

1111-1141 Elizabeth Drive, Cecil Park

Urban Design Strategy

Prepared For:

CECIL PARK PTY LTD

SEPTEMBER 2020



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ACP design partnership

Contact Details: 3|780 Darling Street, Rozelle NSW 2039

02 9818 5898

mail@aedesignstudio.com.au

www.aedesignstudio.com.au

ABN: 85 162 968 103

Nominated Architect: N R Dickson #7061

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1.0 Introduction



1.1 Purpose

This amended Urban Design Report is prepared by a design partnership in response to the proposed acquisition of part of the Site which will reduce the site area by 26,617m². The acquisition of the area of the site proposed by Transport NSW has required amendments to be made to the proposed development and development footprint which require a re-assessment of the impacts and design which responds to the new development Site.

The objectives of this Urban Design Report are to:

1. Detail the likely land uses on lots and a plan of development to guide future development on the site;
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

This application seeks approval for the preparatory enabling works required to facilitate the development of tourism and associated facilities within the Elizabeth Drive Subdivision.

The subject hub will potentially accommodate a range of uses which leverage off its strategic location/setting including:

- highway service centre;
- food and drinks premises;
- eco-tourist facility;
- tourist and visitor accommodation;
- recreation areas;
- recreation facilities (indoor);
- recreation facilities (outdoor);
- recreation facilities (major); and
- information and education facility.

1.3 Opportunities

The development seeks to:

- Optimise the development opportunities accompanied 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;
- Improve the hydrological and stormwater attributes of the locality; and
- Generate employment opportunities for Western Sydney.

2.0 Strategic Context



2.1 Western Sydney Aerotropolis

The future Western Sydney Aerotropolis is located approximately 7.5km west of the Site and will share access from Elizabeth Drive. The Site is expected to experience significant growth in passing traffic from a range of both residents, visitors and workers.

The Site is also strategically located adjacent other key infrastructure projects, including:

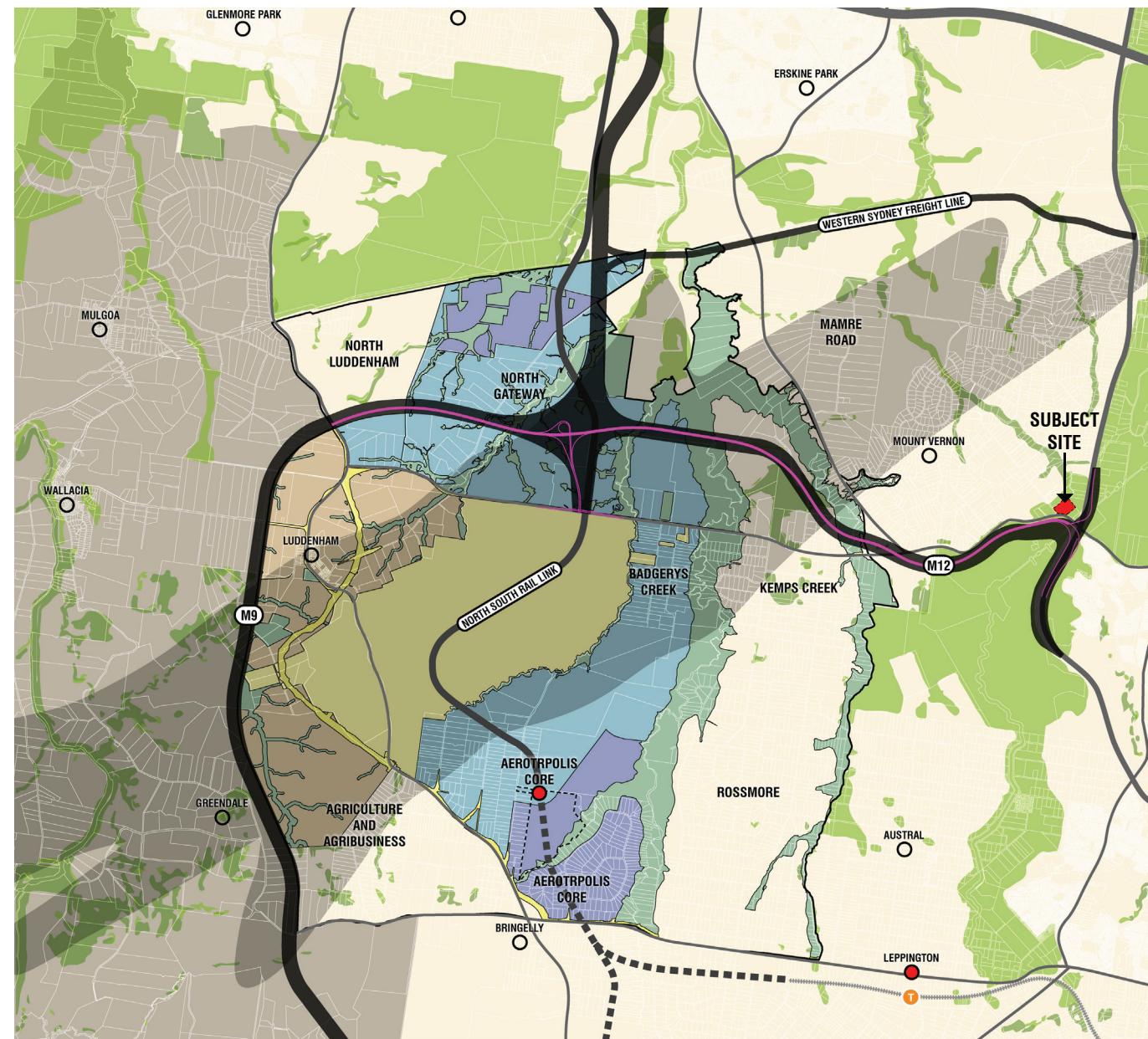
- The North-South Rail Link,
- M12 Motorway; and
- Outer Sydney Orbital.

These projects are expected to generate further population and employment growth and have obvious implications for the demand of urban support services.

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Figure 1: Western Sydney Aerotropolis

- Subject Site
- Western Sydney Aerotropolis Initial Precincts
- Agribusiness
- Enterprise
- Environment and Recreation
- Mixed Use
- Infrastructure
- Special Activities
- Metropolitan Rural Area (MRA)
- National Parks, Nature Reserves & Environmental Conservation
- Potential Conservation Land
- Proposed Transport Corridor
- ■ ■ North South and South West Rail Link - Future Stages



2.2 Fairfield Rural Lands Investigation

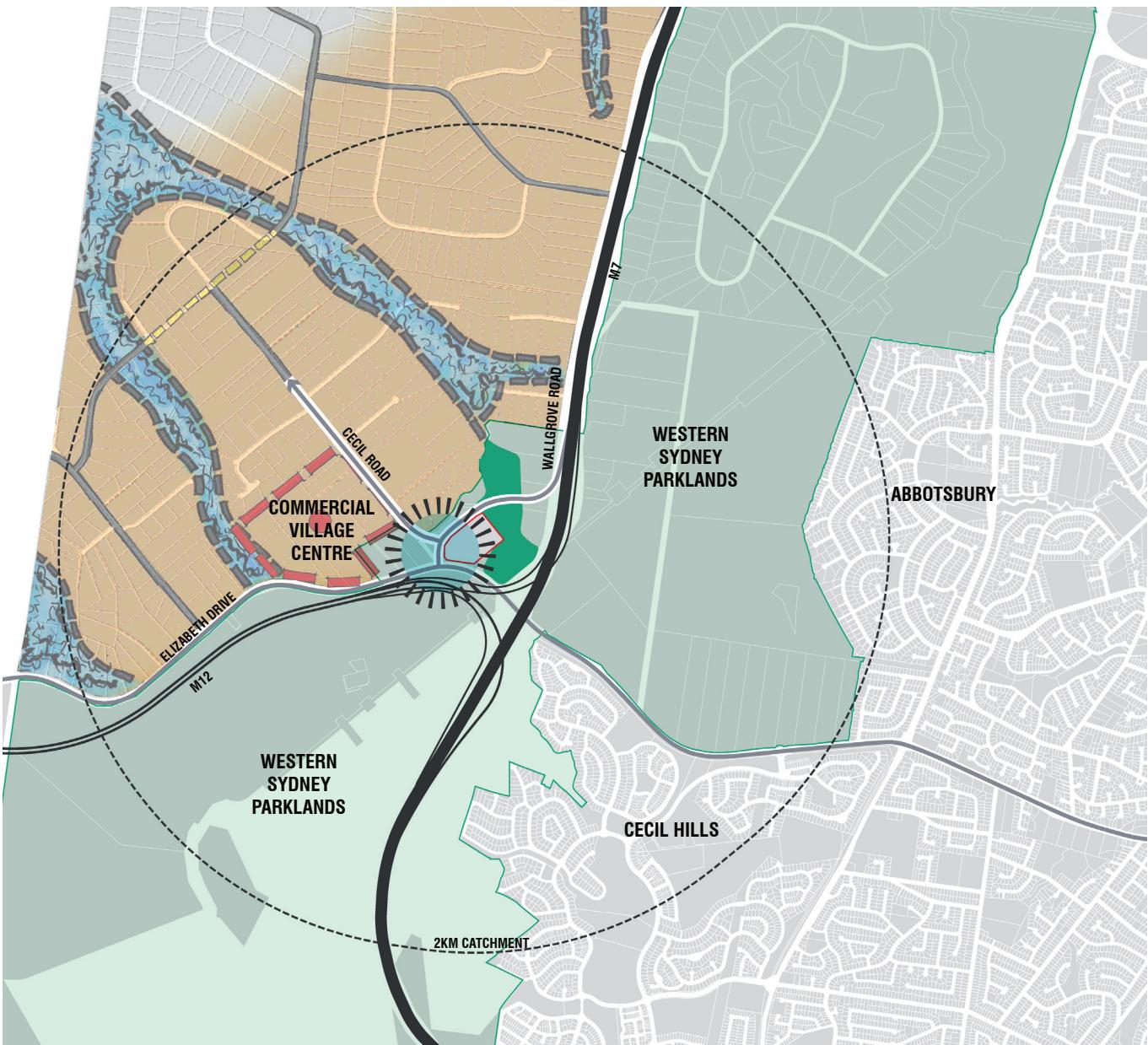
In April 2019, Fairfield Council adopted the preferred Structure Plan for the Fairfield Rural Lands Urban Investigation Area for Horsley Park and Cecil Park.

The total approximate area of the Investigation Area is 1,575.6ha. Of that area:

- Employment land uses is approximately 174.0ha (11%) of the total Investigation Area.
- Enterprise Corridor land use is approximately 15.7ha (1%) of the total Investigation Area.
- Residential land uses is approximately 1,391.2ha (88%) of the total Investigation Area.

The expected number of dwellings across the Investigation Area is between 14,152 dwellings and 20,000 dwellings.

The site is located adjacent to proposed small lot single dwelling housing, the Commercial Village Centre, the future Wallgrove Road alignment and the major intersection node.



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Figure 2: Fairfield Rural Lands Investigation

- Subject Site
- Western Sydney Parklands Boundary
- Western Sydney Parklands POM2030 Vegetation
- Small Lot Single Dwelling Housing
- Environmental Living & Vegetation Corridor

3.0 The Site



The site is known as Lot 2 Section 4 DP 2954 and is situated at No. 1111-1141 Elizabeth Drive (Cnr Cecil Road), Cecil Park.

Due to the acquisition of a portion of the site by TfNSW along the sites north-west and south-west boundary as shown in hatch in Figure 3, the total area of the site has been reduced to 4.72 hectares.

The site remains a reasonably regular shape having regard to the immediate road network. Such networks comprises Elizabeth Drive (to the immediate south), Cecil Road to the west and Wallgrove Road and the M7 Motorway to the east. The Western Sydney Parklands are located to the north.



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- Original Site Boundary
- Revised Site Boundary
- Cadastre
- Contours (0.5m Intervals)
- Existing Road Network

Figure 3: The Site



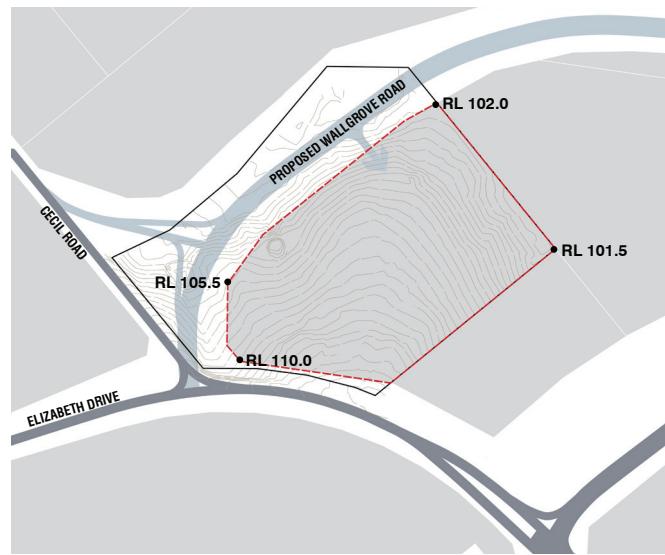
4.0 Site Analysis



4.1 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 of the revised site boundary: RL 110.0
- North-western corner of the revised site boundary: RL 105.5
- Northern corner of the revised site boundary: RL 102.0
- Eastern Corner of the revised site boundary: RL 101.5



LEGEND

- Original Site Boundary
- Revised Site Boundary
- Revised Cadastre
- Contours (0.5m Intervals)
- Existing Road Network
- Proposed Transport NSW Road Network

Figure 4: Topography

4.2 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.

The Ropes Creek is not located within the revised site boundary



LEGEND

- Original Site Boundary
- Revised Site Boundary
- Revised Cadastre
- Contours (0.5m Intervals)
- Waterway
- 1st Order Stream
- 2nd Order Stream

Figure 5: Waterways & Riparians

4.3 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.

Majority of the Moderate Salinity is located within the acquisition area.



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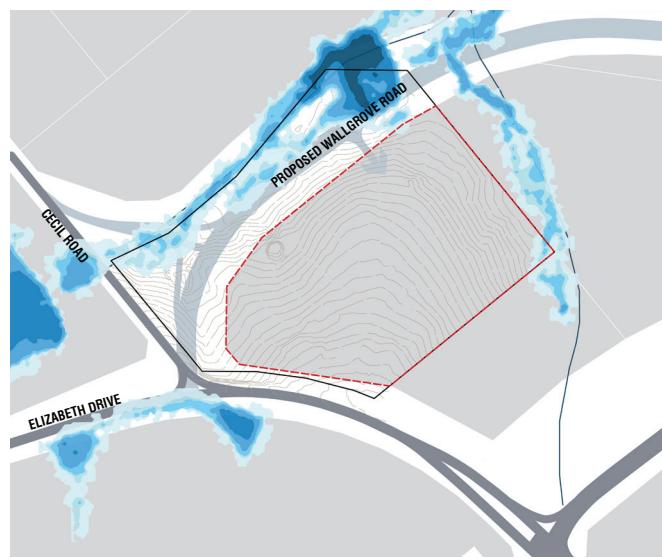
- Original Site Boundary
- Revised Site Boundary
- Revised Cadastre
- Contours (0.5m Intervals)
- Waterway
- Indicative Area of Moderate Salinity
- Indicative Area of Slight Salinity

Figure 6: Salinity

4.4 Flooding

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

The Wallgrove Road alignment will be along the north western boundary of the amended site and will be located between the adjacent creek and the site. On the basis that the design flood immunity for Wallgrove Road is likely to be the 1 in 100 AEP flood, the road embankment would provide a physical impediment to flooding from the creek, extending to the site.



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Figure 7: Flooding

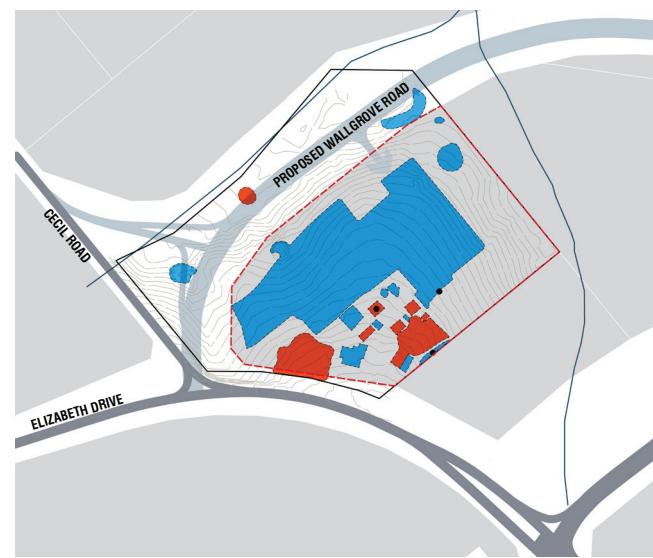


- Original Site Boundary
- Revised Site Boundary
- Revised Cadastre
- 0.00m to 0.15m Flood Depth
- 0.15m to 0.25m Flood Depth
- 0.25m to 0.50m Flood Depth
- 0.50m to 1.00m Flood Depth
- 1.00m to 2.00m Flood Depth
- 2.00m to 3.00m Flood Depth

4.5 Contamination

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



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Figure 8: Contamination



- Original Site Boundary
- Revised Site Boundary
- Revised Cadastre
- Contours (0.5m Intervals)
- Waterway
- Moderate to High Contamination
- Low to Moderate Contamination
- High Contamination (PACM Observed)

4.6 Biodiversity

35,447m² of PCT849 – Grey Box – Forest Red Gum Grassy Woodland on Flats (Cumberland Plain Woodland) identified within the original site boundary.

11,876m² (or 34% of the original area) of PCT849 – Grey Box – Forest Red Gum Grassy Woodland on Flats (Cumberland Plain Woodland) identified within the revised site boundary



LEGEND

Figure 9: Biodiversity



- Original Site Boundary
- Revised Site Boundary
- Revised Cadastre
- Contours (0.5m Intervals)
- Waterway
- PCT 849 - Grey Box - Forest Red Gum Grassy woodland on flats
- Exotic Grassland

4.7 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.



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Figure 10: Bushfire



- Original Site Boundary
- Revised Site Boundary
- Revised Cadastre
- Contours (0.5m Intervals)
- Waterway
- PCT 849 - Grey Box - Forest Red Gum grassy woodland on flats
- Bushfire Vegetation Buffer

4.8 Easements

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.



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Figure 11: Waterways & Riparians



- Original Site Boundary
- Revised Site Boundary
- Revised Cadastre
- Contours (0.5m Intervals)
- Waterway
- Eastern Gas Pipeline Easement

4.9 Developable Footprint

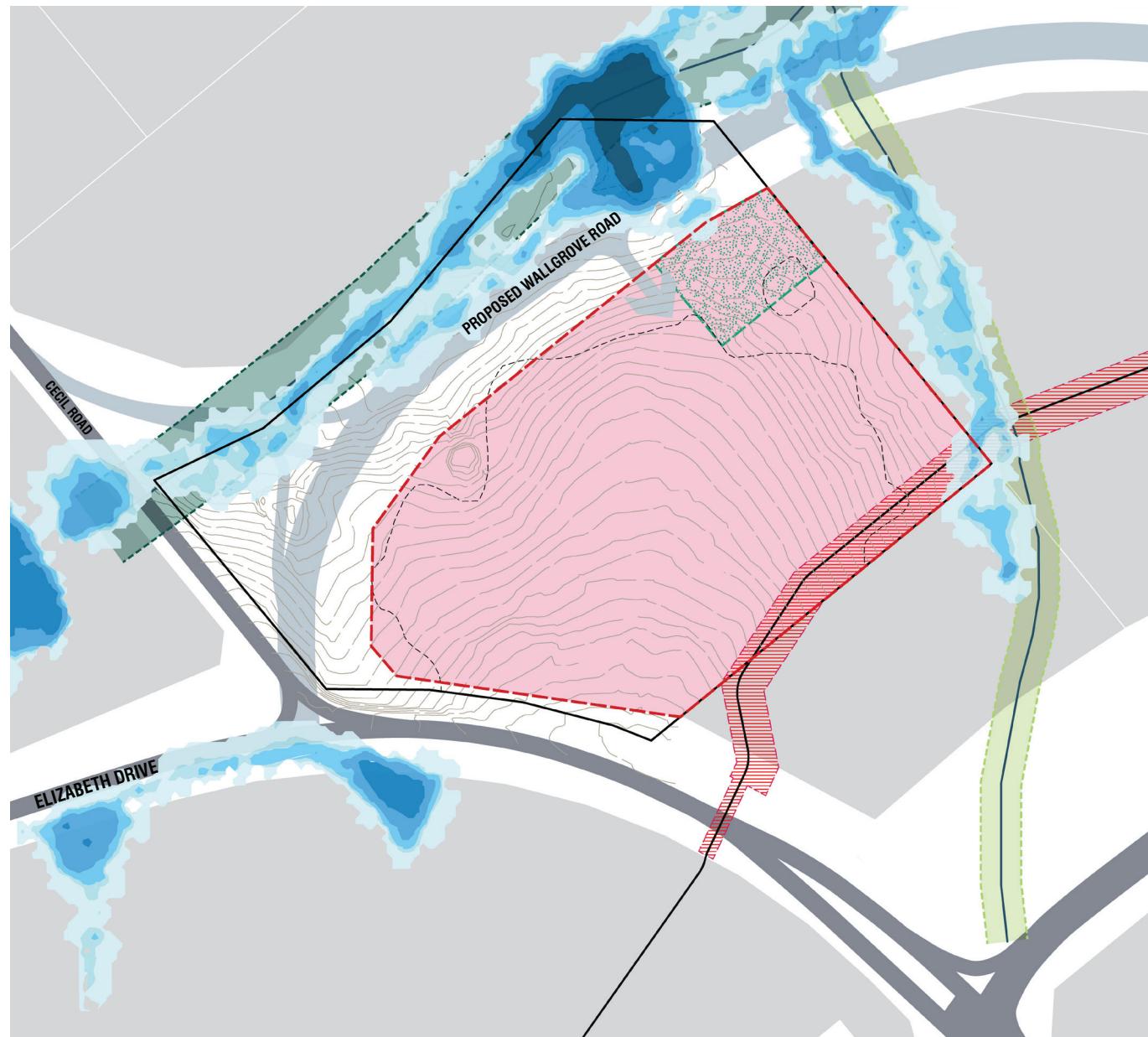
The developable footprint has aimed to avoid impacts on native vegetation and habitat values by focusing development in areas of exotic grassland where possible, and adjusting the proposal footprint to limit impacts on better quality (i.e. native) vegetation within the portion of the lot not subject to acquisition by TfNSW.

The remaining vegetation within the study area is proposed to be removed as it would be fragmented and surrounded by the M7 Motorway, M12 Motorway, Wallgrove Road and Elizabeth Drive. These roads would form connectivity barriers to the site isolating the vegetation from the surrounding patches to the south, west and north, with only a small patch of vegetation left between the site and Wallgrove Road to the east.

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Figure 12: Developable Footprint

- Original Site Boundary
- Revised Site Boundary
- Revised Cadastre
- Contours (0.5m Intervals)
- Existing Road Network
- Proposed Transport NSW Road Network
- 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
- PCT 849 Vegetation to be Removed
- Eastern Gas Pipeline
- Eastern Gas Pipeline Easement
- Developable Area
- Onsite Detention Area



5.0 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 2030

To provide for bushland and semi-rural paddocks as interim land uses, with future investigation into potential business or tourism uses. Allowance will be made for the future M12 Motorway corridor and associated infrastructure, if required.

Objectives

- Protect and enhance the natural systems and environmental values
- Provide services infrastructure as required
- Investigate business and tourism potential on remaining lands

Land Use Opportunities

- Tourism and associated facilities

6.0 The Proposal



The amended application seeks approval for the preparatory enabling works required to facilitate the development of tourism and associated facilities.

The concept subdivision layout will accommodate a range of intended future uses which leverage off its strategic location/setting including:

- highway service centre;
- food and drinks premises;
- eco-tourist facility;
- tourist and visitor accommodation;
- recreation areas;
- recreation facilities; and
- information and education facilities.

The Amended Plan of Subdivision comprises 12 lots. A new 20 metre access street is proposed off the imminent Wallgrove Road re-alignment via traffic light signalisation as anticipated by Transport for NSW.

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	Original Site Boundary
	Revised Site Boundary
	Revised Cadastre
	Eastern Gas Pipeline Easement
	Existing Road Network
	Proposed Road Concept
	Proposed Saleable Lot
	Proposed Onsite Detention Lot

Figure 13: Subdivision Plan



6.1 Design Standards

6.1.1 General Land Use Design Standards

Element	General Design Standard								
Built Form	<p>GDS1.1 For all development, building height does not exceed 15m.</p> <p>GDS1.2 Site Cover does not exceed 70%.</p> <p>GDS1.3 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> <p style="text-align: center;">MINIMUM DISTANCE IN METRES FROM OUTERMOST PROJECTION TO A LOT BOUNDARY</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <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>GDS1.4 Where development on a Primary 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 sense of arrival to the precinct; b. Built form generates visual interest at the street level, having regard to the proportion of openings windows, materials and features. Blank walls are avoided; <p>GDS1.5 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>GDS1.6 Plant rooms and other roof top equipment are screened from view from adjoining streets and noise sensitive areas.</p> <p>GDS1.7 Buildings are to provide an entrance awning or canopy at the principal public entrance which is clearly legible from the street.</p> <p>GDS1.8 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>GDS1.9 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). 	Front	Secondary Front	Rear	Side	10.0m	5.0m	0.0m	3.0m
Front	Secondary Front	Rear	Side						
10.0m	5.0m	0.0m	3.0m						

Landscapes & Buffering	<p>GDS2.1 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>GDS2.2 A landscape strip, with a minimum width of 5 metres, is provided within the site boundaries adjacent to the internal road.</p> <p>GDS2.3 A landscape strip, with a minimum width of 10 metres, is provided within the site boundaries adjacent to Walgrave Road and Elizabeth Drive.</p> <p>GDS2.4 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>GDS2.5 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>	<p>GDS3.4 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>GDS3.6 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>	<p>SDS2.4 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>								
Access	<p>GDS3.1 Parking bays, manoeuvring 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. <p>GDS3.2 On site vehicle parking is provided at the rates outlined in Fairfield Citywide DCP 2013.</p> <p>GDS3.3 Where an on-site waste collection area is provided, access and manoeuvring areas must provide for a HRV (Heavy Rigid Vehicle) of 12.5 metres in length.</p>	<p>Use</p> <table border="1"> <tr> <td data-bbox="797 944 977 976"> Fast Food Premises </td><td data-bbox="977 944 1437 976"> Specific Design Standard </td></tr> <tr> <td data-bbox="797 976 977 944"></td><td data-bbox="977 976 1437 944"> <p>SDS1.1 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>SDS1.2 Loading areas are screened and are not able to be viewed from the road.</p> </td></tr> <tr> <td data-bbox="797 976 977 1040"> Service Station </td><td data-bbox="977 976 1437 1040"> <p>SDS2.1 The service station site is located on a site that is at least 1,500m² in area.</p> </td></tr> <tr> <td data-bbox="797 1040 977 1486"></td><td data-bbox="977 1040 1437 1486"> <p>SDS2.2 For front boundary setbacks:-</p> <ul style="list-style-type: none"> fuel pumps and canopies are setback a minimum of 6 metres from the property boundary; and all other buildings or structures are setback at least 4.5 metres from the property boundary. <p>SDS2.3 Fuel pumps are located in accordance with Australian Standard AS1940 – The storage and handling of flammable and combustible liquids</p> </td></tr> </table>	Fast Food Premises	Specific Design Standard		<p>SDS1.1 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>SDS1.2 Loading areas are screened and are not able to be viewed from the road.</p>	Service Station	<p>SDS2.1 The service station site is located on a site that is at least 1,500m² in area.</p>		<p>SDS2.2 For front boundary setbacks:-</p> <ul style="list-style-type: none"> fuel pumps and canopies are setback a minimum of 6 metres from the property boundary; and all other buildings or structures are setback at least 4.5 metres from the property boundary. <p>SDS2.3 Fuel pumps are located in accordance with Australian Standard AS1940 – The storage and handling of flammable and combustible liquids</p>	<p>Short Term Accommodation</p> <p>SDS3.1 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>SDS3.2 At least 10% of the site area is provided as communal open space exclusive of required buffer strips and clothes drying areas</p> <p>SDS3.3 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>SDS3.4 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.
Fast Food Premises	Specific Design Standard										
	<p>SDS1.1 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>SDS1.2 Loading areas are screened and are not able to be viewed from the road.</p>										
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6.2 Plan of Development

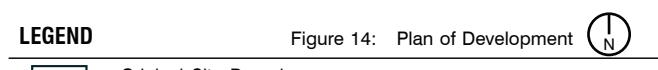
Building design and orientation positively contribute to the visual amenity of the surrounding landscape and achieve a high standard of urban design. Lots are designed to accommodate siting of buildings, outdoor storage areas, vehicle access and maneuvering and landscaping.

The future developments will aim at:

- protecting the amenity of existing surrounding character;
- reduce the impact of the built form on the landscape; and
- ensures an attractive view of the precinct from major roads and intersections.

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Figure 14: Plan of Development



Internal Built Form Outcome

Indicative Car Park Location - Preferred Location

Required Landscape Front Setback (5.0m to new access road and 10m to Wallgrove Road and Elizabeth Drive).

Building Front Setback (Primary 10.0m & Secondary 5.0m)

Building Side Setback (3.0m)

Vehicle Access - Preferred Location



6.3 Fixed Elements

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

- Onsite detention basin lot;
- 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; and
- Landscaped setback of 10.0 metres addressing Wallgrove Road and Elizabeth Drive.

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	Original Site Boundary
	Revised Site Boundary
	Revised Cadastre
	Saleable Lot
	Onsite Detention Basin
	Footpath & Cycle-path
	Retaining Wall
	Gas Pipe Line Easement
	Asset Protection Zone (APZ)
	Required Landscape Front Setback (5.0m to new access road and 10m to Wallgrove Road and Elizabeth Drive.

Figure 15: Fixed Elements



6.4 Proposed Land Uses

The following table details the indicative land uses and GFA's on the site based on the 76m sensitive development buffer from the gas pipe easement.

Lot	Site Area	Indicative GFA	Potential Land Uses
1	2,511m ²	628m ²	<ul style="list-style-type: none"> Highway service centre Food and drinks premises Eco-tourist facility Tourist and visitor accommodation Recreation Areas Recreation facilities (Indoor) Recreation facilities (outdoor) Recreation facilities (major) Information and education facility
2	2,511m ²	628m ²	
3	3,879m ²	970m ²	
4	3,727m ²	932m ²	
5	6,811m ²	1,703m ²	
6	2,831m ²	708m ²	
7	2,087m ²	522m ²	<ul style="list-style-type: none"> Food and drinks premises Eco-tourist facility Recreation Areas Recreation facilities (Indoor) Recreation facilities (outdoor) Recreation facilities (major)
8	2,087m ²	522m ²	
9	2,087m ²	522m ²	
10	5,084m ²	1,271m ²	
11	4,343m ²	1,271m ²	
12	3,419m ²	-	<ul style="list-style-type: none"> Onsite detention basin
Total	41,377m²	9,490m²	

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Figure 16: Proposed Land Uses 

- Original Site Boundary
- Revised Site Boundary
- Revised Cadastre
- Saleable Lot
- Onsite Detention Basin
- Gas Pipe Line Easement
- Asset Protection Zone (APZ)
- Required Landscape
- 76m Sensitive Development Buffer



6.5 Connectivity

6.5.1 Vehicular Access

- All vehicle access is proposed to be provided by the proposed access street through the site, via the new Wallgrove Road.
- 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.
- The new intersection of Wallgrove Road and the subject site will permit all turning movements and include a 90m long right turn holding bay for northbound traffic turning into the subject site.



6.5.2 Pedestrian & Cycling Access

- The concept provides a 1.5 metre wide footpath and a 3 metre wide shared pathway within the proposed access street (20 metre reserve) verges
- 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 6.4.3.



6.5.3 Typical Road Type Cross Sections



Figure 19: Access Street (20.0m Road Reserve)

6.5.4 CPTED

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 the new Wallgrove Road Alignment at an intersection provided by Transport NSW. All lots will be access from the new intersection on Wallgrove Road with access to lots directly from Wallgrove Road and Elizabeth Drive be subject to future DA's and assessment of each lot.

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.

1. 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.

2. Space Management

The nature of the proposal being a subdivision with a proposed access road 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 landscaping, and bio detention basin lot.

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.

6.6 Indicative Landscape Plan

There are 150 trees within the revised site boundary. All trees will be removed given the extent of bulk earthworks proposed to facilitate the development. There is capacity to retain 10 trees on the eastern corner, adjacent to the gas pipe easement. It is anticipated this area will not be developed due to flooding constraints.

Within the proposed 20m road reserve and onsite detention basin lot the following landscaped areas are provided:

- Rolled Turf = 543m²
- Spray Grass = 2,132m²
- Basin Planting = 1,042m²
- Matrix Planting = 363m²
- Native Trees = 26 Trees



LEGEND

Figure 20: Indicative Landscape Plan

Original Site Boundary
Revised Site Boundary
Gas Pipe Line Easement

6.7 Plant Species List

6.7.1 Trees

BOTANIC NAME	COMMON NAME
<i>Eucalyptus molucca</i>	Grey Box
<i>Tristaniopsis 'Luscious'</i>	Luscious Water Gum
<i>Eucalyptus tereticornis</i>	Forest Red Gum

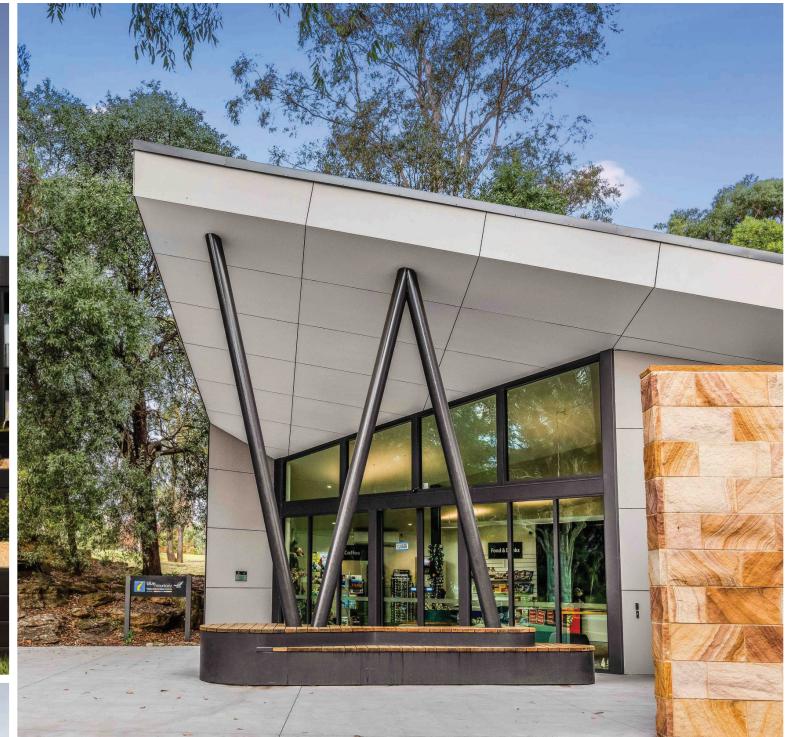


6.7.2 Grasses & Rushes

BOTANIC NAME	COMMON NAME
<i>Lomandra longifolia</i>	Spiny Headed Mat Rush
<i>Lomandra hystrix</i>	Mat Rush
<i>Ficinia nodosa</i>	Club Rush
<i>Dianella 'Little Jess'</i>	Flax Lily
<i>Lomandra 'Verday'</i>	Mat Rush
<i>Poa labillardieri 'Eskdale'</i>	Tussock Grass
<i>Themeda australis</i>	Kangaroo Grass



6.8 Materials Palette



7.0 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 2030
- 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. The visual impacts of the site is subject to the future design of the new major intersections and road upgrades surrounding the site.

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

7.1 Consistency with the WSPT POM 2030

Desired Future Character

To provide for bushland and semi-rural paddocks as interim land uses, with future investigation into potential business or tourism uses. Allowance will be made for the future M12 Motorway corridor and associated infrastructure, if required.

Response:

The amended application seeks approval for the preparatory enabling works required to facilitate the development of tourism and associated facilities. The concept subdivision layout will accommodate a range of intended future uses which leverage off its strategic location/setting including highway service centre; food and drinks premises; eco-tourist facility; tourist and visitor accommodation; recreation areas; recreation facilities; information and education facilities.

The amended application takes into consideration the new Wallgrove Road realignment as proposed by Transport for NSW along the (former) north-western boundary of the site.

The site does not intercept the preferred route proposed for the future M12 corridor.

Objectives

- Protect and enhance the natural systems and environmental values

Response:

The amended application takes into consideration the new Wallgrove Road realignment as proposed by Transport for NSW along the (former) north-western boundary of the site.

- Provide services infrastructure as required

Response:

The amended proposal will accommodate a range of uses that provide services infrastructure including a highway service station.

- Investigate business and tourism potential on remaining lands

Response:

The amended application is consistent with providing tourism and associated facilities within the Precinct.

Land Use Opportunities

- ***WSPT Business Hubs at sites designated by the Trust***

Response:

The amended application does not propose a business hub on the site as it is not identified on the Cecil Park North Precinct Plan.

- ***Tourism and associated facilities***

Response:

The amended application is consistent with providing tourism and associated facilities within the Precinct.

- ***Environmental protection works***

Response:

Not applicable. The amended application takes into consideration the new Wallgrove Road re-alignment as proposed by Transport for NSW along the (former) north-western boundary of the site.

- ***Potential Aboriginal and non-Aboriginal cultural and heritage interpretation***

Response:

No Aboriginal objects and/or deposits of cultural significance were located during test excavation undertaken by Streat Archaeological Services Pty Ltd.

- ***Existing semi-rural uses***

Response:

The intended future land uses proposed on the site maximises its strategic location to planned infrastructure upgrades in the area.

- ***Utilities infrastructure***

Response:

The site lends itself to its strategic location adjacent critical public infrastructure upgrades, being the future M12 motorway and the new Wallgrove Road alignment.

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3|780 Darling Street, Rozelle NSW 2039
02 9818 5898
mail@aedesignstudio.com.au
www.aedesignstudio.com.au

