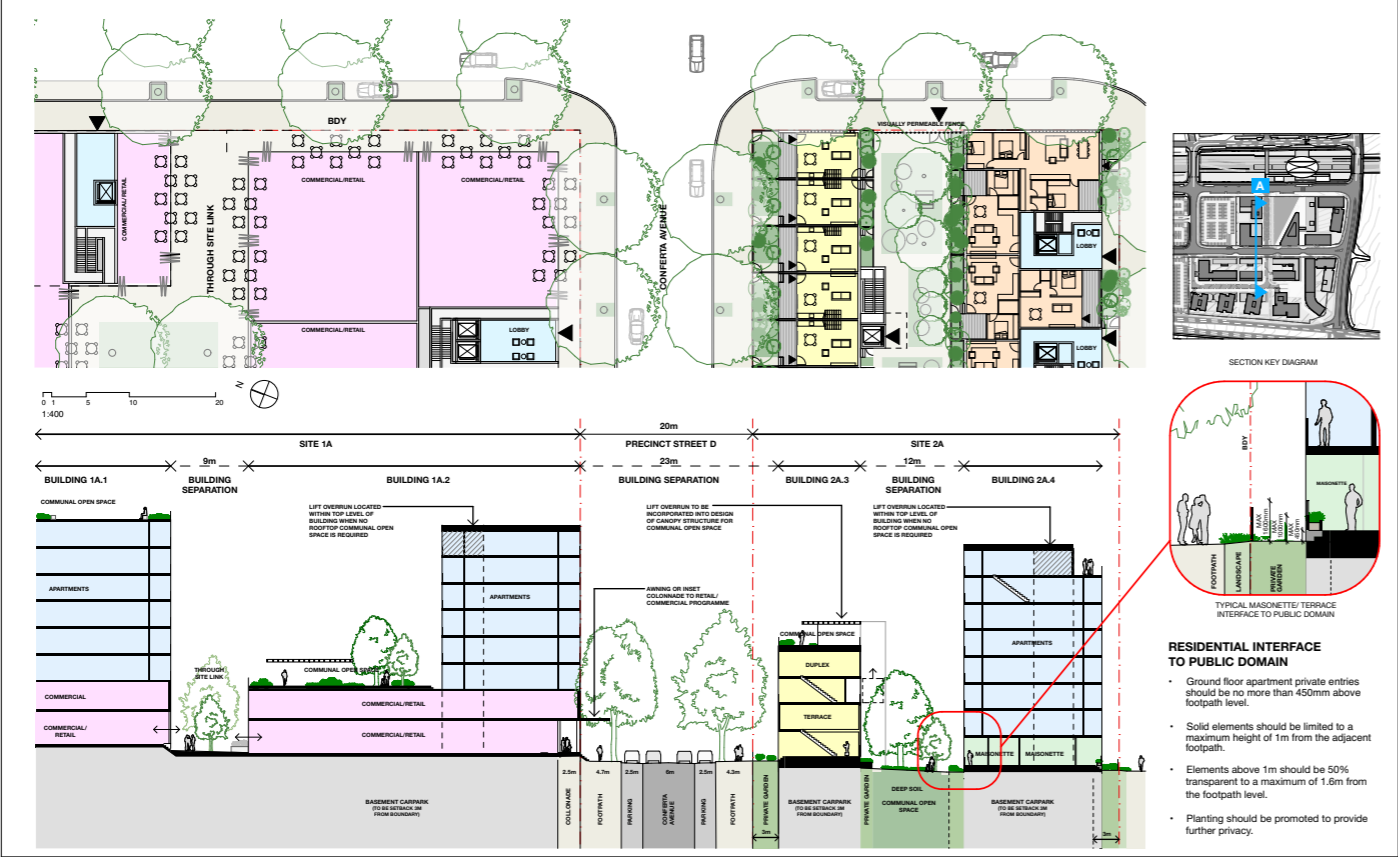


# AN INTEGRATED DESIGN APPROACH

THESE DETAILED URBAN SECTIONS AND PLANS HAVE BEEN PREPARED TO ILLUSTRATE CONDITIONS THAT ARE TYPICAL ACROSS THE DEVELOPMENT AND DEMONSTRATE THE INTEGRATED DESIGN APPROACH SET OUT IN THE FOLLOWING DESIGN QUALITY GUIDELINES. THESE DRAWINGS INCLUDE KEY ELEMENTS SUCH AS STREET SECTIONS, DEEP SOIL PLANTING ZONES, BASEMENT CARPARKING, INTERFACES BETWEEN THE PUBLIC AND PRIVATE REALM, VARIED BUILDING TYPOLOGIES AND THE ARTICULATION OF BUILT FORM INCLUDING LIFT OVERRUNS, ROOF TERRACES, GROUND FLOOR APARTMENTS AND RETAIL ACCOMODATION. THESE DRAWINGS ARE INCLUDED AS FULL PAGES AT THE REAR OF THE DOCUMENT AND SHOULD BE REFERRED TO IN CONJUNCTION WITH THE GUIDELINES TO INFORM THE DESIGN PROCESS.

## DETAILED URBAN PLAN AND SECTION A

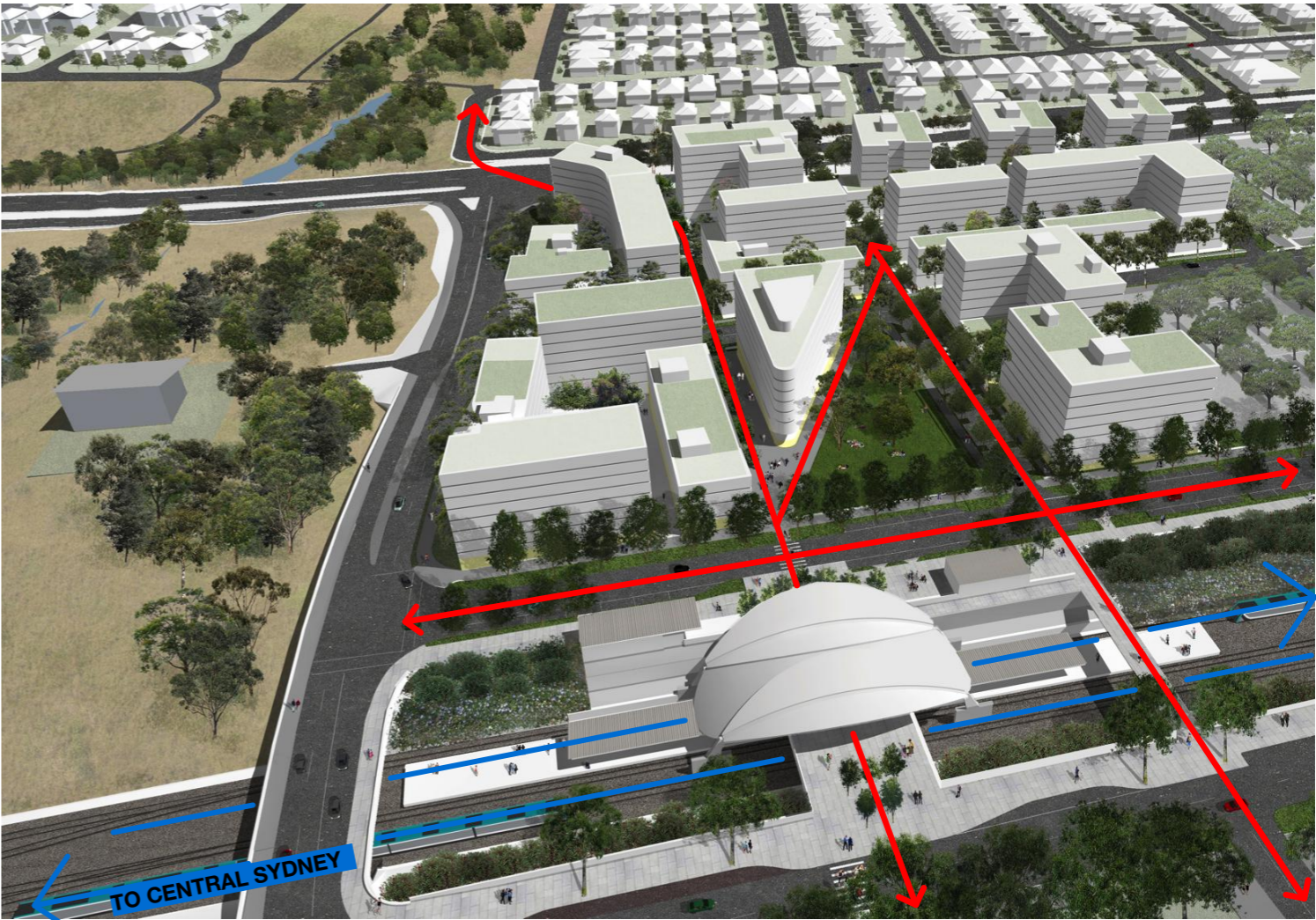
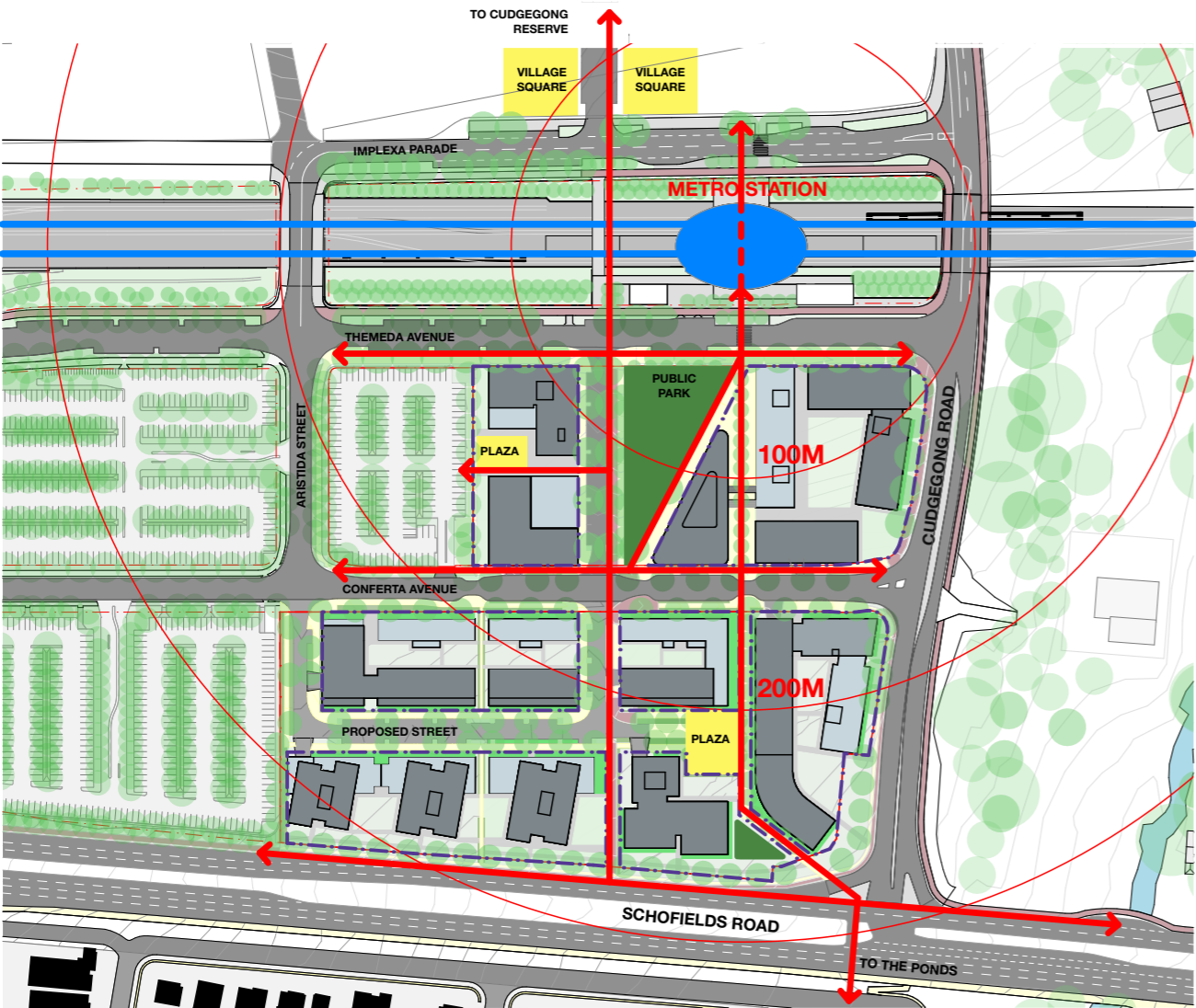


## DETAILED URBAN PLAN AND SECTION B



# INTEGRATING THE METRO STATION

DESIGN THE CUDGEGONG ROAD PRECINCT SOUTH AS AN ACTIVE AND WALKABLE NEIGHBOURHOOD WITH THE METRO STATION AS AN INTEGRATED AND CENTRAL ELEMENT WITHIN THE PUBLIC DOMAIN.



Aerial view looking south across the Metro station and Cudgong Road Station Precinct South.

## A CONNECTED TOWN CENTRE

- Design the Cudgong Road Precinct South as an active and walkable neighbourhood with the Metro station at its core
- Integrate the Metro Station into the town centre as a central element within the public domain.
- Design the streets, public spaces, pedestrian and cycle links, and built form to reinforce the relationship between the Metro station elements including the station building, bridges and commuter carparks.



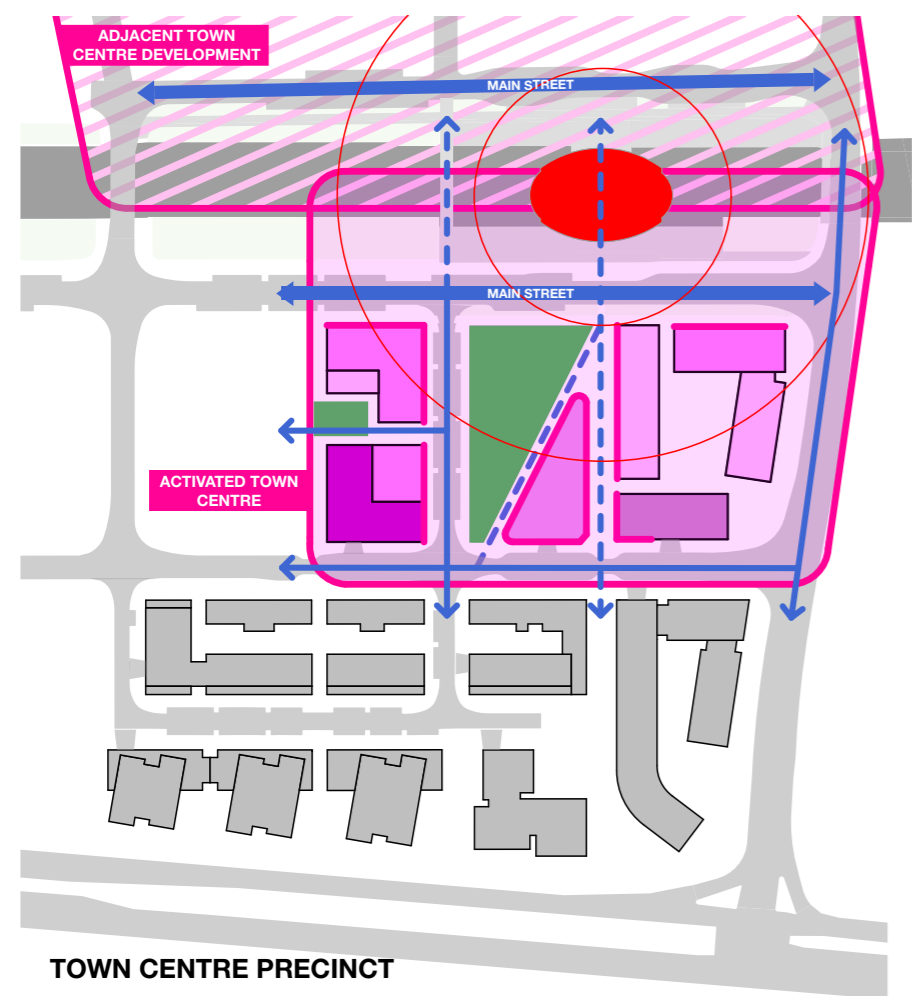
Sydney Metro network diagram



View looking across the public park from the Metro Station canopy

# URBAN HIERARCHY & CHARACTERS

ESTABLISH AN INTEGRATED YET DIVERSE RANGE OF URBAN CHARACTERS ACROSS THE SITE TO CREATE AN ACTIVE, DIVERSE AND VARIED URBAN ENVIRONMENT.



## TOWN CENTRE PRECINCT

### URBAN CHARACTER

The town centre will form a focus for the development and will be used by local residents, visitors and commuters from within the development and from adjacent areas such as The Ponds. The town centre precinct will be activated by the Metro Station, the public park and retail, commercial and community uses located in buildings adjacent to the park and pedestrian links.

### STREET CHARACTER

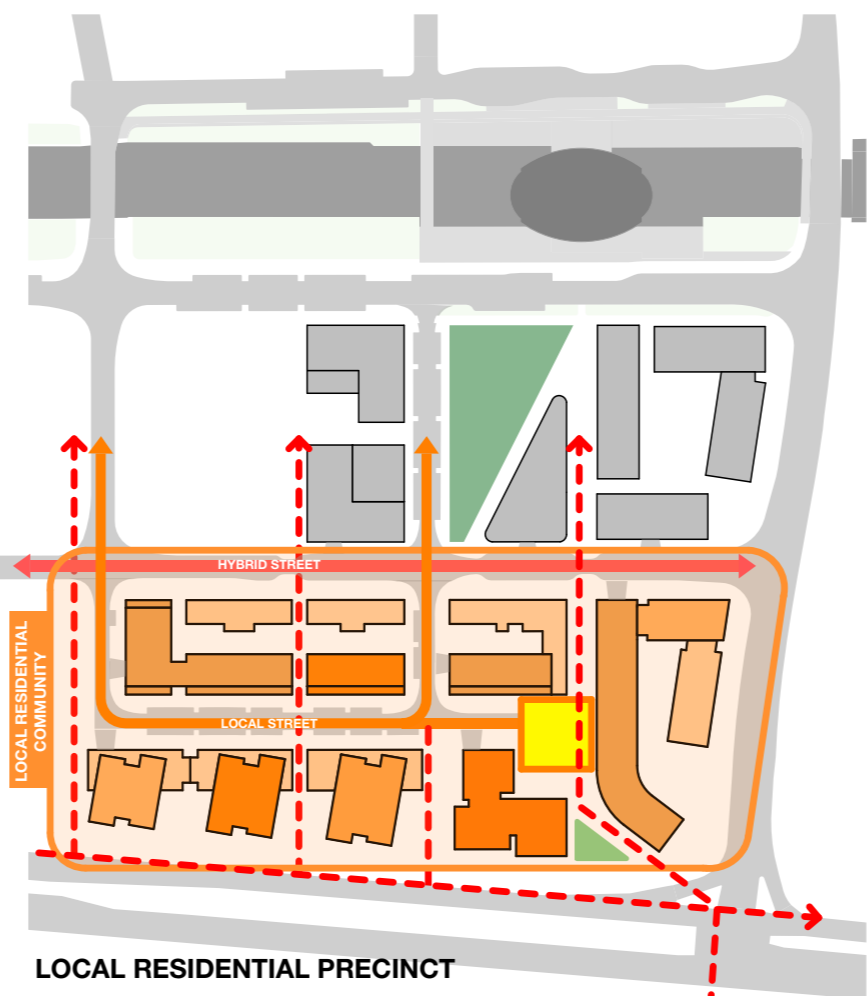
Establish active Main Streets (primary local) with retail/commercial accommodation to the ground and first floors. These streets will be used by residents, visitors and commuters for access to the local residential areas, the commuter carparks to the west as well as Metro Station drop-off / pick-up. On-street parking is provided for visitors on the north-south street adjacent to the park.

### PUBLIC DOMAIN AND LANDSCAPE

Metro Station, Public Park, Retail Plaza, Through Site Links with retail/commercial activation

### BUILT FORM

Predominantly 8 storey buildings with non-residential accommodation located on the ground and first floors and a range of residential accommodation on the upper levels. Buildings will have no setbacks and should be designed with a civic scale and respond to the adjacent conditions such as the park, plaza, through site link and Metro corridor. Loggias and awnings should be provided to the base of buildings to promote and accommodate mixed-use activity to these urban edges. Material selection and detailing should support the civic scale and character of the town centre.



## LOCAL RESIDENTIAL PRECINCT

### URBAN CHARACTER

The precinct will provide a quieter, less active and more densely landscaped precinct for local residents. The precinct will also provide a series of landscaped through site links for pedestrians and cyclists from within the development and from adjacent areas such as The Ponds.

### STREET CHARACTER

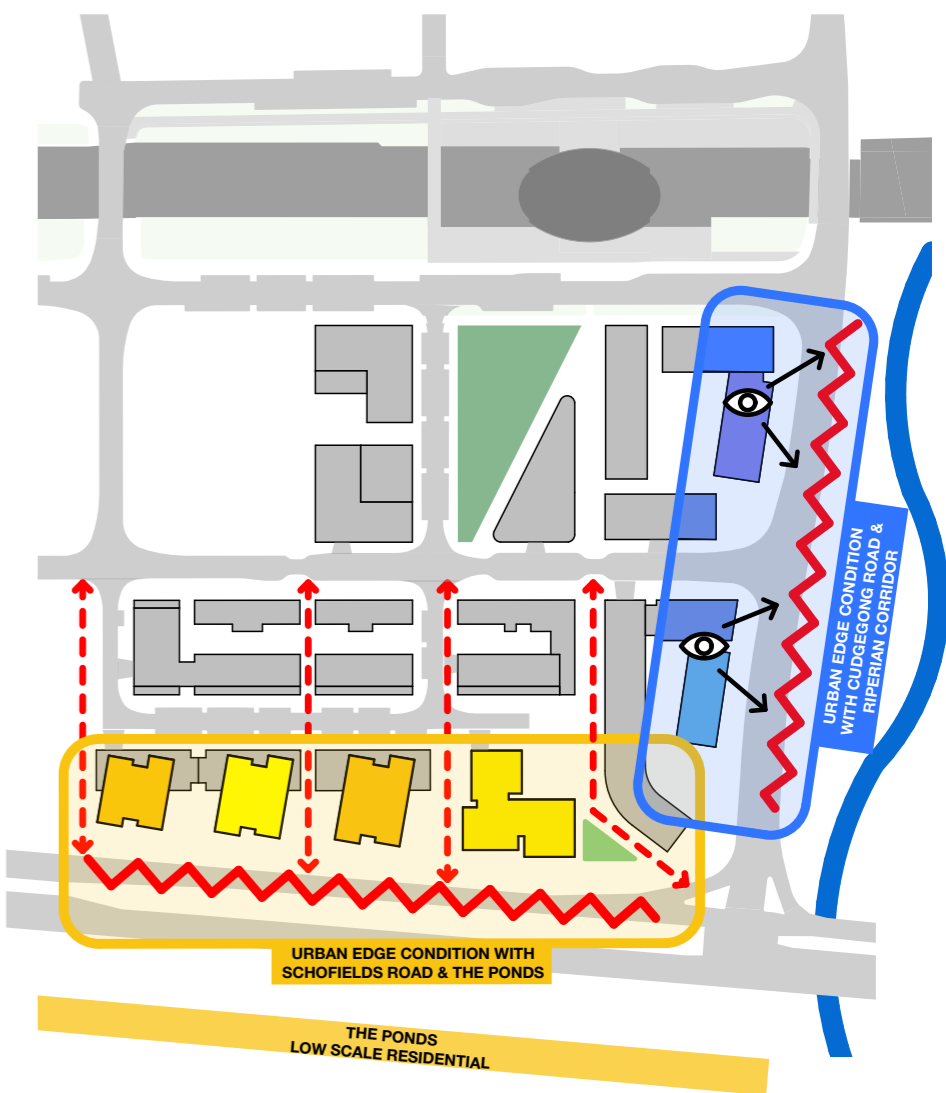
Establish a network of residential (secondary local) streets with 2-3metres landscape setbacks to the buildings. Residential buildings will have a primary street address as well as direct access to ground floor terraces and maisonettes with private gardens from the street. On-street parking is provided for visitors.

### PUBLIC DOMAIN AND LANDSCAPE

Public Plaza, Through Site Links for pedestrian and cyclists with private gardens to terrace and maisonette residential typologies.

### BUILT FORM

A range of medium density residential building typologies with heights from 3 to 8 storeys. Buildings should be aligned to the street and be setback 2-3metres to create additional landscaping and building separation for residents. Buildings should be articulated to reduce the perceived bulk of the development including the articulation of ground floor terraces and maisonettes, the setback of upper levels, and the careful consideration of lift overruns and plant spaces. Building articulation, material selection and detailing should reinforce the fine-grain residential character of the precinct with operable external screening to create privacy, visual interest and to express residential occupation.



## URBAN EDGE PRECINCTS

The edge precincts of the development should be designed to create specific and appropriate urban forms and characters in response to the different contexts adjacent to the development.

### URBAN EDGE TO CUDGEGONG ROAD / SECOND PONDS CREEK

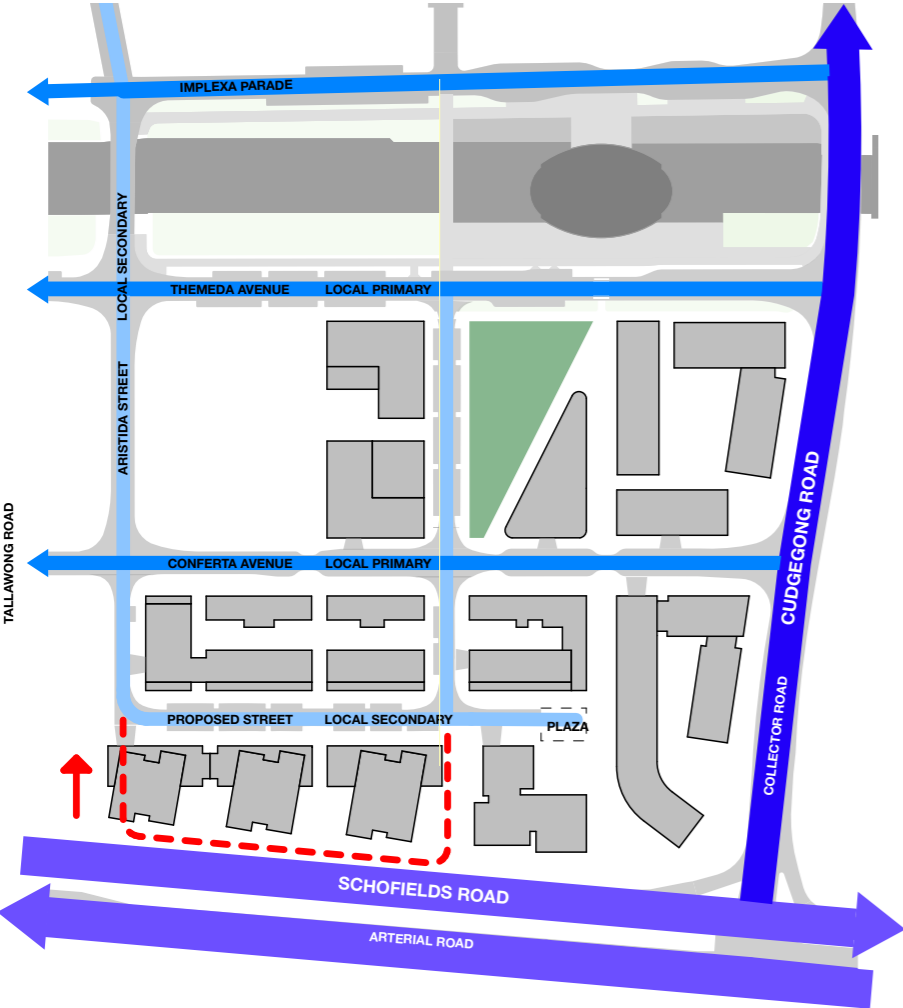
The precinct will be predominantly residential and buildings should respond to Cudgegong Road as a collector road with buildings setback 5 metres with a landscape buffer. Apartments should be configured to take advantage of the eastern aspect and views across the Second Ponds Creek. Built form and massing should respond to the sloping topography of this edge to reduce the perceived bulk. Buildings should be composed to be sympathetic to the adjacent precinct to the west but also create a distinct edge between the broader development and the Second Ponds Creek corridor to the east which will be seen from surrounding areas and the approach on Schofields Road from the Rouse Hill Town Centre.

### URBAN EDGE TO SCHOFIELDS ROAD AND THE PONDS

This edge is described in the section "Addressing Schofields Road" in the Design Quality Guidelines.

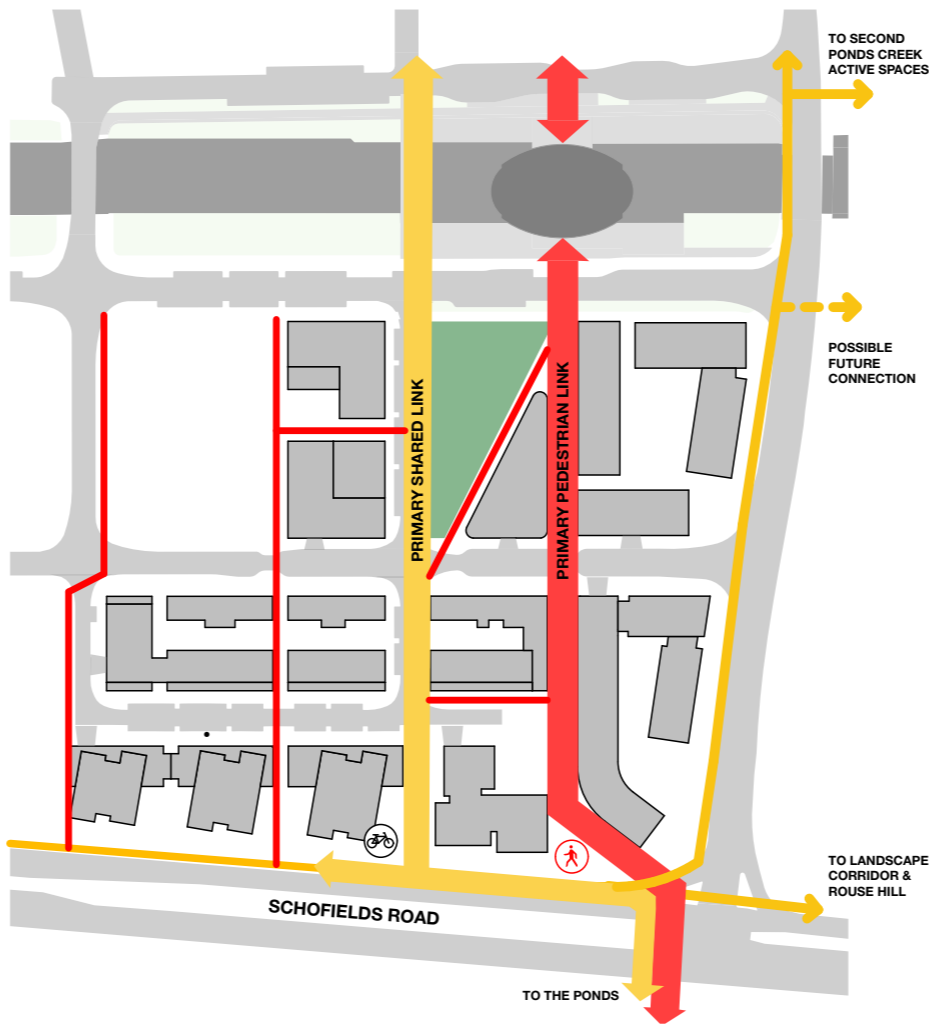
# URBAN CONNECTIVITY

ESTABLISH AN INTEGRATED NETWORK OF STREETS, PEDESTRIAN CONNECTIONS AND CYCLEWAYS TO CREATE AN ACTIVE AND LEGIBLE URBAN CENTRE WITH A RATIONAL BLOCK STRUCTURE.



## STREET NETWORK AND HIERARCHY

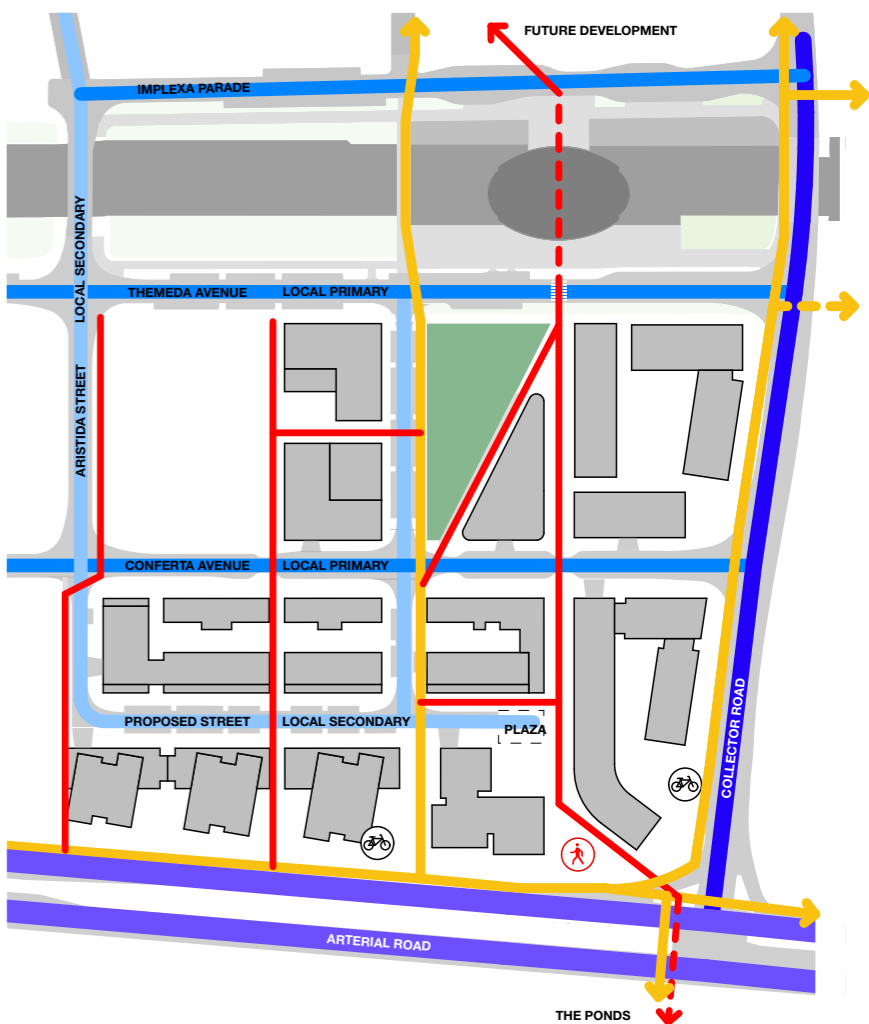
- Provide a hierarchy of streets to provide a clear and legible urban centre with a rational block structure.
- Locate 2 east-west (local primary) streets or pedestrian laneways between the collector roads (Cudgegong Road and Tallawong Road) to provide local access to the development, Metro station and the commuter carparks.
- Locate 2 north-south (local-secondary) streets or pedestrian laneways to create an urban grid and to split the site into smaller fine grain blocks.
- The southernmost street should be located within the site rather than adjacent to Schofields Road to create a finer urban grain, provide a better urban street with access, address and surveillance from both sides of the street, and to avoid locating multiple streets directly adjacent to each other on the southern edge of the site. This is described in the section "Addressing Schofields Road" in the Design Quality Guidelines.



## PEDESTRIAN AND CYCLE NETWORK

- Design the pedestrian and cycle network as an integral element within the urban structure of the development.
- Establish a network of pedestrian and cycle links across the site that reinforces and extends the network of streets as well as breaks down the urban blocks into a finer grain urban structure.
- Position these pedestrian and cycle links to connect residents and commuters with key elements such as the Metro Station, public park, urban plaza and non-residential programs such as retail, childcare and work hubs.
- Locate these links strategically to also connect the Metro station and town centre development with the surrounding residential areas such as The Ponds to the south via the existing pedestrian and cycle link at the intersection of Schofields and Cudgegong Roads and future development to the north via the proposed link bridge over the excavated Metro corridor.

REFER TO DESIGN CONFIDENCE ACCESS DESIGN ASSESSMENT REPORT  
REFER TO CLOUSTON ASSOCIATES PUBLIC DOMAIN AND LANDSCAPE STRATEGY FOR MORE DETAIL



## INTEGRATED NETWORK

- The design of the street hierarchy, pedestrian links and cycle links should be considered as an integrated network that creates a legible and walkable town centre development with a fine grain block structure.

# URBAN SCALE, LEGIBILITY AND OWNERSHIP

ESTABLISH A FINE GRAIN DEVELOPMENT WITH AN URBAN STRUCTURE THAT IS RATIONAL, LEGIBLE AND PERMEABLE, AND CAPTURE THIS WITH AN OWNERSHIP STRUCTURE THAT PRESERVES THE PUBLIC DOMAIN.



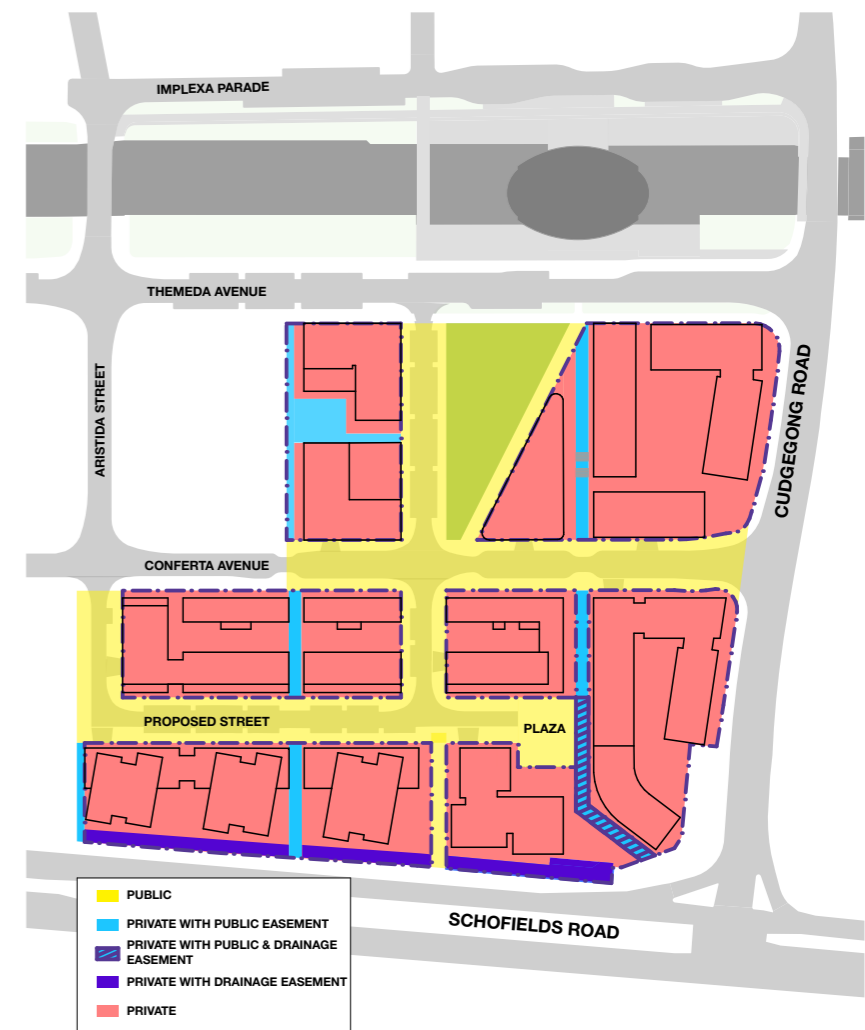
## URBAN BLOCK STRUCTURE AND SCALE

- Establish a fine grain urban development with a structure that is rational, legible and permeable.
- Use the gridded overlay of the street, pedestrian and cycle networks to divide the site into a series of urban blocks with a scale appropriate for a walkable town centre.
- Create a series of blocks that support a variety of building massing, heights and housing typologies.
- Create a more diverse urban environment by developing different but complementary architectural responses to each site across the town centre.



## URBAN LEGIBILITY AND STREET DEFINITION

- Create a legible urban structure by designing buildings that define the public domain including streets, through-site links, open spaces and parks.
- Buildings should be built to the edge of blocks or setbacks and planned to address and engage with the public domain through the careful design of lobbies, balconies, windows and gardens.
- Site and plan buildings to be outward looking to engage with their urban environment. Buildings should be planned to facilitate the passive surveillance of streets, pedestrian links and open spaces to create a safe and secure urban environment.

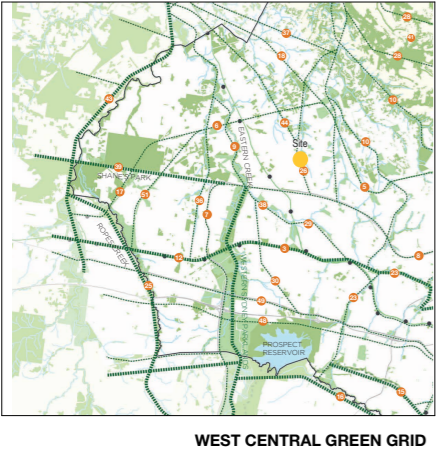
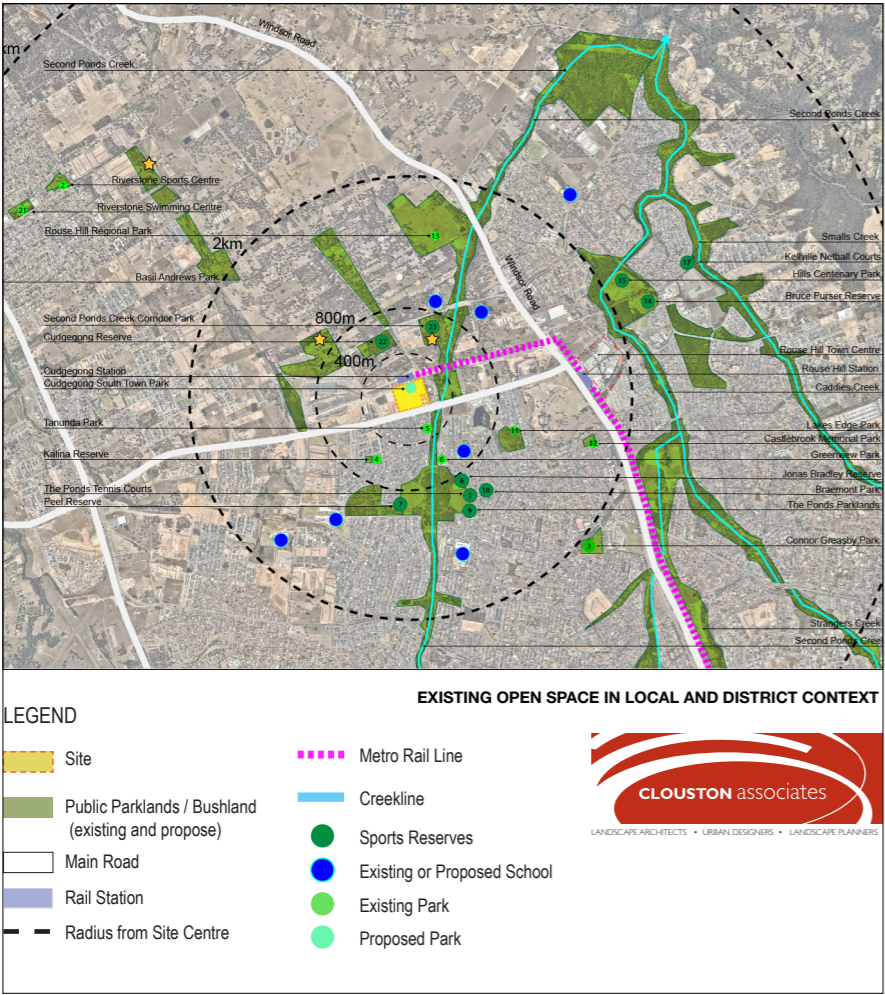


## OWNERSHIP

- Establish a clear ownership structure that creates a well defined, legible and permeable urban structure and preserves the public domain.

# INTEGRATED LANDSCAPE NETWORK

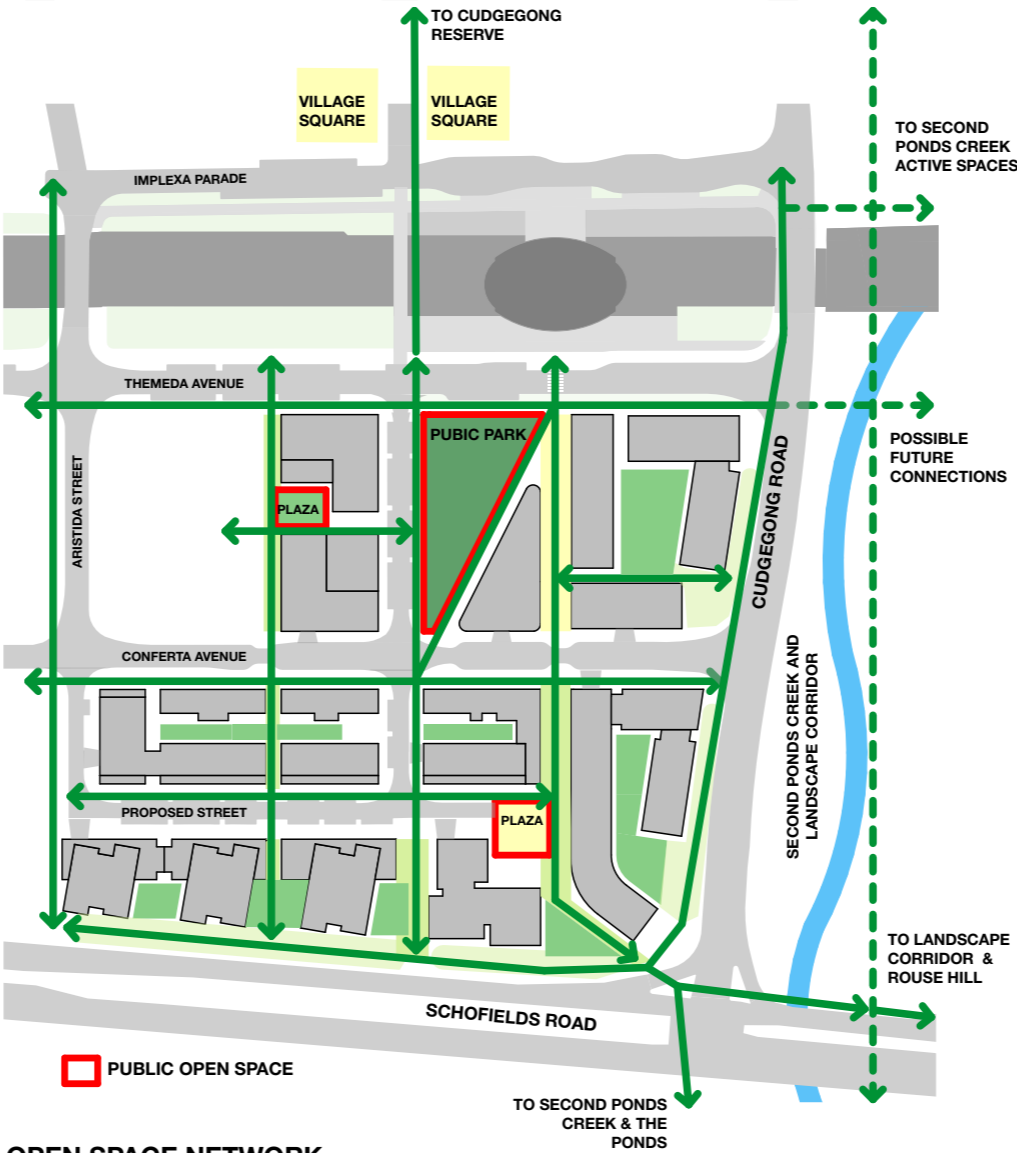
ESTABLISH A LOCAL OPEN SPACE NETWORK THAT IS INTEGRATED WITH AND CONNECTED TO THE WIDER GREEN INFRASTRUCTURE OF THE DISTRICT. THE PUBLIC DOMAIN SHOULD BE DESIGNED TO SUPPORT THE NEEDS OF THE LOCAL COMMUNITY AND COMPLIMENT THE EXISTING OPEN SPACE NETWORKS IN SURROUNDING AREAS.



## INTEGRATED GREEN INFRASTRUCTURE

- Provide an open space network that is connected to and integrated with the surrounding local, district and regional green grid and green infrastructure.
- Provide a series of public open spaces that support the needs of the precinct's community and complement the existing open spaces in surrounding areas.

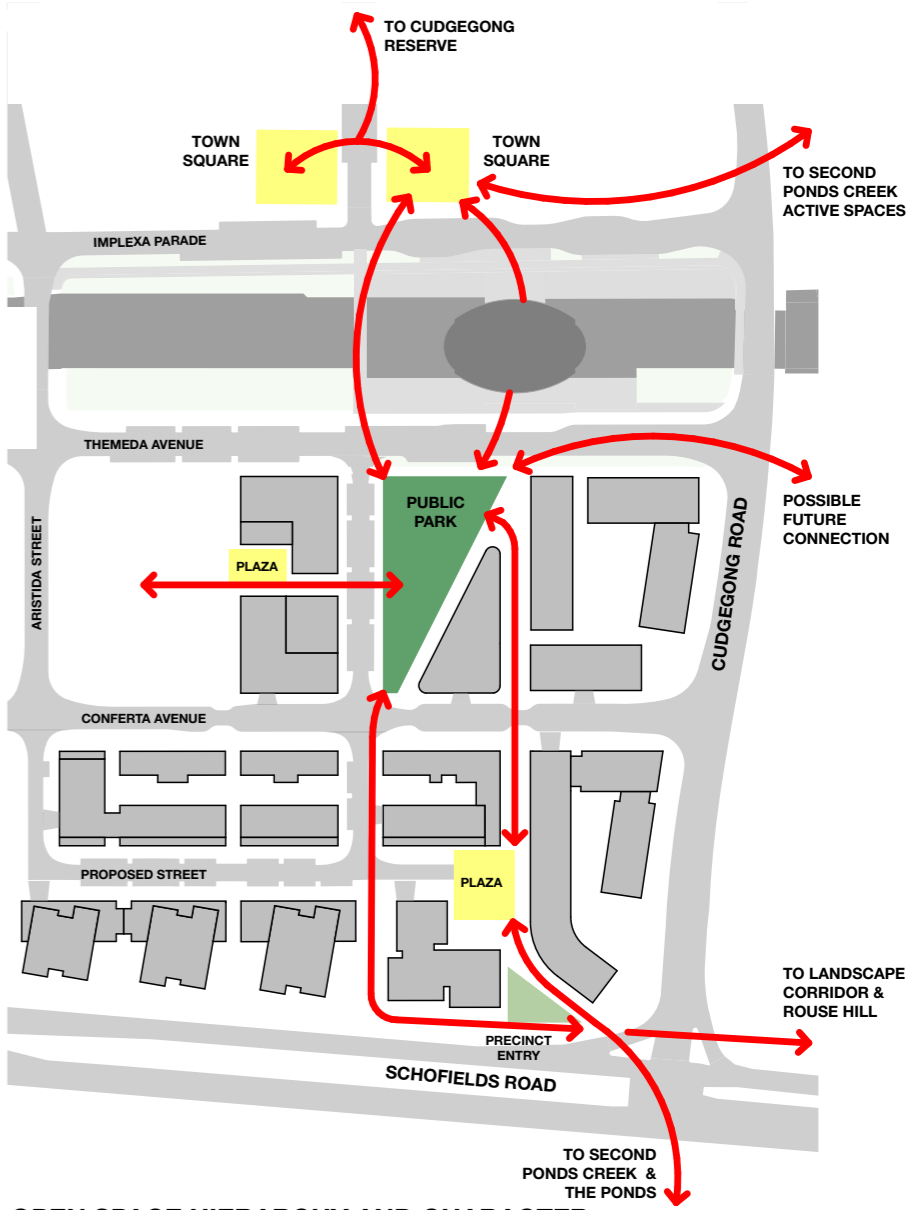
REFER TO CLOUSTON ASSOCIATES PUBLIC DOMAIN AND LANDSCAPE STRATEGY FOR MORE DETAIL  
REFER TO GHD SOCIAL NEEDS AND IMPACT ASSESSMENT



## OPEN SPACE NETWORK

- Distribute a range of open spaces strategically across the site including a public park, urban plaza, landscaped zones and communal open spaces.
- Locate these spaces adjacent to the pedestrian and cycle networks to form an interconnected and walkable open space network.
- Design the spaces within this network to support a wide variety of active and passive uses that can be utilised by a diverse range of residents.
- Vary the microclimates these spaces will support to increase diversity and amenity throughout the development, e.g. shaded pedestrian paths to the Metro station in summer and sunny open spaces in winter.
- Link this network to open spaces in adjacent suburbs to further increase the range of activities available and to encourage interaction with neighbouring communities.

REFER TO CLOUSTON ASSOCIATES PUBLIC DOMAIN AND LANDSCAPE STRATEGY FOR MORE DETAIL



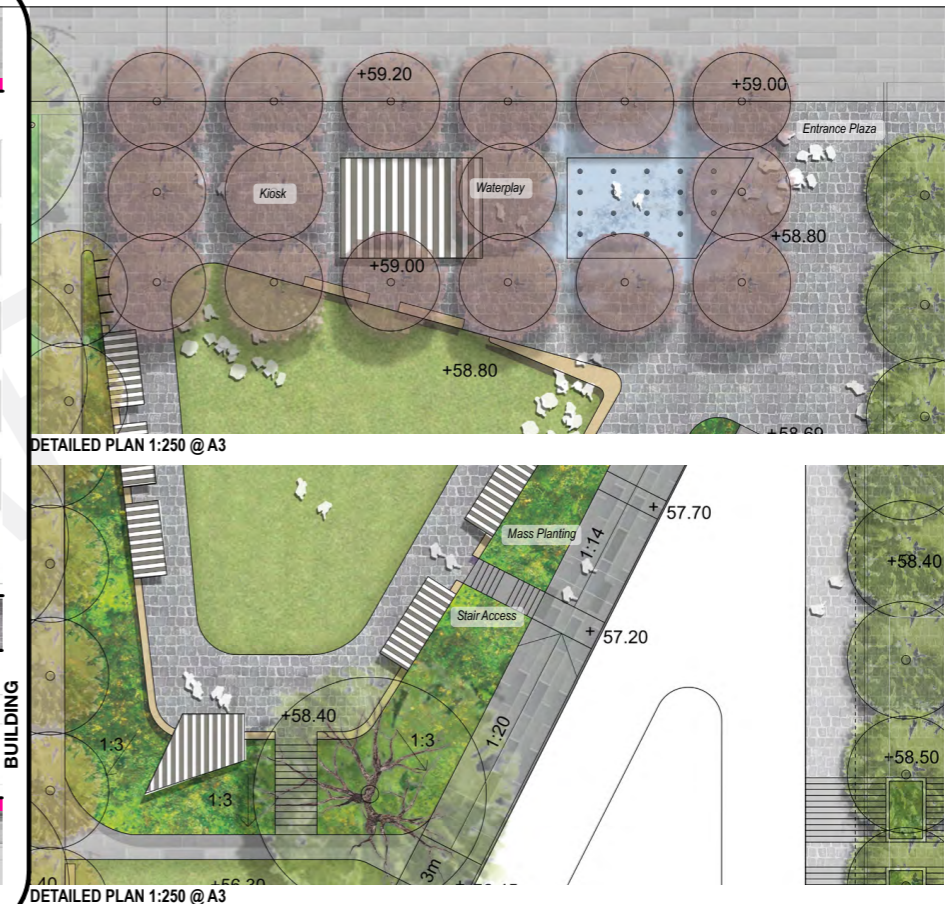
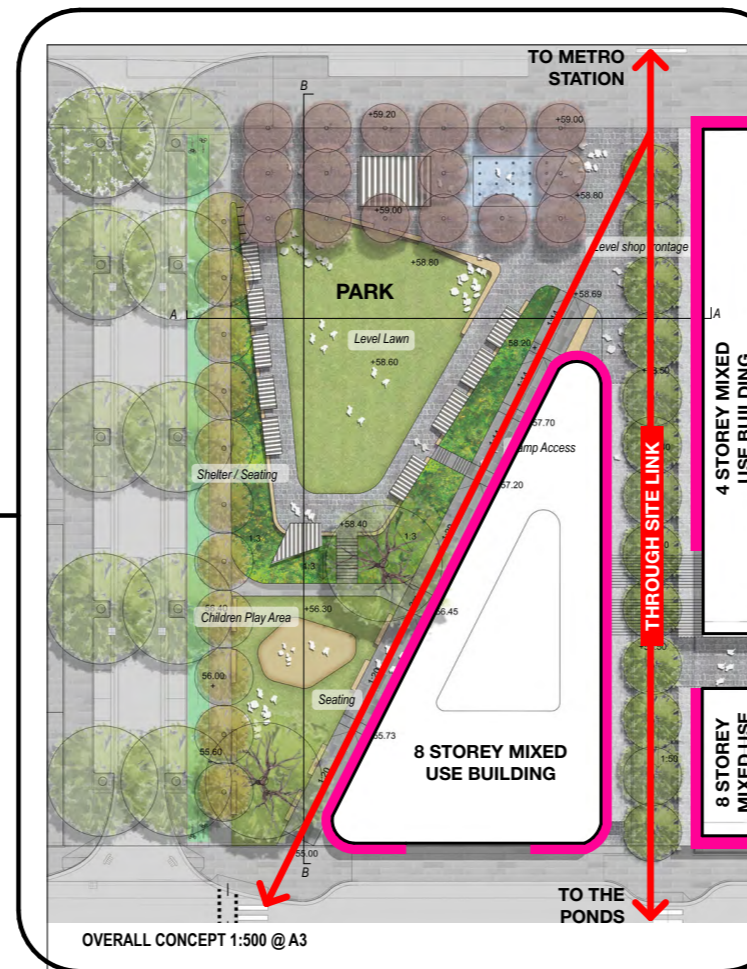
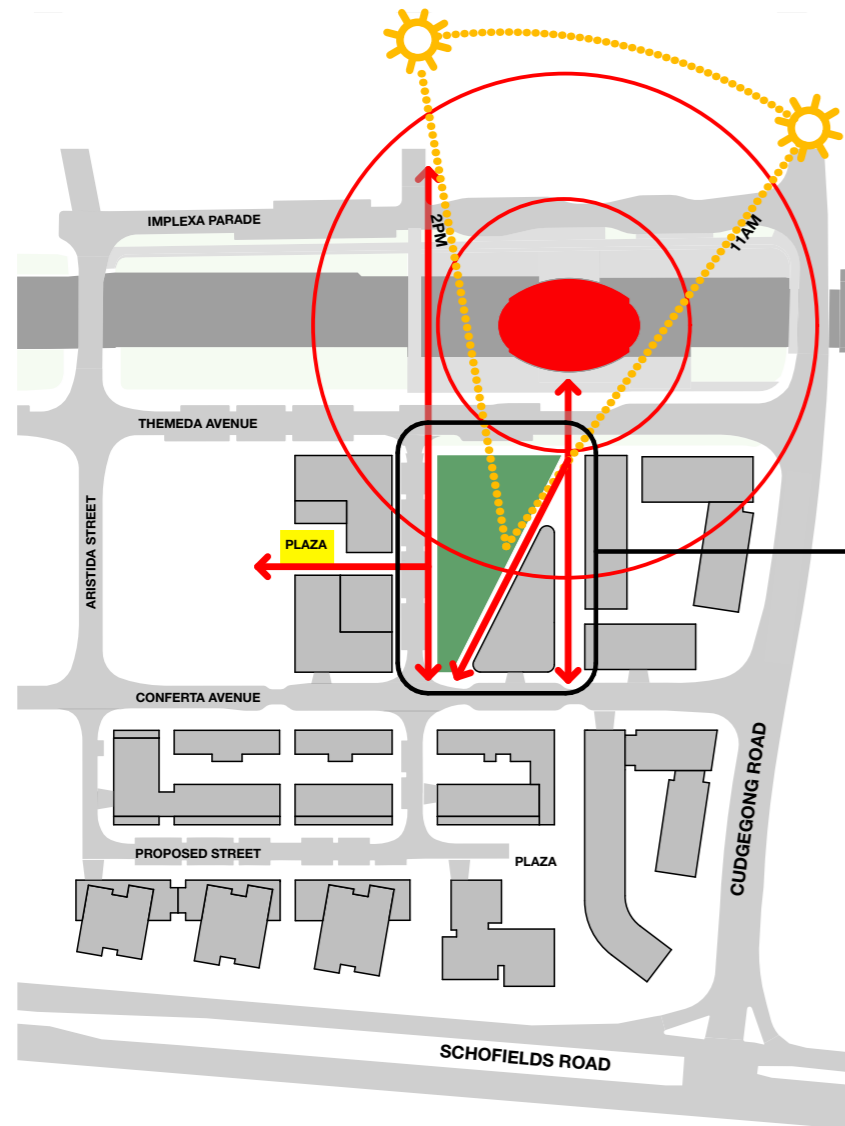
## OPEN SPACE HIERARCHY AND CHARACTER

- Establish a hierarchy of fine grain open spaces with a range of characters, urban scales and landscape characteristics.
- Locate these spaces to form a sequence of open spaces and experiences within the development for residents, pedestrians, cyclists and visitors.
- Ensure the open spaces reflect and respond to surrounding context, urban character and movement patterns ensuring fine grain open spaces are strategically located to complement larger public spaces such as parks and reserves in surrounding areas.
- The major open spaces are described in more detail on the following pages.

REFER TO CLOUSTON ASSOCIATES PUBLIC DOMAIN AND LANDSCAPE STRATEGY FOR MORE DETAIL

# THE PUBLIC PARK

THE PUBLIC PARK SHOULD FORM A STRONG RELATIONSHIP WITH THE METRO STATION AND FOSTER THE IDEA OF A MEETING PLACE FOR THE COMMUNITY BY PROVIDING A VARIETY OF SPACES, ACTIVITIES AND OPPORTUNITIES FOR SOCIAL INTERACTION.



Client:  
Landcom

CUDGONG ROAD STATION PRECINCT SOUTH - CUDGONG

517-0100 Sk 28

OPEN SPACE CONCEPT

23/02/2018

## LOCATING THE PUBLIC PARK

- Provide a public park for the use of residents, commuters and visitors to the mixed-use facilities that surround the park.
- Design and locate the public park to maximise sun access and limit overshadowing from the neighbouring development.
- Locate the public park to form a strong relationship with the Metro station to create a town centre development with a public transport focus.
- Use the park edge to provide a gentle and accessible inclined pedestrian path linking the southern blocks of the development to the Metro station.

REFER TO CLOUSTON ASSOCIATES PUBLIC DOMAIN AND LANDSCAPE STRATEGY FOR MORE DETAIL

## DESIGNING THE PUBLIC PARK

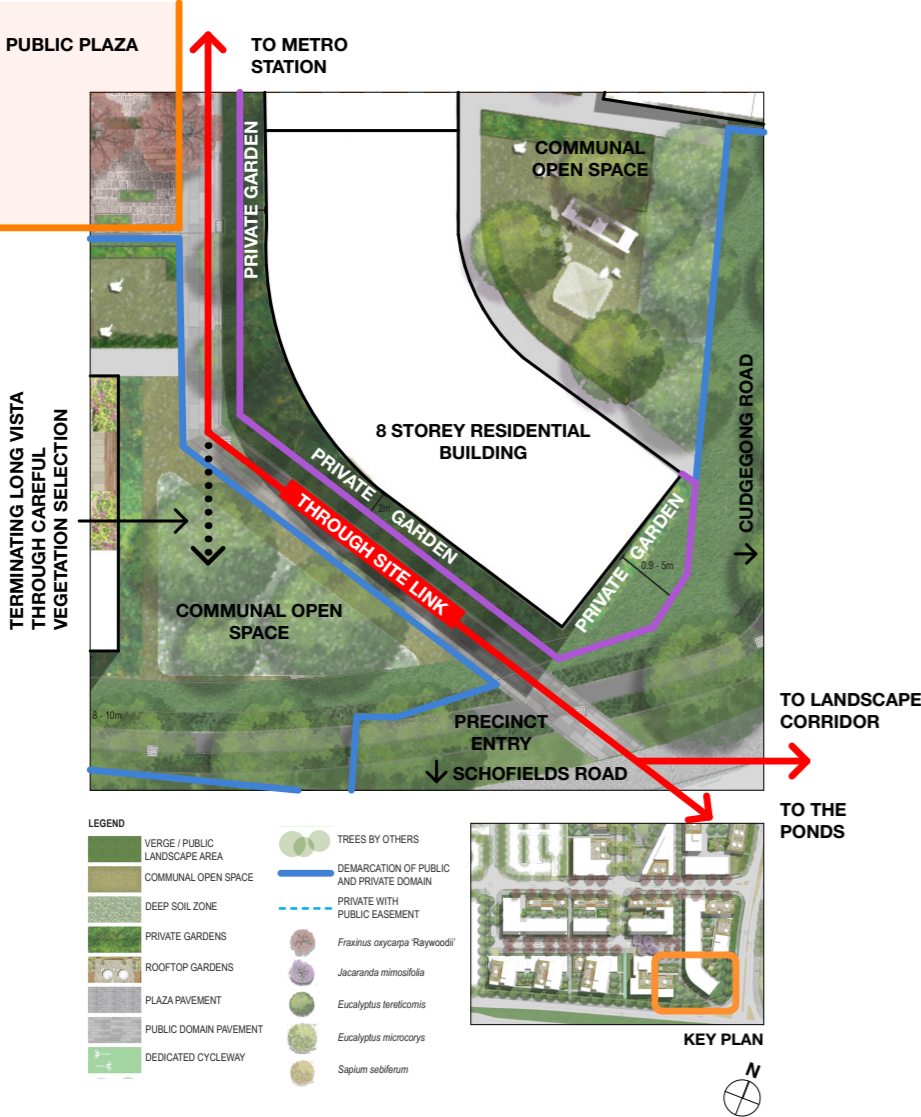
- The design of the park should aim to:
  - Maximise useful and function space,
  - Enable delight and temporary respite,
  - Enable activation,
  - Facilitate circulation and movement,
  - Provide universal access to adjacent buildings.
- The design of the park should foster the idea of a meeting place for the community by providing a variety of spaces, activities and opportunities for social interaction.
- Provide a series of level and accessible platforms across the sloping site to accommodate a range of activities and users.
- Use the diagonal eastern park edge to provide a gentle and accessible inclined pedestrian path linking spaces within the park and the southern blocks of the development to the Metro station.

- Provide a balance of hardscape and softscape depending on pedestrian and traffic use to accommodate a range of activities including market stalls, community events, water play and passive recreation.
- Provide spaces that complement the surrounding active non-residential programs located at ground floor including retail, commercial and community accommodation.

REFER TO CLOUSTON ASSOCIATES PUBLIC DOMAIN AND LANDSCAPE STRATEGY FOR MORE DETAIL

# FINE GRAIN OPEN SPACES

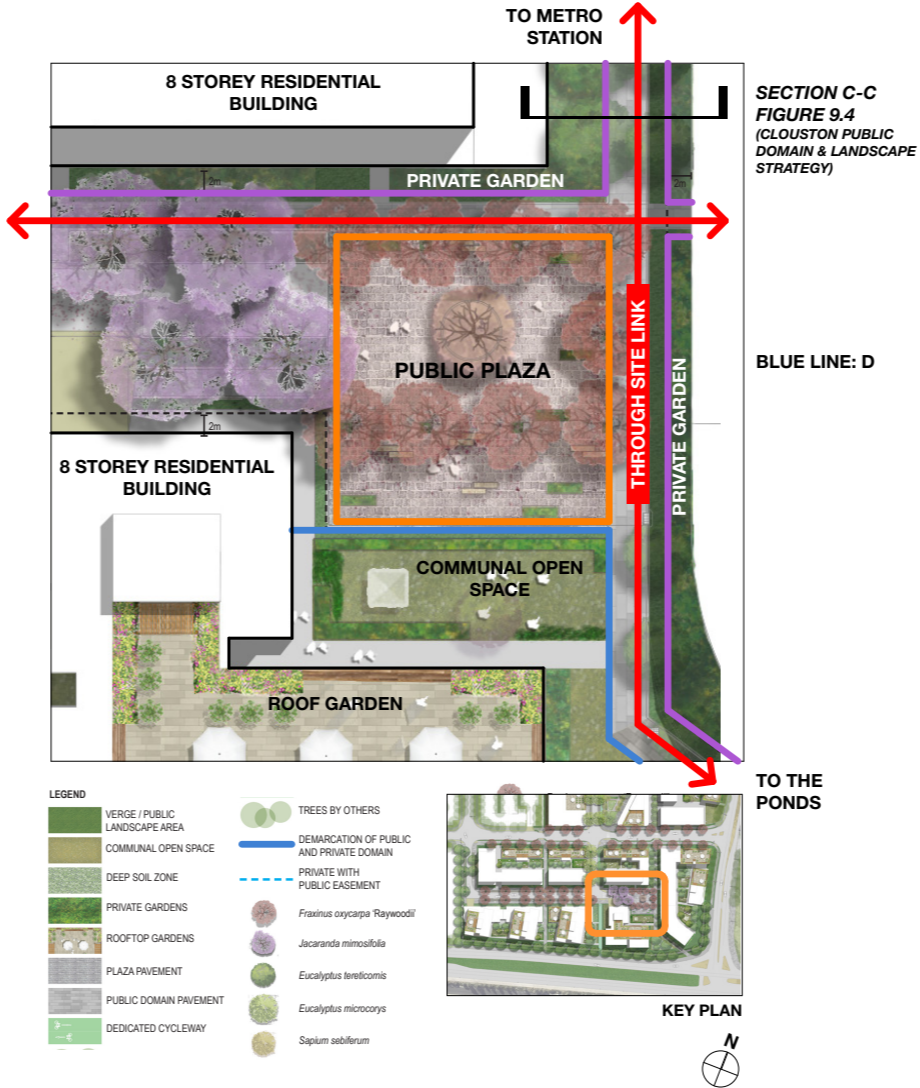
LOCATE A SERIES OF FINE GRAIN LANDSCAPE AND OPEN SPACES WITHIN THE DEVELOPMENT WITH A RANGE OF URBAN SCALES AND LANDSCAPE CHARACTERISTICS TO SUPPORT A RANGE OF USES.



## PRECINCT ENTRY

- Provide a small green space marking the main southern entry into the precinct for pedestrians.
- Design of the communal open space and adjacent landscaped zone should address and create a sense of arrival from the Schofields Road and Cudgegong Road intersection whilst addressing the adjoining residential buildings.
- Through site links and landscape should reinforce a visual hierarchy and clarity of all entry points into the development and adjoining private gardens and communal open spaces.
- Utilise large native trees, shrubs and grass species to reinforce a connection to the Second Ponds Creek.
- Provide an appealing interface between Schofields Road and the development and way finding opportunities.

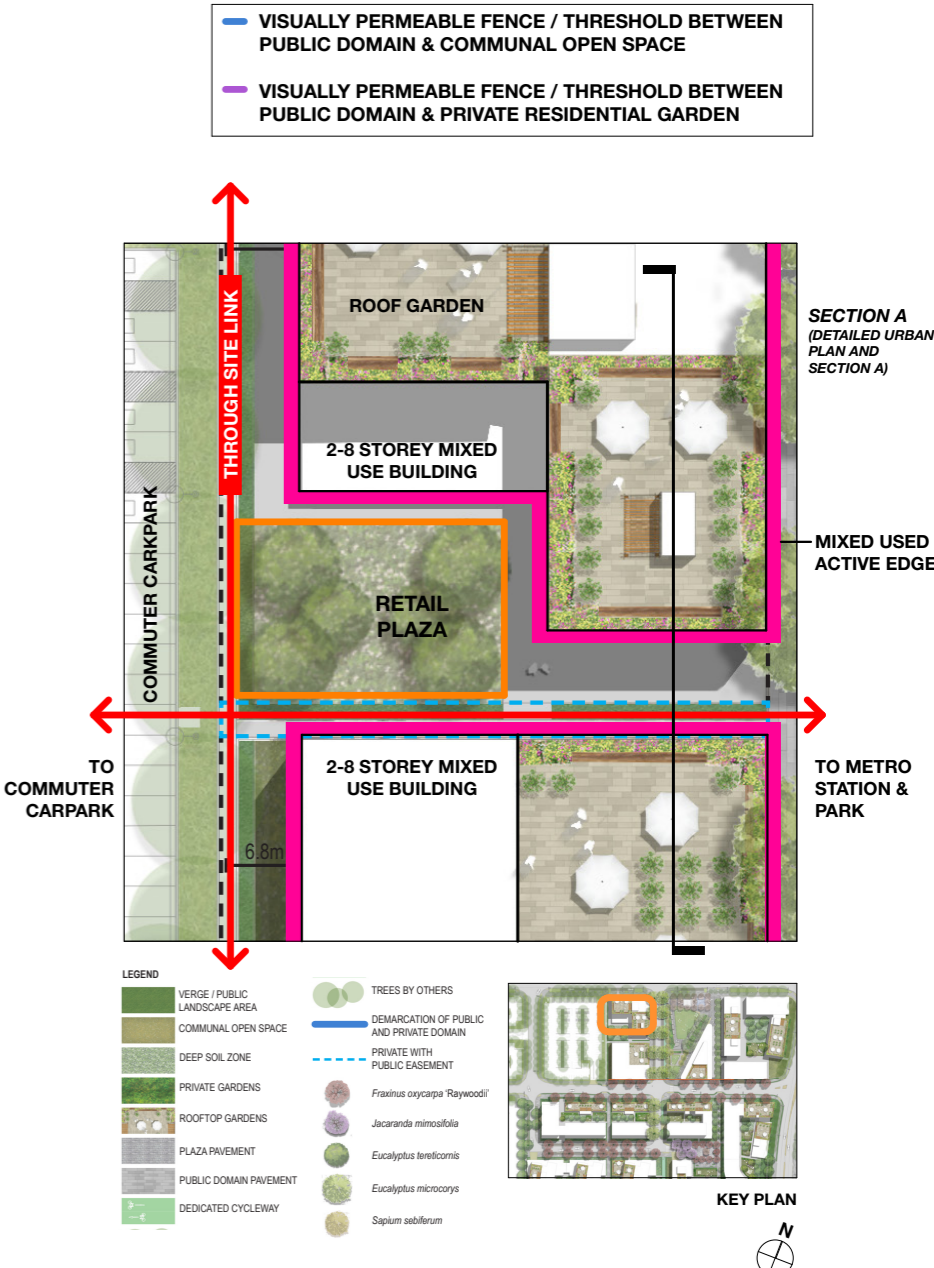
REFER TO CLOUSTON ASSOCIATES PUBLIC DOMAIN AND LANDSCAPE STRATEGY FOR MORE DETAIL



## URBAN PLAZA

- Provide a large paved flexible plaza principally for use by adjoining residents with provision for occasional large vehicle turning and servicing.
- A feature tree should be located to define the space and provide shade.
- The tree grid should feature deciduous species to ensure sufficient shade in summer and solar access in winter.
- Permeable raised paving, speed humps and a very low vehicle speed environment should be incorporated to reinforce the plaza as a shared space.
- The plaza should provide a balance of hardscape and softscape with basement entries not located off the plaza.
- Seating is to be provided to create a 'meeting place' and provide opportunities for interaction within the local residential community.

REFER TO CLOUSTON ASSOCIATES PUBLIC DOMAIN AND LANDSCAPE STRATEGY FOR MORE DETAIL



## RETAIL PLAZA

- The design of the retail plaza should vary in response to the residential cul de sac plaza due to the proximity to non-residential programme.
- Overall design should provide an appealing interface between the commuter car park, non-commercial podium level tenancies and residential development above.
- The plaza should provide amenities for the immediate residents whilst responding to the pedestrian movement through the site.
- Design should provide public seating for neighbours and shoppers while also locating outdoor cafe seating for adjoining businesses.
- Provide shade for courtyard space from tree canopy, especially from westerly sun.

REFER TO CLOUSTON ASSOCIATES PUBLIC DOMAIN AND LANDSCAPE STRATEGY FOR MORE DETAIL