



PUBLIC DOMAIN PLAN
BAULKHAM HILLS TOWN CENTRE

OCTOBER 2014



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EXECUTIVE SUMMARY

The Baulkham Hills Town Centre is expected to change markedly in response to the urban renewal of the area. As part of the renewal process the precinct will change in character as a result of the introduction of higher density development, providing more housing, commercial/retail and support services. The transition from a low density built form must be supported by an overall plan for the design of public spaces to ensure that Baulkham Hills is a desirable place to live, shop, work and visit.

This Public Domain Plan is the 'how to' guide that illustrates the public domain components that are necessary to create a high quality urban environment that responds to the planned future of the Baulkham Hills Town Centre.

The key issues relating to the public domain within the Baulkham Hills Town Centre are:

- Improvement to the quality of open spaces;
- Improvement to pedestrian accessibility and circulation; and
- Provision of cohesive and attractive streetscapes.

The infrastructure that addresses these key issues is identified within this plan and will be undertaken by Council and developers as part of the development process. Through the framework identified within this plan and in partnership with property owners, lessees, tenants, community, developers, and The Hills Shire Council, the Baulkham Hills Town Centre will become a vibrant and active centre.

High quality paving will be installed and open space and recreation facilities will be linked by a continuous pedestrian network. Improving the public domain with new fine grain pedestrian connections will increase legibility and activate the street frontage. Access to heritage buildings and key sites, such as Conie Avenue Reserve, will be improved. Their significance will be illuminated and heritage promoted and managed as a significant cultural asset.

The key public domain improvements proposed within this plan include bus shelters, street furniture (bins and seating), banner and flag poles, high quality paving treatments, pedestrian lighting, signage (entry, information and directional signs), public art, street tree planting, and the upgrade of key open space areas to improve their utilisation and attractiveness.

THE PURPOSE OF THIS PLAN IS TO:

- Identify the current and desired future character of the Baulkham Hills Town Centre.
- Design a framework that provides design direction for future development, including approaches, treatments and construction details.
- Provide clues in the design of the public domain that link people with the history of the Baulkham Hills Town Centre.
- Provide an analysis of the Town Centre's built form, open space, street network and pedestrian movement that forms the basis for improvements to the public realm.



INTRODUCTION

The public domain plan serves as a manual to guide the future planning and design of the public domain within the Baulkham Hills Town Centre. The plan provides an overall direction for creating public spaces that are attractive, safe and vibrant within the centre.

The plan progresses from analysis of the existing character through concept design, design treatments and implementation. The plan complements the future development within the town centre as envisaged by both The Hills Local Environmental Plan 2012 and the Development Control Plan 2012, and is part of a range of documents that will guide the revitalisation of the town centre.

WHAT IS THE PUBLIC DOMAIN?

The public domain is those areas which belong to the whole community which is managed by public agencies. They are the spaces and places where civic life takes place and links the private spaces and businesses together. Parks and walking tracks are examples of the public domain, as are streets, outdoor dining areas and meeting places. For the purposes of this plan, the public domain is characterised by all urban and natural elements, structures and publicly accessible spaces within the town centre.

CONTEXT

The town centre is located at the junction of Windsor Road, Old Northern Road and Seven Hills Road (refer to map on the opposite page for the boundary of the town centre) and has an area of approximately 28.8ha which comprises a mix of uses including commercial, retail, recreation, open space, community facilities and public car parking areas.

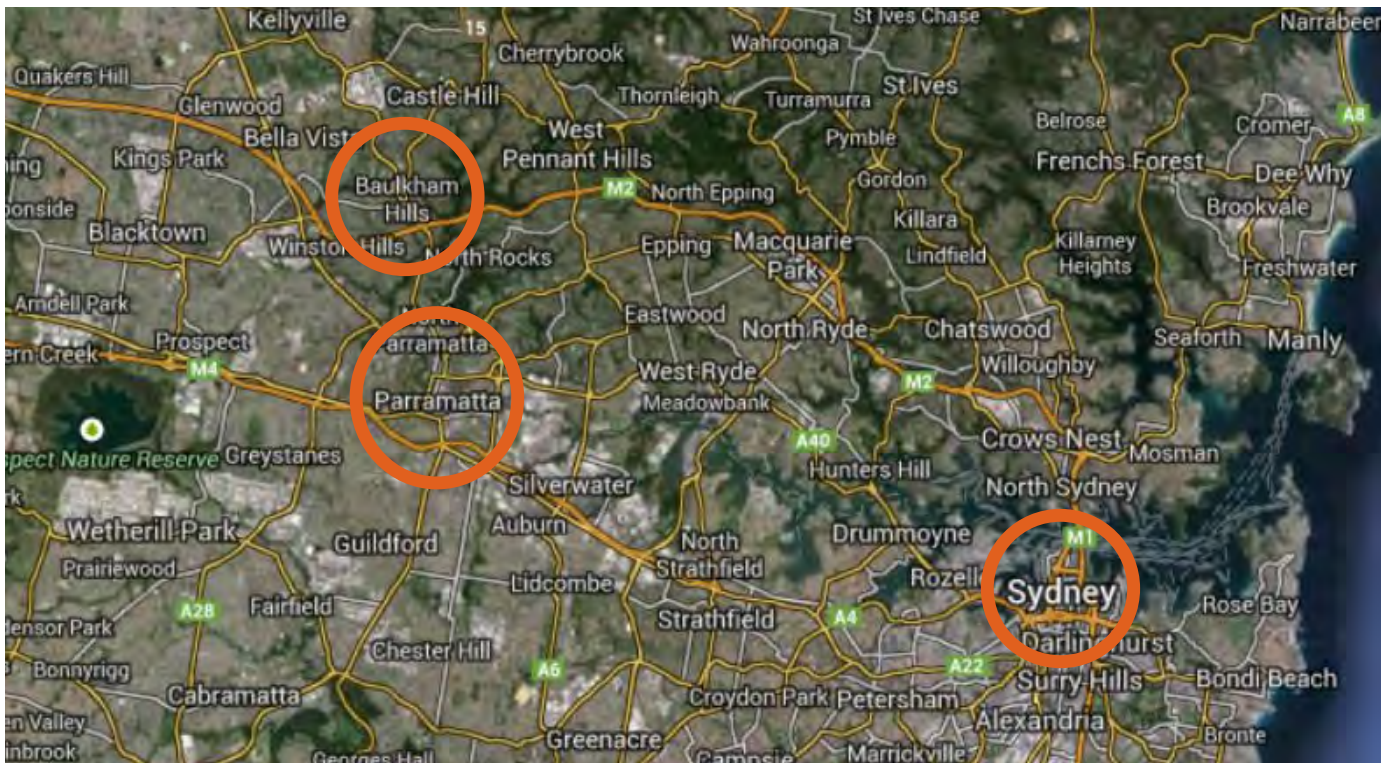
The centre provides a key retail, commercial and service role for the surrounding residential areas and contains approximately 27,000m² of retail and commercial floor space. The majority of this floor space is located within Stockland Mall which contains three (3) supermarkets and over 100 specialty stores together with numerous restaurants and local support services. Currently there are approximately 1,000 people employed within the town centre.

The town centre contains a branch library, community centre, sports facilities, and buildings that link the town centre with the past such as the Bull and Bush hotel. It is also an important transport hub providing bus services to Parramatta, Sydney CBD, Macquarie Park, Norwest Business Park, North Sydney, Castle Hill and Rouse Hill.

There are three (3) educational establishments including Baulkham Hills Selective High School, Our Lady of Lourdes and Jasper Road Primary School which are located close to the town centre.



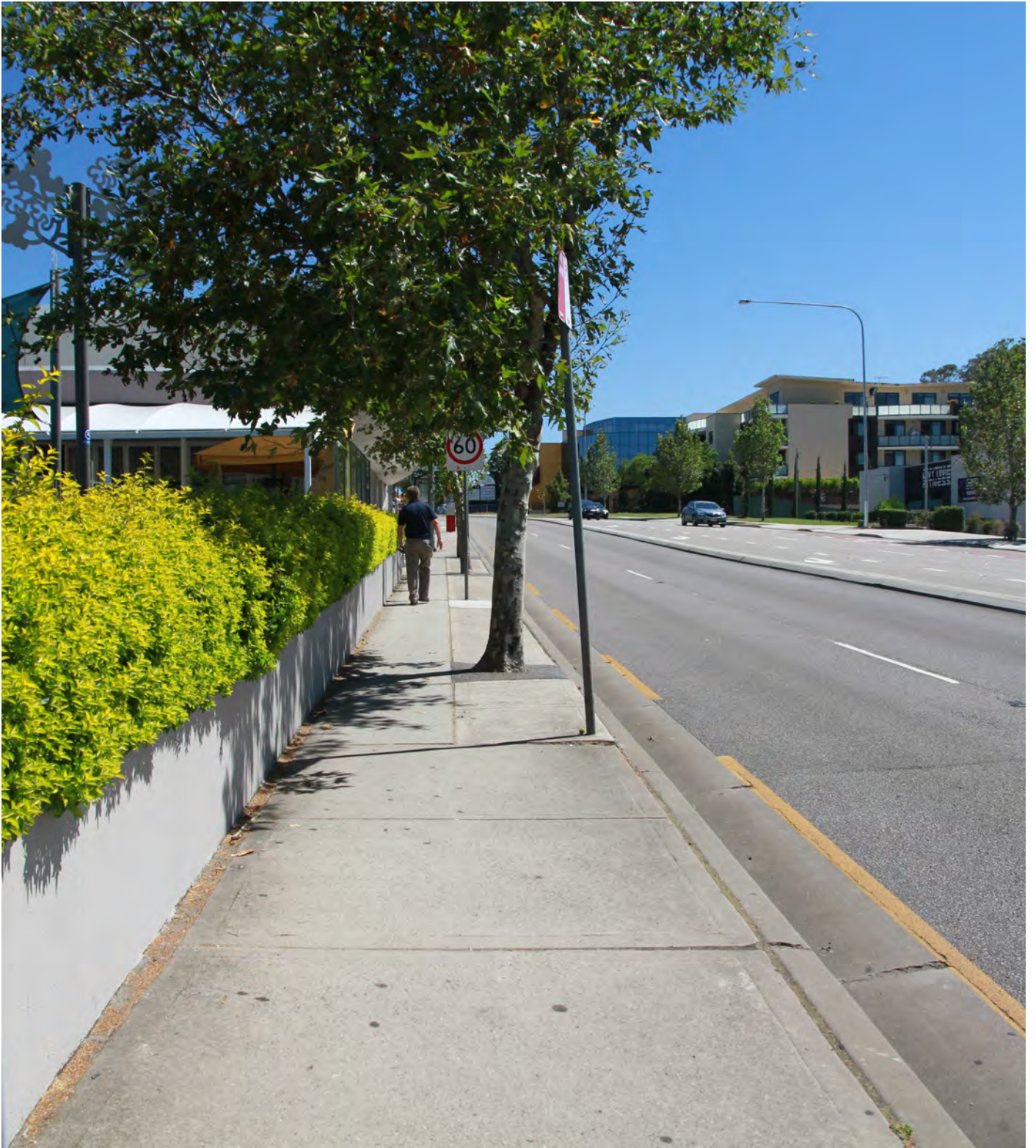
TOWN CENTRE BOUNDARY



WIDER AREA MAP









VISION AND OBJECTIVES

VISION FOR THIS PLAN

Baulkham Hills Town Centre is a vibrant, safe and attractive place to live, work and visit. The town centre will be characterised by high quality public spaces that provide for an attractive and cohesive public domain, and contribute to an active street life as well as promoting community interaction.

OBJECTIVES FOR THIS PLAN

This plan provides a framework of design principles to guide the implementation of the town centre improvements.

Key objectives of this plan are to:

- Improve pedestrian circulation patterns throughout the town centre;
- Protect heritage sites within the town centre;
- Create high quality public spaces that encourage interaction between people and create a sense of pride for residents and visitors to the town centre;
- Promote design solutions and finishes that meet the desired future character for the revitalisation of the town centre.

The preparation of a Public Domain Plan will assist in achieving the desired future character for the town centre as a vibrant and active place for people to work and live.

The future public realm in the town centre will have a distinctive character which links public transport, parks and shopping.

The public realm will be of a high quality, distinctive character and will provide convenient links to public transport with easy access to park and retail facilities.



LOCAL MAP



ANALYSIS

PLANNING AND INFRASTRUCTURE FRAMEWORK

The Hills Local Environmental Plan 2012, Development Control Plan 2012, and Section 94A plan provide a planning and infrastructure framework for future development within the town centre. The Local Environmental Plan provides the primary controls for what activities can be carried out and the size of buildings, and the Development Control Plan provides greater detail for building elements such as parking/loading and access, setbacks to boundaries and relationship to public areas. The Section 94A plan provides a mechanism to fund the key community infrastructure which will be required as a result of the proposed development within the town centre including local open space and transport facilities.

The preparation of a public domain plan to guide the development of, and improvement to, the public domain and streetscape, within centres is identified in Council's Local Strategy which guides land-use planning and management in the Shire. The public domain plan for Baulkham Hills Town Centre will assist in achieving the key objectives in the strategy namely:

- C1 Create vibrant centres that meet the needs of the community;
- C2 Make centres more attractive places to visit;
- C3 Make centres accessible to the community; and
- C4 Improve the functioning and viability of existing centres.

BAULKHAM HILLS

TOWNSHIP

FOR AUCTION SALE
on the Ground

Saturday, 27th Sept. 1902

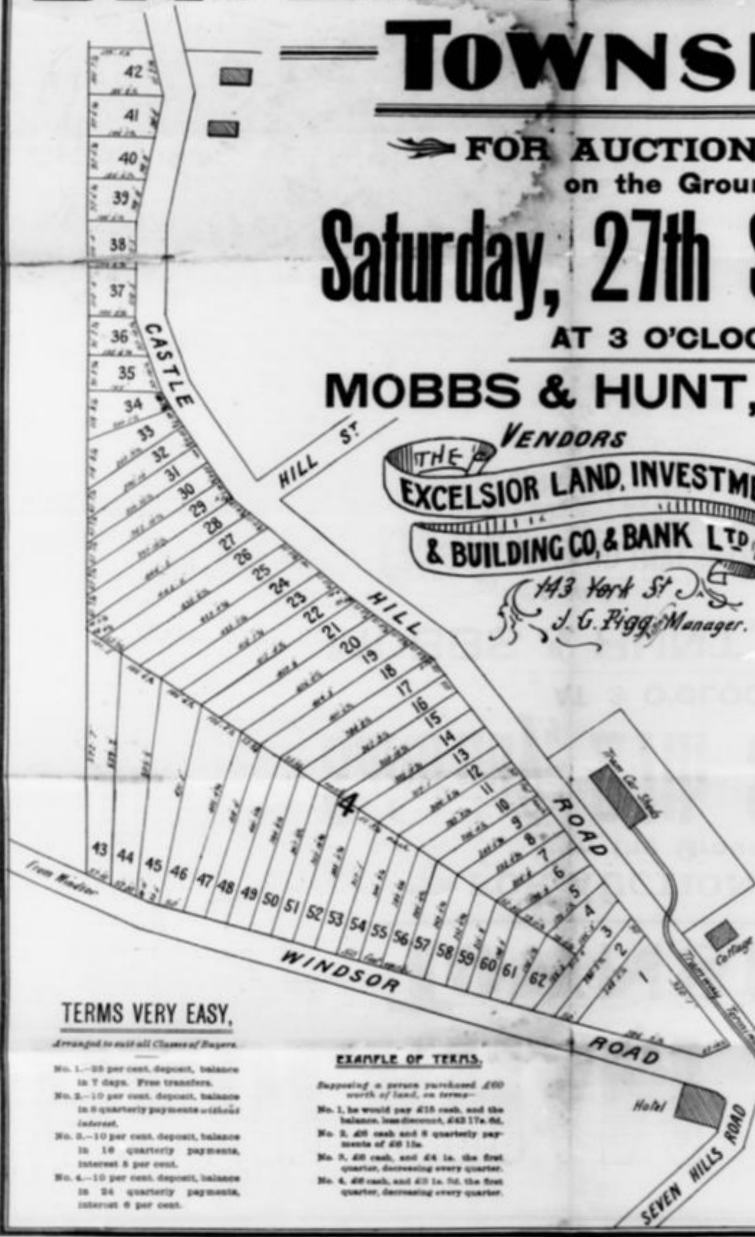
AT 3 O'CLOCK.

MOBBS & HUNT, AUCTIONEERS.

VENDORS
THE EXCELSIOR LAND INVESTMENT
& BUILDING CO. & BANK LTD.
143 York St.
J. G. Pigg, Manager.



E. A. BONNEY
Licensed Surveyor under R.P.A.
94 PITT ST



TERMS VERY EASY.

Arranged to suit all Classes of Buyers.

- No. 1.—25 per cent. deposit, balance in 7 days. Free transfers.
- No. 2.—10 per cent. deposit, balance in 8 quarterly payments with 5% interest.
- No. 3.—10 per cent. deposit, balance in 10 quarterly payments, interest 8 per cent.
- No. 4.—10 per cent. deposit, balance in 24 quarterly payments, interest 8 per cent.

EXAMPLE OF TERMS.

Supposing a person purchased £500 worth of land, on terms—

- No. 1. he would pay £125 cash, and the balance, instalment, £43 17s. 6d.
- No. 2. £50 cash and 8 quarterly payments of £40 10s.
- No. 3. £50 cash, and £4 1s. the first quarter, decreasing every quarter.
- No. 4. £50 cash, and £1 1s. 7d. the first quarter, decreasing every quarter.

TORRENS TITLE 89/45

WALTER ARKUNST & CO., LTD., SYDNEY.



HERITAGE AND HISTORY

The following section briefly outlines actions and key sites that have shaped the development of the Baulkham Hills Town Centre.

In 1802 the Governor of NSW proclaimed six areas in the north-west of Sydney as districts for administrative purposes. The locality at the crossroads of Old Northern Road and Windsor Road became a focal point for the district and a township began.

George Suttor (1774-1859) a well-respected Baulkham Hills pioneer free settler arrived in March 1800 and grew the first commercial orange crop. He encouraged other free settlers to locate in the area and grow produce by selling inexpensive seedlings. In 1807 oranges from Baulkham Hills trees were sold, which made George Suttor the first to produce fruit on a commercial scale. Baulkham Hills citrus orchards grew navel or Valencia oranges for market while some grew mandarins and a small number grew grapefruit, lemons, and even limes.

Continual lobbying by the citrus and stone fruit farmers in the Hills saw a steam tramway introduced from Parramatta Railway Station in 1902. The line travelled through Northmead to Baulkham Hills and onto Castle Hill. Whilst the tram was not designed to haul freight, it carried out this function well. In 1923 the tramway was replaced by a railway between Westmead and Rogans Hill. The rail line veered across Windsor Road and entered the green space where the Baulkham Hills Library is currently located, continuing across Railway Street and through a cutting to reach Baulkham Hills Station and goods yard where the Hills District Bowling Club and George Suttor Park stand. The line then continued along Old Northern Road to Rogans Hill.

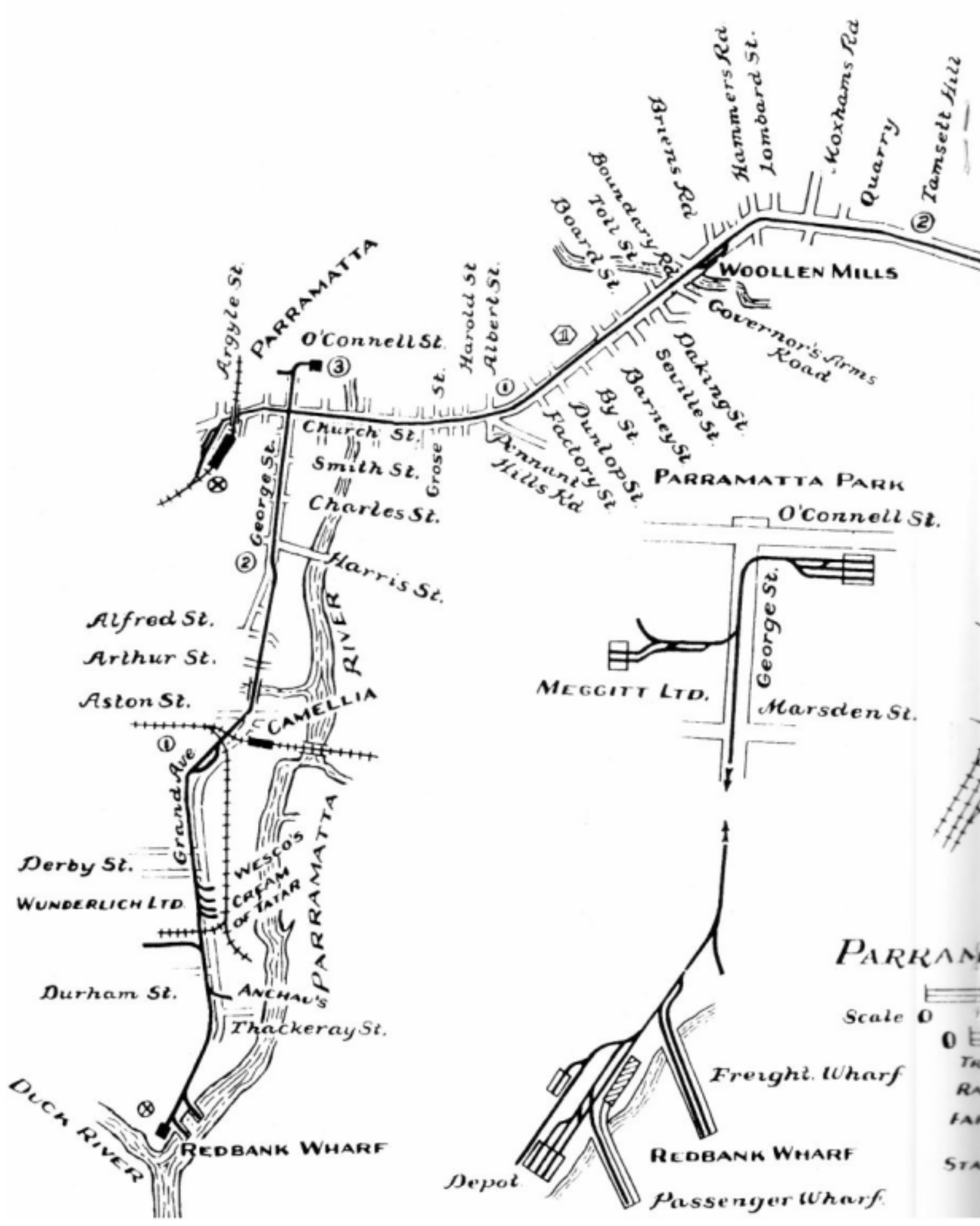
ORANGE BLOSSOM FESTIVAL

The festival started in 1959 to celebrate the best kept gardens within the Shire of Baulkham Hills and in 1969 the event became an annual event.

Council considers that one of the most important functions of local government is to draw the people of an area together, and the Orange Blossom Festival was the mechanism used to achieve this purpose and celebrate the Shire annually. It also helped to create and maintain a feeling of belonging and a sense of civic pride.







PARRAMATTA

Scale 0

0
 TR
 RA
 FAR
 STA

Freight Wharf

REDBANK WHARF

Passenger Wharf.

Depot

MEGGITT LTD.

Marsden St.

PARRAMATTA PARK

O'Connell St.

WOOLLEN MILLS

Governor's Farms Road

Daking St.

Seville St.

Barney St.

By St.

Dunlop St.

Factory St.

Pennant Hills Rd

Harold St

Albert St.

O'Connell St.

Church St.

Smith St.

Charles St.

Harris St.

George St.

George St.

Grand Ave

Alfred St.

Arthur St.

Aston St.

Derby St.

WUNDERLICH LTD.

Durham St.

ANCHAU'S

Thackeray St.

REDBANK WHARF

DUCK RIVER

WESCO'S
 CREAM
 OF TATAR

CAMELLIA

PARRAMATTA RIVER

PARRAMATTA

Boundary Rd
 Toll St
 Board St

Bruce Rd

Hammers Rd

Lombard St.

Koxhams Rd

Quarry

Tamsett Hill



K. MCCARTHY 9/80

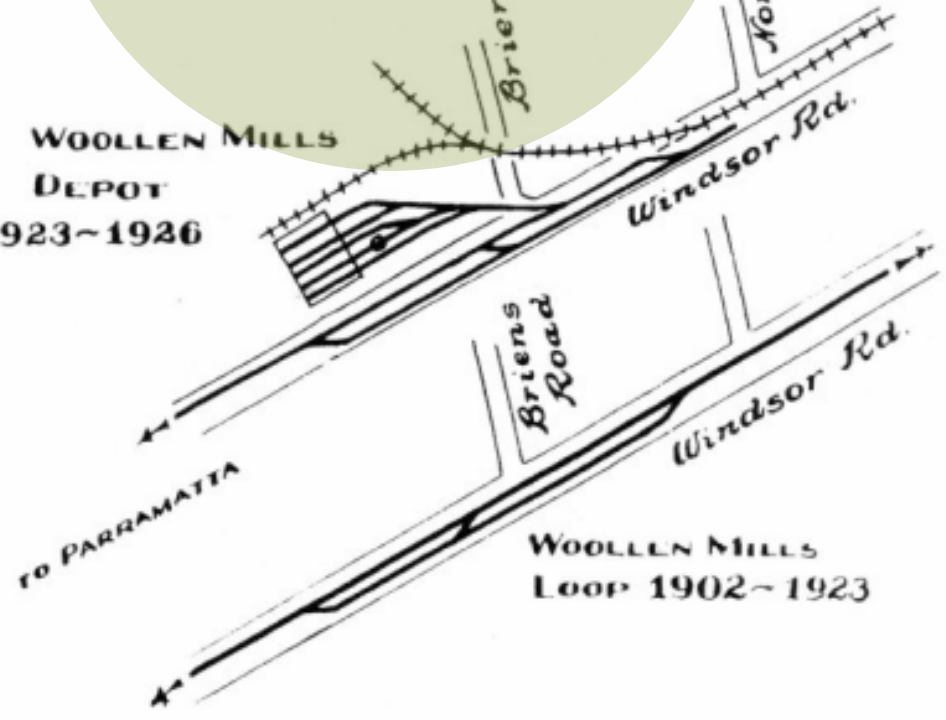


PARRAMATTA STATION



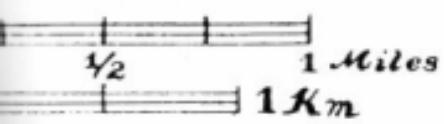
BAULKHAM HILLS DEPOT
1902~1923

WOOLLEN MILLS DEPOT
1923~1926

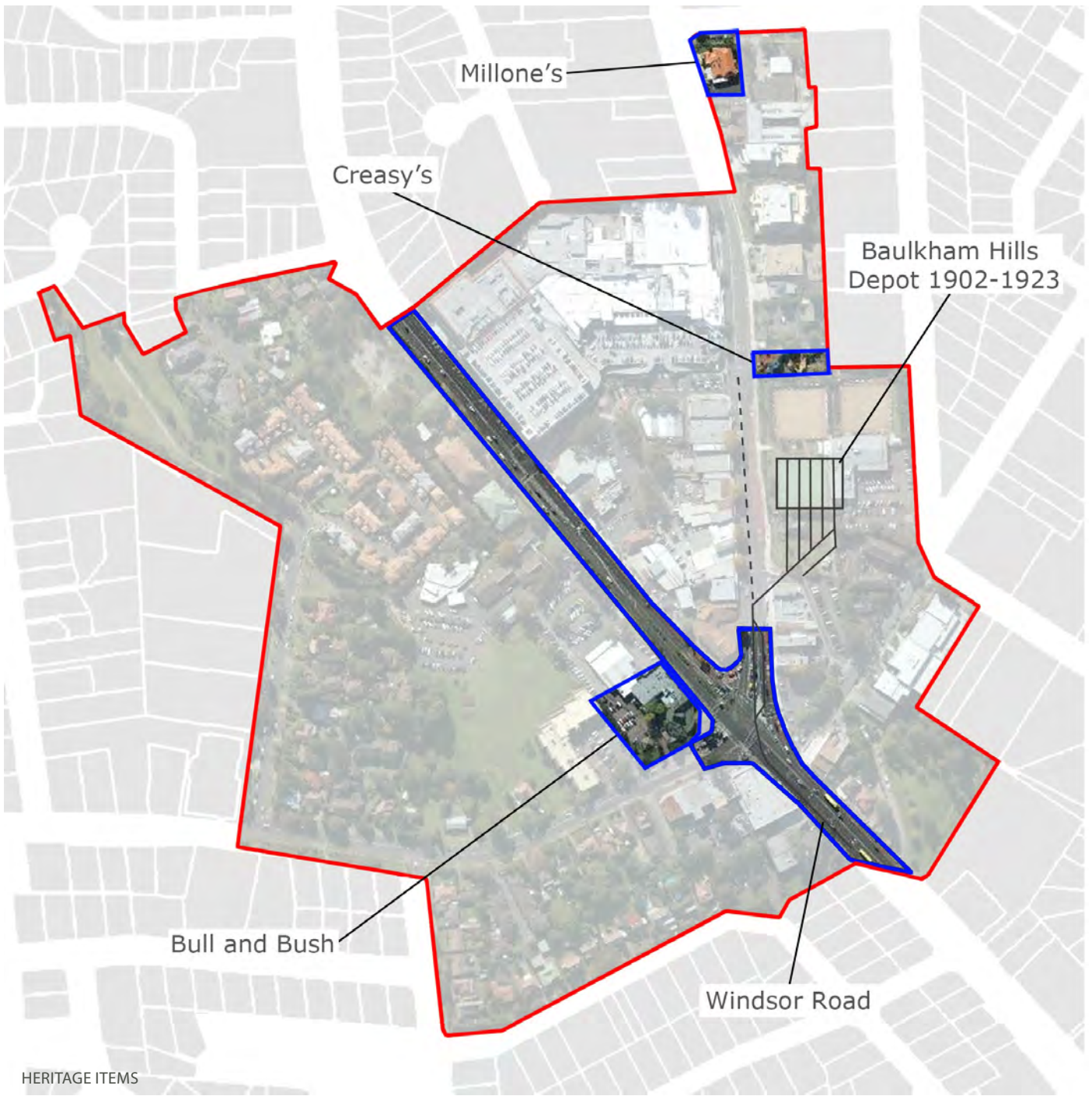


WOOLLEN MILLS LOOP 1902~1923

PARRAMATTA TRAMWAYS



- TRAMWAYS ———
- TRAMWAYS +++++
- SECTIONS ①
- after 1909
- SECTIONS ③
- 1910~1922





BULL AND BUSH

'The Bull and Bush Hotel', formerly known as 'The Lamb and Lark' and the 'Royal Hotel', was established through the development of a road from Parramatta to Windsor which crossed Seven Hills Road. The subsequent plot of land was the meeting point of major thoroughfares (Windsor Road/Seven Hills Road/Old Northern Road) which offered an ideal position for establishing an inn.

After the 1930's depression, Tooth & Co. demolished the inn and commissioned Hotel Architect Cyril C. Ruwald to design a more fashionable alternative, to be known as the 'Bull & Bush Inn'. The new structure featured Tudor panelling, reminiscent of an 'olde' English country pub and all reference to the original old fashioned Victorian building was removed.

On 28th February 1941, possibly to accommodate a larger carpark as the Hotel became more popular, they acquired an additional piece of land adjoining the Hotel site, fronting Windsor Road, which allowed driveway access from both Windsor and Seven Hills Roads.

CREASY'S AND MILLONE'S

In 1906, Daniel Purdy Horwood built a cottage, currently known as Creasy's, for his son Thomas and his wife who named it Raemot Cottage. The cottage was built from local stone; the red corrugated iron work on the veranda was embellished with white wrought iron lace work on the verandah posts at the front and northern side (as seen in a 1950s painting).

Thomas Horwood died in 1955 and Ted Horwood inherited Raemot Cottage. In 1958 Ted built McLaughlin's Drapery, Rodney's Grocers, Horwood Butchers and Mullane's Chemist Shop from Raemot Lane to Doris Horwood's house on Old Northern Road. Following Ted's death in 1971, Raemot Cottage was sold to John Creasy Motors, which operated as a car sales yard from 1980-1995.

Millone's was originally built as a primary residence of the family of Daniel Purdy Horwood (c1900). The residence was constructed at the northern end of the family's major commercial holdings and in close proximity to Raemot Cottage (now known as Creasy's).

The buildings, now known as Creasy's and Millone's, provide a significant link to the Horwood family who played a major part in the growth of the Baulkham Hills Town Centre.



EXISTING STREET ELEMENTS AND STREETScape



EXISTING SERVICES



EXISTING SERVICES



CURRENT BUILT ENVIRONMENT STREET ELEMENTS AND STREETScape

Stockland Mall and the retail strip shop facades dominate the Old Northern Road streetscape. There are few modern buildings contributing to the streetscape, however, the majority of existing built form provides poor pedestrian amenity. The current built form is built to the lot boundary, providing approximately two metre footpaths on the western side of the road.

Stockland Mall is an inward focused retail building that provides little to the activation of the public domain or the appearance of the streetscape.

Baulkham Hills Town Centre contains major roads which intersect and divide the space, contributing to poor pedestrian access and movement. Minor laneways within the town centre are disconnected from the main public realms, creating discontinuity within the landscape and diminish the streetscape aesthetics.

SERVICES

The footpath areas within the Baulkham Hills Town Centre contain the usual underground services, including electricity cabling in some locations. Above ground services include street lighting. Given that the ridge line generally follows Old Northern Road, the existing pipe line on the western side of the roadway runs to the Hawkesbury Nepean River and services on the eastern side of the roadway runs to the Parramatta River.

The current road alignment may be subject to future adjustments as part of development within the Centre and will potentially require the relocation of existing services, particularly around the location of the proposed Junction Bus Stop Upgrade.

SAFETY AND AMENITY

The combination of residential, commercial, retail and community uses within the Centre means that the safety and security of visitors and residents is an important consideration within this Plan. This is particularly relevant with respect to the high volume of traffic along Old Northern Road, Seven Hills Road and Windsor Road.

This Plan promotes the Baulkham Hills Town Centre as a hub and identifies opportunities to provide a safe outdoor environment. The creation of pedestrian links with improved street furniture, paving and directional signage will effectively define the layout of the Centre and enhance both the safety and amenity of the public domain.

BUILT FORM

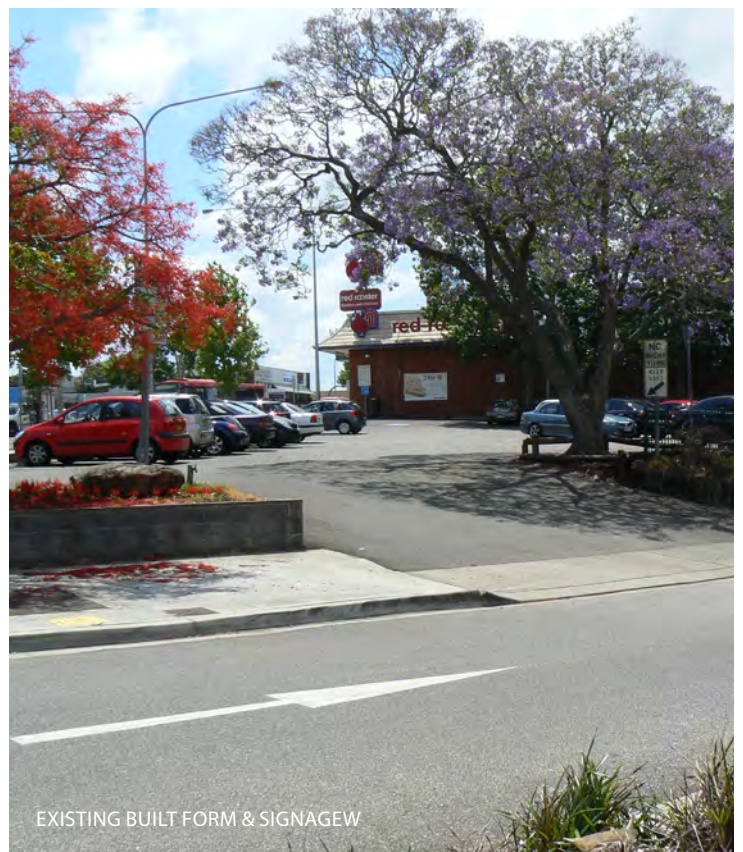
The existing built form within the Baulkham Hills Town Centre is primarily made up of residential and commercial



EXISTING BUILT FORM



EXISTING STREET TREES



EXISTING BUILT FORM & SIGNAGE



uses. The inner sections of the town centre are characterised by retail and commercial uses, with the remaining built form being principally residential. The retail shop facades along Old Northern Road and Olive Street within the Central Precinct have a “close grain” built form with small and contiguous street frontages. This is primarily the result of the small and fragmented allotment pattern within this precinct which impacts on the pedestrian experience and impression of the Centre both in terms of legibility and ease of access.

Opportunities exist to improve this element of the public domain as part of the revitalisation of the Centre as a significant landmark and high profile location within the Hills Shire. The development of a legible and unified built form and public domain will contribute to the creation of a distinctive character within the Centre and will ultimately improve public impressions and experiences of Baulkham Hills as a Town Centre.

STREET TREES

Historically, Baulkham Hills has been known as the “Garden Shire”, and the town centre has a mix of street trees in varying conditions. Currently trees within the town centre consists primarily of *Platanus acerifolia* (London Plane), *Lophostemon Confertus* (Brush Box) and *Eucalyptus Microcorys* (Tallowood).

It is proposed that the use of street trees within the town centre will be selected from a palette of treatments. In the major streets the treatment of the street trees is to include landscape pavement design consistent with the surrounding high quality paving treatment. The planting will be edged by soft-fall rubber or crushed granite.

PEDESTRIAN NETWORK

Streets are the fundamental building blocks of the public domain. Healthy vibrant streets create a positive economic environment for retail traders.

OPEN SPACE

There is a limited amount of public open space within the town centre. The two main public open space areas are George Suttor Park adjoining The Hills District Bowling Club and Conie Avenue Reserve. George Suttor currently houses the Baby Health Centre, children’s playground equipment, and an amenities block. It is proposed that this reserve will be updated.

The other open space is known as Conie Avenue Reserve is in need of embellishment. Currently the reserve houses no facilities.

STREET FURNITURE

The existing street furniture within the Baulkham Hills Town Centre area requires updating as there is currently no uniformity. It is proposed that furniture for the public domain will be a coordinated palette of seating, garbage bins, bollards, banner and flag poles that will complement other public domain finishes, such as the selected paving colour and will create a unified, distinct character for Baulkham Hills.



EXISTING BUS SHELTERS



LIGHTING

The current lighting within the town centre is for arterial and sub-arterial roads that predominantly carry through traffic from one region to another and will remain as is. It is proposed that pedestrian bollard lighting be provided throughout the centre and the current wattage of the lights be upgraded to be in accordance with the Australian Standards.

SIGNAGE

Currently there is little signage (entry or directional signs) within the Baulkham Hills Town Centre. It is proposed that both entry and directional signs be provided. The signage palette chosen for the town centre will be designed to reflect the history and unique character of Baulkham Hills.

PUBLIC ART

Currently there is no public art within the Baulkham Hills Town Centre. There are opportunities for public art to be provided within the town centre.

PAVING TYPES

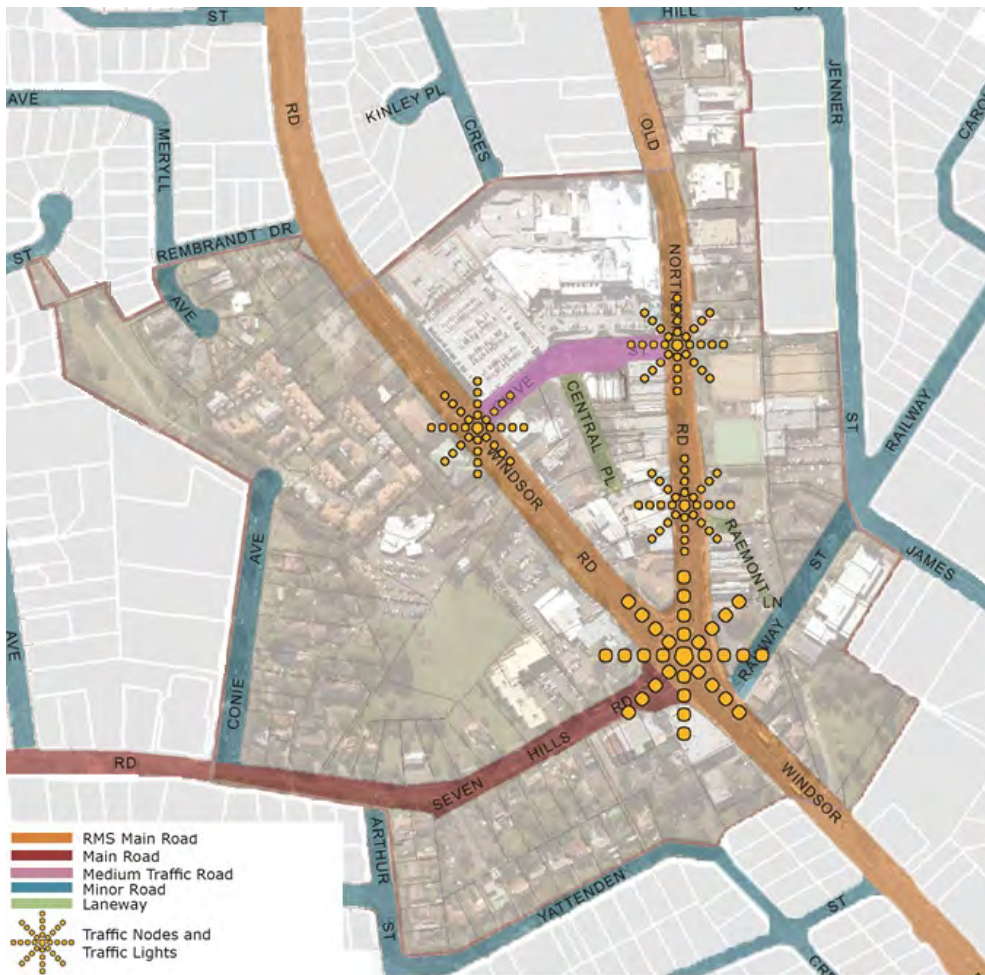
The paving within the town centre is currently plain concrete. It is proposed that two (2) different types of paving treatments be provided within the town centre.

TRANSPORT

The public transport within the Baulkham Hills Town Centre mainly consists of bus stops which permit connection to Castle Hill, Parramatta, Blacktown and the CBD. The bus stops currently within the town centre vary in style and colour and do not present a cohesive approach. As part of the public domain improvements all bus shelters shall be removed and replaced to be uniform across the town centre.



PEDESTRIAN MOVEMENT



VEHICULAR MOVEMENT



EXISTING PEDESTRIAN NETWORK



EXISTING OPEN SPACE



EXISTING STREET FURNITURE



EXISTING SIGNAGE







STRATEGIC VISION

PEDESTRIAN PEDESTRIAN ENVIRONMENT

The selection of an attractive and coherent palette of paving materials for the Town Centre will create unity and a strong identity for Baulkham Hills Town Centre within and between the individual precincts. The paving will be attractive and durable. The treatment will be reliable in supply and easily replaceable in the event of damage, have low maintenance requirements and be adaptable for use in all forms of application.

PEDESTRIAN ACCESS PRINCIPLES:

- Link all public and private pedestrian walking networks into an intergrated system.
- Enhance and improve the walking environment.
- Encourage more use of the public domain for pedestrian movement.
- Improve major pedestrian nodes and crossing points to minimise waiting times.
- Provide adequate width of pedestrian footpaths to allow for the expected pedestrian volumes through the town centre.
- Encourage the provision of footpath connections for all streets within the catchment of the town centre to encourage pedestrian access into the centre.
- Allow for regional pedestrian access links to Castle Hill, Winston Hills, Windsor Road, and M2.
- Provide adequate pedestrian lighting.
- Undertake a program of pavement replacement within the public domain to address existing unattractive treatments.
- Establish a hierarchy of paving treatments that enables the expression of differences within various precincts.

STRATEGIES:

Implement two (2) levels of paving through the centre, based on expected pedestrian volumes and aesthetic expectations, including:

- Treatment 1 - high pedestrian movement with honed shotblast concrete pavers to be used.
- Treatment 2 - medium pedestrian movement with banded honed shotblast concrete pavers within a boned concrete path.
- Identify opportunities for improved pedestrian access within the Baulkham Hills Town Centre through land acquisition or Development Control Plan controls, for example:
 - Provide development controls that facilitate pedestrian movement from private to public domain.
 - Provide development controls that encourage the development to address the street frontage.
- Identify pedestrian links between Stockland Mall and the surrounding areas:
 - To provide pedestrian access links from Baulkham Hills Town Centre to Castle Hill, Winston Hills, Windsor Road, and M2.
- Provide pedestrian lighting to create safe and amenable access throughout the Baulkham Hills Town Centre, including:
 - P1 level lighting in accordance with the Australian Standard 1158 for major intersections and high trafficked areas.
 - P2 level lighting in accordance with the Australian Standard 1158 for major pedestrian links to the centre of Baulkham Hills.
 - P3 level lighting in accordance with the Australian Standard 1158 for lower level pedestrian links.

OPPORTUNITIES:

- Include through-site links within new developments to improve pedestrian connections and circulation.
- Support construction of pedestrian bridge over major roads to facilitate pedestrian and traffic flow.
- Investigate opportunities for pavement widening to replace pedestrian congestion and provide for outdoor dining.
- Widen footpaths and improve amenity for bus patrons/users.



PEDESTRIAN PAVING

PRINCIPLES:

- Establish a unified theme that contributes to the Baulkham Hills Town Centre character.
- Establish a hierarchy of paving indicative of intensity of use, function and significance of each open space including:
 - feature pavement at the entrance to open space areas.
 - streetscape pavement treatment 1.
 - streetscape pavement treatment 2.
- Utilise opportunities for site specific art design in feature locations.
- Limit streetscape colour contrast to minimise visual clutter, allowing wayfinding structures to dominate.
- Increase pavement interest in feature spaces.
- Assist motorists and pedestrians to 'read' the public open space functions.
- Assist with wayfinding.
 - pavement hierarchy indicating proximity to town centre
 - extend feature pavements into adjoining streetscape pavement indicating entry to a significant public open space:
 - Civic Plaza entry to Olive Street.
 - Conie Avenue Reserve entries to Seven Hills Road and Windsor Road.
 - George Suttor Park entries to Old Northern Road and Raemot Lane.
 - repeat a distinct pavement pattern at intersection and decision points.
 - include location labels at intersection and decision points.
- Be made from strong and durable materials appropriate to the intended function:
 - pedestrian only.
 - shared zone with light vehicles e.g. maintenance utility vehicles.
 - shared zone with heavy vehicles e.g. garbage collection vehicles.
- Colour and texture:
 - utilise a harmonious colour palette with low colour contrast .
 - reinforce and introduce subtleties of variation through texture.
- Low maintenance requirements.
- Minimise trip hazards.
- Provide options for maintenance access to subsurface services:
 - unit pavers vs concrete slabs.
 - borders of unit pavers for service trenches.



LEGEND

- Paving Treatment 1
- Paving Treatment 2

PEDESTRIAN PAVING TREATMENTS



PAVING TREATMENT 1

Paving treatment 1 has been identified as concrete paving, to be used in high use pedestrian areas.

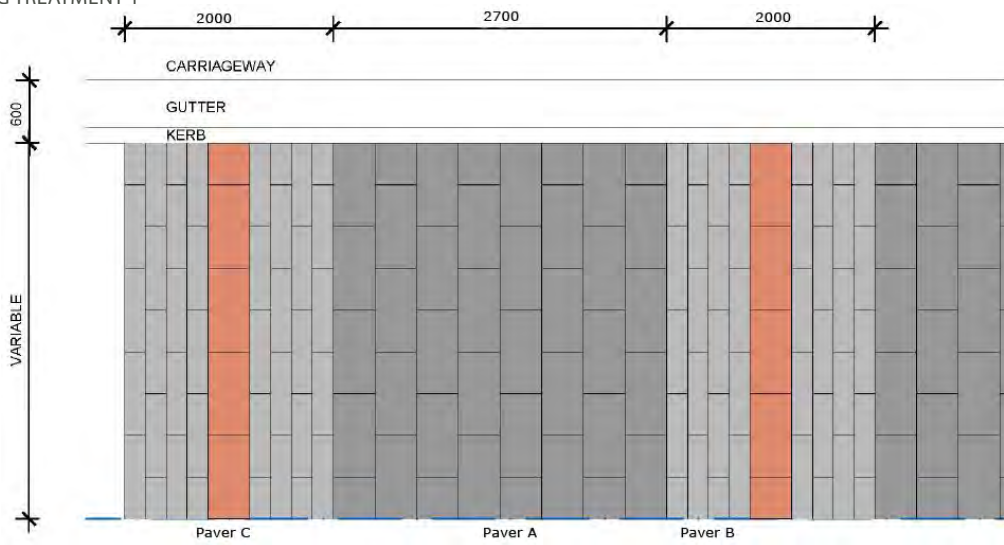
Material: concrete
Finish: honed and shotblast
Colours: amber, pale grey, mid grey, charcoal
Sizes:
A 800 x 400 x 60
B 800 x 200 x 60
C 200 x 200 x 60
D 90 x 90 x 60

PAVING TREATMENT 2

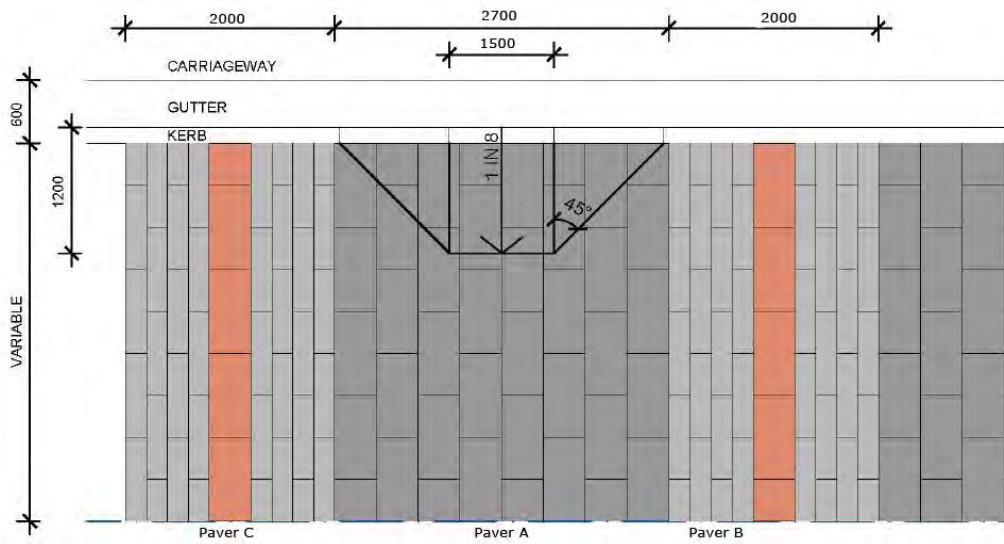
Paving treatment 2 has been identified as honed concrete with concrete paved banding, to be used in medium use pedestrian areas.

Material: concrete
Finish: honed and shotblast
Colours: amber, pale grey, mid grey, charcoal
Sizes:
B 800 x 200 x 60
C 200 x 200 x 60

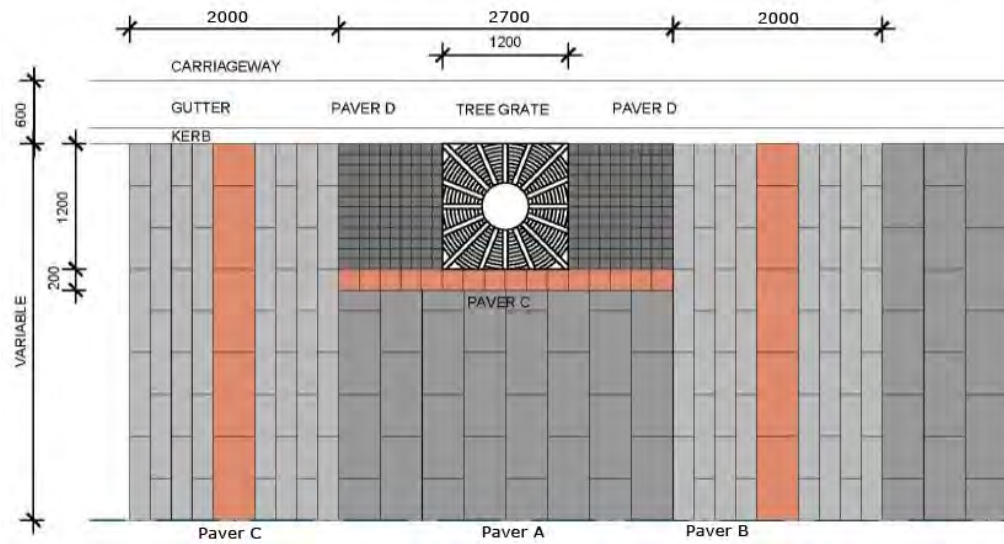
PAVING TREATMENT 1



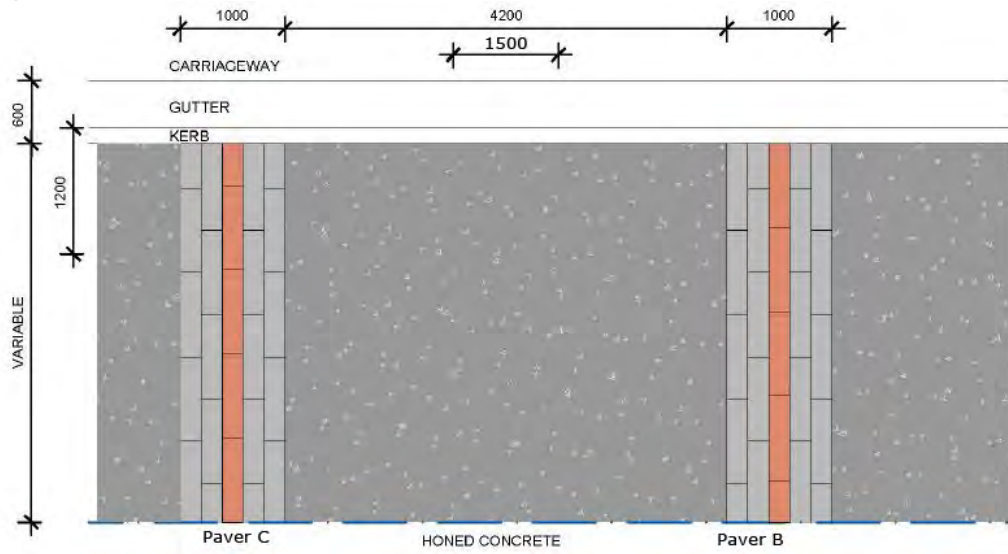
PAVING TREATMENT 1 - PRAM RAMP CROSSING



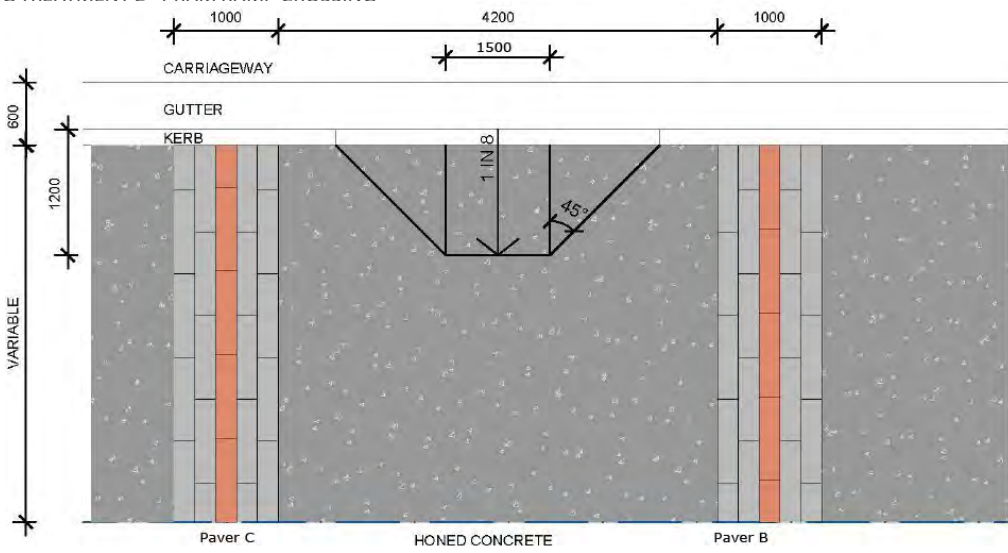
PAVING TREATMENT 1 - LANDSCAPE PAVEMENT



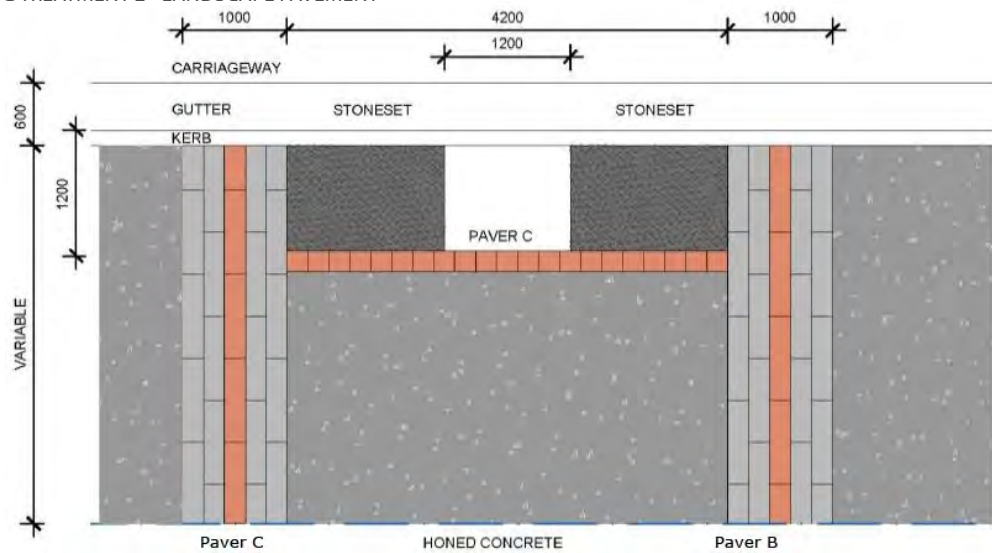
PAVING TREATMENT 2



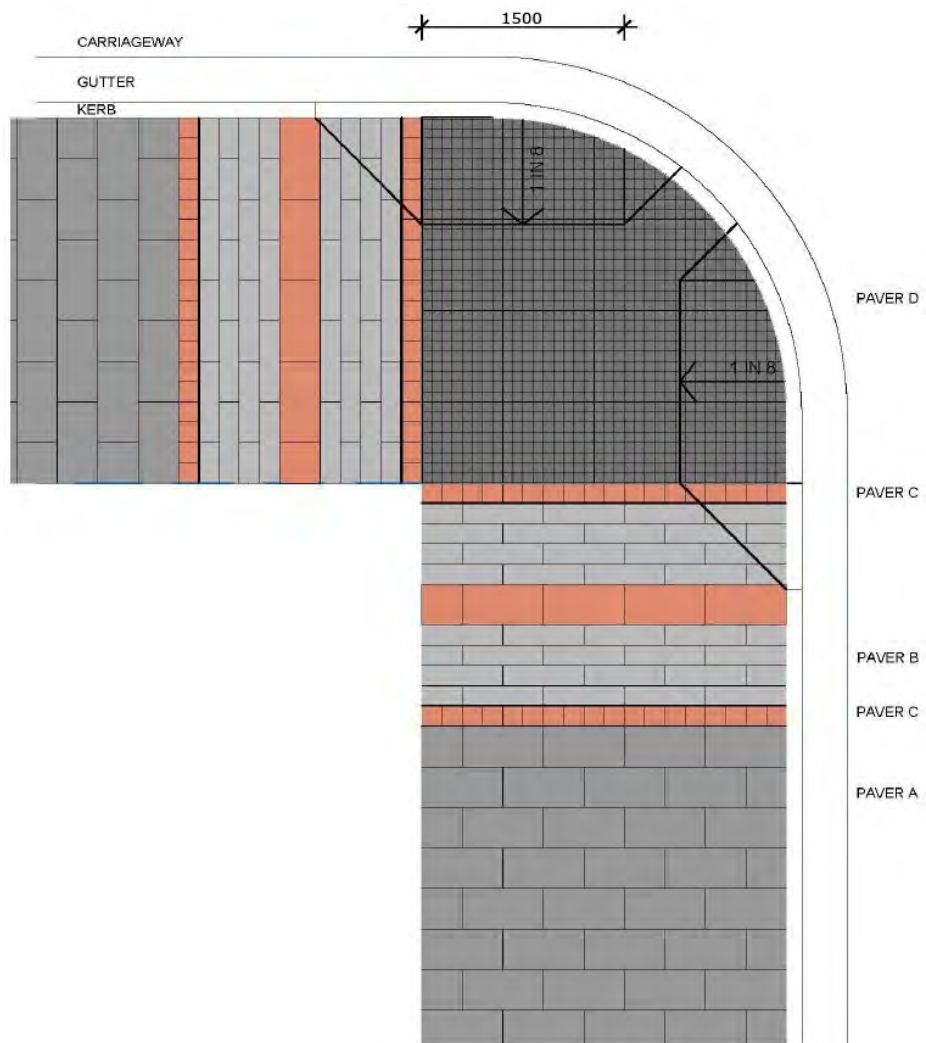
PAVING TREATMENT 2 - PRAM RAMP CROSSING



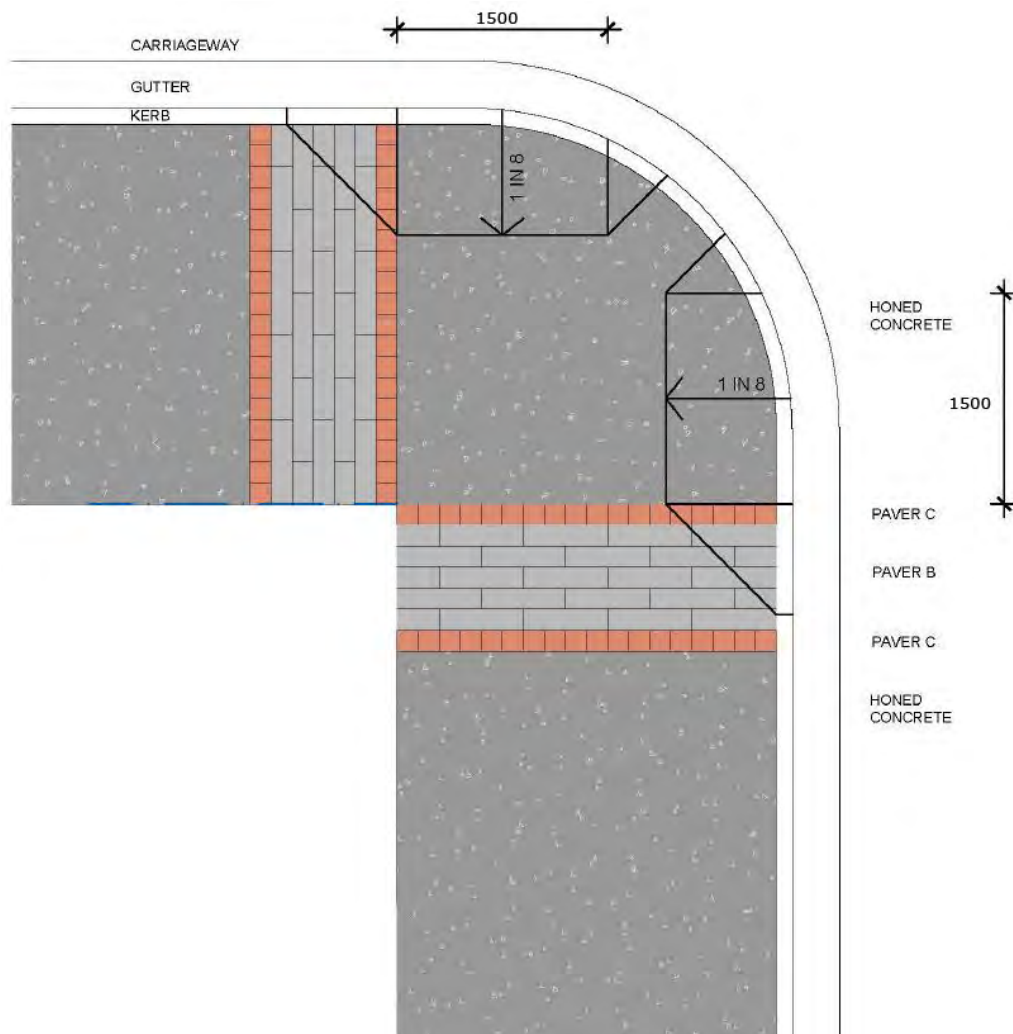
PAVING TREATMENT 2 - LANDSCAPE PAVEMENT



PAVING TREATMENT 1 - INTERSECTION



PAVING TREATMENT 2 - INTERSECTION







PEDESTRIAN LIGHTING

Light column bollard with 360° scape shield

MATERIAL/FINISH: Stainless steel with a satin finish



ROAD LIGHTING



VEHICLE MOVEMENT AND LIGHTING

Old Northern Road is the main road that connects Baulkham Hills in the south to the Hawkesbury River in the north. This main road serves as an arterial route through the Baulkham Hills Town Centre. The dominating intersection of Windsor Road and Old Northern Road hinders pedestrian access within the centre and creates significant disconnection.

With minimal public space being offered and a declining streetscape, the pedestrian access within the town centre has considerably decreased.

The major parking areas are located within Stockland Mall which accommodates a large number of shops. Parking is also available behind the Bull and Bush Hotel and along Central Place.

There are major bus routes which include links to Castle Hill, CBD, Macquarie Park, Parramatta, Rouse Hill, Norwest, Pennant Hills and Kellyville.

VEHICULAR ENVIRONMENT

VEHICULAR ACCESS PRINCIPLES:

Provide a completely integrated road network that connects to surrounding road networks and serves the Baulkham Hills Town Centre.

Provide a safe and efficient road network for the community to utilise.

Provide public parking facilities that allow for the expected numbers of vehicles in the Baulkham Hills Town Centre.

Minimise conflict between cyclists, pedestrians and vehicles.

Provide adequate lighting for vehicular movements within the town centre.

Accomodate for high levels of vehicular activity.

LIGHTING CATEGORIES:

V3 – Lighting used on arterial roads that predominantly carry through traffic from one region to another, forming principal avenues of communication for traffic movements.

Operating characteristics:

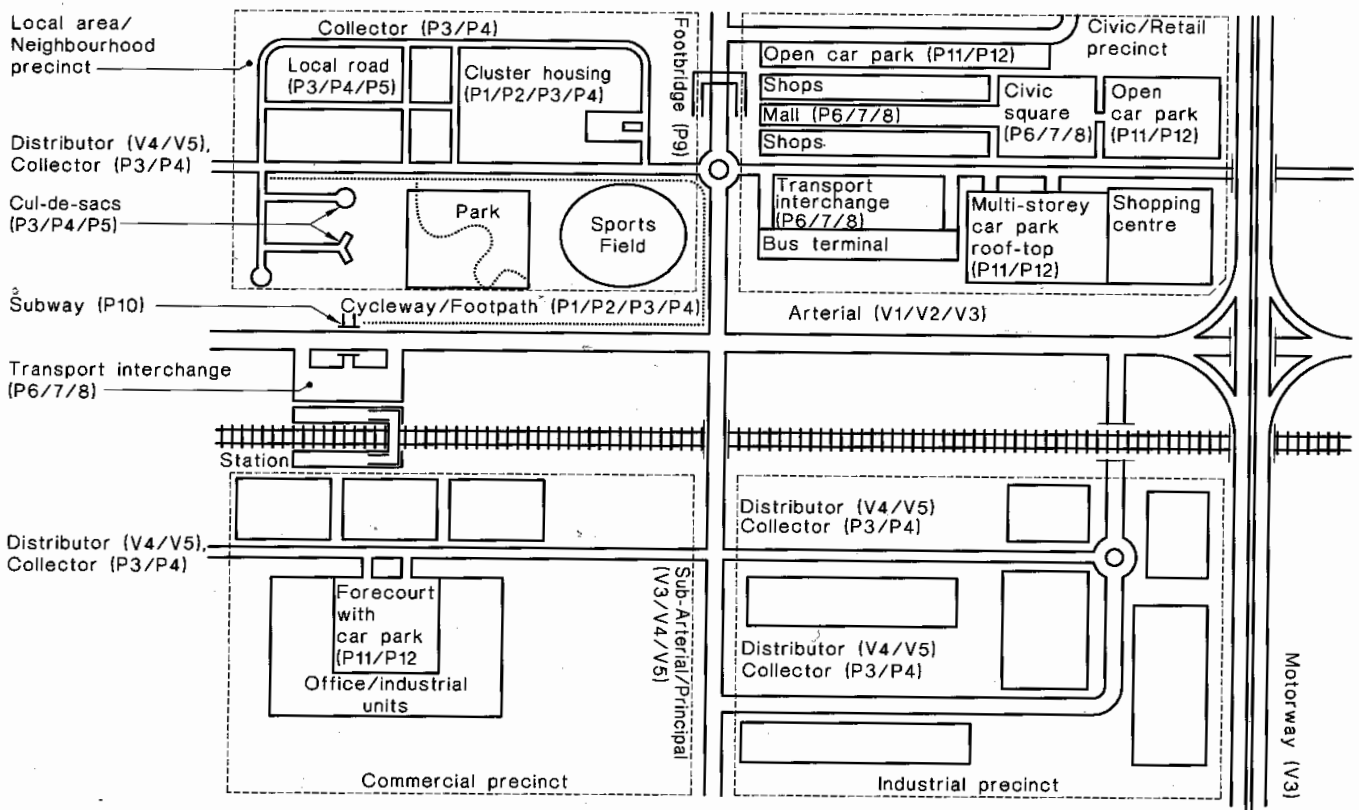
Through and local traffic.

V5 – Lighting used on sub-arterial or principal roads which connect arterial or main roads to areas of development within a region, or which carry traffic directly from one part of a region to another part.

OPERATING CHARACTERISTICS:

Moderate traffic volumes.

P4 – Lighting for local roads, or streets used primarily for access to abutting properties, including residential properties.



INDICATIVE LIGHTING CATEGORIES AND SUBCATEGORIES

OPERATING CHARACTERISTICS:

This applies across the whole of the road reserve width, including the footpath.

STRATEGIES:

Implement V3 lighting in accordance with Australian Standard 1158 for all heavy utilised pedestrian areas, including:

- Old Northern Road through to Seven Hills Road from Stockland Mall to the entrance to Conie Avenue Reserve.
- Windsor Road between Olive Street and the southern end of Railway Street Reserve.
- Railway Street between Windsor Road and Raemot Lane.
- Implement V5 level lighting in accordance with Australian Standard 1158 for all major roads, including:
 - Seven Hills Road between entrance to Conie Avenue Reserve and Conie Avenue.
 - Railway Street between Raemot Lane and Jenner Street.
 - Windsor Road between Stockland Mall and Rembrandt Drive.

Implement P4 level lighting in accordance with Australian Standard 1158 for all local roads, parks and reserves.





VEHICLE KERB AND PIT LID SPECIFICATIONS
VEHICULAR KERB TREATMENT

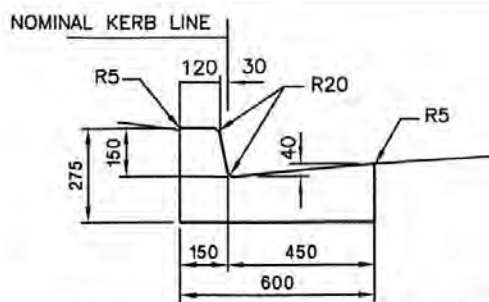
PRINCIPLE

Kerb and gutter type 1 is to be used as a standard treatment.
 Kerb and gutter type 2 is to be used in the Central plaza area.

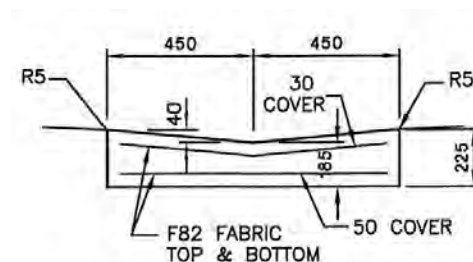
MATERIAL/FINISH

Grey concrete

TYPE 1 - KERB & GUTTER



TYPE 2 - DISH GUTTER



SERVICE PIT LIDS







PRINCIPLE

Service pit lid to be infilled.

MATERIAL/FINISH

Infill with honed shotblast concrete pavers.



-  Bus Lane
-  Kiss and Ride Spaces
-  Upgrade Taxi Shelter
-  Junction Bus Stop Upgrade
-  New Bus Shelter
-  Upgrade Bus Shelter



CYCLEWAY AND PUBLIC TRANSPORT CYCLEWAY

CYCLEWAY ACCESS PRINCIPLES:

- Encourage alternate transport options through safe and accessible infrastructure.
- Link all existing cycleways within the Baulkham Hills Town Centre to the regional cycleway network.
- Provide on-road and off-road cycleway facilities.
- Provide cycle storage at major transport and shopping hubs.

STRATEGIES:

Implement off-road cycleways at the following locations:

- Jasper Road (E side) between Torry Burn Reserve and Balcombe Heights Estate;
- Coronation Road (S side) between Jasper Road and Harry Carr Reserve;
- Seven Hills Road (S side) full length;
- Old Northern Road (E side) full length;
- Windsor Road (E side) from Roxborough Park Road;
- James Street (W side) full length;
- Orchard Street (W side) between Ulla Crescent and Cook Street;
- Cook Street (E side) between Orchard Street and Bidjigal/Excelsior Reserve;
- Jenner Street (E side) full length;
- Cross Street (S side) between Jenner Street and Old Northern Road;
- Watkins Road (N side) full length
- Arthur Street (W side) full length



NEW BUS STOP DESIGN



PUBLIC TRANSPORT

PUBLIC TRANSPORT PRINCIPLES:

- To encourage the use of public transport for travel to and from Baulkham Hills Town Centre.
- To provide a modern, comfortable, safe and accessible bus facilities for commuters.
- To provide alternative transport options in the town centre.

STRATEGIES:

Develop a junction bus stop upgrade that is in a convenient location in relation to surrounding uses in the town centre including retail and commercial development.

In collaboration with Transport for NSW, encourage the upgrade of the junction bus stop.

Provide bus facilities which are covered, waterproof, well lit, and safe.

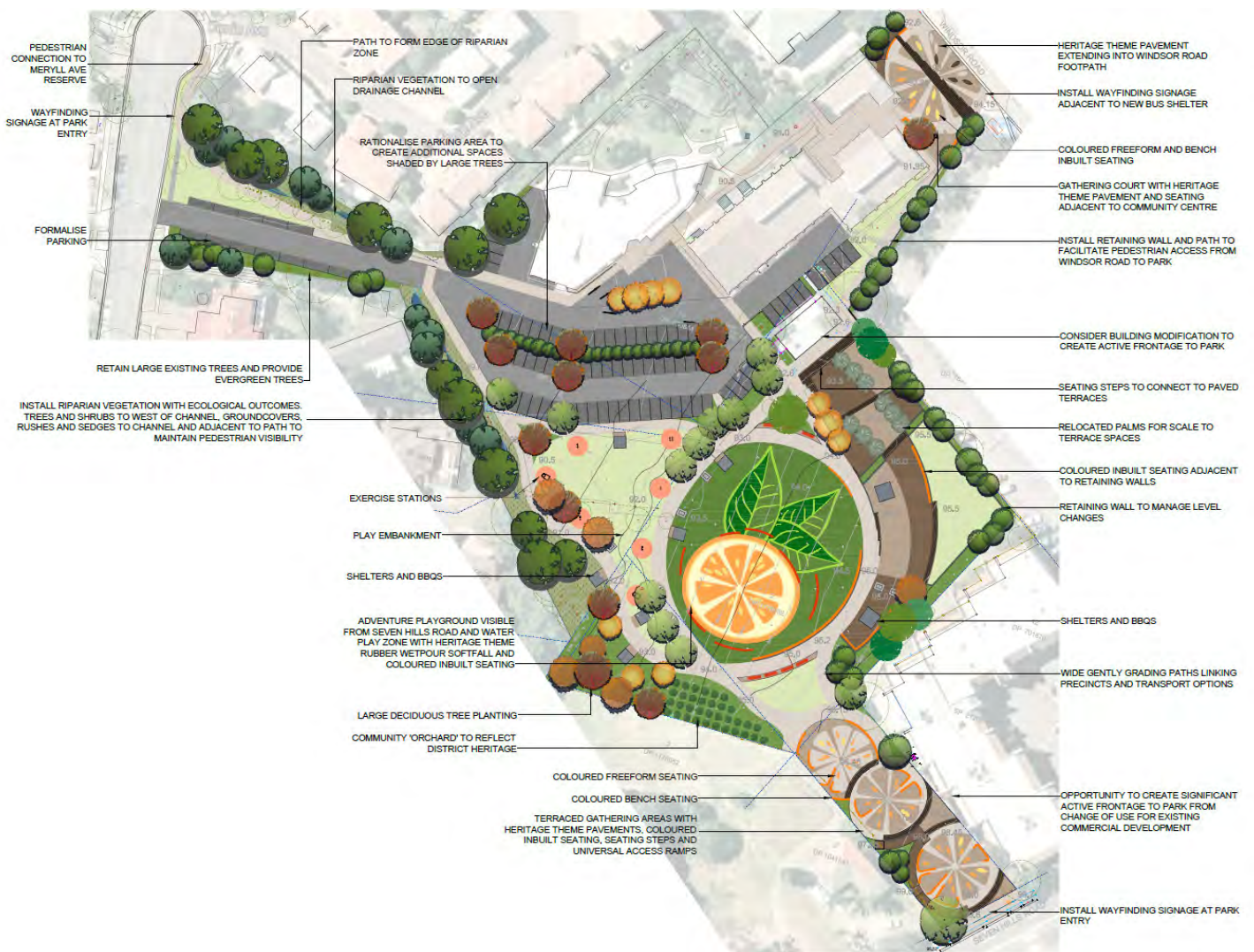
Provide adequate facilities at bus stops throughout the town centre.

Provide a taxi shelter on Central Place.

Provide adequate vehicle drop-off points to encourage the use of public transport.

BUS SHELTERS PRINCIPLES:

- Provide shelters and rain protection.
- Incorporate seating.
- Predominantly steel frames with silver finish.
- Incorporate translucent panel elements.
- Opportunity for incorporation of colour into powder coat steel elements, translucent elements and permanent and temporary signage.



CONIE AVENUE RESERVE



OPEN SPACE

1. OPEN SPACE GENERAL

OPEN SPACE PRINCIPLES:

- Link existing and potential open space areas.
- Provide a safe and amenable environment.
- Respond to the anticipated higher densities through urbanisation of the open space.
- Encourage the community to use open space by improving the aesthetic quality.
- Locate incidental play elements at appropriate places along streets, within road reserves and setbacks.

STRATEGIES:

- Combining easements.
- Create a Civic Plaza.
- Install play equipment in safe and appropriate locations.

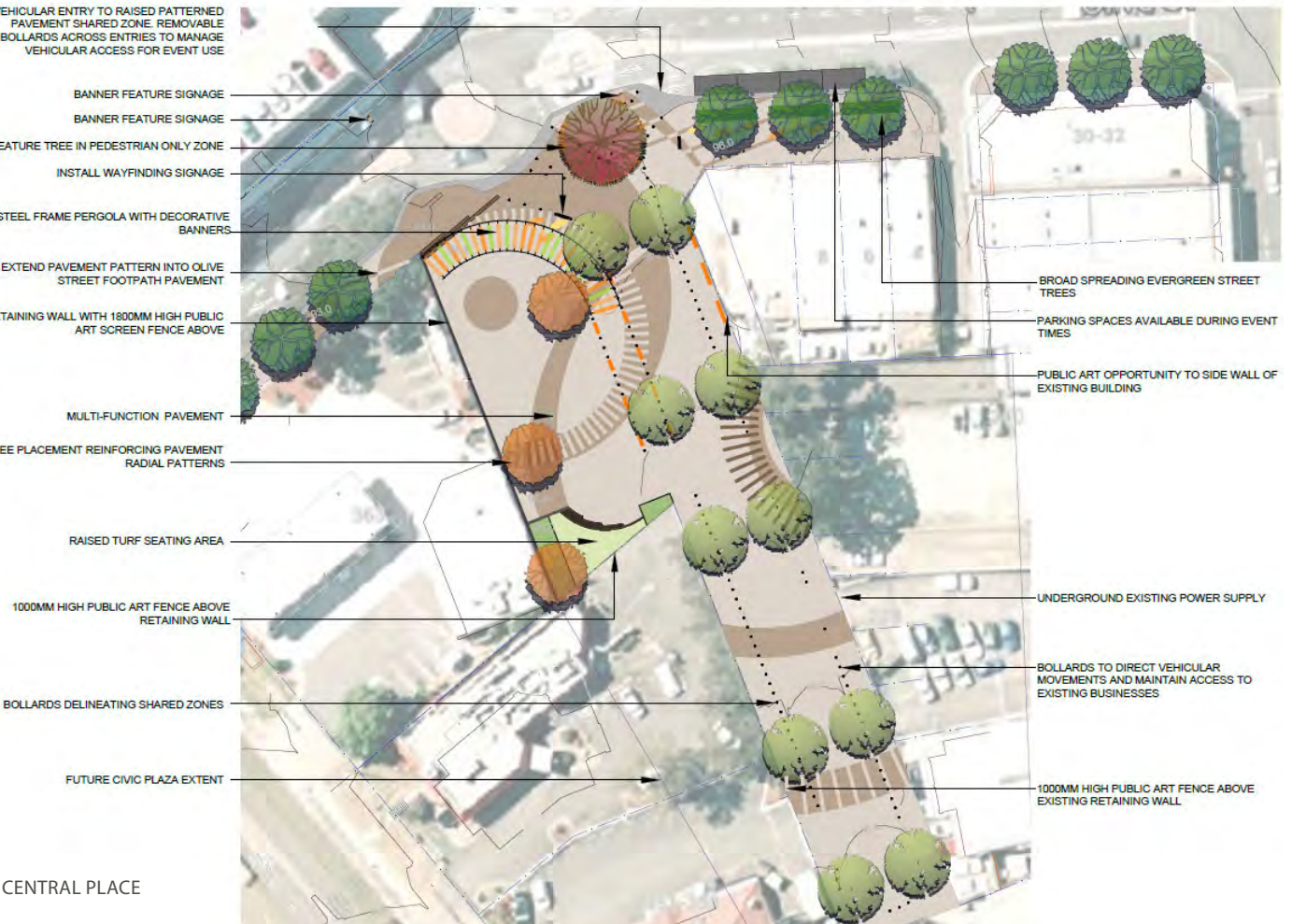
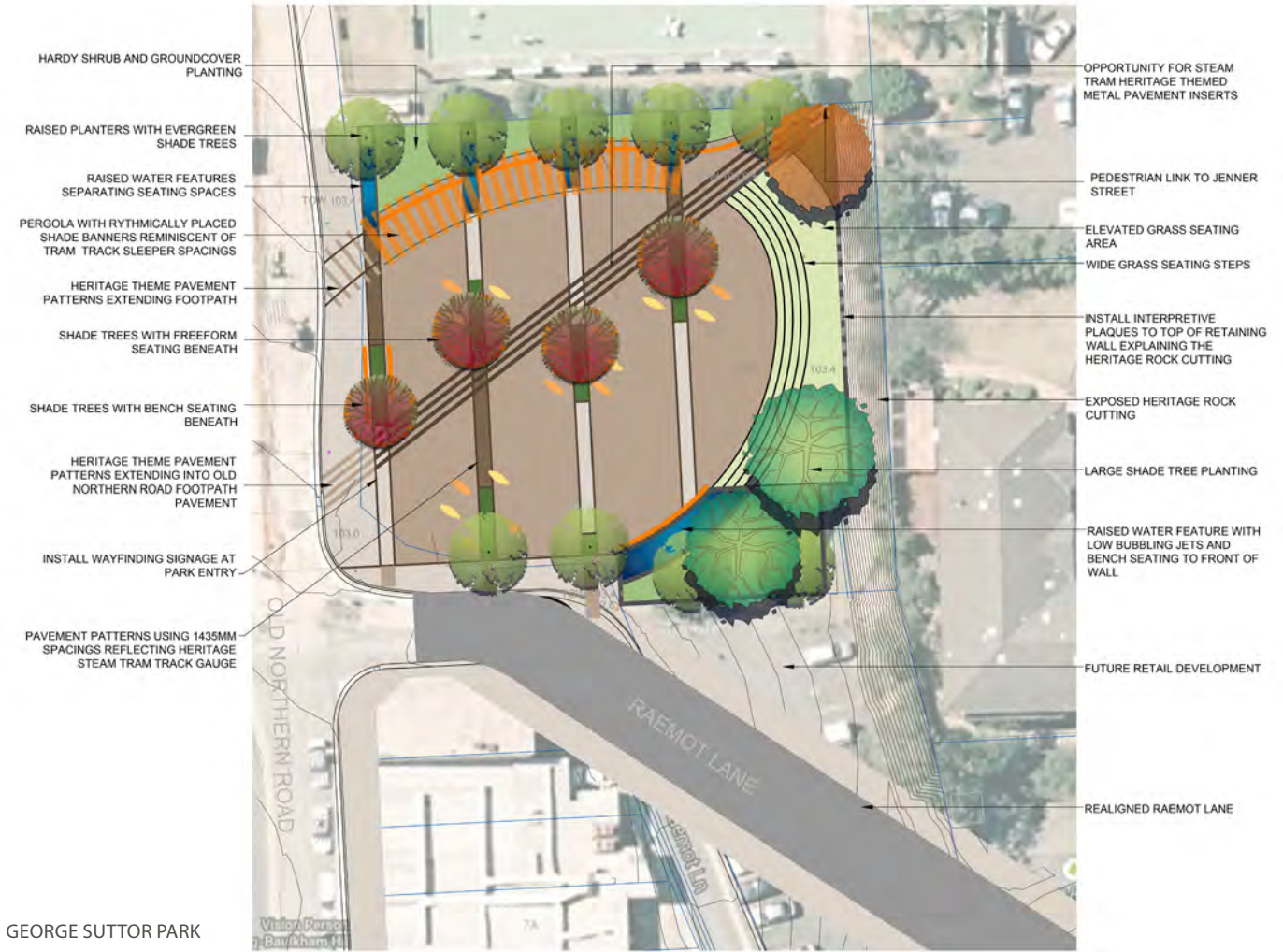
2. CONIE AVENUE RESERVE

CONIE AVENUE RESERVE PRINCIPLES:

- Link to streetscape as unified public space.
- Develop a space for social gathering and family recreation.
- Highlight entry points to the reserve for easy access.
- Provide additional garden beds and tree plantings.

STRATEGIES:

- Provide entry signage for easy wayfinding.
- Provide high quality picnic shelters for visitors, residents and the like.
- Planting to provide sufficient shade.
- Provide a pedestrian footpath and cycle network to establish linkages to surrounding precincts.
- Opportunity for a water play area.
- Provide picnic area.
- Provide a public performance and booking space.
- Provide a high quality play structure.





3. GEORGE SUTTOR PARK

PRINCIPLES:

- Link to streetscape as unified public space.
- Highlight entry points to the reserve for easy access.
- Provide public square.

STRATEGIES:

- Provide entry signage for easy wayfinding.
- Provide high quality seating.
- Planting to provide sufficient shade.
- Provide a pedestrian footpath network to establish linkages to surrounding precincts.
- Protect and interpret the remnant heritage values.
- Public notice board area.
- Historic railway display area.

4. CENTRAL PLACE

PRINCIPLES:

- Create an environment that is safe and attractive.
- Create a multi-functional space for parking and community events.
- Visually separate the public space from the service areas of existing businesses.
- Promote connectivity to business premises with associated surveillance.

STRATEGIES:

- Construct pergolas with decorative banners to provide sufficient shade.
- Opportunities for street vendor stalls.
- Opportunities for open air markets.
- Opportunities for outdoor eating/ cafe style areas.
- Install multi-functional pavement.
- Provide high quality seating.
- Provide opportunities for public art.
- Install signage for easy way-finding.
- Install bollards to direct vehicular movement and maintain access to existing businesses.



Flag poles



FURNITURE, FIXTURES AND FITTINGS

FURNITURE, FIXTURES AND FITTINGS PRINCIPLES:

- Improve the aesthetic of the town centre by providing high quality furniture, fixtures and fittings.
- Provide functional furniture, fixtures and fittings to the town centre.
- Provide unique and coherent furniture fixtures and fittings to the town centre.

STRATEGIES:

- Provide adequate signage for improved wayfinding.
- Provide furniture that is easily accessible and appropriately located.
- Provide planting that is integrated into the streetscape to provide adequate shade.
- Utilise opportunities for site specific art design in feature locations.
- Provide low level planting boxes for colour and street appeal.

BANNERS AND FLAG POLES

PRINCIPLES

- Provide an identity to Baulkham Hills as a Town Centre.
- Provide advertising for local events and festivals.

STRATEGIES:

- Banner poles to be installed at the following locations:
 - Six (6) along Old Northern Road (W side).
 - Three (3) along Old Northern Road (E side) between Railway Street and Raemot Lane.
- Flag poles to be installed at the following locations:
 - Three (3) along Windsor Road within the existing median strip.



ENTRY SIGNAGE AND BANNER POLES



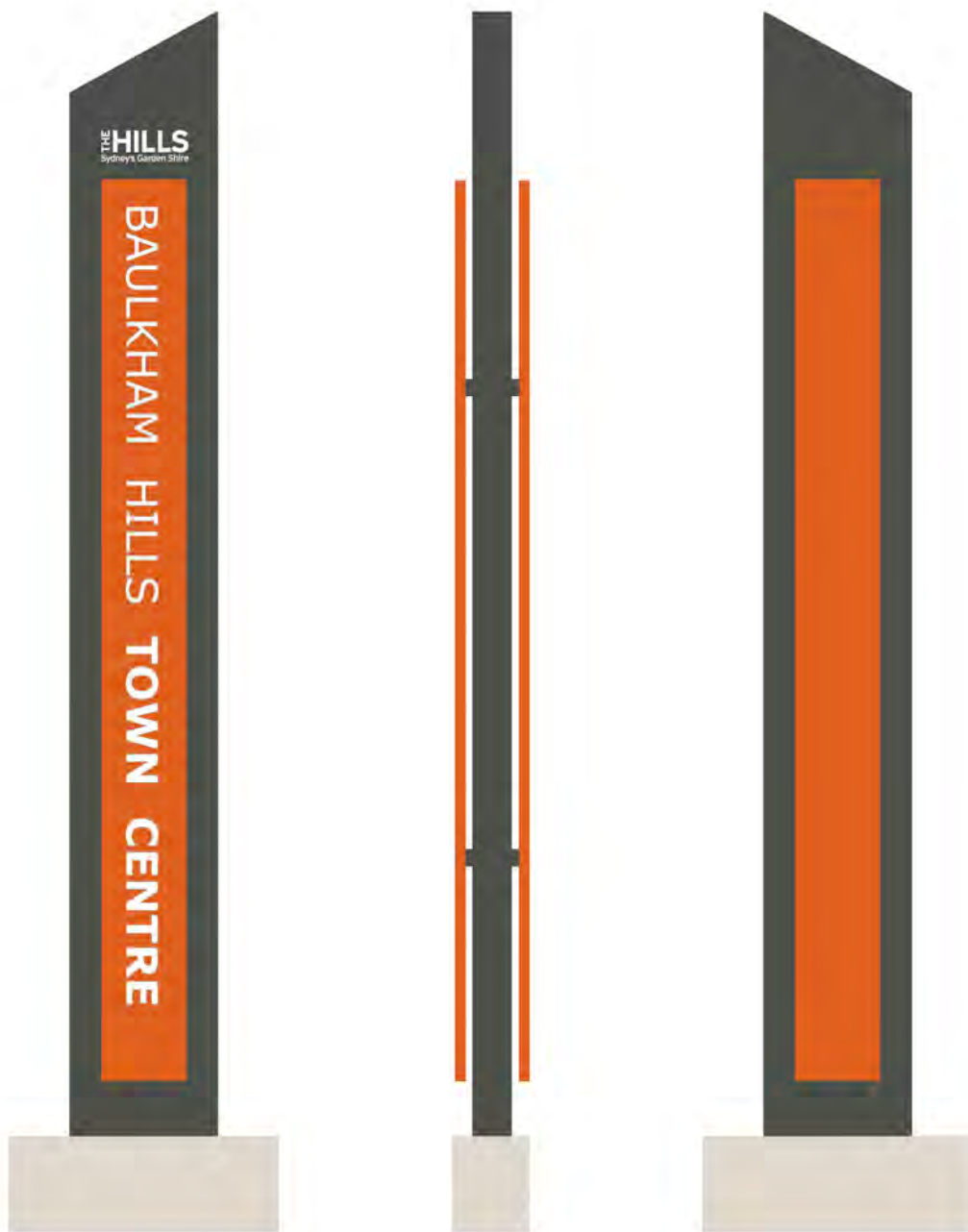
SIGNAGE

SIGNAGE PRINCIPLES

- To create easy wayfinding for visitors, residents and the like.
- Entry signage to reinforce Baulkham Hills as a Town Centre.
- Directional signage to highlight poignant spaces within the Town Centre.
- Position to be clearly visible on key vehicular town entry points.
- Provide a gateway to the town centre.
- Entry signage to be limited to 4 key locations.
- Set a theme for the town centre.
- Scale and simplicity suitable to be viewed at speed from vehicular traffic.
- Incorporate lighting.
- Increase community understanding of the significance of a place or item.
- Promote appreciation of the heritage, narratives and culture of the district.
- May be freestanding or incorporated into other structures.

STRATEGIES:

- Provide entry signage at the four major vehicular entrances to the Baulkham Hills Town Centre:
 - Old Northern Road south of Hill Street (E side).
 - Windsor Road north of Charles Street (W side).
 - Windsor Road south of Rembrandt Drive (W side).
 - Seven Hills Road west of Conie Avenue (N side).
- Provide directional signage at the following locations:
 - Each entry point to Conie Avenue Reserve.
 - Entrance to Central Place (E side).
 - Entrance to Old Northern Road pedestrian link to Central Place (W side).
 - Old Northern Road at George Suttor Park (E side).
 - Windsor Road Junction Bus Stop.
 - Railway Street to Raemot Lane (N side).
 - Windsor Road north of Olive Street (E side).
 - Windsor Road south of Seven Hills Road (W side).



ENTRY SIGNAGE



ENTRY AND DIRECTIONAL SIGNAGE TREATMENT AND DESIGN

PRINCIPLE

Provide entry and directional signs to allow pedestrians and motorists to locate Baulkham Hills Town Centre as a destination.

MATERIAL/FINISH

Aluminium.

BANNER POLE TREATMENT AND DESIGN

PRINCIPLE

The use of banner poles throughout the Town Centre.

MATERIAL/FINISH

Extruded aluminium banner pole with a height of six (6) metres.

FLAG POLE TREATMENT AND DESIGN

PRINCIPLE

The use of flag poles along Windsor Road.

MATERIAL/FINISH

Extruded aluminium flag pole with a height of nine (9) metres.



SEATING AND BIN LOCATIONS



SEATING

SEATING PRINCIPLES:

- Provide high quality seating in appropriate locations.
- Provide furniture that is durable in all conditions.
- Provide benches for resting, gathering, observing and eating.

STRATEGIES:

- Provide seats which are appropriate to the character of the Baulkham Hills Town Centre
- Seats to be located in safe and accessible areas.

BINS

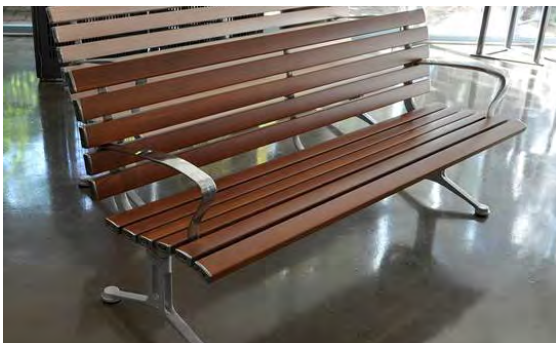
BIN PRINCIPLES

- Provide high quality bins in appropriate locations.
- Provide furniture that is durable in all conditions.

STRATEGIES:

- Provide bins which are easily accessible.
- Provide bins which are easily visible in high use areas.

Note: The final design of the bins will include side and rear plates around the opening. This will reduce the potential for birds to remove rubbish from the bins.





PUBLIC ART LOCATIONS



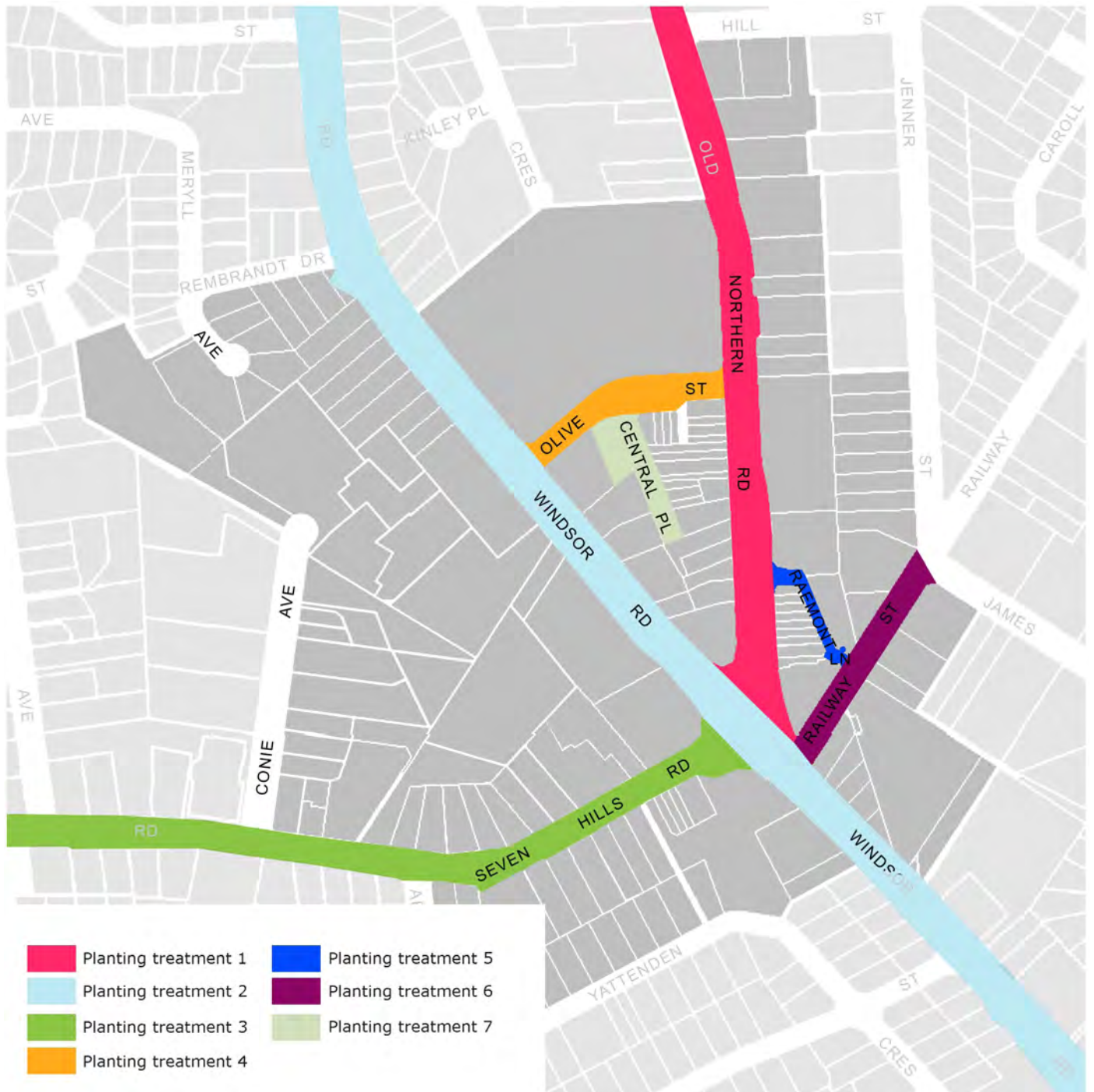
PUBLIC ART

Public art and outdoor cultural elements are very limited within the town centre. The majority of activity within the centre occurs during weekday and weekend business hours.

PUBLIC ART PRINCIPLES

- Create an avenue for local artists and designers to have input into the built environment.
- Make use of local knowledge, experience and understanding of the region.
- Assist in the creation of ongoing professional experience & financial opportunities to strengthen the local arts industry.
- Assist in expanding the audience for local contemporary art and design by setting public art and design precedents within the public domain.
- Encourage the use of public art to promote cultural diversity, local identity and the creation of distinctive spaces.
- Combine public art with site specific design for feature open space furniture.

Artwork No.	Site	Art & Design	Issues
1	Gateway Points	• Sculptural Gateway Icon	• Sufficient space for sculptures
2	Main Roads	• Banner poles • Flag poles	• Access to maintain banners
3	Central Plaza	• Sculptural landscaping • Sculptural furniture • Lighting • Freestanding sculptures • Paving Art	• Spatial design needs to accommodate high volumes of traffic.
4	Railway Street & Junction Bus Stop	• New media installations • Sculptural furniture • Lighting • Freestanding sculptures • Paving art	• Support high pedestrian use • Safety and visibility
5	Reserves	• New media installations • Sculptural furniture • Lighting • Freestanding sculptures • Paving art	• Support multifunctional spaces • Safety and visibility



PLANTING TREATMENTS MAP



STREET TREES

STREET TREE PRINCIPLES:

- Improve the aesthetic of the town centre by providing avenue planting.
- Provide street trees that are consistent with existing street trees in the town centre.
- Provide street trees that minimise impact on paving, services and other infrastructure.

STRATEGIES:

Provide the following species at the following locations:



PLATINUS ACERIFOLIA

- Old Northern Road
- Windsor Road
- Seven Hills Road



LOPHOSTEMON CONFORTUS

- Olive Street



LAGERSTROEMIA INDICA

- Raemot Lane
- Railway Street



PYRUS CALLERYANA 'CAPITAL'

- Central Place

TREE BASE TREATMENT:

- Predominantly soft-fall rubber or crushed granite.
- Maintain adequate root zone aeration and infiltration.
- Allows for future growth.
- Integrate with pavements.
- Integrate with tree pit, irrigation and maintenance needs.
- Withstand anticipated traffic loads
- Eliminate trip hazards.

PLANTING
TREATMENT 1

PLATINUS
ACERIFOLIA



DIANELLA
CAERULEA



NANDINA
DOMESTICA



PLANTING
TREATMENT 2

PLATINUS
ACERIFOLIA



CORYMBIA
CITRIODORA



CALLISTEMON
'LITTLE JOHN'



ROSES



DIANELLA
CAERULEA



PLANTING
TREATMENT 3

PLATINUS
ACERIFOLIA



DIANELLA
CAERULEA



NANDINA
DOMESTICA



PLANTING
TREATMENT 4

LOPHOSTEMON
CONFORTUS



GAZANIA SPP. 'BLUE GEM' WESTRINGIA



PLANTING
TREATMENT 5

LAGERSTROEMIA
INDICA

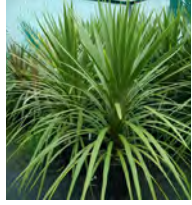


PLANTING
TREATMENT 6

LAGERSTROEMIA
INDICA



CORDYLINA
AUSTRALIS



MYOPORUM
PERVIFOLIUM



PLANTING
TREATMENT 7

PYRUS CALLERYANA
'CAPITAL'



NANDINA
DOMESTICA



DORYANTHES
EXCELSA



GAZANIA SPP.



ZAMIA
FURFURACEA



LOMANDRA
'SILVER GRACE'





UNDERSTOREY PLANTING AND TURF TREATMENT

UNDERSTOREY PLANTING & TREATMENT PRINCIPLES

- Improve the aesthetic of the town centre by providing understorey plantings and turfed areas.
- Utilise drought resistant plant and turf species.
- Provide plant and turf material that will minimise maintenance requirements.

STRATEGIES:

- Old Northern Road — Treatment 1
- Windsor Road — Treatment 2
- Seven Hills Road — Treatment 3
- Olive Street — Treatment 4
- Raemot Lane — Treatment 5
- Railway Street — Treatment 6
- Central Place — Treatment 7
- Additional species can be used within the areas prescribed, if approved by Council.
- Provide turf areas consisting of *Cynodon dactylon* (varieties should be drought and pollution tolerant) within all reserves.





IMPLEMENTATION OF WORKS

INTRODUCTION

The guiding vision, aims and objectives contained within this plan form the basis from which detailed design works, public consultation, and funding sources may be established for the long-term implementation of the public domain improvements.

The staging and implementation of the proposed works will be influenced by:

- Availability and allocation of funding for maintenance and new works;
- Community expectations and engagement;
- Formation of partnerships with representatives from the corporate sector and/or state and federal government;
- Political and socio-economic forces at the state and local level;
- Council priorities, for example, the need to address risks and liabilities such as uneven pavement surfaces; and
- Major construction works, such as the proposed transport hub.

STAGING

A combination of short and long-term measures should be established for the implementation of public domain improvements. It is envisaged that short-term measures will address immediate priorities and form a basis for on-going or future works.

Proposed measures include:

Short term (1-3 years)

- Coordinate outcomes of the public domain plan with the revitalisation of the Baulkham Hills Town Centre;
- Installation of street furniture, lighting, flag poles, and pavement treatment along sections of Old Northern Road, Windsor Road and Seven Hills Road;
- Installation of signage throughout the public domain;
- Undertake a pilot project for paving and the selection of paving colour and finishes;
- Undertake a tendering process to select a preferred contractor for the supply and installation of paving materials;
- Introducing secondary paving treatments and street tree planting;
- Ensure consistent approaches and enforceable requirements for developers to contribute to the installation of public domain finishes at the frontage of new developments; and
- Investigate traffic improvement and pavement widening options along Old Northern Road.

Long Term (3 – 5 years)

- Implement traffic separation measures that encourage a pedestrian-friendly environment in Old Northern Road, Windsor Road, and Seven Hills Road; and
- Implement measures for pedestrian linkages between each precinct.

