

# The Hills Development Control Plan (DCP) 2012

[www.thehills.nsw.gov.au](http://www.thehills.nsw.gov.au)

THE  
HILLS  
Sydney's Garden Shire



Part D Section XX  
21 – 23 Victoria Avenue  
Castle Hill

# DXX

**EXHIBITION DRAFT – (DATE)**

In Force XXXXXXXX

# Table of Contents

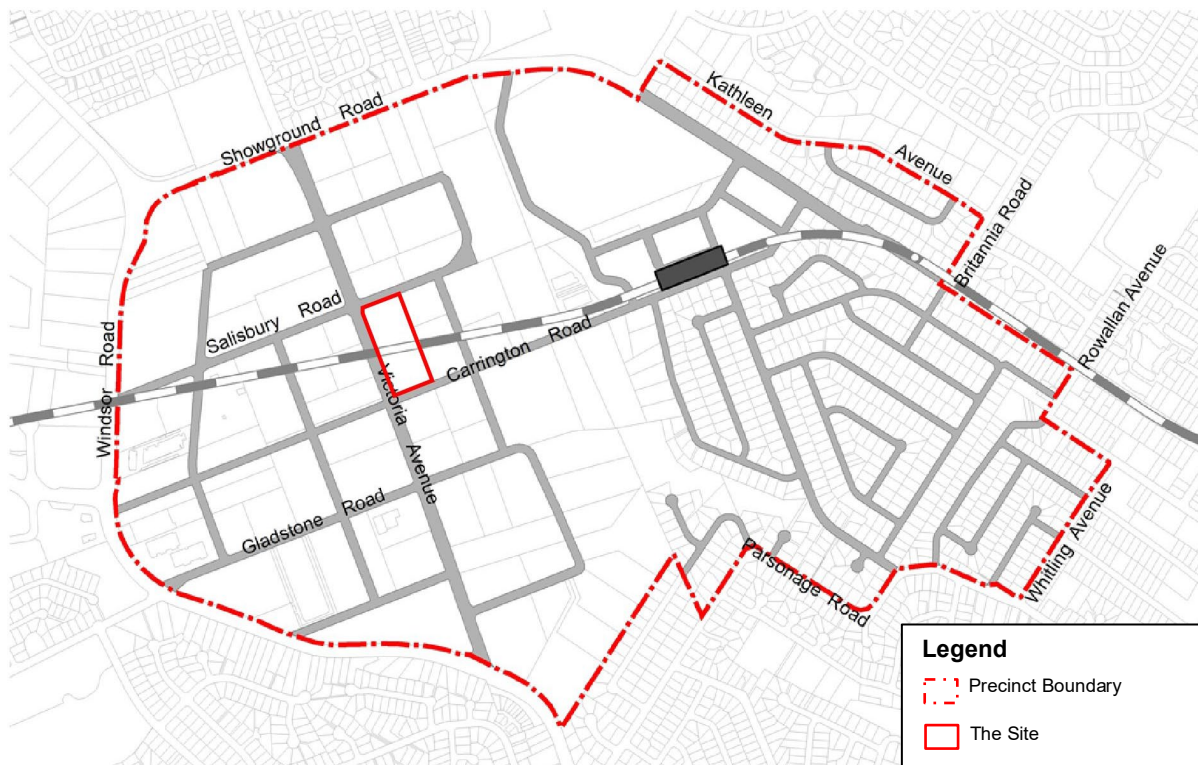
<b>1</b>	<b>Introduction .....</b>	<b>1</b>
1.1	Land to which this Section applies .....	1
1.2	Purpose of this Section .....	1
1.3	Relationship to other Sections of the DCP .....	1
<b>2</b>	<b>Urban Context .....</b>	<b>2</b>
<b>3</b>	<b>Desired Future Character .....</b>	<b>3</b>
<b>4</b>	<b>General Controls.....</b>	<b>5</b>
4.1	Building Height.....	5
4.2	Building Setbacks .....	7
4.3	Building Design.....	9
4.4	Active Frontages.....	9
4.5	Public Domain.....	10
4.6	Landscaping and Deep Soil.....	12
4.7	Parking, Loading and Access.....	12
4.8	Stormwater Management.....	13

# 1 Introduction

This Section establishes a framework and controls to guide development on land at 21-23 Victoria Avenue, Castle Hill.

## 1.1 Land to which this Section applies

This section applies to land at 21-23 Victoria Avenue, Castle Hill (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 21,048m<sup>2</sup>, which is bordered by Victoria Avenue along its western frontage, Salisbury Road along its northern frontage, and Carrington Road to its south. Hills Showground Station is located approximately 620m to the east of the Site on Carrington Road and is frequently serviced by Sydney Metro Northwest services to the CBD, Epping and Cudgegong. The surrounding land use and built form comprises a predominantly industrial, showroom and commercial character.

The Norwest Strategic Centre has an opportunity for strategic regeneration and maturing with the recent opening of Sydney Metro providing significant transportation and connectivity benefits. Furthermore, the Showground Precinct is anticipated to deliver 5,000 additional dwellings close to the Hills Showground Station that will see an increase in the amount of residents living within the Showground Precinct and in proximity to the site.

The Norwest Strategic Centre is targeted to attract high levels of private sector investment that will co-locate a range of employment generating activities, including commercial office and retail. Specifically, for the Norwest Service sub-precinct, the future vision for this area sees a specialised retail (bulky goods) spine along Victoria Avenue and new commercial/office development along Carrington Road that could include taller office style buildings, with setbacks that incorporate quality landscaping to complement existing areas.

The Site, being on a prominent corner and at the core of Norwest Service Sub-Precinct, presents the opportunity for future development to address the current lack of services, publicly accessible open space and high-quality commercial floorspace within the core of the Norwest Service Sub-Precinct.

### 3 Desired Future Character

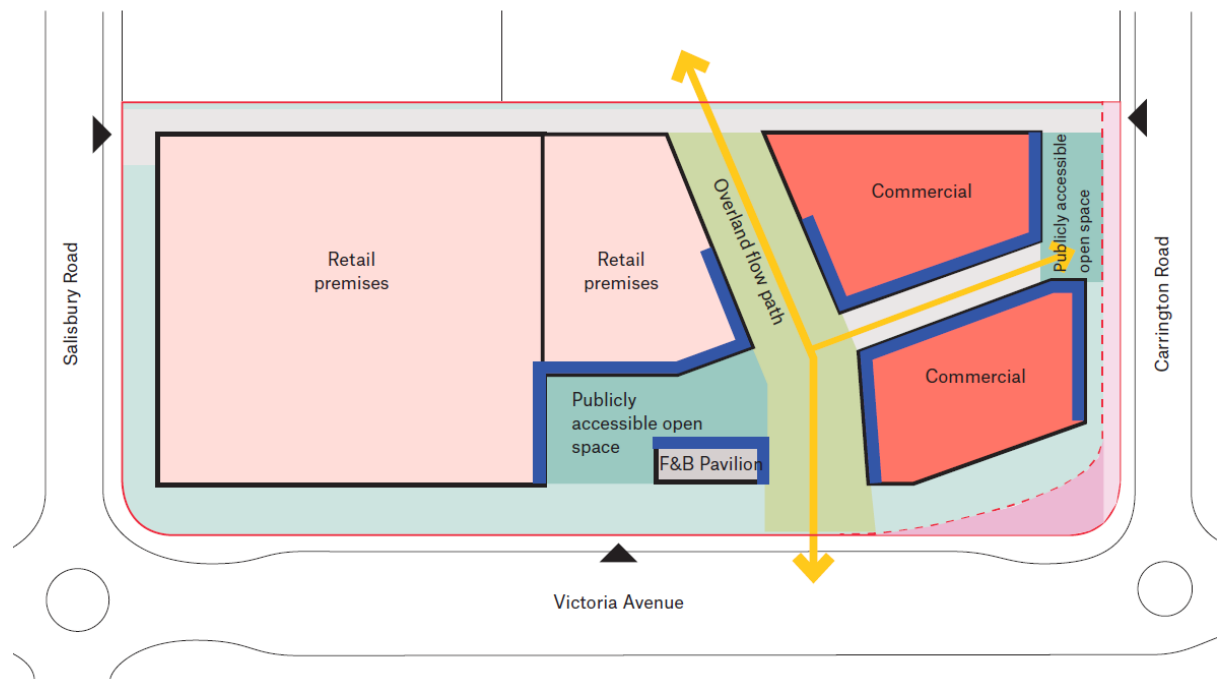
The following principles outline the desired future character for the site:

- To provide a landmark development that reinforces the significance of the site being at the core of Norwest Service Sub-Precinct.
- Development accommodates a dense mix of employment generating uses which may include offices, retail and specialised retail (bulky goods) to support businesses and workers in the area.
- Buildings accommodating a mix of employment uses are arranged around a new publicly accessible plaza and a linear park incorporating an overland flow path providing amenity for occupants, visitors and customers.
- An assortment of secondary public spaces, lanes and connections activated by buildings provide attractive and accessible places for occupants, visitors and customers.
- Publicly accessible spaces seamlessly respond to level changes across the site and avoid conflict with stormwater flows and loading areas.
- Permeability is enhanced with the provision of an east-west through-site link aligned with the overland flow path to support the delivery of a new pedestrian link from Victoria Avenue to Cattai Creek and Hills Showground Metro Station.
- The location, height and mass of buildings are considered with variation in facades and setbacks to lift the diversity and visual quality of the site.
- Taller office buildings define a new built form quality and commercial address on Carrington Road.
- Lower rise large format retail character addresses Victoria Avenue and Salisbury Road while providing generous landscaped setbacks.
- High quality landscaping complements the Shire's character and the nature of buildings, setbacks and spaces throughout the development.
- Loading and parking areas are located to support the operation of employment uses on the site.
- Parking is provided to align with Council's standards for parking while responding to the site's environmental conditions.
- Development will incorporate sustainable design measures and urban greening.

#### *Control*

1. Development is to be generally in accordance with the Urban Strategy shown on **Figure 2: Urban Strategy Map** which provides a spatial representation of the desired future character.





**Key**

- Pedestrian through site link
- Public accessible open space
- Landscaped setback
- Service laneway
- High-rise commercial (45-55m)
- Specialised retail podium (<25m)
- Active frontage
- Primary vehicle access
- Existing site boundary
- Site boundary after road widening
- Land for SP2 road widening
- Land for future signalised intersection

**Figure 2 Urban Strategy Map**

## 4 General Controls

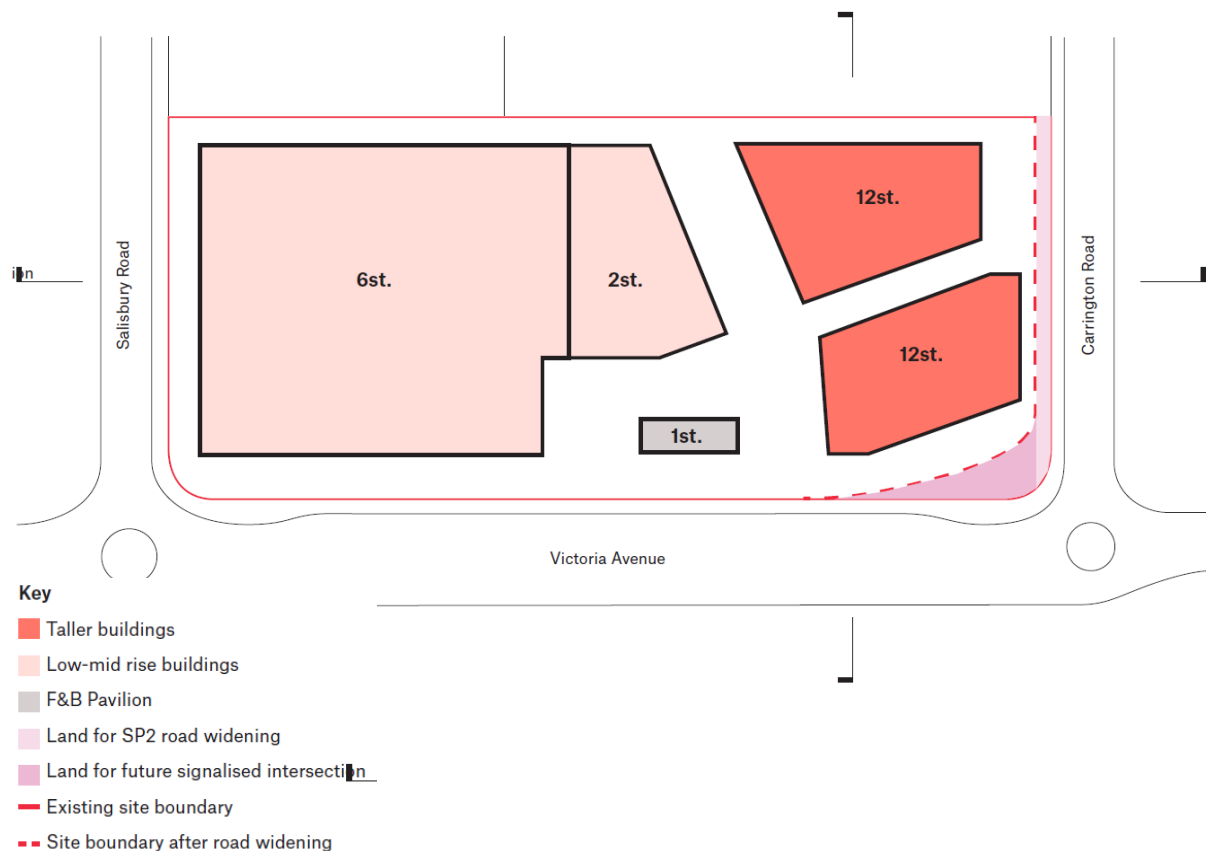
### 4.1 Building Height

#### *Objectives*

- To focus taller building heights toward Carrington Road to reinforce the Carrington Road frontage.
- To provide an adequate level of solar amenity to the central publicly accessible space and east-west through-site link.
- To support a range of building and land use typologies.

#### *Controls*

- Maximum building heights are to comply with the RLs in The Hills Local Environmental Plan.  
**Note:** **Figure 3** and **Figure 4** below demonstrates the application of the RLs and corresponding number of storeys that could be accommodated on the site.
- Tallest buildings heights are to be sited to address the Carrington Road frontage.
- Building heights are to transition to a lower scale 6-storey built form on the northern part of the site.



**Figure 3 Indicative building heights map**

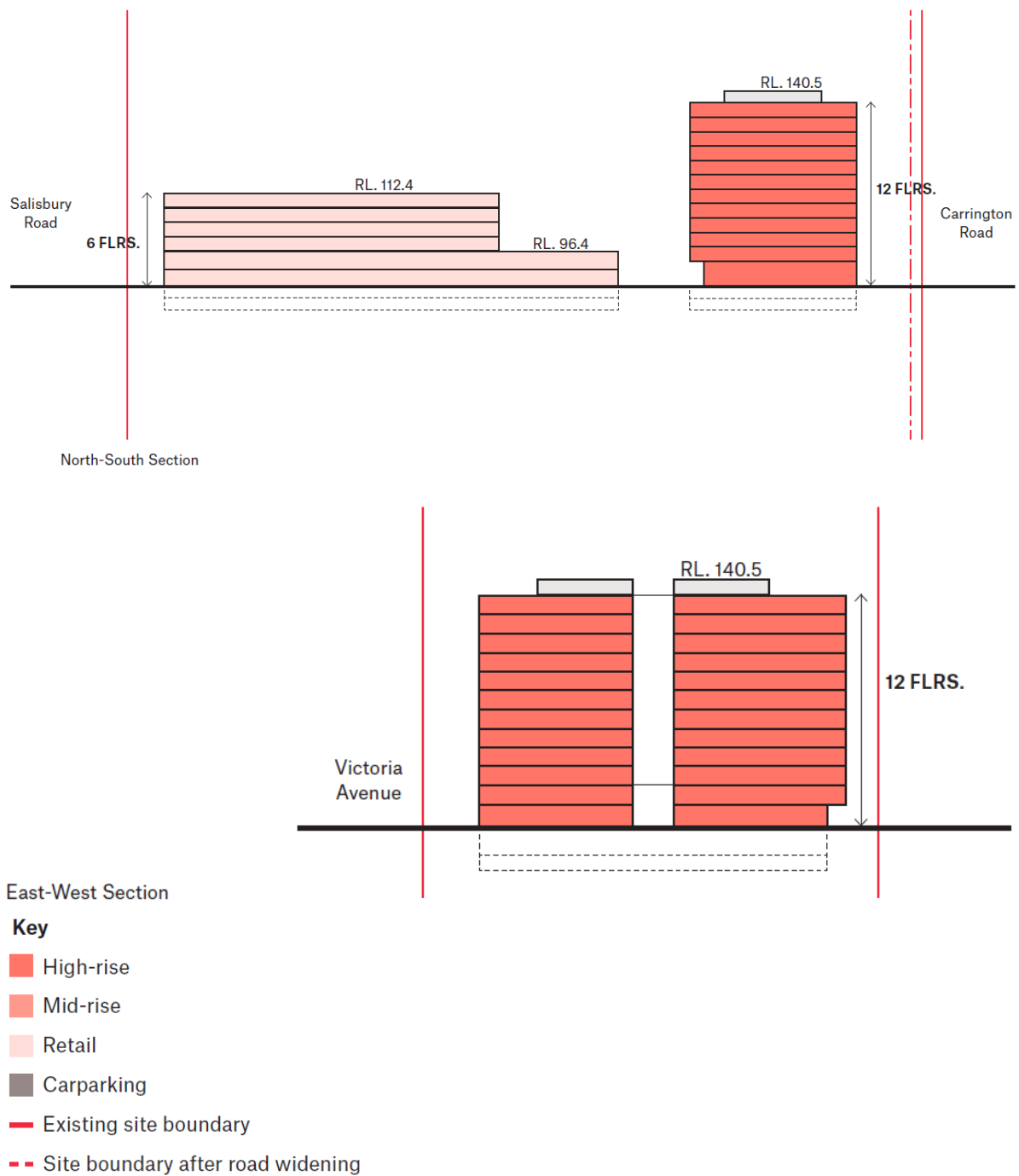


Figure 4 Indicative building heights – north-south and east-west sections



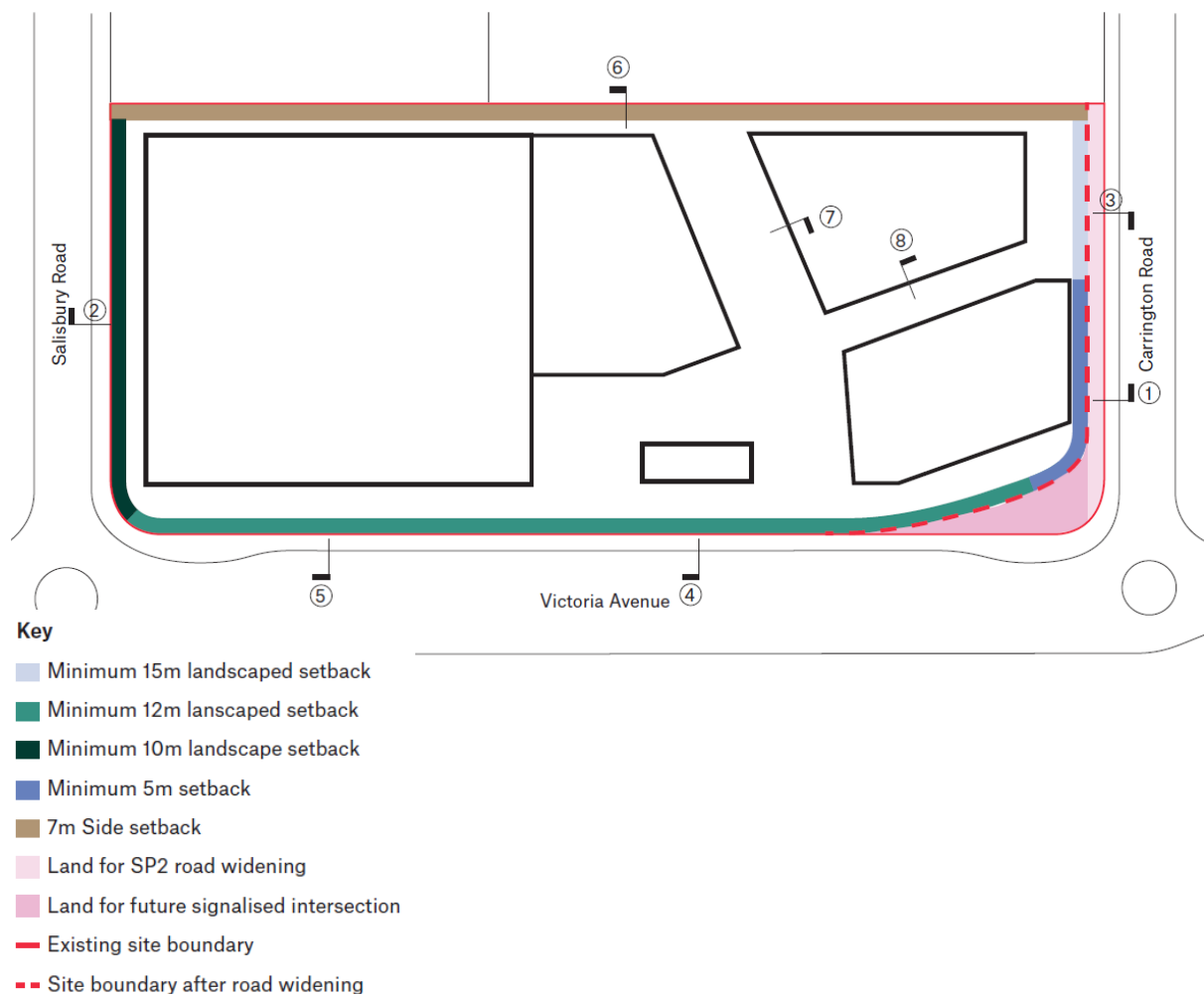
## 4.2 Building Setbacks

### Objectives

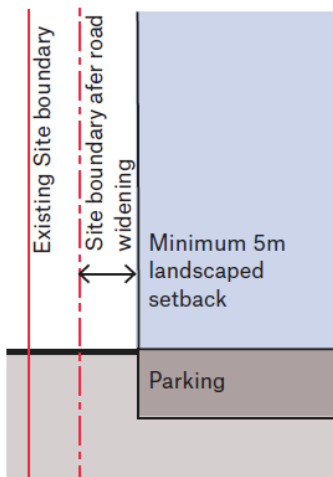
- To ensure setbacks provide a high quality frontage and relationships to the public domain.
- To provide a landscaped setback along Victoria Avenue.
- To provide attractive urban connections and arrivals into the site.
- To regulate the bulk and scale of buildings.

### Controls

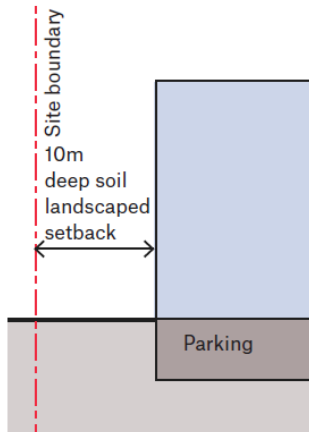
- Building setbacks are to be in accordance with **Figure 5: Building Setbacks Map** and sections shown in **Figures 6-13**.
- The setback area along Victoria Avenue and Carrington Road, Salisbury Road are to be generally landscaped to complement the urban streetscape and be predominantly clear of built obstructions including, parking and building overhangs.
- Building setbacks are to be measured from the future revised road alignment as part of the upgrade of the future signalisation of Carrington Road and Victoria Avenue intersection.



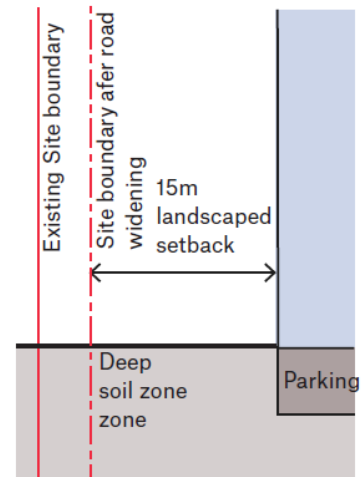
**Figure 5 Building Setbacks Map**



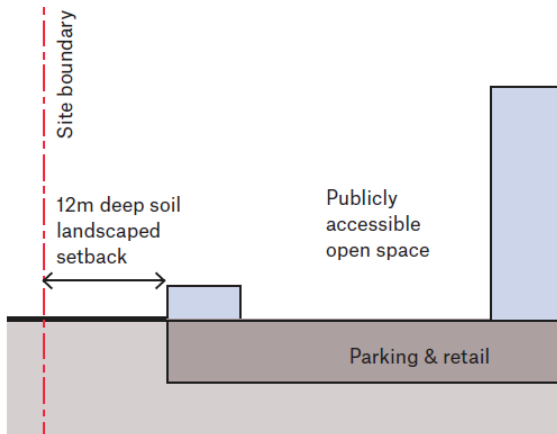
**Figure 6 - Section 1: Carrington Road corner front setback**



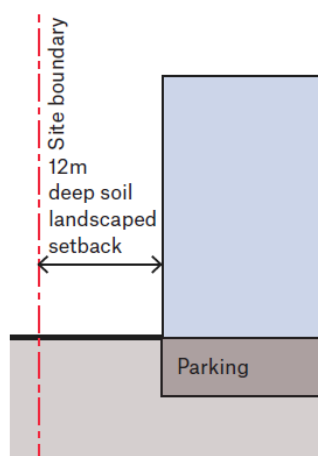
**Figure 7 - Section 2: Salisbury Road landscaped front setback**



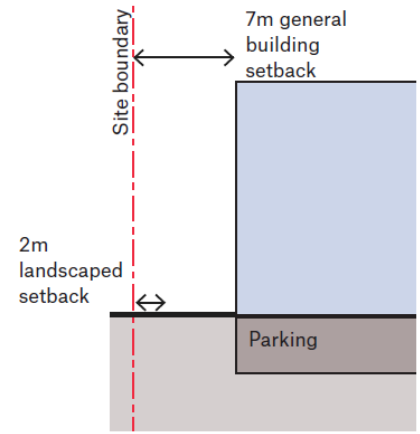
**Figure 8 - Section 3: Carrington Road plaza front setback**



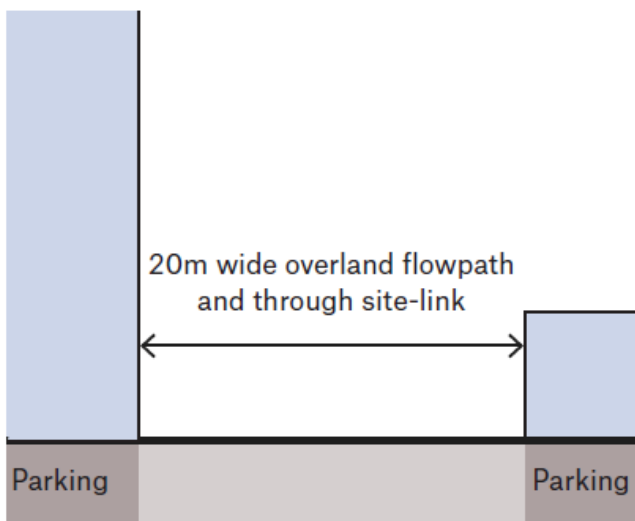
**Figure 9 - Section 4: Victoria Avenue plaza front setback**



**Figure 10 - Section 5: Victoria Avenue north landscaped setback**



**Figure 11 - Section 6: Side setback 1**



**Figure 12 - Section 7: East-West pedestrian through-site link**

## 4.3 Building Design

---

### *Objectives*

- a. To ensure the design of buildings:
  - are responsive to the future desired character of the area
  - create a positive streetscape and achieves a high quality architectural design that promotes commercial, retail and business activity
  - commensurate with a diversity of land uses on the site that enhance the diversity and richness of buildings and presentation to the street.
- b. To encourage the use of renewable energy, and minimise reliance on, and consumption of, fossil fuels and potable water supplies.

### *Controls*

1. The facade design of development is to:
  - a. present the development as a series of separate and inter-related buildings
  - b. be articulated using architectural elements and a variety of design languages and strategies for each building; ; and
  - c. use a variety of materials and finishes.
2. Future development is to visually integrate any proposed above ground parking through creative design, architectural features and landscaping.
3. Building entries are to be located to be clearly identifiable from the street and publicly accessible spaces.
4. Loading docks and roller doors must not be visible from the street frontages.
5. Building designs are to:
  - a. maximise access to natural light; and
  - b. include energy efficient design measures relating to air conditioning, building fabric and landscaping amongst others.

## 4.4 Active Frontages

---

### *Objectives*

- a. To require active frontages along prominent street frontages and publicly accessible open spaces.
- b. To provide an attractive, safe and vibrant pedestrian environment.

### *Controls*

1. Active frontages are to be provided generally in accordance with **Figure 2: Urban Strategy Map**.
2. Active frontages may include one or a combination of the following:
  - a. Shop front;
  - b. Cafe or restaurant if accompanied by an entry from the street or public space;
  - c. Community and civic uses with a street entrance; and
  - d. Recreation facilities with a street entrance.

3. An active street frontage is not required for any part of a building that is used for any of the following:
  - a. Entrances and lobbies and essential building services;
  - b. Access for fire services; and
  - c. Vehicular access.
4. Where an active frontage is required, a minimum of 70% of the building frontage up to 2m above ground is to be transparent (i.e. windows and glazed doors).
5. Awnings are to be provided over building entries. Continuous awnings are to be provided over the full length of active frontages, where appropriate.

## 4.5 Public Domain

---

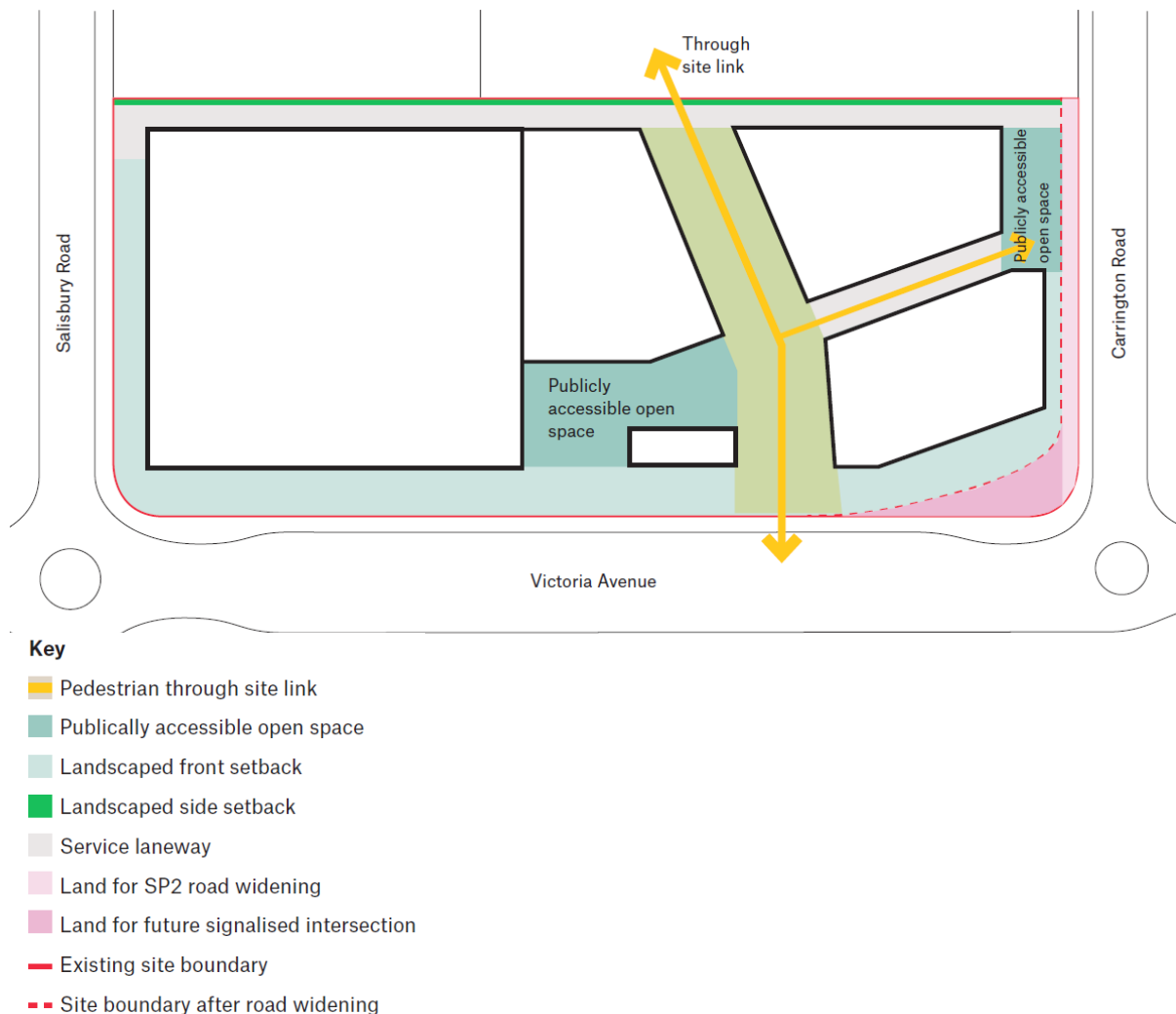
### *Objectives*

- a. To provide new publicly accessible spaces for the enjoyment of workers and visitors within the site and the surrounding Norwest Service Sub-precinct, which encourages interaction and improves the amenity of the area.
- b. To provide a highly permeable site that is easy to navigate and connected to surrounding streets.
- c. To create high quality publicly accessible spaces with landscaping that reinforces the urban character of the site.
- d. To deliver a new linear park that provides east-west pedestrian connectivity, overland flow path and outdoor amenity.

### *Controls*

1. Development is to be generally in accordance with **Figure 14: Public Domain Map**, and is to provide:
  - a. a central publicly accessible open space fronting Victoria Avenue with a minimum area of 850 sqm.
  - b. a southern publicly accessible open space fronting Carrington Road with a minimum area of 350 sqm.
  - c. a minimum 20m-wide overland flow path containing a through-site link to create a generous linear park.
  - d. A minimum 8m wide north-south through site link through the commercial buildings fronting Carrington Road and the linear park.
2. Development is to achieve direct sunlight to a minimum 50% of the combined area of the central publicly accessible open space and 20m-wide linear park for a minimum of 4 hours between 9am and 3pm during the Equinox.
3. Publicly accessible open spaces are to be embellished with high quality treatments including:
  - a. integrated seating and other furniture;
  - b. bins;
  - c. landscaping;
  - d. public art;
  - e. adequate shading is to be incorporated into the central public accessible open space;
  - f. signage and wayfinding is to be incorporated within the public domain where appropriate;

- g. adequate lighting is to be provided to promote safety.
- 4. Pedestrian through-site links are to be provided generally in accordance with **Figure 14: Public Domain Map**, and are to have regard to the following:
  - a. is designed to be attractive high amenity spaces that incorporate landscaping treatments;
  - b. is to implement well integrated public art, pavement design and other appropriate elements to enhance the pedestrian experience;
  - c. be clearly identifiable as a publicly accessible pedestrian link;
  - d. encourage pedestrians to move along the link and not linger;
  - e. ensure adequate sightlines and passive surveillance is provided;
  - f. have adequate lighting to improve safety; and
  - g. are to have prioritisation of movement when intersecting other elements of the movement network.



**Figure 13 Public Domain Map**

## 4.6 Landscaping and Deep Soil

---

### *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 support landscaping on structure that contributes to mitigating heat island effect and micro-climate conditions.
- d. To enhance the amenity of streets and publicly accessible spaces.
- e. Maximise the use of use landscape and built form materials treatments that minimise urban heat island and contribute to the amenity of people using open space.

### *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 DCP;
  - 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. The minimum amount of deep soil area, meaning an area of natural ground with relatively natural soil profiles and excluding areas above underground structures, is to be 10% of the site area.
3. Deep soil landscaped setbacks are to accommodate existing mature trees (where appropriate) and allow for new tree planting that are capable of growing to a mature size.
4. Canopy trees are to be planted within street verges to provide shade and reduce pavement surface temperatures.
5. Planting on structure is to:
  - a. ensure soil depth, soil volume and soil area appropriate to the size of the plants to be established; and
  - b. be designed to have appropriate soil conditions, drainage and irrigation methods.
6. 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.

## 4.7 Parking, Loading and Access

---

### *Objectives*

- a. To provide sufficient car parking spaces for the development and encourage public transport use.
- b. To reduce car parking by encouraging dual use parking where it corresponds with the range of uses provided on the site.
- c. To ensure that appropriate bicycle parking and end of trip facilities are provided for workers and visitors to the development.

- d. To ensure vehicles enter and exit the developments in a safe and efficient manner.
- e. To ensure appropriate separation of loading and parking functions from public spaces for people.

#### *Controls*

- 1. Vehicular access is to be provided generally in accordance with **Figure 2: Urban Strategy Map**.
- 2. All vehicles are to enter and leave the site in a forward direction.
- 3. No parking is permitted in the landscape setback.
- 4. Vehicular access from Carrington Road and Victoria Avenue are to be limited to left-in left-out only with treatments such as median islands and signage provided to prevent right turn movements into and out of the site.
- 5. The design of the servicing lane is to:
  - a. incorporate traffic management and safety measures to slow servicing vehicles to 10km/h; and
  - b. minimise the width of driveway footpath crossings and maximise the width of pedestrian clear paths of travel.
  - c. prioritise pedestrian crossover movements at the intersection of the central east-west through site link by:
    - i. providing a safe and accessible pedestrian point
    - ii. implementing safety measures that indicate pedestrian crossing priority
    - iii. continuing the type of footpath material and grade of the through site link.
- 6. All other parking requirements are to comply with Part C Section 1 – Parking of The Hills Development Control Plan 2012.

## 4.8 Stormwater Management

---

#### *Objectives*

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

#### *Controls*

- 1. Building and structures including footings are to avoid encroaching into the zone of influence of existing stormwater pipes.
- 2. Building foundations are not to be constructed in the existing stormwater easement and should provide a 1m minimum offset from the easement.
- 3. A Development Application for new buildings on the site is 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.



4. Existing access chambers are to be maintained with suitable access provided for inspections and maintenance of stormwater pipes.
5. On ground pavements are to be designed to facilitate maintenance and replacement of pipes if required.

