

The Hills Development Control Plan (DCP) 2012

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THE
HILLS
Sydney's Garden Shire



Part D Section 11
Terminus Street Precinct

D11

INDEX

1.1.	INTRODUCTION	1
1.2.	LAND TO WHICH THIS SECTION OF THE DCP APPLIES.....	1
1.3.	AIMS AND OBJECTIVES OF THIS SECTION OF THE DCP	1
1.4.	RELATIONSHIP WITH OTHER PLANS AND POLICIES	1
2.	URBAN CONTEXT	2
2.1.	CASTLE HILL MAJOR CENTRE.....	2
2.2.	TERMINUS STREET PRECINCT.....	2
2.3.	TERMINUS STREET PRECINCT MASTERPLAN.....	2
2.4.	OPPORTUNITIES AND CONSTRAINTS	2
2.5.	LANDFORM	3
2.6.	VIEWS.....	4
2.7.	SURROUNDING DEVELOPMENT, INFRASTRUCTURE AND USES.....	6
2.8.	HERITAGE	7
2.9.	TRAFFIC AND ACCESS.....	8
2.10.	LANDSCAPE AND VEGETATION	9
2.11.	DRAINAGE	9
3.	URBAN DESIGN PRINCIPLES	10
3.1.	DEVELOPMENT FRAMEWORK.....	10
3.2.	DESIGN PRINCIPLES	11
4.	DEVELOPMENT CONTROLS.....	13
4.1.	URBAN CHARACTER	13
4.2.	MATERIALS, FINISHES AND STREETScape	14
4.3.	BUILDING AND CEILING HEIGHTS.....	15
4.4.	DENSITY AND FSR.....	17
4.5.	LAND USES	18
4.6.	BUILDING ALIGNMENTS.....	21
4.7.	BUILDING SEPARATION	21
4.8.	BUILDING ARTICULATION	22
4.9.	PEDESTRIAN ACCESS AND LINKAGES	22
4.10.	VEHICULAR ACCESS AND PARKING	24
4.11.	ACTIVE STREET FRONTAGES	25
4.12.	AWNINGS	25
4.13.	DESIGN OF BUILDINGS ADDRESSING THE TOWN SQUARE	26
4.14.	SOLAR ACCESS AND OVERSHADOWING	28
4.15.	LANDSCAPING	29
4.16.	LANDSCAPING ON STRUCTURES.....	29
4.17.	PUBLIC DOMAIN	30
4.18.	STORMWATER MANAGEMENT.....	32

1.1. INTRODUCTION

This Section of the DCP has been prepared to provide direction and control to the development of the Terminus Street Precinct, located in the Castle Hill Major Centre.

This Section of the DCP must be read in conjunction with Part A – Introduction of this DCP.

1.2. LAND TO WHICH THIS SECTION OF THE DCP APPLIES

This Plan applies to the area outlined in red, being the area bounded by Old Northern Road, Cecil Avenue, Terminus Street and Crane Road as shown in Figure 1 and referred to in this Section of the DCP as the Terminus Street Precinct.



Figure 1 Terminus Street precinct

1.3. AIMS AND OBJECTIVES OF THIS SECTION OF THE DCP

The objectives of this Section of the DCP are:

- (i) *To provide a clear vision and desired future character for the revitalisation of the Terminus Street Precinct;*
- (ii) *To provide detailed design guidance for the creation of an iconic, high quality public domain;*
- (iii) *To encourage all developments to address the public street frontage and provide an attractive,*

safe and protective environment for the pedestrian:

- (iv) *To ensure that all development accommodates and supports the designated functions of the Precinct;*
- (v) *To encourage a high standard of aesthetically pleasing and functional civic, retail, commercial, and residential uses, including mixed use developments;*
- (vi) *To encourage innovative and high quality architectural outcomes that add to the character of the Precinct with particular emphasis on landmark features, landscaped areas, public spaces and excellent pedestrian amenity;*
- (vii) *To encourage transport-oriented development in close proximity to the future transport interchange;*
- (ix) *To ensure that development will not detrimentally affect the environment of any adjoining land and that satisfactory measures are incorporated to ameliorate any impacts arising from the proposed development; and*
- (x) *To ensure that all developments incorporate the principles of Ecologically Sustainable Development (ESD).*

1.4. RELATIONSHIP WITH OTHER PLANS AND POLICIES

In addition to the policies, guidelines and documents specified in Part A – Introduction to the Baulkham Hills DCP, this Section is to be read in conjunction with other relevant Sections of the DCP, including:

- 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

Where any provision of this Section of the DCP is inconsistent with any provision of any other Section of the DCP, the provisions of this Section of the DCP shall prevail to the extent of that inconsistency.

2. URBAN CONTEXT

2.1. CASTLE HILL MAJOR CENTRE

The Terminus Street Precinct is situated within the Castle Hill Town Centre. The Department of Planning has identified Castle Hill as a Major Centre in the draft North West Subregional Strategy (December 2007). Hence, the Major Centre warrants a high quality urban development, an efficient local road network and the provision of quality civic infrastructure.

Castle Hill consists of retail, commercial, residential and community uses. Over the past two decades the Town Centre has experienced rapid growth in the quantity of retail floor space, predominately as a result of the expansion of the existing Castle Towers Shopping Centre.

Continued growth of the Town Centre is anticipated in the future, including an expected growth in traffic volumes and a growth in demand for retail, commercial and residential floorspace. Town developments anticipated in the Centre include the Castle Towers Stage 3 expansion, bus interchange, the planned bus transitway link, the Castle Hill Mainstreet Project civic improvements, the completion of the Castle Hill Ring Road, and the planned widening of Showground Road. Within this context the intensification of land use and development within the Terminus Street Precinct is proposed.

2.2. TERMINUS STREET PRECINCT

The Terminus Street Precinct contains a mix of primarily commercial and retail uses, and is situated in a central location to the Castle Hill Centre. The Precinct currently consists of a Council-owned carpark to serve the shops and businesses in the area, the Castle Mall Shopping Centre, and strip shopping fronting Old Northern Road.

The Precinct has a total area of 3.987 hectares.

2.3. TERMINUS STREET PRECINCT MASTERPLAN

In December 2007, Council adopted the Terminus Street Precinct Masterplan. The Masterplan was prepared to define the desired future development,

character and role of the Terminus Street Precinct and describes the actions necessary to enhance the Precinct's economic viability and social amenity. Accordingly, this Section of the DCP is formulated to be compatible with the proposals set out in the adopted Masterplan.

The Masterplan identified a potential mix of uses including residential, commercial, civic, community and retail. It also identified the Precinct as suitable for the establishment of a high quality public domain for the long-term benefit of the Castle Hill Town Centre. The Masterplan states the vision for the Precinct as follows:

"The vision for the precinct is that of a vibrant centre, meeting the needs of the existing and future community – seamlessly connecting all of Castle Hills' retail and commercial areas to create an exciting new 'town heart' supporting sustainable growth."

This section of the DCP provides the necessary objectives and development controls required to deliver the desired future development outcome for the Terminus Street Precinct as set out in the adopted Masterplan.

2.4. OPPORTUNITIES AND CONSTRAINTS

2.4.1. INTRODUCTION

The outcomes of an opportunities and constraints analysis undertaken for the Terminus Street precinct are presented in this section of the DCP. The objectives of this DCP are:

- (i) *To encourage a comprehensive approach to site planning, design and assessment of the development;*
- (ii) *To facilitate assessment of how future buildings relate to their immediate surroundings and each other;*
- (iii) *To facilitate development of a design that minimises the negative impacts on the amenity of adjoining development;*
- (iv) *To ensure that development is appropriate to the sites' capability and suitability for the development proposed; and*

- (v) *To minimise impacts of the development on the environment with regard to the principles of ESD.*

The analysis also considers the Precinct's immediate surrounds. The following elements have been analysed:

- Landform
- Views
- Surrounding Development/Infrastructure/Uses
- Heritage
- Traffic and Access
- Landscape and Vegetation
- Drainage
- Site Hazards

2.5. LANDFORM

The Terminus Street Precinct is located east of the ridgeline that generally follows Old Northern Road. The land within the Precinct has a cross fall of approximately 17 metres from the highest point at the intersection of Old Northern Road and Crane Road to the lowest point on Terminus Street. Figure 2 shows the topography of the site and its surrounds.

2.5.1. OPPORTUNITIES

The highest point of the Precinct provides a focal point for the Centre and the opportunity for a landmark development in close proximity to the site identified as the future bus interchange. The southern axis of Showground Road can be visually reinforced with a landmark 13 storey development. The Precinct falls away from the ridgeline that generally follows Old Northern Road. This allows the buildings with commercial uses located along Old Northern Road to act as an acoustic barrier to the Town Square located in the south-eastern portion of the Precinct. This acoustic barrier will also shield residential units to the south-east of the Old Northern Road frontage.

2.5.2. CONSTRAINTS

Overshadowing of adjoining sites due to topography and general north-south orientation.



Figure 2 Topographical map

2.6. VIEWS

Direct views towards the south and south-east are available from Old Northern Road and McDougall Lane. Examples of views from key roads in the area are provided in Figures 3a-3e.

2.6.1. OPPORTUNITIES

The Precinct occupies a visually dominant position within the Castle Hill Town Centre. Parts of the Precinct are suitable for a gateway/landmark building offering district views in all directions, particularly to the south.

2.6.2. CONSTRAINTS

Possibility of overshadowing of adjacent commercial development located along the south-eastern frontage of Terminus Street.



Figure 3A Old Northern Rd facing north at Showground Rd



Figure 3B Terminus St facing north at Cecil Ave



Figure 3C Showground Rd facing east at Pennant St



Figure 3D Mercer St facing south



Figure 3E Mcdougall Lane facing north

2.7. SURROUNDING DEVELOPMENT, INFRASTRUCTURE AND USES

The surrounding development (Figure 4) includes primarily commercial and retail uses with some smaller areas of residential development. The residentially zoned land surrounding the Castle Hill Major Centre is generally zoned for residential flat buildings and multi dwelling housing. These residential zones allow for the development of higher density housing and increased population adjacent to public transport and activity areas.

A number of proposed changes will provide the necessary infrastructure and additional development to contribute to its Major Centre status and will provide an important catalyst for the future development of the Terminus Street Precinct. They include:

- The bus interchange located centrally in the Precinct;
- The construction of the Eastern Ring Road along Terminus Street;
- The Castle Hill Mainstreet civic improvements on Old Northern Road; and
- The proposed Stage 3 expansion of the Castle Towers Shopping Centre.

Thus the context of the site presents the following opportunities and constraints:

2.7.1. OPPORTUNITIES

- To design a high quality public domain outside the existing shopping malls; and
- To correct the balance between pedestrians and cars in the public domain.

2.7.2. CONSTRAINTS

- Provision of a public carpark with a minimum of 400 spaces to be provided (as per Council's resolution);
- Potential for overshadowing of neighbouring properties; and
- Potential impacts of wind.

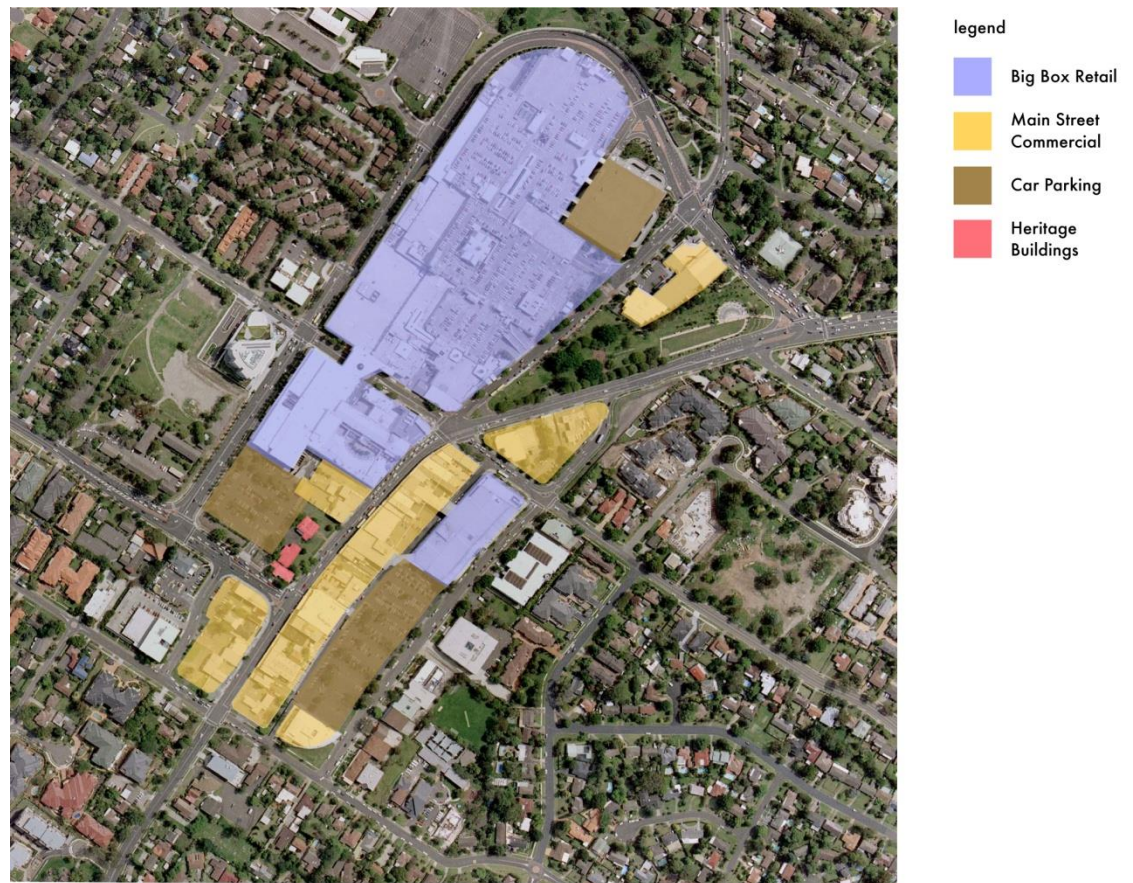


Figure 4 Existing uses

2.8. HERITAGE

No items of environmental heritage under either The Hills LEP 2012 or the State Heritage Register are situated within the Terminus Street Precinct. However, the Precinct is located opposite the Castle Hill Public School and the Former Police Station which are located at 264-266 Old Northern Road.

2.8.1. OPPORTUNITIES

The Castle Hill Public School and Former Police Station, located opposite the site, contribute to the visual variety and vitality of the Precinct. A direct visual and pedestrian link will be provided from the Precinct's Town Square to the former Castle Hill Public School.

2.8.2. CONSTRAINTS

To provide a recessive roof form that minimises the visual impact of the Precinct on the setting of the former Castle Hill Public School and Former Police Station.



Figure 5 Former Castle Hill public school



Figure 6 Former police station

2.9. TRAFFIC AND ACCESS

2.9.1. ROAD NETWORK

The Terminus Street Precinct is bounded by Old Northern Road on its western boundary, Cecil Avenue on its southern boundary, Terminus Street on its eastern boundary and Crane Road on its northern boundary.

Old Northern Road is a classified arterial road providing a high capacity link between Baulkham Hills in the south and the Hawkesbury River in the north. It is the main north-south link through the area across the western frontage of the Precinct and carries a large volume of regional and local traffic, which includes both private vehicles and bus services. Upon the completion of the Castle Hill Ring Road, Old Northern Road will be re-classified as a local road between Showground Road and Terminus Street and will support primarily local traffic only.

Terminus Street is currently a local road supporting local traffic. The completion of the Ring Road will result in the re-classification of Terminus Street as a State arterial road for its full length. The role of Terminus Street will be to support large volumes of regional traffic as part of the Eastern Ring Road.

Crane Road is currently a local road and will remain as such following the completion of the Ring Road.

Cecil Avenue is currently a local road supporting local traffic. The completion of the Ring Road will result in the re-classification of Cecil Avenue as a State arterial road between Old Northern Road and Terminus Street. The role of Cecil Avenue will be to support large volumes of regional traffic as part of the Eastern Ring Road.

Refer to Figure 7 which presents the anticipated future road hierarchy at the Castle Hill Major Centre.

2.9.2. PUBLIC TRANSPORT

A regional public transport hub is proposed at the northern end of the town centre in close proximity to the Terminus Street Precinct, which is to include a bus interchange. The site will be well serviced by public transport and residents, workers and visitors to the Precinct will have access to a wide variety of facilities without the need to rely solely on private vehicles.

2.9.3. PEDESTRIAN FACILITIES

Pedestrian movement and amenity are to be enhanced throughout the Precinct through the provision of additional pedestrian linkages and active street frontages. The Castle Hill Mainstreet Planning Study Masterplan Report (1999) states that Old Northern Road creates a barrier and a poor environment in the Centre, and that there is a lack of cohesiveness and movement within the Centre.

A review of the Mainstreet Masterplan (1999) to reflect the recommendations of the Castle Hill Bus Interchange report, the implications of the proposed Stage 3 expansion of the Castle Towers Shopping Centre, and the implications of the draft Terminus Street Precinct Masterplan has resulted in the preparation of the Castle Hill Mainstreet Concept Design Report (June 2008). Council's vision for the Castle Hill Major Centre is as follows:

'The CBD as the heart of the community should be a vibrant and energetic place with pedestrian activity, restaurants, cafes, retail services and places for people to enjoy and meet taking full advantage of existing and proposed public transport opportunities and significant heritage items'.

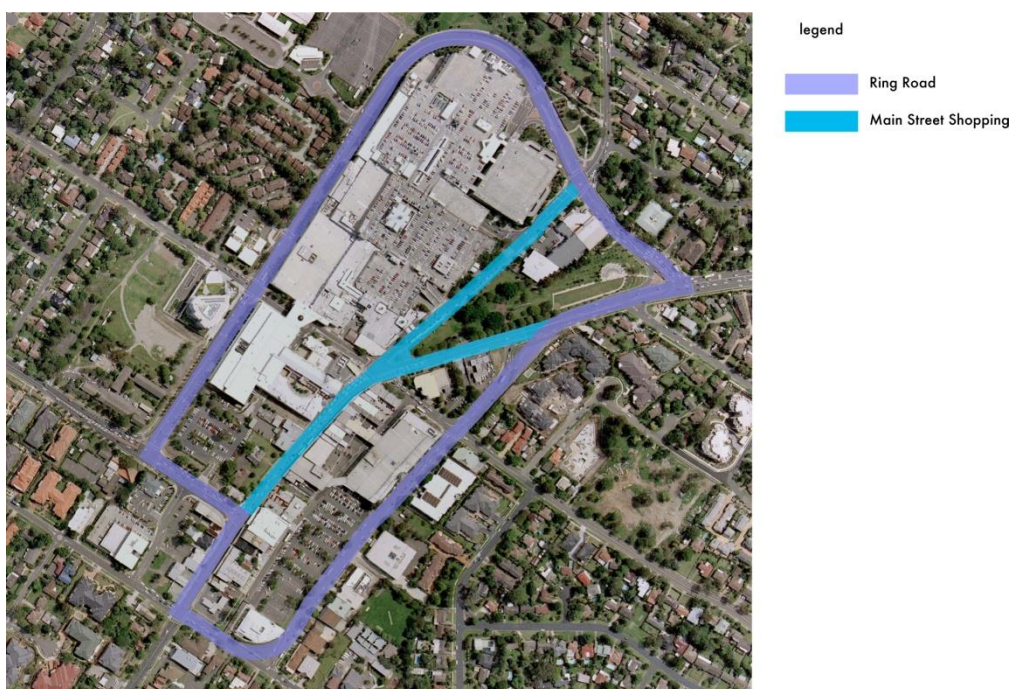


Figure 7 Future street hierarchy

2.10. LANDSCAPE AND VEGETATION

Since the inception of a tramway at Castle Hill in 1910, the Terminus Street Precinct and the surrounding area has been developed for retail and commercial uses and has been cleared of its original vegetation. The Terminus Street Precinct contains stands of trees in the existing Council carpark. These trees break up the mass of the carpark somewhat, but do not contribute significantly to the character or quality of the area.

The landscape of the Centre is currently limited. Arthur Whitting Park forms a green edge at the northern end of the Centre, and contains many mature trees. The green open spaces of the heritage precinct (Former Police Station and Former Castle Hill Public School) also contribute to the character of the Centre. There are few street trees at Castle Hill, most of which are confined to Old Northern Road and at the intersection of Crane Road.

Plans for improvement to the public domain of the Centre are contained in the Castle Hill Mainstreet Concept Design Report (Environmental Partnership, 2007), and in plans for street tree planting as part of the Eastern Ring Road works.

2.10.1. OPPORTUNITIES

- Establishment of street tree planting throughout the Precinct;
- Creation of attractive pedestrian thoroughfares along the Old Northern Road frontage and McDougall Lane; and
- Creation of a “grand boulevard” along Terminus Street with an increased density of street tree plantings.

2.10.2. CONSTRAINTS

- Integration with existing utilities and services; and
- Integration with awnings along street frontages.

2.11. DRAINAGE

The Terminus Street Precinct is located within the Hawkesbury River catchment. The Precinct consists of predominantly hard surface area and generally drains towards the south-east. Stormwater drains are located within the site and surrounding area. Runoff from existing buildings and the existing Council car park are connected to Council's stormwater drainage system.

2.11.1. OPPORTUNITIES

- Deep soil planting to promote healthy growth of large trees;
- Provision of roof gardens to contribute to the provision of quality open space and landscaping on structures; and
- Use of Water Sensitive Urban Design measures to promote water capture and re-use, as well as water quality management.

2.11.2. CONSTRAINTS

- Development on the site should not increase the proportion of hard surface area or the volume and rate of offsite stormwater drainage downstream.

3. URBAN DESIGN PRINCIPLES

3.1. DEVELOPMENT FRAMEWORK

The opportunities and constraints to development as set out in section 2 have been synthesised to determine the development framework by applying best practice urban design to achieve outcomes appropriate for the Terminus Street Precinct. Development within the Precinct must represent a high quality urban design solution and must demonstrate that adequate regard has been given to the following aspects of the design:

- Visual impact
- Urban structure
- Heritage
- Land use and density
- Access
- Landscape and character

The urban design principles that apply to the integration of future development with the whole centre are as follows:

3.1.1. VISUAL IMPACT

Future development shall:

- Provide a gateway landmark on the corner of Old Northern Road, Crane Road and McDougall Lane; and

- Provide a civic landmark on Council's car park site in alignment with the southern side of Showground Road.

3.1.2. URBAN STRUCTURE

Future development shall:

- Provide an appropriate transition in form from the existing buildings on the eastern side of Old Northern Road to the proposed buildings on the western side of McDougall Lane;
- Provide efficient access to basement parking levels; and
- Provide development of an appropriate scale to create a sense of place and community focus.

3.1.3. HERITAGE

Future development shall:

- Provide a visual connection and pedestrian link from the former Castle Hill Public School heritage building to the Town Square; and
- Demonstrate that the massing and roof form of the buildings opposite the Castle Hill Public School and Former Police Station are broken up and modulated by openings and lower scale, lighter building elements so as to respect the scale and curtilage of the heritage buildings.

3.1.4. LAND USE AND DENSITY

Future development shall:

- Ensure a mix of uses that will provide social activity throughout the day and into the evening in a manner compatible with the residential uses and complimentary to the remainder of the Precinct; and
- Provide a civil and cultural focus in the Precinct to balance the primarily retail uses in the western part of the Town Centre.

3.1.5. ACCESS

Future development shall:

- Provide an arrival point at the proposed Bus Interchange through the realignment of McDougall Lane north of the Town Square;
- Provide improved pedestrian access along the street frontage as well as through site links;

- Minimise the impact of bus, private vehicular and service access on pedestrian amenity and the Precinct environment;
- Provide a vibrant, mixed use character, activating all areas of the Precinct and providing opportunities for casual surveillance, enhancing safety.

3.1.6. LANDSCAPE AND CHARACTER

Future development shall:

- Provide a network of public spaces that deliver a high level of amenity and connectivity for pedestrians;
 - Establish a vibrant community image and encourage people to use the Centre for passive recreation and as a meeting place;
 - Provide a high quality design commensurate with the role of the Town Square as a focus of civic life;
 - Integrate development with standards and design language established for Old Northern Road and Terminus Street, to ensure that the development is a seamless part of the public domain of the Centre;
 - Avoid open space that is generated by leftover spaces resulting from building siting and location, but provide attractive, well planned/designed, usable spaces;
 - Provide high quality vibrant 'urban landscape' elements that are simple and robust in design to cater for large volumes of people and that are safe during both day and night;
 - Ensure a high quality public domain based on sound ecologically sustainable development and energy efficiency principles.
- iii) Transform McDougall Lane from a service lane into a street, with widened footpaths and carriageway, on-street parking and street trees;
 - iv) Provide new 5 storey buildings with street addresses onto McDougall Lane, at the eastern end of properties with shops facing Old Northern Road;
 - v) Make a gradual transition of scale from the existing 2 storey main street shops on Old Northern Road, with 3 storeys on Old Northern Road and 5 storeys on McDougall Lane;
 - vi) Create a consistent scale of building heights on the northern, western and southern sides of the Town Square;
 - vii) Locate the tallest tower on the southern side of the Town Square to avoid overshadowing the square, and set the tower 50m back from the square, to minimise its visual presence when viewed from the square;
 - viii) Site the tallest tower in alignment with the southern side of Showground Road, to create a landmark when viewed from Showground Road; and
 - ix) Provide good pedestrian links from Terminus Street to the development, with a lift and stairs up to the Town Square and direct pedestrian access points into the lower level active uses along Terminus Street and the car park behind.

Figures 8A-C present the potential built form outcome for the Terminus Street Precinct.

3.2. DESIGN PRINCIPLES

The design principles that underpin future development within the Precinct are:

- i) Enhance the quality of the public domain in the area, with a new Town Square, a widened McDougall Lane and new pedestrian lanes from Old Northern Road to McDougall Lane and the Town Square;
- ii) Create a Town Square that is level with McDougall Lane, with a direct visual and pedestrian link to the Castle Hill Public School heritage building;

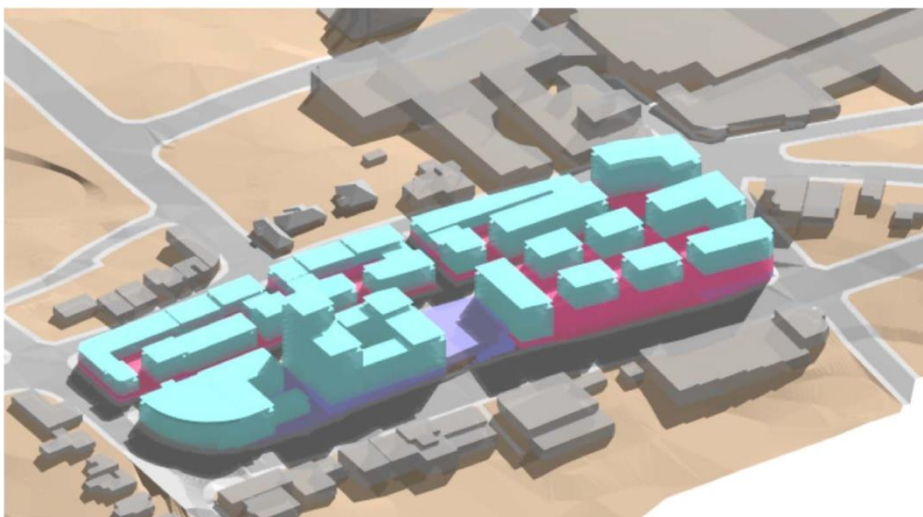


Figure 8A Potential built form outcome facing west



Figure 8B Potential built form outcome facing south

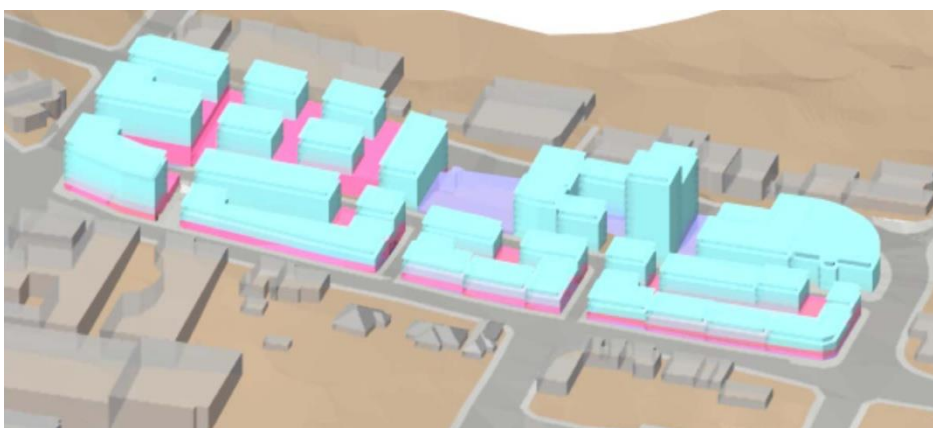


Figure 8C Potential built form outcome facing east

4. DEVELOPMENT CONTROLS

The objectives and development controls for development of the Terminus Street Precinct are set out in this section of the DCP.

4.1. URBAN CHARACTER

4.1.1. EXISTING CHARACTER

The Terminus Street Precinct contains a diverse range of character areas, including the street frontages to Old Northern Road, Cecil Avenue, Terminus Street, Crane Road, the new Town Square and McDougall Lane. These areas have either:

- An existing built form context that relates to the desired future character of the area; or
- An existing built form context that is not relevant to the desired future character of the area; or
- No existing built form context.

The areas that have an existing built form context that relates to the desired future character of the area are:

- Old Northern Road
- Cecil Avenue

The areas that have an existing built form context that are not relevant to the desired future character of the area are:

- Terminus Street
- Crane Road

The areas that have no existing built form context are:

- The new Town Square
- McDougall Lane

4.1.2. CHARACTER AREAS

Old Northern Road

The desired future character for Old Northern Road includes reinforcing the existing features of buildings that contribute to the desired future character of the street. These features are:

- Predominantly horizontal, metal and glass awnings;
- Predominantly masonry façades above awning level;

- Punched window openings in the predominantly masonry façades; and
- Colours of a mid to light tonal range.

Crane Road

The existing building on the corner of Crane Road and Terminus Street lacks window openings and façade detail, and does not form a part of the desired future context for this site. The desired future character for Crane Road is to include:

- Retail and commercial ground level uses to provide activity and visual interest for pedestrians; and
- Visual interest and a range of materials, colours and finishes in the upper level façades.

Town Square

The desired future character for the Town Square is to include:

- A well defined space, made by consistently aligned, continuous building frontages on three sides and no buildings at the level of the square on the Terminus Street side of the square;
- A civic character, with public buildings addressing the square on at least one side;
- Memorable and impressive building entries for pedestrians; and
- Active building frontages to the square, encouraging a high level of pedestrian activity into and out of buildings at ground level.

McDougall Lane

The desired future character for McDougall Lane is to include:

- A new street character rather than a service lane;
- Buildings addressing the new street with Town façades and building entries; and
- Predominantly active ground level street frontages, whilst acknowledging the need for access for service vehicles and entries to underground parking.

Cecil Avenue

The desired future character for Cecil Avenue includes reinforcing the existing features of buildings that contribute to the desired future character of the street, being:

- Predominantly solid masonry or solid panel system façades;
- A balance between window openings and solid wall in any façade; and
- Colours of a mid to light tonal range.

Terminus Street

The desired future character for Terminus Street is to include:

- A boulevard character with street trees on both sides and a wide footpath;
- A pedestrian friendly environment with easy access from the lower footpath level straight into the adjoining car park and up to the Town Square, including multiple lifts and public stairs;
- Ground level commercial uses to provide activity and visual interest to the pedestrian; and
- Visual interest and a range of materials, colours and finishes in the upper level façades.

4.2. MATERIALS, FINISHES AND STREETSCAPE

OBJECTIVES

Buildings in the Terminus Street Precinct are to:

- (i) *Reinforce the desired future character of the area they are located in; and*
- (ii) *Provide richness of detail and architectural interest, particularly at visually prominent parts of the building, such as corners, entries, lower parts of the building and at the rooftop.*

DEVELOPMENT CONTROLS

Old Northern Road

Buildings in Old Northern Road are to have:

- (a) Predominantly horizontal, metal and glass awnings;
- (b) Predominantly masonry façades above awning level, with punched window openings;
- (c) Painted render as the preferred masonry finish in façades above awning level;
- (d) Detailed parapets, with wall cappings and the like;
- (e) Articulated roof lines, with set back top floors, projecting roofs and the like;
- (f) A mid to light tonal range of colours; and

- (g) Black painted façades, black glass and highly reflective glass must not be used.

Crane Road

Buildings in Crane Road are to have:

- (a) Both solid wall and window openings in every façade;
- (b) Punched windows providing visual relief to the façade where façades are predominantly masonry;
- (c) Solid framing in masonry or panel systems providing façade articulation where façades are predominantly glazed;
- (d) A balance of horizontal and vertical proportions; and
- (e) Ground level commercial or retail uses, whilst accommodating the need for access for service vehicles and entries to underground parking.

Town Square

The buildings that address the Town Square, on its northern, western and southern sides, (including buildings addressing McDougall Lane on the western side of the Town Square) will demonstrate design excellence in their conception. The façades addressing the square are to contain:

- (a) Active frontages at ground level for the full length of the façade facing the square;
- (b) Generous and continuous pedestrian shelter in the form of colonnades or awnings at ground level or ground level and first floor level;
- (c) High quality masonry façades, such as stone or mid to dark toned brickwork;
- (d) Corner details such as splayed corners, curved corners, engaged columns and the like, to emphasis the corner with architectural detail;
- (e) A balance between window openings and solid wall of approximately 40% window to 60% wall;
- (f) A balance between horizontal and vertical proportions in the composition of the façades; and
- (g) A recessed top floor, horizontal roof form and/or cornice that, in combination, create a distinctive top to the building.

The façades addressing the square are not to contain:

- (a) Car park entries, fire stair exits or blank façades at ground level;
- (b) Concrete block, white or light coloured brickwork or painted brick or blockwork;
- (c) Primarily blank walls or primarily glazed walls for the entire façade;
- (d) Either strongly horizontal or strongly vertical components in façade compositions; and
- (e) A flat top to the Town façade addressing the Town Square, without a recessed top floor, horizontal roof form and/or cornice.

McDougall Lane

The buildings in McDougall Lane are to be:

- (a) Built to the new street alignment;
- (b) Contain active ground level frontages for the full extent of the frontage on the eastern side of the street from Crane Road to the Town Square;
- (c) Contain active ground level frontages elsewhere, whilst acknowledging the need for access for service vehicles and entries to underground parking. These are to be located where indicated in Figure 19;
- (d) High quality masonry façades, such as mid to dark toned brickwork or mid to light toned painted render; and
- (e) Corner details such as splayed corners, curved corners, engaged columns and the like, to emphasis the corner with architectural detail.

Cecil Avenue

The buildings in Cecil Avenue are to be:

- (a) Predominantly solid masonry or solid panel system façades;
- (b) A balance between window openings and solid wall in any façade; and
- (c) Colours of a mid to light tonal range.

Terminus Street

The buildings in Terminus Street are to have:

- (a) Easy pedestrian access from the lower footpath level straight into the adjoining car park and up to the Town Square, including multiple lifts and public stairs;
- (b) Ground level commercial uses to provide activity and visual interest to the pedestrian;

- (c) Visual interest and a range of materials, colours and finishes in the upper level façades;
- (d) Colours predominantly mid to light tonal range;
- (e) Both solid wall and window openings in every façade;
- (f) Punched windows providing visual relief to the façade where façades are predominantly masonry;
- (g) Solid framing in masonry or panel systems providing façade articulation where façades are predominantly glazed; and
- (h) A balance of horizontal and vertical proportions in every façade.

SUBMISSION REQUIREMENTS

- Elevations from all street frontages; and
- Schedule of colours and finishes.

4.3. BUILDING AND CEILING HEIGHTS

OBJECTIVES

- (i) *To encourage consistent building heights along the eastern side of Old Northern Road in relation to existing building heights on both the eastern and western sides of the road;*
- (ii) *To make a gradual transition of building height from the existing buildings on the eastern side of Old Northern Road to the proposed buildings on the western side McDougall Lane;*
- (iii) *To emphasise the corner of Old Northern Road, Crane Road and McDougall Lane as a town street intersection in the Castle Hill Town Centre, as having close proximity to the proposed bus interchange and as an entry point leading to the proposed Town Square, with taller buildings than sites to the south along Old Northern road and to the east along Crane Road;*
- (iv) *To create cohesive built form and spatial enclosure of the proposed Town Square with consistent building heights to all sides of the square;*
- (v) *To visually reinforce the axis of Showground Road when viewed from a distance along Showground Road, with one taller building aligned to the southern alignment of Showground Road;*

- ## SUBMISSION REQUIREMENTS

- All development applications are to show floor to ceiling height dimensions for each floor, and show ground levels and roof levels at a number of locations around the building to demonstrate the relationships between the ground levels, the floor levels and the roof levels.

-
- Building Heights (in stories)

Figure 9 Building heights

4.4. DENSITY AND FSR

OBJECTIVES

- (i) To provide development densities that are appropriate to the built form controls for the Precinct; and
- (ii) To ensure that proposals for new buildings are assessed with due regard to urban design and built form controls in consideration of development density.

DEVELOPMENT CONTROLS

- (a) Refer to Clause 4.4 *Floor space ratio* of The Hills Local Environmental Plan 2012 and Floor Space Ratio Map.
- (b) The maximum floor space ratio (FSR) of a building on land in the Terminus Street Precinct shall be in accordance with the maximum FSR for the site as presented in Figure 10.

SUBMISSION REQUIREMENTS

- All development applications are to contain plan drawings of floor space at each level, including the top floor level, demonstrating compliance

with the floor areas and percentage of top floor coverage.

- All applications are to be accompanied by an electronic 3D model of the proposed development.



Figure 10 Floor space ratio

4.5. LAND USES

OBJECTIVES

- (i) To promote pedestrian movement and a high level of pedestrian amenity throughout the Precinct, with active street and Town Square frontages at ground level;*
- (ii) To allow for and promote commercial or retail uses at first floor level (Level 2) in all buildings; and*
- (iii) To allow for mixed uses, including residential and commercial uses, in buildings in the Precinct.*

DEVELOPMENT CONTROLS

- (a) Provide active street frontages (such as retail, cafes or restaurants) at ground floor level (Level 1) in accordance with Figures 11a and 11b; and
- (b) Provide minimum 3.3m ceiling heights at first floor level (Level 2) in all buildings to promote flexibility in use over time.

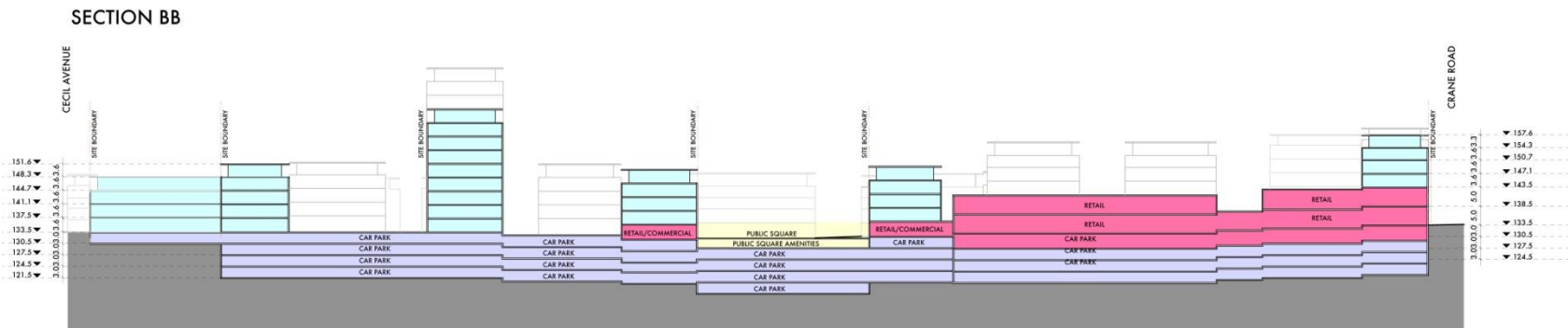
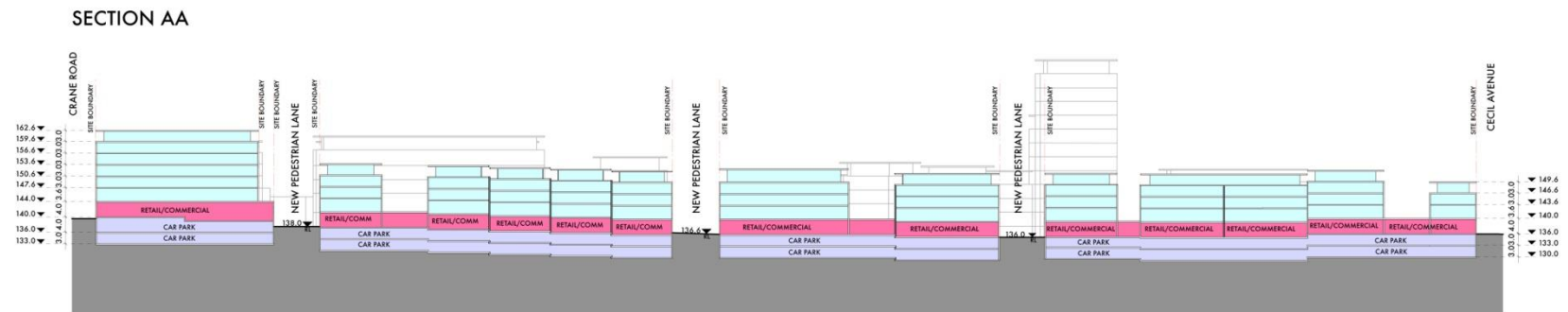
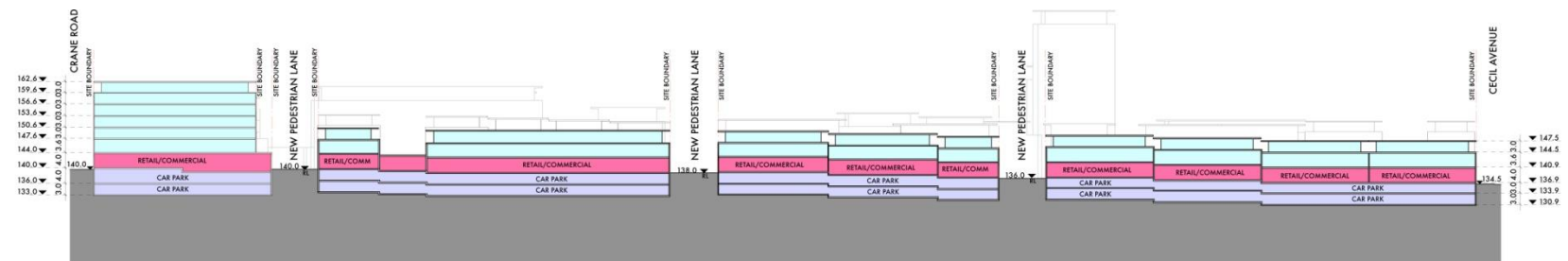


Figure 11A Cross section of land uses

- COMMERCIAL/RESIDENTIAL
- RETAIL/COMMERCIAL
- PUBLIC SQUARE
- CAR PARK

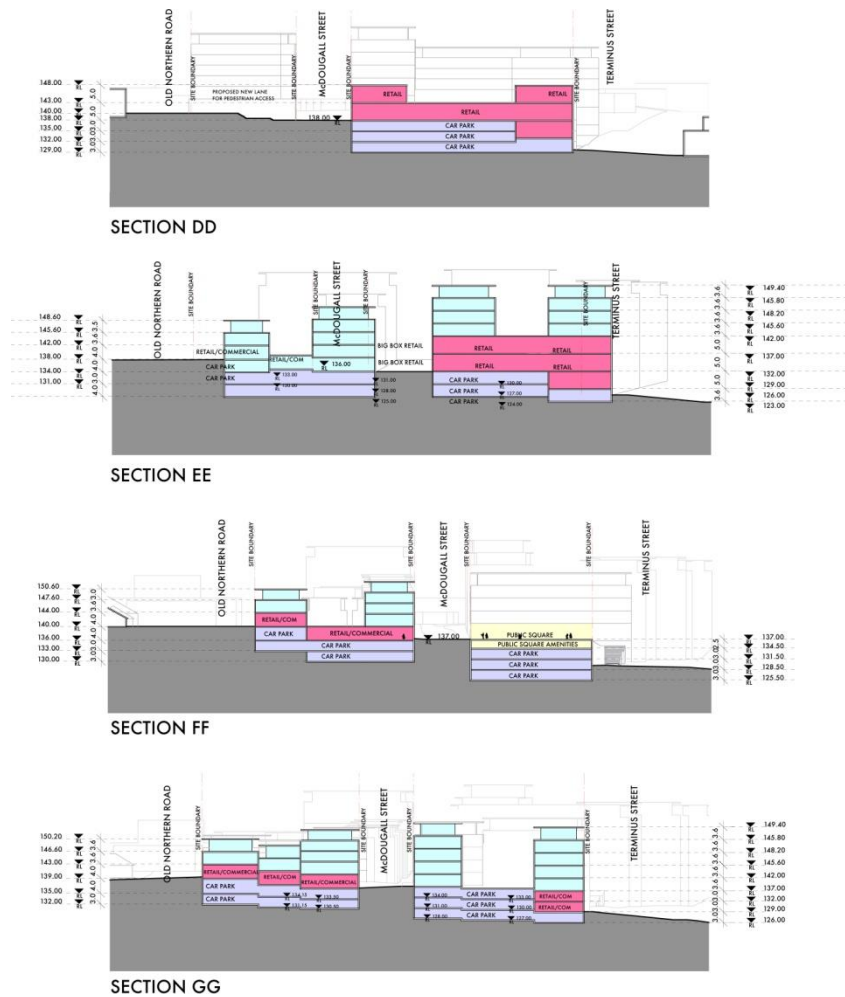
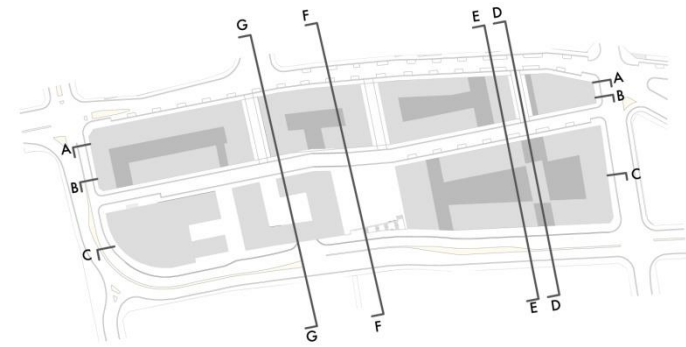


Figure 11B Cross section of land uses – Terminus St precinct



4.6. BUILDING ALIGNMENTS

OBJECTIVES

- (i) *To create consistent and continuous building alignments that define the public domain, including the town square, streets and lanes; and*
- (ii) *To improve the quality of the public domain.*

DEVELOPMENT CONTROLS

- (a) Building alignments should be provided at ground level (Level 1) in accordance with Figure 12; and
- (b) Building should have street frontages built predominantly to the street alignment in accordance with Figure 12.

4.7. BUILDING SEPARATION

OBJECTIVES

- (i) *To ensure privacy between buildings, including windows in commercial office buildings and particularly for living spaces and private open spaces in residential buildings;*
- (ii) *To minimise the visual impact of buildings with appropriate separation and landscaping between buildings; and*
- (iii) *To minimize the visual bulk of top floor design, promote articulation of the top floor and prevent any increased overshadowing.*

DEVELOPMENT CONTROLS

- (a) The minimum separation between residential buildings is to comply with the SEPP 65 Residential Flat Design Code and SEPP 65 principles;
- (b) The minimum separation between windows or balconies in commercial buildings and other windows or balconies in commercial buildings is to be 12m. Windows or balconies in commercial buildings are to be set back a minimum of 6m from side or rear boundaries of properties;
- (c) The minimum separation between windows or balconies in commercial buildings and windows or balconies to habitable rooms in residential

buildings is to be 12m. Windows or balconies of habitable rooms in residential buildings are to be set back a minimum of 6m from side or rear boundaries; and

- (d) The floor area of the top storey of all buildings is to:
 - Occupy a maximum of 70% of the floor area of the storey immediately below;
 - Have a setback from the outer face of the storey below on all sides; and
 - Have the appearance of a lighter, more transparent form of architecture, set back to reduce the impact of the top floor when viewed from the street.



4.8. BUILDING ARTICULATION

OBJECTIVES

- (i) To create richness of detail and architectural interest, especially at visually prominent parts of buildings such as lower levels and roof tops;
- (ii) To maintain a pedestrian scale in the articulation and detailing of the lower levels of the building; and
- (iii) To emphasise building entries, corners and other prominent locations in the Castle Hill Centre.

DEVELOPMENT CONTROLS

- (a) Define the building base and top relating to the overall proportion of the building, using lighter materials and colours to ensure that the upper floors are recessive;
- (b) Articulate building entries, corners and other prominent locations with awnings, porticos and recesses;
- (c) Locate building entries to relate to the street and to be a clearly identifiable element of the building in the street;
- (d) Select balcony types that respond to the street context, building orientation and residential amenity;

- (e) Design balconies so that they are recessed behind the building façade and the outer edge projects out past the building façade;
- (f) Integrate service elements, such as lift over runs, service plants, vent stacks,
- (g) telecommunications infrastructures, gutters and down pipes into the overall design of the roof; and
- (h) Avoid large single panels of greater than 100m² of solid wall or glass in façades.

4.9. PEDESTRIAN ACCESS AND LINKAGES

OBJECTIVES

- (i) To promote pedestrian movement in the public realm of the Castle Hill Town Centre;
- (ii) To increase the number of pedestrians within the Terminus Street Precinct;
- (iii) To increase the permeability of the existing urban blocks, making pedestrian access to and from Old Northern Road, McDougall Lane and the new Town Square more direct and providing choice in the route taken;
- (iv) To increase the linear length of street frontage, particularly of ground floor retail, to increase the amount of active street frontage in the Town Centre;
- (v) To provide a visual connection and pedestrian link from Showground Road to the Council

owned carpark site on the eastern side of McDougall Lane;

- (vi) To provide a visual connection and pedestrian link from heritage buildings on Old Northern Road to the new Town Square;
- (vii) To provide a visual connection and pedestrian link from the existing shopping piazza on the western side of Old Northern Road to the Castle Mall shopping centre on the eastern side of McDougall Lane; and
- (viii) To provide pedestrian connectivity with surrounding residential areas.

DEVELOPMENT CONTROLS

- (a) Create public, unenclosed, through-site links as shown in Figure 13. These include visual connections and pedestrian links from Showground Road to the Council owned site on

the eastern side of McDougall Lane, from the Castle Hill Public School heritage building to the new Town Square; and from the existing shopping piazza on the western side of Old Northern Road to the Castle Mall shopping centre on the eastern side of McDougall Lane;

- (b) Provide a direct visual connection and pedestrian link from the intersection of Old Northern Road and Crane Road and the new Town Square; and
- (c) Developments should demonstrate where possible that pedestrian connectivity to surrounding residential areas is provided.

SUBMISSION REQUIREMENTS

- Plans to show the incorporation of pedestrian links into overall site design/layout.



Figure 13 Pedestrian movements

4.10. VEHICULAR ACCESS AND PARKING

OBJECTIVES

- (i) To provide safe vehicular access to public and private parking spaces;
- (ii) To minimise the impact of vehicular access and parking on the design of buildings and in particular on ground level active frontages and footpaths; and
- (iii) To minimise the visual impact of above ground car parking in Terminus Street and Crane Road at footpath level and the first floor level with appropriate land uses other than car parking along the street frontages to Terminus Street and Crane Road.

DEVELOPMENT CONTROLS

- (a) Private car parking is to be provided in accordance with the rates specified in the Baulkham Hill DCP Part C Section 1 – Parking;
- (b) Parking shall be located below ground or below Level 1, in accordance with Figures 11a, 11b and 14;
- (c) Vehicle access points shall be located along street frontages to car parking in accordance with Figures 11 and 14; and

- (d) Commercial or community uses such as offices, fitness centres, meeting rooms and the like should be located along the Terminus Street and Crane Road street frontages at footpath level and first floor level by 'sleeving' above ground car parking, to reduce the visual impact of the above ground parking at pedestrian and first floor levels.

SUBMISSION REQUIREMENTS

- All development applications with on-site parking are to include a Traffic and Parking Report. The report shall include details of traffic and car parking measures to be implemented during construction in order to reduce impacts on the operation of adjoining businesses; and
- Elevations to show car park structures from all street frontages.



Figure 14 Car park entrances

4.11. ACTIVE STREET FRONTAGES

OBJECTIVES

- (i) *To provide active frontages to streets, squares and lanes, enhancing the quality of the pedestrian environment in the public domain;*
- (ii) *To provide visually open street frontages, creating transparency and visual interest in building façades; and*
- (iii) *To create spaces that are safe for pedestrians throughout the day and evening.*

DEVELOPMENT CONTROLS

Buildings with designated active frontages (refer to Figure 15) are to:

- (a) Contain retail shops, customer counter services, restaurants, cafes and other uses that allow interaction with the public and a physical connection between the public domain and the interior of the building at ground level;
- (b) Restrict vehicular entries for car parking and service vehicles, fire escapes and other services from locating on designated “Visually open street frontages”;
- (c) Provide active frontages flush with the footpath, for a minimum length of the entry doors to the ground floor level. Steps or open retail forecourts at a different level to the footpath are inappropriate as they separate the active use from the footpath; and
- (d) locate security grilles inside the shopfront and provide transparent grilles.
- (e) Contain offices, fitness centres, and other habitable floor space;
- (f) Allow appropriately located vehicular entries for car parking and service vehicles, fire escapes and other services where necessary;
- (g) Limit vehicular access to one access point per building by combining service vehicle access with parking access;
- (h) Footpath crossings for vehicular access are to be a single crossing with a maximum width of 3m. In exceptional circumstances a double crossing with a maximum width of 5.4m may be permitted for safety reasons;

- (i) Provide visually interesting street frontages, with clear glazed windows, window displays, display cases, artworks and articulated façades with extensive architectural detail; and
- (j) Buildings with designated visually open street frontages (refer to Figure 15) are to avoid solid wall panels greater than 100sqm without windows.

SUBMISSION REQUIREMENTS

- Elevations;
- Schedule of proposed/potential ground floor uses; and
- Site plan, showing all setbacks, car park access points.

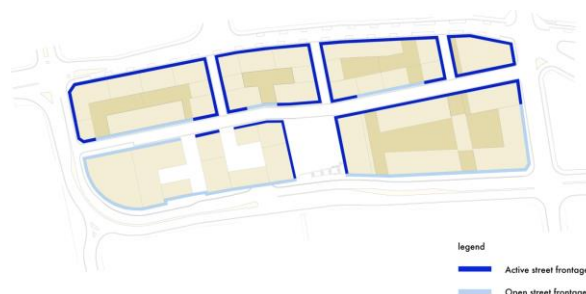


Figure 15 Active and open street frontages

4.12. AWNINGS

OBJECTIVES

- (i) *To provide pedestrian weather protection and shading for shopfronts; and*
- (ii) *To create cohesive streetscapes with relatively continuous awning form.*

DEVELOPMENT CONTROLS

- (a) Provide awnings for the full extent of the street frontages where shown in Figure 16;
- (b) Integrate new awnings with existing awnings to achieve continuity of weather protection and built form;
- (c) Create awnings that are horizontal in form, all metal or with flat glazed sections to allow light to penetrate to the footpath; and
- (d) Avoid steeply sloped, barrel vaulted or arched awnings.

4.13. DESIGN OF BUILDINGS

ADDRESSING THE TOWN SQUARE

OBJECTIVE

The Town Square is to be a major focus for public life in Castle Hill. The buildings that address the Town Square (Figure 17) on its northern, western and southern sides (including buildings addressing McDougall Lane on the western side of the Town Square) will demonstrate design excellence in their conception.

DEVELOPMENT CONTROLS

The façades addressing the square are to contain:

- (a) Active frontages at ground level for the full length of the façade facing the square;
- (b) Generous and continuous pedestrian shelter in the form of colonnades or awnings at ground level or ground level and first floor level;
- (c) High quality masonry façades, such as stone or mid to dark toned brickwork;
- (d) A balance between window openings and solid wall of approximately 40% window to 60% wall;
- (e) A balance between horizontal and vertical proportions in the composition of the façades; and
- (f) A recessed top floor, horizontal roof form and/or cornice that, in combination, create a distinctive top to the building.

The façades addressing the square are not to contain:

- (g) Car park entries, fire stair exits or blank façades at ground level;

- (h) Concrete block, white or light coloured brickwork or painted brick or blockwork;
- (i) Primarily blank walls or primarily glazed walls for the entire façade;
- (j) Either strongly horizontal or strongly vertical components in façade compositions; and
- (k) A flat top to the Town façade addressing the Town Square, without a recessed top floor, horizontal roof form and/or cornice.



Figure 16 Awnings

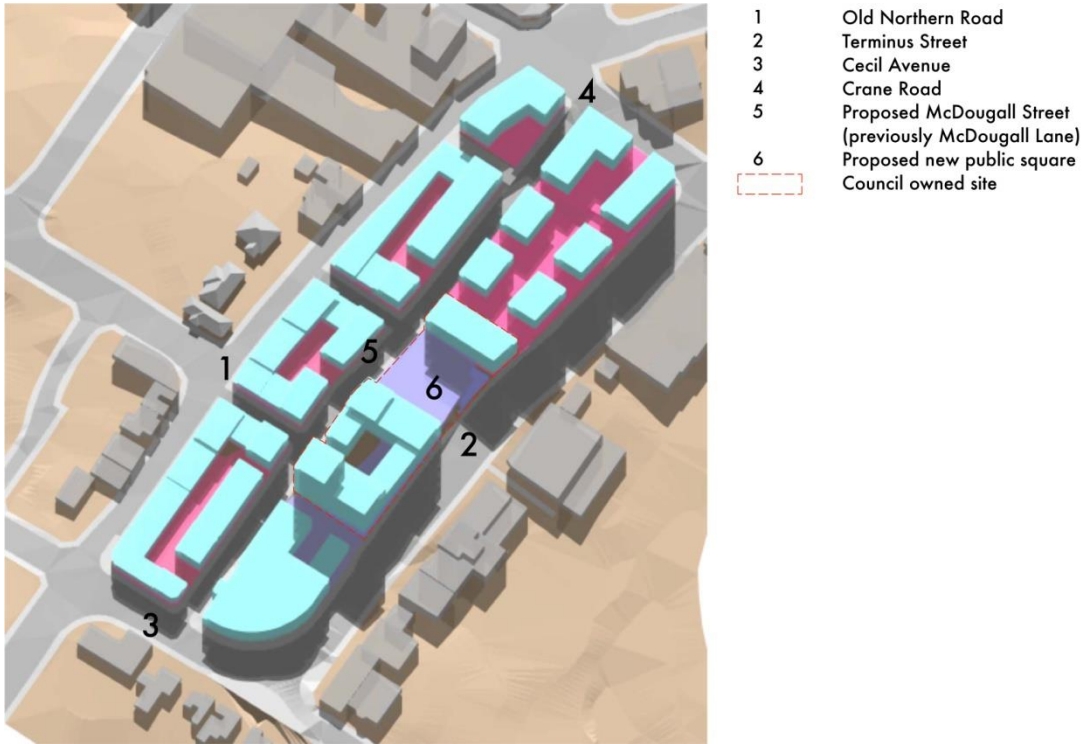


Figure 17 Town square

4.14. SOLAR ACCESS AND OVERSHADOWING

OBJECTIVES

- (i) *To allow sunlight access to key areas of the public and private domain; and*
- (ii) *To incorporate energy efficiency principles to ensure sustainability in design.*

DEVELOPMENT CONTROLS

- (a) Overshadowing of the Town Square between 9am and 3pm on June 22nd shall not exceed that shown in Figure 17;
- (b) Overshadowing of properties on the southern side of Cecil Avenue or the eastern side of Terminus Street, between 9am and 3pm, on June 22nd shall not exceed that shown in Figure 17;

- (c) The living room balconies of at least 70% of residential units in a development shall receive a minimum of 2 hours direct sunlight between 9am and 3pm on June 22nd; and
- (d) The number of single aspect apartments with a southerly aspect (SW-SE) is limited to a maximum of 10% of the total apartments proposed.

SUBMISSION REQUIREMENTS

- Shadow diagrams indicating the effect of shadows at 9am, 12 noon and 3pm on June 22nd as a minimum.

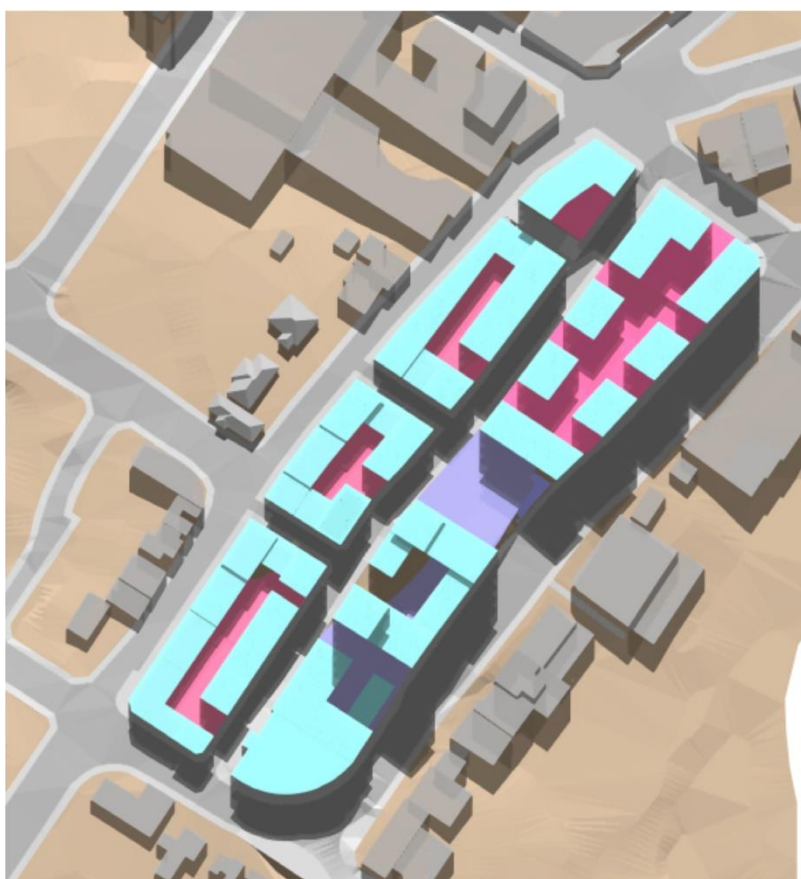


Figure 17 Shadow diagram at 12 noon on June 22nd

4.15. LANDSCAPING

Open space is a critical environmental resource and may be presented as 'semi-public' (accessible by the public), 'communal' (shared by the users in the building) or private (associated with a single shop, office or apartment). The size, location and design of an open space is critical to its usability.

Landscaping has the potential to contribute to the character and visual quality of the Terminus Street Precinct. Well designed buildings and landscaped areas work together, resulting in greater aesthetic quality and amenity for occupants and the adjoining public domain.

The provision of deep soil zones is of considerable importance as a component of landscaping within the Terminus Street Precinct. Deep soil zones are areas of natural ground with relatively natural soil profiles retained within a development. They are areas of the site that are not built upon. Deep soil zones have important environmental benefits, which include promoting healthy growth of large trees with large canopies and allow infiltration of rainwater to the water table and a reduction in stormwater runoff.

OBJECTIVES

- (i) *To provide high quality landscaping that continues the standards established for the Town Centre;*
- (ii) *To provide a high quality Town Square with appropriate landscaping treatments; and*
- (iii) *To provide private open space that complements internal living spaces, and creates opportunities for outdoor leisure and community recreation.*

DEVELOPMENT CONTROLS

- (a) Provide large evergreen trees for the western side of streets, and deciduous trees for the eastern side, with a unique planting schedule for the Town Square;
- (b) Allow for substantial tree planting in the Town Square and smaller public spaces – provide for 1m minimum depth of soil over structure;
- (c) All commercial, retail and mixed use developments to incorporate deep soil zones

which shall comprise a minimum of 5% of the total development site area;

- (d) Deep soil zones are to allow for future planting of mature trees.

Figures 18 and 19 provide a visual representation of the landscaping and public domain masterplan proposed for the Terminus Street Precinct.

SUBMISSION REQUIREMENTS

- A landscape plan, prepared by a qualified landscape architect, for each public and private open space within the development

4.16. LANDSCAPING ON STRUCTURES

OBJECTIVES

- (i) *To contribute to the quality and amenity of communal open space and other areas on roof tops, podiums and internal courtyards; and*
- (ii) *To encourage the establishment and healthy growth of trees in the Precinct.*

DEVELOPMENT CONTROLS

- (a) Developments are to provide planter boxes or roof gardens;
- (b) Design of roof gardens and planter boxes shall provide for optimum conditions for plant growth by:
 - Providing soil depth, soil volume and soil area appropriate to the size of the plants to be established;
 - Providing appropriate soil conditions and irrigation methods;
 - Providing appropriate drainage.
- (c) Design planters to support the appropriate soil depth and plant selection by:
 - Ensuring planter proportions accommodate the largest volume of soil possible. Minimum soil depths will vary depending on the size of the plant however, soil depths greater than 1.5 metres are unlikely to have any benefits for tree growth;
 - Providing square or rectangular planting areas rather than long narrow linear areas.
- (d) Increase minimum soil depths in accordance with:

- The mix of plants in a planter for example where trees are planted in association with shrubs, groundcovers and grass;
- The level of landscape management, particularly the frequency of irrigation;
- Anchorage requirements of large and medium trees;
- Soil type and quality.

SUBMISSION REQUIREMENTS

- Details of planter boxes and roof gardens; and
- A drainage plan for roof top planting or other structures.

4.17. PUBLIC DOMAIN

OBJECTIVES

- (i) *To provide a high quality public domain that continues the standards established for the Town Centre; and*
- (ii) *To provide a high quality Town Square with appropriate public domain treatments;*

DEVELOPMENT CONTROLS

- (a) The Castle Hill Main Street Design Report (2008) establishes standards for design and materials for the public domain that should be adopted for the public domain of the Terminus Street Precinct development. The standards are applicable particularly to streets and lanes. The landscape of the Castle Hill Centre should integrate the standards, but seek to create a space with an individual character with a distinctive image in the Town Centre.
- (b) Standards for materials that apply to the public domain include high quality finishes suited to Australian Standards and low maintenance demands including:
 - Paving – 400mm x 600mm and 600mm x 600mm green granite paving;
 - Red accent banding;
 - Walls – walling used as features and to accommodate level changes – precast concrete walling 600 – 900mm width, shotblast finish and integrated lighting;
 - Lighting – smartpoles to McDougall Lane with specialised lighting to Town Square;

- Furniture – Botton and Gardiner seats and benches to streets and minor squares, supplemented with custom furniture and selected seating for Town Square;
- Tree grates – 1200 x 1800mm tree grates to match Mascot T 607 for McDougall Lane, special design surrounds for Town Square.

- (c) Provide for integration of public art into design of the Town Square, in line with the Castle Hill Centre Public Art Plan.

Figures 17 and 18 provide a visual representation of the landscaping and public domain masterplan proposed for the Terminus Street Precinct.



Figure 18 Landscaping and public domain master plan



Figure 19 Town square landscaping and public domain

4.18. STORMWATER MANAGEMENT

OBJECTIVES

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

DEVELOPMENT CONTROLS

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.

These are required for all new commercial and residential developments, or where the increase in impervious area over a site is greater than 150m². Common open space and publicly accessible courtyard areas may be utilised for WSUD initiatives.

