

Schedule 4

Area 20 Precinct

V03/11/2014

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1 Introduction

1.1 Name and application of this schedule

This Schedule forms part of the Blacktown City Council Growth Centre Precincts Development Control Plan 2010 (referred to as BCC Growth Centre DCP 2010).

This Schedule was adopted by the delegate of the Director General of the Department of Planning and Infrastructure on 25 October 2011 and came into force on 1 November 2011. This Schedule applies to all development on the land shown in Figure 1-1. This Schedule and related amendments to the BCC Growth Centres DCP give effect to the provisions of the BCC Growth Centres DCP for land within the Area 20 Precinct as shown on the Land Application Map.

Note: *this Schedule and BCC Growth Centres DCP does not apply to the Cudgegong Station Area within the Area 20 Precinct, as shown in **Figure 1-1**. Separate provisions will be prepared for this special area.*

1.2 Structure of this Plan

This Schedule should be read in conjunction with, and in addition to, the main body of the DCP. In the event of an inconsistency between this Schedule and the main body of this DCP, this Schedule takes precedence. **Table 1-1** summarises the structure of Schedule 4 – Area 20 Precinct.

Table 1-1: Structure of this schedule

Part	Summary
1 – Introduction	Identifies the land to which the Schedule applies.
2 – Precinct Planning outcomes	Establishes an overall vision and Indicative Layout Plan for the Area 20 Precinct. Provides Precinct specific figures and establishes additional objectives and controls that support the controls in Part 2 of the main body of the DCP.
3 – Neighbourhood, subdivision and residential design	Provides Precinct specific figures and establishes additional provisions that support the controls in Part 3 and Part 4 of the main body of the DCP.
Appendix 1 – Public Domain and Landscape Strategy	Establishes a public domain and landscaping framework for the Area 20 Precinct.

Additional notes to readers are provided throughout this document. These notes are not part of the formal provisions of the DCP, but are intended to provide additional guidance and explanation of the provisions. If further guidance is required on the interpretation of provisions in the DCP, readers should refer to the definitions or contact Blacktown City Council for advice.

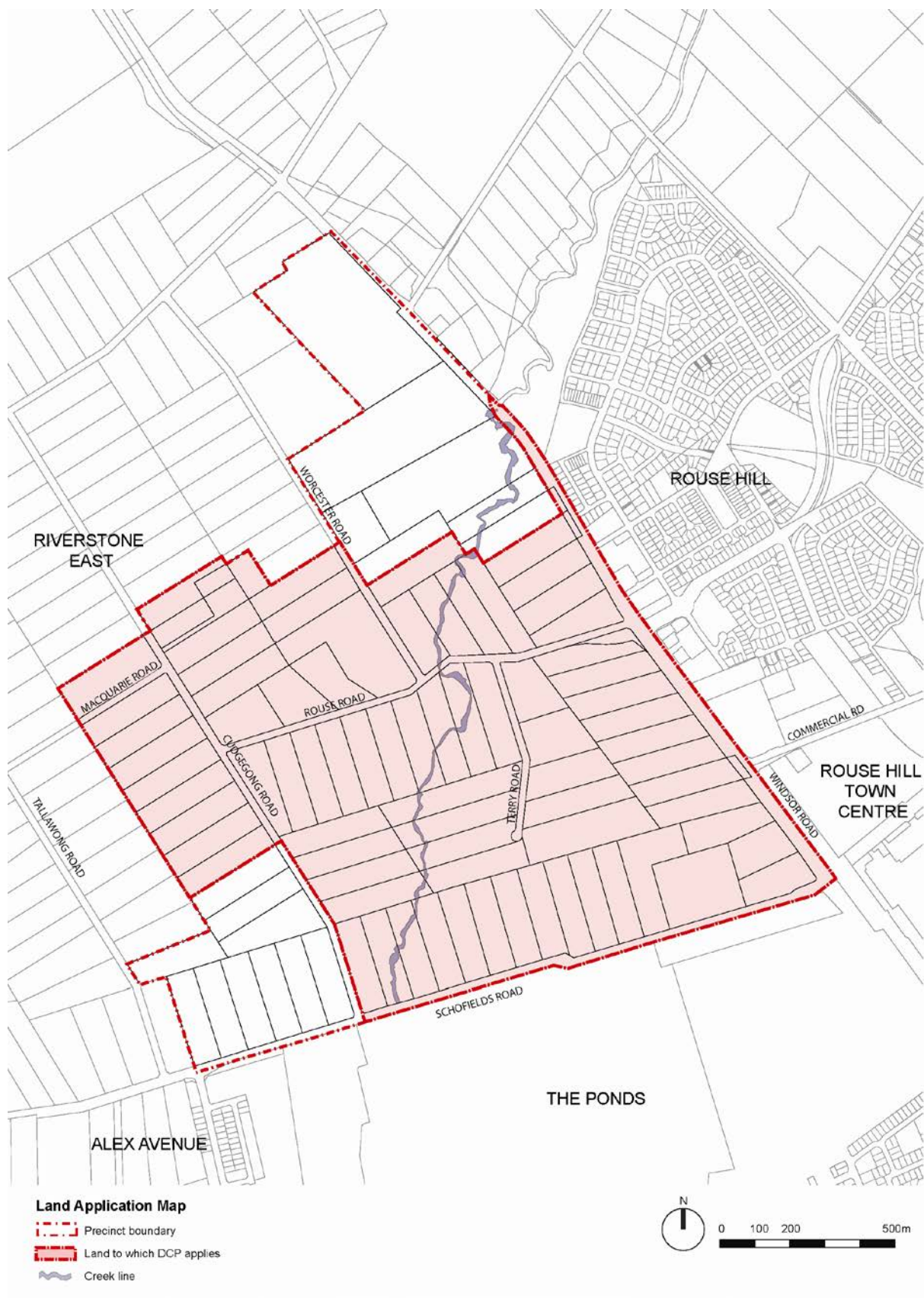


Figure 1-1: Land Application Map

2 Precinct Planning Outcomes

Note: The provisions and referenced figures below support the objectives, controls and design principles for the Precinct-wide planning outcomes and subdivision site analysis in **Part 2** of the main body of the DCP.

2.1 The Area 20 Precinct - Precinct Planning vision

The vision for Area 20 Precinct is to create a series of new walkable residential neighbourhoods supported by local retail, employment, community, open space and recreational opportunities. The majority of housing will be in medium density forms, such as semi-detached and townhouses, though the Precinct will provide for a range of densities, dwelling types and affordability options including larger lots and standard detached houses, with apartments in close proximity to Rouse Hill Town Centre and its associated public transport opportunities.

The proposed North West Rail Link and new rail station near Cudgegong Road will introduce opportunities for a village centre linked to the station with surrounding higher density residential development and a small employment area located on lower amenity land around the stabling yard. This will offer local residents improved access to jobs and services within the Precinct. Detailed provisions for the Cudgegong Station Area will ensure that the station, commuter car park and rail design is properly integrated with the surrounding land uses.

The Precinct is closely associated with the nationally significant Rouse Hill House Estate and the adjacent Rouse Hill Regional Park. New development will incorporate ecological sustainability principles and measures to ensure that the important historic, environmental and visual sensitivities are recognised and protected for future generations.

The public domain will respect and interpret the cultural heritage of the Precinct and its relationship to the rural past, as well as conserve significant stands of remnant vegetation, particularly along the Second Ponds Creek Corridor. This will preserve biodiversity and contribute to a strong woodland character.

2.2 Referenced Figures

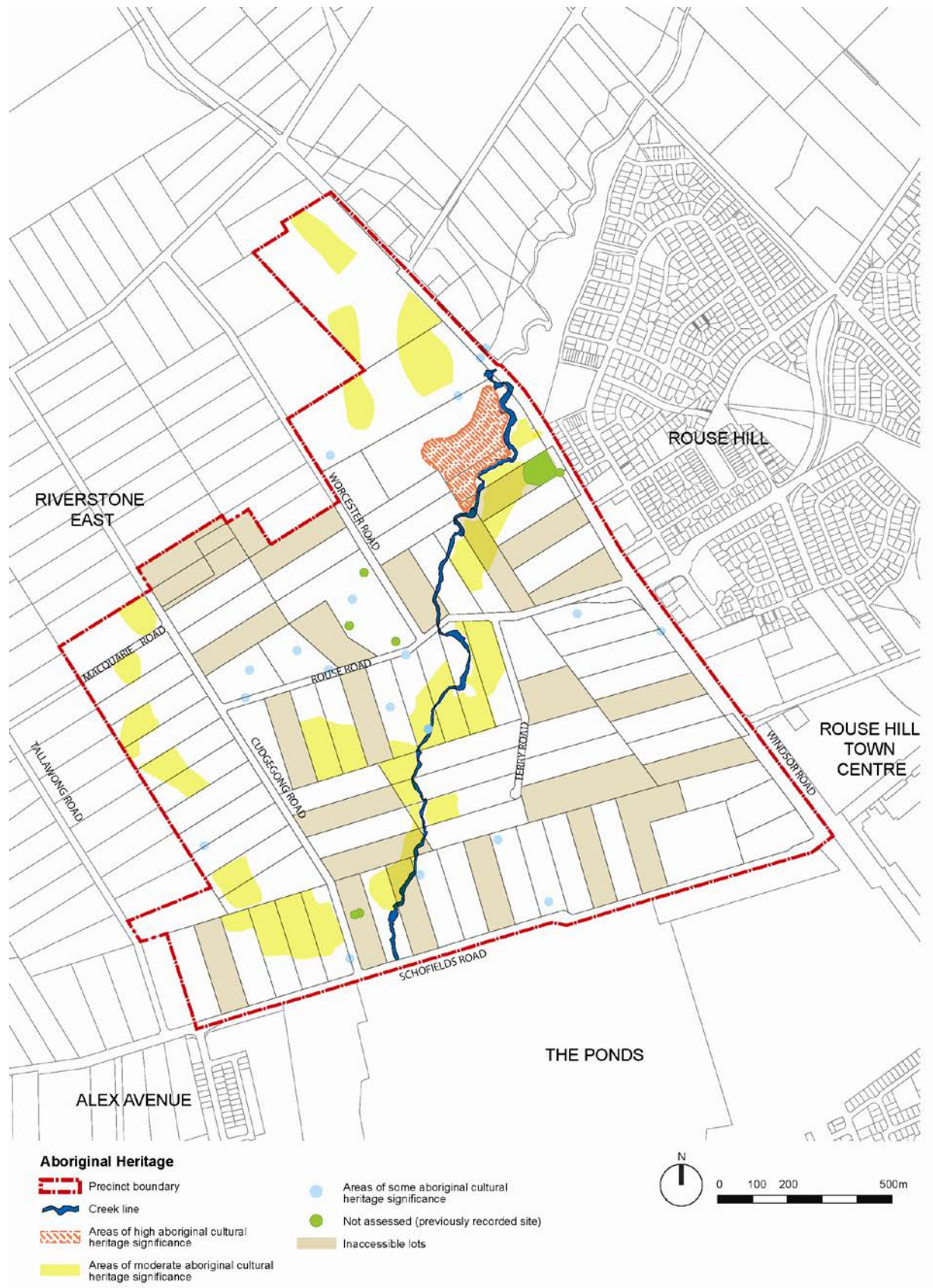




Figure 2-3: Second Ponds Creek – Flood Prone Land and Riparian Corridor



Figure 2-4: Salinity Potential

2.3 Additional Controls

2.3.1 Development on or adjacent to the quarry sites

Objective

- To ensure adjacent development is not adversely affected by the operations of the quarries.
- To ensure that potential post closure issues are adequately addressed prior to new urban development occurring on the quarry sites.

Control

- 1 Prior to granting consent for development on the land immediately adjacent the quarry sites shown in Figure 2-5, the consent authority should be satisfied that the noise, vibration and dust generated by either of the quarries will not have significant adverse impacts on the amenity of the future development.
- 2 Prior to granting consent for development on land within either quarry site shown in Figure 2-5 the consent authority must be satisfied that contamination, geotechnical stability, odour, gas, leachate and groundwater issues have been adequately addressed.

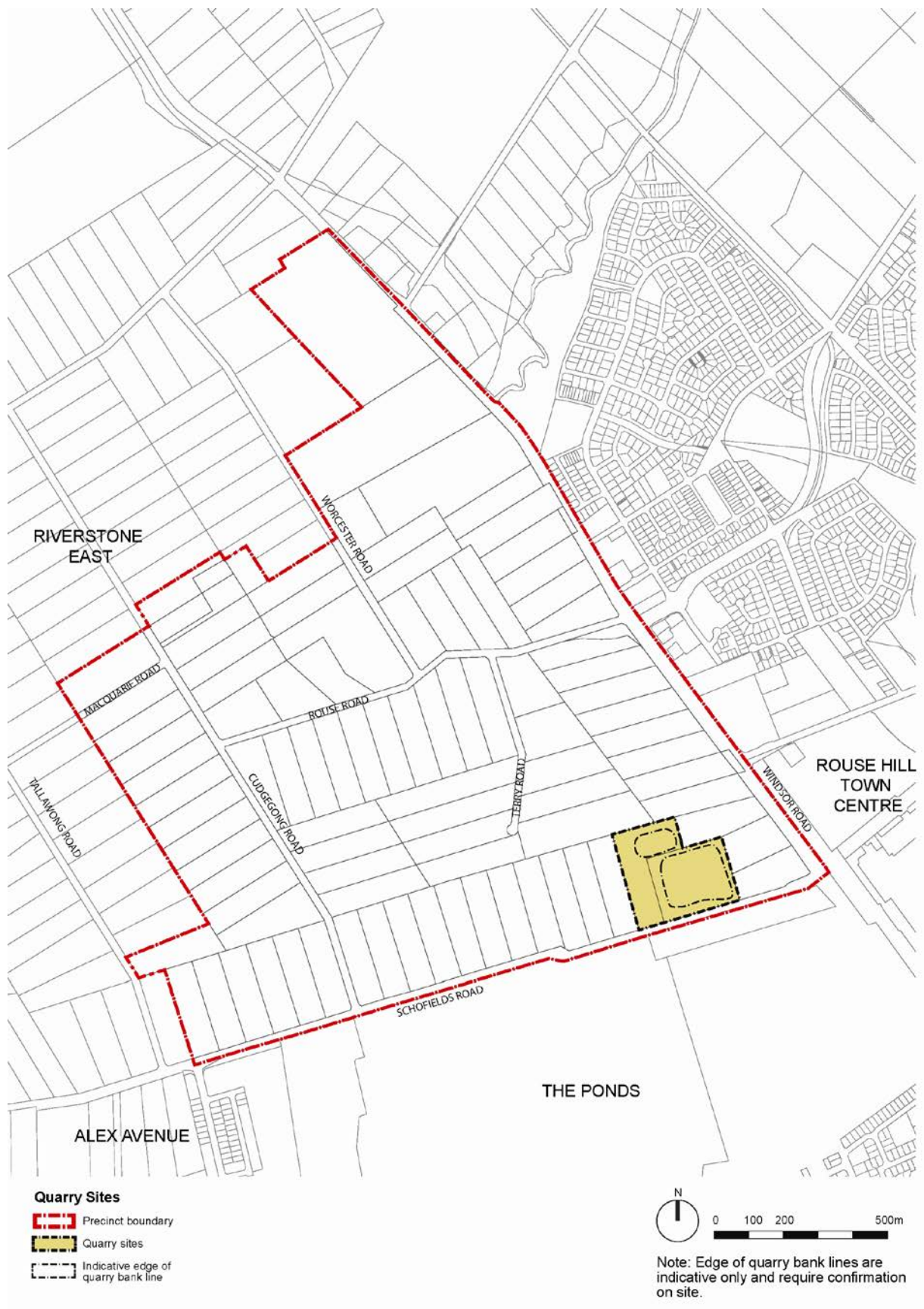


Figure 2-5: The Quarry Sites

3 Neighbourhood, Subdivision, and Residential Design

Note: The provisions below support the objectives, controls and design principles for neighbourhood and subdivision design in **Part 3** and development in the residential zones in **Part 4** of the main body of the DCP.

3.1 Referenced Figures

Note: The road alignments in the Indicative Layout Plan (**Figure 2-1**) and **Figure 3-1** are generally shown centred on the existing property boundaries to allow for an equitable outcome for independent adjoining land owners. Where significant remnant vegetation is to be retained an offsetting of road alignments to retain vegetation on existing property boundaries may be required and negotiated between adjoining land owners.

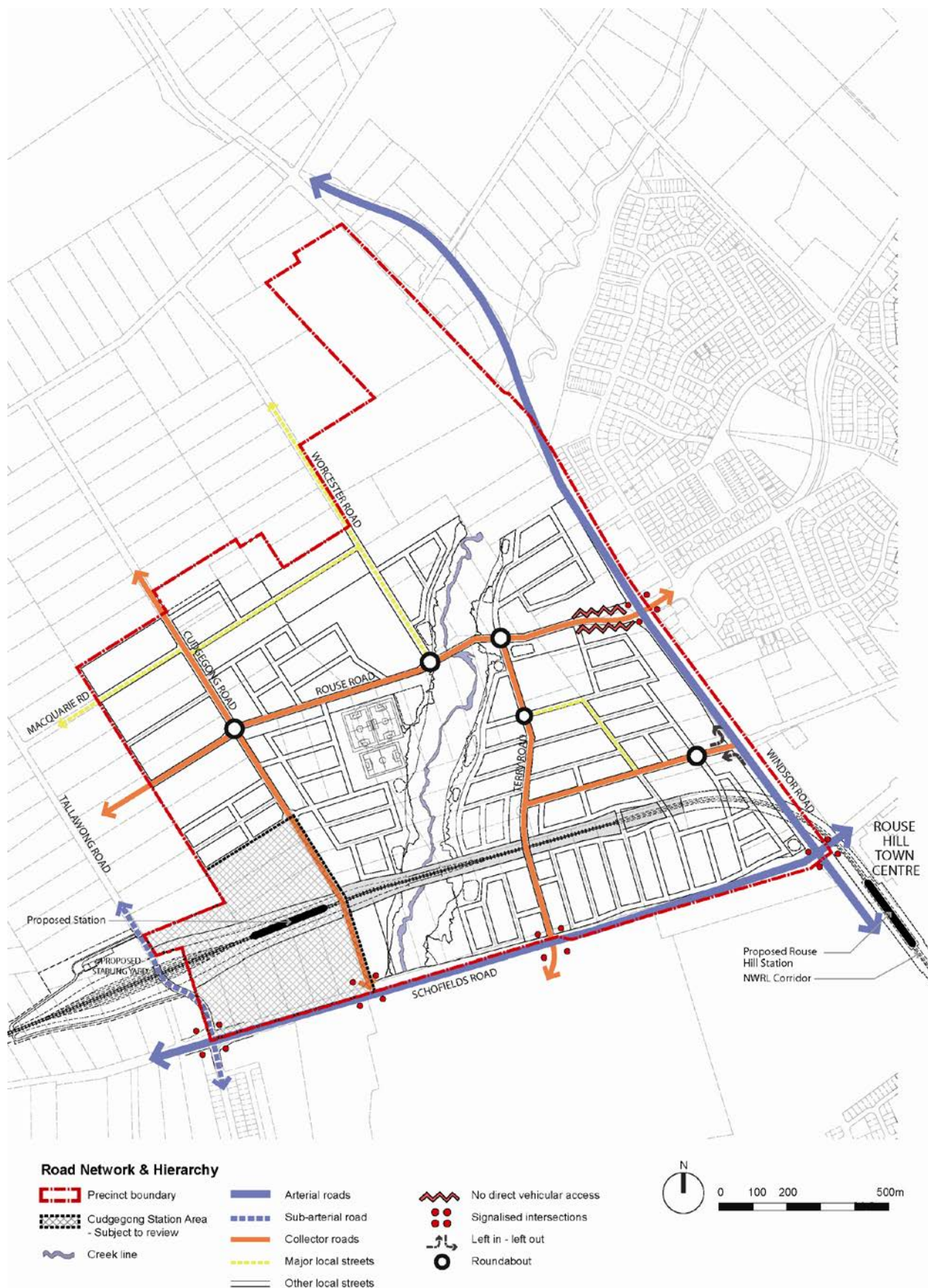


Figure 3-1: Precinct Road Hierarchy

3.2 Additional Controls

3.2.1 Public transport and pedestrian and cycle network

Objective

- To connect bus routes, pedestrian and cycle routes with railway stations, the commuter car parks, activity centres, open space and adjoining residential areas.
- To encourage the use of public transport through the provision of integrated bus routes, pedestrian and cycle routes.
- To encourage walking and cycling throughout the Precinct and to and from railway stations, activity centres, schools and open space.

Controls

- 1 Bus routes and stops shall be provided generally in accordance with **Figure 3-2**. The final location of bus stops will be determined by bus operators and for NSW Transport in consultation with Blacktown City Council.
- 2 Pedestrian and cycle links and routes should generally be provided in accordance with **Figure 3-3**.
- 3 The design and location of pedestrian links should adequately address public safety, surveillance and the security of adjoining development.

Note: Modifications to the public transport, pedestrian and cycle network shown in **Figure 3-2** and **Figure 3-3** may be considered where there are opportunities for better integration with the Cudgegong Station Area.

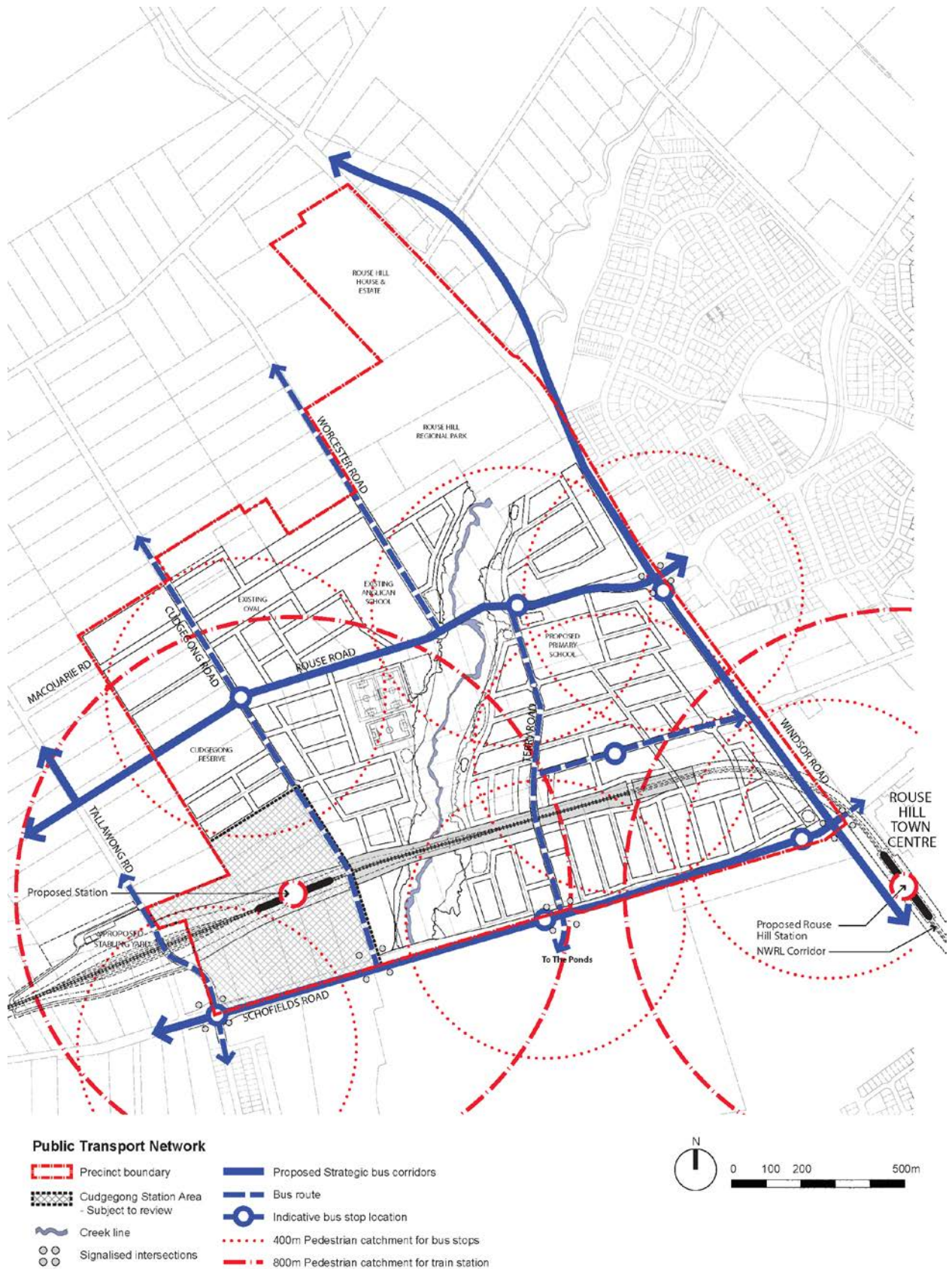


Figure 3-2: Public Transport Network

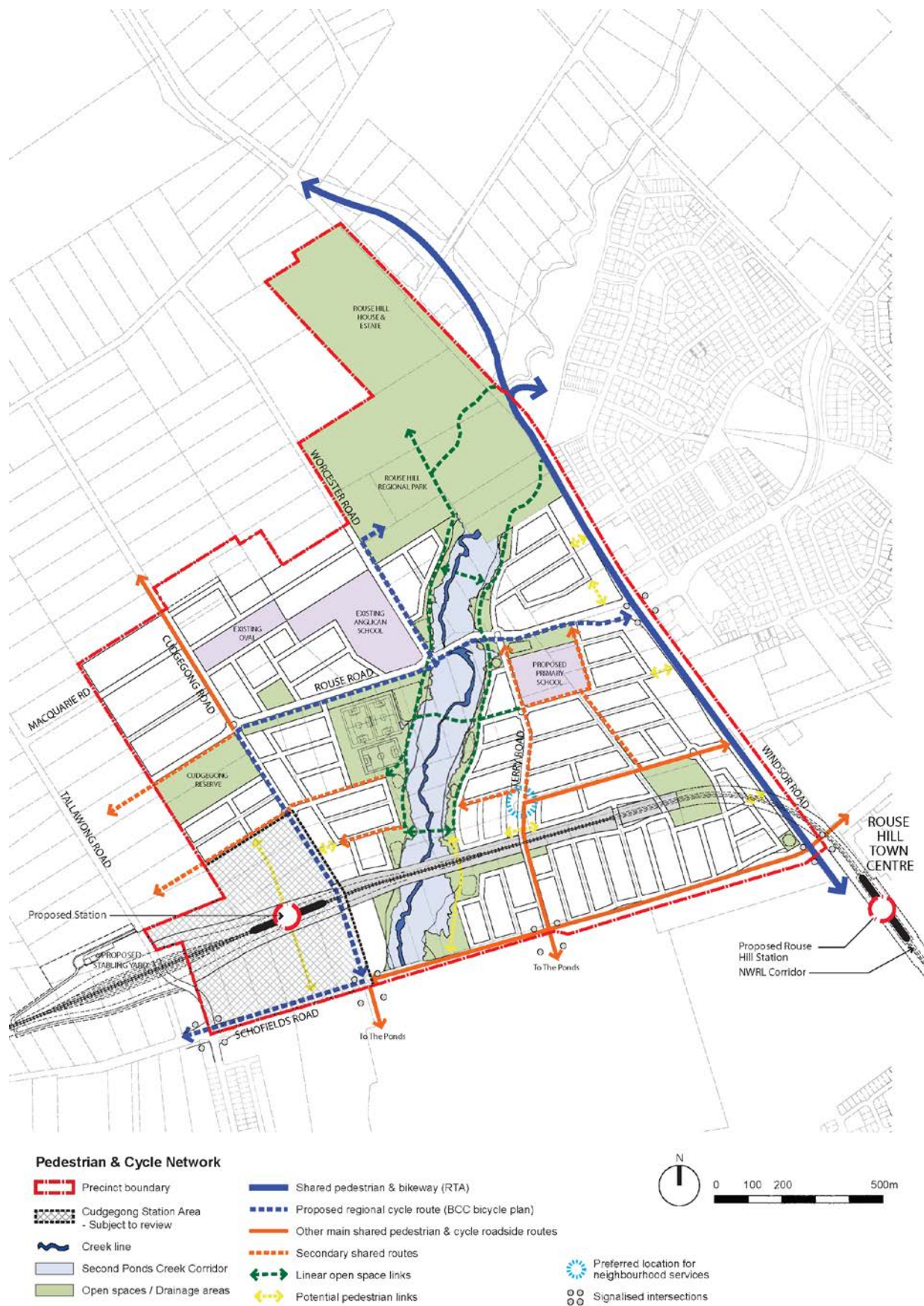


Figure 3-3: Pedestrian and Cycle Network

3.2.2 Public domain and landscape character

Objectives

- To establish a public domain and urban character that respects and interprets the cultural heritage of the farmland and historic context and linkages of the Precinct and the nationally significant Rouse Hill Estate.
- To minimise the visual impact of development on Rouse Hill House Estate and its landscape context through sympathetic architectural design and the retention of existing woodland canopy trees in prominent locations (e.g. the northern ridgeline) and additional native tree planting within subdivisions and along key road corridors.
- To retain elements of the existing rural landscape character at the interface with Rouse Hill Regional Park and to establish a visually appealing approach to Rouse Hill House Estate as viewed from the historic Windsor Road travelling north-west.
- To create a consistent and co-ordinated landscaped gateway at the Rouse Road entrance to the Precinct (at Windsor Road) and to retain elements of the rural landscape character along this section of Rouse Road.
- To improve amenity for residential development adjacent Windsor Road through the provision of a landscape buffer and architectural facade treatments within dwellings.

Controls

- 1 Development applications for land shown in **Figure 3-4** should be consistent with the additional public domain and landscape controls corresponding to these areas (see below).
- 2 Development applications within the Precinct should incorporate public domain and landscaping strategies that minimise visual and landscape impacts upon Rouse Hill House Estate and should be generally consistent with the broader Public Domain and Landscape Strategy prepared for the Precinct (see **Appendix 1**). The strategy builds upon the open space and recreation framework, visual mitigation measures and *Interpretation Strategy* (prepared by Godden Mackay Logan) and provides detail on the following matters:
 - a. a planting program to maintain and strengthen the visual character of the Precinct
 - b. walking trails
 - c. interpretive signage and play equipment
 - d. historic place naming
 - e. public art
 - f. acknowledgement of environmental and Indigenous cultural heritage values.

- 3 Residential lots adjoining roads with no direct vehicular access (as shown in **Figure 3-1**) are to have vehicular access from adjacent streets. The dwellings are to address the road with pedestrian entrances, low fencing (max. 1200mm high) and landscape planting.
- 4 An additional landscape zone is to be provided to dwellings along the roads indicated in **Figure 3-4** and generally in accordance with the indicative cross-sections for these roads shown in **Figure 3-5** and **Figure 3-6** respectively. The zone is to be landscaped with indigenous tree species capable of softening the visual impact of development on the Rouse Hill Estate and its landscape context.

Interface with Rouse Hill Regional Park

- 5 The landscaped areas within residential allotments should include a minimum of two trees, preferably by retaining existing trees. These trees should be capable of achieving a similar size to the existing woodland tree character within the Precinct.
- 6 The materials and finishes for buildings should be visually recessive and non-reflective, and tiled roofs of any type should be discouraged. The colour palate should draw from the existing woodland and historic context.

Rouse Road Gateway

- 7 As part of the first development application for subdivision that creates new lots capable of development within the Rouse Road Gateway zone (i.e. generally all land adjoining the Rouse Road frontage within 150m of Windsor Road), a Landscape Concept Plan for the entire area is to be prepared that illustrates the proposed landscape treatment within the road reserve and the boundary interface treatment. The Landscape Concept Plan must incorporate substantial tree planting within the verge adjacent to Rouse Road and include locational signage and public art to signify the entrance to a significant cultural heritage landscape. Subsequent development application for subdivision within the Rouse Road Gateway zone must be generally consistent with the Landscape Concept Plan established with the initial subdivision application.

Note: an indicative concept sketch for the Rouse Road Gateway is shown **Figure 3-7**.

Northern ridgeline

- 8 The applicant must demonstrate that the location and siting of the dwelling and associated structures has taken into consideration minimising tree removal. If trees are required to be removed as part of a development, where possible replacement trees capable of achieving a similar size should be planted to replace them.
- 9 Plans submitted with the development application for subdivision are to establish the development footprint within each allotment and the mature trees to be retained and any other trees to be planted.

- 10 The materials and finishes for buildings should be visually recessive and non-reflective, and tiled roofs of any type should be discouraged. The colour palate should draw from the existing woodland and historic context.

Note: *an indicative subdivision concept sketch for the northern ridgeline lots is shown in Figure 3-8.*

Medium to high density area (south-east)

- 11 The landscaped areas within residential allotments should include substantial tree planting to provide woodland canopy surrounding the buildings. In particular, mature trees should provide visual screening of the higher density area when viewed from the Rouse Hill House Estate.
- 12 The materials and finishes for buildings should be visually recessive and non-reflective, and tiled roofs of any type should be discouraged. The colour palate should draw from the existing woodland and historic context.

Windsor Road interface

- 13 A minimum 12m landscaped setback zone must be provided between the rear of a dwelling and the property boundary. At least 50% of the landscaped setback zone shall contain soft landscaping suitable for mature tree planting.
- 14 A 1.8m high fence, consistent with materials and appearance of the adjoining fences may be provided along the boundary with Windsor Road. Fences should be visually recessive and non-reflective, and be painted and rendered masonry or timber only.
- 15 Applications for residential development adjoining Windsor Road must provide a design solution that addresses:
- a. the acoustic and amenity impacts from Windsor Road; and
 - b. the preservation of the visual character of Windsor Road.

Note: *an indicative concept sketch of the interface with Windsor Road is shown in Figure 3-9.*



Figure 3-4: Additional Public Domain and Landscaping Provisions

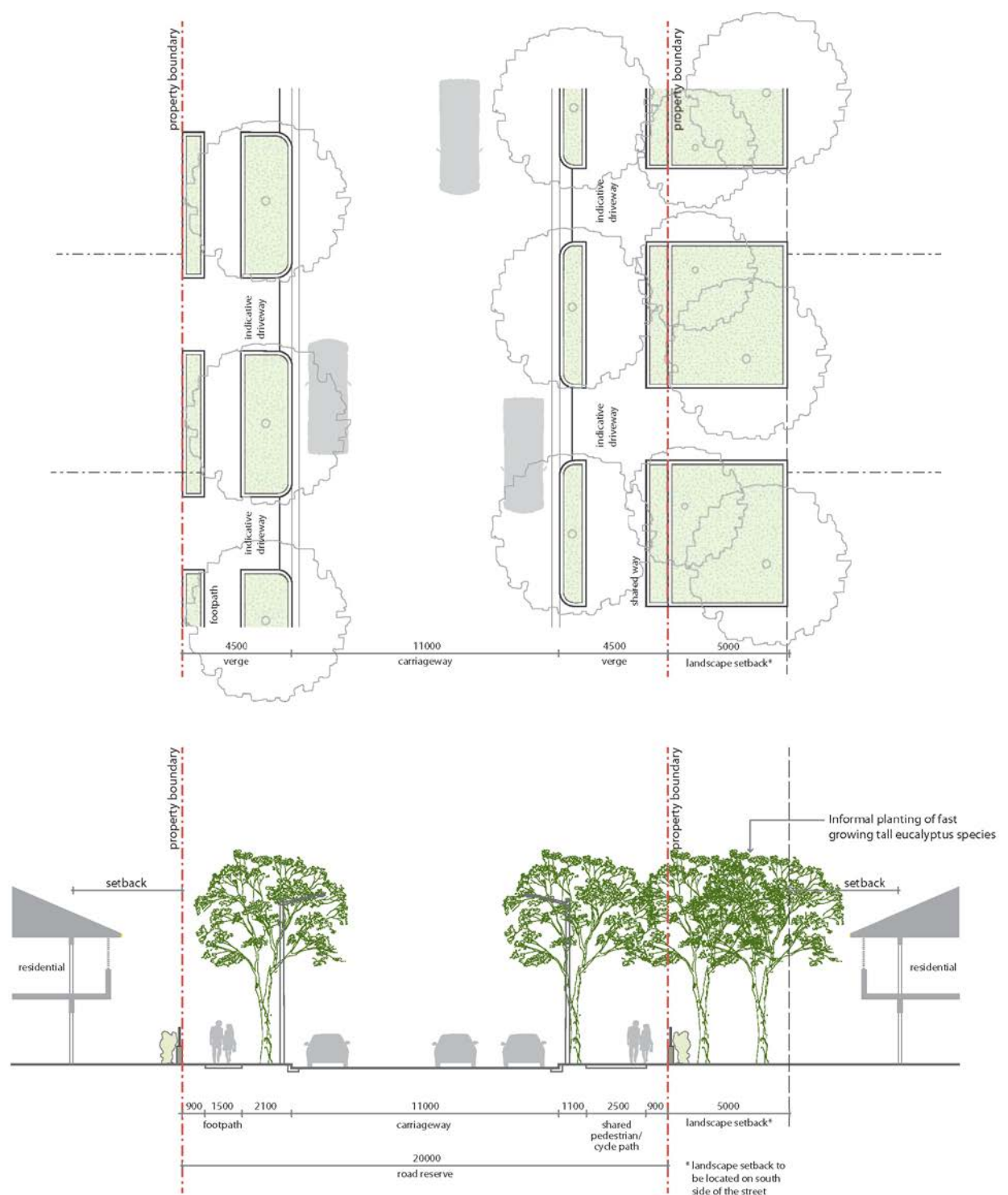


Figure 3-5: Section B – Landscape Buffer to Collector Road

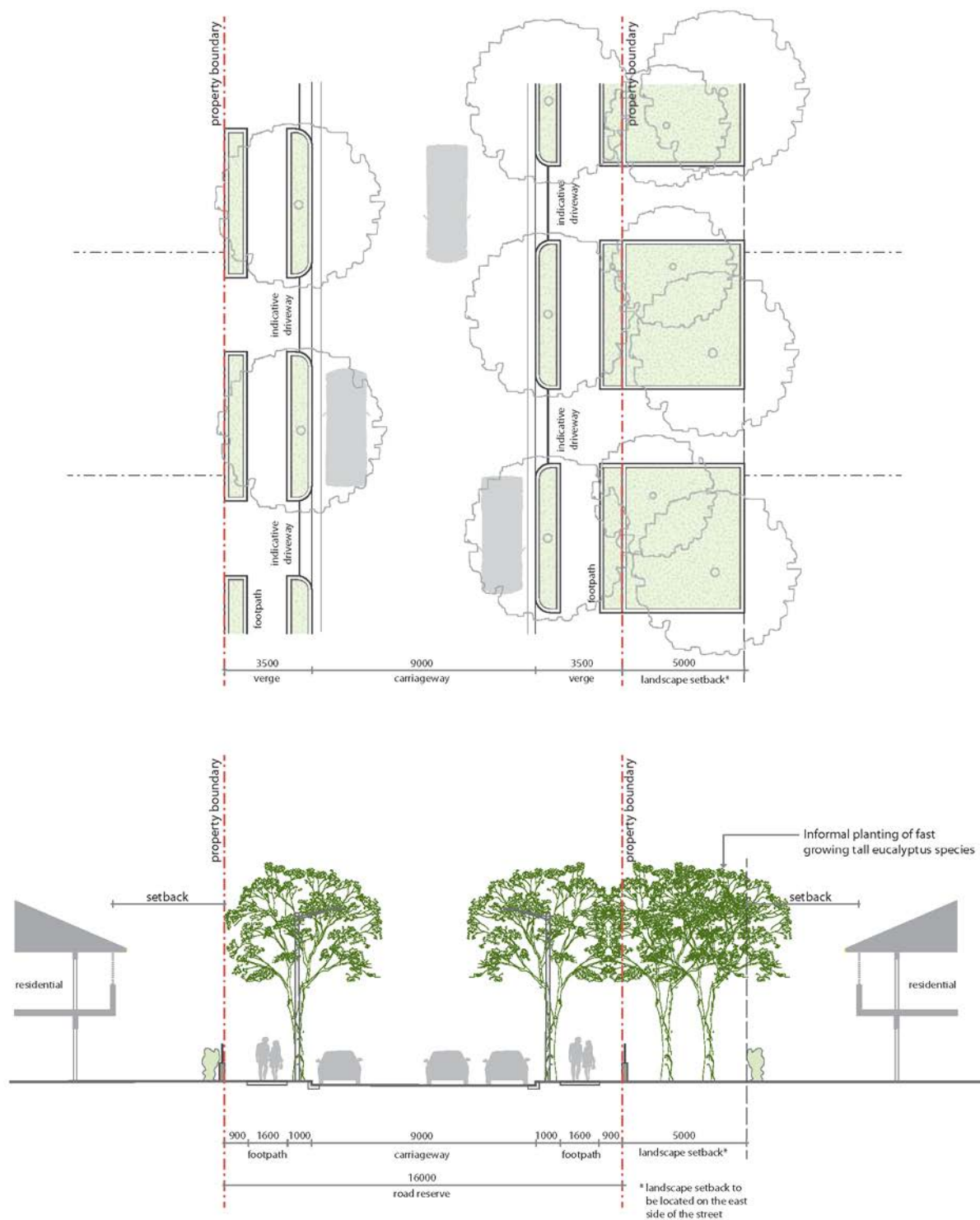


Figure 3-6: Section C – Landscape Buffer to Local Road

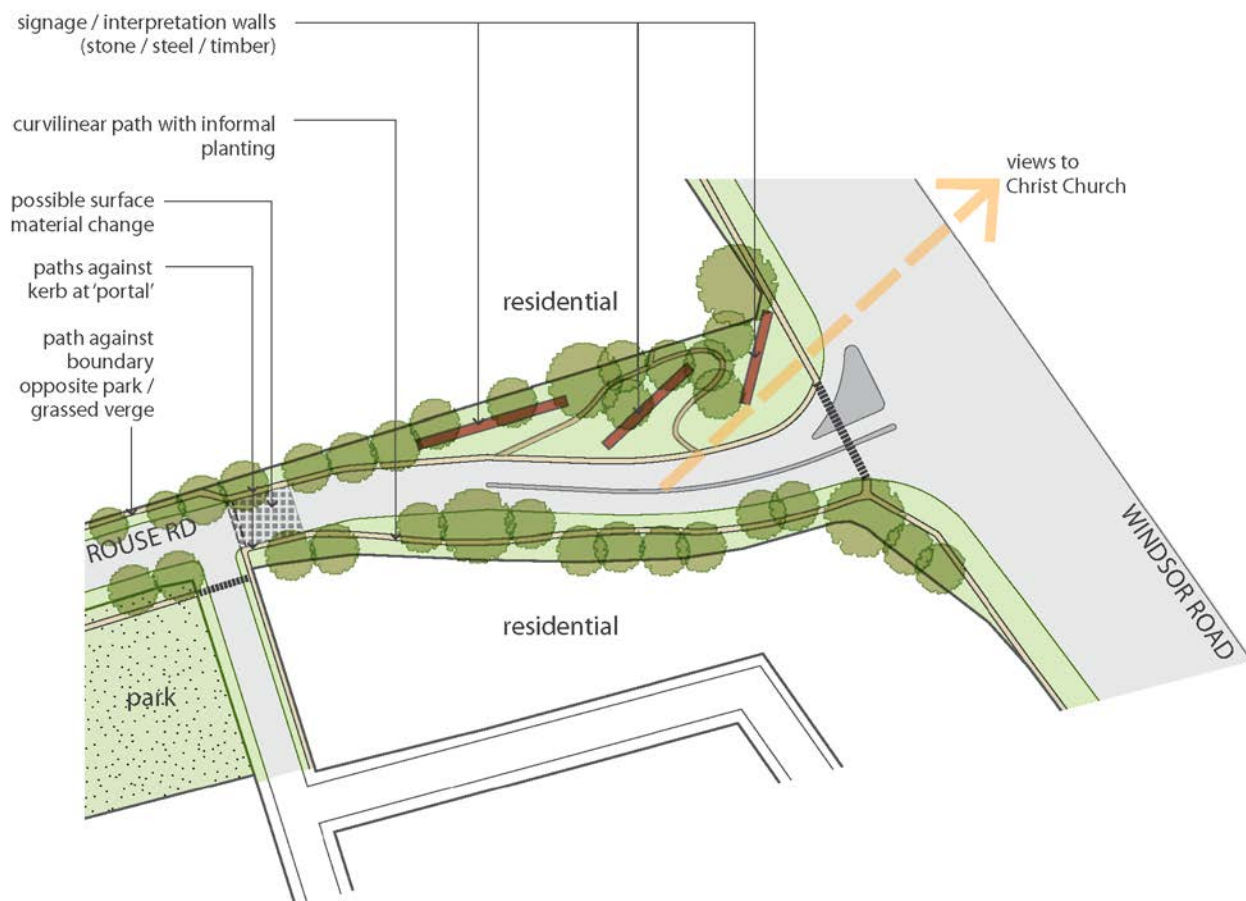


Figure 3-7: Rouse Road Gateway Indicative Concept Sketch

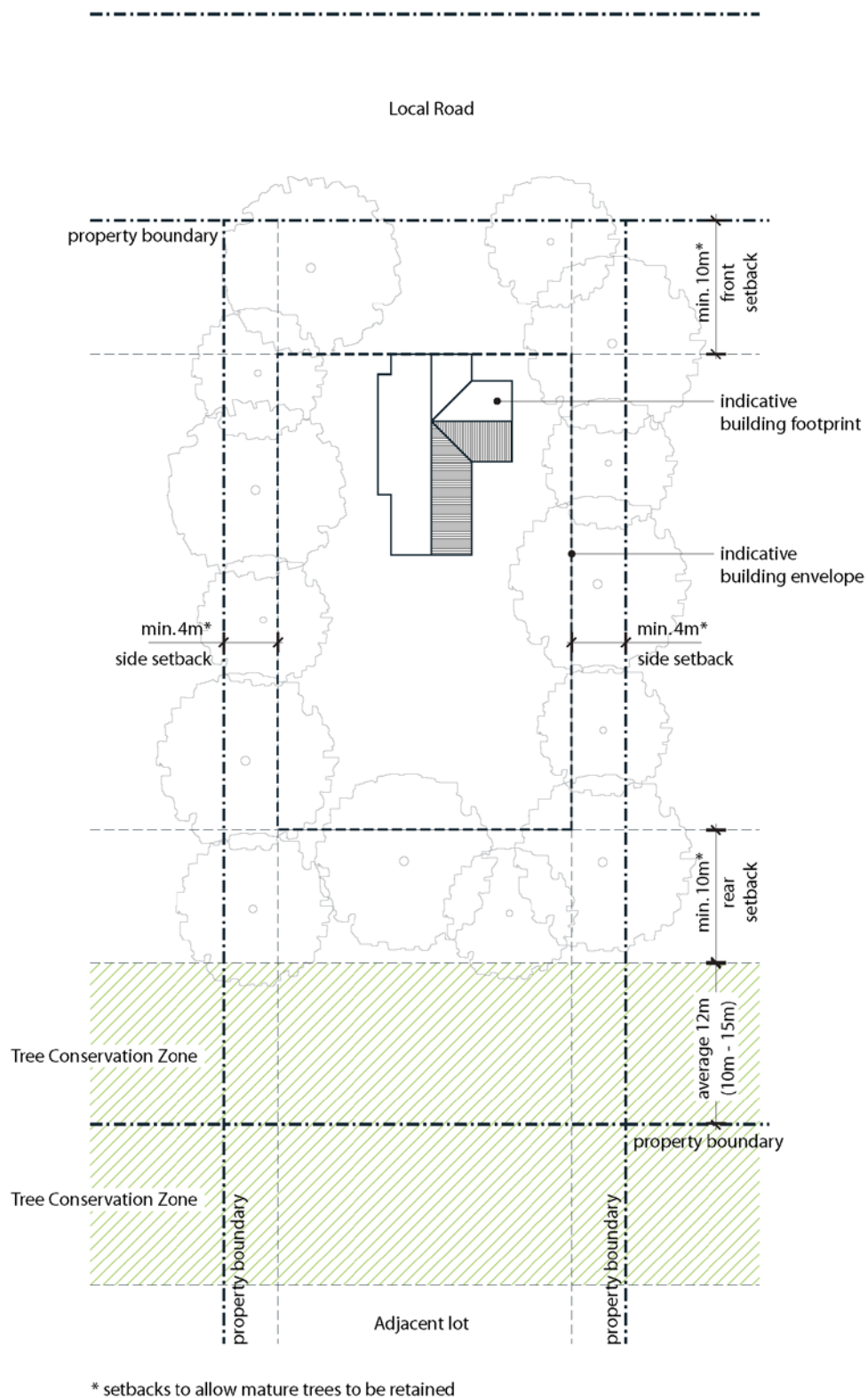


Figure 3-8: Northern Ridgeline Indicative Subdivision Concept

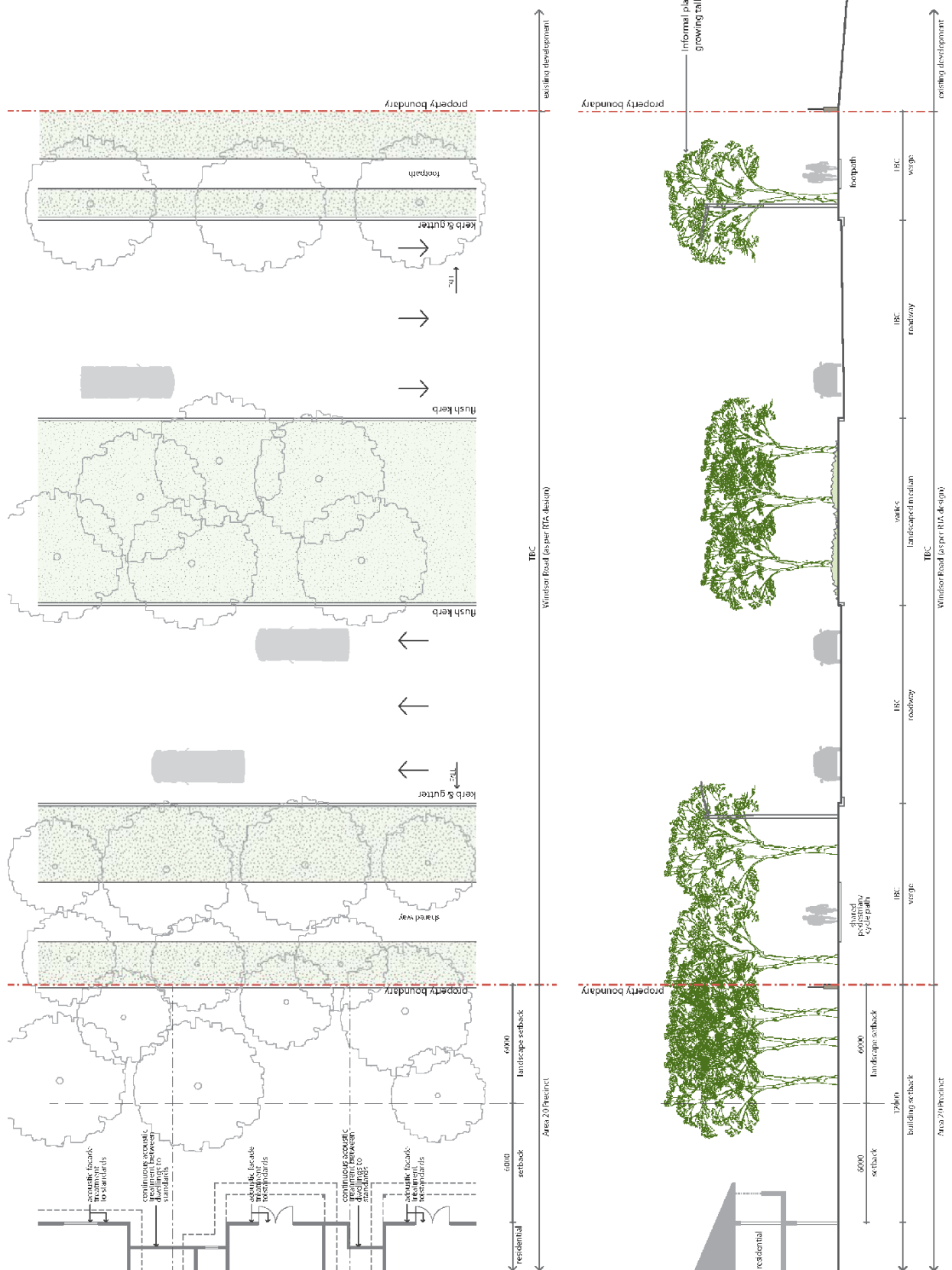


Figure 3-9: Section A - Indicative Windsor Road Interface

4 CUDGEGONG LOCAL CENTRE DEVELOPMENT CONTROLS

This part provides development controls for the local centre adjacent to Cudgegong Station that support the development controls for Centres in **Part 5** in the main body of the Blacktown Growth Centres Development Control Plan.

4.1 Development Principles

The Local Centre is comprised of three precincts combining to provide a mixed use, dynamic Centre.

These are:

- (a) Retail / Commercial Core (B2 zone) located immediately to the north of the Station as the focus for a fine grained, active main street environment with a Village Square focus.
- (b) A Mixed Use Precinct immediately adjacent to the Retail Core to both the north and south side of the Station / Railway Corridor which can accommodate limited further retail and / or commercial uses together with residential flat buildings.
- (c) A Medium Density Residential Precinct (R3) located to the south along Schofields Road to provide for increased residential densities within close proximity to the Station.

A strong north-south pedestrian and street environment is created to link both sides of the Station Precinct area and the Station Concourse, while a new park is identified on this axis in the south to serve the new residents.

Commuter car parking has been located to the western edge of the southern precincts and will initially be at grade. It is anticipated that over time this will transition into multi-level car parking and new development.

The following principles establish the desired character of the Cudgegong Local Centre

Figure 4.2 illustrates the desired future layout of the Local Centre.

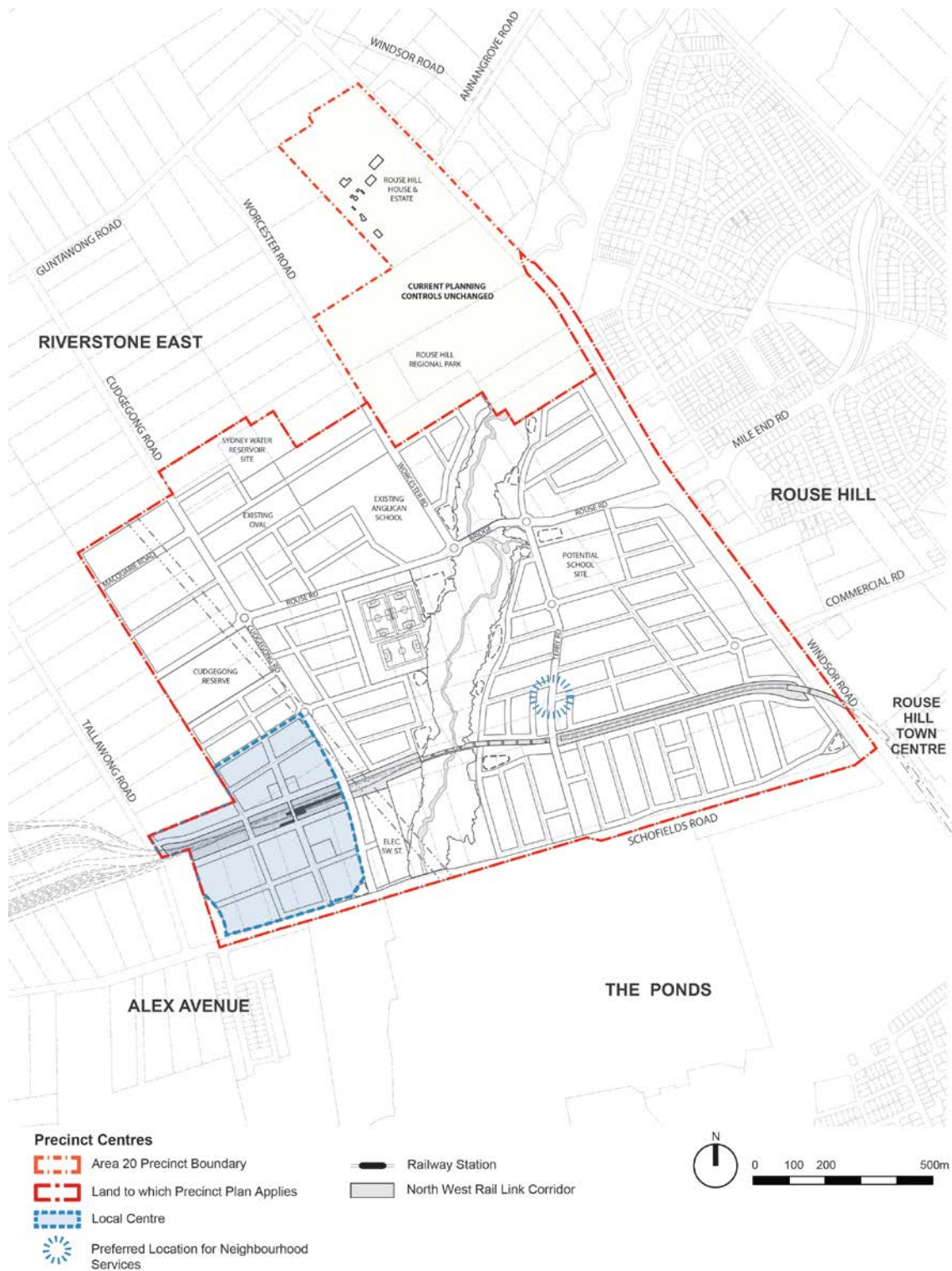


Figure 4-1 Precinct Centre



Figure 4-2 Desired Future Layout for Cudgegong Local Centre

4.1.1 Function & Land Use Mix

1. The retail and commercial floor area within the Local Centre may be in the order of 12,500m² - 15,000m² to ensure that the Centre functions in accordance with its position in the regional centres hierarchy.
2. A range of retail, commercial, entertainment, recreation and community uses are encouraged to serve the needs of the wider community and promote an active and vibrant Local Centre.
3. Mixed use developments containing residential uses on upper floors are located in the Centre to take advantage of access to transport and services, and to increase levels of activity within the Centre.
4. Employment opportunities are to be maximised within the Local Centre.
5. The ground floor of buildings identified for active frontages are to be occupied by retail, commercial, community, entertainment or other active uses, particularly fronting the Main Street and all public open spaces.
6. Fine grained and intensive retail and commercial uses that present an active street frontage are located along the Main Street, Railway Street North and parts of Railway Street South as indicated.
7. Retail and commercial building frontages, functionally and visually, integrate internal spaces (ie the interior of shops and other businesses) and the public domain (ie the street and parks), including active use of footpaths by cafes and the like.
8. Uses and facilities are co-located as much as possible to maximise the efficient use of space.
9. The needs of health and aged care providers, facilities for young people, civic and emergency services are met within the Local Centre.
10. The Centre is to be a compact, mixed use centre with a high level of public transport accessibility to Cudgegong Road Station demonstrating the important principles of Transit Oriented Development.

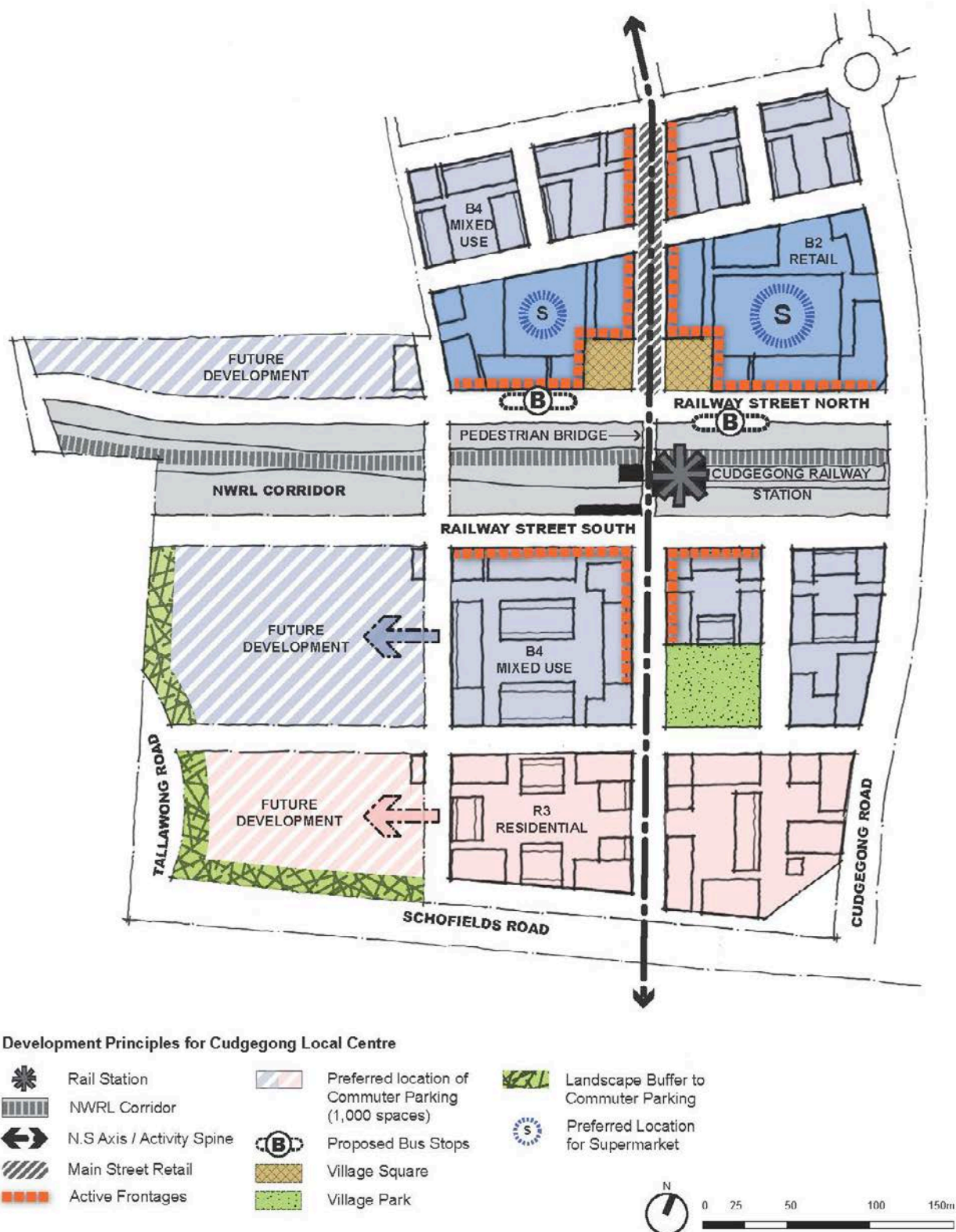


Figure 4-3 Development principles for Cudgong Local Centre

4.1.2 Design Layout

1. A pedestrian focused Main Street acts as the focal point for the Local Centre and is located on a north-south visual and access corridor linking with the Railway Station pedestrian bridge and the southern development areas.
2. Large format retail premises (supermarkets) have pedestrian access to the Main Street, but are not to present blank walls or inactive facades to the Main Street or Railway Street (North).
3. The core retail area of the Local Centre is clearly defined by the mix of land uses and intensity of development.
4. An interconnected street block network with small block sizes, mid-block connections, arcades and laneways maximises pedestrian movement and connections to key destinations including parks, plazas and transport nodes.
5. Noise and amenity considerations inform the layout and location of various uses, particularly residential uses.
6. The street network emphasises sight lines to the Railway Station and landscape beyond.
7. Opportunities for crime are minimised through appropriate design and the incorporation of Crime Prevention through Environmental Design principles.

4.1.3 Public Domain

1. The streetscape will create a high amenity pedestrian environment through solar access, shade and shelter, landscaping, footpath design and management of vehicular traffic.
2. Parks and squares are focal points for the Local Centre and community activities are designed to ensure adaptability and flexibility in use and function over time.
3. A Village Square(s) adjacent to the Main Street and the Railway Station provides an urban landscape setting that encourages community interaction in an outdoor environment. Buildings to the north of the Square should not substantially overshadow the space(s) in winter.
4. The Square(s) is located adjacent to the Railway Station on the Main Street and forms an entry and meeting point for visitors to the Centre.
5. A Village Park(s) is located on the southern sector along the north-south access in close proximity to the station and acts as a focus for mixed use and residential development.
6. High standards of design and landscaping promote the character and attractiveness of the Centre and create a sense of ownership and pride for businesses and residents.
7. Activities that activate the streets, parks and squares draw people to the Centre not only to shop but for entertainment and recreation such as markets, concerts and outdoor community events.
8. A fine grain is established by the provision of convenient and safe cross-site links, arcades and laneways.

4.1.4 Built Form

1. A range of building heights is permitted, generally 2-6 storeys (15m) up to 6-8 storeys (26m), to create a varied skyline.
2. Building heights transition around the fringes of the Centre and should integrate the built form with adjacent residential areas.
3. Building heights and setbacks are related to street widths and functions to promote a comfortable urban scale of development.
4. Building heights take into account view lines and solar access to the public domain, in particular to the Village Square(s).
5. Taller buildings should reinforce Centre corners and the Station location.
6. Streets and open spaces are defined by buildings that are generally built to the street edge, have a consistent street wall height and provide a continuous street frontage, particularly along the Main Street and fronting the Village Square(s).
7. A high quality built form and energy efficient architectural design promotes a 'sense of place' and contemporary character for the Local Centre.
8. To provide for flexibility of ground floor uses over time (e.g. from residential to retail / commercial) the ground floor floor-to-floor height should be a minimum of 4.0m.

4.1.5 Transport

1. The Centre is pedestrian and public transport orientated with walking and cycling taking priority over vehicles.
2. Rail transport is integrated with other transport modes through an efficient interchange.
3. The rail-bus interchange has direct pedestrian access to the Main Street and the retail core area.
4. The north-south axis is the main pedestrian and cycle spine for the Local Centre. The Railway pedestrian bridge would be a dismount zone. The bike path at Main Street would be on-road to avoid pedestrian conflicts.
5. The Railway Station is an 'anchor' attracting people to the Centre and encouraging pedestrian movement and circulation within the Centre.
6. The safety and security of the Station is enhanced by integrating the Station environs with the Local Centre and encouraging land uses that promote activity and surveillance around the Station.
7. The street layout allows easy access to and within the Local Centre while allowing for traffic to bypass the Centre on Cudgegong Road and other perimeter roads.
8. Both commuter and shopper surface carparking should be planned to allow later conversion to development sites or parking structures.
9. Carparking for retail, commercial and residential uses to be primarily underground
10. Long stay commuter carparking is located outside the Centre Core to the north-west and south-west side of the Precinct.
11. Transport for NSW has made the following provision for transport at Cudgegong Road Station:
 - Three eastbound and three westbound bus spaces
 - Kiss and ride spaces – initial number of spaces – 15; future – 25 spaces
 - Bicycle parking – initial number of spaces – 55; future – 110 spaces
 - Commuter carparking – 1,000 spaces

Note: **Figure 4.4** shows the Transport for NSW approved location for 1,000 commuter car spaces located on three blocks directly adjacent to the Station and along Railway Street South. The Draft ILP shows an alternative and preferred location for the commuter carparks to the west of the Station along Tallawong Road and on a smaller elongated site to the north-west of the Station. These locations allow for future development to be located on blocks directly adjacent to the Station to maximise Local Centre activity and development potential.

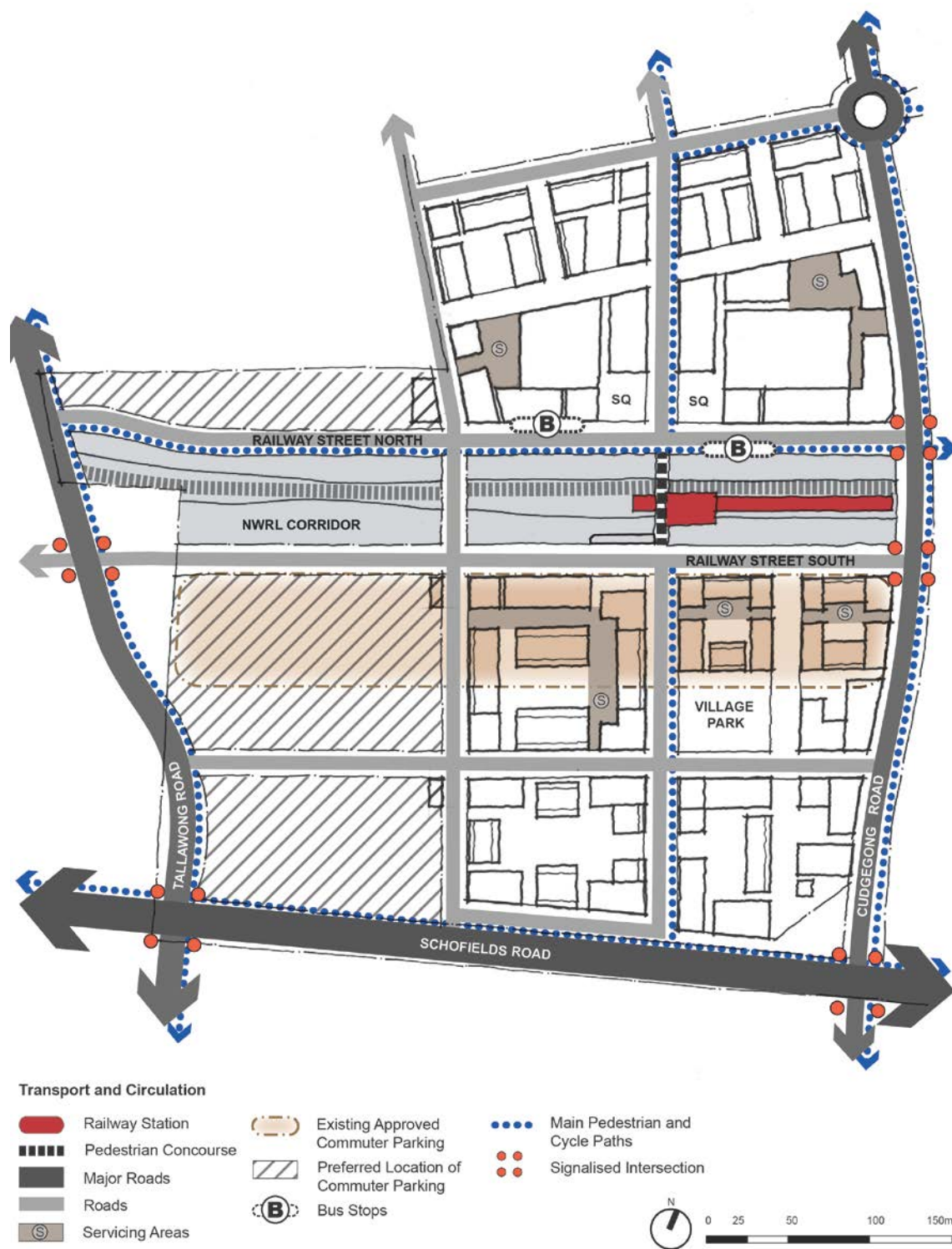


Figure 4-4 Transport and circulation



Figure 4-5 Open Space

4.2 Additional Controls

4.2.1 Main Street

1. The Cudgegong Local Centre will include a traditional Main Street experience, acting as a central spine for access and activity through the retail frontages.
2. The Main Street will capture pedestrian activity from the Railway Station and commuter carpark via a Village Square(s).
3. The Main Street will have active street frontages along its length with a number of direct entrances to the anchor stores to the east and west blocks. It will be a pedestrian focused environment with traffic calming, low vehicle speeds and clearly identified pedestrian linkages, crossings, arcades and laneways.
4. The Main Street will be characterised by vibrant, active shop frontages where retail / café activities spill on to the footpath, providing an interactive, bustling concourse. Community facilities could be located to the northern end with active retail uses to the south and around the Square(s).
5. The Main Street will have on-street parallel parking, possibly in between trees / landscape with the potential for increased outdoor dining areas, as shown in **Figure 4.6**.

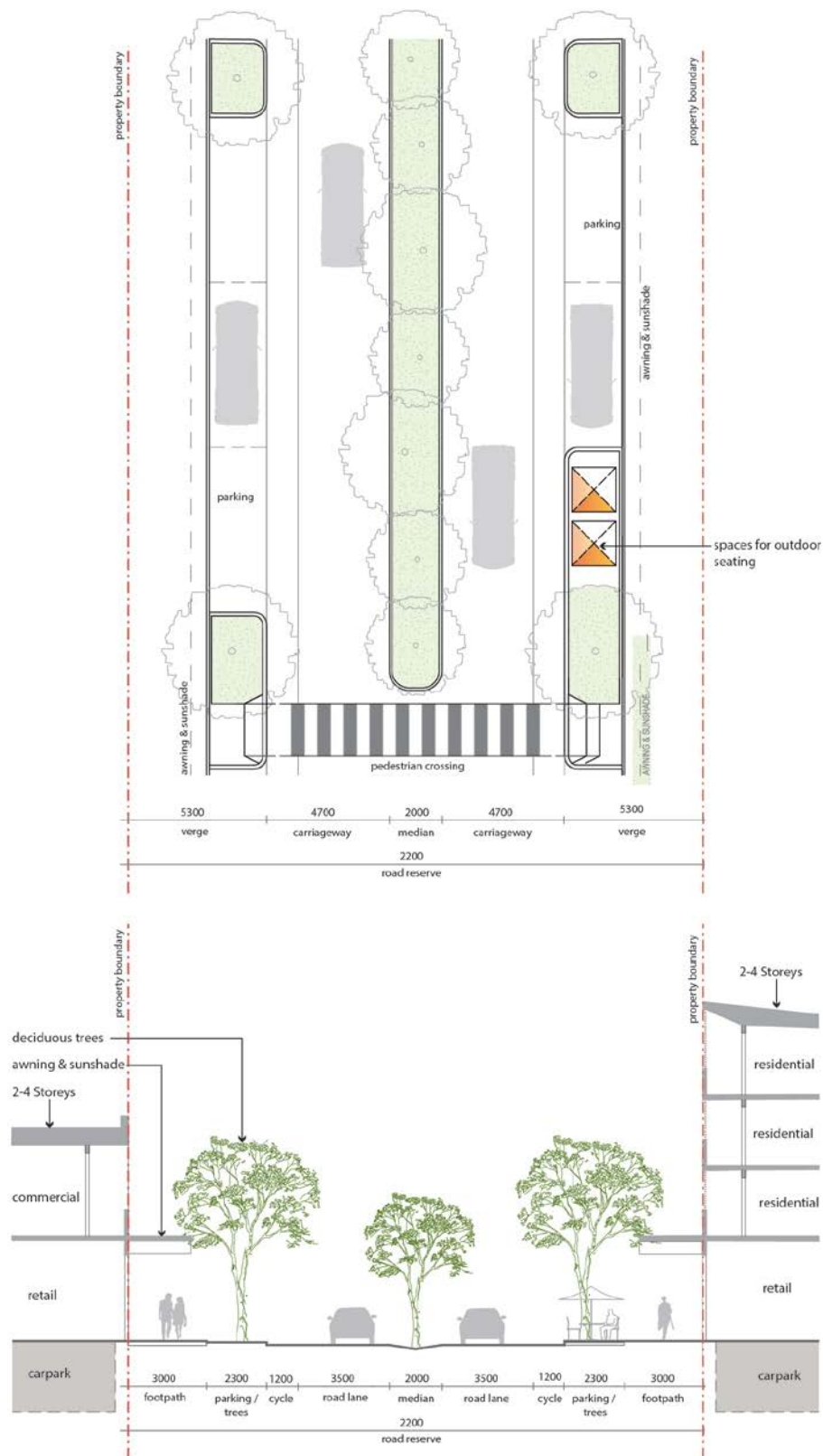


Figure 4-6 Indicative Cudgegong Local Centre Main Street

4.2.2 Village Squares

1. The Village Squares are located at the southern end of the Main Street. They are on the main pedestrian link to the Railway Station.
2. The Village Squares will be provided as early as possible in the delivery of the Local Centre development to provide a place for people to meet, recreate and dine.
3. The Village Squares will function as a traditional 'European' style Town Square or 'Piazza' with coffee shops, restaurants and shopfronts spilling on to the plaza area with no clear delineation of public and private property boundaries.
4. The Village Squares will be bordered by retail and commercial development which will enhance the feeling of enclosure and intimacy.
5. The Village Squares should not be over-scaled and a space of say 30m x 30m clear of any colonnades, awnings or circulation would be sufficient. The Squares should have places to sit and 'people watch' and could include kiosk outlets and/or shade elements.
6. The Village Squares will be designed as an urban place to integrate the Main Street and the Railway Station concourse. They will have a high quality urban landscape design including a co-ordinated package of street furniture, lighting and signage.
7. It is preferable for the Village Squares to incorporate water elements for activation and to modify the microclimate. Public art in the public domain will also create a unique sense of place.

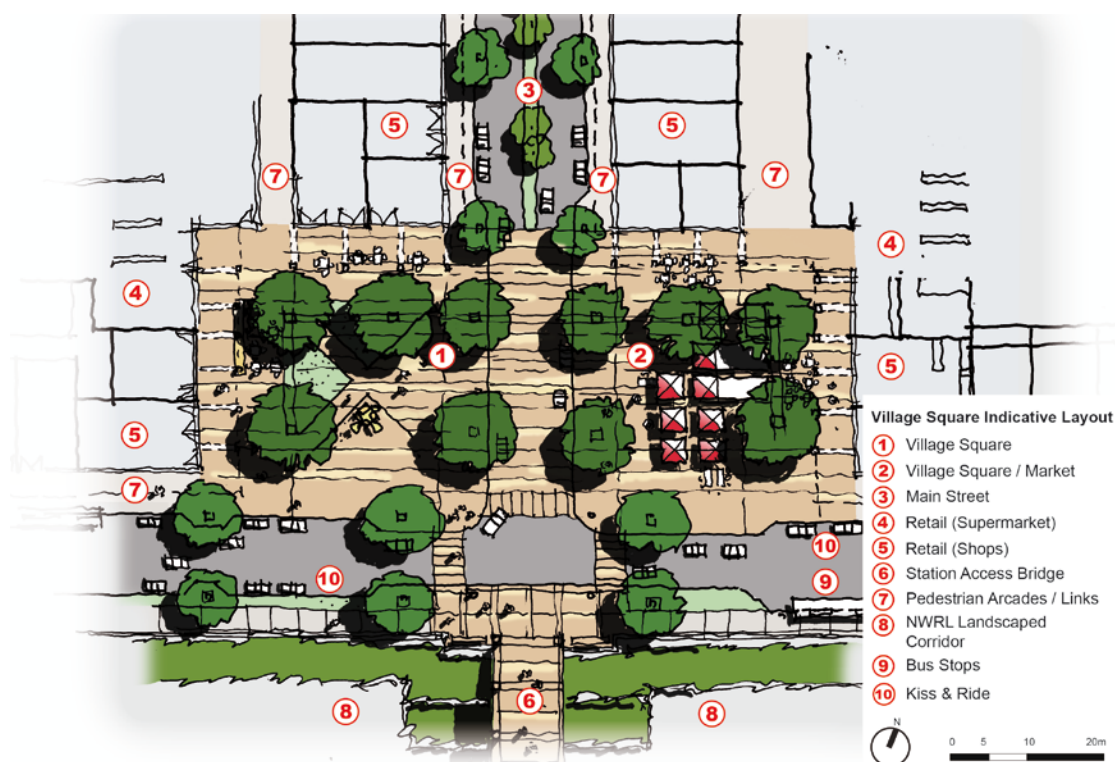


Figure 4-7 Desired Future Layout of Village Squares

4.2.3 Village Park

1. A new public park is to be provided in the Southern Sector of the Local Centre, centrally located on the north / south activity spine. The ILP shows this centrally located between the B4 and R3 zones along the north / south activity spine.
2. This location currently has high quality stands of Cumberland Plain Woodland and the retention of the trees is encouraged, subject to arborist examination within the park.
3. The new park should be in the order of 2,500m² to 3,000 m² in area (eg 50m x 60m) and include play equipment, sitting areas, pedestrian pathways, lighting and quality street furniture.
4. It is located to provide a focus of community activities related to the new residential and mixed use precincts.
5. It should be defined by public streets on at least three sides for security and surveillance.
6. It should be predominately green, ie grassed and landscaped with shade trees, shelters, seats and play facilities for children, and incorporate mature vegetation as may be appropriate.

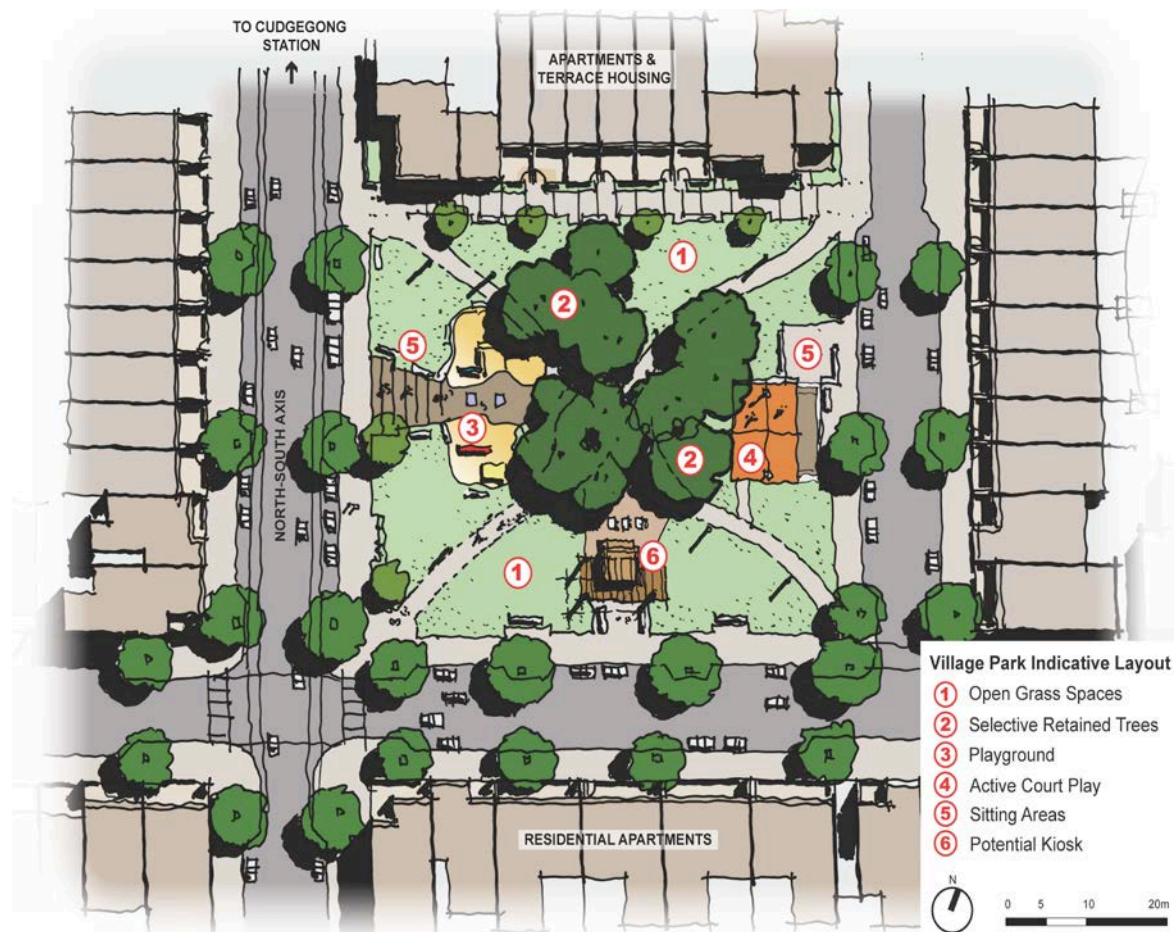


Figure 4-8 Desired Future Layout of Village Park