

# **Appendix I**

## **Public Domain and Landscaping Strategy**





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Landcom  
**CUDGONG ROAD STATION PRECINCT SOUTH**  
Public Domain and Landscape Strategy  
S17-0100

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Cover Image:  
Artist impression of Cudgegong Road Station Precinct South - Station Plaza (Source: Virtualideas)

Inside Cover:  
Artist impression of Cudgegong Road Station Precinct South - Cul de Sac Plaza (Source: Virtualideas)



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CUDGEGONG ROAD  
STATION PRECINCT SOUTH  
PUBLIC DOMAIN AND LANDSCAPE STRATEGY

Client:  
Landcom



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Artist impression of Cudgong Road Station Precinct South - Aerial view (Source: Virtualideas)



# 1.0 INTRODUCTION

## BACKGROUND AND PROPOSAL

Cudgegong Road Station Precinct South lies approximately 50km northwest of Sydney, and is a new master planned community situated in Rouse Hill at the intersection of Cudgegong Road and Schofields Road, to the south of the new Cudgegong Road metro rail station.

This metro station is being built by the Northwest Rapid Transit (NRT) consortium as part of Transport for New South Wales' (TfNSW) Sydney Metro Northwest project. The station lies to the west of the Rouse Hill Station and will form the last stop on the Northwest Metro line.

The precinct development is focused on the area to the south of the new Cudgegong Road Station. The precinct will include new residential apartments, retail, commercial and community floorspace and a town park. The development will contain approximately 1,100 new dwellings, 4,500m² Retail GFA, 3,000m² Commercial GFA and 1,500m² Community GFA. (see illustration opposite).

This Public Domain and Landscape Strategy forms part of a suite of Concept Proposal documents that describes all aspects of the precinct's future built environment and focuses on the public domain and the landscape design of the site. This document includes a public domain and landscape concept accompanied by design principles, design guidelines, detail area plans and a written design statement.

## OBJECTIVES

The future public domain and landscape of the site is underpinned by five core objectives:

- Prioritising accessibility and active mobility (walking and cycling)
- Enhancing social engagement and enabling activation
- Offering diversity of experience and fostering a sense of place
- Optimising functionality, amenity and quality of open space
- Integrating environmental and cultural heritage values.
- These Objectives are addressed in further detail later in this report.

## NORTH WEST METRO LINE

Sydney Metro Delivery Office – through their contractor Northwest Rapid Transit (NRT) – is delivering part of the infrastructure and public domain in the town centre sub-precinct. Landcom will plan and prepare the development and disposal of DGLs. This includes all de-risking activities to deliver serviced superlots to the market, including:

- Resolving infrastructure servicing challenges
- Obtaining relevant planning approvals

- Setting and progressing the vision for the place
- Coordinating land subdivision, land management and due diligence
- Activating the station precinct in the first years of the life of the precinct

## RELATED DOCUMENTS

This document is one of a suite of related and integrated planning and design reports and strategies, which should be read in combination. These related documents are comprised of:

- Urban Design Report – Bennett and Trimble
- Design Quality Guidelines – Bennett and Trimble
- SEPP 65 Design Verification Report – Bennett and Trimble
- Civil Design Report – AECOM
- Integrated Water Cycle Management Strategy - AECOM

A number of technical studies that have informed these reports are listed in Section 4.0 Planning Context.

## PREPARATION OF THE PLAN

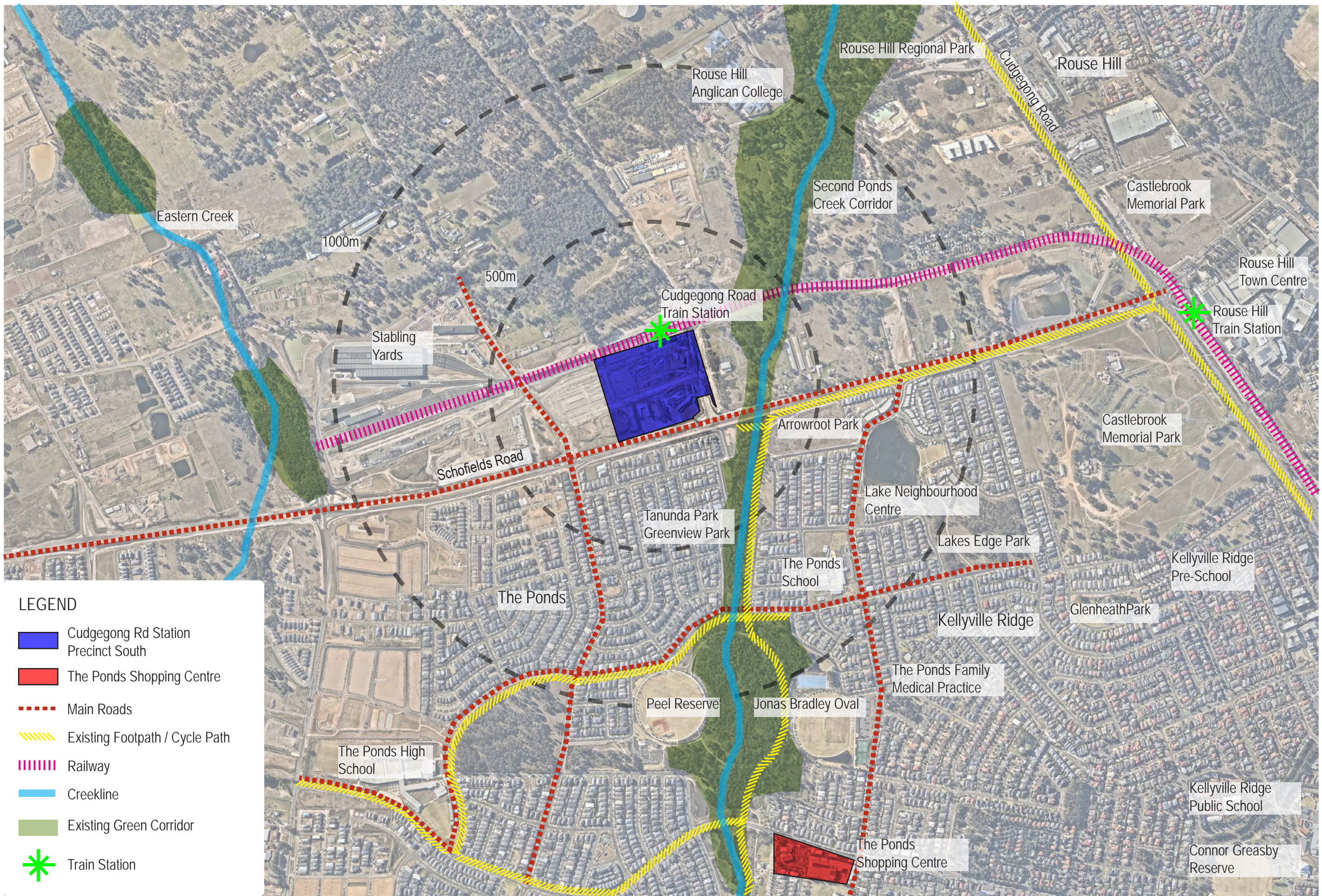
The preparation of this document has entailed extensive co-ordination and liaison by Landcom and the consultant team including ongoing consultation with Blacktown City Council, liaison with the NSW Department of Planning and engagement with the Government Architects' office of NSW (GANSW).

As well, the findings from a range of technical studies prepared for the site has been integrated (see Planning Context for further details). Landcom has also consulted with other State Government agencies and stakeholders.



Artist impression of Cudgegong Road Station Precinct South - Aerial view ( Source: Virtualideas)







## 2.0 SITE OVERVIEW AND CONTEXT

### THE SITE

The Cudgegong Road Station Precinct South site is approximately 7.8 hectares in area and is comprised of a sloping landform from north to south lying immediately to the west of the Second Ponds Creek corridor (see Figure 2.1).

The land on the site has been cleared in preparation for the construction of the rail station and the site's future development (see Figure 2.2 opposite).

The annotated photos overleaf illustrate the site's existing character and in particular demonstrate the precinct's relationship to Schofields Road (to the south), Tallawong Road (to the west) and Cudgegong Road (to the east). The tree canopy associated with the Second Ponds Creek corridor to the south east of the site is also evident (see Photo 4 overleaf).

### SITE CONTEXT

The district context of the site (Figure 2.1) identifies the principal features of the locality including:

- Second Ponds Creek corridor, running to the east of the site
- Rouse Hill Town Centre to the east
- The Ponds Shopping Centre to the south east
- Major roads and existing on road and off road dedicated cycleways
- Northwest Metro Line and Rouse Hill and Cudgegong Rd Stations
- The Kellyville and The Ponds residential neighbourhood
- Jonas Bradley and Peel Reserve sports facilities in the Ponds Parklands to the south
- Rouse Hill Regional Park and Castlebrook Memorial Park
- Various local schools

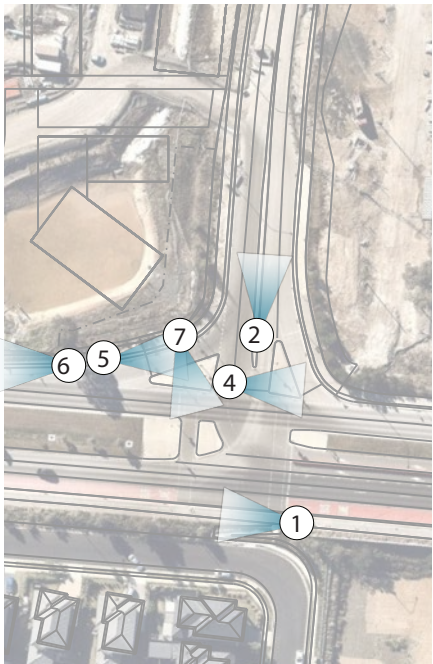
A more detailed map of the existing and proposed public open space and creek corridors in the locality of the precinct and their connectivity to the site can be found in the Site Context – Open Space and Connectivity section.



Figure 2.2 Existing site aerial photo



3.0 SITE PHOTOS



1



Schofields Road looking west with proposed development on the right



2

Corner of Schofields Road and Cudgegong Road looking towards the future train station

3



Corner of Schofields Road and Tallawong Road looking at the proposed development site



4

Corner of Schofields Road and Cudgegong Road looking east and the Second Ponds Creek



### 3.0 SITE PHOTOS

5



Schofields Road shared path looking at the corner of Schofields Road and Cudgegong Road

6



Shared path along Schofields Road adjacent to the proposed development

7



Pedestrian crossing at the corner of Schofields Road and Cudgegong Road, looking toward Second Ponds Creek

8



At Tallawong Road looking east along the proposed development site and adjacent dwellings





4.0
PLANNING
CONTEXT

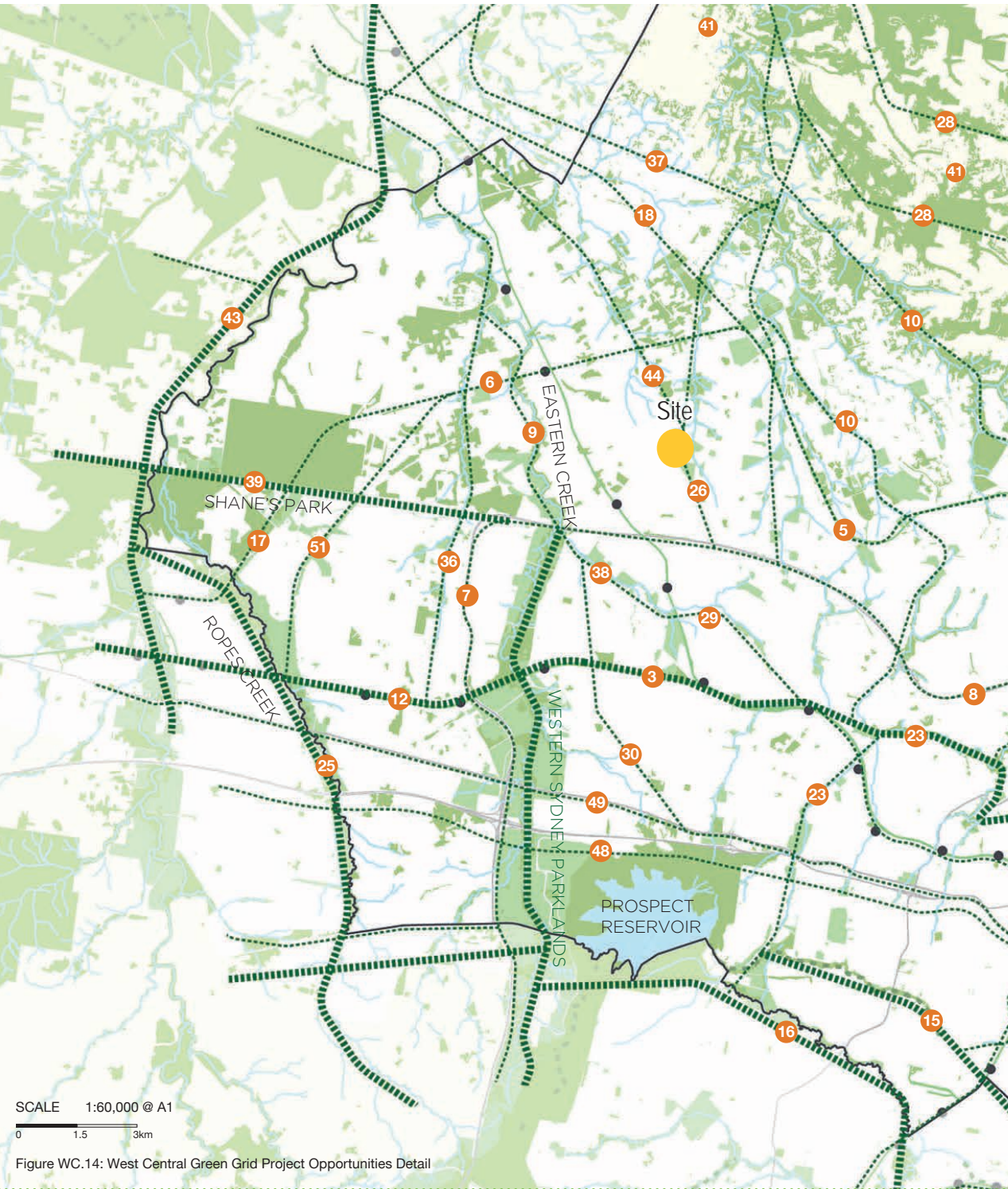


Figure 4.1 The Sydney Green Grid

INTRODUCTION

A number of related planning policies and strategies have been sourced to inform and underpin the rationale for the project site's access to open space, both within and adjoining the site, a brief summary of which is outlined below.

The fundamental premise guiding all best practice in public realm planning is the goal of a 'Liveable City'. In this regard the concept of the "8-80 City" seeks to offer equity to all; what meets the basic needs of an 8 year old or an 80 year old will likely meet the needs of everyone in between. Central to this objective is the aim of maximising incidental and planned physical activity in which walkability and cycle friendly streets are major drivers. The following policies draw on this notion.

BEST PRACTICE METRICS FOR OPEN SPACE

Over the last thirty years in Australia and throughout much of the developed world a shift has occurred in the approach to planning of public open space that is characterised by a move away from a quantity based approach to a more balanced qualitative rationale in which quantity still remains a key consideration.

The NSW State Government is currently preparing a suite of documents that will integrate best practice metrics for open space planning (see Greener Places below). While there is no clear indication as to the metrics that will be adopted for later guideline documents, the following are some of the KPIs that are currently considered best practice in the field - here in Australia and overseas – and which have been adopted for the purposes of this plan:

- **Access** - accessibility to open space is accepted as a critical metric, with a 400m walking catchment from most residences to public open space suitable for suburban environments. For high density populations (ie 40-60 dwellings/ Ha and above) a 200-250m catchment is considered more appropriate. Access to sports facilities are generally considered to be required at optimally 2kms and no more than 5kms from most residences.
- **Size** – current guidelines typically recommend an optimal 0.5-2 Ha size for local parks, with a minimum of 0.3Ha in more dense urban environments , while District Level Parks are typically recommended to be of 2-5 Ha (dependent on the setting type and larger for sports facilities – usually 10Ha+). Smaller spaces such as carefully located social spaces (eg street corners) also contribute to the fine grain of the public realm, especially in denser developments.
- **Quality** - open space in urban developments should be of high quality and well designed to attract use and activation for a broad range of ages, backgrounds and abilities. The design of open space should focus on social needs and minimise user conflicts; it should also be of robust but appealing design to foster engagement while catering for high levels of use.
- **Quantity** – there has been a shift away from calculating the amount of open space required in any locality based on Ha/per 1000 person standard towards a more context specific quantum using access and size metrics as above

to establish distribution within denser urban environments. For suburban greenfield sites there remains some focus across Australian States on a percentage of total developable area metric (typically anywhere from 8-12%).

- **Diversity** – while the culture of Sydney's population is highly diverse, for the most part people of all ages and backgrounds share a common desire for basic recreation needs. Accordingly, it is important to provide safe places to walk, to sit in shade or sun according to season, for play, for social interaction, for physical health and fitness and for contact with nature.
- **Social Engagement** - a well-planned public realm is one of the key contributors to social and community cohesion. Features such as clear lines of site, frequency of path crossing, places to sit and talk and 'offline' places from which to observe others without commitment to engagement are critical to fostering social engagement.
- **Activation** - the provision of community and cultural infrastructure will encourage community events, gatherings and activities that foster community capacity building. This infrastructure will allow the public realm to be activation-ready, fostering social cohesion within the community.
- **Contact with Nature** - the direct links between the ecological services that open space can return to urban environments (wildlife corridors, water management, heat island mitigation etc) and the increasing awareness of the health and wellbeing benefits of contact with nature require an integrated approach and commitment to green infrastructure in our streets and open spaces. Native planting and natural materials (eg. Stone and timber play an important role here.
- **Health and Wellbeing** - the direct relationship between levels of lifestyle related diseases and accessibility or otherwise to quality open space are widely researched and documented. Ease of access, safety, quality and sense of place for public open space are the critical drivers in enhancing a community's wellbeing.
- **Character and Identity** – a clear sense of place for all public spaces that draws on the heritage and landscape character of a locality generates high levels of community ownership. District views, use of locally endemic planting and local materials as well as the integration of public art all assist in cementing a sense of local identity in the users and the wider community.
- **Safety and Amenity** – a sense of personal safety is critical to the use of open space; in that respect a central tenet of Crime Prevention Through Environmental Design (CPTED) is passive surveillance, both from within the public realm and from adjoining buildings. Clear lines of site, active spaces and good night lighting with minimal shadows enhance a sense of safety. Likewise winter sun, summer shade and cooling breezes enhance amenity in public spaces



## 4.0 PLANNING CONTEXT

- **Green and Grey Infrastructure** – increasingly the recreational values of natural and infrastructure corridors are being realised, especially for walking and cycling. Providing easy access to such corridors is shown to generate higher levels of recreation participation. The Sydney Green Grid provides a strong framework for such planning (see Figure 4.1)
- **Walk and Cycle Friendly Streets** - pedestrian and cycle friendly streets also encourage physical daily activity for commuting, social or recreation uses. Safety, shade and amenity are key design considerations in this regard.
- **Heat Island Mitigation and WSUD** – the public realm is a critical contributor to moderating temperatures and humidity as well as in managing stormwater run-off. Extensive tree canopy, especially along streets, and planted roof gardens have a direct impact on lowering temperatures as do areas of irrigated grass and planting. In the same vein harvesting stormwater for reuse domestically and in irrigation reduces downstream volumes and impacts while reducing energy costs.

The core elements of these values and metrics will be incorporated in the Cudgegong Road Station Precinct South.

### THE SYDNEY GREEN GRID

The Sydney Green Grid was published in 2017 by the Government Architect's office of NSW (GANSW) to document the network of natural corridors (coastal foreshore, rivers, creeks and bushland) and built form corridors (rail, road, canal, service infrastructure) that should also serve as recreational corridors for walking and cycling. The three aims of the Green Grid are, in summary, to:

- conserve, improve and expand Sydney's strategic network of open spaces
- reinforce a sense of place within Sydney's subregions
- safeguard and plan the green infrastructure of Sydney.

The relevant section of the Green Grid and its relation to the project site is illustrated in Fig 4.1. The corridors of most relevance to this project include:

- Second Ponds Creek and The Ponds (26)
- Sydney Metro Northwest (5)
- First Ponds Creek (44)

At present the most significant of these is Second Ponds Creek Corridor as it not only offers an extensive parkland corridor within 200 metres of the centre of the project site, but also incorporates a suite of parks, sports facilities and bushland reserves, all within 1km of the site.

### 'GREENER PLACES' - GREEN INFRASTRUCTURE POLICY

The recently released draft policy document Greener Places (GANSW 2018) outlines the essential role of Green Infrastructure in the delivery of sustainable landscapes and communities.

Greener Places proposes a design approach for urban environments that promotes nature as a key driver and the policy cites four core principles in realising that objective:

- *Integration:* combine Green Infrastructure with urban development and grey infrastructure
- *Connectivity:* create an interconnected network of open space
- *Multi-functionality:* deliver multiple ecosystem services simultaneously
- *Participation:* involve stakeholders in development and implementation.

The application of these four principles to the landscape design of Cudgegong Road Station Precinct South is outlined later in the Design Principles and Strategy section.

### SOCIAL NEEDS AND IMPACT ASSESSMENT

The Social Needs and Impact Assessment prepared by GHD in March 2018 provides a comprehensive analysis of the existing and proposed open space in the immediate district of the Cudgegong Road South Precinct.

The following key findings are pertinent to the development of open space in the locality and within the site:

- There is 5.28 Ha of Passive Open Space within 1km of the site
- Second Ponds Creek is within a short walking distance of the precinct, providing a wide range of recreation opportunities
- Kalina Reserve and Tanunda Park are within 600m (8m walk) of the precinct
- There are six active open spaces within 1km of the precinct

From the above analysis the report concludes that 3,000m<sup>2</sup> of open space is the preferred size of the park. It suggests that while the proposed Town Park is 2,900m<sup>2</sup> in area its accessibility within 200m of all residents meets Council's standards and is acceptable given the context of the site.

It should also be noted that there are several other smaller open spaces within the site (see Open Space Hierarchy and Function) which would more than match the 3,000m<sup>2</sup> requirement.

### TECHNICAL STUDIES

A range of technical studies was commissioned specifically to inform the Urban Design, Built Form, Civil Engineering, Public Domain and Landscape Design of the precinct. The studies include:

- Urban Design Report - Bennett and Trimble
- Design Verification Report - Bennett and Trimble
- Integrated Water Cycle Management Strategy - Aecom
- Social Needs and Impact Assessment - GHD
- Access Design Assessment Report - Design Confidence
- Ecologically Sustainable Development Report - Aecom
- Civil Design Report - Aecom
- Traffic and Transport Impact Assessment - SCT Consulting
- Capital Investment Value Report - Napier & Blakeley
- Heritage Assessment Report - OCP Architects
- Waste Strategy Report - Aecom
- Landscape and Visual Impact Assessment - Aecom
- Crime Prevention through Environmental Design Assessment - Aecom
- Air Quality Review - Aecom
- Utilities Report - Aecom
- Contamination and Soil Study - ADE Consulting Group
- Retail and Commercial Land Use Analysis - AEC
- Bio-certification - Eco Logical
- Noise and Vibration Assessment - Acoustic Logic
- Bushfire Protection Assessment - ABPP
- Pedestrian Wind Environment Statement - Windtech

The Public Domain and Landscape Design Strategy has drawn on these studies in the development of the concept plan and this document.



4.0 PLANNING CONTEXT

CONSIDERATION	BEST PRACTICE METRICS	BLACKTOWN CITY COUNCIL GROWTH CENTRES PRECINCTS DEVELOPMENT CONTROL PLAN 2010	APPLICATION
<b>Access</b>	<ul style="list-style-type: none"><li>200-250m catchment for high density populations (ie 40-60 dwellings/Ha and above).</li></ul>	<ul style="list-style-type: none"><li>The park should be centrally located</li></ul>	<ul style="list-style-type: none"><li>The park's location has been reconfigured to deal with the level changes between the two streets (Conferta and Themeda), reinforce the focus on the station</li><li>The site is located to enable a focus for commuters and community activities for residents being located less than 250m from every resident</li><li>Connected network of pathways, steps and ramps providing all abilities access throughout.</li></ul>
<b>Size</b>	<ul style="list-style-type: none"><li>Recommend an optimal 0.5-2 Ha size for local parks, with a minimum of 0.3Ha in more dense urban environments.</li></ul>	<ul style="list-style-type: none"><li>The park should be in the order of 2500m2 to 3000m2</li></ul>	<ul style="list-style-type: none"><li>The park is 2,900m2, consistent with the DCP control.</li></ul>
<b>Quality</b>	<ul style="list-style-type: none"><li>Open space should be of high quality and well designed to attract use and activation for a broad range of ages, backgrounds and abilities</li><li>The design of open space should focus on social needs and minimise user conflicts; it should also be of robust but appealing design to foster engagement while catering for high levels of use.</li></ul>	<ul style="list-style-type: none"><li>The park should be designed to ensure adaptability and flexibility in use and function over time</li></ul>	<ul style="list-style-type: none"><li>The design for the town park creates and fosters the idea of the 'meeting place' by providing a variety of spaces, activities and opportunities for social interaction</li><li>The park's location has been configured to gain optimal solar access.</li></ul>
<b>Quantity</b>	<ul style="list-style-type: none"><li>For suburban greenfield sites there remains some focus across Australian States on a percentage of total developable area metric (typically anywhere from 8-12%).</li></ul>	No Specific Requirement	<ul style="list-style-type: none"><li>The park and plazas are 10% of the developable area.</li></ul>
<b>Diversity</b>	<ul style="list-style-type: none"><li>Provide safe places to walk, to sit in shade or sun according to season, for play, for social interaction, for physical health and fitness and for contact with nature.</li></ul>	No Specific Requirement	<ul style="list-style-type: none"><li>Large irrigated lawn and play space suitable for children aged 2-8 years.</li></ul>
<b>Social Engagement</b>	<ul style="list-style-type: none"><li>a well-planned public realm is one of the key contributors to social and community cohesion.</li></ul>	<ul style="list-style-type: none"><li>The park should be the focus of community activities</li></ul>	<ul style="list-style-type: none"><li>Plaza space with water feature capable of hosting community events and markets</li><li>Clear lines of sight encouraging incidental meetings and ample seating in social arrangements.</li></ul>
<b>Activation</b>	<ul style="list-style-type: none"><li>Provision of community and cultural infrastructure will encourage community events, gatherings and activities that foster community capacity building.</li></ul>	<ul style="list-style-type: none"><li>The park should be defined by public streets on three sides</li></ul>	<ul style="list-style-type: none"><li>The park has major frontages to Themeda Street and the new north-south axis, and a minor frontage to Conferta Ave. This facilities more direct pedestrian access toward the station from the south</li><li>The building to the east, with active retail frontages, will maximise the opportunities for activation.</li></ul>

Table 4.1 Application of best practice and planning requirements for the town park.

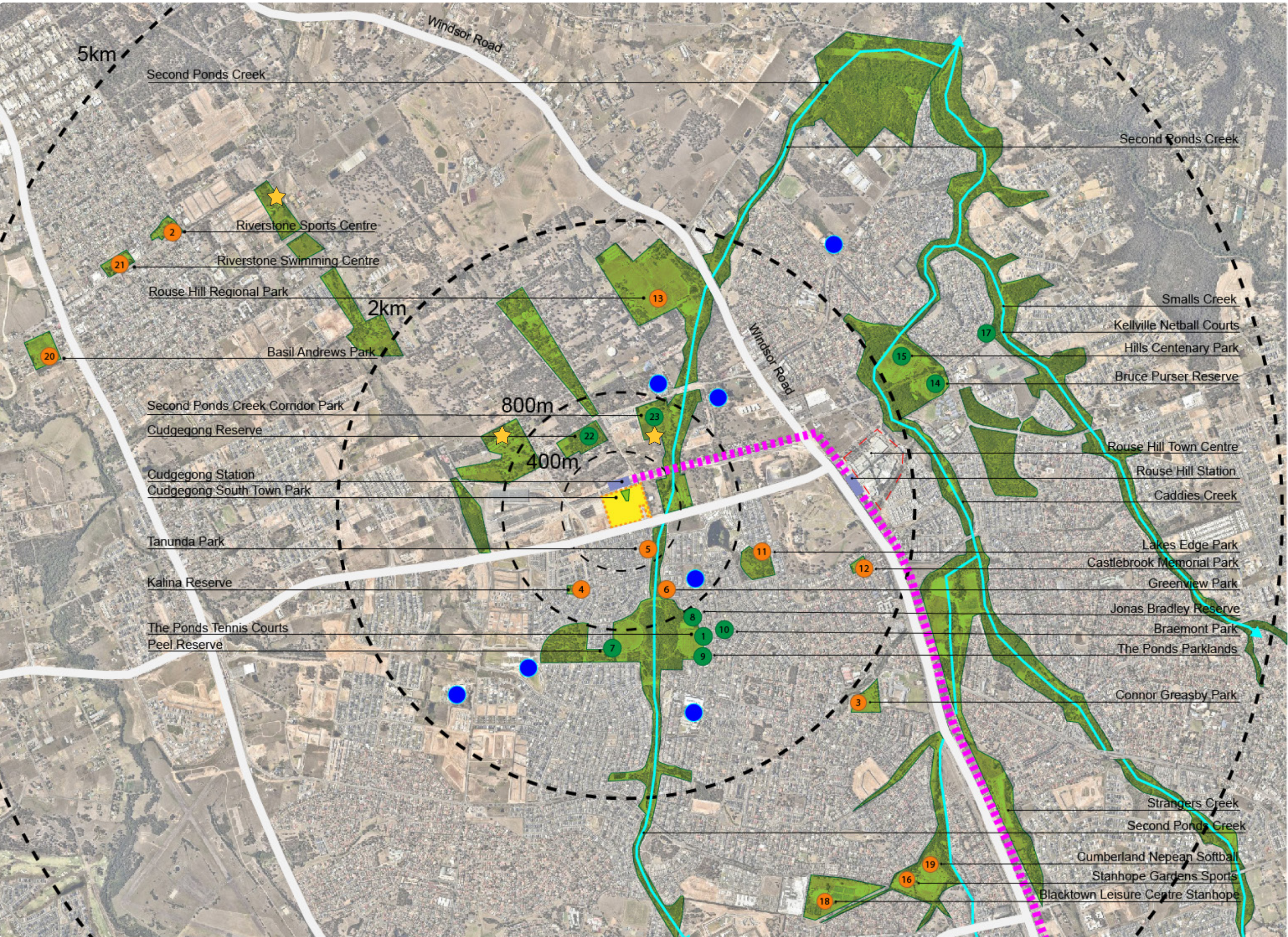


4.0 PLANNING CONTEXT

CONSIDERATION	BEST PRACTICE METRICS	BLACKTOWN CITY COUNCIL GROWTH CENTRES PRECINCTS DEVELOPMENT CONTROL PLAN 2010	APPLICATION
<b>Contact with Nature</b>	<ul style="list-style-type: none"><li>Direct links between the ecological services that open space can return to urban environments (wildlife corridors, water management, heat island mitigation etc)</li><li>Increasing awareness of the health and wellbeing benefits of contact with nature</li></ul>	<ul style="list-style-type: none"><li>The park should be predominantly green</li></ul>	<ul style="list-style-type: none"><li>The majority of the park space is comprised of lawn and shrub planting</li><li>North/south and east/west canopy species connectivity, providing habitat, refuge and connection for native fauna and avifauna both within the site and connected to the Second Ponds Creek corridor.</li></ul>
<b>Health and Wellbeing</b>	<ul style="list-style-type: none"><li>The direct relationship between levels of lifestyle related diseases and accessibility or otherwise to quality open space are widely researched and documented.</li></ul>	No Specific Requirement	<ul style="list-style-type: none"><li>Park provides opportunities for walking, exercise, play and social engagement.</li></ul>
<b>Character and Identity</b>	<ul style="list-style-type: none"><li>A clear sense of place for all public spaces that draws on the heritage and landscape character of a locality generates high levels of community ownership.</li></ul>	No Specific Requirement	<ul style="list-style-type: none"><li>Public artwork is proposed within the park in line with the Public Art Strategy prepared for Landcom.</li></ul>
<b>Safety and Amenity</b>	<ul style="list-style-type: none"><li>A sense of personal safety is critical to the use of open space; in that respect this is a central tenet of Crime Prevention Through Environmental Design (CPTED).</li></ul>	No Specific Requirement	<ul style="list-style-type: none"><li>The building to the east, with active retail frontages, will facilitate security and passive surveillance of the park</li><li>Sight lines will be optimised by restricting the heights of shrub planting below eye level.</li></ul>
<b>Green and Grey Infrastructure</b>	<ul style="list-style-type: none"><li>Increasingly the recreational values of natural and infrastructure corridors are being realised, especially for walking and cycling.</li></ul>	<ul style="list-style-type: none"><li>Parks and plazas are to receive sunlight on a minimum of 50% of their site area between 11am and 2pm on June 21st</li></ul>	<ul style="list-style-type: none"><li>The park has been located and designed to achieve Council's solar access requirement.</li></ul>
<b>Walk and Cycle Friendly Streets</b>	<ul style="list-style-type: none"><li>Pedestrian and cycle friendly streets also encourage physical daily activity for commuting, social or recreation uses.</li></ul>	No Specific Requirement	<ul style="list-style-type: none"><li>The various path systems including the shared path, dedicated cycle way and pedestrian paths combine to create a network which connects the surrounding areas. The town park forms an important walking and cycling route to and from the train station.</li></ul>
<b>Heat Island Mitigation and WSUD</b>	<ul style="list-style-type: none"><li>The public realm is a critical contributor to moderating temperatures and humidity as well as in managing stormwater run-off.</li></ul>	No Specific Requirement	<ul style="list-style-type: none"><li>A balance of greenspace and hard surfaces has been emphasised to minimise urban heat island effect</li><li>Wide canopy trees have been selected to maximise summer shade and mitigate temperature.</li></ul>

Table 4.1 (Continued)





# LEGEND

- Site
- Public Parklands / Bushland (existing and proposed)
- Main Road
- Rail Station
- Radius from Site Centre
- Metro Rail Line
- Creekline
- Sports Reserves
- Existing or Proposed School
- Existing Park
- Proposed Playing field within Open Space, as per Council's Section 94 Plan



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## CUDGEGONG ROAD STATION PRECINCT SOUTH

OPEN SPACE IN REGIONAL CONTEXT

Figure 5.1

31/05/2018



5.0 SITE CONTEXT - OPEN SPACE AND CONNECTIVITY

OPEN SPACE IN THE LOCALITY AND DISTRICT

Figure 5.1 (opposite) illustrates the existing public open space and associated environmental corridors.

As can be seen, the immediate locality and district is well served with existing public open space, the principal sites of which are listed below under their respective setting types.

Local Unstructured Recreation Parks

- Tanunda and Arrow Root Park all lie within 400m of the site
- Kalina and Greenview Park lie within 400m of the site

District or Regional Unstructured Recreation Parks

- Rouse Hill Regional Park lies within 2kms of the site

Sports Reserves

- Jonas Bradley and Peel Reserve in the Ponds Parklands lie a little over 800m from the site
- Bruce Purser and Hills Centenary Reserve lie within 2kms of the site
- Proposed playing fields within open space to the North West as shown in Figure 5.1.

Bushland

- The large bushland area between Peel Reserve and Jonas Bradley Reserve lies a little over 800m from the site

Creek Corridors

- The extensive Second Ponds Creek corridor lies less than 200m to the east of the site and offers an extensive recreational corridor running to the north for 1.5 kms and to the south for 3kms and will incorporate playing fields.

Future Open Space

The closest planned open space in the locality will be Cudgegong Reserve to the North of the site only 450m away. Other planned open spaces in the locality are also illustrated in Fig 5.1.

RECREATION FACILITIES AT PARKS IN THE LOCALITY

The parks named in Figure 5.1 offer the following existing recreation facilities and opportunities: (Source: Social Needs and Impact Study, GHD)

No.	Name	Suburb	Description
1	The Pond Tennis Courts	The Ponds	Four tennis courts
2	Riverstone Sports Centre	Riverstone	Available for hire, 2 Synthetic tennis courts, synthetic futsal/NSW soccer court
3	Connor Greasby Park	Stanhope Gardens	Children's playground, 2 outdoors soccer field, outdoors synthetic basketball court
4	Kalina Reserve Park	The Ponds	Children's playground
5	Tanundra Park	The Ponds	Pocket park
6	Greenview Park	The Ponds	Pocket park
7	Peel Reserve Park	The Ponds	Children's playground, outdoor fields, softball field, exercise station
8	Jonas Bradley Park	The Ponds	Picnic shelters, BBQs, tennis courts, playground, soccer fields, basketball & netball, exercise stations
9	The Ponds Cricket Club	The Ponds	Open fields
10	Braemont Park	Kellyville Ridge	Local park
11	Lakes Edge Park	The Ponds	Picnic shelters, BBQs, toilets, near bushland with walking trails, Lake Ironbark
12	Castlebrook Memorial Park	Rouse Hill	Cemetery
13	Rouse Hill Regional Park	Rouse Hill	Picnic area and playground
14	Bruce Purser Reserve	Kellyville	Full-size cricket or AFL field, including a turf wicket, turf and synthetic cricket practice wickets, podium spectator seating
15	The Hills Centenary Park	Kellyville	Sports oval, cricket pitch
16	Stanhope Gardens Tennis Courts	Stanhope Gardens	4 synthetic tennis courts, playground, 16 plexicushion courts, courts designed for multi-sport use, function room and meeting rooms
17	Kellyville Netball Courts	Kellyville	Netball courts
18	Blacktwn Leisure Centre Stanhope	Stanhope Gardens	Crèche, pools, health and fitness centre, 4 court multi-sport stadium, squash courts, indoor bowls, venue hire -capacity up to 499 people
19	Cumberland Nepean Softball	Stanhope Gardens	Softball courts
20	Basil Andrews Park	Riverstone	Playground, sports oval
21	Riverstone Swimming Centre	Riverstone	7 lane Olympic pool, leisure pool, baby's pool, picnic facilities, playground
22	Cudgegong Reserve	Rouse Hill	Passive recreation area
23	Second Ponds Creek Corridor Park	Rouse Hill	Passive recreation area

OPEN SPACE ACCCESS AND CONNECTIVITY

Figures 5.1, 5.2 and 5.3 on this page and overleaf illustrate the accessibility and connectivity for walkers and cyclists between the site and open space in the locality.

Of particular note are the following:

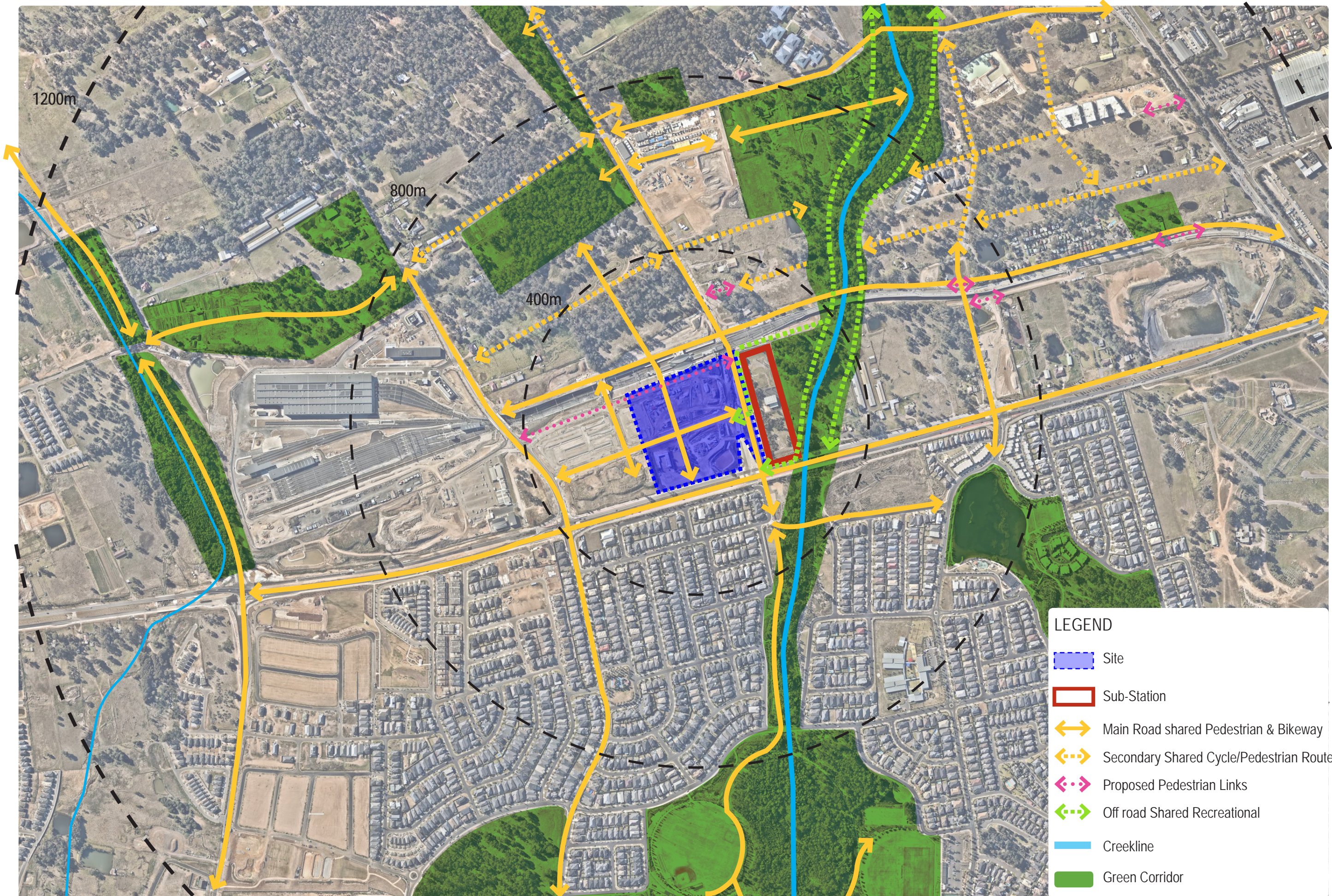
- The relatively short block lengths in the precinct permit a high level of pedestrian and cycle connectivity with a strong north/south and east west axis
- Residents in The Ponds will be able to walk and cycle to the future Cudgegong Reserve to the north relatively easily via the station precinct
- Walk and cycle access to the Second Ponds Creek corridor in a southerly direction is readily achieved with a single road crossing (Schofields Road)
- Paths connecting to the Second Ponds Creek corridor for walkers and cyclists heading in a northerly direction will have options to follow a path to the south of the rail corridor or to the north of Schofields Road
- It appears that there would be inadequate available head height below Schofields Road to achieve a permanent shared path adjacent to Second Ponds Creek that could be generally flood free.

ADEQUACY OF EXISTING OPEN SPACE

The metrics for size, access and diversity of recreation opportunity of the existing open space in the locality detailed in Planning Context in is readily achieved by the open space network described above.

On the basis that the precinct is providing a town park at 2,900m2 and several smaller open spaces this collectively with the adjoining open space network and easy access to active open space meet future needs of the precinct's community (see also Open Space Hierarchy and Function).





**LEGEND**

- Site
- Sub-Station
- ↔ Main Road shared Pedestrian & Bikeway
- - - Secondary Shared Cycle/Pedestrian Routes
- - - Proposed Pedestrian Links
- - - Off road Shared Recreational
- Creekline
- Green Corridor



Client:  
Landcom

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**CUDGONG ROAD STATION PRECINCT SOUTH**

OPEN SPACE CONNECTION IN DISTRICT CONTEXT

Figure 5.2

31/05/2018