DISCLAIMER

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The Baulkham Hills Town Centre Master Plan has been developed to guide the renewal and rejuvenation of the town centre and establish the framework to guide future land use planning and infrastructure decisions.

The master plan forms part of a suite of land use planning documents for the Hills Shire Council. It is consistent with the directions outlined in The Hills Strategic Direction 2026, Council’s corporate vision document, Local Strategy and the State Government’s “Metropolitan Plan for Sydney 2036 and the draft North West Sub-regional Strategy.

The master plan promotes higher density forms of housing, a mixture of employment uses, and the preparation of a public domain plan. It identifies key landmark sites, infrastructure provision, and the need to capitalise on employment opportunities created by catalyst developments, within an environment of design excellence.

A number of opportunities are identified in the master plan including:

• Increasing residential development within the centre to expand its catchment population;
• Enhance links to the centre (pedestrian, cyclist and transport) from surrounding areas to encourage visitation;
• Consolidating built form through redevelopment;
• Emphasise landmark development sites;
• Major upgrade of Baulkham Hills Junction Bus Stop;
• Clearly defined gateway points;
• Activation of Central Place (Plaza and Outdoor Dining);
• Reactivation of frontages to main roads;
• Improve pedestrian connections;
• Embellishment of open space and improved passive surveillance;
• Connected open spaces.

The master plan gives directions for an improved public domain character and the architectural character of buildings. Finally, the master plan proposes a way forward that leads to future plans and studies of precincts and infrastructure, and indicates how the master plan will lead into changes to Council’s statutory planning instruments through its Local Environmental Plan and Development Control Plan.

The master plan will bring forward new possibilities by addressing prominent issues occurring within the town centre and will create a framework for change to commercial, social and environmental realities. The key outcome of this master plan will be a detailed plan that promotes the implementation of planning objectives informed by community input.
1. INTRODUCTION

1.1 BACKGROUND

The Baulkham Hills Town Centre is located approximately 23km north-west of the Sydney CBD in the rapidly growing Hills District. The town centre contains medium density housing and a number of sites targeted for residential flat buildings and mixed use development. The Centre’s commercial role within the local and regional retail hierarchy is under-utilised, whilst the surrounding centres of Castle Hill, Winston Hills and Parramatta have undergone expansion and regeneration.

The Hills Shire and the broader north-west subregion have been subject to continued population growth over the last 20 years. Most recently sustained growth has occurred in the Kellyville/Rouse Hill Release Area, Rouse Hill Regional Centre, Balmoral Road Release Area and the North Kellyville Release Area. Recent changes in other centres that have impacted on the operation of the Baulkham Hills Town Centre include:

- Significant redevelopment of the Castle Hill Town Centre, including a significant increase in retail floor area (located 3km north east of the town centre);
- The retail centre within the Norwest Business Park (approx 4km north west of the town centre);
- The Winston Hills Shopping Centre (2.5km west of the town centre); and
- Significant increases in both office and retail floor area in Parramatta Regional Centre (7km south of the town centre).

The above impacts have resulted in continual shifts, generally contractions, in the catchment area of the town centre. Relative to other centres, Baulkham Hills has stagnated with inevitable impacts on the vitality of the town centre and the levels of capital invested in maintaining the range of services and the local environment. The population growth, together with the construction of a major M2 access point 800m south of the town centre has resulted in increased traffic through the centre. The town centre has become increasingly fragmented as increased traffic has restricted traditional linkages between different parts of the town centre and impacted upon the overall amenity of the centre.

The town centre has also become a critical public transport hub for the Shire with services to Parramatta, the City, Macquarie Park, Norwest Business Park, North Sydney, Castle Hill and Rouse Hill.

In December 2004 Council adopted the Baulkham Hills Town Centre Master Plan 2004. The purpose of the master plan was to present a number of recommendations on how the redevelopment of the Centre could proceed in order to maximise its amenity and liveability. The master plan recommended a number of actions for incorporation within Council’s planning instruments and policies.

In November 2007 Council adopted the Baulkham Hills Town Centre Development Control Plan to address the objectives of the master plan. The DCP sought to revitalise the town centre by accommodating an expansion of retail, commercial and residential development within the town centre whilst facilitating pedestrian movement, improved public transport infrastructure and an improved public domain outcome. As part of the previous master planning process a number of dwelling and employment projections were established. The progress of the town centre toward achieving the original employment and dwelling forecasts is included within the following table.

As can be seen from the table below, the Baulkham Hills Town Centre has not developed as outlined within the previous 2004 master plan. Whilst there has been some development interest within certain areas, most of the town centre has remained unchanged and has not fulfilled its development potential. Perhaps this could be due to strong pattern of single purpose land uses, isolation of different sectors, lack of activity outside normal business hours, a lack of conveniently located parking, and general absence of a civic role that a town centre would normally play in the life of the community.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Place Precinct</td>
<td>0</td>
<td>120</td>
</tr>
<tr>
<td>Stockland Mall Precinct</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Railway Street Precinct</td>
<td>0</td>
<td>70</td>
</tr>
<tr>
<td>Old Northern Road Precinct</td>
<td>98</td>
<td>200</td>
</tr>
<tr>
<td>Conie Avenue Precinct</td>
<td>233</td>
<td>200</td>
</tr>
<tr>
<td>Sub Total</td>
<td>331</td>
<td>590</td>
</tr>
<tr>
<td>Target Site</td>
<td>234</td>
<td>234</td>
</tr>
<tr>
<td>Windsor Road Precinct</td>
<td>209</td>
<td>147</td>
</tr>
<tr>
<td>TOTAL (Dwellings)</td>
<td>774</td>
<td>971</td>
</tr>
</tbody>
</table>

TABLE 1
Original Dwelling and Employment Projections
1.2 PURPOSE

A master planning process has been undertaken to define the desired future character of the town centre and to outline the framework for future amendments to Council’s planning documents required to stimulate the uptake of development opportunities. The town centre is broadly divided into ten (10) precincts. These include:

1. Central Precinct;
2. Railway Street Precinct;
3. Bull and Bush Precinct;
4. Connie Avenue Precinct;
5. Stockland Mall Precinct;
6. Old Northern Road Precinct;
7. Bowling Club Precinct;
8. Windsor Road Precinct;
9. Seven Hills Road Precinct; and
10. Target Site Precinct.

The key aims of the master plan are to:

• Identify the future role of the Baulkham Hills Town Centre and the function of the centre in relation to other centres in the regional hierarchy;
• Identify future redevelopment opportunities within and around the centre that will assist in establishing a more viable and vibrant centre. This will include guidance on the appropriate mix of land uses for the subject sites and recommended development controls, particularly in relation to the built form for redevelopment sites;
• Identify a strategy for improving the pedestrian links between different parts of the centre and to alleviate traffic congestion problems which currently inhibit the function of the centre;
• Improve the efficiency and effectiveness of the town centre as a public transport hub, with special consideration given to the potential location of a public transport facilities;
• Ensure the proposals and views of relevant state agencies are incorporated into the planning process as early as possible;
• Ensure that community consultation is undertaken and community concerns, ideas and opinions are considered during the study process.
1.3 VISION

The Master Plan has been developed to establish a clear strategic vision for the town centre and will guide future development through suitable zoning, development standards and associated development controls.

The overarching vision for the site is set out below:

‘The Baulkham Hills Town Centre will be a vibrant, safe and attractive place to live, work and shop that reinforces the role of Baulkham Hills as retail and residential destination within the Hills Shire Local Government Area.’

1.4 OBJECTIVES

The following objectives are to be achieved through the implementation of the recommendations contained within this plan.

- Establish a land use and development control response to facilitate the delivery of houses and jobs close to high frequency public transport services;
- To ensure that future development within the town centre incorporates the principles of transit oriented development;
- Provide for safe and convenient pedestrian movement;
- Improve the visual connection between development and the public realm by encouraging a visually attractive and consistent streetscape; and
- Utilise public land to stimulate redevelopment within the town centre.

1.5 KEY ACTIONS

**Pedestrian Movement**
- Pedestrian connection to be provided through the Bowling Club site to connect Windsor Road and Jenner Street. This would occur as part of any future redevelopment of this site.
- Pedestrian bridge to be provided across Windsor Road (connecting the Target Site and Railway Street Precinct).
- Formalise pedestrian connections through Central Precinct, connecting Old Northern Road and Windsor Road.

**Traffic Management**
- Closure of slip lane from Windsor Road onto Railway Street.
- Realign Raemot Lane and increase the width of the road reserve to 15 metres.

**Public Transport**
- Upgrade and incorporate the Baulkham Hills Junction Bus Stop within the Railway Street Precinct. This will include an indented bus bay and commuter facilities.
- Through setbacks, allowances are to be made for the potential Western Sydney Light Rail Network along both Old Northern Road and Windsor Road.

**Pedestrian Plazas**
- Inclusion of pedestrian zone within the Railway Street Precinct to provide a pedestrian connection between Railway Street and the upgraded Junction Bus Stop.
- Centralised pedestrian plaza along Central Place. Activation and outdoor dining will be encouraged through appropriate setbacks and public domain improvements.

**Car Parking**
- 178 additional commuter car parking spaces to be provided at Torrs Street.
- Between 200-300 additional commuter car parking spaces to be provided within the Railway Street Precinct.

**Open Space**
- Embellish Conie Avenue Reserve to improve utilisation and provide passive open space for residents.
- Embellish George Suttor Reserve to improve utilisation and provide passive open space for residents.
- Improve connectivity between open spaces both within and within the vicinity of the town centre.

**Community Facilities**
- Establish a connection to Conie Avenue Reserve from Windsor Road and formalise the entrance adjoining Seven Hills Road.
- Incorporate upgraded library within the future redevelopment of the Railway Street Precinct.
- Investigate opportunities to relocate the Baby Health Centre to a more accessible location.

**Built Form**
- Higher built form is to be encouraged within the landmark locations.
- Street level activation along all frontages to Old Northern Road, Windsor Road, Olive Street and Railway Street.
- Colonnades to be provided along Old Northern Road.
- Awnings are to be provided along Windsor Road, Railway Street, Seven Hills Road and Olive Street.
- Setback to be increased at ground level along Old Northern Road to improve the pedestrian experience along this frontage.

**Desired Land Uses**
- Ground Floor levels are to be retail in order to facilitate street level activation.
- Commercial floor space is to be provided on the first floor.
- Residential apartments are to be provided on all storeys above the first storey.
1.6 KEY PRINCIPLES

Future development will be guided by a number of key design principles to ensure that the town centre becomes a vibrant, attractive and functional place to live, work and recreate. These principles underpin all of the recommendations within this master plan and will underpin future land use and built form decisions within the centre.

<table>
<thead>
<tr>
<th>Consolidated Built Form</th>
<th>Landmark Buildings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consolidation of lots will facilitate a higher density built form within the town centre. The amalgamation of smaller lots into larger development sites enables a higher built form as matters such as pedestrian and vehicular access, parking and setbacks can be more easily managed.</td>
<td>Landmark buildings at key locations will help create a stronger visual beacon for the town centre. As the centre is located on a ridge line, taller buildings will provide a visual marker when viewed from the surrounding areas. These iconic elements will attract residents, workers and visitors.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Higher Densities Around Transport Nodes</th>
<th>Articulated Building Facades</th>
</tr>
</thead>
<tbody>
<tr>
<td>Higher density development will be located within close proximity to high frequency public transport services. This will increase public transport patronage and will reduce dependence on motor vehicles. Whilst some trips will still need to be made via motor vehicle, public transport will be a more convenient and preferred transport option within these locations, especially when travelling to and from places of employment.</td>
<td>Building edges should be designed in a manner which incorporates variation in the external alignment of walls (or other elements) that expresses the way that the parts of the building fit together. Articulation provides visual interest and detail within the built form and improves safety by restricting opportunities for concealment or anti-social behaviour.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Podium Elements</th>
<th>Connected Open Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>The upper storeys of buildings should be stepped back from active spaces such as streets and/or places, through the use of podium elements. This will enable a pedestrian scale to be maintained at the street level and will reduce the apparent height of the taller building elements.</td>
<td>Sufficient open spaces for people to meet, relax and enjoy should be well connected to create a network of public spaces that draw people through the centre and increase their length of stay.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Street Level Activation</th>
<th>Moving Safely</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street frontages should be activated through the use of pedestrian entrances, windows and active commercial uses such as shops and cafes. Active street frontages enhance public security and passive surveillance and improve the amenity to the public domain by encouraging pedestrian activity. These frontages also assist in supporting the economic viability of the centre and provide for the daily needs of residents within and surrounding the centre.</td>
<td>Development and open space should be designed in a manner which promotes a high sense of personal and community safety and equitable access to all public areas. Development should incorporate Crime Prevention through Environmental Design (CPTED) principles relating especially with respect to building design, landscaping, lighting and surveillance.</td>
</tr>
</tbody>
</table>
1.7 TOWN CENTRE HISTORY

An understanding of the historical development of a region is an important process in the identification of patterns, precincts and features that can be preserved, enhanced or interpreted in the modern-day setting.

The following section briefly outlines key periods and events that have shaped the development of Baulkham Hills Town Centre. The two (2) major developments that changed the face of the southern part of the shire by 1930 were the tramway and its conversion to a railway and the subsequent subdivision of land for residential purposes.

On 30 December 1796 a convict named John Pye was granted 20 acres of land in the District, the route of the new road from Parramatta to Windsor crossed the road to Seven Hills which was on part of his land, cutting off a small triangle in the north-western corner of the property, this portion of land was considered to be a meeting place of the major thoroughfares and offered an ideal position for establishing an inn.

The intersection became known as Pye’s Corner and within a few years an inn was constructed and was known as the Lamb and Lark. It was a small timber cottage with a verandah at the front offering welcoming hospitality to travellers.

In 1854 the property was sold to Daniel Horwood who was a wheelwright and blacksmith by trade. Horwood renamed the inn to ‘The Cricketers’ some time during the 1870’s and in 1885 he demolished the old building and erected a grand hotel on the site. The new building was a grand two (2) storey Victorian structure with a ground floor balcony reaching all the way around the building, and renamed it the ‘Royal Hotel’. This hotel played a significant role in a busy social scene.

The nearby suburb of Castle Hill was a rural area, however the traffic on the roads passing the hotel was increasing rapidly, mainly from the hills farmers and orchardists taking their goods to markets, the river or the railroad. Most of the traffic was still horse-drawn, and the hotel was in the perfect location for having a drink/break from the very long journey but because of Daniel, who was as a wheelwright and blacksmith, was able to offer repairs and maintenance to travellers.

After the ‘great depression’ in the 1930’s Tooth & CO (now new owners) commissioned the Royal Hotel to be demolished and a new building which was to be known as the ‘Bull and Bush’ was to be built. Given the automobile age fast expanding the building was designed with driveway access from Windsor and Seven Hills Roads. The building was to be ‘tudor’ style with panelling, a low hanging roof with attic windows, copying the style of an old English pub.

Still today the ‘Bull and Bush’ remains a significant local landmark and is a favoured ‘watering hole’ for locals and travellers as it was when it first opened its doors in 1821 over 185 years ago.
1.7.1 Influence of Transport

Approximately 100 years ago most of Sydney’s citrus products were grown in the Hills District, and the transportation of goods to and from the District was very slow, so from the 1800s the feasibility of building a railway was explored.

In 1900 the final survey of the tramline was carried out and construction commenced in March 1901, with line opening at Baulkham Hills to the public on 18 August 1902. The depot consisted of sheds to accommodate four (4) motors and eight (8) cars, and a goods siding. This is now the site of The Hills District Bowling Club.

By 1923 a lot of things had begun to change in the transport industry and a lot more motor vehicles were on the road. In particular trucks, especially second hand left over trucks from the First World War. There was a lot of unemployed soldiers who had come back from the war that readily got themselves a truck and into the transport business. The orchardists were starting to do one stop travelling with the transporting of their fruit which was loaded onto the truck in the orchard and taken direct into the markets in Sydney.

1.7.2 Subdivision

The 1880s-1930s was a time of great expansion in the Hills area particularly in the south and this was influenced by the development of the tram and train services. Many subdivision plans from this period were produced by auctioneers and real estate agents for advertising purposes.

Early residential development within the town centre was predominately detached single storey fibro or weatherboard dwellings circa 1950. Houses built from the 1970’s were generally of brick construction and consisted of a mixture of single and double storey detached dwellings. These types of buildings still exist today, however are slowly being replaced with higher density forms.

Newer development both currently under construction, or awaiting construction, is generally higher density housing developments consisting of multi-storey residential flat buildings.
1.8 RECENT DEVELOPMENT

There has recently been six (6) significant development applications within the town centre four (4) have been approved and two (2) are currently under assessment. Details regarding these applications are provided below. Collectively these applications will provide approximately 5,400m² of additional retail floor space and 632 residential apartments.

<table>
<thead>
<tr>
<th>Address</th>
<th>Status</th>
<th>Dwelling Mix</th>
<th>Employment Floor Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>13-25 Seven Hills Road</td>
<td>Approved by JRPP on 15 May 2012</td>
<td>161 apartments</td>
<td>Nil</td>
</tr>
<tr>
<td></td>
<td>(Under Construction)</td>
<td>15 x 1 bed</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>132 x 2 bed</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>14 x 3 bed</td>
<td></td>
</tr>
<tr>
<td>1-3 Meryll Avenue and 404-416 Windsor Road</td>
<td>Approved by JRPP on 25 September</td>
<td>147 apartments</td>
<td>Nil</td>
</tr>
<tr>
<td></td>
<td>2013 (Under Construction)</td>
<td>29 x 1 bed</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>108 x 2 bed</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>10 x 3 bed</td>
<td></td>
</tr>
<tr>
<td>27 Yattenden Crescent, 2 Seven Hills Road,</td>
<td>Under Assessment</td>
<td>234 apartments</td>
<td>5,110m² of retail floor space.</td>
</tr>
<tr>
<td>344 Windsor Road and 346-350 Windsor Road</td>
<td></td>
<td>29 x 1 bed</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>174 x 2 bed</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>30 x 3 bed</td>
<td></td>
</tr>
<tr>
<td>18 and 20 Seven Hills Road</td>
<td>Approved on 27 March 2012</td>
<td>18 apartments</td>
<td>Nil</td>
</tr>
<tr>
<td></td>
<td>(Under Construction)</td>
<td>3 x 1 bed</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>9 x 2 bed</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>6 x 3 bed</td>
<td></td>
</tr>
<tr>
<td>11-13 Old Northern Road</td>
<td>Approved on 1 July 2014 -</td>
<td>33 apartments</td>
<td>159m² of retail floor space.</td>
</tr>
<tr>
<td></td>
<td>Consent Effective Until 1 July 2019</td>
<td>9 x 1 bed</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>24 x 2 bed</td>
<td></td>
</tr>
<tr>
<td>15-17 Old Northern Road</td>
<td>Under Assessment</td>
<td>39 apartments</td>
<td>147m² of retail floor space.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>11 x 1 bed</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>28 x 2 bed</td>
<td></td>
</tr>
</tbody>
</table>

TABLE 2
Recent Developments
2. STRATEGIC & PLANNING FRAMEWORK

2.1 DRAFT METROPOLITAN STRATEGY FOR SYDNEY 2031

The draft Metropolitan Strategy for Sydney is a growth plan which is underpinned by transport and infrastructure initiatives to deliver an adequate supply of housing and employment opportunities through to 2031. The draft Strategy is integrated with the NSW Long Term Transport Master Plan and State Infrastructure Strategy 2012-2032 as part of an overarching framework for Sydney’s growth. The draft strategy seeks to provide at least 545,000 new homes across Sydney along with at least 625,000 new jobs by 2031 as well as introducing short term housing and employment targets to 2021.

The draft Strategy identifies that approximately 15% (or about 30,000 hectares) of the current Metropolitan Urban Area is undeveloped land yet to reach its full potential. This could provide capacity for over 200,000 additional dwellings which equates to approximately 36% of the housing target to 2031. Despite a significant amount of land being rezoned in greenfield areas, the delivery of new homes remains low. In order to ensure there is sufficient housing stock to meet the demand of the future population, a ‘balanced growth’ approach is being pursued which combines both land release on the city’s fringe and higher density development around strategic centres.

Pursuing an approach which includes additional higher density development within centres and locations which have access to services and public transport services will be essential in meeting the housing demand of the Shire and the sub-region.

2.2 METROPOLITAN PLAN FOR SYDNEY 2036

The Metropolitan Plan for Sydney was released in December 2010 and forms the scheduled five (5) yearly review of the Metropolitan Strategy City of Cities: A Plan for Sydney’s Future 2005. The Plan establishes the planning framework for the Sydney Region to 2036 and takes into account population forecasts, housing and employment needs, sustainability, affordability, liveability and equity.

The existing Sydney Metropolitan Plan prepared by the NSW Government in 2010 aims to integrate land use and transport planning to provide a framework for the growth and development of the Sydney Region to 2036. In terms of housing delivery the plan is underpinned by a policy to locate 80% of all new homes within walking distance of existing or planned centres that have good transport accessibility. This is to ensure the long term sustainability of new housing, support the growth and development of a broad range of local businesses and services and promote healthy and active communities.

Future higher density development within the Baulkham Hills Town Centre will be consistent with the plan as it will provide both jobs and living opportunities within a centre which has access to high frequency public transport services.

FIGURE 11
Metropolitan Priorities
(Draft Metropolitan Strategy for Sydney 2031)
2.3 THE HILLS FUTURE COMMUNITY STRATEGIC PLAN

Council’s Community Strategic Plan identifies the community’s vision for the Shire and outlines how Council will align its delivery of services and facilities to support this vision. Council’s vision is for ‘proactive leadership creating vibrant communities, balancing urban growth, protecting our environment and building a modern local economy’. The future development within the Baulkham Hills Town Centre will accommodate additional population close to existing support services and high frequency public transport infrastructure. The key Community Outcomes within respect to the planning for the Baulkham Hills Town Centre include:

- **Vibrant Communities** – Public spaces are attractive, safe and well maintained providing a variety of recreational and leisure activities to support active lifestyle;
- **Vibrant Communities** – A connected and supported community with access to a range of services and facilities that contribute to health and wellbeing;
- **Balanced Urban Growth** – Safe, convenient and accessible transport options that enable movement through and within our Shire;
- **Balanced Urban Growth** – Responsible planning facilitates a desirable living environment and meets growth targets.

2.4 LOCAL STRATEGY

In 2008 Council adopted its Local Strategy to provide the basis for the future direction of land use planning in the Shire and within this context implement the key themes and outcomes of the ‘Hills 2026 Looking Toward the Future’. The Strategy is underpinned by a number of Strategic Directions. The most pertinent Directions for the Baulkham Hills Town Centre are the Centres, Residential and Integrated Transport Directions. A key objective of Council’s Local Strategy and Strategic Directions is to ensure that the planning of future development supports the provision of an efficient transport network and the on-going efficiency of Council’s Centres Hierarchy. It is considered that having higher density development within the Baulkham Hills Town Centre will be consistent with these objectives. The Structure Plan, shown in the opposite figure, illustrates how the Shire will grow and change over the next twenty five years. It shows the:

- **Hierarchy of current and planned centres:**
- **Existing and planned residential areas**, including the North West Growth Centre residential precincts and areas of higher density residential development;
- **Current and planned employment lands**, including the North West Growth Centre Box Hill Industrial precinct;
- **Major infrastructure**, including existing and planned public transport such as the North West Metro, Strategic Bus Corridors and Transport Interchanges;
- **Water bodies** including wetlands and the Hawkesbury River; and
- **National, state, regional and local parks and open space.**
2.4.1 Centres Direction

The Centres Direction establishes The Hills Shire Centres Hierarchy and provides a framework for the scale, location and objectives of centres within the Shire. The direction aims to “create a network of vital and vibrant centres that cater for the needs of business, and are places where individuals and families want to live, work and shop”.

Under the Centres Direction Baulkham Hills has been given a ‘Town Centre’ classification. The key features/elements identified for a ‘Town Centre’ include the following:

• Local transport node;
• Local scale built form with civic amenity;
• Retail shops to meets weekly shopping needs;
• Medium and higher density housing including seniors living, affordable housing;
• Services and facilities including Council library branch, banks, post office, private recreation (e.g. gym), community centre;
• Accessible and convenient car parking; and
• Schools, medical practitioners within vicinity of centre.

Given the features above, it can be seen Baulkham Hills Town Centre already has many of the key features identified for a town centre. However, the Centres Direction notes that centres such as Baulkham Hills have a mixed performance. The recently refurbished Stockland Mall appears to be trading well with three major supermarket anchors, however the vitality of street front retail areas are affected by their location at the intersection of major roads.

2.4.2 Integrated Transport Direction

Council’s Integrated Transport Direction commenced in May 2010 and provides an overall strategic context for the planning and management of transport within the Shire. The Direction provides a package of solutions to provide greater connectivity between key destinations and to ensure that residents and workers can get where they need to go with a range of integrated travel options. The Direction is underpinned by five (5) key directions which are to:

• Plan and manage the Shire’s transport network to meet community needs;
• Facilitate delivery of a cohesive transport network;
• Promote and enhance sustainable travel choices;
• Plan for an integrated transport network for new areas; and
• Encourage quality transport outcomes.

Future higher density development within the town centre will play a key role in supporting the operation of the existing and future public transport infrastructure as it will provide a resident population within close proximity to high frequency public transport services.

2.4.3 Residential Direction

The Residential Direction aims to provide a framework for the planning and management of residential development and growth within the Shire to 2031. In addition to investigating the residential capacity of the Shire, the Direction seeks to provide for a diversity of housing choice, which is well located close to services and infrastructure, and the development of communities that offer a sense of place and community connection with the ultimate goal being to create housing options that promote sustainable economic, environmental and social outcomes for the residents of the Shire.

<table>
<thead>
<tr>
<th>Features / Elements</th>
<th>Specialised Centre</th>
<th>Major Centre</th>
<th>Town Centre</th>
<th>Village</th>
<th>Neighbourhood Centre</th>
<th>Rural Centre</th>
</tr>
</thead>
<tbody>
<tr>
<td>Access to major transport infrastructure, road, future rail</td>
<td>Landscaped Business Park</td>
<td>Transport interchange</td>
<td>Local transport node</td>
<td>Local bus stop</td>
<td>Local bus stop</td>
<td>Regional road</td>
</tr>
<tr>
<td>Large office floorplates, commercial built form</td>
<td></td>
<td>Taller commercial built form i.e. 6 or more storeys</td>
<td>Local scale built form with civic amenity</td>
<td>Low scale built form</td>
<td>Low scale strip retailing</td>
<td>Low density rural – residential development</td>
</tr>
<tr>
<td>Technology based business and industry</td>
<td></td>
<td>Higher order retail and destination shopping</td>
<td>Retail meets weekly shopping needs</td>
<td>Retail serves local residents’ weekly shopping needs</td>
<td>Retail meets daily needs on a small scale</td>
<td>Services include post box, public phone, public open space</td>
</tr>
<tr>
<td>Higher density and variety of housing</td>
<td></td>
<td>Medium density housing including seniors living, affordable housing</td>
<td>Services and facilities include Council library branch, banks, post office, private recreation (e.g. gym), community centre</td>
<td>Medium density housing such as town houses</td>
<td>Low density residential development</td>
<td>Child care centre, primary school, general practitioner, community centre/facility</td>
</tr>
<tr>
<td>High amenity restaurants, recreation facilities, child care centres, parkland</td>
<td></td>
<td>Community services and facilities including Police Station, Government offices, Council Chambers, mayor library</td>
<td>Services and facilities include Council library branch, banks, post office, private recreation (e.g. gym), community centre</td>
<td>Services may include post box, public phone, public open space</td>
<td></td>
<td>Community centre, general practitioner, schools within vicinity of centre</td>
</tr>
</tbody>
</table>

| | Pedestrian accessible and convenient car parking | Strong pedestrian activity day and night | Entertainment including restaurants, cinemas, theatres | Children, schools, medical practitioners within vicinity of centre | | |

FIGURE 13
Centre Typology
2.5 GROWTH CENTRES AND RELEASE AREAS

The NSW Government established the North West and South West Growth Centres in 2005 to sustainably plan Sydney’s growth on its urban edge. Over the next 25-30 years, the Growth Centres will become new communities for up to 500,000 people with 181,000 homes set amid employment lands, schools, shops, bushland, parks and new or upgraded infrastructure.

The NSW Government is working closely with local councils to streamline planning in the Growth Centres to ensure it is strategic, efficient and delivers attractive, well-serviced communities.

The aim of the Growth Centres is to create attractive, sustainable new communities for up to 500,000 people by supplying land linked to key infrastructure, employment areas, parks, health and education facilities, shops, services and public transport.

The Shire has a number of release areas that will provide a diverse range of new housing opportunities, including Balmoral Road, North Kellyville, Box Hill and Box Hill North (future). In total these release areas would provide approximately 24,200 additional homes over the coming 25-30 years. The location of the growth centres in relation to the Baulkham Hills Town Centre are included in the opposite figure. The current status of development in these precincts is outlined below:

Growth Centres

- **North Kellyville Release Area**: The North Kellyville Release Area was rezoned for urban development in December 2008 and will accommodate approximately 4,500 dwellings when complete. Residential development is well underway in this area, particularly in the vicinity of Curtis Road, Hezlett Road, Barry Road and Stringer Road.

- **Box Hill Release Area**: The Box Hill Release Area was rezoned for urban purposes in April 2013. The SEPP provides for approximately 9,600 new dwellings as well as retail and commercial development (one town centre and three villages). Development is yet to commence in this Release Area and servicing is currently underway. Sydney Water is due to complete the first water and wastewater servicing package by 2015 (for land near the intersection of Windsor and Boundary Roads), with the remainder of the Release Area being serviced by 2025.

Release Areas

- **Balmoral Road Release Area**: The Balmoral Road release area was rezoned for urban purposes in April 2006 and is expected to accommodate about 6,000 dwellings by 2021. Although initial uptake was slow in this area, significant new residential development has occurred since 2012.

- **Box Hill North (future)**: The Box Hill North precinct is located on the urban fringe of the Shire, with an area of approximately 380 hectares. Located to the north of the recently gazetted Box Hill and Box Hill Industrial Precinct, the Box Hill North precinct is the subject of a Planning Proposal to rezone the land for urban purposes. The proposal will facilitate the development of approximately 4,100 dwellings, a town centre site, a primary school site and land for an active and passive open space network. The Planning Proposal has been adopted by Council and is awaiting finalisation by the Department of Planning and Environment (pending the resolution of matters relating to a Voluntary Planning Agreement.)

*FIGURE 14 Structure Plan (Local Strategy)*
2.6 HOUSING NEEDS AND DIVERSITY

Sydney’s population is expected to grow by over 1 million people over the next 20 years. In order to accommodate this population growth, apartment living will, over time, represent a larger proportion of the overall housing mix. This includes encouraging higher density residential development within locations which have access to services and public transport options such as the Baulkham Hills Town Centre.

The approach of integrating land use and transport planning is more than simply having higher density development within centres. It is about creating communities and making these locations a highly desirable lifestyle choice for all demographics. There are numerous benefits to accommodating higher density outcomes within strategically significant and highly accessible locations that are well established in planning practice. These benefits are detailed below.

**Efficient Use of Land**
Increasing densities within strategic centres will alleviate pressure on land upon the city’s fringe. Concentrating higher density development within strategic centres is a more efficient use of land, especially for sites with access to public transport, services and community facilities.

**Efficient Use of Infrastructure**
A high density centre provides walkable places where residents pass community facilities in their day-to-day routine, maximising their benefit. These areas are also more economical as the infrastructure required to support development, such as roads and street lighting, can be provided more cost-effectively.

**Vibrant Urban Villages**
Compact neighbourhoods can foster casual social interactions among other members of the community. These opportunities are limited within low density areas. Low density areas tend to replace public spaces with private spaces such as fenced-in backyards. A desirable and sustainable neighbourhood is one with a greater housing diversity that provides for the varied needs of all people.

**Improving Diversity**
High density locations provide a concentration of people and their activities, which allow a greater variety of recreational, shopping, community facilities, work, and travel options.

**Lifestyle Choices**
People will have the option to live near their place of work, recreational facilities, shops and other commercial facilities. Therefore, the need for travel is less and people have increased options such as walk and cycle to get to where they need to go.

**Communal Facilities and Open Space**
High density developments, on larger sites, have the capacity to provide for higher quality communal facilities such as open space areas, gymnasiums, roof top gardens, swimming pools and function rooms. These facilities are generally not easily accessible by people living within low density residential areas.
2.7 WESTERN SYDNEY LIGHT RAIL NETWORK

Parramatta City Council has completed a feasibility study into the proposed Western Sydney Light Rail Network.

The Castle Hill Line would connect Rydalmere to Castle Hill via Parramatta, Northmead and Baulkham Hills. The line would connect the following key areas:

- Parramatta, Harris Park, Camellia and Rydalmere;
- North Parramatta;
- Northmead;
- Baulkham Hills;
- Castle Hill Trading Zone; and
- Castle Hill with large shopping centre.

The route along Windsor Road would provide approximately 14 stops. If the alternative route along Old Northern Road is pursued this would provide approximately 10 stops. The cost estimate of the first stage (Castle Hill Line and Macquarie Park Line) would be approximately $1.5 billion. State and Federal Governments have been called to fund a detailed study to further investigate the first stage and prepare a business case.

The State Government have recently announced that it will be undertaking further feasibility work, including the investigation of an additional 8 potential routes. These include incorporating a connection through Carlingford as part of the Macquarie Park Line. Once feasibility work is completed and priority routes have been identified, $400m has been allocated from Treasury funds to commence the project.

Whilst this project is likely to take some time to plan, design and deliver, planning controls should be established to ensure that future redevelopment does not impact on the potential delivery of this infrastructure.
2.8 PLANNING FRAMEWORK

The land use zones proposed for the town centre are in accordance with the The Hills Local Environmental Plan 2012. The zones and the types of uses sought within each zone are detailed below.

**B2 – Neighbourhood Centre**
This zone allows a wide range of land uses including retail, employment, residential, community and other uses.

**R1 – General Residential**
This zone provides for a variety of housing types within a high density residential environment and enables other land uses that provide facilities or services to meet the day to day needs of the residents.

**R4 – High Density Residential**
This zone provides a variety of housing types within a high density residential environment and enables other land uses that provide facilities or services to meet the day to day needs of the residents.

**RE1 – Public Recreation**
This zone enables land to be used for public open space or recreational uses and to protect and enhance the natural environment.

**RE2 – Private Recreation**
This zone enables land to be used for private open space or recreational uses and to protect and enhance the natural environment.
3. SITE ANALYSIS

3.1 THE TOWN CENTRE

The town centre is located at the junction of Windsor Road, Old Northern Road and Seven Hills Road and has an area of approximately 28.8 ha which comprises a mix of uses including commercial, retail, recreation, open space, community facilities and public car parking areas.

The centre provides a key retail, commercial and service role for the surrounding residential areas and contains approximately 27,200m$^2$ of retail and commercial floor space. Most of this floor space is located within Stockland Mall which contains three supermarkets and over 100 specialty stores together with numerous restaurants and local support services. Currently there are approximately 1,000 people employed within the town centre.

Some of the key features/elements of the town centre are included within Figure 19. Below is a snapshot of the Baulkham Hills Town Centre.

<table>
<thead>
<tr>
<th>Snapshot of the Baulkham Hills Town Centre</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Area</strong></td>
</tr>
<tr>
<td><strong>Population (Walking Catchment)</strong></td>
</tr>
<tr>
<td><strong>Dwellings (Walking Catchment)</strong></td>
</tr>
<tr>
<td><strong>Jobs</strong></td>
</tr>
<tr>
<td><strong>Community</strong></td>
</tr>
<tr>
<td><strong>Health</strong></td>
</tr>
<tr>
<td><strong>Education</strong></td>
</tr>
<tr>
<td><strong>Parks and Recreation</strong></td>
</tr>
<tr>
<td><strong>Libraries</strong></td>
</tr>
<tr>
<td><strong>Transport</strong></td>
</tr>
</tbody>
</table>

TABLE 2
Town Centre Snapshot
FIGURE 19
Town Centre Features
3.2 ECONOMIC FEASIBILITY

It is considered that the principal reasons for the slow uptake of redevelopment within the town centre are the fragmentation of lots, land ownership pattern and high land values. These constraints increase the difficulty of consolidating lots into functional development sites, and the overall costs of redevelopments which ultimately impacts on the economic viability of redevelopment. It is noted that these constraints primarily affect the Central Precinct and Railway Street Precinct, where the fragmentation of lots is considered to be the greatest.

In recognition of the above, the master plan proposes a number of ‘Strategic Investigation Sites’ and a number of design principles have been established and would need to be addressed as part of any future proposal to amend The Hills Local Environmental Plan 2012. Each planning proposal would need to be supported by a design concept to ensure that the design principles within this plan can be addressed. This would provide an appropriate degree of flexibility for developers to create attractive and functional developments within the town centre whilst being able to generate sufficient floor space and dwelling yield to off-set the high cost of redevelopment within these locations.

The key design principles for the Strategic Investigation Sites are detailed within section 5 of this plan. The location of these sites are shown in the opposite figure and include the following:

- Bull and Bush Precinct;
- Bowling Club Precinct;
- Railway Street Precinct (Northern Sub-precinct);
- Railway Street Precinct (Southern Sub-precinct); and
- Central Precinct (Southern Sub-precinct).
3.3 ROAD HIERARCHY

The town centre is located at the junction of Windsor Road (arterial road), Old Northern Road (arterial road) and Seven Hills Road (sub-arterial road). These roads provide vehicular links to the Norwest Business Park, Rouse Hill Town Centre, Castle Hill, Castle Hill Industrial Area, Parramatta and the M2 Motorway (Macquarie Park and the City).

At the heart of the centre is a critical junction point of these major routes and as a result experiences significant traffic congestion during peak periods. It is anticipated that the traffic congestion will continue to increase in-line with broader increases in regional traffic volumes. Roads in the vicinity of the town centre are described below:

**Windsor Road**
A major arterial road carrying high volumes of traffic. It provides the main north/south access for the surrounding areas. Windsor Road, between Olive Street and the M2 Motorway was widened to three (3) lanes in both directions (including bus lanes) with the construction of the M2 Motorway.

**Old Northern Road**
A major arterial road carrying high volumes of traffic. It provides the main north/south access road to/from the Castle Hill Town Centre and connections to the arterial road network such as Pennant Hills Road.

**Seven Hills Road**
A sub-arterial road carrying high volumes of traffic. It provides the main east-west connection through the area to link the Baulkham Hills Town Centre to Old Windsor Road. Seven Hills Road is a wide single lane road in both directions with dual lanes installed at key intersections under traffic signal control.

**Railway Street**
A local road providing access to Windsor Road for suburbs to the east of the Baulkham Hills Town Centre. This street is used as a ‘rat-run’ for vehicles travelling south along Old Northern Road wishing to miss the intersection with Windsor Road on their way to access the M2 Motorway during the morning peak period.

**Olive Street**
A collector road adjacent to the Stockland Mall Shopping Complex linking Windsor Road with Old Northern Road. Pedestrian crossings are provided at the roundabout located at the intersection of Olive Street and Central Place. Olive Street provides access to a number of off-street parking areas including those located behind the shops that front Old Northern Road between Olive Street and Windsor Road.
3.4 TRAFFIC AND ACCESSIBILITY

The Baulkham Hills Town Centre functions as one of the most important transport nodes within the Hills Shire. High demands are placed on the location by both general traffic and public transport operations.

Council is currently investigating possible measures to improve the performance of the intersection which includes a study to model and assess the feasibility of a potential grade separation between Windsor Road and Seven Hills Road. The main option is for the construction of a tunnel along the Windsor Road alignment. However, a secondary option could include a tunnel for northbound right turn lanes onto Old Northern Road. This option would have a smaller footprint, and may be more viable than the full grade separation option.

Whilst there is potential for a full or partial grade separation of this intersection, it will be a long term option. Grade separation of the intersection is not currently an initiative of the Roads and Maritime Services (RMS). Accordingly, the RMS will need to be engaged as this investigation progresses. In the medium term a number of smaller road upgrades have been identified to facilitate future redevelopment within the town centre. These include:

- Traffic signals to be constructed at the intersection of Conie Avenue and Seven Hills Road (Section 94A funded);
- Roundabout to be constructed at the intersection of Arthur Street and Yattenden Crescent (Section 94A funded);
- Road reserve along the northern side of Yattenden Crescent to be increased by 2 metres;
- Closure of Railway Street entrance via Windsor Road (as part of future redevelopment);
- Realign Raemot Lane and widen to a width of 15 metres to provide for an 8 metre carriageway and 3.5 metres road reserve on either side. This will facilitate the creation of a consolidated development site and will allow for more orderly traffic flow to cater for the additional vehicular movements generated by the closure of Railway Street;
- Construction of a pedestrian bridge across Windsor Road to connect the Railway Street Precinct and Target Site.
3.5 BICYCLE MOVEMENT

Centres are important trip attractors where services and facilities are concentrated to meet all people’s needs. These include shopping, employment, recreation, leisure, entertainment and cultural facilities, as well as health and community services. An important feature at centres is convergence of major transport networks and modes, such as local bus stops, and major interchange between different transport modes. Therefore, the development of a bicycle network that connects between centres and public transport will encourage the reduction in the use of private transport. Efficient and reliable public transport focused in centres will also ensure that a choice of transport is available, particularly in commuting and accessing employment.

The town centre is, and will continue to be, connected with the wider cycleway network. To the north, along Old Northern Road, the existing footpath is proposed to become a shared path with a 2.5m width. This shared path will connect the town centre with Castle Hill. Along Windsor Road, the existing footpath is proposed to become a shared path and will connect to the existing path which currently ends at Roxborough Park Road. Once connected, an off-road bicycle link will be available to connect the town centre with the Castle Hill Industrial Area and Norwest Business Park. A shared path is also proposed along Seven Hills Road to connect the town centre with the M2 and Old Windsor Road.

The provision of bicycle facilities, including end of trip facilities will assist in integrating bicycle trips with other form of available transport in the Shire. This can increase the use of public transport and promote a healthier lifestyle.
### 3.6 PEDESTRIAN MOVEMENT

There are a number of pedestrian facilities located within the town centre. Great pedestrian access can provide wide transportation, environmental and social benefits to the community such as:

- More appropriate pedestrian facilities, especially in busy areas;
- Improved access for mobility-impaired groups in the community including older persons;
- Safe and convenient crossing opportunities on major roads;
- Reduced injuries to pedestrians; and
- Meeting the special event needs of pedestrians.

The following principles are intended to encourage and facilitate pedestrian access and enjoyment when moving around and through the public domain. The plan seeks to:

- Enhance and expand existing pedestrian networks and connections between major functions and public spaces;
- Improve public domain finishes and facilities, including pavements and lighting to provide safe pedestrian routes;
- Provision of pedestrian bridges to facilitate safe movement of pedestrians through the town centre; and
- Provision of footpath pavement to encourage outdoor dining.

The master plan seeks to facilitate improvements in levels of pedestrian access and priority, particularly in areas of pedestrian concentration, and to ensure that pedestrian facilities remain appropriate and relevant to the surrounding land use and user groups. These improvements will be through provision of links between main attractors and generators, improved existing pedestrian hazard locations, and formalising existing pedestrian links.

These improvements may include new path or through-site links, new facilities such as road crossings, and new developments. Whilst the constraints for the improvements can include physical constraints such as roads, other road users, or behavioural constraints such as dependency on cars or public perceptions of personal safety.

The crossing facilities, path facilities and dedicated pedestrian crossing phases at traffic signals in the town centre are seen below:
3.7 WALKABILITY

A walkable catchment is the area covered by the walking distance that an average person will walk to get to a particular destination. A walkable catchment with a 400 metre distance generally represents a five minute walk to a town or neighbourhood centre and an 800 metre distance generally represents a ten (10) minute walk to a strategic centre with access to high frequency public transport services.

The opposite figure has been prepared to identify the extent of land within the walkable catchment of the town centre. Whilst people within the catchment may still decide to drive, walking is still an option. However, those travelling from outside of the catchment will generally be required to either drive to the centre or find alternative modes of transportation other than walking.

The Draft North West Subregional Strategy identifies that town centre’s generally contain between 4,500 and 9,500 dwellings and are usually a residential origin rather than an employment destination. However retail and business services are generally provided to meet the daily and weekly needs of residents in the surrounding catchment.

Within the walking catchment of Baulkham Hills there is currently 3,042 existing dwellings (with a population of approximately 7,129 people) and an additional 631 dwellings (approved or under assessment).

The following key points are noted about the walking catchment:

- The centre can be accessed via a number of directions which primarily follow the alignment of the main arterial roads;
- The land within the south-east and south-west portion of the catchment is affected by steeper terrain which impacts on the likelihood of residents within these locations walking to the town centre;
- There is minimal way-finding signs within the town centre and outer areas of the town centre;
- The catchment is well serviced with footpaths which assist in providing safe and convenient pedestrian movement. The proposed footpaths on the opposite figure are planned to be provided. Most of the proposed footpaths are programmed for delivery by the 2017/18 financial year;
- There is a perceived lack of safety with poor passive surveillance within the existing public open space areas.

According to 2011 Australian Bureau of Statistics data the rate of car ownership within walking catchment of the town centre is approximately 1.62 vehicles/household. Of the 3,042 households approximately 146 do not own a motor vehicle which equates to approximately 4.8% of the total number of households. The proportion of households with no car is likely to increase as further high density development occurs within the town centre and through improvements to the public transport system. It is considered that the rate of car ownership may reduce as high density areas around transport nodes generally have a higher percentage of households with no cars.
3.8 PUBLIC TRANSPORT

The town centre is the site of highly used bus stops located throughout the centre including (Baulkham Hills Junction). Bus services are provided to Parramatta, the Sydney CBD, M2 Motorway, Macquarie Park, Norwest Business Park, North Sydney, Castle Hill and Rouse Hill.

All of the existing bus stops within the town centre will be upgraded with new bus shelters. The only exception to this is the existing bus stop located on the eastern side of Old Northern Road. As this stop is located under an awning. However this bus stop will be provided with new seating as part of the first stage of the public domain improvement works. The proposed public transport improvements are shown in the opposite figure.

In addition to the short term public transport improvements, Transport for NSW has identified plans for a major public transport upgrade at the corner of Windsor Road and Railway Street. The new facilities will include indented bus bays, shelters and an associated pedestrian bridge across Windsor Road to connect the bus interchange with the Target Site on the western side on Windsor Road. It is anticipated that the public transport upgrades at this location will be of a similar construct to the Epping Road Bus Interchange at the junction of Epping and Longueville Road.
3.9 CAR PARKING

There are currently 159 public car parking spaces within, or in close proximity to, the town centre. Of these approximately 76 have no time restriction (unrestricted) and 80 have a time restriction (restricted). These do not include private parking areas such as Stockland Mall (835 spaces) or the Bull and Bush Hotel (145 spaces). The location of the public car parking spaces is as follows.

- **Railway Street Car Park (Council):** The Railway Street Car Park provides 50 two (2) hour spaces. This car park was dedicated to Council by the then Roads Authority and there is a restriction on the title of the property to ensure that that the site is used for car parking.

- **Raemot Lane Car Park (Crown):** The Raemot Lane Car Park contains 30 unrestricted spaces and is very well utilised.

- **Central Place Car Park (Council):** The Central Place Car Park forms part of the road reserve at the intersection of Central Place and Olive Street. The car park provides 33 three (3) hour space and is well utilised.

- **Torris Street (Roads and Maritime Services):** The Torris Street Car Park is located near the intersection of Windsor Road and Torris Street and currently provides 46 unrestricted car parking spaces.

**Future Commuter Car Parking**

Additional commuter car parking spaces are proposed to be provided to support future public transport patronage. Additional commuter spaces will be provided as follows:

- 178 additional commuter car parking spaces will be provided as part of a proposed expansion of the Torris Street Car Park.
- 200-300 additional commuter car parking spaces will need to be incorporated as part of any future redevelopment of the Railway Street Precinct.

Any existing car parking spaces which are removed as part of the future redevelopment within the town centre will need to be incorporated within the future development sites and be available to the public.

**Private Car Parking Rates**

As the town centre has access to high frequency public transport services it is proposed that The Hills Shire centres parking rate applies to future residential development within the town centre.

The proposed car parking rates will be as follows:

<table>
<thead>
<tr>
<th>Dwelling Type</th>
<th>Parking Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 bedroom apartments:</td>
<td>1 space per dwelling</td>
</tr>
<tr>
<td>2 bedroom apartments:</td>
<td>1.5 spaces per dwelling</td>
</tr>
<tr>
<td>3 bedroom apartments:</td>
<td>2 spaces per dwelling</td>
</tr>
<tr>
<td>Visitor parking:</td>
<td>• for buildings containing up to 60 home units, 2 visitor spaces per 5 dwellings or part thereof rounded up.</td>
</tr>
<tr>
<td></td>
<td>• for buildings exceeding 60 home units, 2 visitors spaces per 5 dwellings for the first 60 units and an additional one visitor space for each 5 dwellings over 60 units or part thereof rounded up.</td>
</tr>
</tbody>
</table>
3.10 OPEN SPACE

The town centre contains a number of areas of open space to meet the active and passive recreation needs of surrounding residents. These reserves and open space areas include:

- **Yattenden Reserve**: This reserve falls outside of the study area, however is accessible from the town centre and the surrounding residential areas. This field is primarily used for football, touch football and athletics. The Reserve is located approximately 400 metres from the town centre.

- **Railway Street Reserve**: Passive open space located behind the existing Baulkham Hills Library. The site currently has limited embellishment and is not well utilised. This land is currently owned by the Crown Lands Division. Accordingly, the Crown Lands Division will need to be negotiated as part of any redevelopment of the Railway Street Precinct.

- **Conie Avenue Reserve**: The reserve functions as passive open space with limited embellishment.

- **George Suttor Memorial Park**: This park contains the Baulkham Hills Baby Health Centre, public toilet and play equipment. The site is listed as an archaeological site as the remnants of the Baulkham Hills Tramway Depot in the form of a cutting.

- **Meryll Avenue Reserve**: This passive open space includes a footpath which provides a link between Conie Avenue Reserve and to Harry Carr Reserve. Meryll Avenue Reserve contains an existing open drainage channel and is subject to flooding during the 1 in 100 year flood extent.

The town centre could potentially accommodate around 2,060 dwellings (4,120 people) which would result in a net increase of approximately 1,616 dwellings. With any infill area it is generally difficult to increase the overall quantum of open space. Accordingly, the approach being pursued as part of this master plan is to make better use of the open space areas which are currently available. This involves urbanising the existing open spaces, with a specific focus on Conie Reserve and George Suttor Reserve. Currently these spaces are not well utilised. The embellishment of these areas will improve their functionality and will ensure that they meet the passive recreational needs of the surrounding population. Key concepts for the upgrade of both Conie Reserve and George Suttor Reserve are included within the Public Domain Plan.
3.11 COMMUNITY FACILITIES

A number of community facilities are currently located within the town centre. These facilities include the following.

- **Former Hills Community Care Office Building**: This office building is located on the site of the Baulkham Hills Community Centre and was formerly occupied by Council’s Hills Community Care. The site is currently being used as a temporary satellite depot. The building has a floor area of approximately 270m².

- **Baulkham Hills Community Centre**: The Baulkham Hills Community Centre has an area of approximately 800m² and is very well utilised. Community service groups which operate from the site include North West Disability Services, Baulkham Hills Senior Citizen’s Centre and Hills Community Aid.

- **Baulkham Hills Library**: The Baulkham Hills Library is located within the Railway Street Reserve and directly adjoins Railway Street. The library has a floor area of 566m². However, there is a need for an extension of the library which will accommodate additional library services to allow for study, community meeting rooms, children’s activities, and access to technology.

- **Baulkham Hills Baby Health Centre**: The Baby Health Centre is located on George Suttor Reserve and has a floor area of approximately 146m².

- **Baulkham Hills Girl Guides**: The Baulkham Hills Girl Guides currently operate out of an existing building at 2A Railway Street. The land is under the ownership of the Crown Lands Division.

**Vision for Community Facilities**

The Community Centre will continue to operate within its existing locations.

An alternative site is to be investigated for the relocation of the Baby Health Centre. The relocation of this service will enable George Suttor to be fully embellished. Ideally the Baby Health Centre will be consolidated with other community facilities within, or in close proximity to, the town centre.

Discussions are to be held with the Crown Lands Division of NSW Trade and Investment regarding the potential relocation of the Baulkham Hills Girl Guides. The current Girl Guides site will be incorporated into a future development site and will facilitate the realignment of Raemot Lane. Details regarding this proposal are included within the Precinct Recommendation section of the master plan.

It is proposed that the Baulkham Hills Branch Library be incorporated as part of a future redevelopment of the Railway Street Precinct. To continue meeting the demand for library services and having regard to the changing demographics and cultural activities in the Shire as identified within Council’s Cultural Strategy, the Baulkham Hills Library will need provide a wider range of services than are currently provided in the traditional model of the ‘Library’.
3.12 HERITAGE CONSERVATION

The town centre contains a number of items of environmental heritage and archaeological sites listed under Schedule 5 of The Hills Local Environmental Plan 2012. These include:

- Item No. I8 House – 37-43 Old Northern Road;
- Item No. I9 House ’Creasy’s’ - 11-13 Old Northern Road;
- Item No. I28 Windsor Road from Baulkham Hills to Box Hill;
- Item No. I30 Bull & Bush Hotel - 360–378 Windsor Road; and
- Item No. A1 Baulkham Hills Tramway Cutting - George Suttor Reserve No 84, 9Z Old Northern Road.

The existing heritage items provide character to the town centre. Future development within the vicinity of these items will need to ensure that the heritage significance and curtilage of these items is appropriately addressed. Any development on a site containing, or on a site within the vicinity of a heritage item, will need to address the heritage controls within The Hills Development Control Plan 2012.
3.13 TOPOGRAPHY

The town centre is located on a ridgeline which extends along the alignment of Seven Hills Road and Old Northern Road. A secondary ridgeline extends along the Windsor Road alignment in a southerly direction. The land generally falls to the north-west of the town centre and to the east and south of Windsor Road. Future development will need to respond to the slope constraints.

The layout of the town centre and road network generally responds to the topography in that the main alignment of the town centre (being the Old Northern Road/Seven Hills Road alignment) follows the ridgeline. This alignment will be emphasised through future redevelopment and public domain works.

This topographic feature means that the town centre is visually prominent which will present a significant opportunity for the town centre to act as a ‘beacon’ of activity to surrounding areas.
3.14 HYDROLOGY AND DRAINAGE

The town centre lies in the Upper Parramatta River Catchment, saddling the crest of the following three sub-catchments being:

• Quarry Creek, a sub-catchment of the Toongabbie Creek to the west;
• Stevenson Creek, a sub-catchment of Darling Mill Creek to the east; and
• Northmead Gully to the south.

Stormwater runoff has been influenced by historic development and is conveyed through the sub-catchments via a public and private constructed stormwater drainage system and associated overland flowpaths.

Meryll Avenue Reserve contains an existing open drainage channel and is subject to flooding during the 1 in 100 year flood extent.

Any development on land which is identified as being a flood control lot will need to address Council’s flood related development controls within Part C Section 6 of The Hills Development Control Plan 2012.
3.15 BARRIERS AND LANDMARKS

The speed and volume of vehicular traffic along Windsor Road, Old Northern Road and Seven Hills Road are significant pedestrian barriers. Whilst these roads are critical, they restrict pedestrian movement between the various precincts and reduce the overall level of accessibility within the centre.

The vehicular noise generated by the high volume of traffic reduces the level of amenity and creates an environment which is uncomfortable for pedestrians. The major intersection creates a node within the town centre and encourages vehicular movement over ease of pedestrian access. As the centre is located at the junction of a number of major roads, this will always be a constraint.

In order to address this issue it is proposed that development, especially within the Central Precinct, be built on the front boundary line. This will provide additional space within the rear of the properties for a plaza. This plaza will provide a more pleasant pedestrian experience and will provide a more comfortable environment for outdoor dining.

As the town centre develops there will be considerable potential to improve the quality of the public domain. Within the public domain there is limited space to assist with ease of pedestrian movement. An example of this is the Old Northern frontage of Central Precinct where the pedestrian area adjoining the roadway is narrow. The insufficient space holds little street furniture to accommodate for the needs of pedestrians and lacks a finish which is aesthetically appealing for users. In order to address this issue it is proposed that a 3 metre ground level setback be required along this frontage with colonnades. All upper levels will be built to the boundary. This approach will increase the potential floor space on the site whilst improving the pedestrian experience.

There are a number of assets within the town centre which, through embellishment and appropriate landscape design could add significantly to the ambience of the town centre. Examples of these assets include Conie Reserve and George Suttor Reserve. The embellishment of these reserves, coupled with the roll-out of way-finding signs, could create a feeling of vibrancy within the public domain which will spread throughout the town centre.

Currently the town centre lacks a distinct character which differentiates it from other town centres. However, as the centre develops in-line with the vision of the public domain plan, the character of Baulkham Hills will be created. This will include appropriate gateway locations through the use of entry signs.
3.16 BUILT FORM AND GRAIN

The town centre contains mostly residential and commercial uses. Shops and businesses are evident within the inner sections of the town centre, with residential dwellings making up most of the remaining built form. The Central Precinct and Railway Street Precinct contain most of the close grain built form, with retail shops fronting Old Northern Road and Olive Street. The close grain built form within these locations is primarily the result of the small and fragmented allotment pattern.

Redevelopment within the town centre, especially within the mixed use areas of the town centre, will require the consolidation of lots to ensure that a higher density outcome is achieved. The amalgamation of smaller lots into larger development site enables a higher built form as matters such as pedestrian and vehicular access, parking and setbacks can be more easily managed. Whilst this is a constraint within the portion of the town centre which currently have a close grain, it does not prevent redevelopment. It will however require significant cooperation between the various landowners within these locations.

The architectural forms and the public domain within the centre lacks distinctive character. Many of the commercial and retail buildings which front Old Northern Road and Windsor Road and are the ‘face’ of the town centre. Built form contributes to the quality and survival of a town centre and enhances the public domain plan. To ensure that this happens the built form should:

- Establish an appropriate scale and form of buildings within the town centre;
- Activate key street frontages;
- Create consistent street frontages;
- Incorporate architectural features which give human scale to the design of the building at street level, including entrance porticos, awnings, pergolas, and balconies;
- Express important corners by giving prominence to parts of the façade, such as a change in building articulation, material or colour, or roof expression;
- Ensure façade designs reflect and respond to the orientation of the site, using elements such as sun shading and environmental controls; and
- Ventilation louvers and car park entry doors are to be considered in the overall façade design.
3.17 LAND USES

Currently the town centre is a residential origin with sectors of retail and business floor space to meet the day to day needs of surrounding residents. Stockland Mall is located to the north of the town centre and is bound by Olive Street, Windsor Road and Old Northern Road. Whilst the mall is a major attractor of visitors to the town centre, it is inwardly focussed and provides limited integration with the rest of the town centre.

The Central Precinct is highly fragmented and provides small-scale retail and commercial services generally orientated to either Windsor Road or Old Northern Road. Central Place, accessed off Olive Street, acts as a service road to the rear of a number of premises and a small car parking area. This road is cluttered and visually unattractive but has good structural streetscape elements. This issue will be resolved through redevelopment whereby a higher density mixed use outcome will be provided. Redevelopment will involve the consolidation of lots which will assist in improving the manner in which the Precinct functions. Whilst Central Place will remain as the primary vehicular access point to future development, the area will become more pedestrianised. Future development will be required to have an address to Central Place. As this location will be located away from the traffic along both Windsor Road and Old Northern Road, it will be a more conducive location for outdoor dining.

The land on the eastern side of Old Northern Road generally contains a number of commercial premises located within relatively large strata developments. There are a number of properties which contain businesses in detached buildings. However it is anticipated that these sites will develop over time and will provide a mixed use outcome. Nearly all properties within this location have direct vehicular access to Old Northern Road.

The Windsor Road Precinct and Connie Avenue Precinct contain a mix of medium and higher density residential development. These precincts have experienced significant development interest with only a handful of sites yet to be developed. The Seven Hills Road Precinct whilst zoned for high density residential development has generally not developed to date and remains as single detached houses.

Community uses such as the community centre, library, baby health centre and public car parking areas are generally distributed throughout the town centre.

There are currently three main open space areas within the town centre including Conie Reserve, George Suttor Reserve and Meryll Avenue Reserve. Meryll Avenue provides an important pedestrian link to Meryll Avenue and is almost entirely flood prone. The other two reserves have considerable potential for embellishment to improve their look and feel. The re-design of these areas will improve the utilisation of these Reserves.
4. CONSTRAINTS AND OPPORTUNITIES

4.1 CONSTRAINTS

- Telecommunication tower;
- Fragmented allotment and land ownership pattern;
- High land values;
- Heritage conservation;
- Economic feasibility of redevelopment;
- Restriction on the use of the Railway Street Car Park;
- Uncomfortable pedestrian experience with poorly connected open spaces;
- High traffic and noise pollution;
- Minimal public domain space along Old Northern Road and Windsor Road;
- Limited way-finding signage;
- Limited access to Central Place and Railway Street Precincts;
- Out-dated community facilities;
- Topography within the Railway Street Precinct;
- Existing strata development;
- Current built form not addressing the green spaces.
4.2 OPPORTUNITIES

- Develop a self-sufficient town centre with places to live, work and recreate;
- Significant capacity exists for infill development and higher densities to support business and increase local employment;
- Increase residential development within the centre to expand its catchment population;
- Enhance links to the centre (pedestrian, cyclist and transport) from surrounding areas to encourage visitation;
- Consolidate built form through redevelopment;
- Emphasise landmark development sites;
- Upgrade the major public transport interchange;
- Clearly define town centre entry points;
- Activate Central Place (Plaza and Outdoor Dining);
- Reactivate frontages to main roads;
- Improve pedestrian connections;
- Embellish open space and improve passive surveillance;
- Connect open space.
5. WHERE TO NEXT

5.1 FUTURE DEVELOPMENT SITES

There are a number of sites within the town centre which are considered to have significant opportunity for redevelopment. These sites include both ‘Opportunity Sites’ and ‘Strategic Investigation Sites’. These sites have been identified as they are not affected by any of the following:

- Strata development;
- Strategically significant open space; or
- Development applications which have recently been approved or are under assessment.

Five (5) proposed ‘Strategic Investigation Sites’ have been identified and are outlined in dark blue on the opposite figure. Whilst these sites are considered to have significant development opportunity, they have unique characteristics which would need to be carefully addressed as part of a future planning proposal. It is considered appropriate that any future redevelopment of these sites occur as part of a future landowner initiated proposal to amend The Hills Local Environmental Plan 2012 which would involve the preparation of a site specific Development Control Plan and design concept. The owner initiated sites include the following:

- Bull and Bush Precinct;
- Bowling Club Precinct;
- Railway Street Precinct (Northern Sub-precinct);
- Railway Street Precinct (Southern Sub-precinct); and
- Central Precinct (Southern Sub-precinct).

In addition to the Strategic Investigation Sites, five (5) Opportunity Sites have been identified and are highlighted in light blue on the opposite figure. It is considered that these sites can develop without any variation to the development standards or controls contained within the Local Environmental Plan and Development Control Plan. The Opportunity Sites include the following:

- Central Precinct (Northern Sub-precinct);
- Old Northern Road Precinct;
- Windsor Road Precinct;
- Connie Avenue Precinct; and
- Seven Hills Road Precinct.
5.2 STRATEGIC INVESTIGATION SITES

5.2.1 Bull and Bush Precinct

Precinct Overview and Vision

The Bull and Bush Precinct contains the heritage listed Bull and Bush Hotel. Due to the heritage constraints, it is considered appropriate that the site be identified as a 'Strategic Investigation Site' with future amendments to the Local Environmental Plan 2012 occurring as part of a future landowner initiated proposal including the preparation of a site specific development controls. This would ensure that the built form proposed appropriately conserves the heritage values of the site and will ensure that development appropriately responds to and supports the operation of the Hotel.

FIGURE 39
Strategic Investigation Site - Bull and Bush Hotel
Design Principles

Land Use
• Development must promote a vibrant, mixed use environment that provides a range of retail and business uses to serve the daily needs of residents within the development and the local population.
• Future redevelopment of the site is to include the continued use of the site as a pub. This will provide for the social interaction needs of future residents within the vicinity of the site.
• Shop-top housing is to be provided above the ground floor.

Heritage Conservation
• Future development must be designed in a manner which preserves the heritage significance of the site.

Transport and Access
• Future redevelopment must ensure that vehicular movement within and surrounding the site is safe and efficient.
• Vehicular access to future development is to occur via both Seven Hills Road and Windsor Road.

Parking and Servicing
• Private car parking must be provided to meet the needs of residents, having regard to the proximity of the site to high frequency public transport services.
• Loading, servicing, utilities, and vehicle parking areas are to be located within underground basement areas or within the building mass, away from the public realm and public view.
• Future redevelopment must provide for the parking requirements of the pub.

Treatment of Interfaces
• Activation uses will be located along the Windsor Road frontage. This will provide visual interest from the street and will create a connection between public realm and future development.
• Development must be designed so as to minimise the potential visual impact on adjoining residential areas.
• The treatment and articulation of facades must demonstrate architectural expression and must contribute to the public realm.

Building Address
• Taller buildings must use public streets for address and building entrances.
• The primary building entrances must front onto public streets and be clearly defined, easily visible and accessible from the public areas.
• Future development must activate the Windsor Road frontage.

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.
• A higher landmark building element is to be provided with a transition of building heights across the site to facilitate a more interesting and varied skyline. Building height elements are to be varied across the site to provide visual interest and to ensure that the built form is not repetitive.
• The height of future development must respond to the desired height of other precincts within the town centre.

Open Space and Communal Facilities
• Development should provide a variety of innovative and well-designed areas of shared and private open space. The provision of open space and communal areas will improve the amenity for residents and workers within the development. The open space provision will include roof top gardens and other recreational facilities to make the development a highly attractive lifestyle option.
• Development must be designed so as to provide an appropriate level of passive surveillance for adjoining public areas, especially Conie Reserve.
• Development must have a secondary address to Conie Reserve so as to ensure that an appropriate degree of passive surveillance is provided to future users of the reserve.
• Development should be designed in a manner which facilitates and integration between the development site and the public open space.

Public Domain
• The public domain and interface activities will be attractive, safe, functional and accessible for residents and workers. The public domain and pedestrian environment will be characterised by excellence in design and high quality materials.
• The treatment of the public domain works to be provided along all frontages shall be in accordance with the vision established for the public realm within the Baulkham Hills Town Centre.
• Active frontages are to be provided with appropriate weather protection in the form of awnings and colonnades.

Environmental Performance
• Development will achieve maximum environmental performance through the use of best practice environmental design.

Potential yield
Preliminary analysis indicates that the site could accommodate approximately 200 dwellings with approximately 4,000 m² of retail and commercial floor space. However the future yield would be subject to detailed design as part of a future owner initiated amendment process.
5.2.2 Bowling Club Precinct

Precinct Overview and Vision

The site of the Hills District Bowling Club currently operates well under its existing use. However there is opportunity for the site to redevelop as a mixed use, retail, commercial and residential development. Due to the unique characteristics of the site and the need for the club to continue operation, it is considered appropriate that the site be identified as an ‘Strategic Investigation Site’. Future amendments to the Local Environmental Plan would occur as part of a future landowner initiated proposal including the preparation of a site specific Development Control Plan. This would ensure that the built form proposed on the site appropriately responds to adjoining residential development and that the current use of the site is incorporated as part of any future redevelopment.

Any development along the Old Northern Road frontage would form as a continuation of the development along the northern boundary. The proposed height would also need to appropriately respond to the heights proposed within the Central Precinct. The development along the Jenner Street frontage would be a continuation of the high density residential development to the north. Accordingly, this portion of the site would contain primarily high density residential apartments with an overall built form of approximately 4-5 storeys.
Design Principles

Land Use
- Development must promote a vibrant, mixed use environment that provides a range of retail and business uses to serve the daily needs of residents within the development and the local population.
- Future redevelopment of the site is to include the continued use of the site as a club. This will provide for the social interaction needs of future residents within the vicinity of the site.
- Shop-top housing is to be provided above the ground floor.

Transport and Access
- Future redevelopment must ensure that vehicular movement within and surrounding the site is safe and efficient.
- Vehicular access to future development is to occur via Jenner Street.
- Future redevelopment is to include safe and convenient pedestrian links between Windsor Road and Jenner Street.

Parking and Servicing
- Private car parking must be provided to meet the needs of residents, having regard to the proximity of the site to high frequency public transport services.
- Loading, servicing, utilities, and vehicle parking areas are to be located within underground basement areas or within the building mass, away from the public realm and public view.

Treatment of Interfaces
- Activation uses will be located along the Windsor Road frontage. This will provide visual interest from the street and will create a connection between public realm and future development.
- Development must be designed so as to minimise the potential visual impact on adjoining residential areas.
- The treatment and articulation of facades must demonstrate architectural expression and must contribute to the public realm.

Building Address
- Taller buildings must use public streets for address and building entrances.
- The primary building entrances must front onto public streets and be clearly defined, easily visible and accessible from the public areas.
- Future development must address both Jenner Street and Windsor Road.

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.
- A higher landmark building element is to be provided with a transition of building heights across the site to facilitate a more interesting and varied skyline. Building height elements are to be varied across the site to provide visual interest and to ensure that the built form is not repetitive.
- The height of future development must respond to the desired height of other precincts within the town centre.

Open Space and Communal Facilities
- Development should provide a variety of innovative and well-designed areas of shared and private open space. The provision of open space and communal areas will improve the amenity for residents and workers within the development. The open space provision will include roof top gardens and other recreational facilities to make the development a highly attractive lifestyle option.
- Development must be designed so as to provide an appropriate level of passive surveillance for adjoining public areas, especially George Suttor Reserve.

Public Domain
- The public domain and interface activities will be attractive, safe, functional and accessible for residents and workers. The public domain and pedestrian environment will be characterised by excellence in design and high quality materials.
- The treatment of the public domain works to be provided along all frontages shall be in accordance with the vision established for the public realm within the Baulkham Hills Town Centre.
- Active frontages are to be provided with appropriate weather protection in the form of awnings and colonnades.

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

Potential yield
Preliminary analysis indicates that the site could accommodate approximately 80 dwellings with approximately 4,000 m² of retail and commercial floor space. However the future yield would be subject to detailed design as part of a future owner initiated amendment process.
5.2.3 Railway Street Precinct (Northern Sub-precinct)

Precinct Overview and Vision

This site forms the northern sub-precinct of the Railway Street Precinct. The precinct as a whole will be heavily influenced by the future bus stop upgrade at the intersection of Windsor Road and Railway Street. Future development will provide a high density mixed use environment with a resident population within close proximity to public transport services. Small scale strip retailing along the Old Northern Road and Railway Street frontages will be provided at ground level to meet the daily needs of both residents and commuters and will facilitate street level activation.

Future alterations to the surrounding road network, namely the realignment of Raemot Lane and the closure of the Railway Street entrance from Windsor Road will guide the manner in which development occurs. These road alterations will only occur as part of the redevelopment of this sub-precinct. The closed portion of Railway Street will provide for a pedestrian connection between the northern and southern sub-precincts. As part of the bus stop upgrade a pedestrian bridge will be provided across Windsor Road to connect the Railway Street Precinct and the Target Site on the western side of Windsor Road.

Due to the unique characteristics of the site and the need for future development to integrate with the future public transport upgrade it is considered appropriate that the site be identified as a ‘Strategic Investigation Site’. This process will also ensure that any future amendments to the Local Environmental Plan are supported by an architectural design to ensure that the desired built form complies with the design principles of SEPP 65. Future amendments to the Local Environmental Plan would occur as part of a future landowner initiated proposal including the preparation of a site specific Development Control Plan.
Site Specific Design Principles

Land Use
- Development must promote a vibrant, mixed use environment that provides a range of retail and business uses to serve the daily needs of residents within the development and the local population.
- The ground floor of future development will contain strip retailing along the Railway Street and Old Northern Road frontages to facilitate street level activation.
- Shop-top housing is to be provided above the ground floor.

Transport and Access
- Future redevelopment must ensure that vehicular movement within and surrounding the site is safe and efficient. Future redevelopment must include the realignment of Raemot lane to a width of approximately 15 metres.
- The vehicular connection from Windsor Road and Railway Street will be closed. The closed portion of Railway Street will be pedestrianised and will facilitate a pedestrian connection between the northern and the southern sub-precincts.

Parking and Servicing
- Private car parking must be provided to meet the needs of residents, having regard to the proximity of the site to high frequency public transport services.
- Loading, servicing, utilities, and vehicle parking areas are to be located within underground basement areas or within the building mass, away from the public realm and public view.

Treatment of Interfaces
- Future development must activate public streets through the provision of ground floor uses such as cafes, restaurants which attract pedestrians. This will provide visual interest from the street and will create a connection between public realm and future development.
- Development must be designed so as to minimise the potential visual impact on adjoining residential areas.
- The treatment and articulation of facades must demonstrate architectural expression and must contribute to the public realm.

Building Address
- Taller buildings must use public streets for address and building entrances.
- The primary building entrances must address public streets and be clearly defined, easily visible and accessible from the public areas.

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.
- A higher landmark building element is to be provided with a transition of building heights across the site to facilitate a more interesting and varied skyline. Building height elements are to be varied across the site to provide visual interest and to ensure that the built form is not repetitive.
- The height of future development must respond to the desired height of other precincts within the town centre.

Open Space and Communal Facilities
- Development should provide a variety of innovative and well-designed areas of shared and private open space. The provision of open space and communal areas will improve the amenity for residents and workers within the development. The open space provision will include roof top gardens and other recreational facilities to make the development a highly attractive lifestyle option.

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.
- The treatment of the public domain works to be provided along all frontages shall be in accordance with the vision established for the public realm within the Baulkham Hills Town Centre.
- Active frontages are to be provided with appropriate weather protection in the form of awnings and colonnades.

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

Potential yield
Preliminary analysis indicates that the site could accommodate approximately 114 dwellings with approximately 1,800m² of retail and commercial floor space. However the future yield would be subject to detailed design as part of a future owner initiated amendment process.
5.2.4 Railway Street Precinct (Southern Sub-precinct)

Precinct Overview and Vision

This site forms the southern sub-precinct of the Railway Street Precinct. The precinct as a whole will be heavily influenced by the future bus stop upgrade at the intersection of Windsor Road and Railway Street. Future development will provide a high density mixed use environment with a resident population within close proximity to public transport services. Small scale strip retailing along the Windsor Road and Railway Street frontages will be provided at ground level to meet the daily needs of both residents and commuters and will facilitate street level activation.

Future alterations to the surrounding road network, namely the realignment of Raemot Lane and the closure of the Railway Street entrance from Windsor Road will guide the manner in which development occurs. The closed portion of Railway Street will provide for a pedestrian connection between the northern and southern sub-precincts. As part of the bus stop upgrade a pedestrian bridge will be provided across Windsor Road to connect the Railway Street Precinct and the Target Site on the western side of Windsor Road.

Due to the unique characteristics of the site and the need for future development to integrate heavily with the future public transport interchange it is considered appropriate that the site be identified as a ‘Strategic Investigation Site’. Future development of the site is to incorporate a commuter car park containing between 200-300 spaces and an upgraded library providing 750m² of floor space.

Future amendments to the Local Environmental Plan would occur as part of a future landowner initiated proposal including the preparation of a site specific Development Control Plan. This would ensure that the built form proposed on the site appropriately responds to adjoining residential development and that the current use of the site is incorporated as part of any future redevelopment.

FIGURE 42
Strategic Investigation Site - Railway Street Southern Sub-precinct
Site Specific Design Principles

Land Use
• Development must promote a vibrant, mixed use environment that provides a range of retail and business uses to serve the daily needs of residents within the development and the local population.
• The ground floor of future development will contain strip retailing along the Railway Street and Windsor Road frontages to facilitate street level activation. Development primarily at the ground level will need to activate the street in a manner which supports the operation of the interchange. Such uses could include a newsagency, café and bakery.
• The first floor of future development is to provide for commercial floor space for business operations.
• Shop-top housing is to be provided above the first floor.

Integration with Public Transport Interchange
• Future development on the site, particularly on the ground floor must integrate with the future public transport upgrade. The public transport facilities must form part of the overall development on the site.
• Development south of Railway Street will be setback from Windsor Road to ensure that appropriate area is available for the bus interchange.

Transport and Access
• Ensure that vehicular movement within and surrounding the site is safe and efficient. Future redevelopment of the site must have regard to the closure of Railway Street.
• The closed portion of Railway Street will be pedestrianised and will facilitate a pedestrian connection between the northern sub-precinct and the southern sub-precinct.

Parking and Servicing
• Private car parking must be provided to meet the needs of residents, having regard to the proximity of the site to high frequency public transport services.
• Loading, servicing, utilities, and vehicle parking areas are to be located within underground basement areas or within the building mass, away from the public realm and public view.
• The rear of the site is to include commuter car park to enable commuters to park and ride. The parking facility shall provide between 200-300 spaces. Private parking concessions will be investigated to facilitate the provision of these spaces.

Treatment of Interfaces
• Future development must activate public streets through the provision of ground floor uses such as cafes, restaurants which attract pedestrians. This will provide visual interest from the street and will create a connection between public realm and future development.
• Development must be designed so as to minimise the potential visual impact on adjoining residential areas.
• The treatment and articulation of facades must demonstrate architectural expression and must contribute to the public realm.

Building Address
• Taller buildings must use public streets for address and building entrances.
• The primary building entrances must front onto public streets and be clearly defined, easily visible and accessible from the public areas.

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.
• A higher landmark building element is to be provided with a transition of building heights across the site to facilitate a more interesting and varied skyline. Building height elements are to be varied across the site to provide visual interest and to ensure that the built form is not repetitive.
• The height of future development must respond to the desired height of other precincts within the town centre.
• Building height elements are to be varied across the site to provide visual interest and to ensure that the built form is not repetitive.

Open Space and Communal Facilities
• Development should provide a variety of innovative and well-designed areas of shared and private open space. The provision of open space and communal areas will improve the amenity for residents and workers within the development. The open space provision will include roof top gardens and other recreational facilities to make the development a highly attractive lifestyle option.

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.
• The treatment of the public domain works to be provided along all frontages shall be in accordance with the vision established for the public realm within the Baulkham Hills Town Centre.
• Active frontages are to be provided with appropriate weather protection in the form of awnings and colonnades.

Communal Facility
• Development south of Railway Street is to incorporate an upgraded library providing study areas, community meeting rooms with movable partitions. The library will need to have an area of approximately 750m², with the location of the library being at ground level to improve accessibility.

Environmental Performance
• Development will achieve maximum environmental performance through the use of best practice environmental design.

Potential yield
Preliminary analysis indicates that the site could accommodate approximately 214 dwellings with approximately 2,870 m² of retail and commercial floor space. However the future yield would be subject to detailed design as part of a future owner initiated amendment process.
5.2.5 Central Precinct (Southern Sub-precinct)

Precinct Overview and Vision

This site forms the southern sub-precinct of the Central Street Precinct. This site is strategically located and will heavily influence the manner in which the overall Central Precinct develops. The intended vision and function of the Central Precinct is outlined within Section 5.4. The achievable built form for the southern sub-precinct will need to be established as part of a landowner initiated process to amend The Hills Local Environmental Plan 2012. This will ensure that any future amendments will facilitate a built form which is achievable and appropriate.

Future development on the site will provide a mixed use outcome, including ground floor retail, first floor commercial uses and shop top housing. The frontages to both Windsor Road and Old Northern Road will be activated with retail uses. The frontage to Central Place will also be activated and will provide outdoor dining opportunities and pedestrian links between Windsor Road and Old Northern Road. As future parking and service areas will be located underground, a turning circle/roundabout will be required.

The site is located within the central core of the town centre and is on a visually prominent location. Accordingly, future redevelopment will need to include an iconic landmark element and a transition of building heights across the site to integrate with future development to the north.

Future redevelopment of this site will require significant cooperation from all landowners within the sub-precinct.
Site Specific Design Principles

Land Use
• The ground floor of future development will contain strip retailing along the Old Northern Road and Windsor Road frontages to facilitate street level activation. Development primarily at the ground level will need to activate the streets.
• The first floor of future development is to provide for commercial floor space for business operations.
• Shop-top housing is to be provided above the first floor.

Central Plaza
• The Central Precinct will contain a vibrant plaza where pedestrian movement will be encouraged. This area will enable outdoor dining away from the vehicular traffic along both Windsor Road and Old Northern Road. Future development on this site will need to support the Central Plaza.

Transport and Access
• Development must ensure that vehicular movement within and surrounding the site is safe and efficient.
• Vehicular access is to occur via Central Place which will be a shared vehicular and pedestrian zone.
• Future redevelopment to the south of the precinct is to include a roundabout / turning circle to accommodate turning vehicles.

Parking and Servicing
• Private car parking must be provided to meet the needs of residents, having regard to the proximity of the site to high frequency public transport services.
• Loading, servicing, utilities, and vehicle parking areas are to be located within underground basement areas or within the building mass, away from the public realm and public view.

Treatment of Interfaces
• Future development must activate public streets through the provision of ground floor uses such as cafes, restaurants which attract pedestrians. This will provide visual interest from the street and will create a connection between public realm and future development.
• Development must be designed so as to minimise the potential visual impact on adjoining residential areas.
• The treatment and articulation of facades must demonstrate architectural expression and must contribute to the public realm.

Built Form
• The site is to include a landmark building element. Building heights are to be varied across the site to provide visual interest and to ensure that the built form is not repetitive. The built form should provide an appropriate transition of height to the anticipated built form to the north.
• 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 built form of development is to respond to the intended build form of adjoining sites.
• The treatment and articulation of facades must demonstrate architectural expression and must contribute to the public realm.

Open Space and Communal Facilities
• Development should provide a variety of innovative and well-designed areas of shared and private open space. The provision of open space and communal areas will improve the amenity for residents and workers within the development. The open space provision will include roof top gardens and other recreational facilities to make the development a highly attractive lifestyle option.

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. The public domain shall be developed in accordance with the public domain plan to ensure that a consistent theme and character is created within the town centre.

Environmental Performance
• Development will achieve maximum environmental performance through the use of best practice environmental design.

Potential yield
Preliminary analysis indicates that the site could accommodate approximately 183 dwellings with approximately 3,500 m² of retail and commercial floor space. However the future yield would be subject to detailed design as part of a future owner initiated amendment process.
5.3 OPPORTUNITY SITES

5.3.1 Central Precinct (Northern Sub-precinct)

Precinct Overview and Vision

The Central Precinct will provide a high density mixed use environment with strip retailing along all road frontages. A vibrant plaza will adjoin Central Place to encourage pedestrian movement and outdoor dining in a location which is sheltered from the vehicular traffic along Old Northern Road and Windsor Road. The precinct is located within the core of the town centre and as such will have clear and direct links to all other precincts.

The southern portion of the precinct will be identified as an ‘Strategic Investigation Site’. Whilst the intended vision and function of the precinct has been identified as part of this master plan, the achievable built form for the southern sub-precinct will need to be established as part of a landowner initiated process to amend The Hills Local Environmental Plan 2012. This will ensure that any future amendments facilitate a built form which is achievable and appropriate. Specific details regarding the design principles for the ‘Strategic Investigation Site’ are discussed in greater detail in the previous section.

No immediate change is proposed to the LEP or DCP for this precinct.

Land Use and Function

• The ground floor of future development will contain mixed use strip retailing along the Old Northern Road, Windsor Road and Olive Street frontages. The frontages to Central Place are to facilitate the creation of a vibrant plaza where pedestrian movement and outdoor dining will be encouraged.
• The first floor of future development is to provide for commercial or residential uses.
• Shop top housing is to be provided on all storeys above the first storey.

Central Plaza

Future redevelopment within the precinct will facilitate the provision of a Central Plaza adjoining the existing Central Place. Currently this area primarily has a utility function, providing some parking and garbage collection areas. However considerable opportunity exists for this area to provide recreational and outdoor dining opportunities. The plaza will provide integration between the private and the public domain. Key features of the Central Plaza include the following:

• Shared vehicular and pedestrian areas (delineated by bollards, road treatment and pedestrian lighting);
• Cafe’s and restaurants along all frontages addressing Central Place;
• High quality paving treatment consistent with the vision within the public domain plan;
• High quality landscaping consistent with the vision within the public domain plan; and
• Safe and convenient pedestrian connections.
Building Height

- A landmark building element will be located on the southern sub-precinct. The height of the landmark element will be dependent on the outcome of the landowner initiated planning process.
- The building heights will transition downward to five (5) storeys as shown in the opposite figure.

Setbacks

Old Northern Road Frontage
- 0 metre setback at ground level.
- The first and second storeys are to be built to the boundary. Colonnades are to be provided at the ground level to increase the area available for street level activation.
- All storeys above the second storey are to be stepped back 2.5 metres.

Olive Street Frontage
- The ground, first and second storeys are to be built to the boundary. Awnings are to be provided at the ground level.
- A two (2) metre setback is required to the access handle off Olive Street to facilitate vehicular access to future development to the north of the precinct.

Windsor Road Frontage
- The ground, first and second storeys are to be setback 5 metres. Awnings are to be provided at the ground level.
- All storeys above the second storey are to be setback 2.5 metres behind the front building line.

Central Place
- Setbacks to Central Place are to facilitate a large active plaza and must be in accordance with the opposite figure.
- The building line of development to the east of Central Place should not extend further westward than 30 metres from Old Northern Road.
- Development to the west of Central Place should be setback a minimum of 10 metres from Central Place.
- The setback of development south of Central Place will be identified as part of the landowner initiated process as it will be dependent on the achievable built form on the site. The setback will need to accommodate appropriate space for a roundabout, entrance to the basement car parking area and pedestrian movement.

Street Features

- Colonnades to be provided along Old Northern Road.
- Awnings to be provided on all other active frontages.
Pedestrian and Vehicular Movement

Pedestrian Access
• Pedestrian connections through the precinct are to be provided in accordance with the Structure Plan.
• A 24 hour pedestrian plaza is to be provided adjoining Central Place. This plaza is to be connected to Old Northern Road and Windsor Road by midblock pedestrian access points.
• The pedestrian plaza is to be a vibrant area for passive recreation and outdoor dining.

Vehicular Access
• Vehicular access to the precinct is shown within the Structure Plan.
• A 6 metre right of way carriageway would need to be provided in favour of Lot 1 DP 657025, Lot 1 DP 660829 and SP 19812 for access to basement parking from Central Place.
• Future redevelopment to the south of the precinct is to include a roundabout to accommodate turning vehicles.
• Vehicular access to the precinct is to occur via Central Place. The only exception to this is via the access handle off Olive Street to the east of Lot 5 DP 225331.
• All parking is to be provided in underground basement areas and must be incorporated into each individual building block.

Yield Estimates (excluding ‘Strategic Investigation Site’)
There are currently no residential apartments within the precinct. It is forecast that the precinct (excluding the ‘Strategic Investigation Site’ could achieve a floor space of approximately 25,869m² (GFA). This floor space would be comprised of the following:

• Residential Floor Space: 36,654m²
• Retail Floor Space: 16,517m²
• Commercial Floor Space: 4,790m²

Based on an average apartment size of 110m², the precinct could accommodate approximately residential 150 units.

Assuming an average occupancy rate of 2 persons per dwelling, the Precinct could accommodate a resident population of approximately 300 people.

Yield Estimates (including ‘Strategic Investigation Site’)
Including the landowner initiated sites the Central Precinct could accommodate approximately 333 dwellings, 8,062m² of retail floor space and 6,323m² of commercial floor space.

Assuming an average occupancy rate of 2 persons per dwelling, the Precinct could accommodate a resident population of approximately 666 people.
5.3.2 Old Northern Road Precinct

Precinct Overview and Vision

The Old Northern Road Precinct will continue to develop under the existing development controls. Most of the precinct has developed with the exception of two sub-precincts which are anticipated to develop as broader uptake of redevelopment occurs throughout the remainder of the town centre. The precinct will provide a mixed use development outcome consistent with adjoining developments along Old Northern Road. Retail uses at the ground level will facilitate street level activation along the Old Northern Road frontage.

No change is proposed to either the Local Environmental Plan or Development Control Plan for this precinct.

Land Use and Function

- Ground Floor to be occupied by retail and commercial uses.
- First floor to be occupied by commercial and residential uses.
- Shop top housing is to be provided on all upper storeys.
Building Height
• 5 storeys for development within both the northern and southern opportunity sites.

Setbacks (front)
Old Northern Road
• The ground and first storeys are to be setback 6 metres.
• All storeys above the first storey are to be setback 8.5 metres.

Hill Street
• The ground and first storeys are to be setback 8 metres.
• All storeys above the first storey are to be setback 10.5 metres.

Setbacks (side)
• A zero setback is required to the side boundary.

Setbacks (rear)
• The ground and first storeys are to be setback 6 metres.
• Any storey above the first storey must be setback 8.5 metres.

Street Features
• Awnings are to be provided on all other active frontages.

Pedestrian and Vehicular Movement

Pedestrian Access
• The primary pedestrian links to the precinct will occur via Old Northern Road.
• Pedestrian connection through George Suttor Reserve will improve pedestrian links from Jenner Street.

Vehicular Access
• Vehicular access to future development sites is to be via Old Northern Road and Hill Street.
• Access points are to be in accordance with the Structure Plan.
• All parking is to be provided underground and incorporated into each individual development.

Yield Estimates
There are currently 98 dwellings within the precinct. Of these, 26 are located within an existing strata development, 33 are proposed on the ‘Creasys’ site adjoining the Bowling Club and 39 are proposed at 15-17 Old Northern Road. It is forecast that the proposed built form for the opportunity sites could achieve a floor space of approximately 11,274 m² (GFA). This floor space would be comprised of the following:

• Residential Floor Space: 5,075 m²
• Retail/Commercial Floor Space: 1,269 m²

Assuming an average apartment size of 110 m², the opportunity sites could accommodate approximately 46 additional residential units. In addition to the existing strata units, the total residential yield within the precinct would be 144 apartments. Assuming an average occupancy rate of 2 persons per dwelling, the precinct could accommodate a resident population of approximately 288 people.
5.3.3 Windsor Road Precinct

Precinct Overview and Vision

Future redevelopment within the precinct will be high density residential. This development will provide a resident population within close proximity to existing and proposed public transport infrastructure. The additional population will also support the future retail and commercial floor space which will increase local employment opportunities.

The precinct currently contains two strata developments with a combined dwelling yield of 44 units. A recently approved high density residential development will provide an additional 160 units once completed.

As part of any future redevelopment of the opportunity site, the land owner will need to negotiate with Council regarding the potential acquisition of Council land adjoining Windsor Road. This land is currently surplus to requirements.

No change is proposed to either the Local Environmental Plan or Development Control Plan for this precinct.

Land Use and Function

Future development is to comprise high density residential flat buildings.

FIGURE 48
Windsor Road- Structure Plan
Building Height

- A 7 storey landmark element will be located at the junction of Rembrandt Drive and Windsor Road.
- The height of buildings will transition downward to five (5), four (4) and three (3) storeys to the west of the site.

Setbacks (front)

Windsor Road
- 11 metre setback for a minimum to Windsor Road for the ground to fourth storey.
- 14 metre setback to Windsor Road for any storey above the fourth storey.

Rembrandt Drive
- 11 metre setback to Rembrandt Drive for the ground to fourth storey.
- 14 metre setback to Rembrandt Drive for any storey above the fourth storey.

Meryll Avenue
- 6 metre setback to Meryll Avenue.

Setbacks (side and rear boundary)
- 8 metre setback to the side boundary.

Pedestrian and Vehicular Movement

Pedestrian Access
- The primary pedestrian links to the precinct will occur via Windsor Road, Rembrandt Drive and Meryll Avenue.

Vehicular Access
- Vehicular access to future development sites are to occur via Rembrandt Drive and Meryll Avenue.
- Access points are to be in accordance with the Structure Plan on the previous page.
- All parking is to be provided underground and incorporated into each individual development.

Yield Estimates

There are currently 209 dwellings within the precinct of which 44 are located within existing strata developments and an additional 160 will be constructed as part of a recently approved development along Windsor Road. New residential flat development within the opportunity site could create approximately 60 additional dwellings assuming an average apartment size of 110m². In addition to the existing strata development, this would facilitate a total yield of 269 dwellings. Assuming an average occupancy rate of 2 persons per dwelling, the Precinct could accommodate a resident population of approximately 538 people.
5.3.4 Conie Avenue Reserve Precinct

Precinct Overview and Vision

Most of the land within the Conie Avenue Reserve Precinct has been development to its fullest potential or is subject to an approved development application. There are two opportunity sites which have potential to redevelopment. It is anticipated that these two sites will continue to develop consistent with the surrounding medium and high density residential uses.

Future redevelopment of the opportunity sites will not provide any retail or commercial floor space. The primary function of this development will be to provide a high density resident population within close proximity to existing and proposed public transport infrastructure. The additional population will also support the future retail and commercial floor space which will increase local employment opportunities.

No change is proposed to either the zoning or development standards contained within the Local Environmental Plan. It is proposed the remaining opportunity sites within this precinct will be developed in accordance with the controls contained within both the Residential Flat Building and Multi-Dwelling Housing Sections of the Development Control Plan.

Land Use and Function

- Development sites greater 4,000m² will be developed as residential flat buildings.
- Sites which are more than 1,800m² but less than 4,000m² will develop as multi-dwelling housing (townhouse style development)
- Future residential development must ensure that appropriate passive surveillance is provided for adjoining open space areas.
Building Height

- The building height will remain at 16 metres which equates to between 4 and 5 residential storeys.
- For development sites which develop as multi-dwelling housing, the likely building height achievable will be 2 storeys.

Setbacks (front)

*Seven Hills Road*
- 10 metre setback to Seven Hills Road.

*Conie Avenue*
- 10 metre setback to Conie Avenue. A variation to this would be considered subject to appropriate justification that future development will comply with and achieve the objectives for the setback controls within the DCP.

Setbacks Town House (side and rear)
- 6 metre setback to all side and rear boundaries.

Setbacks Residential Flat Building (side and rear)
- 6 metre setback to the side boundaries.
- 8 metre setback to the rear boundary.

Pedestrian and Vehicular Movement

*Pedestrian Access*
- The primary pedestrian links to the precinct will occur via Seven Hills Road and Conie Avenue.
- Improved pedestrian connection will be provided through Conie Reserve as part of the embellishment of this open space.

*Vehicular Access*
- Vehicular access to future development sites is to be via Conie Avenue.
- Vehicular access points are to be in accordance with the Structure Plan.
- All parking for residential flat development is to be provided underground and incorporated into each individual development.
- Parking for multi-dwelling housing may be provided at grade.

Yield Estimates

There are currently 233 dwellings within the precinct. This includes nine strata developments comprising 223 apartments, and 10 lots within the opportunity sites.

*Multi-unit housing*
- New town house style development could generate approximately 8 dwellings based on a density of 95 persons per hectare and an average occupancy rate of 2 persons per dwelling.

*Residential flat building*
- New residential flat development could generate approximately 46 dwellings assuming an average density of 175 persons per hectare.

In addition to the existing strata units, future development would facilitate a total yield of 277 dwellings. Assuming an average occupancy rate of 2 persons per dwelling, the precinct could accommodate a resident population of approximately 554 people.
5.3.5 Seven Hills Road Precinct

Precinct Overview and Vision

Future redevelopment within the Seven Hills Road Precinct will primarily be high density residential. This development will provide a resident population within close proximity to existing and proposed public transport infrastructure. The additional population will also support the future retail and commercial floor space which will increase local employment opportunities.

The precinct is currently developed as low density residential lots and as such has significant opportunity for redevelopment. Any future redevelopment will need to integrate with adjoining development, primarily the future development on the Target Site at the junction of Windsor Road and Seven Hills Road.

No change is proposed to either the zoning or development standards contained within the LEP. It is proposed the remaining opportunity sites within this precinct will be developed in accordance with the controls contained within both the Residential Flat Building Section of the DCP.

Land Use and Function

- Future development is to comprise high density residential flat buildings.

FIGURE 52
Seven Hills Road Precinct - Structure Plan
Building Height
- The building height will remain at 16 metres which equates to between 4 and 5 residential storeys.

Setbacks (front)
- **Seven Hills Road**
  - A 10 metre setback to Seven Hills Road.

- **Yattenden Crescent**
  - An 10 metre setback to Yattenden Crescent. A variation to this would be considered subject to appropriate justification that future development will comply with and achieve the objectives for the setback controls within the DCP.

- **Arthur Street**
  - A 10 metre setback to Arthur Street. A variation to this would be considered subject to appropriate justification that future development will comply with and achieve the objectives for the setback controls within the DCP.

Setbacks (side)
- A 6 metre setback to all side boundaries.

Setback (rear)
- A 8 metre setback to all rear boundaries.

Pedestrian and Vehicular Movement

Pedestrian Access
- The primary pedestrian links to the precinct will occur via Seven Hills Road, Arthur Street and Yattenden Crescent.

- A pedestrian link along the eastern boundary of the precinct (adjoining the Target Site) will be maintained to facilitate pedestrian access between Yattenden Crescent and Seven Hills Road.

Vehicular Access
- The intersection of Arthur Street and Seven Hills Road is proposed to be upgraded to a traffic signals. These signals are listed for funding through The Hills Section 94A Contributions Plan.

- A roundabout is proposed at the intersection of Arthur Street and Yattenden Crescent. This roundabout is listed for funding through The Hills Section 94A Contributions Plan.

- In order to ensure that there is sufficient footpath area to facilitate safe and functional pedestrian movement, an additional 2 metres of road reserve is required along the full length of the Yattenden Crescent frontage (as shown of the Structure Plan). This is to be dedicated by developers as part of future development proposals within this portion of the precinct.

- Vehicular access to future development sites is to be via the primary road frontage of each development site.

- Access points are to be in accordance with the Structure Plan.

- All parking for residential flat development is to be provided underground and incorporated into each individual development.

Yield Estimates
There are currently 48 dwellings within the Precinct. This includes two strata developments comprising 28 units, and 20 separate residential lots within the opportunity sites. New residential flat development could create approximately 137 additional units assuming an average density of 175 persons per hectare. In addition to the existing strata development, this would facilitate a total yield of 165 dwellings. Assuming an average occupancy rate of 2 persons per dwelling, the precinct could accommodate a resident population of approximately 330 people.
5.4 YIELD PROJECTIONS

The potential dwelling and employment floor space yield within the town centre is included in the following table. Once fully developed the town centre could accommodate approximately 2,060 dwellings which would result in a net increase of approximately 1,616 dwellings. Assuming an average occupancy rate of 2 persons per household this would bring the total resident population within the town centre to 4,120 people.

<table>
<thead>
<tr>
<th>Precinct</th>
<th>Existing Dwellings</th>
<th>Proposed Dwellings</th>
<th>Net Increase Dwellings</th>
<th>Potential Retail Floor Space (m²)</th>
<th>Potential Commercial Floor Space (m²)</th>
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<tr>
<td>Strategic Investigation Site</td>
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<td>2,060</td>
<td>1,616</td>
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*This figure excludes the 21,982m² of retail floor space within Stockland mall which contains three supermarkets (Coles - 3,034m², Woolworths - 3,415m² and Aldi - 1,429m²) and over 100 specialty stores together with numerous restaurants and local support services.
6. IMPLEMENTATION

6.1 MASTER PLAN RECOMMENDATIONS

The Baulkham Hills Town Centre will continue to have a site specific development control plan to outline how the overall town centre will function into the future. Specific development controls will apply to each opportunity precinct.

With respect to the Strategic Investigation Sites, the zoning, development standards and development controls which currently apply will remain in the short to medium term. Future amendments to Local Environmental Plan and Development Control Plan for these sites will occur via an owner initiated process involving the lodgement of a planning proposal to amend the Local Environmental Plan, preparation of site specific development controls and a design concept to demonstrate how the future built form addresses the constraints of the site and how the proposed concept incorporates the desired principles outlined within this master plan. The development controls for each Strategic Investigation Site will be incorporated into The Hills Development Control Plan 2012 (Part D Section 10 - Baulkham Hills Town Centre) as each amendment is completed.

The five (5) opportunity sites will likely develop under the existing development controls and standards which currently apply. These include the Central Precinct (Northern Sub-precinct) Windsor Road, Old Northern Road, Conie Reserve and Seven Hills Road Precincts. Accordingly no amendments are required to the development controls and standards applying to these sites.

With respect to the funding of future infrastructure, all development within the town centre is levied under The Hills Section 94A Development Contributions Plan. This plan collects funds for the delivery of community infrastructure that is required to meet the additional demand generated by the growing population.
6.2 PUBLIC DOMAIN PLAN

In conjunction with this master plan, a public domain plan has been prepared to serve as a manual to guide the future planning and design of the public domain within the Baulkham Hills Town Centre. The draft plan provides an overall direction for creating public domain spaces that are attractive, safe and vibrant within the town centre.

It is expected that the Baulkham Hills Town Centre will change markedly in response to new planning controls which provide for the urban renewal of the area. As part of the renewal process the precinct will change in character as a result of the introduction of taller and denser development. The transition from a lower density built form must be supported by an overall plan for the design of public spaces to ensure that Baulkham Hills is a desirable place to live, shop, work and visit. The draft Public Domain Plan is a ‘how to guide’ that illustrates the public domain components that are necessary to create a high quality urban environment that responds to Baulkham Hills and the community for whom will eventually occupy it. The draft public domain plan provides the following:

- An analysis identifying the current and desired future character of the Baulkham Hills Town Centre;
- A public domain design framework providing design direction for future development, including recommended design approaches, treatments and details;
- Estimate of costs for suggested treatments; and
- A proposed implementation plan for these recommendations.

6.2.1 Key Elements of the Public Domain Plan

The draft public domain plan provides unique treatment for certain areas of the town centre. It prescribes consistent street furniture such as paving, seating, bins, banner and flag poles which are to be used throughout the town centre. The plan also outlines the vision and design concepts for the open space areas within the town centre.

6.2.2 Implementation

The public domain improvements will be implemented as outlined within the public domain plan. The implementation has been broken down into stages to allow for a realistic approach to the implementation of the proposed works. A combination of short and long term measures have been established for the implementation of public domain improvements. It is considered that short-term measures will address immediate priorities and form a basis for on-going or future works.

Short term (1-3 years)

- Coordinate outcomes of the public domain plan with the revitalisation of the Baulkham Hills town centre,
- Installation of street furniture, lighting, flag poles, and pavement treatment along sections of Old Northern Road, and Windsor Road,
- Installation of signage throughout the public domain,
- Undertake a pilot project for paving and the selection of paving colour and finishes,
- Undertake a tendering process to select a preferred contractor for the supply, installation and on-going maintenance of paving materials,
- Introducing secondary paving treatments and street tree planting,
- Ensure consistent approaches and enforceable requirements for developers to contribute to the installation of public domain finishes at the frontage of new developments, and
- Investigate traffic improvement and pavement widening options along Old Northern Road.

Long Term (3 – 5 years)

- Implement traffic devices that encourage a pedestrian-friendly environment in Old Northern Road, Windsor Road, and Seven Hills Road, and
- Implement measures for pedestrian linkages between each precinct.