PART 2

5 and 8-10 storey mixed use development

applies to:

- Berowra Commercial Centre precinct
- Mount Colah Commercial Centre precinct (mixed use portion)
- Asquith Commercial Centre precinct
- Bouvardia Street, Asquith precinct (mixed use portion)
- Palmerston Road, Waitara precinct
- Normanhurst Road, Normanhurst precinct
- Pennant Hills Road, Thornleigh precinct
- Thompsons Corner, West Pennant Hills precinct
- Carlingford Road, Carlingford precinct (mixed use portion)

Desired Future Character

Desired Outcome

- Development which contributes to the desired future character of the area.

Prescriptive Measures

- Development applications must demonstrate compatibility with the following statement of desired character for the:
  - Berowra Commercial Centre;
  - Mt Colah Commercial Centre precinct (mixed use portion);
  - Bouvardia Street, Asquith precinct (mixed use portion);
  - Palmerston Road, Waitara precinct;
  - Normanhurst Road, Normanhurst precinct;
  - Thompsons Corner, West Pennant Hills precinct; and
  - Carlingford Road, Carlingford precinct (mixed use portion):

Desired future Character statement

These Housing Strategy precincts will be characterised by 5 storey mixed use buildings with at grade car parking for retail customers and underground car parking for employees and residents.

Business uses will be located on the lower two storeys providing a broad podium for dwellings above to be setback from, creating a pedestrian friendly scale. Visible and active shops and street frontages with continuous awnings will enhance streetscape character.

Low level business facades will incorporate ribbons of shopfront windows and contrasting panels of light cladding, face brick or painted masonry. Mid-level and upper-storey residential facades will incorporate indentations or projections in the alignment of exterior walls, balconies that are indented behind and/or project forward of exterior walls and steel framed balconies and balustrades of steel or glass that contrast the weight of masonry walls, with operable louvres for privacy, shade and glare control.

Example of desired character – mixed use development

- Development applications must demonstrate compatibility with the following statement of desired character for the:
  * Asquith Commercial Centre precinct; and
  * Pennant Hills Road, Thornleigh precinct.

Desired future Character statement

These Housing Strategy precincts will be characterised by 8-10 storey mixed use buildings with at grade car parking for retail customers and underground car parking for employees and residents.

Business uses will be located with zero setbacks on the lower two storeys providing a broad podium for dwellings above to be setback from. Visible and active shops and street frontages with continuous awnings will enhance streetscape character.

Development incorporating more than 10 dwellings will provide communal open space on top of business podiums. Low level business facades will incorporate ribbons of shopfront windows and contrasting panels of light cladding, face brick or painted masonry. Mid-level and upper-storey residential facades will incorporate indentations or projections in the alignment of exterior walls, balconies that are indented behind and/or project forward of exterior walls and steel framed balconies and balustrades of steel or glass that contrast the weight of masonry walls, with operable louvres for privacy, shade and glare control.

Design Quality - SEPP 65

Desired Outcome

- A built form which responds to the site, locality and landscape and includes appropriate innovation to respond to technical, social, aesthetic, economic and environmental challenges.

Prescriptive Measures

- Development applications should be accompanied by a design verification from a qualified designer, including a statement that:
  * he or she designed, or directed the design, of the development, and
  * that the design quality principles set out in Part 2 of *State Environmental Planning Policy No 65 – Design Quality of Residential Flat Development* are achieved.
- Development applications should be accompanied by a statement of environmental effects which includes the following:
  * an explanation of how the design addresses the design quality principles set out in Part 2 of *State Environmental Planning Policy No 65 – Design Quality of Residential Flat Development, namely:*

    Context
    Scale
    Built form
    Density
    Resource, energy and water efficiency
    Landscape
    Amenity
    Safety and security
    Social dimensions and housing affordability
    Aesthetics
  * drawings of the proposed development in the context of surrounding development, including the streetscape;
  * demonstration of compliance with building heights, setbacks and building envelope controls marked on plans, sections and elevations;
  * drawings of the proposed landscape area, including species selected and materials to be used, presented in the context of the proposed development and the surrounding development and its context;
  * if the proposed development is within an area in which the built form is changing, statements of the existing and likely future contexts;
  * photomontages of the proposed development in the context of surrounding development; and
  * a sample board of the proposed materials and colours of the facade.

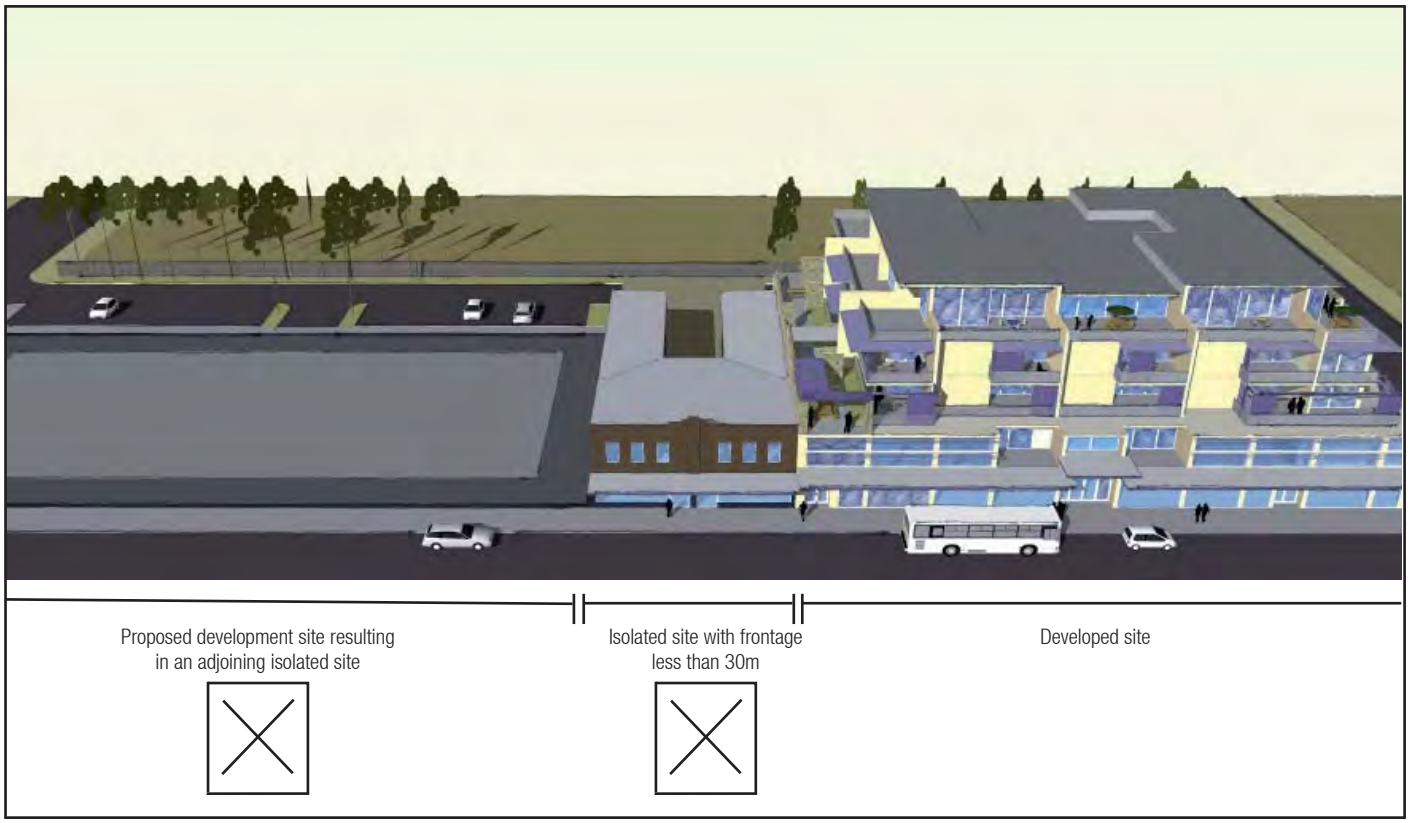
Site Requirements

Desired Outcome

- Buildings located on consolidated sites that achieve desired urban design outcomes and efficient use of land to avoid the creation of isolated sites.

Prescriptive Measures

- The minimum site width should be 30m measured at the street frontage.
- Where a development proposal results in an adjoining site within the precinct with no street frontage or a primary street frontage of less than 30m, proponents should demonstrate that orderly and economic development of the site can be achieved under this DCP.
- Where a property is likely to be isolated by a proposed development and it cannot be demonstrated that orderly and economic development of the site can be achieved, applicants should provide documentary evidence that a genuine and reasonable attempt has been made to purchase an isolated site based on a fair market value.



Lot amalgamation should avoid isolating small sites

Height

Desired Outcome

- Mixed use business and residential multi-unit housing development not exceeding 5 or 10 storeys in height.

Prescriptive Measures

- Sites with the following maximum building heights under clause 15A(1) of the HSLEP 1994 should have a maximum number of storeys as follows:

HSLEP Area	Maximum building height (m)	Maximum Storeys (excluding basement)
P1	17.5m	5 storeys
U1	32.5m	10 storeys

Note: "storey" is defined in the Standard Instrument.

- Business uses, including shops and offices, should be confined to the lower two storeys, providing a broad "podium" for dwellings from level three.
- Dwellings may be located on level two within the podium and at ground level facing a side street or lane provided that they would not interrupt the desired continuity of commercial activity.
- A transition in building height should be provided at sensitive interface areas adjacent to heritage items.

Note: development involving or adjoining heritage items should have regard to the Heritage DCP. Sensitive interface areas are indicated on the key principles diagrams.

Setbacks

Desired Outcome

- Well articulated building forms with a "pedestrian-friendly" scale which encourages business activity and provides for landscaping, open space and separation between buildings.

Prescriptive Measures

- The minimum setbacks for buildings and structures are outlined in the table below for the:
  - * Bouvardia Street, Asquith precinct;
  - * Berowra Commercial Centre precinct;
  - * Carlingford Road, Carlingford precinct;
  - * Mount Colah Commercial Centre precinct; and
  - * Normanhurst Road, Normanhurst precinct.

BUSINESS PODIUM	
Setback	Minimum Building Setback
Primary and secondary streets	Zero
Rear (Bouvardia St, Asquith only)	Retain existing ground level car parking
Rear (except Bouvardia St, Asquith)	16m - 22m to provide a rear laneway accommodating 90 degree parking, one or two way traffic movements, the turning circle for a medium rigid delivery vehicle, a 2m wide footpath and a 2m wide deep soil verge.

RESIDENTIAL SETBACKS	
Setback	Minimum Building Setback
Primary and secondary streets	3m from business podium facade
Rear	Zero
Top Storey Setback	3m between exterior walls of the lowest residential storey and exterior walls of the top-most storey

- The minimum setbacks for buildings and structures are outlined in the table below for the:
  - Palmerston Road, Waitara precinct; and
  - Thomsons Corner, West Pennant Hills precinct.

BUSINESS PODIUM	
Setback	Minimum Building Setback
Primary and secondary streets	Zero
Rear (Thompsons Corner only)	Zero
"New street" as indicated on key principles diagram	18m - 24m to provide for the new street accommodating 90 degree parking, one or two-way traffic movements, the turning circle for a medium rigid delivery vehicle, a 3.5m wide footpath and a 2m wide deep soil verge.
RESIDENTIAL SETBACKS	
Setback	Minimum Building Setback
Primary and secondary streets	3m from business podium facade
Rear	Zero
Top Storey Setback	3m between exterior walls of the lowest residential storey and exterior walls of the top-most storey

- The minimum setbacks for buildings and structures are outlined in the table below for the:
  - Asquith Commercial Centre precinct; and
  - Pennant Hills Road, Thornleigh precinct.

BUSINESS PODIUM	
Setback	Minimum Building Setback
All streets, laneways and side or rear boundaries	Zero
RESIDENTIAL SETBACKS	
Setback	Minimum Building Setback
All streets or laneways	6m from business podium facade
Facing side or rear boundaries shared with another property	Half of the building separation required by the Residential Flat Design Code under SEPP 65 - Design Quality of Residential Flat Buildings.
Top Storey Setback	3m between exterior walls of the lowest residential storey and exterior walls of the top two storeys

Setback encroachments

- The following minor structures are able to encroach into the prescribed setbacks:
  - Driveways or basement ramps up to 6m wide with deep soil verges at least 2m wide;
  - Roof eaves and awnings;
  - Pergolas for private or communal open spaces which are situated upon a podium;
  - Sunshades and screens;
  - Blade columns which support roofs or sunshades.

Setbacks to heritage items

- A transition in setbacks should be provided at sensitive interface areas adjacent to heritage items.

Note: development involving or adjoining heritage items should have regard to the Heritage DCP. Sensitive interface areas are indicated on the key principles diagrams.

Floorplates and Separations

Desired Outcome

- Visible and active shops and street frontages with dwellings above which are limited in width and depth.

Prescriptive Measures

- Residential floorplates should have a maximum dimension of 35m, measured parallel to the primary retail frontage and between opposing exterior walls at any point. Balconies and terraces may project beyond this maximum.
- Residential floorplates should have a maximum dimension of 25m, measured perpendicular to the primary retail frontage and between opposing exterior walls at any point. Balconies and terraces may project beyond this maximum.
- Where Key Principles Diagrams require separate buildings on the same site, buildings should be separated by open-air pedestrian walkways that are at least 6m wide at street level.
- Where Key Principles Diagrams require pedestrian walkways at street level, they should be open air and at least 6m wide.

Pedestrian walkways between buildings at street level

Articulation

Desired Outcome

- Development of a scale and bulk which achieves a pedestrian friendly environment and enhances the streetscape character.

Prescriptive Measures

- Facing primary and secondary streets, at least two steps should be provided between the podium facade and upper residential storeys along 50% of any facade.
- Facing rear streets, laneways or pedestrian alleyways, at least 25% of any facade should be stepped to avoid a sheer vertical rise that is taller than three storeys (ie: up to 75% may have a sheer vertical rise of four storeys).
- At street level, shop and office windows and building entrances should occupy 90% of the primary frontage, 30% of facades facing side streets or alleyways and 10% or rear facades.
- The location of dwellings should not reduce commercial activity at street level.
- Continuous awnings should be provided along principal active street frontages.
- Articulation of podium facades should be achieved by simple contrasts in materials and finishes such as:
  - Ribbons of shop-front windows; and
  - Contrasting panels of light cladding, face brick or painted masonry.
- Articulation of residential facades should be achieved by dividing facades into vertical “panels” generally no wider than 8m, and by visually separating the adjoining panels by steps of at least one metre such as:
  - Indentations or projections in the alignment of exterior walls;
  - Balconies that are indented behind and /or project forward of exterior walls; and/or
  - Eaves, pergolas and awnings that project forward of exterior walls.

Note: Articulation may be achieved by pronounced design variations such as:

** Panels of curtain wall windows, bay windows or large sliding doors that contrast with solid walls;*

** Steel–framed balconies and balustrades of steel or glass that contrast the “weight” of masonry walls; and/or*

** Fins, blades or sunscreens that project from, or stand forward of, exterior walls.*

- Facades should incorporate corner treatments such as wrap-around balconies, flat roof forms with eaves and other elements to cast shadows and break up the built form.
- Roofs should be flat-pitches without parapets and should incorporate eaves.
- Facades should be expressed as two or three distinct levels.
- Facade elements should not be repetitive.

Note (1): to achieve the above facade design elements the following are encouraged:

**The street level should comprise extensively glazed shopfronts;*

**Roofs and eaves should contribute to a distinctive silhouette for each building;*

**The top storey should incorporate a high proportion of large windows;*

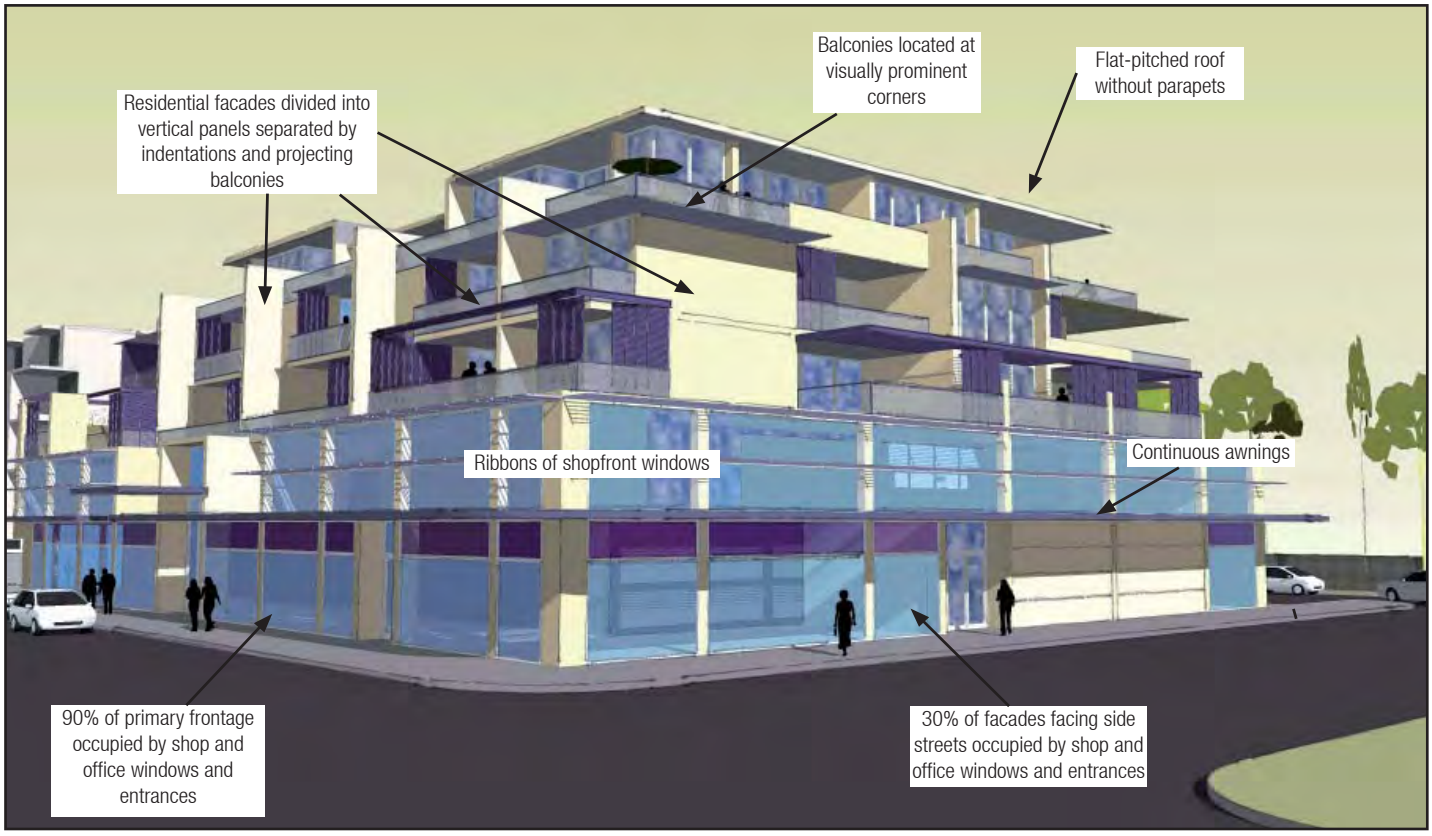
**Lower storeys should include awnings and balconies that cast shadows across walls.*

Note (2): the following facade design elements are not encouraged:

**Extensive panels of blank masonry, and continuous rows of identical balconies or windows (other than street level shop–fronts),*

**Parapets that accentuate wall heights; and*

** High masonry sills where vertical rows of windows are proposed on levels two to four.*



Articulation of facades

Open Space

Desired Outcome

- Development that incorporates passive and active recreation areas with privacy and access to sunlight.

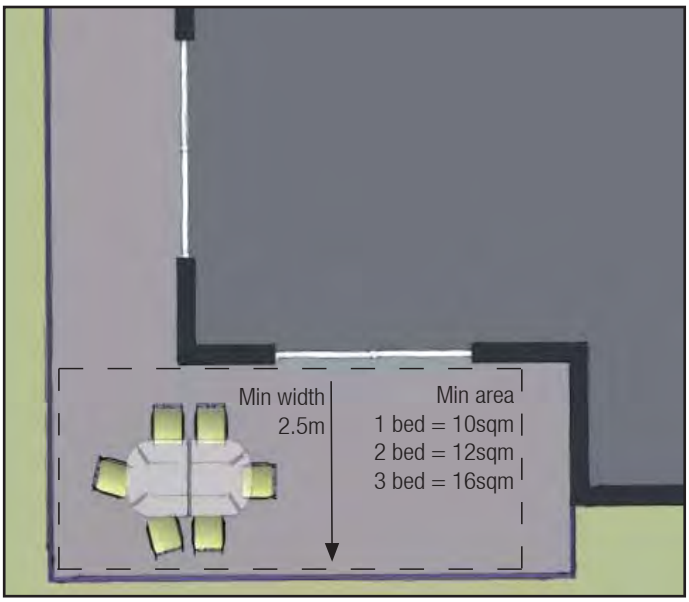
Prescriptive Measures

Private open space

- Every dwelling should be provided with private open space in accordance with the following table:

Dwelling Type	Minimum private open space area	Minimum width
1 bed unit	10sqm	2.5m
2 bed unit	12sqm	2.5m
3+ bed unit	16sqm	2.5m

- Private open spaces should be designed as "outdoor rooms" that adjoin interior living areas, with L-shaped or irregular floorplans that would accommodate a number of outdoor activities plus extensive screening to provide privacy and shade.



Minimum private open space

Communal Open Space

- Communal open space should be provided for 8-10 storey developments with more than 10 dwellings.
- Where communal open spaces are required, their combined area should be equivalent to a minimum of 25% of the site area including an active recreation area of at least 50sqm.
- Communal open space should be located on top of business podiums, with active communal open spaces able to receive at least two hours sunlight during midwinter, in central locations that are highly visible to provide convenient access from lobbies and surrounding dwellings.

Active Living

- Development should embody active living principles including:
  - the provision of bicycle storage;
  - safe, accessible and prioritised pedestrian and cyclist entrances to buildings;
  - quality useable outdoor spaces;
  - end of destination facilities (see Parking element); and
  - pedestrian and cycle thoroughfares in accordance with the Town Centre linkage diagrams shown in Part 3.

Note: to achieve active living principles development should have regard to NSW Health's Healthy Urban Development Checklist and the National Heart Foundation's Blueprint for an Active Australia.

Privacy

Desired Outcome

- Well designed buildings which address the special requirements of dwellings located above shops, with quality living areas and high levels of residential security.

Prescriptive Measures

Privacy

- Living areas should be orientated to the front and rear of the site to promote privacy to dwellings.
- Where communal open space is required, balconies, terraces or bedroom windows near communal areas should be screened or elevated to protect the privacy of those dwellings.
- Where unscreened balconies and transparent living room windows face a neighbour's living room windows or principal area of private open space, those balconies or windows should be separated to comply with the Residential Flat Code as follows:

Height	Separation
Up to four storeys/12m	12m
Five to eight storeys/up to 25m	18m
Nine storeys and above/over 25m	24m

Security

- Where possible balconies and living areas should overlook street footpaths, alleyways and kerbside parking areas to provide high levels of safety and security along streets and in communal residential areas.
- Separate, secure access should be provided to lift lobbies, basements and communal storage areas.

Sunlight and Ventilation

Desired Outcomes

- Development designed to provide reasonable solar access to living areas and open space areas.

Prescriptive Measures

- On 22 June, at least 70% of proposed dwellings should receive two or more hours sunlight during midwinter to at least half of a dwellings principal living room windows and the main area of private open space.
- Active communal open spaces should be located to receive at least 2 hours sunlight during mid-winter.
- At least 60% of apartments should have dual aspect and natural cross ventilation.

A BASIX certificate should be provided ensuring the facilitation of energy efficient housing

Housing choice

Desired Outcomes

- A range of dwelling types that match the demographic diversity of Hornsby Shire and are accessible or may be adapted to meet the needs of people who have limited physical mobility.

Prescriptive Measures

- Development should include a mix of 1, 2 and 3 bedroom units. At least 10% of each unit type should be provided.
- At least 10% of proposed dwellings should be accessible by people with impaired mobility.
- At least 30% of proposed dwellings should be adaptable to meet needs of residents as they age.

Note: Accessibility is defined by AS 1428. and Adaptability is defined by AS 4299.

Landscaping

Desired Outcome:

- Development which contributes to attractive streetscapes by providing shade along pedestrian frontages and screen planting along boundaries and street frontages.

Prescriptive Measures:

- Primary and secondary retail frontages should be landscaped with tree-plantings combined with paving in accordance with the following:
  - Trees should be planted as widely-spaced avenues along kerbsides, using a consistent range of species for each precinct or centre;
  - Species should have elevated canopies and should achieve mature heights of at least 10m to 12m; and
  - Pavements within each precinct should be of a consistent design, constructed of durable and non-slip modular units that are resistant to fading, discolouration and chipping, and that may readily be removed and replaced following future installation of in-ground services.
- Above ground parking areas should be landscaped in accordance with the following:
  - Trees should be planted as dual-avenues along “laneways”, “new streets” or forecourts; and
  - A consistent range of species should be used for each village, with elevated canopies that would achieve mature heights of 10m to 12m.
- Residential levels should be landscaped with native or exotic species in planter boxes watered by recycled grey water or stormwater to provide screening.
- Where communal open space is required, these spaces should include lawn areas surrounded by hedges of shrubs. Private terraces or balconies that adjoin communal areas should be screened by hedges and shrubs, or small trees where space permits.

Vehicle Access and Parking

Desired Outcome

- Development that provides sufficient and convenient parking for residents and visitors with vehicular access that is simple, safe and direct.

Prescriptive Measures

Car Parking

- The following minimum car parking should be provided:

RESIDENTIAL	
Dwellings less than 100sqm	1 space
Dwellings larger than 100sqm	2 spaces
Visitor Spaces	1 visitor space per 5 dwellings
BUSINESS	
Retail	1 space per 20sqm GFA
Commercial	1 space per 40sqm GFA
Restaurants	1 space per 7sqm GFA

- Where possible, resident and visitor parking should be provided within basements.
- Design and dimensions of car parks and driveways should comply with AS2890.1
- Access to garages and storage areas should be confined to side and rear facades, with access from main roads avoided.
- Street level parking for shoppers should be provided in convenient proximity to primary retail frontages.

Bicycle Parking

- Bicycle parking in the form of a rail/rack or locker should be provided at the rate of 1 space per 5 dwellings in the basement for residential use.
- Bicycle parking in the form of a rail/rack should be provided at the rate of 1 space per 10 dwellings for visitors in the visitor car park area.
- Bicycle parking for business uses should be provided in the form of a rail/rack should be provided at the rate of 1 space per 600sqm GFA.

Ancillary Facilities

- Separate dedicated and secure storage areas for each dwelling should be provided in basement car parks, suitable to accommodate larger items such as sporting equipment.

End of Destination Facilities

- Retail or commercial developments with a gross floor area over 2,500sqm should provide end of destination facilities for employees in the form of at least 1 shower cubicle with ancillary change rooms.

Key Development Principles

Desired Outcome

- Orderly development that is consistent with the principles in the relevant key principles diagrams.

Prescriptive Measures

- Development should be designed to embody the principles of the relevant precinct key principles diagram.
- Pedestrian thoroughfares should be provided in accordance with the principles diagrams and/or Town Centre Linkage diagrams.
- All active street frontages in mixed use developments should have fully paved verges.
- Development in the vicinity of heritage items shown in the precinct diagrams should have regard to the Heritage DCP.
- Development adjoining railway lines and arterial roads should incorporate appropriate measures to reduce the impact of road/ rail noise vibration and disturbance.

Note: Development near railway lines and busy roads should have regard to the Infrastructure State Environmental Planning Policy and the NSW Government's Development near Rail Corridors and Busy Roads – Interim Guideline

Legend

The following symbols appear in the key principles diagrams

Significant trees

Prominent streetscape features *or* important bushland remnants which should be retained

Existing trees

Trees located in a development precinct with no special significance and which may be removed *or* trees in surrounding areas

Note: removal of trees may require a permit under Council's *Tree Preservation Order*

New trees

Trees that would enhance shopping streets *or* new laneways *or* residential podiums that are used for communal recreation

Setbacks with deep soil

Significant elements of neighbourhood character which allow the conservation of existing trees or accommodate new trees

Slopes steeper than 20%

Generally not suitable for development, particularly where they occur in conjunction with bushland which results in a severe bushfire risk

Existing buildings

Generally indicating buildings in neighbouring areas or other precincts *or* substantial existing buildings within a precinct

Future buildings

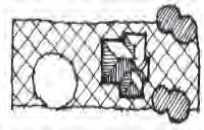
Indicative form of future buildings in commercial + shopping areas *or* higher-intensity residential developments that are taller than eight storeys

Future mixed-use buildings

Depicting the articulated form of apartment storeys above podium levels which display visible activities such as shops facing streets + walkways (shown dark hatched)

Future residential buildings

Depicting the articulated form of buildings with eight or more storeys, above podiums which accommodate communal areas



Heritage items

Typically buildings and sometimes the surrounding garden, as indicated by the *Hornsby Shire Heritage Inventory.* Cross-hatching indicates the *"sensitive interface area"* which is defined by this DCP.

Berowra Commercial Centre precinct

Key Principles Diagram

Strategy

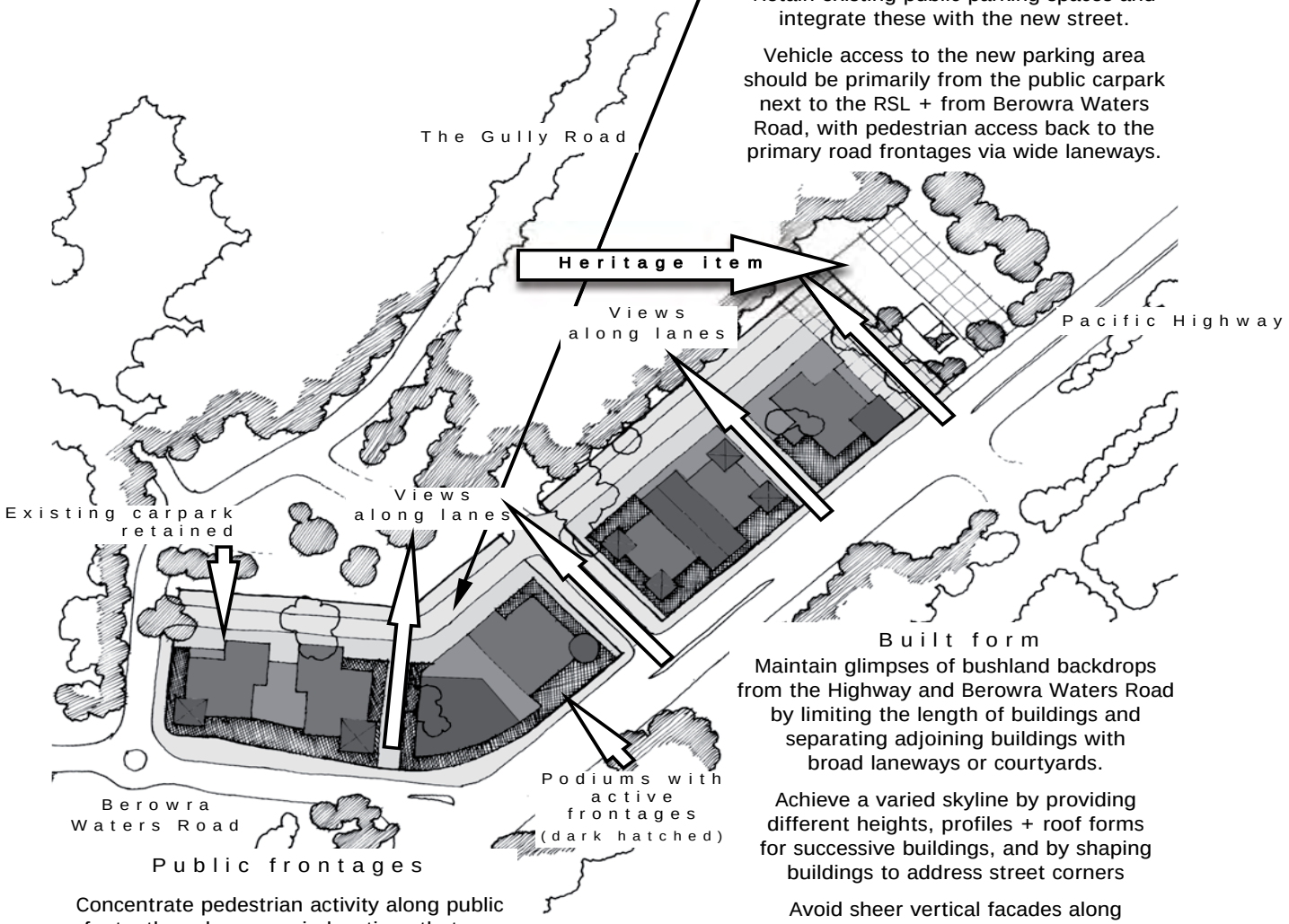
Redevelopment should be predominantly a mix of residential flats, offices, business + retail premises up to five storeys high, serviced by kerbside parking for shoppers + basement parking for residents.

Servicing

Establish a new landscaped "street" along the rear of every development site for kerbside customer parking + deliveries, to access residential basements and provide bushfire protection.

Retain existing public parking spaces and integrate these with the new street.

Vehicle access to the new parking area should be primarily from the public carpark next to the RSL + from Berowra Waters Road, with pedestrian access back to the primary road frontages via wide laneways.



Public frontages

Concentrate pedestrian activity along public footpaths + laneways in locations that are commercially-prominent, sunny + / or not exposed to excessive traffic noise.

Maximise visible activity along streets + lanes by siting lower storeys without any setback from footpaths and orienting extensive shopfronts, building entrances + balconies or verandahs toward these frontages.

Ensure that basements + service areas do not interrupt visible activity.

Built form

Maintain glimpses of bushland backdrops from the Highway and Berowra Waters Road by limiting the length of buildings and separating adjoining buildings with broad laneways or courtyards.

Achieve a varied skyline by providing different heights, profiles + roof forms for successive buildings, and by shaping buildings to address street corners

Avoid sheer vertical facades along prominent pedestrian frontages by setting upper storeys back from podiums.

Siting and design of apartment storeys should provide at least three hours sunlight daily to living areas in 70% of new dwellings.

Immediately adjoining heritage items: ensure that garden setbacks, heights, building forms + design features are compatible with values that are specified by the Hornsby Shire Heritage Inventory.

Mount Colah Commercial Centre precinct

Key Principles Diagram

Strategy

Flanking the Parklands Road intersection, redevelopment should be predominantly a five storey mix of retail or business premises + residential flats serviced by kerbside parking for customers + basement parking for residents.

Elsewhere, redevelopment should be predominantly five storey residential flat buildings in garden settings, with parking in basements.

Residential built form

To reflect the established pattern of detached-dwellings: limit the width of new facades that would be visible from any street or the railway, and divide the floorspace of every new building into well-articulated pavilion forms that are separated by courtyards with canopy trees.

Siting + design should provide at least three hours sunlight daily for living areas in 70% of new dwellings.

Employ setbacks + building forms that retain reasonable sunlight + privacy for existing neighbours.

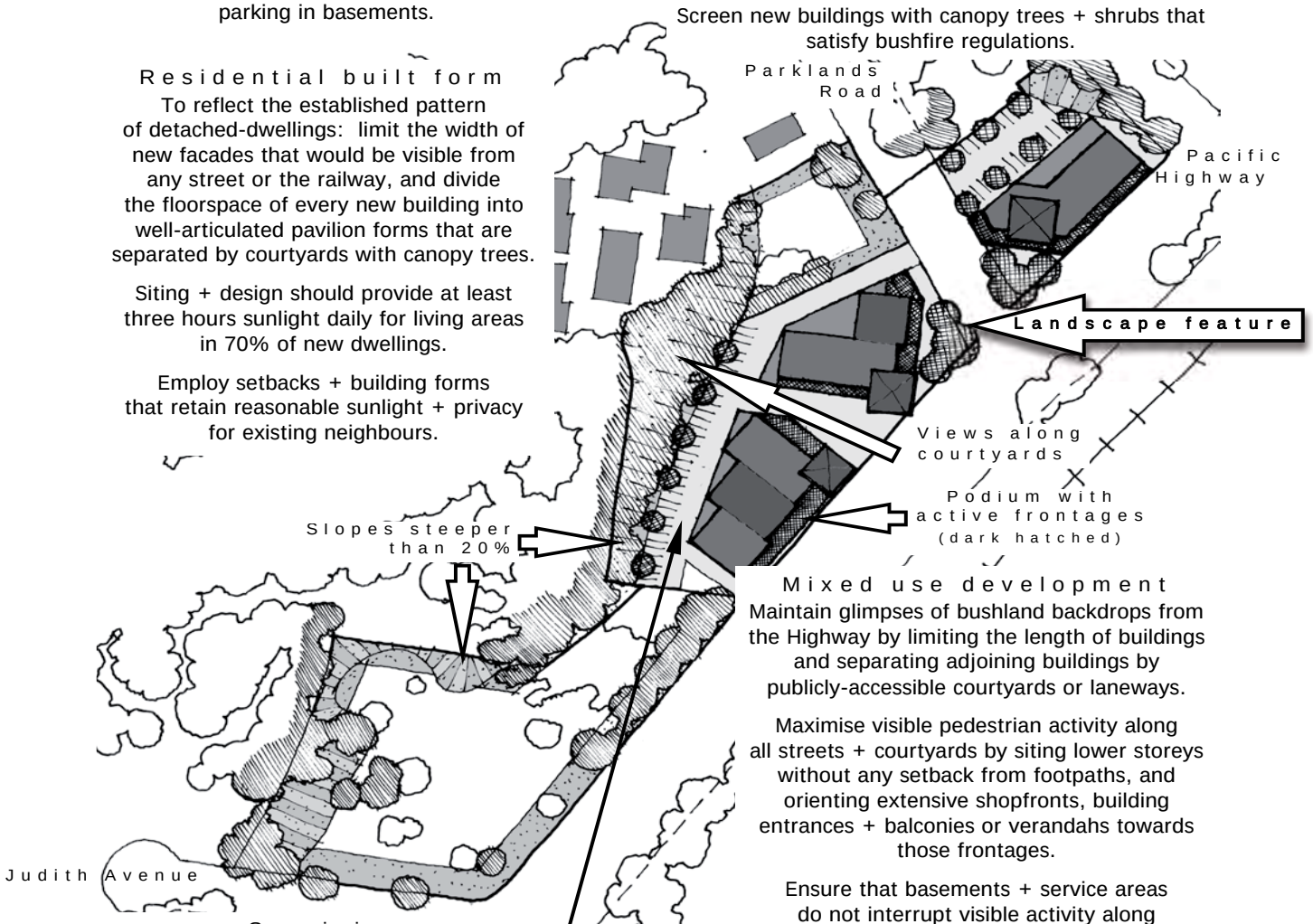
Landscape setting

Maintain reasonable bushfire separation from gully vegetation to the west.

Provide broad setbacks along street frontages + rear boundaries, particularly where slopes exceed 20%, and locate communal open spaces to retain existing trees that are prominent streetscape features.

Provide landscape features with canopy trees at the Parklands Road corners.

Screen new buildings with canopy trees + shrubs that satisfy bushfire regulations.



Mixed use development

Maintain glimpses of bushland backdrops from the Highway by limiting the length of buildings and separating adjoining buildings by publicly-accessible courtyards or laneways.

Maximise visible pedestrian activity along all streets + courtyards by siting lower storeys without any setback from footpaths, and orienting extensive shopfronts, building entrances + balconies or verandahs towards those frontages.

Ensure that basements + service areas do not interrupt visible activity along these frontages.

Achieve a varied skyline by providing different heights, profiles + roof forms for successive buildings, and by shaping buildings to address street-corners at Parklands Road.

Avoid sheer vertical facades along prominent pedestrian frontages by setting upper storeys back from podiums.

Servicing

On mixed use development sites: "establish a landscaped "street" to the rear for kerbside customer parking + deliveries, to access residential basements and to provide bushfire protection.

For residential properties facing the Highway: consolidate existing vehicle entrances + promote access from side streets.

Asquith Commercial Centre precinct

Key Principles Diagram

Strategy

Redevelopment of up to ten storeys should accommodate residential flats, offices, business + / or retail premises, serviced by basement parking.

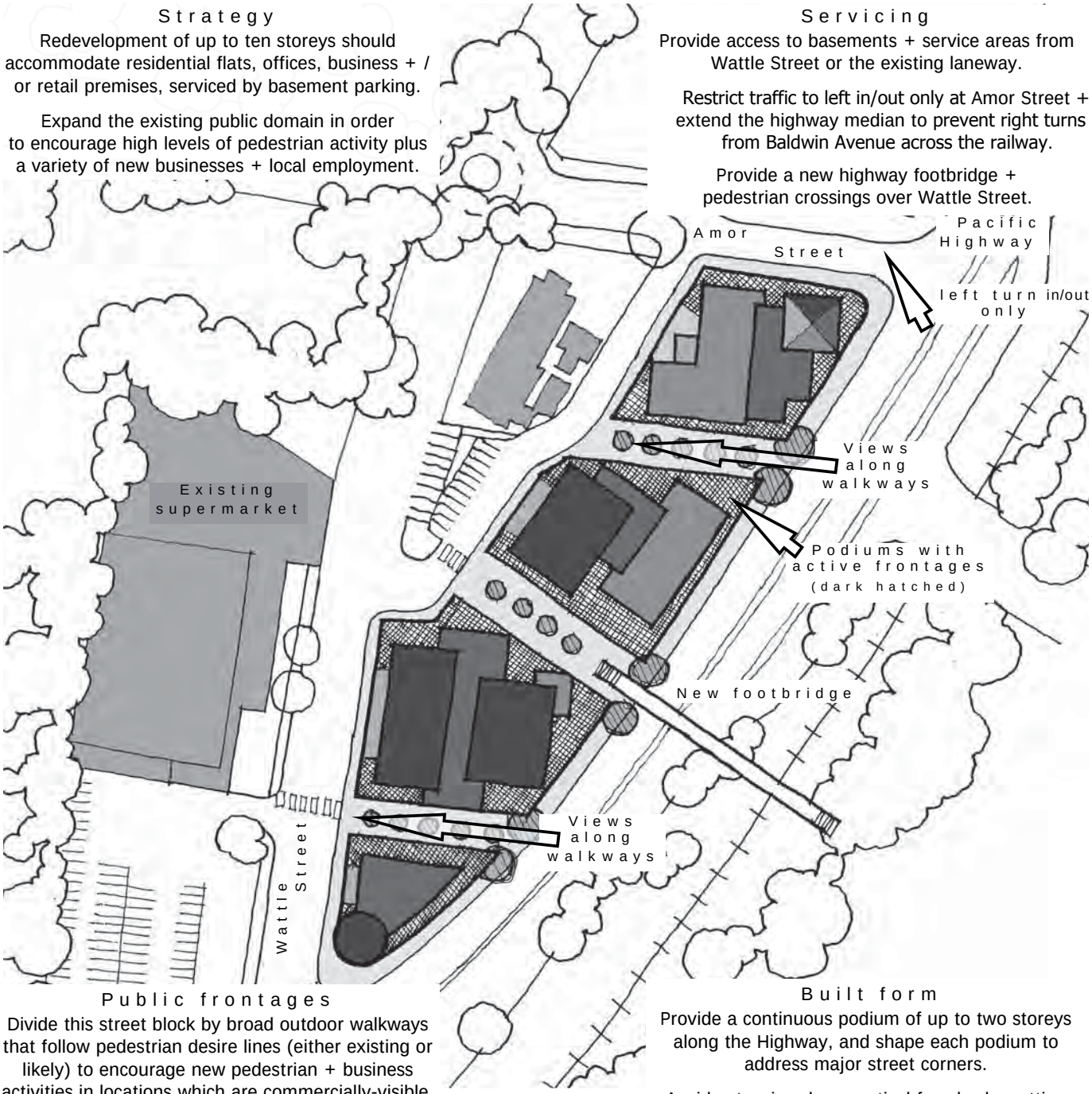
Expand the existing public domain in order to encourage high levels of pedestrian activity plus a variety of new businesses + local employment.

Servicing

Provide access to basements + service areas from Wattle Street or the existing laneway.

Restrict traffic to left in/out only at Amor Street + extend the highway median to prevent right turns from Baldwin Avenue across the railway.

Provide a new highway footbridge + pedestrian crossings over Wattle Street.



Public frontages

Divide this street block by broad outdoor walkways that follow pedestrian desire lines (either existing or likely) to encourage new pedestrian + business activities in locations which are commercially-visible, sunny + protected from excessive traffic noise.

Maximise activity facing the Highway + walkways by siting lower storeys without any setback from footpaths and accommodating a nearly-continuous mix of shopfronts, building entrances + balconies.

Consolidate entries to basements + service areas facing Wattle Street + the widened traffic lane to protect desired levels of activity along the highway + new walkways.

Built form

Provide a continuous podium of up to two storeys along the Highway, and shape each podium to address major street corners.

Avoid extensive sheer vertical facades by setting upper storeys back from their podium.

Achieve a varied skyline by providing different heights, profiles + roof forms for successive buildings, and by shaping buildings to address street-corners.

Design quality of facades should consider visibility from all quarters.

Siting and design of apartment storeys should provide at least two hours sunlight daily for living areas in 70% of new dwellings.

Bouvardia Street, Asquith precinct

Key Principles Diagram

Strategy

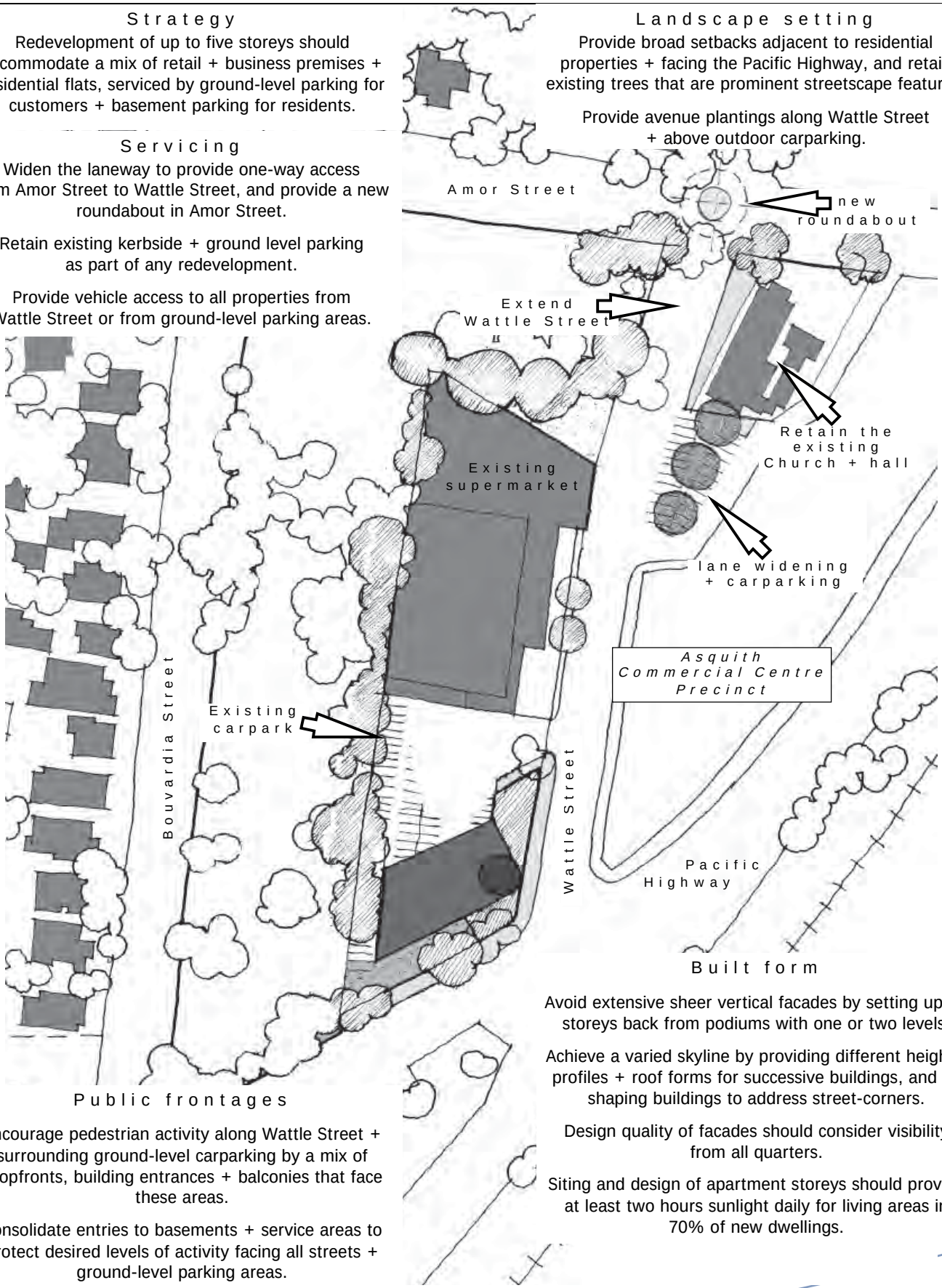
Redevelopment of up to five storeys should accommodate a mix of retail + business premises + residential flats, serviced by ground-level parking for customers + basement parking for residents.

Servicing

Widen the laneway to provide one-way access from Amor Street to Wattle Street, and provide a new roundabout in Amor Street.

Retain existing kerbside + ground level parking as part of any redevelopment.

Provide vehicle access to all properties from Wattle Street or from ground-level parking areas.



Public frontages

Encourage pedestrian activity along Wattle Street + surrounding ground-level carparking by a mix of shopfronts, building entrances + balconies that face these areas.

Consolidate entries to basements + service areas to protect desired levels of activity facing all streets + ground-level parking areas.

Landscape setting

Provide broad setbacks adjacent to residential properties + facing the Pacific Highway, and retain existing trees that are prominent streetscape features.

Provide avenue plantings along Wattle Street + above outdoor carparking.

Built form

Avoid extensive sheer vertical facades by setting upper storeys back from podiums with one or two levels.

Achieve a varied skyline by providing different heights, profiles + roof forms for successive buildings, and by shaping buildings to address street-corners.

Design quality of facades should consider visibility from all quarters.

Siting and design of apartment storeys should provide at least two hours sunlight daily for living areas in 70% of new dwellings.

Palmerston Road, Waitara precinct

Key Principles Diagram

Strategy

Redevelopment should be predominantly a five storey mix of residential flats + retail premises, serviced by kerbside parking for shoppers + basement parking for residents.

Servicing

Establish a landscaped street linking Balmoral Street + Palmerston Road, separating new buildings from existing neighbours providing kerbside parking for customers + deliveries and access to residential basements.

Install a median strip in Edgeworth David Avenue at Balmoral Street to prevent right turns.

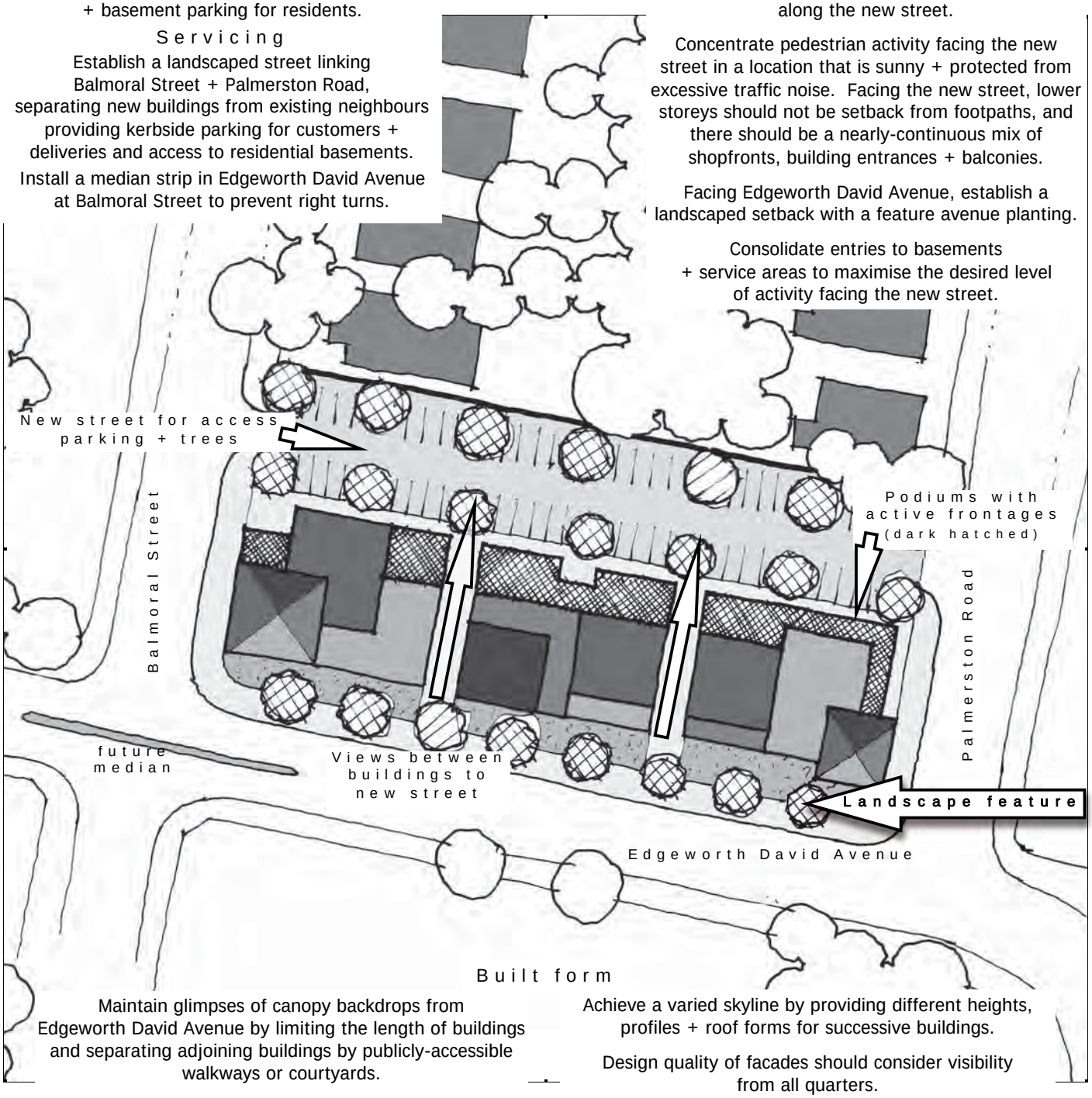
Public frontages

Divide this precinct by at least two landscaped walkways that provide views from Edgeworth David Avenue toward activity along the new street.

Concentrate pedestrian activity facing the new street in a location that is sunny + protected from excessive traffic noise. Facing the new street, lower storeys should not be setback from footpaths, and there should be a nearly-continuous mix of shopfronts, building entrances + balconies.

Facing Edgeworth David Avenue, establish a landscaped setback with a feature avenue planting.

Consolidate entries to basements + service areas to maximise the desired level of activity facing the new street.



Built form

Maintain glimpses of canopy backdrops from Edgeworth David Avenue by limiting the length of buildings and separating adjoining buildings by publicly-accessible walkways or courtyards.

Provide a continuous podium of up to two storeys facing the new street as well as side streets, and shape each podium to address major street corners.

Avoid extensive sheer vertical facades by setting upper storeys back from their podium.

Achieve a varied skyline by providing different heights, profiles + roof forms for successive buildings.

Design quality of facades should consider visibility from all quarters.

Siting and design of apartment storeys should provide at least two hours sunlight daily to living areas in 70% of new dwellings.

Normanhurst Road, Normanhurst precinct

Key Principles Diagram

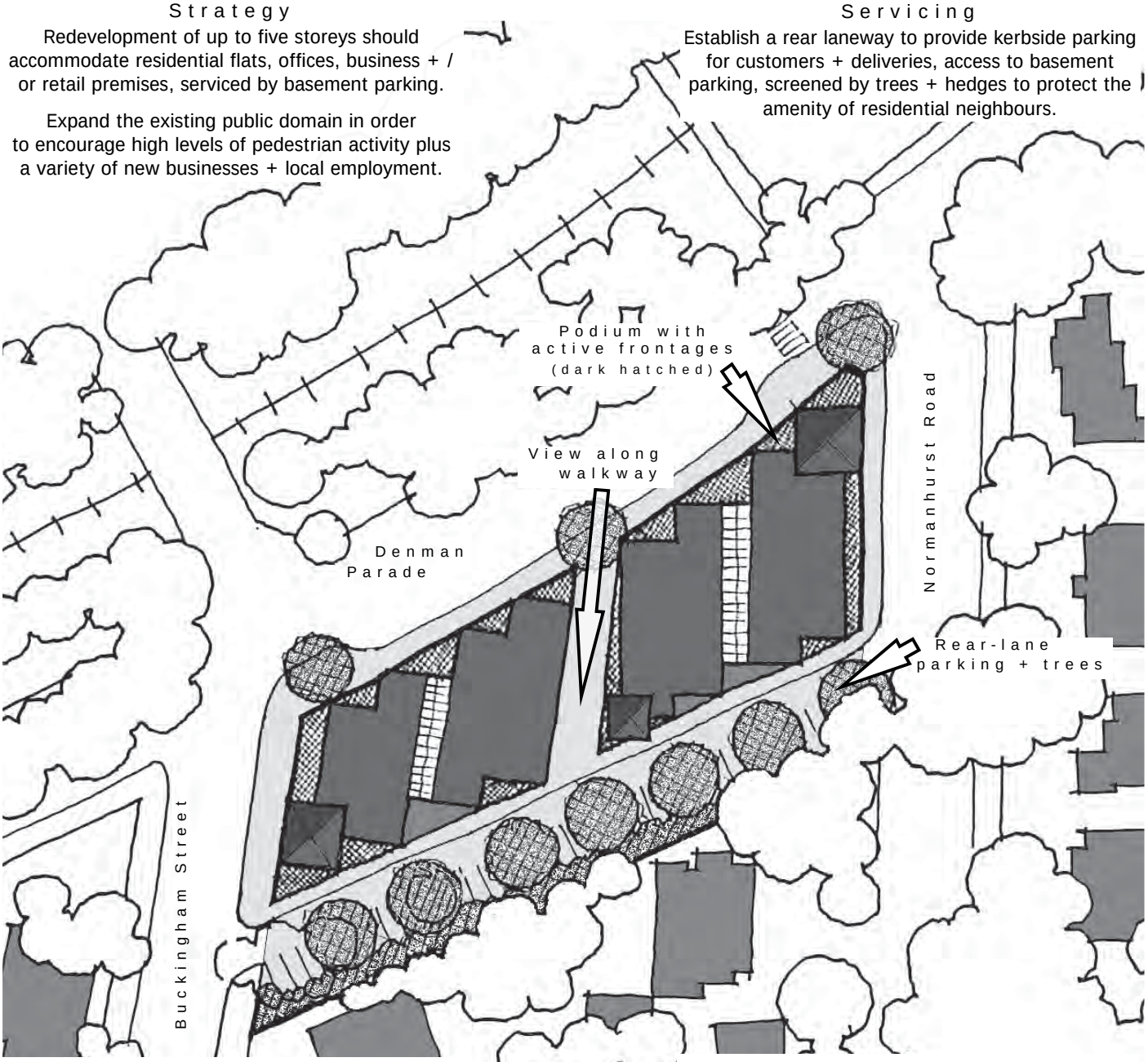
Strategy

Redevelopment of up to five storeys should accommodate residential flats, offices, business + / or retail premises, serviced by basement parking.

Expand the existing public domain in order to encourage high levels of pedestrian activity plus a variety of new businesses + local employment.

Servicing

Establish a rear laneway to provide kerbside parking for customers + deliveries, access to basement parking, screened by trees + hedges to protect the amenity of residential neighbours.



Public frontages

Divide this street block by at least one broad outdoor walkway to encourage new pedestrian + business activities in locations which are commercially-visible + sunny.

Maximise activity facing all streets + walkways by siting lower storeys without any setback from footpaths and accommodating a nearly-continuous mix of shopfronts, building entrances + balconies.

Consolidate entries to basements + service areas via the new rear laneway to protect desired levels of activity facing all streets + new walkways.

Built form

Provide a continuous podium of up to two storeys facing all streets, and shape each podium to address major street corners.

Avoid extensive sheer vertical facades by setting upper storeys back from their podium.

Achieve a varied skyline by providing different heights, profiles + roof forms for successive buildings.

Design quality of facades should consider visibility from all quarters.

Siting and design of apartment storeys should provide at least two hours sunlight daily for living areas in 70% of new dwellings.

Pennant Hills Road, Thornleigh precinct

Key Principles Diagram

Strategy

Redevelopment should be predominantly buildings of up to ten storeys serviced by basement parking, accommodating residential flats, offices, business + / or retail premises.

Expand the existing public domain in order to encourage high levels of pedestrian activity plus a variety of new businesses + local employment.

Public frontages

Concentrate pedestrian activity along side streets + public footpaths which lead to the station, in locations that are sunny + are protected from excessive traffic noise.

Widen existing pedestrian paths which lead to the station, and provide a broad walkway from the main road frontage to improve public safety.

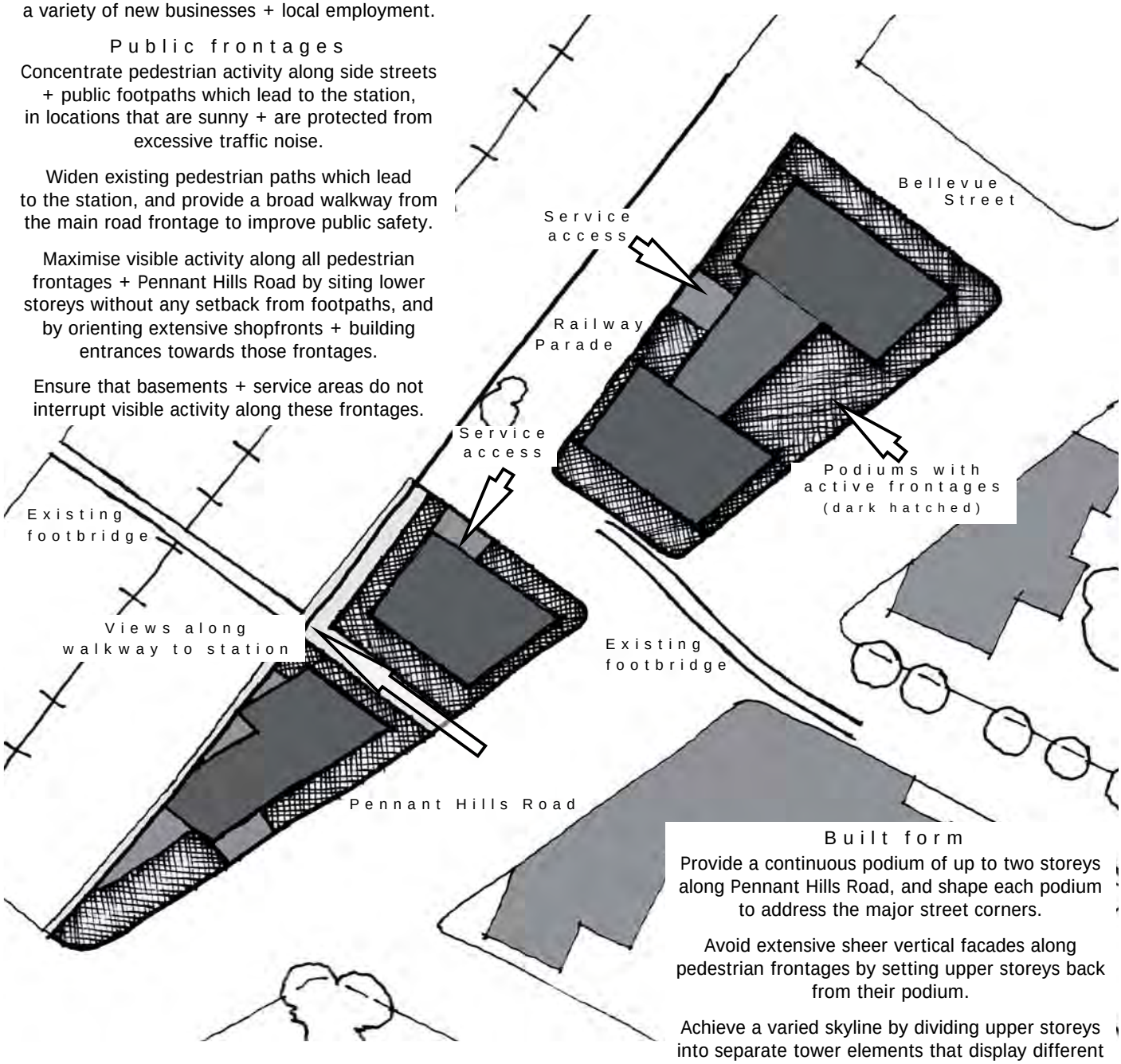
Maximise visible activity along all pedestrian frontages + Pennant Hills Road by siting lower storeys without any setback from footpaths, and by orienting extensive shopfronts + building entrances towards those frontages.

Ensure that basements + service areas do not interrupt visible activity along these frontages.

Servicing

Provide access to basements + service areas from local streets.

If access is not available from local streets, consolidate existing vehicle entrances from Pennant Hills Road.



Built form

Provide a continuous podium of up to two storeys along Pennant Hills Road, and shape each podium to address the major street corners.

Avoid extensive sheer vertical facades along pedestrian frontages by setting upper storeys back from their podium.

Achieve a varied skyline by dividing upper storeys into separate tower elements that display different heights, profiles, orientations + roof forms.

Design quality of facades should respond to visibility from all quarters.

Siting and design of apartment storeys should provide at least two hours sunlight daily to living areas in 70% of new dwellings.

Thompsons Corner, West Pennant Hills precinct

Key Principles Diagram

Strategy

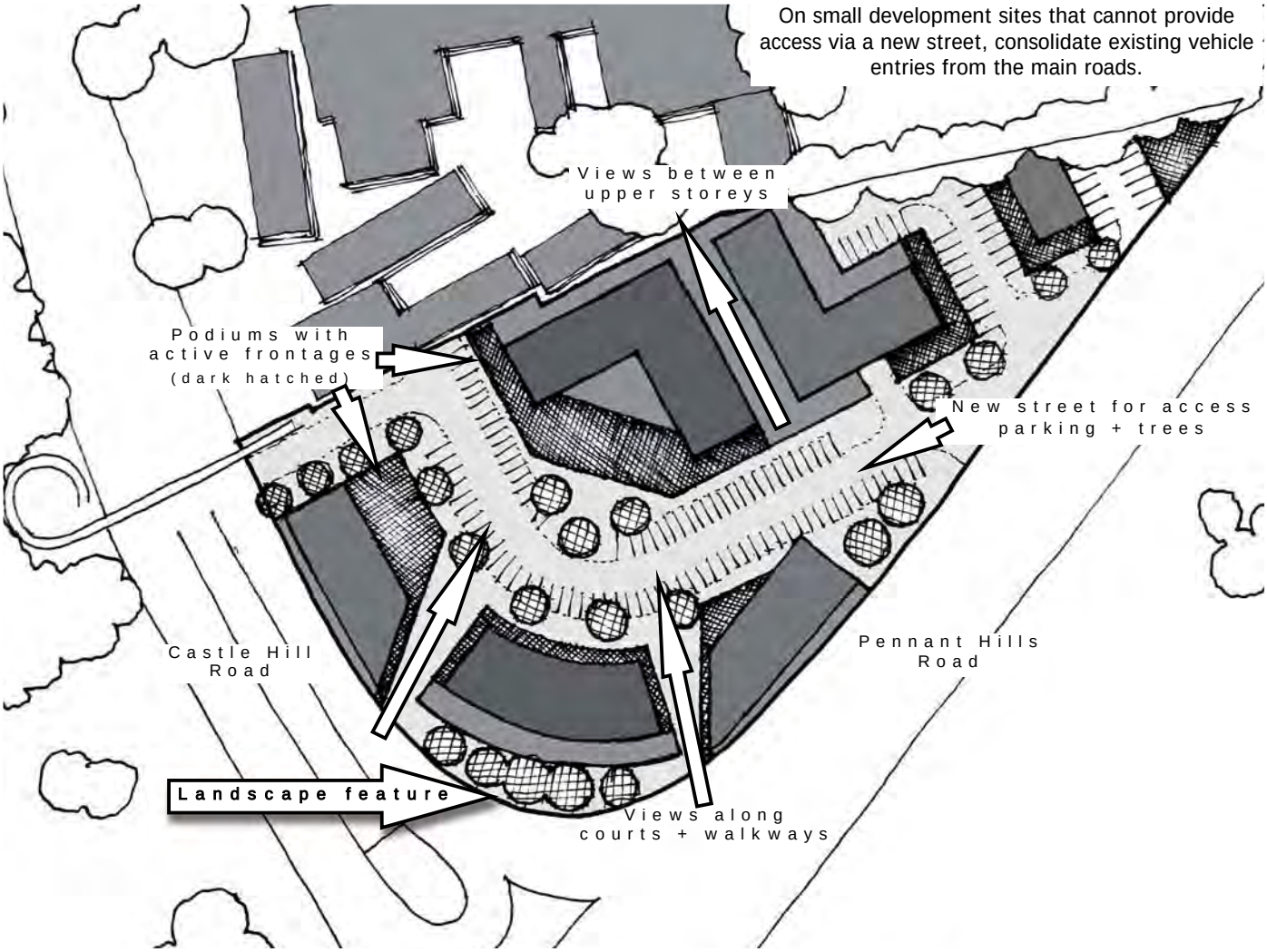
Create a landmark redevelopment that incorporates features of a traditional mainstreet shopping environment + apartments, in buildings up to five storeys which are serviced by a new street + parking structures for shoppers + residents.

Servicing

Establish a landscaped street that provides two way access between Pennant Hills + Castle Hill Roads, with kerbside parking for shoppers + deliveries, and access to parking structures.

Access to the new street should be located as far as possible from the main road intersection.

On small development sites that cannot provide access via a new street, consolidate existing vehicle entries from the main roads.



Public frontages

Divide this Precinct into several “sites” that accommodate commercially-viable floorplates as well as retail exposure.

Separate buildings on each “site” by landscaped courts or outdoor walkway that provide views of mainstreet actvitiy from the main roads.

Maximise activity facing the new street + walkways by siting lower storeys without any setback from footpaths and accommodating a nearly-continuous mix of shopfronts, building entrances + balconies.

Consolidate entries to basements + service areas via the new street to protect desired levels of activity facing all streets + courtyards.

Built form

Provide a continuous podium of up to two storeys facing all streets, and shape each podium to address major street corners.

Avoid extensive sheer vertical facades by setting upper storeys back from their podium.

Achieve a varied skyline by providing different heights, profiles + roof forms for successive buildings.

Design quality of facades should consider visibility from all quarters.

Siting and design of apartment storeys should provide at least two hours sunlight daily for living areas in 70% of new dwellings

Carlingford Road, Carlingford precinct

Key Principles Diagram

Strategy

Redevelopment of up to five storeys should accommodate residential flats, offices, business + / or retail premises, serviced by basement parking.

Expand the existing public domain in order to encourage high levels of pedestrian activity plus a variety of new businesses + local employment.

Refer all development applications to RailCorp to confirm any requirements in relation to the Parramatta – Epping railway.

Servicing

Establish a rear laneway to provide kerbside parking for customers + deliveries, access to basement parking, screened by trees + hedges to protect the amenity of residential neighbours.

Prevent left turns from Keeler Street to Pennant Hills Road.

Public frontages

Divide this street block by at least two broad outdoor walkways to encourage new pedestrian + business activities in locations which are commercially-visible + sunny.

Maximise activity facing all streets + walkways by siting lower storeys without any setback from footpaths and accommodating a nearly-continuous mix of shopfronts, building entrances + balconies.

Consolidate entries to basements + service areas via the new rear laneway to protect desired levels of activity facing all streets + new walkways.

Built form

Provide a continuous podium of up to two storeys facing all streets, and shape each podium to address major street corners.

Avoid extensive sheer vertical facades by setting upper storeys back from their podium.

Achieve a varied skyline by providing different heights, profiles + roof forms for successive buildings.

Design quality of facades should consider visibility from all quarters.

Siting and design of apartment storeys should provide at least two hours sunlight daily for living areas in 70% of new dwellings.