APPENDIX D

ARNOTTS RESERVE URBAN DESIGN AND LANDSCAPE SUB-PLAN

Note: This sub-plan is currently not approved by Department of Planning and Environment.
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D1 Introduction

This Urban Design and Landscape Plan Sub-Plan has been prepared to satisfy the Ministers Condition of Approval B46(d) (SSI6307).

Any work in Arnotts Reserve will be carried out in consultation with Strathfield Council and approved by the Secretary.

Arnotts Reserve

The design within Arnotts Reserve includes a Westbound On-ramp Bridge from Parramatta Road that rises on retaining walls from Parramatta Road, sweeping left and joining with the M4 Motorway.

The area includes screen planting to Powell Street, and maintains connections for proposed future Powells Creek master plan.

D1.1 Ministers Condition of Approval

The sub-plan provides details of the Project works within the area of Arnotts Reserve impacted by the SSI, and how the design outcomes are aligned with Strathfield Council’s Powells Creek Master Plan (August, 2008), where feasible and reasonable, and how the visual bulk of any permanent infrastructure will be minimised.

The Arnotts Reserve Urban Design and Landscape Sub-plan also takes into consideration Sydney Water’s naturalisation project for Powells Creek.

Figure D-1 - Westbound on-ramp to M4 Motorway - Location plan
### D1.2 Revised Environmental Management Measures

This section of the sub-plan addresses relevant Revised Environmental Management Measures (REMM) from the M4 East Submission Report in the table following.

<table>
<thead>
<tr>
<th>Ref #</th>
<th>REMM</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Landscape Character Zone 2 – M4 Motorway</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>V49</td>
<td>Maximise opportunities for tree planting within the road corridor, where this is feasible and appropriate.</td>
<td>This is illustrated in Landscape Design Plans in Section 9</td>
</tr>
<tr>
<td>V50</td>
<td>Provide a visually compelling, beautiful urban design overlay for the corridor that includes vegetation as one component.</td>
<td>This is illustrated in the Urban Design Concept Plans in Section 2.5 and also in greater detail in the Landscape Design Plans in Section 9.</td>
</tr>
<tr>
<td>V51</td>
<td>Minimise tall tree planting between Powells Creek and the Northern Line to maintain district views from the M4.</td>
<td>No new tree planting is provided between Powells Creek and the Northern Line.</td>
</tr>
</tbody>
</table>

| **Landscape Character Zone 3 – Parramatta Road (east) precinct** | | |
| V56 | Explore opportunities with Strathfield Council to provide landscape screening and tree planting between the project corridor and the Park Road/ Powell Street precinct | Landscape treatments in this area are illustrated in Section 9.5.2 |

| **Landscape Character Zone 5 – Powells Creek Precinct** | | |
| V63 | Powells Creek V63 During pre-construction of the M4 on-ramp at Powells Creek, consider incorporating design features that maximise the height of the opening, and facilitate views and pedestrian/cycle access under the structure to the northern end of the park. | The design of this on-ramp is governed by functional geometric requirements of road alignment design. A bridge is provided across Arnotts Reserve to maintain pedestrian and cycleway connectivity through Arnotts Reserve consistent with Strathfield Councils master plan for this area. |
| V64 | On completion of construction, the portion of land comprising Arnotts Reserve utilised by the project, will be re-instated in sympathy with elements of Council’s master plan for the site. | Details of the proposed works at this location are provided in Section D14 of this sub-plan. |
| V65 | Consider ways to increase the level of screening between the apartment block at the eastern end of Powell Street and the project. | Screen planting is provided within the project boundary. Refer Section D14. |

<table>
<thead>
<tr>
<th>Ref #</th>
<th>REMM</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Landscape Character Zone 6 – Concord Road Precinct</strong></td>
<td></td>
<td></td>
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<tr>
<td>V70</td>
<td>Minimise the landscaping required between the carriageway and noise barrier (between Parramatta Road and the pedestrian bridge over the tunnel on- and off-ramps), which could be difficult to maintain. Instead, retain sufficient room to provide screen planting along the edge of the M4.</td>
<td>This is illustrated in Landscape Design Plans in Section 9</td>
</tr>
</tbody>
</table>

| **Table 01 Revised Environmental Management Measures** | | |
D2 Stakeholder consultation

D2.1 Consultation with Strathfield Council

Refer Appendix G for consultation records.

Table 02 Stakeholder consultation meetings

<table>
<thead>
<tr>
<th>Date</th>
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<tbody>
<tr>
<td>21.04.16</td>
<td>Strathfield Council Briefing</td>
</tr>
<tr>
<td>26.06.16</td>
<td>Strathfield Council Briefing</td>
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</table>

Refer Appendix G for consultation records.
D3 Context

The Environmental Impact Statement (EIS) referred to the Powells Creek Precinct, Parramatta Road Precinct and M4 Motorway Precinct within the Arnotts Reserve area, as outlined on Figure D-1.

These precincts and a brief description of potential impacts to the precincts as a result of the Project are described below.

D3.1 Arnotts Reserve (Powells Creek Precinct)

Arnotts Reserve extends from Parramatta Road as an open corridor from south to north under the M4 Motorway with an adjacent concrete lined channel to the eastern edge of the Reserve, and an electricity transmission easement to the western edge.

The Reserve is a passive recreational open space, with the area between Allen Street and the M4 having been recently developed and opened by Council as part of the Powells Creek Master Plan. The area south of the M4 Motorway to Parramatta Road is inaccessible to the public, with established vegetation to the western and southern borders.

Arnotts Reserve previously formed part of the Arnotts Biscuit Factory site when it was based in Homebush, operating from the early 1900's until its closure and relocation to Western Sydney in 1997.

Following the closure of the factory, the site was acquired in 2001 by the State Government with former factory buildings being transformed into the ‘Bakehouse Quarter’ and the former Arnotts recreation area being identified as future open space.
D4 Strathfield Council open space guidelines

This sub-plan is relevant to the Strathfield Council local open space design guidelines, policies and programs. The main guidelines and plans relevant to the proposed works are as follows:

- Recommended Tree List - Species for Planting in the Strathfield Municipality (April 2007)
- Powells Creek Master Plan (2008)
- Strathfield Development Control Plan No 20 - Parramatta Rd Corridor Area (September 2005)
- Strathfield Local Environmental Plan - Land Zoning Map (2012).

The Strathfield Council street tree program commenced in the 1880's and is responsible for the distinctive streetscape appearance, which characterises the Strathfield Municipality. Approximately 50% of the total street trees in Strathfield Council are Brush Box plantings. Other major street trees species include water gums (12%), Melaleuca (4%), Sapindus sebiferum (4%) and Eucalyptus (4%). Proposed landscape plantings including tree species related to this sub-plan are discussed further in Section D10.

Details regarding Powells Creek master plan and related impacts are covered in Section D5 of this sub-plan.
D5 Powells Creek master plan

Strathfield Council’s Powells Creek master plan (August, 2008) is a plan to provide public amenity improvements along the Powells Creek Corridor.

The master plan includes a collection of linear open space areas adjoining Powells Creek from Parramatta Road to Pomeroy Street, Homebush. It includes a number of existing and future open space areas including Arnotts Reserve, Allen Street Reserve and Ismay Reserve. The master plan proposes a shared pathway through the open space corridor to link with the existing Bay to Bay path north of Pomeroy Street.

The Plan would include passive open space areas, two multi-use hard courts, seating, shelters, picnic settings, minor playgrounds and vegetation works.

Strathfield Council has recently installed the Strathfield Channel shared path bridge, and some sections of the shared pedestrian cycleway in a portion of the park north of Allen Street, as well as a section of informal recreational open space south of Allen Street with turf and garden beds.

The Arnotts Reserve section of the plan is outlined on this page (Figure D-4), whilst the overall master plan is outlined on the following page (Figure D-5).
Figure D-5 - Overall Powells Creek Master Plan (Strathfield Council, 2008)
D6 Westbound on-ramp to M4 Motorway impact on master plans

Powells Creek master plan

The master plan includes passive open space areas, two multi-use hard courts, seating, shelters, picnic settings, minor playgrounds and vegetation works.

The proposed Westbound on-ramp to M4 Motorway, associated structure and drainage basin would impact on the informal recreation area on the southern entrance from Parramatta Road, which would require a change to the entrance design and path layout connecting beneath the M4 Motorway. The proposed works would not prohibit the proposed location of hard courts. Overall, the Project will impact the proposed master plan, but would not prohibit the overall design or intent for Arnotts Reserve.

Council noted a preference for a ‘blank canvas’ in terms of landscape works on completion of the Project and prefer minimal landscape embellishments. Tree preference was for ‘Spotted gum’ within the parkland, and adjacent to Parramatta Road.
D7 Draft Parramatta Road Urban Transformation Strategy

The draft Parramatta Road Urban Transformation Strategy (UrbanGrowth 2015) is a long term vision strategy for the transformation of the Parramatta Road Corridor, including eight potential growth precincts.

This section of the sub-plan reviews the section of the Homebush precinct that may be impacted on by the proposed works, with reference to the Structure, Access and Movement and Built Form plans.

The works at Concord Road Interchange do not impact on the Urban Transformation Strategy for Homebush Precinct.

Homebush Precinct

The Homebush Precinct notes that Powells Creek will act as a green corridor, winding through the Precinct as the dense network of streets to the west and north create safe links to medium-density residential neighbourhoods.

D7.1 Homebush Structure Plan

The proposed works would impact on the available open space associated with the Homebush Structure Plan, but would not impact on the intent for Arnotts Reserve to be maintained as open space with proposed active transport connections such as those nominated on the Powells Creek Master Plan.

Refer to Figure D-7 opposite which has an overlay of the Project boundary with the Homebush Structure Plan.
D7.2 Homebush Access and Movement Plan

The proposed works would not impact on the intent for Arnotts Reserve to be maintained as open space with access and connection through Arnotts Reserve, but would potentially impact on the indicative future light rail connection alignment noted on the plan.

Refer to Figure D-8 opposite which has an overlay of the Project boundary with the Homebush Access and Movement Plan.
D7.3 Homebush Built Form

The proposed works would not impact on the Homebush Structure Plan, which notes open space and surrounding residential built form.

Refer to Figure D-9 opposite which has an overlay of the Project boundary with the Homebush Built Form diagram from the Parramatta Road Urban Transformation Strategy.
D8 Vegetation removal

The indicative extent of vegetation clearing within Arnotts Reserve is indicated in the adjacent Figure D-10. Vegetation clearing is permitted within the Construction Footprint boundary.
D9 Sydney Water
Stormwater naturalisation project

The proposed works within Arnotts Reserve will not inhibit Sydney Water’s naturalisation project for Powells Creek.

After contacting Sydney Water in regards to the potential naturalisation project and considerations that the Project may need to consider, advice from Sydney Water was as follows:

“As per our meeting earlier, our works is at Pomeroy Street, which is quite far away from your works site. Hence there will be no duplication.”

D10 Dilapidation surveys of Arnotts Reserve

In-line with MCoA B46(d), CSJ have prepared a pre-construction dilapidation survey, which was sent to Strathfield Council for review and agreement.

A post-construction dilapidation survey will be provided to Strathfield Council for review and agreement.

The cost of any required rehabilitation as identified in the dilapidation survey will be borne by the Project.

Within six months of the completion of construction, the Project will ensure that the portion of Arnotts Reserve, temporarily acquired for the purposes of the project, is returned to Strathfield Council in at least a pre-construction condition that contributes to the progression of works required under the Powells Creek Master Plan.
D11 Westbound on-ramp to M4 Motorway Bridge

The westbound on-ramp bridge from Parramatta Road consists of a single structure, containing three simply supported spans of 750 deep RMS standard precast concrete super-T girders. The bridge consists of a single traffic lane that varies in width from 4.5 metres to 3.5 metres, and varying width nearside and offside shoulders providing a constant overall width of 7.5 metres between barriers.

The form of the bridge has been designed to maximise visibility and pedestrian access opportunities beneath it. The bridge location and level is constrained by the existing site conditions and required road geometry, particularly in terms of the proximity to Parramatta Road, Powell’s Creek and the existing M4.

The visual bulk of the bridge, when viewed in elevation, is minimised by adopting a minimal depth (750mm) super-T girder arrangement which also contributes to maximising available head clearance and visibility beneath the bridge. The level of the on-ramp is relatively low in relation to the existing ground levels in the reserve as it governed by the required longitudinal grade of the on-ramp as it leaves Parramatta Road, so the consideration of maximising space and visibility beneath the bridge is important one. The use of the cantilevered headstock and single circular pier arrangement to support the super structure also provides a solution with the least amount physical structure beneath the bridge in order to maximise visibility.

Abutments
The abutments are supported on cast in place bored piles behind wrap around reinforced soil walls (RSWs).

Piers
Piers 1 and 2 are cantilevered headstock piers with a 1.8m circular column supported by a single 2.1m diameter cast in place pile.

Parapets
Precast concrete barrier with twin railings and an in-situ stitch pour.

Safety (throw screens)
Not required.

Superstructure
750mm deep precast concrete super-T girders have been adopted to minimise the superstructure depth. The deck slab has a minimum thickness of 180mm on the low side of the carriageway, allowing sufficient space for the reinforcement and concrete placement and increases to approximately 330mm on the high side of the carriageway to account for the varying cross fall.

![Figure D-11 - Westbound On-Ramp to M4 Motorway Bridge - Plan](image_url)
<table>
<thead>
<tr>
<th>Retaining Wall RW-267</th>
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<td>Refer to Sheet DG-30-560-660-321</td>
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</table>

Gravel Paving

- From Parramatta Road
- Westbound On-Ramp Bridge

Refer to Design Lot 30-560-660-321

**Figure D-12** - Westbound On-Ramp to M4 Motorway Bridge - Section and Elevation

**Status:**
- Substantial Detailed Design
- Not for Construction

**Scales at A3 Size Drawing:**
- 0.5 0 0.5 1 1.5 2m
- 2.5m

**Elevation:**
- 1:100
- 1:250
D12 Landscape design

General Design Approach

The primary design objective is to maximise opportunities for landscape areas that will accommodate large scale tree planting opportunities that will allow the development of 'green volume' that can compete with the scale of infrastructure being constructed. In relation to tunnel portals and approaches the main consideration has been to avoid unnecessary embellishment allowing the various elements to fit within the local character and context, emphasising simple, uncomplicated and consistent detailing throughout.

Landform & Drainage

New cut and fill embankments in this section will be no steeper than 1 in 3 in accordance with EIS requirements and will be trimmed and profiled to blend with the existing landform.

At the Westbound On-ramp Bridge from Parramatta Road one stormwater detention basin is required at the north east corner of Underwood Road and Powell Street.

Landscape Works

Soft landscape areas are basically a combination of turfed and massed planting areas. In this zone the intention is to maximise opportunities for large scale tree planting within the Concord Road Interchange to compete with the scale of infrastructure.

Most landscape areas will be on natural ground. Specifications for all soil mixes have been developed by a specialist soil scientist, for all of the various site conditions.

Safety in Design

When developing the Arnotts Reserve urban and landscape design, the M4 East Project 'Safety in Design' process was adopted, based on the NSW WorkCover Safe design of structures code of practice process (July 2014).

A safety in design workshop was undertaken for each design package, including those packages relating to urban design and landscaping, to identify potential safety issues, hazards and resulting risks. These workshops included representatives from relevant design teams, the construction delivery team, suitably experienced O&M personnel, the Safety Manager, Roads and Maritime and Asset Trustee.

As a result of the safety in design process the following changes were incorporated into the Arnotts Reserve urban and landscape design:

- the provision of safe access beneath the westbound on-ramp bridge and to all landscape areas for maintenance personnel and equipment,
- clear safety setbacks for non-frangible plant species,
- include landscaping in front of new walls to prevent access and deter vandalism.

D13 Planting strategy and plant selection

The following typical planting typologies will be utilised on this section of the Project:

- Turf areas
- Massed planting
  - Grasses
- Small tree
- General tree planting
- Street tree planting

An outline of the plant species and a planting palette are provided in the following tables.

D13.1 Planting mix

<table>
<thead>
<tr>
<th>Turf areas</th>
<th>Table 03</th>
<th>Planting mix species</th>
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</thead>
<tbody>
<tr>
<td>Nara Zoysia</td>
<td>Zoysia</td>
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Grasses

<table>
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<tr>
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<tbody>
<tr>
<td>Lomandra longifolia</td>
<td>Spiny-headed Mat-rush</td>
<td></td>
</tr>
<tr>
<td>Lomandra hystrix</td>
<td>Creek Mat-Rush</td>
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Small trees

<table>
<thead>
<tr>
<th>Small trees</th>
<th></th>
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<tbody>
<tr>
<td>Elaeocarpus reticulatus</td>
<td>Blueberry Ash</td>
<td></td>
</tr>
<tr>
<td>Pittosporum undulatum</td>
<td>Australian Cheesewood</td>
<td></td>
</tr>
<tr>
<td>Syzygium leuhmannii</td>
<td>Riberry</td>
<td></td>
</tr>
</tbody>
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Trees

<table>
<thead>
<tr>
<th>Trees</th>
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<tbody>
<tr>
<td>Corymbia maculata</td>
<td>Spotted Gum</td>
<td></td>
</tr>
<tr>
<td>Eucalyptus paniculata</td>
<td>Grey Ironbark</td>
<td></td>
</tr>
<tr>
<td>Eucalyptus saligna</td>
<td>Sydney Blue Gum</td>
<td></td>
</tr>
</tbody>
</table>

An outline of the plant species and a planting palette are provided in the following tables.
D14 Landscape plans

The following section includes two detailed landscape plans at 1:1000 scale for landscape works related to the Westbound on-ramp to M4 Motorway, and a detailed landscape plan at 1:500 scale for landscape works related to the substation at Ismay Avenue.

The drawings show extent and scope of landscape works within the project boundary in relation to the project road alignment, existing street network, new service facilities, existing vegetation, existing adjoining properties, existing vegetation and existing features in general.
FIRE PUMPS AND TANKS AND 33KV SUBSTATION. REFER DESIGN LOT 20-560-600

ISMAY AVENUE VEHICLE ACCESS AND HARDSTAND

PLANTING AND SOIL PREPARATION AREAS

TREE PLANTING

GENERAL TREE PLANTING

STREET TREE PLANTING (75 LITRE)

STREET TREE PLANTING (200 LITRE)

ROAD GEOMETRY (REFER DESIGN LOT 20-200-100)

TUNNELS

FILL EMBANKMENT / CUT EMBANKMENT

CYCLEeway/PATH

DRIVEWAY/PARKING BAY

ROAD FURNITURE (REFER DESIGN LOT 20-200-105)

BOUNDARY FENCE

SECURITY FENCE

PEDESTRIAN FENCE

RETAINING WALL

NOISE WALL

EXISTING NOISE WALL

GATE

BOLLARDS

DRAINAGE (REFER DESIGN LOT 20-360-400)

WATER QUALITY BASIN

PROPOSED STORMWATER PIT

PROPOSED HEADWALL & SCOUR PROTECTION

E1 FLUSH CONCRETE EDGING

LEGEND

BOUNDARIES

SITE BOUNDARY

EXISTING CADASTRAL

EXISTING FEATURES

CONTOURS (1M INTERVAL)

EXISTING TREES TO BE RETAINED

EXISTING VEGETATION TO BE RETAINED

GROUND TREATMENT

FLUSH CONCRETE EDGING

GRAVEL PAVING

PLANTING AND SOIL PREPARATION AREAS

MASSED PLANTING

MASSED PLANTING ON STRUCTURE

TURF

TURF ON STRUCTURE

WOOP / BIODIVERSITY BASIN PLANTING

RESIDUAL LAND

PLANTING JOIN LINE

VEHICLE JOIN LINE

NEW PLANTING PLANTAT FOR PLANT SPECIES AND QUANTITIES

PLANTING JOIN LINE

REFER TO PLANTING PLAN 407 FOR PLANT SPECIES AND QUANTITIES

30 Melaleuca quinquenervia

14 Melaleuca quinquenervia

2 Eucalyptus saligna 75L

6 Melaleuca quinquenervia

150 Pittosporum undulatum

530 Lomandra longifolia

500 Lomandra hystrix

300 Dianella revoluta

600 Lomandra longifolia

500 Lomandra hystrix

480 Lomandra longifolia

480 Lomandra hystrix

29 Melaleuca quinquenervia

500 Ficinia nodosa

420 Lomandra longifolia

500 Lomandra hystrix

300 Melaleuca quinquenervia

1800 Lomandra longifolia

300 Lomandra hystrix

500 Ficinia nodosa

600 Lomandra longifolia

600 Lomandra hystrix

500 Lomandra hystrix

29 Melaleuca quinquenervia

500 Ficinia nodosa

200 Lomandra longifolia

200 Lomandra hystrix

300 Melaleuca quinquenervia

300 Melaleuca quinquenervia

1800 Lomandra longifolia

1800 Lomandra longifolia

150 Pittosporum undulatum

70 Dianella caerulea

70 Lomandra longifolia

70 Lomandra hystrix

500 Lomandra hystrix

500 Lomandra longifolia

500 Lomandra hystrix

Figure D-16 - Substation at Ismay Avenue - Landscape Design - Sheet 03 of 03 - 1:500