

# 1.8 Draft Statement of Commitments



## 1.8.1 Draft Statement of Commitments

The proponent has prepared a draft Statement of Commitments which can be found at **Appendix T**.

It is proposed by Fabcot to undertake the following as part of the commitments to the site development:

1. Provision of “Main Street” - as detailed in the drawings at **Appendix B**;
2. Provision of “Civic Square” - as detailed in the drawings at **Appendix B**;
3. 1/3 payment of the design and construction cost of the “Access Road” from Sparks Road (to an upper limit of \$1.6m excluding the Sparks Road intersection upgrade);
4. Provision of a cycle path;
5. Provision of bus set down interchange areas;
6. Provision of kiss n’ ride drop-off adjacent to station;
7. Provision of a location for a public art work; and
8. Provision of road network, water & sewer infrastructure within Fabcot land site and the boundary with Council and Landcom land.

A commuter car park will be provided upon the railway station being opened within the WTC precinct.

These commitments are based on the agreements reached during discussions held with the various stakeholders, including Council, Transport NSW, Railcorp, Landcom and the RTA over the last twelve months.

## 1.9.1 Consultation

The DGEARs includes consultation requirements with the following government departments, authorities and agencies:

- Wyong Shire Council;
- Transport NSW;
- Roads and Traffic Authority;
- Railcorp;
- Department of Education and Training;
- Department of Environment, Climate change and Water;
- Commonwealth Department of Environment Water, Heritage and the Arts;
- Local Aboriginal Land Councils;
- Rural Fire Service; and
- Utility/infrastructure providers. The proponent has consulted with a number of the above authorities and agencies, which has included meetings and correspondence. It should be noted that while we have not consulted with the Department of Climate Change and Water, Department of Education and Training, Commonwealth Department of Environment Water, Heritage and the Arts, Local Aboriginal Land Councils and Rural Fire Service, these authorities and agencies were consulted during the SSS process prior to gazettal (rezoning) or can be consulted during the exhibition phase.

The summary table at **Appendix U** details this consultation and the outcomes. A copy of the correspondence can be found at **Appendix U**. Mott McDonald has consulted with all utility providers. This information is included as part of the Utilities Report which can be found at **Appendix E**.

The Draft Statement of Commitments includes conditions to address some of the matters arising from the authority and agency consultation to date.



# Town Centre Civic Precinct - WTC



## Chapter 2.0 Built Form and Urban Design



## 2.1 Architecture and Urban Design

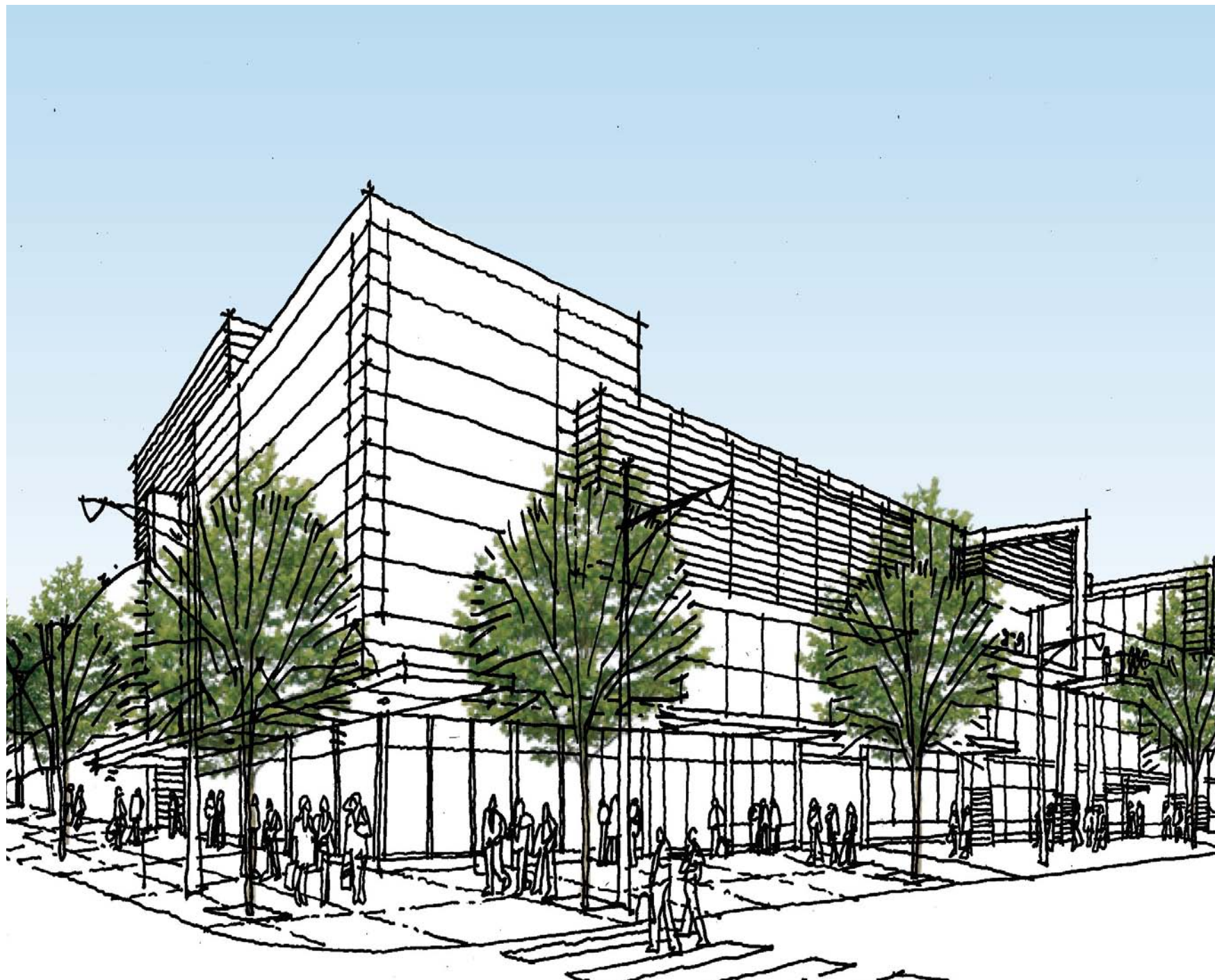


Figure 34: Perspective from South West

### 2.1.1 Urban Design

The proposed development follows the urban design principles established within the WTCDP. The proposal seeks to create an attractive Town Centre Civic Precinct with elements broader than a shopping centre - including a balance of commercial, social and environmental elements. The proposed development will integrate key infrastructure such as the future Railway Station and deliver other infrastructure such as roads and services that will enable the logical growth over time on this precinct.

While the focus of the proposed development is essentially based on logical retail principles, mainly due to permissibility constraints as discussed in Section 1.3 of Chapter 1 of this EA, much attention has been given to how this integrates with surrounding public spaces, including the proposed Main Street, the proposed Civic Square and the future Hill Top Park on the adjacent Council controlled land.

The urban design gives flexibility for growth with the market and enables the incorporation of various uses from residential, retail, community and leisure. Importantly the urban design acknowledges the location and attempts to take advantage of the natural topography.

One of the key aspects is the separation of car parking and heavy vehicle access to loading facilities from pedestrian movement around the town centre, particularly along Main Street. We encourage the establishment of a ring road system to provide for long term access benefits.

The proposed development is not just a single building nor is it a shopping centre. It is an urban typology that provides reference as a town centre. The way that the built form engages public space, an activation of edges, pedestrian connectivity, reinforcement of corners, and hierarchy of built form, scale and character.

The initial site development will not only deliver the key infrastructure and commercial fundamentals, it will also establish the context for growth for future development.



## 2.2 Architectural Design Analysis

### 2.2.1 Vehicular Access

An element of the design analysis has been the provision of a 'ring road' system that enables commuters and pedestrians to be separated from cars and heavy vehicles, and in particular cars and heavy vehicles being divorced from primary pedestrian areas as much as possible. This is to enable access around the perimeter of the proposed development and provide pedestrian orientated public domain areas in Main Street and the Civic Square.

The natural topography of the site, constrains access points into the proposed development to only the west and south. No access to parking areas are proposed from the Main Street and on-street parking is provided only in designated areas. Due to the various levels of parking and the number of cars, three key access points have been identified. Two from the western ring road adjacent to the rail corridor, with one providing access to the north of Main Street and the other from the south. The third access point is from the southern ring road.

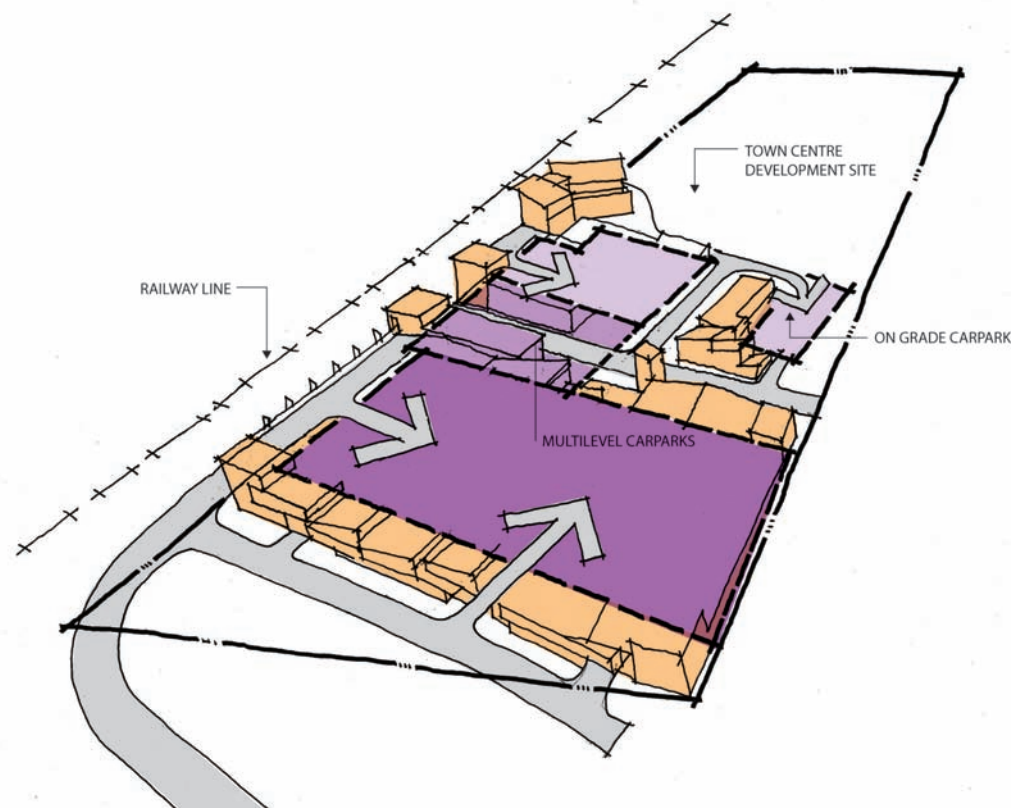


Figure 35: Vehicle access - cars

Each access point serves a different parking level, thereby dispersing traffic around the proposed development and reducing the potential for congestion.

In addition to parking access, two primary loading areas have been designed with access from the south ring road. This will reduce the impact of the traffic on Main Street particularly from trucks. The level of these loading docks means that lifts will be required, however they are completely covered and have very little visual impact (if any) on surrounding commercial and future residential development to the south of the subject site.

A smaller loading facility is located to the north to service retail north of Mainstreet. This is of a lower intensity than the two primary loading docks to the south.

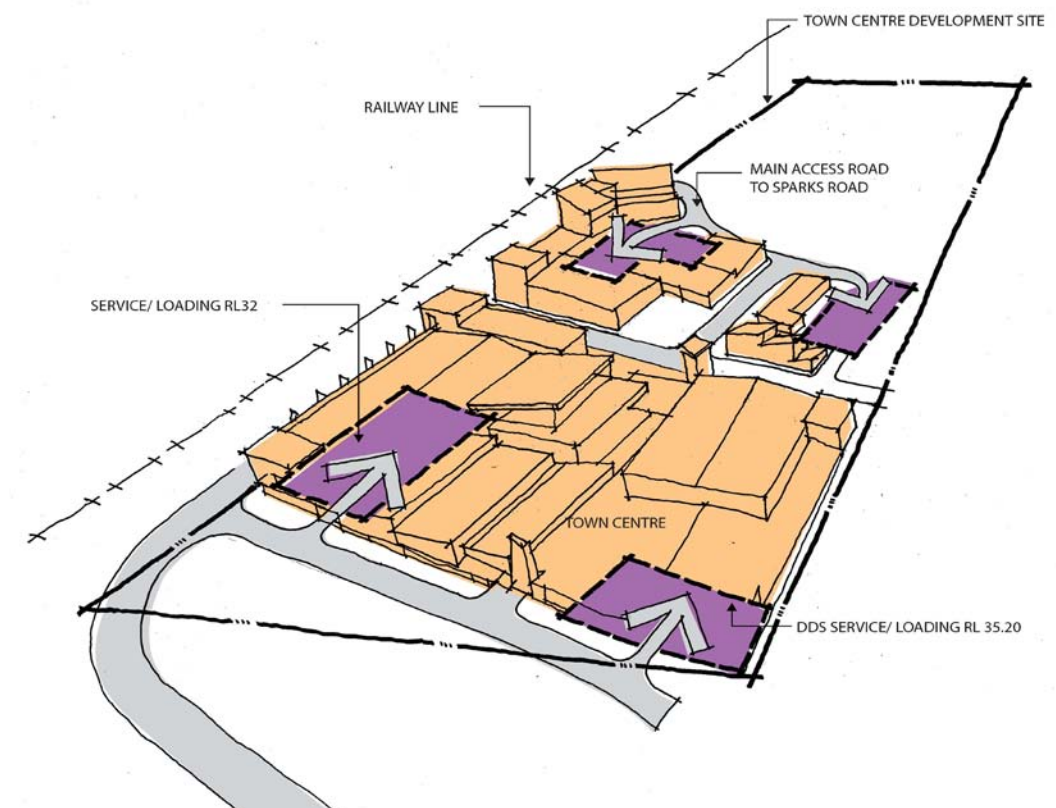


Figure 36: Vehicle access - trucks

## 2.2 Architectural Design Analysis

### 2.2.2 Movement Systems

The Town Centre Civic Precinct when complete will not be a static place. Movement is encouraged from north to south and east to west. Along buildings and into buildings. Orientation and a sense of arrival are enabled.

The proposed development is considered to complement other nodes located adjacent to the Railway Station and the Hill Top Park. It is close to public transport and parking facilities and is pedestrian friendly.

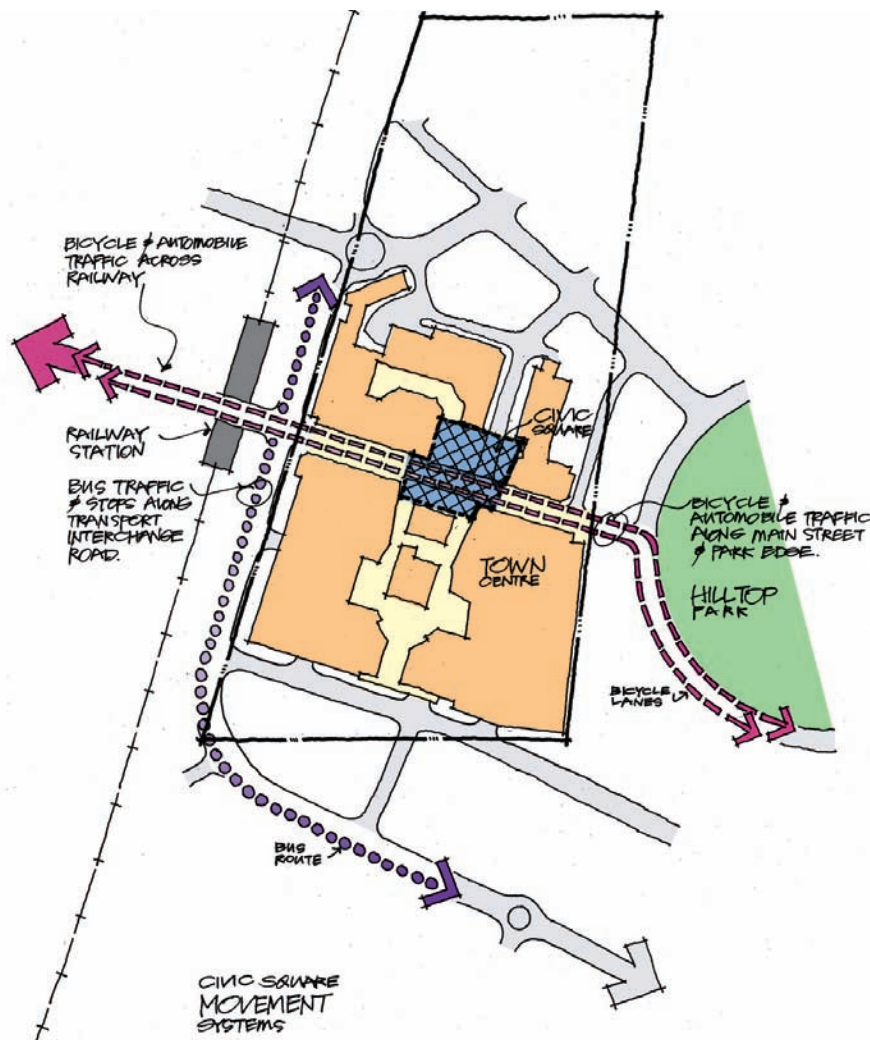


Figure 37: Landscape

### 2.2.3 Warnervale Design Analysis

The proposed development within the Town Centre Civic Precinct of the WTC sits adjacent to a natural ridge and an existing rail corridor. The rationale for its location has been well documented and culminated in the SEPP amendment and WTCDP. The challenge in this proposed development is to take a considered planning instrument and deliver a proposal that reflects its location and heritage. In this regard we have looked to building forms often found in rural communities such as sheds, barns and silos.

These are simple forms but often carry dramatic impact due to their scale within the landscape. It is envisaged that when complete the Town Centre Civic Precinct will be an amalgamation of these forms to produce a unique typology that reflects this location.

Sawtooth roofs and large roof planes reflective of this rural character will give the proposed development a unique identity. The built form must be appreciated from both afar and up close. It must respond to distant views from Sparks Road and a reveal finer detail as you walk up Main Street. The more you look the more you find.

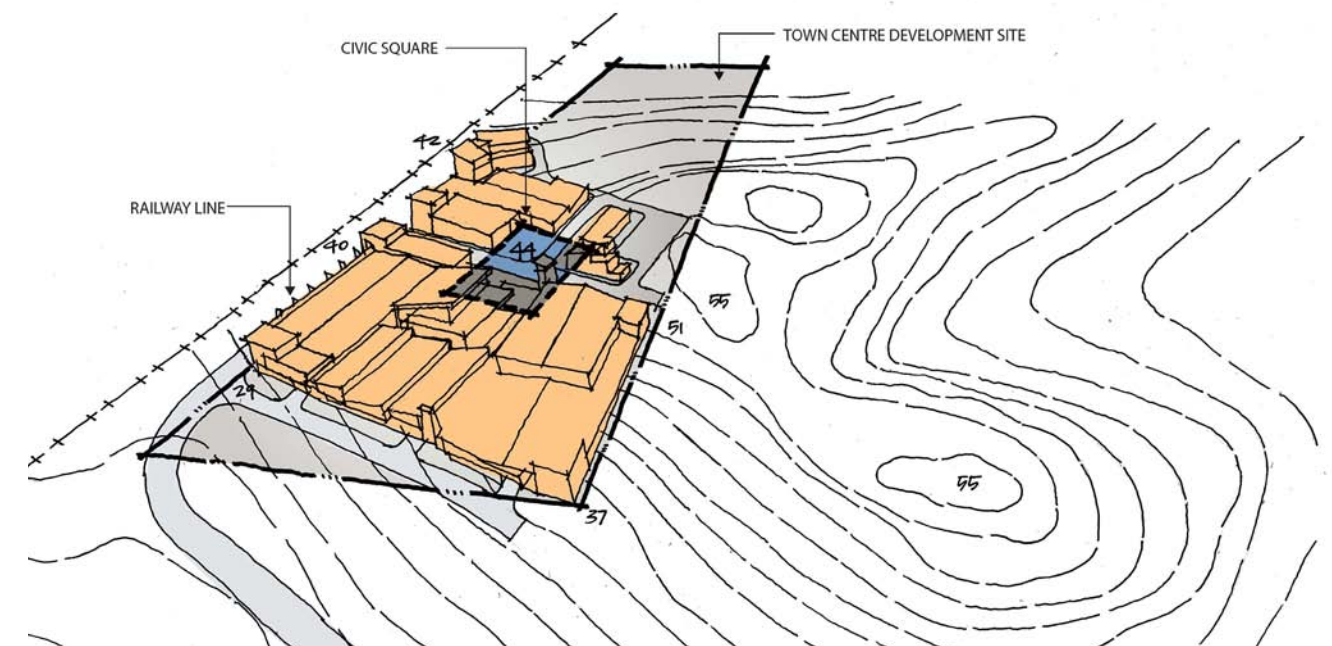


Figure 38: Existing Site Topography - contours



## 2.2 Architectural Design Analysis

### 2.2.4 Warnervale Design Analysis

The proposed development takes into consideration the impact of surrounding elements, be they natural due to orientation and topographic, or man-made such as the adjacent rail corridor and lines and the future Hill Top Park. The WTC has sought to respond to each of these aspects through its design approach.

The configuration and orientation of the design around Main Street enables natural light penetration onto the street in areas such as the Civic Square. This contributes to the establishment of a smooth transition between contrasting elements of the high activity areas around the future Railway Station and the more casual nature of the Hill Top Park.

The Civic Square will deliver a dynamic heart to Town Centre Civic Precinct of the WTC which is unique in its feel. While the location of the buildings will mitigate acoustic impacts associated with being located near the Rail Corridor.

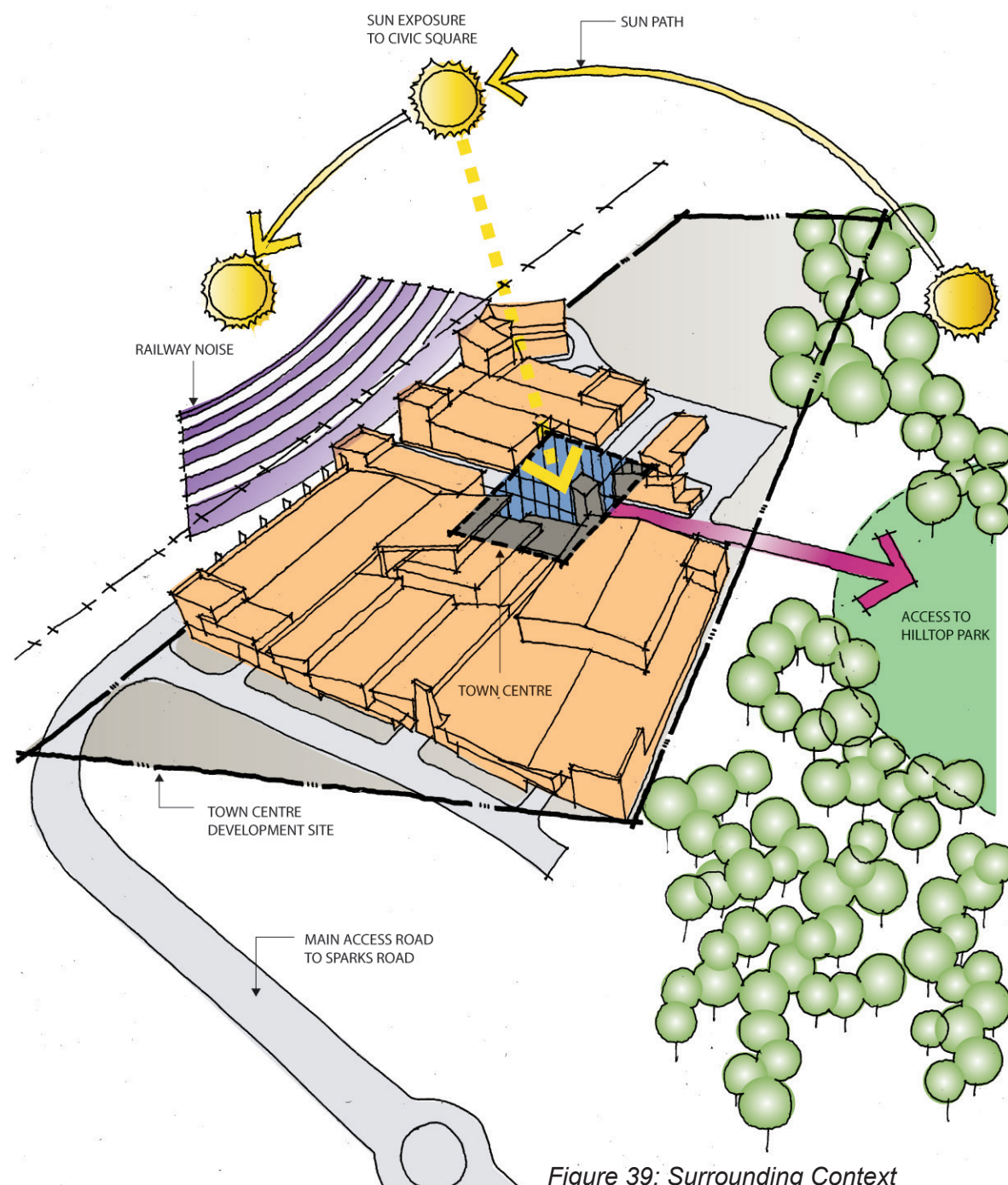


Figure 39: Surrounding Context

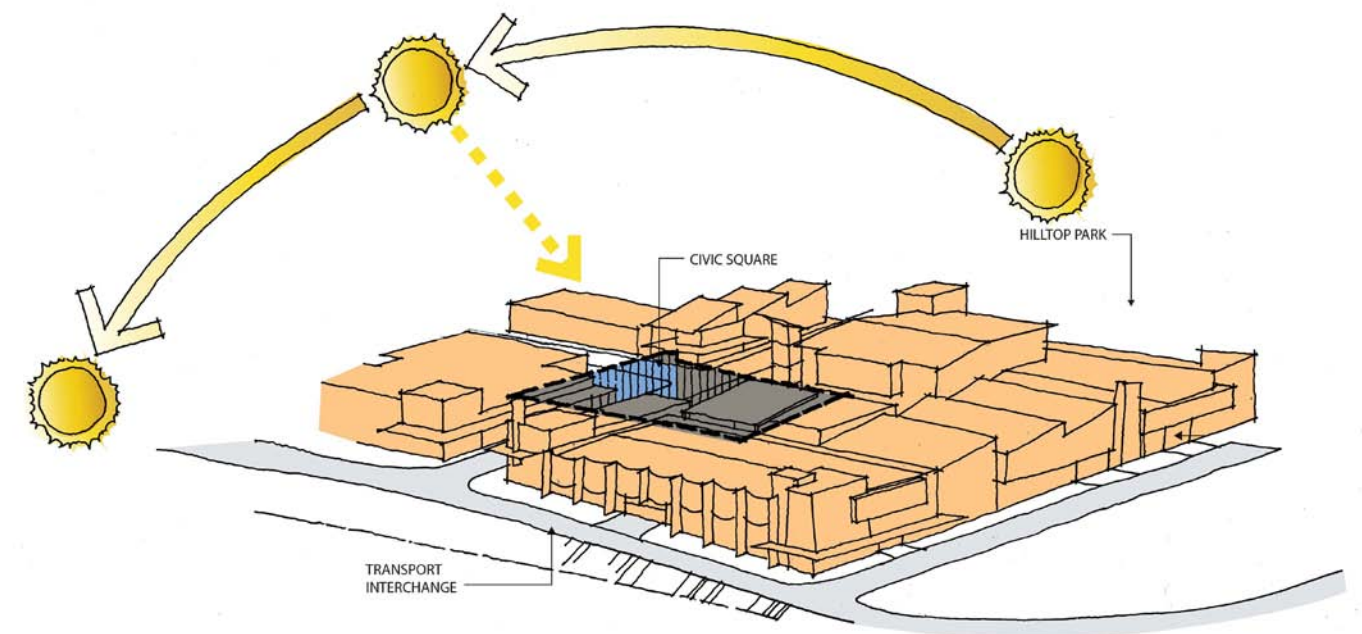


Figure 40: Perspective from South West



## 2.2 Architectural Design Analysis

### 2.2.5 Pedestrian Connectivity

There is a strong east-west pedestrian link along Main Street connecting the future Railway Station to the Hill Top Park and beyond into the residential areas of the WTC. The situation of the proposed development along the ridge line assists with this movement pattern for pedestrians, in addition consideration has been given to gradient analysis to ensure walkability of this primary pedestrian axis.

The north-south pedestrian connection is more problematic due to the level difference between Main Street and the southern residential areas. However, building typology and the use of stairs and lifts along with vertical markers strengthen this connection.

All streets are of a 'walkable' gradient including the road adjacent to the railway line. Coordination between Landcom, Railcorp and Woolworth's consultants have lead to a well designed outcome that provides good separation for pedestrians but also incorporates bus drop and 'kiss and ride' spots along with access to parking and Main Street.

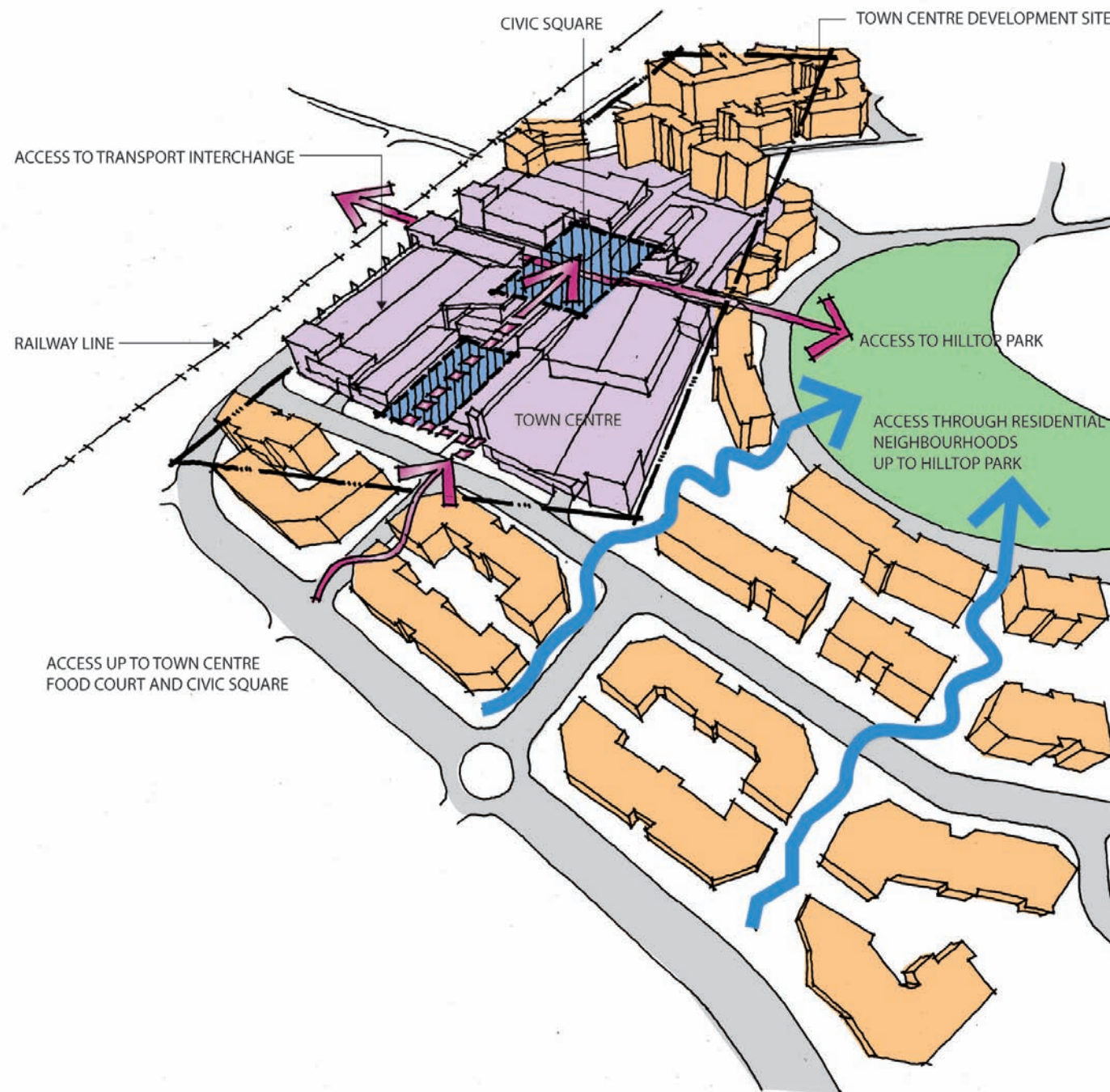


Figure 41: Pedestrian Connectivity Overview - Perspective from south west

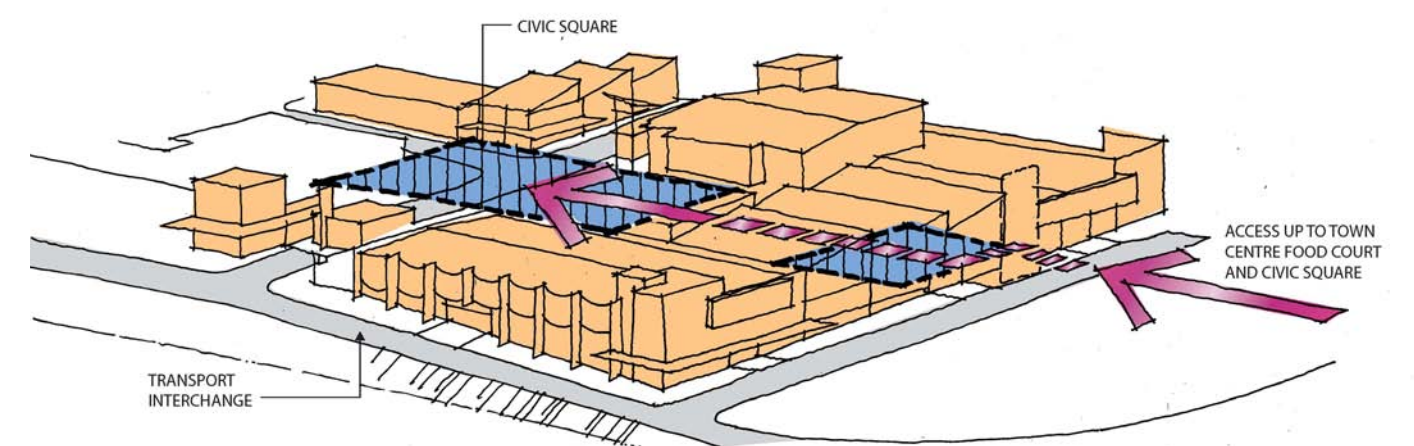


Figure 42: Pedestrian Connectivity