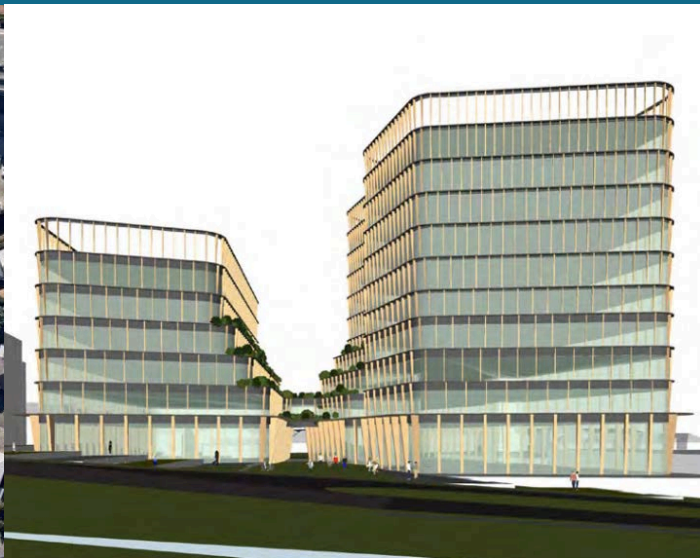


The Hills Development Control Plan (DCP) 2012

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THE
HILLS
Sydney's Garden Shire



Part D Section X

14-16 Brookhollow Avenue, Norwest

DXX

In Force XX XX XXXX

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1 Introduction

This Section of the DCP has been prepared to guide future commercial development on the site at 14-16 Brookhollow Avenue, Norwest.

1.1 Land to which this Section applies

This Section of the DCP applies to the area outlined in red, being land at 14-16 Brookhollow Avenue, Lot 3 DP 1010849 as shown in Figure 1 – Land to which the DCP applies.



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 and sustainable within a high quality urban design outcome. It also encourages orderly development through site planning to address the site's sensitive interface with adjoining residential properties.

1.3 Relationship to other Sections of the DCP

This section forms part of The Hills Development Control Plan (DCP 2012). Development on the site shall have regard to this section of the DCP as well as other relevant sections within 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 has a total area of 6,621m² and is located on the periphery of the Norwest Business Park and Norwest Metro Station Precinct. With its primary frontage at Brookhollow Avenue, the site is accessible via Brookhollow Avenue's connection to Norwest Boulevard, a key thoroughfare between Windsor Road, Old Windsor Road and the M7 Motorway.

The site adjoins existing commercial development to the east and west, with Fairmont Avenue Reserve and low density residential properties adjoining the site to the south. Norwest Station is located approximately 600m walking distance from the site and will provide direct access to employment opportunities on the site.



Figure 2: Urban Context

3 Desired Future Character and Principles

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

- The site will accommodate a commercial development that will contribute to meeting Norwest's employment targets and increase the economic development of the Shire.
- Future development will be transit oriented by reducing car dependency and encouraging walking and cycling to and from the nearby Norwest metro station.
- Future development will be sensitively designed to respond to the site's location in the periphery of the Norwest Precinct and interface with existing low-rise and future mid-rise residential development through appropriate site planning and building height transition.
- Future development on the site will provide significant landscaping and public plaza space to maintain the campus-style and business park character of Norwest.
- Built form will generally comprise two (2) main buildings at the centre of the site, with a single storey podium.
- Built form will be sensitively designed to be sympathetic with adjoining low rise residential development and Fairmont Avenue Reserve, with respect to visual amenity, overshadowing and visual privacy.
- Development will be sited, angled and designed to provide high levels of solar access to the subject site and surrounding residential properties.
- The pedestrian through-site link will be accessible, attractive and activated, and will connect residential properties south of the site to the business park, whilst increasing the overall permeability of Norwest.

4 General Controls

4.1 Setbacks and Landscaping

Objectives

- a. To provide an attractive streetscape comprising substantial areas for landscaping and screen planting that contribute to the landscaped feel of Norwest Business Park.
- b. To protect privacy and amenity of adjoining land uses and reduce bulk and scale.
- c. To ensure adequate sight distance is available for vehicles entering and leaving the site.
- d. To encourage active urban edges where buildings meet the public realm.

Controls

1. Minimum building setbacks are to be provided in accordance with the setbacks illustrated in Figure 3.
2. 45% of site area is to be retained for landscaping, including 43% for deep soil landscaping
3. Landscaped areas are to have a minimum width of 2m. Areas less than 2m in width will be excluded from the calculation of landscaped area.
4. Native ground covers and grasses are to be used in garden beds and path surrounds (turf is to be confined to useable outdoor areas).
5. Deep soil zones are to allow for future planting of mature trees.
6. Where roof gardens are provided, consideration should be given to the Urban Green Cover in NSW – Technical Guidelines, published by the Office of Environment and Heritage.
7. Soft landscaping is to include a mix of mature and semi mature trees, shrubs, lawn turf and ground cover planting. Plant species are to be appropriate to the context and the specific microclimate within the development.
8. Drought tolerant plant species, and species that enhance habitat and ecology, are to be prioritised.

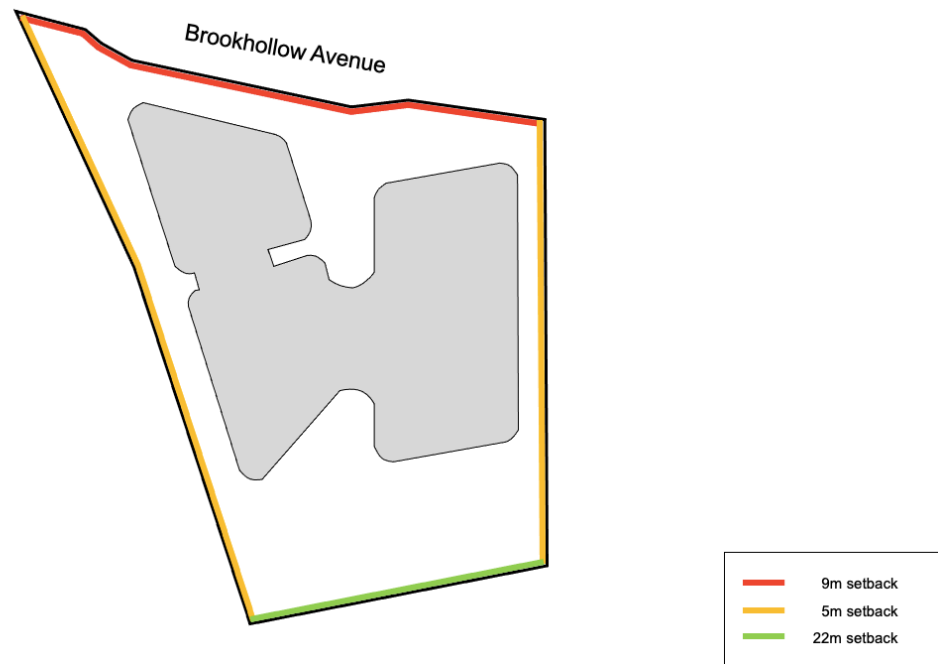


Figure 3: Building Setbacks

4.2 Design and Built Form

Objectives

- a. To promote an attractive commercial development on the site where built form and scale are appropriately integrated into the site's context.
- b. To ensure appropriate siting of building massing and heights across the site.

Controls

1. The bulk and scale of the development is to be treated through the use of appropriate materials, colours and landscape treatment and with consideration of view corridors to and from surrounding areas.
2. Building footprints and heights shall be generally in accordance with Figure 4 below.



Figure 4: Building Heights

3. Built form should incorporate a stepped design from the first to the fourth storey (at a minimum), as shown in Figure 5 below.
4. The built form, including levels, shall be in accordance with the flood planning requirements stipulated in Part C Section 6 – Flood Controlled Land of The Hills Development Control Plan 2012.

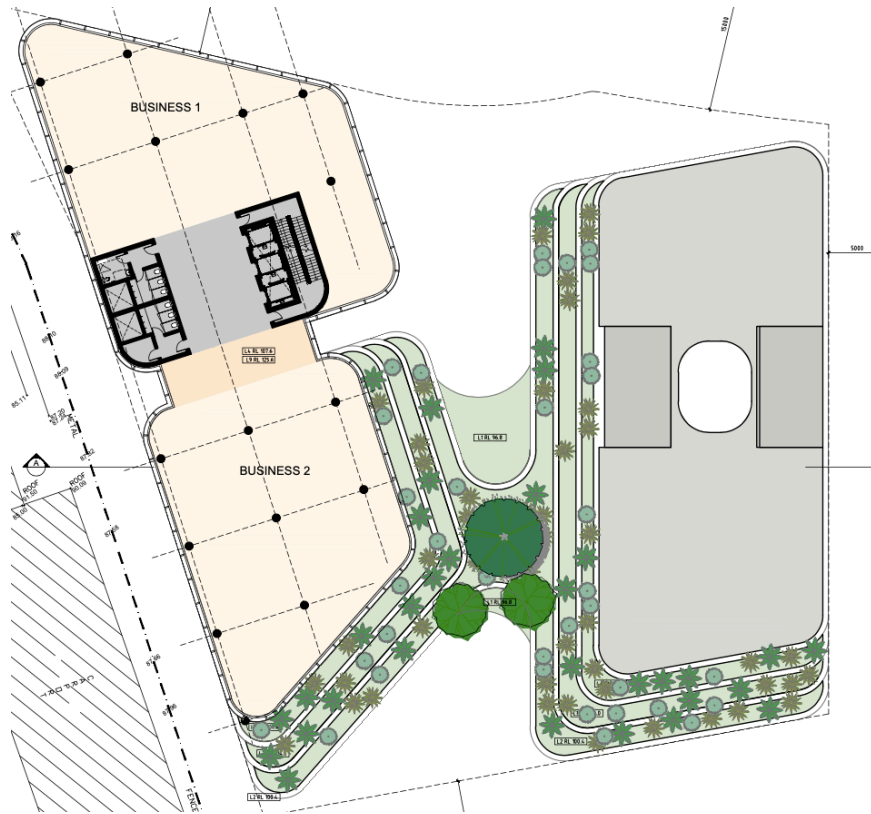


Figure 5: Indicative Built Form

4.3 Parking and Vehicular Access

Objectives

- a. To minimise adverse traffic impacts and improve the flow and function of the local road network.
- b. To provide sufficient parking spaces for development while encouraging public transport use.
- c. To ensure that car parking is appropriately located within the site and allows for increased landscaping opportunities.

Controls

1. Car parking shall be provided in accordance with the following rates:
 - a minimum rate of 1 space per 100m² of commercial gross floor area; and
 - a maximum rate of 1 space per 75m² of commercial gross floor area.
2. Access to parking areas shall be established in accordance with the requirements set out in Part C Section 1 – Parking of The Hills Development Control Plan 2012.
3. On-site car parking is to be provided in a basement form only.
4. Basement car parking is to be provided at a maximum of 4 levels.
5. Carpark access should not adversely affect pedestrian movement or the visual amenity of the public domain on Brookhollow Avenue.
6. Basement car parking is to protrude above ground level for ventilation purposes only to a maximum of 1.2 metres and is not to reduce the potential for deep rooted planting and effective landscaping on the site.
7. Carpark ventilation point must not be directed towards adjoining residential dwellings.

4.4 Public Domain and Pedestrian Amenity

Objectives

- a. To provide a highly permeable site that is accessible to all users.
- b. To provide a north-south link through the site that is safe for pedestrians throughout the day and evening.

Controls

1. The development must provide a minimum of one (1) public plaza fronting Brookhollow Avenue and totalling at least 11% of the site area.
2. The development must provide a pedestrian site-through linkage between Brookhollow Avenue with Fairmont Avenue Reserve that is to be generally consistent with Figure 6.
3. The development shall provide opportunities for casual surveillance, enhancing safety of pedestrians moving within the site and must be provided with adequate lighting to improve safety.
4. Street furniture is provided in the through-site link, including a high quality, durable and co-ordinated selection of paving, seating, lighting, rubbish bins, and directional signage.
5. On level access, paved pathways or lifts are to be provided to allow for the equitable movement of people across the site.
6. Signage and wayfinding is to be incorporated within the public domain where possible.



Figure 6: Indicative through-site link

4.5 Solar Access and Overshadowing

Objectives

- a. To ensure key areas of the public domain both on the subject site and on adjoining sites receive adequate solar access.

Controls

1. All private open space within neighbouring low density residential properties are to continue to receive a minimum four (4) hours of sunlight access between 9am and 3pm on 21st June.

Note: Where these are already receiving less than the minimum 4 hours, the proposed development shall not further reduce the level of solar access.

2. Public open space (located within and adjoining the site) is to receive a minimum of 50% sunlight coverage between 12pm and 2pm on 21st June.
3. Development shall achieve direct sunlight to the principal usable part of the public plaza and other key public areas for a minimum of 2 hours between 9am and 3pm on 21 June.