

The Hills Development Control Plan (DCP) 2012

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THE
HILLS
Sydney's Garden Shire



Part D Section X
7-15 Columbia Way, 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 7-15 Columbia Way, Norwest.

1.1 Land to which this Section applies

This section applies to the area outlined in red, being land at 7-15 Columbia Way, Norwest (Lot 2015 DP 857690 and Lot 200 DP 877496) as shown in Figure 1 – Land to which this Section 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 best practice transit oriented development by requiring reduced parking rates promoting the use of active and public transport, as well as addressing the site's sensitive interface with low density residential development to the north.

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 shall 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.

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2 Urban Context

The subject site is located within the commercial core area of the Norwest Strategic Centre and is within The Hills Shire Council Local Government Area (LGA).

The site is rectangular in shape and has a northern frontage of approximately 235 metres to Spurway Drive and a southern frontage of approximately 219 metres to Columbia Way. There is also a curved frontage of 27 metres to the roundabout at the south-eastern corner of the site at Columbia Court. The site has a total area of 30,320 square metres. There is a fall across the site from north to south of approximately 6 to 7 metres, with the steepest part of the site being the setback area from Spurway Drive which is a battered embankment. There is also a fall from east to west of approximately 6 metres.

The location has access to transport connections as a result of the new Norwest Metro Station which is approximately 830 metres walking distance from the subject site. The North West Metro is a high frequency rail service which now connects the north west growth region with the rest of Sydney's metropolitan rail system. The site is also very well connected to major road corridors including the M7 Motorway as well as Old Windsor Road which connects to the Parramatta CBD. The surrounding area contains a mix of uses including office, industrial, retail, food and beverage, education and places of public worship and residential.

Norwest is a strategic centre which has a very high level of amenity with excellent public transport, open space and accessibility. The subject site is a large landholding with an interface to residential development to the north and with other commercial land holdings within the commercial core area to the east, south and west. The site has the capacity to be a catalyst for urban renewal and investment in the precinct, with significantly improved connectivity and permeability, improved amenity for the community, and a broader range of commercial facilities and employment opportunities for the growing residential population.

3 Desired Future Character and Principles

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

- Development on the site will enable a dense mix of employment generating uses which may include offices, retail, food and beverage, and child care centre to support businesses and workers in the area.
- Containment of building footprints and envelopes will ensure that the ground plane remains open and landscaped with significant deep soil planting area.
- The public domain will be attractive, safe, functional and accessible. High quality treatments are to be provided including generous paving, integrated seating, landscaping, water features and public art.
- Pedestrian through-site connections will provide ease of movement and enhance connectivity with the surrounding areas.
- Built form is expected to comprise five (5) main buildings with each building having a unique design response to its location and role within the precinct which promotes collaboration, innovation and interaction.
- Building heights will be varied to create visual interest in the skyline and minimise potential overshadowing on surrounding properties.
- The ground plane of the development will be vibrant and attractive day and night through the provision of active uses such as cafes, restaurants and small scale retail premises.
- Buildings are to exhibit a high standard of architectural design, materials and detailing.
- Development will achieve best practice environmental performance and climate change resilience through the use of best practice environmental design
- Future development will be transit oriented by reducing car dependency and encouraging walking and cycling to and from the nearby Norwest Metro station and bus stops.
- Future development will be sensitively designed to respond to the site's topography, location on the periphery of the Norwest Precinct and interface with surrounding established low density neighbourhoods.

The desired built form outcomes are illustrated in Figures 2 to 6 below.



Figure 2: Indicative built form to Spurway Drive



Figure 3: Indicative built form to Columbia Way



Figure 4: Indicative internal landscape spaces



Figure 5: Indicative built form to Columbia Way



Figure 6: Indicative built form to the corner of Columbia Way and Columbia Court extension

4 General Controls

4.1 Site Planning and Setbacks

Objectives

- a. To achieve a vibrant commercial development, defined by building footprints which maximise active frontages and encourage a fluid connection between the ground level active uses and open spaces.
- b. To create focal points throughout the ground plane of the site such as gathering spaces for the local business community which will be activated by the retail components within the development.
- c. To provide an attractive streetscape comprising substantial areas for landscaping.
- d. To minimise any adverse impacts such as overshadowing and privacy on adjacent and adjoining dwellings and commercial properties.
- e. To reduce visual dominance of future development along the Spurway Drive frontage.
- f. To ensure the containment of building footprints and envelopes facilitate an open ground plane to enable substantial landscaping and deep soil planting for mature trees.

Controls

1. The maximum site coverage is 35 percent (including building footprints and excluding driveways).
2. Building footprints shall be generally in accordance with the Master Plan provided in Figure 7.
3. Setbacks shall be provided generally in accordance with Figure 8.

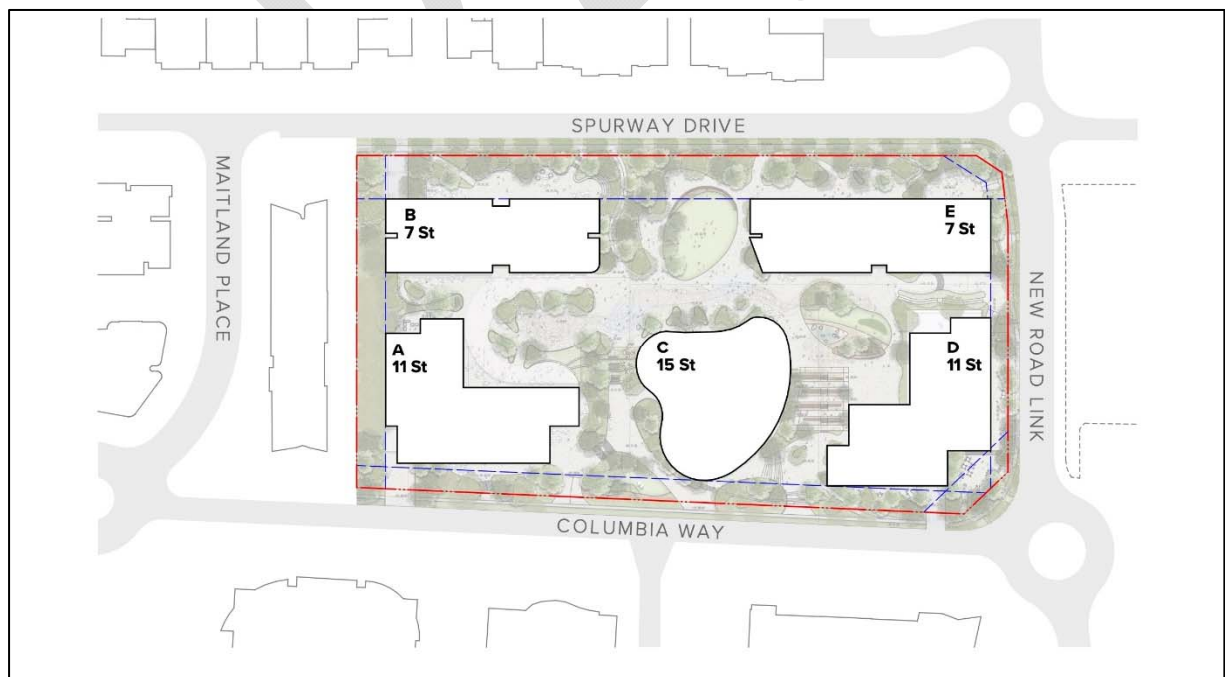


Figure 7: Indicative site layout



Figure 8: Building setbacks

4.2 Design and Built Form

Objectives

- Building height is varied to create an articulated and visually interesting skyline and to reinforce a hierarchy of building forms in Norwest.
- To protect privacy and amenity of surrounding allotments and residential development.
- To ensure appropriate siting of buildings and heights across the site.
- To minimise overshadowing of adjoining allotments.

Controls

- Maximum building heights are to comply with The Hills Local Environmental Plan.
- Maximum building heights in storeys must be generally consistent with those depicted in Figures 7 and 9.
- 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.

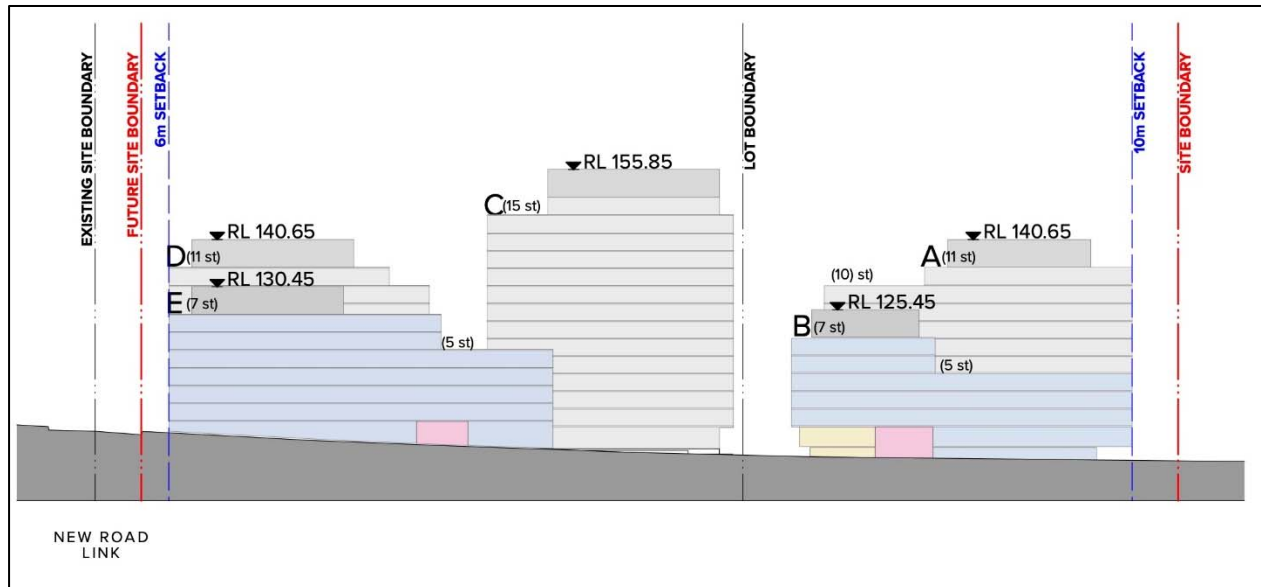


Figure 9: Building heights (as viewed from Spurway Drive)

4.3 Active Frontages

Objectives

- To require active frontages at key locations.
- To provide an attractive, safe and vibrant pedestrian environment.
- To encourage activity outside of normal commercial business hours.
- To identify vehicle access to the site.

Controls

- Active frontages are to be provided in accordance with Figure 10.
- Active frontages may include one or a combination of the following:
 - Shop front;
 - Cafe or restaurant if accompanied by an entry from the street;
 - Community and civic uses with a street entrance;
 - Recreation facilities with a street entrance;
 - Business lounge;
 - End-of-trip facilities;
 - Health Club;
 - Child care centre; and
 - Commercial tenancies with a street entrance.
- An active frontage is not required for any part of a building that is used for any of the following:
 - Entrances and lobbies;
 - Access for fire services; and
 - Vehicular access.
- Awnings are to be provided over building entries. Continuous awnings are to be provided over the full length of active frontages.

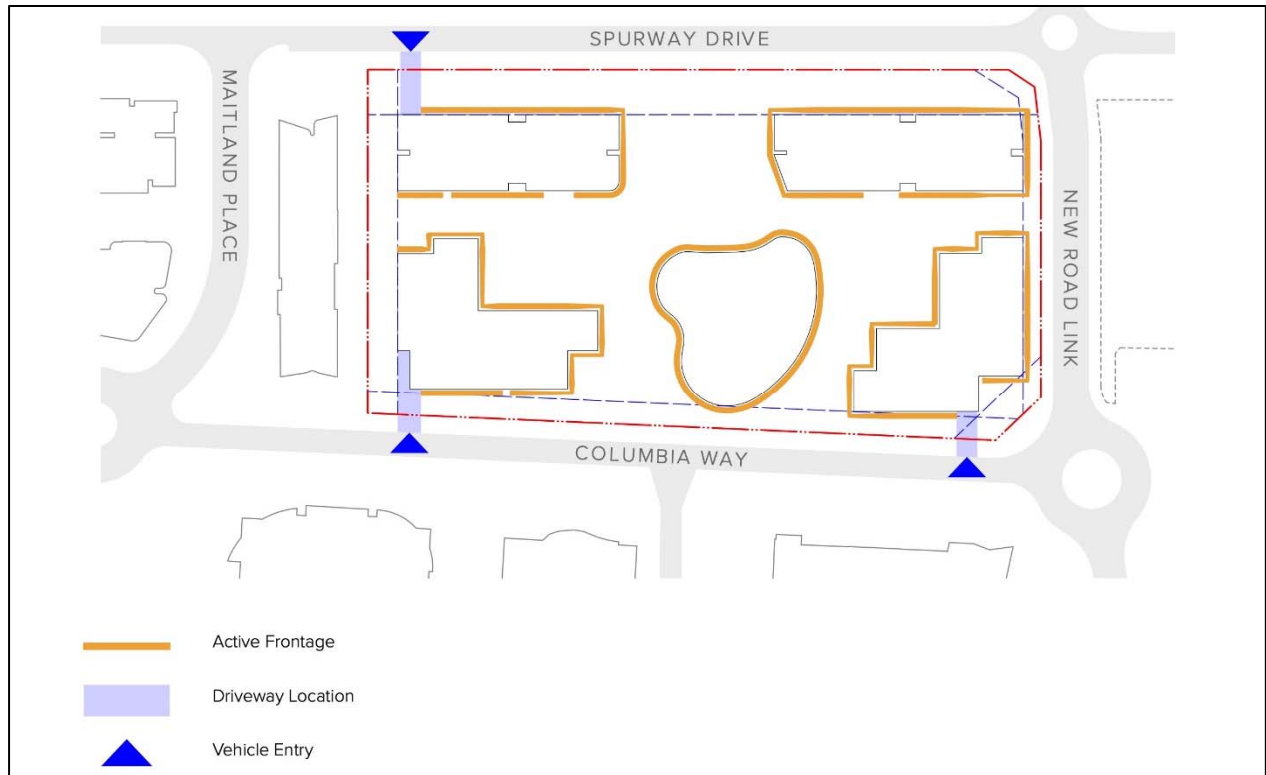


Figure 10: Active frontage

4.4 Public Domain, Landscaping and Pedestrian Amenity

Objectives

- To provide a highly permeable site that is accessible to all users.
- To provide ample public space for workers and visitors to the site.
- To enhance access and connectivity to and from the site.
- To integrate suitable landscaping that reinforces the urban character of the site.
- To enable respite from extreme heat for workers and people transiting through the site.

Controls

- Development must provide pedestrian through-site linkages between Spurway Drive and Columbia Way as generally shown in Figure 11.
- Pedestrian through-site linkages should be accessible to all ages and abilities and have regard to AS 1428.1-2021 Design for access and mobility.
- Publicly accessible open space is to be provided within the site in accordance with Figure 12.
- The open space is to be embellished with high quality treatments including:
 - Integrated seating and other furniture;
 - Bins;
 - Landscaping;
 - Public art; and
 - Water features.
- Adequate shading and use of high Solar Reflective Index (SRI) finishes shall be incorporated into the public domain and future buildings on the site.

6. Signage and wayfinding is to be incorporated within the public domain where appropriate.
7. 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.
8. A minimum of 31% of the site area is to be retained for soft landscaping as generally shown in Figure 13.
9. A minimum of 30% of the site area is to be retained for deep-soil landscaping and allow for planting of mature trees.
10. A minimum of 25% of the site area is to be retained for tree canopy as generally shown in Figure 14.
11. Drought tolerant plant species, and species that enhance habitat and ecology, are to be prioritised.

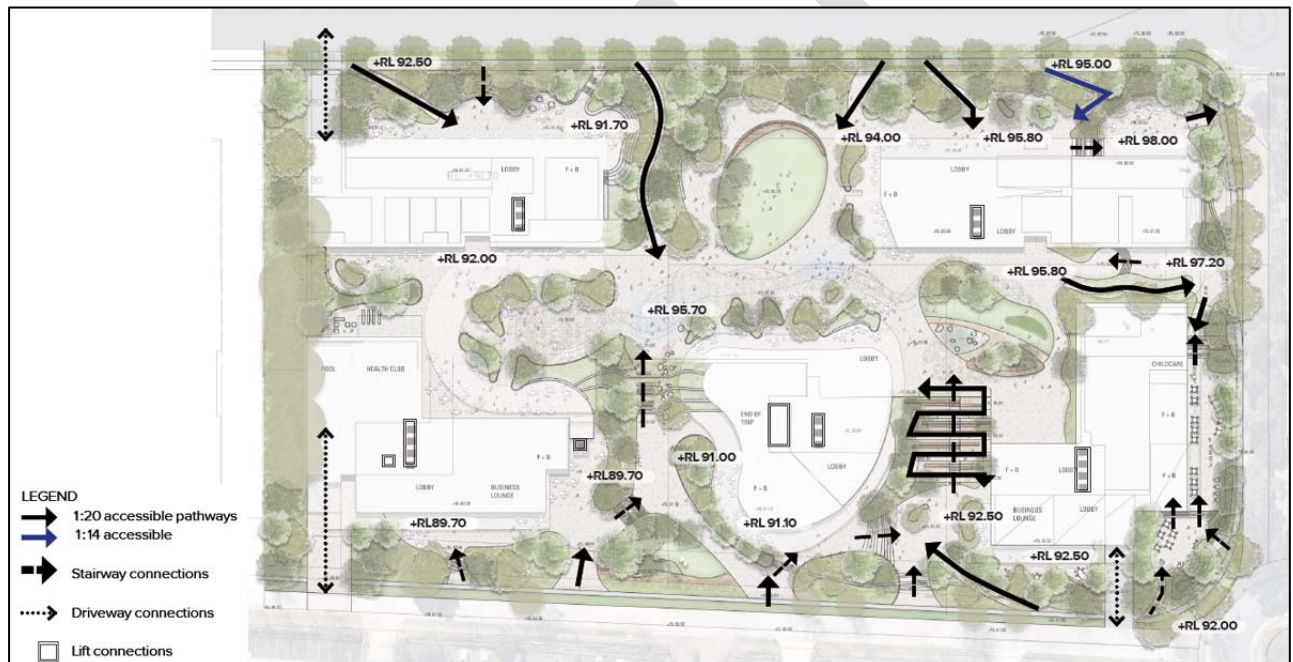


Figure 11: Pedestrian access and through-site links

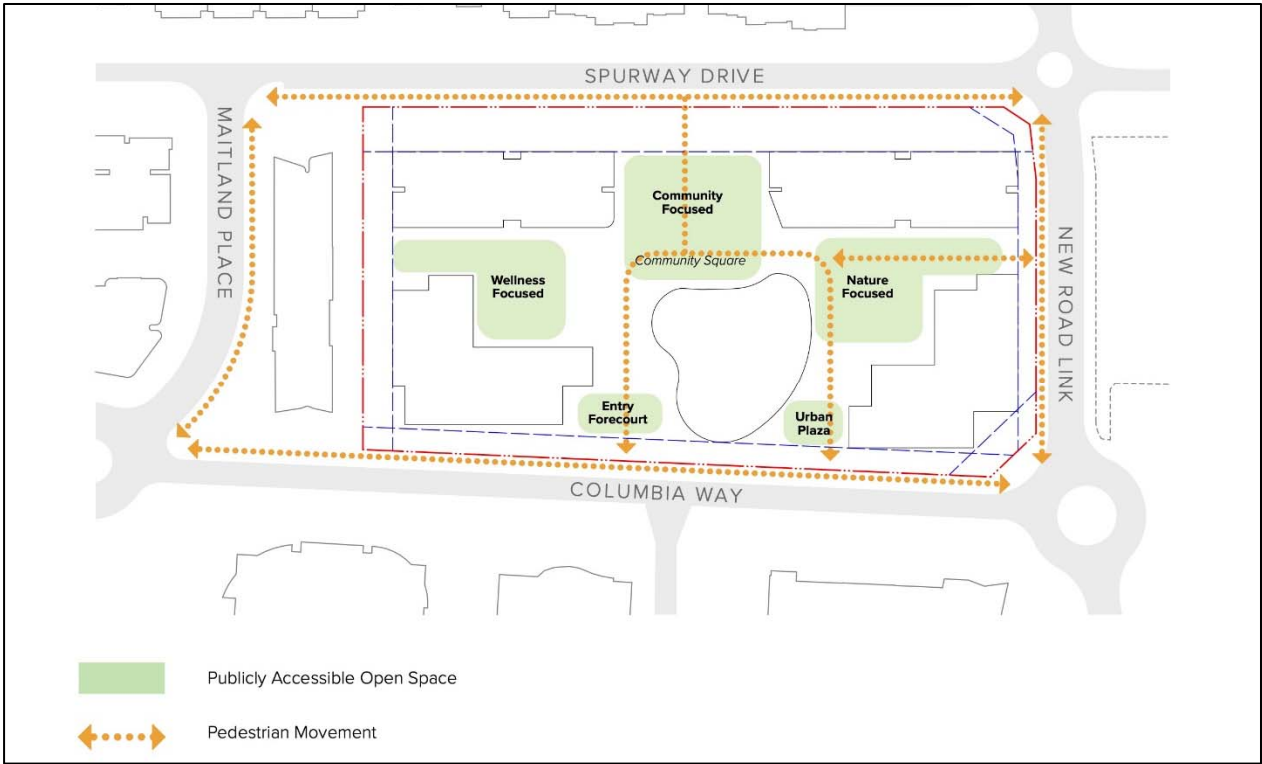


Figure 12: Public Domain



Figure 13: Soft landscaping (shown in green)



Figure 14: Tree canopy (shown in green)

4.5 Road Network, Car Parking, Loading and Access

Objectives

- Ensure that the demand for transport generated by development is managed in a sustainable manner.
- To improve the local road network.
- To minimise adverse traffic impacts and improve the flow and function of the local road network.
- To provide sufficient parking spaces for development while encouraging public transport use.
- To ensure that car parking is appropriately located and visual impacts of access and parking facilities on the public realm are minimised.

Controls

- Development of the site shall include dedication of land to Council for road widening along the Columbia Way frontage in accordance with Figure 15.
- Development of the site shall include half-width road construction and dedication of land to Council for a new road along the site's eastern boundary linking Columbia Way with Spurway Drive in accordance with Figure 15.
- 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.
- Vehicle access to and from the site is to be provided in accordance with Figure 10.
- Car parking is to be provided at a rate of 1 space per 35 square metres gross floor area.
- On-site car parking is to be provided in basement form only.

7. Carpark access should not adversely affect pedestrian movement or the visual amenity of the public domain on Spurway Drive and Columbia Way.
8. Carpark ventilation point must not be directed towards adjoining residential dwellings.

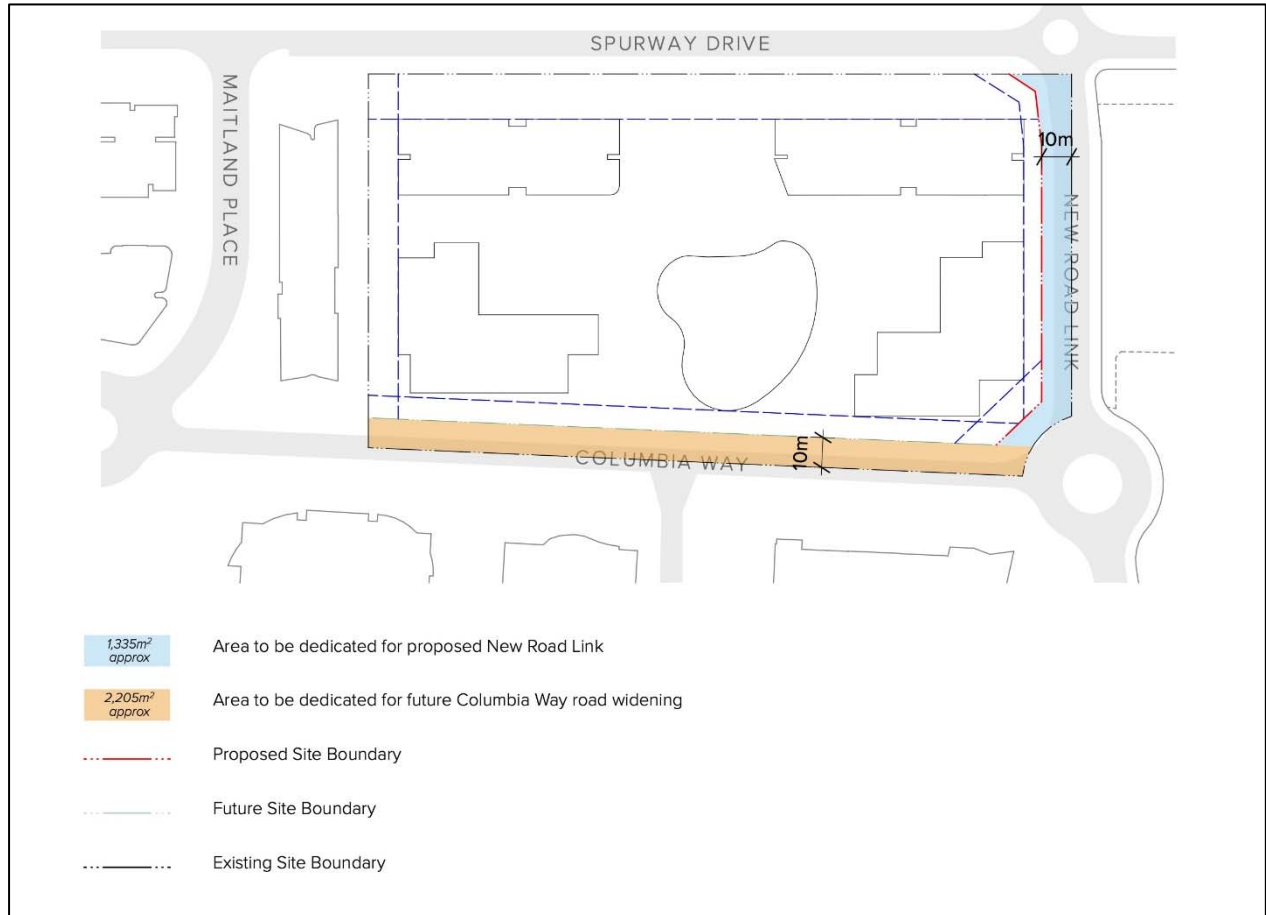


Figure 15: Road widening and dedication of land to Council

4.6 Light Spill

Objectives

a. To encourage appropriate lighting of buildings that minimises amenity impacts on neighbouring residential properties. Controls

1. Outdoor lighting such as flood lights, signage, illuminated rooftops etc. shall be designed to minimise impacts of light spill on neighbouring residential properties.
2. Where external lighting is proposed, an application should be accompanied by an assessment (prepared by a suitably qualified consultant) to consider the impacts of light spill on surrounding residential properties. Consideration shall be given to any relevant guidelines and standards including AS/NZS 4282:2019 Control of the obtrusive effects of outdoor lighting.

4.7 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. A minimum of 35% of landscaped areas (within the site) must receive solar access between 11am and 2pm during the winter solstice.
2. A minimum of 50% of landscaped areas (within adjoining properties) must receive solar access between 11am and 2pm during the winter solstice.
3. Towers over podiums are to be designed to maximise solar access on adjoining properties.

4.8 Wind

Objectives

- a. To allow for cooling summer breezes to move through the site.
- b. To ensure the built form does not provide adverse wind conditions which will impact upon the amenity of pedestrian comfort in public open spaces.

Controls

1. Buildings shall be designed to allow the passage of cooling summer breezes through the site.
2. Wind tunnel testing is to be undertaken for the site. A detailed wind analysis is required which demonstrates the following:
 - In open areas to which people have access, the annual maximum gust speed should not exceed 23 metres per second;
 - In walkways, pedestrian transit areas, streets where pedestrians do not generally stop, sit, stand, window shop and the like, annual maximum gust speed should not exceed 16 metres per second;
 - In areas where pedestrians are involved in stationary short-exposure activities such as window shopping, standing or sitting (including areas such as bus stops, public open space and private open space), the annual maximum gust speed should not exceed 13 metres per second;
 - In areas for stationary long-exposure activity, such as outdoor dining, the annual maximum gust speed should not exceed 10 metres per second; and
 - Analysis is to be undertaken by a suitably qualified engineer.

