baulkham hills rural lands study

village character analysis urban design guidelines

WOODS BAGOT

2-24-1140 / July 2003
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with input from:
• The Mayor, Councillors and officers of Baulkham Hills Shire Council
• Residents, businesses, property owners and other stakeholders in Baulkham Hill Shire.
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1.0 Introduction

1.1 Background

The Shire of Baulkham Hills is on the north-west fringe of the Sydney Metropolitan Area and has both rural and urban environments. The Shire has a relatively high urban growth rate and is a desired place for people to live - in both urban and rural areas.

Currently the rural areas of the Shire constitute 80% of the Shire's land area. However many, often competing, land use and development pressures are emerging.

In response, the Baulkham Hills Shire Council has appointed a team of consultants led by Edge Land Planning to prepare a study to investigate the rural area and to prepare the basis for a strategy to guide future development and use within the rural areas of the Shire.

The broad aims of the study are to:

- Strategically manage the future use and development of the Shire's Rural Areas.
- Manage the rural-urban interface and fringe development.
- Address community and market demand for rural-residential Lots.
- Ensure the protection of the Shire's existing rural economy including tourism.
- Promote ecologically sustainable development (ESD) concepts.
- Ensure consistency between Council's planning instruments and State Government Objectives.
- Generate a degree of certainty for landowners, land management agencies and service providers over future use and development of the rural areas.
- Address rural planning issues arising from Council's Environmental Management Plan.
- Provide the Community with a clear coherent and sustainable strategy for the use of the resources existing within the Shire's Rural Areas.

A number of specific issues have been identified that need to be addressed in the study. One such issue concerns the potential of the existing rural villages to accommodate future growth. Specifically, the Rural Lands Study must achieve the following objective:

- The maintenance and enhancement of the existing character of the rural villages within the Shire's Rural Area.

Architecture and Planning Firm Woods Bagot Pty Ltd, has been appointed as part of the Consultancy Team to address this objective.

This report presents Woods Bagot's research, analysis and recommendations.
1.3 Aims of the Analysis

The primary aim of the document is to:

- Identify the existing form and character of, and the attributes and opportunities and constraints within each rural village, to permit their maintenance, enhancement and capitalisation in future land use and development within the area.

Specifically, the analysis aims to:

- Identify existing natural and man-made features and landmarks, which contribute to the identity of each village.

- Analyse the existing features, land uses, built form and pathways within each village, form an understanding of the processes which have led to their current form and develop an awareness of their significance and value within the land use and development process.

- Identify assets, opportunities and constraints within the existing form and character of the village, which can be capitalised upon, and adopted, within future land use and development.

1.4 Format of Analysis

The analysis of each village centre is distilled into eight categories:

- Village Structure
- Land Use and Activities
- Built Form and Style
- Landscape
- Landform and Views
- Village Character
- Opportunities and Constraints
- Development Principles

Each category is discussed below.

1.4.1 Village Structure

The structure of each village is determined by elements, which contribute to its understanding, recognition and image and ease of movement, in other words its legibility and permeability.

In each village the following elements are important:

- Paths. Paths are the channels of movement, which a person moves along. They include footpaths, roads and railways. Many people make their observations while moving along them and thus they are elements of image generation.

- Edges. Edges are linear elements that form the boundaries or barriers between regions or precinct areas.

- Precincts. Precincts are medium to large areas, which are recognised as having some particular identifying character, and which a person perceptually enters "into".

- Nodes. Nodes are Focal Points, such as junctions of paths or concentrations of physical or social activity such as street corners or squares. They often form the core or "heart" of an area.

- Landmarks. Unlike nodes, which can be entered, landmarks are point references. They are usually a simple, defined physical object such as a building, sign, store, monument or mountain.

- Gateways. Gateways are components of paths. They are at the point where people first observe and experience a "sense of arrival" at, and to a certain degree judge, an area.
1.4.2 Land Use and Activities

The mapping of dominant land uses and activities within each village provides an understanding of:

- the evolution of, and role and function that land uses generate for, the town and correspondingly the needs and pressures placed upon it by the surrounding community and the impact this has on village character.

- the role that particular land uses, their form and character and their potential for change have on the character of the village.

1.4.3 Built Form and Style

Building form and style have a significant influence on the character of a village. The era or eras of development that a village has experienced play a major role in the definition of streetscape and townscape character and the quality of the spaces, and public realm, within the urban fabric of the village.

1.4.4 Landscape

The landscape analysis identifies dominant landscape features and elements that influence the character of each village.

1.4.5 Landform and Views

Landform and the corresponding views and vistas that are generated by the characteristics of the landform and buildings play an important role in village character generation:

- They provide, or hinder, opportunities for aspect contributing to, or eroding opportunities for, positive image generation.

- Views provide opportunities for visual place references contributing to legibility and understanding and an appreciation of the setting of the village in terms of its local and wider geographical context.

- They can generate surprise, intrigue and change within the urban fabric contributing to the generation of a varied and interesting townscape.

1.4.6 Village Character

From an analysis of the above, a statement of character for each village is presented. The Rural Lands Study should seek to protect the character of each village and ensure it is reiterated in new uses and development.

1.4.7 Opportunities and Constraints

The issues and characteristics of each village described in the sections above are summarised into opportunities and constraints for each village that highlight physical opportunities for new development, uses and actions that may maintain village character and highlight physical constraints that must be accommodated or overcome in the planning process to ensure that the established or contended village character is protected.

1.4.8 Development Principles

The opportunities for, and constraints inherent within, each village as described above are translated into a series of development principles that should be adopted in the planning process for the Rural Land of the Baulkham Hills Shire.
2.0 Annangrove

2.1 Introduction

Annangrove is located roughly in the centre of the southern portion of the Baulkham Hills Shire. An aerial photograph of the locality is presented in Figure 2. It is comprised of a small convenience shopping centre and a service station.

The neighbourhood centre is located on Annangrove Road, a local collector road within the locality, which acts as a link between Windsor Road and Old Northern Road, both major arterial roads within the District. The District surrounding the Village is predominantly rural in nature with dominant uses being rural residential blocks, agistment and some intensive rural pursuits such as poultry farming and plant nurseries. Large parts of the area remain uncleared bushland and woodland.

Average residential lot sizes are 2 hectares.
2.3 Land Use and Activities

Land uses are restricted to the commercial activities surrounding the service station, the school and the recreation and community facilities in the vicinity of Langlands Oval. Immediately surrounding these activities are rural lands and pasture.

The activities are strung out along Annangrove Road within a distance of approximately 1.5 kilometres and provide all the day-to-day convenience needs of the surrounding community. The retail nursery provides more of a district-wide role attracting patrons from further afield. There is no residential activity in the centre of the village.

2.4 Built Form and Style

The non-residential buildings within the area exhibit a semi-domestic character being two-storey in height and of brick and tile construction.

The building is well set back from Annangrove Road, providing the ability for unencumbered access and parking. This, coupled with the provision of some awnings and the presence of goods located outside the building in the footpath space, generates a comfortable, intimate, interesting and inviting ambience.

The nursery buildings are separated from the centre by the road and ornamental landscapes and a security fence and contribute little to the streetscape.

Advertising signage is generally subdued and is not visually obtrusive.
2.5 Landscape

Landscape elements contribute little to character generation of Annangrove neighbourhood centre. The centre and rural lands immediately adjoining the centre are predominately devoid of trees and other features beyond grassed fields. The nursery incorporates palms and other species, which are not local to the area, generating a distinctly different landscape at odds with the locality.

The school and Langlands Oval at the gateway to Annangrove are well treed; contrasting with the lack of significant landscape elements in the neighbourhood centre.

2.6 Landform and Views

Annangrove Road and the centre itself straddle a minor ridge within the locality that lies between Blue Gum Creek and Cattai Creek. The ridge is comparatively flat and wide preventing a visual and perceptual appreciation of the elevated nature. However, some minor views are afforded of the District to the south opposite the school and to the north from Currie Avenue adjoining Langlands Oval.

2.7 Village Character

The predominant character of Annangrove neighbourhood centre is a small and intimate highway oriented commercial centre that effectively meets the day-to-day convenience needs of the local community.

There are no distinctive features yet is it easy to access and park for convenient shopping.

2.8 Opportunities and Constraints

Annangrove exhibits the following opportunities and constraints:

- Opportunity to create a small residential precinct to the north of the existing neighbourhood centre.

- Care must be exercised however, in terms of future building siting and location to avoid a proliferation of commercial strip activity dominated by car-oriented low scale buildings, excessive signage and large car parking areas due to the existing highway oriented character of the centre. The centre has the potential to offer a comfortable pedestrian oriented centre if these issues are addressed.

- The provision of street tree of species indigenous to the area could contribute to the character of the Centre and reinforce the Shire’s gardenesque, “green” character.
2.9 Development Principles

Any future development within Annangrove should:

- Adopt, as a maximum, the setback of the existing commercial building and service station.
- Incorporate mature street tree planting and landscaping within the road verge and car parking areas.
- Include two-storey buildings wherever possible
- Avoid dominant and excessive signage
- Restrict commercial development to a location between Deborah Road and Currie Avenue on the northern side of Annangrove Road.
- Integrate any future development with Annangrove Park with the recreation and community facilities within the Park (in terms of building siting, landscaping and pedestrian and vehicle links).
- Promote residential uses within the neighbourhood centre to encourage a vibrant mixed-use local centre.

The principles are illustrated in Figure 8.
2.10 Design Guidelines

2.10.1 Building Form

Development Requirements

The design outcomes sought in the town centre are based on a built form that recognises and responds to a human scale and produces a character unique to Annangrove, by application of the following:

a) Buildings and structure shall be appropriately modulated and articulated in their façade in order to provide well proportioned elevations and human scale when viewed along the street and from within the centre.

b) In the existing Annangrove neighbourhood centre, the simple existing 'brick barn' with a large awning-covered shopping precinct form predominates. Any new building forms should reflect the scale as the existing buildings.

c) Architectural façade treatments particularly to the north and west should respond to the incipient solar gain, the predominant views and prevailing winds that affect each building. Appropriate shading systems and adequate natural ventilation systems shall be provided where practicable.

d) Buildings shall demonstrate continuity with their neighbours through the use of similar floor/ceiling and awning heights, materials, colours, building elements to provide visual cohesion and unity.

e) Large expanses of blank, featureless walls and curtain walling shall be avoided.

f) Garage doors/loading docks shall be recessed so that they are not the dominant element in the overall presentation of the development and should not be located at the end of a street vista.

g) Building design upon prominent corners shall incorporate distinctive corner design statements.

h) Restricting commercial growth between Deborah Road and Currie Avenue would necessitate the blending of commercial facilities adjacent to the public recreation spaces including Langlands Oval, the Children's Playground and the Tennis Courts surrounding Currie Avenue.

i) Annangrove Park shall be maintained and enhanced with improved pedestrian and off-street parking from the end of Currie Avenue.

j) Within Annangrove neighbourhood centre there should be a comfortable pedestrian precinct with established and mature landscaping.

k) Provide a vibrant mixed-use local centre by facilitating on the development a mix of professional, commercial and residential uses on the land adjacent to the existing Annangrove neighbourhood centre and Annangrove Park can be carried out.

l) Provision for vehicular access should be to the street frontage facing Annangrove Road. Additionally, adequate off-street parking shall be provided to the rear of any of commercial premises with alternative access provided from the secondary streets.
2.10.2 Building Heights

Development Requirements

Differing heights are recommended within the town centre in accordance with the Precinct Plan, where the following conditions apply:

a) No building in the central village commercial zone should exceed 7.2 metres measured vertically from the natural ground level to the underside of the eaves. 10 metres measured vertically from the natural ground level to the roof ridgeline.

b) The maximum number of levels above natural ground level of development shall be two.

c) Development may exceed the maximum number of permitted levels indicated on the plan by one level for a maximum area of 300 metres, provided a maximum height of 14.0 metres measured from natural ground level to the topmost part of the building, is not exceeded.

2.10.3 Floor to Ceiling Heights

Development Requirements

Floor to Ceiling separation in new developments should be sufficient to generate a comfortable sense of space within a building and enable future adaptive reuse of structures as required. Noting the following conditions:

a) A minimum floor to ceiling height of 2.7 metres applies to all habitable rooms in residential development within the town centre.

b) All Ground Floor space shall have a minimum floor to ceiling height of 3.0 metres.

2.10.4 Roofscape

Development Requirements

Roof treatments should form an unobtrusive yet visually interesting and landmark silhouette when viewed from adjoining streets and public vantage points within Annangrove. Where appropriate a roof should present an attractive, screened or landscaped structure when viewed from nearby buildings which overlook the development. Noting the following conditions:

a) Articulated parapets should emphasise the top of the building to create a cohesive design.

b) Air-conditioning units, roof top pergolas, telecommunications devices and other roof top plants which protrude above the general line of the building are not permitted except where appropriately integrated into the design of the building so as not to detract from the appearance of the development when viewed from roads and public places.
2.10.5 Building Signage

Development Requirements

Signage shall be controlled to avoid both dominance and excessive proliferation by adherence to the following guidelines:

a) Signs should be of a low-key in colour and preferably of an incised relief type.

b) Signs shall be permanently fixed. Advertising structures shall not be erected so as to obstruct other approved signs, or to obstruct motorists or pedestrians’ views.

c) A free-standing pole sign shall not exceed ten (10) metres in height, measured from existing ground level to the top of the structure.

d) Projecting wall signs and flush wall signs shall not exceed above the wall to which they are attached.

Figure 9 - Looking east along Annagrove Road

Figure 10 - Annangrove Centre signage looking from the west
Figure 11 - Annangrove Centre Precinct Plan NOT TO SCALE

Figure 12 - Annangrove Centre Precinct Section A-A NOT TO SCALE
3.0 Box Hill

3.1 Introduction

The settlement of Box Hill is located on the western edge of the Baulkham Hills Shire.

The Box Hill commercial strip is located at the confluence of Boundary Road, a local collector road, and Windsor Road, a busy regional arterial road that links Windsor and Richmond with the M2 Motorway and the greater Sydney Metropolitan Area. Windsor Road is soon to be widened and upgraded to four lanes.

The lands to the east of the commercial uses are rural lands within the Baulkham Hills Shire Council area. The land to the west is future residential and industrial land within the suburb of Riverstone in the Blacktown Council area. Land to the west of Boundary Road is within the Hawkesbury Local Government Area and the Rouse Hill/Kellyville Release Area.
3.2 Village Structure

The structure of the settlement is illustrated in Figure 13 and exhibits the following structural elements:

- A strong distinctive commercial focus/node dominated by service stations, a motel and a hotel.

- A strong vehicular pathway of Windsor Road that dissects the commercial uses and dominates the urban structure of the area by way of noise, visual impact and local pollution.

- Minor gateways into Box Hill from Boundary Road and the southern part of Windsor Road where they cross minor creeks.

- A distinctive regional local landmark generated by the advertising signage and character of the built form of the Tourmaline Hotel at the corner of Boundary Road and Windsor Road. Small local landmarks are also created out of the dominant advertising signage of the Shell and Liberty Service Stations.

- Distinctive land use precincts and associated edges generated by the rural lands in Baulkham Hills Shire to the east of Windsor Road and future residential and industrial lands in Riverstone to the west of Windsor Road.

Figure 13 - Box Hill Village Structure
3.3 Land Use and Activities

Land uses within the commercial strip are restricted to service stations and associated car-oriented convenience stores, the motel and the hotel.

The service stations and convenience stores serve both local residents and regional travellers on Windsor Road.

The convenience stores within the service stations provide for the day-to-day need of surrounding residents and act in a contemporary "corner store" role, although less personal.

The hotel incorporates pokies and advertises itself as a mini-casino and the complex, coupled with the motel, is oriented towards and predominantly serves highway travellers.

There is no residential development within the commercial strip.

3.4 Built Form and Style

The form and style of all buildings within the commercial strip are oriented towards attracting travellers off Windsor Road.

As such they are strung out along Windsor Road and well setback from the road by large car parking areas. They include large, bright and glary neon signage to catch the attention of high-speed motorists. The buildings are cheap, basic, single storey commercial structures with lower quality building finishes and little attention to style and theme beyond the corporate theme of the particular company that occupies the building.
3.5 Landscape

Landscape within the commercial strip is limited to low shrubs and trees within the car parks of properties lining Windsor Road.

The predominant landscape features in the streetscape comprise the tall canopies of trees that remain in the blocks to the rear of the properties. First Pond Creek and Killarney Chain of Ponds Creek, which form the southern and eastern gateways into the area, are also local landscape features.

3.6 Landform and Views

The commercial strip is predominantly located on flat land. The land rises to the west in Riverstone, which affords views to the east across the Box Hill settlement.

3.7 Village Character

Calling Box Hill a “village” is probably a misnomer. The character of Box Hill is that of a highway oriented commercial strip focussed on regional travellers on Windsor Road. In saying that, Box Hill does have a local role, however it is weak in comparison to its regional role.

As development is highway oriented all discerning features are oriented to attracting motorists off Windsor Road. They display the themes of large corporations and are not particularly unique. Similarly, building form and siting is oriented towards the car with no public places or intimate, comfortable or inviting pedestrian spaces. This questions the ability to implement detailed urban design objectives, which are contrary to this well established and well protected character.

Furthermore, this character will be reinforced with the upgrading of Windsor Road in the near future, which will enhance the role of the commercial strip as a highway oriented centre.

3.8 Opportunities and Constraints

Box Hill exhibits the following opportunities and constraints:

- Existing lack of village character provides no opportunity to build on existing built form, uses and streetscapes to establish a vibrant rural village.

- The presence of Windsor Road precludes any significant patronage and catchment to the west due to the difficulty in crossing the road, which will only increase as the road is upgraded.

- The ability to expand eastwards along Boundary Road provides some opportunity to establish an attractive village centre based on a “Main Street” (Boundary Road) character for rural lands to the east in the Baulkham Hills Shire.
3.9 Development Principles

Any future development within Box Hill should:

- Acknowledge the highway and car-oriented role of the commercial strip in terms of uses, building siting, form and style and signage.

- Acknowledge that Box Hill is not a "village" in the traditional sense of the word and will never have the potential to become so with the proposed widening of Windsor Road.

- Be constrained by buffer zones of non-commercial uses, vegetation or rural lands to prevent the proliferation of a visibly unattractive commercial strip along Windsor Road.

- Be better designed to better meet local needs. Such development should be located away from Windsor Road to the east addressing Boundary Road. The form, style and siting of these buildings should be low scale, pedestrian oriented and address the street to establish a distinctive "village" like character.

- Retain the mature trees, which form a distinctive canopy to the rear of commercial activity.

- Incorporate the protection of the riparian zone and immediate lands surrounding the creeks should be protected and designated as public open space.

The principles are illustrated in Figure 15.

Figure 15 - Box Hill Development Principles
4.0 Corner Annangrove/Kenthurst Roads

4.1 Introduction

Another clustering of commercial uses and community uses is located at the corner of Annangrove Road and Kenthurst Road in the south east sector of Baulkham Hills Shire.

This clustering is focussed on a roundabout that forms the point where Annangrove Road meets Kenthurst Road. Both roads are local distributor roads within the District providing access to areas north, west and south. Kenthurst Road to the south provides access to Round Corner, Dural and Old Northern Road, a major regional arterial road.

Areas surrounding the commercial area comprise intensively farmed market gardens, agistment properties and other rural lands.

Top to bottom:
Figure 22 - Village gateway from the south
Figure 23 - Rural activities
Figure 24 - Commercial node and roundabout
4.2 Village Structure

The structure of this commercial and community cluster is illustrated in Figure 25 and exhibits the following structural elements:

- A small commercial focus and community node of a service station, newsagency/deli, garage, tennis school, bush fire brigade and community (CWA) hall.
- Strong vehicular pathways of Annangrove and Kenthurst Roads.
- Distinctive gateways from all roads due to the presence of curves in the road and natural features which generate a sense of arrival.
- No landmarks of note beyond the presence and form of the service station and the garage adjoining the roundabout.
- Some distinctive land use precincts comprising the commercial and community focus at the centre of the area, the educational establishments that surround it and intensive market garden activity.
- Pronounced edges to the north and east generated by landform and landscape features.

Figure 25 - Corner Annangrove/Kenthurst Roads Structure
4.3 Land Use and Activities

Land uses and activities are predominantly restricted to:

- The service station, garage and adjoining store.

- Educational facilities comprising the Tennis School, Hills Grammar School Recreation Facilities and St Madeleine Sophie Private School.

- Community Facilities comprising the Bush Fire Brigade Station and CWA Hall.

Thus it serves to provide for the low scale intermittent community and commercial (predominantly petrol and mechanical repairs) needs of the local community and travellers on Annangrove and Kenthurst Roads. The presence of the educational facilities also gives it a wider District oriented role.

Intense market garden activities are located to the north west, which visually contribute to the rural ambience of the area.

There is no significant residential development.
4.4 Built Form and Style

The form and style of the commercial buildings are orientated towards attracting travellers from the adjoining roads. As such they are well setback from the road by large car parking areas. The garage, however, has a negligible setback from the road creating a comfortable and traditional sense of enclosure within the streetscape.

Advertising signage at the intersection is subdued and unobtrusive.

Buildings are generally basic commercial structures with lower quality finishes and materials.

The educational buildings are well setback from the road and contribute little to townscape character.

4.5 Landscape

Some dominant landscape features exist. The gateways are lined with dense vegetation and mature trees. Mature trees on blocks surrounding the commercial area also establish a prominent green canopy and backdrop.

The creek at the western gateway is a prominent landscape feature.

4.6 Landform and Views

The commercial and community uses are located on the top of a pronounced ridge within the District which follows the course of Kanhurst Road.

Views are limited due to the presence of dense vegetation along the edges of the ridge to the east. An area of cleared ground at the southern gateway off Kanhurst Road provides good views to the west and beyond.

4.7 Village Character

The character of the area is that of a low key, rural highway based, limited convenience centre for car oriented travellers.

The District based education facilities contribute little to the character.

4.8 Opportunities and Constraints

The following opportunities and constraints are present within the Village:

- The existing commercial uses offer little by way of convenience (day-to-day) retail to service local residents, presenting opportunities for an increased range of facilities and role in this regard.

- The existing roundabout is inherently pedestrian unfriendly and may generate comfort and safety concerns if pedestrian activity increases.

- The attraction of District based visitors to the centre due to the presence of the education facilities provides opportunities for an increased role.

- Expansion of the commercial area is physically constrained by landform and vehicle access due to the presence of the ridge and the intersection, and the constraints to vehicle movement this generates.
4.9 Development Principles

Any future development within the Corner Annangrove/Kenthurst Roads centre should:

- Be focussed within existing commercial sites only and precluded from expansion due to issues regarding landform and vehicle access.
- Protect and reinforce existing trees at the gateways.
- Protect the riparian zone and mature trees on the slopes of the ridge at the southern gateway.
- The view corridor emanating from Kenthurst Road to the west to promote the ridge setting.
- Ensure advertising signage remains subdued and low key.
- Retain the existing garage building, or new development should reiterate the existing scale and siting of the building.
- Incorporate the conversion of the roundabout to a signalised intersection to assist vehicle access to the commercial sites and enhance pedestrian amenity.
- Encourage residential activity particularly "shop-top" (dwelling over shop) housing, within the commercial sites.

The principles are illustrated in Figure 29.
4.10 Design Guidelines

4.2.1 Building Form

Development Requirements

The design outcomes sought in the town centre are based on a built form that recognises and responds to a human scale and produces a character unique to the corner of Annangrove & Kenthurst Roads, by application of the following:

a) Buildings and structure shall be appropriately modulated and articulated in their façade in order to provide well proportioned elevations and human scale when viewed along the street and from within the centre.

b) In the existing Annangrove and Kenthurst Road Corner, the simple existing corner Garage and brick Delicatessen shopping and adjacent long corrugated iron shed precinct form predominates. Thus, any new building forms should reflect characteristics of the scale and proportions of the existing architectural appearance.

c) New architectural façade treatments particularly to the north and west should respond to the incipient solar gain, the predominant views and prevailing winds that affect each building. Hence, appropriate shading systems and adequate natural ventilation systems shall be provided where practicable.

d) Buildings shall demonstrate continuity with their neighbours through the use of similar floor/ceiling and awning heights, materials, colours, building elements and architectural styles to provide visual cohesion and unity.

e) Large expanses of blank, featureless walls and curtain walling shall be avoided.

f) Garage doors/ loading docks shall be recessed so that they are not the dominant element in the overall presentation of the development and should not be located at the end of a street vista.

g) Building design upon prominent corners shall incorporate distinctive corner design statements.

h) Restrict commercial growth within a dedicated margin south of the Kenthurst Road Delicatessen to protect the western view corridor.

i) Secure and maintain the mature trees on the southern gateway approach, within a dedicated public open space precinct.

j) Within the existing Annangrove and Kenthurst Road Corner commercial centre there should be a comfortable pedestrian precinct with established and mature landscaping.

k) Provision for vehicular access should be to the street frontage facing Annangrove and Kenthurst Roads. Additionally, adequate off-street parking shall be provided to the rear of any commercial premises with alternative access provided from the secondary streets.

4.2.2 Building Heights

Development Requirements

Differing heights are recommended within the town centre in accordance with the Precinct Plan, where the following conditions apply:

a) No building in the central village commercial zone should exceed 7.2 metres measured vertically from the natural ground level to the underside of the eaves. 10 metres measured vertically from the natural ground level to the roof ridgeline.

b) The maximum number of levels above natural ground level of development shall be 2.

c) Development may exceed the maximum number of permitted levels indicated on the plan by one level for a maximum area of 300 metres, provided a maximum height of 14.0 metres measured from natural ground level to the topmost part of the building, is not exceeded.

4.2.3 Floor to Ceiling Heights

Development Requirements

Floor to Ceiling separation in new developments should be sufficient to generate a comfortable sense of space within a building and enable future adaptive reuse of structures as required. Noting the following conditions:

a) A minimum floor to ceiling height of 2.7 metres applies to all habitable rooms in residential development within the town centre.

b) All Ground Floor space shall have a minimum floor to ceiling height of 3.0 metres.

4.2.4 Roofscape

Development Requirements

Roof treatments should form an unobtrusive yet visually interesting and landmark silhouette when viewed from adjoining streets and public vantage points within the precinct of Annangrove and Kenthurst Roads. Where appropriate a roof should present an attractive, screened or landscaped structure when viewed from nearby buildings which overlook the development. Noting the following conditions:

a) Articulated parapets and cornice lines should emphasise the top of the building combining to create a cohesive design and an appropriate scale for the overall facade.

b) Air-conditioning units, roof top pergolas, telecommunications devices and other roof top plants which protrude above the general line of the building are not permitted except where they are appropriately integrated into the design of the building so as not to detract from the appearance of the development when viewed from roads and public places.

4.2.6 Building Signage

Development Requirements

Signage shall be controlled to avoid both dominance and excessive proliferation by adherence to the following guidelines:

a) Signs should be of a low-key in colour and preferably of an incised relief type.

b) Signs shall be permanently fixed. Advertising structures shall not be erected so as to obstruct other approved signs, or to obstruct motorists or pedestrians’ views.

c) A free-standing pole sign shall not exceed ten (10) metres in height, measured from existing ground level to the top of the structure.

d) Projecting wall signs and flush wall signs shall not exceed above the wall to which they are attached.

The guidelines are illustrated in Figure 30.
Figure 30 - Corner Annangrove/Kenthurst Roads Centre Precinct Plan NOT TO SCALE
5.0 Dural

5.1 Introduction

Dural is located at the eastern edge of the southern sector of the Baulkham Hills Shire close to the commencement of the Sydney Urban Area. The eastern half of the village is located in Hornsby Shire.

The village centre is located at the intersection of Old Northern Road and Galston Road. Both roads are important regional roads within the District carrying significant volumes of non-local traffic. The intersection is a T-shape in nature with Old Northern Road being the dominant vehicle pathway. Old Northern Road forms the boundary between the two local authorities.

The village centre is located within an area dominated by semi-rural and rural activities. There are a number of regional based commercial activities surrounding the Village that reflect the location of the area on Sydney's rural/urban fringe.

To the south, in Hornsby Shire, is the Dural Centre at the intersection of Old Northern Road and New Line Road which comprises highway oriented fast food, service station and other commercial activities which exhibit a dominant strip based commercial presence.
5.2 Village Structure

The structure of the centre is illustrated in Figure 34 and exhibits the following structural elements:

- A medium sized commercial focus/node of a convenience store, restaurants, business centre, service station, other local stores and some community facilities. The focus is physically and perceptively divided into two parts by Old Northern Road, a wide and busy thoroughfare.

- The strong and prominent vehicle pathway of Old Northern Road that dissects the Village.

- Distinctive gateways into the village centre from the north and south due to landform and built structures which indicate a sense of arrival.

- Some distinctive local landmarks generated by distinctive structures (such as the footbridge across Old Northern Road) and historic buildings (the former church) and advertising signage.

- Some distinctive precincts comprising the local convenience centre, a highway based business centre on the opposite side of the road and a restaurant precinct at the southern gateway into the centre.

- Pronounced edges to the village centre on its eastern and western sides due to the fall in land to the west and the higher ground to the east, which generate a visual termination of the area.

Figure 34 - Dural Village Structure
5.3 Land and Use and Activities

Land uses and activities within the village demonstrate a mix of local, district and regional characteristics.

The convenience retail centre primarily serves local residents and some passing trade off Old Northern Road.

On the opposite side of Old Northern Road to the south of the convenience retail centre (in Hornsby Shire) is the service station and associated tyre-centre and business centre. The business centre is predominantly light industrial in nature and the activities in the centre coupled with the service station, are oriented towards the Highway though they also would serve local residents. Immediately opposite the business centre is a machinery sales yard that predominantly serves a regional role and adjacent to the yard on the same side of the road is a retail nursery and a number of restaurants. These activities also serve a regional role, with the restaurants in particular capitalising on magnificent views that are afforded to the west.

The historic church within the Village centre has been converted into a gallery and arts studio that reinforces the regional role of the Village.

There is minor, low scale residential development on the fringe of the centre.
5.4 Built Form and Style

The village centre exhibits a mix of building styles and forms:

- Building setbacks are not uniform resulting in an uncoordinated streetscape. Older buildings are generally located at the front boundary while more contemporary buildings are well setback from the street.

- A two-storey low scale, local convenience retail centre on the western side of Old Northern Road. The building is similar in many respects to the retail development in Annangrove discussed in Section 2.9. It is of brick construction, incorporates verandahs and unobtrusive advertising and provides for car parking directly in the front of retail tenancies.

- The service station and business centre are simple, basic commercial buildings oriented towards the road. They incorporate dominant advertising signage intended to attract motorists’ attention as they travel along the road.

- The historic church buildings of St Luke’s Church (immediately to the north of the Old Northern Road/Galston Road intersection) and art gallery (former church), which generate an historic (albeit weak) ambience.

- An abandoned commercial building at the southern gateway into the village which coupled with the large car parking area in front of it addressing Old Northern Road establishes a barren, desolate and uninviting ambience.

Thus development in the Village demonstrates a mix of car and pedestrian oriented building forms and siting. The latter point is significant as the western side of Old Northern Road is devoid of footpaths yet well worn “goat tracks” within the grassed verge indicate significant pedestrian movements.

5.5 Landscape

Landscape features within Dural Village are limited to some mature and visually significant trees of a European character that line Old Northern Road in places. The large car parking areas on the western side of the road are devoid of vegetation creating a barren, treeless streetscape.

5.6 Landform and Views

As with other villages within Baulkham Hills Shire’s rural lands, Dural Village straddles a ridge that falls away to both the east and west. As the village is located on the western side of the ridge there are no views to the east. However, views to the west are extensive and offer magnificent views of the Cumberland Plain.

The existing restaurants already capitalise on this aspect and immediately to the north of the Village is the Porter Scenic Lookout, which offers unimpeded views westwards to the public.

Overhead powerlines are prominent visual features within the streetscape.

At the southern gateway into the village is a pedestrian bridge/overpass that crosses Old Northern Road providing safe pedestrian access into the adjoining school. The bridge incorporates dominant advertising signage and is a distinctive built feature that appears out of place within its semi-rural context.
5.7 Village Character

The character of Dural is currently in a state of flux. Although the village serves a local commercial role for the surrounding community and the original buildings and intimate, traditional streetscape reflect that role the emerging dominance of the regional role and the commercial buildings that have been constructed are considerably different in scale and form being well setback from the road and dominated by advertising signage.

As the Village is located on the Sydney rural urban fringe it is likely that regional development pressures will increase, further eroding the traditional village character of the centre. Unchecked, strip commercial development southward from the Village to the Dural Centre at the intersection of Old Northern Road and New Line Road could emerge which would establish a long, uninterrupted commercial strip centre along Old Northern Road.

5.8 Opportunities and Constraints

Dural exhibits the following opportunities and constraints:

- There are opportunities to capitalise on extensive views westward for residential and regional based commercial activities. View corridors, particularly from public places and roads, should be protected and maintained.

- Expansion, if contemplated, is likely to come at the expense of the traditional character. Development pressures are unlikely to prevent this unless strictly controlled.

- Any expansion of commercial activity along Old Northern Road should ensure, through the inclusion of buffer zones and a mix of uses that the is not absorbed into the Dural commercial area to the south and that the separate identity is maintained.
5.9 Development Principles

Any future development within Dural should:

- Capitalise on views westward whilst also protecting and maintaining views from public places and Old Northern Road.
- Incorporate street tree planting, pedestrian footpaths and landscaping within car parking areas to reinforce the Shire’s gardensque character and promote pedestrian comfort. Planting should not obstruct view corridors as noted above.
- Avoid dominant and excessive advertising signage.
- Restrict commercial development along Old Northern Road to distinctive pockets/precincts separated by non-commercial uses or open areas to avoid the creation of a commercial strip centre along Old Northern Road.
- Remove the advertising signage from the footbridge if possible to reduce the proliferation of signage in the streetscape.
- Promote redevelopment of the abandoned building at the southern gateway into the village.
- Establish a consistency in building setbacks to generate a coherent and comfortable streetscape.

The principles are illustrated in Figure 38.
5.10 Design Guidelines

5.10.2 Building Form

Development Requirements

The design outcomes sought in the town centre are based on a built form that recognises and responds to a human scale and produces a character unique to Dural, by application of the following:

a) Buildings and structures shall be appropriately modulated and articulated in their facade in order to provide well proportioned elevations and human scale when viewed along the street and from within the village centre.

b) In the existing Dural Village, the convenience retail centre and mix of local, light industrial and regional business strip precinct form predominates. Thus, any new building forms should reflect characteristics of the texture, scale and proportions of the existing architectural appearance.

c) New architectural facade treatments particularly to the north and west should respond to the incipient solar gain, the predominant views and prevailing winds that affect each building. Hence, appropriate shading systems and adequate natural ventilation systems shall be provided where practicable.

d) Buildings shall demonstrate continuity with their neighbours through the use of similar floor/ceiling and awning heights, materials, colours, building elements and architectural styles to provide visual cohesion and unity.

e) Large expanses of blank, featureless walls and curtain walling shall be avoided.

f) Garage doors/loading docks shall be recessed so that they are not the dominant element in the overall presentation of the development and should not be located at the end of a street vista.

g) Building design upon prominent corners shall incorporate distinctive corner design statements.

h) Integrate commercial growth along Old Northern Road punctuated with a series of open recreational spaces, that serve to enhance and maintain openings from public places to the western view corridor.

i) Secure and maintain mature trees on the northern and southern gateway approaches.

j) Within the existing Dural Village commercial centre and strip development there should be a comfortable pedestrian precinct with established and mature landscaping.

5.10.3 Building Heights

Development Requirements

Differing heights are recommended within the town centre, where the following conditions shall apply:

a) No building in the central village commercial zone should exceed 7.2 metres measured vertically from the natural ground level to the underside of the eaves. 10 metres measured vertically from the natural ground level to the roof ridgeline.

b) The maximum number of levels above natural ground level of development shall be 2.

c) Development may exceed the maximum number of permitted levels indicated on the plan by one level for a maximum area of 300 metres, provided a maximum height of 14.0 metres measured from natural ground level to the topmost part of the building, is not exceeded.
5.10.4 Floor to Ceiling Heights

Development Requirements

Floor to Ceiling separation in new developments should be sufficient to generate a comfortable sense of space within a building and enable future adaptive reuse of structures as required. Noting the following conditions:

a) A minimum floor to ceiling height of 2.7 metres applies to all habitable rooms in residential development within the town centre.

b) All Ground Floor space shall have a minimum floor to ceiling height of 3.0 metres.

5.10.5 Roofscape

Roof treatments should form an unobtrusive yet visually interesting and landmark silhouette when viewed from adjoining streets and public vantage points within the precinct of Dural. Where appropriate a roof should present an attractive, screened or landscaped structure when viewed from nearby buildings which overlook the development. Noting the following conditions:

a) Articulated parapets and cornice lines should emphasise the top of the building combining to create a cohesive design and an appropriate scale for the overall facade.

b) Air-conditioning units, roof top pergolas, telecommunications devices and other roof top plants which protrude above the general line of the building are not permitted except where they are appropriately integrated into the design of the building so as not to detract from the appearance of the development when viewed from roads and public places.

5.10.6 Building Signage

Development Requirements

Signage shall be controlled to avoid both dominance and excessive proliferation by adherence to the following guidelines:

a) Signs should be of a low-key in colour and preferably of an incised relief type.

b) Signs shall be permanently fixed. Advertising structures shall not be erected so as to obstruct other approved signs, or to obstruct motorists or pedestrians’ views.

c) A free-standing pole sign shall not exceed ten (10) metres in height, measured from existing ground level to the top of the structure.

d) Projecting wall signs and flush wall signs shall not exceed above the wall to which they are attached.

The guidelines are illustrated in Figure 39.
Figure 39 - Dural Centre Precinct Plan NOT TO SCALE
6.0 Glenorie

6.1 Introduction

Glenorie Village is located at the eastern edge of Baulkham Hills Shire in the central part of the Shire. The Village is dissected by Old Northern Road and is partly located in Baulkham Hills Shire to the west, and to the east of Old Northern Road, is located in Hornsby Shire. An aerial photograph is presented in Figure 11.

Old Northern Road is a major traffic route linking the northern parts of the Shire with Castle Hill and the Sydney Metropolitan Area.

The District surrounding the village is predominantly rural in nature with dominant uses being rural activities. Large parts of the district remain uncleared bushland and woodland.
6.2 Village Structure

The structure of the Glenorie neighbourhood centre is illustrated in Figure 43 and exhibits the following structural elements:

- A small commercial focus/node at the intersection of Post Office Road and Old Northern Road. The commercial centre includes a bottle shop, delicatessen, bakery, restaurant and other convenience stores that offer limited day-to-day services to the surrounding community. A memorial hall, war memorial and associated pocket park, and RSL are also located in the centre.

- Weak gateways into the area generated by the presence of significant trees and curves in Old Northern Road, particularly from the north.

- Negligible local landmarks beyond the commercial buildings addressing Old Northern Road and the Memorial Hall both of which stand out in terms of their rural context.

- A strong pathway comprising Old Northern Road. Currently the road accommodates comfortable traffic volumes outside peak times and thus the road does not generate any negative impacts on the environment of the centre.

- Generally, weak edges to the village with the exception of the western edge, which comprises the densely vegetated riparian zone of Glenorie Creek.

- Distinctive land use precincts comprising a large residential area in the eastern and southern sectors of the area and the commercial precinct at the heart.

Figure 43 - Glenorie Village Structure
6.3 Land Use and Activities

Land uses are restricted to the commercial activities at the heart of the centre that offer limited day-to-day convenience services to the residents of the centre and beyond.

The commercial activities are located ad-hoc within the centre. The presence of the RSL, to the west of the centre, is not apparent to the uninitiated visitor due to its hidden location.

The residential area is comparatively large and dominates the eastern part of the centre (outside the Baulkham Hills Shire).

6.4 Built Form and Style

The Glenorie Memorial Hall and Memorial Park and the two-storey corner store on the opposite side of Old Northern Road are prominent, historic buildings that generate a traditional historic ambience for the centre. The other non-residential buildings are located in an uncoordinated fashion in the middle of the centre and are car, rather than pedestrian oriented. One retail development, on the south-east corner of Post Office Road and Old Northern Road, in particular, turns its back on the road and is introverted in terms of its design. Thus, although the central area offers the potential to exhibit a traditional village high street and pedestrian oriented character. However, the lack of planning in the past has squandered this opportunity.

The residential area in the eastern part of the village is comparatively contemporary in style and form and comprises prosperous, attractively landscaped low-density detached dwellings on large lots and exhibits a suburban ambience.
6.5 Landscape

The landscape of Glenorie neighbourhood centre is dominated by the presence of large, mature trees that establish a strong tree canopy and backdrop throughout the village.

The riparian zone of Glenorie Creek dominates the eastern edge of the Village, which is a densely vegetated landscape feature.

Glenorie Memorial Park is an attractive, simply landscaped pocket park at the centre of the village. However, its presence, and potential use, is difficult to appreciate due to the location of tall, dense bushes between the park and Old Northern Road that obstruct views into the park from the road.

The road verges at the corner of Post Office Road and Old Northern Road have been attractively landscaped and incorporate signage welcoming motorists along Old Northern Road into the centre. The welcoming signage has a limited role as it is partly obstructed by vegetation and located at the centre and not at the gateways.

6.6 Landform and Views

As with the other traditional villages in the Shire's rural lands the Village straddles the top of a ridge that falls away to the east and west.

The presence of the ridge is not visually apparent and difficult to appreciate as mature trees obstruct any potential views out of the village to the District beyond.
6.7 Village Character

The predominant character of Glenorie
neighbourhood centre is that of an
intimate, well-treed historic centre that is
supported by a small residential area to
the south and east.

Commercial activities offer limited day-to-
day convenience goods, except petrol.
However, the traditional character of the
centre has suffered from the poor siting of
retail development in the past, creating an
unco-ordinated focus of non-residential
activities at the heart of the Village.

6.8 Opportunities and
Constraints

The centre exhibits the following
opportunities and constraints:

• The potential to develop a
comparatively large resident
population within the centre to the
south with minimal impact presents
opportunities to establish a vibrant
heart.

• The lack of prominent advertising
signage reinforces the traditional
character of the area.

• The existing lack of co-ordination of
commercial development and
integration of the Memorial Hall and
Park squanders opportunities to
establish a distinctive, traditional
historic centre.

• Any expansion of commercial
activities should be limited to existing
sites and those sites immediately
adjoining commercial sites. In this
regard Post Office Road has the
potential to become a comfortable,
pedestrian oriented village high street.

• A distinctive historic, well-treed
character that is attractive, inviting and
enhances resident amenity.
6.9 Development Principles

Any future development within Glenorie Village should:

- Avoid large-scale expansion of the commercial heart along Old Northern Road in favour of re-development of existing commercial sites in a manner that addresses Post Office Road to establish a comfortable pedestrian oriented village high street character.

- Ensure that development addresses the street and the majority of car parking and servicing areas are located to the rear of development.

- Integrate the existing Memorial Hall and Park with the centre through selected refurbishment of existing landscaping and vegetation and narrowing of Old Northern Road with streetscape works where possible.

- Protect the existing mature tees within the centre and the Glenorie Creek Riparian Zone through appropriate building design controls and open space zoning.

- Avoid dominant and excessive signage.

- Restrict new residential and non-commercial development to the south and west of the centre to reinforce the role of Post Office Road, protect the intimate character and consolidate the urban area.

The principles are illustrated in Figure 49.

Figure 49 - Glenorie Development Principles
6.10 Design Guidelines

6.10.1 Building Form

Development Requirements

The design outcomes sought in the town centre are based on a built form that
recognises and responds to a human
scale and produces a character unique to
Glenorie, by application of the following:

a) Buildings and structure shall be
appropriately modulated and
articulated in their façade in order to
provide well proportioned elevations
and human scale when viewed along
the street and from within the village
centre.

b) In the existing Glenorie Village, the
convenience retail centre and mix of
local, light industrial and regional
business strip precinct form
predominates. Thus, any new building
forms should reflect characteristics of
the texture, scale and proportions of
the existing architectural appearance.

c) New architectural facade treatments
particularly to the north and west
should respond to the solar gain, the
predominant views and prevailing
winds that affect each building.
Hence, appropriate shading systems
and adequate natural ventilation
systems shall be provided where
practicable.

d) Buildings shall demonstrate continuity
with their neighbours through the use
of similar floor/ ceiling and awning
heights, materials, colours, building
elements and architectural styles to
provide visual cohesion and unity.

e) Large expanses of blank, featureless
walls and curtain walling shall be
avoided.

f) Garage doors/ loading docks shall be
recessed so that they are not the
dominant element in the overall
presentation of the development and
should not be located at the end of a
street vista.

g) Building design upon prominent
corners shall incorporate distinctive
corner design statements.

h) Encourage commercial development
along Old Northern Road that
integrates the Memorial Hall and
Memorial Park.

i) Encourage commercial development
along Post Office road that promotes a
distinctive visual landmark relationship
with the commercial precinct in Old
Northern Road and the nearby RSL.
These sites should be considered as
potential two storey developments.

j) Secure and maintain mature trees on
the northern and south-eastern
gateway approaches.

k) Within Glenorie Village integrate future
commercial developments to
encourage a comfortable pedestrian
precinct set amongst mature
landscaping. As a consequence of
this planning, the blending of the
Memorial Park shall be treated as a
centrepiece to the village’s built
landscape.

l) Provide a vibrant mixed-use local
centre by facilitating land adjacent to
the existing Post Office Road where a
mix of professional, commercial and
residential uses can be carried out.
This shall create a buffer to the future
development of the surrounding
southern residential area.

m) Provision for vehicular access should
be to the street frontage facing Old
Northern and/or Post Office Roads.
6.10.2 Building Heights

Development Requirements

Differing heights are recommended within the town centre, where the following conditions shall apply:

a) No building in the central village commercial zone should exceed 7.2 metres measured vertically from the natural ground level to the underside of the eaves. 10 metres measured vertically from the natural ground level to the roof ridgeline.

b) The maximum number of levels above natural ground level of development shall be 2.

c) Development may exceed the maximum number of permitted levels indicated on the plan by one level for a maximum area of 300 metres, provided a maximum height of 14.0 metres measured from natural ground level to the topmost part of the building, is not exceeded.

6.10.3 Floor to Ceiling Heights

Development Requirements

Floor to Ceiling separation in new developments should be sufficient to generate a comfortable sense of space within a building and enable future adaptive reuse of structures as required. Noting the following conditions:

a) A minimum floor to ceiling height of 2.7 metres applies to all habitable rooms in residential development within the town centre.

b) All Ground Floor space shall have a minimum floor to ceiling height of 3.0 metres.

6.10.4 Roofscape

Development Requirements

Roof treatments should form an unobtrusive yet visually interesting and landmark silhouette when viewed from adjoining streets and public vantage points within the precinct of Glenorie. Where appropriate a roof should present an attractive, screened or landscaped structure when viewed from nearby buildings which overlook the development. Noting the following conditions:

a) Articulated parapets and cornice lines should emphasise the top of the building combining to create a cohesive design and an appropriate scale for the overall facade.

b) Air-conditioning units, roof top pergolas, telecommunications devices and other roof top plants which protrude above the general line of the building are not permitted except where they are appropriately integrated into the design of the building so as not to detract from the appearance of the development when viewed from roads and public places.
6.10.6 Building Signage

Development Requirements

Signage shall be controlled to avoid both dominance and excessive proliferation by adherence to the following guidelines:

a) Signs should be of a low-key in colour and preferably of an incised relief type.

b) Signs shall be permanently fixed. Advertising structures shall not be erected so as to obstruct other approved signs, or to obstruct motorists or pedestrians' views.

c) A free-standing pole sign shall not exceed ten (10) metres in height, measured from existing ground level to the top of the structure.

d) Projecting wall signs and flush wall signs shall not exceed above the wall to which they are attached.

The guidelines are illustrated in Figure 50.
Figure 50 - Glencorie Centre Precinct Plan NOT TO SCALE
7.0 Kenthurst

7.1 Introduction

Kenthurst village centre is located on Kenthurst Road in the centre of the rural area in the southern sector of the Baulkham Hills Shire.

Kenhurst Road is a major local distributor road providing access between Old Northern Road and Round Corner to the south and the rural areas to the north.

Areas surrounding the village centre comprise rural and special rural properties containing low key rural pursuits such as horse agistment and the like.
7.2 Village Structure

The structure of Kenthurst is illustrated in Figure 58 and exhibits the following structural elements:

- A small, yet concentrated and coherent commercial focus/node in the northern half of the village off Nelson Street and not directly addressing Kenthurst Road, and opposite an attractive town park and community facilities.

- Pronounced gateways into the village from the south, from the roundabout at the intersection of Kenthurst and Jones Roads, and from the north due to landform. Both generate a feeling of arrival at the village centre.

- Some local landmarks generated by the presence of the historic Kenthurst Literary Institute Building (1889) and the service station in the streetscape.

- A strong vehicle pathway comprising Kenthurst Road. Currently the road accommodates comfortable traffic volumes and thus the road does not generate any negative impacts on the environment of the centre.

- Memorable edges to the centre generated by pronounced changes in landform on the eastern and western sides of the Village.

- Distinctive land use precincts comprising the commercial and community village centre and the surrounding residential areas.

Figure 58 - Kenthurst Village Structure
7.3 Land Use and Activities

Dominant land uses and activities within the centre exhibit a number of characteristics:

- Commercial activities in the heart of the village comprise a service station addressing Kenthurst Road and a small shopping centre to the rear of the service station addressing Nelson Street. The shopping centre accommodates a range of retail tenancies including a Chinese take-away restaurant, bottle and fruit and vegetable shops, Post Office and a small supermarket. Shops surround an intimate and attractive town square that forms part of the development. Unusually, the centre is located away from Kenthurst Road and does not enjoy the commercial benefits that exposure to the road would create, relying instead on signage and local knowledge for custom.

- A focus of community facilities immediately to the south of the commercial centre comprising a preschool, swimming pool and Scout Hall adjoining a park and oval and the Literary Institute building.

- A distinctive residential area to the east of Kenthurst Road between the road and O’Hara’s Creek.

- A number of 4,000m² lots to the west of the centre which have relatively larger new dwellings built on each lot.

7.4 Built Form and Style

With the exception of the service station, Kenthurst School and Literary Institute buildings the non-residential buildings, particularly the shopping centre, exhibit a semi-domestic character of brick and tile construction.

The built form of the shopping centre in particular, comprising single and two-storey elements surrounding a central square addressing the park, establishes an attractive, intimate and comfortable heart.

The presence of the Literary Institute building and other early residential properties adjoining it establish a traditional historic streetscape within the centre, albeit limited to a small area.

Residential buildings exhibit a mix of construction eras with the residential area on the eastern side of the centre exhibiting the characteristics of a prosperous, established suburban residential environment.

Advertising signage within the centre is generally subdued and is not visually intrusive.
7.5 Landscape

The dominant landscape elements within the centre comprise large, mature trees that establish a strong, distinctive tree canopy throughout.

The riparian zone of O’Hara’s Creek located at the eastern edge of the centre is a densely vegetated corridor that represents a distinctive landscape feature.

7.6 Landform and Views

As with other centres analysed so far, the centre straddles a minor ridge that lies between Blue Gum Creek to the west and O’Hara’s Creek to the east. Correspondingly, the land falls to both the east and west away from Kenthurst Road.

Vegetation obstructs views to the east. However, there are some views to the west over the rooftops of dwellings that line Kenthurst Road on the western side.

Lukas Avenue on the eastern side of the centre experiences a significant rise and fall as it traverses the edge of the ridge on the eastern side which provides interesting (but limited) views of the immediate area.

7.7 Village Character

The predominant character of Kenthurst village centre is that of a distinctive, well-treed intimate, comparatively historic centre that is supported by a small resident population.

Commercial activities offer a wide range of day-to-day convenience goods. However, commercial activity within the village is concentrated within one shopping centre which, whilst it exhibits good urban design and presents an attractive public space has prevented the emergence of a village high street. The Village offers a superior range of community facilities conveniently located adjoining the commercial centre to establish a true village heart.
7.8 Opportunities and Constraints

The Village exhibits the following opportunities and constraints:

- The presence of a resident population within the Village which reinforces a vibrant village heart.

- A wide range of community and commercial activities to meet the needs of the local community.

- District views to the west and a densely vegetated riparian corridor to the east that enhance village amenity and townscape. It is vital that both assets are protected in future development.

- Limited opportunities to expand existing commercial activities due to landform and existing development. Care should be exercised in the expansion of other commercial development elsewhere in the Village, particularly any proposals to develop commercial activity addressing Kenthurst Road.

- A distinctive historic, well-tread, established character that is inviting and enhances resident amenity.
7.9 Development Principles

Any future development within Kenthurst Village should:

- Avoid expansion of commercial activity along Kenthurst Road at the expense of the existing shopping centre.

- Integrate the park with the shopping centre on Nelson Street through the provision of streetscape works that expand the public square. The square should be linked with the park to reinforce the role and pedestrian comfort of the centre and Nelson Street as the Village’s high street.

- Protect the existing mature trees within the Village and the O’Hara’s Creek Riparian Zone through appropriate design controls and public open space zoning.

- Avoid dominant and excessive signage.

- Maintain a single storey height limit for development on the western side of Kenthurst Street in the southern part of the Village to maintain view corridors to the west.

The principles are illustrated in Figure 59.

Figure 59 - Kenthurst Development Principles
7.10 Design Guidelines

7.10.1 Building Form

Development Requirements

The design outcomes sought in the town centre are based on a built form that recognises and responds to a human scale and produces a character unique to Kenthurst, by application of the following:

a) Buildings and structure shall be appropriately modulated and articulated in their façade in order to provide well proportioned elevations and human scale when viewed along the street and from within the village centre.

b) In the existing Kenthurst Village, the convenience retail centre and mix of local, light industrial and regional business strip precinct form predominates. Thus, any new building forms should reflect general scale and proportions of the existing built forms.

c) New architectural façade treatments particularly to the north and west should respond to the solar gain, the predominant views and prevailing winds that affect each building. Hence, appropriate shading systems and adequate natural ventilation systems shall be provided where practicable.

d) Buildings shall demonstrate continuity with their neighbours through the use of similar floor/ceiling and awning heights, materials, colours, building elements and architectural styles to provide visual cohesion and unity.

e) Large expanses of blank, featureless walls and curtain walling shall be avoided.

f) Garage doors/loading docks shall be recessed so that they are not the dominant element in the overall presentation of the development and should not be located at the end of a street vista.

g) Building design upon prominent corners shall incorporate distinctive corner design statements.

h) Encourage commercial development along Kenthurst Road that is integrated with the existing commercial village centre in Nelson Road.

i) Encourage commercial development along Nelson Road that promotes a distinctive visual landmark relationship with the adjacent Rotary Park. These sites should be considered as potential two storey developments.

j) Encourage the development of mature trees and landscaping surround Nelson Road and the Rotary Park on the northern and south-eastern gateway approaches.

k) Within Kenthurst Village integrate future commercial developments to encourage a comfortable pedestrian precinct set amongst mature landscaping. As a consequence of this planning, the blending of the Rotary Park shall be treated as a centrepiece to the village’s commercial landscape.

l) Provide a vibrant mixed-use local centre by facilitating land south of the central commercial precinct that is limited to one where a mix of professional, commercial and residential uses can be carried out. This shall create a buffer to the future development of the surrounding western residential area bounded by Sandpiper Place and Jones Road.

m) Provision for vehicular access should be to the street frontage facing Kenthurst and Nelson Roads. Additionally, adequate off-street parking shall be provided to the rear of any commercial premises with alternative access provided from the secondary streets.
7.10.2 Building Heights

Development Requirements

Differing heights are recommended within the town centre, where the following conditions shall apply:

a) No building in the central village commercial zone should exceed 7.2 metres measured vertically from the natural ground level to the underside of the eaves. 10 metres measured vertically from the natural ground level to the roof ridgeline.

b) The maximum number of levels above natural ground level of development shall be 2 No., with the exception of the western corridor along Kenhurst Road which shall be restricted to 1 No. storey.

c) In unrestricted areas, development may exceed the maximum number of permitted levels indicated on the plan by one level for a maximum area of 300 metres, provided a maximum height of 14.0 metres measured from natural ground level to the topmost part of the building, is not exceeded.

7.10.3 Floor to Ceiling Heights

Development Requirements

Floor to Ceiling separation in new developments should be sufficient to generate a comfortable sense of space within a building and enable future adaptive reuse of structures as required. Noting the following conditions:

a) A minimum floor to ceiling height of 2.7 metres applies to all habitable rooms in residential development within the town centre.

b) All Ground Floor space shall have a minimum floor to ceiling height of 3.0 metres.

7.10.4 Roofscape

Development Requirements

Roof treatments should form an unobtrusive yet visually interesting and landmark silhouette when viewed from adjoining streets and public vantage points within the precinct of Kenhurst. Where appropriate a roof should present an attractive, screened or landscaped structure when viewed from nearby buildings which overlook the development. Noting the following conditions:

a) Articulated parapets and cornice lies should emphasise the top of the building combining to create a cohesive design and an appropriate scale for the overall facade.

b) Air-conditioning units, roof top pergolas, telecommunications devices and other roof top plants which protrude above the general line of the building are not permitted except where they are appropriately integrated into the design of the building so as not to detract from the appearance of the development when viewed from roads and public places.

7.10.6 Building Signage

Development Requirements

Signage shall be controlled to avoid both dominance and excessive proliferation by adherence to the following guidelines:

a) Signs should be of a low-key in colour and preferably of an incised relief type.

b) Signs shall be permanently fixed. Advertising structures shall not be erected so as to obstruct other approved signs, or to obstruct motorists or pedestrians' views.

c) A free-standing pole sign shall not exceed ten (10) metres in height, measured from existing ground level to the top of the structure.

d) Projecting wall signs and flush wall signs shall not exceed above the wall to which they are attached.

The guidelines are illustrated in Figure 59.
8.0 Lower Portland

8.1 Introduction

Lower Portland is located in the north west sector of the Baulkham Hills Shire on the Hawkesbury River at a vehicular ferry crossing point across the river.

The area straddles River Road, a narrow, partly gravel low-speed road that follows the riverbank east to Wiseman’s Ferry and west to Sackville. The poor standard of River Road restricts access to the area and isolates it from other uses within the Shire. The District surrounding the ferry crossing accommodates limited activity beyond camping grounds water (associated with water skiing) and rural residential blocks that line the banks of the river.

Figure 60 - Streetscape
8.2 Village Structure

The structure of the settlement is illustrated in Figure 61 and exhibits the following structural elements:

- A small transport oriented node where River Road meets the Ferry Crossing Point.
- A lack of distinctive gateways into the area with the exception of the gateway status of the River Crossing which provides a distinctive, memorable and attractive entry to the area.
- Negligible landmarks within the area.
- A reasonably strong pathway comprising River Road that dissects the area. Generally, the road carries little traffic and has no impact on the environment of the area.
- A strong edge to the settlement generated by the hill and higher ground immediately to the south.
- Negligible land use precincts beyond the concentration of 3 - 4 dwellings surrounding the ferry access point.

Figure 61 - Lower Portland Village Structure
8.3 Land Use and Activities

Land uses and activities are limited to the presence of the ferry and the 3 - 4 dwellings that are concentrated around the ferry access point.

8.4 Built Form and Style

The dwellings within the village exhibit a country cottage form and style surrounded by attractive cottage gardens.

8.5 Landscape

The landscape is dominated by the presence of the river that bounds the ferry stop to the north and west and the undeveloped vegetated hill to the south.

8.6 Landform and Views

The settlement is located on the banks of the Hawkesbury River. Only limited views of the river are afforded at the Ferry Crossing Point due to the presence of dense vegetation. Good views are available northwards and westwards from the hill, however, public access to this area is limited.

8.7 Village Character

To call Lower Portland a "village" in the traditional sense of the word is probably a misnomer.

The character of the settlement is more of a quiet sleepy, intimate rural area comprising a concentration of a small number of country cottages.

It exhibits an attractive rural streetscape.
8.8 Opportunities and Constraints

The settlement exhibits the following opportunities and constraints:

- An intimate, sleepy, quiet rural settlement of high amenity but poor access to community and commercial services.

- Limited opportunities for intensification of existing residential activities and/or introduction of commercial uses unless River Road is substantially upgraded. This is unlikely in the foreseeable future.

8.9 Development Principles

Any future development:

- Be restricted to the development of a limited number of additional dwellings and possible corner store unless the standard of River Road is substantially improved and access to services enhanced.
Figure 64 - Lower Portland settlement from the Hawkesbury River looking south east

Figure 65 - Lower Portland settlement from the Hawkesbury River looking south east

Figure 66 - Rural property looking south west

Figure 67 - Rural property looking north east

Figure 68 - Rural property looking north

Lower Portland
9.0 Maraylya

9.1 Introduction

Maraylya is located on the western edge of Baulkham Hills Shire in the central sector of the Shire.

A small clustering of commercial and community uses are located along Boundary Road at the intersection on Neich and Pitt Town Roads. As both roads are local distributor roads they link the surrounding rural areas to the north with Box Hill and Windsor Road to the south.

It is located in the heart of an intensive rural area with surrounding activities comprising poultry farms and extractive industries. To the west is the Scheyville National Park.

Boundary Road is the boundary between Hawkesbury City and Baulkham Hills Shire.

Maraylya has been identified as an area to be considered for the development of a small village. This is to be further investigated and is to be focused on the service station/general store.
9.2 Village Structure

The structure is illustrated in Figure 69 and exhibits the following structural elements:

- A small commercial and community focus/node at the intersection of Pitt Town, Neich and Boundary Roads comprising a service station, convenience store and primary school with a secondary recreation community node approximately one kilometre to the south comprising Maraylya Park, tennis courts, a church and community hall.

- Reasonably strong vehicle pathways of Neich, Pitt Town and Boundary Roads.

- Surrounding land uses are rural residential.

- Weak gateways generated by landform.

- No local landmarks of note beyond the presence of the service station which is a local landmark in terms of its rural context.

- No distinctive land use precincts beyond the commercial centre/service station, recreation node and a small residential area comprising a small number of dwellings in the eastern side of Boundary Road to the south of Pitt Town Road.

- Poorly defined edges to the centre.

- School is located on the west side of Boundary Road at Pitt Town Road in Hawkesbury City LGA.

![Diagram of Maraylya Village Structure]

Figure 69 - Maraylya Village Structure
9.3 Land Use and Activities

Land uses and activities are restricted to those land use precincts noted in Section 9.2 above.

9.4 Built Form and Style

The form and style of residential, commercial and community buildings that are strung out along Boundary Road exhibit a mix of styles and forms such that they do not make any visual contribution to the character of the area.

9.5 Landscape

The landscape is dominated by rural activities that surround the commercial uses and the presence of remnant mature trees and vegetation.

9.6 Landform and Views

It lies on the eastern edge of higher ground that rises to the north and west. Local views are afforded across the area from Neich Road to the west and Boundary Road to the north and south and north east to extensive natural areas.

9.7 Village Character

Maraylya exhibits a low-key road oriented, limited convenience commercial and community centre for the surrounding community. It has no distinctive features, yet is attractive and convenient to access.
9.8 Opportunities and Constraints

Maraylya exhibits the following opportunities and constraints:

- The capacity to accommodate expansion of existing commercial, community and residential uses should planning warrant this requirement.

- However, care should be exercised to avoid a proliferation of strip development along Boundary Road.

- Vegetation to the north and north east of the petrol station and general store limits development potential in this direction.

- There is potential to expand the area and create a small residential village based around the petrol station and general store and south to the community hall located in the Hawkesbury Council area.
9.9 Development Principles

Any future development within the Maraylya should:

- Be restricted to an infill area between Neich Road and Dunns Road linking the community and recreation activities in the southern part of the centre with the commercial and community facilities in the north.

- Building siting, form and style, should emphasise a pedestrian oriented character with buildings directly addressing the road and car parking areas restricted to on-street parking opportunities or a location to the rear of development.

- Advertising signage should be subdued and unobtrusive.

- Existing mature trees should be retained and supplemented with new planting, particularly along road verges.

These principles are illustrated in Figure 72.

Figure 72 - Maraylya Development Principles
9.10 Design Guidelines

9.10.1 Building Form

Development Requirements

The design outcomes sought in Maraylya are based on a built form that recognises and responds to a human scale and produces a character unique to Maraylya, by application of the following:

a) Buildings and structure shall be appropriately modulated and articulated in their facade in order to provide well proportioned elevations and human scale when viewed along the street and from within the village centre.

b) In the existing Maraylya centre, the commercial centre and separate community and recreation area precinct create two distinct nodes of development. New development should serve to provide better links between these nodes.

c) New architectural facade treatments particularly to the north and west should respond to the solar gain, the predominant views and prevailing winds that affect each building. Hence, appropriate shading systems and adequate natural ventilation systems shall be provided where practicable.

d) Buildings shall demonstrate continuity with their neighbours through the use of similar floor/ceiling and awning heights, materials, colours, building elements and architectural styles to provide visual cohesion and unity.

e) Large expanses of blank, featureless walls and curtain walling shall be avoided.

f) Garage doors/loading docks shall be recessed so that they are not the dominant element in the overall presentation of the development and should not be located at the end of a street vista.

g) Building design upon prominent corners shall incorporate distinctive corner design statements.

h) Encourage commercial development along Boundary Road. Integrating the community development from Dunns Road with the existing commercial village centre on the corner of Neich and Pitt Town Roads.

i) Encourage commercial development along Boundary Road that promotes a distinctive visual landmark relationship between the commercial and community centre. The development of these sites may consider the future potential for two storey structures.

j) Encourage the development of mature trees and new supplemental landscaping along Boundary Road on the north eastern and south western gateway approaches.

k) Within Maraylya Village integrate future commercial developments to encourage a comfortable pedestrian precinct set amongst mature landscaping. As a consequence of this planning, the blending of the Maraylya Primary School shall be treated as integral to the village’s commercial landscape.

l) Provide a vibrant mixed-use local centre by enabling land south of the central commercial precinct to be used for a mix of professional, commercial and residential uses.

m) Provision for vehicular access should be to the street frontage facing Boundary Road. Additionally, adequate off-street parking shall be provided to the rear of any commercial premises with alternative access provided from the secondary streets.
9.10.2 Building Heights

Development Requirements

Differing heights are recommended within the town centre, where the following conditions shall apply:

a) No building in the central village commercial zone should exceed 7.2 metres measured vertically from the natural ground level to the underside of the eaves. 10 metres measured vertically from the natural ground level to the roof ridgeline.

b) The maximum number of levels above natural ground level of development shall be 2.

c) Development may exceed the maximum number of permitted levels indicated on the plan by one level for a maximum area of 300 metres, provided a maximum height of 14.0 metres measured from natural ground level to the topmost part of the building, is not exceeded.

9.10.3 Floor to Ceiling Heights

Development Requirements

Floor to Ceiling separation in new developments should be sufficient to generate a comfortable sense of space within a building and enable future adaptive reuse of structures as required. Noting the following conditions:

a) A minimum floor to ceiling height of 2.7 metres applies to all habitable rooms in residential development within the town centre.

b) All Ground Floor space shall have a minimum floor to ceiling height of 3.0 metres.

9.10.4 Roofscape

Development Requirements

Roof treatments should form an unobtrusive yet visually interesting and landmark silhouette when viewed from adjoining streets and public vantage points within the precinct of Maraylya. Where appropriate a roof should present an attractive, screened or landscaped structure when viewed from nearby buildings which overlook the development. Noting the following conditions:

a) Articulated parapets and cornice lies should emphasise the top of the building combining to create a cohesive design and an appropriate scale for the overall facade.

b) Air-conditioning units, roof top pergolas, telecommunications devices and other roof top plants which protrude above the general line of the building are not permitted except where they are appropriately integrated into the design of the building so as not to detract from the appearance of the development when viewed from roads and public places.
9.10.6 Building Signage

Development Requirements

Signage shall be controlled to avoid both dominance and excessive proliferation by adherence to the following guidelines:

a) Signs should be of a low-key in colour and preferably of an incised relief type.

b) Signs shall be permanently fixed. Advertising structures shall not be erected so as to obstruct other approved signs, or to obstruct motorists or pedestrians' views.

c) A free-standing pole sign shall not exceed ten (10) metres in height, measured from existing ground level to the top of the structure.

d) Projecting wall signs and flush wall signs shall not exceed above the wall to which they are attached.

The guidelines are illustrated in Figure 73.
10.0 Maroota

10.1 Introduction

The settlement of Maroota is located at the north eastern edge of Baulkham Hills Shire. It is dissected by Wisemans Ferry Road and is partly located in Baulkham Hills Shire on the western side of the road and Hornsby Shire on the eastern side of the road. A Location Plan is presented in Figure 73.

Wisemans Ferry Road is a major traffic route albeit comparatively quiet and not busy, linking Wiseman’s Ferry and northern parts of the Shire with the Sydney Metropolitan Area.

The District surrounding the centre is predominantly rural in nature with a mixture of rural residential and some sand extraction industry.
10.2 Village Structure

The only non rural activity is the Maroota School, which lies on Wisemans Ferry Road. As such, in terms of character analysis the settlement has no discernible structure beyond the local landmark status of the school and the presence of Wisemans Ferry Road, which is a prominent pathway.

10.3 Land Uses and Activities

The Maroota School is the only land use with the exception of the scattering of dwellings in close proximity.

10.4 Built Form and Style

Due to the limited number of buildings, built form and style provide negligible contribution to the character.

10.5 Landscape

Landscape is limited to remnant stands of woodland and the presence of mature trees within the landscape.

10.6 Landform and Views

The area straddles a ridge oriented in a north-south direction. As such, local views are afforded to the east and west of the ridge. However, views are predominantly obstructed by mature vegetation.
10.7 Village Character

Maroota is not a village in the traditional sense of the word due to the lack of concentration of any other activity or uses and it has no discernible character. Essentially it is comprised of an isolated school. However, as a result, the school is an important community focus for families within the locality.
10.8 Opportunities and Constraints

The Maroota exhibits the following opportunities and constraints:

- Should planning warrant the establishment of a new rural centre in the District, the settlement, due to the presence of the school, has the potential to develop into an attractive pedestrian oriented rural village centre.

- Care should be taken, however, to ensure that new development is focussed around, and integrated into, a coherent and distinctive village heart based upon the school and addressing Wisemans Ferry Road. Scattered and ad hoc development should be avoided.

10.9 Development Principles

Any future development within Maroota should:

- Include a mix of uses where possible including residential.

- Be located adjoining the school at the outset and gradually expand outwards along Wisemans Ferry Road from the school as required.

- Building siting, form and style, should emphasise a pedestrian oriented village high street character with buildings directly addressing the road and car parking areas restricted to on-street parking opportunities or locations to the rear of development.

- View corridors and existing mature trees should be protected in new development and street verges enhanced with new street tree planting.

- Advertising signage should be subdued and unobtrusive.
11.0 Round Corner

11.1 Introduction

Round Corner is located on the south-eastern edge of the Shire.

A commercial area is located at the intersection of Old Northern Road and Kenthurst Road. Both roads are important roads in the regional road hierarchy with Kenthurst Road having a District role linking rural areas and villages in the north west of the Shire with the Sydney Metropolitan Area, and Old Northern Road having a regional role linking areas to the north with Sydney to the south.

The centre is immediately surrounded by rural and semi-rural activities on the fringe of the Sydney Metropolitan Area in close proximity to large suburban residential estates.
11.2 Village Structure

The structure of the Village is illustrated in Figure 81 and exhibits the following structural elements:

- A comparatively large commercial focus/node at the intersection of Kenthurst Road. The commercial centre accommodates a wide range of commercial activities including a supermarket, bottle shop, hardware and other stores. A new retail development anchored by a Woolworth’s supermarket was recently constructed in the south western part of the centre.

- Strong vehicle pathways of Kenthurst Road and Old Northern Road which are busy, arterial roads, generating noise and other local impacts.

- Comparatively strong gateways into the village generated by significant street trees and the roundabout, along Kenthurst Road and commercial activity and trees along Old Northern Road from the north-east.

- A large visually dominant recreation centre further west.

- No distinctive local landmarks beyond some significant trees at the gateways into the village and the slip road discussed above.

- Some distinctive land use precincts comprising the commercial centre and small residential areas to the west and north.

- Comparatively strong edges to the centre comprising Old Northern Road in the east and the Riparian Zone of a small creek and the transition to rural land uses to the north.

Figure 81 - Round Corner Village Structure
11.3 Land Uses and Activities

The centre accommodates a wide range of activities, well in excess of the range required to service the needs of the local resident population of the area, generating a wider district and sub-regional role for the village.

The Woolworth’s supermarket has enhanced the sub-regional role attracting patronage from residents of the rural areas and villages to the north and the suburban residential areas to the south.

The commercial centre is anchored by two distinctive elements:

- a small slip road that bypasses, and runs parallel with, the Old Northern Road and the intersection with Kenthurst Road on their western side. A bank, fast food and convenience stores address the slip road establishing an intimate, vibrant, “high street” type character.

- a small pedestrian mall, accessible from the slip road that is comparatively quiet and somewhat barren of interest.

A second, smaller pocket of commercial activity addressing Old Northern Road is also present to the north-east of the Centre.
11.4 Built Form and Style

The built form and style of the Village is dominated by the presence of the commercial buildings, advertising signage and car parking areas.

With the exception of the buildings and activities addressing the slip road, the remaining commercial buildings comprise a confusing and unco-ordinated mix of scattered, predominantly single-storey buildings surrounded by large car parking areas and driveways. There is no discernible style or legible pattern of development and the character of the built form creates confusion for the uninitiated visitor.

11.5 Landscape

The landscape of the centre is dominated by a number of features:

- Mature street trees along Kenthurst Road and Old Northern Road.

- A dominant treed canopy to the north of the village, surrounding the creek riparian zone, beyond the residential area.
11.6 Landform Views

The centre has grown, like many in the Shire, at the intersection of two major roads on top of a ridge. As such, it enjoys views of the District, however predominantly restricted by the location of buildings and roads to the north. The treed vista north along Maple Street where Kenthurst Road veers to the west is particularly distinctive.

As the centre is located on the outside edge of a pronounced curve in Old Northern Road motorists enjoy an ever changing streetscape distinguished by changing land uses, built form and vegetation that adds interest, surprise and intrigue to the motorists' travel experience.

11.7 Village Character

Whilst parts of Round Corner, particularly the established residential areas and slip road/traditional commercial core, exhibit an attractive village character, the centre as a whole cannot be considered as a "village" in the traditional sense of the word. Like Dural, the centre is in a state of flux due to its location on the edge of the Sydney rural/urban fringe and the corresponding development pressures it is facing. As a result it has developed a district/sub-regional role as well as a local role.

The built form and distribution of buildings, car parks and access within the commercial centre are confusing and uncoordinated in terms of the generation of a functioning, coherent village "heart" due to the lack of planning in the past. This has only been exacerbated by the opening of the Woolworth's development.
11.8 Opportunities and Constraints

The centre exhibits the following opportunities and constraints:

- The unco-ordinated distribution of buildings, access and car parking areas currently precludes the generation of a convenient, coherent, inviting and legible village heart.

- The presence of Old Northern Road and Kenthurst Road. Both roads will undoubtedly experience increases in traffic volumes. This will have a significant impact on the structure and amenity of the centre, precluding any major non-residential expansion across both roads without fragmentation.

- The existing slip road has developed a small “high street” ambience, the character of which, should be protected in new development.

- Local views to rural areas and densely treed canopies assist in the generation of a sense of place for a village.
11.9 Development Principles

Any future development within the Round Corner should:

- Avoid further expansion of the commercial centre with new commercial development in favour of restricting development to the existing commercial area to promote amalgamation of properties and redevelopment in a more co-ordinated and coherent manner.

- Ensure that development addresses the street and car parking and service areas are located to the rear of development.

- Protect the intimate “high street” character and convenience of the slip road through buildings and activities addressing the road and the maintenance of vehicle access.

- Existing mature street trees should be retained and supplemented with new plantings along road verges.

- Existing areas of dense plantings and distinctive tree canopies on the edge of the Village should be protected by appropriate design guidelines and zoning.

- Be located to protect distinctive view corridors to rural areas to protect the centre’s semi-rural location and sense of place.

- Advertising signage should be subdued and unobtrusive.

These principles are illustrated in Figure 87.

Figure 87 - Round Corner Development Principles
11.10 Design Guidelines

11.10.1 Building Form

Development Requirements

The design outcomes sought in the centre are based on a built form that recognises and responds to a human scale and produces a character unique to Round Corner, by application of the following:

a) Buildings and structure appropriately modulated and articulated in their facade to provide wall proportioned elevations and human scale when viewed along the street and from within the village centre.

b) New architectural façade treatments particularly to the north and west should respond to the solar gain, the predominant views and prevailing winds that affect each building. Hence, appropriate shading systems and adequate natural ventilation systems shall be provided where practicable.

c) Buildings shall demonstrate continuity with their neighbours through the use of similar floor/ceiling and awning heights, materials, colours, building elements and architectural styles to provide visual cohesion and unity.

d) Large expanses of blank, featureless walls and curtain walling shall be avoided.

e) Garage doors/loading docks shall be recessed so that they are not the dominant element in the overall presentation of the development and should not be located at the end of a street vista.

f) Building design upon prominent corners shall incorporate distinctive corner design statements.

g) Encourage commercial development along the southern extent along Old Northern Road. Integrate the retirement village precinct in Stonelea Court with an extended village precinct towards Malabar Road.

h) Encourage commercial development along the southern extent along Old Northern Road that promotes a distinctive visual landmark relationship between the hub of the commercial and recreational centres. The redevelopment of these sites may consider the future potential for two storey structures.

i) Encourage the development of mature trees and new supplemental landscaping both along Old Northern Road in the south and Kenthurst Road on the northern gateway approaches to Round Corner village.

j) Integrate future commercial developments within Round Corner to encourage a comfortable pedestrian precinct set amongst mature landscaping. Allow a greater pedestrian thoroughfare in the form of a “high street” through Round Corner Mall with an extension of this precinct to the new south western zone, through to Kenthurst Road to the north.

k) Encourage a vibrant mixed-use local centre by permitting land south of the central commercial precinct to be used for a mix of professional, commercial and residential uses. This will better integrate the surrounding retirement village into a mixed commercial, community and recreational village centre.

l) Provision for vehicular access should be to the street frontage facing Old Northern Road and Kenthurst Road. Additionally, adequate off-street parking shall be provided to the rear of any commercial premises with alternative access provided from the secondary streets.
11.10.2 Building Heights

Development Requirements

Differing heights are recommended within the town centre, where the following conditions shall apply:

a) No building in the central village commercial zone should exceed 7.2 metres measured vertically from the natural ground level to the underside of the eaves. 10 metres measured vertically from the natural ground level to the roof ridgeline.

b) The maximum number of levels above natural ground level of development shall be 2.

c) Development may exceed the maximum number of permitted levels indicated on the plan by one level for a maximum area of 300 metres, provided a maximum height of 14.0 metres measured from natural ground level to the topmost part of the building, is not exceeded.

11.10.3 Floor to Ceiling Heights

Development Requirements

Floor to Ceiling separation in new developments should be sufficient to generate a comfortable sense of space within a building and enable future adaptive reuse of structures as required. Noting the following conditions:

a) A minimum floor to ceiling height of 2.7 metres applies to all habitable rooms in residential development within the town centre.

b) All Ground Floor space shall have a minimum floor to ceiling height of 3.0 metres.

11.10.4 Roofscape

Development Requirements

Roof treatments should form an unobtrusive yet visually interesting and landmark silhouette when viewed from adjoining streets and public vantage points within the precinct of Round Corner. Where appropriate a roof should present an attractive, screened or landscaped structure when viewed from nearby buildings which overlook the development. Noting the following conditions:

a) Articulated parapets and cornice lines should emphasise the top of the building combining to create a cohesive design and an appropriate scale for the overall facade.

b) Air-conditioning units, roof top pergolas, telecommunications devices and other roof top plants which protrude above the general line of the building are not permitted except where they are appropriately integrated into the design of the building so as not to detract from the appearance of the development when viewed from roads and public places.
11.10.6 Building Signage

Development Requirements

Signage shall be controlled to avoid both dominance and excessive proliferation by adherence to the following guidelines:

a) Signs should be of a low-key in colour and preferably of an incised relief type.

b) Signs shall be permanently fixed. Advertising structures shall not be erected so as to obstruct other approved signs, or to obstruct motorists or pedestrians’ views.

c) A free-standing pole sign shall not exceed ten (10) metres in height, measured from existing ground level to the top of the structure.

d) Projecting wall signs and flush wall signs shall not exceed above the wall to which they are attached.

11.10.7 Building Site Specific Study

Recommendations

The Opportunities and Constraints, the Development Principles and the Design Guidelines as outlined for this village, only cover the issues in a broad context. Due to the complexity of the conditions of this unique site, it is recommended that this village be the subject of a future and separate study.

The guidelines are illustrated in Figure 87.
Figure 89 - Looking north-north east along Old Northern Road

Figure 90 - Looking north east along Old Northern Road

Figure 91 - Looking west from Old Northern Road

Figure 92 - Looking north west from Old Northern Road

Figure 93 - Looking north east from Kenhurst Road

Figure 94 - Looking east from Kenhurst Road

Round Corner

WOODS BAGOT
Figure 95 - Round Corner plaza looking south west towards Old Northern Road entry

Figure 96 - Round corner plaza looking west into the carpark

Figure 97 - Round Corner plaza looking east from the carpark towards the entry from Old Northern Road

Figure 98 - Round Corner plaza centrally looking north from the carpark tenancies, towards Kenthurst Road

Figure 99 - Round Corner Plaza, looking east from the carpark towards internal tenancies

Figure 100 - Round Corner Plaza, looking west towards adjacent residential developments

Round Corner
12.0 Sackville

12.1 Introduction

The settlement of Sackville is located in the northern part of the Baulkham Hills Shire at the intersection of River Road and Sackville Ferry Road. Both roads are important roads in the District. River Road carries traffic to Lower Portland and Wisemans Ferry to the north and the tourism (ski) resorts between them and Sackville Ferry Road carries traffic to the Hawkesbury River vehicular ferry to the west.
12.2 Village Structure

As illustrated in Figure 101 below, essentially, Sackville has no structure beyond being the intersection of two major pathways in the District.
12.3 Land Use and Activities

There is no commercial development at Sackville and hence the only activity is that of passing and stopping vehicular traffic at the intersection.

12.4 Built Form and Style

There is no significant development at Sackville and hence no dominant building form or style.

12.5 Landscape

Landscape within Sackville is limited to remnant stands of woodland and the presence of mature trees within the rural landscape.

12.6 Landform and Views

Sackville is located on a slightly elevated arm of a southerly facing slope. There are streetscape views along Sackville Ferry Road in both directions from the intersection. However, any potential views of the District to the south are obstructed by natural vegetation.

12.7 Village Character

There is currently no development at Sackville and hence to call it a village is a "misnomer". It’s character comprises the activity generated by the confluence of two major pathways in the District.
12.8 Opportunities and Constraints

Sackville exhibits the following opportunities and constraints:

- Good exposure from passing and stopping vehicle traffic generates opportunities to establish a village anchored by commercial activity some time in the future. It is most likely that any development would commence with a combined service station/convenience store and possible community facilities.

  Note: There are no plans to create any such development in the near future.

- The need to protect the pristine natural attributes of the area.

12.9 Development Principles

Any future development within Sackville should:

- Include a mix of uses where possible including residential.

- Be located adjoining the intersection at the outset and gradually expand outwards along Sackville Ferry Road as required.

- Building siting, form and style, should emphasise a pedestrian oriented village "high street" character with buildings directly addressing the road and car parking areas restricted to on-street parking opportunities or locations to the rear of development.

- View corridors and existing mature trees should be protected in new development and street verges enhanced with new street tree planting.

- Advertising signage should be subdued and unobtrusive.
13. Wiseman’s Ferry

13.1 Introduction

Wiseman’s Ferry is located on the southern banks of a peninsula of the Hawkesbury River, where Old Northern Road crosses the river. An aerial photograph is presented in Figure 104.

Historically, Wiseman’s Ferry was a major river crossing point for travellers, and the primary access to the north along the Old Northern Road. As a result a small centre developed around this activity. New roads and a railway constructed further east at the end of the nineteenth century took travellers and patronage away from the centre causing the Village to decline.

Today, Wiseman’s Ferry is a comparatively isolated village at the northern extremity of the Baulkham Hills Shire at the southern gateway into the Dharug National Park across the River. Old Northern Road, which dissects the Village, forms the boundary between Baulkham Hills Shire and Hornsby Shire to the east.

This boundary also separates the northern part of the urban area from the southern parts.

Figure 104 - Aerial photograph of Wiseman’s Ferry

Figures 105 & 106 - From Old Northern Road overlooking Webbs Creek Ferry crossing on the Hawkesbury River
13.2 Village Structure

The structure of the village is illustrated in Figure 107 and exhibits the following structural elements:

- A distinctive commercial focus/node dominated by the historic Hotel and General Store.

- A strong vehicular pathway comprising Old Northern Road that dissect the village and acts as the link between the vehicular ferry and River Road and Singleton Road to the south.

- Significant gateways into the village generated by landmark, landscape and the routes of pathways which, collectively generate an enhanced sense of arrival into the village.

- Significant local landmarks generated by historic buildings and prominent landscape features.

- Distinctive land use precincts comprising the commercial, recreation, tourism and residential activities which distinguish different parts of the village.

- Dominant perceptual edges to the village established by the presence of the river and the landmark in the landscape.

Figure 107 - Wiseman's Ferry Structure
13.3 Land Use and Activities

Commercial land uses and activities are predominantly focussed around, and scattered along, Old Northern Road as it dissects the village en-route to the River ferry crossing.

On the western side of the road are a number of small businesses, while the eastern side of the street accommodates the Hotel and General Store.

Further north along the road as it falls towards the river floodplain, are a bowls club, golf club resort, public parklands and playground which generate a significant recreation focus in this area. The presence of the River floodplain is a significant constraint on land use.

To the south of the commercial focus are a number of residential dwellings scattered among the slopes of the higher ground.

Most recreation and commercial activities are geared towards tourism, both local day trippers from Sydney and tourists residing in water ski-resorts upstream, as well as the hotel and golf resort.

Thus the village provides a limited, range of facilities and services to meet the day-to-day convenience needs of tourists, day-trippers and residents alike.

Significant expansion of activities is limited by landform (the presence of the floodplain and steeply sloping ground) and the poor quality and capacity of the roads that access the Village.
13.4 Built Form and Style

Due to its rich history and prominent heritage buildings, Wiseman's Ferry exhibits a traditional, historic ambience, although there is no overall historic theme with buildings comprising an eclectic mix of forms and styles.

The focus of commercial activities along Old Northern Road presents the opportunity to establish a traditional village "high street" type ambience. However, this character is currently weak, eroded by the width of Old Northern Road, the varied building styles and forms, the current lack of a concentration of businesses and the poor and uninteresting pedestrian environment.
13.5 Landscape, Landform and Views

Wiseman’s Ferry enjoys a location distinguished by a stunning landscape and memorable views.

The Village is located within the Hawkesbury River Valley on the lower north western slopes of the southern escarpment, between the escarpment and the river flood plain.

The presence of the Village in the river valley provides a dramatic natural setting of high scenic quality for development and activities. The surrounding natural bushland and unique landforms which are visible from all streets and public places within the village adds to the high scenic quality of the area.

The vista along Old Northern Road, in particular, significantly contributes to a personal sense of appreciation of the physical natural beauty of the area which is enhanced through the framing of the landscape by the presence of mature street trees scattered along the road.

The visual contrast between floodplain, river, escarpment and bushland generates a varied, attractive and tranquil environment. This coupled with the low-scale of activity and the long winding and comparatively desolate vehicle routes to the Village generates a feeling of seclusion and uniqueness.
13.6 Village Character

The character of Wiseman’s Ferry is that of a low key tourist service centre situated within a dramatic, attractive, unique and memorable landscape setting.

The village has a resident population. However, it functions to serve not only local residents and day-trippers or longer staying tourists, but also tourists residing in resorts further afield and up and down the river.

The presence of some notable heritage buildings, within the Village, such as the hotel, generate an historic quality. However, the overall historic character of the Village is weak due to the lack of a consistency in, and concentration of, heritage buildings and the lack of a traditional village “high street” ambience and identity. This is exacerbated by the local government boundary which means that there is little coordination of public space improvements.
13.7 Opportunities and Constraints

Wiseman's Ferry exhibits the following opportunities and constraints:

- A stunning landscape which establishes an attractive, inviting and desirable setting for activities.

- Poor expansion potential due to a constrained landform which precludes any large scale expansion of the Village without significant impact on the visual quality of the landscape and the character of the Village.

- Poor vehicle access which precludes any large scale expansion of the village.

- A rich history reflected by the presence of some notable buildings, which need to be protected and enhanced in future uses and activities.
13.8 Development Principles

Any future development within the Wiseman's Ferry Village should:

- Enhance the role of Old Northern Road as the Village's "high street" through buildings directly addressing the street and activities spilling out into the streetspace. Car parking should comprise on-street parking or be located to the rear of development. The footpath space should be enhanced through the implementation of high quality streetscape measures. However, careful attention should be paid to the use of materials, colours and street furniture adopted in the footpath space such that a consistency in historic streetscape style is achieved.

- Advertising signage should be subdued, unobtrusive, oriented to pedestrian scale activity and compatible with the heritage qualities of the place.

- Trees and vegetation should comprise indigenous species native to the area.

- The form, character and curtilage of existing heritage buildings should be respected. Similarly, the style of the existing historic buildings should be respected and reflected in new development. While outright mimicking and replication is not sought, the adoption of contemporary styles, materials, colours and design elements should be avoided in order to promote the establishment of a consistency in buildings styles and forms.

- Development should be restricted to the existing developed area of the village through capitalisation of infill opportunities.

- The floodplain should be maintained free of development and available for unrestricted public access, enjoyment and recreation purposes.

Figure 119 - Wiseman's Ferry Development Principles
13.9 Design Guidelines

13.10.1 Building Form

Development Requirements

The design outcomes sought in the settlement are based on a built form that recognises and responds to a human scale and produces a character unique to Wiseman’s Ferry, by application of the following:

a) New development in the settlement is to respect and enhance the unique natural and heritage qualities of the place.

b) Buildings and structure shall be appropriately modulated and articulated in their façade in order to provide well proportioned elevations and human scale when viewed along the street and from within the village centre.

c) In the existing Wiseman’s Ferry Village, the convenience retail centre and mix of local and regional business strip precinct form predominates. Thus, any new building forms should reflect characteristics of the texture, scale and proportions of the existing architectural appearance.

d) New architectural façade treatments particularly to the north and west should respond to the incipient solar gain, the predominant views and prevailing winds that affect each building. Hence, appropriate shading systems and adequate natural ventilation systems shall be provided where practicable.

e) Buildings shall demonstrate continuity with their neighbours through the use of similar floor/ceiling and awning heights, materials, colours, building elements and architectural styles to provide visual cohesion and unity.

f) Large expanses of blank, featureless walls and curtain walling shall be avoided.

g) Garage doors/loading docks shall be recessed so that they are not the dominant element in the overall presentation of the development and should not be located at the end of a street vista.

h) Building design upon prominent corners shall incorporate distinctive corner design statements.

i) Encourage commercial development along Old Northern Road. Integrating the community and residential development from Singleton Road with the existing commercial village centre extending from the corner of Old Northern and Singleton Roads.

j) Encourage commercial development along Old Northern Road that promotes a distinctive visual landmark relationship between the centre of the commercial and general retail centres. The development of these sites may consider the future potential for two-storey structures.

k) Encourage the development of mature trees and new supplemental landscaping along Old Northern Road on the north eastern and south western gateway approaches.

l) Within Wiseman’s Ferry Village integrate future commercial developments to encourage a comfortable pedestrian precinct set amongst mature landscaping. As a consequence of this planning, the blending of the Wiseman’s Ferry Primary School shall be treated as an adjunct to the village’s commercial landscape.

m) Provision for vehicular access should be to the street frontages facing Old Northern and Singleton Road. Additionally, adequate off-street parking shall be provided to the rear of any commercial premises with alternative access provided from the secondary streets.
13.10.2 Building Heights

Development Requirements

Differing heights are recommended within the town centre, where the following conditions shall apply:

a) No building in the central village commercial zone should exceed 7.2 metres measured vertically from the natural ground level to the underside of the eaves. 10 metres measured vertically from the natural ground level to the roof ridgeline.

b) The maximum number of levels above natural ground level of development shall be 2.

c) Development may exceed the maximum number of permitted levels indicated on the plan by one level for a maximum area of 300 metres, provided a maximum height of 14.0 metres measured from natural ground level to the topmost part of the building, is not exceeded.

13.10.3 Floor to Ceiling Heights

Development Requirements

Floor to Ceiling separation in new developments should be sufficient to generate a comfortable sense of space within a building and enable future adaptive reuse of structures as required. Noting the following conditions:

a) A minimum floor to ceiling height of 2.7 metres applies to all habitable rooms in residential development within the town centre.

b) All Ground Floor space shall have a minimum floor to ceiling height of 3.0 metres.

13.10.4 Roofscape

Development Requirements

Roof treatments should form an unobtrusive yet visually interesting and landmark silhouette when viewed from adjoining streets and public vantage points within the precinct of Wiseman’s Ferry. Where appropriate a roof should present an attractive, screened or landscaped structure when viewed from nearby buildings which overlook the development. Noting the following conditions:

a) Articulated parapets and cornice lines should emphasise the top of the building combining to create a cohesive design and an appropriate scale for the overall facade.

b) Air-conditioning units, roof top pergolas, telecommunications devices and other roof top plants which protrude above the general line of the building are not permitted except where they are appropriately integrated into the design of the building so as not to detract from the appearance of the development when viewed from roads and public places.
13.10.6 Building Signage

Development Requirements

Signage shall be controlled to avoid both dominance and excessive proliferation by adherence to the following guidelines:

a) Signs should be of a low-key in colour and preferably of an incised relief type.

b) Signs shall be permanently fixed. Advertising structures shall not be erected so as to obstruct other approved signs, or to obstruct motorists or pedestrians' views.

c) A free-standing pole sign shall not exceed ten (10) metres in height, measured from existing ground level to the top of the structure.

d) Projecting wall signs and flush wall signs shall not exceed above the wall to which they are attached.

13.10.7 Building site specific Study

Recommendations

The Opportunities and Constraints, the Development Principles and the Design Guidelines as outlined for this village, only cover the issues in a broad context. Due to the complexity of the conditions of this unique site, it is recommended that this village be the subject of a future and separate study.

The guidelines are illustrated in Figure 119.
Figure 120 - Wiseman's Ferry Centre Precinct Plan NOT TO SCALE

Wiseman's Ferry

WOODS BAGOT
Figure 121 - From ferry looking south west to Wiseman's Ferry Park

Figure 122 - From ferry looking north east to Dharug National Park

Figure 123 - Looking south into the Bowls Club

Figure 124 - From Old Northern Road looking south to the Fire Station

Figure 125 - Domestic development on Singleton Road looking south west

Figure 126 - Anglican Church on Singleton Road looking south west

Wiseman's Ferry