

▼ 20A PARRAMATTA ROAD

20A PARRAMATTA ROAD

CONCEPT PLANS FOR THE RE-DEVELOPMENT OF 20A
PARRAMATTA ROAD AND ISMAY RESERVE SOUTH

A report written and compiled by the
Strathfield Landscape Architecture team


STRATHFIELD
COUNCIL



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CONCEPT ONLY



THE WANGAL PEOPLE

Strathfield Council acknowledges the Wangal people who are the traditional custodians of the land on which Council is located. We pay respect to Elders past, present and emerging.

The Wangal were a clan of the Darug (sometimes spelt Dharug) tribe or language group. They called themselves the Eora, meaning 'the people'. The Wangal clan's territory is thought to have originally extended from Darling Harbour, around the Balmain Peninsula (including Goat Island (called Me-mel or Memill) almost to Parramatta in the west, the Parramatta River formed the northern boundary although it is uncertain how far south their land extended. The Wangal are believed to have occupied the area for over 20,000 years.

Strathfield Council is part of the traditional lands of the Wangal clan, one of the 29 tribes of the Eora nation.

The Wangal people inhabited what is now known as Strathfield Council for thousands of years prior to European settlement. The Wangal people held a deep connection to the land and landscape of Strathfield, Homebush, Belfield and Greenacre. The bushlands and foreshore areas were their lands, their home and part of the territory they were responsible for.

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MESSAGE FROM THE MAYOR

Our open spaces are the heart of community life in Strathfield, places where people come together, connect with nature, and feel a sense of belonging. The transformation of 20A Parramatta Road, Homebush, represents an important step in shaping a more liveable, connected, and sustainable future for our growing community.

As new residents move into the area, this project will provide much-needed green space that supports recreation, relaxation, and everyday connection. Strategically positioned between Homebush Station, Parramatta Road, and surrounding residential areas, the park will form an essential link between our transport hubs and the wider green corridor along Powell's Creek. By creating safe and direct pedestrian connections, the design encourages active lifestyles and makes daily movement, whether walking to the station, meeting friends, or spending time outdoors, easier and more enjoyable.

This initiative is about more than just improving a park. It is about strengthening the social and environmental fabric of our community. Designed with the rhythm of local life in mind, 20A Parramatta Road will become a welcoming, inclusive, and well-connected destination that reflects the values and aspirations of Strathfield's residents.

Benjamin Cai

Cr Benjamin Cai
Mayor
Strathfield Municipal Council



MESSAGE FROM THE GENERAL MANAGER

Strathfield Council is committed to creating a greener, more connected, and liveable future for our growing community. The transformation of 20A Parramatta Road, Homebush, represents an important step toward this goal, turning a constrained and underutilised parcel of land into a vibrant, accessible, and inclusive urban park.

Strategically positioned within the emerging Transit-Oriented Development (TOD) precinct, this project will strengthen east-west connectivity through the introduction of new pedestrian links and a bridge across Powells Creek, uniting surrounding neighbourhoods with Homebush Station and key open spaces.

As our community continues to evolve, this project lays the foundation for a high-quality public domain that supports active recreation, social connection, and environmental wellbeing. 20A Parramatta Road will become not only a local destination but a shared space that reflects the aspirations and identity of the Homebush community.

Michael Mamo

Michael Mamo
General Manager
Strathfield Municipal Council

CHAPTER 1. SITE UNDERSTANDING

20A PARRAMATTA ROAD PROJECT OVERVIEW

1.1

The transformation of 20A Parramatta Road, Homebush, forms a key part of Council's broader ambition to enhance local amenity, accessibility, and open space provision. Strategically positioned between Parramatta Road, Powells Creek, and the Homebush rail line, the site presents both complex challenges and significant opportunities. As part of the emerging Transit-Oriented Development (TOD) precinct, the project will unlock the site's potential as a vital public open space and pedestrian link.

Building on the modest facilities of Ismay Reserve South, the proposal will expand the reserve into a larger, better-connected and more inclusive park. Shaded areas, landscape buffers, and improved spatial definition will help mitigate exposure to Parramatta Road, creating a more comfortable, greener, and inviting setting.

A central feature of the project is the introduction of a new pedestrian bridge across Powells Creek, connecting residents east of the

creek—who currently face long and unpleasant journeys along Parramatta Road—to the park and on towards Homebush Station via a new westward thoroughfare. This connection will reposition the reserve as a key east–west corridor, shifting its role from a self-contained open space to an activated, legible and well-integrated destination.

As Homebush experiences rapid change through high-density residential growth and the arrival of the North Strathfield Metro, the demand for quality green space is intensifying. The project will not only provide essential recreation and amenity for the expanding population but will also reinforce the broader green corridor that includes Ismay and Arnotts Reserves to the north. By enhancing connectivity, amenity, and tree canopy, the transformation of 20A Parramatta Road will significantly strengthen the liveability, resilience, and identity of the evolving Homebush precinct.

THE TRANSFORMATION OF 20A PARRAMATTA ROAD HAS LONG BEEN CONSIDERED AS PART OF COUNCIL'S BROADER AMBITION TO IMPROVE LOCAL AMENITY, ACCESSIBILITY, AND OPEN SPACE PROVISION.



1
UNDERSTANDING
SITE

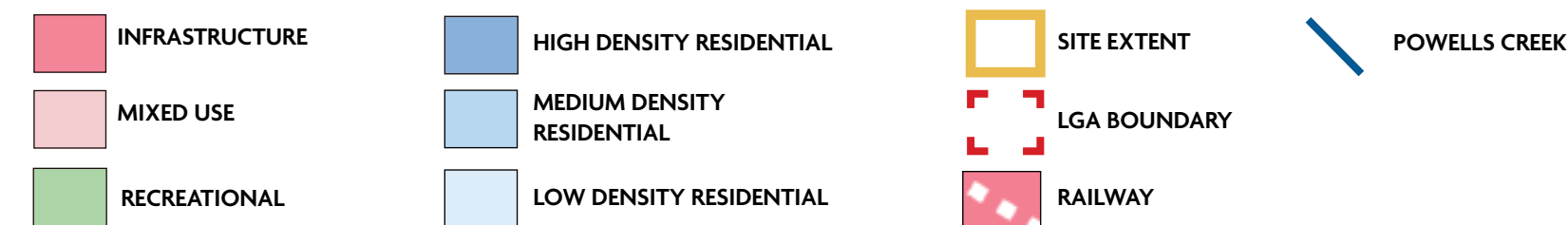
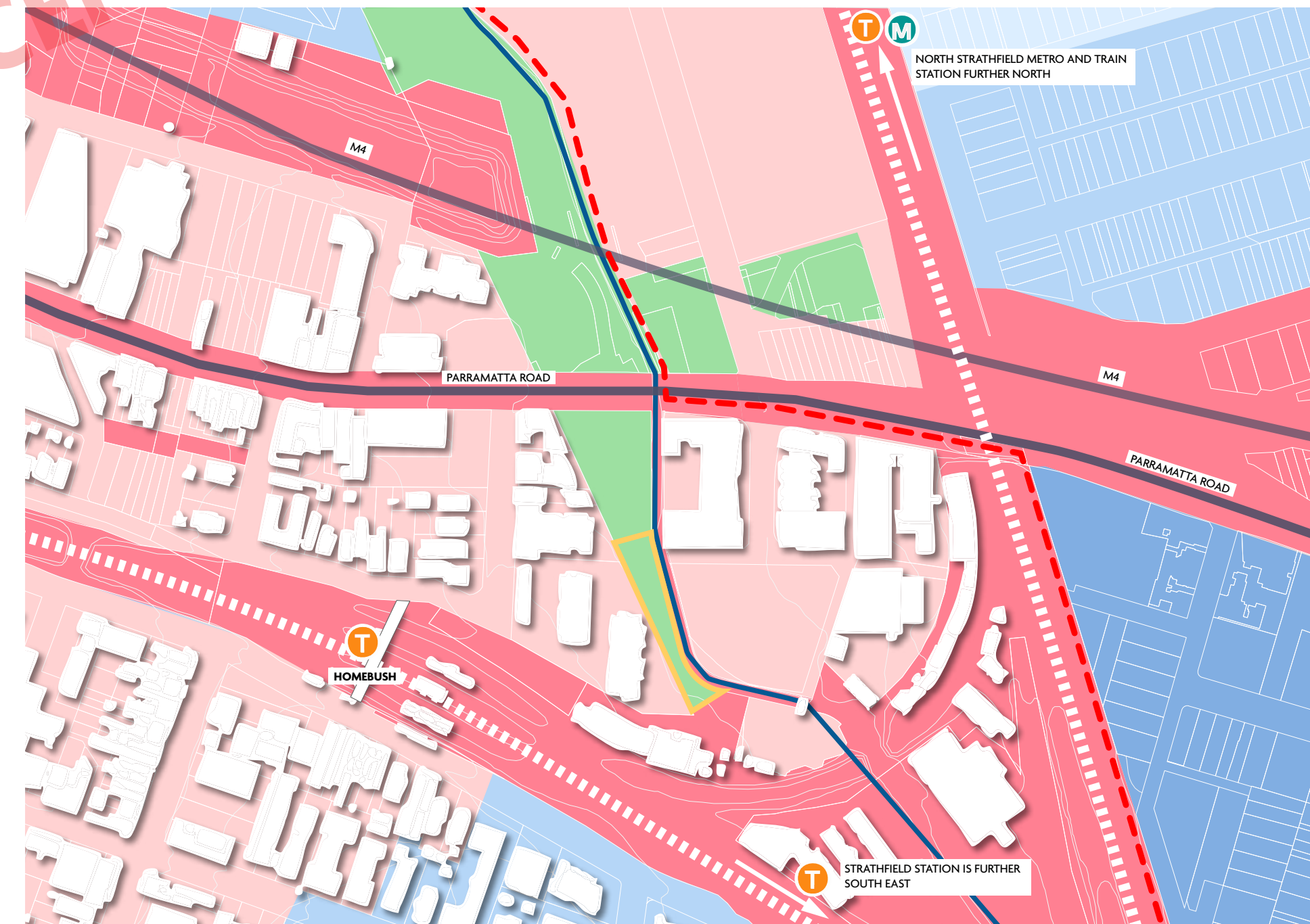
2
CHARACTER
& CONTEXT

3
DESIGN
STRATEGY

4
INITIAL IDEAS

STRATHFIELD
COUNCIL
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LAND USE & CONTEXT



1.2

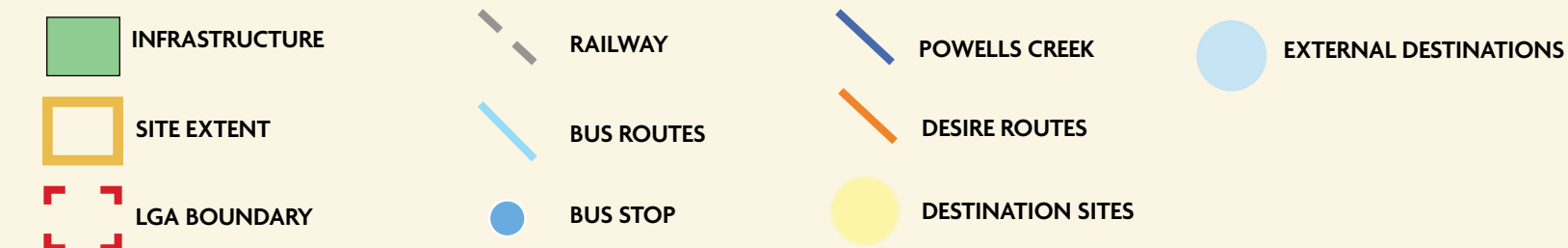
The site at 20a Parramatta Road, Homebush, sits within a defined pocket of Mixed Use zoning. This classification includes a blend of residential, industrial, community, and retail uses, creating a diverse and transitional urban character. Surrounding this pocket, particularly toward the outer edges of the map, are extensive areas of High Density and Medium Density Residential land uses, reinforcing the site's role as a potential community destination within a broader urban catchment.

The area is distinctly bordered by Infrastructure zones, most notably the Homebush train line to the south and Parramatta Road to the north, with the M4 Motorway further beyond. Homebush Station is visible to the southwest, and while not within the map extent, the convergence of the North Strathfield and Homebush rail lines at Strathfield Station lies to the southeast.

Functionally, the site forms an extension of Ismay Reserve South and sits at the end of a green recreational corridor that follows Powells Creek. This corridor includes Ismay Reserve and Arnotts Reserve, which run centrally through the mapped area, providing continuous open space and recreational opportunities. The site also lies close to the LGA boundary between Strathfield Council and the City of Canada Bay, positioning it at the intersection of multiple planning and community contexts.



CIRCULATION AND DESTINATION



1.3

The site at 20A Parramatta Road sits within a highly constrained pocket, enclosed by natural and built barriers that limit access and movement. Powells Creek forms a hard eastern edge with no crossings, while private apartment blocks to the west prevent connection to Station Street. As a result, Parramatta Road remains the only formal entry, though it functions as a high-speed traffic corridor, offering little comfort or safety for pedestrians despite hosting multiple bus routes.

Although Homebush Station is just 150 metres away, the walking route takes around 9 minutes due to fragmented paths and barriers. Similarly, Ismay Reserve, directly north across Parramatta Road, requires a 7-minute detour on foot despite its close proximity. These indirect routes highlight the site's poor permeability and limited amenity.

Further afield, Strathfield Station, North Strathfield Station (future Metro), and the Bakehouse Quarter provide strong regional and local connections. Yet the site itself remains disconnected—enclosed by infrastructure, water, and private development. Unlocking its potential will depend on improved circulation and direct, legible links that integrate it into the wider network.

- 1. 9 MINUTE WALK
- 2. 7 MINUTE WALK
- 3. 7 MINUTE WALK
- 4. 6 MINUTE WALK



CONCEPT ONLY

TREE CANOPY COVERAGE PER LOT BOUNDARY



1.4

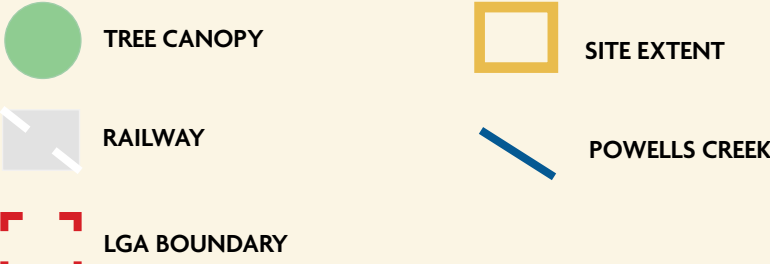
The immediate area surrounding 20a Parramatta Road shows significantly low levels of tree canopy coverage, with the majority falling within the less than 10% and 10–20% categories. This is particularly evident in the mixed-use zones and along the major infrastructure corridors—namely the railway lines to the south and Parramatta Road to the north—that define the site's edges. These hard boundaries contribute to a fragmented and sparse urban canopy, highlighting the urgent need for increased greening in both public and private domains.

In contrast, the most substantial canopy coverage exists within the linear corridor of open spaces—specifically Ismay Reserve and Arnotts Reserve—where mature tree plantings provide shade, ecological value, and recreational amenity. These spaces demonstrate the positive impact of thoughtful planting and serve as benchmarks for future greening strategies.

The low canopy levels across the broader area underscore the importance of prioritising tree planting in the design of the site itself, not only to enhance microclimate and environmental quality but also to meet the growing demand for accessible, green, and shaded public space—particularly as the area densifies under the TOD vision. Enhancing the tree canopy will play a crucial role in improving urban resilience and creating a more liveable, connected, and restorative environment for the community.



EXISTING TREE COVERAGE



1.5

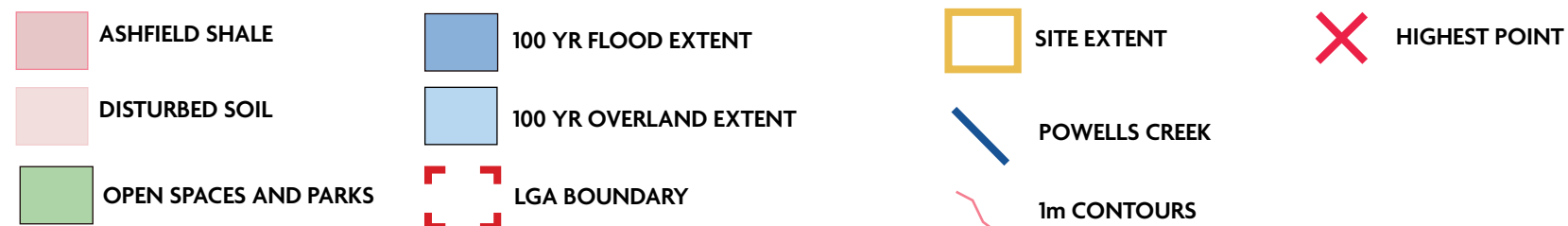
The broader area around 20a Parramatta Road displays patchy and uneven tree coverage, with most canopy concentrated along street corridors rather than within private lots or smaller open spaces. While larger reserves such as Ismay and Arnotts Reserve offer some mature tree coverage, Ismay Reserve South currently has limited vegetation and little existing shade.

This highlights a clear opportunity for increased canopy coverage as the park is extended. The new open space should prioritise shade planting and long-term canopy growth to improve user comfort, support urban cooling, and enhance the overall recreational quality of the space. Given the available capacity within both the park extension and surrounding public realm, tree planting will be a key design priority in addressing the area's currently low canopy presence.



CONCEPT ONLY

HYDROLOGY AND GEOLOGY



1.6

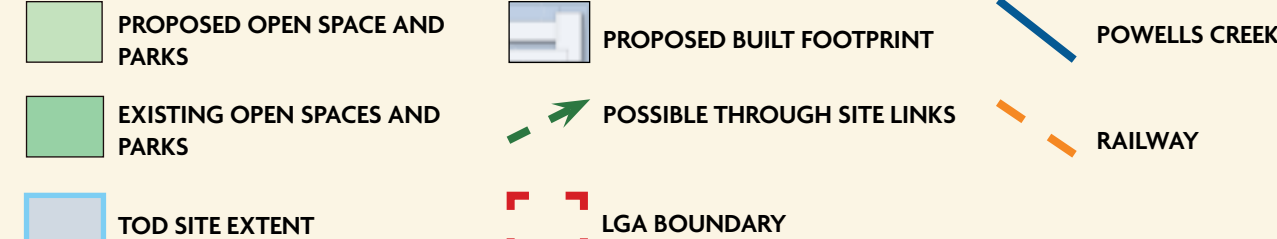
The site and surrounding area sit on the transitional boundary between two geological formations, largely influenced by the presence of Powell's Creek. The broader Strathfield region is underlain by Ashfield Shale—a component of the Wianamatta Group—characterised by heavy clay soils. Around the site, the geology transitions from Ashfield Shale to Disturbed Terrain along Powell's Creek. This disturbed classification reflects the extensive human modification of the waterway, which is now canalised and urbanised.

Historically, this soil profile would have supported tall open forests and open woodland, but most of this native vegetation has been cleared, particularly within the mapped area. Topographically, the site sits within a generally flat landscape, consistent with much of Strathfield.

Hydrologically, this flatness and urbanisation influence the local flood dynamics. Overflow flooding is common around the railway corridors and along the extents of Powell's Creek, particularly in open spaces and parklands and along the boundaries of Parramatta Rd.



HOME BUSH TOD FUTURE DEVELOPMENT



1.7

The area surrounding 20a Parramatta Road is poised for significant transformation as part of the broader TOD Homebush initiative. This transport-oriented development strategy aims to intensify land use around key public transport hubs—namely Homebush Station to the southwest and the forthcoming North Strathfield Metro Station to the northeast. The precinct will see the introduction of higher-density residential development, expanded open space networks, and improved pedestrian and cycle connectivity throughout the area.

For the site specifically, this means an anticipated increase in both demand for and use of open green space. As future through-site pedestrian links are implemented, the park will no longer function as an isolated green pocket but as an integral node within a connected urban corridor. Improved access to Homebush Station will be pivotal to its role, ensuring the park contributes meaningfully to local amenity, active transport routes, and the broader public realm.

The TOD vision will reshape this part of Homebush into a more walkable, liveable, and sustainable precinct, positioning the park not only as a recreational asset but also as critical green infrastructure in a densifying urban fabric.



SUN EXPOSURE & SHADE: CURRENT SITE CONDITION

10AM



12PM



2PM



1.8

The summer sun exposure analysis at 10am, 12pm, and 2pm (current site conditions, prior to intended TOD development) shows that the site experiences high sun exposure and heat for most of the day. At 10am, the south-eastern portion of 20a is shaded by existing eastern apartments, while the rest of the site and most of Ismay Reserve South remain in full sun. By midday, the sun is directly overhead, leaving nearly the entire site exposed, creating harsh conditions and contributing to heat buildup. At 2pm, western shadows begin to cover the western edge of 20a and part of Ismay Reserve South, but much of the site still remains sunlit.

These conditions highlight the need for climate-responsive design, especially in summer. Incorporating shade structures, tree canopy, and cooling elements will be essential to reduce heat, enhance comfort, and make the space usable throughout the day. Designing for thermal relief will play a key role in creating a safe and inviting public environment



SUN EXPOSURE & SHADE: CURRENT SITE CONDITION

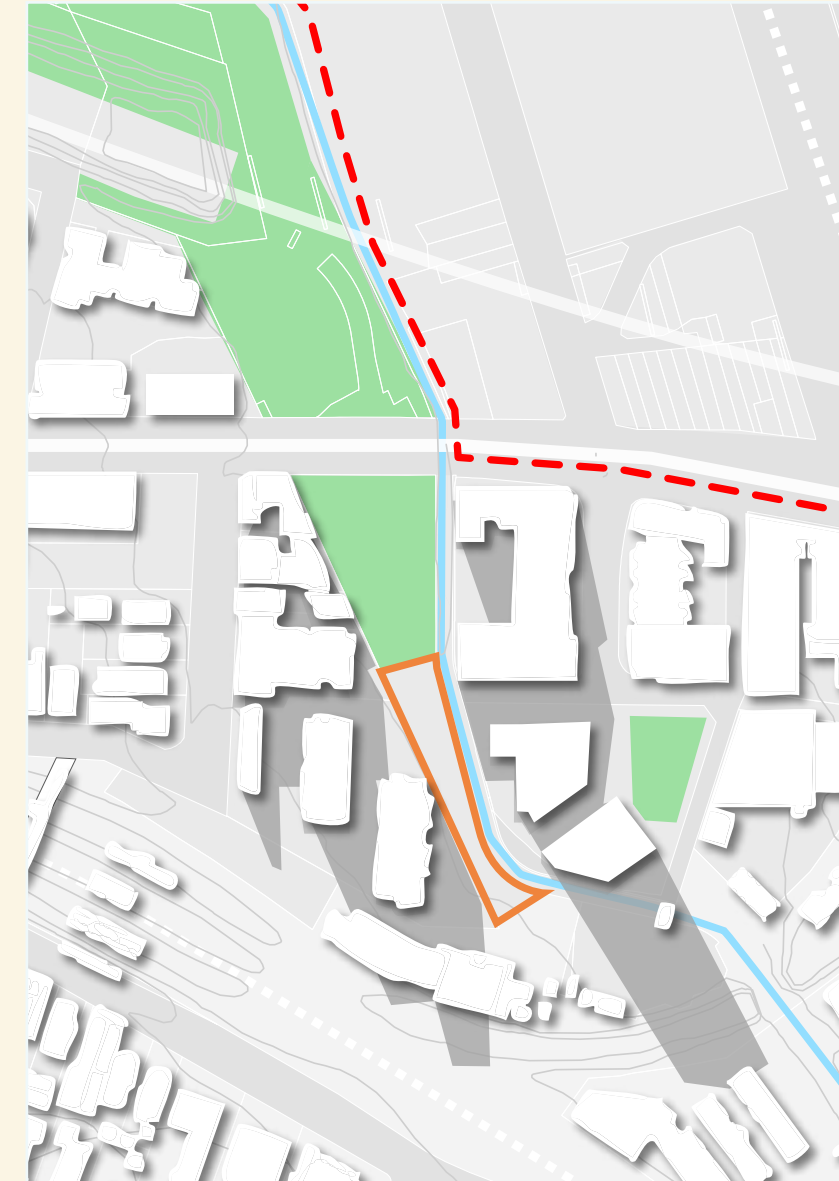
10AM



12PM



2PM



1.9

The winter sun analysis at 10am, 12pm, and 2pm highlights the varying solar exposure across the site throughout the day. At 10am, the site is heavily shaded, with only small areas in the north of Ismay Reserve South and the southeastern corner of 20a receiving sunlight. By midday, the sun shifts higher, and building shadows move southward, allowing broad sunlight across both 20a and Ismay Reserve South—a welcome condition during colder months. This continues into 2pm, with much of the site remaining sunlit, offering valuable warmth and comfort.

These conditions suggest that capturing sunlight is essential in winter, particularly in the midday to afternoon period. Design should prioritise open spaces, orienting key areas for sun access, and minimising unnecessary shade to ensure the site remains active and comfortable in cooler weather.



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UNDERSTANDING
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SUN EXPOSURE & SHADE: HOMEBUSH TOD FUTURE BUILT FOOTPRINT

10AM



12PM



2PM



1.10

The summer sun and shade analysis for the new Homebush TOD built footprint at 10am, 12pm, and 2pm shows the site is exposed to intense sunlight and heat for most of the day. At 10am, both 20a Parramatta Road and Ismay Reserve South are almost fully lit, with little shading from surrounding buildings. This continues at midday, when heat levels peak and the site offers minimal relief for users. By 2pm, shadows from proposed western apartments begin to fall across the centre of the site, though the northern and southern ends remain in strong sun. The result is a pattern of overexposure, with large areas left hot, bright, and uncomfortable during peak hours. These conditions highlight the need

for extensive tree planting, shaded seating, and cool surface materials to create comfortable spaces. Providing shaded play areas and pockets of refuge will be crucial, ensuring the site remains usable in summer while still balancing openness and access to light.



SUN EXPOSURE & SHADE: HOMEBUSH TOD FUTURE BUILT FOOTPRINT

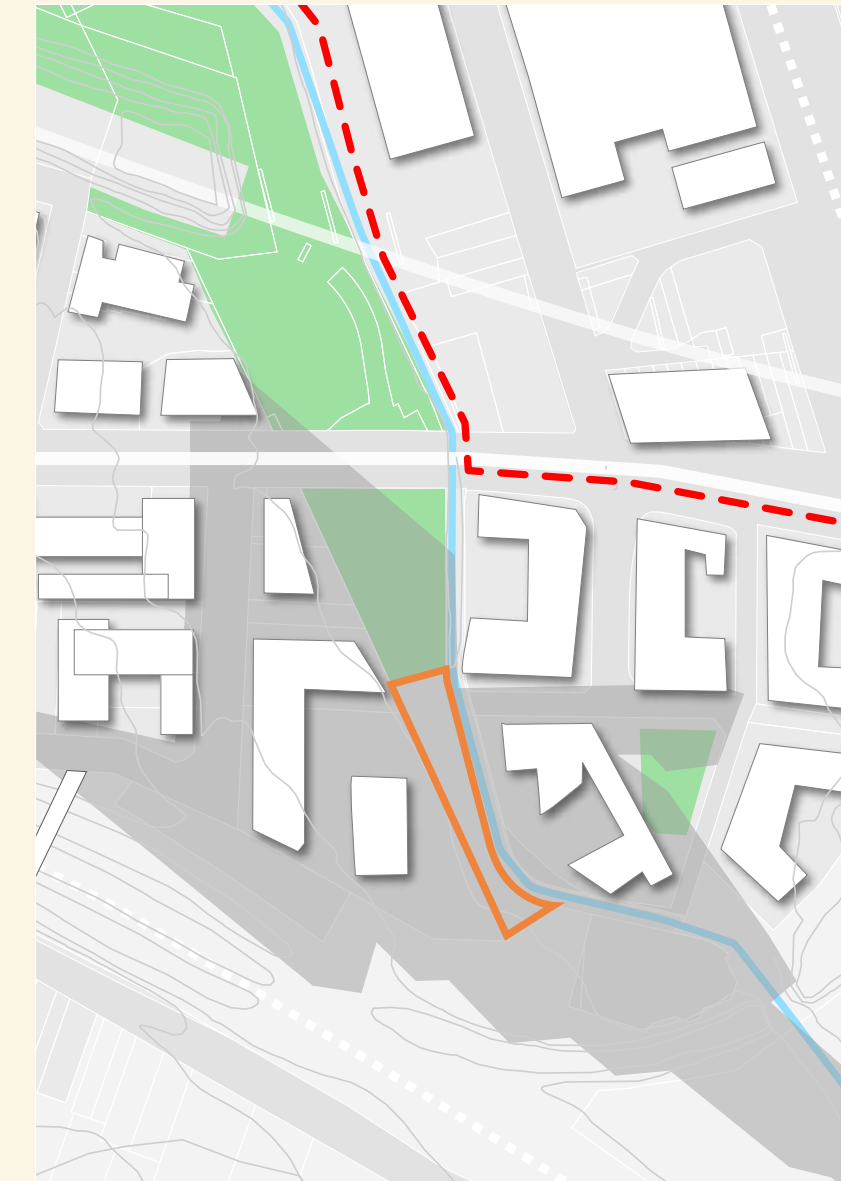
10AM



12PM



2PM



1.11

The winter sun and shade analysis for the Homebush TOD new built footprint at 10am, 12pm, and 2pm shows a clear pattern shaped by surrounding high-density developments. At 10am, shadowing from eastern apartments covers much of the south-eastern portion of the site, leaving the majority of 20a Parramatta Road in shade. By midday, the site experiences its most open and sunlit conditions, though this window is brief. By 2pm, overshadowing from western apartments casts the entire site and much of Ismay Reserve South into shade. With minimal tree canopy, the site is likely to feel cold

and exposed during winter mornings and afternoons, highlighting the need for strategic placement of seating, play areas, and gathering spaces to maximise comfort. These conditions also reinforce the importance of vegetation, microclimate-sensitive design, and seasonal adaptability to ensure the space remains welcoming year-round.



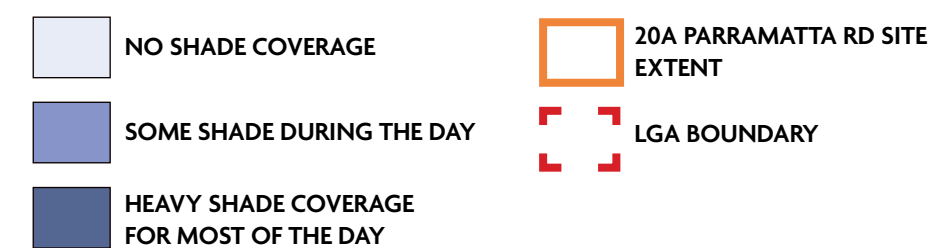
SUN EXPOSURE & SHADE: COMPARATIVE SHADE

1.12

The comparison between the current and proposed TOD (Transit-Oriented Development) conditions reveals that in summer, the site receives significant sun exposure throughout the day in both scenarios. Under current conditions, the parklands are largely unshaded, especially at midday, resulting in high heat loads and minimal relief from the sun—conditions intensified by the hard surfaces and surrounding built form. With the introduction of the TOD developments, there is a noticeable increase in shade, particularly from the taller western buildings, which begin to cast broader shadows in the afternoon hours.

While both conditions follow similar shading patterns, the TOD proposal enhances the extent of shade in key areas. This change presents an opportunity to design thoughtfully for summer comfort—balancing sun and shade by integrating shaded seating, tree canopy, and cooler surface materials. Ensuring these shaded zones align with the natural afternoon shadow lines will provide much-needed relief during hotter periods, supporting longer dwell times and improving the park’s usability and comfort in summer months.

CURRENT SITE BUILT FORM



HOMEBUSH TOD FUTURE BUILT FORM



SUMMER SUMMARY

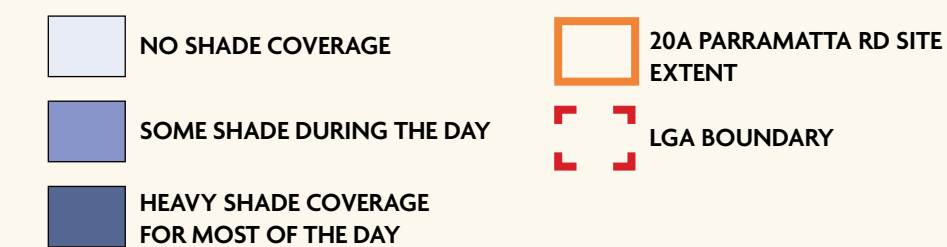
SUN EXPOSURE & SHADE: COMPARATIVE SHADE

1.13

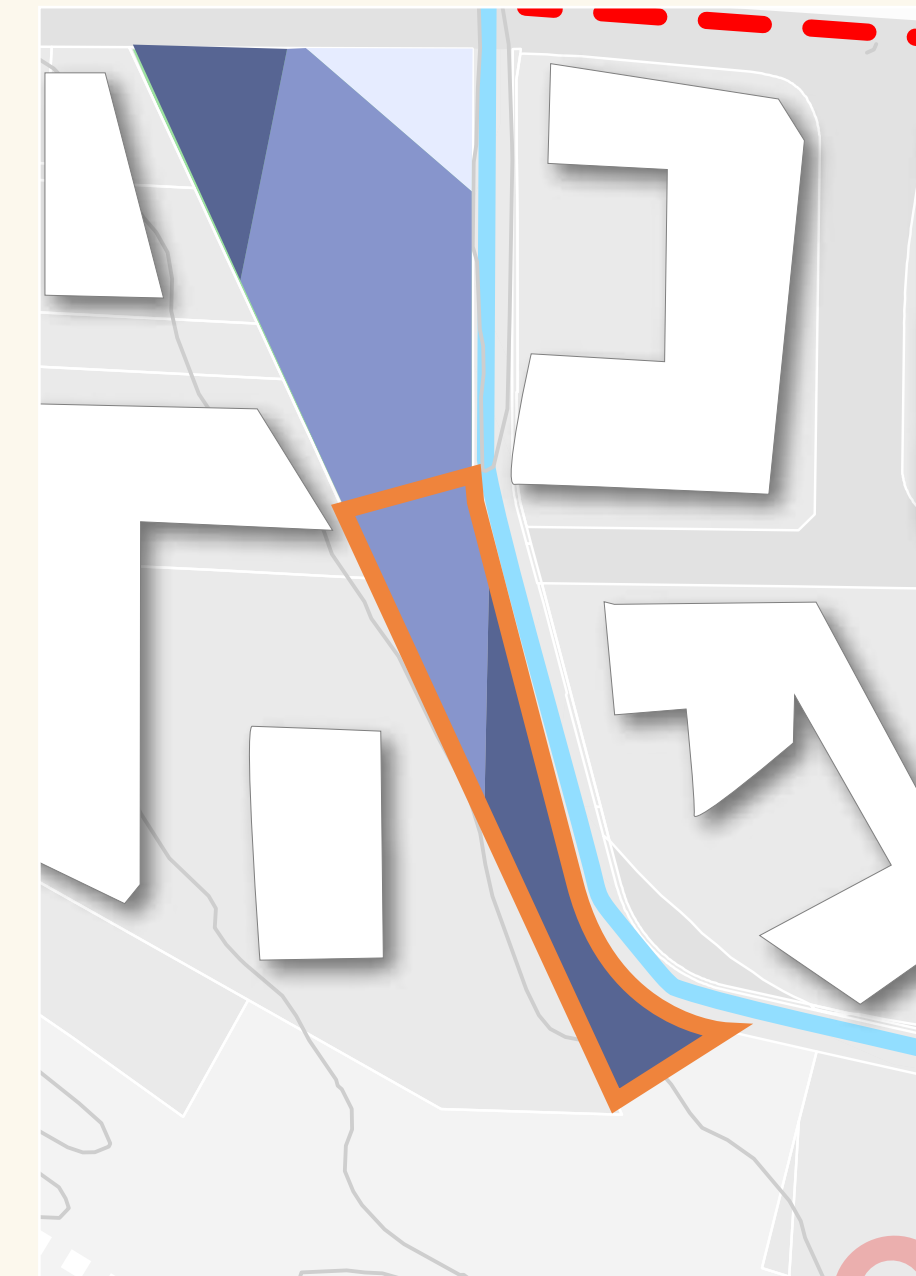
In winter, the contrast between the site's current condition and its future state under TOD development is especially pronounced. Presently, the site receives modest winter sunlight, with eastern boundaries remaining in shade, while pockets of sun exposure—particularly in the northwestern corner of Ismay Reserve South—offer some warmth and comfort during the colder months. Although the site is generally cool, these moments of light provide valuable opportunities for passive heating and seasonal usability.

However, once the TOD developments are introduced, the increased building height and density will significantly alter the sun access. Larger and longer shadows, especially from the western edge, will cause more consistent and widespread shading, leaving much of the site—particularly the southern half of 20a—in shadow for the majority of the day. This shift will likely result in a much colder, less inviting environment in winter, and design strategies will need to account for reduced natural warmth. Prioritising sunlit zones, thermal comfort measures, and wind protection will be essential to ensure the park remains active and welcoming year-round.

CURRENT SITE ANALYSIS



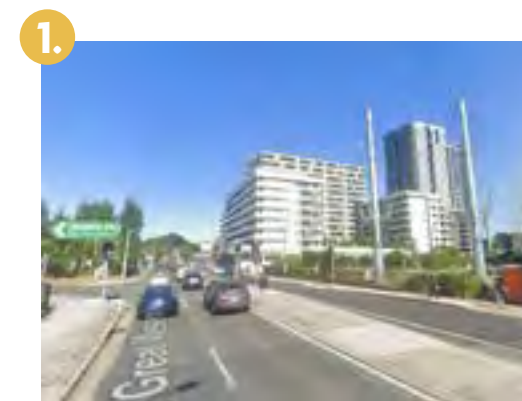
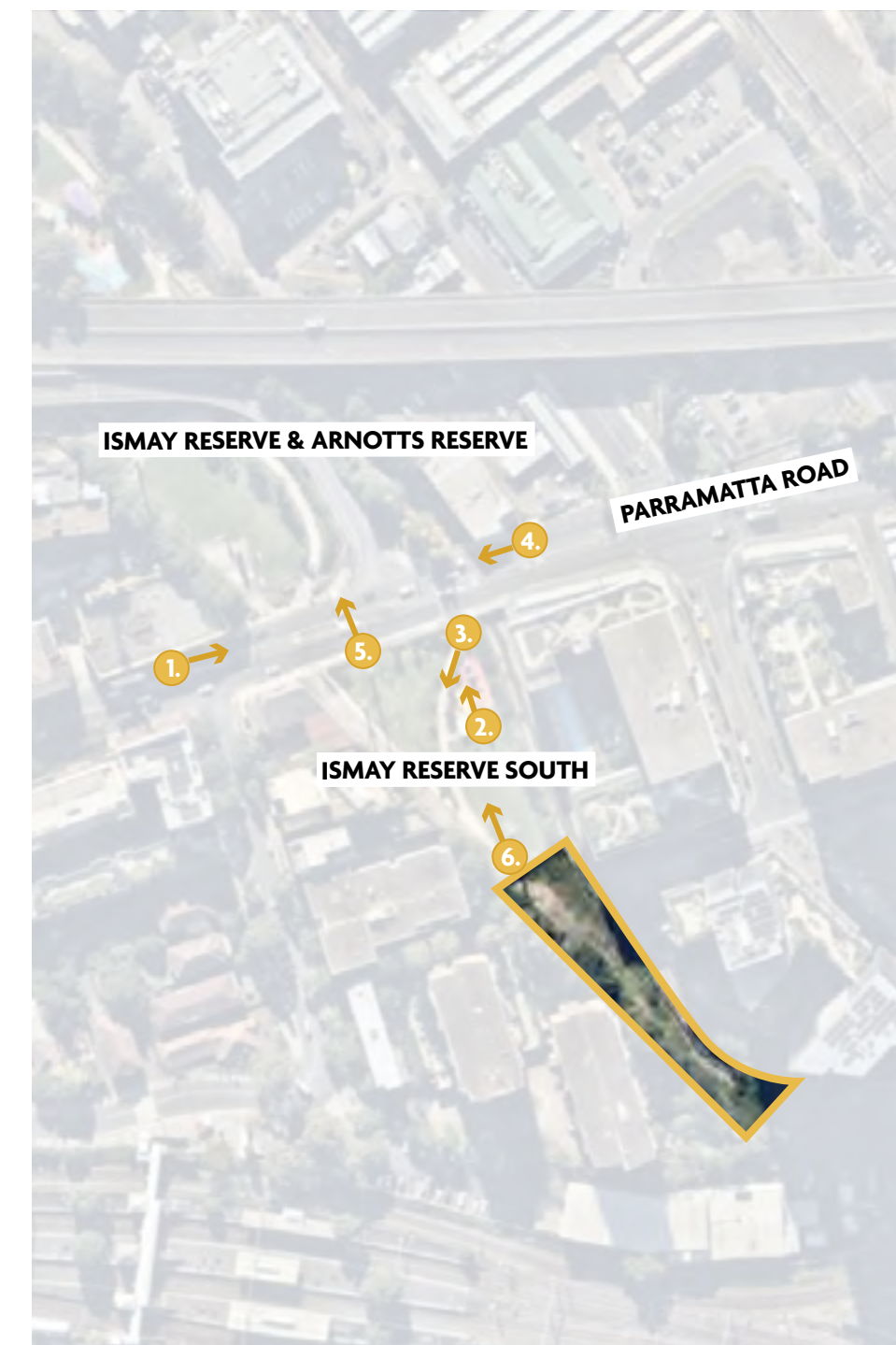
HOMEBUSH TOD FUTURE BUILT FORM



WINTER SUMMARY

BOUNDARIES AND BARRIERS: NORTH ISMAI RESERVE SOUTH & PARRAMATTA ROAD

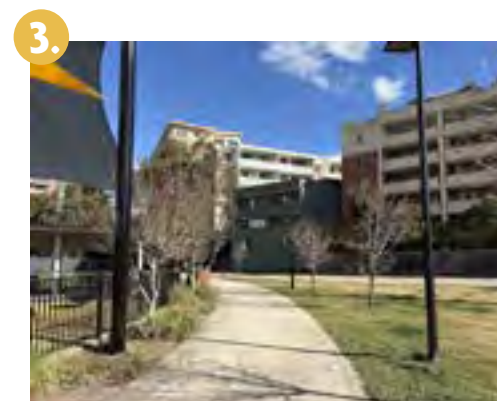
NORTHERN BOUNDARIES



1. Screenshot of Parramatta Road from Google Maps, looking east with Ismay Reserve South to the right of the image.



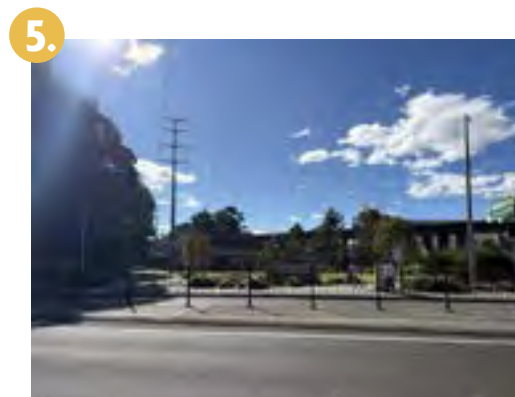
2. Photograph taken by author of the playground in Ismay Reserve South. Facing North-east.



3. Photograph taken by author from the eastern most entrance of Ismay Reserve South facing south toward Ismay Reserve South.



4. Screenshot of Parramatta Road from Google Maps, looking west with Ismay Reserve South to the left of the image.



5. Photograph taken by author from Ismay Reserve South facing north toward Parramatta Rd & Ismay and Arnotts Reserve



6. Photograph taken by author, facing north looking at Ismay Reserve South

1.14

To the north of 20a Parramatta Road is Ismay Reserve South, an open park that currently feels underutilised and exposed. It contains a grassy area, a central tree-lined path, and a playground with a shade sail in the northeast corner. While the playground offers some amenity, the rest of the park lacks activation and enclosure. Young trees provide little shade or buffer from noise, and communication poles contribute to its awkward layout. Flanked by apartments to the east and west and close to Parramatta Road, the reserve often feels overlooked and disconnected.

Parramatta Road itself forms a harsh boundary. As a high-speed, noisy arterial road with poor pedestrian amenity, it creates a strong physical and psychological barrier to the wider open space network. The nearby Western Motorway further reinforces the area's infrastructure-heavy character and reduces walkability.

Beyond Parramatta Road, however, lies a valuable green corridor along Powells Creek, including Ismay and Arnotts Reserves. This parkland provides playgrounds, sports courts, exercise equipment, and large green spaces in a quieter setting. Strengthening connections between 20a Parramatta Road and this northern corridor will be key to unlocking the site's full recreational and community potential.

BOUNDARIES AND BARRIERS: EAST POWELLS CREEK & RESIDENTIAL APARTMENTS

1.15

The eastern edge of 20a Parramatta Road is defined by Powells Creek, a canalised waterway that currently acts as a significant physical barrier. Lined with concrete walls and fencing, the creek is inaccessible to the public and severs direct connection between the site and the high-density residential blocks on Nipper Street. At present, the only way to cross the creek is via Parramatta Road, making access to the park fragmented, indirect, and unsafe—particularly for pedestrians.

Beyond the creek, the residential apartments are situated in a uniquely isolated pocket, enclosed by the railway corridor, Parramatta Road, and Powells Creek itself. This lack of permeability contributes to a sense of disconnection and limited amenity for residents, many of whom rely on local green space for recreation and respite. This development presents a major opportunity to improve access and activation for these communities. The proposed bridge connection across Powells Creek will transform the relationship between the site and its eastern neighbours, enabling much-needed permeability, encouraging use of the park, and enhancing social and environmental outcomes across the broader precinct.



1. Photograph taken by author looking toward the canalised Powells Creek to the east.



2. Photograph taken by author, looking east from Ismay Reserve South toward residential apartments across the creek.



3. Photograph taken by author, north-east from site toward Powells Creek

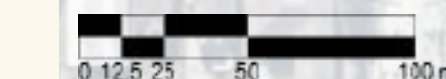


4. Screenshot of Nipper Street from Google Maps, looking west toward Powells Creek and restricted access to 20A Parramatta Road.



5. Screenshot of Nipper Street's intersection with Parramatta Road from Google Maps, looking south toward residential buildings

EASTERN BOUNDARIES



BOUNDARIES AND BARRIERS: SOUTH RESTRICTED LAND AND RAILWAY

1.16

The southern boundary of 20a Parramatta Road is defined by large-scale infrastructure and restricted-use land, contributing to a harsh and disconnected edge. Immediately to the south is the Homebush Control Centre, a government facility with associated car parking, all of which is inaccessible to the public and dominated by hard, impermeable surfaces. Just southeast of the site lies the Homebush Substation—also restricted, visually intrusive, and offering no public interface. Alongside these utilities runs the rail corridor linking Homebush to Strathfield, with additional tracks veering northeast toward North Strathfield. This entire southern stretch forms a solid infrastructure wall that cannot be penetrated or engaged with, making it an inactive and disconnected boundary. As such, future design for the site must turn away from this edge and focus activation and accessibility toward the more permeable north and west, while considering how to soften views and improve amenity along this industrial edge.

SOUTHERN BOUNDARIES



Screenshot of Homebush Station from Loftus Crescent facing east from Google Maps



Screenshot of the Homebush Control Centre, as seen from the street facing south. Image from Google Maps.



Screenshot from Google Maps of the substation, facing south from Columbia Lane.



Screenshot from Google Maps of the substation, facing south with Powells Creek in front.

BOUNDARIES AND BARRIERS: WEST RESIDENTIAL APARTMENTS

1.16

The western boundary of 20a Parramatta Road is lined with residential apartment buildings, ranging from four to seven storeys and representing a mix of older and newer developments with little architectural continuity. These buildings back directly onto the site, with no public access to Station Street beyond, creating a physical and visual barrier that limits pedestrian permeability. Many apartments overlook the park, offering passive surveillance but also reducing privacy and reinforcing a sense of disconnection from the western context.

Station Street is an important local connector linking Parramatta Road to Loftus Crescent and Homebush Station, with steady pedestrian and vehicle traffic. Its western side is characterised by older red-brick apartments, including government housing, reflecting an earlier era of development and highlighting the area's diverse residential fabric. Despite this mix, the park's western edge remains inactive and poorly connected, presenting an opportunity to introduce new pedestrian links, activate edges, and better integrate the site with its surrounding neighbourhood.



Screenshot from Google Maps showing 7 storey apartment on the corner of Station Street x Loftus Crescent.



Screenshot of Station Street looking south with apartment blocks to the left and government housing to the right. Image from Google Maps



Screenshot looking up to some apartment blocks that back onto Ismay Reserve South and 20a Parramatta Rd, image from Google Maps.



Screenshot from Google Maps showing red-brick 60's style housing to the east of Station Street.

WESTERN BOUNDARIES



CHAPTER 2. SITE CHARACTER AND CONTEXT

20A PARRAMATTA ROAD CURRENT CONDITION

2.1

Understanding the existing conditions of 20a Parramatta Road is essential before planning for its future transformation. The site's character is shaped by its raw, exposed qualities, steep slopes toward Powells Creek, and uneven surfaces marked by grass, remnant hardstand, and areas of soil contamination. Limited vegetation and scattered young trees provide little shade or enclosure, leaving the space open to overlooking from surrounding high-density apartments and reinforcing a sense of exposure. Its rough, transitional materiality, combined with the stark contrast between the open site and the dense built form around it, gives the space a distinct, underutilised identity. These conditions create both challenges and opportunities: the site feels disconnected, overlooked, and lacking amenity, yet its openness, natural topography, and material qualities offer potential for creating a resilient, engaging, and distinctive public space. By carefully examining the site's current condition, materiality, and character, it becomes possible to respond thoughtfully to its constraints and unlock opportunities that strengthen community connection, amenity, and sense of place.



CONCEPT ONLY

EXISTING SITE MARKERS

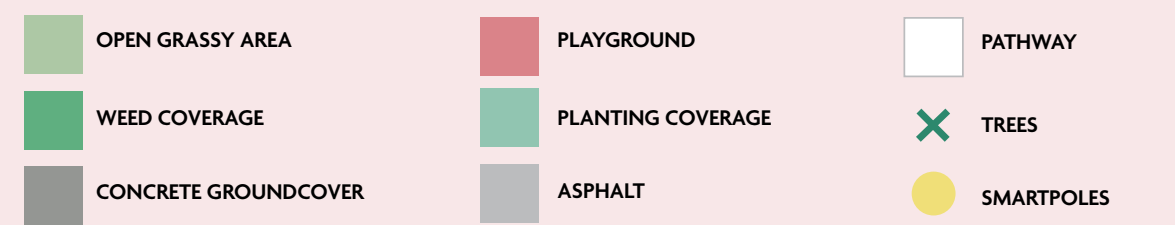


EXISTING SITE FEATURES

2.2

20a Parramatta Road faces a number of site-specific challenges that must inform future design. The land slopes steeply down to Powell's Creek and has a history of mixed uses, resulting in areas of contaminated soil and significant weed infestations—particularly to the south. The site sits in stark contrast to surrounding high-density residential buildings, with close fence lines and little privacy for either residents or park users. The space is underutilised and disconnected, though the planned pedestrian link to Homebush Station presents a key opportunity to activate the southern end. Design responses will need to address these environmental and spatial constraints while enhancing access, safety, and amenity for the wider community.

- | | |
|---|---|
| 1. Western entrance | 11. Current fence dividing sites |
| 2. Heritage Facade and Graffiti | 12. Gravel debris groundcover |
| 3. Telecommunication Smart Poles | 13. Proposed bridge location |
| 4. Existing planting along park border | 14. Current western fence-line |
| 5. Eastern entrance | 15. Camphor laurel trees |
| 6. Existing tree planting | 16. Residential proximity to site |
| 7. Playground | 17. Steep slope toward Creek |
| 8. Border planting along Powell's Creek | 18. Residential building towering over site |
| 9. Open grassed area | 19. Weed infestation |
| 10. Telecommunications Smartpole | 20. End of site, south boundary |



5.



9.



1

SITE
UNDERSTANDING

2

CHARACTER
& CONTEXT

3

DESIGN
STRATEGY

4

INITIAL IDEAS





EXISTING SITE MATERIAL PALETTE

2.3

The existing site presents a highly varied and uncoordinated material palette. Ground surfaces range from concrete pedestrian paths and open lawn areas to patches of weed growth, scattered debris, and remnants of dead vegetation. Concrete fragments and other leftover construction materials contribute to a sense of neglect. One of the most visually prominent features is the inconsistent fencing along the western edge, where adjacent residential properties form a patchwork of heights, styles, and materials. Surface treatments are similarly varied, with graffiti visible in parts and a sandstone element marking one of the park entrances. This mix of materials contributes to a disjointed and visually cluttered environment, lacking cohesion or clear identity - an important consideration for future site upgrades.



Grass



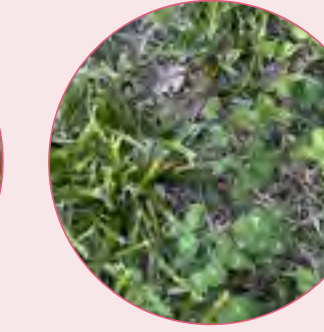
Concrete



Building debris



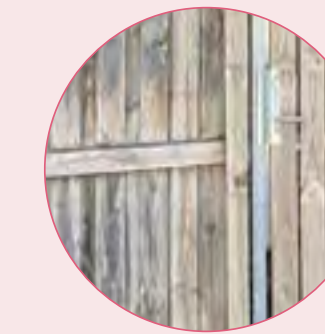
Dead vegetation



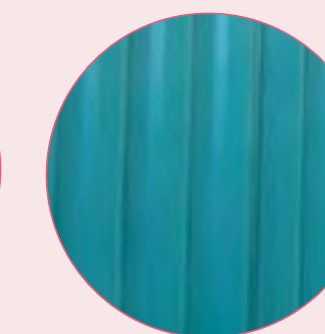
Weeds



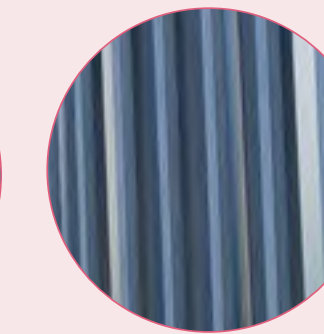
Chain wire fencing



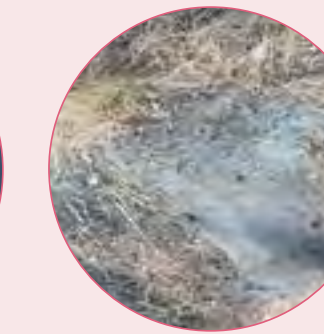
Weathered wood fencing



Metal green fencing



Blue metal fencing



Concrete debris



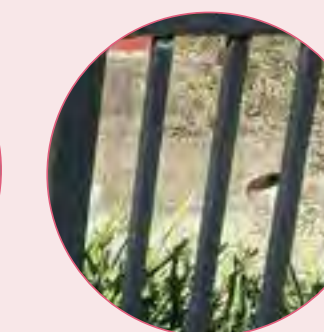
Graffiti art



Sandstone



Wooden grey fencing



Metal fencing



Tiling

EXISTING SITE MARKERS



CURRENT SITE ACCESS

2.4

20a Parramatta Road is currently only accessible through Ismay Reserve South, via two northern entry points from Parramatta Road. The eastern entrance acts as the main approach, marked by signage and a wider opening, while the western entry is unmarked and reads as a simple gap in the path. At present, the site is closed off by a large black fence, and even when opened, it will operate as a one-way destination due to the absence of a southern exit.

Along the western boundary, adjoining residential properties have private gated links to Station Street, but these remain locked for residents' use only. The boundary itself is defined by a patchwork of fencelines, none of which allow access through the site. To the east, Powells Creek forms a firm edge with no current crossing, while at the southern extent, additional fencing prevents movement into the adjoining private land.



Western entrance



Eastern entrance



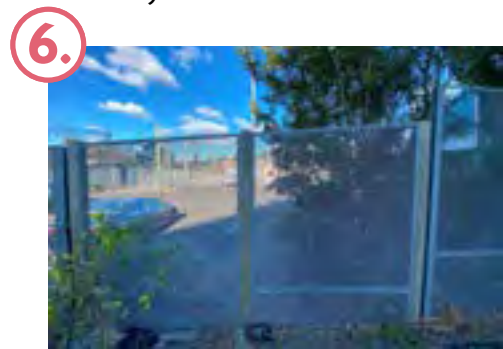
Private access link through western boundary



Restricted access to Powells Creek and through to residential apartments



Private access link through western boundary



Private access points

2.5 SITE CHALLENGES AND OBSERVATIONS

MUCH OF THE SITE'S WESTERN BOUNDARY IS LINED WITH DENSE VEGETATION, PRIMARILY FROM NEIGHBOURING PROPERTIES WITH TALL CANOPIES THAT EXTEND INTO AND SHADE THE SITE. THIS VEGETATION FORMS A NATURAL BARRIER, PROVIDING VALUABLE PRIVACY FOR BOTH EXISTING RESIDENTS AND ANY FUTURE DEVELOPMENT ON THE SITE.

THIS GREEN FENCE MARKS THE DIVISION BETWEEN THE SITE AND A TALL APARTMENT BLOCK. DENSE VEGETATION AND OVERHANGING TREES FROM THE ADJACENT PROPERTY PROVIDE SIGNIFICANT SHADE AND CREATE A STRONG VISUAL AND PHYSICAL BARRIER BETWEEN THE SITE AND THE RESIDENTS. THIS CONTRASTS WITH OTHER AREAS FURTHER ALONG THE BOUNDARY WHERE RESIDENTIAL UNITS ARE MORE EXPOSED.

THE WESTERN BOUNDARY OF THE SITE IS DEFINED BY A FENCELINE THAT BACKS ONTO RESIDENTIAL APARTMENTS. THE FENCING VARIES IN TYPE, WITH SECTIONS TOWARD THE NORTHERN END IN POOR CONDITION.

A LARGE PORTION OF THE SITE CONSISTS OF OPEN GRASSED AREAS, THOUGH THE GRASS IS IN POOR CONDITION. GIVEN THE SITE'S FORMER INDUSTRIAL USE, IT IS ASSUMED TO BE CONTAMINATED.

HIGH RISE RESIDENTIAL BUILDINGS TO THE EAST CAST LARGE SHADOWS AND LOOK UPON THE SITE, DECREASING PRIVACY. THE MANY RESIDENTS WHO LIVE IN HERE WILL DEPEND ON THE SPACE FOR RECREATION AND THOROUGHFARE.

WEED INFESTATIONS HAVE TAKEN OVER MUCH OF THE CREEK EMBANKMENT AND ARE THEIR MOST DENSE TO THE SOUTH END OF THE SITE AS PICTURED.

DEBRIS AND MATERIAL ARE LEFT OVER THE WHOLE SITE, THIS INCLUDING TREE STUMPS, METAL DEBRIS, RUBBISH AND BROKEN OFF CONCRETE.

THE SITE HAS A DISTINCTIVE, IRREGULAR SHAPE INFLUENCED BY THE ALIGNMENT OF THE CANALISED POWELLS CREEK. IT RESEMBLED THE FORM OF A BOOT, WITH A NARROW SECTION THAT OPENS UP INTO A BROADER AREA AT THE END.

2.5 SITE CHALLENGES AND OBSERVATIONS

THERE ARE SOME BEAUTIFUL EUCALYPTUS AND OTHER NATIVE TREES ALONG THE WESTERN BOUNDARY; HOWEVER, THEY PROVIDE LIMITED SCREENING, ALLOWING CLEAR SIGHTLINES BETWEEN THE SITE AND ITS NEIGHBOURS.

THE FENCE-LINE SHOWN HERE IS IN POOR CONDITION AND VISUALLY UNAPPEALING. THE APARTMENTS BEHIND SIT CLOSE TO THE BOUNDARY AND HAVE DIRECT, INTIMATE VIEWS OVER THE SITE.

THE GROUNDPLANE CONDITION AS IT SLOPES TOWARDS THE CANALISED CREEK IS VERY POOR, COMPRISED MAINLY OF CONTAMINATED SAND, INFERTILE SOIL, WEEDS, PLANT DEBRIS, AND SCATTERED RUBBISH.

ANOTHER PROMINENT FEATURE OF THE SITE IS THE POWER LINES RUNNING THROUGH ITS CENTRE. THE POLES THAT SUPPORT THESE LINES ARE LOCATED IN ISMAY RESERVE SOUTH, WHILE ON SITE 20A, THE LINES HANG LOW, CREATING AN UNATTRACTIVE ELEMENT IN THE LANDSCAPE.

THE CANALISED POWELLS CREEK IS A DISHEARTENING EXAMPLE OF HUMAN IMPACT. WATER FLOWS THROUGH THIS CONCRETE CHANNEL, WHICH IS MARKED BY GRAFFITI, RUBBISH, AND DEBRIS. IT PRESENTS A HAZARDOUS BARRIER, SEPARATING THE SITE FROM THE RESIDENTIAL AREAS TO THE EAST.

THE SITE FEATURES A VERY STEEP SLOPE DESCENDING TOWARD POWELLS CREEK, WITH UNSTABLE GROUND CONDITIONS. AT POINTS, THE GRADE REACHES AS STEEP AS 1:2, MAKING IT DIFFICULT TO WALK ON OR SUPPORT VEGETATION GROWTH.

THIS FENCE FORMS THE BOUNDARY BETWEEN 20A PARRAMATTA ROAD AND POWELLS CREEK. IT IS VISUALLY UNATTRACTIVE AND SERVES ONLY TO RESTRICT MOVEMENT, WHILE STILL ALLOWING CLEAR SIGHTLINES BETWEEN THE SPACES. THE RESULT IS A DISJOINTED AND UNINVITING EDGE.

2.5 SITE CHALLENGES AND OBSERVATIONS

ANOTHER ROW OF APARTMENTS CONTINUES ALONG THE SITE'S WESTERN BOUNDARY, WITH BALCONIES THAT OVERLOOK THE PARKLAND AREA.

ISMAY RESERVE SOUTH IS EQUIPPED WITH EXISTING LIGHTING THAT ILLUMINATES THE AREA DURING EARLY MORNING AND LATE EVENING HOURS — AN IMPORTANT FEATURE FOR ENSURING SAFETY.

IN ISMAY RESERVE SOUTH, TO THE WEST, AN ASPHALT STRIP FORMS AN INFORMAL ROAD THAT EXTENDS ACROSS THE SPACE. IT SERVES A PRACTICAL PURPOSE, PROVIDING VEHICLE ACCESS AND SUPPORTING USES SUCH AS MARKET STALLS AND FOOD CARTS.

THERE ARE CURRENTLY TWO PATHWAYS THAT ENTER AND EXIT ISMAY RESERVE SOUTH, CONVERGING AT THE SOUTHERN EDGE OF THE PARK. HOWEVER, THEY COME TO AN ABRUPT END AT THE BOUNDARY WITH 20A PARRAMATTA ROAD. AT PRESENT, THESE PATHS DO NOT CONNECT TO ANY DESTINATION, BUT SIMPLY RUN FROM ONE SIDE OF THE PARK TO THE OTHER WITHOUT CLEAR PURPOSE.

PICTURED ARE THE EXISTING SMARTPOLES ON SITE, WHICH ARE PROPOSED TO BE DECORATED WITH MURALS AT THEIR BASES. THIS IS A POSITIVE STEP FORWARD, AS THE POLES CURRENTLY CLUTTER THE SPACE, LACK FUNCTIONAL CONTRIBUTION, AND VISUALLY DISRUPT THE OVERALL DESIGN.

THE PLAYGROUND AND SEATING SHELTER, LOCATED IN THE NORTH-EAST CORNER OF ISMAY RESERVE SOUTH, HAVE RECENTLY BEEN UPGRADED WITH SHADE SAILS. THIS AREA IS THE MOST ACTIVELY USED SECTION OF THE PARK, PROVIDING A WELCOMING SPACE FOR CHILDREN'S PLAY AND COMFORTABLE OUTDOOR SEATING UNDER SHADE FOR RESIDENTS AND VISITORS ALIKE.

MUCH OF ISMAY RESERVE SOUTH CONSISTS OF OPEN GRASSED AREAS, OFFERING POTENTIAL FOR VARIOUS RECREATIONAL USES. HOWEVER, DUE TO THE SITE'S EXPOSURE AND OVERALL LACK OF VISUAL AND FUNCTIONAL APPEAL, IT IS RARELY ACTIVATED AND WOULD BENEFIT FROM IMPROVEMENTS TO BECOME A MORE PURPOSEFUL AND INVITING SPACE.

CHAPTER 3. DESIGN STRATEGY

3.1 COUNCIL VISION:

AT ITS HEART THE PROJECT SEEKS TO FOSTER CONNECTION: CONNECTION BETWEEN PEOPLE, NATURE AND THE BROADER COMMUNITY.

Strathfield Council's vision for 20a Parramatta Road is to transform the site into a vibrant, inclusive, and well-connected community hub that responds to the evolving needs of the growing Homebush population. As an extension of Ismay Reserve South, the park will not only enhance existing green space but also deliver improved connectivity, accessibility, and amenity, ensuring it becomes an integral part of the wider open space network.

This space is envisioned as the “backyard” for surrounding residents, particularly those living in high-density housing, providing opportunities for play, exercise, relaxation, and community gathering. By improving existing facilities and introducing diverse programming, the park will support a wide range of uses—from family outings and children's play to dog walking, casual meetings, events, and moments of rest in a safe, welcoming environment.

At its heart, the project seeks to foster connection: connection between people, nature, and the broader community. Through thoughtful design, enhanced access, and a commitment to inclusivity, 20a Parramatta Road will evolve into a recreational hub that supports healthy, active lifestyles, strengthens social bonds, and provides a much-needed green refuge for all.



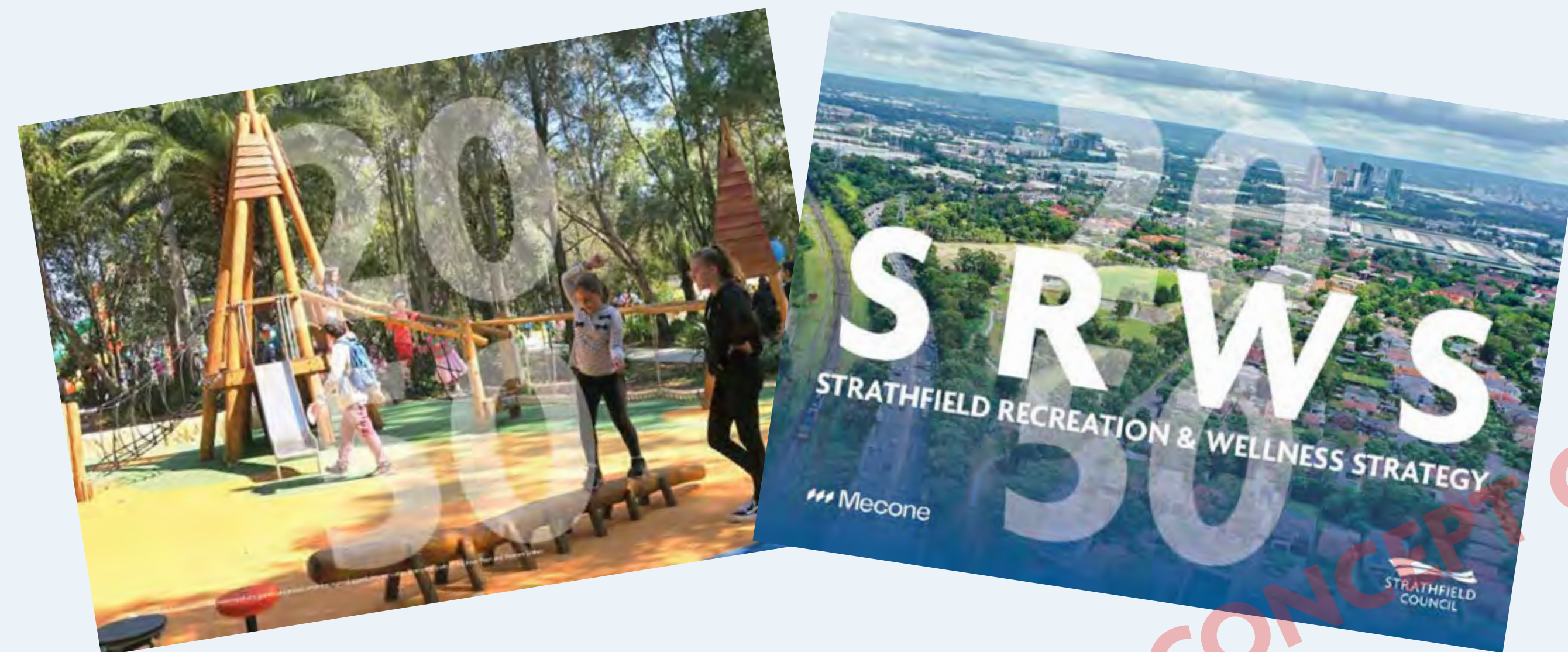
3.2 STRATEGIC ALIGNMENT

When designing new open spaces, it is essential that Council draws upon existing data, research, and community feedback to ensure that developments genuinely respond to local needs and aspirations. In 2025, Strathfield Council released its Wellness and Recreation Strategy—a comprehensive document that consolidates community input, demographic profiles, and an analysis of existing open spaces across the LGA. This strategy identifies current strengths, highlights gaps, and establishes priorities to guide future planning and investment.

The Wellness and Recreation Strategy has been a key foundation for the design of 20A Parramatta Road, directly informing its vision and direction. Based on the community feedback and demographic analysis, the strategy's recommendations emphasised several important directions that have been embedded within this design. These include:

- Encouraging commercial activation, which has inspired the incorporation of coffee and café culture into the park to create a lively and inviting community atmosphere.
- Providing space for unprogrammed and informal recreation, ensuring versatility and freedom of use for all age groups.
- Delivering more pocket parks in high-density areas, acknowledging that future TOD developments will increase residential density and that this park will serve as an extension of many residents' “backyards.”
- Increasing and diversifying tree species within open spaces to enhance wildlife habitat, support ecological resilience, and mitigate urban heat impacts.

Throughout the design, there is a consistent focus on expanding tree canopy coverage and diversifying planting to enrich the site's ecological value while offering opportunities for the community to reconnect with and appreciate the natural environment.



1

SITE
UNDERSTANDING

2

CHARACTER
& CONTEXT

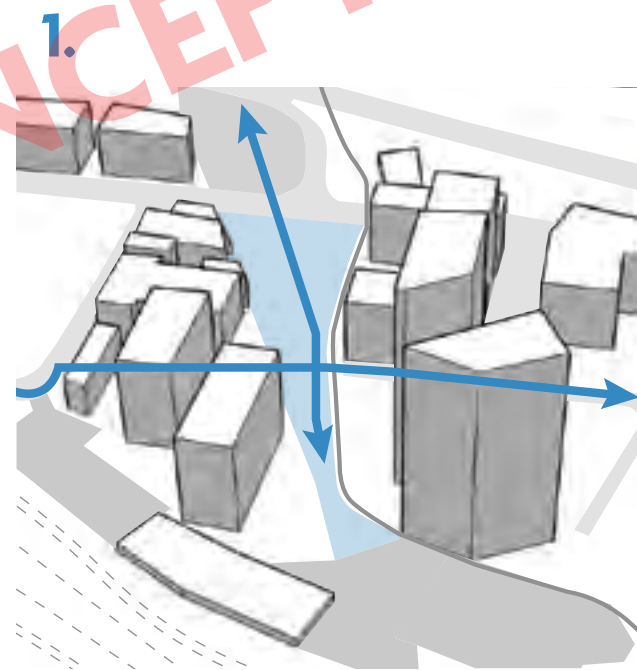
3

DESIGN
STRATEGY

4

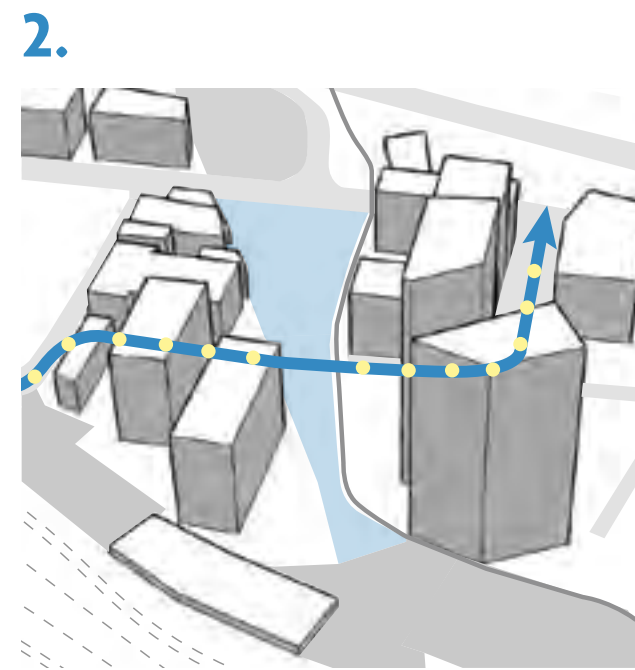
INITIAL IDEAS

3.3 DESIGN PRINCIPLES



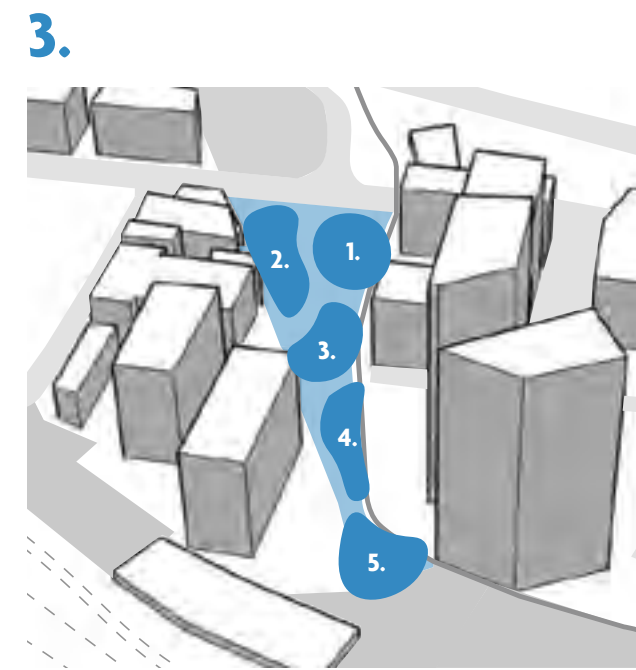
IMPROVE ACCESS INTO THE SITE

Improving access into the site will focus on breaking down existing barriers by introducing direct, safe, and legible pedestrian connections—including a new bridge across Powells Creek—and establishing clear links to Homebush Station, Parramatta Road, and the broader network of green spaces such as Ismay and Arnotts Reserves.



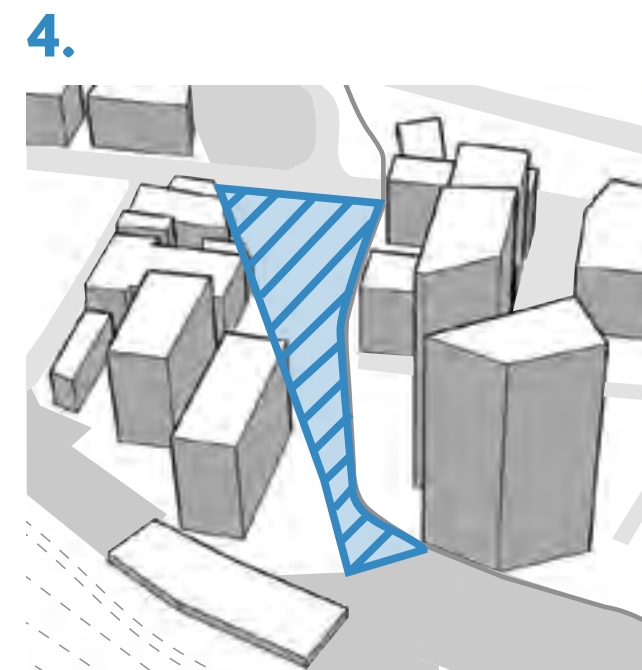
ENHANCE PERCEPTION OF SAFETY THROUGH IMPROVED LIGHTING, WAYFINDING AND PRIVACY

Enhancing safety within the park will be achieved through the integration of improved lighting, clear and intuitive wayfinding, and thoughtfully designed spaces that balance visibility with a sense of privacy. These measures will foster a more comfortable and secure environment, encouraging greater use of the site during both day and evening hours while strengthening community confidence in the space.



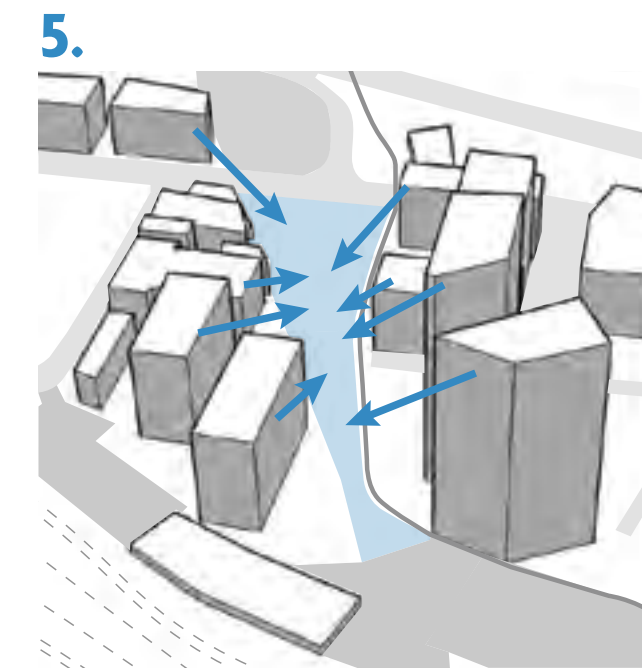
CONSIDERED PROGRAMMING FOR THE FUTURE CONTEXT OF THE SITE

Considered programming will ensure the park responds directly to the future needs of the community shaped by the Transit-Oriented Development (TOD) precinct. By introducing flexible, multi-purpose spaces and facilities, the site will adapt to the pressures of high-density living, providing residents with opportunities for recreation, events, and everyday use that complement the lifestyle of a growing urban population.



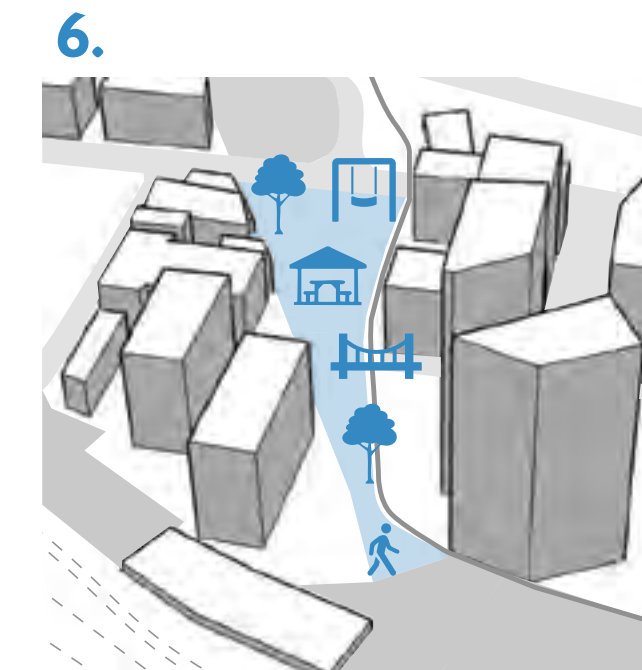
RESTORE THE ECOLOGICAL HEALTH OF THE SITE THROUGH IMPROVED GROUND AND SOIL CONDITIONS

Restoring the ecological health of the site will be achieved through improving soil and ground conditions, allowing for stronger vegetation growth, greater tree canopy, and the reintroduction of native planting. These measures will help repair past environmental impacts, enhance biodiversity, and create a more resilient and sustainable landscape.



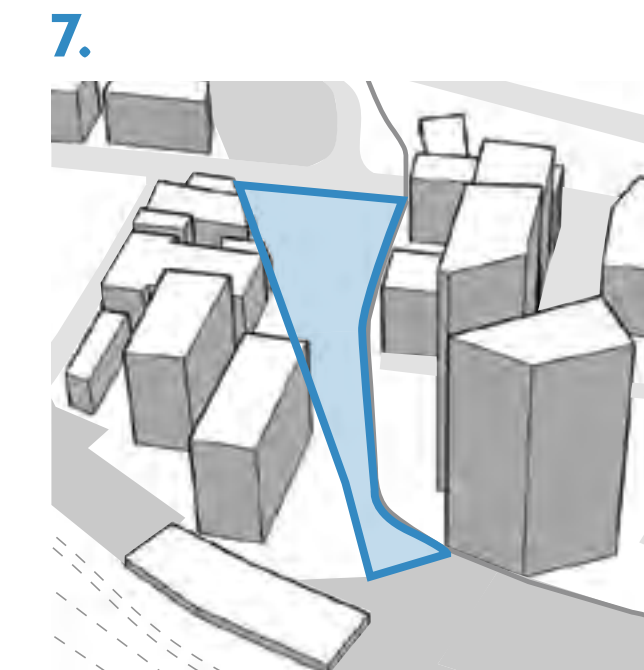
RESPONSIVE TO DIVERSE NEEDS OF THE IMMEDIATE COMMUNITY

The design will be responsive to the diverse needs of the immediate community by providing a balance of active and passive spaces, inclusive play and recreation opportunities, and flexible areas that can adapt to different ages, cultures, and lifestyles. This ensures the park becomes a welcoming and meaningful space for all who live nearby.



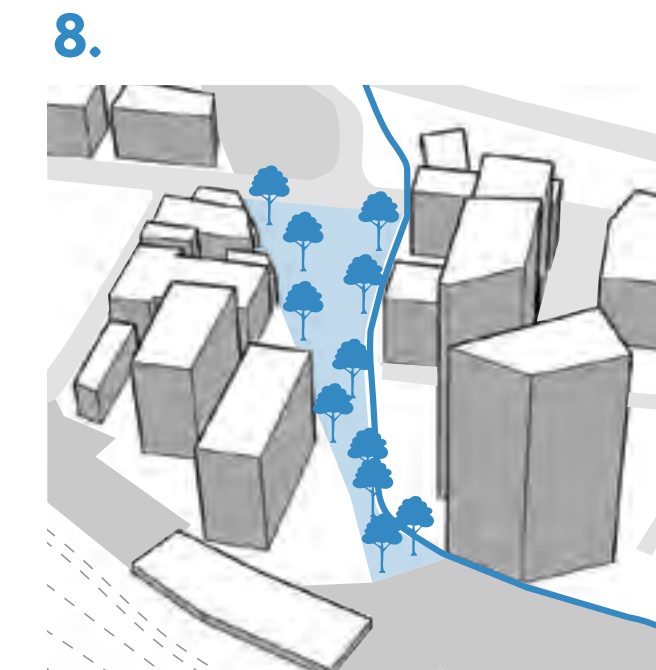
ACTIVATE THE SPACE WITH MORE RECREATIONAL OFFERINGS

The park will be activated through the addition of diverse recreational opportunities—including play, exercise, and social spaces—addressing the needs of residents, many of whom lack private backyards, and creating a vibrant, engaging destination for the local community.



UNIFY THE SITE INTO A SINGLE, COHESIVE URBAN PARK

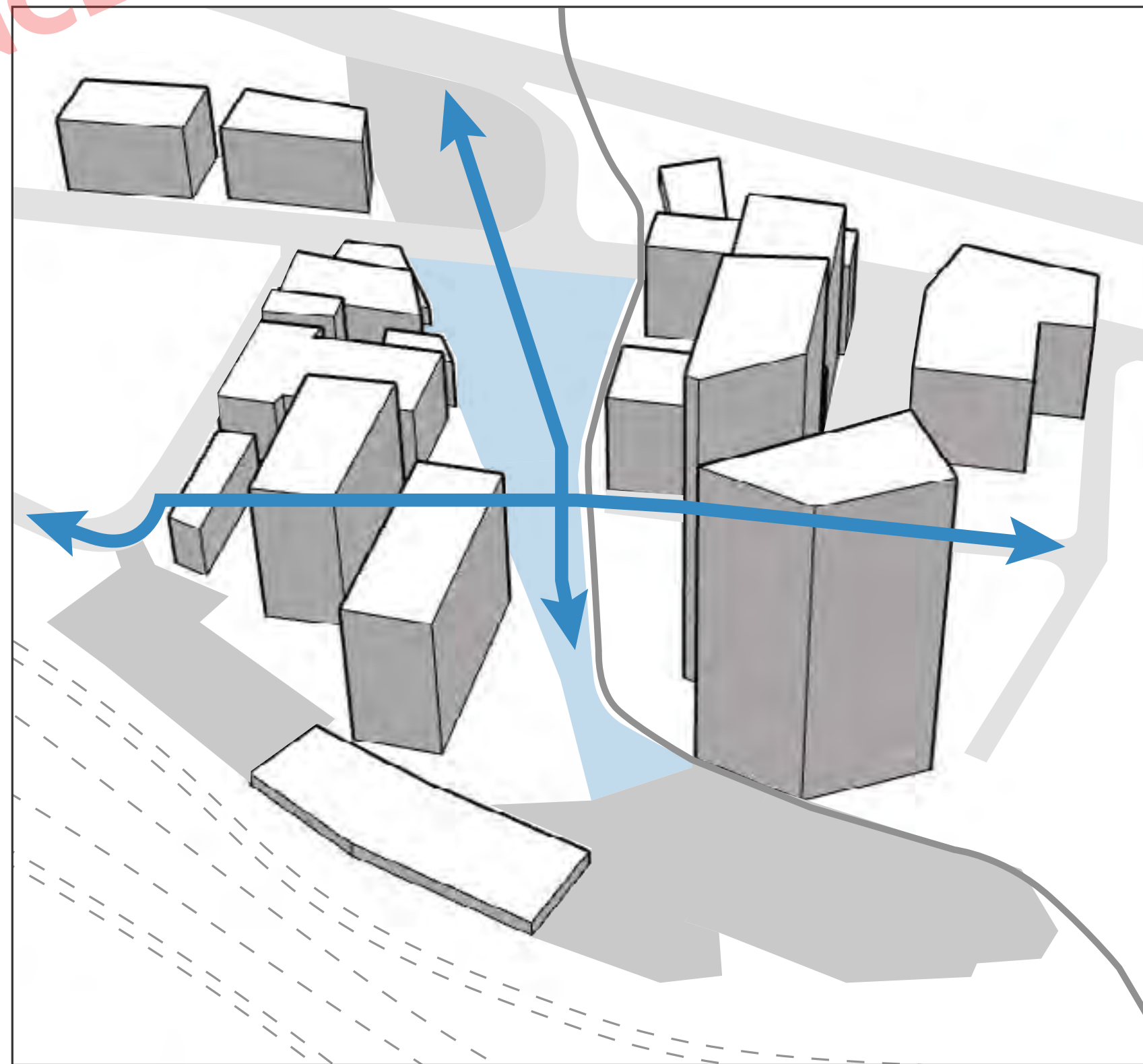
The design will unify the site into a single, cohesive urban park by connecting existing and new open spaces, creating consistent pathways, and establishing a clear visual and functional identity. This will transform the area into a well-organised, legible, and welcoming green space for the community.



STRENGTHEN SITE BIODIVERSITY AND THE POWELLS CREEK GREEN CORRIDOR THROUGH DIVERSE PLANTING.

The design will strengthen site biodiversity and enhance the Powells Creek green corridor by incorporating a diverse mix of trees, shrubs, and groundcovers. This approach will support habitat creation, improve ecological resilience, and reinforce the connectivity of the surrounding natural landscape.

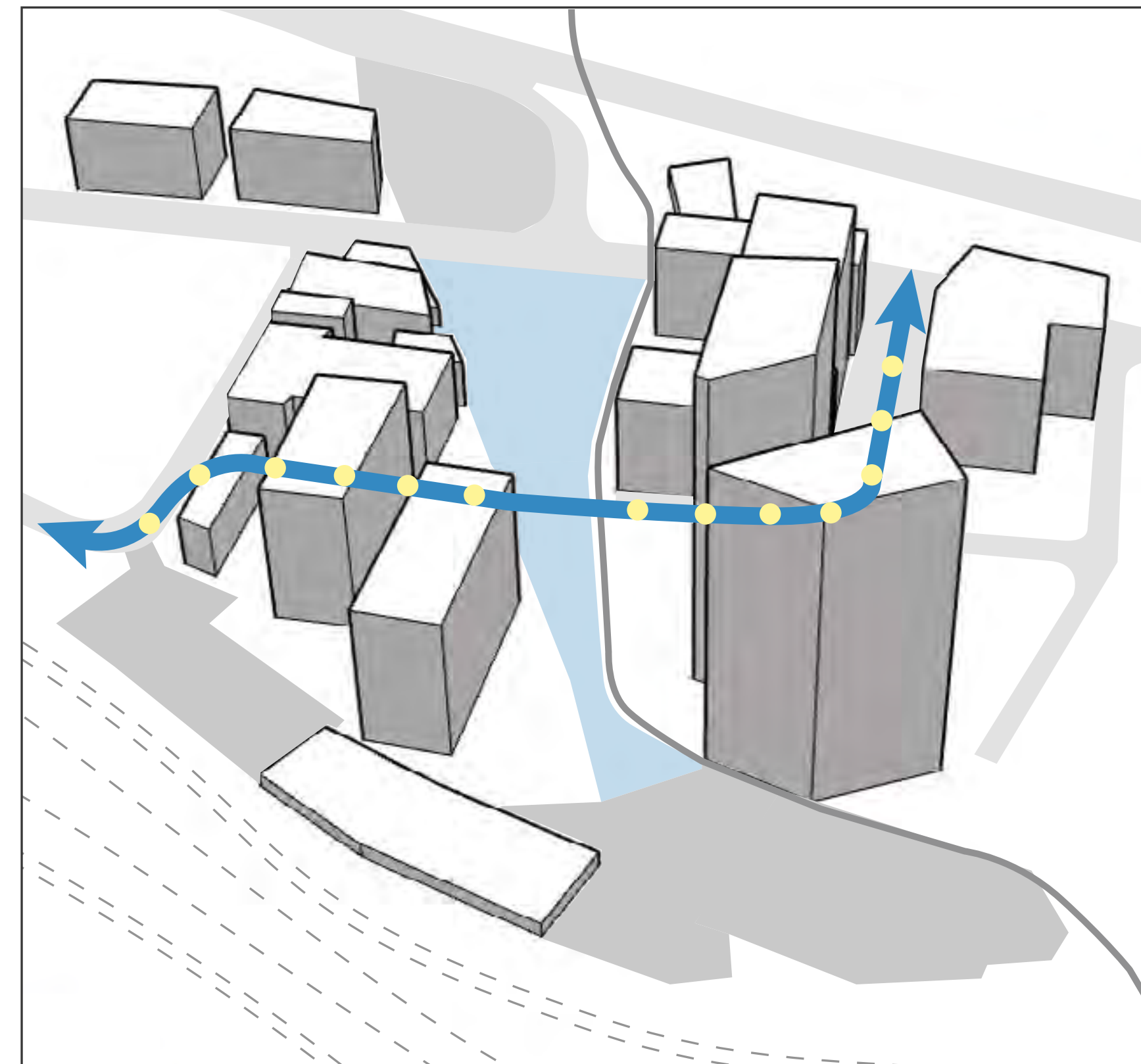
3.4 KEY OBJECTIVES



1. IMPROVE ACCESS INTO THE SITE

- DESIGN THROUGH-SITE LINKS
- BRIDGE THE CONNECTION BETWEEN DESTINATIONS
- CREATE ONE PARK BY INCLUDING A COHESIVE LINK TO ISMAY RESERVE SOUTH

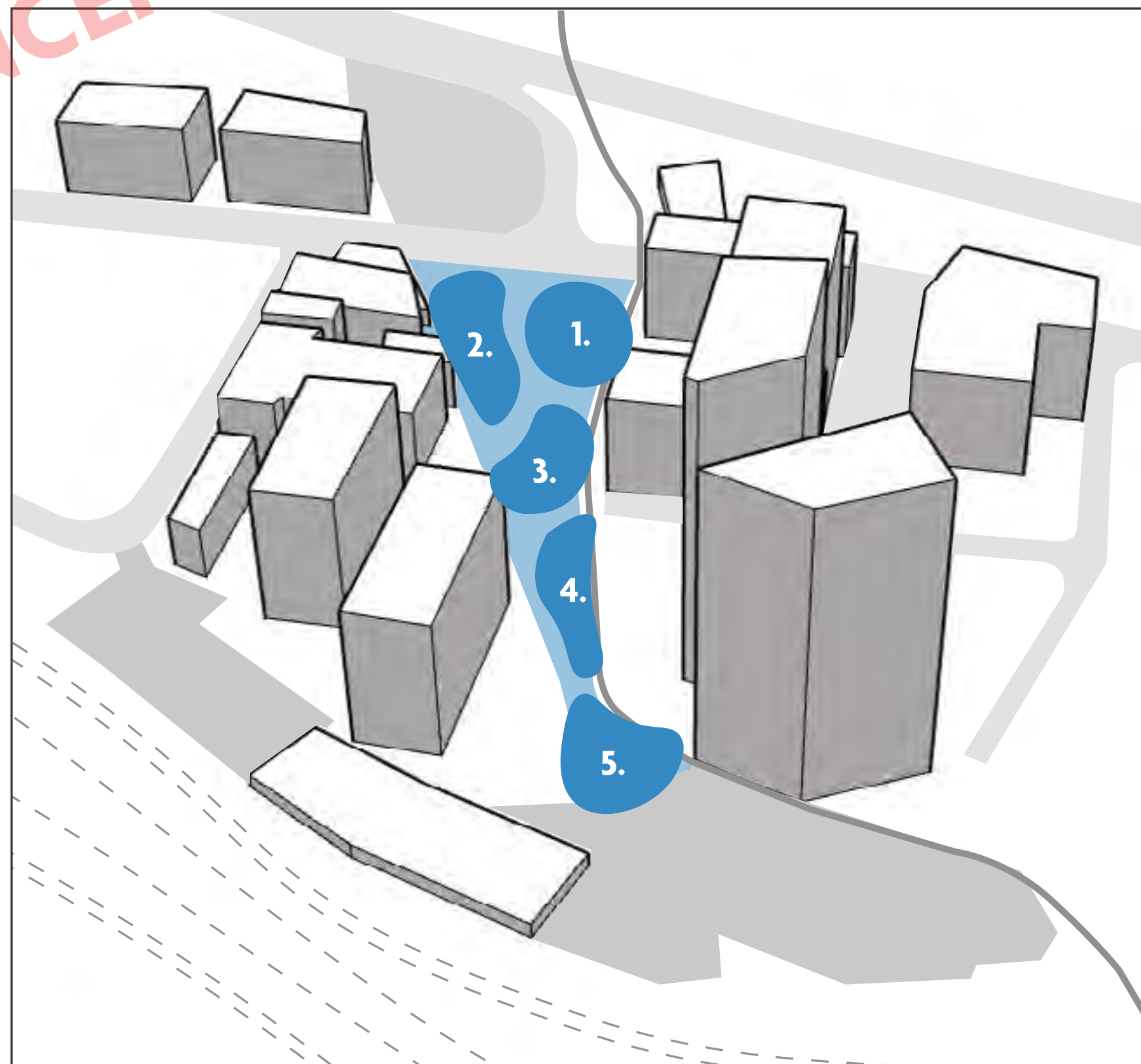
KEY OBJECTIVES



2. ENHANCE PERCEPTION OF SAFETY THROUGH IMPROVED LIGHTING, WAYFINDING AND PRIVACY

- GREATER LIGHTING IN HIGH FOOT-TRAFFIC AREAS
- CONSISTENT SIGNAGE ON SITE AND WAYFINDING INITIATIVES

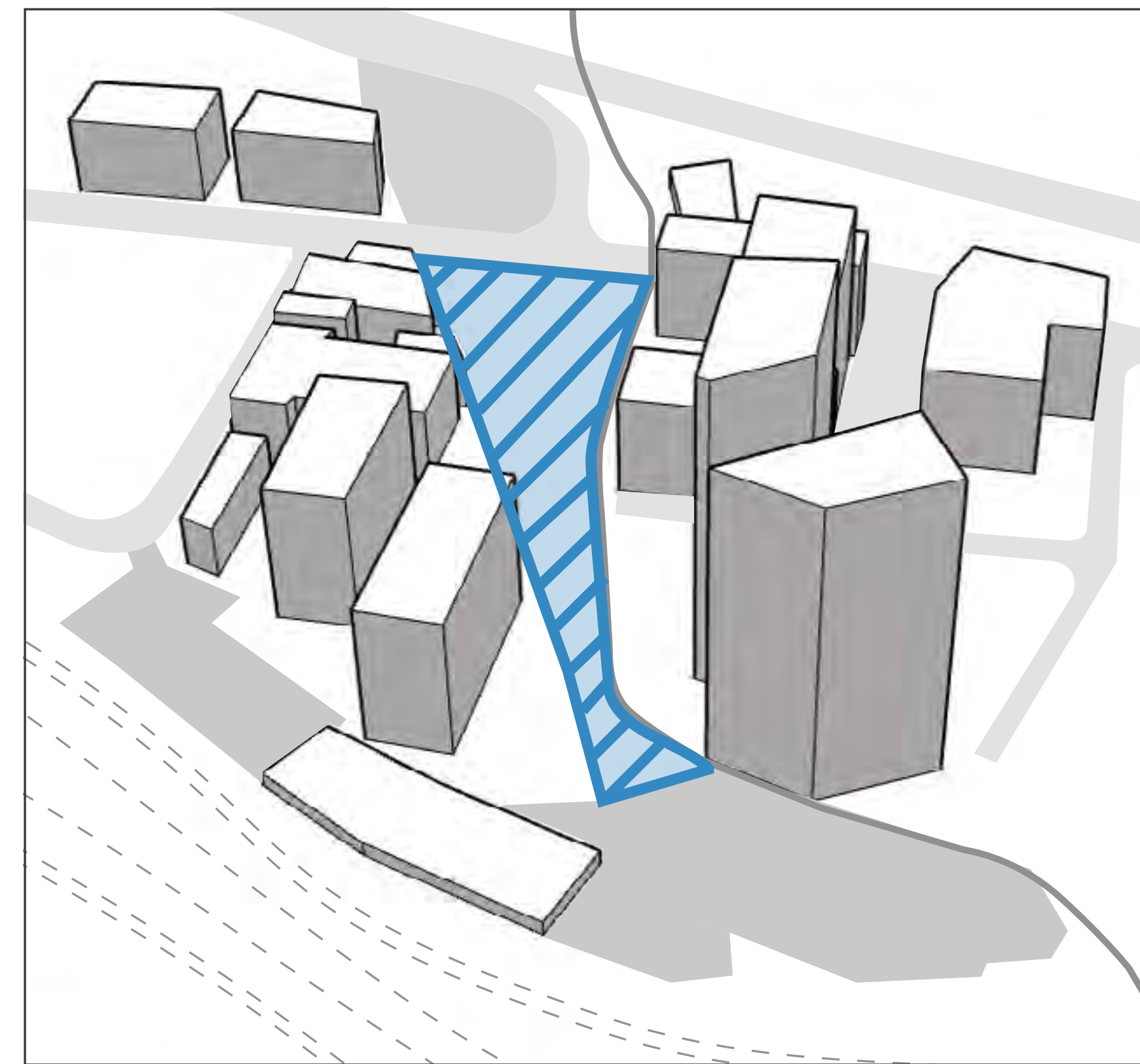
KEY OBJECTIVES



3. CONSIDERED PROGRAMMING FOR THE FUTURE CONTEXT OF THE SITE

- RECOGNITION OF THE IMPACT OF HOMEBUSH TOD
- UNDERSTANDING THE SITE IN A WIDER NETWORK OF GREEN LINKS
- DESIGNING WITH ACCESS TO TRAIN STATIONS AND METROS IN MIND

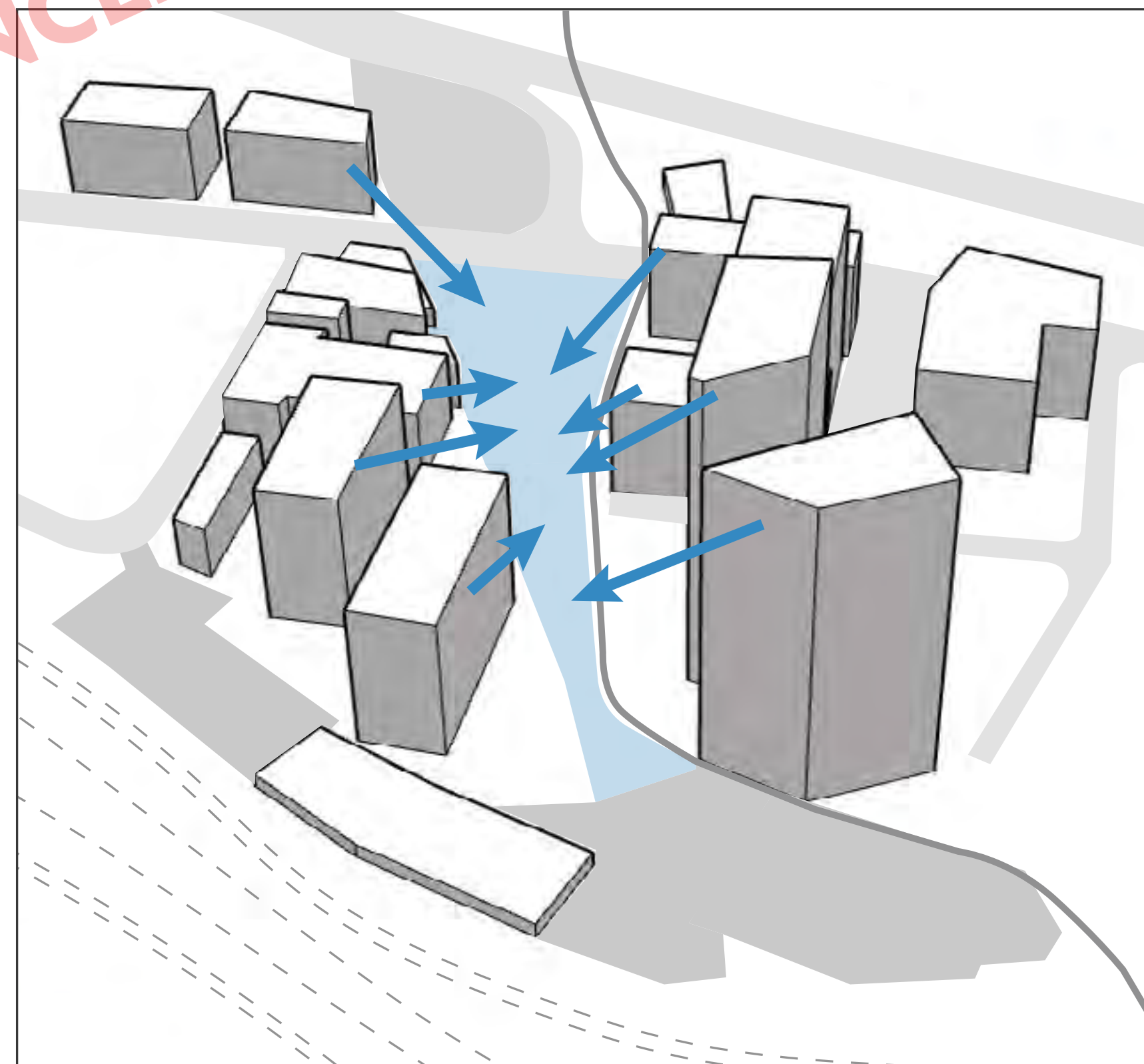
KEY OBJECTIVES



4. RESTORE THE ECOLOGICAL HEALTH OF THE SITE THROUGH IMPROVED GROUND AND SOIL CONDITIONS

- EMPHASIS ON NEW PLANTING OPPORTUNITIES
- IMPROVING THE CURRENT HEALTH OF THE SITE CONDITION

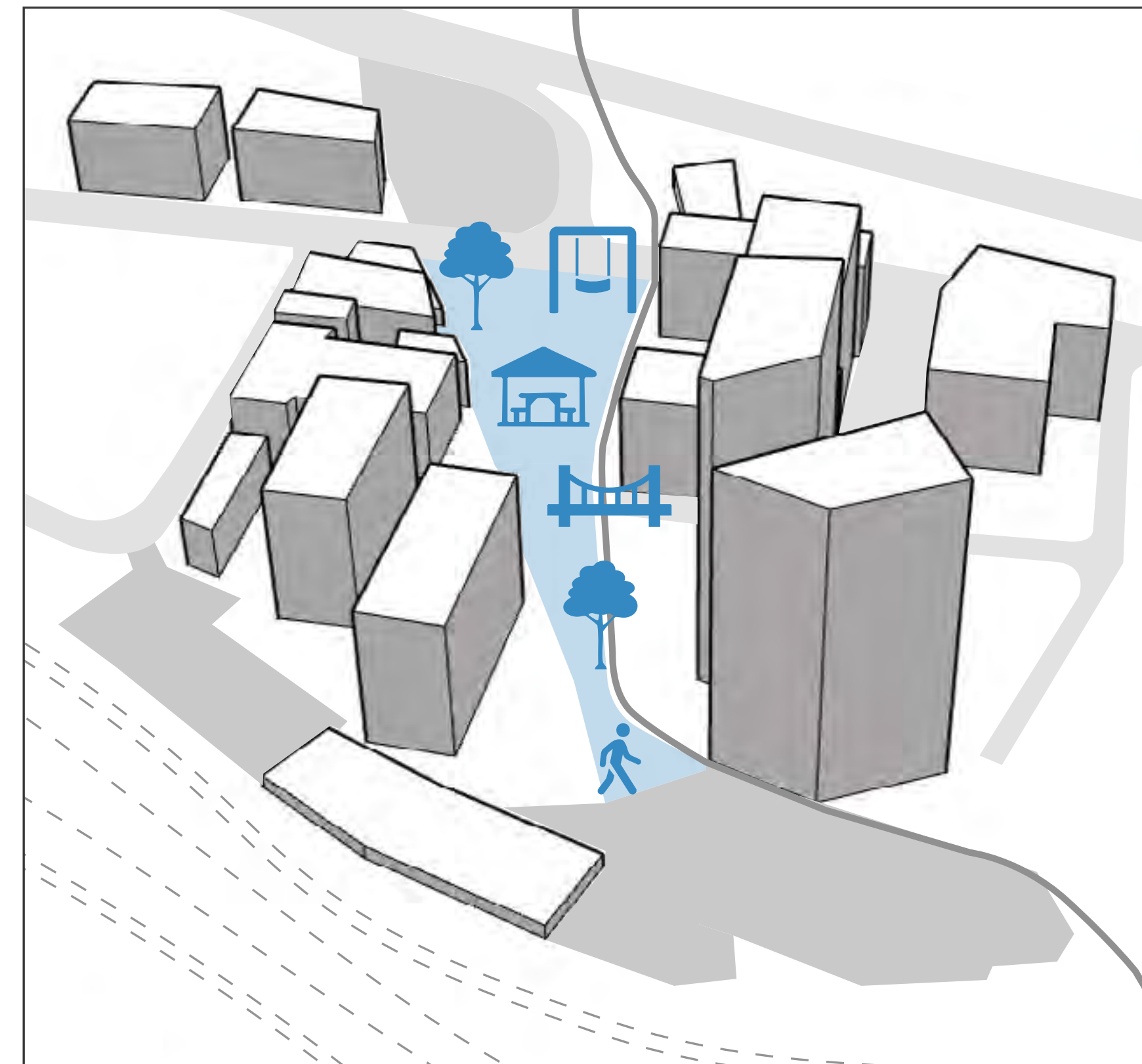
KEY OBJECTIVES



4. RESPONSIVE TO DIVERSE NEEDS OF THE IMMEDIATE COMMUNITY

- USE STATISTICS FOUND IN THE WELLNESS AND RECREATION STRATEGY TO INFORM THE SITE DESIGN
- UNDERSTAND THE SPACE AS A BIG BACKYARD FOR RESIDENTS, CREATING SPACE FOR FAMILIES, COMMUNITIES AND INDIVIDUAL LIFESTYLES

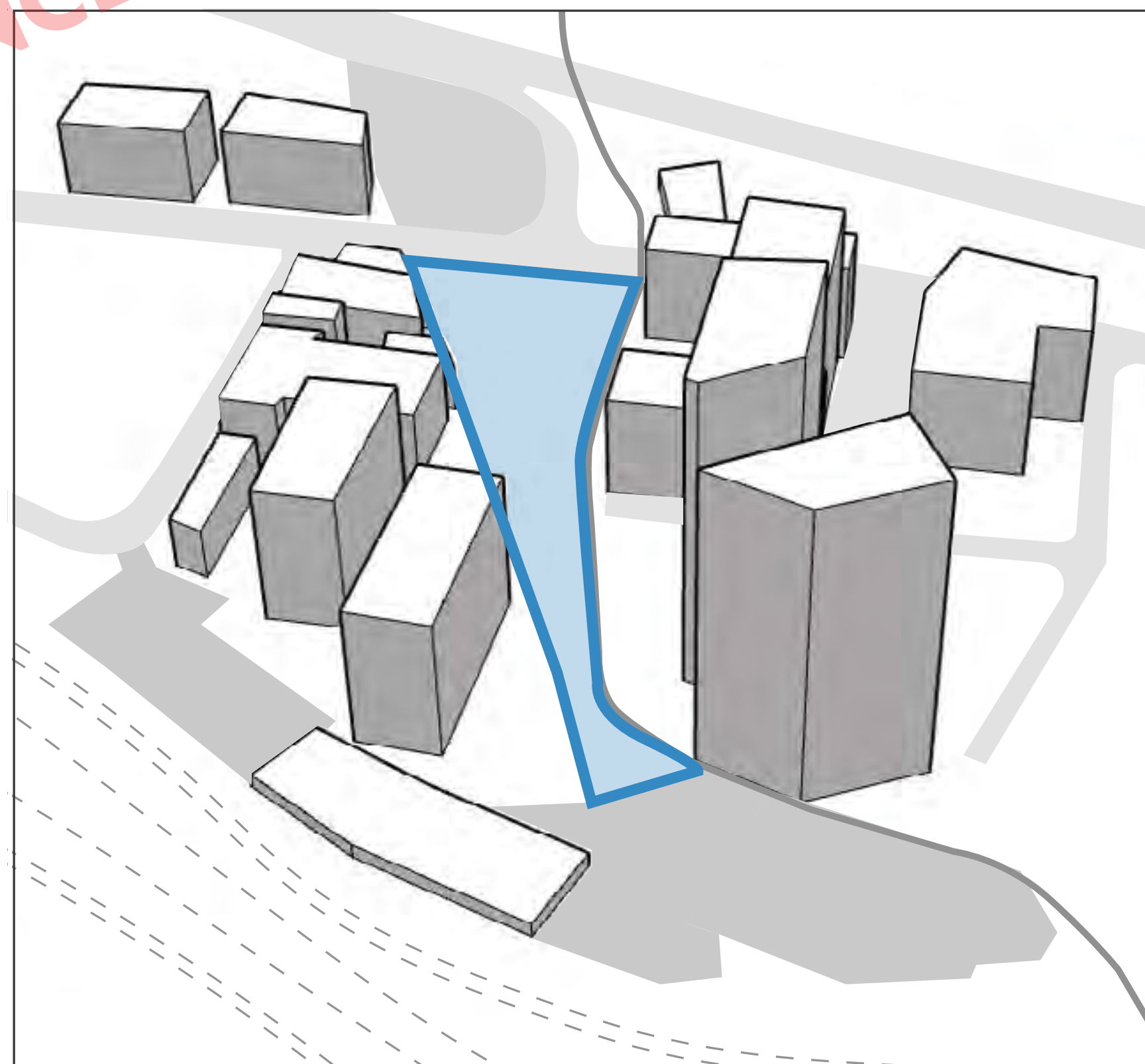
KEY OBJECTIVES



6. ACTIVATE THE SPACE WITH MORE RECREATIONAL OFFERINGS

- OFFER PASSIVE AND ACTIVE FORMS OF RECREATION
- ALL INITIATIVES SHOULD BE DIVERSE AND INCLUSIVE
- FUTURE FOCUSED DESIGN

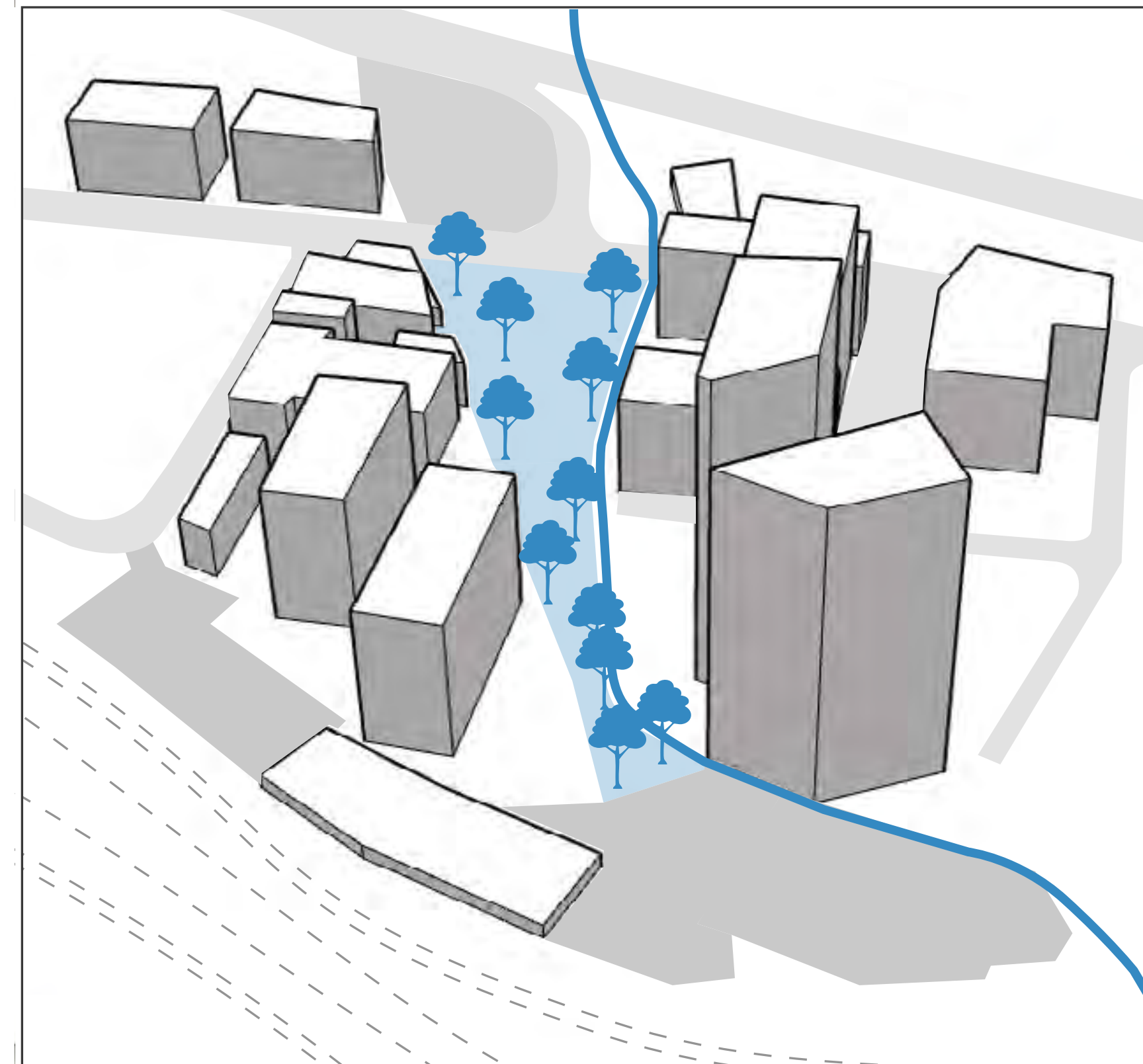
KEY OBJECTIVES



7. UNIFY THE SITE INTO A SINGLE, COHESIVE URBAN PARK

- ACHIEVE AN OVERALL DESIGN THAT INCORPORATES EXISTING FACILITIES IN ISMAY RESERVE SOUTH

KEY OBJECTIVES



8. STRENGTHEN SITE BIODIVERSITY AND THE POWELLS CREEK GREEN CORRIDOR THROUGH DIVERSE PLANTING.

- VEGETATED BORDERS THAT LINE POWELLS CREEK AND THE WESTERN BORDER
- AN EFFORT TO INCREASE TREE CANOPY COVERAGE AND GREEN SPACE

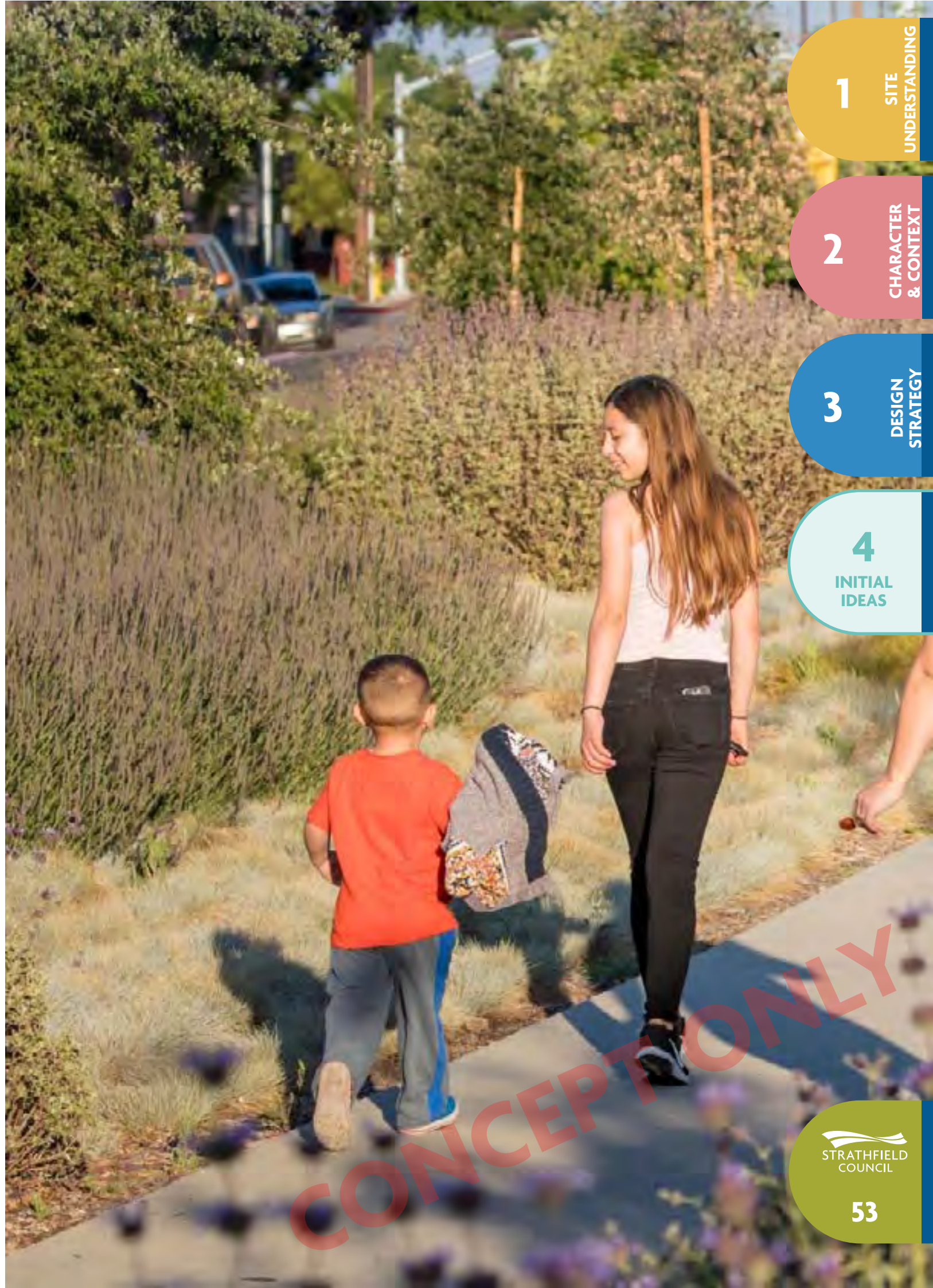
CHAPTER 4.
INITIAL IDEAS
PRECEDENT STUDY

RICARDO LARA PARK,
LYNWOOD CALIFORNIA

4.1

Ricardo Lara Park is a lively urban park spanning more than 5 acres of former vacant lots along a freeway embankment, transformed into a mile-long linear space serving the neighbouring communities. While the park is much longer than 20a Parramatta Road, it offers a useful comparison as both are narrow, linear sites where the challenge lies in maximising use within a confined width.

The park is segmented by cross streets into five blocks, each with a distinct program—such as dog parks, fitness stations, playgrounds, and community gardens. This intensive layering of functions ensures that no space is left underused; every section is purposefully designed to support the daily needs and lifestyles of the surrounding community.



1	SITE UNDERSTANDING
2	CHARACTER & CONTEXT
3	DESIGN STRATEGY
4	INITIAL IDEAS



4.2

The park is bordered on one side by a pedestrian walkway with a steep slope and on the other by a busy road, creating a stark and often harsh contrast to the recreational activities offered within. This condition is particularly relevant to 20a Parramatta Road, where careful design and planting will be essential in ensuring the space remains appealing despite its proximity to heavy traffic. At Ricardo Lara Park, trees and planting are used to block views and create visual barriers, while programs such as dog parks, playgrounds, and active recreation areas are chosen because they do not rely on the peace and tranquility of more traditional park landscapes.

The success of this park lies in its ability to attract people through its diverse functions and strong community focus. It thrives because it responds directly to the needs and lifestyles of local residents. Similarly, 20a Parramatta Road will sit within a dense urban environment where pressure on open space is high. For it to succeed, the site must not only provide a thoroughfare but also function as a valued destination—designed specifically to meet the expectations and quality-of-life needs of its surrounding community.

CONCEPT ONLY

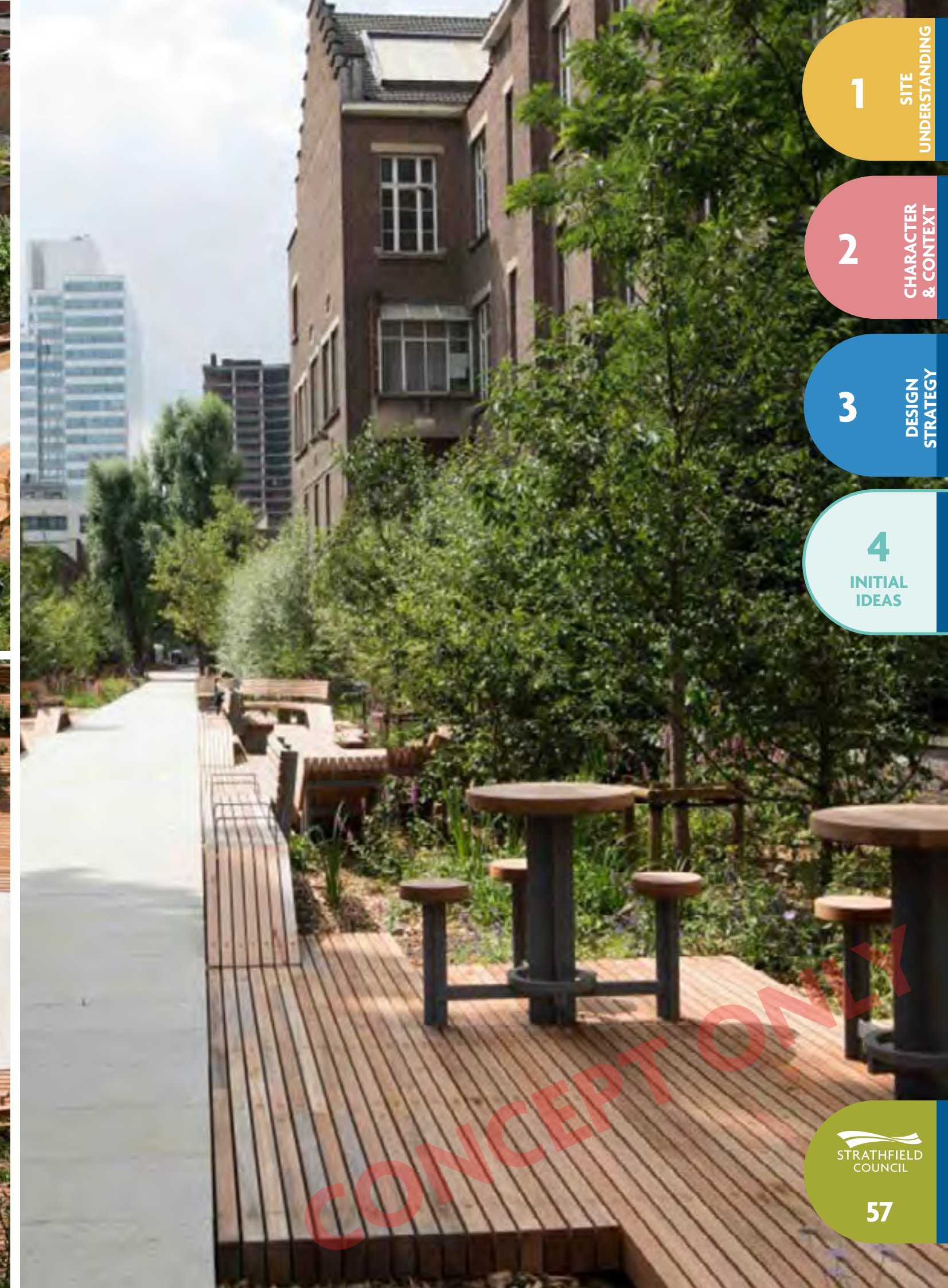
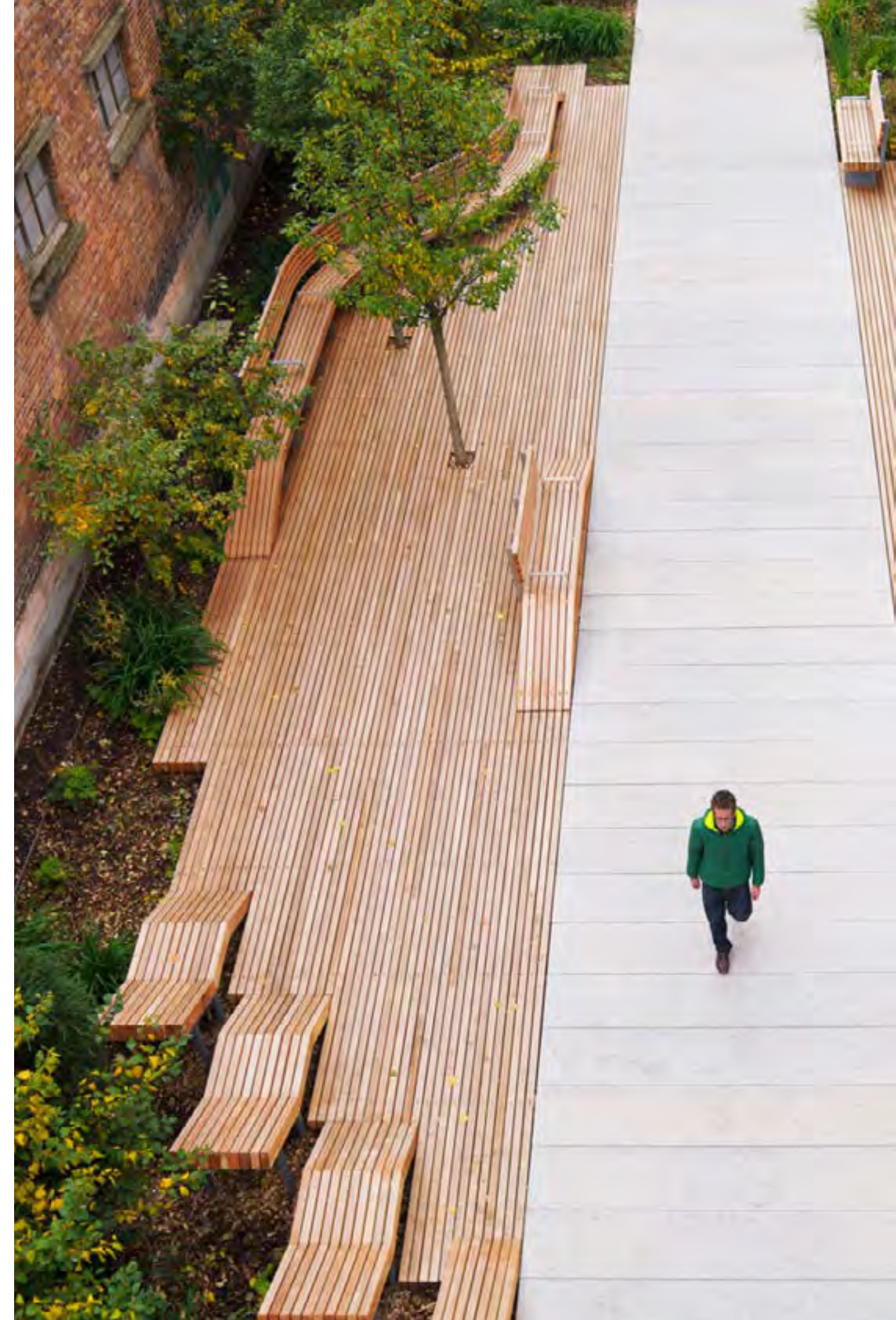
PRECEDENT STUDY

PARC DE LA SENNE, BELGIUM, BRUSSELS

4.3

This project, located in the heart of the Masui district above the covered River Senne, is a network of vegetation and connections that demonstrates how thoughtful design can transform a confined urban space. The park achieves cohesion by blending built features with intuitive planting, creating a balanced and welcoming environment. Materiality plays a central role in its appeal: the decking structure introduces an innovative, contemporary character while integrating lifestyle elements such as seating areas and community corners that encourage people to gather.

The surrounding vegetation contrasts beautifully with the built elements, resulting in a “cool,” inviting space that attracts a wide range of visitors. For 20a Parramatta Road, this project is particularly relevant as it, too, is a linear park enclosed by apartment buildings and the urban fabric. The way this park negotiates limited space—balancing natural elements with human activity—offers valuable lessons. It highlights how decking and material choices can shape the atmosphere of a place while also extending and redefining the boundaries of the ground plane.





4.4

At its core, the design of this project is deceptively simple, yet highly effective. It balances multiple layers of use: pedestrian paths that support active movement such as walking and running, a faster-paced thoroughfare for circulation, and a bordering “decking” design that invites slower-paced activities focused on observation and relaxation. This framework is set within a landscape of dense planting and tree canopy, creating a rich natural backdrop. A particularly striking detail is the way trees grow directly through the decking, serving both as a design feature and as a powerful statement about the integration of nature to enhance human experience.

The decking itself extends the active space, offering a valuable precedent for 20a Parramatta Road, where a cantilevered platform could be proposed to widen the project’s footprint and enable a more generous central thoroughfare. Although this project spans a considerable distance, it feels self-contained and distinctive due to its detailing and design quality. It stands as a strong example of what a contemporary park intervention could look like in 20A Parramatta, showcasing how diverse and innovative approaches can reimagine limited urban space.

CONCEPT ONLY

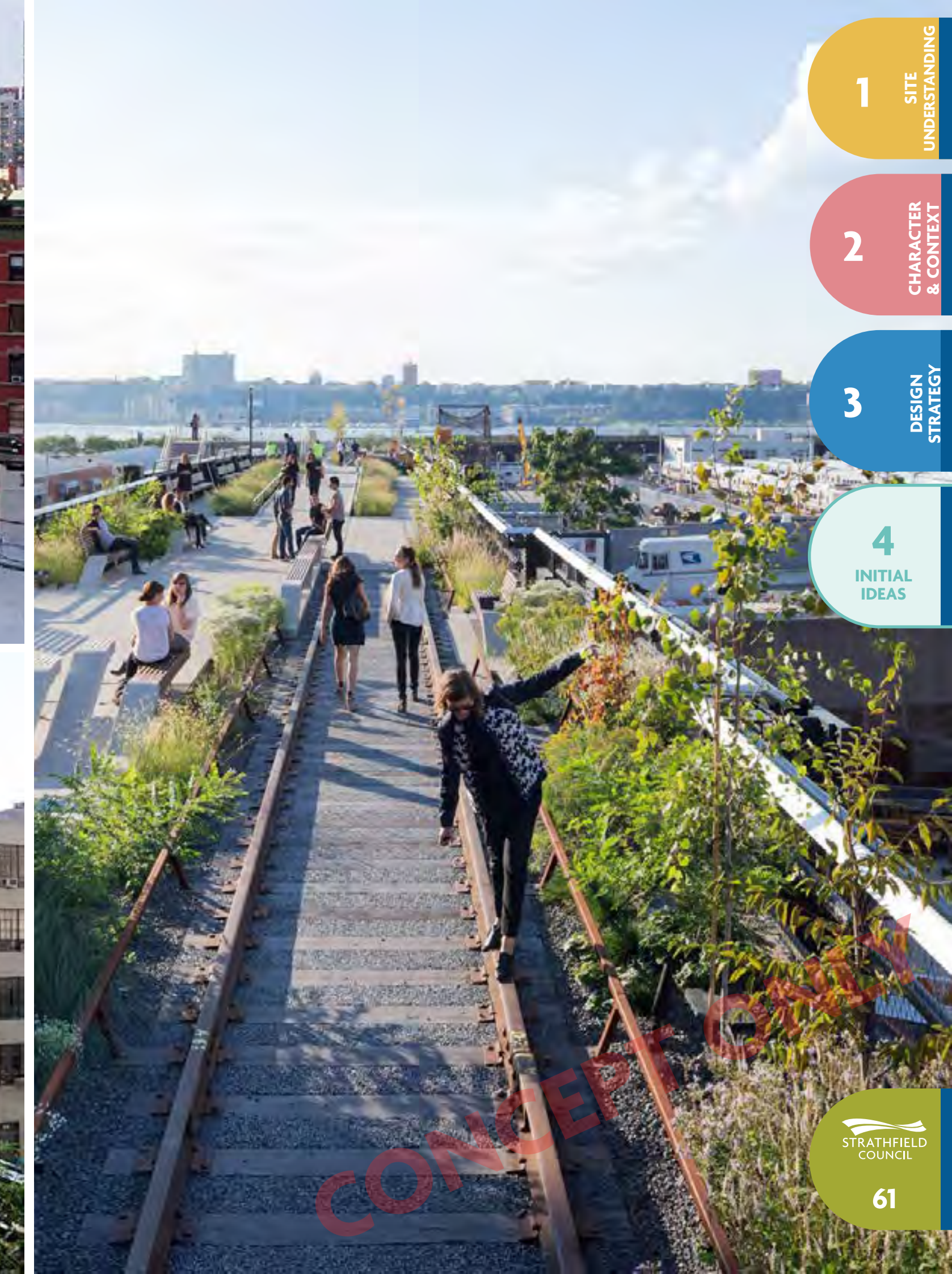
PRECEDENT STUDY

THE HIGH LINE, NEW YORK, NYC

4.5

The New York City High Line is one of the most renowned examples of a linear urban park, created by repurposing an abandoned elevated rail line into a public green space. Its design balances active pedestrian circulation with areas for slower-paced recreation, layering movement, rest, and planting within a narrow, elevated corridor. The detailing is critical to its success: pathways weave between dense planting, seating is integrated into the structure, and moments of overlook connect visitors back to the city. The High Line is celebrated not only for its bold re-use of infrastructure but also for its ability to create an immersive experience within a confined and highly urbanised setting.

For 20a Parramatta Road, the High Line sets an important precedent. Like the High Line, the site exists within a dense, built-up environment and will be under pressure to function as both a thoroughfare and a destination. The High Line demonstrates how careful layering of pedestrian flows, planting, and materiality can transform a narrow space into a highly functional and appealing park. Its success lies in creating a sense of escape without disconnecting from the surrounding city—a balance that will be vital at 20a, where noise, density, and the urban edge must be softened through design.





4.6

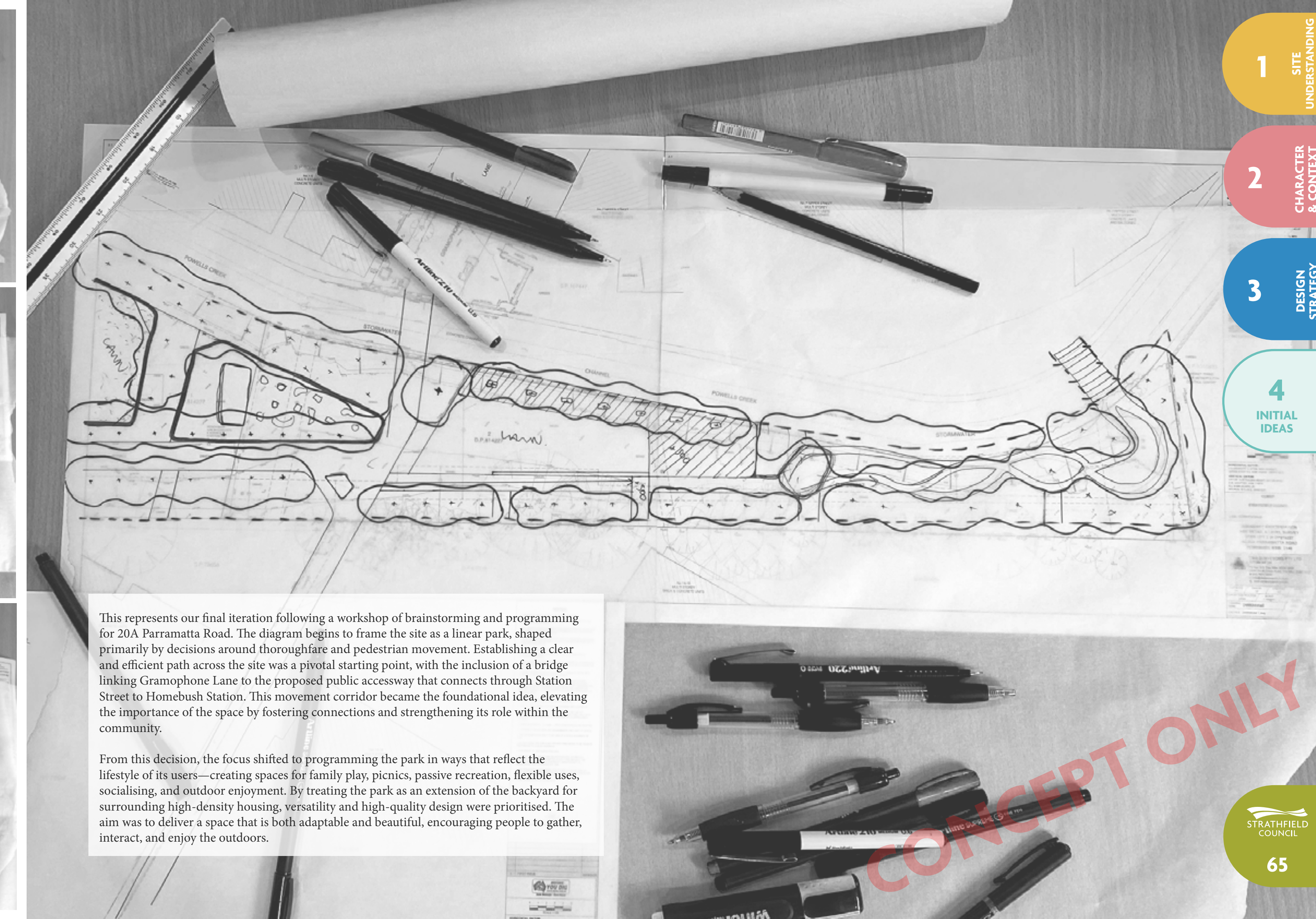
20a Parramatta Road, like the High Line, is a linear and narrow site, meaning the success of the park will largely depend on how circulation and programming are organised. The High Line demonstrates that thoughtful sequencing of spaces—alternating between active corridors, moments for pause, and pockets of programmed activity—creates a focused and engaging experience for individuals. Rather than feeling like a constrained passage, it becomes a journey where movement and rest are carefully balanced. For 20a, this precedent highlights the importance of choreographing circulation routes alongside strategically placed programs, ensuring the park functions as more than just a thoroughfare, but as a series of meaningful experiences within a tight footprint.

Materiality and planting also play a crucial role in shaping the experience of a narrow, linear park. On the High Line, a restrained palette of paving, timber, and steel is softened and enriched by dense, immersive planting that changes with the seasons. This contrast between robust urban materials and lush vegetation creates both durability and delight, grounding the park in its city context while offering relief from it. For 20a Parramatta Road, materiality can similarly define circulation and program areas—through decking, paving, or integrated seating—while planting can provide shade, visual screening from the road, and moments of respite. Together, these elements will not only make the space more functional but also elevate it into a distinctive destination that responds to its urban edge.

THE DESIGN PROCESS

4.7

The masterplanning process for 20A Parramatta Road began once a detailed survey of the site was completed, providing accurate information about the land and its characteristics. With this foundation, concept design brainstorming could commence, guided by a process of sketching on trace paper to test ideas and explore possibilities. This phase involved mapping out key components such as pathways, recreation programming, and facilities, with multiple iterations drawn to balance function and community needs. Central to the sketches was the consideration of safety, access, and circulation—ensuring pathways were not only effective but also reflective of how the community would use the space. One fundamental design move was the consideration of a bridge connection from Nipper Street in the east across Powells, transforming the park from a one-way access point into a thoroughfare that links residents with Homebush, while improving safety and accessibility. Importantly, the wellness and recreational strategy prepared by Strathfield Council informed the design approach, identifying the types of spaces and facilities the community values. This ensured the masterplan accommodated both active and passive uses—spaces for play, rest, calm, and versatility. The park's linear and narrow form meant that circulation and access became the structural backbone of the design, shaping all subsequent decisions about programming and spatial arrangement.

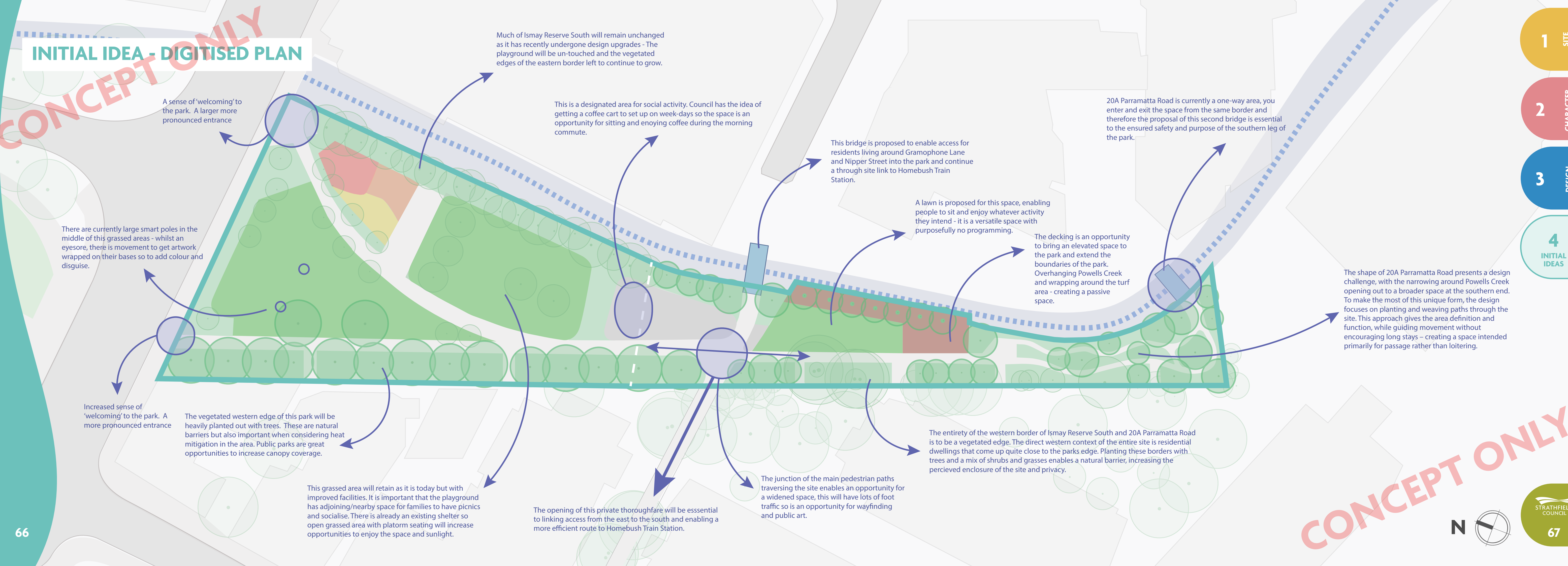


This represents our final iteration following a workshop of brainstorming and programming for 20A Parramatta Road. The diagram begins to frame the site as a linear park, shaped primarily by decisions around thoroughfare and pedestrian movement. Establishing a clear and efficient path across the site was a pivotal starting point, with the inclusion of a bridge linking Gramophone Lane to the proposed public accessway that connects through Station Street to Homebush Station. This movement corridor became the foundational idea, elevating the importance of the space by fostering connections and strengthening its role within the community.

From this decision, the focus shifted to programming the park in ways that reflect the lifestyle of its users—creating spaces for family play, picnics, passive recreation, flexible uses, socialising, and outdoor enjoyment. By treating the park as an extension of the backyard for surrounding high-density housing, versatility and high-quality design were prioritised. The aim was to deliver a space that is both adaptable and beautiful, encouraging people to gather, interact, and enjoy the outdoors.

INITIAL IDEA - DIGITISED PLAN

CONCEPT ONLY



A sense of 'welcoming' to the park. A larger more pronounced entrance

Much of Ismay Reserve South will remain unchanged as it has recently undergone design upgrades - The playground will be un-touched and the vegetated edges of the eastern border left to continue to grow.

This is a designated area for social activity. Council has the idea of getting a coffee cart to set up on week-days so the space is an opportunity for sitting and enoying coffee during the morning commute.

This bridge is proposed to enable access for residents living around Gramophone Lane and Nipper Street into the park and continue a through site link to Homebush Train Station.

20A Parramatta Road is currently a one-way area, you enter and exit the space from the same border and therefore the proposal of this second bridge is essential to the ensured safety and purpose of the southern leg of the park.

A lawn is proposed for this space, enabling people to sit and enjoy whatever activity they intend - it is a versatile space with purposefully no programming.

The decking is an opportunity to bring an elevated space to the park and extend the boundaries of the park. Overhanging Powells Creek and wrapping around the turf area - creating a passive space.

The shape of 20A Parramatta Road presents a design challenge, with the narrowing around Powells Creek opening out to a broader space at the southern end. To make the most of this unique form, the design focuses on planting and weaving paths through the site. This approach gives the area definition and function, while guiding movement without encouraging long stays – creating a space intended primarily for passage rather than loitering.

There are currently large smart poles in the middle of this grassed areas - whilst an eyesore, there is movement to get artwork wrapped on their bases so to add colour and disguise.

Increased sense of 'welcoming' to the park. A more pronounced entrance

The vegetated western edge of this park will be heavily planted out with trees. These are natural barriers but also important when considering heat mitigation in the area. Public parks are great opportunities to increase canopy coverage.

This grassed area will retain as it is today but with improved facilities. It is important that the playground has adjoining/nearby space for families to have picnics and socialise. There is already an existing shelter so open grassed area with platform seating will increase opportunities to enjoy the space and sunlight.

The opening of this private thoroughfare will be essential to linking access from the east to the south and enabling a more efficient route to Homebush Train Station.

The junction of the main pedestrian paths traversing the site enables an opportunity for a widened space, this will have lots of foot traffic so is an opportunity for wayfinding and public art.

The entirety of the western border of Ismay Reserve South and 20A Parramatta Road is to be a vegetated edge. The direct western context of the entire site is residential dwellings that come up quite close to the parks edge. Planting these borders with trees and a mix of shrubs and grasses enables a natural barrier, increasing the percieved enclosure of the site and privacy.

1 SITE UNDERSTANDING

2 CHARACTER & CONTEXT

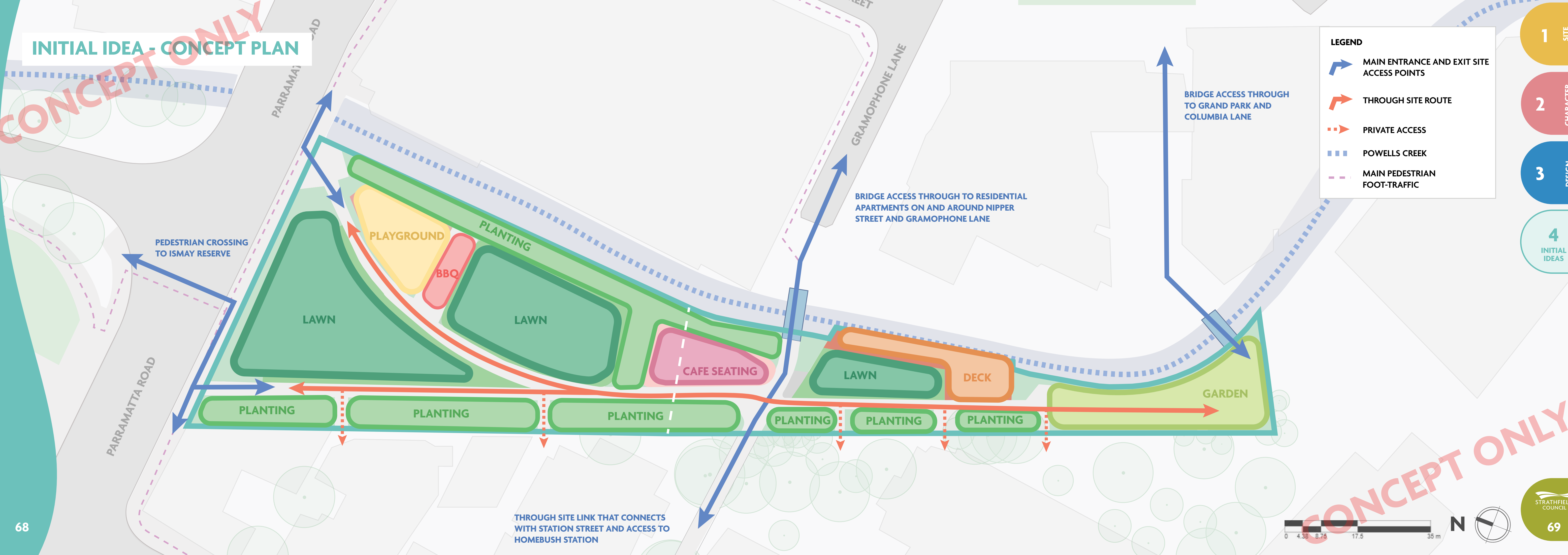
3 DESIGN STRATEGY

4 INITIAL IDEAS

CONCEPT ONLY



INITIAL IDEA - CONCEPT PLAN



INITIAL IDEA - ZONING



LEGEND

- MAIN ENTRANCE AND EXIT SITE ACCESS POINTS
- THROUGH SITE ROUTE
- PRIVATE ACCESS
- POWELLS CREEK
- 1.** THE LAWN
- 2.** PLAY SPACE
- 3.** COMMUNITY PICNIC
- 4.** THE JUNCTION
- 5.** THE RETREAT
- 6.** WANDER GARDEN
- 7.** GREEN FRINGE



ZONING 20A PARRAMATTA RD

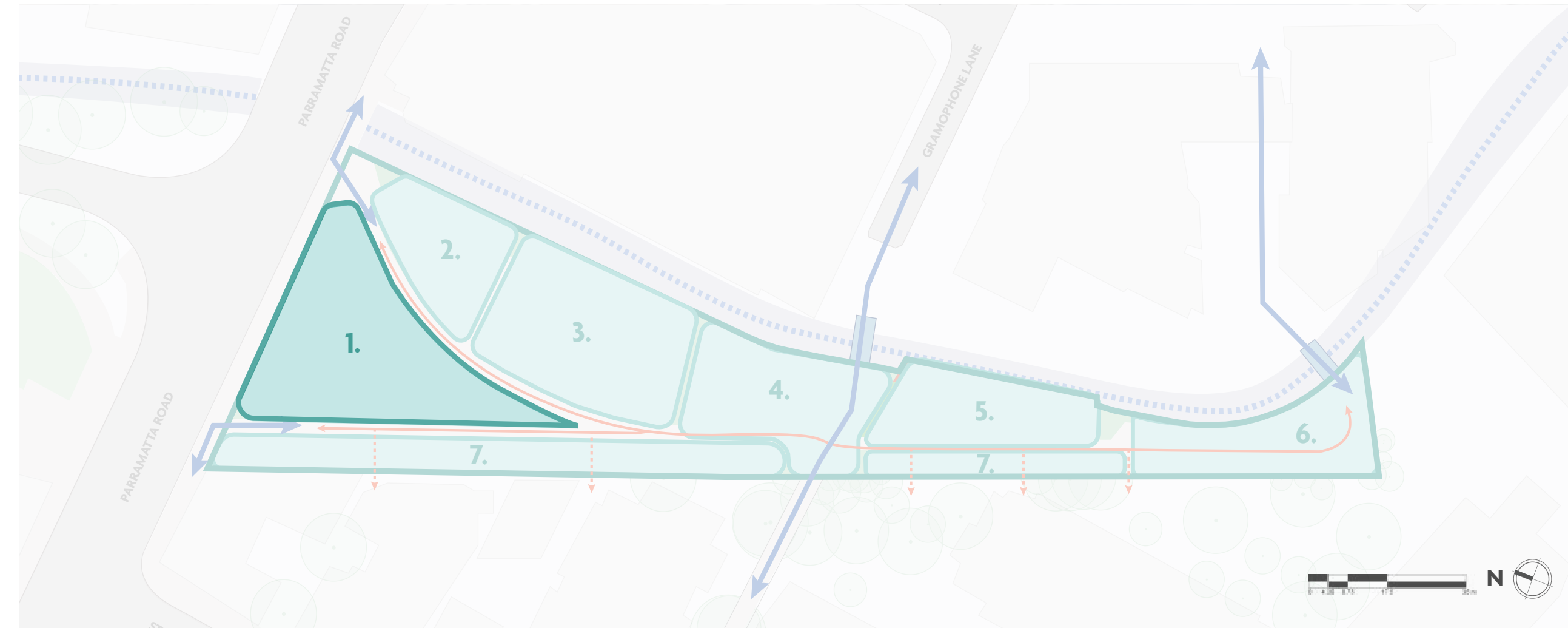
1. THE LAWN

4.8

The first space visitors encounter when entering Ismay Reserve South is The Lawn, a generous open grassed area that will be retained as a versatile and welcoming community space. Designed to remain largely undefined, The Lawn encourages a wide variety of uses — from informal ball games and children running freely, to sunbathing, reading, or simply relaxing under the shade of ornamental trees.

While pockets of tree planting provide comfort and respite, the area will continue to receive ample sunlight, particularly during the summer months, ensuring it remains a bright and lively part of the reserve. Although two large smart poles are currently located within the space, which slightly interrupt its openness, these are intended to become future canvases for public artwork, introducing greater cultural expression and vibrancy into the park.

The vision for The Lawn is rooted in the principle of open space versatility: much like the open lawns of Hyde Park in Sydney, which are popular precisely because of their flexible use for activities such as picnics, group gatherings, sunbathing, games, or casual relaxation. In the same way, The Lawn is intended to adapt to the community's needs, while also offering potential for larger community events such as markets, ensuring it plays a central role in the social and recreational life of the park.



4.9

These images serve as precedents that help illustrate Council's vision for the space. They show open grassy areas being enjoyed by community members — some reading, gathering in groups, or simply relaxing in the sunlight. The bottom left image, from Hyde Park in Sydney, demonstrates how open lawns support casual leisure activities, such as reading or resting, which is particularly valuable for

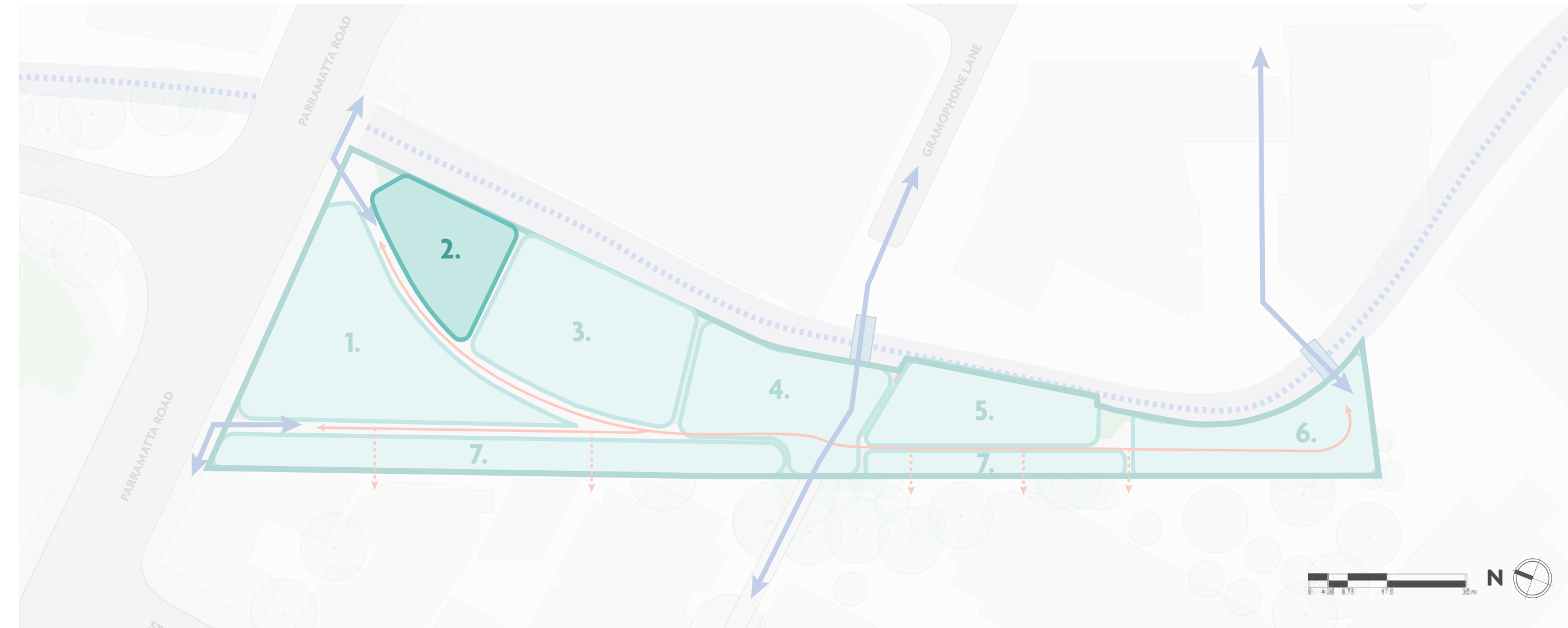
residents in higher-density areas near the edge of Ismay Reserve South. Open grassed spaces allow people to connect with the outdoors, enjoy the sun, and spend time outside their homes. The top left and right images depict urban spaces that align with the envisioned character of The Lawn: a simple, traversable landscape with pathways, trees, and varied plantings, offering both flexibility and visual amenity.

ZONING 20A PARRAMATTA RD

2. PLAY SPACE

4.10

The playground at 20A Parramatta Road plays an essential role in supporting the local community, particularly the many young families living in nearby high-density housing. As one of the first features encountered when entering the park from Parramatta Road, it creates an immediate sense of welcome and vibrancy. Only a few years old, the space is well-equipped with diverse play elements and enhanced by a recently installed shade sail, ensuring comfort and usability throughout the year. More than just a play area, the playground acts as an extension of the backyard for surrounding residents, offering children a safe and engaging place to play independently or with friends, while also providing parents and carers with a natural gathering point. It is a highly valued social space that fosters connection, community interaction, and outdoor enjoyment, which is why it will be retained as part of the park's future design.



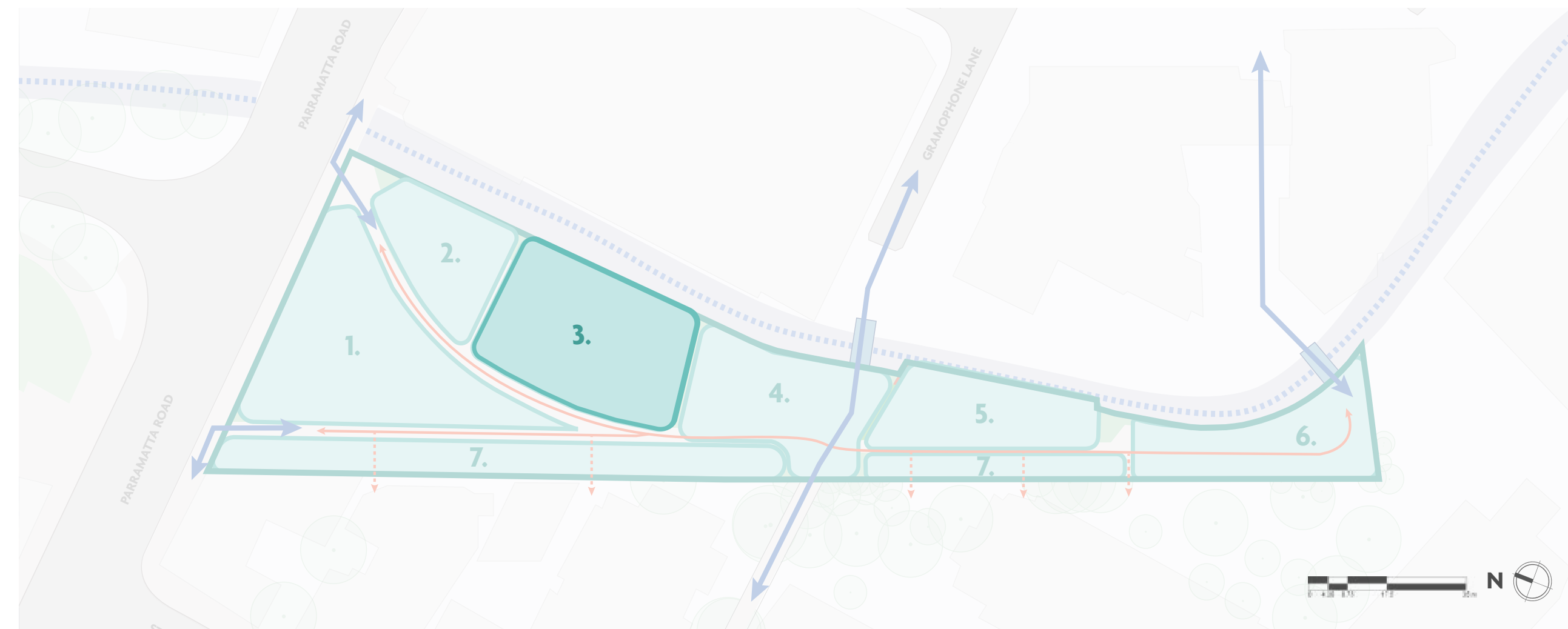
ZONING 20A PARRAMATTA RD

3. COMMUNITY PICNIC

4.11

Directly opposite the playground in Ismay Reserve South is a grassed area with a shelter, seating, and BBQ facilities, functioning as a natural extension of the play space. This picnic area acts as a central gathering point where families and community members can relax, eat, and socialise while remaining visually connected to the playground. Its purpose remains unchanged, continuing to encourage family activity and interaction, but will be strengthened through the addition of platform benches.

These provide alternative seating options that not only create more opportunities for people to meet and share meals but also extend a consistent design language by continuing the decking motif, which will be further explored in later precedent zoning. Together, these elements complement the existing BBQ facilities and reinforce the space as a welcoming hub for connection and outdoor dining.



4.12

These images begin to convey Council's vision for the space as a welcoming place for community gathering and socialising. It is designed with facilities that support picnics, barbecues, family outings, and outdoor enjoyment, creating a versatile setting that can be appreciated by people of all ages and backgrounds.



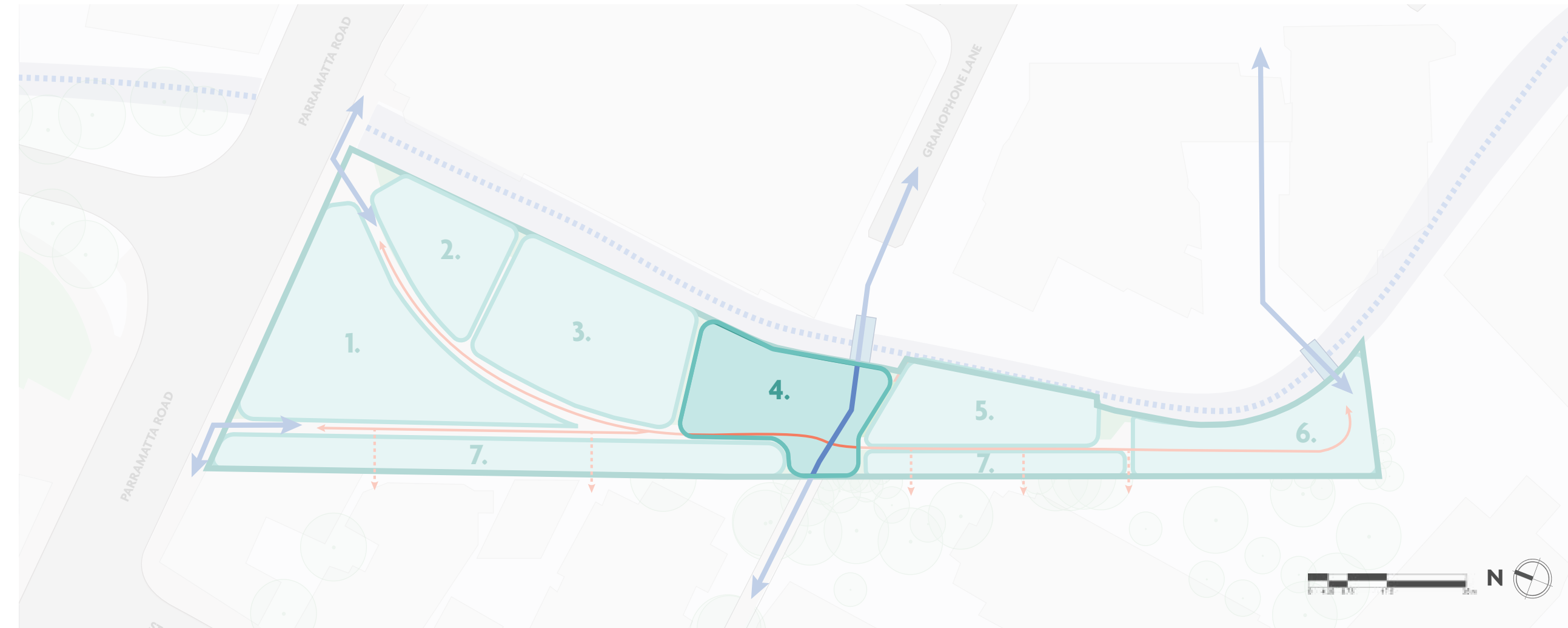
ZONING 20A PARRAMATTA RD

4. THE JUNCTION

4.13

The Junction is the heart of the park at 20a Parramatta Road – the point where all main pathways converge and where daily movement and community life meet. Designed as the park's most significant space, The Junction plays a vital role in connecting residents with key destinations. A proposed pedestrian bridge across Powells Creek will link Gramophone Lane with Station Street, creating a direct route to Homebush Station and transforming the park into a highly pedestrianised thoroughfare.

Anticipated to be the busiest area within the park, The Junction has been carefully planned to balance movement with moments of pause. A dedicated space for a coffee cart and seating invites passersby to stop, rest, and socialise, while strong wayfinding and the potential for integrated artwork will reinforce both orientation and identity. With opportunities to celebrate the heritage of Powells Creek through design motifs, The Junction is envisioned as both a practical hub and a place of gathering – a landmark moment in the journey through the park.



4.14

The key design features of The Junction include the intersection of the park's main pathways, where generous concrete spaces are provided to accommodate high foot traffic, alongside an area set aside for a coffee cart and seating. This space also creates opportunities for wayfinding elements and integrated artwork. The precedent images illustrate the intended character – a social pocket to the side where commuters can pause to enjoy their morning coffee, complemented by wider pathways with a central “moment” at the crossing point. Here, people encounter an artwork, signage, or statement feature that not only defines the park's identity today but also reflects its past landscapes and cultural history.



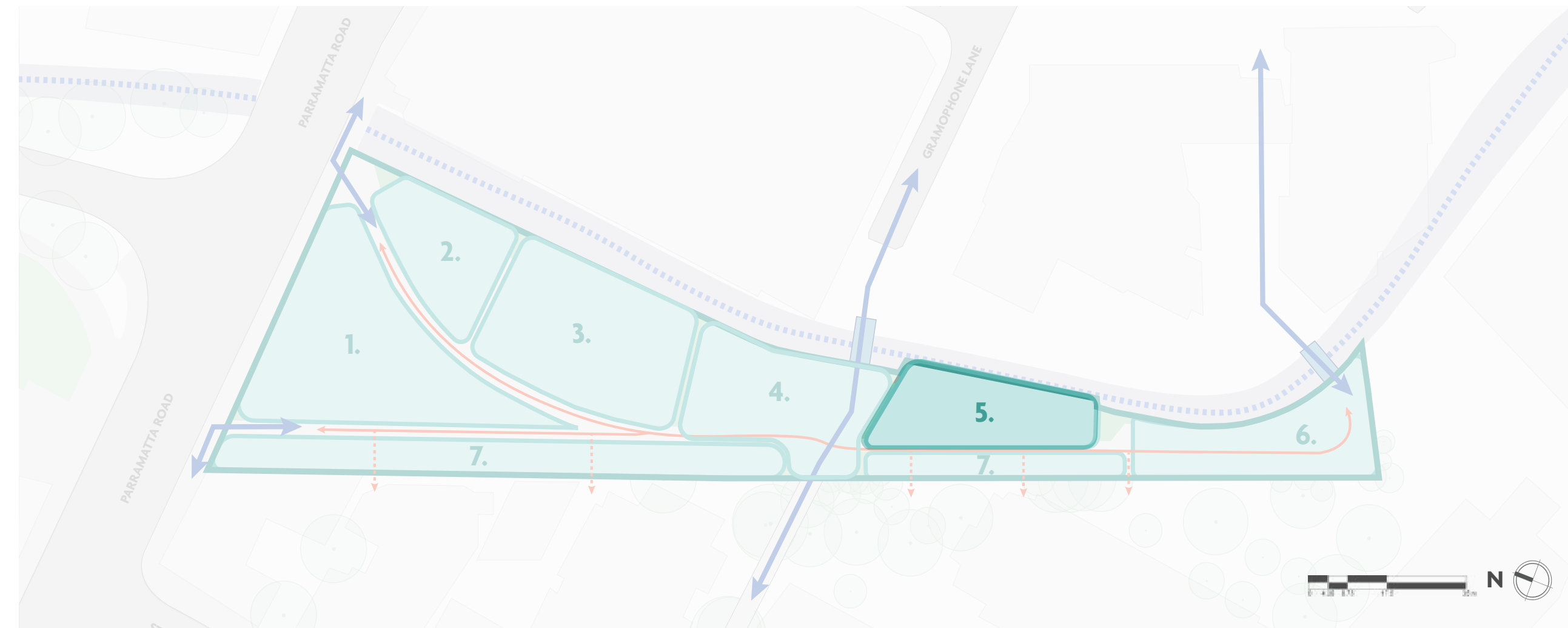
ZONING 20A PARRAMATTA RD

5. THE RETREAT

4.15

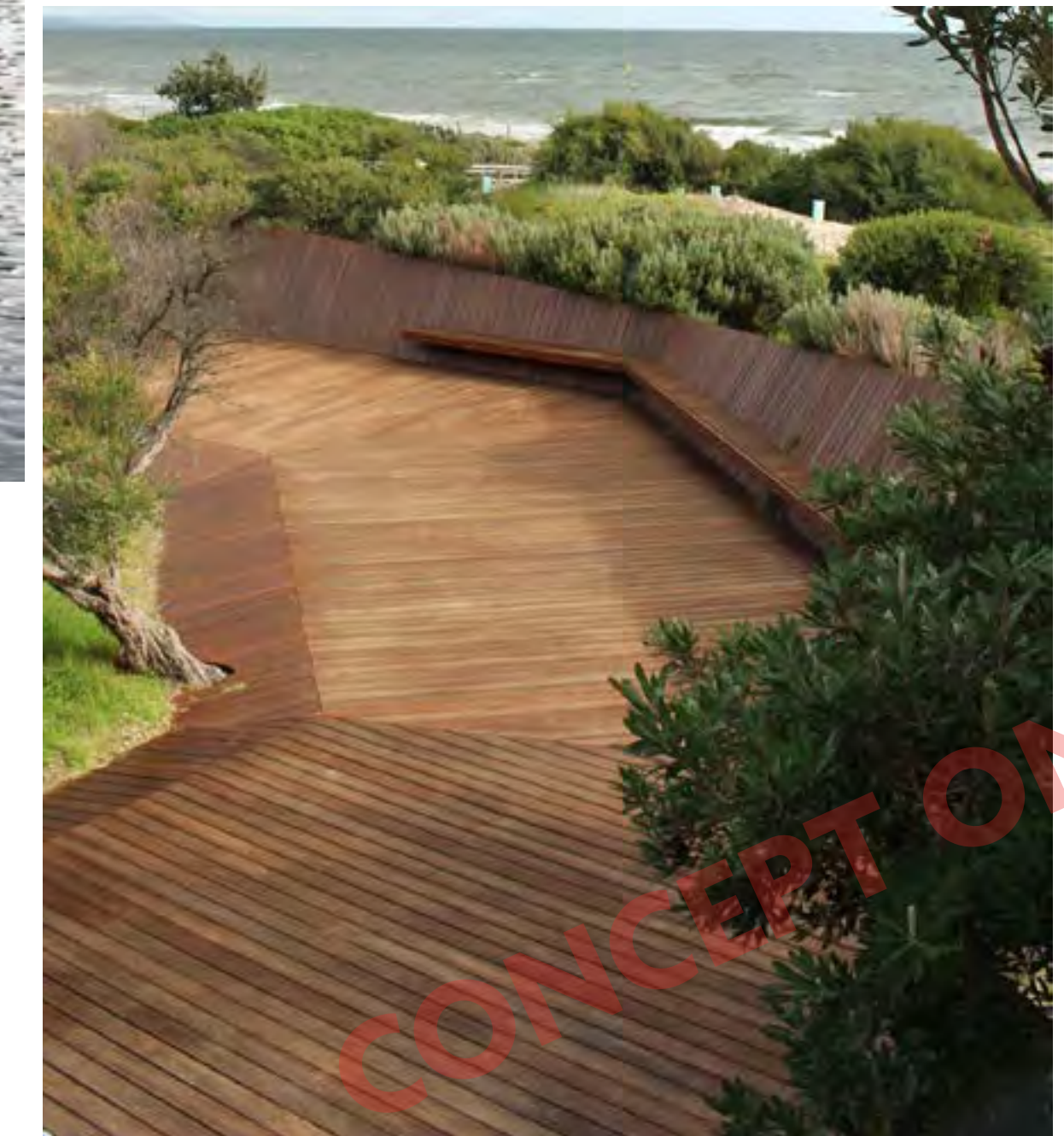
The Retreat is envisioned as a calm, versatile space within 20a Parramatta Road, offering a balance to the park's busier and more active zones. Transitioning away from the playgrounds and high-traffic pathways, this area invites slower, more reflective use – a place for yoga, tai chi, reading, or simply existing in the landscape.

The design combines an open lawn for relaxation with a timber deck that wraps around and extends over Powells Creek, subtly expanding the park's boundaries while drawing the character of the creek into the experience. Trees grow through openings in the deck, creating shaded pockets for rest, while the shift in materiality signals a change in pace and atmosphere. Together, the grassed and decked areas form a contemporary communal setting – not just another lawn, but a distinctive place for nearby residents to gather, unwind, and enjoy moments of quiet connection.



4.16

These precedent images are intended to illustrate the kind of atmosphere and design qualities being explored for the space. While 20A Parramatta Road does not offer the same scale or aesthetic richness as the examples shown, the concept of timber decking wrapping along the edge to create seating opportunities is highly relevant. On a fine day, The Retreat provides residents with the chance to practise yoga, enjoy gentle exercise, or simply take time outdoors close to home. It is envisioned as a slower, more reflective gathering space – a calm pocket within the park where the community can pause, relax, and enjoy a different type of outdoor experience.



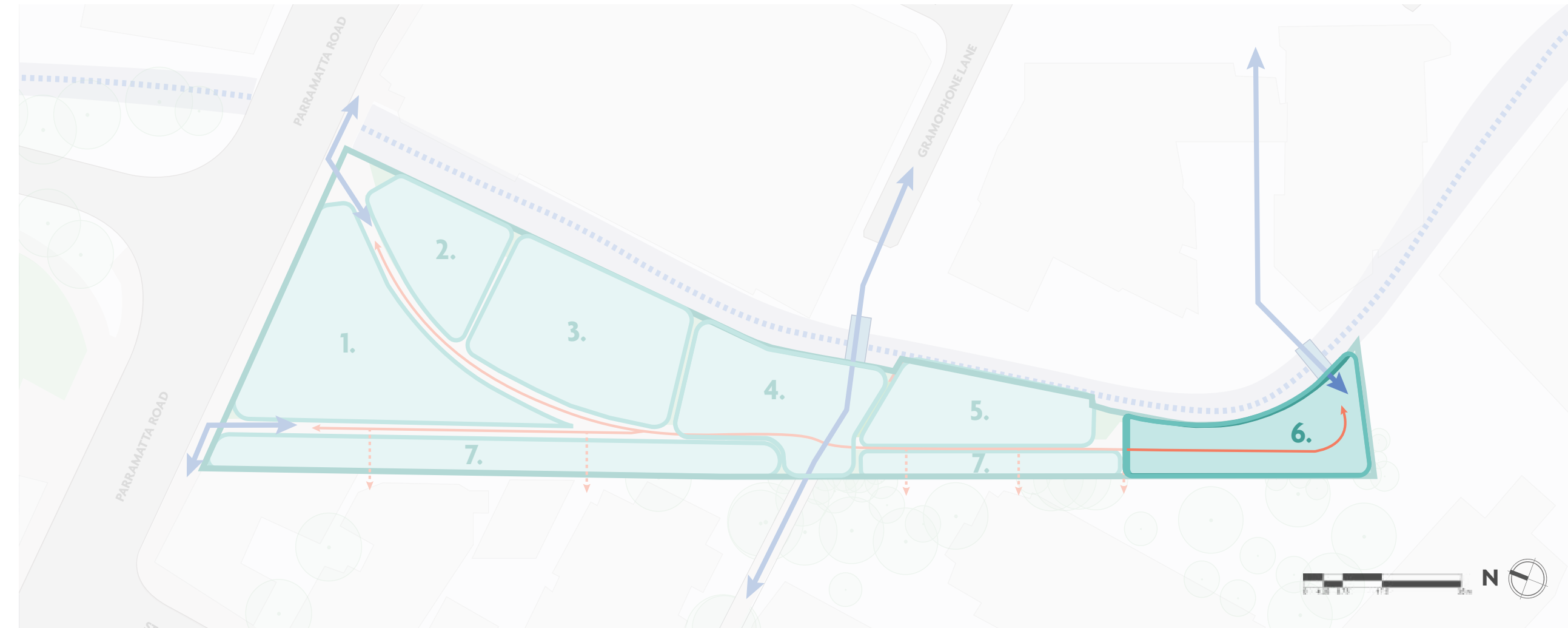
ZONING 20A PARRAMATTA RD

6. WANDER GARDEN

4.17

The southern end of the park presents a unique design challenge. At this point Powells Creek bends sharply, narrowing and constricting the available space before it widens again further along. The steepness of the slope, combined with the irregular shape and limited size, means the area is not well suited to programmed activities or formal recreation. Attempting to force structured uses here would not only be impractical but also compromise safety and comfort.

Instead, the most effective and sustainable approach is to treat this section as an opportunity for ecological renewal. Through the introduction of dense plantings — a layered mix of native grasses, shrubs, and selected trees — the area can be transformed into a richly vegetated garden space that strengthens habitat and improves overall biodiversity across the park. Importantly, this garden is not intended as a place for gathering or prolonged use. Because visibility is limited and the space is confined, it is better suited to movement rather than occupation.



4.18

These precedent images illustrate successful examples of native Australian gardens. A consistent feature across them is the presence of a clear pathway running through or alongside the planting. The dense vegetation not only provides screening and visual richness, but also creates an engaging experience for those walking through. This is the same design intent we have for 20A Parramatta Road: to establish a simple, self-sustaining garden that requires minimal maintenance while offering a pleasant and safe route across the site. The focus is on creating a planted landscape that people can move through — a green area that combines ecological value with everyday usability.

1 SITE UNDERSTANDING

2 CHARACTER & CONTEXT

3 DESIGN STRATEGY

4 INITIAL IDEAS

STRATHFIELD COUNCIL
83

ZONING 20A PARRAMATTA RD

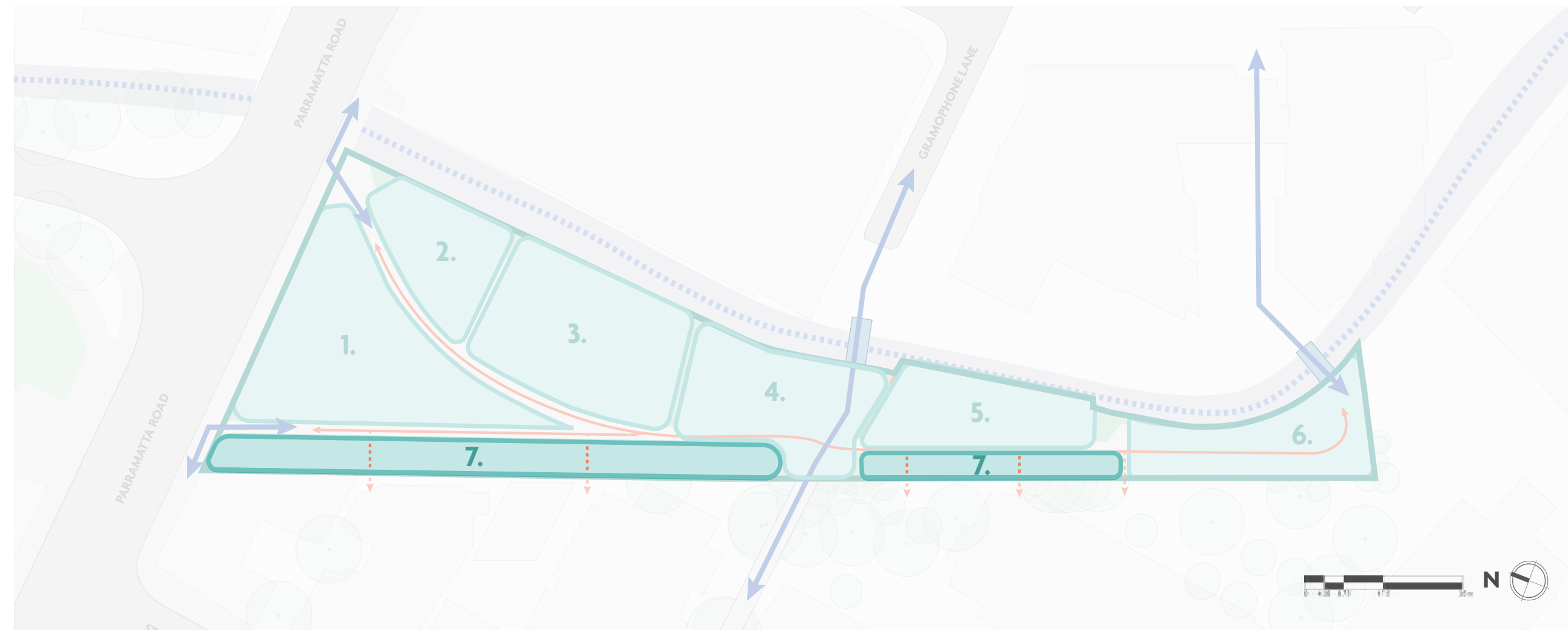
7. GREEN FRINGE

4.19

The concept of the green fringe is straightforward yet highly effective. By establishing dense layers of shrubs, trees, and grasses along the park's edges, the planting acts as a natural barrier that enhances both privacy and security. For nearby residents whose balconies and windows directly overlook the park, this green edge provides a buffer, ensuring they are not so intimately exposed to the public space.

Beyond its screening function, the green fringe presents an important opportunity to strengthen the park's ecological value. Introducing a diverse mix of plantings will help improve soil health, support habitat creation, and expand the tree canopy, contributing to long-term resilience and climate benefits. In turn, visitors will be able to enjoy a genuine outdoor experience that feels separate from the surrounding buildings, rather than being caught between them.

This vegetated edge allows the park to establish its own distinct character, creating the sense of a mature, self-contained landscape. At the same time, practical considerations are accounted for — existing fences on the western boundary with private gates will be respected, with careful design ensuring that all current access arrangements are retained.



4.20

These images begin to illustrate the desired density and character of the proposed planting. By using Australian native species, the landscape can be designed to be both hardy and largely self-sustaining, with plants well adapted to local conditions. This not only reduces the need for intensive maintenance but also ensures long-term resilience. Incorporating species that display seasonal variation in colour and texture further enhances the aesthetic value of the space, creating a landscape that is dynamic, engaging, and reflective of the natural Australian environment.



CONCEPT ONLY



CONCEPT ONLY