

# The Hills Development Control Plan (DCP) 2012

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Part D Section 22  
Derriwong Road & Old Northern  
Road, Dural

# D22

**EXHIBITION DRAFT – (DATE)**

In Force XXXXXXXX

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# 1 Introduction

This section of The Hills Development Control Plan 2012 (DCP) has been prepared to provide site specific objectives and controls to guide future development of land at Dural for residential purposes. This section of the DCP must be read in conjunction with the following parts of the DCP:

- Part A – Introduction
- Part B Section 2 – Residential
- Part C Section 1 – Parking
- Part C Section 3 – Landscaping

In the event of an inconsistency between this section of the DCP and any other sections of the DCP, the provisions of this section shall prevail to the extent of the inconsistency.

## 1.1 Land to which this Section applies

This section of the DCP applies to land identified as Nos. 614, 618 and 626 Old Northern Road and Nos. 21 and 27 Derriwong Road, Dural (Lot X DP 501233, Lot 2 DP 541329, Lot 2 DP 567995, Lot 9 DP 237576 and Lot Y2 DP91653) (the Site) as outlined in red in Figure 1.

**Figure 1** Land to which this Section applies



## 1.2 Aims and Objectives of this Section of the DCP

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The objectives of this section of the DCP are:

- a. To provide detailed design and environmental standards for the development of the Site.*
- b. To enable a low-density residential development outcome on the Site.*
- c. To ensure that any development on the Site is appropriate to the Site's context and enhances the surrounding natural and scenic characteristics of the locality.*
- d. To facilitate the provision of a suitable road reserve to accommodate a future bypass corridor.*
- e. To encourage a variety of choice and housing types within the locality to provide for existing and future housing needs.*
- f. To encourage a transition from rural land to the north and east of the Site to urban form south of the Site.*
- g. To provide a local park offering amenity for existing and future residents in the area.*
- h. To minimise land use conflict with adjoining rural land and ensure future development is sympathetic with the surrounding low density rural residential character.*

## 1.3 Relationship to other Sections of the DCP

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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's primary frontage is to Old Northern Road to the east of the site, and secondary frontage to Derriwong Road to the south and west of the site. The site is at the interface of the boundary between The Hills Shire and Hornsby Shire Council boundary, along Old Northern Road. The land is surrounded by large rural properties, Dural Public School, Redfield College, and various commercial uses.

The site provides a naturally contained precinct for urban development around the existing Dural Public School and immediately south of the Dural Neighbourhood Centre. The land opposite the site is zoned RU2 Rural Landscape within the adjoining Hornsby Shire Council area (under the Hornsby Local Environmental Plan 2013). Land in the broader locality (especially in Hornsby LGA) is presently being used for rural residential and low intensity agricultural uses.

## 3 General Controls

### 3.1 Subdivision of Land

Built form and design development controls are in accordance with Part B Section 2 – Residential of the DCP unless specified within this Part.

#### Submission requirements

For subdivision applications the site analysis must include:

- The site and its surrounds.
- A plan describing the site.
- A statement explaining how design and development has regard to the site analysis carried out in one above.
- Demonstration of how allotment /dwelling locations and dimensions respond to topography, site constraints, and achieve solar orientation.
- The results of the tree survey/assessment and identification of trees/and or bushland to be protected.

#### Minimum lot size and subdivision

##### Objectives

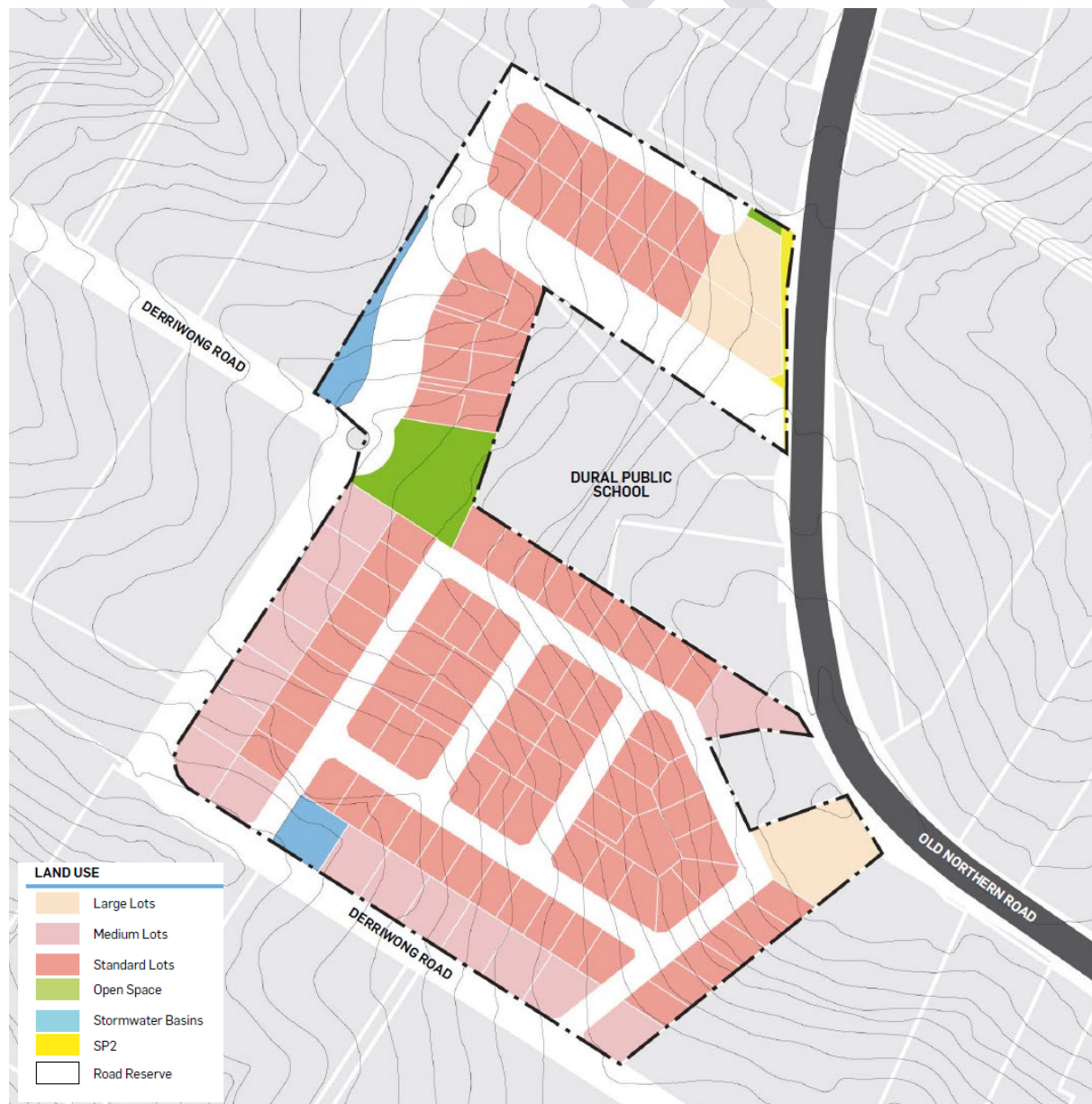
- a. *To achieve coherent site planning and development that is appropriate to the site's context.*
- b. *To create a low-density residential area of free-standing dwellings that does not dominate the landscape and is consistent with the environmental capacity of the site.*
- c. *To provide a variety of allotment sizes with larger lots on the periphery of the site to provide a transition from the surrounding rural landscape.*
- d. *To maximise solar access to dwellings, internal dwelling spaces, and associated private outdoor spaces.*
- e. *Reflect the development standards for the Site contained within The Hills Local Environmental Plan 2019 (HLEP 2019)*

##### Controls

1. Subdivision of the land is to be consistent with Minimum Lot Size controls under HLEP 2019.
2. Larger lots are to be positioned at corners and the boundaries of the site visible from key public domain vistas.
3. Lot sizes and dimensions are required to enable dwellings to be sited to protect natural or cultural features, and respond to site constraints including slope, vegetation, drainage, or bushfire risk.
4. Lot dimensions should enable sufficient landscaping buffering to any adjoining rural land.
5. Lot frontages are required to be orientated to streets and open spaces to assist personal and property security, deterrence of crime and vandalism, and surveillance of footpaths, drainage lands and public open space.

6. Each allotment shall be orientated and of a shape to enable the siting of a dwelling and ancillary outbuildings, outdoor space, and vehicle parking so as to allow the house to receive direct sunlight.
7. Allotments are to be generally rectangular in shape and not splayed at the end of cul-de-sacs.
8. All allotments are required to be capable of containing a rectangular building platform of 10 metres x 15 metres within the required setbacks.
9. Future subdivision of the site is to have regard to the indicative subdivision layout provided at Figure 2 (as may be amended upon confirmation of the final location and design requirements of a regional road reserve through the site).
10. Variations to the above orientation requirement will be considered where it can be demonstrated that the parcel to be subdivided is too constrained to make the orientation within the specified range possible.

**Figure 2-** Indicative Subdivision Layout





## **Density**

### *Objectives*

- a. *To achieve an appropriate residential density on the site that is consistent with the local character.*
- b. *To ensure future development is sympathetic to the surrounding low density rural residential character.*

### *Controls*

1. The maximum yield shall not exceed 110 residential allotments.

## **Visual character**

### *Objectives*

- a. *To create a low-density residential area where the built form does not dominate the landscape and is consistent with the scenic characteristics of the Site.*
- b. *To ensure new development respects and enhances the green and garden character of The Hills Shire.*

### *Controls*

1. Residential buildings on the site are to be positioned to sensitively respond to key views and vistas from the public domain, including from the ridgeline of Old Northern Road.
2. Proposed dwellings should adopt a building form and siting principles that responds to the existing landform and topography of the Site, including adopting building heights at the street frontage that do not dominate the streetscape.
3. Proposed dwellings should provide landscaping in the front and rear yards, in particular tall planting in scale with the building proposed.
4. Larger residential lots fronting Old Northern Road should have a minimum building setback of 15 metres that includes appropriate landscaping to create a green buffer to the road.



## 3.2 Road Network Improvements

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### *Objectives*

- a. *The road network is to be based on a hierarchy of road/street types, as indicated at Figure 2, including a Collector Road delivered within the bypass corridor and Access Streets providing local residential access.*

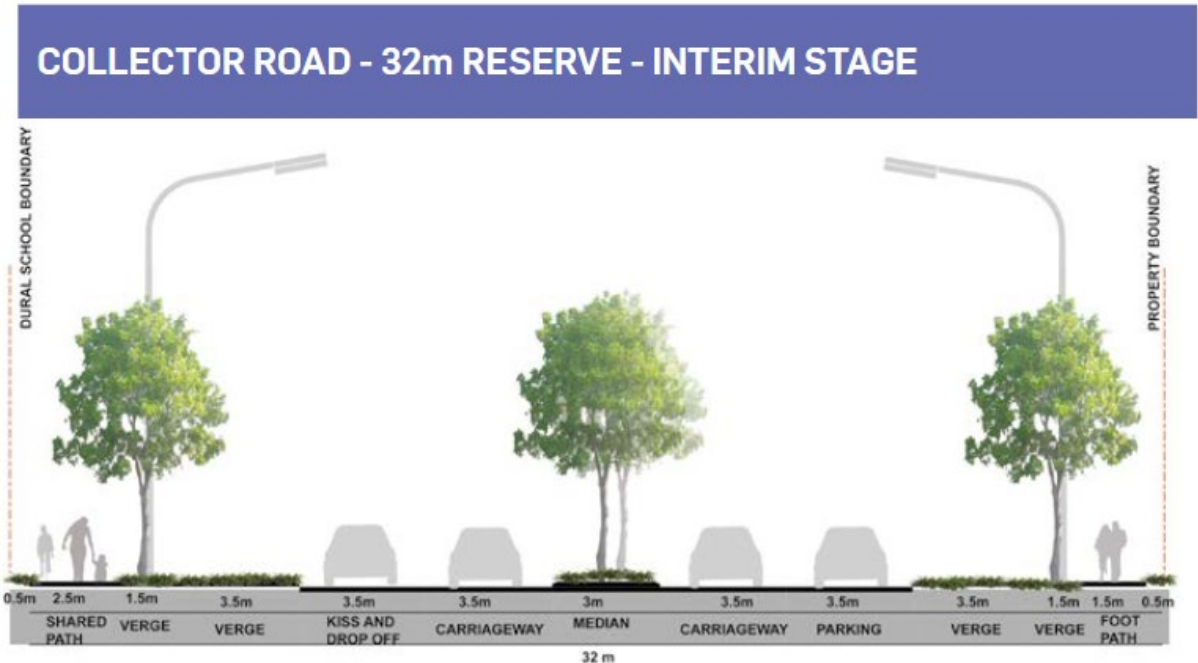
The planning objectives for the bypass corridor and vehicular drop-off area (allowing potential relocation of existing drop-off away from Old Northern Road) are as follows:

- i. **Short Term** – to provide a local collector road that incorporates vehicular drop-off and pick up facilities for Dural Public School and provides access to new residential dwellings.
- ii. **Long Term** – to reserve a bypass corridor so that the local collector road can be expanded in future to provide an expanded arterial function.

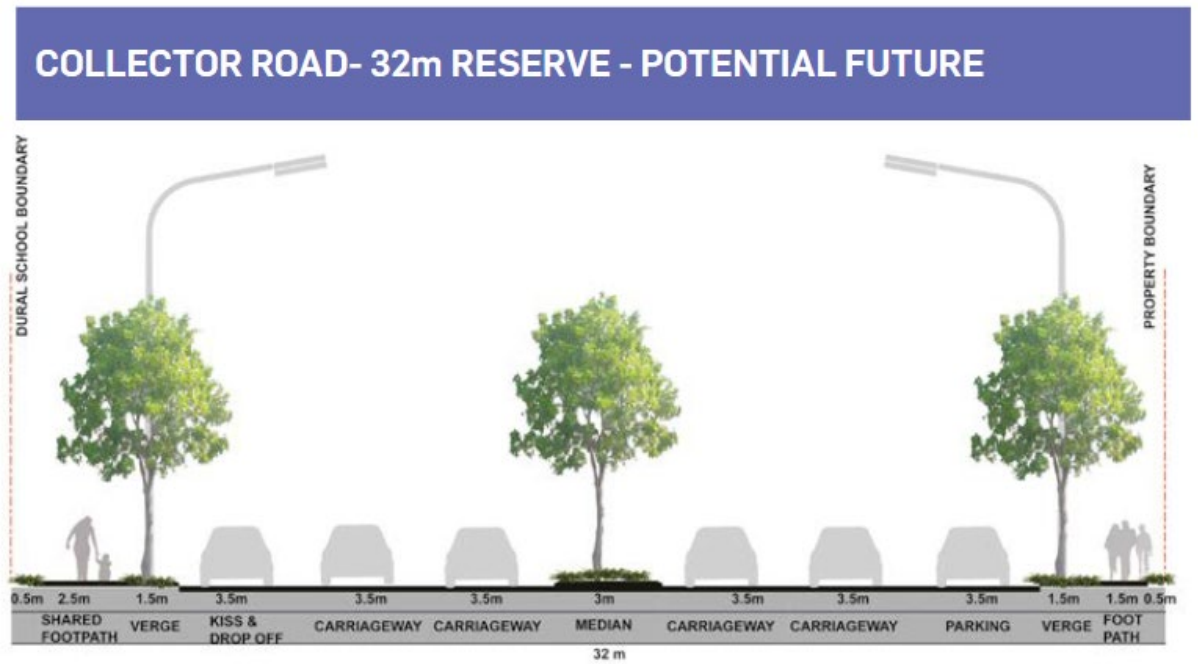
### *Controls*

1. Reservation of a 32m wide bypass corridor to accommodate a future road in accordance with Figure 3 and supporting the proposed Round Corner Bypass.
2. The construction of a local collector road with widened verges to and drop-off-pick up facilities for Dural Public School, in accordance with Figure 4
3. All other roads within the site are to be designed in accordance with the relevant Australian standards.
4. Roads are to be designed to integrate into the local road network and provide for the efficient and safe movement of vehicles, bicycles, and pedestrians throughout the development site.
5. Delivery of an appropriate intersection treatment at Old Northern Road, subject to the requirements of Transport for NSW.

Figure 3- Indicative Collector Road and Bypass Corridor Section



Picture 1- 32m Road Reserve Section – Interim Stage



Picture 2- 32m Road Reserve Section – Potential Future Stage

**Figure 4-** Indicative Local Road - drop-off-pick up facilities for Dural Public School



### 3.3 Vehicular Access

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#### *Objectives*

- a. *Minimise existing traffic congestion and safety issues on Old Northern Road by providing alternative access points to the Site and Dural Public School.*
- b. *To ensure vehicular and pedestrian safety.*

#### *Controls*

1. Vehicular access to the site will be via an appropriate intersection at Old Northern Road, subject to the requirements of Transport for NSW.
2. Local access points will be via Derriwong Road.
3. Vehicular access to residential lots is permitted from the local collector road but should be minimised where possible.

### 3.4 Public Open Space and Landscaping

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#### *Objectives*

- a. *To provide adequate public open space to enhance the amenity of existing and future residents in the local area.*
- b. *To deliver landscape outcomes that support the character of the local area.*

#### *Controls*

1. A local open space of approximately 4,000sqm is to be provided generally in accordance with Figure 2.
2. The design of the local open space is to be generally consistent with the landscape concept provided at Figure 5.
3. Fencing details for adjoining residential lots are to be provided as part of the development application for the local open space.
4. Street trees are to be provided in all residential subdivisions in the alignments shown in Figure 4.
5. Landscaping to side and rear boundaries should effectively screen new development including to rural lands to the north, west and east of the site.
6. All landscaped areas are to have a minimum width of 2 metres.
7. Native species are to be used to maintain a strong natural theme for the neighbourhood due to their low maintenance characteristics, relative fast growth, aesthetic appeal, and compatibility with the natural habitat.
8. Landscaping of private open space and building setback areas is to be provided in accordance with the provisions set out in Part C Section 3 of this DCP.

**Figure 5 – Indicative Public Open Space - Concept Plan**



**KEY**

- 1 Entry feature with blade walls and paving element
- 2 Local play space
- 3 Main play structure (two options - Kanope multiplay piece or Quartz Climber)
- 4 Balance play elements
- 5 Shelters with picnic tables
- 6 Shared Path (2.5m)
- 7 Sandstone logs (walls/vehicle barrier)
- 8 Interpretive tree planting (orchards)
- 9 School access point (subject to SINSW requirements)
- 10 Open space kick-about area

-  Electrical substation
-  Site boundary
-  Proposed trees
-  Road
-  Pedestrian path
-  Turf verge
-  Open turf area
-  Playground Mulch
-  Sandstone retaining/seating walls
-  Softfall rubber
-  Mass planting

### 3.5 Bush Fire Hazard Management

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#### *Objectives*

- a. To reduce the risk to life and property in areas of bushfire risk.*

#### *Controls*

1. Development subject to bushfire risk will be required to satisfy the requirements of the Planning for Bush Fire Protection 2019 guide.

### 3.6 Stormwater Management

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#### *Objectives*

- a. To provide for the disposal of stormwater from the site in efficient and environmentally sensible ways in accordance with Council's ESD objective 3.*
- b. To control stormwater and to ensure that developments do not increase downstream drainage flows or adversely impact adjoining or downstream properties.*
- c. To ensure the integrity of watercourses is protected and enhanced in accordance with Council's ESD objective 4.*
- d. To provide for on-site detention of stormwater.*
- e. To encourage the reuse of stormwater.*

#### *Controls*

1. Stormwater detention basins are to be provided at the locations generally in accordance with Figure 2.
2. All drainage designs, excluding minor drainage systems, are to comply with Council's Design Guidelines Subdivisions/Developments. Design criteria are to be confirmed by Council.
3. Water Sensitive Urban Design (WSUD) measures should be employed in the management of the site's/development's stormwater in terms of water retention, reuse and cleansing.
4. In all development, consideration should be given to utilising one of the following WSUD measures: -
  - M1 Low Impact Building Design
  - M2 Low Impact Landscape Design
5. A detailed description of the actions required to implement each of these measures is included in Appendix B – Water Sensitive Urban Design of The Hills Shire Development Control Plan.

### 3.7 Utilities Provision and Location

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#### *Objectives*

- a. *To maximise the opportunities for shared (common) trenching and reduce constraints on landscaping within road reserves.*
- b. *To ensure the provision of public utilities is undertaken in accordance with the requirements of both Council and the relevant servicing authority.*

#### *Controls*

1. The Council requires underground electricity reticulation for all urban residential development.
2. Where agreement to develop shared trench practices cannot be met the alignment of services shall be to a standard acceptable to Council.
3. Council requires the provision of street tree planting within all verge areas and service authorities are expected to cooperate to ensure this is achieved.
4. Provision of all utilities and services is to be supplied and constructed in accordance with the requirements of the relevant authority.
5. Details of the location of all sewer reticulation mains are to be supplied to Council for assessment of environmental and property considerations

### 3.8 Dwelling Design and Siting

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#### *Objectives*

- a. *To ensure that dwellings are designed with regard to site conditions and minimise the impact on landform.*
- b. *To ensure that dwelling design and siting have regard to the amenity of adjoining development and surrounding properties.*

#### *Controls*

1. Dwellings should be sited so that their height does not detract from the use, appearance, and enjoyment of adjoining spaces and dwellings, including the protection of solar access, or privacy of adjoining neighbours.
2. Buildings are to be designed to ensure maximum protection of privacy, in particular the privacy of primary living areas must be protected.
3. Careful consideration should be given to the location of air-conditioning systems, swimming pools and the like to minimise the impact on the amenity of adjoining properties.
4. Private open space areas and driveways are to be designed to minimise noise impacts.



5. Developments should provide a minimum building setback as per the following table.

Location / Frontage	Setback
Primary Road Frontage	6m for <850m <sup>2</sup> and 10 m for >850m <sup>2</sup>
Secondary Street (corner allotments)	2.0m
Garages	5.5m
Side Boundaries	0.9m
Rear Boundaries <ul style="list-style-type: none"> <li>- 1 storey</li> <li>- 2 storeys</li> </ul>	4.0m 6.0m
Rear Setbacks to regional road reserve	6.0m

6. For corner allotments garages shall not form part of the secondary street setback.
7. The principal private open space area (behind the front building line) must be able to contain a rectangle measuring 4 metres x 6 metres.
8. The maximum width of a dwelling must be:

Width of allotment at the building line	Percentage of width at the building line
Less than or equal to 18m	80%
Greater than 18m	75%

