

---

# SALT PAN CREEK RESERVE, RIVERWOOD

## CONCEPT OPTIONS

---



# 5.0 CONCEPT OPTIONS

## 5.1 Salt Pan Parklands

### Development of options

The salt Pan Parklands is the least developed of the two main park areas comprising the overall masterplan site. This section explores concept planning solutions for the main components of the Salt Pan Parklands. Options are included where applicable including identification of a preferred option.

### 5.1.1 Road Access & Parking - Concept Options

Existing road access in the park south of the M5 connects past McLaughlin Oval to Wiggs Road in the north. It is proposed to provide additional vehicular access from the Riverwood neighbourhood to increase accessibility and reduce traffic loads on a single access.

Several scenarios were reviewed in terms of alignment and organisation of vehicular access and parking. These are outlined this page with the preferred scenario described opposite

LEGEND

Road

Shared road

Parking

Flat turfed area

Embankment area

Sports field area

External public open space



- Primary south entry at 1. off Kentucky Avenue
- Potential secondary entry at 2. providing loop circulation
- Angle parking off road
- Nodal parking area between playing field pads at 3.

- Primary south entry at 1. off Kentucky Avenue
- Potential secondary entry at 2. providing loop circulation, but maintaining south-western corner un-incumbered by road access
- Angle parking off road
- Nodal parking area between playing field pads at 3.

- Primary south entry at 1. off Kentucky Avenue
- Potential secondary entry at 2. off Union Road providing loop circulation - but creating a road based divide at all times between main park and Riverwood - which may not be desirable
- Angle parking off road
- Nodal parking area between playing field pads at 3.



Preferred Scenario

In order to avoid the profile of the existing landfill while at the same time providing access to the centralised amenities complex in the centre of the field pads, the entry road must transition up into the site along the eastern embankment. This takes it away from the east boundary and creates a park space between the road and the boundary

A perimeter road that hugged the site boundary and became a “double frontage” between the park and the development would be ideal as it would provide an active edge and public domain zone linking the park to the community. However this road would be at the boundary level some 4-5m below the amenities and the field above. Scenarios 1-3 implement a secondary road access to the former Landfill zone. In each case to varying degrees the second road access serves to spatially separate the adjoining community from the park.

As such the preferred scenario uses an existing access point to Kentucky Avenue seeking to maximise the interface to the community that is parkland. A perimeter path will allow for shared access, maintenance access, and provide a similar activating role to an edge road.

Active Recreation

- 1 Adventure play
- 2 Sports Fields & Amenities

Passive Recreation

- 3 Amphitheatre/Viewing Areas
- 4 Boardwalks & Viewing decks

Circulation & Parkings

- 5 Road with 90 Degree Parkings (324)
- 6 Pedestrian Vehicular Shared Zone
- 7 2.5-3m Maintenance Perimeter Shared Pathway
- 8 Pedestrian Access

Sustainability

- 9 Provide wetland habitat for wildlife to increase biodiversity value and improve water quality

Hilltop Art / Gateway Feature

- 10 Provide hill top art / gateway feature to create identity to the parkland from M5 Motoway



Figure 5.9 Refined Concept



# 5.0 CONCEPT OPTIONS

## 5.2 McLaughlin Oval

Council resolved to explore potential for a National Premier League Football facility integrated with retention of an informal local park role within MaLaughlin Oval

This section reviews requirements and precedents for an NPL facility followed by a description of planning options and a preferred masterplan option.

### 5.2.1 NPL Stadium & Seating Requirements and Precedents

Council resolved to consider options for relocation of Sydney Olympic Football Club to a location at Salt Pan Creek. This will free 3 leased football fields at Tasker Park (Canterbury Town Centre) which form part of the critical open space for the related Urban Renewal Corridor. Relocating Sydney Olympic Football Club also frees Peter Moore field adjacent to Belmore Oval (Canterbury Bulldogs precinct)

A new football facility would be a regional level and be provided with NPL-1 level amenities including a synthetic field, covered seating / grandstand, ticket office and perimeter fencing, parking and other associated change rooms, office and gym facilities. Council considers 1 x synthetic and 1 x grass full field would address the Sydney Olympic role.

### NPL Seating Requirements

a) Following are the minimum Covered and Open Air Seating requirements for Stadiums;

League	Seating Requirements
PlayStation 4 National Premier Leagues NSW Men's and PlayStation 4 National Premier Leagues NSW 2 Men's - 1st Grade, U20 and U18	Total seating for 500 spectators of which at least 250 must be under cover
All other competitions	Total seating for 300 spectators of which there is no minimum requirement for under cover seating

b) Under cover seating is defined as seating in a sheltered, purpose built covered Grandstand constructed of a material which protects spectators from the elements, or a private box or room enclosed by glass

c) Seating can be either bench or individual bucket style

d) In calculating the numbers of spectators a bench seat accommodates, the equation of two (2) people to every one (1) metre of bench seating is to be used

e) All seating must be elevated and tiered

f) Football NSW will take into consideration Stadiums with capacity in excess of the minimum standard when determining locations for the Championships Series of each respective League

### NPL Stadium Precedents

Cromer Park provides a good working precedent to evaluate potential for an NPL facility at McLaughlin Oval.

Generally the sites are comparable overall albeit in slightly differing configuration. Cromer Park is highly efficient in accommodating a central parking zone. The shape of McLaughlin Oval requires alternatives for layout of parking to be explored

### NPL Stadium Precedents

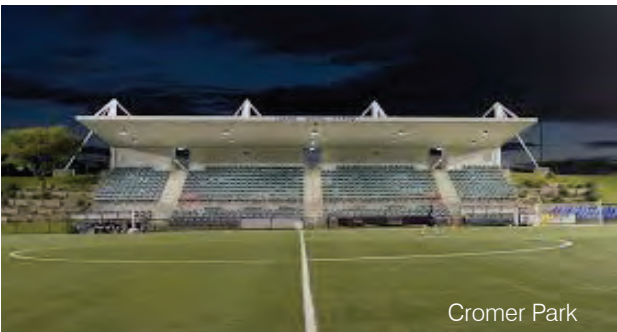


Figure 5.12 Precedent comparison - Cromer Park



5.2.3 Refined Options

Initial options explored a number of design parameters:

- capacity of the site area to provide for the NPL level stadium with supporting grassed fields.
- the location of the NPL stadium to north or south of site
- configuration of parking provision including whether to maintain existing parking area
- location of community play facilities

The preferred option on this page develops the following principles:

**NPL Stadium to south**

- preliminary information indicates this area is less affected by landfill history and offers greater potential for earthworks
- provides stronger green parkland frontage to Wiggs Road

**Playspace in current position**

- The playspace is retained in its current position with easy access and visibility from the adjoining community
- Potential to extend playspace with relocation of parking

**Parking re-configured**

- parking is consolidated in closer proximity to sportsfields and to consolidate green open space curtilage to play space (refer parking space numbers indicated)
- Potential to retain existing in short term

**Informal use recreational parkland adjoining neighbourhood to east**

- Open grassland for informal use adjoining neighbourhood with path linkages



Figure 5.13 Preferred Scenario - NPL stadium to south

**LEGEND**

	Asphalt		Grassed/ turf area
	Shared access / Maintenance perimeter path		Maintained sportsfield area
	Secondary pedestrian path		Existing vegetation
	Brick pavement		Proposed vegetation
	Boardwalk		
	Proposed amenity building		
	Proposed grandstand		
	Security fence		
	Existing sandstone wall		
	Proposed contours / mounding		

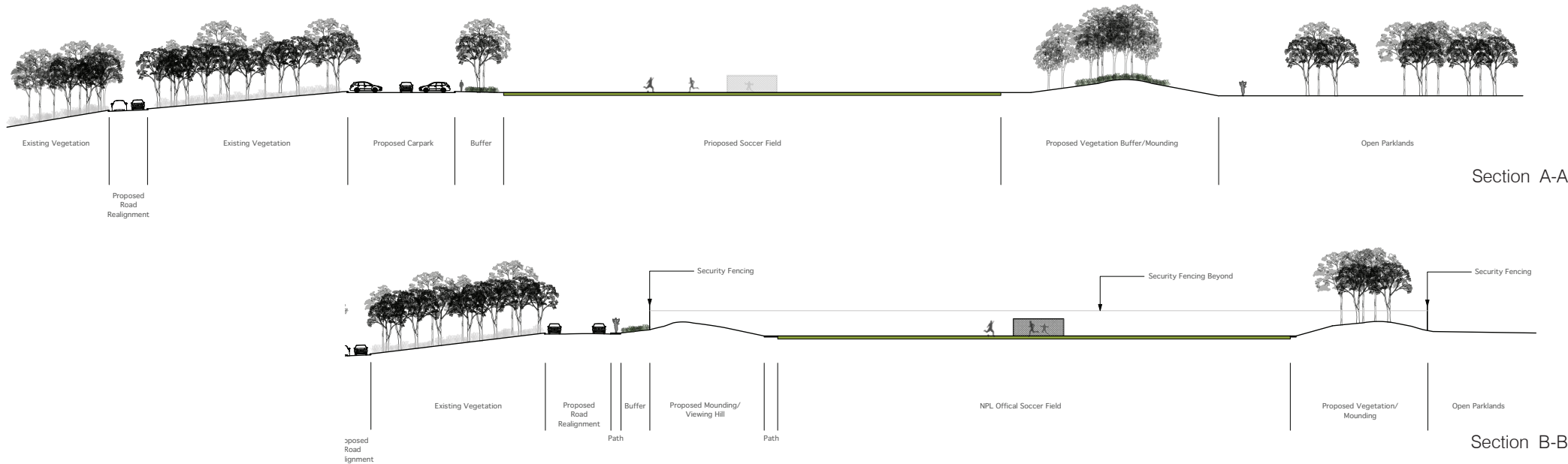


Figure 5.14 Preferred Scenario - cross sections



# 5.0 CONCEPT OPTIONS



Alternative 2a



Alternative 2b

Figure 5.15 NPL Stadium to north alternative - with parking variations



Figure 5.16 Minimal Change Alternative - NPL Stadium to north with south baseball retained

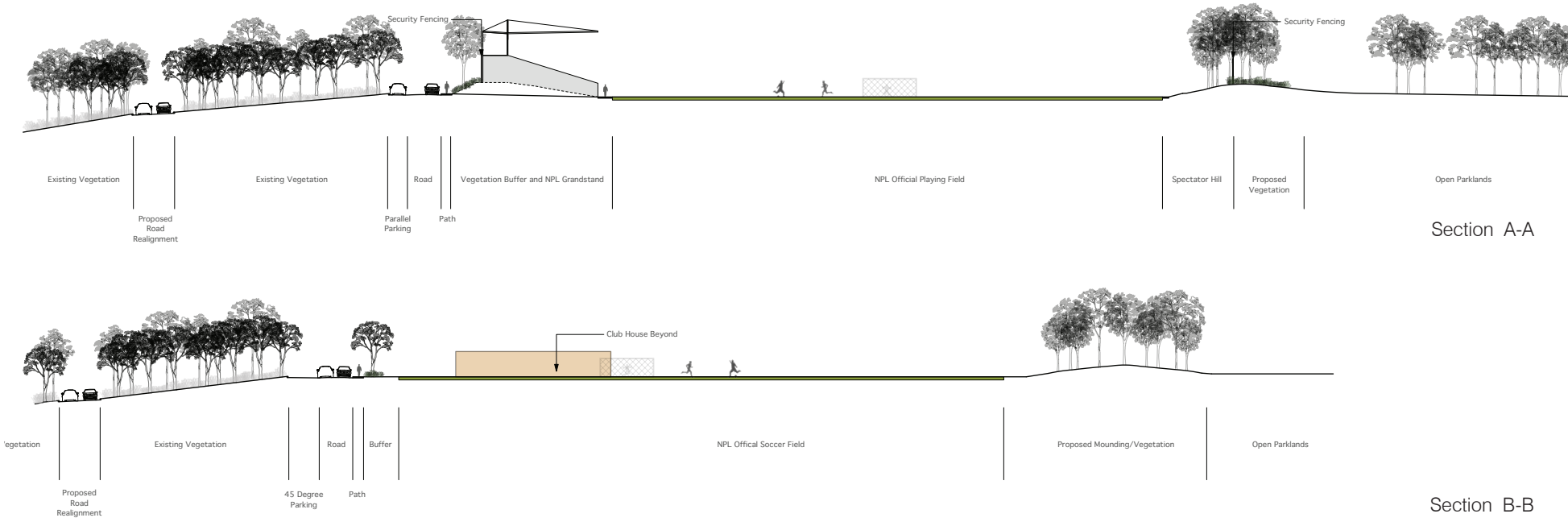


Figure 5.17 Alternative Scenario - cross sections