

2.0 Urban & Landscape Design Principles

2.4 Urban Design Experience

The urban design for the project has been undertaken to support the concept that urban design decisions create the setting for the urban experience. This urban experience is built from movement and time by individuals using the spaces. The project would address two scales of urban experience. These are the driver experience, moving along the motorway, and the surface experience, moving through the residential and commercial precincts along the Pennant Hills corridor.

2.4.1 The Theme

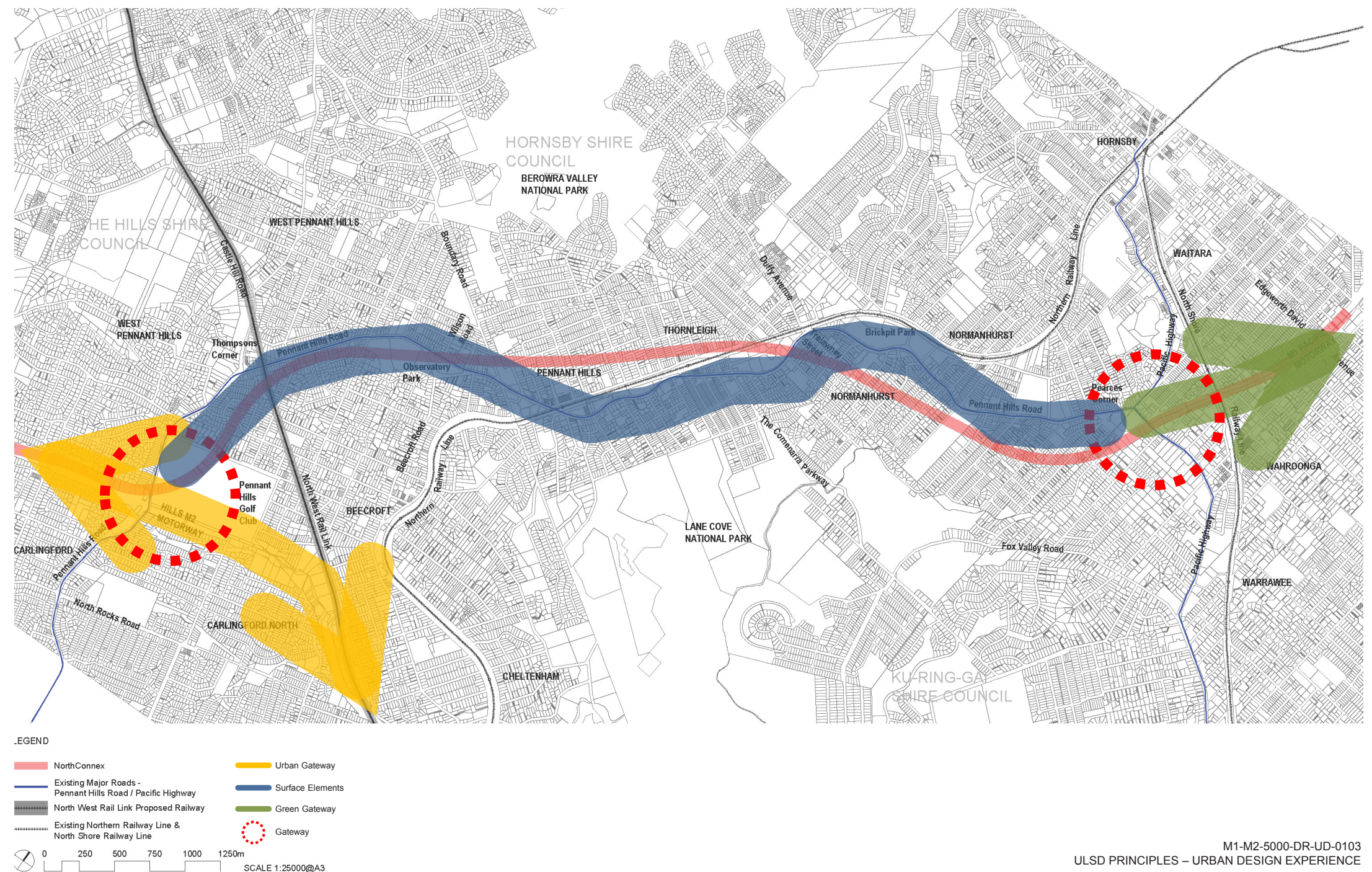
The project theme has emerged from an observation of the current context and an acknowledgement that the motorway would not be experienced where it most impacts the public domain at surface level, as a continuous element.

The project would have two distinct types of experience; the driver experience of fast movement through continuous space and sequential elements; the surface experience of pedestrians, local drivers and cyclists experiencing the project as individual elements in a complex and varied landscape of urban, suburban, and bush character.

An interpretation of the light and shadow of the prevailing tree cover has been developed to tie these two experiences together and to provide a recognisable motif for the project that can be interpreted as both a subtle pattern and a strong visual event from the driver's experience.

Theme

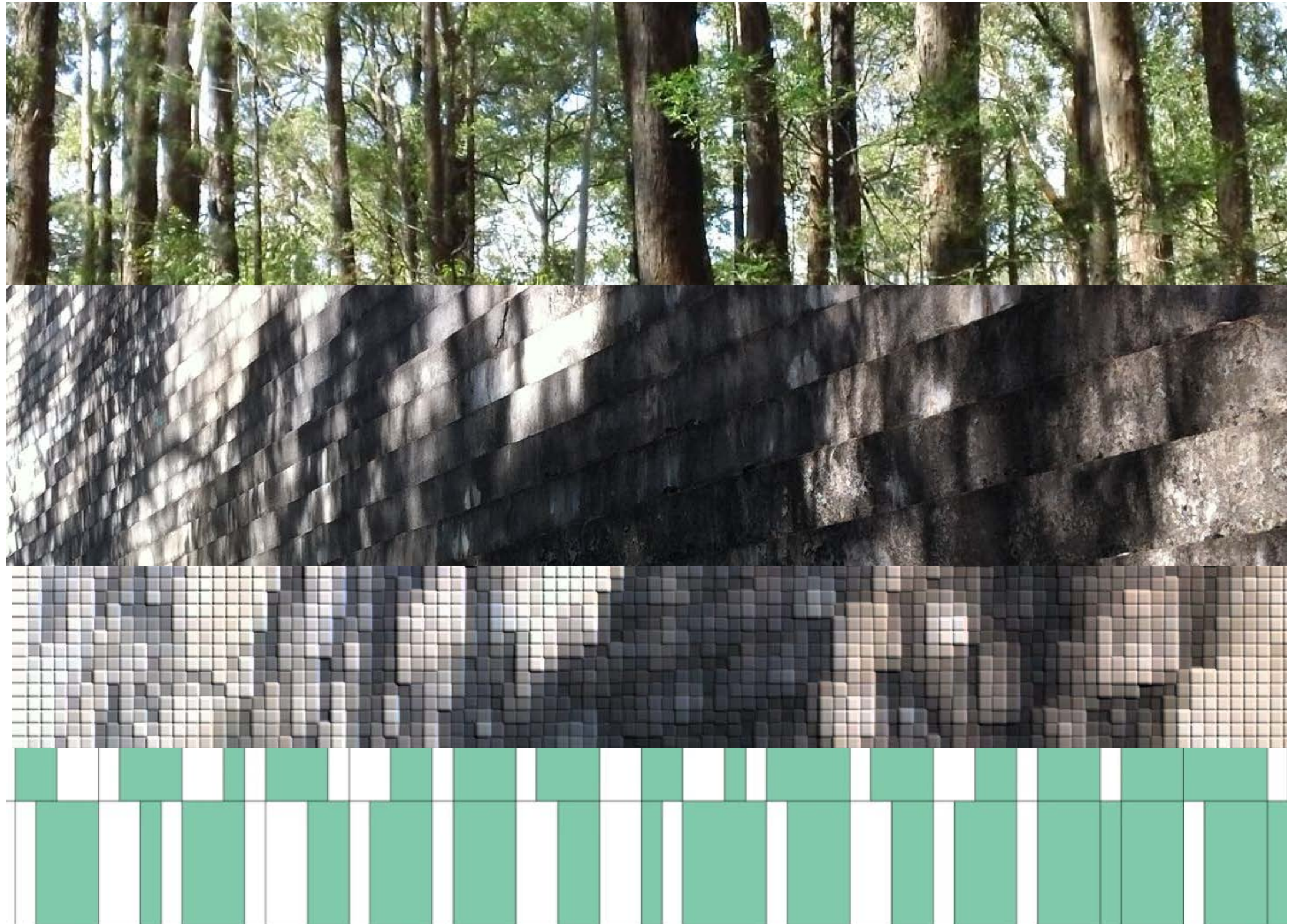
- Events in the landscape;
- Interpretation of changing light and shadow of the bush experience; and
- Recognisable signature patterns as project identifiers.



M1-M2-5000-DR-UD-0103
ULSD PRINCIPLES – URBAN DESIGN EXPERIENCE

2.0 Urban & Landscape Design Principles

The interpretation of light and shadow has been derived from a close look at the rhythms and colours of Observatory Park that exemplifies the natural environment of the area. These have been stylised into a language of light and dark; overlap and offset; an opaque and screened vocabulary that has been incorporated into the buildings, tunnels, surface features as well as the landscape approach to create a consistent, yet varied theme for the project.



Evolution of the signature pattern.

3.0 Interchanges Interface

3.1 Introduction

This section describes the design of built elements at major interchanges and their associated landscape. Each of the interchanges has its own special functions and features which integrate into the subtle urban and environmental design themes of the project.

3.2 Principles

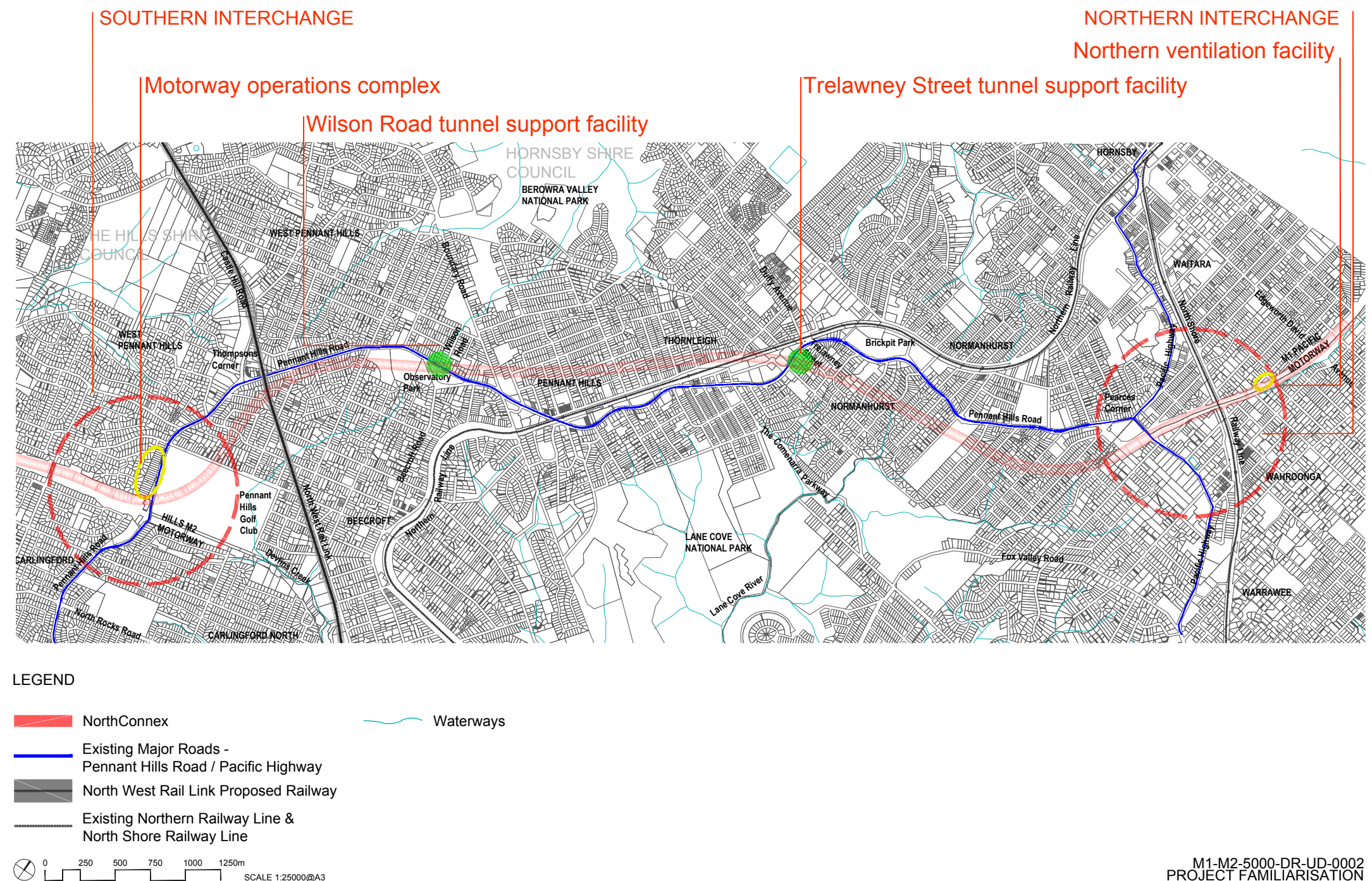
The guiding principles in the development of the designs for these elements are to:

- Ensure the consistent application of both lateral integration and longitudinal connectivity principles established for the project at interchanges;
- Ensure that all interchange components contribute to integrated and functional design outcomes;
- Ensure that each interchange design is aesthetically pleasing and subtly identifiable in a contemporary manner;
- Maximise connectivity for all users at interchanges in a safe and visually pleasing manner; and
- Reflect community urban and environmental preferences where possible.

3.3 Strategies

Strategies to ensure the successful application of the guiding principles are to:

- Environmentally integrate the corridor through appropriate landscape design;
- Ensure that materials, finishes and colours respond appropriately to their immediate context;
- Provide grade-separated connections to assist with safety and vehicular movement;
- Ensure contextual integration by relating or matching new street furniture, materials, subtle colours and finishes to existing street furniture, wherever possible; and
- Carefully consider the existing context to ensure the harmonious integration of new structures and built elements.



M1-M2-5000-DR-UD-0002
PROJECT FAMILIARISATION

3.0 Interchanges Interface

3.4 Driver Experience

Urban Gateway

The driver experience at the southern Interchange, or urban gateway, would be a key part of understanding the legibility and identity of the new motorway.

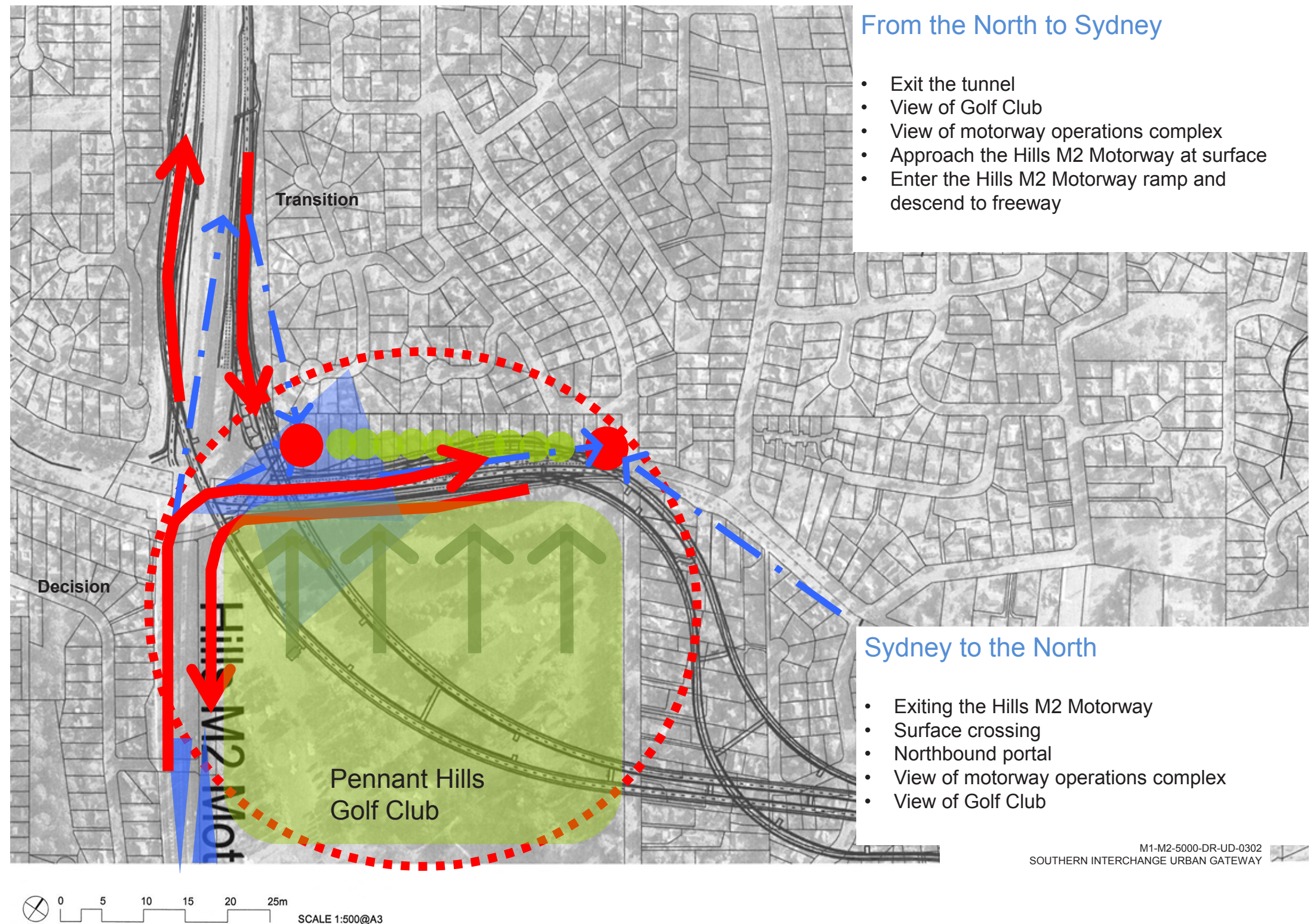
Central Sydney to and from the North

Drivers travelling from central Sydney to or from the north would need to exit the motorway system and travel along Pennant Hills Road for a short distance before re-entering the motorway system to continue their journey. These movements allow for generation of a greater sense of driver orientation and project recognition at this key decision point.

As drivers leave the motorway system they rise out of a cutting or portal and their view opens from a constrained motorway view to a wider area that includes the motorway operations complex site and the Pennant Hills Golf Club.

This allows the southern ventilation facilities and its tall vent outlet to become a project marker. All of these elements in the wider visual field collectively make up the Decision Gateway experience at this location. The elements of the motorway operation complex site have been organised to provide an effective built edge to the open space of the Golf Club across Pennant Hills Road and the experience, for drivers, of passing through this green zone. The landscape treatment of the motorway operations complex site reinforces this effect and complements the borrowed landscape of the Golf Club itself.

Drivers travelling from Western Sydney to or from the north would remain on the motorway system, travelling through mainline portals prior to the west of Pennant Hills Road. These drivers can see the South Vent Building and its tall vent outlet, from the windshield or rear view mirror, as part of their journey at this transition point.



3.0 Interchanges Interface

The main decision point where the extended M1 Pacific Motorway meets the Hills M2 Motorway calls for heightened recognition within the landscape of driver experience. This is as important for the drivers making the decision to change motorways as it is for those continuing along their current direction.

This decision point has been identified through an integrated urban and landscape design which not only enhances the visual experience, but also serves as an entity for placemaking and wayfinding.

This is achieved through appropriate signage and articulation of architectural landmarks at the interchange.



View looking northwest from corner of Pennant Hills Road and Hills M2 Motorway.

Artist's Impression Only



MOTORWAY OPERATIONS COMPLEX - SOUTHERN VENTILATION FACILITY - VIEW LOOKING NORTH WEST FROM CORNER OF PENNANT HILLS ROAD AND HILLS M2 MOTORWAY

M1-M2-5000-DR-UD-0990



M1-M2-5000-DR-UD-0901
SOUTHERN INTERCHANGE - AERIAL VIEW LOOKING SOUTH

3.0 Interchanges Interface

Northern Interchange - Green Gateway

The northern interchange at Pennant Hills Road and the northern end of the tunnel, provides a more subtle transition to the motorway system. Drivers continuing north would seamlessly connect to the M1 Pacific Motorway and the green environs that connect to Ku-ring-gai Chase National Park. Drivers heading to Pennant Hills Road, would take regular exits off the main tunnel. Therefore no major iconic elements have been introduced into this experience.

The green edges of the M1 Pacific Motorway would come into view as drivers pass through the portal and rise to the surface road level. Drivers heading southbound would experience a seamless transition into the tunnel. As in the south, the gateway experience would be built on the concept of bringing the surrounding landscape into the of driver experience.

