

# The Hills Development Control Plan (DCP) 2012

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THE  
HILLS  
Sydney's Garden Shire



Part D Section XX  
21-23 Victoria Avenue Castle Hill

**EXHIBITION DRAFT – (DATE)**

In Force XXXXXXXX

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# 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**)

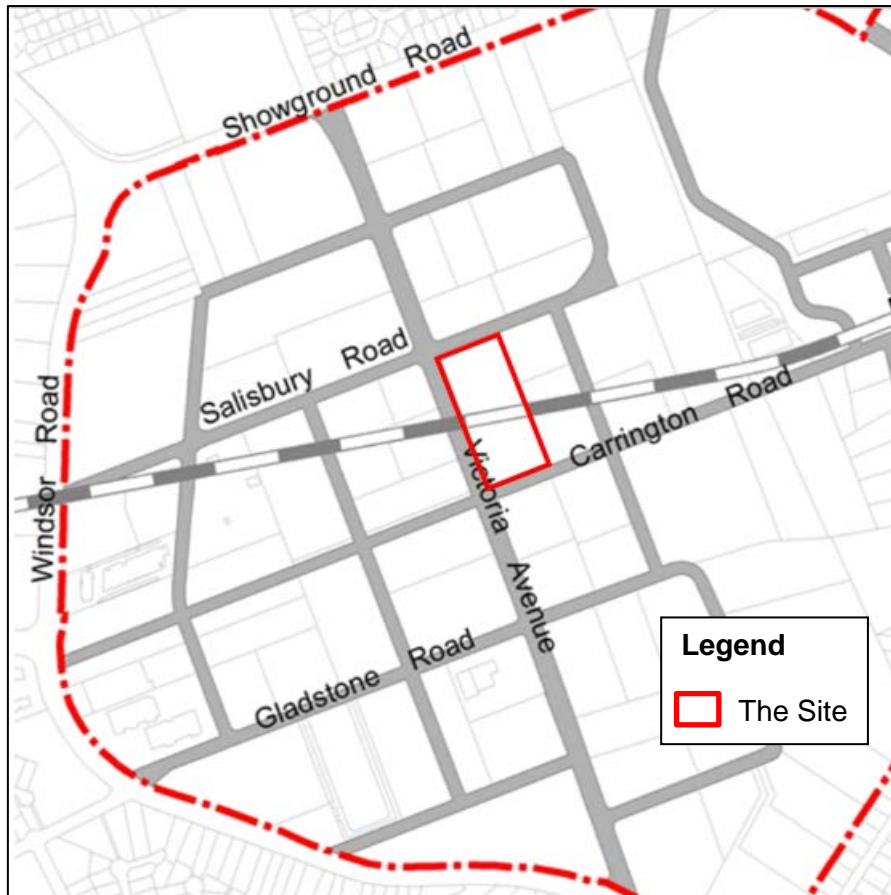


Figure 1  
Land to which this Section

## 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

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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 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 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. New commercial developments along Carrington Road extending towards Windsor Road will include taller office style buildings, enhanced by quality landscaping, landscaped medians, wide footpaths and mature street trees.

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

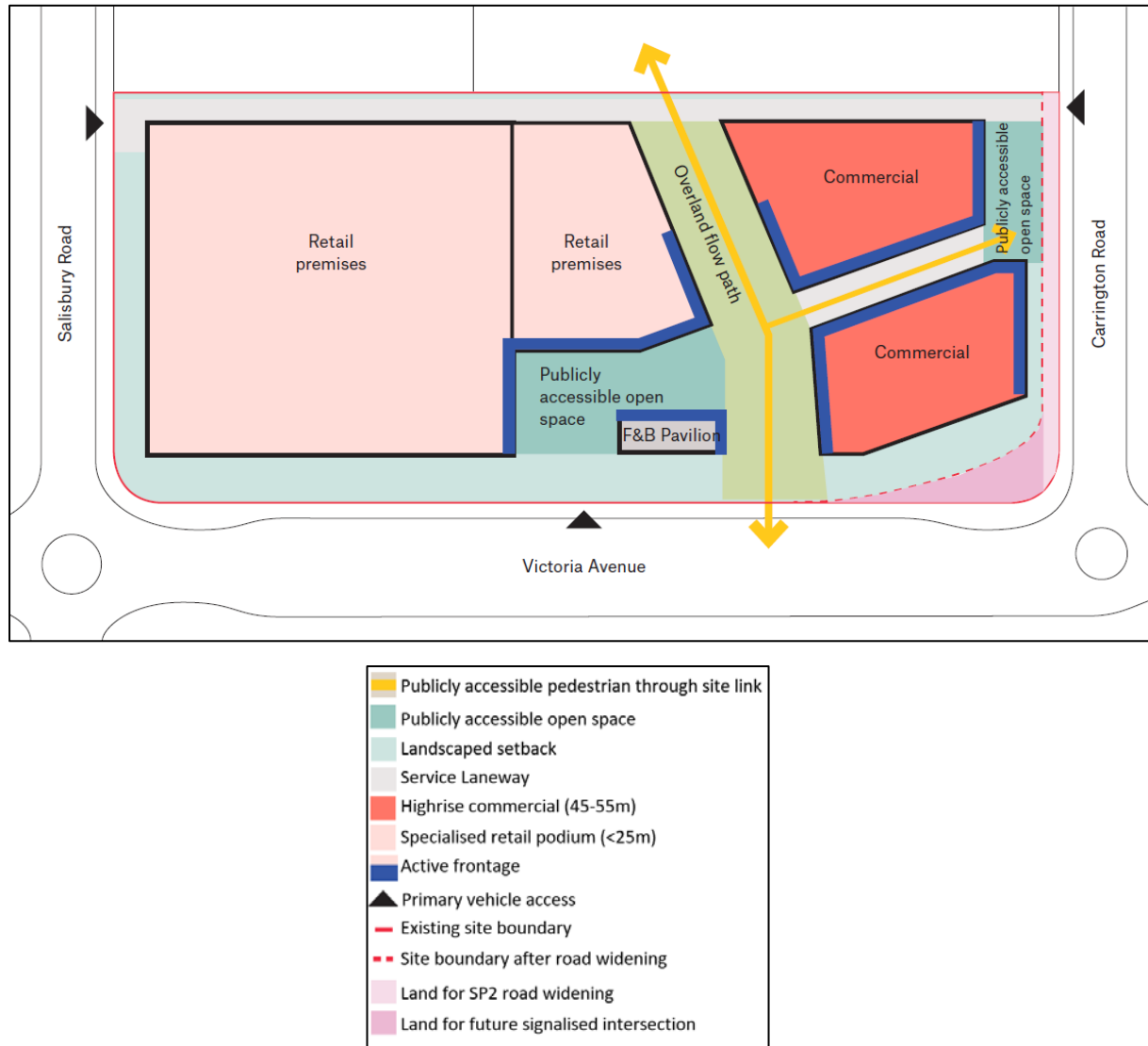
### 3 Desired Future Character

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

- 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 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 through site link incorporating an overland flow path and 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 transit oriented development principles, 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.



**Figure 2**  
**Urban Strategy Map**

## 4 General Controls

### 4.1 Height

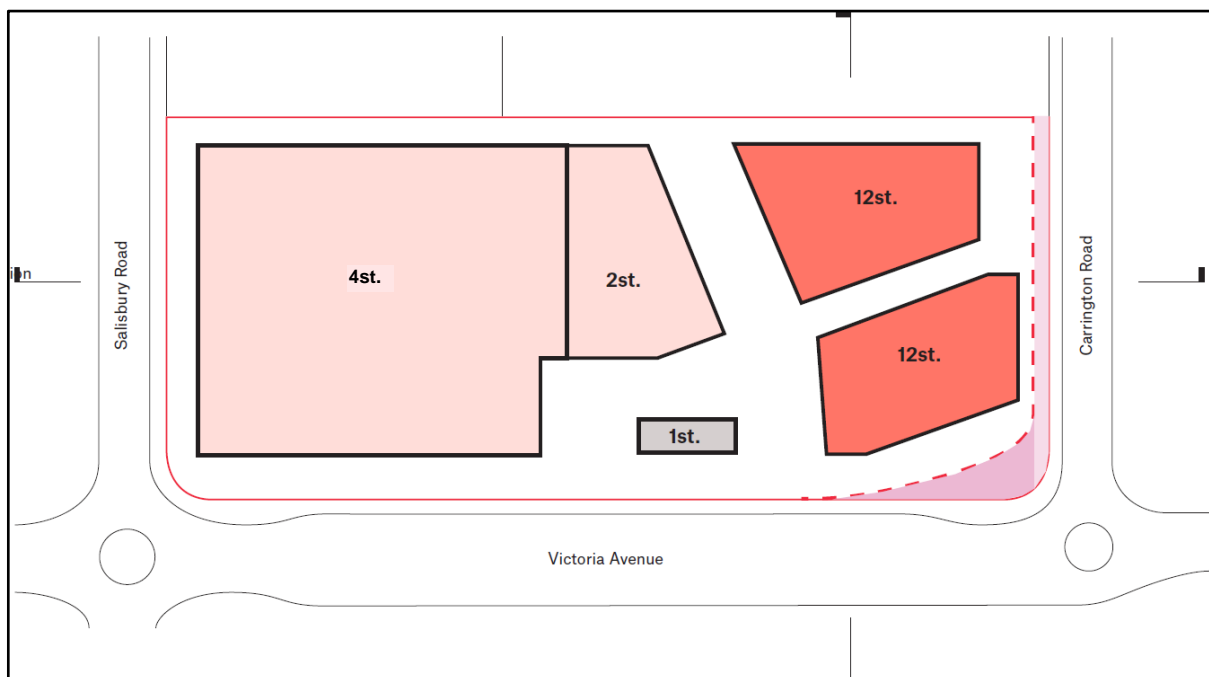
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#### *Objectives*

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

#### *Controls*

1. Maximum building heights are to comply with the maximum building height controls in The Hills Local Environmental Plan.
2. Tallest building heights are to be sited to address the Carrington Road frontage.
3. Building heights are to transform to a lower scale 2-4 storey built form on the northern part of the site.
4. Building heights in excess of 4 storeys may be considered on the northern part of the site, however the floor plate of any levels above the fourth storey shall not exceed 1,500m<sup>2</sup> Gross Floor Area.



**Figure 3**  
**Indicative Building Heights Map**



## 4.2 Building Setbacks

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### *Objectives*

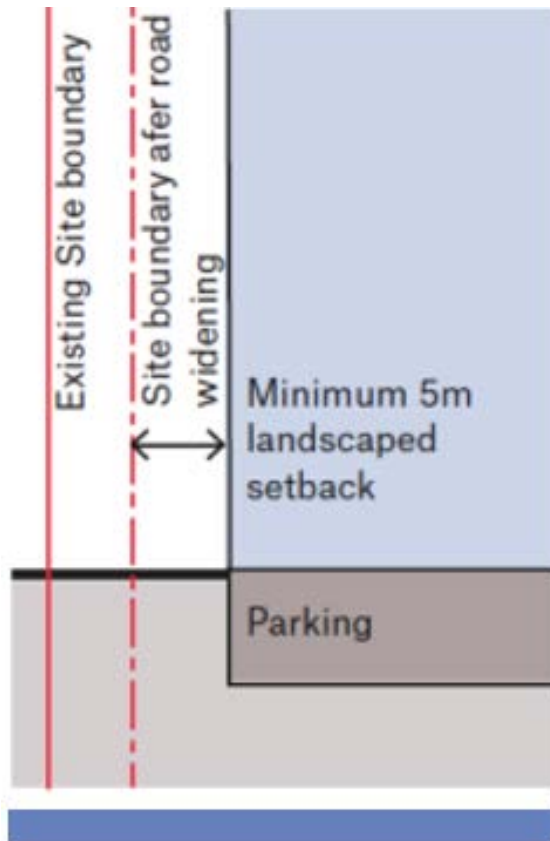
- a. To ensure setbacks provide a high quality frontage and relationships to the public domain.
- b. To provide a landscaped setback along streets which reinforces the existing character of vegetated setbacks and mature planting.
- c. To provide attractive urban connections and arrivals into the site.
- d. To regulate the bulk and scale of buildings.

### *Controls*

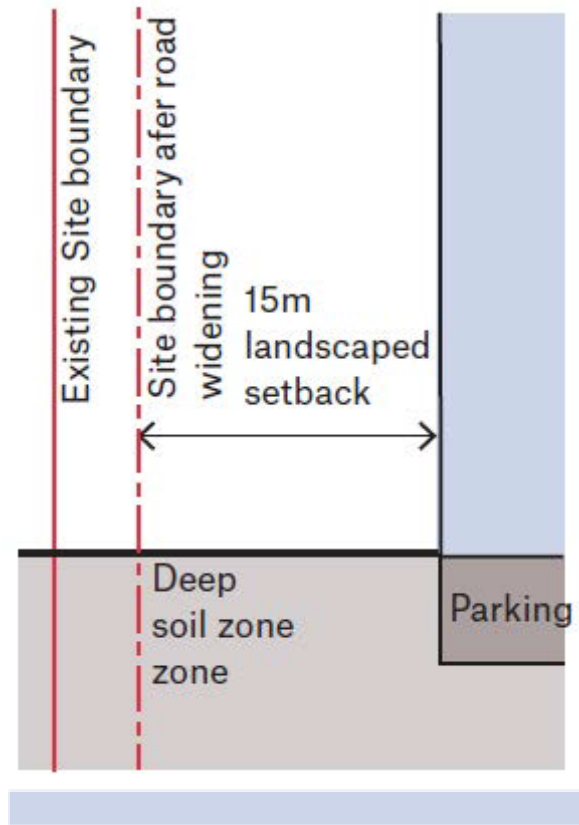
1. Building setbacks are to be in accordance with **Figure 4 Building Setbacks Map** and sections shown in **Figures 5-10**.
2. The setback area along Victoria Avenue and Carrington Road, Salisbury Road are to be landscaped to complement the urban streetscape and be clear of built obstructions including, parking and building overhangs.
3. Building setbacks are to be measured from the future revised site boundary following the transfer of land for road widening and signalisation of Carrington Road and Victoria Avenue intersection.
4. 60% of the street setback area is to be soft landscaping. Existing mature trees are to be retained.
5. Basement parking is not permitted to encroach into the front or side setback areas. Projection into deep soil areas is not permitted.
6. Above ground portions of basement car-parking structures in setbacks are not permitted.



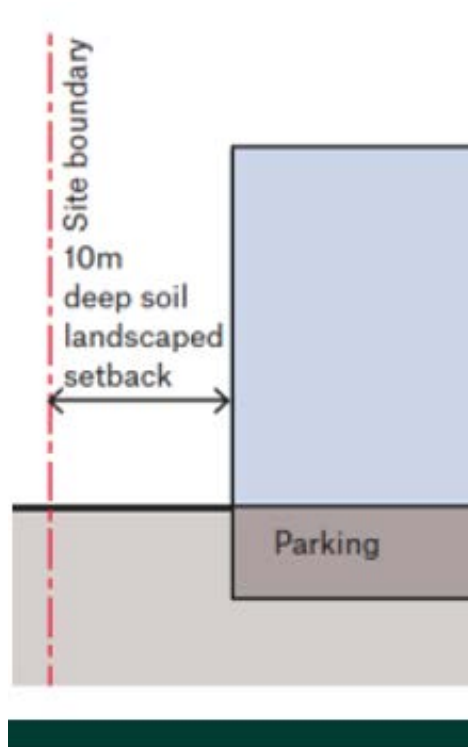
**Figure 4**  
**Building Setback Map**



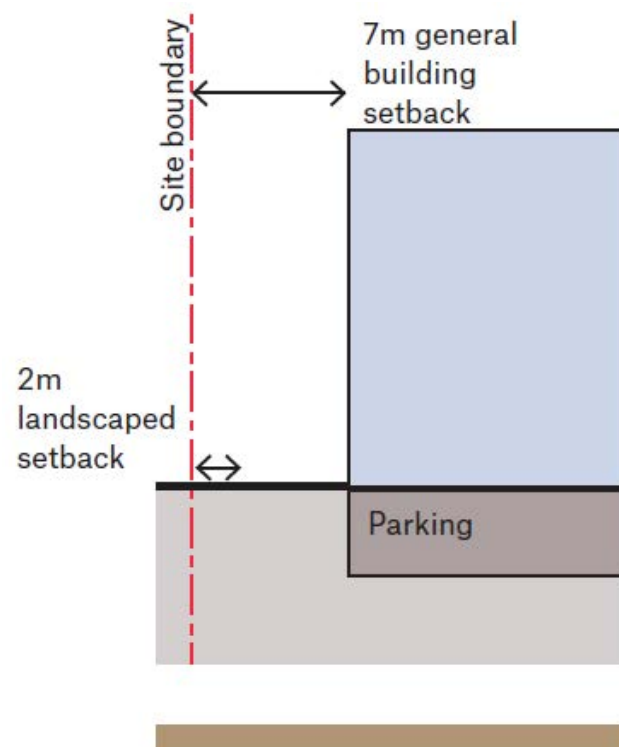
**Figure 5**  
**Section of Carrington Road Corner Setback**



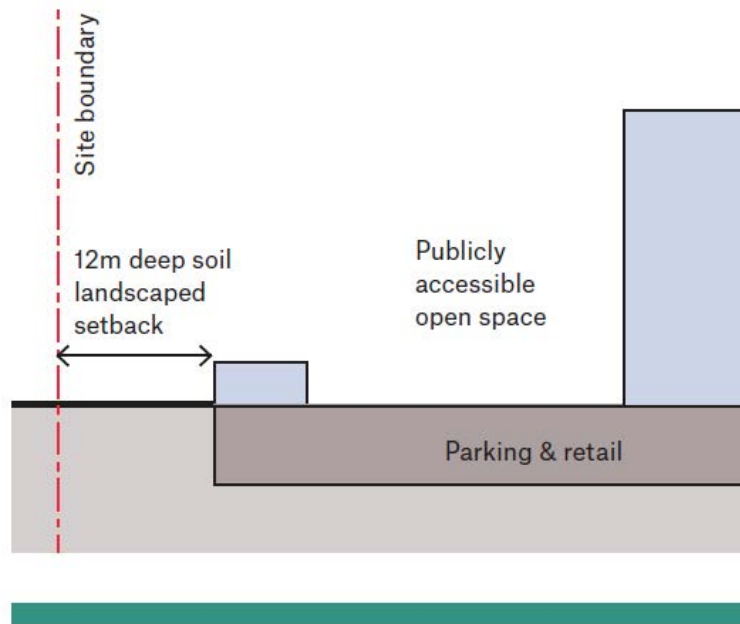
**Figure 6**  
**Section of Carrington Road Plaza Setback**



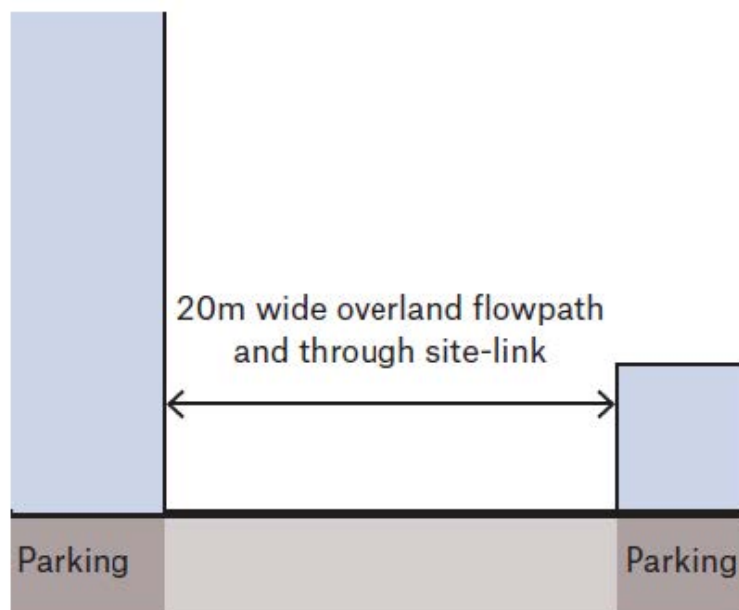
**Figure 7**  
**Section of Salisbury Road Landscaped Front Setback**



**Figure 8**  
**Section of Rear Setback**



**Figure 9**  
**Section of Setback to Victoria Avenue Plaza**



**Figure 10**  
**Section of the East-West Pedestrian Through Site Link**

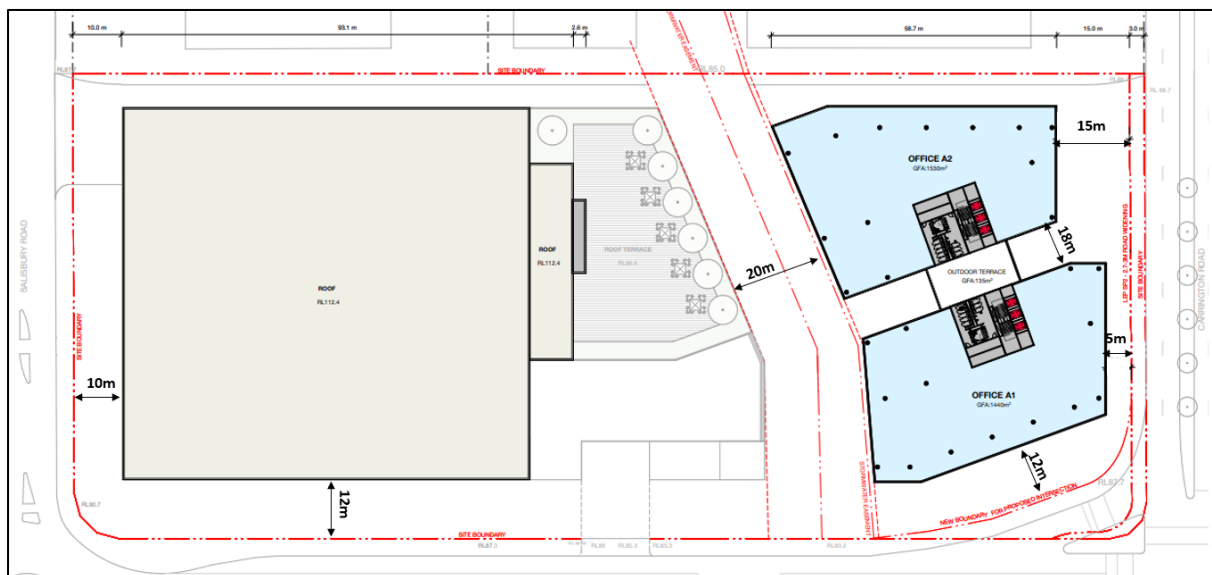
## 4.3 Building Separation

### Objectives

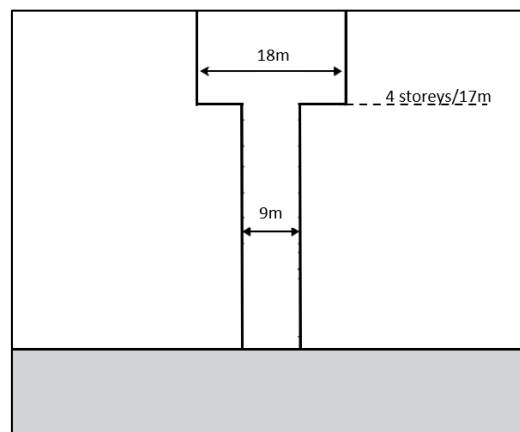
- To provide a visual break between buildings and reduce the perceived bulk and scale of the built environment.
- To provide visual privacy between buildings.
- To provide a pleasant outlook from buildings.
- To ensure adequate solar access to the public domain.

### Controls

- Provide a minimum of 9m separation on the first four floors between commercial buildings and a minimum of 18m for upper levels. Refer to Figures 11 and 12.
- Provide minimum 20m building separation between commercial and retail buildings. Refer to Figure 12.



**Figure 11**  
**Building Separation Between Uses**



**Figure 12**  
**Building Separation Between Commercial Buildings**

## 4.4 Building Design

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### *Objectives*

- a. To ensure the design of buildings
  - o Are responsive to the future desired character of the area.
  - o create a positive streetscape and achieves a high quality architectural design that promotes commercial, retail and business activity.
  - o Include slender design so as to not overwhelm in bulk and scale.
  - o Allow for solar access to internal spaces and on adjoining sites.
  - o Create an open, attractive and distinct skyline.
  - o Create small, fast moving shadows.
  - o Allow for view corridors between nearby towers.
- b. To improve the quality of the public domain and provide a comfortable street environment for pedestrians.
- c. To encourage the use of renewable energy, and minimise reliance on, and consumption of, fossil fuels and potable water supplies.
- d. Reduce the adverse effects on the public domain by controlling the size of upper level floorplates.

### *Controls*

1. The façade 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 buildings; and
  - c. use a variety of materials and finishes
2. Future development is to visually integrate any proposed above ground parking into the overall façade design through creative design, architectural features and landscaping to create a good relationship to the public domain.
3. Building entries are to face the street and are to have a street address. 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, the through site link or public plaza.
5. Buildings are designed to:
  - a. Maximise access to natural light; and
  - b. include energy efficient design measures relating to air conditioning, building fabric and landscaping amongst others.
6. Prominent buildings on corner street locations must be visually prominent to parts of the façade (e.g. a change in building articulation, material or colour, or roof expression).
7. Taller buildings (above 6 storeys) on the site are to:
  - a. demonstrate that the building design appropriately responds to its surrounding context;
  - b. avoid detrimental impacts to the microclimate of publicly accessible space and public domain;

- c. include a façade design that incorporates articulation or the like to reduce perceived bulk and mass of the building;
- d. provide a vertical expression at building entry points fronting Carrington Road and the linear park;
- e. incorporate a pedestrian desire line between Carrington Road and the linear park; and
- f. be positioned and oriented to maximise amenity for building occupants.

## 4.5 Active Frontages

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### *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.
- c. To create vibrant local activity on the ground plane of the development.
- d. To encourage activity outside of commercial business hours.

### *Controls*

- 1. Active frontages are to be provided generally in accordance with **Figure 2: Urban Strategy Map**
- 2. Active frontages are defined as the one or more of the following:
  - a. Cafe or restaurant if accompanied by an entry from the street or public space;
  - b. Community and civic uses with a street entrance;
  - c. Recreation facilities with a street entrance; and
  - d. Commercial lobbies with a street entrance not more than 20% of the total length of the building's street or public space frontage.
- 3. The following must not be located in street frontages:
  - a. Essential building services;
  - b. Access for fire services;
  - c. Loading docks
- 4. Retail and commercial uses at ground level are to be designed so that the ground floor for at least part of the premises is at the same level as the finished footpath level of the adjacent street and/or open space.
- 5. Where an active frontage is required, a minimum of 80% of the building frontage is to be transparent (i.e. windows and glazed doors). The windowsill height must be a maximum 1200mm above ground level.
- 6. Awnings are to be provided over buildings entries. Continuous awnings are to be provided over the full length of active frontages, where appropriate.
- 7. For larger developments, building entrances should be provided on each street frontage.
- 8. Security grilles may only be fitted internally behind the shopfront. They are to be transparent and fully retractable.

## 4.6 Public Domain

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### *Objectives*

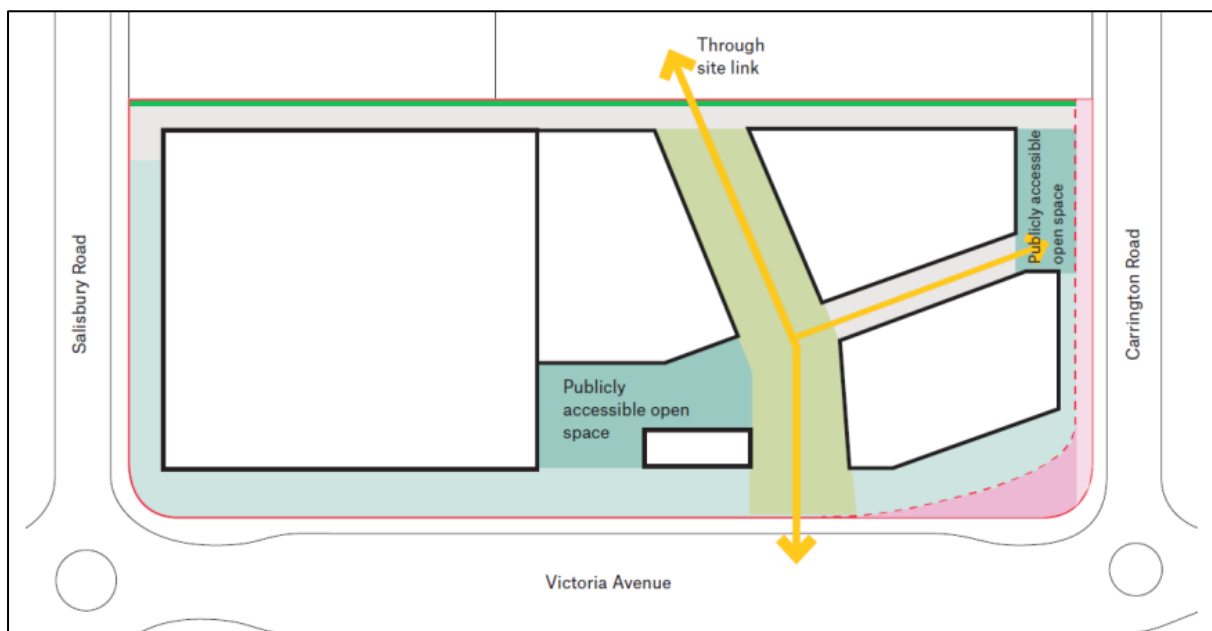
- a. To provide new publicly accessible spaces for the enjoyment of workers and visitors within the site and the surrounding Norwest Service Sub-precinct, which encourages interaction and improves the amenity of the area.
- b. To provide a highly permeable site that is easy to navigate and connected 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 through site link that provides east-west pedestrian connectivity, overland flow path and outdoor amenity.
- e. Undergrounding of power lines to improve the appearance and liveability of the Precinct and to facilitate increased space within road reserves to install public domain improvements.

### *Controls*

1. Development is to be generally in accordance with **Figure 13: 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 publicly accessible through-site link.
  - d. A minimum 9m wide pedestrian link between the commercial buildings fronting Carrington Road and the publicly accessible through site link.
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 through site link for a minimum of 4 hours between 9am and 3pm on the 21 June.
3. Council requires underground electricity reticulation and telecommunications for all urban development. Council will require as a condition of any development consent that any existing aboveground electricity reticulation service be relocated underground with the exception of main transmission lines.
4. Publicly accessible open spaces are required to be embellished with the following high quality treatments:
  - a. integrated seating and other furniture;
  - b. bins;
  - c. landscaping;
  - d. adequate shading;
  - e. signage; and
  - f. adequate lighting to promote safety.
5. Pedestrian through site links are to be provided generally in accordance with **Figure 13: Public Domain Map** and the following:
  - a. be publicly accessible;
  - b. include a minimum of 500mm of landscaping (maximum height of 800mm) along each side of the pedestrian link is desirable;



- c. is designed to be attractive high amenity spaces that incorporate landscaping treatments;
- d. is to implement well integrated public art, pavement design and other appropriate elements to enhance the pedestrian experience;
- e. be clearly identifiable as a publicly accessible pedestrian link;
- f. encourage pedestrians to move along the link and not linger;
- g. ensure clear sightlines from one end to the other so passive surveillance is provided;
- h. have adequate lighting to improve safety; and
- i. are to have prioritisation of movement when intersecting other elements of the movement network.



	Publicly accessible pedestrian through site link
	Publicly accessible open space/urban plaza
	Landscaped front setback
	Landscaped side setback
	Service laneway
	Land for SP2 road widening
	Land for future signalised intersection
	Existing site boundary
	Site boundary after road widening

**Figure 13**  
**Public Domain Map**

## 4.7 Wind

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### *Objectives*

- a. To ensure comfortable and safe wind settings in the public domain.
- b. To ensure differences in building heights do not cause high wind loads.
- c. To ensure the built form does not provide adverse wind conditions which will impact upon the amenity of pedestrian comfort in streets and public and private open spaces.

### *Controls*

1. Buildings over 8 storeys (or 25m) must be accompanied by a wind tunnel study, 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; and
  - In areas for stationary long-exposure activity, such as outdoor dining, the annual maximum gust speed should not exceed 10 metres per second;
2. The wind tunnel study report is to be prepared by a suitably qualified engineer.

## 4.8 Landscaping and Deep Soil

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### *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 structures 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 landscape treatments and built form materials 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 and allow for new tree planting every 10m 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 structures 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.
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.

## 4.9 Parking, Loading and Access

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### *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 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.
- f. 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 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. *[Drafting Note: Controls related to vehicular access may be inserted here if necessary pending the outcomes of public agency consultation with Transport for NSW]*
5. The design of the servicing lane is to:
  - a. incorporate traffic management and safety measures to slow servicing vehicles to 10km/h;
  - b. Limit the width of driveway footpath crossings to 9m;
  - c. Ensure the width of pedestrian crossing is at least 20m and provides a clear path of travel;
  - d. 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; and
    - iii. continuing the type of footpath material and grade of the through site link.
6. Car parking is to be provided in accordance with the following rates:

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

7. The amount of parking spaces provided in at-grade or above ground parking areas shall not exceed 344 car spaces.

## 4.10 Stormwater Management

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### *Objectives*

- a. To prevent 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 is maintained.
- 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 must not encroach 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.
6. The provisions of Council's Flood Controlled Land DCP are to be applied.
7. A Stormwater Management Plan is to be prepared which considers sustainable water management practices and minimal development impact.
8. Stormwater runoff must be treated on the development site before it discharges to a public drainage system.
9. All stormwater drainage designs are to comply with the most up to date revision of Council's Design Guidelines Subdivision/Developments.

