

HILL ROAD, WENTWORTH POINT
HOME BUSH BAY PROPERTIES PTY LTD

LANDSCAPE MASTER PLAN
NOVEMBER, 2018

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1. SITE CONTEXT AND BACKGROUND

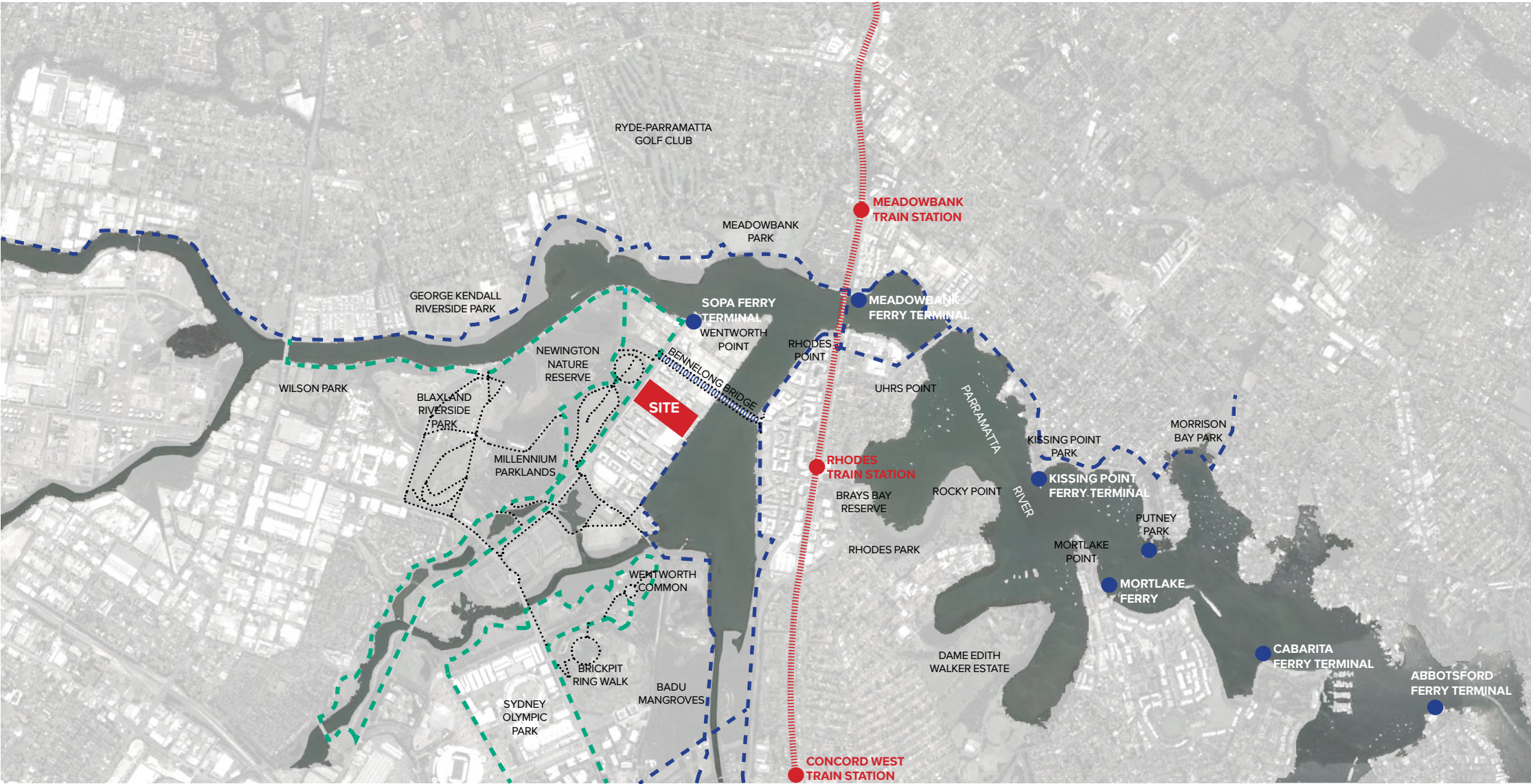
1.1 REGIONAL CONTEXT

Wentworth Point is a suburb in Western Sydney, New South Wales. Located 16km west of the Sydney Central Business District. Wentworth Point is in the local government area of City of Parramatta.

The project site is located on the Wentworth Point Peninsula, bounded by Homebush Bay to the east, and the Newington Nature Reserve and Millennium Parkland to the West. It sits amongst several other new developments that have been undertake progressively since the land was rezoned in 2014.

The Peninsula is relatively isolated, connected only by Hill Road. A new bus, pedestrian and cycle bridge to the north of the study area provides connection to the suburb of Rhodes in the east. Rhodes Train Station is approximately 1.5km or 20minute walking distance from the project area. The Olympic Park Ferry terminal is located on the northern end of the Peninsula with additional future amenity proposed in this area.

All developments within the Wentworth Point area are required to provide a foreshore pedestrian path. This provision offers further opportunity for pedestrian connectivity and the creation of an active and engaging waterfront.



LEGEND

- Ferry Terminal
- Train Station
- ▬ Parramatta Valley Cycleways
- ▬ Sydney Olympic Park Authority Shared Pathways

1.2 LANDSCAPE AND APPROACH

Due to its position on the Peninsula, the City Free Hold development site offers multiple opportunities to improve the local condition from an environmental and social point of view.

Located between the Newington Nature Reserve and Homebush Bay, the site can become:

- / a link for ecological communities,
- / a filter for water and
- / a conduit for pedestrian movement between the two spaces and beyond along the waterfront.

These three objectives will underpin all landscape propositions for the project.

LEGEND

-  Ferry Terminal
-  Train Station
-  Existing Pedestrian Connections
-  Future Pedestrian Connections
-  Significant Visual Connections



1.3 EXISTING WENTWORTH POINT CHARACTER

As much of the Wentworth Point Peninsula has been built according to the Homebush Bay West DCP, it is possible to observe and critique the public domain amenity resulting from this model. Generally the outcome is not favorable and results in a hostile environment. The following conditions have been observed:

- / Street trees in raised planters
- / No street trees on many streets
- / Lack of variation in waterfront treatment
- / Dated materials palette
- / Minimal relationship between built form and waterfront open space
- / Vertical separation between water and path

It is noted that there a number of missed opportunities to create a lively, engaging and comfortable public domain spaces. The landscape proposal for this project looks to address many of these failings through simple initiatives such as:

- / Generous street tree planting on grade
- / Articulated waterfront with variation in height to bridge gap between water and pedestrian path
- / Cohesive and simplified materials palette

Streets



Street trees in raised planter boxes



Raised planters and footpath relationship



Typical minor east west street in Wentworth Point

WATERFRONT



No dedicated seating amenity along waters edge and large separation between water and footpath



Current sea wall treatment



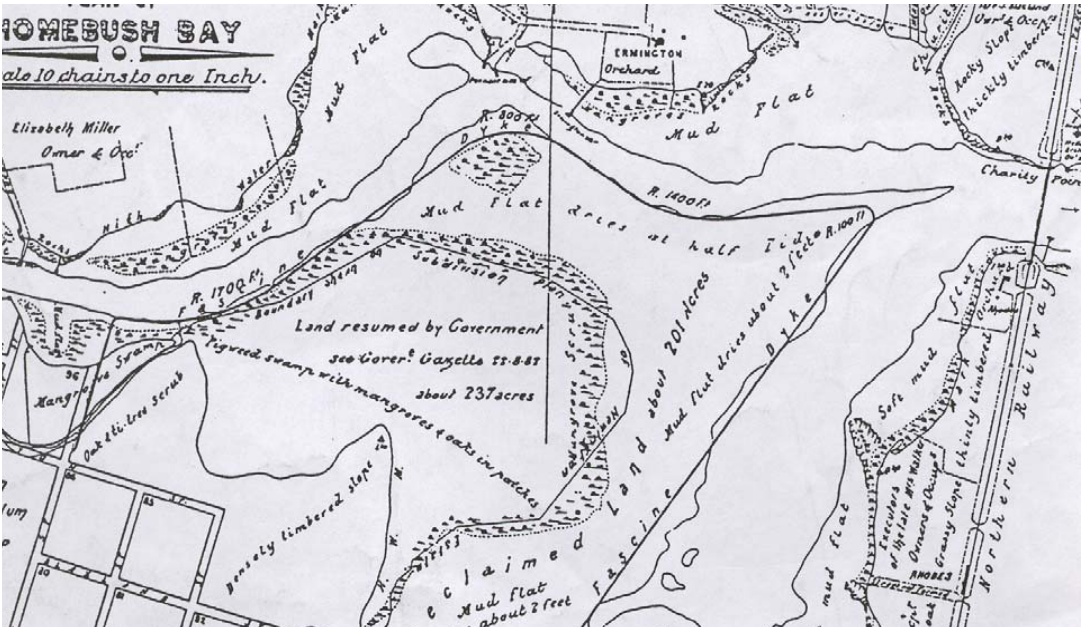
Existing waterfront footpath condition

1.4 HISTORICAL CONTEXT

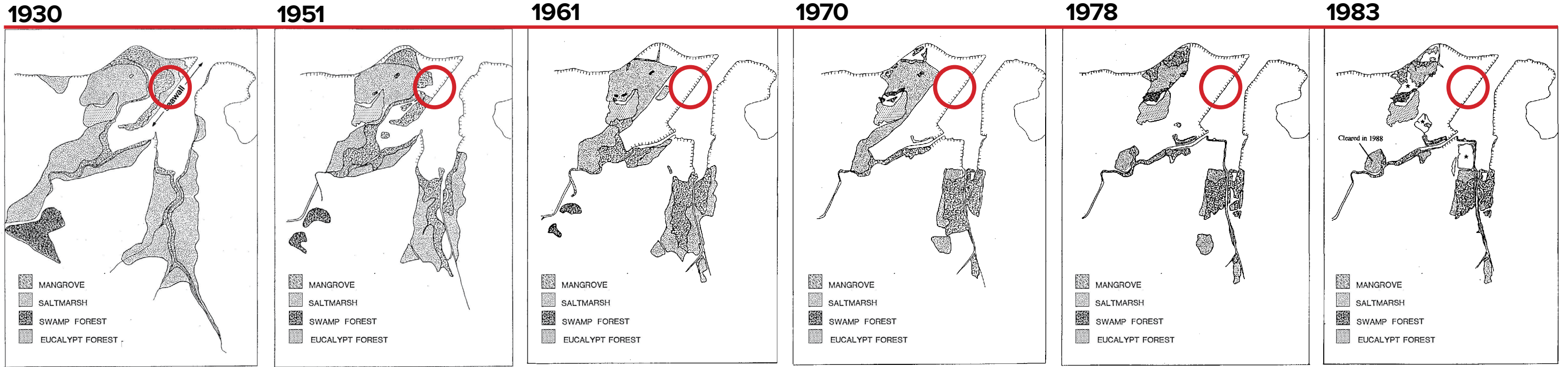
- / Wentworth Point (Homebush Bay) is home to the Wann Clan/Wann-gal of the Eora/Dharawal. The river was a source of food, transport, environmental importance and spiritual significance. The indigenous name for Homebush bay is Arrowanelly (Island of the Flats)
- / The area is home to many species of Calidris, other migratory shorebirds, passerine birds, microchiropteran bats, green and golden bell frogs, and Latham's Snipe (an internationally protected migratory bird).
- / Endemic vegetation communities of the Homebush Bay area are Estuarine Salt marsh, Estuarine Fringe Forest, Estuarine Mangrove, and significant patches of *Wilsonia backhousei* (a threatened salt marsh species).
- / Reclamation has significantly extended and 'regularised' the shoreline of the original peninsula.
- / The maps below illustrate the remaining mangrove, salt-marsh, swamp oak and eucalyptus forests of the Bay and the changes that have undergone since European settlement. Clearing evidently took place early in the 19th century. By the 1880's more forest vegetation would have been cleared for grazing and orchards. At about this time a sea wall was built into the Bay along Parramatta River and into Homebush Bay creating a new inlet known as Wentworth Bay.



A View in upper part of Port Jackson when the Fish was shot, 1788, Mitchell Library SLNSW



1893 plan highlights the anticipated reclamation of Homebush Bay West by over 50 years.



2. LANDSCAPE CONCEPT

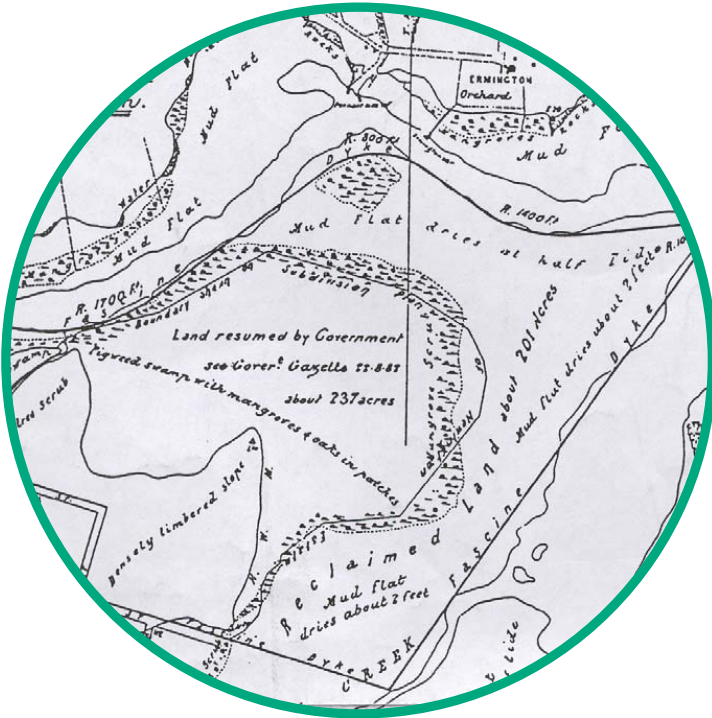
2.1 DRIVERS FOR DESIGN

While the site areas is largely located on reclaimed land, we have gained inspiration for the landscape from the historic environmental systems of the place. By utilising and referencing endemic vegetation communities and species, we aim to contribute to the estuarine health of Homebush Bay, and provide habitat for bird and aquatic life.

The memory of the site - known as 'the Flats' will be conveyed through a contemporary landscape approach. This memory will be woven through the design of all landscape spaces with reference to the tidal, ephemeral nature of the pre-colonial environment. The tidal mud flats illustrate the ephemeral nature of the coastal environment. Evolving with the tides, 'islands' and pools emerge - continuously changing and morphing in response to natural forces.

The mud flats are a generator of activity, providing habitat for bird and aquatic life.

HISTORY



- / Reference the Historic endemic vegetation communities of the Peninsula
- / Respect the underlying geology of the land
- / Reflect the site history through an integrated interpretation strategy.

ECOLOGY



- / Provide a connection between the open space to the west and Homebush Bay to the east
- / Facilitate habitat provision through tree planting
- / Encourage aquatic health through the design of the water front and sea wall

ACTIVITY



- / Create pockets of activity throughout the Wentworth Point Public Domain
- / Create a dynamic interface to the waters edge to encourage engagement and activation
- / Promote active streets

2.2 OBJECTIVES AND PRINCIPLES

CREATE A GENEROUS AND WELCOMING PUBLIC DOMAIN



- / Wide footpaths
- / Generous tree planting
- / Well designed open space with appropriate amenity for the surrounding context
- / Clearly defined public and private spaces with respect to residents of the precinct

PROMOTE CONNECTIVITY TO SURROUNDING AREAS



- / Widened verge to incorporate cycle path connection
- / Street crossings to be marked with raised crossing thresholds and variation in street planting
- / Waterfront path to seamlessly connect to adjacent developments while providing points of interest and amenity. Utilise precinct materials and finishes

REINFORCE ECOLOGICAL CONNECTIONS WITHIN SITE AND TO EXISTING SIGNIFICANT COMMUNITIES - TERRESTRIAL AND AQUATIC



- / Street trees and planting
- / Utilise road reserves and public spaces for water collection and treatment
- / Promote the use of local tree species with connected canopies
- / Improve aquatic viability through treatment of sea wall edge and articulation of edge

PROVIDE VARIOUS OPEN SPACE TYPOLOGIES TO ENABLE A RICH PRECINCT WITH MULTIPLE OPPORTUNITIES FOR GATHERING AND OCCUPYING



- / Public park provides multiple passive and active recreation opportunities
- / Waterfront to act as a conduit to and through the site with opportunities to stay and gather for short periods.
- / Widened footpath to form a generous buffer between residents and major east west road. Provide opportunities for gathering at lobby entries and at key nodes.
- / Streets to form landscape address to private residences

2.3 KEY MOVES

01/ INTRODUCE PLANTED MEDIAN

Middle of Verona Drive

02/ EXTEND PARK

Provide connection to the street and other areas of the development

03/ PROMOTE A VARIED WATERFRONT EXPERIENCE

Incorporate a range of edge typologies to promote connection to the water and improved habitat areas.

04/ ESTABLISH A CLEAR STREET HIERARCHY

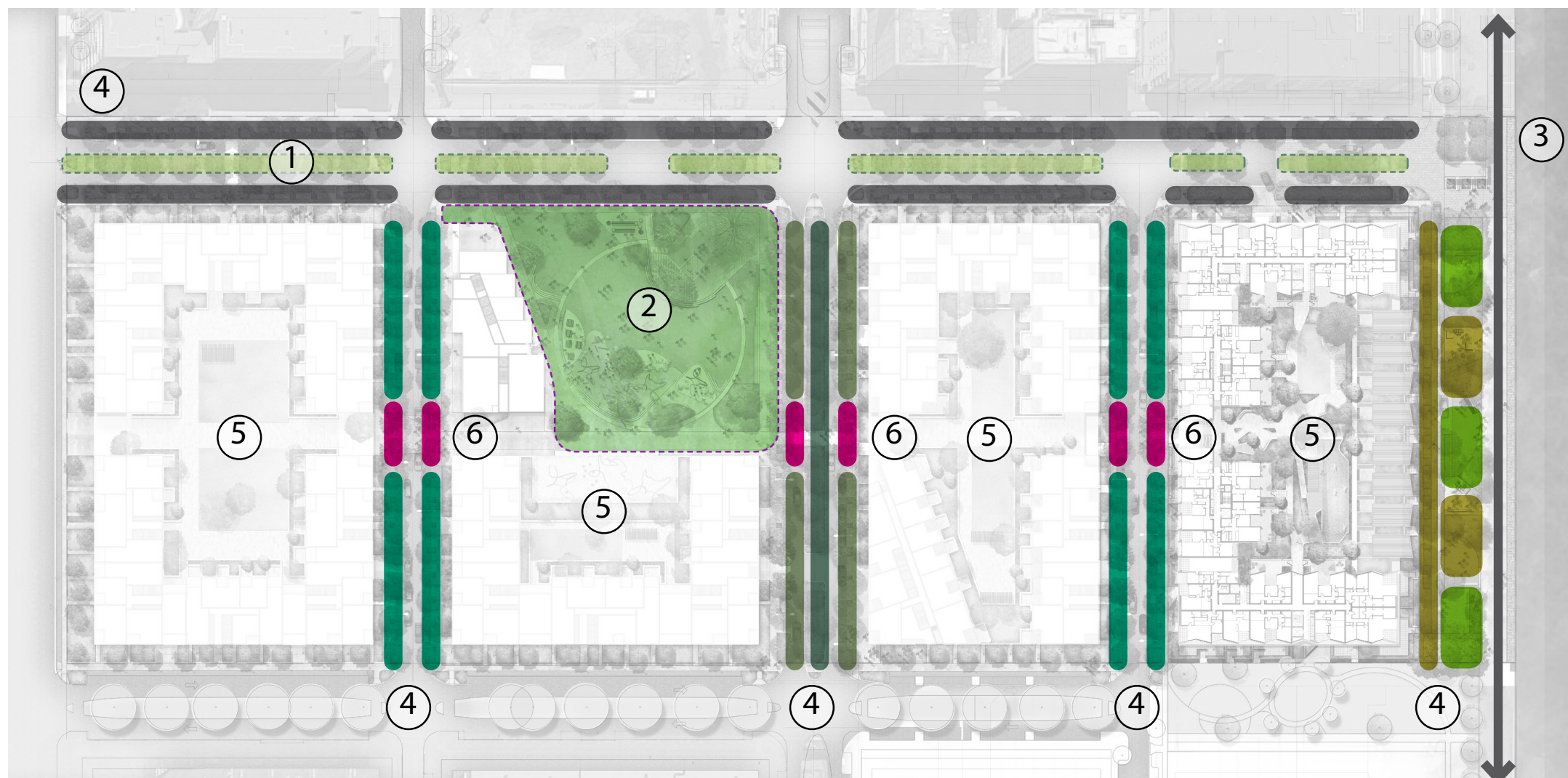
Provide variation in composition, tree planting and planting density

05/ PROVIDE GENEROUS COMMUNAL OPEN SPACE

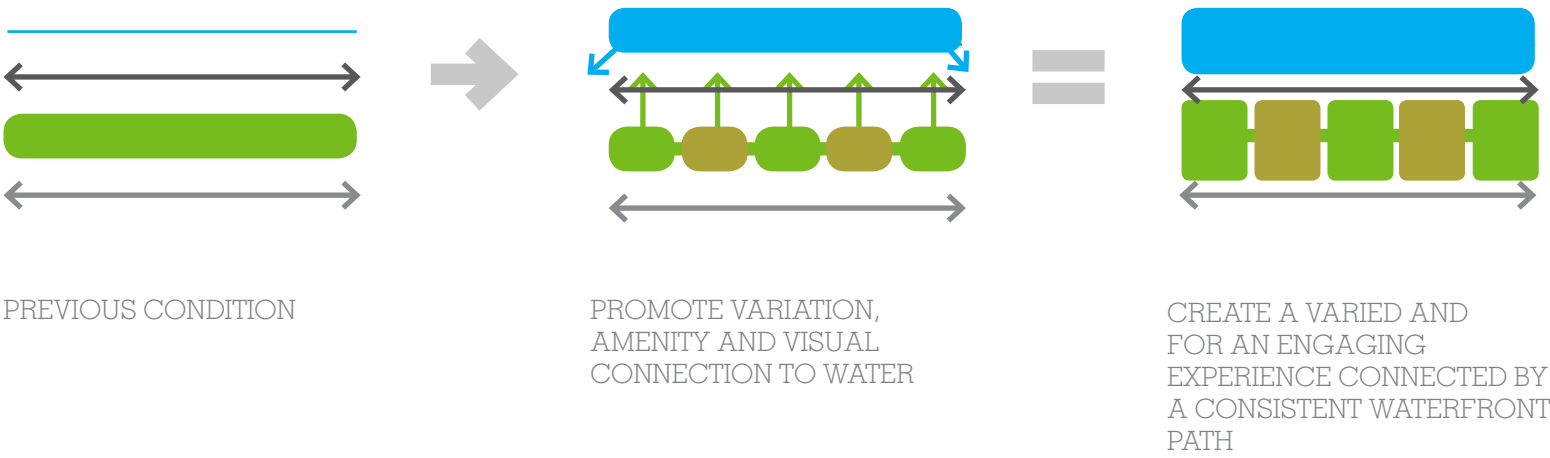
To each have unique character while responding to the established landscape vision, and provide amenity to the residents

06/ DEFINE CLEAR LINKS THROUGH SITE

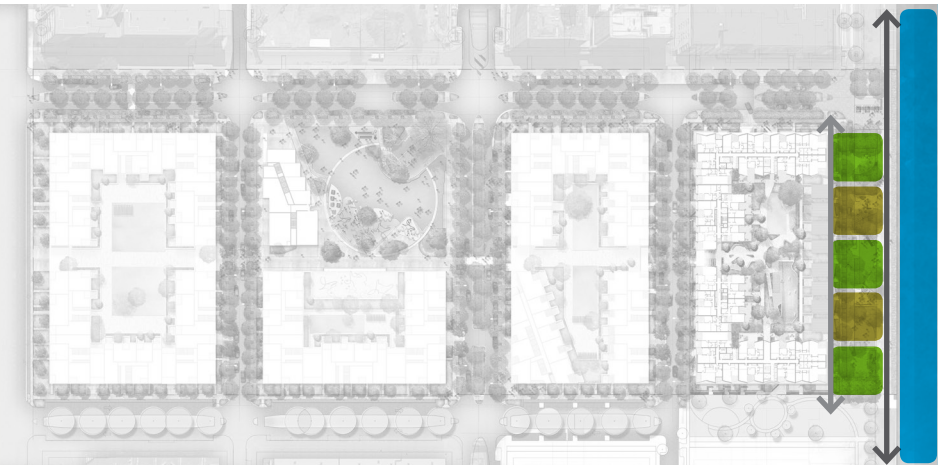
Landscape design to guide landscape movement through site, to building entries and other key locations on the site.



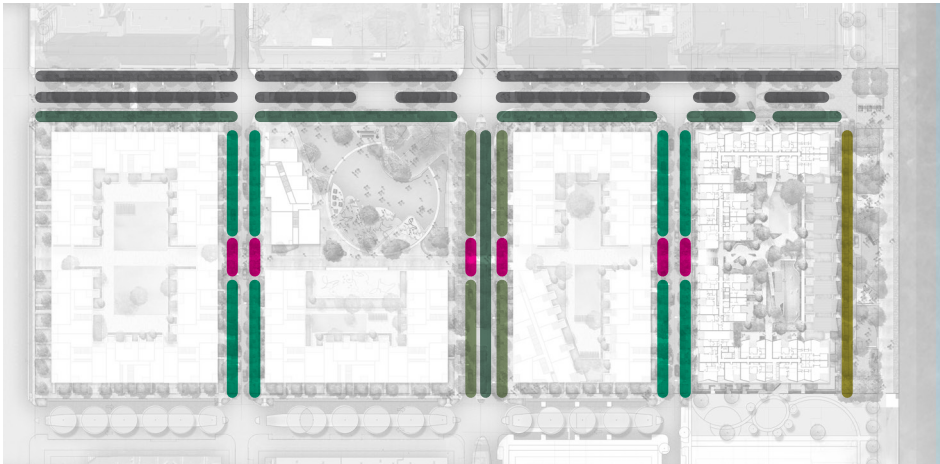
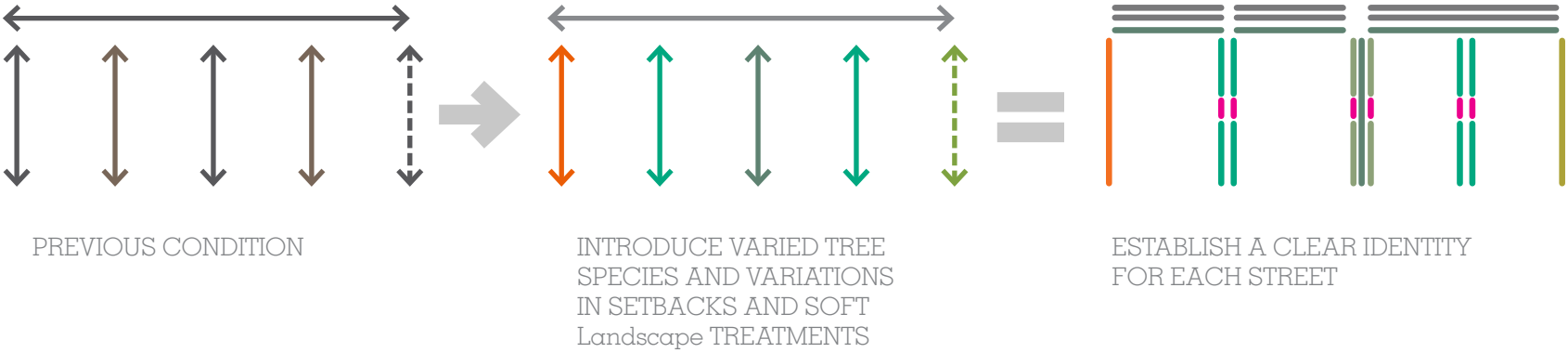
08/ A VARIED AND ENGAGING



07/ REINFORCE STREET HIERARCHY



09/ REINFORCE STREET HIERARCHY



2.4 MASTER PLAN



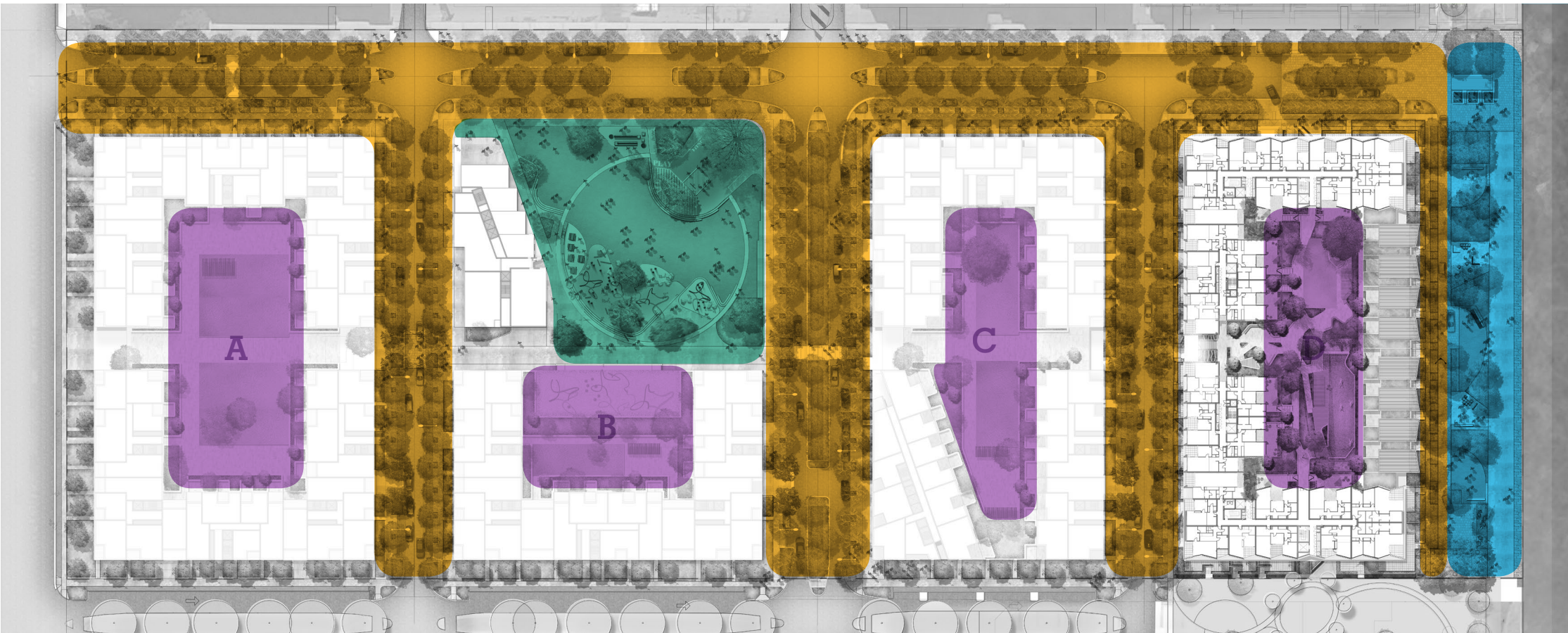
3. LANDSCAPE TYPOLOGIES

The master plan can be divided in to four different spatial, landscape typologies. These include Streets, Parks, The Waterfront and Communal Open Space. Each of these typologies consist of a range of different conditions with their own design considerations. The design for each typology and variation is expanded on over the following pages.

DCP / PUBLIC DOMAIN MANUAL

The design for the landscape and public spaces within this proposal have been designed within the context of the Homebush Bay West DCP. This DCP has informed the design of all street and waterfront spaces. In some instances, a variation has been proposed to the treatment of the public domain. This variation occurs where significant improvement to public amenity has been identified. It is intended that all variations retain and respect the objective and intent of the DCP.

Please refer to the following pages for detailed design explanations outlining all proposed deviations from the Homebush Bay West DCP



LEGEND

- Streets
- Parks
- Water front
- Communal Open Space

3.1 STREETS

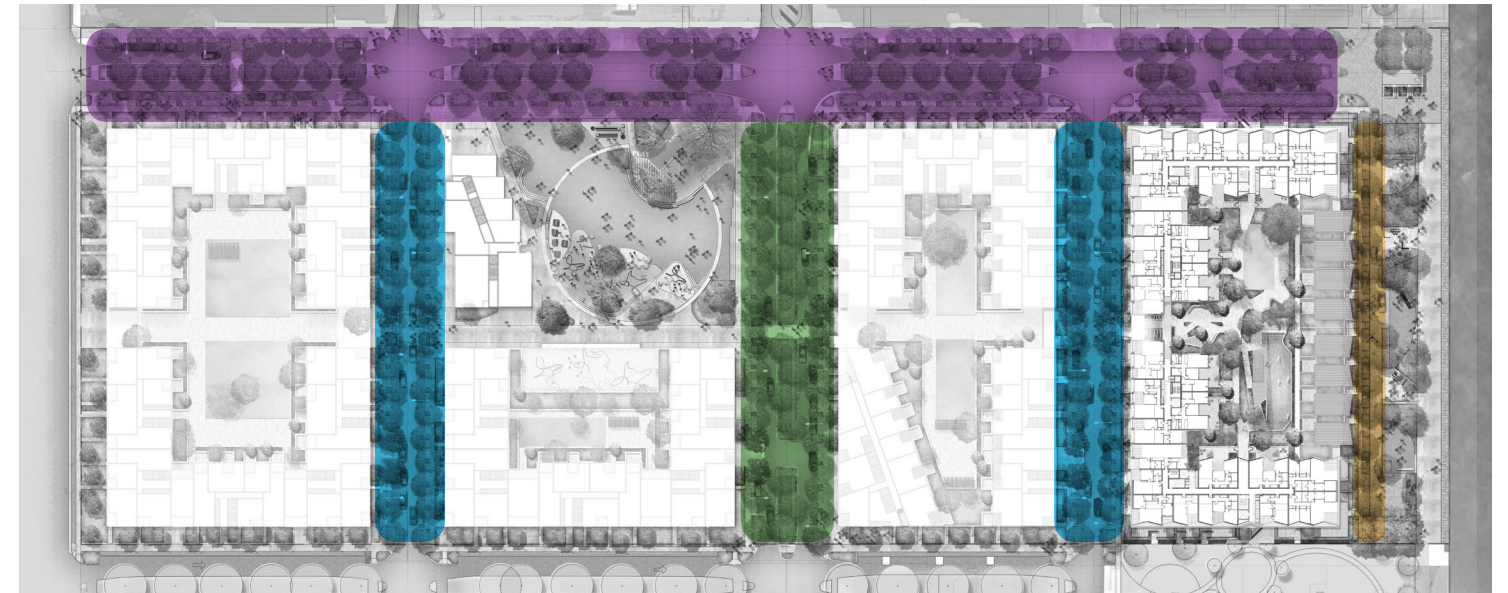
The streets and public domain of the development should provide a legible and connected network. They should reflect the context of the park to the west and Bay to the east. The public domain must reinforce pedestrian and cycle linkages both locally and regionally.

The streetscape design must be inviting, generous, green and of a high quality to ensure safe, diurnal use. To reference the Homebush Bay West Public Domain Manual the desired outcomes for streets within the precinct include:

- / Clear and legible hierarchy and pattern of streets - easy to navigate;
- / reinforce visual / pedestrian / cycle links between park and water;
- / street pattern accessible to regional street network; and
- / potential public street adjoining foreshore to enhance access to, and public character of - foreshore open space.

Streets design must:

- / Encourage and facilitate activation from adjacent buildings;
- / Provide for a high level of pedestrian amenity relative to the street hierarchy
- / optimise pedestrian amenity to areas of public building frontage
- / integrate cycle access within road corridors as part of overall cycle access network
- / The character of the streets should:
 - / Be attractive and inviting environments for the public
 - / Street types should have different “feel” or identity to enhance legibility
 - / Consistency in design and materials treatments to apply at appropriate level
- / Across street types, and at detailed level to specific street types
- / Provide for year round pedestrian amenity and public usage
- / Reinforce pedestrian priority where practical / appropriate



LEGEND

- Major East West Street
- Major North South Street
- Secondary North South Street
- Shared Zone



01/ MAJOR EAST WEST STREET - VERONA DRIVE

DCP DESIGN INTENT FOR EAST WEST STREETS

East-west streets link the park and the bay and are critical to the open space network and precinct character OF Wentworth Point. These major streets will be 'green fingers', with significant street trees to create avenues which are highly visible from the water and from Hill Road. These streets will be primary streets in the hierarchy. Their importance will be reinforced by taller buildings, creating strong edges to the public domain. Towards the water a transition in height to lower scale buildings on the foreshore will reduce the visual dominance of new development.

Usage

- / Encourage retail / commercial activity to street frontages
- / residential building entries to address the street
- / provide for outdoor seating / trading areas to major east west streets adjoining kerbline

Accessibility

- / provide for high level of pedestrian amenity to all streets (tree planting, attractive/ trafficable pavements
- / provide for clear line of travel along building frontage to met DDA requirements
- / optimise pedestrian amenity to areas of public building frontage
- / reinforce link between waterfront promenade and Sydney Olympic Parklands through continuity of clear access and optimisation of visual line of sight

Place / Character

- / streetscapes to be attractive and inviting environments to the public
- / develop street character relative to the street hierarchy: wide boulevard landscape character - **major pedestrian link / on street trading provided to south side of street reinforcing park to water corridor.**

Design

- / consistency in design and materials treatments to major East West Streets
- / provide for year round pedestrian amenity and public usage
- / provide for habitat connectivity between Millenium Parklands and Homebush Bay
- / central green corridor planting reinforcing east west access and visual link
- / kerbside deciduous tree planting to footpaths in tree pits to facilitate winter solar access, and reinforce urban boulevard character

- / reinforce pedestrian priority across driveways through continuation of footpath pavement material with appropriate tactile warning pavement markers
- / **promote infiltration to central median with biofiltration capability to filter road runoff**

Landscape / materials

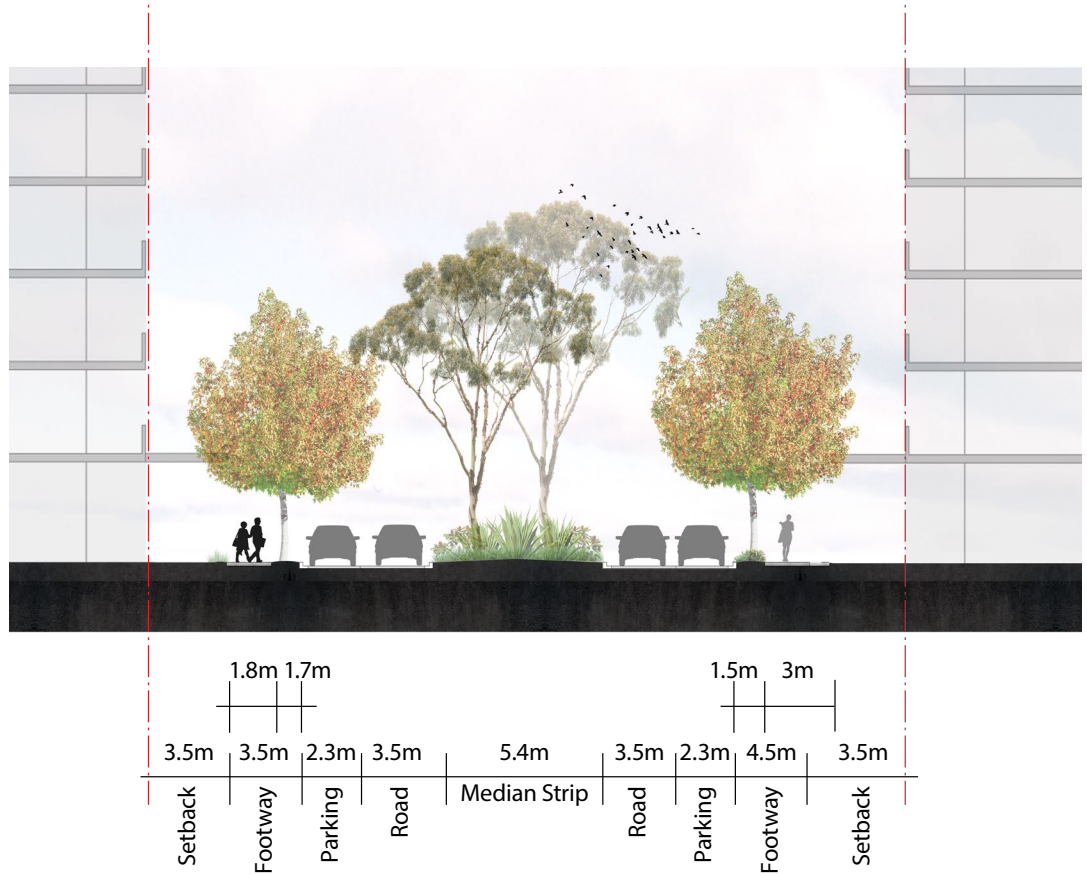
- / concrete kerb
- / exposed aggregate concrete unit pavement footpath
- / seating and bin furniture set out in coordinated layout with paving and street tree planting pattern
- / integrated street and pedestrian lighting / banner poles setout in coordination with footpath

STREET TREE SPECIES:

- / Footpath: Pyrus ussuriensis - Manchurian Pear
- / Central Median: Species to reflect the Turpentine Ironbark Forest vegetation community

FOOT PATH PAVEMENT:

- / Exposed aggregate unit pavement



DCP COMPLYING LAYOUT

02/ MAJOR NORTH SOUTH STREET

The major north south street – Monza Drive connects the development site to other sites on the Wentworth Point Peninsula.

It should utilize consistent materiality, form and tree planting to reinforce the regional connection. The Street should be utilized for habitat planting and water infiltration.

Monza Drive should:

- / Provide clearly marked residential building entries to address the street
- / Provide for high level of pedestrian amenity to all streets (tree planting, attractive / trafficable pavements)
- / Provide for clear line of travel along building frontage / property line to met DDA requirements

Design considerations for Monza Drive include:

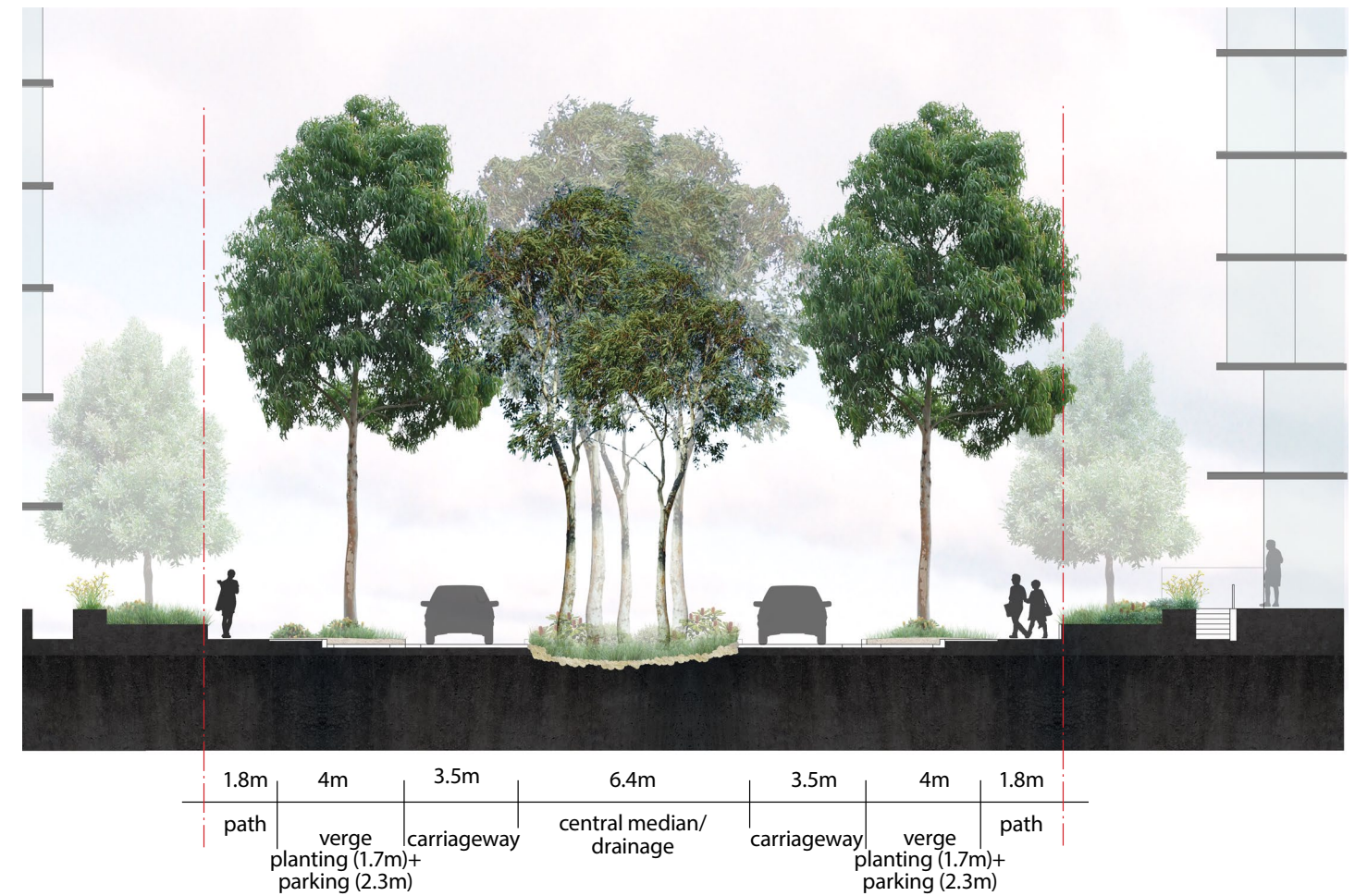
- / Linear landscape character reflecting local residential context – median landscape provides parkland character for views from residences
- / Provide for year round pedestrian amenity
- / Consistent width linear path to both sides of the street
- / Island central evergreen tree planting to reduce visual scale of corridor island tree planting between parking bays to road edges
- / Promote infiltration and bio-filtration of road runoff to central median

STREET TREE SPECIES:

- / Street - kerbside: *Corymbia maculata*
- / Street - median: *Angophora floribunda*
- / Accent: *Pyrus ussuriensis*

FOOT PATH PAVEMENT:

- / In situ, exposed aggregate concrete
- / Stone unit paving rumble strips to road crossings



02/ SECONDARY NORTH SOUTH STREET

Marine and Savona Drive are the Secondary North South Streets within the precinct. They largely function to serve the residential buildings providing an address and access to the ground level. The secondary north south streets should be a smaller, local scale. Avenue tree planting in kerb blisters will assist reducing the perceived scale of the street with intermediate trees creating a consistent, green, connected canopy.

Marine and Savona Drive should:

- / Provide for high level of pedestrian amenity
- / For clear line of travel along building frontage

Design considerations for Marine and Savona Drive include:

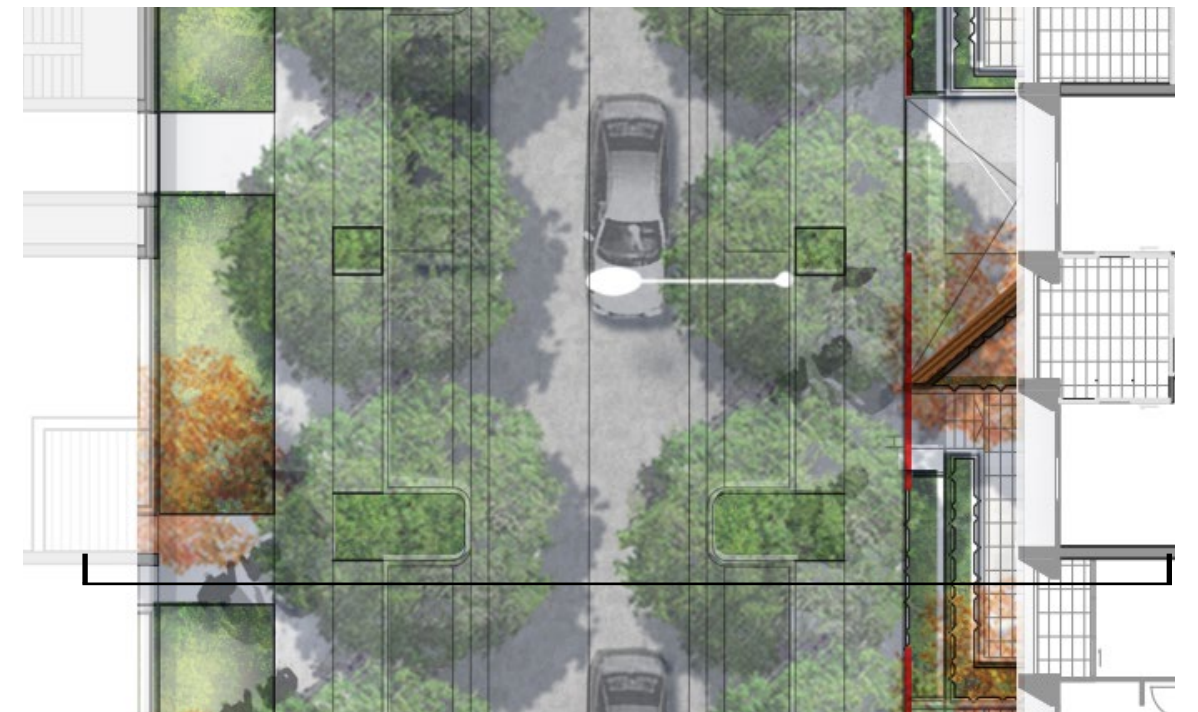
- / Linear landscape character reflecting local residential context – median landscape provides parkland character for views from residences
- / Tree planting to kerb islands between parallel parking bays to alternate sides to reduce visual scale of street. Tree planting adjacent to parking bays to create a dense, connected tree canopy. Consistent width linear path to both sides of the street
- / Promote infiltration and bio-filtration of road runoff to central median

STREET TREE SPECIES:

- / Street: Eucalyptus haemastoma
- / Accent: Pyrus ussuriensis

FOOT PATH PAVEMENT:

- / Insitu, exposed aggregate concrete
- / Stone unit paving rumble strips to road crossings



03/ FORESHORE SHARED ZONE

The foreshore shared zone is a small scale street intended to service the adjacent residential terraces and their visitors. The road is to be a single lane with two directional traffic flow (passing bays allowed for in the design). Parking areas are provided along the western side of the street with tree planting at grade with wheel stops for protection forming the delineation of the bays.

The shared zone is to be set at the same level as the adjacent landscape (no kerb), and paved to feel as though it is part of the pedestrian circulation system. The road should provide the same priority to both vehicles and pedestrians and have no lane markings.

The foreshore shared zone should:

- / Support a balance of function between vehicular access and pedestrian access;
- / Promote workability by a widened footpath zone
- / Provide vehicular access to residential property in local areas.
- / Inclusion of traffic calming measures for reduced speeds.

STREET TREE SPECIES:

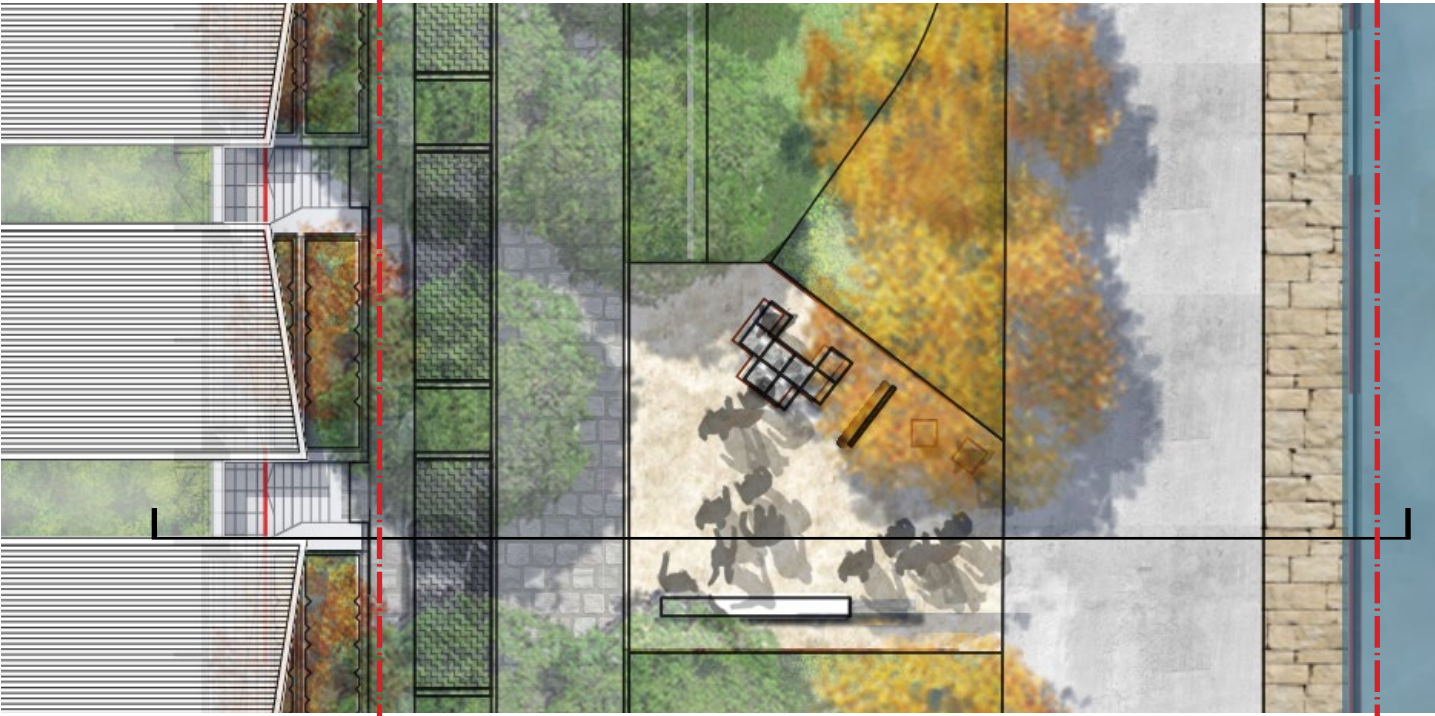
/ Street: Eucalyptus haemastoma

FOOT PATH PAVEMENT:

/ Stone unit paving rumble strips to road crossings



1.4m	2.1m	3.5m	11.5m	7m	2.5m
path	blister planting/ parking	carriageway	active recreation area	shared path	riparian habitat
					sea wall



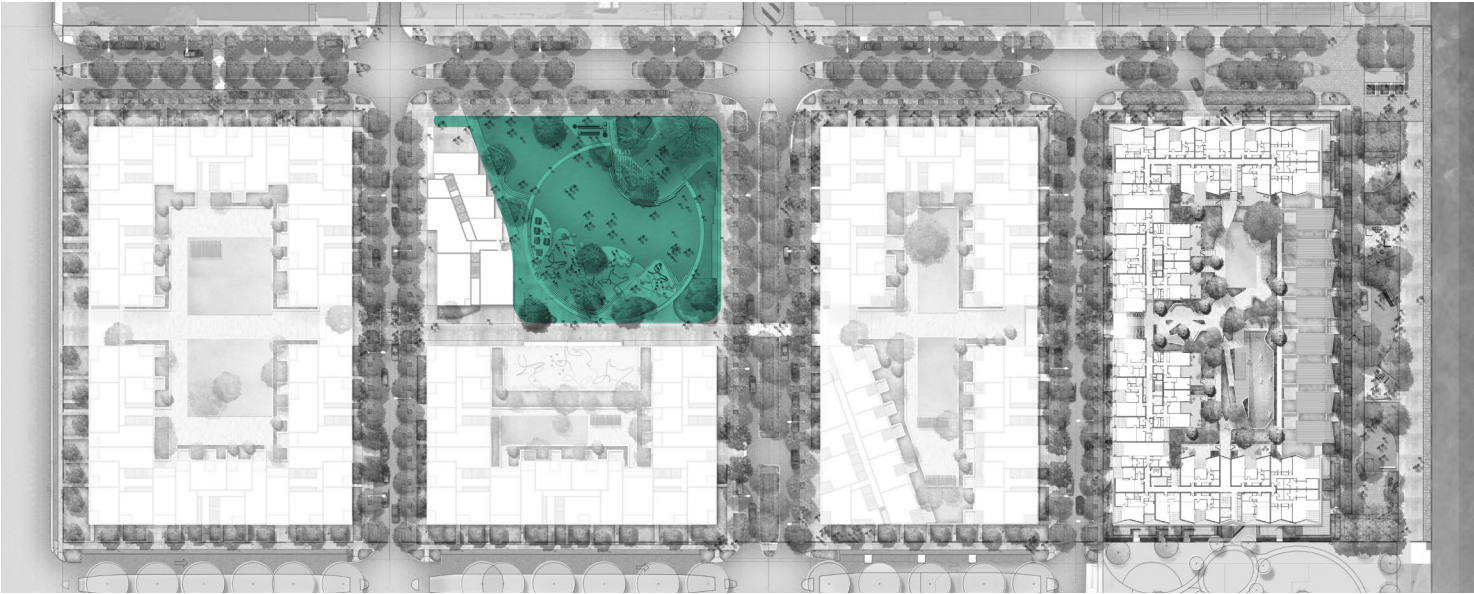
3.2 PARK

The public park proposed for Block B is to provide passive and active amenity for the development itself and other regional areas connected to this development. It will facilitate multiple uses to meet the needs of a diverse user base. The design is highly responsive to its location, the context and the history and identify of the site.

The park utilizes the proposed widening of Verona Drive to extend its presence out in to the street. The park embraces the pedestrian and cycle connection creating activity nodes along this path to incorporate exercise equipment and other amenity items.

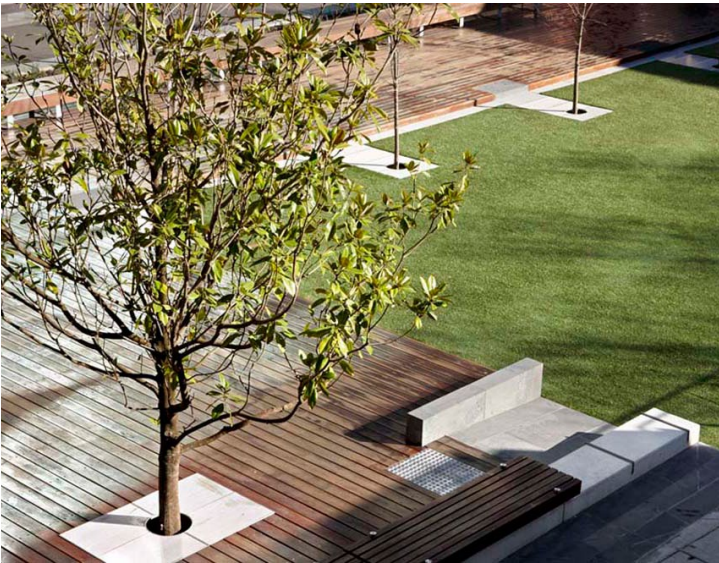
The Park should:

- / Cater for a variety of uses within larger open spaces;
- / Cater for structured and unstructured play;
- / Be well connected to the street and good links in to the park;
- / Be integrated with the adjoining public domain and built form; and
- / Provide amenity to allow the space to be used by multiple users diurnally.



LEGEND

 Park



CONCEPT DESIGN

The park design seeks to activate all edges with a variety of activities while providing an open green core for flexible recreation. The park is heavily influenced by the Verona Drive character with the Northern Edge facilitating water treatment and habitat planting

The design of the park seeks to provide:

- / A distinct character for the park and precinct balanced with a consideration for buildability, usability and ongoing maintenance;
- / Shady green space balanced with open recreation space;
- / Biodiversity zones balanced with cultural planting; and
- / Informal park landscape as a foil to built form balanced with formal park features and amenity.

The park program is driven by the adjacent building uses. The form and arrangement draws reference from the endemic mudflats once found on the area with zones popping up to provide a concentration of activity.

Proposed activities for the park includes:

- / Formal play facilities
- / Exercise stations
- / Basketball Hoop and multipurpose court
- / BBQ and picnic facilities

A hierarchy of path and circulation has been considered for the project. A regional connection is located to the north of the park connecting the precinct from the Millennial Park Lands to Homebush Bay (refer to the major East West Street description). This will facilitate pedestrian and cycle connectivity. A perimeter path surrounds the park providing access and connection from the built form to the space. An internal path loop acts as an organizing structure for the park, also functioning as a safe scooter / bike link for children



DINING AMENITY



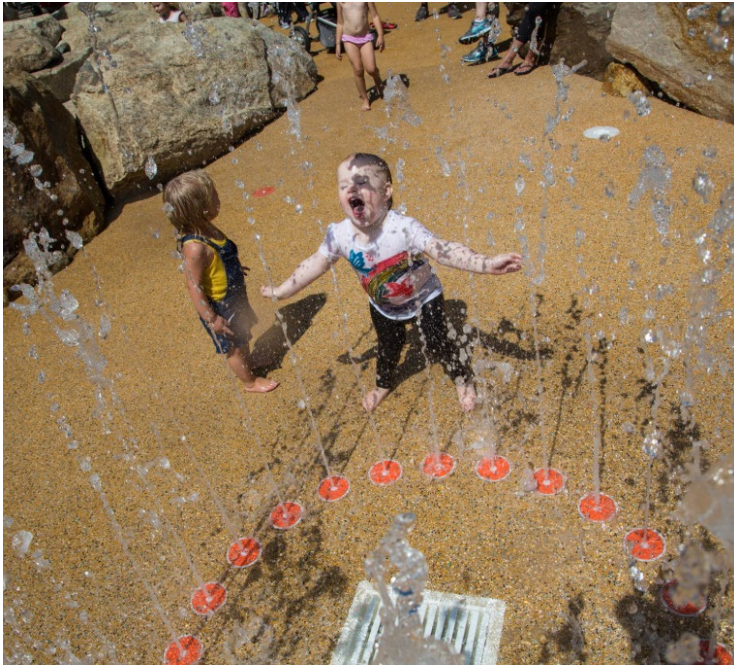
A PLACE TO SIT



WSUD CONNECTIONS



PLAY



SHELTER / PROTECTION



A PLACE TO GATHER



SHARED PATH CONNECTIONS



FLEXIBLE OPEN SPACE

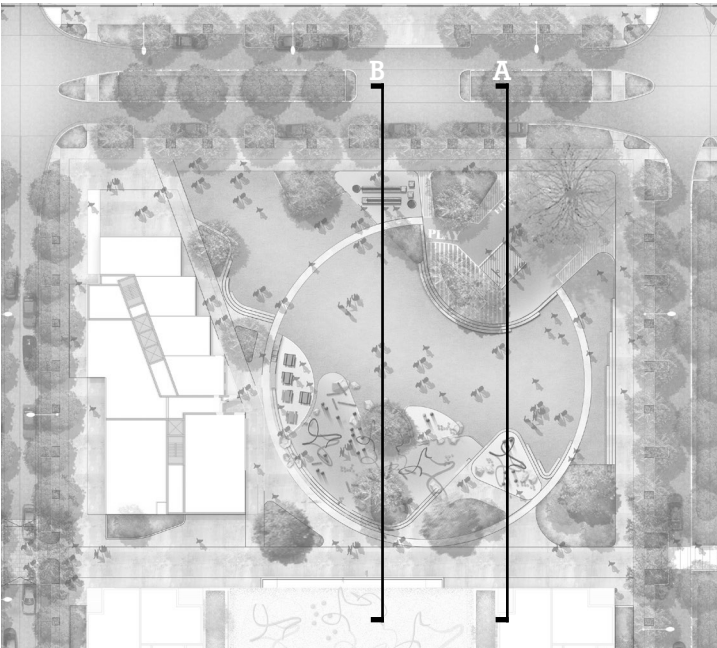


SPACES

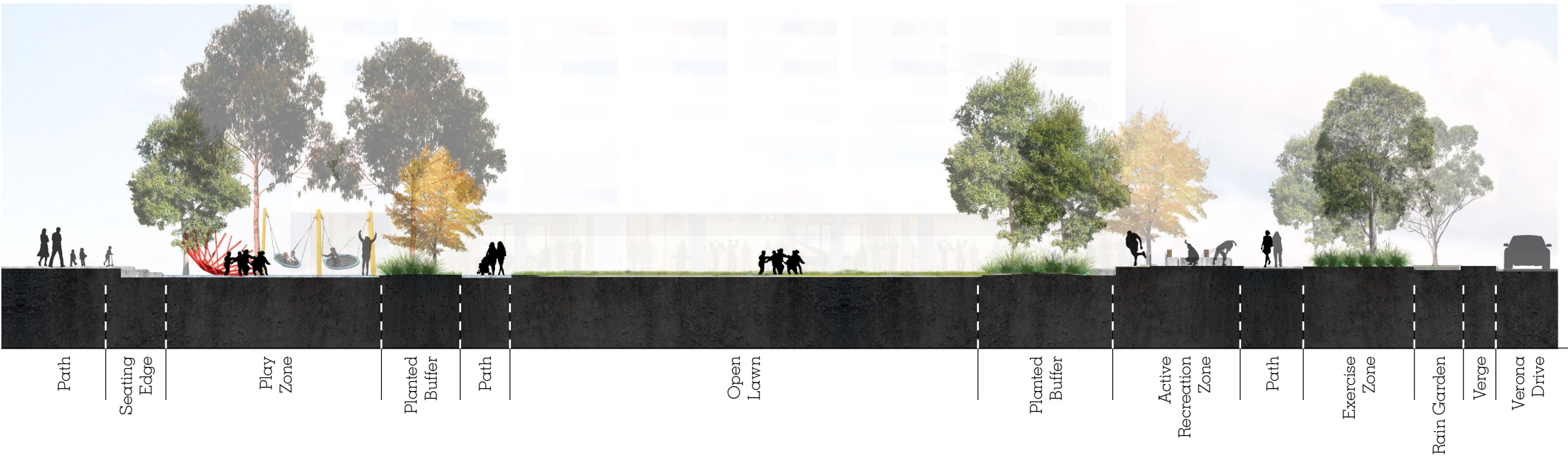
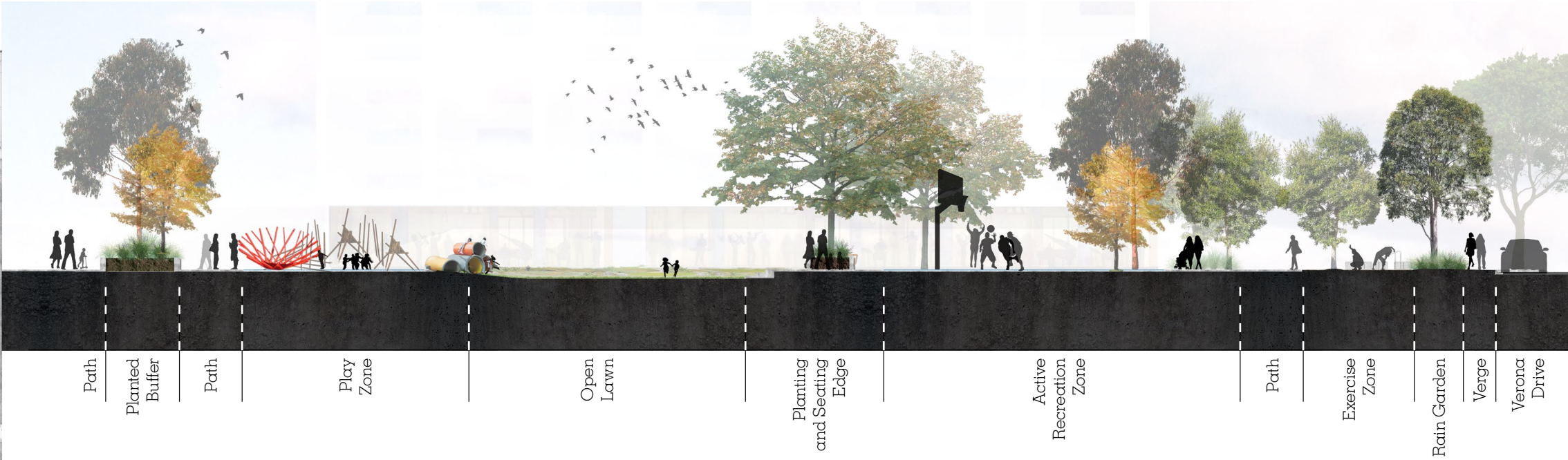
- LEGEND
- BBQ / Dining Amenity
 - Weather Protection
 - Fixed Seating
 - WSUD
 - Play
 - Flexible Open Space
 - Shared pedestrian / cycle path
 - Exercise nodes / Active recreation
 - Seating nodes



SECTIONS



Park Key Plan



3.3 FORESHORE PARK

The foreshore design it to be multifunctional yet uncomplicated and practical in its design. While located on private property, the foreshore will be publicly accessible and form part of the regional connector path for Wentworth Point. The foreshore should feel as though it fits in a connected and consistent system, while embodying the unique character and quality of this development. The design of the waterfront is to enhance the quality of the foreshore to benefit the residents and visitors to the precinct.

The foreshore design should:

- / Enable and facilitate public recreation and promote the enjoyment of the waterfront
- / Facilitate the foreshore as a celebration space
- / Incorporate active and passive recreation space
- / Promote visual connection to water
- / Provide diverse access (pedestrian and vehicular) to optimise useage and activity
- / Provide an appropriate level of parking

The foreshore design seeks to provide an integrate and varied waterfront experience for the foreshore. Directly adjacent to the built form (Block D), a shared road is proposed to provide vehicular access an parking for residents. The scale of this 'road' is minimized by the incorporation of tree planting between parking bays and through keeping the width to one lane with passing bays strategically located.

An open space and habitat zone is located to the east of the shared zone. This area provides opportunity for open turf areas for passive recreation, exercise sations and habitat planting. This area is intended for use by the residents of the development area, but will be open to the public for their use. Tree planting in this zone will be grouped to maintain view lines between the trees towards Homebush Bay.

Along the waterfront a 5m path is provided to continue the foreshore promenade. This will tie the development in with adjacent areas through use of consisten materials, finishes, lighting and furniture.



LEGEND

Waterfront



CONSIDERATIONS FOR DESIGN

BREAKING DOWN THE EDGE



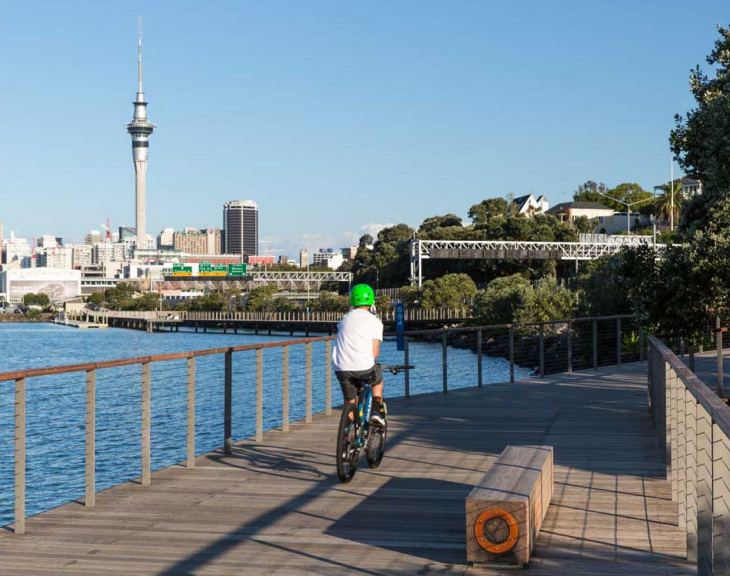
CELEBRATING WATER



EMBRACING VIEWS



FACILITATING CONNECTIONS



CREATING DIVERSE TYPOLOGIES



PROMOTE SOCIAL INTERACTION



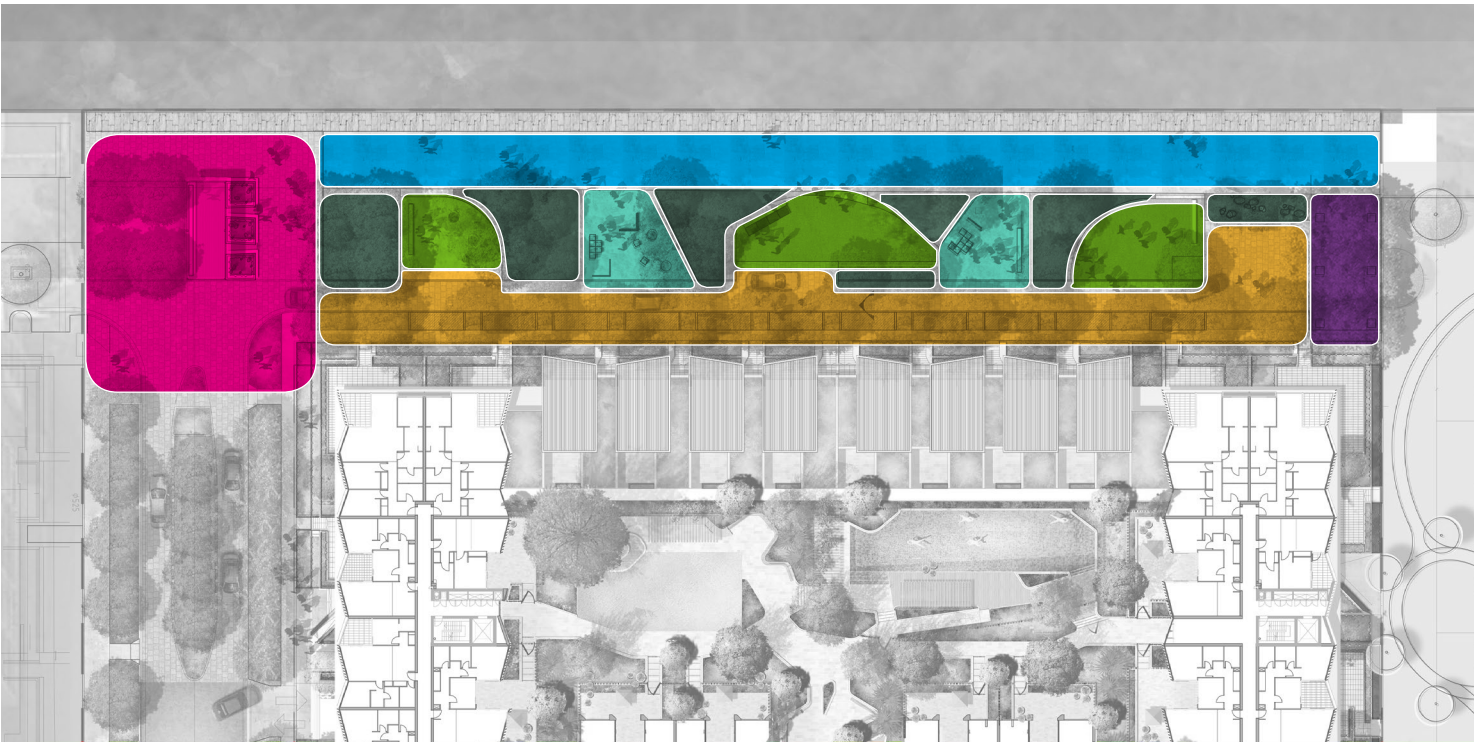
PROMOTE A HEALTHY ECOSYSTEM



CONCEPT DESIGN

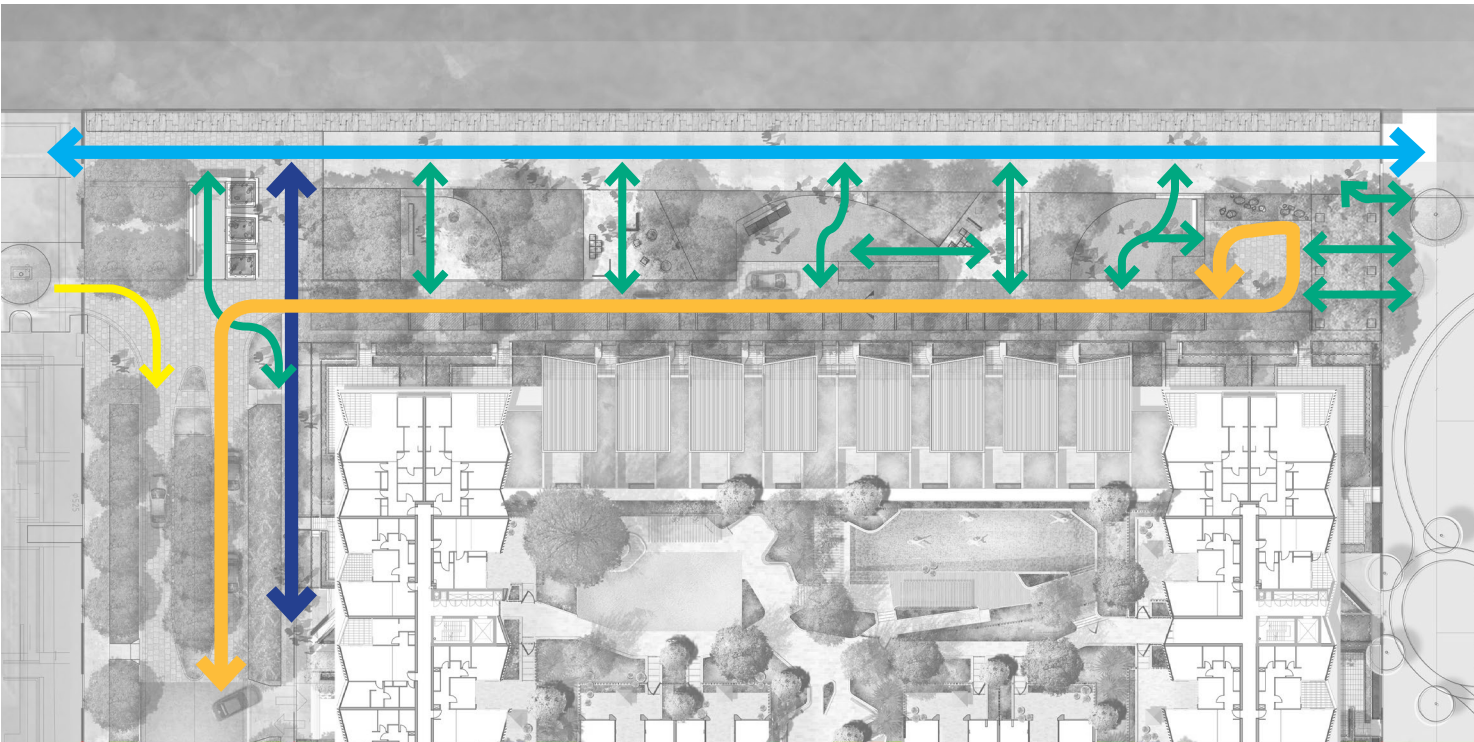


PROGRAM



- LEGEND
- Waterfront Plaza
 - Habitat Planting
 - Turf
 - Recreation / Exercise Zone
 - Secondary Plaza
 - Shared Zone
 - Waterfront Pathway

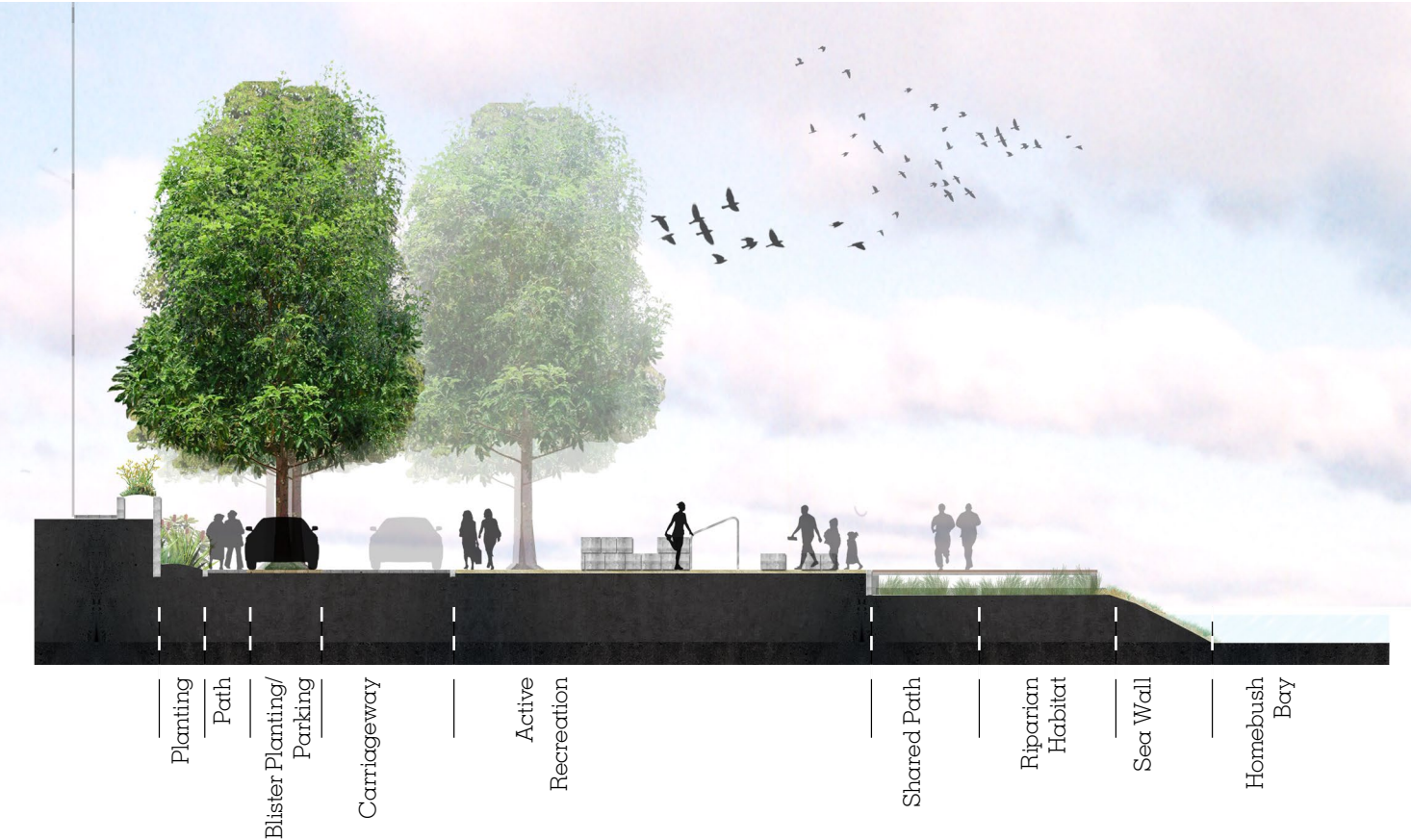
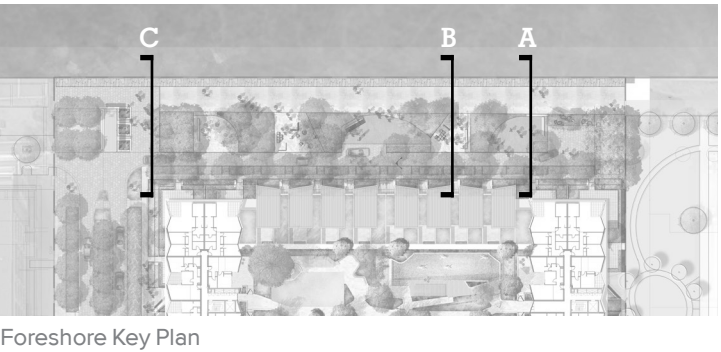
CIRCULATION



- LEGEND
- Waterfront Pathway
 - Shared Zone (vehicles / pedestrians)
 - Vehicular connection
 - Primary East West Connection
 - Secondary Pedestrian Movement



SECTION A



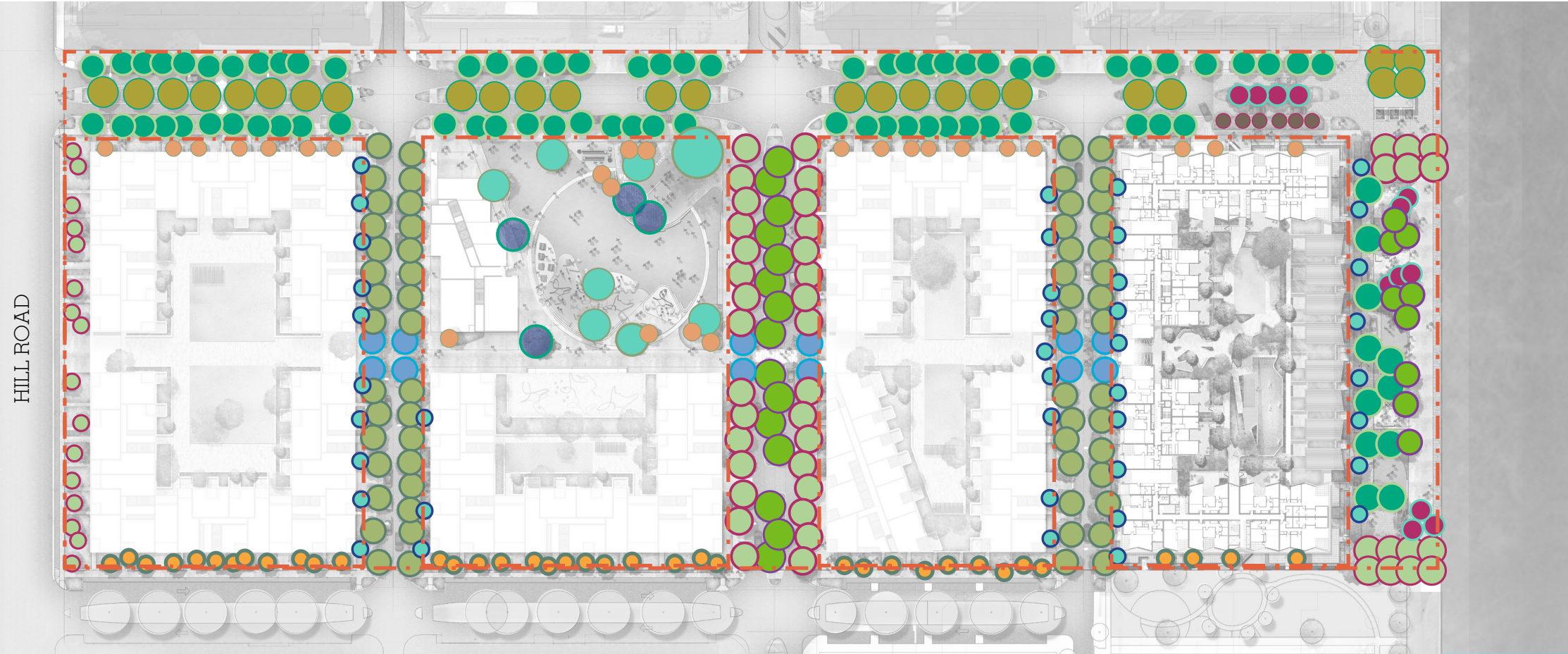
SECTION B



SECTION C

4. DETAILED DESIGN

4.1 TREES AND VEGETATION



LEGEND

1. MAJOR EAST/WEST STREET

- Lophostemon confertus
- Fraxinus pennsylvanica 'Urbanite'
- Angophora floribunda
- Eucalyptus robusta

2. MAJOR NORTH/SOUTH STREET

- Eucalyptus robusta
- Corymbia maculata
- Pyrus ussuriensis

3. SECONDARY NORTH/SOUTH STREET

- Eucalyptus haemastoma
- Pyrus ussuriensis

4. FORESHORE

- Lophostemon confertus
- Corymbia maculata
- Fraxinus pennsylvanica 'Urbanite'
- Eucalyptus robusta

5. PARK

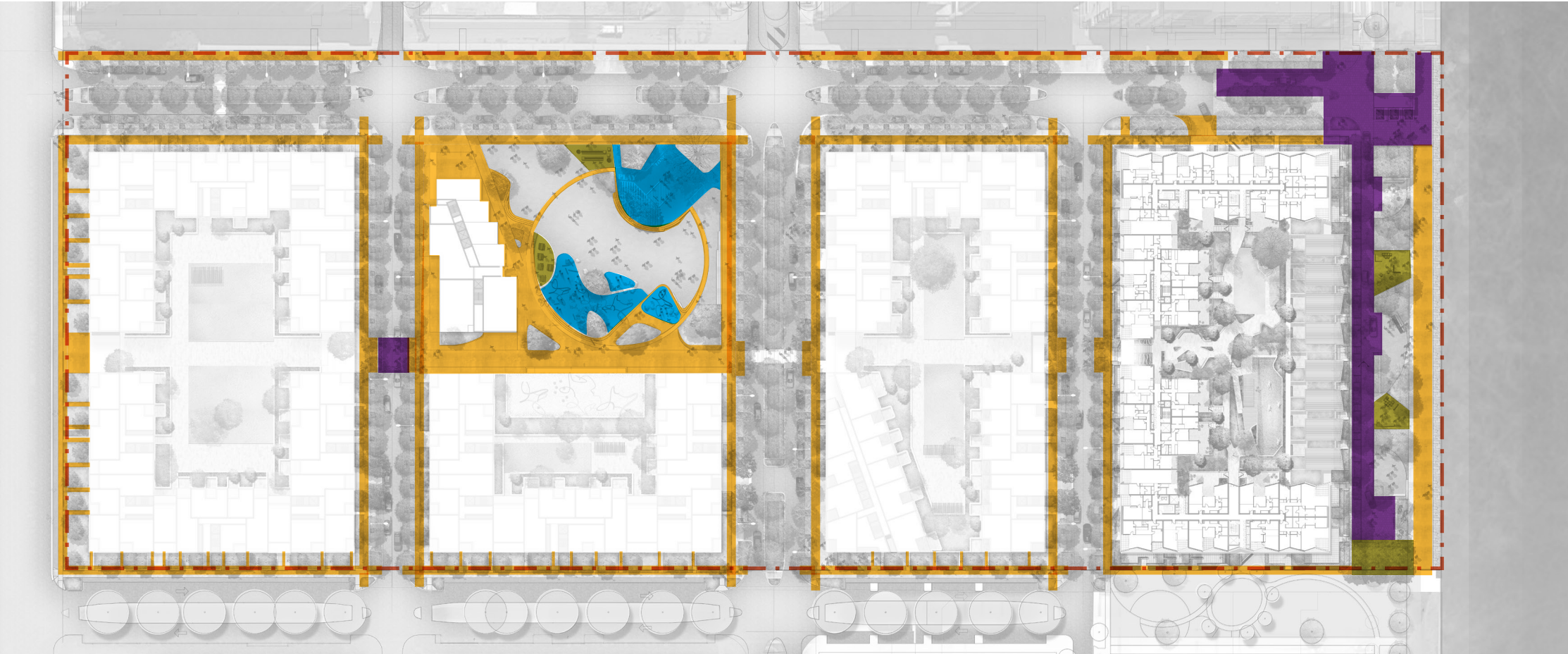
- Angophora costata
- Zelkova serrata
- Tristaniopsis laurina 'Luscious'

6. PRIVATE TERRACE SETBACKS

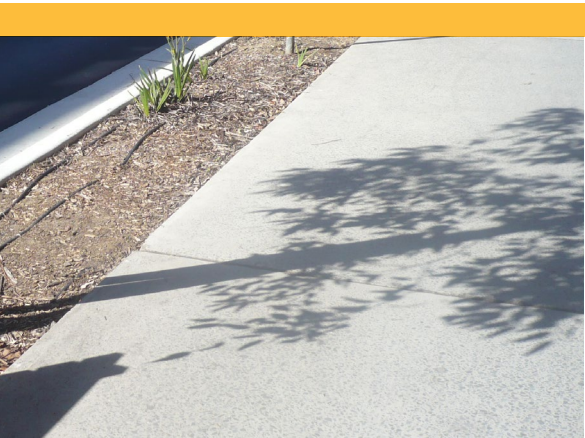
- Elaeocarpus reticulatus
- Tristaniopsis laurina 'Luscious'
- Ulmus parvifolia 'Todd'
- Corymbia maculata



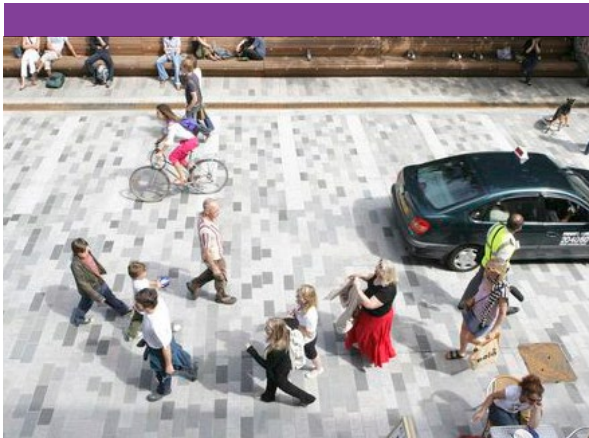
4.2 PAVEMENT MATERIALITY



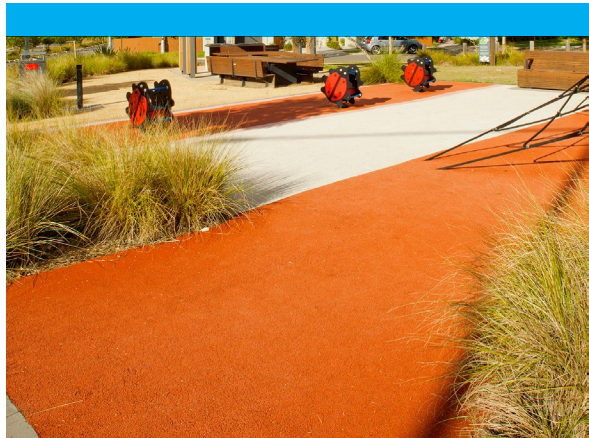
LEGEND



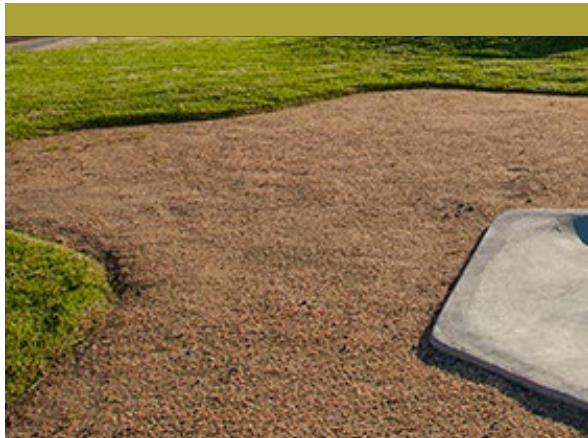
INSITU, EXPOSED AGGREGATE CONCRETE



VEHICULAR TRAFFICABLE STONE UNIT PAVERS



SOFTFALL



DECOMPOSED GRANITE

4.3 SITE CHARACTER AND MATERIALS

WALLS AND FURNITURE



Precast concrete wall element



Timber bench seats - fixed to walls



Custom Exercise Equipment



Painted surface - Basketball court



Custom Play equipment



Raised planter boxes

RAIN GARDEN



Rain Garden

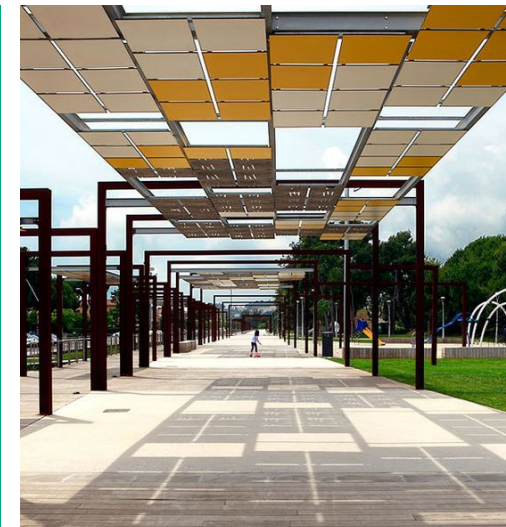


Precast concrete weir element



Natural rock / boulders

STRUCTURES



Shade Structure



Built in BBQ and Picnic Furniture

APPENDIX

5. APPENDIX

5.1 REVIEW OF MAJOR EAST WEST STREETS

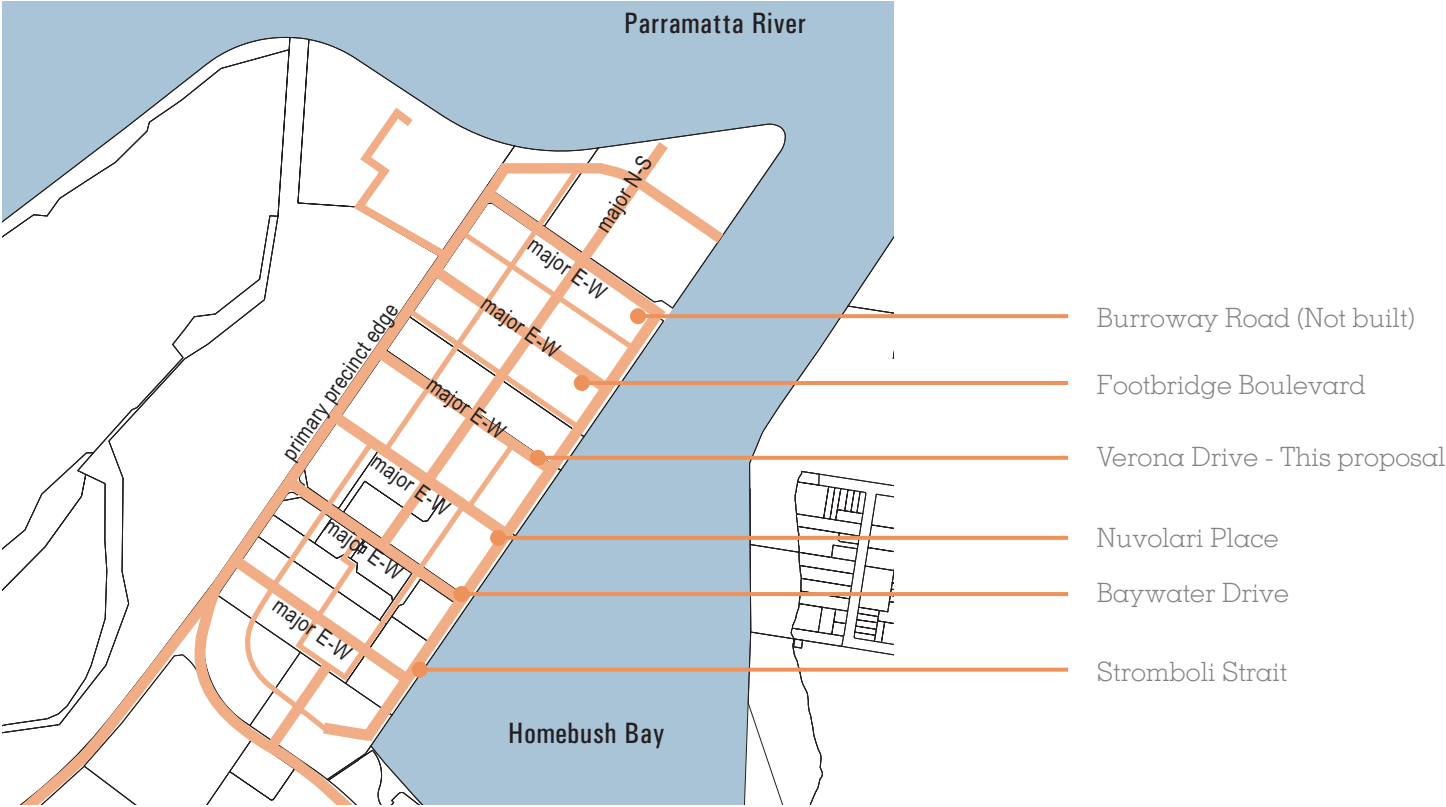
The DCP objectives for the design of Major East West Streets are highly supported for this project. In principle, the intent align strongly with the design methodology for this development. Key outcomes relating to pedestrian connectivity, solar access and environmental benefit underpin the design approach for landscape within the development and therefore correlate strongly with the DCP.

Through further exploration of the realisation of these principles, however, it is clearly seen that the intent of the DCP has not been carried through in the built outcome. This project sees potential in rectifying this issue by identifying the successful elements from the built streets and aligning these with new design strategies to achieve the outcomes outlined in the DCP.

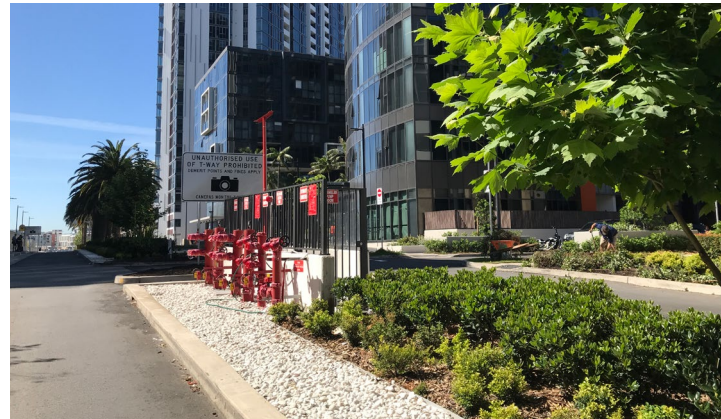
Critique of the existing streets is outlined here and the preferred, proposed outcome for this project is provided on the following page. ***It is recommended that a varied outcome be considered so to maintain the integrity of the overarching outcomes for street design.***

GENERAL CRITIQUE:

- / Tree species do not reflect those recommended in DCP i.e. Turpentine Ironbark community in Median. This results in a loss of habitat provision and connectivity throughout the precinct
- / Lack of consistency does not read as a unique character, but rather as a lack of overarching vision
- / Median Strip is not used for water collection in any instance
- / Median strips have a collection of services and other paraphernalia
- / North south movement limited across median due to dense planting
- / Limited activation from adjoining developments - retail / library on Footbridge Boulevard and Community Centre / Park on Stromboli Strait



FOOTBRIDGE BOULEVARD



- / Exotic tree species to median. Plane Trees and Phoenix Palms. Scale of species is suitable but does not offer endemic habitat
- / Tree planting in blisters between parking bays rather than verge. Successful in reducing perceived scale of street.
- / Services and other clutter in median strip
- / Gravel in median not consistent with public domain materials
- / Varied street character at library and retail
- / No banner pole or large scale lighting

NUVOLARI PLACE



- / Inconsistent with DCP dimensions and verge composition. No trees to central median
- / No hierarchy in footpath connections
- / Verge tree planting - small installation size and species offering limited canopy cover and structure

BAYWATER DRIVE



- / Inappropriate tree and low level planting
- / No hierarchy in footpath connections
- / Tree planting in blisters between parking bays rather than verge. Successful in reducing perceived scale of street.
- / Small installation size of all plants offering limited canopy cover, structure and improved microclimate

STROMBOLI STRAIT



- / Street character split at major North South street.
- / Western end - Structured and dense planting to median. Verge planting in blisters between
- / Eastern end - large native planting to blisters in verge. No median and widened southern verge adjacent to community centre and tennis courts
- / The character and scale of planting achieved on eastern end is substantial and results in the perception of narrow road way and more friendly pedestrian environment.
- / Connected canopies and appropriate species selection provides environmental benefit and improved microclimate within roadway

ARCADIA

LANDSCAPE ARCHITECTURE