



WILTON GROWTH AREA DEVELOPMENT CONTROL PLAN

Wilton Growth Area Development Control Plan - Part 7 Wilton Town Centre

Draft

November 2020



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1 Introduction

This part of the DCP is to be read in conjunction with all other parts of the draft Wilton Growth Area Development Control Plan 2019 (DCP). It establishes detailed controls to guide future development in the Wilton Town Centre. Development should contribute to a vibrant centre that offers a unique living, working and shopping experience within a pedestrian-friendly and attractive urban environment.

1.1 Land to which this part of the DCP applies

This part of the DCP applies to development on land for the Wilton Town Centre (see **Figure 1**).

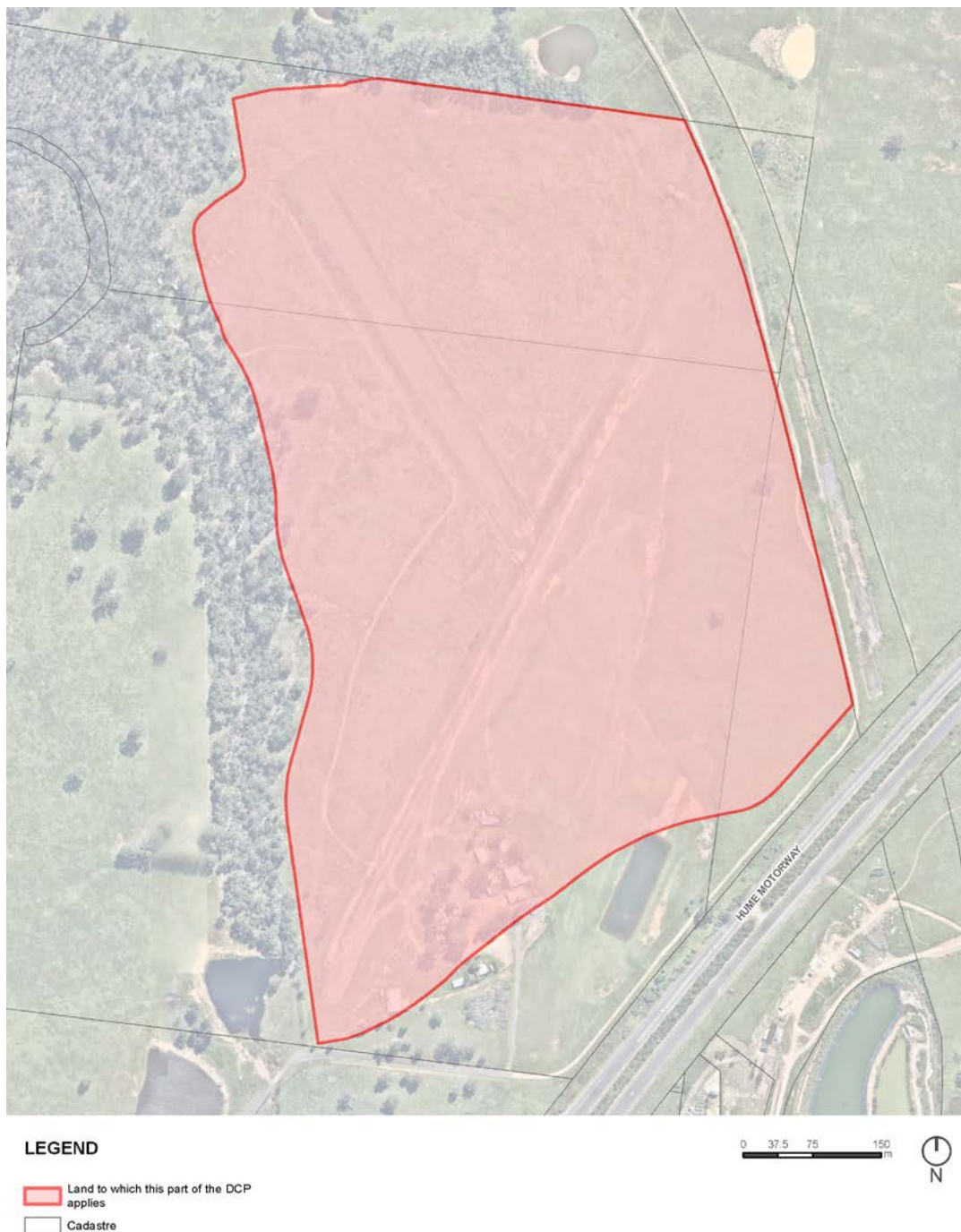


Figure 1: Land to which this part of the DCP applies

1.2 Growth Area context

Wilton Town Centre is in the heart of the Wilton Growth Area and is comprised of land within the Wilton Town Centre Precinct and the North Wilton Precinct (see **Figure 2**).

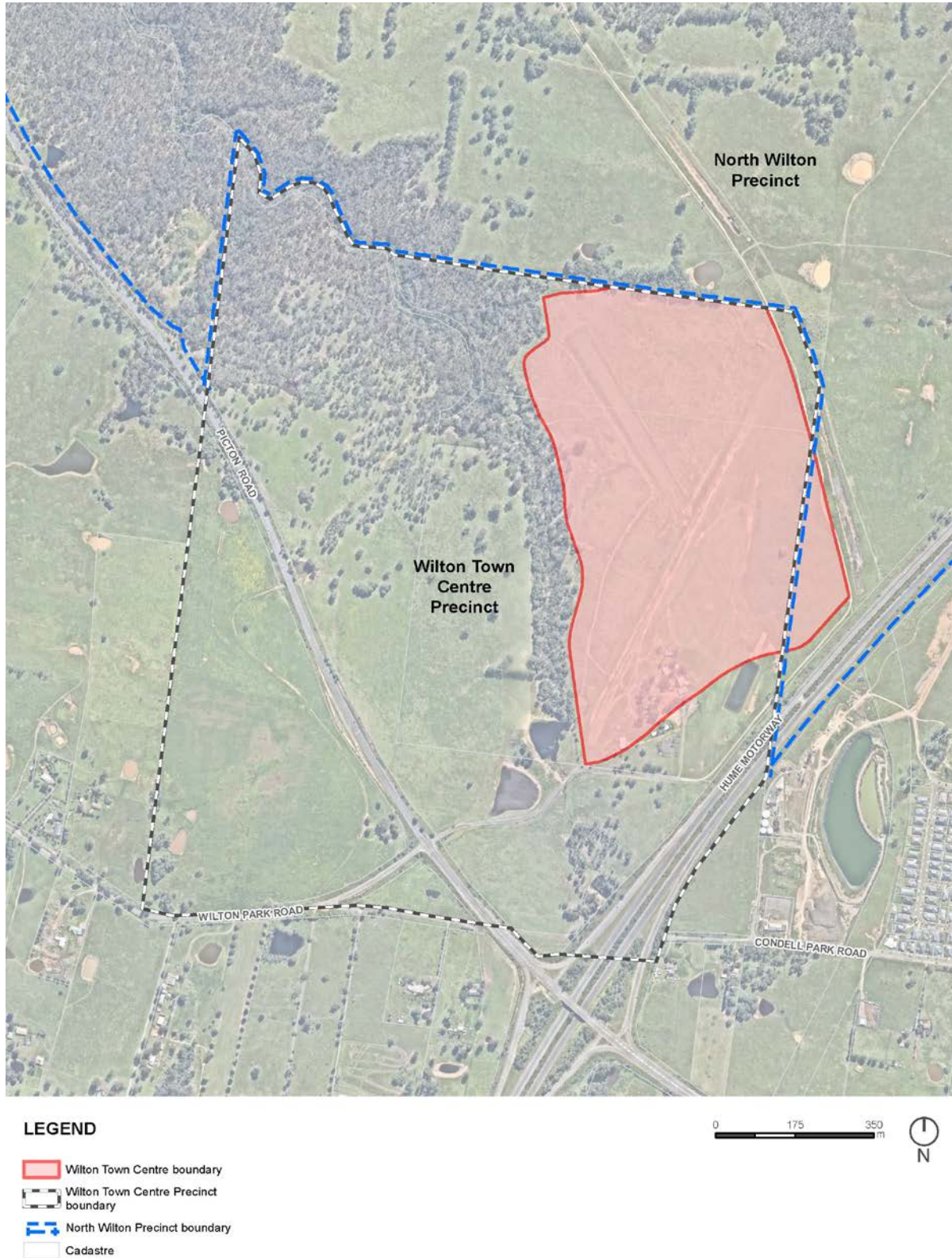


Figure 2: Location of Wilton Town Centre

1.2.1 Wilton Town Centre Precinct Structure Plan

The Wilton Town Centre Precinct comprises approximately 193 ha of land at the centre of the Wilton Growth Area. Wilton Town Centre includes about 46.8 ha of land in the north-east of the Wilton Town Centre Precinct, to which this part of the DCP applies (see **Figure 2**).

The balance of land within the Wilton Town Centre Precinct is subject to other parts of the DCP (see **Figure 3** and **Table 1**).



Figure 3: Key areas of the Wilton Town Centre Precinct

Table 1: Key areas of the Wilton Town Centre Precinct and key parts of the DCP

Key area within the Wilton Town Centre Precinct	Parts of the Wilton Town Centre DCP that provide specific planning controls for development of the area
Wilton Town Centre	This part of the DCP, known as Part 7 Wilton Town Centre
Residential area (west of Wilton Town Centre)	Part 4: Development in Residential Areas
Employment land (south of Wilton Town Centre)	draft Part 6: Employment
Environmental conservation area	Part 5: Sustainability & Biodiversity

1.2.2 North Wilton Precinct

The North Wilton Precinct comprises approximately 920 ha of land in the north-east of the Wilton Growth Area. The North Wilton Precinct includes approximately 3.2 ha of land to the south of the North Wilton Precinct, to which this part of the DCP applies (see **Figure 2**).

1.3 How to use this part of the DCP

This part of the DCP provides specific controls for the Wilton Town Centre in addition to the general controls and specific land use controls in the DCP. The provisions of this section apply to development in Wilton Town Centre and will prevail where there is any inconsistency with other parts of this DCP.

This part of the DCP is comprised of six sections (see **Table 2**).

Table 2: Document structure

Section	Title	Description
Section 1	Introduction	Provides general information about this part of the DCP, including applicability, context of Wilton Town Centre within the Growth Area, the planning hierarchy and relationships between this part of the DCP and other documentation
Section 2	Vision	Provides a high-level framework to guide future planning design and development. The vision, objectives, key components and desired outcomes for Wilton Town Centre provide guidance
Section 3	Urban structure	Provides a framework of principles, objectives and development controls to guide development
Section 4	Relationships to public space	Provides objectives and controls for key streets and interfaces with public spaces
Section 5	Built form	Provides a framework of objectives and controls to encourage an integrated and high-quality built environment
Section 6	Parking	Provides objectives and controls for on- and off-street parking

1.4 Hierarchy of documents

1.4.1 Wilton 2040

This part of the DCP implements *Wilton 2040 — A Plan for the Wilton Growth Area* vision and objectives for Wilton Town Centre.

1.4.2 Other parts of the DCP

This part of the DCP is to be read in conjunction with all other parts of the DCP and **Schedule 3 Wilton Town Centre Precinct**. If there are inconsistencies between this part and other parts of the DCP, this part takes precedence.

1.4.3 Precinct structure plans and neighbourhood plans

Neighbourhood plans and subsequent development applications (DAs) must comply with the relevant Precinct Structure Plan and this part of the DCP.

1.5 Implementation

In accordance with **Part 2 Precinct Planning Outcomes** and **Part 3 Neighbourhood and Subdivision Design** of this DCP, proponents in the Wilton Town Centre Precinct must prepare a neighbourhood plan, a detailed Urban Design Concept Plan, and a management plan for the Wilton Town Centre, which must comply with this part of the DCP.

One **Neighbourhood Plan** for Wilton Town Centre must cover all land to which this part of the DCP applies (see **Figure 1**).

Part 2 and **Part 3** of this DCP provide more detail on the requirements of a neighbourhood plan.

A detailed **Urban Design Concept Plan** must accompany the Wilton Town Centre Neighbourhood Plan. Proponents may support this plan with development guidelines that set out more design details based on the principles of this of the DCP and describe the implementation plan for the design. The detailed Urban Design Concept Plan must be consistent with the preliminary Urban Design Concept Plan, which provides the urban design framework for future planning and design of the Wilton Town Centre. In particular, the detailed Urban Design Concept Plan must include:

1. finer details of the distribution of all public spaces that are required within Wilton Town Centre, including details of the connectivity between these public spaces;
2. building form envelopes and active frontages throughout Wilton Town Centre, to provide for clear built form outcomes; and
3. details of vehicular access, parking and service access within the Town Centre Core, to ensure that site frontage provides and supports high-quality walking and cycling amenity for a vibrant, activated centre.

Along with the neighbourhood plan, the detailed Urban Design Concept Plan and development guidelines will govern each subsequent DA. The detailed Urban Design Concept Plan may vary from the preliminary Urban Design Concept Plan, provided that the detailed Urban Design Concept Plan delivers the same intent. Any such variation will only be supported if it is fully justified within relevant detailed plans and documentation.

Proponents must prepare a **management plan** with Council all publicly accessible areas that will be retained in private ownership and management. The management plan ensures that Wilton public spaces will be maintained as public spaces in perpetuity and ensure efficient ongoing management.

2 Vision

Wilton Town Centre will be a welcoming and vibrant place for people, with a well-connected hub providing services and facilities to meet the needs of the community and region.

2.1 Objectives

A strategic regional destination

1. Deliver Wilton Town Centre as the highest order centre in the Growth Area and the only Strategic Centre in Wollondilly, providing regional services, district-level shopping, destination restaurants, entertainment opportunities and civic uses.

Compact and vibrant

2. Provide a high-quality, vibrant, and pedestrian and cycle friendly centre integrated into its unique and attractive landscape setting.
3. Develop around a compact, fine-grained and multifunctional Town Centre Core.

Supportive mix of land uses

4. Support the early delivery of a mix of uses to establish momentum in Wilton Town Centre.
5. Provide for an integrated and supporting mix of land uses as well as quality residential opportunities for people to enjoy all the benefits of urban living, supported by employment lands south of the Centre.
6. Deliver a successful urban fabric that builds coherently as the Centre grows and provides for orderly development that aligns with infrastructure provision, including community facilities to support new communities.

A sense of place

7. Contribute to the establishment, growth and character of Wilton Town Centre.
8. Provide a connected place defined by the integration of a public K–12 school, district-level recreational open space, community facilities, civic buildings and public spaces, including the town square and main street at the heart of the Centre.
9. Provide a variety of community and urban spaces that cater for a range of community uses, activities, cultural events and gatherings, and encourage the bringing together of the local community.
10. Promote design excellence.

Healthy and equitable

11. Support the health and wellbeing of local residents, workers and visitors in accordance with the *Wilton Health and Wellbeing Strategy*, offering every person the opportunity to live well by promoting and providing:
 - physical activity, transport choice and accessibility
 - access to employment and education opportunities
 - social infrastructure, housing diversity and affordability
 - access to healthy food
 - a desirable and safe public domain
 - opportunities for recreation and entertainment

- access to the natural environment
- a sense of place and community identity.

Well-connected

12. Provide for a healthy, accessible, pedestrian and cycle friendly centre, that prioritises active transport and is well-serviced by public transport.
13. Deliver a street hierarchy that is efficient, and provides safe and balanced movement, including active transport modes, public transport, private vehicles, service vehicles and freight.
14. Provide for safe, convenient and direct access to, from and within Wilton Town Centre.
15. Provide well-connected communities with access to a range of jobs, services and housing within Wilton Town Centre.
16. Deliver a centre with strong connections to the wider Wilton Growth Area that leverages connections from the Hume Motorway, as well as providing regional access to Campbelltown, Western Sydney and Wollongong, and from new strategic roads that improve links within Wollondilly Shire.

A productive centre

17. Provide balanced social, economic and environmental outcomes.
18. Co-locate jobs, services and planning for integrated transport options to drive efficiency, support businesses and services, and drive local employment and the local economy.
19. Promote a varied built environment that responds to landscape and the character of the area, improving liveability by:
 - using green infrastructure
 - creating green spaces and streetscapes that provide visual amenity
 - reducing heat island effect
 - reducing the environmental footprint
 - enhancing ecosystems
 - creating passive recreation opportunities.
20. Deliver active, safe and human-scale streetscapes and public spaces that respond to and integrate with land uses.
21. Deliver integrated design of public and private spaces to provide for an open and inclusive Centre.
22. Retain, create and enhance significant views and vistas to public places and landscape features.

Public- and open-space network

23. Create a clear network and hierarchy of public and open spaces that provide for active and passive activities, including sporting fields, small parks and urban spaces that suit social gatherings.
24. Create the opportunity for celebration, commemoration, cultural expression and gatherings in public spaces.
25. Integrate urbanised areas with the Byrnes Creek conservation corridor through green landscape 'fingers' and key green streets.

26. Contribute to the regional open space network of the Western Parkland City and deliver sustainable communities.
27. Promote high-quality streetscapes that are spatially defined both by the public street reserve and by building frontages that deliver activation and street containment.

Sustainable

28. Ensure that new development applies the principles of ecologically sustainable development and facilitates the delivery of a low-carbon precinct.
29. Deliver a sustainable centre that supports the wellness of visitors, workers and residents.
30. Support design innovation and creativity to deliver a high standard of architectural and landscape design in any new developments within Wilton Town Centre.
31. Establish ongoing arrangements to secure sustainable planning and management of Wilton Town Centre.
32. Deliver a quality landscaped urban environment that favours indigenous species to provide shade, comfort and amenity and to reduce urban heat.
33. To deliver 40% tree-canopy cover within Wilton Town Centre.

2.2 Key components of Wilton Town Centre

Wilton Town Centre comprises five key areas (see **Figure 4**). A brief description and desired future character for each of these key areas follows.

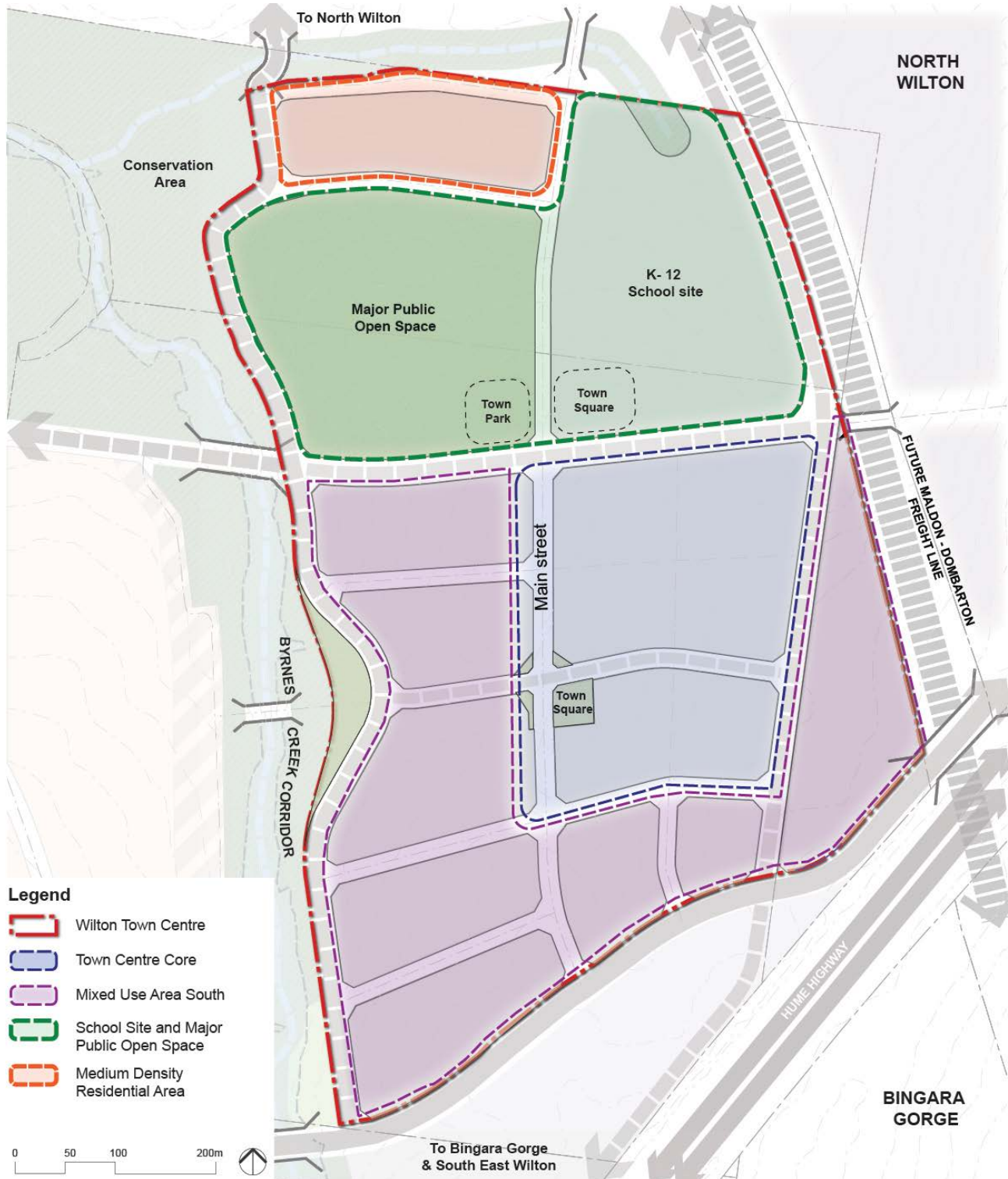


Figure 4: Key components of Wilton Town Centre

2.2.1 Town Centre Core

2.2.1.1 Desired future character

The Town Centre Core is south of the main east-west collector road, school site and major public open space. This area will contain the main concentration of major retailing, civic and cultural functions and aims to be the epicentre of the new regional strategic centre.

The Town Centre Core will support a diverse, fine-grained, mixed-use centre, including entertainment, retail support opportunities and commercial businesses along with residential uses above street level. The layout and intensification of land uses within the Town Centre Core ensures that Wilton Town Centre will maintain its commercial viability and position within the hierarchy of the Growth Area as it develops and matures.

The Town Centre Core includes a range of key public spaces, including the town square and main street, along with the fine-grained permeability provided by a network of pedestrian retail laneways.

Main street

The main street of Wilton Town Centre will form a central spine of activated street life that prioritises pedestrian movement and connects key destinations. The main street will be a tree-lined, people-centric environment and a key focus for street-based retail activity. The main street will integrate with the wider public space, movement network and encourage social interaction.

Town square

The town square within the Town Centre Core will be a critical urban plaza surrounded by activated frontages, including a mix of cafes, restaurants and shopfronts, spilling into the public domain with no apparent delineation of public and private property boundaries.

The edges of the town square will reinforce a sense of enclosure and intimacy, and safeguard sunlight access to the plaza during winter.

The town square will form the southern anchor of the main street and provide for key green links to the Byrnes Creek conservation corridor. The town square will prioritise pedestrian movement through using well-considered design and surface treatments and facilitating low-volume, low-speed traffic and cycle movements. It will deliver high-quality urban landscape design, including integrated street furniture, lighting, signage, public art and water elements for activation and to modify the microclimate.

2.2.1.2 Development principles and outcomes

- **Town Centre Core:** Create, strengthen and retain as the premier pedestrian-orientated location for shopping, restaurants and entertainment services within the Centre
- **Retail and mixed-use area:** Create a focus for commercial premises, complementary light-industrial uses and other suitable uses that will strengthen the Town Centre Core as the heart of the Centre
- **Town square:** Activate the edges of the town square to provide for opportunities for integration with surrounding development. Consider the entire site as a central urban public space and design it to include a range of intimate spaces within the town square to provide for diversity in its use by the community
- **Town centre main street:** Create a high-quality, pedestrian-friendly main street by encouraging active frontages and wide footpaths with street tree plantings and awnings. Locate vehicle and service access away from the main street edges to enhance the pedestrian setting. Provide for low vehicular speeds
- **Bus hub:** Provide a site for a future bus hub that is centrally located and well-connected

- **Proposed through-site pedestrian connections:** Harness the development potential to create activated through-site links, such as streets, laneways and open-air pedestrian retail laneways. Use the street pattern and pedestrian-priority crossings to integrate pedestrian movement within and through Wilton Town Centre
- **Walking and cycling:** Promote walking and cycling within Wilton Town Centre, linking the Town Centre Core to other key destinations, such as the school site, community facilities, major public open space and town park. Provide links to the surrounding residential neighbourhoods, employment areas and mixed-use areas

2.2.2 Mixed-use area (south)

2.2.2.1 Desired future character

This mixed-use area forms the southern end of Wilton Town Centre, framing the Town Centre Core to the west and south and providing an interface with the Byrnes Creek conservation corridor.

The mixed-use area (south) will provide a range of housing, commercial and small-scale retail opportunities to become a cosmopolitan lifestyle and employment destination where residents can live, work, play and shop within a vibrant and activated centre. This area will accommodate long-term change and intensification to cater for the growing retail and commercial functions of the Town Centre Core and deliver a range of innovative commercial, retail and residential typologies.

2.2.2.2 Development principles and outcomes

- **Mixed-use areas:** Promote incremental change of fringe areas that support the Town Centre Core with complementary uses, including mixed-use buildings and complementary residential development. Promote incremental change of the mixed-use fringe areas near the employment lands
- **Potential civic precinct:** Create a precinct dedicated to future civic and cultural uses that strengthens relationships with the town park, community facilities, school site and major public open space and contributes to the sense of place within Wilton Town Centre

2.2.3 The school site and major public open space

2.2.3.1 Desired future character

This area forms the northern anchor of Wilton Town Centre and the main street, ensuring that the school site and district-level active sports fields integrate into the heart of the Centre and connect to local residential communities. This area also provides a highly activated concentration of key community assets immediately north of the main street, including the town park and multipurpose community facility within the school site.

Major public open space

The major public open space will be the sustainable green heart of Wilton Town Centre and a central active recreational hub for both the school and the Wilton community. The major public open space will incorporate a range of recreation facilities that cater to active and passive uses across age groups and demographics, demonstrate water-sensitive urban design (WSUD) and provide for deep-soil planting.

Town park

The town park will integrate with the south-eastern corner of the major public open space. Along with the adjacent community facilities, this will form the northern anchor of the main street and Town Centre Core.

2.2.3.2 Development principles and outcomes

- **School site:** Create the opportunity to provide a school within Wilton Town Centre, that will play an important role in the community and contribute to an active and diverse town centre
- **Major public open space and town park:** Create a publicly accessible major public open space co-located with the school site and town park for the enjoyment of the community. Incorporate a tree-lined share way between the open space and the school site
- **Community facilities:** Create the opportunity to provide community facilities that integrate into the heart of Wilton Town Centre. Such facilities will be co-located with the school site and connected to the potential civic precinct, main street and Town Centre Core

2.2.4 Medium density residential area

2.2.4.1 Desired future character

This area is in the north-western corner of Wilton Town Centre, framing the northern edge of the main public open space and interfacing with the Byrnes Creek conservation corridor. The location of this area is ideal for supporting the Centre with a variety of housing near the Town Centre Core, major public open space and school site.

2.2.4.2 Development principles and outcomes

- **Medium density:** Consider the interface (access and address) between the medium density residential area and the adjacent school site and major public open space. Maximise outlook and views from the medium density development into these sites and the adjoining Byrnes Creek conservation corridor

2.3 Land use strategy

2.3.1 Objectives

1. Provide for a mix and distribution of land uses that drive the growth of Wilton Town Centre.
2. Provide for a variety of land uses, including retail, residential, commercial, entertainment, recreation and community uses to serve the needs of the wider community and promote an active and vibrant centre.

2.3.2 Controls

1. Land uses should generally comply with those in **Figure 5**.
2. Wilton Town Centre will evolve over time to deliver the key elements and outcomes set out in **Table 3**.

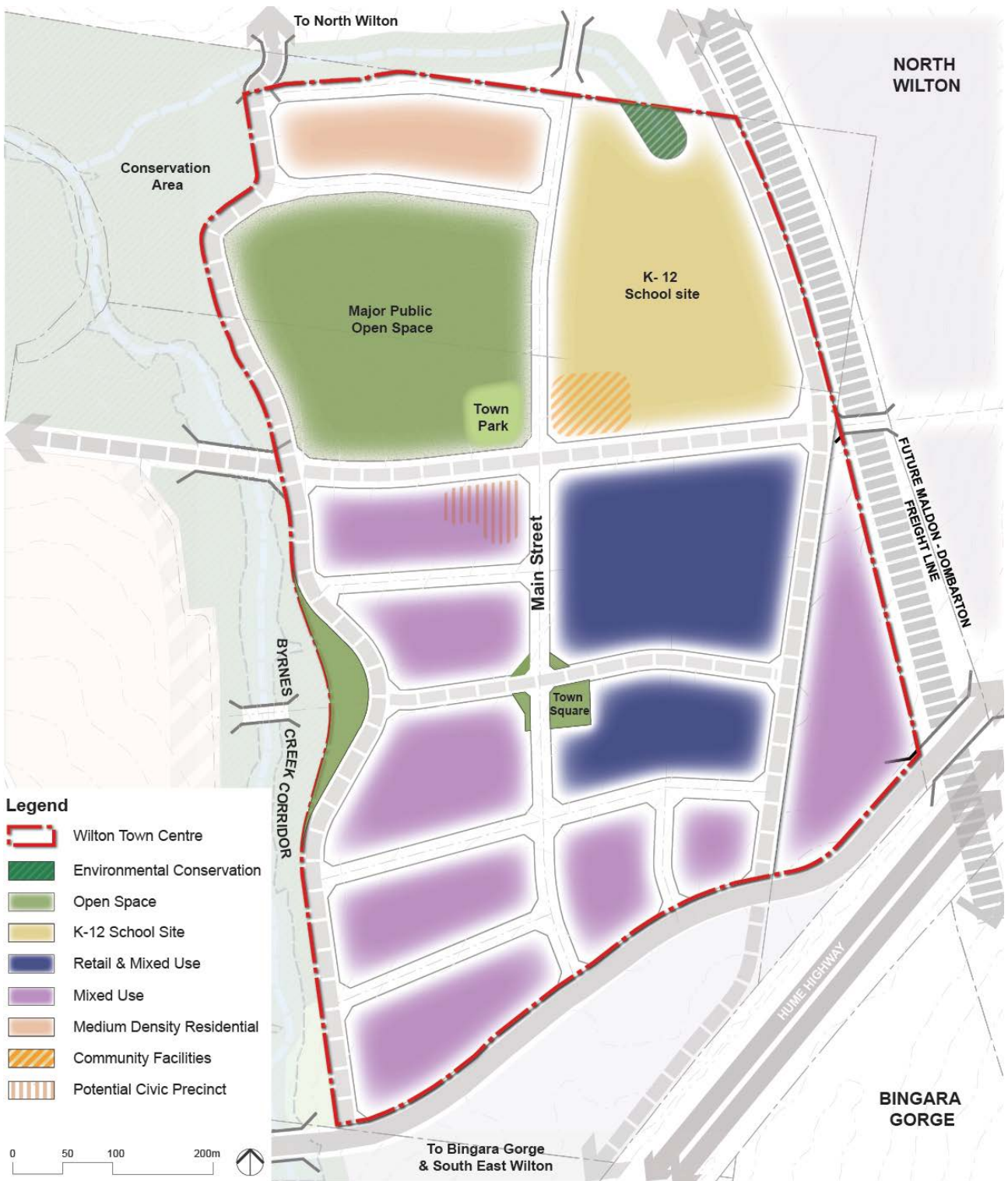


Figure 5: Land use strategy

Table 3. Key land use outcomes and deliverables

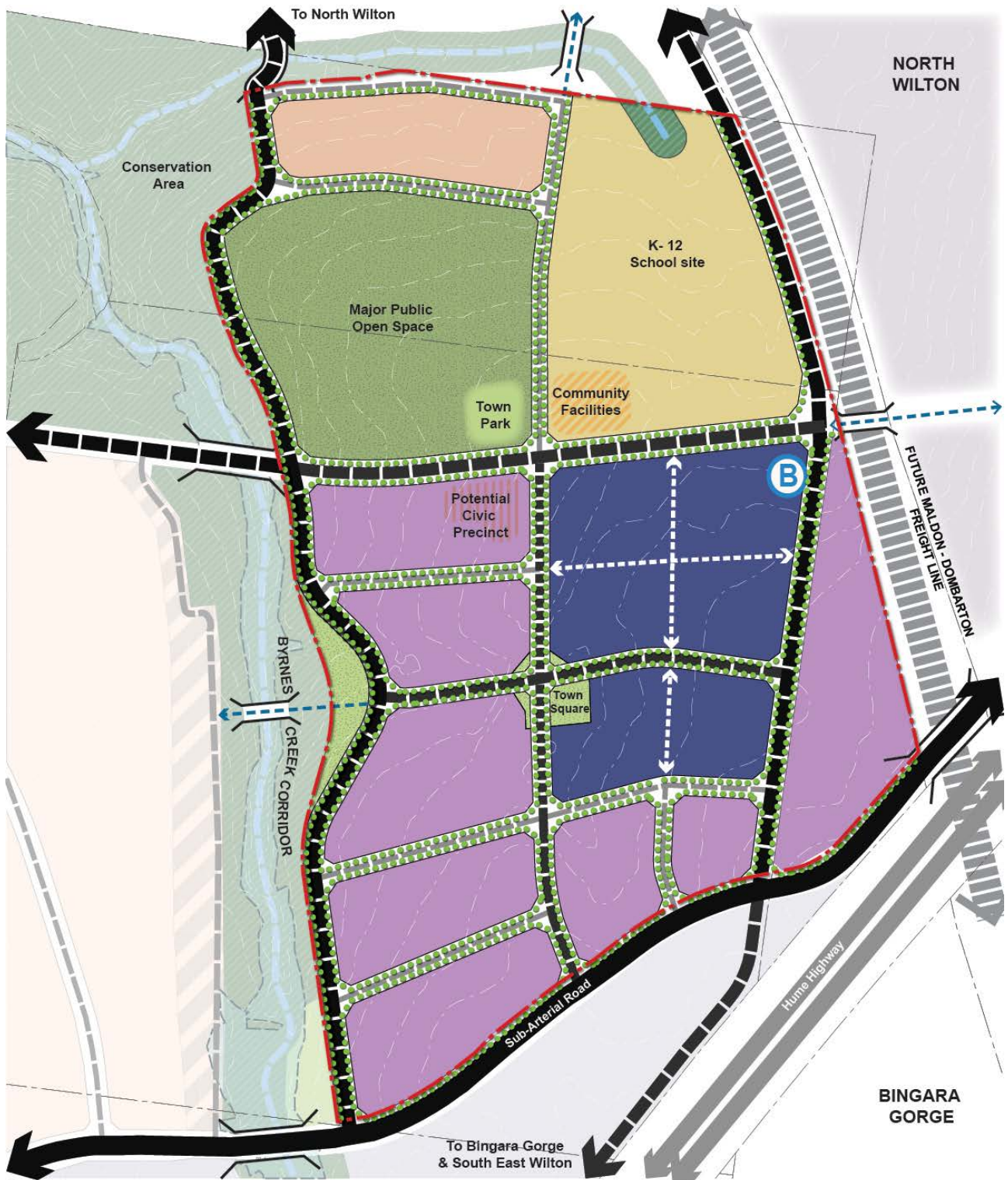
Element	Description
Civic	Provide for a civic precinct including a civic administrative building of approximately 3,500m ² gross floor area (GFA)
Community	Provide for community facilities co-located with educational facilities
Educational	Provide a 6.5-ha school site for a new public K–12 school
Employment	Maximise employment opportunities within the Wilton Town Centre and significantly contribute to delivering 15,000 jobs across the Wilton Growth Area
Open space	Provide for approximately 7 ha of district-level public open space including: <ul style="list-style-type: none"> • a multiuse double playing field • a town park in the south-west corner co-located with community facilities and the potential civic precinct at the northern end of the Wilton main street • a 1,500 m² town square.
Public transport	Deliver a bus hub in the Town Centre Core
Residential	Incorporate higher density housing and mixed-use development within the Town Centre Core, the mixed-use area (south) and medium density residential area north of the major public open space
Retail	Deliver an activated main street linking the school and major public open space to the central town square. Enable residential and commercial uses to include: <ul style="list-style-type: none"> • office and retail services • at least 2 full-line supermarkets of approximately 3,000 to 4,000 m² each • a discount supermarket • specialty supporting shops of approximately 20,000 m² • cafe and food services.

2.4 Urban design framework

Wilton Town Centre preliminary Urban Design Concept Plan provides a framework to guide future detailed design and development.

The preliminary Urban Design Concept Plan graphically represents Wilton Town Centre objectives, the land use strategy, and desired principles and outcomes for key components.

Future detailed planning and design of Wilton Town Centre should generally comply with the structure and uses set out in **Figure 6**.



Legend

Wilton Town Centre Boundary	Land uses	Movement	Proposed Bus Hub
Cadastre Boundaries	K - 12 School Site	Hume Highway	Proposed Local Roads
Contours 2m	Retail & Mixed Use	Future Maldon-Dombarton Freight Rail Corridor	Proposed Through Site Pedestrian Links
Indicative Creeklines & Waterways	Mixed Use	Proposed Sub-Arterial Road	Key Pedestrian Connections
Flooding	Medium Density Residential	Proposed Collector Roads	Proposed Bridges
Environmental Conservation	Community facilities	Proposed Town Centre Main Street	
Public Open Space	Potential Civic / Administrative Buildings		

Figure 6: Preliminary Wilton Town Centre Urban Design Concept Plan

3 Urban structure

3.1 Public and open space

Wilton Town Centre includes prominent key public, civic and community places that will facilitate an active, vibrant environment and deliver a desirable place to live, work, shop and play.

These key public spaces form the foundation of Wilton Town Centre and include:

- a major public open space, including active sports fields and a town park in the south-east corner
- a town square integrated into the Town Centre Core, providing a focus for community and civic uses
- a new K–12 school site
- a multipurpose community facility integrated into the south-west corner of the school site

Refer to **Section 4.1 Key streets and** for objectives and controls relating to key streets in Wilton Town Centre.

3.1.1 Objectives

1. Ensure there are enough public open spaces and community uses to meet the needs of the future population.
2. Provide a variety of high-quality public spaces that cater for a range of activities and allow for social interaction.
3. Ensure that public spaces are designed in a way that recognises the setting and location and allows for a seamless transition between public and private space.
4. Deliver public spaces that are clearly public in design and detail.

3.1.2 Controls

1. The design and location of key public and open spaces should generally comply with the public and open space network plan in **Figure 7**.
2. The design of development must accord with the character and quality of key places and strengthen relationships and connections (see **Figure 7**).
3. Key public spaces should comply with the desired future character set out in **Section** Error! Reference source not found. Error! Reference source not found. of this part of the DCP.
4. The town park design should:
 - i. accommodate a range of active and passive recreational opportunities and community events within Wilton Town Centre context;
 - ii. provide a flexible layout to maximise use and adapt to community needs over time; and
 - iii. achieve a high level of connectivity to adjoining land uses, including the multipurpose community facility, school site and main street.

5. The town square design should:
 - i. provide an urban, vibrant, interactive public space with cafes and outdoor dining;
 - ii. incorporate outdoor-seating areas for retail tenancies that will open onto the town square; and
 - iii. provide for a range of spaces that include opportunities for informal seating and intimate spaces for social interaction and community events.
6. Any DA seeking approval for the design of any of the key public spaces must include a statement outlining how the design addresses the desired future character and outcomes set out in **Section 2.2 Key components of Wilton Town Centre** and other controls set out in this part of the DCP.
7. All materials, including paving and surface treatments, must conform to relevant standards for durability. Paving must feature non-slip surface textures. Surface treatments must be strong enough to withstand use by light automobiles, service vehicles, pedestrians and bicycles.

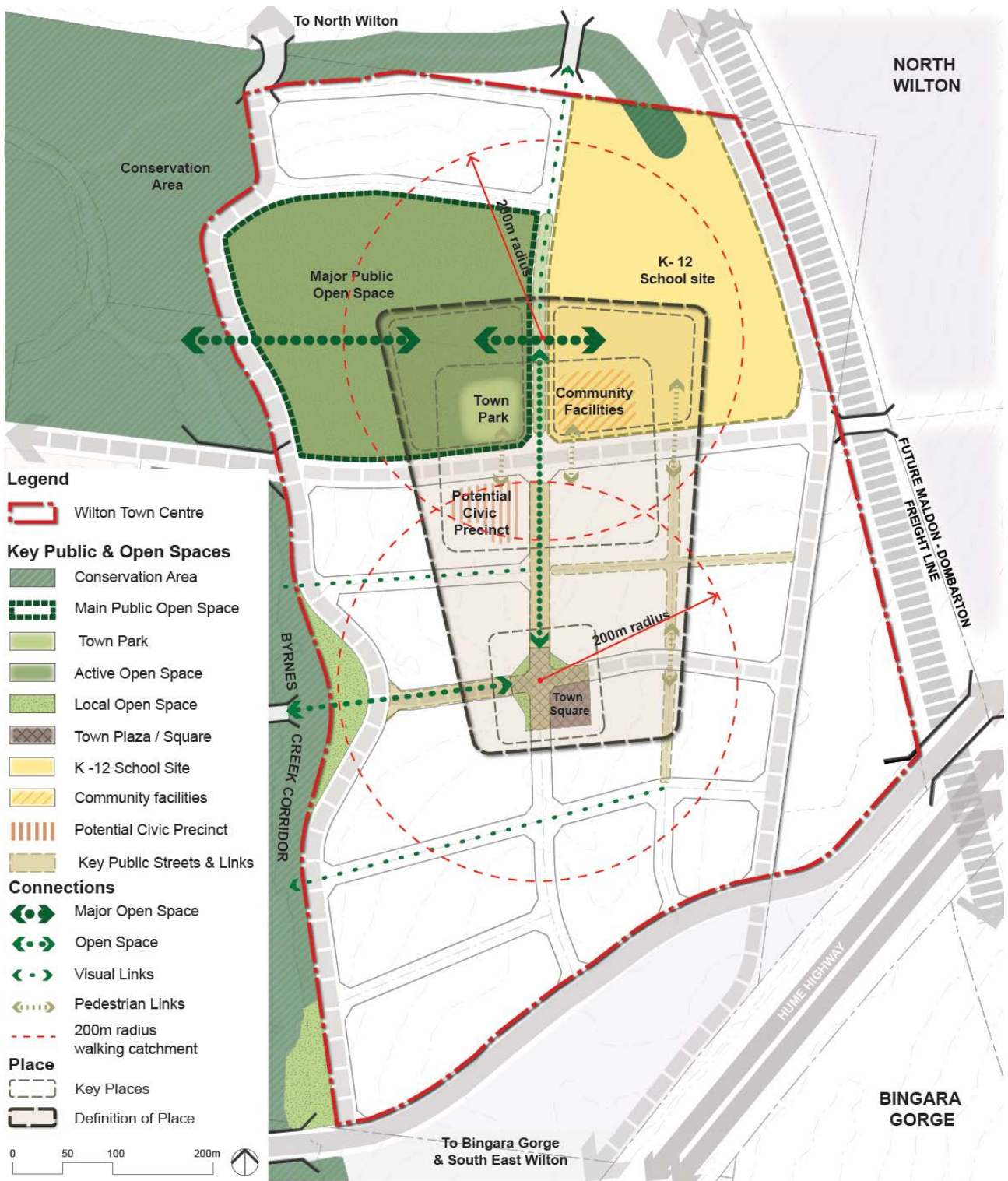


Figure 7: Public and open space network

3.2 Views and vistas

Wilton Town Centre will retain and build on key sightlines, places and local landscape features.

3.2.1 Objectives

1. Ensure that the development pattern, building siting and built form consider creating, retaining and enhancing significant views and vistas from, into and within public spaces and a private properties.

3.2.2 Controls

1. Development should establish, maintain and enhance key views and vistas to comply with the plan set out in **Figure 8**.
2. Detailed design of Wilton Town Centre must identify further opportunities to maximise views and vistas to, from and within Wilton Town Centre. The Neighbourhood Plan, detailed Urban Design Concept Plan and site-analysis plans for DAs should identify these opportunities.
3. Development should include building heights of an appropriate scale to maintain key views and sensitive integration with the surrounding landscape.

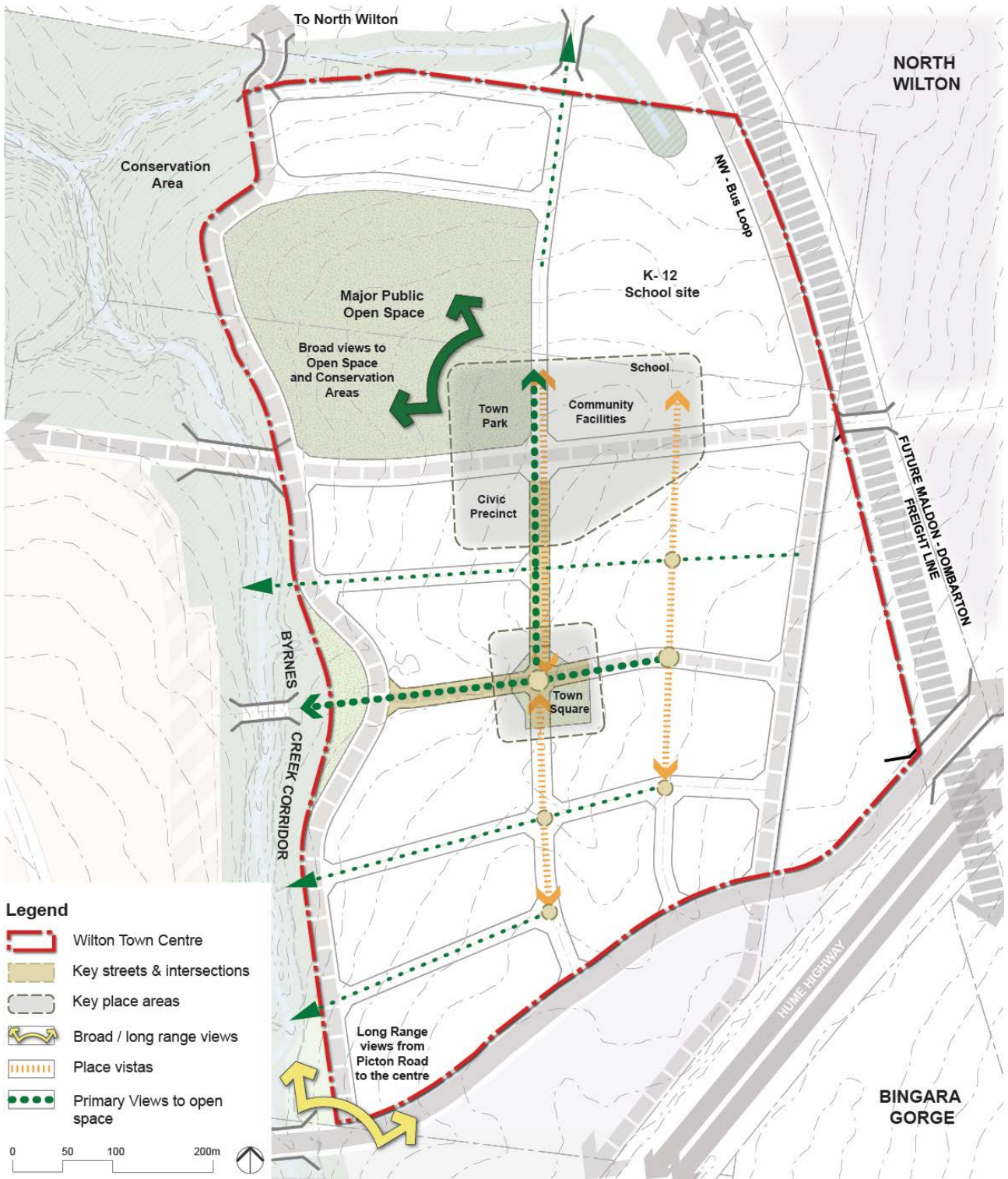


Figure 8: Views and vistas

3.3 Walking and cycling network

3.3.1 Objectives

1. Create a walkable and cycle-friendly centre connecting to open space, services and public transport.
2. Encourage walking and cycling for local trips to promote community interaction and reduce local traffic generation.
3. Provide for direct, convenient and safe walking and cycling routes to key destinations, such as the Town Centre Core, school, community facilities and the public transport bus hub.
4. Provide recreational walking and cycling routes that reflect and take advantage of the unique natural landscape and open spaces.
5. Address topographical constraints and barriers to walking and cycling connectivity.

3.3.2 Controls

1. Walking and cycling networks must generally comply with the plan set out in **Figure 9**.
2. Detailed design of Wilton Town Centre should have regard to proposed adjoining land uses and ensure a high level of walking and cycling connectivity between Wilton Town Centre and the surrounding development.
3. Streets must prioritise walking, with low-speed traffic lanes and generous street landscaping for amenity and shade.
4. Development must provide walking footpaths and cycle paths that generally comply with the street sections set out in **Figure 13** to **Figure 18**.
5. Development must provide the following new walking and cycling connections:
 - i. a dedicated walking and cycle bridge that aligns with the new east-west collector road across the potential Maldon–Dombarton freight rail corridor;
 - ii. a walking and cycling connection integrated into the sub-arterial road crossing the potential Maldon–Dombarton freight rail corridor; and
 - iii. opportunities for multiple new cycling connections that connect the Centre west to supporting residential development across the Byrnes Creek corridor.
6. Design of the bus hub must integrate bicycle storage facilities.
7. Development must provide for bicycle racks and other supporting cycle infrastructure in convenient and accessible locations within retail and commercial areas and near key destinations. These destinations include community facilities, the civic precinct, the school entrance, major public open space and the town park. Bicycle racks and other supporting infrastructure must be integrated with the design of streets and open spaces.
8. Development must provide end-of-trip facilities in places of employment to encourage walking and cycling as alternative modes of transport. Requirements for end-of-trip facilities must be consistent with draft **Part 6 Employment** of this DCP.

9. The Neighbourhood Plan, supporting detailed Urban Design Concept Plan and supporting design guidelines must include further refinement of the proposed walking and cycling network, including proposed signalised intersections and pedestrian crossings in collaboration with Council, Transport for New South Wales and local bus operators (where relevant).

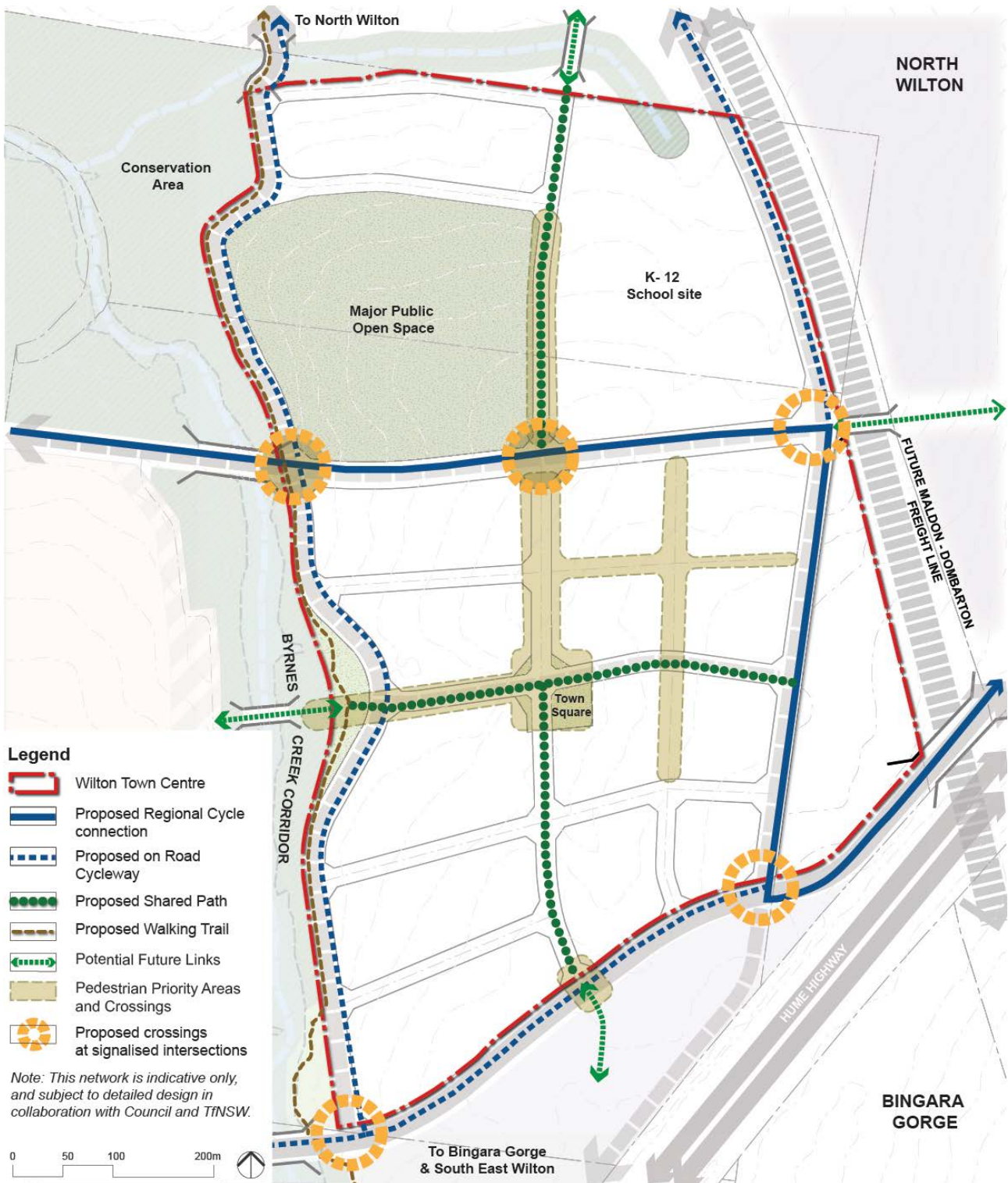


Figure 9: Walking and cycling network

3.4 Public transport

3.4.1 Objectives

1. Ensure that development provides for the timely delivery of new streets, paths and public transport infrastructure.
2. Deliver a functional and sustainable bus network connecting key attractors along collector roads.
3. Integrate a bus hub facility into the Town Centre Core.
4. Minimise private vehicle traffic in key places including the Wilton Town Centre main street.
5. Ensure that land in the Maldon–Dombarton rail corridor is protected for possible future rail transport needs.

3.4.2 Controls

1. Development must provide for a bus network along collector roads that generally complies with the plan set out in **Figure 10**.
2. Development must provide for bus stops in areas of high pedestrian traffic and activity.
3. Where routes are part of the bus network, the street design must provide well-dimensioned sections to cater for required bus movement. Development must particularly consider intersection design and street tree planting.
4. The Neighbourhood Plan, detailed Urban Design Concept Plan and supporting design guidelines must include further refinement of the proposed bus network in collaboration with Council, Transport for NSW and local bus operators.

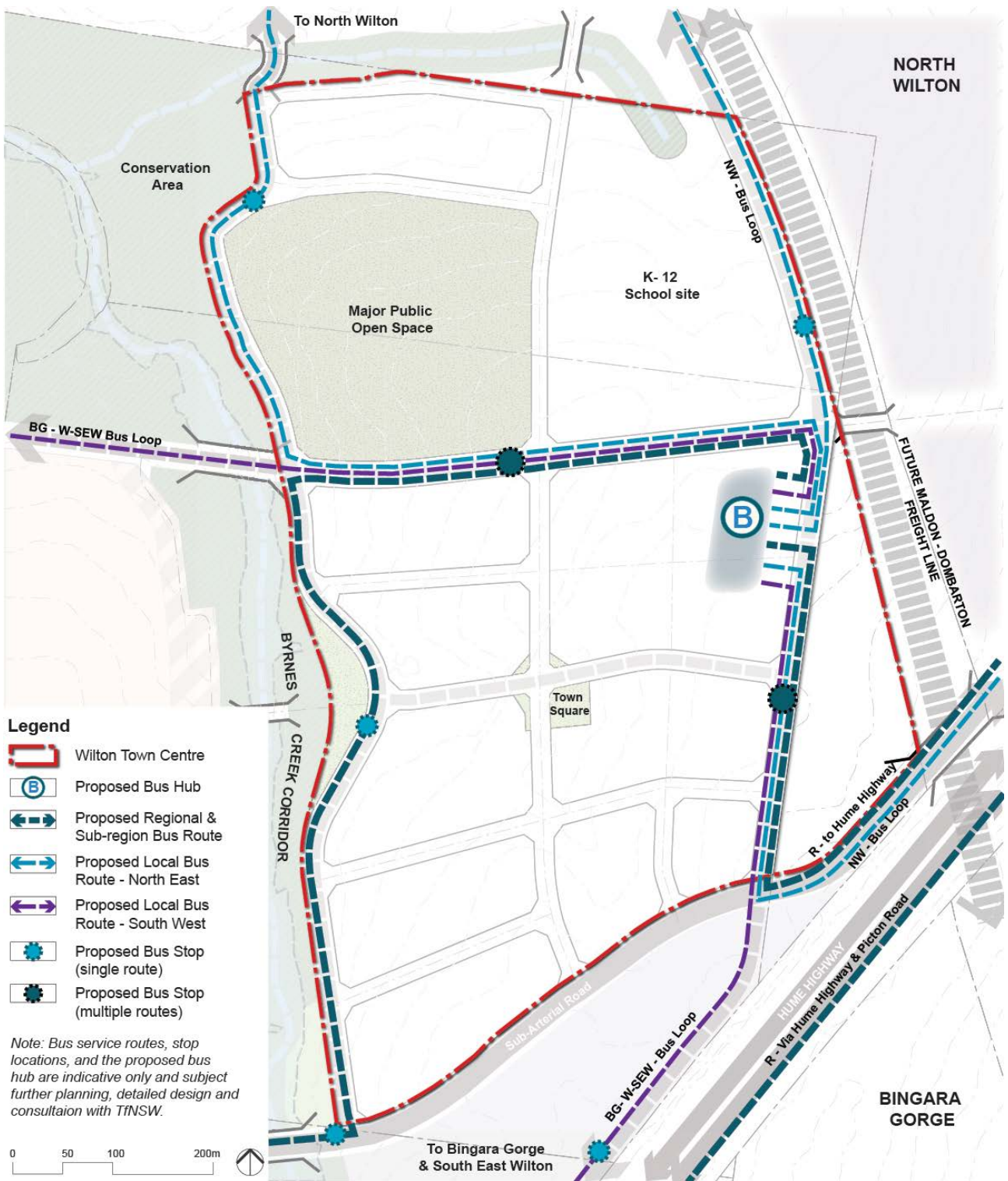


Figure 10: Indicative public transport plan

3.5 Street network

3.5.1 Objectives

1. Create a robust street network that prioritises walking, cycling and other active transport
2. Deliver a street network and hierarchy that is accessible, permeable and efficient, and that balances the movement of active transport modes, public transport, private vehicles and service vehicles.
3. Provide for safe, convenient and direct access to, from and within Wilton Town Centre.
4. Minimise conflicts between through movement, local movement, the amenity of pedestrian retail areas and residential amenity.
5. Provide perimeter streets and roads to conservation areas, public open spaces and potential bushfire hazard areas.
6. Provide a street network that can accommodate the potential Maldon–Dombarton freight rail corridor.
7. Deliver a street network that leverages strong regional connections to the Hume Motorway.
8. Provide for a smaller scale street network with pedestrian promenades and through-site links that prioritises pedestrian and cycling accessibility in the Town Centre Core and near key public spaces.

3.5.2 Controls

1. The new street network must provide a series of pedestrian laneways, through-site links and arcade links to prioritise movement of people throughout Wilton Town Centre.
2. Development must provide for a street hierarchy and network that generally complies with the plan set out in **Figure 11**.
3. Development must deliver key streets that comply with **Section 4.1 Key streets and**
4. Development must provide strong district access to the school site and major public open space.
5. All proposals must align with the principles of the Western Sydney Street Design Guidelines from the Western Sydney Planning Partnership Organisation. This includes that the design of footpaths must include a vegetated or permeable buffer between the footpath and road kerb to attenuate stormwater flows and remove pollutants.
6. Through-site links are required where the distance between streets and lanes is greater than 80 m in the Town Centre Core.
7. Design and traffic management measures must be incorporated within and surrounding Wilton Town Centre to produce a low-speed, pedestrian-friendly traffic environment, particularly at and around the town square, along the main street and at interfaces with key pedestrian connections.
8. Strategies to achieve the outcomes of the street network must be identified in the DA submission and include design approaches; mitigation measures; street treatments; intersection treatment and design; and other strategies to manage movement to, from and within Wilton Town Centre.
9. Development must provide an appropriate mix of on-street parking for all streets to assist the viability of retail uses with street activation (refer to **Section 6 Parking** of this part of the DCP).

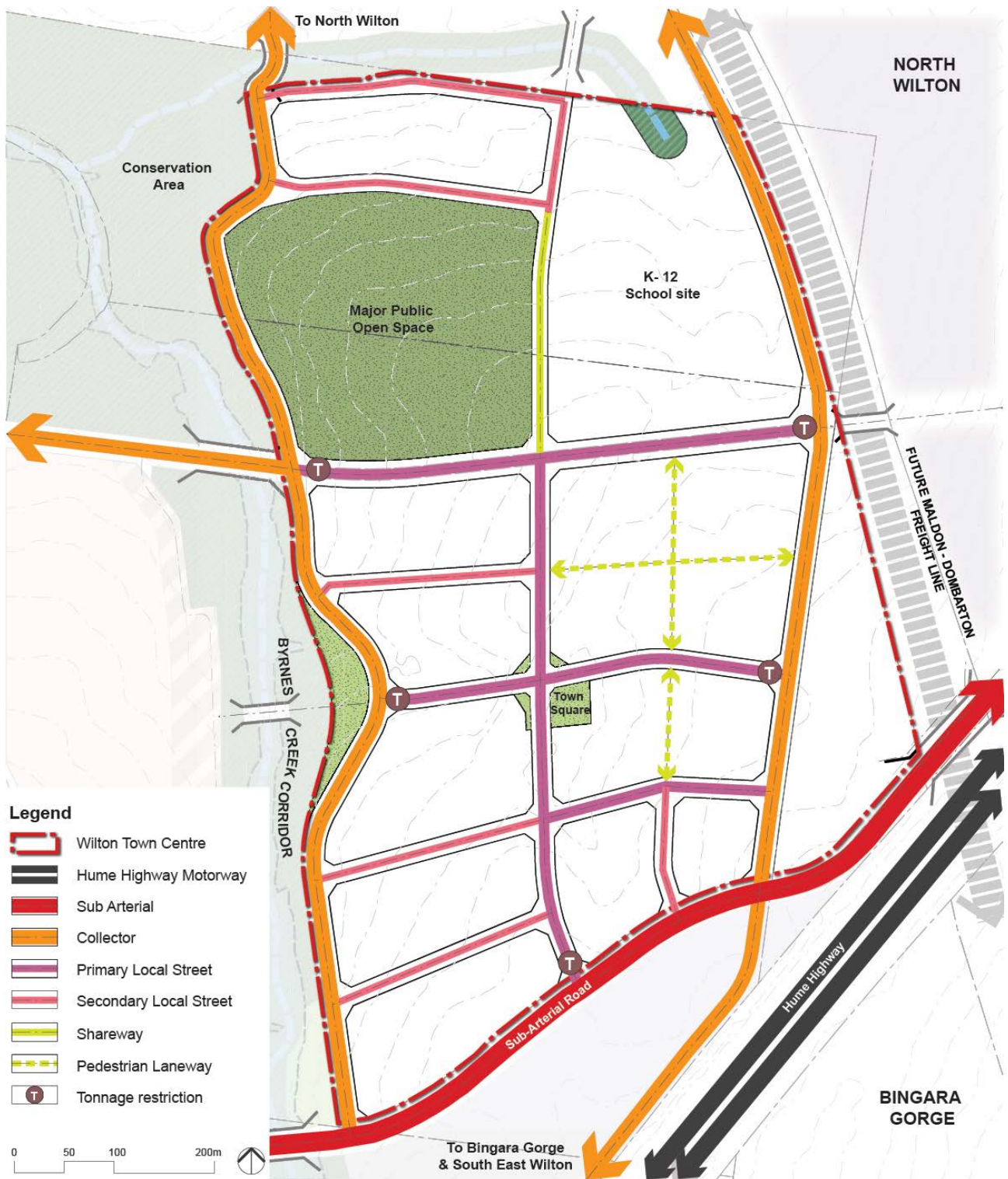


Figure 11: Street hierarchy and network

4 Relationship to public space

Street edge activity supports the success of commercial centres. Street activation requires safe, cohesive and attractive public spaces and streets. The following objectives and controls relate to key streets and street frontage elements of built form, such as activated frontages and awnings.

4.1 Key streets and roads

This section sets out the desired outcomes of key streets and roads within Wilton Town Centre (see **Figure 12**). See **Sections 4.1.3 to 4.1.8** of this part of the DCP for more details on each of the key street types.

4.1.1 Objectives

1. Provide a clear hierarchy of street and road types, recognising the need to integrate pedestrian and vehicle movement within Wilton Town Centre.
2. Promote safe, attractive and interactive streetscapes that respond to the variety of land uses within Wilton Town Centre.
3. Provide for tree plantings within streets.

4.1.2 Controls

1. Development must provide streets and roads that generally comply with the street typologies plan set out in **Figure 12** and the designs in **Figure 13** to **Figure 18**.
2. Vehicle lanes must allow for local bus movement on routes that are part of the bus/public transport network.
3. Where required, 'in-line' bus stops must be integrated into the design of streets to maintain bus priority and continuity of verge arrangement.
4. Street tree plantings must provide continuous tree canopy at maturity, with trees placed to minimise potential conflicts with buildings and awnings.
5. Streets should incorporate WSUD measures.
6. Development must incorporate multifunction poles into streets that are clear of any anticipated mature canopies.

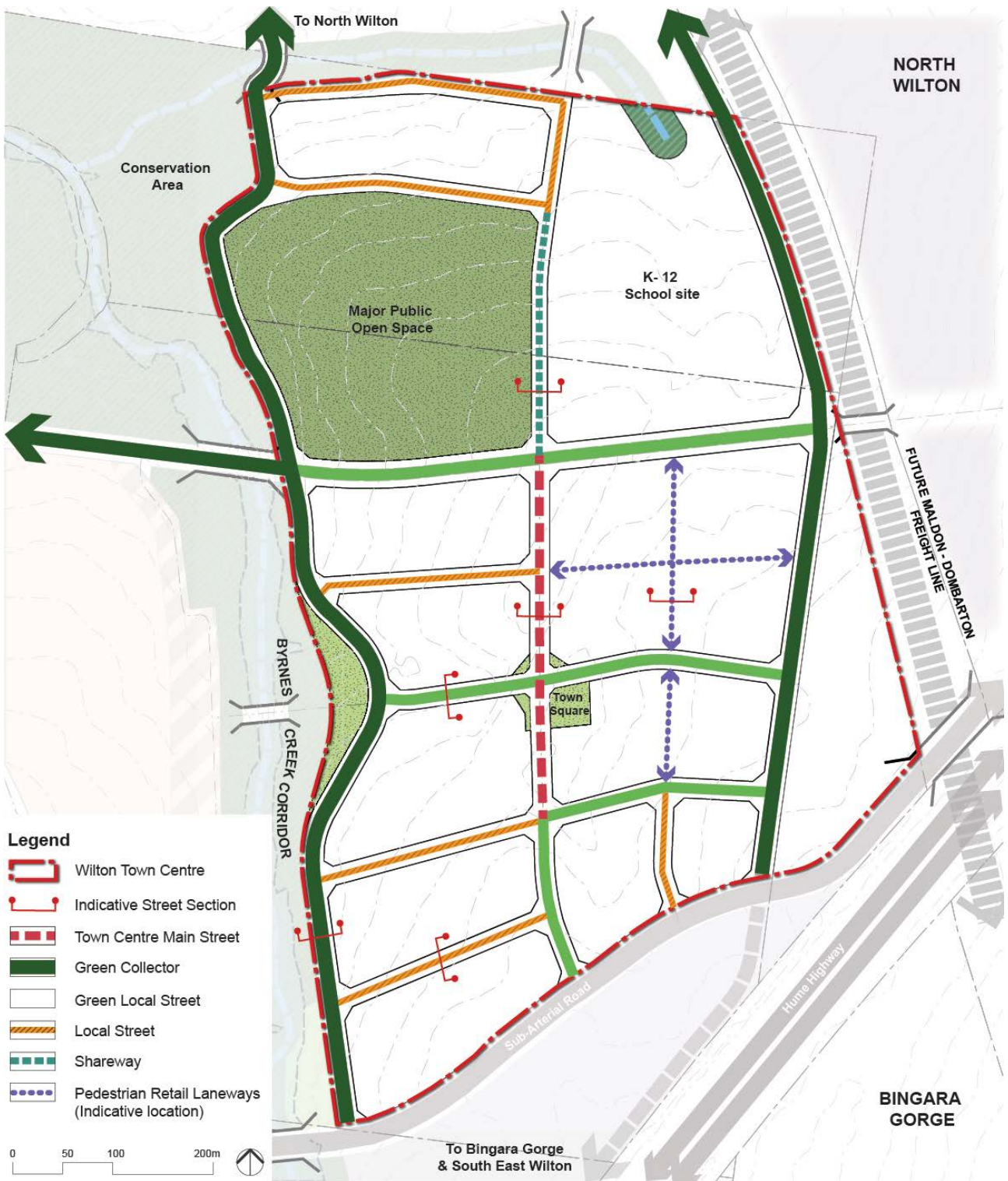


Figure 12: Key street and road typologies

4.1.3 The main street

The main street embodies the characteristics of a traditional high street in a commercial centre. The main street aims to establish a vibrant central spine of activated street life that priorities pedestrian movement in a slow-speed environment.

4.1.3.1 Objectives

1. Deliver a focus for street-based retail activity and highly activated frontages.
2. Provide a generous setback with high-quality streetscape amenity with street tree planting, pedestrian and cyclist amenity, and adequate room for street parking.
3. Provide a pedestrian-focused street with limited or no vehicular access points and rear lane servicing to ensure high-quality pedestrian environments that encourages social interaction.
4. Provide integrated and direct access to pedestrian retail laneways and through-site links.
5. Guide an appropriate integration of mixed-use development to the west side of the street.

4.1.3.2 Controls

1. The main street should generally comply with the plan set out in **Figure 13**.
2. Development must provide active frontages and awnings that comply with the plan set out in **Figure 19**.
3. The design of the main street should provide a low-vehicle-speed environment, using finishes, street and surface treatments, and other traffic-calming measures to control movement and clearly identify pedestrian links.
4. Development should prioritise pedestrians, with generous verges and footpaths that can accommodate high pedestrian traffic and spill-out retail uses on both sides of the street. Verges and footpaths must include seating, street trees and weather protection.
5. Development must prioritise pedestrian crossings.
6. The main street must cater for bus movement (if required).
7. Development should provide cycleways on adjoining streets as part of the neighbourhood-wide cycle network.
8. The main street must integrate WSUD measures, such as:
 - i. providing low-flow run-off to passively irrigate street trees and verge planting including street design that allow for a vegetated or permeable buffer between the footpath and road kerb to attenuate stormwater flows and remove pollutants;
 - ii. supporting Wilton Town Centre wide performance outcomes;
 - iii. maximising permeability of parking bays using semipermeable or permeable surface treatments and interspersing parking bays with planted rain gardens; and
 - iv. exploring opportunities to direct downpipe kerb outlets to landscape verges, swales and rain gardens.
9. Medium-rise mixed-use apartments (five or six storeys) must be carefully designed to reduce bulk and scale on the west side of the street.
10. Local streets must provide adequately sized tree planting. A minimum width of 2.5 m is preferred.

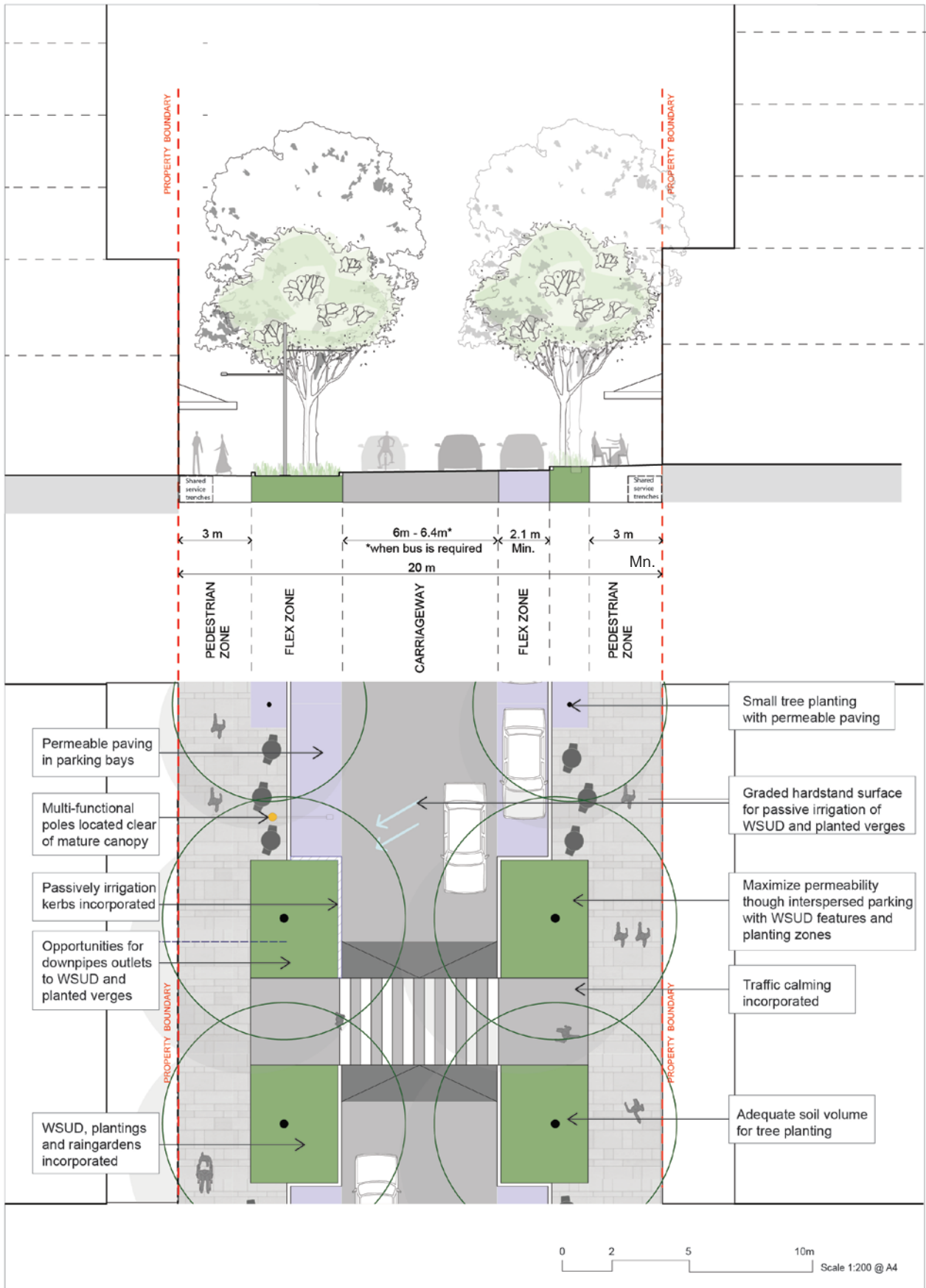


Figure 13: Indicative main street plan and section

4.1.4 Green collector streets

Green collector streets form the primary thoroughfare into and through the Wilton Town Centre. These streets provide access to the Wilton Town Centre, deliver key cycle and public transport functions, and establish strong connections to neighbourhoods in the wider Wilton Growth Area.

4.1.4.1 Objectives

1. Establish a character that supports the legibility of the street network and develops a sense of place.
2. Provide for the timely delivery of new streets, paths and public transport infrastructure to support key walking, cycling and public transport connections.
3. Promote walking and cycling paths through public open space and connections to surrounding residential areas.
4. Deliver a high level of environmental amenity.

4.1.4.2 Controls

1. To be generally in accordance with **Figure 14**.
2. Dual footpaths are to be provided for continuous and universal accessibility.
3. Separated cycle facilities are to be provided to achieve a neighbourhood-wide cycle network, refer to **Figure 9**.
4. Green collector streets are to cater for bus movement and stops where identified as part of the public transport / bus network, refer to **Figure 10**.
5. On street parking is to be included on both sides of green collector streets. The layout of parking bays is to be interspersed with planted zones to break down the streetscape and reduce the length of crossing lengths at key pedestrian and cycle crossing points.
6. Options to integrate a median design to increase street trees planting is to be explored where space and bushfire risk permits.
7. Green collector streets are to integrate WSUD measures, such as:
 - i. providing low-flow runoff to passively irrigate street trees and verge planting;
 - ii. supporting Wilton Town Centre-wide performance outcomes; and
 - iii. maximising permeability of parking bays by interspersing them with planted rain gardens.

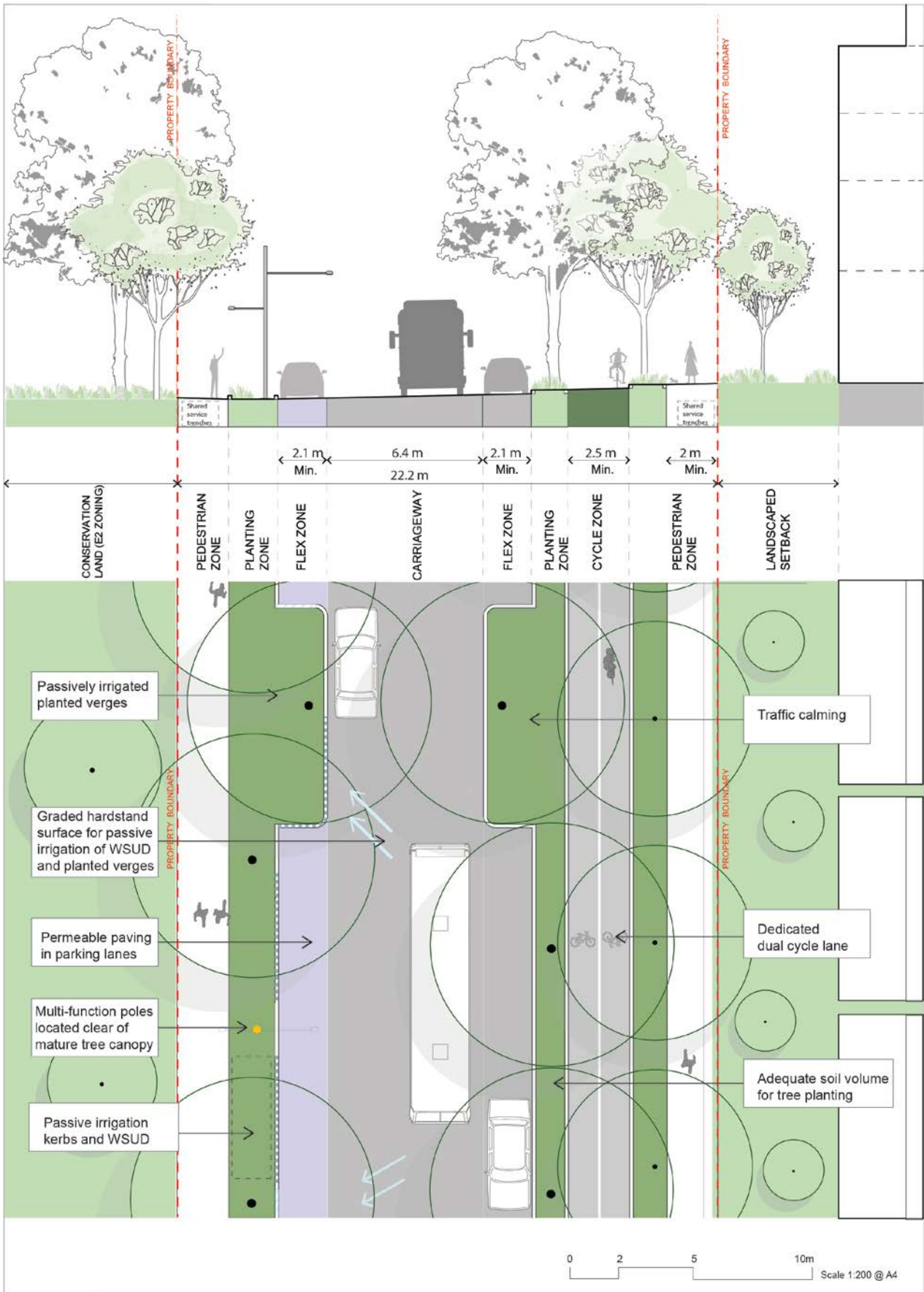


Figure 14: Indicative green collector plan and section

4.1.5 Green local streets

Green local streets are slow-speed streets in medium density and mixed-use areas. This street type is designed to accommodate moderate levels of local vehicle traffic and higher levels of pedestrian and cycle movement to support the adjoining mix of land use and density.

4.1.5.1 Objectives

1. Establish a character that supports the adjoining diversity of land uses and development density.
2. Support a high level of pedestrian and cycle movement and integration of active transport modes with the public transport network.
3. Deliver a high level of environmental amenity.

4.1.5.2 Controls

1. Green local streets are to be generally in accordance with **Figure 15**.
2. Footpaths are to be provided on both sides of street for continuous and universal accessibility.
3. Green local streets are to be designed as slow street environments that allow for cyclists of all ages to safely use the vehicle travel zone.
4. Active travel infrastructure is to be provided to facilitate connectivity to nearby public transport stops.
5. On-street parking is to be appropriately integrated within the streetscape. With the permeability of parking bays maximised and interspersed with planting zones and street trees.
6. Traffic calming and narrowed carriage way (to two core travel lanes) is to be incorporated in key locations and pedestrian crossing points.
7. Green local streets are to integrate WSUD measures, such as:
 - i. providing low-flow runoff to passively irrigate street trees and verge planting;
 - ii. supporting Wilton Town Centre-wide performance outcomes;
 - iii. maximising permeability of parking bays by interspersing them with planted rain gardens;
 - iv. incorporating semipermeable or permeable paving into parking lanes and bays;
 - v. grading hardstand and semipermeable surfaces to drain to landscape and WSUD features;
 - vi. integrating passive irrigation kerbs and planted verges; and
 - vii. providing WSUD elements to cater for 3% to 5% of the total impermeable area.

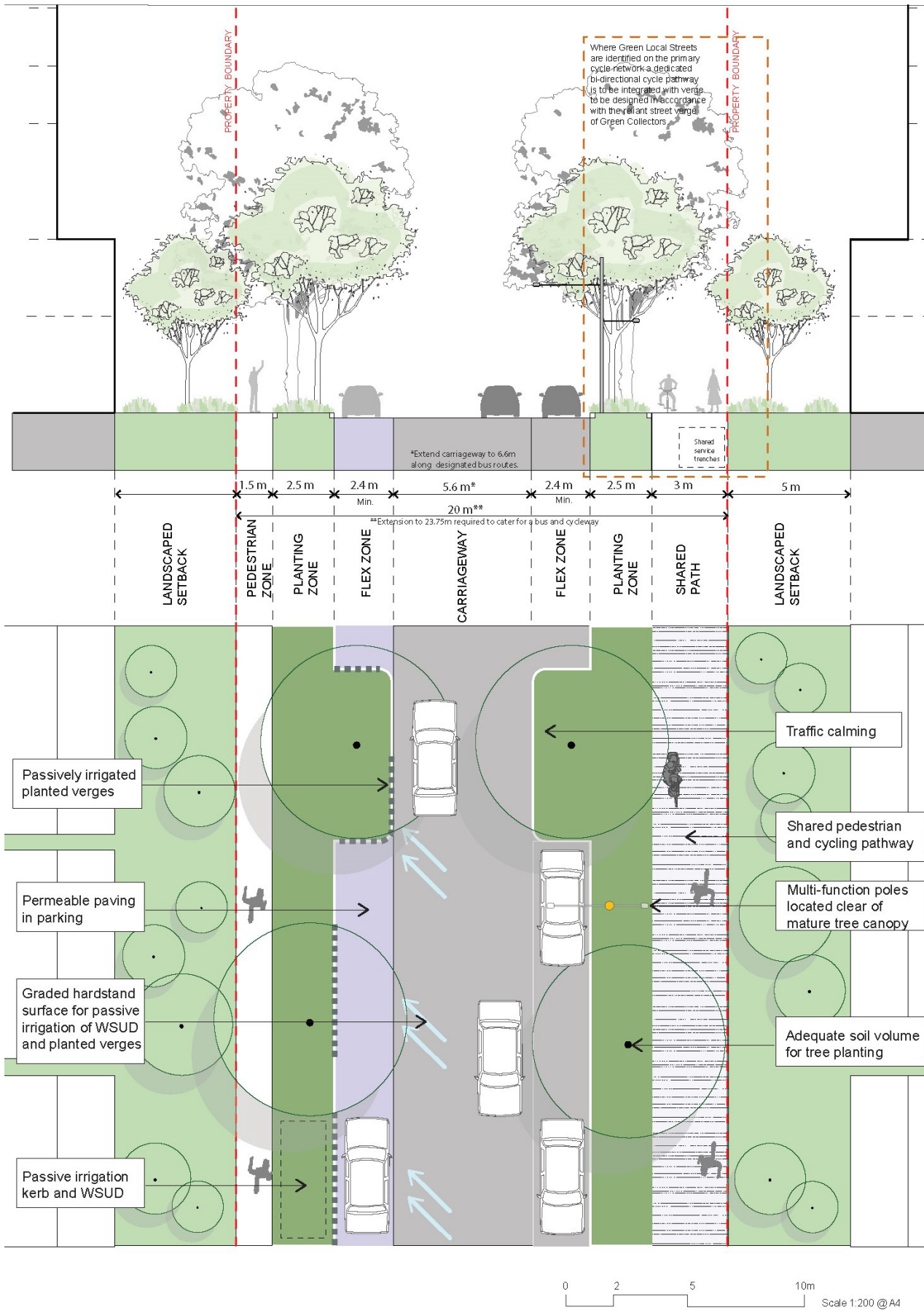


Figure 15: Indicative green local street plan and section

4.1.6 Local streets

Local streets are slow speed streets in medium-density and mixed-use areas. This street type is designed to be quiet and cater for low levels of local traffic. They provide dedicated carriageways with on-street parking bays interspersed with street trees, WSUD elements and typical barrier kerbs to delineate the verge.

4.1.6.1 Objectives

1. Establish a character that supports the adjoining diversity of land uses and development density.
2. Cater for local traffic in a slow-speed environment.
3. Deliver a high level of environmental amenity.

4.1.6.2 Controls

1. Local streets are to be generally in accordance with **Figure 16**.
2. Footpaths are to be provided on both sides of street for continuous and universal accessibility.
3. Local streets are to be designed as slow street environments that allows for cyclists of all ages to safely use the vehicle travel zone.
4. On-street parking is to be appropriately integrated within the streetscape. With the permeability of parking bays maximised and interspersed with planting zones and street trees.
5. A narrowed carriage way, incorporating traffic calming measures, is to be provided in key locations and pedestrian crossing points.
6. Local streets are to be designed to cater for private vehicle and visitor vehicular access to development.
7. Local streets are to integrate WSUD measures, such as:
 - i. providing low-flow run-off to passively irrigate street trees, verge planting and WSUD features; and
 - ii. grading hardstand and semipermeable surfaces to drain to landscaped verges and WSUD features.
8. Local streets are to provide adequately sized tree planting zones. A minimum width of 2.5m is preferred.

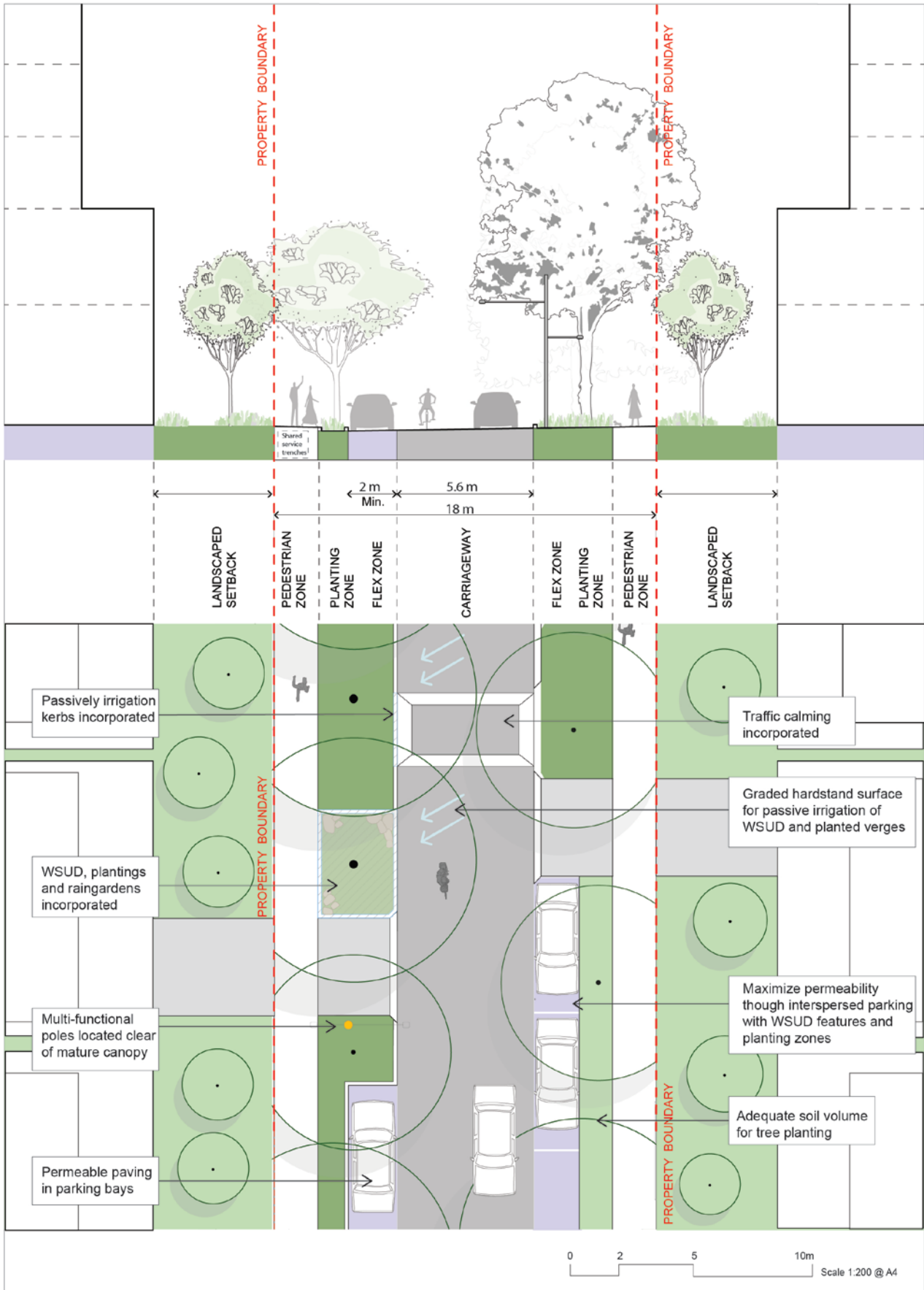


Figure 16: Indicative local street plan and section

4.1.7 The shareway

The shareway is to be designed as a very low speed, tree lined access way between the school site and major public open space. The shareway is designed to prioritise pedestrian and environmental amenity and to discourage vehicle thoroughfare.

Incorporating specialised surface treatments, traffic-calming measures and excluding dedicated footpaths or cycle paths will encourage street sharing and promote pedestrian movement.

4.1.7.1 Objectives

1. Create a very slow, tree lined shared space that prioritises pedestrian and cycle movement.
2. Provide a direct, safe and attractive connection from north of the main street to the town park and major public open space, as well as to the multiuse community facility and school site.
3. Provide safe access for children and parents at drop-off areas and enhance access to public transport options.
4. Maximise access between the school site and active recreation during school operating hours.

4.1.7.2 Control

1. The shareway is to be generally in accordance with **Figure 17**.
2. The shareway is to be designed to provide for vehicular access when required and able to reduce vehicle access at other times. It is to be designed in a manner that will enable it to be closed to vehicle traffic and integrated with the school site. This may take the form of bollards, design features, traffic-management methods or some combination of these to:
 - i. restrict vehicle use during school operating hours;
 - ii. manage vehicles during and pick-up and drop-off times; and
 - iii. always prioritise pedestrian movement.
3. The shareway is to provide for:
 - i. flush kerbs;
 - ii. a differentiated street surface (refer to RMS Technical Direction on Shared Zones); and
 - iii. other traffic calming measures.
4. The shareway is to integrate WSUD measures, such as:
 - i. grading of impervious surfaces to allow for passive irrigation of street planting and planting in the adjoining major public open space; and
 - ii. providing WSUD elements to cater for 3% to 5% of the total impermeable area.
5. The dimensions of kiss-and-ride spaces shall comply with Transport for NSW and Australian standard guidelines.

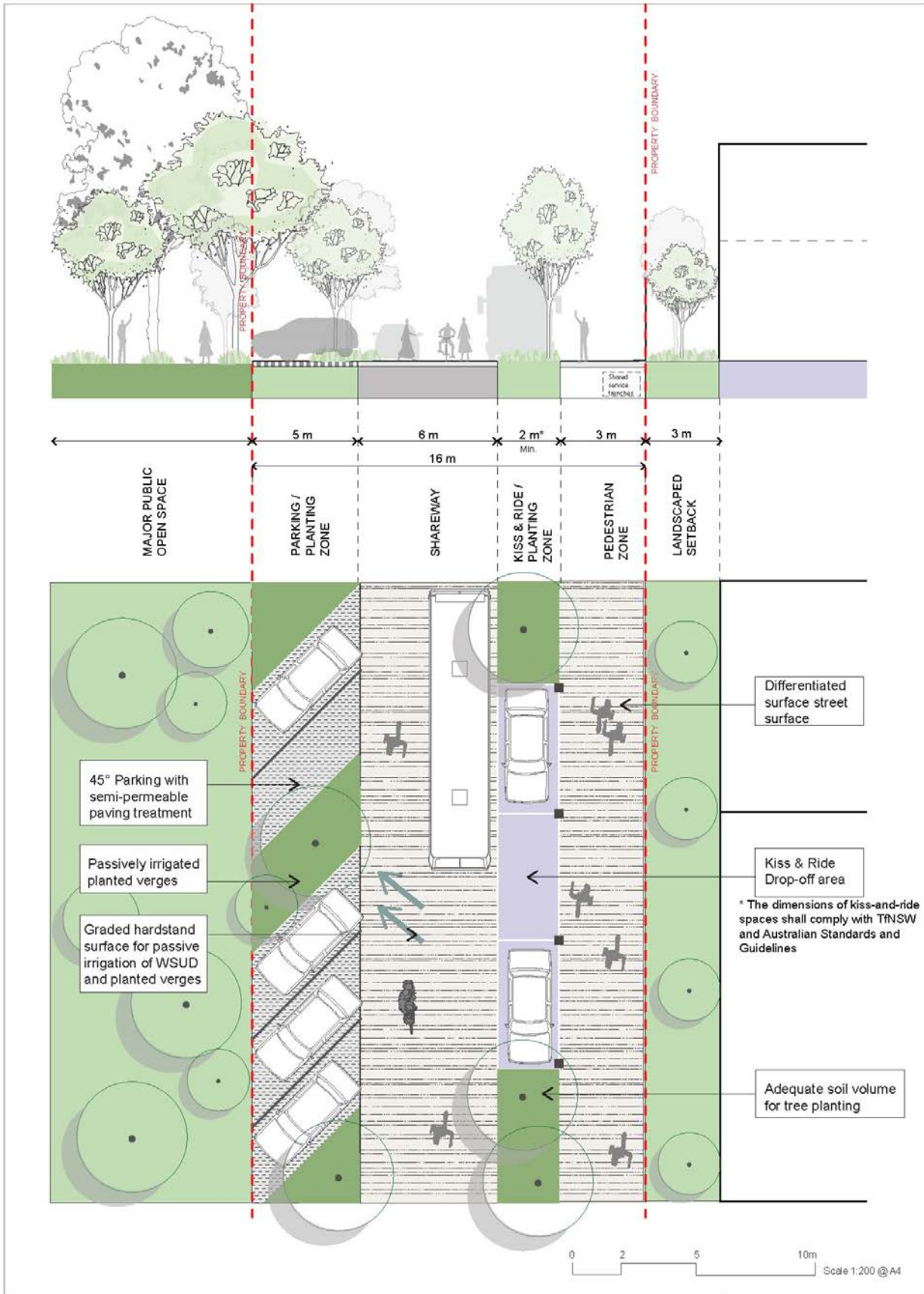


Figure 17: Indicative shareway plan and section

4.1.8 Pedestrian retail laneways

Pedestrian retail laneways are designed to be very low-speed environments for primarily pedestrian use. They provide intimate public spaces of high-quality and deliver fine grain permeability and activation in the Wilton Town Centre.

Pedestrian retail laneways are to accommodate pedestrian and low-speed cycle movement and include plantings, seating and spill-out retail uses where applicable.

4.1.8.1 Objectives

1. Deliver fine grain permeability to promote a walkable, connected and legible Wilton Town Centre.
2. Minimise block length and provide fine grain pedestrian network.
3. Integrate mid-block WSUD features and landscaping.

4.1.8.2 Controls

1. To be generally in accordance with **Figure 18**.
2. To provide a range of amenities including specialised surface treatments, high-quality seating, extended pavement areas to accommodate spill-out retail and food and beverage uses.
3. Encourage active edges and create opportunities for surveillance to through-site links. Blank walls or carparking facing through-site links is not acceptable.
4. Incorporate traffic calming measures to ensure pedestrian priority and safety.
5. To cater for limited vehicle use, such as emergency vehicles and after-hours small-scale delivery vehicles.
6. The design of pedestrian retail laneways is to provide for high-quality, flush surface pavements with inset plantings and street trees to provide shade and enhance the character of the pedestrian retail laneways.
7. Pedestrian retail laneways are to integrate WSUD measures, such as:
 - i. grading of impervious surfaces to allow for passive irrigation of inset planting and WSUD elements;
 - ii. providing WSUD elements to cater for 3% to 5% of the total impermeable area;
 - iii. exploring opportunities to direct downpipe outlets to WSUD features and landscaped areas, such as inset planting areas, swales and rain gardens;
 - iv. considering opportunities for integrated sections of permeable paving; and
 - v. providing for measures that support Wilton Town Centre-wide performance outcomes.

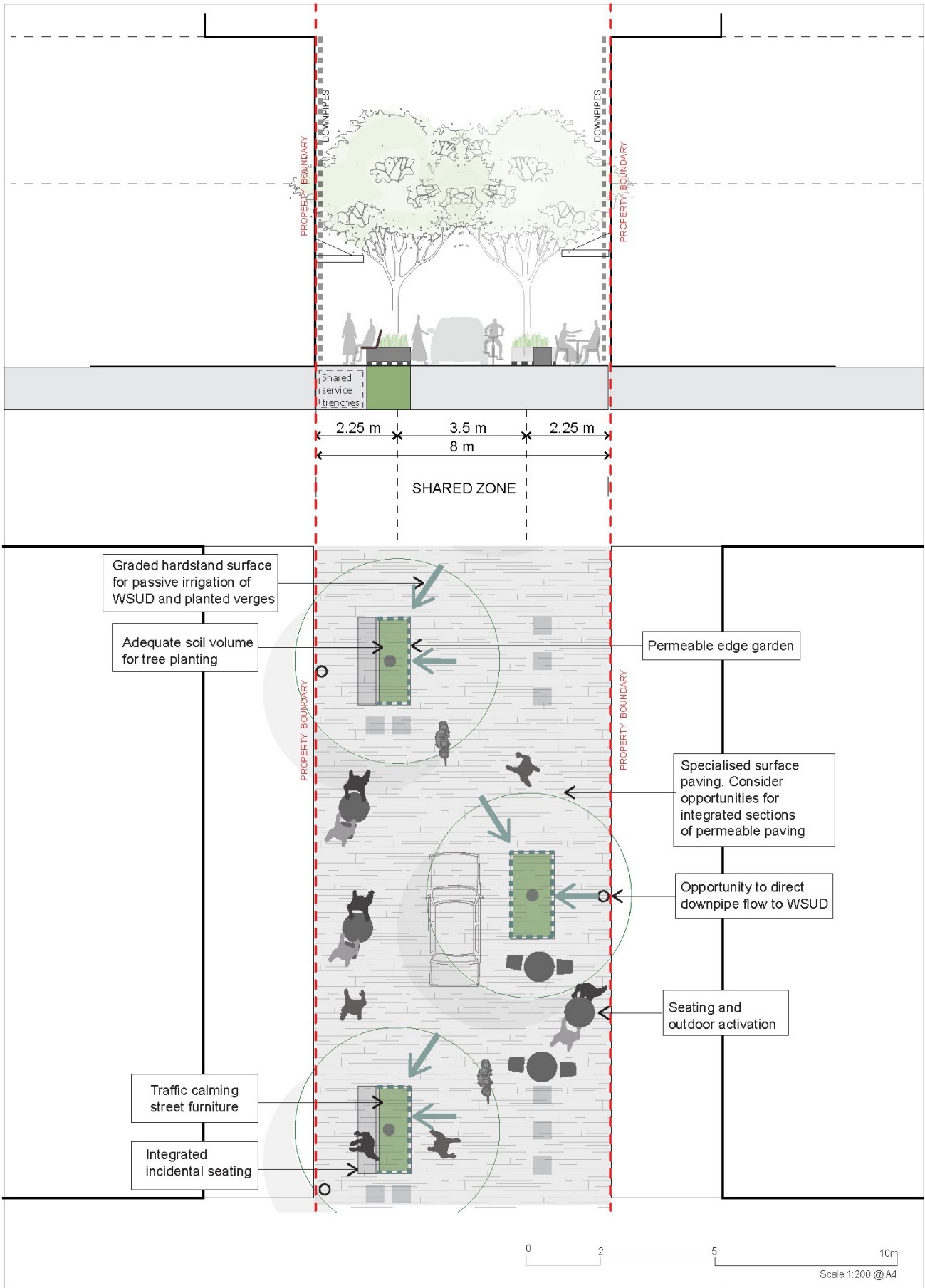


Figure 18: Indicative pedestrian retail laneway plan and section

4.2 Streetscape activation

4.2.1.1 Objectives

1. Encourage active streets throughout the Wilton Town Centre.
2. Provide active, engaging and vibrant streets that encourage community activity, safety and surveillance.
3. Encourage fine-grain retail and diverse non-residential ground-floor uses and achieve secondary active frontages with alternative activation measures to promote street activation.

4.2.1.2 Controls

1. Active frontage uses are combinations of the following at street level:
 - i. entrance to retail;
 - ii. a shopfront;
 - iii. glazed entries to commercial and residential lobbies occupying less than 50% of the street frontage, to a maximum of 12 m frontage;
 - iv. cafe or restaurant if accompanied by an entry from the street;
 - v. active office uses, such as reception, if visible from the street; and / or
 - vi. public buildings, if accompanied by an entry.
2. Primary active frontages are to be provided in accordance with **Figure 19**.
3. Secondary active frontages, as shown in **Figure 19**, are encouraged and can be achieved with alternative activation measure such as direct residential courtyards, terraces and dwelling access.
4. Buildings are to maximise areas of street activation through a mixture of ground floor retail / commercial suites and the incorporation of ground floor terraces or courtyard areas along street frontages in residential development.
5. Large format retail such as supermarkets and associated parking areas are to be sleeved by active retail, commercial or residential uses.
6. Large scale business such as supermarket must provide active frontages to enable safe pedestrian access from the streets into the premises.
7. Ground floor residential uses (other than entry lobbies to residential uses above ground level) are not permitted on the main street.
8. Restaurants, cafes and the like are to consider providing openable shop fronts.
9. No external security shutters to be permitted in the Wilton Town Centre.
10. Shop fronts on corner sites are to provide for frontages that wrap around the corner.

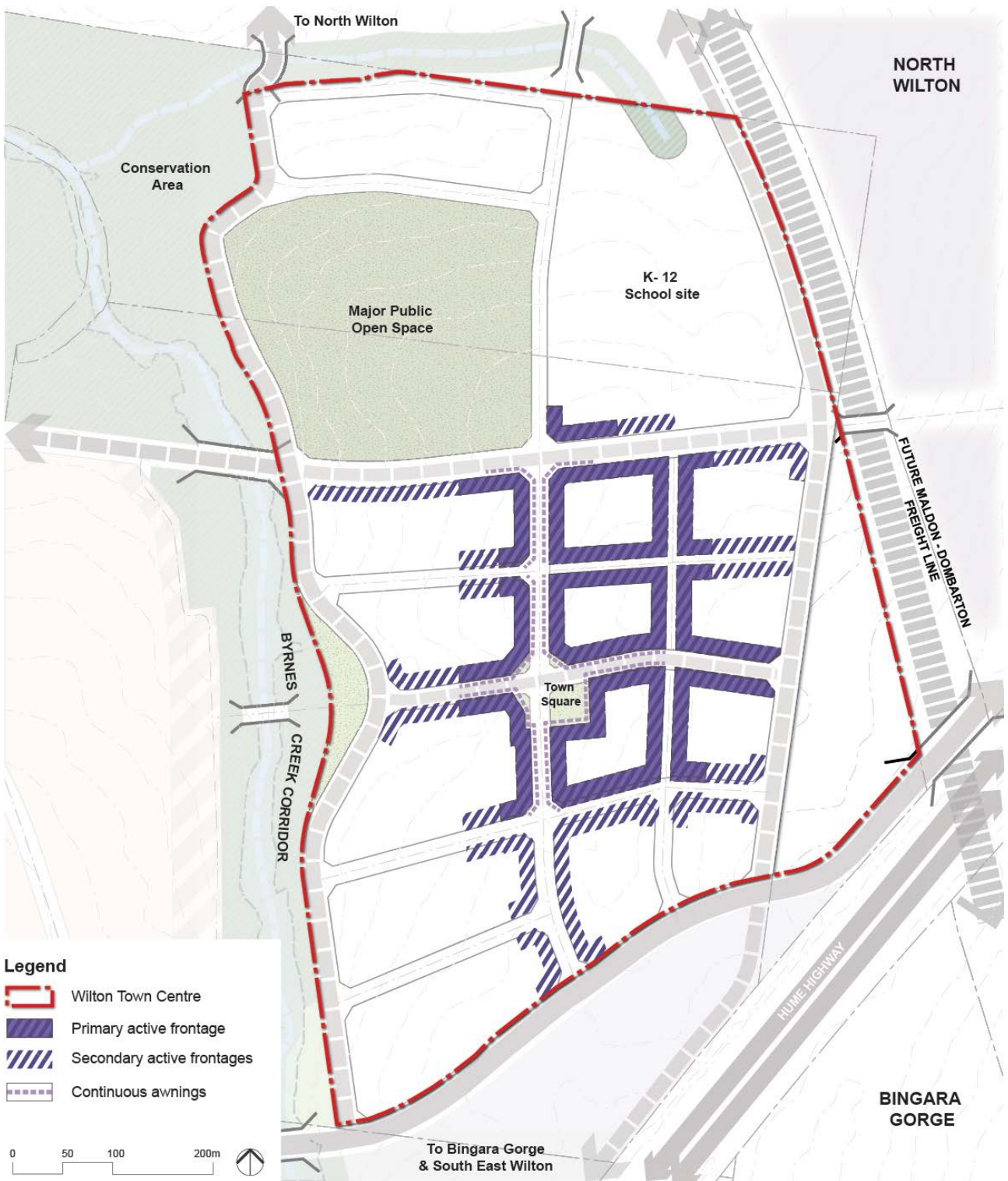


Figure 19: Active frontages and awnings

4.3 Awnings

4.3.1 Objectives

1. Provide for continuous awnings along key pedestrian streets.
2. Encourage consistent awning design throughout the Centre to contribute to the street character of retail centres and provide weather protection for pedestrians.

4.3.2 Controls

1. Development must provide continuous awnings to street frontages as indicated in **Figure 19**.
2. Awnings should:
 - i. provide a minimum soffit height of 3.2 m;
 - ii. offer continuous protection from sun and rain;
 - iii. allow for designs that integrate with the building's architectural resolution; and
 - iv. be located and designed to minimise conflicts with mature street tree canopy.
3. Where no awnings are indicated in **Figure 19**, building entrances must provide generous cover such as canopies for weather protection.
4. Canvas blinds along the outer edge of awnings may be used to provide additional sun shading to east and west facing facades.
5. No advertising is permitted. However, business identification signage may be acceptable.
6. Under awning lighting may be recessed into the soffit of the awning or wall mounted on buildings.

4.4 Access and servicing

4.4.1 Objectives

1. Provide integrated and safe vehicle, bicycle and service access points without compromising streetscape character or pedestrian amenity.
2. Minimise the size and quantity of vehicle and service crossings to reduce pedestrian and vehicular conflicts and reinforce pedestrian-friendly streets.
3. Minimise impacts of service areas and loading docks.

4.4.2 Controls

4.4.2.1 Access

1. Access should be generally in accordance with Error! Reference source not found.**Figure 20**.
2. No direct vehicle access is permitted along the southern sub arterial road, the main street, or in and around the town square as shown in **Figure 20**.

3. Vehicular access is to be designed to:
 - i. separate and clearly differentiate pedestrian and vehicle access; and
 - ii. minimise the size, quantity and visual intrusion of vehicle access points on the streetscape.
4. Potential vehicle access in the areas shown as 'limited vehicle access' in **Figure 20** are to be assessed by Council on a merit basis. Where proposed, vehicle access in 'limited vehicle access' areas is required to:
 - i. prioritise pedestrians at all crossings;
 - ii. demonstrate that the proposed access will not adversely impact streetscape quality, activation and vibrancy; and
 - iii. be at one consolidated location (in collaboration with adjoining developments).
5. All driveways must be a minimum perpendicular distance of 6 m away from intersections.

4.4.2.2 Servicing and loading areas

1. Service vehicle access points should be consolidated where possible to limit the potential for conflict points and impacts on the amenity of the Centre.
2. Service areas and loading docks are to be developed in accordance with the standards provided in **Section 6 Parking, loading, servicing and access of Part 6 Employment** of this DCP.
3. Servicing and loading shall be accommodated internally within the building and screened from the street.
4. A Loading Dock Management Plan must be provided with DA's.

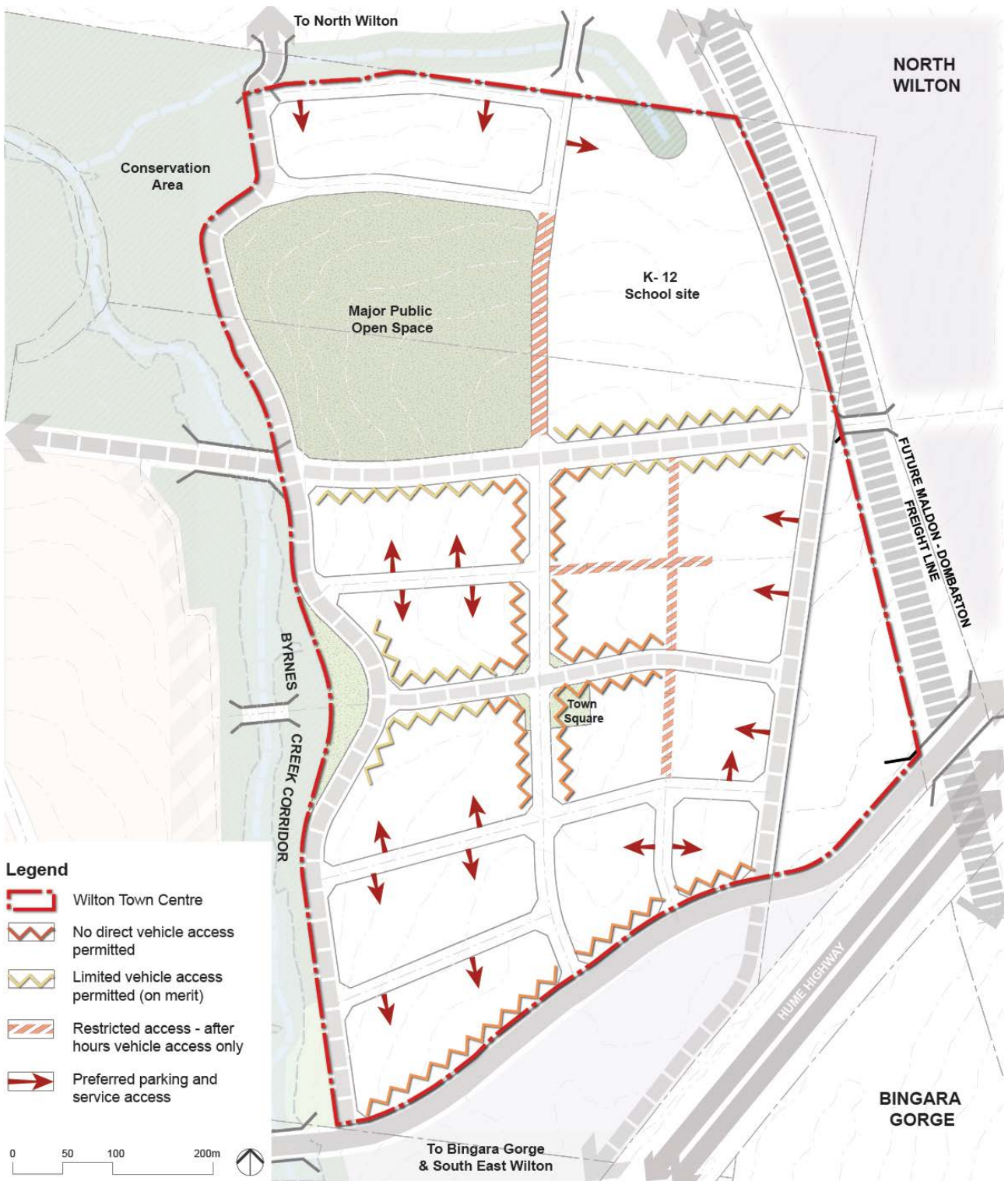


Figure 20: Access, parking and servicing principles

4.5 Signage

4.5.1 Objectives

1. Ensure that signs and advertising structures are unobtrusive and coordinated in their appearance and design,
2. Ensure that signage contributes to the character of the area and complements buildings and the streetscape.
3. Limit the erection of signage to business and building identification.

4.5.2 Controls

1. Signage must:
 - i. be of a character, scale and appearance that responds appropriately to the landscape of the Wilton Town Centre and contributes to the sense of place;
 - ii. be integrated into the design of the built environment and buildings;
 - iii. increase legibility and wayfinding;
 - iv. not result in oversaturation of signage or and garish illuminated signage, such as traditional signage fluorescent fast food signage; and
 - v. have regard to the aims and objectives of State Environmental Planning Policy No. 64—Advertising and Signage.
2. Signage must not protrude above the roof, awning and/or colonnade.
3. Signage is not to obscure visual access through glassed shop fronts on active frontages as shown in **Figure 19**.
4. A Signage Strategy is to be developed and submitted as part of the future planning and design of the Centre.

4.6 Street trees

4.6.1 Objectives

1. Create a landscaped urban environment that helps provide shade, comfort and amenity, particularly for pedestrians.
2. Use appropriately scaled species that can grow within the constraints of an urban environment.
3. Create a landscaped environment that embodies environmentally sustainable design principles.
4. Ensure that landscape planting favours the use of native species.
5. Deliver 40% tree-canopy cover within the Wilton Town Centre.

4.6.2 Controls

1. Landscaping and trees need to demonstrate compliance with **all other relevant Parts of the DCP**.

2. Plant selection should consider the following:
 - i. species that complement remnant native vegetation;
 - ii. ongoing maintenance;
 - iii. potential impacts on road and footpath pavement;
 - iv. a focus on hardy, drought-tolerant, easily maintained species;
 - v. scale in relation to the function of the area;
 - vi. potential overshadowing of public spaces; and
 - vii. contribution to the character of the Town Centre.
3. Street trees and open-space planting is to provide generous shade for pedestrians in summer and allow for sunlight penetration to street level in winter.
4. Deliver the outcomes identified in the *Wilton Green Plan* as set out in **Appendix H** of this DCP including
 - i. providing for continuous tree canopy along key green streets; and
 - ii. achieving overall tree-canopy cover of 40%.

5 Built form

The provisions in this section aim to encourage the delivery of a high-quality built environment.

Controlling built form and massing allow for good internal amenity and access to natural light and ventilation and reduce potential adverse effects that tall and bulky buildings may have on the public domain.

5.1 General objectives

1. Contribute to an attractive public domain and desirable centre setting.
2. Define public spaces and increase legibility, safety, comfort and functionality.
3. Ensure that building scale, depth, bulk and separation allow for views, protect amenity, maintain daylight penetration and protect privacy between adjoining developments and between development and public spaces.
4. Deliver active human-scaled street frontages with good physical and visual connections between buildings and streets.
5. Encourage coherent streetscapes based on common design principles.
6. Achieve articulated built form and finishes that contribute to a high-quality and sustainable urban environment.

5.2 Street setbacks and building alignment

Street setbacks and building alignment help define the proportions of streets by enhancing the character and continuity of streetscapes.

5.2.1 Objectives

1. Ensure buildings reinforce the street edge and enhance the public domain and pedestrian environment.
2. Provide street setbacks appropriate to the context, land uses and street character.
3. Provide for high-quality street interfaces that enhance the streetscape.

5.2.2 Controls

1. Street setbacks and building alignments are to be generally in accordance with **Figure 21**.
2. A minimum of 75% of buildings facades is required to be built to the setback line as illustrated in **Figure 21**.
3. Buildings in zero-street-setback areas should be built up to the street alignment to provide for continuous street alignment, reinforce the urban character, improve pedestrian accessibility, and increase amenity and activity at street level.
4. Buildings directly adjacent to the town square are to have a nil setback to enable retail spill-out and add to the activation of the area and maintain solar access to the town square in accordance with solar access considerations.
5. Where identified, setbacks are to provide amenity, deep-soil landscape zones and entries to ground-floor apartments in residential buildings.
6. Where identified within Asset Protection Zones the character and planting of setbacks are to meet bushfire mitigation requirements.

7. Minor projections into the front building lines and setbacks are permitted to allow for sun shading devices, entry awnings, and similar structures.
8. Special consideration is given the corner blocks where connectivity may be improved by providing alternative setbacks to corners opposite key public spaces.
9. If setbacks are not specifically identified as part of **Section 5.2.2: Controls**, setbacks will be determined on a merit basis and will have regard to:
 - i. the streetscape;
 - ii. desired future character and Character Statement;
 - iii. amenity of surrounding properties; and
 - iv. setbacks of neighbouring properties.
10. Buildings are to be designed to allow for, and to be integrated with, through-site links in accordance with: **Section 3.5: Street network**, **Section 4.1.8: Pedestrian retail** and **Section 4.2: Streetscape activation** in this part of the DCP.

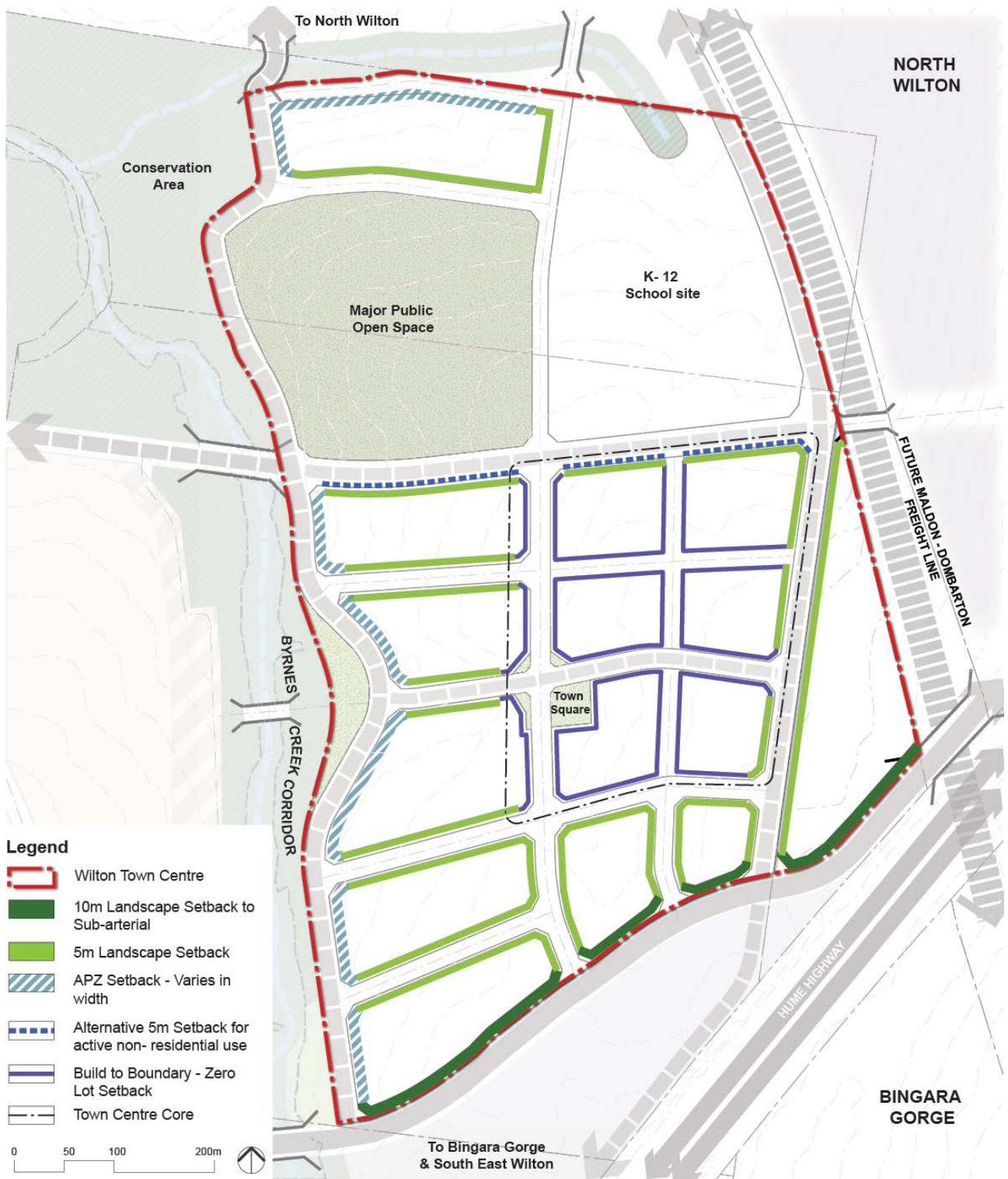


Figure 21: Street setbacks

5.3 Building heights

It is important that future detailed design carefully considers the distribution of heights across the Centre to provide for a varied skyline that delivers density and maximises amenity.

5.3.1 Objectives

1. Establish an articulated and varied skyline that delivers the highest built forms in the heart of the centre, and that provides appropriate transition to adjoining land uses, residential areas and environmental assets.
2. Deliver building height in key locations that provides density near amenity and takes advantage of the unique landscape outlook of the Wilton Town Centre.
3. Ensure that buildings are appropriately set back above podiums and that building heights transition in the streetscape.
4. Reduce overshadowing, building bulk and visual impact of buildings to streets, open spaces and the public domain.
5. Deliver building heights that define the edges of public spaces and mark key places.
6. Achieve a skyline that is sympathetic to the topography and context.

5.3.2 Controls

1. Locate the tallest building forms in the Town Centre Core.
2. Locate taller building forms to minimise visual impact from long-range views.
3. Reinforce public space and the corners of blocks with higher built forms.
4. Provide for sensitive and appropriate building height transitions to public spaces, environmental assets and adjoining land uses, such as low-scale residential areas.
5. Development must demonstrate compliance with **Section 5.6 Solar access and** in this part of the DCP.
6. Any built form above the podium is to be set back from the building edge as determined by **Figure 22**. If setbacks are not identified in **Figure 22**, setbacks will be determined on a merit basis and have regard to:
 - i. the streetscape;
 - ii. desired future character and Character Statement;
 - iii. amenity of surrounding properties; and
 - iv. setbacks of neighbouring properties.

5.4 Street frontage heights

Street frontage heights play a significant role in the perception of scale in the built environment and can help deliver human-scaled streets and define spaces for people.

5.4.1 Objectives

1. Create podium heights and built form edges that front or address the public domain and enhance pedestrian amenity with adequate daylight, appropriate scale, a sense of enclosure and wind mitigation.

2. Achieve human-scaled and comfortable street environments for people.
3. Allow sunlight access to key public spaces and provide a healthy environment for street trees.
4. Ensure building frontages positively contribute to the edges of streets and public spaces.

5.4.2 Controls

1. Buildings must comply with the relevant street frontage heights as shown in **Figure 22**.
2. Built form above the nominated street wall height is to be set back by 3 m to:
 - i. minimise the appearance of bulk and scale;
 - ii. provide for sunlight access to streets, pedestrian areas and the lower levels of other buildings;
 - iii. provide a sense of containment and enclosure to streets and public spaces;
 - iv. create, maintain and enhance view corridors; and
 - v. increase environmental amenity to support tree plantings in streets and setbacks.
3. Podiums shall be located to front, or address, the street. On corner lots, the podium shall be located to front or address both streets and the building façade is to incorporate an architectural treatment that emphasises the corner element.
4. Setbacks above the podium are to be emphasised through a change in architectural expression, material selection and design elements. Articulated building facades are to be provided.
5. Development must demonstrate compliance with **Section 5.6: Solar access and** in this part of the DCP.
6. Areas of the podium roof are to provide outdoor space which is accessible and open to the sky to deliver casual surveillance. Where the provision of outdoor space is not possible, landscaping is to be provided to improve visual amenity and reduce the heat island effect. Photovoltaic (PV) panels may be located on the podium roof provided that the space is open to the sky, considers safety issues and the location of mechanical plants.

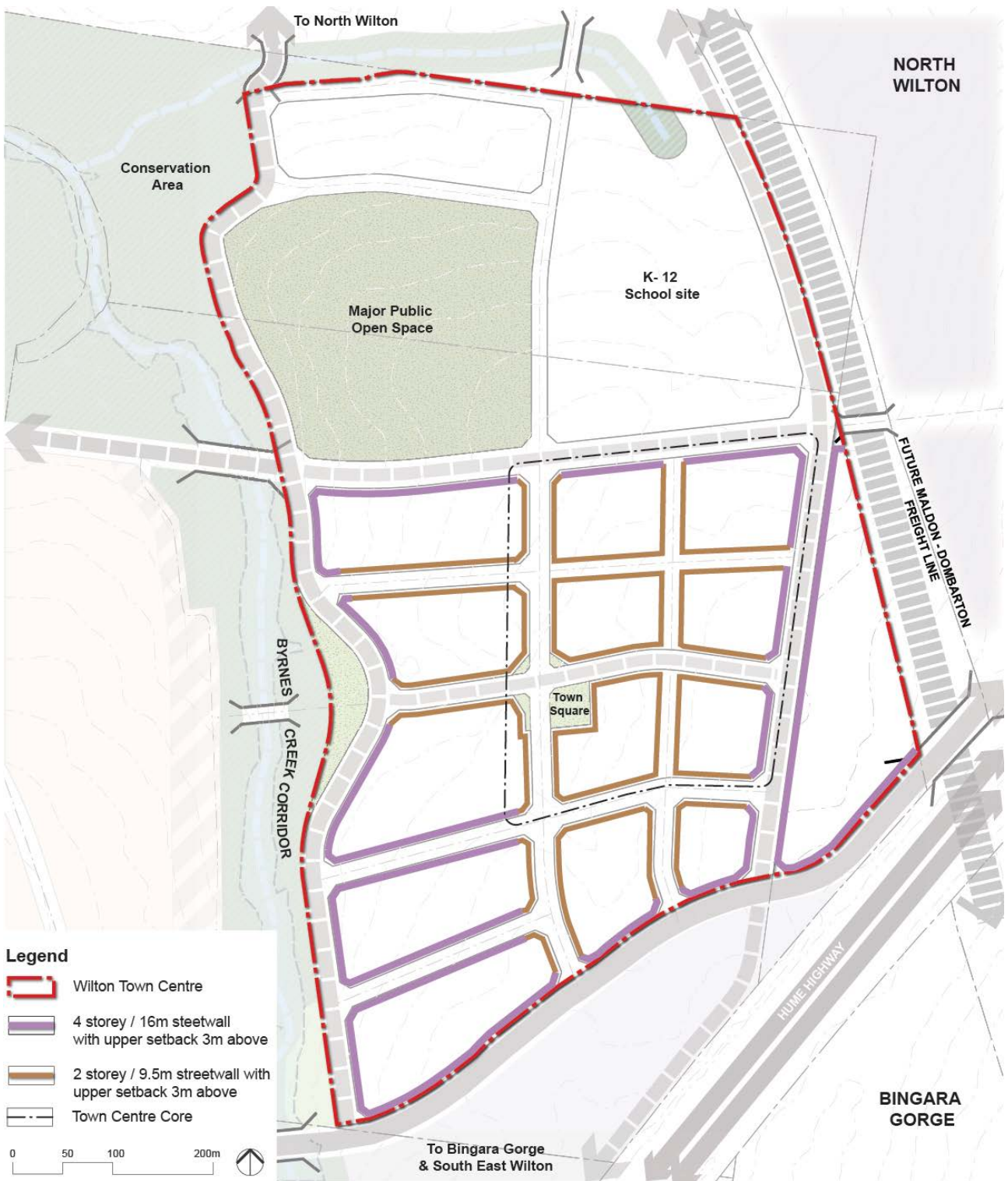


Figure 22: Street frontage heights

5.5 Building massing and form

5.5.1 Objectives

1. Deliver well-proportioned and varied built form that enhances urban legibility and wayfinding.
2. Reduce the apparent bulk and scale of buildings by breaking up expanses of solid building with modulation of form.
3. Provide sufficient building spacing.
4. Allow for sharing of views and view corridors.
5. Promote the design and development of sustainable buildings.
6. Develop living and working environments with good internal amenity and minimise the need for artificial heating, cooling and lighting.
7. Provide viable and usable commercial floor space.

5.5.2 Controls

1. Maximum floorplate sizes and building dimensions are specified in **Table 4**. Where performance criteria can be achieved, strict adherence to maximum provisions may not be required.
2. Built form and massing is to:
 - i. provide building separation to create, maintain and enhance views, vistas and permeability;
 - ii. frame key streets and public spaces;
 - iii. identify and mark key locations and activity nodes;
 - iv. consider transitions between building typologies, land uses and changes in density; and
 - v. articulate to contribute to variation in built form, respond to changes in scale and contribute to comfortable wind conditions.
3. Designs to achieve natural ventilation are encouraged. The use of articulated building forms, atria, light wells and courtyards are encouraged to improve internal building amenity and achieve cross / stack ventilation.

Table 4: Maximum floorplates, building depths and performance criteria

Building use	Indicative maximum provisions	Performance criteria
Commercial/offices	Maximum building depth 22 m Maximum building length 65 m Maximum building floor plate 1,200 m ² gross building area	<p>All points of an office floor should be no more than 10 m from a source of daylight (for example, window, atrium or light well) in buildings less than 24 m in height and no more than 12.5 m from a window in buildings over 24m in height.</p> <p>Where roof tops of towers do not contain PV panels, at least 30% of the roof space is to be provided as a green roof or garden. The location of the green roof or garden must consider safety issues and the location of mechanical plants.</p>
Residential forms	Maximum building depth 22 m Maximum building length at lower/podium levels 50 m Maximum provisions for tower forms (above podium level): <ul style="list-style-type: none"> • a floor plate of 800 m² gross building area • maximum building dimensions 45 m 	<p>Compliance with SEPP 65 and the Apartment Design Guidelines (ADG).</p> <p>Must include articulation over their length with regular vertical breaks in the building, limiting the overall mass and sense of scale from the public domain.</p> <p>Are to be aligned north south to maximise solar access and minimise overshadowing.</p> <p>Are to be provided with a minimum separation distance from adjacent towers of 24 m to provide views, a sense of openness and a high-quality public domain.</p> <p>Where roof tops of towers do not contain PV panels, at least 30% of the roof space is to be provided as a green roof or garden. The location of the green roof or garden must consider safety issues and the location of mechanical plants.</p>

5.6 Solar access and overshadowing

5.6.1 Objectives

1. Maintain appropriate levels of solar access to public and private spaces.
2. Ensure that building massing and form do not significantly impact solar access to public and private spaces.

5.6.2 Controls

1. Any DA for the construction of buildings is required to submit detailed solar access diagrams for between 9 am to 3 pm in midwinter to demonstrate sufficient solar access is maintained to public and private spaces and streets.
2. Development is to maintain sunlight to 50% of the site area of parks and plazas as identified in **Figure 7** between 11 am to 2 pm on 21 June.
3. Development is to provide for a minimum of 2 hours of sunlight to 50% of the western footpaths of north-south oriented streets between 9 am to 3 pm on 21 June.
4. Development is to provide for a minimum of 50% sunlight to southern footpaths of east-west streets between 9 am to 3 pm on 21 June.

5.7 Corners

Corners and corner buildings are highly visible and provide the opportunity for tailored design solutions. Strong corner buildings can provide valuable street definition.

5.7.1 Objective

1. Encourage building massing and articulation that create strong corner buildings.

5.7.2 Controls

1. Consider the design of corner buildings in relation to street geometry, topography, sight lines, views and within the overall skyline.
2. Distribute building massing, such as height, to enhance the corner sites.
3. Podiums on corner lots, the podium shall be located to front or address both streets, and the building facade is to incorporate an architectural treatment that emphasises the corner element.

5.8 Architectural design and resolution

5.8.1 Objectives

1. Deliver a walkable, liveable and sustainable built environment.
2. Promote high-quality, varied architecture and an interesting and engaging urban environment.
3. Ensure that development enhances the visual quality and identity of the Centre through well-considered design, high-quality materials and facade colours that do not dominate the street.
4. Ensure that the facade treatments are not intrusive or unreasonably dominant within the streetscape and are compatible with the character of the Centre.
5. Ensure roof design is integrated in building design and promotes accessible landscaped rooftops.

5.8.2 Controls

5.8.2.1 Design and layout

1. Provide a clear street address and defined pedestrian entry to each building, together with independent street access to ground floor dwellings in residential developments.
2. Provide for glazed shopfronts to ground floor retail areas and residential windows and courtyards / terraces to the street to enhance passive surveillance, vibrancy and activation.
3. Buildings fronting active streets in accordance with **Figure 19** must be designed to allow for flexible ground floor uses, that are readily adaptable to other use over time with a minimum floor to floor height of 4.5 m for the ground level and 3.6 m for the first floor above.
4. The ground floor of buildings with active frontages must be at the same general level as the footpath and directly accessible from the street.
5. Buildings around key public spaces are to have flexible and adaptable designs allow for a range of community, education and retail uses
6. The design of service and vehicle manoeuvring areas should not detrimentally affect the continuity of the building façades, refer to **Section 4.4 Access and servicing** in this part of the DCP.
7. Plant, equipment and machinery used should be located and planned within the building or be screened from the public domain and any residential property.

5.8.2.2 Facades and interface

1. Facades are to not only add interest and reflect the activities carried out within the building whilst respecting the mass, scale, and proportions of existing adjoining buildings.
2. Continuous awnings or colonnades are to be provided on primary active, secondary active streets in accordance with **Figure 19**.
3. Richly articulated facades are encouraged to express the different levels of the building and/or various building functions.

4. Particular attention should be given to the balance between the amount of solid walls and openings in shop front façades and between horizontal and vertical elements to achieve visual interest at all levels.
5. Large unbroken expanses of wall are unacceptable.
6. Facades should be comprised of a range of quality materials, colours, finishes, and design treatments.
7. The external painting of a building in bright colours, corporate colours or fluorescent colours should be avoided. Colour selection should reflect the dominant natural colour of the surrounding landscape. Brighter colour accents are permitted.
8. Buildings and facades are to minimise reflectivity and glare that may cause discomfort or impact pedestrians or drivers safety or amenity of public opens apace or adjoining properties.
9. Roller shutters to shopfronts are not permitted.
10. Design service cabinets or utility services are not to be located on active frontages in accordance with **Figure 19**. Where not possible, design service cabinets or utility services are to blend in with the architectural design of the building.

5.8.2.3 Roof design

1. Roof design is to be integrated into the overall design of buildings.
2. A variety of roofs are encouraged across the Centre, including gabled and hipped roofs with habitable attic spaces, skillions, flat roofs and roof decks.
3. The integration of accessible rooftops with quality landscaping is strongly encouraged. Minor variations to building height controls may be considered by Council to achieve high quality accessible landscaped roof top gardens and green roofs.
4. Roof design is to minimise building bulk and overshadowing.
5. Where proposed, air conditioning plant and equipment is encouraged to be integrated within buildings. Where these are proposed on rooftops, they must be integrated into the overall building form and façade. They must be concealed or screened from the exterior and adjoining buildings, and mitigation measures must address other amenity impacts.
6. Where roof tops of towers do not contain PV panels, at least 30% of the roof space is to be provided as a green roof or garden. The location of the green roof or garden must consider safety issues and the location of mechanical plants.

6 Parking

6.1 Objectives

1. Ensure development provides an appropriate number of parking spaces within the Centre to service the needs of both residents and visitors, and to incentivises people to walk, cycle and use public transport where possible.
2. Encourage an appropriate mix of on- and off-street parking options within the Centre.
3. Ensure that parking is delivered underground to improve and enhance public spaces.
4. To minimise the size and quantity of vehicle and service crossings to reduce pedestrian and vehicular conflicts and reinforce pedestrian friendly streets.
5. To ensure car parking areas are safe and address the needs of building occupants.

6.2 Controls

1. On street parking is to be provided throughout the Centre to contribute to street life and surveillance.
2. Development is to comply with **Part 6 Employment** of the DCP, including rates for on-site parking for vehicles, motorcycles and bicycles, together with active transport infrastructure.
3. Off Street car parking is provided underground in line with DCP requirements in of **Part 6 Employment** and **Part 4 Development in Residential Areas** of the DCP, to improve and enhance the public domain.
4. Parking access is to be provided in accordance with **Section 4.4 Access and servicing** of this part of the DCP.
5. Priority is to be given to parking spaces for car share, electronic vehicles and other more sustainable vehicle options in public streets and within developments.
6. Below ground car parking is to be provided for higher density residential and mixed-use blocks as well as for development blocks in the Town Centre Core.
7. Where the topography of the land results in the basement parking level projecting above ground level, it is to be designed to:
 - a) not project more than 1 m above ground; and
 - b) achieve an attractive ground level relationship between the building and the public domain, with generous vegetation screening.
8. Above ground parking maybe considered by Council , where it is suitably integrated into the overall design and sleeved by active uses or substantial residential uses (i.e. a habitable room / study / bedroom etc.), refer to **Section 4.2 Streetscape activation** of this part of the DCP for provisions related to active frontages.
9. Parking shall be accommodated internally within buildings and screened from the street.
10. Natural ventilation and lighting of basement and sub-basement parking areas is to be provided wherever possible.