
MINUTES of the duly convened Ordinary Meeting of The Hills Shire Council held in the Council Chambers on 15 December 2015

to limit adverse impacts, including the option of prohibiting insensitive land uses where controls cannot be developed to mitigate the impacts.

2. The outcomes of the review be reported to Council.

ITEM-3

NOTICE OF RESCISSION - HILLS CORRIDOR STRATEGY ITEMS 2 & 3 POST EXHIBITION REPORT DRAFT HILLS CORRIDOR STRATEGY (FP220) AND POST EXHIBITION CASTLE HILL NORTH PRECINCT PLAN (FP38)

A MOTION WAS MOVED BY COUNCILLOR HARTY OAM AND SECONDED BY COUNCILLOR HAY OAM THAT the decision of the Ordinary Meeting of Council of 24 November 2015 in respect to:

1. Item 2 – Post Exhibition Report - Draft Hills Corridor Strategy and
2. Item 3 – Post Exhibition Castle Hill North Precinct

be rescinded.

THE MOTION WAS PUT AND LOST

Being a planning matter, the Mayor called for a division to record the votes on this matter

VOTING FOR THE RESCISSION MOTION

Clr Harty OAM
 Clr Hay OAM
 Clr Tracey

VOTING AGAINST THE RESCISSION MOTION

Clr Dr M R Byrne Adjunct Professor
 Clr Keane
 Clr Jefferies
 Clr Taylor
 Clr Preston
 Clr A N Haselden
 Clr Thomas
 Clr Dr Gangemi

ABSENT

Clr Dr Lowe

8.03pm *Councillor Harty OAM left the meeting during Item 4 and returned at 8.06pm during Item 6.*

ITEM-4

PLANNING PROPOSAL FOR LOT 5 DP 30916, COMMERCIAL ROAD, ROUSE HILL (2/2016/PLP)

A MOTION WAS MOVED BY COUNCILLOR PRESTON AND SECONDED BY COUNCILLOR HASELDEN THAT the Recommendation contained in the report be adopted.

THE MOTION WAS PUT AND CARRIED.

MINUTES of the duly convened Ordinary Meeting of The Hills Shire Council held in the Council Chambers on 15 December 2015

668 RESOLUTION

1. A planning proposal for the following amendments to Local Environmental Plan 2012 be forwarded to the Department of Planning and Environment for a Gateway Determination:
 - Rezone the site from part B5 Business Development, part R3 Medium Density Residential and part SP2 Infrastructure (Public Transport Corridor) to part R1 General Residential and part SP2 Infrastructure (Public Transport Corridor).
 - Increase the maximum building height from part 10m and part 16m to part 12m, part 23m and part 40m.
 - Increase the maximum floor space ratio from part 1:1 to part 2.3:1 across the proposed R1 General Residential zoned land.
 - Amend the minimum lot size from part 450m² and part 8,000m² to 1,800m² across the site.
 - Identify the site on the Key Sites Map and introduce a local incentive clause providing that the proposed density, height and floor space ratio is subject to compliance with Council's apartment size/mix and car parking controls.
 - Include 'shops' as an additional permitted land use under Schedule 1 and include a notation that the amount of retail floor space is capped at 1,700m².
 - Identify the site on the Additional Permitted Uses Map.
2. Proposed amendments to Part C Section 1 – Parking and Part D Section 5 – Kellyville/Rouse Hill Release Area of Development Control Plan 2012 be publicly exhibited concurrently with the planning proposal.
3. A Draft Voluntary Planning Agreement be prepared for the construction and dedication of Green Hills Drive as detailed in this report.
4. The Draft Voluntary Planning Agreement be subject to a legal review at the cost of the proponent.
5. The Draft Voluntary Planning Agreement be publicly exhibited for a minimum period of 28 days in accordance with the EP&A Act 1979.

Being a planning matter, the Mayor called for a division to record the votes on this matter

VOTING FOR THE MOTION

Clr Dr M R Byrne Adjunct Professor
Clr Keane
Clr Taylor
Clr Preston
Clr A N Haselden
Clr Thomas
Clr Hay OAM
Clr Tracey

VOTING AGAINST THE MOTION

Clr Jefferies
Clr Dr Gangemi

MINUTES of the duly convened Ordinary Meeting of The Hills Shire Council held in the Council Chambers on 15 December 2015

ABSENT

Clr Dr Lowe

ABSENT FROM THE ROOM

Clr Harty OAM

ITEM-5

PLANNING PROPOSAL FOR 39 - 55 ORATAVA AVENUE AND 570 PENNANT HILLS ROAD, WEST PENNANT HILLS (18/2015/PLP)

A MOTION WAS MOVED BY COUNCILLOR JEFFERIES AND SECONDED BY COUNCILLOR HASELDEN THAT the Recommendation contained in the report be adopted.

THE MOTION WAS PUT AND CARRIED.

669 RESOLUTION

1. A planning proposal be forwarded to the Department of Planning and Environment for a Gateway Determination to amend the Land Zoning Map from part E4 Environmental Living and Part R2 Low Density Residential to wholly R2 Low Density Residential and to amend the Minimum Lot Size map from part 2,000m² and part 700m² to wholly 700m² for 39-55 Oratava Avenue (Lot 8 DP 1191647) and part of 570 Pennant Hills Road (Lot 3 DP1096405), West Pennant Hills.
2. The draft amendments to DCP 2012 (Part B Section 2 – Residential) be exhibited in conjunction with the exhibition of the planning proposal.

Being a planning matter, the Mayor called for a division to record the votes on this matter

VOTING FOR THE MOTION

Clr Dr M R Byrne Adjunct Professor
Clr Keane
Clr Taylor
Clr Preston
Clr A N Haselden
Clr Thomas
Clr Hay OAM
Clr Tracey
Clr Jefferies
Clr Dr Gangemi

VOTING AGAINST THE MOTION

None

ABSENT

Clr Dr Lowe

ABSENT FROM THE ROOM

Clr Harty OAM

ITEM-4	PLANNING PROPOSAL FOR LOT 5 DP 30916, COMMERCIAL ROAD, ROUSE HILL (2/2016/PLP)
THEME:	Balanced Urban Growth
OUTCOME:	7 Responsible planning facilitates a desirable living environment and meets growth targets.
STRATEGY:	7.2 Manage new and existing development with a robust framework of policies, plans and processes that is in accordance with community needs and expectations.
MEETING DATE:	15 DECEMBER 2015 COUNCIL MEETING
GROUP:	STRATEGIC PLANNING
AUTHOR:	TOWN PLANNER ALICIA IORI
RESPONSIBLE OFFICER:	ACTING MANAGER FORWARD PLANNING MEGAN MUNARI

EXECUTIVE SUMMARY

This report recommends that a planning proposal to facilitate a mixed use commercial/retail and high density residential development at Lot 5 DP 30916, Commercial Road, Rouse Hill be forwarded to the Department of Planning and Environment for a Gateway Determination.

The proposal will provide housing and employment within close proximity to existing and future public transport. The proposal is timely to consider given that construction of the Sydney Metro Northwest is underway and precinct planning around the future railway stations has identified potential for a high density mixed use outcome on this site. The planning proposal will also ensure the delivery of the Green Hills Drive extension, a critical piece of road infrastructure connecting Kellyville/Rouse Hill and Box Hill release areas to the north with the Rouse Hill Regional Centre to the south.

The planning proposal submitted by the proponent is to rezone the site from part B5 Business Development, part R3 Medium Density Residential and part SP2 Infrastructure (Public Transport Corridor) to part B4 Mixed Use and part SP2 Infrastructure (Public Transport Corridor). It is considered the proposed B4 Mixed Use zone would expand the role of the existing Rouse Hill Major Centre and undermine Council's established centres hierarchy. The R1 General Residential zone is considered more appropriate given it better aligns with the envisaged residential outcomes for this site whilst retaining some opportunity for commercial/retail floor space to meet the day to day needs of residents. The R1 General Residential zone is also consistent with zoning of other sites across the Shire that provide a support role to adjacent centres such as Baulkham Hills Town Centre. Should this zone be supported, it is recommended that 'shops' be included as an additional permitted land use, capped at 1,700m², to enable flexibility for development of shops slightly larger than 100m² permitted for neighbourhood shops in the R1 General Residential zone.

The proposal is also to increase the building height from part 10m and part 16m to part 12m, part 23m and part 40m (up to 12 storeys). Additionally, it is proposed to increase the applicable floor space ratio from 1:1 to 2.3:1 across the proposed R1 General Residential zoned land and amend the minimum lot size from part 450m² and part 8,000m² to 1,800m² across the site. The proposed built form standards are considered to have merit given the proximity of the site to public transport and location of the site adjacent to the Rouse Hill Major Centre for which no height limit currently applies under LEP 2012, although the approved Precinct Plan identifies up to 10 storeys buildings adjacent to this land. Whilst it is considered there are sufficient merit in the proposal to proceed, further refinement of the controls may be required following the issue of a Gateway Determination to ensure future development provides appropriate amenity and built form outcomes particularly in relation to the lower density housing to the north and east of the site.

As requested by the proponent, it is proposed that a new local provision be inserted into LEP 2012 which limits dwelling yield and building height on the site unless the proposal complies with Council's controls relating to apartment mix, apartment size and car parking. If the apartment sizes within State Environmental Planning Policy No.65 – Design Quality of Residential Apartment Development were to be used, a yield of 428 dwellings could be achieved rather than 333 dwellings using Council's controls. It is therefore proposed that the development yield be limited to 333 dwellings and a maximum building height of 32 metres (10 storeys) unless Council's apartment mix, apartment size and car parking controls are met. This is a similar approach to that taken for recent planning proposals at Spurway Drive, Baulkham Hills and 488 Old Northern Road, Dural.

This report further recommends that controls relating to site layout, accessibility, built form, open space and apartment sizes be included within Part D Section 5 – Kellyville/Rouse Hill Release Area of Development Control Plan 2012 (DCP 2012). Additionally, it is proposed that Part C Section 1 – Parking of DCP 2012 be amended to apply the centres parking rate, which currently applies to Rouse Hill and Castle Hill, to the site. The proposed controls will ensure future built form responds to, and integrates with, surrounding land uses and minimises amenity impacts on adjacent residential development. Apartment size and car parking controls will ensure future development aligns with Council's strategic priority of ensuring housing development that suits the family demographic expected for the Shire into the future.

The proponent has agreed to enter into a Voluntary Planning Agreement for the construction and dedication of the Green Hills Drive extension. The delivery of this important infrastructure is a considerable public benefit and it is recommended that the document be drafted, legally reviewed and exhibited concurrently with the planning proposal.

APPLICANT

Architectus

OWNERS

Norlex Holdings Pty Ltd

THE HILLS LOCAL ENVIRONMENTAL PLAN 2012

Zone	B5 Business Development	R3 Medium Density Residential	SP2 Infrastructure (Public Transport Corridor)
Minimum Lot Size	8,000m ²	450m ²	450m ²
Maximum Height	16m	10m	16m and 10m
Maximum Floor Space Ratio	1:1	n/a	n/a

POLITICAL DONATIONS

Nil disclosures

REPORT

The purpose of this report is to consider a planning proposal and associated DCP amendments which seek to facilitate a mixed use commercial/retail and high density residential development at Lot 5 DP 30916, Commercial Road, Rouse Hill.

THE SITE

The site is located at Lot 5 DP 30916, Commercial Road, Rouse Hill. It is just over two (2) hectares in area with a frontage to Commercial Road to the south and Carnoustie Street to the north. The land is mostly vacant except for a dwelling house in the south-western corner and various outbuildings.

Approximately 6,700m² (33%) of the eastern portion of the site is identified for a future extension of Green Hills Drive connecting Kellyville/Rouse Hill and Box Hill release areas to the north with the Rouse Hill Regional Centre to the south.

The site contains scattered concentrations of vegetation mapped on Council's Vegetation Map as Cumberland Plain Woodland. However given a significant portion of the site is required to facilitate a future transport link, the land is certified under the Sydney Growth Centres Biodiversity Certification Order.

Land surrounding the site comprises vacant land to the east, single detached dwellings to the north and east and a newly built Masters Home Improvement Centre to the west. The site also lies immediately north of the Rouse Hill Regional Centre Northern Frame where mixed use buildings up to 32m (10 storeys) in height are envisaged under a Precinct Plan approved in December 2014.

The site is within a 600m walking catchment of the future Rouse Hill Train Station and is also close to the existing Northwest Transitway which provides high frequency bus services to Parramatta, Macquarie Park and the city.

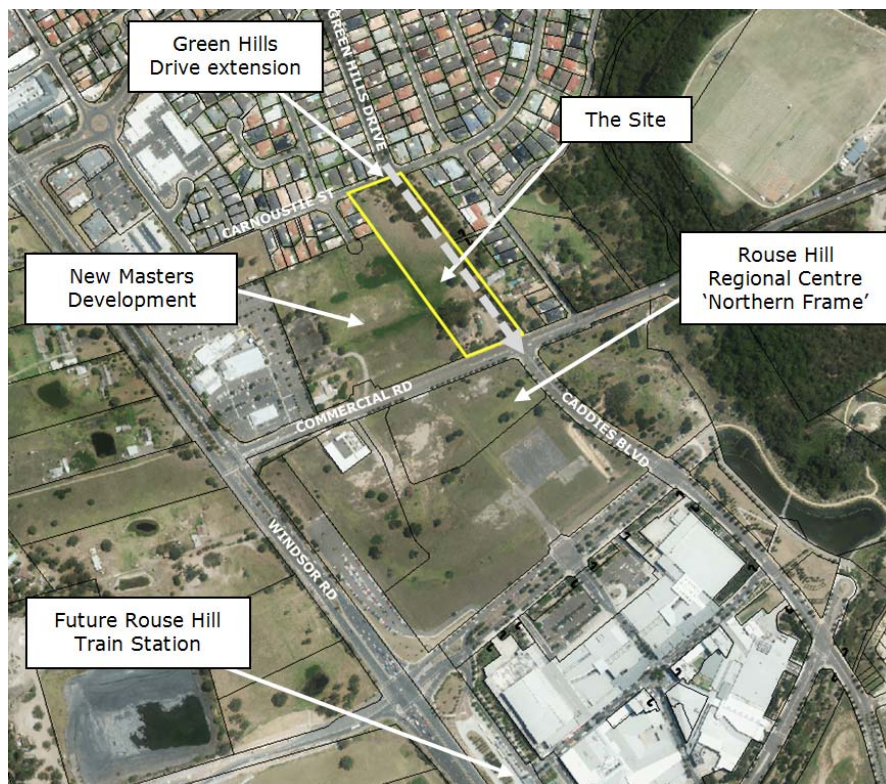


Figure 1
Aerial view of the site and surrounding locality

PLANNING PROPOSAL

The planning proposal (as submitted) seeks the following amendments to LEP 2012:

- Rezone the site from part B5 Business Development, part R3 Medium Density Residential and part SP2 Infrastructure (Public Transport Corridor) to part B4 Mixed Use and part SP2 Infrastructure (Public Transport Corridor). The extent of SP2 Infrastructure land is proposed to remain as per existing in accordance with NSW Roads and Maritime Services advice regarding the amount of land required for the public transport corridor.
- Increase the maximum building height from 16m (B5 Business Development land) and 10m (R3 Medium Density Residential land) to heights of 40m, 23m, and 12m.
- Increase the maximum floor space ratio from 1:1 (B5 Business Development land) to 2.3:1 across the proposed B4 Mixed Use land.
- Amend the minimum lot size from 8,000m² (B5 Business Development land) and 450m² (R3 Medium Density Residential land) to 1,800m².
- Identify the site on the Key Sites Map and introduce a local incentive clause providing that the proposed density, height and floor space ratio is subject to compliance with Council's apartment size/mix and car parking controls.

The amendments will facilitate a mixed use commercial/retail and high density residential development. The proponent's concept proposes a built form ranging from 11 storeys fronting Commercial Road, up to 12 storeys through the central portion of the

site, 3 storeys in the northern portion of the site and 1,500m² of common open space fronting Carnoustie Street. The total dwelling yield proposed by the proponent is 333 dwellings. The 11 storey building fronting Commercial Road is proposed to include 1,684m² of retail/commercial floor space on the ground and first floors of the building.

The proposed built form of future development is included in the following figures.



Figure 2
Indicative concept

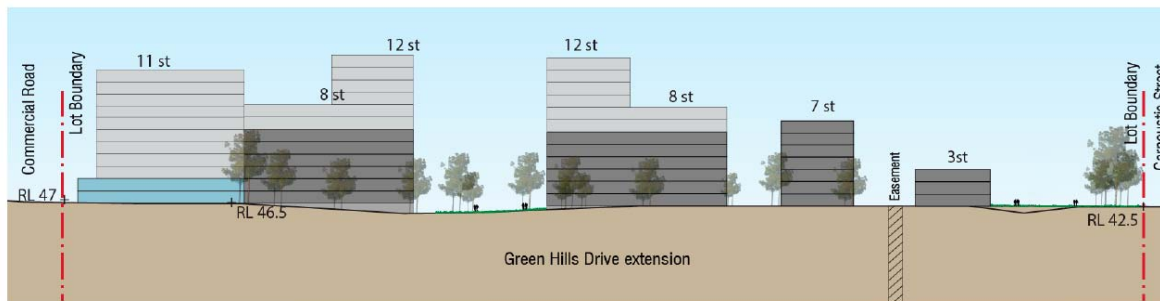


Figure 3
Proposed building heights

The proponent has proposed to construct and dedicate the Green Hills Drive extension subject to a Voluntary Planning Agreement (less any monetary contribution available from other sources).

DEVELOPMENT CONTROL PLAN AMENDMENTS

The site is currently subject to the provisions of Part D Section 5 – Kellyville/Rouse Hill Release Area of DCP 2012. The following site specific controls are proposed to be included within this section of the DCP:

- Controls relating to site layout, building heights, setbacks and open space which seek to ensure a suitable scale and transition of development and protection of the amenity of surrounding properties, particularly lower density development to the north and east;
- Apartment size and car parking controls to complement the proposed local LEP clause relating to maximum densities on the site;
- A requirement for active frontages for commercial/retail development at ground level;

- A requirement for the provision of the Green Hills Drive link to ensure delivery of the road in line with Council's requirements; and
- Controls relating to high quality architectural design and building materials.

An amendment to Map Sheet 1 is also proposed to reflect development outcomes and access arrangements for the site.

It is also proposed to amend Part C Section 1 – Parking of DCP 2012 to apply Council's centres car parking rate to this site to reflect its proximity to existing and proposed high frequency transport services. The centres rate includes a reduced rate of 1.5 spaces for 2 bedroom units rather than 2 spaces and a reduced rate for commercial uses of 1 space per 40m² of floor space rather than 1 space per 25m² of floor space.

STRATEGIC CONTEXT

A Plan for Growing Sydney

On 14 December 2014, the NSW Minister for Planning released A Plan for Growing Sydney. The Plan is intended to guide land use planning decisions for the next 20 years and presents a strategy for accommodating Sydney's forecast population growth over this time. To achieve the Government's vision for Sydney as a "strong global City and a great place to live", the Plan sets out four (4) main goals, for Sydney to be:

- A competitive economy with world-class services and transport,
- A City of housing choice with homes that meet our needs and lifestyles,
- A great place to live with strong, healthy and well-connected communities, and
- A sustainable and resilient City that protects the natural environment and has a balanced approach to the use of land and resources.

The key principles for growth include increasing the housing choice around the centres by accelerating housing supply and renewal and by improving housing choice.

The planning proposal seeks to facilitate the delivery of housing close to the Rouse Hill strategic centre, providing additional people in close proximity to jobs, transport and services. The additional yield generated by the proposal will assist in meeting the dwelling and job targets envisaged by the Plan.

North West Rail Link Corridor Strategy

The State Government's North West Rail Link Corridor Strategy was finalised in 2013 including a vision for land surrounding the future Rouse Hill Train Station. The Strategy establishes a vision for Rouse Hill as a major mixed use destination providing regional level transport and a range of retail, commercial and residential facilities to service the existing and future population. It includes a target of 500 additional dwellings and 2,000 additional jobs within the precinct by 2036.

The subject site falls within the boundaries of the Rouse Hill Station Precinct and is identified as a short term opportunity site being relatively unconstrained and within easy walking distance to the new station and Rouse Hill Town Centre. The Structure Plan envisages an employment outcome for this location, identifying that the land could accommodate bulky goods retail uses, carefully designed to integrate with the existing streetscape and character of surrounding residential areas.

The site forms part of a larger bulky goods precinct which has mostly been developed with a Masters Home Improvement Centre leaving only the subject site. The viability of developing this relatively small and narrow parcel of land for bulky goods purposes in isolation of the wider precinct is not considered by the Strategy.

Local Strategy

Council's Draft Local Strategy was adopted in 2008. It is the principal document for communicating the future planning of the Shire and includes the objectives of longer term planning projects of the State Government as well as responding to, and planning for, local needs such as employment, housing and transport. The Strategy identifies a demand for an additional 36,000 dwellings and 47,000 jobs to meet the Shire's needs by 2031.

The Local Strategy is supported by seven Strategic Directions, those of relevance to this proposal being the Residential Direction, Centres Direction and Integrated Transport Direction. A summary of the consistency of the planning proposal with these Directions is provided below.

- *Residential Direction*

The Residential Direction was adopted in 2008 to guide the planning, protection and management of the Shire's residential development and growth to 2031. A key focus of the Strategy is the location of higher densities close to centres and associated jobs, transport and services.

The planning proposal is consistent with the Residential Direction given it proposes an uplift in residential density and provision of high density development directly adjacent to Rouse Hill Regional Centre and in close proximity to the existing Northwest Transitway and future Rouse Hill Train Station. Whilst the provision of additional housing supply and choice close to the station is considered a positive outcome, consideration is needed of whether the extent of development proposed is appropriate in the context of surrounding development and whether the development able to be supported by adequate infrastructure.

- *Centres Direction*

Council adopted the Centres Direction in 2009 which forms the strategic planning direction for commercial and retail development in the Shire's centres to 2031. It establishes the scale, location and objectives for the Shire's centres to ensure the existing and future population have access to centres that meet their needs.

The Centres Direction establishes The Hills Shire Centres Hierarchy which provides a framework for the scale, location and objectives of centres. This framework is important for the achievement of orderly and sustainable development of Centres that are appropriate in scale and design for their location. The Hierarchy identifies Rouse Hill as a Major Centre (transitioning) comprising a mix of business, retail, residential and community uses in an urban setting supported by public transport.

The Direction also identifies a potential bulky goods precinct at Commercial Road, Rouse Hill (including the subject site) which seeks to partly address demand for an identified shortfall of 81,000m² of bulky goods floor space by 2031. A Masters Home Improvement Centre has recently been constructed within the Commercial Road precinct providing approximately 13,637m² of bulky goods floor space in this location. The part of the site zoned B5 Business Development forms the only remaining undeveloped land within this bulky goods precinct.

Consideration is needed of the impact of reducing land available for bulky goods development and whether the proponent's proposal to expand the existing centre and apply the B4 Mixed Use zone is appropriate.

- *Integrated Transport Direction*

A key objective of the Integrated Transport Direction is to ensure that planning and future development supports the provision of an efficient transport network. A relevant action includes planning for a concentration of and/or intensity of land use activities around major public transport nodes and higher order centres.

The Direction identifies a future regional transport connection from Box Hill to Rouse Hill Major Centre along Withers Road, Mile End Road and the future extension of Green Hills Drive (through the subject site). The proposal for a high density residential outcome together with commercial/retail outcomes on the subject site supports the objectives of the Direction given it will provide for the delivery of the Green Hills Drive extension, a regionally significant transport connection, and will also facilitate the ongoing viability of existing and proposed public transport infrastructure in the locality.

Hills Corridor Strategy

The Hills Corridor Strategy articulates Council's vision and desired outcomes for land within the rail corridor. It identifies that Rouse Hill has the potential to become a major mixed use destination enabling increased commercial and residential uptake.

Council's review has identified that recent development particularly in the Rouse Hill Regional Centre and other recent development within the Station Precinct limits opportunities to provide additional housing to support the delivery of the new rail infrastructure. The Strategy identifies the site as being one of the few remaining vacant sites in close proximity to the future train station and therefore an opportunity to boost projected dwelling yields for the precinct and facilitate improved accessibility through the provision of the Green Hills Drive extension. The desired outcome for the site under the Strategy includes a dwelling density of 144 dwellings per hectare (high density fronting Commercial Road) and 72 dwellings per hectare (medium density fronting Carnoustie Street) with a total yield of 207 dwellings.



Figure 4

The Hills Corridor Strategy Opportunities Map for Rouse Hill Station

MATTERS FOR CONSIDERATION**(a) Green Hills Drive Delivery**

Part D Section 5 – Kellyville/Rouse Hill Release Area of DCP 2012 identifies a future north-south extension of Green Hills Drive through the eastern portion of the subject site (approximately 33% of the total site area). This road is a critical piece of infrastructure connecting Kellyville/Rouse Hill and Box Hill release areas to the north with the Rouse Hill Regional Centre to the south.

Provision of this road extension is not identified within Contributions Plan No.8 – Kellyville/Rouse Hill which applies to this land. However, Council has estimated that the cost of constructing this road is approximately \$5.9 million.

The proponent has agreed to construct and dedicate the Green Hills Drive extension subject to a Voluntary Planning Agreement (less any monetary contribution available from other sources). The proponent's cost estimate for the road delivery is \$8.13 million (\$3.33 million land value and \$4.8 million for construction).

The delivery of this infrastructure is a considerable public benefit, particularly given that no funding is currently available under any contributions plan for the provision of this road. Negotiations will be required between all parties including the proponent, Council and potentially the State government. Accordingly the proposal to enter into a Voluntary Planning Agreement for the construction and dedication of the road is supported and it is recommended that the document be drafted, legally reviewed and exhibited concurrently with the planning proposal.

(b) Existing and proposed land use zones*Loss of Employment Land (B5 Business Development zone)*

The site is currently zoned part B5 Business Development, part R3 Medium Density Residential and part SP2 Infrastructure (Public Transport Corridor). The portion of the site zoned B5 Business Development was rezoned from Residential 2(c) (Tourist Village) in 2012, in accordance with Council's Centres Direction, to accommodate some of the projected demand for an additional 81,000m² of bulky goods retail space across the Shire to 2031. The B5 Business Development zone permits a mix of business and warehouse uses, and bulky goods premises that require a large floor area, in locations that are close to and that support the viability of centres.

The proponent is proposing to rezone the site (excluding the portion of land zoned SP2 Infrastructure) from part B5 Business Development and part R3 Medium Density Residential to B4 Mixed Use. This will result in a loss of 10,500m² of land zoned specifically for bulky goods development, equating to approximately 5,000m² of floor space (based on the size and shape of the site and parking, landscaping requirements etc.). This would equate to a loss of around 83 jobs.

The proponent has submitted a Supply and Demand Assessment prepared by SGS Economics and Planning (August 2015). The report assesses demand and supply factors for both the existing B5 Business Development zone applying to part of the site and the proposed B4 Mixed Use zone. The report concludes that the site presents a good opportunity for increased residential densities being in close proximity to the future Rouse Hill Station. The lack of unencumbered opportunities for residential development within this location to support the future railway is also highlighted. The report notes

that whilst the existing B5 Business Development zone has merit, a mixed use outcome on this site would provide alternative commercial and retail uses which would in turn support the adjacent Rouse Hill Major Centre.

According to the proponent's development concept, the intended outcome for the site is predominantly residential with 29,947m² of residential floor space proposed (333 dwellings) and only 1,684m² of commercial/retail floor space proposed. Based on an employment ratio of 1 employee per 30m² of retail floor space, the proposed commercial/retail part of the development would generate in the order of 56 jobs. This would equate to a net loss of approximately 27 potential jobs.

This reduction in employment potential is considered reasonable in this instance as the proposal will provide improved housing outcomes within close proximity of the future Rouse Hill Railway Station, and the completion of the Green Hills Drive extension. The potential loss of employment opportunities will be appropriately offset by public benefits resulting from the additional housing and road connections.

Proposed B4 Mixed Use zone

The proponent has proposed the B4 Mixed Use zone for this site and provided the following justification:

- The B4 Mixed Use zone applies to the adjoining Rouse Hill Major Centre and permits a wide range of non-residential uses; and
- The B4 Mixed Use zone will ensure the employment role of the subject site is retained.

In accordance with Council's Centres Hierarchy, the B4 Mixed Use zone has been applied to the Shire's Major Centres, being Rouse Hill and Castle Hill. The objectives of the B4 Mixed Use Zone under Council's LEP are as follows:

- *To provide a mixture of compatible land uses.*
- *To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.*
- *To encourage leisure and entertainment facilities in the Major Centres that generate activity throughout the day and evening.*
- *To provide for high density housing that is integrated with civic spaces.*

Whilst the site is immediately adjacent to Rouse Hill and has the potential to reinforce its role as a Major Centre through provision of supporting higher density development, extension of the B4 Mixed Use zone beyond the existing northern boundary (Commercial Road) would likely weaken the role of the existing centre and is not considered necessary to achieve the intended use on the site. The R1 General Residential zone is considered more appropriate and better aligns with the envisaged outcomes for the site. The objectives for the R1 General Residential zone are as follows:

- *To provide for the housing needs of the community.*
- *To provide for a variety of housing types and densities.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of residents.*
- *To enable other land uses that support the adjoining or nearby commercial centres and protect the amenity of the adjoining or nearby residential areas.*

Applying the R1 General Residential zone in this location will support rather than undermine the role of the Major Centre. It will facilitate an uplift in residential density

and will provide an opportunity for a reasonable scale of commercial premises within close proximity to public transport. This zone is also consistent with other sites across the Shire that provide a support role to adjacent centres such as the nearby Northern Residential Precinct of the Rouse Hill Regional Centre.

The R1 General Residential zone will permit shop top housing, restaurants and cafes, business premises and neighbourhood shops. However, in accordance with Clause 5.4 of LEP 2012 neighbourhood shops can be no more than 100m². As this provision could potentially restrict small scale retail premises that require an area slightly larger than 100m², it is recommended that 'shops' be included as an additional permitted land use for the site under Schedule 1 of LEP 2012. The extent of retail floor space will be capped at 1,700m² reflecting the proponent's development concept. Such an approach is considered justified given the unique opportunities presented by the site.

Existing and proposed zone maps are provided below.

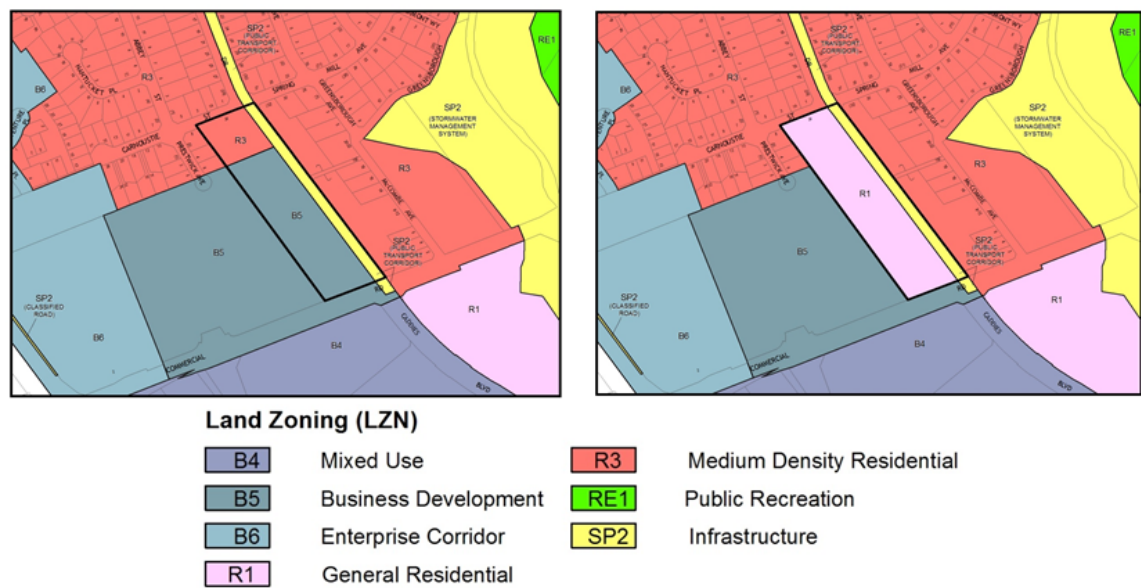


Figure 5
Existing and proposed land zoning maps

(c) Density, height, built form, building design and amenity

The introduction of a rail line into the Shire presents significant challenges for the planning of areas in the vicinity of proposed railway stations given the need to capitalise on locations that are highly accessible by increasing residential, employment and retail outcomes. The proponent has justified the proposed height and density for its contribution to additional housing supply and choice in a strategic location as well as the delivery of key transport infrastructure through provision of the Green Hills Drive extension.

The site lies immediately north of the Rouse Hill Major Centre, specifically the Northern Frame for which a recent Precinct Plan approval permits up to 32 metres (10 storeys). The site is also surrounded by vacant land to the east, single detached dwellings to the north and east and a newly built single storey Masters Home Improvement Centre to the west. Building heights proposed by the proponent in the context of surrounding development are shown in the following figure.



Figure 6
Building height context

The proposed built form standards are considered to have merit given the proximity of the site to public transport and the adjacent Rouse Hill Major Centre for which no height limit currently applies under LEP 2012 and up to 10 storeys buildings are currently approved. A variety of heights are proposed by the proponent including higher built form closer to Commercial Road and the Rouse Hill Major Centre transitioning to lower scale buildings fronting Carnoustie Street and lower density housing to the north. Additionally, the provision of a large common open space area within the northern portion of the site will assist with limiting impacts of future high density development on surrounding lower scale development.

The proposed DCP controls will require that future development reflects the proponent's concept to ensure development responds appropriately to surrounding development and provides a reasonable level of amenity.

Whilst it is considered there are sufficient grounds to proceed with the proposal in its current form, further refinement of the controls may be required following the issue of a Gateway Determination to ensure future development provides appropriate amenity and built form outcomes particularly in relation to the lower density housing to the north and east of the site.

Existing and proposed height, floor space ratio and minimum lot size maps are shown in the figures below.

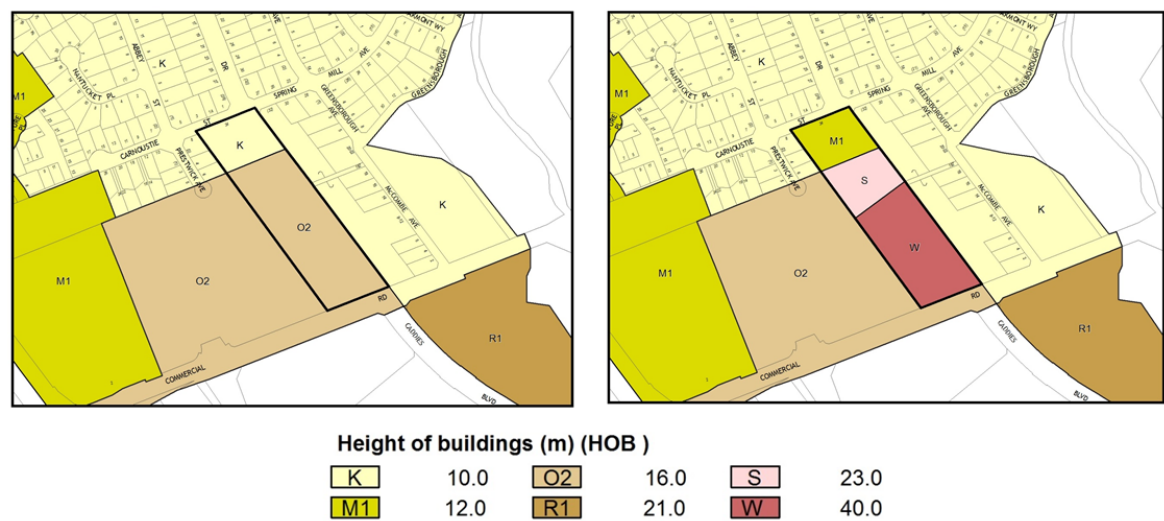


Figure 7
Existing and proposed height of buildings maps

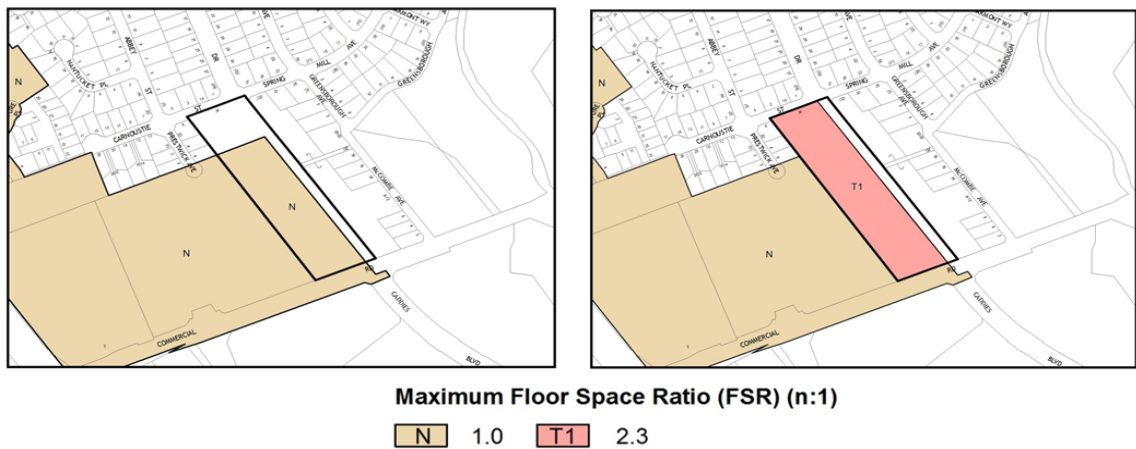


Figure 8
Existing and proposed floor space ratio maps

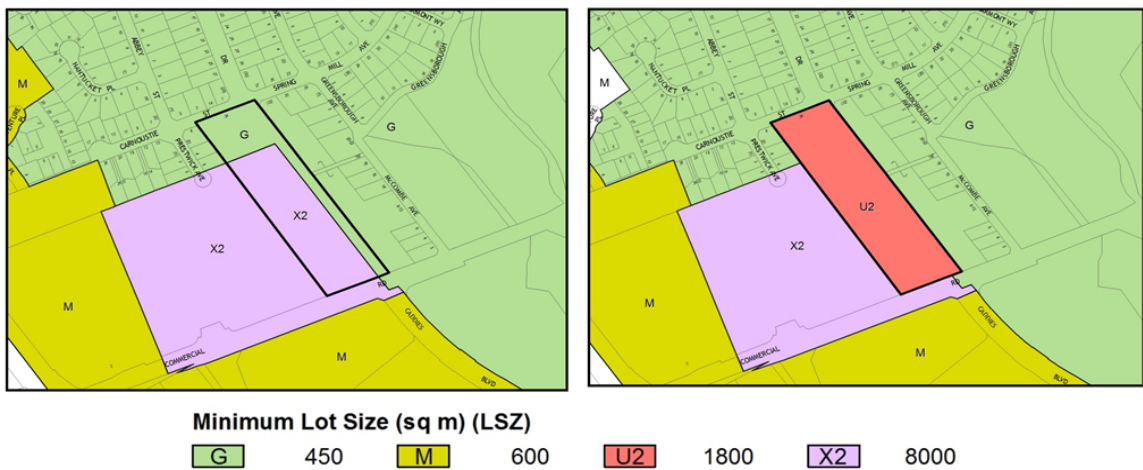


Figure 9
Existing and proposed minimum lot size maps

The proponent has further requested that a new local provision be inserted into LEP 2012 which limits dwelling yield and building height unless the development complies with Council's controls relating to apartment mix, apartment size and car parking. If the apartment sizes within State Environmental Planning Policy No.65 – Design Quality of Residential Apartment Development were to be used, a yield of 428 dwellings could be achieved rather than 333 dwellings using Council's controls. It is therefore proposed that the development yield be limited to 333 dwellings and a maximum building height of 32 metres (10 storeys) unless Council's apartment mix, apartment size and car parking controls are met. The following proposed provision would apply to the site.

Part 7 Additional Local Provisions

7.10 Residential Development Yield

(1) The objectives of this clause are as follows:

- (a) To ensure that residential flat building development does not over-tax existing and planned services, facilities and infrastructure;*
- (b) To provide opportunities for a suitable density housing form that is compatible with existing development and the future character of the surrounding area;*
- (c) To ensure the provision of a mix of apartment sizes, providing housing choice for different demographics, living needs and household budgets; and*
- (d) To promote development that suits larger household sizes and family household structures which are expected for The Hills Shire into the future.*

(2) This clause applies to land identified as "Area J" on the Key Sites Map.

(3) Residential development on whole of the land specified in Column 1 of the Table is not to exceed the criteria and standards specified in Column 2.

or

(4) Residential development on the whole of the land specified in Column 1 of the Table may be less or equal to that specified in Column 3, where the development complies with all criteria and standards specified in Column 4.

Column 1	Column 2	Column 3	Column 4																		
Land zoned R1 General Residential on Lot 5 Commercial Road, Rouse Hill (Lot 5 DP 30916)	333 dwellings and a maximum building height of 32 metres.	333 dwellings and a maximum height and floor space ratio as shown on the "Height of Buildings Map" and "Floor Space Ratio Map".	Apartment mix No more than 25% of the dwelling yield is to comprise either studio or one bedroom units. No less than 10% of the dwelling yield is to comprise units with three or more bedrooms. Internal floor areas The minimum internal floor area for each unit, excluding common passageways, car parking spaces and balconies shall not be less than the following: Type 1 <table><tr><td>1 bedroom</td><td>50m²</td></tr><tr><td>2 bedroom</td><td>70m²</td></tr><tr><td>3 or more bedrooms</td><td>95m²</td></tr></table> Type 2 <table><tr><td>1 bedroom</td><td>65m²</td></tr><tr><td>2 bedroom</td><td>90m²</td></tr><tr><td>3 or more bedrooms</td><td>120m²</td></tr></table> Type 3 <table><tr><td>1 bedroom</td><td>75m²</td></tr><tr><td>2 bedroom</td><td>110m²</td></tr><tr><td>3 or more bedrooms</td><td>135m²</td></tr></table> Type 1 apartments shall not exceed 30% of the total number of 1, 2 and 3 bedroom apartments. Type 2 apartments shall not exceed 30% of the total number of 1, 2 and 3 bedroom apartments. All remaining apartments are to comply with the Type 3 apartment sizes. Car parking The provision of car parking shall not be less than the following: 1 space per 1 bedroom unit 1.5 spaces per 2 bedroom unit 2 spaces per 3 bedroom unit 2 visitor spaces per 5 units	1 bedroom	50m ²	2 bedroom	70m ²	3 or more bedrooms	95m ²	1 bedroom	65m ²	2 bedroom	90m ²	3 or more bedrooms	120m ²	1 bedroom	75m ²	2 bedroom	110m ²	3 or more bedrooms	135m ²
1 bedroom	50m ²																				
2 bedroom	70m ²																				
3 or more bedrooms	95m ²																				
1 bedroom	65m ²																				
2 bedroom	90m ²																				
3 or more bedrooms	120m ²																				
1 bedroom	75m ²																				
2 bedroom	110m ²																				
3 or more bedrooms	135m ²																				

The above approach is similar to that taken for recent planning proposals at Spurway Drive, Baulkham Hills and 488-494 Old Northern Road, Dural. The proposed clause will help to ensure future development aligns with Council's strategic priority of ensuring

housing development that suits the family demographic expected for the Shire into the future. Accordingly, it is proposed that a local clause be included within LEP 2012.

A revised concept is included within the proposed DCP controls to ensure an appropriate layout and transition of height for the site should outcomes in accordance with SEPP 65 be sought (see figure below).



Figure 10

Revised concept where development does not comply with Council's controls

A further priority of Council is the provision of developments that provide high quality buildings with excellent architectural quality that is visually attractive in terms of rhythm, scale, architectural features, fenestration, finishes and colour. The proponent has submitted an indicative schedule of materials and finishes which has been incorporated into the draft DCP controls to ensure future development is aesthetically pleasing and demonstrates an appreciation for urban design. A copy of the materials and finishes schedule is provided as Attachment 3 to this report.

(d) Traffic generation and parking

The proponent has submitted a Transport and Accessibility Assessment by John Coady Consulting Pty Ltd (August 2015) in support of the planning proposal.

The traffic and parking assessment is based upon the proponent's proposed yield and development assumptions including:

- 7 residential flat buildings containing a total of 333 apartments comprising 82 x 1 bedroom, 218 x 2 bedroom, and 33 x 3 bedroom apartments;
- 1,684m² of retail/commercial floor space over 2 storeys; and
- Vehicular access via a combined entry/exit driveway off the Green Hills Drive Extension.

The report assesses the likely impacts of the proposal on the surrounding road network including the following intersections:

- Windsor Road/Commercial Road;
- Commercial Road/Masters Hardware Access;

- Commercial Road/Caddies Boulevard;
- Commercial Road/McCombe Avenue; and
- Green Hills Drive/Carnoustie Street.

The report takes into account traffic generated due to the proposal as well as an additional 100 vehicle trips per hour in each direction to take into account the possible transfer of other traffic to the new route and likely growth in background traffic activity in the area. Based on the SIDRA traffic analysis model the report concludes that all intersections analysed will perform satisfactorily based on the assumed traffic conditions outlined above, therefore the proposal has minimal traffic implications in terms of road network capacity.

As the North West Transitway and the proposed North West Rail Link are within the vicinity of the site it is considered appropriate that a revised parking rate be considered which better reflects the site's proximity to high frequency public transport services. This will involve a reduction in the parking requirement for future development at the site to Council's Centre's parking rate. The Centres rate is currently applied within the Castle Hill, Rouse Hill Regional Centre and Baulkham Hills Town Centres due to the proximity of these centres to public transport services. Accordingly, it is recommended that the Part C Section 1 – Parking of DCP 2012 be amended to apply the Centres Parking rate to the site.

(e) Contamination

The proponent has not submitted a contamination report for the subject site, however has submitted a report prepared for the adjoining (Masters) site which concluded that major contamination of that site was not apparent. The Gateway Determination may require that a contamination report be undertaken due to the potential for previous agricultural uses on the land. It is also noted that any development application lodged with Council on the subject site will require a site history which identifies any past land use activity that could potentially result in contamination as listed in Table 1 of Managing Land Contamination, Planning Guidelines SEPP 55 Remediation of Land.

(f) Flora and Fauna

The proposal will likely require the removal of most of the existing vegetation on site, some of which is identified by Council's Vegetation Map as the endangered ecological community known as Cumberland Plain Woodland. However, a significant portion of the site is required to facilitate a future transport link and the majority of the subject site is certified under the Sydney Growth Centres Biodiversity Certification Order. Further consideration of vegetation impacts is therefore considered unnecessary at this stage, however if additional information is deemed to be required this may form a condition of the Gateway Determination.

CONCLUSION

The subject site is strategically located in terms of its proximity to the future Rouse Hill Major Centre and associated transport and services. The planning proposal will contribute to both housing and employment in a strategic location and facilitate the delivery of the Green Hills Drive extension, a critical piece of road infrastructure connecting Kellyville/Rouse Hill and Box Hill release areas to the north with the Rouse Hill Regional Centre to the south. The planning proposal is considered to have sufficient merit to warrant it being forwarded to the Department of Planning and Environmental for a Gateway Determination. Should the proposal be supported, further refinement of the controls may be required to ensure future development responds appropriately to surrounding development and provides a reasonable level of amenity.

IMPACTS**Financial**

The proponent has offered to enter into a Voluntary Planning Agreement with Council to construct and dedicate the extension to Green Hills Drive at a total cost of \$8.13 million (\$3.33 million land value and \$4.8 million for construction).

The Hills Future - Community Strategic Plan

The planning proposal will facilitate a desirable living environment that meets growth targets. It is also consistent with the key strategy of managing new and existing development with a robust framework of policies, plans and processes that is in accordance with community needs and expectations.

RECOMMENDATION

1. A planning proposal for the following amendments to Local Environmental Plan 2012 be forwarded to the Department of Planning and Environment for a Gateway Determination:
 - Rezone the site from part B5 Business Development, part R3 Medium Density Residential and part SP2 Infrastructure (Public Transport Corridor) to part R1 General Residential and part SP2 Infrastructure (Public Transport Corridor).
 - Increase the maximum building height from part 10m and part 16m to part 12m, part 23m and part 40m.
 - Increase the maximum floor space ratio from part 1:1 to part 2.3:1 across the proposed R1 General Residential zoned land.
 - Amend the minimum lot size from part 450m² and part 8,000m² to 1,800m² across the site.
 - Identify the site on the Key Sites Map and introduce a local incentive clause providing that the proposed density, height and floor space ratio is subject to compliance with Council's apartment size/mix and car parking controls.
 - Include 'shops' as an additional permitted land use under Schedule 1 and include a notation that the amount of retail floor space is capped at 1,700m².
 - Identify the site on the Additional Permitted Uses Map.
2. Proposed amendments to Part C Section 1 – Parking and Part D Section 5 – Kellyville/Rouse Hill Release Area of Development Control Plan 2012 be publicly exhibited concurrently with the planning proposal.
3. A Draft Voluntary Planning Agreement be prepared for the construction and dedication of Green Hills Drive as detailed in this report.
4. The Draft Voluntary Planning Agreement be subject to a legal review at the cost of the proponent.
5. The Draft Voluntary Planning Agreement be publicly exhibited for a minimum period of 28 days in accordance with the EP&A Act 1979.

ATTACHMENTS

1. Draft Development Control Plan 2012 Part D Section 5 – Kellyville/Rouse Hill Release Area (66 pages)
2. Draft Development Control Plan 2012 Part C Section 1 – Parking (28 pages)
3. Indicative Materials and Finishes Schedule for Future Development (2 pages)

The Hills Development Control Plan (DCP) 2012

www.thehills.nsw.gov.au

ATTACHMENT 1

THE
HILLS
Sydney's Garden Shire

DRAFT



Part D Section 5
Kellyville / Rouse Hill Release Area

D5

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1. INTRODUCTION

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

This Section of the DCP consists of this written document and four accompanying maps (Sheets 1, 2, 3 & 4) which can be viewed at Council's Customer Service Centre or www.thehills.nsw.gov.au.

1.1. LAND TO WHICH THIS SECTION OF THE PLAN APPLIES

This Section of the DCP applies to land within the Kellyville/Rouse Hill Release Area as outlined by a bold black line shown in Figure 1. Reference should be made to the accompanying maps (Sheets 1 to 4) for detailed boundary location.

1.2. OBJECTIVES AND DEVELOPMENT CONTROLS

This Section of the DCP provides detailed guidance for persons wishing to develop within the Kellyville/Rouse Hill Release Area and seeks to ensure the orderly development of the area through the application of planning objectives and controls specific to the release area. The controls relate to subdivision planning, road design, dwelling design and small lot housing.

The specific objectives of this Section of the DCP are as follows:

- (i) To establish a single comprehensive and integrated set of development objectives and controls for most aspects of residential development occurring within the release area;
- (ii) To implement the aims and objectives of LEP 2012 with respect to residential development;
- (iii) To ensure that residential development is compatible with and has minimal impact upon surrounding development and offer high levels of amenity, solar access and energy efficiency for future residents;
- (iv) To control the character and quality of residential development consistent with the expectations of existing release area residents;

- (v) To ensure that the housing market recognises the community's changing demographic profile and provides a mix of household types catering for the different stages in the household life-cycle; and
- (vi) To ensure cost effective residential development reflecting appropriate community standards for health, safety, environmental protection and amenity.

A number of planning investigations and studies resulted in the zoning framework for the release area and assisted in the preparation of this Section of the Development Control Plan. These documents are listed below and in Part A of the DCP and can be read in conjunction with this Section of the DCP to enable a greater understanding of Council's planning objectives for the area:

- i. Kellyville/Rouse Hill Landscape and Urban Design Strategy, 1993
- ii. Kellyville/Rouse Hill Open Space and Recreation Plan, 1998
- iii. Kellyville/Rouse Hill Release Area Contributions Plans No's 8A – 8E.

The controls in this Section are not an exhaustive list of controls applicable to development within the Kellyville/Rouse Hill Release Area. In addition to the following Section references, this Section must be read in conjunction with Part A – Introduction of the DCP.

- Part B Section 2 – Residential
- Part B Section 3 – Dual Occupancy
- Part B Section 4 – Multi Dwelling Housing
- Part B Section 5 – Residential Flat Buildings
- Part C Section 6 – Flood Controlled Land

For example where residential flat buildings are proposed within the release area, the relevant provisions of this plan will apply in addition to Part B Section 5 – Residential Flat Buildings.

In the event of any inconsistency between this Section of the DCP and any other Sections of the DCPs, the provisions of this Section shall prevail only to the extent of the inconsistency.

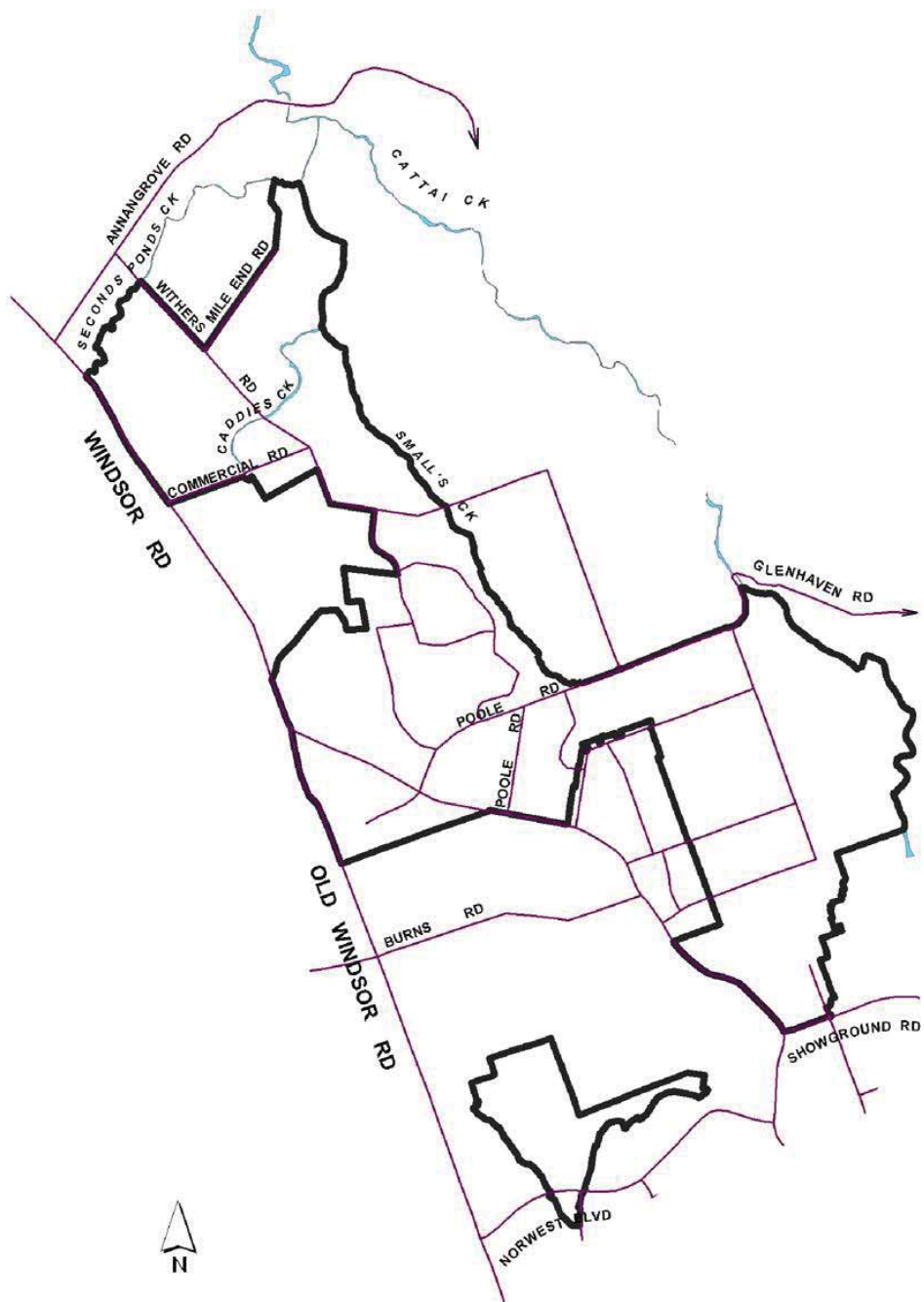


Figure 1 Land to which plan applies (not to scale)

1.3. DEVELOPMENT CONTROL MAPS

OBJECTIVE

- (i) *To ensure the release area develops in an orderly manner consistent with the identified land use structure and current zoning framework.*

DEVELOPMENT CONTROL

- (a) All applications for residential development particularly subdivision should conform to the land use structure and pre-planned road layout as shown on the maps accompanying this Section of the DCP.

1.4. SITE ANALYSIS

OBJECTIVES

- (i) *To encourage a comprehensive approach to site planning, design and assessment of residential development.*
- (ii) *To facilitate assessment of how future dwellings 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 residential development in accordance with Council's ESD objective 7.*
- (iv) *To ensure development is compatible with land capability.*
- (v) *To minimise adverse impacts on the environment in accordance with Council's ESD objectives 3 and 4.*

DEVELOPMENT CONTROLS

- (a) Development should be designed to respect site constraints such as topography, drainage, soil, landscapes, flora, fauna and bushfire hazard.
- (b) Disturbance to existing natural vegetation and landforms, watercourses, wetlands and overland flow paths should be minimised.
- (c) Development on land adjoining bushland reserves should incorporate measures (such as setbacks and buffers) to prevent any impact on the reserves.

- (d) Development should be sited on the area of land presenting the least topographic constraints.
- (e) Development should be sited away from steep slopes (particularly those containing natural vegetation) so that, where possible, these features can be kept in a natural state.

SUBMISSION REQUIREMENTS

For subdivision applications the site analysis must include:

- the site and its surrounds (Refer to Appendix 2 of this Section).
- a plan describing the site (Refer to Figure 2 of this Section).
- a statement explaining how design and development has regard to the site analysis carried out in one above.
- demonstration of how allotment /dwelling locations and dimensions respond to topography, site constraints and achieve solar orientation.
- the results of the tree survey/assessment and identification of trees/and or bushland to be protected (refer section 2 of this Section).

For all applications proposing one or more dwellings the site analysis must include:-

- the site and its surrounds (Refer Appendix 2 of this Section).
- a plan describing the site (Refer Figure 2 of this Section).
- calculation of built upon area – site coverage.
- a statement explaining how design and development has regard to the site analysis carried out in one above.
- demonstration of how allotment / dwelling locations and dimensions respond to topography, site constraints and achieve solar orientation.

Applications for all other residential development types are to submit a Site Analysis Plan in accordance with the provisions of the relevant Sections of this Development Control Plan.

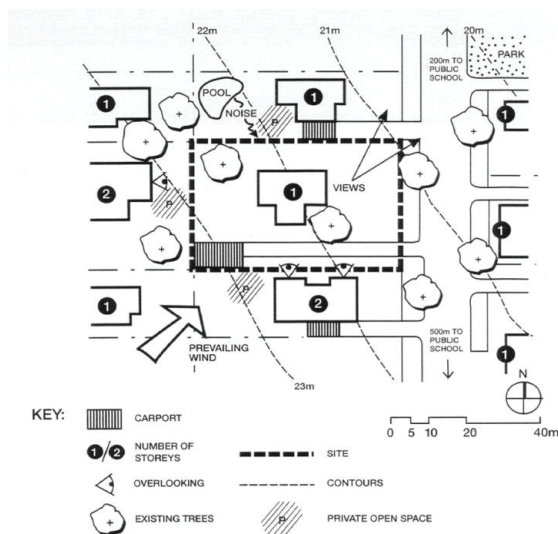


Figure 2 Site analysis plan

1.5. DEVELOPER CONTRIBUTIONS

Refer to Section 94 Kellyville/Rouse Hill Contributions Plan No's 8A – 8E.

1.6. BUSH FIRE HAZARD MANAGEMENT

OBJECTIVE

- (i) *To reduce the risk to life and property in areas of bushfire risk.*

DEVELOPMENT CONTROL

- (a) Council has adopted the NSW Rural Fire Service Guidelines entitled 'Planning for Bushfire Protection 2006'. Development subject to bushfire risk will be required to satisfy the requirements of these guidelines.

2. SUBDIVISION

2.1. TREE AND BUSHLAND PROTECTION

The retention of trees and bushland in new development areas provides a range of benefits to the new home buyer including a contribution to the character of the neighbourhood, spatial definition and interest. Environmental values gained include:

- the possible retention of wildlife links.

- an ecological framework which sustains overall environmental health and ecological processes.
- improved aesthetic values following subdivision and building development.

OBJECTIVES

- (i) *To ensure significant bushland is substantially retained and protected and that development enhances and complements this bushland.*
- (ii) *To conserve and protect the biodiversity of the release area including habitats of threatened flora and fauna species and communities.*
- (iii) *To ensure development and subdivision adjacent to bushland does not detrimentally affect the continued survival of that bushland through appropriate protection mechanisms.*
- (iv) *To provide a basis for adapting lot dimensions and areas, particularly within the Fringe Density areas to enable the retention of trees and bushland.*

DEVELOPMENT CONTROLS

- (a) Prior to development for the purposes of subdivision or small lot housing the applicant is to prepare a tree survey utilising the services of a qualified arborist. This plan will ensure an understanding of the condition of existing trees which will assist in analysing the site opportunities and is to be submitted at subdivision application stage. The tree survey must incorporate a survey of all trees as defined under Council's Tree Preservation Order and all bushland, as defined by SEPP 19 - Bushland in Urban Areas.
- (b) The tree survey/assessment must include:
 - species identification of all trees;
 - a rating of the condition of all existing trees, their health, aesthetic value and life expectancy as a basis for ascertaining their value for retention;
 - an overall rating for groups of trees where they contribute to the area as a mass;
 - definition of tree protection zones and measures consistent with the requirements outlined below;
 - details indicating the position of trees/bushland in relation to proposed roads and building platforms; and

- identification of trees and bushland to be retained following subdivision.

The tree survey may also include any other vegetation that the arborist considers may contribute to the landscape if retained, particularly where the survey includes bushland or regenerating bushland.

- (c) Trees and bushland nominated for retention and proposed protection measures are to be submitted with the subdivision application and shown on the site analysis plan. Protection mechanisms must include:

- protective fencing around trees and bushland to be retained to prevent damage; and
- fences are to be constructed to the drip-line of existing vegetation as a minimum and to prevent damage within the drip-line/protection zone by limiting access into it (Refer to Figure 3),

- (d) Where threatened species or communities are identified and are to be conserved the following actions should be undertaken:-

- protection measures in accordance with the requirements of the relevant recovery plan; identification on site of the extent of the community to be retained;
- plan of management for the land outlining how the land is proposed to be managed in the future; and
- the provision of chain-wire/protective fencing (min 1.2 metres in height) around areas where rare flora and fauna are to be retained and to remain in place during the duration of the subdivision and building construction.

- (e) Any new tree plantings are to be consistent with the tree species selection and planting guidelines provided in Appendix 1 of this Section of the DCP.

2.2. DENSITY AND ALLOTMENT SIZE

This Section of the DCP incorporates density targets which were derived from an analysis of their location to surrounding uses, and topographic and vegetation constraints. All residential development is required to meet these targets. The location of the different density types are shown on the maps accompanying this Section of the DCP.

They are described as follows:

- **Fringe Density** areas typically occur in environmentally sensitive areas and are to be dominated by large lot detached housing with environmentally significant features of the site are protected. The density range for these areas is 5 to 8 dwellings per net hectare, however the minimum density will depend on individual site constraints;
- **Cluster Density** areas are similar in character to the conventional lot subdivisions and are required to be developed within the density range of 10 to 13 dwellings per net hectare. The area requires a mix of residential allotment sizes;
- **Local Centre Density** areas typically occur within close proximity to community and/or commercial facilities and are similar to cluster density areas, however, the density range is between 15 to 20 dwellings per net hectare; and
- **Town Centre Density** areas are in close proximity to either the Regional Centre or the Kellyville District Centre. The density range for these areas is 30 to 35 dwellings per net hectare. Due to the high density requirement, it is envisaged that a major form of the housing will take the form of multi-unit housing.

OBJECTIVES

- (i) *To facilitate a range of lot sizes and housing types within the release area to meet changing demographic profiles and housing requirements.*
- (ii) *To locate smaller lots and multi unit housing types within close proximity to community facilities, open space, public transport, and commercial centres.*

DEVELOPMENT CONTROLS

- (a) Residential development shall achieve the densities within the range of the applicable density type as shown in Table No.1.
- (b) All residue allotments created for future small lot housing developments are to have the minimum dimensions of 40 metres x 50 metres.
- (c) Subdivision applications seeking to create residue parcels for future small lot housing developments shall be accompanied by a concept plan, consistent with the provisions of this Section of the DCP, demonstrating the attainment of the density provisions of this plan.

- (d) All residential subdivisions are required to provide a mix of allotment sizes.

Table 1 Density requirement

Residential Type	Minimum Density	Maximum Density
Fringe	5 dwg/net ha	8 dwg/net ha
Cluster	10 dwg/net ha	13 dwg/net ha
Local Centre	15 dwg/net ha	20 dwg/net ha
Town Centre	30 dwg/net ha	35 dwg/net ha

- (e) A number of development constraints apply to those areas indicated with a Development Restriction on the maps accompanying this Section of the DCP. They are:
- All areas affected by the Development Restriction are required to submit a Development Application for the filling of the land in line with Part C Section 6 of this DCP – Flood Controlled Land; and
 - The area of land to the north of Georgia Terrace affected by the Development Restriction shall not be developed for residential purposes until such time as the adjacent detention basin has been constructed. Filling of the land will be required to a height of one metre above the crest of the adjacent detention basin embankment tapering down to the natural surface level downstream of the basin.

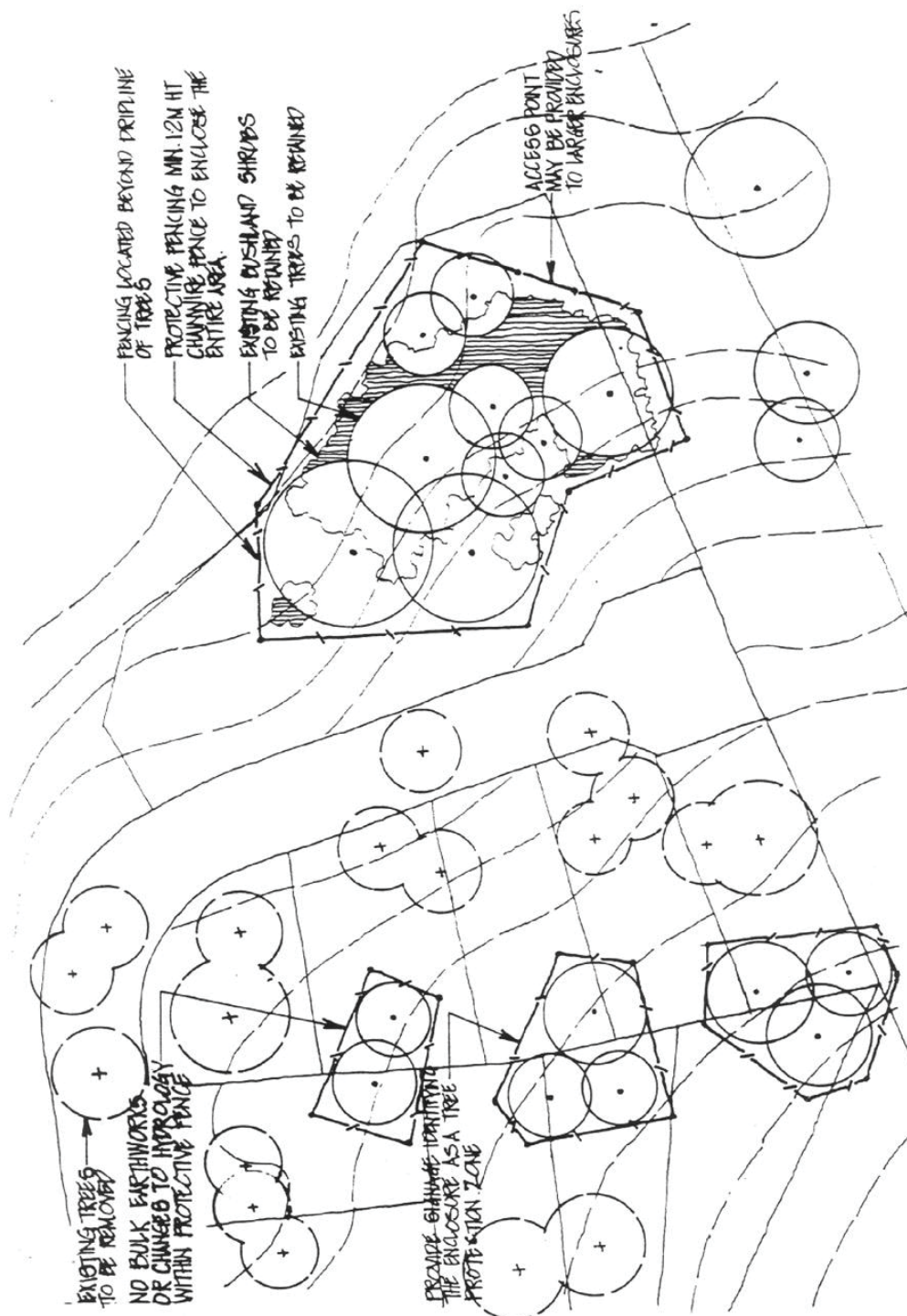


Figure 3 Protective fencing around trees and bushland

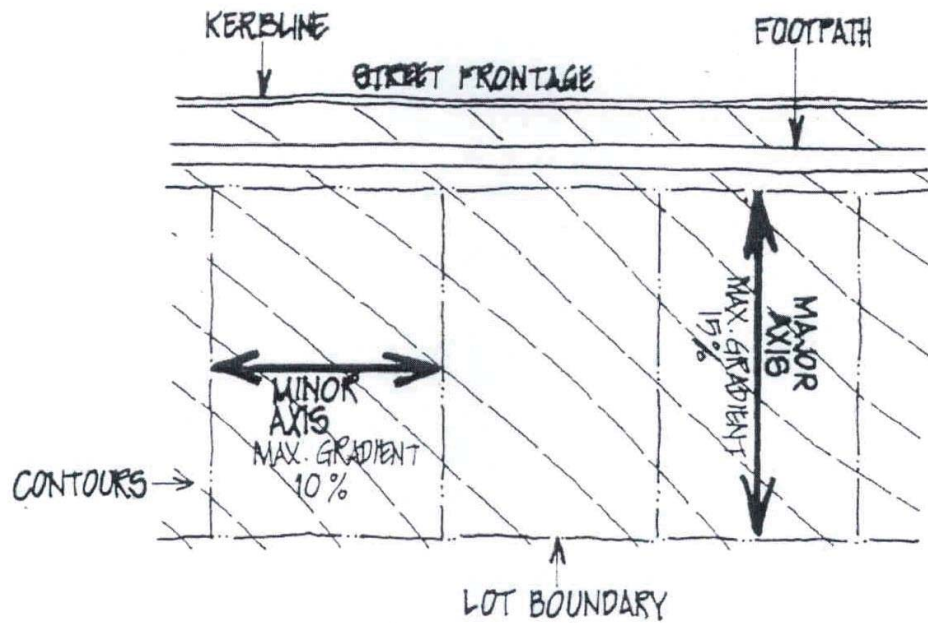


Figure 4 Small lot development

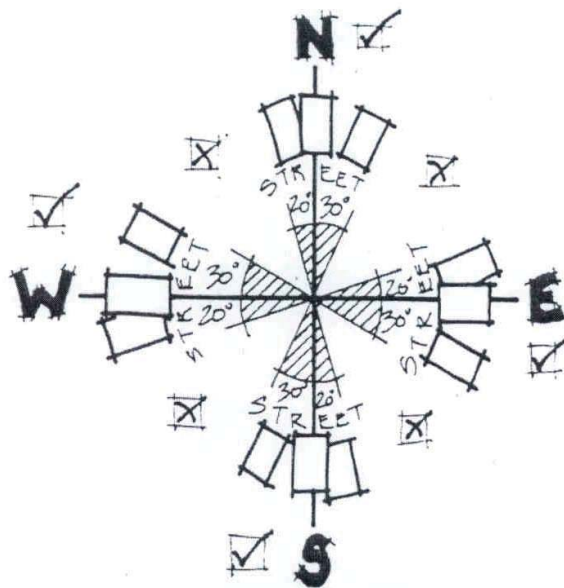


Figure 5 Permissible orientation

2.3. ORIENTATION AND SHAPE OF ALLOTMENTS

The shape and orientation of allotments and dwellings have a fundamental bearing on the level of comfort in a dwelling and the ability to take advantage of solar access, energy conservation and generation.

OBJECTIVES

- (i) *To ensure lots are orientated to enable microclimate management and that environmental features are protected.*
- (ii) *To maximise solar access to dwellings, internal dwelling spaces, and associated private outdoor spaces.*

DEVELOPMENT CONTROLS

- (a) Each allotment shall be orientated and of a shape to enable the siting of a dwelling and ancillary outbuildings, outdoor space, and vehicle parking so as to allow the house to receive direct sunlight. The allotment should also be able to satisfy the other design provisions of this Section of the DCP.
- (b) Dimensions of lots are required to be adequate to protect solar access on-site, taking into account likely dwelling size and the relationship of each lot to the street.
- (c) Lot sizes and dimensions are required to enable dwellings to be sited to protect natural or cultural features, and respond to site constraints including slope, vegetation, drainage or bushfire risk.
- (d) Lot frontages are required to be orientated to streets and open spaces to assist personal and property security, deterrence of crime and vandalism, and surveillance of footpaths, drainage lands and public open space.
- (e) In standard subdivision applications a minimum of 70% of all lots are required to be orientated to facilitate siting of dwellings to take advantage of solar access by ensuring the long axis of lots are within the range N20W to N30E, or E20N to E30S, refer to Figure 5.

Variations to the above orientation requirement will be considered where it can be demonstrated that the parcel to be subdivided is too constrained to make the orientation within the specified range possible.

- (f) All allotments are to be rectangular in shape and not splayed at the end of cul-de-sacs.
- (g) All allotments (not including small lot housing or multi-unit housing) are to have a minimum width of 15 metres and a minimum depth of 30 metres.
- (h) All allotments are required to be capable of containing a rectangular building platform of 10 metres x 15 metres within the required setbacks.
- (i) The access handle to a single battleaxe lot is required to have a minimum width of 4 metres, and 6 metres where the access handle provides access to 2 lots.

2.4. ROAD PLANNING

OBJECTIVES

- (i) *To provide an acceptable level of access, safety and convenience for all street and road users in residential areas, while ensuring acceptable levels of amenity, and minimising the negative impact of traffic.*
- (ii) *To provide a legible and permeable movement network for pedestrians and cyclists along streets and paths to points of attraction within and adjoining the development.*
- (iii) *The road network is based on a hierarchy of nine road/street types, as shown in Figures 6, and include:*
 - **Arterial Roads** such as Windsor Road and Old Windsor Road carry major regional traffic flows and are largely the responsibility of the State Government;
 - **Sub-Arterial Roads** are expected to carry between 5000 to 15000 vehicles per day and will require one to two traffic lanes in each direction. Direct residential access to these roads is not normally permitted unless stated on the maps accompanying this Section of the DCP;
 - **Collector Streets** collect traffic from the access places and access streets and carry higher volumes of traffic. A reasonable level of residential amenity and safety is to be maintained by restricting traffic volumes and vehicle speeds through street alignment and intersection design;
 - **Access Street** is a street providing local residential access with shared traffic, pedestrian and recreation use, but with local traffic priority;

- **Access Place** is a minor street providing local residential access with shared traffic, pedestrian and recreation use, but with pedestrian priority; and
- **Access Way** is a minor street providing local residential and cycleway access where house lots front one side of the street only, and the other side of the street is either public open space or a drainage reserve.

The specific objectives of locating Access Ways adjacent to open space and trunk drainage areas are:

- (i) *To facilitate the orientation of allotments and dwellings to front the open space/drainage areas.*
- (ii) *To enhance the outlook, setting and amenity of subdivisions adjoining open space/drainage areas.*
- (iii) *To increase pedestrian accessibility to these areas.*
- (iv) *To promote passive surveillance of publicly accessible areas thereby increasing safety.*

The planning objectives for the intersection of Old Windsor Road and Windsor Road are as follows:

Short Term - To incorporate traffic management and safety improvements including signalisation and any such works as proposed are to be funded by the Roads and Maritime Services.

Long Term - The intersection or treatment to Windsor and Old Windsor Road to incorporate either local access or service roads to facilitate the orderly development of commercially zoned lands north of Whitehart Bridge.

DEVELOPMENT CONTROLS

- (a) The street and road network should conform to the pre-planned road layout as shown on the maps accompanying this Section of the DCP.
- (b) Internal intersections are to be either T-junctions, roundabouts or controlled by other appropriate traffic management treatments to slow and control traffic.
- (c) Street leg lengths, radius of bends and speeds at slow points are to comply with the requirements of AustRoad Guidelines 1992. Care should be taken to ensure that the changed street conditions do not become a hazard to an unsuspecting motorist. Sudden and

unexpected changes in driver conditions are another cause of accidents. This reinforces the need for street design and construction which reflects the required driver behaviour.

- (d) An acoustic report prepared by a suitably qualified consultant is to be submitted with all residential development applications for land adjacent to existing or proposed Arterial and Sub-arterial roads and should comply with the EPA publication 'Environmental Criteria for Road Traffic Noise' (May, 1999).
- (e) In regard to roads that cross natural drainage channels, the construction of bridges with pierced approaches is preferred to culverts in order to maintain stream corridor function. Any works within, or alterations to, natural drainage systems will require the necessary approvals of the Office of Water/Office of Environment and Heritage.
- (f) Direct vehicular access to Arterial and Sub-arterial roads will not be permitted where alternate access is available. Access will not be restricted to any property from Arterial or Sub-Arterial roads until such time as alternate access is available.
- (g) Roads, in particular Access Ways are, wherever possible, to occur along and adjacent to public open space or drainage lands. Where Access Ways front open space or drainage land the costs associated with their construction is the responsibility of the developer.
- (h) Street networks are to conform to the requirements set out in Table 3: Characteristics of Street Types.
- (i) When travelling from any dwelling to the most convenient collector street or higher order road no more than three turns should be required.
- (j) The driving distance from any dwelling to the nearest collector or higher order street is a maximum of 700 metres.
- (k) Street and road junctions are to be spaced as set out in Table 2.
- (l) The street network is to be designed to limit target street speeds to those specified in Table 3. This may be done by limiting street leg length, and providing appropriate slow points at the end of each leg. Slow points may be provided by a variety of mechanisms including street junctions, introduction of bends and surface obstructions. Speed may also be restrained by

a continuous series of bends, or by a combination of approaches.

- (m) The requirements for acoustic fencing along Arterial and Sub-arterial roads are to consist of the following:
- the fence and associated footings to be sited entirely within private land.
 - where possible earth mounding along sub-arterial roads should be considered in association with the fencing to enhance the effectiveness of noise attenuation.
 - timber fences are to be constructed from hardwood or treated pine with low maintenance finishes.
 - coloured and painted finishes are to be avoided.
 - fencing and any associated acoustic measures are to be provided for the full length of the subdivision adjoining an arterial or sub-arterial road.
- (n) The construction standards for fencing are to include:
- 1800mm high lapped and capped paling fence with three rails.
 - paling and capping to have a minimum overlap of 35mm.
 - paling to have a minimum thickness of 20mm.
 - metal strapping is to be provided on external side to prevent paling removal.
- (o) If noise consultant reports recommend a fence greater than 1800mm, then a solid panel material is required. Suitable construction materials may include lightweight aerated concrete, dense concrete panels or masonry walls.
- (p) The fencing requirement along sub-arterial roads is indicatively shown in Figure 9.

Table 2 Minimum junction spacing

Road Type	Typical Average Junction Spacing (metres)	Minimum Indicative Staggered Junction	Traffic Volumes (Vehicles per day)
Access Place	NA	NA	<300
Access Street	40	40	300 to 2000
Collector Street	40	40	2000 to 3000 (minor) 3000 to 6000 (major)
Sub-Arterial	150	200	5000 to 15000
Arterial	500	200	10,000 and over

Table 3 Characteristics of street types

Street Type	Maximum Traffic Volume(1)	Maximum Number of Dwellings	Design Speed km/hr(2)	Carriageway Width (m) (3)	Verge Widths	Road Reserve	Footpath Required
Access Way (Fronting open space)	100 veh/d	10	15	6.0 metres (4)	3.5 metres*(5)	10.5 metres	No
Access Place	300veh/d	30	30	7.5 metres	3.5 metres*	14.5 metres	No
Access Street	2000veh/d	200	40	8.5 metres	3.5 metres*	15.5 metres	Yes 1.2 metres wide one side only
Collector	3000veh/d with access to lots	1000	50 (20 at ped/cycle crossings)	9.5 metres	3.5 metres*	16.5 metres	Yes 1.5 metres wide both sides

NOTE:

- For single dwelling allotments apply traffic generation rate of 10 veh/day per lot (equivalent to approximately 1 veh/day in the peak hour) unless a lower rate can be demonstrated.
 - See Council's Design Guidelines for Subdivisions and Developments for specific operating speeds.
 - Widening required at bends to allow for wider vehicle paths (using Austroads Turning Templates). Also refer advisory note at rear of this document.
 - Maximum length of carriageway is 80 metres.
 - Council will consider a reduction in the verge width along the open space side down to a minimum of 1m.
- * Verges may also require an additional widening requirement for the provision of a pedestrian/cycleway path, refer to section 2.9: Public Open Space of this Section of the DCP.

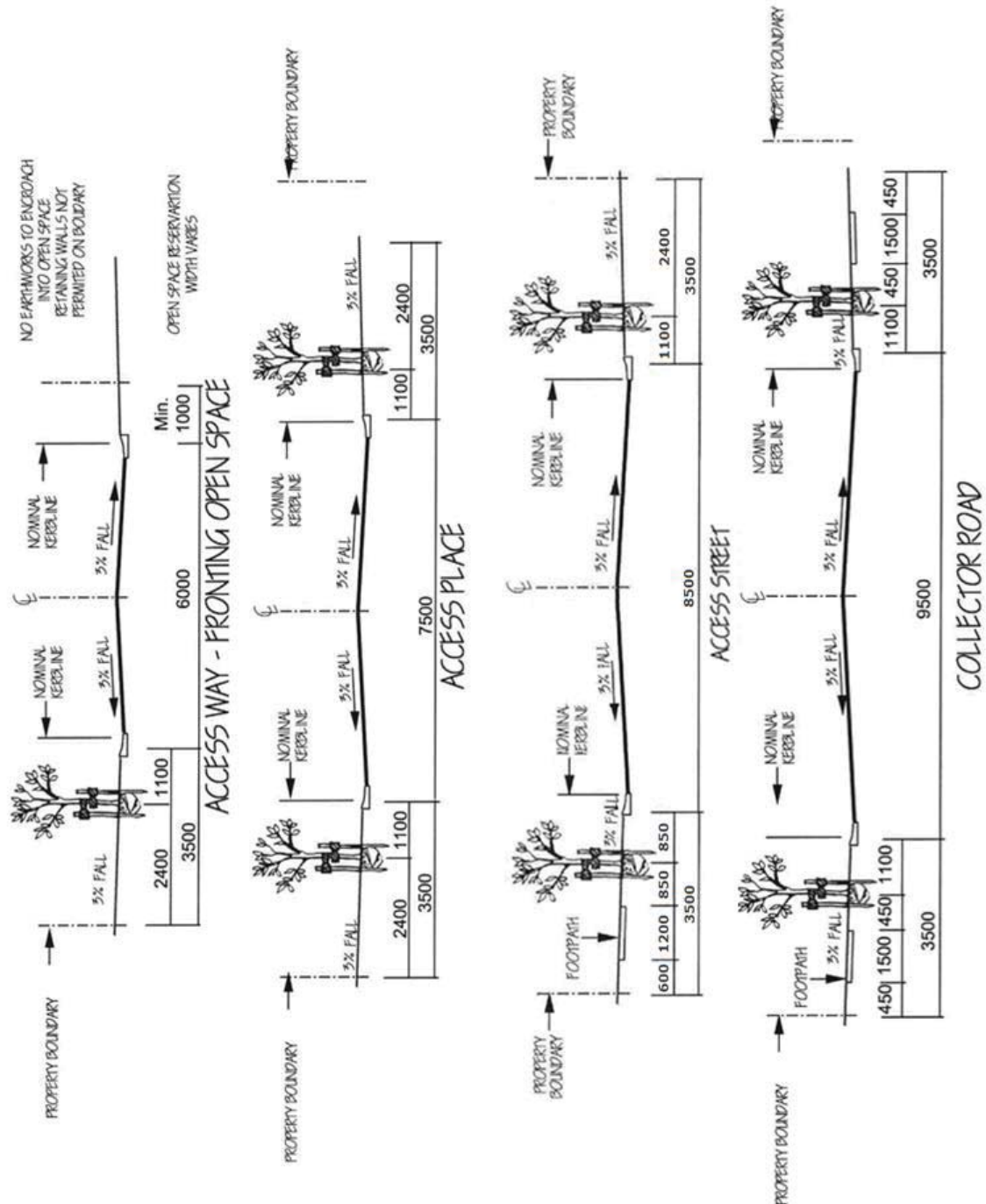


Figure 6 Road hierarchy

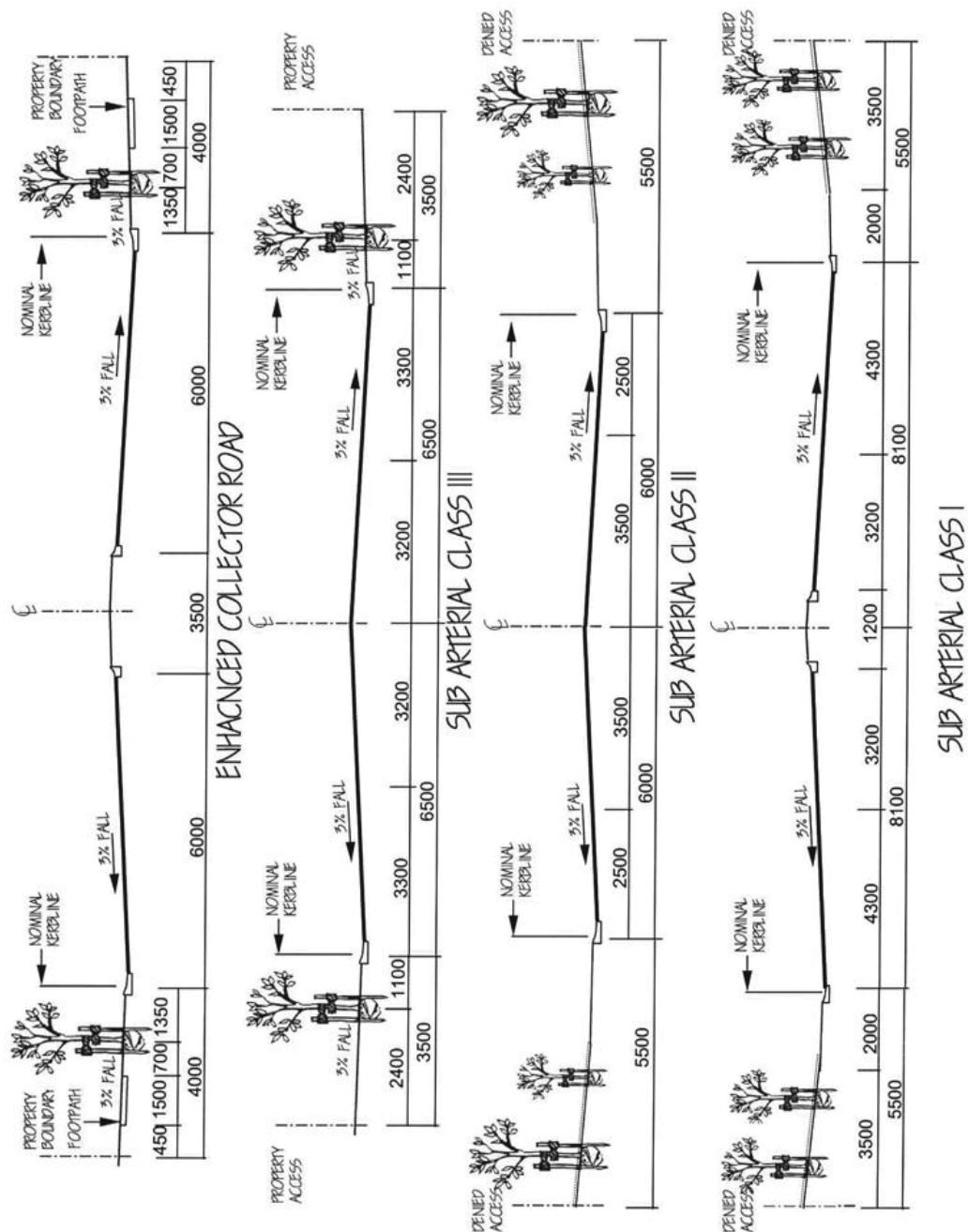


Figure 6 Road hierarchy (cont)

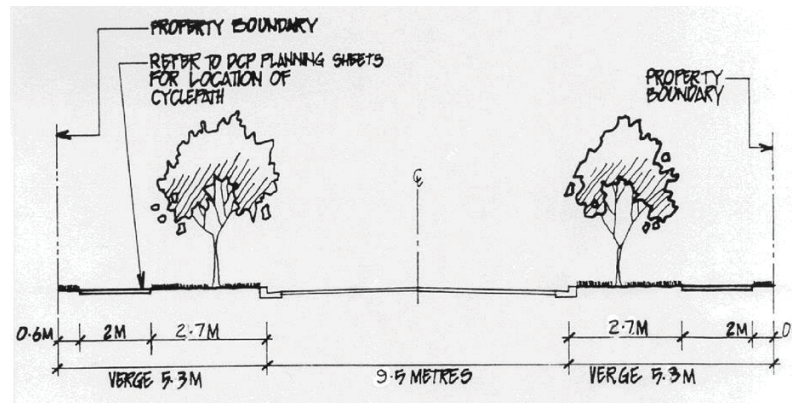


Figure 7 Road widening for major open space links

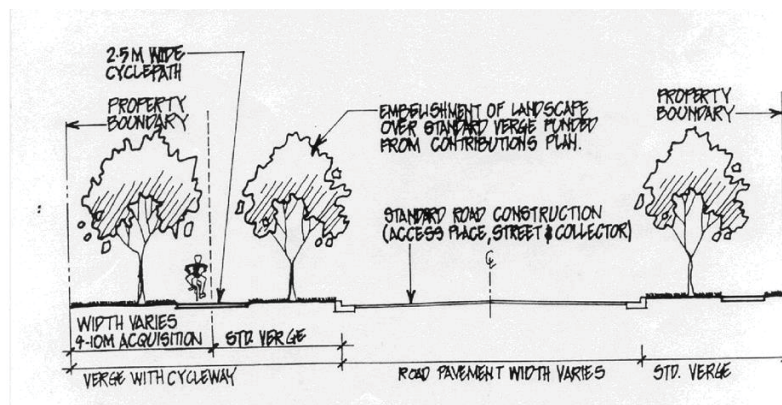


Figure 8 Collector road construction within existing road reserves

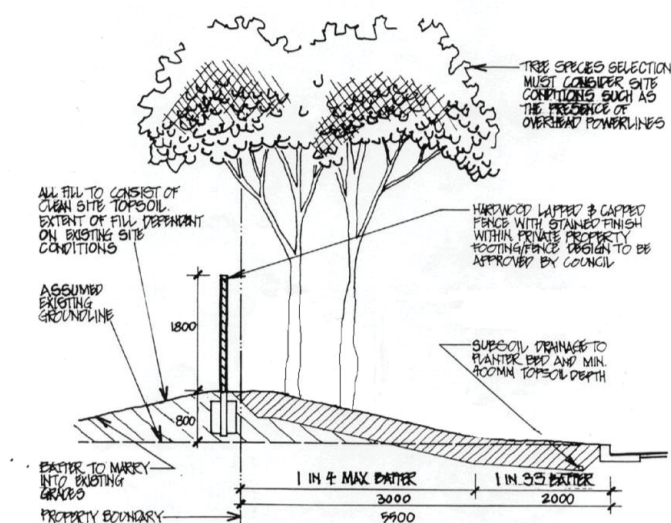


Figure 9 Indicative example of noise attenuation along sub-arterial roads

2.5. ROAD DESIGN AND CONSTRUCTION

OBJECTIVES

- (i) *To ensure sufficient carriageway and verge widths are provided to allow streets to perform their designated functions within the street network and to accommodate public utilities and drainage systems.*
- (ii) *To encourage the use of residential streets by pedestrians and cyclists, and allow cars, buses and other users to proceed safely without unacceptable inconvenience or delay.*
- (iii) *To provide street geometry consistent with the needs of the street function, physical land characteristics and safety.*

DEVELOPMENT CONTROLS

- (a) On collector streets, which function as two-way bus routes, a travelled way allowing unobstructed movements in both directions is required. Safety at bus stops, particularly the overtaking of stationary buses, is also an important design consideration. Speed control through design is a fundamental principle of this Section of the DCP. The alignment and geometry of all collector streets are to be designed for the efficient and unimpeded movement of buses.
- (b) On access streets and access places there will be only light traffic and the travelled way should allow for unobstructed movement in one lane as well as passing opportunities. As speeds are low and there are entrance drives where passing can take place, a narrow pavement is acceptable.
- (c) The design of the carriageway is to discourage motorists from travelling above the intended speed by reflecting the functions of the street in the network. In particular the width and horizontal and vertical alignment is not to be conducive to excessive speeds.
- (d) Roundabouts, street crossfalls, longitudinal gradient, vehicle turning movements and sight distances are to comply with Council's Design Guidelines Subdivisions/Developments.
- (e) Carriageway widths for each type of street are to be as specified in Table 3: Characteristics of Street Types.
- (f) Minimum verge widths for each street type are to be as specified in Table 3. Verge widths may need to be increased to allow space for provision of services, larger scale landscaping, indented parking, future carriageway widening, retaining walls or cycle paths.
- (g) Streets are to be designed to meet the target street speeds in Table 3 for each street type.
- (h) Where the termination of a street is visible from the entry street, T-heads should be used.
- (i) No retaining walls are to be constructed along the edge of roads fronting open space and drainage areas.
- (j) Street trees are to be provided in all residential subdivisions in the alignments shown in Figure 11.
- (k) All collector roads which are to be constructed within existing previously rural road reserves are to be aligned as shown in Figure 7.
- (l) Street tree planting is to be provided to all streets with a spacing of between 7 and 10 metres, with a minimum of one tree per lot frontage. Corner lots will have a minimum of two street trees and normally three trees. The location of street trees must complement proposed driveway locations.
- (m) Street tree planting will only be permitted within publicly dedicated roads following approval of a tree planting plan prepared by a Landscape Architect. The early provision of street tree planting as part of subdivision works will only be agreed to where the planting includes tree guards that will protect the trees during building construction. Refer to Figure 4 of Part C Section 3 – Landscaping of The Hills DCP 2012 for details of minimum construction standards.
- (n) All plans documenting proposed street tree planting must indicate the location of Sydney Water sewer pipes including where they enter a public road reservation.
- (o) Street tree species must be drawn from the landscape character zone maps and tree planting matrix in Appendix 1 of this Section of the DCP. Refer to Part C Section 3 – Landscaping of this DCP for guidance on street tree planting on Access Way, Access Place and Access Street.

- (p) For all sub-arterial roads landscape works in roundabout islands may include low maintenance groundcover planting and native grasses with a mature height of up to 0.5 metres as well as clear stemmed tree planting. A metered water supply point and subsurface drainage is required in all small island planter beds at the developer's expense. Refer to Figure 10 for details of landscape standards.

2.6. STORMWATER MANAGEMENT

OBJECTIVES

- (i) *To prevent stormwater and flood damage to properties arising from the subdivision of land.*
- (ii) *To ensure the statutory requirements of the Office of Environment and Heritage is considered at the early stages of land development.*
- (iii) *To contain nuisance flows to a level which is acceptable to the community, and ensure the street system operates adequately during and after major storm events.*

DEVELOPMENT CONTROLS

- (a) Prior to any pre-lodgement meeting held with Council consultation with Office of Environment and Heritage should occur where development is proposed adjoining a stream, river or similar.
- (b) A riparian zone may be required by Office of Environment and Heritage is to be retained and enhanced along all streams, as a means of conserving stream health, fauna habitat and biological diversity, bank stability, and water quality.
- (c) The minor drainage systems minimum design standard is to capture and convey flows produced by a 10 year Average Recurrence Interval design storm.
- (d) Trapped sag points are not to be created.
- (e) Drainage reserves or Local Drainage Links are required to discharge gaps flows (the difference between the 100 year ARI storm event and half design pipe flow, allowing for blockage, maximum pipe design 100 year ARI) from all ARI runoffs to the generally accepted maximum of the 100 year ARI storm event.

- (f) Local Drainage Links adjacent to residential properties are to be designed in accordance with Kellyville/Rouse Hill Open Space and Recreation Plan. They are to be designed to utilise both their drainage capabilities, landscaping and pedestrian opportunities.
- (g) Local Drainage Links are to be a minimum of 5 metres in width. The Developer is required to supply the land, all associated drainage works including energy dissipation, erosion control planting, pathways and tree planting.
- (h) Drainage facilities are to be of a standard acceptable to Council.
- (i) All drainage pits shall have access from the ground surface. Buried junction pits shall not be permitted.
- (j) All pipes to be dedicated to Council are to be located within public land.
- (k) The drainage system is to be designed by a qualified person in accordance with the requirements of the responsible drainage authority.
- (l) All owners of properties adjoining SP2 Trunk Drainage land are required to contact Council and Sydney Water to confirm the inundation line prior to the lodgement of subdivision applications.
- (m) All drainage designs, excluding minor drainage systems, are to comply with Council's Design Guidelines Subdivisions/Developments. Design criteria are to be confirmed by Council.
- (n) Any discharge to, or construction within Sydney Water trunk drainage land will require the approval of Sydney Water.

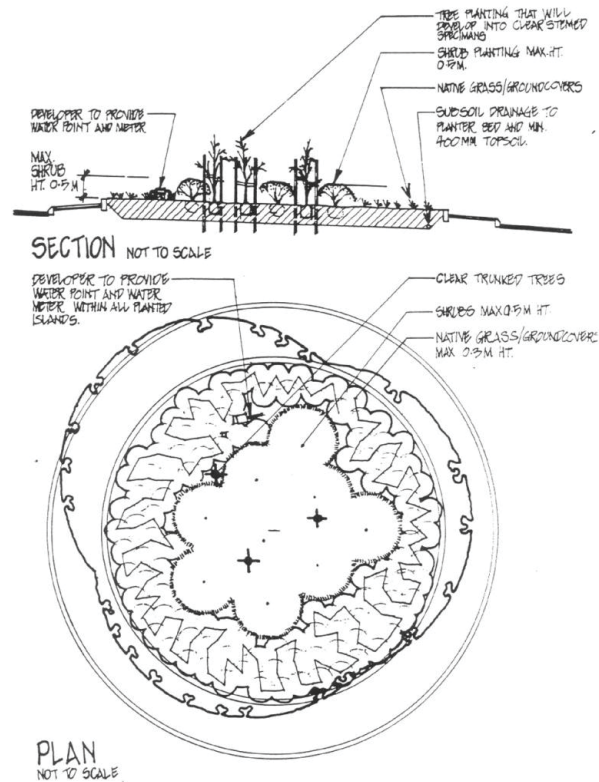


Figure 10 Landscape construction standards in roundabout

2.7. WATER QUALITY

OBJECTIVES

- (i) *To protect downstream waters during construction activities within the release area.*
- (ii) *To assist in the protection and enhancement of stream health.*

DEVELOPMENT CONTROLS

- (a) Applications for residential development including subdivision are to be accompanied by an Erosion and Sediment Control Plan which will describe the measures to be taken at development sites to minimise land disturbance, erosion, and control sediment pollution of waterways.
- (b) Erosion and Sediment Control Plan's shall be prepared in accordance with 'Managing Urban Stormwater – Soils and Construction' produced by the NSW Department of Housing.
- (c) Any discharge to, or construction within Sydney Water drainage land will require the approval of Sydney Water.
- (d) Natural vegetation shall be maintained wherever possible.
- (e) Natural drainage channels are to be retained wherever possible.
- (f) Soil and Water Management Plans are to be submitted with all residential subdivisions and are to be designed in accordance with The Hills Shire Council's 'Works Specification, Subdivisions/Development' and the Department of Housing manual, 'Managing Urban Stormwater: Soils and Construction'.

2.8. UTILITIES PROVISION AND LOCATION

This Section of the DCP seeks to promote shared trench practices.

Advantages of shared trenches include:

- elimination of a number of single trenches each with its own construction, settlement and reinstatement problems.
- accurate location of services for possible repair or maintenance.

- less conflict between services as depth relativities are known.
- more efficient use of construction equipment.
- reduced verge and footpath disturbance enables earlier site development.

OBJECTIVES

- (i) *To maximise the opportunities for shared (common) trenching and reduce constraints on landscaping within road reserves.*
- (ii) *To ensure the provision of public utilities is undertaken in accordance with the requirements of both Council and the relevant servicing authority.*

DEVELOPMENT CONTROLS

- (a) Gas and water services may be located in a shared trench on one side of the street and electricity power and telephone located in a shared trench on the other side of the street. The Kellyville/Rouse Hill release area is also to be serviced with a recycled water supply which will require an increase in Sydney Water Corporation's service allocation.
- (b) The Council requires underground electricity reticulation for all urban residential development.
- (c) Where agreement to develop shared trench practices cannot be met the alignment of services shall be to a standard acceptable to Council.
- (d) Council requires the provision of street tree planting within all verge areas and service authorities are expected to cooperate to ensure this is achieved.
- (e) Provision of all utilities and services is to be supplied and constructed in accordance with the requirements of the relevant authority.
- (f) Details of the location of all sewer reticulation mains are to be supplied to Council for assessment of environmental and property considerations.
- (g) Development is to have water supply for fire fighting purposes in accordance with Specification E1.2 of the Building Code of Australia.
- (h) Concurrence from the relevant Electricity Authority is required for all subdivision

applications where the property is affected by electricity easements.

- (i) Road verge widths are to be in accordance with Table 3.
- (j) Service allocations for local to sub-arterial roads are to be in accordance with Figure 11, subject to consultation with, and the requirements of, individual service providers.

2.9. PUBLIC RECREATION SPACE

Land set aside for open space use has been selected on the basis of its suitability for play facilities and the proposed recreation facilities set out in Council's Kellyville/Rouse Hill Open Space and Recreation Plan.

- **District Parks and Sports Complexes** perform a broad environmental and recreational function. Their distribution is site related and includes areas of conservation and environmental significance, while catering to needs of the district and local residents.
- **Local Open Space Parks** primarily provide for playspace with opportunities for supervised play within a maximum radius of 400 metres from any given residence.
- **The Greenway** is the primary off road open space connection that traverses the release area between Rouse Hill House and Bella Vista Homestead. The route of the Greenway has been determined to maximise the historic and scenic qualities of the release area, and to link major activity nodes such as active open space areas, schools, commercial centres, and community facilities.
- **Major Open Space Links** provide important off road connections through neighbourhoods and a range of landscape settings. They also connect open space areas, schools, commercial and community facilities.
- **Local Open Space Links** are planned within subdivisions to ensure direct access to local parks, schools, commercial centres and complement the pedestrian network provided along collector roads and access streets.
- **Drainage Links** are similar to Major Open Space Links except they occur along major drainage corridors.

OBJECTIVES

- (i) *To ensure the adequate protection of land identified for public open space purposes on the maps accompanying this Section of the DCP occurs during the subdivision and dwelling construction stage.*
- (ii) *To ensure the provision of open space occurs in accordance with the objectives and requirements set out in the Kellyville/Rouse Hill Landscape And Urban Design Strategy and Open Space and Recreation Plan (1998).*

DEVELOPMENT CONTROLS

- (a) Proposed plans of subdivision are required to set aside the area of land for public open space identified in the relevant map accompanying this Section of the DCP.
- (b) Footpath links are to be provided in accordance with the maps accompanying this Section of the DCP.
- (c) Where the maps accompanying this Section of the DCP identify road widening for provision of Greenway Link/Major Open Space Link, the road verge is to be widened in accordance with details provided in Figure 8. The additional area of verge is to be funded through the Kellyville/Rouse Hill Section 94 Contributions Plan No. 8A.
- (d) The maximum gradient of cyclepaths is not to be greater than the adjacent road pavement and is required to provide adequate sight distances at crossings.
- (e) A designated Cyclepath/Footpath route is to have the following pavement widths:
 - Greenway link: 3.0 metres
 - Major Open Space Link: 2.5 metres
 - Drainage Link: 2.5 metres
 - Roads with 3.5 metre verge: 2.0 metres
 - Existing previously rural road reserves: 2.0 metre wide path on both sides of road (Where identified as collector roads, refer to Figure 7).
- (f) Refer to the Kellyville/Rouse Hill Open Space and Recreation Plan for details of the location of the Greenway, Major Open Space and Drainage Links.
- (g) A shared pedestrian/cyclepath with a minimum width of 2 metres is to be provided adjacent to

all collector streets giving major access to a primary or high school, as indicated on maps 1, 2, 3 and 4 accompanying this Section of the DCP.

- (h) Pipes through bushland areas and areas with significant vegetation coverage are to be laid by hand with the aid of small machinery causing minimal disturbance to vegetation and exposed rock outcrops.
- (i) Local Drainage Links within subdivisions are to be a minimum of 5 metres width. The Developer is required to supply the land, 2 metre wide concrete path and planting in accordance with details indicated in Figure 11. Details are to be submitted with the engineering designs.
- (j) Where Local Links are required for open space purposes they are to be a minimum 5 metres width. Council will acquire and provide landscape works where identified in the Section 94 Contributions Plan.
- (k) No retaining walls are to be constructed adjacent to existing or proposed Open Space Parks, Open Space Links or SP2 infrastructure (Trunk Drainage) Land.
- (l) No filling is permitted within proposed Open Space Parks, Open Space Links or Trunk Drainage Land.
- (m) The provision of a 1.5 metre high chain wire fence around proposed open space parks with access provided by a lockable gate, at the developers expense is required.
- (n) Details of fence construction are to be provided by the proponent with the engineering designs.
- (o) The fence must be sited in such a way as to limit access into the open space area, ensuring protection of the area for the duration of subdivision and building construction.

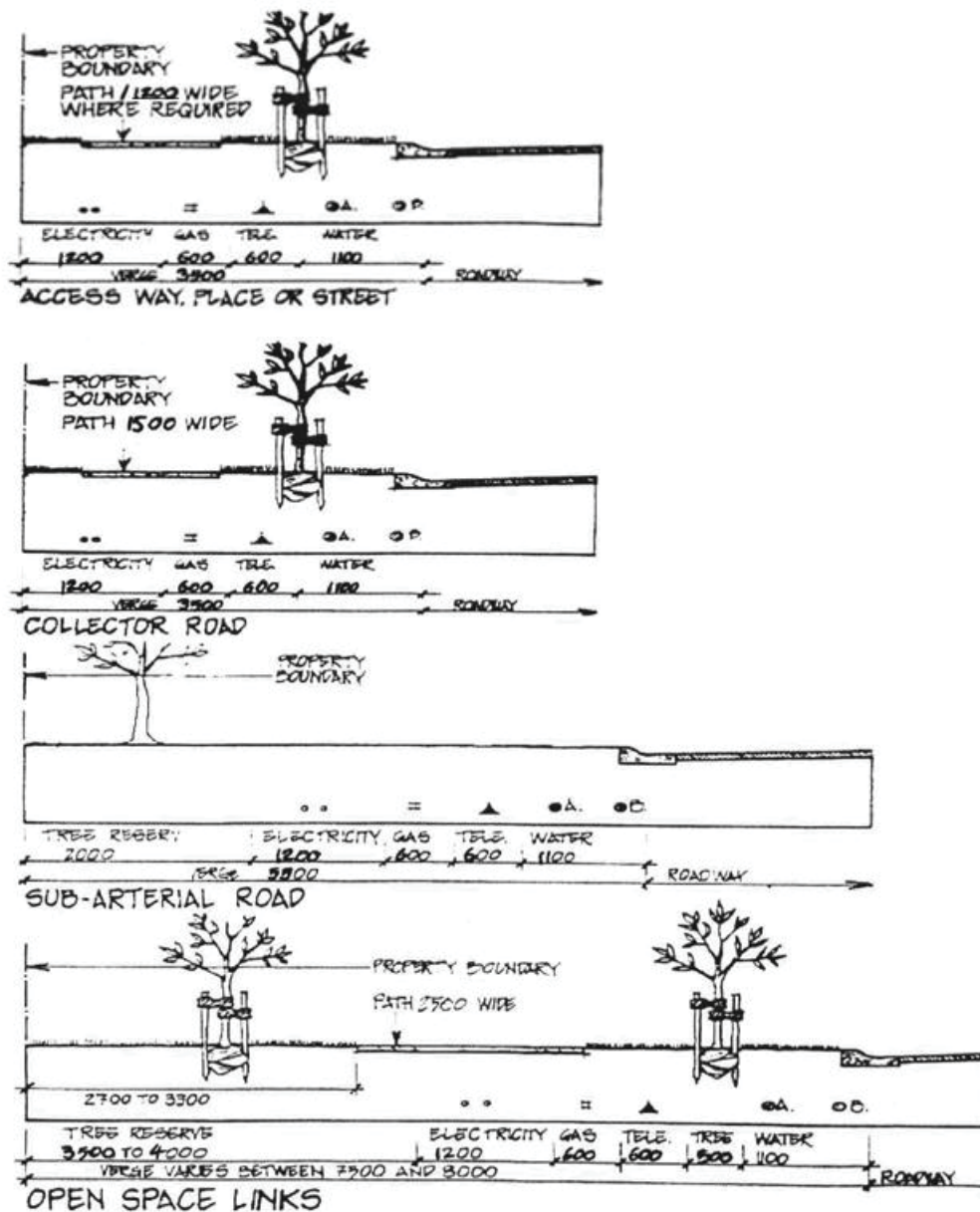
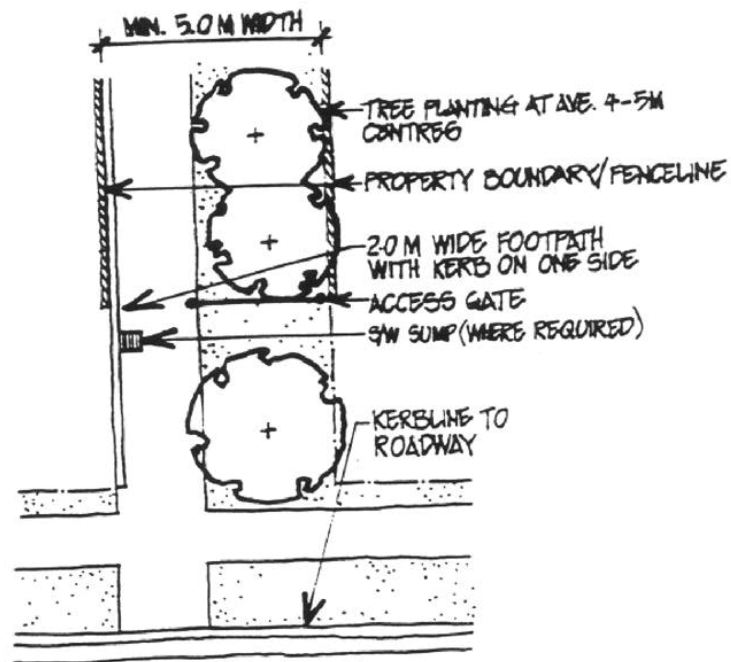
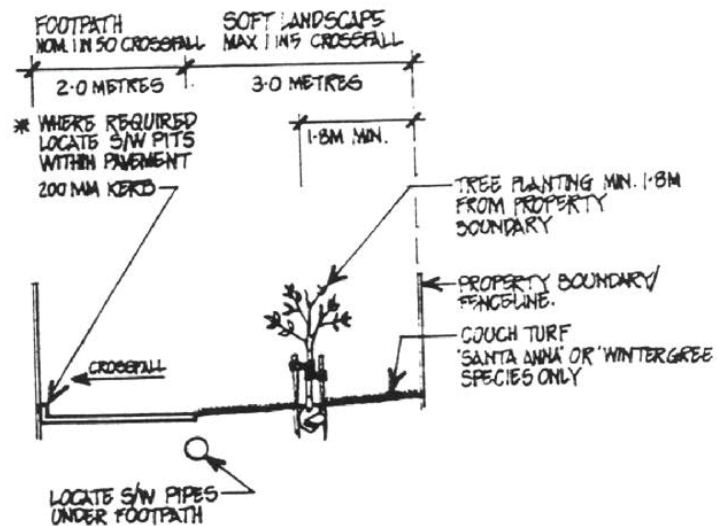


Figure 11 Service allocation



PLAN VIEW



SECTION VIEW

Figure 12 Local drainage links

3. DWELLING DESIGN

The following development control provisions primarily relate to the development of land for detached dwellings.

3.1. SITING OF BUILDINGS

OBJECTIVES

- (i) *To ensure that dwellings are designed with regard to site conditions and minimise the impact on landform.*
- (ii) *To ensure that dwelling design and siting have regard to the amenity of adjoining development and surrounding properties.*

DEVELOPMENT CONTROLS

- (a) Practical and stable access shall be provided from a public road to the building platform.
- (b) The building platform shall be sited in an accessible and practical location and on relatively flat terrain with stable soil and geology.
- (c) Dwellings should be sited so that their height does not detract from the use, appearance, and enjoyment of adjoining spaces and dwellings, including the protection of solar access, or privacy of adjoining neighbours.
- (d) The design and siting of dwellings should ensure that all habitable rooms and recreational open space receive adequate natural light.

3.2. TURKEY NEST PARK – HEIGHT RESTRICTIONS

OBJECTIVES

- (i) *To maintain views to and from Turkey Nest Park and adjoining Greenway Link.*
- (ii) *To maintain the visual prominence of Turkey Nest Park, the adjoining ridgeline to the north, and associated plantings within the urban landscape.*

DEVELOPMENT CONTROLS

- (a) All dwellings, within the area identified on the map (Sheet No.2 and Appendix 2)

accompanying this Section of the DCP as **Building Height Restriction A** shall be single storey in height and are not to exceed 1.5 metres above the level of the pedestrian path along the Greenway Link (including the roof and any other structure associated with the dwelling). This height restriction is to be measured perpendicular to the pathway direction. Cross sections are to be provided with all development applications.

- (b) All dwellings, within the area identified on the map (Sheet No.2 and Appendix 2) accompanying this Section of the DCP as **Building Height Restriction B** shall be single storey in height. Cross sections are to be provided with all development applications.
- (c) All dwellings, within the area identified on the map (Sheet No.2 and Appendix 2) accompanying this Section of the DCP as **Building Height Restriction C** are not to exceed 1.5 metres above the level of the pedestrian path along the Greenway Link. (including the roof and any other structure associated with the dwelling). This height restriction is to be measured perpendicular to pathway. Cross sections are to be provided with all development applications.
- (d) All dwellings, within the area identified on the map (Sheet No.2 and Appendix 2) accompanying this Section of the DCP as **Building Height Restriction D** are not to exceed two storeys in height. Cross sections are to be provided with all development applications.
- (e) Any variation to the above standards will only be considered by Council where :-
 - Compliance with the building height restriction is not possible; and
 - The design and siting of the dwelling incorporates the following:-
 - site excavation to reduce building height,
 - roof design to reduce the overall building height,
 - split level dwelling design, and
 - the maintenance of view lines to and from the ridgeline.
- (f) For Building Height Restriction areas A and B where single storey dwellings are required, consideration will be given to two storey

development where the overall height does not exceed the specified height restriction.

Note. The building height restriction areas and levels along the pathway within the Greenway Link are shown in Appendix 2 of this Section.

3.3. SETBACKS

OBJECTIVES

- (i) To provide visual separation of built forms, privacy and opportunities for landscaping.
- (ii) To protect sunlight and daylight to habitable rooms, protect and optimise useable open space around dwellings, and protect adjoining dwellings from excessive overlooking, overshadowing, and general loss of amenity.
- (iii) To provide sufficient space for vehicle parking, manoeuvrability and clear sight lines.
- (iv) To provide a useable area of private open space to the rear of a dwelling.

DEVELOPMENT CONTROLS

- (a) The minimum building setbacks are shown in the following table.

Table 4 Building setbacks

Location/Frontage	Setback
Primary Street	4.5 metres
Secondary Street (corner allotments)	2.0 metres
Garages	5.5 metres
Side Boundaries	0.9 metres
Rear boundary setback	
1 storey	4.0 metres (1)
2 storey	6.0 metres (2)
Arterial/Sub-Arterial Roads	
1 storey	6 metres
2 storey	8 metres

- In the case of rear boundary setbacks to single storey dwellings, that part of any single storey dwelling encroaching into the 4 metre rear building setback shall not be any wider than 50% of the rear boundary dimension (when measured in metres) to a maximum width of 7.5 metres. The minimum setback from the rear boundary to the external face of any wall comprising part of the dwelling shall not be less than 2 metres.

- Consideration to a larger proportion of the building width being permitted to occur at a minimum setback of 2 metres may be given, provided:-

- a courtyard is provided to the side boundary with a minimum area of 24m²;
- the courtyard has a minimum dimension of 4 metres;
- it can be demonstrated that at least half (50%) of the courtyard will receive a minimum of 2 hours of direct sunlight between 9am and 3pm during mid winter; and
- the site coverage control (Refer Section 3.5 of this Section of the DCP) is not exceeded.

- In the case of rear boundary setbacks to two storey dwellings, that part of the dwelling encroaching into the 6 metre rear building setback shall not be any wider than 50% of the rear boundary dimension (when measured in metres) to a maximum width of 7.5 metres, provided that part of the dwelling to be setback less than 6 metres from the rear boundary is single storey only. The minimum setback from the rear boundary to the external face of any wall comprising part of the dwelling shall not be less than 4 metres.

- (b) For all dwelling houses the primary street façade must be suitably articulated and incorporate two of the following design elements:-

- Non-enclosed verandah for at least 40% of the dwelling width;
- Entry feature or portico;
- Awnings or similar treatment used over windows;
- Balcony or window box treatment to first floor element;
- Recesses or projection of prominent architectural elements to visually break up the façade and avoid blank wall appearance;
- Use of bay window or similar along façade; and
- Verandah, pergola or similar provided over garage doors.

- (c) For corner allotments garages shall not form part of the secondary street setback.

- (d) In addition to the setback requirement all dwellings fronting or backing onto arterial roads are to be constructed with appropriate materials

to attenuate noise and designed to acceptable internal noise levels, based on EPA – Environmental Criteria for Road Traffic Noise and Australian Standard 3671 – Road Traffic Noise Intrusion – Building Siting and Construction.

3.4. SITE COVERAGE AND PRIVATE OPEN SPACE

OBJECTIVES

- (i) *To maximise the provision of open space.*
- (ii) *To avoid the creation of drainage and runoff problems, through minimising the amount of impervious area.*
- (iii) *To minimise bulk and scale of residential development.*
- (iv) *To facilitate spatial separation between buildings.*
- (v) *To provide adequate space within residential lots for the establishment of landscaping/tree planting to enhance the quality of the residential environment.*
- (vi) *To provide outdoor living space which is an extension of the dwelling for the enjoyment of its inhabitants.*

DEVELOPMENT CONTROLS

- (a) The maximum site coverage (including garage/carport, driveways, outbuildings, decks, patios, paved areas, tennis courts and pools) for residential development on residential zoned land, as a percentage of the total site area shall not exceed 60% where two storey dwellings are proposed, and 65% where single storey dwellings are proposed. Except for land zoned E4 Environmental Living where the maximum site coverage shall not exceed 30%.

Private Open Space

- (b) The principal private open space area (behind the front building line) must be able to contain a rectangle measuring 4 metres x 6 metres.

3.5. CORNER LOTS

OBJECTIVES

- (i) *To ensure that dwellings sited on corner allotments take advantage of their visually prominent location whereby the design addresses both street frontages.*
- (ii) *To ensure that the dwelling façade along the secondary street frontage provides architectural relief to the streetscape.*

DEVELOPMENT CONTROLS

- (a) On corner allotments a minimum of two of the following design elements are to be included along the secondary frontage:-
 - Verandahs;
 - Gables;
 - Vertical elements to reduce the horizontal emphasis of the façade;
 - Entry feature or portico;
 - Balcony/window boxes or similar elements; and
 - Landscaping/fencing compatible with the frontage status of elevation.
- (b) The following features are not to occur along either façade:-
 - Blank walls without relief;
 - Windows/doors of utility rooms exposed to view; and
 - Hot water services or similar utility installations.
- (c) Any high fencing along the secondary street frontage exceeding 1.2 metres in height should be limited to 60% of the frontage and occur toward the rear of the allotment. Any low fencing equal to or less than 1.2 metres in height may occur toward the front of the allotment.

Reference is made to Appendix 4 of this Section, which provides an example of the dwelling design controls for corner allotments.

3.6. GARAGE DESIGN

OBJECTIVES

- (i) *To reduce the visual dominance of garages.*

- (ii) *To improve the visual quality of the overall built form and streetscape.*

DEVELOPMENT CONTROLS

- (a) Carports and garages shall be designed to be:-
- visually subservient;
 - integrated into the overall dwelling design; and
 - constructed of similar materials and finishes to the dwelling.
- (b) Where a double garage is proposed a minimum of two of the following design measures are to be employed:-
- Garage doors are divided by a vertical masonry pillar or similar;
 - Upper floor element projected forward of the garage to cast shadow and take prominence;
 - Colours and textures to ensure garage doors do not dominate the street elevation;
 - Verandah or pergola provided across the face of the garage;
 - Utilisation of vertical elements to mitigate the horizontal emphasis of the garage;
 - Garage entrance to be orientated away from primary street frontage to face the side boundary; and
 - Staggered garages whereby one garage is setback from the adjoining garage.

Reference is made to Appendix 5 of this Section which provides examples of the garage design controls.

4. HOUSING AS PER CLAUSE 4.1 B OF THE HILLS LOCAL ENVIRONMENTAL PLAN 2012

4.1. MASTERPLAN REQUIREMENT AND APPLICATION OF DEVELOPMENT CONTROLS

OBJECTIVES

- (i) *To provide greater flexibility in the design of larger housing developments.*
- (ii) *To demonstrate that all of the relevant design objectives of this Section of the DCP can be satisfied.*

DEVELOPMENT CONTROLS

- (a) Where a development application for development in accordance with Clause 4.1 B of The Hills LEP 2012, Council may set aside a number of the provisions of this Section of the DCP where:
- The proposal has been the subject of pre-lodgement discussions with Council's planning services staff;
 - A Masterplan is prepared and submitted with the development application; and
 - The Masterplan is able to satisfactorily demonstrate the achievement of the objectives for each development control.
- (b) The above provision does not apply to the following development controls:-
- Density;
 - ESD;
 - Site Boundary Setbacks;
 - Site Coverage;
 - Vehicular Access;
 - Open Space; and
 - Energy Efficiency.

SUBMISSION REQUIREMENT

- Where required applicants are required to submit a detailed coloured Masterplan of the proposed development at 1:200 scale showing contours, adjoining development, major site constraints, internal roadways, areas of common open space, dwelling locations, landscaping, private open space areas, and using annotation justification of any variation sought to the development controls of this Section of the DCP.

4.2. SITING OF BUILDINGS

OBJECTIVES

- (i) *To ensure that dwellings are designed with regard to site conditions and minimise the impact on landform.*
- (ii) *To ensure that dwelling design and siting have regard to the amenity of adjoining development and surrounding properties.*

DEVELOPMENT CONTROLS

- (a) Practical and stable access shall be provided from an internal roadway to the building platform.
- (b) Dwellings shall be sited in an accessible and practical location and on relatively flat terrain with stable soil and geology.
- (c) Dwellings should be sited so that their height does not detract from the use, appearance, and enjoyment of adjoining spaces and dwellings, including the protection of solar access, or privacy of adjoining neighbours.
- (d) The design and siting of dwellings should ensure that all habitable rooms and the principle private open space area receive adequate natural light.

SUBMISSION REQUIREMENT

- Plans must show contours, building platforms and their relationship to the internal road system and adjoining dwellings.

4.3. SETBACKS**OBJECTIVES**

- (i) *To create an attractive, interesting and pleasant streetscape through the siting of buildings.*
- (ii) *To provide visual separation of built forms, privacy and opportunities for landscaping.*
- (iii) *To protect sunlight and daylight to habitable rooms, protect and optimise useable open space around dwellings, and protect adjoining dwellings from excessive overlooking, overshadowing, and general loss of amenity.*
- (iv) *To provide sufficient space for vehicle parking, manoeuvrability and clear sight lines.*

DEVELOPMENT CONTROLS

- (a) Where dwellings abut public land, public roads or private property not part of the development application, the minimum setbacks in Table 5 shall apply.

Table 5 Building setbacks to site boundaries

Frontage	Setback
Primary Street	4.5 metres

Secondary Street	2 metres
Side Boundary to adjoining property	2 metres
Rear boundary setback	
Arterial or Sub-Arterial	
1 storey	6 metres
2 storey	8 metres
All other streets	3 metres

- (b) All garages are to be set back a minimum of 5.5 metres from the primary street frontage or internal roadways.
- (c) For all dwellings the façade must be suitably articulated and incorporate two of the following design elements:-
 - Non-enclosed verandah for at least 40% of the dwelling width;
 - Entry feature or portico;
 - Awnings or similar treatment used over windows;
 - Balcony or window box treatment to first floor element;
 - Recesses or projection of prominent architectural elements to visually break up the façade and avoid blank wall appearance;
 - Use of bay window or similar along façade; and
 - Verandah, pergola or similar provided over garage doors.
- (d) All side setbacks are to be proportioned to the slope of the site having regard to the height and relationship of the building on adjoining properties and will be required to demonstrate:
 - building setbacks that progressively increase as wall heights increase to reduce bulk and overshadowing; and
 - setbacks which provide adequate separation between buildings for visual amenity, solar access, movement and landscaping.
- (e) With respect to building setbacks from private internal driveways and/ or access roads the development on the subject land will be required to demonstrate:
 - building setbacks that progressively increase as wall heights increase to reduce bulk and overshadowing; and
 - that an adequate area is provided between the dwelling and the driveway or private access road to enable adequate areas for

- landscaping ensuring an attractive, vibrant and consistent streetscape.
- (f) Buildings facing each other across internal driveways or private access roads shall not be erected less than:-
- 6 metres apart in the case of single storey development; and
 - 9 metres apart in the case where 1 or more of the buildings is 2 storey.

SUBMISSION REQUIREMENT

- Site plans must clearly indicate setbacks from adjoining public land, public roads or private property not part of the development application, in addition to all front, rear and side setbacks within the development.

4.4. ZERO LOT LINE HOUSING

Note. Council may consider a setback of zero metres along one side boundary (known as zero lot line housing) subject to the compliance with the objectives and development controls outlined below. The purpose of these controls is to ensure an appropriate relationship is established between individual dwellings within the development. They do not apply to the overall site boundaries.

OBJECTIVE

- (i) *To facilitate the more efficient use of land, concentrate open space in a useable focus, optimise areas of sun and shade, and enhance privacy by avoiding overlooking and noise intrusion.*

DEVELOPMENT CONTROLS

- (a) Zero lot line housing shall occur only on the southern side boundary of east-west allotments and either side boundary (but not both sides) of north-south allotments.
- (b) Access to the external face of a zero lot line wall may be protected by easements on the Certificate of Title to adjoining allotments. If such an easement is to be provided, it should be noted at the outset and be included on plans of subdivision submitted to Council.

- (c) No dwelling built on the zero lot line is to abut an adjoining dwelling also built on the zero lot line.
- (d) No windows are to occur along the boundary wall which is to be constructed of maintenance free materials such as face brick or masonry materials, with gutters, eaves and facias constructed of colorbond steel or similar with no visible downpipes.
- (e) The length of zero lot line walls for single storey dwellings shall be a maximum of 10 metres.
- (f) Walls may be constructed on the boundary where:-
- Eaves, fascias and gutters do not overhang on adjoining property; or
 - Box gutters are utilised and inset within the wall; and
 - A restriction as to user is created for a one metre wide maintenance easement over the adjoining property pursuant to Section 88B of the Conveyancing Act.

4.5. VEHICULAR ACCESS

OBJECTIVES

- (i) *To provide an acceptable level of vehicular access, safety and convenience for all users of the development.*
- (ii) *To ensure that the internal roadway design can satisfactorily accommodate the expected traffic volumes of the development.*
- (iii) *To provide a safe environment for both pedestrians and vehicles using the site and surrounding road network.*
- (iv) *To provide a direct and legible means of vehicular access and circulation within the development.*

DEVELOPMENT CONTROLS

- (a) Internal roadways are to have a minimum width of 6m at the property boundary for a distance of 6m within the development to ensure the safe movement of vehicles into and out of the site from the public road system.
- (b) All internal roadways are to be of a sufficient width to adequately accommodate the volume of traffic generated by the development.

- (c) Table 3 – ‘Characteristics of Street Types’ of this Section of the DCP is to be used as a guide in determining the required width and design of an internal roadway.
- (d) The internal roadway design should make provision for service vehicles where possible.
- (e) Internal roadways should be separated from any adjoining property boundaries by a landscaped verge at least 2 metres in width.

SUBMISSION REQUIREMENT

- Applicants are required to submit plans and details with the development application of proposed vehicular access arrangements, circulation patterns, internal carriageway widths, and demonstrate that the carriageway width and design will satisfactorily accommodate the expected traffic volumes.

4.6. HEIGHT

OBJECTIVES

- (i) *To minimise the impact of overshadowing, loss of privacy on adjoining properties and open space areas.*
- (ii) *To ensure the height of small lot housing forms are compatible with adjoining residential development and the overall streetscape.*

DEVELOPMENT CONTROLS

- (a) Refer to Clause 4.3 *Height of buildings* in The Hills LEP 2012.
- (b) For corner allotments consideration will be given to a three storey element at the street corner of the dwelling which addresses its prominent location within the streetscape.

SUBMISSION REQUIREMENT

- The height all dwellings measured from natural ground level to the eaves and to the roof ridgeline is to be shown on all plans and elevations.

4.7. STREETSCAPE

OBJECTIVE

- (i) *To ensure small lot housing forms are of a high visual quality, enhance the streetscape and are compatible with the existing streetscape.*

DEVELOPMENT CONTROLS

- (a) The proposed development must contribute to an attractive residential environment with clear character and identity.
- (b) Small lot housing forms are to address the public road frontage, internal roadways, and side boundaries with a building form compatible with adjoining development in terms of street elevation, bulk and scale, quality materials and finishes.

SUBMISSION REQUIREMENTS

- All development applications for small lot housing are to be accompanied by a streetscape plan and typical elevation showing the visible components within a street. As a minimum it is to include:-
 - the street reserve together with typical cross sections;
 - location and detailing of pavement, parking bays footpaths and the like;
 - location of landscaping including fencing, lighting and street tree plantings;
 - typical dwelling front alignments, heights and façade designs; and
 - a schedule of external materials, finishes, colours.

4.8. OPEN SPACE

OBJECTIVES

- (i) *To provide outdoor living space which is an extension of the dwelling for the enjoyment of its inhabitants.*
- (ii) *To provide outdoor living space which is of useable dimensions and which is located to receive a reasonable quantity of sunlight.*
- (iii) *To enhance the quality of the built environment by providing high quality landscaping.*

- (iv) *To promote a pleasant and safe living environment.*
- (v) *To provide functional open space within the development for the informal recreation of residents and children's play.*

DEVELOPMENT CONTROLS

- (a) All private open space areas are to be:
 - contiguous to, and accessible from, the primary living areas of the dwelling;
 - located and oriented to ensure it is not directly overlooked from adjoining lots or buildings; and
 - located on relatively flat land to ensure it is useable as open space.
- (b) All common open space areas are to be:
 - centrally located and easily accessible to all residents within the development;
 - provided with direct frontage to an internal roadway for at least 70% of the total open space boundary;
 - of a configuration, slope, and design so as to ensure it is easily maintained;
 - located to ensure the area receives adequate sunlight during mid-winter;
 - of a sufficient size to satisfy the immediate open space demands of the proposed population and accommodate informal active recreational activities; and
 - provided with passive surveillance whereby surrounding dwellings are orientated toward the common open space.
- (c) A minimum area of private open space per allotment is to be provided being 20% of the allotment area of the individual dwelling. All side boundary passages less than 2 metres in width are to be excluded from the calculation of private open space.
- (d) The principle private open space area must be able to contain a minimum area of 24m² and have a minimum dimension of 4 metres.
- (e) At least half (50%) of the principle private open space area is to receive a minimum of 2 hours direct sunlight between 9am and 3pm during mid-winter.
- (f) Where a small lot housing development consists of more than five dwellings a common open space area comprising a child play area

or recreation activities area is to be provided within the overall site

- (g) The common open space area must have a minimum dimension of 12 metres x 12 metres.
- (h) For developments consisting of 15 or more dwellings the common open space area is to comprise an area equivalent to ten square metres per dwelling.
- (i) Access for all residents to the common open space area is to be guaranteed via the titling system.
- (j) The majority of the common open space area is to receive direct sunlight between 9am and 3pm during mid-winter.

SUBMISSION REQUIREMENT

- Plans are to indicate those areas (including dimensions) of any part of the site to be used for private open space or common open space purposes, and demonstrate compliance with the subject development controls.

4.9. CAR PARKING

OBJECTIVES

- (i) *To ensure dwellings have adequate areas of ingress and egress from the local road system and satisfactory on-site access.*
- (ii) *To provide sufficient and convenient parking for residents of and visitors to the site.*
- (iii) *To ensure that adequate car parking is provided on-site so as to prevent inconvenience to residents and congestion in nearby streets.*

DEVELOPMENT CONTROLS

- (a) A minimum of two car parking spaces are to be provided per dwelling of which one space must be within a garage. Should a carport be proposed for the second space, the design of the carport shall be of similar materials as the dwelling, and be located behind the building setback.
- (b) Carports and garages facing a public place are to be no more than 6 metres in width nor extend across more than 50% of the property frontage, whichever is the lesser.

- (c) Carports and garages are to be designed to be:-
- visually subservient;
 - integrated into the overall dwelling design; and
 - constructed of similar materials and finishes to the dwelling.
- (d) Where a double garage is proposed a minimum of two of the following design measures are to be employed:-
- Garage doors are divided by a vertical masonry pillar or similar;
 - Upper floor element projected forward of the garage to cast shadow and take prominence;
 - Colours and textures to ensure garage door subservience;
 - Verandah or pergola provided across the face of the garage;
 - Utilisation of vertical elements to mitigate the horizontal emphasis of the garage;
 - Garage entrance to be orientated away from primary street frontage to face the side boundary; and
 - Staggered garages whereby one garage is setback from the adjoining garage.

Refer to Appendix 5, which provides examples of the garage design controls.

4.10. SITE COVERAGE

OBJECTIVES

- (i) *To maximise the provision of open space.*
- (ii) *To avoid the creation of drainage and runoff problems, through minimising the amount of impervious area.*
- (iii) *To minimise bulk and scale of residential development.*
- (iv) *To facilitate spatial separation between building.*
- (v) *To provide adequate space within allotments for the establishment of landscaping/tree planting to enhance the quality of the residential environment.*
- (vi) *To provide an outdoor landscaped open space area for the enjoyment of inhabitants.*

DEVELOPMENT CONTROL

- (a) The maximum site coverage (including dwellings, roads, garage/carport, driveways, outbuildings, decks, patios, paved areas, tennis courts and pools) for the total development site area shall not exceed 60%.

4.11. LANDSCAPING

OBJECTIVES

- (i) *To enhance the quality of the built environment by providing a high standard of landscaping.*
- (ii) *To ensure that landscaping may be efficiently maintained.*
- (iii) *To promote a pleasant and safe living environment.*
- (iv) *To limit tree removal to maintain the character of the area.*
- (v) *To satisfy Council's ESD objectives No. 3, 4 & 7.*

DEVELOPMENT CONTROLS

- (a) The minimum required landscaped or naturally vegetated area for small lot housing as a percentage of the total site area is 40%.
- (b) Landscaping is to be provided in accordance with the provisions set out in Part C Section 3 of this DCP.
- (c) Tree planting within the development is to be consistent with the tree species selection and planting guidelines provided in Appendix 1.
- (d) Existing trees should be preserved.
- (e) Native species are to be used to maintain a strong natural theme for the neighbourhood due to their low maintenance characteristics, relative fast growth, aesthetic appeal and compatibility with the natural habitat.
- (f) All landscaped areas are to have a minimum width of 2 metres.

SUBMISSION REQUIREMENTS

Landscaping plans are to be submitted with the development application and should include the following:

- North point;

- Scale;
- Main structures on the site (buildings, visitor car parking, driveways, walls, fences, paving, storage areas, etc.);
- Proposed planting and turfed areas;
- Drainage areas;
- All fencing details; and
- Name and contact telephone number of the person who prepared the plans.

All existing trees on site are to be shown on the development application plans with an indication of those trees that are proposed to be retained, and those that are to be removed.

4.12. CORNER LOTS

Refer to section 3.6 of this section of the DCP.

4.13. SOLAR ACCESS

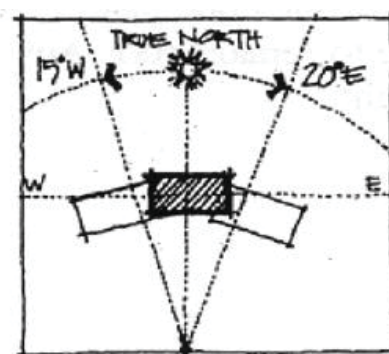
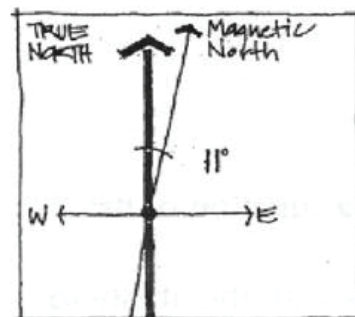
OBJECTIVES

- To maximise solar access to internal living and open space areas in winter.*
- To ensure no adverse overshadowing of adjoining allotments/developments.*
- To orient the development in a way that best allows for appropriate solar access and shading, to ensure energy efficient outcomes in accordance with Council's ESD objective 5.*
- To minimise the need for artificial lighting in dwellings during the day, to ensure energy efficient outcomes in accordance with Council's ESD objective 5.*
- To orientate dwellings so that the living areas face north.*

DEVELOPMENT CONTROLS

- Dwellings should be sited to allow adequate provision for access of direct sunlight to adjacent dwellings.
- Living areas of dwellings shall be orientated to the north wherever possible.
- Dwellings areas should be sited to maximise the amount of direct sunlight available to clothes drying areas.
- Dwellings are to be orientated to promote direct sunlight. Ideally, face the long axis of the development up to 30 degrees east and 20

degrees west of true north. This is illustrated in the following diagrams:



Source: BDP Environment Design Guide

- Where winter solar access is not optimum consider the use of double-glazing or high performance glass.
- Windows to living areas or bedrooms should have suitable shading or other solar control to avoid summer overheating and are to be integrated into the overall elevation design.
- Consider the use of horizontal shading devices (for north facing windows) including eaves, verandahs, pergolas, awnings and external horizontal blinds to allow low summer sun whilst providing shade from high summer sun.

SUBMISSION REQUIREMENT

Shadow Diagrams may be required to identify the shadow impact of any development on adjoining properties.

**4.14.PRIVACY – VISUAL AND
ACOUSTIC****OBJECTIVES**

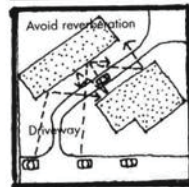
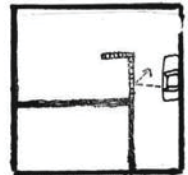
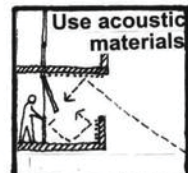
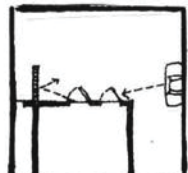
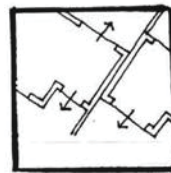
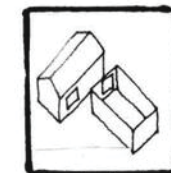
- (i) *To site and design buildings to ensure visual privacy between dwellings in accordance with Council's ESD objective 7.*
- (ii) *To avoid overlooking of living spaces in dwellings and private open spaces.*
- (iii) *To contain noise within dwellings and communal areas without unreasonable transmission to adjoining dwellings.*

DEVELOPMENT CONTROLS

- (a) Buildings are to be designed to ensure maximum protection of privacy, in particular the privacy of primary living areas must be protected. Where appropriate consideration should be given to:
- (b) using windows that are narrow, translucent or obscured or have window sills a minimum of 1.5 metres above the upper storey floor level.
- (c) ensuring that windows that face directly to the windows, balconies or yards of adjoining dwellings are appropriately screened.
- (d) First floor balconies will not be permitted where they overlook living areas of adjacent dwellings.
- (e) Windows should be placed to minimise direct viewing between dwellings.
- (f) Dwellings are to be designed to limit the potential for noise transmission to the living and sleeping areas of adjacent existing and future developments.
- (g) Careful consideration should be given to the location of air-conditioning systems, swimming pools and the like to minimise the impact on the amenity of adjoining properties.
- (h) Private open space areas and driveways are to be designed to minimise noise impacts.
- (i) Dwellings that adjoin arterial or sub-arterial roads are to be designed to acceptable internal noise levels, based on Environmental Protection Authority – Environmental Criteria for Road Traffic Noise and Australian Standard 3671 – Road Traffic Noise Intrusion – Building Siting and Construction.

SUBMISSION REQUIREMENT

- Statement from a qualified acoustic consultant certifying that the design and construction of the building meets the Environmental Protection Authority – Environmental Criteria for Road Traffic Noise and Australian Standard 3671 – Road Traffic Noise Intrusion – Building Siting and Construction.

Design TechniquesAcoustic PrivacyAvoid reverberationScreen wall to shield noiseBottom opening windowsDirection of window opening away from noiseRelationship Between DwellingsVisual PrivacyBuild to boundaryScreeningBay windowsWindow Style And MaterialsLocation and Direction of WindowsOffset windows

Source: Australia's Guide to Good Design – Residential

4.15. ACCESS AND SURVEILLANCE**OBJECTIVES**

- (i) *To ensure the needs of residents and visitors are considered with particular regard to access requirements, safety and security in accordance with Council's ESD objective 9.*
- (ii) *To promote incorporation of community safety aspects in the development design in accordance with Council's ESD objective 8.*

DEVELOPMENT CONTROLS

- (a) Small lot housing developments are to provide safe and convenient access for prams, wheelchairs and people with disabilities from the public road to all areas of the development.
- (b) The design of an integrated development is to demonstrate consideration of resident safety and security whereby pedestrian pathways and associated areas are not to be obscured, but rather provided with natural surveillance.
- (c) The siting and design of dwellings shall ensure surveillance of all common areas.
- (d) Access to dwellings is to be direct and without unnecessary barriers. For example, use ramps instead of stairs/steps, consider the height and length of handrails and eliminate changes in level between ground surfaces.
- (e) Stairs and ramps are to have reasonable gradients and non slip even surfaces. Refer to AS 1428.1 - 1988 Design for Access and Mobility and supplementary AS 1428.2 - 1992.

4.16. FENCING**OBJECTIVE**

- (i) *To ensure that fencing is of a high visual quality, complements the character of the existing streetscape and is compatible with the proposed development.*

DEVELOPMENT CONTROLS

- (a) Where fencing is proposed, it is to form part of the architectural design concept for the site.
- (b) Where there is no front fencing within the existing public road streetscape, front fencing to the public road frontage is to be avoided to maintain an open streetscape appearance.
- (c) Consideration will be given to fencing on secondary public road frontage setbacks, subject to there being no adverse affect on the immediate area and on traffic visibility and be of a design to incorporate features such as landscaping bays or a variation/combination of materials.

**5. LOT 5 DP 30916,
COMMERCIAL ROAD,
ROUSE HILL**

This section of the Development Control Plan applies to land at Lot 5 DP 30916, Commercial Road, Rouse Hill (Figure A).

The controls within this section apply in addition to other relevant controls in this DCP, however where there is any inconsistency the provisions of this section shall apply.



Figure A – The site

The objectives and development controls outlined in this section aim to:

- (i) Facilitate a high quality residential and commercial development that responds appropriately to its context in terms of built form and scale.
- (ii) Ensure that future development on the site provides amenity to residents within and surrounding the site.
- (iii) Ensure that appropriate access and connectivity is provided to and from the site including the construction of the Green Hills Drive extension along the site's eastern boundary.
- (iv) Provide for development which supports the viability of the Rouse Hill Train Station and the adjacent Rouse Hill Regional Centre.

Refer to The Hills Local Environmental Plan 2012 for development standards relating to building height, floor space ratio and permitted number of dwellings on land to which this section applies.

4.17.1 SITE LAYOUT

OBJECTIVES

- (i) To achieve a site layout that maximises development opportunities whilst providing ample, quality open spaces.
- (ii) To integrate future development with surrounding land uses and ensure a suitable interface is provided between development on the site and surrounding lower scale residential development.
- (iii) To enable the provision of the Green Hills Drive extension.

DEVELOPMENT CONTROLS

- (a) The layout of future development shall be generally in accordance with Figure B.



Figure B – Indicative site layout and built form

4.17.2 ACCESSIBILITY

OBJECTIVES

- (i) To ensure safe and efficient vehicular access is provided to and from the site.

DEVELOPMENT CONTROLS

- (a) The extension of Green Hills Drive must be constructed and dedicated to Council, in accordance with the designs adopted by Council, as detailed within the Voluntary Planning Agreement dated TBA (Figure C).

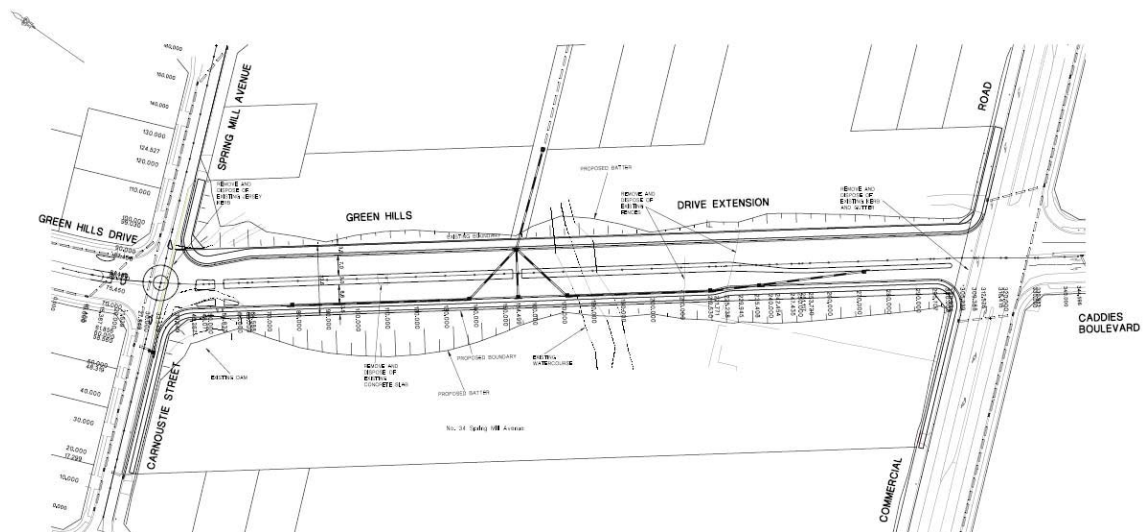


Figure C – Extract of Council's Approved Design Plan

4.17.3 BUILDING HEIGHTS**OBJECTIVES**

- (i) To enable building heights that respond to surrounding development, particularly lower density forms of residential development.
- (ii) To minimise the bulk and scale of development when viewed from surrounding residential areas.

DEVELOPMENT CONTROLS

- (a) Building heights on the site are to generally comply with the number of storeys indicated in Figure B.
- (b) If future development does not comply with the controls within Part B Section 5 – Residential Flat Buildings of this DCP relating to unit size/mix and car parking, the maximum height of buildings permitted on the site is to be in accordance with Figure D.



Figure D - Building heights if not compliant with Council's unit size/mix and car parking controls

4.17.4 SETBACKS**OBJECTIVES**

- (i) To protect privacy and amenity of adjoining land uses and to reduce bulk and scale.

DEVELOPMENT CONTROLS

- (a) Development shall be setback from Commercial Road by:
 - A minimum of 6 metres for residential development.
 - A zero setback may be provided for retail/commercial floors that provide active frontages.
- (b) Development shall be setback from Green Hills Drive by 8 metres.
- (c) Development shall be setback from the western site boundary by 6 metres.

4.17.5 COMMON OPEN SPACE**OBJECTIVES**

- (i) To provide recreational opportunities for all residents of the development.

DEVELOPMENT CONTROLS

- (a) A common open space area with dimensions of at least 50 metres x 50 metres must be provided within the northern portion of the site fronting the western property boundary, Carnoustie Street and Green Hills Drive.
- (b) Common open space areas are encouraged elsewhere throughout the site to provide a natural setting with ample spaces for passive recreation.

4.17.6 UNIT LAYOUT AND DESIGN

Refer to Part B Section 5 – Residential Flat Building of this DCP.

4.17.7 CAR PARKING

Refer to Part C Section 1 – Parking of this DCP.

4.17.8 ACTIVE STREET FRONTAGES**OBJECTIVES**

- (i) To ensure that the development is active and inviting and emphasises the pedestrian where practical and possible.

DEVELOPMENT CONTROLS

- (a) Active frontages are required for retail/commercial development at ground level fronting Commercial Road and Green Hills Drive.

Drive. Active frontages are defined as one or a combination of the following:

- Entrance to retail;
- Shop front;
- Café or restaurant if accompanied by an entry from the street;
- Glazed entryway;
- Street entryway.

DEVELOPMENT CONTROLS

- (a) Building materials and finishes are to be generally in accordance with Figures E and F.
- (b) Materials shall be low maintenance and generally comprise natural/neutral colours.
- (c) Painted surfaces are to be limited to accents such as soffits and architectural features for added visual interest.

4.17.9 BUILDING MATERIALS AND FINISHES

OBJECTIVES

- (i) To ensure future development is of a high quality and demonstrates an appreciation for urban design.

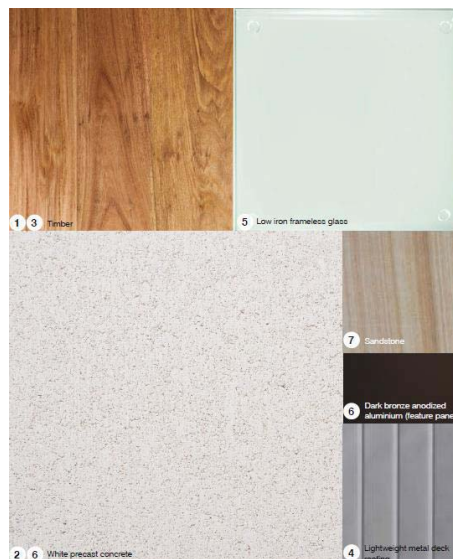


Figure E – Proposed material palette



Figure F – Example materials and finishes

APPENDIX 1 - TREE SPECIES SELECTION AND PLANTING GUIDELINES

TREE SPECIES SELECTION PRINCIPLES

The attached plans establish neighbourhood character zones based on the landscape topography, neighbourhood boundaries, character and features of the release area.

The plan establishes four main zones where distinct landscape characters will be established:

- Drainage Landscape Zone.
- Native Landscape Zone.
- Cultural Landscape Zone.
- Ridgetop Landscape Zone.

Proposed tree species lists for each zone are identified on the basis of the site characteristics and the intended character, allowing for a varied and contrasting landscape to be established.

Works involving restoration of bushland must utilise indigenous species and following establishment have low ongoing maintenance requirements.

For works within open space areas refer to the Kellyville Rouse Hill Open Space and Recreation Plan 1998 and seek discussions with Council prior to submission of any plans for approval.

1.1 Street Tree Species Matrix

The tree species matrix includes species that are considered suitable for growing in the area covered by this Development Control Plan, and are long lived species that will require minimum maintenance while growing in urban conditions.

The species list has been developed to respond to the microclimatic conditions including exposure to harsh weather conditions, soil, drainage conditions and aspect as well as the space allocated within road reserves and drainage land.

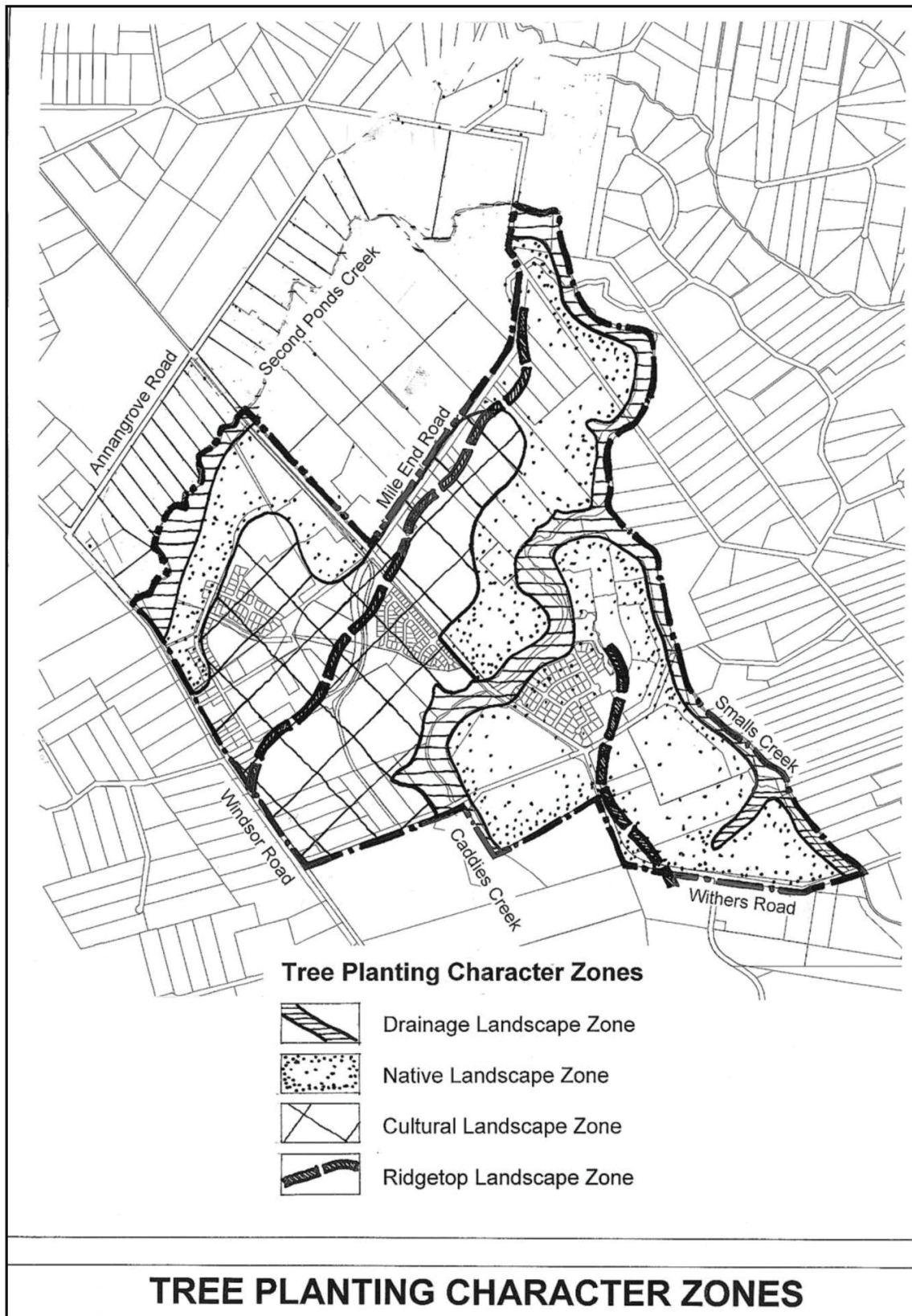
Refer to Part C Section 3 – Landscaping for guidance on street tree planting on Access Way, Access Place and Access Street.

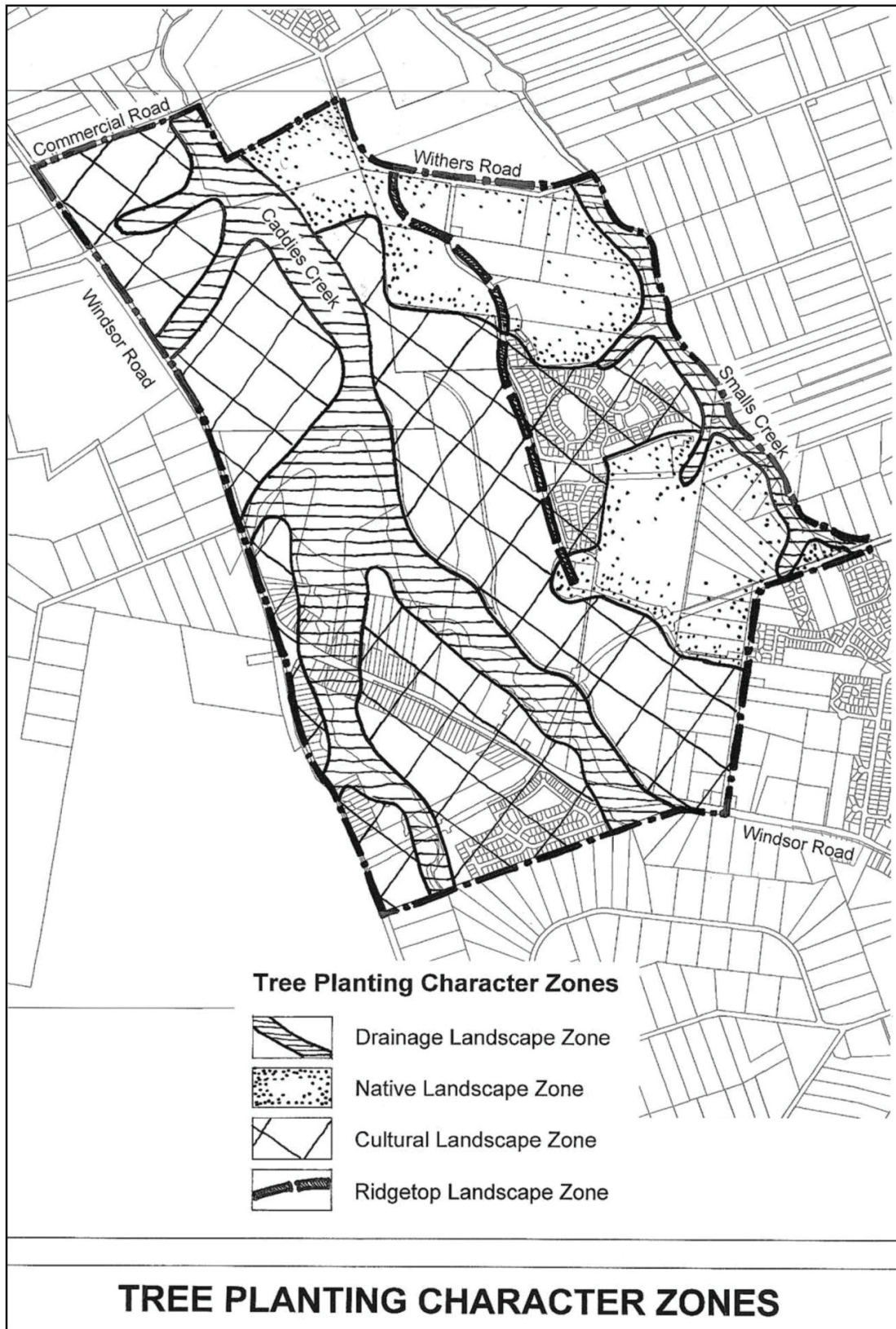
Note. Plans indicating proposed tree planting within publicly owned land must be submitted to Council for approval. The following list must be read in conjunction with the attached plans of Tree Planting Character Zones.

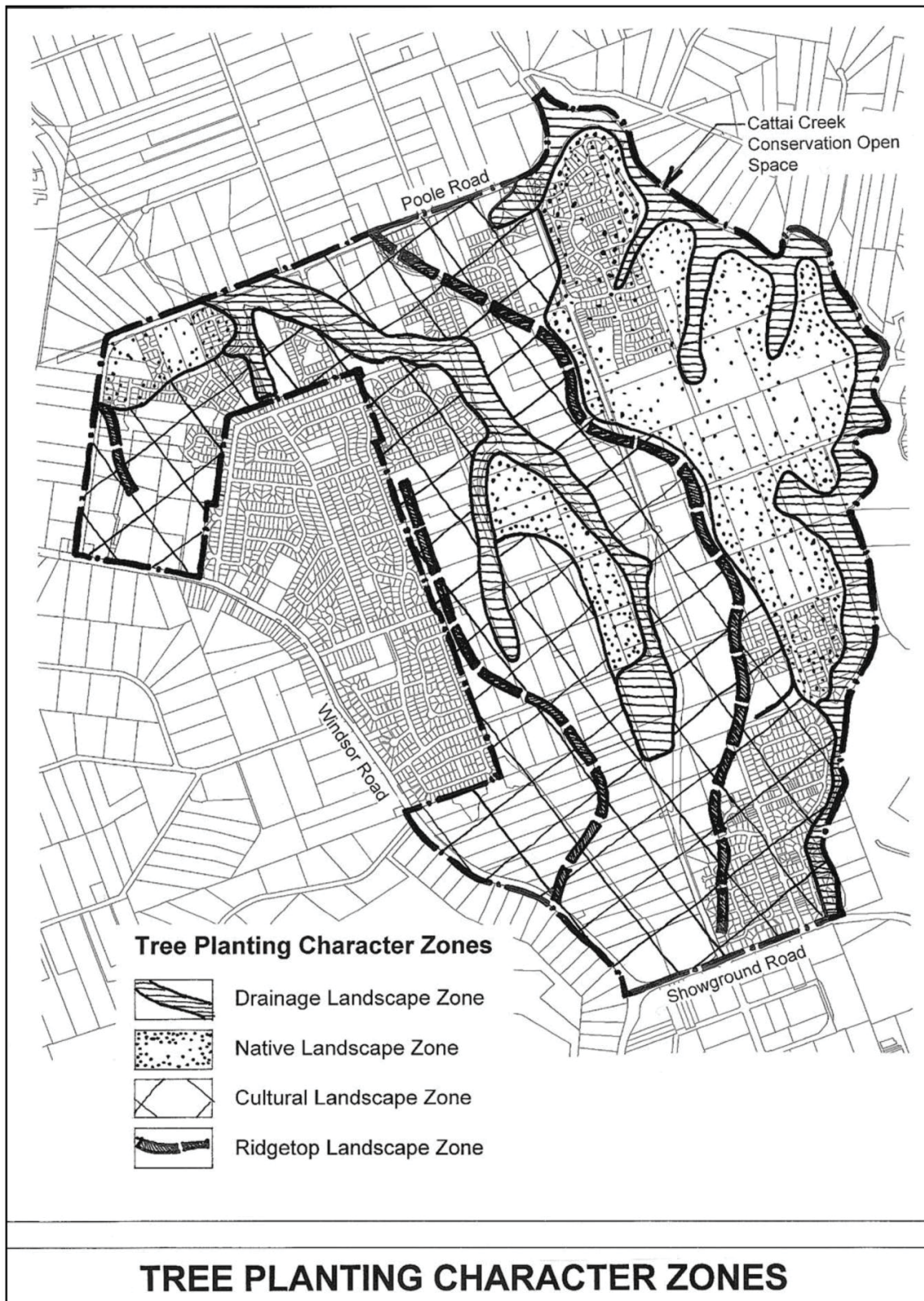
Landscape Setting and Tree Species	Drainage Land	Collector	Sub-arterial, Arterial
Drainage Landscape Zone			
Smalls Creek			
Eucalyptus pilularis	x	x	x
Eucalyptus punctata	x	x	x
Eucalyptus saligna	x		
Eucalyptus teriticornis	x	x	x
Syncarpia glomifera	x		x
Second Ponds Creek			
Melaleuca decora	x		x
Casuarina glauca	x		x
Eucalyptus teriticornis	x	x	x
Caddies Creek			
Angophora floribunda	x	x	x
Casuarina glauca	x		x
Eucalyptus amplifolia	x		x
Eucalyptus teriticornis	x	x	x
Melaleuca decora	x		x
Melaleuca linarifolia	x		x

Landscape Setting and Tree Species	Drainage Land	Collector	Sub-arterial, Arterial
Adjacent to flood prone land:			
Adjacent to Cattai Creek Conservation Area			
Angophora costata		X	
Eucalyptus eximia		X	
Eucalyptus piperita		X	X
Eucalyptus sclerophylla		X	X
Native tree species – adjoins Native Landscape Zone			
Acmena smithii	X		X
Eucalyptus elata	X	X	X
Eucalyptus moluccana			X
Syncarpia glomulifera	X		X
Syzigium paniculatum	X		X
Tristaniopsis laurina	X		X
Waterhousia floribunda	X		X
Exotic Tree species – adjoins Cultural Landscape Zone			
Citharexylum quadrangulare		X	
Magnolia x Soulangeana		X	
Ulmus parvifolia		X	
Fraxinus raywoodii		X	
Native Landscape Zone			
Angophora floribunda	X	X	X
Angophora costata		X	X
Eucalyptus crebra	X	X	X
Eucalyptus haemestoma		X	X
Eucalyptus maculata		X	X
Eucalyptus microcorys	X	X	X
Eucalyptus paniculata	X	X	X
Eucalyptus pilularis	X		
Eucalyptus punctata	X	X	X
Eucalyptus scoparia		X	X
Eucalyptus teriticornis		X	X
Lophostemon confertus		X	X
Melaleuca linariifolia	X	X	X
Cultural Landscape Zone			
Native tree species			
Brachychiton discolor		X	X
Eucalyptus cinerea		X	X
Eucalyptus crebra		X	X
Eucalyptus maculata		X	X
Eucalyptus punctata		X	X
Eucalyptus scoparia		X	X
Exotic tree species			
Calodendron capense		X	
Citharexylum quadrangulare		X	
Gleditsia tricanthos 'Sunburst'		X	
Jacaranda mimosifolia		X	
Sapium sebiferum		X	
Ulmus parvifolia		X	

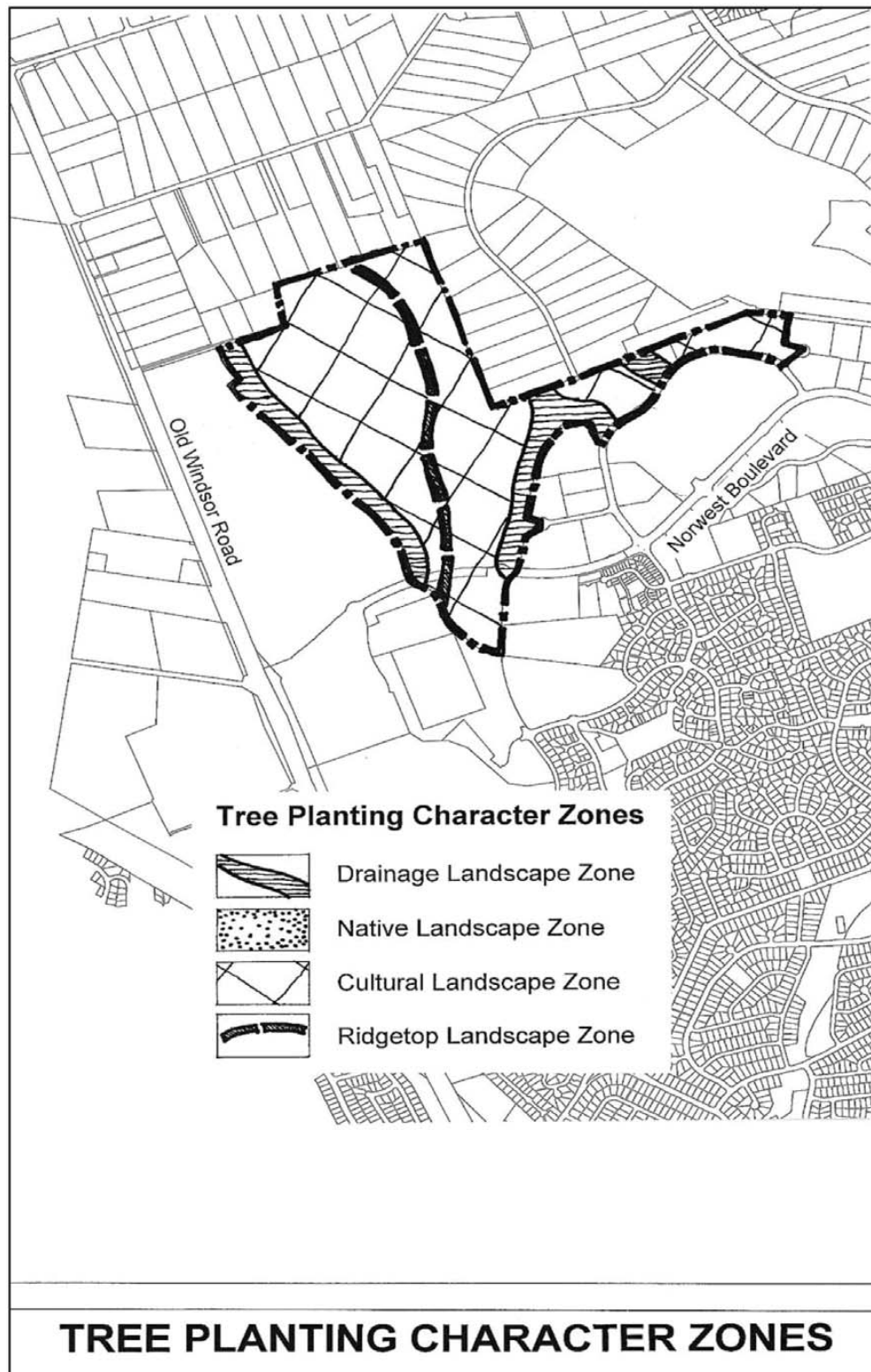
Landscape Setting and Tree Species	Drainage Land	Collector	Sub-arterial, Arterial
Ridgetop Landscape Zone			
Native species			
Araucaria heterophylla		X	
Araucaria cunninghamiana		X	
Eucalyptus maculata		X	X
Eucalyptus scoparia		X	X
Ficus macrophylla		X	
Exotic species			
Fraxinus raywoodii		X	X
Jacaranda mimosifolia		X	X
Lophostemon confertus		X	X







Part D Section 5 Kellyville Rouse Hill Sheet 3 of 4



Part D Section 5 Kellyville Rouse Hill Sheet 4 of 4

APPENDIX 2 - MAP SHOWING LOCATION OF TURKEY NEST PARK HEIGHT RESTRICTIONS AND LEVELS ALONG GREENWAY LINK PATHWAY

**APPENDIX 3 - INFORMATION TO BE SUBMITTED WITH A DEVELOPMENT
APPLICATION FOR SMALL LOT HOUSING**

(REFER TO CLAUSE 4.1B OF THE HILLS LEP 2012)

The following plans and details are required to be submitted with all development applications.

COMPLETED APPLICATION FORM

You must have the written consent of all current owners.

STATEMENT OF ENVIRONMENTAL EFFECTS (SEE)**SITE PLANS**

These plans should include the following information:

- Be produced in ink and be not less than A4 and no greater than A1 in size;
- Be of suitable scale (1:500 or 1:1000 wherever possible). In cases where there is more than 1 sheet an overall plan at 1:4000 should be submitted to illustrate the overall layout;
- Include existing boundaries and lot or portion numbers in broken lines/lettering;
- Proposed boundaries as form lines with proposed dimensions and areas;
- Proposed lots consecutively numbered and include any easements and restricted development areas;
- Widths of all existing roads;
- Footpath and pavement widths of all proposed internal roadways;
- Position of all intersecting adjoining property boundaries, existing roads or property boundaries of land on the opposite side of all existing roads adjoining the site;
- All vegetation and trees on the subject property (separate plan);
- Contours in one metre intervals at Australian Height Datum;
- All existing buildings, watercourses, drains, dams, swamps, easements, right-of-ways, structures or permanent improvements;
- All services;
- Dimensions and area of site;
- Location, size and height of all dwellings;
- Distance to all boundaries from buildings and courtyard fences;
- Existing trees (indicating whether or not they are to be removed or retained);
- Original ground levels and proposed finished ground levels;

- Location of services;
- Location and general description of any adjoining developments;
- Extent of landscaped area provided;
- Site coverage calculations; and
- The height of all dwellings at site boundaries and internal site levels.

ARCHITECTURAL PLANS

- Internal layout of unit/building (existing and proposed);
- Number of garages/carports/spaces for residents/spaces for visitors;
- Location of services/ancillary features;
- Elevations;
- Types of external materials/finishes/colours;
- Must be at an appropriate scale (eg. Scale 1:100 or Scale 1:200); and
- Shadow Diagrams (i.e. 9.00am, 12.00pm and 3.00pm in mid-winter). In addition shadow diagrams are to take into consideration shadows from adjoining development, existing trees, etc.

LANDSCAPE PLANS

- These plans are to be prepared in accordance with Part C Section 3 – Landscaping.

EARTHWORKS PLAN

- Existing and proposed levels/contours.

BASIX certificate

Submission of a BASIX Certificate issued within three months of the date of lodgement is required for a new residential development, including swimming pools, to which BASIX applies. See website for further information: www.basix.nsw.gov.au.

WASTE MANAGEMENT PLAN

Refer to Part B Section 2 – Residential.

SEDIMENT EROSION CONTROL PLAN

Refer to Part B Section 2 – Residential.

COMMUNITY TITLE SUBDIVISION

In addition to the plans required above, a Draft Management Statement and Development Contract must be provided.

STRATA TITLE SUBDIVISION

For Strata Title Subdivision the plans required must:

- Be produced in ink and be not less than A4 and no greater than A1 in size;
- Be of suitable scale (1:500 or 1:000 wherever possible). In cases where there is more than 1 sheet an overall plan at 1:4000 should be submitted to illustrate the overall layout;
- Show proposed boundaries as form lines with proposed dimensions and areas; and
- Show proposed lots consecutively numbered and include any easements and restricted development areas.

MODEL

A scale model is required to be submitted for each development application that proposes more than 20 dwellings, showing the relationship of the proposed development to adjoining properties and the existing streetscape.

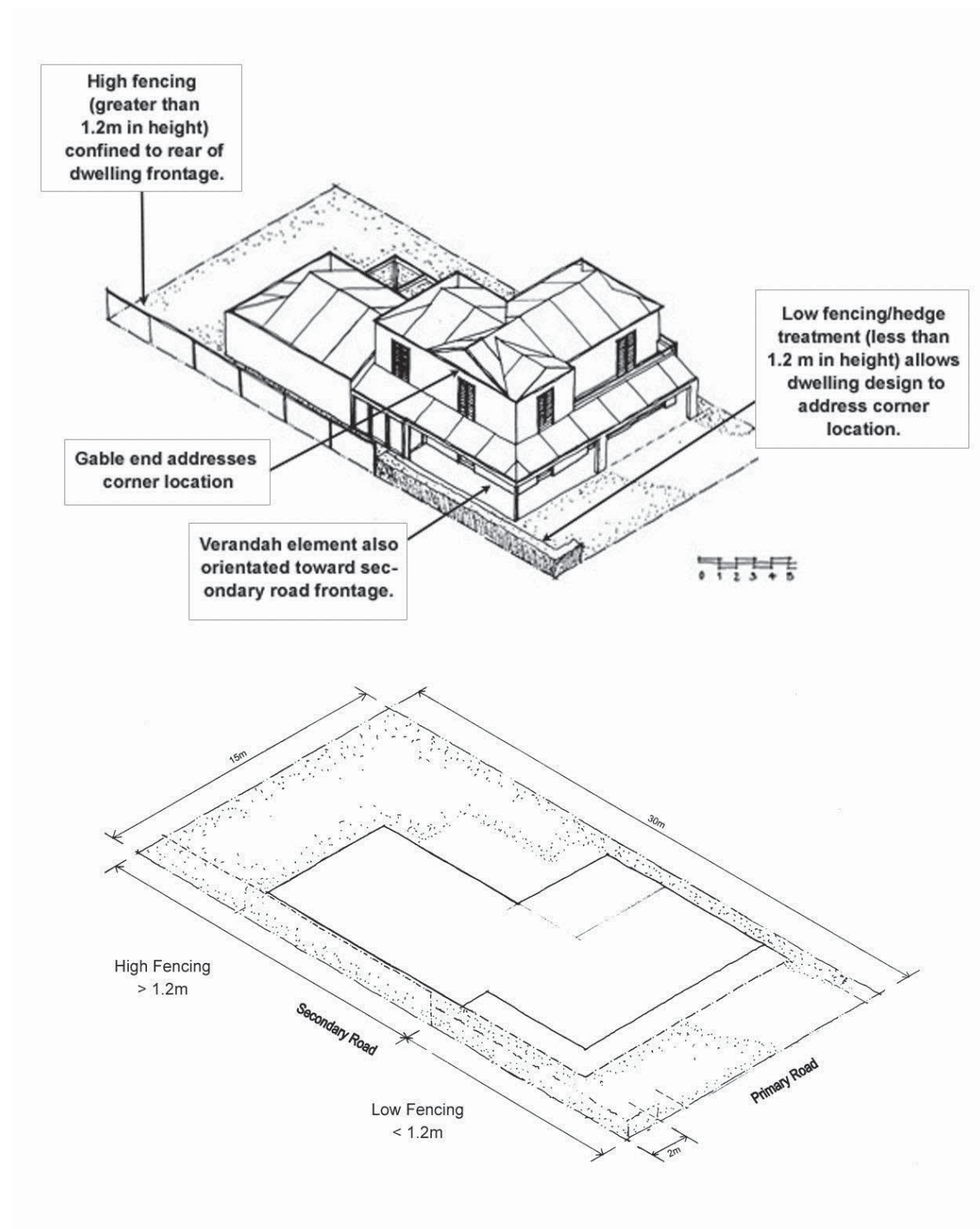
ADDITIONAL REPORTS/PLANS

The following reports may be required depending on the nature of the site and application. Advice will be provided at pre-lodgement stage as to which of the following are required with the application:

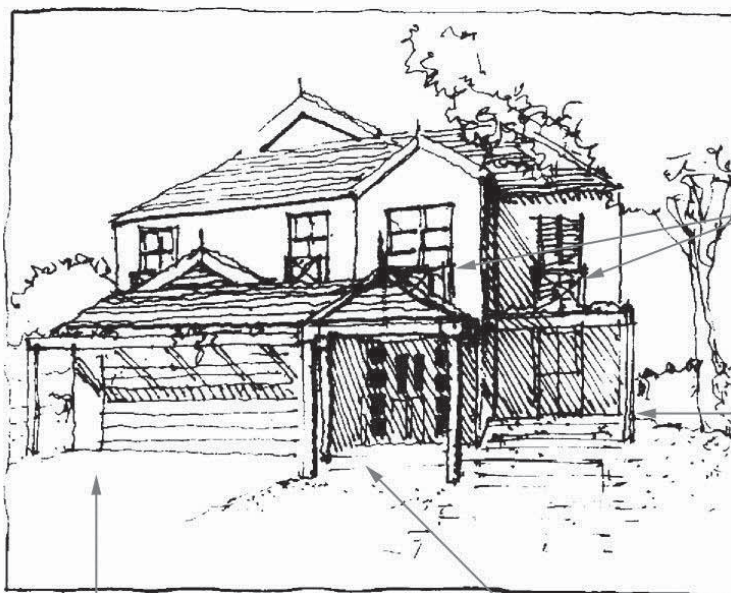
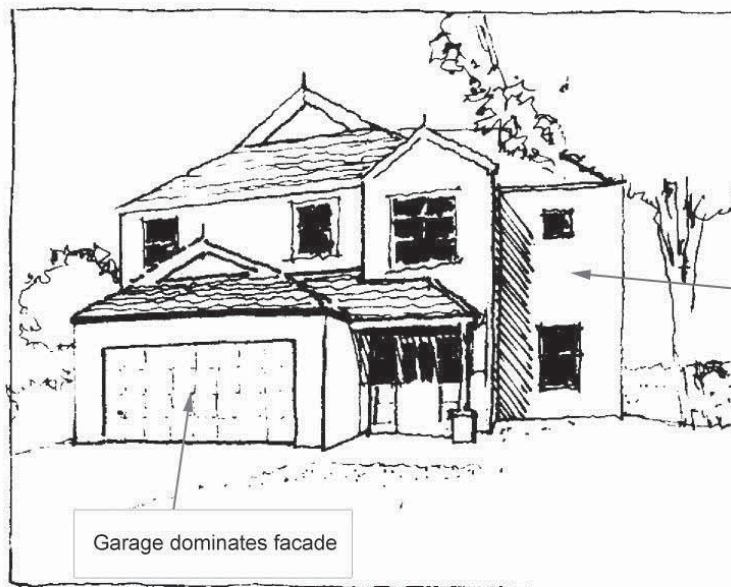
- Flora and Fauna Assessment;
- Geotechnical Contamination Assessment;
- Geotechnical Assessment;
- Heritage Impact Assessment;
- Bush Fire Assessment;
- Tree Assessment Report;
- European and Aboriginal Archaeological Assessment;
- Flood Study;
- Landscape Plan or Masterplan;
- Streetscape Perspective Plan;
- Solar Access and Siting Plan;
- Concept On-Site Detention plans/details; and
- Shadow Diagrams where applicable.

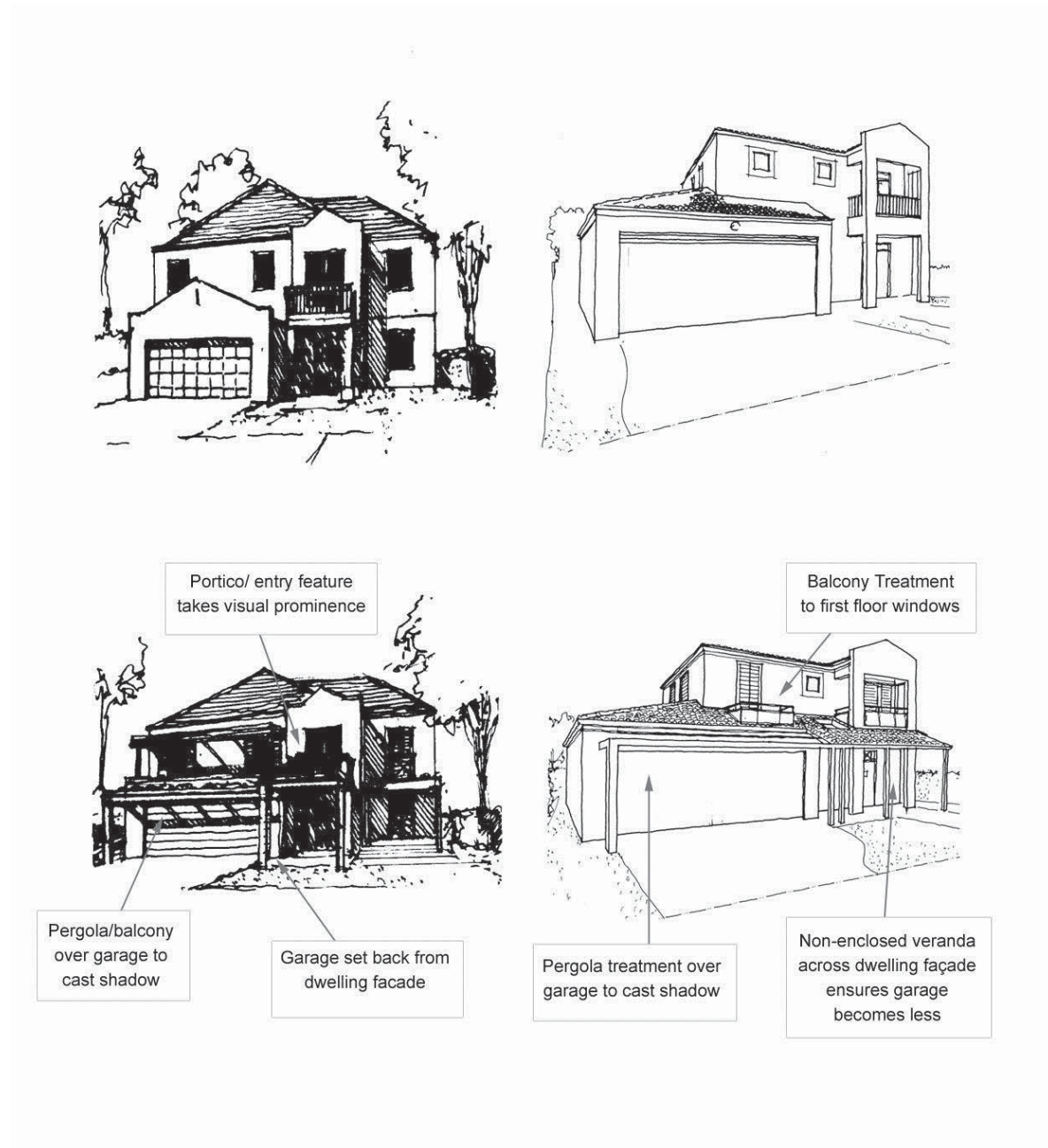
Note. Refer to Part A – Introduction section 4.0 for general lodgement requirements and detailed requirements to be included in each of the above documentation.

APPENDIX 4 – EXAMPLE OF DWELLING DESIGN ON CORNER ALLOTMENT



APPENDIX 5 – EXAMPLES OF GARAGE DESIGN CONTROLS





APPENDIX 6 – CARRIAGEWAY DESIGN**Advisory Note:**

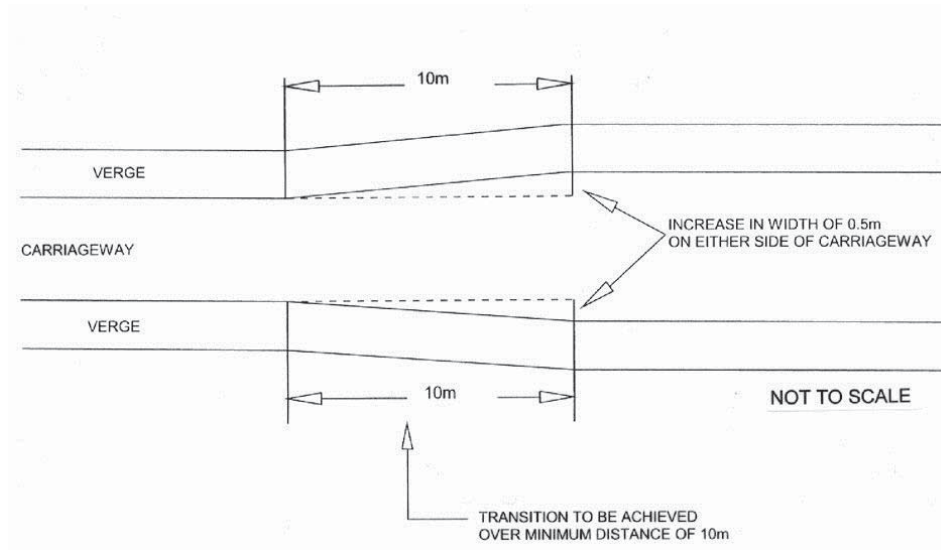
Council at its meeting of the Planning Services Review Committee on 4 April, 2000 resolved to adopt changes to the carriageway width standards of this Development Control Plan as follows:

Road type	Required carriageway width	
	PREVIOUS	CURRENT
Access Way	5.0 metres	6.0 metres
Access Place	6.5 metres	7.5 metres
Access Street	7.5 metres	8.5 metres
Collector Road	9.5 metres	9.5 metres (no change)

In the event that a road is required to be constructed under the current carriageway width standards and will join a road constructed under the previous standards the transition is to be achieved as follows:-

- (i) The required increase to the carriageway width of one (1) metre is to be achieved by a 0.5 metre increase on either side of the carriageway, and
- (ii) The transition to the wider carriageway is to be achieved over a length of 10 metres.

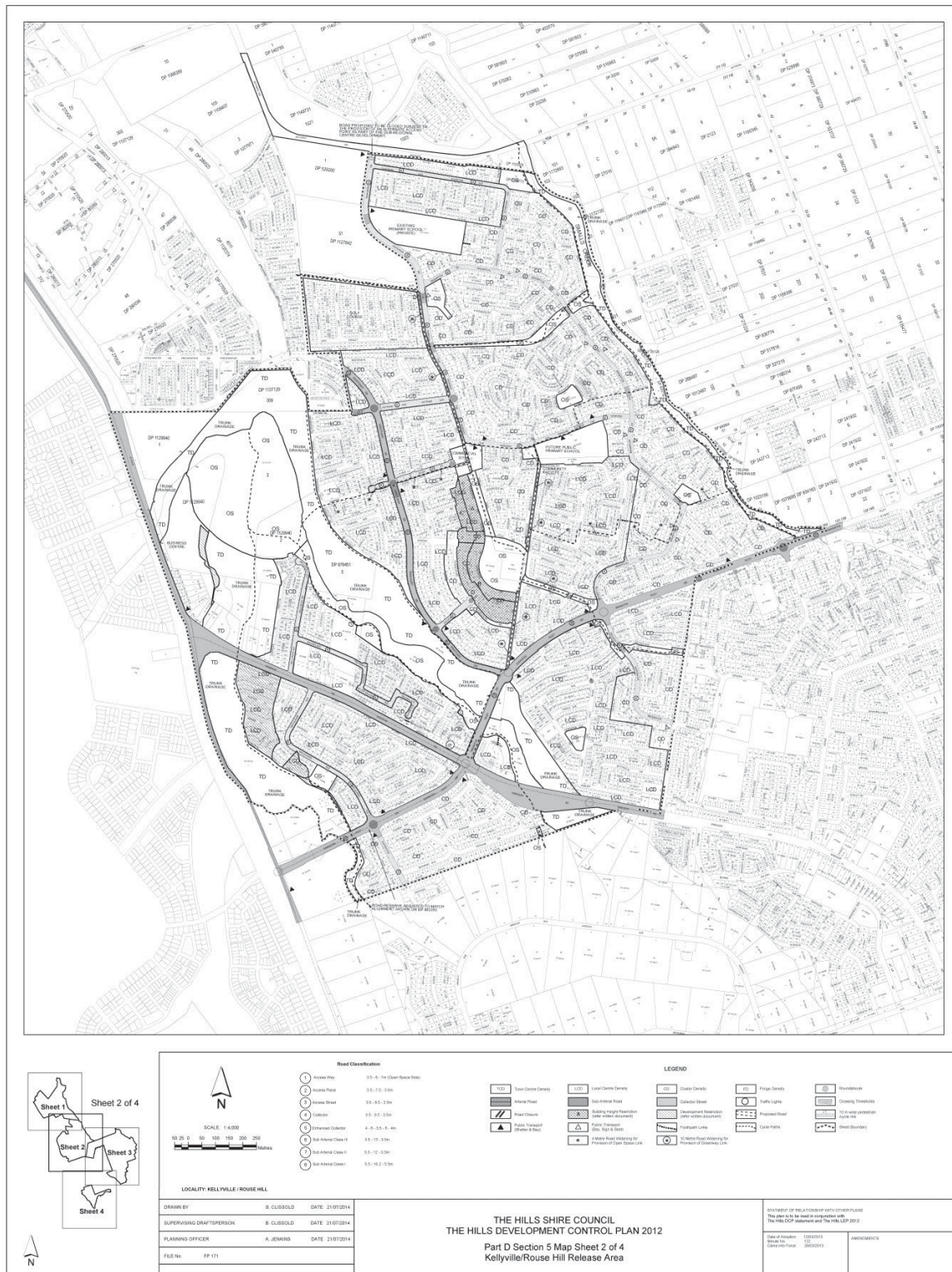
The above criteria are demonstrated graphically below.

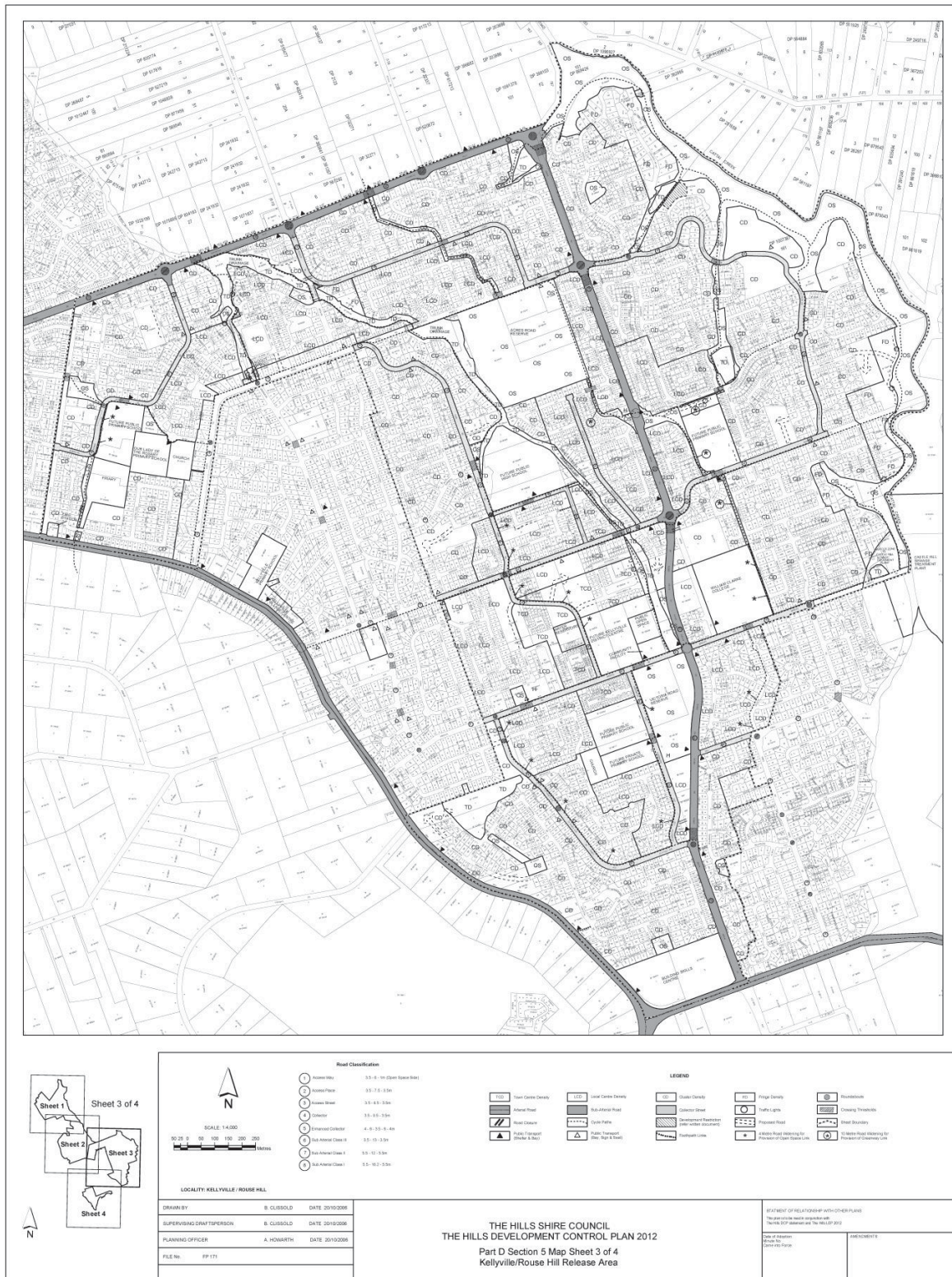


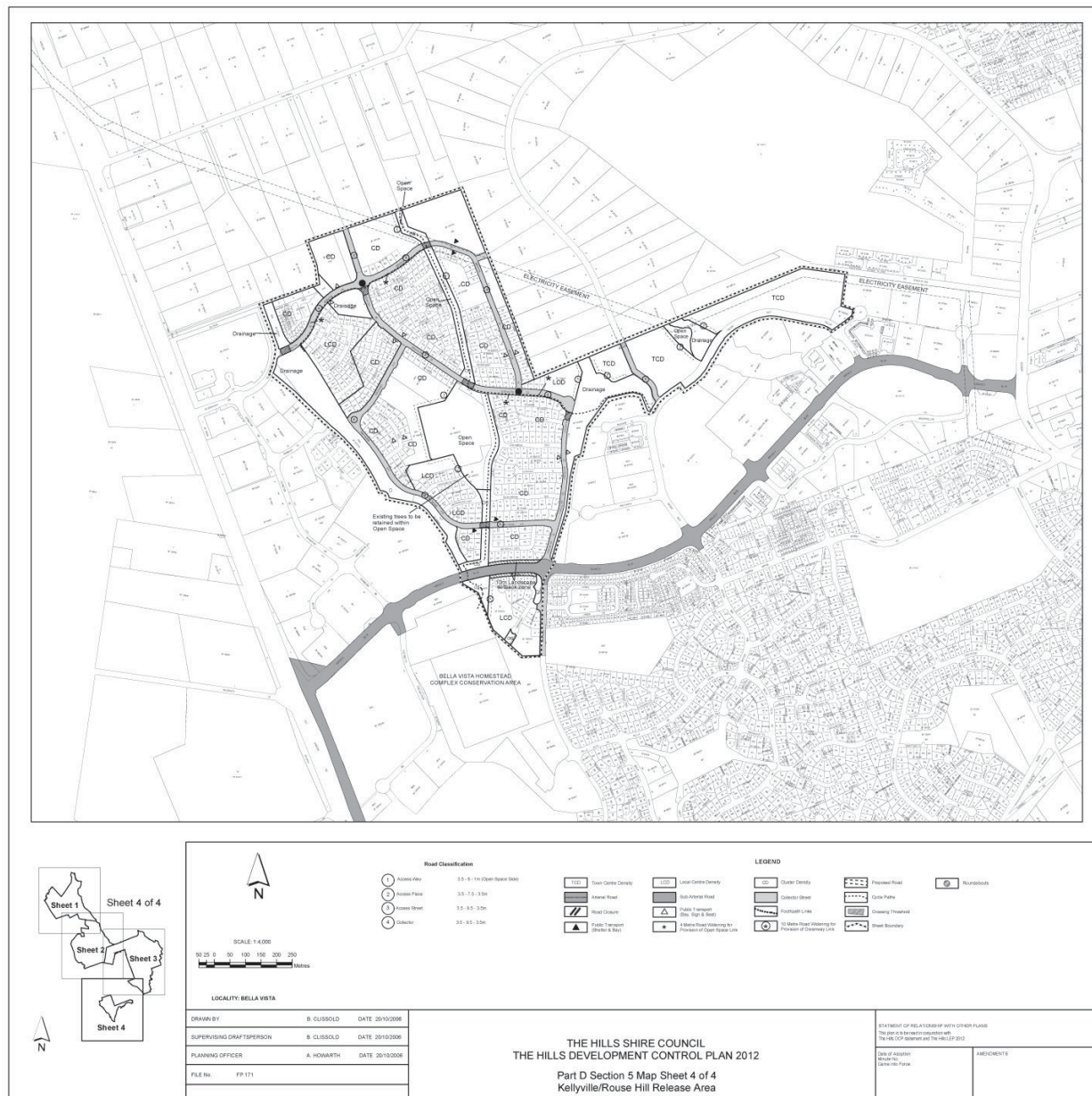
Kellyville / Rouse Hill Release Area











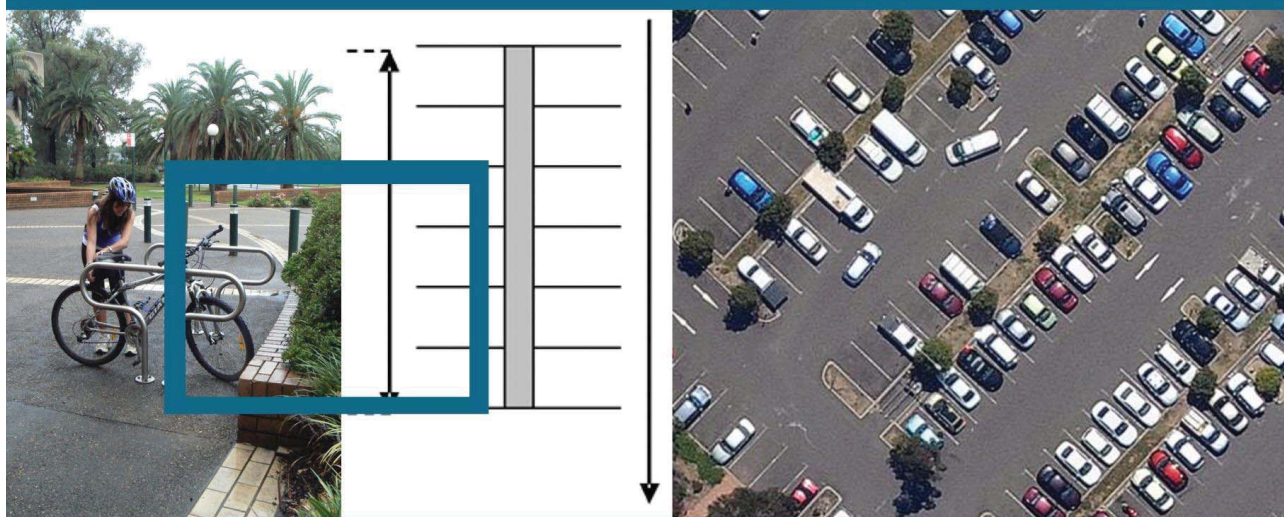
ATTACHMENT 2

The Hills Development Control Plan (DCP) 2012

www.thehills.nsw.gov.au

THE
HILLS
Sydney's Garden Shire

DRAFT



Part C Section 1
Parking

C1

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1. INTRODUCTION

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

1.1. LAND TO WHICH THIS SECTION OF THE PLAN APPLIES

This Section of the DCP applies to all land identified under The Hills Local Environmental Plan (LEP) 2012 and to all permissible parking activities as defined in the LEP 2012. Where the provision of parking is ancillary to the overall development, further specific controls are included in separate relevant Sections of this DCP.

1.2. AIMS AND OBJECTIVES OF THIS SECTION OF THE DCP

The aim of this Section of the DCP is to establish Council's specific objectives and development controls for the provision of parking within the Shire.

OBJECTIVES

Council's overarching objectives for parking developments are:

- (i) *To provide guidelines aimed at improving overall traffic management and safety.*
- (ii) *To ensure satisfactory access, parking provisions, circulation and goods loading and delivery facilities are provided within developments.*
- (iii) *To ensure the efficient flow of traffic through car parks to minimise the potential for pedestrian and vehicle conflict.*
- (iv) *To set out Council's planning and engineering standards for parking in the Shire.*
- (v) *To encourage the use of more ecologically sustainable forms of transport such as bicycles.*
- (vi) *To ensure that all parking provided by development relates to the site's environmental conditions.*

2. OBJECTIVES AND DEVELOPMENT CONTROLS

The objectives and development controls for parking are set out in the following sections.

In addition to the policies, guidelines and documents specified in Section 1.4 of Part A – Introduction, this Section is to be read in conjunction with other relevant Sections including:

- Part C Section 3 – Landscaping

2.1. GENERAL PARKING REQUIREMENTS

OBJECTIVE

- (i) *To provide sufficient parking that is convenient for the use of residents, employees and visitors of the development.*

DEVELOPMENT CONTROLS

2.1.1. GENERAL

- (a) Number of required parking spaces and associated conditions must be provided in accordance with Table 1. Any part spaces must be rounded up to the nearest whole number.
- (b) All car parking spaces must be provided on-site.
- (c) The minimum provision of spaces for restaurants or café as required in Table 1 applies to indoor and outdoor seating.
- (d) The provision of boat trailer and boat wash down areas are required for caravan parks and/or holiday cabin developments in the vicinity of the Hawkesbury River.
- (e) Car parking for child care centres must be situated in a convenient location, allowing for safe movement of children to and from the centre.
- (f) Parking spaces for an exhibition home may be permitted to be located within the front setback, provided the parking area is reinstated to lawn upon the expiry of the exhibition home consent. In the case of exhibition home villages a centralised parking area should be provided.
- (g) Any changes to parking provisions occurring after development consent or implementation of development consent must be subject to an application under Section 96 of the Environmental Planning and Assessment Act 1979.

- (h) Where justified, a proportion of car parking may be subject to time restrictions upon application, consideration and approval by Council. All employees parking are to be provided on-site.
- (i) Stack parking will not be included in the assessment of the number of car parking spaces for retail, commercial, medium density residential and industrial development and the like.
- (j) Access arrangements in bush fire prone areas shall be in accordance with Planning for Bushfire Protection 2006.

2.1.2. MIXED USE PARKING

- (a) Where the component uses are operated concurrently, parking will be assessed as the sum of the requirements for each component. Component parking requirements are to be based on requirements in Table 1. Calculations shall include an appropriate proportion of any shared common or administrative area.

2.1.3. DUAL USE PARKING

- (a) Where the component uses are not operated concurrently, parking provisions will be based on whichever of the components generates the greatest car parking requirement. The onus will be on the applicant to satisfy Council that the uses are not operated concurrently.
- (b) Where the main usage periods of the component uses do not coincide, Council may consider a reduction in the car parking requirements provided that the total car parking is not less than that needed for the component that generates the greatest requirement. The onus will be on the applicant to satisfy Council that the main usage periods do not coincide.

2.1.4. REMODELLING OR ALTERATIONS TO EXISTING PREMISES

- (a) If the development does not result in increased floor space and the use of the building is not significantly changed, then additional parking provisions may not be required.
- (b) If the remodelling results in increased floor area, then additional parking will be required for the increase.

- (c) If the use of the development is changed, this will be taken into account in assessing the parking requirement according to the new use as well as any increase in floor space.

SUBMISSION REQUIREMENTS

- Parking calculations – number of spaces provided for the proposed development using Table 1. Any part spaces must be rounded up to the nearest whole number.
- A Traffic Impact Report should be provided:
 - Where development is likely to generate significant traffic, or
 - Where it is a requirement of another section of the DCP.
- A Parking Study – will be required where proposed parking provisions need to be substantiated. This occurs when:
 - An activity or land use is not included in Table 1, or
 - Dual use or mixed use car parking arrangements may be proposed.

Table 1 Required Minimum Car Parking Provisions

GFA = Gross Floor Area

GLFA = Gross Leasable Floor Area

Land Use Class	Land Use	Required Minimum Provision
Residential	Dwelling	1 space per dwelling
	Residential Flat Buildings and Multi Dwelling Housing	1 space per 1 bedroom unit 2 spaces per 2 or 3 bedroom unit 2 visitor spaces per 5 units
	Residential Flat Buildings in Centre (See note 1 below)	1 space per 1 bedroom unit 1.5 spaces per 2 bedroom unit 2 spaces per 3 bedroom unit 2 visitor spaces per 5 units
	Dual Occupancy	1 undercover space per dwelling below 125m ² of floor space 2 spaces (1 undercover) per dwelling above 125m ² of floor space
	Home Business or Home Industry	Car parking rate will be determined on a merit based assessment but must be provided at a rate that will ensure that the proposal does not result in a significant increase in traffic in accordance with LEP 2012.
Commercial	Commercial premises (including business premises, office premises)*	1 space per 25m ² GFA
	Centre Commercial	1 space per 40m ² GFA
Retail	Shops * # (including shopping centres and general business retail)	1 space per 18.5m ² GLFA
	Service Station & Convenience Store	6 spaces per work bay, plus <u>with Convenience Store</u> - 1 space per 20m ² GFA, plus <u>with Restaurant</u> - 15 spaces per 100m ² GFA of restaurant or 1 space per 3 seats whichever is the greater, plus 1 space per restaurant employee
	Vehicle repair station	3 spaces per 100m ² of GFA or 3 spaces per work bay, whichever is the greater

Land Use Class	Land Use	Required Minimum Provision
	Vehicle sales or hire premises	0.75 spaces per 100m ² of site area, plus 6 spaces per work bay where vehicle servicing is provided on site.
	Garden Centre, Plant Nurseries, Landscaping Material Supplies	1 space per employee, plus 1 space per 18.5m ² GLFA of ancillary retail floor space. Additional parking spaces to be determined by Council in respect of each application to ensure that parking demand generated by the activity is contained within the subject site. Traffic and parking study is required to accompany the application.
	Roadside Stall	Minimum of 4 spaces located within the property boundaries.
	Market	2.5 spaces per stall (customers only)
	Bulky Goods Premises	1 space per 40m ² of GFA
Industry component uses –	Industrial	1 space per 50m ² of GFA, or 1 space per 2 employees, whichever is greater.
	Industrial – Edwards Road Precinct (See note 2 below)	1 space per 75m ² of GFA
	Warehouse	1 space per 50m ² of GFA
	Warehouse – Edwards Road Precinct(See note 2 below)	1 space per 75m ² of GFA
	Vehicle body repair workshop	1 space per 2 employees, plus 6 spaces per work bay
	Sex Services Premises	1 space per room used or capable of being used for sex services plus 1 space per employee. All car parking areas shall be well lit, easy to locate and monitored by surveillance.
	Visitor Parking	1 space for every 2 units constructed

Notes.

- Centre parking rates apply to Castle Hill Major Centre, Baulkham Hills Town Centre, and Rouse Hill Major Centre and Lot 5 Commercial Road, Rouse Hill (Lot 5 DP 30916) as identified in Sheet 1, 2 and 3 in Appendix A – Centre Maps to this Section.
- Land within the Edwards Road Precinct is identified within Appendix B – Edwards Road Precinct to this Section.

Land Use Class	Land Use	Required Minimum Provision
Entertainment	Pubs/, Registered Clubs	1 space per 1.85m ² of service area in bar and lounge plus 1 space per 2 employees
	Entertainment Facilities*#	1 space per 5 seats or 1 space per 10m ² of non-fixed seating floor space
	<u>Food and Drink Premises</u>	
	Take-away food and drink premises* (No seating)	1 space per 18.5m ² GFA.
	Restaurant or café*	1 per 5 seats, plus 12 spaces per 100m ² of GFA, plus 10 car spaces for queuing where a drive through facility is proposed.
	Function Centre	1 space per 3 seats, or 15 spaces per 100m ² GFA, whichever is the greater. These rates apply to both indoor and outdoor seating.
	Restaurant or cafe within a commercial office building and Main Street Precinct, Castle Hill (see note 3)	1 space per 25m ² of GFA.
	Restaurant or cafe within a retail shopping complex	1 space per 18.5m ² of GLFA.
	Restaurant or café within Main Street Precinct, Castle Hill outdoor dining component (see note 3)	No car parking required.
Recreational Facilities	Gymnasiums/Fitness Centre*	1 space per 25m ² of GFA
	Squash Courts & Tennis Courts*	3 spaces per court plus 1 space per 5 seats where spectator seating/galleries are provided
	Bowling Green	30 spaces for the first green, plus 15 spaces per each additional green
	Bowling Alley	3 spaces per alley
	Indoor Cricket or Soccer Centre*	15 spaces per pitch
	Equestrian Centre, Other Recreational Facility	Submit parking study to substantiate proposed car parking provisions.

Land Use Class	Land Use	Required Minimum Provision
Health	Hospital Nursing and Convalescent Homes	1 space per 2 beds for visitors plus 1 space per 1.5 employees plus 1 space per 2.5 visiting medical officers Unless otherwise specified by Seniors Living SEPP.
	Medical Centres, Health consulting rooms	3 spaces per consulting room plus 1 space per support employee
Education	Child Care Centre [#] (including Kindergartens, Crèches)	1 space per employee plus 1 space per 6 children enrolled for visitors and/or parent parking Also see section 2.1.1(e)
	Educational Establishment (School) [#]	1 space per employee plus 1 space per 8 year 12 students, plus 1 space per 30 students enrolled for visitors and/or parent parking
	Educational Establishment (Tertiary Institution) [#]	1 space per 2 students enrolled
Accommodation	Bed & Breakfast Accommodation	1 space per guest room in addition to residential requirement
	Caravan Park/Holiday Cabins	1 space per caravan or camping site plus Also see section 2.1.1(d)
	Hotel or Motel Accommodation [#]	1 space per 1 guest room plus 1 space per 2 employees in addition to any space generated by a public bar or restaurant.
	Marina	0.6 spaces per wet berth 0.2 spaces per dry storage berth 0.2 spaces per swing mooring 0.5 spaces per marina employee Development applications are to be accompanied by a traffic and parking study to ensure that parking demand generated by the activity is contained within the subject site.
Other	Veterinary Hospital	3 spaces per consulting room plus 1 space/10 cats or dogs accommodated overnight
	Animal Boarding or Training Establishment.	Development applications are to be accompanied by a traffic and parking study to ensure that parking demand generated by the activity is contained within the subject site.

Land Use Class	Land Use	Required Minimum Provision
	Place of public worship	1 space per 5 seats
	Funeral home/chapel	1 space per 4 seats plus 1 space per funeral service area
	Exhibition Home	4 spaces per exhibition home Also see section 2.1.1(f)

Note. *Bicycle parking is also required – refer to Table 3 for provisions.

[#] Set down areas are to be provided for these land uses – refer to section 2.6.

3. Main Street Precinct, Castle Hill includes properties fronting Old Northern Road and part of Showground Road, Castle Hill and is identified in Sheet 1 in Appendix A – Centre Maps to this Section.

2.2. PARKING FOR DISABLED PERSONS AND PARENTS WITH PRAMS

OBJECTIVES

- (i) *To ensure appropriate on-site provision and design of parking for disabled persons and parents with prams.*
- (ii) *To ensure that designated spaces provided are easily accessible to points of entry to building or facility.*
- (iii) *To ensure amenity and safety in the design and construction and operation of the development in accordance with Council's ESD Objective 7.*

DEVELOPMENT CONTROLS

- (a) A proportion of the total parking spaces required shall be provided for disabled persons in accordance with Table 2.
- (b) A continuous, accessible path of travel in accordance with AS 1428.1 shall be provided between each parking space and an accessible entrance to the building or to a wheelchair accessible lift.
- (c) A proportion of the total parking spaces required shall be provided for parents with prams at the rate of 1 space per 100 spaces at:-
 - shopping centres;
 - transport terminals;
 - hospitals; and
 - other large public facilities.
- (d) Parking spaces for disabled persons and parents with prams should:-
 - have minimum 3.2 metres x 5.4 metres dimensions for each designated parking space;
 - be provided adjacent to an accessible entrance or a wheelchair accessible lift;
 - be signposted and identified for the nominated parking use;
 - have a clearance height of 2.5 metres from floor level; and
 - provide a level area with a gradient less than 1:40.
- (e) Directional signage to designated parking spaces should be provided from the entry of the parking facility.

- (f) Set down areas should be level with a gradient less than 1:40, have adequate circulation space and be located away from traffic flow. Adjacent kerb ramps should be provided to allow access to a footpath, building entrance or a wheelchair accessible lift.
- (g) Refer to Council's "Making Access for All: guidelines ensuring criteria for all public facilities" for further parking and access designs. This document is available at the Customer Service Centre at Council's Administration Building or at Council's website.

SUBMISSION REQUIREMENTS

- Site plan indicating:
 - parking layout and locations of designated spaces for disabled persons and parents with prams; and
 - locality of adjacent wheelchair accessible entrances and lifts.
- Parking calculations.

Table 2 Disabled Persons Parking Provisions

Source: AS 2890.1 1993 – Part 1 Parking Facilities – Off Street Car Parking

Land Use	Required Provision (percentage of total car parking)
<u>Retail/Commercial</u> A shopping centre with or without commercial premises (banks, credit union, restaurants or cafes, offices etc), or an office area. Includes strip shopping centres or CBD areas, shopping complexes, supermarkets, and variety stores. May include post office, entertainment, community, recreation venues and the like.	2%
<u>Transport</u> Railway stations, bus/rail interchanges	3%
<u>Community</u> Civic centres, town halls, community centres, senior citizen's clubs, and health care.	3%
<u>Recreation</u> Leisure centres, gymnasiums, swimming pools, parks, gardens, foreshore, and sporting venue.	3%
<u>Education</u> Schools	3%
Tertiary institutions	2%
<u>Entertainment</u> Theatres, libraries, art galleries, sports centres, entertainment centres	4%
<u>Medical</u> Hospitals	4%
Medical Centres (including community health centres, radiology units, rehabilitation units)	3%
<u>Places of Public Worship</u> Individual churches or religious centres	3%

Notes.

- Percentages in Table 2 apply to the total number of parking spaces to be provided.
- Small car parks must provide a minimum of 1 space for disabled persons.

2.3. BICYCLE PARKING**OBJECTIVES**

- To provide convenient and accessible on-site bicycle parking and appropriate associated facilities.
- To encourage the use of bicycles in order to help reduce the dependence on motor vehicles in accordance with Council's ESD Objective 9.

DEVELOPMENT CONTROLS

- The provision of bicycle parking must in accordance with Table 3.
- Bicycle parking should be located in close proximity to building entrances and clustered in lots not exceeding 16 spaces.
- Bicycle parking facilities should not impede pedestrian or vehicular circulation.

- (d) Bicycle parking facilities should be located in highly visible, illuminated areas to minimise theft and vandalism.
- (e) Provision of shower and change facilities for bicycle riders should be provided in accordance with Table 3.
- (f) Installation and dimensions of bicycle parking facilities and storage should be in accordance with:
- AS 2890.3-1993 – Parking Facilities – Bicycle parking facilities; and
 - Guide to Traffic Engineering Practice BICYCLES - Part 14 - Austroads (Standards Australia).

SUBMISSION REQUIREMENTS

- Parking calculations
- Site plan indicating location of:
 - designated bicycle spaces/storage facilities; and
 - shower and change facilities.
- Statement of Environmental Effects Indicating:
 - security details for bicycle parking areas; and
 - provision of shower and change facilities.

Table 3 Provision of Bicycle Parking According To Land Use

Source: Guide to Traffic Engineering Practice "BICYCLES - Part 14 – Austroads" (Standards Australia).

Land Use	Minimum Bicycle Parking Provisions	Change and Shower Facilities
Commercial Premises (including business premises and office premises)	2 spaces plus 5% of the total number of car spaces required where – New development exceeds 5,000m ² in GFA or Additions to existing developments that increase the size of the total development to greater than 5,000m ² GFA.	Yes
Gymnasium/Fitness Centre or Squash/Tennis courts or Indoor Cricket/Soccer	1 per 4 employees plus 1 per 200m ² GFA	Yes
Industry – Warehousing, Factories	2 spaces plus 5% of the total number of car spaces required where – New development exceeds 4,000m ² in GFA or Additions to existing developments that increase the size of the total development to greater than 4,000m ² GFA.	Yes
Retail/Shops	2 spaces plus 5% of the total number of car spaces required where – New retail developments exceed GFLA of 5,000m ² or Additions to existing developments that increase the size of the total development to greater than 5,000m ² GFLA.	Yes
Bulky Goods Premises	2 spaces plus 5% of the total number of car spaces required where – New development exceeds 4,000m ² in GFA or Additions to existing developments that increase the size of the total development to greater than 4,000m ² GFA.	Yes
Schools	1 space per 5 pupils over year 4	Yes

Land Use	Minimum Bicycle Parking Provisions	Change and Shower Facilities
Tertiary Institution	1 space per 50 full-time students	Yes

2.4. MOTORCYCLE PARKING

OBJECTIVES

- (i) To have equitable provision of parking for motorcyclists.

DEVELOPMENT CONTROLS

- (a) Motorcycle parking is to be provided for all developments with on-site parking of more than 50 car parking spaces, at a rate of 1 motorcycle parking space for every 50 car parking spaces or part thereof.
- (b) Motorbike spaces should be 1.2 metres wide and 2.5 metres long when spaces are 90 degrees to the angle of parking. (See Figure 1 - Motorcycle Parking Dimensions).

SUBMISSION REQUIREMENTS

- Parking calculations.
- Site plan - indicating location of designated motorcycle parking spaces.

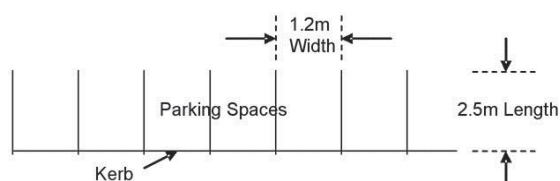


Figure 1 Motorcycle Parking Dimensions At 90 Degree Angle

Source: AS 2890.1 1993 – Parking Facilities-Part1: Off Street Car Parking

2.5. CARWASH BAYS

OBJECTIVES

- (i) To provide on-site car wash facilities within residential multi-unit developments.

- (ii) To ensure during the design, construction and operation of car wash bays, that water is utilised efficiently and that water leaving the site is of a quality and quantity comparable to that which is received in accordance with Council's ESD Objective 3.

DEVELOPMENT CONTROLS

- (a) The carwash bay can be either a designated car space separate to that of total car spaces as calculated, or can be a visitor space when not utilised by visitors.
- (b) A minimum provision of one designated carwash bay space per residential multi-unit development.
- (c) Car wash bays are not to be used to carry out engine degreasing or mechanical repairs and must be signposted to reflect this prohibition.
- (d) Wastewater must be treated so as to remove grease, oil and silt and must be either reused for car washing or used for irrigation of landscaped areas on site. To treat wastewater in this way application for a licence must be applied for from the Office of Environment and Heritage. Approval can be sought from www.environment.nsw.gov.au/licensing/.
- (e) Alternatively wastewater can be discharged to the sewer, This is only where (b) is not feasible according to a report provided by a hydraulic engineer, the Council or the Office of Environment and Heritage. Approval from Sydney Water must be sought by applying for "Permission to Discharge Trade Wastewater". Refer to the fact sheet on Sydney Water's web site www.sydneywater.nsw.gov.au. - "Disposal of Trade Wastewater from Residential Car Wash Bays".
- (f) Wastewater option (e) requires the construction of a roof over the designated car wash space and must be bunded to exclude rainwater as per Sydney Water's requirements.

- (g) Approval must be obtained either from the Office of Environment and Heritage or Sydney Water prior to construction of the development.

SUBMISSION REQUIREMENTS

- Site plan indicating locations of designated car wash spaces.
- Statement of Environmental Effects indicating:
 - Details of method wastewater removal.

2.6. SET DOWN AREAS

OBJECTIVES

- (i) *To provide designated set down areas in close proximity to busy centres.*
- (ii) *To provide safe and convenient designated set down areas for passengers to arrive close to their destination.*

DEVELOPMENT CONTROLS

- (a) Set down areas must not conflict with the movement of other traffic, pedestrians and other vehicle parking.
- (b) There must be a safe continuous accessible path of travel from set down area/s to a wheelchair accessible entrance or lift.
- (c) The following forms of development should provide set down areas for cars:
- Educational establishments.
 - Shopping centres.
 - Community centres.
 - Libraries.
 - Entertainment facilities.
 - Child Care Centres.
 - Recreational facilities.
 - Transport terminals and interchanges.
- (d) The following forms of development should provide set down areas for coaches and community buses:
- Hotel or Motel Accommodation.
 - Community Centres.
 - Registered Clubs.
 - Tourist Destinations and Centres.
 - Transport Terminals and Interchanges.
- (e) The number of set down areas must be in accordance to the developments needs.

- (f) Set down areas for cars must be separate to set down areas used for coaches and community buses.
- (g) Set down areas, except those used for coaches and community buses, must be used only to drop off passengers and must not be used for passenger collection.
- (h) Set down areas must be signposted to indicate that their use is time limited.

SUBMISSION REQUIREMENTS

- Site plan indicating location and design of designated set down areas.
- Statement of Environmental Effects - Details of types of vehicles expected to set down passengers and the likely frequency of use.

2.7. CAR PARK DESIGN AND LAYOUT

OBJECTIVES

- (i) *To provide safe, convenient and accessible design and layout of parking areas.*
- (ii) *To provide suitable dimensions for all types of parking spaces.*
- (iii) *To provide appropriate parking design and layout that complements building design and function.*
- (iv) *To ensure pedestrian amenity is enhanced.*

DEVELOPMENT CONTROLS

2.7.1. GENERAL

- (a) The layout of the car park should facilitate ease of access and egress of vehicles through the parking area at all times without congestion.
- (b) For all development other than single dwelling houses and dual occupancies, vehicles must enter and exit the site in a forward direction.
- (c) Adequate queuing distance should be provided where the parking area fronts an arterial road as justified by relevant data or a study carried out by a suitably qualified person.
- (d) Any changes to parking layout and design occurring after development consent or implementation of a development consent must

be subject to an application under Section 96 of the Environmental Planning and Assessment Act 1979.

- (e) Provisions within this section are in accordance with AS 2590.1 –1993 Parking Facilities – Part 1 Off Street Car Parking. For further design requirements for car park design and layout please refer to the Australian Standard.

2.7.2. PARKING DIMENSIONS

- (a) The minimum car parking dimensions required for right angle parking shall be provided in accordance with Table 4.
- (b) Two-way aisles are not recommended for angle parking other than for parking at right angles (90 degrees).
- (c) The preferred parking angle should be at 90 degrees to the aisle. Where site area is limited other angles of parking will be considered. For angle parking design requirements other than at 90 degrees refer to AS 2890.1-1993 – Parking Facilities – Part 1: Off Street Parking.
- (d) All parking spaces shall be designed to ensure they can be accessed by a maximum 3 point combined manoeuvre, i.e. 1 movement to enter the space and 2 movements to leave, or 2 movements to enter and 1 to leave. (See Figure 2 for manoeuvres).
- (e) Parallel parking is to be avoided unless it can be demonstrated that it does not disrupt traffic circulation or create a hazard.
- (f) At blind aisles the end spaces should be made one metre wider than the adjacent spaces. (See Figure 3). Otherwise, provision should be made for cars to turn round at the end of aisles and allow vehicles to exit in a forward direction.
- (g) Spaces adjacent to obstructions must be 300mm wider on the side of the obstruction.
- (h) The width of car spaces in multi-storey or basement parking areas is to be exclusive of any building columns.
- (i) Basement parking areas should be setback the same distance as the building above.

2.7.3. PEDESTRIAN CIRCULATION AND SAFETY

- (a) Parking areas should be designed so that pedestrian entrances and exits are separate from vehicle entrances and exits.

- (b) Safe crossing points through to or leading to entrances must have adequate sight distance and must be provided with appropriate directional signs and indicative pavement markings.
- (c) Lifts and stair lobbies, and access to buildings should be clearly marked.
- (d) Where possible, parking aisles should be orientated parallel with expected pedestrian travel paths. (See Figure 4).

2.7.4. DRAINAGE

- (a) All car parking areas are to provide adequate drainage of surface water to prevent flooding of adjoining properties.

2.7.5. LIGHTING AND VENTILATION

- (a) Covered or enclosed car parks must have adequate lighting and ventilation, preferably by natural means.
- (b) Where car parks might be utilised in the evening, adequate artificial lighting should be provided for the whole car park area.

2.7.6. PARKING DIRECTIONS

- (a) All car parking spaces should be clearly line marked.
- (b) Where designated parking spaces are provided such as customer, visitor, parents with prams and disabled persons parking, signposting must clearly indicate the location of these spaces.
- (c) Arrow markings on the surface of aisles and driveways should be used to demonstrate circulation pattern, whether in one-way or two-way directions.
- (d) Entries and exits must be appropriately signposted.

SUBMISSION REQUIREMENTS

- Site Plan indicating car park layout including:
 - Traffic circulation details;
 - Location of parking spaces;
 - Location of directional and parking signs;
 - Pedestrian access and circulation through parking areas;
 - Contours demonstrating existing spot levels and proposed finished levels;

- Vehicle turning path detail overlaid on the plans demonstrating that entry and exit is achieved in a forward direction; and
- Location and height of any retaining walls.
- Cross Section indicating:
 - Extent of cut and fill;
 - Location and height any of retaining walls;
 - Headroom clearance to overhead obstructions (eg. Fire sprinklers, servicing ducts, piping etc.); and
 - Longitudinal section of the driveway from the centreline of the public roadway from where access is proposed to the rear of the parking area. Transition grades to prevent vehicle scraping are to be detailed.
- Statement of Environmental Effects detailing:
 - Method of drainage; and
 - Lighting and ventilation methods.

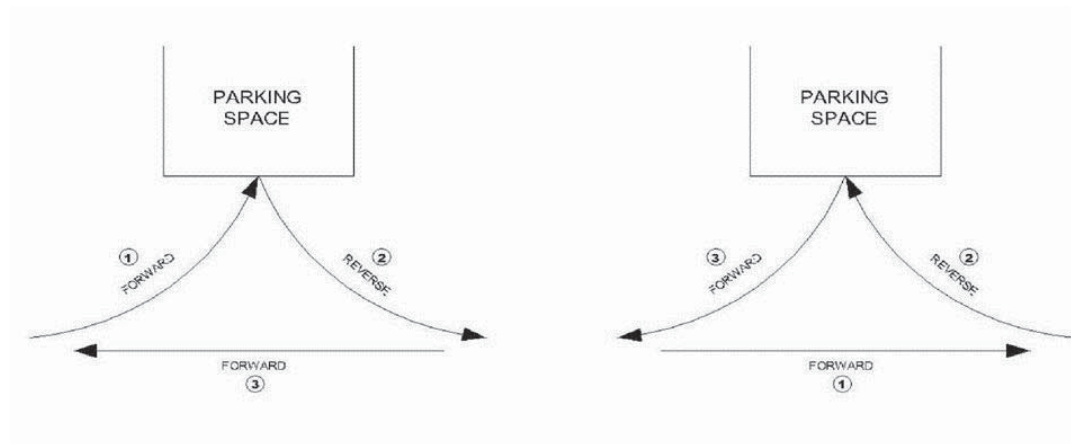


Figure 2 Vehicle Movements In And Out Of Parking Spaces

Table 4 Minimum Parking Bay Dimension For Right-Angled Car Parking

Source: AS 2890.1 1993 – Parking Facilities – Part 1: Off Street Parking

Land Uses	User Class No.	Required Door Opening	Space Width (metres)	Space Length (metres)	Aisle Width (metres) One Way	Aisle Width (metres) Two Way
Tenant, employee and commuter parking, universities (generally parking all day)	1	Front Door, first stop	2.4	5.4	6.2	7.0
Long-term town centre parking, sports facilities, entertainment centres, hotels, motels (generally medium-term parking)	2	Front Door, second stop	2.5	5.4	5.8	7.0
Short-term town centre parking, shopping centres, supermarkets, hospitals & medical centres (generally short-term parking and where children & goods can be expected to be loaded into the vehicles).	3	Rear Door, full opening	2.6	5.4	5.4	7.0
Parking for people with disabilities	4	Front door, full opening plus wheelchair manoeuvre space	3.2	5.4	5.0	7.0

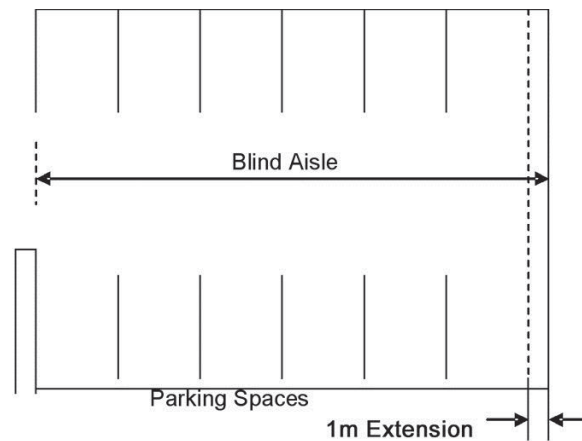


Figure 3 Blind Aisle Extension

Note. The maximum length of blind aisle is equal to six 90 degree car spaces.

Source: AS 2890.1 1993-Parking Facilities-Part 1: Off Street Car Parking

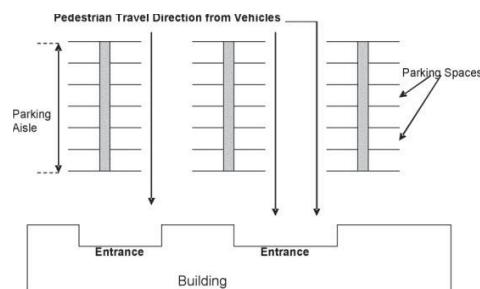


Figure 4 Example Of Direct Pedestrian Access To Entrance

2.8. LANDSCAPING

OBJECTIVES

- (i) *To provide appropriate landscaping for external and uncovered car parks so that they do not detract from the surrounding area.*
- (ii) *To provide shade and improve amenity of loading, service and parking areas and to provide a buffer to neighbouring properties.*
- (iii) *To utilise landscaping to provide amenity to neighbouring properties in accordance with Council's ESD objective 7.*

DEVELOPMENT CONTROLS

- (a) Outdoor parking areas are to be provided with two metre wide landscaping strips:
 - Between rows served by different aisles.
 - Between spaces at a rate of one in every ten car parking spaces.
- (b) Outdoor parking areas are to be screened by a minimum of two metre wide landscaping strips. Such landscaping is to be of a mature and dense nature and be designed according to Part C Section 3 – Landscaping of this DCP.
- (c) Driveways are to be screened by a minimum of two metre wide landscaping strip on either side.
- (d) Where soils permit infiltration the landscaping strips should be used to promote reuse of drainage water.
- (e) Landscaping species selected should not:
 - block signs;
 - impede entry and access points;
 - overgrow paths;
 - cause restrictions to pedestrian and vehicle movements; and
 - compromise safety aspects such as sight distances.
- (f) Shade trees are to be provided within landscaping strips.
- (g) Plant and tree species selected for the purpose of providing shade should not be of a kind that will cause damage to vehicles because of their nature of dropping fruit, cones or nuts.
- (h) In addition reference should be made to Part C Section 3 - Landscaping of this DCP when selecting appropriate species.

SUBMISSION REQUIREMENTS

- Landscape Plan

2.9. LOADING AND DELIVERY REQUIREMENTS

OBJECTIVES

- (i) *To provide suitable access on-site for service vehicles, for the purpose of loading and/or delivering goods.*
- (ii) *To ensure that types of loading and delivery areas are suited to the needs of the development.*
- (iii) *To ensure that adequate numbers of loading and delivery areas are allocated for appropriate types of service vehicles.*
- (iv) *To protect neighbourhood amenity and safety in the design and construction and operation of loading and service areas in accordance with Council's ESD objective 7.*

DEVELOPMENT CONTROLS

- (a) All loading and delivery areas are to be provided on-site.
- (b) Loading and delivery facilities are to be designed in accordance with AS 2890.2-1989, Off Street Parking - Part 2: Commercial vehicles facilities.
- (c) The use of loading and delivery areas must not conflict with the safe efficient circulation of pedestrians and other vehicles on-site.
- (d) In larger developments loading and delivery areas should operate independently of other parking areas.
- (e) Service vehicles are to be able to efficiently manoeuvre to and from loading and delivery areas in accordance with AUSTROADS Design Vehicular and Turning Templates.
- (f) Loading and delivery areas must not affect the amenity of adjoining residential properties.
- (g) Loading bays are not to be used for the storage of goods that may impede the use of the bay for the delivery or loading of goods.
- (h) The number of loading bays for supermarkets, department stores, mixed small shops and offices are required in accordance with Table 5.

- (i) Council may consider variations to the standards required by Table 5 in circumstances where the applicant is able to demonstrate compliance with the objectives of this Section of the DCP by alternate means.
- (j) For those land uses not referred to in Table 5 the applicant will be required to demonstrate the development proposal satisfies the objectives of this Section of the DCP. In this regard the following information is to be submitted:
- The types of vehicles expected to load and deliver on-site.
 - The frequency with which these vehicles will visit the site.
 - The largest vehicles expected to visit the site. These areas must be able to be utilised by all smaller loading and delivery vehicles also.

Table 5 Minimum Number Of Loading Bays Required

GLFA = Gross Leasable Floor Area

GFA = Gross Floor Area

Development	Number of Loading Bays
Supermarket (GLFA)	2 for the first 930m ² 2 for the next 930m ² 1 for each extra 930m ²
Department Store (GLFA)	2 for the first 4,645m ² 2 for the next 4,645m ² 1 for each extra 4,645m ²
Mixed Small Shops (GFLA)	2 for the first 465m ² 2 for the next 465m ² 1 for each extra 530m ²
Offices (GFA)	1 for the first 1,860m ² 1 for next 3,720m ² 1 for the next 3,720m ² 1 for each extra 9,250m ²

SUBMISSION REQUIREMENTS

- Site Plan must indicate:
 - the relevant locations and dimensions of loading and delivery areas; and

- the swept path of the design service vehicle to be overlaid on the site plan to demonstrate all turning movements of service vehicles from the public road to the delivery/loading dock.
- Loading Bay Calculations – in accordance with Table 5.
- Statement of Environmental Effects – where Table 5 is not applicable the statement of environmental effects must indicate the following to substantiate that the design and number of loading and delivery areas are appropriate for the proposed development:
 - The type/s of service vehicles expected to delivery to and load from the site;
 - The frequency with which these vehicles will visit the site, indicating times during the day/night and approximate number of visits per week or month; and
 - Illustration that the dimensions of the loading and delivery areas are suited to the types of vehicles visiting the site. (Refer to AS 2890.2-1989 – Part 2: Commercial vehicle facilities for dimension requirements).

2.10. ACCESS DRIVEWAYS

OBJECTIVES

- (i) To provide driveways with safe access and egress to and from properties.
- (ii) To reduce conflicts between entering and exiting street traffic and car park traffic.
- (iii) To ensure safety in the design, construction and operation of access driveways in accordance with Council's ESD objective 7.

DEVELOPMENT CONTROLS

- (a) Access driveway widths are to comply with AS 2890.1-1993 Parking Facilities – Part 1: Off Street Car Parking.
- (b) Driveways are to be provided in locations that have adequate sight distance.
- (c) Driveways will be prohibited in the locations shown in Figures 5 and 6.
- (d) Access driveways are to be constructed in accordance with Council's "Specification for the Construction of Footpath & Gutter Crossings" (2001).

- (e) Access driveways are to be located a minimum of one metre from drainage structures and other service facilities located on the nature strip.
- (f) Except for residential properties, driveway entrances and exits should be signposted appropriately.
- (g) Access driveways should not be entered from or exited onto intersections where one or more of the intersecting roads are a collector, sub-arterial or arterial road.
- (h) Indirect access must be sought in preference to direct access where the proposed development fronts a high-volume road. Where direct access is proposed, a study by a suitably qualified person must be conducted to indicate potential impacts. This study will also be assessed by the RMS.
- (i) Driveways for multi dwelling housing, residential flat buildings and Seniors Living SEPP developments must be able to be accessed by service vehicles such as fire tankers, ambulances and bushfire tankers.
- (j) In addition, application of controls for driveways in other applicable Sections of the DCP should be applied.

SUBMISSION REQUIREMENTS

- Site Plan including:
 - Indication of driveway locations in relation to the existing roadway and the kerb alignment; and
 - All tangent points on the kerb return must be identified.

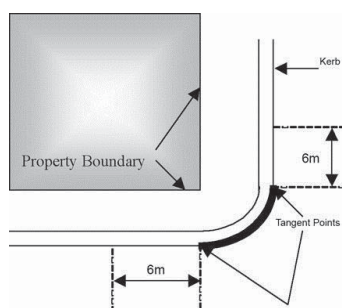


Figure 5 Driveways Prohibited Within 6 Metres From Tangent Points Of Kerb

Source: AS 2890.1 – 1993 Parking Facilities – Part 1: Off-Street Car Parking

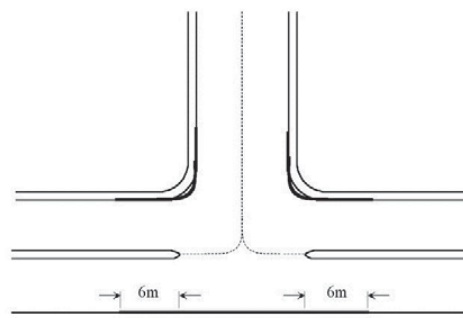


Figure 6 Driveways Prohibited On The Opposite Side Of The Road Or Within 6m Of Median Opening

3. REFERENCES

Australian Standard – AS 2890.1 – 1993 – Part 1 Parking Facilities – Off Street car parking.

Australian Standard – AS 2890.2 – 1989 – Off Street parking – Part 2: Commercial vehicle facilities.

Australian Standard – AS 2890.3 – 1993 – Parking Facilities – Bicycle parking - facilities.

Baulkham Hills Shire Council, 1993 Kellyville/Rouse Hill Landscape and Urban Design Strategy.

Department of Environment and Planning, 1981 Technical Bulletin 14: Guidelines for Site Landscaping of Commercial and Industrial Development.

Department of Urban Affairs & Planning, 1988 Rural Land Evaluation: A Manual for Conducting a Rural Land Evaluation Exercise at the Local Planning Level. Department of Urban Affairs and Planning, Sydney.

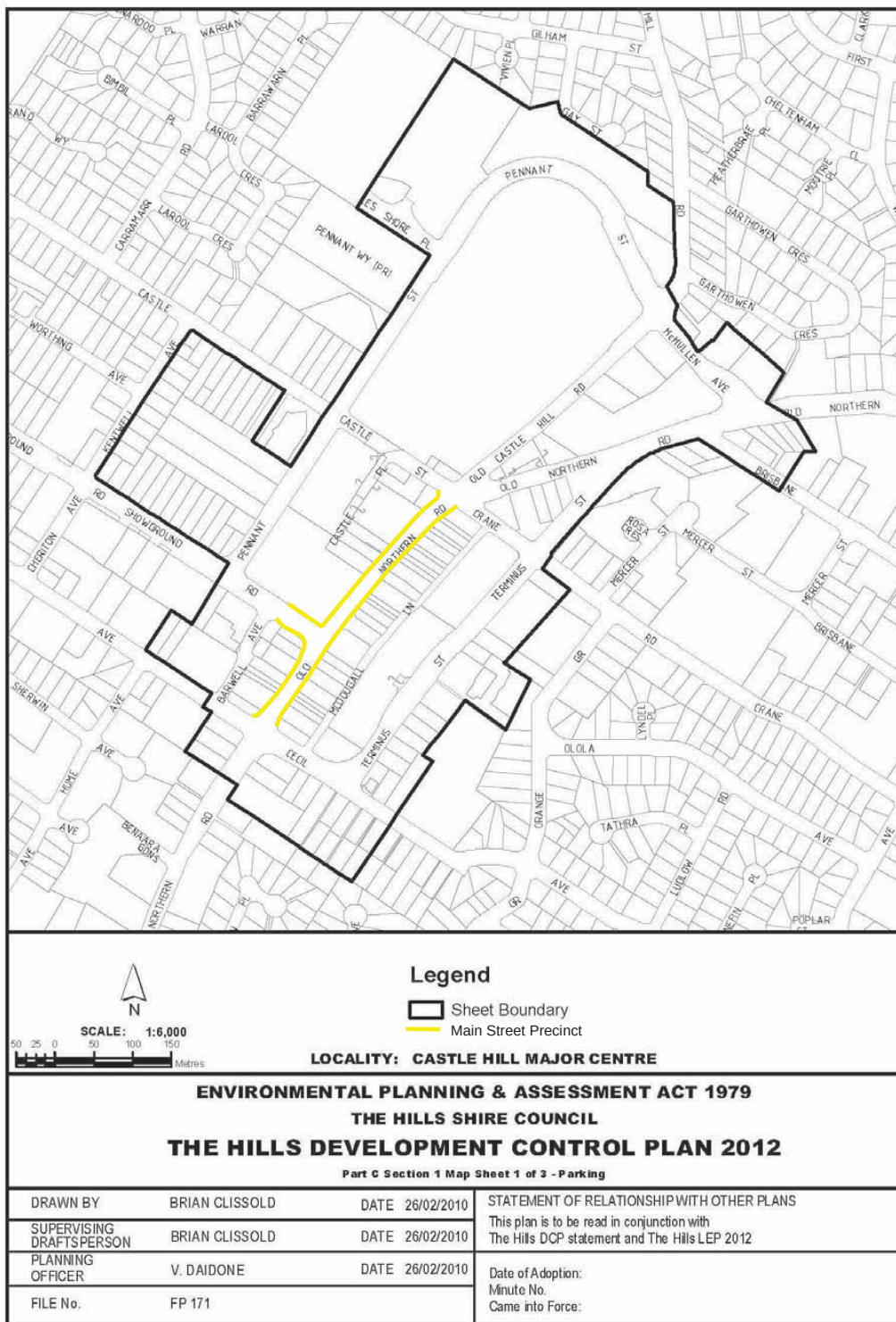
Department of Urban Affairs and Planning DUAP Circular No E3 Author.

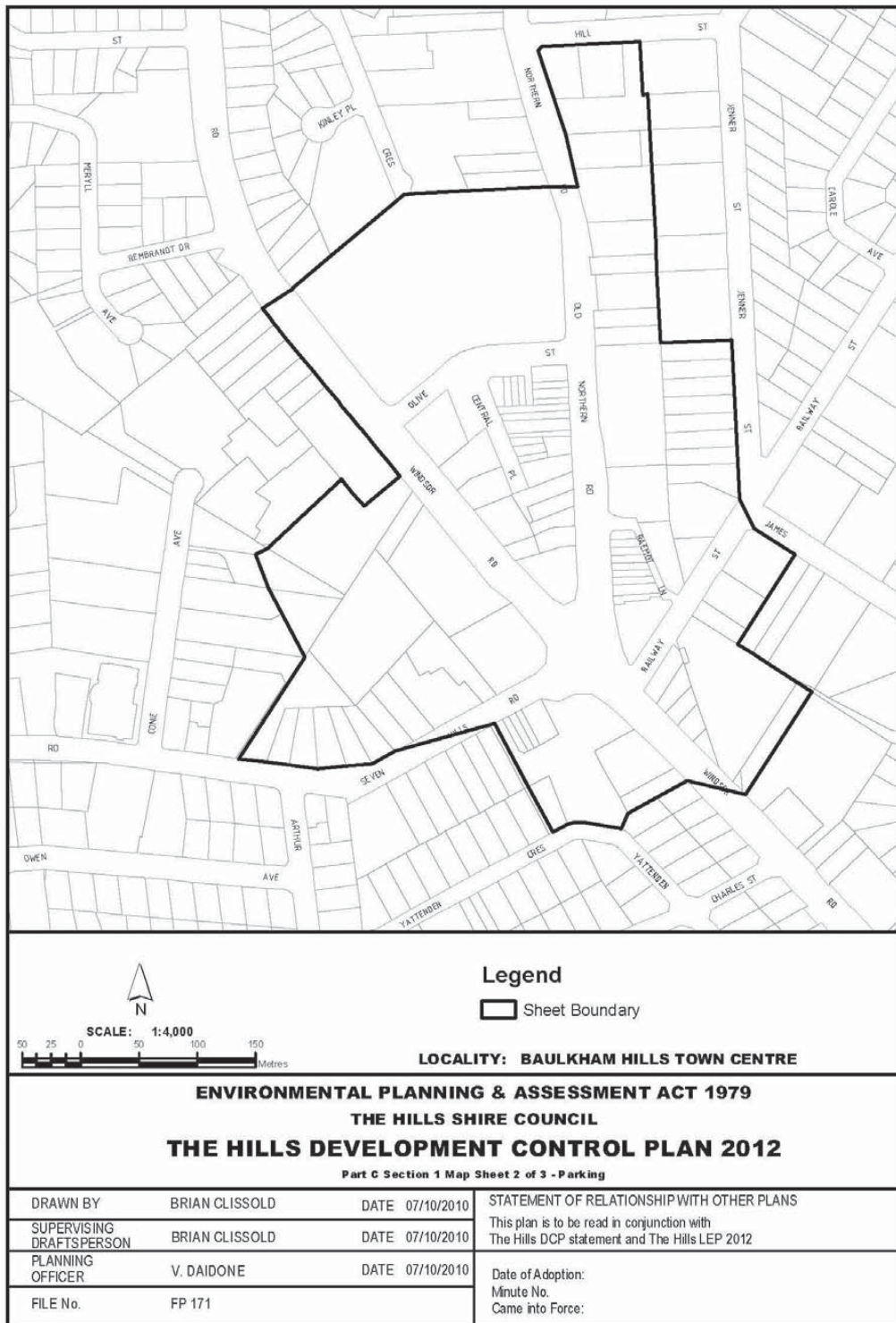
Roads & Traffic Authority 1995, The Guide to Traffic Generating Developments.

Sinclair Knight Merz, 1996 Kellyville traffic and Parking Study. Prepared for Baulkham Hills Shire Council.

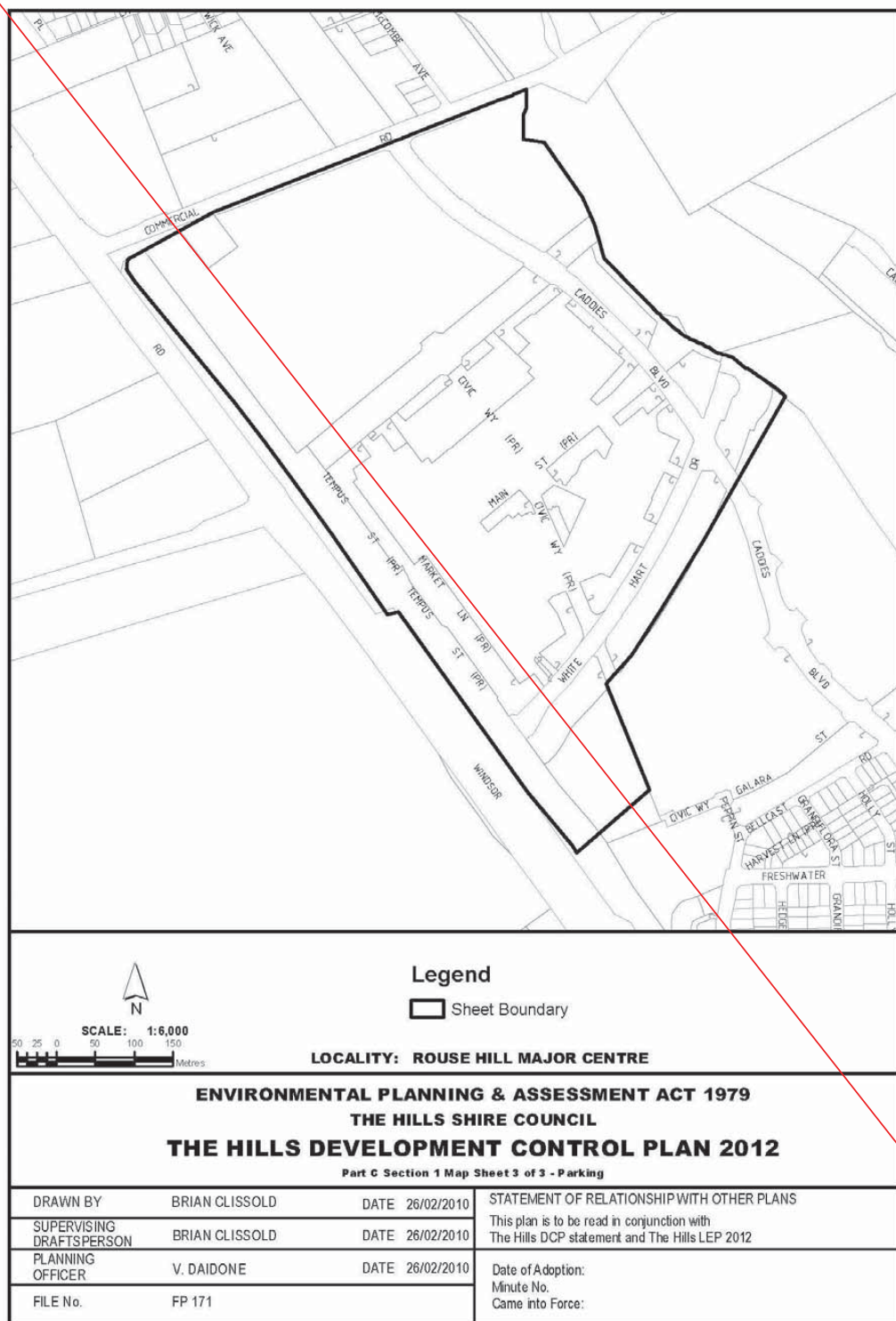
Standards Australia - Guide to Traffic Engineering Practice BICYCLES - Part 14 – Austroads.

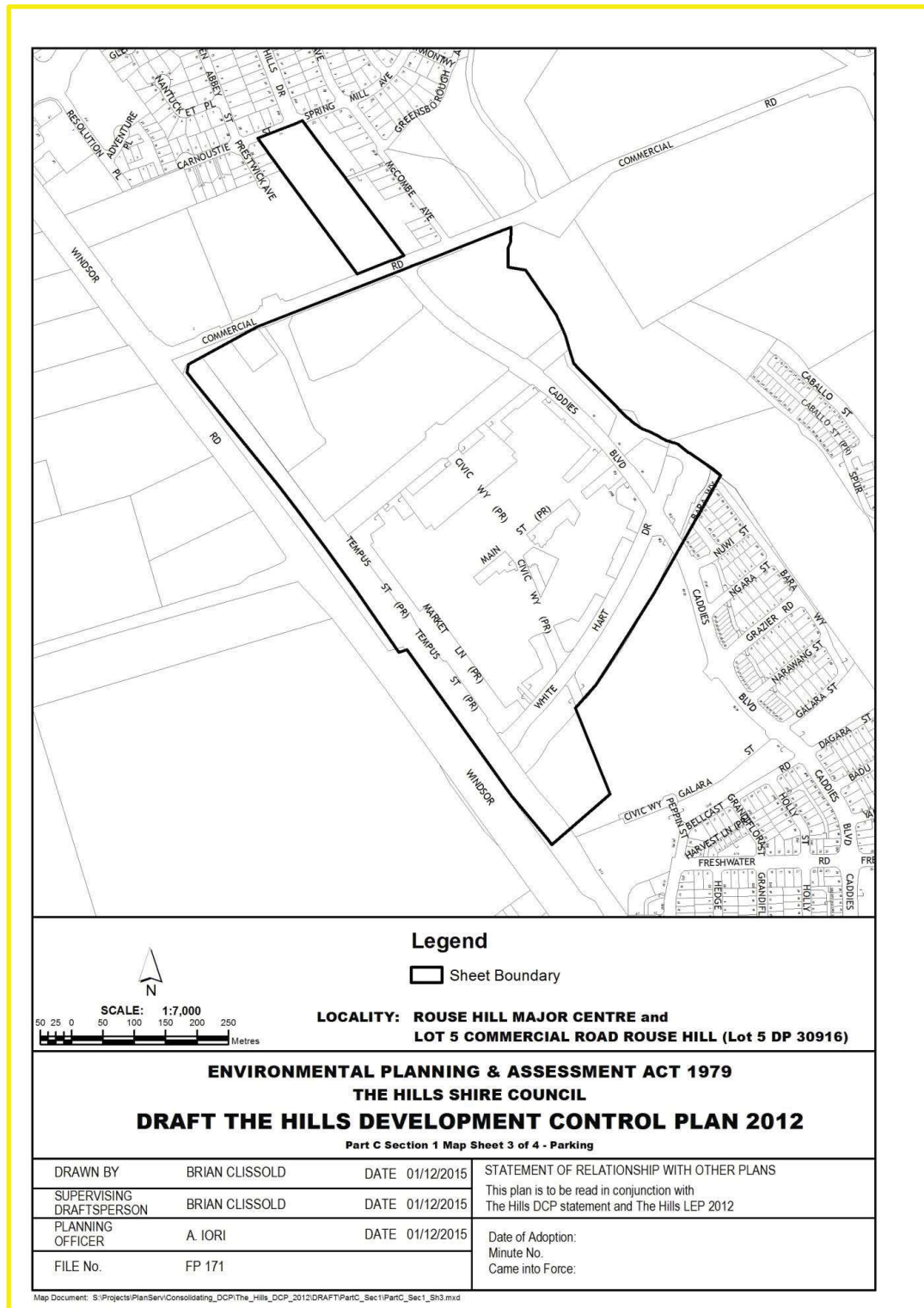
APPENDIX A – CENTRE MAPS



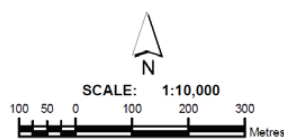
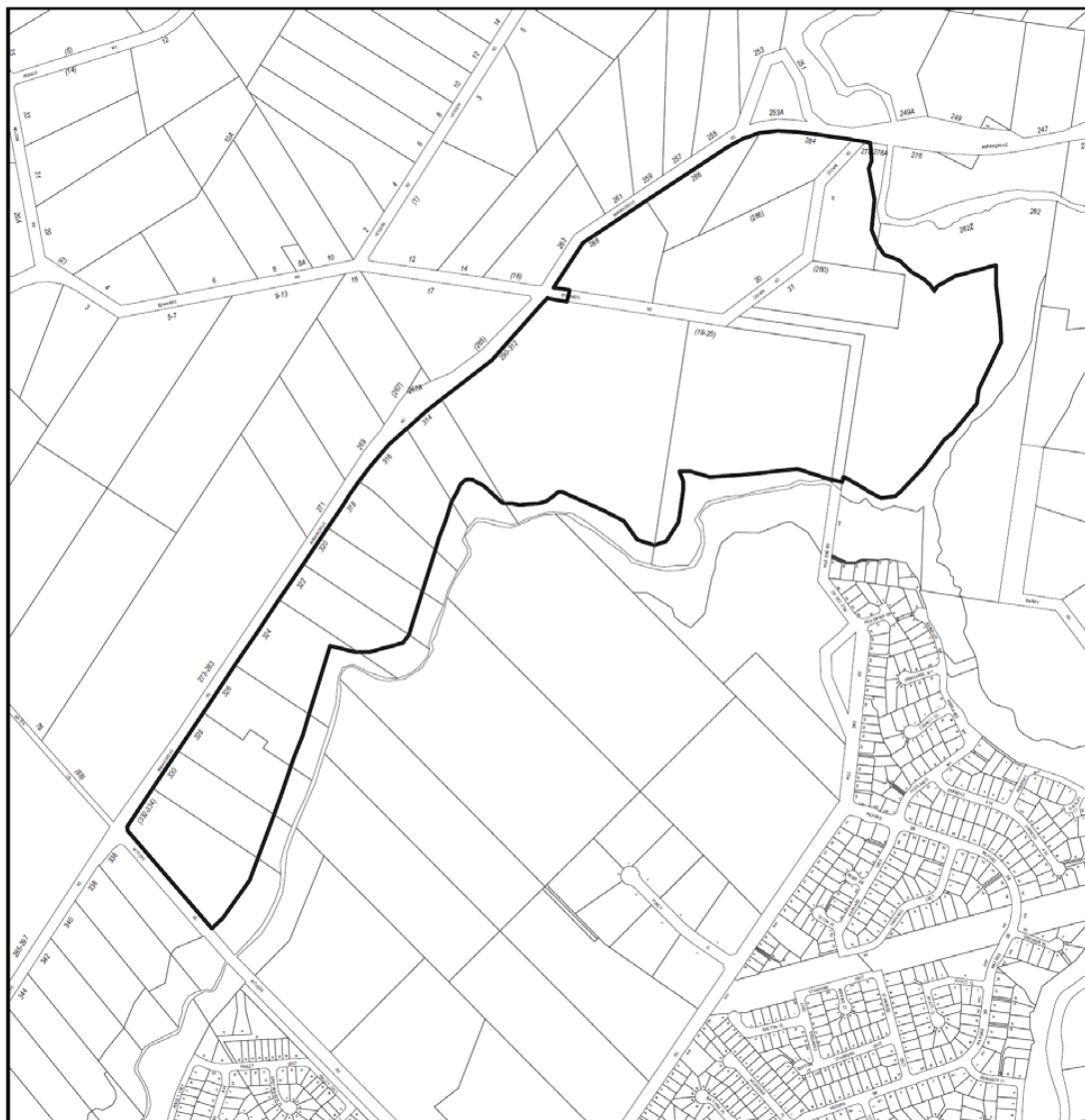


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APPENDIX B – EDWARDS ROAD PRECINCT

**Legend**

Sheet Boundary

LOCALITY: ROUSE HILL - EDWARDS ROAD PRECINCT

ENVIRONMENTAL PLANNING & ASSESSMENT ACT 1979
THE HILLS SHIRE COUNCIL
THE HILLS DEVELOPMENT CONTROL PLAN 2012

Part C Section 1 Map Sheet 4 of 4 - Parking

DRAWN BY	BRIAN CLISSOLD	DATE	28/05/2013	STATEMENT OF RELATIONSHIP WITH OTHER PLANS This plan is to be read in conjunction with The Hills DCP statement and The Hills LEP 2012
SUPERVISING DRAFTSPERSON	BRIAN CLISSOLD	DATE	28/05/2013	
PLANNING OFFICER	B. WOODHAMS	DATE	28/05/2013	Date of Adoption: Minute No. Came into Force:
FILE No.	FP 171			

Lot 5 Commercial Road - Materials

ATTACHMENT 3

Design quality

The external materials and finishes are to be of high quality. Generally, natural colours and self finished materials for longevity and low maintenance. Painted surfaces are to be limited to accents such as soffits and architectural features for added visual interest

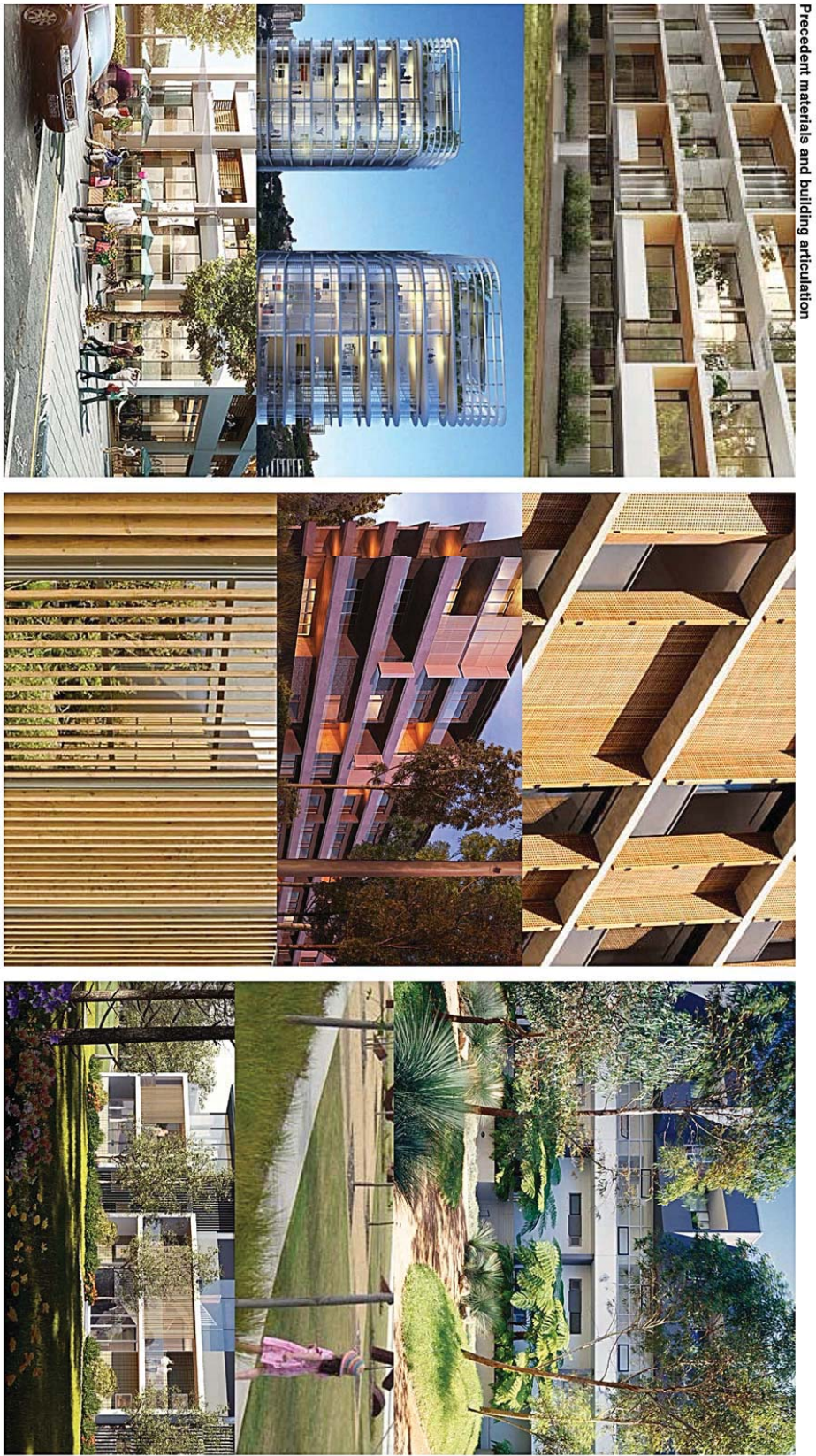
Location



- 1 - Timber screening
- 2 - Podium edge
- 3 - Timber screening - low level
- 4 - Roofing - typical low level
- 5 - Glazing - Taller buildings
- 6 - Commercial frontage
- 7 - building entry highlights

Illustrative material palette





Precedent materials and building articulation
Building facade including podium (top), taller buildings (centre), commercial frontage (below)
Lot 5 Commercial Road, Rouse Hill | Urban Design Study
Timber screening
Landscape character and quality