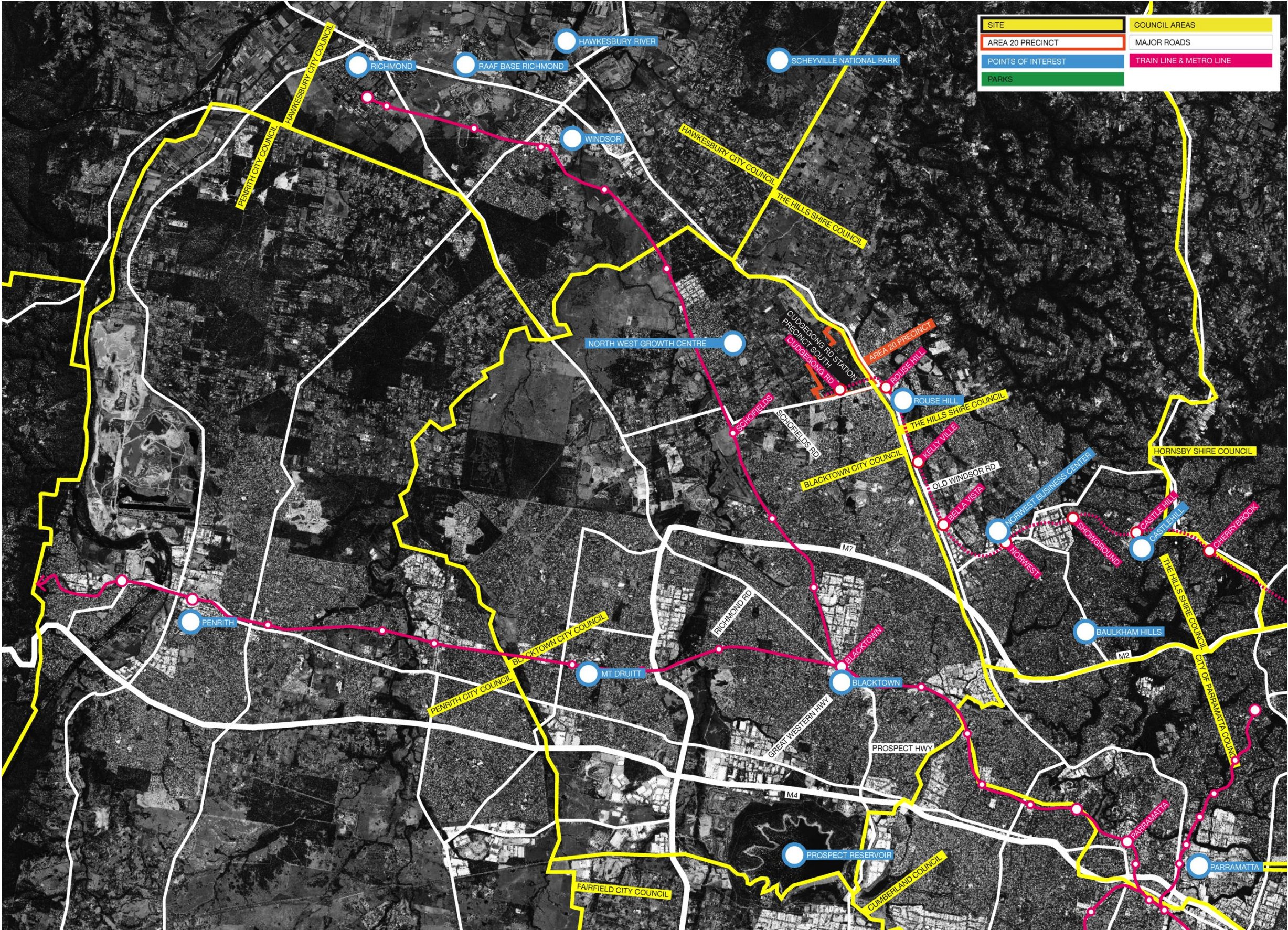


REGIONAL CONTEXT

The study area is located at the border of Blacktown City Council and The Hills Shire Council, and at the south eastern edge of the Northwest Growth Centre.

It is well connected to the east via Windsor Road to the M7, and the future Sydney Metro Northwest. The station at Schofields provides a connection to the State Rail heavy rail network.

Employment areas at Norwest Business Park, Blacktown, St Marys, are in relatively close proximity.



LOCAL CONTEXT

Cudgegong Road Station Precinct South sits wholly within Blacktown City Council and adjacent the Hills Shire Council.

The local area is undergoing a rapid transformation due to the under construction Sydney Metro Northwest.

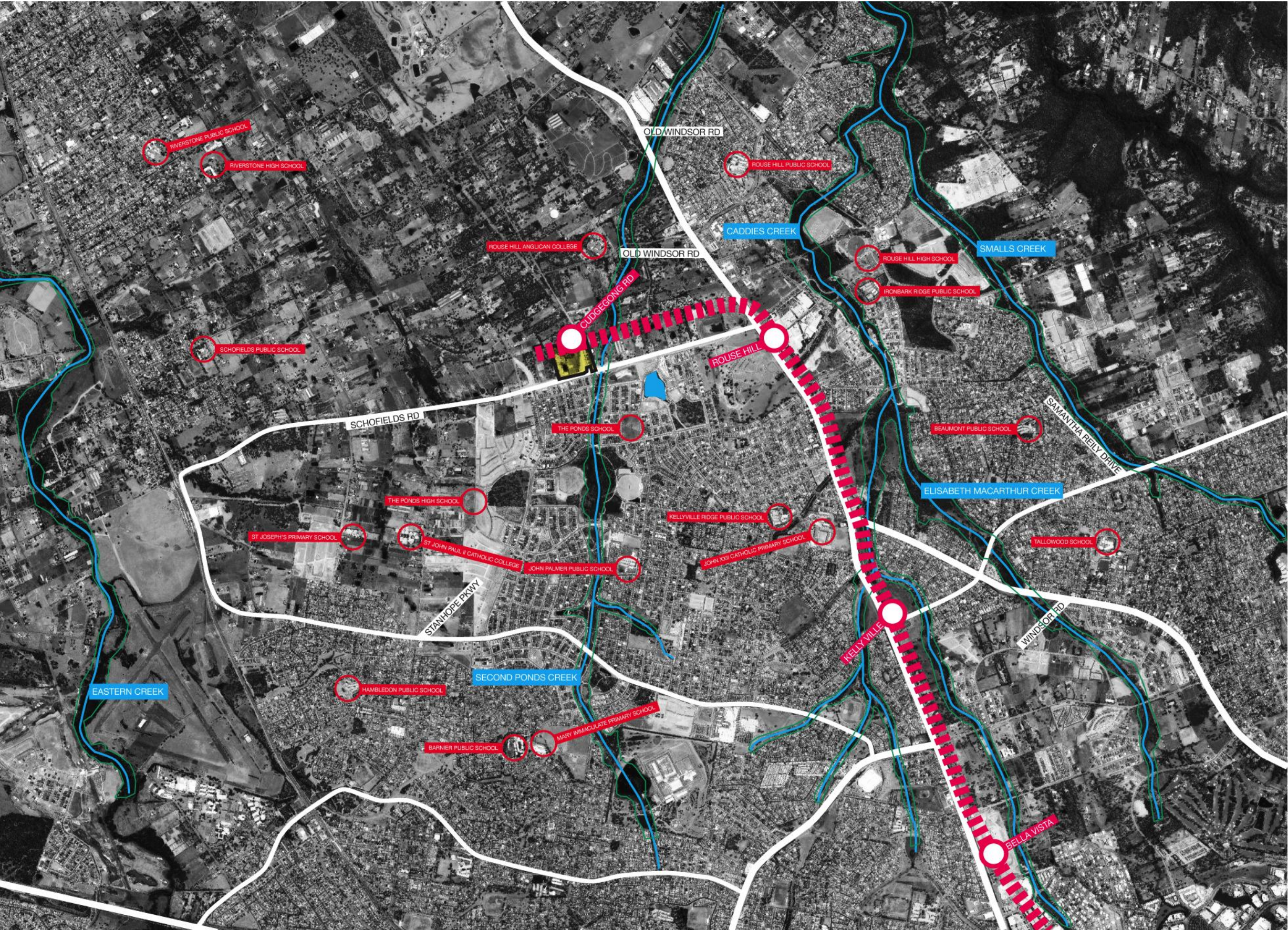
To the South, the Ponds development has been a recent successful suburban development project, and one where alternate residential typologies such as town houses have been introduced in an area where typically detached single family homes are the only option. Residents of the Ponds will be one of the primary users of Cudgegong Road metro station.

To the southeast and across Windsor Road, the Rouse Hill Town Centre is a popular regional shopping centre. Arranged around a sequence of open air streets over the carparking, it employs an atypical and refreshing model for suburban shopping centres. The pedestrian and cycle connections from Cudgegong Road metro station to the Rouse Hill Shopping Centre will be important.

To the north, the existing very low density and semi-rural subdivisions are undergoing a rapid transformation due to the imminent completion of the Sydney Metro Northwest. A number of development applications have been approved or are being assessed by Blacktown City Council for medium density residential apartment buildings.

To the northwest the Northwest Growth Centre will be a future residential and employment centre for the region.

Second Ponds Creek runs north south in the vicinity of Cudgegong Road metro station.



LANDSCAPE CONTEXT

ECOLOGY

Second Ponds Creek runs north south of the Cudgegong Road Station Precinct South.

This area provides an opportunity for outdoor recreation, biodiversity, and a connection and contribution to the greater Sydney 'Green Grid'.

A series of parks and public open spaces are proposed at strategic locations for active and passive outdoor recreation, civic spaces, and common open space within residential developments.

The Cudgegong Road Station Precinct South has been extensively cleared as part of the NRT development.

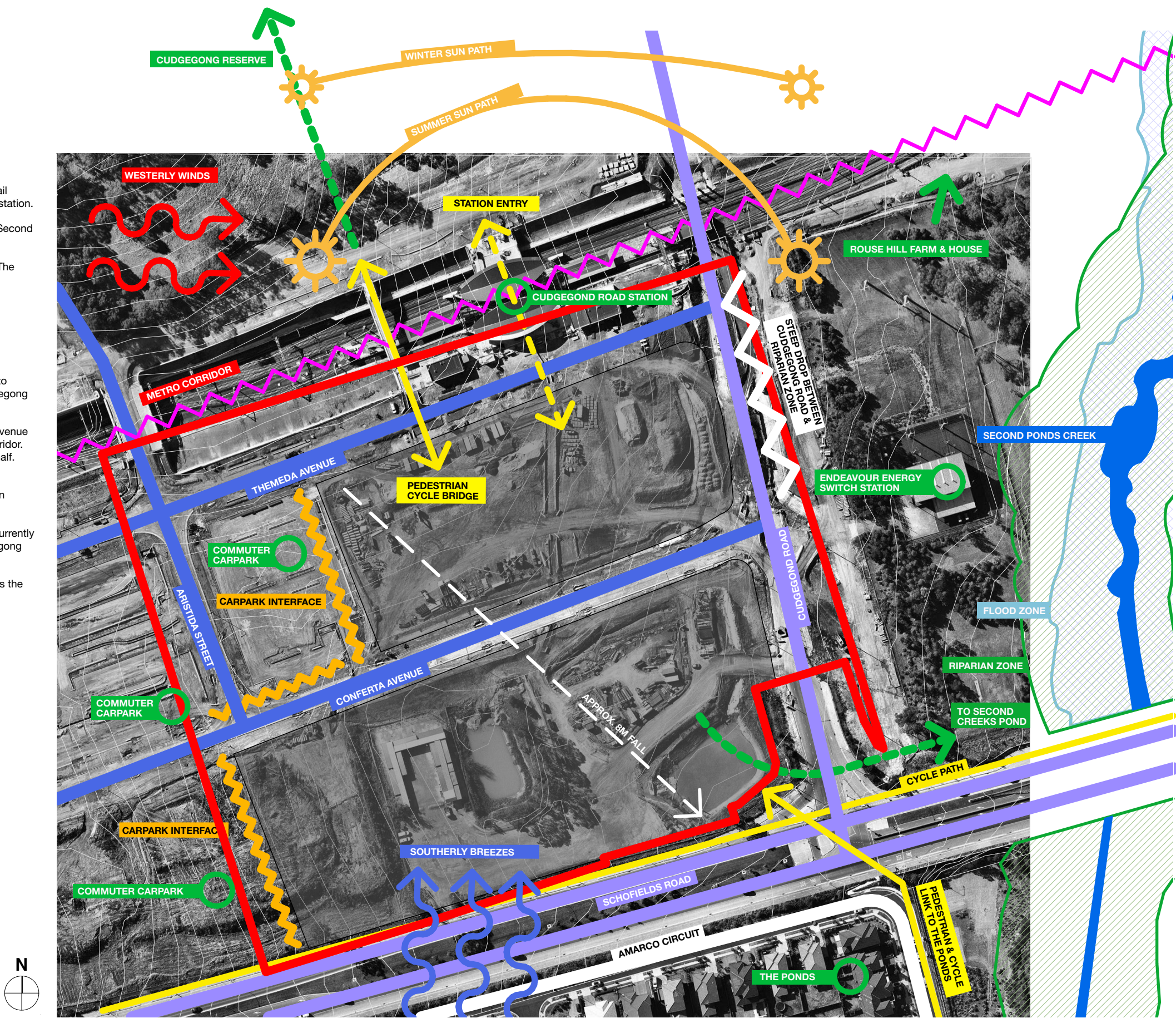


- Green Space
- Seconds Ponds Creek
- Flood Zone
- Riparian Zone
- Shared Connections

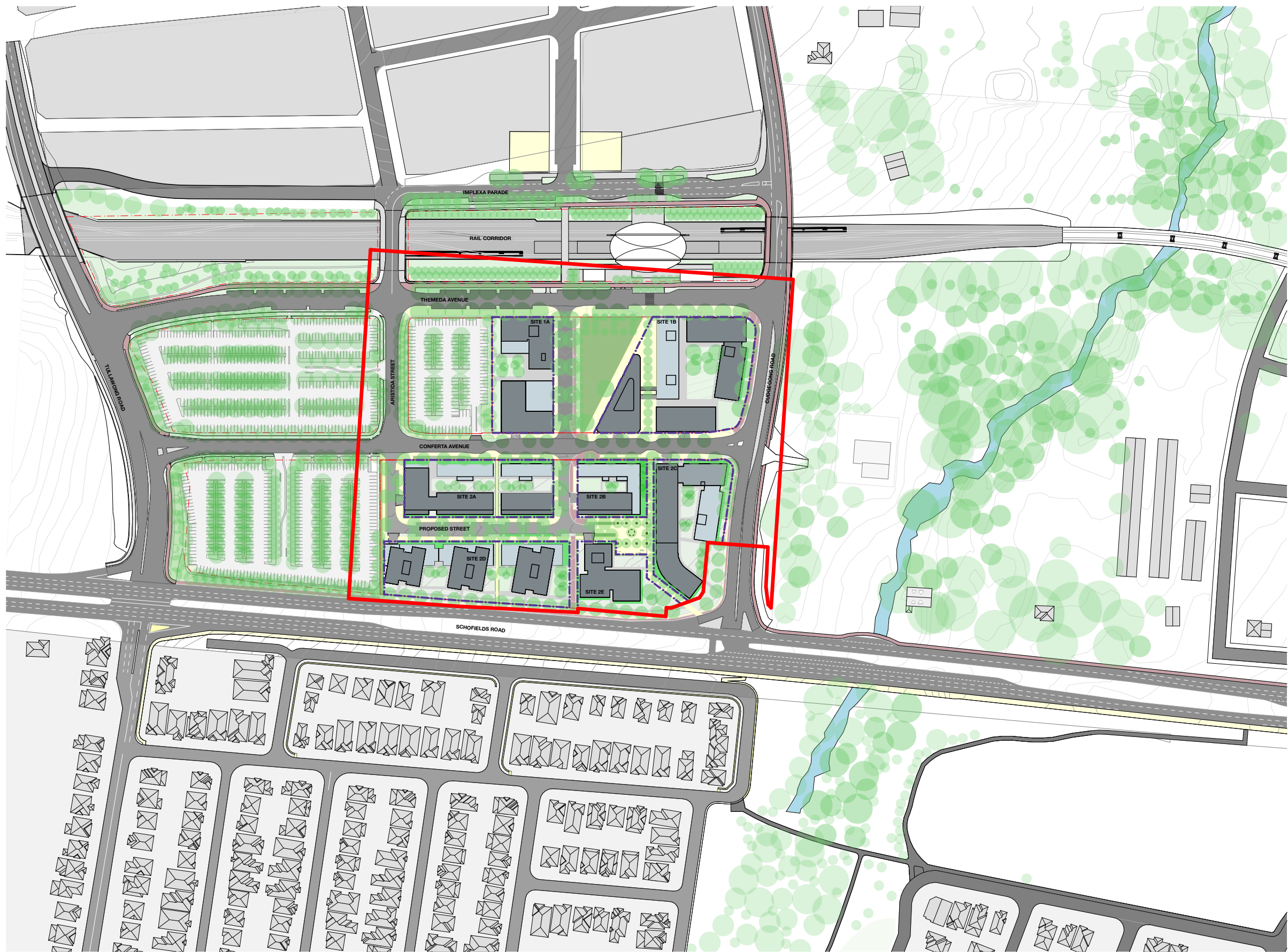
SITE ANALYSIS

SUMMARY OF ANALYSIS

- To the north of the site is the excavated metro rail corridor and the entrance to the proposed metro station.
- To the east of the site is Cudgegong Road, the Second Ponds Creek and the Riparian Zone.
- To the south of the site is Schofields Road and The Ponds which consists of low-density housing.
- To the west of the site are proposed commuter carparks to service the metro station.
- The site and proposed street grid is orientated approximately 20 degrees to the west.
- The topography of the site falls from northwest to southeast to the junction of Schofields and Cudgegong Roads.
- The proposed Themeda Avenue and Conferta Avenue run parallel to Schofields Road and the metro corridor. Conferta Avenue splits the site approximately in half.
- The proposed Aristida Street crosses the metro corridor via a bridge and runs close to the western boundary of the site.
- The pedestrian and cycle link from The Ponds currently ends at the intersection of Schofields and Cudgegong Roads.
- A proposed Cycle and pedestrian bridge crosses the metro corridor to the west of the metro station.



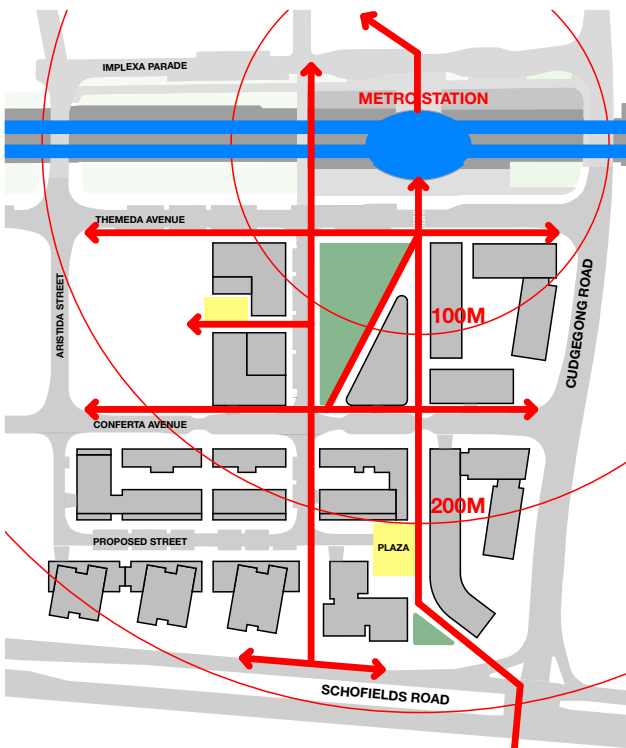
CONCEPT PLAN CONTEXT



DESIGN STRATEGY SUMMARY

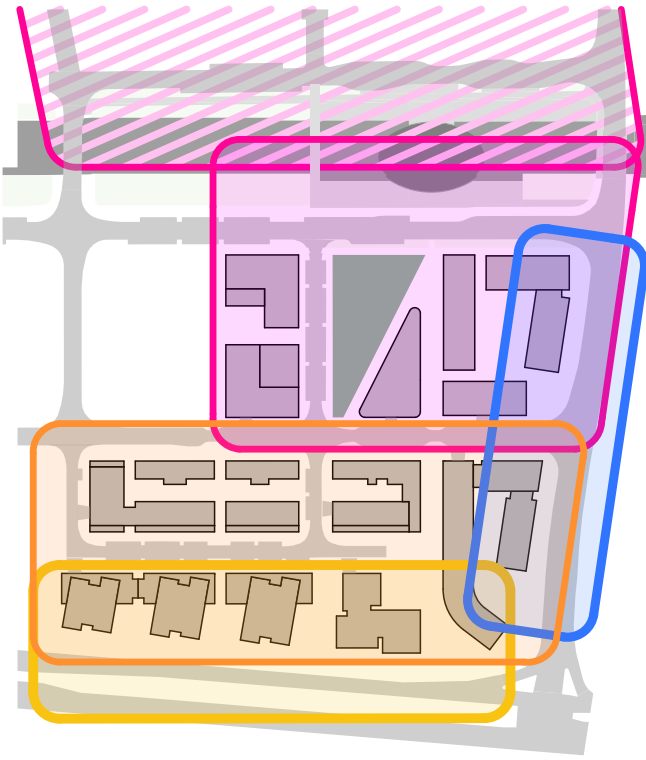
A CONNECTED DEVELOPMENT

Realise the benefits of rapid mass transit by developing an active and walkable town centre with the Metro station as its focus.



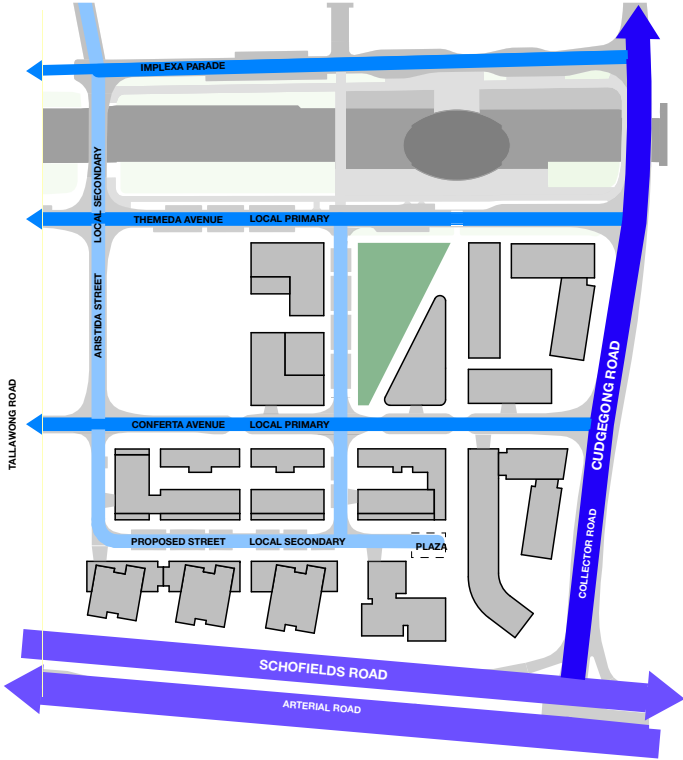
URBAN CHARACTERS

Identify and establish diverse urban characters across the site including an activated town centre, local residential community and urban edge conditions with Schofields and Cudgegong Road.



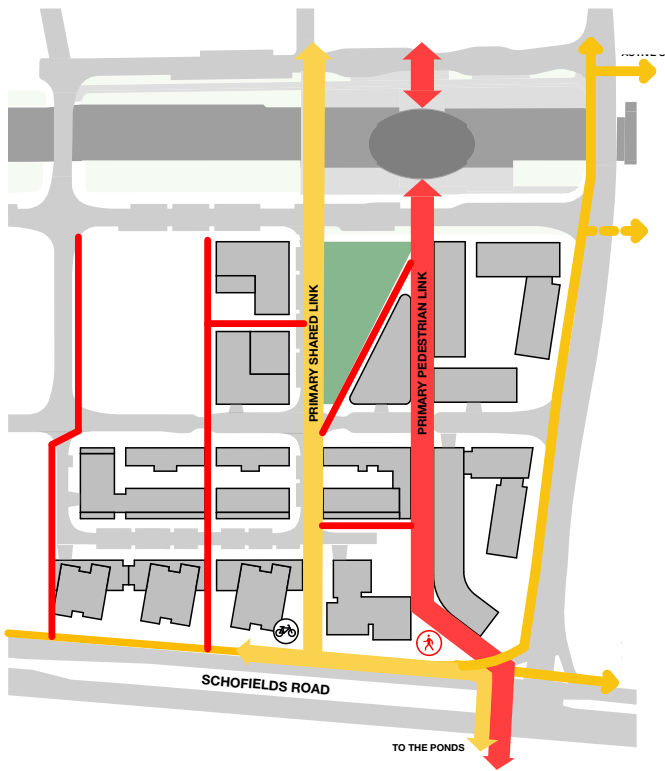
STREET NETWORK AND HIERARCHY

Provide a network of local and collector streets that provides a clear and legible urban town centre with a rational block structure.



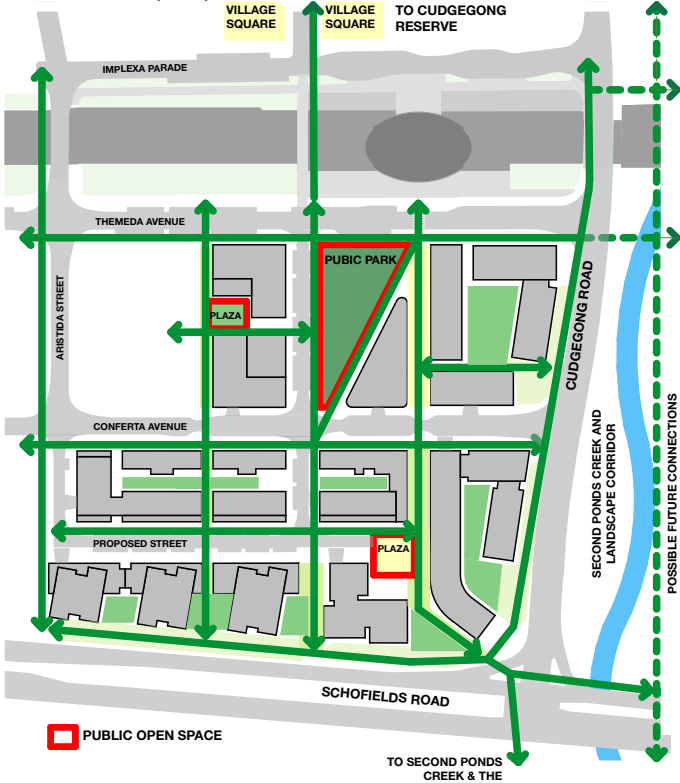
PEDESTRIAN AND CYCLE NETWORK

Create a series of through site links that extend the pedestrian and cycle network connecting key elements such as the Metro station with landscaped spaces, major intersections and residential areas.



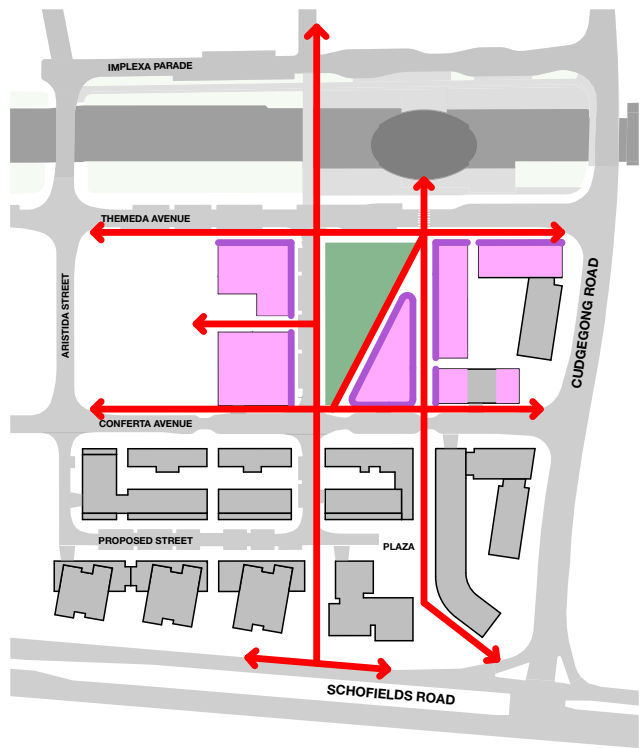
OPEN SPACE NETWORK

Distribute a series of open spaces including a public park, urban plazas and landscape zones throughout the development to form an interconnected open space network.



MIXED-USES AND ACTIVATION

Concentrate non-residential accommodation such as local retail, cafes, childcare, work hubs and community uses in close proximity to the station to create an active and vibrant town centre.



A RANGE OF HOUSING TYPOLOGIES

A range of housing typologies are proposed including two storey terraces, maisonettes and apartments to accommodate and foster a diverse community of residents.

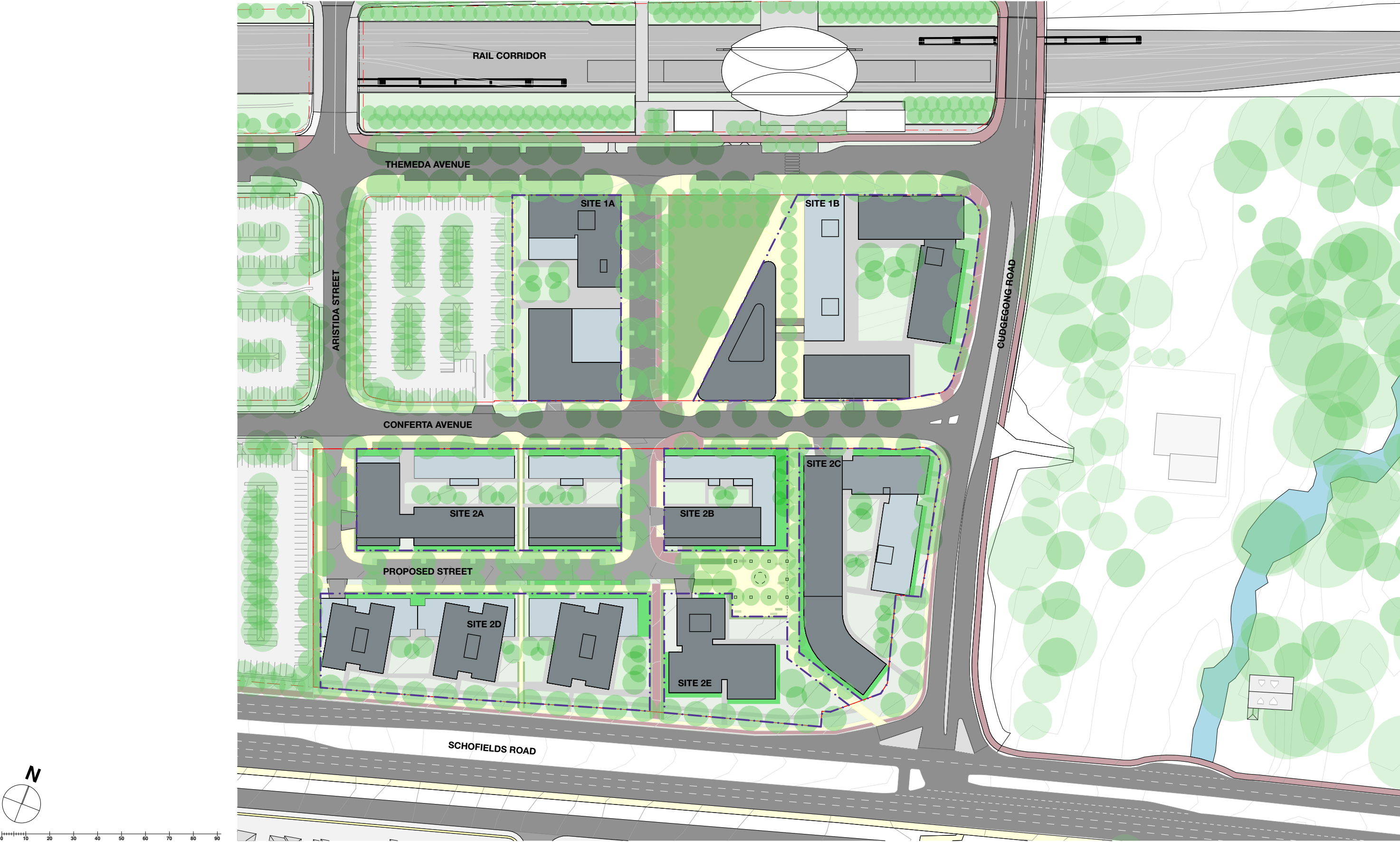


VARIATIONS IN HEIGHT AND SCALE

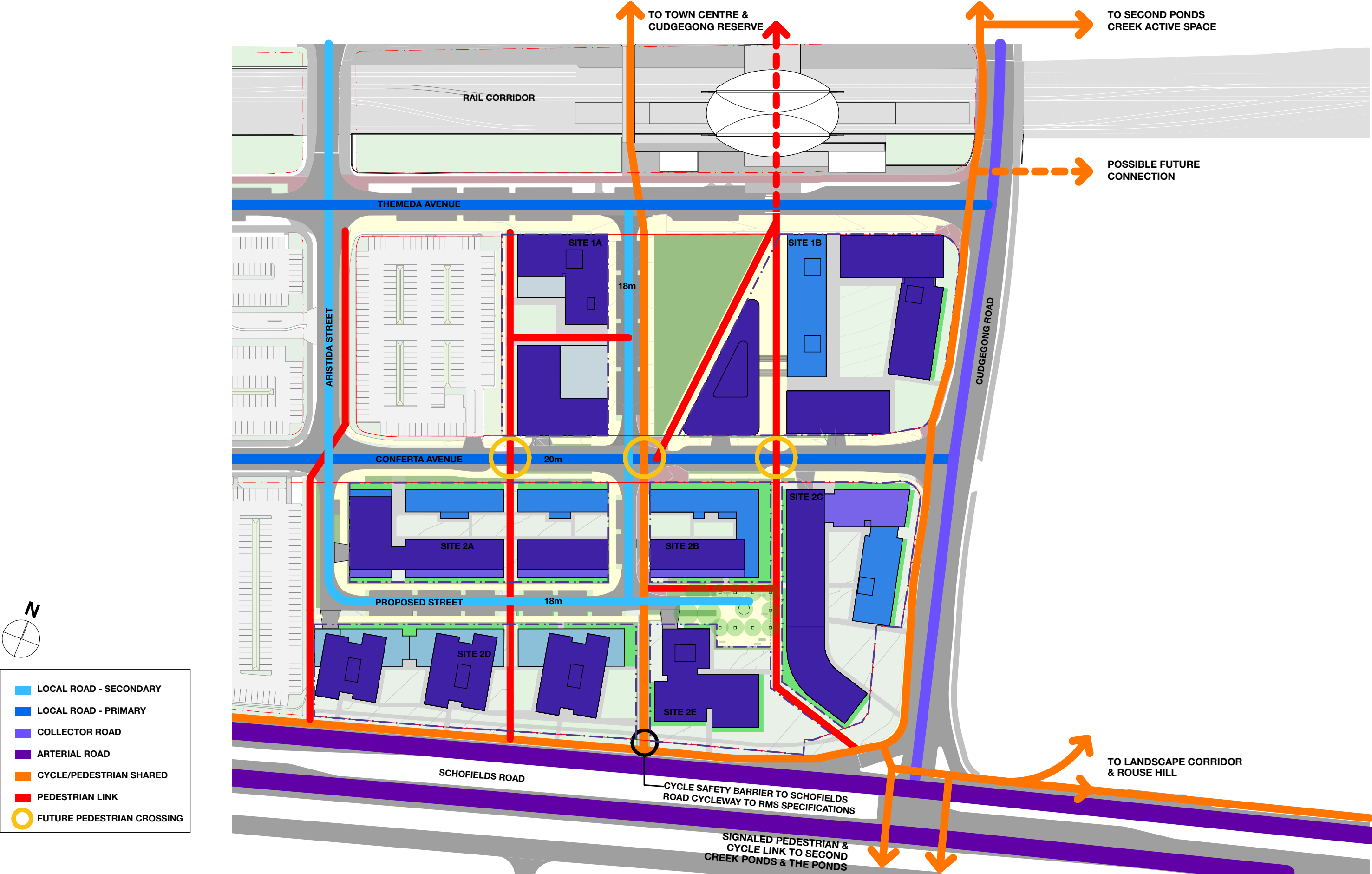
Vary the heights of building from 2 storeys to 8 storeys to create a variety of urban scales. Locate height strategically to alleviate overshadowing and to concentrate density with amenity.



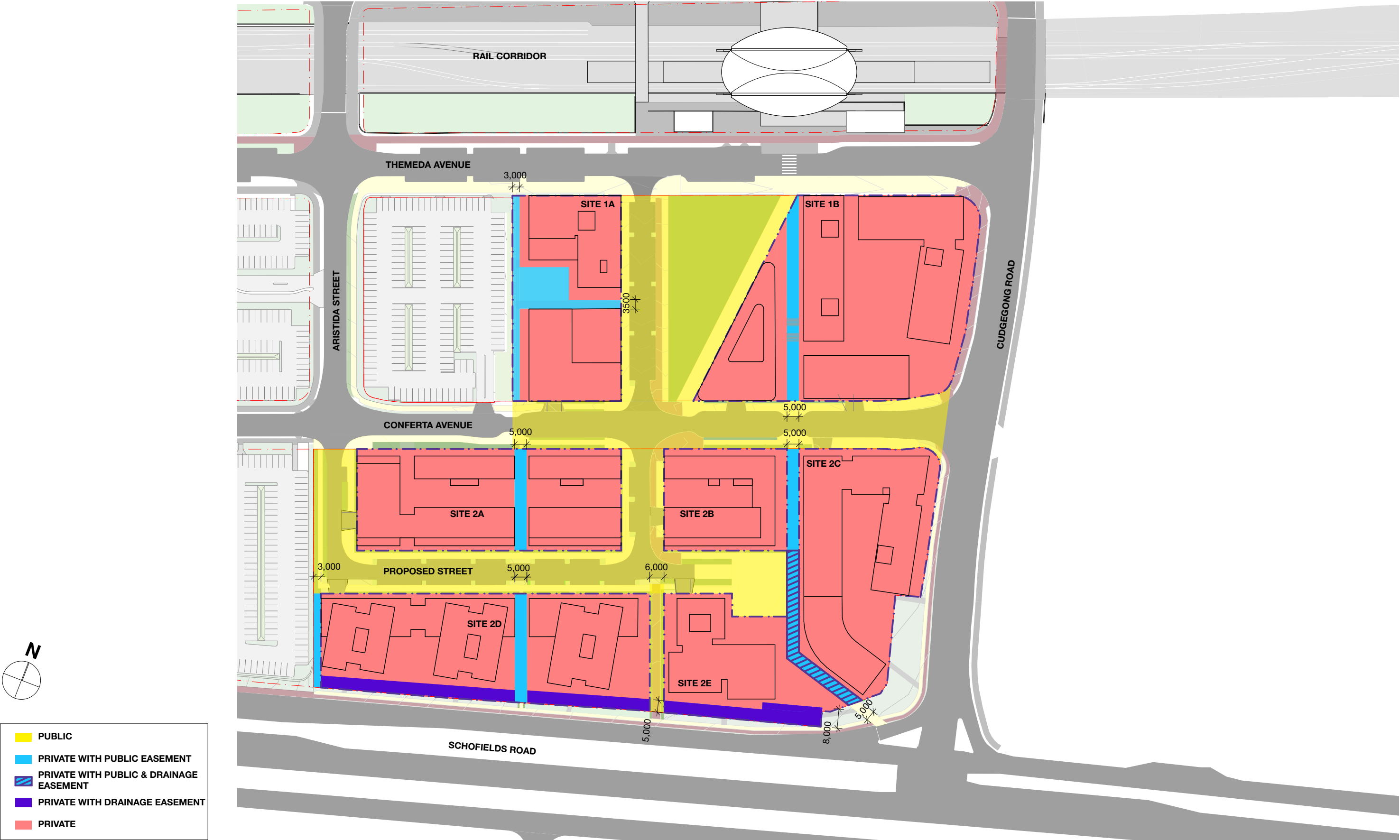
CONCEPT PLAN - REFERENCE SCHEME



CONCEPT PLAN - CONNECTIVITY



CONCEPT PLAN - PROPOSED OWNERSHIP



CONCEPT PLAN - BUILDING SETBACKS



CONCEPT PLAN - BUILDING SEPARATION



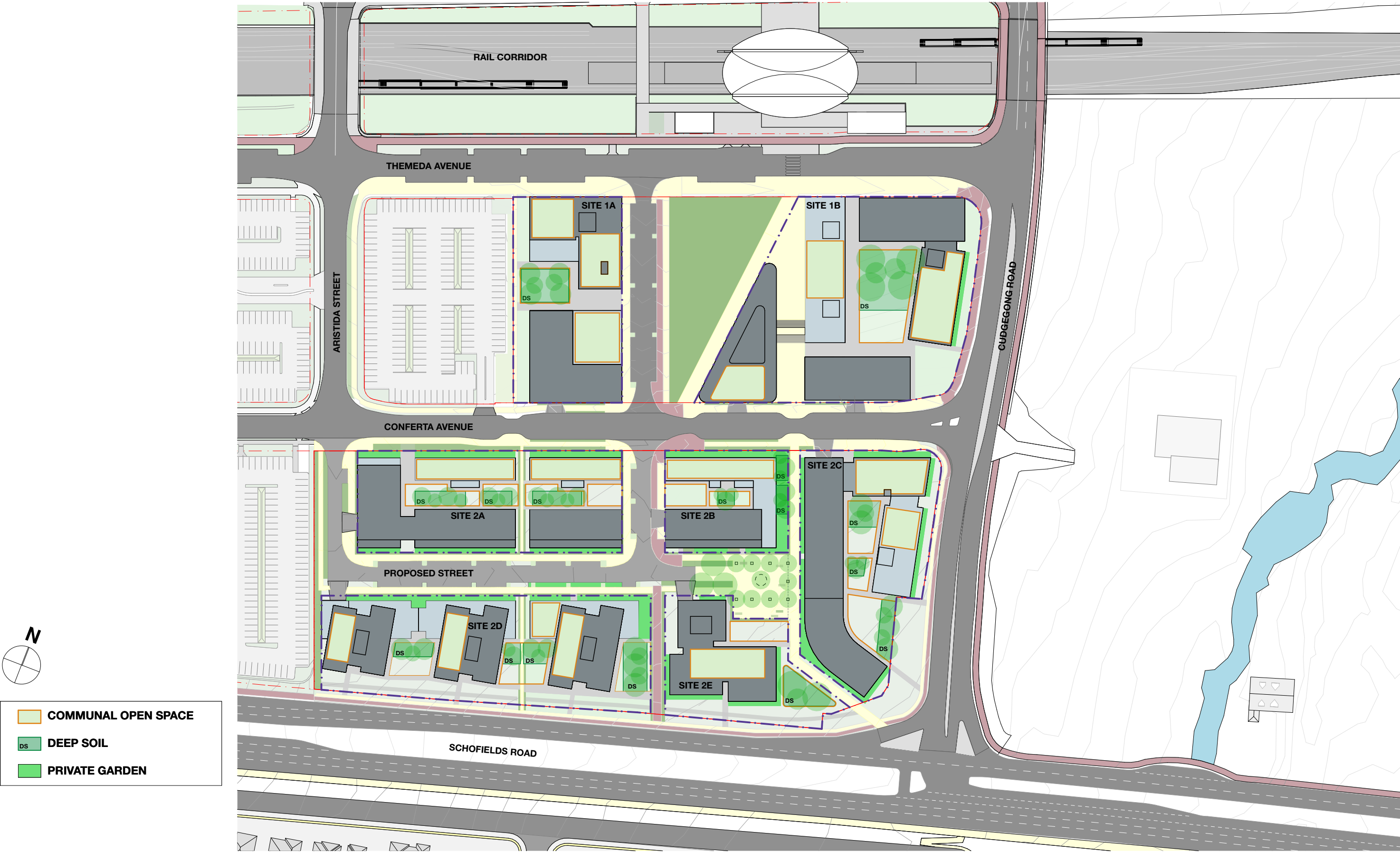
CONCEPT PLAN - BLOCK DIMENSIONS



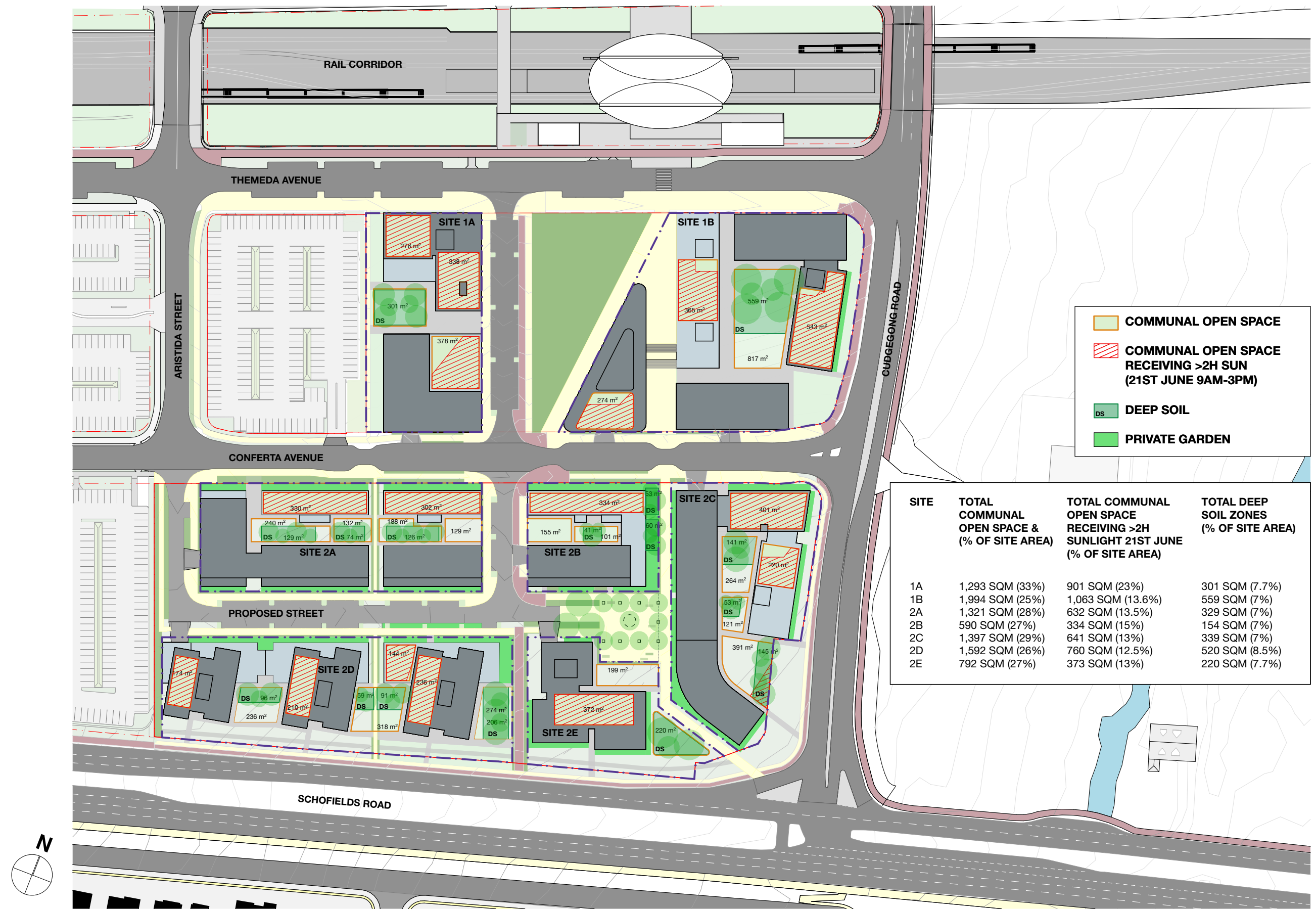
CONCEPT PLAN - NUMBER OF STOREYS



CONCEPT PLAN - COMMUNAL OPEN SPACE



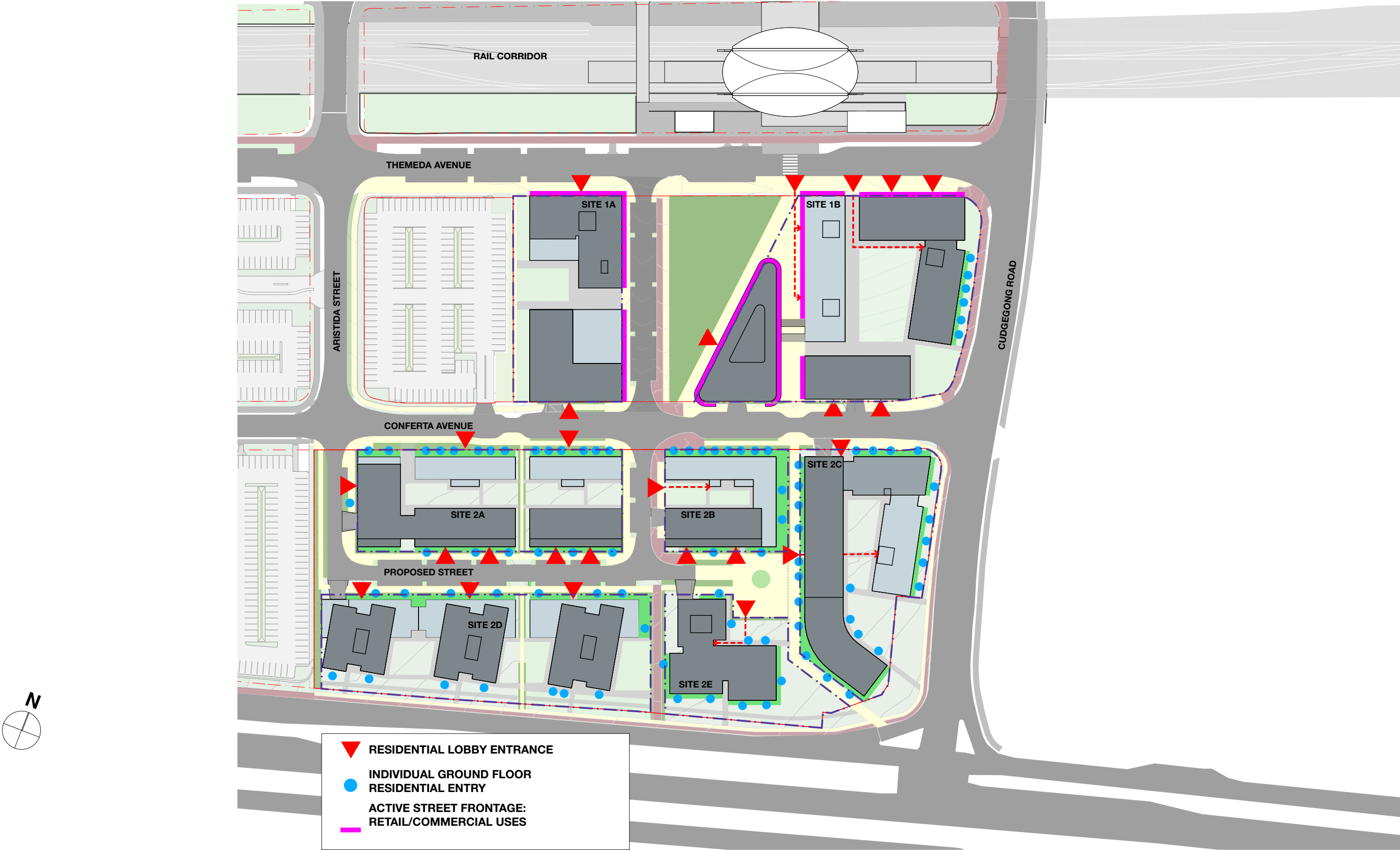
CONCEPT PLAN - COMMUNAL OPEN SPACE (CALCULATIONS)



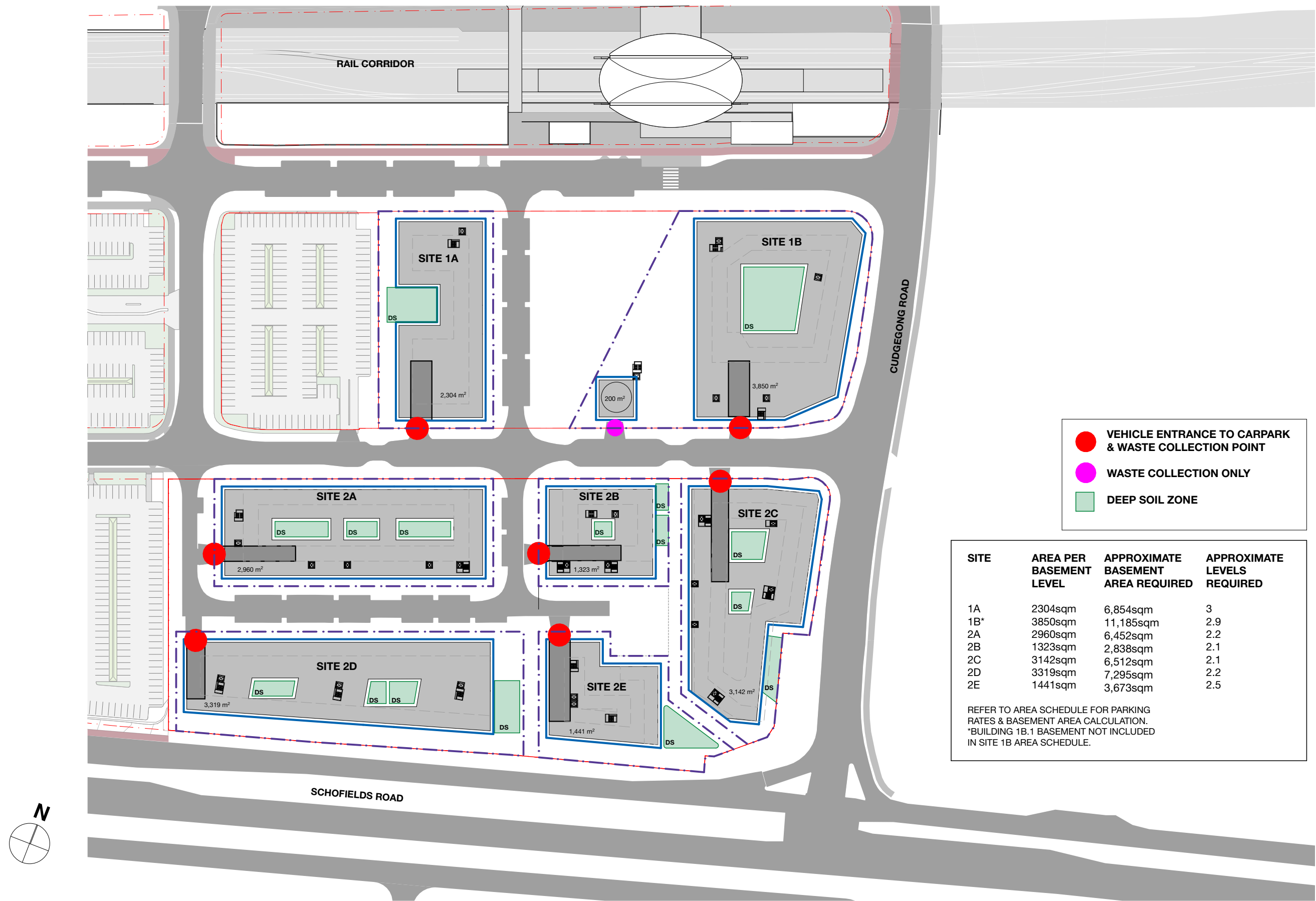
SITE	TOTAL COMMUNAL OPEN SPACE & (% OF SITE AREA)	TOTAL COMMUNAL OPEN SPACE RECEIVING >2H SUNLIGHT 21ST JUNE (% OF SITE AREA)	TOTAL DEEP SOIL ZONES (% OF SITE AREA)
1A	1,293 SQM (33%)	901 SQM (23%)	301 SQM (7.7%)
1B	1,994 SQM (25%)	1,063 SQM (13.6%)	559 SQM (7%)
2A	1,321 SQM (28%)	632 SQM (13.5%)	329 SQM (7%)
2B	590 SQM (27%)	334 SQM (15%)	154 SQM (7%)
2C	1,397 SQM (29%)	641 SQM (13%)	339 SQM (7%)
2D	1,592 SQM (26%)	760 SQM (12.5%)	520 SQM (8.5%)
2E	792 SQM (27%)	373 SQM (13%)	220 SQM (7.7%)



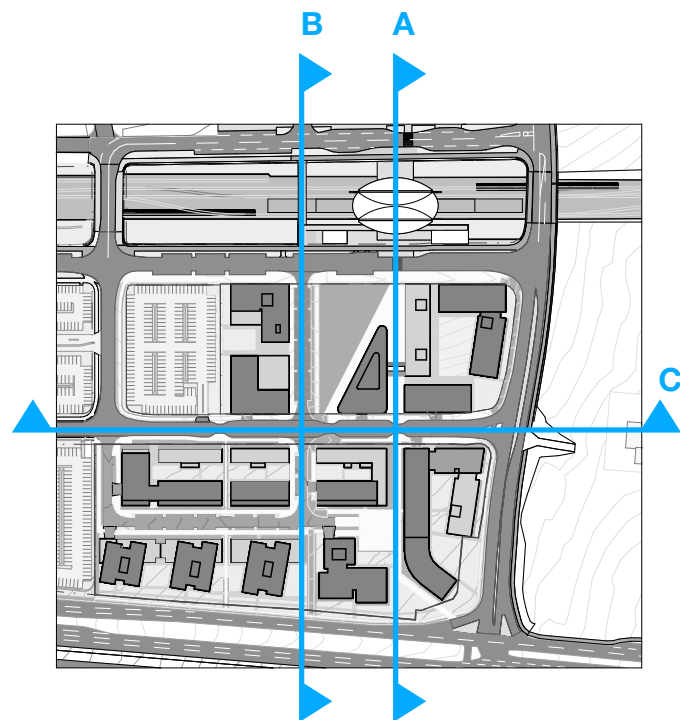
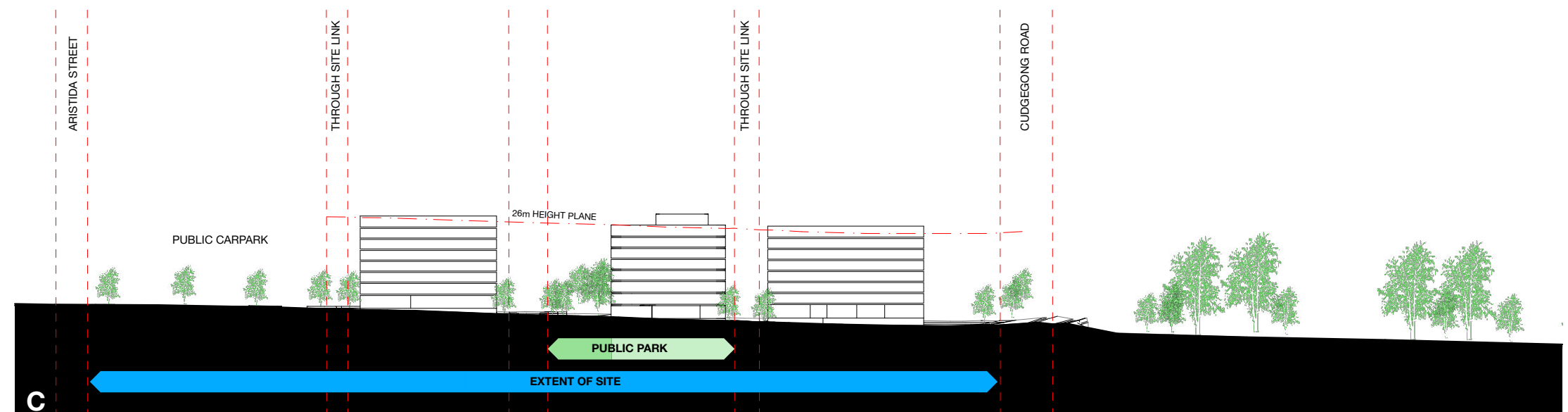
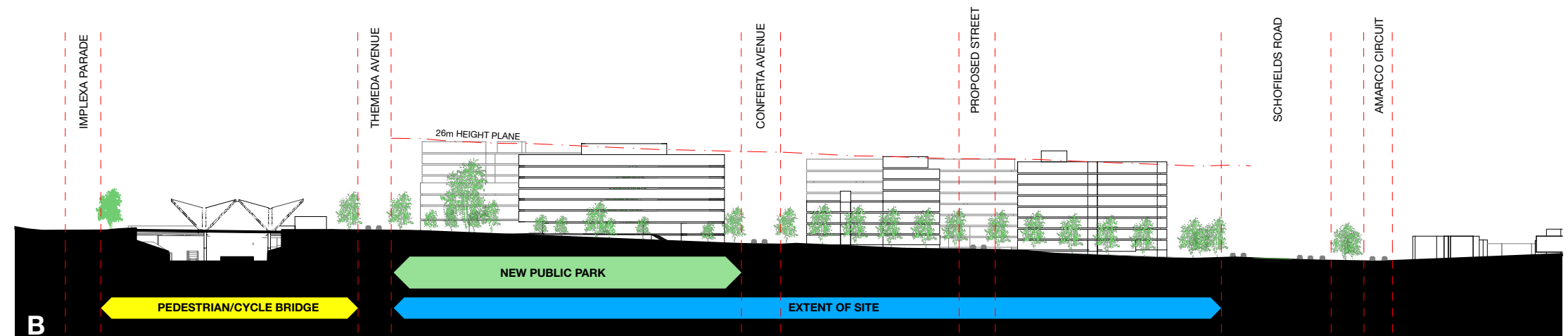
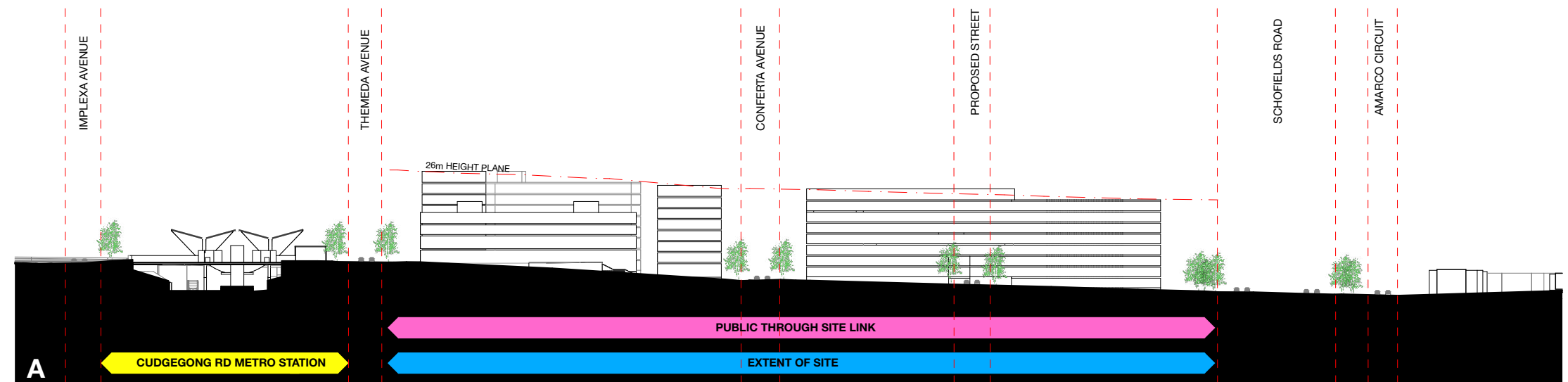
RESIDENTIAL ENTRIES & GROUND FLOOR ACTIVATION



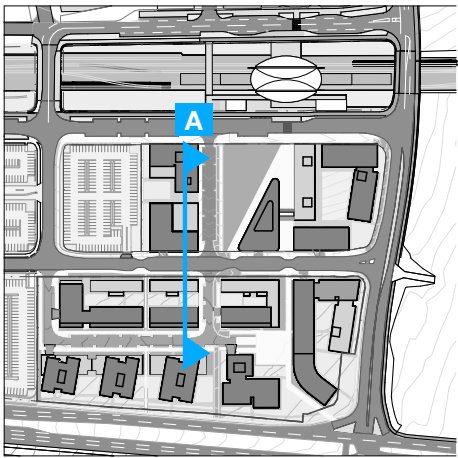
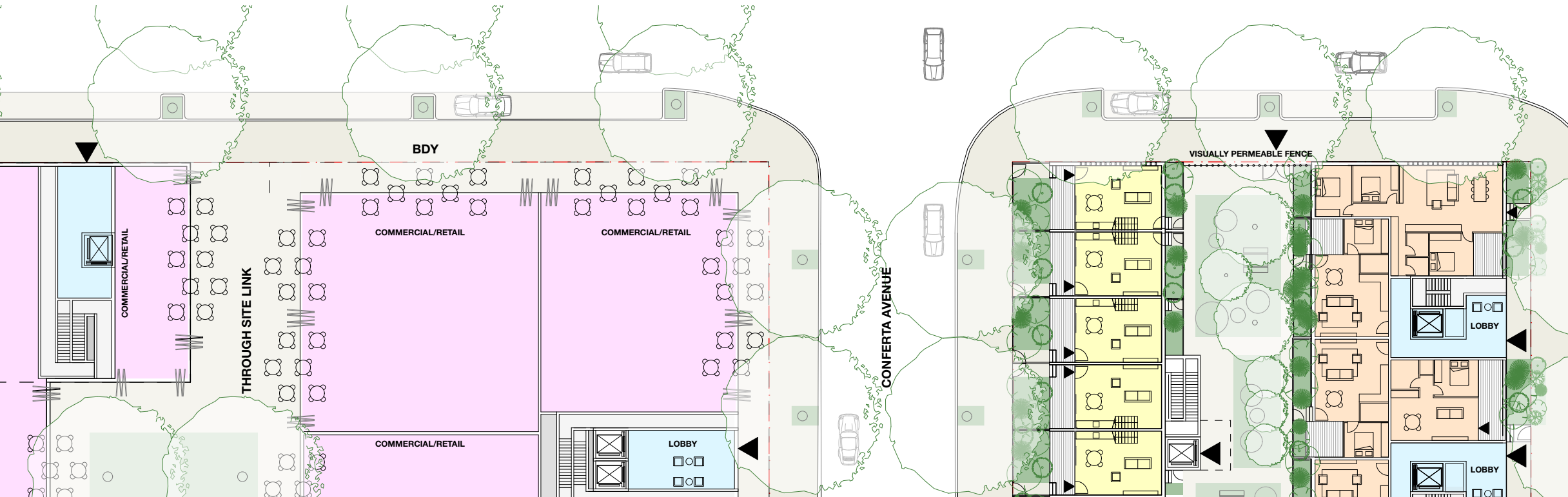
CONCEPT PLAN - BASEMENT SERVICES & DEEP SOIL



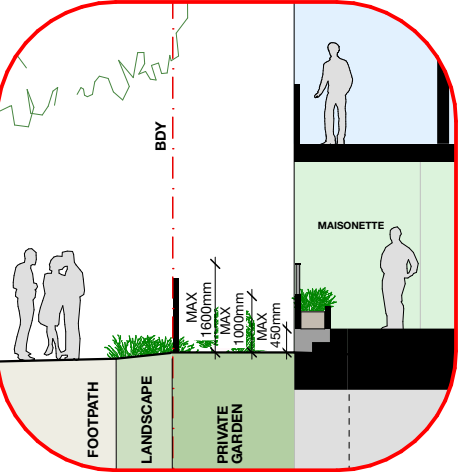
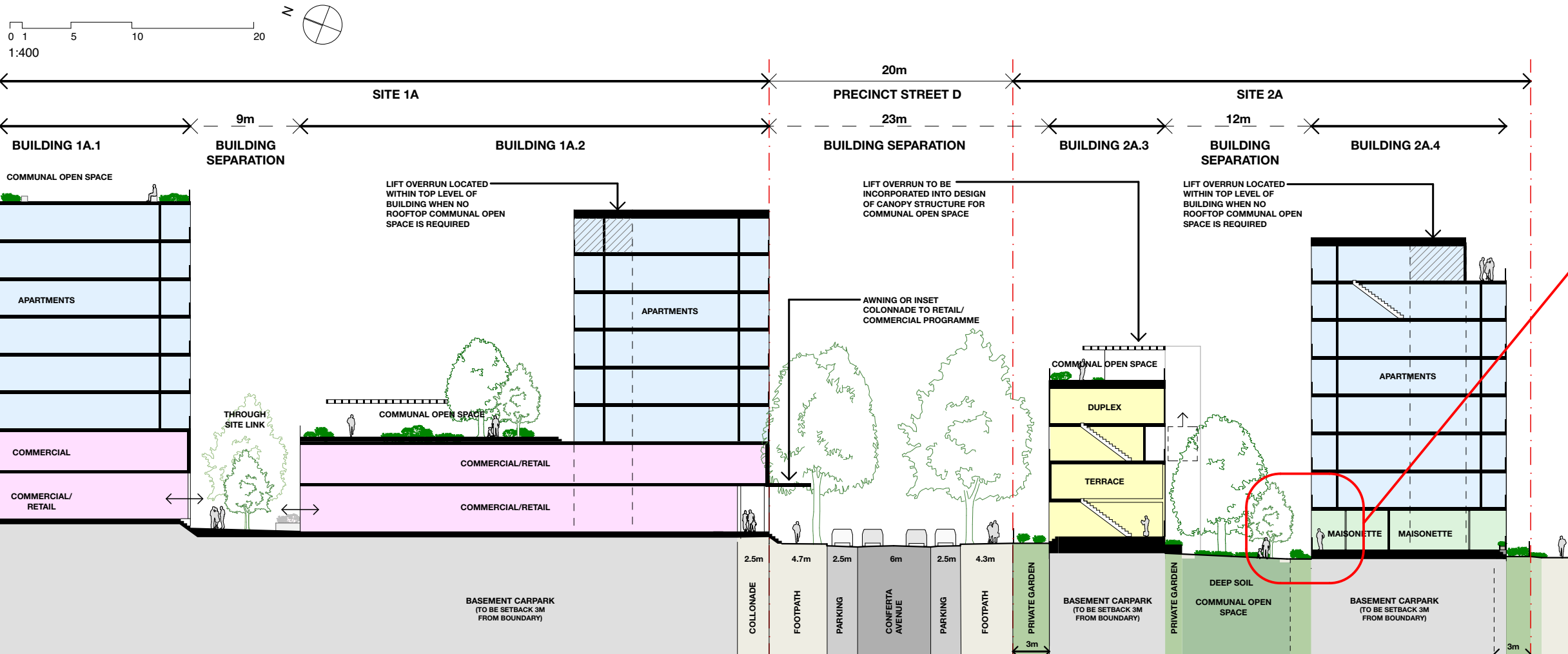
SITE SECTIONS



DETAILED URBAN PLAN AND SECTION A



SECTION KEY DIAGRAM



TYPICAL MASONETTE/ TERRACE INTERFACE TO PUBLIC DOMAIN

RESIDENTIAL INTERFACE TO PUBLIC DOMAIN

- Ground floor apartment private entries should be no more than 450mm above footpath level.
- Solid elements should be limited to a maximum height of 1m from the adjacent footpath.
- Elements above 1m should be 50% transparent to a maximum of 1.6m from the footpath level.
- Planting should be promoted to provide further privacy.