



Planning &
Environment

Kellyville Station Precinct

PROPOSED DEVELOPMENT
CONTROL PLAN
AMENDMENTS - THE HILLS

December 2015



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1 Introduction

This section of the Development Control Plan (DCP) establishes a framework to guide development in the Kellyville Station Precinct (the precinct).

1.1 Land to which this section of the DCP applies

This section of the DCP applies to development within the boundary of the precinct as shown in **Figure 1**.

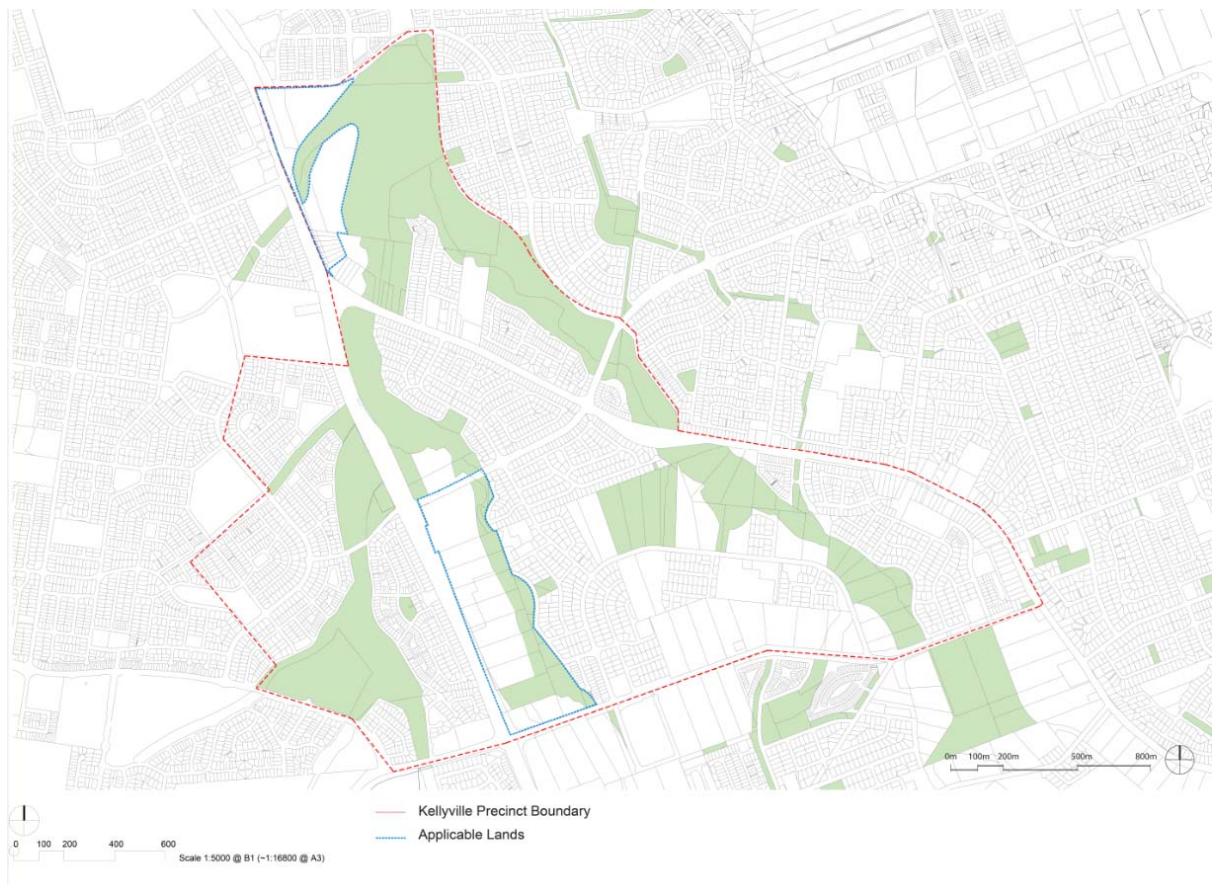


Figure 1 Land to which this section of the DCP applies

1.2 Aims and objectives of this section of the DCP

The purpose of this section of the DCP is to guide the future development of the precinct by:

- identifying the vision, development principles, key elements and indicative structure for the future development of the precinct
- communicating the planning, design and environmental objectives and controls against which the consent authority will assess future development applications
- ensuring the orderly, efficient and environmentally sensitive development of the precinct
- promoting a high quality urban design outcome.

1.3 Relationship to other sections of the DCP

This section forms part of the Hills Development Control Plan 2012 (the Hills DCP 2012). It provides specific development provisions for the precinct. Development within the precinct will need to have regard to this section of the DCP as well as relevant provisions in the Hills DCP 2012. In the event of any inconsistency between this section and other sections of the Hills DCP 2012, this section will prevail to the extent of the inconsistency.

1.4 State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development

State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development (SEPP 65) applies to residential flat buildings and the residential component of a shop top housing development in the Precinct. Such development is to have regard to the SEPP 65 and Apartment Design Guide in addition to the relevant provisions below.

1.5 Application of this section

The provisions of this section are not statutory requirements and any development application will be considered on its merits. The consent authority is to be flexible in applying the controls and allow reasonable alternative solutions that achieve the overall vision, development principles and key elements for the precinct as well as the specific objectives of the controls.

Role of the Kellyville Station Precinct Plan

The Kellyville Station Precinct Plan shows how the overall precinct may develop over time. It is intended as a guide to demonstrate how the vision, development principles and key elements for the precinct may be achieved. It is recognised that there may be other options for the site's layout which may be as effective in achieving the above for the precinct. As such, Council may grant consent to a proposal that is permissible under The Hills LEP 2012 but that differs from the precinct plan where the variation is considered to still achieve the vision, principles and key elements set out in this section.

Consistency with objectives and controls in this Section

Clauses in this section contain objectives and controls relating to various aspects of development. The objectives enable Council and applicants to consider whether a particular proposal will achieve the development outcomes established for the precinct. The controls, if met, mean that development would be consistent with the objectives.

However, in some circumstances, strict compliance with the controls may not be essential, or may be difficult to achieve because of the particular characteristics of a development site. In these situations, Council may grant consent to a proposal that does not comply with the controls in this section, providing that the relevant objectives are achieved. Where a variation is sought it must be justified demonstrating how the development will meet the vision and development principles as well as the objectives of the relevant control.

2 Vision, principles and indicative structure

2.1 Vision

The vision for the Kellyville Station Precinct by 2036 is ‘a vibrant, green and connected community’. The Sydney Metro North West and new station at Kellyville will facilitate the provision of new homes, jobs, shops and services close to transport connections, in an attractive and convenient environment.

2.2 Development principles

To achieve this vision, the Kellyville Station Precinct is to:

- a. provide a range of housing, employment and retail services close to transport connections and high quality open space;
- b. create an attractive, convenient and walkable local centre around the station, providing shops, cafes, restaurants, village square and jobs;
- c. provide high quality, pleasant network of public, green open space areas including new sports fields, local parks and riparian corridors;
- d. deliver more homes close to the station to meet growing demand and increase housing choice to reflect changing household sizes and lifestyles. It is forecast that up to 4,400 additional homes can be provided in the precinct over the next 20 years;
- e. improve access and connections to the new station and throughout the precinct through improved bus services, pedestrian and bicycle paths, and crossings over creek corridors;
- f. provide new and improved community facilities including a facility in the Kellyville or Bella Vista precinct, centrally located, close to the station and town square, and that it is designed to incorporate flexible, multi-purposes spaces to suit a broad range of indoor recreation activities, consistent with leading best practice design standards.
- g. manage impacts on the natural environment including protection of remnant ecological communities in the creek corridors.

2.3 Character Areas

There are two main character areas within the precinct that are covered by this DCP:

Station Area

A new local centre will be focused around the new station. The centre will benefit from the activity around the new station and will provide for a range of shops, cafes, restaurants, and local services.

Residential apartments will be located within the centre, above shops and business on lower levels. These buildings will be the highest buildings in the precinct to benefit from the excellent access to transport, shops, services and open space.

Apartment buildings ranging in height from 6 to 12 storeys are planned to be located south of the local centre to Memorial Avenue and west of Elizabeth Macarthur Creek

Creek Area

This area is located in the north of the precinct, to benefit from the proximity to the Meriville T-way stop. Low rise apartment buildings, around 4 stories in height are proposed in this area.

2.4 Kellyville Station Precinct Plan

Objectives

- a. To ensure that development occurs in a coordinated manner consistent with the vision and development principles for the precinct.
- b. To ensure the key elements of the precinct are delivered whilst providing a degree of flexibility in the final layout and design of the precinct.
- c. To develop a local activity centre in the area surrounding the Kellyville Station to support the incoming population focussed around a central mixed use precinct that is complemented by an integrated network of urban plazas.

Controls

1. Development is to be generally consistent with the key elements in **Table 1** and the Kellyville Station Precinct Plan at **Figure 2**. Where variations are proposed, development is to demonstrate how the vision, development principles, key elements for the precinct and relevant specific objectives are to be achieved.

Table 1 Key elements

Element	Description
Land Use	<ul style="list-style-type: none"> • A mixed use local centre forms the heart of the community and serves as a focus for the existing surrounding low density areas • High density residential neighbourhoods are located around the local centre and, south to Memorial Avenue • A number of medium density residential areas are located further away from the station • Extensive areas of existing low and medium density residential areas further from the station are to be unchanged • A small scale local centre provides a focal point for eastern parts of the precinct and provides for retail and other uses that support the day to day functioning of the surrounding residential area
Built form	<ul style="list-style-type: none"> • A mix of built form typologies creates a varied streetscape • Buildings define the public domain and open spaces • Height generally increases from the south towards the station • The predominant building typology is perimeter blocks creating a continuous street wall punctuated by taller buildings of up to 12 storeys in the south, increasing to up to 15 storeys around the station and Samantha Riley Drive • To respond to adjoining existing development, building height in the north of the precinct is up to 4 storeys in height

Element	Description
	<ul style="list-style-type: none"> • Should redevelopment west of Old Windsor Road occur, building heights will range from 8 storeys in the south to 15 storeys in the north closest to the station • Building setbacks reinforce the character and identity of each neighbourhood and create a positive relationship with the public domain, including facilitating solar access
Open Space	<ul style="list-style-type: none"> • Open space corridors along Caddies Creek, Elizabeth Macarthur Creek and Strangers Creek incorporate remnant vegetation, provide for visual amenity and provide for controlled public access, mainly in the form of pedestrian and cycle paths that facilitate active recreation • A community park, including a new sporting field, in the Creek Precinct will expand and complement that Caddies Creek sporting complex and cater for active recreation uses for the precinct and broader surrounding residential area, including the adjoining Bella Vista station precinct • A network of local neighbourhood parks cater for a range of passive recreation activities, as well as providing facilities such as playgrounds and walking tracks that facilitate casual active recreation • A vibrant, active town square will provide a centrally located focus for the new community, facilitating movement to the from the station and providing a forum for informal community gathering and interaction • A series of small courts will be provided under the rail viaduct to activate this space and provide opportunities for active recreation • Green open spaces along the Elizabeth Macarthur Creek corridor with pedestrian and bicycle paths
Movement network	<ul style="list-style-type: none"> • An integrated and permeable movement network provides high levels of accessibility, in particular to the rail station, and facilitates movement choice • A clear hierarchy of streets focusses major traffic movements on to main streets, accommodates public transport and reinforces the distinct character of each precinct • A new main access street provides the key movement spine for the precinct, providing a circulation route from Samantha Riley Drive to Memorial Avenue • A station access street will facilitate accessibility to the station and provide a high quality front address to the local centre • Local streets will provide cross block links between the main north-south streets • Park edge streets will provide a strong delineation between development and open space, and provide for high levels of visual permeability into the open space • An interconnected network of pedestrian and cycle paths provides, safe, direct and enjoyable opportunities for walking and cycling • The pedestrian and cycle path network will connect key destinations such as the station and parks with residential and business areas and will connect with the broader cycling network
Heritage	<ul style="list-style-type: none"> • The White Hart Inn heritage site will be retained and embellished with shelters, signage and public art where appropriate

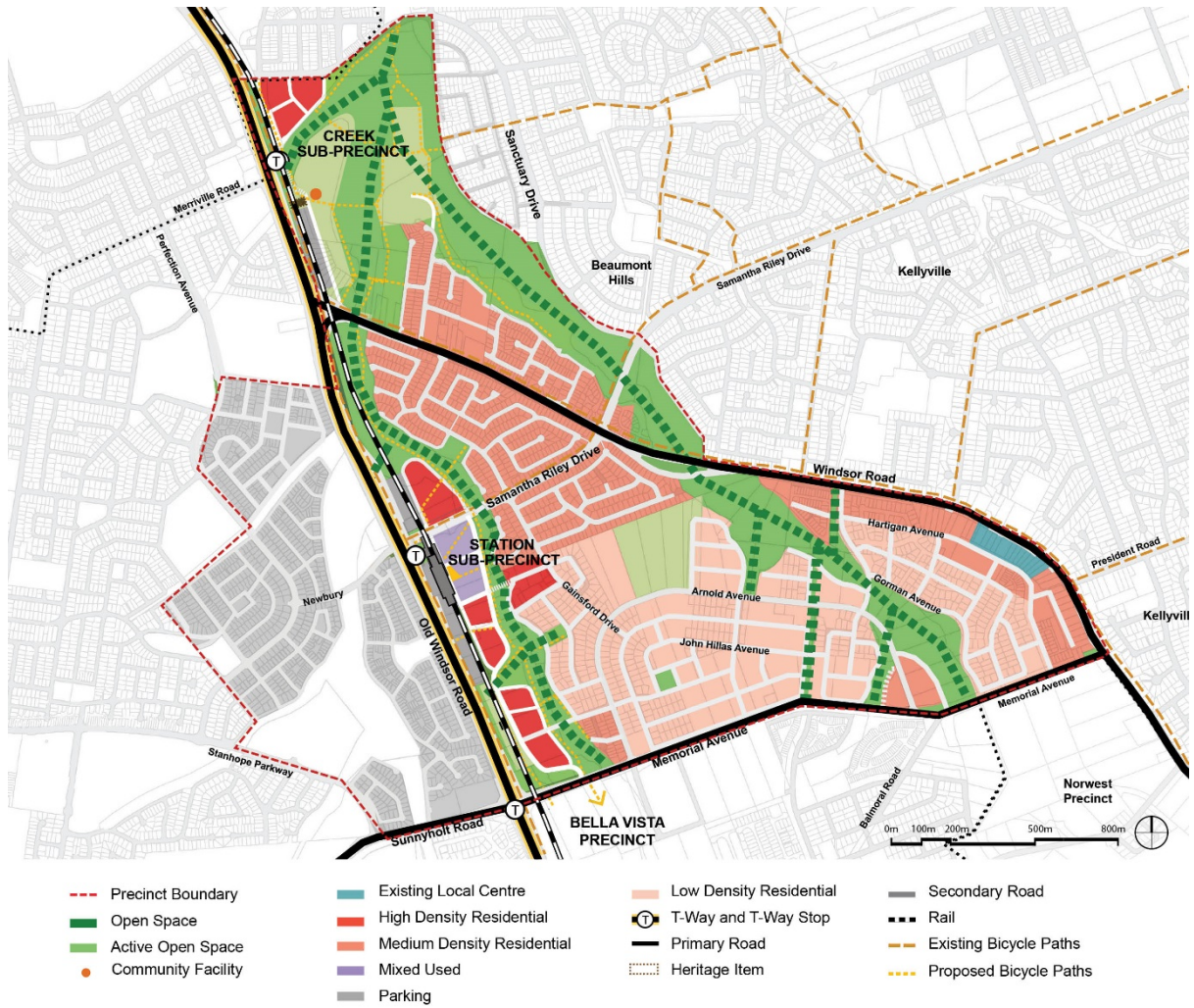


Figure 2 Kellyville Station Precinct Plan

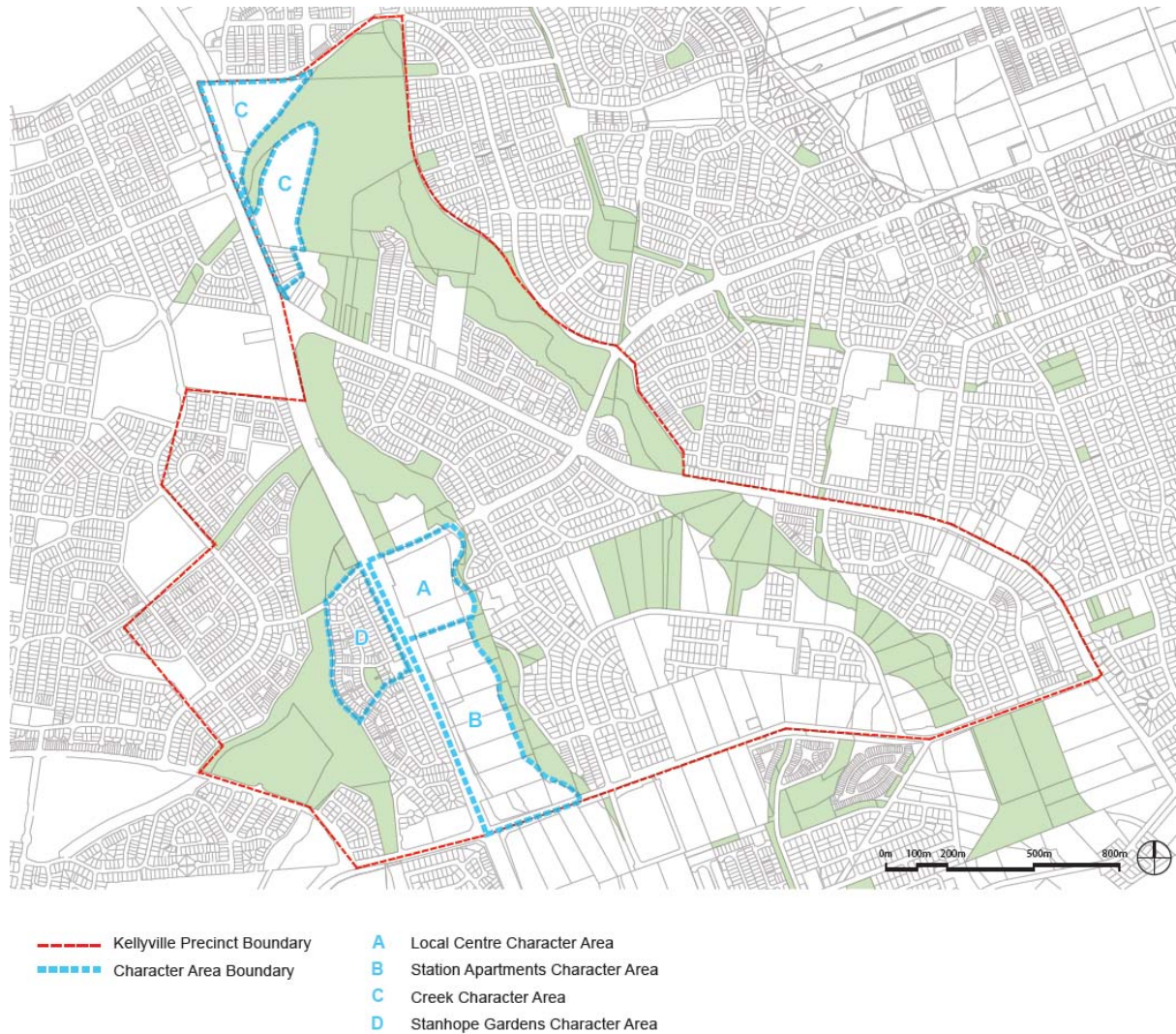


Figure 3 Character Areas

3 Subdivision and amalgamation

Objectives

- a. To ensure subdivision of land creates usable and regularly shaped lots that relate to the site conditions and the context.
- b. To ensure that any new lot created has sufficient area for private open space, drainage, utility services and vehicular access to and from the site.
- c. To ensure subdivision is generally consistent with the street and lot orientation of the Precinct Plan.

Controls

1. Development within Character Area A and Character Area B, identified at Figure 3, are to be subject of development applications for subdivision prior to approval of any other development within that area which is not for a public purpose. The subdivision development application should address the following matters as they relate to that area:
 - confirm the street, pedestrian and cycleway network;
 - identify individual development lots, and lots for open space or other public purposes; and
 - confirm how development will be distributed across the area consistent with the floor space ratio controls identified in The Hills Local Environmental Plan 2012, by allocating a maximum allowable floor space for each development lot.
2. The shape, orientation and design of subdivided lots is to support the following:
 - protection and enhancement of the amenity, solar access, privacy, open space and views of the neighbouring lots;
 - minimisation of the impacts of the development in environmentally significant land;
 - protection of features such as significant trees;
 - easements and servicing requirements; and
 - access and parking.
3. New lots must have a street frontage consistent with the width and, frontage requirements for various types of residential development as outlined in this section.
4. Potential building footprints are to be identified on the site plan of all subdivision applications and are to be:
 - located outside areas of ecological significance;
 - located and designed so as to allow useable open space that satisfies the open space requirements in part 4.3 of this section;
 - sited to reflect the minimum building setbacks; and
 - sited to provide for practical and suitable access from a public road.

5. Development applications for subdivision in the Station Sub Precincts are to be supported by a concept level Public Domain Plan (PDP). The purpose of the PDP is to demonstrate at a high level how a high quality public domain will be developed as a result of future development on the proposed lots. The PDP should be a legible scale and show lot numbers, north point, scale, drawing title and site labels such as street names and include:
- location of driveways and driveway crossovers;
 - verge design (footpath, landscape);
 - surrounding streets and lanes (kerb line, material surface where special treatments proposed);
 - cycleway design;
 - street tree locations. (sizes and species list can be provided on a separate plan);
 - demonstrated provision and arrangements for on-street car parking particularly in relation to street tree planting, driveways and intersections (in principle, not as public domain works);
 - extent of kerb line where parking is not permitted (in principle, not as public domain works);
 - location and type of any proposed street furniture;
 - location of retaining walls in the public domain;
 - electricity substations; and
 - public art in accordance with the requirements of section 4.4.

4 Public domain

4.1 Street network and design

Objectives

- a. To establish a new street network over time which responds to the natural landscape features of the site, the existing development and subdivision pattern and aligns with the road network in the area.
- b. To provide a clear street hierarchy utilising existing public roads (upgraded as necessary) and new collector roads and local streets.
- c. To maximise development frontage to streets and public spaces, by providing rear laneways for vehicular access to at grade garages for townhouses and low rise apartments.
- d. To provide a street network which can accommodate public transport to cater for growth associated with development.
- e. To create an attractive and comfortable streetscape for pedestrians and cyclists that comprises consistent and high quality paving, street furniture and street tree plantings.
- f. To provide a street network that integrates with and enhances public open space, including providing opportunities for a high level of physical and visual permeability into open space.

Controls

1. The street network is to be generally consistent with **Figure 4** and **Figure 5**.
2. New streets are to be generally consistent with the typical street sections at **Figure 6** to **Figure 9**.
3. Rear lanes are to be designed as shared zones and incorporate quality landscaping and lighting.
4. Significant individual trees in streets or on sites are to be retained and protected where possible and appropriate.
5. Streets and public spaces are to be defined with trees of appropriate scale and species and designed with reference to the Urban Green Cover Technical Guidelines and relevant Council guidelines.
6. Intersection and crossing design is to favour pedestrian convenience and safety.
7. Footpaths are to be provided on both sides of every street. Pavement width is to allow for comfortable walking, unimpeded by obstacles. The placement of trees, street furniture and signage is to provide for amenity without causing clutter.
8. New streets are to have shared services pits to reduce maintenance costs and reduce conflict with street plantings.
9. New streets are to be located between public open space and riparian corridors and development.

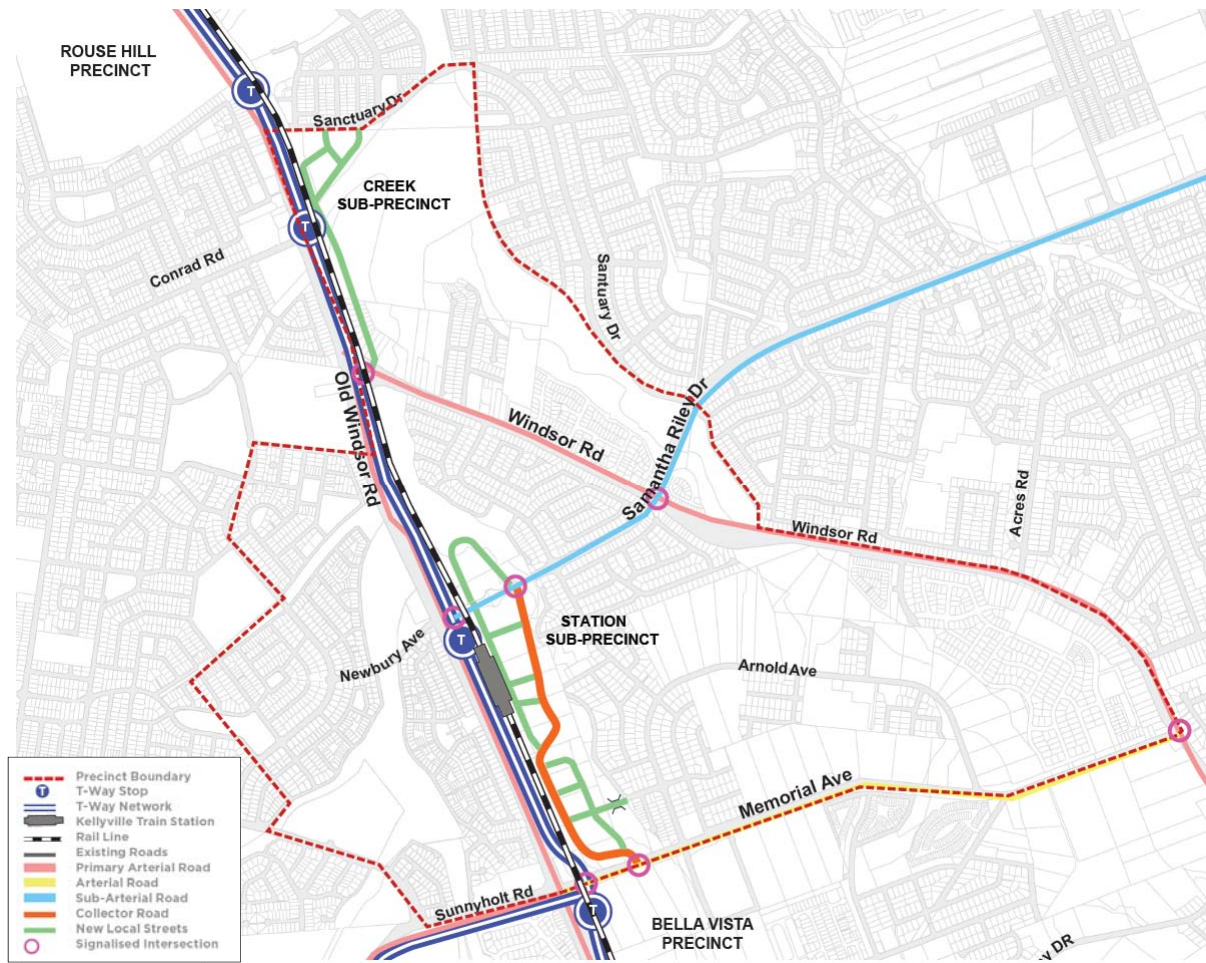


Figure 4 Access and movement

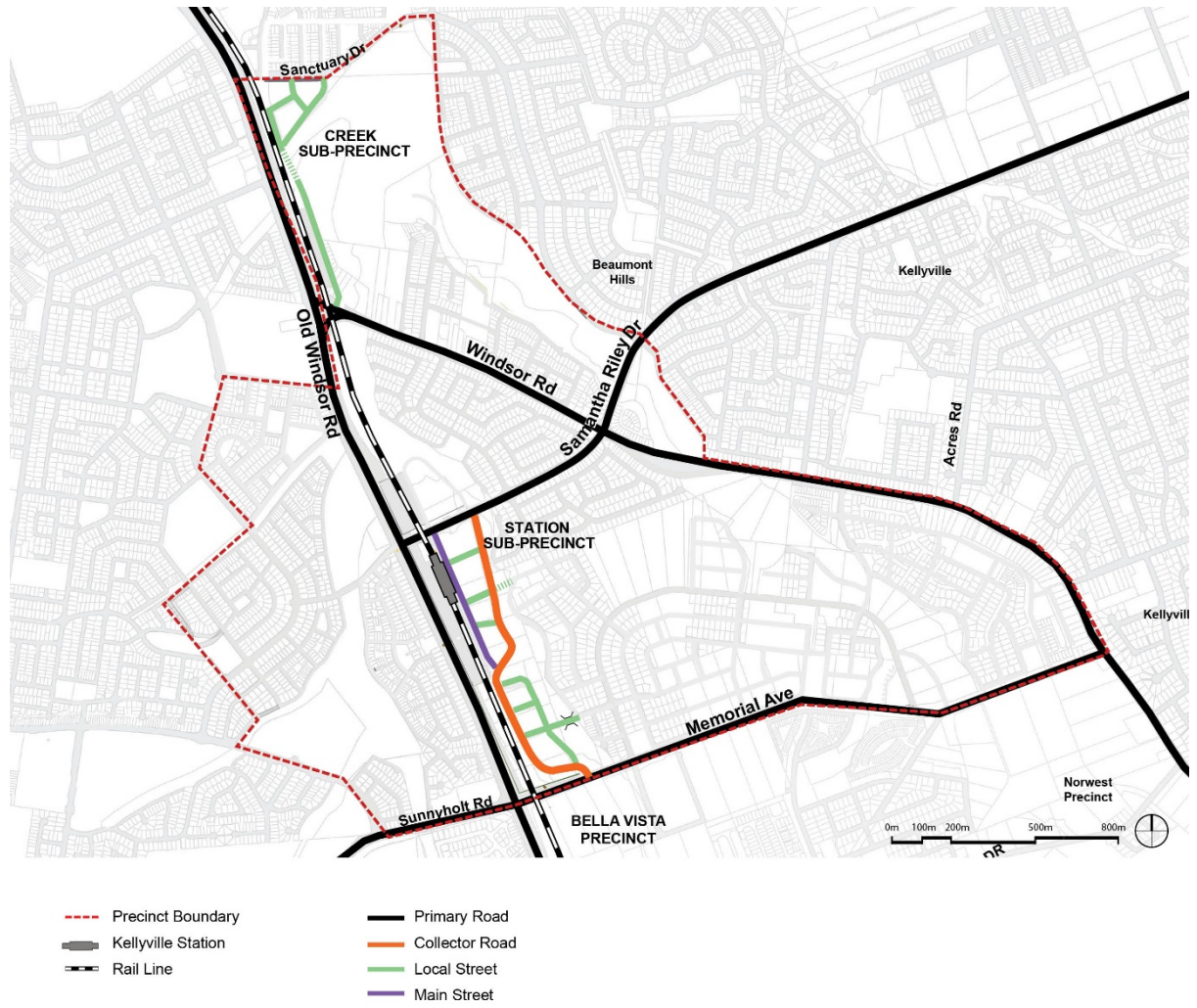


Figure 5 Street types

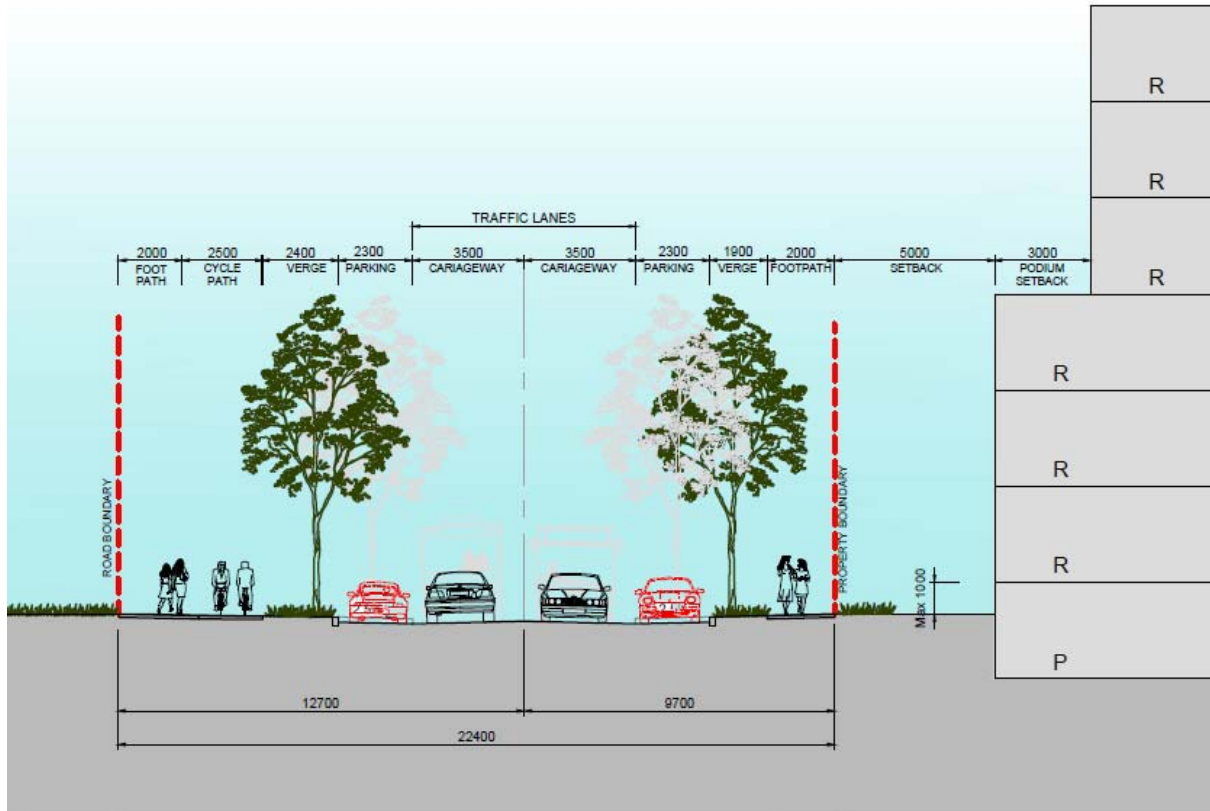


Figure 6 Street section: Collector Road Adjacent to rail corridor

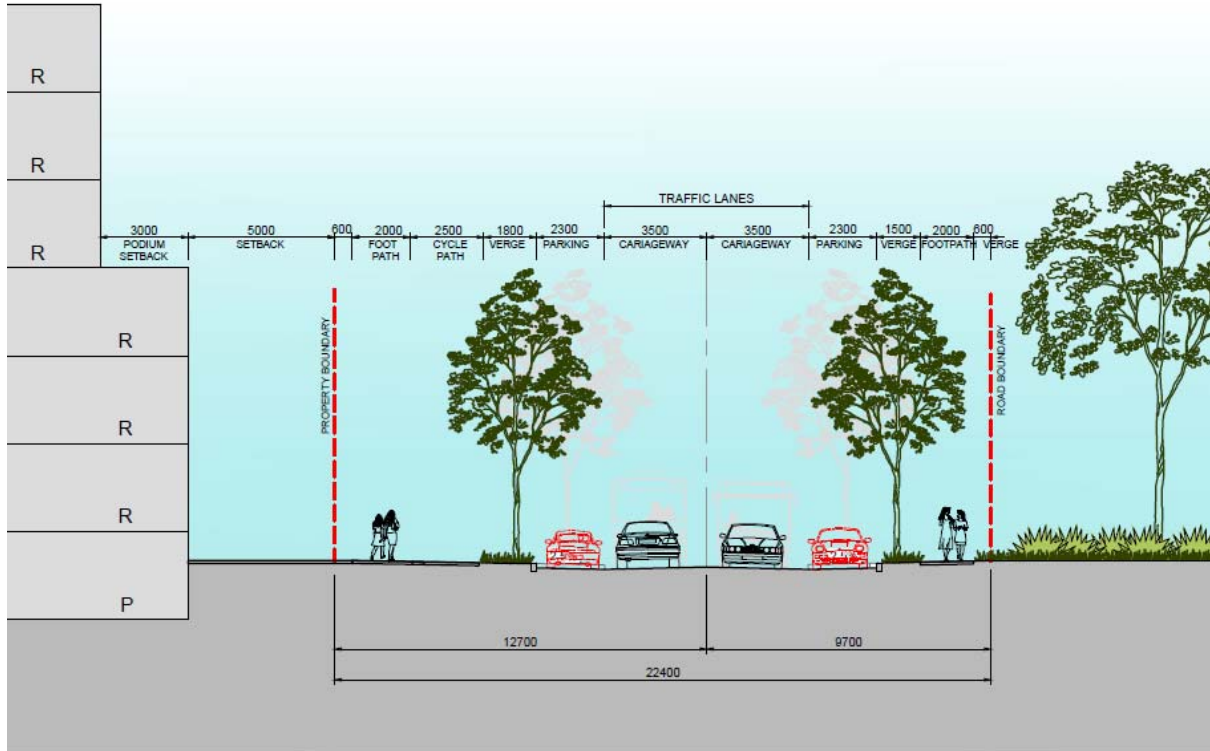


Figure 7 Street section: Collector Road Adjacent to riparian corridor

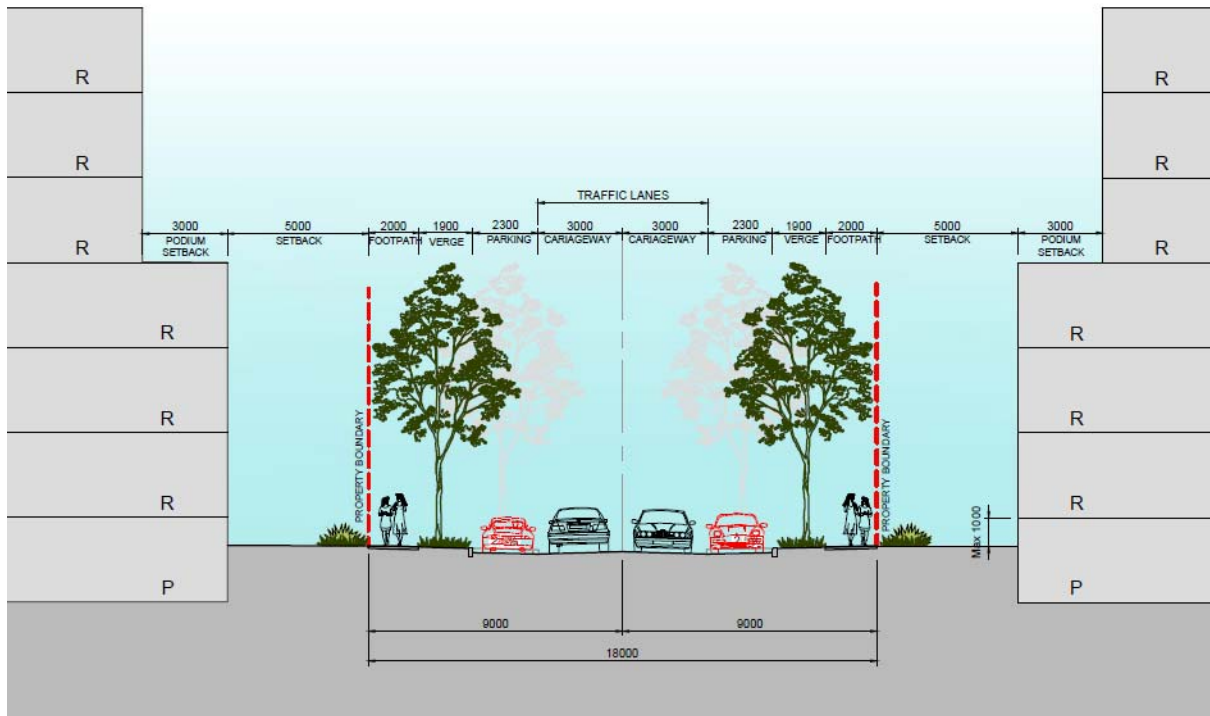


Figure 8 Street section: Local Street

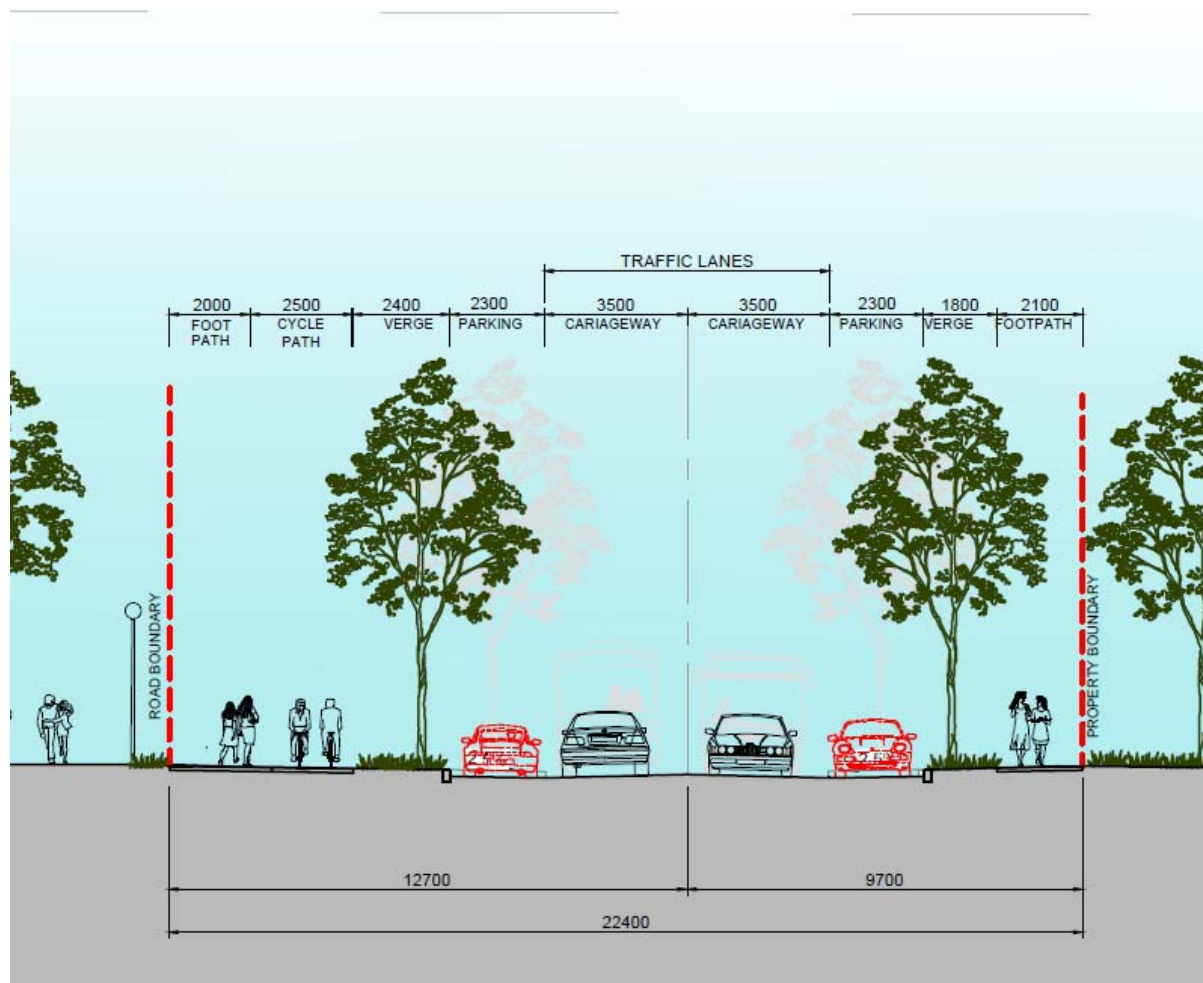


Figure 9 Street section: Main Street

4.2 Pedestrian and cycle network

Objectives

- a. To facilitate convenient movement, with safe and direct pedestrian and cycle connections between key locations.
- b. To encourage residents to walk or cycle to shops, Kellyville Station, recreation, community and other facilities.
- c. Locate pedestrian pathways and cycleways within parks and open space corridors where practical.

Controls

1. The pedestrian and cycle network is to be developed generally in accordance with **Figure 10**.
2. Pedestrian and cycle access throughout the precinct, including connections from roads to public open space, is to be designed to:
 - be direct and accessible to all;
 - be easily identified by users;
 - have a public character;

- include signage advising of the publicly-accessible status of the link and the places to which it connects;
- be clearly distinguished from vehicle access-ways, unless purpose built shareways;
- allow visibility along the length of the link to the public domain at each end;
- align with breaks between buildings so that views are extended and the sense of enclosure is minimised;
- include materials and finishes (paving materials, tree planting, furniture etc.) integrated with adjoining streets and public spaces and be graffiti and vandalism resistant; and
- maximise accessibility and safety.

3. Bicycle parking is to be provided within the public domain where appropriate.

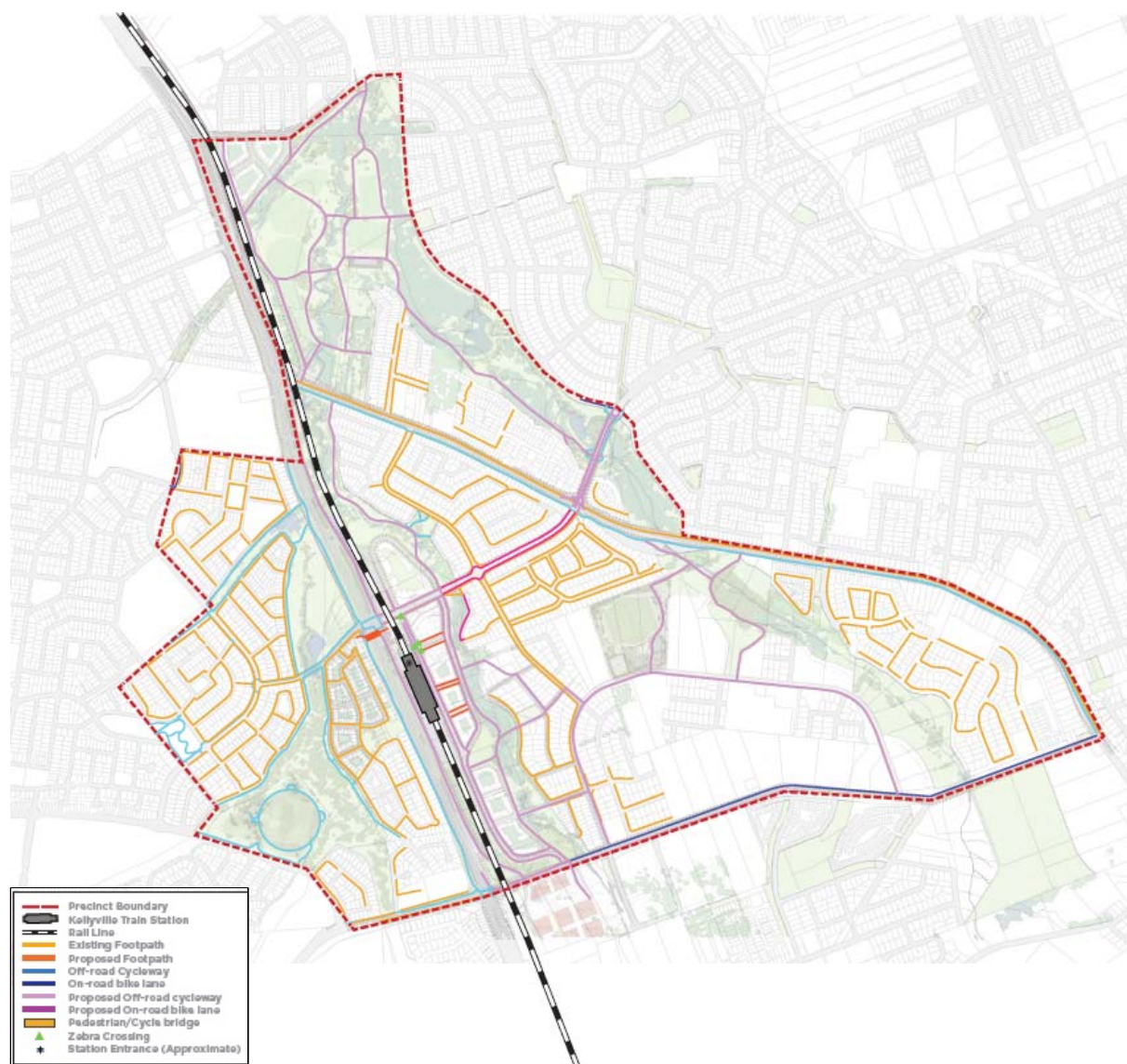


Figure 10 Pedestrian and cycle access

4.3 Open space network

Objectives

- a. To provide a range of quality public spaces to support new residential and employment uses, including parks, civic squares and places for community gatherings and events.
- b. To ensure that open space complements and integrates with the open space network within the surrounding area.
- c. To improve the amenity, facilities and usage of existing parks and spaces.
- d. To provide high quality landscaping of existing and new public open space to cater for passive recreation for residents and workers.
- e. To contribute to the management of stormwater and enhancement of ecological values.
- f. To provide appropriate opportunities for public access and recreation along creek corridors.
- g. To provide opportunities for collaboration between artists and designers in the development of creative, innovative, memorable, integrated and sustainable public art projects.

Controls

1. Open space is to be provided generally in accordance with **Figure 11**.
2. The open space network is to be generally consistent with the characteristics identified in **Table 2**.

Table 2 Open space characteristics

No.	Name	Minimum Area	Characteristics
1	Town square	Subject to detailed design as part of the Development Application process	<ul style="list-style-type: none"> • Open paved areas (as appropriate) • Provide indicated zones for café and restaurant seating • High quality, durable paving and landscape finishes • Feature elevated planting beds • Sufficient shade tree planting to provide shade and greenery • Seating and other public street furniture to optimise use of the space • Provide a water feature and incorporate public art works
2	Station plaza	To be provided as part of the Sydney Metro Northwest	Community space to be provided adjacent to the station, with landscaping under the viaduct
3	Heritage – White Hart Inn	subject to Heritage interpretation study	<ul style="list-style-type: none"> • Open paved areas (as appropriate) • Sufficient shade tree planting or pergola's to provide shade and greenery • Provide interpretive installation of the White Hart Inn foundations • Provide seating and other street furniture to optimise amenity within this area • Include Community Pavilion that provide toilets, change rooms and club facilities adjacent to the sport fields
4	Sport fields	57,000 sqm – additionally to the	<ul style="list-style-type: none"> • Provide a variety of sporting fields • Incorporate flexible use of playgrounds in the design

		Caddies Creek Sporting Complex	<ul style="list-style-type: none"> • Connect use and access with the proposed Caddies Creek Sporting Complex of Council • Potential aboriginal heritage interpretation installations • Provide sufficient bicycle parking close to the sport fields • Incorporate shared paths throughout the precinct connecting the sporting fields to the regional active transport network • Provide public drinking fountains • Include safety requirements in liaison with NSW police • Direct relation with the Community Pavilion at the White Hart Inn • Allow for a second building to provide change rooms and toilets at the other side of the area if closer access is required • Provide seating at each entry of the sport fields • BBQ and picnic facilities
5	Local Neighbourhood Park	14,000m ²	<ul style="list-style-type: none"> • Provide facilities for casual activities such as BBQ, games and gatherings in the form of shelters and casual playgrounds • Dog off-leash areas • Provide large open grass area • Allow building structure to provide for a small retail shop and/or toilets • Paved shared paths crossing east-west connecting Lewis Jones Drive Reserve with the Courts under the viaduct • Paved shared paths crossing north-south along the Riparian Corridor • Sufficient tree planting to provide shade and greenery • Seating and other public street furniture to optimise use of the space • Provide streetlight within the park for safe use at night
6	Courts under the Skytrain	13,000m ²	<ul style="list-style-type: none"> • Provide sporting fields that function well under the viaduct (eg basketball, tennis, skating, outdoor futsal) • Provide plenty of vegetated buffer-zone between the courts and the T-way/Old Windsor Road and towards Memorial Avenue • Provide a pedestrian path from the station parking area • Feature planting beds • Incorporate sufficient seating and other public street furniture related to the sport uses • Provide public drinking fountains • Incorporate low fences 800mm for separation between the road and higher fences between the fields as required to the type of sport field • Provide sufficient bicycle parking close to the sport fields
7	Elizabeth Macarthur Creek Riparian Corridor		<ul style="list-style-type: none"> • Maintain native vegetation where possible • Create a continuous dedicated cycle path for the region • Provide a dedicated local pedestrian paths through the

			<p>riparian zone</p> <ul style="list-style-type: none"> • Allow for bridges over the creek to encourage connectivity • Any development within this zone according to standards set out by NSW Office of Water
8	Additional potential open space	To be determined following completion of Sydney Metro Northwest	<ul style="list-style-type: none"> • Parking, vegetation and public art works as required • Clear safety regulation plan in liaison with NSW police

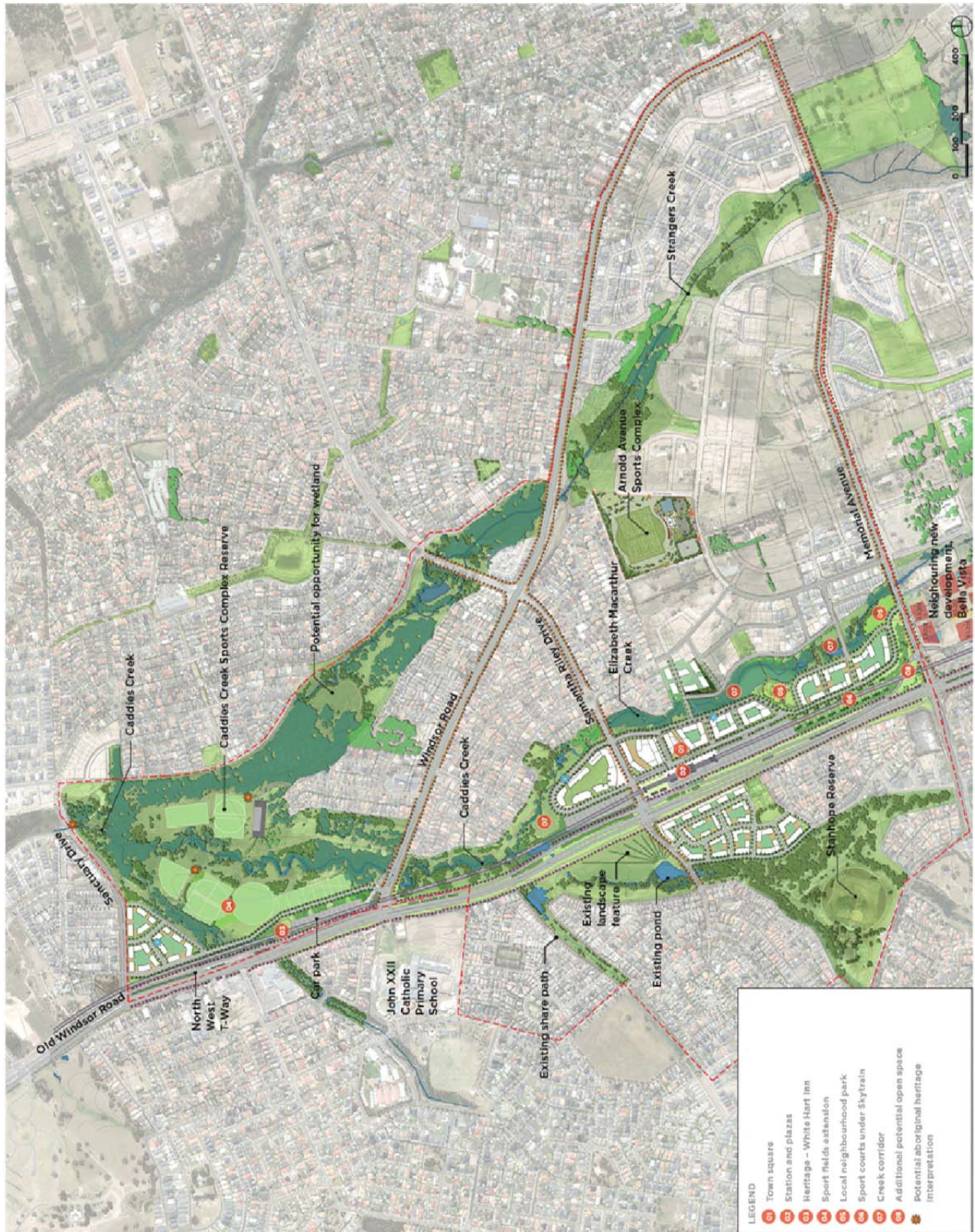


Figure 11 Public open space network

4.4 Public art

Objectives

- a. To ensure new development seeks opportunities for the provision of artwork to enrich the public domain and promote enjoyment by the community.
- b. To provide for the integration of public art in the design of the public domain.
- c. To locate and design public artwork to reinforce the desire character of each neighbourhood or location.
- d. To ensure public art is high quality, durable and low maintenance.

Controls

1. A public art strategy is required to form part of the first subdivision development application for land within Character Area A, identified at Figure 3 and is to achieve the following principles:
 - provide public art at key focal points throughout the precinct in locations that maximise visibility;
 - enhance the precinct’s identity and sense of place; and
 - ensure public art is high quality, durable and low maintenance.
2. The public art strategy is to address:
 - context within the precinct;
 - community/public artist engagement;
 - location of installation/art work;
 - themes, narratives, including the history and heritage of the place;
 - procurement strategies;
 - maintenance strategies; and
 - decommissioning strategies.
3. Development applications are to demonstrate consistency with the public art strategy.

5 Centre & business development

5.1 Setbacks, building layout and design

Objectives

- a. To ensure development creates a positive streetscape and achieves a high quality architectural design that promotes commercial, retail and business activity.
- b. To establish streets as a high quality pedestrian friendly environments.
- c. To encourage active street frontages in other suitable locations.

Controls

1. All buildings are to be generally consistent with the setbacks shown in Figure 13.
2. Buildings on street corners are to address both street frontages.
3. Retail and commercial uses at ground level are to be designed so that the ground floor for at least part of the premises is at the same level as the finished footpath level of the adjacent street and/or open space.
4. The façade modelling of a development is to utilise large expressed elements to relate to passing motorists and articulate the key components of the building such as entries, showrooms and the like. Finer detail, expressing environmental control, individual tenancies and building levels are to be used to add richness to the architectural design.
5. Awnings are to be provided over commercial and residential entries and continuous awnings provided above retail uses and along the full length of Primary Active Frontages.
6. Buildings are to be designed with a strong relationship to the street through glazing. Extensive blank walls are to be avoided.
7. The location and means of access to customer car parking is to be clearly visible.
8. Roof design is to be incorporated into the overall building design and built form modelling.
9. Roof space is not to be used for car parking or external retail space.

5.2 Active Street Frontages

Objectives

- a. To encourage active street frontages in suitable locations.

Controls

1. A building has an 'active street frontage' if all premises on the ground floor of the building facing the street are used for the purposes of business premises or retail premises.

2. Applications for the erection of a building, or a change of use of a building identified as having a “Primary Active Street Frontage” in the Active Street Frontage Map (Figure 12), shall feature active street frontages on the ground floor where this applies.
3. Applications for the erection of a building, or a change of use of a building identified as having a “Secondary Active Street Frontage” in the Active Street Frontage Map (Figure 12) should consider the inclusion of business or retail premises that face the street, for all or part of the ground floor where this applies. The ground floor of buildings in these locations should also include appropriate floor to ceiling heights to allow retail and commercial uses in the future.
4. Notwithstanding the identified Active Street Frontages on the Active Street Frontage Map (Figure 12), any portion of a ground floor of a building adjoining or directly opposite an urban plaza/town square or similar, for use by the public and has an area of 500m² or greater, is to include an active street frontage on that portion of the ground floor. This includes any extension of the urban plaza/town square to a street (red dashed line on Figure 12) wider than 4 metres.
5. An active street frontage is not required for any part of a building that is used for any of the following:
 - entrances and lobbies (including as part of mixed use development);
 - access for fire services; and
 - vehicular access.
6. Where an active frontage is not identified within the business zone, buildings are to be designed to create a positive relationship with the street and public domain. Buildings are to be articulated through architectural treatments and materials.



- Primary Active Frontage
- Secondary Active Frontage

Figure 12 Active street frontages

6 Residential development

Preamble

This section applies to residential flat buildings and shop top housing developments within the areas of the Precinct zoned R1 General Residential, R4 High Density Residential and B2 Local Centre.

State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development (SEPP 65) applies to residential flat buildings and the residential component of a shop top housing development in the Precinct. Such development is to have regard to SEPP 65 and the NSW Apartment Design Guide in addition to the relevant provisions below. Residential flat buildings and shop top housing.

6.1 Residential flat buildings and shop top housing

6.1.1 Site requirements

Objectives

- a. To encourage the amalgamation of sites and discourage the creation of isolated development sites.
- b. To provide flexible site requirements.

Controls

1. There is no minimum street frontage requirement for residential flat buildings and shop top housing development in the precinct.
2. Residential flat buildings and shop top housing are to have a frontage (address) to address the street and are not to be located on battle-axe allotments or rely of a right of access arrangements for access to a public road.
3. There is no maximum density (number of people per hectare) specified for the precinct.

Note: Site amalgamation is encouraged to realise the development potential envisaged for the precinct. Isolation of small sites may result in poor built form outcomes. The applicant needs to demonstrate how small lots (less than the minimum permitted within the Hills DCP 2012) will not be isolated by new development or that a credible documented process has been followed to purchase the isolated lot for a fair market value

6.1.2 Building height and form

Objectives

- a. To provide for a range of building heights and forms across the Precinct and within each street block to create variety and encourage different architectural styles.

- b. To ensure buildings are sufficiently articulated to reduce the appearance of building bulk and scale and provide for visual interest.
- c. To reinforce key landmark sites and defining entries and gateways through the location of taller buildings.
- d. To allow reasonable daylight access to all developments and the public domain.

Controls

1. The maximum building height is to be in accordance with The Hills LEP 2012, clause 4.3 (Height of Buildings).
2. The maximum building envelope is a minimum of 25% less than the building's achievable Gross Floor Area.
3. Building separation (on the same site) for residential flat buildings and the residential component of shop top housing are to meet the requirements of the ADG in accordance with **Table 3**.

Table 3 Minimum separation distances for buildings on the same site

Height	Separation distance (min.)
Up to four storeys (approximately 12m)	<ul style="list-style-type: none"> • 12m between habitable rooms / balconies • 9m between habitable and non-habitable rooms • 6m between non-habitable rooms
Five to eight storeys (approximately 25m)	<ul style="list-style-type: none"> • 18m between habitable rooms / balconies • 12m between habitable and non-habitable rooms • 9m between non-habitable rooms
Nine storeys and above (over 25m)	<ul style="list-style-type: none"> • 24m between habitable rooms / balconies • 18m between habitable and non-habitable rooms • 12m between non-habitable rooms
Between blank party walls at podium levels in the town centre	<ul style="list-style-type: none"> • 0m

4. Maximum building length is 65m.
5. Where a building has a length greater than 30m it is to be separated into at least two parts by a significant recess or projection.
6. Buildings are to have a maximum depth of 18m measured from glass line to glass line.
7. Buildings with a height of 16 storeys or greater are to have a maximum floor plate of 750m². The floor plate excludes balconies.

6.1.3 Setbacks and public domain interface

Objectives

- a. To provide strong definition to the public domain and create a coherent streetscape.
- b. To set taller building elements back from the street to reduce building scale and bulk and enable adequate sunlight access to the public domain.
- c. To provide articulation zones to mitigate the appearance of building mass and emphasise key design elements such as entrance points and respond to environmental conditions including solar access, noise, privacy and views.
- d. To ensure adequate separation between buildings on different sites to alleviate amenity impacts, including privacy, daylight access, acoustic control and natural ventilation.
- e. To create a landscaped streetscape that can accommodate large trees.

Controls

Street (front) setback

1. All buildings are to be generally consistent with the setbacks shown in **Figure 12**.
2. Dwellings on the ground floor facing the street are to have individual entries from the street wherever possible.
3. Buildings with residential uses at ground floor are to be designed so that their main entry is at the same level as the finished footpath level or raised by up to 600mm to provide for a combination of privacy and passive surveillance.

Secondary setback (corner sites)

4. Buildings on street corners are to address both street frontages.
5. Buildings located on street corners or the interface with public space are to emphasise the corner by appropriate architectural treatment.

Side and rear setbacks

6. Minimum required building separation distances are to be in accordance with the Apartment Design Guide. Side and rear boundary setbacks are outlined in Table 4 below.
7. Where an apartment building adjoins land in the R2 zone, the minimum side and rear boundary setback is increased by an additional 3m.

Table 4 Minimum building setbacks – side and rear boundaries

Building Height	Habitable rooms and balconies	Non-habitable rooms
Up to 12m (4 storeys)	6m	3m
Up to 25m (5-8 storeys)	9m	4.5m
Over 25m (9+ storeys)	12m	6m

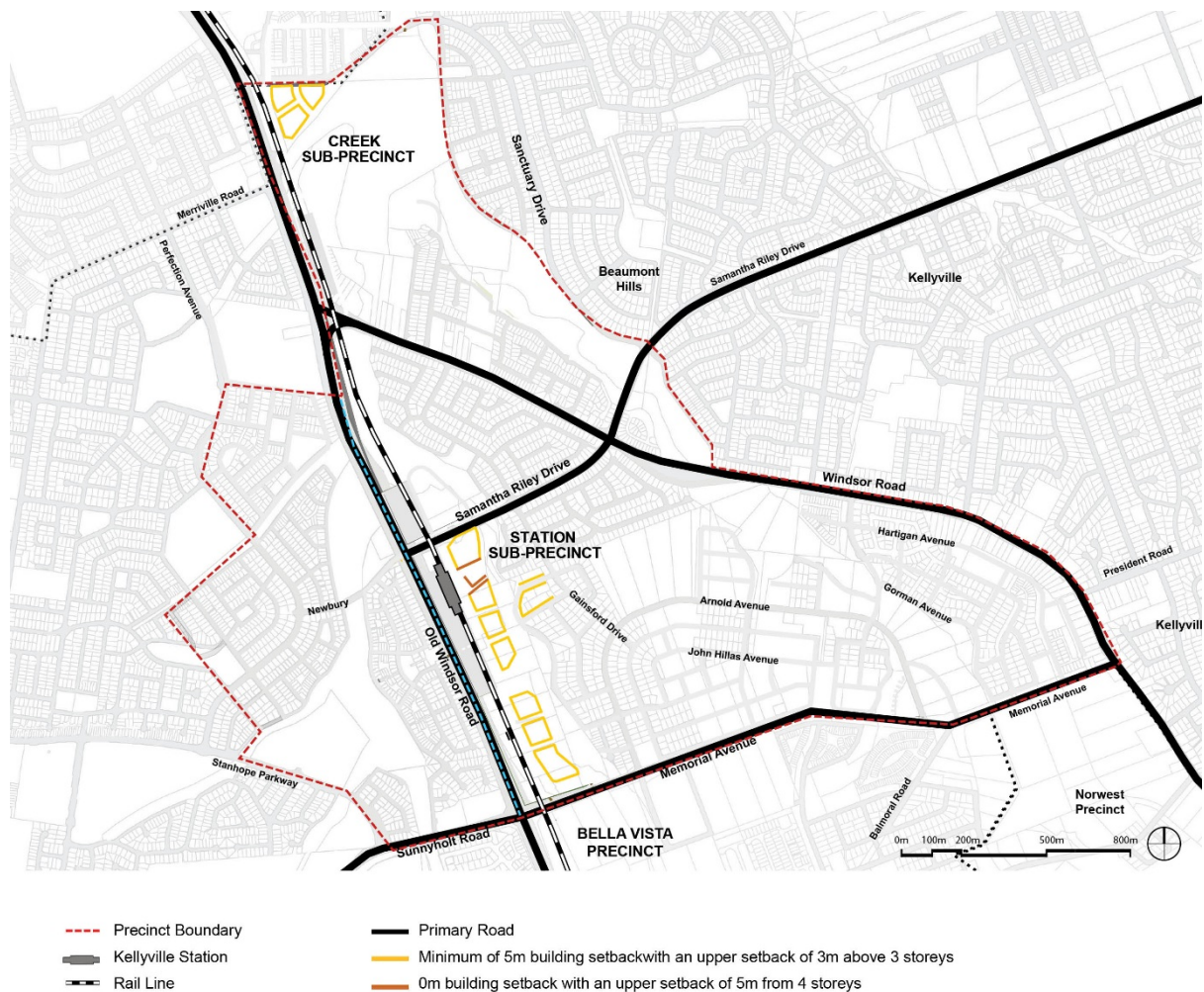


Figure 13 Setbacks

6.1.4 Building design and facades

Objectives

- To achieve variety in architectural design and character across the precinct to provide a fine grain to enliven the public realm.
- To develop within street blocks buildings in a variety of size, height and architectural expression, with a variety of facades, articulation, massing and character so that the street block presents as a group of buildings rather than a singular architectural design or building.
- To incorporate high quality façade design and finishes, particularly where development is highly visible in a landmark location.
- Each building is to have its own distinct, innovative design that represents contemporary best practice in architectural and urban design quality.

Controls

1. Each proposal is to be assessed on its own individual merits against the objectives of this part and the relevant provisions of the Apartment Design Guidelines.

6.1.5 Open space and landscaping

Objectives

- a. To maximise opportunities for landscaping, including the retention and/or planting of trees within deep soil areas to ensure a high level of amenity.
- b. To assist with the management of water quality.

Controls

Communal Open Space

1. Refer to the relevant sections of the Apartment Design Guide for the relevant requirements.
2. Plant species appropriate to the context and the specific microclimate within the development are to be selected to maximise use of endemic and native species and opportunities for urban biodiversity.
3. Drought tolerant plant species, and species that enhance habitat and ecology, are to be prioritised.
4. Landscape design is to be integrated with water and stormwater management.

6.1.6 Access & adaptable housing

Objectives

- a. To ensure a sufficient proportion of dwellings include accessible layouts and features to accommodate changing requirements of residents.
- b. To encourage flexibility in design to allow people to adapt their home as their needs change due to age or disability.

Controls

1. Residential flat buildings and multi dwelling housing is to meet the requirements for adaptable housing within relevant Australian Standards and Part B Section 5 Residential Flat Buildings of The Hills DCP 2012.
2. All types of residential accommodation are to consider flexibility in the design to allow adaption to meet the changing needs of residents due to ageing or disability.

6.2 Multi dwelling housing

6.2.1 Site requirements and layout

Objectives

- a. To ensure that site planning for multi dwelling housing responds to site attributes such as streetscape character, existing vegetation and topography.
- b. To achieve a high standard of amenity for future residents.

- c. To minimise impact on the amenity of neighbouring sites.

Controls

1. Multi dwelling housing development is to have a frontage (address) to the street and is not to be located on battle-axe allotments or rely of a right of access arrangements for access to a public road.
2. All dwellings with a frontage to the street (including a secondary street) must address the street.
3. The minimum street frontage requirements for multi dwelling housing development is 28 metres, no average site width applies.
4. There is no maximum population density for the Precinct.

Note: Site amalgamation is encouraged to realise the development potential envisaged for the Precinct. Isolation of small sites may result in poor built form outcomes. The applicant needs to demonstrate how small lots (less than the minimum permitted within the Hills LEP 2012) will not be isolated by new development or that a credible documented process has been followed to purchase the isolated lot for a fair market value.

6.2.2 Building height and form

Objectives

- a. To require a range of building heights and forms across the Precinct and within each street block to create variety and encourage different architectural styles.
- b. To encourage a mix of dwelling types and scale to encourage a diverse and sustainable community.

Controls

1. The maximum building height is to be in accordance with The Hills LEP 2012, clause 4.3 (Height of Buildings).
2. The gross floor area of the top storey of a multi dwelling housing development must not exceed 60% of the gross floor area of the storey immediately below.
3. Where the top-most storey is not incorporated within the roof form it must be set back from the outer wall of the floor below on all sides.
4. Attics are to be within a hipped or gabled roof where the maximum roof pitch is 35 degrees. Attics are to be designed to fit within the building envelope and are not to increase the bulk and height of the roof.

6.2.3 Setbacks, building separation and public domain interface

Objectives

- a. To ensure buildings are set within a garden setting dominated by canopy trees and allow space to protect existing trees and provide for the planting of large trees, especially at the front and rear of the development.
- b. To create a front setback that enables engagement between the public and private domains, softens the impact of the built form and is capable of being used for landscaping.
- c. To provide articulation zones to complement building mass and emphasise key design elements.
- d. To alleviate impacts on amenity including privacy, solar access, acoustic control and natural ventilation within the development and adjoining neighbours.

Controls

1. Existing trees are to be retained in the front, rear and side setbacks where possible.

Street (front) setback

2. All buildings are to comply with the setbacks shown in Figure 13.
3. Dwellings on the ground floor facing the street are to have individual entries from the street wherever possible.
4. Front setbacks are to be a minimum of 5m to the front building line.
5. Any garage or car parking structure is to be located behind the front building line, and is to be setback a minimum 5.5m from the street boundary.
6. Dwellings on the ground floor facing the street are to have individual entries from the street wherever possible.
7. The front setback is to be landscaped, incorporate predominantly soft landscaping and is to retain existing trees (where possible). It is not to include car parking structures, visitor parking private open space, rainwater tanks, pergolas and or other structures.
8. Articulation of the front setback is encouraged through the use of balconies, recessed elements and the like.
9. Basement car parking is not to encroach within the front setback other than for driveway access.

Secondary setback (corner sites)

10. Where the site is a corner site, the minimum setback to the secondary street is 3 metres. The secondary street setback should be landscaped, incorporate deep soil area and allow for the retention of existing trees, where possible.
11. Buildings on street corners or the interface with public space are to emphasise the corner by appropriate architectural treatment.

Side and rear setbacks

12. A minimum setback of 3m must be provided from any side boundary.
13. A minimum setback of 6m must be provided from any rear boundary.
14. All other setback controls, other than those listed above, are contained in Section 3.3 of Part B Section 4 Multi Dwelling Housing.

6.2.4 Building design and facades

Objectives

- a. To achieve variety in architectural design and character across the Precinct to provide a fine grain to enliven the public realm.
- b. To develop within street blocks, buildings in a variety of size, height and architectural expression, with a variety of facades, articulation, massing and character so that the street block presents as a group of buildings rather than a singular architectural design or building.
- c. To incorporate high quality façade design and finishes, particularly where development is highly visible in a landmark location.
- d. To ensure the building entry is a clear and identifiable element and contributes positively to the streetscape and building façade design.

Controls

1. Each street façade is to be articulated into smaller elements at a scale or grain that reflects:
 - the use of the building and the various components of the building;
 - the location of the building, or that part of the building relative to pedestrian or outdoor recreation activity; and
 - the building elements, including building entries.
2. Building entry must be integrated with building façade design. At street level, entry is to be articulated with awnings, porticos, recesses or projecting bays for clear identification. The entry path to the building is to be accessible and visible from the street.
3. Street corners must be addressed by giving visual prominence to parts of the building façade, such as a change in building articulation, material or colour, roof expression or height.
4. The minimum internal floor area for each dwelling in a multi dwelling housing development are contained in Section 3.8 of Part B Section 4 Multi Dwelling Housing.
5. A minimum of 10m³ storage space is to be provided for each dwelling in either a lockable garage or a basement.

6.2.5 Open space and landscaping

Objectives

- a. To provide communal open space for residents that offers social opportunities and quality outlook from dwellings.
- b. To cater for the recreational needs of building occupants.
- c. To improve amenity and soften the impact of buildings through the provision of landscaping, including the retention and/or planting of trees within deep soil zones.
- d. To ensure high quality communal open space that adds to the amenity of the development and facilitate social interaction.
- e. To assist with the management of water quality.

Controls

Communal open space

1. Communal open space requirements are contained in Section 3.12 of Part B Section 4 Multi Dwelling Housing.
2. A minimum of 50% of communal open space is to receive a minimum of 3 hours direct sunlight between 9am and 3pm on 21 June.

Private open space

3. Multi dwelling housing must provide a minimum of 35m² of private open space per dwelling at ground floor, and must ensure:
 - A single space (primary area) of minimum 25m² with a minimum internal dimension of 4m and direct access from a living area of the dwelling; and
 - The remaining spaces must have a minimum internal dimension of 2m.
4. Ground level private open space is to be differentiated from common areas by screen planting, level changes, fencing and other landscape features as appropriate.

5. The primary private open space must receive a minimum of three hours of sunlight between 9am and 3pm on 21st June.

Landscaped areas and deep soil zones

6. The landscape controls are contained in Section 3.7 of Part B Section 4 Multi Dwelling Housing.

6.3 Access & adaptable housing

Objectives

- a. To ensure a sufficient proportion of dwellings include accessible layouts and features to accommodate changing requirements of residents.
- b. To encourage flexibility in design to allow people to adapt their home as their needs change due to age or disability.

Controls

1. Residential flat buildings and multi dwelling housing is to meet the requirements for adaptable housing within relevant Australian Standards.
2. All types of residential accommodation are to consider flexibility in the design to allow adaption to meet the changing needs of residents due to ageing or disability.

7 Access, parking & servicing

7.1 Vehicle access

Objectives

- a. To encourage the active use of street frontages.
- b. To ensure that vehicle crossings over footpaths/cycleways to minimise disruption to pedestrian/cyclist movement and do not threaten safety.
- c. To make vehicle access to buildings compatible with the public domain.
- d. To ensure vehicle entry points are integrated into building design and contribute to high quality architecture..

Controls

1. For safety and public domain amenity, vehicle access points are to be:
 - physically separate and clearly distinguished from pedestrian entrances and access-ways;
 - integrated into the overall design of the building; and
 - located within secondary streets and laneways where possible.
2. Vehicular access points for all developments are to be consolidated to minimise disruption to pedestrians. Driveway crossings and vehicular access points are not permitted along primary routes or within the urban plazas.
3. Vehicular access is to be designed to give priority to pedestrians and bikes by continuing the type of footpath material and grade.
4. Loading areas for retail and commercial development are to be screened from public roads and public access areas.
5. Loading areas and vehicular access points for developments within the B2 Local Centre zone must avoid conflicts with high pedestrian activity areas including waiting zones for bus, taxi and kiss and ride activities.

7.2 Car parking

Objectives

- a. To minimise adverse traffic impacts.
- b. To provide sufficient parking spaces for development while encouraging public transport use.
- c. To ensure that car parking is appropriately located.

Controls

1. Car parking at the rates specified in Table 6 are to be provided. For any use not specified the car parking rates in The Hills DCP 2012 are to apply.
2. Development is to comply with the requirements of the Hills DCP 2012, Part C, Section 1 – Parking, except for any inconsistency with this DCP.
3. For residential flat buildings and shop top housing, the following is required:
 - Parking is to be underground, under-croft or semi-basement located generally within the footprint of the building above;
 - Where above ground parking cannot be avoided due to site conditions, it must be well integrated into the overall façade design and create a good relationship to the public domain; and
 - Where the topography of the land or constraints of the water table result in the basement parking level projecting above ground level, it is to be designed to:
 - not project more than 1.2m above ground or as required to comply with flood planning levels; and
 - achieve an attractive ground level relationship between the building(s) and the public domain.
4. Garages and parking structures are not to project forward of the building line and are to be screened from the public domain by active uses.
5. Car parking is to be located preferably within the services easement, or alternatively at the rear of buildings, or within a basement car parking structure.
6. Any parking located within the front setback area must be suitably landscaped to add positively to the streetscape.
7. Car share spaces are encouraged within residential flat buildings and shop top housing developments. Car share spaces are to be for the exclusive use of car share scheme vehicles, and included in the number of car parking spaces permitted on a site. The car share parking spaces are to be:
 - exclusive of visitor car parking;
 - retained as common property by the Owners Corporation of the site, and not sold or leased to an individual owner/occupier at any time;
 - made available for use by operators of car share schemes without a fee or charge;
 - grouped together in the most convenient locations relative to car parking entrances and pedestrian lifts or access points;
 - located in well-lit places that allow for casual surveillance;
 - signposted for use only by car share vehicles; and
 - made known to building occupants and car share members through appropriate signage which indicates the availability of the scheme and promotes its use as an alternative mode of transport.

Note: Development Applications are to demonstrate how the car share parking space(s) is to be accessed, including where access is through a security gate. A covenant is to be registered with the strata plan advising of any car share parking space. The covenant is to include provisions that the car share parking space(s) cannot be revoked or modified without prior approval of Council. For retail and commercial development any parking located within the front setback area must be suitably landscaped to contribute positively to the streetscape

8. For retail and commercial development, any parking located within the front setback area must be suitably landscaped to contribute positively to the streetscape.

Table 5 Car parking rates

Land Use	Within 400m of Station	Outside 400m of Station
Dwellings – detached, attached and semi-detached	1 space per dwelling (minimum)	
Multi dwelling housing	1 space per 1 or 2 bedroom: 1.5 space per 3 or more bedrooms 1 visitor space per 5 dwellings	
Residential flat buildings, and dwellings in shop top housing	Average of 1 space per studio, 1 bedroom and 2 bedroom dwelling 1.5 space per 3 bedroom dwelling 2 space per 4 bedroom dwelling 1 visitor space per 10 dwellings	
General Retail	1 space per 50m ² GFA	1 per 30m ² GFA
Commercial	1 space per 80m ² GFA	1 space per 40m ² GFA
Supermarket	1 space per 30m ² GFA	1 space per 20m ² GFA

*Rates are maximums unless otherwise specified.

7.3 Bicycle parking

Objectives

- To ensure that bicycle parking is considered and provided appropriately in developments.
- To ensure that end of trip facilities such as change rooms, showers and secure areas for bicycle parking are provided in new buildings featuring employment uses.

Controls

- Secure, conveniently located bike parking facilities are to be provided at the rates specified in table 6 below.

Table 6 Bicycle Parking rates – all land uses

Land Use	Bicycle parks rate (minimum)
Residential flat buildings	1 space per 3 apartments 1 space for 12 apartments for visitors
Commercial	1 space for 600m ² GFA for staff
Shops/cafes/restaurants	1 space per 450m ² for staff

8 Environmental management

8.1 Sustainability

Objectives

- a. To promote water conservation through application of best practice environmental design principles, innovative technology, water efficient landscaping, and water collection and recycling systems.
- b. To minimise energy use through building design and selection of energy efficient systems and appliances.
- c. To minimise waste and promote the reuse and recycling of materials.

Controls

1. An ecologically sustainable design (ESD) consultant is to be engaged as a key member of design teams for new buildings and infrastructure to promote affordable and integrated sustainable design for the redevelopment of the Precinct.
2. Residential development is to comply with or exceed the Building Sustainability Index (BASIX).
3. Commercial office buildings are to comply achieve or exceed a 4.5 star as built National Australian Built Environment Rating System (NABERS) rating.
4. Buildings are to demonstrate a strong commitment to ESD principles in particular passive design, optimal orientation, effective sun-shading, cross ventilation and open plan living.
5. To minimise energy use, buildings are to be designed with reference to the Urban Green Cover Technical Guidelines and are to use:
 - high levels of insulation as a simple means of reducing energy consumption;
 - energy efficient appliances, light fittings and light sensors;
 - green roof and green façade / green wall elements to reduce heat loads on internal spaces; and
 - effective metering systems to monitor the energy performance of buildings, including individual dwellings and tenancies.
6. A waste management plan is to be prepared as part of development applications, which is to demonstrate the application of principles of the waste management hierarchy of waste: avoid use, reduction, re-use and recycling.

7. The re-use of grey water and provision of dual water reticulation systems is encouraged where possible.

8.2 Ecology and riparian corridors

Objectives

- a. To protect and enhance areas of significant native vegetation.
- b. To protect and enhance wildlife habitat.
- c. To protect and enhance the integrity and environmental functionality of riparian corridors.

Controls

1. Where possible, development is to be sited to retain areas of significant native vegetation, in particular larger and better quality areas of Cumberland Plain Woodland.
2. A site specific Vegetation Management Plan (VMP) is to be prepared and implemented for Caddies Creek and Elizabeth Macarthur Creek. This plan is to be lodged with the first development applications for road construction within the Character Area A and Character Area B, identified at Figure 3, and approved prior to the commencement of the road construction works in this land.
3. The VMP is to be prepared in accordance with relevant guidelines and based on standard vegetation management actions including:
 - Collection of seed from any native vegetation proposed to be cleared at the site;
 - Weed control;
 - Management of fire for conservation;
 - Management of human disturbance;
 - Retention of regrowth and remnant native vegetation;
 - Replanting or supplementary planting where natural regeneration will not be sufficient;
 - Retention of dead timber;
 - Erosion control; and
 - Retention of rocks.
1. The VMP is to ensure the rehabilitation and regeneration of the Caddies Creek, Elizabeth Macarthur Creek and Strangers Creek vegetated riparian corridors (being 30m wide on either side of the creek measured from top of bank).
2. The VMP is to provide for a minimum 2 year monitoring and maintenance period for the rehabilitated riparian area and other revegetation following final planting.

8.3 Stormwater management and water quality

Objectives

- a. To adopt best practice techniques for stormwater quality management.
- b. To minimise flooding and reduce the effects of stormwater pollution on waterways.
- c. To ensure that land is appropriate to managing and minimising risks from flooding.

- d. To ensure an integrated approach to water management through the use of water sensitive urban design (WSUD) principles.

Controls

Stormwater Management

1. A Stormwater Management Plan is to be prepared for each development application for subdivision to include consideration of various sustainable practices including stormwater harvesting and re-use and water conservation.
2. All Stormwater drainage designs are to comply with the most up to date revision of Council's "Design Guidelines".

Water Sensitive Urban Design (WSUD)

3. WSUD is to be adopted throughout all development, incorporating water quality management and attenuation of runoff to acceptable levels following development.
4. The following stormwater management objectives are to be achieved for all development within the Precinct:
 - 90% reduction in the post-development average annual gross pollutant load;
 - 85% reduction in the post-development average annual total suspended solids (TSS) load;
 - 65% reduction in the post-development average annual total phosphorus (TP) load; and
 - 45% reduction in the post-development average annual total nitrogen (TN) load.
5. For developments generating oils and grease, the additional objective of no visible oils for flows up to 50% of the one-year ARI peak flow shall be achieved.
6. Design or new road corridors shall incorporate WSUD elements including raingardens/bio swales/bio retention tree pits to supplement the typical minor drainage network to treat local flows from the road corridor. Design and construction of these elements shall allow for ease of ongoing maintenance and for pedestrian crossings at appropriate locations.
7. WSUD infrastructure elements are to be designed and constructed in accordance following publications:
 - Australian Runoff Quality (Engineers Australia 2005); and
 - Water Sensitive Urban Design Technical Guidelines for Western Sydney (NSW Government Stormwater Trust and UPRCT, May 2004).
8. Water quality modelling to support development proposals within the Precincts shall utilise MUSIC Version 5 or later and adopt modelling parameters in line with the most up to date version of the NSW Music Modelling Guidelines (CMA).
9. To minimise the impact of stormwater on the health and amenity of Elizabeth Macarthur Creek, stormwater is to be retained on development sites by:
 - collecting and storing water from roofs and hard surfaces;

- maximising porous surfaces and deep soil zones; and
- draining paved surfaces to adjacent vegetation.

10. All buildings must install rainwater tanks to meet a portion of supply such as outdoor use and toilets. All residential dwellings are required to provide a (minimum) 3,000 litre (3 KL) rainwater tank, and such tank is to be connected for use in toilet flushing and external uses. Larger tanks than the requirement are permitted.

11. Each rainwater tank is to be provided with potable water trickle top-up with a back flow prevention device, complying with Sydney Water requirements.

12. On-site detention is to be provided in accordance with Section 4.22 of Council's Design Guidelines Subdivision / Developments.

Flood Management

13. Within the Kellyville Precinct, flood planning levels for new development shall comply with the requirements of Part C Section 6 of The Hills DCP 2012.

14. Development is to comply with the flood risk management provisions of Part C Section 6 of The Hills DCP 2012.

15. All landscaping is to be compatible with flood risk and not impede overland stormwater flows.

16. All vegetation species and structures, including paths, walls and fences, are to be able to withstand temporary flood inundation in any areas designated as detention basins.

17. During the construction phase of development, the relevant Stormwater Management Objectives for New Development as set out in the most up to date revision of "Managing Urban Stormwater: Soils and Construction" (NSW Department of Housing) must be complied with in full.

Erosion and sediment control measures are to be implemented and regularly maintained on site, while sediment trapping measures are to be located at all points where stormwater runoff can enter inlets to stormwater systems, or where runoff may leave the construction site.

8.4 Heritage

Objectives

- a. Ensure appropriate protection and management of European and Aboriginal heritage within the Precinct.

Controls

European heritage

1. All development in the vicinity of a heritage item is to consider methods to minimise any potential impacts on the significance of the heritage item and its curtilage.
2. Heritage interpretation and public art is to be implemented in the public domain.

European Archaeology

3. The report prepared by TKD Architects titled “North West Rail Link Project, Bella Vista Station Precinct, European Heritage Assessment”, dated August 2015, will serve as a guiding document for any future site-specific archaeological assessments and management of archaeological impacts within the boundaries of the Precinct.
4. Other controls regarding European Archaeology is addressed in the requirements of Part C Section 4 Heritage of The Hills Development Controls Plan 2012.

Aboriginal heritage

5. The report prepared by Comber Consultants titled “Aboriginal Cultural Heritage Assessment, North West Rail Link Project, Kellyville Station Priority Precinct Rezoning Proposal” dated August 2015 will serve as a guiding document for any future site-specific aboriginal heritage assessments and management of Aboriginal heritage sites, values, object and/or places within the boundaries of the Precinct.
6. Within areas where impacts to Aboriginal heritage cannot be avoided development of potential Aboriginal archaeological significance shall not proceed without appropriate investigation and consultation with the relevant local Aboriginal groups and until a Plan of Management has been prepared that addresses the ongoing management of any archaeological deposits.
7. Aboriginal cultural heritage shall be conserved where no impacts occur. The locations of Aboriginal sites should be identified in a conservation management plan to ensure the sites are not inadvertently damaged as a result of construction works or future land uses.
8. Section 90 consent under the *National Parks and Wildlife Act 1974* will be required for all impacted archaeological sites. Section 90 consent should only cover that part of the site that will be impacted. Consent should be obtained prior to any works which will directly affect these sites. It will be necessary to obtain an excavation permit pursuant to Section 60 or Section 140 of the *Heritage Act 1977*.
9. Test/salvage excavation of Aboriginal sites or areas of archaeological potential is warranted for some of the recorded archaeological sites and potential archaeological deposits which will be impacted by future development. A section 87(1) permit under the *National Parks and Wildlife Act 1974* should be obtained for these sites.
10. Other controls regarding Aboriginal heritage is addressed in the requirements of Part C Section 4 Heritage of The Hills Development Controls Plan 2012.

White Hart Inn

2. Development in the immediate vicinity of the White Hart Inn site is to be compatible with and respond positively to its historic character.
3. An interpretation Strategy is to be prepared and implemented with any new development of the White Hart Inn site.

8.5 Noise

Objectives

- a. To ensure the amenity of future residents and workers by appropriately responding to noise impacts.

Controls

1. Site planning, building orientation and interior layout is to lessen noise intrusion as far as possible.
2. The provisions of State Environmental Planning Policy (Infrastructure) 2007 and Development near Rail Corridors and Busy Roads Interim Guideline must be taken into consideration to minimise impacts of busy roads and railway corridors on residential and other sensitive development.
3. Development applications are to demonstrate how buildings can comply with the noise criteria specified in **Table 7**.

Table 7 Noise criteria

Internal Space	Recommended Noise Criteria	Maximum noise criteria
Living areas	40 dBA	45 dBA
Working areas		
Sleeping areas	35 dBA	40 dBA

8.6 Safety & security

Objectives

- a. To provide high levels of property safety and personal comfort and safety.
- b. To minimise opportunities for criminal and anti-social behaviour.

Controls

1. Development is to address the principles of Crime Prevention Through Environmental Design.

Note: Consideration shall also be given to The Hills Council's Policy Designing Safer Communities, Safer by Design Guidelines (June 2002).