

9.0 Landscape Concept Plan

9.0a Project / Landscape scope diagram (as per architects drawing A.003)

Note: The discussion of Landscape concepts by sub-precinct on following pages, is subject to the responsibilities for implimenting shown on this diagram. Works internal to the site on proclaimed public laneways will be subject to Council approval as land owner.



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9.01 Parramatta Road Overhead Access Bridge

The potential overhead bridge and allied approach ramp, stairs, and enclosed elevator is indicatively located on the landscape plan. The final location and design will be subject to Strathfield Council and other relevant authorities. The location of the bridge as indicated was determined after consideration of the locations and design considerations for the roadway, open space, water channel, and overhead power lines. The intention was to mark the edge of the open space rather than locate the bridge adjacent the water channel. In this way, the bridge, partnered with the 'Arnotts' railway bridge across Parramatta Road at the eastern end of the subject site, could 'book-end' and loosely define a section of roadway marking the Bakehouse Quarter / Columbia Precinct zone. As a specific identity along the roadway, it would equally be a landscape marker indicating the waterway / open space intersection with this major artery, and edge of Homebush CBD.

The gradient and width of the bridge & approaches, and the location & design of stairs & elevator, are all subject to detailed future design. Design proposals indicated on the Landscape Plan have given consideration to the likely road clearance, likely gradient of the ramp and therefore made reasonable allowance for the ramp lengths and localized elevation of the commencement point of the ramp. The design of the northern interface has been considered against the concept plans prepared by Clouston and Partners Landscape Architects, and suitable connectivity seems likely from the proposed bridge location. The high level overhead power lines are assessed as being suitably clear of the proposed bridge, though we note formal approval of the relevant authorities is yet to be sought. Assuming positive feedback, the aligning of these two strong visual elements crossing the roadway (ie the bridge and the overhead power lines) will consolidate these into one location.



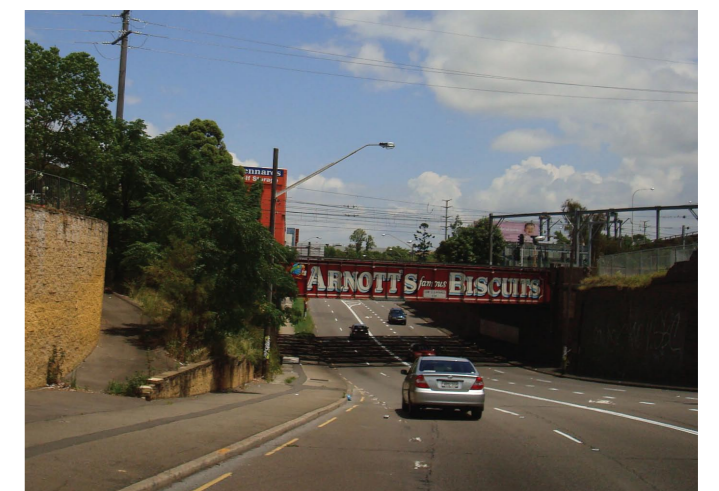
Design Images



Design Images



Site Photo, Arnotts Overhead Bridge



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9.10 'Columbia Place'



Figure 8: Overhead Access Bridge, Parramatta Road; Artist Impression (by others)

9.11 George Street (Extension)



Figure 9: Open space, view towards 'Water Terrace' & 'Columbia Park'; Artist Impression (by others)



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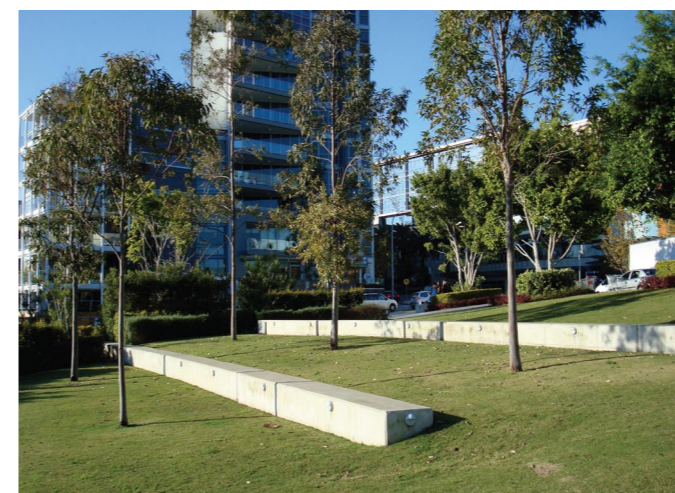
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9.02 'Powells Creek Identity Park'

Alongside Parramatta Road the provision of a new park space will 'pair' with Council's proposed upgrading of the parkland opposite on the northern side of the road. Given the proposed provision of the overhead access bridge, a 'gateway' type character will be created that will provide a landscape identity that could be suitably distinctive for some kilometers along Parramatta Road. This location can be seen to mark the intersection of this waterway and open space link down to Homebush Bay and the Parramatta River. In this way the bridge can be envisaged as having a positive visual impact as part of the upgrading of the frontage of this important roadway.

The arrangement of this park area was in part guided by analysis of the best location for the setoff / arrival point for the overhead bridge and continued vehicle access where required. This location was determined so that it is logical and central to the various destinations to and from the base of the bridge. These include: from Parramatta Road footpaths leading east and west; from Homebush Station and CBD down the laneway between properties to the south-west; from the Columbia precinct itself, mainly accessed by the pedestrian footbridge across the channel; and likely future route along the channel edge moving south (noting the park illustrated is notional only as a possible outcome on lands outside the subject site, as noted below).

This roadside park is to utilize the broad sweep of the curve of the proposed access bridge ramp as a positive visual element, defining a semi-circular open park against the roadside. Sculptural walls in this space will provide signature elements, with integral artwork reflecting upon local heritage and identity, and waterway themes. Border landscape to the edge of the park will assist in softening the character of proposed roadside pedestrian barrier fencing, and reduce the impact of noise, fumes and vehicle movements. Notwithstanding this low border landscape treatment, a positive relationship and visual linkage is to be retained between the park and road, with the sweep of the approach ramp defining this 'active' grassy areas (activated by the dynamic qualities of the roadway), with more passive open space extending directly from this area to the south.



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9.03 'Crossways Park'

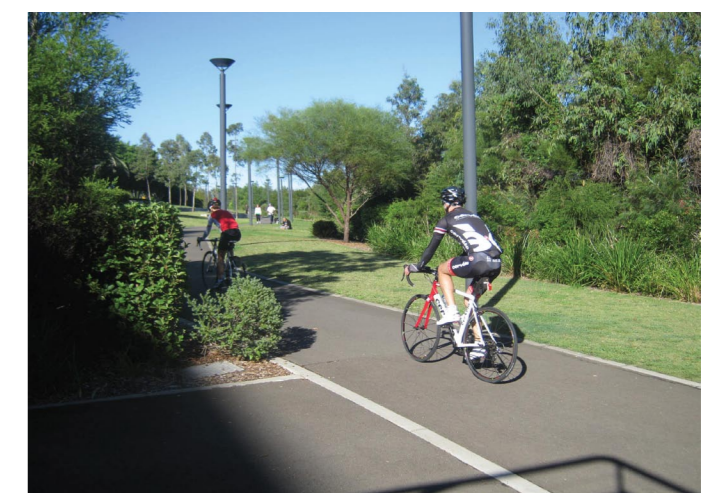
As shown on the plan, a large lawn space is proposed as one of two large passive open space areas for the precinct. This area will provide a flexible passive and informal active recreation space, with perimeter bench seating. A support pylon for overhead high-level electricity lines is located in this area, and suitable access provision will be made for service vehicles (including reinforced turf if required). Access is also required to an existing domestic garage.

Scattered canopy trees and mass planting are located along the canal edge and selectively along the residential boundary, away from the power lines. The lawn is a direct continuation of lawn extending from Parramatta Road, and will create a substantially open connective space (with views to and from the roadway below the bridge approach-ramp), echoing the linear spaces along Powell's Creek further north. The proposed pedestrian bridge across the channel will signal the pedestrian link to Homebush Station and up to the extension of George Street and 'Columbia Place' neighbourhood square.



A Interim (Stage 1 only) pedestrian crossing to water channel

B Reinforced grass route for power transmission lines staunchion tank access



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