

2 AND 2A BULLECOURT MILPERRA

URBAN CONTEXT REPORT

PREPARED FOR

MIRVAC DEVELOPMENT NSW

28 OCTOBER 2025

EXECUTIVE SUMMARY

PROJECT BACKGROUND

Mirvac Development NSW engaged Urbis to prepare an updated urban context report to accompany a State Significant Development Application (SSDA) for a staged residential development at 2 and 2A Bullecourt Avenue (the site).

The site is currently owned by Western Sydney University and is located within the Canterbury Bankstown LGA at 2 and 2A Bullecourt Avenue, Milperra, being legally described as Lot 2 in DP1291984 and Lot 1 in DP101147 (refer Figure 1)

The total site has an area of approximately 19.64ha and is the subject of numerous easements affecting the site, including two easements to drain water, easements for electricity and other purposes, and a right of carriageway.

Surrounding the site are low-density buildings and industrial warehouses and surrounded by a network of open spaces along the Georges River.

The former WSU campus buildings have been demolished to enable the next phase of development. Remaining on site are the WSU Early Learning Centre, a car parking facility, vegetation of varying significance — including areas of Cumberland Plain Woodland — and some hardstand surfaces.

THE MASTER PLAN

This masterplan will transform the former WSU Milperra Campus into a liveable low rise neighbourhood that caters for housing demand across different demographics. It will built upon the site's existing assets and carefully respond to the neighbouring character. It will:

- Provide a diversity of housing types that optimises solar access;
- Create community gathering spaces;
- Introduce a connected network of open space;
- Maximise frontages to open space;
- Offer a connected street network, and permeable subdivision including through site links and pedestrian connectivity to Milperra Reserve; and
- Sensitively respond to existing context and constraints.

The project will be delivered in stages and across two separate SSDA Projects, and comprises the construction of up to 430 dwellings, three (3) public parks, new roads and shared paths, civil infrastructure, a car park, and the management of conservation land. Refer to the Illustrative Master Plan overleaf.

Specifically, across the two SSDAs, consent is sought for:

- Tree removal
- Site remediation (excluding works carried out as category 2 remediation works)
- Construction of bulk earthworks, public roads and landscaping, and services
- Augmentation of existing services and road infrastructure
- Construction of three (3) public parks
- Construction of up to 430 dwelling houses
- Construction of a carpark to service the existing childcare centre and E1 Local Centre zoned land. Noting that Childcare centre works are proposed for SSDA 2. The extent of works in SSDA 1 will only allow for the operation of the childcare centre as per the existing consent
- Subdivision resulting in up to 430 residential lots, infrastructure lots, and the creation of a community title lot for land zoned C2 Environmental Conservation and E1 Local Centre
- Conservation works including the management of >2Ha Cumberland Plain Woodland Species.

ILLUSTRATIVE MASTERPLAN



LEGEND

- Site Boundary
- Stage Boundary
- SSDA1 Lots
- Future Residential Lots
- 1 Northern Park
- 2 Central Park
- 3 Southern Park
- 4 Cumberland Plains Woodland (to be protected)
- 5 Milperra Reserve (existing)
- 6 Basin

1:3,000 @ A4



M5 MOTORWAY

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Urbis acknowledges the Traditional Custodians of the lands we operate on.

We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years.

We pay our respects to First Nations Elders, past and present.



The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

Title: Sacred River Dreaming
Artist: Hayley Pigram
Darug Nation
Sydney, NSW

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PURPOSE OF THE REPORT

This Urban Design Report is submitted to the Department of Planning, Housing and Infrastructure (the Department) on behalf of Mirvac Residential (NSW) Pty Ltd (the Applicant) in support of a State Significant Development Application (SSDA) for a staged residential development at 2 and 2A Bullecourt Avenue (the site).

This report will include:

- An overview and analysis of the urban context considering both existing and future local character.
- An understanding of the site specific opportunities and constraints for redevelopment.
- Review of the proposed masterplan and assess the potential urban design impact on the locality.
- A visual context and impact assessment

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INTRODUCTION

SITE LOCATION

The site is located in Sydney's South District, in the suburb of Milperra. It sits in a neighbourhood that is primarily industrial and low-density residential, and abuts M5 Motorway to the south.

The site's distance to adjacent key destinations are as below:

- 8 km (15min drive) to Bankstown CBD,
- 4 km (8min drive) to Panania Station,
- 10 km (18min drive) to Liverpool CBD, and
- 15 km (30min drive) to Parramatta CBD.

A substantial number of bus stops are located along Bullecourt Avenue and Horsley Road, servicing routes that connect passengers both within and beyond the LGA. While the nearest train line is the T8, accessible via East Hills, Panania, and Revesby stations, the T6 line at Bankstown Station can also be reached via bus services operating near the site.

LEGEND

	Subject Site
	Neighbouring Residential Area
	Neighbouring Industry Area
	Bankstown Aviation and Technology Precinct
	Bankstown Town Centre
	Roads
	Railway and Stations
	River

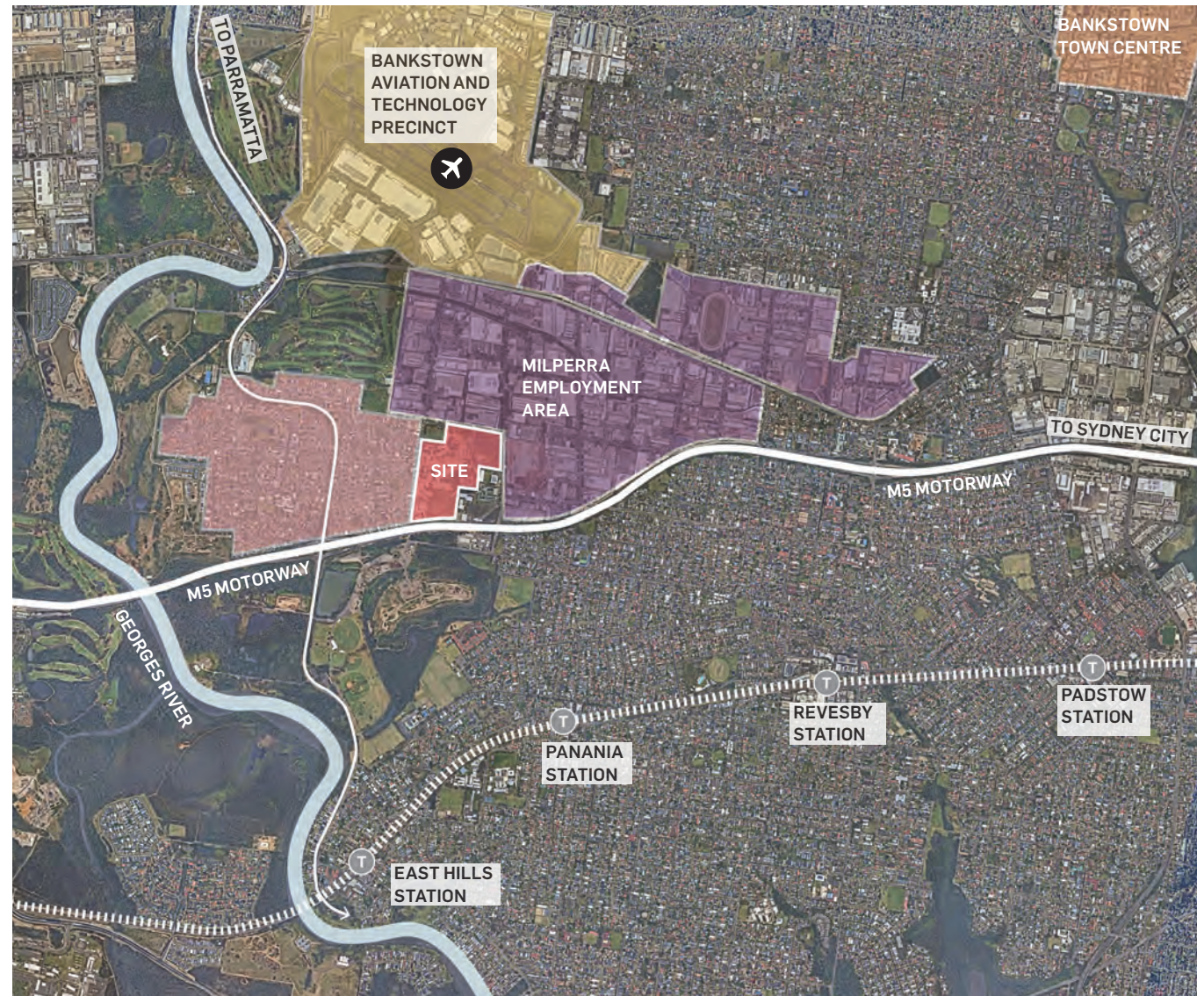


Figure 1 Location Plan



SITE DESCRIPTION

The site is currently owned by Western Sydney University and is located within the Canterbury Bankstown LGA at 2 and 2A Bullecourt Avenue, Milperra, being legally described as Lot 2 in DP1291984 and Lot 1 in DP101147.

The total site has an area of approximately 19.64ha and is the subject of numerous easements affecting the site, including two easements to drain water, easements for electricity and other purposes, and a right of carriageway

Since the demolition of the previous buildings on the site, the site currently comprises:

- Existing at-grade car park (within Zone 4) repurposed as parking and hardstand area for the temporary sales office.
- Existing at-grade car park for the Childcare Centre (generally within the location of the future Road 2B).
- At-grade roads off Bullecourt Avenue.
- A large oval to the south.
- The Western Sydney University Early Learning Centre (Child-care centre).
- Vegetation of varying significance, including Cumberland Plain Woodland.

The site is bound by the M5 Motorway to the south, Ashford Avenue / detached residential houses up to 2 storeys to the west, and to the north (Bullecourt Avenue) and to the east (Horsley Road) are larger footprint industrial warehouses. Adjoining the site along the southeastern boundary is Mount St Joseph Catholic College, with a current enrolment of 860 students. A 3.6ha of campus land to the southeast corner of the site has been subdivided and transferred to Mount St Joseph to be used as potential school expansion.



Figure 2 Existing Site Condition

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SITE PHOTOS



Existing Childcare and Cumberland Plain Woodland



Milperra Reserve



Existing campus building and vegetation



Location of proposed Central Park



Location of proposed Central Park



Cumberland Plain Woodland (viewed from the west)

Understanding the place

"Character is what makes an area distinctive. It is the translation of land use and built form, the local economy, public realm and private spaces and the tradition and history of Aboriginal and non-Aboriginal cultures, intrinsically linked to individual places. Character is fluid and reflected by people who value and influence the places they are connected to in different ways."

Source: NSW Local Character and Place Guideline

Understanding and nurturing the unique identity of each place, whilst also meeting the existing and future needs of our communities, will ensure we create places, neighbourhoods and cities that are healthy, responsive, integrated, equitable and resilient.

NSW Government in partnership with the NSW Government Architect have prepared a series of guidelines to assist in understanding local character and place. This chapter of the report has been prepared in alignment with these guidelines to understand the place characteristics of the locality at two key scales being:

- Local Context Analysis; and
- Site Analysis.

LOCAL CONTEXT ANALYSIS

The local context analysis will investigate site's broader context include the following:

- Land use analysis;
- Movement and public transport analysis; and
- Open space analysis.

LAND USE AND SERVICES

The locality is surrounded by employment uses to the north and east, low density residential uses immediately west and a series of open/green space along the Georges River corridor.

There are no significant changes to the surrounding areas earmarked in current planning policies.

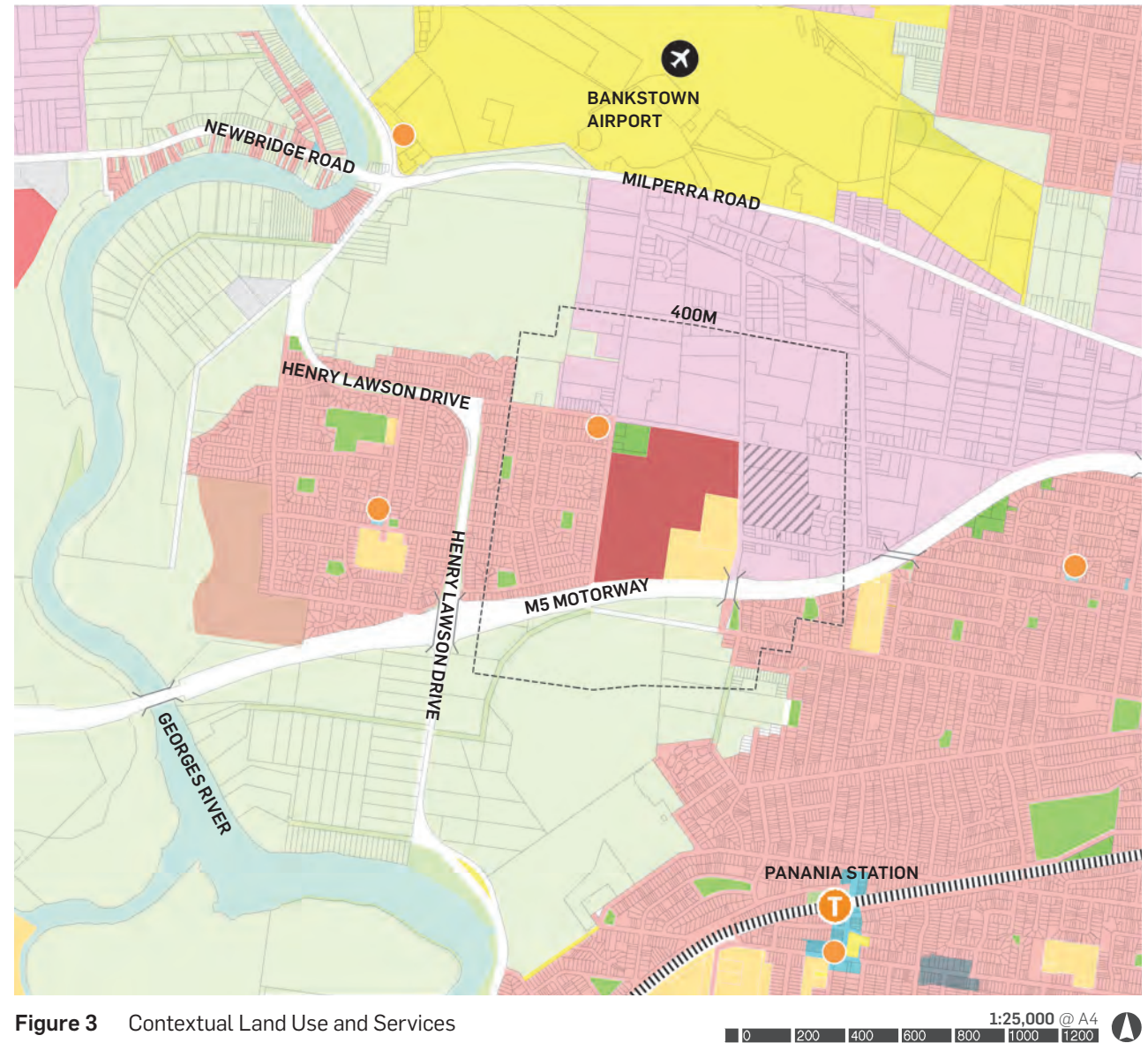
There is one existing neighbourhood centre within the 400m catchment from the site offering limited retail choices. The closest local centres are near Panania and Revesby Stations, which are approximately 1.5-2.5km south of the site.

LAND USE AND SERVICES

	Subject Site
	Low-density Residential
	Employment Uses
	Local Centres
	Schools / Educational facilities
	Open Spaces
	Vacant Site
	Existing Neighbourhood Centres
	Bankstown Airport
	Railway Line and Station

Key Insights

- Future population growth might put additional pressure on the existing retail facilities. There is an opportunity for the site to incorporate a small neighbourhood centre to serve the local community and diversify local retail choices without competing with existing centres.



MOVEMENT AND PUBLIC TRANSPORT

The northern and eastern site boundaries are bounded by two collector roads - Bullecourt Avenue and Horsley Road. These two collector roads would bring traffic to/from Henry Lawson Drive to the west, and Milperra Road to the north.

The closest train station is Panania and Revesby Station. Meanwhile, there are several bus stops at the doorstep connecting to other regional centres, and Revesby Station.

MOVEMENT	
	Subject Site
	Collector Road
	Main Road - Milperra Road runs east-west connecting to Liverpool and Sydney CBD. - Henry Lawson Drive connects to Parramatta to the north. M5 could be accessed as well via Henry Lawson Drive.
	Highway M5 could be accessed via Henry Lawson Drive to the west, or via Beaconsfield Road to the east.
PUBLIC TRANSPORT	
B	Bus Services Bus routes including 922, 962, M90 and S5 providing services to Burwood, Bankstown, Liverpool, Miranda and etc.
T	Railway Line and Station T9 train line connecting to Airport and Campbelltown
	Indicative Access to Site
	800m / 2km Catchment

Key Insights

- The site is conveniently serviced by road infrastructure and public transport providing connections to key regional destinations in Sydney. This will be a strong support for any future intensification of the site.

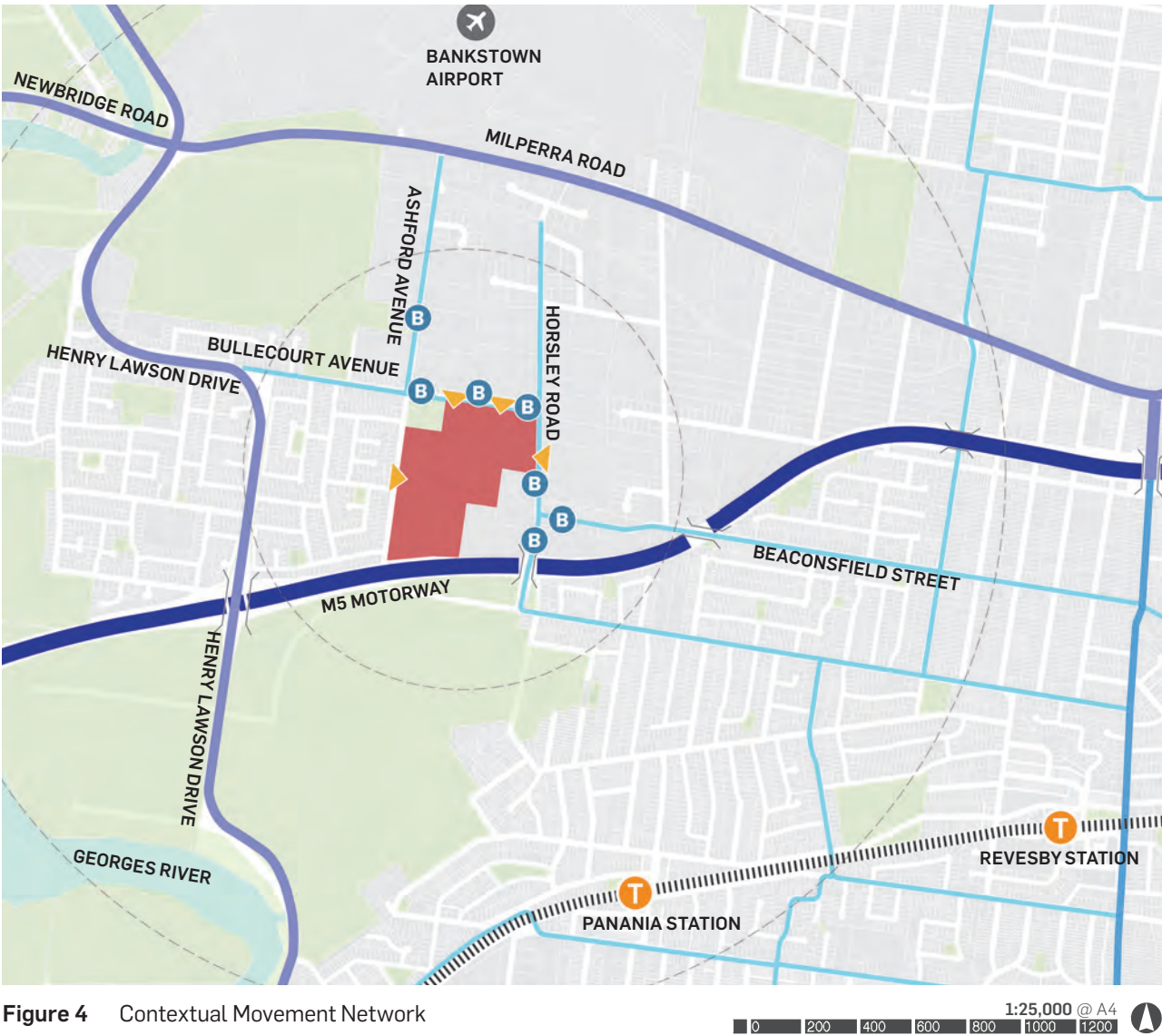


Figure 4 Contextual Movement Network

OPEN SPACE AND ACTIVE TRANSPORT NETWORK

The neighbourhood is featured with an 'open space belt' along Georges River. The current open space network offers a combination of public open space, private open space and riparian open space that are primarily covered by bushland. At a regional scale, the public open spaces provide both active and passive recreation opportunities and they are connected by existing cycleways.

However, aside of Milperra Reserve and Beatham Reserve, there are limited parks offering sporting/playground within 400m catchment of the site.

OPEN SPACE AND ACTIVE TRANSPORT

	Subject Site
	Private Open Space
	Public Open Space
	Riparian Open Space
	Golf Course
	Sports Field
	Playground
	Bushland
	Cycleway

Key Insights

- There is an opportunity for the subject site to develop active transport network and potentially connect to wider network in the future.
- There is an opportunity to provide more active open spaces within the site and minimise additional pressure on existing open spaces.



Figure 5 Contextual Open Space Network

SITE ANALYSIS

The site analysis will investigate site and its immediate context's existing and future desired character, as well as key constraints. It will include the following:

- Topography and slope analysis;
- Existing vegetation analysis;
- Site access and egress analysis;
- Surrounding uses analysis;
- Site edges analysis; and
- Building character analysis.

At the end of this section, a consolidated opportunity mapping will be developed to conclude the analysis.

TOPOGRAPHY AND SLOPE

The site is generally flat with most of the slope being less than 10%. The local highest point is at the northeastern corner of the site and it falls down gently towards the southwest.

TOPOGRAPHY AND SLOPE

	Site Boundary
	2m Contour
	High Point
	Low Point
	Slope Direction
	0-5%
	5-15%
	15-18%
	Greater than 18%

Key Insights

- The relatively moderate slope within the site will be beneficial in minimising cut and fill.

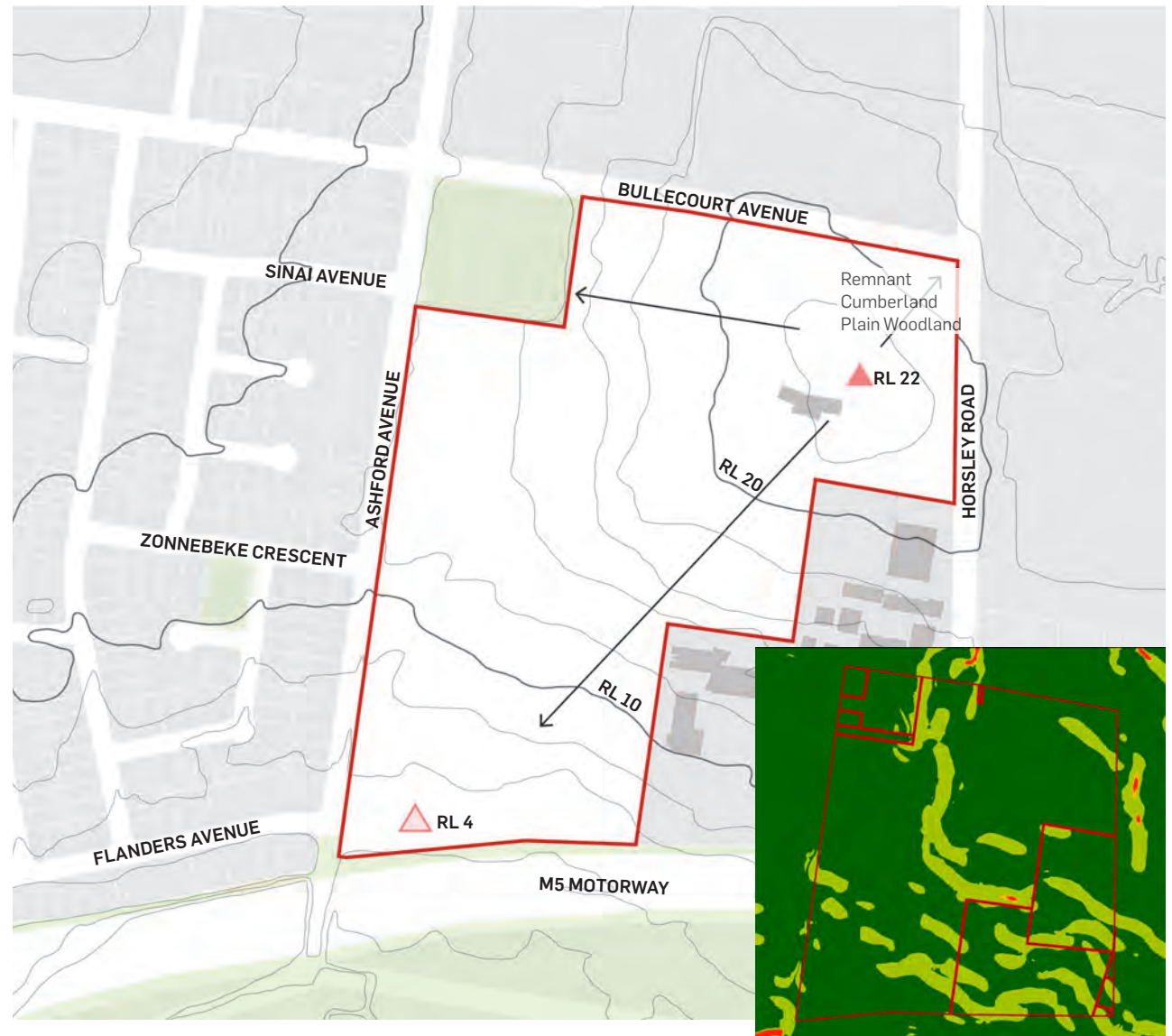


Figure 6 Topography and Slope

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EXISTING VEGETATION

The north eastern corner of the site contain and patch of Cumberland Plain Woodland , which is classified as a critically endangered ecological community.

There are trees of varying significance scattered across the northern half of the site.

EXISTING VEGETATION

	Site Boundary
	Existing Trees
	Open Spaces / Sports Field
	Cumberland Plain Woodland

Key Insights

- The Cumberland Plain Woodland will need to be retained and it has the opportunity to become a part of the locality's identity.
- Subject to further detailed design, other significant trees should be protected where possible.



Figure 7 Existing Vegetation

OPEN SPACE

A series of existing open spaces are located in the vicinity of the site, however, as was mentioned in previous chapters, there is a lack of open space diversity in the locality.

OPEN SPACE

	Site Boundary
	Public Open Space (Park / Sports Field)
	Cumberland Plain Woodland

Key Insights

- Although the site is adjacent to the existing Milperra Reserve, demands and opportunities of new open spaces will be unlocked to support local communities.
- Redevelopment of the site has a potential to provide publicly accessible open spaces for the wider community.



Figure 8 Existing Open Space Provision

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MOVEMENT NETWORK

The site is bounded by three streets along the northern, western and eastern boundaries. There is one access point off each one of the external roads:

- There is one vehicular access on Bullecourt Avenue, and a pedestrian access off a bus bay,
- One on Horsley Road that is directly connected to carpark, and
- One secondary gated access point on Ashford Avenue, which is not available for general public uses.

There are a few vehicular traffic lanes within the subject site, however these are disconnected and mainly used for services.

Bus services mainly run along Bullecourt Avenue and Horsley Road with several stops.

MOVEMENT

	Site Boundary
	M5 Motorway
	Main Road with Public Transport Corridor
	Local Street
	Existing Internal Lanes on Site
	Existing Main Access
	Existing Secondary Gated Access
	Existing Pedestrian Access
	Indicative Bus Stop

Key Insights

- The site is currently perceived as a movement barrier, unlocking the site could bring better permeability to both pedestrians and vehicles.

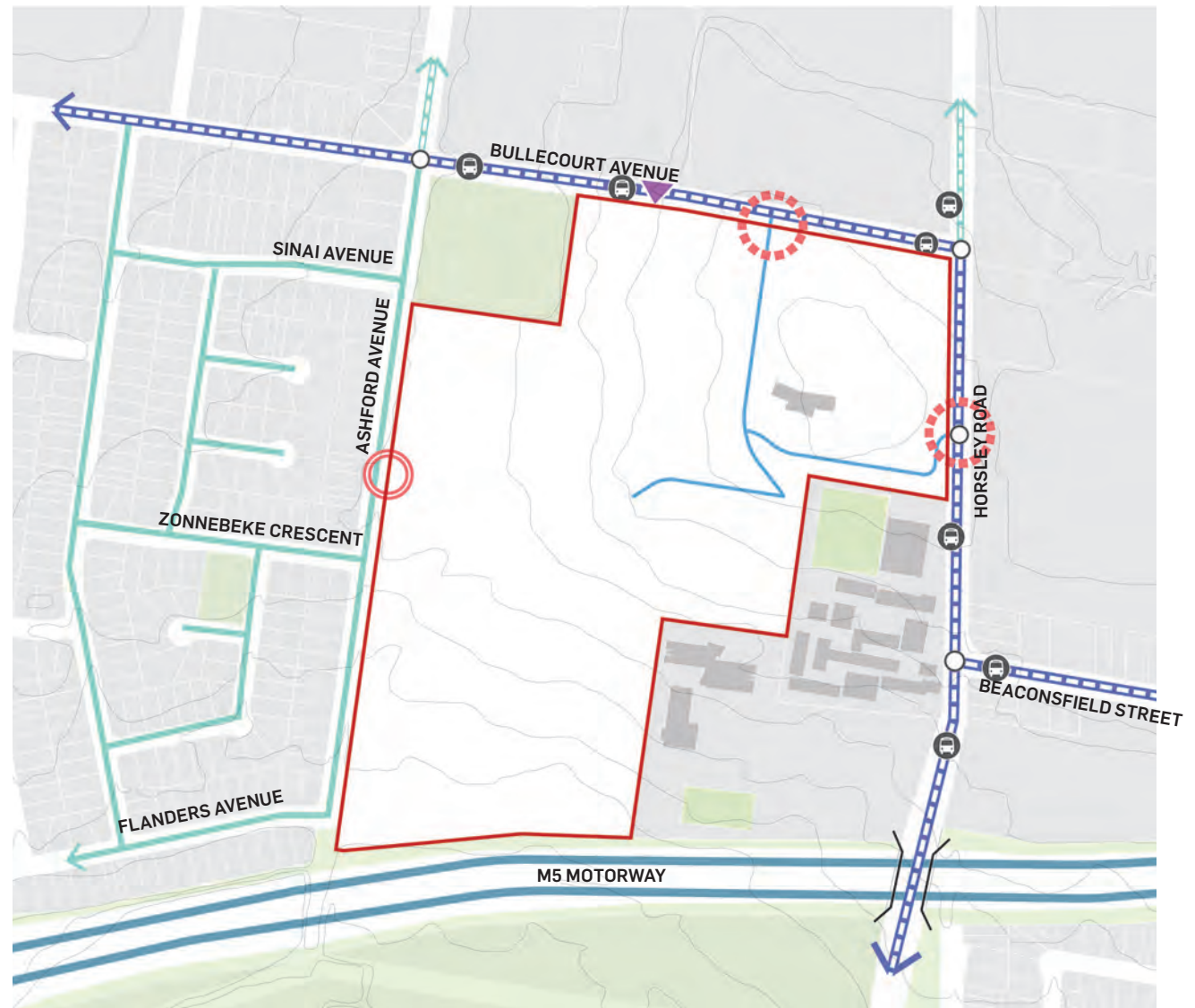


Figure 9 Site Access and Movement Network

EXISTING USES

The site sits between employment precinct and low rise residential. A small neighbourhood centre north west of the site offers limited retail choices. Mount St Joseph Catholic College is a secondary school that sits along the eastern boundary. The land outside the southeastern corner is currently part of the university and is set aside for potential school expansion.

LEGEND

	Site Boundary
	Low-density Residential
	Employment Uses (Industrial / Warehouse)
	Neighbourhood Centre
	School
	Open Space (Park / Sports Field)
	Existing Childcare Centre (50% of placements are for the public)
	Buildings on site which have been demolished
	Cumberland Plain Woodland

Key Insights

- The site is mostly vacant. In the future, the site could be opened up and face a wider community.
- There are limited retail facilities in the locality. With growing population, the existing facilities will be under even more pressure.
- The existing childcare centre could be retained and re-adapted to facilitate a range of possible future uses including cafe or restaurant and small scale retail.

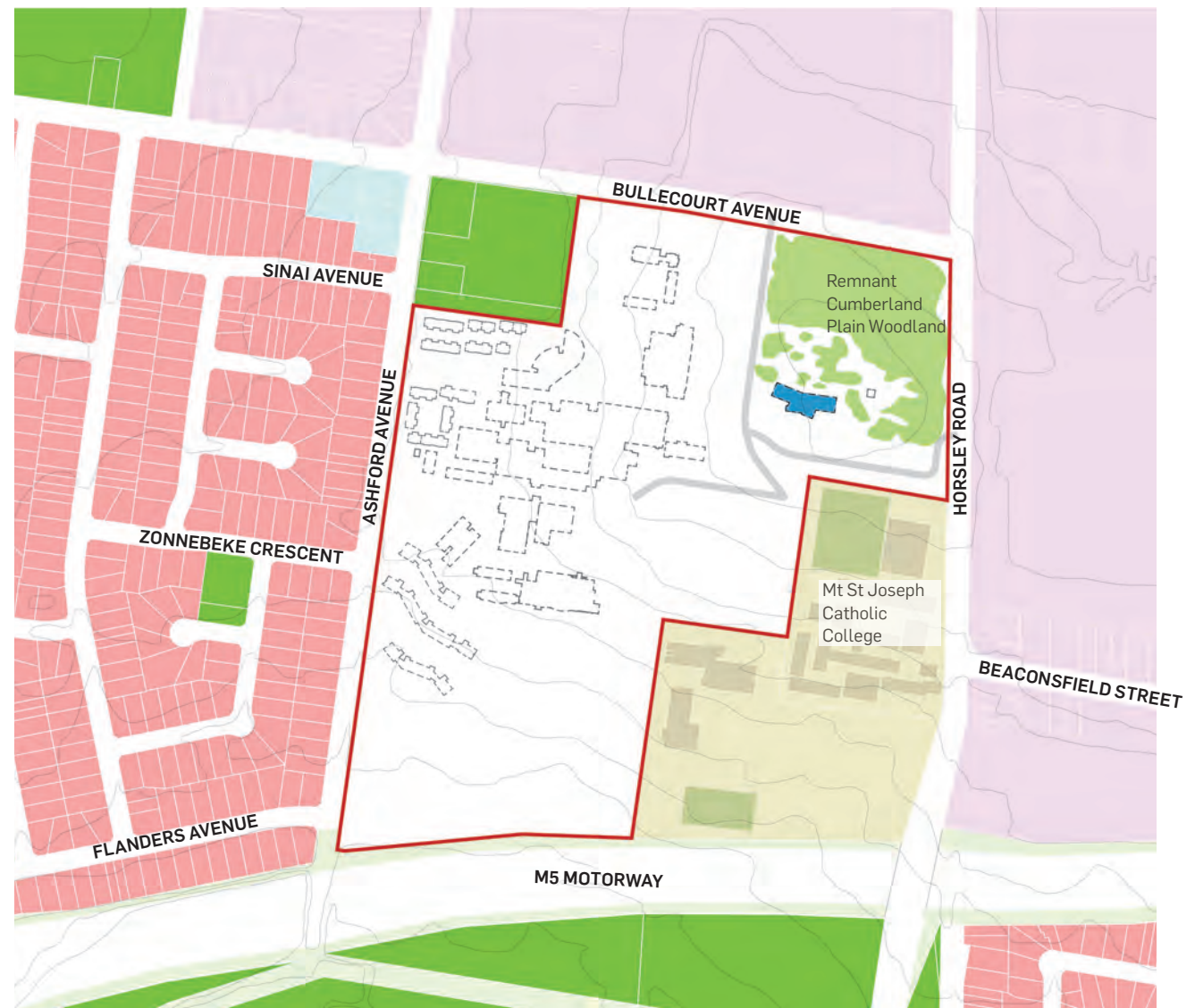


Figure 10 Existing Uses

BUILT FORM AND STREET EDGES

There are four types of buildings in the vicinity of the site.

BUILDING TYPOLOGY	
	Detached Low Rise Dwellings
	Building to the west of Ashford Avenue are primarily low-rise detached dwellings. They are 1-2 storeys in height and span along the entire length of the western site boundary.
	Local Shops
	The shop at the northwestern corner of the site are up to 2 storeys in height. They do not form any dominant character in the locality due to its limited presence.
	Industrial Warehouses
	The employment areas to the north of the site are typically 1-3 storeys with frontages characterised by loading docks/carparks, forming an inactive and unwelcoming presence towards the subject site.
	Schools
	The site wraps around the Mount St. Joseph Catholic School on two sides. The school buildings are up to 3 storeys and there is a sportsfield adjacent to the site boundary.
	Future Warehouse Development
	The 270 Horsley Road SSD has recently been granted consent for the construction of a two-storey warehouse and distribution centre with a total gross floor area (GFA) of 71,783m², comprising twelve warehouse tenancies, ancillary office space, end-of-trip facilities, and a café
	Existing Perimeter Vegetation
	M5 Motorway stretches along the southern site boundary, and vegetation buffers are identified along this edge.
	Fences
	The site is currently surrounded by fences along the perimeter of the site, imposing a defensive interface towards the surrounding.

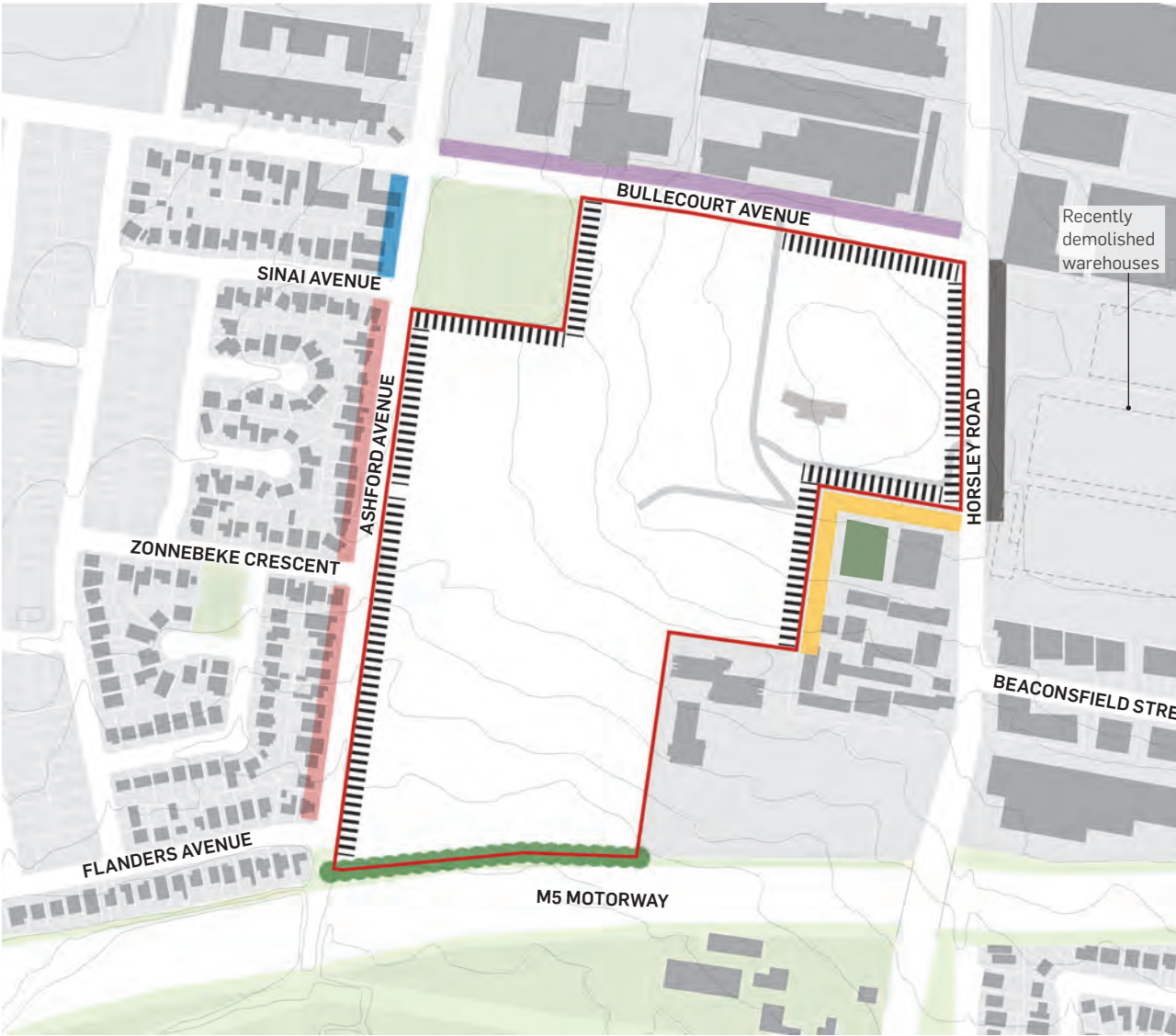


Figure 11 Built Form and Street Edges

STREET INTERFACE



Indicative Ashford Avenue Interface



Indicative Horsley Road and Bullecourt Avenue Interface



Indicative M5 Interface



Key Insights

- Interface to Ashford Avenue fronts 1-2 storey houses.
- Future development will need to be compatible and sympathetic with the scale of these houses.



Key Insights

- The streetscape is mostly vegetated on the site side, and parking/loading areas on the industrial buildings side.
- The industrial building interface brings negative visual impact and potential noise/air pollutions. Future developments need to minimise direct primary interface with these building.



Key Insights

- M5 is a major Motorway with significant traffic volumes. This incurs air and noise pollution to the neighbouring sites. There is a buffer zone consisting of clusters of trees and a noise wall along the university interface to reduce the impacts on university operation.
- Future development will also need to consider noise/air pollution mitigation measures, and minimise residential development along this boundary.

SITE OPPORTUNITIES

Based on the site-specific analysis above, following site opportunities are identified.

STREET INTERFACE	
Street Interface - Ashford Avenue	
	Low-density Residential Existing low-density houses fronting the site to the west of Ashford Avenue.
	Site Frontage Opportunity In response to the contextual Ashford Avenue street edge, low-density residential developments are recommended as more sympathetic response.
Street Interface - Bullecourt Avenue & Horsley Road	
	Industrial Interface Existing industrial buildings characterised by large vehicle access, carparks and goods loading zones.
	Site Frontage Opportunity In response to the contextual street edge, buffers along Bullecourt Avenue and Horsley Road are recommended as a response.

OPEN SPACES AND COMMUNITY AMENITIES	
	Open Space Potential additional active and passive open spaces to diversify local open space provision.
	Potential Community/Retail Facilities The existing childcare centre could be re-adapted to accommodate additional community or retail facilities.
CONNECTIVITY	
	Potential Primary Local Connection Primary local connections are suggested linking Ashford Avenue, Horsley Road and Bullecourt Avenue. One entry point is proposed on each of these streets to ensure no excessive additional vehicle movements are brought to the neighbourhood while improving local permeability.
	Secondary Local Connection Secondary local connections will provide an inter-connected movement network within the site.
	Potential Pedestrian Connection Two pedestrian links are suggested off Ashford Avenue: One along Milperra Reserve and another one linking to the proposed open space. One additional pedestrian link connects the site to Milperra Reserve along the Bullecourt Ave.

	Primary Access off Bullecourt Avenue
	Access with Turning Restriction (left in-right out) This will limit vehicular activities via this entry point and minimise the impacts on the neighbourhood.
RESPONSE TO SITE CONSTRAINTS	
	C2 Conservation Zone Area predominantly made up of Cumberland Plain Woodland which will be retained.
	Setback from M5 Buildings will be setback away from this edge to reduce potential noise impact.
POTENTIAL HOUSING OPPORTUNITIES	
	Opportunities For Diverse Housing Provision There is an opportunity to provide diverse housing types facing different users.

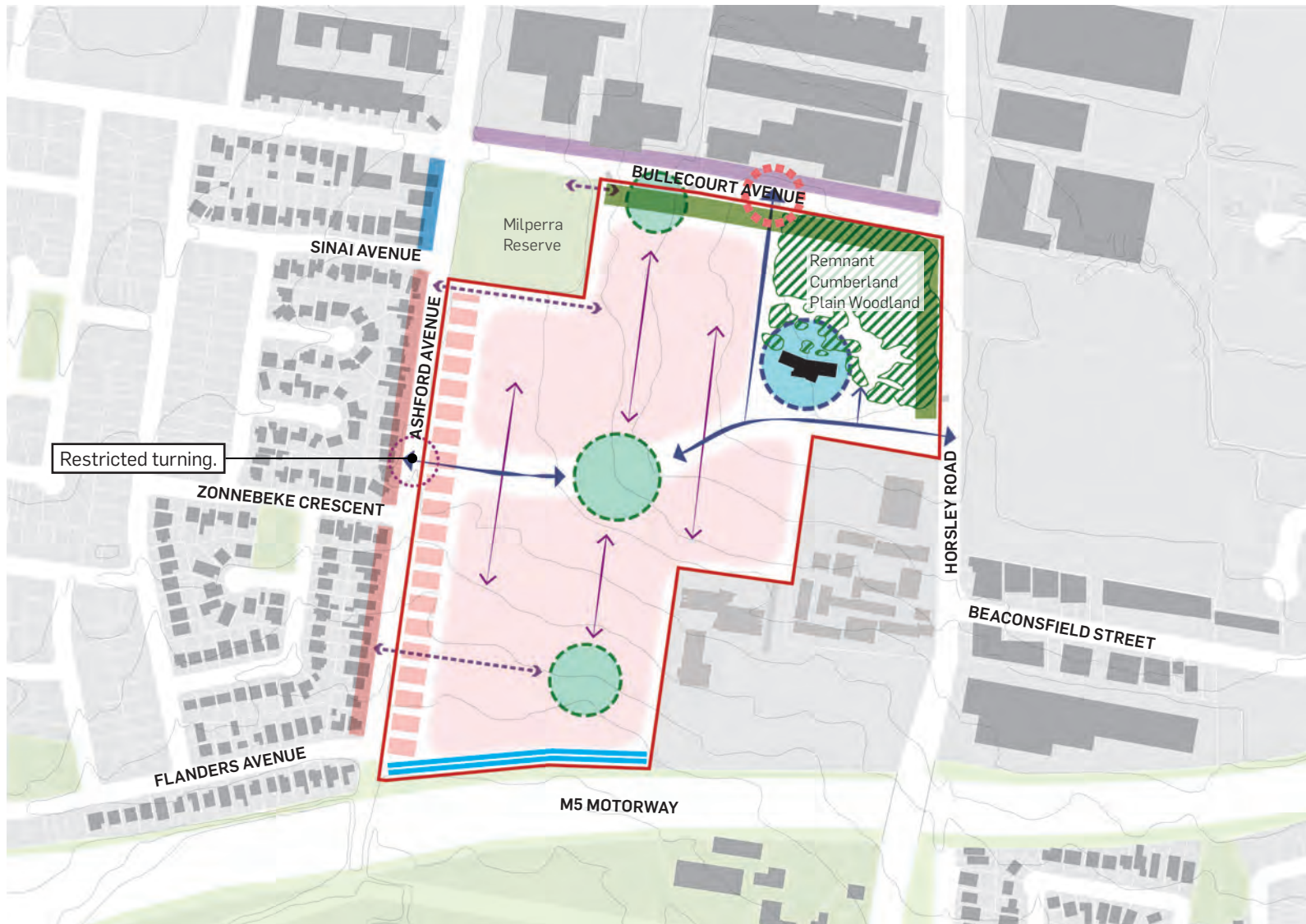
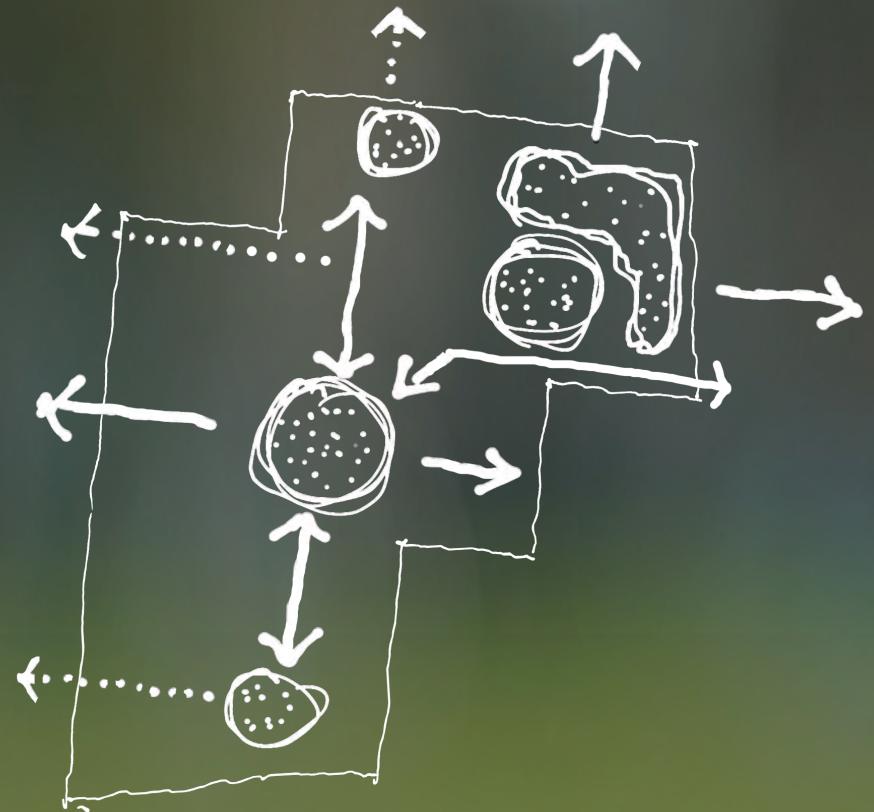


Figure 12 Site Opportunities

KEY DIRECTIONS



OFFER THE WIDER COMMUNITY WITH PLACES TO GATHER AND THRIVE



ESTABLISH A CONNECTED NETWORK OF OPEN SPACES



BUILT FORMS THAT ARE SENSITIVE TO THE EXISTING CONTEXT



PROVIDE A DIVERSITY OF HOUSING TYPES

MASTER PLAN

VISION

The new neighbourhood is intended to create its own unique character with a diversity of housing types interspersed with a range of parks and green spaces offering both active and information recreation opportunities for both future and existing residents in the surrounding area. These landscape and public realm components will anchor the neighbourhood and contribute to the sense of community.

The Illustrative Master Plan illustrates high-level landscape design and character areas within the intended road network. The precinct has been designed to respond to the adjacent residential area to the west of the site, as well as the employment areas to the north and east.

Table 1 Key Development Parameters

USES	PROPOSED YIELD
Childcare Centre & Retail Hub	Approximately 690 m ²
The existing child care building is to be retained. Subject to future demand analysis, a component of the child care may be retrofitted to a cafe or restaurant, in addition to child care placements.	
Public Parks	14,441 m ²
The precinct will provide additional 3 public parks of different types to the wider community:	
• Northern Open Space along the northern boundary near the bus stop,	4,643 m²
• Central Open Space at the heart of the precinct and	5,076 m²
• Southern Open Space by the southern boundary.	4,722 m²
A Diversity of Housing Provision	Up to 430 Dwellings
Proposed lot size range 250sqm-450sqm. Variety of housing types containing a range from 2 to 5 bedroom homes being either attached, semi-detached and detached typologies.	
Retained Cumberland Plain Woodland	> 2 ha
Ongoing protection of the existing Cumberland Plain Woodland as a key natural feature.	



Figure 13 Indicative Illustrative Plan

ACCESS AND MOVEMENT

A tree-lined street network is designed to enhance the local movement permeability and creates a pedestrian and cyclist friendly environment.

ACCESS AND MOVEMENT	
	Site Boundary
Site Access	
One main access is proposed on each one of the adjacent street. This is consistent with the current campus arrangement and will minimise the amenity impact from the additional traffic.	
	Primary Access (off the Bullecourt Avenue)
	Main Access
Access with Turning Restriction	
	An access off the Ashford Avenue will be provided with restricted to left in - right out movement, minimising the additional traffic impact and opportunities for the drivers to use the site and existing local roads as a shortcut.
Main Movement Corridor	
	The main movement corridor will: • Traverse east-west across the precinct and also, • Connect northwards to Bullecourt Avenue. • Accommodate footpath within the street corridor.
Local Street / Laneway	
	The local streets and laneways will further improve the permeability of the site. Local streets will also be associated with footpath within the street corridor.

Pedestrian Access	
	• Two pedestrian-only access points are proposed off Ashford Avenue: – The northern one is to the south of Milperra Reserve will leverage the park amenities, and – The southern access provides direct pedestrian connection to the southern open space. • One off Bullecourt Avenue next to the bus stop to provide easier site access to commuters.
	Pedestrian Path
	Existing Bus Stops
	Bus Stops Adjacent to the Site
Childcare Centre Site	
	The Childcare Centre Site will be bounded by two main movement corridors near the access points to enhance its exposure to passing traffic and maximise its accessibility.

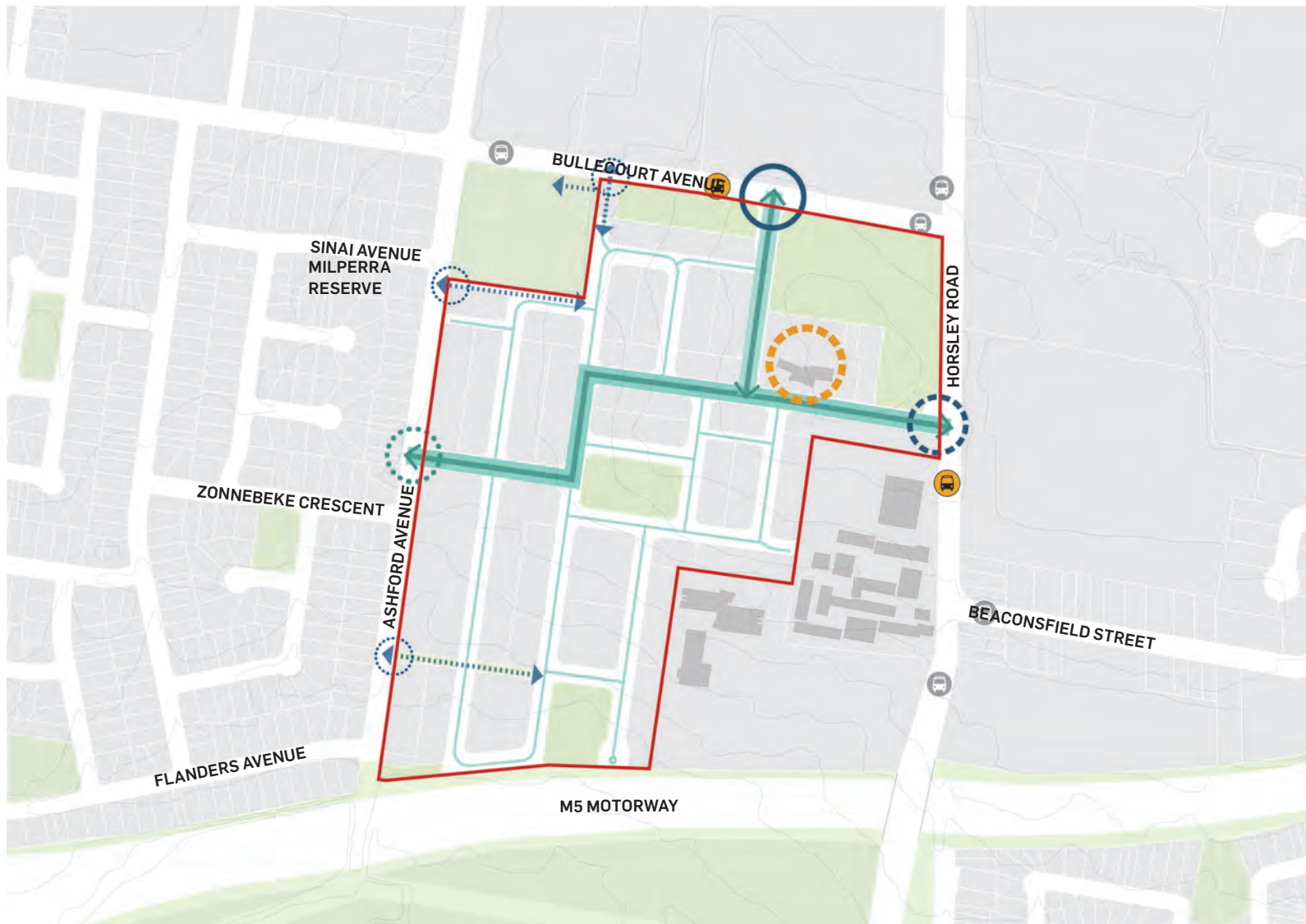


Figure 14 Proposed Movement Network

SENSITIVE & RESPONSIVE INTERFACE

Sensitive and responsive interfaces have been proposed to minimise the impact to and from the existing context.

INTERFACE



Site Boundary

Residential Front Facade Interface



Low rise detached residential houses are proposed along Ashford Avenue. This will provide a sympathetic response to the existing houses west of Ashford Avenue.

Green Buffer



Residential interfaces towards the adjacent employment precinct will be minimised by the proposal of northern open space, and the retention of Cumberland Plain Woodland.

The vegetation buffer along the M5 Motorway will be retained.

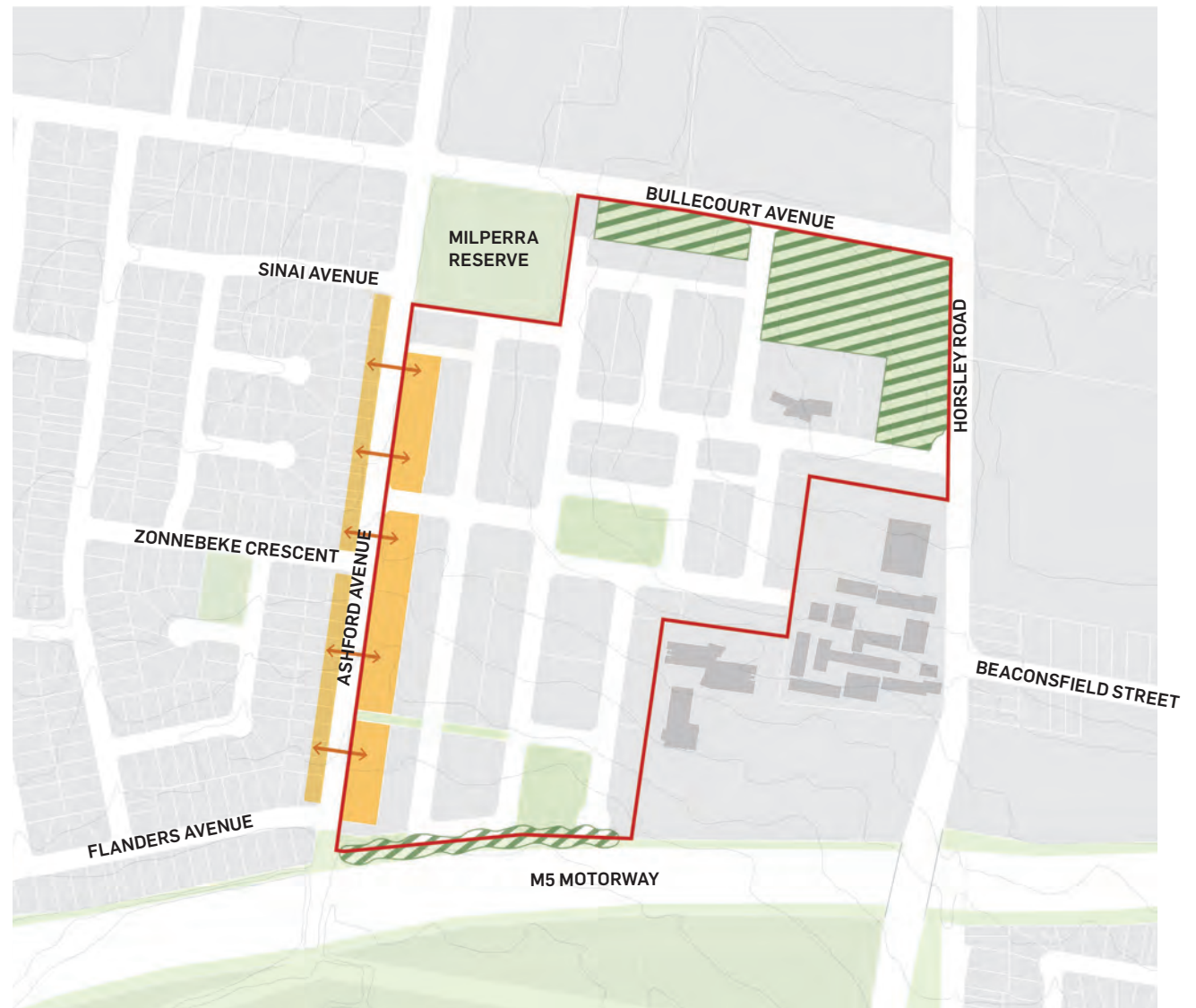


Figure 15 Proposed Interface Response

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Figure 16 Bullecourt Avenue Entry Looking North

DIVERSE OPEN SPACE OFFERING

A well-connected open space network with diverse destinations and green links is envisaged in the site. The open spaces will not only service the site itself but also a wider neighbourhood.

OPEN SPACE & ACTIVE TRANSPORT CORRIDOR	
	Site Boundary
Primary Active Transport Network	
The primary active transport network provides both cycling and pedestrian connections to/ between:	
	• Site entries, • All the proposed open spaces as well as Milperra Reserve, and • Around the central and southern open spaces.
Secondary Active Transport Network	
The secondary active transport network provides pedestrian connections as a supplement to the primary active transport network to ensure a connected walking network across the entire precinct.	
	
Existing Cycle Network on Horsley Road	
	The cycling network with the precinct could potentially be connected to a wider cycling network.

	Northern Open Space
Integrated with a designed basin and wetland planting, Northern Open Space dominantly provides gathering places for local residents and educational opportunities for school students from the surroundings.	
	Central Open Space
As an open space heart for local families, Central Open Space facilities a variety of activities and functions including a kick around space, large open lawn areas, BBQ and picnic facilities and amenities.	
	Southern Open Space
It will provide an small turfed kick around space with fitness equipment and continuous perimeter shared path.	
	Retained Cumberland Plain Woodland
Apart from the ecological value, the retained Cumberland Plain Woodland will also contribute to creating a sense of place and connect to the past of the precinct.	

	Milperra Reserve
There will be embellishments to Milperra Reserve under the proposed draft VPA:	
• New lawn / turf and irrigation to expand the footprint of the existing area to allow for more sporting codes soccer / rugby etc. (currently set up for hockey); • Basic seating around the periphery of the playing area; • Rubbish bins; • Lighting; • Shaded seating (under trees); • Upgrade to amenities (toilets etc.); • Drinking fountains; • Some areas of shade trees on the periphery of the playing fields; and • Landscaping treatments, including paths to better integrated Milperra Reserve with the Land.	
This will further improve the quality of open space provision within the locality and the reserve will be integrated with the new child care/commercial precinct via pedestrian connections.	



Figure 17 Proposed Open Space Network

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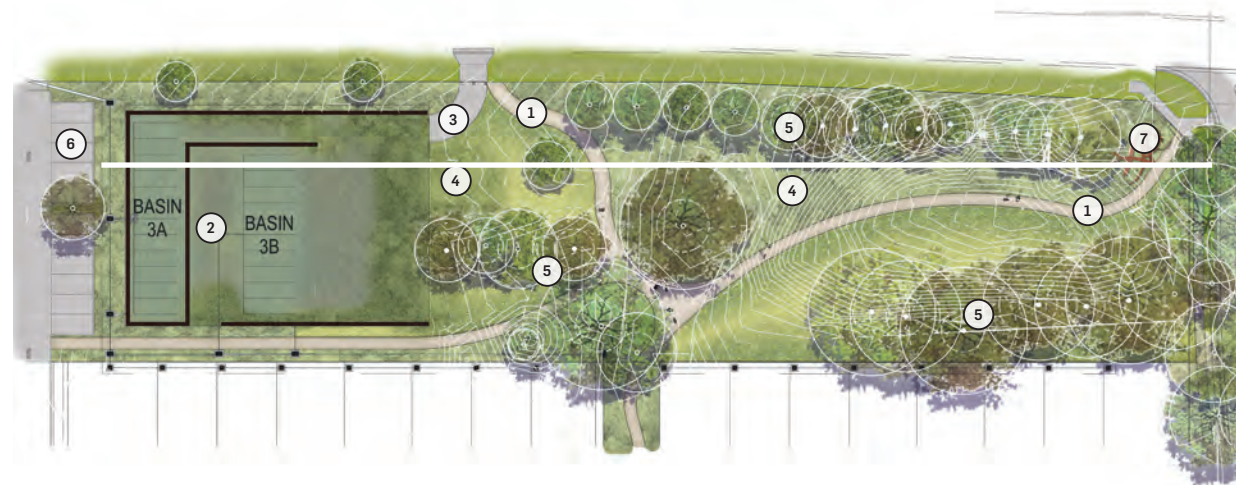
NORTHERN OPEN SPACE

The Northern Park acts as the green gateway open space to the development from Bullecourt Avenue. It is defined by a large number of existing mature canopy trees with a strong focus on stormwater retention as part of a larger theme of sustainability.

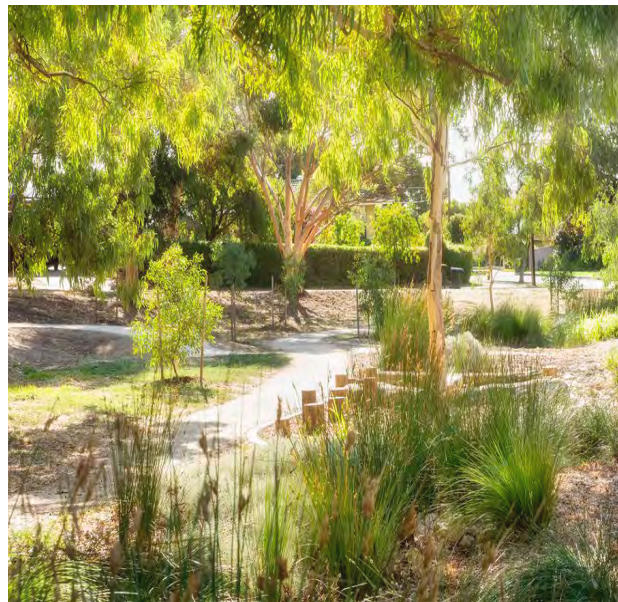
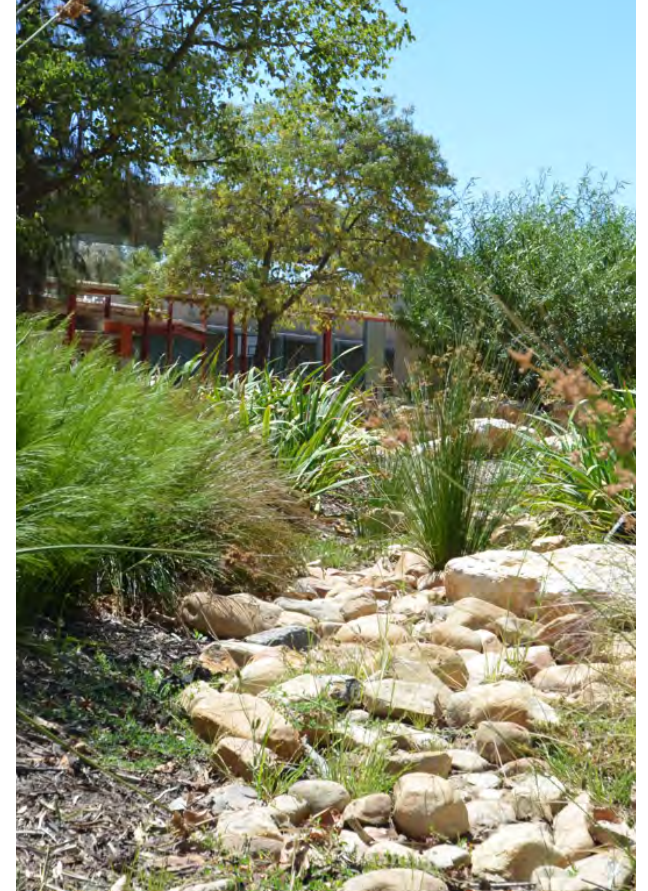
The park acts as a passive retreat that preserves the natural topography of the site and celebrates the large canopy trees. This is enhanced by layered native planting that provide moments of cooling shade for those meandering through the parks trail network connecting through and out of the development.

LEGEND

- ① Discovery trail and circulation
- ② Proposed bio-basin
- ③ Maintenance access
- ④ Native planting buffer
- ⑤ Existing trees to be retained and protected
- ⑥ Car parking area
- ⑦ Entry statement feature art



PROGRAMS AND PRECEDENTS



CENTRAL OPEN SPACE

The green heart of the development features a mix of engaging programs, including dynamic play areas, meandering informal trails, inviting shelters, and expansive open lawns. The park is designed to celebrate and enhance the existing tree canopy while introducing new plantings to create a lush, green haven.

LEGEND

- ① Perimeter and Primary Access
- ② Secondary Internal Circulation Path
- ③ Open Lawn Area
- ④ Picnic and seating nook with shelter structures
- ⑤ Bike Racks
- ⑥ Bush Tucker Garden
- ⑦ Mounded Softfall area with Slides and climbing elements
- ⑧ Active Play
- ⑨ Informal Trails
- ⑩ Indicative electrical substation kiosk
- ⑪ Existing tree cluster to be retained
- ⑫ Feature Play Structure



PROGRAMS AND PRECEDENTS



SOUTHERN OPEN SPACE

The concept plan integrates a dynamic sports court and an invigorating outdoor gym, fostering a lively hub for physical activity and social interaction. The design is harmoniously woven into the Cumberland Woodland context, with a strategic planting scheme that enhances biodiversity and fosters a sense of place. This green oasis is not just a recreational space, but a living, breathing ecosystem that captures overland flow for the broader site.

LEGEND

- 1 Primary accessible circulation
- 2 Permeable pavement path
- 3 Flexible overflow turf area
- 4 Seating nook and picnic area
- 5 Feature paving
- 6 Basin and WSUD planting terraces
- 7 Outdoor fitness zone
- 8 Amphitheatre lawn
- 9 Multi-purpose hardstand sports court / Active wall
- 10 Terraced seating
- 11 Native screening planting
- 12 On street parking with blister tree planting in porous paving
- 13 Historical signage opportunity (Refer HIS report)



PROGRAMS AND PRECEDENTS



GREEN AND BLUE INFRASTRUCTURE

Integrated with WSUD approach, a series of green and blue infrastructures have been proposed to enhance biodiversity and create a greener and more sustainable community.

The proposed Northern and Southern Open Spaces will be able to accommodate drainage basins for temporary storm inundation events.

GREEN INFRASTRUCTURE

	Site Boundary
	Street and Public Domain Tree Canopy Approximately 605 street trees has been proposed by the indicative landscape master plan. (The actual number is subject to further detailed landscape study).
	Retained Cumberland Plain Woodland

BLUE INFRASTRUCTURE

	Swale
	Indicative Proposed Dry Basins
	Indicative Water Flow



Figure 18 Proposed Green and Blue Infrastructure

ACTIVATION OF OPEN SPACES

The proposed dwellings are orientated towards the new open spaces to leverage the amenity and views while providing activation and pass surveillance to the parks.

INTERFACE

	Site Boundary
	Open Space
	Residential Facing to Open Space
	Passive Surveillance and Activation



Figure 19 Activation of Open Space

ENHANCEMENT TO EXISTING CHILDCARE FACILITY

A new childcare precinct is envisioned within this master plan. The existing childcare will be retained and expanded into a mix of retail/community facility to service the precinct as well as the wider community. It will include:

- Childcare centre, and
- Cafe or Restaurant.

The outdoor areas will borrow amenity from the retained bushland and offer activities including dining, play area and gardens.

LEGEND

	Site Boundary
	Childcare Precinct
	Expanded retail/community facility
	Outdoor Areas
	Retained Cumberland Plain Woodland

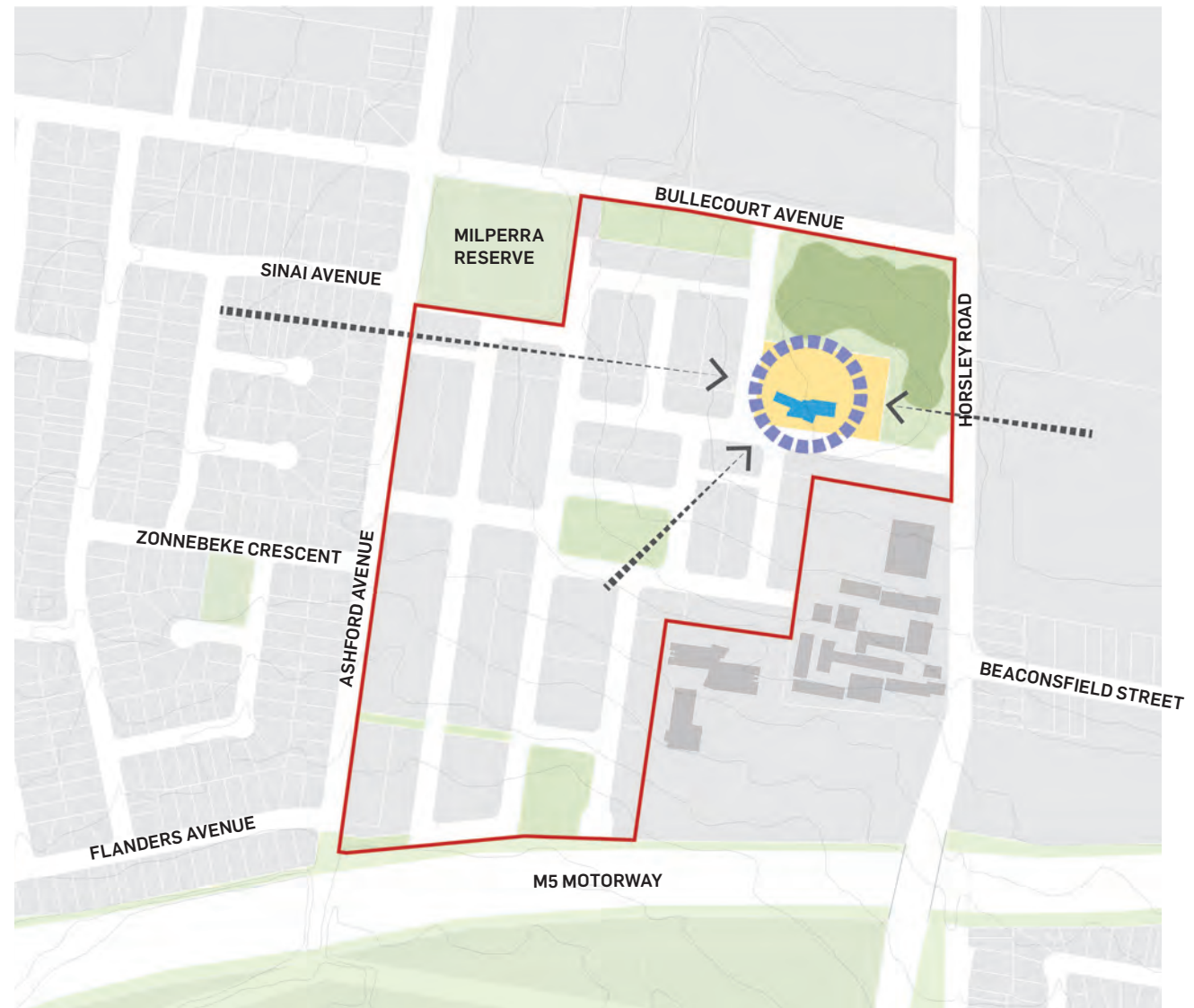
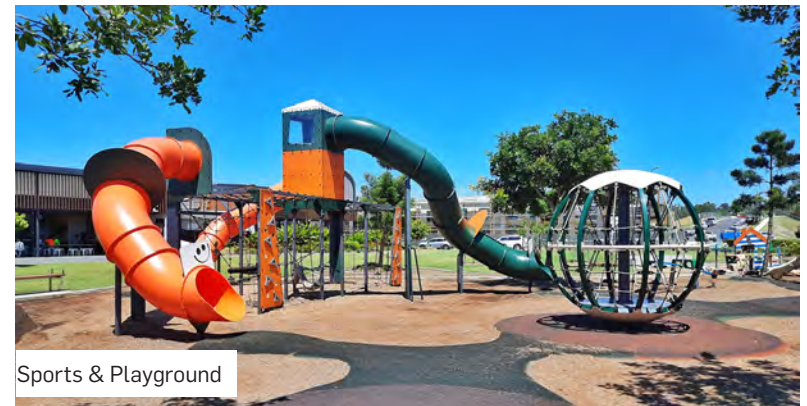


Figure 20 Enhancement of Existing Childcare Facility

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THE NEW CHILDCARE PRECINCT

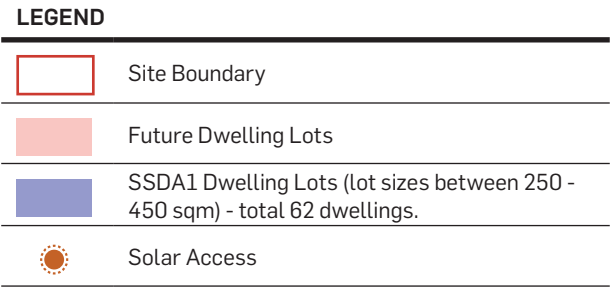


DIVERSE HOUSING TYPES

A vibrant and liveable neighbourhood with a mix of lot sizes and frontage widths creating a more inclusive and adaptable community. It allows for different housing types — from compact homes to larger family dwellings — which can meet the needs of a broad demographic.

This variety also helps avoid uniformity in the streetscape, making the area more visually engaging and fostering a sense of character

The predominantly north-south orientated residential blocks will optimise the solar amenity.



VARIETY OF HOUSING TYPES



VISUAL IMPACT ASSESSMENT

SURROUNDING VISUAL CONTEXT

The visual context surrounding the site is characterised by mixed suburban and light industrial development. The site is bordered to the north-west by Milperra Reserve which includes a central open expanse with a turf sports field, amenities building and irregular tree planting around the perimeter. To the north-east, it adjoins a substantial area of protected remnant Cumberland Plain Woodland. To the north and east of the site is industrial and commercial premises, generally of single to two-storey height, presenting rectilinear metal or rendered façades with extensive hardstand areas. These utilitarian buildings introduce a contrasting scale and texture to the otherwise residential setting.

To the east the site is bordered by Mount St Joseph Catholic College which includes built form characterised by low profile single and double storey development including older brick buildings through to large, contemporary buildings. The sports facilities—including an oval, covered courts, and tennis courts—are clustered and well-integrated into the landscape creating large expanses of green space among the built form.

The residential built form west of the site, including Ashford Avenue along the western site boundary, is predominantly low-rise, comprising single-storey brick dwellings and an increasing number of contemporary two-storey houses and duplex developments on medium-frontage suburban lots. These residences typically feature tiled roofs (hip/gable), landscaped front gardens and small ornamental trees which contribute to a vegetated streetscape. Street tree planting is irregular, and canopy coverage is fragmented.

Directly to the south of the site is the M5 South Western Motorway, forming a physical and visual boundary.



Figure 22 View north along Ashford Ave.



Figure 23 Contemporary development on Ashford Ave.



Figure 24 Low height commercial development at the intersection of Ashford Ave and Bullecourt Ave.



Figure 25 View north from Ashford Ave and Flanders Ave.



Figure 26 Land east of the site along Horsley Road currently being developed for industrial use.



Figure 27 View west of M5 from Horsley Road bridge.

VISUAL CATCHMENT

An indicative viewshed was produced in Google Earth with a representative building height of 6.4m (3.2m floor to floor height for a two storey building). 6 points on the edge of the site boundary were used to create individual viewsheds and then combined to produce the viewshed (Figure 29).

Key Findings:

- Potential visibility from the **public domain** is highest from immediately surrounding roads including Ashford Avenue, Bullecourt Ave and Horsley Road.
- Milperra Reserve is the only public recreation space that will have views of any potential development due to its location on the site boundary.
- Visual impacts on **private domain views** are restricted to dwellings on Ashford Avenue.
- Dwellings on Ashford Avenue would block views from further residential development to the west.
- Views from the M5 are not possible due to noise walls.
- Large scale commercial and distribution development to the north and east block long distance views beyond in both directions.

Summary

Due to the underlying topography, presence of vegetation within surrounding streets and properties, and intervening built form, the visual catchment of the proposal is small and constrained.



Figure 28 Indicative viewshed.

VISUAL EFFECTS ON THE SURROUNDING CATCHMENT

- Potential visibility will be greatest from Ashford Avenue and Milperra Reserve.
- The potential to perceive the visual effects of development on the site will be limited from Bullecourt Avenue due to a proposed park on the northern boundary and the retention of the Cumberland Plain Woodland to the north-east.
- The potential to perceive the visual effects of development on the site will be limited from Horsley Road due to setback of the built form and the intervening development of Mount St Joseph Catholic School.
- There will be no impact on views from the south of the site.
- Proposed tree planting along the western site boundary would filter views of built form from Ashford Avenue.
- Two storey residential development would have a high level of visual compatibility in terms of height with existing residential development on Ashford Avenue which includes single and double storey development.
- Residents on Ashford Avenue would have previously had views of development up to three storeys within the WSU campus and as such would be unlikely to perceive two storey built form on the site as a new, novel or unexpected development.
- People using Milperra Reserve would similarly have had views to the south of previous development and

would be unlikely to perceive proposed development as an unexpected addition to view compositions.

Key Findings

- The potential visual catchment of two storey development on the site is small and constrained to the immediate surrounding roads and development.
- The proposal has high visual compatibility with surrounding development in terms of height.
- The proposal has high compatibility with previous development on site in terms of height.
- The proposal does not impact the heritage listed items to the north and west.



Figure 29 Retained Cumberland Plain Woodland on Bullecourt Avenue.

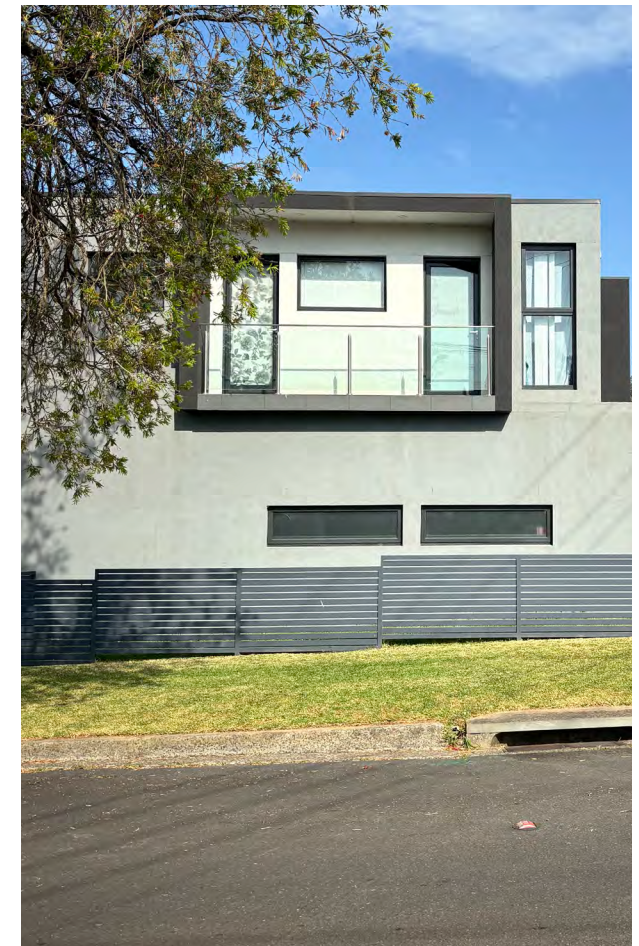


Figure 30 Contemporary two storey development on Ashford Avenue.



CONCLUSION

The masterplan has carefully responded to the existing site attributes and delivered an outcome in accordance with best urban design practices. It unlocks a vision for a thriving community to live, work and grow in a liveable precinct that is situated in a high-quality environment with a strong sense of place.

The design has not only catered for the need of the new residents, but also considered and offered a variety of benefits to a broader community. In summary, the master plan has proposed:



3 New Public Parks

3 new public parks comprising of active and passive activity opportunities are proposed across the site. They will service a wider community. Also, there will be embellishments to Milperra Reserve.



605 Street Trees

605 street trees have been incorporated in the indicative plan. The additional trees will present a leafy street character and contribute to a better sustainability outcome. However, this is subject to further detailed DA design.



430 Diverse houses

Up to 430 dwellings are provided. This includes a mix of dwelling types provide housing variety for emerging communities.



1 Retained Bushland

Cumberland Plain Woodland will be retained. This will protect an endangered ecological community, and also preserve the site's legacy.



1 New Childcare Precinct

The existing childcare centre will be converted into a community focal point / meeting place to include retail, and a cafe or restaurant.

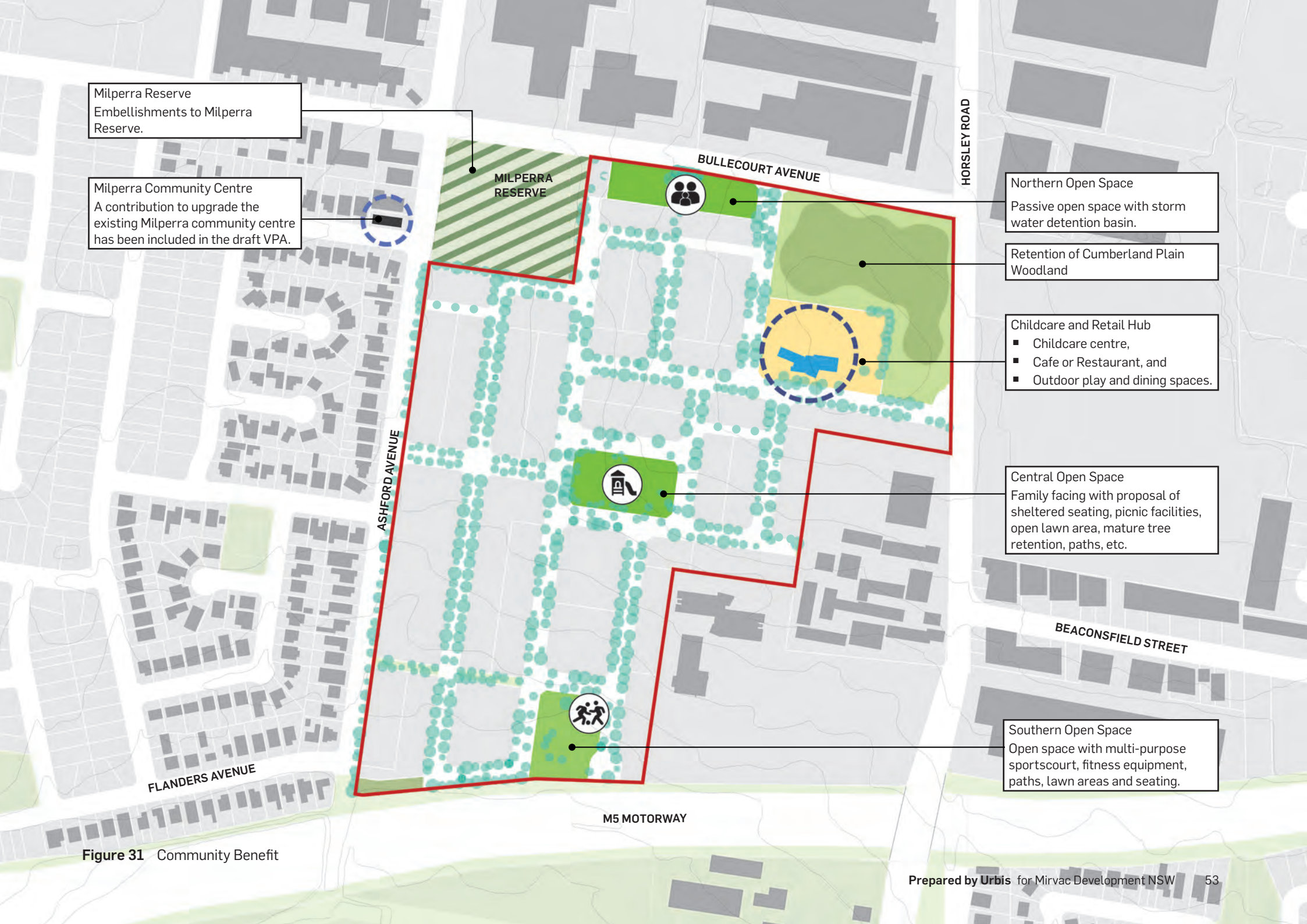


Figure 31 Community Benefit

