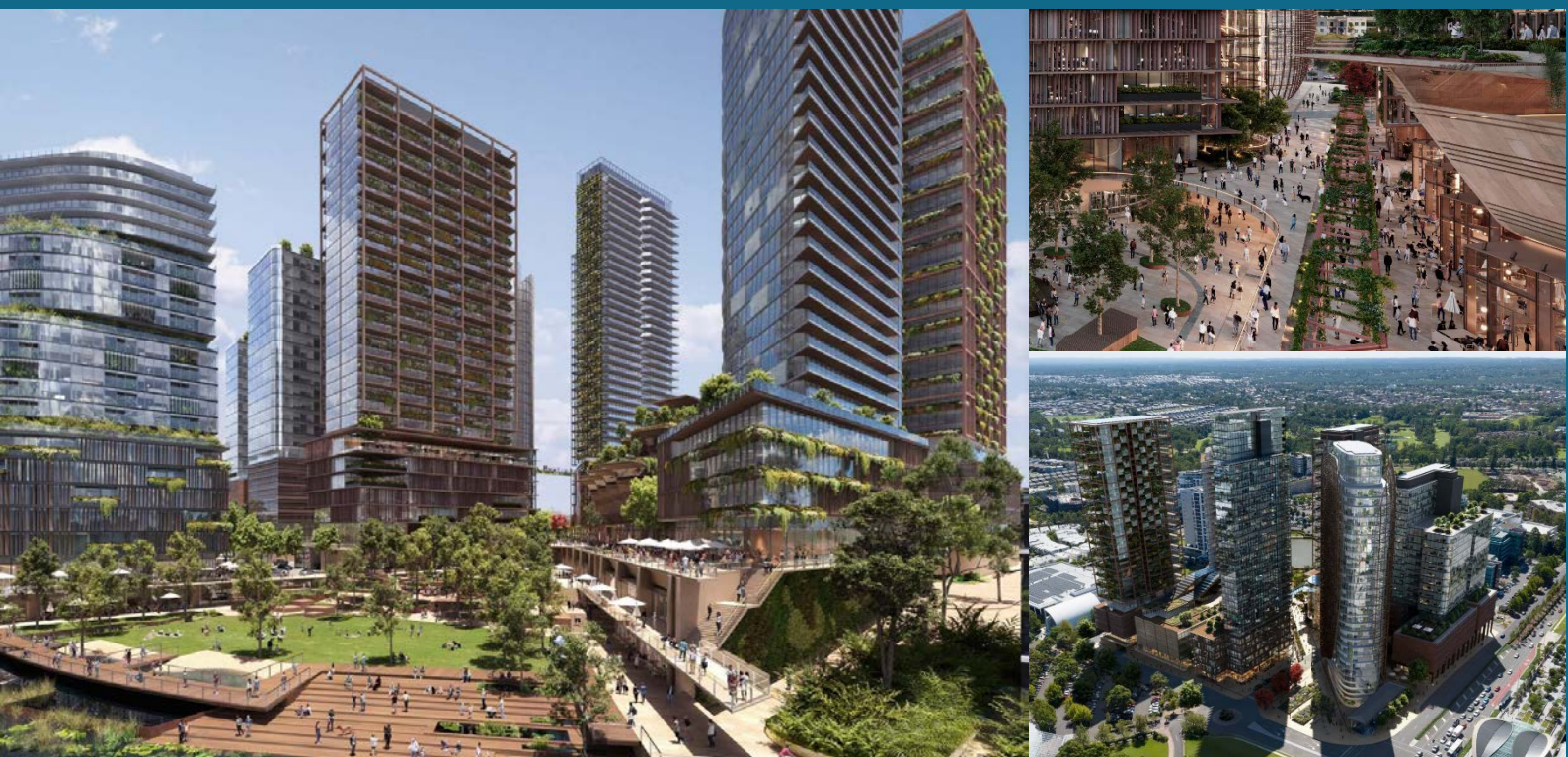


The Hills Development Control Plan (DCP) 2012

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Part D Section XX

Norwest Marketown – 4-6 Century Circuit, Norwest

EXHIBITION DRAFT – (DATE)

In Force XXXXXXXX

Table of Contents

1	Introduction	1
1.1	Land to which this Section applies	1
1.2	Purpose of this Section	1
1.3	Relationship to other Sections of the DCP	2
2	Urban Context	3
3	Desired Future Character and Principles	4
4	General Controls.....	6
4.1	Public Domain and Open Space.....	6
4.2	Communal Open Space	8
4.3	Built Form	8
4.4	Active Frontages	9
4.5	Solar Access and Overshadowing	10
4.6	Vehicle Access, Parking and Connectivity	10
4.6	Landscaping	11
4.7	Design Excellence	12
4.8	Sustainability	12
4.9	Wind	13
4.10	Staging and Implementation	13
	Appendix A – Green Travel Plan Requirements	15

1 Introduction

This Section of the DCP establishes a framework and controls to guide future development on the site at 4-6 Century Circuit, Norwest. The subject site is referred to as the 'Norwest Marketown Precinct' throughout this document.

1.1 Land to which this Section applies

This section applies to land at 4 and 6 Century Circuit, Norwest (outlined in red in **Figure 1**) being Lot 2 in DP 1213272 and Lot 5080 in DP1008602, respectively.

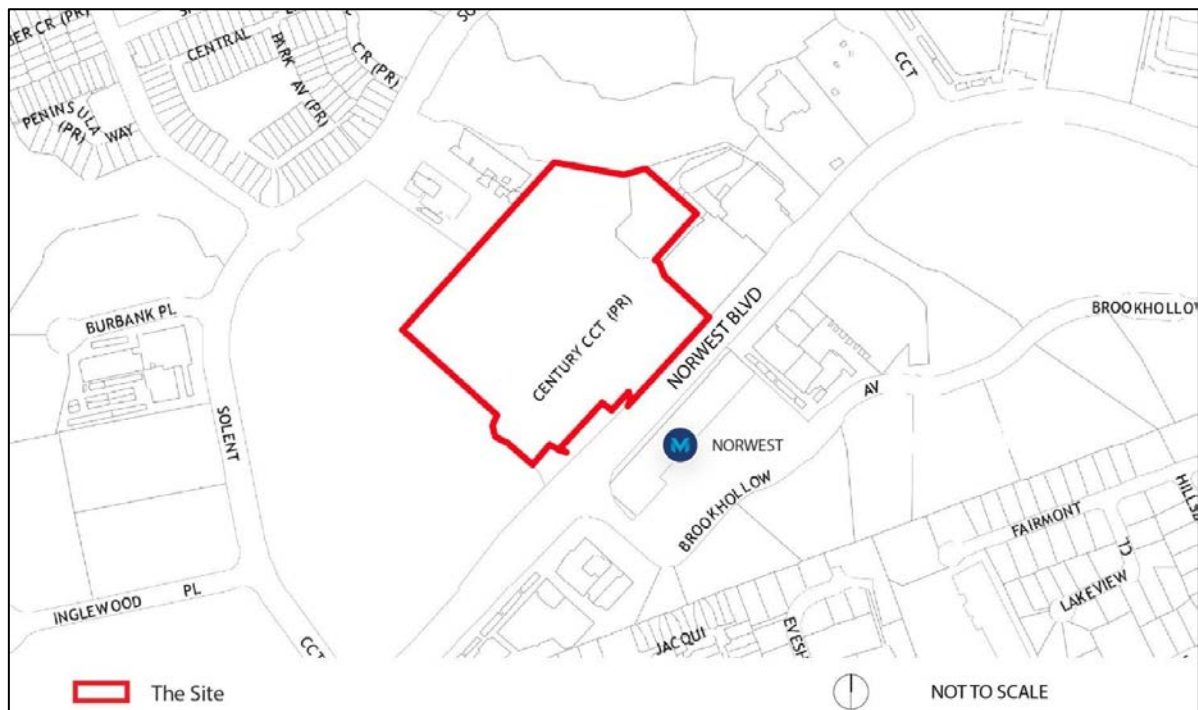


Figure 1
Land to which this Section Applies

1.2 Purpose of this Section

The purpose of this section of the DCP is to outline the desired character, land use and built form outcomes for the subject land. It seeks to ensure the future transit-oriented development is attractive, functional and sustainable and achieves a high quality urban design outcome for the subject site. It also encourages orderly development through site planning to address the site's interface with adjoining properties which varies in character and complexity.

1.3 Relationship to other Sections of the DCP

This section forms part of The Hills Development Control Plan (DCP 2012). Development on the site will need to have regard to this section of the DCP as well as other relevant sections within 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 Marketown Precinct is located within the north-eastern portion of Norwest Business Park and directly adjacent the Norwest Metro Station Precinct. It has a total area of 46,455m² and is generally bounded by Norwest Lake to the north, Norwest Boulevard and the Norwest Metro Station to the south and east, with the Hillsong Church and Hillsong College located directly west of the site.

Norwest is currently undergoing a significant degree of change in response to the delivery of the Sydney Metro Norwest Station and the identification of Norwest as a strategic centre. The area has experienced substantial uplift in the past few years, with the business park transitioning into a strategic specialised centre, supporting higher densities for commercial and residential uses.

The Marketown Precinct will reinforce the strategic vision for Norwest by providing a vibrant mixed-use, transit-oriented precinct that supports increased employment-generating land uses, high density residential housing, commercial, retail, visitor accommodation and essential services within immediate proximity to high frequency public transport. Marketown will create a new urban environment at the heart of the Norwest Strategic Centre that is connected to transport, technology and landscape.

Marketown will provide a range of essential services, community facilities, new and expanded public plaza and open space areas. Best practice design, which is consistent with the Draft Norwest Precinct Plan, will realise an attractive transit-oriented development precinct with high amenity.

3 Desired Future Character and Principles

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

- The Norwest Marketown Precinct will deliver an urban hub which will form the centre of activity for the broader Norwest Strategic Centre.
- Future development will integrate with the adjoining Norwest Metro Station and improve connectivity within and beyond the site.
- Future development will be of the highest quality and will respond to the existing surrounding local character including Norwest Lake.
- The Precinct will achieve a true mixed-use approach to land use that carefully balances diversity and optimises the strength of the surrounding business park and minimises land use conflict to successfully integrate commercial business and housing growth.
- Future development on the site will enable a diversity of dwelling types to meet the changing needs of the growing population.
- Built form will be sensitively designed to respond to the site's location and interface with existing low-rise surrounds and future and more immediate high rise development interfaces.
- Built form will comprise a variety of heights and scales that appropriately responds to the hierarchy of streets and open spaces, residential amenity and solar access.
- Built form is designed to minimise wind impact and overshadowing to the public domain through modulation of building setbacks and podiums.
- Future development in the Precinct is coordinated and effectively managed to provide appropriate publicly accessible open space and community facilities as required.
- The public domain will be an attractive, safe, accessible and permeable network of streets, lanes and pedestrian links. The ground plane will respond to key desire line connections for walking and cycling across the precinct.
- Significant landscaping and large street tree species will provide shade, amenity and contribute to the management of stormwater quality and the implementation of contemporary water sensitive urban design measures.
- The Precinct will deliver open space and public plazas including a square and urban park fronting Norwest Lake.
- Future development will achieve a strong and consistent landscape character throughout the precinct. Established trees will be retained and protected where possible and will be supplemented with new native plantings.
- Appropriate technical considerations will be implemented, such as acoustic mitigation measures, wind management and solar access principles.



Figure 2
Vision for Norwest Marketown Precinct

4 General Controls

4.1 Public Domain and Open Space

Objectives

- a. To provide a pleasant, permeable and safe environment for the enjoyment of pedestrians and cyclists which encourages interaction and improves the amenity of the area for residents, workers, and visitors.
- b. To ensure seamless integration between pedestrian and cycle links and vehicle movements throughout the site.
- c. To provide an open and legible pattern of pedestrian dominant streets, lanes, vertical transition between levels and generous footpaths that respond to key connections to the broader Norwest Strategic Centre and Marketown Precinct.
- d. To promote the use of the Metro Station and the site as an efficient interchange of movement nodes through the delivery of permeable pedestrian links and clear desire lines connecting Norwest Square and Station to the Norwest Lake.
- e. To strengthen Norwest's identity through the incorporation of public art and informative wayfinding signage.
- f. To create well-defined and comfortable public spaces for casual recreation and encourage people gathering and relaxation.
- g. To ensure consistent and accessible design of public open space areas and landscaping.

Controls

1. Development is to be generally in accordance with **Figure 3: Public Domain Plan**, and is to provide:
 - a. a publicly accessible open space adjoining Norwest Lake with a minimum area of 5,700m².
 - b. a publicly accessible plaza with a minimum area of 1,770m².
 - c. active frontages within the retail lane areas.

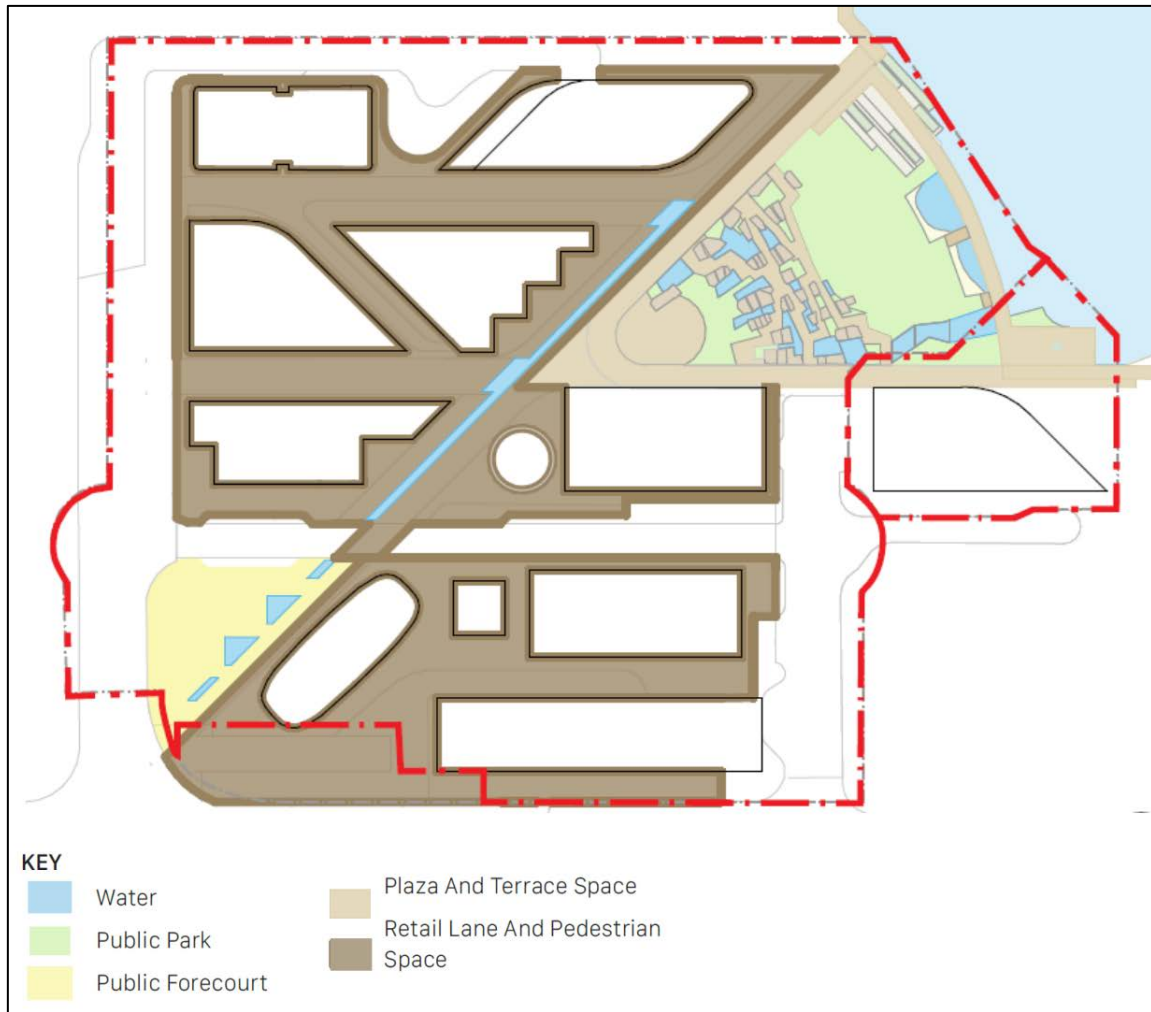


Figure 3
Public Domain Plan

2. 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.
3. All public spaces are designed to be inclusive and universally accessible, to cater for all ages, enrich the community and provide infrastructure that promotes causal recreation, relaxation and maximises social interaction.
4. Public spaces will be embellished with public art where appropriate.
5. Meeting places, points of interest, shade and grouped social seating opportunities are to be located at predicted nodes of activity throughout the site.

4.2 Communal Open Space

Objectives

- a. To provide sufficient communal open space for the enjoyment of residents.
- b. To ensure that communal open spaces:
 - i. Are accessible, useable and safe;
 - ii. Enhance the attractiveness of the development;
 - iii. Provide opportunities for social interaction; and
 - iv. Create pleasantly shaded outdoor areas.

Controls

1. A minimum of 10m² per dwelling shall be provided as communal open space.
2. The publicly accessible park is permitted to be included for the purpose of calculating the area of communal open space to be provided on the site.
3. A minimum of 25% of the required communal open space must be located at ground level.
4. A minimum of 3,000m² of the required communal open space must be provided at rooftop level within the development, with an appropriate portion to be provided in each residential tower.
5. External common open space areas are to be capable of accommodating substantial vegetation and should be designed to incorporate active and passive recreation facilities.
6. External common open space areas are to be located and designed to:
 - a. Be seen from the street between buildings;
 - b. Provide for active and passive recreation needs for all residents;
 - c. Provide landscaping;
 - d. Where provided at rooftop level, present as a private area for use by residents only;
 - e. Include passive surveillance from adjacent internal living areas and/or pathways; and
 - f. Have a northerly aspect where possible;
7. Internal open space areas are to provide opportunities for larger communal gathering and/or active recreation.

4.3 Built Form

Objectives

- a. To provide a range of building heights, types and architectural styles to create diversity and visual interest.
- b. To provide building heights that contribute to the physical definition of the existing and proposed street network.
- c. To ensure built form design is compatible with the desired future character of the Norwest Precinct as a Strategic Centre.
- d. To ensure building mass is varied and well-articulated at key interfaces within and beyond the site.

- e. To ensure podium building heights are designed at a pedestrian scale to reduce visual bulk and deliver fine grain frontages.

Controls

1. Prior to the issue of consent for the first building on the site, a plan for the entire site should be provided to the consent authority outlining proposed setbacks, street frontage heights and building massing for the Marketown Precinct.
2. Buildings are to be setback from the site boundary with Norwest Boulevard a minimum of 4m to ensure appropriate space is available for tree planting and pedestrian movements.
3. Podiums are to have a maximum floorplate length of 65m. Where a building has a length greater than 65m it is to be separated into at least two parts by a significant recess, projection or other distinct architectural expressions and features.
4. Residential towers are to have maximum floorplate length of 50m. Where a building has a length greater than 30m it is to be separated into at least two parts by a significant recess, projection or other distinct architectural expressions and features.
5. The facade design is to include distinct elements of building articulation, significant recesses and architectural diversity.
6. Residential tower floorplates are to be a maximum area of 750m² Gross Floor Area (GFA) and a maximum area of 1,000m² Gross Building Area (GBA).
7. With the exception of the signature commercial tower on the site, tower elements are to be setback 5m from the podium envelope.
8. The signature commercial tower should include floorplates that facilitates tall and slender form that distinctly mark the core of the strategic centre.
9. Tower elements are to be strategically positioned to maximise solar access, natural ventilation and views both into and through the site and from key vantage points of the public domain.
10. Taller buildings are to be located towards Norwest Boulevard and Century Circuit to create a distinct entrance and arrival point for the Norwest Marketown precinct.
11. Shorter buildings are to be provided adjacent to public spaces to sympathetically frame and public open space and reduce visual impacts.
12. Future development to have regard to the location and use of neighbouring development located adjacent to the Norwest Marketown Precinct.

4.4 Active Frontages

Objectives

- a. To encourage a vibrant urban environment that facilitates community activity, safety, natural surveillance and territoriality.
- b. To encourage continuous active urban edges where buildings meet the public realm.

Controls

1. Building frontages are to activate the public realm through the following measures:
 - a. Providing fine grain retail tenancies that cater to a diverse range of businesses including retail, entertainment, and restaurants and cafes.
 - b. Establishing high activity areas such as seating overlooking the public domain.
 - c. Incorporating large doors or windows.

- d. Locating activities and uses which are conducive to a positive public interaction.
2. An active frontage is not required for any part of a building that is used for the following:
 - a. Entrances and lobbies;
 - b. Access for fire services; and
 - c. Vehicular access.
3. Active frontages are to be provided along key connection routes and desire lines between the Norwest Metro Station and Norwest Lake.
4. Building design features, such as awnings, are to be provided where possible to ensure adequate protection for pedestrians from the elements, architectural quality and landscaping.
5. Active frontages are to incorporate large areas of transparent glazing or other openings that enable clear sightlines between the public domain and internal areas, in particular those with high levels of activity such as reception, seating and dining areas.

4.5 Solar Access and Overshadowing

Objectives

- a. To ensure residential apartments have a good level of solar access and residential amenity.
- b. To ensure development results in a good level of sunlight to communal open space, public spaces and neighbouring properties.
- c. To ensure the growth of mature public landscaping.

Controls

1. Development is to achieve direct sunlight to the publicly accessible open space and plaza for a minimum of 4 hours between 9am and 3pm on the 21 June.
2. Residential development must comply with solar access requirements in accordance with the Apartment Design Guidelines.
3. Development should be sensitively designed to ensure all public domain areas and the Norwest Metro Station receive adequate solar access.
4. All development applications must include solar access diagrams that demonstrate, at a minimum, compliance with the ADG including plans.

4.6 Vehicle Access, Parking and Connectivity

Objectives

- a. To ensure that the demand for transport and parking generated by development is managed in a sustainable manner.
- b. To facilitate a transit oriented development outcome by reducing car dependency and encouraging walking and cycling to and from the nearby Norwest Metro Station.
- c. To provide for vehicular network improvements within and adjoining the site.
- d. To prioritise suitable traffic management measures that prioritise pedestrian movements throughout the site.

Controls

1. A pedestrian only connection should be provided from the intersection of Norwest Boulevard and Century Circuit (West) through to Norwest Lake.
2. A vehicular link should be provided along the western boundary of the site to facilitate a future road connection to Fairway Drive.
3. Vehicular access should prioritise pedestrian movements and vehicular ramps should be discretely located and screened to maintain the visual amenity of the public domain.
4. Vehicular driveways and crossovers are to be clearly visible and include active safety measures.
5. Access to loading and unloading areas is to be designed to minimise conflict with residential and commercial car parking traffic.
6. Loading, storage, refuse areas and building services should be concealed and integrated into the building design to minimise the visible impact to public areas.
7. Car parking is to be provided in accordance with the following rates:

Land Use	Minimum	Maximum
Commercial	1 space per 100m ² GFA	1 space per 75m ² GFA
Retail	1 space per 60m ² GFA	1 space per 37m ² GFA

8. Any proposed integrated car parking arrangements for retail and commercial uses should be supported by a parking management strategy.
9. Car parking is to be provided underground. Basement car parking is not to reduce the potential for deep rooted planting and effective landscaping on the site.
10. End of trip facilities such as change rooms, showers and secure areas for bicycle parking should be provided within the site.
11. Development applications shall be accompanied by a Green Travel Plan prepared in accordance with the requirements in Appendix A.

4.6 Landscaping

Objectives

- a. To ensure Norwest Marketown has adaptive and climate resilient infrastructure, a focus on the human and natural scale, a network of memorable urban places, a clarity of civic space and connectivity to the broader community.
- b. To provide an attractive streetscape and accommodate landscaping that contributes to delivering high amenity within the Norwest Strategic Centre.

Controls

1. Landscape design is to:
 - a. include a diverse range of plant species that respond to the solar access conditions 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 buildings and car parking areas without creating opportunities for concealment.
2. Open space fronting Norwest Lake should provide deep soil area zones.
3. 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 15% of the total site area.
4. Landscaping and planting opportunities on podiums should be provided where appropriate.
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.
6. The incorporation of green walls and roofs into the development is encouraged. Where suitable, building facades should incorporate landscaping features to soften the visual bulk of buildings and to improve streetscape quality.
7. Substations are to be integrated into the design of buildings and landscaped where appropriate, to minimise their visibility and intrusion in the public domain.
8. Development should achieve a 40% increase in canopy tree cover on the site.

4.7 Design Excellence

Objectives

- a. To deliver a high standard of architectural and urban design.
- b. To facilitate development that will improve the quality and amenity of the public domain.

Controls

1. Future development must provide diversity and contribute to architectural character of the precinct. Buildings that are located adjacent or opposite one another are not to be of the same or similar design.
2. Buildings are to create a distinct visual feature and exhibit a high standard of architectural design, materials and detailing.
3. Large development blocks which have multiple buildings or building cores are to be designed to provide individual character so that each core is recognisable from the street (including different architectural languages for elements such as building entrances, balconies and balustrades, awnings, planters, pergolas, boundary walls and fences).

4.8 Sustainability

Objectives

- a. To create a low-carbon precinct that contributes to the NSW Government's target of 50% emissions reduction by 2030 and net zero emissions by 2050.
- b. To ensure development achieves best practice sustainability and environmental performance measures having regard to energy and greenhouse gas emissions.

- c. To ensure that the design, construction and operation of development minimises adverse impacts on the natural environment.
- d. To provide capability for natural ventilation within parts of buildings suitable for their intended function and use.
- e. To minimise the urban heat island effect and contribute to the public amenity within the Precinct.
- f. To improve resilience to potential shocks and stresses, including flooding, heat, storm and bushfire events.

Controls

- 4. Prior to issuing consent for the first building on the site, a Norwest Marketown Sustainability Strategy should be submitted that incorporates the principles of Ecologically Sustainable Development and outlines best practice targets.
- 5. Any development application for new buildings on the site are to be supported by an Ecologically Sustainable Development Strategy.
- 6. Waste management and loading should be designed in accordance with Part B of the DCP.

4.9 Wind

Objectives

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

Controls

- 1. Prior to issuing consent for the first building on the land, a Norwest Marketown Wind Study is to be completed, which demonstrates the following:
 - a. In open areas to which people have access, the annual maximum gust speed should not exceed 23 metres per second;
 - b. 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;
 - c. 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
 - d. 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.

4.10 Staging and Implementation

Objectives

- a. To ensure the redevelopment of Marketown Precinct is coordinated in an orderly manner to ensure the activities on adjacent sites and amenity of residential neighbours are not adversely impacted on.
- b. To secure high quality, legible and useful public domain at the earliest opportunity.
- c. To ensure that as far as practicable, the development of sites can occur independently, without reliance on infrastructure from adjacent sites.
- d. To provide safe and convenient pedestrian and vehicular access during the construction phase of the site.
- e. To address infrastructure service provision upon commencement of construction works and to ensure all services are reliable and operational to adjoining and adjacent development.

Controls

- 1. Prior to the issue of consent for the first building on the site, a Staging Strategy is to be submitted to the consent authority.
- 2. Development density is to align and be commensurate with the delivery of public space and infrastructure across the Precinct.
- 3. Development is to ensure any necessary flood / stormwater management solutions or required decontamination / remediation works are co-ordinated appropriately across each stage of development.
- 4. A Construction and Implementation Plan of Management detailing arrangements for construction zones, operational access points, private and public accessibility zones is to be prepared and submitted as part of any detailed development application associated with redevelopment of the site.

Appendix A – Green Travel Plan Requirements

Preparing and implementing a Green Travel Plan is an important part of managing the transport demand generated by the development. The Green Travel Plan should be based on the findings of a Transport Impact Study prepared in association with the proposed development. The Green Travel Plan should include a series of measures that promote and facilitate more sustainable modes of travel with a view to reducing private motor vehicle use.

The following detail at a minimum is to be included within the Green Travel Plan:

1. Data from available and up-to-date sources including:
 - a. most recent traffic data on the Norwest Business Park;
 - b. quantification of expected occupancy of the site, including workers and visitors;
 - c. comprehensive audit of current transport services including On Demand services; and
 - d. relevant transport strategies and proposed network changes.
2. Aspirational, achievable and specific mode share targets, including targets for the different sustainable modes of transport.
3. Details and maps of end of trip (EoT) facilities, access points and site permeability for active travel, including number and location of all secure bike parking, casual bike parking, showers and lockers.
4. Details the number of any on-site car-share parking spaces and how they will be managed.
5. Consideration of connectivity with nearby cycling and walking facilities and public transport stops and how the development can contribute to improvement.
6. Identification of lighting or other issues (like lack of shade) around access points and routes from nearby public transport stops and other points of interest.
7. Active travel champions for different companies on the site.
8. Innovative approaches to information boards with real time information screens and/or interactive screens in common spaces.
9. Exploration of innovative management strategies for parking with incentives for arriving and leaving out of peak hours and reducing parking demand.
10. Consideration of opal top up facilities onsite.
11. Comprehensive communications strategy with assignment of responsibility for each action.
12. A completed Transport Analysis Guidance (TAG) which has maps of End of Trip facilities and connectivity with public transport and active transport networks.
13. Details regarding existing and additional resources required including how the Travel Plan Coordinator will be appropriately trained and resourced.
14. Details of on-going monitoring mechanisms and the minimum number of years that annual performance reports are provided.

