

**The Hills**  
*Development Control*  
**Plan (DCP) 2012**

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Sydney's Garden Shire  
**THE HILLS**

**Part B Section 10**  
Medium Density Residential (Terraces)

**B10**

In Force 19 June 2020

# 10. MEDIUM DENSITY RESIDENTIAL (TERRACES)

Note: This DCP applies to development for the purposes of attached dwellings with rear lane access under Clause 4.1B (terraces) and strata-titled multi dwelling housing with a terrace built form outcome. For other multi dwelling housing developments, see Part B Section 4 – Multi Dwelling Housing.

## 1. Site Planning

### STATEMENT OF OUTCOMES

- The height and scale of terrace development reinforces the desired future neighbourhood character.
- Developments achieve an attractive and diverse neighbourhood characterised by tree-lined streets, high quality landscaping and innovative building design.
- Developments provide a high level of amenity to residents through the provision of private open space areas with usable dimensions.

### DEVELOPMENT CONTROLS

Minimum Site Depth	<ul style="list-style-type: none"> <li>• 30m (exclusive of land required for rear laneway access)</li> </ul>
Front Setback <ul style="list-style-type: none"> <li>• First and second storey</li> <li>• Third storey</li> </ul>	<ul style="list-style-type: none"> <li>• 3m to front building line</li> <li>• 4m to front building line</li> <li>• Minor façade elements such as balconies, porches or verandas may be 1m forward of building line but shall extend no more than 50% of the building frontage.</li> </ul>
Side Setback	<ul style="list-style-type: none"> <li>• 0m between terraces</li> <li>• 3m from side property boundary (end terrace)</li> <li>• 1m from the side property boundary (end terrace) that adjoins a laneway</li> </ul>
Rear Setback <ul style="list-style-type: none"> <li>• 1-2 storey element</li> <li>• 3 storey element</li> <li>• Garages of rear lanes</li> </ul>	<ul style="list-style-type: none"> <li>• 7m</li> <li>• 9m</li> <li>• 0.5m</li> </ul>
Private Open Space and Landscaped Areas	<ul style="list-style-type: none"> <li>• Minimum 16m<sup>2</sup> of private open space for each dwelling (with minimum dimension of 4m). Must be located at rear of dwelling and may comprise a combination of paved and non-paved elements. Hard surface elements are to be limited to 15% of the site area.</li> <li>• All paved surfaces are to be of a light or neutral colour.</li> <li>• Private open space shall be provided at ground level and shall be directly accessible from the primary living areas.</li> <li>• 60% of the private open space area shall comprise deep soil planting and be located such that a canopy tree can be planted.</li> </ul>

	<ul style="list-style-type: none"> <li>• 30% of front setback area shall comprise soft landscaping.</li> <li>• Where practicable, front gardens are to include a minimum of two small trees between 8 and 15 metres at maturity.</li> <li>• Landscaped areas within front setback are to have a minimum width of 2m.</li> <li>• Roof terraces and roof gardens are encouraged where privacy of adjoining properties can be maintained.</li> </ul>
Other Controls	<ul style="list-style-type: none"> <li>• Larger dwellings are preferable on north-south allotments.</li> </ul>

## 2. Building Design and Streetscape

### STATEMENT OF OUTCOMES

- Developments integrate with the character of surrounding development and are of a high architectural quality.
- Developments reduce the visual bulk of buildings from the street with regard to clear and identifiable building entry.
- Developments achieve a high level of amenity for residents through the provision of sufficient solar access, natural ventilation and privacy.
- Developments provide strong definition to the public domain and create a consistent streetscape character

### DEVELOPMENT CONTROLS

Maximum building height	<ul style="list-style-type: none"> <li>• 3 storeys</li> </ul>
Minimum lot width	<ul style="list-style-type: none"> <li>• 6m (east-west allotments)</li> <li>• 8m (north-south allotments)</li> </ul>
Maximum building block length (attached terraces)	<ul style="list-style-type: none"> <li>• 50m</li> <li>• 4m gap between frontages</li> <li>• 2m side setback to adjoining property</li> </ul>
Individual Street Entries	<ul style="list-style-type: none"> <li>• Each dwelling is to provide individual access from the main street frontage and be integrated with building façade design.</li> </ul>
Solar Access	<ul style="list-style-type: none"> <li>• Dwellings should be sited to allow adequate provision of direct sunlight to the private open space of adjacent properties.</li> <li>• At least 50% of the required private open space for each dwelling is to receive direct sunlight for a minimum of 3 hours between 9am and 3pm on 21 June.</li> <li>• Collapsible or permanent clothes drying device is to be provided within private open space areas and located to maximise the amount of direct sunlight received.</li> </ul>
Visual and Acoustic Privacy	<ul style="list-style-type: none"> <li>• Minimise direct overlooking of main internal living areas and private open space of dwellings both within and adjoining the development through building design, window locations and sizes, landscaping and other screening devices.</li> <li>• Private areas are to be clearly recognisable and distinguished from the landscaped public domain.</li> </ul>

Storage	<ul style="list-style-type: none"> <li>In strata developments minimum 10m<sup>3</sup> per dwelling with 5m<sup>2</sup> base and 2m width to be provided in either lockable garage or a basement.</li> </ul>
Waste Collection <ul style="list-style-type: none"> <li>Where rear laneway provided</li> <li>Where rear laneway not provided</li> </ul>	<ul style="list-style-type: none"> <li>To be undertaken from the rear laneway.</li> <li>To be undertaken from basement carpark.</li> </ul>
Waste Storage	<ul style="list-style-type: none"> <li>Bin storage areas must be located so that bins can be easily wheeled to the kerb or basement car park for collection.</li> <li>Bin storage areas shall not have any adverse impact on the appearance and amenity of developments.</li> </ul>
Streetscape and the Public Realm	<ul style="list-style-type: none"> <li>The siting and design of dwellings should take advantage of any views to open space, public reserves and bushland to promote natural surveillance and to enhance the visual amenity of residents. Blank courtyard walls along boundaries shared with open space or reserves should be avoided and opportunities to create and orient dwellings to permit direct views from living areas into the open space/reserve should be pursued in design.</li> </ul>
Fencing <ul style="list-style-type: none"> <li>Front fencing</li> <li>Side and rear fencing</li> </ul>	<ul style="list-style-type: none"> <li>0.9m maximum for solid masonry fences</li> <li>1.2m maximum for open or transparent style fences</li> <li>Hedge and shrub planting is preferred along street frontage</li> <li>Maximum of 1.8m</li> <li>Courtyard walls are only permitted on secondary frontage to corner lots</li> <li>Sheet metal and chain link fencing not permitted.</li> </ul>
Roofs	<ul style="list-style-type: none"> <li>Dark roof colours are to be avoided.</li> </ul>

## Variations

a) Nil

### 3. Access and Parking

#### STATEMENT OF OUTCOMES

- Vehicle entrances are well designed and located to facilitate pedestrian safety.
- Vehicular access to the rear or side of lots reduces garage dominance in residential streets.
- Attached and narrow lot housing achieves attractive streetscapes.
- Vehicular access points do not detract from the visual character of the streetscape.
- Developments provide sufficient car parking for residents and visitors.

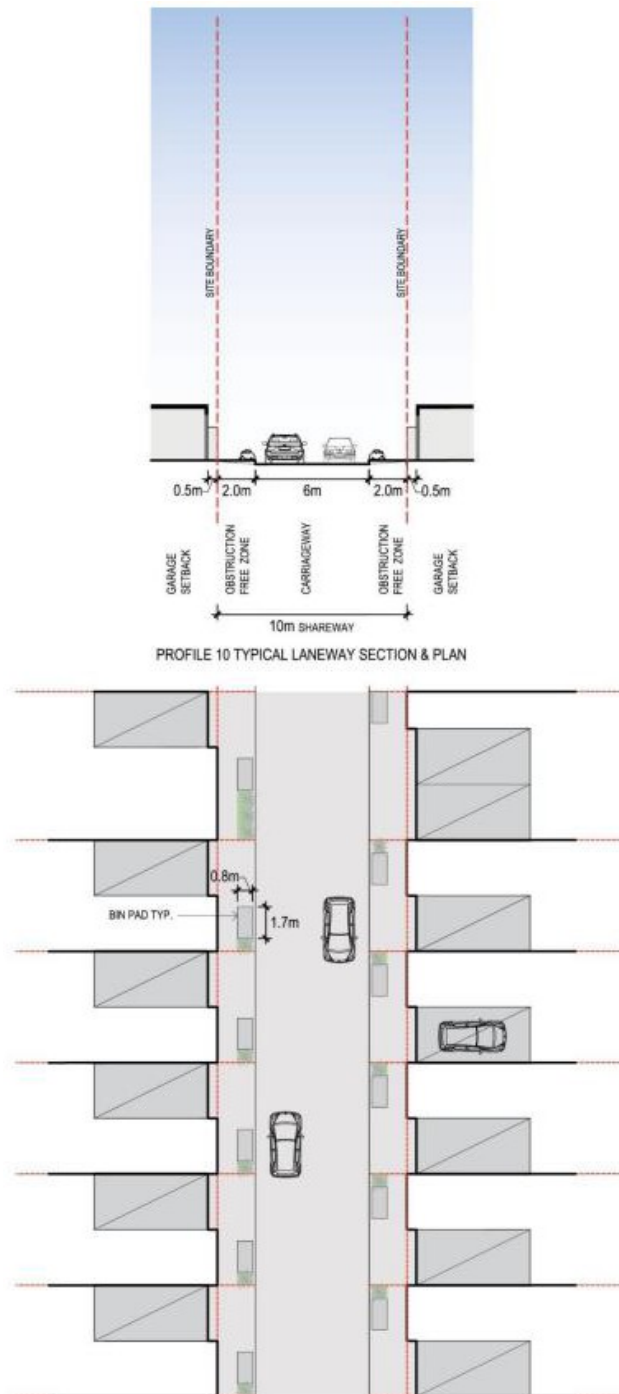
#### DEVELOPMENT CONTROLS

Vehicular Access and Basement Parking	<ul style="list-style-type: none"> <li>• Resident car parking is to be provided via a rear laneway (where Torrens Title Subdivision is proposed) or common basement.-</li> <li>• Basement car parking is to be accessed by a single front driveway. The car park entry is to be integrated with the building design.</li> <li>• Basement car parking is to be consolidated under building footprints to maximise opportunities for deep-soil planting on the site.</li> <li>• Basement car parking must not protrude more than 0.5m above the natural ground level.</li> </ul>
Car Parking	<ul style="list-style-type: none"> <li>• To comply with the rates in Part C Section 1 – Parking</li> </ul>
Bicycle Parking	<ul style="list-style-type: none"> <li>• Where basement parking is provided, parking spaces for bicycles is required.</li> </ul>
Rear Laneways	<ul style="list-style-type: none"> <li>• Garages are to face rear lane.</li> <li>• The design and construction of laneways is to be consistent with Figures 1 and 2 below.</li> <li>• The laneway is a public “shareway” as the paved surface is for cyclists, pedestrians and cars etc, with a 10km speed limit and driveway-style crossovers to the street rather than a road junction.</li> <li>• On-street car parking within the rear laneway carriageway shall not be permitted.</li> <li>• The minimum garage doorway widths for manoeuvrability in this laneway section are 2.4m (single) and 4.8m (double).</li> <li>• Laneways that create a ‘fronts to backs’ layout (front addressed principal dwellings on one side and rear accessed garages on the other side) are to be avoided.</li> <li>• Terraces shall be designed so as to facilitate passive surveillance along the rear laneway through the positioning of windows and balconies facing the laneway.</li> <li>• Waste collection is to be undertaken from the rear laneway.</li> <li>• A concrete bin pad 1.7m wide and 0.8m deep shall be provided behind the kerb and adjacent to driveways for bin presentation.</li> <li>• A swept path analysis for the standard 12.5m long HRV (AS2890.2-2002) shall be submitted demonstrating all bends of laneways are suitable for the turning of garbage vehicles. This includes ingress and egress points to intersecting roads or</li> </ul>

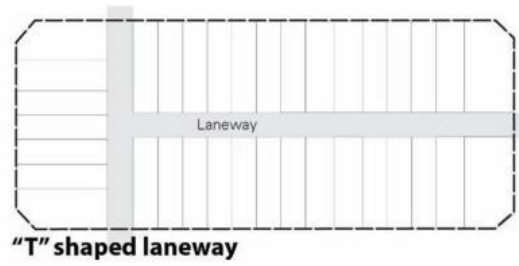
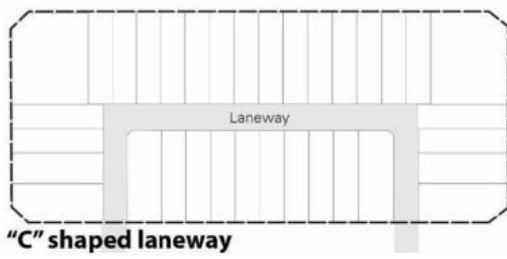
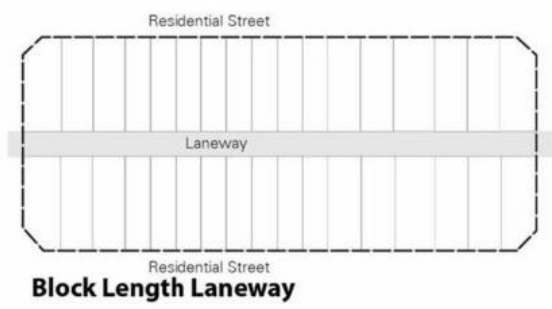
	<p>laneways. All manoeuvring must be contained within trafficable carriageways.</p> <ul style="list-style-type: none"> <li>No building element (such as eaves, balconies, gutters and the like) shall encroach into the rear laneway reservation area (carriageway plus verge). Any building element that overhangs the rear laneway reservation area will impact on operation of side mounted waste collection vehicles.</li> </ul>
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**Variations**

a) Nil



**Figure 1 Rear Laneway Principles**



**Figure 2 Sample Lane Sections**  
Source: North Kellyville DCP

*Note: Rear laneway location and layout is subject to swept path analysis*