

# **Appendix C**

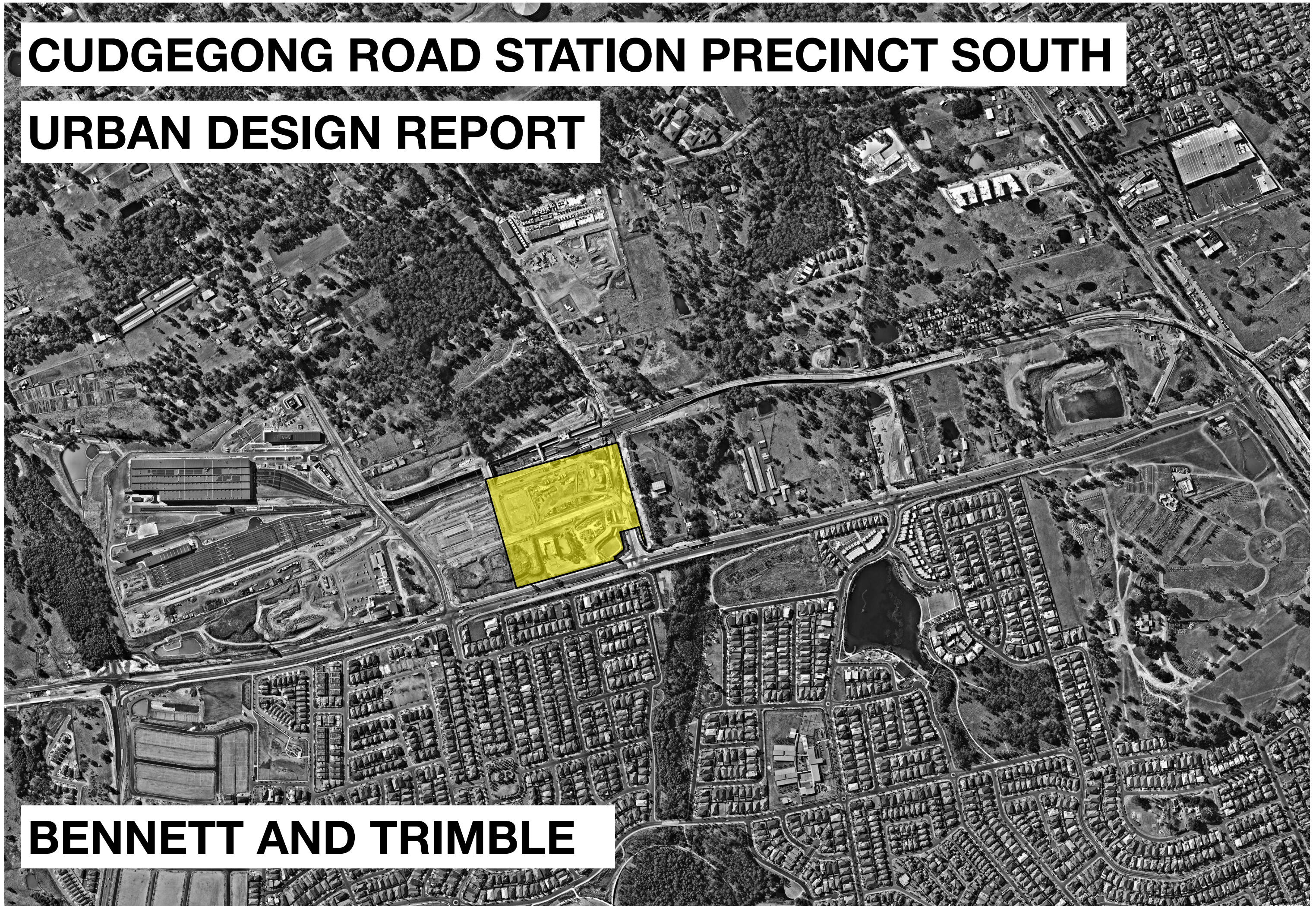
## **Urban Design Report**



# CUDGEGONG ROAD STATION PRECINCT SOUTH

## URBAN DESIGN REPORT

**BENNETT AND TRIMBLE**





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# INTRODUCTION

## CUDGEGONG ROAD STATION PRECINCT SOUTH - STAGE 1 SSDA APPLICATION

Prepared for	Landcom
Prepared by	Bennett and Trimble
Issue	A
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The purpose of this design report is to develop a reference design concept for a State Significant Development Application (SSDA) for the lands to the south of the future Cudgegong Road metro station.

The application provides a concept proposal for the sites with indicative built form, open space, roads, and public open space.

Structure of Report:

**A Site Analysis** includes context analysis of the site, opportunities and constraints on the site, a summary of relevant planning controls, and urban design principles.

**A Reference Design** for the site has been developed to test massing and urban form within planning controls, capacity and yield, preliminary assessment of ADG compliance for cross ventilation and daylight provisions, and typical floorplate efficiency. They have been tested to demonstrate a development model that maximises the development yield within setback, building separation and the relevant ADG controls.

**Concept Images** have been prepared with indicative massing, landscaping and common open space. The reference scheme has been shown in the context of proposed and approved developments in the immediate context.

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# PROJECT VISION & DESIGN STATEMENT

## PROJECT VISION PREPARED BY LANDCOM

The Cudgegong Road Station Precinct will evolve into a series of attractive neighbourhoods centred on the metro station and connected by a revitalised Second Ponds Creek parkland. New pedestrian and cycling networks will improve connectivity with and between the surrounding communities of the Ponds, Rouse Hill and Riverstone.

The public realm in the new urban Cudgegong Road Station Precinct South will create an attractive place and deliver a functional network. Key streets, parks and town squares will be created to offer great amenities and comfortable connections to the station.

The Cudgegong Road Station Precinct South will become a local village centre with a range of housing typologies and provide convenient and lifestyle destinations for residents, workers and visitors, all within walking distance.

Within the government lands, the developments will complement the main retail centre to the north of the station with workspaces, retail destinations and community spaces. These active uses will mainly be on the ground floor and organised around the future town park and the station.

Cudgegong Road Station Precinct South will have an attractive residential character with sweeping scenic views of the surrounding natural landscape and distant ridgelines. The enhanced stands of creek and bushland and the pedestrian and cyclists friendly environment will contribute to a pleasant natural environment.

Most sites will be organised as perimeter blocks on 2,500 to 5,500 sqm sites with generous public domain to encourage residents and visitors to walk, cycle and engage in public life. The developments will respond to the topography to take advantage of district views.

Some buildings will have no or limited setback to reinforce the spatial definition of the street. This will contribute to an engaging urban experience, based on proximity and immediacy. The future developments will demonstrate variation and articulation of facades.

This urban form also allows for internal open spaces that add to the amenities of the new homes and to the experience of pedestrians as they will be able to see the courtyards from the street.

Generous and well-defined public domain and parks will add to the liveability of the place. New streets delivered by Landcom or their development partners will have generous pedestrian crossing and cycle paths or shared paths. Landcom will explore the opportunity to obtain approvals to deliver pedestrians crossings across existing streets.

One major objective of the Sydney Metro urban transformation program is to ensure ground floor activation. This will be achieved through the provision of shops, workspaces, community spaces, and terrace-type apartments possibly organised on two levels with 1 to 3 meter deep front yards.

## DESIGN STATEMENT PREPARED BY BENNETT AND TRIMBLE

The Cudgegong Road Station Precinct South development has been designed to create an active and walkable neighbourhood with the Cudgegong Road metro station at its core. It will contain a broad range of higher density housing, a public park and a series of mixed-use facilities within 300 metres of the new station.

The proposed street pattern is rationalised and extended through the development to create a clear and legible urban grid. A network of pedestrian and cycleways is then introduced to complement and extend this urban grid with a series of through-site links dividing the developable areas into smaller blocks to create a more permeable and pedestrian friendly urban environment. The proposed pedestrian and cycle network will provide direct links between the residential areas, the town centre, the metro and adjoining neighbourhoods such as The Ponds.

A series of open spaces including a public park, plazas, landscaped zones, and communal open spaces are distributed throughout the site to create a connected open space network that will provide amenity to residents, visitors and employees. These spaces will differ in scale and character and will support a wide variety of uses.

Higher density housing is accommodated in buildings ranging from 2 storeys to 8 storeys to provide a variety of urban scales within the development. Taller buildings have been strategically located to alleviate overshadowing to public spaces and to concentrate density with the amenity provided by the proposed landscaped areas and the views towards the Second Ponds Creek Riparian Corridor.

Within this built form, a range of housing types are proposed including maisonettes and two storey terraces to the lower levels of developments, and a range of apartment types on the upper levels to accommodate and foster a diverse community. Building forms are designed to optimise access to daylight, natural ventilation, privacy and appropriate building separation.

Mixed Use facilities such as retail, childcare, work hub and community spaces are proposed for the ground and first floor areas adjoining the metro station and the public park to activate the town centre.

