



Design+
Planning

Urban Design Report

Cobbitty Sub-Precinct 5 South Creek West (Part)

MAY 2026

Urban Design Report

Cobbitty Sub-Precinct 5 South Creek West

May 2026

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Table of Contents

1.	Introduction	
1.1	Overview of Planning Proposal	3
1.2	Report Purpose	4
1.3	Planning Proposal Context	4
1.4	Design Principles	5
2.	Site Analysis	
2.1	Planning Context	6
2.1.1	South West Growth Area Structure Plan	7
2.1.2	South Creek West Land Release Area	8
2.1.3	Camden Local Strategic Planning Statement	8
2.2	Current Land Zoning	9
2.3	Land Ownership	9
2.4	Access	10
2.5	Hydrology	11
2.6	Vegetation	11
2.7	Landform	12
2.8	Infrastructure and Existing Development	13
2.9	Flooding	13
2.10	Bushfire	14
2.11	Air Quality	15
2.12	Infrastructure Servicing	15
2.13	Site History and Heritage	15
2.14	Social Infrastructure	16
2.15	Housing Demand	16
3.	Urban Design Response	
3.1	Vision and Design Principles	17
3.2	Indicative Layout Plan	19
3.3	Land Use Arrangement and Composition	20
3.4	Density Strategy	21
3.5	Yield and Mix	21
3.6	Housing Diversity	22
3.7	Movement and Road Configuration	23
3.8	Pedestrian and Cycle Network	24
3.9	Residential Densities and Allotment Design	25
3.10	Hilltop Investigation Area	25
3.11	Open Space	26
3.12	Heritage	26
3.13	Social Infrastructure	27
3.14	Staging	28
4.	Conclusion	

1. Introduction

1.1 Overview of Planning Proposal

This Urban Design Report has been prepared by Design+Planning on behalf of ALWAYS Consultancy (the proponent). It accompanies a Planning Proposal for a proposed amendment to the State Environmental Planning Policy (Precincts – Western Parkland City) 2021 (Parkland City SEPP) for the site located along the Northern Road and which forms part of Cobbitty Sub-Precinct 5, in the South Creek West Land Release Area.

This planning proposal is seeking to rezone 172.68ha of land which forms 57% of Sub-Precinct 5. The remainder of the Precinct (130.41ha, 43%) is owned by a separate landowner, which is not subject of this Planning Proposal. The intended outcomes of this planning proposal is to amend the Parkland City SEPP as follows:

- Incorporate the site on the 'Land Application Map' for the Parkland City SEPP
- Rezone the land to part:
 - B4 Mixed Use
 - C2 Environmental Conservation
 - C4 Environmental Living
 - R2 Low Density Residential
 - R3 Medium Density Residential
 - RE1 Public Recreation
 - SP2 Infrastructure
- Introduce building heights as follows:
 - 9 metres for low-density residential uses, allowing for developments of up to two storeys in height.
 - 12 metres for medium-density residential uses, allowing for development of up to three storeys in height.

The Planning Proposal is supported by an Indicative Layout Plan which will accommodate approximately 2,650 dwellings and a population of approximately 8,049 people. This will be supported by a primary school and 18.90ha of active and passive open space.

The proposed ILP has also sought to embed the Government Architect's Connecting with Country design framework through its design. The ILP has designed with Country by protecting ridgelines; creeks and view corridors; celebrating and restoring the riparian corridors and waterways and locating key uses on flat parts of the site to limit cut and fill earthworks.



The proposed amendments seek to transition the existing rural landscape into a new residential community, which importantly builds on the NSW Government's vision and aspirations under the Western Sydney Growth Areas program. In line with the NSW Government's vision, a diverse range of housing typologies will be planned, targeted for and delivered to meet the residential market desire in Southwest Sydney.

This Planning Proposal also seeks to introduce a site-specific schedule to the Camden Growth Centre Precincts Development Control Plan to support the Precinct's development in accordance with the draft ILP and supporting technical investigations.

It is noted the findings/recommendations/conclusions of this Urban Design Report were based on studies and assessments which considered the entirety of Sub-Precinct 5, ensuring a considered interface along differing land ownerships. The current ILP only incorporates Lots 2 & 4 in DP 1216380, Part Lot 3 in DP 1216380, Lot 4 in DP 1273487 and Lot 500 in DP 1231858.

The findings/recommendations/conclusions of this report remain relevant, providing a holistic assessment of the precinct to inform future development on the subject site. It is intended this report will be updated to reflect the refined ILP and any comments received following public notification.

1.2 Report Purpose

This Urban Design Report (UDR) presents the urban design background and design context for part of Cobbitty Sub-Precinct 5, in the South Creek West Land Release Area. The Indicative Layout Plan (ILP) represents detailed design for the site and is underpinned by an extensive urban design process undertaken to inform the rezoning of the land. The formulation of the urban design outcome has been the consequence of detailed site and context analysis, with the urban design outcome being informed by a multidisciplinary team input. The resultant Urban Design output, the Cobbitty Sub-Precinct 5 Indicative Layout Plan, demonstrates the intended urban fabric for the establishment of a new urban community which is a component of, and an addition to, the emerging South West Growth Area.

The urban design approach has been built on the three pillars of:

- Context
- Structure
- Best Practice

Each of these pillars comprise urban design principles which have been embodied in the Indicative Layout Plan.

1.3 Planning Proposal Context

The South Creek West (SCW) Land Release Area forms part of the wider South West Growth Area (SWGA). Given the scale of the release area, the then Department of Planning, Industry and Environment (DPIE) divided SCW into five distinct sub-precincts. The land to which this Planning Proposal relates forms part of Cobbitty Sub-Precinct 5. The Precinct totals approximately 303 hectares and is characterised by rural residential and agricultural land uses and activities.

The Precinct was released by the Minister for Planning on 24 November 2017 for urban development. The release formally commenced the rezoning process for land within the precinct, including the subject site. In late 2019 the Minister for Planning and Public Space's announced a new approach to precinct planning in NSW, which saw Camden Council take the lead in the planning for the SCW with support from DPIE.

Sub-Precinct 5 is located within the south-west portion of SCW, within the suburb of Cobbitty in the Camden LGA. The Lowes Creek Maryland Precinct is located to the north of the Precinct and was rezoned in July 2021. The Pondicherry Precinct is located to the immediate east of The Northern Road and was rezoned in June 2025. The Oran Park Precinct adjoins Sub-Precinct 5 to the south and south-east, which contains established residential neighbourhoods and the growing Oran Park Town Centre.

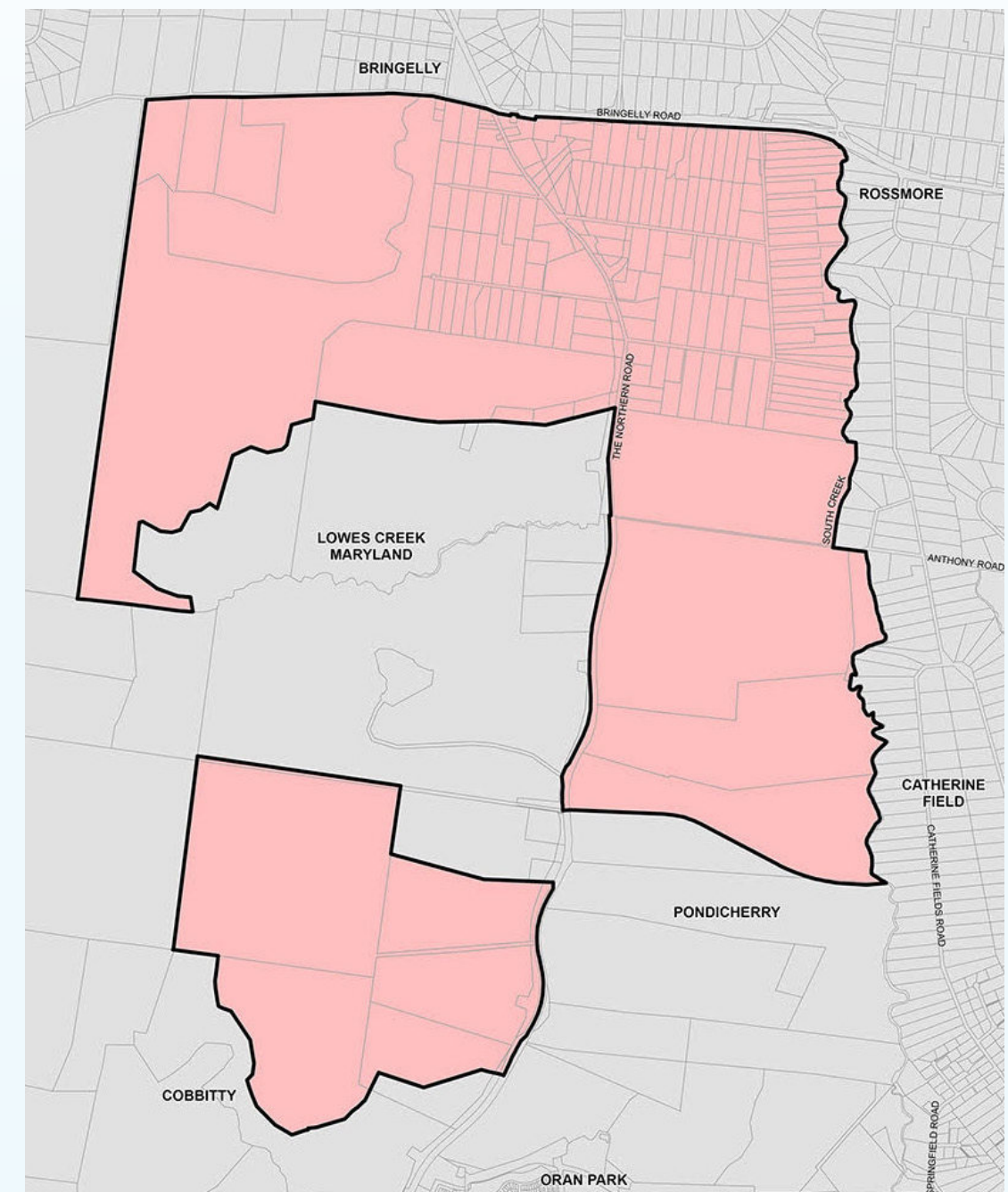


Figure 1 illustrates the site boundaries of South Creek West Land Release Area.

1.4 Design Principles

A site analysis supported by technical studies has informed the following design principles for the Indicative Layout Plan:

Phase 1 Context

Understand the existing characteristics of the site and its surrounds.

Creating great places relies on a deep appreciation of the site and its context to existing areas and places, including a strong appreciation of what elements and characteristics create the ingredients for designing and establishing a place that is uniquely local and meaningful.

Design for the place is about understanding the various elements that influence the experience of place, which is greater than just the built environment.

PRINCIPLE 1: CLIMATE

Climate responsive design is essential in managing the environmental impacts of urban areas and establishing resilient communities of the future.

PRINCIPLE 2: LOCAL CHARACTER, FORM AND CULTURE

Memorable places, places with their own identity, reflect the distinctive qualities of their physical setting, heritage and community values.

PRINCIPLE 3: WORK WITH NATURE AND LANDSCAPE CHARACTER

Integrate the local natural and landscape characteristics of the site and area into the design of the new community is essential. First is to recognise what is the 'sense of place' and then the challenge is to build and embody the critical components into making place.

Phase 3 Best Practice

Demonstrate best practice and leading-edge design and place making – design to create 'place'

To achieve great places relies on engagement with specialists to draw together the interdisciplinary influences that create better solutions and meet the urban challenges of the future, innovation and collaboration are important.

PRINCIPLE 8: TAKE THE LEAD

Innovation in creating great places is the challenge that ensures that you achieve a sustainable urban outcome. Urban design is the art of bringing together all the relevant elements associated with a place to result in an outcome that embodies resilience and adaptability over time as the place evolves from initial establishment through to maturity.

PRINCIPLE 9: ENGAGE

Engagement is the key to success. It is essential that urban design draws together the precious essence of all the various multidisciplinary elements to create a robust and adaptable place. It is essential that urban design provides the foundation for communication and engagement with decision makers and interested parties to bring places to life.

Phase 2 Structure

Establish a robust structure, an integrated and connected urban form to enable the local structure to flourish.

Creating places is delivering a rich mix of local needs for the future community, designed in a meaningful and purposeful way to ensure that the community flourishes in perpetuity.

Experience demonstrates that creating great places is achieved through designing for the place and ensuring that the local community needs are easily and conveniently accessible

PRINCIPLE 4: CREATE A LEGIBLE AND CONNECTED PUBLIC REALM

Design the road and public space realm to ensure that it conveniently connects people to places they want and need to go, create a pleasant experience. Design with the public realm experience in mind, to ensure that everyone who interfaces with the place is given equal opportunity to enjoy the place in a meaningful way.

PRINCIPLE 5: DESIGN FOR PEOPLE

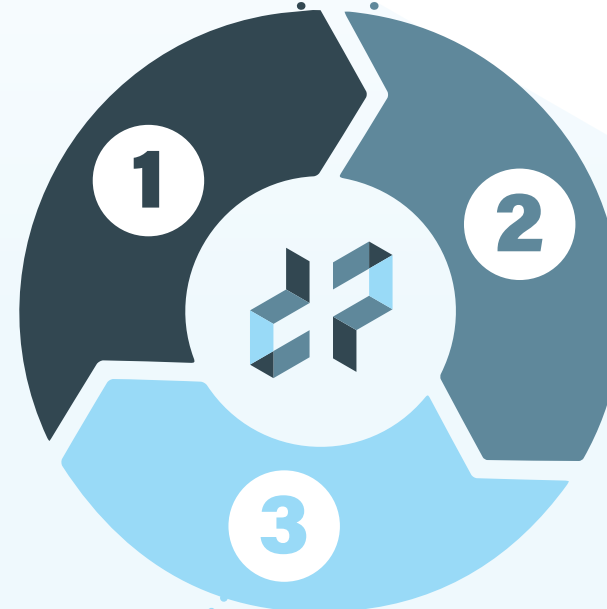
Establishing great living environments relies on ensuring that the variety of daily needs of the local residents is achieved within or close to their community. The full complement of local needs such as recreation, business, parks and education are convenient and highly accessible. These are the essential pillars of establishing a well balance, integrated and friendly community.

PRINCIPLE 6: DELIVER DIVERSE DEVELOPMENT FORMS AND DENSITY

Vibrant places require a rich mix of building types, a quality public realm and contemporary architectural solution to support sustainable population densities, encourage diversity, and assist in creating a strong sense of local identity.

PRINCIPLE 7: EMBED OPPORTUNITIES FOR ADAPTATION AND CHANGE

The most resilient places are those that can be re-purposed and re-occupied; they are places that are capable of adapting easily to changing social, economic and environmental influences.



2. Site Analysis

2.1 Planning Context

Cobbitty is located within Camden Local Government Area in South Western Sydney, approximately 50km from the Sydney CBD, 16km from the Western Sydney Airport and Aerotropolis, 14km from the Campbelltown CBD and 5km from the Narellan Town Centre. The subject site forms a part of the South Creek West Land Release Area in the South West Growth Area, and is identified as Sub-Precinct 5.

The site is located on the western side of The Northern Road. To the immediate north of the site is the Lowes Creek Maryland Precinct, the east across The Northern Road is the Pondicherry Precinct, to the south-east is Oran Park and to the south is the Arcadian Hills development.

The site and surrounding region were predominantly used for agricultural purposes in the past, however the South West Growth Area was identified as being suitable location to concentrate a large portion of Sydney's new housing development. Over the last decade there have been significant investments to enhance the infrastructure of the region to cater to the rapidly growing population and improve access to the upcoming Western Sydney Airport nearby. This included upgrading The Northern Road from two to four lanes, which allows quick and easy access to Cobbitty from the wider region. Additionally, the future Oran Park Metro Station will be located approximately 1 kilometre to the south-east, which will enhance public transport connections to the surrounding areas.



Figure 2 Regional Context Plan

2.1.1 South West Growth Area Structure Plan

The South West Growth Area (SWGA) Structure Plan (Figure 3) sets out the desired framework for the region. The Indicative Layout Plan (ILP) for Cobbitty Sub-Precinct 5 is generally consistent with the current SWGA Structure Plan, with some minor modifications to better integrate with the surrounding developments to create a more refined and cohesive area.

The ILP for Cobbitty Sub-Precinct 5 has provided a green corridor along the Central Riparian land as envisaged by the Structure Plan, while the proposed road network is also generally consistent with additional connections to the recently finalised Lowes-Creek Maryland ILP to the north.



Figure 3 South West Growth Centre Structure Plan

2.1.2 South Creek West Land Release Area

The South Creek West Land Release Area (SCW) is a precinct within the wider South West Growth Area and is comprised of sections of the suburbs of Bringelly, Oran Park and Cobbitty. SCW is located immediately south of the Aerotropolis and north of the Oran Park Precinct, with South Creek forming its eastern boundary. Given the scale of the release area, the then Department of Planning, Industry and Environment (DPIE) divided SCW into five distinct sub-precincts numbered 1 – 5. The land is characterised by the existing rural residential and agricultural land uses and activities with the recently upgraded The Northern Road running through the centre of release area. The subject site to which this Planning Proposal relates is referred to as Cobbitty Sub-Precinct 5.

2.1.3 Camden Local Strategic Planning Statement

The Camden Local Strategic Planning Statement (LSPS) sets the 20-year planning vision for the Camden Local Government Area. The LSPS, which was adopted in March 2020, outlines the characteristics which shape the area's local identity and directs how future growth and development will be managed. The LSPS is made up of four themes which mirror those in the Sydney Region Plan and Western City District Plan. These themes are Infrastructure and Collaboration, Liveability, Productivity and Sustainability. These four themes will be implemented through 21 local planning priorities which are outlined in the LSPS and will guide land use decisions and development in Camden.

As with the other relevant State and Local strategic planning documents, the LSPS also identifies Cobbitty-Sub Precinct 5 as land for future residential development.

2.2 Current Land Zoning

Presently the entire site is zoned RU1 Primary Production under the Camden LEP 2010. The RU1 zone generally applies to land utilised for intensive agricultural, intensive livestock, forestry, mining and other commercial primary production land uses.

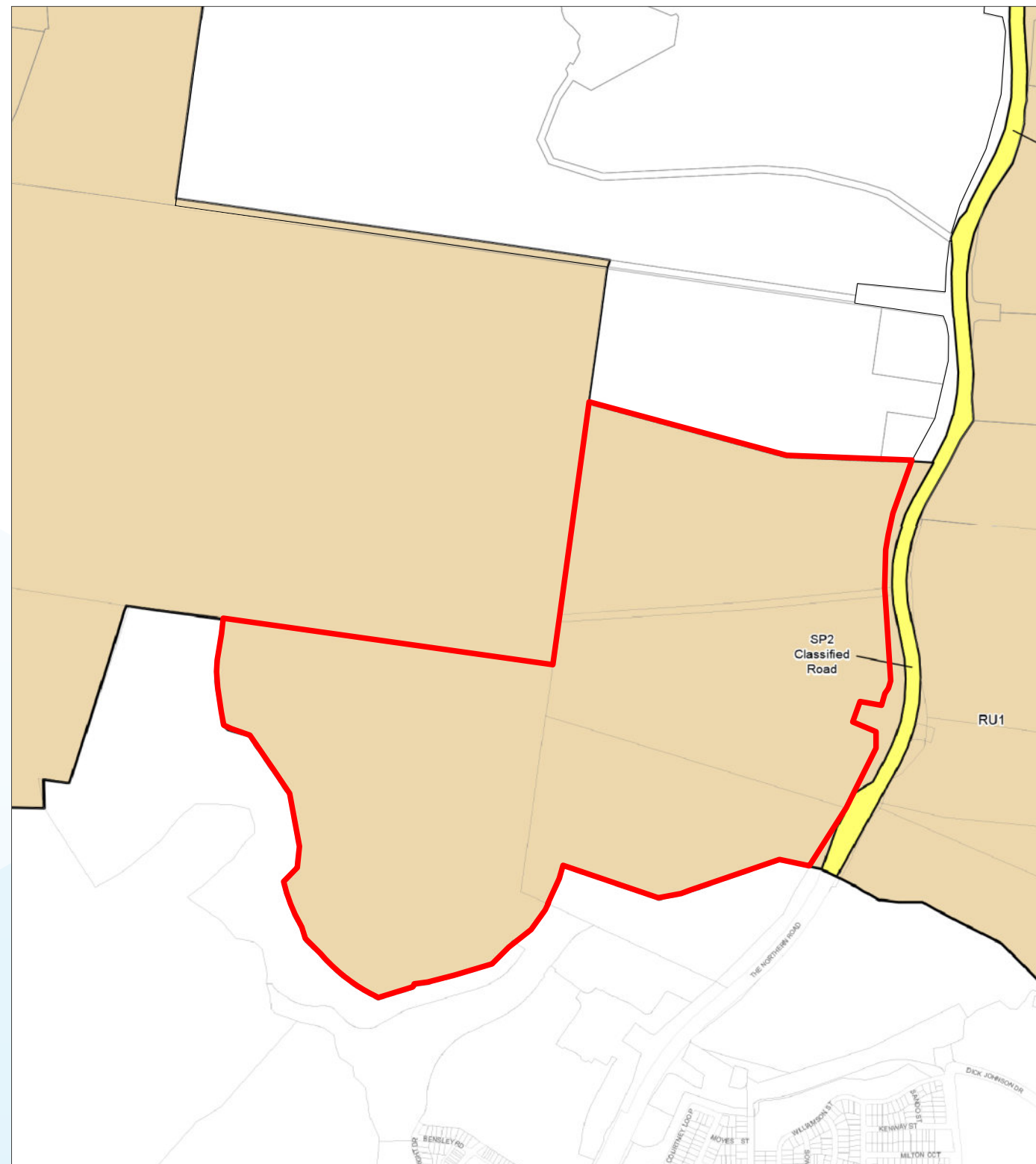


Figure 4 Current Land Use Zoning

2.3 Land Ownership

The land within Sub-Precinct 5 comprises two landowners. The smaller north-western portion of land is owned by the Lopresti family and has an area of 130.41ha. The larger south-eastern portion is in the control of ALWAYS Consultancy and has an area of 172.68ha or 57% of the Precinct. This report only relates to the land controlled by ALWAYS Consultancy. In some cases, design has been completed over the Lopresti land for precinct context purposes only.

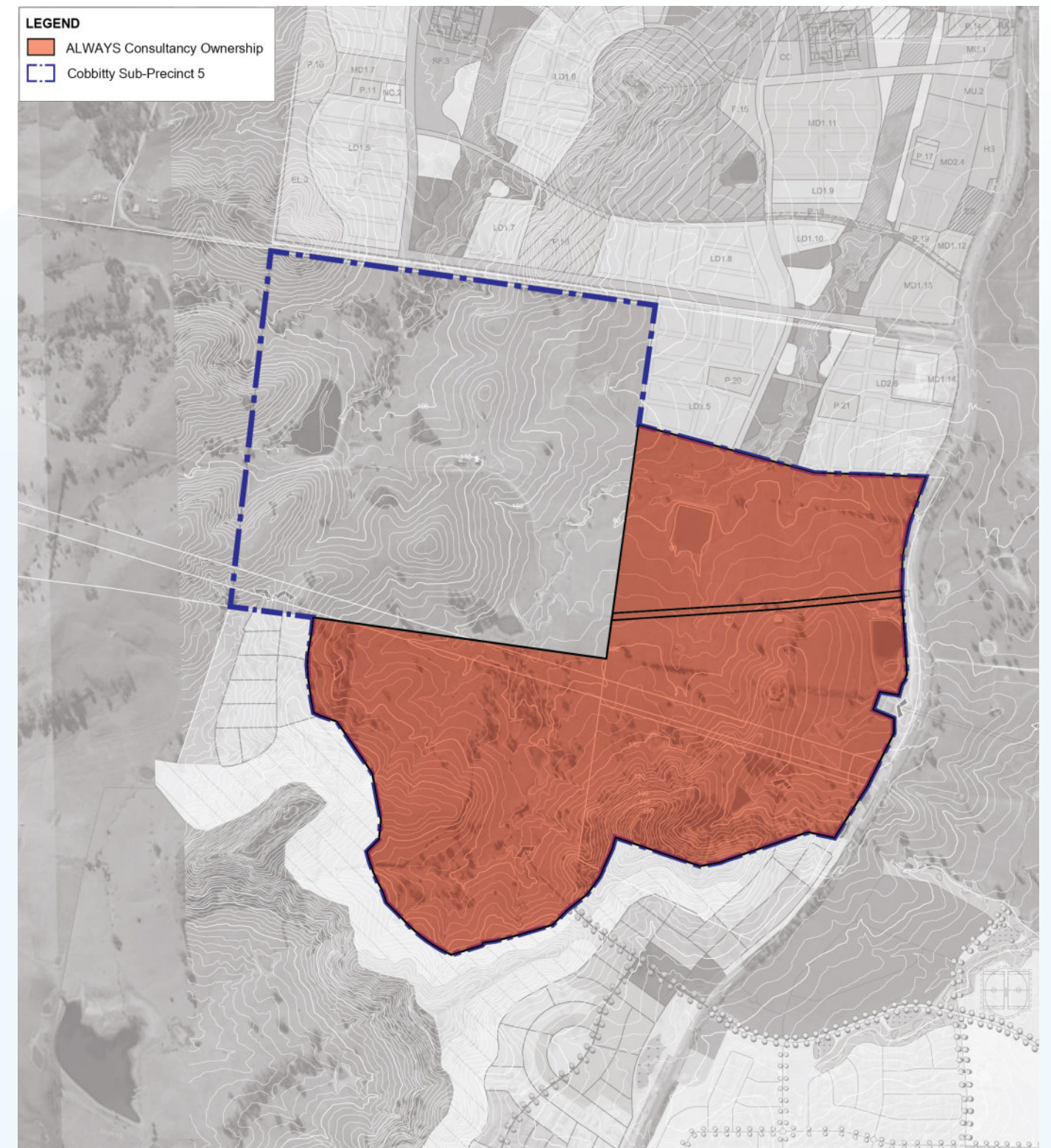


Figure 5 Land Ownership Plan

Note: The proponent is in discussion with the owner of Lot 3 DP1216380 Access Handle

2.4 Access

The Northern Road has recently been upgraded, which provides quick and easy access to the site. The upgrade of the road from two to four lanes also included the construction of numerous signalised intersections in anticipation of future development along the road corridor. This included the Marylands Link Road 1 intersection which provides direct access to the site from the east. The site can also be accessed from the Dick Johnson Drive intersection via a neighbouring development to the south.

There are several future connections to the upcoming Lowes Creek Maryland Precinct to the immediate north of the site, including one collector road and several local roads. These connections will provide seamless access between the two Precincts. Opportunities for additional connections northward will be afforded by the future development of the remaining portion of Sub-Precinct 5.

There is also a sub-arterial road connection from the south, being an extension of Dick Johnson Drive, which provides direct access to future commercial land uses at the intersection with The Northern Road, as well as direct connection to the Oran Park Town Centre.

Chapter 4 Major Infrastructure Corridors of the State Environmental Planning Policy (Transport and Infrastructure) 2021 protects the delivery of North South Rail Line corridor, where a future extension of the Sydney Metro - Western Sydney Airport will be provided. The corridor runs parallel to The Northern Road and will service the current and future communities in the South Western Sydney region. Cobbitty Sub-Precinct 5 will be roughly 2 kilometres from the proposed metro station at the Oran Park Town Centre, while other future stations in Narellan and Bringelly will also be easily accessible from the site via The Northern Road.

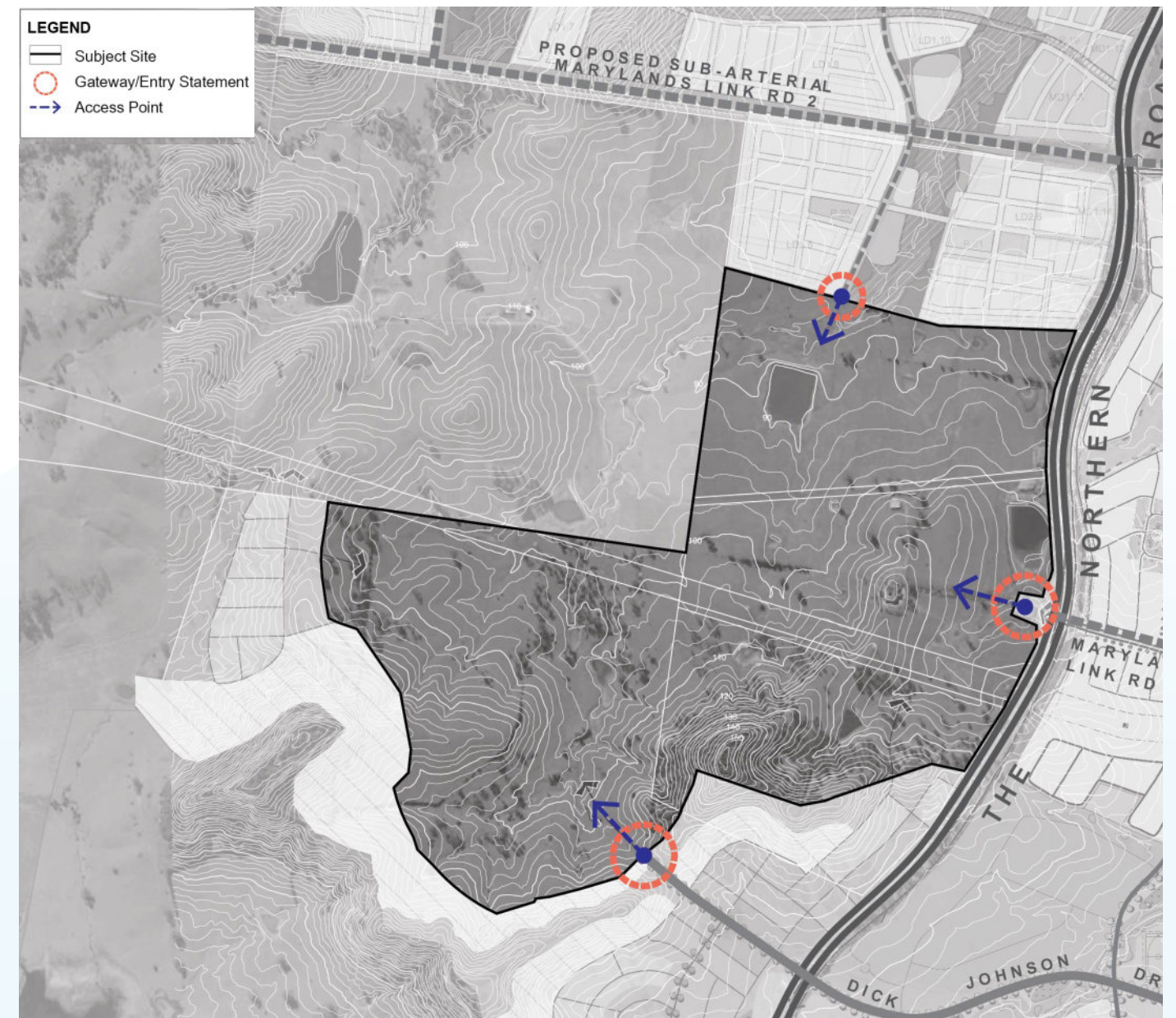


Figure 6 Access Analysis Plan

2.5 Hydrology

The topography of the site is shaped by the large Central Creek Corridor which traverses Cobbitty. This creek and their smaller tributaries generally flow in a north or north-easterly direction towards Lowes Creek, which itself is a tributary of the larger South Creek on the eastern side of The Northern Road. There are also multiple existing farm dams scattered throughout the site.

Applying the Strahler stream classification system to the hydroline streams indicates there are a range of streams from category 1 through to category 4. The creek lines in the site have been altered from their natural state due to works along the creek such as the creation of dams and crossings, removal of native vegetation to facilitate agricultural land uses, increases in sediment and nutrient transport through the system and various other factors.

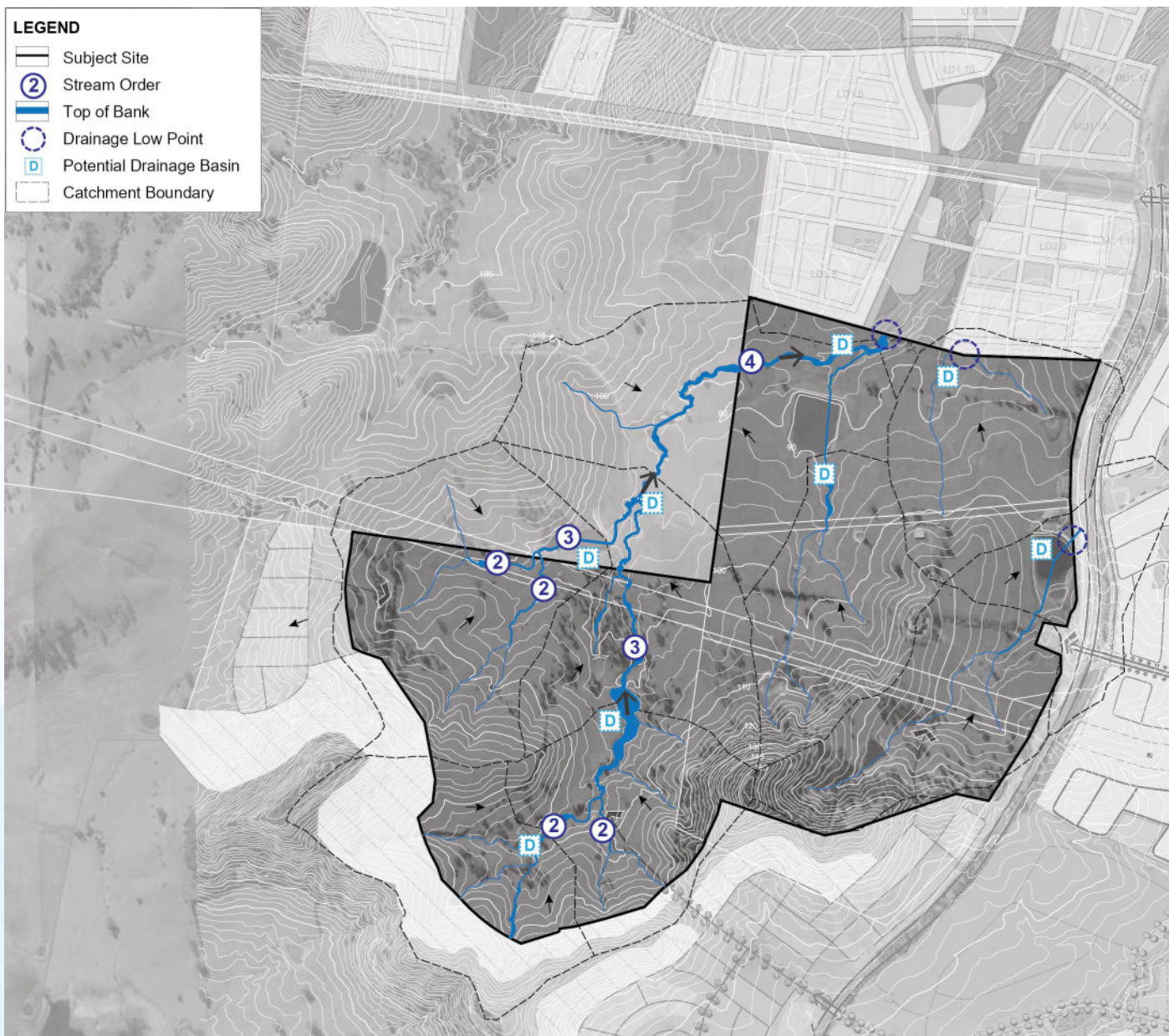


Figure 7 Hydrology Analysis Plan

2.6 Vegetation

The site has been used for agricultural purposes over several decades, therefore it has largely been cleared of significant vegetation and predominantly comprises of exotic pasture grasses with no ecological value.

The land is also bio-certified under the Growth Centres SEPP. There are however several dispersed clusters of remnant Cumberland Plain Woodland across the site which vary in size and quality. There are additionally multiple pockets of exotic vegetation scattered across the site, particularly to the south and surrounding the dwellings.

The exotic species on the site include African Olive, Box Thorn and the Canary Island Date Palm. The largest section of vegetation is located in the south-eastern corner of the site which sits on a ridgeline that traverses the southern boundary of the site and the neighbouring site. This ridgeline forms a natural green curtain and backdrop to the rest of the site.

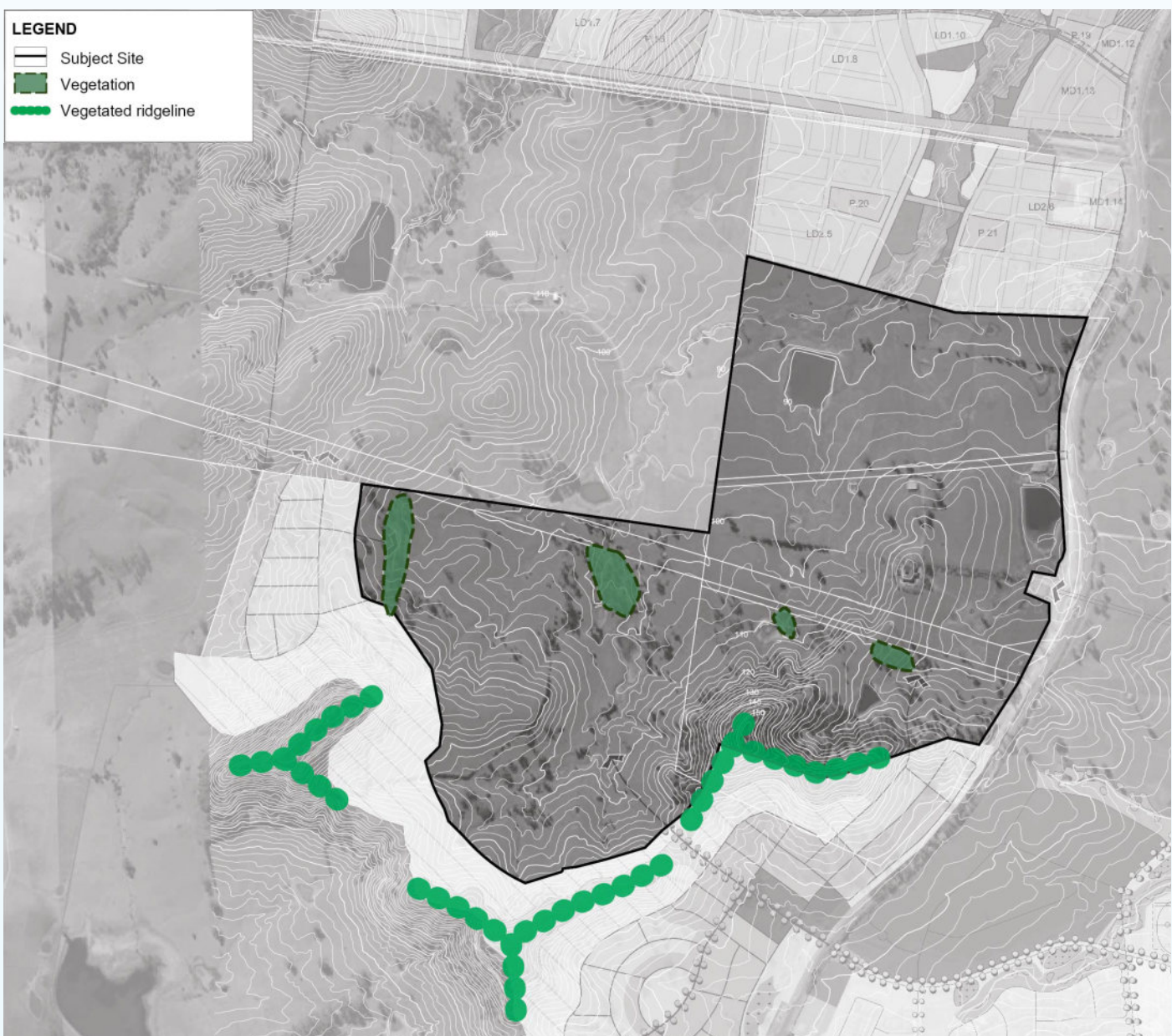


Figure 8 Vegetation Analysis Plan

2.7 Landform

The landform of the site is characterised by ridgelines and valleys. The most prominent feature affecting the site is a main ridgeline to the south which straddles the boundary to the south west. This ridgeline has a high point of 164m. A secondary ridgeline runs west towards the Northern Road along the site boundary, with a highpoint of 154m where two water towers are located. This area forms the majority of the site's steep land, where slope is above 15% in grade.

Several gentler ridgelines transverse the site perpendicular to the major and southern ridgeline. These smaller ridgelines are separated by the creek corridor valleys, which create natural amphitheatres, including a large one centred on the Central Creek Corridor in the heart of the Precinct. The topography of the site generally falls gently from the ridgelines towards the natural amphitheatres and then continues to fall northward towards Lowes Creek in the neighbouring precinct. This provides numerous locations for views from within and outside site.

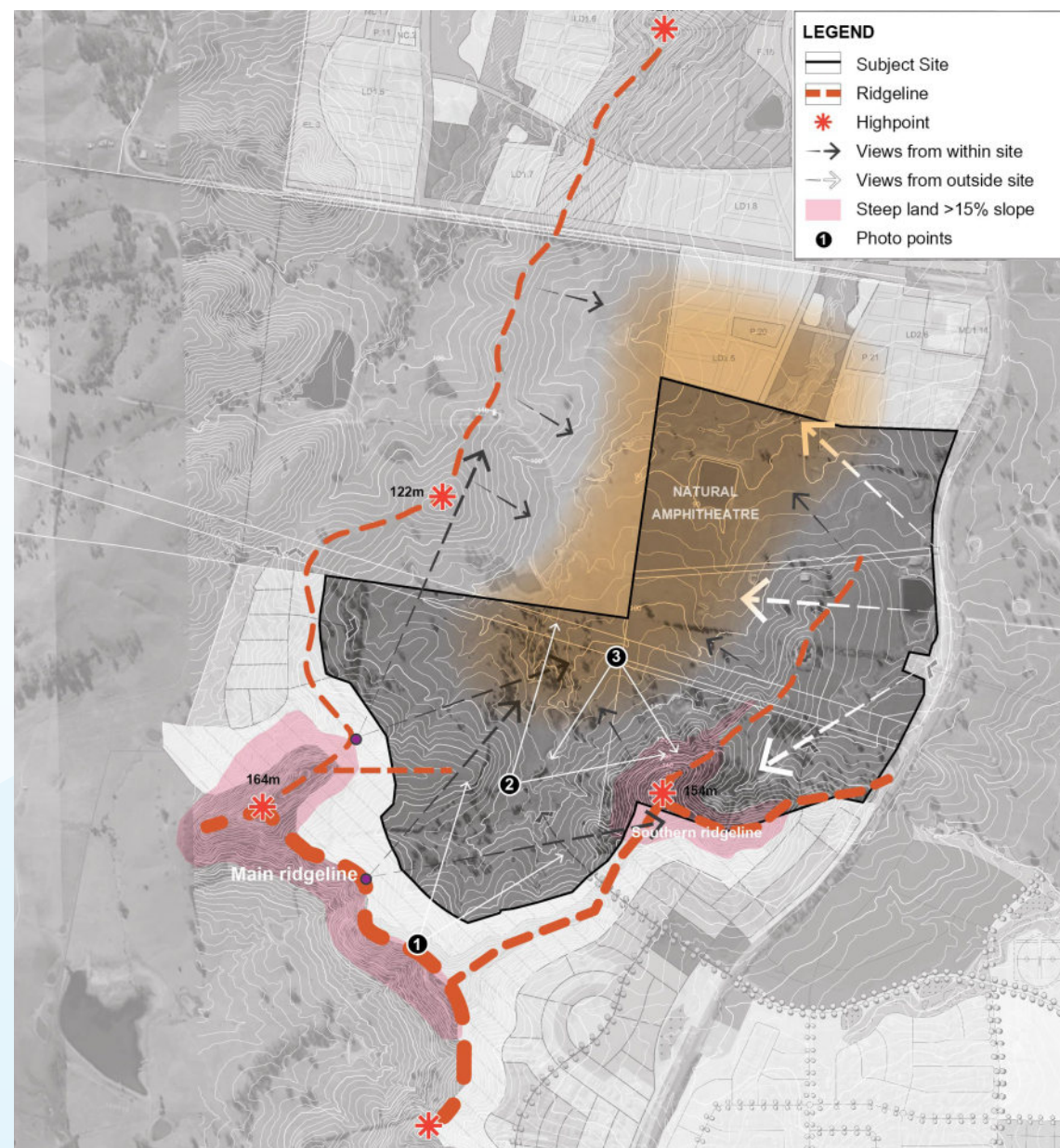


Figure 9 Landform Analysis Plan



1 View north from the Main ridgeline south of the site



2 View north towards the central riparian corridor



3 View south towards the secondary ridgeline and Sydney Water Tower hilltop

2.8 Infrastructure and Existing Development

Other constraints for consideration include a 330kv powerline easement that traverses east-west through the site. Sydney Water have also located a water tower at the top of the southern ridgeline with access from the southern boundary. There are also two existing homesteads situated on the eastern and western ridgelines which are access via the Northern Road.

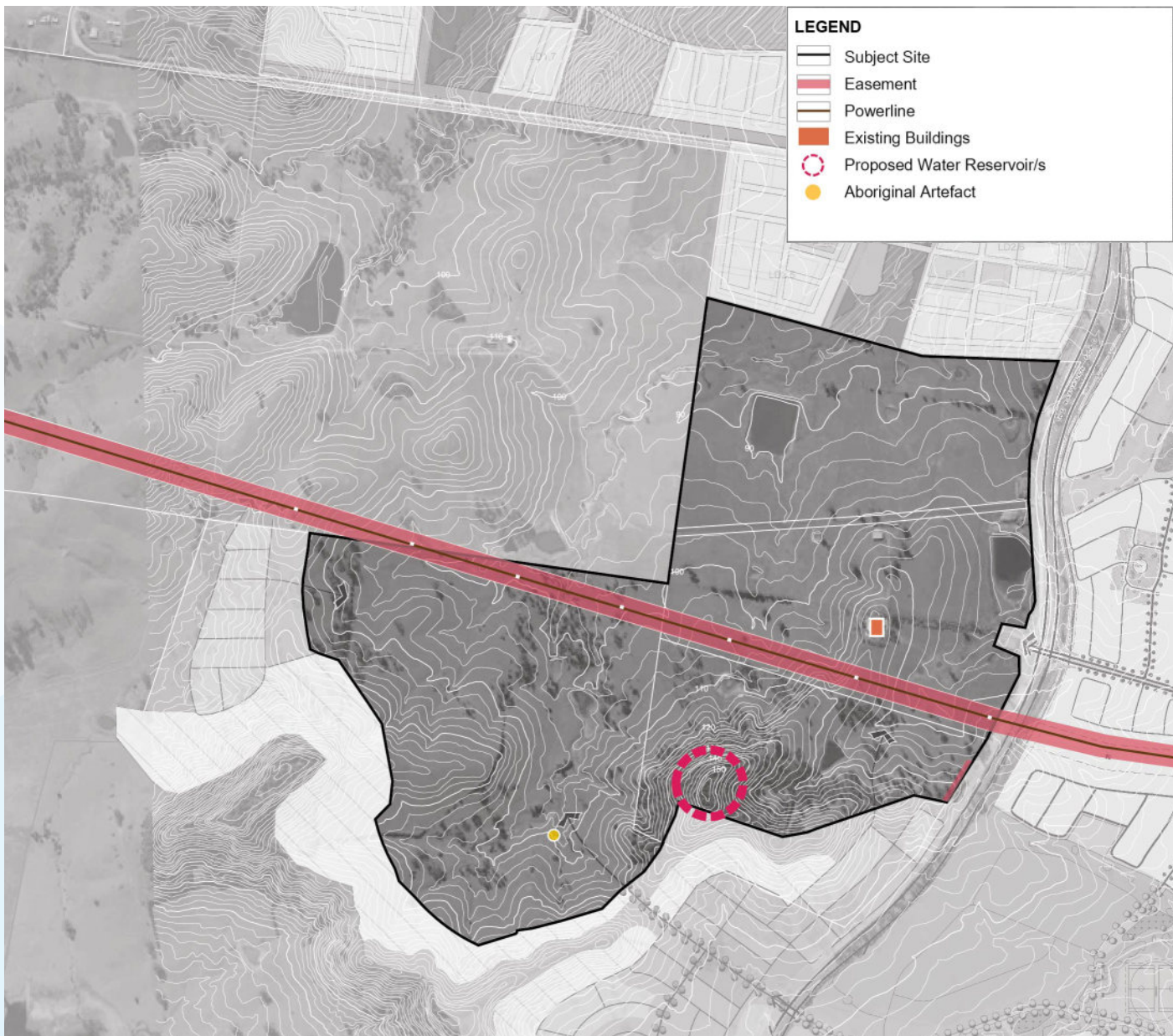


Figure 10 Infrastructure and Existing Development Analysis Plan

2.9 Flooding

Despite being traversed by a creek, the site is not considered to be flood prone. The Flood Impact Assessment for the site determined flooding within the central riparian corridor is generally contained within the creek lines, except for existing farm dam locations where flood extents increase due to the spillway embankments and find alternate overland routes back to the watercourse. The existing conditions flood depths and extents generally reflect well-defined watercourses through and adjacent to the site.

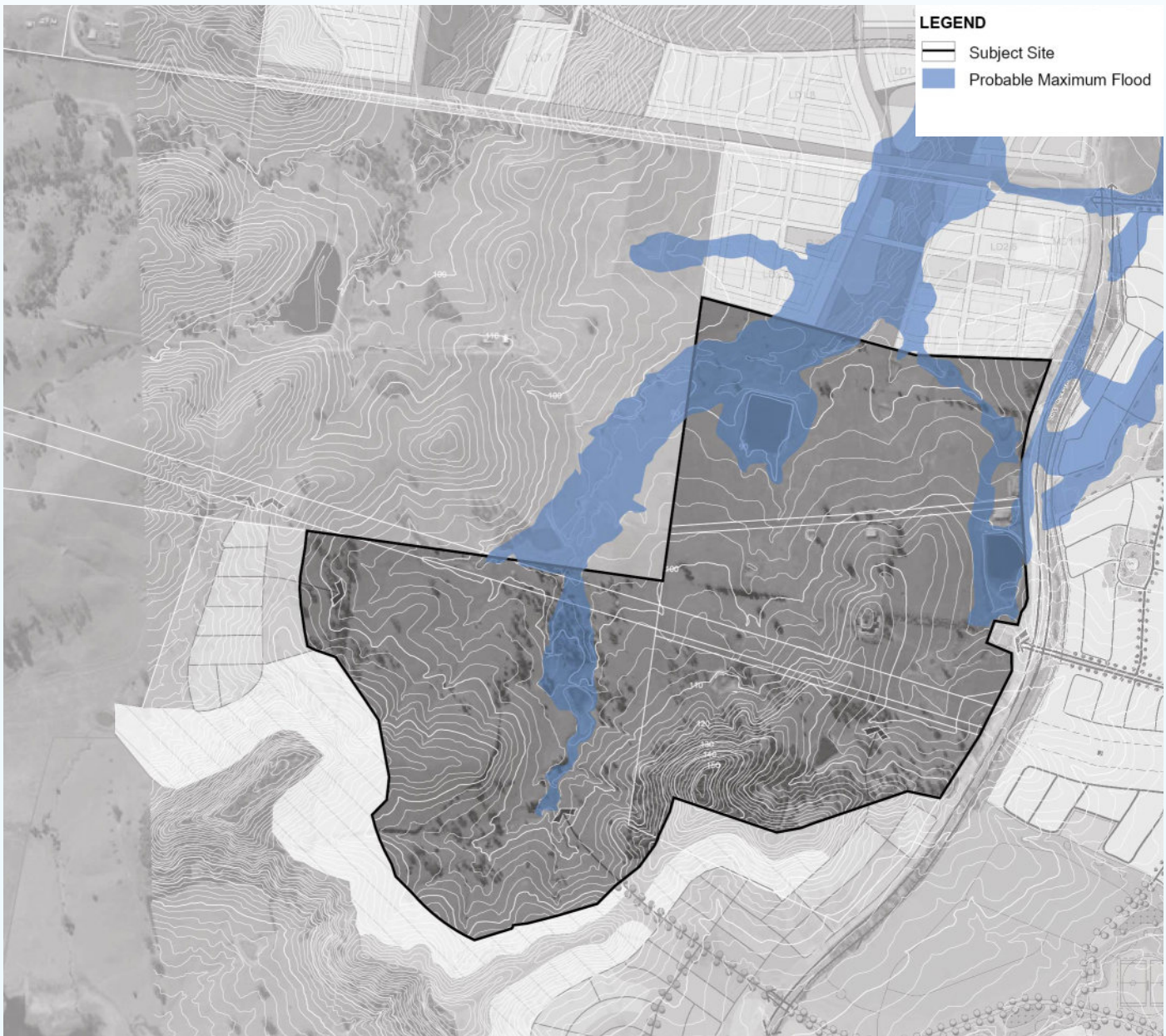
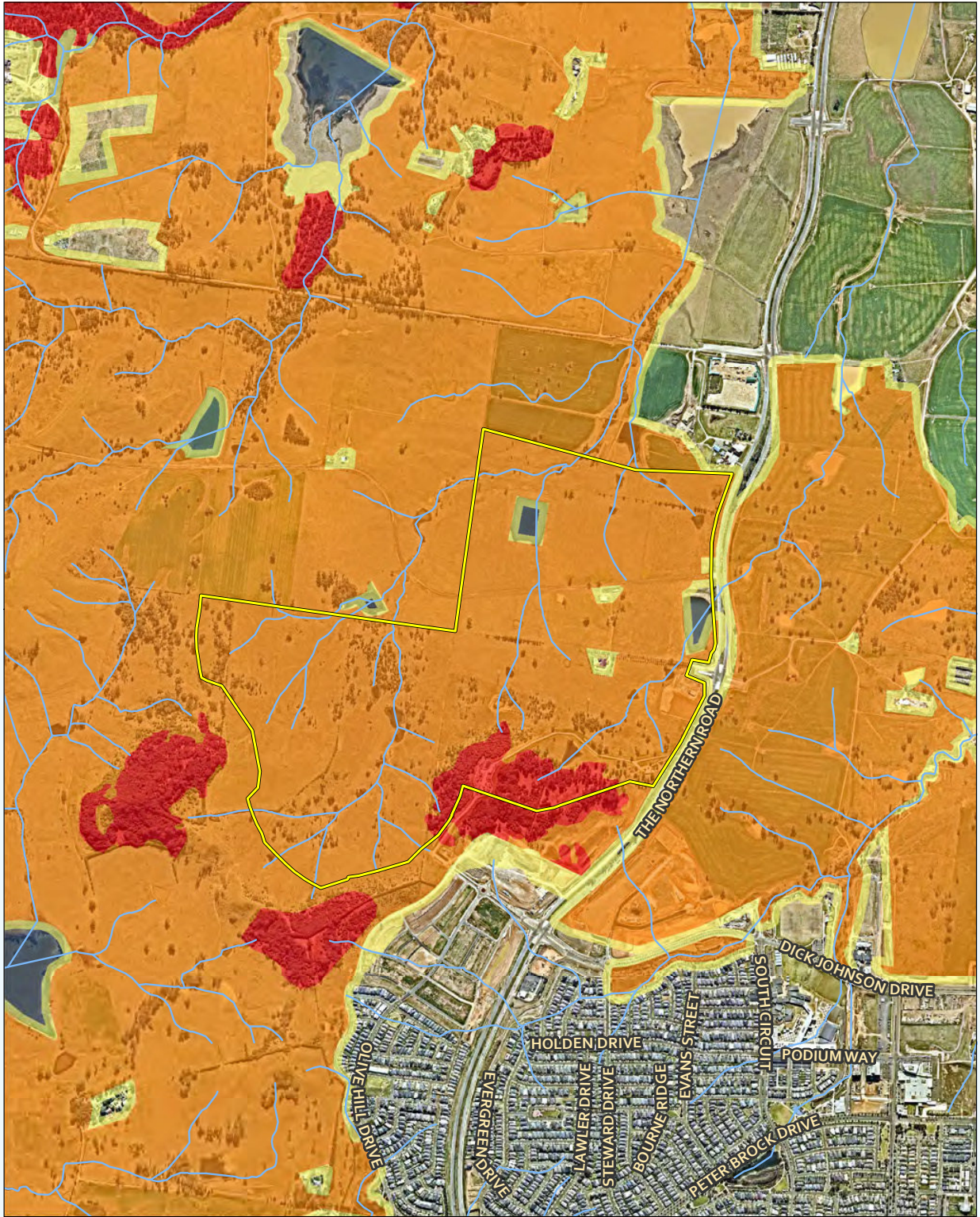


Figure 11 Flood Mapping Plan

2.10 Bushfire

As the site and surrounding area presently comprise mostly of cleared agricultural grasslands, the majority of the site is considered to be bushfire prone land. However, a Strategic Bushfire Study that was undertaken for the site found that fire history mapping shows there has been negligible fire occurrence within 5 km of the subject site and only smaller fires confined to bushland remnants within 5-10 km of the subject site. Limited vegetation connectivity, increased surveillance and higher response times has resulted in subdued fire activity on a landscape scale in the immediate area. Furthermore, following the urbanisation and development of the subject site and surrounding areas, the bushfire threat will be significantly reduced.



Legend

- Subject Site
- Bushfire Prone Land
 - Vegetation Category 1
 - Vegetation Category 3
- Vegetation Buffer

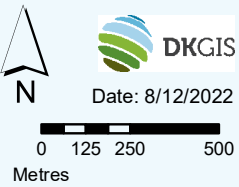


Figure 12 Bushfire Analysis Plan

2.11 Air Quality

An air quality assessment was undertaken on the site. The results of this assessment indicate that the air quality of the site is generally good with no significant impacts from the surrounding farms, major roads and other land uses and activities. While there may be minor odour impact from composting operations nearby, these will be limited to the north-western boundary areas of the site.

2.12 Infrastructure Servicing

The Infrastructure Servicing Strategy analysed the current and required services for the proposal. The site is serviced by electricity, NBN satellite technology, the Telstra 4G and 5G networks. The site is not presently serviced by the Sydney potable water network, the sewer network or gas. Expansions and enhancements to existing services in the area are planned and will be undertaken as required to cater to the increasing demand.

2.13 Site History and Heritage

The site like much of the surrounding region has a long Aboriginal history, with the Camden area being the intersection of the Dharug, Gundungurra and Tharawal people. However, following European colonisation and extensive land clearing for agriculture, it is likely many sites and artefacts of Indigenous cultural or historic significance were lost.

A search of the Aboriginal Heritage Information Management System (AHIMS) found only a handful of Aboriginal Heritage items which are concentrated on the eastern boundary along The Northern Road and the southern boundary along the Southern Ridgeline. A Preliminary Aboriginal Heritage Assessment was undertaken and found four new Aboriginal sites and nine areas of potential archaeological deposit (PAD), all of which are within or adjacent to the Central Creek Corridor in the south west of the site.

Despite a significant European history in the area spanning back to the early 1800's, the site does not include any heritage items nor located within a heritage conservation area. The land was originally part of the historic Denbigh property which is located to the south over the Main Ridgeline. Ownership of the land was transferred several times throughout its history, however it has only been used for cattle grazing since the earliest land grants were issued for the area and there is no evidence to suggest that there were previous structures or uses of the land. Presently, the site contains a rural residences and grazing properties, both of which comprise a house and sheds. Native and introduced trees have been planted to mark fence lines, driveways and boundaries and African Olive and Box Thorn have run rampant across much of the southern part of the site.

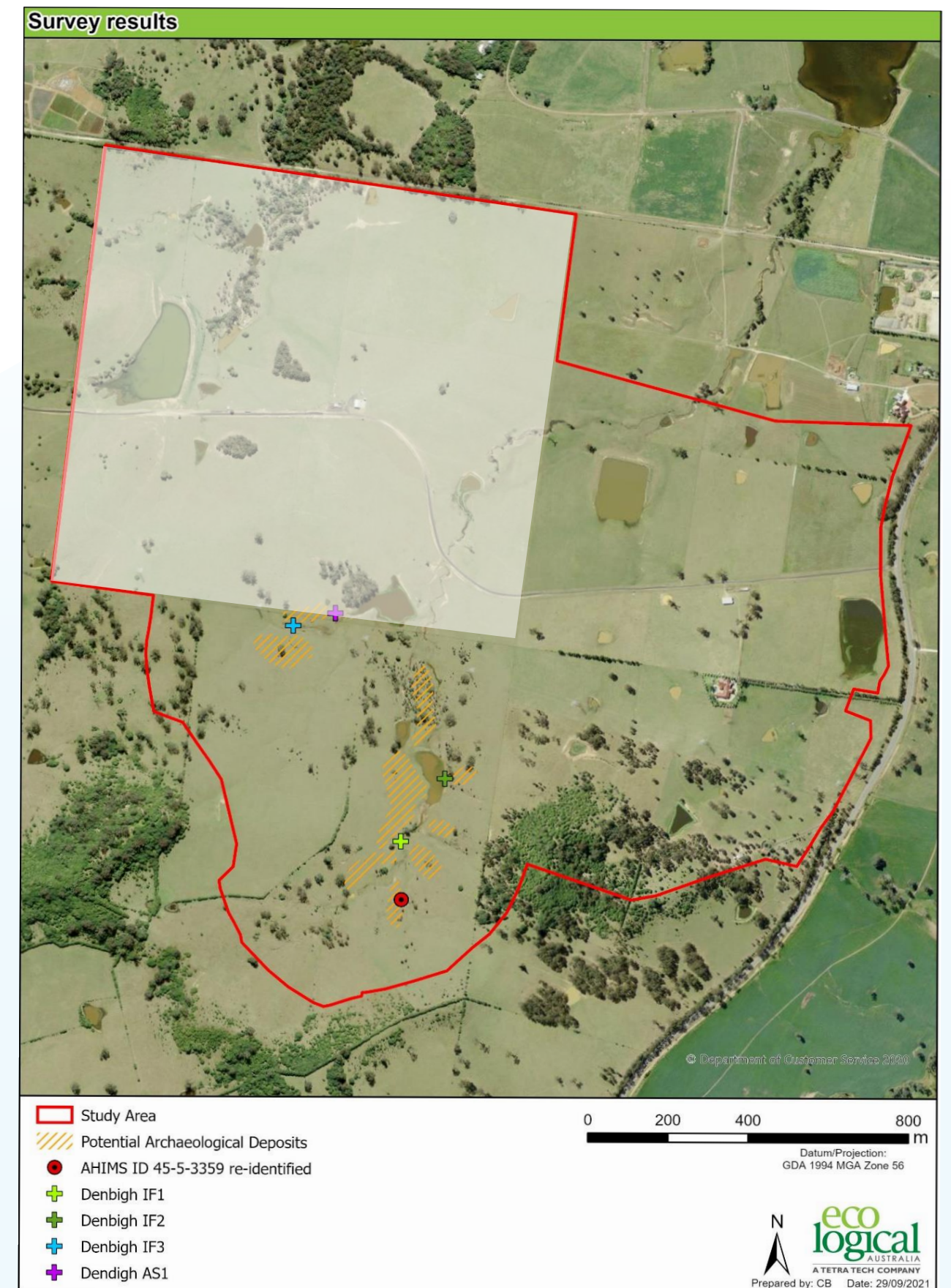


Figure 13 Preliminary Aboriginal Heritage Survey Results

2.14 Social Infrastructure

As the land has been historically used for pastoral purposes, there is presently no social infrastructure on the site. The site is in proximity to existing and emerging areas that have existing and planned social infrastructure items that will complement the infrastructure proposed on the site. The NSW Government Architects (GANSW) determined the required open space for the site to equal 15% of the Net Development Area upon initial site analysis. This excluded land areas which were flood prone, contained a riparian corridor or easement and had a slope greater than 18%. Excluding these areas GANSW determined that the site could accommodate 126ha of developable land requiring 18.9ha of open space.

The nearby Town Centres and Neighbourhood Centres in Oran Park, Lowes Creek Maryland and Pondicherry are easily accessible from the site by car, bicycle or foot. These Centres will include the social infrastructure, facilities and services that are not likely to be available within the Precinct, such as high schools, libraries, public swimming pools and leisure centres.

2.15 Housing Demand

The Housing Needs Assessment for the site identified a major shortfall in the amount of new housing required to meet projected housing demand across the South West Sydney Region to 2041. Even though there may be sufficient theoretical dwelling capacity, it is unlikely all land will be developed. The proposal is of critical importance to mitigate the forecast shortfall in housing supply. Beyond the important issue of housing supply, the location of the site proximate the Western Sydney Aerotropolis is of strategic importance. Ensuring housing supply near one of Greater Sydney's largest planned employment precincts is delivered in timely and orderly fashion will be critical to the success of the Aerotropolis.

Market investigations suggests that the trend towards smaller lot sizes and denser housing product which has been observed over the past decade is continuing amidst an enduring housing affordability issue. In particular, the market appears to be willing to compromise on lot size if a detached product can be secured. Detached housing typologies remain the preferred product of choice for most prospective purchasers across the SWGA, though the popularity and acceptance of medium-density and high-density typologies is growing. This is directly observable in neighbouring precincts such as Oran Park and Edmondson Park.

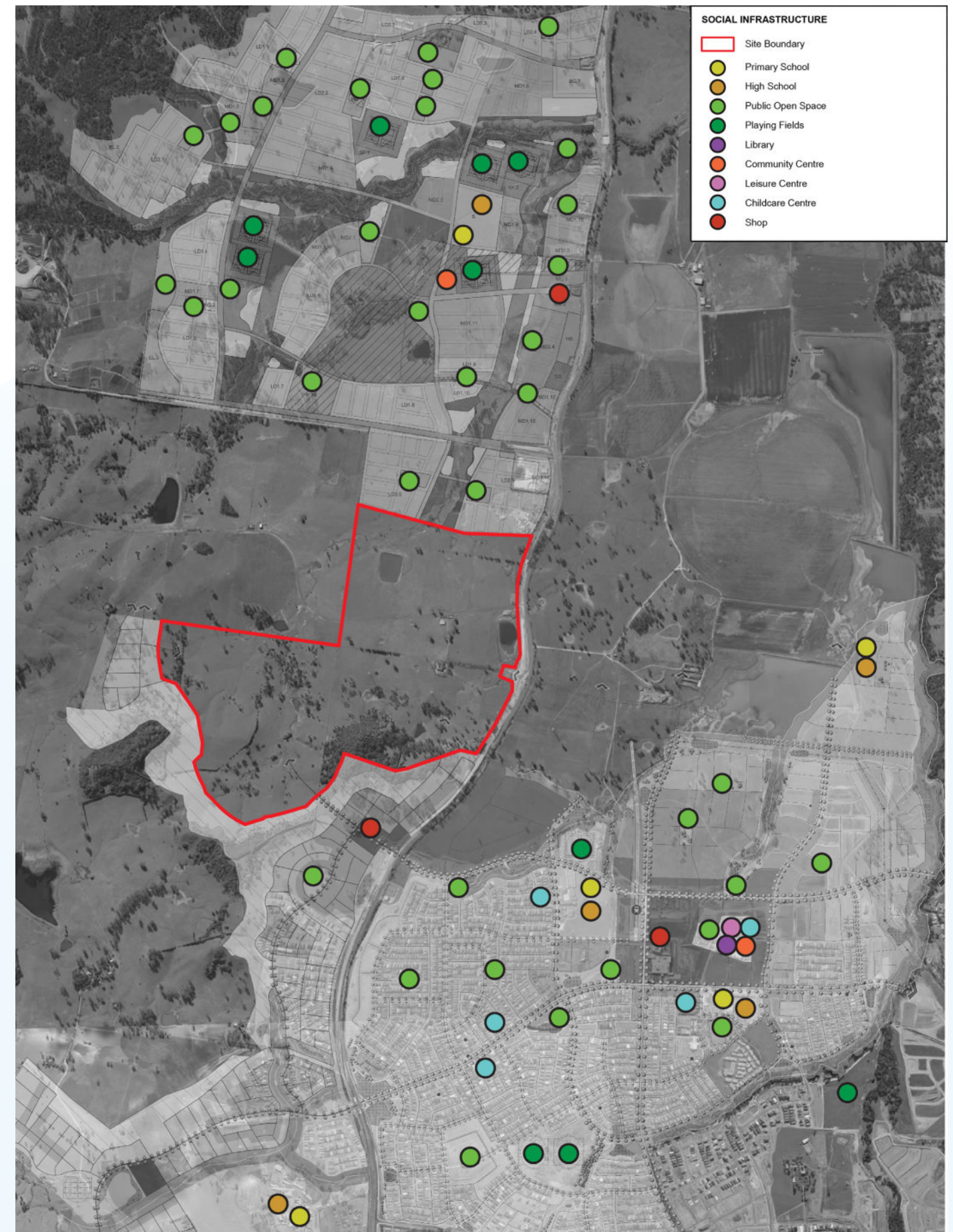


Figure 14 Social Infrastructure Analysis Plan

3. Urban Design Response

Site specific design considerations:

- Create a new primary school to establish a community focal point.
- Provide opportunities for a diverse mix of housing types, with medium density housing located around the major open space amenity.
- Integrate the development with the existing Arcadian Hills and Oran Park to the south and the Lowes Creek Maryland Precinct to the north.
- Retain key creek lines and capitalise on the opportunity to create a central green link and smaller green links throughout the precinct.
- Retain existing significant vegetation as natural bushland or riparian corridors.
- Improve water quality, water flow and the health of riparian corridors.
- Manage and retain views.
- Provide links between the Oran Park Precinct and Lowes Creek Maryland Precinct, creating a meaningful urban road network.
- Utilise landscaping and topography on the southern boundary.
- Promote pedestrian and cycle linkages.

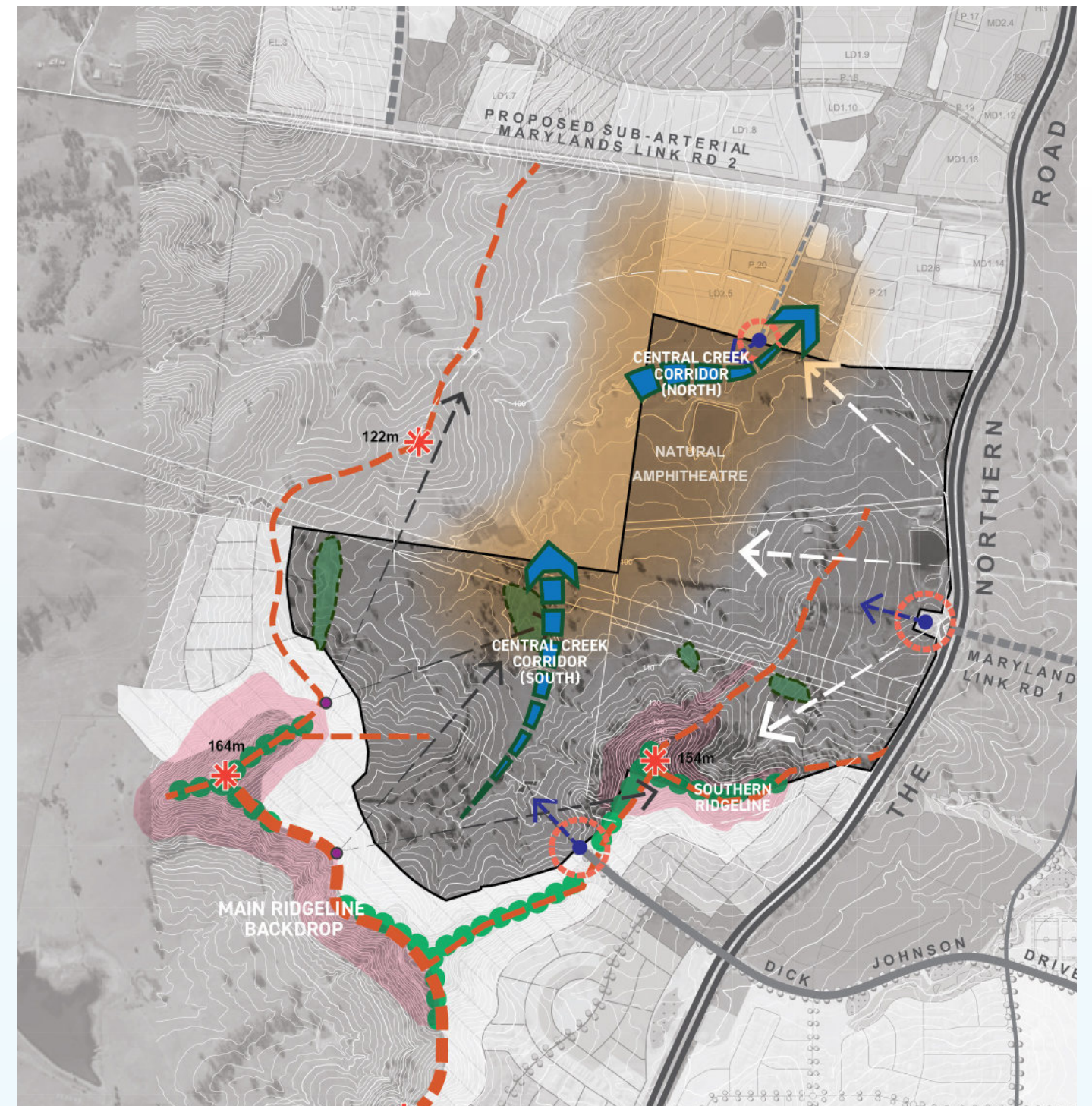


Figure 15 Site Specific Design Considerations Plan

3.1 Vision and Design Principles

The vision for the proposal was shaped by site-specific design principles which seek to take advantage and enhance the natural features of the land whilst simultaneously ensuring the design and layout of the development is well integrated with it's surroundings and easily accessible for the future community.

The key elements which shaped the design of the site are:

- 1) The Central and Western Creek Corridors as spines through the Precinct
- 2) The top of the Southern Ridgeline as a green backdrop
- 3) The natural amphitheatres and local topography characteristics
- 4) Vehicle and Active Transport Linkages
- 5) Retention of significant vegetation
- 6) A diversity of housing and the creation of unique neighbourhoods within the precinct to cater to diverse demands

The most prominent feature of the subject site's ILP is the Central Creek Corridor which is being retained in a wide riparian zone that will form the spine of the Precinct. The preservation and enhancement of this large riparian area will connect the community within and beyond the Precinct, while also serving a crucial role in allowing the development to Connect with Country and preserve the site's long Aboriginal History. The Preliminary Aboriginal Heritage Assessment recommends avoiding certain identified Aboriginal Heritage objects within the Precinct, most of which are within the Central Creek Corridor, allowing for their protection.

The Southern Ridgeline which forms the southern boundary of the site is another unique feature, therefore the ILP has been designed to allow the ridgeline and the trees that grow along it to serve as a green backdrop. This green curtain will continue the vegetated ridgeline character created by the main ridgeline south of the site, preserving the landscaped views from various locations within the development. Lower density residential and environmental living have been proposed along the foot of the ridgeline to allow for larger lots which can accommodate trees up slope, further contributing to the canopy cover and enhancing the scenery of the future community.

The topography of the site includes two natural amphitheatres around the creek corridors. The road network has been arranged where possible to take advantage of the natural topography of the land to enhance views and vistas. This in turn provides the development with a special charm, with the undulating nature of land being retained to mirror the natural landforms of the agricultural and bushland areas to the west, therefore retaining some of the original character of the site.

The sub-arterial and collector roads been aligned specifically to provide the most efficient and direct routes in, out and within the site. This will ensure traffic and congestion is minimised on local roads, improving safety for the community, while also reducing travel times. The active transport links within the site have similarly been designed to enhance the amenity of the development while also serving as practical and efficient routes for pedestrians and cyclists to minimise the dependence on cars, wherever possible.

The site has several areas of remnant Cumberland Plain Woodland and other pockets of native vegetation which are largely concentrated on the Southern Ridgeline and in the Central Creek Corridor. The significance and importance of these areas both ecologically and historically are acknowledged and have therefore been preserved in riparian corridors and parks or incorporated into large residential lots. This will allow for preservation and enhancement of these threatened ecosystems while also bringing the community closer to the natural history of the site.

The co-location of the school and playing fields surrounded by medium density residential development will create a vibrant heart of the future community.

There is a need for a diverse range of housing types and styles, therefore the ILP has been shaped to create distinct neighbourhoods within the development, graduating from higher to lower density from the centre outward. Smaller, denser housing typologies will be located around the open spaces. The low-density residential development will encircle the medium density areas. The large lot neighbourhoods will be situated at the southern and western peripheries of the site, providing a coherent transition from the proposed development to adjoining bushland and rural lands.



3.2 Indicative Layout Plan

The Indicative Layout Plan (ILP) for Cobbitty was shaped by the aforementioned site-specific design principles and the South West Growth Area Structure Plan combined with fundamental urban design concepts to create a refined and cohesive ILP.

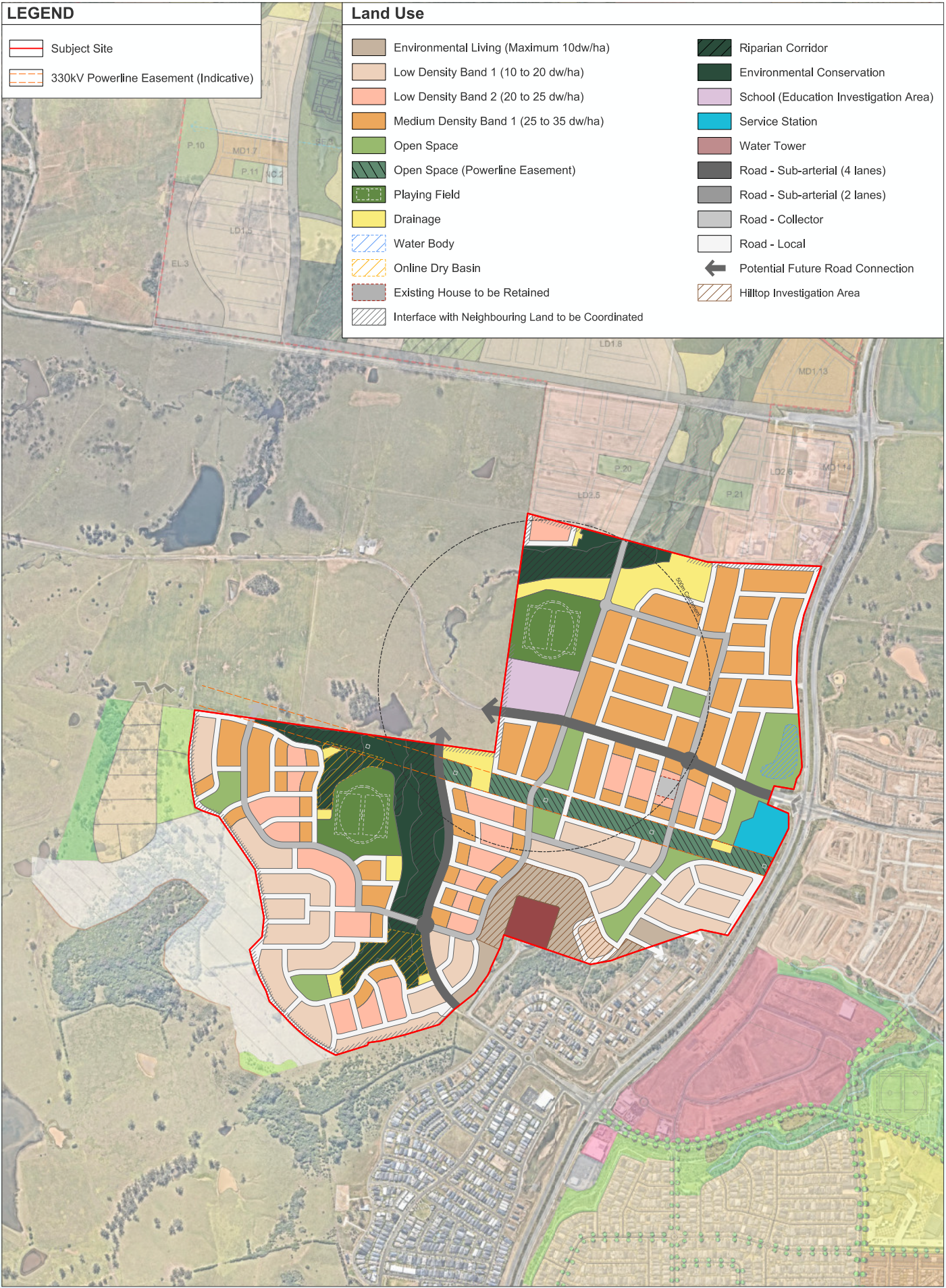


Figure 16 Indicative Layout Plan

3.3 Land Use Arrangement and Composition

The proposed land use arrangement has been specifically tailored to ensure that all land uses are compatible with their specific location and the urban design principles outlined above.

The primary school is located at the intersection of multiple sub-arterial and collector roads in the heart of the Precinct, making them easily accessible by all future residents. These land uses have been located adjacent to open space and the riparian corridor to ensure they are highly accessible by active transport means. The co-location of the primary school and playing fields strengthens community identity and sense of place. Most of the precinct will be residential land, with medium density surrounding the open space and gradually reducing in density towards the periphery of the Precinct. An area of large lot residential is proposed along the southern boundary to allow for the retention and enhancement of existing vegetation on the southern ridgeline.

The Central Creek Corridor will be retained as a large, wide riparian zone traversing the middle of the Precinct. This will serve multiple purposes including; mitigating the impacts of flooding, enhancing the health of the local ecosystem, providing recreational opportunities for the community, increasing the tree canopy cover and improving the visual appeal of the development. Many local parks, open spaces and playfields have located along these riparian corridors, however many others are dispersed throughout the proposal, ensuring there is adequate and easily accessible open space for all residents. There will be approximately 18.90 hectares of open space in total.

A service station will be located in the only B4 Mixed Use zoned land adjacent to the main entrance to the site on The Northern Road. This will be separated from residences by open space and the powerline easement.

LAND USE STATISTICS FOR REZONING AREA

The Planning Proposal is seeking to rezone 172.68ha of land that forms part (57%) of Cobbitty Sub-Precinct 5. A breakdown of the land uses are provided in the table below.

Land Use Statistics for Rezoning Area (ALWAYS Consultancy Land)

Land Uses	Area	% of Rezoning Area
Residential	753,253 m2	43.6
Residential (Existing)	3,568 m2	0.2
School	30,011 m2	1.7
Service Station	17,956 m2	1.0
Infrastructure	17,421 m2	1.0
Roads	415,096 m2	24.0
Open Space	96,096 m2 (includes waterbody 9,804 m2)	5.6
Open Space (powerline easement)	52,917 m2	3.1
Detention Basins and Rain Gardens	67,642 m2 [A total drainage area of 108,466 m2 includes online basins (40,823 m2)]	3.9
Riparian Corridor	170,184 m2 (includes online basins and water bodies)	9.9
Playing Fields	102,708 m2	5.9

3.4 Density Strategy

The site proposes approximately 2,650 dwellings, with an average household size of 3.2 persons. New dwellings will be delivered in the form of detached, semi-detached, terrace homes and apartments.

Housing Type	Density Range (dw/ha)	Average Lot Size (sqm)
Environmental Living	10	1,008
Low Density Residential Band 1	10 – 20	500
Low Density Residential Band 2	20 – 25	350
Medium Density Residential Band 1	25 - 35	250

3.5 Yield and Mix

The housing mix for the proposal is captured in the table below and aligns with the housing market demand assessment.

Density Range	Proposed Mix
Environmental Living	2%
Low Density Residential Band 1	22%
Low Density Residential Band 2	16%
Medium Density Residential Band 1	60%



3.6 Housing Diversity

The proposal will provide a broad range of dwelling types with a focus on attractive residential streetscapes structured around well connected, walkable neighbourhoods and local passive open spaces. The variety of lot sizes, shapes and types will allow for a diverse range of housing styles to cater to different needs. The high amenity area surrounding the open space will also offer the opportunity for medium density residential and apartment dwellings encouraging housing diversity and a broad socioeconomic mix.

Housing Typology Examples	Example Product
Single Storey Front loaded homes	
Double Storey Front loaded homes	
Attached Double Storey Front Loaded homes	
Attached Double Storey Rear Loaded homes	

Housing Typology Examples

Example Product

Attached Three Story Rear Loaded homes



Studios



Manor homes



Apartments



3.7 Movement and Road Configuration

The ILP has been designed with a logical and meaningful road network that maximises accessibility and efficiency. The proposed road layout establishes a clear road hierarchy with sub-arterial roads, collector roads and local roads.

The main entrances to the Precinct will be via the two sub-arterial roads, both of which connect with the recently constructed intersections on The Northern Road. The main gateway to the Precinct is expected to be via Marylands Link Road 1 intersection with The Northern Road, therefore entry statement features are proposed here. The sub-arterial roads have been designed to bring people to and through the community. The two sub-arterial roads meet adjacent to the primary school which has been planned intentionally as this will serve as the focal community gathering point of the precinct.

The various collector roads have been designed to cater to local traffic, allowing for easy and quick commuting within the precinct. Road alignments have additionally been positioned to capture views of key features within the landscape where possible, taking advantage of topography of the site.

The road network has been designed to connect seamlessly with neighbouring existing (Oxley Ridge) and proposed (Lowes Creek Maryland) infrastructure networks, creating a coherent local road network and easing the flow of traffic between precincts. Opportunity for a road extension westward has also been provided as part of the ILP in anticipation of potential future development to the west of the Precinct.

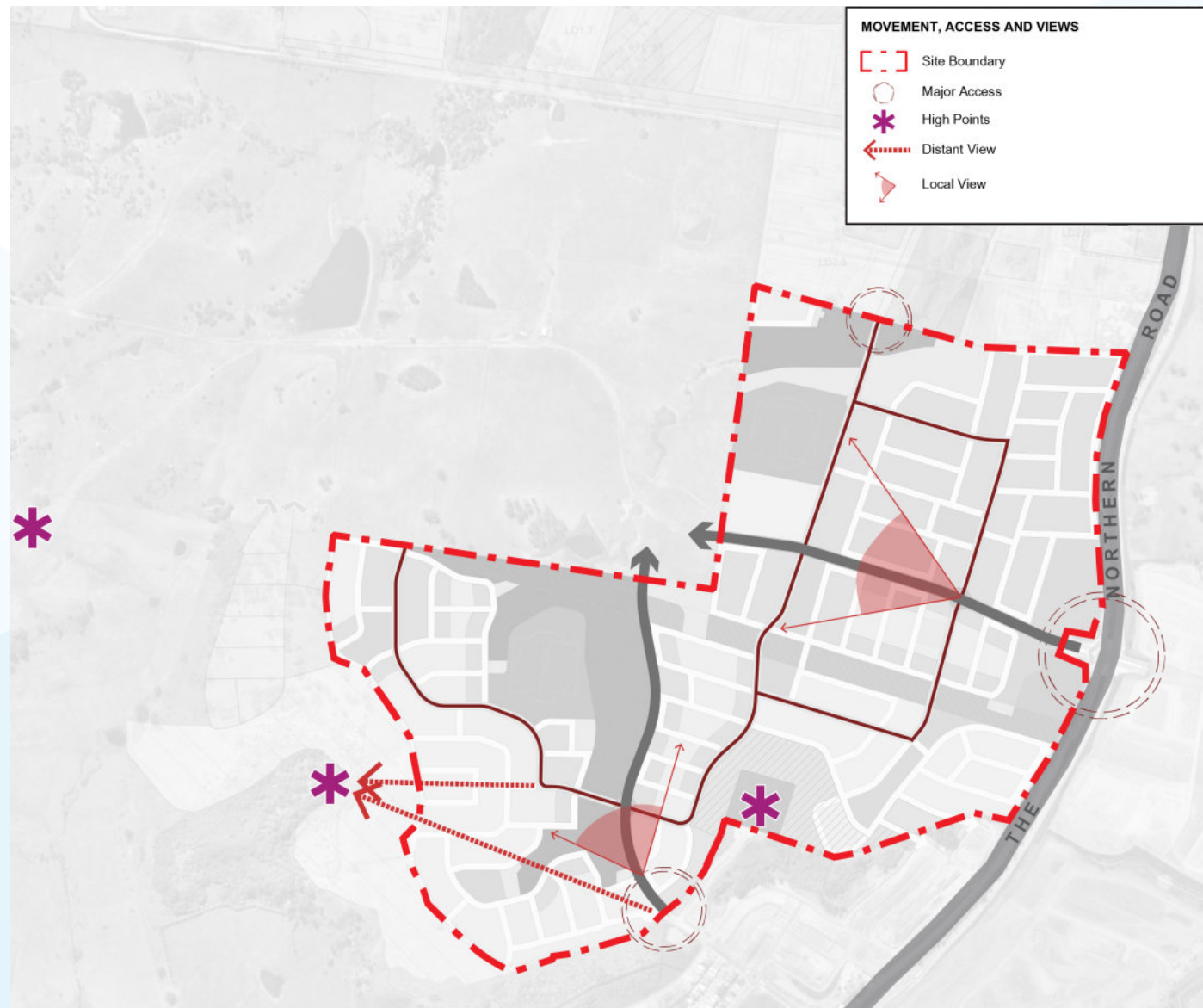


Figure 17 Movement, Access and Views

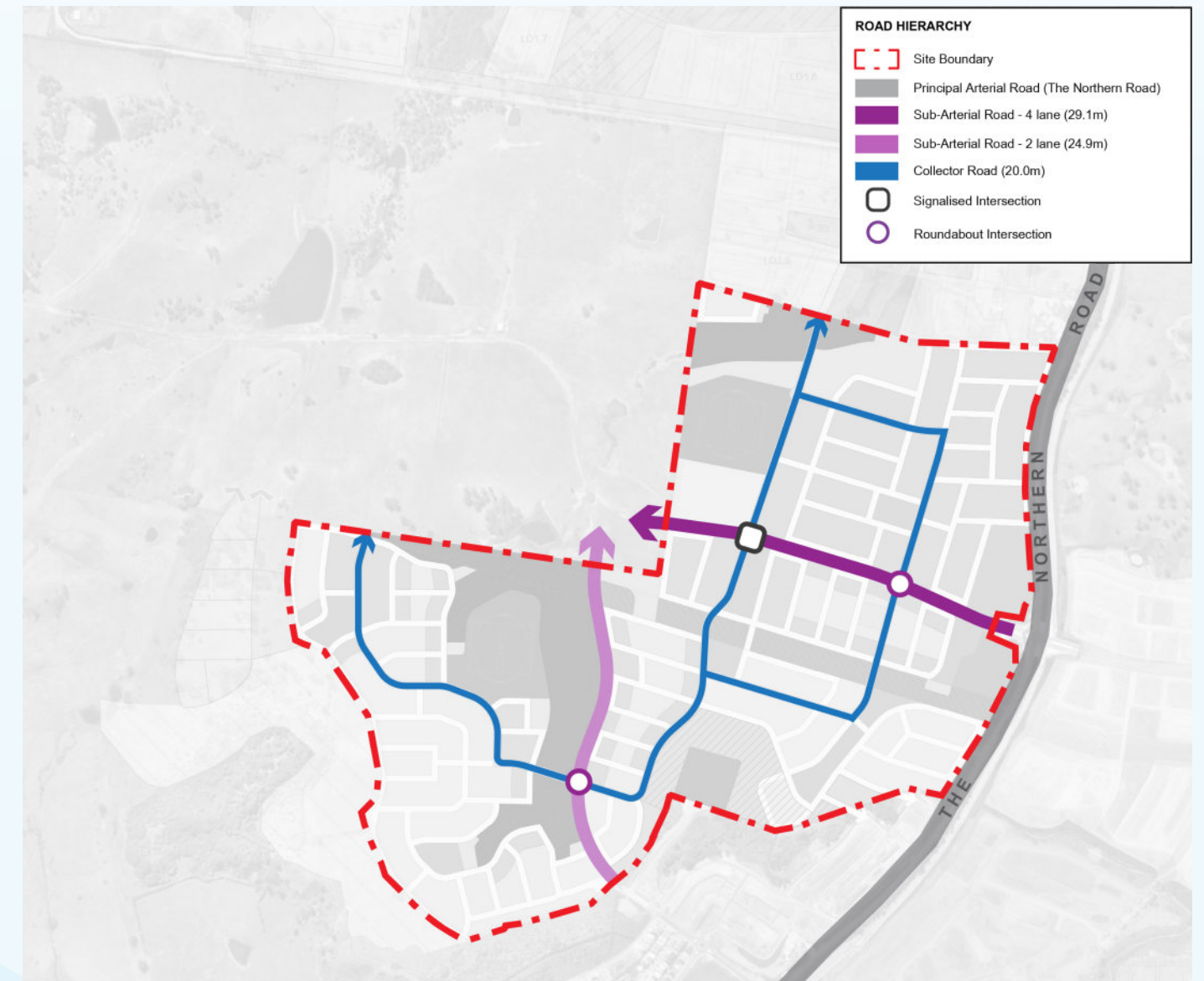


Figure 18 Road Hierarchy

3.8 Pedestrian and Cycle Network

As with the road network, the pedestrian and cycle network within the Precinct has been designed to achieve a hierarchy that prioritises the movement of pedestrians and cyclists throughout the development. The alignment of sub-arterial and collector roads provide sharepath linkages to open spaces within the site and ensures that connections are direct and legible. There are additional pedestrian and cycle links within the various open spaces and riparian corridors throughout the precinct which will encourage the community to opt for active transport modes when possible.

The surrounding South West Sydney region has an extensive existing pedestrian and cycle network. The network within the precinct is proposed to connect to the wider network to enhance active transport connections between and across the region. The importance of these links will increase within the coming years when Oran Park Metro opens and more people commute using a combination of active and public transport.

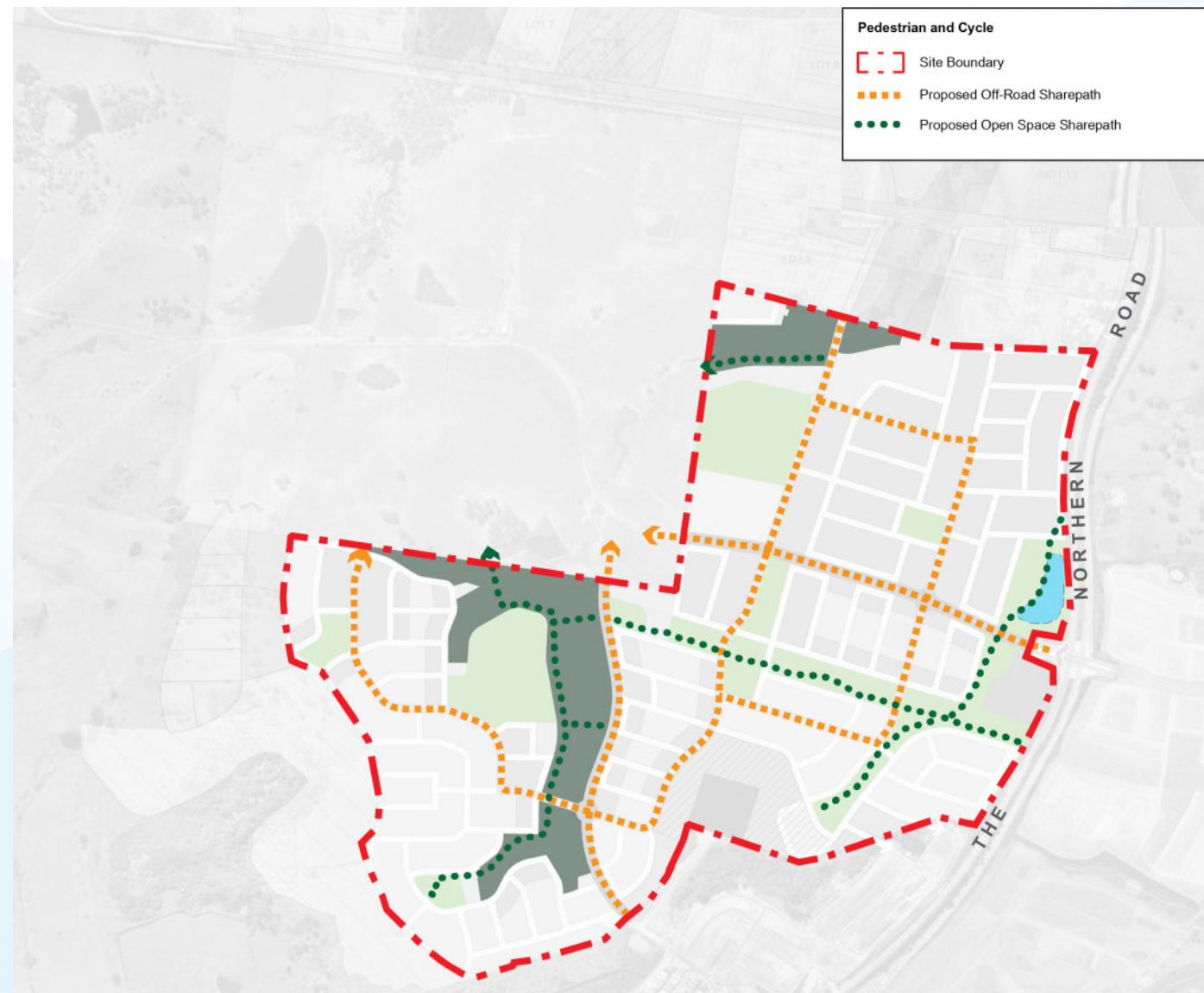


Figure 19 Pedestrian and Cycle Network



3.9 Residential Densities and Allotment Design

The residential structure of the proposal includes a variety of housing densities and lot sizes, supporting a diversity of dwelling types with a gradation of density outward from the open spaces. Medium density residential areas (up to 35 dwellings per hectare) are proposed in well-serviced and accessible locations, with good access to open space, making them ideal for smaller dwelling types. The majority of the remaining land will be lower density residential, ranging from 20 to 25 dwellings per hectare. Large lot residential areas are located along the southern ridgeline, offering distinctive development opportunities that respond to the natural landscape and support the retention and planting of native vegetation.

Within the Precinct, a series of distinct neighbourhoods will emerge, each shaped by the landscape, topography and local context, offering a diverse range of housing choices for future residents.

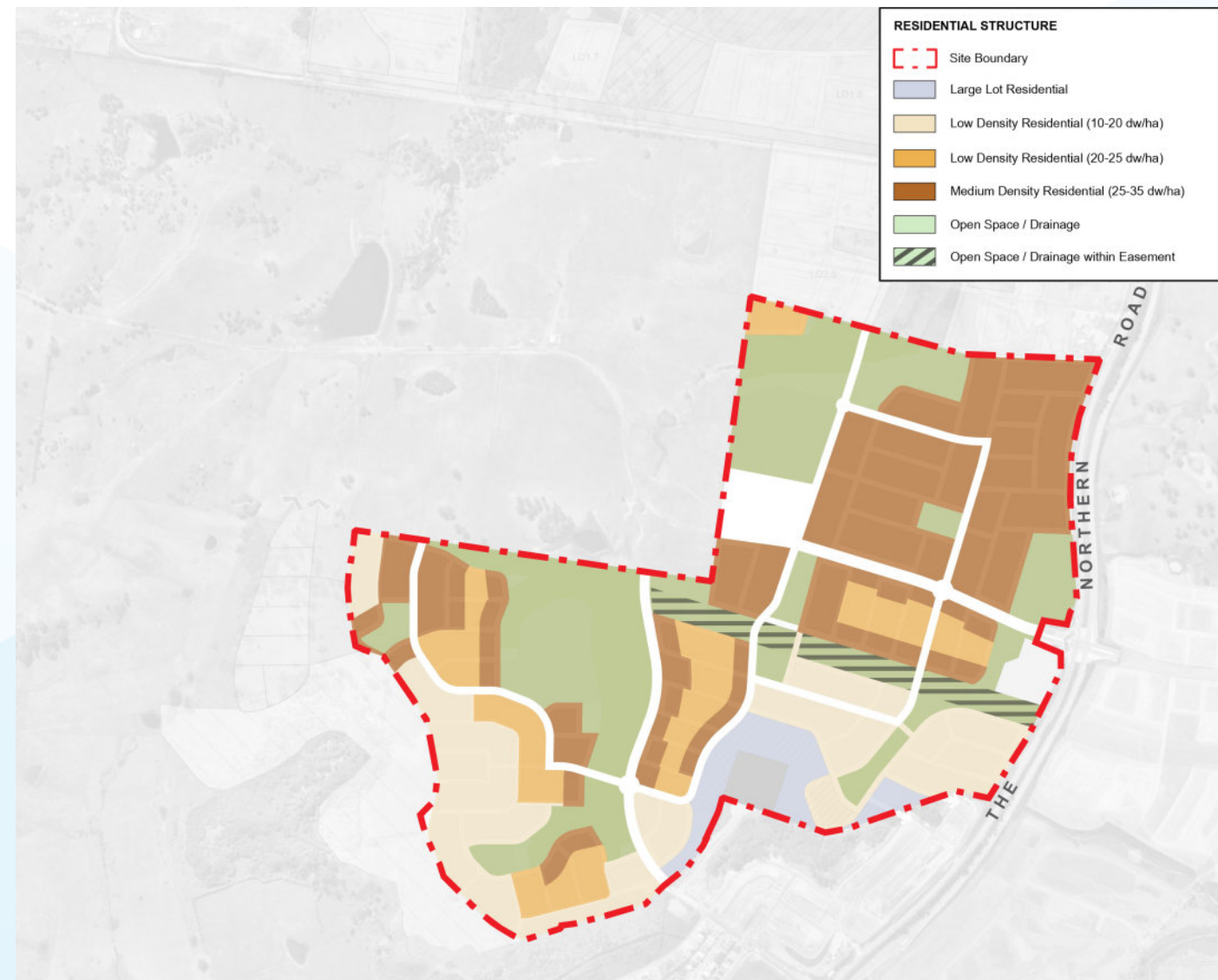


Figure 20 Residential Densities and Allotment Design

3.10 Hilltop Investigation Area

The 'Hilltop Investigation Area' applies to a portion of the site adjacent to the south-eastern boundary, enveloping the new Water Tower on the southern ridgeline. Presently, it is proposed this area will be zoned C4 Environmental Living to allow for large lot residential with a maximum density of 10 dwelling per hectare. Due to the geotechnical, topographic and ecological constraints presented by the steep terrain on the ridgeline and pockets of native vegetation, large lot residential has been determined to be most appropriate land use.

Deep lots backing on to the ridgeline are proposed, which will afford adequate depth for dwellings at the front, and an asset protection zone (APZ) if required. The rear of the lots will encompass sections of retained native vegetation and provide opportunities for revegetation of the ridgeline.

Geotechnical slope stability assessments have also been considered through the ridgeline which includes areas of 'intermediate' to 'major' slope constraint. Further assessment of these areas is required as part of the 'Hilltop Investigation Area' to ensure the most suitable residential outcome is pursued.

The existing and newly planted native vegetation will partially screen the Water Tower from the remainder of the Precinct and areas to the east. Further, together with the vegetation on the main section of the Southern Ridgeline, the tree canopy in the Hilltop Investigation Area will also serve as a green backdrop to the Precinct, contributing to the desired sense of place and leafy character of the community.

The potential for a passive open space on the Hilltop Investigation Area was initially explored, however concluded by Council that this was not their preference. Accordingly, large lot residential is considered the most suitable land use as it achieves the objectives of retaining the character of a vegetated ridgeline whilst still effectively using the land. The offering of large lots within the Hilltop Investigation Area will also broaden the diversity of housing options and provide a unique lifestyle offering.



Figure 21 Hilltop Investigation Area

3.11 Open Space

The proposal includes an extensive open space network which comprises of passive open space (8.62 ha), active open space (10.27 ha), riparian areas (17.018 ha) and the powerline easement (5.29 ha). This equates to approximately 41.19 hectares of open space.

The Central Riparian Corridor will form the largest open space areas within the site, and has been designed according to the Office of Water guidelines for riparian corridors, with offsetting and the averaging rule have been applied where relevant. While they have been retained for flood mitigation and environmental requirements, the corridors will additionally serve as a space for recreational and aesthetic purposes. A detailed riparian offset plan for the rezoning area is provided in Appendix A.

Likewise, other existing clusters of native vegetation have been incorporated into smaller local parks and open spaces. The retention of mature trees will assist in achieving the desired canopy coverage and leafy green character of the proposal.

The proposal contains two large active open spaces to be used for active sporting purposes while numerous smaller local parks are scattered throughout neighbourhoods are expected to be used for general recreation by the community.

A body of water is proposed within the open space adjacent to the Marylands Link Road 1 entrance, which is designed to serve as an attractive entry feature to the community and as a point of interest within the open space network. It is anticipated that all open space areas will ultimately be in the ownership of Council and maintained in a similar fashion to other established areas within the LGA.

3.12 Heritage

The design of the development has been shaped to preserve and respect both Indigenous and European heritage within the site and the surrounding area.

Studies concluded that there are potential for Aboriginal heritage sites and artefacts within the study area especially along creek lines and areas that were less disturbed by past agricultural practices. The design has intentionally retained the areas of remnant Cumberland Plain Forest and the creek riparian corridors for both their environmental and historical value. Therefore, any potential Aboriginal artefacts or sites within these zones will not be impacted by this development.

Despite a significant European history in the area spanning back to the early 1800's, the site does not include any heritage items nor located within a heritage conservation area. The development is in close proximity to the heritage listed Denbigh property to the south and Maryland Homestead to the north, however heritage studies concluded the proposal will not have any impacts on these items, with the ridgelines, undulating terrain and vegetation largely obscuring views lines to both heritage sites.



Figure 22 Open Space

3.13 Social Infrastructure

The Indicative Layout Plan for the Precinct has been specifically designed to locate key pieces of social infrastructure at accessible locations or ensure easy access to facilities in the neighbouring Precinct's such as Lowes Creek Maryland, Oran Park and Pondicherry.

The local and district facilities proposed within the Precinct include:

- a public primary school,
- playgrounds and public open space, and
- sporting fields.

Public open space and playgrounds are dotted throughout the precinct and within a short walking distance of all residential allotments. The provision of 18.90 hectares of both passive and active open space within the Precinct area alone will ensure that there is adequate space for future residents.

The pedestrian and cycle network provided within the Precinct will allow easy and efficient access to the surrounding areas.

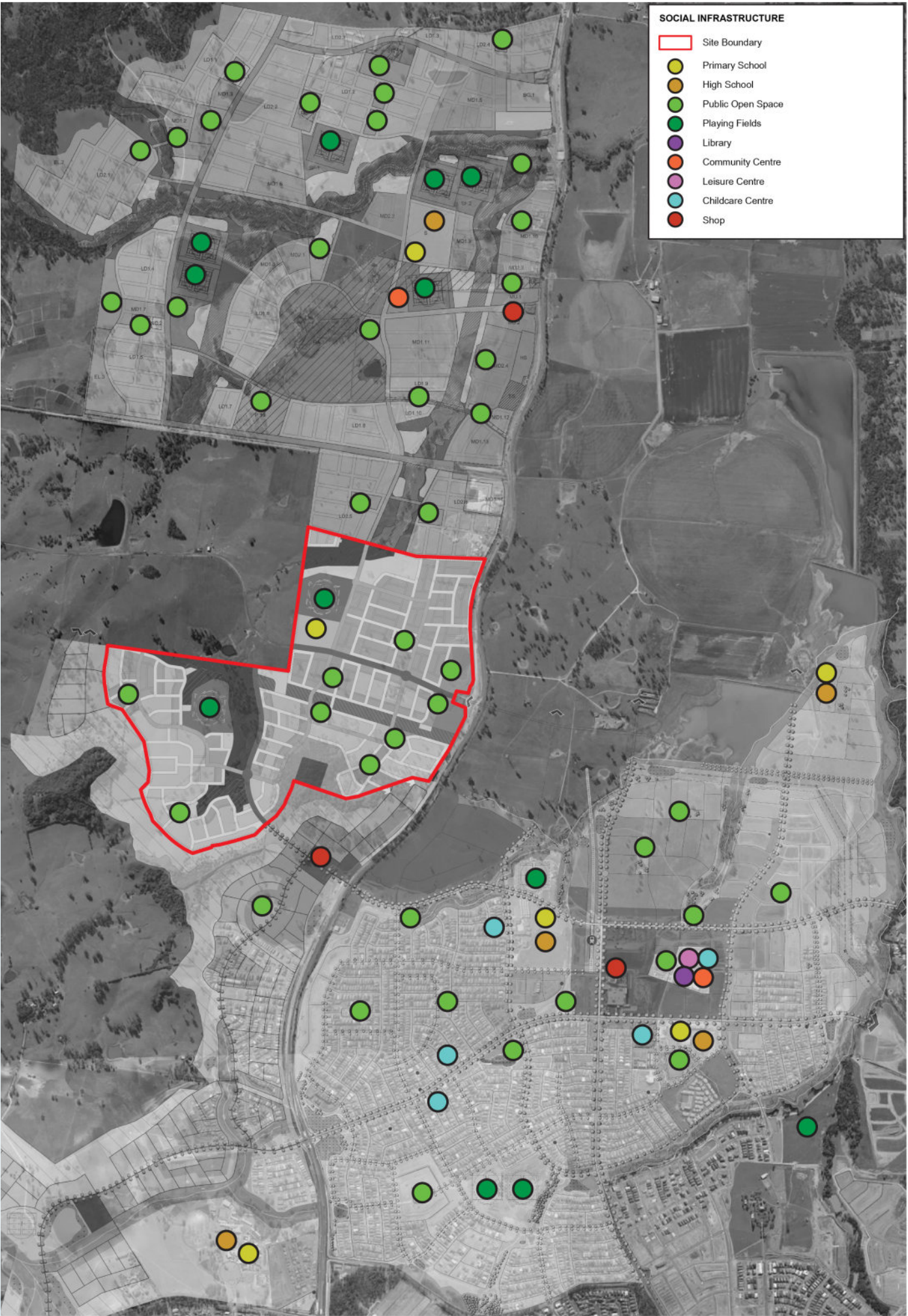


Figure 23 Social infrastructure

3.14 Staging

To ensure an orderly and efficient delivery of the development, it is proposed that it be constructed in stages. This delivery strategy ensures that major placemaking elements of the design are delivered to support the different housing catchments and establish strong local community foundations up-front.

An indicative staging plan proposes the development be constructed in 10 stages. The first stages will be located on the eastern side of the site, adjacent to the main entry of the Precinct at the intersection of Marylands Link Road 1 and The Northern Road.

The development will gradually continue westward, ending with the delivery of the larger residential allotments. A final staging plan will be determined subject to further investigations on infrastructure and servicing provision.

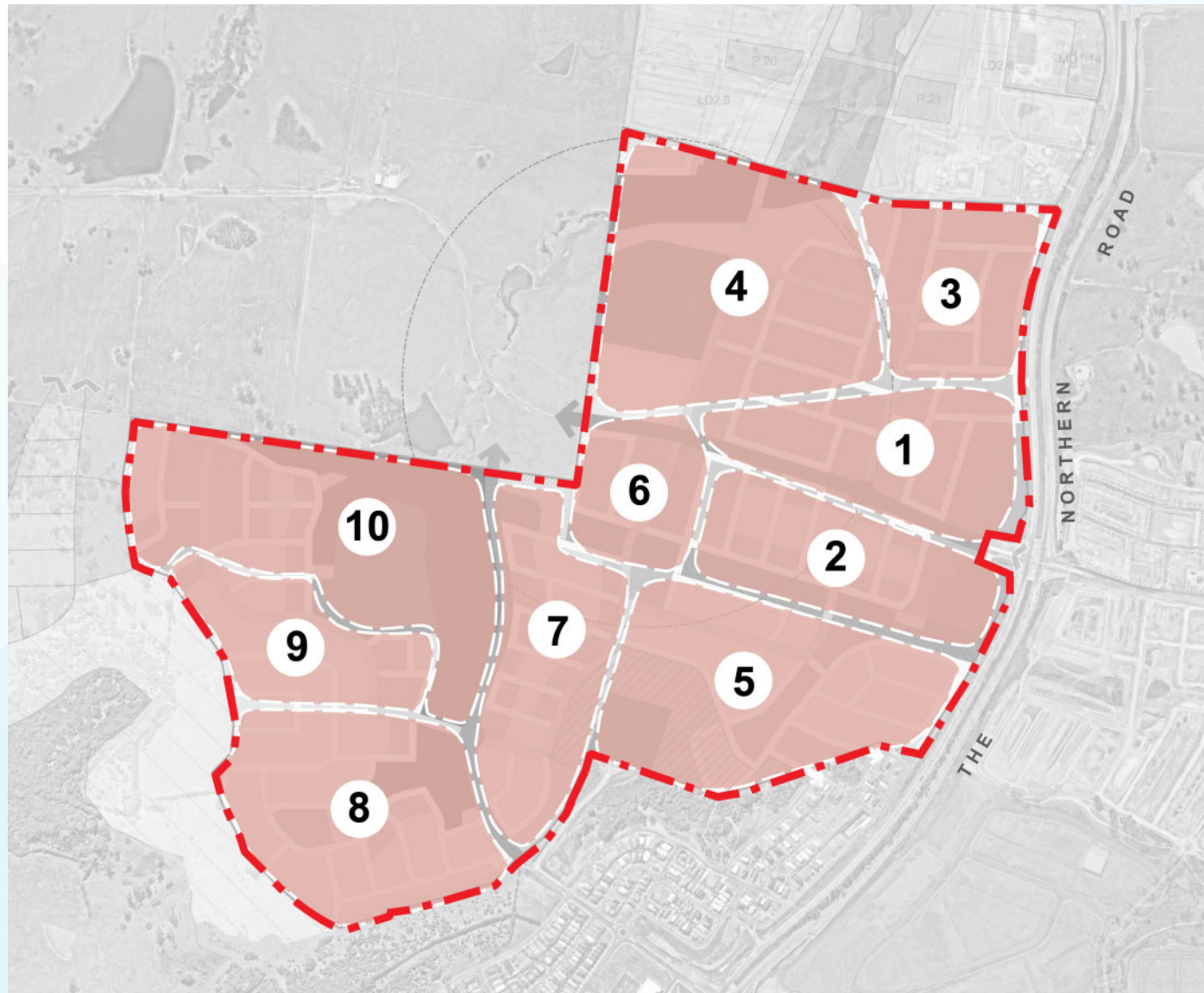


Figure 24 Indicative Staging Plan

4. Conclusion

The Indicative Layout Plan has been thoughtfully and purposefully designed to ensure a strong and cohesive community is established. The ingredients of the site characteristics and considerations from the multidisciplinary inputs have been brought together in meaningful way to establish a strong basis for achieving a well-connected and integrated place.

The elements of the site and the assemblage of the land uses provide a strong focal heart to the ultimate community, while achieving environmental benefits from the retention of vegetation on the ridgeline to the south and the riparian corridors within the central area of the site. The combination of these elements will provide a strong physical and emotional connection to the landscape in which the future residents will live, work, play and educate.

The Indicative Layout Plan provides a strong foundation on which more detailed design can be progressed to deliver a community that is robust and integrated, not only within, but also externally to the mainly attractions and features of the surrounding area.

Appendix A - Riparian Offset Plan





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