

The Hills Development Control Plan (DCP) 2012

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THE
HILLS
Sydney's Garden Shire



Part D Section XX
27 Victoria Avenue, Castle Hill

EXHIBITION DRAFT – (DATE)

In Force XXXXXXXX

Table of Contents

1	Introduction	1
1.1	Land to which this Section applies	1
1.2	Purpose of this Section	2
1.3	Relationship to other Sections of the DCP	2
2	Urban Context	3
3	Desired Future Character	4
4	General Controls.....	5
4.1	Building Setbacks.....	5
4.2	Design and Built Form	5
4.3	Public Domain and Landscaping	6
4.4	Parking, Loading and Access.....	7
4.5	Stormwater Management	8

1 Introduction

This Section establishes a framework and controls to guide development on the site at 27 Victoria Avenue, Castle Hill.

1.1 Land to which this Section applies

This section of the DCP applies to land at 27 Victoria Avenue, Castle Hill, Lot 5 DP 261795 (refer to **Figure 1**).

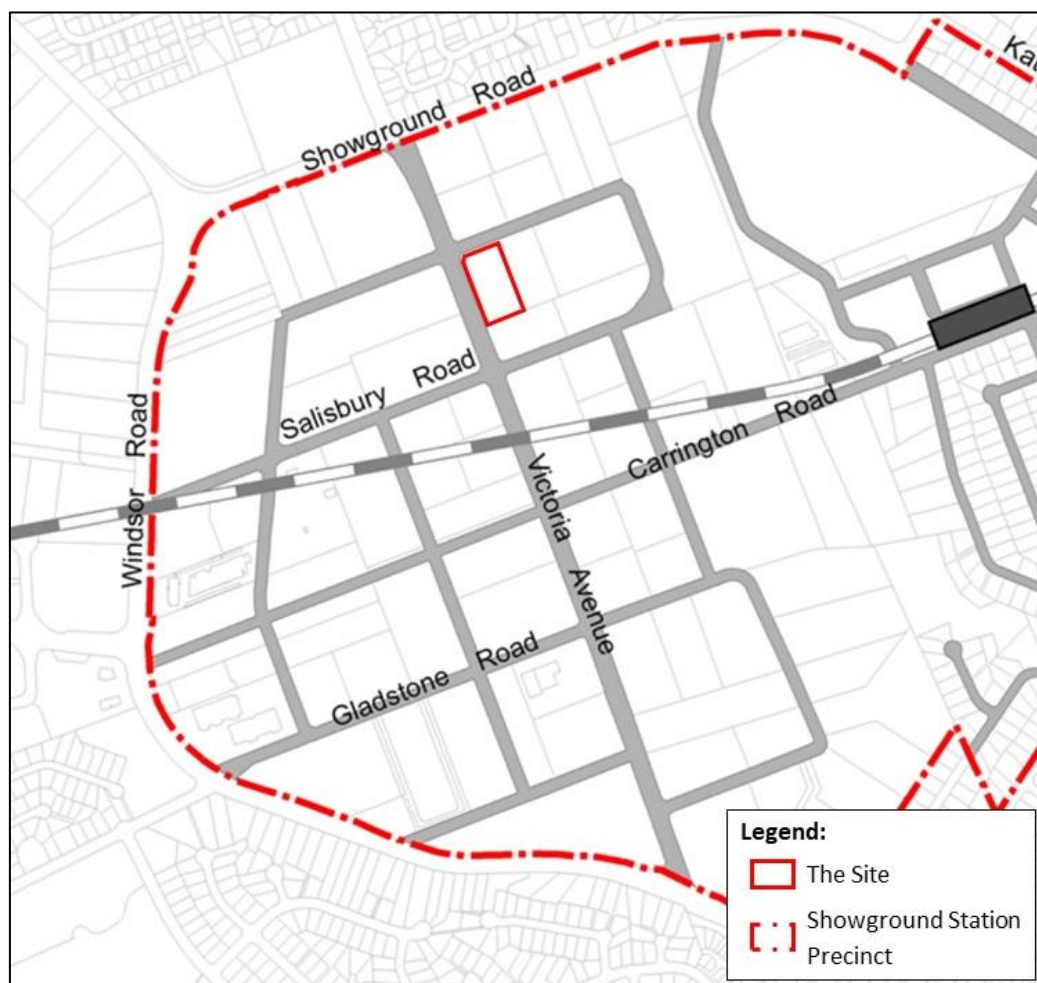


Figure 1
Land to which this Section Applies

1.2 Purpose of this Section

The purpose of this section of the DCP is to outline the desired character, land use and built form outcomes for the subject land. It seeks to ensure development is attractive, functional, sustainable, achieves high quality urban design and place-making outcomes, and supports employment growth within Norwest Strategic Centre.

1.3 Relationship to other Sections of the DCP

This section forms part of The Hills Development Control Plan 2012 (DCP 2012). Development on the site will need to have regard to this section of the DCP as well as other relevant controls in DCP 2012. In the event of any inconsistency between this section and other sections of DCP 2012, this section will prevail to the extent of the inconsistency.

2 Urban Context

The site is located within the suburb of Castle Hill and forms part of Norwest Service Sub-precinct in the Norwest Strategic Centre. The site has a total area of approximately 8,094m², which is bordered by Victoria Avenue along its western frontage and Anella Avenue along its northern frontage. Hills Showground Station is located approximately 1.1km walking distance to the southeast of the Site on Carrington Road and is frequently serviced by Sydney Metro Northwest services to the CBD, Epping and Tallawong. The surrounding land use and built form comprises a predominantly industrial, showroom and commercial character.

The Norwest Service Precinct will become an attractive and well-connected neighbourhood with diverse housing and employment opportunities. It will be a vibrant, safe and desirable place to live and work, valued for convenient access to the station, shops, cafes, Castle Hill Showground and supported by new schools, new road connections, pathways and quality landscaped surrounds. With a focus on transit oriented development, the highest densities and tallest buildings (of up to 21 storeys) will be located near the Metro Station, transitioning to lower density areas.

Specialised retail offerings (bulky goods) and light industrial areas will continue to be a mainstay for urban support services that meet the needs of the growing population base, whilst also providing opportunity for smaller businesses to establish and thrive.

These areas will also be complemented by recreational areas such as the Cattai Creek Corridor and Castle Hill Showground.

3 Desired Future Character

The following principles outline the desired future character for the site:

- The site will accommodate a range of uses including bulky goods and light industrial development.
- Future development will contribute to meeting employment targets for Norwest Strategic Centre and increase economic development in The Shire.
- Future development will contribute to the bulky goods spine and light industrial areas along Victoria Avenue servicing the future population in The Shire.
- Future development will be sensitively designed to respond to the site's location along Victoria Ave on the periphery of the walking catchment from the Hills Showground Station.
- Built form will be well-designed to sensitively integrate the large frontage onto the public realm and ensure a high quality outcome in the context of the other development and anticipated future development in the surrounding locality.

4 General Controls

4.1 Building Setbacks

Objectives

- To ensure setbacks provide a high quality frontage and relationship to the public domain.
- To provide a landscaped setback along streets which reinforces the existing character of vegetated setbacks and mature planting.
- To provide attractive urban connections and arrivals into the site.

Controls

- Minimum building setbacks are to be provided in accordance with the setbacks illustrated in Figure 2.
- The setback area along Victoria Avenue and Anella Avenue is to be landscaped to complement the urban streetscape and be clear of built obstructions, including parking.
- The extent of basement or at grade parking is not permitted to encroach into the setback areas to Anella Avenue and Victoria Avenue.

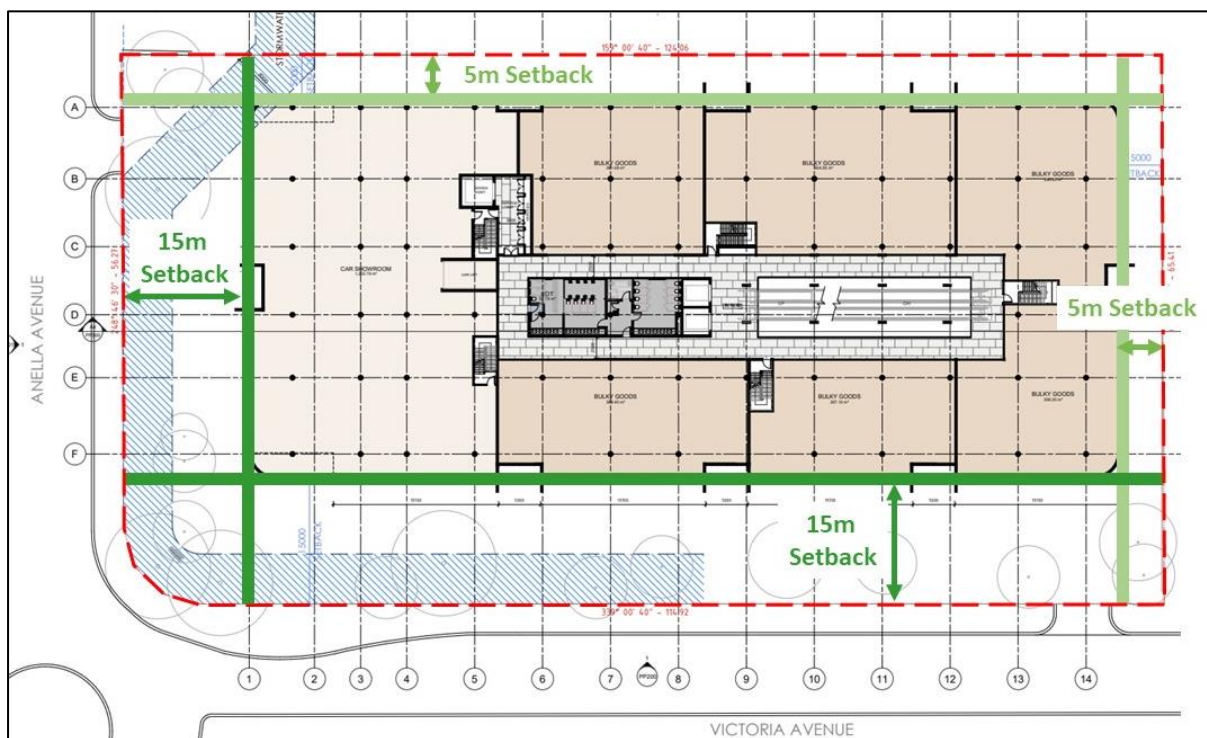


Figure 2
Building Setbacks

4.2 Design and Built Form

Objectives

- a. To ensure the design of future development is responsive to the future desired character of the area.
- b. To encourage high quality architectural design that promotes retail and business activity.
- c. To improve the quality of the public domain, create a positive streetscape and provide a comfortable street environment for pedestrians.
- d. To reduce any adverse effects on the public domain.

Controls

1. The facade design is to include building articulation, significant recesses and architectural diversity across the front facade of the building to Victoria Avenue.
2. Buildings are to be designed with a strong relationship to the street through glazing. Extensive blank walls are discouraged.
3. Future development is to visually integrate any proposed above ground parking into the overall facade design through creative design, architectural features and landscaping to create a good relationship to the public domain.
4. Building entries are to face the street and are to have a street address. Building entries are to be clearly identifiable from the street and publicly accessible spaces.
5. Loading docks and roller doors must not be visible from Anella Avenue or Victoria Avenue.
6. Future development should be designed to maximise access to natural light and include energy efficient design measures relating to air conditioning, building fabric and landscaping amongst others.
7. The built form shall be designed in accordance with the flood planning requirements stipulated in Part C Section 6 – Flood Controlled Land of The Hills Development Control Plan 2012.

4.3 Public Domain and Landscaping

Objectives

- a. To support landscaping that complements the building form and contributes to the surrounding landscaped character.
- b. To encourage the establishment and healthy growth of mature trees along Victoria Avenue.
- c. To enhance the amenity of streets and publicly accessible spaces.
- d. To maximise the use of landscape treatments and built form materials that minimise urban heat island and contribute to the amenity of people using the public domain.

Controls

1. Landscape design is to:
 - a. include a diverse range of plant species and is to be in accordance with the recommended species list in Part C Section 3 of The Hills Development Control Plan 2012;
 - b. be compatible with flood risk and avoid dense planting in a flow path;
 - c. incorporate understorey planting and permeable surfaces to reduce the extent of paved areas and to enhance the amenity of the streetscape environment; and
 - d. enhance the appearance of the building and car parking areas without creating opportunities for concealment.
2. 60% of the street setback area is to be soft landscaping. Existing mature trees along Victoria Avenue and Anella Avenue should be preserved.

3. The minimum amount of deep soil area, meaning an area of natural ground with relatively natural soil profiles, is to be 10% of the site area.
4. Canopy trees are to be planted within street verges to provide shade and reduce pavement surface temperatures.
7. The incorporation of green walls and roofs into the development is encouraged. Where suitable, building facades should incorporate landscaping features to soften the visual bulk of buildings and to improve streetscape quality.

4.4 Parking, Loading and Access

Objectives

- a. To provide sufficient car parking spaces for the development and encourage public transport use.
- b. To reflect the Transit Oriented Development principles underpinning all outcomes at the site.
- c. To ensure vehicles enter and exit the developments in a safe and efficient manner.
- d. To ensure appropriate separation of loading and parking functions from public spaces for people.
- e. To ensure that the perceived bulk and scale of buildings on the site is not exacerbated by the provision of above ground parking.

Controls

1. Vehicular access is to be provided generally in accordance with Figure 3.
2. All vehicles are to enter and leave the site in a forward direction.
3. No parking is permitted in the landscaped setbacks.
4. Car parking is to be provided in accordance with the following minimum rates:

Land Use	Minimum	Maximum
Commercial	1 space per 75m ²	1 space per 60m ²
Retail/Specialised Retail	1 space per 50m ²	1 space per 25m ²

5. Car parking is to be provided predominantly underground. The amount of parking spaces provided in at-grade or above ground parking areas shall not exceed 55 car spaces.
6. Basement car parking is not permitted to encroach into the setback areas to Anella Avenue and Victoria Avenue so as to reduce the potential for deep rooted planting and effective landscaping on the site.

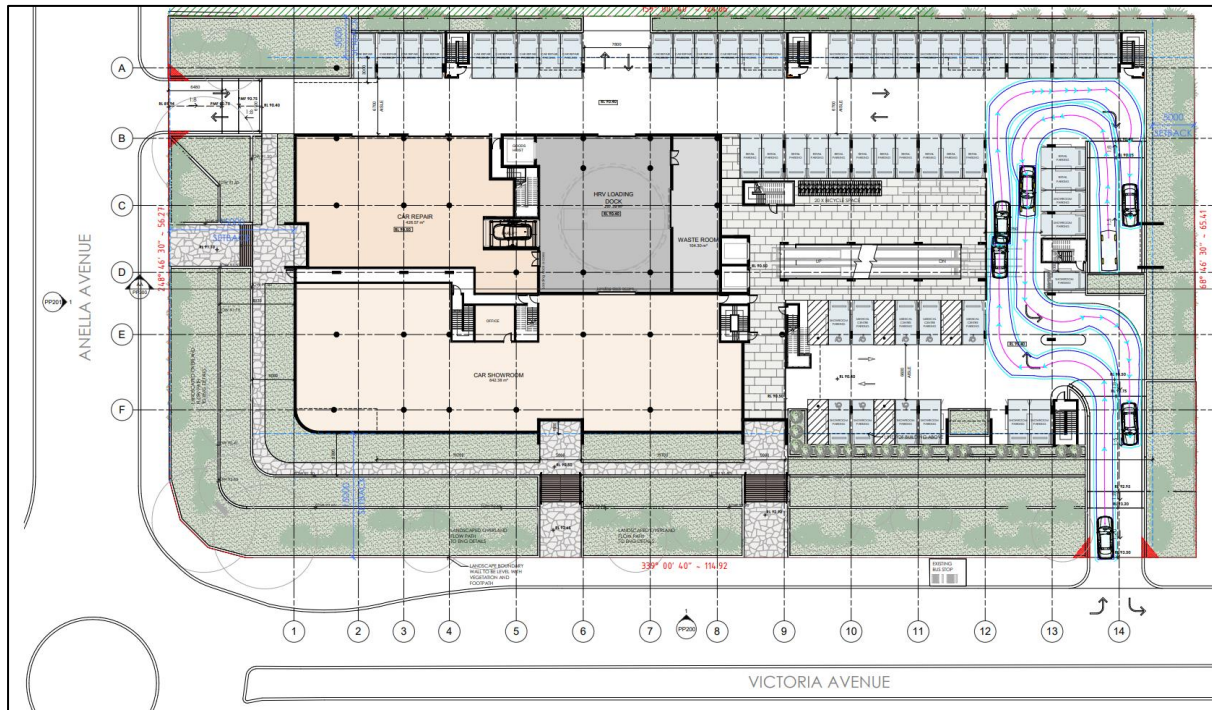


Figure 3
Access Arrangements

4.5 Stormwater Management

Objectives

- To prevent development over stormwater pipes.
- To ensure protection of existing stormwater pipes prior, during and after construction of the development.
- To ensure appropriate access into stormwater pipes for inspection and maintenance is maintained.
- To ensure appropriate access for construction vehicles is provided for any future pipe replacement works.
- To ensure adequate flood emergency response from the development where necessary.

Controls

- Stormwater easements should be provided generally in accordance with Figure 4.
- Building foundations are not to be constructed in the stormwater easement and should provide a 1m minimum offset from the easement.
- Building and structures including footings must not encroach into the zone of influence of stormwater pipes.
- Development applications for new buildings on the site are to be supported by a structural engineering statement prepared by a suitably qualified structural engineer that confirms that the proposal will not impart a load on the pipe in the easement.
- Access chambers are to be maintained with suitable access provided for inspections and maintenance of stormwater pipes.

6. On ground pavements are to be designed to facilitate maintenance and replacement of pipes if required.
7. Development should comply with Part C Section 6 - Flood Controlled Land of The Hills DCP 2012.
8. A Stormwater Management Plan is to be prepared which considers sustainable water management practices and minimal development impact.
9. Stormwater runoff must be treated on the development site before it discharges to a public drainage system.
10. All stormwater drainage designs are to comply with the most up to date revision of Council's Design Guidelines Subdivision/Developments.
11. Landscaping and structural elements that potentially obstruct or impact the movement of floodwaters along Victoria Avenue and Anella Avenue frontages should be avoided.
12. Development should include water sensitive urban design.

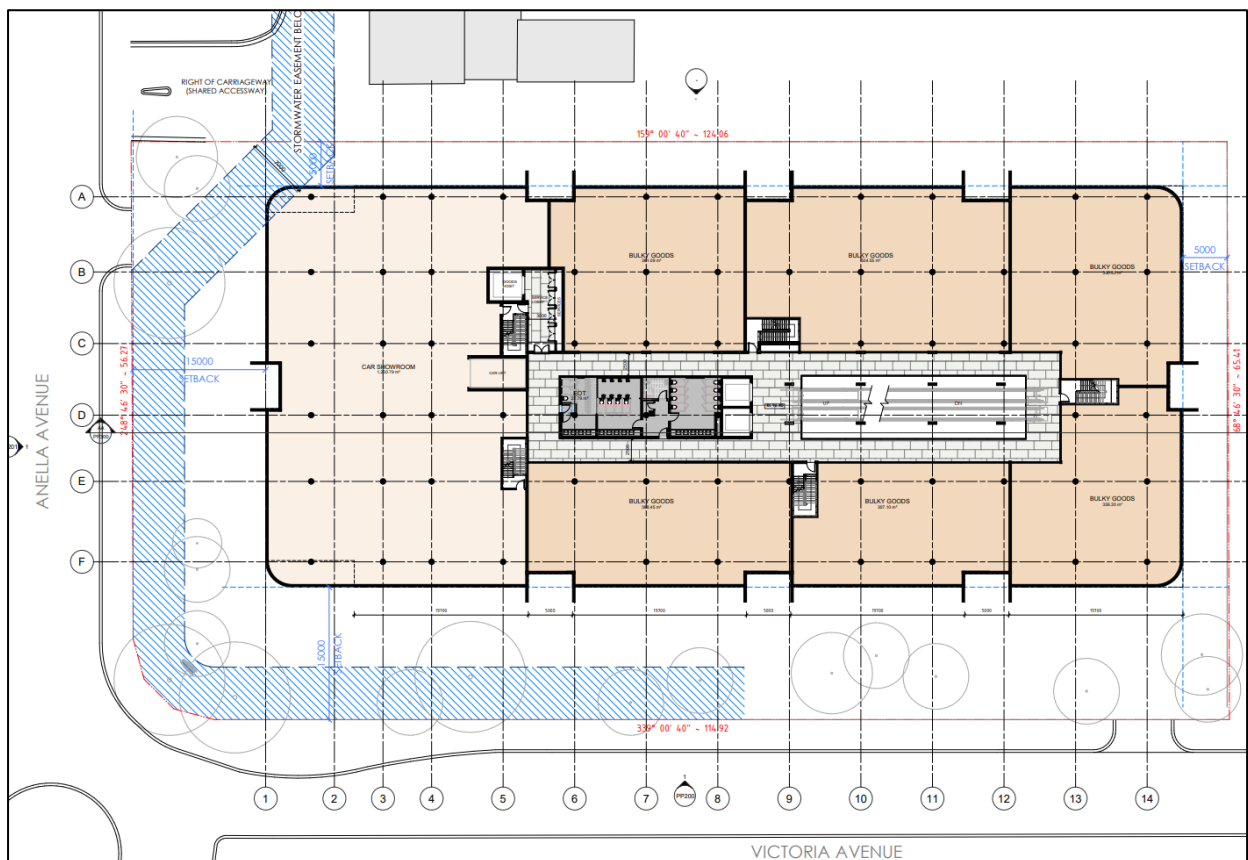


Figure 4
Indicative Stormwater Easement (highlighted blue)

