

Rupertswood Road **M a s t e r p l a n**

July 2005

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Rupertswood Road Masterplan

Rupertswood Road Masterplan



I. Introduction & Purpose

This Masterplan has been prepared by Michael Brown Planning Strategies for NSW Department of Education and Training. The document is to be read in conjunction with a request to Blacktown City Council to rezone lots 16 and 17 Section 4 DP 869, Rupertswood Road, Rooty Hill from Special Uses 5(a) (School) to Residential 2(a) under Blacktown Local Environmental Plan 1988.

The Masterplan is the result of extensive consultation with Blacktown City Council to ensure to the fullest extent possible that the urban design outcomes produced are the most desirable for the site, having regard to its context and locality. The Masterplan sets out the details of the proposed development in a way that clearly articulates the future uses of the land for residential purposes.

The purpose of the Masterplan document is to:

- * Provide a clearly articulated vision for the site that incorporates the aspirations of the community, Council and NSW Department of Education and Training for the site;
- * Co-ordinate and guide the development of the site in a consistent and ordered manner to achieve the vision;
- * Provide an explanation or rationale behind the development of the Masterplan;
- * Provide certainty to the community and future residents in relation to the layout and level of amenity to be provided; and
- * Assist those responsible for the preparation of detailed designs and documentation for the public domain and housing.

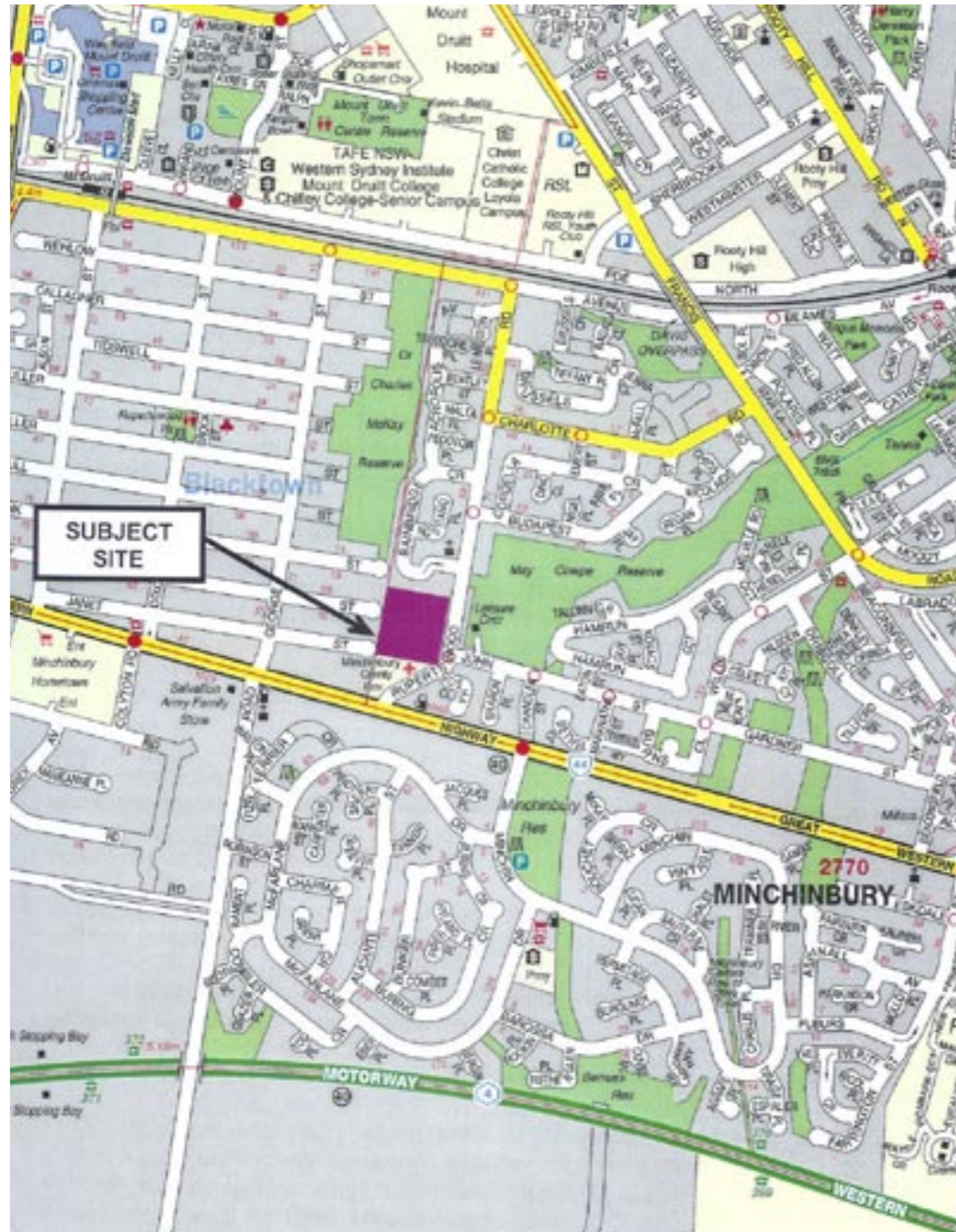
The masterplan is not a development application. The Masterplan forms part of the process of the rezoning application to show the community the likely development of the land for residential purposes. The Masterplan should be viewed as a guiding document rather than a fixed or absolute plan. Refinement to the layout and public domain may be required at the detailed design phase to accommodate specific site conditions.

The project team comprised of:

- Michael Brown Planning Strategies – Town Planners;
- Hume Planning Pty Ltd – Town Planners;
- Townscape – Urban Designers;
- Lean & Hayward Pty Ltd – Drainage Strategy;
- Transport & Urban Planning – Traffic Consultants;
- Hayes Environmental – Flora and Fauna Assessment;
- SMEC Testing Services Pty Ltd – Contamination Assessment; and
- Dominic Steele Consulting Archaeology – Aboriginal Archaeological Survey & Assessment.

Consultation was also undertaken with the Deerubbin Local Aboriginal Land Council as part of the process.





Locality Map



Dr Charles McKay Reserve



Community Leisure Centre



Minchinbury Community Hospital

2.1 The Site

The subject site is located on the western side of Rupertswood Road. Refer to locality plan. The land was identified for a public school site, but the Department of Education and Training has advised that the land is no longer required for a school and therefore is surplus to their needs.

The legal description of the land is Lots 16 & 17 Section 4 DP 869 and has an area of 2.81 ha.

The subject land is regular in shape. The land is gently undulating generally falling from the northwest corner towards Rupertswood Road in the southeast corner. The site has scattered trees, but is not connected to any other vegetated corridors, although Doctor Charles McKay Reserve is located to the north and May Cowpe Reserve is located opposite the subject land. This latter reserve contains sporting grounds and a community leisure centre building. Therefore to some extent the land is an isolated vegetated community. Land to the west is zoned for open space purposes, which contains some vegetation and at one stage, before development, would have represented a vegetated corridor.

Rupertswood Road Masterplan



Aerial Photo



Opportunities



Constraints

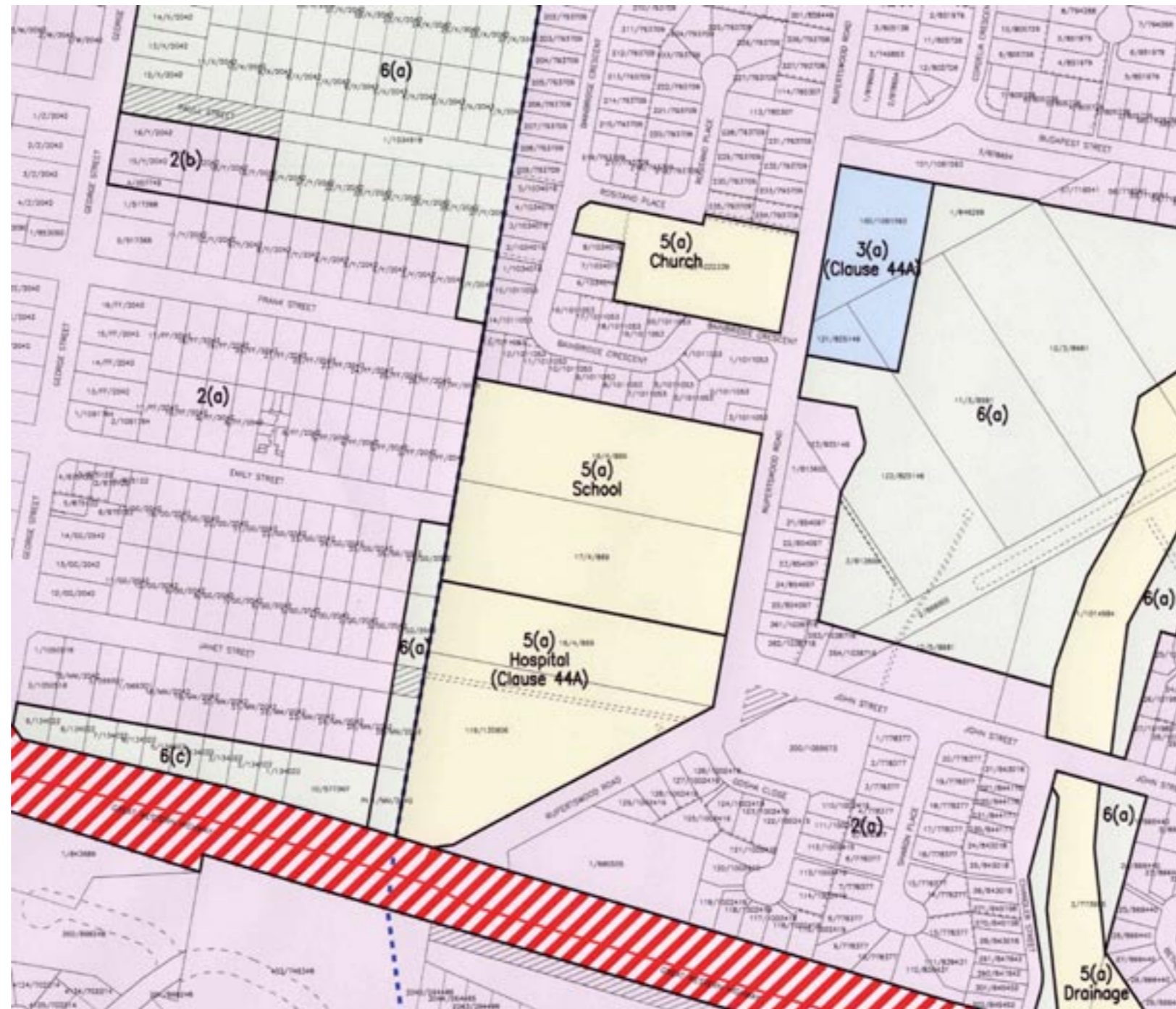
2. The Site & its Context

2.2 The Surrounding Locality

The surrounding lands have a varied character, which is reflected in their zoning of these lands. To the north is Bainbridge Crescent, which has been developed for single and two-storey detached residential development. St Johns Anglican Church is located in this street. To the south is the Minchinbury Community Hospital.

To the east is the May Cowpe Reserve and some residential properties, with an aged care facility located on the corner of John Street. To the west is the residential areas in Emily Street and Frank Street. Emily Street properties are separated from the subject land by a public reserve. Further along Rupertswood Road near the corner of Cordelia Crescent is a site zoned for a local neighbourhood shopping centre, which is currently undeveloped. This centre, when developed, would provide convenience shopping for the immediate area. Along the Great Western Highway there are a variety of commercial land uses.

The Mount Druitt Shopping Centre is located a short distance to the north on the opposite side of the railway line. The subject property is therefore strategically located in terms of access to the local and regional road network, recreational facilities and shopping facilities. Refer to locality plan.



Current Zoning of the Land - Blacktown LEP Map

3.1 Blacktown Local Environmental Plan 1988

3.1.1 Zoning and Zone Objectives

The subject land is zoned Special Uses 5(a) – School under the provisions of Blacktown Local Environmental Plan 1988.

Relevantly, The objectives of the zone contained in Clause 9 of the LEP are:

- a) To identify land which is currently used by public authorities, organisations and the Council to provide certain community facilities and services;
- b) To identify land reserved for future acquisition by the Council for a range of community facilities and services;
- c) To identify land which has been reserved at the request of certain public authorities for its future acquisition to provide a range of community facilities and services; and
- d) In relation to land marked “Corridor” on the map –
 - (i) to set aside land for the development of certain major long-term services and facilities, and special uses carried out by public authorities in an economic, safe and environmentally sensitive manner; and
 - (ii) to allow the identified land to be used for recreational or other purposes where that use does not conflict with the existing or likely future use of the land by public authorities.

3.1.2 Specific LEP Clauses

Clause 18 of the LEP refers to development of land in Zone 5 (a), and states as follows:

18 Development of land in Zone No 5 (a), 5 (c), 6 (a) or 6 (c)

(1) A person may, with the consent of council, carry out development for any purpose on land within Zone No 5 (a) (where that land is to be used by a public authority), 5 (c), 6 (a) or 6 (c) until the land is used or developed for the public purpose for which it is zoned.

(2) A person shall not carry out development on land referred to in subclause (1) so as to render the land unfit for the purpose for which it is zoned.

(3) The council shall not grant consent as referred to in subclause (1) to the development of land to be acquired by a public authority, other than itself, unless it has obtained the prior written concurrence of the public authority which is to acquire that land.

(4) In determining whether or not to grant concurrence under subclause (3), the public authority concerned shall take into consideration:

(a) the effect of the proposed development on the costs of acquisition,

(b) the imminence of acquisition, and

(c) the costs of reinstatement of

the land for the purposes for which the land is to be acquired.

(5) The council shall not grant consent as referred to subclause (1) for the development of land within Zone No 6 (a) or 6 (c) unless consideration has been given to:

(a) the need for the proposed development on the land,

(b) the impact of the proposed development on the existing or likely future use of the land,

(c) the need to retain the land for its existing or likely future use,

(d) the effect of the proposed development on the costs of acquisition,

(e) the imminence of acquisition, and

(f) the costs of reinstatement of the land for the purposes for which the land is to be acquired.

(6) Notwithstanding any other provision of this plan, a person may, with the consent of the council and the concurrence of the Director, carry out development on land within Zone No 5 (a) and marked "Corridor" on the map for the purpose of agriculture, community centres, dwelling-houses, dual occupancy, educational establishments, extractive industries, forestry, mines, public utility undertakings, recreation areas or rural industries.

(7) A dwelling-house shall not be erected on a parcel of land within Zone No 5 (a) and marked "Corridor" on the map unless the parcel has an area of not less than 20 hectares.

(8) The council, when deciding whether to grant consent under subclause (6), and the Director when deciding whether to grant concurrence under that subclause, shall take into consideration the following matters:

(a) the effect of the proposed development on the function of the land as a physical and visual break between adjoining areas,

(b) the effect of the proposed development on the existing or likely future use of the land by public authorities, and

(c) in the case of development carried out by a public authority whether the proposed development needs to be carried out in that location or could be carried out on another more appropriate site elsewhere on land within Zone No 5 (a) and marked "Corridor" on the map.

3.2 Development Control Plans

Development Control Plan No 1992 – Part C Development in Residential Zones applies to the land. The objectives of the DCP are set out in the LEP applying to the particular residential zoning. It is considered that a Residential 2 (a) Zone is appropriate in this instance, as this allows the proposed development of the site as set out in the Masterplan. The objectives of this zone are:

- (a) to make general provision to set aside land to be used for the purpose of housing and associated facilities,
- (b) to identify existing residential areas of a predominantly single dwelling character, and to maintain that character by prohibiting residential flat buildings,
- (c) to enable sensitive infill development of other housing types if the infill development is of a bulk, scale and appearance that does not adversely impact on adjoining development or the amenity of the locality,
- (d) to enable development for a variety of housing forms, including townhouses, villas, integrated housing, dual occupancies and the like, if such development does not interfere with the amenity of surrounding residential areas by way of overshadowing, overlooking, or loss of privacy,
- (e) to allow people to carry out a reasonable range of activities from their homes, where such activities are not likely to adversely affect the living environment of neighbours, and
- (f) to allow within the zone a range of non-residential uses which:

(i) are capable of visual integration with the surrounding environment,

(ii) either serve the needs of the surrounding population or the needs of the City of Blacktown without conflicting with the basic intent of the zone, and

(iii) do not place demands on public services beyond the level reasonably required for residential use.

The LEP adopts the Model Provisions. The LEP allows the following land uses in the form of medium density development.

“integrated housing” means development that consists of:

- (a) the subdivision of land into 5 or more allotments, and
- (b) the erection of a single detached dwelling-house on each of the allotments created by that subdivision,

where a single application for consent for the subdivision and other development is submitted.

Medium density housing is defined as:

“medium density housing” means 3 or more dwellings on the same parcel of land where each dwelling has an individual entrance and direct private access to private open space at natural ground level for the exclusive use of the occupants of the dwelling but, does not include any other form of dwellings elsewhere specifically defined in this plan.

Table 1 - Minimum Lot Size

Allotment Type	Regular Shaped m ²	Irregular Shaped M ²
Corner	500	550
Battle-axe adjoining open space or drainage reserve (excluding access corridor)	450	485
Other battle-axe (excluding access corridor)	500	550
Other	450	485

DCP 1992 – Subdivision has the following requirements for residential lot sizes.

It is considered that the Masterplan meets these objectives. In terms of Integrated Housing the following requirements should be met.

Table 2 - Medium Density Standards

Requirement	Control
Minimum width	26m
Maximum depth	No greater than 2.75 times the width of the lot
Density	50% of site area
Building setbacks	6m from frontage, with corner lots a secondary setback of 3m

The same requirements apply for medium density developments, with the exception of density requirements. At this stage, the development does not propose any buildings, but lots have been “earmarked” for medium density development. In terms of road widths, Part A of the DCP sets the requirements. The road widths comply as set out in the DCP.



4.1 Flora and Fauna

A Flora and Fauna Assessment has been undertaken for the site (Hayes Environmental, ref: 05006, 10th May 2005).

The Assessment found that the site contains Cumberland Plain Woodland ('CPW'), an endangered ecological community under the NSW Threatened Species Conservation Act 1995 ('TSC Act') and threatened ecological community under the Commonwealth Environment Protection & Biodiversity Conservation Act 1999 ('EPBC Act'). Whilst the proposal would directly affect this vegetation community, the Assessment determined that this would not constitute a significant effect under the TSC Act or impose a significant impact upon any matter of National Environmental Significance under the EPBC Act.

In regards to fauna, habitats were found to be extremely limited. Two (2) microchirophetan bat (threatened fauna) species known to occur in the locality could potentially forage on the site, and may be affected by the proposed development. The assessment of the significance of that affectation was not considered to constitute a significant effect on the bat species under the TSC Act.

4.2 Contamination Investigations

A Stage I – Preliminary Investigation undertaken for potential contamination (SMEC Testing Services, Report No. 05/0450, May 2005) found that the site has the potential to be contaminated by reason of the existing asbestos roof sheeting on sheds, asbestos pipes next to the sheds, asbestos pieces in an existing soil stockpile, the potential use of imported fill to remove a former farm dam, the potential use of chemicals on the site and the

potential use of sprays containing pesticides in association with market gardening activities on the adjoining site to the north.

It would be the Departments intention to commission the recommended detailed assessment work should the request to rezone be supported by the Council, so as to determine whether or not the site is contaminated and if so, the identification and undertaking or remediation works to make the site suitable for the now proposed residential use.

4.3 Indigenous Heritage

Dominic Steele Consulting Archaeology undertook an assessment of the site in conjunction with the Deerubbin Local Aboriginal Land Council. The following is an extract from the recommendations contained in the report.

The following recommendations are based upon the legal requirements and automatic statutory protection provided to Aboriginal 'Objects' and 'Places' under the terms of the National Parks and Wildlife Act (1974), in conjunction with the results of the preliminary archaeological investigations of the subject land as documented in this report.

It has been determined that there is a moderate potential for undetected Aboriginal cultural heritage items/sites to occur within the study area, and that future development on the land in the form of residential subdivision and development is likely to impact upon any such Aboriginal features and deposits.

The views expressed by the Deerubbin Local Aboriginal Land Council (DLALC), the Darug Tribal Aboriginal Corporation (DTAC) and the Darug Custodian Aboriginal Corporation (DCAC) will be incorporated into the management recommendations outlined

below following their review of this document and the receipt of their independent correspondence.

Recommendations

- » The identification of two lithic pieces during the current surveys with a possible cultural status, and the assessment that the subject land retains moderate Aboriginal archaeological potential and sensitivity to contain further as yet Aboriginal archaeological remains, indicates that additional archaeological investigations should be conducted prior to the commencement of any future development works if the Rezoning Application is approved by Council.
- » It is further recommended that such investigations should involve a program of subsurface test excavation being undertaken by a qualified archaeologist in conjunction with recognised Aboriginal stakeholder groups.
- » This testing program would aim to investigate the nature of the subsurface soil profiles across the site and determine whether significant evidence of past Aboriginal use and occupation of the subject land survives on the land.
- » Full Aboriginal community consultation would need to be undertaken as part of this process (as required for all new projects as of 1 January 2005 and detailed in the DEC Interim Community Consultation Guidelines), whereby all relevant Aboriginal stakeholder groups would be identified and invited to participate via public announcement of the project through local print media.
- » The results of the test excavation and consultation process would determine the most effective way to manage the archaeological resource in conjunction with specific proposed development activities.



4.4 Traffic

This report examines, in detail, the traffic accessibility and traffic generation impacts of a proposed residential sub division and 40 dwelling residential development to be located Rupertswood Road at Rooty Hill.

The proposed sub division site is located at Rooty Hill and north of the Great Western Highway and enjoys existing good access to the adjoining road system and to public transport facilities.

The proposal in terms of potential traffic generation is a low traffic generating development. An assessment of the proposal indicates that there is likely to be an increase in traffic generation of an additional 36 vehicle trips per hour (above existing) during the peak hours and up to an additional 360 vehicle trips daily to / from the precinct via Rupertswood Road and joining the existing arterial road system at the Great Western Highway or Beames Avenue.

The assessment (and traffic modelling) of the additional trips associated with the proposal indicates that traffic conditions on Rupertswood Road adjacent the site will remain satisfactory with acceptable impacts in average vehicle delays at the adjoining intersection from the projected increase in traffic.

The existing traffic conditions on the road network adjacent the site are good with a level of service A operation Rupertswood Road and will retain these favourable service levels post development and no additional traffic management facilities are required as a result of this proposal.

A single access road to / from and within the development via a new 10.0 metre wide carriageway extensions from Rupertswood Road would be acceptable.

The sight distances at existing intersection locations are good and meet AUSTRROAD requirements for the 50km/h operating speed limits on the adjoining roads.

Vehicles entering and leaving the precinct via the new access road will cause minimal potential conflicts with existing low speed traffic using these local roads. This should result in no significant impact in terms of traffic capacity or road safety on either street.

Pedestrian and bicycle facilities will be enhanced with provision of new kerb and guttering and a shoulder seal along the site frontage to Rupertswood Road. An opportunity exists to extend existing bus services into the subdivision if required.

The proposal will provide parking in accordance with Council's Car Parking provision within the individual lots for a minimum 40 additional vehicles.

The future residential development in terms of parking provision meets the RTA's Guidelines and future car parking layouts should be designed in accordance with AS 2890.1



5.1 General

The strategic location of the site and its qualities provide the opportunity to create an innovative and vibrant urban development. The design proposed for the site will provide improved connectivity to key areas of Rooty Hill, forming a valuable urban link to the existing Rooty Hill Leisure Centre and the proposed future neighbourhood shopping centre on Rupertswood Road.

The development of this site will provide an opportunity to create an urban built form similar to other residential estates in the Blacktown LGA, such as Stanhope Gardens, Newbury, within and close to commercial lands, recreation and community facilities and public transport to be developed for detached housing lots and medium density purposes. The site will have a mix of single dwellings and town houses in a layout that focuses on the internal road system.

This Masterplan has therefore been prepared to ensure the final outcome in built form has regard to the surrounding development, but provides a high degree of certainty as to the final outcome and a framework for Council to approve development applications in accordance with this Masterplan.

The intention is that the site should be exceptionally well designed. The Masterplan is intended to guide development over the ensuing years. The Masterplan will create a place that accommodates a wide variety of activities for people; in and around the Sporting Fields/Complex that provides a pleasant pedestrian environment.

The Masterplan sets out to influence the nature of future developments on the site by, for example, prescribing maximum building heights and by specifying that buildings should be built to the required setback, but does not try to dictate to landowners exactly how buildings should be designed other than to set a framework for the built form.

5.2 Vision

The development of the vision has been guided by the following principles:

- * Recognition of Councils and the NSW Governments aims to achieve increased housing densities near transport nodes and civic precincts;
- * Acknowledgement of stakeholder and community aspirations for the site;
- * Demonstrating leadership in the creation of quality urban environments based on the implementation of appropriate 'new urbanism' and ESD principles.

The Vision

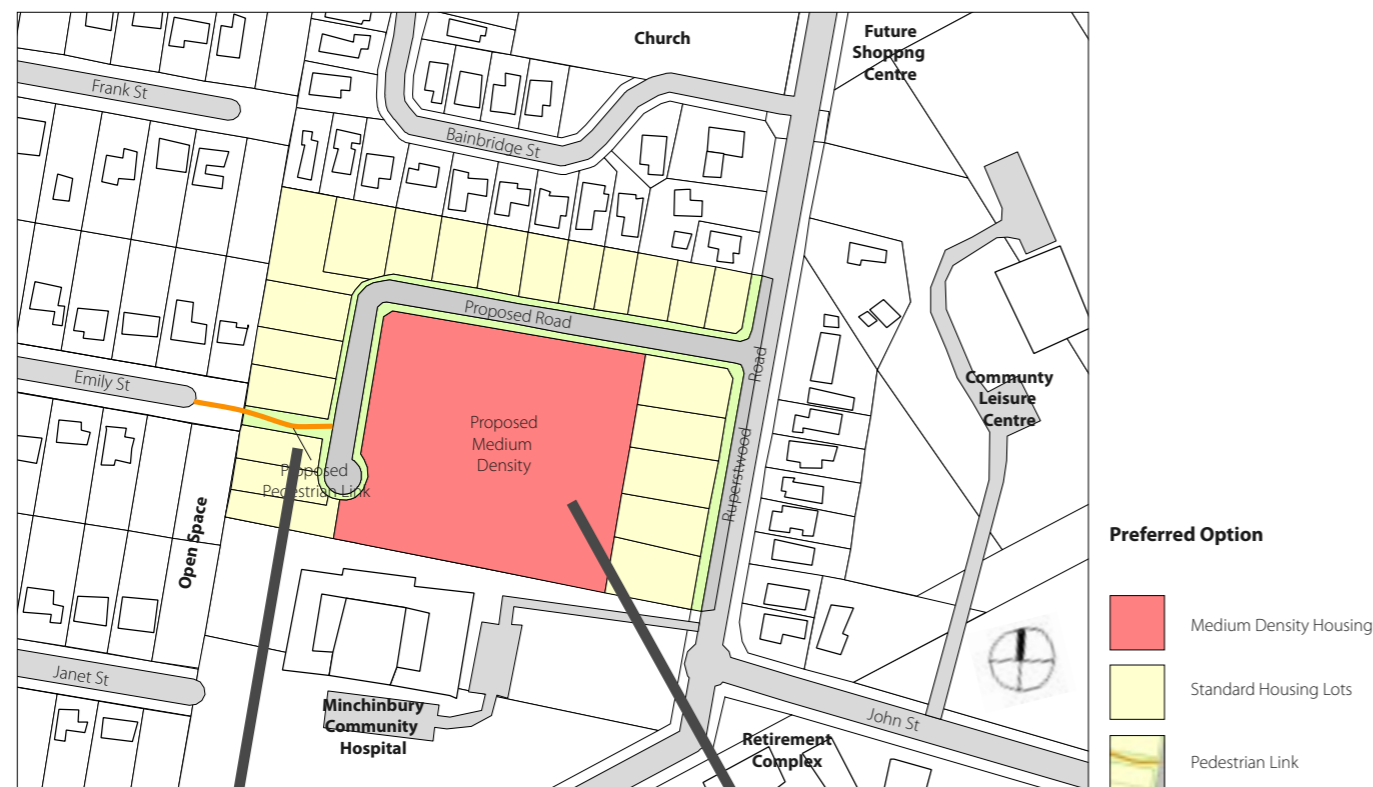
To capitalise on the site's strategic location and qualities to create a high quality urban environment offering a range of housing opportunities and having a clear identity and sense of community.



5.3 Design Principles

The key design principles for the site are:

- (i) To provide an urban structure that responds to the constraints of the site;
- (ii) To create a safe and attractive public domain;
- (iii) To provide a range of housing types in a manner which is respectful to existing housing development on the periphery of the site;
- (iv) To provide a robust and permeable public domain network comprising vehicle and pedestrian access that will provide connectivity between the site, adjoining residential areas, recreation and shopping areas; and
- (v) Providing an urban footprint, which promotes ecologically sustainable building design.
- (vi) To foster a sense of community and strong local identity.
- (vii) To encourage contemporary architectural style and high architectural standard and ensure building design demonstrates architectural merit.



Standard Housing



Medium Density Housing

6.1 General

The Masterplan is based on the desire to create integration with adjoining land uses – one where pedestrian friendly, commercial, community and residential uses co-exist and benefit from their integration.

The concept is to create a *Liveable Neighbourhood* and provide an alternative approach to achieve a more sustainable community. Communities are based on a system of 'walkable neighbourhoods'. The location of this site reinforces this concept with facilities and services within easy walking distance. A bus service operates along major transport routes. The site is located within level walking distance to all other community facilities.

The Masterplan provides for a diverse range of dwellings and has been designed to ensure the total project provides for a variety of living styles and built form, but also provides for quality living. A high degree of casual surveillance is afforded to residents, creating a safer environment for the residents and thus increasing pedestrian activity throughout the development.

6.2 Housing

The philosophy for the design of the dwellings is to create a mix of styles that will collectively complete the residential neighbourhood. The preparation of the Masterplan has been undertaken as an interactive process focusing on the creation of attractive streetscapes and quality living environment.

The site will comprise of a mix and variety of dwelling types from single allotments to higher density housing in the form of integrated and medium density housing. The dwellings will be designed in relation to each other in façade treatments, visual/acoustic privacy, entry points, outdoor private open space, living/sleeping zones and garage entry points.

The appearance of the dwellings will be coordinated such that there is a reasonable level of individual variety, within the context of achieving a compatible relationship between all buildings. Building facades will be articulated and fragmented to utilise building form, the play of light and shade, solid and void elements. This will achieve visual interest and supportive relationship with the scale of pedestrians and the larger urban context of the site. All housing will have a clear and visible address point that is directly approached from the street.

It is proposed to create a number of lots of various sizes to suit market demand and to provide flexibility in the development approach.

6.3 Access and Streets Landscaping

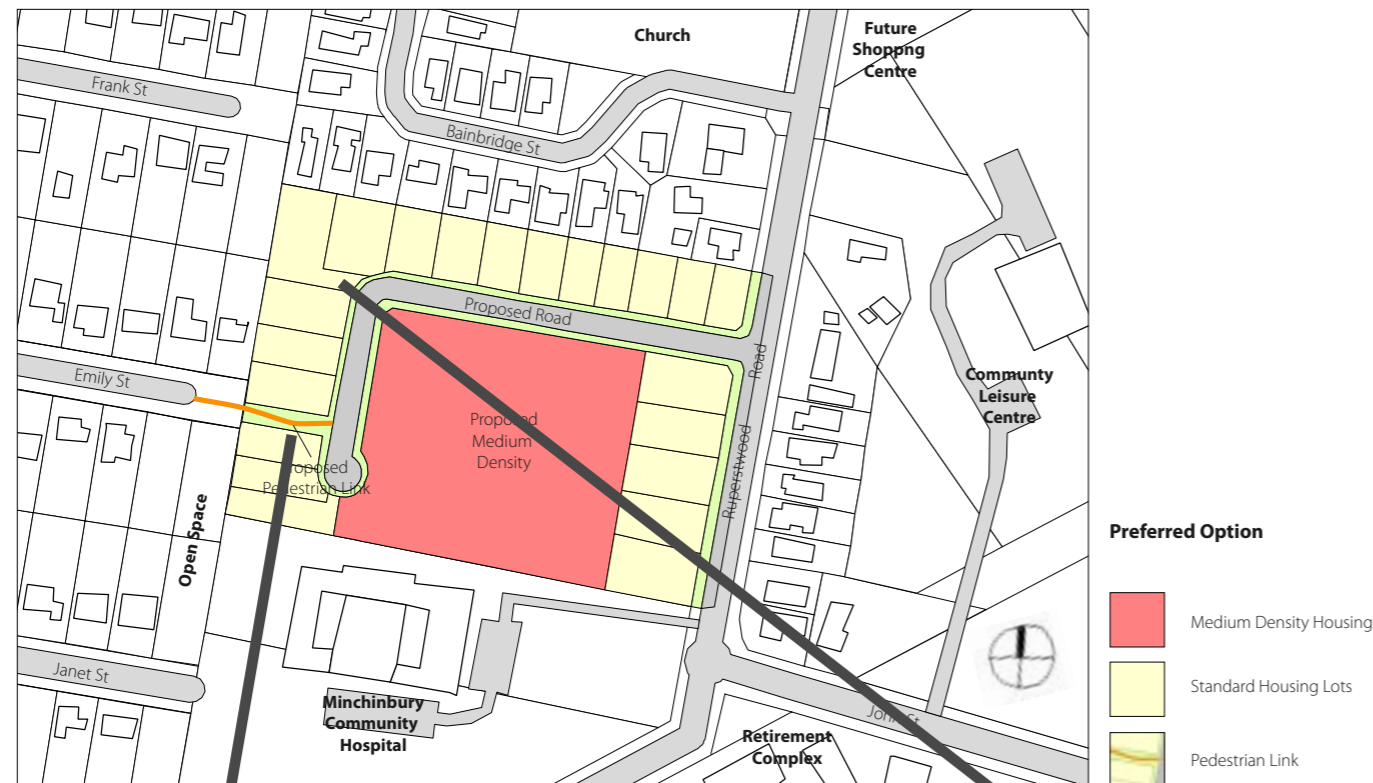
Vehicular access is provided from Rupertswood Road, with an option access from Emily Street although this is not the preferred option based on perceived issues with residents of the street concerned with traffic generation. In this regard the Masterplan proposes a pedestrian pathway connecting Emily Street and the proposed subdivision. The emphasis is upon connectivity, amenity and integration to achieve safe, efficient and attractive access. The streets have been designed to comfortably accommodate non-vehicular users and to support adjacent land uses.

All lots have vehicular access from within the internal road system. The lots along Rupertswood Road have access to that road. Council required these lots to "front" this road so as to provide passive surveillance of the street, with rear internal vehicle access and be consistent with the streetscape.

The street system will comply with Council's DCP and will allow the establishment of mature tree cover. The plan below indicatively shows the road widths. Final widths and the location of the cycle path would be derived during detailed planning of the subdivision and housing.

There is a clear distinction between individual dwellings and superblocks within this proposal. The superblocks allow for a clear separation from existing residential properties, whilst 'standard lots' are proposed adjoining existing residential development. Street setbacks, building envelopes, siting and private outdoor space controls have to distinguish between types of dwellings. Town house development is envisaged for the superblocks.

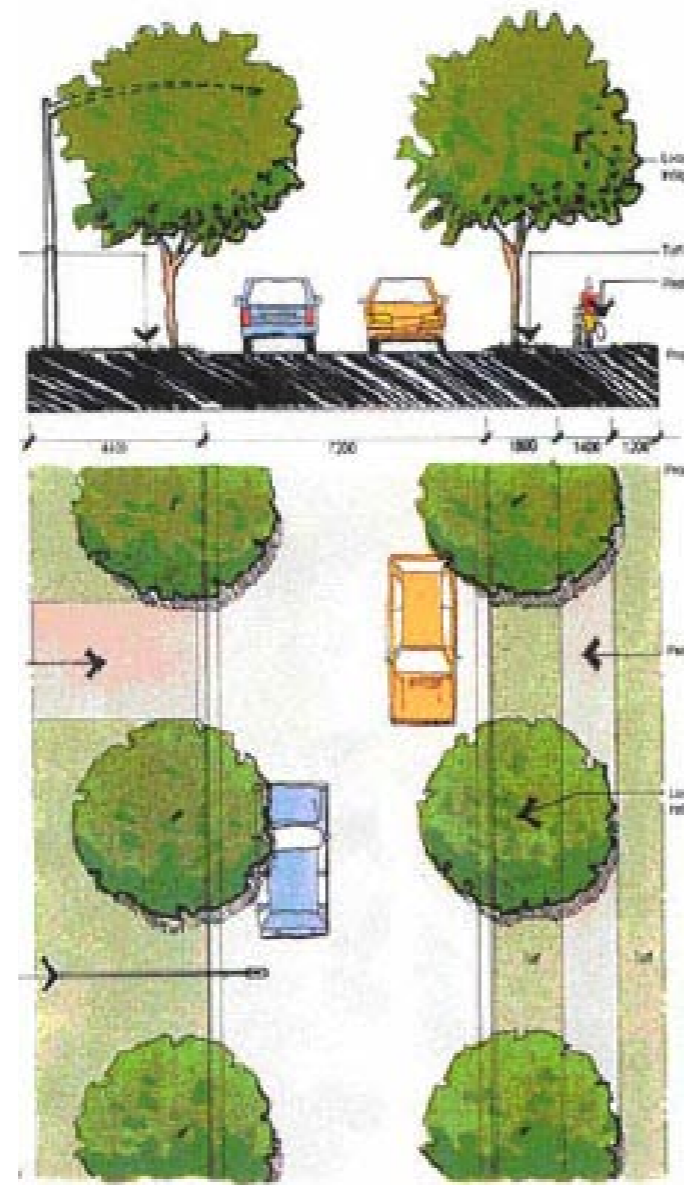
One of the objectives of the Masterplan is to create a sense of place. The masterplanning of the site represents an opportunity to create a residential character through the form and expression of the built environment and the intensity of the activity. Equally important in creating a sense of place will be the feel of and activity in the urban environment and how it relates to its neighbours.



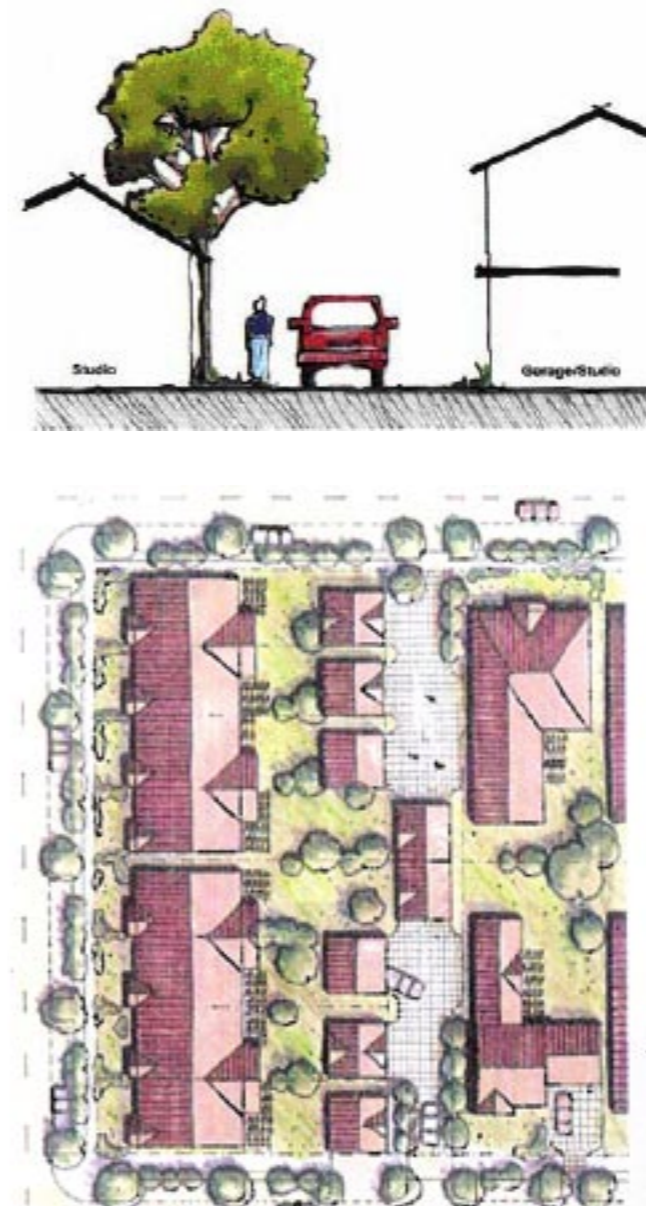
Pedestrian Link



Access to Battleaxe Lots



Local Access Street



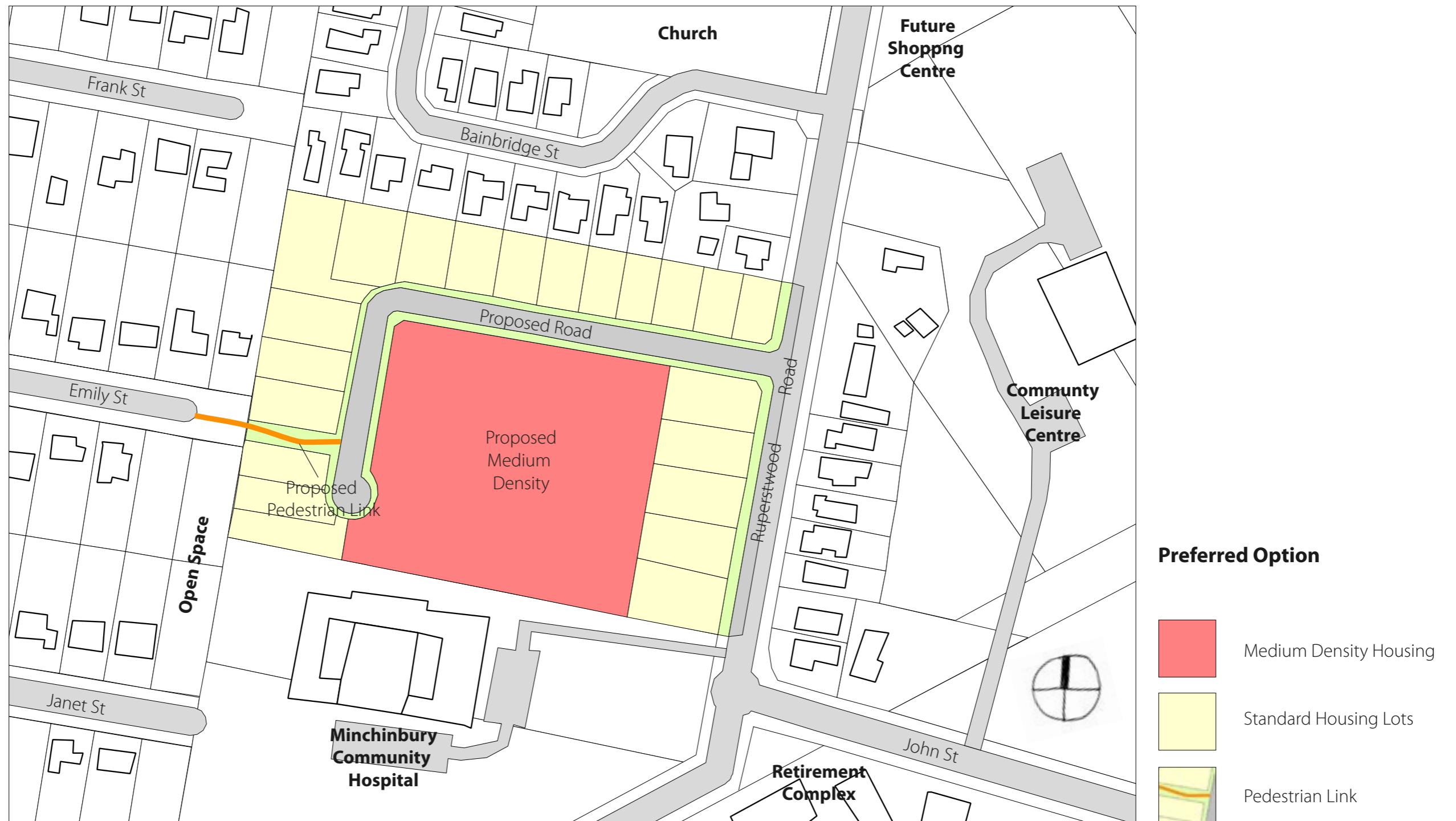
Medium Density Mews Access

6.4 Preferred Masterplan Option

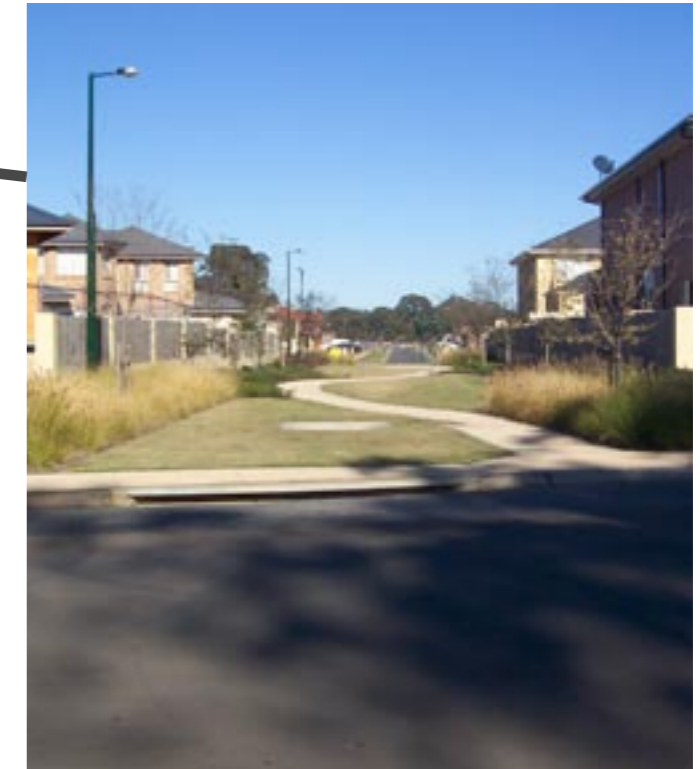
As part of the process a number of options were considered in terms of development potential, road layout, drainage, connectivity, to name a few. For the evolving development to function properly it needs to connect to existing street systems and communities. Traditional urban centres have a strong and often seamless connectivity with their surroundings, and the existing streets and community facilities provide that linkage.

The preferred option as is shown on the Masterplan as providing a pedestrian linkage only to Emily Street, as it is considered that pedestrian and cycleway connectivity to the facilities in Rupertswood Road such as the sports fields and future shops are paramount in any Masterplan for this site. The photograph shows how this pedestrian linkage could be designed so that it is open and inviting and therefore complying with the principles of “Safer by Design – Crime Prevention Through Environmental Design (CPTED)”

The Masterplan proposes a medium density site central to the site, with traditional detached housing lots around the periphery of the site. These lots are consistent with Council’s DCP and that adjoining. Houses within the medium density site can either be detached with a zero lot on one side, or attached. The use of zero lot lines does provide flexibility to maximise private courtyard spaces and achieve overall better utilisation of the blocks. In all cases, the garage/s should not project beyond predominant house frontage.



Preferred Option Masterplan



Pedestrian Link

Artists Impression of Preferred Option



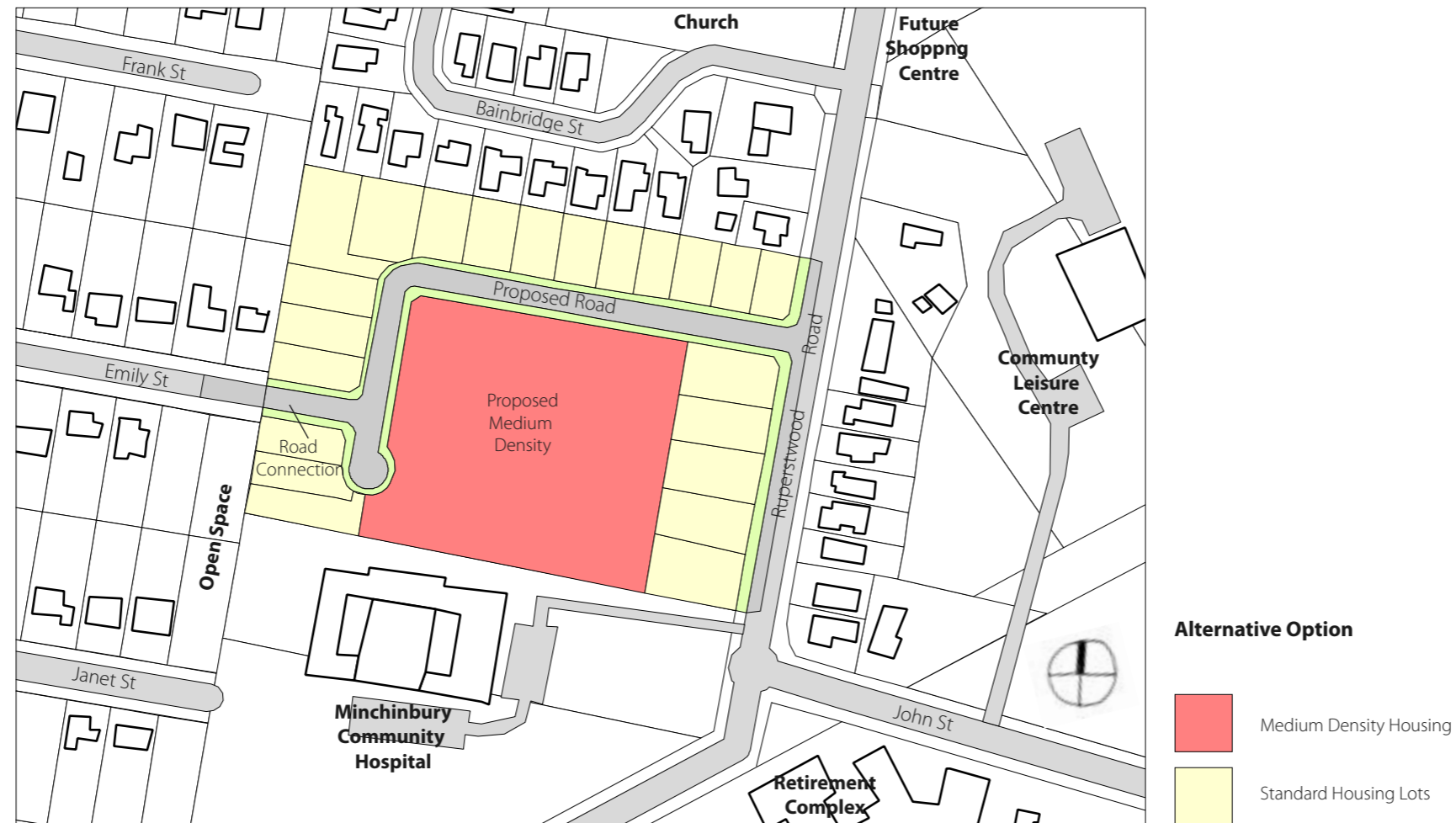
Treelined Streets



Standard Housing



Medium Density Housing



Alternative Option Masterplan

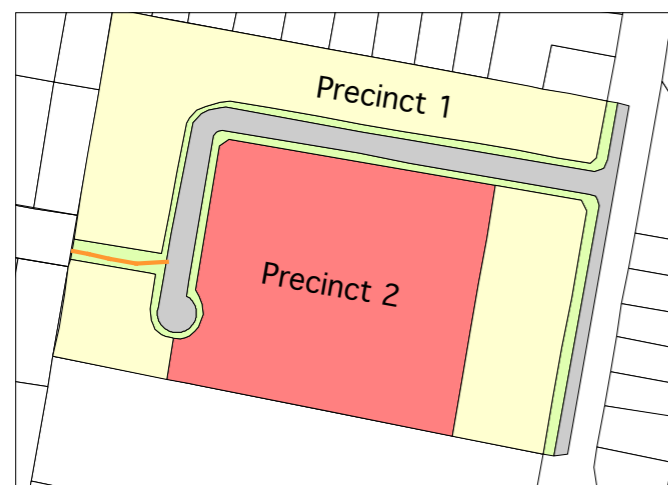
6.5 Alternative Option

Council has advised, that from a legibility point of view, access to Emily Street should be considered. At the same time however, Council recognises that the existing local community in Emily Street may be concerned that the connection would lead to an increase in through traffic and a loss of amenity. We have shown a connection to Emily Street only to show how the development can link to the community in Emily Street and further to the west.

The masterplan divides the site into two (2) development precinct:

- Precinct 1 – Low density residential precinct
- Precinct 2 – Medium density residential precinct

The development will be constructed in stages, with initially the roads and infrastructure provided and the land subdivided into manageable parcels for marketing purposes. Subdivision of the parcels will either be Torrens Title, Community Title and or Strata Title, depending on market forces. Dwelling construction will following infrastructure works.



7.1 Precinct 1 – Low Density Residential Precinct

Location

Precinct 1 is located on the northern, eastern and western peripheries of the site, where it adjoins existing low density, detached housing on adjoining land.

Design Philosophy

This Precinct is designed to complement the adjacent residential development by providing a housing form that sympathetically relates to the adjoining housing form and provides an effective site transition to and separation from proposed higher density housing on the site.

Desired Housing Form

The desired housing form would be limited to 1-2 storey freestanding dwellings on lots ranging between 450m² and 600m² in area. This could include both 'detached dwelling-houses' and 'attached dual occupancy' and 'detached dual occupancy housing development' as defined by Blacktown LEP 1988 and the Blacktown DCP 2002 Part C. The southwestern corner of Precinct 1 adjoins existing open space zoned land to the west (corridor between the Great Western Highway and Emily Street) and future dwellings in this location should be designed to 'address' the open space corridor.





7.2 Precinct 2 – Medium Density Residential Precinct

Location

Precinct 2 is located on the central portion of the site and separated from the existing adjoining residential neighbourhood by Precinct 1 and having a common boundary with the Minchinbury Community Hospital site to the south.

Design Philosophy

This Precinct has been designed to make provision for a variety of medium density housing to both allow for a choice of housing types and increased housing densities near transport nodes and civic precincts. The location of the precinct was chosen to afford a suitable separation from existing housing stock and allow for a transition within the site from low to medium density housing form.

Desired Housing Form

The 'super-lot' configuration of Precinct 2 has been deliberately provided to allow maximum flexibility as to the type and style of medium density housing that could be provided. Having said this, the type and style of medium density housing would be limited to the following:

Integrated housing. Blacktown LEP 1988 and the Blacktown DCP 2002 Part C define this form of housing as:

Development that consists of:

- (a) *the subdivision of land into 5 or more allotments; and*
- (b) *the erection of a single detached dwelling-house on each of the allotments created by that subdivision,*

where a single application for consent for the subdivision and other development is submitted.

Proposed integrated housing would be designed to comply with the provisions of Blacktown DCP 2002.

Medium density housing. Blacktown LEP 1988 and the Blacktown DCP 2002 Part C define this form of housing as:

3 or more dwellings on the same parcel of land where each dwelling has an individual entrance and direct private access to private open space at natural ground level.

Examples include villas, townhouses and cluster housing. Proposed integrated housing would be designed to comply with the provisions of Blacktown DCP 2002.



8.1 General

Essential to the evolution and philosophy of the Masterplan is a commitment to environmental and socially sustainable design practices and awareness. The creation of a community with a sense of place, community values and environmentally responsible practices are key factors in the development and management of the land.

8.2 Key Principles

Key principles to creating a sustainable development include:

- * To create safe and desirable places to work;
- * To mitigate pollution and resource consumption;
- * The design of the built environment which improves sustainability;

Ways in which this Masterplan addresses these principles are outlined below:

Strategic Site Location

- * Existing roads and infrastructure surrounding the site form an integral part of the site's circulation network;
- * The site's close proximity to public transport facilities assists in reducing requirements for additional public transport infrastructure and car dependency;
- * Adjacent retail (proposed) and recreation outlets provide a diverse range of facilities for the site's residents.

Safe and Desirable Places to Live

- * A range of housing types and housing choices to facilitate social diversity;
- * Access to public open space;
- * Secure and safe environment to be encouraged through surveillance from house designs addressing streets, and overlooking pathways and open space;
- * Connectivity with the surrounding residential area.

Pollution Mitigation and Resource Management

- * Connectivity of the road network reduces travel distances and encourages pedestrian and cycle travel while encouraging the efficiency of a public transport network;
- * Medium housing density development encouraging a more efficient use of developable lands;
- * Road widths are minimised so that hard surface run off is reduced;
- * Onsite water retention (rainwater tanks) minimizes site runoff whilst reducing demand for potable water use.

Built Environment Design

- * Increased solar access to the buildings and landscaped areas in winter facilitated by the predominant use of deciduous trees in streetscapes;
- * Lot orientation that can maximise solar access;
- * Lot design allowing for carefully designed driveway crossovers, which limit the amount of paving.

