

The Hills Development Control Plan (DCP) 2012

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THE
HILLS
Sydney's Garden Shire



Part D Section 16

No. 301 Samantha Riley Drive, Kellyville

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1. INTRODUCTION

This Section of The Hills Development Control Plan (DCP) has been prepared to provide direction for development of No. 301 Samantha Riley Drive, Kellyville and must be read in conjunction with Part A – Introduction of this DCP.

1.1. LAND TO WHICH THIS SECTION APPLIES

This section provides new development controls that apply to the site identified in Figure 1. The development controls are in addition to other sections of the DCP.

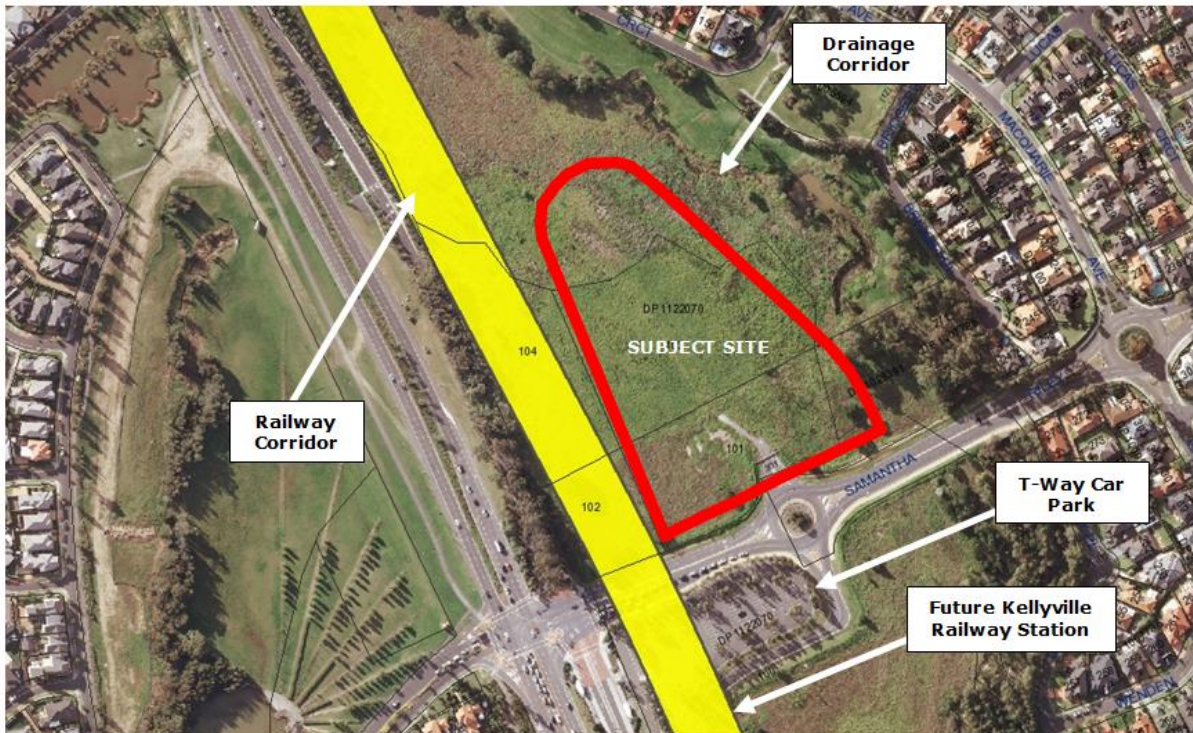


Figure 1:
No. 301 Samantha Riley Drive, Kellyville

1.2. AIMS AND OBJECTIVES OF THIS SECTION

The objectives of this Section of the DCP are:

- (i) To provide a clear vision for the desired future character of the site at No. 301 Samantha Riley Drive, Kellyville;
- (ii) To ensure that future development capitalises on the site's proximity to high frequency public transport services;
- (iii) To encourage innovative and high quality design and architectural outcomes;
- (iv) To ensure that future development integrates with surrounding land uses and public transport infrastructure;
- (v) To ensure that future development addresses public streets and provides a safe and attractive pedestrian environment;
- (vi) To ensure that future development does not detrimentally impact the amenity of adjoining land uses and that satisfactory measures are implemented to mitigate any impacts which may arise from the proposal;

- (vii) *To provide guidelines for innovative and high quality open space areas for future residents and workers at the site.*

1.3. RELATIONSHIP WITH OTHER PLANS AND POLICIES

This Section is to be read in conjunction with other relevant Sections of the DCP, including:

- Part B Section 5 – Residential Flat Building
- Part B Section 6 – Business
- Part C Section 1 – Parking
- Part C Section 2 – Signage
- Part C Section 3 – Landscaping
- Part C Section 6 – Flood Controlled Land

Where any control of this Section of the DCP is inconsistent with any control of any other Section of the DCP, the controls of this Section of the DCP shall prevail to the extent of the inconsistency.

Plans applying to the Kellyville Railway Station Precinct should be considered in conjunction with this Section of the DCP.

2. URBAN CONTEXT

2.1. SURROUNDING DEVELOPMENT

To the south of the subject site, on the opposite side of Samantha Riley Drive, is the Transitway (T-way) parking station and vacant employment land. To the west of the subject site is the railway corridor and Old Windsor Road. The land to the west of Old Windsor Road contains open space and the Newbury residential suburb within the Blacktown Local Government Area.

A drainage reservation containing both Elizabeth Macarthur Creek and Caddies Creek surrounds the north, east and western boundaries of the site. Beyond the drainage reserve, to the north and east of the site, is an existing residential area.

2.2. URBAN STRUCTURE

The Kellyville Railway Station site will have a Village Centre designation within Council's Centres Hierarchy. Future development at the subject site will support the future operation of the proposed Kellyville Railway Station by accommodating a sufficient residential population within close proximity to high frequency public transport services. The locality is to become a stop for both the T-way and the North West Rail Link and will also provide for the daily needs of commuters in addition to the local population.

2.3. KELLYVILLE RAILWAY STATION

The future Kellyville Station will be located at the junction of Samantha Riley Drive and Old Windsor Road, to the east of the existing T-Way bus stops and car park. Approximately 1,360 car parking spaces (including 160 spaces to replace the existing t-way car park) will be located close to the station. A two level park and ride facility will be located to the east of the station entry, with a further two on-grade facilities located beneath the rail viaduct north and south of Samantha Riley Drive.

Platforms on either side of the track will be elevated approximately 13m above street level and will be accessed from the ground level station entry and concourse. The station entry will address a new boulevard connector parallel to Old Windsor Road. A pedestrian bridge will be built over Old Windsor Road and the T-Way at the intersection with Samantha Riley Drive and Newbury Avenue to provide pedestrian access to and from residential areas within the Blacktown City Area.

The following traffic management facilities have been identified:

- Construction of the station precinct access road ('new road A'), running parallel to Old Windsor Road, off Samantha Riley Drive. This road will provide a single traffic lane and parking lane in each direction. This road will

- provide only left in and left out access at its intersection with Samantha Riley Drive.
- Provision of traffic signals at the intersection of Samantha Riley Drive and the new road close to Elizabeth Macarthur Creek ('new road B'), providing all movements.
- Removal of the existing roundabout along Samantha Riley Drive at the existing entrance to the T-Way Car Park;
- Kiss-and-ride and taxi parking along the station access road.
- Provision of at-grade and multi-storey car parks on both sides of the station access road as well as north of Samantha Riley Drive, under the rail viaduct.

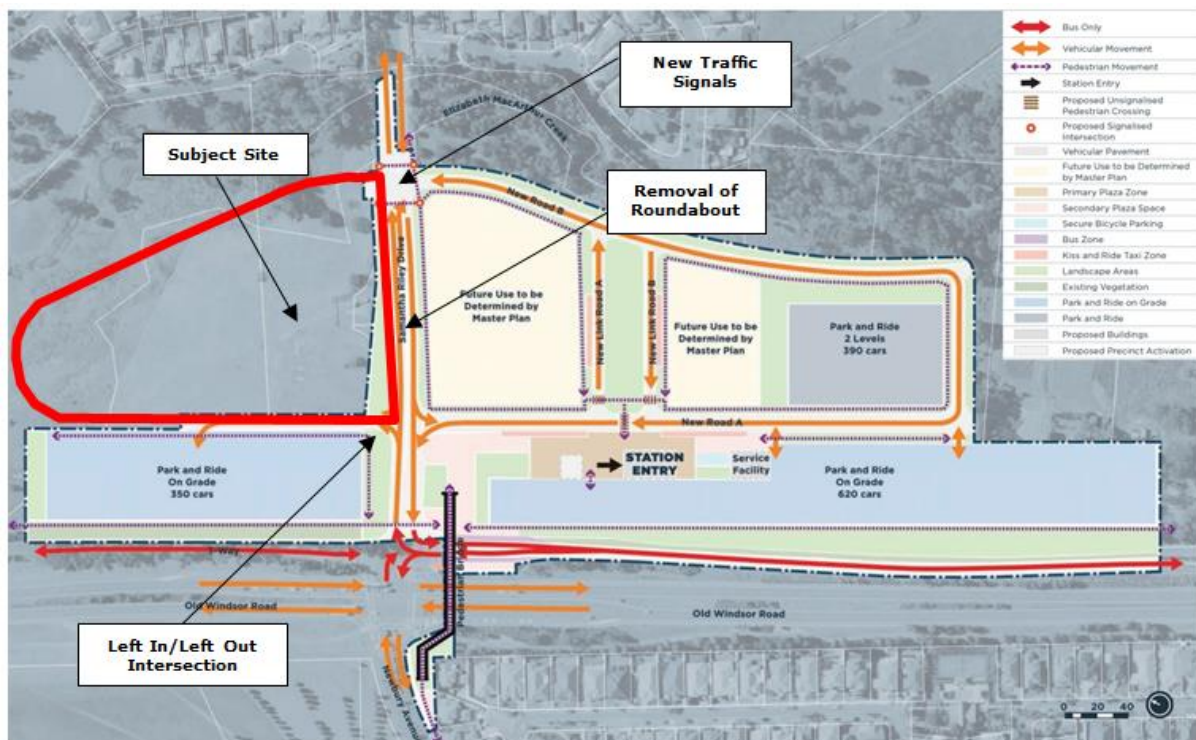


Figure 2
Kellyville Station – Indicative Layout

3. DESIRED FUTURE CHARACTER

The following principles outline the desired future character for the site and its surrounds. Future development must address the following principles in addition to the controls specified within subsection 4 of this Section of the DCP.

Role and Function of the Centre

- A variety of land uses will be provided to contribute to village centre proposed for the site of the Kellyville Railway Station. The centre will provide a high density environment where residents and workers will have access to high frequency public transport services.

Public Domain

- The public domain and interface activities will be attractive, safe, functional and accessible for residents, workers and commuters. The public domain and pedestrian environment will be characterised by excellence in design and high quality materials.

Integration with Surrounding Areas

- The site will provide pedestrian links to the future Kellyville Railway Station Precinct. These links will be convenient and accessible to all future residents and workers. The site will also provide pedestrian links to surrounding residential areas to the north and east of the site.

Open Space

- The development will provide a variety of innovative and well-designed areas of shared and private open space. The provision of open space will both soften the impact of the built form and improve the amenity for residents and workers within the development. The open space provision will include a central open space area, roof top gardens and recreational facilities.

Transport and Accessibility

- Future development will respond to the road layout proposed for the Kellyville Railway Station Precinct and will ensure that vehicular movement within and surrounding the site is safe and efficient.

Treatment of Interfaces

- Future development must activate public streets through the provision of active uses such as cafes, restaurants and commercial uses which attract pedestrians. This will provide visual interest from the street and will create a visual connection between public realm and future development.
- Development must be designed so as to minimise the potential visual impact on adjoining residential areas.
- Development must be designed so as to mitigate potential interface impacts between future development and the Railway Corridor. This will include measures to mitigate noise impact.

Built Form

- Setbacks shall be used to create distinct podium and tower elements. Podiums must be incorporated into building design to minimise the bulk and scale of development and to enable a more slender built form.
- The treatment and articulation of facades must demonstrate architectural expression and must contribute to the public realm.
- Building height elements are to be varied across the site to provide visual interest and to ensure that the built form is not repetitive.

Environmental Performance

- Development will achieve maximum environmental performance through the use of best practice environmental design.

4. DEVELOPMENT CONTROLS

The objectives and controls for development at No. 301 Samantha Riley Drive, Kellyville are set out within this Section of the DCP.

4.1. SITE PLANNING

Objectives

- (i) *To achieve a site layout that maximises residential development opportunities whilst providing ample, quality open spaces.*
- (ii) *To create a coherent and legible site layout that is easy for users to understand and navigate.*

- (iii) *To integrate future development with surrounding land uses.*
- (iv) *To create development that is responsive to sensitive interfaces.*
- (v) *To create a landmark development that integrates with the future Kellyville Railway Station.*

Development Controls

- (a) Future development must response to the road layout identified within Figure 3.
- (b) A central common open space area is to be provided in accordance with Figure 3.
- (c) Development is to address all edges of the site.



Figure 3
DCP Site Plan

4.2. ADDRESSING THE STREET AND PUBLIC DOMAIN

Objectives

- (i) *Ensure that development contributes to the activity, safety, amenity and quality of streets and the public domain.*
- (ii) *To ensure that car parking and servicing access occurs in locations which do not impact on the pedestrian environment.*
- (iii) *Ensure that all buildings within the development provide a clear public address.*

Development Controls

- (a) Buildings are to be designed to address public roads. This will increase safety and provide the opportunity for active uses such as cafes, restaurants and commercial uses which attract pedestrian users.
- (b) Building design must maximise opportunities to provide entries, visible internal uses at ground level, public art and high quality finishes to enhance the interface with the street or public domain.
- (c) Pedestrian and communal areas are to be well lit to minimise opportunities for concealment.
- (d) The extent of blank walls (without windows or entries) at ground level is to be minimised. Where development exposes the blank side of an adjoining building or incorporates a wall that will be visible from the public domain, a visually

interesting treatment of high quality design is to be applied to that wall.

- (e) Residential developments should have a street address. Where a development comprises a number of buildings with a variety of orientations, a major part of the overall development is to face the street.

4.3. FUNCTION AND USES

Objectives

- (i) *To develop and promote a vibrant, mixed use development that provides a range of retail and business uses to serve the daily needs of residents within the development and the local population.*
- (ii) *To ensure ground floor frontages are pedestrian oriented and add visual interest and vitality to streets.*
- (iii) *To provide fine grain active frontages at ground level.*

Development Controls

- (a) Provision of a range of supporting uses is encouraged including childcare centre and ATM.
- (b) Active frontages at ground level are to be provided to public streets along the Samantha Riley Drive and the Railway Corridor interfaces.
- (c) Awnings or colonnades are to be provided in locations where active street frontages are provided.

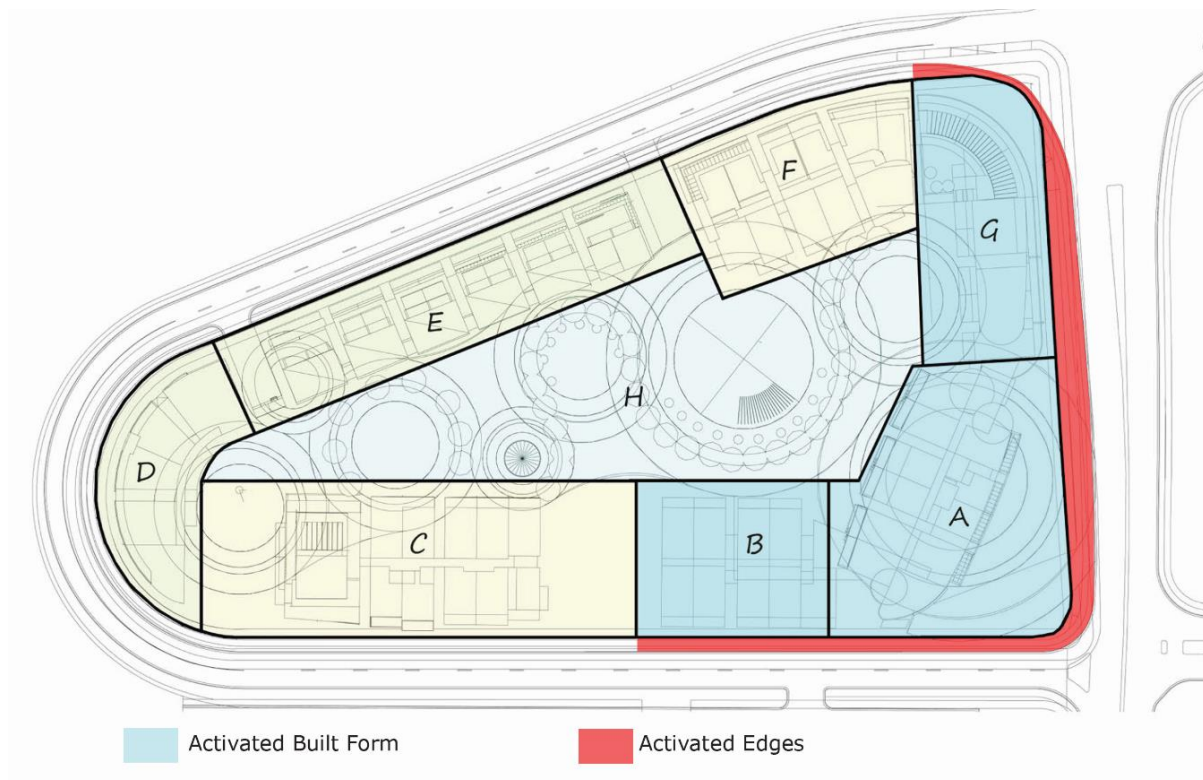


Figure 4
Active Frontages

4.4. SETBACKS

Objectives

- (i) To provide setbacks that complements the setting of the Kellyville Railway Station Precinct.
- (ii) To allow for flexibility in the siting of buildings.
- (iii) To enable future development to provide an active frontage along Samantha Riley Drive the road adjoining the railway corridor.
- (iv) To minimise overshadowing and to protect the visual quality of open space areas and the riparian corridor.
- (v) To provide setbacks that minimise adverse impacts such as overshadowing and loss of privacy to adjacent residential development.

Development Controls

Setbacks to Samantha Riley Drive

- (a) Development to be built uniformly to the property line.

Setbacks to Perimeter Road (Railway Corridor Interface)

- (b) Buildings may be built uniformly to the property line.

Setbacks to Perimeter Road Interface (SP2 Stormwater Management Interface)

- (c) Buildings may be built uniformly to the property line up to the fourth storey. Any storey above the fourth storey must be setback 5 metres.

4.5. BUILDING HEIGHT

Objectives

- (i) To enable buildings of a height that creates a landmark development on the site.
- (ii) To facilitate Transit Oriented Development within locations which have access to high frequency public transport services.

- (iii) To minimise the perceived height of development when viewed from surrounding residential areas.
- (iv) To minimise adverse impacts on the public realm.

Development Controls

- (a) Building heights are to be varied over the site to ensure a visually interesting skyline and to prevent a repetitive built form.
- (b) The podiums and tower elements shall have building height transition as identified in Figure 4.
- (c) The combined height of the podium and tower shall be a maximum of 18 storeys
- (d) The highest tower element shall be located closest to the future Kellyville Railway Station, at the south west corner of the site. The height of other tower elements shall graduate downward toward the riparian interface to the north and east of the site.
- (e) Towers shall be designed to limit the impact of overshadowing and overlooking on the sensitive uses which surround the site.
- (f) The building height and roof form shall be designed to reduce the bulk and scale of development.

Tower	Storeys	Height (metres)
A	15	46
B	12	37
C	9	25
D	4	12
E	6	18
F	6	18
G	8	25
H	2	10

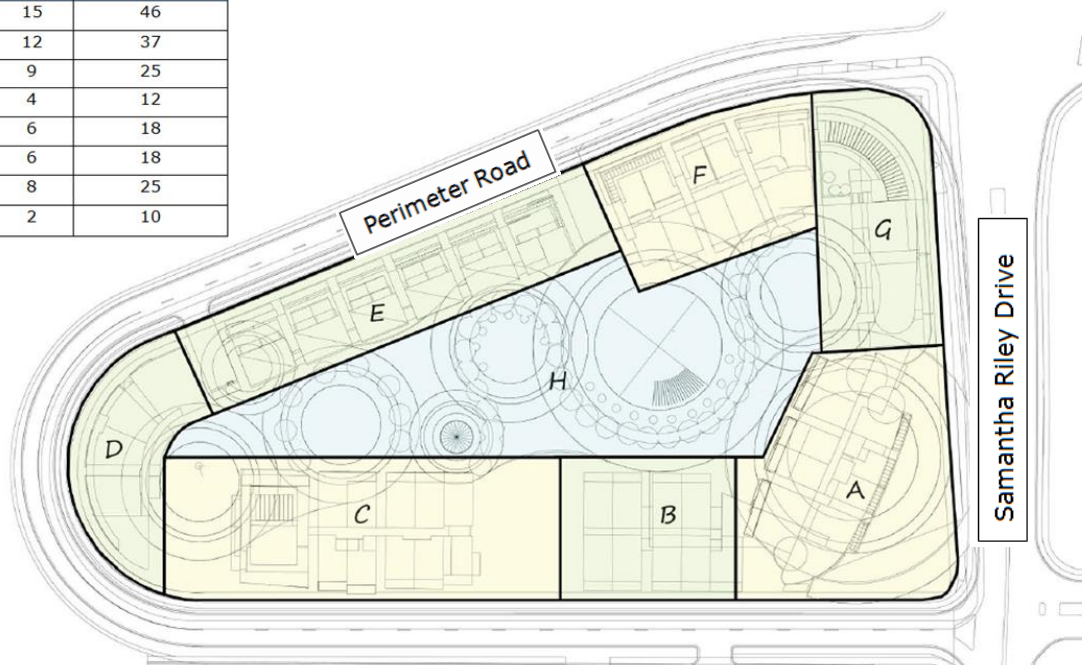


Figure 5
Building Height Transition

4.6. PODIUM AND TOWER ELEMENTS

Objectives

- (i) To ensure that the height and design of podium and tower elements are responsive to the desired character of the area.

- (ii) To ensure that towers minimise the bulk and scale of the proposed development and reflect a slender built form.

Development Controls

- (a) Podium elements shall be incorporated into the design of development along the interface of the drainage corridor,
- (b) The podium design shall be deliberately distinctive and separate from the building forms above.

- (c) Tower elements shall have a narrow footprint to create slender building forms with a maximum footprint of 1,000m².
- (d) Tower elements shall comprise various building heights to create a unique feature and reduce the visual bulk of development.

4.7. BUILDING SEPARATION AND TREATMENT

Objectives

- (i) *To ensure that new development is scaled to support the desired character of the site with appropriate massing and spaces between buildings.*
- (ii) *To provide visual and acoustic privacy for existing and new residents.*
- (iii) *To control overshadowing of adjacent properties and private or shared open space.*
- (iv) *To allow for the provision of open space of an appropriate size and proportion for recreational activities for building occupants.*
- (v) *To facilitate the provision of deep soil zones for storm water management and tree planting.*

Development Controls

The following minimum rules of building separation are to be complied with:

- (a) Up to four storeys (up to 12 metres)
 - 12 metres between habitable rooms/balconies
 - 9 metres between habitable/balconies and non-habitable rooms
 - 6 metres between non-habitable rooms
- (b) Five to eight storeys (up to 25 metres)
 - 18 metres between habitable rooms/balconies
 - 13 metres between habitable rooms/balconies and non-habitable rooms
- (c) Nine storeys and above (over 25 metres)
 - 24 metres between habitable rooms/balconies
 - 18 metres between habitable rooms/balconies and non-habitable rooms
 - 12 metres between non-habitable rooms.

4.8. LANDSCAPE AREA

Objectives

- (i) *To enhance the quality of life of residents by providing privacy, pleasant outlook, views and a range of open spaces.*
- (ii) *To improve storm water quality and reduce the quantity of run-off.*
- (iii) *To improve the microclimate and solar performance within the development.*

Development Controls

- (a) The landscaped area shall be a minimum of 50% of the site area. The calculation of landscaped area excludes roof top gardens.
- (b) Areas less than 2 metres in width will be excluded from the landscaped area calculation.
- (c) All setbacks and any above ground car parking areas are to be landscaped and maintained to a high standard.

4.9. PLANTING ON STRUCTURES

Objectives

- (i) *To contribute to the quality and amenity of communal open spaces on rooftops, podiums and internal courtyards.*
- (ii) *To encourage green roofs and walls to contribute to common open space and to improve the amenity for future residents.*
- (iii) *Ensure any habitable green roof areas, such as private or common open space,*

are designed to minimise any potential adverse impacts.

Development Controls

- (a) Green walls are encouraged on podium walls along active frontages to soften the interface between future development and the public realm.
- (b) A minimum of 40% of the roof space must be used as a rooftop garden.
- (c) Rooftop gardens must be adequately enclosed and accessible to occupants of the development.
- (d) Plant growth is to be optimised by:
 - providing soil depth, soil volume and soil area appropriate to the size of the plants to be established.
 - providing appropriate soil conditions and irrigation methods.
 - providing appropriate drainage.
- (e) Planters are to be designed to support the appropriate soil depth and plant selection by:
 - ensuring planter proportions accommodate the largest volume of soil possible.
 - providing square or rectangular planting areas, rather than long narrow linear areas.
- (f) Minimum soil depths are to be provided in accordance with the following:

Large trees (16 metres canopy diameter at maturity)	
minimum soil volume	150 cubic metres
minimum soil depth	1.3 metres
minimum soil area	10 metre x 10 metre area or equivalent
Medium trees (8 metre canopy diameter at maturity)	
minimum soil volume	35 cubic metres
minimum soil depth	1 metre

approximate area	soil	6 metre x 6 metre or equivalent
Shrubs		
minimum soil depth		500-600mm
Ground cover		
minimum soil depth		300-450mm
Turf		
minimum soil depth		100-300mm

** Any subsurface drainage requirements are in addition to the minimum soil depths quoted above.*

Table 1
Minimum Soil Depths

4.10. DEEP SOIL AREA

Objectives

- (i) *To ensure development incorporate deep soil areas of sufficient size and dimension to accommodate trees and other significant landscaping elements.*

Development Controls

- (a) The minimum amount of deep soil, meaning an area of natural ground with relatively natural soil profiles and excluding pools and areas above underground structures, is to be 15% of the site area.
- (b) Deep soil zones are to accommodate existing mature trees, as well as allow for planting of mature trees.
- (c) Where possible deep soil areas are to be consolidated into one area to facilitate drainage and deep soil planting.

4.11. BUILDING DEPTH

Objectives

- (i) *To provide adequate amenity for building occupants in terms of solar access and natural ventilation.*

- (ii) *To provide for dual aspect/cross ventilated residential flats.*

Development Control

- (a) The maximum depth of the residential components of each building is 18 metres, excluding balconies, parapets and awnings.

4.12. BUILDING DESIGN AND STREETSCAPE

Objectives

- (i) *To ensure roof form contributes to the character of the site and provides visual interest and continuity within future development.*
- (ii) *To add visual interest to the skyline of the precinct when viewed from street level and surrounding areas.*
- (iii) *To ensure that building elements are integrated into the overall building form and façade design.*
- (iv) *To promote integration of building and private open space.*
- (v) *To support the integration of appropriate retail and commercial uses with housing;*
- (vi) *To create more active lively streets which encourage pedestrian movement, provide for the needs of the residents and increase the area's employment base; and*
- (vii) *To ensure that the design of mixed use developments maintains residential amenity and preserves compatibility between uses.*

Development Controls

Roof Design and Roof Features

- (a) Roof features should be designed to generate an interesting skyline and enhance views from adjoining developments and surrounding areas.
- (b) Lift over-runs and all other service equipment shall be incorporated into the roof design and be obscured from general view.

- (c) The roof form for each tower should be consistent.
- (d) Roof top gardens are required to provide interest and to contribute to the provision of communal open space.
- (e) Roof forms should not add excessive bulk to the building.

Architectural Style and Character

- (f) Columns, beams, floor slabs, balconies, window openings and fenestration, doors, balustrades, roof forms and parapets, should be used to create interest in the façade.
- (g) Facades are to be composed with an appropriate scale and proportion, which respond to building use and the desired character by:
 - expressing the internal layout of the building, for example, vertical bays or its structure.
 - articulating building entries with awnings, porticos, recesses, blade walls and projecting bays.
 - selecting balcony types which respond to the street context, building orientation and residential amenity. Cantilevered, partially recessed, or wholly recessed will all create different façade profiles.
 - using a variety of window types to express the various elements of new buildings.
 - incorporating architectural features which give human scale to the design of the building at street level. These can include entrance porches, awnings, colonnades, pergolas and fences. Recessed balconies and deep windows may be used to create articulation and define shadows, thereby adding visual depth to the façade.
- (h) Facade design is to reflect the orientation of the site using elements such as sun shading as environmental controls, depending on the façade orientation.
- (i) Building services such as drainage pipes are to be coordinated and integrated with the overall façade and balcony design.

- (j) The podium levels and the upper storeys of any tower elements are to be sufficiently articulated (through varied setbacks, architectural treatments, materials and/or colours) so that they can be read as separate elements of the building.
- (k) Development is to clearly define the building base, middle and top to achieve visual interest and articulation.

Streetscape and the Public Realm

- (l) Buildings shall address any shared open space and adjacent public areas to increase the natural surveillance of these areas and contribute to their safety and security.
- (m) The interface of development with any adjacent streetscapes and public spaces shall be clearly defined.
- (n) Building design shall avoid creating opportunities for personal concealment.
- (o) Public spaces, building entries, car parks and internal access ways shall be provided with adequate lighting.
- (p) Lighting and directional signage shall be provided to all pedestrian paths, car parking areas.

Entrances

Refer to Part B Section 5 - Residential Flat Buildings.

Mixed Use Development

- (q) Choose a mix of uses that complement and reinforce the character, economics and function of the local area, for example, food retail, small-scale commercial and residential.
- (r) Small neighbourhood shops to meet the day-to-day needs of residents are desired for the ground floor storeys of buildings nearest to the railway station.
- (s) Ensure the building positively contributes to the public domain and streetscape by:
 - fronting onto major streets with active uses; and
 - avoiding the use of blank walls at the ground level.

4.13. DENSITY

Objectives

- (i) *To ensure that residential flat building development does not over-tax services and facilities.*
- (ii) *To provide residential flat buildings with a high level internal amenity.*
- (iii) *Maximise the utilisation of public transport facilities.*

Development Controls

- (a) No more than 650 residential units may be provided on the site.

Note. The maximum density should not be considered as the desired yield for the site. The final yield will be dependent on identifying designs that address all of the objectives of this development control plan.

4.14. UNIT LAYOUT AND DESIGN

Objectives

- (i) *To provide a mix of residential flat types and sizes to accommodate a range of household types and to facilitate housing diversity.*
- (ii) *To optimise the provision of housing to suit the social mix and needs in the neighbourhood.*
- (iii) *To ensure that individual units are of a size suitable to meet the needs of residents.*

Development Controls

- (a) No more than 25% of the dwelling yield is to comprise either studio or one bedroom apartments.
- (b) No less than 10% of the dwelling yield is to comprise apartments with three or more bedrooms.
- (c) The minimum internal floor area for each unit, excluding common passageways, car parking spaces and balconies shall not be less than the following:

Apartment Size Category	Apartment Size
Type 1	
1 bedroom	50m ²
2 bedroom	70m ²
3 or more bedrooms	95m ²
Type 2	
1 bedroom	65m ²
2 bedroom	90m ²
3 or more bedrooms	120m ²
Type 3	
1 bedroom	75m ²
2 bedroom	110m ²
3 or more bedrooms	135m ²

- (d) Type 1 apartments shall not exceed 30% of the total number of 1, 2 and 3 bedroom apartments.
- (e) Type 2 apartments shall not exceed 50% of the total number of 1, 2 and 3 bedroom apartments.
- (f) All remaining apartments are to comply with the Type 3 apartment sizes.

4.15. CEILING HEIGHT

Refer to Part B Section 5 - Residential Flat Buildings.

4.16. OPEN SPACE

Objectives

- (i) To provide open space for recreation and for use by residents within residential flat buildings.
- (ii) To enhance the quality of the built environment by providing opportunities for landscaping.

Private Open Space

Objectives

- (i) To maximise the number of apartments with private open space.
- (ii) To ensure balconies are functional and responsive to the environment thereby promoting the enjoyment of outdoor living for apartment residents.

- (iii) To ensure that balconies are integrated into the overall architectural form and detail of residential flat buildings.
- (iv) To contribute to the safety and liveliness of the street by allowing for casual surveillance.

Development Controls

- (a) All balconies and/or roof top areas conveniently accessible from a main living area must have a minimum area of 10m², with a minimum dimension of 2 metres.
- (b) Private open space may be in the form of courtyards, decks and/or balconies and is to be provided for at least 75% of dwellings in a development. Where private open space is not provided, dwellings are to be provided with a least one 'juliet' balcony to a full height window.
- (c) Any balcony or terrace shall be no deeper than 3 metres to enable sub penetration into units.
- (d) All balconies shall be provided with water and gas outlets.

Common Open Space

Objectives

- (i) To provide residents with passive and active recreational opportunities.
- (ii) To provide an area on site that enables soft landscaping and deep soil planting.
- (iii) To ensure that communal open space is consolidated, configured and designed to be useable and attractive.
- (iv) To provide a pleasant outlook.

Development Controls

- (a) The area provided shall be equivalent to the rate of 20m² per dwelling.
- (b) Common open spaces are to include equipment such as seating, shade structures, barbecues and children's' play equipment.
- (c) A swimming pool, gymnasium, and other recreational facilities should be provided to meet the active recreational needs of residents.
- (d) Common open space may be located on elevated gardens or roof tops provided

that the area and overall design is useful for the recreation and amenity needs of residents.

- (e) The design of exterior private open spaces such as roof top gardens is to address visual and acoustic privacy, safety, security, and wind effects.
- (f) Common open space is to be located and designed to:
 - be seen from the street between buildings.
 - provide for active and passive recreation needs of all residents.
 - provide landscaping.
- (g) The common open space is to be designed to:
 - present as a private area for use by residents only.
 - include passive surveillance from adjacent internal living areas and/or pathways.
 - have a northerly aspect where possible.
 - be in addition to any public thoroughfares.

4.17. SOLAR ACCESS

Refer to Part B Section 5 - Residential Flat Buildings.

4.18. LIGHTING

Refer to Part B Section 5 - Residential Flat Buildings.

4.19. STORMWATER MANAGEMENT

Objectives

- (i) *To control stormwater runoff to mitigate the effect on adjoining properties and existing local drainage systems before, during and after construction.*
- (ii) *To ensure development does not increase flooding or prejudice the effectiveness of existing flood mitigation measures.*
- (iii) *To provide for the management of stormwater in an efficient, equitable and environmentally sustainable way in*

accordance with Council's ESD objectives.

- (iv) *To encourage the storage and reuse of stormwater.*

Development Controls

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

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

- (b) The WSUD measures within the perimeter road are to integrate with the WSUD measures proposed as part of the planning for the Kellyville Railway Station Precinct.
- (c) Rainwater tanks are to be installed to enable the reuse of rainwater. Overflow from rainwater tanks must be connected to a piped drainage system.
- (d) Concentrated stormwater flows must discharge to a lawful point of discharge. This may require the creation of drainage easements over downstream properties.
- (e) The finished level of the perimeter road must be above the 100 year Average Recurrent Interval (ARI) flood level.

4.20. VEHICULAR ACCESS

Objectives

- (i) *To ensure that vehicular access to and from the development is simple and does not compromise the safety or amenity enjoyed by more vulnerable road users.*
- (ii) *To ensure that the vehicular movement integrates with the operation of the future Kellyville Railway Station.*

Development Controls

- (a) A perimeter road surrounding the site is to be provided in accordance with the site plan map within Figure 1.
- (b) The road layout must integrate with the road network proposed in support of the future Kellyville Railway Station.
- (c) Vehicular access points shall provide safe and efficient ingress/egress to the site.
- (d) Direct vehicular access from Samantha Riley Drive is discouraged.
- (e) The design of access points and parking areas shall minimise the visual impact of hard paved areas.
- (f) Vehicular access points shall make provision for service vehicles.
- (g) The design and configuration of access ways and driveways shall be in accordance with Part C Section 1 – Parking of this DCP.

4.21. CAR PARKING

Objectives

- (i) *To provide sufficient and accessible parking for residents and visitors so as to maintain the amenity of adjoining properties and the efficiency of the road network.*
- (ii) *To reduce the reliance on private vehicles and to promote the use of public transport.*

Development Controls

- (a) On-site parking shall be provided at the following rates:

Dwelling Type	Parking Rate
1 bedroom apartments:	1 space per dwelling
2 bedroom apartments:	1.5 spaces per dwelling

3 bedroom apartments:	2 spaces per dwelling
Visitor parking:	2 space/5 dwellings for developments with up to 60 units. 1 space/5 dwellings for developments with more than 60 units.

- (b) Car parking shall generally be provided underground.
- (c) Driveway design shall provide safe and efficient access/egress to the site.
- (d) The design of driveways and parking areas shall minimise the visual impact of hard paved areas.
- (e) The design and configuration of access ways and driveways shall be in accordance with Part D Section 1 – Parking of this DCP.

4.22. STORAGE

Objectives

- (i) *To provide adequate storage for everyday household items within easy access of the apartment.*
- (ii) *To provide storage for sporting, leisure, fitness and hobby equipment.*

Development Controls

- (a) In addition to kitchen cupboards and bedroom wardrobes, provide accessible storage facilities at the following rates:
 - One-bedroom apartments – 6m³.
 - Two-bedroom apartments – 8m³.
 - Three plus bedroom apartments – 10m³.

4.23. PEDESTRIAN AND BICYCLE LINKS

Objectives

- (i) *To ensure pedestrian and cycle access to, from and through the development is simple, safe and direct.*
- (ii) *To facilitate safe and convenient pedestrian access between development*

on the site and the future Kellyville Railway Station.

- (iii) *To facilitate cycling trips in the area by providing adequate and secure bicycle storage.*

Development Controls

- (a) Separate pedestrian access shall be provided from the street independent of vehicular access.
- (b) Pedestrian footpaths and bicycle links shall be provided along all road frontages and are to connect with existing bicycle and pedestrian infrastructure.
- (c) Pedestrian access shall be legible, inviting, safe and provide visible interest.
- (d) A pedestrian connection is to be provided to facilitate a safe, convenient pedestrian movement between the development site and the future Kellyville Railway Station.

4.24. PRIVACY – VISUAL AND ACOUSTIC

Objectives

- (i) *To provide reasonable levels of visual privacy externally and internally, during the day and at night.*
- (ii) *To maximise outlook and views from principal rooms and private open spaces without compromising visual privacy.*
- (iii) *To incorporate appropriate materials and construction techniques to minimise acoustic impacts from Old Windsor Road and the future North West Rail Link.*

Development Controls

- (a) Private open space and habitable rooms of proposed and adjacent existing dwellings shall be reasonably protected from overlooking by attending to, but not being limited to:
 - Building layout;
 - Location, size and design of windows and balconies;
 - Screening devices; and
 - Landscaping.
- (b) Private open space areas and habitable rooms shall be reasonably protected from

uncomfortable levels of external noise by attention to, but not being limited to, the following:

- Use of noise resistant wall, ceiling, floor and roof material;
 - Site planning;
 - Location of habitable rooms away from the noise source;
 - Use of triple glazing; and
 - Use of fencing porches and walls as noise buffers.
- (c) Building design elements are to be applied to improve visual and acoustic privacy such as recessed balconies and/or vertical fins between adjacent balconies, vegetation and louvers and pergolas which limit overlooking of lower dwellings and/or private open space;
- (d) External air conditioning units are to be located and screened in order to minimise noise and visual impacts on neighbours. Air conditioners must not exceed 5dB(A) above the background noise level.
- (e) The buildings shall be designed and constructed to comply with the following criteria for all noise intrusion from external sources (including mechanical services from within the development itself), with windows and doors closed:

Internal Space	Time Period	Repeatable Maximum* LAeq (1 Hour)
Sleeping Areas	Night (10pm to 7am)	≤ 35 dB(A)
All other Areas (other than a garage, kitchen, bathroom or hallway)	Day or night	≤ 40 dB(A)

*Repeatable Maximum is the highest tenth percentile hourly A-weighted LAeq noise level.

- (f) The buildings shall be designed to minimise noise from known noise sources

at any time and as far as possible minimise noise entering open windows and doors.

- (g) In order to safeguard occupants from loss of amenity as a result of undue sound being transmitted, separating walls and floors between dwellings or sole occupancy units, shall be constructed in accordance with the requirements of the Building Code of Australia.

4.25. SAFETY AND SECURITY

Objectives

- (i) *To ensure that future development is safe and secure for residents and visitors by incorporating crime prevention through environmental design.*

Development Controls

- (a) All development shall be designed to ensure the safety and security of residents and visitors of the development and in the public domain during the day and night.
- (b) All development applications are to refer to Council's Design's Safer Communities: Safer by Design Guidelines (2002) and demonstrates how the proposed development incorporates measures to increase safety and reduce opportunities for crime through building design, landscaping, lighting and surveillance'.

4.26. SERVICES

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

4.27. LOADING FACILITIES

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

4.28. WASTE MANAGEMENT

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

Refer to Part B Section 6 – Business of this DCP for commercial development.

4.29. BASIX

All development applications will be required to demonstrate that they meet the BASIX targets.

More information on BASIX can be found at the following website:

www.planning.nsw.gov.au

