

1111-1141 ELIZABETH DRIVE
CECIL PARK
URBAN DESIGN STRATEGY

PREPARED FOR:
1111 Elizabeth Drove Pty Ltd

ENVIRONMENTAL IMPACT STATEMENT

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1.0 Introduction

1.1 Purpose

This Urban Design Report is prepared by ae design partnership pty ltd. to form part of the submission of an Environmental Impact Statement for State Significant Development (SSD 8859) on 1111-1141 Elizabeth Drive, Cecil Park (**the site**).

The objectives of this Urban Design Report are to:

1. Detail the likely land uses on lots and conceptual layout of buildings, with photomontages and perspectives;
2. Provide Plans showing suitable landscaping of the site incorporating locally native species; and
3. Detail pedestrian and cycle routes in accordance with CPTED principles.

1.2 Vision

The Elizabeth Drive Business Hub will accommodate a range of mixed uses which leverage off its strategic location/setting including; *inter alia*, service station, hotel/motel accommodation, industrial/warehouse uses, medical uses, childcare centre, “high-end” office space associated with aviation and similar specialisations

1.3 Opportunities

The development seeks to:

- Optimise the development opportunities occasioned by the prevailing positive locational and accessibility attributes, including relative proximity to the proposed Western Sydney Aerotropolis;
- Respond to the environmental sensitivities of the site/precinct;
- Provide for the conservation and rehabilitation of the more environmentally sensitive parts of the site;
- Improve the hydrological and stormwater attributes of the locality; and
- Generate employment opportunities for Western Sydney.

2.0 Local Context

The site comprises 7.38 hectares and is situated on the corner of Elizabeth Drive and Cecil Road, Cecil Park within the Western Sydney Parklands, to the west of the M7 motorway and Wallgrove Road.

Under existing conditions, the M7 motorway provides physical and visual separation between the:

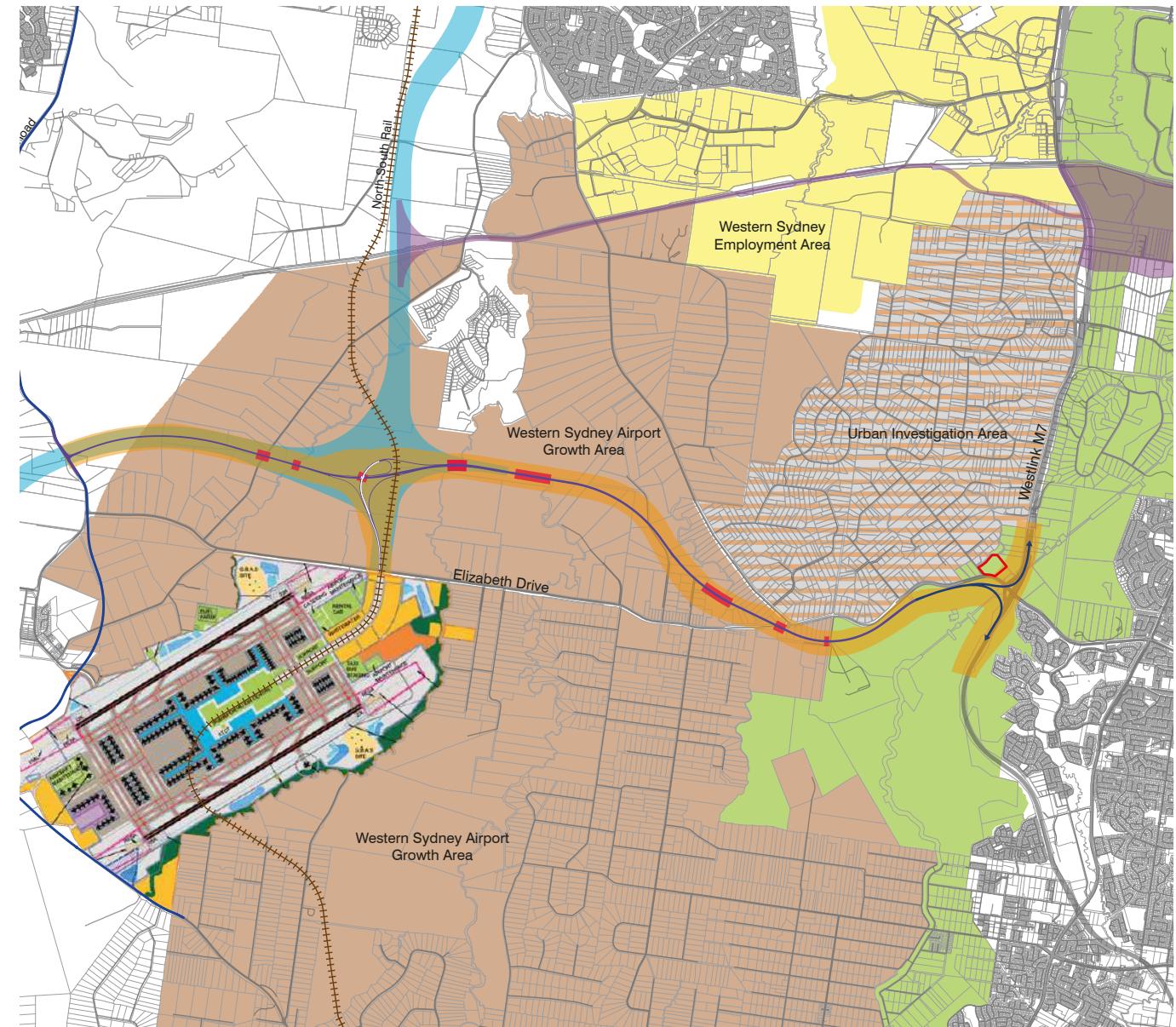
- Rural character west of the Westlink M7 (nearest residential receivers being 3 dwelling houses 74-114 metres north-west of the subject site buffered by existing vegetation along the site boundaries; and
- Suburban character east of the Westlink M7.

The site's strategic location proximate to the Badgery's Creek Airport presents opportunity to accommodate a range of mixed uses as detailed in Section 5.0 of this report.

LEGEND

	Site Boundary
	Cadastre
	Existing Urban Land
	Existing Roads
	Western Sydney Parklands
	Urban Investigation Area
	Western Sydney Airport Growth Area
	Western Sydney Employment Area
	Outer Sydney Orbital
	M12 Motorway

Figure 1: Local Context



3.0 Site Analysis

3.1 Topography

The site is characterised by modest slopes as depicted in the contours in Figure 3 below. The highest point is approximately RL 116, situated in the south eastern corner. It falls generally in a northerly direction reflected in the following:

- South-western corner (Intersection Elizabeth Drive and Cecil Road): RL 110.5
- Western Corner: RL 105.6
- Northern Corner: RL 100.0
- Eastern Corner: RL 101.6



LEGEND

- Site Boundary
- Cadastre

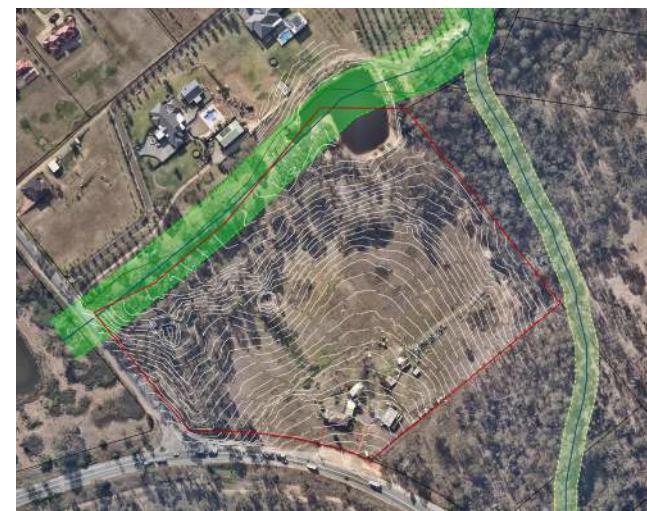
Figure 2: Topography

3.2 Waterways & Riparians

Ropes Creek, which borders the north-western boundary of the site occurs as a degraded waterway typical of Western Sydney.

Limited riparian vegetation remain along the smaller tributaries of Ropes Creek or along the main creek line itself with limited potential to act as a vegetated link to the aquatic and riparian habitats elsewhere along Ropes.

(Biodiversity Development Assessment Report prepared by GHD)



LEGEND

- Site Boundary
- Cadastre
- Waterway
- 2nd Order Riparian Buffer
- 1st Order Riparian Buffer

Figure 3: Waterways & Riparians

3.3 Salinity

There is a presence of slightly and moderately saline soil conditions across the site.

- Dams, drainage depression, drainage channel and adjacent areas are classified moderately saline;
- Areas impacted by irrigation, such as gardens are classified as slightly saline; with
- The remainder of the site classified as non-saline.

(Preliminary Salinity and Geotechnical Assessment prepared by Martens)



LEGEND

- Site Boundary
- Cadastre
- Waterway
- Indicative Area of Moderate Salinity
- Indicative Area of Slight Salinity

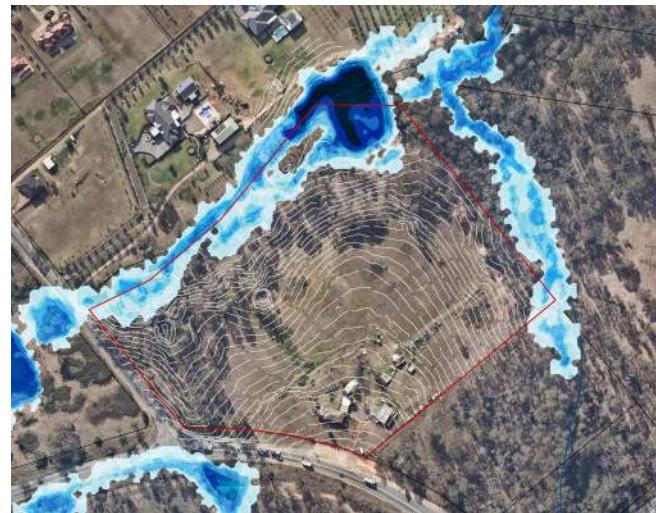
Figure 4: Salinity

3.4 Flooding

The site is not identified as a flood risk precinct in accordance with Fairfield Local Environmental Plan 2013.

Minor flood impacts are contained within the site's boundaries with localised increases in velocity predicted in the 1% AEP event.

(Stormwater, Flooding and Dams Report prepared by GHD)



LEGEND

	Site Boundary
	Cadastre
	Waterway
	0.00m to 0.15m Flood Depth
	0.15m to 0.25m Flood Depth
	0.25m to 0.50m Flood Depth
	0.50m to 1.00m Flood Depth
	1.00m to 2.00m Flood Depth
	2.00m to 3.00m Flood Depth

Figure 5: Flooding

3.5 Contamination

Generally, the site is considered to have low-to-moderate contamination predominantly within the centre of the site.

Moderate-to-high contamination are more prominent on the southern portion of the site closer to Elizabeth Drive where previous uses may have introduced chemical contaminants including stored fuels, oils, hydrocarbons and pesticides.

(Preliminary Site Investigation prepared by Martens)



LEGEND

	Site Boundary
	Cadastre
	Waterway
	Moderate to High Contamination
	Low to Moderate Contamination
	High Contamination (PACM Observed)

Figure 6: Contamination

3.6 Biodiversity

The site contains a mix of native and non-native vegetation. 2.35 hectares of native vegetation are found on the site being, *PCT 849 - Grey Box - Forest Red Gum grassy woodland on flats*.

A total of 69 flora species from 31 families were recorded within the subject site, comprising 38 native and 31 exotic species.

(Biodiversity Development Assessment Report prepared by GHD)



LEGEND

	Site Boundary
	Cadastre
	Waterway
	PCT 849 - Grey Box - Forest Red Gum grassy woodland on flats
	Exotic Grassland

Figure 7: Biodiversity

3.7 Bushfire

As illustrated in Figure 9, the site is designated as bushfire prone land and has the presence of bushfire prone vegetation identified as *Grey Box - Forest Red Gum grassing woodlands*.

(Bushfire Assessment Report prepared by GHD)



LEGEND

- Site Boundary
- Cadastre
- Waterway
- PCT 849 - Grey Box - Forest Red Gum grassy woodland on flats
- Bushfire Vegetation Buffer

Figure 8: Bushfire



LEGEND

Figure 9: Easement

3.8 Easement

The site is occupied by a:

- 150mm secondary gas main located on the northern side of the Elizabeth Road reserve; and
- 110mm supply gas main located on the western side of the Cecil Road reserve.

(Service Utility and Infrastructure Assessment Report)

prepared by Martens

3.9 Developable Footprint

Under existing environmental conditions, a developable footprint area of 6.01 ha was identified on the site, comprising:

- 2.35 ha of PCT 849;
- 3.15 ha of exotic grassland; and
- 0.51 ha of buildings, infrastructure and dumped fill.

Due to the site's area of 7.38 ha, there is limited scope for retention of extensive vegetation which should not result in any reduction of the size of the development footprint.

(Biodiversity Development Assessment Report prepared by GHD)

LEGEND

Figure 10: Developable Footprint



	Site Boundary
	Cadastre
	Waterway
	2nd Order Riparian Buffer
	1st Order Riparian Buffer
	0.00m to 0.15m Flood Depth
	0.15m to 0.25m Flood Depth
	0.25m to 0.50m Flood Depth
	0.50m to 1.00m Flood Depth
	1.00m to 2.00m Flood Depth
	2.00m to 3.00m Flood Depth
	Eastern Gas Pipeline
	Easement



4.0 Desired Future Character

The Desired Future Character for the subject site, derived from Policy Context, Strategic Context and Local Context. There is an opportunity within the subject site to enable development consistent with:

1. Western City District Plan (GSC 2017)

As with the Greater Sydney Region Plan the proposal in the WDP context is seen to be consistent with the key directions in respect of: infrastructure and collaboration, livability, productivity and sustainability and in particular:

Planning Priority W1	Planning for a city supported by infrastructure
Planning Priority W2	Working through collaboration
Planning Priority W3	Providing services and social infrastructure to meet peoples changing needs.
Planning Priority W7	Establishing the land use and transport structure to deliver a livable, productive and sustainable Western Parkland City
Planning Priority W8	Leveraging industry opportunities from the Western Sydney Airport and Badgerys Creek Aerotropolis
Planning Priority W9	Growing and Strengthening the Metropolitan Cluster
Planning Priority W10	Maximising freight and logistics opportunities and planning and managing industrial and urban services land

Planning Priority W11 Growing investment, business opportunities and jobs in strategic centres.

Planning Priority W12 Protecting and improving the health and enjoyment of the District's waterways.

Planning Priority W15 Increasing urban tree canopy cover and delivering Green Grid connections.

Planning Priority W19 Reducing urban emissions and managing energy, water and waste efficiently.

2. SEPP (Infrastructure) provisions applying to development with frontage to a classified road requiring that, where practicable, access is provided from a road other than a classified road and that the safety, efficiency and ongoing operation of the classified road is not adversely affected by the development.

3. Western Sydney Parklands Plan of Management 2020 (WSPT 2010)

In seeking to identify sites for business hubs the plan establishes the following four (4) criteria:

- Land uses should generate an appropriate commercial return and also add to the amenity of adjacent communities.
- Land uses must generate additional employment and training opportunities for local and regional communities.
- Development must be undertaken in a manner that will minimise the environmental impact of such development.
- The development of Business Hubs will only be permitted to occur on sites with low environmental and recreational values.

5.0 The Proposal

5.1 Illustrative Plan

The proposal seeks to undertake enabling/preparatory works facilitate the ultimate development of a mixed-use Business Hub comprising 12,324 sq.m of gross floor area across 14 allotments incorporating a range of land uses including a highway service centre (including a service station and fast food premises), industrial and urban services, large format retail and short-term accommodation.

The enabling works include in summary:

- subdivision;
- demolition of structures;
- bulk earth works;
- construction of stormwaters management and lead-in services;
- environmental works and water channel works;
- construction of vehicular access points and connections to an internal road network and
- complementary landscaping.



Figure 11: Illustrative Plan

5.2 Design Standards

5.2.1 General Land Use Design Standards

Element	Design Standard												
Built Form	<p>DS1.1 For all development, building height does not exceed 15m.</p> <p>DS1.2 Site Cover does not exceed 70%.</p> <p>DS1.3 The minimum setback from the outermost projection is in accordance with following table unless a built to boundary wall is proposed, in which case no setback requirement applies:</p> <table border="1"> <thead> <tr> <th colspan="4">MINIMUM DISTANCE IN METRES FROM OUTERMOST PROJECTION TO A LOT BOUNDARY</th> </tr> <tr> <th>Front</th> <th>Secondary Front</th> <th>Rear</th> <th>Side</th> </tr> </thead> <tbody> <tr> <td>10.0m</td> <td>5.0m</td> <td>0.0m</td> <td>3.0m</td> </tr> </tbody> </table> <p>DS1.4 Where development on a Primary Frontage identified by Figure 13:</p> <p>Where a building:</p> <ul style="list-style-type: none"> a. Buildings make up a minimum of 40% of the lot frontage; b. Design includes a combination of design elements such as projections, recesses and openings to enhance the sense of arrival to the precinct; c. Built form generates visual interest at the street level, having regard to the proportion of openings windows, materials and features. Blank walls are avoided; 	MINIMUM DISTANCE IN METRES FROM OUTERMOST PROJECTION TO A LOT BOUNDARY				Front	Secondary Front	Rear	Side	10.0m	5.0m	0.0m	3.0m
MINIMUM DISTANCE IN METRES FROM OUTERMOST PROJECTION TO A LOT BOUNDARY													
Front	Secondary Front	Rear	Side										
10.0m	5.0m	0.0m	3.0m										

	<p>d. Buildings address the street frontage or frontages by:</p> <ul style="list-style-type: none"> i. Providing clear, legible entry points for both pedestrians and vehicles ii. Maximising opportunities for overlooking and casual surveillance of streets, public spaces, parking areas and pedestrian/cycling paths; e. Design incorporates horizontal and vertical variations in the façade through use of various finishes such as timber, glass and tin. <p>DS1.5 Where development on a Secondary Frontage identified by Figure 13.</p> <p>Where a building:</p> <ul style="list-style-type: none"> a. Design includes a combination of design elements such as projections, recesses and openings to enhance the character of the precinct; b. Design incorporates horizontal and vertical variations in the façade through use of various finishes such as timber, glass and tin; and c. Blank walls or loading bays are not located on this street frontage. <p>DS1.6 Plant rooms and other roof top equipment are screened from view from adjoining streets and noise sensitive areas.</p> <p>DS1.7 Buildings are to provide an entrance awning or canopy at the principal public entrance which is clearly legible from the street.</p>
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	<p>DS1.8 External facade materials include a mix of two or more of the following:</p> <ul style="list-style-type: none"> a. Glazing clear tinted or colour backed; b. Brickwork; c. Coloured rendered / bagged finish or split face concrete block work; d. Precast concrete panels; e. Commercial panel systems including prefinished CFC prefinished metal panels, tiles, stone; or f. Recycled materials (e.g. timber). <p>DS1.9 Buildings are designed to:</p> <ul style="list-style-type: none"> a. Include external shading devices to protect glazed areas on the north, east, and west sides of the building; and b. Provide external wall colours and roof colour with a solar absorbance not more than 0.45 (i.e. avoid excess use of dark colours and zincalume). <p>DS1.10 Development on a Key Corner Site identified by Figure 13 provides a landscape or built form statement to this corner which:</p> <ul style="list-style-type: none"> a. Ensures that blank walls of buildings or back of house areas are not located on these corners; b. Service stations and fast food outlets are not located on these corners; c. Built form, is provided to this corner and is articulated through use of glass, openings, and recesses.
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Landscapes & Buffering	<p>DS2.1 A minimum of 10% of the site is landscaped for lots greater than 2,500m² or a minimum of 5% of the site is landscaped for lots less than 2,500m².</p> <p>DS2.2 A landscape strip, with a minimum width of 5 metres, is provided within the site boundaries adjacent to all street frontages.</p> <p>DS2.3 Street frontages are unfenced or where street frontage fencing is required for security purposes it should be transparent (minimum 70 per cent open).</p> <p>DS2.4 Outdoor lighting is provided in accordance with Australian Standard AS 1158.1.1 –Road Lighting – Vehicular Traffic (Category V) Lighting – Performance and Installation Design Requirements</p>
Access	<p>DS3.1 Parking bays, maneuvering areas, queuing areas, set down/pickup areas, aisles and driveways are designed in accordance with the dimensions and to the standards specified in:</p> <ul style="list-style-type: none"> AS2890.1 Parking Facilities – Off-street Car Parking, as amended; and AS2890.2 Parking Facilities – Off-street Commercial Vehicle facilities. DS3.3 The location of visitor or <p>DS3.2 On site vehicle parking is provided at the rates outlined in Fairfield Citywide DCP 2013.</p> <p>DS3.3 Where an on-site waste collection area is provided, access and maneuvering areas must provide for a HRV (Heavy Rigid Vehicle) of 12.5 metres in length.</p>

	<p>DS3.4 Access locations are provided in accordance with Figure 13. Note locations shown are indicative and may vary along the road provided road safety is not compromised.</p> <p>DS3.6 Bicycle parking and storage facilities are easily accessible and provided in the building, or on-site within 100 metres of an entrance to the building.</p>
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5.2.2 Specific Land Use Design Standards

Use	Design Standard
Fast Food Premises	<p>DS1.1 Vehicle queuing for 10 cars is provided within a drive-through facility. The location of the vehicle queuing does not impact on internal vehicle movements or access to the site.</p>
	<p>DS1.2 Loading areas are screened and are not able to be viewed from the road.</p>
Service Station	<p>DS2.1 The service station site is located on a site that:</p> <ul style="list-style-type: none"> is at least 1,500m² in area; has a street frontage of at least: <ul style="list-style-type: none"> 35 metres where the site is a corner site; or 40 metres otherwise
	<p>DS2.2 For front boundary setbacks:-</p> <ul style="list-style-type: none"> fuel pumps and canopies are setback a minimum of 4.5 metres from the property boundary; and all other buildings or structures are setback at least 4.5 metres from the property boundary.

Short Term Accommodation	<p>DS2.3 Fuel pumps are located in accordance with Australian Standard AS1940 – The storage and handling of flammable and combustible liquids</p> <p>DS2.4 Inlets to bulk fuel storage tanks are located to ensure that tankers, while discharging fuel, are standing wholly within the site and are on level ground.</p>
	<p>DS3.1 Any car parking area or other associated structures are integrated into the design of the development such that:</p> <ul style="list-style-type: none"> They are screened from view from frontages to streets, parks and adjoining land; and They are not located between the building and the street address.
	<p>DS3.2 At least 10% of the site area is provided as communal open space exclusive of required buffer strips and clothes drying areas</p>
	<p>DS3.3 A minimum 1.8 metre high solid screen fence is provided and maintained along the full length of any side or rear boundary.</p>
	<p>DS20.11 Building bulk is reduced by incorporating a combination of the following elements in building design:</p> <ul style="list-style-type: none"> Variations in vertical profile, with steps or slopes at different levels; Variations in the treatment and patterning of windows, sun protection and shading devices, or other elements of a façade treatment at a finer scale than the overall building structure; and Balconies, verandahs or terraces.

5.3 Plan of Development

Building design and orientation positively contribute to the visual amenity of the surrounding landscape and achieve a high standard of industrial urban design. Lots are designed to accommodate siting of industrial buildings, outdoor storage areas, access and maneuvering and landscaping.

Development:

- protects the amenity of surrounding non-industrial development;
- reduces the impact of the built form on the landscape; and
- ensures an attractive view of the precincts from major roads.

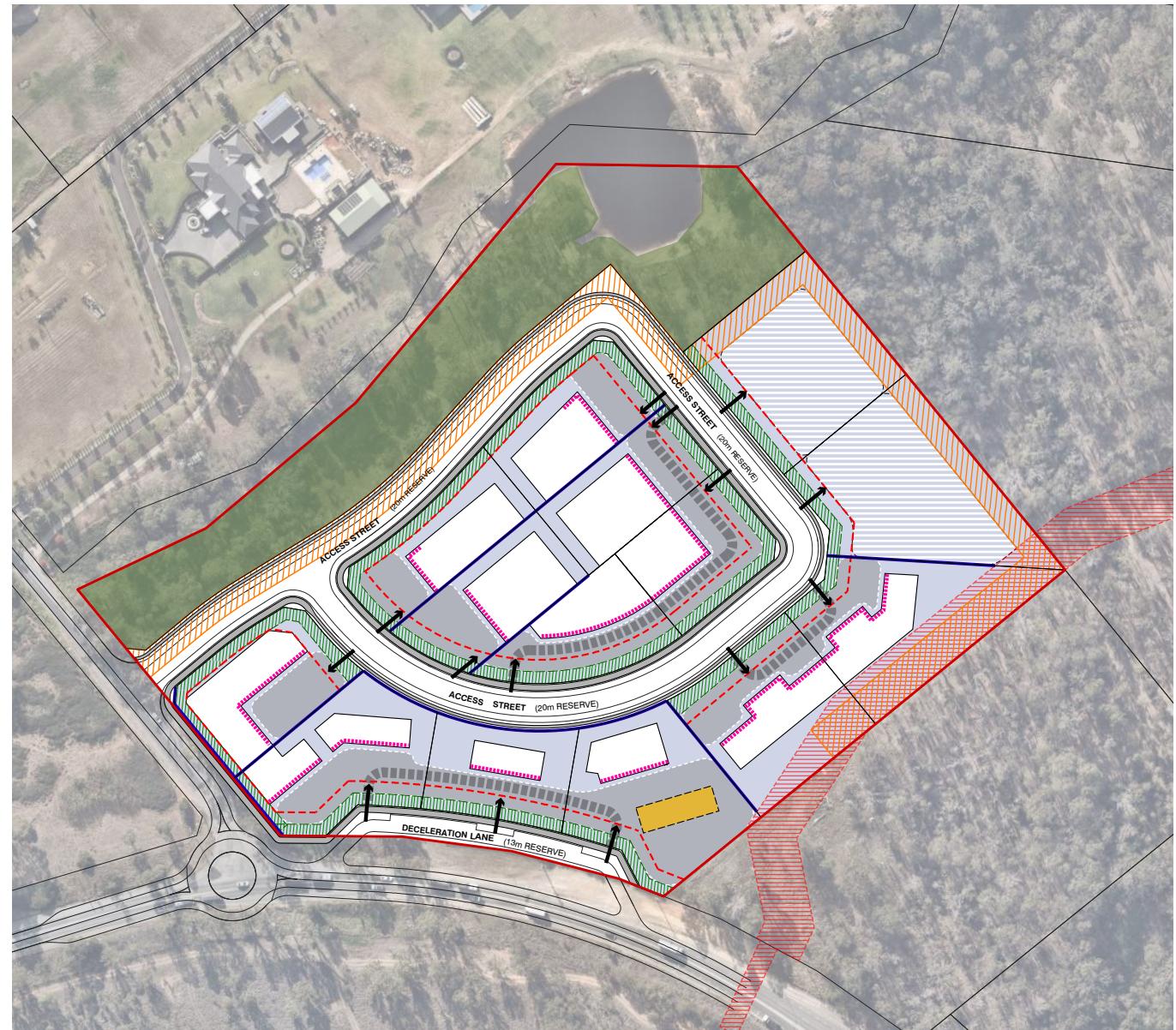
LEGEND

Figure 12: Plan of Development 

	Site Boundary
	Cadastre
	Industrial Lot
	Vegetation Reserve
	Footpath & Cycle-path
	Retaining Wall
	Gas Pipe Line Easement
	Asset Protection Zone (APZ)

Internal Land Use Outcome

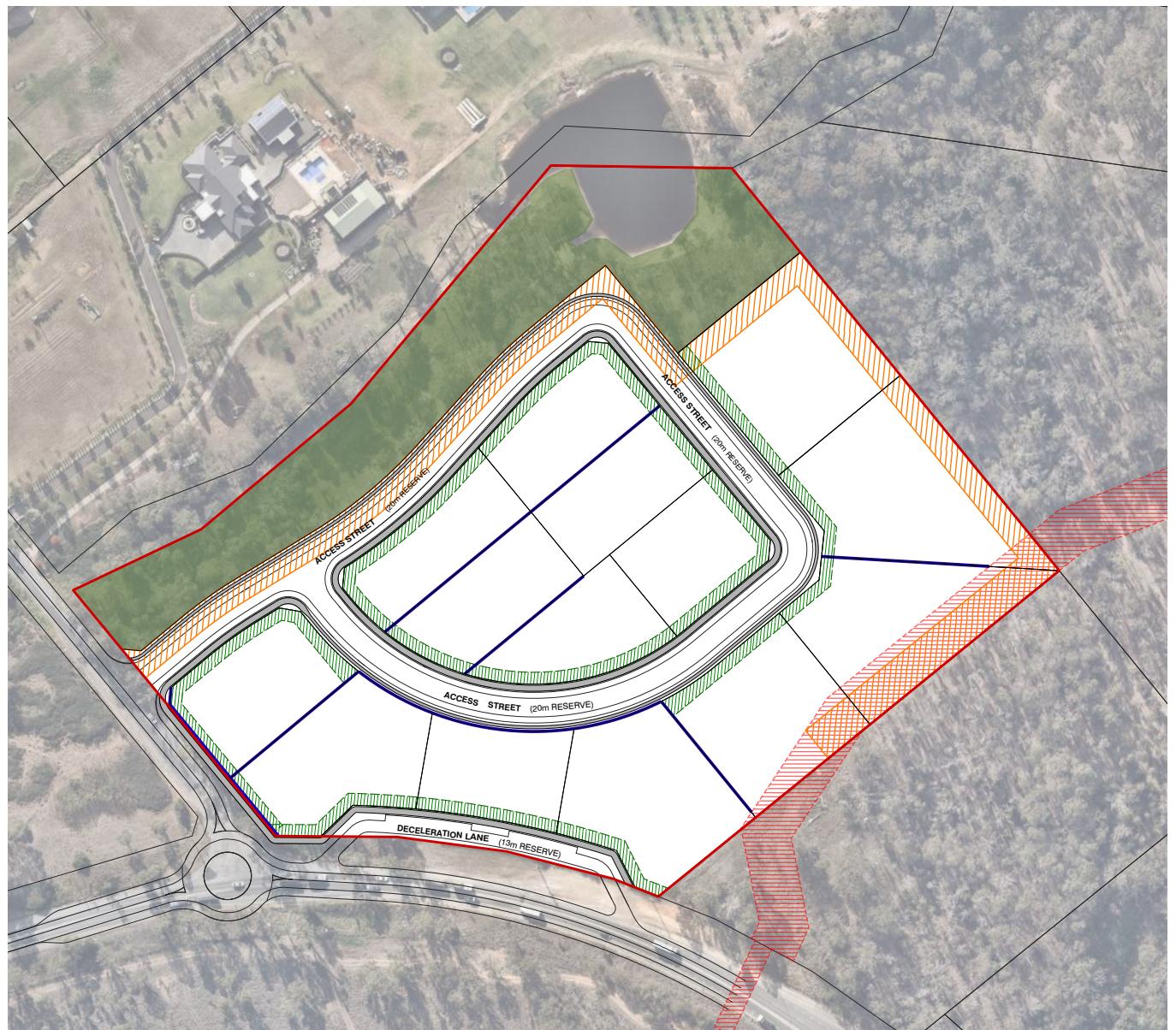
	Indicative Building Footprint - Preferred Location
	Building Location Zone
	Indicative Car Park Location - Preferred Location
	Required Landscape Front Setback - 5.0m
	Building Front Setback (Primary 10.0m & Secondary 5.0m)
	Petrol Station Pump Location - Preferred Location
	Active Frontage
	Internal vehicle circulation
	Vehicle Access - Preferred Location



5.4 Fixed Elements

Fixed elements govern the developable area of each allotment on the site. These include:

- The vegetation reserve on the north-western site boundary;
- Footpaths 1.2 metres wide;
- Cycle-paths 2.5 metres wide;
- Retaining walls;
- Gas Pipe Line Easement of 20 metres;
- Asset Protection Zone of:
 - 10 m at the NW and NE site boundaries;
 - 15 m at SE site boundary;
- Landscaped front setback of 5.0 metres.



5.5 Proposed Land Uses

The following table details the indicative yield proposed on the site:

Lot	Site Area	Indicative GFA	Land Use
1	3,021	759	Industrial/Urban Services
2	3,540	1,119	Highway Service Centre:
3	2,372	391	<ul style="list-style-type: none"> • service station • fast food outlets
4	4,047	348	
5	3,762	1,080	
6	4,267	1,169	Large Format Retail
7	5,056	1,313	
8	4,448	1,231	Short-term Accommodation (motel)
9	2,701	1,121	
10	2,460	933	
11	2,482	544	
12	2,430	562	
13	2,576	983	
14	2,430	765	
Total	45,592	12,324	



Figure 14: Proposed Subdivision Layout

5.6 Connectivity

5.6.1 Vehicular Network

Access into the vehicular network proposed within the site is provided via Cecil Road. A slip lane is proposed along Elizabeth Drive providing access onto Lots 2, 3 and 4.

"Vehicular access to Lot 1 & Lots 5-14 is to be provided via the construction of a new local road through the site which will connect to Cecil Road towards the far northern end of the site frontage.

The proposed new local road will have a road reservation width of 20m, with a carriageway width of 13m, consistent with the Council's DCP 2013 requirements for "industrial" subdivision roads.

Vehicular access to the highway service centre Lots 2-4 is to be provided via the construction of a new service road within the southern boundary of the site which connects directly from/to Elizabeth Drive."

(Traffic Report prepared by Varga Traffic)

LEGEND		Figure 15: Vehicular Network
	Site Boundary	
	Cadastre	
	Motorway	
	Existing Road Network	
	Proposed 20.0m Wide Access Road	
	Proposed 13.0m Wide Deceleration Lane	

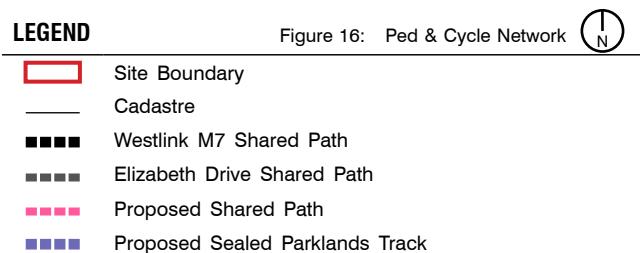


5.6.3 Pedestrian & Cycling Network

A new cycle path is proposed within the site, consistent with existing and proposed cycle paths within the area:

- Existing:
 - Westlink M7 Shared Path; and
 - Elizabeth Drive Shared Path.
- Proposed:
 - Shared Path (within the site); and
 - Western Sydney Parklands Cycle Track.

The relationship between footpaths, cycleways and vehicular road network are shown in the Typical Road Type Cross Sections for the Access Street and Deceleration Lane are shown in Section 5.6.2.



5.6.3.1 Application of CPTED Principles

The four principles used in the assessment of the development to minimise the opportunity for crime are:

1. Surveillance

Increasing the opportunity for seeing and being seen.

2. Access Control

Using physical and symbolic markers to restrict and encourage movement of people.

3. Territorial Reinforcement

Distinguishing private and public spaces, and encouraging community ownership of public areas.

4. Space Management

Creating formal uses for spaces to ensure maximum usage.

1. Surveillance

Proposed pedestrian and cycle paths within the site are located to ensure natural surveillance by:

- Maintaining sightlines along paths between destination points;
- Allowing overlooking from adjacent properties; and
- Providing landscaped vegetation in the public domain to increase the aesthetic appeal of the environment without providing opportunity for offenders a place to hide (See Section 5.7 of this report).

2. Access Control

A new local road is proposed off Cecil Road that will provide vehicular access to Lots 1, 5, 6, 7, 8, 9, 10, 11, 12, 13 and 14, on the site.

A deceleration lane is provided from Elizabeth Drive in accordance with recommendations provided by Roads and Maritime Services which will only provide access to Lots 2, 3 and 4. These lots will be occupied by highway service centre land uses and will have no vehicular connections to other land uses.

Physical barriers may be proposed to restrict access onto internal areas or high-risk areas (such as car parks) during detailed development application stages for each lot to ensure effective access control.

3. Territorial Reinforcement

Community ownership of public spaces makes people feel comfortable and more likely to visit places that feel 'owned' and cared for.

The proposal ensures boundaries for the public domain, that is pedestrian paths and roads, are easily distinguishable and are defined by landscaped nature strips.

Subject to development applications on each lot, territorial reinforcement can be achieved by:

- providing landscapes that channel and group pedestrians to generate activity;
- providing clear transitions and boundaries between public and private spaces; and
- design cues such as landscaping, to distinguish who and what the space is used for without making public spaces private spaces.

4. Space Management

The nature of the proposal being a subdivision with proposed access roads and a deceleration lane will mean that proposed public land will be maintained by the relevant public authority (Fairfield City Council). This includes maintenance of roads, pedestrian paths and landscape nature strips.

The management of each lot will be maintained by each owner to ensure site cleanliness, rapid repair of vandalism and graffiti and refurbishment of decayed physical elements.

5.6.2 Typical Road Type Cross Sections

Figure 17: Access Street (20.0m Road Reserve)

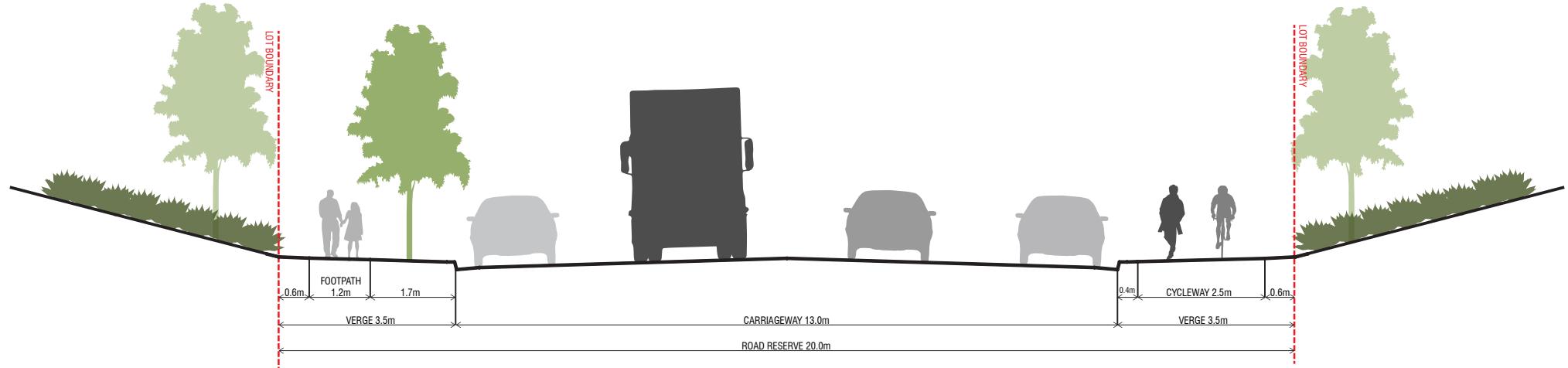
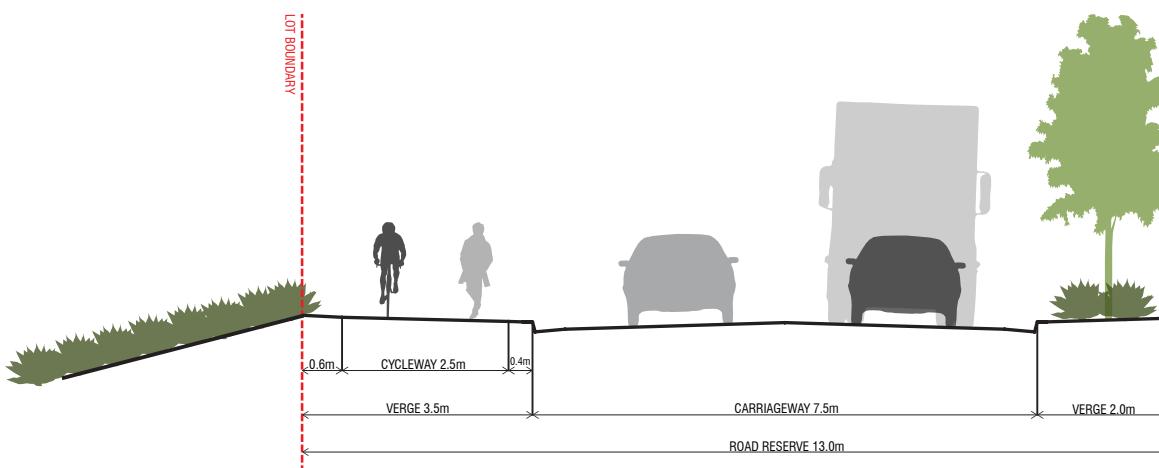


Figure 18: Deceleration Lane (13.0m Road Reserve)



5.7 Indicative Landscape Plan



Figure 19: Indicative landscape Plan

5.8 Plant Species List

5.8.1 Trees

SCIENTIFIC NAME	COMMON NAME	LOCATION
<i>Angophora floribunda</i>	Rough-barked Apple	Landscaping/Open Space
<i>Eucalyptus albens</i>	White Box	Landscaping/Open Space
<i>Eucalyptus melliodora</i>	Yellow Box	Landscaping/Open Space
<i>Eucalyptus moluccana</i>	Grey Box	Landscaping/Open Space
<i>Lophostemon confertus</i>	Brush Box	Street/Parking
<i>Melaleuca linearifolia</i>	Snow in Summer	Landscaping
<i>Melaleuca quinquenervia</i>	Paperbark	Landscaping
<i>Tristaniopsis laurina</i>	Water Gum	Street/Parking



5.8.2 Shrubs

SCIENTIFIC NAME	COMMON NAME	LOCATION
<i>Banksia ericifolia</i>	Heath Banksia	Landscaping
<i>Dodonaea viscosa</i>	Hop Bush	Landscaping
<i>Doryanthus excelsa</i>	Gymea Lily	Landscaping
<i>Leptospermum polygalifolium</i>	Pacific Beauty	Landscaping
<i>Leptospermum juniperinum</i>	Prickly Tea Tree	Landscaping
<i>Lissanthe strigosa</i>	Peach Heath	Landscaping
<i>Kunzea ambigua</i>	Tick Bush	Landscaping
<i>westringia fruticosa</i>	Coastal Rosemary	Landscaping



NOTE: The proposed planting palette is indicative only and may be extended once detailed design commences

5.8.3 Groundcover

SCIENTIFIC NAME	COMMON NAME	LOCATION
<i>Ophiopogon japonicus</i>	Mondo Grass	Landscaping
<i>Myoporum parvifolium</i>	Creeping Boobialla	Landscaping
<i>Allocasuarina</i>	Prostrate She Oak	Landscaping
<i>Grevillea 'Cooroora Cascade'</i>	Golden Lyre	Landscaping
<i>Helichrysum ramosissimum</i>	Yellow Buttons	Landscaping
<i>Bracteantha bracteata</i>	Golden Everlasting	Landscaping
<i>Clivia miniata</i>	Natal Lily	Landscaping
<i>Grevillea 'Fanfare'</i>	<i>longifolia</i>	Landscaping



5.8.4 Grass & WSUD

SCIENTIFIC NAME	COMMON NAME	LOCATION
<i>Juncus usitatus</i>	Tussock rush	Bioretention Basin
<i>Lomandra longifolia</i>	Mat Rush	Bioretention Basin
<i>Poa labillardieri</i>	Tussock Grass	Bioretention Basin
<i>Heteropogon contortus</i>	Spear Grasss	Bioretention Basin
<i>Carex appressa</i>	Tall Sedge	Bioretention Basin
<i>Ficinia nodosa</i>	Knobby Club Rush	Bioretention Basin
<i>Isolepsis inundata</i>	Swamp Club-rush	Bioretention Basin
<i>Baumea rubignosa</i>	Soft Twigrush	Bioretention Basin



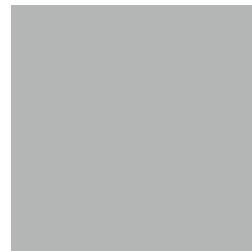
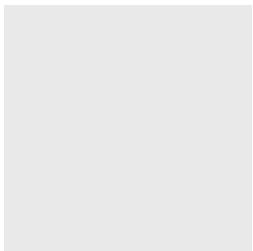
NOTE: The proposed planting palette is indicative only and may be extended once detailed design commences

5.9 Materials Palette

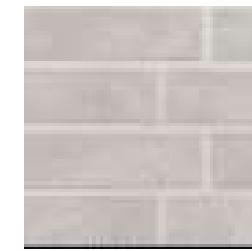
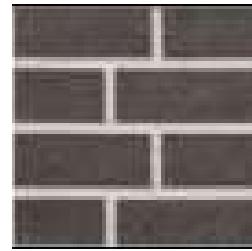
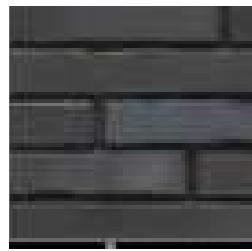
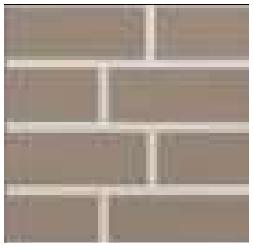
5.9.1 Colorbond



5.9.2 Concrete



5.9.3 Brick



NOTE: The proposed materials palette is indicative only and may be extended once detailed design commences

5.10 Sections

Figure 20: Section AA



Figure 21: Section BB



6.0 Visual Analysis

6.1 Process & Methodology

Step 1 - Site Photos

Photos were taken of the site from 3 vantage point of concern, and their approximate location and direction were recorded on a map see figure.

Step 2 - Digital Terrain Mapping

A 3D digital map of the proposed civil design data with existing contour surrounding data was created.

Step 3 - Synchronisation of Site Photos and Terrain Maps

After the 3D Terrain Map has been created in Google Sketch Up Pro, perspective views are projected from the locations of the site photos depicting the view represented.

Step 4 - 3D Mapping of Potential Building Envelopes

Massing diagrams are produced in Google Sketch Up Pro.

Step 5 - Superimposing 3D Massing onto Site Photos

Massing diagrams produced in Google Sketch Up Pro are aligned onto perspective images produced in Step 3.

Step 6 - Analysis of Images

Final perspective images are studied and analysed to produce visual analysis of the proposed development.

Disclaimer: It is important to note that it is impossible to recreate perspective photomontages with 100% accuracy. All images have been synchronised as close as possible with each corresponding 3D view.



Figure 22: Conceptual layout of Buildings with Vantage Points

6.2 View 1 - Elizabeth Drive facing East towards the Site

Reasoning behind view location

The location of View 1 was chosen to show the visual impacts of the proposed built form driving east along Elizabeth Drive.

Analysis

- Existing vegetation of neighbouring properties south and west of the site provide an appropriate balance between built form and the landscaped setting of the area.
- Built form is obstructed by existing vegetation in neighbouring land.
- Proposed heights of the potential development envelopes, although representing contiguous built form up to 15 metres, is not out of context with the surrounding forms.
- Indicative landscaping treatments within the front street setbacks help soften the transition between built form and vegetation.



Figure 23: View 1 - Existing



Figure 24: View 1 - Proposed

6.3 View 2 - Elizabeth Drive facing West towards the site

Reasoning behind view location

The location of View 2 was chosen to show the visual impacts of the proposed built form driving west along Elizabeth Drive from a wider angle.

Analysis

- Potential building envelopes visible from this vantage point are buildings located on the south-eastern boundary of the site, which is offset from the boundary with landscaped treatment.
- Visual bulk from this vantage point is minimised by the proposed landscaped treatment at the south-east boundary and existing vegetation network on neighbouring properties.



Figure 25: View 2 - Existing



Figure 26: View 2 - Proposed

6.4 View 3 - Aerial View of the site facing North-West

Reasoning behind view location

The location of View 3 was chosen to show the visual impacts of the proposed built form from an aerial context.

Analysis

- Potential building envelopes are visually broken by gaps between built form, ensuring proposed development integrates with the existing natural landscape of the area.
- Although it is not evident from this vantage point, the significance of landscaped setback treatments, which seem to be barely perceptible breaks between built form would become much more significant in reality, as they would contain trees that would extend beyond the potential building envelopes that are up to 15m in height.



Figure 27: View 3 - Existing



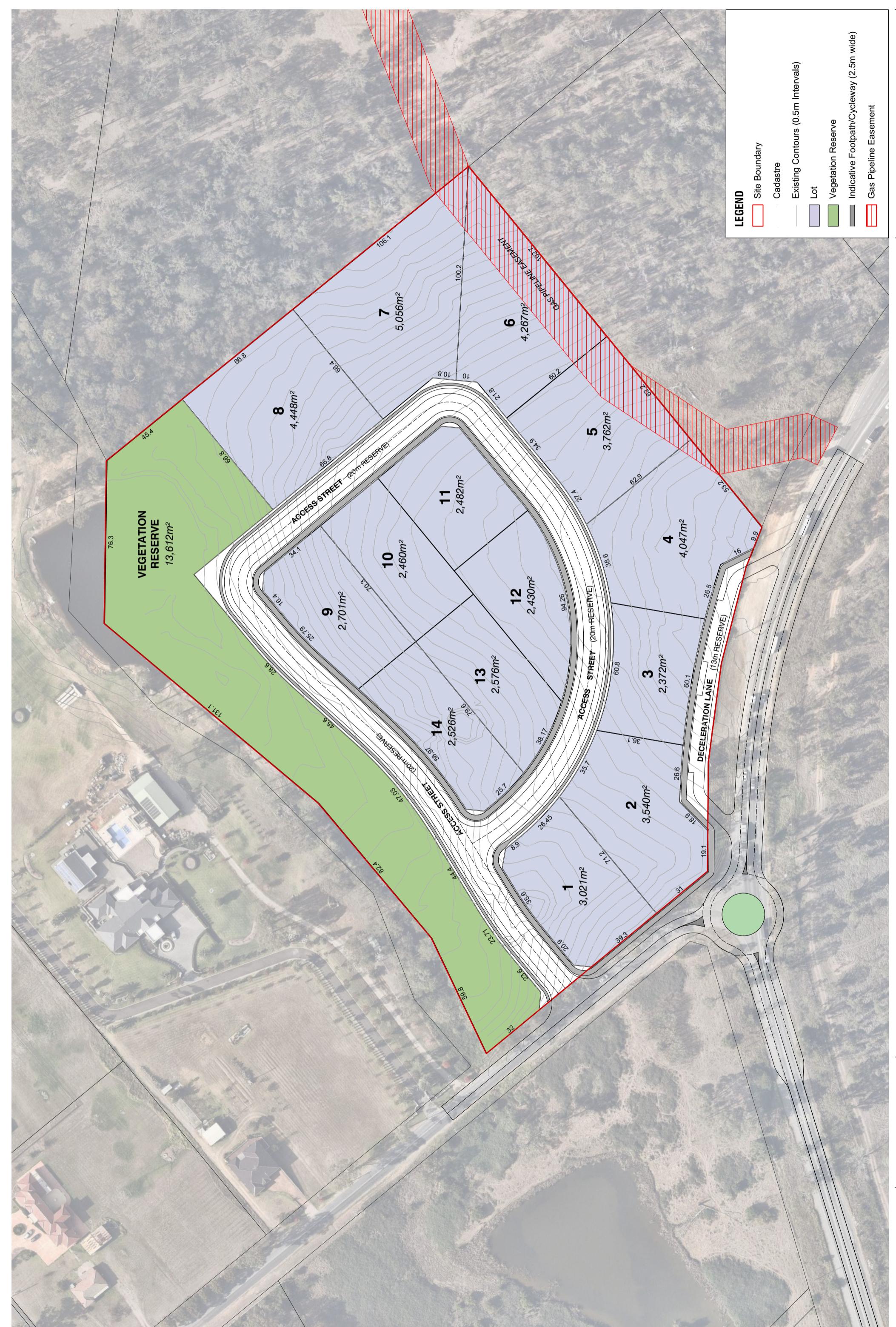
Figure 28: View 3 - Proposed

8.0 Conclusion

The state significant development proposed on the site, formally identified as 1111-1141 Elizabeth Drive, Cecil Park is supported on the following grounds:

- The proposed subdivision is compatible with the desired future character of the area derived from relevant legislation, including:
 - Western City District Plan (GSC 2017);
 - SEPP (Infrastructure) 2007; and
 - Western Sydney Parklands - Plan of Management (inclusive of the 2014 Supplement and 2018 Draft).
- The proposal adopts appropriate urban design principles established for the subdivision of the site.
- CPTED principles have been applied to the proposal ensure urban sensitive design.
- The proposed development integrates well into the landscaped setting of the area and does not produce adverse visual impacts from the public realm.

Accordingly, it is recommended that the Department of Planning and Environment support the proposed application on urban design grounds.



REPREPARED BY **me** design partnership
me architecture urban design planning

PROJECT
1111-1141 ELIZABETH
DRIVE, CECIL PARK

SUBDIVISION PLAN		ISSUE	
TITLE	DRAWN	CHECKED	DATE
1	SB	RD	25/07/2018
1:1 500 @ A3			

