

Urban Design Report

Carrington Square, Castle Hill



‘Gura Bulga’

Liz Belanjee Cameron



‘Gura Bulga’ – translates to Warm Green Country. Representing New South Wales.

By using the green and blue colours to represent NSW, this painting unites the contrasting landscapes. The use of green symbolises tranquillity and health. The colour cyan, a greenish-blue, sparks feelings of calmness and reminds us of the importance of nature, while various shades of blue hues denote emotions of new beginnings and growth. The use of emerald green in this image speaks of place as a fluid moving topography of rhythmical connection, echoed by densely layered patterning and symbolic shapes which project the hypnotic vibrations of the earth, waterways and skies.

Ethos Urban acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We acknowledge the Gadigal people, of the Eora Nation, the Traditional Custodians of the land where this document was prepared, and all peoples and nations from lands affected.

We pay our respects to their Elders past, present and emerging.

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1 Introduction

Purpose of this report

This Urban Design Report has been prepared by Ethos Urban on behalf of Spotlight Property Group (Spotlight) to support a Planning Proposal submitted to The Hills Shire Council to facilitate the delivery of a new mixed-use precinct at 21-23 Victoria Avenue, Castle Hill, with commercial office, retail and food and beverage uses. The study positions the site in its strategic context, identifies opportunities and constraints through key findings before defining a vision and urban design principles for the site.

The Site

Located approximately 600 metres west of the Showgrounds Metro station at 21-23 Victoria Avenue, Castle Hill the site comprises two large lots which occupy a whole block frontage along Victoria Avenue. They are legally identified as lot 1 DP660382 and lot 1 DP657013. The consolidated site is under single ownership.

Situated between the Norwest Precinct Catchment (as part of the Norwest Service sub-precinct) and the Showground Metro precinct, the site is highly visible located at the prominent and key intersection of Carrington Road and Victoria Avenue.

Under the Hills Council LEP, the site is currently listed as a 'Deferred Matter (DM)', yet under previous controls was zoned B5 Business Development. The HLEP currently permits a maximum building height of 20m with a maximum permissible floor space ratio (FSR) of 1:1.

The Norwest Precinct Plan however represents Councils latest framework and thinking for the area previously listed as 'Deferred Matter (DM)'. The specific recommended planning controls identified in the Precinct Plan for the site are a Floor Space Ratio of 2.3:1 and Building Heights ranging from 12 storeys to the south and 6 storeys to the north.

The Proposal

Consistent with the Norwest Precinct Plan, the proposal seeks height and floor space ratio (FSR) provisions on the site to allow for a commercial development comprising 34,470m² of office floor space.

The design proposal for the site proposes an active ground plane combining a mixture of retail, food and beverage uses to encourage a greater intensity of use of facilities at street level and encourage activation along key frontages. The commercial building components are located at the south-eastern corner of the site at the intersection of Carrington Road and Victoria Avenue.

The proposal also identifies an opportunity to expand specialised retail and car parking for the area, with space for approximately 1,330 cars and 7,920m² of specialised retail.

An additional 6,620m² of new ground level public domain will be provided in the form of plazas, forecourts, lanes and landscaped setbacks. This expansion will provide much needed open space for this section of the Showgrounds Precinct which is dominated by hardstand. In addition to the ground level public domain, a 1,540m² roof terrace will be provided by the proposal.

Strategic planning, traffic and transport, ecological, flood, stormwater and economic assessments have been prepared to inform the proposal and consider its impacts.

Strategic Justification

This site represents a rare opportunity to deliver a true mixed-use development within the Hills Showground Station and Norwest Precinct with key employment generating uses such as commercial office and a broad spectrum of retail floorspace, consistent with the Local Strategic Planning Statement. Aligning with the Norwest Precinct Plan, further planning and technical investigations support the proposed changes to the existing planning controls, and an indicative development concept has been prepared to demonstrate how the proposal will facilitate the public benefits afforded by the planning proposal.



Figure 1. Site location plan

Introduction

Key benefits of the proposal:

The following key benefits highlight the capacity for change and the quality of that change which the Site can provide. These benefits contribute to a better urban outcome beyond what can be achieved under the current LEP controls and consistent with the Norwest Precinct Plan.

1 Creating an innovative mixed-use typology

The combination of specialised retail, food and beverage, office space held together by a high-quality, active ground plane proposes a new mixed-use typology which will be transformative and exciting for the Showgrounds/Norwest Precinct. More generally, in the Australian urban context, it will present a precedent and innovative approach to mixed-use, employment focused developments.

2 Delivering a high amenity ground plane

In a Precinct which is currently dominated by cars, roads and big-box buildings surrounded by bitumen hardstand car parks, the proposal intends to deliver a fundamentally different and much more urban place which prioritises people and creates a high amenity and active ground plane. This ground plane will enable clear orientation, pedestrian circulation, as well as work to give buildings a clear address.

3 Improving connectivity within the block, to neighbouring lots and to the Cattai Creek Corridor

The structure of the site has been laid out for easy orientation and greater permeability. Building on the DCP an east-west pedestrian link sets up a logical break-up of the 200m long Victoria Avenue frontage to create smaller blocks. Aligning this east-west link with an existing overland flow path begins to establish a broader approach for the block that is located at grade and open to sky connecting through to Cattai Creek and the Station Precinct.

The placement of the buildings along Carrington Road create a forecourt to the tallest element on the site. The main east-west plaza is located at the centre of the site facing west. A second, north-south lane connects these two spaces and further breaks up the southern block.

Existing:



Our vision is to contribute to the future success of the Norwest Precinct by showcasing a range of employment generating uses connected through an active urban ground plane.

Proposed:



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Section 2 — Strategic Planning Framework

2 Strategic Planning Framework

2.1 Greater Sydney Region Plan

The Greater Sydney Commission’s Greater Sydney Region Plan is the new metropolitan plan for Sydney. It sets a 40-year vision of Sydney that seeks to meet the needs of a growing and changing population. A key move of the plan is to transform Greater Sydney into a metropolis of three cities - the Western Parkland City, the Central River City and the Eastern Harbour City.

Key planning initiatives relevant to Showgrounds and Norwest include:

- Norwest is identified as a strategic centre geared around employment and economic growth within the North-West Rail Link urban renewal corridor.
- A key priority of the Greater Sydney Region Plan is to accelerate urban renewal in existing or planned transport corridors. Historically, Norwest has been an important employment precinct and is home to a number of campus style office developments, large format retail and light industrial uses.
- Norwest is envisioned to undergo a transition to become a transit-oriented, more vibrant and diversified centre with higher employment densities.
- The site offers an opportunity to deliver a diverse range of employment uses, and a high quality public domain, within walking distance of the Showgrounds metro station that will support Norwest’s transition toward becoming a diverse and activated employment centre.

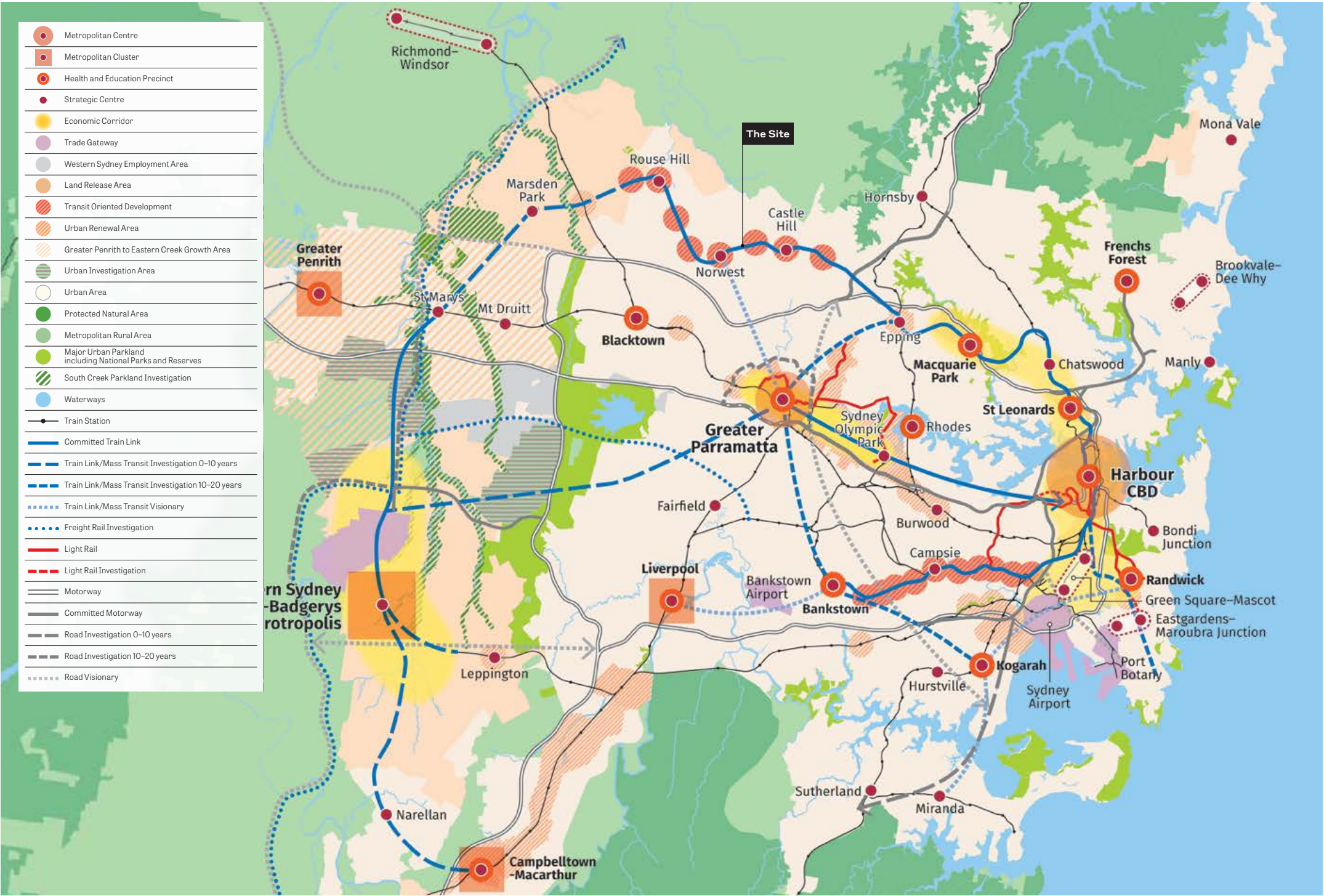


Figure 2. Greater Sydney Region Plan, Greater Sydney Commission

Strategic Planning Framework

2.2 Central City District Plan

The Central City District Plan, released by the Greater Sydney Commission in March 2018, sets out the 20-year vision, priorities, and actions for the West Central District.

Planning for a growing population

Central City District is the fastest growing District, with the population expected to grow by an additional 550,500 people by 2036. Within The Hills LGA, there will be demand for an additional 8,550 dwellings over the next 5 years. Currently, The Hills LGA has a high proportion of detached homes, and to meet the needs of a growing and more diverse population, there will need to be increased housing diversity and smaller homes.

Planning for jobs closer to home

Norwest is a Strategic Centre, recognising the significant commercial, industrial and retail role that Norwest provides for the north west. The Hills Shire currently has 8 local jobs for every 10 working residents across the LGA and are seeking to retain the current ratio. This means a projected increase of an additional 50,000 jobs in the Shire by 2036. Growth will be focused on increasing jobs, economic activity, and enhanced connectivity to the strategic centres of Norwest, Blacktown, Greater Parramatta and Sydney Olympic Park.

Supporting the vision for a 30-minute city

Enhancing access to a broad range of jobs and services within a 30-minute city is a key part of the Greater Sydney Commission's vision for Sydney. Both Norwest and Showgrounds are strategically located within 30 minutes of existing centres, including Parramatta and Macquarie Park, can build on this vision.

The Sydney Metro North-West, provides direct connections from Norwest to other major employment centres, supporting renewal and redevelopment of Norwest and Showgrounds.

Priorities for Norwest

Strengthen Norwest through approaches that:

- retain and grow commercial capacity to achieve the centre's job targets
- encourage complementary retail services around Norwest Lake and the station precinct

Work with NSW Government to identify a potential future corridor for mass transit links to Greater Parramatta.



Figure 3. Structure Plan for the Central District, Greater Sydney Commission

Strategic Planning Framework

2.3 Hills Future LSPS - 2036

Hills Future 2036 is the Hills Shire Council's Local Strategic Planning Statement (LSPS), which sets out the framework for future planning decisions. It provides an outline of the planning priorities identified by the Hills Council and be used to inform future decisions relating to housing, jobs, open space, services and population growth.

Norwest Strategic Centre

The LSPS identifies Norwest as a strategic centre which combines a mix of business and commercial uses, with a variety of low to high density housing surrounding and permeating the commercial areas.

Provision of physical and social infrastructure to support the workforce will also be important for the strategic centre. Work locations that are rich in opportunities for meeting and connection, convenience retail, events and dining are valued by this generation of workers. A focus on the night-time economy will make it easier for workers to blend their work commitments and lifestyle.

Forming part of Norwest strategic centre is Norwest Service sub-precinct. The Hills Future 2036 LSPS, specifically identifies its vision for 'Norwest Service sub-precinct' to envisions a mix of specialised retail and new commercial/office development along Victoria Avenue and Carrington Road, while delivering quality landscaping to complement existing areas. Specifically, the sub-precinct will support:

- a specialised retail (bulky goods) spine along Victoria Avenue will be retained.
- new commercial/office development along Carrington Road and on Windsor Road adjacent to Norwest Business Park could include taller office style buildings, with setbacks that incorporate quality landscaping to complement existing areas.

- mixed use residential and employment development adjacent to Cattai Creek will facilitate restoration of the creek while benefiting from the natural setting and open space.
- light industrial areas in the west providing urban services but in the longer term could also provide space for smaller start-up businesses following a review of lot sizes and permitted uses.

As the LSPS will shape future land use decisions to support future growth to 2036 in The Hills LGA, it is anticipated that Council will progressively amend The Hills LEP 2019 and The Hills DCP 2012 to give effect to the LSPS and its planning priorities. This includes amendments to support the aspiration for new taller commercial office development along Carrington Road as part of the vision for the Norwest Service Sub-precinct.

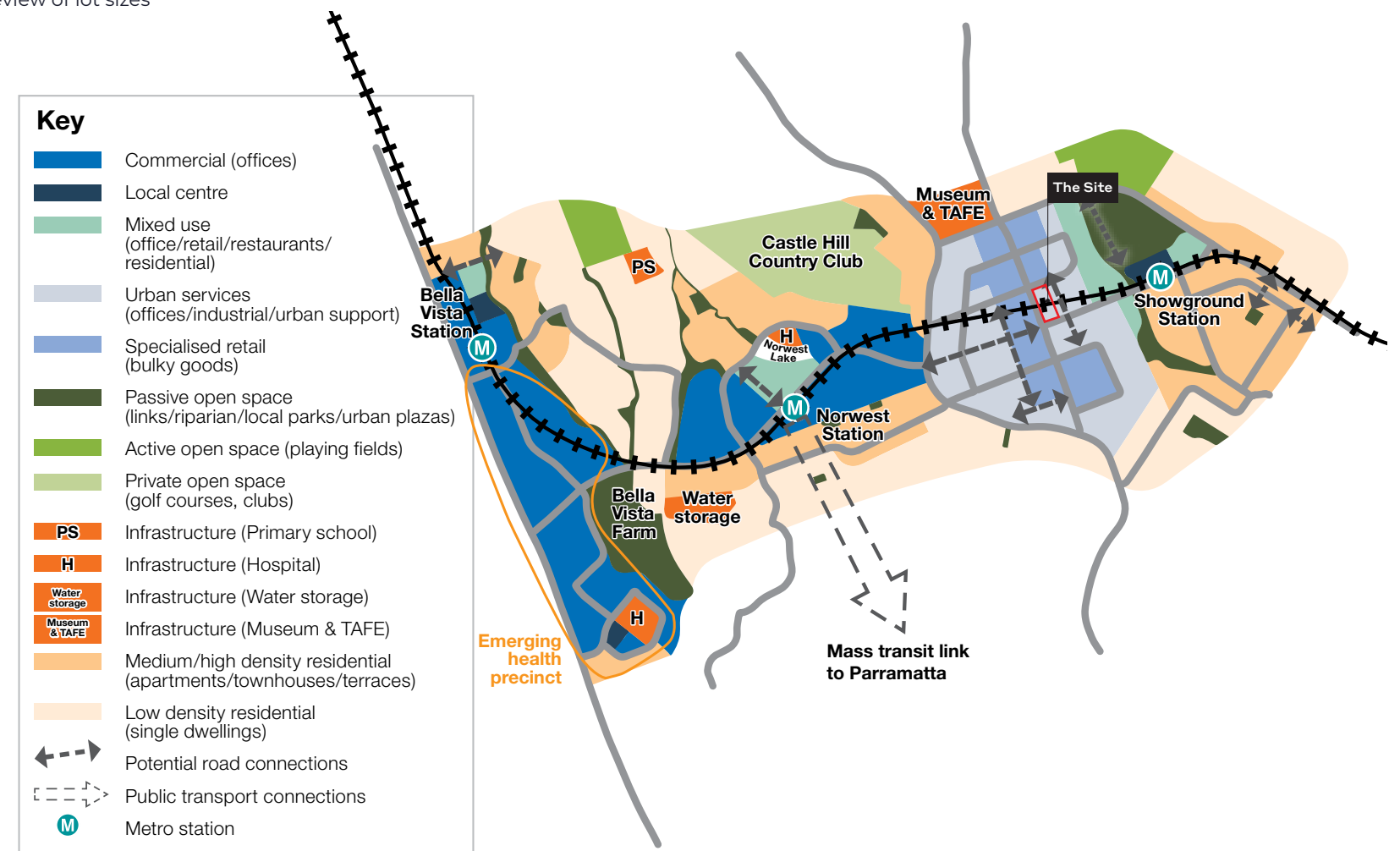


Figure 4. Norwest strategic centre structure plan, The Hills Shire LSPS

Strategic Planning Framework

2.4 Design Policies



Better Placed

The Office of the Government Architect, NSW, 2017

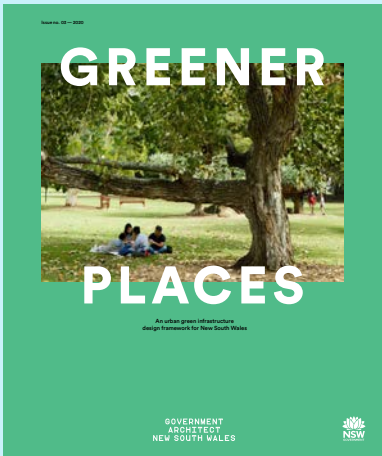
The Government Architect NSW has prepared Better Placed, an integrated design policy for the built environment of NSW that establishes principles to support better design and create good places within NSW. The policy also advocates the support of design excellence of future development to create better quality places. This may utilise existing tools, such as design review panels, competitive design processes and guidelines and manuals to encourage support design excellence as part of future development proposals.

In this document, seven objectives for the built environment are identified:

- Better Fit - contextual, local and of it's place
- Better Performance - sustainable, adaptable and durable
- Better for Community - inclusive, connected and diverse
- Better for People - safe, comfortable and liveable
- Better Working - functional, efficient and fit for purpose
- Better Value - creating and adding value
- Better look and feel - engaging, inviting and attractive
- Better Placed is part of a suite of documents that the NSW Government is preparing to advocate good design.
- The document also advocates Design as a process and an outcome, that is constituted of three core collaborative steps - 'Discover', 'Create' and 'Deliver'.

Key Takeaways:

- The proposal has the opportunity to be designed following these objectives. The Carrington Square proposal can deliver a high quality place for the Norwest Strategic Centre and Showground precinct.



Greener Places

The Office of the Government Architect, NSW, 2017

The Government Architect NSW has prepared Greener Places to guide the planning, design and delivery of Green Infrastructure in urban areas across NSW. The vision for the policy is to establish a network of well-planned Green Infrastructure that will make NSW more attractive, better connected, healthier and more resilient.

The policy outlines the following principles for well-designed Green Infrastructure:

- Integration – The principle of integrating green space with urban development and hard infrastructure (e.g. roads, storm-water drainage)
- Connectivity – promoting a network of high quality open spaces that connect with other areas of activity, such as town centres, public transport hubs, rivers, creeks and employment and residential areas. This

aims to create a network of open space through the Central City District and Greater Sydney region.

- Multi-functionality - where design of green spaces provides a range of benefits in one area through careful planning. This may include the simultaneous function of green spaces for ecosystem, environmental and other services
- Participation – where stakeholders are involved in the development and implementation of neighbourhood, local, district and regional Green Infrastructure policies.

Key Takeaways:

- The Carrington Square proposal has the opportunity to be designed with these principles in mind. Given the sites context, integration of green space with urban development and hard infrastructure will be a key focus that the proposal will need to address.

Strategic Planning Framework



Green Grid - West Central District

Tyrell Studio in association with The Office of the Government Architect, NSW, 2017

The West Central District Green Grid identifies project opportunities to expand and enhance the green grid within the District. An important objective of the Green Grid is to create a network of rich green spaces. The Green Grid identifies a number of principles including:

- Increase access to open space
- Encourage sustainable transport connections and promote active living
- Create a high quality active public realm
- Conserve the natural environment
- Adapt to climate extremes, improve air quality and increase urban greening
- Promote green skills, improve management, maintenance and sustainable green space design

Project opportunities that this document as well as the LSPS identifies that could be relevant to Carrington Square include:

- **Sydney Metro North West:** The Sydney Metro Northwest provides a significant opportunity to create public domain in the new transit-oriented developments proposed at each station. There are also opportunities for integrated networks of pedestrian and cycle routes to and from stations.
- **Cattai Creek Corridor:** The Cattai Creek corridor will continue to play an important role for recreation, walking and cycling, urban greening, improved water quality and stormwater treatment and ecological protection, and create east-west links to provide access between neighbourhoods and the station. Council has identified the importance of Victoria Avenue as a green link to green corridors further north such as Smalls Creek.
- **Urban heat island:** The Hills Shire benefits from good urban tree canopy cover, especially throughout established residential areas which typically contain detached dwellings on large lots. It is this pattern of development that has historically contributed to the 'Garden Shire' image.

Key Takeaways:

- The Carrington Square proposal can benefit from the governments investment in infrastructure, especially, improved pedestrian and cycle links to and from Showground station.
- The Carrington Square proposal has the opportunity to deliver a high quality and active public realm as well as recreation areas for workers along an identified gap in the green corridor (Victoria Avenue).
- There is the opportunity for the Carrington Square proposal to contribute to the 'Garden Shire' image in a employment area that typically sees lower percentages of urban tree canopy cover.

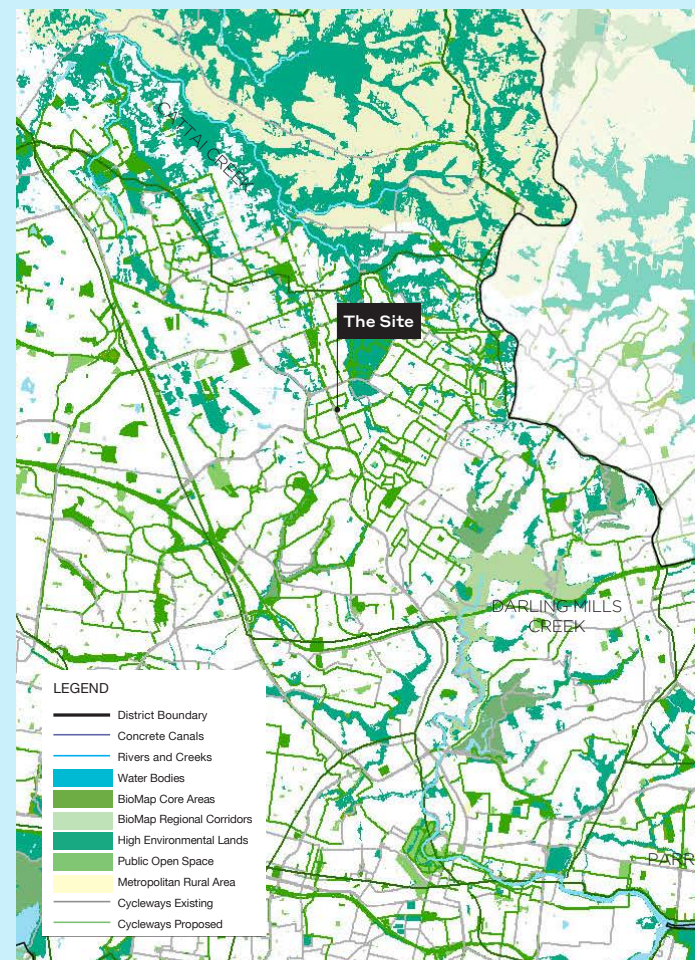


Figure 5. Recreational grid detail Plan, West Central Green Grid

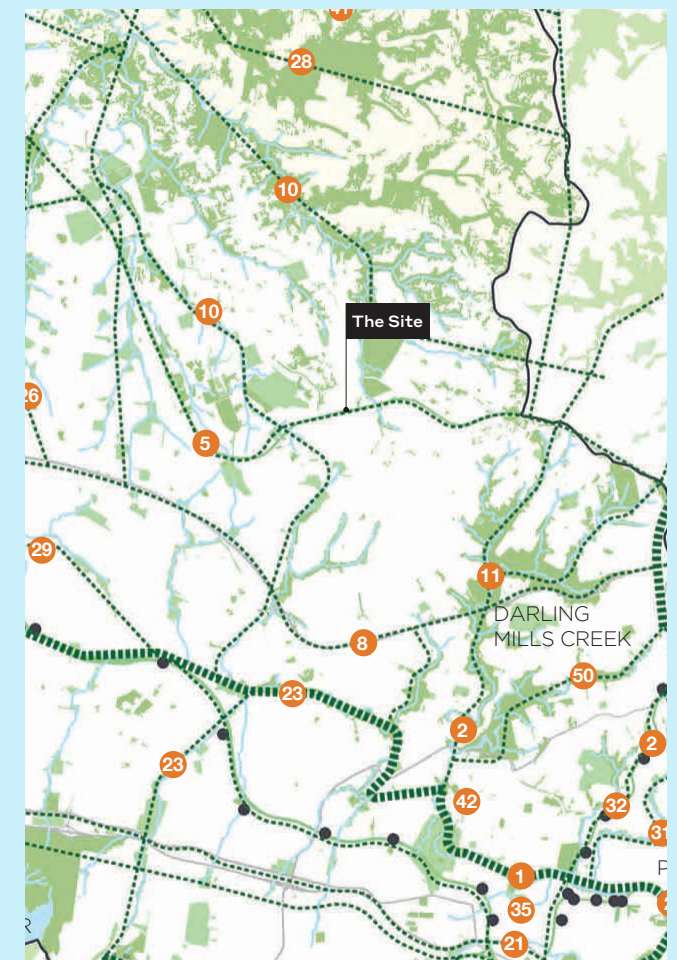


Figure 6. Project opportunities plan, West Central Green Grid



Figure 7. Urban Green Grid priorities plan, The Hills Shire LSPS

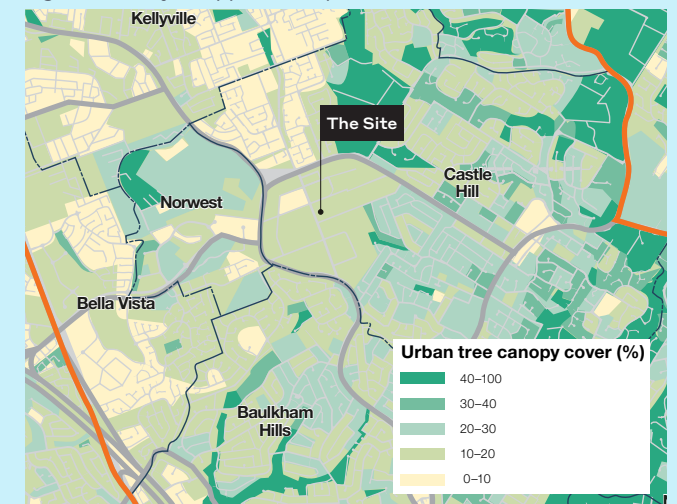
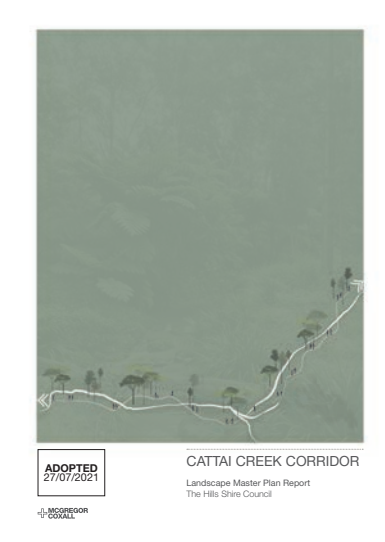


Figure 8. Urban tree canopy plan The Hills Shire LSPS

Strategic Planning Framework

2.5 Cattai Creek Corridor Landscape Master Plan



The Cattai Creek Corridor Landscape Master Plan (LMP) was adopted in 2021 by The Hills Shire Council. The report was written on behalf of Council by McGregor Coxall. The aim of the project is to restore the natural and recreational values of the waterway, encouraging a 'river experience' for the community who use and live around the Corridor Reserves.

The Cattai Creek Corridor is located between Middleton Avenue and Showground Road in Castle Hill is an underutilised space that will form a key public open space for the community.

The Hills Shire Council has developed a Preliminary Concept Master Plan to show their vision for the Creek. The vision is to connect the community with the creek and deliver environmental, social and recreational needs of the community. This will include areas for:

- recreational activities such walking and running
- enjoying the natural environment of the Creek
- play spaces
- picnic and rest areas
- shared pathways.

The project will also improve access to the Cattai Creek Corridor while protecting the natural environment that makes the Creek so special. The aim is to also create a link between the Creek and the Castle Hill Showground as well as existing open spaces in the area.

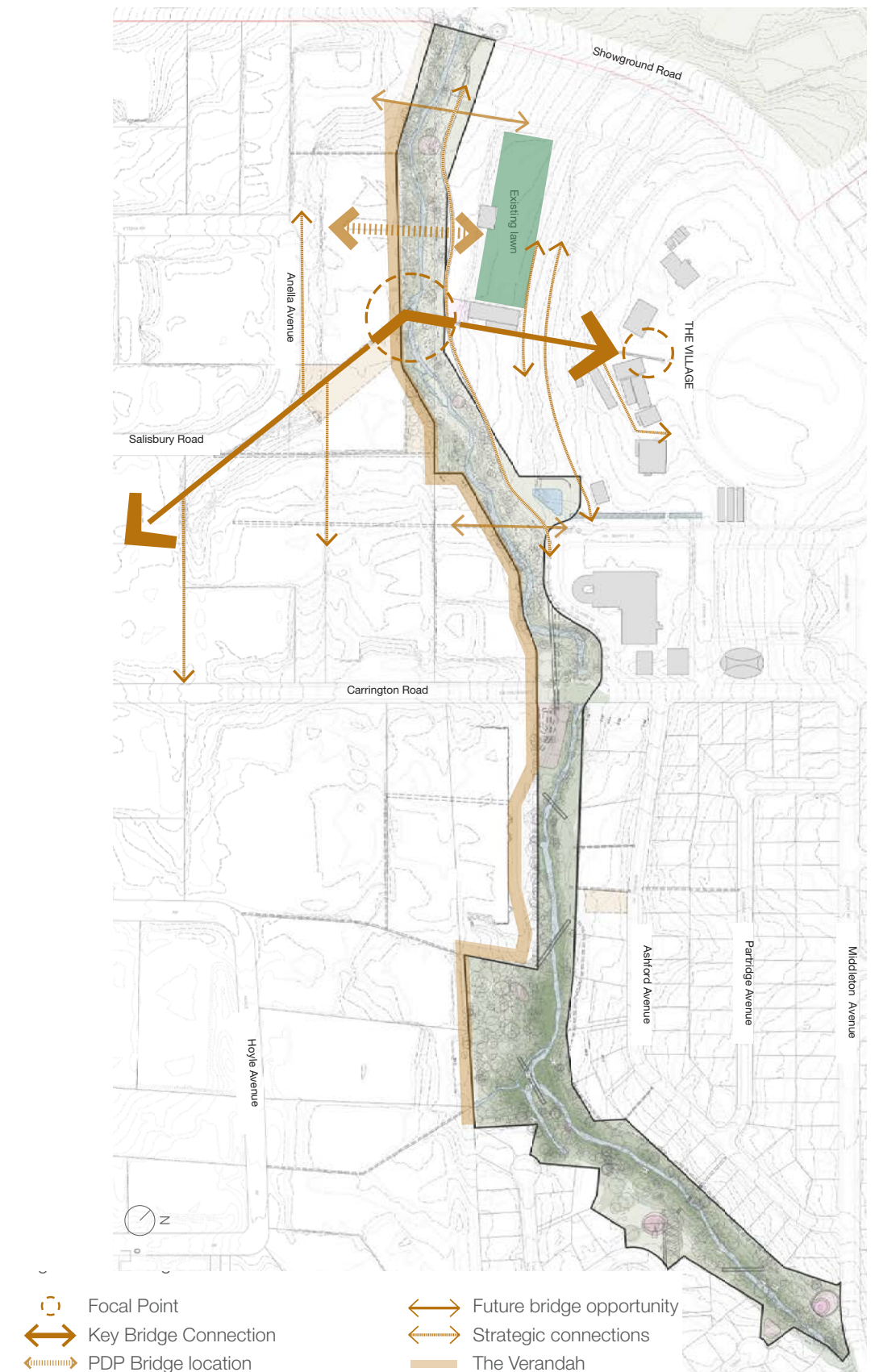
The Master Plan document outlines the key opportunities and constraints across the site, whilst articulating the design vision and principles which will guide the development of the masterplan and lastly presents the masterplan and its key components.

The design principles outlined in the Cattai Creek Corridor Landscape masterplan are:

- the provision of a continuous north-south shared user path
- improving the amenity and aesthetic quality of the public domain
- integrate public art into the public domain

Key Takeaways:

- The Master Plan identifies a key bridge connection and focal point which connects through to Salisbury Road.
- There is the opportunity for the Carrington Square proposal to become a catalyst for through block connections and activation of this corridor.



Strategic Planning Framework

2.6 Hills Council LEP 2019

Land Use Zoning

The site is currently listed as a 'Deferred Matter (DM)' under the HLEP 2019 (Figure 12). Therefore, zoning controls for the site defer back to the last applicable zoning for the site before the DM listing, specifically the revision of The Hills Local Environmental Plan 2012 (HLEP 2012) applicable from 1 December 2017 to 14 December 2017 (refer to Section 2.2 above for further context). Under this revision of the HLEP 2012, the site is zoned B5 Business Development (Figure 13), with a small narrow southern strip along Carrington Road being zoned SP2 Infrastructure (Local Road Widening) to facilitate the future widening of Carrington Road.

The objectives of the B5 Business Development zoning are as follows:

- To enable a mix of business and warehouse uses, and specialised retail premises that require a large floor area, in locations that are close to, and that support the viability of, centres;
- To provide for specialised retail premises that meet community demand; and
- To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.

Height of Buildings (HOB)

The site is currently subject to a maximum height of 20m while the Showground Precinct at the station has a maximum of height of 68m.

Floor Space Ratio (FSR)

A maximum FSR of 1:1 applies to the site while the Showground Precinct at the station has a maximum floor space ratio of 5:1.

Employment Zone Reform

It is noted that the NSW Department of Planning and Environment have exhibited how Business and Industrial zones in Local Environmental Plans across NSW are to be translated to Employment zones under its proposed employment zone reforms.

Under the reforms, the Site is proposed to be zoned 'E3 Productivity Support' (E3 zone) in HELP 2019. Most of the permitted uses in the current B5 zone under the Hills LEP 2019 will remain permissible in the proposed E3 zone but notably several additional land uses have been added to the list of permitted uses under the proposed E3 zone (which are currently prohibited in the B5 zone).

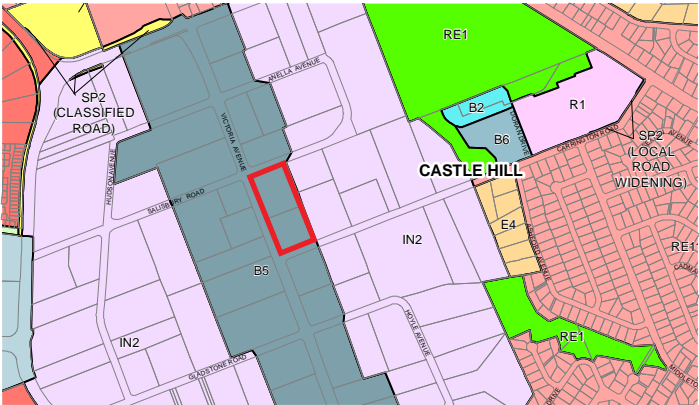
These include:

- business premises
- office premises

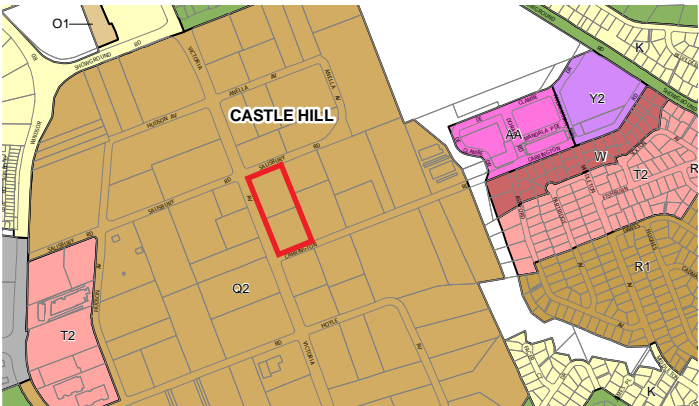
The introduction of these permitted land uses to provide added flexibility to the types of employment that can be delivered on the site and align with what the planning proposal is seeking.

Norwest Precinct Plan

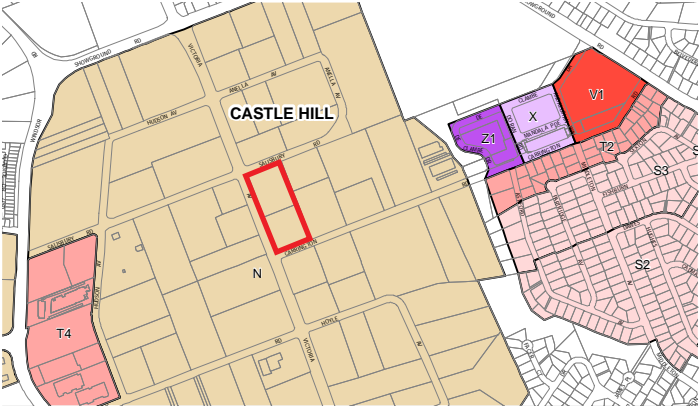
The Norwest Precinct Plan represents Councils latest framework and thinking for the area previously listed as 'Deferred Matter (DM)' under the Hills Council LEP. The specific recommended planning controls identified in the Precinct Plan are outlined in Section 2.8.



Zone			
B1	Neighbourhood Centre	IN2	Light Industrial
B2	Local Centre	R1	General Residential
B4	Mixed Use	R2	Low Density Residential
B5	Business Development	R3	Medium Density Residential
B6	Enterprise Corridor	R4	High Density Residential
B7	Business Park	RE1	Public Recreation
E1	National Parks and Nature Reserves	RE2	Private Recreation
E2	Environmental Conservation	RU1	Primary Production
E3	Environmental Management	RU2	Rural Landscape
E4	Environmental Living	RU3	Forestry
IN1	General Industrial	RU6	Transition
		SP2	Infrastructure



Maximum Building Height (m)			
G	7.0	S	23.0
I	8.0	T1	25.0
J	9.0	T2	27.0
K	10.0	T3	28.0
M1	12.0	U	30.0
M2	12.5	V1	36.0
N	14.0	V2	37.0
O1	15.0	W	40.0
O2	16.0	X1	45.0
P1	17.0	X2	46.0
P2	18.0	Y1	50.0
Q1	19.0	Y2	52.0
Q2	20.0	Y3	54.0
R1	21.0	Z	57.0
R2	22.0	AA	68.0



Maximum Floor Space Ratio (n:1)			
A	0.2	T1	2.0
F	0.6	T2	2.1
I	0.75	T3	2.2
L	0.9	T4	2.3
N	1.0	T5	2.42
O	1.1	U1	2.6
P1	1.2	U2	2.7
P2	1.22	V1	3.0
R1	1.4	V2	3.2
R2	1.49	W	3.8
S1	1.5	X	4.0
S2	1.6	Z1	5.0
S3	1.9	Z2	5.5
S4	1.99	AA	6.4

Strategic Planning Framework

2.7 Hills Council DCP 2012 Showground Station Precinct

Vision

The vision for Showground Station Precinct is proposed to become an attractive and well-connected neighbourhood that achieves housing targets, creates vibrant, safe and desirable places, reinforces the garden shire character and lifestyle, and is supported by necessary infrastructure. It is anticipated the Precinct will provide up to 9,000 additional dwellings and 2,300 additional jobs by 2036 (excluding potential growth within the deferred area on the western side of Cattai Creek).

Objectives

- To ensure that development occurs in a coordinated manner consistent with the Precinct vision and the development principles of housing diversity, employment opportunities, transit oriented development, quality infrastructure and open space and place making.
- To provide a mix of housing, retail, employment and services in appropriate and logical locations within the Precinct.
- To locate higher scale residential apartments and commercial uses closest to the station, the Castle Hill Showground and Cattai Creek corridor to optimise access to station facilities as well as outlook and natural amenity.
- To develop a local centre and main plaza in the area immediately surrounding the station to provide local shopping, employment opportunities and other services to support the incoming population and establish a vibrant and well-used public domain.
- Have greater permeability for sites connecting from Victoria Avenue east towards Cattai Creek.

NOTE: The site is located within an area designated as Deferred Matter (DM) in the DCP however we note that Council has removed DM under the HLEP 2019 and has allocated a zoning of B5 Business Development on the site. The following maps within the DCP have not been updated to reflect this.

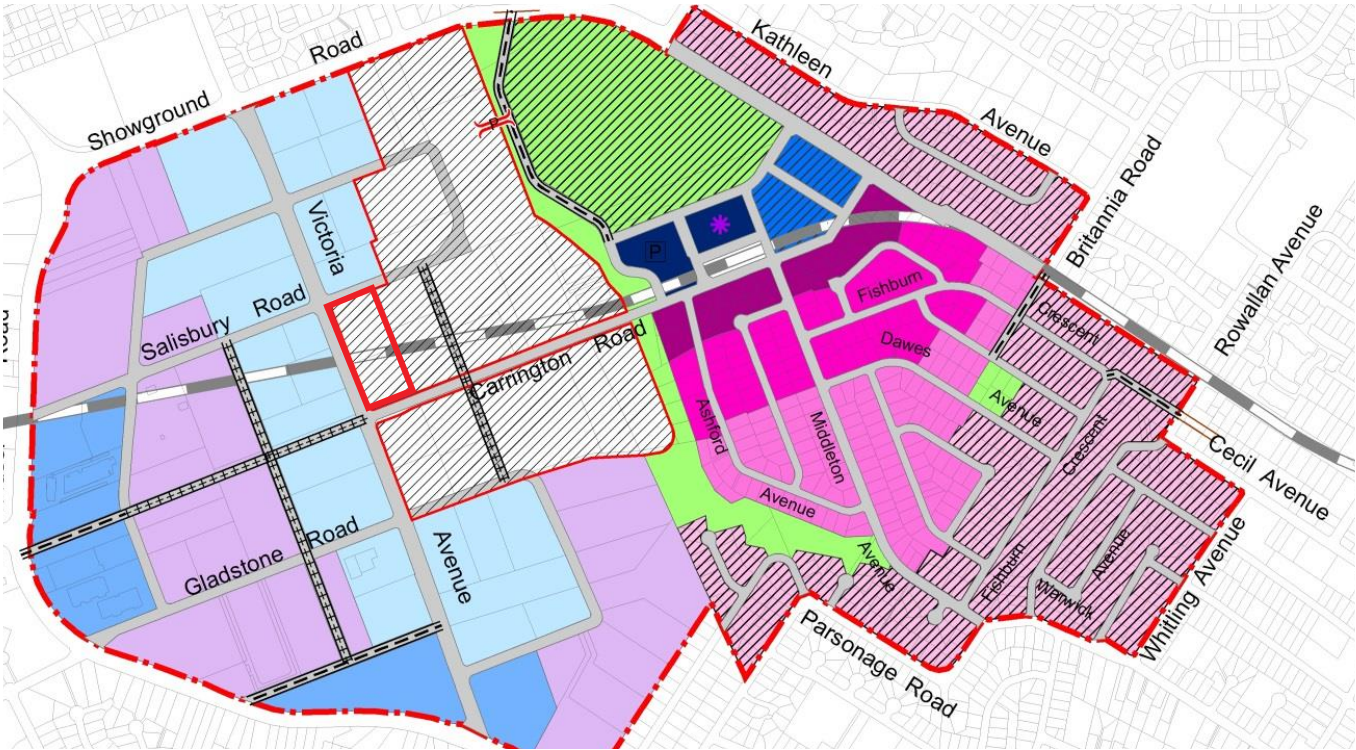


Figure 9. Showground Precinct Structure Plan. Hills Council DCP 2012

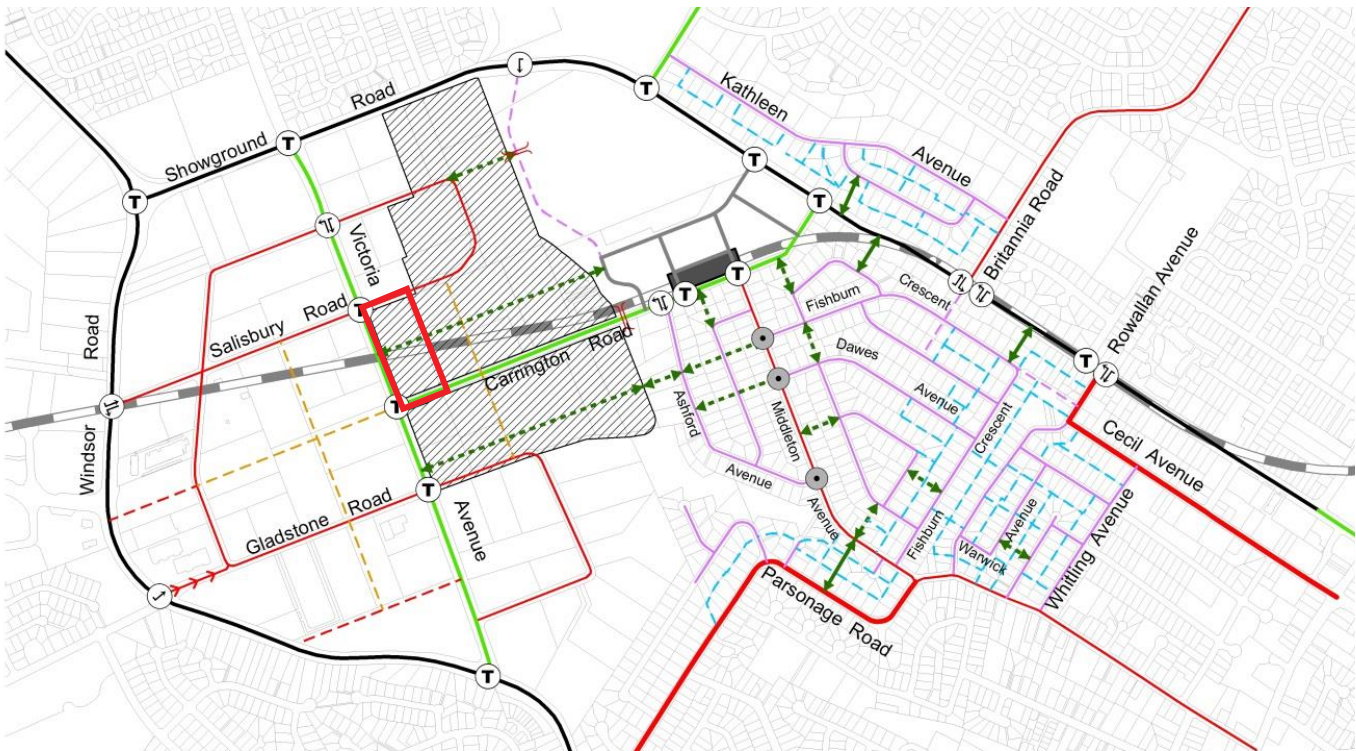


Figure 10. Indicative Street Network and Hierarchy, Hills Council DCP 2012

Legend

- Pedestrian Bridge
- Commuter Carpark
- Local_Centre
- Under Ground Rail Line
- Deferred Matter
- Mixed Use - Up to 16 Storeys
- Mixed Use - Up to 20 Storeys
- Business - Up to 4 Storeys
- Business - Up to 6 Storeys
- Industrial - Up to 4 Storeys
- Residential - Terrace Detached Dwellings
- Residential - Up to 6 Storeys
- Residential - Up to 8 Storeys
- Residential - Up to 12 Storeys
- Public Open Space (Indicative)
- Sports/Cultural Facility
- New Local Link
- New Local Link (Subject to Master Plan)

Legend

- Pedestrian Bridge
- Roundabout
- Left in Only
- Left in Left Out
- Traffic Light
- NRT Road
- Arterial
- Sub Arterial
- Major Collector
- Minor Collector
- Local Street
- New Local Street
- New Minor Collector
- Potential Future Link
- Future Rear Laneway
- Pedestrian Link
- Future Pedestrian Link

Draft Norwest Precinct Plan

The Draft Norwest Precinct Plan represents Councils latest framework and thinking for the area previously listed as 'Deferred Matter (DM)' under the Hills Council LEP. The specific recommended planning controls identified in the Draft Plan are outlined in Section 2.8.

Strategic Planning Framework

2.8 Norwest Precinct Plan



The Precinct Plan establishes the framework for Norwest to emerge as a thriving mixed use Strategic Centre and highly competitive employment precinct. The vision for Norwest builds on previous work by Council and the NSW Government, including technical investigation focused on the Hills Shire's Strategic Centres that provide insight into their unique feature, role and function in the Greater Sydney Region. The Precinct Plan represents the next phase of planning the finer grain, site-specific detail to inform potential changes to the planning controls and infrastructure framework.

The Norwest Strategic Centre is envisaged to be a prime location for knowledge intensive businesses focused on health, education, science, technology, finance and advanced manufacturing. Over the next 20 years will continue to evolve into a location valued by workers, residents and visitors for its vibrancy and amenity. It will transform from its sprawling, low scale origins to a more walkable centre with taller, well designed buildings at its core, as well as offering retail, cultural and leisure experiences. The precinct is forecast to have capacity for a total of 64,000 jobs, 50,000m² of additional retail floor space and 11,400m² of additional specialised retail (bulky goods) floorspace and approximately 18,130 new homes by 2041.

The site forms part of the Cattai Creek West Sub-Precinct, where Council is seeking to increase the opportunity for higher density commercial outcomes. The Precinct Plan recommends floor space and height controls be increased in the Cattai Creek West Sub-Precinct through a Council initiated planning proposal in the future to allow for increased employment development outcomes and viability.

The specific recommended planning controls identified in the Precinct Plan for the site are as follows:

- Land use – high density commercial office
- Floor Space Ratio – 2.3:1
- Building height (in storeys) –
 - Up to 12 storeys on southern portion of site
 - Up to 6 storeys northern portion of the site.

In addition, to the recommended planning controls, the Precinct Plan identifies the following directions regarding connectivity and water management for the site:

- Connectivity – a mid-block east-west through site link be provided across the site. The through site link extends east to the neighbour property and connects to a future local road intersection.
- Water Management – to be consistent with Council's position that where an overland flowpath is located on private land, future development must be design to avoid the flowpath and where possible, through site links and future road will be strategically located to align with these flowpaths so that stormwater pipes can be located with the road reserve.



Figure 11. Built form Plan (Storeys), The Hills Shire Council Draft Precinct Plan Norwest Strategic Centre

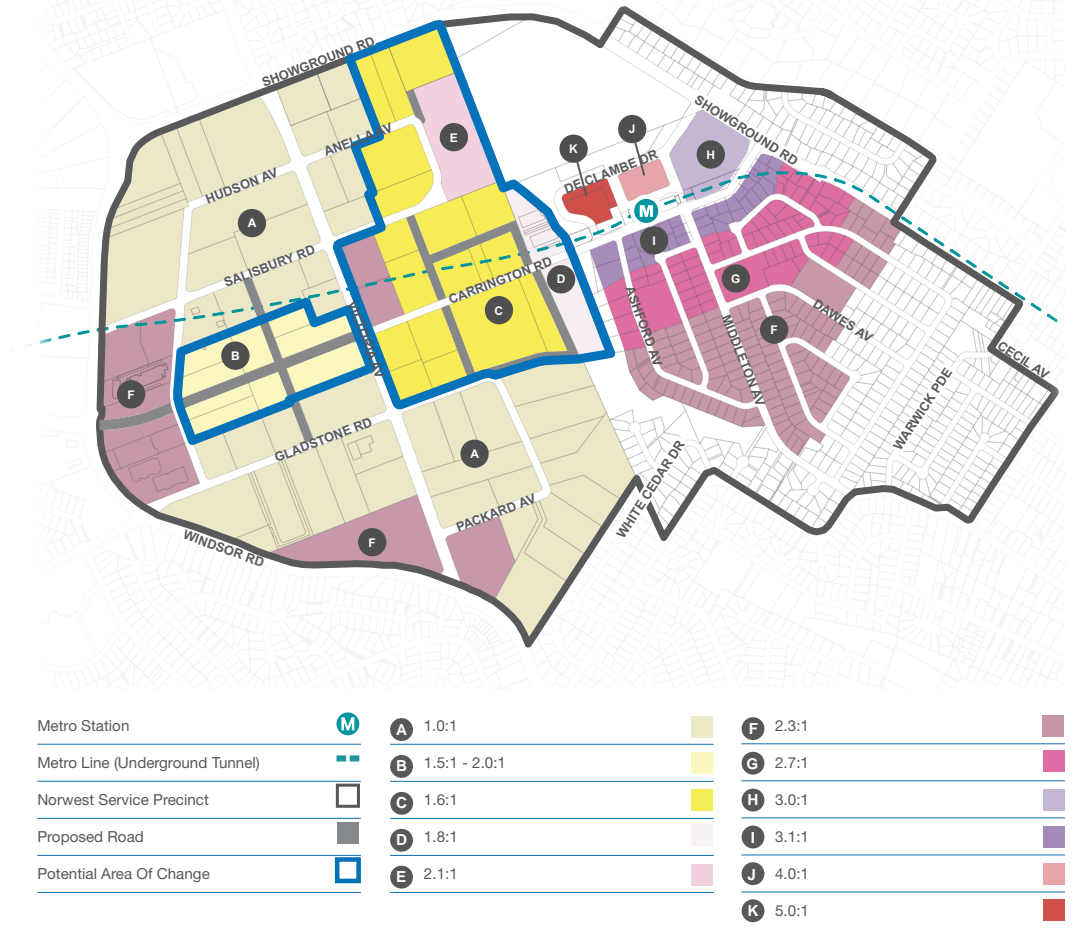


Figure 12. Density Plan, The Hills Shire Council Precinct Plan Norwest Strategic Centre

Section 3 — Existing Precinct Context

3 Existing Precinct Character

3.1 Strategic Context

The Site is strategically located in the overlap of two key precincts

Key Findings:

- The site is strategically located at the intersection of two key precincts - Norwest Strategic Centre (as part of the Norwest Services sub-precinct) and the Showground Station Precinct.
- The Showground Town Centre will be a vibrant neighbourhood centre and intensified housing around the station core following the principles of transit oriented development.
- The Norwest strategic centre will continue to develop into a higher order centre with a focus on mixed use and commercial uses to fulfill the objectives for continued employment growth in the area.
- The site is in a unique position to take the best of what both precincts have to offer and provide a unique place which responds to the needs of the Norwest Services precinct and residential neighbourhood while contributing to the creation of jobs in the area.



Figure 13. Strategic context plan

Existing Precinct Character

3.2 Public / Active Transport

Showgrounds is a well connected and well serviced precinct

Key Findings:

- The site is located along key public / active transport routes and is highly accessible by Showgrounds Metro Station and bus interchange which is 600m/8mins walk away along Carrington Road.
- The site is well serviced by several local existing bus routes which offer convenience for people traveling to and from the precinct from surrounding centres such as Blacktown, Rouse Hill, Kellyville, Castle Hill, Epping and Pennant Hills.
- The Hills DCP identifies future local links which aim to increase the permeability and walkability of the precinct which is historically characterised by large blocks up to 400m in length.
- Future public / active links are proposed to connect through to Norwest Boulevard as a extension of Carrington Road unlocking greater connectivity the site



LEGEND

Showground Precinct Boundary

The Site

Cadastre

Cattai Creek Corridor - Masterplan Area (The Hills Shire Council 2021)

Block Pattern

Open Space

Rivers and Creeks

Metro stops and route

Bus stops and routes

New local link subject to future Master Plan (As per The Hills DCP 2012)

Future Local Link (The Hills DCP 2012)

Key Future Bridge Connections (Cattai Creek Corridor Masterplan)

Future Landscape Focal Points (Cattai Creek Corridor Masterplan)

Proposed Cycle Links (The Hills DCP 2012)

Existing Cycle Links

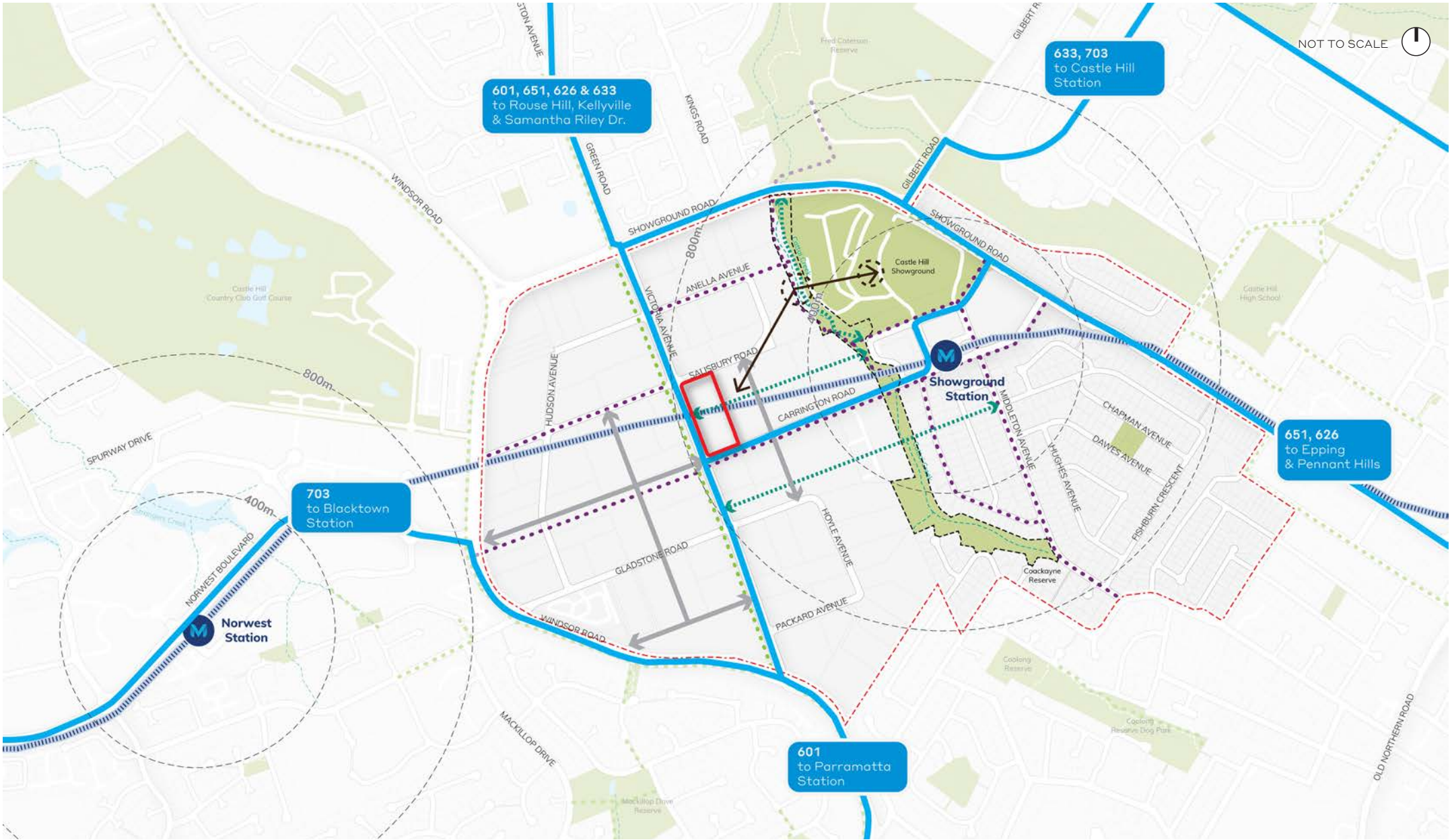


Figure 14. Public and active transport plan

Existing Precinct Character

3.3 Road Infrastructure

Carrington Road and Victoria Road will remain critically important local connections

Key Findings:

- The site is located at a major intersection of distributor roads which filter traffic through the Norwest Services Precinct to Showground Road in the north/east and Windsor Road in the south/west.
- The LEP indicates SP2 land acquisition for proposed road widening to Carrington Road of up to 3m along the southern edge of the site. TfNSW plans indicate that the intersection of Victoria Avenue and Carrington Road will be upgraded from the existing roundabout to signalised lights and crossings. Future dedicated space from the site may be required to accommodate this. The upgrades will offer a direct connection through to Norwest and further highlights the importance of this intersection.
- The site is in a highly visible location and has the opportunity to deliver a landmark destination on the corner to anchor the western end of Carrington Road.



LEGEND

Showground Precinct Boundary

 The Site

Figure 15. Road infrastructure plan

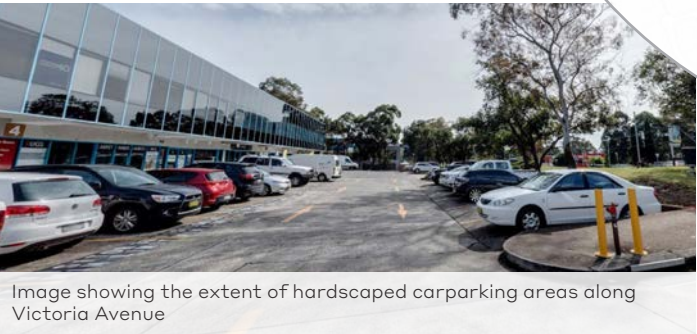
Existing Precinct Character

3.4 Built Form

The Site is located in a precinct undergoing transition

Key Findings:

- The site is located in an area undergoing transition. The figure ground analysis shows that the area is undergoing significant change east of Cattai Creek which is consistent with recent changes to land uses and density controls within the Showground Precinct.
- The Showgrounds Precinct west of Cattai Creek comprise large lots with light industrial, large format retail and low density commercial uses will generally take longer to re-develop over time.
- The combination of large lots and the nature of industrial uses in the area highlights a lack of permeability and pedestrian amenity which will need to improve as the area changes. This is highlighted through long blank façades that do not engage with pedestrians at street level.
- There is the opportunity to harness the benefits of the Showground neighbourhood centre.
- The site offers the opportunity to be a catalyst for new employment typologies in the Norwest Services sub-precinct that celebrates a diversity of uses and active ground plane.
- There are a range of building setbacks and landscape conditions along Victoria Avenue which is the precinct key north-south spine.
- There are many instances where buildings are setback to accommodate large areas used for at grade parking. A setbacks analysis is provided in section 6.4 and 6.5.



Existing Precinct Character

3.5 Topography, Ecology & Hydrology

Cattai Creek is lowest point in precinct. Running east west into the site is a depression in the landscape containing an overland flow path which is activated in large flood events.

Key Findings:

- Major and minor ridges are formed along Windsor Road and Showground Road on the periphery of the precinct.
- Cattai Creek creates a depression and in the land as it cuts through the precinct forming a valley. The site is located in a topographic low point in the precinct.
- The Site is strategically positioned to offer the opportunity to provide access and connectivity through to the Cattai Creek Corridor connecting to Victoria Avenue via Salisbury Road.
- Due to the sites proximity approx. 450m from the Cattai Creek, it is located at a topographic low point and subject to flooding.
- There is existing storm water infrastructure located beneath the site to assist with drainage and overland flow towards Cattai Creek.
- The Site is not constrained by existing ecological communities as identified in the DCP.
- There is an absence of publicly accessible open spaces for workers and visitors west of Cattai Creek. This provides an opportunity for public domain within the site.



Looking south along Victoria Avenue. Source: Ethos Urban



Looking North along Victoria Avenue. Source: Ethos Urban



Site looking east along Carrington Road. Source: Ethos Urban

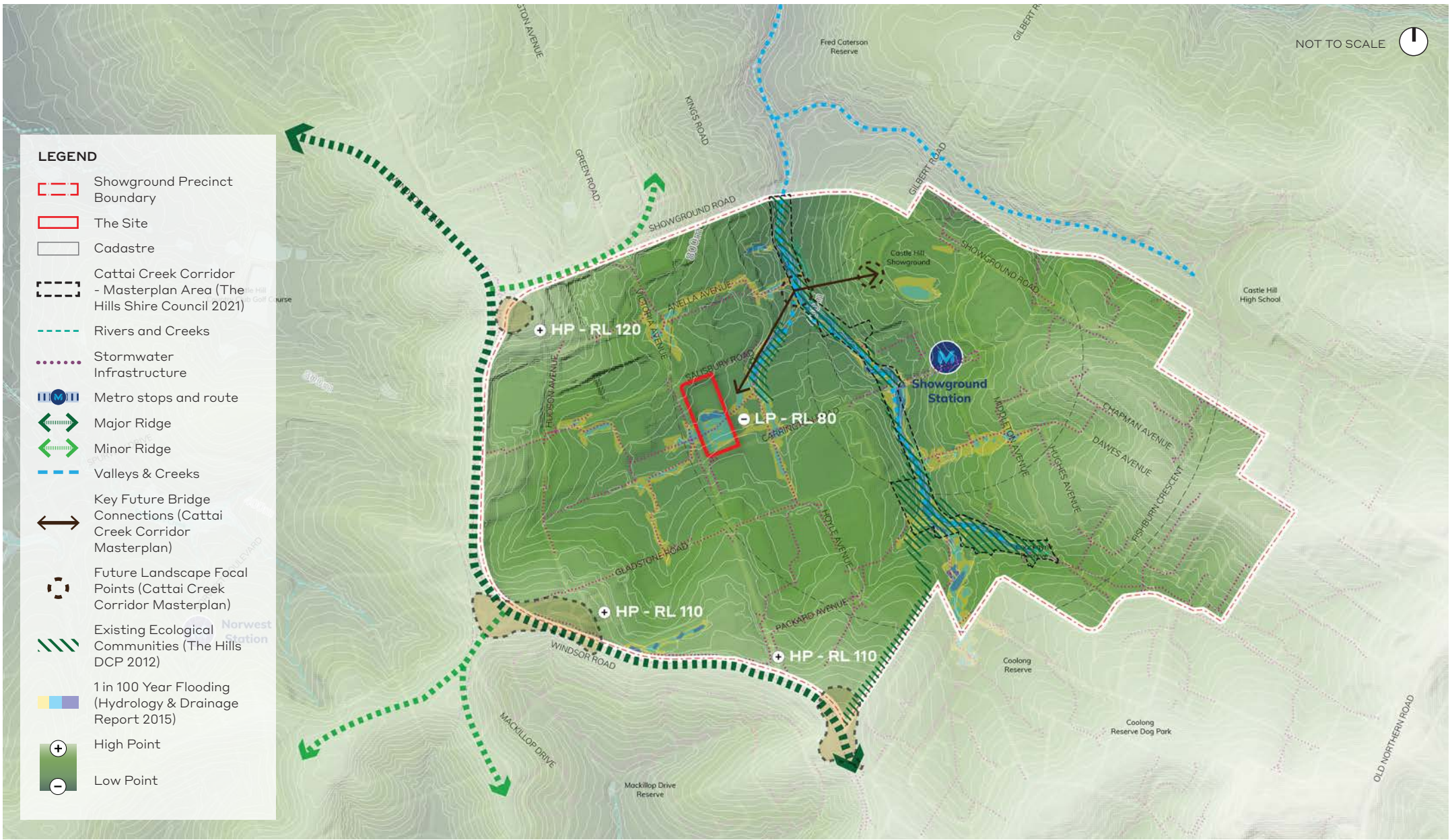


Figure 17. Topography, ecology and hydrology plan

Existing Precinct Character

3.6 Precinct sections

Section AA - Carrington Road Section

A section through Carrington Road shows the sites proximity to Showground station and the Cattai Creek corridor. This section also shows the relationship between existing LEP heights and future built form.

Section BB - Victoria Avenue Section

A section through Victoria Avenue shows that the site is located a the topographic low-point of the Showground Precinct where the terrain rises to Showground Road in the north and Windsor Road in the south. This section also shows the relationship between existing LEP heights and future built form.

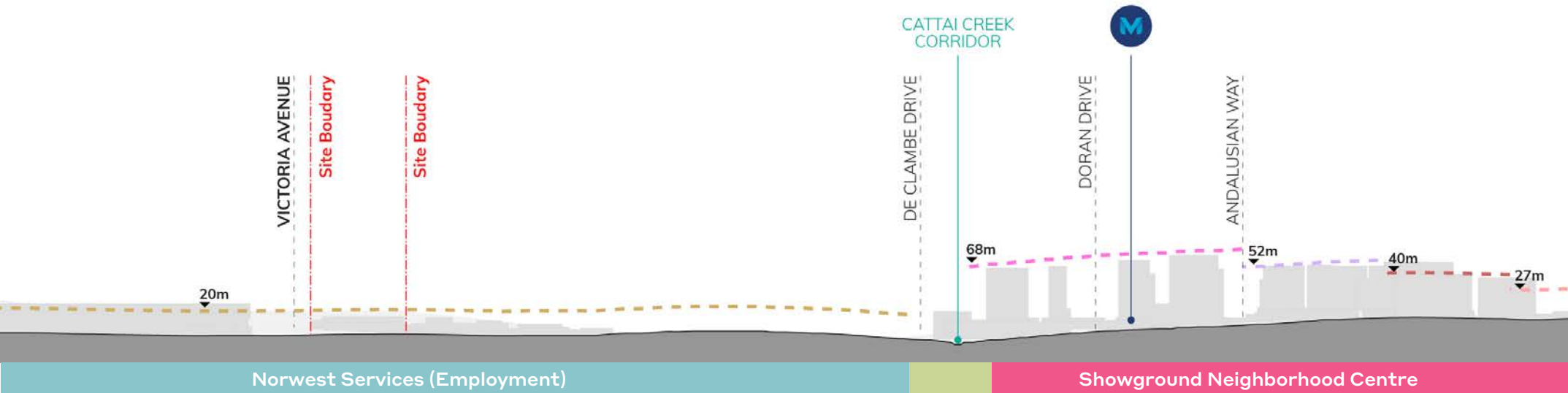
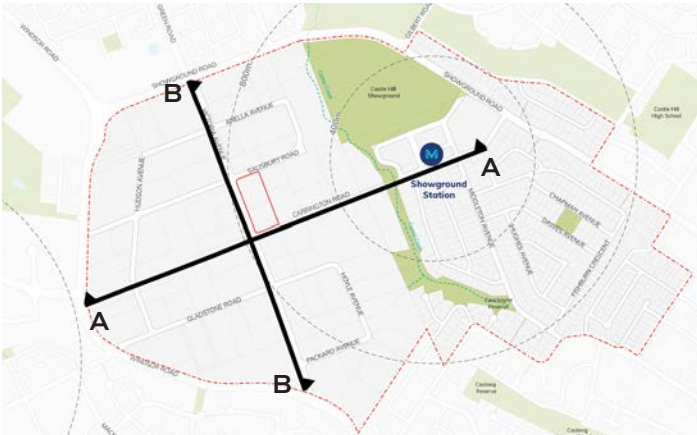


Figure 18. Section AA through Carrington Road



Figure 19. Section BB through Victoria Avenue



Section 4 — Opportunities & Constraints

4 Opportunities & Constraints

4.1 Opportunities

1 Large consolidated site

At over 21,000sqm, the site is large enough to support an increase in density and a greater range and higher order of employment generating uses. The scale of the site will naturally lead to construction of several buildings, ideally with separate street addresses, variation in height and building massing which will help to create more refined and finer grain development with better interfaces along Victoria Avenue (approx. 220m) and along Carrington Road (approx. 100m). Breaking the site into smaller components will increase building surface and perimeter and create an opportunity of an active, permeable and pedestrian orientated ground plane.

2 Position of the site on the most prominent intersection

The site is located on the corner of Carrington Road and Victoria Avenue which is the most prominent intersection within the Showgrounds precinct. The importance of this intersection will continue to grow as the proposed extension of Carrington Road to Norwest Boulevard is implemented. This will provide a much needed road connection to the Norwest precinct which has the potential to unlock the development of sites to the west of Victoria Avenue. TfNSW plans indicate that the intersection of Victoria Avenue and Carrington Road will be upgraded from the existing roundabout to signalised lights and crossings further reinforcing the sites prominence.

3 Area undergoing transition

The Showground precinct is undergoing a fundamental transformation. The arrival of the North-West Metro, changes in the land use zoning and densities have been made to accommodate more employment and residential floor space, particularly around station centres. Council Strategic Planning work will direct the redevelopment of the Urban Services Land through the next property cycle. As the LSPS gets translated into the LEP and DCP this will likely lead to land-use intensification with greater densities and heights. As one of the first proposals in the area, there is an opportunity for the site to act as a catalyst for positive change within the precinct and Norwest services sub-precinct creating a new place typology purpose built with a people and exemplar public domain focus.

4 Proximity to transport

The Showgrounds Metro Station is part of the North-West Metro network that connects the Hills district to Central Sydney via Chatswood and Macquarie Park. Located less than 800m away, the station and bus interchange are a convenient walk to the site along Carrington Road. The bus interchange provides important local services which link the surrounding suburbs of Kellyville, Castle Hill, Blacktown, Parramatta, Epping and Pennant Hills.

5 Supporting role for Norwest Strategic Centre (Norwest services)

The site is uniquely located within the Showgrounds precinct at the heart of the Norwest Services area. This central location provides the opportunity for a diverse mix of employment uses such as commercial and specialised retail (bulky goods) to deliver jobs close to homes, while reinforcing Norwest's role as an important strategic centre for commercial growth within the north-west metro corridor. Another opportunity is to provide a range of convenience retail and food services in a great amenity context for employees on site and for the surrounding precinct.

6 Reinforce green grid gaps

The site is located along Victoria Avenue which is identified in The Hill LSPS as an extension of the Cattai Creek Green Corridor. The identified corridors play an important role in providing walking and cycling connections between residential, recreation and retail areas, assist with stormwater management and help to maintain biodiversity through increased tree planting. The site has the opportunity to deliver a through site link (mid-block) connecting Cattai Creek to Victoria Avenue and contribute to the 'Garden Shire' image through incorporate quality landscaping along its extensive frontages, provide generous plazas and rooftop spaces for informal meetings, recreation and dining which are absent from the precinct currently.

7 New urban typology for the precinct

Recent (re)developments in the Norwest services precinct have persisted to operate monofunctionally i.e retained a singular use, in taller and larger boxes with aprons used for car parking. These projects forgo the chance for a qualitative improvement of place and broader consideration of the environment. The redevelopment of the site therefore not only presents the opportunity to diversify the employment uses but to create a new urban typology which so far does not exist in the Precinct.

This typology will break-up the 'big box' into smaller components of varying heights and massing grouped around an active, high-quality public domain. Breaking up the 'big box' will allow to better respond to the existing and intended future urban fabric, have greater consideration of the environment with a sense of place and character unique to The Hills Shire.

The development can set a benchmark, foster greater interaction between people, promote healthier, more social and economically viable communities, as well as introduce a new standard for quality in the built environment in the area.



Carrington Road is a tree lined road which reveals the topographic variation between the Showground station and the site. Source: Ethos Urban.



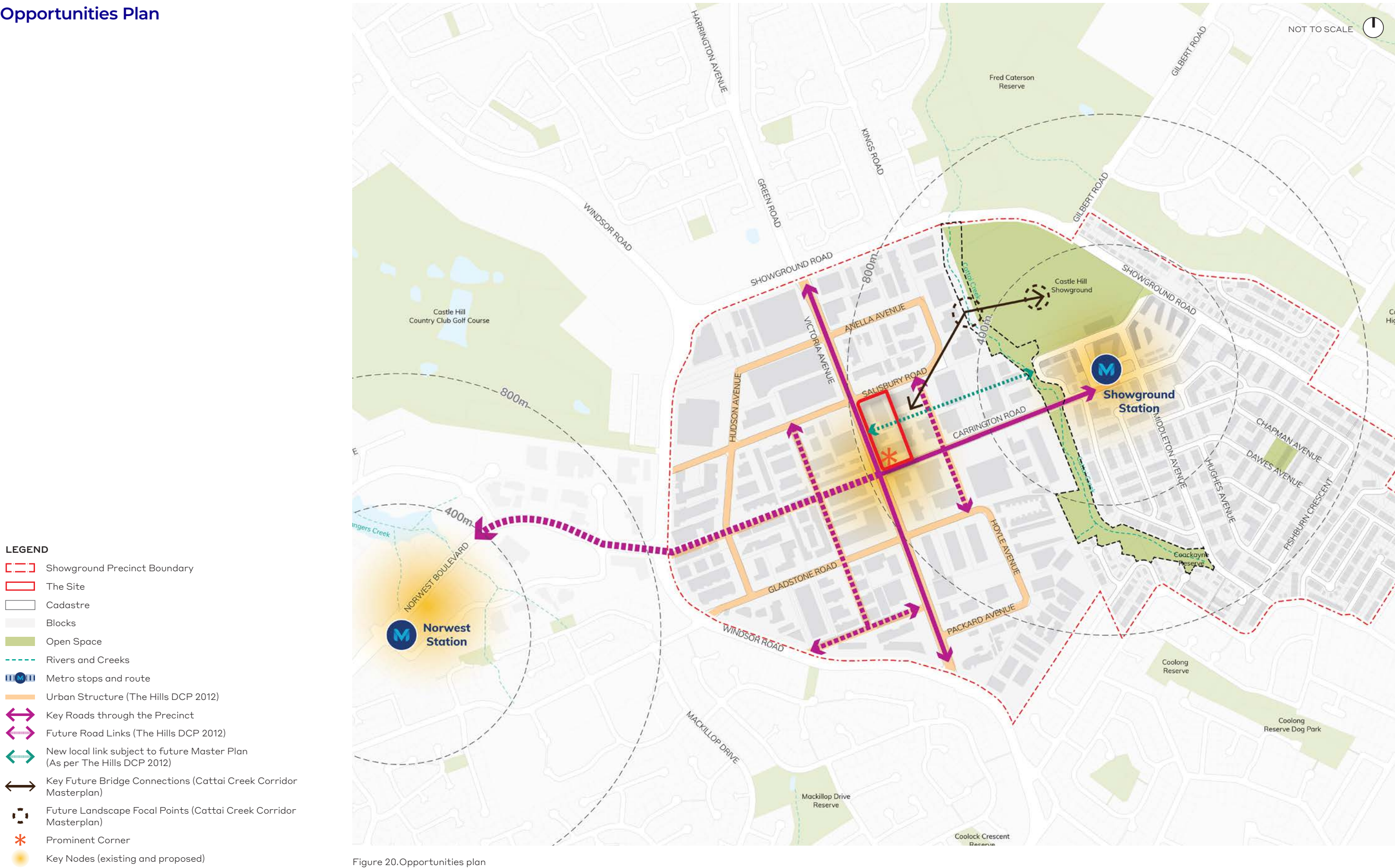
Victoria Avenue is already a tree lined road which is consistent with the green character of the broader area. Source: Ethos Urban.



The intersection of Victoria Avenue and Carrington Road will in the future become a significant intersection carrying the bulk of public transport bus services and future active transport links. Source: Ethos Urban.

Opportunities & Constraints

Opportunities Plan



Opportunities & Constraints

4.2 Constraints

1 Poor walkability in the precinct due to existing block configurations

The site shares its eastern boundary with an adjoining development and is part of a larger block which is over 600 metres in length. Given the site's location at the western end of this block, consideration must be given to providing opportunities to facilitate better pedestrian access across these sites. This should include the provision of new east-west pedestrian linkages which are integrated into future development to ensure improved pedestrian walkability and access to sites.

2 The site is flood prone and sits at a depression in the landscape in proximity to Cattai Creek

The site has sloping terrain which falls to the centre of the site from both Carrington and Salisbury Road and at a depression in the landscape due to its proximity to Cattai Creek. This condition exacerbates the effects of flooding and will require a management solution which addresses the issue of overland flow and drainage path across the site during flood events. The site is located on an overland flow path, which significantly increases the risk of flood events. The location of any future through link, such as those indicated running east-west across the site in the current DCP may require larger dedications, realignment and the manipulation of levels to facilitate drainage and maintenance requirements. This places greater importance on a open to air link unobstructed from development to balance the public domain function and infrastructure requirements.

3 The site slopes inwards

The topography of the site falls 4-5m from its northern and southern edges towards its centre. The proposal will need to navigate this terrain profile so there are clear ground planes that engage with the street and direct people through the site while incorporating a safe overland flow through the site at an appropriate level.

4 Retention of key services & infrastructure on site

There are two key pieces of infrastructure running under the site. They will need to be retained. The Metro tunnel is located at sufficient depth not to be affected by a proposal with a single level basement. A stormwater easement aligns with the overland flow and should look to retain access requirements to the stormwater pipes. It's envisaged that this area will form public domain and the key east-west link for the site at grade and open to the sky.

5 Road widening to Carrington Road

The Hills Shire LEP 2012 indicates SP2 land acquisition for proposed road widening along Carrington Road. Additional land may also required for improvements made to the intersections of Victoria Avenue and Carrington Road (Signalised) It is important that the future built form and ground level interface response to Carrington Road be consistent with the desired future character of this street which is of a walkable, shaded green street capable of supporting a landscaped median, active transport cycleway and additional urban greening and includes the retention of existing trees wherever possible.

Opportunities & Constraints

Constraints Plan

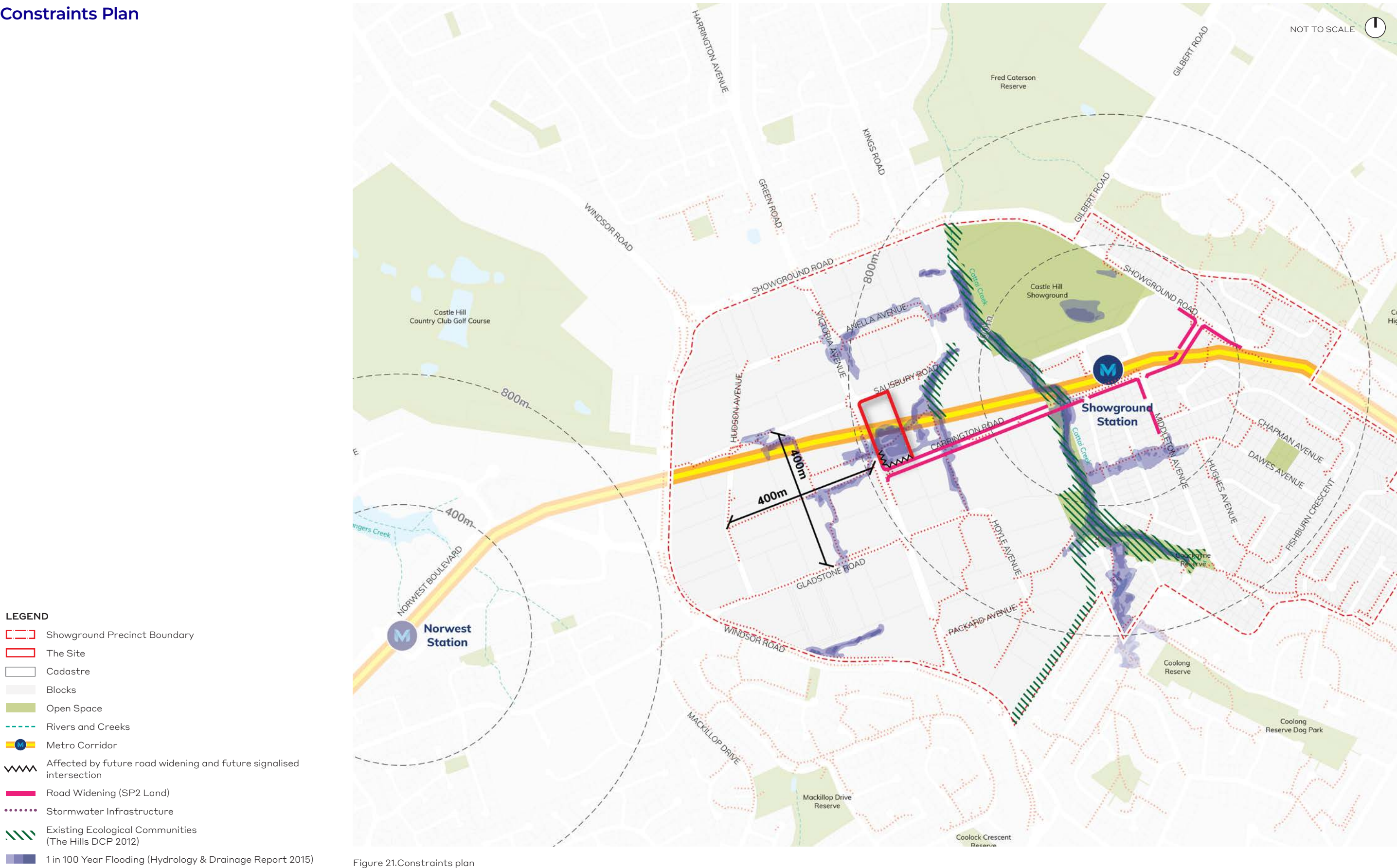


Figure 21.Constraints plan

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Section 5 — Vision & Urban Design Principles

5 Vision & Urban Design Principles

Our vision is to contribute to the future success of the Norwest Precinct by showcasing a range of employment generating uses which include an innovative mix of hospitality, recreation and retail. These uses will be anchored by new, high quality commercial office buildings that will provide a new and attractive environment to set up and do business in.

By combining the best of what a commercial hub has to offer with a mix of retail, lifestyle and food and beverage offerings, the new development will seek to provide a new experience for workers as well as residents in the area to socialise and unwind.

Careful consideration of the ground plane at street level with active uses accompanied by green landscape interfaces will be adopted to ensure street the activation of key frontages are social places with courtyards and terraces for socialising and relaxing. A high quality public domain in this respect will ensure a high standard for future development in the Showgrounds precinct.

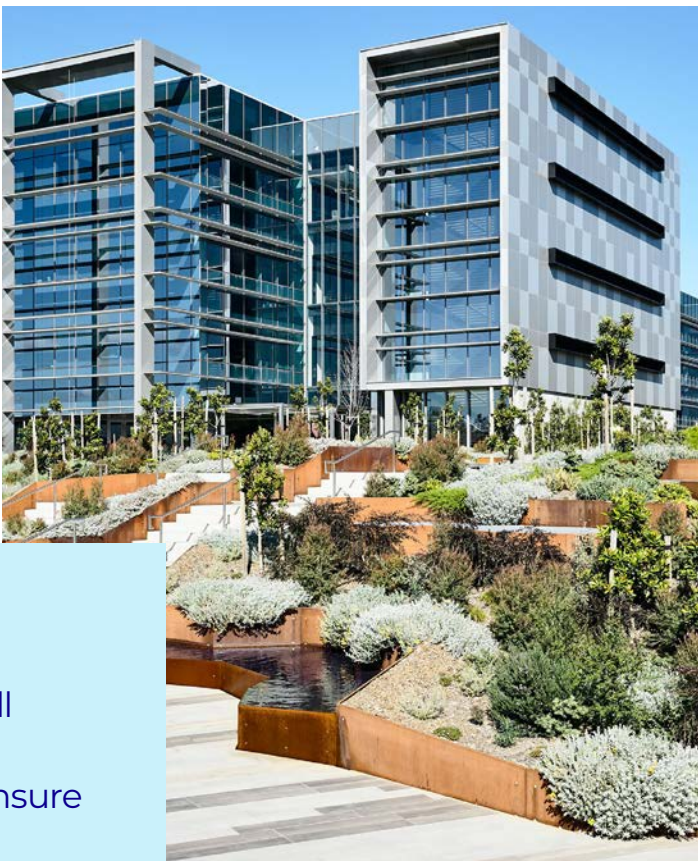
The proposal will support the delivery of new employment uses in conjunction with retail uses which will significantly transform the precinct which are consistent with the broader strategic objectives set out in both the Hills LSPS and the District Plan.

The following case studies form part of our thinking in aspiring to cultivate a better social and urban outcomes for the area:



Case Study 1: Caribbean Park, Melbourne

Caribbean Park is a recently completed master planned business park in south-west Melbourne. it works with the existing topography to create a lush planted urban landscape which links the various industrial, retail and lifestyle facilities housed in large format, high density commercial and mixed use buildings across the 120 hectare park.



Key Learning:

The public realm ensures that the precinct is well connected to the existing street network while providing opportunities for pedestrian links to ensure access to the green spaces within the park.

The landscape design completed by Oculus.
Source: Oculus



M_Park, Macquarie Park. Source: Stockland, with buildings designed by 3XN



Case Study 2: M_Park, Macquarie Park

M_Park is a mixed use employment precinct consisting of three commercial buildings with significant shared amenity across the site. The commercial buildings are supported by a range of active uses which include retail, dining, health and medical offerings . These uses are paired with a dynamic ground plane that has been designed to open up to a range of public spaces.

Key Learning:

Showcases a quality mixed use employment district that is human centred, providing high levels of amenity. The proposal blends a range of uses for worker and visitor convenience, wellbeing and entertainment, all within close proximity to Macquarie Park Metro Station.

Vision & Urban Design Principles



Case Study 3: The Concourse, Chatswood

The Concourse in Chatswood is an arts and civic facility located in the third largest retail centre in Australia behind Sydney and Melbourne CBD. Located in the heart of the highly urbanised Chatswood centre, it plays an important role in providing a venue for local and regional performing arts groups.

More importantly, the development has given the Chatswood centre an accessible, permeable and connected open public space that offers good solar amenity that is active at all times of the day.



Activated ground plane at the concourse. Source: Weekend Notes

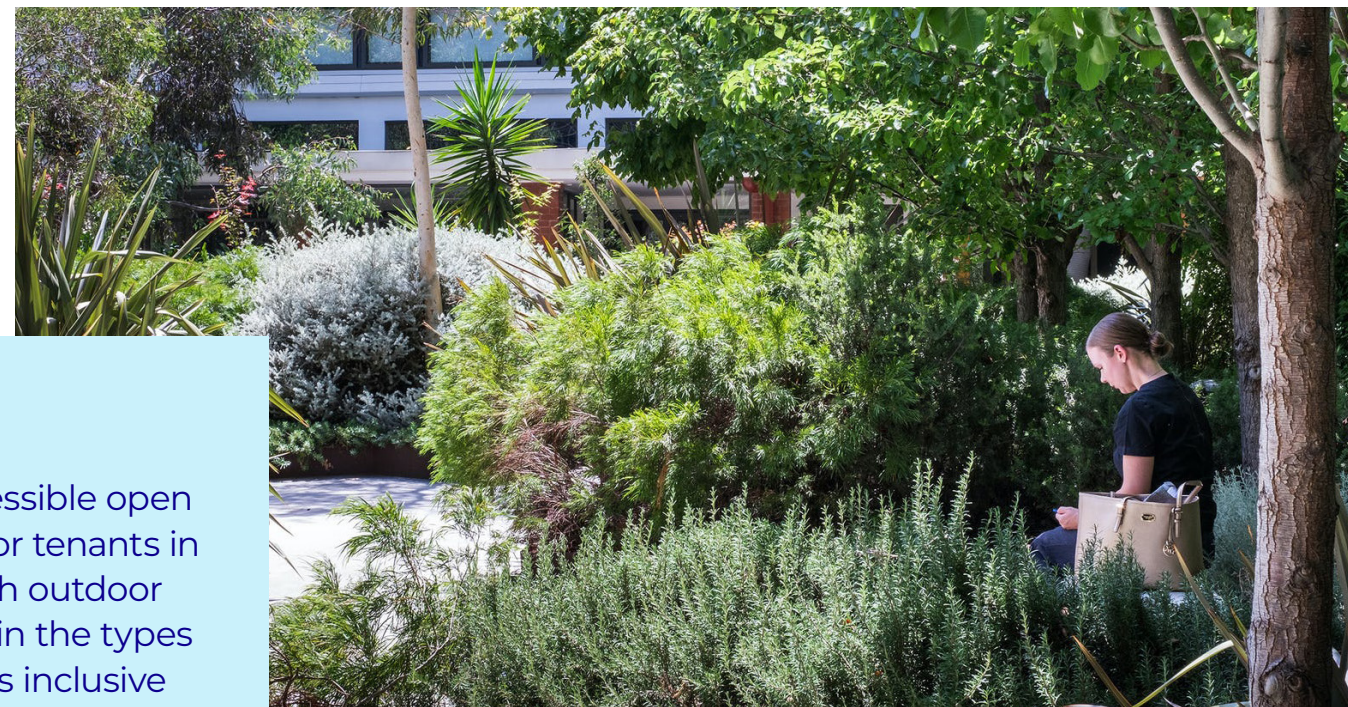
Key Learning:

Publicly accessible open space should always be easily accessible from street level and be supported by good activation where foot traffic is maximised to ensure eyes on and off the street. Should the open space comprise elements of greening, it must have good solar access and provide shading through built form or planting.



Case Study 4: New Acton Precinct, Canberra

New Acton is part of a recently completed mixed-use urban renewal precinct which integrates commercial, residential, hotel, cultural and retail uses at the edge of Canberra's parliamentary triangle. As a place of work, rest and play, the development successfully integrates a diverse range of green spaces for socialising and gathering.



New Acton Precinct, Canberra. Source: Oculus

Key Learning:

The delivery of communal and publicly accessible open spaces are essential for providing amenity for tenants in high density commercial developments with outdoor places to gather and socialise. The diversity in the types of spaces offered will ensure a place which is inclusive and available for anyone to enjoy.

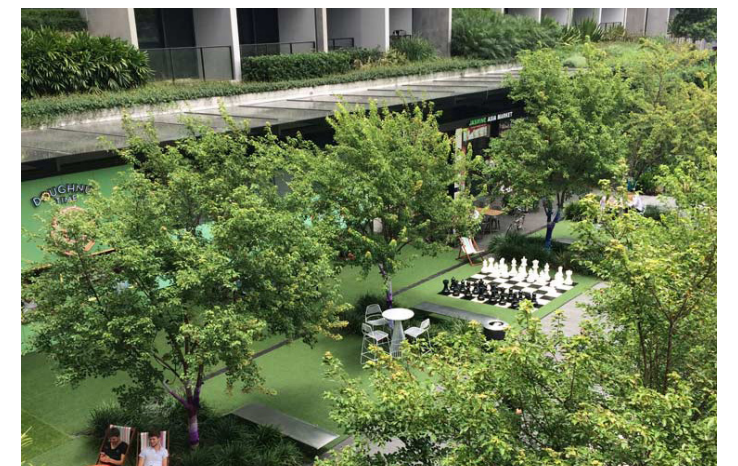
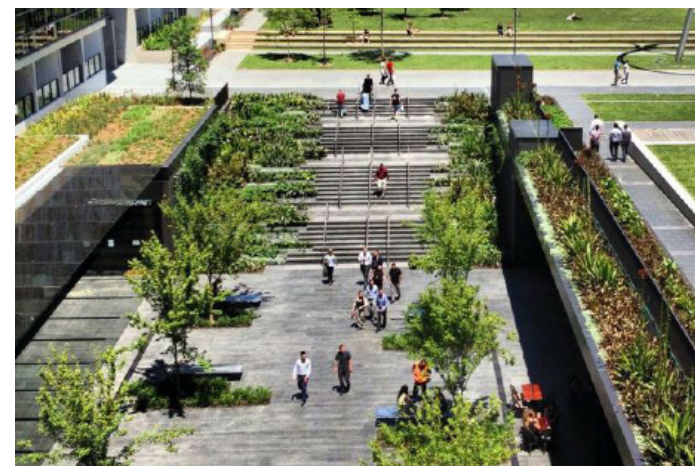
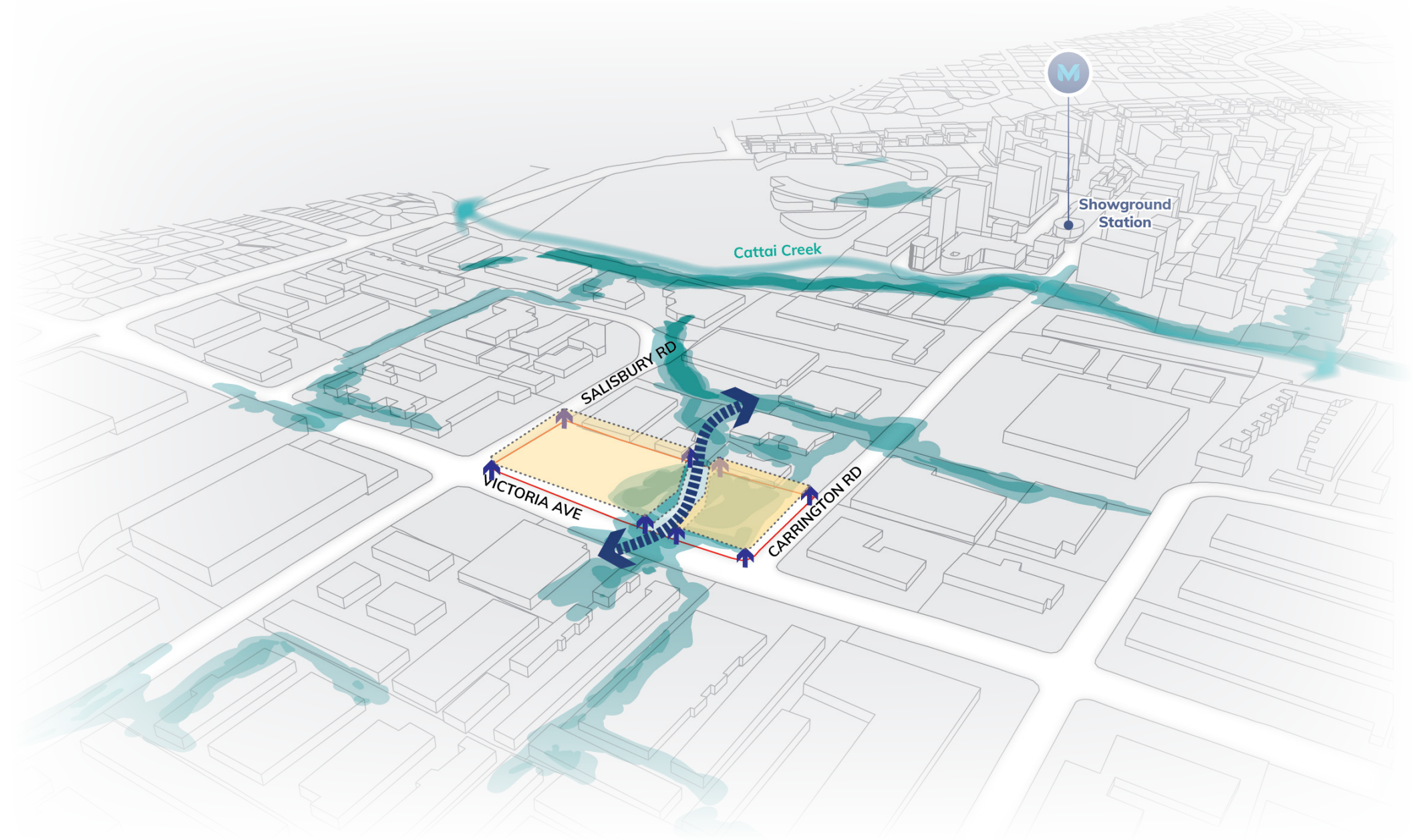
Vision & Urban Design Principles

Principle 1

Establish a safe, habitable ground plane

The site presents a unique opportunity to work with an overland flow path and incorporate this area into the overall design of public domain and to further inform the breakdown of massing on the site. It is recommended that no development is to occur on the overland flow path and for this area to be open to sky allowing for the servicing of existing stormwater infrastructure and drainage.

It's understood that a minimal level change is required surrounding the overland flow to cater for freeboard ensuring that the habitable levels of the development will be safe from the effects of flooding and remain a resilient and active place for ground floor uses to thrive. This level change should be incorporated into the public domain and where achievable link to surrounding lobbies and retail plazas.



Vision & Urban Design Principles

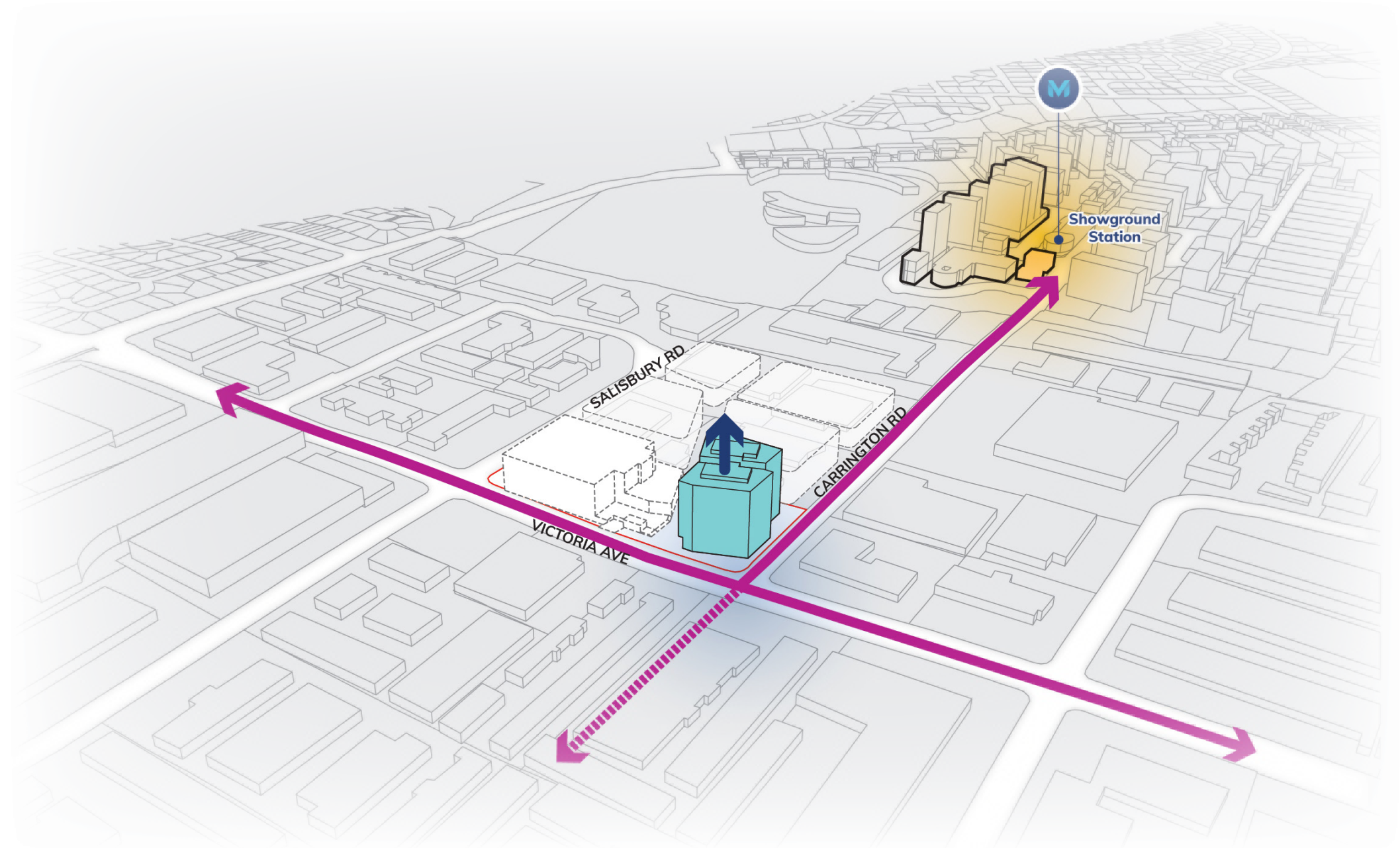
Principle 2

Height & Density on Key Corner

This principle establishes an approach to height and density on the site. Locating the portion of greatest height and density on the corner of Victoria Avenue and Carrington Road will create a marker and form a clear book-end to the western edge of Carrington Road.

It is important that built form of this scale reinforces the corner while positively engaging with Carrington Road and Victoria Avenue, with a focus on providing clearly defined entries for buildings, landscaped edges and spaces which integrate with the streetscape.

Moving away from the prominent corner along Victoria Avenue, built-form is to transition downward in scale balancing the density across the site and bookending each corner of the site. This is consistent with the planning and design framework put forward in the Norwest Precinct Plan.



Vision & Urban Design Principles

Principle 3

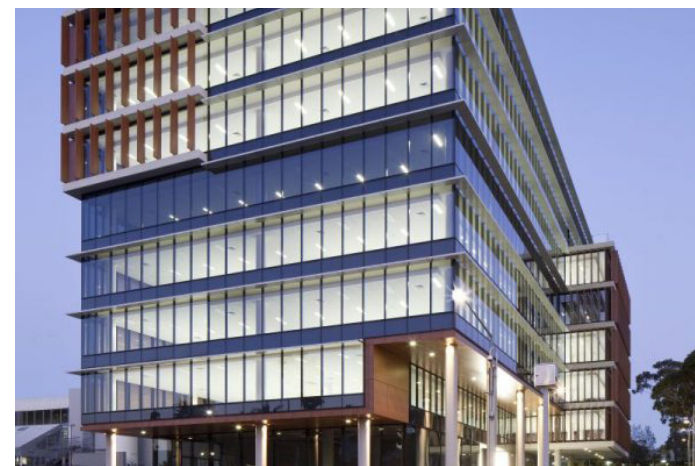
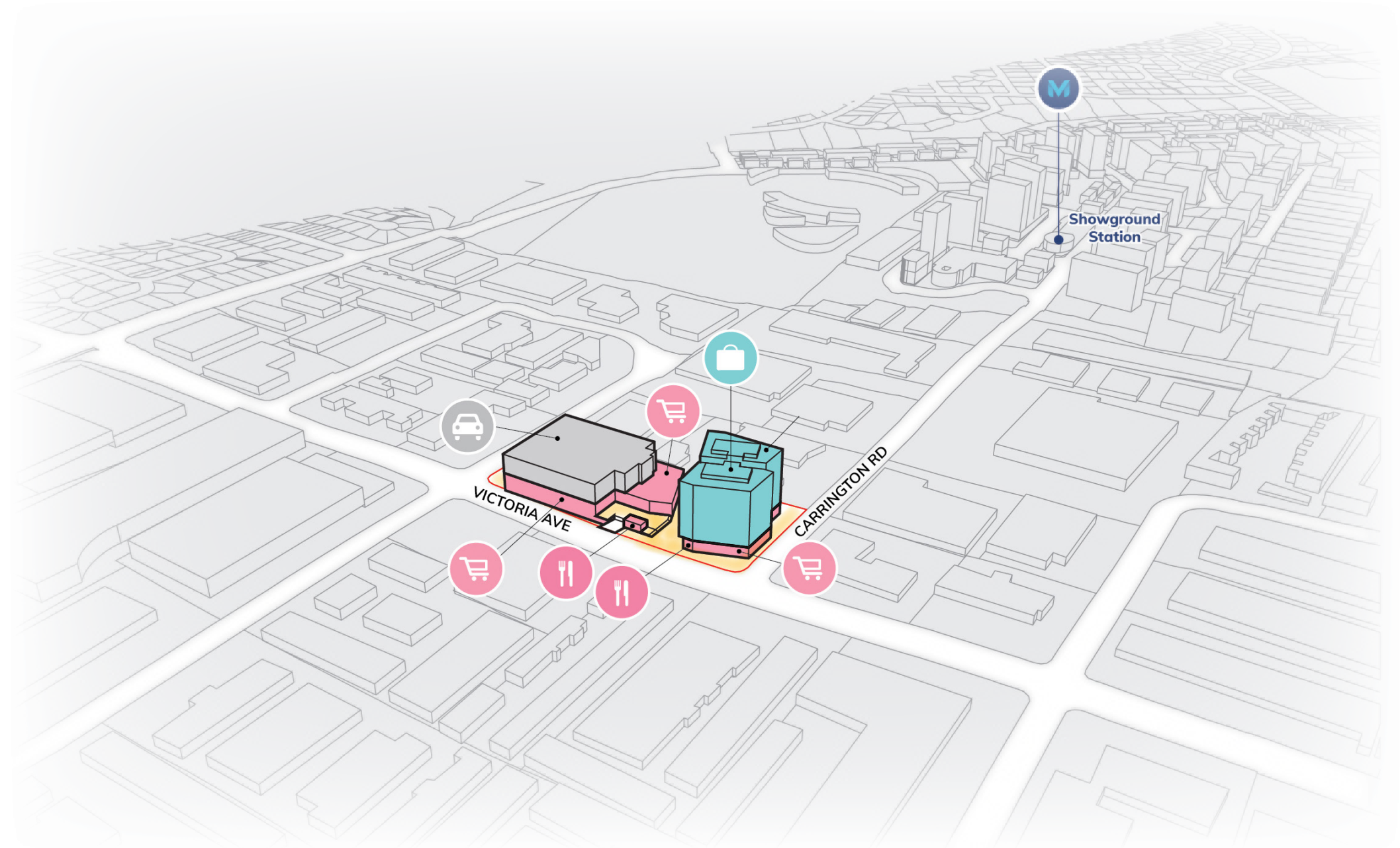
Diversity of Uses & Activation

This principle establishes an approach to a spatial program for the site which responds to the desired land uses in the precinct which specifically envisions a mix of specialised retail and new commercial/office development along Victoria Avenue and Carrington Road.

A new typology for the precinct that celebrates a mix of employment uses such office, specialised retail as well as thoughtful and complimentary place amenity uses such as food and beverage premises which positively contribute to the future character and vibrancy of the Norwest Services precinct.

On-site parking should be provided to support the mix of uses on the site and to provide convenience for workers, visitors and customers. Where activity is focused, parking should be sleeved and screened to minimise light spill and improve the visual amenity of these façades.

Uses should engage with Victoria Avenue and Carrington Road by creating a sense of arrival in the form of plazas, forecourts and lobby entries.



Vision & Urban Design Principles

Principle 4

Increased Pedestrian Amenity & Public Domain

This principle puts forward an approach to improve pedestrian amenity and public domain on and around the site.

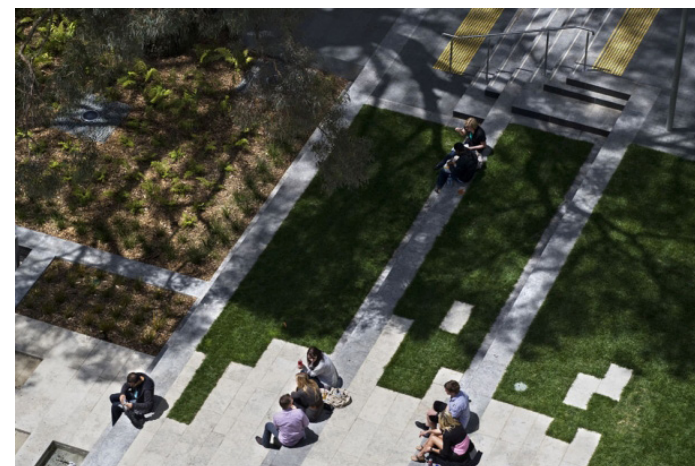
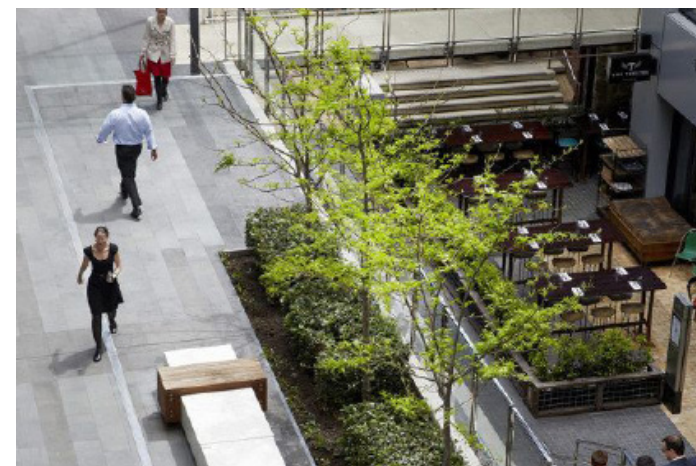
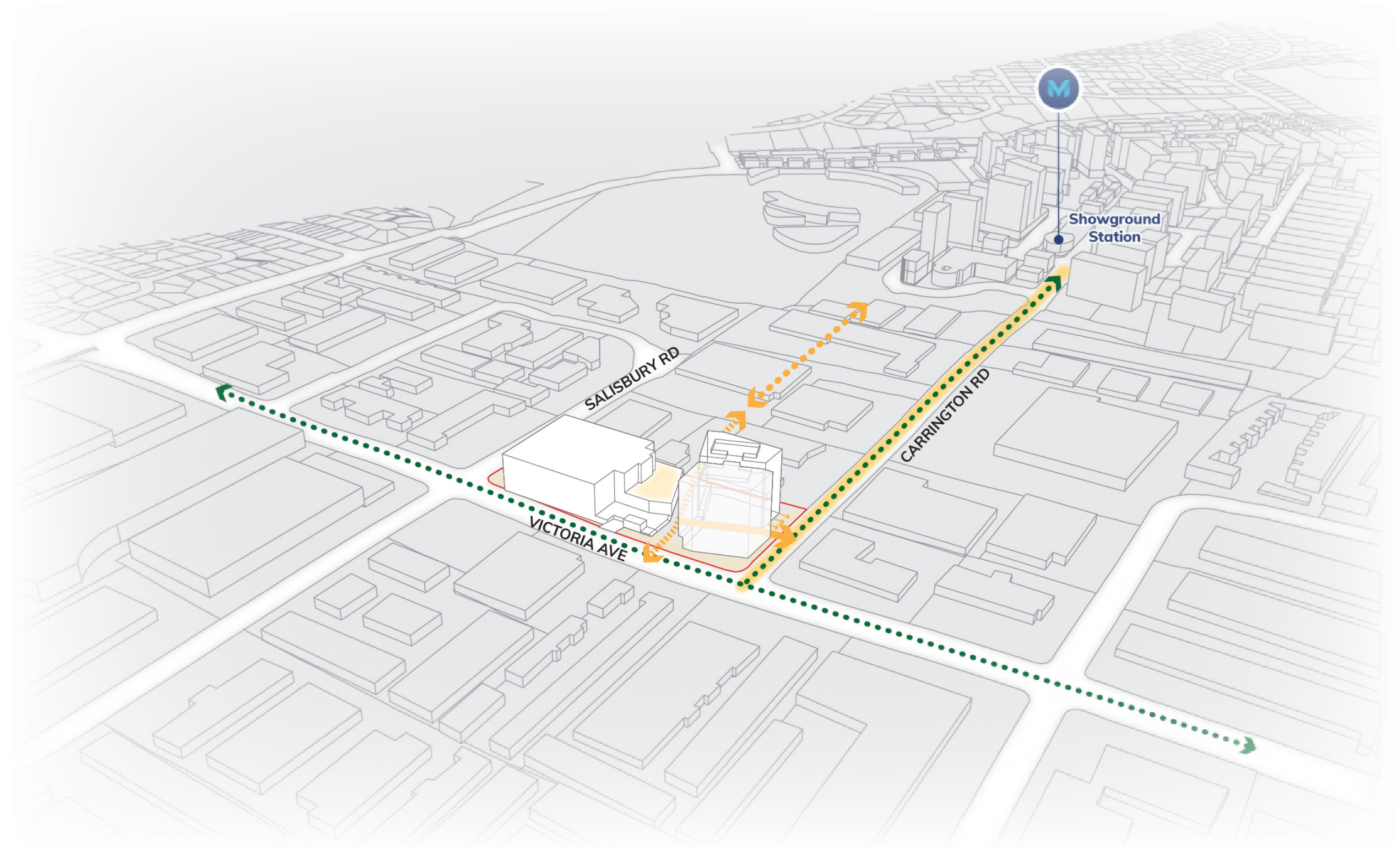
Fundamental to this principle is the sites ability to provide for a high quality plaza and an improved pedestrian environment in a precinct that is dominated by impervious hardscaping.

This environment is to consider how people, as opposed to vehicles navigate through the site, ensuring there are clear and legible links with opportunities for breakout areas with shade and informal seating that provide a range of places for people to meet and socialise.

Due to the sites long frontage along Victoria Avenue, a central east west link in alignment with the overland flow path should permeate throughout the site. This east-west link should be a generous arrival plaza connected to Victoria Avenue.

Due to the competing nature of this space for infrastructure purposes as well as public domain, this space is to be well defined by a landscape concept which defines a program, enables intimate edges and activation while allowing people to pass through to connected spaces across the entire block.

Public domain in general should be of high quality finishes, welcoming and generous where links converge as well as direct people through the proposal in a way that is clear and legible.



Vision & Urban Design Principles

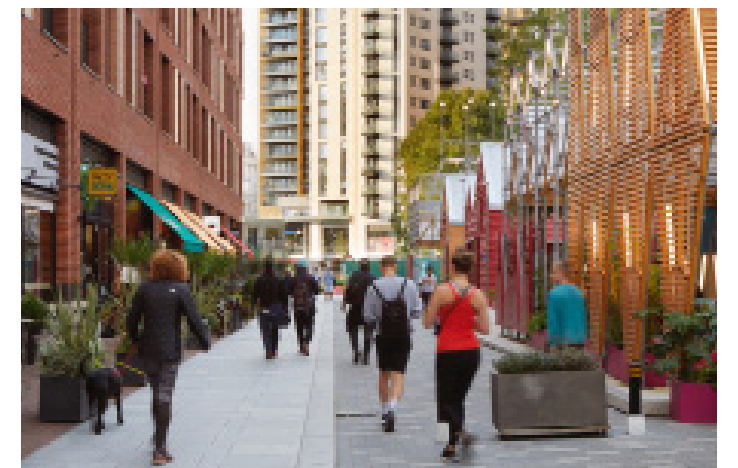
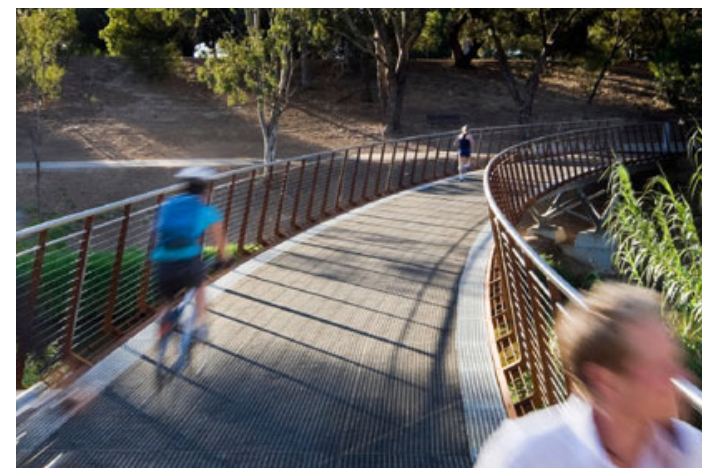
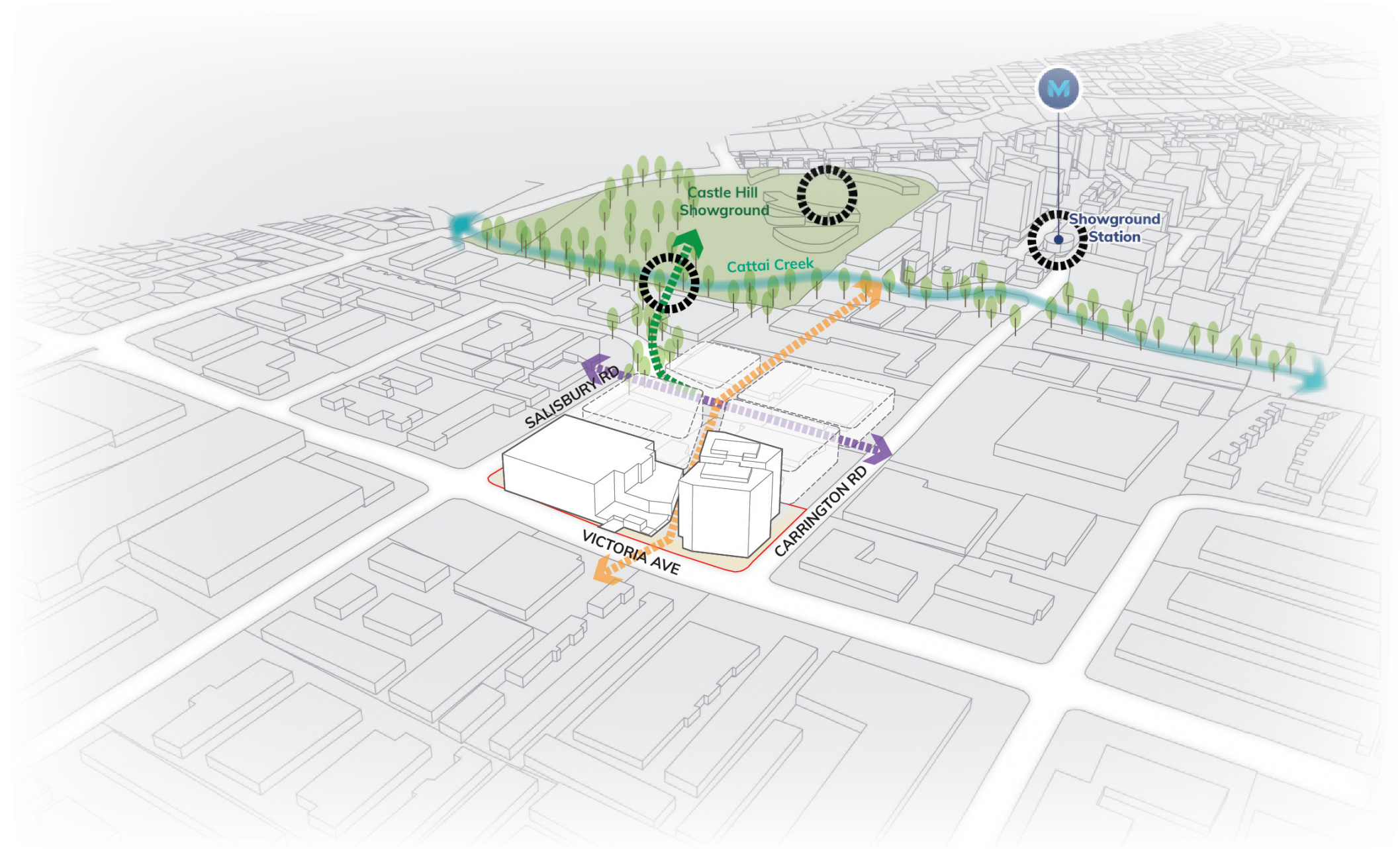
Principle 5

Catalyst for connectivity of block and to Cattai Creek

This principle highlights how the site can establish new connections which reach beyond the site boundary and feed into a wider vision for the Norwest Precinct. There are a range of key nodes that people are drawn to such as Castle Hill Showground, Cattai Creek and the station.

The Carrington Square proposal has the potential to act as a catalyst for a positive transformation of the entire block, creating a walkable and well connected precinct that considers the Cattai Creek Masterplan as well as through block links and new streets identified in the DCP.

A key urban east west pedestrian link in alignment with the overland flow breaks the large blocks and opens up the possibility to connect through to an ecological connection to Cattai Creek and a remnant patch of bushland along Salisbury Road.



Vision & Urban Design Principles

Principle 6

Enhanced Urban Greening

The proposal should seek to retain large existing trees where possible, especially along Carrington Road, Victoria Avenue and Salisbury Road to contribute to the 'Garden Shire' image through enhanced urban greening.

The site's prominent frontage along Victoria Avenue will play an important role in the The Hills green grid strategy to increase greening along this road as an extension of the Cattai Creek Green Corridor.

Measures in response to this should include landscaped setbacks at street level, particularly along Victoria Avenue to facilitate deep soil planting, the introduction of native vegetation and green walls to buildings and the greening of terrace spaces that will assist in reducing urban heat island impacts.



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Section 6 — The Proposed Design Concept



6 The Proposed Design Concept

6.1 Benefits of the Proposal

The proposed design concept generates:

48,410m²

Floorspace (GFA sqm)

2.3:1

Floorspace

Table 1 Breakdown of uses proposed and functions

Mix of uses	GFA (sqm)
Office	34,470 m ²
Business Premises	493 m ²
Medical / Childcare / Gym (TBC)	1,440 m ²
Specialised Retail	10,602 m ²
Food & Beverage Premises	1,280 m ²
End of trip	125 m ²

6,620m²
Public Domain including plazas,
lanes and landscaped setbacks

1,540m²
Roof Terraces

6.2 Built form response

Our vision is to contribute to the future success of the Norwest Precinct by showcasing a range of employment generating uses connected through an active urban ground plane.

The proposal includes a range of employment generating uses with a commercial tower fronting Carrington Road in close proximity to the new metro station and Castle Hill Showgrounds town centre.

Retail uses front Victoria Avenue reinforcing the established Specialised retail corridor. Active uses are organised along a network of outdoor public laneways and courtyards that deliver a diverse range of fine grain spaces for people. Integrated landscaping and rooftop terraces extend the network of outdoor spaces, reinforcing the landscape setting of the Hills Shire and adding a range of publicly accessible landscaped spaces.

Refer to Bates Smart - Architectural Concept Design Report for additional information.



View looking north from upper plaza space along Victoria Avenue. Source: Bates Smart

The Proposed Design Concept

6.3 Building Envelope Setbacks & Approach to Block Planning

The proposal is generally in alignment with ground level setbacks as per the Hills DCP. Challenges to the setbacks reflect a new typology for the precinct that steps away from typical industrial warehouse development and aims to better stitch into the surrounding precinct and urban setting. The proposed design concept also seeks to tie into the planning for the block including a key east/west pedestrian through site link which aligns with a significant overland flow path which connects through to a future street and to Cattai Creek. Given the width of the overland flow (approx. 20m) it will be increasingly important for this space to be well defined by a landscape concept which defines a program, enables intimate edges and activation while allowing people to pass through to connected spaces across the entire block at grade.

Carrington Road

- The built form outcome seeks to reinforce the significance of the corner by pushing into the current DCP setback zone of 15 metres providing a built form response which is modulated allowing an architectural response to further break down the scale of the envelope.
- An increased setback away from the corner is intended to create an opportunity for a forecourt or plaza that engages with the street.
- Proposed setbacks along this frontage account for land dedication for road widening along Carrington Road.

Victoria Avenue

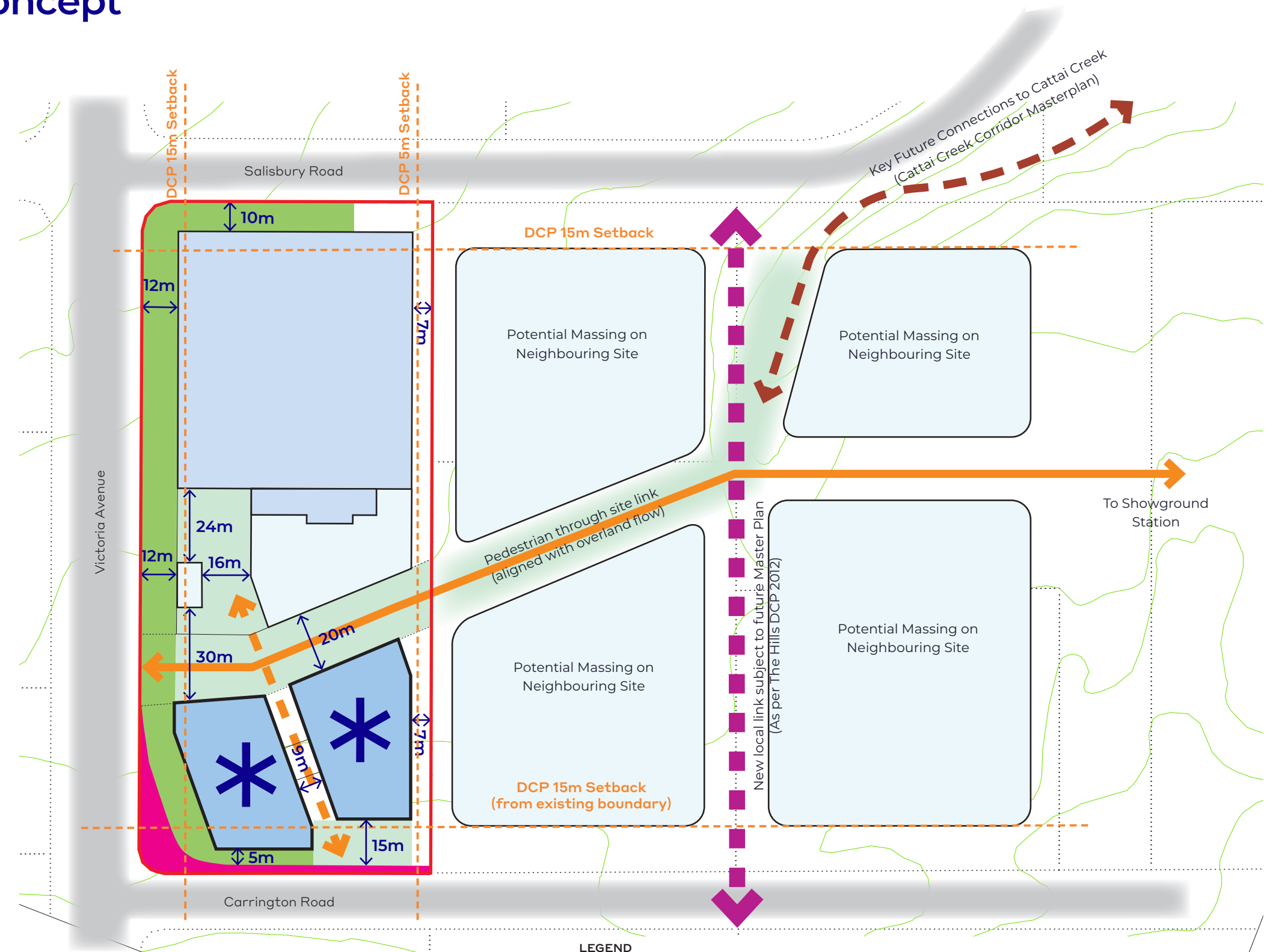
- A 12m setback has been adopted for this frontage. The reduced setback reinforces a new urban typology for the precinct with a greater street presence. The rationale for a reduced setback is supported by a building setback and green verge analysis as shown on the following pages.

Salisbury Road

- The built form retains a 10 metre setback to this boundary. This proposed setback will still enable deep soil and planting along this edge and the retention of an existing pocket of trees.

Eastern Boundary

- The eastern boundary exceeds the 5m DCP requirement and is setback a further 2m metres (7m total) from the adjacent property boundary. This provides a sufficient separation between buildings.



Plan view of proposed building envelopes and setbacks in the context of the wider block

LEGEND

- The Site
- Land affected by road widening and future signalised intersection
- Landscaped setback
- Public accessible open space (aligned with overland flow)
- * Height placed on prominent corner
- ↔ Pedestrian through site link (in alignment with new local links as per The Hills DCP 2012)
- ↔ Additional pedestrian through site link
- > Key Future Connections to Cattai Creek (Cattai Creek Corridor Masterplan)
- ↔ Future Road Links (The Hills DCP 2012)

The Proposed Design Concept

6.4 Alternative Option - Building Envelope Setbacks & Approach to Block Planning

The proposal is generally in alignment with ground level setbacks as per the Hills DCP. Challenges to the setbacks reflect a new typology for the precinct that steps away from typical industrial warehouse development and aims to better stitch into the surrounding precinct and urban setting. The proposed design concept also seeks to tie into the planning for the block including a key east/west pedestrian through site link which aligns with a significant overland flow path which connects through to a future street and to Cattai Creek. Given the width of the overland flow (approx. 20m) it will be increasingly important for this space to be well defined by a landscape concept which defines a program, enables intimate edges and activation while allowing people to pass through to connected spaces across the entire block at grade.

Carrington Road

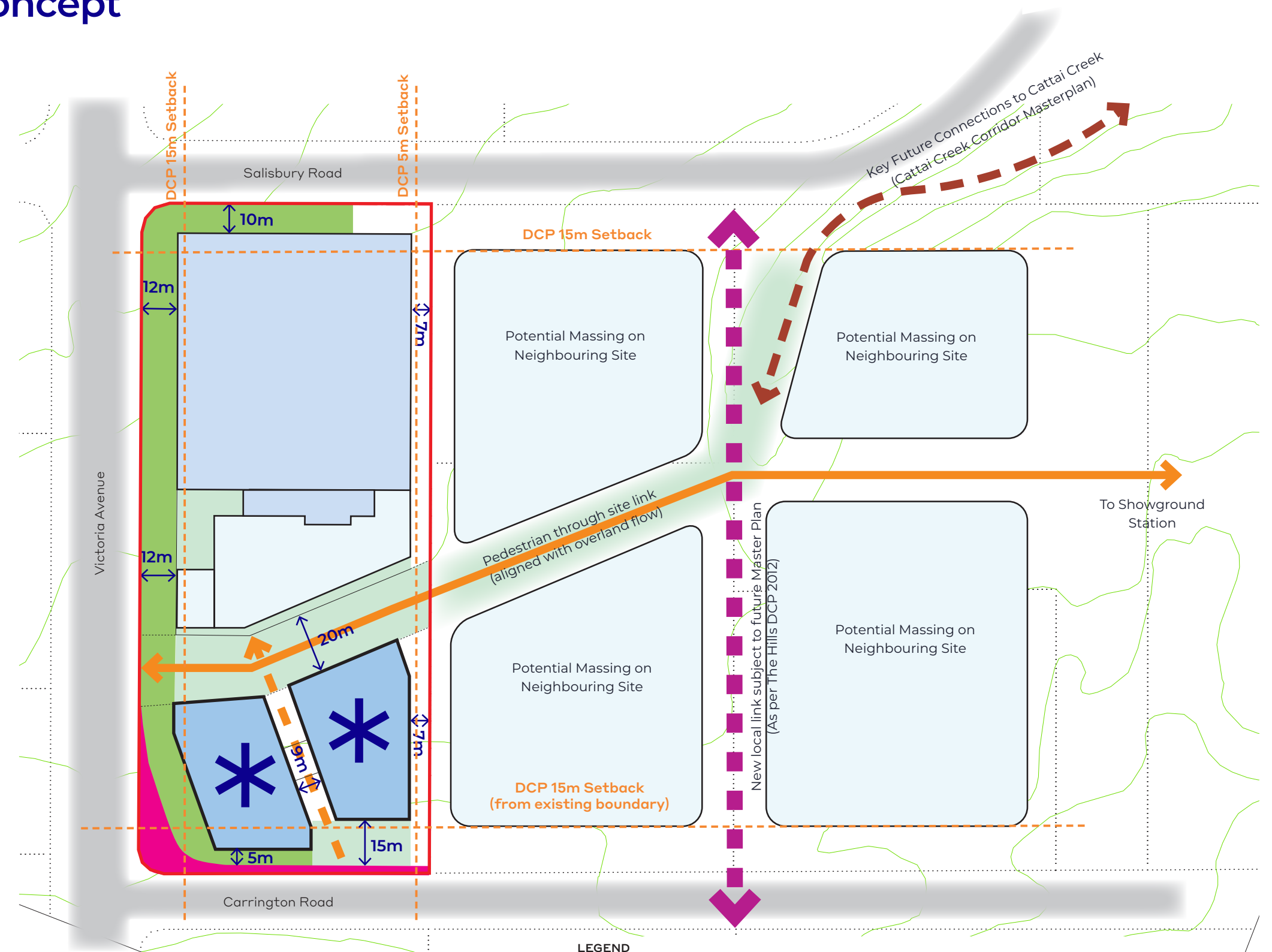
- The built form outcome seeks to reinforce the significance of the corner by pushing into the current DCP setback zone of 15 metres providing a built form response which is modulated allowing an architectural response to further break down the scale of the envelope.
- An increased setback away from the corner is intended to create an opportunity for a forecourt or plaza that engages with the street.
- Proposed setbacks along this frontage account for land dedication for road widening along Carrington Road.

Victoria Avenue

- A 12m setback has been adopted for this frontage. The reduced setback reinforces a new urban typology for the precinct with a greater street presence. The rationale for a reduced setback is supported by a building setback and green verge analysis as shown on the following pages.

Salisbury Road

- The built form retains a 10 metre setback to this boundary. This proposed setback will still enable deep soil and planting along this edge and the retention of an existing pocket of trees.

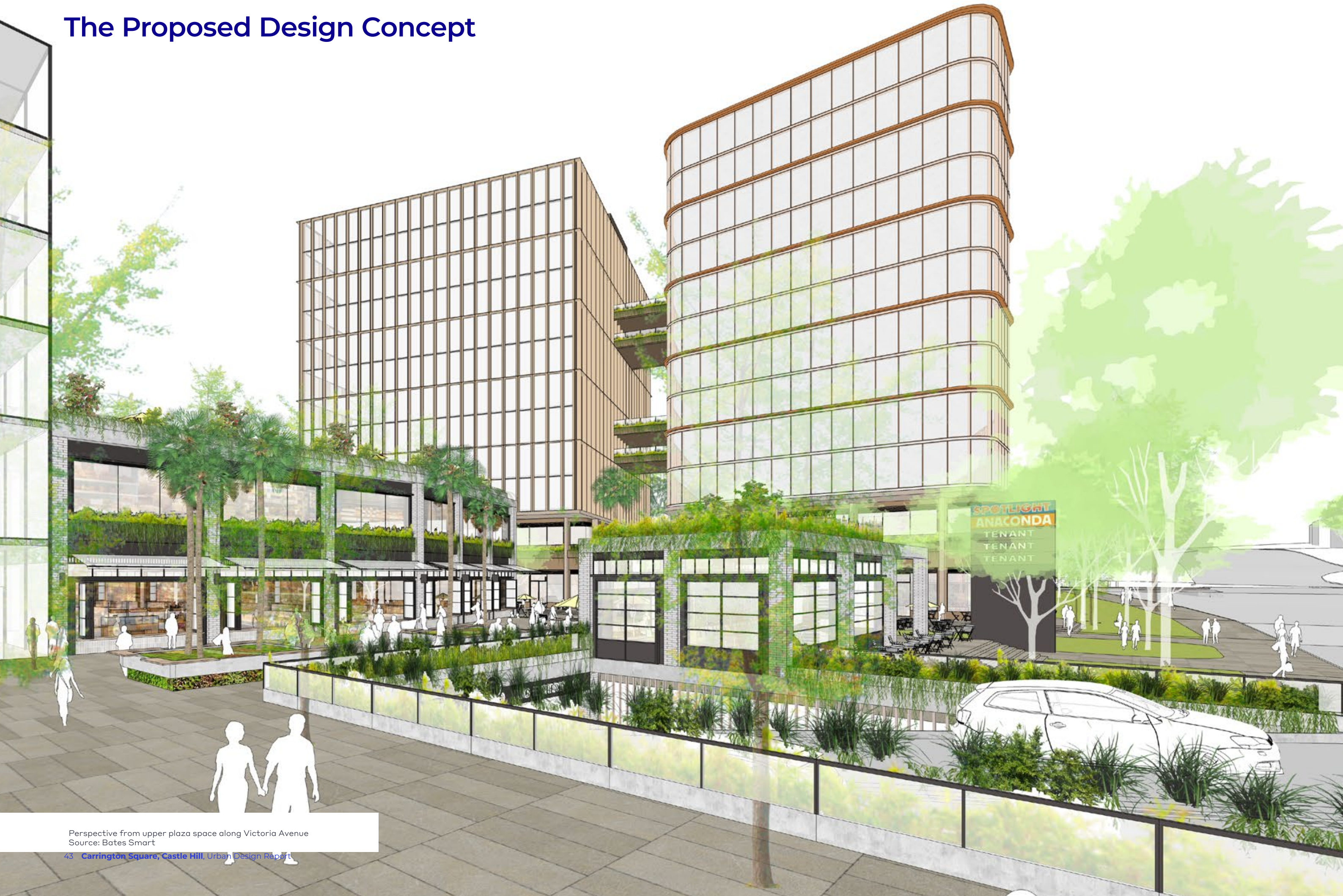


Plan view of proposed building envelopes and setbacks in the context of the wider block

LEGEND

- The Site
- Land affected by road widening and future signalised intersection
- Landsaped setback
- Public accessible open space (aligned with overland flow)
- Height placed on prominent corner
- Pedestrian through site link (in alignment with new local links as per The Hills DCP 2012)
- Additional pedestrian through site link
- Key Future Connections to Cattai Creek (Cattai Creek Corridor Masterplan)
- Future Road Links (The Hills DCP 2012)

The Proposed Design Concept



Perspective from upper plaza space along Victoria Avenue
Source: Bates Smart

The Proposed Design Concept

6.5 Victoria Avenue - Building Setback & Green Verge Analysis

A building setback and green verge analysis has been prepared for Victoria Avenue. The purpose of this analysis is to understand the various street conditions present and to highlight any instances where there is a departure with councils controls.

Building Setbacks

The building setback analysis has concluded that while the majority of buildings are setback 15m² or greater, there are instances where setbacks are less than 15m. This is evident on the Super Centre, Bunnings and Mercedes Benz dealership sites immediately north of the site.

Green Verges

Further to the building setback analysis, we have found that the space between the property boundary and built form is delivering a range of conditions. This includes carparking, handstand and landscaping. It's rare that setbacks of 15m or greater are being used for the sole purpose of landscaping and/or planting of mature trees.

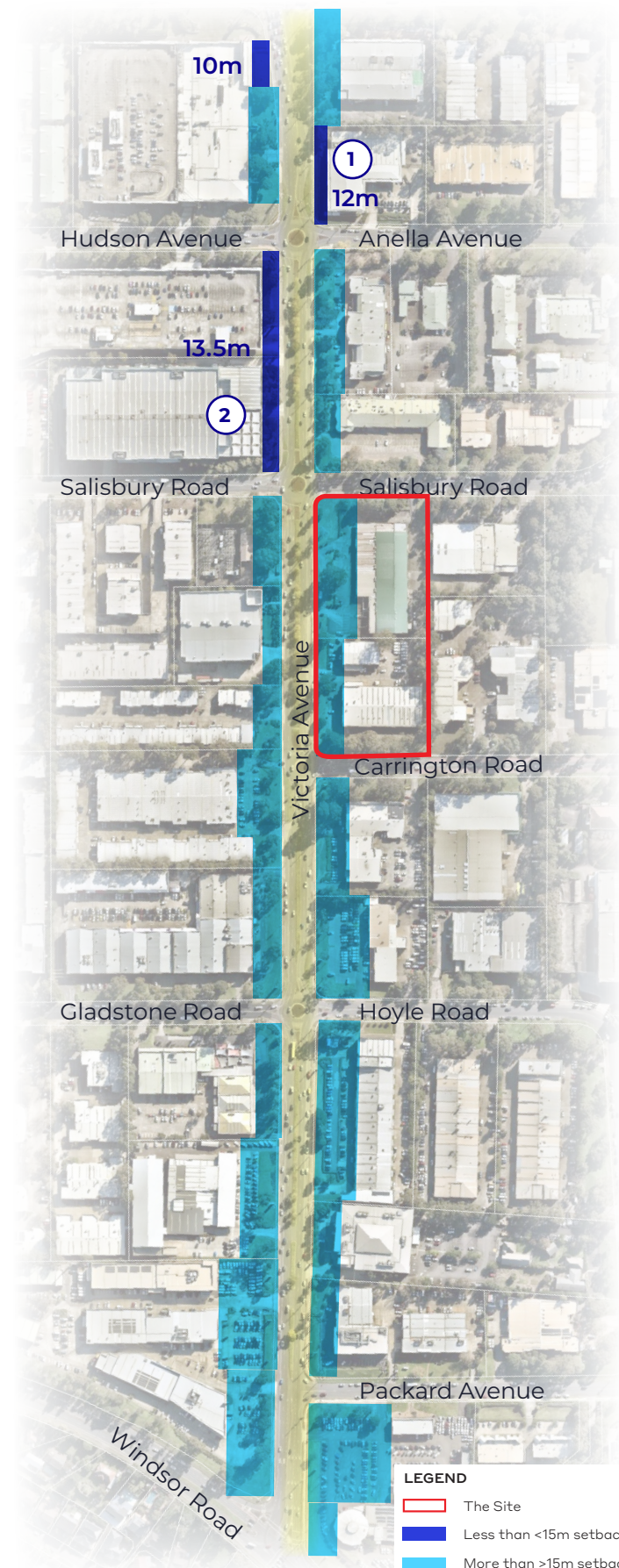
The green verge analysis shows that while buildings are setback greater than 15m, there are many instances where green landscaped/deep soil is provided in areas as narrow as 7m.

This analysis concludes that there is no consistent treatment of setbacks along Victoria Avenue, however there is a variety of treatments contributing to its character. There are also many instances where mature trees have been planted within narrower setbacks.

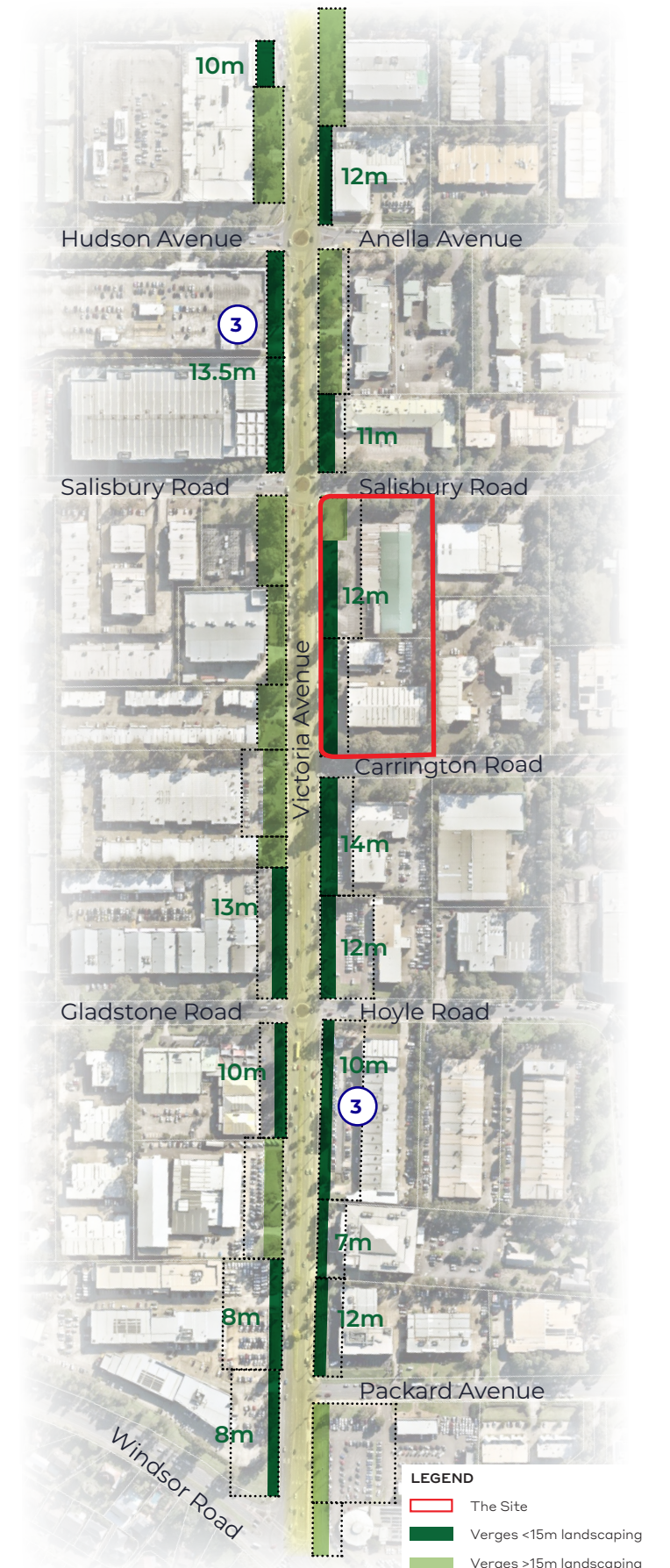
There is the opportunity to provide a balanced setback to Victoria Avenue that can achieve both landscaping and an active urban ground plane that engages with the street.



Building Setback Analysis:



Green Verge Analysis:

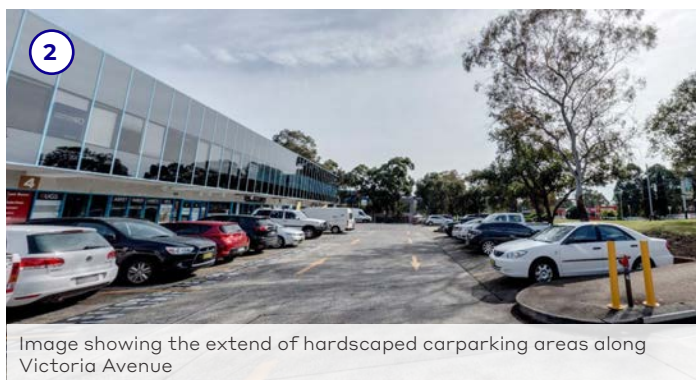


6.6 Victoria Avenue - At grade carparking and proposed quality open space

An at grade carparking analysis compared to the proposed pedestrian environment / publicly accessible open space for the site has been prepared for Victoria Avenue. The purpose of this analysis is to identify the predominant treatment of setbacks and to highlight the amount of impervious carparking areas along Victoria Avenue. This is in contrast to the treatment of setbacks and the quality of the public domain proposed on the Site.

At Grade Carparking

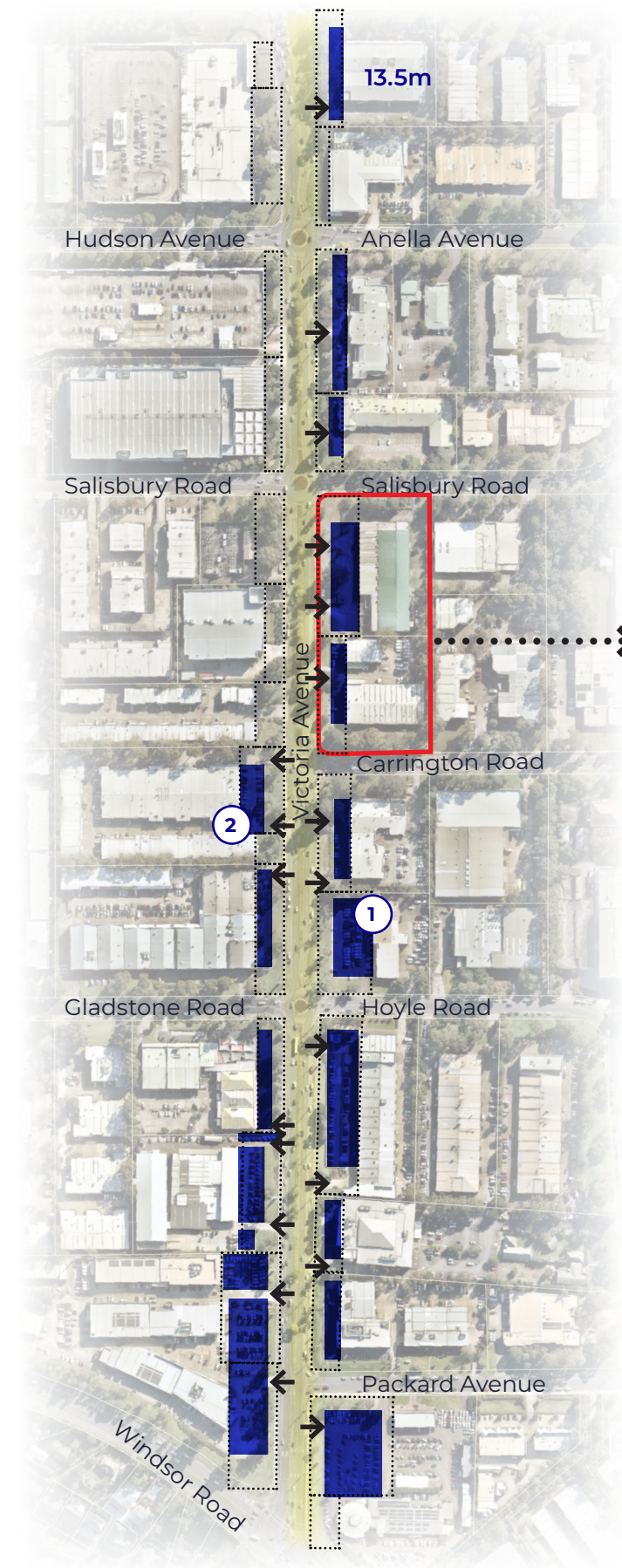
Analysis shows that Victoria Avenue is dominated by at grade carparking between the property line and buildings. This is an undesirable condition for pedestrians and favours vehicular use and circulation through the precinct. Many sites have multiple entry/exit points where driveways cross over pedestrian paths. This conditions is drastically improved by the proposal as shown to the right.



LEGEND

- The Site
- ← Vehicle entry/exit to at grade carparking
- At grade carparking

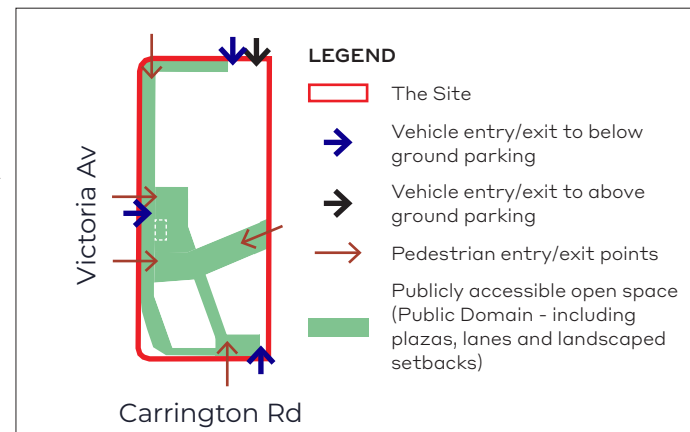
At Grade Parking Analysis



Proposed Pedestrian Environment / Publicly Accessible Open Space

Key improvements made by the proposal include:

- Navigates the sites topography, overland flow and below ground carparking to provide public domain of high quality that engages with Victoria Avenue and Carrington Road improving upon its existing condition.
- Offers a variety of publicly accessible open spaces in the form of landscaped verges, forecourts and a plazas.
- Various arrival points that draw pedestrians in from street level along Carrington Road and Victoria Avenue.
- Generous landscaped setbacks for larger trees to grow and provide shade.
- Reduces the amount of driveway crossover entry/exit points into the site along Victoria Avenue.



Entry from Victoria Ave to plaza and basement parking
Source: Bates Smart



Retail plaza from the North looking south towards the additional through site link to Carrington Rd
Source: Bates Smart



View from the Victoria Ave entry to the east-west link looking towards food and beverage uses with office above
Source: Bates Smart

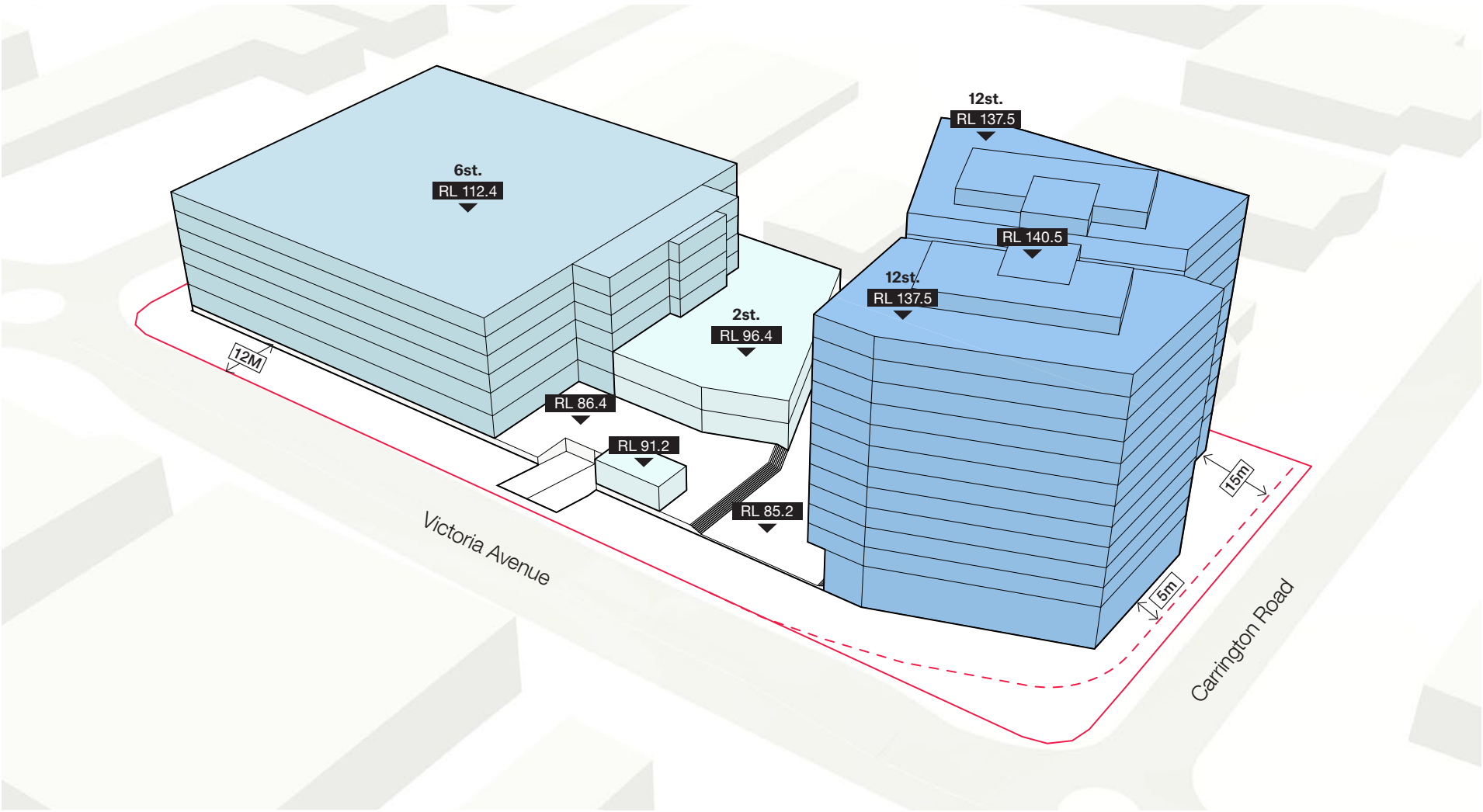


Laneway connection and forecourt from Carrington Road towards the east-west link
Source: Bates Smart

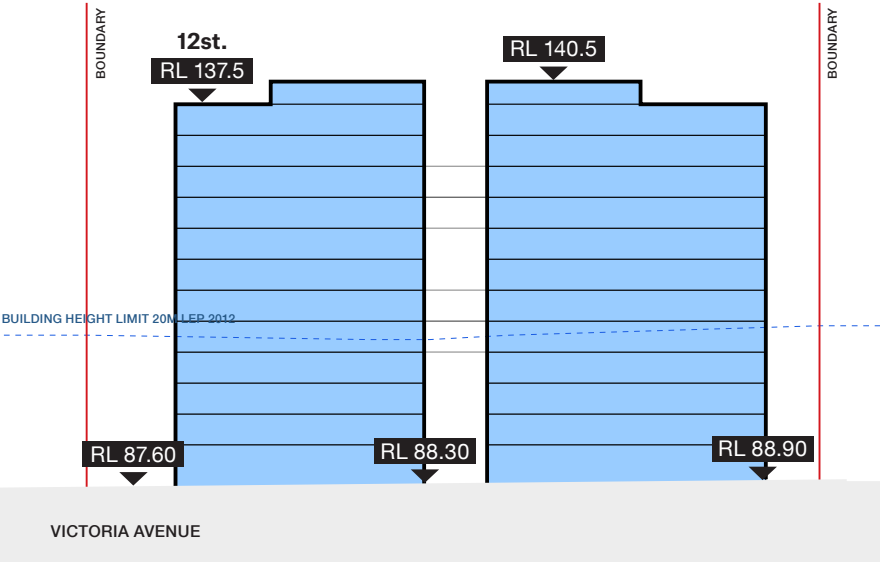
The Proposed Design Concept

6.7 Building Envelope Heights

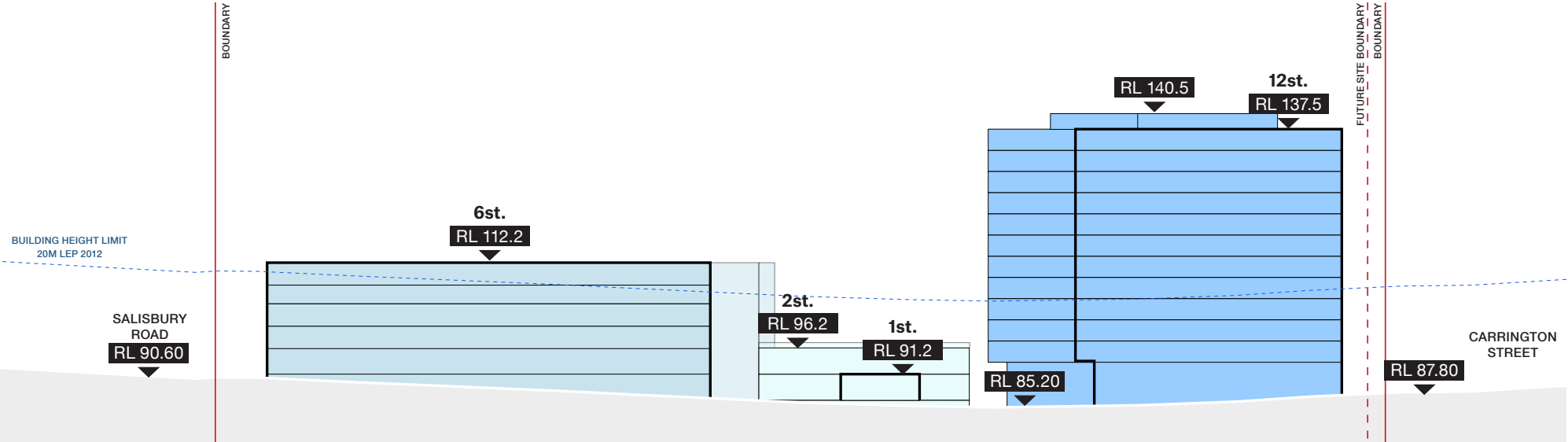
The concept design prioritises massing and height towards Carrington Road, with the tallest volume at the corner of Victoria Avenue up to RL140.5m at 12 storeys. This then steps down to the north with a large public space and low rise volume at 6 storeys. This is consistent with the heights put forward in Council's Norwest Precinct Plan.



Isometric 3d view of proposed envelopes and setbacks.
Source: Bates Smart



Carrington Road Elevation. Source: Bates Smart



Victoria Avenue Elevation Source: Bates Smart

The Proposed Design Concept

6.8 Proposed Precinct Sections

The following precinct sections show the proposal in the context of the Norwest Services and Showground precinct. These sections show the relationship between existing LEP heights and future built form.

The proposal has a maximum height of RL 140.5 which is approx 53.8m above ground level. This height is approx. 14m lower than LEP heights at the Showground metro station. Aligned with the design principles set out in this report, built form then transitions down to the north from the prominent intersection consistent with Council's Norwest Precinct Plan.

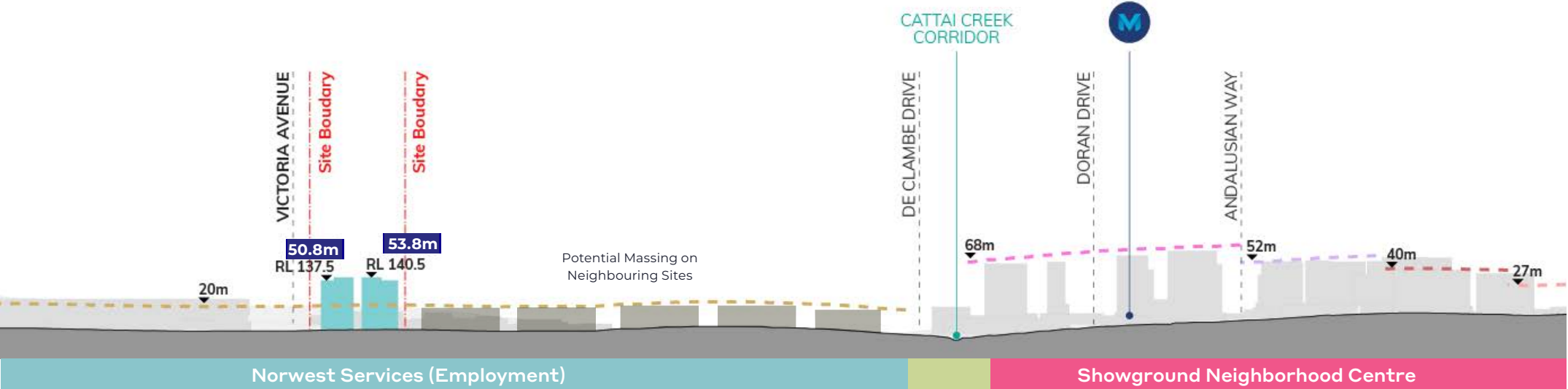


Figure 22. Section AA through Carrington Road

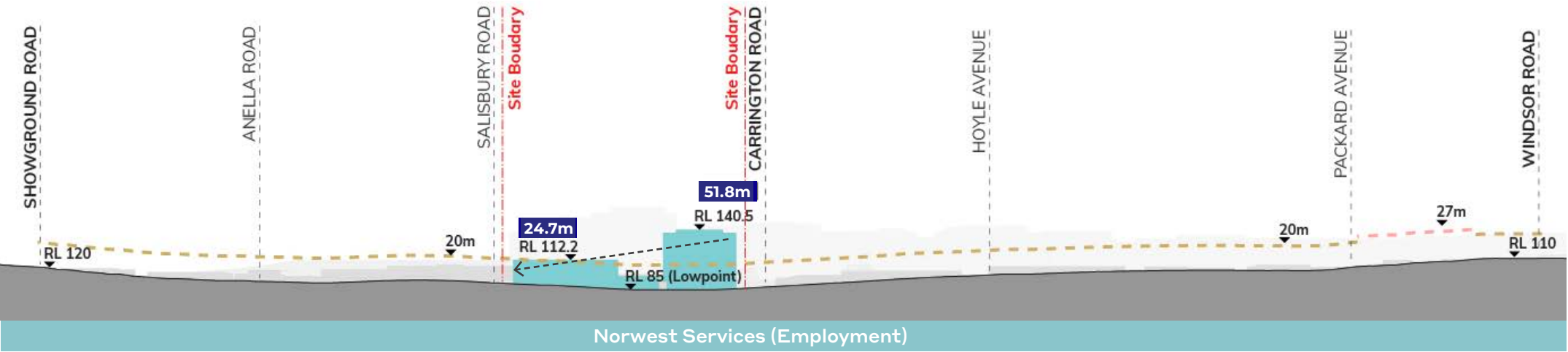


Figure 23. Section BB through Victoria Avenue

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