

# The Hills Development Control Plan (DCP) 2012

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THE  
**HILLS**  
Sydney's Garden Shire



**Part D Section 10**  
Baulkham Hills Town Centre

# D10



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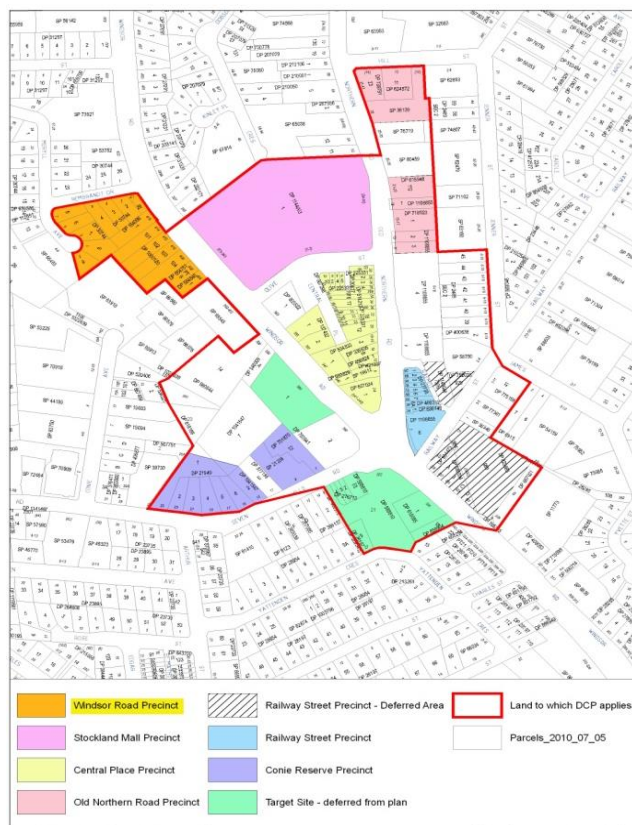


## 1. INTRODUCTION

The Shire of Baulkham Hills is a rapidly expanding Local Government area. The Shire has experienced significant growth over the past decade, including re-development within established areas for medium density housing and the development of the Kellyville/Rouse Hill Release Area. This high rate of growth is likely to continue with the rezoning of the Balmoral Road Release Area and the anticipated North West Land Release.

The Baulkham Hills Town Centre is located approximately 23 kilometres to the north west of the Sydney CBD. The centre consists of a wide and sustainable mix of land uses which are suited to the functioning of a centre of this size. The town centre is ideally located as a district centre, being sufficiently removed from other district centres and sub-regional centres to provide a focus for the surrounding community.

Key boundaries of the study area include: Stockland Mall and Hill Street to the north; the rear of the commercial zone (fronting Old Northern Road), Jenner Street, the commercial and open space lands adjacent to Railway Street to the east; the commercial land and existing car park on the south western corner of Windsor Road and Seven Hills Road to the south, and the open space lands and community facilities to the rear of the Bull and Bush Hotel to the west.



**Figure 1** Land to which this Plan applies

### 1.1. LAND TO WHICH THIS SECTION OF THE PLAN APPLIES

This Section of the plan applies to land within the Town Centre as indicated in Figure 1.

### 1.2. AIMS AND OBJECTIVES OF THIS SECTION OF THE DCP

- (i) *Ensure that all development supports the designated functions of the town centre;*
- (ii) *Encourage a high standard of aesthetically pleasing and functional retail, commercial and mixed use developments that sympathetically relate to adjoining and nearby developments;*
- (iii) *Ensure that development will not detrimentally affect the environment of any adjoining lands and ensure that satisfactory measures are incorporated to ameliorate any impacts arising from the proposed development;*
- (iv) *Ensure that development will promote and support the role of the Baulkham Hills Town Centre as a district centre;*
- (v) *Encourage innovative and imaginative designs that add to the character of the Town Centre*

*with particular emphasis on the integration of buildings, landscaped areas, public art and public space;*

- (vi) *To ensure that new development moderate the demand for travel, support the efficient and viable operation of public transport and improve accessibility to housing and employment.*
- (vii) *Provide safe and high quality useable environments for the employees, visitors and residents using the Town Centre; and*
- (viii) *Ensure that all developments incorporate the principles of Ecologically Sustainable Development.*
- (ix) *Ensure that water management is a material planning consideration.*

### 1.3. RELATIONSHIP WITH OTHER PLANS POLICIES AND DOCUMENTS

In addition to those documents listed in Part A, Section 1.4, this Section of the DCP is to read in conjunction to the following:-

- Part B Section 5 – Residential Flat Buildings
- Part B Section 6 – Business
- Part C Section 1 – Parking
- Part C Section 2 – Signage
- Part C Section 3 – Landscaping
- Part C Section 4 – Heritage
- Part C Section 6 – Flood Controlled Land
- Baulkham Hills Town Centre Masterplan. - 2004
- Planning Guidelines for Walking and Cycling (NSW Government, 2004)
- Best Practice Guidelines for NSW Public Transport Signage and Information Displays (Transport NSW)
- Pedestrian Access and Mobility Plan (2001)
- Cultural Plan for Baulkham Hills Shire Council 2005-2010;
- Baulkham Hills Shire Council Bike Plan (1994)
- Development Contributions Plan No.7 – Southern Precincts;
- Section 94A Contributions Plan 2007;

Where any provision of this Section of the DCP is inconsistent with any provisions of another Section of the DCP, the provisions of this Section shall prevail.

## 2. DEVELOPMENT CONTROLS

### 2.1. DESIRED PLANNING OUTCOMES FOR THE TOWN CENTRE

“To create a vibrant, safe and attractive town centre that provides a range of living, shopping, working, transport and leisure activities”

#### A VIBRANT TOWN CENTRE

- A district retail, commercial and service centre for the southern areas of the Shire.
- A liveable town centre with increased residential and employment opportunities.
- A balanced variety of land uses and a satisfactory relationship with the surrounding residential interface.
- A sustainable town centre, with a compact land use pattern, coherent redevelopment and sensitive adaptive reuse of prominent heritage items.
- A focal point for community facilities, cultural events and leisure activities.
- A public transport oriented centre with a bus interchange for direct access to the City and Parramatta.

#### QUALITY BUILT FORM

- Identifiable Precincts within the town centre, based on land use, location and character.
- An attractive town centre with high quality architectural detail and consistent, logical pattern of development.
- Corner elements and design features on buildings to define important aspects of the town centre including local themes and character and to create visual landmarks and meeting places.
- Building height and scale that is appropriate within a town centre, providing a concentration of a variety of suitable land uses.
- Active edges to all development to reduce the visual impact of development, stimulate interaction and enhance safety at the street level. The provision of public art may be used to achieve this outcome.
- Development of an appropriate scale to create a sense of place and community focus.
- Integration of development with adjoining bus stops.



## ACCESS AND AMENITY

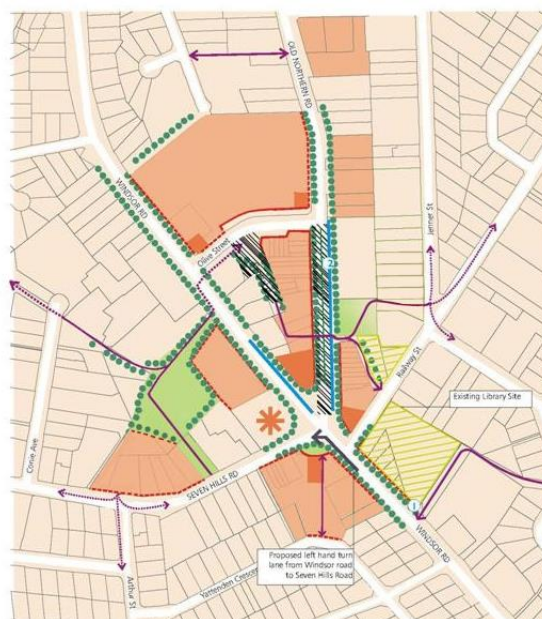
- A town centre supported by a centrally located bus interchange reducing car dependency whilst retaining the existing supply of public parking within new development.
- A coherent and safe road network with improvements to the intersection of Windsor Road / Old Northern Road to enhance the efficiency of bus movements.
- Limited vehicular access to development to reduce vehicle conflict and the visual impact of entrances.
- Embellished and attractive streetscapes and good connectivity between precincts.
- A vibrant mixed-use character, activating all areas of the town centre and providing opportunities for casual surveillance, enhancing safety.

## LANDSCAPING AND OPEN SPACE

- A consistent approach to landscaping and public domain embellishments.
- A variety of high quality, landscaped and functional outdoor pedestrian squares for the enjoyment of residents, employees and visitors.
- Design responses incorporating interactive design components which utilise public art and design methodologies.

## WATER MANAGEMENT

- A Town Centre that is recognised as having incorporated sustainable technologies and best water management practices during its design and development.



### LEGEND

- Vehicle Link**  
These will cater for local traffic only and provide better access to adjacent lots
- Proposed Pedestrian Links**  
These will facilitate interesting, safe and pleasant walking and cycling routes within the town centre
- Existing Pedestrian Links**  
Existing walking and cycling routes to and from the town centre that become more useable because of the proposed links
- Landmark built edges**  
These will carefully focus the intensification of development in a small area of a few buildings of architectural merit. This provides the potential to add to the quality of the townscape and provide local custom for the centre
- Heritage landmark**  
Existing "Bull and Bush" hotel retained and framed by new buildings and landscape
- Open Spaces**  
Value added to the towns open space by making them safer by constructing active uses around their edge and incorporating landscaping and co-ordinated park furniture such as seats, play equipment, etc
- Primary Active Frontages**  
These are streets with building frontages that add activity and interest to the street because of the doors and display windows that front directly onto the street
- Secondary Frontage**  
These are streets with building frontages that add activity and interest to the street because of the display windows that front directly onto the street from commercial development and doors and habitable room windows of residential development
- Bus Station (short term)**  
This will allow for safe, comfortable bus boarding and the sale of tickets
- Bus Station (long term)**  
This will allow for all of the above and facilitate interchange between Sydney and future local buses and encourage users to visit and shop at the centre
- Short-Medium Term Target Sites**  
These sites offer an important opportunity to implement the masterplan in the foreseeable future and opportunity to make significant contributions to the quality of the town centre
- Tree Planting**  
This will help retain and enhance Baulkham Hills valued leafy image
- Median**  
This will enhance the streetscape
- Bus Lane enhancements**  
These will close a gap in the bus movement network that will facilitate easier and faster bus movement and reduce congestion
- Road redesign**  
These will facilitate improved landscaping, safer pedestrian crossing and improvements to traffic and parking
- Deferred Area**

Note: Drawings not to scale.

Figure 2 Structure Plan

## 2.2. URBAN STRUCTURE

Forming the gateway location for the Shire, the Town Centre structure is defined by the historic thoroughfares of Old Northern Road, Windsor Road and Seven Hills Road. This Section describes the built form outcomes that will contribute to Baulkham Hills becoming a more liveable town centre.

### OBJECTIVES

- (i) *To create a unified centre;*
- (ii) *To enhance the qualities that attract people to the town centre;*
- (iii) *To create a vibrant pedestrian and public transport orientated centre with a healthy mix of commercial, retail, residential and community facilities.*

### DEVELOPMENT CONTROLS

- (a) All new development must contribute to and support all of the designated functions of the town centre as listed in Section 2.1.
- (b) Future development to reinforce the main street character of Old Northern Road. New development shall accommodate the provision of an improved bus interchange and public domain.
- (c) New development must not isolate, disconnect and/ or restrict access and development potential of any other precinct.
- (d) All new development must have regard to the Movement Strategy (Figure 5) and maintain and enhance the existing pedestrian and cyclist links and existing public open space.
- (e) Ensure that pedestrian and public transport movements are given priority in building design.

## 2.3. BUILDING FORM

Building form shall have regard to the design principles and controls for each Precinct.

### OBJECTIVES

- (i) *To create a suitable area in which development may occur, having regard to the constraints, opportunities and character of each precinct; and*

- (ii) *To set an appropriate scale and bulk for development in each precinct.*

### DEVELOPMENT CONTROLS

- (a) Development is to occur in accordance with the design principles provided in Section 3 - Precinct Controls.

## 2.4. STREETSCAPE

### OBJECTIVES

- (i) *To provide a range of uses to engage and activate the street and contribute to the economic viability of the town centre.*
- (ii) *To maximise building openings and minimise the extent of blank walls facing the street.*

### DEVELOPMENT CONTROLS

- (a) Where buildings (including dual aspect or corner lots) adjoin any public road, lane or pedestrian space they shall present an active frontage, incorporating shop entries, display windows, outdoor eating and allow direct interaction with the pedestrian.
- (b) Align the ground floor level with the corresponding level of the footpath, lane way or outdoor space.
- (c) Roller shutter doors facing onto the street or public space are not permitted. Appropriate security (if required) can be provided through the use of retractable security grilles (minimum 70% transparency) on the inside of the shop windows to create an open shopfront/window display area.
- (d) Where possible, deliveries and space for deliveries should be made from the lesser street.
- (e) Retail and commercial premises fronting Old Northern Road within the Central Place and Railway St Precincts shall be 5m – 15m wide to maintain the specialised small shop character of this area.



## 2.5. ARTICULATION

### OBJECTIVES

- (i) *To achieve design excellence and innovation.*
- (ii) *To achieve a desirable, healthy, modern environment.*
- (iii) *To ensure new buildings are of a human scale and to promote an active street frontage.*
- (iv) *To clearly delineate pedestrian access.*
- (v) *To address topography and site constraints.*

### DEVELOPMENT CONTROLS

- (a) Buildings should have an architecturally distinct bottom, middle and top and not have the same façade simply projected upwards.
- (b) The elevation of a building along the Old Northern Road frontage of both Central Place and Railway Street Precinct shall incorporate architectural measures to reduce the horizontal emphasis of the building, in order to reflect the traditional narrow shop fronts and to break up the bulk and scale of the building.
- (c) Blank walls and opaque glass are to be avoided. Where a blank wall is unavoidable, the elevation is to be suitably articulated through the use of awnings, recesses, architectural detail, landscaping and / or public art. Billboard advertising and the like are not suitable in this situation.
- (d) Ground floors must incorporate windows and other such openings for at least 60% of the street or public street frontages.
- (e) Changes in colour and texture should compliment façade articulation.
- (f) Roof materials within each precinct, or block within a precinct, must be consistent to help create a continuous built form and to reduce the visual impact for overlooking properties.

## 2.6. AWNINGS

### OBJECTIVES

- (i) *To provide weather protection for pedestrians.*
- (ii) *To retain awnings as a visual feature of the town centre.*

- (iii) *To encourage awnings appropriate to the building style.*

### DEVELOPMENT CONTROLS

- (a) Awnings are to be provided at the street frontage where indicated in Figure 3.
- (b) Awnings or other forms of weather protection must wrap around corners.
- (c) Awnings should be cantilevered to avoid the need for poles along the footpath. Posts and column supports are permitted where it can be shown that they will not be a pedestrian or vehicular hindrance.
- (d) Awnings should be stepped in response to the topography.
- (e) Adequate lighting should be provided under the awnings in accordance with Council's Designing Safer Communities: Safer by Design Guidelines.
- (f) Canvas blinds are not permitted.
- (g) Colonnades are not permitted where awnings are specified in Figure 3.
- (h) Colonnades must be a minimum of 2.5 metres wide to allow for adequate pedestrian movements.
- (i) Colonnade 'posts' must be evenly spaced.
- (j) The minimum height of a colonnade must be the same as the adjacent floor to ceiling height.
- (k) The colonnade must be integrated into the building design and not obscure sight lines, safety or street activities.

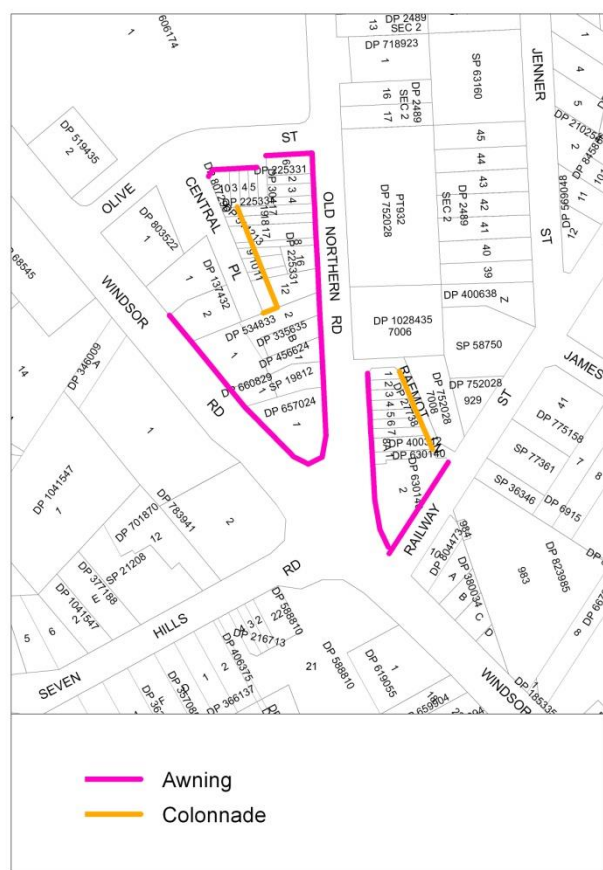


Figure 3 Awnings and Colonnades

## 2.7. CORNER BUILDINGS

### OBJECTIVES

- (i) To create visually significant elements in order to orient the visitor and provide land marks and meeting places.
- (ii) To clearly delineate building entries, important intersections within the town centre and the extent of the built form.

### DEVELOPMENT CONTROLS

- (a) Where shown in the Precinct controls and illustrations, corner elements may exceed the height of the remainder of the building in order to emphasise the landmark location and add architectural interest to the facade and skyline.
- (b) Corner aspects of any building are to be articulated with building mass and other design features.
- (c) Corner should add interest through the use of splays, curves, entries and other features.

- (d) Corners buildings must address all frontages, including those facing streets, lanes or pedestrian areas.

## 2.8. PEDESTRIAN ENTRANCES & EXITS

### OBJECTIVES

- (i) To provide appropriate, safe and convenient access and egress points for pedestrians.
- (ii) To incorporate entrances and exits into the overall architectural design of a development.

### DEVELOPMENT CONTROLS

- (a) Main entrances and exits are to be located at the front of the site and be visible from the street.
- (b) Entrances are not to be obscured by landscaping or other obstacles and shall have clear sight lines.
- (c) Entrances shall be clearly identifiable to reduce confusion and unintentional entry by incorporating measures such as:-
  - Architectural features and articulation;
  - Awnings;
  - Variations in colours and materials;
  - Changes in paving; and
  - Landscaping.
- (d) All specifications relating to doors and circulation spaces are to be in accordance with AS 1428.1 (Design for Access and Mobility) and AS1428.2 (Enhanced and Additional Requirements) as a minimum.

## 2.9. ROOF DESIGN

### OBJECTIVES

- (i) To ensure roof form contributes to the character of the town centre in providing visual interest and continuity within individual blocks.
- (ii) To add visual interest to the town centre skyline when viewed from street level or surrounding key vantage points.

### DEVELOPMENT CONTROLS

- (a) Roofs should be designed to generate an interesting skyline and enhance views from adjoining developments and surrounding areas.

- (b) Parapets are to be used along the main street to create appropriate sight lines.
- (c) Lift over-runs and all other service equipment shall be incorporated into the roof design and be obscured from general view.
- (d) The roof form for each block should be consistent. Roof top gardens (open space) and parapets may be used to provide interest.
- (e) Roof forms should not add excessive bulk to the building.
- (f) Roof areas should incorporate space for skylights to upper levels and solar panels.



**Figure 4** Public Domain Strategy



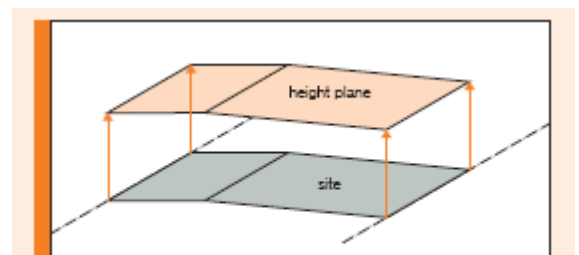
## 2.10. BUILDING HEIGHT

### OBJECTIVES

- (i) To minimise the adverse overlooking and overshadowing of surrounding properties.
- (ii) To control the visual bulk and scale of development.
- (iii) To minimise loss of views.

### DEVELOPMENT CONTROLS

- (g) Development is to occur in accordance with the permitted number of storeys and height plane controls identified in Section 3 – Precinct Controls
  - Height plane follows the topography of the site and is measured along the site boundaries.



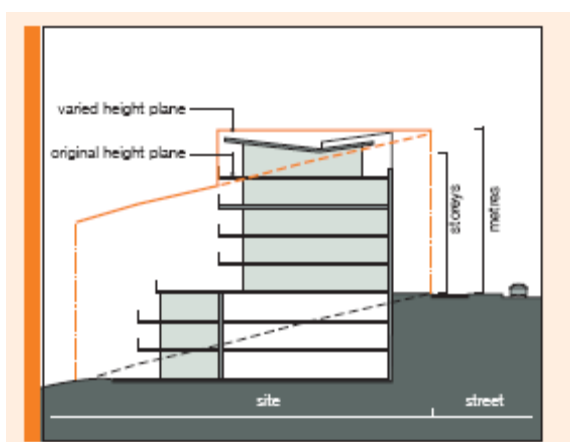
Source: Residential Flat Design Code

- On gently sloping sites the site plane follows the slope of the site.



Source: Residential Flat Design Code

- In terms of sites with greater slopes or sharp changes in levels, the height plane will vary to facilitate appropriate building forms.



Source: Residential Flat Design Code

- (h) Developments on sloping sites are to be stepped so that the ground floor does not exceed one metre above natural ground level immediately below any point on the ground floor.
- (i) The floor level of any residential room must be no lower than 1 metre below natural ground level.

## 2.11. CEILING HEIGHTS

### OBJECTIVES

- (i) To provide maximum flexibility for alternate uses at ground floor level.
- (ii) To allow building elevations to respond to the street context.
- (iii) To increase environmental performance and amenity of buildings.

## DEVELOPMENT CONTROLS

- a) Floor to ceiling heights shall be a minimum of 3.6m at ground floor level to allow for a range of uses, including retail and commercial.
- b) Floor to ceiling heights shall be a minimum of 2.7m at upper storeys of buildings, where possible, to allow for a range of uses and to improve environmental performance and amenity of buildings.

## 2.12. FINISHES

### OBJECTIVES

- (i) To achieve a stylish, coherent streetscape.
- (ii) To ensure materials require minimum maintenance and support the ESD Principles.

## DEVELOPMENT CONTROLS

- (a) All developments must use high quality and durable materials that are easily maintained.
- (b) Opaque windows may only be used for privacy reasons, transparent glass should be used in all other windows to promote natural surveillance.
- (c) Use pastel and earthy tones and avoid corporate and bright, incompatible colours.
- (d) Avoid reflective and/or overly textured surfaces.
- (e) Colours and materials should contribute to a coherent town centre.
- (f) Where development occurs in stages, any visible external surfaces of future common walls must be adequately painted or finished until the adjacent development has been undertaken.

## 2.13. OUTDOOR EATING

### OBJECTIVES

- (i) To encourage active use of the street.
- (ii) To generate after hours activity in the town centre and passive surveillance.

## DEVELOPMENT CONTROLS

- a) Outdoor eating areas should not impact on pedestrian movements and adequate area must be allowed to access tables. A minimum

width of 2.5 metres is to be kept free for a pedestrian walkway.

- b) Tables must be located in front of shop rather than near the gutter, unless adequate landscaping or other elements can form a suitable barrier between the tables and the road.
- c) Outdoor eating facilities must comply with all codes and policies associated with the serving of food.

## 2.14. CULTURE AND PUBLIC ART

### OBJECTIVES

- (i) *To recognise and respond to social and cultural identity and diversity in the design of development.*
- (ii) *To promote development that is unique to the town centre and that reflects social, cultural and historical significance of the town centre.*
- (iii) *to promote the inclusion and integration of public artworks within development which are:*
  - accessible to the public;
  - make a positive contribution to the urban environment; and
  - add to the cultural development of the City.

### DEVELOPMENT CONTROLS

- a) The following development sites in the town centre shall prepare and implement an Arts and Cultural Plan as part of the overall development:
  - Block 4 - Central Precinct
  - Block 10 - Railway Street Precinct

Plans are required to include the provision of high quality artwork within the development in a publicly accessible location.

- b) Arts and Cultural Plans are to be prepared having regard to any social, cultural historical significance of the site to the town centre. The character and design of development on such sites should be integrated with artworks.

## 2.15. MIXED USE COURTYARD BUILDINGS

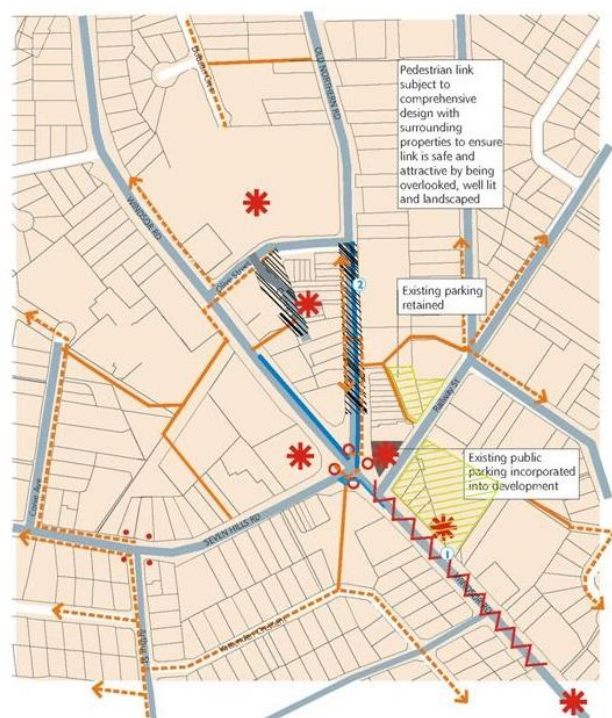
### OBJECTIVES

- (i) *To encourage the provision of publicly accessible communal / semi private court yard spaces, in suitable locations, which supplement the public open space network in Baulkham Hills.*
- (ii) *To design communal / private court yards as focal spaces incorporating quality mixed use perimeter type buildings integrating non-residential uses at ground level with through site links and landscape elements.*

### DEVELOPMENT CONTROLS

- a) Communal / semi private space court yards are to be provided on sites identified in Section 3 - Precinct Controls.
- b) All courtyards are to be designed to permit a high degree of accessibility by the public. Pedestrian linkages, through links from adjacent sites and surrounding street networks is to be provided by multiple entries and pedestrian responsive design.
- c) Courtyards are to function as semi-public mixed use commercial spaces. They are privately maintained but are publicly accessible.
- d) The minimum area of courtyards shall comply with the common open space rate of Part B Section 5 – Residential Flat Buildings.





#### LEGEND

- Existing Vehicular Links
- Proposed Vehicular Links
- Parking Proposals
- Proposed Traffic Lights
- Proposed pedestrian Links
- Existing pedestrian routes that benefit from new pedestrian connections
- Key generators of activity
- Short term location of bus station
- Long term location of bus station
- Areas within which informal pedestrian crossing will be discouraged
- Extended Bus Lane
- Deferred Area
- Additional left turn lane
- Traffic lights phasing changed to incorporate bus priority phase to allow right hand turn from Windsor Road to Old Northern Road

Note: Drawing not to scale.

Figure 5 Movement Strategy

## 2.16. SAFETY & SECURITY

### OBJECTIVES

- (i) To ensure that the town centre is safe and secure for residents and visitors by incorporating crime prevention through environmental design.

### DEVELOPMENT CONTROLS

- (a) All development shall be designed to ensure the safety and security of residents and visitors within individual developments and in the public domain during the day and at night.
- (b) All development applications shall refer to Council's Designing Safer Communities: Safer by Design Guidelines (2002) and demonstrate how the proposed development incorporates measures to increase safety and reduce opportunities for crime through building design, landscaping, lighting, surveillance etc.
- (c) Certain developments due to their size, function or location may be referred to NSW Police for comment. These types of developments include, but are not limited to:
  - Transportation facilities
  - Large residential flat buildings and multi dwelling housing (50 or more dwellings)
  - Large mixed use developments (50 or more dwellings)
  - Major shopping centre developments
  - New schools and hospitals
  - Large sport facilities
  - Clubs and hotels
  - Service stations, convenience stores and other high-risk businesses.

## 2.17. LIGHTING

### OBJECTIVES

- (i) To ensure that all site lighting is adequate for the safety of the site without interfering with nearby residents or traffic.



## 2.18. ACOUSTIC

Acoustic privacy is an important consideration for the design of buildings. Appropriate siting, design and use of the noise ameliorating materials for development will ensure suitable acoustic amenity for residential development.

### OBJECTIVES

- (i) To provide a reasonable acoustic environment for residents,
- (ii) To protect residents from noise intrusions,
- (iii) To ensure the design of the dwellings on site has regard to the impacts of the major roads adjoining the site,
- (iv) To ensure that the siting and design of residential building minimises noise transmission from major noise-generating land uses.

## 2.19. SITE FACILITIES AND SERVICING

### OBJECTIVES

- (i) To ensure that site facilities (such as clothes drying areas, mail boxes, recycling and garbage disposal units/areas, screens, lighting, storage areas, air conditioning units and communication structures) are effectively integrated into the development and are unobtrusive.
- (ii) To ensure that site services and facilities are adequate for the nature of the development
- (iii) To establish appropriate access and location requirements for servicing, and
- (iv) To ensure service requirements do not have adverse amenity impacts

## 2.20. SOLAR ACCESS

### OBJECTIVES

- (i) Buildings should be designed and sited to minimise loss of sunlight to adjacent dwellings.
- (ii) Private open space areas and primary habitable rooms such as living and family rooms are to maximise access to winter sun.

- (iii) To provide living spaces within dwellings and open space around dwellings with reasonable access to sunlight.

## 3. PRECINCT CONTROLS

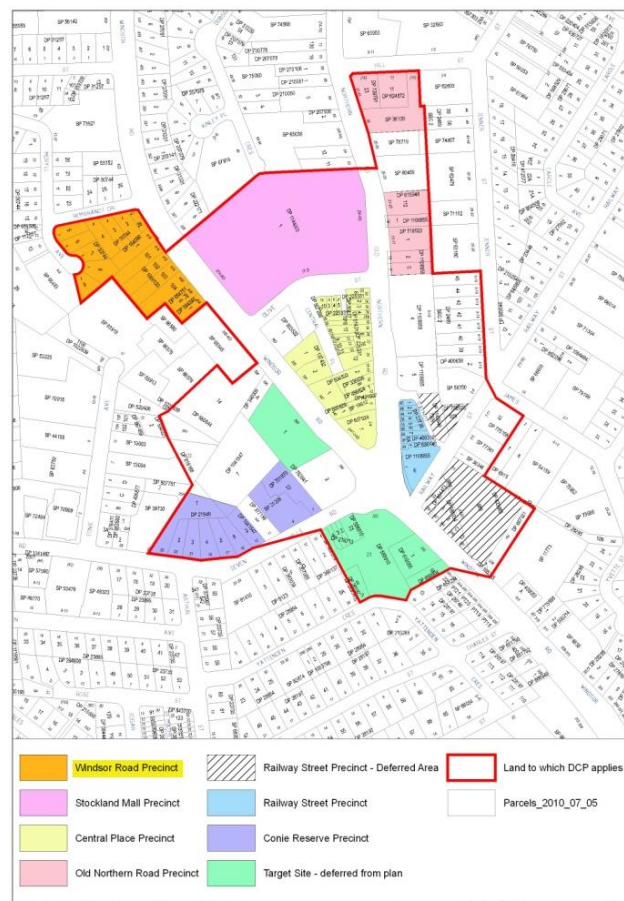


Figure 6 Town Centre Precincts

The town centre has been divided into five precincts based on the location and individual character of each area and its redevelopment potential. The Precinct objectives and development controls are to be read in conjunction with the general objectives and development controls in Section 2 and any other relevant Section of this DCP. The Precincts are:

- Railway Street
- Conie Avenue Reserve
- Central Place
- Stockland Mall
- Old Northern Road

The purpose of the precinct section of this DCP is to identify the existing and desired future character of each precinct, and to provide suitable controls that reflect the constraints and opportunities within each precinct.

All development must comply with the development controls outlined for each precinct. Where any variation is proposed, the development must demonstrate that it achieves the overall Precinct objectives (outlined below) and identified desired character. The applicant must submit written justification to support any request for a variation to the DCP.



Figure 7 Baulkham Hills Town centre

### 3.0. PRECINCT OBJECTIVES

The following Precinct objectives apply to all Precincts within the Baulkham Hills Town Centre, and must be considered in conjunction with the development controls for each Precinct.

#### LAND USE

- (i) *To achieve a vibrant and viable mixed-use town centre, providing a variety of retail, commercial, residential, open space and parking opportunities.*
- (ii) *To locate particular land uses in appropriate locations having regard for heritage items, the future location of a bus interchange on Old Northern Road and the adjoining land uses at the edge of the town centre.*
- (iii) *Stockland Mall and Central Place Precincts to remain as the retail core of the Town Centre.*
- (iv) *To promote continuous activity within the town centre, encouraging pedestrian movement and active uses at street level.*

#### BUILDING HEIGHT

- (i) *To permit higher forms of development that are appropriate within a town centre and that reflect*

*the importance of Baulkham Hills Town Centre as the southern gateway to the Shire.*

- (ii) *To accommodate the foreseeable expansion of retail, commercial and residential development within the town centre.*
- (iii) *To ensure appropriate scale relationships between new development and adjoining land uses, particularly lower forms of residential development on the periphery, and heritage items.*
- (iv) *To provide visually significant building elements in selected locations to create landmarks, add interest to the skyline, orient the visitor and to delineate important intersections.*

#### BUILDING SETBACKS

- (i) *To ensure that buildings are suitably set back to maximise street level interaction and minimise the impact of the town centre development on the periphery where it adjoins residential land.*
- (ii) *To set back development to create interest and variation in built form.*
- (iii) *To provide visual and acoustic privacy between adjoining developments and the street, and to provide opportunities for balconies.*

#### BUILT FORM

- (i) *To ensure that the town centre develops in a cohesive and logical manner in accordance with the Precinct diagrams and illustrations.*
- (ii) *To improve pedestrian amenity and linkages within the town centre by the provision of awnings, courtyard buildings and pedestrian links.*
- (iii) *To enhance the appearance of the town centre by providing architectural features and façade articulation.*
- (iv) *To emphasise important locations and intersections in the town centre by incorporating landmark corner buildings.*
- (v) *To ensure that the bus interchange on Old Northern Road can be easily integrated into the town centre.*

#### HERITAGE

- (i) *To protect the town centre's heritage.*

- (ii) *To revitalise and enhance the heritage buildings through landscaped pedestrian areas and suitable adaptive reuses.*
- (iii) *To ensure that surrounding built forms respect the heritage curtilage.*
- (iv) *To ensure that the history of heritage buildings is accessible to the public through interpretive signage.*

## ACCESS

- (i) *To improve the permeability and accessibility of the town centre by providing pedestrian linkages through the town centre.*
- (ii) *To encourage pedestrian activity and enhance the public domain.*
- (iii) *To provide high quality, safe and pleasant walking environments.*
- (iv) *To ensure equitable and unimpeded access.*
- (v) *To provide safe, clear and convenient vehicular access to developments.*
- (vi) *To minimise traffic congestion.*

## LANDSCAPING

- (i) *To enhance the amenity and appearance of all streetscapes and development within the town centre.*
- (ii) *To ensure that setback areas are treated as extensions of the public pedestrian area.*
- (iii) *To ensure that landscaping is suitable to the function of each site.*

## OPEN SPACE

- (i) *To provide functional open space areas within the town centre for the use of residents, visitors and employees.*

## STORMWATER MANAGEMENT

- (i) *Ensure waterways and downstream drainage systems are protected during construction and post construction phases of development.*
- (ii) *Ensure new developments do not place an increased flood risk to private and public property, and where possible, reduce the impacts of nuisance flooding to a level acceptable to the community.*

- (iii) *Reduce potable water demand through water sensitive urban design initiatives*

## 3.1. CENTRAL PLACE PRECINCT



Figure 8 Central Place Precinct – Aerial View

## EXISTING CHARACTER

The precinct is triangular in shape and is bounded by Old Northern Road, Windsor Road and Olive Street. Central Place and a public car park are situated off Olive Street.

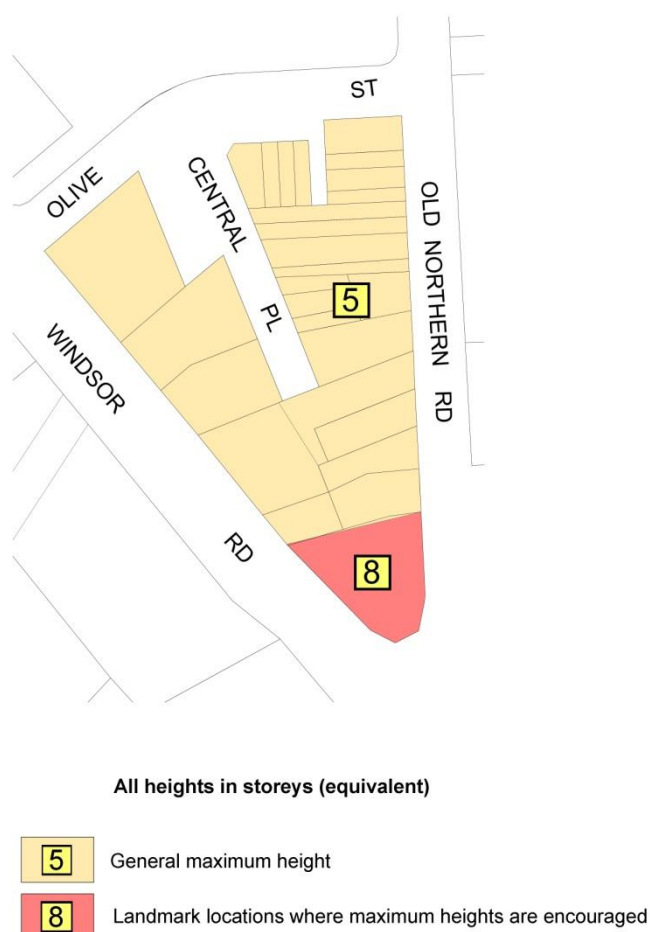
The retail strip that adjoins Old Northern Road significantly contributes to the town centre character of the locality. An arcade that is located mid block permits pedestrian access to Central Place, however is located off line with the existing pedestrian crossing which conveniently links to the proposed Old Northern Road bus stop and Council's library. Adjoining Windsor Road are more recent retail and commercial activities that enjoy good vehicular access and exposure.

## DESIRED CHARACTER

### LAND USES

- Mixed use strip shops adjoining Old Northern Road and Windsor Road with residential uses above.
- Land mark feature buildings (Illustrated in Figure 10) on the corner of:-
  - Old Northern Road and Windsor Road
  - Olive Street and Central Place





**Figure 9** Central Place Precinct – Building Height

## STREET FRONTAGE

- Encourage active retail development contributing to the vibrant activity conducted in the precinct.
- All development should address the street with active frontages, colonnades, awnings, and landscaping to provide a high quality pedestrian amenity.
- Provide continuous awnings along shop fronts and colonnades adjoining Central Place.

## BUILT FORM

- Landmark buildings are to be of an appropriate architectural quality that use a variety of physical and design elements to achieve buildings of character and interest.
- Levels above two storeys with a direct street frontage to Old Northern Road should be stepped back to minimise the bulk and scale when viewed from the street.
- Buildings will be set back on Old Northern Road to enable broad awnings and landscape planting.

- The continuous building line on Old Northern Road is to be retained to reinforce the traditional main street character of the strip.
- Roof forms to incorporate elements to create an interesting roof scape and skyline; saw-toothed, pitched roofs, innovative skillon curved or floating roof forms are encouraged.
- Building floor plans should locate sensitive areas of use such as bedrooms away from busy roads.
- The built form should allow opportunities for passive surveillance and an active interface with publicly accessible areas.

## ACCESS

- Vehicular access to be from Central Place and Olive Street in accordance with the structure plan illustrated in Figure 10.
- A 24 hour publicly accessible pedestrian plaza link is to be provided to central place via the existing mid block pedestrian link on Old Northern Road

## DEVELOPMENT CONTROLS

### 3.1.1. LAND USE

- Ground floor uses are to be occupied by retail / commercial uses.
- First floor uses are to be occupied by commercial / residential uses.

### 3.1.2. FLOOR SPACE RATIO

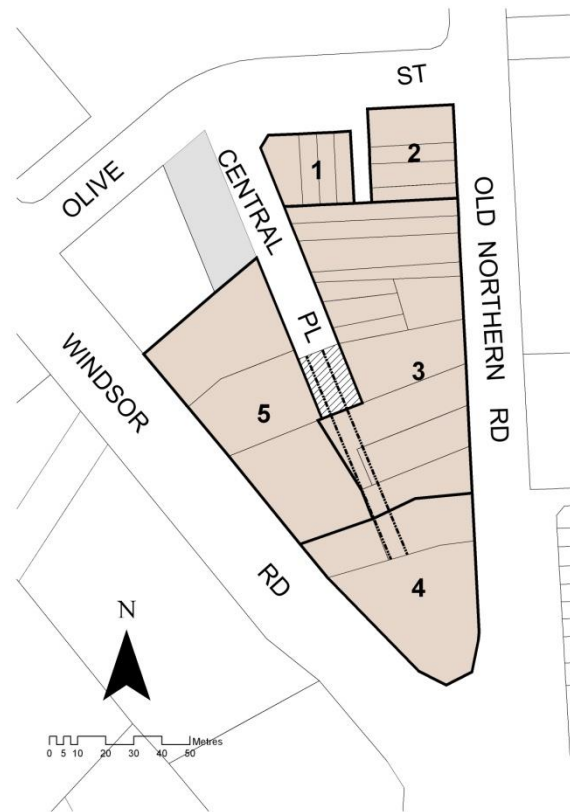
- Refer to Clause 4.4 *Floor Space Ratio* of The Hills LEP 2012 and Floor Space Ratio Maps.



- Central Place Precinct
  - Block
  - Potential road closure (see note)
  - Council Carpark
  - courtyards
  - Setbacks
  - Driveway access
  - Pedestrian links
  - ✱ Major landmark element
  - ✱ Minor landmark element
  - Avenue tree planting
- Active Frontages:**
- Residential - Orientation of doors & windows of habitable rooms
  - Commercial - Orientation of doors & display windows
  - Secondary active frontage - display windows

*Note. The part closure of Central Place is subject to the agreement of Council.*

**Figure 10** Central Place Precinct - Structure Plan



- Potential road closure (see note)
- 6m - Basement level right of carriageway

*Note. The part closure of Central Place is subject to the agreement of Council.*

**Figure 11** Central Place Precinct – Right of Way

### 3.1.3. BUILDING HEIGHT

- a) Refer to Clause 4.3 *Height of buildings* of The Hills LEP 2012, the LEP Height of Buildings Maps and the table below:

	Storeys
Blocks 1-3 & 5	5
Block 4	8

- b) Buildings should respect the height of adjoining development and must not exceed the maximum number of levels identified in Figure 9.
- c) Consideration will be given to increased heights at the landmark corner(s) where it can be demonstrated that it will enhance the design

of the building but may not contain any habitable living or business space.

### 3.1.4. SETBACKS

- a) Setbacks shall be in accordance with the following table:-

<b>Block 1 - Olive Street / Central Place</b>	
Front Setback - Olive Street:	
Ground, First & Second Level	5m
Additional Levels	7.5m
Side Setback	0m
Central Place - Ground, First and Second	5m
Additional Levels	7.5m
Rear Setback	0m

<b>Block 2 - Olive Street / Old Northern Road</b>	
Front Setback - Old Northern Road	
Ground, First Levels	0m
Second & Third Levels	2.5m
Additional Levels	5m
Side Setback	0m
Olive Street Frontage - Ground, First and Second Levels	5m
Additional Levels	7.5m
Rear Setback	0m

<b>Block 3: Old Northern Road</b>	
Front Setback - Ground & First Levels	0m
Second & Third	2.5m
Additional Levels	5m
Rear Setback:	0m
Central Place - Ground, First & Second Levels	10m
Additional Levels	20m
Side Setback	0m

<b>Block 4: Old Northern Road / Windsor Road</b>	
Front Setback - Old Northern Road: Ground & First and Second Levels	0m
Additional Levels	2.5m
Side Setback - Windsor Road: Ground, First and Second Levels	5m
Additional Levels	7.5m
Rear Setback Ground to Fifth Level	0m
Additional Levels	25m
<b>Block 5: Windsor Road</b>	

Front Setback - Windsor Road	
Ground, First and Second Levels	5m
Additional Levels	7.5m
Side Setback	0m
Rear	0m
Central Place - Ground and First Levels	5m
Second & Third Levels	7.5m
Additional Levels	9.5m

### 3.1.5. BUILDING DESIGN

- Architectural features and façade articulation are encouraged, particularly on the landmark corners.
- An awning must be provided for pedestrian amenity along Old Northern Road.
- Residential dwellings shall be dual aspect to improve solar access and amenity.
- Active edges must be provided at ground levels to both internal public spaces and street frontages.
- All development must provide a high level of natural surveillance over the public domain.
- Each block should be designed with a common theme, including a common colour, materials, balconies, signage and façade for each block.

### 3.1.6. ACCESS

- Vehicular access to the precinct is only permitted from Central Place or as specified in Figure 10.
- All parking is to be underground and must be incorporated into each individual Block.
- A 6m right of way carriageway is to be provided in favour of Lot 1 DP 657025, Lot 1 DP 660829 and SP 19812 for access to basement parking from Central Place as identified in Figure 11.
- Pedestrian connections through the site must have regard to the structure plan illustrated in Figure 10.



Figure 12 Strip shops – Old Northern Road





Figure 13 Olive Street



Figure 14 Central Place

### 3.1.7. LANDSCAPING

- a) Development adjoining Central Place shall integrate publicly accessible courtyards within the building design. Courtyards are to function as mixed use commercial / retail spaces, providing an attractive and district focal space.

### 3.1.8. WATER SENSITIVE URBAN DESIGN

- a) The best practice principles of WSUD are to be applied during the construction and post construction phases of development. Schemes that promote water capture, reuse initiatives and water quality management measures, as described in documents including, but not limited to:

- *On-site Stormwater Detention Handbook, Version 4 2005, UPRCT;*
- *Australian Runoff Quality, Engineers Australia, 2006;*
- *Water Sensitive Urban Design – Technical Guidelines for Western Sydney, May 2004, Prepared for UPRCT by URS.*

are required for all new commercial and residential developments, or where the increase in impervious area over a site is greater than 150m<sup>2</sup>. Common open space and publicly accessible courtyard areas may be utilised for WSUD initiatives.



Figure 15 Central Place Precinct – Illustrative Design



Figure 16 Central Place Precinct – View of landmark corner building

## 3.2. STOCKLAND MALL PRECINCT

### EXISTING CHARACTER

The precinct is bounded by Old Northern Road, Windsor Road and Olive Street with residential development to the rear in Dobson Crescent. The precinct is currently occupied by Stockland Mall shopping centre and an extensive system of car parking.

Primary vehicular access to the site is via Olive Street. Pedestrian amenity and the public domain of Olive Street is poor due to high traffic volumes and its poor interface with Olive Street.

The precinct is the retail heart of Baulkham Hills, accommodating approximately 56% of retail floorspace within the Town Centre. The current configuration of the shopping centre isolates it from the Town Centre by its extensive parking area and lack of street interaction.



**Figure 17** Stockland Mall Precinct – Aerial View



**Figure 18** Stockland Mall Precinct – Olive Street Car park

## DESIRED CHARACTER

### LAND USES

- Expansion of retail floor space.
- Encourage active retail development on Olive Street.
- Provision of improved pedestrian links to the shopping centre, from Olive Street and Old Northern Road.
- Improved vehicular access to the site and consolidation of existing parking levels to improve vehicle circulation.
- Provision of a separate service access road from Windsor Road.

### BUILT FORM

- Building design should ensure adequate solar access to Olive Street and use a variety of physical and design elements to achieve a building of character and interest.
- Public art is encouraged to add interest to the streetscape of Olive Street.
- The built form should respond to the topography of Olive Street.
- Lower floors should provide good street definition.
- Greater height limits at the corners of Olive St will be considered to create a landmark corner feature.

## STREET FRONTAGE

- Sufficient setbacks are required on Olive Street and Windsor Road frontages to provide broader footpaths and landscaping to enhance the public domain.
- Olive Street frontage shall be embellished to provide a welcoming face and pedestrian friendly environment for the shopping centre.
- Building corners at either end of Olive Street should incorporate a landmark feature.

## ACCESS

- Vehicular access shall be via Olive Street and Windsor Road, with service access via Windsor Road.
- Ensure that future development is sympathetic to pedestrian desire lines, particularly to and from the pedestrian entrances to Stockland Mall, and the main retail strip along old Northern Road.

## DEVELOPMENT CONTROLS

### 3.2.1. LAND USE

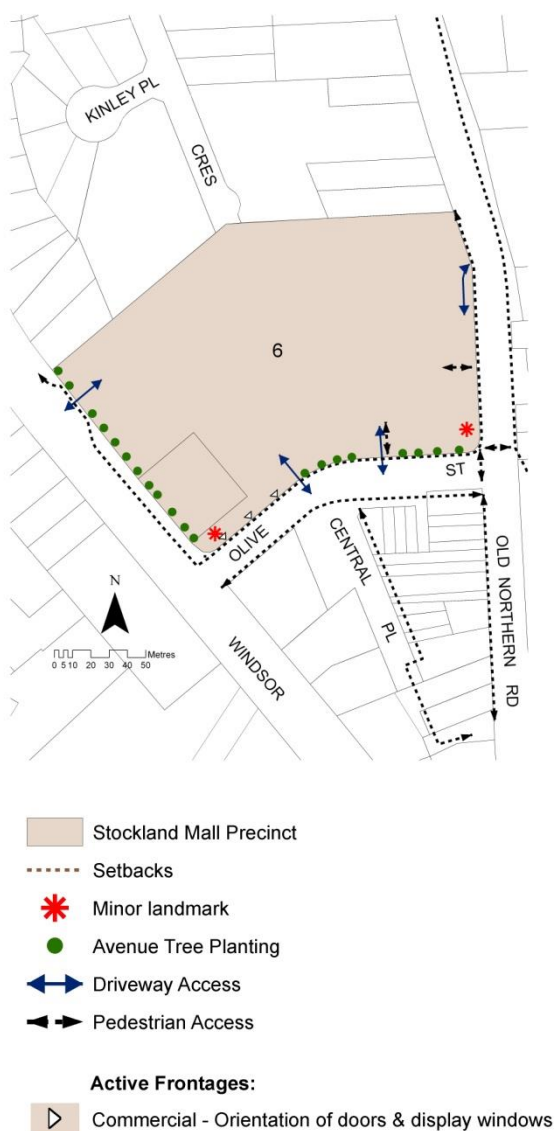
- a) Mixed retail / commercial uses appropriate to a district level shopping centre;
- b) Commercial / retail uses adjacent to Olive Street to maximise street level interaction.

### 3.2.2. FLOOR SPACE RATIO

- a) Floor space ratio shall be in accordance with Part B Section 6 – Business.

### 3.2.3. BUILDING HEIGHT

- a) Building Height shall be in accordance with Part B Section 6 – Business.



**Figure 19** Stockland Mall Precinct – Structure Plan

### 3.2.4. SETBACKS

- Setbacks shall be in accordance with Part B Section 6 – Business.

### 3.2.5. BUILDING DESIGN

- Additional height and bulk is permitted at the Olive St intersections to provide a visual landmark feature.

### 3.2.6. ACCESS

- Vehicular access is to be from Windsor Rd and Olive St with egress from the existing driveway on Old Northern Road.
- The location of the western driveway on Olive Street shall be located opposite Central Place

to accommodate any future intersection improvements required to address intersection performance at this location.

- Existing parking decks are to be consolidated to improve building appearance and vehicle circulation.
- All development must have regard to Councils Safer By Design Guidelines and Access for All documents.
- Pedestrian links are to be in accordance with the design principles illustrated in Figure 19 – Structure Plan.

### 3.2.7. LANDSCAPING

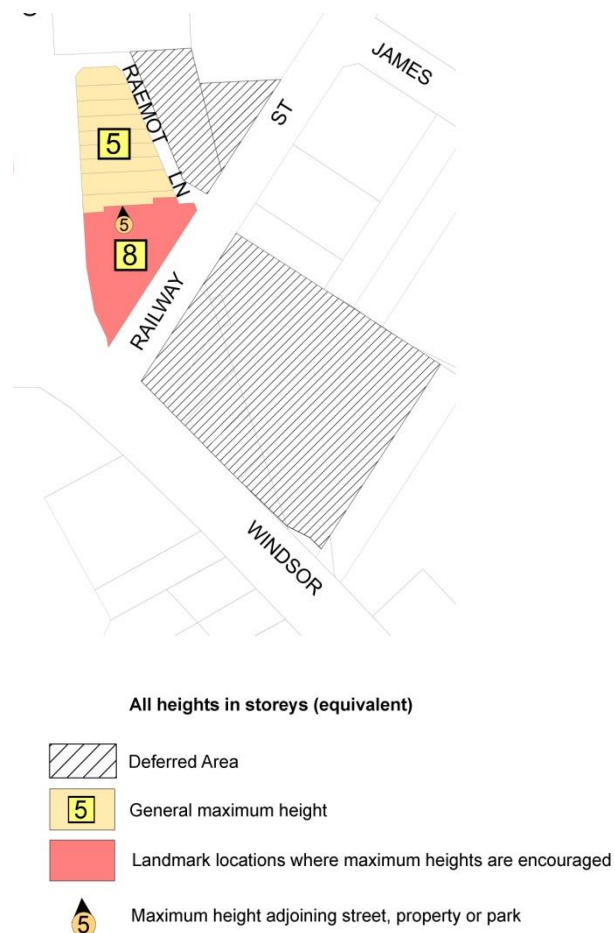
- Olive Street is to be of high architectural quality involving a mix of hard and soft landscaping, public art and sufficient lighting to promote street interaction and a sense of place.

### 3.2.8. WATER SENSITIVE URBAN DESIGN

- The best practice principles of WSUD are to be applied during the construction and post construction phases of development. Schemes that promote water capture, reuse initiatives and water quality management measures, as described in documents including, but not limited to:
  - *On-site Stormwater Detention Handbook, Version 4 2005, UPRCT;*
  - *Australian Runoff Quality, Engineers Australia, 2006;*
  - *Water Sensitive Urban Design – Technical Guidelines for Western Sydney, May 2004, Prepared for UPRCT by URS.*

are required for all new commercial and residential developments, or where the increase in impervious area over a site is greater than 150m<sup>2</sup>. Common open space and publicly accessible courtyard areas may be utilised for WSUD initiatives.





**Figure 20** Railway Street Precinct – Building Height

### 3.3. RAILWAY STREET PRECINCT

#### EXISTING CHARACTER

The Railway Street Reserve Precinct has frontage to Railway St and Old Northern Road. Currently the precinct is zoned for commercial/residential and open space/recreation uses. The area is occupied by several businesses fronting Windsor Road, the Council library, a telecommunications tower and a underutilised park.

The existing businesses have varying setbacks with little landscaping. The Reserve at the rear is currently also used as a parking/loading area for the businesses.

#### DESIRED CHARACTER

#### LAND USES

- Promote commercial/ residential development given the central location of the precinct and its proximity to the bus interchange.
- Retail uses conducive to development adjacent to a transport interchange on Old Northern Road.

#### BUILT FORM

- The corner of Railway St and Old Northern Rd should provide a landmark feature to address this major intersection.
- Levels above two storeys should be stepped back to minimise bulk and scale when view from the street
- The built form should allow opportunities for passive surveillance and an active interface with the public open space.
- Courtyards are to be designed to overcome conflicts between public access needs and the private needs of residents having regard to visual and acoustic privacy, and the need for private open space.

#### STREET FRONTAGE

- All development should address the street with active frontages, colonnades and awnings, and landscaping to provide a high quality pedestrian amenity.
- Setbacks will allow for the proposed bus lay-by on Old Northern Road.

#### ACCESS

- Pedestrian footpaths should be upgraded with suitable street furniture and landscaping.
- Inappropriate pedestrian movements across Old Northern Road will be discouraged.
- Vehicular access shall be restricted to Railway Street or Raemot Lane only.



**Figure 21** Railway Street Precinct – Landmark Corner building

## DEVELOPMENT CONTROLS

### 3.3.1. LAND USE

- Ground and first levels are to be occupied by retail / commercial uses.
- Residential and commercial uses are encouraged on the upper levels.

### 3.3.2. FLOOR SPACE RATIO

- Floor space ratio shall be in accordance with the following table:-

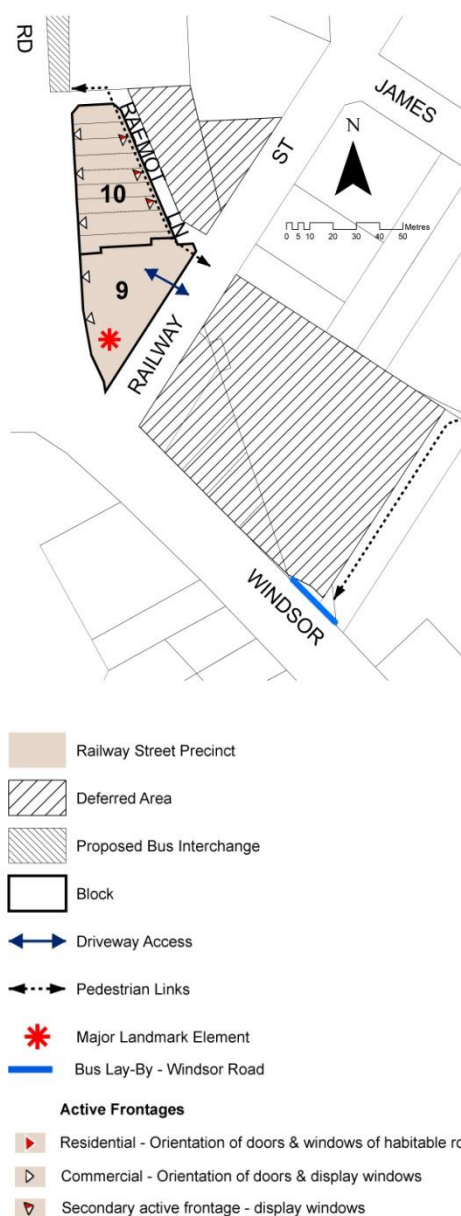
Block 9	3:1
Block 10	2:5:1

### 3.3.3. BUILDING HEIGHT

- Building height shall be in accordance with the following table:-

	Storeys	Height Plane
Block 9	8	30m
Block 10	5	20m

- Buildings should respect the height of adjoining development and must not exceed the maximum number of levels identified in Figure 20.
- Consideration will be given to increased heights at the landmark corner where it can be demonstrated that it will enhance the design of the building but may not contain any habitable living or business space.



**Figure 22** Railway Street Precinct – Structure Plan

### 3.3.4. BUILDING SETBACKS

- Building setbacks shall be in accordance with the following tables:-

Block 9	
Front Setback: Ground, First & Second Levels	0m
Additional Levels	2.5m
Side setback	0m
Railway Street - Ground, First & Second Levels	0m
Additional Levels	2.5m
Rear setback - Ground to Fifth Level	0m
Additional Levels	20m
Block 10	

Front Setback - Ground & First Levels	0m
Second & Third Levels	2.5m
Additional Levels	5m
Rear Setback - Ground & First Levels	0m
Additional Levels	2.5m
Side setback	0m

### 3.3.5. BUILDING DESIGN

- An awning must be provided for pedestrian amenity along Windsor Road and Railway Street.
- Architectural features and façade articulation are encouraged, particularly on the landmark corner.
- Buildings should be designed to integrate with adjoining public spaces and the proposed bus interchange on Old Northern Road.
- Residential dwellings shall be dual aspect to improve solar access and amenity.

### 3.3.6. ACCESS

- All parking is to be underground and incorporated into each individual development.
- Vehicular access to Block 10 shall be achieved from Raemot Lane.
- Pedestrian movement to the rear of Blocks 9 & 10 shall be contained within a colonnade addressing Raemot Lane with active uses along its length.
- Pedestrian connections must have regard to the pedestrian movement strategy in Figure 21.

### 3.3.7. LANDSCAPING

- The landscaping on the eastern elevation of Block 9 & 10, opposite Raemot Land Carpark is to form an extension of the public footpath reservation. The main function of this area is to provide a pedestrianised plaza that links the main activity nodes through the centre.

### 3.3.8. WATER SENSITIVE URBAN DESIGN

- The best practice principles of WSUD are to be applied during the construction and post construction phases of development. Schemes

that promote water capture, reuse initiatives and water quality management measures, as described in documents including, but not limited to:

- *On-site Stormwater Detention Handbook, Version 4 2005, UPRCT;*
- *Australian Runoff Quality, Engineers Australia, 2006;*
- *Water Sensitive Urban Design – Technical Guidelines for Western Sydney, May 2004, Prepared for UPRCT by URS.*

are required for all new commercial and residential developments, or where the increase in impervious area over a site is greater than 150m<sup>2</sup>. Common open space and publicly accessible courtyard areas may be utilised for WSUD initiatives.

## 3.4. OLD NORTHERN ROAD PRECINCT

### EXISTING CHARACTER

The Old Northern Road Precinct extends from the Hills District Bowling Club to the intersection of Hills Street with Old Northern Road.

The precinct is comprised of a number of heritage listed items at 11-19 and 37-43 Old Northern Road. A number of commercial uses that are well setback from the street are in operation with some renewal projects in progress.

The Hills District Bowling Club is a significant activity node and is the only recreation facility within the centre.



Figure 23 Old Northern Road Precinct





**Figure 24** Old Northern Road – Building Height

## FUTURE CHARACTER

### LAND USES

- Mixed use development adjacent to heritage items to include ground level commercial activities with residential uses above.

### STREET FRONTAGE

- Buildings to feature a strong street edge, with awnings to provide sheltered access to residential lobbies and ground floor commercial premises on Old Northern Road.
- Buildings are to be consistent with respect to setbacks, building form and materials.
- Where appropriate, heritage items are to be incorporated as an active element within future development to promote an active streetscape.
- Setbacks will allow for the proposed road widening and bus lay-by on Old Northern Road.

## BUILT FORM

- New buildings are to be of an appropriate architectural quality that uses a variety of physical and design elements to achieve a building of character and interest.
- Levels above two storeys with a direct street frontage to Old Northern Road should be stepped back to minimise the bulk and scale when viewed from the street.
- The built form should allow opportunities for passive surveillance and an active interface with publicly accessible areas.
- Roof forms to incorporate elements to create an interesting roof-scape and skyline; saw-toothed, pitched roofs, innovative skillion curved or floating roof forms are encouraged.
- Building floor plans should locate sensitive areas of use such as bedrooms away from busy roads.

## HERITAGE

- Relate to heritage buildings with low rise podiums, horizontal cornices and other scale breaking devices, in adjacent development.
- Relate to heritage buildings with attention to facade composition, proportions and materials.

## ACCESS

- Pedestrian footpaths should be upgraded with suitable street furniture and landscaping.
- Vehicular access points to old northern road should be minimised.

## DEVELOPMENT CONTROLS

### 3.4.1. LAND USE

Blocks 12 & 13

- Ground Floor uses to be occupied by commercial uses. First floor and above to be occupied by commercial / residential uses.

### 3.4.2. FLOOR SPACE RATIO

- Floor space ratio shall be in accordance with the following table:-

Blocks 12 & 13 - Old Northern Road	<b>2:1</b>
------------------------------------	------------

- b) The floorspace component of a heritage item may be excluded from the floorspace calculation.



- Old Northern Road Precinct  
 Indicative Heritage Curtilage  
 Block  
 Setbacks  
 Heritage Item  
 Long Term Bus Interchange  
 Driveway Access  
 Pedestrian Links  
 Avenue Planting  
**Active Frontages:**  
 Residential - Orientation of doors & windows of habitable rooms  
 Commercial - Orientation of doors & display windows

Figure 25 Old Northern Road – Structure Plan

### 3.4.3. BUILDING HEIGHT

- a) Building Height shall be in accordance with the following table:-

	Storeys	Height Plane
Blocks 12 - 13	5	20m

- b) Buildings should respect the height of adjoining development and must not exceed the maximum no of levels identified in Figure 23

### 3.4.4. BUILDING SETBACKS

- a) Building Setbacks shall be in accordance with the following table:-

Block 12	
Front Setback: Ground & First Levels	6m
Additional Levels	8.5m
Rear Setback: Ground, First and Second Levels	6m
Additional Levels	12.5m
Side setback	0m
Southern Boundary ( Bowling Club)	4m

Block 13	
Front Setback - Old Northern Road	
Ground & First Levels	6m
Additional Levels	8.5m
Side Setback - Hills Street	
Ground & First Levels	8m
Additional Levels	10.5m
Side Setback - Southern Boundary	0m
Rear Setback	
Ground & first levels	6m
Additional levels	8.5m

### 3.4.5. BUILDING DESIGN

- Buildings should compliment and not visually dominate adjoining heritage buildings.
- Residential dwellings shall be dual aspect to improve solar access and amenity.
- Each block within the precinct should adopt a consistent yet individual architectural character and be uniform in terms of awnings, lighting and signage.
- Adaptive reuse of heritage buildings is encouraged within building design.

### 3.4.6. ACCESS

- All parking is to be underground and incorporated into each individual development.
- Vehicular access points are to be provided as shown in Figure 24.

- c) Improvement of pedestrian access within the Precinct via connecting Old Northern Road with Jenner Street as illustrated in Figure 24.

### 3.4.7. LANDSCAPING

- a) The provision of tree plantings along pedestrian and vehicular links.

### 3.4.8. WATER SENSITIVE URBAN DESIGN

- a) The best practice principles of WSUD are to be applied during the construction and post construction phases of development. Schemes that promote water capture, reuse initiatives and water quality management measures, as described in documents including, but not limited to:

- *On-site Stormwater Detention Handbook, Version 4 2005, UPRCT;*
- *Australian Runoff Quality, Engineers Australia, 2006;*
- *Water Sensitive Urban Design – Technical Guidelines for Western Sydney, May 2004, Prepared for UPRCT by URS.*

are required for all new commercial and residential developments, or where the increase in impervious area over a site is greater than 150m<sup>2</sup>. Common open space and publicly accessible courtyard areas may be utilised for WSUD initiatives.

## 3.5. CONIE AVENUE RESERVE PRECINCT

### EXISTING CHARACTER

The Conie Avenue Reserve Precinct is located on the western edge of the town centre and is bounded by Seven Hills and Windsor Roads. The Bull and Bush Hotel is a landmark heritage feature of this precinct and is a major activity centre within the precinct.

A large, poorly embellished open space area known as Conie Avenue Reserve is centrally located within the precinct. The reserve is bounded by the Baulkham Hills Community Centre on Windsor Road and detached dwellings on Seven Hills Road.



Figure 26 Conie Avenue Reserve – Aerial View

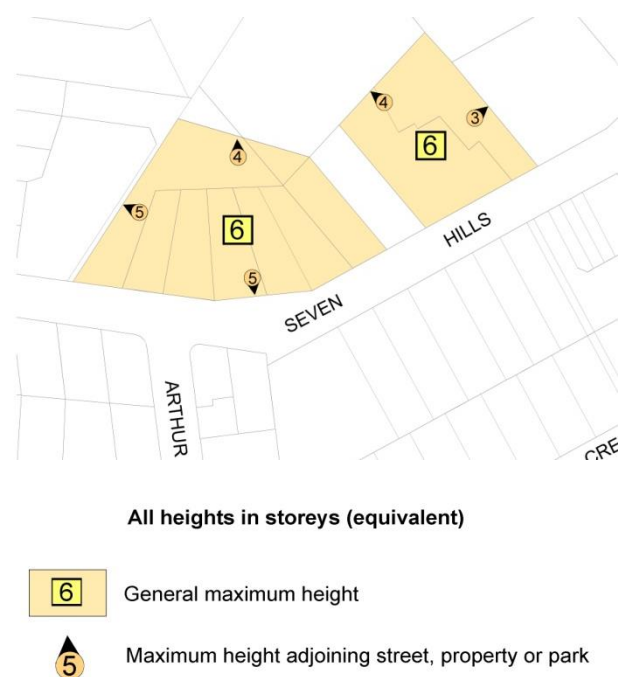


Figure 27 Conie Avenue Reserve Precinct – Building Height

### DESIRED CHARACTER

#### LAND USES

- Consolidation of adjoining residential dwellings on Seven Hills Road and redevelopment to address the central public open space area.
- Open space provided centrally in this location and community facilities to be accessed within this precinct.
- Building designs promote casual surveillance of the adjoining open space area.

## STREET FRONTAGES

- The Seven Hills Road frontage should provide generous landscaped setback and articulated façade treatment.
- Setbacks will allow for the proposed road widening on Seven Hills Road.

## BUILT FORM

- Residential units are to have cross ventilation or be dual aspect.
- New buildings are to be of an appropriate architectural quality that uses a variety of physical and design elements to achieve a building of character and interest.
- The built form should allow opportunities for passive surveillance and an active interface with publicly accessible areas.
- Roof forms to incorporate elements to create an interesting roofscape and skyline; saw-toothed, pitched roofs, innovative skillion curved or floating roof forms are encouraged.
- Building floor plans should locate sensitive areas of use such as bedrooms away from busy roads.

## HERITAGE

- Respect the scale of the heritage building on the corner of Windsor Road and Seven Hills Road with complementary adjacent development.

## ACCESS

- Pedestrian links are to be provided in the locations identified in the structure plan.
- Vehicular access to Block 14 to be located from the proposed signalised intersection of Seven Hills Road and Arthur Street.
- To ensure that appropriate provision has been made for road widening along Seven Hills Road.

## DEVELOPMENT CONTROLS

### 3.5.1. LAND USE

Block 14

- Residential uses only.

Block 15

- Ground floor uses are to be occupied by commercial / residential uses.

- First floor and above to be occupied by residential uses.



Figure 28 Conie Avenue Reserve Precinct – Structure Plan

### 3.5.2. FLOOR SPACE RATIO

- The floor space ratio shall be in accordance with Clause 4.4 *Floor Space Ratio* of The Hills LEP 2012 and Floor Space Ratio Map.

### 3.5.3. BUILDING HEIGHT

- Building height shall be in accordance with Clause 4.3 *Height of Buildings* of The Hills LEP 2012 and LEP Height of Buildings Maps.
- Buildings should respect the height of adjoining development and must not exceed the maximum number of storeys identified in Figure 26.

### 3.5.4. BUILDING SETBACKS

- Building setbacks shall be in accordance with the following table:-



<b>Block 14</b>	
Front Setback: Ground - Fifth Level	10m
Additional Levels	12.5m
Rear Setback: Ground - Forth Level	8m
Additional Levels	16.5m
Side - Ground - Fifth Level	6m
Additional Levels	15m

<b>Block 15</b>	
Front Setback: Ground- Fifth Level	10m
Additional Levels	12.5m
Rear Setback: Ground - Forth Level	8m
Additional Levels	17m
Side Setback: Ground - Third Level	6m
Additional Levels	15m

### 3.5.5. BUILDING DESIGN

- Residential dwellings shall be dual aspect to improve solar access and amenity.
- Buildings should compliment and not visually dominate adjoining heritage buildings.
- Buildings should address Seven Hills Road and pedestrian spaces with active edges. Active edges must also be provided along the internal Connie Avenue Reserve.

### 3.5.6. ACCESS

- All parking is to be underground and incorporated into each individual development.
- Vehicular access to the precinct is only permitted in accordance with the points identified in the structure plan illustrated in Figure 27.
- Pedestrian connections through the site must have regard to the structure plan illustrated in Figure 27.

### 3.5.7. LANDSCAPING

- Common open space adjoining the Conie Avenue Reserve should be terraced and landscaped to provide change of grade and be fenced with piers and solid elements to comprise less than 40% of the fence.

### 3.5.8. WATER SENSITIVE URBAN DESIGN

- The best practice principles of WSUD are to be applied during the construction and post construction phases of development. Schemes that promote water capture, reuse initiatives and water quality management measures, as described in documents including, but not limited to:

- *On-site Stormwater Detention Handbook, Version 4 2005, UPRCT;*
- *Australian Runoff Quality, Engineers Australia, 2006;*
- *Water Sensitive Urban Design – Technical Guidelines for Western Sydney, May 2004, Prepared for UPRCT by URS.*

are required for all new commercial and residential developments, or where the increase in impervious area over a site is greater than 150m<sup>2</sup>. Common open space and publicly accessible courtyard areas may be utilised for WSUD initiatives.

## 3.6. WINDSOR ROAD PRECINCT

### EXISTING CHARACTER

The Windsor Road Precinct is located within the northern frame of the Town Centre on the western side of Windsor Road opposite Stockland Mall. The precinct completes the western side of the Town Centre and consists of fifteen (15) properties, six of which are vacant, eight of which contain single storey dwellings and one which is currently used as a medical centre.

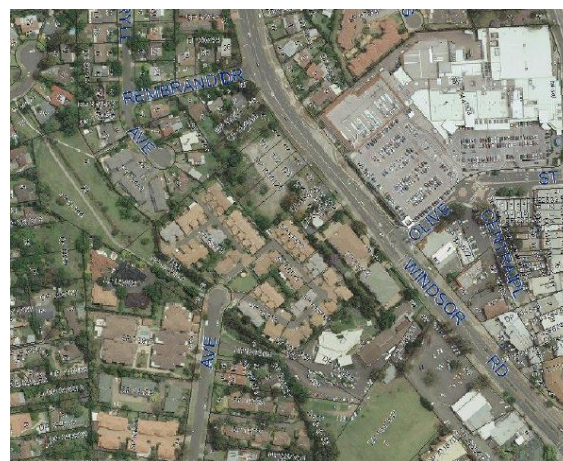


Figure 29 Windsor Road Precinct – Aerial View



**Figure 30** Windsor Road Precinct – Illustration

## OBJECTIVES OF WINDSOR ROAD PRECINCT

- (i) *to understand the evolving character of the Shire's town centres contained within the precinct and identify their influences on economic development and development of adjoining residential areas,*
- (ii) *to prepare a suite of design guidelines for different forms of housing that protect and enhance the Shire's gardenesque character and reflect the evolving form of the Shire's town centres,*
- (iii) *to achieve well designed residential development that offers a high standard of amenity for its residents and adjoining property owners,*
- (iv) *to facilitate the development of building design excellence appropriate to a precinct,*
- (v) *require car parking and servicing provisions to be contained within the development site to an amount and rate adequate for the economic and sustainable growth of the town centre, and*
- (vi) *provide safe and secure access.*

## DESIRED FUTURE CHARACTER STATEMENT

The development controls will facilitate a unique development that seeks to balance quality, higher density residential living with leafy, green suburban character of the Shire. In so doing this, the development will seek to;

- (a) Establish a strong green character to offset higher residential densities,
- (b) Be well connected and integrated with the surrounding areas,

- (c) Mitigate adverse off-site impacts to surrounding residential properties,
- (d) Support the functioning of the Baulkham Hills centre and create a high quality, landmark building, and
- (e) In addition to helping to diversify the centre, the development will deliver substantial residential floorspace in the area and contribute to increased housing diversity in the Shire.

## STREET FRONTAGE

- Windsor Road frontage should provide generous landscaped setback to allow for an enhanced pedestrian area as well as privacy for dwellings.
- Setbacks should allow for any proposed road widening of Windsor Road.
- Screening and partial enclosure of balconies is limited to provide privacy for neighbours and comfort for residents without resulting in unattractive buildings or an appearance of excessive bulk or restricting opportunities for passive surveillance of the street.
- to provide setbacks that complement the setting and contribute to the streetscape and character of the street while allowing flexibility in siting of buildings.
- to ensure that the space in front of the building is sufficient to permit landscaping that will complement the building form and enhance the landscape character of the street.
- side and rear setbacks are to be proportioned to the slope of the site having regard to the height and relationship of the buildings on adjoining properties.
- the setbacks of proposed buildings are to minimise any adverse impacts such as overshadowing and privacy on adjacent and adjoining properties.

## BUILT FORM

- Built form is to define the western edge of Baulkham Hills Town Centre known as the Windsor Road Precinct
- The Windsor Road Precinct should provide a prominent feature that signifies the edge of the Town Centre.
- A built form on the Windsor Road precinct that is well designed will create a feeling of arrival at the Town Centre as a destination point with the



potential to stimulate both residential and economic development in the Town Centre.

- New buildings to have appropriate architectural quality that uses a variety of physical and design elements to achieve buildings of character and interest.
- The built form should allow opportunities for passive surveillance and an active interface with publicly accessible areas.
- Buildings are to support and be integrated into the public domain network to achieve coherence and purpose.
- The integrity of heritage items and significant landscape elements in the vicinity are to be protected and enhanced.

## ACCESS

Provide through site links which allow safe and convenient movement for vehicles and residents through on site links.

## DEVELOPMENT CONTROLS

### 3.6.1. LAND USES

- Landmark building to be located at the corner of Rembrandt Drive and Windsor Road.

### 3.6.2. FLOOR SPACE RATIO

- The maximum floor space ratio is 2.3:1 identified in Figure 30 - Windsor Road Precinct Structure Plan.

### 3.6.3. BUILDING HEIGHT

- Building height shall be in accordance with Figure 31 below.

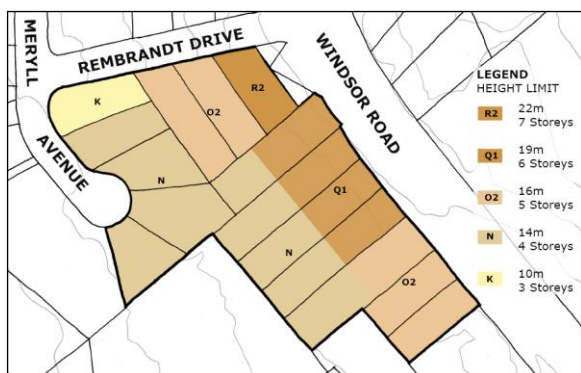


Figure 31 Windsor Road Precinct – Building Height

### 3.6.4. BUILDING SETBACKS AND SEPARATION

Notwithstanding the controls in this section for residential development additional setbacks maybe necessary to satisfy building separation, solar access and amenity requirements of State Environmental Planning Policy No. 65 –Design Quality of Residential Flat Development. Applicants will need to be in accordance with these requirements.

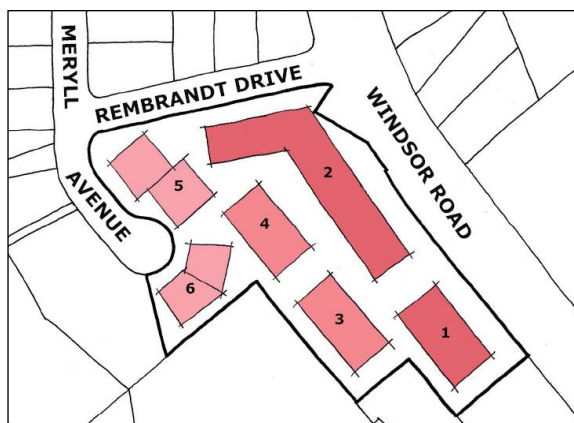
- Building setbacks shall be in accordance with the following table and Figures 32 & 33:

### 3.6.5. BUILDING SETBACKS

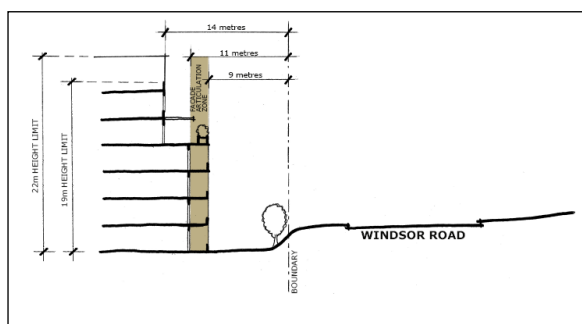
Building 1 & 2 Setback	Minimum	Facade articulation zone
Street frontage setback, Windsor Road and Rembrandt Drive: Ground to Fourth Storey	11 metres For a minimum 60% of building facade	9 to 11 metres Balconies and up to 40% of building facade are permitted in this zone
Street frontage setback, Windsor Road and Rembrandt Drive: Fifth to Seventh Storey	14 metres	
Rear setback: Ground to Fourth Storey	10 metres	
Rear setback: Fifth Storey	13 metres	
Side setback	10 metres	

Building 3 & 4 Setback	Minimum
Rear setback: Ground to Third Storey	10 metres
Rear setback: Fourth Storey	13 metres
Side setback	10 metres

Building 5 & 6 Setback	Minimum
Street frontage setback, Meryll Avenue	6 metres
Rear setback	10 metres
Side setback: Ground to Third Storey	8 metres
Side setback: Fourth Storey	14 metres



**Figure 32** Windsor Road Precinct – Building Setbacks Key Diagram



**Figure 33** Rembrandt Drive & Windsor Road Facade Articulation Zone

- a) Building separation shall be in accordance with the following:

**Up to four storeys / 12 metres**

- 12 metres between habitable rooms/balconies.
- 10 metres between habitable/balconies and non-habitable rooms.
- 8 metres between non-habitable rooms.

**Five to seven storeys/up to 22 metres**

- 18 metres between habitable rooms/balconies.
- 12 metres between habitable rooms/balconies and non-habitable rooms.
- 10 metres between non-habitable rooms.

### 3.6.6. BUILDING DESIGN

- a) Residential dwellings shall be dual aspect to improve solar access and amenity. Single aspect units, must not be used unless:-

- Four (4) hours of direct sunlight is available for windows of primary living areas between 9am and 3pm on 21 June; and
- adequate ventilation can be achieved

- b) Buildings should compliment and not visually dominate adjoining buildings.
- c) Where shown in the Precinct controls and illustrations, corner elements may exceed the height of the remainder of the building in order to emphasise the landmark location and add architectural interest to the facade and skyline.
- d) Corner aspects of any building are to be articulated with building mass and other design features.
- e) Corner should add interest through the use of splays, curves, entries and other features. Corners buildings must address all frontages, including those facing streets or lanes.
- f) Building facades are to be acoustically treated along Windsor Road with double glazing.
- g) Balconies facing Windsor Road shall be partially screened and acoustically treated through shutters and louvers.
- h) Where neighbourhood shops are located at ground level, active street edges/frontages are encouraged.
- i) Roof forms to incorporate elements to create an interesting roof-scape and skyline; saw-toothed, pitched roofs, innovative skillion curved or floating roof forms are encouraged.
- j) Buildings where possible shall be set around the shared central open space to improve their visual amenity and increase the natural surveillance of these areas.

### 3.6.7. ACCESS

- a) All parking is to be underground and incorporated into each individual development.
- b) Pedestrian footpaths are to be provided across the Meryll Avenue frontage, Windsor Road frontage and Rembrandt Drive frontage of the development.

### 3.6.8. ROADS & TRAFFIC AUTHORITY (RTA) REQUIREMENTS

- a) The Windsor Road Precinct is affected by road widening order notification in Government Gazette No.97 of 7 September 1956 folio 2602. Any future development application of the site shall demonstrate consistency with road widening plans along Windsor Road.
- b) Future improvement works at the intersection of Windsor Road and Rembrandt Drive would require relocation of the bus stop and the shelter further south along Windsor Road. Architectural plans and pedestrian access arrangements for the site should consider the possible relocation of the bus stop.
- c) Extension of the existing median on Windsor Road to restrict the traffic movements to left-in and left-out only at the intersection of Windsor Road and Rembrandt Drive. This will require a Traffic Management Plan (TMP) to address potential traffic impacts and community concerns. The TMP will be submitted to the RTA and Council for approval prior to the implementation of works.
- d) Consultation with the Roads & Traffic Authority (RTA) shall be undertaken and written evidence submitted to Council.

### 3.6.9. LANDSCAPING

Council requires landscape plans to be prepared by a suitably qualified landscape architect or experienced horticulturists. Objectives and development controls for landscaping development are set out in Part D Section 3 – Landscaping of Baulkham Hills Development Control Plan (BHDCP), and must be complied with. In addition the following development controls apply to this precinct:

- a) Landscaping of the Windsor Road frontage should provide avenue planting of native species.
- b) High, solid concrete or masonry fences should be avoided.
- c) Boundaries adjoining existing developments are to be landscaped to provide privacy.
- d) Lots 27 and 28 DP 30744 Rembrandt Street must to provide feature landscaping.
- e) Central open space area shall be incorporated into the design of the precinct with through on site pedestrian links.

### 3.6.10. WATER SENSITIVE URBAN DESIGN

- a) The best practice principles of WSUD are to be applied during the construction and post construction phases of development. Schemes that promote water capture, reuse initiatives and water quality management measures, as described in documents including, but not limited to:

- *On-site Stormwater Detention Handbook, Version 4 2005, UPRCT;*
- *Australian Runoff Quality, Engineers Australia, 2006;*
- *Water Sensitive Urban Design – Technical Guidelines for Western Sydney, May 2004, Prepared for UPRCT by URS.*

are required for all new commercial and residential developments, or where the increase in impervious area over a site is greater than 150m<sup>2</sup>. Common open space and publicly accessible courtyard areas may be utilised for WSUD initiatives.

### 3.6.11. SITE FACILITIES AND SERVICING

#### MAIL BOXES

- Provide letterboxes for residential building tenancies in one accessible location adjacent to the main entrance to the development and designed to allow protection for use from inclement weather
- Mail boxes shall be integrated into a wall where possible and be constructed of materials consistent with the appearance of the building
- Letterboxes shall be secure and large enough to accommodate articles such as newspapers.

#### COMMUNICATION STRUCTURES, AIR CONDITIONERS AND SERVICE VENTS

- A master antenna must be provided for residential apartment buildings. This antenna shall be sited to minimise its visibility from public areas.
- Locate satellite dish and telecommunication antennae, air conditioning units, ventilation stacks and any ancillary structures, away from the street frontage integrated into the roof design and in a position where such facilities will not become a skyline feature at the top of the development adequately setback from the perimeter wall or roof edge of the buildings.

### 3.6.12. WASTE (GARBAGE) STORAGE AND COLLECTION

Garbage bins and recycling bins take up a large area near the street. Bin structures should be well designed and considered as part of the appearance of the overall development.

#### DEVELOPMENT CONTROLS

- Bin storage should be integrated with the streetscape and landscape of the residential development
- Enclosures should be durable accessible and easy to maintain
- Bin storage structures should be appropriately enclosed and screened for visual amenity

### 3.6.13. ACOUSTIC

Acoustic report which assess the design of dwellings and external noise attenuation devices combined shall be demonstrated to be able to achieve a maximum ambient noise level of 40 dB(A) in any habitable room.

- Council will require the submission of an acoustical assessment, by a suitably qualified acoustical engineer, with any development application for the erection of dwellings within the precinct.
- Acoustic walls to busy arterial roads needs to be designed to avoid blank painted surfaces and monotonous appearances
- Walls should be constructed of more than one material and colour
- Walls and roofs must be designed to achieve maximum insulation and reduce noise transmission, while contributing at the same time to the streetscape and character
- Appropriate materials with acoustic properties should be incorporated into design of the development.
- Appropriate separation distance must be provided between dwellings and noise sources; the use of landscape buffers and other barriers, where appropriate, must be considered
- Fencing or mounding shall be implemented to reduce noise levels from external sources such as the major roads surrounding the site.
- Council may require a noise and vibration assessment to be undertaken for the development

### 3.6.14. LIGHTING

The details of all proposed lighting including a light spill diagram for external lighting and the hours of operation of any lighting is to be provided with the development application.

- Adequate on site lighting is to be provided to ensure worker and customer safety.
- All lighting is to be erected to ensure that lights do not interfere with traffic movement both on the site and on nearby roads.
- Adequate lights are to be provided to assist with the security of the site.
- No lights are to interfere with the enjoyment of nearby properties.

### 3.6.15. SOLAR ACCESS

- Dwellings should be designed to allow at least 4 hours of sunshine within living areas of buildings and 50% of their open space, between 9.00 a.m. and 3.00 p.m. mid winter, and
- Building forms should provide a maximum northerly exposure for as many rooms as possible to each dwelling.

## 4. DEFINITIONS

**Apartment buildings** - means a building containing 3 or more dwellings where each dwelling does not necessarily have direct access to private open space at natural ground level.

**DCP** - Development Control Plan

**Objectives** - identify the desired outcomes relating to each environmental issue. These objectives may be achieved by meeting the controls.

**Development Controls** - set out both numerical parameters and a broad/flexible framework capable of achieving the Development Objectives. They also encourage innovative design approaches that can adapt to the site specific characteristics and/or technological advances in the industry.

**Building Depth** – is the horizontal cross section dimension of a building (building plan and depth + articulation zone = building envelope depth). Generally refers to the dimension measured from front to back (from street to the inside of the site). Where buildings are oriented differently, the depth will be the dimension of the shorter axis.

**Building Setback** - means the minimum distance that a wall, window or outer most part of the building



is required to be from a property boundary. It is measured as the horizontal distance between the proposed wall, window or outer most part of the building and the boundary.

**Floor Space Ratio** - Floor space ratio is the total floor area of all buildings, divided by the total area of the development site. The only areas to be excluded from the floor area calculations are spaces used for lift towers, cooling towers, plant rooms and built car parking structures required to meet Council's parking standards, and loading bays. The site area excludes land required for road widening or any other public purpose.

**Existing Trees** - any tree with a height over 5.0 metre and/or spread of 3.0 metres and/or a trunk diameter of 150 millimetres measured 1.0 metre from the base of the tree.

**Storey** - means a space within a building that is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above, but does not include:

- a. a space that contains only a lift shaft, stairway or meter room, or
- b. a mezzanine, or
- c. an attic.

**Building height** (or height of building) - means the vertical distance between ground level (existing) at any point to highest point of the building, including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like.

