

Appendix F

Schedule 4 Cudgegong DCP Assessment

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In accordance with Clause 11 under Part 2 to the SRD SEPP, the requirements of Development Control Plans do not apply SSD applications. Notwithstanding this provision, the SEARs require consideration of the relevant design guidelines and the Structure Plan/Indicative Layout Plan in the *Blacktown City Council Priority Growth Area Precincts Development Control Plan* (the DCP). The Indicative Layout Plan (ILP) and relevant design guidelines are contained in *Schedule 4 Cudgegong Local Centre Development Controls* of the DCP.

An assessment of the concept proposal in relation to the ILP is provided in Section 7.5.1 of the EIS. An assessment of the concept proposal in relation to other relevant matters in the Schedule 4 DCP is provided below.

Section 2: Referenced figures

Section 2 of Schedule 4 also contains a number of figures identifying potential constraints to development. Figure 2-2 shows the subject site as having areas of some/moderate Aboriginal cultural heritage significance. The figure is reproduced below (refer Figure 1).

A Statement of Heritage Impact has been prepared for the concept proposal and is provided at Appendix W. The report indicates that the site has been cleared of Aboriginal heritage through a salvage program as part of the approved construction works (refer North West Rail Link EIS SSI 5100) and there is little potential for historical archaeological remains to remain on site. This is discussed further in Section 8.11 of the EIS.

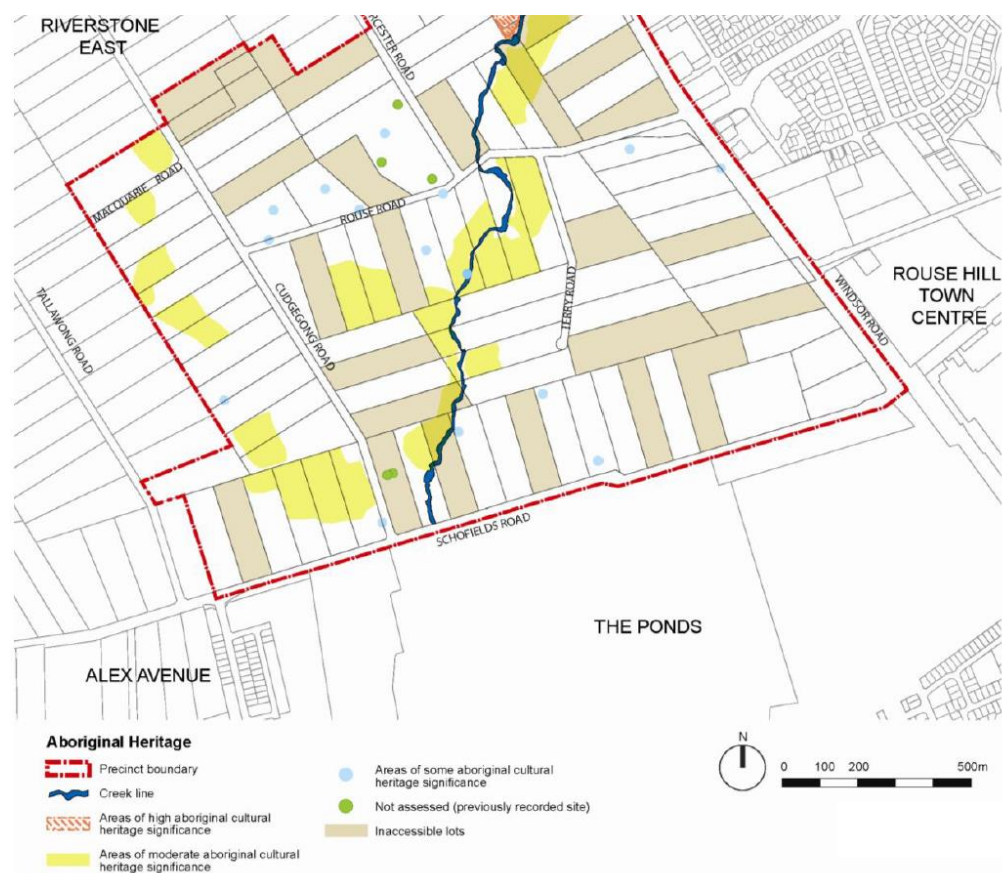


Figure 1: Excerpt from Aboriginal Cultural Heritage Sites Map (Figure 2-2 of Schedule 4)

APPENDIX F

SCHEDULE 4 CUDGEGONG DCP ASSESSMENT

Figure 2-4 of Schedule 4 shows the site as containing areas of high and very high salinity potential. The figure is reproduced below (refer Figure 2).

An assessment of soil salinity is included in the Phase 1 Preliminary Site Assessment prepared by ADE Consulting Group and provided at Appendix V. The assessment found that the site and surrounding areas are classified as having a high salinity potential. The report notes that a further subsurface assessment of salinity (both soil and groundwater) will need to be undertaken prior to the construction phase. This will determine potential impacts of soil salinity on structures. This is discussed further in Section 8.16 of the EIS.



Figure 1: Excerpt from Salinity Potential Map (Figure 2-4 of Schedule 4)

Section 3: Neighbourhood, Subdivision and Residential Design

Section 3.2.1 Public transport and pedestrian and cycle network

Section 3.2.1 identifies the objectives and controls for the public transport, pedestrian and cycle networks for Area 20. The objectives are as follows:

- 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.

As detailed in the Traffic and Transport Impact Assessment at Appendix L, the concept proposal is consistent with the requirements of Section 3.2.1 as follows:

- Residents and employees of the proposed development will have excellent access to the public transport system, with the new Cudgegong Road Station of the future Sydney Metro North West located approximately 300m from the site. The increased network coverage, journey-time reliability and improved customer offering of the Sydney Metro Project together with nearby frequent bus services, will encourage public transport patronage and increase all trips to be made by non-car modes.
- The proposed development promotes pedestrian and cyclist movements with a permeable internal layout that provides good connection to the surrounding cycling and walking network, and to public transport.
- Pedestrian and cycling access to the site will also be facilitated with crossing opportunities at the signalised intersections of Themeda Avenue with Cudgegong Road and Tallawong Road.

Section 3.2.2 Public domain and landscape character

This section is predominantly concerned with protecting the Rouse Hill House Estate, its visual and landscape character as well as key views to and from the Estate. Public domain and landscaping strategies are required to minimise visual and landscape impacts upon Rouse Hill House Estate and be generally consistent with the broader Public Domain and Landscape Strategy prepared for the Precinct.

Both the Statement of Heritage Impact (Appendix W) and Landscape and Visual Impact Assessment (Appendix O) have considered the impact of the concept proposal on the Rouse Hill House Estate and its context. Analysis indicates that the potential for any impact arising from the proposal on Rouse Hill House and Farm and its curtilage would be very low. This is because of the distance between the two sites (1.5km) as well as the undulating landscape and remnant vegetation which restrict views.

Section 4 – Cudgegong Local Centre Development Controls

Section 4.1 Development principles

The Local Centre is comprised of three precincts:

- 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.
- A Mixed Use Precinct (B4 zone) 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.
- 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.



Figure 3: Cudgegong Local Centre - Desired Future Layout Plan (Figure 4-2 of Schedule 4)

APPENDIX F

SCHEDULE 4 CUDGEGONG DCP ASSESSMENT

The desired future layout of the Local Centre is shown in Figure 4-2 of Schedule 4 and reproduced above in Figure 3.

Consistent with the above, the concept proposal provides for a mixed use precinct to the south of the Metro station comprising retail/commercial uses along with apartments. A residential precinct is provided south of this area which provides for increased residential densities.

The concept proposal also provides for a strong north-south pedestrian and street environment together with a new park which are integrated with the Station Precinct area.

The concept proposal is consistent with the desired future layout except for the minor non-compliances with the ILP which are discussed in Section 7.5.1 of the EIS.

APPENDIX F

SCHEDULE 4 CUDGEGONG DCP ASSESSMENT

Section 4.1.1 Function and Land Use Mix

An assessment of the concept proposal in relation to the section 4.1.1. controls is provided in Table 1 below.

Table 1: Assessment against Function and Land Use Mix controls

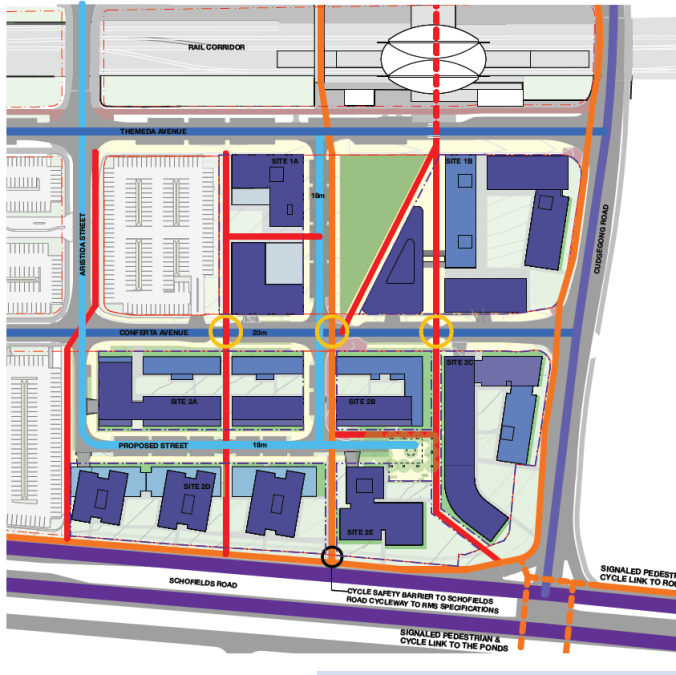
Provision	Compliance
1. The retail and commercial floor area within the Local Centre may be in the order of 12,500m ² - 15,000m ² to ensure that the Centre functions in accordance with its position in the regional centres hierarchy.	<ul style="list-style-type: none"> Proposed retail and commercial floorspace in the Cudgegong Road Station Precinct South will not undermine the provision of a Local Centre of the 12,500m² – 15,000m²
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.	<ul style="list-style-type: none"> Complies - The concept proposal provides for a range of retail, commercial and community uses within the B4 Mixed Use zoned land.
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.	<ul style="list-style-type: none"> Complies
4. Employment opportunities are to be maximised within the Local Centre.	<ul style="list-style-type: none"> Complies
5. The ground floor of buildings identified for active frontages as shown on Figure 4-3 are to be occupied by retail, commercial, community, entertainment or other active uses, particularly fronting the Main Street and all public open spaces.	<ul style="list-style-type: none"> Complies
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 on Figure 4-3.	<ul style="list-style-type: none"> Complies
7. Retail Premises in the B4 Mixed Use Zone shall be a maximum of 300m ² for any single premises to ensure the distribution of retail use is concentrated in the local centre.	<ul style="list-style-type: none"> The Retail and Commercial Land Use Analysis at Appendix J indicates there are valid reasons for relaxing this control to accommodate a metro-style supermarket. Those reasons include higher residential yields than expected and to cater for the commuters using the commuter carpark on the south side of the Station. This will be considered further at the detailed development stage
8. 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.	<ul style="list-style-type: none"> The concept proposal provides for retail and commercial floorspace in strategic locations to activate the precinct. The detailed land use and internal configuration will be determined at the detailed development application stage.
9. Uses and facilities are co-located as much as possible to maximise the efficient use of space.	<ul style="list-style-type: none"> Complies – The concept proposal allows for the co-location of uses and facilities.
10. The Local 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.	<ul style="list-style-type: none"> Complies

APPENDIX F SCHEDULE 4 CUDGEGONG DCP ASSESSMENT

Section 4.1.2 Design Layout

The Design Layout controls primarily relate to the core area of the Local Centre which is located to the north of the station. The controls that are relevant to the concept proposal require as follows:

Table 2: Assessment against Design Layout controls

Provision	Compliance
<p>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</p>	<ul style="list-style-type: none"> Complies - The concept proposal provides for a network of local and collector streets that provides a clear and legible urban centre with a rational block structure, as shown in diagram below. A series of through-site links divide the developable areas into smaller blocks to create a more permeable and pedestrian friendly environment and to maximise pedestrian connections to key destinations including the station and town park. 
<p>5. To achieve an active street frontage, proposed commercial developments must:</p> <ul style="list-style-type: none"> provide direct pedestrian access to the street; and provide a minimum of 70% of the street frontage designed to be visually permeable. 	<ul style="list-style-type: none"> Complies - The concept proposal has been designed so that commercial developments along active street frontages will provide for pedestrian access to the street. Visual permeability of building street frontages will be addressed as part of subsequent development applications for individual buildings.
<p>6. Noise and amenity considerations inform the layout and location of various uses, particularly residential uses.</p>	<ul style="list-style-type: none"> Complies - Noise and amenity considerations have been considered at this concept stage as discussed in Section 8.0 of the EIS. However, the final layout and location of uses will be determined during the detailed design of individual buildings and

APPENDIX F

SCHEDULE 4 CUDGEGONG DCP ASSESSMENT

Provision	Compliance
	addressed in subsequent development applications.
7. The street network emphasises sight lines to the Railway Station and landscape beyond.	<ul style="list-style-type: none"> Complies - The urban structure of the concept proposal has been designed to maximise sight lines to the Railway Station through: <ul style="list-style-type: none"> the alignment of street and pedestrian paths the location and configuration of building blocks the location and design of the park
8. Opportunities for crime are minimised through appropriate design and the incorporation of Crime Prevention through Environmental Design principles.	<ul style="list-style-type: none"> An assessment of the concept proposal in relation to CPTED principles is provided in Section 8.2 of the EIS and in the report at Appendix P. The concept proposal complies with CPTED principles.

APPENDIX F

SCHEDULE 4 CUDGEGONG DCP ASSESSMENT

Section 4.1.3 Public Domain

An assessment of the concept proposal in relation to the public domain controls is provided in Table 3 below.

Table 3: Assessment against Public Domain controls

Provision	Compliance
<i>1. The streetscape will create a high amenity pedestrian environment through solar access, shade and shelter, landscaping, footpath design and management of vehicular traffic.</i>	<ul style="list-style-type: none"> Complies – The streetscape within the site has been designed to deliver a high amenity pedestrian environment. A generous and well-defined public domain is proposed. Streets have been designed to achieve good solar access. Extensive street tree planting will provide shelter and shade for the site and enhance pedestrian amenity. Further detail on the streetscape design is provided in the Public Domain and Landscape Strategy at Appendix I.
<i>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.</i>	<ul style="list-style-type: none"> Complies – The park has been relocated to adjacent the railway station to ensure that it is a focal point for the centre. The park has been designed to provide a variety of spaces, activities and opportunities to encourage community interaction and activity. Further detail on the design and use of the park is provided in the Public Domain and Landscape Strategy at Appendix I.
<i>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.</i>	<ul style="list-style-type: none"> N/A – Village Square is located north of the station.
<i>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.</i>	<ul style="list-style-type: none"> N/A – As above
<i>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.</i>	<ul style="list-style-type: none"> Complies – As noted in 2. Above, the park has been relocated adjacent to the station and designed to provide a focus for the residential and mixed use development on the site.
<i>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.</i>	<ul style="list-style-type: none"> Complies – The public domain represents a high standard of design and landscaping as detailed in the Public Domain and Landscape Strategy at Appendix I.
<i>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.</i>	<ul style="list-style-type: none"> Complies – Provision has been made in the ground and first floors of buildings in the B4 Mixed Use zoned for retail, commercial and community purposes to activate the area around the station. A town park and plaza will provide a focus for community interaction, including for entertainment and recreation purposes.
<i>8. A fine grain is established by the provision of convenient and safe cross-site links, arcades and laneways.</i>	<ul style="list-style-type: none"> Complies - The urban structure provides for a fine grain of streets and pedestrian connections to provide for convenient and safe access through the site and to the station.

APPENDIX F

SCHEDULE 4 CUDGEGONG DCP ASSESSMENT

Section 4.1.4 Built form

An assessment of the concept proposal in relation to the built form controls is provided in Table 4 below.

Table 4: Assessment against Built Form controls


Provision	Compliance
<i>1. A range of building heights is permitted, generally 2-6 storeys (15m) up to 6-8 storeys (26m), to create a varied skyline.</i>	<ul style="list-style-type: none"> Complies – Building heights range from 2 to 8 storeys.
<i>2. Building heights transition around the fringes of the Centre and should integrate the built form with adjacent residential areas.</i>	<ul style="list-style-type: none"> Complies - The built form to the southern edge of the site has been designed to avoid the appearance of a wall from Schofields Road with a series of individual and different building types with sufficient separations to permit adequate sunlight and wind penetration to the individual apartments, the broader proposed development, and the adjacent suburb of The Ponds.
<i>3. Building heights and setbacks are related to street widths and functions to promote a comfortable urban scale of development.</i>	<ul style="list-style-type: none"> Complies - The building envelopes have been designed to respond to street widths, functions, landscape setbacks and to support the desired character of the precinct. Building heights and setbacks comply with the relevant ADG requirements.
<i>4. Building heights take into account view lines and solar access to the public domain, in particular to the Village Square(s).</i>	<ul style="list-style-type: none"> Complies - Building envelopes have been designed to maximise solar access to the public domain and to protect view lines to the station and Second Ponds Creek Riparian Corridor.
<i>5. Taller buildings should reinforce Centre corners and the Station location.</i>	<ul style="list-style-type: none"> Complies - Eight storey buildings have been located on the sites adjacent to the Metro station and the corners of the precinct to reinforce the town centre character of the development.
<i>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).</i>	<ul style="list-style-type: none"> Complies – Zero setbacks are proposed for buildings along streets and open spaces to provide for a continuous street frontage. Consistent street wall heights are proposed for these buildings although this issue will be addressed in subsequent detailed applications.
<i>7. A high quality built form and energy efficient architectural design promotes a 'sense of place' and contemporary character for the Local Centre.</i>	<ul style="list-style-type: none"> Complies – The concept proposal achieves design excellence, as discussed in Section 8.1 of the EIS.
<i>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.</i>	<ul style="list-style-type: none"> Complies – A minimum 4.0m is proposed for ground floor floor-to-floor height for mixed use buildings.

APPENDIX F SCHEDULE 4 CUDGEGONG DCP ASSESSMENT

Section 4.1.5 Transport

An assessment of the concept proposal in relation to the transport controls is provided in Table 5 below.

Table 5: Assessment against Transport controls

Provision	Compliance
1. The Centre is pedestrian and public transport orientated with walking and cycling taking priority over vehicles.	<ul style="list-style-type: none"> Complies – The concept proposal has been designed as a transit oriented development with sustainable transport options given primacy over private vehicle use. The proposal provides a permeable layout providing excellent pedestrian and cycling linkages and amenity.
2. Rail transport is integrated with other transport modes through an efficient interchange.	<ul style="list-style-type: none"> Complies – The concept proposal integrates with the station interchange works being undertaken as part of the SSI_5414 approval.
3. The rail-bus interchange has direct pedestrian access to the Main Street and the retail core area.	<ul style="list-style-type: none"> N/A
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.	<ul style="list-style-type: none"> N/A
5. The Railway Station is an 'anchor' attracting people to the Centre and encouraging pedestrian movement and circulation within the Centre.	<ul style="list-style-type: none"> Complies – The concept proposal has been designed to facilitate easy and safe pedestrian movement between the station and the mixed use/residential precincts to the south.
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.	<ul style="list-style-type: none"> Complies – The concept proposal has been designed to encourage land uses that promote activity around the station. The park has been located immediately adjacent to the station and active frontages are proposed along the length of buildings frontages in the vicinity of the station and the park. This is shown in the diagram below. 
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.	<ul style="list-style-type: none"> Complies – The concept proposal has been designed based on a simple grid providing easy access to the station and within the area.
8. Both commuter and shopper surface carparking should be planned to allow later conversion to development sites or parking structures	<ul style="list-style-type: none"> Complies
9. Carparking for retail, commercial and residential uses to be primarily underground	<ul style="list-style-type: none"> Complies
10. Long stay commuter carparking is located outside the Centre Core to the north-west and south-west side of the Precinct.	<ul style="list-style-type: none"> Complies

APPENDIX F

SCHEDULE 4 CUDGEGONG DCP ASSESSMENT

Provision	Compliance
<p>11. Transport for NSW has made the following provision for transport at Cudgegong Road Station:</p> <ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Complies – The concept proposal is integrated with the station interchange works set out in SSI_5414.

Section 4.2.3 Village Park

An assessment of the concept proposal in relation to the Village Park controls is provided in Table 6 below.

Table 6: Assessment against Village Park controls

Provision	Compliance
<p>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.</p>	<ul style="list-style-type: none"> A new public park is proposed adjacent to the station and the north/south activity spine. The site of the park has been relocated and reshaped to: <ul style="list-style-type: none"> optimise solar access deal with the level changes between Conferta and Themeda Streets reinforce the focus on the station provide improved wayfinding ensure all future buildings in the town centre benefit from easy access to the park. The non-compliance with the ILP is considered minor and will result in an improved outcome in terms of amenity and activation.
<p>2. 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.</p>	<ul style="list-style-type: none"> Complies – refer Public Domain and Landscape Strategy at Appendix I.
<p>3. It is located to provide a focus of community activities related to the new residential and mixed use precincts.</p>	<ul style="list-style-type: none"> Complies – The park has been designed and located as a focus for the community as discussed in the Public Domain and Landscape Strategy at Appendix I.
<p>4. It should be defined by public streets on at least three sides for security and surveillance.</p>	<ul style="list-style-type: none"> Complies
<p>5. 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.</p>	<ul style="list-style-type: none"> Complies - refer Public Domain and Landscape Strategy at Appendix I.