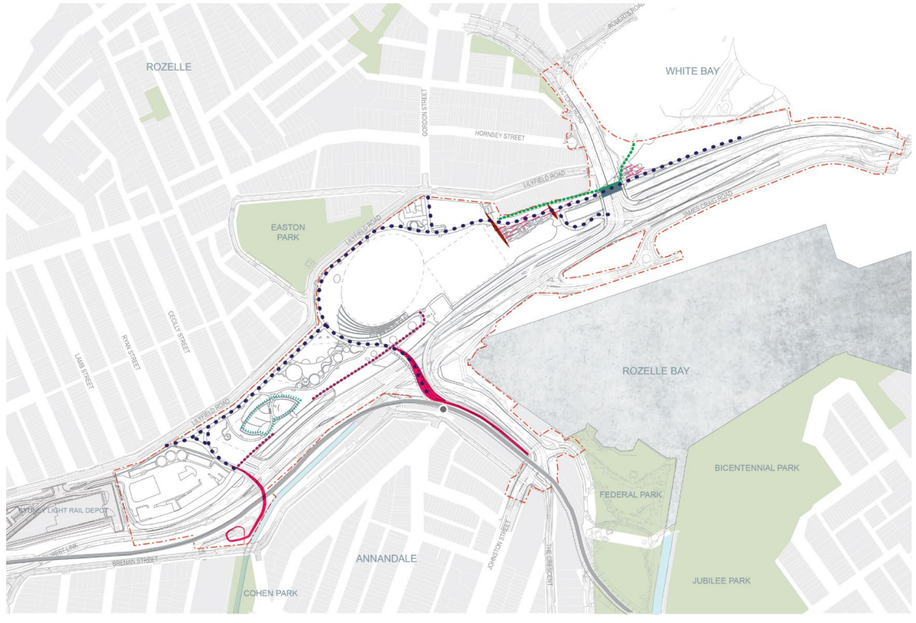


Figure 12-11: Rozelle Rail Yards feature lighting locations

Respond to local character

The design of spaces should assist users with spatial problem-solving by providing consistent clues.

For example, the 'Parkland Forest' holds distinct clues:

- Water, sounds of water movement
- Timber boardwalk pathway
- Proximity to nature and special planting
- Natural materials
- Water birds
- Distant views

It speaks most directly to the first criterion for navigability, the ability to recover position and orientation. This objective indicates that every place should function, to some extent, as a local landmark - a recognisable point of reference in the larger space.

Path ways have a hierarchy

Pathways form routes and a route can consist of going from one landmark to another or path intersection to another until the goal is reached.

A legible hierarchy of paths will be implemented with widths in variation to the function of each.

- 5m wide separated pedestrian and cycle paths
- 4m wide shared paths
- 2m footpaths.

This system of paths will provide the backbone for access and movement around the Rozelle Rail Yard parkland and reinforce the broader connectivity strategy.

Functional path lighting to reinforce primary movements

The Project recognises the importance of quality public realm lighting in ensuring a safe and pleasant experience for users.

Functional lighting will be provided to ensure a safe experience for all users, with lighting confined to paths and key areas of hardstand to safe and accepted levels.

Lighting fixtures and fittings have been selected on the basis of their simplicity and visually recessive elements that conform to the post-industrial aesthetic of the parklands, while providing adequate levels of performance.

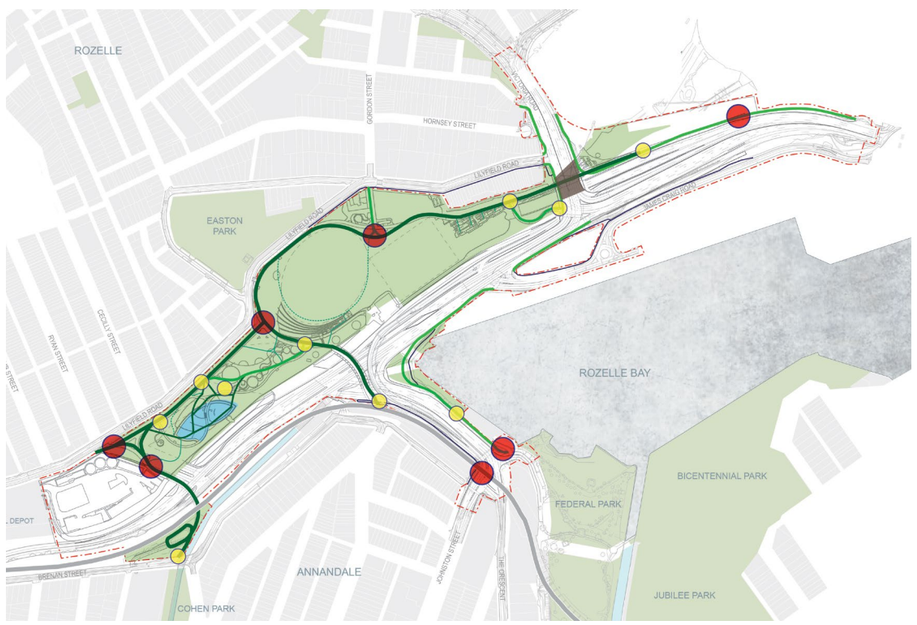
Establish nodes at path intersections

In support of the path hierarchy, points where paths intersect have been categorised as major and minor nodes to mark where points of decision are required.

Major nodes relate to key points of entry and exit to the Rozelle Rail Yards, including cues to connect broader connections and places.

Minor, or secondary nodes relate to navigation within the Rozelle Rail Yards itself, providing cues to destinations through the parklands.

Figure 12-12: Zones are distinct areas that place visitors in one unique part of the environment



5m wide separated pedestrian and cycle paths
4m wide shared paths
2m footpaths.
Major node
Minor node

Figure 12-13: Pathways express a hierarchy for both functionality, Nodes mark points where decision making is required

Creating effective wayfinding system

Wayfinding systems are measured by how users experience an environment and how the communicative elements facilitate them getting from point A to point B.

Wayfinding systems should reassure users, create a welcoming and enjoyable environment and, ideally, provide answers to potential queries before users have to ask for assistance.

These wayfinding elements and the graphic elements of a hierarchical wayfinding system, together with the design criteria and organisation of landscape, are largely responsible for a highly legible and comprehensible urban environment.

Throughout the journey a person will encounter different sign types. From a signage perspective, circulation relies on providing orientation and direction (e.g. 'You are here' maps and directional signs) and identification signage is used to distinguish a location from all other locations (e.g. Name sign or place identity).

A successful wayfinding system should provide information for users to:

- Know where they are, in a unique place
- Know their destination,
- Follow the best route to their destination,
- Recognise their destination upon arrival
- Find their way back out.

LANDMARKS

Landmarks will be combined with other memorable elements or graphic features to formulate wayfinding clues that are unique and exciting.

Feature lighting will give landmarks additional functionality for night wayfinding and enhance the artistic individuality.

ZONE IDENTITY

Place names will be given within each area. Colour or symbols will be used with text for identification signage to assist non-english speaking visitors.

PATH HIERARCHY AND DECISION MAKING

A hierarchy of sign information aligns with path function and type. Sight lines and visual clues are made clear to highlight what is ahead and enhance connectivity.

Feature lighting is used to accentuate the lead up to a decision point.

NODE LOCATIONS

Wayfinding information will be provided at nodes where paths intersect and decision points are established. A family of signs will correspond with node importance and elements such as paving textures and graphics, colour and changes to path materials can accentuate the nodes.

Figure 12-14: Precedent images of effective wayfinding examples

A suite of signage elements

Wayfinding signage forms part of the broader suite of urban furniture elements described in Section 10. All signage elements will compliment the parkland character and have been designed as a suite of elegant, refined objects.

A list of the various signage types and elements is provided in Section 12.5 of this UDLP.

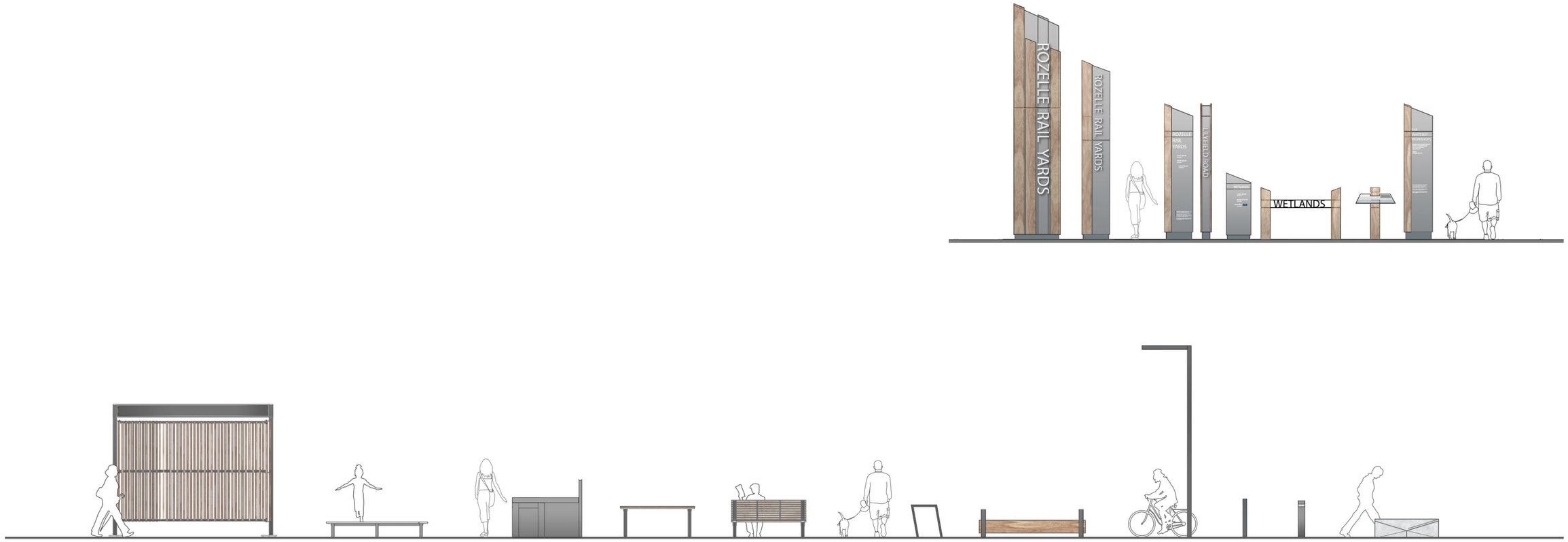


Figure 12-15: A suite of wayfinding urban elements

Artists impression: Rozelle Rail Yards parklands
(Landscape shown at full maturity and is indicative only).

12.5 Rozelle Rail Yards Parklands wayfinding concept

The Rozelle Rail Yards lighting and wayfinding strategy seeks to reinforce the vision for the parklands described in Section 4 of this UDLP.

As the 'green heart' of The Bays Precinct, the Project has defined the wayfinding experience/s through the parklands as an extension of the existing and future open space around the harbour.

To facilitate this, a number of lighting and wayfinding signage types have been developed and implemented on a series of concept plans.

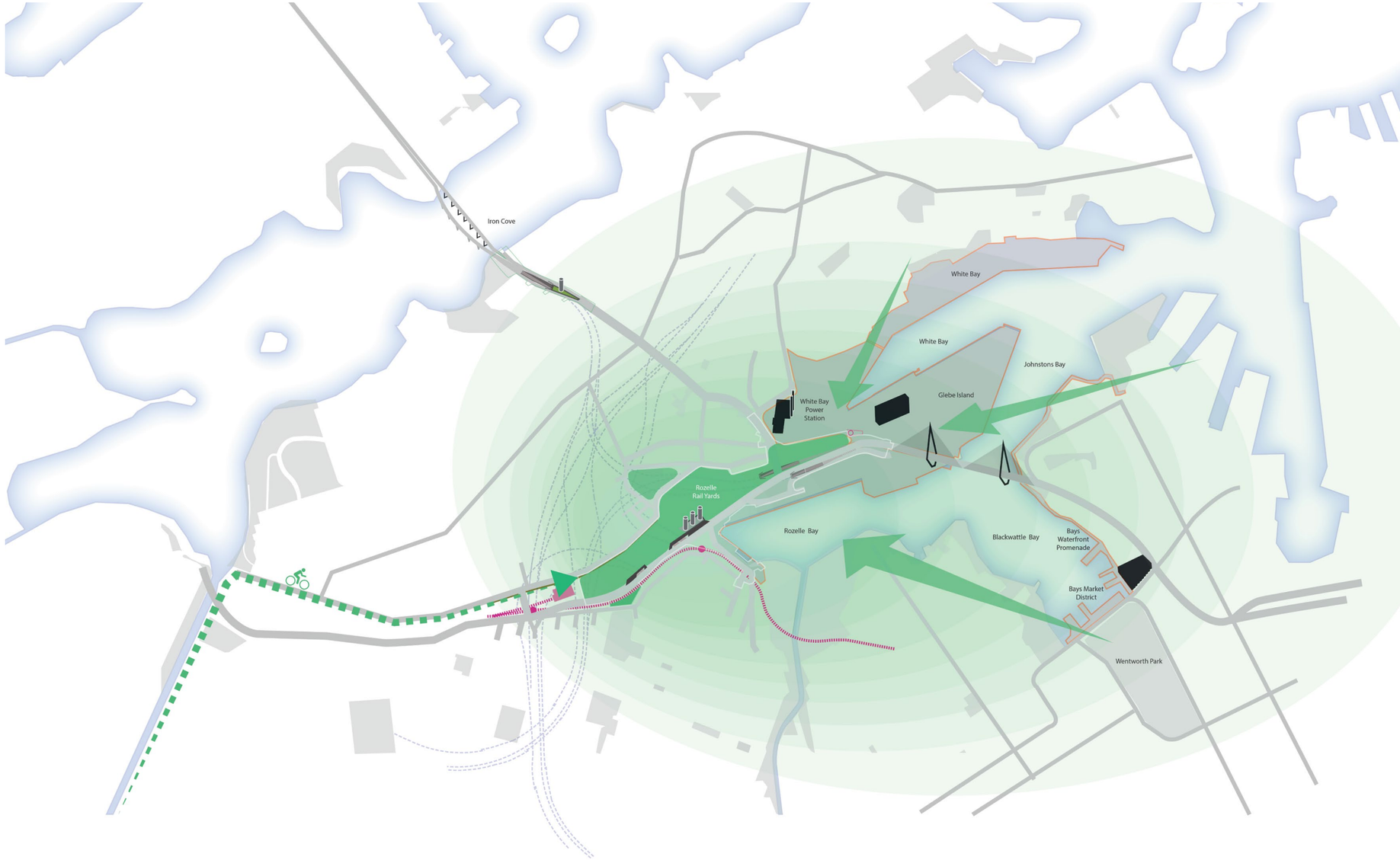


Figure 12-16: Rozelle Rail Yards - Vision - The 'Green Heart' of The Bays Precinct - as described in Section 4 of the UDLP.

Defining the wayfinding experience through the Rozelle Rail Yards

As people move through the Rozelle Rail Yards parklands either crossing through it or staying to enjoy the parklands and amenities, they undergo a number of smaller journeys made up of two important processes: Circulation and Identification. That is, a person identifies their destination then they move (or circulate) towards it.

The four main categories of graphic and physical elements that form the wayfinding hierarchy are for:

- → Orientation
- → Direction
- → Reinforcement / reassurance, and
- → Identification / destination.

Orientation - Site Arrival

Arrows reinforce the identified regional connections of arrival that align with planned and existing cycle paths and pedestrian pathways around the perimeter of the site, feeding from the surrounding local areas, ATN routes, GreenLink routes and suburban catchments.

Arriving to the site entry points will be clearly defined and highly visible to:

- Announce arrival at a unique destination
- Introduce the path hierarchy, and
- Reinforce Identification signage and graphics.

Primary Nodes - major decision points

Having established entry into the site, the flow of users into and through the site will depend on the path hierarchy and the mode of travel.

The paths that intersect or begin at arrival nodes will provide opportunity for the primary decision points.

The information provided at a primary decision point will potentially be:

- → Directions to local regional destinations
- → Symbols to describe those destinations
- → Arrows and distances to the local regions, and
- → Site map that will be oriented to suit the direction the user is facing.

Figure 12-17: Site arrival locations

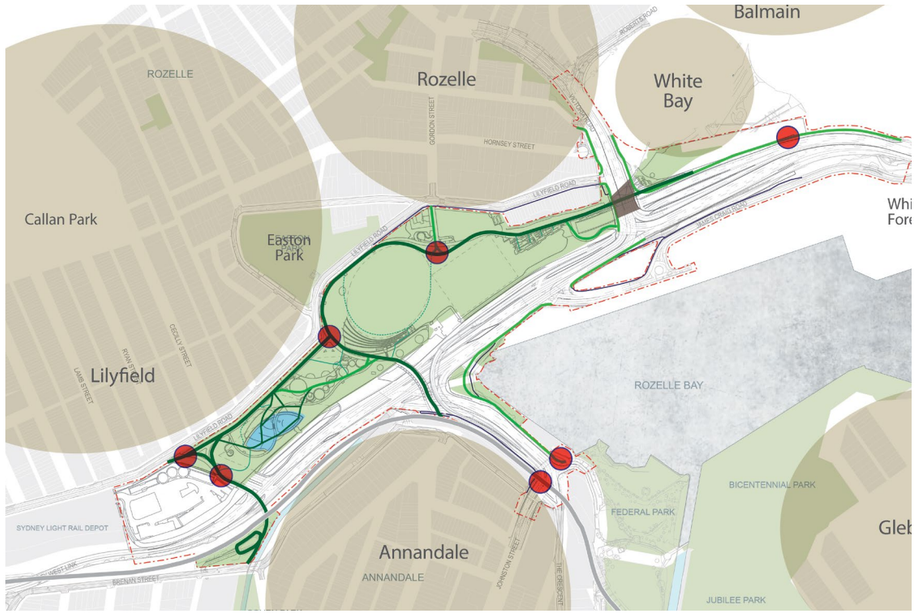


Figure 12-18: Primary nodes - the major decision points

Reassurance - Secondary Decision points

At some point, paths will begin to intersect or commence at reassurance points or Secondary Nodes.

Signs placed at these locations are for simpler decision making requirements and therefore require less detailed information.

The user will be well into their journey and will have already chosen the correct path in order to orient themselves towards their destination. The secondary nodes reassure the user they are on the correct path and are nearing their location or amenity.

The information provided will potentially be:

- Directions to local regional destinations
- Symbols to describe those destinations
- Arrows and distances
- Amenities (e.g. toilets, fresh water), and
- Arrows to assist with finding a route out.

Destination Identification

Further and final identification will inform the user when they have arrived at the desired location.

The recognition of the destination depends on either prior knowledge of what the destination looks like, recognising a symbol similarity or upon finding a specific identifying sign.

- Zone name sign or place marker.
- Potentially interpretive information.
- Symbols to identify amenities if required, toilets and BBQ's, and
- Reinforce sense of individuality.

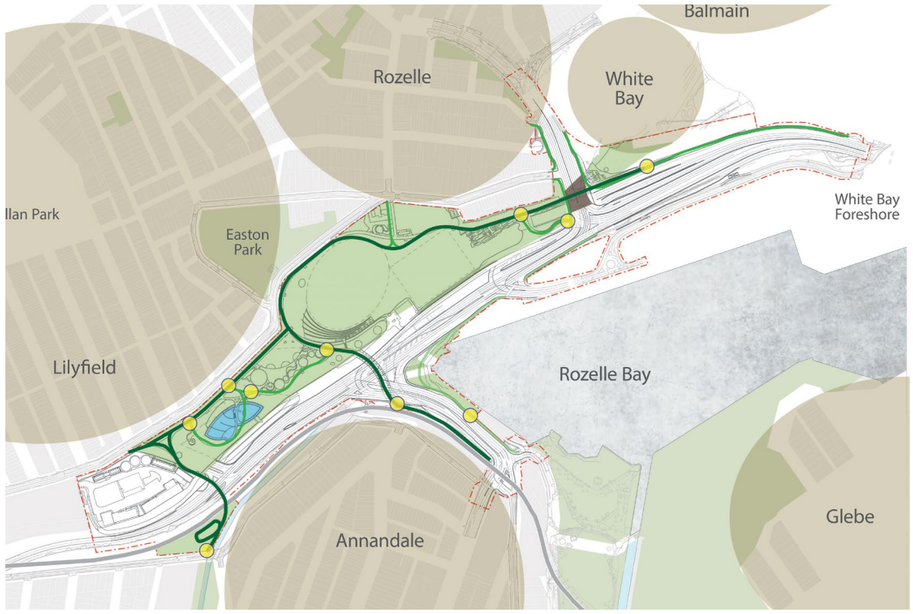


Figure 12-19: Secondary nodes - minor decision points or reassurance nodes.

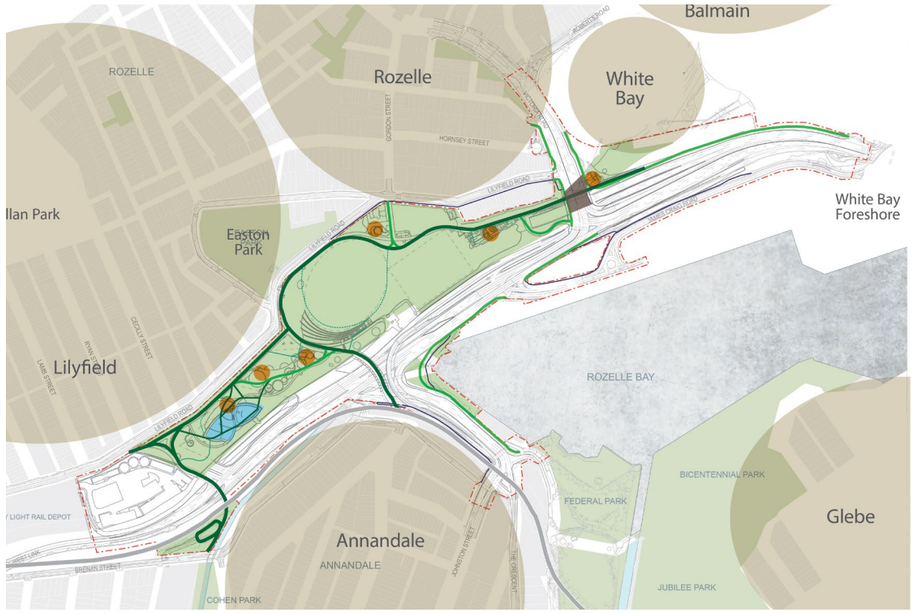


Figure 12-20: Destination locations

Parkland lighting types

The Project has adopted an integrated approach to lighting in the Rozelle Rail Yards and associated bridges and buildings.

The following list and adjacent description represents the main types of lighting that will be implemented:

- Landmark portal facade and pedestrian bridge lighting
- Constructed wetland and parkland feature lighting
- Sandstone escarpment lighting
- Interpretive rail lighting, and
- Path lighting, which is described in Section 14 of the UDLP.

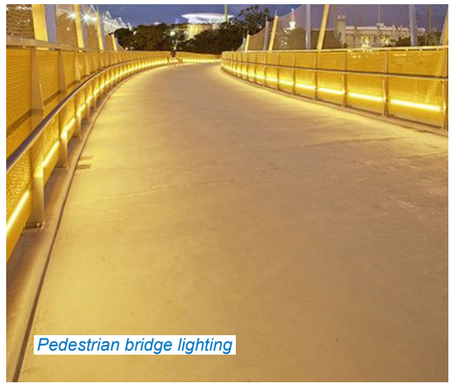
LANDMARK PORTAL FACADE AND PEDESTRIAN BRIDGE LIGHTING

Portal Facade - Inground LED (RGBW) Up lighting of portal facades from City West Link will be used highlight the architecture.

Pedestrian Bridges - Post top lights will be integrated into the bridge detailing.

Bridge Underpass - Draped LED (RBGW) ceiling and/or wall lighting to create a visual night time effect under Victoria Road Bridge.


Facade lighting


Pedestrian bridge lighting


Pedestrian underpass lighting

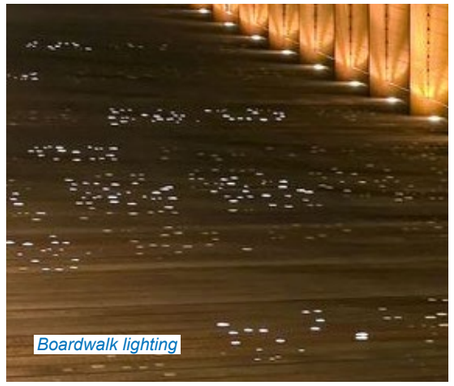
CONSTRUCTED WETLAND AND PARKLAND FEATURE LIGHTING

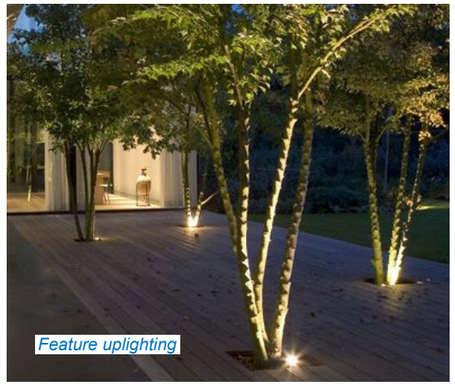
'Reed Lighting - LED (RGBW) Light dots mounted on flexible rods interspersed with the sedge planting around the wetlands will be used to create a fire-fly effect.

Boardwalk Lighting - LED (RGBW) lighting under boardwalks will reflect water surface and create a 'water glow' effect.

Feature Tree Uplighting - LED uplighting will be used for specific feature trees throughout the parklands


Reed lighting


Boardwalk lighting


Feature uplighting

TEXTURAL SANDSTONE ESCARPMENT FEATURE LIGHTING

Inground LED (RGBW) uplighting will be used to reveal natural sandstone 'texture' of the existing escarpment in the Rozelle Rail Yards.


Sandstone uplighting

INTERPRETIVE 'RAIL' LIGHTING

Rail embedded inground. LED (RGBW) interactive strip lighting will reinforce the former rail yard character. Lighting will be finished flush with ground levels to achieve a seamless and integrated appearance.

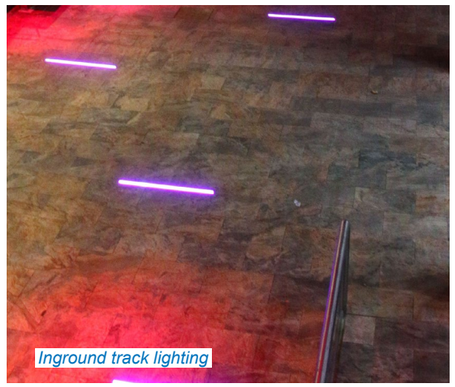

Inground track lighting

Figure 12-21: Parkland lighting types - precedent images only

Wayfinding signage types

A suite of wayfinding signage types have been developed for the Rozelle Rail Yards parkland that respond to the character of the former rail yards. They include:

- Site Arrival
- Decision Point
- Directional Sign
- Node Intersection, and
- Interpretive Signage

The following section provides a functional representation and description of each sign type The final design of each sign is subject to further detailed design and development.

Figure 12-22: Precedent images for wayfinding signage types

SITE ARRIVAL SIGNS

Site Arrival signs are large, easily recognised signs for long distance visibility by pedestrians and cyclists at the major site entry points along the major Active Transport Network routes. The sign family and site brand is firmly introduced into these important structures, giving them a sense of purpose and introduction to visitors of the look and feel of the information elements they will experience once within the site.

Site Arrival signs will display the name of the park and can be appropriately illuminated.

The use of the park name 'Rozelle Rail Yards' is indicative only and subject to change, pending final naming of the park.

DECISION POINTS

Primary directional signs, are the first piece of directional information received by the visitor. This sign establishes directions and distances to major destinations both within and outside the site, with maps to enhance the directional information and show site wide and precinct detail overviews and information symbols.

The primary focus of primary directional signs is to direct visitors to major destinations within the zones. Clutter should be avoided by listing only relevant minor destinations, such as public amenities. The signs are located in close proximity to the entry zones or at the intersections of major pedestrian paths, which require the visitor to make a decision.

Secondary directional signs are located at decision points within a precinct or zone, with the zone name reinforced on the sign, and can be located at pathway junctions entering the zone and where smaller pathways intersect.

Having established the major destinations as the first piece of directional information on primary signs and maps, visitors are more easily able to find their destination at these smaller decision points.

SITE ARRIVAL (MAJOR)

SITE ARRIVAL (MINOR)

DECISION POINT (PRIMARY)

DECISION POINT (SECONDARY)

Figure 12-23: Wayfinding sign types
Note: The use of the park name 'Rozelle Rail Yards' is indicative only and subject to change

DIRECTIONAL SIGNS

Directional signs serve to reinforce directional information between decision points and are most effectively located where there are long distances between other signage.

The signs will display limited information to allow for ease of navigation to key destinations and nearby decision points.

NODE INTERSECTION SIGNS

Node intersection signs identify the turn-off point for individual minor destinations within the zone or precinct.

They are located at path junctions where the visitor would otherwise continue straight ahead and are typically double sided to identify the turn-off in both directions of travel.

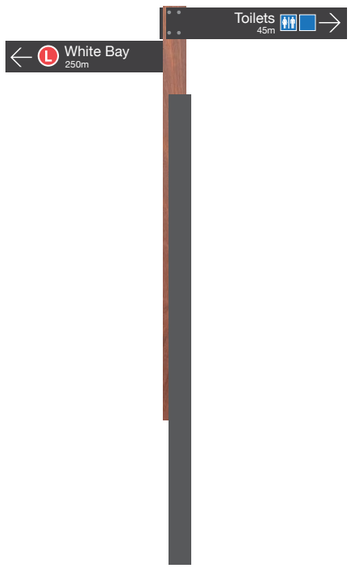
INTERPRETIVE SIGNAGE

Interpretive signage helps people interpret the meaning of an environment, or places within it, by providing information on its history, geography, inhabitants, artefacts, and more.

Sensitive positioning of these signs is important to ensure the relationship of the concept or theme of the place is successfully relayed via the message and images on the sign.

Interpretive signage can vary in size to suit the quantity of information required to display. Two sizes (small and large) are indicated below to demonstrate how they relate to all other signage.

The approach to heritage signage and content is subject to the Heritage Interpretation Plan which does not form part of this UDLP.



DIRECTIONAL SIGNS

NODE INTERSECTION

INTERPRETIVE SIGNS (SMALL AND LARGE)

Figure 12-24: Wayfinding sign types continued

Artists impression: Aerial view of Rozelle Rail Yards Parklands from Lilyfield Road.
(Landscape shown at full maturity and is indicative only).

The wayfinding concept plan

The Project has developed the following concept plans, implementing the wayfinding strategies and signage types described earlier in this section.

Signage locations are approximate and subject to further design development.

- Site Arrival (SA)
- Decision Point (DP)
- Node identification (NiD)
- Directional Sign - Pole Blade (PB)

Figure 12-25: Rozelle Rail Yards - Wayfinding concept plan

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