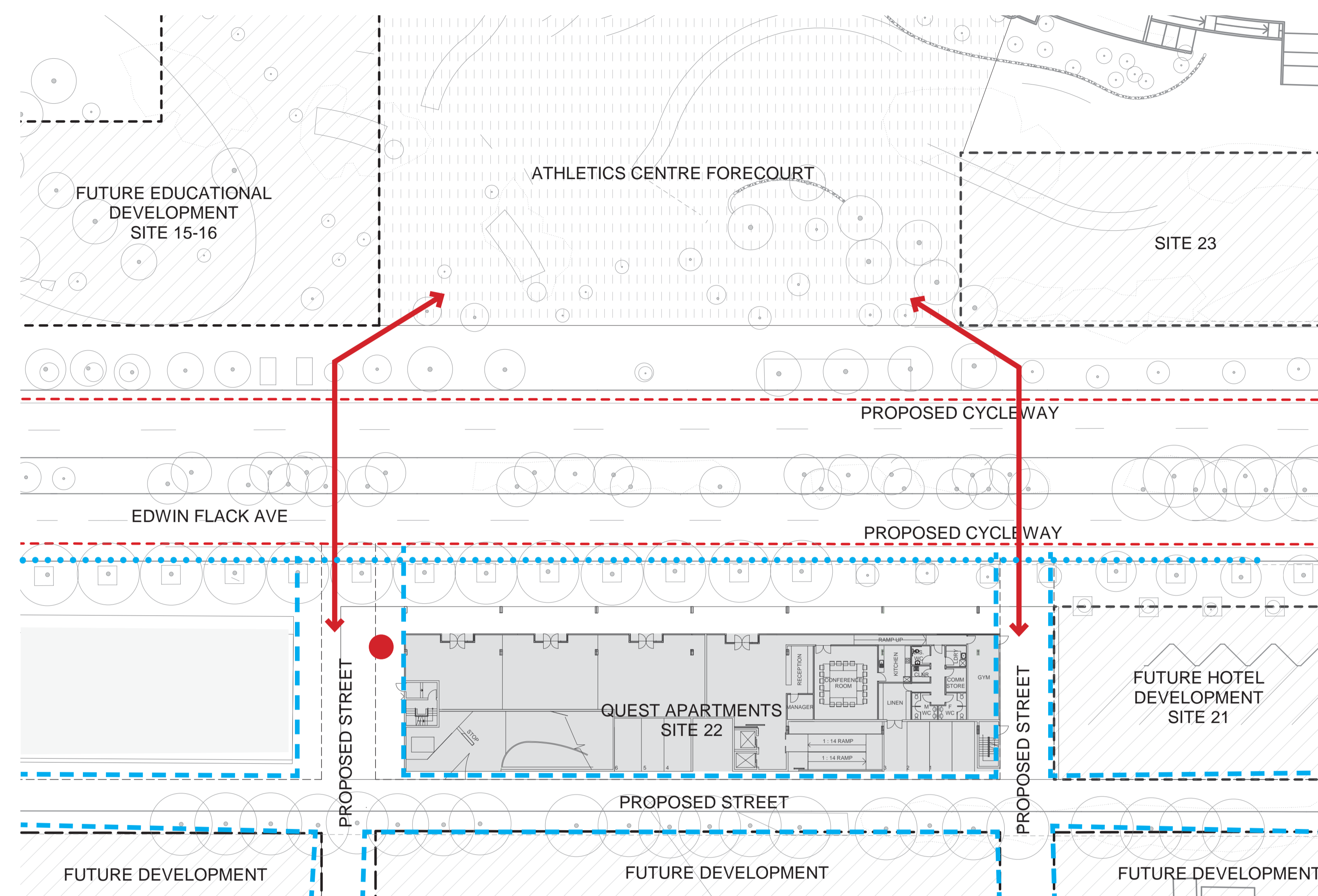


concept design

Existing conditions + 2030 Master Plan context



Landscape Design Statement

Site 22, Edwin Flack Ave, is the second development in a change of use for this part of Sydney Olympic Park. Formerly coach parking for Olympic events, the public domain needs to reflect the human scale, commercial uses and better permeability and access connections.

Public Domain

The public domain finishes are consistent with SOPA's requirements and aims to better what has been installed to date on Edwin Flack Ave. The two shared zones are to have identical treatments. It is proposed that the shared ways will be paved with concrete unit paving. Stainless steel bollards will define the six metre wide trafficable zone. This zone will be paved with Trupave interlocking pavers. The pedestrian zone of the shared way will be paved with Havenslab paving. This will extend throughout the colonnade zone to define the active frontage of the building.

On the street frontage, the grass verge is to be reinstated, with two new 200L *Eucalyptus microcorys* planted to balance the removal of the two opposite the shared way. The rear lane treatment is to be formalised with a pedestrian zone separated from the trafficable zone by kerb and gutter. New massed planting will be established beneath the street trees to create a better boundary definition to Sydney Olympic Park.

Existing Conditions

The Edwin Flack street address needs better connectivity due to the change in use. This will allow safer crossing of Edwin Flack Ave and better opportunity for active retail frontage. The finishes of the streetscape outside Hotel Formule 1 are not high quality, however are consistent with the Urban Design Elements Manual (UDEM). It is proposed that the materials for Site 22 will exceed the standard of the UDEM.

The existing row of young *Flindersia australis* trees, adjacent to the carpark and large carpark lights, will need to be removed. Two *Eucalyptus microcorys* on Edwin Flack Ave will need to be removed to allow for the crossing point adjacent to the new shared way.

Contextual Planning

The site will be directly affected by and integral with the SOPA 2030 master plan. Site 22 will be flanked by two shared ways that will connect future development blocks to the south of Sydney Olympic Park.

These shared ways have the potential for active frontages, particularly on the northern corner. The crowd control fencing should be removed and kerb crossings and breaks in the median strip provided.

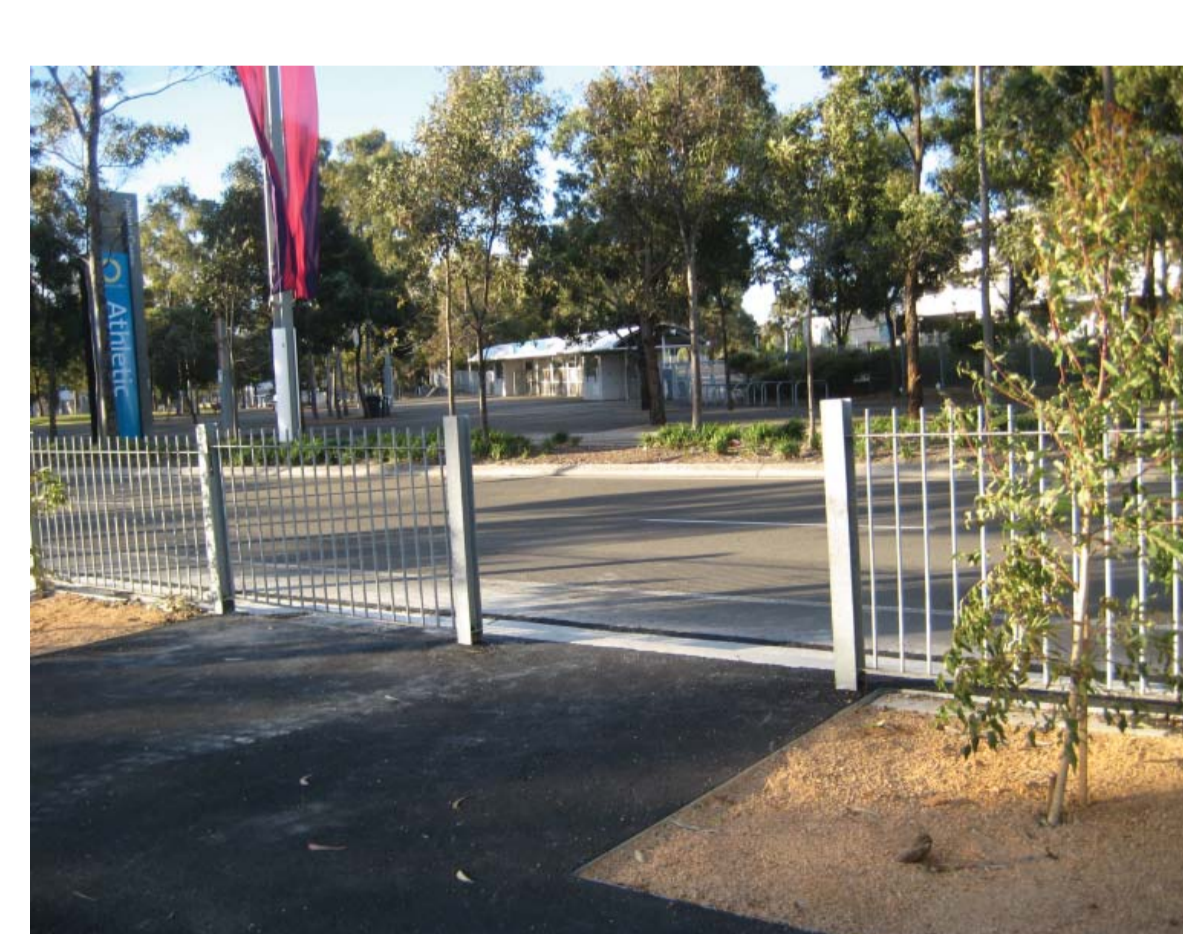
- Key
- - - - Proposed Future Shared way
 - - - - Future Cycle way
 - Crowd control barrier removed
 - ↔ Future kerb crossing and break in median strip
 - Future Covered Outdoor Seating Area



Existing Formula 1 hotel showing footpath width, and colonnade depth. These dimensions will be emulated on the Quest apartments site.



Existing coach parking to be replaced. High level carpark lighting will need to be removed and salvaged. A new lighting strategy will be proposed.



Removal of the crowd control fencing is required for better site permeability and address. Level crossing and kerb ramps are proposed at the ends of the shared ways.



Existing trees along the rear access lane are to be retained. Low massed planting is proposed in the verge.

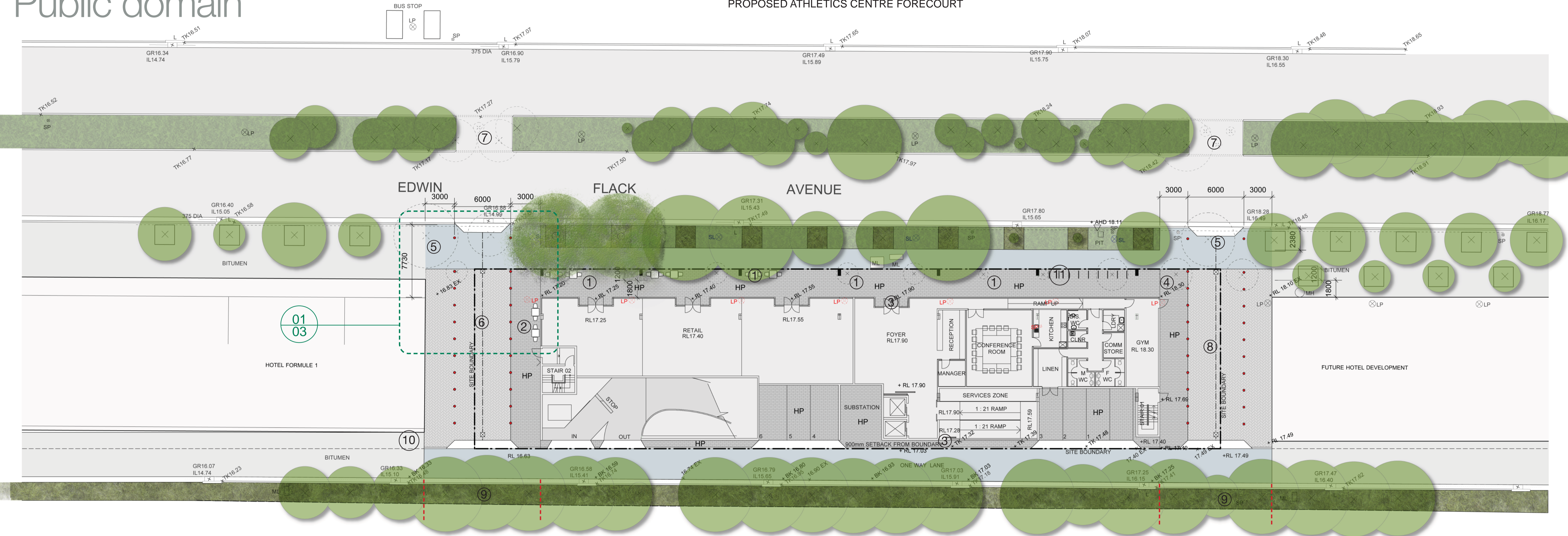


Existing kerb side trees on Edwin Flack Avenue to be retained. Row of smaller *Flindersia australis* behind will need to be removed as they are in line with the proposed colonnade.

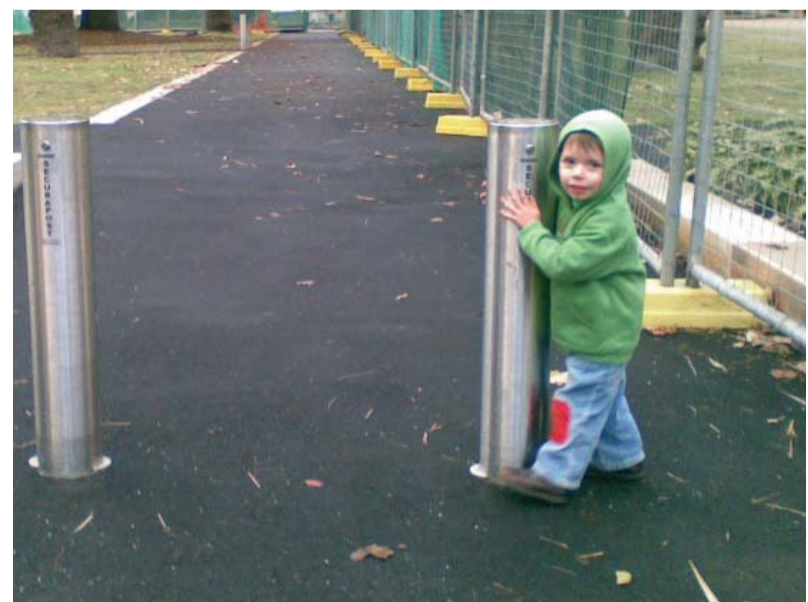
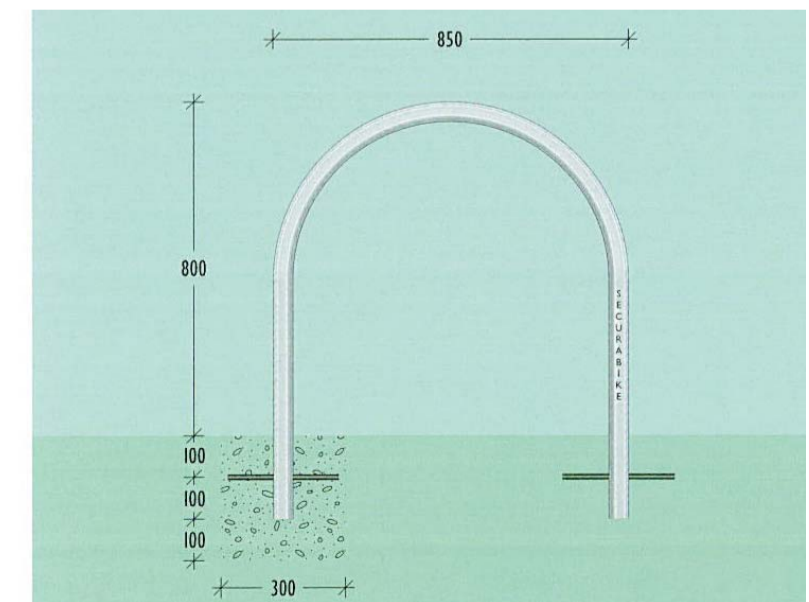
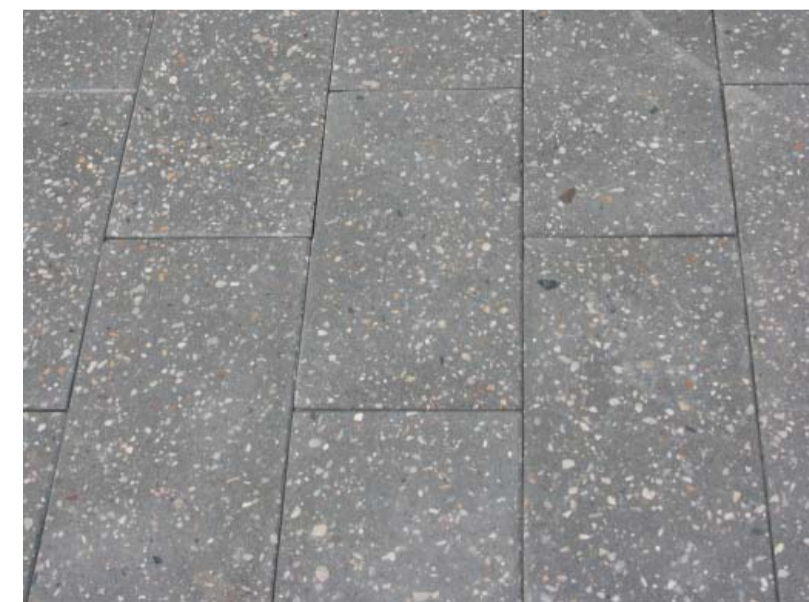
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Public domain

PROPOSED ATHLETICS CENTRE FORECOURT



1. Colonnade zone with areas of 'Havenslab' Paving and provision for outdoor non-fixed seating.
2. Covered outdoor seating area (From solar panel above).
3. All access entrance at front and rear foyer.
4. Existing row of young *Flindersia australis* removed.
5. Existing young *Eucalyptus microcorys* removed from shared way.
6. Shared way with 'Trupave' vehicular pavement and central drainage swale.
7. Break in median strip adjacent to shared way - non accessible to vehicles - proposed as future SOPA works.
8. Future shared way by others.
9. Future shared way extension
10. Location of existing kerb to be coordinated with proposed.
11. Bicycle racks in front of area with no building entrances.



Asphalt paving to the building line AC10.

Shared way paving- C and M 'Trupave'

Havenslab - pedestrian paving areas
Image: Stockroute Park- photo ASPECT

Lighting possibilities in shared zone.
Image: Berlin Potsdamer Platz C. Diehl

Bike racks.
Image: Leda Securabike

Stainless steel bollards in shared zone.
Image: Redfern Park- photo ASPECT

Commercial, non fixed cafe seating.
Image: Jacaranda Square- photo by Simon Wood

concept design

Detail design



01 03 Detail plan colonnade and shared way

1. Shared way. 12m wide with 6m vehicular carriageway. Central drainage line.
2. Trypave vehicular interlocking paving.
3. Covered outdoor seating area (From solar panel above).
4. Stainless steel bollards to SOPA UDEM.
5. Low massed planting in tree opening.
6. Turf verge reinstated.
7. Commercial non fixed seating areas
8. New street lighting to SOPA UDEM.
9. Proposed *Eucalyptus microcorys* 200L.
10. Existing *Eucalyptus microcorys* to be retained.
11. Havenslab pedestrian paving - colour: Ebony Golden Glaze
12. Under awning lighting for colonnade



02 03 Detail section colonnade

