

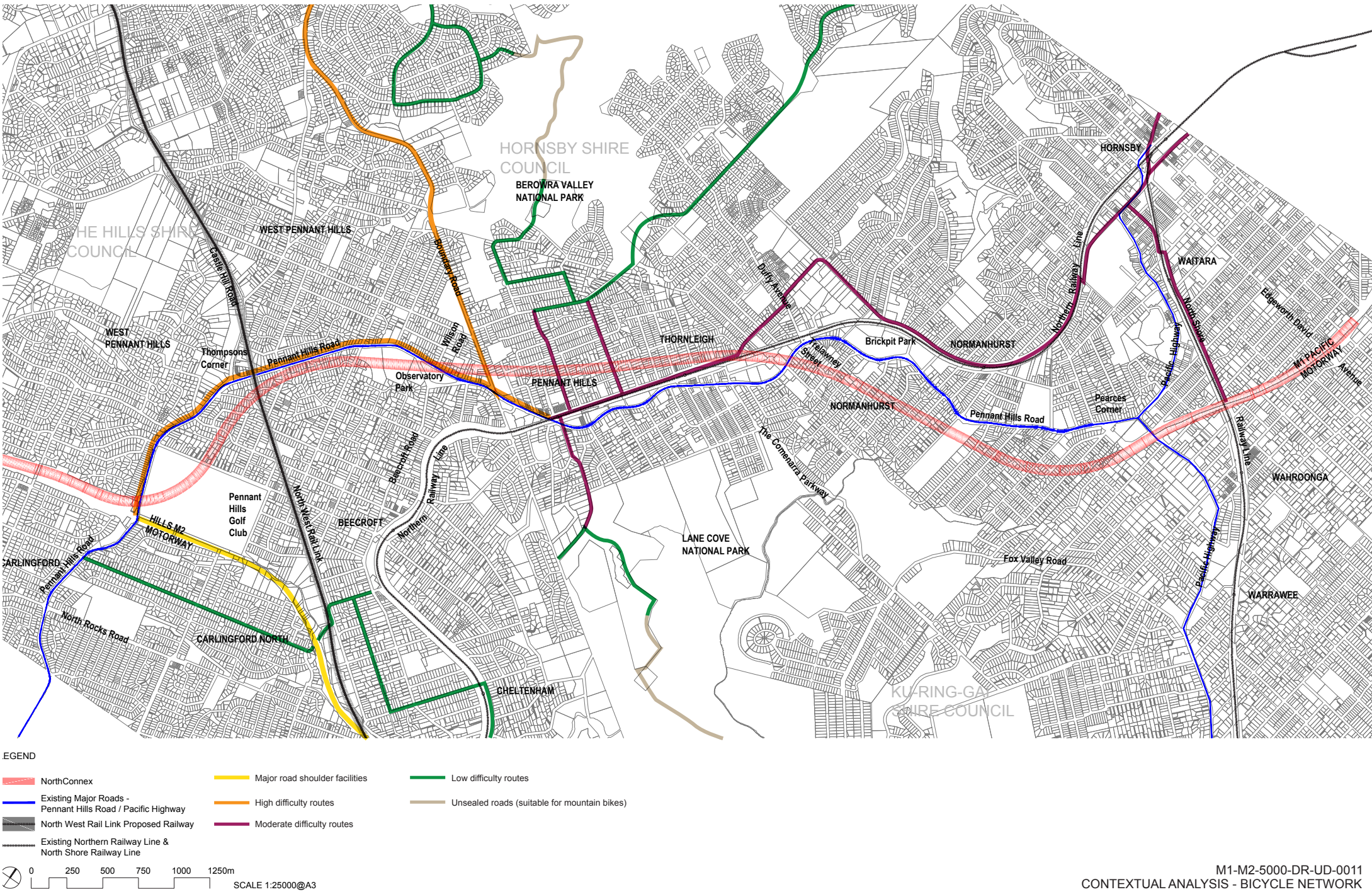
1.0 General

1.4.11 Sydney Bicycle Network

The analysis determined the locations of existing adjoining pedestrian networks together with the Sydney bicycle network, both present and anticipated.

Design implications:

- Ensure existing pedestrian networks are maintained through implementation; and
- It is essential to integrate the existing bicycle network with any new shared path facilities for lateral and longitudinal connectivity.



M1-M2-5000-DR-UD-0011
CONTEXTUAL ANALYSIS - BICYCLE NETWORK

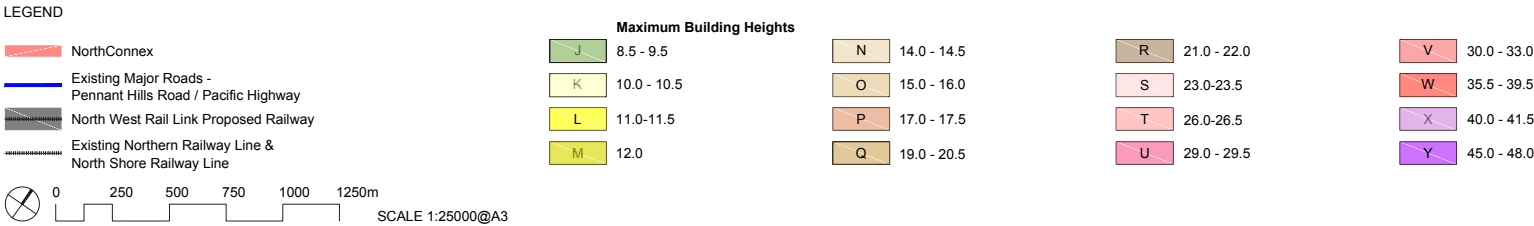
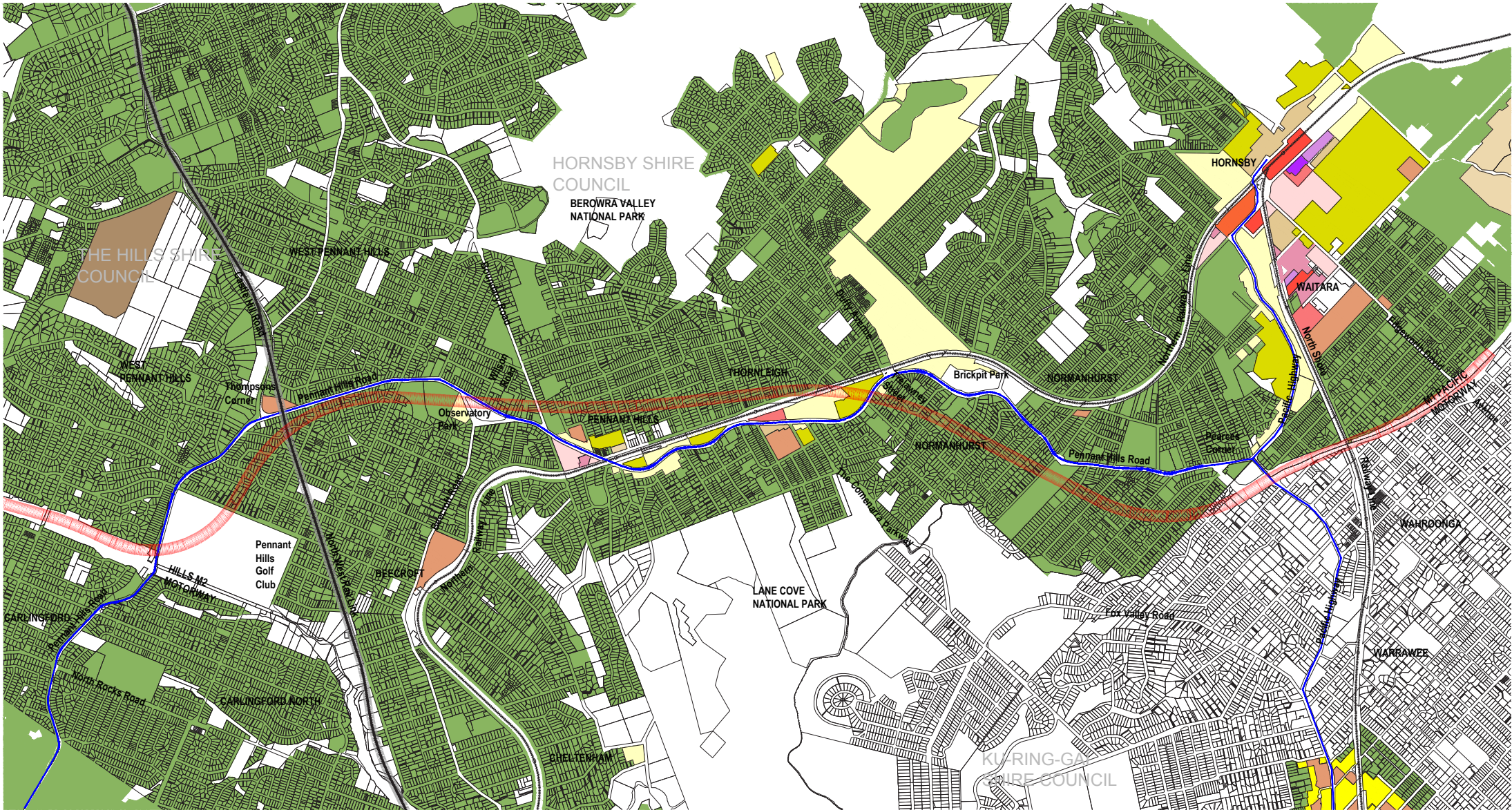
1.0 General

1.4.12 Built Form Topology

The corridor passes through a fairly consistent zone of single family residential structures. The structures are primarily one or two stories in height, have generous setback and separation dimensions and have individual direct street address points. Height limits from planning instruments are generally set at 9 metres for the corridor with some exceptions in and around areas where the commercial nodes have developed around railway stations.

Design Implications

- Locate surface facilities where they would have lower impacts on surrounding urban form;
- Organise surface facility massing to be compatible with adjacent built form scale; and
- Provide architectural articulation and treatments to break down apparent mass and bulk of facilities.



M1-M2-5000-DR-UD-0012
LOCAL ANALYSIS - BUILDING HEIGHTS PLAN

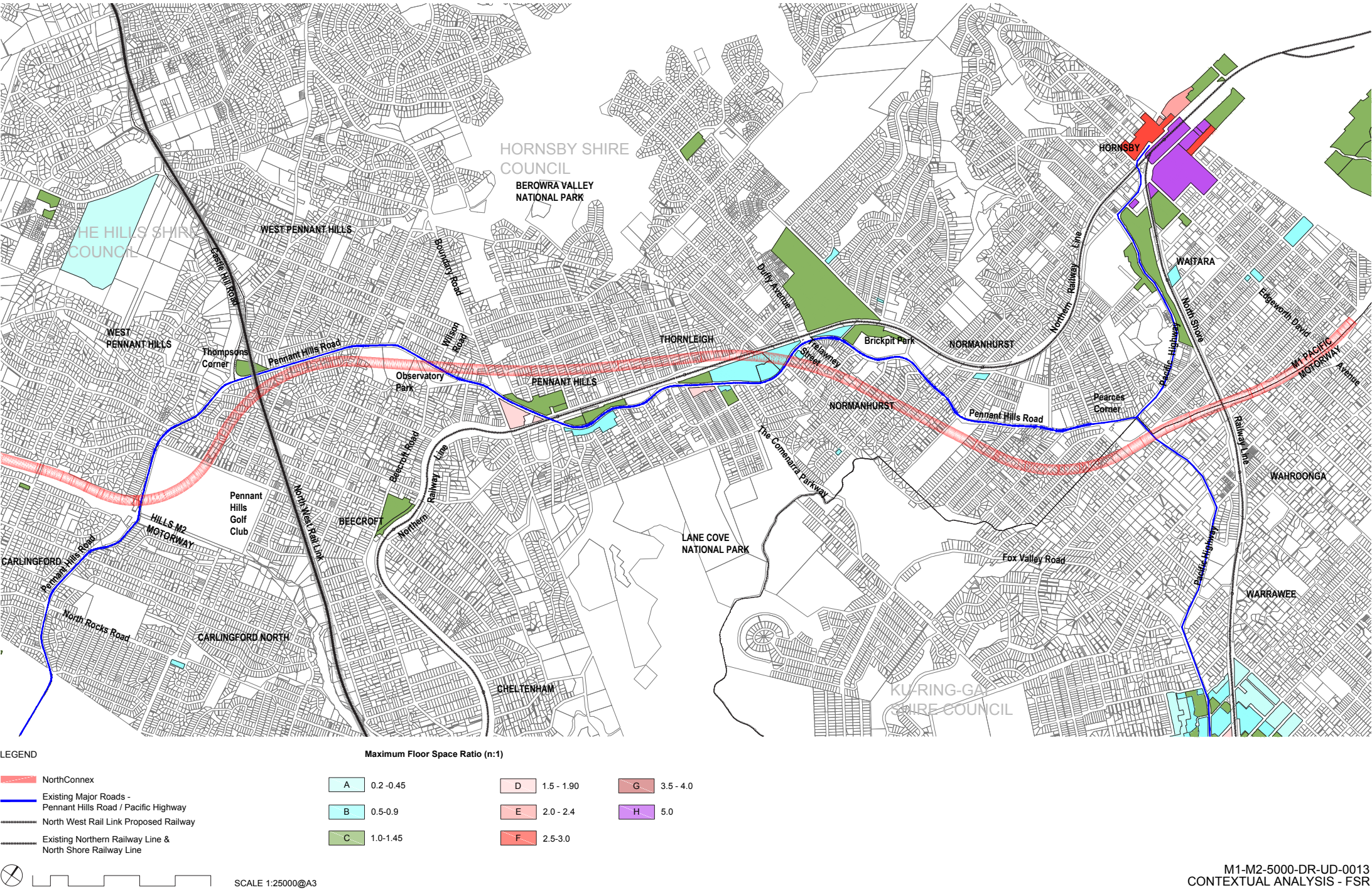
1.0 General

1.4.13 Built Form Density

The corridor traverses a zone of relatively low density. Built form controls range from 0.2 to 5.0 in and around the commercial nodes.

Design Implications

- Design surface facilities to appear appropriate to the adjacent density;
- Where larger facilities are required provide architectural articulation to mitigate their scale; and
- Provide appropriate landscape buffer areas between surface facilities and adjacent structures.



M1-M2-5000-DR-UD-0013
CONTEXTUAL ANALYSIS - FSR

1.0 General

1.4.14 Major Open Space Structure

The corridor is located along the dividing line between the Sydney Harbour and Hawkesbury catchments. These catchments are largely captured in the major open spaces on each side of the corridor including Lane Cove National Park and Pennant Hills Park on the east and Berowra Valley Regional Park on the west.

The Lane Cove River and Berowra Creek respectively are the major water courses leading away from the ridge into each of these catchments. At the northern end of the corridor where the link meets the M1 Pacific Motorway, the motorway network passes through Ku-ring-gai Chase National Park which extends for over 50 kilometres to the north. These major open spaces provide regional recreation opportunities for bushwalking, small water craft and playing fields.

A number of smaller parks also provide recreation opportunities along the corridor. These include Mount Wilberforce Lookout near Thompsons Corner, Observatory Park with Ludovic Blackwood Sanctuary, Wollondury Park adjacent to Pennant Hills Station, and the Kenley Reserve.

Major recreation spaces include the Pennant Hills Golf Club and Brickpit Park adjacent to Thornleigh Indoor Sports Centre, where a new golf driving range is in operation.

Design Implications

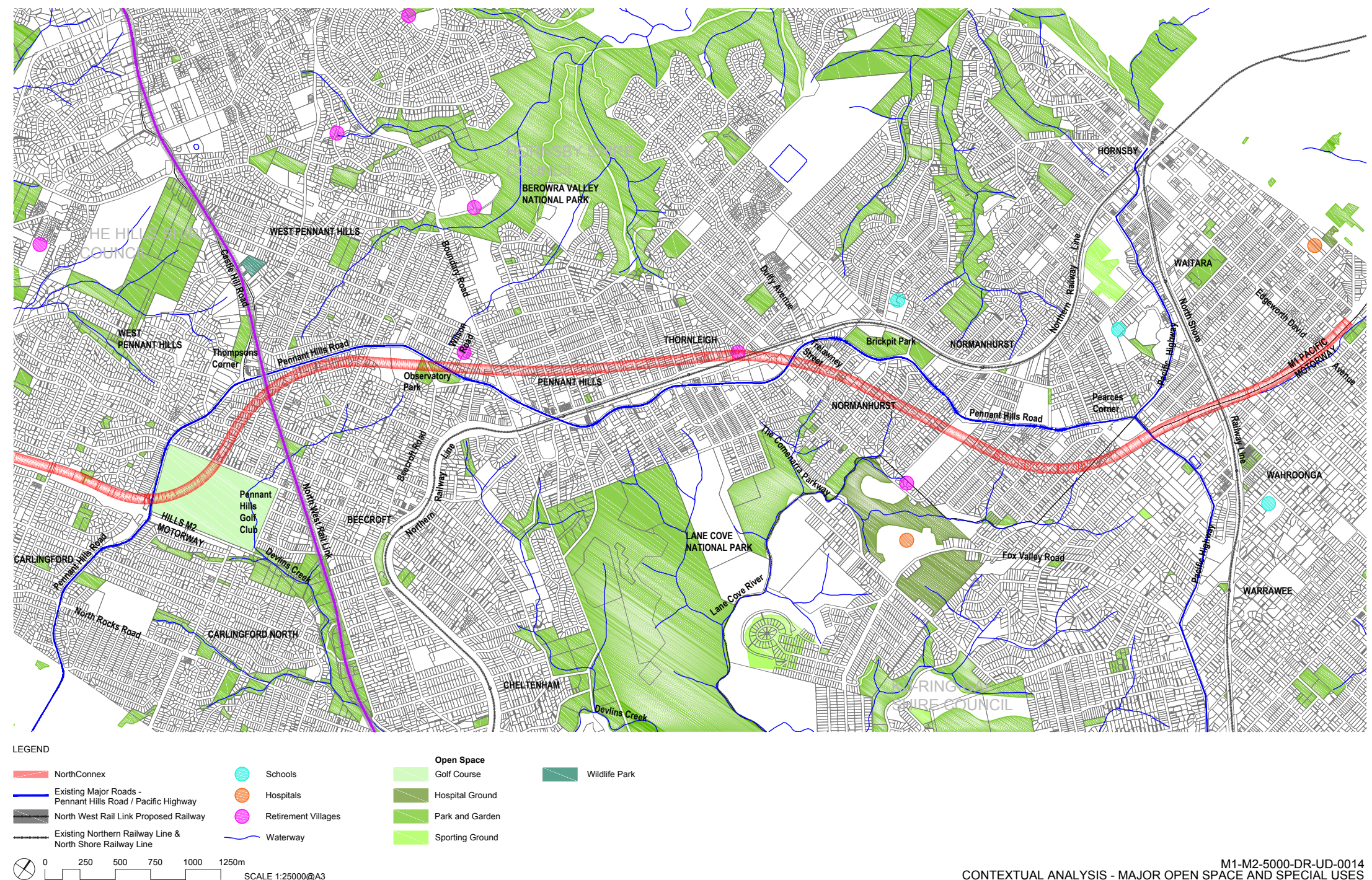
- Capitalise on the identity of major public open spaces to provide the branding and imageability of the Link;
- Investigate opportunities for using open spaces as markers for improving legibility and orientation of drivers using the Link; and
- Locate surface facilities in a compatible way with any adjacent open spaces.

Schools

A number of schools are located in the corridor. These include Our Lady of the Rosary Catholic Primary School, Abbotsleigh Senior School, Normanhurst Boys High School, Normanhurst Public School, Loreto Catholic College, Normanhurst West Public School, Pennant Hills Public School, Pennant Hills West Public School, and Mount Benedict Catholic High School.

Design Implications

- Locate sensitive facilities in a compatible manner with respect to school locations.



M1-M2-5000-DR-UD-0014
CONTEXTUAL ANALYSIS - MAJOR OPEN SPACE AND SPECIAL USES

1.0 General

1.4.15 Existing Situation - Precincts

The corridor and project traverses a number of distinct character zones. These have differing built form and landscape features that provide the current surface driving experience along the corridor.

These include:

Precinct 1 - Hills M2 Motorway

- Linear experience;
- Views to suburbs;
- Vertical cuttings; and
- Green edges.

Precinct 2 - Pennant Hills Road

- Residential area;
- Tight setbacks;
- Low density;
- Heavily forested; and
- Closed views.

Precinct 3 - Pennant Hills Commercial

- Commercial area;
- Motorist dominated uses;
- Larger parcels;
- Low scale; and
- Closed views.

Precinct 4 - Pennant Hills Mixed

- Mixed Area;
- Higher density residential;
- Transition parcels;
- Some tree cover; and
- Closed views.

Precinct 5 - M1 Pacific Motorway

- Linear experience;
- Heavily forested;
- Closed views;
- Park-like experience; and
- Few views of suburbs.

