

Chapter 7

WINDSOR DISTRICT BAPTIST CHURCH SITE

739 - 741 GEORGE STREET, SOUTH WINDSOR

7.1 INTRODUCTION

This chapter provides objectives and development controls for the development of Lots 1 and 2 DP1148514, 739 – 741 George Street, South Windsor known as the Windsor District Baptist Church site.

The site has an area of approximately 6 hectares, and is located on the northern corner of the intersection of Richmond Road, Blacktown Road and George Street, Windsor. The site is generally triangular in shape with a south-western frontage to Blacktown Road, a south-eastern frontage to George Street and a north-northeastern boundary which adjoins a property currently used for a service station. A small north-western boundary adjoins Rickabys Creek. The site and surrounds is shown in Figure 1 below.

Figure 1: Subject site and surrounds



Source: Google Earth

The site is highly visible from the major junction of Blacktown Road and George Street and denotes the entry to the City of Hawkesbury on approach along Blacktown Road when travelling northwest. The site forms an important gateway as one key entry to the City of Hawkesbury.

George Street is the main route linking Windsor and Blacktown Road and is part of the main traffic route from Windsor to Penrith. Blacktown Road serves as a main route linking Blacktown and Richmond. Hence the site is situated on a number of major traffic routes for the Hawkesbury LGA.

Lot 1 DP 1148514, 739 George Street is occupied by a church and associated outbuildings and it is anticipated that these will remain and continue in operation.

Other limited commercial development adjoins the site such as service station and landscape supplies. The site forms part of a small precinct that can provide services to both local residents and large volumes of travelling motorists who may be travelling either to or through the area.

7.2 DESIRED FUTURE DEVELOPMENT

New development on Lot 2 DP 1148514, 741 George Street site will need to be compatible with the operations of the Church and land uses on neighbouring properties and given the site's high visibility future development will need to be of an appropriate quality considering the location of the site.

Future development should promote the present rural character and also recognise the gateway location of the site at the juncture of Blacktown Road and George Street as an entry point to the Hawkesbury LGA. Development should encourage a suitable rural character utilising materials and styles reflective of rural buildings and building styles within the Hawkesbury LGA. The scale of buildings should also reflect and be appropriate for a rural setting.

At present the site generally has an open rural quality with a combination of flatter grasslands (approximately two thirds of the site) and some limited areas of woodlands. The visual character of being an open site with some screened views through the site should be maintained. Future development should generally be located in the existing grasslands and flatter areas with areas of woodland being retained. It is important that a high quality landscape character on the street frontage is maintained and enhanced with some open vistas of the site. Good quality endemic landscape should be provided along the street frontages.

The site offers significant advantages and opportunities to cater for travelling motorists and also for promoting employment in the Hawkesbury LGA. It provides a suitable potential location for tourist information as well as other tourist or promotional services for the LGA area with excellent access. Importantly being at a significant road junction at the entry to the Hawkesbury LGA it provides a natural place for travellers to rest, resupply and to orientate their travels. Preferred development will relate to uses that offer community services or are accessible by the public and which are compatible with the balance of the site being continued to be used by the Church.

The Church currently has a peak carparking demand on a Sunday when it holds worship services but generally lower carparking demands during normal trading hours. The potential sharing of carparking and management of carparking will be an important consideration in any future development of the site. Appropriate access to the Church's portion of the site from George Street is also necessary.

7.3 OBJECTIVES

The primary objectives of this chapter are:

- a) to ensure that any future development incorporates and reflects sound urban design principles and is compatible with neighbouring land uses and the desired future character of the area
- b) to minimise the impact of the development on the Windsor District Baptist Church and its operation on the land
- c) to retain and enhance the existing streetscape

- d) to minimise any impact on existing flora and fauna on the site
- e) provide appropriate framework to enable orderly development on the land

7.4 DEVELOPMENT CONTROLS

This chapter sets out specific requirements for development of the site. These requirements are additional to the general development controls and land use-specific development controls contained within other parts of the DCP. If this chapter is inconsistent with other parts of the DCP, this Chapter prevails to the extent of the inconsistency. Figure 2 illustrates some of the development controls of this chapter.

7.4.1 BUILDING DESIGN AND LOCATION

OBJECTIVES

- a) To encourage innovative designs and development that is responsive to the site attributes, sympathetic to the existing streetscape and consistent with the desired future development of the site
- b) To ensure that development will not detrimentally affect the amenity of land owners/occupiers in the locality

DEVELOPMENT CONTROLS

1. Buildings are to be appropriately designed and located in order to:
 - a. facilitate development of the site as a gateway to the Hawkesbury and compliment the existing rural character of the locality
 - b. minimise adverse operation or visual impacts on the Church
2. External materials, finishes and colours should be compatible with the surrounding environment and the existing development on the land
3. Long blank walls should be avoided, and alignment of new buildings should be articulated, presenting an interesting and varied façade to the street frontages and other visually significant elevations
4. The bulk and scale of buildings should harmonise with the surrounding development and the existing rural character of the locality
5. Pitch roof forms for new buildings are encouraged to maintain and enhance the existing character of the locality
6. Plant and equipment facilities should not be visible from George Street or Blacktown Road

7. Where practicable, the existing screened views of the Church from Blacktown Road and George Streets should be retained through appropriate separation of new buildings or the introduction of open space areas between buildings

7.4.2 BUILDING HEIGHT

OBJECTIVES

- a) To ensure the height of new development is not excessive and is sympathetic to the local context

DEVELOPMENT CONTROLS

1. The height of any building on the land shall not exceed 10 metres above existing ground level

7.4.3 SETBACKS

OBJECTIVES

- a) To establish, maintain or enhance attractive streetscapes and safer roadways with adequate sightlines
- b) To maximise the opportunity to retain and reinforce mature vegetation

DEVELOPMENT CONTROLS

1. The minimum front building setback to Blacktown Road and George Street (exclusive of any land required for road widening) is 15 metres.
2. The setback area is to be used only for landscaping and associated landscaping structures, direct vehicular and pedestrian access to the site, and the placement of one (1) multi-tenant sign per street frontage located near the entry/exit points

7.4.4 PARKING AND ACCESS

OBJECTIVES

- a) To ensure adequate onsite parking is available to occupants and visitors
- b) To ensure safe, efficient and effective vehicular and pedestrian access arrangement to and from the development

DEVELOPMENT CONTROLS

1. Only one left-in/left-out entry/exit point to and from the site on George Street near or at the intersection of George Street/Thorley Street is permitted
2. Only one left-in/left-out entry/exit point to and from the site on Blacktown Road near or at the intersection of Bennett Road/Blacktown Road is permitted
3. An internal access road is to be provided on Lot 2 DP 1148514 near or adjacent to the common boundary of Lots 1 and 2. This access is to be shared by both Lots. The service road is to make allowance for connection with a possible future service road on the property to the north of the site.
4. A pedestrian crossing on George Street is to be provided incorporating such design features as agreed by the Council and RTA, near the entry/exit point to the site or near Thorley Street
5. A 2.5m wide shared pedestrian and cycleway on the eastern side of George Street between Thorley Street and Colonial Drive, Bligh Park is to be provided incorporating such design features as agreed by the Council and RTA

7.4.5 LANDSCAPING AND FENCING**OBJECTIVES**

- a) To protect and enhance the views and vistas to and from the site when viewed from George Street and the corner of George Street and Blacktown Road
- b) To retain and enhance the existing streetscape and soften bulk and scale of the development
- c) To protect any significant vegetation and encourage additional significant vegetation within the site

DEVELOPMENT CONTROLS

1. The front setback areas to George Street and Blacktown Road are to revegetated with Cumberland Plain Woodland species in order to enhance the existing streetscape whilst maintaining visual linkages to and from the site when viewed from George Street and the corner of George Street and Blacktown Road
2. The areas of Cumberland Plain Woodland should be retained and incorporated into the landscaping provided on the site
3. Only open style post and rail or post and wire strand fencing is permitted on street frontages. This is to maintain existing visual links and views to and from the site

7.4.6 SIGNAGE

OBJECTIVES

- a) To encourage well designed and well located signage that compliments the streetscape
- b) To provide an opportunity to adequately and appropriately advertise an approved use/activity of any premises
- c) To avoid visual clutter through the proliferation of signs

DEVELOPMENT CONTROLS

- 1. Signage is to comply with the requirements set out in the Section 3.2 Signs in Commercial and Industrial Zones of Chapter 3 – ‘Signs’, Part C of this DCP
- 2. Only one (1) multi-tenant sign per street frontage is permitted. The sign is to be located near the entry/exit points and shall not be greater than 6 metres in height

7.4.7 OPEN STORAGE AREAS

OBJECTIVES

- a) To provide adequate areas for storage
- b) To ensure outdoor storage areas do not detract from the appearance of the area

DEVELOPMENT CONTROLS

- 1. Open storage areas are to be screened from the George Street and Blacktown Road and adjoining land by screen walls or other approved measures
- 2. Storage areas are to be located behind the building line



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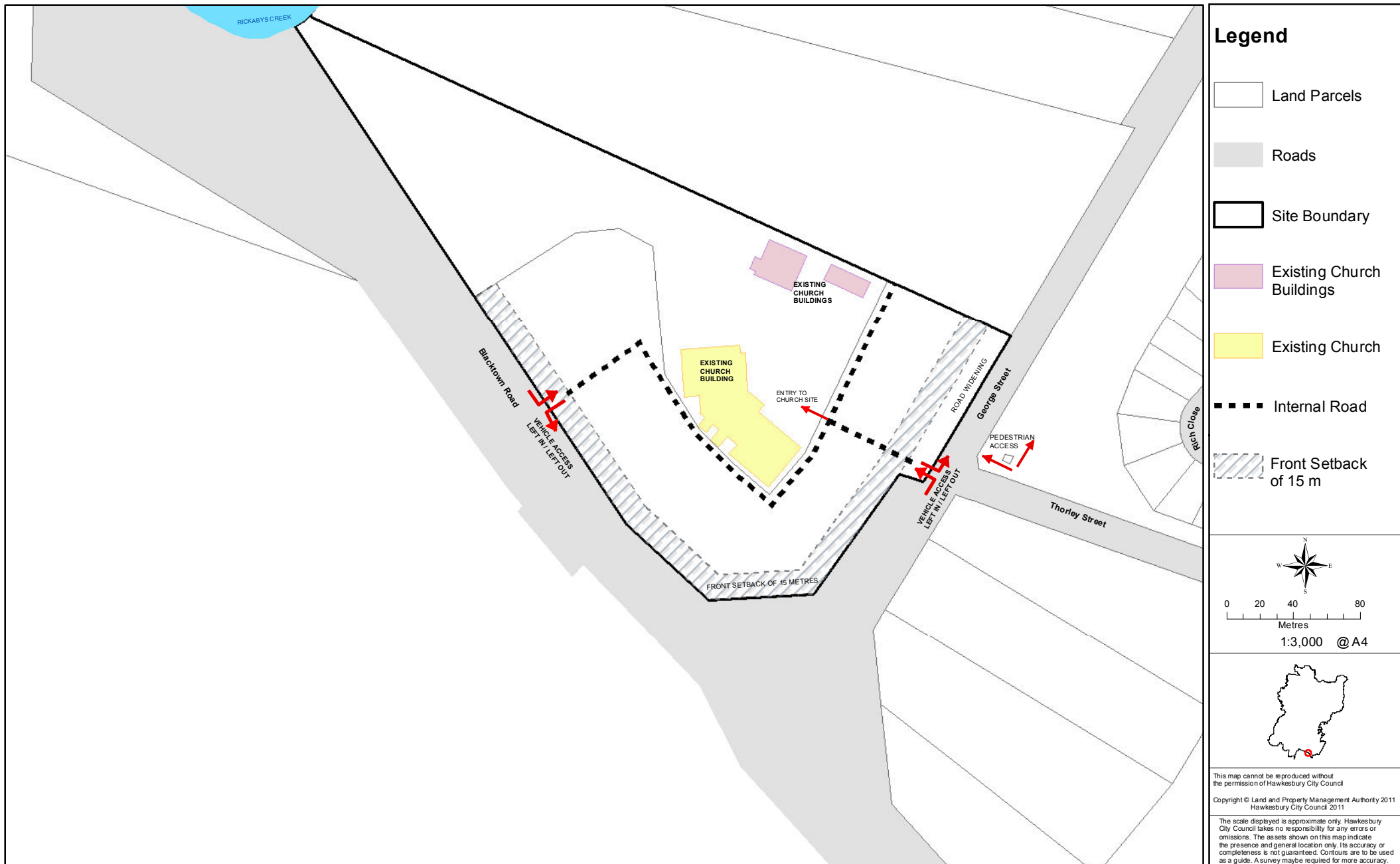


Figure 2: Development Plan